



## Streets and Walkways Sub (Planning and Transportation) Committee

**Date:** TUESDAY, 23 MAY 2023

**Time:** 1.45 pm

**Venue:** COMMITTEE ROOM 2 - 2ND FLOOR WEST WING, GUILDHALL

**Members:**

Deputy Graham Packham (Chairman)	Deputy Alastair Moss
John Edwards (Deputy Chairman)	Alderwoman Susan Pearson
Deputy Randall Anderson	Ian Seaton
Deputy Marianne Fredericks	Alderman Ian David Luder, (Appointed by the Open Spaces and City Gardens Committee)
Deputy Shravan Joshi	Vacancy (to be appointed by the Finance Committee on 16 May 2023)
Deputy Edward Lord	Oliver Sells KC, (Appointed by the Port Health and Environmental Services Committee)

**Enquiries:** Zoe Lewis  
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**Ian Thomas**  
Town Clerk and Chief Executive





# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 7 March 2023.

**For Decision**  
(Pages 7 - 16)

4. **BANK JUNCTION IMPROVEMENT PROJECT - TRAFFIC AND TIMING REVIEW**

Report of the Executive Director, Environment.

**For Decision**  
(To Follow)

5. **TRANSPORT STRATEGY REVIEW**

Report of the Executive Director, Environment.

**For Information**  
(Pages 17 - 98)

6. **PEDESTRIAN PRIORITY STREETS PROGRAMME - PHASE 1**

Report of the Executive Director, Environment.

**For Decision**  
(Pages 99 - 306)

7. **ST PAUL'S GYRATORY PROJECT - PHASE 1**

Report of the Executive Director, Environment.

**For Decision**  
(Pages 307 - 418)

8. **MOOR LANE ENVIRONMENTAL ENHANCEMENTS**

Report of the Executive Director, Environment.

**For Decision**

9. **LIVERPOOL STREET AREA HEALTHY STREETS PLAN - DRAFT FOR CONSULTATION**

Report of the Executive Director, Environment.

**For Decision**  
(Pages 515 - 538)

10. **CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION (PHASE 2)**

Report of the Executive Director, Environment.

**For Decision**  
(Pages 539 - 546)

11. **BANK STATION UPGRADE - CANNON STREET ENTRANCE S278**

Report of the Executive Director, Environment.

**For Decision**  
(Pages 547 - 562)

12. **GLOBAL CITY OF SPORT - A NEW SPORT STRATEGY FOR THE SQUARE MILE (2023-2030)**

Report of the Interim Director of Communications and External Affairs.

**For Information**  
(Pages 563 - 586)

13. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

**For Information**  
(Pages 587 - 590)

14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

16. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows -

**For Decision**

**Part 2 - Non-public Agenda**

17. **ST PAUL'S GYRATORY PROJECT - PHASE 1 - NON-PUBLIC APPENDIX**

**For Decision**  
(Pages 591 - 592)

18. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

19. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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## **STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**

**Tuesday, 7 March 2023**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 7 March 2023 at 2.15 pm

### **Present**

#### **Members:**

Deputy Graham Packham (Chairman)  
John Edwards (Deputy Chairman)  
Deputy Shravan Joshi  
Deputy Randall Anderson  
Deputy Marianne Fredericks  
Deputy Edward Lord  
Alderman Ian David Luder (Ex-Officio Member)  
Alderwoman Susan Pearson

#### **Officers:**

Zoe Lewis	- Town Clerk's Department
Tim Fletcher	- Town Clerk's Department
Gillian Howard	- Environment Department
Ian Hughes	- Environment Department
Clarisse Tavin	- Environment Department
Samantha Tharme	- Environment Department
Kristian Turner	- Environment Department
George Wright	- Environment Department

### **1. APOLOGIES FOR ABSENCE**

Apologies were received from Judith Pleasance.

Oliver Sells KC and Judith Pleasance observed the meeting virtually.

### **2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

Deputy Lord declared an interest in Item 8 – Questions relating to matters in relation to the work of the Sub-Committee. In relation to the discussion on Arthur Street, they advised that they lived in the immediate vicinity. They advised that as a resident, they had not been consulted by TfL. Deputy Lord stated that they would not take part in the discussion on this item.

3. **MINUTES**

**RESOLVED**, That the public minutes of the meeting of 14 February 2023 be approved as an accurate record of the proceedings.

**Matters Arising**

The Chairman reported that he and the Deputy Chairman had asked for a letter to be written from the Policy Chairman in relation to the proposal to stop the Number 11 bus route. Officers confirmed that this was being drafted. A Member stated that there was also a proposal to stop the Number 521 bus route. An Officer advised that there had been a report to the Sub-Committee towards the end of 2022 which detailed Transport for London's (TfL) list of implications and issues. Members requested that Officers ensure that the Number 521 bus route be included in the letter.

A Member stated that a TfL impact assessment was required as the bus routes were accessible and were used by people with disabilities and people with children in pushchairs and it could be difficult to use Bank Station, particularly at the weekends, when the lifts were closed. An Officer stated that TfL would be asked to explain their rationale so that representations could be made about the services that the City wanted retained. The Chairman asked Officers to summarise the outcome of the TfL consultation and circulate this to Members of the Sub-Committee.

4. **WEST SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION PROJECT**

The Sub-Committee considered a report of the Director of the Built Environment which was a Gateway 3 Issue Report updating the Sub-Committee on the project and requested authority to start the next stage of design – Stage 3.2 of the Public Realm and Transportation project around the Museum of London Site.

An Officer reported that works had been paused for further work on the Section 106 and associated Section 278 for the Museum of London. As a planning application had now been submitted and the Section 278 project had been agreed, authority was being sought to restart the project to ensure the Museum of London, Smithfield Meat Market and the public realm programmes aligned.

An Officer reported that stakeholder engagement would restart and a wider public consultation would take place. The Officer also reported that during the London Festival of Architecture in the summer, work would take place in relation to co-designing equity and inclusivity in the public realm.

A Member drew the Sub-Committee's attention to the list of consultees in the Officer's report and requested that the Smithfield Market Tenants Association be added to the list.

A Member asked for clarification on whether the summer activation and events could be funded from the On-Street Parking Reserve (OSPR). An Officer

responded that there were constraints on the use of the OSPR. The Foundation for Future London was funding the summer activation and events. There would be some work to support the viability of these events, and this component would be funded by the OSPR. A team of designers had been appointed following a design competition and the contract for the summer activities had been awarded to the Foundation for Future London. Officers would also be working with the Museum of London and there could be further funding from their budget, but it would not come from the specific Smithfield Public Realm Project budget.

A Member referenced the Sports Strategy, and requested that once approved, this be included in the Project Mission Statement.

A Member requested that the stakeholder engagement group consulted by Destination City, be added to the list of consultees.

**RESOLVED,** That the Sub-Committee

- 1) Note the updates from the work developed to date since last Committee Report;
- 2) Approve the budget of £70,000 for staff cost and £60,000 for fees to cover the next stage of the project;
- 3) Allocate £130,000 from OSPR from the £12m funding approved in principle for the project, subject to relevant approvals; and
- 4) Note the revised project budget of £1,405,014 (excluding risk), from the £12m estimated budget which is unchanged.

5. **MOORGATE CROSSRAIL STATION LINKS**

The Sub-Committee considered a report of the Executive Director, Environment which provided an update on progress of each element of the project, the issues encountered and proposed next steps. The report also sought approval to draw down additional funds from the previously approved budget to enable further scheme development.

An Officer stated that the project had five interrelated areas as outlined in the Officer report. He advised that, to deliver high quality schemes in all five areas, a bid for additional funding from the On-Street Parking Reserve (OSPR) and/or Community Infrastructure Levy (CIL) would be submitted. If additional funding was not secured, value engineering methods could be used, e.g., lifting the old natural stone paving on the Eastern side of Moorgate and reusing the best paving stones. The Officer stated that it might not be possible to deliver certain elements of the scheme if additional funding was not obtained.

A Member asked for confirmation that the pedestrian overpass above Moor Lane would be included in the work. An Officer confirmed that these works would take place but a date was dependent on the progression of building work at 21 Moorfields. A Member stated that this delivery was a condition of 21 Moorfields being occupied.

A Member stated that the inclusion in the report of a map of the inter-related work areas would be useful. An Officer advised that there would be further reports on the specific schemes and drawings would be included in these.

A Member asked if it would be appropriate to combine the Finsbury Circus Western Arm project and the Finsbury Circus project rather than having two separate projects.

An Officer stated that currently work was taking place to secure funding for Finsbury Circus and progress with a contract for tenders. He advised that an appointment would take place in the next month and it would then be possible to look at timescales. He further advised that the Finsbury Circus project was being led by City Surveyors with a client whereas the Finsbury Circus Western Arm was an in-house project. Currently different drivers, technical complexities and programmes behind each project meant the schemes could not sensibly be combined at this stage.

An Officer stated that it was possible that in the future, the Finsbury Circus Western Arm be formally progressed at Gateway 5 through the Cool Streets and Greening Programme.

A Member suggested a table showing anticipated construction start dates, length of works and anticipated finishes would have been helpful. He stated that the Western Arm anticipated start date had been shown as Autumn 2023. He asked whether this was likely and whether the Western Arm would be open for the summer of 2024. An Officer stated that his was dependent on works to 84 Moorgate being completed. Officers had been advised these had been delayed and the developer would be in place until March 2024.

A Member asked which of the five projects outlined in the Officer report, was likely to be the first to be undertaken. An Officer stated that the first scheme was likely to be Ropemaker Street/Moorgate/South Place/Finsbury Pavement junction. Police approval had been given for the reconfigured police checkpoint and it was anticipated that TfL approval would be received soon. Islington Council were familiar with the preferred design but still had to give final approval. A Member asked if works could commence in 2023. An Officer stated that he would submit a Gateway 5 report to the Sub-Committee in the autumn but work was unlikely to start in 2023.

Members stated the importance of having a masterplan of the public realm, in its entirety and that this should include a plan.

**RESOLVED,** That the Committee

1. Note the progress made on the various elements of the project;
2. Note the revised timescales for Ropemaker Street junction improvements;
3. Approve the drawdown of £256,375 from the already agreed and secured funding allocation of £1,819,795 to continue the design development and assessment of each element of the project;



4. Approve a revised current project budget of £569,327 (including risk) as set out in appendix 2, table 2;
5. Approve the risk register in appendix 3 with the requested costed risk provision of £48,500, which is to be drawn down via delegation to Executive Director Environment;
6. Note the revised cost estimate of £430,022 for the 101 Moorgate Section 278 works, increasing the overall budget estimate by £30,022;
7. Note the intention to make further funding requests of an estimated £3.2 million to either the OSPR or CIL to progress elements of the work outlined in the Officer report and that this is reliant on further detailed work regarding feasibility.

6. **ANTI-TERRORISM TRAFFIC REGULATION ORDER**

The Sub-Committee considered a report of the Executive Director, Environment which provided details of the Anti-Terrorism Traffic Regulation Order currently in place and recommended the continuing need for it to remain in place.

**RESOLVED**, That the Sub-Committee

Approve the continuation of the ATTRO subject to a further review in three years' time.

7. **OUTSTANDING REFERENCES**

Dockless Vehicles

The Chairman asked for an update on the dockless vehicles item and was advised that Officers had met separately with Lime and Human Forest and the operators had been asked to propose how they would better manage their service to set standards. An Officer advised that both providers were willing to negotiate, understood the problems being encountered and were sympathetic to high priority issues e.g., around fire escapes. They were both in agreement that they would do more to address these issues with their users. The Sub-Committee were informed that the operators had started banning frequent offenders from using the services and Officers had asked them for their records of this and the penalties issued. The next stage would be to draw up agreements around potential funding. A similar model as that for e-scooters was being suggested where there was a fee per deployment in the City which meant the numbers of bikes could be managed and accommodated appropriately. There were challenges in finding more spaces but the operators could also use deployment management to assist with this.

A Member stated that he understood that every borough had a slightly different contract with the operators. He suggested the City should work towards an individual agreement rather than wait for a London-wide agreement which could take some time. The Chairman stated that there could be difficulties with reaching a Pan-London agreement but as central London boroughs shared similar issues, it could be that a central London borough agreement could be reached. The Sub-Committee were advised that Westminster Council had recently introduced new methods to tackle issues. The Chairman asked Officers to report back to Members of the Sub-Committee on the measures being taken by Westminster Council. An Officer stated that whether a Pan-

London agreement or a more local immediate neighbours' agreement was reached, Officers were keen to continue with this approach. A member suggested that as Westminster and City shared an MP, concerns could be escalated through her.

#### Beech Street Consultation

An Officer advised that the Beech Street consultation had just been completed.

#### Bank Junction

The Chairman requested that the Wards be added to the Traffic Order Report before it was submitted to the Court of Common Council. He stated that it should be noted that some streets were shared by Wards and it was important that the right Members were engaged when proposals for changing traffic orders were explored. It was also acknowledged that Members from Wards on each side of a street could both have an interest even if only one side was proposed to have a traffic order.

#### **RECEIVED.**

#### **8. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

A Member reported that there was TfL bus stop in King William Street that was moved to its current location whilst 33 King William Street was being built and while work was being undertaken on Arthur Street. The Member stated that its current location was inconvenient to road users and pedestrians. The Member requested that representation be made to return the bus stop to its previous location. Officers agreed to make representations to TfL.

A Member stated that TfL were undertaking consultation in relation to Arthur Street being closed to regular traffic and allowing cyclists to use it. An Officer stated that TfL were leading the consultation as they had the statutory duty to return the streets back to public use following their work. The Officer stated there were TfL junctions at the top and bottom of Arthur Street and as the street was a City street, TfL required the City's agreement to return the street to public use. Officers considered that a report should be submitted to the Sub-Committee and a recommendation made back to TfL as the City was fundamental to the decision. The Officer advised that the way the area was now operating had changed as there was previously a weight limit at the beginning of the north side of London Bridge and this led to Arthur Street being used as a through route prior to the work being started. This weight limit had now been removed but instead there was a traffic order from TfL to restrict traffic on London Bridge to buses and taxis. This would mean that if the traffic order continued, Arthur Street would not return to being used as a through route. Officers would submit a report to the next meeting of the Sub-Committee. Officers would discuss this with TfL to ensure that no action was taken until the City had considered this and responded. An Officer advised that until the shaft work had been completed, the other works could not progress.

A Member asked about how the works in Crutched Friars were progressing as residents were concerned about frequent gas leaks. An Officer stated that he

would raise this matter with the relevant Officers and provide Members with an update.

A Member commented that the signage in Hart Street required improving to avoid unnecessary reversing.

A Member referred to the trees at 22 Bishopsgate which were removed during the development but had not been replaced. An Officer stated that an update would be provided.

A Member raised concern that the lifts at Bank Station were closed at weekends which meant some people were unable to use the station. She stated that many people used this station as it was advertised as an accessible station and if it was not accessible at weekends, the notices should be updated. If it was possible to get the lifts working at weekends, this should be done.

A Member informed the Sub-Committee that in relation to Moor Lane there was an area called the pot garden which had been in the scope of the project but had now been removed. She requested that this be added back into the scope of the project. An Officer stated that Officers had concerns that it might not be possible to spend some of the Section 106 money on this area as it was in the Barbican Estate and this was being investigated. The Officer stated that she appreciated the disruption residents had experienced with 21 Moorfields and acknowledged that the scheme was launched in 2011 and was still not delivered. Officers were requested to ensure that the project information being presented was accurate and that the project was being moved forward as rapidly as possible.

A Member advised Officers about the lack of plants in two plant pots on the corner of Little Britain, Montague Street and King Edward Street. Officers would raise this with those responsible for the pots. The Officer stated that there had to be a balance in terms of the size of plants and trees and ensuring the plants thrived.

A Member referred to the Little Britain and Bart Square development. She reported that due to hard surfaces, noise was a problem. She suggested that trees be planted in pots to absorb some of the sound. A Member stated that using deliveries by electric vehicles could help to reduce noise. An Officer responded that the Transport Strategy was a broad document covering concerns such as these. He advised that often materials which led to less noise pollution were less affordable, harder to maintain and had a shorter lifespan so their use had to be carefully considered. The Officer stated that in the Transport Strategy refresh, issues such as communication, engagement and consolidation of deliveries for larger businesses, the impact of climate change and sustainability would be considered.

A Member stated the importance of having multi-level signage to indicate pedestrian walkways at higher levels. An Officer stated that there were previously multi-level isometric drawings on light boxes that helped people navigate to the Barbican upper tiers. The difficulties with these, were that every

time there was a major change, they became out of date. The Officer advised that with the Barbican Project there was the opportunity to discuss multi-level signage, costs and funding with the Barbican. The City of London Corporation had signed up to Legible London, the strategic signage strategy. A Member stated that proposed inserts for the light box signage had not materialised. The Chairman stated that using these could be a possible solution.

A Member asked a question about the status of the pedestrian walkway with the Smithfield shutdown. He raised concern that there was a blind corner and stated that the walkway should be reopened as soon as possible. An Officer stated that works were underway and Officers would request that the pedestrian walkway be reopened as soon as possible.

A Member asked about the way in which the works at Bank Junction were taking place and whether another method e.g., focusing on one or two locations at a time to complete them and reopen them more quickly, would minimise disruption. He also raised concern about the lack of signage showing the end state. An Officer stated that much consideration had gone into the way the works were being completed. The broad programme was to complete all the work that did not include pedestrianisation of Threadneedle Street before the Lord Mayor's Show in November 2023 and the full completion of work was scheduled for May 2024. Priority was being given to health and safety. There were constraints on working hours and noisy working hours with quiet work having to be undertaken around the noisy working hours, often at a different part of the junction. Members were informed that there were three teams working on the site and this was considered the optimal number. The current phase was the most complex and intensive and would last until June or July 2023. After that, the focus would be on the area outside Mansion House. As soon as an area was complete, it would be reopened. The Officer advised that there had been a delay with the hoardings but this had now been resolved and the hoardings should be in place by 17 March. Communication was taking place with nearby businesses to keep them informed and the hoardings would provide passers-by with details of how the junction would look once the work was complete.

In response to a Member's question, an Officer advised that a map of the various locations being worked on at Bank Junction could be provided to Members. This could detail when each location was scheduled to be completed and reopened. This could also be put on the Outstanding Actions list and reported on at each meeting until the work was complete.

A Member stated that cyclists were required to dismount and walk around the Bank Junction works for health and safety reasons. Recently more cyclists were dismounting.

**9. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

There were no additional, urgent items of business for consideration in the non-public session.

**The meeting ended at 3.30 pm**

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Chairman

**Contact Officer: Zoe Lewis  
Zoe.Lewis@cityoflondon.gov.uk**

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# Agenda Item 5

<b>Committee(s):</b> Streets and Walkways Sub-Committee	<b>Dated:</b> 23/05/23
<b>Subject:</b> Transport Strategy Review	Public
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	1, 2, 9, 11, 12.
<b>Does this proposal require extra revenue and/or capital spending?</b>	Y
<b>If so, how much?</b>	£25,000
<b>What is the source of Funding?</b>	TfL LIP
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	Y
<b>Report of:</b> Executive Director Environment	For information
<b>Report author:</b> Samantha Tharme, Environment Department	

## Summary

The Transport Strategy was adopted in May 2019. We have now committed to reviewing the Strategy, with a revised version planned to be published five years on, in early 2024. In November 2022, this sub-committee approved the approach to be taken for the review, including the plan for engagement and the review (RAG) status of the proposals.

In the period since the November Streets & Walkways Committee, we have undertaken a comprehensive programme of engagement with stakeholders, including focus groups, a public survey, workshops and one to one discussions. This includes working with the Destination City team as this area of work is developing it is key that our Transport Strategy supports delivery of the aims and ambitions under the Destination City programme. Further engagement activity is planned over the period to July, and will include a series of focus groups covering the review of the Transport Strategy and the City Plan. Consultation on the draft Transport Strategy is planned to run from July until September before further changes and Committee review and approval.

We are proposing to include in the Transport Strategy a summary of how we will manage traffic movement and access to enable delivery of the Transport Strategy. The draft document is included in Appendix 1 and we would welcome your feedback.

This report updates on the engagement carried out to date for the review, along with the suggested amendments to the Transport Strategy proposals that are likely to change most significantly.

## **Recommendation(s)**

Members of the Streets & Walkways Sub Committee are asked to:

- Note and discuss the proposed approach to managing traffic movement and access as set out in Appendix 1.
- Note and discuss the proposed changes for Transport Strategy proposals that have been identified as requiring significant change – see paras 22-63 and Appendix 2.
- Note progress with the delivery of the engagement activity, outlined in the report and in Appendix 4.

## **Main Report**

### **Background**

1. The 25-year City of London Transport Strategy was adopted unanimously by the Court of Common Council in May 2019. The Strategy includes a commitment to review every three years. This report updates on progress with the review and seeks feedback on proposed changes.
2. The review is now scheduled to be completed in early 2024. The timetable has been extended due to Covid-19 related restrictions on travel and work that continued into early 2022. The extension also allows the Transport Strategy review to align with, inform and be informed by the ongoing development of the City Plan.
3. The additional time has allowed stakeholder engagement to inform the review and for it to be carried out under more settled post-pandemic travel patterns and working arrangements.
4. Following a review of evidence at the commencement of the review, the relevance of the Transport Strategy outcomes was revisited. This was informed by engagement with the Recovery Taskforce, as well as post-pandemic scenario planning, return to work surveys and Central Activity Zone Economic Futures Research. In April 2021, this Committee agreed that the Transport Strategy Vision, Aims and Outcomes are still considered relevant and fit for purpose and that an update, rather than a wholesale revision of the Transport Strategy is appropriate, and that 2044 remains the end year for the Strategy.
5. A significant amount of data has been collected over the past year to inform the Strategy Review. This includes traffic counts of people walking, cycling and driving motor vehicles. Traffic counts are comparable with previous years and enable pre and post-pandemic comparisons.
6. Employment forecasts and residential requirement forecasts set the broader context for both the City's Local Plan and the Transport Strategy and still set a context of growth over the Plan and Strategy period.
7. Work with the Destination City team is on-going to ensure our Transport Strategy supports and helps deliver the aims and ambitions of this initiative, by helping to make the Square Mile a more inviting and attractive place to visit and spend time.
8. The approach to traffic management in the City has recently been tested through the Traffic Management Order review, as reported to the Court of



Common Council. This demonstrated where and how our approach to traffic management serves the outcomes of the Transport Strategy.

9. In November 2022, the Streets & Walkways Sub Committee approved the overall approach for reviewing the 54 proposals in the current Transport Strategy.
10. Each proposal was given a RAG status, with 14 proposals identified as requiring major change (categorised as Red – see Appendix 3 that lists these). 21 are likely to only require minor amendments (categorised as Amber), and 19 are expected to not require any (categorised as Green).

## **Stakeholder engagement**

11. In the period since the November Streets & Walkways Committee, we have undertaken a comprehensive programme of engagement with stakeholders. The following section summarises the engagement activity that has taken place over the last five months:
12. Three focus groups were held during November 2022, structured by the following groups:
  - Young and early career network representatives
  - Professional and workplace diversity and disability network representatives
  - Representatives from City businesses
13. Topic discussions included existing challenges to travelling around the Square Mile, safety, attractiveness, accessibility and inclusivity, and opportunities to improve travelling in the City.
14. Between 28 November and 19 December 2022, a public survey of workers, residents, students, and visitors was undertaken to understand perceptions on transport and the public realm. It contained wide ranging questions about participants' current travel patterns and perceptions of transport in the Square Mile. This survey was conducted through a combination of telephone interviews, an online panel, and face-to-face interviews.
15. On 19 January 2023, 30 people from 28 different organisations ranging from industry professionals, campaigners, transport representative groups and public sector bodies came together to discuss the review of the Transport Strategy. Discussion focused on the most significant changes since the publication of the 2019 Strategy and key asks for the update to the Strategy.
16. A number of one-to-one meetings with stakeholders have also been held, including with Transport for London, the Port of London Authority, Transport for All, London Cycling Campaign and the Motorcycle Action Group. We have a working partnership with City of London Police which includes discussion on all issues feeding into the Strategy review, particularly focussing on matters around road danger reduction.
17. During May and June, the City Plan and Transport Strategy will be further informed by a series of focus groups that will seek ideas and input by theme

and geographic area of the City. These will include more detailed engagement with residents on the future of transport in the Square Mile.

18. Five area based workshops, structured by Key Areas of Change in the Square Mile will inform planning and transport policy, whilst thematic groups, including sustainability, health, wellbeing and inclusion will seek input relating to those topics.
19. These focus groups will provide further feedback on Transport Strategy outcomes and proposals in advance of the consultation on the proposed changes over the summer.

### **Proposed approach to managing traffic movement and access.**

20. We are proposing to include a summary of how we will manage traffic movement and access to enable delivery of the Transport Strategy (under Outcome 2: Street space is used more efficiently and effectively). By clearly setting out the approach for different modes of travel we aim to make it easy for people to see how the application of Transport Strategy proposals will affect the allocation of street space and access.
21. As well as reflecting the Transport Strategy outcomes and proposals, including the street hierarchy, the proposed approach takes account of what we can legally and practically 'control' in terms of purpose and movement of specific vehicles on our streets. For example, for legal purposes, private hire vehicles have to be considered as part of general traffic and separately to taxis.
22. The approach will sit alongside our definition of essential traffic as: walking, cycling, buses, freight and servicing trips with a destination in the City and private and shared vehicles used by people with particular access needs.
23. The proposed approach is provided in Appendix 1. We would welcome feedback on this.
24. A similar summary of our approach to managing the kerbside (parking, loading, etc) is also being developed. This will build on the existing proposals set out in the Transport Strategy.

### **Proposed changes to Transport Strategy proposals**

25. Proposed changes to the 14 proposals that have previously been identified as requiring major change are summarised below and detailed in Appendix 2. We would welcome feedback on these. A number of the changes are due to success in achieving specific actions within proposals, we will produce a full report of those successes for the July meeting of this committee.
26. For reference, the full list of Transport Strategy proposals and the extent of change required is included in Appendix 3.

New Proposal - Embed an inclusive approach to transport planning and delivery in all our activity and processes.

27. We currently have an overarching proposal to embed the Healthy Streets Approach in transport planning and delivery (Proposal 1). Alongside this, we propose to add a new overarching proposal that sets out how we will ensure we take an inclusive approach to the activities and processes required to deliver the Transport Strategy.
28. This proposal will make clear the City of London Corporation's commitment to diversity and inclusion in transport.
29. It will set out our approach to considering all protected characteristics and socio-economic impacts when planning and making changes to our streets. It will outline our processes for inclusive engagement and consultation and for assessing benefits and disbenefits, for example through equality impact assessments.
30. As with the Healthy Streets Approach, all proposals in the Transport Strategy should contribute to creating inclusive streets and transport. We will continue to have a specific outcome and proposals on improving physical accessibility. This will ensure we maintain a focus on removing physical barriers to travel in the City.

Revised outcome and proposals – The Square Mile's streets are great places to walk and spend time.

31. While there are no major changes required under this outcome it is proposed to change the outcome wording to: *The Square Mile's streets are great places to walk, wheel and spend time*. Individual proposals would be updated accordingly to reflect this new wording.
32. The addition of 'wheel' and 'wheeling' specifically acknowledges the use of pavements and other pedestrian spaces by people who use wheelchairs, mobility scooters and other wheeled mobility aids.
33. The outcome and proposal wording will be careful to avoid confusion relating to 'wheeling', and the potential for cycling or use of e-scooters to be included within the term.

Proposal 11: Take a proactive approach to reducing motor traffic

34. Our ambition to reduce levels of traffic in the City is unchanged, however we propose to update this proposal to reflect the broader context of traffic demand management across London.
35. TfL has commenced investigation into next generation road user charging, to potentially replace the Congestion Charge and ULEZ. Early-stage engagement was undertaken as part of the ULEZ consultation in 2022. We had previously stated a lobbying position on this issue and consideration of developing a local road user charging system. We can reframe our

emphasis now to work with TfL on developing a system that works to reduce motor traffic, to meet local and wider objectives of traffic reduction.

36. Closer analysis of some of the changes in travel patterns, vehicle numbers and success in some limits on the private hire vehicle market will allow parts of this proposal to be reframed to 'monitoring' the numbers as the previously stated near-term targets for traffic reduction have been achieved or partially achieved.
37. Motor traffic reduction remains key to the achievement of other objectives for the Transport Strategy, including achieving Vision Zero, and the Climate Action Strategy.

#### Proposal 15: Support and champion the 'Turning the Corner' campaign

38. Progress has been made towards the achievement of the 'Turning the Corner' campaign as the principles were incorporated into the revised Highway Code January 2022. Motor vehicles are now required to give way to people walking and cycling when turning left into a side road and a national communications and awareness campaign ran in early 2022 to promote these changes.
39. The emphasis will now be on further communication and behavioural campaigns to raise awareness and embed the change in motorists' behaviour. Commitment to deliver these campaigns will be included within Proposal 20 as part of Vision Zero and this proposal will be deleted.

#### Proposal 16: Develop and apply the City of London Street Accessibility Standard

40. We have developed and are applying the City of London Street Accessibility Tool (CoLSAT) and therefore propose to change this proposal to: *Make our streets accessible through ongoing improvements and by applying the CoLSAT.*
41. Alongside improvements delivered through projects, the proposal will include a dedicated programme of smaller scale improvements, informed by street assessments using CoLSAT to direct and prioritise action.
42. We will continue to develop and improve the CoLSAT as appropriate, to ensure that it continues to reflect the diverse needs of disabled people, reflects any changes in legislation or guidance and continues to drive improvements in quality and performance.

#### Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero

43. The City of London Corporation remains committed to doing everything it can to make the streets of the Square Mile safe for everyone, working with key partners such as the City of London Police and Transport for London to keep people safe from harm.
44. The Vision Zero aim of eradicating deaths and serious injuries is extremely ambitious and challenging to meet, but the City and its partners will

underline the commitment to do everything they can to prevent such individual tragedies.

45. The proposal will reference the publication of the Vision Zero action plan and the revised interim targets for the reduction of fatal and serious injuries. The proposal will also highlight the updated priority locations for intervention based on revised collision and casualty data analysis.
46. The proposal will include reference to new headline actions planned to be included in the Vision Zero action plan, campaigns and activities to encourage safer behaviours, commitments relating to telematics and intelligent speed assistance (ISA), high profile roads policing by the City of London Police and action to improve vehicle safety on the highest risk vehicles in the City.

#### Proposal 23: Improve the quality and functionality of street lighting

47. Following the adoption of the Street Lighting Strategy and upgrade of the City's street lighting we intend to change this proposal to: *Operate street lighting in accordance with the Lighting Strategy*
48. A new street lighting system is now in operation in the City and the revised proposal will ensure that recommendations from the Lighting Strategy are incorporated where they relate to the public realm and employing lighting to help promote accessibility, inclusion, safety and diversity, whilst supporting and promoting walking, cycling and the use of public transport.
49. We will utilise flexible and intelligent lighting control in accordance with night time activity and to support safe travel during winter months.

#### Outcome: More people choose to cycle in the City

50. The cycling outcome will undergo significant change to all proposals and the outcome wording.
51. The focus of this outcome will expand to include scooters, electric scooters and other forms of micromobility..
52. The outcome is currently made up of five separate proposals, all of which will be revised as part of the review. These will be consolidated into three new proposals to:
  - Improve the experience of riding cycles and scooters in the City
  - Increase the amount, variety and quality of cycle and scooter parking in the City
  - Support and celebrate micromobility in the City
53. The outcome and constituent proposals will define 'micromobility' based on emerging new forms of travel and DfT regulations for permitted vehicles on the public highway.
54. Changes will be informed by the outcomes from the current TfL operated e-scooter trial and any changes in legislation that Government seeks to make.

#### Proposal 29: Support and champion a central London Zero Emission Zone

55. This proposal will be updated in light of the success of the Ultra Low Emission Zone (ULEZ) and increasing uptake of zero emission vehicles in reducing levels of NO<sub>x</sub> and NO<sub>2</sub>.
56. We will remove the commitment to introducing local Zero Emissions Zones in the City and instead continue to support wider emission controls for central London in line with the Mayor's Transport Strategy, alongside targeted restrictions in air quality hot spots. This change reflects the fact that most streets in the City now meet national limits for NO<sub>x</sub> and NO<sub>2</sub> and the challenge of introducing area based restrictions that are reliant on enforcement through penalty charge notices.
57. With reference to Proposal 11, we will continue to support and champion the use of next generation road user charging to control traffic and emissions more sensitively and tactically than with the current congestion charge and ULEZ controls.
58. We will continue to support the transition to electric vehicles through installing more electric vehicle infrastructure where appropriate. Which is covered by proposal 30, which is unchanged.

#### Proposal 38: Reduce the number of freight vehicles in the Square Mile

59. Reducing the number of freight vehicles in the City remains a key commitment and is central to the achievement of other outcomes, including Vision Zero, clean and quiet streets and efficient use of street space. A particular focus will be to reduce the number of freight vehicles that pass through the City without an origin or destination in the Square Mile.
60. This proposal will be revised to remove the commitment for the City Corporation to provide a consolidation centre. This is no longer considered necessary given the increasing availability of commercial consolidation services.
61. The emphasis of the proposal will shift to greater use of the planning process to require consolidation in new developments while encouraging existing buildings and Business Improvement Districts (BIDs) to use consolidation.
62. The proposal will also move away from a commitment for the City Corporation to provide a set number of last mile logistics hubs within the Square Mile. Instead, the emphasis will be on seeking a coordinated approach to last mile logistics across central London, working with neighbouring boroughs, Transport for London, the Greater London Authority and developers to identify sites that serve the Square Mile, including beyond the City boundary.

#### Proposal 42: Make the street network more resilient to severe weather events

63. The publication of the Climate Action Strategy (CAS) 2020 provided more defined actions to improve the resilience of the street network to severe weather events. The proposal will be updated to reflect these commitments from the CAS.
64. We will also commit to introduce more Sustainable Drainage Systems (SuDS) and rain gardens on streets and public spaces, as well as an enhanced commitment to tree planting to provide shade and reduce street temperatures.

#### Proposal 43: Establish a Future Transport Programme

65. It has not been possible to deliver this proposal as originally envisaged.
66. Due to the long term nature of the Transport Strategy, the proposal will continue to act as a 'catch-all' commitment to harness new technologies and opportunities to help achieve the outcomes and proposals in the strategy.
67. We will remove the commitment to delivering specific actions but replace it with a collaborative approach with the new emphasis to engage with relevant partners to support, enable, facilitate and deliver transport innovation and technology if it can help deliver the Transport Strategy.
68. Our initial priorities will be to focus on innovations that:
- Make it easier for disabled passengers to hire and travel by taxis and private hire vehicles
  - Ensure kerbside space is used as efficiently
  - Enhance our data collection and processing capabilities,
  - Explore the use of GPS-enabled technologies and geofencing to aid traffic regulation and management.

#### Proposal 44: Establish a Future Transport Advisory Board

69. The definition and management of an Advisory Board is no longer considered as necessary to deliver proposal 43 and it is proposed that this proposal is removed.

#### Proposal 46: Support and champion better national and international connections to the Square Mile

70. The Climate Action Strategy has identified more clearly where carbon emissions are produced and therefore where we can act to deliver net zero carbon for transport.
71. We need to ensure impact of all relevant transboundary (scope 3) travel is measured within CAS programme, recognising the commitment to net zero and progress that can be made on all travel emissions.

72. The operating environment for TfL has been impacted by the pandemic therefore we need to review proposals relating to TfL bus services and support for the Mayor of London in retaining locally generated taxation.

### Proposal 53 – Improve our monitoring of transport in the Square Mile

73. Proposal 53 will reconsider the approach that we take to monitoring and targeting improvements in transport in the City.
74. The adopted Transport Strategy included 8 key targets, and a number of other performance indicators (see table 1 appendix 2). These will be reviewed to ensure they are still appropriate and relevant and align with other corporate strategies and priorities, including Climate Action and Destination City.
75. With the changes and additions to the proposals relating to accessibility and inclusion, we are exploring the development of new KPIs to help measure our achievements. We will ensure that our regular monitoring of views and opinions on the quality of our streets and access includes a sufficient sample size to understand if any groups with protected characteristics are reporting problems or different issues that we need to address.
76. The definition and quantification of the CAS carbon saving target is also new since we established the Transport Strategy. We propose to develop a more specific measure to indicate the transport actions contribution to carbon saving targets.

### **Next steps**

77. Edits and changes to proposals, targets and key performance indicators will be finalised over May and June. These will be submitted to the Streets & Walkways Sub Committee in early July. Any changes following Streets & Walkways Sub-Committee will then be incorporated before the proposed changes are submitted to the Planning & Transportation Committee in late July 2023 for approval to consult.

### **Corporate & Strategic Implications**

#### Strategic implications

78. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4.
79. The Transport Strategy will support and help deliver the objectives of the City Plan. Work is in progress on the City Plan review which is being undertaken in parallel with work and recommendations to inform the Transport Strategy Review.
80. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risk CR21 – Air Quality.



81. The strategy review will ensure that overlap with other areas of work is identified and addressed. These include Joint Health and Wellbeing, Safer City Partnership, Air Quality, Noise, and Lighting.
82. The Strategy review will also consider how best to support the Destination City programme and the City's ongoing recovery.
83. The Transport Strategy is required to demonstrate how it supports the Mayor's Transport Strategy (MTS), which is done through submission of the Local Implementation Plan (LIP). The outcomes of the Transport Strategy are on the whole in line with the MTS.

#### Financial implications

84. A costed 5-year Delivery Plan will be provided alongside the updated Transport Strategy. This will be updated annually and reported to the Planning & Transport Committee for approval. Approval for funding for projects within the Delivery Plan will be sought as necessary through the annual capital bidding process for funds from CIL, OSPR and other sources as appropriate.
85. Data collection, engagement and consultation costs associated with the review will be funded through local risk budget and TfL - LIP funding.

#### Resource implications

86. Staff resource is required to undertake the review. The Strategic Transport Team is in place to undertake this work and will liaise with other teams as appropriate.

#### Equalities implications

87. A full Integrated Impact assessment including Equalities Impact Assessment was undertaken for the development of the Transport Strategy. We have commissioned an EQIA which is now underway to help inform any high priorities that need addressing and to inform the final revisions to the Strategy as we go through the next stages.

#### Climate implications

88. Delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use and a switch away from fossil fuel vehicles and to climate resilience. The review will consider changes required to support the delivery of the adopted Climate Action Strategy.

#### Security implications

89. As the Transport Strategy is relevant to the management of public space and the transport network, security implications are relevant at a detailed level and inform decision making at a scheme level.

## Conclusion

90. We are now in the final stages of the Transport Strategy review, with the aim of consulting on proposed changes to proposals in July – September 2023.
91. In the period since the November Streets & Walkways Committee, a comprehensive programme of engagement with stakeholders has been carried out to inform the review of the Transport Strategy. Engagement work has been planned and carried out in parallel with the Local Plan team to enable joint consideration of issues relating to planning and transport where appropriate.
92. Between now and July, engagement activity will continue, with joint City Plan and Transport Strategy focus groups structured by theme and Key Area of Change in the City. The Equalities Impact Assessment will help ensure that the approach being taken to reviewing the strategy is inclusive and accessible.
93. A report setting out all proposed changes to proposals, targets and key performance indicators will come to the Streets & Walkways Sub Committee and the Planning & Transportation Committee in July 2023. This will seek permission to consult on those changes during July – September 2023.

## Appendices

- Appendix 1 – Approach to managing traffic movement and access
- Appendix 2 – Key changes and context for change for ‘Red’ proposals requiring major change.
- Appendix 3 – Transport Strategy Proposals – change status.
- Appendix 4 – Transport Strategy Review Engagement Plan, including stakeholders engaged so far.

## Background Papers

[City of London Transport Strategy](#)

[Streets & Walkways Sub-Committee 8 November 2022 – Transport Strategy Review 2023.](#)

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## **Appendix 1 – Approach to managing traffic movement and access**

### **City of London Transport Strategy Review**

#### **Approach for Managing traffic movement and access**

##### **Draft for discussion**

*This paper is for discussion to inform the review of the City of London’s Transport Strategy. It does not represent City of London Corporation policy*

#### **Purpose of the Approach for managing traffic movement and access**

This approach sets out the principles for managing traffic and access around the city.

We are proposing to include a summary of how we will manage traffic movement and access to enable delivery of the Transport Strategy (under Outcome 2: Street spaces is used more efficiently and effectively). By clearly setting out the approach for different modes of travel we aim to make it easy for people to see how the application of Transport Strategy proposals will affect the allocation of street space and access.

As well as reflecting the Transport Strategy outcomes and proposals, including the street hierarchy, the proposed approach takes account of what we can legally and practically ‘control’ in terms of purpose and movement of specific vehicles on our streets. For example, for legal purposes private hire vehicles have to be considered as part of general traffic and separately to taxis.

The approach will sit alongside our definition of essential traffic: walking, cycling, buses, freight and servicing trips with a destination in the City and private and shared vehicles used by people with particular access needs.

#### **Managing traffic movement and access**

Street space is a finite resource, and the Transport Strategy recognises the trade-offs between competing demands for that space. These trade-offs are weighted towards improvements for people walking (including people using wheelchairs and mobility scooters), and to a lesser extent people cycling, and to enhancing the public realm.

As is noted under Proposal2: Put the needs of people walking first when designing and managing our streets: *“[We accept] that delivering priority for people walking may result in delays or reduced capacity for other street users, (while seeking to minimise the impact on essential traffic through general traffic reduction)”*

In a constrained environment like the City, it is only possible to give more space or priority on a street to people walking by reallocating space from or changing access for other street users. Where traffic changes are required, access for motor vehicles

will be retained to ensure people who need to use a taxi, private hire vehicle or their own vehicle to travel to and within the City can reach their destination. Access is also required for deliveries and servicing. However, some increases in journey lengths will be unavoidable.

Decisions on reallocating space or changing access will be informed by a street's classification in the City Street Hierarchy. The street hierarchy, illustrated in the map below, sets out how each street should function in terms of vehicular movement. Its application and the phasing and coordination of project delivery (where streets are temporarily closed) ensures traffic can move around the City and access parking, loading space and properties.

The following statements set out our approach for managing the allocation of space and allowing access for the different types of traffic on the City's streets. All decisions will include an assessment of impacts on access and movement around the city through a project's Equalities Impact Assessments (EqIAs).

### **Walking**

Walking, which includes people using wheelchairs and mobility scooters and people walking to and from public transport, is the main way that people travel around the City and will be prioritised accordingly by:

- Creating pedestrian priority streets where traffic access is limited for all or part of the day.
- Giving greater priority at junctions and side streets and making streets easier to cross.
- Reallocating street space to widen pavements and enable public realm improvements.

Where improvements for people walking are required, including to make streets more accessible, then these will take precedence over the use of the streets by other traffic, particularly motor traffic.

### **Cycling**

Pedal cycles include electrically assisted pedal cycles, adapted cycles, cycles used as mobility aids and cargo bikes. They may have more than two wheels.

Where it does not conflict with the need to prioritise people walking, we will seek to maximise the choice of safe and convenient routes for people cycling. This includes allowing people cycling through the City on longer journeys to use local access and City access streets. This reflects the fact that cycles are a space efficient, zero emission, affordable and healthy form of transport that can be used independently by children and adults, as well as for deliveries and servicing. The number of people cycling on the City's streets has grown significantly over the last two decades and people cycling make up our single largest vehicle proportion.

We will allow cycling on most streets, including maintaining two-way cycling on streets that are otherwise one-way for motor vehicles and an assumption that people will be allowed to cycle though bus only restrictions. In some instances, the primary

reason for seeking to restrict or limit motor traffic on a street will be to create safe and inclusive conditions for cycling.

Cycle access on streets or sections of streets that are entirely closed to motor vehicles will be considered on a case-by-case basis and streets designed accordingly, taking account of the availability of other safe routes and the potential for interactions between people walking and cycling.

### **Scooters/Escooters**

Scooters and e-scooters have the potential to provide a space efficient and low emission transport options that is likely to appeal to people who may not otherwise choose to cycle and potentially provide a non-car link for public transport journeys. Subject to the final classification of e-scooters in any future legislation, e-scooters will be treated in the same way as cycles in terms of street space and access. For e-scooters this currently only applies to e-scooters hired through the London-wide trial. Private e-scooters are not permitted to use public highway.

### **Buses**

There are unlikely to be opportunities to improve bus journey times by reallocating space to bus lanes or other bus priority measures. In some instances, it may also be necessary to use space currently allocated to bus lanes for pavement widening. Maintaining and where possible improving bus journey times will instead need to be achieved through traffic reduction, both in general terms and, on local access streets, by restricting other traffic. We will seek to minimise any changes to bus routes, but this may be necessary in some instances.

### **Taxis**

Taxi access where motor vehicles are otherwise restricted will be considered on a case-by-case basis, separately to other vehicles, including private hire vehicles, and against the objectives of the specific project. The impacts on access and of potentially longer journeys for passengers who need to use a taxi will be assessed through a project's Equalities Impact Assessments (EqIAs). There is no assumption that taxis will be permitted through bus gates or other bus only restrictions.

We are actively seeking an as yet undeveloped automated solution for identifying taxis carrying registered disabled passengers that can potentially allow them to use otherwise restricted streets and reduce the potential for higher fares. If this system becomes available, then existing restrictions will be reviewed to assess their suitability for allowing this limited access.

### **Freight and Servicing**

Freight and service vehicles provide a different service to other general traffic, however it is generally not possible to differentiate freight and servicing vehicles from general traffic when considering restrictions. Freight and servicing vehicles with a destination in the City are recognised as essential traffic. Access requirements for these purposes will be a specific consideration when any restrictions on access or movement are being considered.

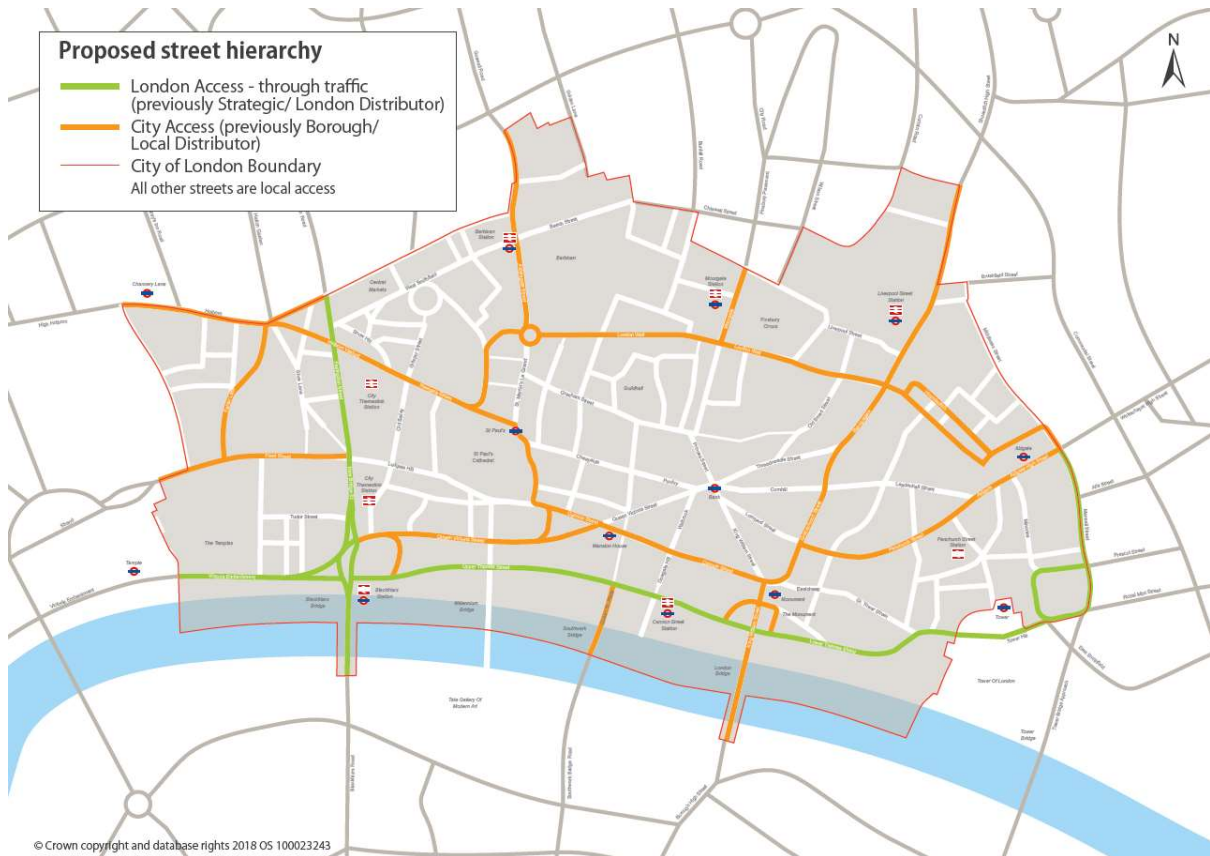
## **General traffic**

In most instances any restrictions or constraints on the use of streets will apply equally to private hire vehicles, freight and servicing, motorcycles and mopeds (including electric bikes that are not classed as electrically assisted pedal cycles), and private cars.

All streets, except on sections that are pedestrianised or restricted to bus and/or cycles only, will continue to provide space for general traffic in accordance with access requirements accommodated in line with the street hierarchy. It may be necessary to convert some streets to one-way for motor traffic to enable the reallocation of space to pavement widening. The impacts of potentially longer journeys for drivers or passengers will be assessed through a project's Equalities Impact Assessments (EqIAs).

We are actively seeking an as yet undeveloped automated solution for identifying private hire vehicles carrying disabled passengers that can potentially allow them to use otherwise restricted streets and reduce the potential for higher fares. If this system becomes available, then existing restrictions will be reviewed to assess their suitability for allowing this limited access.

## Street Hierarchy as adopted in Transport Strategy 2019



***Our street hierarchy sets out how each street should function in terms of vehicular movement. Its application and the phasing and coordination of project delivery ensures traffic can move around the City and access parking and properties.***

***London access streets:*** Preferred streets for motor vehicles that do not have a destination in, or immediately adjacent to the Square Mile.

***City access streets:*** Preferred streets for motor vehicles travelling around the Square Mile or immediately adjacent destinations.

***Local access streets:*** Primarily used for the first or final part of a journey, providing access for vehicles to properties.

***Only 'essential traffic' should be using our City access and Local access streets.***

The approach will sit alongside our definition of essential traffic: walking, cycling, buses, freight and servicing trips with a destination in the City and private and shared vehicles used by people with particular access needs

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## **Appendix 2: Key changes and context for change for 'Red' proposals requiring major change**

This appendix provides more detail on the proposed key changes to proposals that have been identified as requiring a major update or change. The existing proposal text is included for reference and the sections of text that are likely to be deleted or replaced are highlighted. Any feedback on the changes outlined below will be incorporated into the full draft of the proposals that will be submitted to Committees in July for approval to consult.

**Proposal NEW: Embed an inclusive approach to transport planning and delivery in all our activity and processes.**

This is a new proposal that sits across all other proposals. This proposal will ensure we take an inclusive approach to the activities and processes required to deliver the Transport Strategy.

This proposal will make clear the City of London Corporation's commitment to diversity and inclusion in transport.

It will set out our approach to considering all protected characteristics and socio-economic impacts when planning and making changes to our streets. It will outline our processes for inclusive engagement and consultation and for assessing benefits and disbenefits, for example through equality impact assessments.

As with the Healthy Streets Approach, all proposals in the Transport Strategy should contribute to creating inclusive streets and transport. We will continue to have a specific outcome and proposals on improving physical accessibility. This will ensure we maintain a focus on removing physical barriers to travel in the City.

### **Context for change**

Inclusion is implicit in the work we do. We want to make it explicit that our streets will be inclusive for all, and to set out our approach to improving our performance in this area.

## Outcome 1: Streets are great places to walk and spend time

No major changes required under this outcome it is proposed to change the outcome wording to: *The Square Mile's streets are great places to walk, wheel and spend time.*

Individual proposals will be updated accordingly to reflect this new wording.

### Context for change

- Given the recommendation to establish a new overarching proposal to be inclusive, we propose broadening this outcome to change to 'the Square Mile's Streets are great places to walk, wheel and spend time'. In general, we need to refer to 'walking and wheeling' when relevant to anyone permitted to use our pavements. Advice from disabled representative groups recommends this use of language.
- People wheeling using mobility aids are included with people walking. Anything not legally defined as a mobility aid should not be using our pavements or footways.

## Proposal 11: Take a proactive approach to reducing motor traffic

### Key changes

- Remove the commitment to developing a charging mechanism for the City of London, which is considered unworkable in the absence of TfL and Mayor of London support for a wider London scheme.
- Commit to working with TfL on the development of future road user charging that achieves traffic reduction, particularly at peak times.
- Review our trajectory and progress against the traffic reduction target of 25% by 2030 and 50% by 2044 (against 2017 baseline) and update targets if required.
- We are reviewing the need for actions to ensure an adequate level of taxi provision in the context of lower numbers post-pandemic.
- Recognise the need to continue to monitor PHV numbers should they increase again.

### Context for change

- Underline the City Corporation's commitment to reducing motor traffic, and the importance of the policy in unlocking other policy goals and Transport Strategy proposals
- TfL has commenced investigation into next generation road user charging, to potentially replace the Congestion Charge and ULEZ. Early-stage engagement was undertaken as part of the ULEZ consultation in 2022.

- The central London Congestion Charge has changed in terms of its operation and days and hours it is in effect in the time since the Transport Strategy was published, first in June 2020 and more recently in February 2022.
- Motor traffic reduction remains key to the achievement of other objectives for the Transport Strategy, including achieving Vision Zero, and the Climate Action Strategy. This will support efforts to increase walking and cycling trips and improve air quality in the Square Mile.
- Air quality ambitions within the Transport Strategy could be partly assisted through a transition to electric vehicles. However, the motor traffic reduction targets apply to all motor vehicles and the discouragement of electric vehicles will support the achievement of walking, cycling, Vision Zero, Climate Action Strategy and street space outcomes. Brake and tyre wear also contributes to particulate matter, and electric vehicles
- There has been some success in regulating the PHV market, including the removal of exemptions to pay the congestion charge.
- The supply and demand of PHV via ride hailing has a somewhat better balance at the time of writing than in 2019, due to licence regulation and the cost of operating vehicles. We will continue to monitor numbers to note any significant changes.

## Existing text - text highlighted grey will be deleted and replaced

Delivering this Strategy will result in a reallocation of street space from motor vehicles to provide more space for people walking, cycling and spending time on the City's streets. To avoid unreasonably impacting the movement of essential motor traffic it will be necessary to reduce the overall volume of motor vehicles. Reducing motor traffic is also key to improving air quality and delivering Vision Zero. We will proactively seek to reduce motor traffic to support the delivery of this Strategy, with the aim of achieving at least a 25% reduction by 2030. Reductions in all types of motor traffic will be required to achieve this, with the most significant reductions being in the number of private cars and private hire vehicles using the City's streets.

To achieve this, we will champion and support the development of the next generation of road user charging for London and encourage the Mayor of London and TfL to accelerate the development of new charging mechanisms. This new approach to charging should be implemented within the next Mayoral term. All income should be reinvested in the delivery of Healthy Streets, with a proportion of income generated ring fenced to provide funding for City of London and borough projects. While the new charging mechanism is being developed, we will encourage TfL to undertake a further review of the existing Congestion Charge. This review should be wide-ranging and consider charging levels, boundaries, timings and exemptions. If a clear commitment to road user charging is not set out in the next Mayor's election manifesto, we will explore the feasibility of developing an appropriate charging mechanism for the Square Mile, working with London Councils and London's boroughs to ensure a coordinated approach.

Additional measures and initiatives to reduce motor traffic in the Square Mile will include:

- Supporting TfL's efforts to reduce the number of private hire vehicles (PHVs) operating in central London. We will also work with TfL and large operators to reduce circulation and empty running and promote ridesharing.
- Working with the taxi industry to reduce empty running of taxis within the Square Mile, including a City-wide review of taxi ranks and promotion of ride hailing apps.

Delivering Proposals 38 and 39 to reduce the number of delivery and servicing vehicles in the Square Mile, particularly at peak travel times.

- Working with TfL to identify opportunities to reduce the number of buses travelling through the City without compromising public transport accessibility (Proposal 49).
- Not providing any additional on-street car and motorcycle parking, identifying opportunities to use parking reductions and restrictions to discourage private vehicle use and continuing to require all new developments to be car-free.
- Working with businesses to reduce the use of private cars, private hire vehicles and taxis for commuting and for trips within the Square Mile and central London.
- Introducing access restrictions and other measures to reduce through traffic in line with the City of London Street Hierarchy (Proposal 12) In addition to reducing traffic by 25% by 2030 we will aim for a reduction in motor traffic volumes of at least 50% by 2044. We will publish more details about our traffic reduction plans

following the next Mayoral election and clarification of how the next Mayor will approach road user charging. This will include how we will work with TfL to develop coordinated measures across central London. Achieving this level of traffic reduction is also likely to require new shared mobility services and other transport technology innovations, which the City Corporation will support and champion through our Future Transport Programme (Proposal 43).

## Proposal 15: Support and champion the 'Turning the Corner' campaign –

### Key changes

- Delete
- Behaviour change and education to help embed the change to the Highway Code will be included under the Safer Behaviours element of Proposal 20 – *Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero:*

### Context for change

- Progress has been made towards the achievement of the objectives of the 'Turning the Corner' campaign.
- The principles were incorporated into the revised Highway Code January 2022, with motor vehicles now required to give way to people walking and cycling when turning left into a side road.
- With the publication of the Highway Code, the British Cycling Turning the Corner campaign has now ceased, and the emphasis is on further communication and behavioural campaigns to raise awareness and embed the change in motorists' behaviour.
- Beyond the Highway Code change, an update to national legislation would enshrine the changes in law, but it is recommended that this is championed once awareness of the Highway Code changes have been raised further.

### Existing text - text highlighted grey will be deleted and replaced

We will support efforts to secure changes to the Highway Code and national legislation to give people walking and cycling priority at all types of junctions turning across their path. This arrangement enables simpler junction designs and reduces waiting times at signal-controlled junctions for all users, including drivers. By reducing conflicts between left turning vehicles and people walking and cycling, these changes will support proposals to prioritise people walking and deliver Vision Zero.

## Proposal 16: Develop and apply the City of London Street Accessibility Standard

### Key Changes

- Change proposal wording to: *Make our streets accessible through ongoing improvements and by applying the CoLSAT.*
- Rename as *Street Accessibility Tool. Previously Street Accessibility Standard (CoLSAT).*
- Commitment to apply CoLSAT on all projects and encourage developers to use it as part of their assessment processes.
- We will continue to develop and improve the CoLSAT as appropriate, to ensure that it remains current to changes in legislation and continues to drive improvements in quality and performance.
- Establish and commit to an annual programme of improvements with a sustainable level of funding directed at improving accessibility on streets that are not otherwise covered by specific projects.
- Ensure that maintenance of the City's streets addresses any issues that could impact disabled people. Ensure that our maintenance programme is sufficiently robust to provide good quality surfaces for our streets and pavements and public spaces.

### Context for change

- Update to reflect change to - City of London Street Accessibility Tool (CoLSAT) not City of London Street Accessibility Standard.
- City of London Street Accessibility Tool (CoLSAT) developed in 2020 and in use by City Corporation officers.

### Existing text - text highlighted grey will be deleted and replaced

We will work with City residents, workers, the City of London Access Group (COLAG), our internal access team and groups representing the needs of different street users to develop the City of London Street Accessibility Standard (COLSAS).

COLSAS will set minimum and desired standards for the design of streets to ensure they provide an environment where all current and potential users feel welcome and safe and can travel comfortably and confidently. Vehicle access requirements will also be considered during the development of COLSAS.

The standard will be applicable to all City Corporation managed streets and we will work with TfL to apply the standard to the Transport for London Road Network (TLRN). We will apply COLSAS by carrying out a detailed access audit of all City streets to assess the current level of accessibility. Details of necessary improvements, including a delivery timetable, will be set out in a Streets Accessibility Action Plan. COLSAS and the Streets Accessibility Action Plan will be published in 2020. Improvements to streets that do not meet the minimum COLSAS standard will be prioritised, with all critical improvements delivered by 2025.

“we will audit of all City streets to assess the current level of accessibility. Details of necessary improvements, including a delivery timetable, will be set out in a Streets Accessibility Action Plan. COLSAS and the Streets Accessibility Action Plan will be published in 2020. Improvements to streets that do not meet the minimum COLSAS(T) standard will be prioritised, with all critical improvements delivered by 2025.”



## Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero

### Key Changes

- Reference to publication of the Vision Zero action plan for the City of London, published in Summer 2023.
- Change to trajectory for achievement of zero KSIs in 2040, with new target for fewer than 32 deaths and serious injuries by 2026, and fewer than 20 deaths and serious injuries by 2030.
- Amendment to frequency of publication of a new action plan. New plan published in 2023, 4 years after the transport strategy, with the new plan covering the period 2023-2028.
- Update priority locations for intervention based on revised collision and casualty data analysis.
- Update with reference to revised collision and casualty data analysis to highlight priorities and areas of focus, including TfL roads, motorcycles, buses and heavy good vehicles.
- Include reference to headline actions included in the Vision Zero action plan 2023, including:
  - Replace the commitment to seek mandatory 15mph as this has been rejected by DfT. Pursue the trial of advisory speed limits below 20mph based on the appropriate conditions of a street, on a case by case basis. Linking proposed introduction with pedestrian priority streets.
  - The City Corporation and City Police will support and amplify the campaigns, communications and behaviour change activity of TfL, the DfT and other agencies, for example campaigns to promote awareness of the Highway Code changes.
  - Increasing high profile, high visibility speed enforcement methods targeted at the locations identified as being highest risk.
  - Introducing telematics and intelligent speed assistance (ISA) across the City Corporation's vehicle fleet to improve driver behaviour and promote speed compliance.
  - Developing a City of London Vision Zero design audit that will be applied to all engineering schemes, to ensure that guidance and best practice has been applied, and
  - Taking a risk-based approach to improve the design, maintenance and operation of vehicles that travel on the City's streets e.g. work with TfL and partners to support the development of a motorcycle fleet accreditation standard.
  - Engaging with TfL to inform and apply their courier and professional powered two-wheeler engagement in the City and help develop an industry standard for rider training and safe riding practices.
  - Delivering a prioritised programme to re-design and de-risk the junction locations where the risk of serious collisions is the greatest.
  - The City Corporation and City Police working together to apply new and emerging collision investigation practices to ensure that learnings from serious collisions can be gathered as quickly and efficiently as possible.

## Context for change

- The City of London Corporation remains committed to doing everything it can to make the streets of the Square Mile safe for everyone, working with key partners such as the City of London Police and Transport for London to keep people safe from harm.
- The Vision Zero goal to eradicate deaths and serious injuries is extremely ambitious and challenging to meet, but the City and its partners will underline the commitment to do everything they can to prevent such individual tragedies.
- Previous categorisation of Proposal 20 as a Corporate risk, due to insufficient progress in the reduction of fatal and serious injuries.
- Updated and refreshed analysis of priority locations for engineering activity to reduce risk on the streets of the Square Mile.
- Expiry of Road Danger Reduction 2018-23, superseded by the Vision Zero action plan 2023-2028, with updated analysis and 19 actions

## Existing text- **text highlighted grey will be deleted and replaced**

We will deliver Vision Zero to eliminate death and serious injuries on the City's streets by 2040.

Our interim targets are that no more than 35 people a year are killed or seriously injured by 2022 and that there are fewer than 16 deaths or serious injuries a year by 2030. *(intermediate target to be updated with revised collision data)*

Measures to deliver Vision Zero and reduce road danger will be delivered across four themes:

- Safer streets
- Safer speeds
- Safer vehicles
- Safer behaviours

We will work in partnership with the City of London Police, TfL and organisations representing different street users to apply the Safe System approach and the principles of road danger reduction. This means:

- Being proportional in our efforts to tackle the sources of road danger, focussing on those users of our streets who have the greatest potential to harm others due to the size and speed of their vehicle.
- Recognising that people will always make mistakes and that collisions can never be entirely eliminated. Our streets must therefore be designed, managed and used to cater for an element of human error and unpredictability.
- Reducing vehicle speeds on our streets to minimise the energy involved in collisions and protect people from death or injury.
- Seeking to reduce slight injuries and fear of road danger alongside the principal focus on eliminating death and serious injuries.

We will publish a comprehensive Road Danger Reduction Action Plan every five years. The 2018 – 2023 plan will be updated in 2019 immediately following the adoption of this Strategy. *(date update)*

## Safer streets

We will redesign our streets to reduce the likelihood and severity of collisions. Locations for change will be identified and prioritised based on the number and severity of collisions, and the risk to people walking, cycling and riding motorcycles and mopeds. Locations will be reviewed on an annual basis.

Priority locations for change by 2030, using analysis of data from 2012 to 2017, are shown in Figure 8 and include:

- Moorgate (London Wall to Eldon Street)
- High Holborn (Holborn Circus to Warwick Lane)
- Cannon Street (Mansion House Station to New Change)
- St Paul's Gyratory
- Aldersgate Street/Beech Street Junction
- Fleet Street/New Fetter Lane Junction
- Lombard Street – Fenchurch Street Corridor
- Old Broad Street/London Wall Junction
- Camomile Street/St Mary Axe Junction

(locations will be updated with refreshed collision data)

We will work with TfL to deliver changes at the following priority locations on the TLRN:

- Bishopsgate
- Monument Junction
- Embankment (Temple Avenue to Puddle Dock)
- Mansell Street
- Southwark Bridge/Lower Thames Street Junction
- Upper Thames Street (London Bridge to Eastcheap)

In addition to the above we will work with TfL to monitor and if necessary further improve Farringdon Street and New Bridge Street (including Ludgate Circus and Blackfriars junction).

Other measures to change streets to reduce the likelihood and severity of collisions will include:

- Narrowing and raising the entrances to side streets to require drivers and riders to manoeuvre more slowly
- Exploring the potential for changing the look and feel of streets to reinforce positive behaviours by people driving and riding in the Square Mile, including appropriate speed, acceleration and overtaking. Innovative techniques that use road markings and temporary or light touch changes to give behavioural cues will be trialled and assessed in up to five locations by 2022
- Continuing to maintain a smooth and level surface on pavements and carriageways to reduce the risk of trips and falls by people walking and riding in the City

## **Safer speeds**

Reducing the speed of vehicles decreases the likelihood of a collision and the severity of injury in the event of one.

To ensure that all vehicles, including cycles, are driven or ridden at speeds appropriate to the City context we will seek permission from the Department for Transport to adopt a City-wide 15mph speed limit by 2022. If successful, we will encourage TfL to seek permission to deliver this new limit on the TLRN, particularly along the Bishopsgate corridor.

We will work with the City of London Police to deliver engagement, education and enforcement to support the implementation of the 15mph speed limit.

To make it easier for drivers to comply with the existing 20mph and proposed 15mph speed limits we will encourage the uptake of intelligent speed adaptation (ISA) in the Square Mile by:

- Asking TfL to prioritise the roll out of bus ISA on routes which operate in the Square Mile, with the aim of bus ISA operating on all routes by 2022.
- Adopting ISA in our own fleet procurement practices as part of our renewal programme. Insurance savings will be quantified and shared as best practice guidance for City suppliers and through the Fleet Operator Recognition Scheme (FORS)
- Ensuring ISA is a standard requirement for any service procured by the City Corporation with a fleet requirement
- Promoting the installation of ISA in taxis and private hire vehicles and encouraging TfL to make ISA a requirement for new taxis and private hire licensing
- Encouraging the uptake of ISA in other fleets, such as hauliers, construction firms and coach operators
- Working with the insurance industry and vehicle manufacturers to promote and encourage the use of ISA in private vehicles

## **Safer vehicles**

We will improve the safety of motor vehicles which use City's streets by:

- Using fleet accreditation schemes, such as the Fleet Operator Recognition Scheme (FORS), to integrate safety into fleets by:
  - Continuing the CityMark accreditation programme to ensure vehicles at City construction sites meet standards. We will encourage the inclusion of CityMark in Construction Logistic Plans (CLP)
  - Encouraging TfL and industry stakeholders to develop FORS or similar standards for coaches and vans by 2022
  - Encouraging the integration of direct vision standards as part of all accreditation schemes. This will also be mandated through CLPs and CityMark for City construction sites once the standards are implemented and normalised
  - Supporting TfL with developing a motorcycle fleet accreditation standard for couriers and delivery riders, which will include improved safety training
  - Continuing to inspect over 1000 vehicles each year with the City Police Commercial Vehicles Unit and continue to support the London Freight Enforcement partnership alongside Transport for London, the Metropolitan Police

and the Driver and Vehicle Standards Agency. We will identify opportunities to intensify the programme and map enforcement related to development density by 2020

- Work with industry, sector associations and motorcycle riders to identify and understand levers for motorcyclists to choose lighter, less powered vehicles when riding to and around the City
- Identifying any potential risks associated with the uptake of new technologies, including the increased use of quieter zero emission capable vehicles

### **Safer behaviours**

We will encourage all the users of our streets to travel safely by:

- Expanding the 'exchanging places' training course for professional drivers to include the experience of walking, as well as cycling, in the Square Mile
- Encouraging TfL to require safety training as part of private hire and taxi licensing. This will include Bikeability Level 3 training
- Providing and promoting free cycle training for people who live, work and study in the City; working closely with City businesses to offer this training in a convenient and easily accessible way
- Encouraging TfL to include safety-based performance measures instead of timetable performance measures in bus contracts. We will work with TfL and operators to implement these changes as part of its Bus Safety Standard
- Working with the City of London Police to deliver targeted enforcement of dangerous and reckless driving and riding, including using plain clothed officers
- Promoting safe driving and riding through targeted behaviour change campaigns
- Identifying and targeting poor behaviours from use of emerging mobility technologies, such as e-scooters
- Work with the freight industry and research partners to understand the impact of delivery schedules on driving style and speeds

## Outcome 5: More people choose to cycle in the City

Expansion of the Outcome to include scooters and other forms of micromobility.

Proposal 24: Improve the experience of riding cycles and scooters and prepare for future forms of micromobility

### Key Changes

- Expansion of the Outcome to include scooters and other forms of micromobility and therefore rename.
- Expansion of the Proposal to include scooters and therefore rename
- Need to include 'micromobility' definition – 'small vehicles which can be ridden safely in cycle lanes such as bikes, e-bikes and e-scooters', and which are legally permitted to be using our streets.
- More inclusive approach needs to be inherent in our definition of who we design our cycling and micromobility interventions for (all ages, genders, etc).
- Changes to minimum to new London Cycle Design Standards.
- Consider route network in context of deliverability and traffic levels on our streets – routes listed for delivery will be refreshed, based on feasibility work over previous 3 years and with knowledge of future funding as currently anticipated.
- Remove approach of temporary infrastructure as not good value for money

### Context for change

- Increase in cycling (and scootering) to, through and around the City
- Need to define 'micromobility' with the emerging new forms of travel and based on DfT regulations on permitted vehicles on the road.
- Space constraints making it difficult to deliver originally devised levels of service therefore align with London cycle design standards.
- Changing funding context.
- (Likely) inclusion of dockless scheme regulation in upcoming legislation.
- (Likely) legalisation of e-scooters on UK streets.
- Changes will be led by the outcomes from the current TfL operated e-scooter trial and any changes in legislation that Government wishes to make on that basis.

### Existing text- **text highlighted grey will be deleted and replaced**

We will make the Square Mile a safe, attractive, and accessible place to cycle by applying a minimum cycling level of service to all streets by 2035. *(Additions proposed no deletion.)*

On the streets shown in Figure 9 below, which will form a core cycling network, we will ensure that either:

**Motor traffic volumes are kept below 150 vehicles an hour in each direction at the busiest time of day and priority is given to people cycling over motor vehicles. If**

necessary, we will introduce traffic management measures to reduce the number of vehicles on these streets

OR

Protected cycle lanes that are a minimum of 1.5m wide per direction of travel are provided, with 2m wide protected cycle lanes wherever possible

We recognise that initially it may not be possible to achieve these levels of service at all locations and will identify mitigating measures in the short and medium term to manage this.

We will prioritise cycling improvements and interventions on the core cycle network. This will ensure that nearly all property entrances are within 250m of the network, providing access to destinations across the Square Mile and linking with the wider London cycle network. We will explore the potential to use temporary measures and interventions to accelerate the pace of delivering the network and allow changes to street layout to be tested and refined before being made permanent.

We will support cycle logistics and the use of cycles as mobility aids by ensuring that all parts of this network are designed to be accessible to non-standard cycles, such as cargo cycles or adapted cycles. *(No deletion, addition of scooters)*

Route commitments to be refreshed based on feasibility and funding anticipated

We will deliver the Bishopsgate to Blackfriars (including improvements at Mansion House junction) and CS1 to Monument Junction sections by 2025.

The following parts of the core cycle network will be delivered by 2030:

- Holborn Circus via Bank including connecting the City Cluster to Cycle Superhighway (CS) 2 and CS6
- CS3 to St Paul's via the City Cluster and London Wall (in conjunction with planned network improvements at St Paul's Gyratory)
- Monument Junction to CS4 via London Bridge in partnership with TfL
- CS2 to CS3 via Mansell Street (in partnership with TfL)
- The remaining sections of the core cycle network will be delivered by 2035.

On Local Access streets that do not form part of the core cycling network, we will aim to keep motor traffic volumes below 150 vehicles an hour in each direction at the busiest time of day to give priority to people cycling over motor vehicles. For the majority of Local Access streets this will require relatively little intervention, other than junction improvements. Traffic levels are already low, and this Strategy will deliver reductions in traffic volumes (Proposal 11) and introduce a City-wide 15mph speed limit (Proposal 20). In cases where traffic volumes exceed this limit we will seek to reduce traffic volumes through changes to access and traffic management. *(No deletion, addition of scooters).*

On City Access streets, we will aim to meet the standards described above but recognise this may not be possible on all streets due to their role in traffic movement or space constraints. Other proposals in this Strategy, such as the introduction of a Citywide 15mph speed limit, will help make these streets safer, more attractive, and more accessible places to cycle. *(No deletion, addition of scooters)*

To support the new cycling level of service we will also:

- Review all shared pedestrian/cycle spaces, such as Queen Street, and contraflow cycle lanes, and where necessary propose physical changes, campaigns, education, engagement and enforcement to improve interactions between people walking, cycling and driving.
- Use signage and road markings to emphasise priority for people cycling over motor vehicles.
- Introduce safety improvements at the priority locations identified in Proposal 20 to ensure they are safe and easy places to cycle .
- Trial temporary schemes and infrastructure wherever possible to review impacts on other street users and accelerate the delivery of the cycle network.
- Learn from and incorporate design standards and guidance, such as the London Cycling Design Standard and the Dutch CROW manual, when designing and delivering cycling infrastructure improvements in the City.

*No deletion, addition of scooters*

Additional measures to support the delivery of the core cycle network will include:

- The use of Construction Logistics Plans and Delivery and Servicing Plans to manage the number of freight vehicles using the network, particularly at peak times.
- Enhanced cycle wayfinding and signage, including signage at eye level wherever suitable.
- Working with boroughs neighbouring the City and TfL to improve continuity and connectivity between our cycle networks.



## Proposal 25: Increase the amount, variety and quality of cycle and scooter parking in the City

### Key Changes

- Expansion of Parking Delivery Plan to Parking Improvement Plan to incorporate dockless space and adapted/cargo cycle/scooter space and rental e-scooters.
- Review and report on the demand for micromobility parking and identify pavement and carriageway space available to accommodate micromobility parking that doesn't negatively impact other street uses and users; include City Stations.
- Identify micromobility parking best practice and design to mitigate against cycle and scooter theft and vandalism.
- Innovative parking solutions **and designs** that increase the space efficiency, security and quality of cycle parking; including the possibility of commercially operated cycle parking hubs.
- We will also support the ongoing development and review of TfL's Dockless Bike Share Code of Practice for Operators in London.
- Lobby for national legislation that will introduce additional regulatory powers to effectively manage current and future dockless hire activities on our streets.
- Continue to provide through planning process cycle parking in buildings that are at least in line with the London Plan's minimum standards (incorporating existing Proposal 26 'Ensure new developments contribute to improving the experience of cycling in the City' into this revised proposal 25).

### Context for change

- Increase in cycling (and scootering) to, through and around the City
- Space constraints making it difficult to deliver originally devised levels of service
- (Likely) inclusion of dockless scheme regulation in upcoming legislation
- (Likely) legalisation of e-scooters on UK streets
- Changes will be led by the outcomes from the current TfL operated e-scooter trial and any changes in legislation that Government wishes to make on that basis.

### Existing text

(We will conduct a City-wide cycle parking review and publish a Cycle Parking Delivery Plan by 2020. This will:

Review the availability and distribution of both on and off-street public and residential cycle parking provision to ensure adequate provision, taking account of forecast demand. This will include working with National Rail to review parking at stations

Identify requirements for public and residential cycle parking that can accommodate cargo cycles and adapted cycles, including retrofitting existing cycle parking

Promote the use of City Corporation car parks for long stay cycle parking  
Explore the potential for innovative parking solutions that increase the space efficiency, security and quality of cycle parking  
Assess the potential for commercially operated cycle parking hubs that provide enhanced security and facilities  
Assess occupancy levels of cycle parking in recently completed commercial buildings to understand current use and inform future planning policy on workplace cycle parking  
Further reviews will be conducted on a regular basis, and at least every 5-years.  
(No deletion, addition of scooters)

**Text amalgamated from (Proposal 28) with substantial changes proposed see context above.**

We will work with TfL and cycle hire providers to improve the quality and accessibility of all cycle hire facilities including docked, dockless, and cargo cycles for residents, workers, and visitors. In doing so, we will ensure that:

Cycles for hire are readily accessible in suitable numbers and in appropriate locations across the City

There are adequate parking and docking facilities and that these are managed to respond to peaks in demand

Hire cycles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users

Operators cover the costs of any additional infrastructure required to facilitate cycle hire

Any redistribution of hire cycles by vans or other motorised modes are done with zero emission capable vehicles

Dockless cycle operators actively restrict their users from parking outside designated areas and quickly remove cycles that are not parked in these areas

Cycle hire parking and docking locations and total spaces provided are reviewed and enhanced as demand changes

We will work with TfL and London Councils to secure a byelaw that grants local authorities in London regulatory powers to effectively manage current and future cycle hire activities on our streets.

## NEW Proposal 26: Support and celebrate micromobility in the City

### **Key Changes**

- New proposal to include micromobility.
- Continue with annual walking and micromobility festival/conference.
- Merged Old proposal 27 within new Proposal 26 to include micromobility.

### **Context for change**

- Proposal still relevant but combined with non physical actions, engagement and events, now including micromobility.

## Proposal 26: Ensure new developments contribute to improving the experience of cycling in the City

### Key Changes

Delete proposal Merged Old 26 into revised New 25 which includes parking for cycling and scooters.

### Context for change

New 25 which includes parking for cycling and scooters.

### Existing text

No change to this section, but will be amalgamated into revised proposal 25.

Through the planning process we will work with developers and future occupiers to:

- Ensure all new developments provide secure cycle parking facilities, that are at least in line with the London
- Plan's minimum standards for cycle parking, have step free access and include lockers and showers in commercial developments
- Ensure that development proposals demonstrate how cycle parking facilities will cater for non-standard cycles, including adapted cycles for disabled people
- Encourage the provision of parking facilities that are suitable for non-standard cycles, including providing off-street storage for cargo bikes and hand carts in developments that include ground floor retail and takeaway food outlets
- Provide on-site short stay cycle parking for visitors and, where possible, additional public cycle parking in the public realm
- Contribute to improving conditions for cycling on adjacent streets, particularly those that connect to or form part of the core cycling network
- Ensure that cycle parking in new developments minimises potential negative interactions between people walking and cycling, particularly on pavements

## Proposal 27: Promote and celebrate cycling

### Key Changes

Delete proposal and amalgamate text into Proposal 26.

### Context for change

Amalgamated proposal for Support and celebrate micromobility.

**Existing text- text highlighted grey will be deleted and replaced**, and amalgamated into revised proposal 26.

We will encourage residents, workers and visitors to cycle to and around the Square Mile by:

Connecting businesses and residents to additional cycling support services, such as maintenance and insurance

Support City of London Corporation employees to cycle more and work with businesses and heritage and cultural institutions in the Square Mile to encourage more of their workers and visitors to cycle

Improving people's awareness of the cycling network and cycle routes to the City through promotional activities and wayfinding

Organising led rides, working with businesses and heritage and cultural institutions to promote cycling

Exploring the potential for an annual City cycling festival (

Supporting London-wide, national and international cycling campaigns and hosting periodic cycling events.

## Proposal 28: Improve cycle hire in the City

### Key changes

Delete proposal and amalgamate text into Proposal 25.

### Context for change

Amalgamated because new Proposal 25 becomes all **moving** activity with cycles and scooters.

**Existing text** to be amalgamated with revised proposal 25 with substantial changes proposed (see context above).

We will work with TfL and cycle hire providers to improve the quality and accessibility of all cycle hire facilities including docked, dockless, and cargo cycles for residents, workers, and visitors. In doing so, we will ensure that:

Cycles for hire are readily accessible in suitable numbers and in appropriate locations across the City

There are adequate parking and docking facilities and that these are managed to respond to peaks in demand

Hire cycles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users

Operators cover the costs of any additional infrastructure required to facilitate cycle hire

Any redistribution of hire cycles by vans or other motorised modes are done with zero emission capable vehicles

Dockless cycle operators actively restrict their users from parking outside designated areas and quickly remove cycles that are not parked in these areas

Cycle hire parking and docking locations and total spaces provided are reviewed and enhanced as demand changes

We will work with TfL and London Councils to secure a byelaw that grants local authorities in London regulatory powers to effectively manage current and future cycle hire activities on our streets.

## Proposal 29: Support and champion a central London Zero Emission Zone

### Key changes

- Remove commitment to local Zero Emissions Zones in the City of London.
- Continue to support wider emission controls for central London in line with the Mayor's Transport Strategy.
- Support use of next generation road user charging to control traffic more sensitively than congestion charge and ULEZ (within Proposal 11 'Take a proactive approach to reducing motor traffic').
- Targeted traffic reduction for high polluters where appropriate - if mechanism can be identified.

### Context for change

- ULEZ success on NOx and NO2 and increasing uptake of zero emission vehicles.
- Difficulty of implementing Zero Emission Zones that rely on penalty charge notices.
- Benefits of wider zone of controls across central London boroughs and the City Square Mile.
- UK government regulations put new obligations on local authorities to reduce PM2.5 (cross ref detail with AQ strategy).
- WHO recommendations on PM2.5 and PM10 are higher standard than UK govt has adopted;
- Traffic reduction necessary to reduce PM from brake and tyre wear.
- Trans-boundary nature of PM pollution means that localised controls are not effective and that working with TfL and neighbour authorities will be more effective.
- Support for improved air quality.

### Existing text- **text highlighted grey will be deleted and replaced**

We will support and champion the introduction of a Zero Emission Zone (ZEE) covering central London within the next Mayoral term. We will seek a phased introduction of ZEE restrictions with the aim of ensuring that 90% of motor vehicles entering the Square Mile are zero emission capable by 2030.

This is likely to be achieved through a combination of access-restrictions and charging for non-zero emission capable vehicles.

If a clear commitment to introduce a central London ZEE is not set out in the next Mayor's election manifesto, or commitments are insufficiently ambitious, we will explore the feasibility of Figure 11: Proposed Local Zero Emission Zones (larger map available on the City of London Transport Strategy webpage) implementing a City-wide ZEE, working

with London Councils and boroughs neighbouring the City to ensure a coordinated approach.

## Proposal 38: Reduce the number of freight vehicles in the Square Mile

### Key Changes

- Remove the commitment to providing sustainable logistics consolidation centre.
- Emphasis needs to shift to continuing to use the planning process to require consolidation to new developments and encouraging existing buildings to use consolidation.
- Move away from a commitment for the City Corporation to provide a set number of last mile logistics hubs within the Square Mile. Instead, the emphasis will be on seeking a coordinated approach to last mile logistics across central London, working with neighbouring boroughs, Transport for London, the Greater London Authority and developers to identify sites that serve the Square Mile, including beyond the City boundary.
- Include new approaches such as allocating space on street for mobile distribution hubs.
- Update to commitments on target dates for volume of freight vehicles.
- Update construction logistics plan, to ensure current best practice followed for advice/planning requirements on alternative travel and transport to facilitate development at sites in the City.

### Context for change

- Reducing the number of freight vehicles in the City remains a key commitment and is central to the achievement of other outcomes, including Vision Zero, clean and quiet streets and efficient use of street space. A particular focus will be to reduce the number of freight vehicles that pass through the City without an origin or destination in the Square Mile.
- The market is capable of providing upstream consolidation services without intervention.
- The market is looking for more space for last mile hubs. There are very limited opportunities in the City to provide sites; broaden remit to work with neighbouring boroughs, TfL, the GLA and other landowners.
- London Lorry Control Scheme (LLCS) still fit for purpose but in need of updating in some areas. Review is ongoing by London Councils with edits to Exempt Route Network, timings and vehicle types.
- Emphasise and promote use of the Thames for light freight as supported by PLA and current policy.
- Opportunity for collaboration with BIDs to adopt an area-based approach to freight consolidation.

### Existing text- **text highlighted grey will be deleted and replaced**

We will seek to reduce the number of motorised freight vehicles in the Square Mile by 15% by 2030 and by 30% by 2044 and facilitate the transition to ultra-low emission and zero emission delivery vehicles.

To achieve this target, we will work with businesses, suppliers, the freight industry and other relevant partners to deliver an integrated freight programme that



incorporates retiming, consolidation, last mile logistics, construction logistics, better use of the river and smarter procurement practices. These solutions are not uniformly applicable to all types of deliveries and we will work with the freight industry to target interventions at the most appropriate types of delivery.

### Retiming deliveries

We will explore the potential for area and City-wide timed access and loading restrictions for motorised freight vehicles. Our aim is to reduce the number of these vehicles on our streets in the peak periods by 50% by 2030 and by 90% by 2044, while ensuring businesses and residents can still receive essential deliveries.

Measures to encourage retiming

will include:

Permitting night-time deliveries where there will be negligible impact on residents both en route and in the City. Through the planning process we will ensure all appropriate new developments have restrictions to limit deliveries between 7am-10am, 12pm-2pm and 4pm-7pm

Engaging with property managers, occupiers and businesses which may wish to retime deliveries and seeking to remove any restrictions in their planning consents where there will be negligible impact on residents

Integrating out of peak deliveries as part of the sustainable logistics programme and identify opportunities for retiming freight on an area basis within Healthy Streets Plans (see Proposal 12)

Working with London Councils, TfL and neighbouring local authorities to modernise the London Lorry Control Scheme (LLCS) to generate more opportunities for out of peak and night time deliveries

### Consolidation

Using established best practice, we will work with a partner haulier to provide a consolidation service for the Square Mile by 2022. A major engagement exercise with City businesses will promote and encourage the use of this consolidation service. This will include developing a consolidation toolkit for City businesses, informed by monitoring of the benefits arising from consolidating deliveries to the Guildhall complex.

We will also continue to use the planning process to require all new major developments to use a consolidation service to reduce deliveries to their buildings.

In the longer term we will develop a commercially sustainable approach to consolidation for the Square Mile and establish a sustainable logistics centre to serve the City by 2030. This centre will co-locate major suppliers in a single warehouse, alongside consolidation, waste collection and couriering services.

### Last mile logistics

We will enable more deliveries within the Square Mile to be made by cargo cycles, on foot and by small electric vehicles by:

Delivering two last mile logistic hubs in underutilised City Corporation assets by 2022. A further three hubs will be delivered by 2025

Establishing additional last mile logistics hubs if appropriate underutilised assets are identified

Exploring opportunities to acquire new sites within or adjacent to the Square Mile for last mile logistic hubs

Working with developers and land owners to integrate last mile logistic hubs as part of major City developments

#### Increase the use of the River Thames

##### for freight

We will maximise the potential to use the Thames for the movement of freight by:

Maintaining the commercial waste operation at Walbrook Wharf and supporting additional waste carried through the Wharf

Identifying opportunities to increase the use of the river for freight deliveries to the Square Mile

Working closely with Thames Tideway to identify future opportunities for their wharves and barges once construction is completed

Working with river freight operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality and biodiversity

Exploring the use of Blackfriars and Tower Piers and a reinstated Swan Lane Pier as points to transfer freight for last mile delivery on foot or by cargo cycle

(No deletion in this section, minor additions possible in this section)

#### Reducing the impact of construction logistics

To facilitate future development while minimising the impact of construction logistics, we will:

Work with TfL to update Construction Logistics Plan guidance by 2019. This updated guidance will include stricter expectations for construction consolidation and on-site waste compaction. It will also review the potential for emerging technology, such as 3D printing or higher payload and carrying potential of new rigid axle vehicles to reduce the number of deliveries.

Work with developers and contractors to adapt and develop construction delivery management systems to facilitate retiming of deliveries to outside the 7-10am peak.

Through the planning process, require all development within the City to consider use of the River Thames for the movement of construction materials and waste.

#### Procurement and personal deliveries

To encourage smarter commercial decision making for our businesses and influence how residents and workers get goods delivered, we will:

Share information on the impact of personal deliveries on traffic in the City, including air quality and road danger and promote the use of click and collect services

Establish a collaborative procurement programme for the Square Mile by 2022. This will allow businesses, particularly small and medium sized businesses, to share suppliers and waste services. We will work with Cheapside Business

Alliance and the Aldgate Partnership to trial the programme prior to a City-wide roll out

Identify opportunities for other City Corporation initiatives, such as Plastic Free City and our Responsible Business Strategy, to support efforts to reduce the number of deliveries and waste collections.

## Proposal 42: Make the street network more resilient to severe weather events

### Key Changes

Revise proposal to include commitments from CAS published in 2020, which embed climate resilience into the public realm, with key measures to be included:

- Committing £15m investment over the period to 2026 to preparing the Square Mile for extreme weather events.
- Committing to introduction of SuDS schemes and rain gardens in public highway.
- Commitment to tree planting to provide shade and reduce street temperatures (at least 100 new trees).
- Commitment to introduction of 'cool routes' along corridors of high pedestrian activity .
- Commitment to increasing the share of permeable/flood resistant road surfaces wherever possible.
- Update stage of engagement with the London Climate Change Partnership Transport Adaptation Sector Group (TASG).

### Context for change

- Publication of Climate Action Strategy (CAS) 2020 providing more defined actions.
- Commitment to embed climate resilience across everything the City does – programme of delivery to do ensure this.
- Climate risk assessment has now been undertaken for the Square Mile, highlighting risks of rising temperatures and heatwave intensity, as well as surface water flooding as a result of climate change.

### Existing text- **text highlighted grey will be deleted and replaced**

We will work with the London Climate Change Partnership Transport Adaptation Sector Group (TASG) to ensure the street network and transport system remains open during severe weather events. With TASG, we will undertake risk assessments based on current and predicted impacts of climate change and develop mitigating measures that will be implemented when thresholds are reached, including temperature change or levels of rainfall. This process will ensure the City Corporation and TfL are prepared to respond to extreme weather events that may affect our streets, the TLRN and rail and Underground networks.

The initial programme for the TASG first stage assessment is set out below:

- Agree indicators and complete transport sector assessments (autumn/winter 2018)
- Publish assessments (late 2018)

- Review and update every two years Further detailed assessments and mitigation plans will be informed by the Met Office's 2018 Climate projections, which will be released in November 2018.

## Proposal 43: Establish a Future Transport Programme

### Key Changes

- We will look to engage with industry, academia, government Catapults, local governments, and local and international partners to support, enable, facilitate and deliver transport innovation and technology trials across the City and London.
- Use technology where it adds to management or improves functionality of streetspace and public realm.
- Enhancing data collection to enable best use of technology
- Remove reference to specific actions: App-based parking and un/loading permitting and enforcement.
  - Technology-assisted kerbside space reallocation
  - On-demand accessible shuttles and shared transport services
  - App-assisted pedestrian crossing technologies for the partially sighted and people who require more time to cross
  - Geofencing and permitting
  - Use of drones to support emergency services and make urgent deliveries to hospitals
  - Technology to support the delivery of Vision Zero by reducing the likelihood and severity of collisions
- The new emphasis will be to engage with relevant partners to support, enable, facilitate and deliver transport innovation and technology with projects focused on the same principles as previously:
  - Enabling disabled passengers to hire and travel by taxis and private hire vehicles
  - Ensuring kerbside space is used as efficiently
  - Enhancing our data collection and processing capabilities,
  - Exploring the use of GPS-enabled technologies and geofencing to aid the regulation
- We will also continue to pioneer and facilitate new forms of car-free travel.

### Context for change

- Future transport programme has not be able to operate in the style envisaged.
- Need to ensure we keep an umbrella approach to capture emerging opportunities that are not currently defined.
- Specific technology may or may not be appropriate in the City and requires greater resource commitment.

### Existing text- **text highlighted grey will be deleted and replaced**

We will establish a Future Transport Programme to work with developers and operators of new mobility innovations. This programme will:  
Engage with industry, academia, government Catapults, local governments, and local and international partners to deliver transport innovation and technology trials across the City, including trials on:

- App-based parking and un/loading permitting and enforcement
- Technology-assisted kerbside space reallocation
- On-demand accessible shuttles and shared transport services
- App-assisted pedestrian crossing technologies for the partially sighted and people who require more time to cross
- Geofencing and permitting
- Use of drones to support emergency services and make urgent deliveries to hospitals
- Technology to support the delivery of Vision Zero by reducing the likelihood and severity of collisions
- Identify measures required to support the uptake of appropriate mobility solutions, such as off-street storage of shared autonomous vehicles
- Host conferences and seminars and support competitions and awards for transport innovations and technologies
- Explore the potential for commercial opportunities and partnerships within the transport technology and innovation industry

A Future Transport Action Plan will be developed and published by 2020 in consultation with the Future Transport Advisory Board (Proposal 44), City workers, residents, and other interested groups.

We recognise the significant potential for new technologies to improve the City's streets and will openly enter into discussion with innovators. Future transport innovations will be considered appropriate for trial and use in the City context if they support the delivery of Healthy Streets and adhere to the following requirements (when applicable):

1. Support priority for people walking and efforts to enable more people to choose to walk, cycle and take public transport, and not shift people from these sustainable travel modes to unsustainable travel modes
2. Contribute to efforts to reduce motor vehicle volumes and mileage and not increase motor traffic volumes
3. Ensure that all users, including disabled users, are accommodated and that no street user is excluded
4. Lead to an overall increase in vehicle occupancy and loading
5. Help make our streets safer and not increase road danger, collision rates, collision severity, terrorism risk, or the need for additional policing or enforcement
6. Reduce vehicle speeds and ensure vehicles travel at speeds appropriate to conditions and the City context
7. Minimise obstructions to vehicles and people walking, and not permanently obstruct pavements or add clutter
8. Improve the efficiency of kerbside use and not increase parking or loading space requirements
9. Help spread travel demand, for both people and goods, more evenly across the day, such as outside morning, lunchtime and evening peaks and overnight
10. Help make streets and the City's air cleaner and quieter by reducing transport related emissions and noise

11. Improve the experience of using the City's streets and open spaces and support efforts to increase the amount of public space

Additional requirements apply to the introduction of connected and autonomous vehicles, drones and droids on our streets.

Autonomous vehicles must not require any changes or infrastructure that have a negative impact on our streets, such as bollards or barriers

Drones must not operate without Civil Aviation Authority and City of London permission

Droids must not operate on pavements or in such a way as to obstruct or pose a danger to any user of our streets Developers and operators of new transport innovations and services are expected to:

Share all beneficial data generated or collected with the City Corporation to aid in policy and decision making

Not discriminate against any potential user, either through active discrimination, profiling or algorithmic/AI discrimination or bias

Accommodate every user, especially those requiring wheelchairs or mobility aids when innovations and technologies incorporate motor vehicles

Not generate any unreasonable additional costs for the City Corporation or users

Ensure any supporting digital software and hardware is sufficiently and rigorously safeguarded from malicious use or intent that could pose a risk to physical or digital safety in the City

Readily and proactively engage with the City Corporation, City residents and workers, students, and other interested parties



## Proposal 44: Establish a Future Transport Advisory Board

### Key Changes

Delete proposal

### Context for change

- Definition and management of a Board has in no longer considered to be the best approach to supporting delivery of proposal 43.
- No replacement for this proposal – we will manage future transport work and decisions through existing officer time, and through additional expert advice where needed.

### Existing text - text highlighted grey will be deleted

To ensure that we can identify and proactively respond to future transport innovations we will establish a Future Transport Advisory Board. Board membership will include the City of London Police, industry partners and experts, academics and user groups.

The Future Transport Advisory Board will meet twice a year to:

Support and advise on the activities of the Future Transport Programme

Advise on emerging transport technology and innovation industry trends, and suitable responses to them

Act as a sounding board on the City's approach to managing upcoming innovations and technological launches

Review the City's future mobility policies, positions, and trials

Help facilitate connections and relationships between City officials and the wider transport technology industry

Proposal 46: Support and champion better national and international connections to the Square Mile

Key changes	Context for change:
<ul style="list-style-type: none"> <li>• Identify any updates in line with Climate Action Strategy.</li> <li>• Ensure impact of all relevant transboundary (scope 3) travel is measured within CAS programme, recognising the commitment to net zero and progress that can be made on all travel emissions.</li> </ul>	<ul style="list-style-type: none"> <li>• Climate Action Strategy Targets – to deliver net zero have been established since the 2019 Transport Strategy was adopted.</li> <li>• Baseline calculations on our scope 1,2 3 emissions that will inform Progress against CAS objectives</li> </ul> <p>No change to national priorities on rail links that we currently support therefore no change (HS2).</p>

## Proposal 53 – Improve our monitoring of transport in the Square Mile -

### Key Changes

- Ensure data collection on people’s view of the quality of the streets includes a representative sample of protected characteristics groups.
- New more specific measurement on progress against CAS carbon savings contribution to CAS targets.
- Register the more frequent data collection including map identifying additional count locations.
- Identify baseline measure/data for new proposals

### Context for change

- We have a physical measure of accessible streets but not a view from disabled people or others with protected characteristics who may be disproportionately affected by specific issues.
- With the changes and additions to the proposals relating to accessibility and inclusion, we are exploring the development of new KPIs to help measure our achievements. We need to ensure that our regular monitoring of views and opinions on the quality of our streets and access includes a sufficient sample size to understand if any groups with protected characteristics are reporting problems or different issues that we need to address.
- Definition and quantification of CAS carbon saving target is new since we established the transport strategy.

### Existing text

(No deletion, performance indicators may be revised.)

We will improve the quantity and quality of data we hold on transport in the City by:  
Exploring the potential to improve our City-wide database of vehicular and pedestrian traffic counts by increasing count locations and the number of count days

Repeating the City Streets survey every two years to understand what people who live and work in, or travel through the Square Mile think about transport and streets in the City

Exploring the potential to gather ongoing feedback through web or app-based surveys and interactive maps

Making best use of technological advancements in sensors and other monitoring methods to improve both the quality and the quantity of data we collect, reduce of the cost of data collection, and increase the speed of data processing

Sharing data with other organisations that collect metrics on relevant indicators

Ensuring our data is standardised whenever possible and protected from inappropriate use or exploitation

Exploring opportunities to make our databases more publicly accessible (in compliance with GDPR) when relevant Some of the data used for monitoring and

evaluating the Strategy will be provided by outside organisations. We will engage with these data owners and sources to review our targets and performance indicators as new datasets become available, and work with them to obtain data and information that is appropriate, up to date, and reliable.

Table 1

<b>City of London Key Targets by 2044</b>
<ul style="list-style-type: none"> <li>• Reduction in motor vehicle traffic of 50%</li> </ul>
<ul style="list-style-type: none"> <li>• Improvement in the number of people rating their experience of walking in the City as pleasant from 10% to 75%</li> </ul>
<ul style="list-style-type: none"> <li>• Increase in the number of kilometres of pedestrian priority streets of 55% (25km to 55km)</li> </ul>
<ul style="list-style-type: none"> <li>• Reduction in the number of people killed and seriously injured on our streets to 0</li> </ul>
<ul style="list-style-type: none"> <li>• Improvement in the number of people rating their experience of cycling in the City as pleasant from 4% to 75%</li> </ul>
<ul style="list-style-type: none"> <li>• Increase in the number of people cycling of 100%</li> </ul>
<ul style="list-style-type: none"> <li>• Increase in the proportion of zero emission capable vehicles entering the City to 100% of all vehicles</li> </ul>
<ul style="list-style-type: none"> <li>• Reduction in motorised freight vehicle volumes of 30%</li> </ul>
<ul style="list-style-type: none"> <li>• Reduction in peak-time motorised freight vehicle volumes of 90%</li> </ul>
<ul style="list-style-type: none"> <li>• Additional key performance indicators can be found on pages 113 and 114 of the City of London Transport Strategy.</li> </ul>

### Appendix 3 – Transport Strategy Review proposals change status

Review RAG status captures whether a proposal requires either material or non-material changes during this review. Green = no change, Amber = consider material change, Red = certain material change.

OUTCOME	Proposal ID	Proposal Info	Review RAG Status
overarching	1	Embed the Healthy Street Approach in transport planning and delivery	green
Walk and spend time	2	Put the needs of people walking first when designing and managing our streets	Amber
Walk and spend time	3	Complete the riverside walkway and improve walking connection between the riverside and the rest of the City	Amber
Walk and spend time	4	Enhance the Barbican high walks	Green
Walk and spend time	5	Ensure new developments contribute to improving the experience of walking and spending time on the City's streets	Amber
Walk and spend time	6	Promote and celebrate walking	Green
Walk and spend time	7	Provide more public space and deliver world-class public realm	Amber
Walk and spend time	8	Incorporate more greenery into the City's streets and public spaces	Amber
Walk and spend time	9	Reduce rainwater run-off on City streets and public realm	Amber
Walk and spend time	10	Incorporate protection from adverse weather in the design of streets and the public realm	Amber
Use space more efficiently & effectively	11	Take a proactive approach to reducing motor traffic	Red
Use space more efficiently & effectively	12	Design and manage the street network in accordance with the City of London Street Hierarchy	Green
Use space more efficiently & effectively	13	Use timed and temporary street closures to help make streets safer and more attractive	Amber
Use space more efficiently & effectively	14	Make the best and most efficient use of the kerbside and car parks	Amber
Use space more efficiently & effectively	15	Support and champion the 'Turning the Corner' campaign	Red
Accessible to all	16	Develop and apply the City of London Street Accessibility Standard	Red
Accessible to all	17	Keep pavements free of obstructions	Amber
Accessible to all	18	Keep pedestrians crossings clear of vehicles	Green

### Appendix 3 – Transport Strategy Review proposals change status

Review RAG status captures whether a proposal requires either material or non-material changes during this review. Green = no change, Amber = consider material change, Red = certain material change.

Accessible to all	19	Support and champion accessibility improvements to Underground stations	Amber
Are Safe and feel Safe	20	Apply the safe systems approach and the principles of road danger reduction to deliver Vision Zero	Red
Are Safe and feel Safe	21	Work with the City of London Police to reduce crime and fear of crime	Amber
Are Safe and feel Safe	22	Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets	Green
Are Safe and feel Safe	23	Improve the quality and functionality of street lighting	Red
People choose to cycle	24	Apply a minimum cycling level of service to all streets	Red
People choose to cycle	25	Increase the amount of cycle parking in the City	Amber
People choose to cycle	26	Ensure new developments contribute to improving the experience of cycling in the City	Amber
People choose to cycle	27	Promote and celebrate cycling	Green
People choose to cycle	28	Improve cycle hire in the City	Red
Streets Cleaner and Quieter	29	Support and champion a central London Zero Emission Zone	Red
Streets Cleaner and Quieter	30	Install additional electric vehicle charging infrastructure	Amber
Streets Cleaner and Quieter	31	Request an accelerated roll out of zero emission capable buses	Green
Streets Cleaner and Quieter	32	Support small businesses to accelerate the transition to zero emission capable vehicles	Amber
Streets Cleaner and Quieter	33	Make the City of London's own vehicle fleet zero emissions	Green
Streets Cleaner and Quieter	34	Reduce the level of noise from motor vehicles	Green
Streets Cleaner and Quieter	35	Reduce noise from streetworks	Green
Streets Cleaner and Quieter	36	Encourage innovation in air quality improvements and noise reduction	Green
Streets Cleaner and Quieter	37	Ensure street cleansing regimes support the provision of a world-class public realm	Amber
Delivery and servicing ..more eff	38	Reduce the number of freight vehicles in the Square Mile	Red
Delivery and servicing ..more eff	39	Develop a sustainable servicing programme	Amber
Resilient to changing circumstan	40	Allow some Local Access streets to function as City Access streets during significant disruption	Green

### Appendix 3 – Transport Strategy Review proposals change status

Review RAG status captures whether a proposal requires either material or non-material changes during this review. Green = no change, Amber = consider material change, Red = certain material change.

Resilient to changing circumstances	41	Reduce the impact of construction and streetworks	Green
Resilient to changing circumstances	42	Make the street network resilient to severe weather events	Red
Emerging Transport Technologies	43	Establish a Future Transport Programme	Red
Emerging Transport Technologies	44	Establish a Future Transport Advisory Board	Red
Emerging Transport Technologies	45	Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile	Amber
Transport Connections	46	Support and champion better national and international connections to the Square Mile	Red
Transport Connections	47	Support and champion improved connections to the Square Mile from Greater London and the surrounding region	Amber
Transport Connections	48	Support the increased use of the Thames for passenger services	Green
Transport Connections	49	Review bus provision across the City	Amber
Transport Connections	50	Support the Mayor of London in retaining locally-generated taxation	Amber
Transport Connections	51	Encourage continued Government investment in major London transport projects	Green
Delivering the Strategy	52	Use temporary interventions and trials to accelerate the pace of delivery	Amber
Delivering the Strategy	53	Improve our monitoring of transport in the Square Mile	Red
Delivering the Strategy	54	Support change across London that is aligned with this Strategy	Green

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# City of London Transport Strategy Review Engagement Plan

## Department of Environment

November 2022 – May 2023

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## Introduction

The City of London Transport Strategy, adopted in May 2019, provides a 25-year framework for the design and management of the City's streets to ensure the Square Mile remains a great place to live, work, study, and visit.

The Transport Strategy is scheduled to be reviewed every five years to ensure it continues to reflect the priorities of City residents, workers, and businesses, changing circumstances and developments in transport technology. The current review period has been extended to 2024 to:

- Align with the review of the City Plan 2040
- Allow time for travel and work patterns to settle post Covid-19
- Allow for further engagement and consultation.

This Transport Strategy Review Engagement Plan (Engagement Plan) sets out the proposed approach for engaging and consulting with stakeholders, including the public, on the review of the Transport Strategy. It is a live document that will capture engagement to date and will be revised as work on the Transport Strategy Review progresses.

### Alignment of Transport Strategy and City Plan Engagement

The Engagement Plan has been developed to ensure that stakeholder engagement and consultation for the Transport Strategy review is aligned with the timescales, methods, and audiences of the City Plan 2040 review. Whilst the anticipated date of adoption of the City Plan is later than that of the Transport Strategy, many of the audiences are the same, and the City Plan review includes pre-engagement during the similar period as the Transport Strategy review.

The City Plan review includes its own engagement plan, which sets out the key steps for engaging on the City Plan, as well as the Statement of Community Involvement and a complementary Developer Engagement Guidance document. Opportunities to work together on engagement will be taken wherever possible, to minimise meetings and mitigate consultation fatigue.

### Transport Strategy Review Engagement Objectives

The objectives of this Engagement Plan are to:

1. Identify internal and external stakeholders and understand their needs and priorities.
2. Build on existing relationships and establish and maintain new relationships. Noting that the relationships will vary significantly according to level of engagement and interest.
3. Proactively engage to ensure that the review of the Transport Strategy is informed by a wide range of stakeholders and reflects the needs of City workers, residents, businesses, students, and visitors.
4. Build support for the Transport Strategy by clearly setting out the challenges for transport in the City of London and involving stakeholders in the development of solutions to these challenges.

5. Keep all stakeholders engaged and informed on the Transport Strategy review at a level that meets their expectations. A clear hierarchy of communication between stakeholder groups will ensure that groups closer to the project are engaged and kept informed ahead of the wider groups.
6. Ensure there are no surprises for any stakeholder at any stage through clear and regular communication of messages in an appropriate format.

The Engagement Plan outlines how the engagement objectives will be achieved, including a programme of engagement throughout the life of the project.

The types of engagement activity will vary according to the stakeholder groups being engaged, and the stage of the project.

Please note: This is the second version of the Engagement Plan following a previous publication in November 2022, and will report the programme of engagement between November 2022 – and May 2023.

## Stakeholder Groups

Stakeholders with similar levels of interest and influence will be grouped together to ensure a consistent level of engagement. Stakeholder groups closer to the project will be kept informed of project developments sooner, and to a greater level of detail than the wider groups (Stakeholder groups and their predicted level of engagement

Table 1).

Table 1: Stakeholder groups and their predicted level of engagement

Stakeholder Group	Stakeholder Group Role	Group Members (non-exhaustive list)
Decision Makers	Political members making decisions on the Transport Strategy Review	<ul style="list-style-type: none"> <li>• Planning and Transportation Committee</li> <li>• Streets and Walkways Committee</li> </ul>
Project Advice & Scrutiny	Stakeholders central to the delivery of the project. Responsible for project direction.	<ul style="list-style-type: none"> <li>• Transport Strategy Board</li> <li>• Steering Group</li> <li>• Working Group</li> <li>• City Plan Team</li> </ul>
Primary Stakeholders	Stakeholders that have a significant influence on overall direction.	<ul style="list-style-type: none"> <li>• Transport for London</li> <li>• Greater London Authority</li> <li>• Environment Department stakeholders</li> <li>• Innovation and Growth</li> <li>• City of London Police</li> </ul>
Actively Interested Stakeholders	A wider group of stakeholders not directly involved with the project's direction, but influential in specific areas.	<ul style="list-style-type: none"> <li>• Neighbouring boroughs</li> <li>• Modal &amp; special interest groups e.g., London Cycling Campaign, Living Streets, Transport for All</li> <li>• Trade representative groups, e.g., Licensed Taxi Drivers Association</li> <li>• Business representative groups and networks, e.g., Heart of the City, Active City Network</li> <li>• Other Members</li> <li>• NHS</li> <li>• City Property Association</li> <li>• Emergency Service Partners</li> <li>• BIDs</li> <li>• Residents Groups</li> <li>• City of London Access Group</li> </ul>
Wider Public Engagement	All other stakeholders. Includes the public and businesses that are not otherwise engaged.	<ul style="list-style-type: none"> <li>• City workers</li> <li>• City residents</li> <li>• Visitors / tourists</li> </ul>



## **Engagement activities**

### **Inclusion and proportionality of engagement**

In planning and delivering our engagement on the Transport Strategy review, we will strive to involve the full cross-section of the communities that live and travel within the Square Mile. This document sets the benchmark for public engagement and forms the heart of our approach to this work.

We will seek to develop the deepest understanding of our communities' requirements, including minority groups and those sometimes at risk of not having their voices heard in engagement programmes.

We will also strive to ensure materials used to engage with the public are fully accessible for all. Venues will be accessible and will be chosen to minimise travel requirements. Meetings will be held at times convenient to the participants.

There will be a mixture of virtual and in-person meetings. Hybrid meetings will be run in ways that ensure that participants attending in-person and on-line are given equal opportunity to contribute. However, it is also imperative that we achieve proportionality in our engagement, ensuring that the views and opinions of the greatest number of users of the City's streets i.e., city workers, make up most responses in our engagement programme.

### **Engagement methods**

Ongoing engagement will take place with all stakeholders, with the public engaged at key points in the process. The engagement approach will include regular meetings with internal project steering and working groups, sounding boards (e.g., Transport Strategy Board and City Corporation Strategy Forum) and the Streets and Walkways Sub Committee (and Local Plan Sub Committee for City Plan engagement) to report and discuss project progress.

The Streets and Walkways Sub-Committee will be the main forum for Member engagement and will review progress, steer the project, and advise officers on the review of the Strategy.

Key engagement activities will include:

1. Updates for Members of the Planning and Transportation Committee, and Streets and Walkways Committee, and drop-in sessions for all Members.
2. Focus groups to bring together specific groups of stakeholders, some of whom may be underrepresented in the wider survey. This approach will allow the Review to take a more focussed look at particular transport issues and aspects of the emerging strategy.
3. Use of an innovative online consultation tool will be used to engage and consult the wider public. This will include a public sentiment and behaviour survey to understand perceptions on transport and the public realm within the City, and compare this against previous engagement activities, to inform ongoing studies and Review.
4. Presentations and workshops with stakeholder groups through roundtable events, as well as 1:1s to communicate messages and gather feedback.

5. Social media will be used to reach the representative audience when promoting the public sentiment and behaviour survey, and wider consultation.
6. Engagement events, complemented by drop-in sessions, jointly with the City Plan team, to allow residents and workers to discuss transport issues directly with officers.

A more detailed outline of the planned engagement is presented in Table 2 below, with the expected engagement activity at each phase of the review.

The two phases of the Transport Strategy Review are as follows, with stages 1a and 2a being the two engagement and consultation phases respectively, each followed by redrafting and Committee engagement:

- Phase 1a (Engagement) – Preliminary engagement with stakeholders and public (November - April 2023)
- Phase 1b – Transport Strategy drafting following pre-engagement and informed by Committee Review and approval (March 2022 – May 2023)
- Phase 2a (Consultation) – Stakeholder consultation on proposed changes to Transport Strategy (June – August 2023)
- Phase 2b – Final amendments, Committee and Strategy adoption (September – February 2024)

**Table 2: Detailed engagement activity for the Review**

Activity	Type and date of events	Target groups
<p><u>Committee updates:</u></p> <p>Updating members central to the delivery of the project.</p> <p>Approvals for consultation activity and changes to Transport Strategy</p>	<p>Streets &amp; Walkways Committee – November 2022</p> <p>Streets &amp; Walkways Committee – May 2023</p> <p>Streets &amp; Walkways Committee – July 2023</p> <p>Streets &amp; Walkways Committee – Nov 2023</p> <p>Planning &amp; Transportation Committee – March 2023 (City Plan approval for consultation)</p> <p>Planning &amp; Transportation Committee – July 2023</p> <p>Planning &amp; Transportation Committee – Dec 2023</p> <p>Policy and Resources Committee – December 2023</p> <p>Court of Common Council – January 2024</p>	<p>Decision makers</p>
<p><u>Focus groups and roundtable workshops:</u></p> <p>Bringing stakeholders together to explore particular themes for discussion.</p> <p>Workshops will provide an opportunity to gather feedback and allow stakeholders to hear from each other.</p>	<p>To date, nine focus group and round table workshops have invited over 200 business and industry leaders, City of London Equality, Diversity and Inclusion Network Leads, City of London Business Improvement Districts (BIDs), Active City Network Board members and the Secondary schools - City of London school and City of London School for Girls to take part in Preliminary engagement (Phase 1).</p> <p>Two more workshops are organised for the end of April with students from the City of London School and City of London School for Girls.</p> <p>Further workshops will be organised in June to September</p>	<p>Primary Stakeholders</p> <p>Actively Interested Stakeholders</p>

<p><u>Survey:</u></p> <p>Representative surveys to understand perceptions of travel, transport and public realm and the approach being taken to review the Transport Strategy.</p> <p>We will ensure that our engagement and consultation activities are reaching those who may be underrepresented and ensure we have an inclusive approach.</p>	<p>SYSTRA public sentiment, behaviour and perceptions Survey undertaken 28 November - 19 December 2022.</p>	<p>Actively Interested Stakeholders</p> <p>Wider Public Engagement</p>
<p><u>Briefings and one to ones:</u></p> <p>Updating stakeholders central to the delivery of the project and project direction.</p> <p>Attending scheduled events such as resident and special interest group meetings.</p> <p>Meetings and workshop with other departments or teams on relevant overlap of strategies needing connection or partnership working.</p>	<p>As required during both phases of engagement / consultation.</p> <p>One to one meetings will be held with stakeholders with relevance to revised proposals during Phase 1a engagement to discuss draft changes to the Transport Strategy</p> <p>To date we have held over six one to one meetings. Further meetings will be organised in June to September.</p> <p>Examples of one to ones include:</p> <ul style="list-style-type: none"> <li>• Motorcycle Action Group in November 2022</li> <li>• London Cycling Campaign in January 2023</li> <li>• Transport for All in April 2023</li> <li>• Port London Authority in April 2023</li> <li>• London Councils in April 2023</li> </ul>	<p>Project Advice &amp; Scrutiny Actively Interested</p> <p>Wider Public Engagement</p>



<p><u>Drop-in sessions:</u> Viewing documents or speaking to officers in Guildhall will be made possible during the consultation phase.</p> <p>These drop-in sessions will be held jointly with City Plan team and will be for residents and members.</p>	<p>Approx. 3-4 during phase 2a Consultation (est. June 2023).</p>	<p>Primary Stakeholders Actively Interested Stakeholders  Wider Public Engagement</p>
<p><u>Online engagement:</u> Use of website and newsletters to reach as wide an audience as possible during Phase 2a for consultation.</p>	<p>July - September 2023</p>	<p>Primary Stakeholders Actively Interested  Wider Public Engagement</p>
<p><u>Social Media and Press:</u> Presence on all relevant City social media platforms.</p> <p>Promoted content will target City workers and residents.</p> <p>Stakeholder organisations will also be encouraged to promote engagement activities to widen reach</p>	<p>Throughout both phases 1a and 2a, to advertise and raise awareness of the opportunity to engage and feed in views as required</p>	<p>Actively Interested Stakeholders  Public</p>

## Progress to date

In the period since the November Streets & Walkways Committee, we have undertaken a comprehensive programme of engagement with stakeholders. The following section summarises the engagement activity that has taken place over the last five months.

### Focus groups.

A two-stage focus group programme with Engage Communicate and Facilitate has sought to gather in depth feedback from stakeholder groups. The first stage included three focus groups, which were held during November 2022, themed by the different groups of representatives that were invited:

1. Young and early career network representatives<sup>1</sup>
2. Professional and workplace diversity and disability network representatives
3. Representatives from City businesses

These focus groups will involve representatives from equality and diversity networks within the business community, including disabled people and other people with protected characteristics as defined in the 2010 Equalities Act. Representatives from business in the City including senior business representatives and Chairs / Directors of relevant business groups, and finally young people.

Topic discussions included existing challenges to travelling around the Square Mile, safety, attractiveness, accessibility and inclusivity, and opportunities to improve travelling in the City.

Key discussion outcomes included:

- Participants would like to see more open spaces for people to enjoy during breaks at work.
- The need for more step free access was noted, including on narrow streets and in many Underground stations.
- Attendees highlighted that poorly lit streets reduce the visibility of traffic and oncoming vehicles.
- The timing of traffic lights is insufficient for all to safely cross.
- Some participants stated that prolonged periods of construction around the Square Mile made the surroundings look unattractive and blocked pavements.

Key discussion outcomes from the session identifying opportunities to improve travelling around the City included:

- Create streets that are accessible to all - making it clearer where dropped kerbs are, ensuring pavements are not blocked by parked vehicles, improved ramp, and hand-rail access and to ensure pavements are non-slip.
- Better, more accessible communication with communities – information to be more accessible and more readily available to users, including traffic updates, diversions, and locations of accessible infrastructure.

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<sup>1</sup> This session changed focus to engage mostly school students.

- More cycle infrastructure to ensure people of all abilities feel safe to cycle.
- Better public realm - additional planters or other street furniture
- Better freight management - Designated loading bays in the vicinity of businesses that have regular on-site deliveries.

The second round of focus groups took place during mid-April 2023, with some of the same members as in the first round and some new. Feedback was provided to the groups on draft changes to the Transport Strategy proposals, following their input and discussion at the previous session. Detailed feedback from the groups is currently being analysed and will be incorporated in the final draft proposals that will be presented to the Streets & Walkways Sub-Committee and Planning & Transportation Committee in July.

### City Streets survey

Between 28 November and 19 December 2022, a public survey of workers, residents, students, and visitors was undertaken to understand perceptions on transport and the public realm.

It contained wide ranging questions about participant's current travel patterns and perceptions of transport in the Square Mile through a combination of telephone interviews, an online panel, and face-to-face interviews.

It had 981 respondents was made up of:

- 693 workers.
- 49 visitors.
- 200 residents (representative by age and gender); and
- 39 students.

The outcomes ranked as most important overall were:

- Create streets that are accessible to all,
- Make City streets a great place to walk; and
- Make streets safer by reducing traffic collisions and road danger.

Overall, perceptions of transport and the walking environment within the City of London were positive. Most respondents found travelling to/from and around the City easy, with older respondents tending to find this more difficult than younger respondents.

Nearly half of respondents stated that they do not experience any barriers or challenges when travelling to, from or around the City. The most common barriers or challenges identified by respondents were:

- Congestion on the road network,
- Impacts of strikes,
- Delays/cancellations to public transport; and
- Crowding on public transport and streets.

Despite this, respondents were positive about the walking environment in the City, with around three quarters agreeing that:

- The walking environment in the City is pleasant,

- City streets are well-lit at night; and
- It is easy to cross the street in the City.

There were concerns expressed about air quality in the City, with around two in five respondents perceiving the air in the City to be unclean - the most disagreed with of all the positive statements listed in the survey.

70 per cent of respondents felt that the outcomes were important or very important. The only exception was around the outcome to enable more people to cycle, which was the outcome that fewest respondents stated was important or very important.

#### Industry professional stakeholder workshop

On 19 January 2023, 30 people from 28 different organisations ranging from industry professionals, campaigners, transport representative groups and public sector bodies came together to discuss the review of the Transport Strategy.

Discussion focused on the most significant changes since the publication of the 2019 Strategy and key asks for the update to the Strategy. There was broad agreement from the attendees that the headlines and strategic direction of the Transport Strategy are still relevant and fit for purpose over the period of the Strategy.

Key themes of discussion included the:

- Importance of sustainable last mile freight deliveries,
- Importance of a robust and effective freight and servicing strategy
- Need for appropriate management of the kerbside to support the outcomes of the transport strategy
- Benefits of collaboration between central London highway authorities,
- Priority to improve accessibility of the City's streets.
- Continued commitment to deliver Vision Zero and improve air quality in the Square Mile

#### One to one meetings

Several one-to-one meetings with stakeholders have also been held, including with Transport for London, the Port of London Authority, Transport for All, London Cycling Campaign, and the Motorcycle Action Group. Each of these stakeholders has provide detailed input specific to their area of expertise which has contributed to the ongoing development of the Transport Strategy. Additional one-to-one meetings will be held as required and requested.

#### City Property Association event

On 28 February, the Transport Strategy Review was presented to a breakfast briefing event of the City Property Association. The event was attended by over 100 attendees from developers, planning consultants and industry professionals.

#### Survey of City residents and workers

Between October and December 2022, a polling organisation carried out a survey of City residents and workers, asking a wide range of questions relating to life in the

Square Mile. A number of these related to transport and the findings are summarised below.

- In the results of the poll, 'good transport links was the highest rated attribute of the City, with 81% of residents and 77% of residents who also work in the City strongly agreeing that the City has good transport connections.
- Around 9 out of 10 would strongly or somewhat agree that the City is safe, clean, visually attractive, has good transport connections, enjoyable to walk around.
- The number one comment with regards to good things about living in the City was 'transport links', with 32% of residents stating this.
- As with residents, good transport connections are the highest rated attribute among workers, with seven in ten stating they strongly agree.

### **Monitoring and evaluation of engagement**

As part of the Transport Strategy engagement activity, we will monitor and report on:

1. Reach – what did the stakeholders see, for example media and social media coverage, events attended, direct contact etc.
2. Engagement / Consultation – how did the stakeholders get involved, for example: Partnerships, endorsements, visits to websites, sharing content etc.
3. Actions – commitments made in response to points raised through the surveys and focus groups.

### **Next Steps**

We are waiting for the detailed feedback from the further focus groups and other one-one engagement meeting planned for early May/June.

This feedback will be incorporated in the final draft proposals that will be presented to the Streets & Walkways Sub-Committee and Planning & Transportation Committee in July.

### **Consultation Approach (Phase 2a)**

Effective engagement during the consultation stage will ensure that our vision, outcomes, and proposals are clearly understood. We will strive to ensure:

- Community engagement activities are coordinated with the City Plan, where required, to avoid duplication and consultation fatigue; especially when engaging with City residents.
- Periods for consultation are appropriate and enable all stakeholders sufficient time to provide a considered response. In addition, we shall accommodate stakeholders who may need more time to review and process changes to proposals.
- Clear communications and engagement plan to support activity is key, with an assessment of the best channels and methods to reach target audiences.
- An equality impact assessment will be undertaken to support consultation process, taking account audiences with protected characteristics and those who may be digitally excluded.

- Consider the most appropriate type of engagement for each circumstance to ensure that the consultation captures the full range of stakeholders affected - considering people's needs and working together to overcome any barriers to enable full participation.
- Ensure that participation abides by the Data Protection and Freedom of information Act, and the City of London Privacy Policy and ensure that participation it is voluntary, and that participants can withdraw at any time.
- Publish consultation responses, including number of responses, and how they have been used.

Please refer to Table 2 for a more detailed outline of the engagement activity at each phase of the review.

## **Appendix**

Appendix 1: Engagement phases and main tasks

Appendix 2: List of stakeholders engaged in the Transport Strategy Review (and development of the Vision Zero Plan) to April 2023

**Appendix 1: Engagement phases and main tasks**

Phase	Purpose	Activity/Deliverables	Stakeholder Group	Dates	Strategic Plan	
					Transport Strategy	City Plan
Start up	To identify stakeholders with an interest in the transport strategy and ensure appropriate levels of engagement	Stakeholder identification and categorisation	Project Advice and Scrutiny Group (see table 1 above)	September / October 2022	✓	✓
	Ensure appropriate membership of all groups within Project Advice and Scrutiny.	Appoint members to Steering Group and Working Group and hold kick-off meetings.	Project Advice and Scrutiny	November 2022	✓	✓
	Agree stakeholder engagement plan with Committee	Local Plan Sub Committee Planning & Transportation Committee  Streets & Walkways Committee	Decision Makers	September 2022 November 2022  November 2022	  ✓	✓ ✓

Phase	Purpose	Activity/Deliverables	Stakeholder Group	Dates	Strategic Plan	
					Transport Strategy	City Plan
<b>Phase 1a (Engagement) – Preliminary engagement with stakeholders</b>	Procure relevant consultants to support the Review	Draft and appoint consultants for focus group, surveys, resident focus groups	Project Advice and Scrutiny	September / October 2022	✓	✓
	Ensure compliance with relevant guidelines and policies for Data Protection and Equalities Act	Undertake a Data Protection Impact Assessment Review all Privacy Notices	Project Advice and Scrutiny	October to May 2023	✓	✓
		Finalise and launch online engagement tool – Sentiment Survey	Project Advice and Scrutiny	November 2022	✓	✓
		Undertake thematic focus group workshops (1 <sup>st</sup> round)		November 2022	✓	



<b>Phase 1a (Engagement)–  Preliminary engagement with stakeholders</b>	Establish and undertake engagement with all levels of stakeholder	Prepare website and social media material as required	Actively Interested Stakeholders	June/July2023	✓	
		Launch webpages and social media as required	Project Advice and Scrutiny	June/July 2023	✓	✓
		Roundtable stakeholder workshops	Primary Stakeholders	January – April 2023	✓	
		One to one briefing	Actively Interested Stakeholders	November – April 2023		
		Undertake resident / employee focus group workshops.	Actively Interested Stakeholders	June – September 2023	✓	✓

Phase	Purpose	Activity/Deliverables	Stakeholder Group	Dates	Strategic Plan	
					Transport Strategy	City Plan
<b>Phase 1b – Transport Strategy drafting following engagement and Committee Review</b>	Engagement monitoring and review of results	Review all engagement Monitoring and Results Report writing	Project Advice and Scrutiny	March 2023	✓	
	Committee reporting	Reporting Phase 1a engagement results to Streets & Walkways Committee	Decision makers	May 2023	✓	
		Reporting Phase 1a engagement results and headline strategy amendments to Planning & Transportation Committee		June 2023	✓	
Redrafting of the Transport Strategy	Redrafting of the Transport Strategy based on Planning & Transportation and Streets and Walkway Committees and Phase 1a engagement	N/A	April - June 2023	✓		

Phase	Purpose	Activity/Deliverables	Stakeholder Group	Dates	Strategic Plan	
					Transport Strategy	City Plan
<b>Phase 2a (Consultation) – Stakeholder consultation on proposed changes to Transport Strategy</b>	Consultation with stakeholders on Draft Strategy, building on earlier engagement work.	Undertake thematic focus group workshops	Actively Interested Stakeholders Public Engagement	Late June – September 2023	✓	
		Website updated with draft Strategy details for consultation	Actively Interested Stakeholders Public Engagement	June 2023	✓	
		Undertake drop-in sessions for residents and members	Actively Interested Stakeholders	June – September 2023	✓	✓
		Roundtable workshop session	Primary Stakeholders	July 2023	✓	

Phase	Purpose	Activity/Deliverables	Stakeholder Group	Dates	Strategic Plan	
					Transport Strategy	City Plan
<b>Phase 2b – Final amendments, Committee and Strategy adoption</b>	Committee Reporting and Transport Strategy publication and adoption	Reporting Phase 2a consultation results and draft final Strategy to Planning & Transportation Committee	Decision Makers	October 2023	✓	
		Policy and Resources Committee	Decision Makers	November 2023	✓	
		Court of Common Council	Decision Makers	December 2023	✓	
		Revised Strategy published online	N/A	February 2024	✓	

Appendix 2: List of stakeholders engaged in the Transport Strategy Review to April 2023.

<b>Organisations invited</b>	<b>Attended or engaged</b>
<b>Diversity Networks</b>	
City Corporation City Pride LGBTQ+ Network	
City Corporation Multi-Faith Staff Network	
City Corporation City of London Ethnicity and Race Staff Network	
City Corporation Carers and Parents Diversity Network	
City Corporation Women's Inclusive Network	
City of London Young Employees Network	Yes
City Corporation Disability, Ability and Wellbeing Network	
City Police Womens Network	
City Police Association of Muslim Police	
City Police Black Police Association (BPA)	
City Police LGBT Network	
City Police Disability Network	
Business Disability Forum	Yes
<b>Public agencies and professional groups</b>	
Action Vision Zero	Yes
Brewery Logistics Group	Yes
City of London Police (CoLP)	Yes
City Property Association (CPA)	Yes
City Youth Forum	Yes
Footways	Yes
Greater London Authority (GLA)	Yes
Heart of the City	
Institute of Couriers	Yes
John Lewis	Yes
Licenced Taxi Drivers' Association	Yes
Licensed Private Hire Car Association	Yes
Living Streets	Yes
Logistics UK (United Kingdom)	Yes
London Ambulance Service (LAS)	Yes
London Councils	Yes
London Cycling Campaign	Yes
London Fire Brigade (LFB)	Yes
London Travel Watch	Yes
Motorcycle Industry Association	Yes
Motorcycle Action Group (MAG)	Yes
Network Rail	
Port of London Authority	Yes
Road Haulage Association	Yes

Roadpeace	Yes
Royal National Institute of Blind People (RNIB)	Yes
Solace Women's Aid	Yes
Transport for All (TfA)	Yes
Transport for London	Yes
<b>NHS</b>	
Bartholomew's Hospital	Yes
NHS	Yes
<b>BIDs</b>	
Cheapside Business Alliance	Yes
Chancery Lane Association/Primera	
Aldgate Partnership	Yes
Eastern Cluster Partnership	Yes
Culture Mile Partnership	Yes
Fleet Street Quarter	Yes
<b>Schools</b>	Yes
City of London Boys School	Yes
City of London School for Girls	
<b>Neighbouring Boroughs</b>	
Southwark	Yes
Camden	
Hackney	Yes
Islington	Yes
Westminster	Yes
Lambeth	Yes
Tower Hamlets	Yes
<b>Businesses<sup>2</sup></b>	
Allen Overy	Yes
Brookfield Properties	Yes
McCann	Yes
British Land	Yes
Baker Mckenzie	Yes
Spice Design	Yes
Brookfield Properties	Yes
Broadgate Estates	Yes
Momentum Consultancy	Yes
Nomura	Yes
Fieldfisher	Yes

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<sup>2</sup> \*197 businesses invited to engage in the ECF workshops

Land Securities	Yes
John Lewis	Yes
Metro Bank	Yes
Freshfields	Yes
Dawai Capital Markets	Yes
Weightmans LLP	Yes
Pedal Me	Yes
Spice Design	Yes
Arcadis LLP	Yes
Royal Bank of Canada	Yes

**City Residents Associations**

*(programmed for joint engagement with (local) City Plan engagement  
May, June)*

- Golden Lane Estate Residents Association
- Barbican Association
- Middlesex Street Estate Residents Association

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<b>Committees:</b> Streets and Walkways <i>[for decision]</i> Operational Property and Project Sub <i>[for decision]</i>	<b>Dates:</b> 23 May 2023 5 June 2023
<b>Subject:</b> Pedestrian Priority Streets Programme – Phase 1  <b>Unique Project Identifier: 12269</b>	<b>Gateway 5 – Authority to start work</b> Complex
<b>Report of:</b> Executive Director Environment  <b>Report Author:</b> Kristian Turner – Policy and Projects, City Operations	<b>For Decision</b>
<h1 style="margin: 0;">PUBLIC</h1>	

<b>1. Status update</b>	<p><b>Background:</b>                  A three-year programme implementing pedestrian priority schemes across the Square Mile to enhance comfort, safety and accessibility for people walking. The programme will directly help deliver the objectives of the Transport Strategy and Climate Action Strategy.</p> <p>Phase 1 of the programme features on-street measures at six different locations:</p> <ul style="list-style-type: none"> <li>• Old Jewry</li> <li>• King Street</li> <li>• King William Street</li> <li>• Cheapside (east of Bread Street)</li> <li>• Threadneedle Street / Old Broad Street</li> <li>• Chancery Lane</li> </ul> <p>In September 2022, Members received an update report detailing the acceleration of the Phase 1 programme to deliver permanent measures without first implementing previously planned interim measures.</p> <p>In February 2023, Members approved making three of the traffic measures permanent at Old Jewry, King Street and King William Street.</p> <p>The traffic experiment on Chancery Lane is currently underway and is proceeding to its own specific programme.</p>
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	<p><b>This report</b></p> <p>The purpose of this report is to present to Members the results of the experimental traffic order’s statutory and public consultation exercise and seek Member approval for making the traffic changes permanent at:</p> <ul style="list-style-type: none"> <li>• Cheapside</li> <li>• Old Broad Street/Threadneedle Street</li> </ul> <p>This report is presented as a Gateway 5 report seeking authority to permanently implement the traffic measures at the two locations. The timing of this report is necessary to make a decision on whether to make the traffic changes permanent as the experimental traffic orders will expire in July 2023.</p> <p>The report also sets out the approach for the funding strategy to confirm the necessary funds to deliver all of the public realm measures, with a further Gateway 5 Issues Report expected to be submitted later this year once the design and estimate work is completed for:</p> <ul style="list-style-type: none"> <li>• Old Jewry</li> <li>• Cheapside</li> <li>• King William Street</li> <li>• Old Broad Street / Threadneedle Street</li> </ul> <p><b>RAG Status:</b> Green (last report: green)</p> <p><b>Risk Status:</b> Medium (last report: medium)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> <i>all phases</i> £6.150M - £10.75M</p> <p><b>Spend to Date:</b> On the whole project - £1,445,656 (of £2.615M approved budget)</p> <p><b>Funding Source:</b> £6M from Climate Action Strategy funding (OSPR) and S106 (£150K) (both confirmed)</p> <p><b>Costed Risk Provision Utilised:</b> £56k</p>
<p>2. <b>Requested decisions</b></p>	<p><b>Next Gateway/Report</b> – G5 Issues Report (November 2023)</p> <p><b>Next Steps:</b> Subject to receiving approval under the Traffic Management Act (TMAN) from Transport for London (TfL) for the two schemes, the next steps following approval of this report are:</p> <ul style="list-style-type: none"> <li>▪ Notify statutory parties/consultees on intent to make permanent traffic orders;</li> <li>▪ Make permanent traffic orders for Cheapside and Old Broad Street/Threadneedle Street;</li> <li>▪ Publish notice of making for the permanent traffic regulation orders;</li> </ul>

- Cheapside – complete detailed design of the public realm and traffic scheme, local engagement, utility estimates and implement ~ construction start estimated Q2 2024;
- Cheapside – undertake road safety assessment and initiate a traffic experiment to allow access for taxis on a trial basis;
- Old Broad Street / Threadneedle Street – complete detailed design of the public realm and traffic scheme, local engagement, utility estimates and implement ~ construction start estimated late 2024.

### **Requested Decisions**

Subject to the two schemes, Cheapside and Old Broad Street/Threadneedle Street receiving approval from TfL and noting the objections to the statutory consultation, Members of the **Streets and Walkways Sub-Committee** are asked to choose from the following two options to progress the project:

#### **1) Option 1 (recommended)**

Make the experimental traffic measures permanent (as set out in the main body of this report) on:

- a) Cheapside (point restriction except for buses and cycles + priority give-way arrangement);
- b) Initiate a further traffic experiment at the same location on Cheapside to assess the impacts of taxis being exempted from the restriction;
- c) Old Broad Street (one-way northbound with contra-flow cycle lane) and Threadneedle Street (one way westbound with contra-flow cycle lane).

#### **2) Option 2 (not recommended)**

Revert the streets to the previous state:

- a) Cheapside (two-way working for all vehicles);
- b) Old Broad Street and Threadneedle Street (two-way working for all vehicles).

In the event that Option 1 is chosen, Members of the **Streets and Walkways Sub-committee** are asked to approve:

- 3)** The initiation of an experimental traffic order at the Cheapside location, following a safety assessment, exempting taxis from the point restriction, and delegate authority to the Executive Director Environment to make any necessary traffic orders.

Members of the **Streets and Walkways Sub-committee** and **Operational Property and Projects Sub-committee** are asked to **note** that:

- A funding strategy is being prepared to deliver the appropriate scheme outcomes for the best value;

	<ul style="list-style-type: none"> <li>• A capital bid of £2m is to be prepared to fund the maintenance elements of the King William Street corridor scheme.</li> </ul> <p>Members of <b>Streets and Walkways</b> and <b>Operational Property and Projects Sub-committee</b> are asked to:</p> <p>4) Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.</p>
<p>3. <b>Budget</b></p>	<p><b>Existing budget and spend to date</b></p> <ol style="list-style-type: none"> <li>1. The three-year Pedestrian Priority Streets Programme is funded through the Climate Action Strategy (£6M / OSPR).</li> <li>2. The overall <u>current approved</u> budget for the whole Pedestrian Priority programme is £2,601,628.</li> <li>3. To date, £1,445,666 has been, leaving a total remaining unspent budget of £1,155,962.</li> </ol> <p><b>Estimates for Phase 1 schemes</b></p> <ol style="list-style-type: none"> <li>4. The highway and public realm design work for the six locations in the Phase 1 programme are being developed based on the specifics of each location, with some designs being more advanced than others due to the particular physical constraints and stakeholder elements at each location.</li> <li>5. As the designs are being developed, our understanding of the costs in delivering each scheme are becoming more accurate. There are two elements. The traffic measures themselves are relatively inexpensive to deliver as much of the signing and associated lining and infrastructure is in place. The majority of the implementation costs are in the widening of the footways and the complimentary public realm improvements.</li> <li>6. If Option 1 is approved to make the traffic orders permanent at the two locations, we know that civils works will be required at five locations in total. Chancery Lane (whatever decision is taken after experiment) will not require further physical works.</li> <li>7. The table below represents our best estimates at the current time to implement the traffic changes <u>and</u> the public realm enhancements that deliver the best outcomes.</li> </ol>

Location	Cost estimate accuracy	Cost estimate
King Street	High	£950k
Old Jewry	Medium	£300k
King William Street	Medium	£3.5M
Cheapside	Low	£1M
Old Broad St / Threadneedle St	Low	£3.5M
Chancery Lane	High	£0*
Scheme development, design, fees and project management		£1.5M
<b>Total</b>		<b>£10.75M</b>

\*no further costs for physical works on Chancery Lane

8. The design work completed to date on King William Street has shown that the improvements to widen the footways can't be undertaken without carrying out significant maintenance works as much of the pavement, kerbs, drainage and carriageway surface is in a sub-optimum state of repair. For example, existing kerbs are in a poor state and cannot be repurposed into drainage channels. Of the £3.5M estimate for King William Street, £2M is attributable to the need to renew the existing infrastructure, which wasn't fully understood at the start of this programme.
9. Whilst not all designs are progressed sufficiently to accurately estimate their costs, we now have enough information that the programme budget envelope of £6.15M will be insufficient to deliver schemes at all locations that maximise the pedestrian and public realm benefit.
10. Therefore, a funding strategy needs to be developed to ensure that the core outcomes of the project are delivered that represent best value for money that are acceptable to Members and external stakeholders.

### **Funding Strategy**

11. There are a number of options for how the funding issue can be approached, and these are summarised below:

#### **Option A – achieve maximum benefits, seek Capital funding**

Under this option, the funding shortfall (£4.6M) is sought from OSPR and/or CIL funding to fund the improvements which deliver the maximum pedestrian and public realm benefit to compliment the traffic changes that have been made.

12. Option B – value engineer and reduce design scope to existing budget

Under this option, a significant adjustment in expectation of public realm outcomes would need to be made:

- King Street is on site and will be delivered as previously reported;
- On Old Jewry the raised granite table could be delivered and the pedestrian space left open without further public realm enhancements;
- At Cheapside the civils works to widen the footways to create the pinch point and raise the carriageway could be delivered without further planting and standard benches could be installed;
- On King William Street, the scheme would need to be delivered as proposed as no footway widening can be delivered without the maintenance works. New street trees would be de-scoped or the funding sought from another programme;
- Old Broad Street and Threadneedle Street would be descope to what is currently in place with the removal of the temporary footway widening, retention of the contra-flow cycle lane, renewal of the wands on the cycle lane and adjustments to increase loading provision by Merchant Taylors Hall.

13. Option C – hybrid approach, value engineering and capital bid

A hybrid approach to the funding issue will be explored over the next 2-3 months. This will seek a maintenance bid of £2M to fund the renewal elements of the King William Street corridor scheme, freeing up part of the budget to focus on public realm enhancements on Cheapside and Old Jewry where stakeholders have some level of expectation of public realm improvements. This could allow some funds to be utilised for Old Broad Street and Threadneedle Street to widen some of the footway where comfort levels are lowest.

Option C is considered the most appropriate option to develop as we continue to determine more accurate cost estimates of the individual locations.

**Option 1**

13. If Option 1 is approved, the existing budget approved at the last report will be used to carry out the design and project management tasks to:

- Implement the King Street works;
- Continued detailed design and cost estimates for the other four locations and the monitoring of the Chancery Lane traffic experiment.

	<p><b>Option 2</b></p> <p>14. If Option 2 is approved the current approved budget is sufficient to fund the two locations reverting to their previous state. This would likely leave some of the transport elements of the Climate Action Strategy undelivered.</p> <p>15. A report for the results of the other experiment Chancery Lane would still be prepared for Members to make a subsequent decision.</p>
<p>4. <b>Design summary</b></p>	<p><b><u>Background</u></b></p> <p>16. In September 2022, an Update Report was submitted to the Streets and Walkways Sub Committee setting out the technical challenges in delivering interim pedestrian priority improvements as part of the 18-month (maximum duration) traffic experiments across the various sites. The aim had been to allow people to experience the full impact of the proposals for people walking and cycling in addition to the change to the traffic movements as part of the traffic order.</p> <p>17. It was reported that the project would instead shift its approach to focus on accelerating the delivery of the permanent measures (subject to the public consultation exercise on the experimental traffic orders and the proposed permanent features).</p> <p>18. Public consultation ran between 17 October and 12 December 2022. 305 people responded.</p> <p>19. In February, Streets and Walkways sub-committee approved a Gateway 5 Report recommending making permanent traffic orders at King Street, Old Jewry and King William Street and continuing with the detailed design of the public realm improvements.</p> <p><b>UPDATE ON PHASE 1 PROJECTS</b></p> <p>This section summarises the progress made on the three Phase 1 locations which were approved to be made permanent in the last report, and an update on the Chancery Lane traffic experiment.</p> <p><i>King Street</i></p> <p>20. The construction works are currently on site and progressing to programme. Local businesses are being kept up to date of the works which are programmed to be completed in December 2023.</p> <p><i>Old Jewry</i></p> <p>21. The civils design for the raised granite area is well advanced. A working party of local business, the Mercers Company and a local Member is being formed to develop a vision for the new pedestrianised area. Public realm enhancements will be designed to be flexible and movable to ensure the street can occasionally be opened for building access, events and network resilience needs.</p>

*King William Street*

22. The civils design is well advanced including changes to traffic signals and design of tree locations. Detailed estimates for utility relocations are being sought from statutory undertakers. Negotiations are underway with TfL for a Section 8 agreement to build part of the scheme on the TLRN at Monument junction as well as provisional road space bookings for the construction works, estimated that construction works commence Q1 2024 following completion of Bank junction works.
23. As detailed in the previous September progress report, King William Street is in a particularly poor state of repair. The overall construction estimate to widen the pavements is high due to the necessity of renewing most of the kerb, pavement and carriageway surface.
24. A value engineering exercise has been undertaken to determine how much of the scheme cost is attributable to the footway widening (i.e. the pedestrian priority measures), and how much is attributable to renewal of the existing infrastructure, as the former cannot be done without the latter. It's estimated that the footway widening and drainage costs are ~£1.5M and the footway and carriageway maintenance costs are ~£2M.
25. It is considered that the £2M of essential maintenance works cannot reasonably be sought from the Climate Action Strategy funding, and that a separate capital funding bid be made for this sum to be able to deliver the overall corridor scheme improvements.

*Chancery Lane*

26. The experimental traffic order commenced in February 2023 and public consultation is open for the six-month statutory period. Work is still underway to install the second ANPR enforcement camera to begin enforcing the restriction. After a written warning period, formal enforcement will begin and traffic volumes will be analysed to measure the effectiveness of the restriction in reducing traffic on Chancery Lane to local servicing and visitor traffic. Only taxis are permitted as "through" traffic on Chancery Lane, all other through traffic is via alternate routes. Monitoring will be carried out for a minimum six-month period before a Committee decision is made on whether to make permanent. No further works costs to this scheme as it is only a traffic restriction scheme.



## **SUMMARY OF DESIGNS – CHEAPSIDE AND OLD BROAD STREET / THREADNEEDLE STREET**

### Cheapside

27. Two design options for the public realm enhancements have been developed and can be viewed at Appendix 2-4.
28. Both designs were presented to the Cheapside Business Alliance Environment Steering Group in March, members of the group were supportive of the initial design work and will continue to be engaged as the option design work continues.
29. Both designs retain a priority give way traffic arrangement, the traffic restriction with exemptions for buses and cycles and a five-metre raised carriageway to allow for the Lord Mayor's show.
30. A Safety Assessment has been carried out to determine the optimum highway layout, which is for an equal kerb buildout on both sides of the street (with a raised table), creating additional space for public realm improvements in the form of planting and seating.
31. Utility surveys indicate the area has many underground cables, which is a significant physical and cost constraint on the design of the space.
32. The principal of both designs has been to maximise the public realm enhancement opportunity created by the extra pavement space as a result of the traffic restriction scheme. The public realm enhancements focus on creating a seating area and additional greenery near the intersection of Cheapside and Milk Street.
33. Both options provide an opportunity for some historical interpretation of the space to inform visitors of the history of Cheapside, which is consistent with Destination City objectives.
34. Option 1 has been designed predominately around the existing utility infrastructure, requiring less costly utility diversions. The design focuses on creating social clusters for people to rest in the area with integrated seating/planters. The scope for planting in Option 1 is limited by the size of the planters that can be accommodated around existing utilities.
35. Option 2 has been designed recognising that there is conflict with utility locations to deliver a holistic enhancement of the space. The design focuses on creating an integrated "in ground" planting approach within an elegant curve seating design. Utility diversions will be required to deliver this vision, with associated cost implications. The design offers greater scope for planting to establish and thrive that has the potential to deliver better climate and amenity outcomes.

36. For both options, the design work will continue until accurate cost estimates are prepared, as well as consideration of other design elements such as public safety and nuisance issues such as littering and skateboarding. There is also a need to ensure some consistency of materiality with other emerging improvements in the area on Old Jewry, Cheapside sunken garden, Bank Junction and Bow Churchyard.

Taxi access

37. The issue of restricted taxi access on Cheapside was raised during the public consultation, and in feedback from local Members and business representatives. It is also identified as a potential disbenefit for some people with protected characteristics through the equalities assessment.

38. The team has done some analysis of taxi movements in the immediate Cheapside area to assess what impact the restriction has had on taxi movement and availability.

39. We have compared traffic data at a number of nearby junctions comparing 2019 data to 2022 data, and cross referenced generally with the City wide picture pre vs post pandemic.

40. In general, taxi volumes (as measured at peak times) across the City have declined by ~25% compared to pre-pandemic levels. This is due to a variety of different variables, both local and industry wide.

41. On Cheapside, taxi volumes between Queen Street and Milk Street are virtually nil as the only taxis coming along here are to collect or drop off a passenger, this section of Cheapside is no longer used by taxis to circulate for fares.

42. At the nearest streets such as King Street, Queen Street, Gresham Street and Poultry, taxis volumes have declined by ~60%.

43. The decline in taxi volumes in the Cheapside area is evidenced by the greater decline compared to the wider City analysis. This combined with the feedback received though the consultation and engagement with the Cheapside Business Alliance is an indication that taxi availability is an issue that should be addressed.

44. It is proposed that a three-step approach is followed for Cheapside:

Step 1 – make the existing restriction permanent to retain the highway priority give way arrangement and the benefits of removing the majority of through traffic

Step 2 – undertake a detailed safety assessment for allowing taxis to be exempt from the restriction. This will primarily focus on a

projection of taxi volumes (recognising that any future changes to east/west movements through Bank junction need to be considered) and assessing the safety implications of how these increased traffic volumes along Cheapside interact with servicing traffic east of Milk Street who perform three point turns on Cheapside to exit the area.

Step 3 – if the safety assessment indicates taxis can safely be accommodated, proceed with an Experimental Traffic Order to test the impacts of allowing taxis through the restriction.

Old Broad Street / Threadneedle Street

45. Two outline design options for improvements are being developed and this initial work can be viewed at Appendices 7 and 8.
46. The removal of a lane of traffic allows the space to be redistributed to provide a contra-flow cycle lane and pavement widening. The design approach has analysed the widths and volumes of people walking to determine the relative comfort for pedestrians and we've used this information to determine where pavements should be widened to deliver the greatest benefit.
47. This work has determined that pavement widening on Old Broad Street to resolve low pedestrian comfort levels is needed more on the western footway than the eastern footway and that widening on both sides of the street would provide negligible pavement comfort benefits but double the costs.
48. At some locations such as along the western side by Threadneedle Walk, the volumes of people walking is higher and the footway quite narrow. A summary of pedestrian comfort levels is presented in Appendix 5. In brief it shows, for the two options, areas where footway widening can be achieved that tangibly improve pedestrian comfort levels and areas where footway widening provides a marginal improvement.
49. Option 1 for Old Broad Street focusses footway widening improvements on the western side of the street. The scale of the footway widening achievable varies. This will restrict locations where it will be possible to deliver new street trees.
50. Option 2 for Old Broad Street focuses on achieving improved pedestrian comfort scores with slightly less footway widening, the traffic lane is maintained and the cycle lane is widened to 2m from the current 1.5m-1.75m.
51. Both options create areas of public realm opportunity, principally at the southern and northern ends of Old Broad Street.
52. Both options include the permanent removal of old bus stops which are now redundant due to wider changes to the bus network.

53. Both options retain an overall carriageway width of 5m to accommodate emergency resilience for the Lord Mayor's show.

54. Threadneedle Street is a similarly narrow street where the design for both options:

- Widens the pavement on the northern side of Threadneedle Street from the junction with Old Broad Street to the end of the suspended bus stop;
- Utilises the space freed up from the redundant eastbound bus stop to increase the length of the loading bay by Merchant Taylors Hall that will increase loading capacity.

55. Whilst the designs continue to be developed, and the funding opportunities further explored, this report seeks approval to make the traffic orders underpinning the principles permanent now. Otherwise, the measures would need to be removed in July when the experimental traffic orders expire and the full statutory and public consultation re-run again in the future.

#### **EVIDENCE TO SUPPORT THE RECOMMENDATION**

**The following information relates only to the two locations where a decision is being requested.**

56. This section sets out the main issues to aid Members in making an informed decision on whether or not to make the experimental traffic orders at the two locations of Cheapside and Old Broad Street/Threadneedle Street permanent. It covers:

- results of the monitoring of the traffic experiments
- results of the statutory and public consultation
- equalities, Healthy Streets and accessibility assessments

#### **TRAFFIC EXPERIMENT RESULTS**

##### **Monitoring**

57. The approach to monitoring of the traffic and street user benefits and disbenefits of the scheme were set out in the Monitoring Strategy which was agreed with Transport for London as part of the application for Traffic Management Act notifications (TMAN) for the Experimental Traffic Orders.

58. The main components of the Monitoring Strategy are:

- Collision data
- Journey planner information (Google Maps)
- Bus journey times (ibus data from TfL)
- Pedestrian comfort data

- Street user perception surveys

59. The key challenge with monitoring the impacts of the experiments is that the baseline data in terms of pedestrian and traffic volumes was not available because the measures were initially implemented as temporary Covid-19 measures.

#### **Collision data**

60. Collision data has been analysed for the last five years from February 2017 to August 2022 using the CoLSTAT tool to determine if there have been any registered collisions at the three locations.

61. Cheapside (between Wood Street and Bow Lane):

- One slight collision involving a powered two-wheeler 2017
- One slight collision involving a bus 2018
- Two serious collisions involving a pedal cycle in 2019
- One slight collision involving a car in 2021 (during course of the experiment but at Bow Lane)

The data indicates no discernible increase in the incidence of collisions since the start of the experimental traffic scheme in the vicinity of the Cheapside traffic restriction.

62. Old Broad Street (south):

- One slight collision involving a car in 2018
- One serious collision involving a pedal cycle in 2019
- One serious collision involving a pedestrian and a car in 2020
- One slight collision involving a coach in 2021 (during the course of the experiment)

The data indicates no discernible increase in the incidence of collisions since the start of the experimental traffic scheme

63. Threadneedle Street (Bishopsgate to Old Broad Street)

- One slight collision involving a pedal cycle in 2017
- One slight collision involving a pedestrian in 2017
- One slight collision involving a pedal cycle in 2018
- One slight collision involving a powered two-wheeler in 2019
- One slight collision involving a pedal cycle in 2019

The data indicates that there have been no collisions on Threadneedle Street since the measures were implemented in mid-2020.

### **Journey planner information**

64. The project team engaged with the team at Google Maps. The temporary measures implemented in 2020 were not registered in Google Maps which meant journey planning did not reflect the restrictions, for example it was possible to be routed southbound along King Street despite the temporary arrangements. In July 2021, baseline journey time data was captured for different routes at the individual scheme locations. Once this baseline had been captured the details of the restrictions were then input onto Google maps. The same origin and destinations were then used for journeys in 2021 and 2022 to determine the changes in journey times. For example, Google would now direct you along Cannon Street if driving from New Change to Poultry.

65. A number of other changes have occurred on the network over the past few years that make it difficult to make a direct comparison of journey times before the pandemic to journey times attributable to any one particular experiment. Network changes on Bishopsgate, the Bank Junction works (and eventual permanent change) and the temporary closure of Angel Street are significant changes to the network in the last two years.

66. The changes in routes detailed below would in many instances be as part of a longer journey, which may mean that the delay is less significant in terms of overall journey time.

#### **67. Cheapside**

A theoretical journey has been mapped for a vehicle travelling from New Change to Poultry.

<b>From</b>	<b>to</b>	<b>Baseline</b>	<b>14<sup>th</sup> July 2021</b>	<b>14<sup>th</sup> July 2022</b>
New Change	Poultry	2 min	4-5 min	5-6 min
Poultry	New Change	2 min	4 min	4-5 min

68. There is an additional journey time for vehicles coming from New Change to get to Poultry (and vice versa) due to the experimental scheme as vehicles must take an alternative route via New Change, Cannon Street and Queen Street. The additional time required to make this journey would depend on traffic levels and time of day mindful of the Bank junction timed restrictions.

### 69. Threadneedle Street

A theoretical journey has been mapped for a vehicle travelling between Mansion House station and Threadneedle Street (i.e. Merchant Taylors Hall).

From	to	Baseline	14 <sup>th</sup> July 2021	14 <sup>th</sup> July 2022
Mansion House Station	Threadneedle Street	4 min	7 min	7 min
Threadneedle Street	Mansion House Station	6 min	6min	6-7min

70. There is an additional journey time for vehicles coming from Mansion House Station to get to Threadneedle Street (by Merchant Taylors Hall) due to the experimental scheme as vehicles must take an alternative route via Old Broad Street and Bishopsgate.

71. There is no change in journey times from Threadneedle Street to Mansion House Station attributable to the Threadneedle Street experiment as it allows vehicles to travel westbound as they were previously. This is not to say that the time taken for this journey would not take longer due to other changes such as King Street.

### 72. Old Broad Street

A theoretical journey has been mapped for a vehicle travelling between Gresham Street (i.e. Guildhall) and Liverpool Street station. The most likely route choice people would take today would be different from that taken pre-pandemic due to the various changes on the network.

From	to	Baseline	14 <sup>th</sup> July 2021	14 <sup>th</sup> July 2022
Gresham Street	Liverpool Street	5 mins	5 mins	6 mins
Liverpool Street	Gresham Street	5 mins	4-6mins	4-6mins

73. There is a slight increase in journey times from Gresham Street to Liverpool Street but this is most likely due to additional traffic due to Bishopsgate. The route would continue to use Lothbury and Old Broad Street.

74. The opposite journey from Liverpool Street to Gresham Street could not use Old Broad Street and would be more likely to go via

Bishopsgate, Threadneedle Street and Lothbury which is a broadly similar journey time.

### **Bus journeys and TfL Strategic modelling**

75. Bus routes were identified for monitoring in agreement with TfL. These are:

- Cheapside & Poultry – 8 & 25
- Threadneedle, Lothbury, Old Broad St – 8, 11, 26 & 133
- King William Street – 21, 43 & 141
- Fleet Street, Ludgate Hill, St Pauls Churchyard & Cannon Street – 11, 15, 17, 26 & 76

76. A baseline in 2019 was agreed and journey times are being analysed using iBus data from TfL. This provides average actual and scheduled running times between two stops for each bus route and in each direction. Bus journey times of an agreed deviation from the baseline are being analysed and the outcome of this technical analysis is ongoing and will be concluded with TfL in advance of the TMAN application to TfL.

77. In 2022, TfL Network Performance undertook a strategic modelling exercise of the City street network to determine the cumulative impact of several interventions. The objective of the work was to determine if the traffic network could perform to an acceptable level with existing measures and planned future schemes in place.

78. The schemes included in the model include Bank, Bishopsgate, St. Paul's Gyratory and the Pedestrian Priority streets.

79. Due to the impact of the pandemic on traffic patterns in central London and various economic uncertainties with regards working behaviours and economic activity, TfL's traditional modelling processes have been adapted for this modelling analysis. Broadly, TfL have concluded that the network can perform to an acceptable level with all of the above schemes in place.

80. Despite not having all of the bus journey time data available from TfL, overall we have a good degree of confidence that the other monitoring data sets detailed in this report, along with TfL's strategic modelling, supports the recommendations.

### **Pedestrian Comfort**

Due to the rapid implementation of the original temporary measures and the reduced level of people walking in the City during the pandemic, it was not possible to gather baseline pedestrian flow data at all locations to form a baseline of pedestrian comfort levels on the pavement.



### *Cheapside*

81. Pavements on Cheapside are generally well proportioned on both sides of the street and the measures proposed broadly do not change comfort levels, although crossing Cheapside becomes more comfortable with a narrower carriageway to cross and a level surface provided by the raised table.

### *Old Broad Street*

82. Pavements along Old Broad Street can be quite narrow and feel congested when busy. We fortunately have the volumes for people on the pavements from 2019 recorded through bi-annual traffic surveys.

83. There are several narrow sections of pavement Old Broad Street and the lowest comfort level is an F (poor) at the southern end of the street on the western side based on current, 2022 volumes of people walking. Both the design options prepared improve the worst of poor comfort levels to a more acceptable standard, leaving nowhere less than a C.

### *Threadneedle Street*

84. The comfort levels on Threadneedle Street are broadly unchanged, with no change to the south side and minor adjustments on the north side that evens out the kink in the kerb alignment where the redundant eastbound bus stop is located.

### **Street User Perception surveys**

85. Due to the absence of some baseline data, the project has sought to understand how people have perceived the on-street changes. Living Streets was commissioned to undertake Street User Perception surveys at all locations. 186 individual surveys were carried out, with a minimum of 30 at each site.

86. People were asked a series of questions on:

- Their previous familiarity with the street
- Is the street more pleasant than it was
- Which changes have improved the street
- Rating for traffic and ease of walking and crossing
- What additional improvements people would like

87. In summary, 64% believed the recent changes were overall for the better. 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 Old Broad Street/Threadneedle Street.

## **CONSULTATION**

88. This section of the report focuses on the statutory and public consultation and the written representations received relevant to Cheapside and Old Broad Street / Threadneedle Street.

### **Statutory consultation**

89. Six-month statutory consultation on the experimental traffic orders was undertaken from 24 January to 25 July 2022. Of the 20 responses received, two were non-specific formal objections. The full text of the objections can be found in Appendix 11, along with a summary of all the statutory consultation responses.

90. Both objections related to increased restrictions on some vehicle movements, particularly for taxis. They are not site specific and object to restrictions on any street.

91. Of the two locations being considered in this report neither Cheapside nor Old Broad Street and Threadneedle Street restrict the type of vehicle that can use the street but do restrict the way in which the street is approached. The restriction on Cheapside reinforces that the street is a local access street primarily used for the first or final part of a journey and not as a through route (except for buses and cycles). It remains possible to access any property even though the route to do so may be different. This principle is consistent with the Transport Strategy.

92. Due to the limited space available on the City's streets, it is not possible to provide more space and priority for people walking and maintain all vehicle movements at these two locations. 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 the streets. It is felt that at these two locations the balance between motor vehicle access and the improvements to people walking and cycling is fair and reasonable but recognising that there are disbenefits to people travelling in motor vehicles in terms of longer journey times on some routes.

### **Public consultation**

93. The public consultation for the whole Phase 1 programme (except Chancery Lane) was conducted between 17 October and 12 December 2022.

94. The results of the public consultation for the two locations considered in this report (full report Appendix 12) are summarised below.

Overall, to what extent do you support the traffic changes on this street being made permanent?

	Fully support	Partially support	Do not support	Don't know	Total
<b>Cheapside</b>	60%	3%	37%	-	159
<b>Old Broad Street / Threadneedle St</b>	64%	3%	32%	-	163

Overall, to what extent do you support the other changes on this street being made permanent?

	Fully support	Partially support	Do not support	Don't know	Total
<b>Cheapside</b>	63%	4%	33%	-	155
<b>Old Broad Street / Threadneedle St</b>	64%	3%	31%	2%	160

95. Broadly, for each location around two-thirds of respondents supported both the traffic changes and further enhancements being made permanent and one-third did not support the measures being made permanent.

96. People were also given the opportunity to provide their own (open text) comments via two questions.

97. For the two locations where a decision is being sought, the main themes are summarised below:

***Please provide any further comments on the impacts the current changes have had on you (first free text)***

98. Cheapside

- 82 written comments in total
- 42 from those supportive
- 40 from those unsupportive

A number of positive impact comments highlighted the improvements made to pedestrian access on the street.

Other positive comments related to improvements made regarding the public realm, access for people cycling, noise reduction as well as the introduction of planters and greenery.

Of the negative impact comments, the main comments related to:

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

Other negative impact comments related to access for disabled people and impacts on businesses.

99. Old Broad Street / Threadneedle Street

- 69 written comments in total
- 32 from those supportive
- 37 from those unsupportive

Views on positive impacts divided into three main themes:

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

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

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;
- Impacts on bus journeys;
- Access for disabled and elderly people; and
- Pedestrian access

***Please provide us with any other comments you have regarding the proposals (second free text)***

100. Cheapside

- 54 written comments in total
- 24 from those supportive
- 30 from those unsupportive

The main suggested improvements were related to:

- General traffic management;
- Improving planters and greenery;
- Improved taxi access; and
- Introducing enforcement

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

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

Other issues raised related to:

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

101. Old Broad Street / Threadneedle Street

- 52 written comments in total
- 30 from those supportive
- 22 from those unsupportive

The main comments for suggested improvements highlighted the public realm with other suggestions being comments related to road safety, traffic reduction and greenery.

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

- Taxi access;
- Access for disabled people;
- Journey times; and
- Road safety.

Other negative impact comments related to the visual appearance of the street and pollution.

**Business feedback via consultation portal**

102. In the Old Broad Street project area, one business, the Merchant Taylor's, responded to the consultation. They reported some historic issues with loading provision in the area which they contend has been made worse by the temporary measures and request additional loading bays in the future.

**Conclusions on written feedback**  
Cheapside

103. There is a recognised impact of the Cheapside measure on motorised vehicle and taxi journeys, both in terms of journey times and the availability of taxis on Cheapside. If approaching from the west vehicles must use Bread Street, Cannon Street and Queen Street and from the east Queen Street, Cannon Street and New Change.

104. Another key theme raised has been access for disabled people to properties on Cheapside. Each property is accessible on Cheapside, but it may be via a different route.

105. Whilst the overall consultation feedback including the written responses is broadly positive, the issue of the availability of taxis is highlighted in both the consultation and traffic data analysis. Taxi access on Cheapside will be further investigated. Allowing taxi access may have an impact on the traffic modelling outputs for the St. Paul's gyratory transformation scheme where the New Change junction will operate near capacity, it will be necessary to consider everything holistically.

106. This issue was also identified in the equalities impact assessment. It assessed that whilst some people with protected

characteristics may experience disbenefits, these are outweighed by the benefits to other people with protected characteristics who are most likely to experience the street as a pedestrian and benefit from the pedestrian priority measures, which can also be seen in the CoLSAT analysis.

#### Old Broad Street and Threadneedle Street

107. There is a recognised impact of the Old Broad Street / Threadneedle Street measures on motorised vehicle journeys. If approaching from the north (London Wall) vehicles must divert to Bishopsgate to reach Threadneedle Street. This has a slight negative impact on some traffic, taxi journeys and servicing vehicles.
108. Another key theme raised is the ability for taxis to drop off people directly by the front door of a building on the two streets, particularly those who may find it more difficult to be dropped off further away due to a mobility impairment. To create more footway space there has to be less carriageway space. This requires removing a traffic lane. The road width must be maintained at 5m wide for event resilience. The design balances the combination of footway widening, the requirement for events in terms of road width and provides a contra-flow cycle lane on the designated cycling quiet route. Given the requirements to balance, it is felt that this is the optimum design for the street.
109. However, this design does mean that kerbside activity such as servicing must take place from the dedicated loading bays opposite Tower 42 on Old Broad Street and outside Merchant Taylor Hall on Threadneedle Street. Distances to building entrances are no more than 100m on Threadneedle Street and is roughly in the same location as previous loading provision. Loading on Old Broad Street was prohibited before the pandemic except for a small section outside Tower 42, this arrangement has been improved by providing a dedicated loading bay.
110. Taxi drop off/pick up areas are more limited. Space is available to access the kerb from outside Tower 42, along the southern section, drop off points around the mouth of Throgmorton Street and on Threadneedle Street itself mean taxis are able to drop off a passenger without impeding traffic within 50m of any building entrance.
111. The additional distances fall within the current DfT Inclusive Mobility guidance<sup>1</sup> for walking without a rest, for someone who is mobility impaired and using a walking aid. (It is recognised that there will be some people who cannot walk the 50m suggested). For

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<sup>1</sup> [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/781247/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

wheelchair users or people with impaired vision, this distance increases to 150M. In exceptional circumstances, it would be possible to drop off a passenger to the kerb side at any point on either of the streets, though this may hold up traffic which would need to wait behind the vehicle.

112. This issue was also identified in the equalities impact assessment. It assessed that whilst some people with protected characteristics may experience disbenefits, these are outweighed by the benefits to other people with protected characteristics who are most likely to experience the street as a pedestrian and benefit from the pedestrian priority measures, which can also be seen in the CoLSAT analysis.

### **Written representations**

113. Written representations to the public consultation were made by:

- City Property Association
- Cheapside Business Alliance
- London Living Streets
- Member for Cordwainer
- Motorcycle Action Group
- London Taxi Drivers Association (original response via the online survey was not recorded)
- A City developer (original response via the online survey was not recorded)

and a summary of these is provided in Appendix 13.

114. The City Property Association (CPA), a key City developer (who originally responded via the survey and wished to be anonymous) and London Living Streets were supportive of the measures, with the CPA recognising the importance of improved public realm to the economy.

115. The Cheapside Business Alliance is broadly supportive of the measures but notes some concerns amongst retail and hospitality venues with regards taxi availability and would like some consideration given to improving taxi access, particularly on Cheapside.

116. Broadly, the LTDA does not support the measures due to the impacts on taxi accessibility and the impact on the taxi trade. The LTDA would specifically like consideration to be given to allowing taxi access through the Cheapside restriction the same as buses and cyclists. In addition, LTDA would prefer Threadneedle Street to be two-way between Bartholomew Lane and Old Broad Street and ideally all the way to Bishopsgate.

117. The Member for Cordwainer did not support the measures in Cheapside and the Motorcycle Action Group did not support any of

the measures. Both were concerned with the balance between provision for people walking and other vehicles and the impact on congestion elsewhere due to the increasing number of restrictions. Issues regarding taxi access in Cheapside were also highlighted.

118. For the two locations that are the subject of the requested decision in this report, there is support from three of the organisations that have written in for the measures as a whole and caveated support from one organisation. However, it should be recognised that concerns have been raised by the LTDA regarding taxi access and availability as well as issues by the Motorcycle Action Group regarding the balance of street space use.

## **EQUALITIES, HEALTHY STREETS AND ACCESSIBILITY**

### **Equality Impact Assessment (EQIA)**

119. An EQIA was produced for the initial temporary measures and used as the basis for the experimental phase of the trials. In consideration of the question of whether or not to make the measures permanent, a more detailed EQIA has been undertaken on the proposed outline designs for each location.

120. In addition, a consultancy specialising in equality assessments provided guidance on a framework for the next stage of EQIA's with an emphasis on assessing each location individually whilst still referencing the cumulative impacts of the measures.

121. The EqIA reports can be found in Appendix 9 & 10.

122. The main themes for benefits and disbenefits for people with protected characteristics for each location referenced below:

#### **123. Cheapside**

Benefits – improved walking environment and ease of crossing, more places to rest

Disbenefits – longer journeys by motor vehicles and availability of taxis

#### **124. Old Broad Street & Threadneedle Street**

Benefits – improvements to the walking environment with wider pavements increasing comfort and ease of crossing the street, improvements to cycling provision and road safety

Disbenefits – door to door access, access to properties for people with mobility impairments, increased journey times for people in vehicles



125. Overall, the EQIA concluded that measures are judged to provide a net benefit to people with protected characteristics due to the improvements in pavement space, resting areas and crossing facilities.

126. Another theme that has emerged from stakeholders and businesses is the perceived impact that the measures have had on the availability of taxis, particularly for women at night. Whilst a number of factors influence the availability of taxis, including the number of licensed taxi drivers, it is acknowledged that the pedestrian priority measures combined with other recent changes such as Bishopsgate have had an impact on taxi circulation patterns.

127. With the limited space available on these streets, it has not been possible to mitigate all of the negative impacts of the proposed changes in the designs, whilst recognising there are also significant positive impacts on people with protected characteristics.

128. In conclusion, due regard to the City's statutory duties has been given including maintaining reasonable access to premises, improving amenity, facilitating bus traffic and securing the safety and convenience of passengers and other road users. Due regard has been paid to the City's public-sector equality duties and the interests of those with protected characteristics.

### **Healthy Streets Assessment**

129. The ten Healthy Streets indicators capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, supporting social and economic activity. The Transport Strategy includes a proposal to embed the Healthy Streets Approach in transport planning and delivery.

130. Healthy Streets checks are carried out before a scheme or design is undertaken to ensure that people's experience of using a street is captured and identify opportunities for improvements. Further assessments are carried out during the design process. A final check may also be undertaken following a schemes implementation.

131. An assessment has been undertaken for each site based on the proposed design if the Experimental Traffic Orders are made permanent, these are summarised below and the scoring available in Appendix 6.

### **Cheapside**

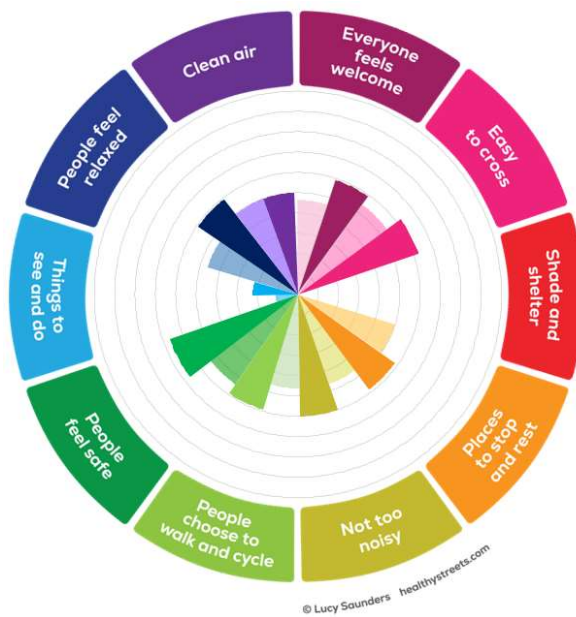
132. The assessment of the design shows improvements across all of the indicators. Overall, the Healthy Streets score shows an increase

from 62 to 82. This is driven by a variety of factors including less noise due to reduced traffic, the narrower carriageway making the street easier to cross and the public realm measures providing things to see and do and additional shade.



### Old Broad Street and Threadneedle Street

133. The assessment of the design shows improvements across most of the indicators. Overall, the Healthy Streets score shows an increase from 40 to 50. This is driven by a variety of factors including an increase in ease of crossing the street and an improvement in noise due to reduced traffic.



## **Accessibility**

134. To support these recommendations, Officers have assessed the designs at both locations using the City of London Street Accessibility Tool (CoLSAT).

135. CoLSAT enables street designers to identify how street features impact on the different needs of disabled people. The tool's key feature recognises that the needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. CoLSAT identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets and provides the basis for engagement and discussion to maximise the benefits for all.

### **CHEAPSIDE**

<b>CoLSAT Summary Results Table</b>				
	Total 0 scores* – severe accessibility issue		Total 1 scores** - significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user			1	1
Manual Wheelchair user				
Mobility Scooter user				
Walking Aid user				
Person with a walking impairment			1	1
Long cane user	2			1
Guide Dog user	1		1	
Residual Sight user			2	
Deaf or Hearing impairment			1	
Acquired neurological impairment				
Autism/Sensory-processing diversity				
Developmental Impairment	1		3	2
<b>Total</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>5</b>

\* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.

\*\* This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.

136. For the results show an overall improvement in the performance of the street design across all groups. The remaining “one” scores relate to the raised table removing the obvious kerb for some groups. As the design for Cheapside has not been finalised, there remains scope to further adjust the design to improve accessibility as a localised improvement.

**OLD BROAD STREET / THREADNEEDLE STREET**

CoLSAT Summary Results Table				
	Total 0 scores* – severe accessibility issue		Total 1 scores**- significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	1			
Manual Wheelchair user	1			
Mobility Scooter user	1			
Walking Aid user			4	4
Person with a walking impairment	4	4	25	22
Long cane user	1			
Guide Dog user			2	2
Residual Sight user			2	
Deaf or Hearing impairment			8	4
Acquired neurological impairment			4	4
Autism/Sensory-processing diversity			4	4
Developmental Impairment	2		8	8
<b>Total</b>	<b>10</b>	<b>4</b>	<b>57</b>	<b>48</b>

137. The results for Old Broad Street / Threadneedle Street indicate that, whilst the scores have improved overall, more work needs to be done in the detailed design stage to ensure that users with visual, mobility and development impairments are not excluded by the proposed street arrangement.

**Legal implications**

138. The Road Traffic Regulation Act 1984 (RTRA 1984) provides powers to regulate use of the highway. In exercising powers under the RTRA 1984, section 122 of the Act imposes a duty on the City to have regard (so far as practicable) to securing the ‘expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists) and the provision of suitable and adequate parking facilities on and off the highway’. The two measures represent a restriction on the movement of certain classes of vehicular traffic and an indirect impediment to the expeditious and convenient movement of traffic on surrounding streets due to the displacement of traffic. However, this duty also relates to pedestrians, and it has been demonstrated that the measures will improve pedestrian movement and general pedestrian amenity.

139. The City must also have regard to such matters as the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected.

	<p>140. The procedure relating to the making of experimental traffic orders is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and, in particular, regulations 22 and 23. Regulation 23 sets out a truncated procedure for making the provisions of an experimental traffic order permanent. As such the City will not need to comply with the requirements of consultation, notice of proposals and objections in regulations 6, 7 and 8 of the RTRA if certain criteria are met.</p> <p>141. Pursuant to Regulation 9(1) of the 1996 Regulations, the City has considered the necessity of holding a public inquiry and has decided against holding a public inquiry in the exercise of its broad discretion under Regulation 9.</p> <p>142. The decision to not hold a public inquiry is based on the following evidence:</p> <ul style="list-style-type: none"> <li>• the temporary measures have been in place for over two years under (first) a temporary traffic order and then an experimental traffic order, meaning that the impacts of the measures on traffic is well understood</li> <li>• A small number (two) non-specific objections were raised in the statutory consultation</li> <li>• Overall the traffic changes have been assessed as having a minor impact on the traffic network</li> </ul> <p>In light of these considerations, a public inquiry is not considered justified when taking into account the cost.</p> <p>143. The recommendations within this report are within the City's powers and duties.</p> <p><b>Option 1 – make measures at two locations permanent</b></p> <p>144. The information provided above in Section 4 above is intended to provide Members with the relevant information to make an informed decision on whether the experimental measures should be made permanent, beginning with a permanent traffic order and continuing with the construction of permanent measures.</p> <p><b>Option 2 – do not make measures permanent</b></p> <p>145. Under this option, the experimental traffic orders would conclude, and the existing temporary measures on-street would be removed and the streets revert to their previous state.</p>
<p>5. <b>Delivery Team</b></p>	<p>146. The delivery team for the project is set out below:</p>

	<ul style="list-style-type: none"> <li>▪ Project management by the Projects and Programmes team in Policy and Projects.</li> <li>▪ Construction Engineering/Design and Construction Supervision to be managed by Highways team</li> <li>▪ Contractor – FM Conway under the highways term contract.</li> </ul>
<p><b>6. Programme and key dates</b></p>	<p>147. The reporting process for Phase 1 is challenging in the framework of the Project Procedures as there are six individual projects proceeding to their own unique timelines due to the nature of their location, design approach and technical constraints.</p> <p>148. Detailed design work will continue along with capital funding bids and value engineering of designs to bring back a Gateway 5 report detailing the funding strategy in October.</p> <p>149. The Chancery Lane experimental traffic order commenced on 20 February 2023 and will run for a minimum six months once the enforcement of the scheme begins in June. The results of the experiment and consultation will be reported in mid-2024.</p> <p>150. Programming for construction works are subject to the availability of network road space and finalising utility designs due to moving kerb lines.</p> <p><b>Key dates</b></p> <ul style="list-style-type: none"> <li>• March-Dec 2023 –King Street construction.</li> <li>• January–April 2023 – complete the civils design for Old Jewry and run public design workshops with local stakeholders for the public realm design of the space. Construction of Old Jewry to follow completion of King Street due to requirement to maintain a route for southbound cyclists.</li> <li>• January – July 2023 – finalise the detailed design for King William Street, liaise with TfL on their design for Monument junction, and book roadspace for 2024 construction following the conclusion of the Bank junction works.</li> <li>• October 2023 a further report to set out funding strategy and rationalisation of designs.</li> </ul>
<p><b>7. Risks</b></p>	<p>151. The main ongoing risk implications for the programme and associated schemes are:</p> <ul style="list-style-type: none"> <li>• Delay in receiving TMAN approval from TfL</li> <li>• Resourcing: Not being able to deliver the number of schemes that is expected of the programme</li> <li>• Engagement and external support: Issues with external engagement and buy-in for the detailed design</li> <li>• Legal Issues: Receiving legal challenges regarding the decision to proceed with permanent traffic orders</li> </ul>

	<p>152. Other risks revolve around continued increase of material costs over the length of the programme to the end of 2024.</p> <p>153. The key issue going forward is the funding and the risk that what is deliverable with the available funding does not meet the expectations of stakeholders.</p>
<p><b>8. Success criteria</b></p>	<p>154. Programme wide success criteria was set at the initiation of the programme:</p> <ol style="list-style-type: none"> <li>1) Number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets)</li> <li>2) Length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets)</li> <li>3) Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey)</li> </ol> <p>155. The two schemes combined create approximately 450m of new pedestrian priority streets in the Square mile.</p> <p>156. Pedestrian comfort levels are improved to an average of C- to C+ on Old Broad Street but on one key section improved from an F to a B.</p> <p>157. Analysis of the proposed street improvements using the Healthy Street assessment tool shows a significant improvement in the overall performance (scores) of the streets for people walking and cycling.</p> <p>158. Significant improvements have been made at the two locations through the design process to improve the accessibility for people with visual, mobility, sensory or development impairments (CoLSAT scores).</p>
<p><b>9. Progress reporting</b></p>	<p>159. Monthly project vision reports will be made.</p> <p>160. Further issues reports as necessary for timely Member decisions to progress the programme</p>

## **Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Cheapside highway layout
<b>Appendix 3</b>	Cheapside Public Realm – Option 1
<b>Appendix 4</b>	Cheapside Public Realm – Option 2
<b>Appendix 5</b>	Pedestrian Comfort levels
<b>Appendix 6</b>	Healthy Street assessments
<b>Appendix 7</b>	Old Broad Street / Threadneedle Street – Option 1
<b>Appendix 8</b>	Old Broad Street / Threadneedle Street – Option 2
<b>Appendix 9</b>	Cheapside EQIA
<b>Appendix 10</b>	Old Broad St / Threadneedle St EQIA
<b>Appendix 11</b>	Summary of Statutory Consultation responses
<b>Appendix 12</b>	Public Consultation report
<b>Appendix 13</b>	Summary of written submissions by organisations
<b>Appendix 14</b>	Finance tables

## **Contact**

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<b>Email Address</b>	<a href="mailto:kristian.turner@cityoflondon.gov.uk">kristian.turner@cityoflondon.gov.uk</a>



# 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 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 OPPS 26/09/2022):**

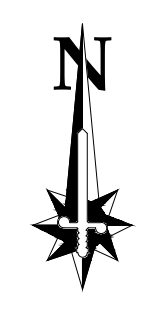
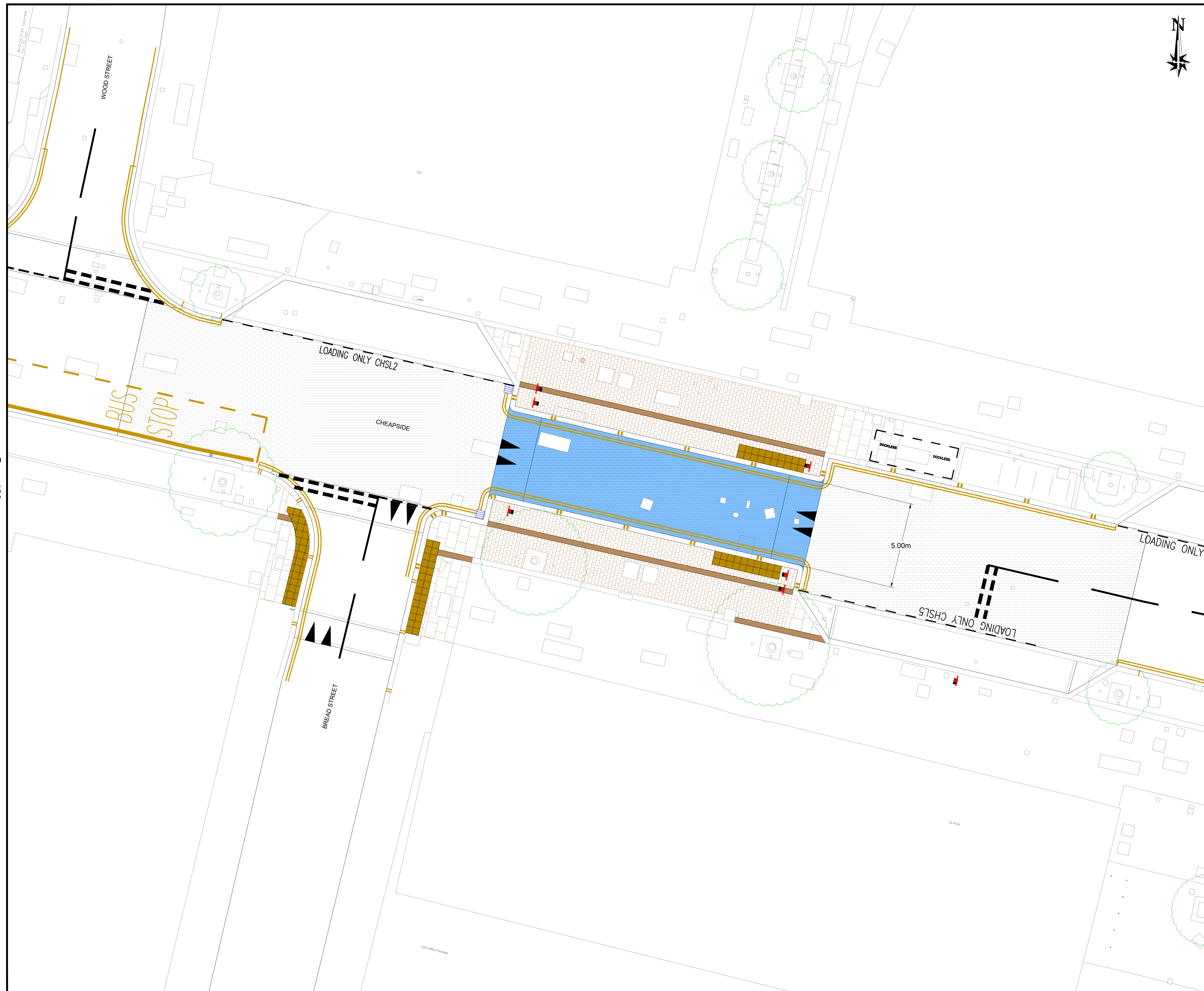
- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £6-8M
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £545,118
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: None
- Estimated Programme Dates: March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





- Notes:**
1. No information to be scaled from this drawing.
  2. Works shall comply with the current City of London Specification for Highway works.
  3. All road markings refer to the "Traffic Signs Regulations and General Directions 2016". Refer to drawing number 1200/16800457/RM
  4. This drawing is to be read in conjunction with all relevant drawings
  5. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.


- KEY**
- 300 x 200 flame textured silver grey granite kerb
  - 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 150mm thick (150mm x 300mm) Granite sets
  - Proposed HRA Carriageway surfacing
  - Proposed raised HRA Carriageway surfacing
  - Proposed 63mm thick (400mm x 400mm) Scoutmoor Tactile Paving
  - Proposed sign post and signage in NAL socket
  - Proposed 450 x 450mm cycle friendly gully

TITLE:  
**Pedestrian Priority Scheme**

TITLE:  
**Cheapside  
General Arrangement Plan  
(Option 1)**

CLIENT:  
**HIGHWAY DESIGN  
AND CONSTRUCTION**

DEPARTMENT OF THE BUILT ENVIRONMENT  
PO BOX 270  
GUILDHALL  
LONDON  
EC2P 2EJ  
TEL: 020 7606 3030



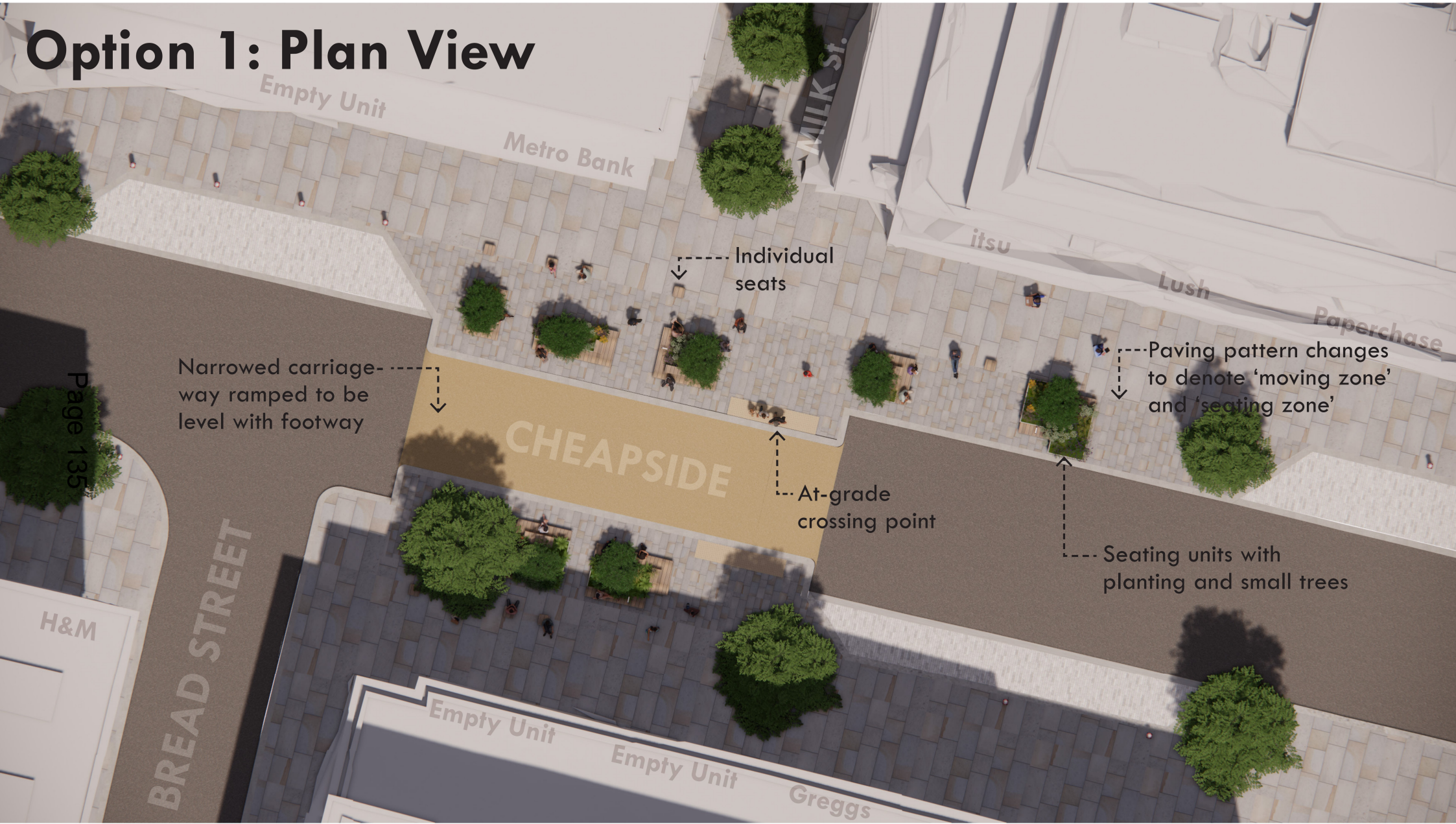
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# Option 1: Plan View



Narrowed carriage-way ramped to be level with footway

Page 135

CHEAPSIDE

Individual seats

At-grade crossing point

Paving pattern changes to denote 'moving zone' and 'seating zone'

Seating units with planting and small trees

Empty Unit

Metro Bank

MILK St.

itsu

Lush

Paperchase

H&M

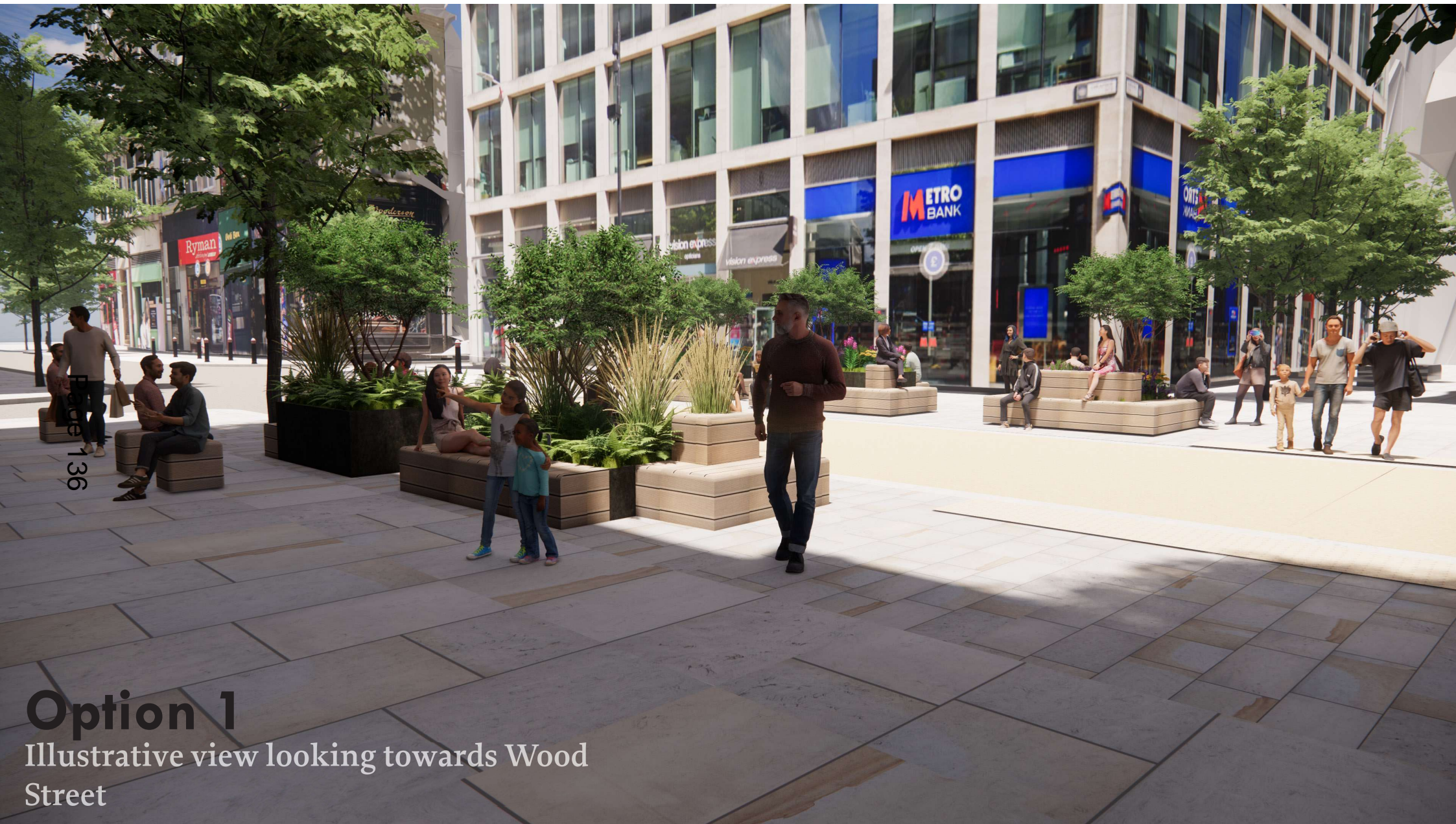
BREAD STREET

Empty Unit

Empty Unit

Greggs





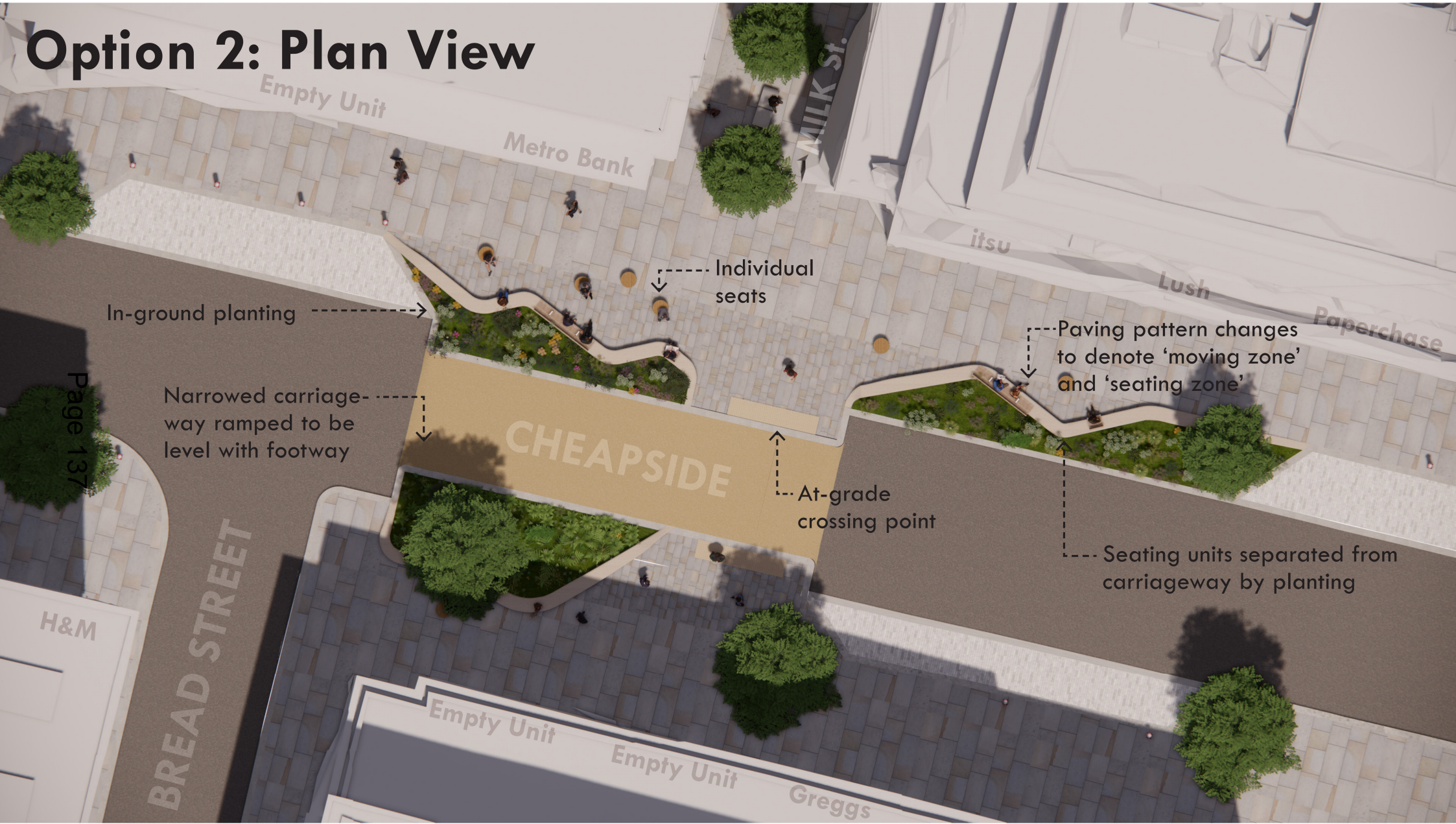
# Option 1

Illustrative view looking towards Wood Street

Page 136



# Option 2: Plan View



Empty Unit

Metro Bank

MILK St.

itsu

Lush

Paperchase

H&M

Empty Unit

Empty Unit

Greggs

In-ground planting

Narrowed carriage-way ramped to be level with footway

Individual seats

Paving pattern changes to denote 'moving zone' and 'seating zone'

At-grade crossing point

Seating units separated from carriageway by planting

Page 137





## Option 2

Illustrative view looking towards St Mary-le-Bow Church



			Existing		Proposed as designed		Proposed but with 2m cycle lane	
			East (2.2m)	West (1.88m)	East (2.2m)	West (4m)	East (2.2m)	West (3.5m)
AM Peak Hour (8-9am)	South (between Throgmorton & Thread. Walk)	Current flow	C+	F	C+	B+	C+	B
		+20% flow	C	F	C	B	C	B-
		+50% flow	D	F	D	B-	D	C+
AM Peak Hour (8-9am)	Middle (just north of Throgmorton)	Current flow	East (2m) West (2.086m)		East (2m) West (3m)		East (2m) West (2.5m)	
		+20% flow	C+	C	C+	B-	C+	C+
		+50% flow	C-	D	C-	C+	C-	C-
			D	D	D	C	D	D
AM Peak Hour (8-9am)	north end (outside and opposite Pret)	Current flow	East (2.57m) West (3.18m)		East (2.57m) West (5.55m)		East (2.57m) West (5.05m)	
		+20% flow	B-	B	B-	A-	B-	A-
		+50% flow	C+	B-	C+	B+	C+	B+
			C	C	C	B+	C	B

Informal count data gathered in November 2022 has been tested but as the figures were lower than the June 2022 data, the June 2022 has been used for the scores above as a worst case scenario

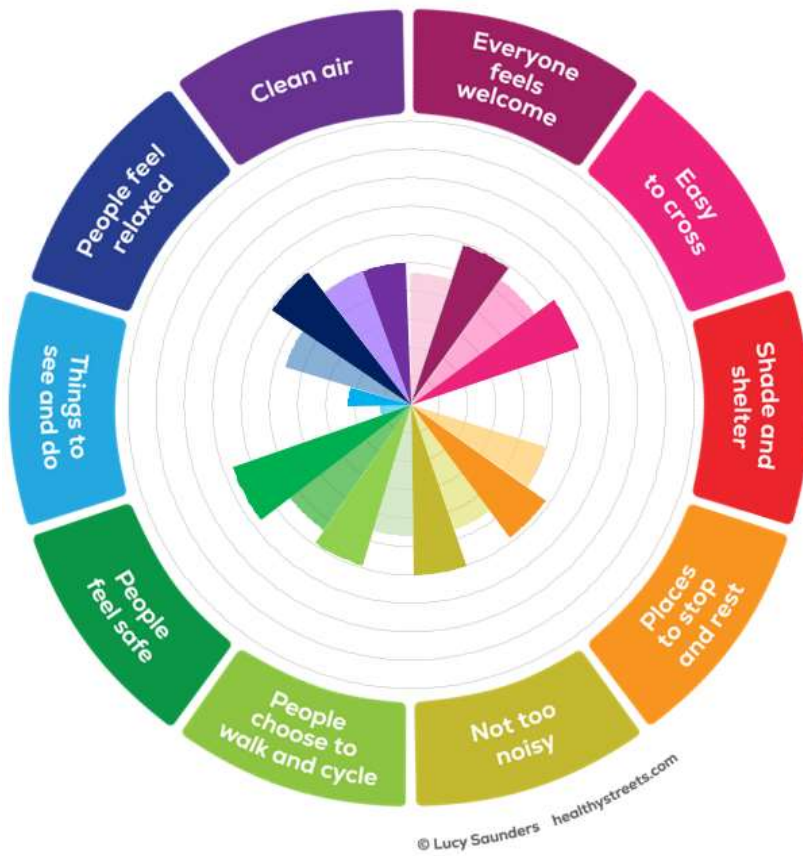
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## Appendix 6 – Health Street Assessment Results

Cheapside



	Existing Layout Score	Proposed Layout Score
<b>Healthy Streets Score</b>	<b>62</b>	<b>82</b>
Everyone feels welcome	61	81
Easy to cross	67	79
Shade and shelter	83	100
Places to stop and rest	67	73
Not too noisy	53	80
People choose to walk and cycle	61	81
People feel safe	64	79
Things to see and do	44	89
People feel relaxed	61	81
Clean air	58	75



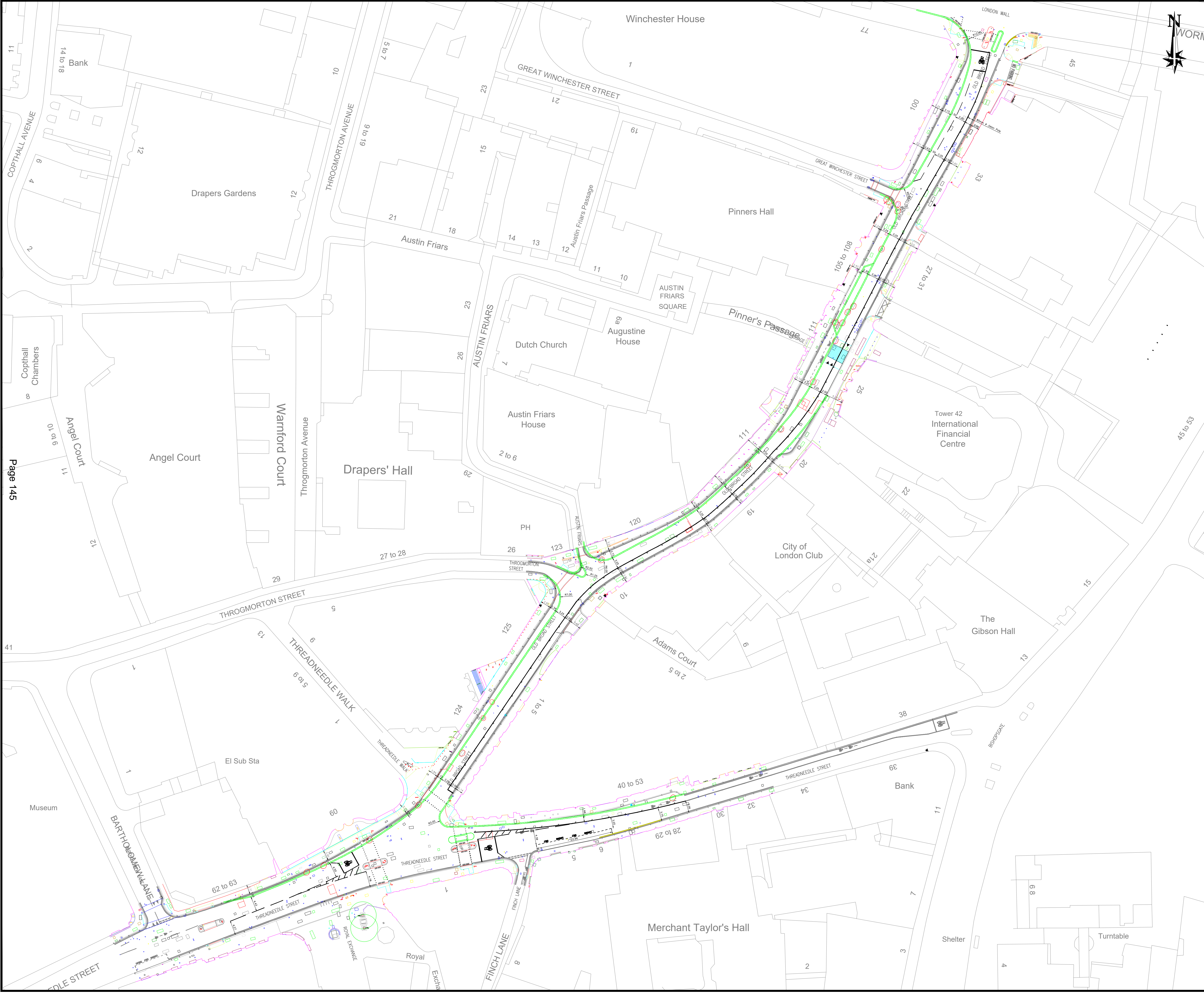
	Existing Layout Score	Proposed Layout Score
<b>Healthy Streets Score</b>	<b>40</b>	<b>50</b>
Everyone feels welcome	46	59
Easy to cross	54	63
Shade and shelter	0	0
Places to stop and rest	50	58
Not too noisy	47	60
People choose to walk and cycle	46	59
People feel safe	54	67
Things to see and do	11	22
People feel relaxed	46	59
Clean air	50	50





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- Notes:
1. No information to be scaled from this drawing.
  2. Works shall comply with the current City of London Specification for Highway works.
  3. This drawing is to be read in conjunction with all relevant drawings
  4. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

KEY  
 200x300mm silver grey granite kerbs laid on  
 150mm concrete bed & haunch, kerb face as shown.

Rev No.	Date	Description	By
Revision			

TITLE:  
**Pedestrian Priority Scheme**

TITLE:  
**Old Broad St & Threadneedle St  
 General Arrangement  
 Preliminary Design**

CLIENT:  
**HIGHWAY DESIGN  
 AND CONSTRUCTION**  
 DEPARTMENT OF THE BUILT ENVIRONMENT  
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# Pedestrian Priority Streets Programme: Cheapside – Equality Impact Assessment (EqIA)





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

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Prepared for:

City of London Corporation  
Guildhall  
London EC2P 2EJ

24398702

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# 1 Introduction

## Background

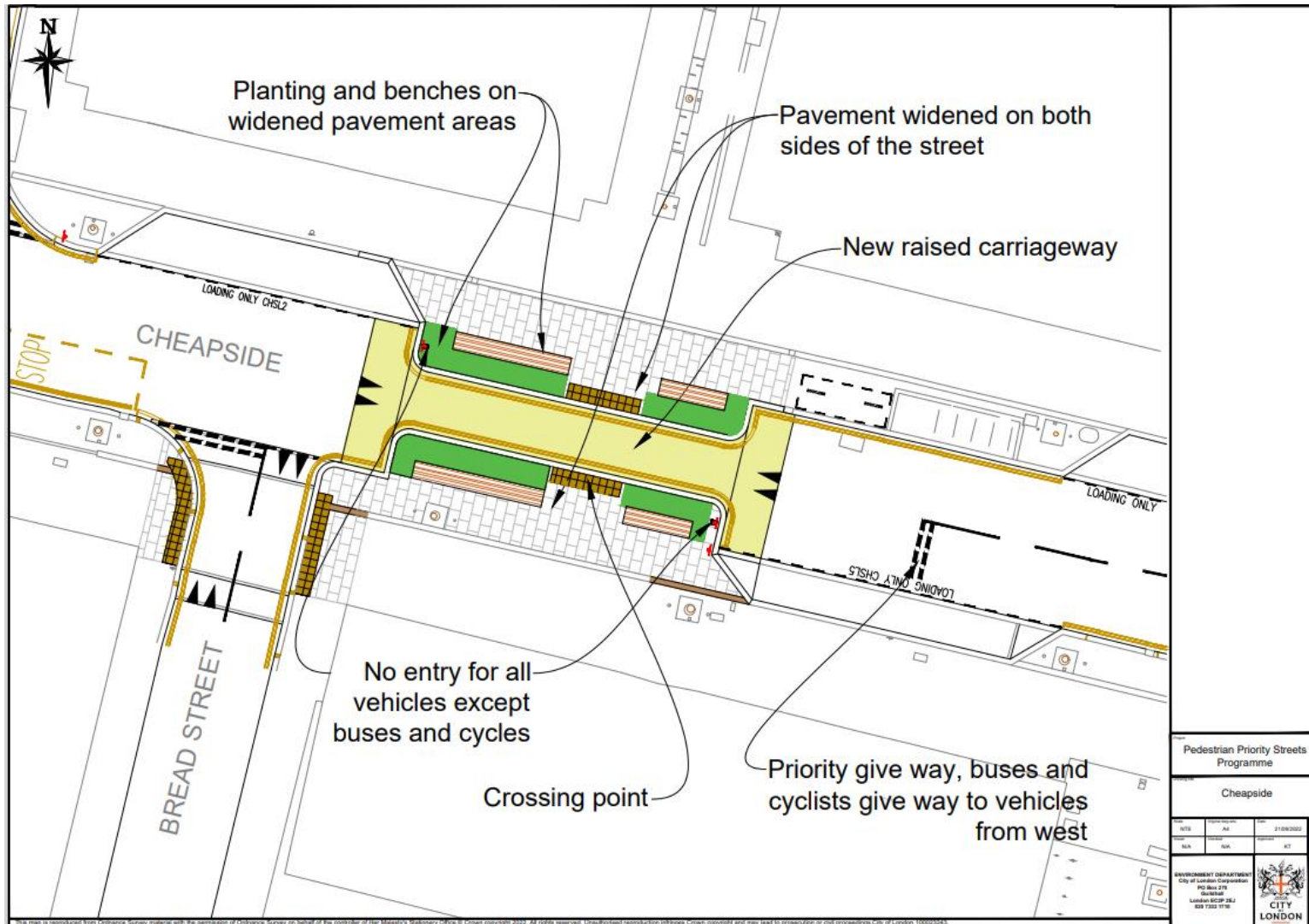
- 1.1 This Equality Impact assessment (EqIA) relates to the proposed improvements to Cheapside, located within the City of London. An EqIA is a process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic as defined by the Equality 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:
  - “No entry” point closure (both directions) except for buses and cycles located east of Bread Street. Eastbound traffic can turn onto Wood Street or Bread Street to avoid driving through the point closure
  - “Priority give-way” arrangement with priority for eastbound buses and cycles
  - 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)
- 1.5 The proposed permanent scheme for Cheapside involves the following amendments to the existing ETO layout:
  - Raising the carriageway to footway level at the point closure to slow down traffic.
  - The footways at the point closure widened by 1.5m on each side, with the carriageway narrowed to 3.5m
  - Permanent planters introduced
  - Seating and benches retained on both sides of the street
  - Minor adjustments to the loading bays adjacent to the point closure
- 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:

- Widening the footways permanently on both sides of Cheapside will improve the walking environment, making it easier and more pleasant for people to walk down the street
- Raising the carriageway, widening the footway, and creating a new crossing point at footway level will make it easier for people crossing the road, potentially reducing the amount of time needed to cross the street
- Raising the carriageway will slow motor traffic and reduce the likelihood of traffic collisions with those that are walking and cycling
- Adding benches for people to sit will make it easier for people to stop and rest, and the extension of the footway will remove the need step down into the carriageway to use the benches
- 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.<sup>1</sup>
- Retaining the permanent restrictions to motor traffic may have an impact upon access to taxis, which may make them less likely to ply for hire in the area<sup>1</sup>.

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<sup>1</sup> Note that the specific Cheapside scheme is likely to only have minor impacts upon taxi and private vehicle access and journey times in the area. However, the cumulative impact of the Pedestrian Priority Streets Programme may have wider impacts upon this.

## 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.

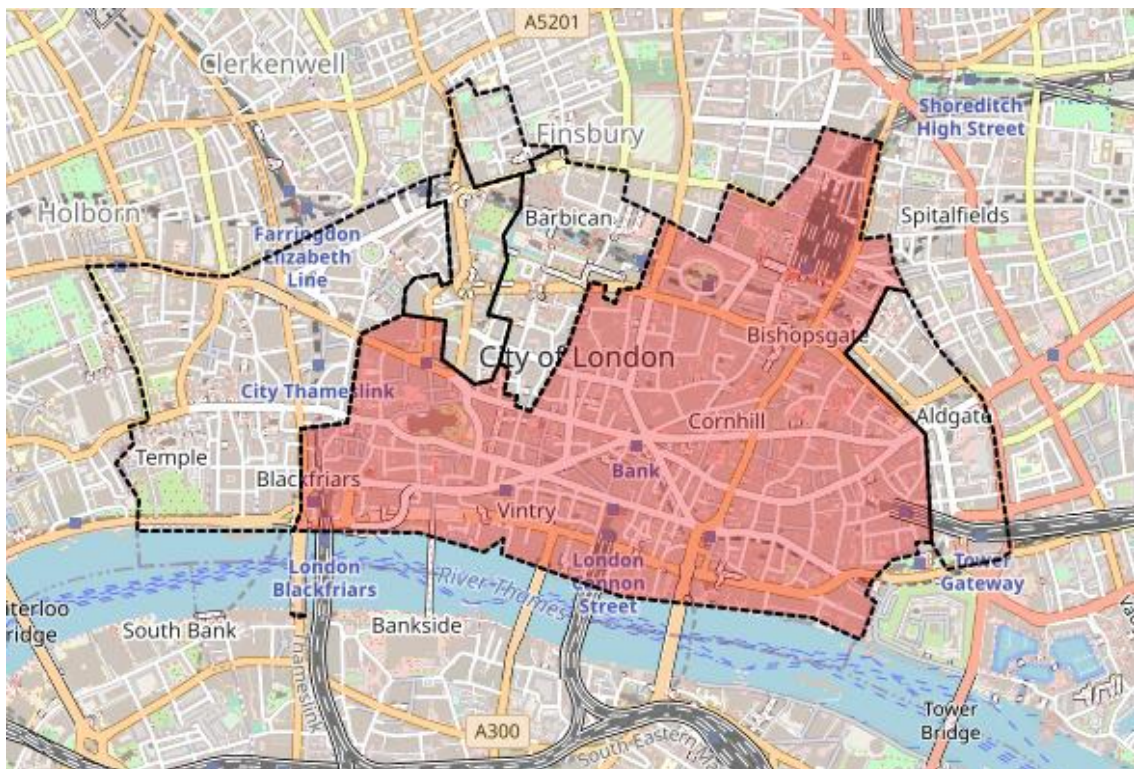
**Table 2.1: Protected characteristics scoping**

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 characteristics 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

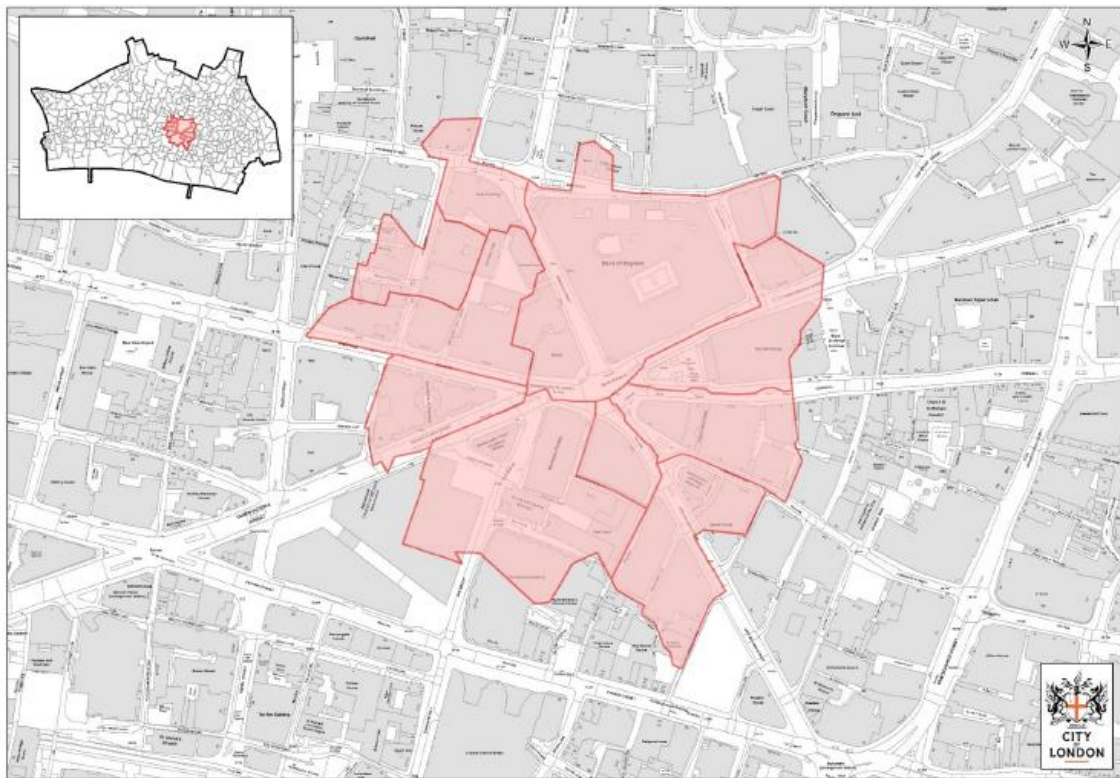
#### Data sources and limitations

- 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. 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

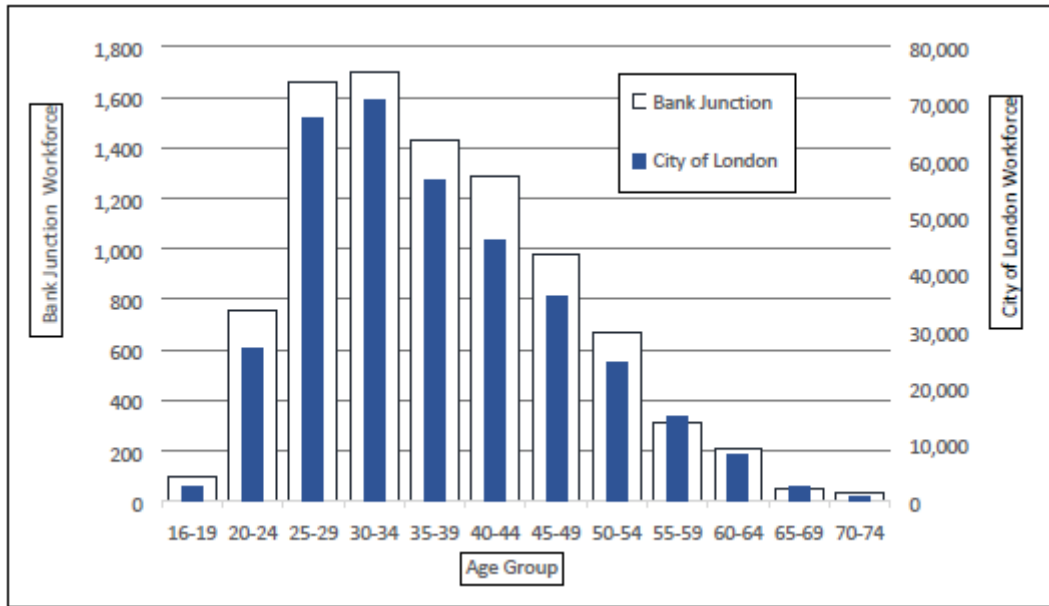
- 4.1 The City of London has a very large workforce in comparison to its usual residential population. The 2011 Census recorded the residential population as 7,400 people and the work force as 357,000 people – almost 50 times the usual residential population which demonstrates significant movement in 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



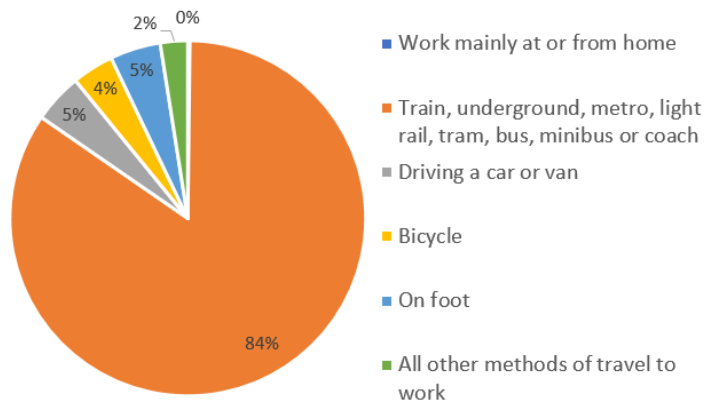
Source: Bank on Safety Equality Analysis with data from Census 2011

- 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>2</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>3</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>2</sup> <https://www.cityoflondon.gov.uk/supporting-businesses/economic-research/statistics-about-the-city>

<sup>3</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

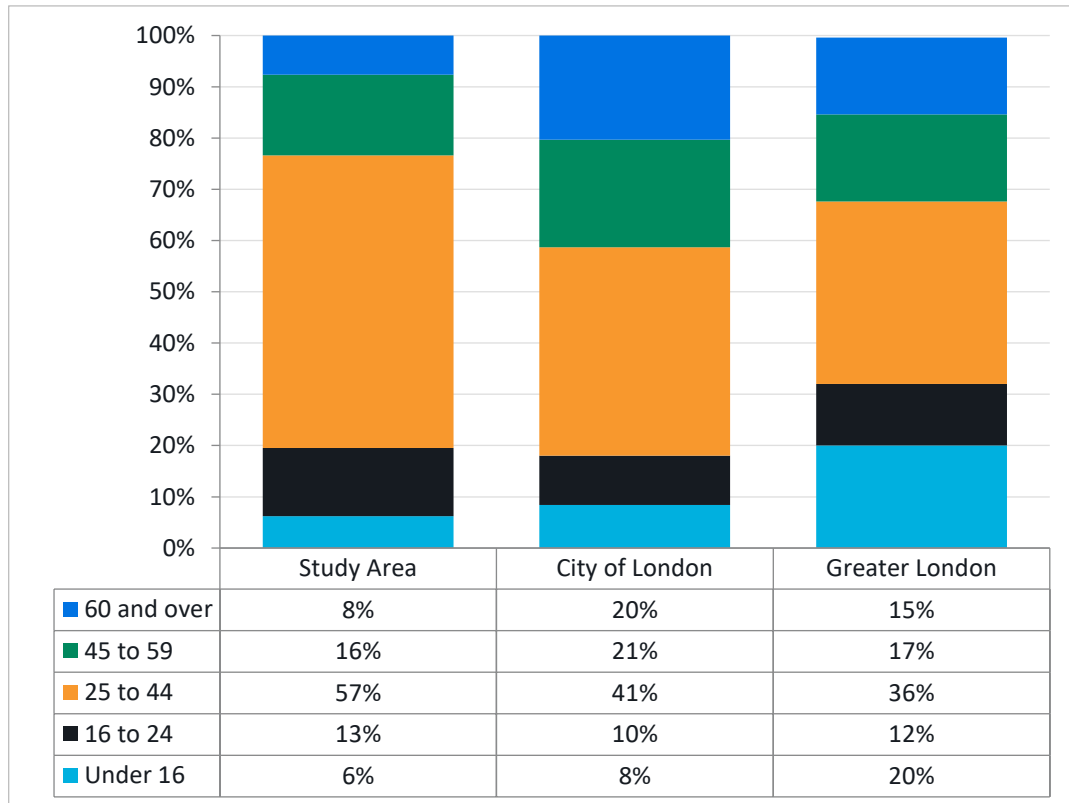
## Definition according to the Equality Act 2010

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).

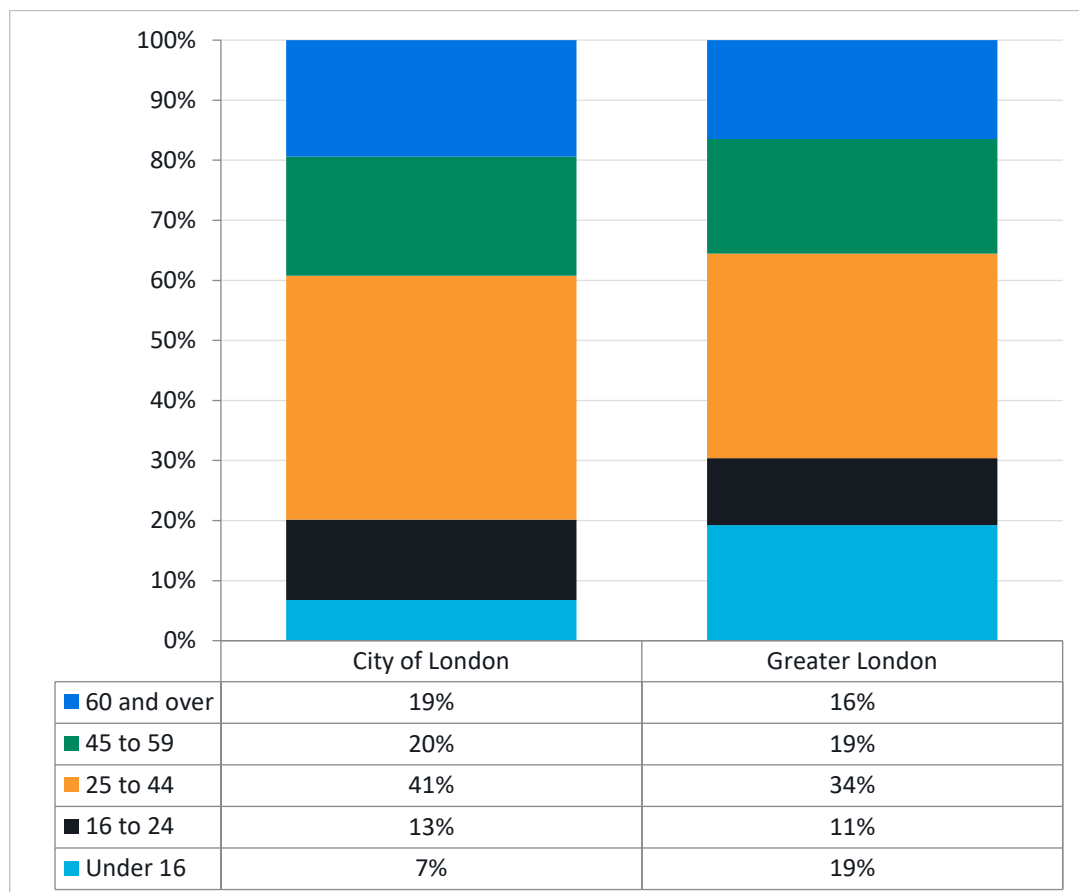
Figure 5.1: Age distribution in the study area, compared to City of London and Greater London in 2011.



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.

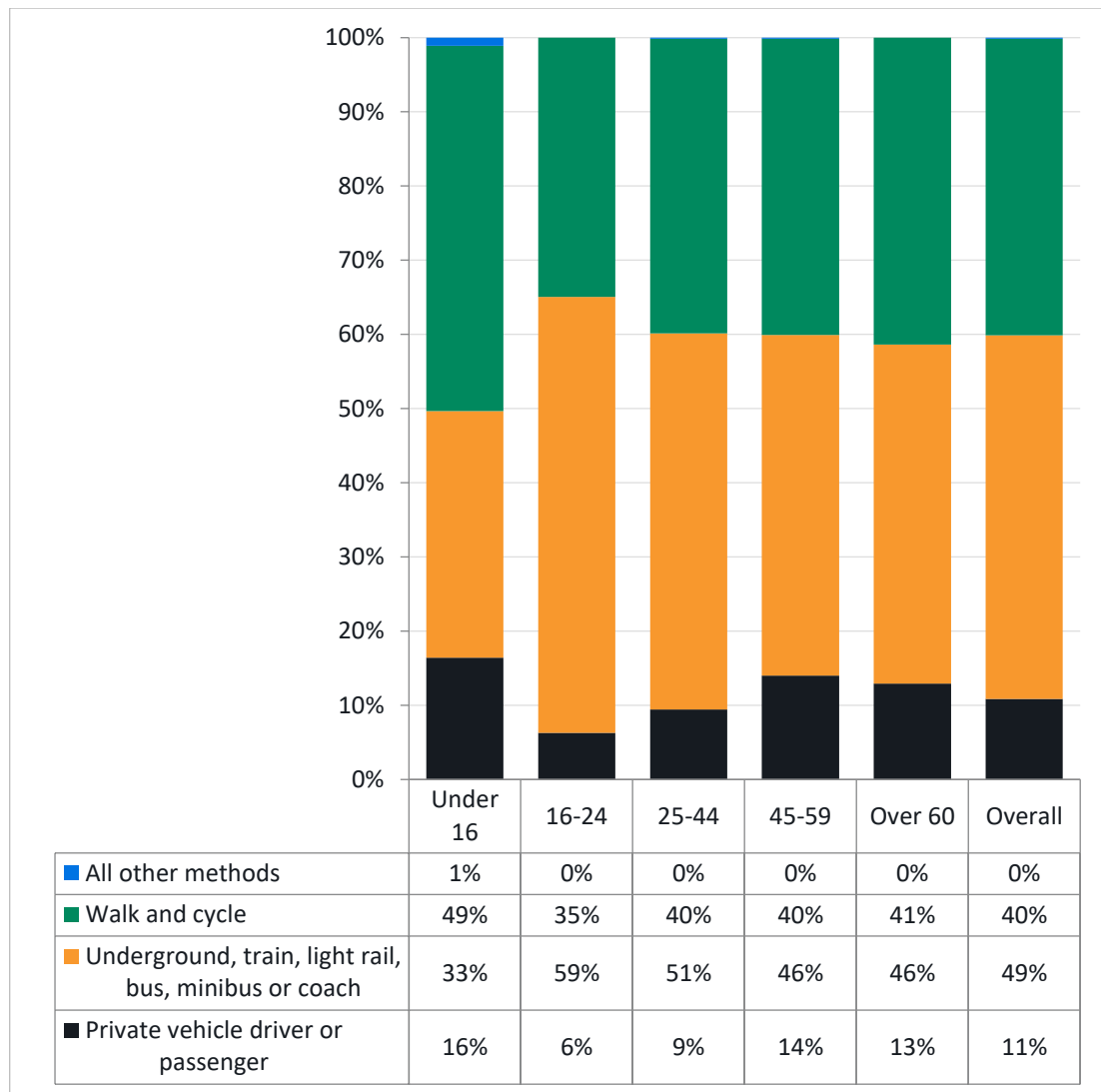
**Figure 5.2: Age distribution in the City of London and Greater London in 2021**



Source: Census 2021

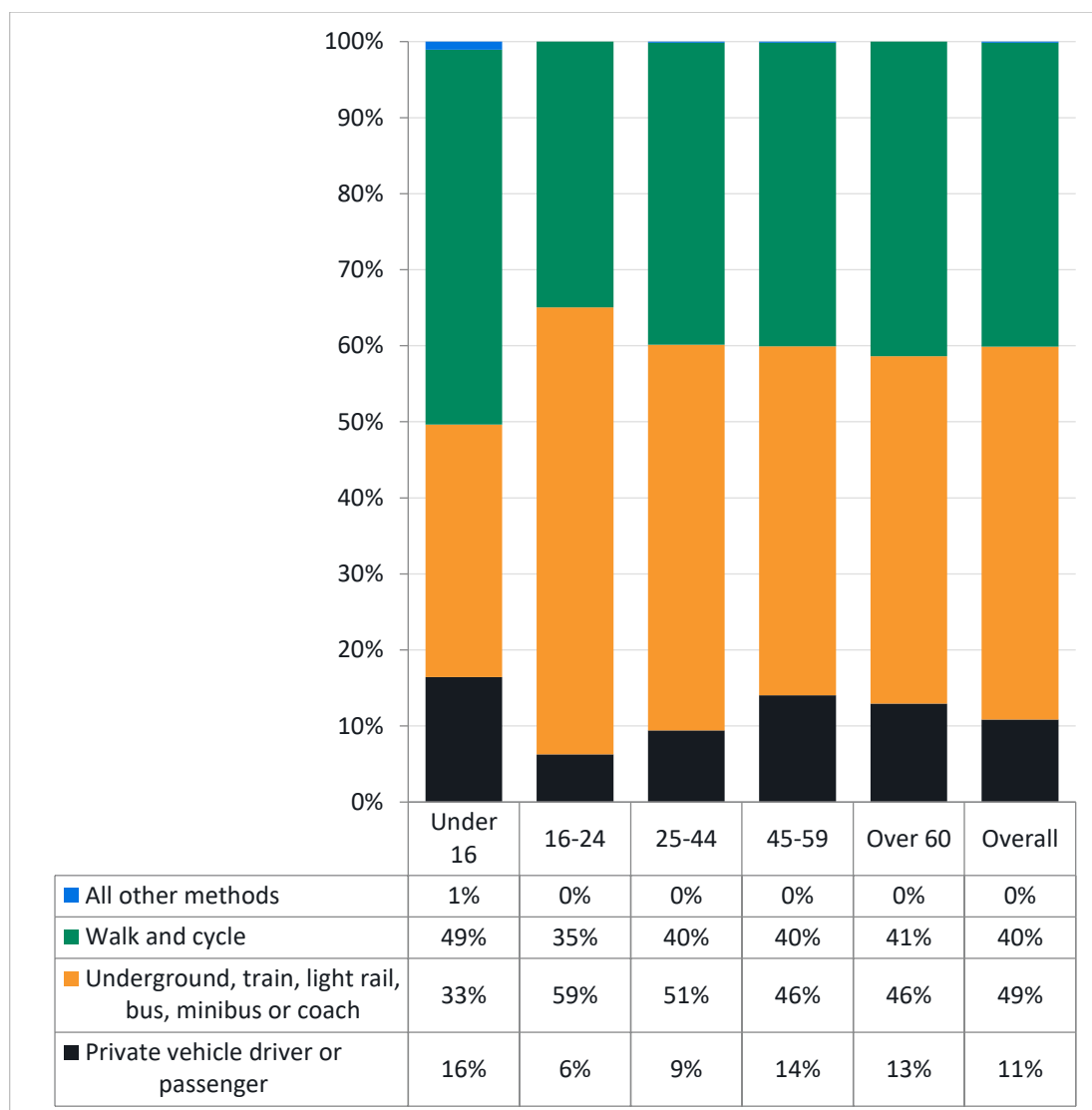
- 5.4 Figure 5.3 presents LTDS data on how people travel around the City within each age group, and Figure 5.4 presents this same information for London as a whole.
- 5.5 The highest usage of active travel modes (walking and cycling) is among the under 16s (39 per cent), followed by the 25-44 age group (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)

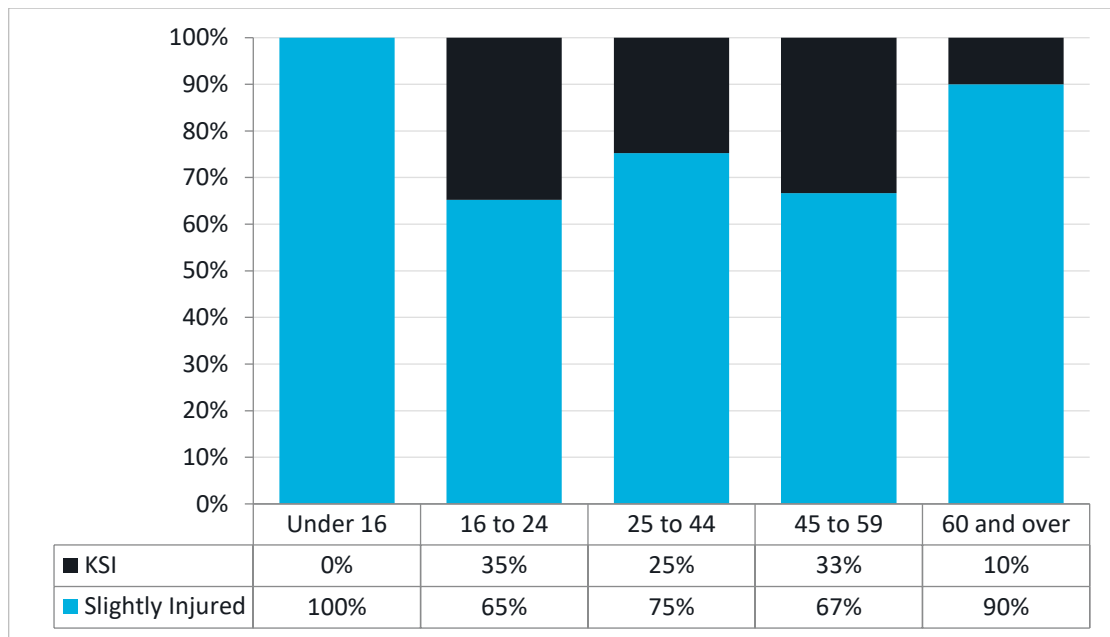
**Figure 5.4: Mode share by age in Greater London**



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 Cheapside 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.
- The proposals include the removal of the temporary extensions to the footway on both sides of the street, consisting of temporary wands and other street furniture to protect from traffic. They will be replaced with 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 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) of 39 per cent.
- Crossing the street:** The creation of a formal crossing point at-grade level removes the current requirement to use the dropped kerb to the east of the benched area, ensuring the crossing is accessible to all. This, combined with the increased footway width and reduced carriageway width, reduces the distance in crossing the road. This will particularly benefit older people who are likely to require more time to cross the road due to mobility impairments brought on by age.
- Road safety:** The continued restriction to motorised vehicle traffic combined with widened footways is likely to lead to a safer environment for those walking and cycling along the street. The raised carriageway is also likely to further reduce vehicle traffic speeds on Cheapside and encourage drivers to be more cautious of those walking and

cycling along the street. This, combined with the permanent built out infrastructure, is likely to lead to a safer environment particularly for those using the benched area.

- 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 Cheapside are likely to disproportionately benefit this group.
- **Accessibility:** The proposed widened and improved footways will remove the need to step down a kerb to access the benched seating. This is likely to disproportionately benefit older people, who are more likely to live with mobility impairments due to aging. Benched seating can provide a place of rest and will add to the improved pedestrian environment.
- **Air and environment:** A reduction in emissions from continued restrictions to motor traffic access is likely to have a disproportionate benefit for younger and older people who are more vulnerable to poor air quality.

### Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining the restrictions for through 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.
- **Taxi access:** Those who are reliant on door-to-door access, and who previously may have relied upon regular access to taxis, are likely to continue to be impacted by the restriction to through traffic. Although a relatively minor scheme in itself, the cumulative impact of the Pedestrian Priority Streets Programme more broadly is likely to have some impact on the number of taxis circulating in the area due to traffic restrictions.
- 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 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 benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.
- **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommended that a survey is undertaken to collect data on their circulation within the area.

# 6 Disability

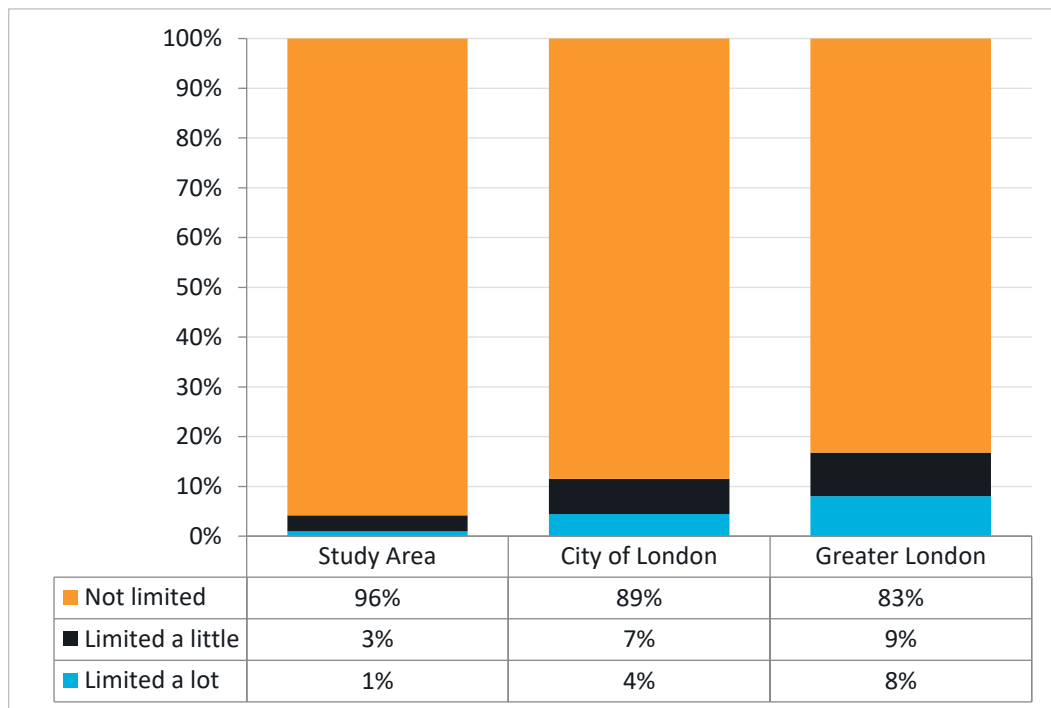
## Definition according to the Equality Act 2010

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.

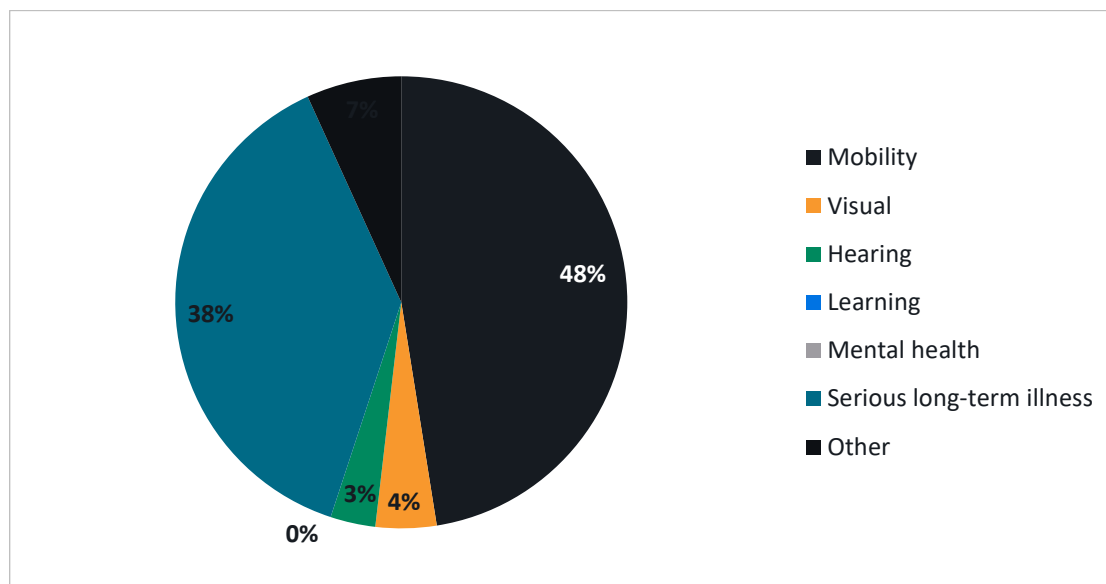
**Figure 6.1: Population limited by long-term health problems or disabilities in the study area, City of London and Greater London**



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**



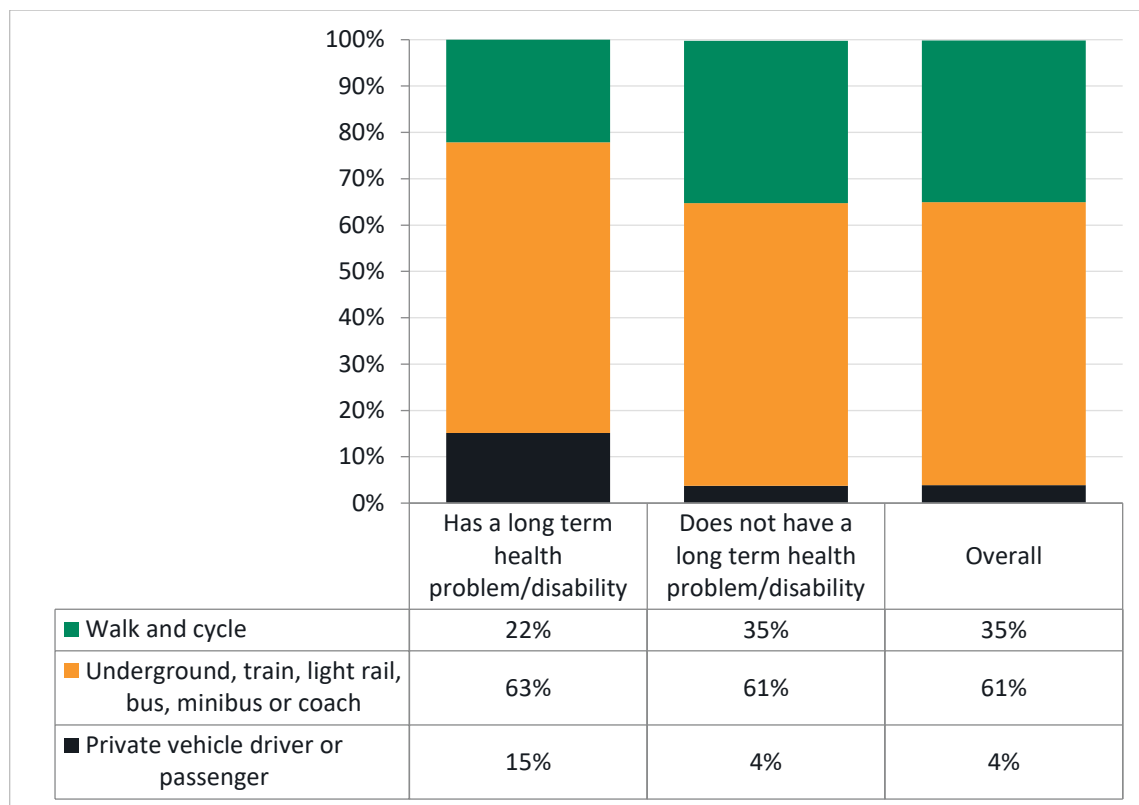
Source: LTDS average (2017/18, 2018/19, 2019/20)

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).

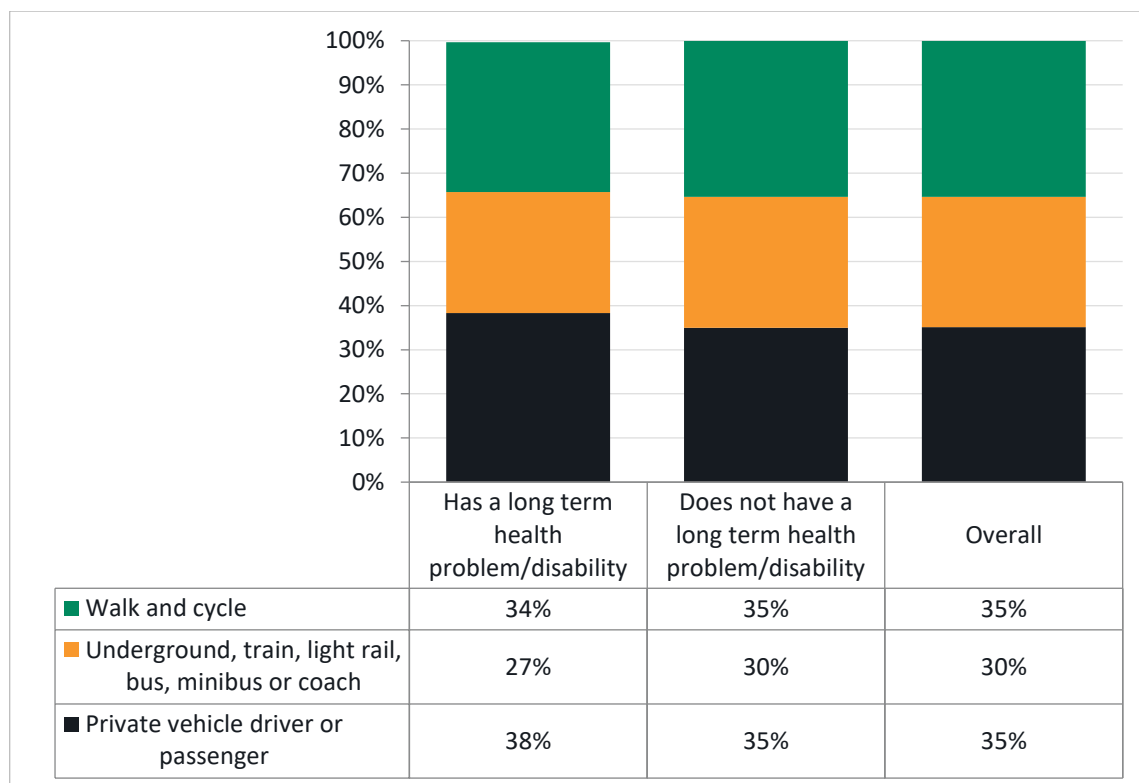


**Figure 6.3: Mode share of those with a long-term health problem or disability in City of London**



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**

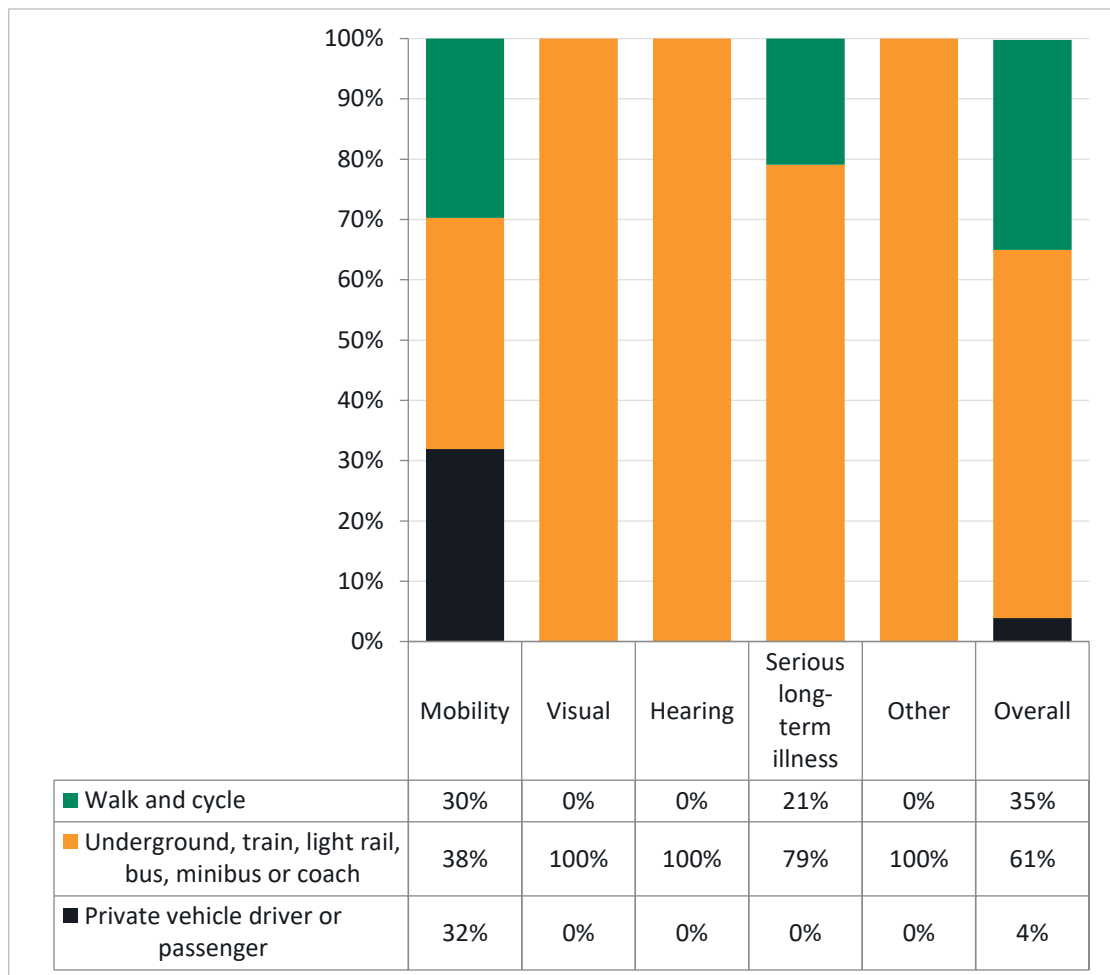


Source: LTDS average (2017/18, 2018/19, 2019/20)

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.

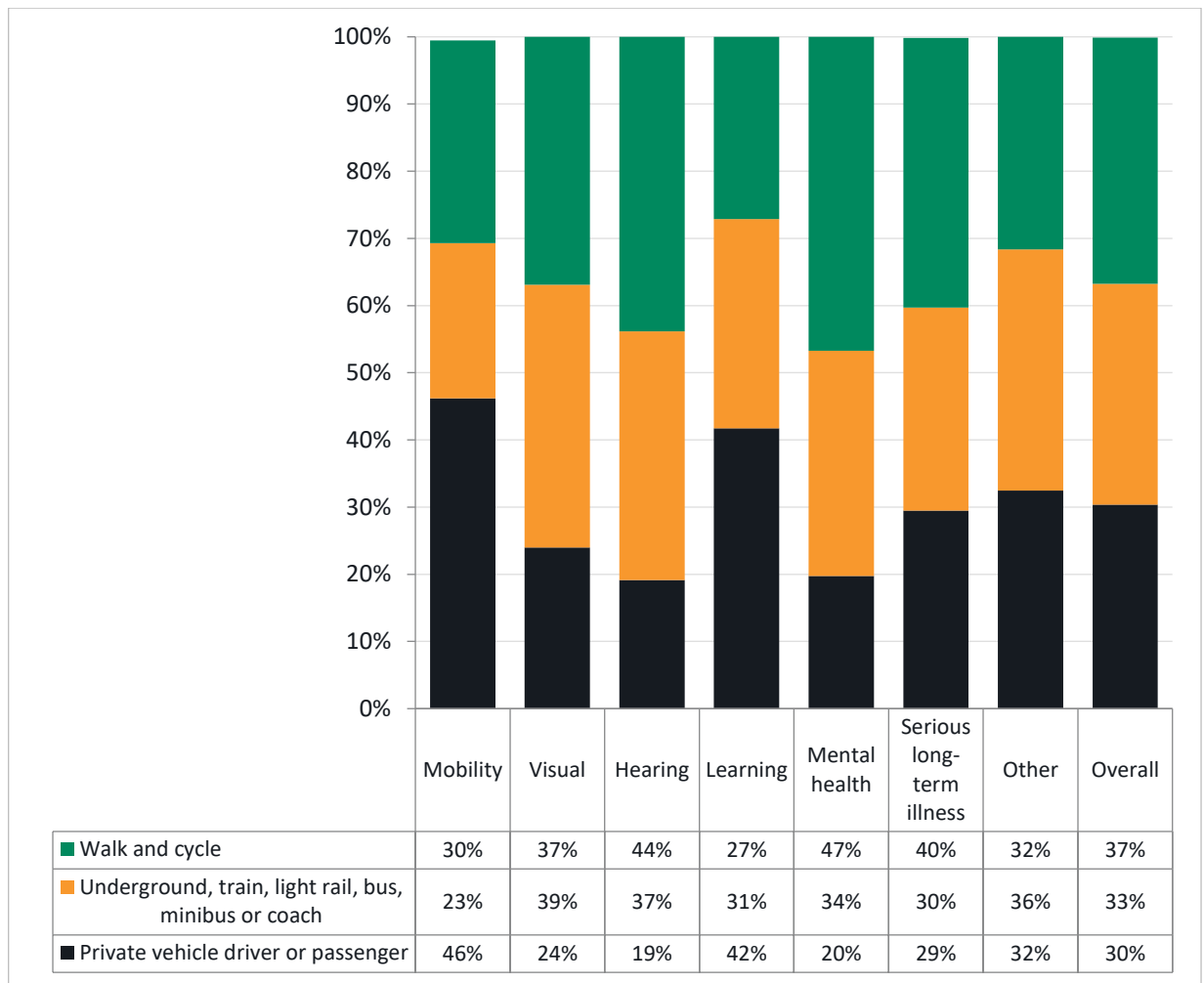
6.7 Compared to the City, mode share across impairment types for Greater London shows a much greater uptake of active travel and private vehicle use, along with lower public transport mode share. Groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private 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>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.
- 6.9 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>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 Cheapside 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. The proposals include the removal of the temporary extensions to the footway on both sides of the street, consisting of temporary wands and other street furniture to protect from traffic. They will be replaced with 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 creation of a formal crossing point at-grade level removes the current requirement to use the dropped kerb to the east of the benched area, ensuring the crossing is accessible to all. This, combined with the increased footway width and reduced carriageway width, reduces the distance in crossing the road. This will particularly benefit people who have disabilities and those with mobility impairments who are likely to require more time, or be less certain, when crossing the road.
- **Road safety:** The continued restriction to motorised vehicle traffic combined with widened footways is likely to lead to a safer environment for those walking and cycling along the street. The raised carriageway is also likely to further reduce motor vehicle traffic speeds on Cheapside and encourage drivers to be more cautious of those walking and cycling along the street.
- 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. Therefore, any improvements of real or perceived road safety on Cheapside are likely to disproportionately benefit this group.
- **Accessibility:** The proposed widened and improved footways will remove the need to step down a kerb to access the benched seating. This is likely to disproportionately benefit people who have disabilities and those with mobility impairments. Benched seating can provide a place of rest and will add to the improved pedestrian environment.

### Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining the restrictions for through 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, 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),

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<sup>5</sup> <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

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.
- **Taxi access:** Those who are reliant on door-to-door access, and who previously may have relied upon regular access to taxis, are likely to continue to be impacted by the restriction to through traffic.
- 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 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 benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.
- **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommended that a survey is undertaken to collect data on their circulation within the area.

# 7 Pregnancy and maternity

## Definition according to the Equality Act 2010

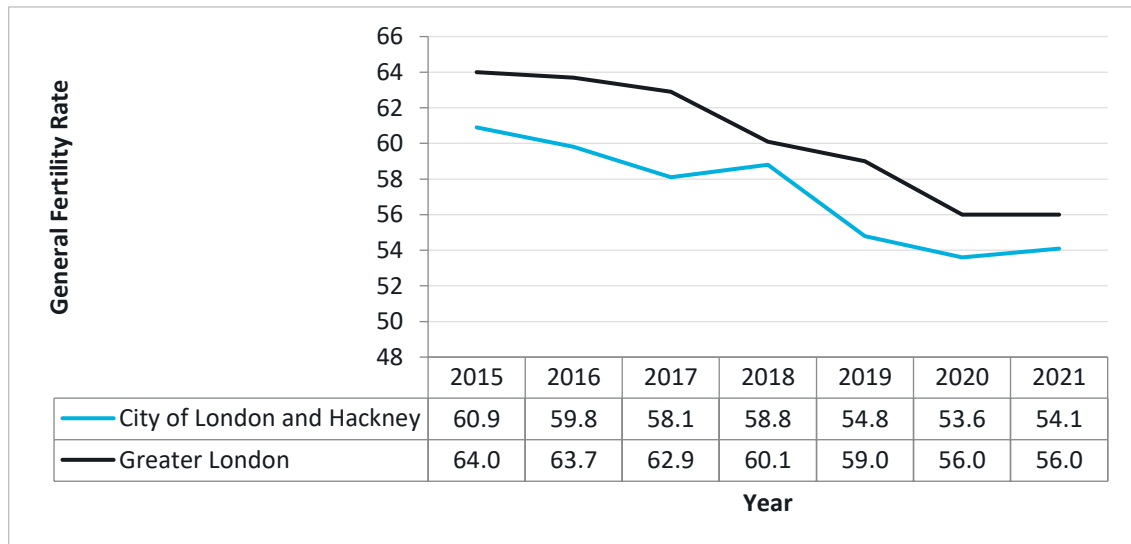
7.1 As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after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

- **Walking environment:** The proposed widened and improved footways along either side of Cheapside 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, 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 to walk on, improving overall journey experience.
- The proposals include the removal of the temporary extensions to the footway on both sides of the street, consisting of temporary wands and other street furniture to protect from traffic. They will be replaced with 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.
- **Crossing the street:** The creation of a formal crossing point at-grade level removes the current requirement to use the dropped kerb to the east of the benched area, ensuring the crossing is accessible to all. This, combined with 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.
- **Accessibility:** The proposed widened and improved footways will remove the need to step down a kerb to access the benched seating. This is likely to disproportionately benefit pregnant people who may need to take breaks due to reduced mobility. Benched seating can provide a place of rest and will add to the improved pedestrian environment.

### Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining the restrictions for through 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.
- 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.
- 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.

### 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 benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.

## 8 Race

### Definition according to the Equality Act 2010

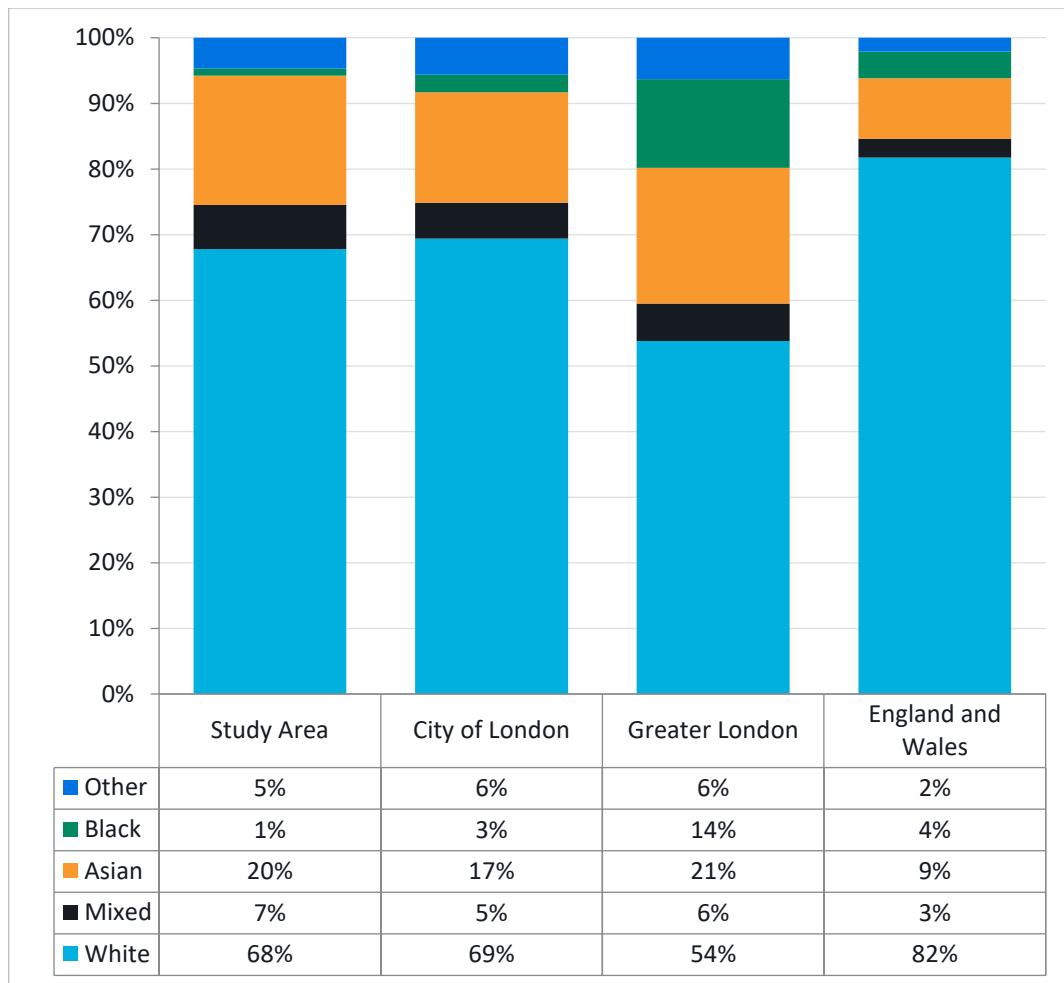
1. Race includes:
  - a. colour;
  - b. nationality;
  - c. ethnic or national origins.
2. In relation to the protected characteristic of race -
  - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
  - b. a reference to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

### Baseline equalities data

- 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.



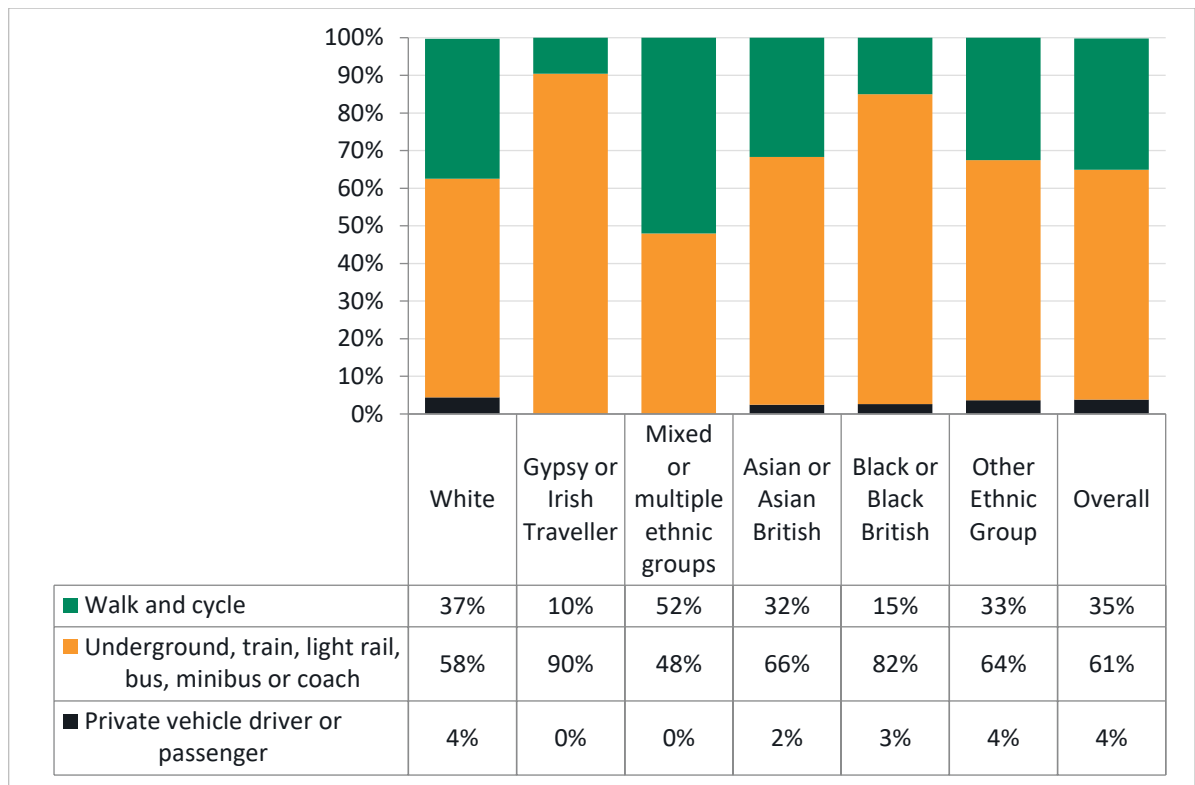
**Figure 8.1: Study area and City of London ethnicity compared to London and national averages**



Source: Census 2021

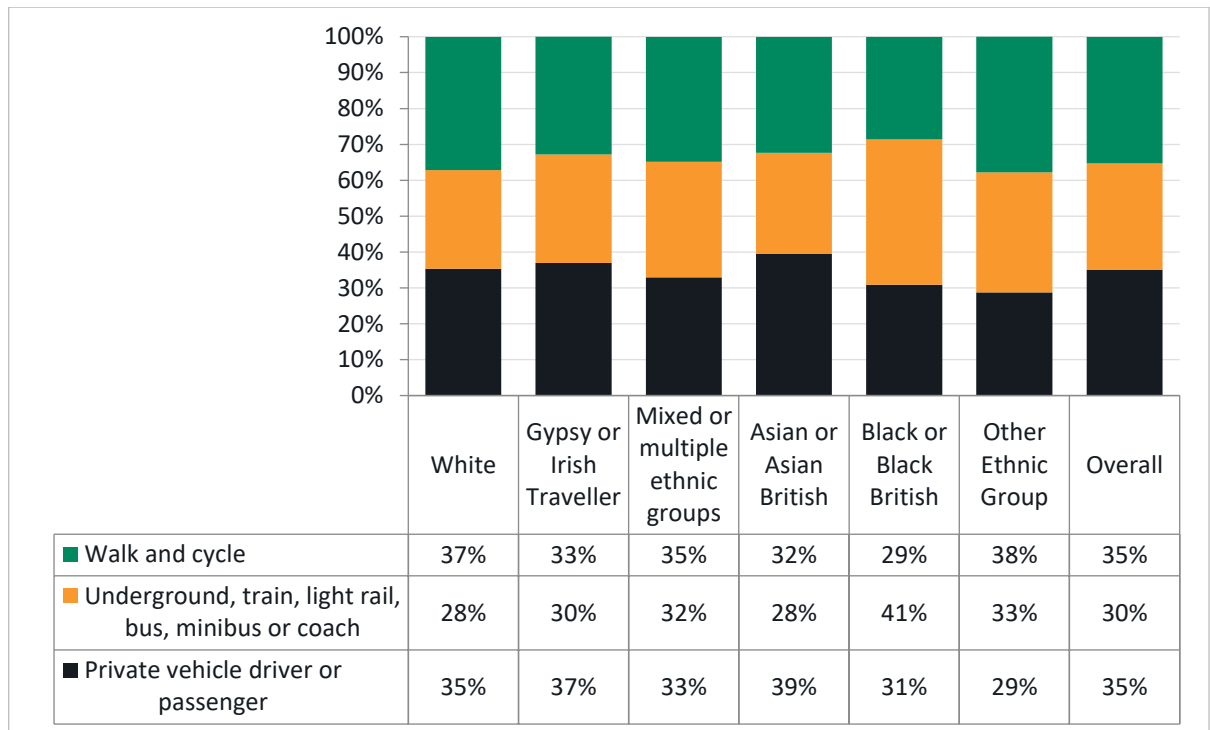
- 6.7 Based on usual travel modes from the LTDS data presented in Figure 8.2, in City of London, ‘Mixed or multiple ethnic groups’ are most likely to walk and cycle (52 per cent) and least likely to use public transport (48 per cent). Across ethnic groups, car usage is either a very small proportion, 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

- **Walking environment:** The proposed widened and improved footways along either side of Cheapside 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.
- **Crossing the street:** The creation of a formal crossing point at-grade level removes the current requirement to use the dropped kerb to the east of the benched area, ensuring the crossing is accessible to all. This, combined with 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:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining the restrictions for through motor traffic is likely to lead to longer journey times for people travelling by car or taxi.
- This is likely to have a disproportionately negative effect on groups that use a private car/van the most, in the CoL this is made up of ‘White’ (4 per cent) and the ‘Other ethnic groups’ (4 per cent).
- 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 change brought in by the ETO in 2020.

## 9 Religion or belief

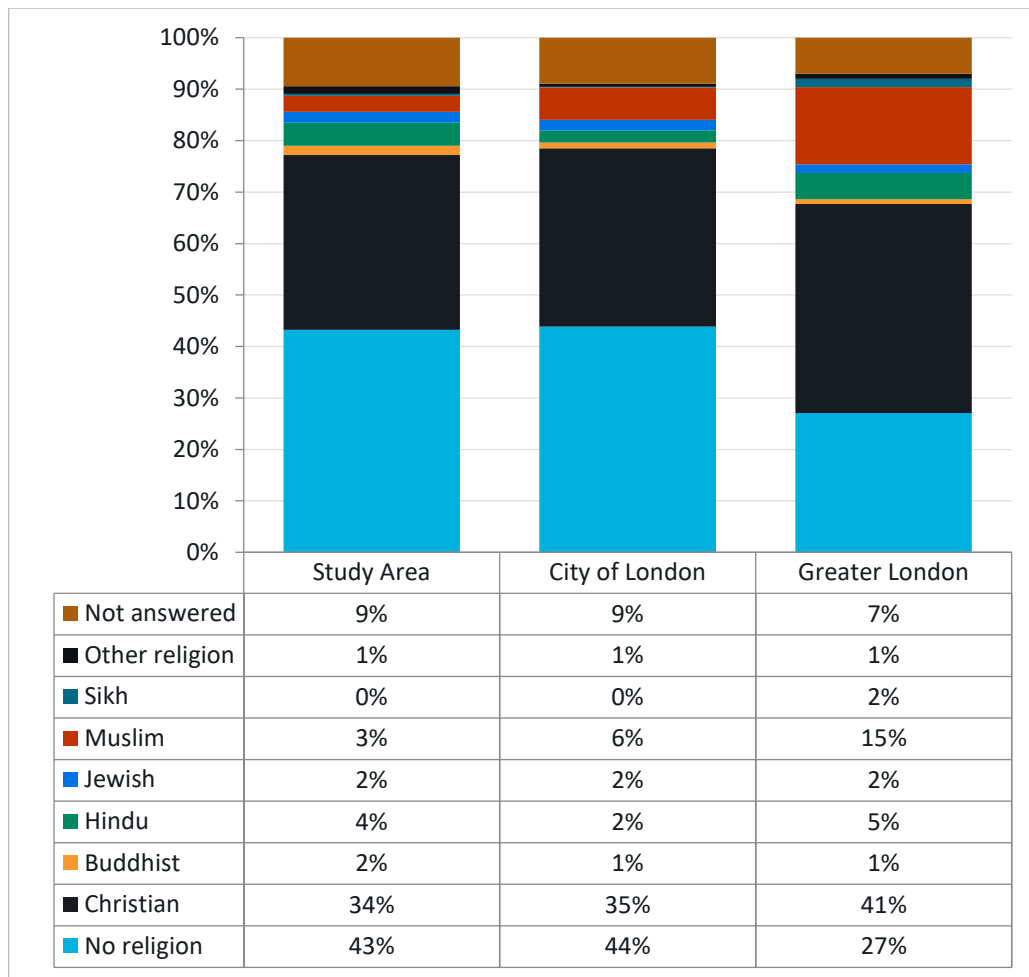
### Definition according to the Equality Act 2010

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 active travel, particularly the pedestrian improvements on Cheapside, 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 motor vehicles 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 Cheapside area, including St Mary-le-Bow Church on the southern side of the street. It is recommended that these places of worship are actively 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

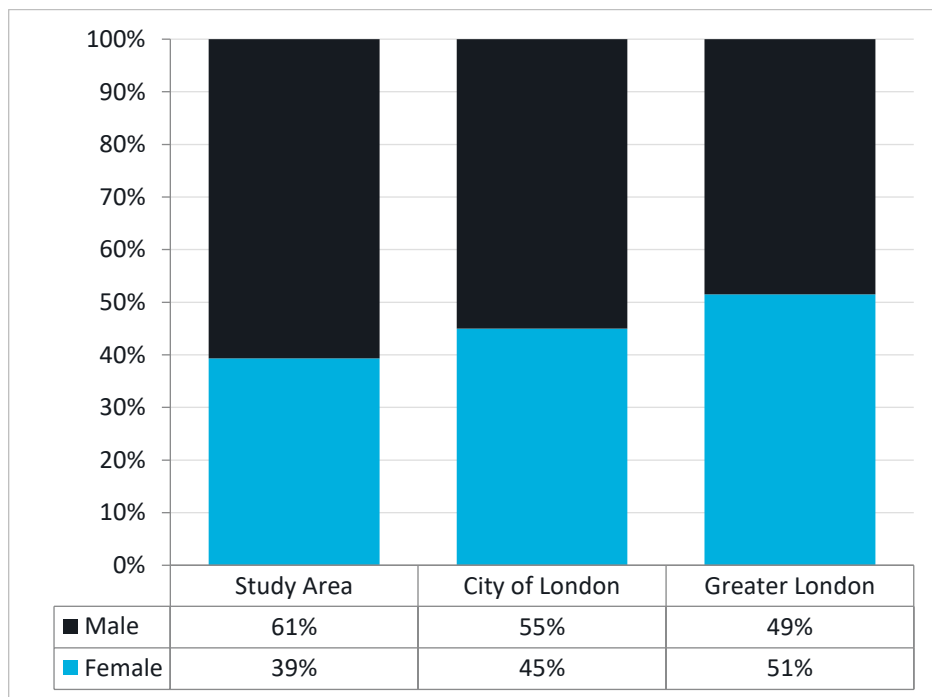
## Definition according to the Equality Act 2010

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**



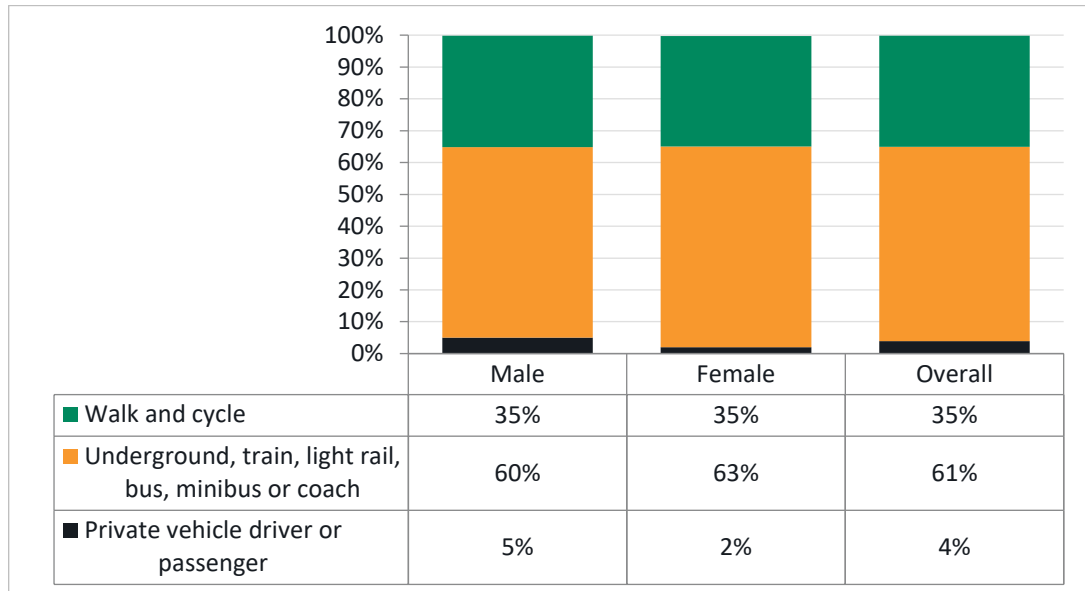
Source: Census 2021

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.

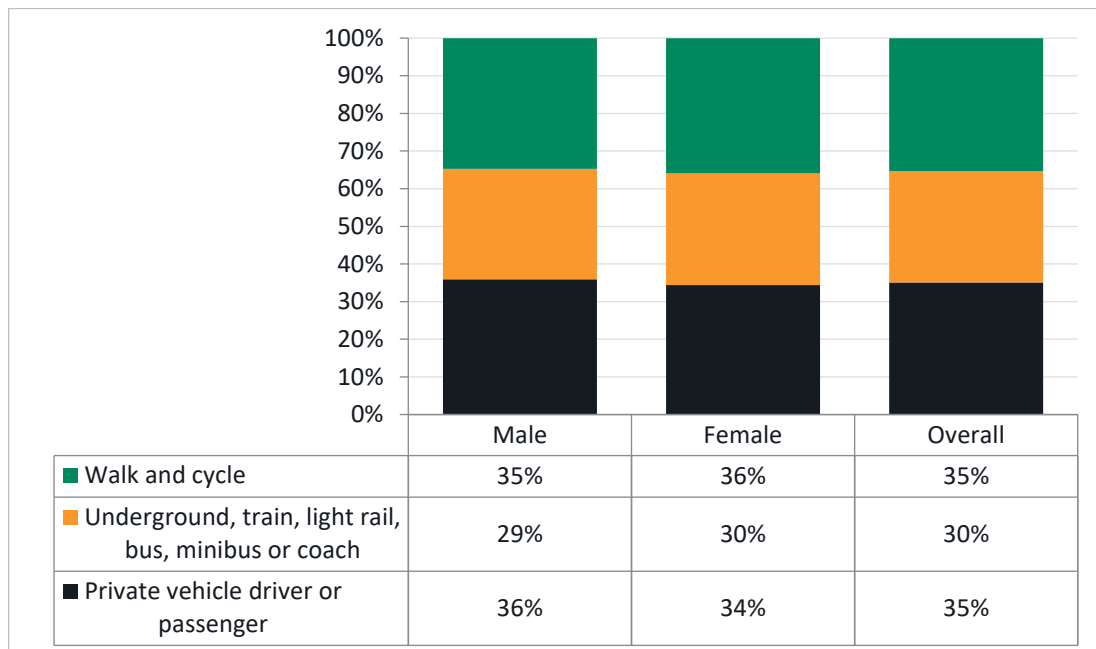
10.3 Compared to the City of London, overall, both males and females are more likely to use a car and less likely to use public transport in London (Figure 10.3). The likelihood of walking and cycling is also even for both sexes in London, and in very similar proportions to the City of London.

**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

- **Walking environment:** The proposed widened and improved footways along either side of Cheapside 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 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.<sup>9</sup>

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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)

<sup>9</sup> [https://www.gov.uk/government/statistics/national-travel-survey-2021/national-travel-survey-2021-trips-by-purpose-age-and-sex#:~:text=In%202021%2C%20males%20made%209,miles%20per%20person%20by%20females\).](https://www.gov.uk/government/statistics/national-travel-survey-2021/national-travel-survey-2021-trips-by-purpose-age-and-sex#:~:text=In%202021%2C%20males%20made%209,miles%20per%20person%20by%20females).)

# 11 Summary of recommended mitigating actions

- 11.1 A summary of the recommended mitigating actions throughout this EqIA is presented below.
- **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 benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.
  - **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommended that a survey is undertaken to collect data on their circulation within the area.
  - **Engagement with places of worship:** There are several places of worship within the Cheapside area, including St Mary-le-Bow Church on the southern side of the street. It is recommended that these places of worship are actively 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.
- 11.2 Table 11.1 (overleaf) presents an action plan for each of the mitigating actions identified within this EqIA.
- 11.3 For each action, an action owner has been identified who will be responsible for ensuring that the action is progressed. Furthermore, timescales are outlined to assist with monitoring of this document.
- 11.4 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.

Table 11.1: Action plan

Protected characteristic	Issue identified	Action required/comments	Action owner	Timescale
Age	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 benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
	Taxi access	To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Disability	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 benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
	Taxi access	To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Pregnancy and maternity	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 benched seating and planters, a pedestrian comfort level (PCL) assessment should	Project Manager	During implementation and within 3 months of

		be undertaken to establish whether their inclusion would materially impact on the walking environment.		implementation (to assess impact)
Religion	Restricting car usage	There are several places of worship within the Cheapside area, including St Mary-le-Bow Church on the southern side of the street. It is recommended that these places of worship are actively 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.	Project Manager	Within 3 months of implementation

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# Pedestrian Priority Streets Programme: Old Broad Street and Threadneedle Street – Equality Impact Assessment (EqIA)







# Pedestrian Priority Streets Programme: Old Broad Street and Threadneedle Street – Equality Impact Assessment (EqIA)

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# 1 Introduction

## Background

- 1.1 This Equality Impact assessment (EqIA) relates to the proposed improvements to Threadneedle Street and Old Broad 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

### Existing scheme (ETO)

- 1.4 The existing ETO was introduced in summer 2020, and involved the following changes to the street:
  - Implementation of one-way motor traffic flow on Threadneedle Street (westbound) and Old Broad Street (northbound)
  - A contraflow cycle lane separated from motor vehicles by traffic wands set up along Threadneedle (eastbound) and Old Broad Street (southbound)
  - Widening pavement on the northside of Threadneedle Street and at various locations along Old Broad Street
  - Extension of loading bays on both streets
- 1.5 The proposed permanent scheme involves the following amendments to the existing ETO layout:
  - Infill of areas where the pedestrian space had been widened, making it permanent
  - New public space with seating and planting outside of no.33 Old Broad Street
  - New street trees planted where possible
  - Retention of the one-way motor traffic flow on Threadneedle Street, as well as the contraflow cycle lane
- 1.6 Drawings of the proposed changes are presented overleaf in Figure 1.1 and Figure 1.2.

Figure 1.1: Proposed permanent scheme on Threadneedle Street and Old Broad Street

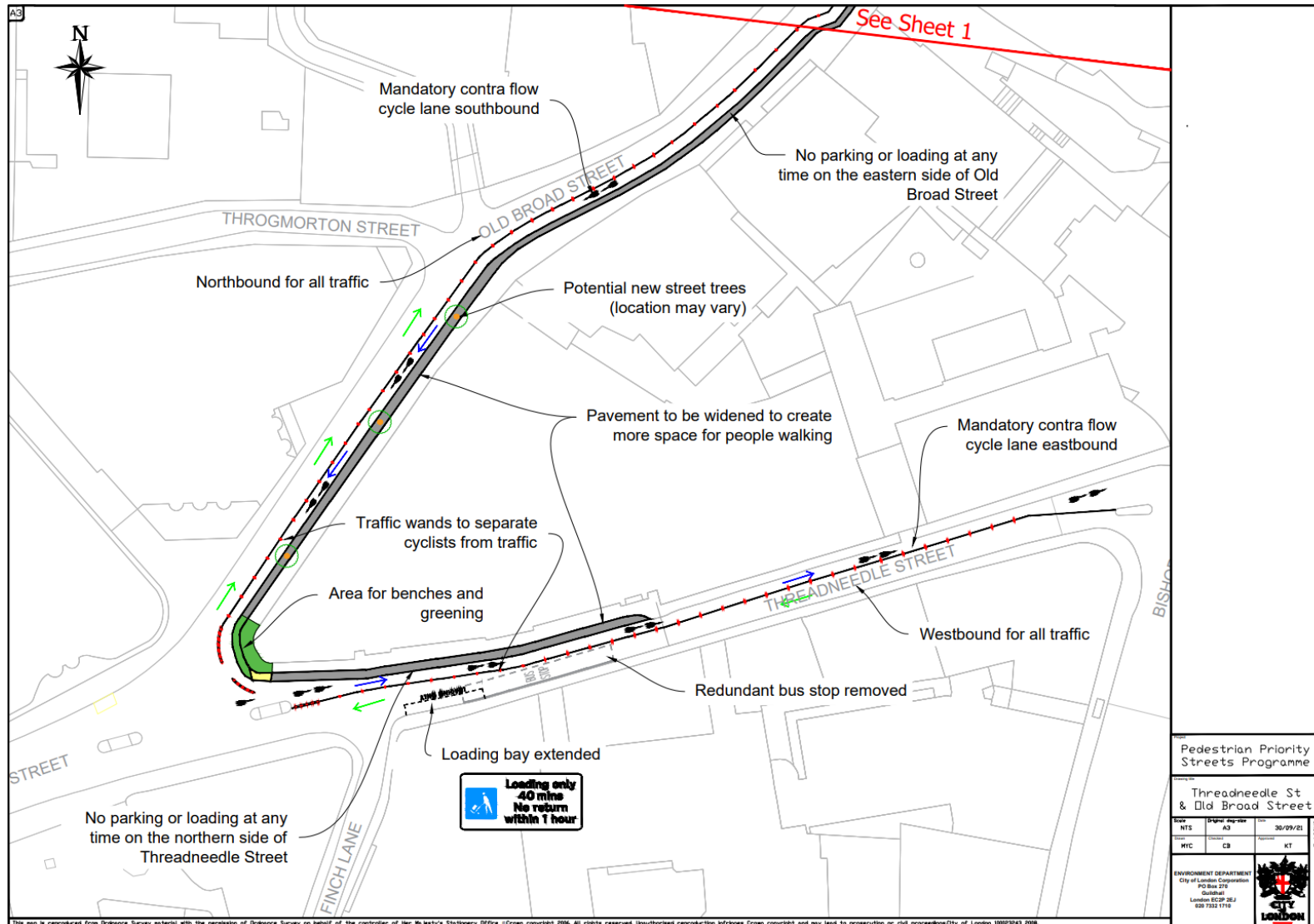
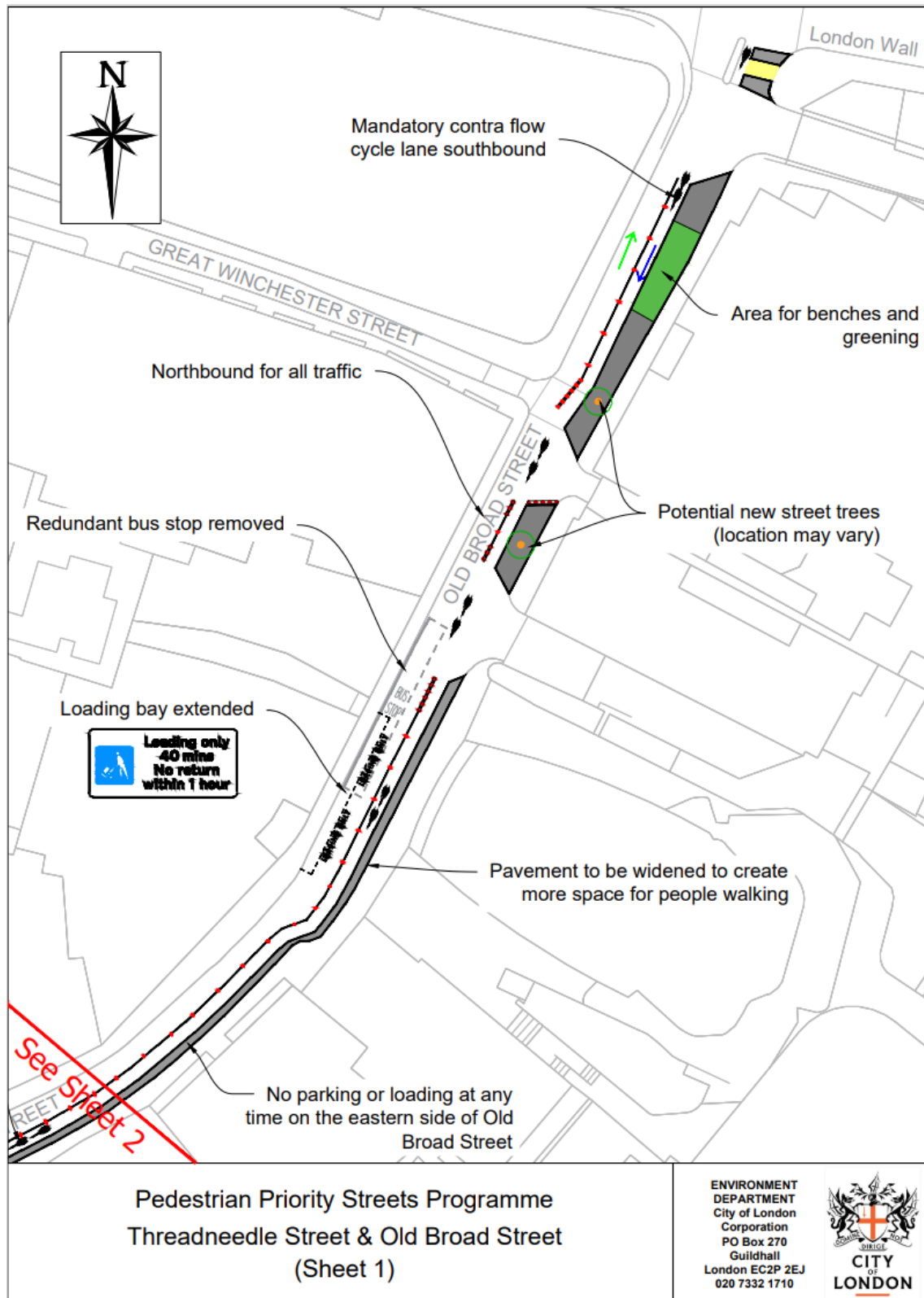


Figure 1.2: Proposed permanent scheme on Threadneedle Street and Old Broad Street



## **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:

- Widening the footways permanently on the southside of Old Broad Street and the northside of Threadneedle Street will improve the walking environment, making it easier and more pleasant for people to walk down the street. This is also likely to benefit people crossing the street, potentially reducing the amount of time needed to cross.
- Adding benches for people to sit outside of No.33 Old Broad Street will make it easier for people to stop and rest.
- Making the existing restrictions to motor traffic permanent will lock in the benefits to people walking and cycling. However, it is likely to mean that some motor traffic journeys will need to continue to use alternative routes which could take longer than before the ETO scheme was implemented.



## 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.

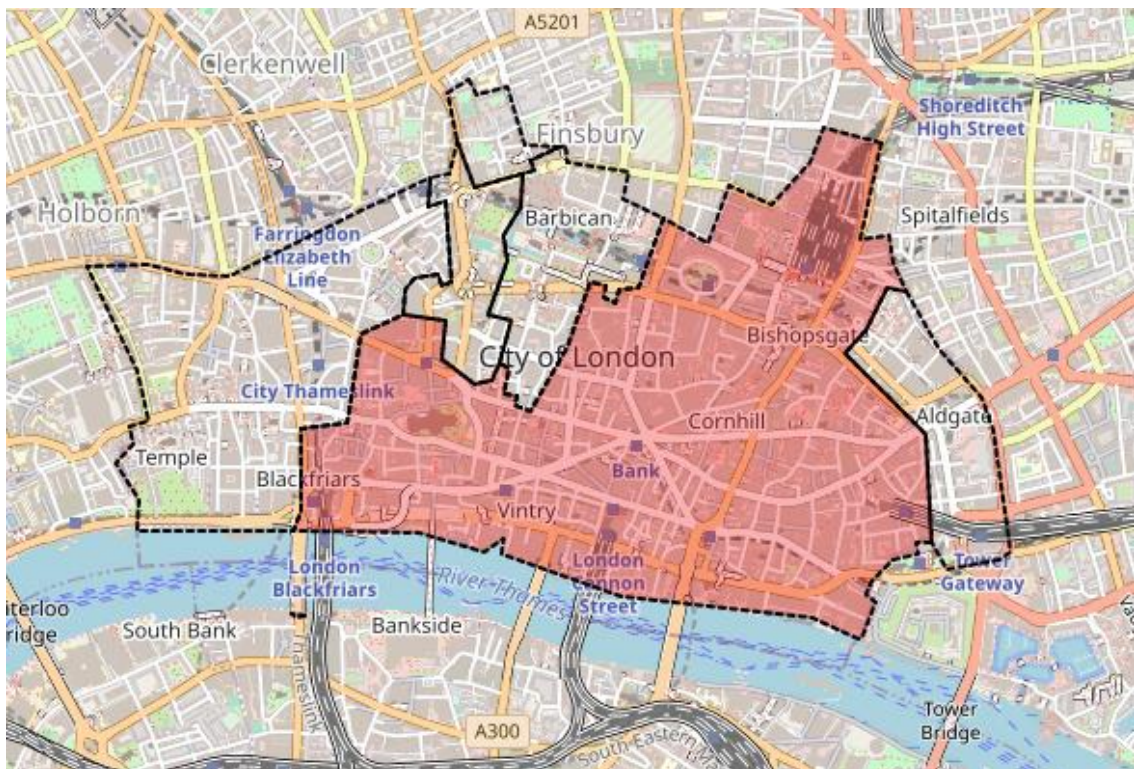
**Table 2.1: Protected characteristics scoping**

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

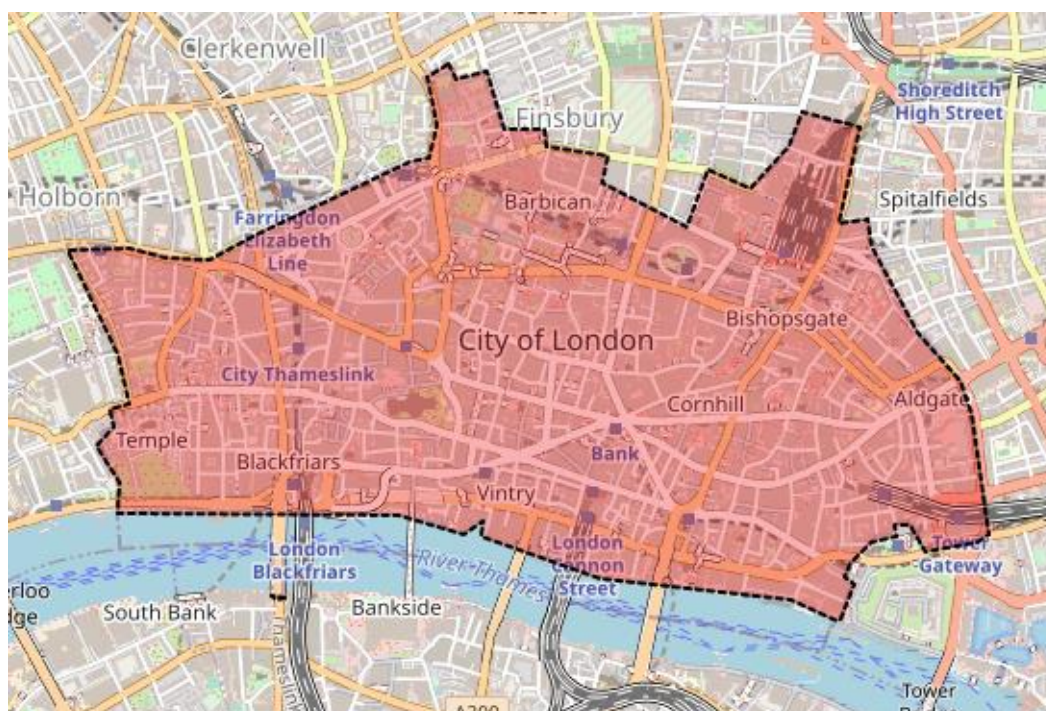
- 3.1 For this assessment, information has been gathered about protected characteristics for the City of London 001F Lower Layer Super Output Area (LSOA), the City of London Middle Layer Super Output Area (MSOA) as well as data for London as a whole. The LSOA and MSOA are represented below in Figure 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**

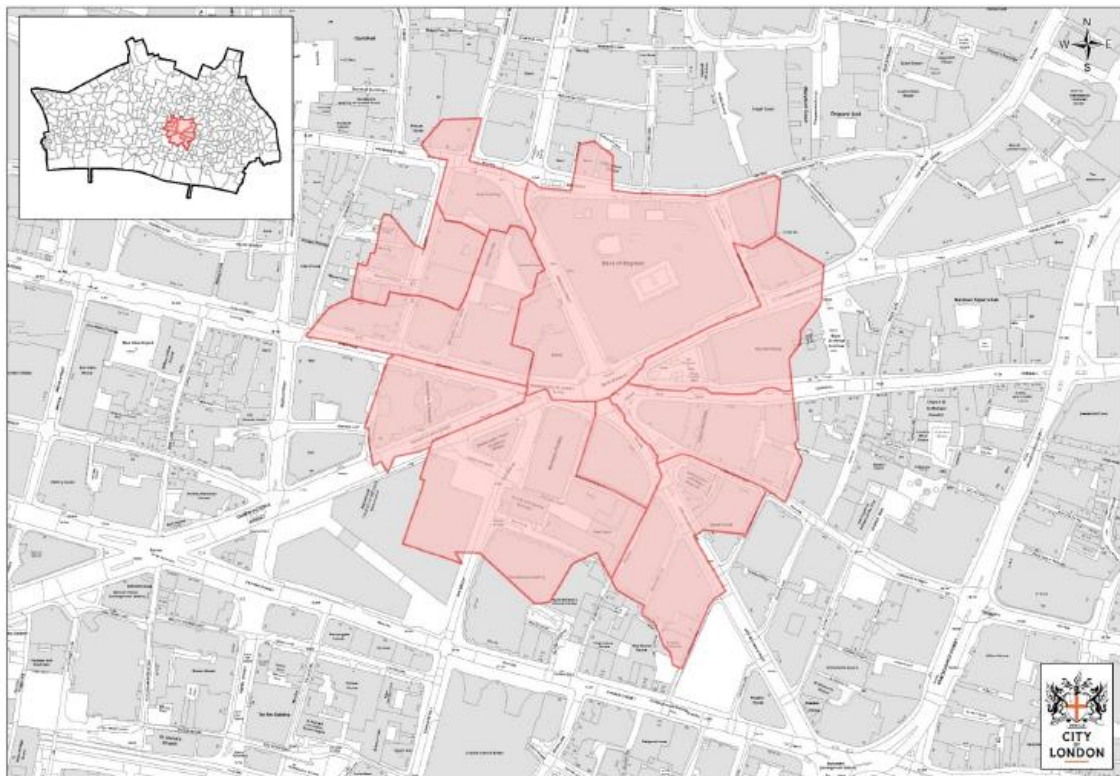
- 3.4 London Travel Demand Survey (LTDS) and Census 2011/2021 data are the two primary data sources used throughout this assessment. Supplementary data sources have also been used and are referenced throughout. For each protected characteristic, data has been collated and analysed, with comparisons made 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. 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

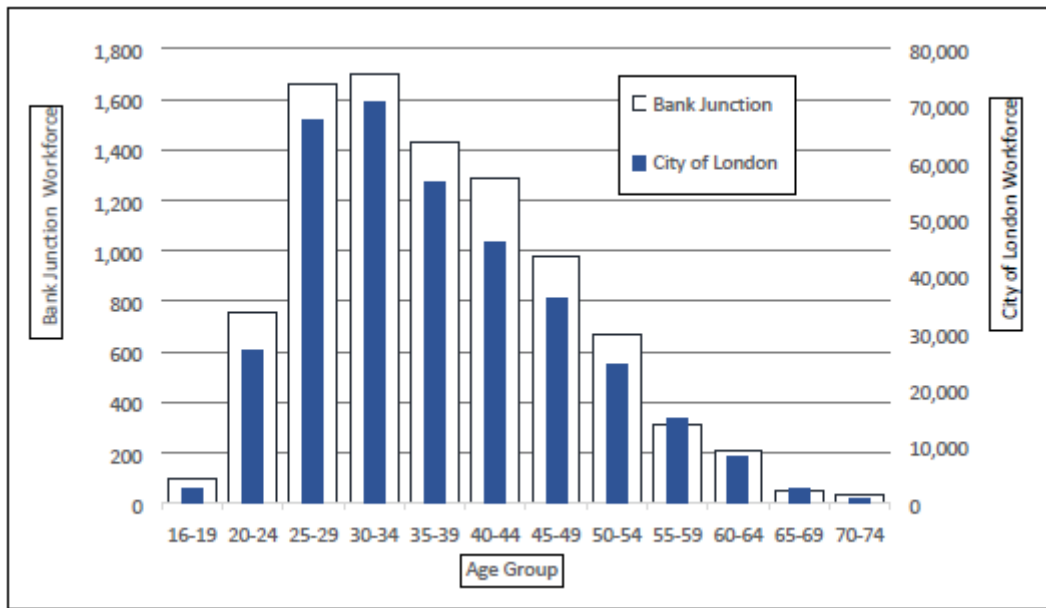
- 4.1 The City of London has a very large workforce in comparison to its usual residential population. The 2011 Census recorded the residential population as 7,400 people and the work force as 357,000 people – almost 50 times the usual residential population which demonstrates significant movement in 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



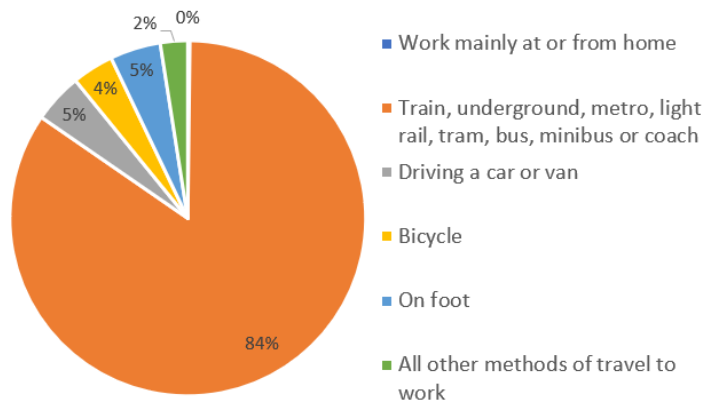
Source: Bank on Safety Equality Analysis with data from Census 2011

- 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

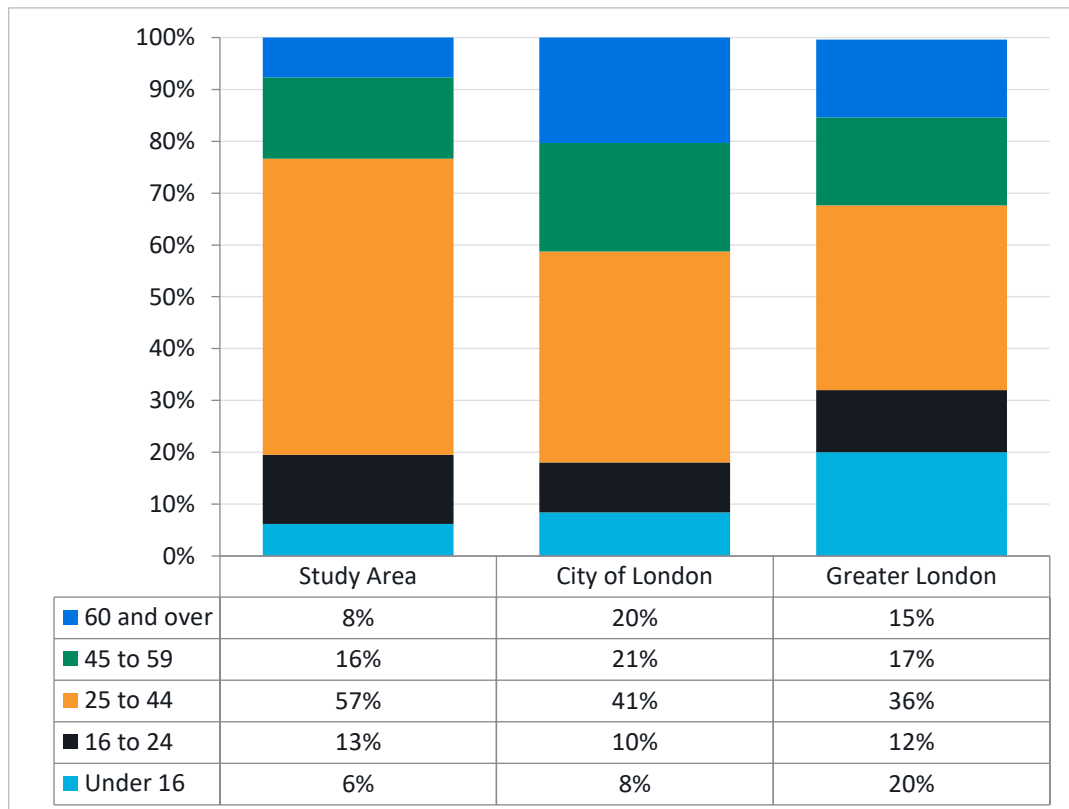
## Definition according to the Equality Act 2010

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.



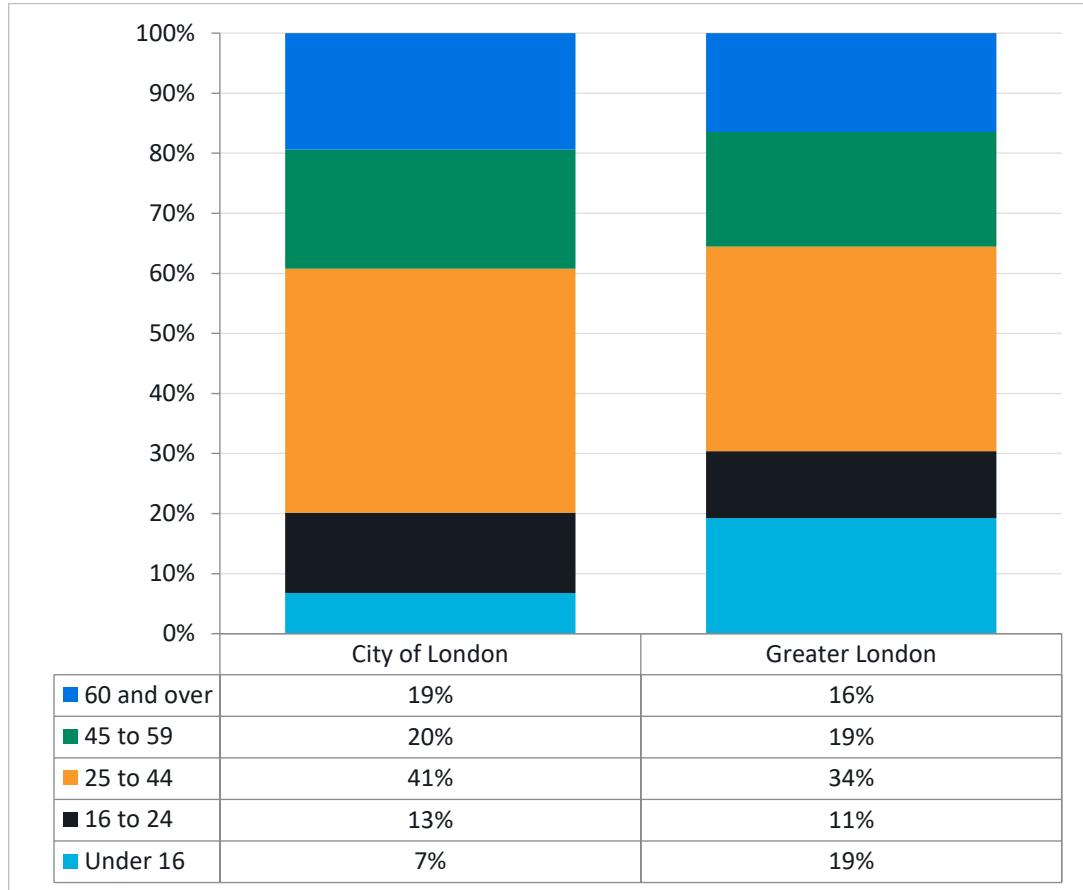
Source: Census 2011



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**



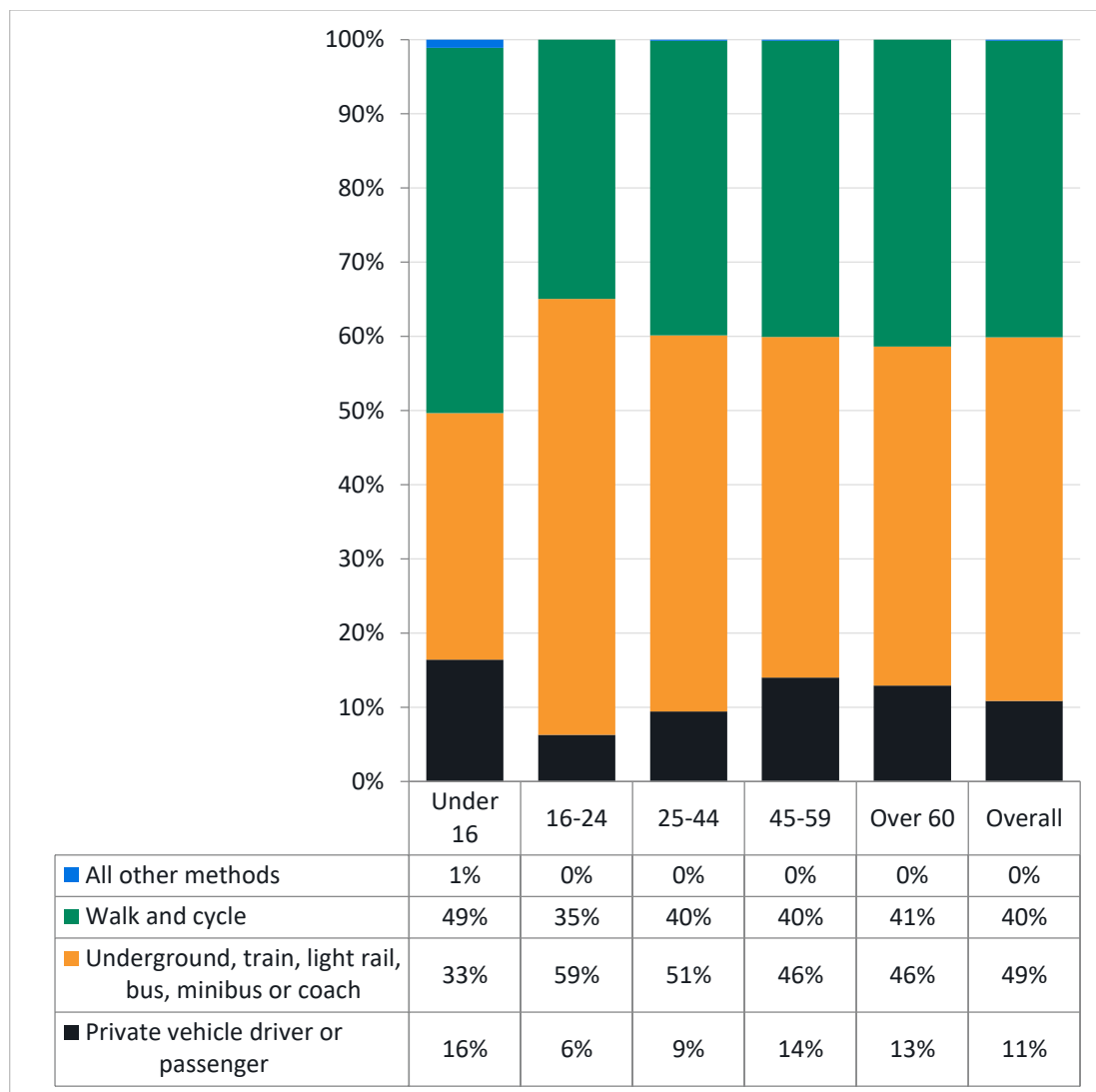
Source: Census 2021

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.

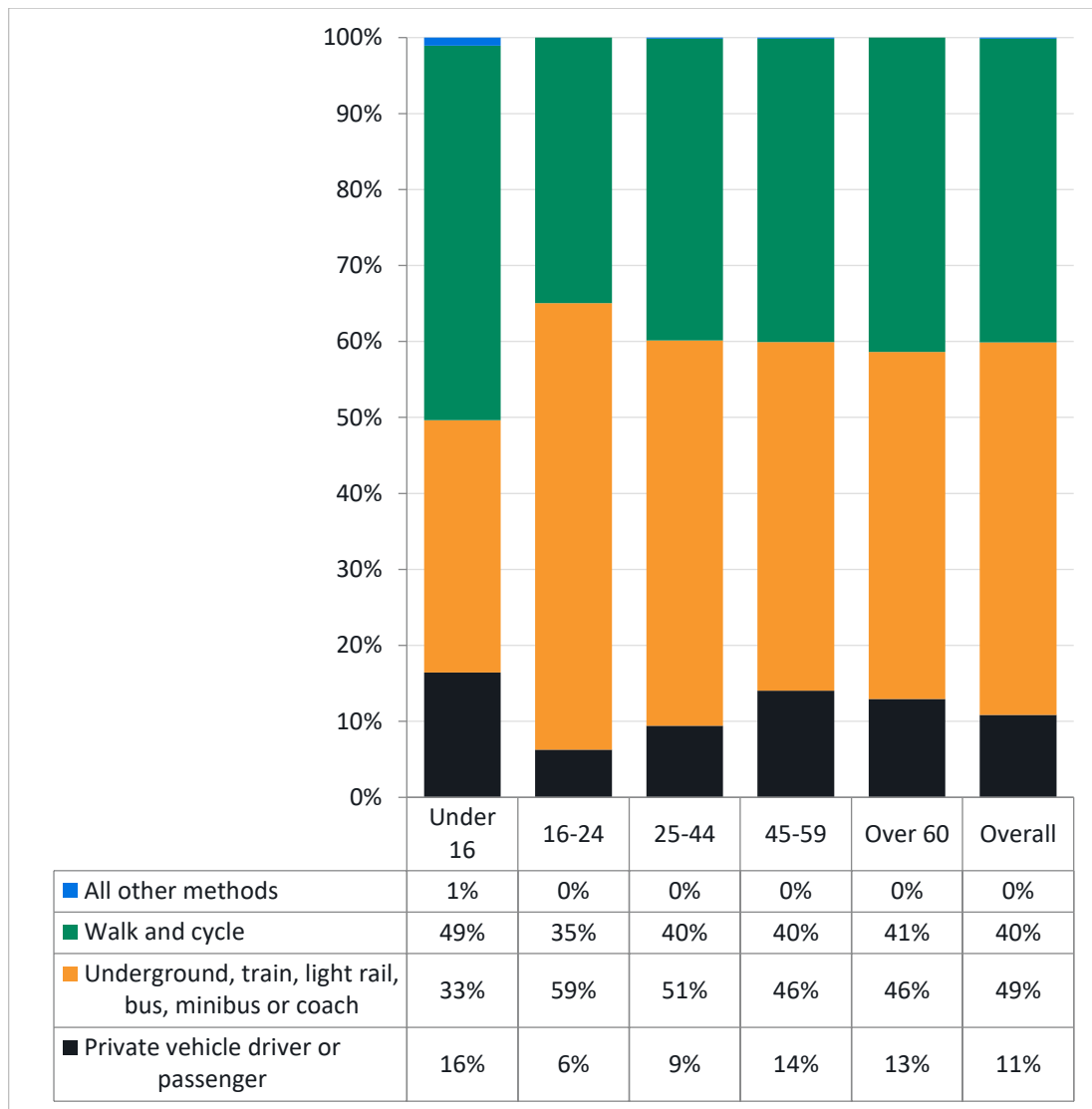
5.6 Notably, only 33 per cent of under 16s use public transport in Greater London. In the City, however, this rises to 61 per cent. The use of private vehicles in the City is minimal, making up 4 per cent of all journeys. Over 60s use private vehicles more than any other age group (13 per cent).

**Figure 5.3: Mode share by age in City of London**



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

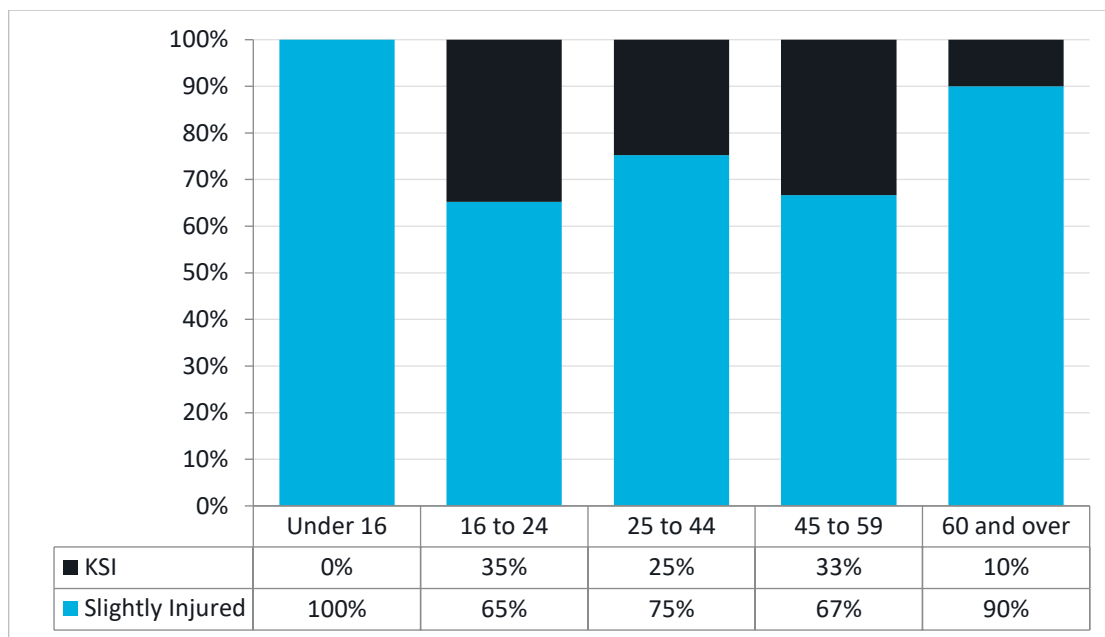
**Figure 5.4: Mode share by age in Greater London**



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 the south side of Old Broad Street and north side of Threadneedle 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 they 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 offering protection from traffic. They will be replaced with a new at-grade extension of the footway which will remove the need to step down a kerb. This will ensure that the full extent of the pedestrian space/footway is accessible for all users.
- Cycling provision:** Younger people in the CoL are more likely than any other age group to walk and cycle, with 39 per cent of under-16s being the highest mode share of any age group. As such, young people are likely to disproportionately benefit from the retention of the segregated contraflow cycle lanes on both Old Broad Street and Threadneedle Street. Making these changes permanent 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 both Old Broad Street and Threadneedle Street. Younger people aged 16 to 24 are more likely to be killed or seriously injured (35 per cent) than

any other age group. Therefore, any improvements to road safety on Old Broad Street and Threadneedle Street are likely to disproportionately benefit this group.

- **Crossing the street:** The increased footway width and reduced carriageway width reduces the distance of 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.
- **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, as they are more likely than other age groups to require a rest. As such, the introduction of new seating outside No.33 Old Broad Street is likely to disproportionately benefit older people.

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

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining a one-way system for motor traffic on both streets is likely to lead to longer journey times for people travelling by car or taxi compared to the pre-ETO scenario. This may include people who are reliant upon private cars for mobility. It should also be noted that this is specific to direction of journeys, with southbound traffic towards Old Broad Street and eastbound traffic towards Threadneedle Street likely to be impacted. However, this impact will not be felt by northbound and westbound traffic respectively, as access is retained.
- In the CoL, people aged over 60 use cars and vans more than any other age group and are therefore more likely to be disproportionately negatively impacted. Travelling can also be uncomfortable for some people (for example, those who live 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 to motor traffic access brought in by the ETO in 2020, rather than exacerbating them.
- It is worth noting that while the journey time and traffic congestion impacts of this scheme are likely to be relatively minor, impacts need to be considered holistically across all Pedestrian Priority Streets interventions. These schemes, taken together, may create more significant impacts to journey times.
- **Door-to-door access:** Those who are reliant on door-to-door access, and who previously may have relied upon access to taxis, are likely to continue to be impacted by the restriction to dropping off at some addresses. This is likely to disproportionately impact older age groups who are more likely to have mobility impairments and may use taxis as an essential form of mobility. The increased walking distance may add increased stress and difficulty to door-to-door journeys. Maximum walking distance from drop-off locations to addresses on Old Broad Street and Threadneedle Street will be 170 metres.
- It is important to recognise 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 and dropped kerbs 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.
- **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.

# 6 Disability

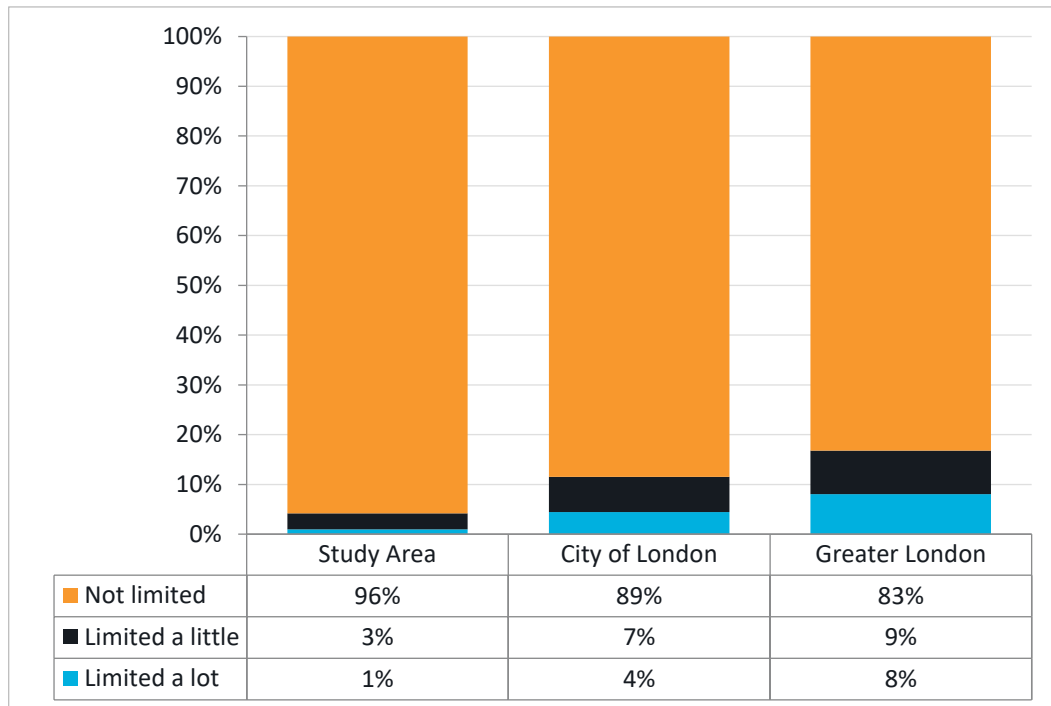
## Definition according to the Equality Act 2010

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.

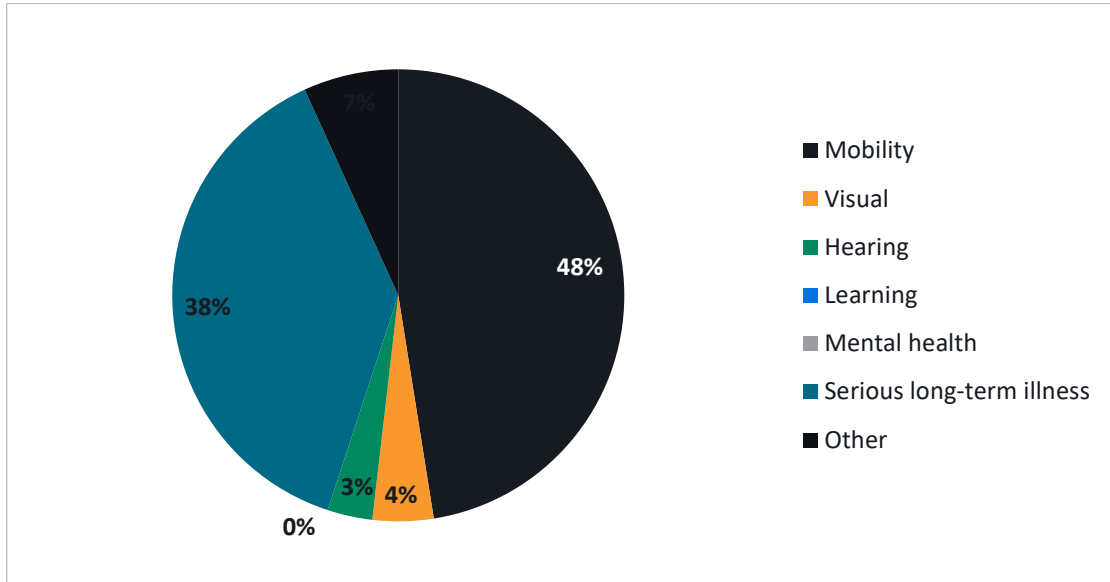
**Figure 6.1: Population limited by long-term health problems or disabilities in the study area, City of London and Greater London**



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



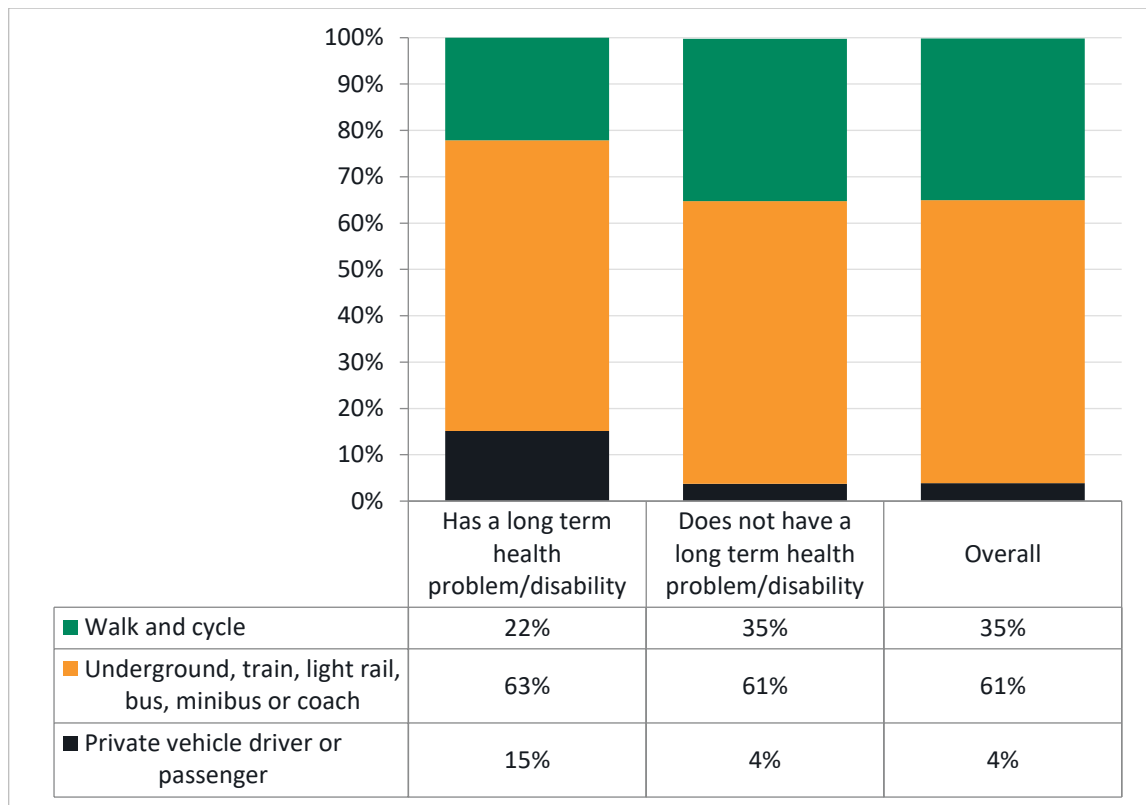
Source: LTDS average (2017/18, 2018/19, 2019/20)

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).

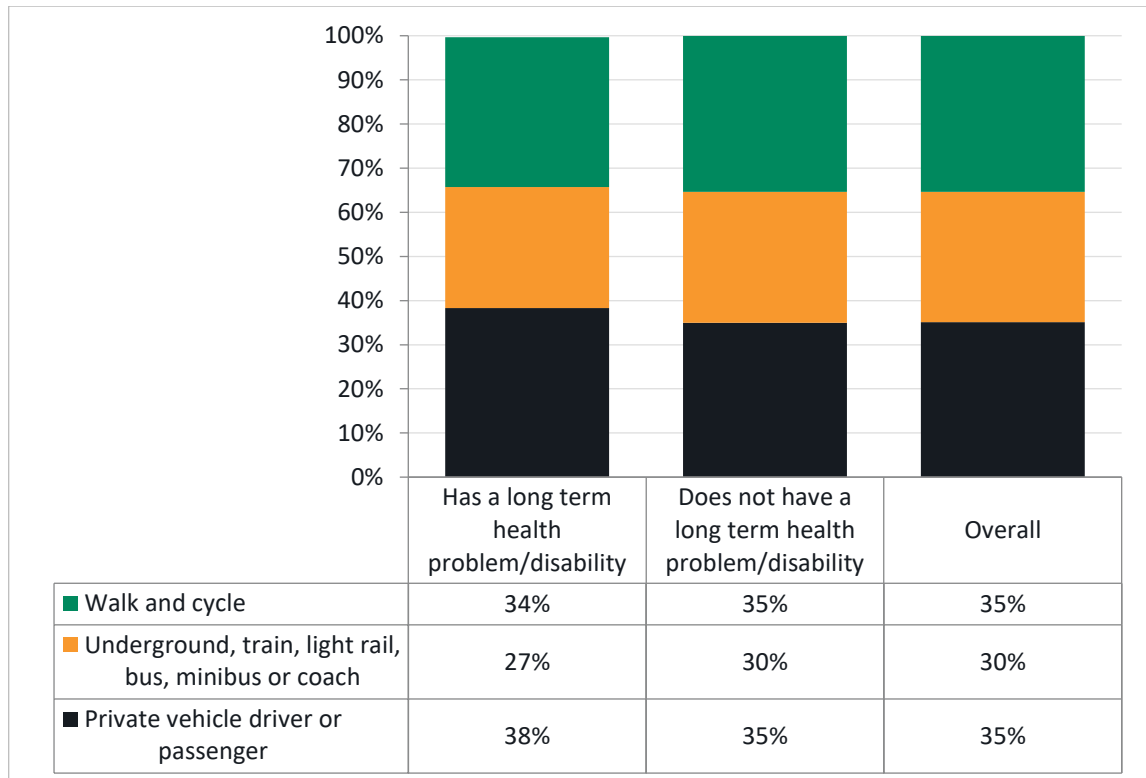


**Figure 6.3: Mode share of those with a long-term health problem or disability in City of London**



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**

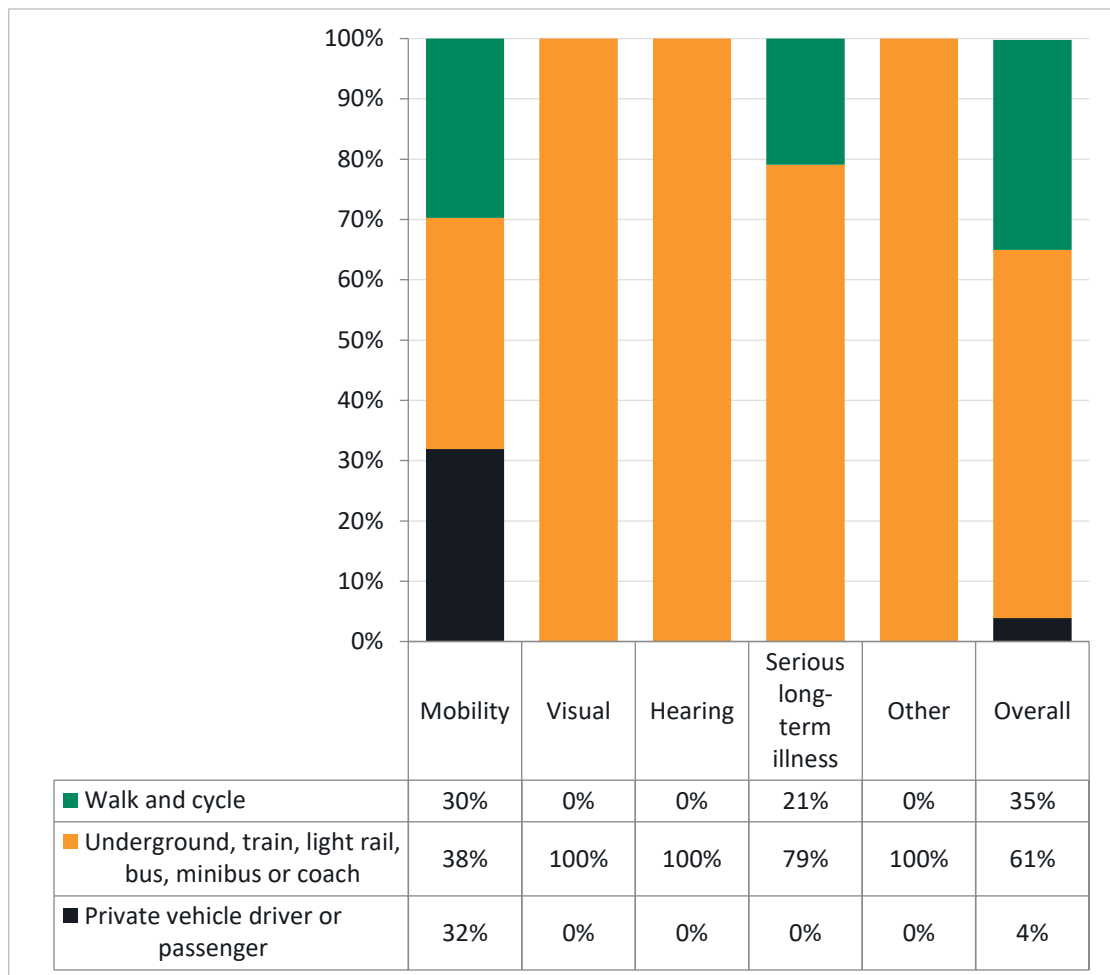


Source: LTDS average (2017/18, 2018/19, 2019/20)

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.

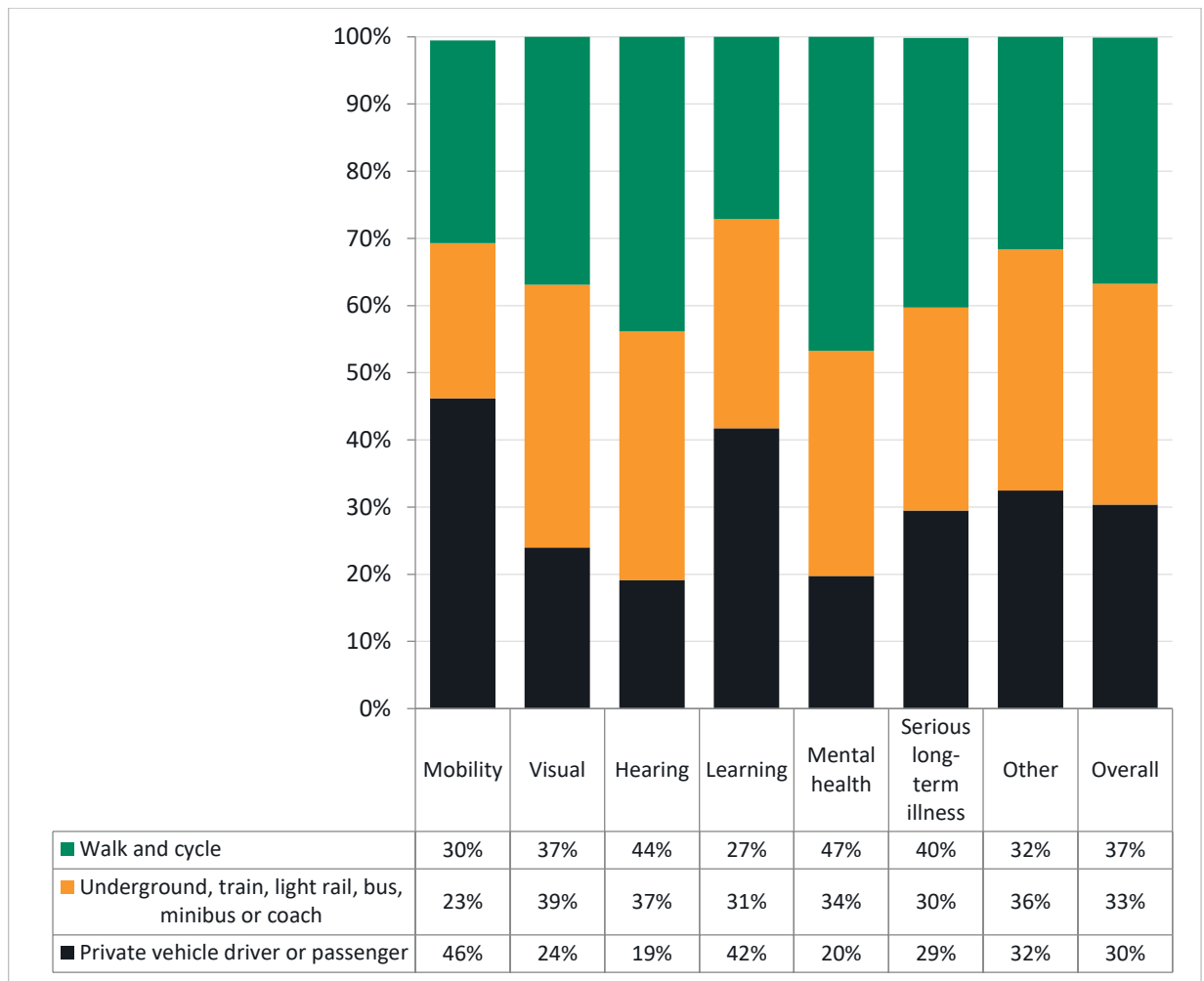
6.7 Compared to the City, mode share across impairment types for Greater London shows a much greater uptake of active travel and private vehicle use, along with lower public transport mode share. Groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private 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>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 footways on the south side of Old Broad Street and north side of Threadneedle Street consisting of painted white lines in the carriageway and wands to protect from traffic. They will be replaced by a new at-grade extension of the footway which will remove the need to step down a kerb to use the extension. This will ensure that the footway is accessible to 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.
- **Road safety:** The continued restrictions for motor vehicle traffic combined with widened footways and a protected contraflow cycle lane are likely to lead to a safer environment for those walking and cycling along both Old Broad Street and Threadneedle Street.
- 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. Therefore, any improvements of real or perceived road safety on Old Broad Street and Threadneedle Street are likely to disproportionately benefit this group.
- **Crossing the street:** The increased footway width and reduced carriageway width reduces the distance of crossing the road. This will particularly benefit people who have physical or mental impairment that necessitate more time to cross the road.
- **Places to sit and rest:** The introduction of new seating outside No.33 Old Broad Street is likely to disproportionately benefit people with mobility impairments who may be more likely to need to stop and rest as part of their journeys.

### Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining the one-way system for motor traffic on both streets 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. It should also be noted that this is specific to direction of journeys, with southbound traffic towards Old Broad Street and eastbound traffic towards Threadneedle Street likely to be impacted. However, this impact will not be felt by northbound and westbound traffic, respectively.
- 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 does not exacerbate the issue, it only retains the change brought in by the ETO in 2020.

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

- It is worth noting that while the journey time and traffic congestion impacts of this scheme are likely to be relatively minor, impacts need to be considered holistically across all Pedestrian Priority Streets interventions. These schemes, taken together, may create more significant impacts to journey times.
- **Door-to-door access:** Those who are reliant on door-to-door access, and who previously may have relied upon regular access to taxis, are likely to continue to be impacted by the restriction to dropping off at some addresses. This is likely to disproportionately impact people with mobility impairments as increased walking distances may add stress and difficulty to their journeys. Maximum walking distance from drop-off locations to addresses on Old Broad Street and Threadneedle Street will be 170 metres.
- It is important to recognise 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.
- **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommended that a survey is undertaken to collect data on their circulation within the area.

# 7 Pregnancy and maternity

## Definition according to the Equality Act 2010

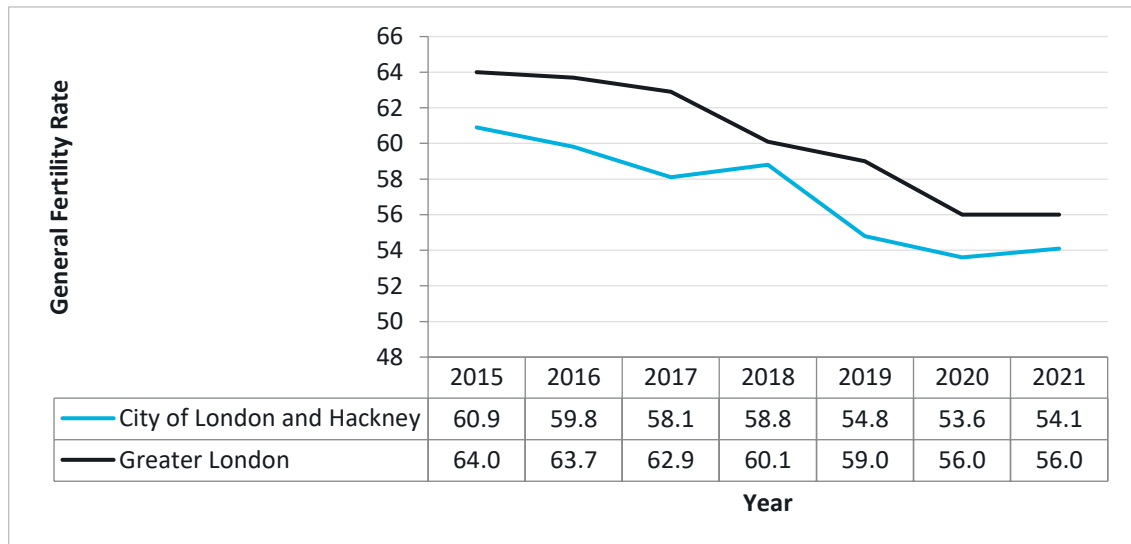
7.1 As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after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

## Baseline equalities data

5.3 In 2021, the General Fertility Rate (GFR) in City of London and Hackney<sup>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.

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>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 the south side of Old Broad Street and north side of Threadneedle 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 carriage way 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 use the 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 walk, improving overall journey experience.
- **Crossing the street:** The increased footway width and reduced carriageway width reduces the distance of crossing the road. This may disproportionately positively impact pregnant people, or mothers with new-born children, who may feel less confident or more vulnerable when crossing the street.
- **Places to sit and rest:** The introduction of new seating outside No.33 Old Broad Street is likely to disproportionately benefit pregnant people and mothers with new-born children who may be more likely to need to stop and rest as part of their journeys.

### Potential disproportionately negative impacts

- **Increased journey times:** Pregnant people may find walking and cycling difficult due to the physical exertion when pregnant. They may therefore have a greater need for door-to-door transport such as private cars and taxis. While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining only one direction open for motor traffic on both streets is likely to lead to longer journey times for people travelling by car or taxi. Private cars and taxis can be essential mobility aids for pregnant people and mothers with new-born children. It should also be noted that this is specific to direction of journeys, with southbound traffic towards Old Broad Street and eastbound traffic towards Threadneedle Street likely to be impacted. However, this impact will not be felt by northbound and westbound traffic respectively.
- 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 change brought in by the ETO in 2020.
- It is worth noting that while the journey time and traffic congestion impacts of this scheme are likely to be relatively minor, impacts need to be considered holistically across all Pedestrian Priority Streets interventions. These schemes, taken together, may create more significant impacts to journey times.
- **Door-to-door access:** Pregnant people and mothers with new-born children may have a greater need for door-to-door transport such as private cars and taxis. Maximum walking distance from drop-off locations to addresses on Old Broad Street and Threadneedle Street will be 170 metres as a result of the scheme.
- It is important to recognise 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 to the walking environment.



## 8 Race

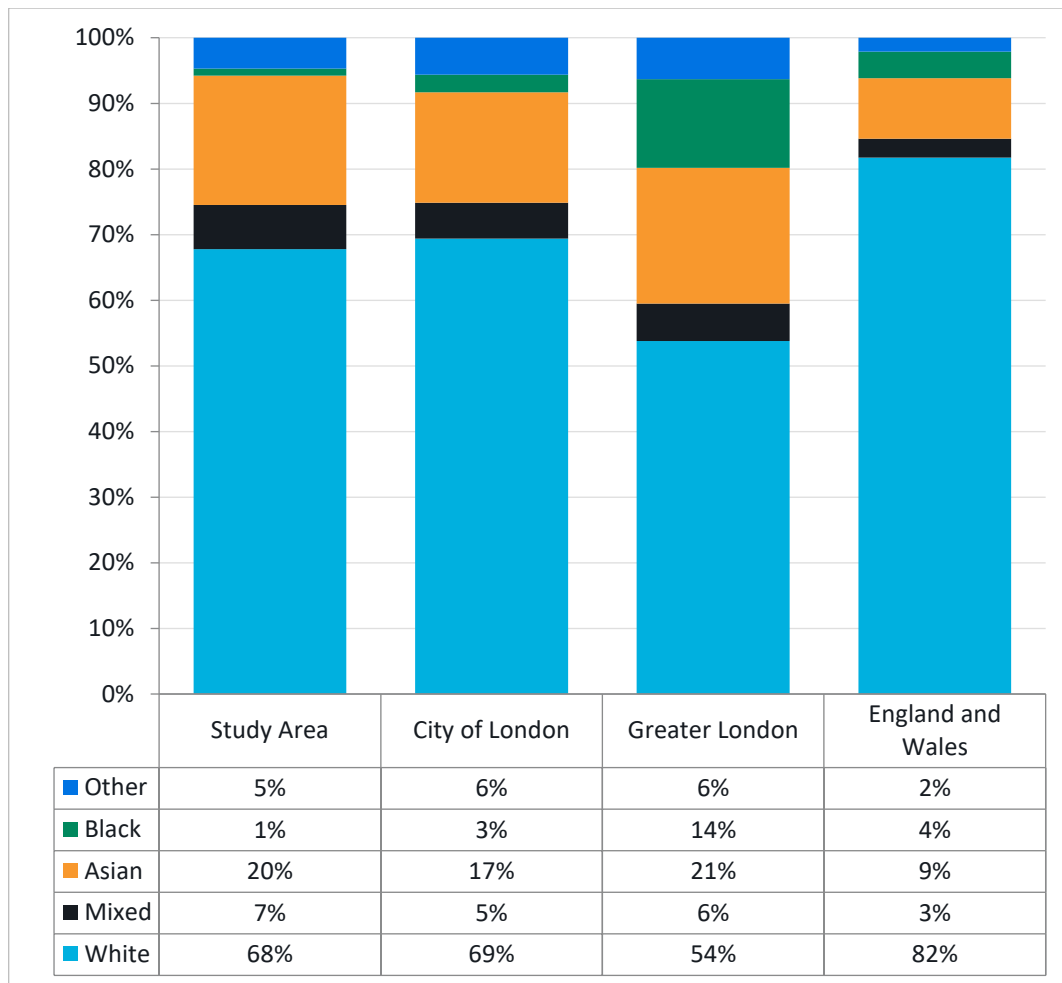
### Definition according to the Equality Act 2010

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

- 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.

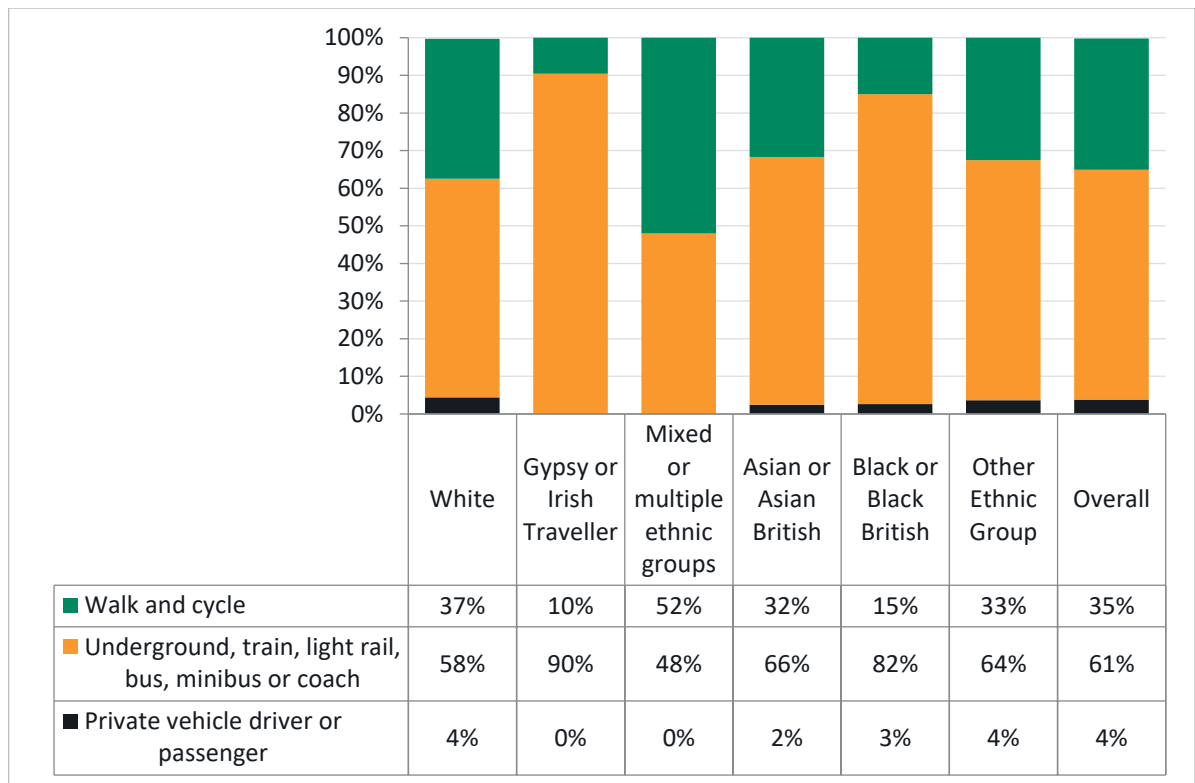
**Figure 8.1: Study area and City of London ethnicity compared to London and national averages**



Source: Census 2021

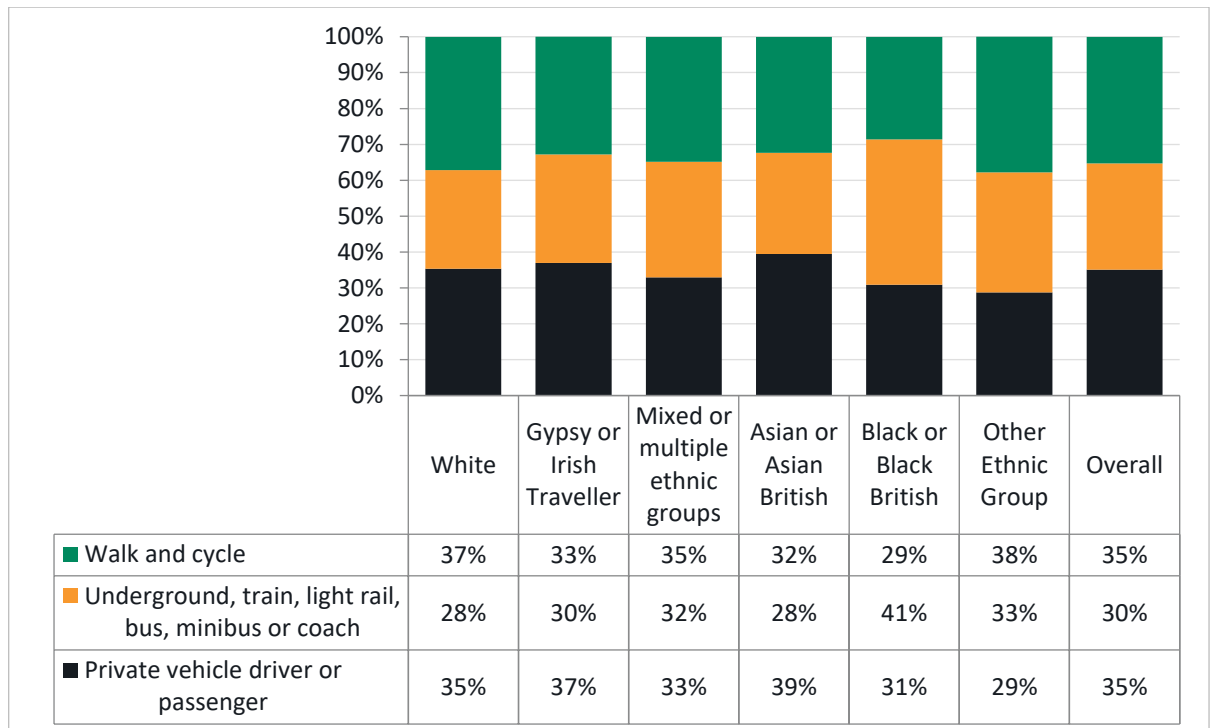
- 6.7 Based on usual travel modes from the LTDS data presented in Figure 8.2, in City of London, ‘Mixed or multiple ethnic groups’ are most likely to walk and cycle (52 per cent) and least likely to use public transport (48 per cent). Across ethnic groups, car usage is either a very small proportion, 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

- **Walking environment:** The proposed widened and improved footways along the south side of Old Broad Street and north side of Threadneedle 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 and 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 of crossing the road. This will create a safer and more attractive walking 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.
- **Cycling provision:** ‘Mixed or multiple ethnic groups’ in the CoL are more likely than any other group to use active transport (52 per cent). As a result, they are likely to disproportionately benefit from the retention of the segregated contraflow cycle lanes on both Old Broad Street and Threadneedle Street. Making these changes permanent will lock in the benefits of protecting people cycling from motor traffic.

### Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining the one-way system for motor traffic on both streets is likely to lead to longer journey times for people travelling by car or taxi. It should also be noted that this is specific to direction of journeys, with southbound traffic towards Old Broad Street and eastbound traffic towards Threadneedle Street likely to be impacted. However, this impact will not be felt by northbound and westbound traffic respectively. In the CoL, ‘White’ (4 per cent) and ‘Other ethnic groups’ (4 per cent) are more likely to use private vehicles and are therefore likely to be disproportionately negatively impacted.
- 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 change brought in by the ETO in 2020.
- It is worth noting that while the journey time and traffic congestion impacts of this scheme are likely to be relatively minor, impacts need to be considered holistically across all Pedestrian Priority Streets interventions. These schemes, taken together, may create more significant impacts to journey times.

## 9 Religion or belief

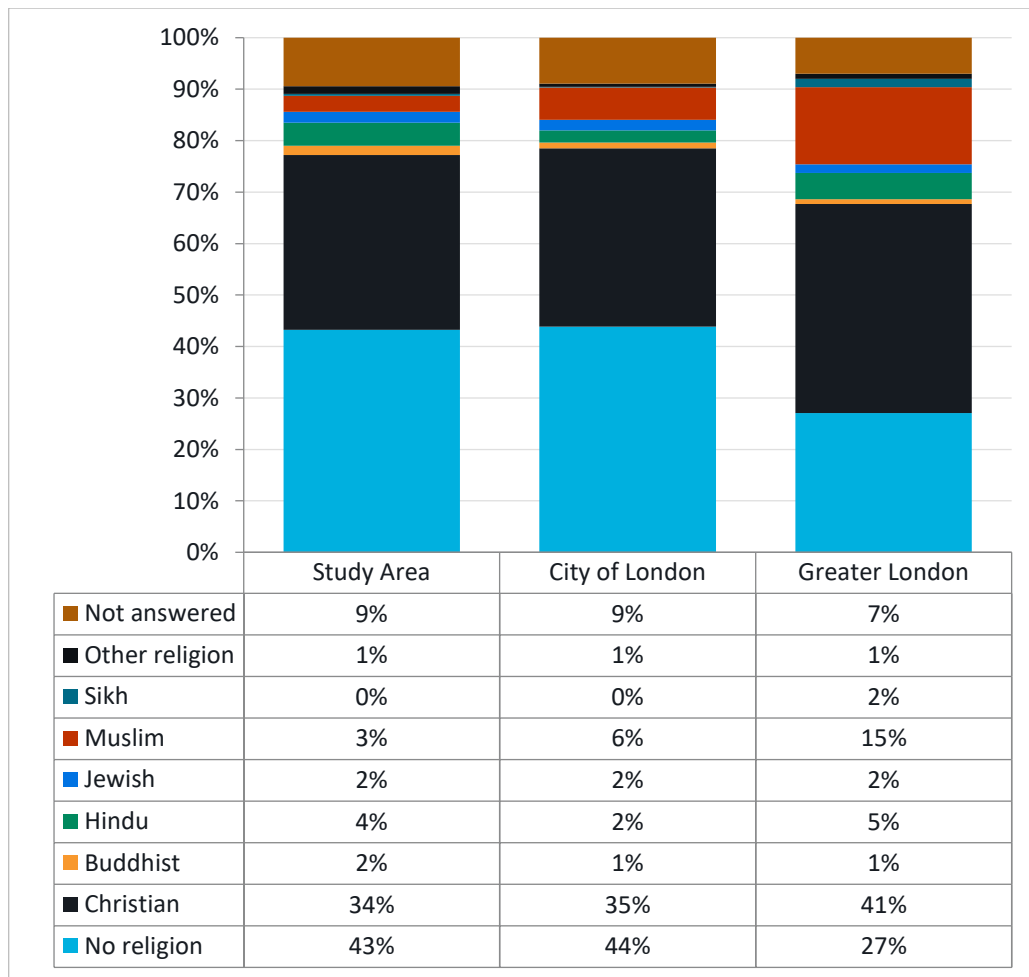
### Definition according to the Equality Act 2010

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 worshipers who drive to their place of worship. For those unable to take an alternative method of transport, this may cause a disproportionately negative impact.
- It is important to recognise however that this permanent scheme is only retaining the change brought in by the ETO in 2020.

## Recommended mitigating actions

- **Engagement with places of worship:** There are several places of worship in close proximity to Old Broad Street and Threadneedle Street, including the Dutch Church on Austin Friars. It is recommended that these places of worship are actively 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

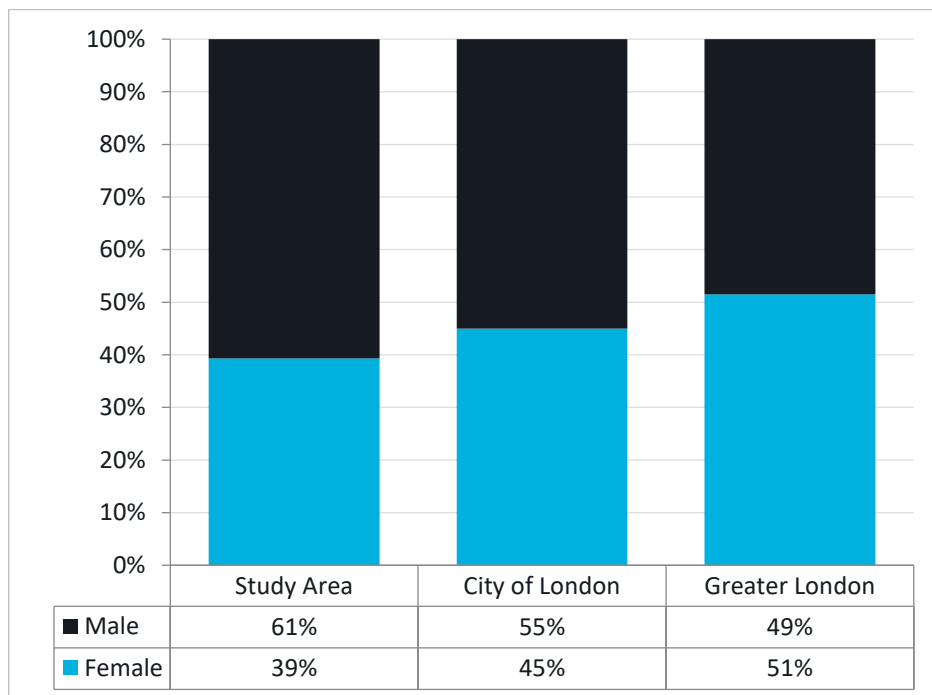
## Definition according to the Equality Act 2010

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

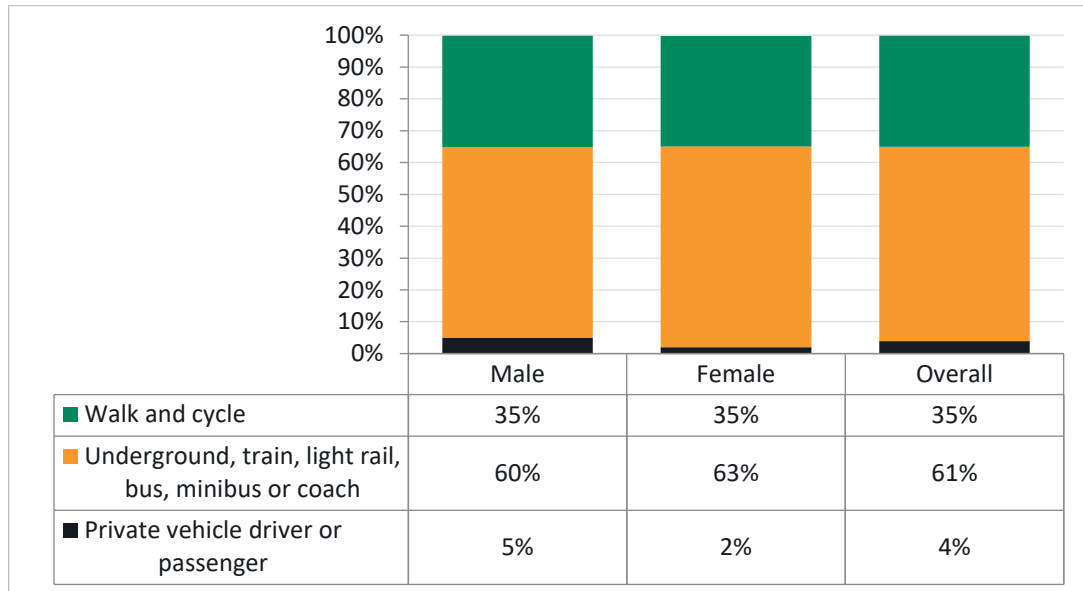
10.2 Figure 10.2 presents the mode share by sex in the City of London based on LTDS data. Males are more likely to use a car (5 per cent) than females (2 per cent), however males are less



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.

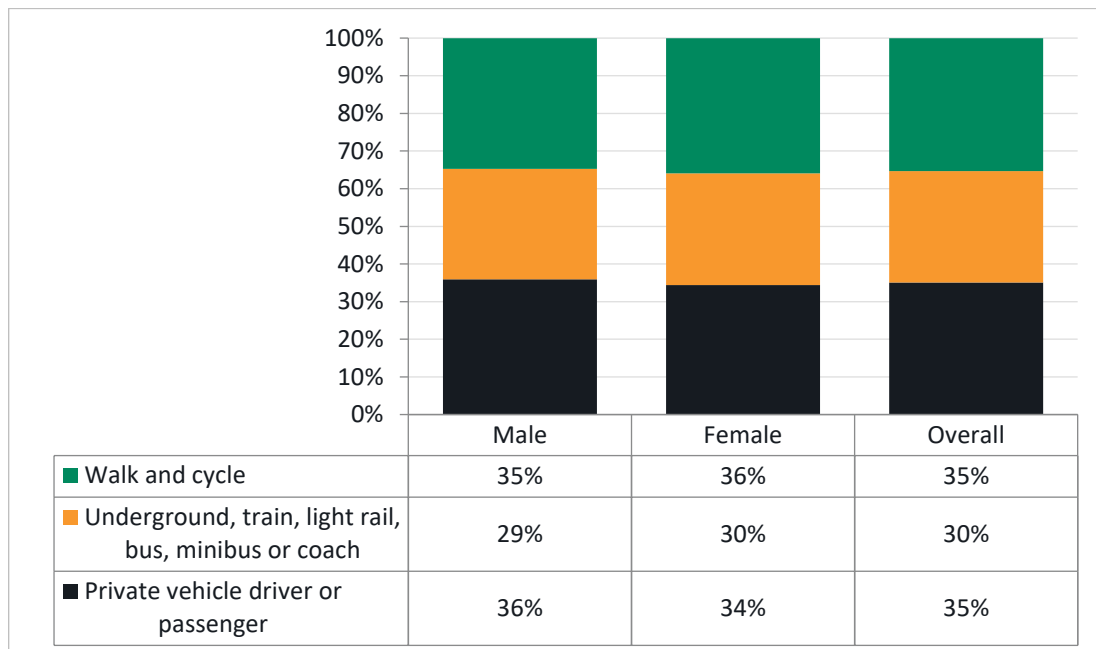
10.3 Compared to the City of London, overall, both males and females are more likely to use a car and less likely to use public transport in London (Figure 10.3). The likelihood of walking and cycling is also even for both sexes in London, and in very similar proportions to the City of London.

**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>6</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>7</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>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).
- 10.7 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:** 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<sup>8</sup>, as well as their role in taking children to and from educational and recreational facilities.

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

<sup>7</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)

<sup>8</sup> [https://www.gov.uk/government/statistics/national-travel-survey-2021/national-travel-survey-2021-trips-by-purpose-age-and-sex#:~:text=In%202021%2C%20males%20made%209,miles%20per%20person%20by%20females\).](https://www.gov.uk/government/statistics/national-travel-survey-2021/national-travel-survey-2021-trips-by-purpose-age-and-sex#:~:text=In%202021%2C%20males%20made%209,miles%20per%20person%20by%20females).)

# 11 Summary of recommended mitigating actions

11.1 A summary of the recommended mitigating actions throughout this EqIA is presented below.

- **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 to the walking environment.
- **Engagement with places of worship:** There are several places of worship in close proximity to Old Broad Street and Threadneedle Street, including the Dutch Church on Austin Friars. It is recommended that these places of worship are actively 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.
- **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommended that a survey is undertaken to collect data on their circulation within the area.

11.2 Table 11.1 (overleaf) presents an action plan for each of the mitigating actions identified within this EqIA.

11.3 For each action, an action owner has been identified who will be responsible for ensuring that the action is progressed. Furthermore, timescales are outlined to assist with monitoring of this document.

11.4 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.

Table 11.1: Action plan

Protected characteristic	Issue identified	Action required/comments	Action owner	Timescale
Age	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 benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Age	Taxi access	To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Disability	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 benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Disability	Taxi access	To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Pregnancy and maternity	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 benched seating and planters, a pedestrian comfort level (PCL) assessment should	Project Manager	During implementation and within 3 months of

		be undertaken to establish whether their inclusion would materially impact on the walking environment.		implementation (to assess impact)
Religion	Restricting car usage	There are several places of worship in close proximity to Old Broad Street and Threadneedle Street, including the Dutch Church on Austin Friars. It is recommended that these places of worship are actively 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.	Project Manager	Within 3 months of implementation

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## **Appendix 11 – 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 Draft Report

February 2023

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# Pedestrian Priority Streets

## Consultation Findings

SYSTRA



This report presents the findings of a consultation on City of London's Pedestrian Priority Streets Programme, focusing on five different pedestrian priority schemes on Cheapside, Old Broad Street (south) and Threadneedle Street, King Street, Old Jewry and King William Street. The consultation was live between 17th October - 12th December 2022, and a total of 305 responses were received.



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**Main benefits:**

Space for people walking and cycling; improved road safety; improved public realm

**Concerns:**

Increased journey time; impacts on taxi operation; access for the elderly and people with disabilities; displaced congestion

# Contents

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

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# 1

## Introduction

# Introduction

## Background to the consultation

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

In the Summer of 2020, the 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:

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

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

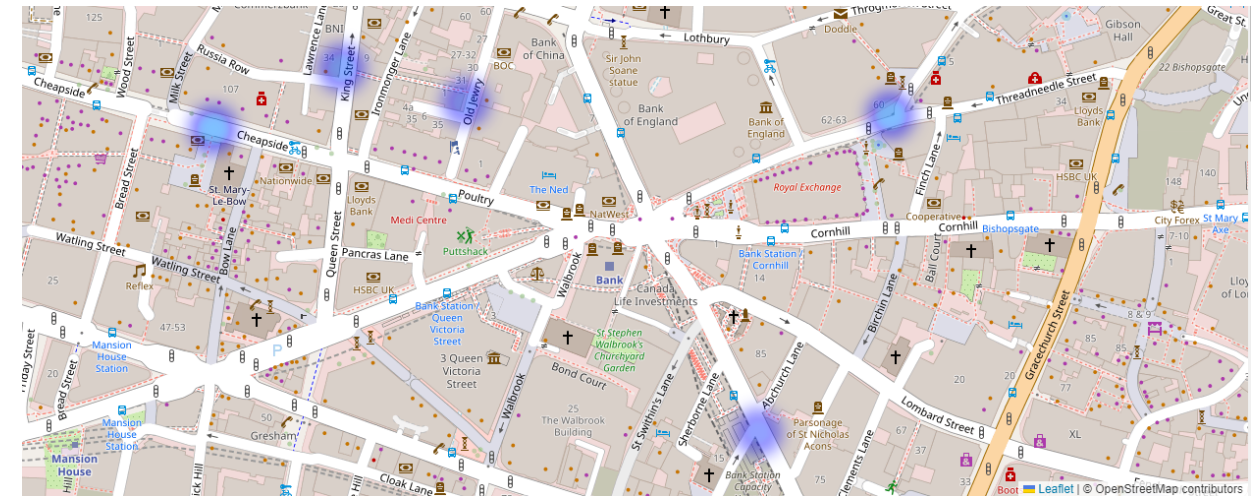
When people started returning to the City in greater numbers, the City kept some of these schemes in place as traffic experiments, to test their effectiveness and gather feedback from residents, businesses and the wider public.

The 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.





# Introduction

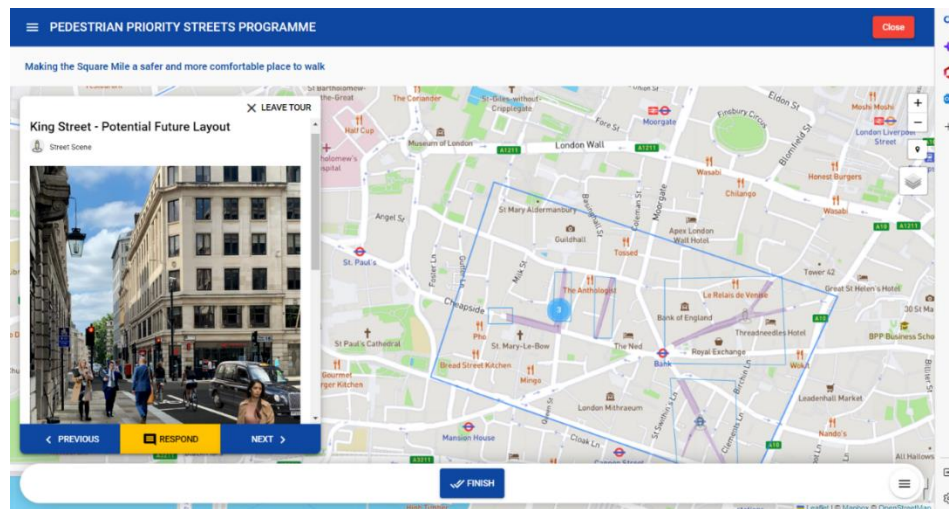
## The consultation survey

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
- What the street could look like in the future, should the measure be implemented permanently.

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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, the City welcomed longer form open text responses from local interest groups.



# Introduction

## Analysis and Reporting approach

All survey data was cleaned and analysed using SPSS. All **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. In reporting the closed questions, differences between different groups of respondent have only been outlined where chi-square statistical tests were statistically significant. These findings are provided in **light blue** call-out boxes.

The consultation survey included two **open text** questions, per street:

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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 allocated to a code. These codes (and their relationships) are known as the 'coding framework'. The coding framework typically fell into three themes: positive impacts; negative impacts; and suggested improvements. Coding 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 text 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 sample of respondents is self-selecting and therefore the findings do not aim to be representative of the City population or road user groups;
- The base sizes for each question vary, 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;
- The consultation 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; and
- The open text data provided by respondents was self-selecting, meaning respondents could choose whether or not to provide a more detailed comment. Whilst this approach ensures the views and opinions of different types of people are heard, the detail provided cannot be taken to be representative of the respondent sample, the City population or road user groups.

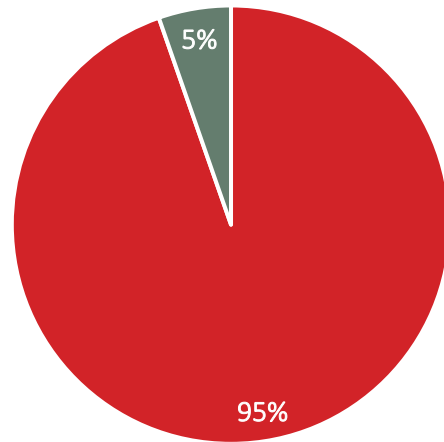
**2**

**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.

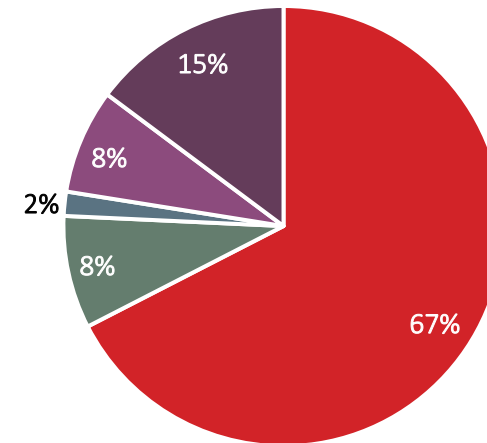


- Responding as an individual
- Responding on behalf of an organisation, business or campaign group

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

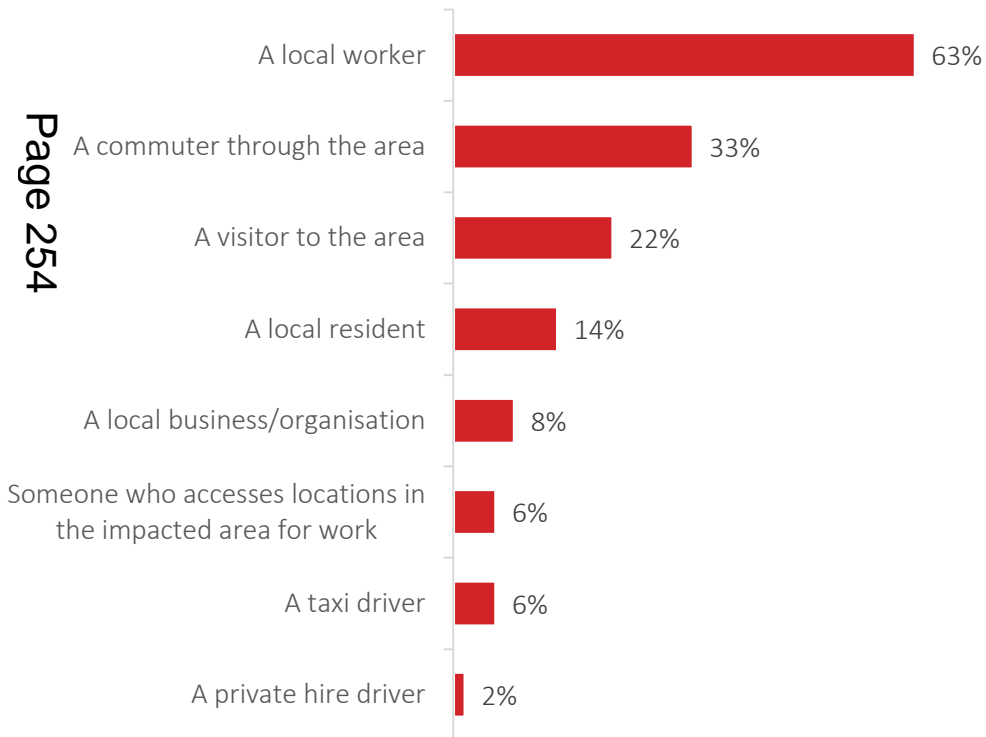
Overall, to what extent do you support the principle of making more space for people walking and cycling by introducing traffic restrictions and loading restrictions? (Base: 169)

<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

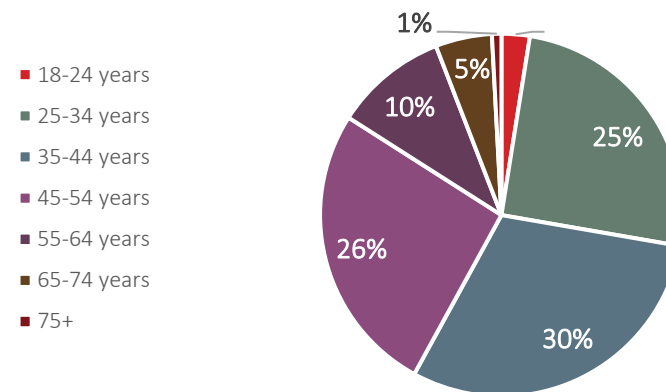
Of those responding to the consultation as an individual, two thirds identified themselves as 'a local worker' (63%), a third identified themselves as 'a commuter through the area' (33%), and a fifth as a visitor (22%). Just over a tenth of individuals responding to the consultation identified as 'a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

## Organisations responding to the Consultation

Of those respondents providing detail on respondent type, only 5% stated that they were responding on behalf of an organisation, business or campaign group.

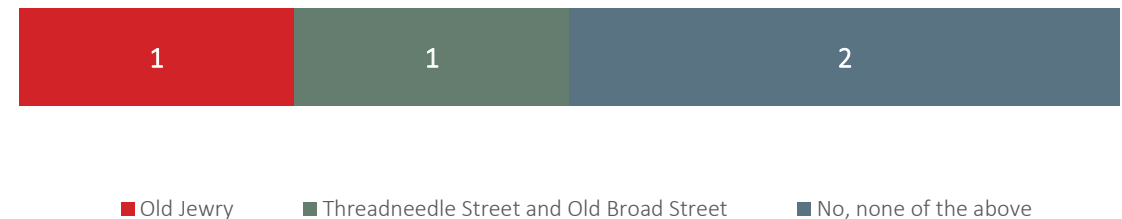
Organisation respondents who consented to being named in this report were:

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- St Bartholomew's Hospital;
- Montagu Evans; and
- The Licensed Taxis Drivers Association (LTDA).

## 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

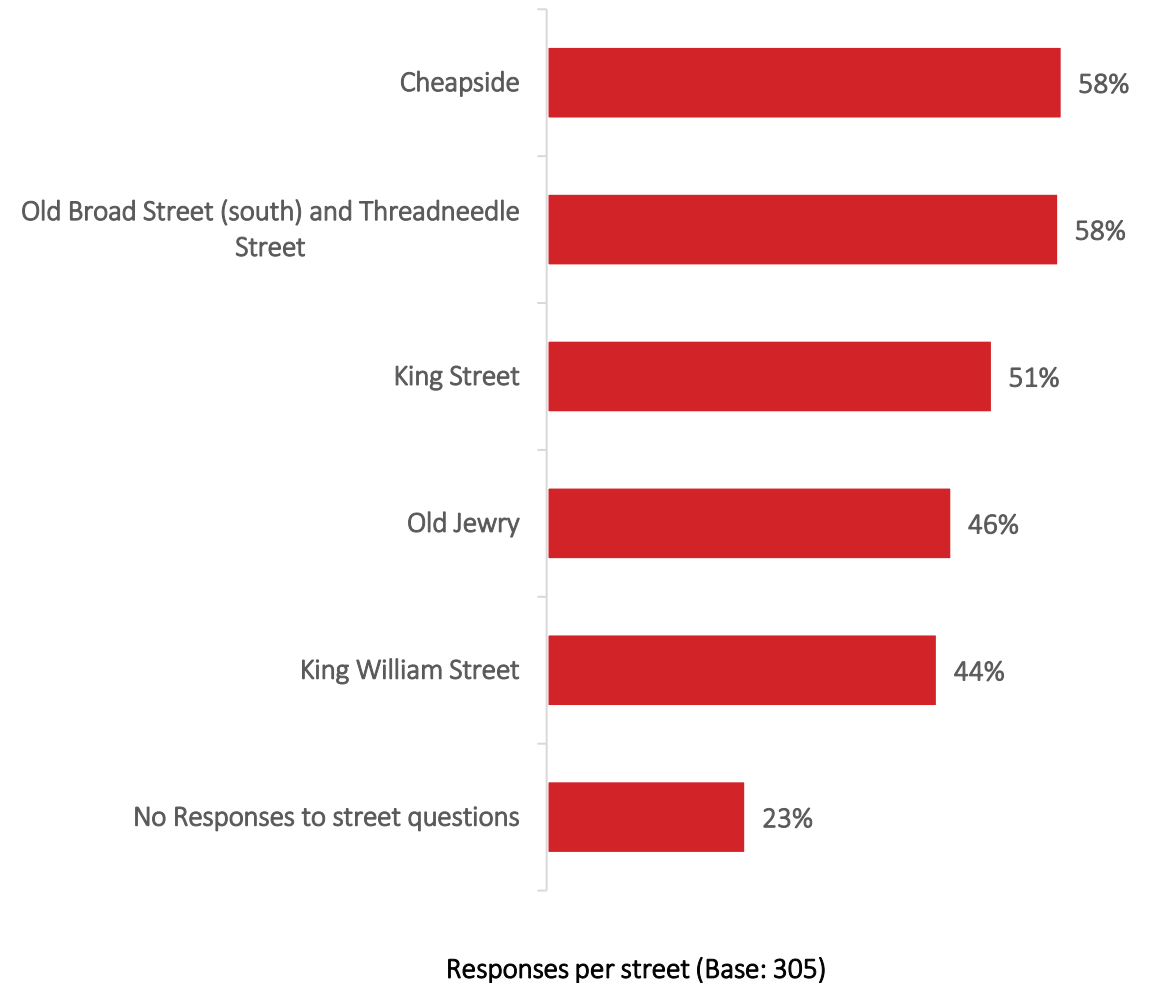
Respondents were given the option to provide feedback on as many or few of the five streets of interest as they liked, including not providing any street-specific feedback and just answering the general consultation questions.

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

Page 21 of 26  
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.



**3**

**Old Jewry**

# What are the changes on Old Jewry?

## Traffic Changes

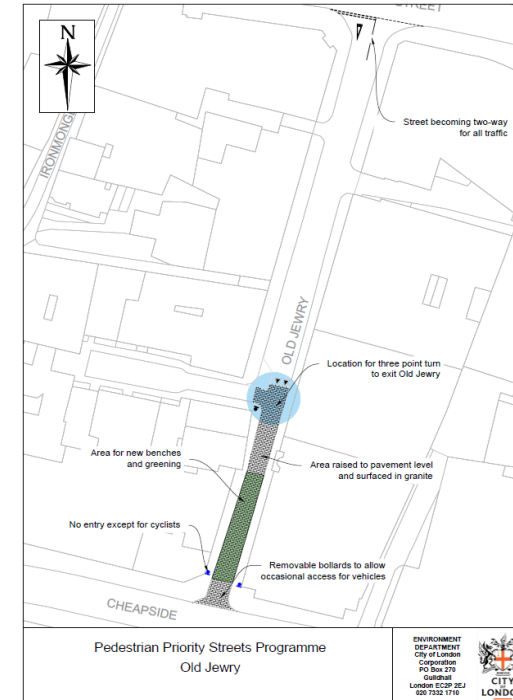
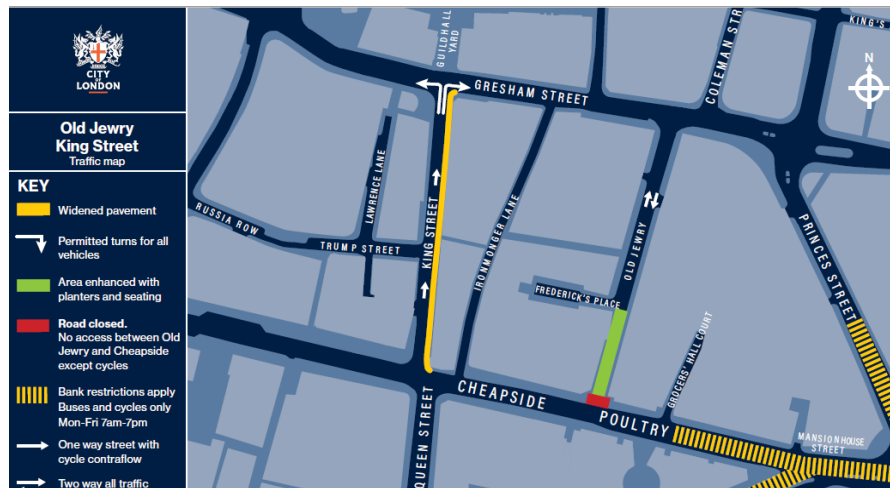
The changes to traffic on Old Jewry are:

- 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:

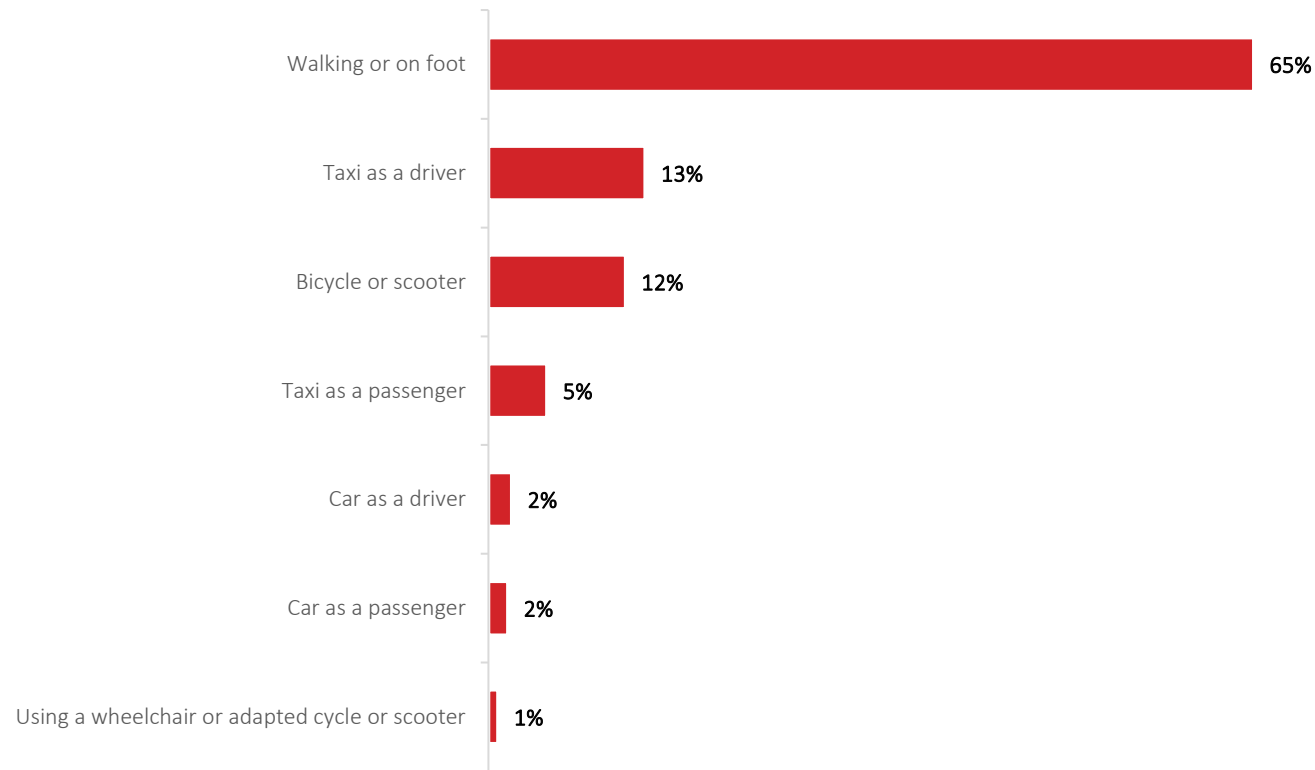
- Raising the carriageway in the area closed to traffic to pavement level and paving in granite
- A new public space created with seating and planters
- The pavement on Cheapside to be extended across the mouth of Old Jewry. A dropped kerb for cycle and occasional vehicle access to be provided





# 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%).

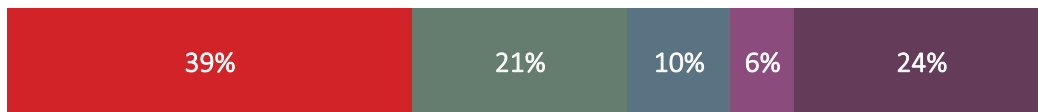


How do you usually travel along this street? (Base: 121)

# What are the impacts of the current changes?

## Overall impacts

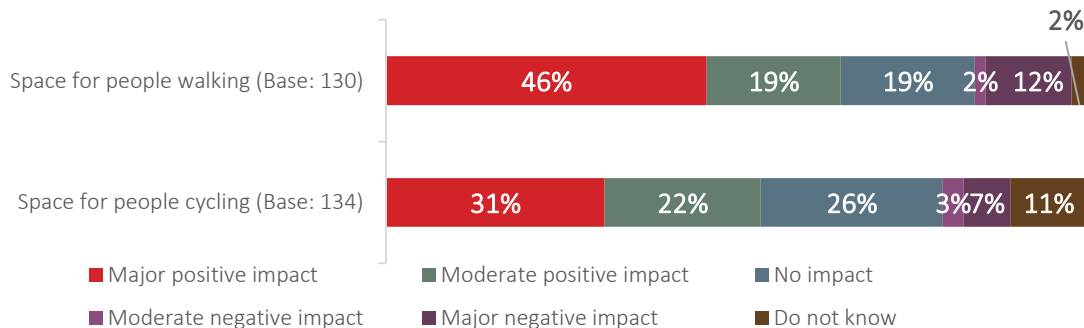
The changes already in place on Old Jewry were perceived to have an overall positive impact, with three fifths of respondents providing feedback on Old Jewry reporting this (60%).



■ Major positive impact   
 ■ Moderate positive impact   
 ■ No impact  
■ Moderate negative impact   
 ■ Major negative impact

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

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%).



■ Major positive impact   
 ■ Moderate positive impact   
 ■ No impact  
■ Moderate negative impact   
 ■ Major negative impact   
■ Do not know

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%).



■ Yes - I use the street more often  
■ No - I use the street the same as before the changes  
■ Yes - I use the street less often

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

# What are the impacts of the current changes?

Of the 305 respondents to the consultation, 45 provided a response to the following question for Old Jewry: “Please provide any further comments on the impacts the current changes have had on you.” Responses were mainly related to negative impacts, followed by positive impacts, and suggested improvements.

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

- Page 261
- 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

Of the 305 respondents to the consultation, 45 provided a response to the following question for Old Jewry: “Please provide any other comments you have regarding the proposals.” Responses were similar to those provided on the current changes (see slide 33) and were mainly divided between suggested improvements and negative impacts, followed by positive impacts.

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

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- 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.”*

4

King Street

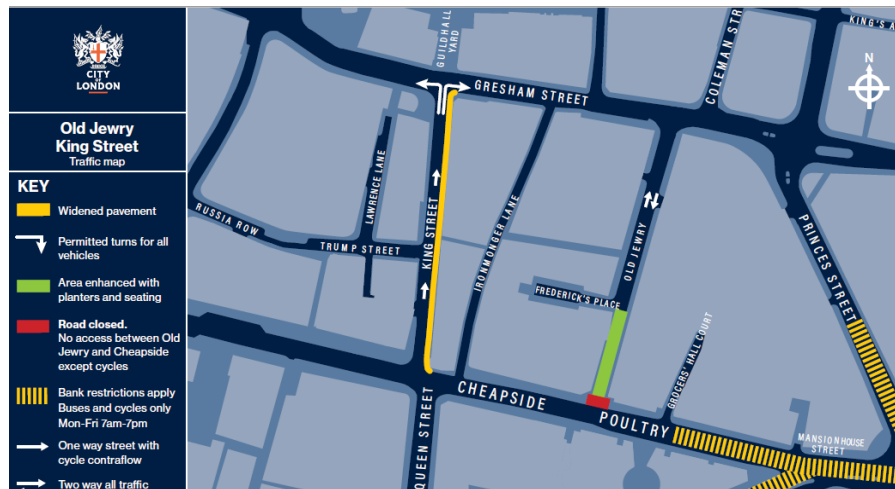
# What are the changes on King Street?

## 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

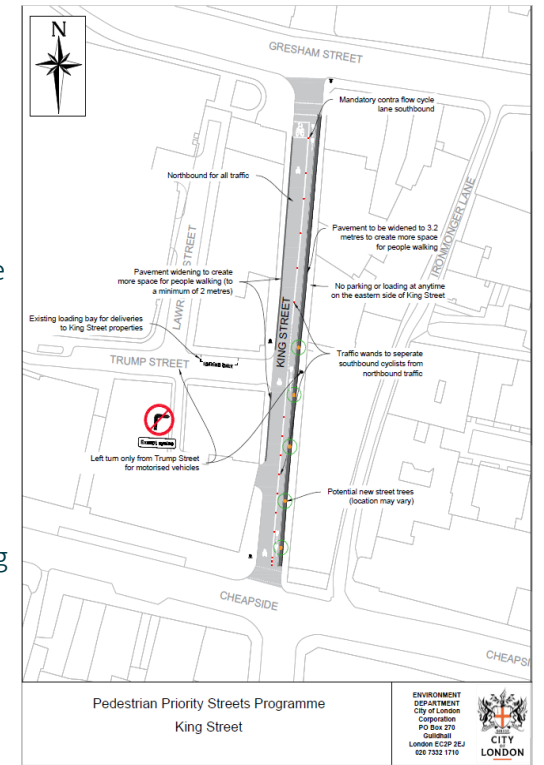
Page 265



## On-street Changes

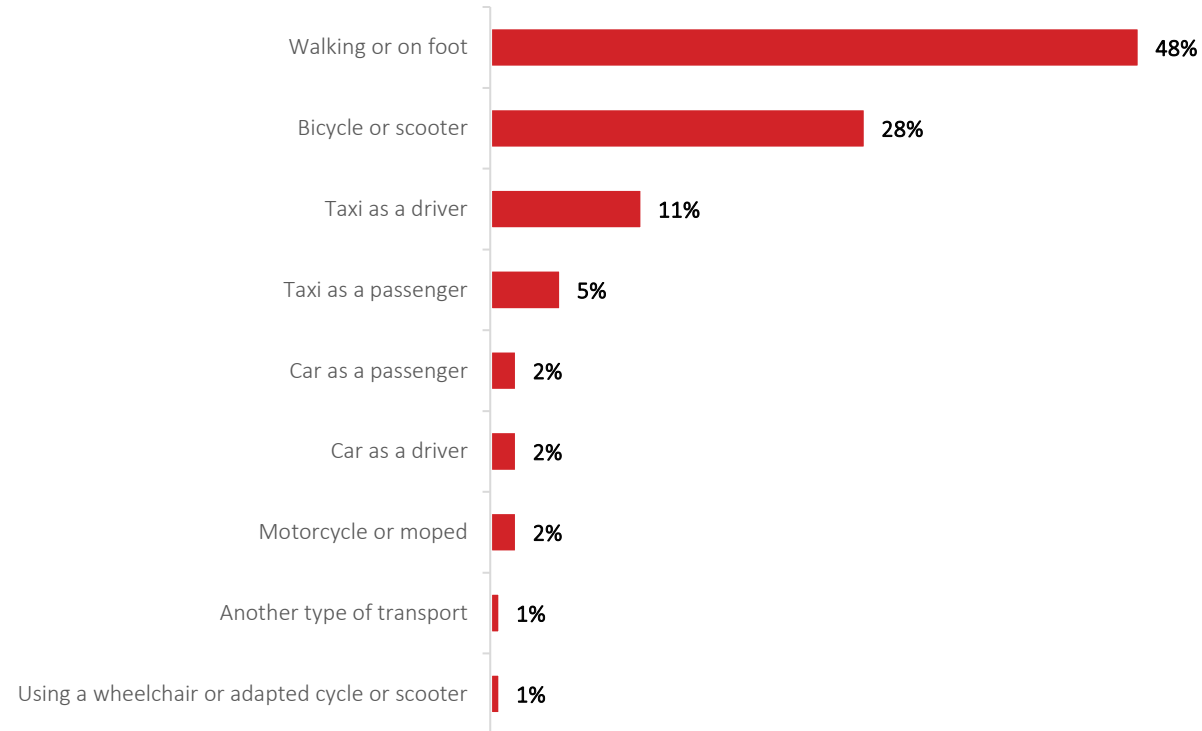
The on-street changes to King Street are:

- 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 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%).



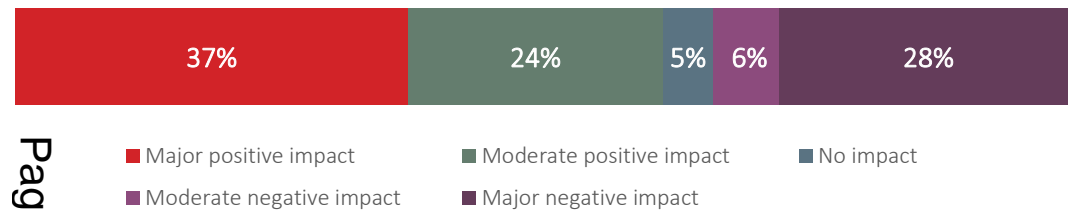
How do you usually travel along this street? (Base: 133)



# What are the impacts of the current changes?

## Overall impacts

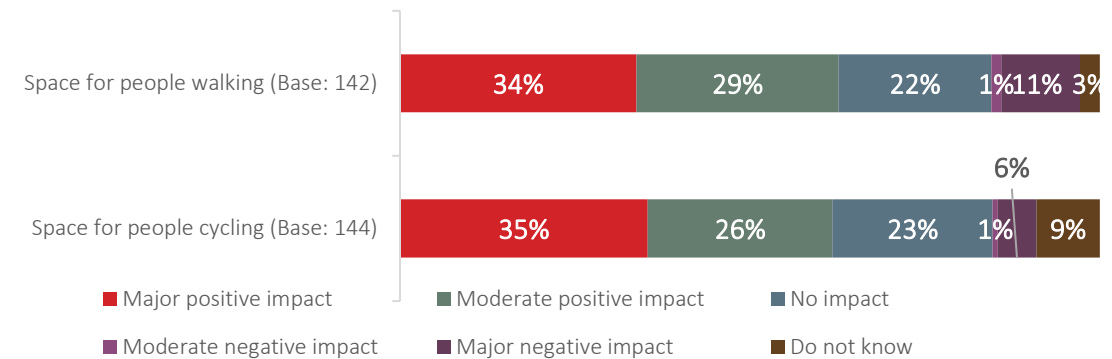
The changes already in place on King Street were perceived to have an overall positive impact, with almost two thirds of respondents providing feedback on King Street reporting this (61%).



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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%).



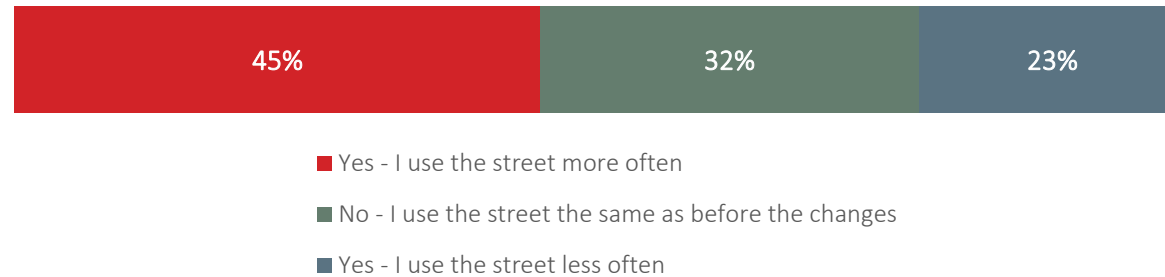
To what extent have the changes already in place impacted...?

Findings differed significantly by **frequency of street use**. The more respondents used King Street the more likely they were to report that the current changes had a positive impact on space for people walking (95% of those who used King Street more often reported a positive impact, compared to 7% who used King Street less often). Similarly, the more respondents used King Street the less likely they were 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?

Of the 305 respondents to the consultation, 60 provided a response to the following question for King Street: “Please provide any further comments on the impacts the current changes have had on you.” Responses were 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%).

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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

Of the 305 respondents to the consultation, 40 provided a response to the following question for King Street: “Please provide any other comments you have regarding the proposals.” Responses were similar to those provided on the current changes (see slide 33) and 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.”*

**5**

**King William  
Street**

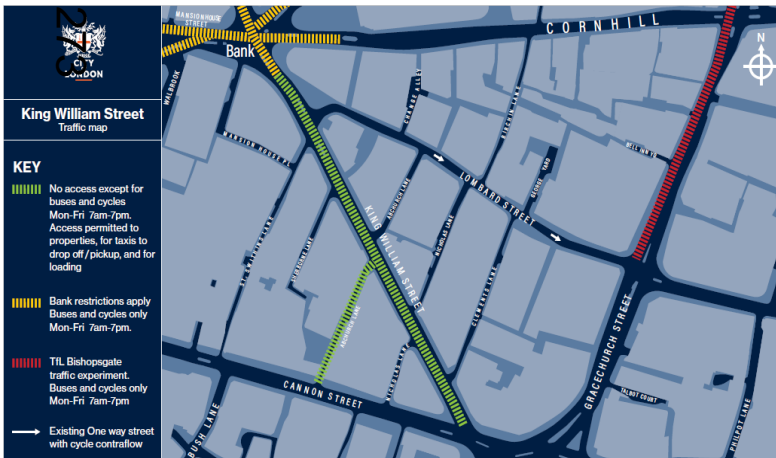
# What are the changes on King William Street?

## 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

Page



## On-street Changes

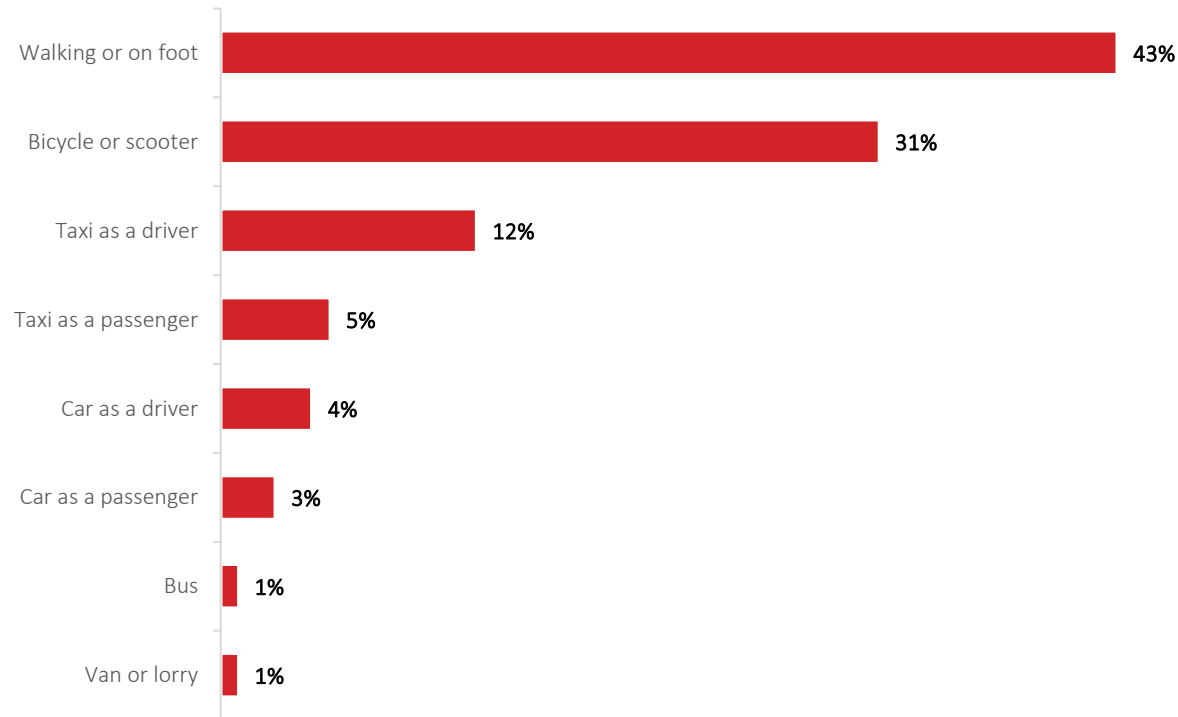
The on-street changes to King Street are:

- 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%).



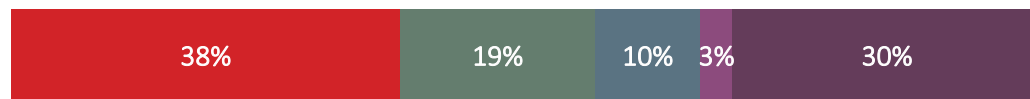
How do you usually travel along this street? (Base: 115)



# 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%).

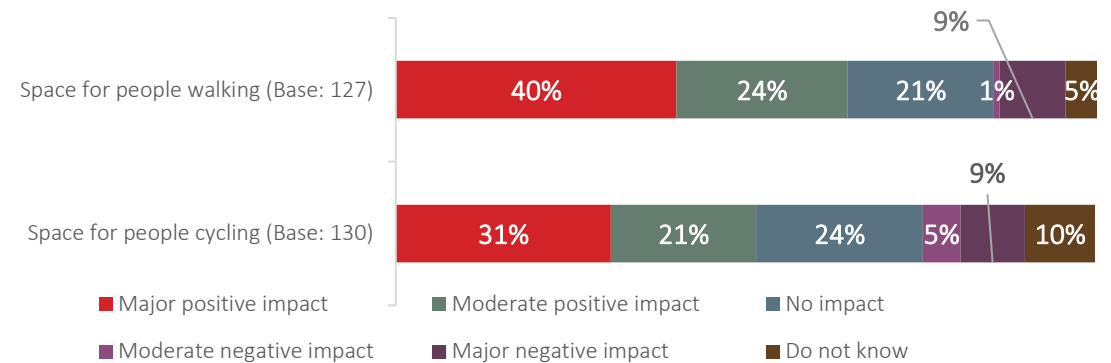


■ Major positive impact   
 ■ Moderate positive impact   
 ■ No impact  
■ Moderate negative impact   
 ■ Major negative impact

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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**. The more respondents used King William Street, the more likely they were to report that the current changes had a positive impact on space for people cycling (88% compared to 14%) and the less likely they were 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)

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Findings differed significantly by:

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

# What are the impacts of the current changes?

Of the 305 respondents to the consultation, 52 provided a response to the following question for King William Street: “Please provide any further comments on the impacts the current changes have had on you.” Responses were mainly related to negative impacts, followed by suggested improvements and positive impacts.

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

- Page 277
- 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.

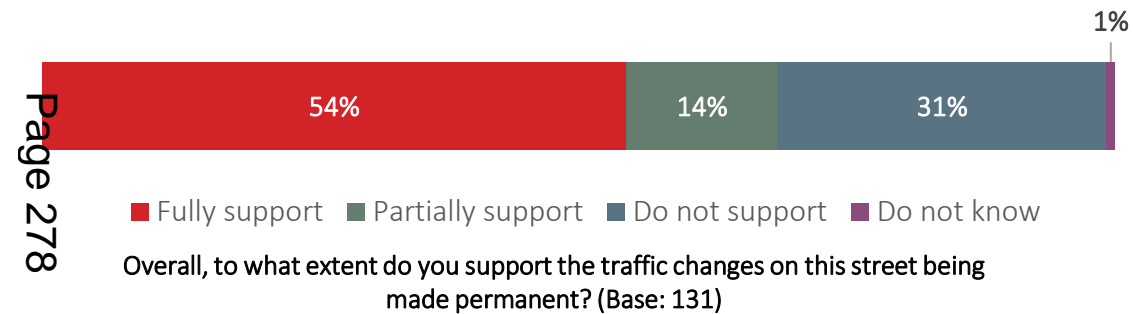
Other positive impact comments related to cyclist access, public realm, and traffic reduction.

*“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%).



Findings differed significantly by:

- **Frequency of street use:** The more respondents used King William Street the more likely they were to be supportive of the traffic changes being made permanent (94% compared to 4%) and the less likely they were to be unsupportive (6% compared to 96%).
- **Support for making other changes permanent:** Respondents who were supportive of the making the other changes on the street permanent were more likely than unsupportive respondents to be supportive of also making the traffic changes permanent (99% compared to 3%).



# 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%).



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

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

Page 279

Findings differed significantly by:

- **Frequency of street use:** The more respondents used King William Street the more likely they were to be supportive of the other changes being made permanent (92% compared to 5%) and the less likely they were to be unsupportive (8% compared to 95%).
- **Support for making traffic changes permanent:** Respondents who were supportive of the making the traffic changes permanent were more likely than unsupportive respondents to be supportive of also making the other changes permanent (99% compared to 3%).



# Other feedback

Of the 305 respondents to the consultation, 47 provided a response to the following question for King William Street: “Please provide any other comments you have regarding the proposals.” Responses were similar to those provided on the current changes (see slide 33) and 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.”*

6

**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

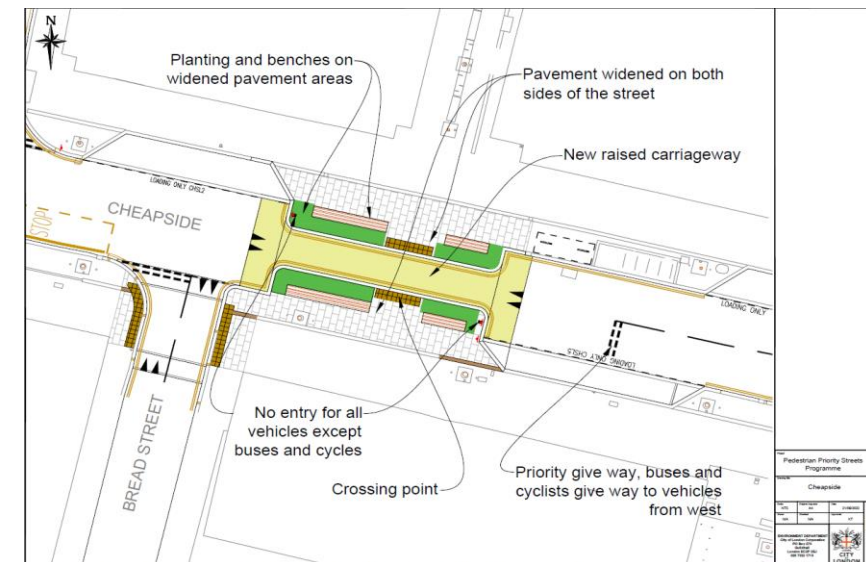
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## On-street Changes

The on-street changes to Cheapside are:

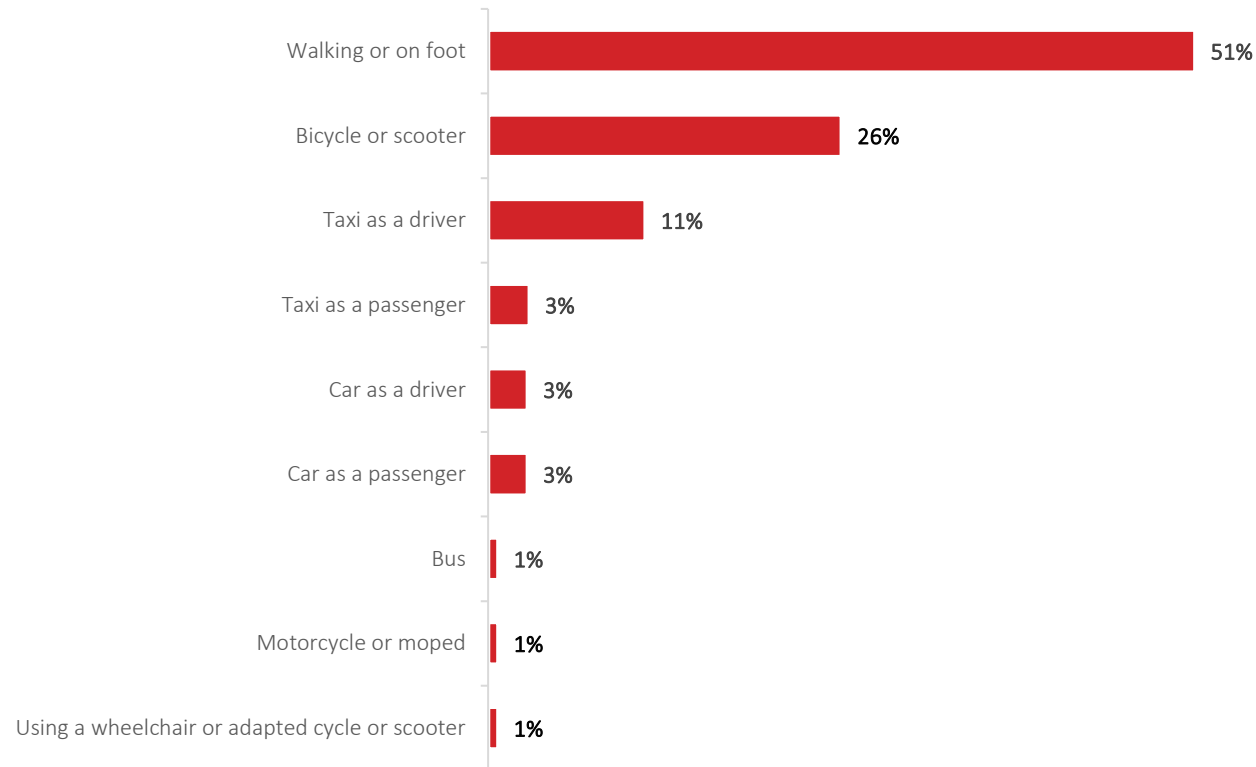
- Raising the carriageway to pavement level at the point closure to slow down traffic
- The pavements at the point closure widened by 1.5m on each side, with the carriageway narrowed to 3.5m
- Planters containing flowers and shrubbery
- Seating and benches on both sides of the street
- Minor adjustments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

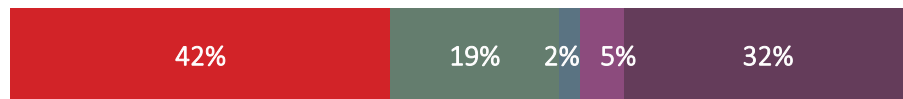


How do you usually travel along this street? (Base: 140)

# 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%).



■ Major positive impact   
 ■ Moderate positive impact   
 ■ No impact  
■ Moderate negative impact   
 ■ Major negative impact

## 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%).



■ Yes - I use the street more often  
■ No - I use the street the same as before the changes  
■ Yes - I use the street less often

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

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%).



■ Major positive impact   
 ■ Moderate positive impact   
 ■ No impact  
■ Moderate negative impact   
 ■ Major negative impact   
 ■ Do not know

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

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

# What are the impacts of the current changes?

Of the 305 respondents to the consultation, 82 provided a response to the following question for Cheapside: “Please provide any further comments on the impacts the current changes have had on you.” Responses 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

Of the 305 respondents to the consultation, 53 provided a response to the following question for Cheapside: “Please provide any other comments you have regarding the proposals.” Responses were similar to those provided on the current changes (see slide 41) and were mainly divided between suggested improvements and negative impacts, followed by positive impacts.

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

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- 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..”*

**7**

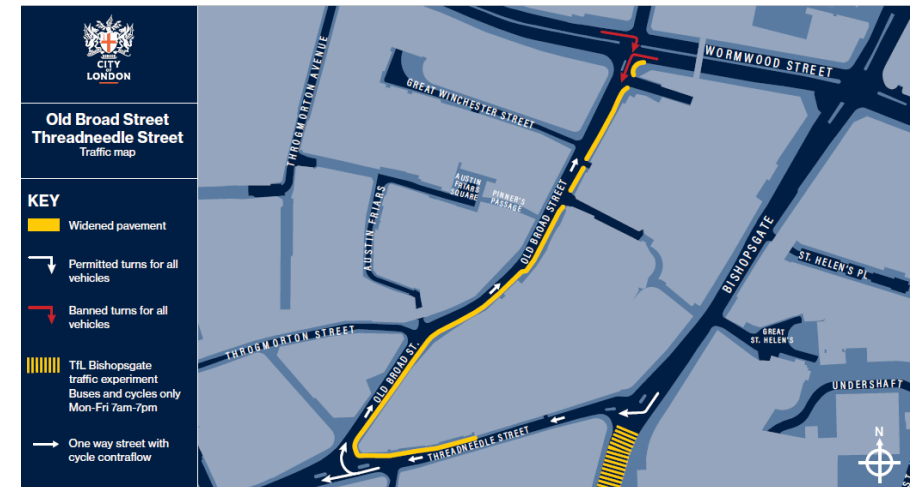
**Old Broad Street  
(south) and  
Threadneedle  
Street**

# 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:

- **Page 289** 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





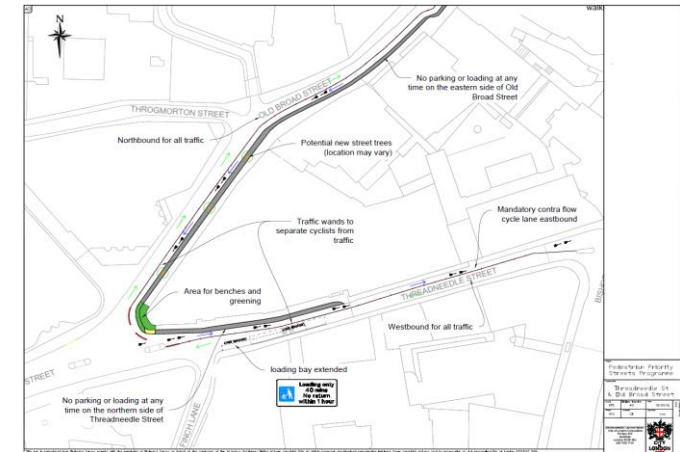
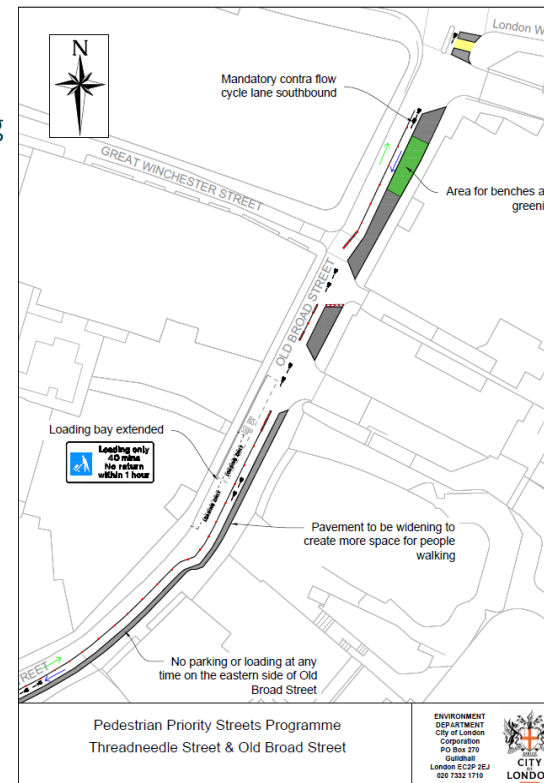
# What are the changes on Old Broad Street (south) and Threadneedle Street?

## 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)

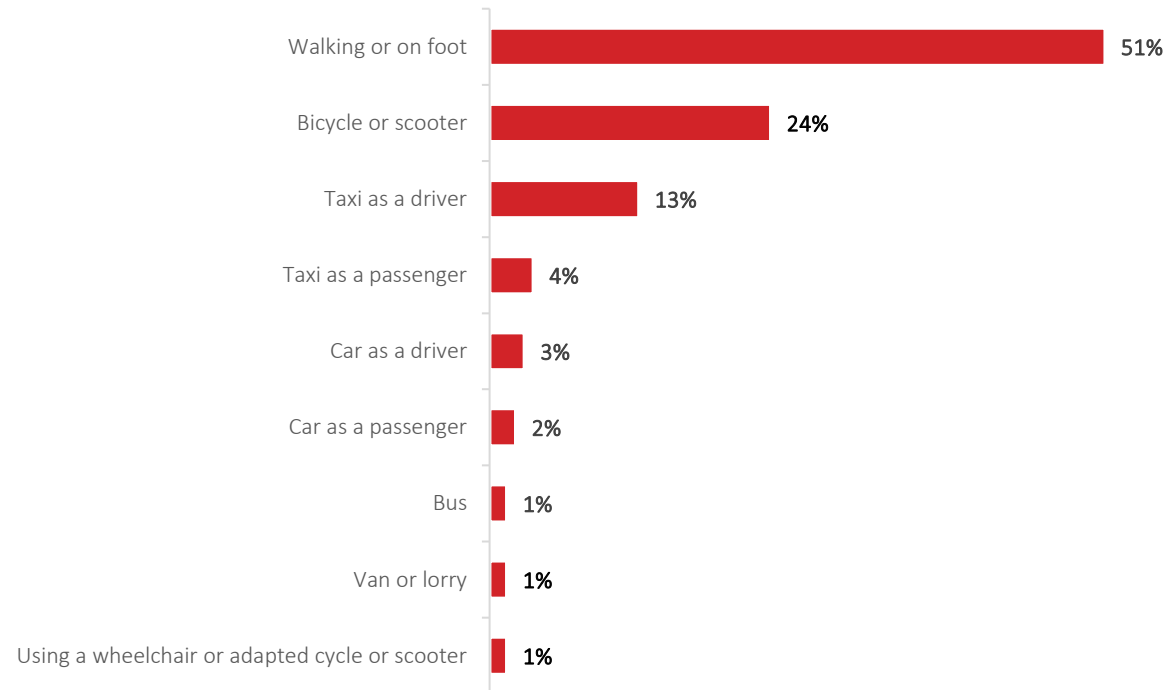
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# How do people currently travel on Old Broad Street (south) and Threadneedle Street?

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%).

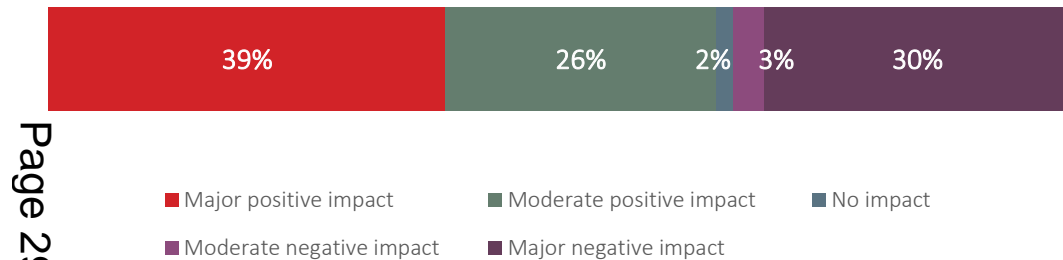


How do you usually travel along this street? (Base: 137)

# What are the impacts of the current changes?

## Overall impacts

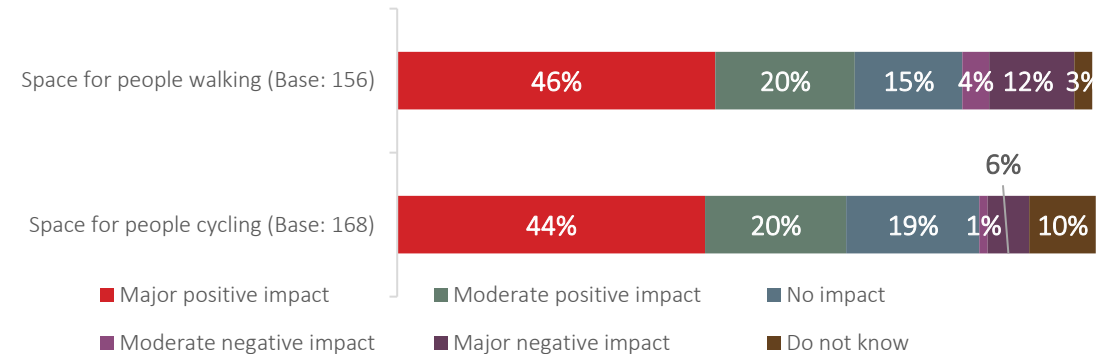
The changes already in place on Old Broad Street (south) and Threadneedle Street were perceived to have an overall positive impact, with almost two thirds of respondents providing feedback on Old Broad Street and Threadneedle Street reporting this (61%).



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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%).



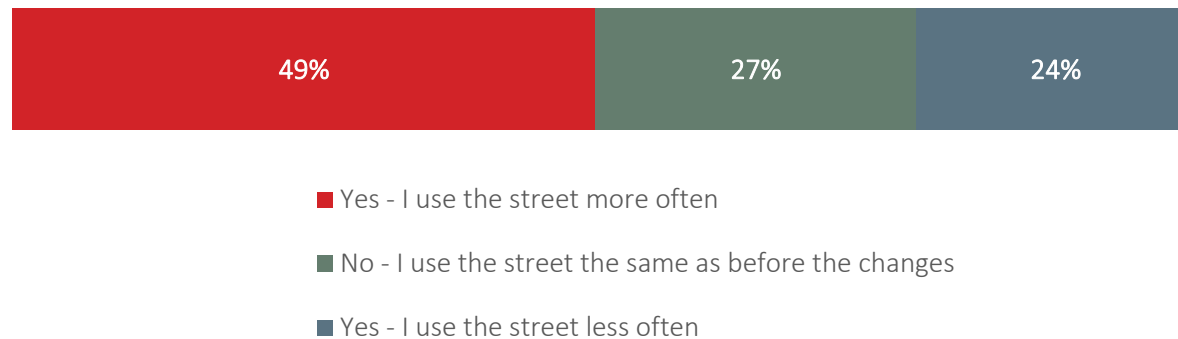
### To what extent have the changes already in place impacted...?

Findings differed significantly by **frequency of street use**. The more respondents used Old Broad Street and Threadneedle Street, the more likely they were to report that the current changes had a positive impact on space for people walking (99% compared to 3%) and the less likely they were 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?

Of the 305 respondents to the consultation, 70 provided a response to the following question for Old Broad Street: “Please provide any further comments on the impacts the current changes have had on you.” Responses were 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.

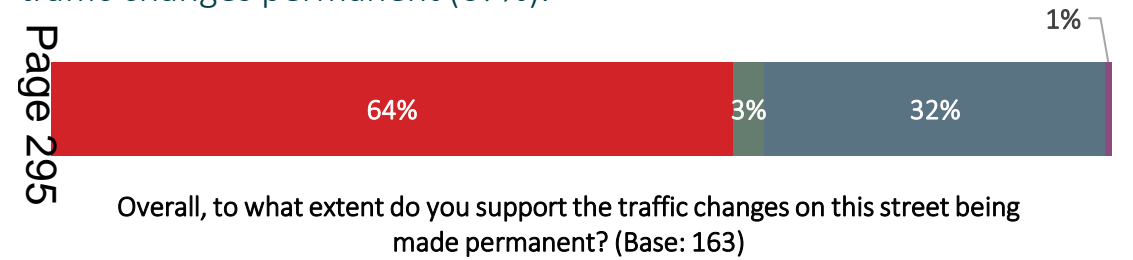
Other suggested improvement comments related to access for disabled people, traffic calming measures, safer crossings, and pedestrianisation.

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

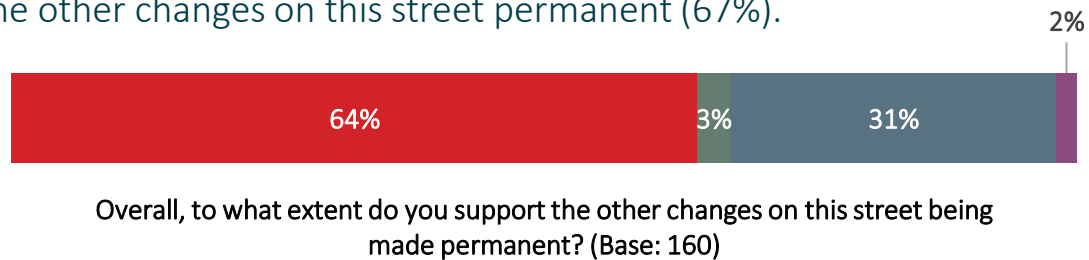
# Is there support for making the changes permanent?

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).

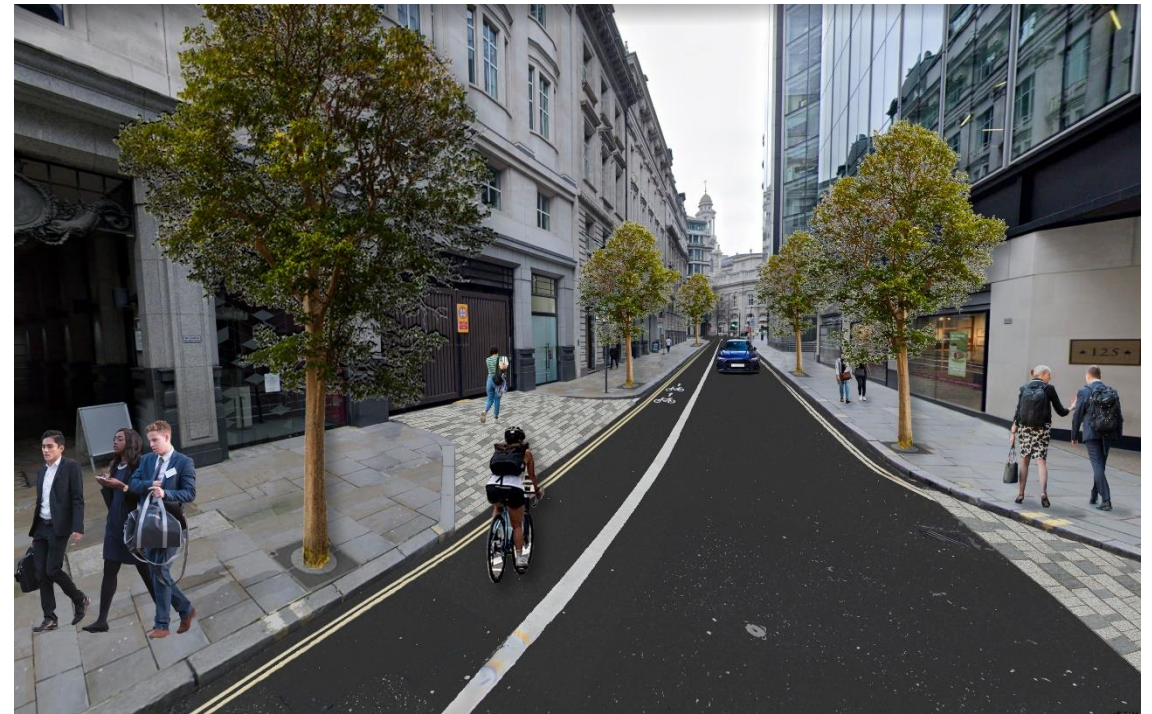
Overall, two thirds of respondents expressed support for making the traffic changes permanent (67%).



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



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



# Other feedback

Of the 305 respondents to the consultation, 55 provided a response to the following question for Old Broad Street: “Please provide any other comments you have regarding the proposals.” Responses were similar to those provided on the current changes (see slide 50) and were mainly divided between negative impacts and suggested improvements, followed by positive impacts.

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

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- 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.”*

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## 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	CONCERNS RAISED	BENEFITS RAISED	CHANGES IN USE OF STREET	SUPPORT FOR MAKING TRAFFIC CHANGES PERMANENT	SUPPORT FOR MAKING ON-STREET CHANGES PERMANENT
Old Jewry	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
King Street	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
King William Street	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
Cheapside	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
Old Broad Street (south) and Threadneedle Street	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



## **Appendix 13 – 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.”

## Appendix 14

Table 1: Expenditure to Date

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
<b>16800457: Pedestrian Priority Programme (SRP)</b>			
Env Servs Staff Costs	42,000	6,510	35,490
P&T Staff Costs	61,510	60,947	563
P&T Fees	86,000	75,754	10,246
Enabling Works	10,000	-	10,000
<b>Total 16800457</b>	<b>199,510</b>	<b>143,211</b>	<b>56,299</b>
<b>16100457: Pedestrian Priority Programme (CAP)</b>			
Env Servs Staff Costs	247,584	120,758	126,826
Legal Staff Costs	20,000	108	19,892
P&T Staff Costs	260,801	133,052	127,749
P&T Fees	461,533	263,405	198,128
ANPR Cameras	70,000	28,325	41,675
Env Servs Works	925,000	756,798	168,202
Costed Risk Provision	417,200	-	417,200
<b>Total 16100457</b>	<b>2,402,118</b>	<b>1,302,445</b>	<b>1,099,673</b>
<b>GRAND TOTAL</b>	<b>2,601,628</b>	<b>1,445,656</b>	<b>1,155,972</b>

Table 2: Resources Required to reach the next Gateway

Description	Approved Budget (£)	Additional Resources Required (£)	Revised Budget (£)
<b>16800457: Pedestrian Priority Programme (SRP)</b>			
Env Servs Staff Costs	42,000		42,000
P&T Staff Costs	61,510		61,510
P&T Fees	86,000		86,000
Enabling Works	10,000		10,000
<b>Total 16800457</b>	<b>199,510</b>	<b>-</b>	<b>199,510</b>
<b>16100457: Pedestrian Priority Programme (CAP)</b>			
Env Servs Staff Costs	247,584		247,584
Legal Staff Costs	20,000		20,000
P&T Staff Costs	260,801		260,801
P&T Fees	461,533		461,533
ANPR Cameras	70,000		70,000
Env Servs Works	925,000		925,000
Costed Risk Provision	417,200		417,200
<b>Total 16100457</b>	<b>2,402,118</b>	<b>-</b>	<b>2,402,118</b>
<b>GRAND TOTAL</b>	<b>2,601,628</b>	<b>-</b>	<b>2,601,628</b>

Table 3: Revised Funding Allocation

Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S106 - 02-4962Y - Cheapside 150 - LCEIW	6,330		6,330
S106 - 03-5027C - New Street Square - LCEIW	8,208		8,208
S106 - 04/01005/FULEIA - Old Stock Exchange - LCEIW	895		895
S106 - 05/00653/FULEIA - Mondial House - Transportation	510		510
S106 - 05/00864/FULL - Bartholomew Lane 1 - LCEIW	8,279		8,279
S106 - 05/00864/FULL - Bartholomew Lane 1 - Transportation	11		11
S106 - 06/00240/FULL - Dashwood House - LCEIW	9,158		9,158
S106 - 06/00240/FULL - Dashwood House - Transportation	16,720		16,720
S106 - 06/00500/FULL - Lothbury 1 - Transportation	314		314
S106 - 06/00613/FULL - Fleetway House - LCEIW	125		125
S106 - 06/00903/FULL - New Court - LCEIW	4,168		4,168
S106 - 09/00450/FULMAJ - Bevis Marks 6 - LCEIW	1,087		1,087
S106 - 10/00889/FULMAJ - Angel Court & 33 Throgmorton Street - LCEIW	1,533		1,533
S106 - 10/00889/FULMAJ - Angel Court & 33 Throgmorton Street - Transportation	35,234		35,234
S106 - 12/00256/FULEIA - Bartholomew Close - Transportation	12,916		12,916
S106 - 12/00474/FULMAJ - Moorgate 8-10 - LCEIW	151		151
S106 - 12/00474/FULMAJ - Moorgate 8-10 - Transportation	10,814		10,814
S106 - 13/00049/FULMAJ - Monument Street - LCEIW	49		49
S106 - 13/00049/FULMAJ - Monument Street - Transportation	208		208
S106 - 13/00339/FULMAJ - Cannon Street 39-53, 11-14 Bow Lane And Watling Court - Transportation	15,000		15,000
S106 - 14/00322/FULMAJ - Fann Street 2 - LCEIW	1,182		1,182
S106 - 14/00860/FULMAJ - King William Street 33 - LCEIW	15,563		15,563
On Street Parking Reserve	2,453,175		2,453,175
<b>Total Funding Drawdown</b>	<b>2,601,628</b>	<b>-</b>	<b>2,601,628</b>

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<b>Committees:</b> Streets & Walkways Sub Committee ( <i>for decision</i> ) Operational Property and Projects Sub ( <i>for decision</i> )	<b>Dates:</b> 23 May 2023 05 June 2023
<b>Subject:</b> St. Paul's gyratory project – Phase 1  <b>Unique Project Identifier:</b> 113377	<b>Gateway 4: Detailed Options Appraisal (Complex)</b>
<b>Report of:</b> Executive Director Environment  <b>Report Author:</b> George Wright, City Operations	<b>For Decision</b>
<h1 style="margin: 0;">PUBLIC</h1>	

<b>1. Status update</b>	<p><b>Project Description:</b> The project aims to transform the streets and public realm between the old Museum of London site and St. Paul's Underground station through the partial removal of the 1970's gyratory. It is a priority project for delivery by 2030 in the City's Transport Strategy.</p> <p>The project is split into two phases. Phase 1 covers the project area to the south of the rotunda roundabout. Phase 2 focuses on highway changes on the roundabout and is awaiting the outcome of the Museum of London/Bastion House redevelopment which is currently at pre-application stage. This report relates to Phase 1 only.</p> <p><b>Current status:</b> This is a Gateway 4 report that seeks to agree to progress the design of one highway layout option and associated public space improvements to public consultation.</p> <p>Positive progress has been made since the Gateway 3 report in September 2022 where Members approved the recommendation that three concept design options should be further developed and assessed. All three options remove the gyratory system to some degree and create a new public space. Option 1 delivers the largest new public space with the closure of the southern section of King Edward Street and the closure of the Newgate Street slip road. The other options deliver a smaller public space through the closure of the Newgate Street slip road only.</p>
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	<p>Comprehensive traffic modelling is progressing with Transport for London to assess the impact of the proposed options on buses and the wider highway network. To date, this indicates that all three options are forecast to have an acceptable impact in traffic terms, although modelling suggests option 2 has an overall impact on bus journey times which is likely to be unacceptable to TfL Buses.</p> <p>A public engagement exercise took place during December and January. The exercise was publicised via a press release and social media including the City Corporation's Twitter feed. Stakeholders on the projects database were contacted and all properties within the project consultation area were sent a letter and asked to give their views. Over 2,500 people participated, with strong support given for the proposed public space on King Edward Street and for measures to improve the environment for people walking and cycling.</p> <p>Respondents had the opportunity to select features they would like to see in any new public space, with greening and seating receiving overwhelming support. This feedback has assisted the consultants appointed to prepare the concept design proposal for the new public space. Responses received have also helped inform changes to the design options for the wider project area. Liaison has also continued with key local stakeholders such as the Cheapside Business Alliance, St. Paul's Cathedral and Bart's Hospital. Discussions have also been held with colleagues working on Destination City and will continue.</p> <p>Negotiations with the developer of 81 Newgate Street regarding a voluntary financial contribution towards the project are ongoing and details of the outcome are contained in the non-public Appendix 2.</p> <p><b>RAG Status:</b> Green (Amber at last report to Committee)</p> <p><b>Risk Status:</b> Medium (Medium at last report to committee)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> £15-17 million (phase 1 only).</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> No change, within cost range provided at last Committee.</p> <p><b>Spend to Date:</b> £900,459.</p> <p><b>Costed Risk Provision Utilised:</b> 0</p> <p><b>Slippage:</b> No</p>
<p><b>2. Next steps and requested decisions</b></p>	<p><b>Next Gateway:</b> Gateway 4B (Court of Common Council) and Gateway 4C (Streets &amp; Walkways).</p> <p><b>Requested Decisions:</b></p> <p>Members of <b>Streets and Walkways Sub-Committee</b> are asked to:</p>

1. Approve the progression of Option 1 that introduces: two-way working on Newgate Street and St Martin Le Grand to its junction with Angel Street; and closes the southern section of King Edward Street and the Newgate Street slip road to all vehicles to enable the creation of a new public space;
2. Approve the progression of Option 1A that is the same as Option 1 except for the introduction of two way working on part of Montague Street;
3. Approve Option 1/1A to continue to be developed and progressed to public consultation;
4. Approve the concept design proposal for the new public space to be developed and progressed to public consultation;
5. Approve re-naming the project “St. Paul’s Gyrotory Transformation”;
6. Delegate authority to the Executive Director Environment, in consultation with the Chairman and Deputy Chairman, to approve the (non-statutory) public consultation content and then proceed with the public consultation, to include seeking the public’s views on the four proposed names for the new public space on King Edward Street

Members of **Streets and Walkways Sub-Committee** and **Operational Property and Projects Sub-Committee** are asked to:

7. Note the approved financial bid for the project of up to £13,915,175 from OSPR and CIL contributions;
8. Approve an additional budget of £1,712,050 from the OSPR to reach Gateway 5;
9. Note the revised total project budget of £2,947,992 (excluding risk) to reach Gateway 5;
10. Note the total estimated cost range of the project at £15-17 million;
11. Approve the costed risk register of £280,000 in Appendix 3 and delegate authority to the Executive Director Environment to draw down funds from this;
12. Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.

**Next Steps:**

- June 23: Gateway 4B to Court of Common Council
- Jun-Dec 23: Preparation of detailed designs for the Option 1 highway layout
- Aug/Sept 23: Public consultation on approved option and naming of the new public space

	<ul style="list-style-type: none"> <li>• October 23-February 24: Preparation of developed design for the new public space</li> <li>• December 23: Gateway 4C to Streets &amp; Walkways Sub Committee</li> <li>• January-April 24: Construction design package finalised and detailed construction works estimate</li> <li>• January 24: Transport for London scheme TMAN approval</li> <li>• February-April 24: Statutory consultation on Traffic Management Orders</li> <li>• May-June 24 – Gateway 5 Authority to Start Work.</li> <li>• Early 2025 – Commence highway works construction **</li> </ul> <p>**: Programming for highway construction works is provisional and highly dependent upon the construction programme of 81 Newgate Street; in particular the developer’s ability to clear their construction activities from the highway to enable access for the City’s Highway contractor and enable the required traffic changes.</p>																				
<p><b>3. Resource requirements to reach next Gateway</b></p>	<p>The current budget approved for the project is £1,235,942 of which £900,459 has been spent at 30/4/23.</p> <p>The proposed additional budget to reach Gateway 5 is detailed below and is based on the approval of Option 1 progressing. It is requested that the funding is set up to reach Gateway 5 to ensure that the pace of the project is maintained between the various Gateway 4 reports and that the budget is available to be able to procure what is required when needed.</p> <table border="1" data-bbox="576 1245 1437 1995"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Staff costs: Policy &amp; Projects</td> <td>Project management, communications</td> <td>OSPR</td> <td>£362,880</td> </tr> <tr> <td>Staff costs: Highways</td> <td>Design development, surveys, utility liaison</td> <td>OSPR</td> <td>£236,600</td> </tr> <tr> <td>Staff costs: City Gardens</td> <td>Design development</td> <td>OSPR</td> <td>£22,570</td> </tr> <tr> <td>Staff costs: Legal</td> <td>Legal advice</td> <td>OSPR</td> <td>£10,000</td> </tr> </tbody> </table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff costs: Policy & Projects	Project management, communications	OSPR	£362,880	Staff costs: Highways	Design development, surveys, utility liaison	OSPR	£236,600	Staff costs: City Gardens	Design development	OSPR	£22,570	Staff costs: Legal	Legal advice	OSPR	£10,000
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Staff costs: City Structures	Design assessment	OSPR	£5,000
Fees	Surveys, assessments, design, TfL fees, Traffic Orders	OSPR	£1,015,000
Works	Trial holes, site investigations	OSPR	£60,000
<b>Total</b>			<b>£1,712,050</b>

**Costed Risk Provision requested for this Gateway: £280,000**  
(as detailed in the Risk Register – Appendix 3)

The staff costs above represent 2 Project Managers working full time on the project for 60 weeks; the cost of a Communications Officer working 2.5 days per week for 48 weeks; 2 days per week staff management for 60 weeks; 2 highway engineers working full time on the project for 50 weeks. The fees budget includes (but not exclusively) costs for consultancy fees for traffic modelling, landscape design, and Equalities Analysis support, public consultation fees including promotional materials and stakeholder engagement, TfL costs (Buses/London Underground/Signals/Network Performance), highway/utility surveys, air quality/traffic monitoring, legal fees, road safety audits and Traffic Order costs.

**Capital bid**  
An internal capital bid for £13,915,175 was approved by Policy and Resources Committee on 20 April 2023. This comprises £2.91 million of CIL funding with the balance from the On Street Parking Reserve.

**External financial contribution**  
Negotiations are on-going with the developer of 81 Newgate Street regarding a financial contribution to the project over and above the basic Section 278 works. The developer has provisionally agreed to make a contribution providing it is Option 1 (the full closure of King Edward Street between Newgate Street and Angel Street) that is approved for further development and secures all the necessary approvals to enable delivery/construction.

If formalised the external contribution could enable the internal capital funding allocated to the project to be reduced overall after Gateway 5; once the scheme is fully committed to being built and overall construction costs are fully understood. Further financial information is contained in Appendix 4.

#### 4. Overview of project options

Three design options were approved by Members in September 2022 for further development and assessment. Each option has a different highway layout for vehicles travelling through the project area and these layouts dictate the amount of new public space that can be created.

These three options have been further developed, being mindful of the project's approved objectives:

- To reduce casualties towards the Vision Zero target
- Improve pedestrian comfort levels
- To improve air quality by reducing NO2 levels
- To create new public spaces
- Improve the quality of the public realm to create streets and public spaces for people to admire and enjoy
- To ensure buildings and public spaces are protected

Option design development has also considered other important criteria including:

- the impact on the wider highway network in traffic terms and bus journey times
- how each assists the delivery of the City's strategies and initiatives including Destination City, the Transport Strategy and the Climate Action Strategy

Key elements of work undertaken since September include further traffic modelling, public engagement, stakeholder management, highway layout design development and concept design development for the new public space.

The gyratory itself is part of the strategic road network as designated in the Traffic Management Act 2004. Traffic management approvals and TfL's support for these changes is essential.

#### **Summary of options**

The Options Matrix at the end of this report provides more detail on each option and its assessment. All options propose changes to bus stop locations, bus stands, and coach and taxi bays. Indicative plans showing these changes are included as Appendix 5 and Appendix 6 and these include:

- a) The relocation of bus stops from their current location within the project area. The revised locations will be less than 200 metres from each other. The preliminary locations have been shared with TfL Buses who have not expressed any concerns to date.
- b) The removal of the route 100 bus stand on King Edward Street and its relocation to Giltspur Street.
- c) The short stay taxi bays currently on St Martin Le Grand and Angel Street will be re-located to the south side of

Gresham Street at the western end with no net loss of provision.

- d) The removal of the coach bays on St Martin Le Grand to accommodate the new highway layout, with two bays being retained on Angel Street. A net loss of six bays is likely if suitable relocation sites cannot be found.

The interim Equality Analysis concluded that each option may have an impact on some groups of people due to the proposed changes to the locations of bus stop and bus stands and motor vehicle journey times. In some cases, the new locations may provide a positive benefit but in others this may have a negative impact. It has been agreed with the Chair of the City of London Access Group (CoLAG) to present the preferred option to CoLAG members in the summer where issues can be identified and mitigation measures explored.

**Option 1** offers transformational change across the project area. The partial removal of the gyratory system sees the introduction of two way working for all vehicles on Newgate Street and St Martin Le Grand to its junction with Angel Street. Comprehensive improvements for people walking and cycling are proposed including better crossing facilities and protected cycle lanes where space permits. The closure of the southern section of King Edward Street enables the creation of a large, new public space which, at just over 3000sqm, would be larger than Aldgate Square.

Option 1 proposes changes to bus stop locations, bus stands, coach and taxi bays as set out above. The proposed relocation of the bus stand for route 100 is supported by Bart's Hospital who have expressed concern about the impact the King Edward Street bus stand has on blue light response times.

The feasibility traffic modelling for Option 1 suggests the impact on the wider traffic network is within acceptable parameters with regards to queueing at junctions and the bus journey times. There are some small delays to bus journey times identified but it is anticipated that this can be reduced by further work to mitigate impacts by signal time changes in the more detailed traffic modelling that will follow. Overall Option 1 performs well in terms of bus journey times at this stage of its development for such a large-scale change.

An Option 1A has also been developed. It is the same as Option 1 except it proposes the introduction of two-way working for vehicles on Montague Street between its junction with the rotunda and Little Britain north. This option has evolved as an analysis of traffic movements suggests there is likely to be an increase in traffic using Little Britain south if the gyratory is system modified; something the project is actively seeking to

avoid. Two way working on Montague Street as proposed could significantly reduce traffic on Little Britain south and shorten some blue light journeys to Bart's Hospital.

Option 1 has the potential to attract a significant external funding contribution from the developer of 81 Newgate Street.

**Estimated cost: £15-17m.**

**Option 2** proposes significant changes to the existing highway layout. It is less ambitious than option 1 in terms of the scale of new public space, only creating about half of the space Option 1 offers.

This option involves partial removal of the gyratory, enabling comprehensive improvements for people cycling (including segregation where space permits) but more modest improvements for people walking. King Edward Street south remains open for northbound buses, cycles and emergency vehicles.

Option 2 proposes changes to bus stop locations, bus stands, coach and taxi bays as set out above. The proposal for the relocation of the bus stand for route 100 is not necessary for the scheme but continues to be proposed due to the concerns expressed by Bart's Hospital about the impact the King Edward Street stand has on blue light response times.

The traffic modelling suggests the impact on the wider traffic network is within acceptable parameters with regards queueing at junctions. However, some bus journey times are forecast to increase by 5-7 minutes in the AM peak which is likely to be unacceptable to TfL Buses. If this option is progressed further mitigation to reduce this impact would be required. However, it may not be possible to provide sufficient mitigation.

Option 2 creates a smaller new public space of approximately 1400m<sup>2</sup> through the closure of the Newgate Street slip road. However, King Edward Street northbound would remain open for buses and cycles from Newgate Street. Option 2 would not attract the external funding contribution from the developer.

**Estimated cost: £11-13m**

**Option 3** proposes significant changes to the existing highway layout on Newgate Street with the introduction of two way working for buses and cycles with general traffic continuing to be able to travel westbound. However, it retains the core north-south gyratory movements on King Edward St and St Martin Le Grand. This option enables some positive improvements for people cycling, modest improvements for people walking and less new public space than option 1 (1400m<sup>2</sup>), as King Edward Street south remains open for all vehicles.



Option 3 proposes changes bus stops, bus stands, coach and taxi bays as set out above. As with Option 2, the proposed relocation of the bus stand for route 100 is proposed due to the concerns expressed by Bart's Hospital about impact the King Edward Street stand has on blue light response times but is not essential for the highway changes.

The initial traffic modelling suggests the impact on the wider traffic network is within acceptable parameters with regards queueing at junctions and bus journey times. It does not perform as well as Option 1 in the PM peak but the indications are still broadly positive.

Option 3 creates a small new public space through the closure of the Newgate Street slip road, but King Edward Street would remain open for all motor vehicles. This would impact on the enjoyment of the public space. Option 3 would not attract any external funding contribution from the developer.

**Estimated cost: £11-13m**

**Traffic modelling**

A comprehensive traffic modelling exercise in partnership with Transport for London is on-going to assess the impact of the new highway layouts and revised vehicle routes on the wider highway network and on journey times. The primary objective is to ensure journey time impacts are within acceptable levels and reduced where possible.

The current modelling outputs for bus journey times in the peak hours are summarised in the table below. These show that some bus journey times improve under the new highway layouts, whilst others experience increased journey times. An overall average of all bus route journey times shows that option 1 results in a 0-30 second increase in journey times; option 2 in a 1-2 minute increase; and option 3 in a 3-60 second increase.

**Bus Journey Times: Feasibility traffic modelling results**

Option	Seven bus routes in project area (both directions modelled):						Avg of AM and PM peak periods journey times
	in the AM Peak			In the PM peak			
	Improve ment	Delay		improve ment	Delay		
	Between 0-2 min	0-3 min	5-7 min	Between 0-3 min	0-2 min	2-3 min	
<b>1</b>	4	10	0	7	5	2	0-30 secs
<b>2</b>	3	9	2	4	7	3	1-2 mins
<b>3</b>	5	9	0	4	10	0	30-60 secs

Each option has 14 permutations i.e. seven bus routes each in each direction  
 Further details of the modelling outputs for each option can be seen in Appendix 7/8.

The modelling exercise will continue over coming months and will form a key component of the formal TMAN approval for the recommended highway option in 2024.

**Highway layout design development**

The results and feedback from the public engagement exercise and the traffic modelling have helped inform revisions to the design options. These include improved provision for people cycling through the area, alterations to pavement and crossing widths. The locations of bus stops, bus stands coach and taxi bays are also revised.

It should be noted that since February 2022 the coach bays on St Martin Le Grand west and Angel Street (six in total) have been out of use due to the construction of 81 Newgate Street and this will continue until March 2025 at the earliest. Surveys undertaken in March 2023 at all the available coach parking sites within the City of London show that there is overall spare capacity for coaches to park. The survey found that whilst on-street coach parking is operating close to capacity, there are spaces available at the Tower Hill coach parking facility.

Further surveys will be undertaken during the summer peak period and site investigations will continue to identify potential new sites for on-street coach parking. The layout and demand of the coach parking at Tower Hill Park will also be reviewed during the summer period to help understand current capacity demand and usage at peak visitor times.

The highway layouts for each option propose significant changes to the way the available public highway is utilised with a move away from a priority given to motorised traffic towards walking and cycling and the creation a new public space. The increase in footway space represents the amount of carriageway space that would be converted to footway. The new cycle lanes will be protected wherever space allows.

<b>Highway changes</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
Increase in footway space	1436m2	732m2	1027m2
New cycle lanes	819m	942m	781m
New public space	c. 3000m2	c. 1400m2	c. 1400m2

**Existing Public Engagement**

A six week public engagement exercise began in December 2022 to seek initial views on the principles of the proposals including levels of support for creation of a new public space. 2646 people responded. There was high support for measures to improve the environment for people walking (81%) and cycling (79%) and for a new public space at the southern end of King Edward Street (84%). Further details of the consultation

responses, including a breakdown of voter responses by mode of transport, can be found in Appendix 9.

More detailed written submissions were received from London Living Streets, the London Cycling Campaign, Bart's Hospital and St Paul's Cathedral.

### **Concept designs for the new public space**

Following a tender exercise, LDA Design were appointed to develop concept designs for the project's new public space. The primary focus of the commission is a holistic design for a new public space on both King Edward Street and the Newgate Street slip road. However, a design based on only the closure of the Newgate Street slip road has also been produced, should options 2 or 3 be progressed.

The tender brief stated design evolution needed to be underpinned by the objectives of the Transport and Climate Action Strategies and the Destination City initiative. LDA were asked to ensure Christchurch Greyfriars was sensitively integrated into the new space and the view of St Paul's Cathedral was enhanced when looking south down King Edward Street.

The feedback from the public engagement exercise has informed the design approach to the content of the square. Respondents' preferences for what they would like to see in the public space were:

- Trees and Plants 87%;
- Places to sit 79%;
- Cycle route 56%;
- Public art 40%;
- Water feature 32%;
- Refreshment kiosk 22%;
- Children's play area 17%;
- Event Space 16%.

A project steering group which includes officers, the developer of 81 Newgate Street and the Cheapside Business Alliance has overseen the design evolution and provided feedback at appropriate stages. Following a report presenting initial sketch designs, LDA were asked to develop concept designs based on the following:

**Soft landscaping:** Maximise greening with a strong emphasis on tree planting and Sustainable Drainage Systems (SUDs). The designs should focus on creating a space where people want to stop and spend time as well as pass through.

Christchurch Greyfriars: The integration of Christchurch Greyfriars and its landscaped gardens into the new space; consider the future of the low wall introduced in 1990 to demarcate the original eastern Church boundary. Two proposals remain under consideration:

- complete removal of the wall and its original footprint clearly demarcated in the paving; and
- partial retention with new pedestrian routes created through it.

Seating: The space should include a range of seating that is comfortable, accessible, functional and easy to maintain; a mix of single seats, benches and informal seating opportunities.

Children's play area: Whilst the engagement exercise showed low public support for a children's play area, the steering group felt that was important to consider this within the context of the Destination City aims to increase the City's "*appeal to existing and new audiences by creating a fun, inclusive, innovative and sustainable ecosystem*". LDA were therefore asked to design-in subtle interventions that encourage creative play through a playable landscape.

Event space: There was also low public support for an event space. Mindful of Destination City, the steering group asked LDA to ensure that the space would be flexible enough to host occasional events. This could be achieved using seating in some areas which is not permanently fixed to the ground but is too heavy to move without lifting equipment. An example of this type of seating is shown in Appendix 10.

Public Art: Whilst not receiving majority support from the public, the steering group asked LDA to consider provision for occasional, temporary installations noting that during the engagement exercise St Paul's Cathedral had offered loans of sculptural objects from its collections for placement in public spaces.

Security: LDA were asked to ensure that any hostile vehicle mitigation measures required to protect the public space were designed into functional features such as planters and cycle stands, rather than overly reliant on bollards.

Lighting: Focus should be on quality functional lighting to suit the new space, avoiding lighting installed in the ground which is expensive to maintain.

Water feature: Whilst not attracting majority public support, a water feature could deliver climate benefits and play opportunities. However, LDA were asked not to progress this element as the estimated cost to maintain a meaningful water

feature over 20 years (based on Aldgate Square) would be approximately £1.5m; a cost that could need to be borne by the project.

Cycle route: A majority of respondents to the engagement exercise supported the inclusion of a cycle route through the new public space. However, LDA were asked not to incorporate this into the design for the following reasons:

- A dedicated, demarcated cycle route would be required to meet access standards, dissecting the new space in two;
- The wider gyratory project is providing dedicated north-south cycle routes on Newgate Street and St Martin Le Grand and people cycling should be encouraged to use these routes.
- If people cycling were encouraged to use the new public space when travelling north they would need to join the main northbound vehicular route which does not include dedicated cycle facilities.

During the design development, officers became aware of a substantial amount of large granite blocks salvaged from the Thames Tideway works on Victoria Embankment and that this was potentially available to the project (see Appendix 10). LDA were therefore asked to consider ways of incorporating the stone into the overall design, potentially as part of the playable landscape and informal seating.

Officers were also alerted to the City's emerging Sports Strategy and asked LDA to consider opportunities to design in features that could be used for fitness/exercise. However, following the steering group's review of the draft concept design proposals, group members considered the inclusion of large physical sports equipment as inappropriate for the new space and asked LDA to remove it.

The project steering group reviewed and fed back on a concept option in late March, leading to the preparation of a preferred concept design for each option. Various views of the concept designs are shown in Appendix 11.

As the design for the public space is developed, the steering group will be re-convened and the project team will continue to engage with the Destination City team and work with the Sports Strategy Manager to explore opportunities to incorporate features to encourage informal exercise and play.

#### **Naming of the new public space**

During scheme development, the new public space on King Edward Street has been referred to as "King Edward Square" but this is only a provisional name.

It is proposed that four potential names for the square are included as part of the public consultation on the preferred option in September. These names are:

1. King Edward Square
2. Greyfriars Square
3. Newgate Square
4. Queen Elizabeth Square

The City's Street Naming and Numbering Policy states that the re-use of street names with a different suffix is acceptable where it is used to reinforce an area's historic identity. King Edward Square, Greyfriars Square and Newgate Square all meet this criterion. Naming the square after Queen Elizabeth would require approval from the Cabinet Office who need to approve the use of Royal names. This may also technically apply to the name King Edward Square since it is a modification of an existing name and this would need clarifying if that was the preferred name.

Street naming is normally handled through delegated authority. However, if Members did want the final decision to go to Committee because of its prominence, colleagues in Planning would prepare a short report to go to the Planning & Transportation Committee.

### **Conclusion**

Option 1/1A delivers improvements for people walking and cycling, a substantial new public space and key elements of the Transport and Climate Action Strategies and the Destination City initiative. Option 1 attracts a significant external funding contribution.

Whilst options 2 and 3 deliver improvements for people walking and cycling, the new public space is smaller resulting in much less greening. Neither option attracts the current external funding contribution that is on offer.

Members are therefore asked to approve that the highway layout Option 1 (and its variant 1A) is presented for public consultation in terms of changes to the public highway for vehicles, changes to bus stop, coach bays, taxi bays, waiting and loading, and that the concept design proposal for Option 1 is presented for public consultation alongside the highway layout to seek further feedback on the development of the public space for further detailed design.

### **Next steps**

The consultation scheduled for August/September 2023 will seek views from the public on the preferred highway layout, the concept design proposals for the new public space and the potential name of the new space.

	<p>There will be a mix of virtual and in person opportunities for people to directly engage, as well as project information towers and drop-in sessions in the project area. The project has built up an extensive database of local businesses, residents and interest groups and they will be invited to take participate in the consultation. Social media will also be utilised to target people moving through the project area.</p> <p>The results of the public consultation and any subsequent design revisions will be brought back to Committee in the form of a Gateway 4C report in late 2023. Statutory consultation on any necessary Traffic Orders to implement proposals will not be commenced unless authorised at Gateway 4C reporting stage. Whether or not any necessary traffic orders are made cannot be prejudged until the outcome of the consultation has been evaluated.</p>
<p><b>5. Recommendation</b></p>	<p>It is recommended that Option 1/1A in terms of traffic/highway layout is taken forward for public consultation with the associated concept public space design option.</p>
<p><b>6. Risk</b></p>	<p>The key risks associated with taking the recommended option forward to Gateway 5:</p> <ul style="list-style-type: none"> <li>• The impacts on bus journey times mean that the proposed option does not receive the required level of support and approval from TfL; crucially the TMAN formal approval which is required to proceed with the scheme to construction. The roads impacted are largely part of the strategic road network so it is essential that TfL support the proposals. Officers will continue to liaise with TfL Buses during the development stages of the scheme to ensure all mitigation measures to reduce impacts on bus journey times have been investigated.</li> <li>• A challenge on procedural grounds or an inability to resolve objections to a Traffic Order may result in additional legal costs, as well as delays to the overall programme. A costed risk provision of £60,000 is included should additional legal costs be incurred.</li> <li>• The preferred option is not supported by Bart's Hospital due to concerns about increased traffic congestion affecting blue light response times. Officers have been in a regular dialogue with Bart's as the highway options have been developed and this will continue. Whilst levels of congestion are predicted to increase, junctions are predicted to operate within capacity. Much of the highway layout will be multi-lane that would allow vehicles to pull out of the way at busy times. Traffic queueing on Angel Street is not predicted.</li> <li>• The preferred option may result in an increase in motor vehicles using Little Britain south. There are mitigation measures that can be put in place to reduce this risk and these will be explored in more detail during the next phase of work. These include converting Montague Street to two-way</li> </ul>

	<p>working to its junction with Little Britain north which would also provide a more direct route for Bart's ambulances and service vehicles arriving from Aldersgate Street and London Wall.</p> <ul style="list-style-type: none"> <li>• Changes to coach parking arrangements may result in objections from the coach industry and key stakeholders such as St Paul's Cathedral. Most of the local coach parking provision in the project area has been unavailable since February 2022 due to redevelopment of 81 Newgate Street. Whilst the closure of the Museum of London should reduce overall demand. Surveys undertaken in March 2023 showed that whilst on-street coach parking provision was operating close to capacity, there was surplus space in the Tower Hill coach park. The project will assess alternative on-street coach parking locations and, if feasible, consult on introducing these as part of the project.</li> <li>• The preferred option may negatively impact certain groups of people, particularly some disabled people and this has been highlighted in the Interim Equality Analysis (Appendix 12). It has been agreed with the Chair of the CoLAG to present the preferred option to CoLAG members in the summer and involve Transport for All in facilitating a feedback session where issues can be identified and mitigation measures explored.</li> <li>• Specific technical challenges associated with this project include the location of utility infrastructure, the London Underground and the City's piped subway structures, which are situated under parts of Newgate Street, King Edward Street and St Martin's Le Grand. Dialogue is on-going with the City Structures team, London Underground and utility companies. This will continue as the preferred option is progressed. Costed risk allocation: £170,000.</li> <li>• Several elements of the project are still at a concept design stage. As design development progresses there may be issues that are more technically challenging than first envisaged. As a result, the project may require additional staff resources. A costed risk allocation of £50,000 has been included within the budget to reach Gateway 5.</li> </ul> <p>Further information is available in the Risk Register.</p>
<p><b>7. Procurement strategy</b></p>	<p>The project will continue to be developed in-house by the City Operations Policy &amp; Projects and Highways teams. Specialist support will be procured via the Transportation and Public Realm Framework Contract which includes three consultancies.</p>

## Appendices

<p><b>Appendix 1</b></p>	<p>Project Coversheet</p>
<p><b>Appendix 2</b></p>	<p><b>NON-PUBLIC ITEM</b> – Details of the potential financial contribution from the developers of 81 Newgate Street</p>
<p><b>Appendix 3</b></p>	<p>Risk Register</p>



<b>Appendix 4</b>	Financial information
<b>Appendix 5</b>	Highway layout options
<b>Appendix 6</b>	Giltspur Street bus standing layout
<b>Appendix 7</b>	Appraisal of traffic modelling outputs
<b>Appendix 8</b>	Feasibility traffic modelling outputs for buses and general motor vehicle traffic
<b>Appendix 9</b>	Engagement results summary
<b>Appendix 10</b>	Moveable seating and Thames Embankment granite
<b>Appendix 11</b>	Views of the new public space
<b>Appendix 12</b>	Interim Equalities Analysis
<b>Appendix 13</b>	Computer generated image of Newgate St/Cheapside/St Martin Le Grand option 1 and 2 junction layout

### **Contact**

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## Options Appraisal Matrix

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<b>1. Brief description of option</b>	Significant highway layout changes including substantial removal of the gyratory; comprehensive improvements for people walking and cycling; the creation of a large new public space with extensive soft landscaping.	Significant highway layout changes including partial removal of the gyratory; comprehensive improvements for people walking and cycling; the creation of small new public space with soft landscaping.	Modest highway layout changes with much of the gyratory system remaining. Minor improvements for people walking and cycling. Creation of a small new public space with soft landscaping.
<b>2. Scope and exclusions</b>	<ul style="list-style-type: none"> <li>• Two-way working on Newgate Street and the southern part of St Martin Le Grand</li> <li>• Improved cycling infrastructure, including two way working on Newgate Street and St Martin Le Grand</li> <li>• Closure of southern section of King Edward Street and Newgate St slip road to create new public space</li> <li>• Improved pedestrian crossings and footway widening</li> </ul>	<ul style="list-style-type: none"> <li>• Two-way working on Newgate Street and southern part of St Martin Le Grand</li> <li>• Improved cycling infrastructure including two way working on Newgate Street and St Martin Le Grand</li> <li>• Closure of slip road on Newgate Street to create new public space</li> <li>• Southern section of King Edward Street open for buses and cycles only</li> </ul>	<ul style="list-style-type: none"> <li>• Two-way working on Newgate Street for buses and cycles only</li> <li>• Improved cycling infrastructure including two way working on Newgate Street and St Martin Le Grand</li> <li>• Closure of slip road on Newgate Street to create new public space</li> <li>• Improved pedestrian crossings and footway widening</li> </ul>

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<ul style="list-style-type: none"> <li>Sub Option 1A also includes the introduction of two way working on part of Montague Street.</li> </ul>	<ul style="list-style-type: none"> <li>Improved pedestrian crossings and footway widening</li> </ul>	<ul style="list-style-type: none"> <li>Gyratory system largely retained for most motor vehicle journeys</li> </ul>
<b>Project Planning</b>			
<b>3. Programme and key dates</b>	<p>June 23: Gateway 4B to Court of Common Council</p> <p>Jun-Dec 23: Preparation of detailed designs for the Option 1 highway layout</p> <p>Aug/Sept 23: Public consultation on approved option and naming of the new public space</p> <p>October 23-February 24: Preparation of developed design for the new public space</p> <p>December 23: Gateway 4C to Streets &amp; Walkways Sub Committee</p> <p>January-April 24: Construction design package finalised and detailed construction works estimate</p> <p>January 24: Transport for London scheme TMAN approval</p> <p>February-April 24: Statutory consultation on Traffic Management Orders</p> <p>May-June 24 – Gateway 5 Authority to Start Work.</p> <p>Early 2025 – Commence highway works construction</p>		
<b>4. Risk implications</b>	<p>Overall project option risk: Medium</p> <ul style="list-style-type: none"> <li>Detailed traffic modelling will be necessary post Gateway 4 approval to continue to assess the impacts on the highway network and bus journey times. The risk therefore is that</li> </ul>		<ul style="list-style-type: none"> <li>Detailed traffic modelling will be necessary post Gateway 4 approval to continue to</li> </ul>

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<p>the preferred option does <i>not</i> receive the required level of support and approval from TfL; crucially the TMAN formal approval. This risk is considered low as officers have on-going and regular liaison with various departments of TfL to ensure all mitigation measures to reduce impacts bus/vehicle journey times have been investigated.</p> <ul style="list-style-type: none"> <li>• The location of London Underground infrastructure beneath King Edward and Newgate Street. Some of this is inactive and relates to the former, disused Post Office Station; some is active and involves air vents to the current tube station. Dialogue is on-going London Underground (LU) Infrastructure Protection team and will continue as the preferred option is progressed. Formal sign off from LU will be required.</li> <li>• There is a risk of objections from the coach industry regarding the amount of coach parking proposed within the project area. The preferred option proposes two spaces on Angel Street. Surveys undertaken in March 2023, showed that across the City there was surplus coach parking provision at available on-street and off-street sites. Since the start of the construction of 81 Newgate Street in Feb 22, there have only been two coach parking spaces available in the project area.</li> <li>• Several elements of the project are still at a concept design stage. As design development progresses there may be issues that are more technically challenging than first envisaged. This may require additional resources or necessitate value engineering. As a result, the project</li> </ul>		<p>assess the impacts on the highway network and bus journey times. The risk therefore is that the preferred option does <i>not</i> receive the required level of support and approval from TfL; crucially the TMAN formal approval. This risk is considered low as officers have on-going and regular liaison with various departments of TfL to ensure all mitigation measures to reduce impacts bus/vehicle journey times have been investigated.</p> <ul style="list-style-type: none"> <li>• The location of London Underground infrastructure beneath King Edward and Newgate Street. Some of this is inactive and relates to the former, disused Post Office Station; some is active and involves air vents to the current tube station. Dialogue is on-going London Underground (LU) Infrastructure Protection</li> </ul>

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<p>many require additional staff resources. A costed risk allocation of £50,000 has been included within the budget to reach Gateway 5 and it is expected that an additional costed risk allocation will be recommended post-Gateway 5 approval.</p>		<p>team and will continue as the preferred option is progressed. Formal sign off from LU will be required.</p> <ul style="list-style-type: none"> <li>• Several elements of the project are still at a concept design stage. As design development progresses there may be issues that are more technically challenging than first envisaged. This may require additional resources or necessitate value engineering. As a result, the project may require additional staff resources. A costed risk allocation of £50,000 has been included within the budget to reach Gateway 5 and it is expected that an additional costed risk allocation will be recommended post-Gateway 5 approval.</li> </ul>

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
<b>5. Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• CoL Members</li> <li>• CoL Highways, City Gardens, City Structures, Cleansing</li> <li>• Transport for London Network Performance, Buses, London Underground, Taxis, Coach and Tourist Buses</li> <li>• Emergency services</li> <li>• Bart's Hospital</li> <li>• Taxi trade</li> <li>• CoLAG</li> <li>• London Cycling Campaign</li> <li>• Residents, property owners and businesses including staff networks</li> <li>• Development team for 81 Newgate Street</li> <li>• Cheapside BID</li> <li>• St Paul's Cathedral and Access Group</li> </ul>		
<b>6. Benefits of option</b>	<ul style="list-style-type: none"> <li>• Meets all project objectives</li> <li>• Gyratory system largely removed</li> <li>• 819m of north-south &amp; east-west safer cycle routes introduced</li> <li>• Improved &amp; increased crossing facilities for pedestrians including pedestrian countdown at traffic signals</li> <li>• 1436msq2 increase in new or wider footway space.</li> </ul>	<ul style="list-style-type: none"> <li>• Partially meets project objectives</li> <li>• Gyratory system partially removed</li> <li>• 942m of north-south &amp; east-west safer cycle routes introduced</li> <li>• Improved &amp; increased crossing facilities for pedestrians including pedestrian countdown at traffic signals</li> <li>• 732msq2 increase in new or wider footway space.</li> </ul>	<ul style="list-style-type: none"> <li>• Partially meets project objectives</li> <li>• Gyratory system partially removed</li> <li>• 781m of north-south &amp; east-west safer cycle routes introduced</li> <li>• Improved &amp; increased crossing facilities for pedestrians including pedestrian countdown at traffic signals</li> <li>• 1027msq2 increase in new or wider footway space.</li> </ul>

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<ul style="list-style-type: none"> <li>• Large new public space of approx.. 3000msq2 created on part of King Edward Street and Newgate St slip road</li> <li>• Delivers key elements of Guildhall &amp; Cheapside Area Strategy, Transport and Climate Acton Strategy, the Cool Streets and Green Spaces Strategy Vision Zero and Destination City</li> <li>• Enables the introduction of tree planting and soft landscaping</li> <li>• Initial traffic modelling show new junctions operate within capacity</li> <li>• Secures an enhanced Section 278 contribution</li> </ul>	<ul style="list-style-type: none"> <li>• Modest new public space of approx. 1400msq on Newgate Street slip road</li> <li>• Initial traffic modelling shows new junctions operate within capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Modest new public space of approx.. 1400msq on Newgate Street slip road</li> <li>• Initial traffic modelling shows new junctions operate within capacity</li> </ul>
<b>7. Disbenefits of option</b>	<ul style="list-style-type: none"> <li>• Changes to bus stop &amp; bus stand locations may affect some passengers</li> <li>• Coach parking on St Martin Le Grand needs to be removed</li> </ul>	<ul style="list-style-type: none"> <li>• Does not meet all project objectives</li> <li>• Changes to bus stop &amp; bus stand locations may affect some passengers</li> <li>• New public space reduced in size as</li> </ul>	<ul style="list-style-type: none"> <li>• Does not meet all project objectives</li> <li>• North-south gyratory system not removed</li> <li>• Changes to bus stop &amp; bus stand locations may affect some passengers</li> </ul>

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	<ul style="list-style-type: none"> <li>Potential for an increase in traffic on Little Britain south without mitigation measures</li> </ul>	<p>King Edward Street remains open to buses and cycles</p> <ul style="list-style-type: none"> <li>Doesn't deliver aspirations of Guildhall &amp; Cheapside Area Strategy, Climate Action Strategy or Cool Streets and Green Spaces Strategy</li> <li>Coach parking on St Martin Le Grand needs to be removed</li> <li>Potential for an increase in traffic on Little Britain south without mitigation measures</li> </ul>	<ul style="list-style-type: none"> <li>New public space reduced in size as King Edward Street remains open for northbound traffic</li> <li>Doesn't deliver aspirations of Guildhall &amp; Cheapside Area Strategy, Climate Action Strategy or the Cool Streets and Green Spaces Strategy.</li> </ul>
<i>Resource Implications</i>			
<b>8. Total estimated cost</b>	<p>Total estimated cost (excluding risk): £14m (reasonably confident)</p> <p>Total estimated cost: (including risk): £15-17m</p>	<p>Total estimated cost (excluding risk): £11m (reasonably confident)</p> <p>Total estimated cost: (including risk): £11-13m</p>	<p>Total estimated cost (excluding risk): £10m (reasonably confident)</p> <p>Total estimated cost: (including risk): £11-13m</p>



<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
<b>9. Funding strategy</b>	OSPR, CIL, S278, S106, External voluntary contribution	N/A	N/A
<b>10. Investment appraisal</b>	N/A	N/A	N/A
<b>11. Estimated capital value/return</b>	N/A	N/A	N/A
<b>12. Ongoing revenue implications</b>	All hard landscaping works will involve improvements to the public highway and post-completion will be maintained, as now, by the Highway Department as part of its planned maintenance programme. The use of non-standard materials, outside the City's palette of materials, will require a commuted sum to be calculated which will be transferred to Highways when the works are completed. Similarly, commuted sums will be calculated in relation to any new soft landscaping and will be transferred to Open Spaces at project completion. A commuted sum will also be calculated to fund the additional cleansing the new public space will generate. Total commuted sum costs are estimated at £2.2m and are included within cost estimates.		
<b>13. Affordability</b>	Has the potential to lever in a substantial voluntary contribution from developer of 81 Newgate Street.	Would need to be fully funded from central funds	Would need to be fully funded from central funds
<b>14. Legal implications</b>	The City Corporation as the local highway authority and traffic authority has wide powers under the Highways Act 1980 and the Road Traffic Regulation Act 1984 to make changes to the highway and manage traffic. As proposals evolve further legal advice should be sought on affected land ownerships and relevant statutory powers.  In developing proposals which require traffic management measures, the City Corporation must comply with its traffic management duties to secure the expeditious, convenient and safe movement of traffic having regard to effect on amenities (S.122 Road Traffic Regulation Act 1984) and to secure		

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<p>the efficient use of the road network avoiding congestion and disruption (S.16 Traffic Management Act 2004). Regard should also be had to relevant statutory guidance. Traffic modelling will ensure efficient and convenient vehicular movements can be appropriately managed when delivering the proposals.</p> <p>When making decisions, the City Corporation must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). It is the intention that an Equality Analysis will be carried out as the evaluation of the options moves forward. This will assist the City Corporation in discharging this duty.</p>		
<b>15. Corporate property implications</b>	None		
<b>16. Traffic implications</b>	<p>All options will result in changes to the operation of the public highway across the whole project area.</p> <p>Formal TMAN approval will be required from Transport for London.</p> <p>As these options are developed, engagement will take place with those listed in section 5 above.</p> <p>A formal statutory consultation will be undertaken in relation to Traffic Management Orders that are required to facilitate proposed highway changes.</p>		
<b>17. Sustainability and energy implications</b>	Helps deliver the Climate Action Strategy through introduction of a variety of measures in the City's Climate Resilience	Limited delivery of the Climate Action Strategy with the introduction of new soft landscaping and tree planting at selected sites within the project area.	

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<p>catalogue including tree planting and SUDs.</p> <p>Will assist the delivery of the biodiversity corridor between Bankside and the Barbican through the introduction new trees in the new public space on King Edward Street which will mature to form a cool route through the City.</p> <p>Should help contribute to an improvement in air quality through extensive greening.</p> <p>The construction phase will seek to reuse materials and select materials with the lowest environmental footprint.</p>		
<b>18. IS implications</b>	None		
<b>19. Equality Impact Assessment</b>	<p>Interim Equality Analysis completed.</p> <p>It has been agreed with the Chair of CoLAG that once a preferred option is approved.</p> <ul style="list-style-type: none"> <li>• A presentation would be made to members of CoLAG during the summer to discuss the proposals in more detail, and to help shape the content that will form part of the public consultation exercise that is currently planned to be undertaken during autumn 2023.</li> </ul>		

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<ul style="list-style-type: none"> <li>• CoLAG will discuss/agree the involvement of Transport for All, and whether CoLAG would like them to help facilitate a feedback session with members of CoLAG regarding the proposals.</li> <li>• Other groups representing protected characteristics will be contacted during the next stage of engagement on the preferred option.</li> </ul>		
<b>20. Data Protection Impact Assessment</b>	N/A		
<b>21. Recommendation</b>	Recommended	Not recommended	Not recommended

# Project Coversheet

## [1] Ownership & Status

**UPI:** 11377

**Core Project Name:** St Paul's gyratory project

**Programme Affiliation** (if applicable): N/A

**Project Manager:** George Wright

**Definition of need:** The project is identified in the Cheapside and Guildhall Area Enhancement Strategy and the City Transport Strategy as a key project to deliver. The entire gyratory area is traffic dominated and uninviting, causing significant severance for pedestrians between St. Paul's tube station and the Museum of London. Two significant developments within the project area and their associated s278 works have brought renewed momentum to the project.

### Key measures of success:

1. Reduction to pedestrian and cycle casualties, working towards Vision Zero.
2. Improved pedestrian comfort levels
3. Improved air quality
4. Delivering outcomes in the Corporate Plan and City Transport Strategy.
5. Meeting the needs of the developer in the coordination and delivery of the Section 278 highway work

### Expected timeframe for the project delivery:

#### Key Milestones:

- May 2023 – Gateway 4
- April 2024– Gateway 5

**Are we on track for completing the project against the expected timeframe for project delivery?** Yes

**Has this project generated public or media impact and response which the City of London has needed to manage or is managing?** Yes, press office are involved

## [2] Finance and Costed Risk

### Headline Financial, Scope and Design Changes:

#### 'Project Proposal' G1/2 report (approved 2014):

- Total Estimated Cost (excluding risk): Cost range £13-17 million
- Resources to reach next Gateway (excluding risk): £680,442
- Spend to date: £319,967
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: March 2014-September 2022 (G3 report)

*Scope/Design Change and Impact:* Feb 22: Approval of Issue Report to incorporate 81 Newgate Street s278 into project..

**'Options Appraisal and Design' G3 report S&W and OPP approval Sept 2022):**

- Total Estimated Cost (excluding risk): £10-22 million (depending on which option is selected)
- Resources to reach next Gateway (excluding risk): £1,235,942
- Spend to date: £601,608
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: Sept 22-May 23

*Scope/Design Change and Impact: N/A*

**Options Appraisal and Design' G4 report S&W and OPP approval May/June 2023):**

- Total Estimated Cost (excluding risk): £15 million (recommended option)
- Resources to reach next Gateway (excluding risk): £1,235,942
- Spend to date: £601,608
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: Sept 22-May 23

*Scope/Design Change and Impact: N/A*

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

City of London: Projects Procedure Corporate Risks Register

Project Name:	St Paul's gyratory phase 1	PM's overall risk rating:	Low	CRP requested this gateway	£ 280,000	Average unmitigated risk	5.3	Open Risks	12
Unique project identifier:	113377	Total estimated cost (exc risk):	£ 13,696,000	Total CRP used to date	£ -	Average mitigated risk score	3.3	Closed Risks	0

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 requested Y/N	Confidence in the estimation	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	4	(1) Compliance/Regulatory	Successful challenge to a permanent traffic order or judicial review	Challenge on procedural or other grounds relating to the traffic order or scheme development process	Possible	Major	12	£100,000.00	N	B - Fairly Confident	Ensure that best practice is followed to mitigate against a successful challenge. Lessons have been learnt from judgements at Beech Street and Bishopsgate.	£0.00	Possible	Serious	£60,000.00	6	£0.00		07/12/2022	Gill Howard	George Wright		Engagement is taking place during scheme development. Initial discussions with stakeholders indicate they share the project's ambitions. However, recent legal challenges mean the risk of challenge remains possible.	
R2	4	(8) Technology	Additional survey data and/or monitoring is required; unforeseen utility costs	A project of this scale at such an early stage of design development may incur additional unforeseen fee costs as scheme development progresses for each element of the project: trial holes, basement surveys, utility costs traffic counts, additional staff time for TFL staff to assess design proposals etc.	Likely	Serious	8	£220,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	A level of data has already been collected and the current budget includes a sum for additional survey works and TFL staff fees that are anticipated.	£0.00	Likely	Serious	£170,000.00	8	£0.00		07/12/2022	Gill Howard	George Wright		The data currently held is considered robust. However, given the early stage of some elements of the project, it is possible that some additional data will be required and/or unforeseen utility costs will become apparent.	
R3	4	(8) Technology	Additional staff resource is required	Several elements of the project are still at an early concept design stage. As design development progresses there may be issues that are more technically challenging than first envisaged. As a result, the project may incur additional staff resources.	Possible	Minor	3	£60,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Project manager will keep staff expenditure under regular review. Any forecast overspends will need to have robust justification.	£0.00	Possible	Minor	£50,000.00	3	£0.00		07/12/2022	Gill Howard	George Wright			
R4	4	(2) Financial	Compensation payment to TFL Buses	TFL Buses require compensation due to predicted longer journey times arising from new highway layout	Unlikely	Serious	4	£0.00	Y - for costed impact post-mitigation	B - Fairly Confident	Regular and on-going dialogue with TFL Buses to agree measures that will mitigate increases in bus journey times	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/01/2023	Gill Howard	George Wright		Current modelling indicates that changes to journey times under option 1 are acceptable to TFL	
R5	4	(4) Contractual/Partnership	Key stakeholder (s) do not endorse preferred option at concept stage, with regards to access for servicing, building users or changes to waiting and loading.	Delay to programme	Possible	Serious	6	£0.00	N	B - Fairly Confident	Manage stakeholder expectations is a clear way so they are fully aware of the City's processes in relation to approvals and funding.	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/01/2023	Gill Howard	George Wright		Meetings will continue to be held with stakeholders so dialogue is on-going. Concept option 1 received strong support at earlier engagement	
R6	4	(3) Reputation	There is a potential that different elements of the scheme could impact negatively on some of the protected characteristics under the equalities act.	Reputational impact	Rare	Serious	2	£0.00	N	B - Fairly Confident	Engagement with various accessibility groups as the preferred option is progressed and consider identified issues.	£0.00	Rare	Serious	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright		Would impact on the ability to deliver the magnitude of change that members and the public are expecting to see if not managed well to design out identified issues.	
R7	4	(2) Financial	Inaccurate or incomplete project estimates, including 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.	Unlikely	Serious	4	£0.00	N	B - Fairly Confident	Undertake regular cost reviews with the highways team as designs evolve (see notes re. provision of costed risk for construction phase).	£0.00	Rare	Minor	£0.00	1	£0.00		30/01/2023	Gill Howard	George Wright		A costed risk provision for the construction phase has been set aside in the overall budget estimates.	
R8	4	(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	£0.00	N	B - Fairly Confident	* Regular and on-going engagement with TFL buses in the design phases so they can consult internally * Design the measures to help minimise impacts on the bus network	£0.00	Unlikely	Minor	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright			
R9	4	(3) Reputation	Relocation/rationalisation of coach parking.	Objections from key stakeholders due to reduced provision within project area.	Possible	Minor	3	£0.00	N	B - Fairly Confident	Monitor existing provision to determine current demand. Identify alternative locations for coach parking if demand warrants it.	£0.00	Possible	Minor	£0.00	3	£0.00		30/01/2023	Gill Howard	George Wright		Surveys undertaken in March 2023 show that across the City there is sufficient coach parking provision.	
R10	4	(3) Reputation	Highway layout changes necessitate changes to routes to Bart's Hospital	Objections from a key stakeholder due to concerns about impact on blue light response times	Possible	Serious	6	£0.00	N	B - Fairly Confident	Regular and ongoing liaison with Bart's hospital to provide re-assurance and explore mitigation measures where required.	£0.00	Unlikely	Minor	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright			
R11	4	(1) Compliance/Regulatory	Highway layout changes result in traffic increases on some streets	Concerns have been raised about additional traffic on Little Britain south	Possible	Serious	6	£0.00	N	B - Fairly Confident	Mitigation measures are available to reduce this risk and will be assessed during next phase of work.	£0.00	Unlikely	Minor	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright		Mitigation measures include weight restrictions or making Montague Street two way for vehicles.	
R12	4	(1) Compliance/Regulatory	Delays to TFL approving the TMAN will delay the statutory process for the permanent Traffic Order	Delays to the TMAN approval if TFL have any concerns relating to the impact of a permanent scheme on the highway network	Possible	Serious	6	£0.00	N	B - Fairly Confident	Regular and ongoing liaison with TFL teams	£0.00	Possible	Minor	£0.00	3	£0.00		30/01/2023	Gill Howard	George Wright		On-going, regular liaison with TFL re. various TMAN approvals	
R19								£0.00				£0.00			£0.00		£0.00							
R20								£0.00				£0.00			£0.00		£0.00							
R21								£0.00				£0.00			£0.00		£0.00							
R22								£0.00				£0.00			£0.00		£0.00							
R23								£0.00				£0.00			£0.00		£0.00							
R24								£0.00				£0.00			£0.00		£0.00							





<b>Table 1: Expenditure to Date - St Paul's Gyratory - 16800278</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Expenditure (£)</b>	<b>Balance (£)</b>
PreEv Env Servs Staff Costs	15,000	14,133	867
PreEv P&T Fees	588,942	407,864	181,078
PreEv P&T Staff Costs	622,516	468,979	153,537
Traffic Modelling	9,484	9,484	0
<b>TOTAL</b>	<b>1,235,942</b>	<b>900,459</b>	<b>335,483</b>

<b>Table 2: Resources Required to reach the next Gateway</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Resources Required (£)</b>	<b>Revised Budget (£)</b>
PreEv Env Servs Staff Costs	15,000	236,600	251,600
PreEv P&T Fees	588,942	1,015,000	1,603,942
PreEv P&T Staff Costs	622,516	362,880	985,396
Traffic Modelling	9,484	-	9,484
Open Spaces Staff Costs	-	22,570	22,570
Legal Staff Costs	-	10,000	10,000
DBE Structures Staff Costs	-	5,000	5,000
Trial Works	-	60,000	60,000
Costed Risk Provision	-	280,000	280,000
<b>TOTAL</b>	<b>1,235,942</b>	<b>1,992,050</b>	<b>3,227,992</b>

<b>Table 3: Revised Funding Allocation</b>			
<b>Funding Source</b>	<b>Current Funding Allocation (£)</b>	<b>Funding Adjustments (£)</b>	<b>Revised Funding Allocation (£)</b>
TfL - LIP FY 2014/15	65,442	-	65,442
TfL - LIP FY 2017/18	50,000	-	50,000
S106 - 04/00958/FULL - Austral House - LCEIW	341,000	-	341,000
S106 - 10/00832/FULEIA - London Wall Place - Transportation	224,000	-	224,000
City Fund - Capital Bid 2022/23	555,500	-	555,500
OSPR	-	1,992,050	1,992,050
<b>TOTAL</b>	<b>1,235,942</b>	<b>1,992,050</b>	<b>3,227,992</b>

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# Option 1



BUS STOP RELOCATED TO KING EDWARD STREET

PHASE 2 AREA DESIGN SUBJECT TO APPROVALS OF LONDON/ BASTION HOUSE SITES

RAISED TABLES

BUS STOP FOR 4, 56, 76, 100. BUS STAND RELOCATED TO GILTSPUR STREET

2x TAXI BAYS RELOCATED TO GRESHAM STREET

NEW FOOTWAY BUILDOUT WITH EXISTING LOADING BAY RETAINED

IMPROVED CYCLE INFRASTRUCTURE

2x COACH BAYS PROVIDED  
2x COACH BAYS REMOVED

2 TAXI BAYS RELOCATED TO GRESHAM STREET

ACCESS POINT TO BE RETAINED

BUS STOP FOR 8, 25, 56, 100, 521, N8, N25

ANGEL STREET ONE-WAY WESTBOUND AND OPEN TO ALL TRAFFIC

2x COACH BAYS REMOVED

4x TAXI BAYS TO THE SOUTH SIDE OF GRESHAM STREET

KING EDWARD SQUARE PEDESTRIAN ZONE

FLOATING ISLAND WITH BUS STOP FOR 4, 76, 100.

2x COACH BAYS REMOVED

BUS STOP FOR 8, 25, 56, 100, 521, N8, N25, N242

CYCLE HIRE DOCKING STATION TO BE RELOCATED

IMPROVED CYCLE INFRASTRUCTURE

BUS STOP RELOCATED TO NEWGATE STREET

IMPROVED PEDESTRIAN CROSSINGS AND FOOTWAY WIDENING

No waiting or loading at any time except signed bays on St Martin Le Grand, Newgate Street, Angel Street and King Edward Street. Waiting and loading under review in Little Britain south

# Option 1A





# Option 2

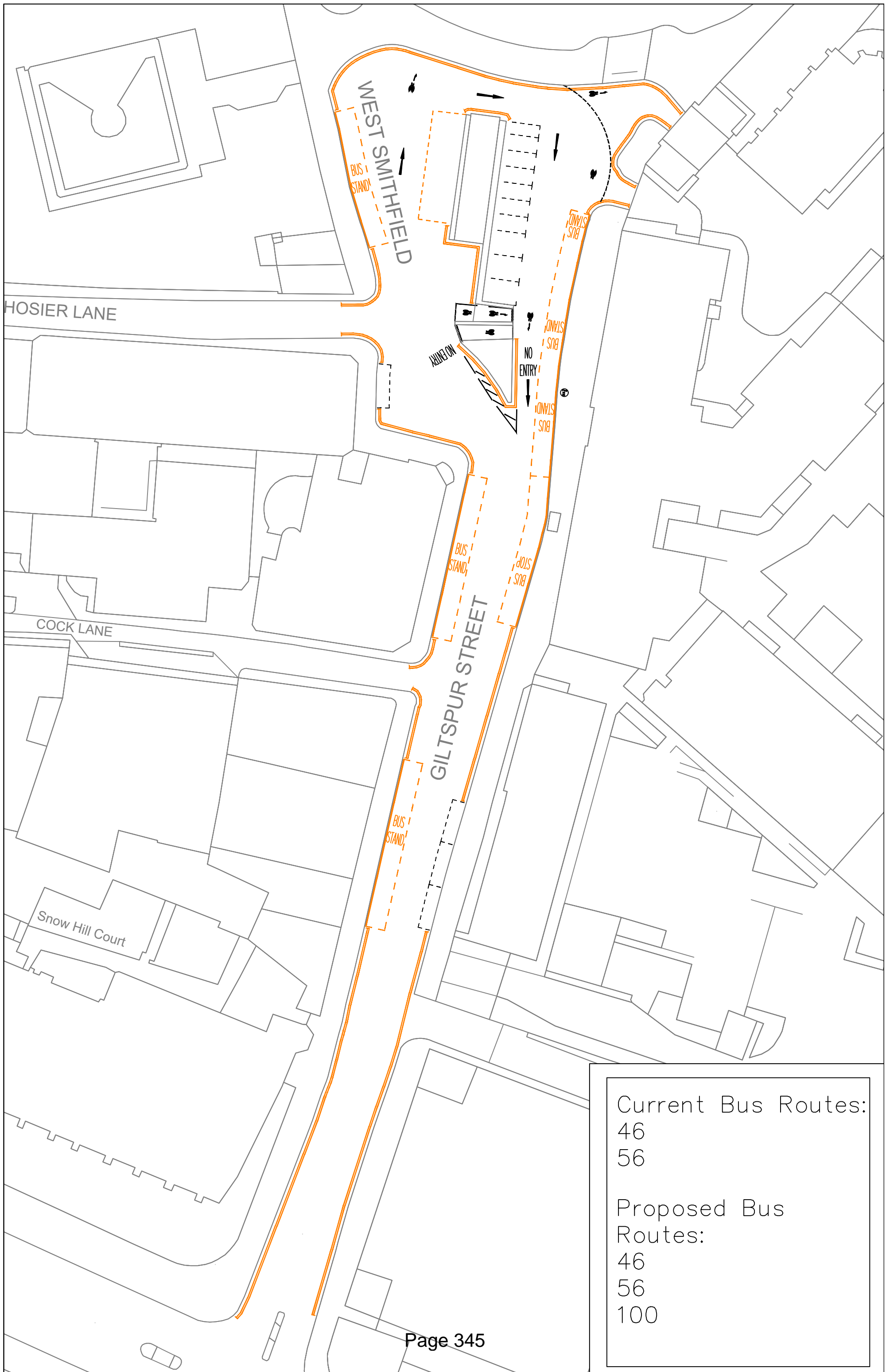


No waiting or loading at any time except signed bays on St Martin Le Grand, Newgate Street, Angel Street and King Edward Street. Waiting and loading under review in Little Britain south

# Option 3



No waiting or loading at any time except signed bays on St Martin Le Grand, Newgate Street, Angel Street and King Edward Street. Waiting and loading under review in Little Britain south



Current Bus Routes:  
 46  
 56

Proposed Bus Routes:  
 46  
 56  
 100

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			Options		
			1	2	3
	Criteria	Junction	<ul style="list-style-type: none"> <li>- Newgate Street two-way</li> <li>- St Martin's Le Grand two-way south of Angel Street</li> <li>- Angel Street one-way westbound</li> <li>- New public space on King Edward Street south of Angel Street</li> <li>- Contraflow cycle lane on Aldersgate Street (south) north of Angel Street</li> <li>- Two-way cycle track between Cheapside and Angel Street</li> </ul>	<ul style="list-style-type: none"> <li>- Newgate Street two-way</li> <li>- St Martin's Le Grand two-way between Newgate Street and Rotunda</li> <li>- Angel Street one-way westbound</li> <li>- King Edward Square bus and cycle only</li> <li>- New public space on King Edward Street slip road</li> <li>- Contraflow cycle lane on Aldersgate Street (south) north of Angel Street</li> <li>- Two-way cycle track between Cheapside and Angel Street</li> </ul>	<ul style="list-style-type: none"> <li>- Newgate Street two-way with eastbound for buses and cycles only</li> <li>- St Martin's Le Grand one-way with contraflow cycle lane south of Angel Street</li> <li>- Angel Street one-way eastbound for all traffic</li> <li>- New public space on King Edward Street slip road</li> <li>- Contraflow cycle lane on Aldersgate Street (south) north of Angel Street</li> <li>- Contraflow cycle lane on King Edward Street (north of Angel Street)</li> </ul>
Traffic modelling/ Junction capacity	Impact on junction capacity.	Newgate Street/ New Change/ St Martin's Le-Grand	<ul style="list-style-type: none"> <li>- March 2022 traffic flows suggest junction operates at ~95% capacity</li> <li>- If Future Base traffic flows increase flow at this junction this may generate reassignment</li> </ul>	<ul style="list-style-type: none"> <li>- March 2022 traffic flows suggest junction operates at ~95% capacity</li> <li>- If Future Base traffic flows increase flow at this junction this may generate reassignment</li> </ul>	Junction operates within capacity with March 2022 flows
		Newgate Street/ Cheapside/ New Change	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows
		Angel Street/ King Edward Street	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows
		Rotunda	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows
	Bus journey time impact (Phase 1)	Newgate Street junctions	<ul style="list-style-type: none"> <li>- Shorter routes for eastbound buses from Newgate Street</li> <li>- Longer routes for northbound buses from Newgate Street</li> <li>- Newgate Street/ New Change/ St Martin's Le-Grand operating at capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Shorter routes for eastbound buses from Newgate Street</li> <li>- Same routes for northbound buses from Newgate Street</li> <li>- Newgate Street/ New Change/ St Martin's Le-Grand operating at capacity</li> <li>- Bus only northbound on King Edward Street (south of Angel Street)</li> </ul>	<ul style="list-style-type: none"> <li>- Shorter routes for eastbound buses from Newgate Street, with Newgate Street eastbound bus/ cycle only</li> <li>- Same routes for northbound buses from Newgate Street</li> <li>- Newgate Street/ New Change/ St Martin's Le-Grand operating within capacity</li> <li>- Bus only northbound on King Edward Street (south of Angel Street)</li> </ul>
			Method of Control.	<ul style="list-style-type: none"> <li>- 3 stage method of control</li> <li>- Pedestrian stage</li> <li>- Segregated cycle lane</li> <li>- Cycle gate with early release</li> </ul>	<ul style="list-style-type: none"> <li>- 3 stage method of control</li> <li>- Pedestrian stage</li> <li>- Segregated cycle lane</li> <li>- Cycle gate with early release</li> </ul>
	Method of Control.	Newgate Street/ New Change/ St Martin's Le-Grand	<ul style="list-style-type: none"> <li>- 4 stage method of control</li> <li>- Pedestrian stage</li> <li>- Cycle only stage</li> <li>- Cycle early release on Cheapside</li> </ul>	<ul style="list-style-type: none"> <li>- 4 stage method of control</li> <li>- Pedestrian stage</li> <li>- Cycle only stage</li> <li>- Cycle early release on Cheapside</li> </ul>	<ul style="list-style-type: none"> <li>- 3 stage method of control</li> <li>- Pedestrian stage</li> <li>- Cycle early release on Cheapside</li> </ul>
		Newgate/ King Edward Street	<ul style="list-style-type: none"> <li>- Standalone pedestrian crossing</li> </ul>	<ul style="list-style-type: none"> <li>- 3 stage method of control</li> <li>- Pedestrian stage</li> <li>- Cycle early release on Newgate Street</li> </ul>	<ul style="list-style-type: none"> <li>- 3 stage method of control</li> <li>- Pedestrian stage</li> <li>- Cycle early release on Newgate Street</li> </ul>
		Angel Street/ St Martin's Le-Grand	<ul style="list-style-type: none"> <li>- 3 stage method of control</li> <li>- Pedestrian stage</li> <li>- Northbound cyclists run during pedestrian stage</li> </ul>	<ul style="list-style-type: none"> <li>- 3 stage method of control</li> <li>- Pedestrian stage</li> <li>- Northbound cyclists run during pedestrian stage</li> </ul>	<ul style="list-style-type: none"> <li>- 2 stage method of control</li> <li>- Pedestrian stage</li> </ul>
		Angel Street/ King Edward Street	<ul style="list-style-type: none"> <li>- 2 stage method of control</li> <li>- Pedestrian stage</li> <li>- Cycle early release on Angel Street</li> </ul>	<ul style="list-style-type: none"> <li>- 3 stage method of control</li> <li>- Pedestrian stage</li> <li>- Cycle early release on Angel Street</li> </ul>	<ul style="list-style-type: none"> <li>- 3 stage method of control</li> <li>- Pedestrian stage</li> <li>- Cycle only southbound on King Edward Street</li> </ul>
Wider network impact		<ul style="list-style-type: none"> <li>- Traffic reassignment not expected as scheme option can accommodate existing traffic flows</li> <li>- Potential for Little Britain (south) to be used to access Little Britain (north) due to loss of U-turn facility at the gyratory</li> </ul>	<ul style="list-style-type: none"> <li>- Traffic reassignment not expected as scheme option can accommodate existing traffic flows</li> </ul>	<ul style="list-style-type: none"> <li>- Traffic reassignment not expected as scheme option can accommodate existing traffic flows</li> </ul>	
Cycling infrastructure	Does the design comply with cycle infrastructure design standards?	Newgate Street/ New Change/ St Martin's Le-Grand	<ul style="list-style-type: none"> <li>- Cyclists separated in space and time on Newgate Street, St Martin's Le Grand and New Change</li> </ul>	<ul style="list-style-type: none"> <li>- Cyclists separated in space and time on Newgate Street, St Martin's Le Grand and New Change</li> </ul>	<ul style="list-style-type: none"> <li>- Cyclists separated in space and time on Newgate Street and St Martin's Le Grand</li> <li>- ASL only on New Change approach due to proximity to junction with Cheapside</li> </ul>
		Newgate Street/ Cheapside/ New Change	<ul style="list-style-type: none"> <li>- Cycle early release on Cheapside</li> <li>- Cycle stage for New Change northbound and southbound</li> </ul>	<ul style="list-style-type: none"> <li>- Cycle early release on Cheapside</li> <li>- Cycle stage for New Change northbound and southbound</li> </ul>	<ul style="list-style-type: none"> <li>- Cycle early release on Cheapside and New Change</li> </ul>
		Newgate/ King Edward Street	<ul style="list-style-type: none"> <li>- Cycle early release on Newgate Street</li> </ul>	<ul style="list-style-type: none"> <li>- Cycle early release on Newgate Street</li> </ul>	<ul style="list-style-type: none"> <li>- Cycle gate on Newgate Street in both directions</li> </ul>
		Angel Street/ St Martin's Le-Grand	<ul style="list-style-type: none"> <li>- Northbound and southbound cycle lanes</li> </ul>	<ul style="list-style-type: none"> <li>- Northbound and southbound cycle lanes</li> </ul>	<ul style="list-style-type: none"> <li>- Northbound and southbound cycle lanes</li> </ul>
		Angel Street/ King Edward Street	<ul style="list-style-type: none"> <li>- Cycle early release on Angel Street</li> </ul>	<ul style="list-style-type: none"> <li>- Cycle early release on Angel Street</li> </ul>	<ul style="list-style-type: none"> <li>- Cycle stage for King Edward Street southbound</li> </ul>
	Left hook conflict at St Martin's-Le-Grand/ Angel Street junction		<ul style="list-style-type: none"> <li>- Junction design removes left-hook</li> </ul>	<ul style="list-style-type: none"> <li>- Junction design removes left-hook</li> </ul>	No issue as no left-turn here
	Cycle segregation.		<ul style="list-style-type: none"> <li>- Segregation to be agreed. Can be implemented where mandatory cycle lanes shown. Options for wands or stepped track.</li> </ul>	<ul style="list-style-type: none"> <li>- Segregation to be agreed. Can be implemented where mandatory cycle lanes shown. Options for wands or stepped track.</li> </ul>	<ul style="list-style-type: none"> <li>- Segregation to be agreed. Can be implemented where mandatory cycle lanes shown. Options for wands or stepped track.</li> </ul>
	Cycle movements (North-South).		<ul style="list-style-type: none"> <li>- St Martin's Le-Grand and Aldersgate Street (south) identified as preferred through route for cyclists</li> </ul>	<ul style="list-style-type: none"> <li>- Both King Edward Street/ Montague Street and St Martin's Le-Grand/ Aldersgate Street (south) viable routes for cyclists</li> <li>- King Edward Square bus and cycle only</li> </ul>	<ul style="list-style-type: none"> <li>- St Martin's Le-Grand and Aldersgate Street (south) identified as preferred through route for cyclists</li> </ul>
	Cycle movements (East-West).		<ul style="list-style-type: none"> <li>- Two-way working on Newgate Street provides direct routes for cyclists</li> </ul>	<ul style="list-style-type: none"> <li>- Two-way working on Newgate Street provides direct routes for cyclists</li> </ul>	<ul style="list-style-type: none"> <li>- Two-way working on Newgate Street provides direct routes for cyclists, with eastbound buses and cycles only</li> </ul>
	Ease of changing routes (from NS - EW).		<ul style="list-style-type: none"> <li>- Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction</li> </ul>	<ul style="list-style-type: none"> <li>- Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction</li> <li>- Turn into and out of King Edward Square provided</li> </ul>	<ul style="list-style-type: none"> <li>- Cycle gates provided at Newgate Street/ New Change/ St Martin's Le-Grand junction</li> </ul>
Ease of changing routes (from EW - NS).		<ul style="list-style-type: none"> <li>- Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction</li> </ul>	<ul style="list-style-type: none"> <li>- Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction</li> <li>- Turn into and out of King Edward Square provided</li> </ul>	<ul style="list-style-type: none"> <li>- Cycle gates provided at Newgate Street/ New Change/ St Martin's Le-Grand junction</li> </ul>	
Cycle lane change		+819m	+942m	+781m	
Pedestrian infrastructure	Footway change	+1,436m <sup>2</sup>	+732m <sup>2</sup>	+1027m <sup>2</sup>	
Bus infrastructure	Bus diversion routes.		<ul style="list-style-type: none"> <li>- Loss of U-turn facility around the southern section of the gyratory</li> </ul>	As existing	As existing
	Impact on bus stops		<ul style="list-style-type: none"> <li>- Bus stops relocated away from Newgate Street outside no. 81 to provide space for cycle lanes</li> <li>- Bus stop on Newgate Street (SP) for N/B services on removed with new N/B stop outside Bart's Hospital</li> </ul>	<ul style="list-style-type: none"> <li>- Bus stops relocated away from Newgate Street outside no. 81 to provide space for cycle lanes</li> <li>- Bus stop SP moved to King Edward Street (south)</li> </ul>	<ul style="list-style-type: none"> <li>- Bus stops relocated away from Newgate Street outside no. 81 to provide space for cycle lanes</li> <li>- Bus stop SP moved to King Edward Street (south)</li> </ul>
	Impact on bus stands		<ul style="list-style-type: none"> <li>- Bus stand on King Edward Street moved to Giltspur Street</li> </ul>	<ul style="list-style-type: none"> <li>- Bus stand on King Edward Street moved to Giltspur Street</li> </ul>	<ul style="list-style-type: none"> <li>- Bus stand on King Edward Street moved to Giltspur Street</li> </ul>
Coach infrastructure	Impact on coach parking		<ul style="list-style-type: none"> <li>- Coach parking removed on St Martin's Le-Grand (south of Angel Street).</li> <li>- 2 coach bays retained on Angel Street</li> </ul>	<ul style="list-style-type: none"> <li>- Coach parking removed on St Martin's Le-Grand (south of Angel Street).</li> <li>- 2 coach bays retained on Angel Street</li> </ul>	<ul style="list-style-type: none"> <li>- Coach parking removed on St Martin's Le-Grand (south of Angel Street).</li> <li>- Coach parking retained on Angel Street</li> </ul>
	Coach diversion routes		<ul style="list-style-type: none"> <li>- Potential loss of U-turn facility around the southern section of the gyratory</li> </ul>	As existing	As existing
Key considerations	Public realm opportunity		<ul style="list-style-type: none"> <li>- King Edward Square pedestrian zone</li> <li>- Localised footway widening</li> </ul>	<ul style="list-style-type: none"> <li>- Newgate Street slip road only</li> <li>- Some footway widening around 81 Newgate Street</li> </ul>	<ul style="list-style-type: none"> <li>- Newgate Street slip road only</li> <li>- Some footway widening around 81 Newgate Street</li> </ul>
	Kerbside provision		<ul style="list-style-type: none"> <li>- North side of Newgate Street outside no. 81 currently loading permitted from 7pm to 7am (double yellow single tick)</li> <li>- Aldersgate Street (south) north of Gresham Street currently loading permitted from 7pm to 7am (double yellow single tick)</li> </ul>	<ul style="list-style-type: none"> <li>- North side of Newgate Street outside no. 81 currently loading permitted from 7pm to 7am (double yellow single tick)</li> <li>- Aldersgate Street (south) north of Gresham Street currently loading permitted from 7pm to 7am (double yellow single tick)</li> </ul>	<ul style="list-style-type: none"> <li>- North side of Newgate Street outside no. 81 currently loading permitted from 7pm to 7am (double yellow single tick)</li> <li>- Aldersgate Street (south) north of Gresham Street currently loading permitted from 7pm to 7am (double yellow single tick)</li> </ul>
	HVM issues		<ul style="list-style-type: none"> <li>- Proposed relocation of westbound bus stop on Newgate Street would clash with existing HVM</li> </ul>	<ul style="list-style-type: none"> <li>- Proposed relocation of westbound bus stop on Newgate Street would clash with existing HVM</li> </ul>	<ul style="list-style-type: none"> <li>- Proposed relocation of westbound bus stop on Newgate Street would clash with existing HVM</li> </ul>

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### Bus Journey Times: Feasibility traffic modelling results

Option	Seven bus routes in project area (both directions modelled):						Avg of AM and PM peak periods journey times
	in the AM Peak			In the PM peak			
	Improve ment	Delay		improve ment	Delayed		
	Between 0-2 min	0-3 min	5-7 min	Between 0-3 min	0-2 min	2-3 min	
1	4	10	0	7	5	2	0-30 secs
2	3	9	2	4	7	3	1-2 mins
3	5	9	0	4	10	0	30-60 secs

### General motor vehicle journey times: Feasibility traffic modelling results

AM PEAK (0815-0915)		Difference		
Motor vehicle route	Direction	Option 1	Option 2	Option 3
New Change to Aldersgate Street	NB	1-2 mins	1-2 mins	1-2 mins
Aldersgate Street to New Change	SB	-(0-30) secs	0-30 secs	0-30 secs
Cheapside to Aldersgate Street	NB	-(0-30) secs	1-2 mins	30-60 secs
Aldersgate Street to Cheapside	SB	-(0-30) secs	0-30 secs	0-30 secs
London Wall/ Moorgate to New Change	WB-SB	1-2 mins	5-7 mins	2-3 mins

PM PEAK (1800-1900)		Difference		
Motor vehicle route	Direction	Option 1	Option 2	Option 3
New Change to Aldersgate Street	NB	-(0-30) secs	30-60 secs	-(0-30) secs
Aldersgate Street to New Change	SB	0-30 secs	30-60 secs	0-30 secs
Cheapside to Aldersgate Street	NB	-(0-30) secs	1-2 mins	0-30 secs
Aldersgate Street to Cheapside	SB	0-30 secs	30-60 secs	30-60 secs
London Wall/ Moorgate to New Change	WB-SB	-(0-30) secs	2-3 mins	-(0-30) secs

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# City of London St Paul's Gyratory Scheme

## Give My View Executive Summary

13.12.22 - 25.01.23

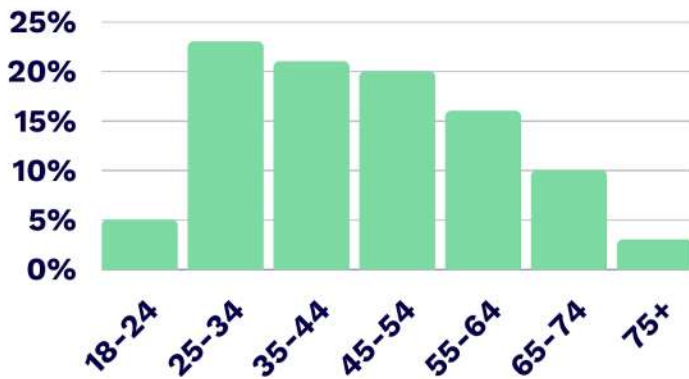


**2,646**  
Voters

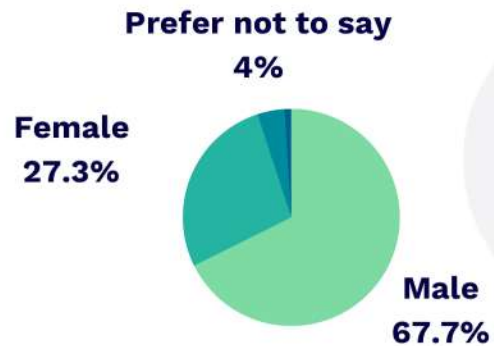
### What is your relationship to the City of London?



### Voter age from Demographics



### Voter gender from Demographics

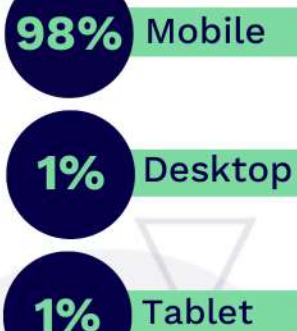


### Voter disability from Demographics

Yes, limited a little  
9.1%



### Voter Devices





# Quantitative Analysis



A high majority of people in the St Pauls area use a form of active travel.

When asked how they usually travel around the area, respondents voted highly for:

- Walking with 49%
- Cycling with 36%
- Bus with 8%.

We asked people how they would feel if vehicle journey times were lengthened to support walking and cycling improvements. Here's how they felt:



When you take a look at the average voter value split by each mode of transport it gives you a better picture of how people feel, as per below:

	Walk	Cycle	Bus	Private car	Taxi	Commer-cial vehicle	Powered two-wheeler	Wheel-chair
Improved walking	97%	93%	67%	28%	17%	42%	36%	80%
Improved cycling	75%	96%	65%	23%	11%	34%	34%	88%

You can see that those who regularly use powered, private vehicles largely oppose this idea. While the three most-used modes of transport are in favour. Wheelchair users, who make up less than 1% of the respondents are also strongly in favour.

# Quantitative Analysis

We asked people if they would support a public space at the southern end of King Edward Street. Here's how they felt:



84%

On a sliding scale of 1-100, this is the average sentiment score of all voters.

When taking a look at the average voter value split by segmentation and split by mode of transport, we are shown a more detailed picture of how people feel:

	Worker	Visitor	Only travel through	Resident	Business Owner	Student		
<b>Segmentation</b>	85%	87%	88%	77%	65%	84%		
	Walk	Cycle	Bus	Private car	Taxi	Commercial vehicle	Powered two-wheeler	Wheelchair
<b>Transport</b>	85%	94%	77%	31%	16%	45%	40%	89%

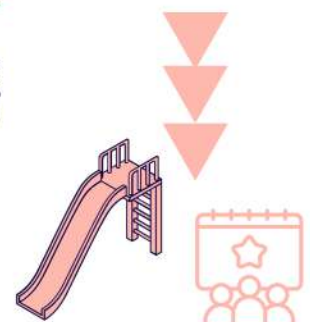
The group that are least in favour of this public space are **Business Owners**, however, they still average in the positive end of the scale. The users of **powered private vehicles** are most opposed to the public space, with **Wheelchair** users strongly in favour.

When asked what things they'd like to see in a new pedestrianised space, people voted highly for:

- **Trees and plants with 87%**
- **Places to sit with 79%**

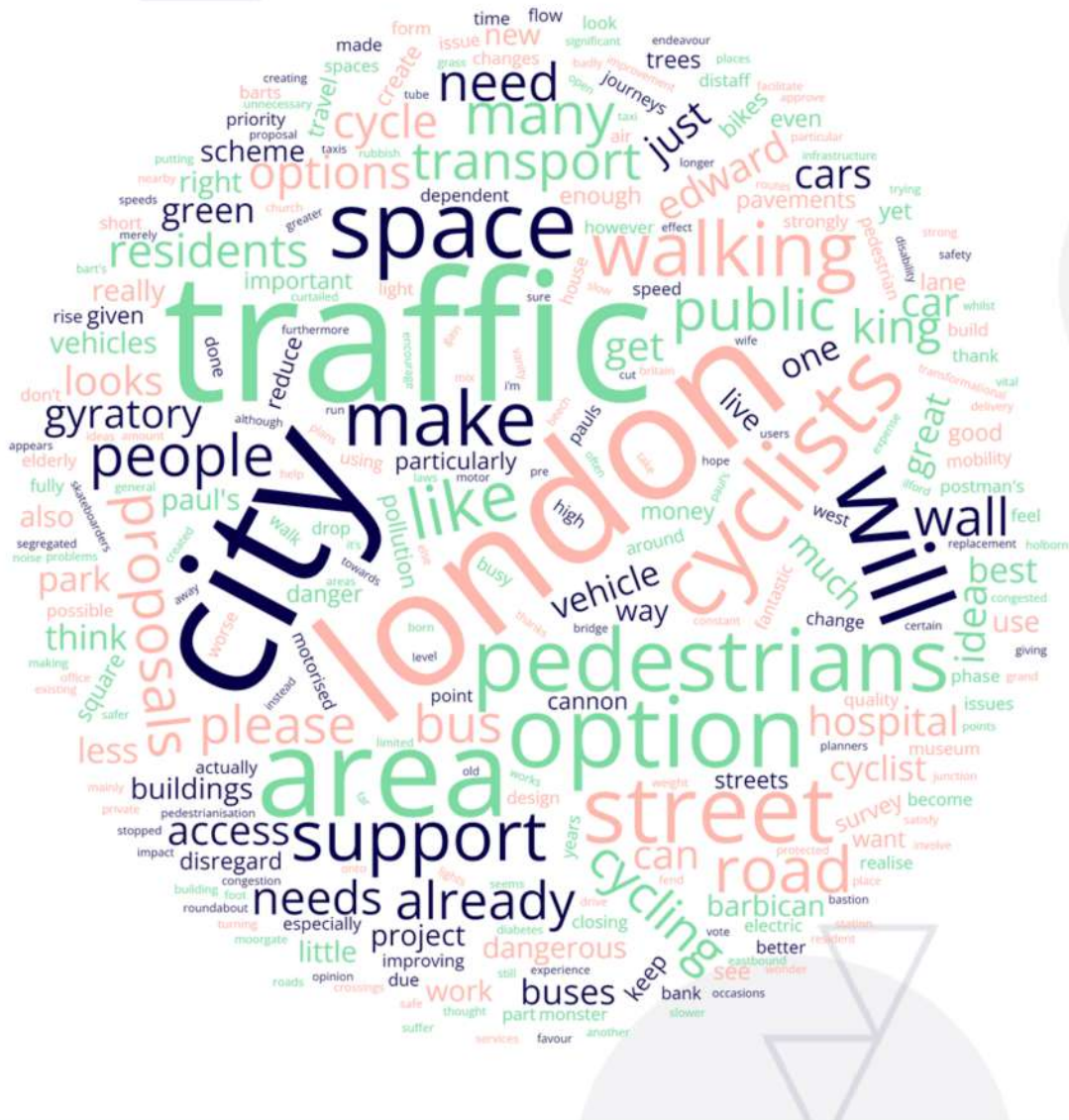
The options with the least votes were:

- **Children's play area with 17%**
- **Event space with 16%**





# Qualitative Analysis, extra Feedback: 53 comments



## Influenced decisions

### Improve walking and cycling routes

A large majority of respondents were in support of plans to improve these routes. The large majority of respondents also mainly use these modes of transport so the City of London would be satisfying a large portion of the St Paul's community.

### A relaxing space

The voters results indicate that those in favour of changing this area to a public space would like to be surrounded by greenery and have a place to sit. Essentially creating a relaxing space in the heart of the City of London.

### Wheelchair accessibility

Although they were a small group of the whole voter number, wheelchair users were considerably in favour of the suggested changes. It is good practise to ensure all public areas are easily accessible by all.





This type of seating is not fixed permanently to the ground but is too heavy to move without a mechanical aid



Examples of the granite salvaged from the Thames Embankment that could be re-used in the new public space

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# King Edward Square Stage 2 Summary document

28.04.2023

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# 1.0

## Introduction and context

### Introduction

#### Overview

The existing gyratory between St. Paul's and the Museum of London is a complex and traffic dominated one-way system, introduced in the 1970's. It severs pedestrian and cycle connections, is difficult to navigate, and is both polluted and noisy. The St Paul's gyratory project proposes the removal of this one-way system and reassigns space for walking and cycling, public realm and green infrastructure. It creates an exciting opportunity to close a section of King Edward Street and the adjacent slip road and transform a traffic dominated environment into a space for people and nature. Creating a place that people want to spend time in, and providing an experiential, green, sociable, connected and beautiful public space.

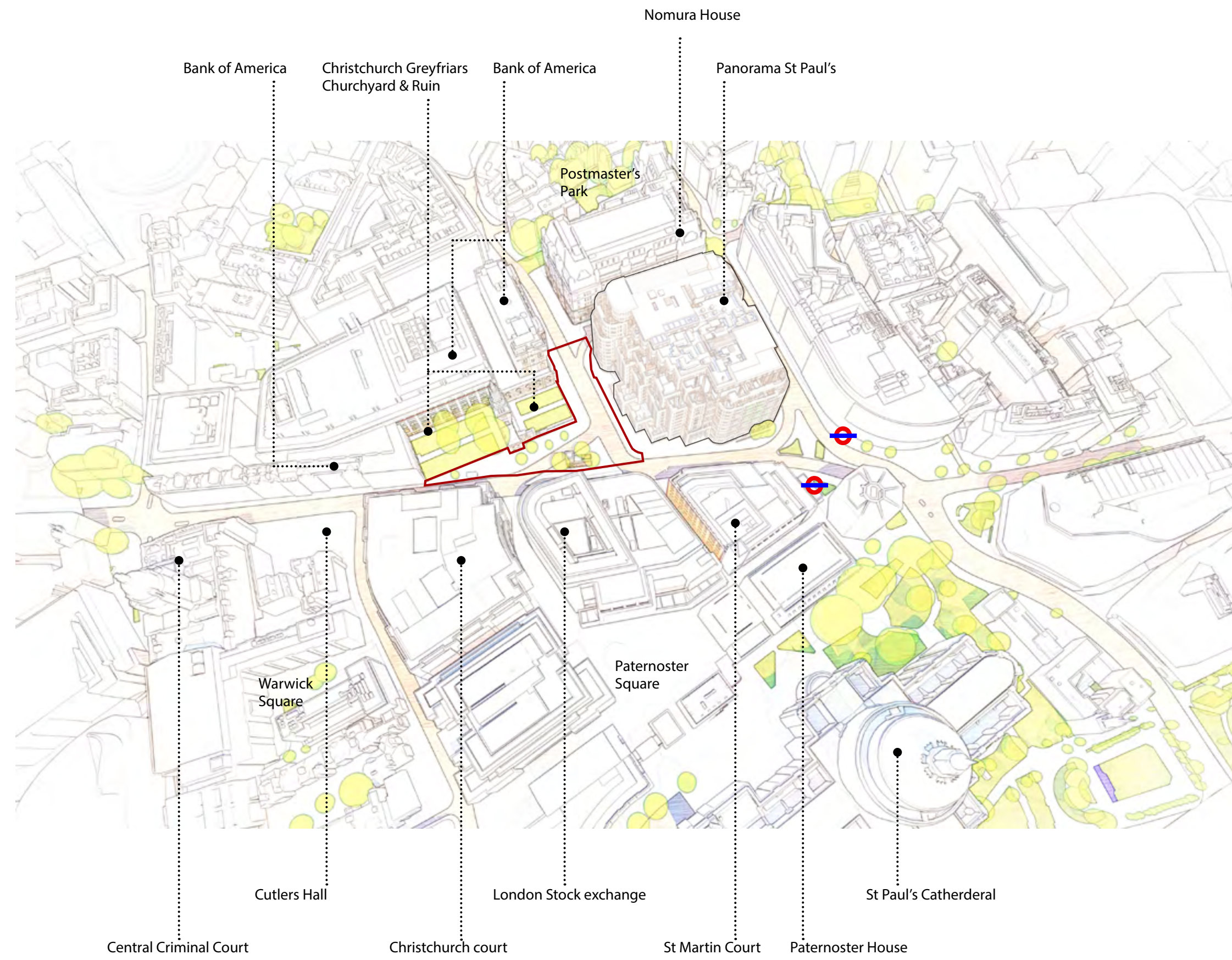
Over the last few months, working closely with the team at City of London and Panorama St Paul's, the Landscape Architects at LDA Design, have developed a preferred concept design for this remarkable new public space, as well as options for design, if King Edward Street were to be retained.

The space sits in a remarkable and contextually strategic location at the intersection of north-south and east-west movement, close to St Paul's station and at the southern gateway to the Cultural Mile. Within a short walk lies Sir Christopher Wren's internationally renowned masterpiece, St Paul's Cathedral. Looking south from King Edward Street, the north transept of the cathedral is beautifully framed by Queens Head Passage and Canon Aly. The Grade I listed tower and ruins of Christchurch Greyfriars church, churchyard, and garden (also designed by Wren) are all that remain of a large friary, that once sat here, subsequently destroyed during the Blitz. Road widening in 1974 saw the surviving east end of the church, demolished and this footprint is now demarcated by a low stone wall. The new space also lies in an area of transformation. Panorama St Paul's, now under construction and adjoining the space, will provide a new type of office development, supporting health and well-being. To the north, the exciting re-development of the Museum of London, 150 London Wall, and Bastion House also brings major change.

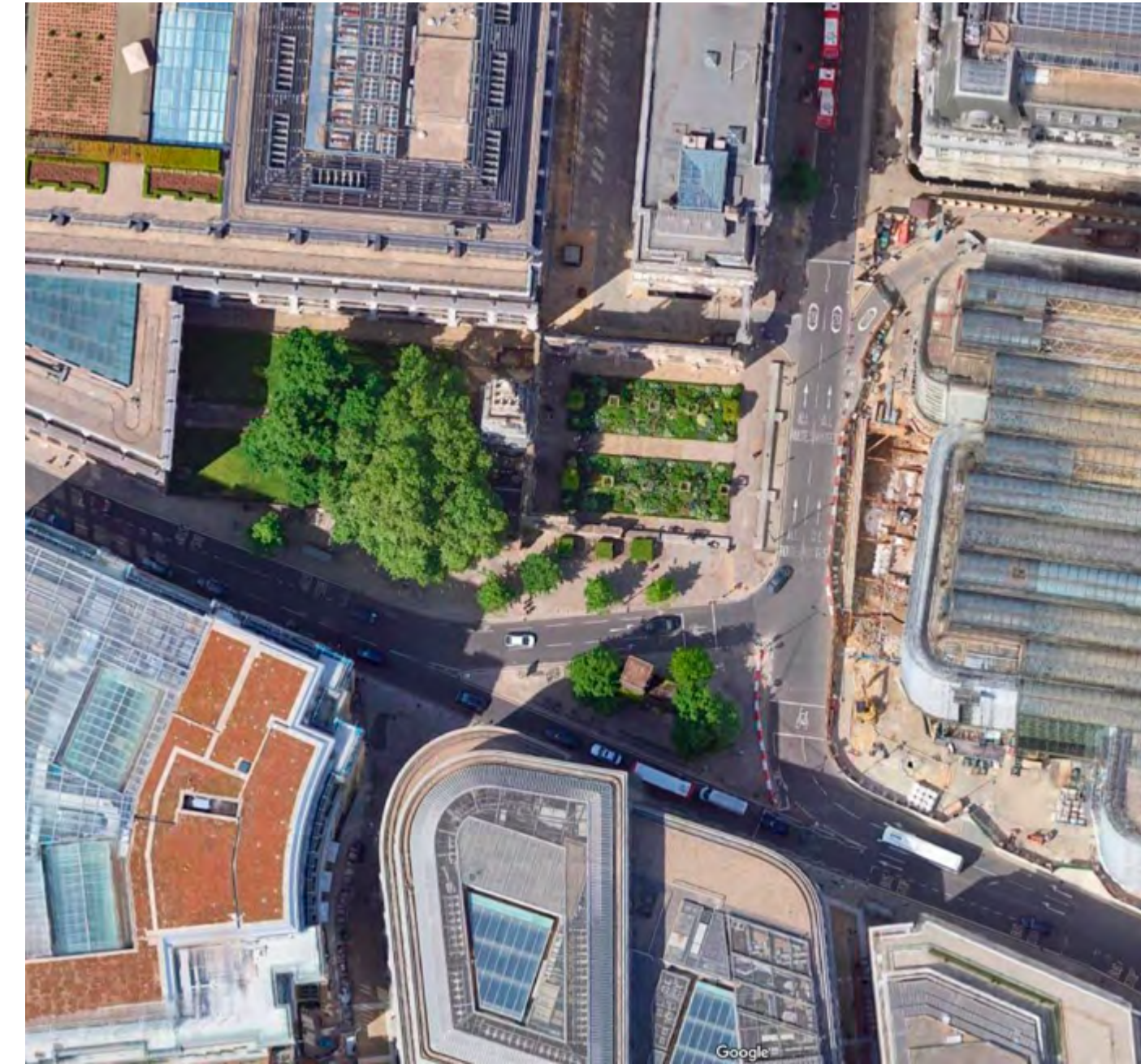
The project offers a once in a lifetime opportunity to reclaim road space for people and nature. Importantly, the site's location, history, and architectural capital demand a world-class response.



Context



The site





### The site at a glance



Important axial views and approach to St Paul's  
Low wall provides historic interpretation but divisive

A place to move through and not dwell

A place to move through and not dwell



Relationship with Greyfriars and the garden important

Existing trees provide multiple benefits

### Listed buildings

Scheduled Ancient Monument



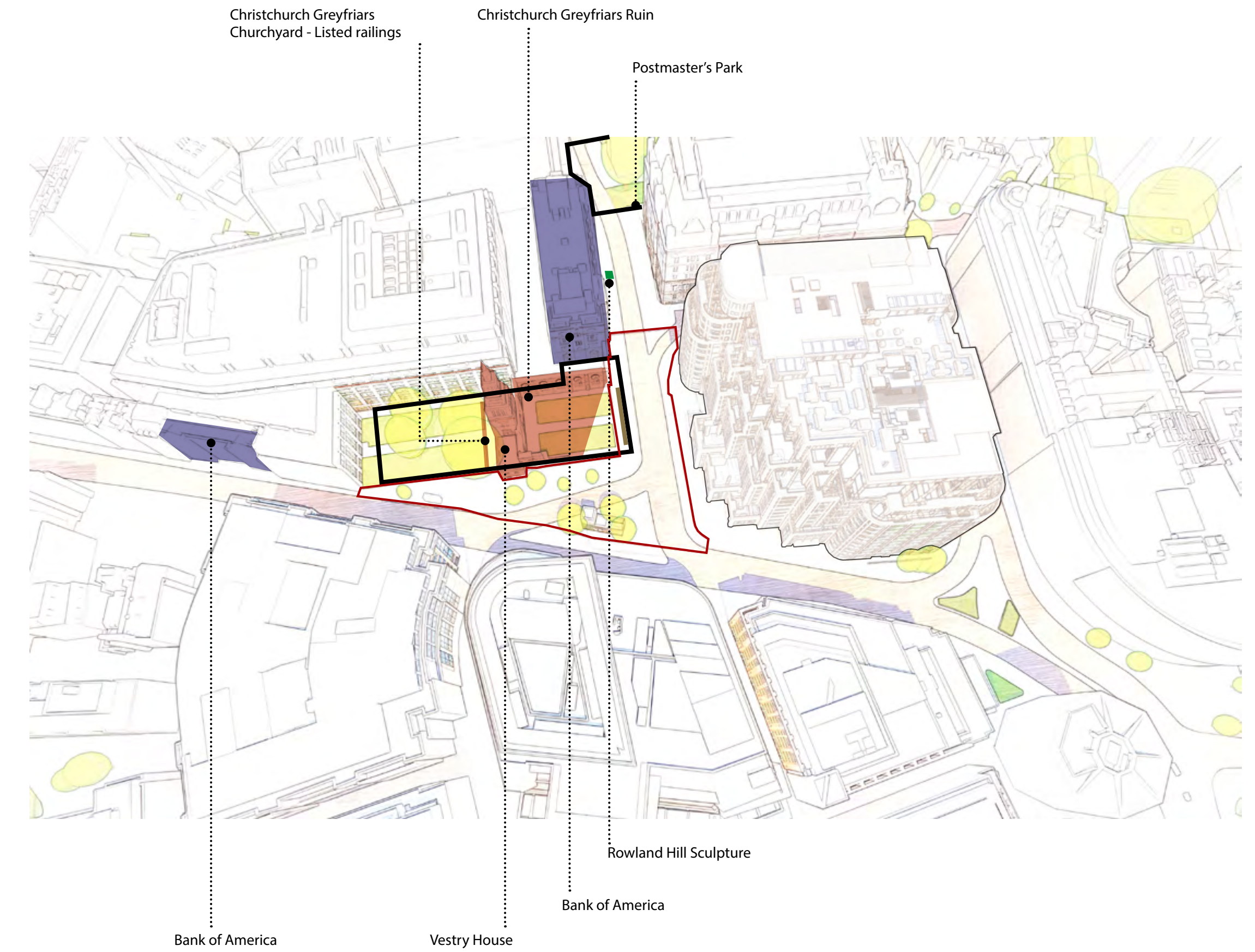
Grade I Listed



Grade II\* Listed



Grade II Listed





# 2.0

## The brief

### Overarching aims and objectives

- Enhance the City of London's position as a global business district and embrace the 'Destination City' Programme.
- Respond to the City's Climate Action Strategy and Cool Streets and Greening Programme.
- Respond to the key view to St. Paul's Cathedral through Queens Head Passage and Canon Aly to the North Transept.
- Reinforce the historic setting and views to Christchurch Greyfriars church and sensitively integrate the garden with the new space.
- Align with the City of London's Cultural Strategy to celebrate the heritage of the context and rediscover sense of place and community.
- Create a single cohesive public realm, responding to surrounding features and integrating and coordinating Panorama St. Paul's.

### Key considerations

- Respond to feedback from the 2022/23 public engagement, for example, 87% of people want to see 'trees and plants' in the newly pedestrianised space and 79% also 'places to sit'.
- Consider a variety of seating and dining opportunities, for relaxing in the sun, immersed in nature, and enjoying remarkable views to St Paul's, Christchurch Greyfriars and Gardens and Panorama St Paul's,
- Introduce beautiful trees and biodiverse rain gardens, with pollinator plants that support climate resilience and strengthen the 'biodiversity corridor' from the Barbican to Bankside.
- Provide a flexible layout with the necessary infrastructure to support pop-up events.
- Given potential conflicts, a dedicated or shared cycle route is not provided through the space. Space/ infrastructure to support cycling and micro mobility (e.g. racks) is however to be included.
- Explore opportunities for re-purposing/improving the low wall and historic interpretation of this. This will require Scheduled Ancient Monument (SAM) Consent.
- Provide opportunities for Sustainable Urban Drainage solutions (SUDs).
- Sensitively integrate Hostile Vehicle Mitigation (HVM) to minimise visual/physical intrusion.
- Explore opportunities for incidental play, encouraging people to have fun, extending dwell time.
- Ensure a fully accessible and inclusive environment, with opportunities for lighting, to create a safe and attractive space.
- Explore opportunities for art and interpretation to celebrate the stories of place, including its historic significance.
- Provide a legible public space and clear wayfinding.



# 3.0

## Design summary

The developed design for King Edward's Square provides a sequence of spaces derived from the important geometries of Christchurch Greyfriars, the St Paul's axis and Panorama St Paul's. A series of outdoor rooms create a range of tranquil as well as sociable spaces, extensive areas of planting, and opportunities for incidental play, whilst responding to key pedestrian desire lines, and high levels of footfall.

A major structuring element - 'The Grand Axis' provides an impressive visual and physical connection north south to St Paul's Cathedral, framed by 'The Garden Grid' a series of beautiful gardens and informal avenue of trees. Alongside this route, a linear band of large granite stones reinforces the axis. It is intended that these blocks re-use the reclaimed stone from the river wall as part of the construction of the Thames Tideway Tunnel. They have acquired a beautiful rich patina that reflect 150 years of weathering and provide an informal and incidental play feature. This re-use supports the circular economy project 'From The Thames to Eternity'.

At the 'heart' of the space, the existing wall to denote the old church boundary is replaced by a beautiful in-ground arts feature, removing the existing severance, improving the setting to the church, and opening the space up and integrating the existing special garden. The central area connects key desire lines, north south and east west, with the new street created by Panorama St Paul's. The space also provides flexibility for pop-up events, such as small-scale performance, occasional kiosks and markets, with in-ground power supporting these potential uses.

### Design summary

To the south, a quieter garden space pays homage to the richness of the areas monastic garden origins, as a place for health, well-being, and productivity. A range of comfortable seating, planting areas and scattered trees provide a sense of tranquillity and enclosure, with key views and protection from the road to the south carefully considered. The inclusion of long tables and seats, supports the 'Destination City' objectives, encouraging people to spend more time in the space, providing much needed places to sit in comfort for eating, study and work.

And finally, a series of 'social gateways' to the north and southwest draw people in to the space at key thresholds. These comprise scattered trees and seats, with a variety of views and configurations. The seats are gravity fixed, enabling greater flexibility by the City, to reconfigure the spaces as they wish, such as for occasional events.



**Developed concept overview  
Illustrative plan  
(Highways option 1)**

A sequence of spaces, derived from geometries of Christchurch Greyfriars, the St Paul's axis and Panorama St Paul's.

To the south, more intricate linear banding is inspired by a monastic garden approach offering a tessellated sequence of planting, seating decks, benches, long table dining and scattered trees.

A central flexible events space provides generous circulation at a key movement decision making point.

Scattered seating and trees to the north and west as corresponding welcoming gateways.

Christchurch Greyfriars integrity protected as having it's own distinct identity but integrated through the wider structure.



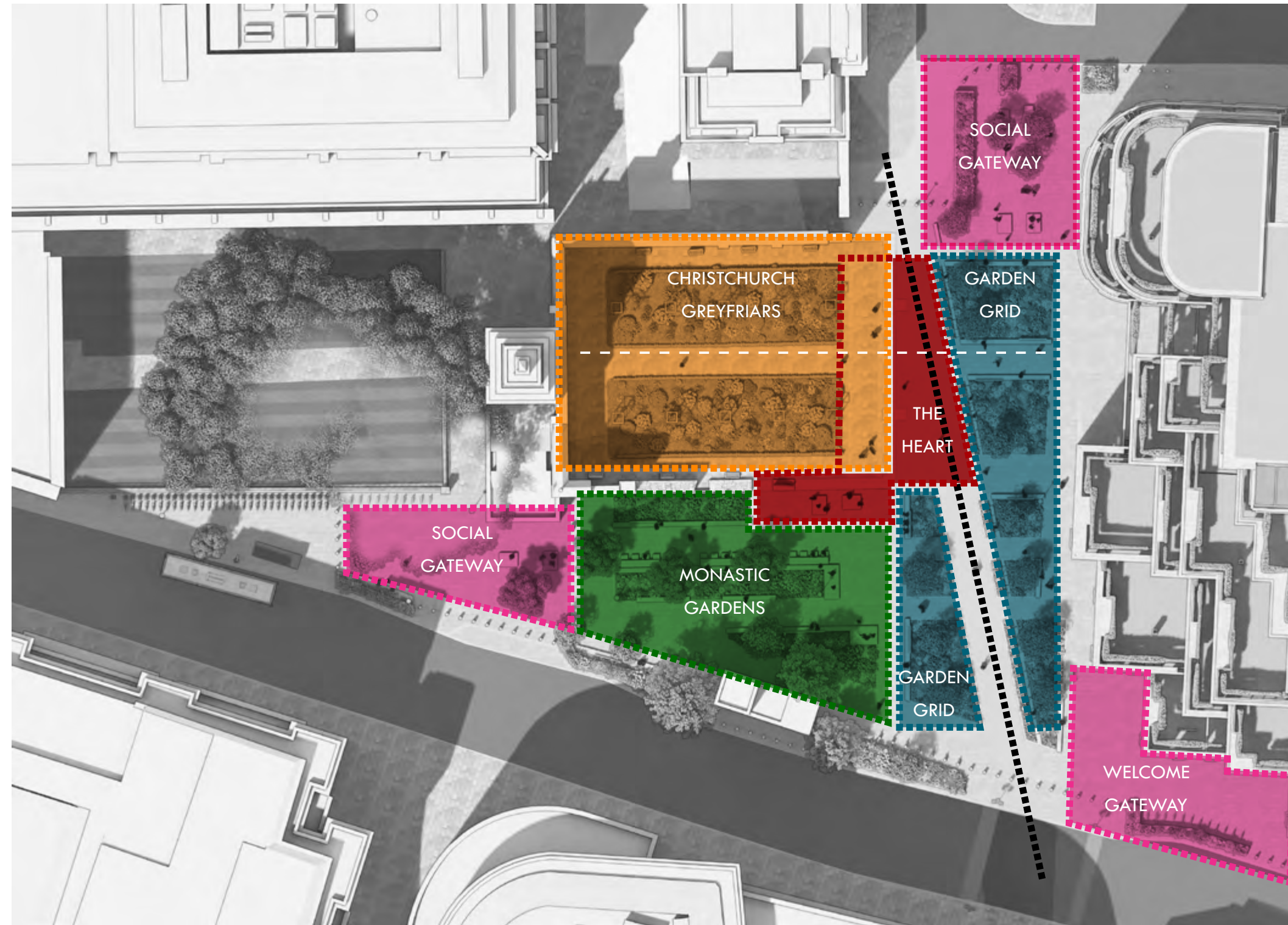
**General arrangement plan  
(Highways option 1)**

- Planting - Rain garden
- Planting - HVM high edges\_Hidden bollards
- Paving\_01
- Paving\_02
- Modern raised wall to Greyfriars Garden\_REDUCED to finished floor level - Decorative interpretation of former wall within paving / ground plane
- Proposed Tree
- Existing Tree
- Relocated statue
- Communal dining tables and cube seats (root fixed)
- Timber top
- Timber top with back rest
- Seating pad 2m x 3m (fixed)
- Movable seating pad 1.5m x 2m
- Movable cube seat
- Stone / Concrete edge 500mm x 500mm
- Incidental play element (within planting) Reused granite - Victoria Embankment
- Santander cycles / docking stations / Terminal
- Cycle stands
- HVM PAS 68 rated Cycle Stands
- HVM PAS 68 rated bollards
- Indicative lighting DW Windsor\_Sky lighting column To match Panorama St Paul's Building



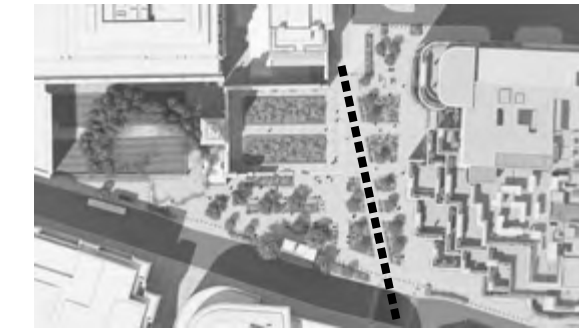


### Spatial Character and identity



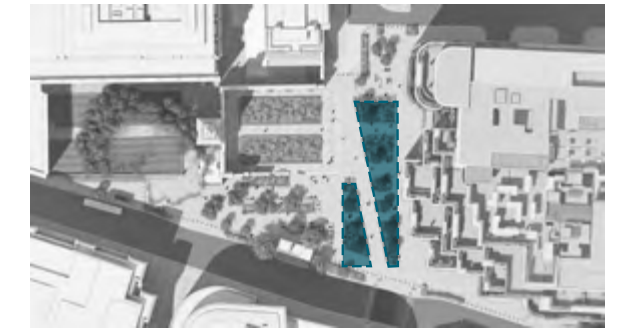
### Grand axis

- Processional
- Fast, direct and enticing
- Generous, a primary connection
- Open and clear
- Reinforcing views



### Garden grid

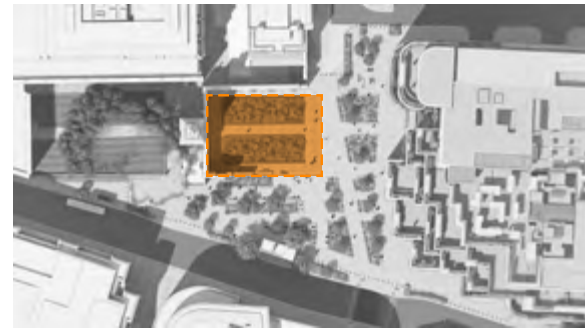
- Transitional, connecting Greyfriars with Panorama St Paul's and the wider geometries
- Maximised planting area
- Playable
- Clear connections and legible
- Close contact with nature





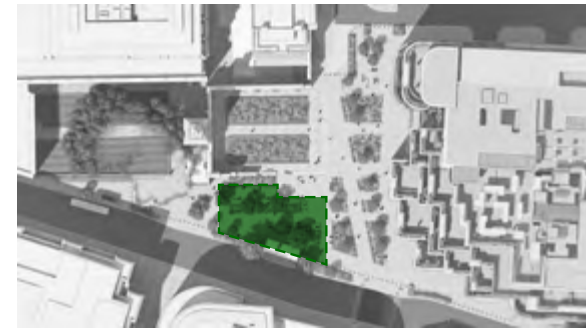
### Christchurch greyfriars

- Protected individual identity
- Distinct from the wider square
- Connected through planting
- Drives wider geometry
- Tranquil and peaceful



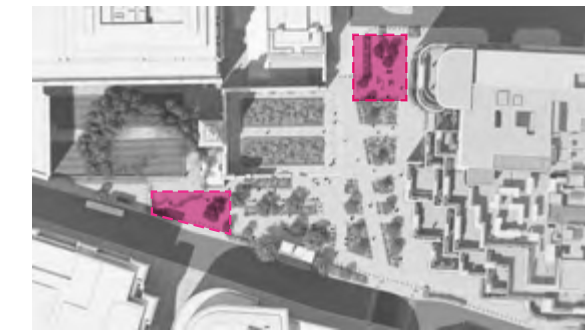
### Monastic gardens

- Slower pace, tighter grain
- Rich network of spaces
- A varied social condition
- Immersive and experiential
- Close contact with nature



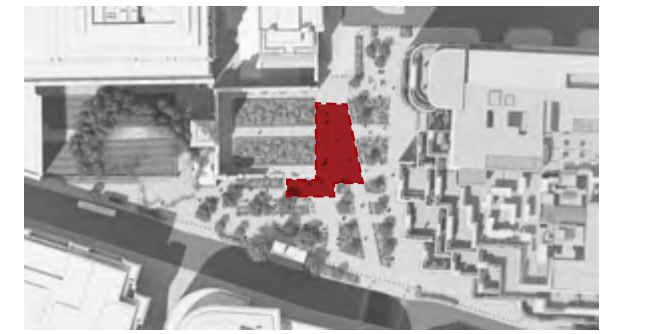
### Social gateway

- Suggestive of a welcoming place
- Variety of social opportunities
- A mixture of configurations
- Adaptable and changeable
- A threshold



### the HEART

- King Edward's Square heart
- Orientation space, busy, high footfall
- A moment to pause with amazing views
- Open and programmable (opportunities for a kiosk)
- Integrated history and narrative of place





# 3.0 Selected views





















View showing 'low wall' reduced to possible seating edge with timber top



Removal of side wall to allow for movement through and across the space, increasing visual and physical connectivity to Greyfriars garden



Central aperture to seat allowing for movement centrally to Greyfriars garden



# 4.0 Appendix

## Carriageway Retained Option

### Illustrative plan (Highways option 2)

Broadly a similar approach has been taken to address highways options 2 and 3.

It is clear that the retention of a road will dissect the space and create two distinct spaces:

- A small pocket park to the west.
- A linear edge space that acts defensively to the Panorama St Paul's frontage in the east.

The pocket park pays homage to the geometry of Christchurch Greyfriars Garden.

The new area to the south of the garden references a finer geometry to that of the garden itself. It provides a significant number of seating edges and large areas of biodiverse planting in the form of raised planters and rain gardens where permitted.

An uplift of 15-17 new trees for both options 3 and 4.

LDA would recommend reducing the existing raised wall in the Greyfriars garden as this would naturally create a connective square uniting the two smaller spaces.


















We have also created provision for a small central square space within the new public realm. This new social space, over looked by the Greyfriars ruin is fortified by the introduction of communal dining and large pad seating.





### General arrangement plan


















#### (Highways option 2)

-  Planting Rain garden
-  Planting Hedge\_Hidden HVM bollards
-  Paving\_02
-  Modern raised wall to Greyfriars Garden\_REDUCED to finished floor level - Decorative interpretation of former wall within paving / ground plane
-  Proposed Tree
-  Existing Tree
-  Relocated statue
-  Communal dining tables and cube seats (root fixed)
-  Timber top
-  Timber top with back rest
-  Seating pad 2m x 3m (fixed)
-  Movable seating pad 1.5m x 2m
-  Movable cube seat
-  Stone / Concrete edge 500mm x 500mm
-  Santander cycles / docking stations / Terminal
-  Cycle stands
-  HVM PAS 68 rated bollards



### General arrangement plan

#### (Highways option 3)

-  Planting Rain garden
-  Planting Hedge\_Hidden HVM bollards
-  Paving\_02
-  Modern raised wall to Greyfriars Garden\_REDUCED to finished floor level - Decorative interpretation of former wall within paving / ground plane
-  Proposed Tree
-  Existing Tree
-  Relocated statue
-  Communal dining tables and cube seats (root fixed)
-  Timber top
-  Timber top with back rest
-  Seating pad 2m x 3m (fixed)
-  Movable seating pad 1.5m x 2m
-  Movable cube seat
-  Stone / Concrete edge 500mm x 500mm
-  Santander cycles / docking stations / Terminal
-  Cycle stands
-  HVM PAS 68 rated bollards





Key views - Highways option 2









Temporary coffee cart

Greyfriars statue relocated

















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# EQUALITY ANALYSIS (EA) TEMPLATE



## What is the Public Sector Equality Duty (PSED)?

**The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have 'due regard' to the need to:**

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and Foster good relations between people who share a protected characteristic and those who do not

Page 383

**The characteristics protected by the Equality Act 2010 are:**

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex (gender)
- Sexual orientation

**What is due regard?**

- It involves considering the aims of the duty in a way that is proportionate to the issue at hand
- Ensuring real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that influences the final decision

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker.
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision-making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient information** – the decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty.
- **No delegation** – public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is not only applied when a policy is developed and decided upon, but also when it is implemented and reviewed.

- Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.

## What is an Equality Analysis (EA)?

An equality analysis is a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by service provision and decisions made. It involves using quality information, and the results of any engagement or consultation with particular reference to the protected characteristics to understand the actual effect or the potential impact of policy and decision making decisions taken.

**The equality analysis should be conducted at the outset of a project and should inform policy formulation/proposals. It cannot be left until the end of the process.**

**The purpose of the equality analysis process is to:**

- Identify unintended consequences and mitigate against them as far as possible, and
- Actively consider ways to advance equality and foster good relations.

**The objectives of the equality analysis are to:**

- Identify opportunities for action to be taken to advance quality of opportunity in the widest sense;
- Try and anticipate the requirements of all service users potentially impacted;
- Find out whether or not proposals can or do have any negative impact on any particular group or community and to find ways to avoid or minimise them;
- Integrate equality diversity and inclusion considerations into the everyday business and enhance service planning;
- Improve the reputation of the City Corporation as an organisation that listens to all of its communities; Encourage greater openness and public involvement.

**However, there is no requirement to:**

- Produce an equality analysis or an equality impact assessment
- Indiscriminately collect diversity data where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make service homogenous or to try to remove or ignore differences between people.

An equality analysis should indicate improvements in the way policy and services are formulated. Even modest changes that lead to service improvements are important. In it is not possible to mitigate against any identified negative impact, then clear justification should be provided for this.

By undertaking an equality analysis officers will be able to:

- Explore the potential impact of proposals before implementation and improve them by eliminating any adverse effects and increasing the positive effects for equality groups
- Contribute to community cohesion by identifying opportunities to foster good relations between different groups
- Target resource more effectively
- Identify direct or indirect discrimination in current policies and services and improve them by removing or reducing barriers to equality

# How to demonstrate compliance

## The Key point about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups.
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications.
- Keep adequate records of the full decision making process.

In addition to the protected groups, it may be relevant to consider the impact of a policy, decision or service on other disadvantaged groups that do not readily fall within the protected characteristics, such as children in care, people who are affected by socio-economic disadvantage or who experience significant exclusion or isolation because of poverty or income, education, locality, social class or poor health, ex-offenders, asylum seekers, people who are unemployed, homeless or on a low income.

Complying with the Equality Duty may involve treating some people better than others, as far as this is allowed by discrimination law. For example, it may involve making use of an exception or the positive action provisions in order to provide a service in a way which is appropriate for people who share a protected characteristic – such as providing computer training to older people to help them access information and services.

## Taking account of disabled people's disabilities

The Equality Duty also explicitly recognises that disabled people's needs may be different from those of non-disabled people. Public bodies should therefore take account of disabled people's impairments when making decisions about policies or services. This might mean making reasonable adjustments or treating disabled people better than non-disabled people in order to meet their needs.

# Deciding what needs to be assessed

The following questions can help determine relevance to equality:

- Does the policy affect service users, employees or the wider community, including City businesses?
- How many people are affected and how significant is the impact on them?
- Is it likely to affect people with particular protected characteristics differently?
- Is it a major policy, significantly affecting how functions are delivered?
- Will the policy have a significant impact on how other organisations operate in terms of equality?
- Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?
- Does the policy relate to an area with known inequalities?
- Does the policy relate to any equality objectives that have been set?

Consider:

- How the aims of the policy relate to equality.
- Which aspects of the policy are most relevant to equality?
- Aims of the general equality duty and which protected characteristics the policy is most relevant to.

If it is not clear if a policy or decision needs to be assessed through an equality analysis, a Test of Relevance screening tool has been designed to assist officers in determining whether or not a policy or decision will benefit from a full equality analysis. Completing the Test of Relevance screening also provides a formal record of decision making and reasoning. It should be noted that the PSED continues up to and after the final decision is taken and so any Test of Relevance and/or full Equality Analysis should be reviewed and evidenced again if there is a change in strategy or decision.

## Role of the assessor

An assessor's role is to make sure that an appropriate analysis is undertaken. This can be achieved by making sure that the analysis is documented by focussing on identifying the real impact of the decision and set out any mitigation or improvements that can be delivered where necessary.

### Who else is involved?

Chief Officers are responsible for overseeing the equality analysis process within departments to ensure that equality analysis exercises are conducted according to the agreed format and to a consistent standard. Departmental equality representatives are key people to consult when undertaking an equality analysis.

Depending on the subject it may be helpful and easier to involve others. Input from another service area or from a related area might bring a fresh perspective and challenge aspects differently.

In addition, those working in the customer facing roles will have a particularly helpful perspective. Some proposals will be cross-departmental and need a joint approach to the equality analysis.

## How to carry out an Equality Analysis (EA)

There are five stages to completing an Equality Analysis, which are outlined in detail in the Equality Analysis toolkit and flowchart:

- 2.1 Completing the information gathering and research stage** – gather as much relevant equality-related information, data or research as possible in relation to the policy or proposal, including any engagement or consultation with those affected;
- 2.2 Analyse the evidence** – make an assessment of the impact or effect on different equality groups;

**2.3 – Developing an action plan** – set out the action you will take to improve the positive impact and / or the mitigation action needed to eliminate or reduce any adverse impact that you have identified;

**2.4 Director approval and sign off of the equality analysis** – include the findings from the EA in your report or add as an appendix including the action plan;

**2.5 Monitor and review** – monitor the delivery of the action plan and ensure that changes arising from the assessment are implemented.



# The Proposal

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## 1. What is the Proposal

The St Paul's gyratory project is aimed at bringing transformative change to the area for the longer term. This will include the removal of the 1970's gyratory system (a complex road junction requiring the circular movement of traffic), and introducing two-way working for traffic. The project area stretches from the Museum of London roundabout to the north, to St Paul's underground station to the south. The project aims to make the streets safer for people who walk and cycle and to introduce a greener, more pleasant environment, that is more suitable for the needs of business, residents, and visitors.

The scheme is currently in the feasibility stage and has been narrowed down to four options for more detailed feasibility design. Each option has a different highway layout for vehicles travelling through the project area and these layouts dictate the amount of new public space that can be created. The four options are summarized below and their technical drawings are available below:

### Option 1

- The most ambitious of the three options. The partial removal of the gyratory system sees the introduction of two way working on Newgate Street and St Martin Le Grand to its junction with Angel Street, removing significant barriers for traffic travelling in an eastbound direction.
- The closure of the southern section of King Edward Street will provide comprehensive improvements for people walking with the creation of a substantial new public realm space, new footways, along with plentiful seating and greening opportunities.
- Significant improvements to the cycling infrastructure to provide greater segregation between motor vehicles and cycles.
- Pedestrian crossings will be made wider, and additional ones will be added to help provide direct safer walking routes. Pedestrian countdown to be included.
- The changes being made to the existing highways layout are significant, so some journey times for buses will be increased but within acceptable parameters with queueing at junctions and bus journey times.
- Installation of Legible London signage to the City's design specification.
- Reconstruction of footways and carriageway resurfacing to provide a safer and more pleasant environment, re-using materials where possible.
- Installation of HVM security measures will need to be considered within the emerging public realm designs.

### Option 1.1

- The partial removal of the gyratory system sees the introduction of two-way working traffic on Newgate Street to its junction with St Martin Le Grand removing significant barriers for all traffic travelling in an eastbound direction. Montague Street will also see the introduction of two-way working traffic to the junction with Little Britain (north) which could improve blue light response times.
- The closure of the southern section of King Edward Street will provide comprehensive improvements for people walking with the creation of a substantial new public realm space, new footways, along with plentiful seating and greening opportunities.

- Significant improvements to the cycling infrastructure to provide greater separation between motor vehicles and cycles.
- Pedestrian crossings will be made wider with more of them to help provide my direct safer walking routes. Pedestrian countdown to be included.
- The changes being made to the existing highways layout are significant, so some journey times for buses will be increased but within acceptable parameters with queueing at junctions and bus journey times.
- Installation of Legible London signage to the City's design specification.
- Reconstruction of footways and carriageway resurfacing to provide a safer and more pleasant environment, re-using materials where possible..
- Installation of HVM security measures will need to be considered within the emerging public realm designs.

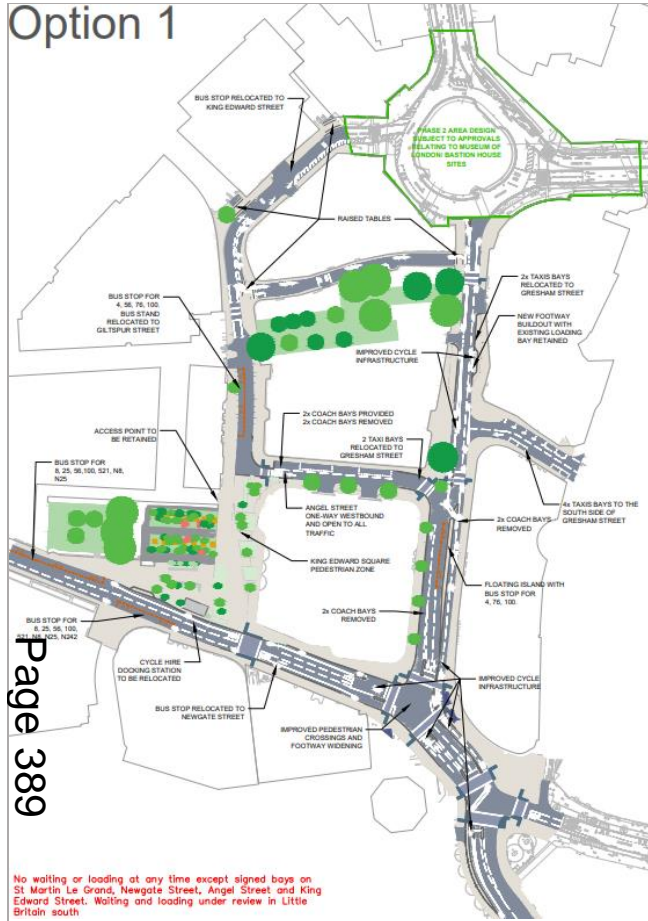
#### Option 2

- Less ambitious than option 1 but more ambitious than option 3. This option involves the partial removal of the gyratory system and sees the introduction of two way working on Newgate Street and St Martin Le Grand to its junction with Angel Street, removing significant barriers for traffic travelling in an eastbound direction.
- King Edward Street south remains open for northbound buses and cycles but the Newgate Street slip is closed to traffic so modest improvement for people walking with significantly less public realm than option 1. Seating and greening opportunities will be limited.
- Significant improvements to the cycling infrastructure to provide greater separation between motor vehicles and cycles.
- Pedestrian crossings will be made wider with more of them to help provide my direct safer walking routes. Pedestrian countdown to be included.
- The changes being made to the existing highways layout are significant so some journey times for buses will be increased but within acceptable parameters with queueing at junctions and bus journey times.
- Installation of Legible London signage to the City's design specification.
- Reconstruction of footways and carriageway resurfacing to provide a safer and more pleasant environment, re-using materials where possible..
- Installation of hostile vehicle movement security measures will need to be considered within the emerging public realm designs.

#### Option 3

- Less ambitious than both options 1 and 2. Proposes modest changes to the existing highway layout on Newgate Street but retains the core north-south gyratory movements on King Edward St and St Martin Le Grand.
- King Edward Street south remains open northbound for all traffic, buses and cycles but the Newgate Street slip is closed to traffic so a modest improvement for people walking with significantly less public realm than option 1. Seating and greening opportunities are limited.
- Less opportunities for seating and greening, as King Edward Street south remains open for all vehicles.
- The changes being made to the existing highways layout are not significant so impacts on journey times to increase slightly but within acceptable parameters with queueing at junctions and bus journey times.
- Some of the pedestrian crossings made wider to provide a better environment for pedestrians.
- Installation of Legible London signage to the City's design specification.
- Moderate improvements to the cycling infrastructure help to provide some separation between motor vehicles and cyclists.
- Minimal reconstruction of footways and carriageway resurfacing will provide slight improvements to providing a safer and more pleasant environment, re-using materials where possible.
- Installation of HVM security measures will need to be considered within the emerging public realm designs.

# Option 1



No waiting or loading at any time except signed bays on St Martin Le Grand, Newgate Street, Angel Street and King Edward Street. Waiting and loading under review in Little Britain south

# Option 2



No waiting or loading at any time except signed bays on St Martin Le Grand, Newgate Street, Angel Street and King Edward Street. Waiting and loading under review in Little Britain south

# Option 3



No waiting or loading at any time except signed bays on St Martin Le Grand, Newgate Street, Angel Street and King Edward Street. Waiting and loading under review in Little Britain south

Figure 1: Images of Options 1, 2 and 3 respectively.

All options propose changes to bus stop locations, bus stands, coach and taxi bays. Please note that the relocation of bus stops are within the project area. The revised locations will be less than 200 metres from each other. The preliminary locations have been shared with TfL Buses who have not expressed any concerns to date. Under options 1 and 2, the coach bays on St Martin Le Grand need to be removed to accommodate the new highway layout, with two bays being retained on Angel Street. A net loss of potentially six bays is likely if suitable relocation sites cannot be found. Option 3 would retain four coach bays on Angel street, meaning a net loss of four is likely if suitable relocation sites cannot be found.

A comprehensive traffic modelling exercise in partnership with Transport for London (TfL) is on-going to assess the impact of the new highway layouts and revised vehicle routes on the wider highway network and on journey times. The primary objective is to ensure journey time impacts are within acceptable levels and reduced where

possible.

The current modelling outputs for bus journey times in the peak hours are summarised in the table 1 below.

These show that some bus journey times decrease under the new highway layouts, whilst others experience an increase. An overall average of all bus route journey times shows that option 1 results in a 0-30 second increase in journey times; option 2 in a 1-2 minute increase; and option 3 in a 3-60 second increase (Table 1).

The modelling exercise will continue over coming months and will form a key component of the formal TMAN approval.

Table 1: Bus Journey Times - Feasibility traffic modelling results.

Option	Seven bus routes in project area (both directions modelled):						Avg of AM and PM peak periods journey times
	in the <b>AM</b> Peak			In the <b>PM</b> peak			
	Improvement	Delay		Improvement	Delay		
	Between 0-2 min	0-3 min	5-7 min	Between 0-3 min	0-2 min	2-3 min	
1	4	10	0	7	5	2	0-30 secs
2	3	9	2	4	7	3	1-2 mins
3	5	9	0	4	10	0	30-60 secs

A public engagement exercise took place during December and January 2023. The exercise was publicised via a press release and social media including the City Corporation's Twitter feed. Stakeholders on the project's database were contacted and all properties within the project consultation area were sent a letter and asked to give their views. Over 2,500 people participated, with strong support given for the proposed public space on King Edward Street and for measures to improve the environment for people who walk and cycle.

Respondents had the opportunity to select features they would like to see in any new public space, with greening and seating receiving overwhelming support. This feedback has assisted the consultants appointed to prepare the concept design proposal for the new public space. Responses received have also helped inform changes to the design options for the wider project area. Liaison has also continued with key local stakeholders such as the Cheapside BID, St. Paul's Cathedral and Bart's Hospital. Discussions have also been held with colleagues working on Destination City.

## 2. What are the recommendations?

The St Paul's gyratory scheme focuses on improving pedestrian and cycling safety, air quality and pedestrian experience by removing parts of the gyratory system and by providing new areas of public realm space. The project aligns with the City's Climate Action Strategy, City Local Plan and Transport Strategy by way of:

- Providing more public space that is accessible to all
- Make the most efficient and effective use of street space by improving pedestrian and cycling safety and reducing motor traffic
- Prioritising the needs of people walking
- Delivering world-class public realm
- Incorporating protection from adverse weather in the design of streets and the public realm
- Introducing climate resilient and adaptive landscaping in planned work

This EA reviews all three shortlisted options together to highlight impacts that may positively or negatively affect certain protected characteristic groups early in the process. Each option has the same project objectives and therefore many similarities are shared between options relating to potential impacts on certain groups.

The Test of Relevance for the St Pauls gyratory project carried out on the 7 December 2022) identified that people who fall into the following protected characteristic groups: Age, Disability and Pregnancy/Maternity will be affected by the proposals. This EA has been produced to further inform the decision-making process at this time.

The information and recommendations provided will be used to focus design measures for reducing any negative impacts on PCGs identified and to focus discussions with groups representing those protected characteristics.

Once the final design option has been decided, a more detailed EA assessment will be undertaken for that scheme, which will be informed by further investigations, engagement with key stakeholders and relevant guidelines, such as the City of London Street Accessibility Tool, Department for Transport's (DfT) Inclusive Mobility Guide 2021<sup>1</sup>, Transport for London (TfL)'s Pedestrian Comfort Guidance Technical guide<sup>2</sup> etc. Until that time, it is recommended that project leads continue to work with stakeholders to ensure that the final designs are informed and seek to maximise benefits and mitigate against negative impacts..

## 3. Who is affected by the Proposal?

The area is in a key commercial district hosting primary business, retail spaces, as well as restaurants, cafes, and pubs used by visitors, workers and residents. It is also close to several high-profile places of interest including St Paul's Cathedral, St Bartholomew's Hospital, Barbican Center, Old Bailey, Guildhall, Bank of England, One New Change and Postman Park.

With over 2,000 years of experience in welcoming the world, the City of London has always been, and continues to be, one of the most historic, yet innovative destinations, welcoming business, residents and visitors from across the globe.

<sup>1</sup> [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

<sup>2</sup> [Pedestrian Comfort Guidance for London \(tfl.gov.uk\)](https://www.tfl.gov.uk)



In 2021 it was estimated that there were 7.8 million visits to the City of London and 1.54 million visits to City attractions<sup>3</sup>. The office of National Statistics indicates there are around 587,000 workers in the City of London (1 in every 54 GB workers)<sup>4</sup> and the Mid-2020 population survey estimates 10,938 live in the Square Mile<sup>5</sup>.

The proposed scheme is in close proximity to:

- A number of places of worship including St Paul's Cathedral, St Peter West Cheap Church, St Botolph's without Aldersgate.
- Health and pharmacy services at St Bartholomew Hospital, Boots Cheapside and walking distance to the Neaman Practice.
- In terms of transport connections, it is located directly adjacent to St Paul's underground station entrances and a short distance from Mansion House station entrance. It is also accessible from Bank Station, Moorgate, and Backfires, Cannon Street, City Thames Link and Farringdon Station rail stations.
- Other tourist attractions in close proximity, including Christchurch Greyfriars Church Yard, Paternoster Square, Millennium Bridge, Smithfield Market, and the Old Roman Wall to name a few.

There is also local residential housing with high densities located along Little Britain, Amen Court and Bart's Square (see Figure 2).

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<sup>3</sup> <https://www.cityoflondon.gov.uk/things-to-do/tourism-trends-and-strategies/tourism-statistics>

<sup>4</sup> <https://www.cityoflondon.gov.uk/supporting-businesses/economic-research/research-publications/city-statistics-briefing>

<sup>5</sup> <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland>

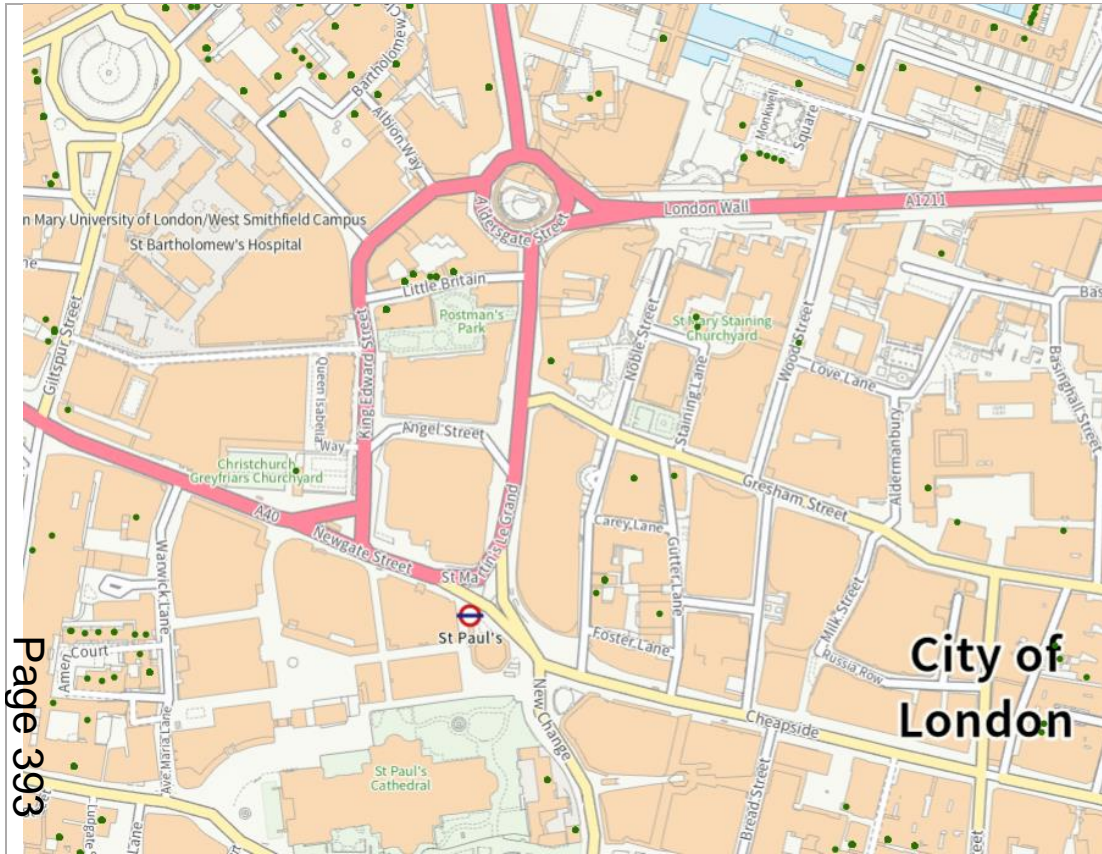


Figure 2: Residential units in close proximity to the proposed scheme.

## Age - Additional Equalities Data (Service Level or Corporate)

There are 587,000 workers in the City of London (1 in every 54 GB workers) and it is the work location to one of the youngest, most highly skilled and international workforces across the country<sup>6</sup>. City of London Workforce CENSUS 2011 show that the ages of 25-34 contribute a substantial proportion of the workforce at 39%. The same age range for Greater London comprises 31% of the workforce. This shows that the City of London has a greater proportion of young professionals compared to Greater London. Similarly, the 35-49 age group comprises 39% of the workforce in the City of London, compared to 36% of the Greater London workforce. The percentage of the workforce in the City of London aged 50 years and above (14%) is lower than the percentage for Greater London (23%), showing that the City of London has a smaller proportion of older professionals.

The Office for National Statistics (ONS) Mid-2020<sup>7</sup> population estimates for the City of London states a total population of 10,938. The age breakdowns for the City of London and Greater London indicate that it has a smaller percentage of people under the age of 15 (15.3%) compared to Greater London (20.6%). Conversely, the City of London has a slightly higher percentage of people aged 16 to 24 years and 65 years and over, when compared to Greater London. The percentage of people aged 25 to 64 years is similar between the City of London and Greater London.

It is estimated that there were 7.8 million visits to the City of London in 2021, with 1.54 million visitors to City attractions<sup>8</sup>. There is limited information on the age of visitors.

When we review the STATS19 traffic collision data specific to the City of London, between 1 January 2017 to the 1 January 2022 we can see that people in the 20-29 and 30 – 39 age groups make up around 60% of casualties involved in a collision (Figure 3).

166394 Page 394  
 Casualties by Casualty Age band and Casualty Severity

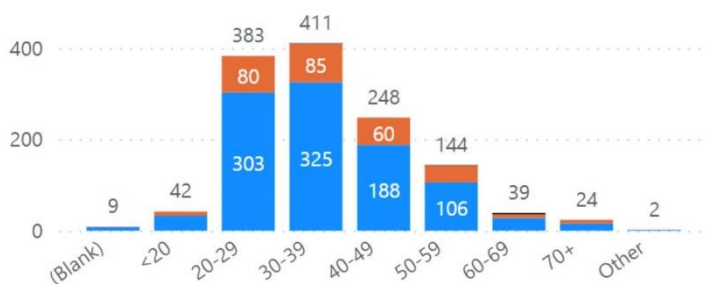


Figure 3: Shows the STATS19 traffic collision casualties by casualty age band. It also shows the severity data (blue bar indicates slight injuries and orange bar indicates

<sup>6</sup> <https://www.cityoflondon.gov.uk/supporting-businesses/economic-research/research-publications/city-statistics-briefing>

<sup>7</sup> <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland>

<sup>8</sup> <https://www.cityoflondon.gov.uk/things-to-do/tourism-trends-and-strategies/tourism-statistics>

killed or seriously injured) specific to the City of London, between 1 January 2017 to the 1 January 2022.

### What is the proposal's impact on the equalities aim?

A key objective of the Mayor of London's Healthy Streets programme is to improve the quality and safety of streets by implementing new or improved infrastructure. This includes measures such as improvements to crossings, addressing maintenance issues and providing more places for people to stop and rest.

As older people (65+) undertake the highest proportion of their trips by foot and cite addressing physical barriers as important for encouraging them to travel more, improvements to the street environment facilitate navigation, leading to a better experience with the potential for more active travel among this group. Given that there are more pedestrians than motor vehicles during peak hours, there is a strong case for reallocating road space for their comfort and benefit.

Option 1 will provide comprehensive improvements to the public realm with plentiful seating and greening opportunities. Street trees and other greening can also play a key role in helping to remove harmful PM<sup>10</sup> particulates and NO<sup>2</sup> roadside emissions<sup>9</sup> and mitigating against climate change impacts such as heating of streets (and provision of shaded areas), both of which young people and elderly people are disproportionately affected by<sup>10,11</sup>.

People of young and old age are more vulnerable to poor air quality. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel will disproportionately benefit these age groups through improved air quality and increased physical activity.

Creating additional space for pedestrians is likely to improve conditions for these people by creating a safer, less crowded environment. This will disproportionately

### What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Option 1 will give the most benefits to better advance equality and foster good relations as the closure of the southern section of King Edward Street will provide comprehensive improvements for people walking with the creation of a substantial new public realm space, new footways, along with plentiful seating and greening opportunities.

Resurfacing and creating wider, safer pedestrian crossings with pedestrian countdowns will disproportionately advantage people of older and young age groups, however, the positive impacts associated with the improved pedestrian environment and public realm, are likely to be felt by all users, including residents, visitors, and commuters to the area, regardless of age.

All options will alter the way that vehicles can travel through the project area and this may require people to walk more or adjust their bus or car journey to a different route than they currently take. It is highly recommended that the following should be considered to mitigate any negative impacts when developing and choosing the scheme:

Further investigation is needed to understand the severity of impacts and proposed mitigations.

The impacts of construction works should be reviewed closely - ensuring hoarding doesn't restrict access. Several potential negative impacts on elderly and younger people have been identified if the appropriate measures are not in place during the construction phase<sup>13</sup>.

<sup>9</sup> [https://www.london.gov.uk/sites/default/files/valuing\\_londons\\_urban\\_forest\\_i-tree\\_report\\_final.pdf](https://www.london.gov.uk/sites/default/files/valuing_londons_urban_forest_i-tree_report_final.pdf)

<sup>10</sup> <https://www.unep.org/news-and-stories/blogpost/young-and-old-air-pollution-affects-most-vulnerable>

<sup>11</sup> <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

<sup>13</sup> [Transport, health and wellbeing \(publishing.service.gov.uk\)](https://www.transport.gov.uk/publications/transport-health-and-wellbeing)

benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group) and those aged 60+ also have a higher-than-average likelihood of being killed or seriously injured if involved in a collision within the City.

All three options provide better infrastructure for cycling. Option 2 provides the greater amount of separation between motor vehicles and cyclists, followed by options 1 and 3 respectively. Furthermore, Options 1 and 2 would provide the benefits for those travelling through the area on adaptable bikes. Improving cycling infrastructure and creating additional space for cyclists is likely to improve conditions for people aged 20 – 40 who are the age group that are most represented in traffic collisions within the City of London (Figure 3). Furthermore, providing better conditions for cycling can empower more people to cycle.

Improvements for pedestrians will benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.

Research undertaken by Age UK shows that 52% of those aged 65 and over are disabled compared with only 9% under 64<sup>12</sup>. Furthermore, those aged 60+ are more likely to suffer from slight mobility impairments due to aging, which may not fall under the disability characteristic. This can include slower movement and reaction time, and some may use mobility aids for walking. Additional space for walking and seating provision is likely to be particularly beneficial for those who find it difficult to navigate narrow and crowded footways.

We do not have any specific information on the age of bus users in the City of London or age groups who use cars, however, we can assume that people who fall within higher age group may be more likely to use cars, taxi and bus services. Residents, workers or visitors may rely on private cars, private hire vehicles, taxis or buses for mobility and may be impacted by longer journeys and the removal of taxi stands. Longer journeys by car and private hire vehicle or taxi may involve higher costs and could increase weekly spending, especially for those who need to access hospital services at Bartholomew's Hospital or the Naaman Practice.

These include:

- Wheelchair and mobility aid users may find it difficult to utilise the temporary ramps
- Construction noise can negatively affect elderly and young people
- Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses
- Suitable diversion routes with appropriate signage for any required footway closures. Continued liaison with stakeholders should also be undertaken to inform the plans.

It is recommended that level pavements and access is provided throughout to enable easy access for elderly people, particularly those using mobility aids, as well as those age groups travelling with young children in pushchairs.

As the relandscaping project includes seating, it is advised that there is sufficient seating, for different audience use. This will enable pregnant women, elderly people and those with young children to access seating.

<sup>12</sup> <https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/>



**Key borough statistics:**

The City has proportionately more people aged between 25 and 69 living in the Square Mile than Greater London. Conversely there are fewer young people. Approximately 955 children and young people under the age of 18 years live in the City. This is 11.8% of the total population in the area. Summaries of the City of London [age profiles from the 2011 Census can be found on our website](#).

A number of demographics and projections for Demographics can be found on the [Greater London Authority website in the London DataStore](#). The site details statistics for the City of London and other London authorities at a ward level:

- [Population projections](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

# Disability

Check this box if NOT applicable

## Disability - Additional Equalities Data (Service Level or Corporate)

The Pave the Way report<sup>14</sup> found that any change implemented which affects the movement of vehicles, pedestrians, or traffic flows will have an impact on disabled people, as they feel the changes more strongly due to limited alternative options for travel.

The Greater London Authority (2019) equality evidence base states that 19% of the London population are disabled and defined according to the Equality Act as having a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on their ability to do normal daily activities. The 2011 Census identified that for the City of London's population:

- 4.4% (328) had a disability that limited their day-to-day activities a lot.
- 7.1% (520) had a disability that limited their day-to-day activities a little.

No workforce data is available for this protected characteristic and the resident population is too small to identify any trends, as such, the City of London resident population is relied upon. Furthermore, it is important to note that disability is closely related to age: 13% of the working age population are disabled versus 28% of people aged 65 or over<sup>15</sup>.

We note that some impairments and disabilities do not fall into one category – such as mobility or Chronic illness/long-term health condition, and that they may fluctuate or affect different people in different ways. Thus, we have taken the barriers that person faces into consideration within this EA In addition, to people with physical, mental and hidden impairments this EA aims to take carers who provide unpaid care for a friend or family member who due to illness, disability, or a mental health issue cannot cope without their support into consideration.

### What is the proposal's impact on the equalities aim?

All three proposals will add new or improved access infrastructure, for example, improvements to crossings, addressing maintenance issues, and providing more places for people to stop and rest, which could benefit disabled people.

Option 1 will provide comprehensive improvements to the public realm with plentiful seating and greening opportunities. Street trees and other greening can also play a key role in helping to improve air quality, which disabled people are disproportionately affected

### What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Further investigation is needed into understand the impacts on bus journey times with the Transport for London (TFL) bus planning team. As a number of bus stops/stands will be relocated or removed as a result of the scheme for all options, further investigation is needed to understand the full extent of this impact on people with disabilities accessing the area, especially for work and health reasons.

<sup>14</sup> <https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/>

<sup>15</sup> <https://data.london.gov.uk/dataset/equality--diversity-and-inclusion-evidence-base>

by<sup>1617</sup>.

Pedestrian enhancements could be of particular benefit to people with a disability in terms of navigating an urban environment, including but not limited to those using walking aids, wheelchair or mobility scooter. Furthermore, the introduction of pedestrian priority streets with access closed to motor traffic will create significantly more space for pedestrians and reduce crowding around the junctions. Enhanced mobility is likely to be of particular benefit to this group as some disabled older people.

All three options provide better infrastructure for cycling. Option 2 provides the greater amount of separation between motor vehicles and cyclists, followed by options 1 and 3 respectively. Furthermore, Options 1 and 2 would provide the benefits for those travelling through the area on adaptable bikes. Providing better conditions for cycling can empower more disabled people to cycle.

Disabled residents, workers or visitors may rely on private cars, private hire vehicles or taxis for mobility and may be impacted by longer journeys. Longer journeys may involve higher costs and could increase weekly spending, especially for those who need to access hospital services at Bartholomew's Hospital or the Naaman Practice. Furthermore, bus delays could disproportionately impact disabled people who rely more heavily on bus journeys.

The City Corporation should continue to work with TfL and other stakeholders, and review exiting demand data, bus interchange level of service within the area of study, etc. City Corporation officers should ensure they engage with local access groups to understand barriers. Different engagement approaches should be used to ensure as many individuals as possible can provide feedback on their experiences and on the proposals.

The impacts of construction works should be reviewed closely - ensuring hoarding doesn't restrict access. Several potential negative impacts on disabled people have been identified if the appropriate measures are not in place during the construction phase<sup>18</sup>.

These include:

- Wheelchair and mobility aid users may find it difficult to utilise the temporary ramps
- Construction noise can negatively affect disabled people
- Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses
- suitable diversion routes with appropriate signage for any required footway closures. Continued liaison with stakeholders should also be undertaken to inform the plans.

It is recommended that level pavements and access is provided throughout to enable easy access. Furthermore, as the public realm enhancements include seating, it is advised that there is sufficient seating, for different audience use. This will enable a people with a range of disabilities to feel welcome.

<sup>16</sup> <https://www.unep.org/news-and-stories/blogpost/young-and-old-air-pollution-affects-most-vulnerable>

<sup>17</sup> <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

<sup>18</sup> [Transport, health and wellbeing \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101111/Transport_health_and_wellbeing.pdf)

**Key borough statistics:**

Day-to-day activities can be limited by disability or long term illness – In the City of London as a whole, 89% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). In the areas outside the main housing estates, around 95% of the residents responded that their activities were not limited. Additional information on Disability and Mobility data, London, can be found on the [London Datastore](#).

The 2011 Census identified that for the City of London’s population:

- 4.4% (328) had a disability that limited their day-to-day activities a lot
- 7.1% (520) had a disability that limited their day-to-day activities a little

Source: 2011 Census: [Long-term health problem or disability, local authorities in England and Wales](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

## Gender Reassignment

Check this box if NOT applicable

### Gender Reassignment - Additional Equalities Data (Service Level or Corporate)

We have not identified any adverse impacts at this time.

**What is the proposal’s impact on the equalities aim?** *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

*Click or tap here to enter text.*

**Key borough statistics:**

- [Gender Identity update 2009 - ONS](#)

**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

*Click or tap here to enter text.*

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

# Pregnancy and Maternity

Check this box if NOT applicable

## **Pregnancy and Maternity - Additional Equalities Data (Service Level or Corporate)** *Include data analysis of the impact of the proposals*

The birth rate in the City of London was 7.9 births per 1000 people in 2016, approximately 33% below the national average. Considering the birth rates, this is likely there will be a small number of people who are pregnant and a small number of people with young children in the City. Of the working population it is unclear how many people are pregnant women or parents with infants and/or young children. However, it can be assumed that many will travel in and out of the City for work or leisure purposes.

### **What is the proposal's impact on the equalities aim?**

Pregnant women who rely on buses, private cars, private hire vehicles or taxis for mobility may be impacted by longer journeys and the removal of taxi ranks.

The majority of journeys in the City of London involve walking, either because they are completely walked or as part of a walking leg to access a public transport stop. The proposal would improve walking for all pedestrians across St Paul's Gyratory by providing more space on footways, and reallocating road space for pedestrian passage. This is likely to disproportionately benefit those travelling with prams, who may find it difficult to negotiate crowded and narrow footways. It will also benefit those walking with infants or small children, enabling them to walk side-by-side more easily.

There is growing evidence showing that prenatal exposure to air pollution is associated with a number of adverse outcomes in pregnancy. Therefore, a reduction in emissions from private vehicle use and increases in active modes of travel will disproportionately benefit pregnant women.

### **Key borough statistics:**

Under the theme of population, the [ONS website](#) has a large number of data collections grouped under:

- [Contraception and Fertility Rates](#)
- [Live Births](#)

### **What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

It is recommended that level pavements and access is provided throughout to enable easy access. Furthermore, as the public realm enhancements include seating, it is advised that there is sufficient seating, for different audience use.

Further investigation is needed into understand the impacts on bus journey times with the Transport for London (TfL) bus planning team. The City Corporation should continue to work with the TfL and other stakeholders, and review exiting demand data, bus interchange level of service within the area of study, etc.

City Corporation officers should ensure they engage with people who use the local area to better understand the impacts.

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.





# Race

Check this box if NOT applicable

## Race - Additional Equalities Data (Service Level or Corporate)

When looking at ethnic groups, 79% of the residential population residing in the Square Mile are White. The second largest ethnic group in the resident population is Asian, which totals 12.7%. The Square Mile has a relatively small Black population, less than London and England and Wales, comprising 2.6% of residents. This is considerably lower than the Greater London wide percentage of 13.3% and smaller than the percentage for England and Wales of 3.3%.

The City of London's workforce is relatively international with 40% of workers born outside the UK (2019). ONS 2019 Annual Population Survey data suggests approximately 26.5% of the City's workforce was non-white<sup>19</sup>.

### What is the proposal's impact on the equalities aim?

The majority of journeys in the City of London involve walking, either because they are completely walked or as part of a walking leg to access a public transport stop. This option would improve walking for all pedestrians across Bank junction by providing more space on footways, and reallocating road space for pedestrian usage. Improvements for pedestrians will directly benefit those groups who are more likely to use public transport, as they are likely to walk to/from the nearest public transport stop.

Improvements to cycle safety are likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle through increasing the safety of cyclists with motor traffic reduction and reducing the amount of turning vehicles.

Ethnic minority groups are more likely to use buses than other groups, therefore would be disproportionately affected by any increases in bus journey times.

The COVID-19 pandemic has shone a light on existing healthcare inequalities, especially around the disproportionate impact on people from black and minority ethnic groups. A number of studies, including a [report by Public Health England](#)<sup>20</sup> and the Lancet paper on ethnic differences, have found that those from

### What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Further investigation is needed into understand the impacts on bus journey times with the Transport for London (TfL) bus planning team.

The City Corporation should continue to work with the TfL and other stakeholders, and review exiting demand data, bus interchange level of service within the area of study, etc.

City Corporation officers should ensure they engage with local businesses, especially Bartholomew's hospital to understand barriers. Different engagement approaches should be used to ensure as many individuals as possible can provide feedback on their experiences and on the proposals.

<sup>19</sup> <https://www.cityoflondon.gov.uk/assets/Business/city-statistics-briefing-2021.pdf>

<sup>20</sup>chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\_data/file/892376/COVID\_stakeholder\_engagement\_

<p>ethnic minority groups, during wave two of the coronavirus pandemic, were more likely to test positive for COVID-19, become severely ill and die.</p>	
<p><b>Key borough statistics:</b>  Our resident population is predominantly white. The largest minority ethnic groups of children and young people in the area are Asian/Bangladeshi and Mixed – Asian and White. The City has a relatively small Black population, less than London and England and Wales. Children and young people from minority ethnic groups account for 41.71% of all children living in the area, compared with 21.11% nationally. White British residents comprise 57.5% of the total population, followed by White-Other at 19%.</p>	<p>The second largest ethnic group in the resident population is Asian, which totals 12.7% - this group is fairly evenly divided between Asian/Indian at 2.9%; Asian/Bangladeshi at 3.1%; Asian/Chinese at 3.6% and Asian/Other at 2.9%. The City of London has the highest percentage of Chinese people of any local authority in London and the second highest in England and Wales. The City of London has a relatively small Black population comprising 2.6% of residents. This is considerably lower than the Greater London wide percentage of 13.3% and also smaller than the percentage for England and Wales of 3.3%.</p> <p>See <a href="#">ONS Census information</a> or <a href="#">Greater London Authority projections</a>.</p> <p>NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.</p>

# Religion or Belief

Check this box if NOT applicable

## Religion or Belief - Additional Equalities Data (Service Level or Corporate)

2011 census data indicates that 45% of the City's residential population are Christian while many residents either belong to other faiths or do not belong to a religious group (43%). This is followed by 6% Muslim, 2% Jewish and Hindu and 1% Buddhist.

### What is the proposal's impact on the equalities aim?

There are a number of places of worship including St Paul's Cathedral, St Peter West Cheap Church, St Botolph's without Aldersgate, St Bartholomew the less, Holy Sepulchre Church, St Lawrence Jewry.

Option 1 will provide comprehensive improvements to the public realm with plentiful seating and greening opportunities. Street trees and other greening can also play a key role in helping to remove harmful PM<sup>10</sup> particulates and NO<sup>2</sup> roadside emissions<sup>21</sup> and mitigating against climate change impacts such as heating of streets (and provision of shaded areas), both of which benefit people attending places of worship close the proposal site.

People of young and old age are more vulnerable to poor air quality. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel will disproportionately benefit these age groups through improved air quality and increased physical activity that might visit places of worship close to the proposal site.

Creating additional space for pedestrians is likely to improve conditions for this group by creating a safer, less crowded environment. Creating additional space for cyclists is likely to improve conditions for people cycling to places of worship.

Residents, workers or visitors who rely on private cars, private hire vehicles, taxis or buses for get to places of worship close the proposal site may be negatively

### What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Further investigation is needed into understand the impacts on bus journey times with the Transport for London (TFL) bus planning team. As a number of bus stops/stands will be relocated or removed as a result of the scheme for all options, further investigation is needed to understand the full extent of this impact on people visiting places of worship.

The City Corporation should continue to work stakeholders to understand the impact of the proposal on people visiting places of worship in the area. Furthermore, the impacts of construction works should be reviewed closely to ensure it doesn't restrict access to these sites,

<sup>21</sup> [https://www.london.gov.uk/sites/default/files/valuing\\_londons\\_urban\\_forest\\_i-tree\\_report\\_final.pdf](https://www.london.gov.uk/sites/default/files/valuing_londons_urban_forest_i-tree_report_final.pdf)

<p>impacted by longer journeys and the removal of taxi stands. Longer journeys may involve higher costs as previously noted.</p>	
<p><b>Key borough statistics – sources include:</b>  The ONS website has a number of data collections on <a href="#">religion and belief</a>, grouped under the theme of religion and identity.  <a href="#">Religion in England and Wales provides a summary of the Census 2011 by ward level</a></p>	<p>NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.</p>



**Sex - Additional Equalities Data (Service Level or Corporate)**

The Office of National Statistics (ONS), Business Register and Employment Survey 2018 (2019 release) found that in 2019, the Square Mile has the second-largest workforce after the City of Westminster, with a gender split of 63% males and 37% females<sup>22</sup>.

When we review the STATS19 traffic collision data specific to the City of London, between 1 January 2017 to the 1 January 2022 we can see that men are more likely to be involved in a collision, furthermore, when we review this in more detail we can see that men make up the majority of casualties involved in a pedal cycle collision (Figure 4)

**Casualties by Casualty Gender and Casualty Severity**

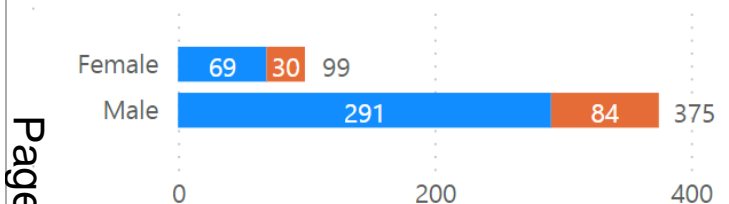


Figure 4: Shows the STATS19 pedal cycle collision casualties by casualty Gender and Severity (blue bar indicates slight injuries and orange bar indicates killed or seriously injured) specific to the City of London, between 1 January 2017 to the 1 January 2022.

**What is the proposal’s impact on the equalities aim?**

Males cycle more than females, but the gap in England narrowed somewhat in 2020<sup>23</sup>. TfL have also considered casualty numbers in London using the recently published “Road Danger Reduction Dashboard”, 2019 it found that men were more likely to be a casualty in a collision in London than women across all modes of travel. When reviewed in more detail it was found that men are more likely to be a casualty in a collision involving a pedal bike<sup>24</sup>. Therefore, improving cycling infrastructure is likely to disproportionately benefit men who cycle.

**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

Using communication tools to promote the schemes and their contribution to providing better infrastructure for walking and cycling, the City Corporation could support more people to walk and cycle more, which has numerous benefits health and wellbeing.

<sup>22</sup> <https://www.cityoflondon.gov.uk/assets/Business/city-statistics-briefing-2021.pdf>

<sup>23</sup> <https://www.cyclinguk.org/statistics>

<sup>24</sup> <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

In addition, it is worth noting that TfL Customer Pulse Survey, cycling module statistics found that in London indicate that representation from women is disproportionality low when it comes to cycling<sup>25</sup>.

All three options provide better infrastructure for cycling. Option 2 provides the greater amount of separation between motor vehicles and cyclists, followed by options 1 and 3 respectively. Furthermore, Options 1 and 2 would provide the benefits for those travelling through the area on adaptable bikes. Creating additional space for cyclists is likely to improve conditions and safety for men. Providing better conditions for cycling can empower more women to cycle.

**Key borough statistics:**

At the time of the [2011 Census the usual resident population of the City of London](#) could be broken up into:

- 4,091 males (55.5%)
- 3,284 females (44.5%)

A number of demographics and projections for demographics can be found on the [Greater London Authority website in the London DataStore](#). The site details statistics for the City of London and other London authorities at a ward level:

- [Population projections](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

<sup>25</sup> <https://tfl.gov.uk/info-for/media/press-releases/2020/march/tfl-launches-campaign-to-support-women-into-cycli#:~:text=Women%20who%20don't%20currently,like%20to%20learn%20and%20why.>

## Sexual Orientation - Additional Equalities Data (Service Level or Corporate)

We have not identified any adverse impacts at this time.

**What is the proposal's impact on the equalities aim?** *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

*Click or tap here to enter text.*

**Key borough statistics:**

- [Sexual Identity in the UK – ONS 2014](#)
- [Measuring Sexual Identity - ONS](#)

**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

*Click or tap here to enter text.*

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

# Marriage and Civil Partnership

Check this box if NOT applicable

## Marriage and Civil Partnership - Additional Equalities Data (Service Level or Corporate)

We have not identified an impacts at this time.

**What is the proposal's impact on the equalities aim?** *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***  
*Click or tap here to enter text.*

**Key borough statistics – sources include:**

- [The 2011 Census contain data broken up by local authority on marital and civil partnership status](#)

**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

*Click or tap here to enter text.*

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

# Additional Impacts on Advancing Equality and Fostering Good Relations

Check this box if NOT applicable

## Additional Equalities Data (Service Level or Corporate)

**Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?**

*Click or tap here to enter text.*

**What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above?** Provide details of how effective the mitigation will be and how it will be monitored.

*Click or tap here to enter text.*

This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the protected characteristics covered by these aims.

In addition to the sources of the information highlighted above – you may also want to consider using:

- Equality monitoring data in relation to take-up and satisfaction of the service
- Equality related employment data where relevant
- Generic or targeted consultation results or research that is available locally, London-wide or nationally
- Complaints and feedback from different groups.



# Additional Impacts on Social Mobility

Check this box if NOT applicable

## Additional Social Mobility Data (Service level or Corporate)

*Click or tap here to enter text.*

## Are there any additional benefits or risks of the proposals on advancing Social Mobility?

*Click or tap here to enter text.*

## What actions can be taken to avoid or mitigate any negative impact on advancing Social Mobility not considered above?

Provide details of how effective the mitigation will be and how it will be monitored.

*Click or tap here to enter text.*

This section seeks to identify what additional steps can be taken to promote the aims or to mitigate any adverse impact on social mobility. This is a voluntary requirement (agreed as policy by the Corporation) and does not have the statutory obligation relating to protected characteristics contained in the Equalities Act 2010. Analysis should be based on the data you have available on social mobility and the access of all groups to employment and other opportunities. In addition to the sources of information highlighted above – you may also want to consider using:

- Social Mobility employment data
- Generic or targeted social mobility consultation results or research that is available locally, London-wide or nationally
- Information arising from the Social Mobility Strategy/Action Plan and the Corporation's annual submissions to the Social Mobility Ind

# Conclusion and Reporting Guidance

Set out your conclusions below using the EA of the protected characteristics and submit to your Director for approval.

If you have identified any negative impacts, please attach your action plan to the EA which addresses any negative impacts identified when submitting for approval.

If you have identified any positive impacts for any equality groups, please explain how these are in line with the equality aims.

Review your EA and action plan as necessary through the development and at the end of your proposal/project and beyond.

Retain your EA as it may be requested by Members or as an FOI request. As a minimum, refer to any completed EA in background papers on reports, but also include any appropriate references to the EA in the body of the report or as an appendix.

## This analysis has concluded that ...

This proposal and the options contained within it, support the City Corporation's commitments to deliver Healthy Streets, reduce motor traffic and improve conditions for people walking, cycling and spending time on our streets. Good access and the creation of better public spaces benefits everyone. Many people are disadvantaged by poor access to buildings and public spaces, and vulnerable and disadvantaged groups, such as the elderly, disabled people and pregnant women, can be particularly affected. All three options, especially Options 1 has the potential to enhance independent mobility within central London, with associated benefits to air quality and public health for all protected characteristics. The City Corporation recognises that adjustments need to be made to mitigate the potential negative impacts identified to all of the options, however, the associated benefits to access, air quality, and public health will be beneficial to all protected characteristics groups.

### People who use buses

Preliminary VISSIM modelling shows that there are **less** impacts on bus journey times for option 1, and more impacts with options 2 and 3. This primarily because keeping King Edward Street open to vehicles requires an additional signalized junction at Newgate Street. Further investigation will be undertaken and the preliminary results are encouraging. Furthermore, mitigations have already been proposed to help reduce delays to bus journey times with the Transport for London (TfL) bus planning team. As a number of bus stops/stands will be relocated or removed as a result of the scheme for all options, further investigation is needed to understand the full extent. The City Corporation will continue to work with the TfL bus planning team to review exiting demand data, and the bus interchange level of service within the area of study.

### People who use drive or use cars

The scheme is likely to restrict transport by motor vehicles and, to a lesser extent, buses and require people to walk more or adjust their bus or car journey to a different route than they currently take.

Potential relocation of taxi ranks may disproportionately impact people who are disabled, pregnant (or with small children) or elderly and who use a taxi to get as close as possible to the their end destination/or pick up location . The City Corporation will continue to liaise with the TfL taxi team to identify any mitigation measures. At this time, no significant issues have been raised regarding the relocation of several taxi bays, or in terms of accessing the area. Further discussions will take place during the next steps of the project when more details are made available.

There are likely to be some negative impacts on journey times for all options with options 1 and 1.1 providing the least impact followed by option 3 and option 2 respectively. Further investigation will be undertaken to review this, especially with regards to the proximity of St Bartholomew's Hospital in such close proximity to the proposal and considerations must be made for the flow of goods and services to business, as well as the City's resident populations.

All three options, especially option 1 has the potential to enhance independent mobility within central London, with associated benefits to air quality and public health for all protected characteristics. All three options provide a new public space within the existing slip road in King Edward Street. Only option 1 extends the new public space into the southern end of King Edward Street, located between Angel Street and Newgate Street, creating a substantial amount of new space for greening, and seating opportunities and creating a more pleasant place to visit.

All three options will make it easier for pedestrians and will disproportionately benefit people who are disabled and use mobility aids, people who are pregnant or have small children in prams/pushchairs.

All three options provide better infrastructure for cycling, but option 2 provides the greatest amount of separation between motor vehicles and cyclists, followed by options 1 and 3 respectively. Furthermore, option 1 would provide the most benefits for those travelling through the area on adaptable bikes.

Improvements to infrastructure, such as the introduction of tactile paving, pedestrian countdown, and tactile cones proposed to be located on both sides of the crossing will disproportional benefit people who are disabled.

In conclusion whilst there are negative impacts to the proposal, these can be mitigated with measures as set out in this EA and that of TfL. Furthermore, the benefits combined with the mitigation measures outweigh the disbenefits sufficiently to proceed with the proposals.

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It is recommended that once an option is chosen a detailed EQIA is carried out on that proposal, with proposed engagement/consultation to inform its development. The consultation scheduled for September/October 2023 will seek views from the public on the preferred highway layout, the concept design proposals for the new public space and the potential name of the new space. There will be a mix of virtual and in person opportunities for people to directly engage, as well as project information powers and drop-in sessions in the project area. The project has built up an extensive database of local businesses, residents and interest groups and they will be invited to take participate in the consultation. Social media will also be utilised to target people moving through the project area.

The results of the public consultation and any subsequent design revisions will be brought back to Committee in the form of a Gateway 4C report in early 2024.

**Outcome of analysis** – check the one that applies

**Outcome 1**

No change required where the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

**Outcome 2**

Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustment will remove the barriers identified.

**Outcome 3**

Continue despite having identified some potential adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should be in line with the duty to have 'due regard'. For the most important relevant policies, compelling reasons will be needed. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact.

**Outcome 4**

Stop and rethink when an assessment shows actual or potential unlawful discrimination.

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Signed off by Director:



Name: *Ian Hughes – City Operations Director*

Date *10/05/2023*

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Aerial view of the Cheapside, Newgate Street, St Martin Le Grand junction proposals

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<b>Committees:</b> Streets and Walkways Sub <i>[for decision]</i> Operational Property & Projects Sub <i>[for decision]</i>	<b>Dates:</b> 23 May 2023 5 June 2023
<b>Subject:</b> Moor Lane Environmental Enhancements  <b>Unique Project Identifier:</b> 9441	<b>Gateway 4-5:</b> <b>Regular</b> Detailed Design & Authority to Start Work
<b>Report of:</b> Executive Director Environment  <b>Report Author:</b> Andrea Moravicova – City Operations	<b>For Decision</b>
<h2 style="margin: 0;">PUBLIC</h2>	

<b>1. Status Update</b>	<p><b>Project Description:</b> Public realm enhancements in Moor Lane to provide greening and an improved walking environment, with the creation of a “linear park” and widened footways.</p> <p>A Gateway 3 Issue Report, approved in December 2020, gave authority to incorporate Section 278 works on the eastern side of Moor Lane, as part of the 21 Moorfields development, into the scope of the original project.</p> <p>Since that decision, officers have considered both elements of the project simultaneously to develop the design as whole.</p> <p>The implementation, however, will be phased to:</p> <ul style="list-style-type: none"> <li>• align the delivery of works to the eastern footway (referred to as Area A in this report), funded through a Section 278 contribution, to the developer’s timeline;</li> <li>• finalise the design proposals for the western footway (referred to as Area B in this report) following the public consultation at the end of 2021. Construction of west footway will commence once the design is finalised.</li> </ul> <p>The Gateway 4c-5 report for Area A was approved in July 2022. This report provides an update on the design of Area B and seeks approval to implement the scheme.</p> <p><b>RAG Status:</b> Amber (Green at last report to Committee)</p> <p><b>Risk Status:</b> Medium (Medium at last report to committee)</p>
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	<p><b>Total Estimated Cost of Project (excluding risk):</b> £2,968,680</p> <p>The total cost for Area A, funded through Section 278 agreement, is estimated at £1,508,680. The total budget for Area B, funded through Milton Court Environmental Improvement Works (Section 106) payment and Climate Action Strategy Cool Streets programme, is set at £1,560,000</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> The total estimated cost of the project remains unchanged since the July 2022 report.</p> <p><b>Spend to Date:</b> £350,000 (Area B) £78,294 (Area A)</p> <p><b>Funding Source:</b> Section 278 (Area A) and Section 106 and Climate Action Strategy Cool Streets programme (Area B).</p> <p><b>Costed Risk Provision Utilised:</b> N/A</p> <p><b>Slippage:</b> The Moor Lane project was paused in 2012 due to the 21 Moorfields development which would have impacted on the scheme, allowing officers to review aspects of the original design which had been approved in 2011. The design has now been reviewed in conjunction with the Section 278 highway works necessary to mitigate the impacts of the 21 Moorfields development which is programmed for completion in early 2024. It is now expected that the Section 278 element of the scheme will be implemented from summer 2023 (ten months later than estimated in July’s gateway report following delays to the development timetable), once the site is available from the developer. This will be followed by the Moor Lane (western side) works in late summer / autumn 2023. It is expected that the Gateway 6 report will be submitted to committees in September 2024.</p>
<p><b>2. Requested decisions</b></p>	<p><b>Next Gateway:</b> Gateway 6: Outcome report</p> <p><b>Next Steps:</b></p> <ol style="list-style-type: none"> <li>1. Deliver the Moor Lane works in two phases as follows: <ul style="list-style-type: none"> <li><b>Area A</b> – confined to the eastern footway and carriageway on Moor Lane adjacent to the development at 21 Moorfields (Already approved – July 2022).</li> <li><b>Area B</b> – related to the western footway on Moor Lane and funded through the Milton Court Environmental Improvements Works (Section 106) payment. These works are the subject of this report.</li> </ul> </li> <li>2. Finalise and approve the construction package for Area B with the City’s Highway Term Contractor to prepare for a start on site in late summer / autumn 2023.</li> <li>3. Submit Gateway 6 outcome report.</li> </ol>



**Requested Decisions:**

**That Members of the Streets and Walkways Sub Committee:**

1. Approve in principle the design as described in Section 4 and shown in Appendix 5;
2. Agree to delegate approval of the final elements of the design related to greening to the Director City Operations in consultation with the Chairman and Deputy Chairman of Streets and Walkways Sub-Committee once discussions with local residents have been concluded.
3. Authorise transfer of any design & evaluation underspend for Moor Lane Section 106 budget from the previous gateway to the Area B (Section 106) implementation budget.
4. Approve budget increase of £110,000 funded from Climate Action Strategy Cool Streets programme. Allocation proposal was granted by Streets and Walkways Sub-committee on 15 February 2023 to support design and installation of climate resilience measures on Moor Lane.
5. Note the undertaking of a statutory consultation regarding the removal of the motorcycle bay in Moor Lane. The consideration of consultation responses, the decision as to whether to remove the motorcycle bay and the making of any resulting traffic order, is to be undertaken under the Executive Director's delegated authority in respect of traffic order making processes (unless there are unresolved objection to any such order, in which case it will be brought back to your Sub-committee to decide whether or not to proceed with the order).
6. Note the investigation of loading restrictions along the west kerb on Moor Lane. The undertaking of any statutory consultation the consideration of consultation responses, the decision as to whether to introduce loading restrictions and the making of any resulting traffic order, is to be undertaken under the Executive Director's delegated authority in respect of traffic order making processes (unless there are unresolved objection to any such order, in which case it will be brought back to your Sub-committee to decide whether or not to proceed with the order)

**That Members of the Streets and Walkways and Operational Property Projects Sub Committee:**

7. Note the total budget for Area B to be £1,560,000 and approve allocation of the available funds as shown in the section 3 below and Table 2 in Appendix 3.
8. Approve the Risk Register in Appendix 2 and approve the costed risk provision of £100,000; and delegate the drawdown of funds from the risk register to Executive Director Environment.
9. Delegate to the Executive Director Environment authority to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains,



between budget lines if this is within the approved total project budget amount and within intended scope.

**That Members of the Operational Property and Projects Sub Committee**

10. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Operational Property and Project Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that falls within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2018' (Changes to Projects: General), as prescribed in **Appendix 6** of this report, is to be delegated to Chief Officer or escalated to committee(s).

**3. Budget**

The total cost of the project (excluding risks) is estimated at £2,918,680, with Area A fully funded by the developer through the Section 278 Agreement for 21 Moorfields and Area B funded through previously approved contribution from Milton Court Section 106 Agreement and the Climate Action Strategy Cool Streets programme.

Appendix 3 and the table below contain a breakdown of funds required to implement Area B designs and are based on known highway conditions and primarily utilising a palette of materials consistent with the City Corporation's standards.

<b>Resources Required to reach the next Gateway (Area B)</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Resources Required (£)</b>	<b>Revised Budget (£)</b>
Staff costs	185,486	70,000	255,486
Fees	92,245	-	92,245
Works	901,650	-	901,650
Contingency	211,755	-111,755	100,000
Planting			
Maintenance	36,483	161,755	198,238
Highway			
Maintenance	22,381	-10,000	12,381
<b>TOTAL</b>	<b>1,450,000</b>	<b>110,000</b>	<b>1,560,000</b>

<b>Revised Funding Allocation (Area B)</b>			
<b>Funding Source</b>	<b>Current Funding Allocation (£)</b>	<b>Funding Adjustments (£)</b>	<b>Revised Funding Allocation (£)</b>
S106 - Telephone Exchange - 07/00092/FULL - LCE	300,000	-	300,000
S106 - Milton Court - 06/01160/FULEIA - LCE	1,150,000	-	1,150,000
CAS - Cool Streets and Greening Programme	-	110,000	110,000
<b>Total Funding Drawdown</b>	<b>1,450,000</b>	<b>110,000</b>	<b>1,560,000</b>

	<p>The above costs cover:</p> <ul style="list-style-type: none"> <li>• Approximately 15 hours a month for eight months associated with report writing, inputting into design, stakeholders' liaison and engagement throughout the construction and ensuring the overall project is progressed to agreed milestones and budget.</li> <li>• Approximately seven hours a month for eight months for Group Manager oversight.</li> <li>• A Highways project engineer, and manager oversight, to manage the technical constraints of the scheme, produce the construction package (including traffic management and liaison with statutory undertakers), and supervision of works on site. This equates to approximately 500 hours over the next eight months.</li> <li>• Necessary utility diversions and works to the western footway on Moor Lane, including lighting, planting and sustainable drainage features.</li> <li>• Costed risk provision of £100,000 is being requested from the contingency allocation, with £110,000 of the contingency re-allocated to works' budget.</li> <li>• Planting maintenance estimate includes litter picking and covers 20-year period. The estimates will be updated if necessary once the planting and greening elements are finalised.</li> </ul>
<p><b>4. Design summary</b></p>	<p>The project's main objective is to improve the walking environment and increase greenery in Moor Lane, whilst accommodating the requirements of the new development at 21 Moorfields (Area A).</p> <p>An outline proposal for an enhancement scheme in Moor Lane was included in the original Barbican &amp; Golden Lane Area Enhancement Strategy, approved in 2008. Subsequently an evaluation report (equivalent to Gateway 4-5) for the scheme was approved in 2011, the design of which is shown in Appendix 5. The scheme was then put on hold in 2012 owing to the forthcoming 21 Moorfields development, and to allow officers to review elements of the approved design.</p> <p>The project was restarted via an Issue Report, approved in December 2020, which gave approval to review the design of the western footway due to technical constraints and to incorporate changes required to accommodate the 21 Moorfields development. The requirements of the development involve changes to the eastern footway and carriageway in Moor Lane (Area A). These works as part of part of the S278 were approved in July 2022 and were due to commence in the autumn of 2022. However, the development has experienced some delays and these works are not expected to start until summer 2023.</p> <p>A public consultation exercise on an updated design (shown in Appendix 5) for the western footway on Moor Lane (Area B), was undertaken in late 2021. This design takes the requirements for Area A into consideration. The public consultation received 86 responses. The feedback has been assessed and is summarised as follows:</p>

- Desire to see implementation of mature trees and further greening to align more closely with the 2011 proposals;
- Installation of planters in place of some bollards on the eastern footway (incorporated in the approved design for Area A);
- Support for retaining the existing Clean Air Garden in some form as it has been created and is looked after by the local community. This element of the project, which is likely to require planning application, will be progressed alongside the main works at potentially slower rate.
- Relocation of the Meanwhile Moor Lane Garden was generally welcomed, however the aesthetics of this temporary scheme (i.e. concrete-clad planters) was supported as part of the permanent scheme.

The design for Area B has been updated accordingly (see plan in Appendix 5). Following more detailed sub-surface surveys street trees are proposed at the northern and southern end of Moor Lane, in addition to the three 'rain gardens' retained from the 2021 consultation design. One of the proposed trees will replace the existing sentry box at the southern end of the street; the removal of the box has been authorised by the City of London Police.

The central section of Moor Lane is constrained by sub-surface conditions, namely restricted depths and loading limits on the underground structure, and the presence of utilities at a shallow depth. This means street trees are not viable in this section. Therefore, it is proposed to widen the pavement by a minimum of 1.5 metres and install modular planters, modelled on the design of the Moor Lane community garden, to provide additional greenery without impacting the structure below.

In line with feedback from the consultation, the existing community garden at the northern end of Moor Lane, which is on Barbican Estate land, is recommended to be retained with some modifications. Further discussions surrounding maintenance of this and how this will work in practice are still required.

Greening proposals are being developed in consultation with the City Garden's team and a consultant and aim to introduce species of trees and lower level planting that will support biodiversity and provide all year round interest.

The proposals will upgrade the existing footways to Yorkstone to ensure consistency and high-quality of the City's streetscape. No alterations to traffic movement in the street are proposed as part of these proposals, with the carriageway width kept to minimum of 6 metres needed to accommodate two-way traffic and access to off-street premises.

#### **Legal Implications**

In making determinations in respect of traffic orders regard must be had to the duty to secure the efficient use of the road network, avoiding

congestion and disruption<sup>1</sup> and the duty to secure the expeditious convenient and safe movement of traffic, having regard to effect on amenities<sup>2</sup>.

**Equalities implications**

The equalities impact assessment (EQIA), see Appendix 7a, concluded that the proposal when implemented is likely to benefit users with protected characteristics through improved accessibility and comfort levels. These improvements would be enjoyed by all users and are likely to particularly benefit groups with protected characteristics related to age and disability.

The proposal was also assessed using the City of London Streets Accessibility Tool (CoLSAT), which enables street designers to identify how street features impact on the different needs of disabled people. The tool's key feature recognises that the needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. CoLSAT identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets and provides the basis for engagement and discussion to maximise the benefits for all.

<b>CoLSAT Results Table</b>				
	Total 0 scores* – severe accessibility issue		Total 1 scores** - significant accessibility issues	
	Before	After	Before	After
<b>Electric Wheelchair user</b>	1	1	1	1
<b>Manual Wheelchair user</b>	2	-	1	1
<b>Mobility Scooter user</b>	4	-		
<b>Walking Aid user</b>	-	-	3	2
<b>Person with a walking impairment</b>	2	1	7	5
<b>Long cane user</b>	4	4	2	1
<b>Guide Dog user</b>	2	1	5	3
<b>Residual Sight user</b>	-	-	5	3
<b>Deaf or Hearing impairment</b>	-	-	4	3
<b>Acquired neurological impairment</b>	-	-	5	4
<b>Autism/Sensory-processing diversity</b>	-	-		
<b>Developmental Impairment</b>	4	1	4	3
<b>Total</b>	19	<b>8</b>	37	26

Table above shows the severe and significant issues identified through the CoLSAT assessments of the existing conditions and the proposed design. The proposed scheme has a potential to improve the walking experience for all assessed characteristics. There are, however,

<sup>1</sup> S.16 Traffic Management Act 2004

<sup>2</sup> S.122 Road Traffic Regulation Act 1984

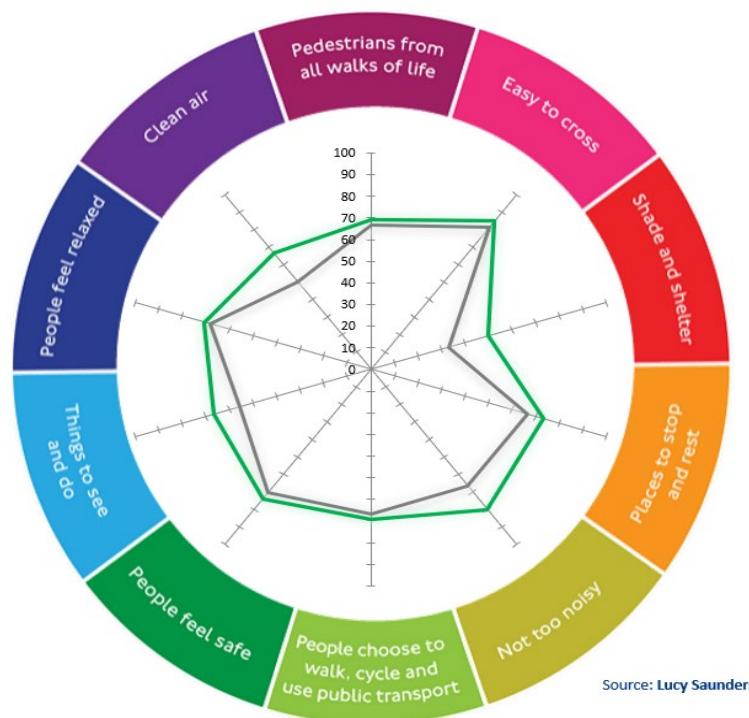
several significant accessibility issues that the scheme is unable to address. These relate to lack of taxi drop off points, bus stops and seating provision. an existing street furniture near the building line. Officers will continue working on addressing issues such as furniture close to the building line where possible whilst finalising the construction package to improve street's accessibility.

The EQIA and City of London streets accessibility assessment both recommend introduction of seating as part of this scheme to capitalise on the public realm improvements and shading associated with greening, and to provide a place to rest for those with limited mobility and stamina.

**Healthy Streets assessment**

Healthy Streets check, capturing ten elements deemed essential for making streets attractive and accessible places to walk, cycle and spend time, supporting social and economic activity, was undertaken on both the current arrangements and the proposed scheme.

The results of this check suggest a slight improvement to the area after the implementation of the scheme, although current layout's one "zero" score related to the carriageway widths available to cyclists remains featuring within the proposed design. The assessment also suggests that current seating provision is more in line with the Healthy Streets recommendations than no provision of seating as proposed through the scheme. The full scoring can be viewed in Appendix 7c.



Overall, the proposals are envisaged to bring improvements to the street that will provide a more enjoyable environment for people walking and are likely to encourage use of sustainable modes of transport.



	<p>Seating is not currently proposed as part of the final design as local residents have expressed a string of concerns regarding this and how it may encourage unwelcomed dwelling, particularly in the evening which would have a noise impact on the residents facing these facilities. However, not providing seating will mean that Moor Lane will not be as accessible as it could be. It is proposed that appropriate seating is included within the design to improve street's accessibility. This will be incorporated in a way that reduces the likelihood of it being used by groups of people, such as individual seats, rather than benches.</p> <p><b>Traffic implication</b></p> <p>The proposal includes narrowing the carriageway to 6 metres from approximately 10 metres. This will allow for the footways to be widened, while providing sufficient space for two-way working, accommodating vehicular access to and from the service bays on Moor Lane.</p> <p>To retain provision of two disabled parking spaces, motorcycle parking would have to be removed. Off-street motorcycle parking facilities exist nearby in London Wall public car park. These bays have not been in use since April 2021 because of the development at 21 Moorfields. Removal of the motorcycle parking requires Traffic Orders under sections 6 and 45 of the Road Traffic Regulation Act 1984, to formally remove this bay. This will need to be the subject of statutory consultation and cannot be predetermined. The statutory consultation and decision-making process will be undertaken under officer's delegated authority pursuant to the Chief Officer Scheme to Delegation. However, if there are unresolved objections to the order the decision whether or not to make it will be brought back to your Sub-committee for determination.</p>
<p><b>5. Confirmation that design solution will meet our SMART objectives</b></p>	<p>The recommended design option for Area B aligns with the project's success criteria and meets the objectives of the project's proposal to deliver a high quality, accessible walking environment that improves greening and environmental resilience in Moor Lane, whilst accommodating the requirements of the development at 21 Moorfields.</p> <p>This scheme contributes to delivering the following proposals of the Transport Strategy:</p> <ul style="list-style-type: none"> <li>• Proposal 2: Put the needs of people walking first when designing and managing our streets.</li> <li>• Proposal 5: Ensure new developments contribute to improving the experience of walking and spending time on the City's streets.</li> <li>• Proposal 7: Provide more public space and deliver world-class public realm.</li> </ul> <p>And the following Corporate Plan outcomes:</p> <ul style="list-style-type: none"> <li>• Outcome 9: We are digitally and physically well-connected and responsive.</li> <li>• Outcome 12: Our spaces are secure, resilient and well maintained.</li> </ul>

<p><b>6. Delivery team</b></p>	<p><b>Project Management:</b> CoL Projects and Programmes team  <b>Principal Designer:</b> CoL Highways  <b>Construction Management:</b> CoL Highways  <b>Principal Contractor:</b> CoL Highways term contractor (FM Conway)  <b>Planting:</b> CoL City Gardens team</p> <p><i>It is intended to use the Highways Term Contractor FM Conway to deliver this work.</i></p>														
<p><b>7. Programme and key dates</b></p>	<p>The implementation of Area B is proposed to commence in September 2023* and will be co-ordinated with delivery of works in Area A which are schedule to align with the 21 Moorfields development programme.</p> <table border="1" data-bbox="432 667 1445 972"> <thead> <tr> <th>Activity</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Finalise construction package for Area B</td> <td>June 2023</td> </tr> <tr> <td>Procurement of materials following sign-off of the construction package</td> <td>June 2023</td> </tr> <tr> <td>Submit traffic management plan/permits</td> <td>August 2023</td> </tr> <tr> <td>Commence construction of Area B</td> <td>September 2023</td> </tr> <tr> <td>Snagging in Area B</td> <td>May 2024</td> </tr> <tr> <td>Gateway 6 Outcome Report for both phases</td> <td>September 2024</td> </tr> </tbody> </table> <p><i>*Subject to changes in Developer's programme impacting delivery of Area A.</i></p>	Activity	Date	Finalise construction package for Area B	June 2023	Procurement of materials following sign-off of the construction package	June 2023	Submit traffic management plan/permits	August 2023	Commence construction of Area B	September 2023	Snagging in Area B	May 2024	Gateway 6 Outcome Report for both phases	September 2024
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<p><b>8. Risks</b></p>	<ol style="list-style-type: none"> <li>1. <i>Works are delivered outside the dates stated in this report.</i>  A detailed phasing plan has been agreed in principle.  Coordination meetings take place regularly to monitor progress.</li>   <li>2. <i>Failing to agree the final design with residents</i>  Following additional surveys and trial holes explorations street trees were included in the north and south end of the west footway (Area B – subject of this report) in addition to two locations in the east footway to better align with the 2011 proposal. Ongoing discussions with the residents' representatives and Ward Members are undertaken to reach understanding of constraints and viability issues of previously proposed options in time for construction.</li>   <li>3. <i>Presence of sub-surface utilities impacts on the delivery of the scheme</i>  Surveys and trial holes have been undertaken to minimise this risk as much as practicable. This risk will be closely monitored during the implementation phase. An allowance has been included in the project budget.</li>   <li>4. <i>Complaints about noisy works</i>  Maintain a dialogue with local residents and other occupiers. Work with the Environmental Health team and local stakeholders to ensure there is an agreed consensus about when noisy works take place.</li> </ol>														

	<p><b>5. Increase in the overall project costs</b></p> <p>The design for Area B was revised to ensure the costs remain within the original funding envelope. Costed risk provision of £100,000 to mitigate known risks is requested as part of this gateway. Any unforeseen increase in costs for Area A will be covered by the developer under the terms of the S278 Agreement.</p> <p><b>6. Third party approvals</b></p> <p>The works area lays directly above third-party structures, therefore, any designs and additional loading on these structures will require their agreement. Officers are liaising with said parties to ensure designs are approved.</p> <p>Further information is available in the Risk Register (Appendix 2).</p>
<b>9. Success criteria</b>	<ul style="list-style-type: none"> <li>• Improve the walking environment by aligning the public realm in Moor Lane with the City Public Realm Supplementary Planning Document.</li> <li>• Introduce greening and sustainable drainage to the west footway.</li> </ul>
<b>10. Progress reporting</b>	<ul style="list-style-type: none"> <li>• Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue or Update reports to Spending and Operational Property and Projects Sub Committees should there be a fundamental change to the project scope.</li> <li>• Distribution of a regular e-bulletin to keep local stakeholders informed of project progress.</li> </ul>

### **Appendices**

<b>Appendix 1</b>	Project coversheet
<b>Appendix 2</b>	Risk register
<b>Appendix 3</b>	Finance tables
<b>Appendix 4</b>	Plan showing the split between Area A and Area B
<b>Appendix 5</b>	<ul style="list-style-type: none"> <li>a) Plan of the scheme approved in 2011</li> <li>b) Plan presented for consultation in 2021</li> <li>c) Plan of the recommended option for Area B</li> </ul>
<b>Appendix 6</b>	Paragraph 45 of the 'City of London Project Procedure – Oct 2018' (Changes to Projects: General)
<b>Appendix 7</b>	<ul style="list-style-type: none"> <li>a) Equality impact assessment</li> <li>b) City of London streets accessibility assessment</li> <li>c) Healthy Streets assessment</li> </ul>

### **Contact**

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# Project Coversheet

## [1] Ownership & Status

**UPI:** 9441

**Core Project Name:** Moor Lane Environmental Enhancements

**Programme Affiliation** (if applicable): Culture Mile

**Project Manager:** Andrea Moravicova

### **Definition of need:**

Moor Lane has been identified as an area for improvement for several years, initially identified as a high priority project as part of the 'Barbican Area Streets and Walkways Enhancement Strategy' approved in 2008. Moor Lane presents an opportunity to respond to community priorities by increasing greening in the area and prioritising more space for pedestrians.

A scheme was developed and approved in 2011, which resulted from extensive consultation and proposed the creation of a linear park along Moor Lane. The proposals were to be funded by the Section 106 agreement for the Milton Court development and approval was granted to implement the scheme on site. However, the scheme was paused in light of the emerging 21 Moorfields development which is now under construction.

The City is now in a position to recommence work on this project and proceed with a review of the design for Moor Lane, to ensure it responds to the needs of the development and mitigates the development's impact on the local environment. There is strong stakeholder support for improvements to Moor Lane and an expectation for the scheme to finally be completed.

### **Key measures of success:**

- Moor Lane is a green, biodiverse and environmentally resilient street through the introduction of trees and planting. Both the local community and the developer's priorities are met, by ensuring the security needs and desires for an improved pedestrian environment are delivered in coordination with the completion of 21 Moorfields. A welcoming, accessible and safe pedestrian environment is created on Moor Lane with widened footways to prioritise pedestrian movement.

### **Expected timeframe for the project delivery:**

Implementation of Area A (eastern footway and carriageway) is expected to commence in March 2022. Implementation of Area B will follow as closely as possible.

### **Are we on track for completing the project against the expected timeframe for project delivery?**

Changes to developer's programme have delayed the proposed start date for implementation of Area A by five months.

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

Yes??? – not sure



## **[2] Finance and Costed Risk**

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

The project is part of the Barbican Area Streets & Walkways Enhancement Strategy and was approved as one of the strategy's high priority schemes by the Court of Common Council in 2008 following a public consultation exercise.

In July 2011 an evaluation report was approved by Members to implement environmental enhancements on Moor Lane.

Approval was granted to progress to detailed design stage, seek relevant permissions and implement the scheme. A budget of £1,391,136 was made available following the report approval.

### **Evaluation report – approval for implementation (as approved by Street & Walkways Sub-committee 18/07/11)\*:**

- Total Estimated Cost (excluding risk): £1.55M
- Resources to reach next Gateway (excluding risk): £1.45M
- Spend to date: £257,526
- Estimated Programme Dates: Works were intended to commence in 2012.

**Scope/Design Change and Impact:** Create a linear park, with trees and planters, along the west footway on Moor Lane.

\*It should be noted that the evaluation report approved in 2011 predated the current Gateway reporting procedure.

### **Gateway 3 - Issue report (as approved by Project Sub-committee on 30 November 2020 and Streets and Walkways Sub-committee 1 December 2020)\***

- Total Estimated Cost (excluding risk): £1.7-£2.2M
- Resources to reach next Gateway (excluding risk): £230,382 (£128,566 from approved Section 106 budget and £101,816 funded through 21 Moorfields Section 278 agreement)
- Spend to date:
- Costed Risk Against the Project:
- Estimated Programme Dates:
  - Design review & surveys: Dec 2020 - Mar 2021
  - Consultation: Mar – May 2021
  - Detail design: Jun – Sept 2021
  - Gateway 4/5: Sept 2021
  - Construction package: Oct 2021– Feb 2022
  - Phased implementation (minimum 6 months): Spring 2022 – late 2022/Early 2023

**Scope/Design Change and Impact:** The design aligns with the brief described within the Evaluation report, whilst considering the stakeholders' feedback to date, the changing context of the area and the development of the site at 21 Moorfields. The scope was increased to include the Section 278 works to east footway adjacent to the 21 Moorfields development.

An increase to the overall project budget has been incurred due to the revised scope, although this increase is fully funded through a Section 278 agreement.

\*Upon approval of the 2011 report, officers were given authority to proceed with detail design and implement the scheme, however, several modifications required to the scheme outlined in the issue report, officers considered the existing scheme to be at Gateway 3 stage. It was, therefore, proposed that the next report to Members is a Gateway 4/5, outlining the detail design and requesting authority to start work.

**Gateway 4c-5 – Detailed Design & Authority to Start Work (as approved by Streets and Walkways sub-committee on 5 July 2022 and Operational Property and Projects sub-committee in August 2022)**

Total Estimated Cost (excluding risk):

- Total Estimated Cost (excluding risk): £2,958,680
- Resources to reach next Gateway (excluding risk): £1,448,680 (to implement S278 works)
- Spend to date: £364,588
- Costed Risk Against the Project: £50,000
- Estimated Programme Dates:
  - Sign S278 Agreement and receipt of funds: July 2022
  - Procurement of materials following sign-off of the construction package: July 2022\*
  - Submit traffic management plan / permits: July 2022
  - Construction package for Area A: August 2022
  - Phased implementation (minimum 6 months): October 2022\*\*
  - Gateway 5 report related to Area B:
  - Snagging in Area A: June / July 2023
  - Gateway 6 outcome report for both phases (Area A & Area B): December 2023

*\*Subject to signing the Section 278 Agreement and receipt of funds from Developer. The lead in times for procuring materials are 12-16 weeks.*

*\*\*Subject to changes to the Developer's programme and site release.*

**Scope/Design Change and Impact:**

Some changes to design were made to incorporate greenery to the east footway design without compromising the security requirements of the development.

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

Revenue implications for highways maintenance are anticipated to be of minimum impact and will be confirmed at respective Gateway 5 when the detailed design will be finalised.

These costs will be assessed and covered by the project budget, thereby mitigating the impact on local risk budgets. The maintenance costs for Area A were calculated at £76,697. Invoice to the developer will be issued upon completion of works.

Increased greening will entail an Open Spaces maintenance commitment and a provision for this will be included in the project budget. It should be noted that the proposed implementation of Sustainable Urban Drainage System (SUDS) in the scheme is expected to reduce the overall maintenance commitment.

**Programme Affiliation [£]:** Culture Mile – the programme budget is assessed by financial year depending on the projects approved for delivery.

**City of London: Projects Procedure Corporate Risks Register**

**Project name:** *Moor Lane Environmental Enhancements*

**Unique project identifier:** *9441*

**Total est cost (exc risk)** *£2918680*

<b>PM's overall risk rating</b>	<b>Medium</b>
<b>Avg risk pre-mitigation</b>	<b>6.3</b>
<b>Avg risk post-mitigation</b>	<b>3.6</b>
<b>Red risks (open)</b>	<b>0</b>
<b>Amber risks (open)</b>	<b>12</b>
<b>Green risks (open)</b>	<b>3</b>

*Corporate Risk Matrix score table*

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

**Costed risks identified (All)**

£225,000.00

8%

*Costed risk as % of total estimated cost of project*

**Costed risk pre-mitigation (open)**

£225,000.00

8%

" "

**Costed risk post-mitigation (open)**

£40,000.00

1%

" "

**Costed Risk Provision requested**

£100,000.00

3%

*CRP as % of total estimated cost of project*

- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (5) H&S/Wellbeing
- (6) Safeguarding
- (7) Innovation
- (8) Technology
- (9) Environmental
- (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
0	<b>0.0</b>	£0.00	0	0	0
5	<b>5.8</b>	£225,000.00	0	3	2
6	<b>6.3</b>	£0.00	0	6	0
1	<b>6.0</b>	£0.00	0	1	0
1	<b>6.0</b>	£0.00	0	1	0
0	<b>0.0</b>	£0.00	0	0	0
0	<b>0.0</b>	£0.00	0	0	0
0	<b>0.0</b>	£0.00	0	0	0
1	<b>3.0</b>	£0.00	0	0	1
1	<b>12.0</b>	£0.00	0	1	0

<b>Issues (open)</b>	1
<b>All Issues</b>	1

	Extreme	Major	Serious	Minor
<b>Open Issues</b>	0	0	0	1
<b>All Issues</b>	0	0	0	1

**Cost to resolve all issues (on completion)** £0.00

**Total CRP used to date** £0.00

City of London: Projects Procedure Corporate Risks Register

Project Name: **Moor Lane Environmental Enhancements**

Unique project identifier: **9441**

PM's overall risk rating: **Medium**  
 Total estimated cost (exc risk): **£ 2,918,680**

CRP requested this gateway: **£ 100,000**  
 Total CRP used to date: **£ -**

Average unmitigated risk: **6.3**  
 Average mitigated: **3.6**

Open Risks: **15**  
 Closed Risks: **7**

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 requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification on 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	(3) Reputation	Project is not delivered to agreed timeline due to technical issues that arise either in design or construction phase	If security measures on Moor Lane are not completed prior to the occupation of 21 Moorfields, their tenant will not be able to occupy the building.	Possible	Serious	6	£0.00	N		A programme will be developed taking the security requirements into account and the implementation will be phased to ensure compliance with the development's requirements.	£0.00	Possible	Minor	£0.00	3	£0.00		13/09/2020		Andrea Moravicova		
R2	5	(2) Financial	Developer does not agree to full costs of the scheme	This will either extend the project timeline as negotiations would take longer or reduce the project scope to align with agreed costs	Possible	Serious	6	£0.00	N		As the design develops, the likely cost of the scheme will be established. The scope of the project will be tailored to ensure the scheme can be financed by the Section 106 and the Section 278 (where works are required to mitigate the impact of the 21 Moorfields development).	£0.00	Unlikely	Minor	£0.00	2	£0.00		13/09/2020		Andrea Moravicova		
R3	5	(4) Contractual/Partnership	Delays in supply, issues in productivity or resource	Negative impact on project delivery, both monetarily and timewise, causing potential delays to programme and increasing costs.	Possible	Serious	6	£0.00	N		engaging with suppliers and term contractor to programme works and procure materials well in advance, allowing for at least 16 weeks lead in times. Regular supply chain via existing meetings with principal contractor for monitoring		Unlikely	Serious	£0.00	4	£0.00				Andrea Moravicova		
R4	5	(10) Physical	Unforeseen technical and / or engineering issues identified	Late identification of any engineering or technical issues will disrupt delivery and may increase costs and timelines	Possible	Major	12	£0.00	N		Undertake standard surveys and trialholes, visit sites during development construction		Unlikely	Serious		4	£0.00				Andrea Moravicova		
R5	5	(2) Financial	The full cost of the project is unknown	If the costs are not ascertained soon enough in the project process, the design might exceed the available project budget	Unlikely	Serious	4	£50,000.00	Y - for mitigation costs		As the design develops, the likely cost of the scheme will be established. The scope and design of the project will be tailored to ensure the scheme can be financed from the available project budget. Costed risk provision of £25,000 is being requested to mitigate any potential cost increases for Area B. The s.278 works will only commence once the costs are agreed with the developer.	£25,000.00	Unlikely	Minor	£0.00	2	£0.00		14/09/2020		Andrea Moravicova		
R6	5	(3) Reputation	Stakeholders object to the amended scheme	The City would not be delivering a scheme that is supported by the local community, and it would not therefore be responsive to their needs. A redesign would be required which could impact on the programme and budget.	Possible	Serious	6	£0.00	N		Consultation will be undertaken with stakeholders as part of the project process and the design will be adapted if required. Consultation was previously undertaken in 2011 and local stakeholders were supportive of the proposals. The Moor Lane scheme implemented in Autumn 2020 is gathering feedback from users and will inform the proposed scheme	£0.00	Unlikely	Minor	£0.00	2	£0.00		05/10/2020		Andrea Moravicova		
R7	5	(9) Environmental	The existing Moor Lane design must be significantly reduced in scope to accommodate 21 Moorfields development requirements	The scheme would not fully be delivering on the previously approved objectives of the scheme, missing an opportunity to deliver an environmentally resilient, biodiverse scheme.	Possible	Serious	6	£0.00	N		highway requirements and Moor Lane designs for the Western footway were reviewed together as one scheme by the relevant City officers. The technical feasibility and levels design will be progressed	£0.00	Possible	Serious	£0.00	6	£0.00		14/09/2020		Andrea Moravicova	31/05/2022	Scope for Area B has been confirmed now that the scope for Area A has been finalised.
R8	5	(4) Contractual/Partnership	The expiry of the contract with the City's term contractor in 2022 could cause an increase in the cost of works	If a new term contractor is selected with higher rates, the cost of the works would increase	Likely	Major	16	£0.00	N		A tender process will be undertaken, where a new contractor will be appointed. Notice will be given of any cost implications as soon as possible in the design process	£0.00	Likely	Serious	£0.00	8	£0.00		15/09/2020		Giles Radford	15/06/2022	The new contractor rates are now available and are being used to cost the scheme.
R9	5	(3) Reputation	LUL object to the scheme being located over their infrastructure	The project design would require further amendment, impacting project programme	Possible	Serious	6	£0.00	N		LUL will be consulted as soon as possible in the design process to ensure the design is developed in accordance with their requirements	£0.00	Unlikely	Minor	£0.00	2	£0.00		14/09/2020		Andrea Moravicova		



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 requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification on 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	Comment(s)
R10	5	(3) Reputation	Delays to public realm works starting on site due to 21 Moorfields construction delays	The implementation of the project would be delayed	Possible	Minor	3	£0.00	N		Implementation of the project is co-ordinated to align with the developer's programme. Delays in developer's construction were clearly communicated and accounted for in the revised programme.	£0.00	Possible	Minor	£0.00	3	£0.00		14/09/2020		Andrea Moravicova	01/09/2022	The start on site was reschedule to coincide with the developer's programme.
R11	5	(5) H&S/Wellbeing	A new national lockdown due to COVID-19 delays the programme, through an inability to carry out necessary surveys or trial holes.	delay to programme	Possible	Serious	6	£0.00	N		follow guidance and undertake new ways of working as necessary.	£0.00	Possible	Minor	£0.00	3	£0.00	£3,500	15/09/2020	Giles Radford	Andrea Moravicova		
R12	5	(2) Financial	The developer does not agree to commuted sums required for the s278	The cost of maintaining the s278 area post completion will increase and need to be funded by the City	Likely	Major	16	£0.00	N		The developer will be made aware of the maintenance implications of the s278 works, the HVM maintenance costs will need to be funded by the developer at a minimum.	£0.00	Possible	Major	£0.00	12	£0.00		07/07/2021		Tom Noble/PM	23/09/2022	s278 agreement has now been signed. Commuted sums were agreed as part of this agreement.
R13	5	(4) Contractual/Partnership	The developer does not agree to the terms of the s278 agreement	The programme will be delayed whilst the agreement takes longer to negotiate	Possible	Major	12	£0.00	N		Respond to the developer in a timely manner on comments and progress negotiations on elements directly if needed.	£0.00	Possible	Serious	£0.00	6	£0.00		08/07/2021		Tom Noble / Andrea Moravicova	23/09/2022	s278 agreement has been signed
R14	3	(9) Environmental	s278 scope: Lack to utility information due to no PAS 128 survey information causes delays to programme and cost increases due to unexpected clashes found after the detailed design process	The programme will be delayed to redesign the relevant area and liaise with utilities, and also increases the project cost due to the redoing of design/approvals or diversion of utilities necessary	Likely	Extreme	32	£0.00	N		Trial holes and site investigation to be carried out prior to implementation, utility clashes based on current information to be design as soon as possible	£0.00	Likely	Major	£0.00	16	£0.00		09/07/2021		Tom Noble/PM/Engineer	07/05/2022	
R15	3	(1) Compliance/Regulatory	s278 scope: Lack to utility information due to no PAS 128 survey information causes H&S issues on site during implementation	A H&S incident occurs on site, causing a legal dispute on liability and whether Principal Designer duties have been fulfilled	Possible	Extreme	24	£0.00	N		Working to be included in the s278 agreement to make the developer aware of the risks and limit the City's liability were possible, site investigations to be carried out prior to implementation.	£0.00	Unlikely	Extreme	£0.00	16	£0.00		15/07/2021		Ben Manku/Giles Radford	07/05/2022	Standard Surveys and trial holes were undertaken in the area where security measures were proposed and the designs were adjusted accordingly.
R16	5	(9) Environmental	SUDS scheme not feasible due to underground constraints	The SUDS scheme would either have to be removed from the project scope or a redesign of the SUDS would be required which could impact project programme and costs	Possible	Minor	3	£0.00	N		The 2011 design will be reviewed as part of the project scope and amended as necessary. Surveys will be undertaken to ascertain the underground constraints as far as possible, in addition to consultation with LUL. The SUDS design can be further simplified to reduce costs if required. Updates will be provided as part of the design process.	£0.00	Unlikely	Minor	£0.00	2	£0.00		15/07/2021		Andrea Moravicova		
R17	5	(2) Financial	SUDS design costs more than anticipated	The SUDS scheme would either have to be removed from the project scope or a redesign of the SUDS would be required which could impact project programme and costs	Possible	Minor	3	£40,000.00	Y - for mitigation costs		A SUDS consultant will be appointed to progress to the SUDS design so a cost can be established early on in the design process. The design will be simplified to reduce costs if required.	£10,000.00	Unlikely	Minor	£0.00	2	£0.00		15/07/2021		Andrea Moravicova		
R18	5	(2) Financial	underground conditions / depths will require changes to design	The proposal to plant trees could be affected by insufficient depths or presence of underground utilities undetected through standard surveys and design will need to be revised.	Likely	Serious	8	£60,000.00	Y - for costed impact post-mitigation		Known utility clashes have been considered in the design, additional trial holes and site investigation will be undertaken prior to implementation, data analysed and the design revised prior to implementation.	£10,000.00	Possible	Serious	£40,000.00	6	£0.00		09/06/2022		Andrea Moravicova/Engineer		

**City of London: Projects Procedure Corporate Issues Log**

Project Name: **Moor Lane Environmental Enhancements**  
 Unique project identifier: **9441**

General issue classification							Ownership & Action							
Issue ID	Risk ID (where previously identified)	Category	Description of the Issue	Issue Impact Description	Impact Classification	Control actions	Date raised	Named Departmental Issue Manager/Coordinator	Issue owner (Named Officer or External Party)	Dependencies	Status	Cost to resolve [£] on completion	Date Closed	Comment(s)
I.01	R10	(3) Reputation	Delays to public realm works starting on site due to 21 Moorfields construction delays	The implementation of the project would be delayed	Minor	The start of implementation was reschedule in line with the developer's programme.								

## Appendix 3 - Moor Lane Area B

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	51,000	39,800	11,200
Legal Staff Costs	2,000	52	1,948
Open Spaces Staff Costs	1,759	544	1,215
P&T Staff Costs	130,727	130,727	-
Fees	86,245	63,515	22,730
Traffic Orders	6,000	-	6,000
Drainage Works	311,000	-	311,000
General Works	479,324	106,972	372,352
Lighting Works	40,000	8,510	31,490
Planting	71,326	-	71,326
Contingency	211,755	-	211,755
Open Spaces Maintenance	36,483	-	36,483
DES Maintenance	22,381	-	22,381
<b>TOTAL</b>	<b>1,450,000</b>	<b>350,120</b>	<b>1,099,880</b>

Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Env Servs Staff Costs	51,000	40,000	91,000
Legal Staff Costs	2,000		2,000
Open Spaces Staff Costs	1,759	5,000	6,759
P&T Staff Costs	130,727	25,000	155,727
Fees	86,245		86,245
Traffic Orders	6,000		6,000
Drainage Works	311,000	200,000	111,000
General Works	479,324	200,000	679,324
Lighting Works	40,000		40,000
Planting	71,326	110,000	181,326
Contingency	211,755	110,000	101,755
Open Spaces Maintenance	36,483	50,000	86,483
DES Maintenance	22,381	10,000	12,381
<b>TOTAL</b>	<b>1,450,000</b>	<b>110,000</b>	<b>1,560,000</b>

Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S106 - Telephone Exchange - 07/00092/FULL - LCE	300,000	-	300,000
S106 - Milton Court - 06/01160/FULEIA - LCE	1,150,000	-	1,150,000
CAS - Cool Streets and Greening Programme	-	110,000	110,000
<b>Total Funding Drawdown</b>	<b>1,450,000</b>	<b>110,000</b>	<b>1,560,000</b>

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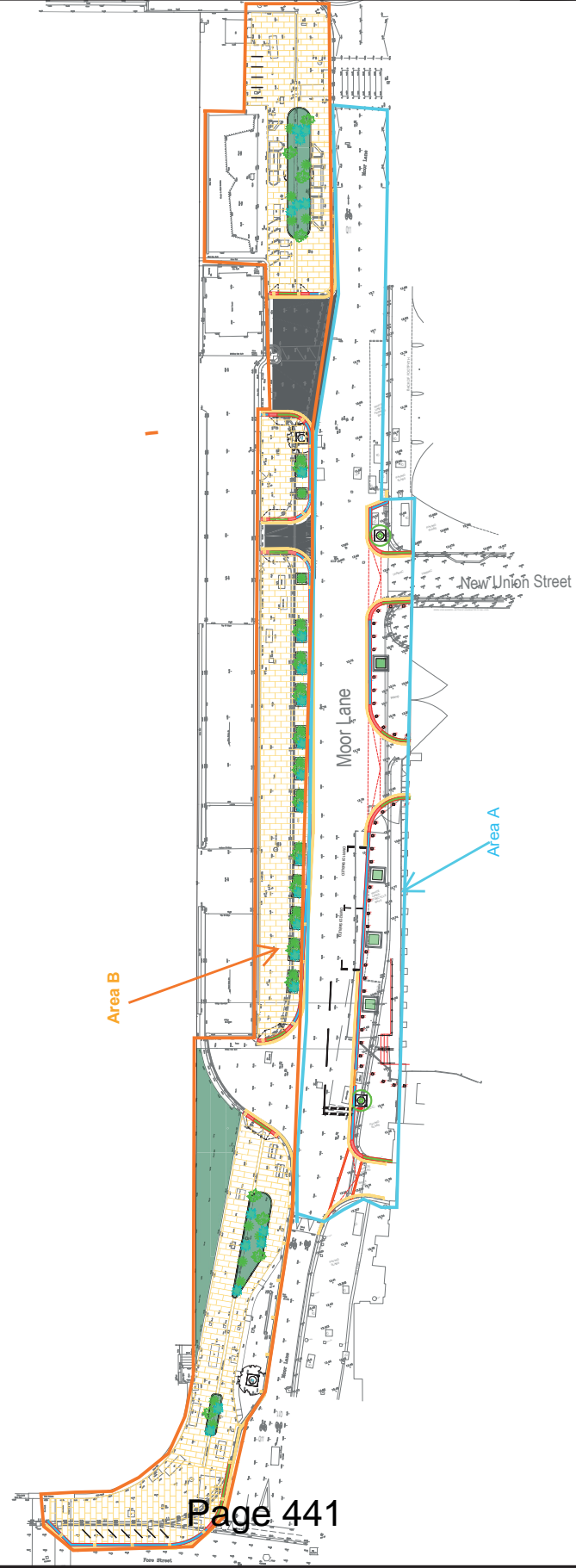


**Notes:**

1. No information to be scaled from this drawing.
2. Works shall comply with the current City of London Specification for Highway works.
3. All road markings refer to the "Traffic Signs Regulations and General Directions 2016". Refer to drawing number 1200-16100237-RM
4. This drawing is to be read in conjunction with all relevant drawings
5. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

**KEY**

- 300 x 200 fine picked silver granite kerb
- Proposed 60mm thick (600mm x varied) Southampton Yorkstone paving
- Proposed 40mm mastic asphalt crossover
- Proposed C3 Ballards
- Proposed Planters
- Proposed Street Tree



Moor Lane Section 106

Moor Lane  
General Arrangements

**HIGHWAY DESIGN AND CONSTRUCTION**  
 DEPARTMENT OF THE BUILDING ENVIRONMENT  
 LONDON  
 EC2P 2EJ  
 TEL: 020 7608 3030

**CITY OF LONDON**

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 CHECKED BY: BM

Scale: 1:200@A1  
 Ref: 100/16100237/GA1



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Appendix 5 a)  
 2011 indicative plan for Moor Lane



Page 443

Project title  
 Moor Lane Street Scene  
 Enhancement

Drawing title  
 Illustrative General Arrangement  
 & Elevation

Drawing number  
 OX 4585 - SK - 001

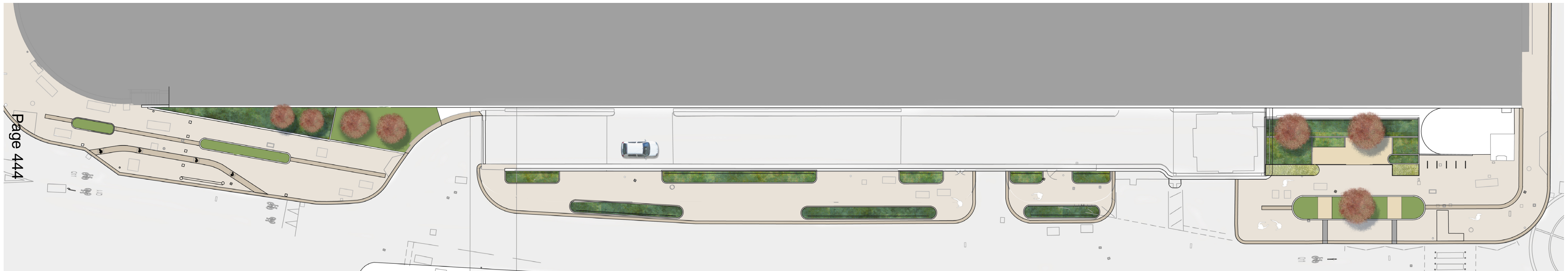
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PRELIMINARY	E		
Date	Scale	Drawn	Checked
29/06/2011	1:200 @ A1	CF	IS

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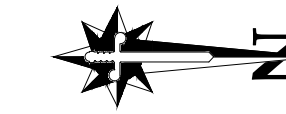
Appendix 5 b)

2021 indicative plan for Moor Lane



Page 444


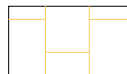






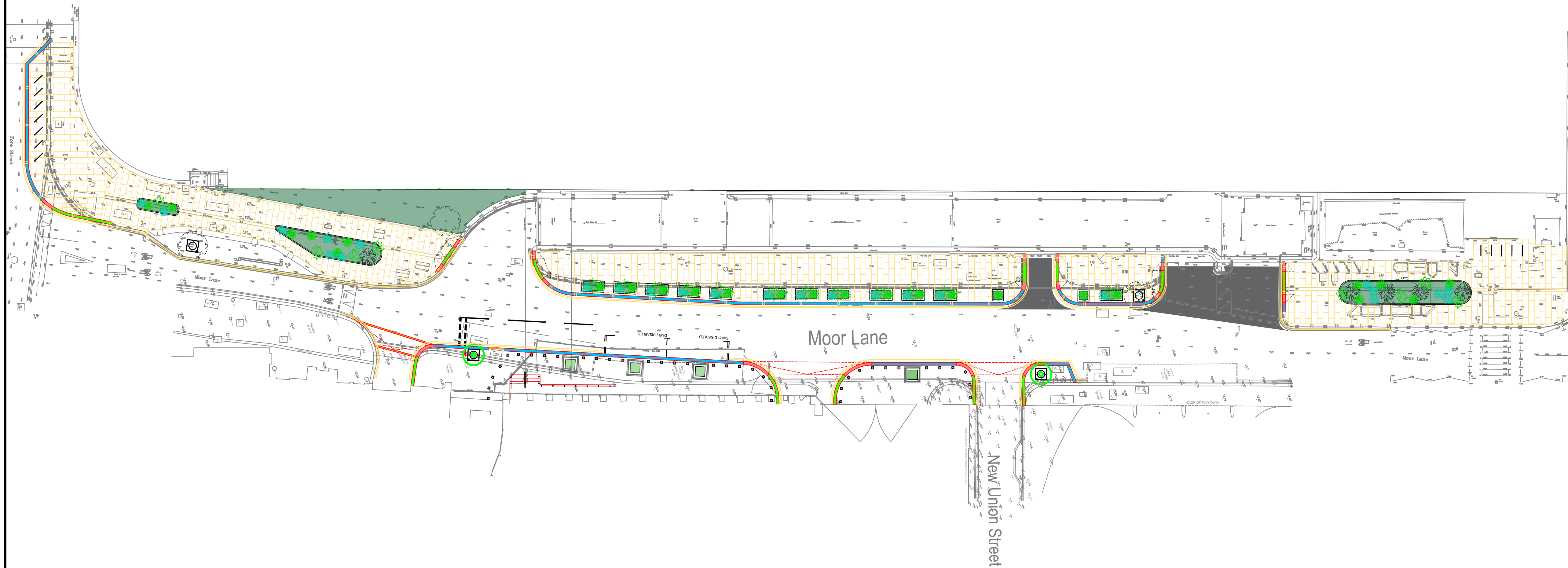


Notes:

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5. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

KEY

-  300 x 200 fine picked silver grey granite kerb
-  Proposed 63mm thick (600mm x varied) Scoutmoor Yorkstone paving
-  Proposed 40mm mastic asphalt crossover
-  Proposed C3 Bollards
-  Proposed Planters
-  Proposed Street Tree



Rev No.	Date	Description	By
Revision			

TITLE:  
**Moor Lane Section 106**

TITLE:  
**Moor Lane  
General Arrangements**

CLIENT:  
**HIGHWAY DESIGN  
AND CONSTRUCTION**

DEPARTMENT OF THE BUILT ENVIRONMENT  
PO BOX 270  
GUILDHALL  
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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>-</b>	Drawing No: <b>100/16100237/GA1</b>

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# City of London Project Procedure

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Oct 2018

## Overview

1. Projects are one of the key ways that the City of London Corporation delivers its strategic aims and priorities. The City Corporation is committed to ensuring that projects are delivered efficiently and that the best use is made of the resources available to the organisation.
2. The Project Procedure is approved by the Policy and Resources Committee. Any changes to the Project Procedure require the authorisation of the Policy and Resources Committee.
3. The Project Procedure has been designed to encourage consistency of delivery across the organisation, while allowing flexibility to respond to circumstances with appropriate speed. It is designed to ensure that our work reflects our strategies, and that we have policies in place to discharge our statutory and non-statutory duties with proper oversight and control.
4. All projects over £50,000 that have tangible, physical deliverables (including IS projects) must be recorded on the Corporation's Project Portfolio Management tool.
5. The Project Procedure applies to the following categories of projects that have tangible, physical deliverables (including IS projects):
  - a. Capital and supplementary revenue projects over £50,000
  - b. Routine revenue projects over £250,000
  - c. Capital and supplementary revenue projects delivered with ringfenced funds over £250,000 (e.g. Section 278, Designated Sales Pools, Additional Works Programmes, Housing Revenue Account)
6. Some large Capital projects will be overseen by the Capital Buildings Committee, indicatively where the project is £100m+ or where it has been referred there by the Court of Common Council. For these projects, Capital Buildings Committee will be responsible for;
  - (i) overall direction
  - (ii) review of progress; and
  - (iii) decisions on significant option development and key policy choices.

If oversight is transferred to the Capital Buildings Committee those projects will not be required to be seen at Projects Sub-Committee. Refer to the Capital Building Committee Clerk for guidance on governance and reporting requirements.
7. The Projects Procedure does not apply for Capital and supplementary revenue projects under £50,000 or revenue projects under £250,000 or ringfenced projects under £250,000. Where a mixture of funding is used the lowest threshold will apply. It is recommended the Gateway process documentation is used for projects outside of the Projects Procedure. Projects of any value can be 'called in' to Projects Sub-Committee and any that develop to be within the thresholds will then enter the gateway approval process.

7.1 Delegations exist within the projects procedure. Where delegations are made (to Chief Officer) it is expected that the gateway approval process documentation will be completed, even if it is not required to be presented to Member committees. This is to ensure that good governance and record keeping is maintained. Chamberlains Audit and Risk teams will conduct period audits of projects under the thresholds or under delegated approval limits to ensure that appropriately rigorous governance and documentation is maintained.

8. This document contains information about:

- Governance
- Resource Allocation Timetable
- Approval Process
- Ringfenced Funds
- Routine Revenue Projects
- Changes to Projects: Before Agreement at Authority to Start Work
- The Project Sum
- Risk and Costed Risk Provision
- Changes to Projects: After Agreement at Authority to Start Work
- Procurement and Contract Letting
- Project Toolkit

9. If you have any queries or comments about the Project Procedure or about project management generally at the City Corporation, please contact the Town Clerk's Programme Office

[Corporate.ProgrammeOffice@cityoflondon.gov.uk](mailto:Corporate.ProgrammeOffice@cityoflondon.gov.uk)

## **Changes to Projects: General**

45. In cases where:

- the financial implications will be higher or lower than the agreed confidence range (capital or revenue expenditure or income/returns/savings);
- the overall programme needs to be accelerated or delayed +/- 10% of time against the last numbered Gateway report;
- the specification will be significantly different to that agreed, i.e. there will be a shortfall against one or more of the key objectives/ SMART targets, or the inclusion or reduction in the parameters of the project, which may include changing operational performance criteria and business benefits;

Officers will report to the Committee(s) or Chief Officer who approved the last Gateway report on the circumstances, the options available and a recommended course of action. For example, if circumstances change on the Light and Regular routes where Authority to start work is delegated to Chief Officer, they would need to return to Committee to progress to the next gateway.

If additional unallocated City Corporation resources are required (i.e. from Central resources, not local risk budgets), the approval of the Policy and Resources Committee must also be obtained as Service Committees cannot approve Central resources.

In such cases the Policy and Resources Committee must be advised of the impact of the proposed increase in the City's overall Programme and any agreed increase must be reported to the next meeting of the Resource Allocation Sub-Committee for appropriate adjustments to be made to the City Corporation's Programme.

Note that Chamberlains have prepared guidance on the preparation of Whole Life Costing (available on the corporate intranet).

These will not apply to the costed risk provision drawdown increases to budgets as they have already been considered and delegated [See 49]:

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# EQUALITY ANALYSIS (EA) TEMPLATE

Decision

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Date

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## What is the Public Sector Equality Duty (PSED)?

**The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have ‘due regard’ to the need to:**

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
- Foster good relations between people who share a protected characteristic and those who do not

**The characteristics protected by the Equality Act 2010 are:**

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex (gender)
- Sexual orientation

**What is due regard?**

- It involves considering the aims of the duty in a way that is proportionate to the issue at hand
- Ensuring real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that influences the final decision

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker.
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision-making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient information** – the decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty.
- **No delegation** – public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is not only applied when a policy is developed and decided upon, but also when it is implemented and reviewed.



- Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.

## What is an Equality Analysis (EA)?

An equality analysis is a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by service provision and decisions made. It involves using quality information, and the results of any engagement or consultation with particular reference to the protected characteristics to understand the actual effect or the potential impact of policy and decision making decisions taken.

**The equality analysis should be conducted at the outset of a project and should inform policy formulation/proposals. It cannot be left until the end of the process.**

**The purpose of the equality analysis process is to:**

- Identify unintended consequences and mitigate against them as far as possible, and
- Actively consider ways to advance equality and foster good relations.

**The objectives of the equality analysis are to:**

- Identify opportunities for action to be taken to advance quality of opportunity in the widest sense;
- Try and anticipate the requirements of all service users potentially impacted;
- Find out whether or not proposals can or do have any negative impact on any particular group or community and to find ways to avoid or minimise them;
- Integrate equality diversity and inclusion considerations into the everyday business and enhance service planning;
- Improve the reputation of the City Corporation as an organisation that listens to all of its communities;
- Encourage greater openness and public involvement.

**However, there is no requirement to:**

- Produce an equality analysis or an equality impact assessment
- Indiscriminately collect diversity data where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make service homogenous or to try to remove or ignore differences between people.

An equality analysis should indicate improvements in the way policy and services are formulated. Even modest changes that lead to service improvements are important. In it is not possible to mitigate against any identified negative impact, then clear justification should be provided for this.

By undertaking an equality analysis, officers will be able to:

- Explore the potential impact of proposals before implementation and improve them by eliminating any adverse effects and increasing the positive effects for equality groups
- Contribute to community cohesion by identifying opportunities to foster good relations between different groups
- Target resource more effectively
- Identify direct or indirect discrimination in current policies and services and improve them by removing or reducing barriers to equality

# How to demonstrate compliance

## The Key point about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups.
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications.
- Keep adequate records of the full decision making process.

In addition to the protected groups, it may be relevant to consider the impact of a policy, decision or service on other disadvantaged groups that do not readily fall within the protected characteristics, such as children in care, people who are affected by socio-economic disadvantage or who experience significant exclusion or isolation because of poverty or income, education, locality, social class or poor health, ex-offenders, asylum seekers, people who are unemployed, homeless or on a low income.

Complying with the Equality Duty may involve treating some people better than others, as far as this is allowed by discrimination law. For example, it may involve making use of an exception or the positive action provisions in order to provide a service in a way which is appropriate for people who share a protected characteristic – such as providing computer training to older people to help them access information and services.

## Taking account of disabled people's disabilities

The Equality Duty also explicitly recognises that disabled people's needs may be different from those of non-disabled people. Public bodies should therefore take account of disabled people's impairments when making decisions about policies or services. This might mean making reasonable adjustments or treating disabled people better than non-disabled people in order to meet their needs.

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# Deciding what needs to be assessed

The following questions can help determine relevance to equality:

- Does the policy affect service users, employees or the wider community, including City businesses?
- How many people are affected and how significant is the impact on them?
- Is it likely to affect people with particular protected characteristics differently?
- Is it a major policy, significantly affecting how functions are delivered?
- Will the policy have a significant impact on how other organisations operate in terms of equality?
- Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?
- Does the policy relate to an area with known inequalities?
- Does the policy relate to any equality objectives that have been set?

Consider:

- How the aims of the policy relate to equality.
- Which aspects of the policy are most relevant to equality?

- Aims of the general equality duty and which protected characteristics the policy is most relevant to.

If it is not clear if a policy or decision needs to be assessed through an equality analysis, a Test of Relevance screening tool has been designed to assist officers in determining whether or not a policy or decision will benefit from a full equality analysis.

Completing the Test of Relevance screening also provides a formal record of decision making and reasoning. It should be noted that the PSED continues up to and after the final decision is taken and so any Test of Relevance and/or full Equality Analysis should be reviewed and evidenced again if there is a change in strategy or decision.

## Role of the assessor

An assessor's role is to make sure that an appropriate analysis is undertaken. This can be achieved by making sure that the analysis is documented by focussing on identifying the real impact of the decision and set out any mitigation or improvements that can be delivered where necessary.

### Who else is involved?

Chief Officers are responsible for overseeing the equality analysis process within departments to ensure that equality analysis exercises are conducted according to the agreed format and to a consistent standard. Departmental equality representatives are key people to consult when undertaking an equality analysis.

Depending on the subject it may be helpful and easier to involve others. Input from another service area or from a related area might bring a fresh perspective and challenge aspects differently.

In addition, those working in the customer facing roles will have a particularly helpful perspective. Some proposals will be cross-departmental and need a joint approach to the equality analysis.

## How to carry out an Equality Analysis (EA)

There are five stages to completing an Equality Analysis, which are outlined in detail in the Equality Analysis toolkit and flowchart:

**2.1 Completing the information gathering and research stage** – gather as much relevant equality-related information, data or research as possible in relation to the policy or proposal, including any engagement or consultation with those affected;

**2.2 Analyse the evidence** – make and assessment of the impact or effect on different equality groups;

**2.3 – Developing an action plan** – set out the action you will take to improve the positive impact and / or the mitigation action needed to eliminate or reduce any adverse impact that you have identified;

**2.4 Director approval and sign off of the equality analysis** – include the findings from the EA in your report or add as an appendix including the action plan;

**2.5 Monitor and review** – monitor the delivery of the action plan and ensure that changes arising from the assessment are implemented.

# The Proposal

Assessor Name:	Marie Gallagher	Contact Details:	<i>Click or tap here to enter text.</i>
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## What is the Proposal

The City of London Corporation is looking to implement public realm enhancements on Moor Lane to provide greening and an improved pedestrian environment, with the creation of a “linear park” and widened footways. The works will upgrade the existing surface materials to the City’s standard palette to ensure quality and consistency of the City’s streetscape, without altering the traffic movement in the street. Details on the proposed works is provided below. Moor Lane is a local access road and forms part of an established north-south cycle route. The road is closed to motor vehicles during the night and throughout the weekend by a means of a gate at the southern end.

An outline proposal for an enhancement scheme in Moor Lane was included in the original Barbican & Golden Lane Area Enhancement Strategy, approved in 2008. Subsequently an evaluation report (equivalent to Gateway 4-5) for the scheme was approved in 2011. The scheme was then put on hold in 2012 owing to the forthcoming 21 Moorfields development. The design has now been reviewed in conjunction with the Section 278 highway works necessary to accommodate the needs of the 21 Moorfields development which is programmed for completion in early 2023. The Section 278<sup>1</sup> works around 21 Moorfields are funded by the developer and will be undertaken by the City of London’s contractor, FM Conway. The works are due to be completed by 2024.

### Proposed Works:

#### Moor Lane – Western Footway

- Footway widening and resurfacing, using Yorkstone paving, on the western side of Moor Lane between Fore Street and Silk Street
- Implementing multiple planters along the length of Moor Lane between the Barbican estates access roads
- Installation of ‘Rain Gardens’ on the north and south end of the western footway
- Carriageway resurfacing across car park entrances (proposed 40mm mastic asphalt crossover)
- Relocation of five existing Sheffield cycle parking stands
- Installation of seven new Sheffield cycle parking stands at the Moor Street junction with Fore Street (situated on the section of widened footway)
- Removal of police box at the southern end of Moor Lane

<sup>1</sup> [Highways Act 1980 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

- Upgrade and minor adjustments to the lighting on the western footway in line with the Public Realm and Lighting Design<sup>2</sup> guidelines to accommodate proposed greening

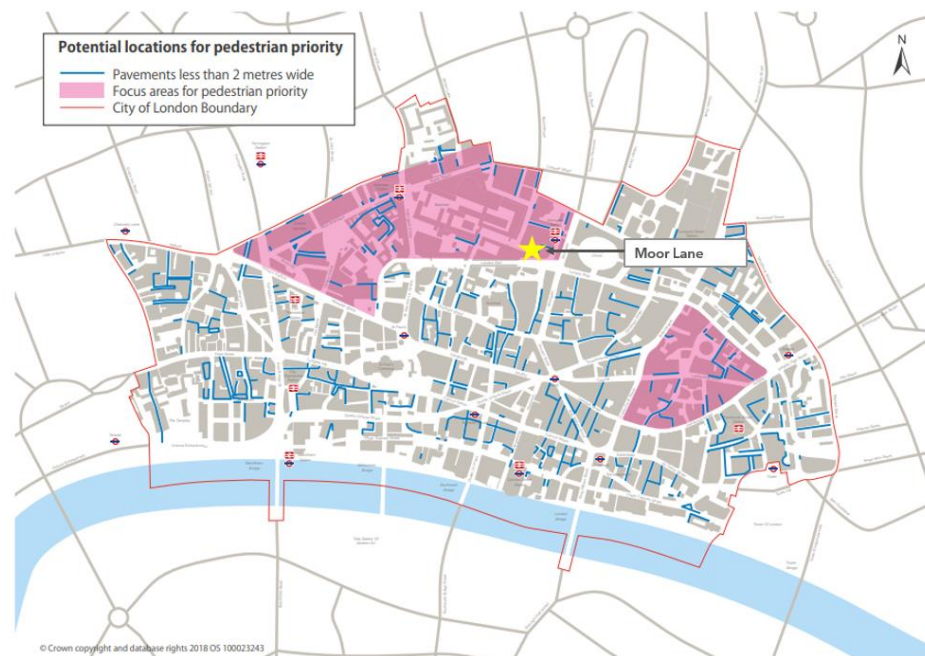
#### Moor Lane – Eastern Footway

- Footway reconstruction on the eastern side of Moor Lane, outside the development, between the southern access road and just north of New Union Street
- Tree planting and installation of planters
- Installation of multiple HVM security C3 bollards (static) along the boundary of the development
- Implementation of two loading bays and two disabled bays

*As mentioned above, this design does not propose any changes to traffic movement in the area and minimal changes are expected to the levels and drainage. In addition to this, the bollards at the southern end of Moor Lane, including the security gate, will be retained as part of the proposed design.*

Although small in scale, these works align with the City of London’s Transport Strategy (2019)<sup>3</sup> to introduce pedestrian priority streets. Figure 1 illustrates that Moor Lane is in one of the City of London’s Key focus areas for pedestrian priority, in the Moorgate and Barbican Area. The proposed works also align with Proposal 5 of the City’s Transport Strategy<sup>3</sup>, which states that new developments should contribute to improving the experience of walking and spending time on the City’s streets.

**Figure 1: City of London’s Potential Locations for Pedestrian Priority (Transport Strategy, 2019)**



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<sup>2</sup> <https://www.cityoflondon.gov.uk/services/streets/public-realm-and-lighting-design-guidance>

<sup>3</sup> [City of London Transport Strategy](#)



## 1. What are the recommendations?

Given that the proposals are at the preliminary design stage (See Appendix A 101-16100237 – GA2 drawing for more details), it is highly recommended that the following are considered to mitigate any negative impact on protected characteristic groups when developing the detailed design:

- **Dropped Kerbs:** In line with the DfT's Inclusive Mobility Guide 2021<sup>4</sup>, it is recommended that appropriate dropped kerbs are provided along the length of Moor Lane to enable easy access for elderly people, particularly those using mobility aids, as well as those travelling with young children in pushchairs. Further to this, it is recommended that dropped kerbs are implemented adjacent to the disabled bays outside 21 Moorfields to enable those with limited mobility and/or mobility aids to comfortably access the site.
- **Tactile Paving:** The extent of tactile paving for the proposed works is yet to be defined however, in line with Department for Transport's (DfT) Inclusive Mobility Guide 2021 guidance<sup>4</sup> and Guidance on Use of Tactile Paving<sup>5</sup>, it is recommended that tactile paving is in place at each of the junctions of both controlled and uncontrolled crossings to aid visually impaired people.
- **Footway Widths:** Given the central location of Moor Lane and the high footfall associated with nearby trip attractors, it is advised that the renewed footways are the appropriate width to accommodate the existing and any subsequent increase in trip generation and footfall associated with 21 Moorfields. This will prevent vulnerable road users, which includes people with disabilities, as well as elderly people and young people, from having to cross the road unnecessarily and/or utilise the carriageway, improving road safety for users. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B<sup>6</sup>). This is particularly important along the eastern footway and southern section of the western footway where there is a risk of pinch points and street clutter associated with the existing and proposed bollards, as well as trees and planters.
- **Bollards:** It is understood that the bollards proposed on the eastern footway along the development boundary are to act as a Vehicle Security Barrier (VSB). If so, these should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users whilst providing adequate protection for pedestrians. Bollards should also be at least 1000mm in height and not connected by a chain or rope, as this might present a trip hazard, particularly for those with visual impairments. Bollards should also have tonal/colour contrasted tops and potentially some 'guidance path surfaces' to ensure they are visible and detectable. These recommendations also align with DfT guidance<sup>4</sup> and Guidance on the Use of Tactile Paving Surfaces<sup>5</sup>. It is understood that the existing bollards at the southern end of Moor Lane are being retained therefore it is recommended that the arrangement of these bollards follow the above guidance also.
- **Cycle Parking:** The type of cycle stands should be considered to include provision that can accommodate cargo bikes, tandems, tricycles, and side-by-side cycles. This could help to encourage users of all abilities to visit the site and surrounding area by bike<sup>4</sup>. Adequate lighting should also be provided to improve security (see lighting below for more details).
- **Greening:** The planting of trees and installation of 'Rain Gardens' and planters is a key part of the proposed scheme. It is therefore recommended that their location and arrangement are developed in consultation with landscape architects and the designs align with existing guiding principles. This will help to prevent street clutter, ensure visibility, and avoid impeding informal crossing points<sup>7</sup>. Consideration should also be given to the tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Street maintenance could also be procured to carry out appropriate clearing during the Autumn. In addition to this, the

addition of seating at the edge of planters and/or rain gardens could also be considered to capitalise on the public realm improvements and shading associated with the greening, and to provide a place to rest for those with limited mobility and stamina.

- **Lighting:** The proposals include upgrading and minor adjustments to the existing lighting on the western footway in line with the Public Realm and Lighting Design Guidelines<sup>2</sup> to accommodate the proposed greening. Full details on the upgrades/adjustments are not included in the General Arrangement, however it is recommended that Moor Lane is lit appropriately to prevent any anti-social behaviour, improve user safety for groups vulnerable to crime and further aid visually impaired members of the public. It is recommended that streetlights and signs should be mounted on walls or buildings whenever possible; if not, then placing them at the back of the footway as near the property line as possible is acceptable. If they are placed on the kerb-side of the footway, they should be at least 450mm away from the edge of the carriageway<sup>4</sup>.
- **Footway Maintenance:** Yorkstone paving is proposed along Moor Lane which may require maintenance. This is because uneven and/or gaps between paving slabs can cause issues for some users, including those who are vision impaired, wheelchair users, and those using crutches and sticks<sup>4</sup>. Vegetation and tree roots can grow between slabs, so this will also need to be regularly monitored and maintained.
- **Construction:** A Construction Environmental Management Plan (CEMP) or Construction Logistics Plan (CLP) should be implemented to minimise construction impacts of the scheme and construction in the local area. It should include measures such as suitable diversion routes with appropriate signage and temporary ramps for any required footway closures, noise and pollution mitigation, and an appropriate CLP to avoid sensitive receptors such as schools. Liaison with stakeholders, including emergency services, should also be undertaken to inform them of the diversion routes. Places of worship located near to the site should be included in the stakeholder list and be informed of any out of hours works, allowing consideration of service times and religious holidays during the construction phase. On completion of the works, the develop could also offer a guide to familiarise the changes to those who are visually impaired.
- **Road Safety Audit:** A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and tactile paving, and that surfaces are flush, and finish is suitable for use.

<sup>4</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

<sup>5</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1046126/guidance-on-the-use-of-tactile-paving-surfaces.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1046126/guidance-on-the-use-of-tactile-paving-surfaces.pdf)

<sup>6</sup> [Pedestrian Comfort Guidance for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/road-works/guidance-for-people-with-disabilities)

<sup>7</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1072722/Essex Manual for Streets Redacted.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1072722/Essex_Manual_for_Streets_Redacted.pdf)

## 2. Who is affected by the Proposal? *Identify the main groups most likely to be directly or indirectly affected by the recommendations.*

The proposed scheme is located in the City of London, within the Coleman Street and Cripplegate Wards. The City of London is a key commercial district, hosting the primary business district for the capital. The proposed scheme is located adjacent to the Barbican Centre, a large performing arts centre, and the Barbican estate, the largest housing area in the City of London, and is also surrounded by key office and retail/hospitality space. Moor Lane is easily accessible via Moorgate London Underground station (two-minute walk), as well as Liverpool Street, Barbican and Bank London Underground stations.

Given the proposed works are located within a key commercial district and the area boasts a high Public Transport Accessibility Level (PTAL) rating of 6b<sup>8</sup>, those that are likely to be affected by the proposals are pedestrians, cyclists, and other non-motorised users. A large proportion of these users are likely to be of the working population commuting to their places of work. The City of London estimates approximately 513,000 daily commuters<sup>9</sup> and this specific development, which will provide 564,000 sq. ft of business space, will generate a significant number additional commuter trips to the area. 21 Moorfields will also house a multi-level wellness centre, retail space, and restaurants, attracting recreational users, residents, and tourists, all of whom will be affected by the proposed scheme.

Although a predominantly business district, several other trip generators are located within close proximity of Moor Lane, which will attract users to the area who may also be affected by the proposed works and construction. These include the Barbican Estate, places of worship, schools, and health facilities which have been detailed in the full assessment below. The site is easily accessible by sustainable modes of transport therefore users are most likely to travel to these trip generators on foot, by bike or public transport. Looking more specifically at residents, although the population of the City of London is comparatively small compared to other London boroughs, residents living in the City have the highest overall active, efficient, and sustainable mode share (93%)<sup>10</sup>, suggesting that residents are also likely to benefit from the improvements. This includes the approximately 4,000 people who reside within the Barbican Estate, located immediately adjacent to the proposed works.

Moorgate London Underground Station is the nearest station to Moor Lane, located approximately 300 metres from the site. Moorgate is on the Circle, Metropolitan, Hammersmith & City and Northern London Underground Lines, and the Great Northern Line connecting The City to North London and Hertfordshire. Liverpool Street station is also accessible from Moorgate Station. Moorgate has step free access to all lines. The nearest bus stop is 120 metres away on City Wall. This is served by the 8, 11, 25, 26, 76, 100, N8, N11, N25, N26, N242, N551 in both directions. Barbican London Underground Station, about 500 metres from the site, does not have step free access. Barbican is served by the Circle, Metropolitan and Hammersmith and City Lines.

During the construction phase, some protected characteristic groups, particularly disabled and elderly/younger groups, may be adversely impacted if the appropriate pedestrian diversions, noise and pollution mitigation, and CLPs are not in place. Further to this, although the works may require a short term/temporary road closure, it is not considered that this will lead to access issues for those with protected characteristics. This is because Moor Lane will still be open and vehicle access will be

<sup>8</sup> [https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-weecat/webcat?Input=Moor%20Lane%2C%20London%2C%20UK&locationId=EhVNb29yIExhbmUsIExvbmRvbiwgVUsiLiosChQKEgIX8P7Oqx2SBEVzse7r6LpIRIUChIJ8\\_MXt1sbdkgRCrIAOXkukUk&scenario=Base%20Year&type=Ptal](https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-weecat/webcat?Input=Moor%20Lane%2C%20London%2C%20UK&locationId=EhVNb29yIExhbmUsIExvbmRvbiwgVUsiLiosChQKEgIX8P7Oqx2SBEVzse7r6LpIRIUChIJ8_MXt1sbdkgRCrIAOXkukUk&scenario=Base%20Year&type=Ptal)

<sup>9</sup> <https://www.cityoflondon.gov.uk/about-us/about-the-city-of-london-corporation/our-role-in-london#:~:text=In%20just%201.12%20square%20miles,commuters%20and%2010m%20annual%20visitors>

<sup>10</sup> <https://content.tfl.gov.uk/travel-in-london-report-13.pdf>

maintained throughout construction. A full assessment of the potential impacts on each of the protected characteristic groups with regards to construction is provided below.

## Age

Check this box if NOT applicable

### Age - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The Office for National Statistics (ONS) 2021<sup>11</sup> population statistics for the City of London states a total population of 8,580 for the borough. The age breakdowns for the City of London and London are detailed in Table 1 below:

**Table 1: Age Breakdown for City of London and London (Source: ONS Census Data 2021)**

Age	City of London %	Greater London %
Under 5 years	2.5%	6%
5 to 15 years	3.9%	12.1%
16 to 24 years	13.8%	12.3%
25 to 64 years	65.8%	57.8%
65 years and over	14.1%	11.9%
<b>Total</b>	<b>100%</b>	<b>100%</b>

This figures above illustrate that the City of London has significantly fewer people under the age of 15 (6.4%) compared to Greater London (18.1%). Conversely, the City of London has a slightly higher percentage of people aged 16 to 24 years and 65 years and over, when compared to Greater London. The percentage of people aged 25 to 64 years is similar between the City of London and Greater London region.

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<sup>11</sup> [https://www.nomisweb.co.uk/sources/census\\_2021\\_bulk](https://www.nomisweb.co.uk/sources/census_2021_bulk)

**Table 2: Workforce Age Structure, City of London and Greater London 2011 (Source: City of London Workforce CENSUS 2011- Analysis by Age and Occupation)**

Age Band	City of London		Greater London	
	Actual	%	Actual	%
16 - 19	2,521	1%	81,959	2%
20 - 24	26,806	8%	387,569	9%
25 - 29	67,481	19%	685,431	15%
30 - 34	70,450	20%	697,643	16%
35 - 39	56,574	16%	591,814	13%
40 - 44	45,902	13%	548,352	12%
45 - 49	35,964	10%	507,549	11%
50 - 54	24,541	7%	405,451	9%
55 - 59	14,941	4%	295,937	7%
60 - 64	8,293	2%	196,176	4%
65 - 69	2,370	1%	73,115	2%
70 - 74	863	0%	29,485	1%
<b>Total</b>	<b>356,706</b>	<b>100%</b>	<b>4,500,481</b>	<b>100</b>

Table 2 shows the age breakdown of the workforce of the City of London compared to Greater London. The figures show that the ages of 25-34 contribute a substantial proportion of the workforce at 39%. The same age range for Greater London comprises 31% of the workforce. This shows that the City of London has a greater proportion of young professionals compared to Greater London. Similarly, the 35-49 age group comprises 39% of the workforce in the City of London, compared to 36% of the Greater London workforce. The percentage of the workforce in the City of London aged 50 years and above (14%) is lower than the percentage for Greater London (23%), showing that the City of London has a smaller proportion of older professionals. Further to this, the most recent census data (2021) shows that the City of London has a workforce much younger than the rest of the country, with 61% of workers aged between 22 and 39<sup>12</sup>.

Sensitive receptors

With regards to sensitive receptors relevant to age, there are some schools and colleges located within 500 metres of the proposed works where higher proportions of children and young people are likely to be concentrated. These include:

- City of London School for Girls – 250 metres west of the proposed scheme

<sup>12</sup> <https://www.cityoflondon.gov.uk/assets/Business/city-stats-factsheet-2023.pdf>



- Guildhall School of Music and Drama – 130 metres west of the proposed scheme
- University of Law – London Moorgate – 260 metres north of the proposed scheme
- Bayes Business School – 350 metres north of the proposed scheme
- Bright Horizons Nursery – 450 metres northwest of the proposed scheme
- London School of Business and Finance – 350 metres north of the proposed scheme
- Barbican Playgroup – 200 metres west of the proposed scheme
- Richard Cloudesley School – 350 metres northwest of the proposed scheme
- One5 Health City Private GP Clinic – 300 metres southeast of the proposed scheme
- Broadgate General Practice – 360 metres southeast of the proposed scheme
- Barbican Dental Practice – 200 metres southwest of the proposed scheme
- City Chiropody and Podiatry Barbican – 150 meters west of the proposed scheme
- St Bartholomew’s Hospital – 500 meters west of the proposed scheme

There are also Boots stores in close proximity to the proposed scheme which provide pharmacy facilities.

**What is the proposal’s impact on the equalities aim?** *Look for direct impact but also evidence of disproportionate impact i.e., where a decision affects a protected group more than the general population, including indirect impact*

Research by TfL has found that walking is the most frequently used mode of transport by older Londoners aged 65 and over<sup>13</sup>, with 87% walking at least once a week. Looking at the census data above, a relatively large proportion of the City of London’s population (14.1%) would therefore benefit from the proposals to enhance, green, and improve the pedestrian environment on Moor Lane. Further to this, it is also important to note that the Barbican Estate, located adjacent to the proposed works, consists of a high percentage of single person households, with 32% over 65 years old<sup>14</sup>, all of whom could benefit from the improved pedestrian environment on Moor Lane.

The proposals to widen and resurface some of the footways on Moor Lane would be particularly beneficial to elderly people who are more likely to have limited mobility and may be reliant on mobility aids. These individuals require sufficient

**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

It is highly recommended that the following is considered to mitigate any negative impact on elderly and younger people when developing the detailed design:

- Dropped Kerbs: In line with the DfT’s Inclusive Mobility Guide 2021<sup>4</sup>, it is recommended that appropriate dropped kerbs are provided along the length of Moor Lane to enable easy access for elderly people, particularly those using mobility aids, as well as those travelling with young children in pushchairs.
- Footway Widths: It is advised that the renewed footways are the appropriate width to accommodate any forecasted increase in footfall associated with the redevelopment at 21 Moorfields. This will prevent vulnerable road users, particularly elderly and younger people<sup>13</sup>, as well as those using mobility aids, from having to cross the road to avoid congestion

<sup>13</sup> [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://tfl.gov.uk/what-we-do/our-programmes-and-initiatives/our-diverse-communities/understanding-our-diverse-communities-2019)

<sup>14</sup> <https://kkremoval.co.uk/living-in-barbican/#:~:text=The%20area%20is%20mostly%20populated,being%20of%20the%20White%20race.>

width and quality footway surfacing in order for the space to be accessible and comfortable to use. Research undertaken by Age UK underlines this intersectionality between age and disability further, with figures showing that 52% of those aged 65 and over are disabled compared with only 9% under 64<sup>15</sup>.

Street trees and planting can also play a key role in helping to remove harmful PM10 particulates and NO2 roadside emissions<sup>16</sup> and mitigating against climate change impacts such as heating of streets (and provision of shaded areas), both of which young people and elderly people are disproportionately affected by<sup>1718</sup>.

Although the City of London has a smaller population under the age of 15 compared to London as a whole, 6.4% compared to 18.1% respectively, children and young people attending the educational establishments located within 500 metres of the proposed works, could also benefit from the improved pedestrian environment on their journeys to school / college.

Looking more specifically at some of these educational establishments, the scheme could be likely to deliver particular benefits to Richard Cloudesely School, as Primary school aged pupils are more likely to travel to school by active modes<sup>19</sup>, are more at risk of road danger<sup>13</sup> and their parents are more likely to be travelling with young children in pushchairs. Mode of travel data from the City of London School for Girls also shows that the majority of their pupils travel to school by public transport therefore it is likely that pupils at this school would also benefit from the improved pedestrian environment on their journeys to and from local bus stops and stations<sup>20</sup>.

Conversely to this however, the proposals to implement a number of bollards, combined with street trees and planters, on the eastern footway could have an adverse impact on those reliant on mobility aids and those travelling with young children/pushchairs as they could potentially create street clutter and obstacles if inappropriately positioned. Similarly, although the design proposes to implement two disabled bays on the eastern side of the carriageway, enabling doorstep access

and/or step in the carriageway to pass other pedestrians. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B<sup>6</sup>).

- Bollards: It is understood that the bollards proposed on the eastern footway along the development boundary are to act as a Vehicle Security Barrier (VSB). If so, these should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users, many of whom are more likely to be elderly, whilst providing adequate protection for pedestrians. This recommendation also aligns with DfT guidance<sup>4</sup>. In addition to this, it is understood that the exiting bollards at the southern end of Moor Lane, near the Fore Street junction, will be retained, which should already be placed at a maximum of 1.2 meters apart, however the location of the bollards and the proposed Rain Garden will need to be considered to maintain sufficient widths and avoid street clutter and pinch points.
- Greening: It is recommended that the height of the planters and associated plants, including the species, are considered so to ensure that pedestrians are visible to motorists at all times. This is particularly important at the northern and southern ends of Moor Lane, where the 'Rain Gardens' are located, and where the majority of pedestrian crossing activity is likely to take place (particularly at the northern end where the zebra crossing is located). As above, the positioning of street trees and planters, combined with the aforementioned bollards, on the eastern footway will need to be considered to maintain sufficient widths and avoid street clutter and pinch points. The addition of seating at the edge of planters and/or rain gardens could also be considered to capitalise on could also be considered to capitalise on the public realm improvements and shading associated with

<sup>15</sup> <https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/>

<sup>16</sup> [https://www.london.gov.uk/sites/default/files/valuing\\_londons\\_urban\\_forest\\_i-tree\\_report\\_final.pdf](https://www.london.gov.uk/sites/default/files/valuing_londons_urban_forest_i-tree_report_final.pdf)

<sup>17</sup> <https://www.unep.org/news-and-stories/blogpost/young-and-old-air-pollution-affects-most-vulnerable>

<sup>18</sup> <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

<sup>19</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)

<sup>20</sup> <https://clsg.org.uk/admissions/travelling-to-city/#:~:text=Most%20travel%20by%20public%20transport,can%20be%20found%20under%20FAQs.>

to some of the key trip generators in the area, the design lacks dropped kerbs which can have an adverse impact on how accessible these bays are for elderly, disabled users.

**Construction:**

Several potential negative impacts on elderly and younger people have been identified if the appropriate measures are not in place during the construction phase<sup>21</sup>. These include:

- Wheelchair and mobility aid users may find it difficult to utilise temporary ramps
- Construction noise can negatively affect elderly and young people
- Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses

Young people travelling to schools in the area may also be affected on their journeys if the appropriate footway diversions are not in place during construction<sup>22</sup>. Further to this, construction traffic to the site may increase traffic risk to vulnerable road users, which includes both elderly and young people.

**Summary:**

In summary, the positive impacts associated with the improved pedestrian environment and public realm, are likely to be felt by all users, including residents, visitors, and commuters to the area, regardless of age.

Despite the high percentage of Barbican Estate residents being over 65 and the schemes proximity to educational establishments, it should be acknowledged that a high proportion of those visiting the area are likely to be travelling to their place of work. As illustrated in Table 2, those commuting to the City of London are most likely to be between the ages of 25-49 (78% of the workforce) and are therefore not considered vulnerable to the factors listed above due to their age.

the greening, and to provide a place to rest for those with limited mobility and stamina.

- **Cycle Parking:** It is recommended that the short stay cycle parking at the southern and northern ends of More Lane should be designed to provide stands that can accommodate cargo bikes, tandems, tricycles and side-by-side cycles, to encourage users of all abilities to visit the area by bike<sup>4</sup>, and ensure the stands are well lit as they are currently located next to an entrance to an underground private car park, which could encourage bike theft. CCTV can also be considered to improve security.
- **Construction:** A CEMP or CLP should be implemented to minimise construction impacts<sup>22</sup>. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures as well as noise mitigation. The CLP should consider any educational establishment located near the site, ensuring the construction routes avoid key routes to and from nearby schools and access / deliveries are arranged outside of school operating times. Continued liaison with stakeholders should also be undertaken to inform the plans.
- **Road Safety Audit:** A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.

<sup>21</sup> [Transport, health and wellbeing \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

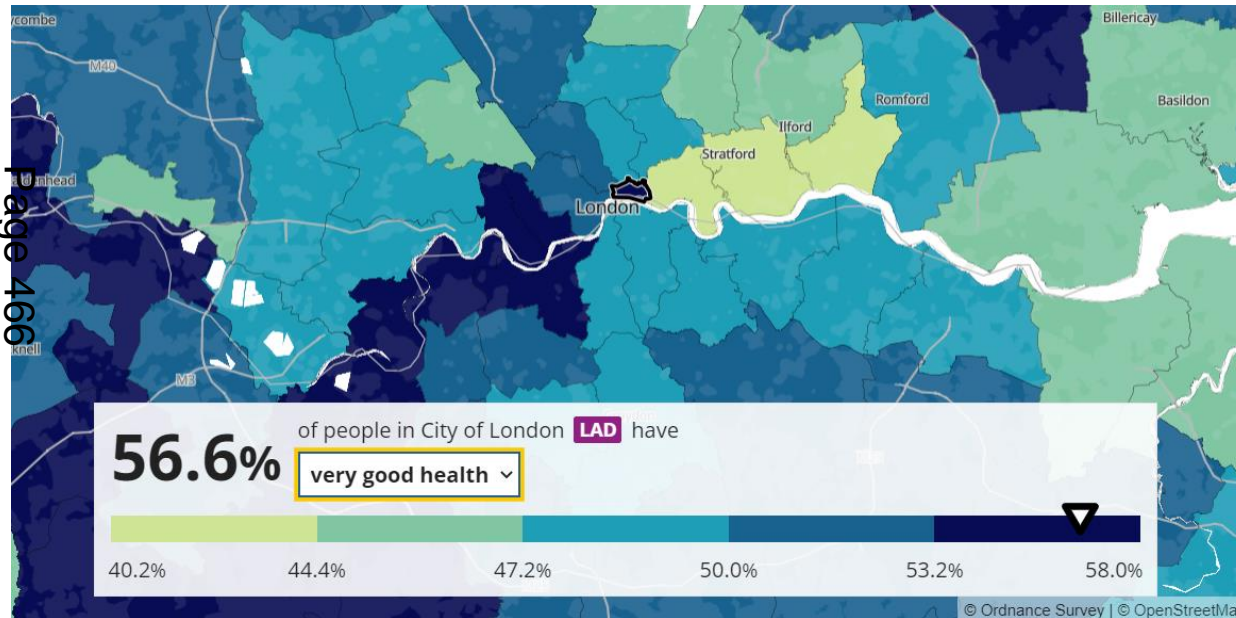
<sup>22</sup> [Code of Practice for Deconstruction and Construction Sites \(cityoflondon.gov.uk\)](https://cityoflondon.gov.uk)

<p><b>Key borough statistics:</b></p> <ul style="list-style-type: none"><li>• The City of London is dominated by businesses and the residential population is significantly lower compared to other London boroughs.</li><li>• The City has proportionately more people aged between 25 and 69 living in the Square Mile than in Greater London. Conversely, there are fewer younger people. Approximately 762 children and young people under the age of 19 years live in the City. This is 9% of the total population in the area.</li></ul>	<ul style="list-style-type: none"><li>• There is a smaller percentage of younger people (under 25) working in the City of London in comparison to Greater London, as well as a smaller percentage of over 45s. There is a larger percentage working in the City in the 25-44 age bands in comparison to Greater London.</li><li>• Summaries of the City of London <a href="#">age profiles from the 2011 Census can be found on our website</a></li></ul>
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## Disability - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

ONS disability and well-being 2021 analysis shows that disability can negatively affect wellbeing. For example, the average well-being ratings for people aged 16 to 64 with a self-reported long-standing illness, condition or impairment which causes difficulty with day-day activities between 2014 to 2021 showed lower scores for life satisfaction each year<sup>23</sup>. Looking at the City of London more specifically, 56.6% of people in the City of London described themselves as having 'very good health' (see Figure 3 below) and just 0.7% reported as having 'very bad health' (Figure 4) and 2.4% as having 'bad health' (Figure 5)<sup>24</sup>. As shown in the Figures below, compared to other London boroughs, the City of London has one of the highest proportions of people reporting to have 'very good health' and one of the lowest proportions of people reporting to have 'bad' and 'very bad health'.

**Figure 3: Percentage of People in the City of London with 'Very good health' (Source: ONS Census data 2021)**



<sup>23</sup> <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/datasets/disabilityandwellbeing>

<sup>24</sup> <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021>



Figure 4: Percentage of People in the City of London with 'Very bad health' (Source: ONS Census data 2021)

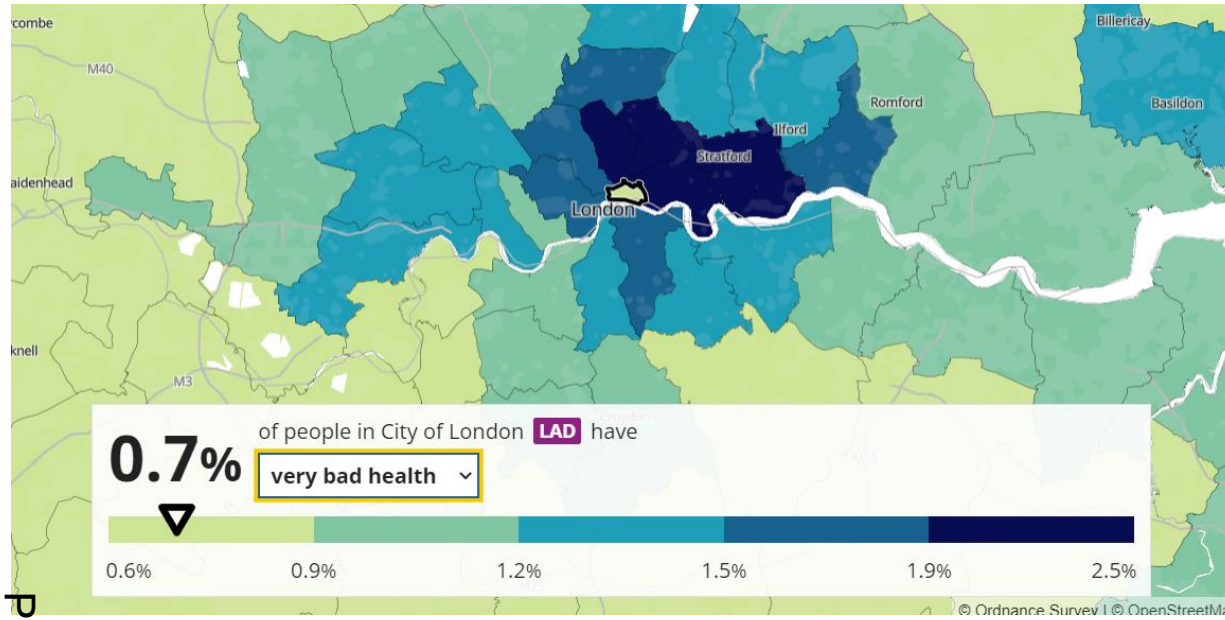
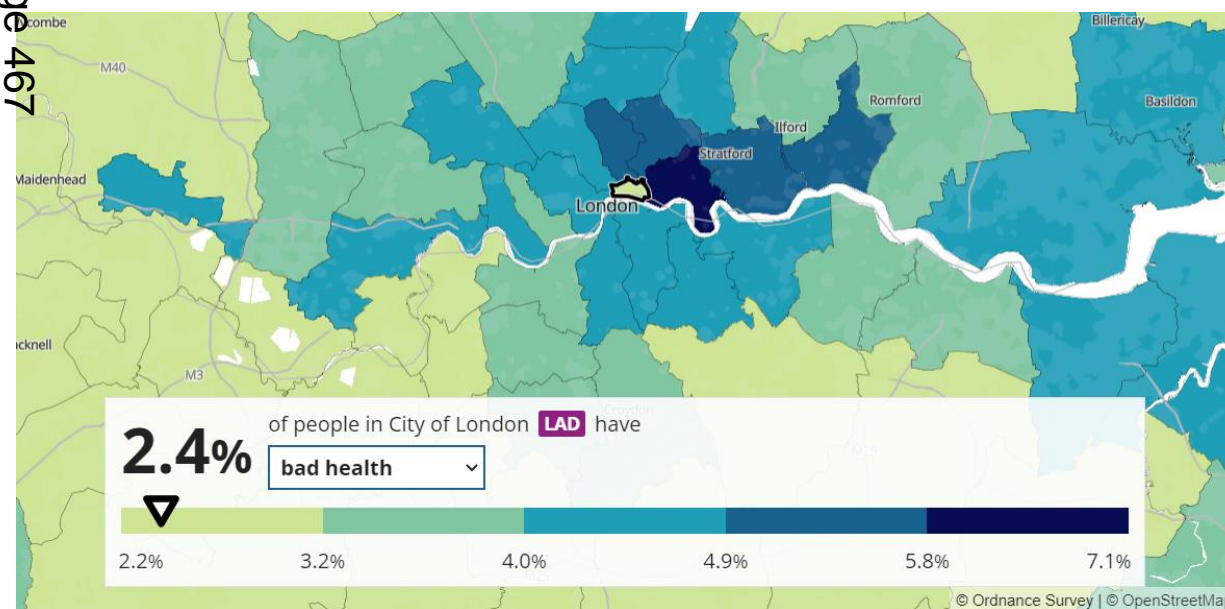


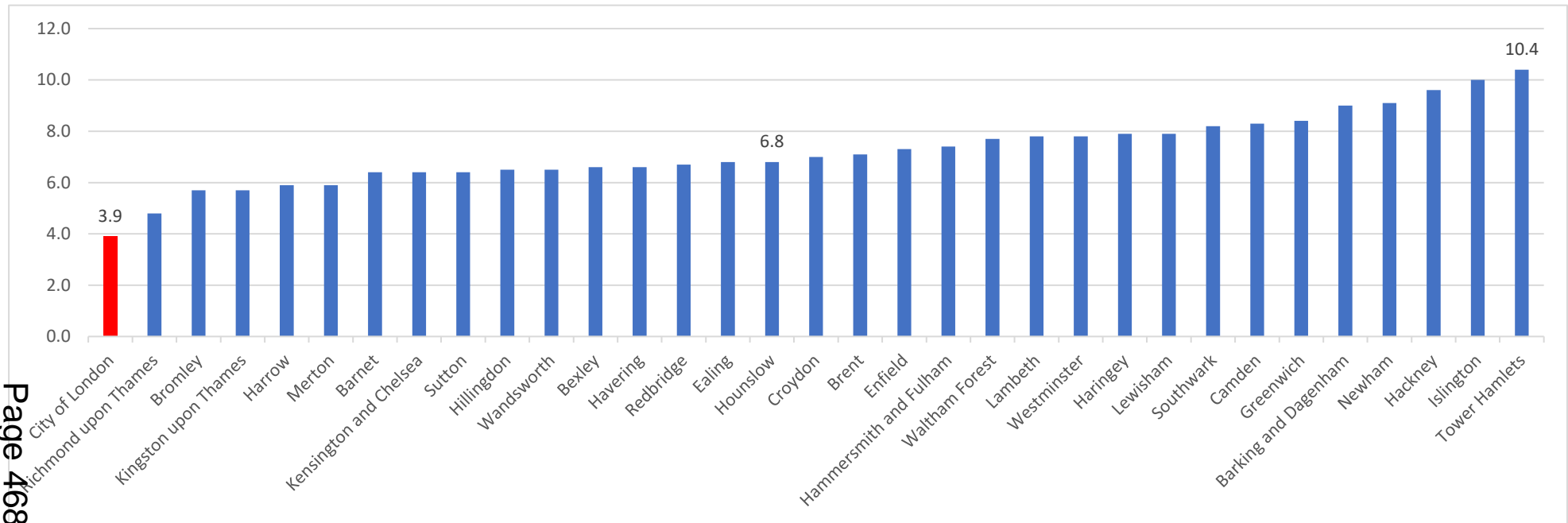
Figure 5: Percentage of People in the City of London with 'Bad health' (Source: ONS Census Data 2021)



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Further to this, Figure 6 shows the percentage of the City of London residents who considered their day-to-day activities to be limited by disability or long-term illness compared to other London boroughs. The City of London compared favourably, as it has the lowest percentage at 3.9%.

**Figure 6: Disabled under the Equality Act: Day-to-day activities limited a lot (Source: ONS Census 2021)**



Public Health England statistics support the above trend, as they report the percentage of people with a limiting long-term illness or disability in the City of London is 11.8% compared to 17.7% for England. This is considered significantly lower than the national average<sup>25</sup>.

As mentioned above, it should be noted that this data is not considered entirely representative of the people likely to be affected by the proposed scheme given the large percentage of visitors and commuters regularly travelling to the area, which is likely to be larger than that of the local population. Given that the area is likely to be visited by individuals living outside of the City, due to the area's status as a world class financial centre, it is important to note that approximately one in ten individuals are estimated to be neurodivergent in Greater London (equating to approximately 900,000), and one-tenth of those are possibly autistic<sup>26</sup>. Further to this, there are over 2 million people in the UK living with sight loss<sup>27</sup>. With these statistics in mind, it is therefore paramount that the construction of and design of the proposed works considers all users.

<sup>25</sup> [https://www.localhealth.org.uk/#c=report&chapter=c05&report=r01&selgeo1=lalt\\_2021.E09000001&selgeo2=eng.E92000001](https://www.localhealth.org.uk/#c=report&chapter=c05&report=r01&selgeo1=lalt_2021.E09000001&selgeo2=eng.E92000001)

<sup>26</sup> <https://www.london.gov.uk/questions/2022/1716#:~:text=Andrew%20Boff%20AM%3A%20With%20approximately,900%2C000%20Londoners%20with%20neurodivergent%20conditions>

<sup>27</sup> <https://www.rnib.org.uk/professionals/health-social-care-education-professionals/knowledge-and-research-hub/key-information-and-statistics-on-sight-loss-in-the-uk/> (data is not available at a local scale)

### Sensitive receptors

There are several medical facilities in proximity to the proposed scheme which offer services more likely to be used by members of this protected characteristic group. These include:

- One5 Health City Private GP Clinic – 300 metres southeast of the proposed scheme
- Broadgate General Practice – 360 metres southeast of the proposed scheme
- Barbican Dental Practice – 200 metres southwest of the proposed scheme
- City Chiropody and Podiatry Barbican – 150 meters west of the proposed scheme
- St Bartholomew’s Hospital – 500 meters west of the proposed scheme

There are also Boots stores in close proximity to the proposed scheme which provide pharmacy facilities.

**What is the proposal’s impact on the equalities aim?** *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

The baseline data shows that there is a low comparative percentage of people with disabilities in the City of London. As illustrated in the section above however, the majority of people likely to be affected by the proposed works are less likely to be residents, therefore it is acknowledged that there may be a larger number of disabled people accessing Moor Lane and the surrounding area than the data suggests. This is likely to be facilitated by the accessibility of the area by public transport, enabling those with limited mobility to access the site and surrounding area given bus and step-free tube/train station provision.

Statistics show that 14% of Londoners currently consider themselves to have a disability that impacts their day-to-day activities ‘a little’ or ‘a lot’, and this is expected to rise to 17% by 2030<sup>28</sup>. Further to this, walking is the main mode of travel for disabled Londoners, with 78% reporting they walk at least once a week. However, 65% of disabled Londoners consider the condition of the pavements to be a barrier to walking more frequently<sup>29</sup>. It is therefore important that the design considers these requirements, which aligns with the City of London’s Transport

**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on people with disabilities, when developing the detailed design:

- Dropped Kerbs: In line with the DfT’s Inclusive Mobility Guide 2021<sup>4</sup>, it is recommended that appropriate dropped kerbs are provided along the length of Moor Lane to enable easy access for those with disabilities, particularly those using mobility aids.
- Footway Widths: It is advised that the renewed footways are the appropriate width to accommodate any forecasted increase in footfall associated with the redevelopment at 21 Moorfields. This will prevent vulnerable road users, particularly those with disabilities and those reliant on mobility aids<sup>13</sup>, from having to cross the road to avoid congestion and/or step in the carriageway to pass other pedestrians. Appropriate widths will improve the overall user experience and help to support independent travel. It is recommended that the footway widths are

<sup>28</sup> <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/articles/outcomesfordisabledpeopleintheuk/2021>

<sup>29</sup> <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf>

Strategy proposal to develop and apply the City of London Street Accessibility Standard (see page 52 of the strategy for more information<sup>3</sup>).

Research by Transport for All<sup>30</sup> has identified some of the key barriers to active travel for those with disabilities, including:

- Pavements cluttered by obstacles are difficult for those with mobility impairments to navigate and can pose a hazard to those with visual impairments. They are also confusing and overwhelming for those who are neurodivergent.
- Pavements that are steep, uneven, or bumpy are difficult to traverse in a wheelchair and can be trip-hazards. Tree roots, cobblestones, and poorly laid paving stones all contribute to this.

Similarly, these findings are echoed by DfT's Inclusive Mobility<sup>4</sup> guide, whereby a number of barriers to navigating the pedestrian environment were identified, including obstacles, uneven surfaces, crossing the road, navigating slopes and ramps, and lack of confidence to travel. The guidance also underlines that good, inclusive design benefits all users, including those who have non-visible disabilities.

In line with the Department for Transport's Inclusive Mobility Guide 2021 guidance<sup>4</sup>, it is recommended that tactile paving is in place to aid visually impaired people. This is particularly important to consider given that the Royal National Institute of Blind People (RNIB) report that walking is the main mode of travel for blind and partially sighted people, many of whom will have fewer transport options available to them than others<sup>31</sup>. It is understood that new tactile paving would be implemented at the crossing points along Moor Lane and these designs would be in line with the City of London's Standard Details (See Appendix B), fulfilling these requirements.

The proposed footway and public realm improvements associated with the development should help to tackle some of these key barriers, however the General Arrangement drawing does not provide enough detail on the following elements of the works to ensure accessibility for all users:

designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B<sup>6</sup>).

- **Bollards:** It is understood that the bollards proposed on the eastern footway along the development boundary are to act as a Vehicle Security Barrier (VSB). If so, these should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users, whilst providing adequate protection for pedestrians. Bollards should also have tonal/colour contrasted tops and potentially some 'guidance path surfaces' to ensure they are visible and detectable. These recommendations also align with DfT guidance<sup>4</sup> and Guidance on the Use of Tactile Paving Surfaces<sup>5</sup>. In addition to this, it is understood that the existing bollards at the southern end of Moor Lane, near the Fore Street junction, will be retained, which should already be placed at a maximum of 1.2 metres apart, however the location of the bollards and the proposed 'Rain Garden' will need to be considered to maintain sufficient footway widths and to avoid street clutter and pinch points.
- **Greening:** It is recommended that the height of the planters and associated plants, including the species, are considered so to ensure that pedestrians are visible to motorists at all times. This is particularly important at the northern and southern ends of Moor Lane, where the 'Rain Gardens' are located, and where the majority of pedestrian crossing activity is likely to take place (particularly at the northern end where the zebra crossing is located). As above, the positioning of street trees and planters, combined with the aforementioned bollards on the eastern footway will need to be considered to maintain sufficient widths and avoid street clutter and pinch points. In addition to this, consideration should also be given to the tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Street maintenance could also be procured to carry out appropriate clearing during the Autumn. The addition of seating at the edge of planters and/or 'Rain Gardens' could also be considered to capitalise on could also be considered to capitalise on the public realm improvements and shading associated with the greening, and to provide a place to rest for those with limited mobility and stamina.

<sup>30</sup> <https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/>

<sup>31</sup> [Travel, transport and mobility | RNIB](#)

- Footway widths on both the eastern and western sides of Moor Lane
- The direction of drop kerbs. It is necessary to ensure drop kerbs provide the quickest route across the road to reduce conflict with road vehicles, and that they are positioned appropriately to ensure that visually impaired users are being directed to the footway, rather than into the carriageway
- Distances between the proposed bollards on the eastern footway, as well as distance between cycle parking stands and planters
- Details regarding type of cycle parking stands
- Tree planting and covers on Moor Lane
- Details regarding kerb arrangements adjacent to the disabled bays

Although not under the current proposals, the shared use facility at the southern end of Moor Lane, where Moor Lane meets Fore Street, could be of concern to some disabled users who find shared space between pedestrians and cyclists unsafe.<sup>32</sup> The flush kerb at this location is also lacking tactile paving, which poses a road safety concern for some disabled groups, particularly those who are visually impaired.

*Recommendations have been provided to address each of these elements in the adjacent section).*

In terms of sensitive receptors, there are medical facilities within 500 metres of the proposed works which may be used by disabled people. Following construction, users of the local medical centres are likely to benefit from the improved pedestrian environment on their journey's to and from these facilities.

#### Construction:

During the construction stage, people with disabilities travelling to health centres or pharmacies in the area may also be affected on their journeys if the appropriate footway diversions are not in place during construction. During construction they may need to use a different route. This should be clearly outlined.

- **Cycle Parking:** It is recommended that the current short stay cycle parking on Moor Lane considers providing stands that can accommodate cargo bikes, tandems, tricycles and side-by-side cycles, to encourage users of all abilities to visit the site by bike<sup>4</sup>. Adequate lighting should be provided also to improve security (see below for more details) and ensure the stands are well lit as they are currently located next to an entrance to an underground private car park, which could encourage bike theft. CCTV can also be considered to improve security.
- **Lighting:** The proposals include upgrading and minor adjustments to the existing lighting on the western footway in line with the Public Realm and Lighting Design Guideline<sup>2</sup> to accommodate the proposed greening. Full details on the upgrades/adjustments are not included in the General Arrangement, however it is recommended that Moor Lane is lit appropriately to prevent any anti-social behaviour, improve user safety for groups vulnerable to crime and further aid visually impaired members of the public. It is recommended that streetlights and signs should be mounted on walls or buildings whenever possible; if not, then placing them at the back of the footway as near the property line as possible is acceptable. In this position, the maximum distance from the property line to the outer edge of the pole should be 275mm. If they are placed on the kerb-side of the footway, they should be at least 450mm away from the edge of the carriageway<sup>4</sup>.
- **Footway maintenance:** The proposed Yorkstone paving along Moor Lane may require maintenance. The roots of planters and trees along the street will need to be monitored to ensure roots do not push up the pavement. This is important because uneven and/or gaps between setts, can cause issues for some users, including those who are vision impaired, wheelchair users, and those using crutches and sticks<sup>4</sup>.
- **Shared use:** Although outside the scope of this review, it is recommended that a review of shared use at the southern end of Moor Lane is undertaken to determine if this is suitable at this location and to identify

<sup>32</sup> <https://www.transportforall.org.uk/news/victory-department-for-transport-calls-for-shared-space-roads-to-be-halted-in-the-uk/>



<p>Building on this, several potential negative impacts on people with disabilities have been identified if the appropriate measures are not in place during the construction phase<sup>21</sup>. These include:</p> <ul style="list-style-type: none"> <li>• Wheelchair and mobility aid users may find it difficult to utilise the temporary ramps</li> <li>• Those who are considered sensitive to changes in visual stimuli may find the diversions difficult to navigate</li> <li>• Construction noise can negatively affect people with autism</li> <li>• Altered public realm and closures can be confusing to those with visual impairments who are familiar with the area</li> <li>• Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses</li> </ul> <p><b>Summary:</b> It is likely that disability would be the protected characteristic group most affected by the proposals. Once construction is complete, the improved pedestrian environment and public realm would provide substantial benefits to disabled people.</p> <p>With regards to construction, it is recommended that any negative impact on access for those with disabilities is offset by ensuring that suitable, clear diversions with ramps and appropriate signage are provided. See adjacent section for further details.</p>	<p>any accessibility and/or road safety concerns associated with interactions between pedestrians and cyclists.</p> <ul style="list-style-type: none"> <li>• Construction: A CEMP or CLP should be implemented to minimise construction impacts<sup>22</sup>. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures, as well as noise mitigation. Continued liaison with stakeholders should also be undertaken to inform the plans. On completion of the works, the develop could also offer a guide to familiarise the changes to those who are visually impaired.</li> <li>• Road Safety Audit: A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.</li> </ul>
<p><b>Key borough statistics:</b> Day-to-day activities can be limited by disability or long-term illness. In the City of London as a whole, 88% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%).</p> <p>Measures on self-reported health were also collected during the 2021 census for the City of London borough. The responses were categorised into Very Bad, Bad, Fair, Good and Very Good health.</p> <ul style="list-style-type: none"> <li>• 0.7% of the population of The City self-reported as having Very Bad health – a 0.1% decrease from the 2011 census</li> </ul>	<p>The 2021 Census identified that for the City of London’s population:</p> <ul style="list-style-type: none"> <li>• 3.9% had a disability that limited their day-to-day activities a lot</li> <li>• 7.9% had a disability that limited their day-to-day activities a little</li> </ul> <p>Source: 2021 Census: <a href="https://ons.gov.uk">Disability, England and Wales - Office for National Statistics (ons.gov.uk)</a></p>

- 56.6% of the population self-reported as having Very Good health – a rise from 55% in the 2011 census

## Pregnancy and Maternity

Check this box if NOT applicable

### **Pregnancy and Maternity – Additional Equalities Data (Service Level or Corporate)** *Include data analysis of the impact of the proposals*

ONS Conception Statistics, England, and Wales, 2020 provides conception numbers for the City of London. Note these numbers have been combined with the London Borough of Hackney to preserve confidentiality. There were 5,659 conceptions in Hackney and the City of London in 2020. This equates to a conception rate per 1,000 women aged 15 to 44 years of 74.6%. This is slightly higher than the average for Inner London (66.1%) and lower than the average for London as a whole (76.2%).<sup>33</sup>

There were 60 live births in the City of London in 2021. The Total Fertility Rate (TFR) in the City was 1.74. This is the average number of live children that women in the group could bare if they experienced age specific fertility rate of the calendar year throughout their childbearing lifespan. This is higher than the average for Inner London (1.28) and also for London as a whole (1.52)<sup>34</sup>.

As mentioned above, it should be noted that this data is not considered representative of the majority of the people likely to be affected by the proposed scheme given the large percentage of commuters regularly travelling to the area, and more specifically the development, rather than residents. The scheme is located near the high-density Barbican Estate, although this makes up a population of 4,000 people compared to over 500,000 visiting the city every day. Furthermore, the Barbican Centre hosts events which may encourage people with young children to visit.

#### Sensitive receptors

Facilities providing services for sensitive receptors in proximity to the proposed scheme which are most relevant to pregnancy and maternity are the same as those for disability.

**What is the proposal's impact on the equalities aim?** *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

Pregnant women are known to have restricted mobility due to their pregnancy. The proposed works will provide safety and accessibility benefits to this group in a

**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the

<sup>33</sup> <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/conceptionandfertilityrates/datasets/conceptionstatisticsenglandandwalesreferencetables>.

<sup>34</sup> [Births in England and Wales: summary tables – Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/birthsinenglandandwales/summarytables)

similar way to those mentioned for the above protected characteristics. Parents with younger children and pushchairs could also benefit from the improvements to the public realm during maternity, as the proposed works would improve the overall pedestrian environment and accessibility, particularly on the eastern side of the footway which is currently closed to pedestrians.

It should be noted however, that the placement and positioning of bollards and trees on the eastern side of the footway could narrow the footway and could therefore impact accessibility, particularly for those travelling with pushchairs and young children.

In terms of sensitive receptors, there are medical facilities within 500 metres of the proposed works which may be used by pregnant women or those caring for young children. Users of these facilities will benefit from the improved pedestrian environment on their journey's to and from these facilities.

#### Construction:

It is assumed that the proposed works on the eastern side of the footway will be undertaken within the existing hoarding boundaries, however as shown in Figure 2 above, there are insufficient diversions in place to protect pedestrians, particularly more vulnerable road users including pregnant women and women travelling with pushchairs.

Further to this, pregnant women travelling to health centres or pharmacies in the area may also be affected on their journeys if the appropriate footway diversions are not in place during construction on both the eastern and western sides of the footways.

Building on this, several potential negative impacts on pregnant women and those using pushchairs have been identified if the appropriate measures are not in place during the construction phase<sup>19</sup>. These include:

- Pushchair users may find it difficult to utilise the temporary ramps
- Construction can also generate additional dust and pollutants which negatively impact pregnant women and their babies.

following is considered to mitigate any negative impact on pregnant women and women with young children when developing the detailed design:

- **Footway Widths:** It is advised that the renewed footways are the appropriate width to accommodate the subsequent increase in trip generation and footfall associated with the new development at 21 Moorfields. This will prevent vulnerable road users as well as those using pushchairs, from having to step in the carriageway to pass other pedestrians. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B<sup>6</sup>).
- **Lighting and CCTV:** Pregnant women and those with push chairs can feel especially vulnerable in places with limited surveillance and low lighting. It is therefore recommended that sufficient levels of lighting should be included in the design along Moor Lane, particularly at the entrances to the access roads on both sides of the footway. CCTV can also be considered to improve safety.
- **Trees and Planters:** It is recommended that the location and arrangement of the proposed trees are developed in consultation with landscape architects and the designs align with existing guiding principles. This will help to prevent street clutter, ensure visibility, and avoid impeding informal crossing points<sup>35</sup>. They should not block the footway giving adequate risk for a passing buggy. Consideration should also be given to the tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Street maintenance could also be procured to carry out appropriate clearing during the Autumn. Planters can provide an area to sit, as pregnant people, and those who have just given birth may need to rest often.
- **Maintenance of Paving:** The Yorkstone paving along Moor Lane will need to be well maintained. The roots of planters and trees along the street will need to be monitored to ensure roots do not push up the pavement. This is important because uneven and/or gaps between setts can cause issues for pushchairs.

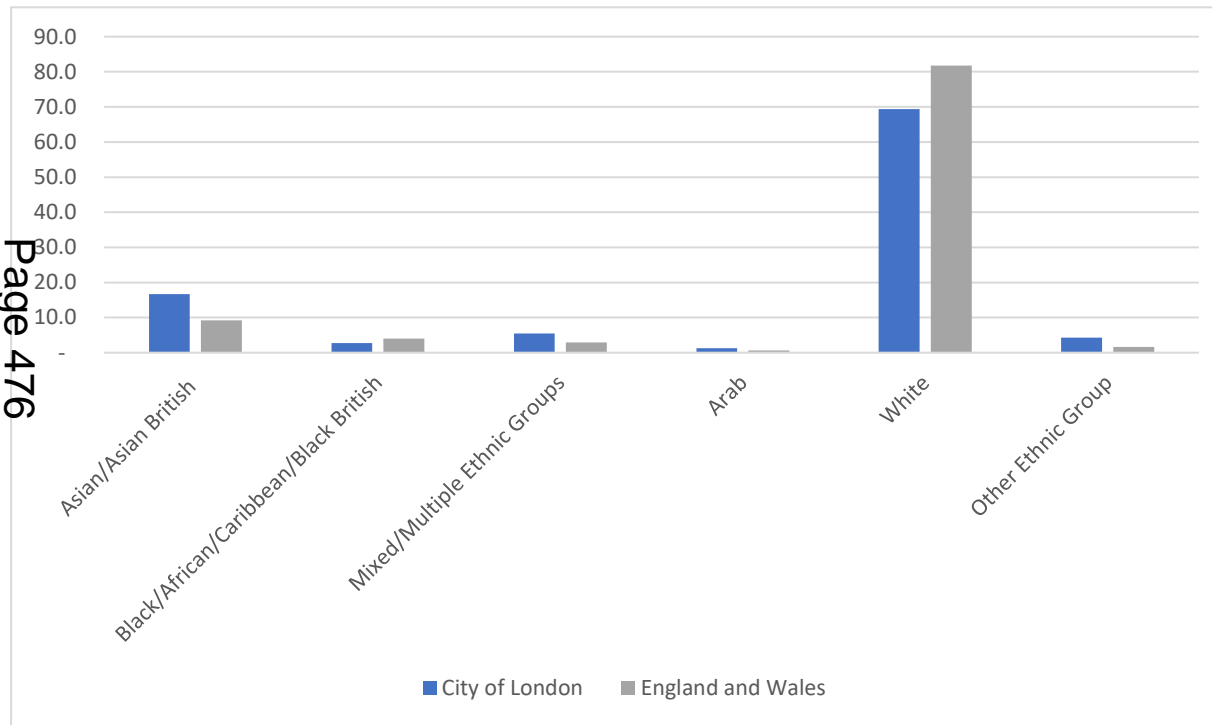
<sup>35</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1072722/Essex\\_Manual\\_for\\_Streets\\_Redacted.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1072722/Essex_Manual_for_Streets_Redacted.pdf)

<p><b>Summary:</b> Pregnant women may be negatively affected during the construction phase and without sufficient lighting incorporated into the design, however, the potential adverse impacts would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.</p>	<ul style="list-style-type: none"> <li>• Construction: A CEMP or CLP should be implemented to minimise construction impacts<sup>22</sup>. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures. Continued liaison with stakeholders should also be undertaken to inform the plans.</li> <li>• Road Safety Audit: A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.</li> </ul>
<p><b>Key borough statistics:</b></p> <ul style="list-style-type: none"> <li>• There were 5,659 conceptions in Hackney and The City in 2020. This equates to a conception rate per 1,000 women aged 15 to 44 years of 74.6%. This is slightly higher than the average for Inner London (66.1%) and lower than the average for London as a whole (76.2%)<sup>33</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>• There were 60 live births in The City of London in 2021. The Total Fertility Rate (TFR) in the City was 1.74. This is higher than the average for Inner London (1.28) and also for London as a whole (1.52)<sup>34</sup>.</li> </ul>

**Race - Additional Equalities Data (Service Level or Corporate)** *Include data analysis of the impact of the proposals*

Figure 7 shows the ethnic group breakdown for the City of London as per the 2021 Census. It clearly shows that the majority of the population is White (69.4%), with the second largest ethnic group classed as Asian/Asian British (16.7%). The proportion of the population from Mixed/multiple ethnic groups, Black/African/Caribbean/Black British, Other ethnic groups and Arab are similar (5.5%, 2.7%, 4.3% and 1.3% respectively).

**Figure 7: City of London Population by Ethnic Group (Source: Census 2021)**



The White and Black populations are lower than the national averages for England, with differences of 12.4% and 1.3% respectively. The other ethnic group categories are higher than the national averages, with the greatest difference occurring for the Asian population which is 7.5% higher<sup>36</sup>.

<sup>36</sup> [https://www.nomisweb.co.uk/sources/census\\_2011\\_ks/report?compare=E09000001](https://www.nomisweb.co.uk/sources/census_2011_ks/report?compare=E09000001)



It should be noted that this data is not considered entirely representative of all the people likely to be affected by the proposed scheme given that users are likely to be a combination of residents, particularly of the Barbican Estate, commuters, and visitors.

Sensitive receptors

There are no sensitive receptors in proximity to the proposed scheme which are of specific relevance to race.

**What is the proposal’s impact on the equalities aim?** *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

There is no clear evidence, data, or rationale that the proposed works would have a disproportionate effect on groups based on race as a protected characteristic. It is acknowledged however that some groups are more at risk of hate crimes than others if the security measures associated with the proposed works are insufficient.

**Summary:**

The potential adverse impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

**Key borough statistics:**

Our resident population is predominantly white. The largest minority ethnic groups of children and young people in the area are Asian/Bangladeshi and Mixed – Asian and White.

**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on different racial groups, when developing the detailed design:

- Lighting and CCTV: Sufficient levels of lighting should be included in the design along Moor Lane, particularly at the entrances to the access roads on both sides of the footway, to further improve safety of users and to account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety.

The second largest ethnic group in the resident population is Asian, which totals 16.7% - this group is fairly evenly divided between Asian/Indian at 3.7%; Asian/Bangladeshi at 3.3%; Asian/Chinese at 6.3% and Asian/Other at 3%. Asian / Pakistani only accounts for 0.4%.

The City has a relatively small Black population, less than London and England and Wales. Children and young people from minority ethnic groups account for 41.71% of all children living in the area, compared with 21.11% nationally.

The City of London has the highest percentage of Chinese people of any local authority in London and the second highest in England and Wales. The City of London has a relatively small Black population comprising 2.7% of residents. This is considerably lower than the Greater London wide percentage of 13.3% and also smaller than the percentage for England and Wales of 3.3%.

See [ONS Census information](#).

## Religion or Belief

Check this box if NOT applicable

### Religion or Belief - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

Census 2021 data shows the percentages of the population in the City of London who identify as a particular religion. They are as follows:

- No religion: 43.8%
- Christian: 34.7%;
- Religion not stated: 8.9%;
- Muslim: 6.3%
- Jewish: 2.1%;
- Hindu: 2.6%;
- Buddhist: 1.1%;
- Other religion: 0.4%; and
- Sikh: 0.1%.

The majority of the population identify as non-religious. The second highest proportion of the population identify as having no religion, and the third highest proportion of the population have not stated a religion. This differs with the averages for England and Wales (Christian: 46.2%, No religion: 37.2% and Religion not stated: 6%). As determined by the Annual Population Survey, the employment rate by religion estimates for 2018 show the percentage of the population in England identifying as having no religion to have the highest employment rate at 77.3%, followed by those who identify as Hindu at 76.2% and then those identifying as Christian at 76%.<sup>37</sup>

It should be noted however that this data is not considered entirely representative of all the people likely to be affected by the proposed scheme given that users are likely to be a combination of residents, particularly of the Barbican Estate, commuters, and visitors.

#### Sensitive receptors

There are several places of worship in the surrounding area of the proposed scheme servicing members of this protected characteristic group. Those in closest proximity are as follows:

<sup>37</sup> <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/religion/datasets/religioneducationandworkinenglandandwales>

- St Giles Cripplegate – 200 metres from the site
- St Lawrence Jewry Church – 380 metres from the site
- Roman Catholic Church of St Joseph – 480 metres from the site
- Trinity Church Central London – 480 metres from the site
- St Margaret’s Church London – 500 metres from the site

**What is the proposal’s impact on the equalities aim?** *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

There is no clear evidence, data, or rationale that the proposed works would have a disproportionate effect on groups based on religion or belief as a protected characteristic. It is acknowledged however that some groups are more at risk of hate crimes than others if the security measures associated with the proposed works are insufficient.

**Construction:**

Noise associated with the construction of the works could have a negative impact on places of worship during services and religious holidays.

**Summary:**

The potential adverse operational impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

**Key borough statistics – sources include:**

The ONS website has a number of data collections on [religion and belief](#), grouped under the theme of religion and identity.

[Religion, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk)

**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

Given that the proposals are at the preliminary design stage (see General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on religion or belief as a protected characteristic, when developing the detailed design:

- Lighting and CCTV: Sufficient levels of lighting should be included in the design along Moor Lane, particularly at the entrances to the access roads on both sides of the footway, to further improve safety of users and to account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety.

In addition to this, places of worship located near to the site should be included in the stakeholder list and be informed of any out of hours works, allowing consideration of service times and religious holiday’s during the construction phase.

# Sex

Check this box if NOT applicable

## Sex – Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The Census 2021 reported that males comprised 55.5% of the population in the City of London, whereas females comprised 44.5%. This contrasts with the national average which shows males comprising 49% of the population and females 51%, as well as the London average which shows males comprising 49.3% of the population and females 50%. For the same year, the gender split for the London region was estimated at 50.1% for males and 49.9% for females.

It should be noted that this data is not considered entirely representative of all the people likely to be affected by the proposed scheme given that users are likely to be a combination of residents, particularly of the Barbican Estate, commuters, and visitors.

## What is the proposal's impact on the equalities aim? *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

There is the potential that insufficient lighting along Moor Lane could affect women in terms of their personal safety. Improving lighting is particularly important given that one in two women feel unsafe walking along after dark in a busy public space, compared to one in five men<sup>38</sup>.

### Summary:

The potential adverse impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

## What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on women when developing the detailed design:

- Lighting and CCTV: Sufficient levels of lighting should be included in the design along Moor Lane, particularly at the entrances to the access roads on both sides of the footway, to further improve safety of users and to account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety.
- Greening: Trees and planters should be well maintained as to not block the view of the street or facilitate hiding spaces and blind spots for people to lurk. In addition to this, the planters and 'Rain Gardens' could

<sup>38</sup> <https://www.endviolenceagainstwomen.org.uk/new-data-women-feel-unsafe-at-night/>

	<p>be complemented by seating, making Moor Lane more of a destination rather than a throughfare, and therefore improve levels of natural surveillance. This could be particularly beneficial for women who are more likely than men to make journeys outside peak times and undertake extra unpaid caring responsibilities and are therefore likely to travel with people with other associated protected characteristics.</p>
<p><b>Key borough statistics:</b>  At the time of the 2021 Census (<a href="https://www.ons.gov.uk">Sex - Office for National Statistics (ons.gov.uk)</a>) population of the City of London could be broken into could be broken up into:</p> <ul style="list-style-type: none"> <li>• 4722 males (55.5%)</li> <li>• 3,816 females (44.5%)</li> </ul>	<p>A number of demographics and projections for demographics can be found on the <a href="#">Greater London Authority website in the London DataStore</a>. The site details statistics for the City of London and other London authorities at a ward level:</p> <ul style="list-style-type: none"> <li>• <a href="#">Population projections</a></li> </ul> <p>NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.</p>

## Sexual Orientation and Gender Reassignment

Check this box if NOT applicable

### Sexual Orientation and Gender Reassignment - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

CENS 2021 survey data displays a self-perceived sexual identity overview for London's population and more specifically the City of London's population, as follows:

London:

- Heterosexual: 86.2%
- Gay or Lesbian: 2.2%
- Bisexual: 1.5%
- Pansexual: 0.4%
- Asexual: 0%
- Queer: 0.1%
- All other sexual orientations: 0%
- Not answered: 9.5%

City of London:

- Heterosexual: 79.3%



- Gay or Lesbian: 7.6%
- Bisexual: 2.3%
- Pansexual: 0.3%
- Asexual: 0.1%
- Queer: 0.1%
- All other sexual orientations: 0%
- Not answered: 10.4%

The data shows that the City of London has a slightly lower percentage of people who identify as heterosexual than London as a whole, 79.3% compared to 85.2% respectively. Conversely, the City of London has a higher percentage of people who identify as Gay or Lesbian, at 7.6% compared to 2.2% for London. This is a similar trend for those identifying as Bisexual; 1.5% for London, compared to 2.3% for the City of London.

Sensitive receptors

There are no facilities providing services to sensitive receptors in proximity to the proposed scheme which are of specific relevance to sexual orientation.

**What is the proposal’s impact on the equalities aim?** *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

There is the potential that insufficient lighting could disproportionately affect people based on their sexual orientation and gender reassignment, in terms of their personal safety.

**Summary:**

The potential adverse impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

**Key borough statistics:**

**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on individuals based on their sexual orientation and/or gender reassignment when developing the detailed design:

- Lighting and CCTV: Sufficient levels of lighting should be included in the design along Moor Lane to further improve safety of users and to account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety.
- Trees and Planters: These should be maintained in such a way that they do not create blind spots where people can lurk out of sight.

- [Sexual orientation, England and Wales - Office for National Statistics \(ons.gov.uk\)](#)
- [Measuring Sexual Identity - ONS](#)

## Marriage and Civil Partnership

Check this box if NOT applicable

### Marriage and Civil Partnership - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The marriage and civil partnership profile for the City of London borough as reported in the 2021 Census is as follows:

- Single: 48.33%;
- Married: 35.1%;
- Divorced or formerly in a same-sex civil partnership which is now legally dissolved: 7.8%;
- Widowed or surviving partner from a same-sex civil partnership: 4.69%;
- Separated: 2.38%; and
- In a registered same-sex civil partnership: 1.7%.

The percentage of the population who fall within the Single and Married categories differ from the averages for England, where 37.9% are single and 46.9% are married. This shows the City of London to have a significantly higher number of single people, which aligns with the lower number of people who are married. The other four categories follow the national averages closer, with the differences between the City of London and England being much smaller as follows:

- Divorced or formerly in a same-sex civil partnership which is now legally dissolved: 0.4% lower;
- Widowed or surviving partner from a same-sex civil partnership: 1.4% lower;
- Separated: 0.1% lower; and
- In a registered same-sex civil partnership: 1.5% higher.

It should be noted that this data is not considered entirely representative of all the people likely to be affected by the proposed scheme given that users are likely to be a combination of residents, particularly of the Barbican Estate, commuters, and visitors.

**What is the proposal's impact on the equalities aim?** *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

There is no clear evidence, data, or rationale that the proposed works would have a disproportionate effect on marriage and civil partnership.

**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**

No actions or measures proposed.

Key borough statistics – sources include:

- [The 2021 Census contain data broken up by local authority on marital and civil partnership status](#)

## Additional Impacts on Advancing Equality and Fostering Good Relations

Check this box if NOT applicable

### Additional Equalities Data (Service Level or Corporate)

*Click or tap here to enter text.*

### Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?

*Click or tap here to enter text.*

### What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above? Provide details of how effective the mitigation will be and how it will be monitored.

*Click or tap here to enter text.*

This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the protected characteristics covered by these aims.

In addition to the sources of the information highlighted above – you may also want to consider using:

- Equality monitoring data in relation to take-up and satisfaction of the service
- Equality related employment data where relevant
- Generic or targeted consultation results or research that is available locally, London-wide or nationally
- Complaints and feedback from different groups.

## Additional Impacts on Social Mobility

Check this box if NOT applicable

### Additional Social Mobility Data (Service level or Corporate)

*Click or tap here to enter text.*

### Are there any additional benefits or risks of the proposals on advancing Social Mobility?

*Click or tap here to enter text.*

### What actions can be taken to avoid or mitigate any negative impact on advancing Social Mobility not considered above?

Provide details of how effective the mitigation will be and how it will be monitored.

*Click or tap here to enter text.*

This section seeks to identify what additional steps can be taken to promote the aims or to mitigate any adverse impact on social mobility. This is a voluntary requirement (agreed as policy by the Corporation) and does not have the statutory obligation relating to protected characteristics contained in the Equalities Act 2010.

Analysis should be based on the data you have available on social mobility and the access of all groups to employment and other opportunities. In addition to the sources of information highlighted above – you may also want to consider using:

- Social Mobility employment data
- Generic or targeted social mobility consultation results or research that is available locally, London-wide or nationally
- Information arising from the Social Mobility Strategy/Action Plan and the Corporation’s annual submissions to the Social Mobility Ind

## Conclusion and Reporting Guidance

Set out your conclusions below using the EA of the protected characteristics and submit to your Director for approval.

If you have identified any negative impacts, please attach your action plan to the EA which addresses any negative impacts identified when submitting for approval.

If you have identified any positive impacts for any equality groups, please explain how these are in line with the equality aims.

Review your EA and action plan as necessary through the development and at the end of your proposal/project and beyond.

Retain your EA as it may be requested by Members or as an FOI request. As a minimum, refer to any completed EA in background papers on reports, but also include any appropriate references to the EA in the body of the report or as an appendix.

### This analysis has concluded that ...

It is anticipated that the once complete, the proposed works will provide benefits for protected characteristics including improved accessibility and comfort levels. These improvements would be enjoyed by all users and are likely to particularly benefit groups with protected characteristics related to age and disability.

As detailed throughout the assessment, there are opportunities for enhancement and impact mitigation during the construction phase, which are discussed in Section 2: Recommendations. Further to this, the designs are assessed using the City of London Street Accessibility Tool which has been developed in consultation with key accessibility groups. In line with the City of London’s existing practices, it is advised that the final detailed design is assessed by the borough’s in-house accessibility expert. Given the level of intervention, it is advised that this level of consultation is sufficient.

### Outcome of analysis – check the one that applies

**Outcome 1**

No change required where the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

**Outcome 2**

Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustment will remove the barriers identified.

**Outcome 3**

Continue despite having identified some potential adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should be in line with the duty to have 'due regard'. For the most important relevant policies, compelling reasons will be needed. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact.

**Outcome 4**

Stop and rethink when an assessment shows actual or potential unlawful discrimination.

Signed off by Director: *Click or tap here to enter text.*

Name: *Click or tap here to enter text.*

Date *Click or tap to enter a date.*



Section 1



Section 3



Section 6



Section 2



Section 4



Section 5



## Moor Lane section 1 - existing layout



v 1.2

### 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 b. 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 > 8m road width	3	2	3	1	2	0	2	2	3	1	2	1	<p>~9.6m - uncontrolled crossing at Moor Lane junction with Fore Street. Carriageway level with footway. No protected space for cyclists. Mixed traffic. Note that there is shared use north of this section which merges into mixed traffic. Partial width only. Some sections where the carriageway is flush with the footway does not have tactile.</p> <p>Tactile paving colour does not contrast enough with york stone paving.</p> <p>No island, however given there is an access restriction on Moor Lane Sat and Sun, as well as Monday to Friday 11pm - 7am (and bank holidays), it's likely that this route is low traffic. This is also an access road therefore counts will be lower.</p> <p>No slope, flush.</p>
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	1	2	3	3	3	3	4	
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	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	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
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	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	
Signal (green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible Crossing	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	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	<p>Good quality footway. All grey. Grey york stone isn't high contrasting against the grey, asphalt carriageway. Double yellow lines along this section, although slightly faded.</p>
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 upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3	<p>Flush with tactile. Fore Street</p>
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	4	3	
<b>Footway Width</b>														
Width	Footway width > 5 m	4	4	4	4	3	2	3	3	4	4	4	4	<p>Footways on Fore Street on approach to Moor Lane are ~2.6m. Width from building line on Moor Lane to uncontrolled crossing is ~6m. Bollards and lamp columns are placed &gt;1.5m apart. Given ample footway space adjacent to the uncontrolled crossing, street furniture does not cause pinch points or clutter.</p>
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 < 1 m from building line	1	2	2	2	2	2	2	1	1	1	2	2	<p>Lamp columns located adjacent to building line.</p>
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	<p>Lamp columns, wayfinding signs and bollards all &gt;0.9m.</p> <p>Black bollards/lamp columns contrast with york stone paving.</p> <p>Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away.</p> <p>Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. (Andrea, I've got for neutral here given that the Barbican centre offers a really nice sensory experience however outside of this, seating in the area is generally located adjacent to busy roads/where there is high footfall)</p>
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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	
<b>Slopes</b>														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	<p>Assumption based on google.</p> <p>Assumption based on google.</p>
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	
<b>Vehicle Access</b>														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	<p>Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 60m from the Moor Lane junction with Fore Street.</p> <p>Taxi rank is located 250m from Moor Lane junction with Fore Street (outside 28 Ropemaker Street). Taxis are also permitted to drop off on double yellow lines on Moor Lane.</p> <p>Low height kerb along length of bay.</p> <p>Bus stop located on London Wall is 145m from the Moor Street junction with Fore Street.</p> <p>Note that the bus stop on the southern side of London Wall has shelter and perch seat.</p>
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3	
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 > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	
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 to 140 mm	3	4	3	4	4	3	3	3	3	4	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	<p>Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away.</p> <p>Changing Places toilets are available at the Barbican Centre Beech Street, 480m (0.3 mile) from the Moor Lane junction with Fore Street <a href="https://www.changing-places.org/find">https://www.changing-places.org/find</a></p>
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	

# Moor Lane section 1 - proposed layout



v 1.2

## 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 b

## Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature



### Crossing Point

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Type	Uncontrolled crossing > 8m road width	3	2	3	1	2	0	2	2	3	1	2	1	No change from existing arrangement. ~9.6m - uncontrolled crossing at Moor Lane junction with Fore Street. Carriageway level with footway.
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	No change from existing arrangement. No protected space for cyclists. Mixed traffic. Note that there is shared use north of this section which merges into mixed traffic. Recommendation: consider implications of shared use space for some vulnerable users.
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	1	2	3	3	3	3	4	No change from existing arrangement. Partial width only. Some sections where the carriageway is flush with the footway does not have tactiles.
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	Recommendation: consider tactiles across full width of flush kerb.
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	No change from existing arrangement.
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	No change from existing arrangement. Tactile paving colour does not contrast enough with york stone paving.
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
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	No change from existing arrangement. No island, however given there is an access restriction on Moor Lane Sat and Sun, as well as Monday to Friday 11pm - 7am (and bank holidays), it's likely that this route is low traffic. Recommendation: could this route become access only, implementing a 24/hr filter rather than a timed restriction? This would reduce conflict between motor vehicles and cycles (this is a cycle route) and remove the need for shared use on the footway, improving road safety for pedestrians.
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	2	3	4	No slope, flush - assume this is the correct option for this? <1/12
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	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	Footway's will be repaved.
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	All grey.
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	No change from existing arrangement. Grey york stone isn't high contrasting against the grey, asphalt carriageway.
Lines	Yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	Double yellow lines will be repainted.
<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	Standard Details 11 (SD 11) suggest granite kerbs will be used which will be flush with carriageway. Confirm with CoL.
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	4	3	

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Footway Width														
Width	Footway width > 5 m	4	4	4	4	3	2	3	3	4	4	4	4	Footways on Fore Street on approach to Moor Street are ~2.6m, which will be increased to accommodate the proposed sheffield parking stands, leaving ~2.6m of unobstructed space for pedestrians. Width from building line to uncontrolled crossing is ~6m which will remain unchanged. No change from existing arrangement. Bollards and lamp columns are placed >1.5m apart. Given ample footway space adjacent to the uncontrolled crossing, street furniture does not cause pinch points or clutter. In addition to this, the footway widening will accommodate the new sheffield stands, maintaining ample space for pedestrians.
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 1 m from building line	1	2	2	2	2	2	2	1	1	1	2	2	Lamp columns located adjacent to building line. These will remain unchanged.
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	Lamp columns, wayfinding signs and bollards all >0.9m. Recommendation: sheffield stands should also be >0.9m in height. It is also recommended that the type of cycle stands should be considered to include provision that can accommodate cargo bikes, tandems, tricycles, and side-by-side cycles. This could help to encourage users of all abilities to visit the site and surrounding area by bike. No change from existing arrangement. Black bollards/lamp columns contrast with york stone paving. Some of the bollards at the uncontrolled crossing have been retrofitted with bright colours, improving their visibility further.
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	No proposals for additional seating. Recommendation: the addition of seating at the edge of the planters/and or rain gardens could also be considered to capitalise on the public realm improvements and shading associated with the greening. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away.
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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	Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. (Andrea, I've got for neutral here given that the Barbican centre offers a really nice sensory experience however outside of this, seating in the area is generally located adjacent to busy roads/where there is high footfall)
Slopes														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	Assumption based on google.
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	Assumption based on google.
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	



Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	Two disabled parking bays are proposed 60m north of the Moor Lane junction with Fore Street.
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	4	4	4	4	Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 60m from the Moor Lane junction with Fore Street.
Taxi Drop Off Kerb	Taxi drop off kerb > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	3	4	4	4	No additional provision proposed. Taxi rank is located 250m from Moor Lane junction with Fore Street (outside 28 Ropemaker Street). Taxis are also permitted to drop off on double yellow lines on Moor Lane.
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	4	4	4	4	No change from existing arrangement. Low height kerb along length of bay.
Bus Stop Location	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3	3	3	3	3	Bus stop located on London Wall is 145m from the Moor Street junction with Fore Street.
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	4	3	3	3	3	Note that the bus stop on the southern side of London Wall has shelter and perch seat.
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	2	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	3	3	3	4	4	No additional provision proposed. Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away.
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	3	4	4	4	4	4	No additional provision proposed. Changing Places toilets are available at the Barbican Centre Beech Street, 480m (0.3 mile) from the Moor Lane junction with Fore Street <a href="https://www.changing-places.org/find">https://www.changing-places.org/find</a>

# Moor Lane section 2 - existing layout



v 1.2

## 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 b 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



Crossing Point		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	2	~2.9m - uncontrolled crossing along Moor Lane, north of Police box. Carriageway level with footway. No protected space for cyclists. Mixed traffic. This could be problematic as carriageway width decreases dramatically. Note that there is shared use along this section which could cause conflict between pedestrians and cyclists, particularly for more vulnerable users.
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	This is problematic given that the carriageway and footway are flush along this section.
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	No slope, flush.
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	
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 without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
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	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop/Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	3	2	3	4	
Kerb Drop/Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	
Signal (green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (weeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
Tactile Flaring Cone	Rotating cone right side only	3	3	3	3	3	2	3	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	Good quality footway.
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	All grey.
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	Grey york stone isn't high contrasting against the grey, asphalt carriageway.
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	Double yellow lines along this section, although slightly faded.
<b>Kerb</b>														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	2	4	2	1	Flush with no tactiles.
Kerb Type (moving alongside)	Delimiting upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1	Flush.
<b>Footway Width</b>														
Width	Footway width > 5 m	4	4	4	4	3	2	3	3	4	4	4	4	~7.2m wide on western and eastern side. Footway narrows slightly on eastern side to ~4m (adjacent to the bollards). Obstructions include bollards, fire gate, CoL Police box, and lamp columns. Bollards/lamp columns are placed ~1.5m away from one another. Space feels cluttered, 4 bollards and security gate post on western footway, plus 2 bollards and security gate post on eastern side.
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	Lamp columns located adjacent to building line and/or kerb. Security bollards places ~1.5m apart.
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	

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Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	Lamp columns, gate, police box and bollards all >0.9m. Black bollards/lamp columns contrast with york stone paving. Some of the bollards have been retrofitted with bright colours, improving their visibility further. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away.
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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	Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. (Andrea, I've gone for neutral here given that the Barbican centre offers a really nice sensory experience however outside of this, seating in the area is generally located adjacent to busy roads/where there is high footfall)
<b>Slopes</b>														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	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	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 70m from the Police box. Taxi rank is located ~320m from the Police box (taxi rank located outside 28 Ropemaker Street). Taxis are also permitted to drop off on double yellow lines on Moor Lane. Low height kerb along length of bay.
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3	
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 > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	
Bus Stop Location	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3	Bus stop located on London Wall is located 160m away from the Police box.
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	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	Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican Centre Beech Street, 480m (0.3 mile) from the Moor Lane junction with Fore Street <a href="https://www.changing-places.org/find">https://www.changing-places.org/find</a>
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	

# Moor Lane section 2 - proposed layout



v 1.2

## 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 b

## Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature



Crossing Point		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	2	<p>No change from existing arrangement. ~2.9m - uncontrolled crossing along Moor Lane, north of Police box. Carriageway level with footway.</p> <p>No change from existing arrangement. No protected space for cyclists. Mixed traffic. This could be problematic as carriageway width decreases dramatically. Note that there is shared use along this section which could cause conflict between pedestrians and cyclists, particularly for more vulnerable users. Recommendation: consider implications of shared use space for some vulnerable users.</p> <p>No change from existing arrangement. This is problematic given that the carriageway and footway are flush along this section.</p> <p>Flush? So assume this falls within this category. CoL to confirm.</p>
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	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	
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 without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
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	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	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	<p>Footway's will be repaved.</p> <p>All grey.</p> <p>No change from existing arrangement. Grey york stone isn't high contrasting against the grey, asphalt carriageway.</p> <p>Double yellow lines will be repainted along this section.</p>
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 upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	2	4	2	1	<p>No change from existing arrangement. Flush.</p> <p>No change from existing arrangement. Flush.</p>
Kerb Type (moving alongside)	Delimiting upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1	
<b>Footway Width</b>														

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Width	Footway width 1.5 m to 2 m	3	3	3	2	2	4	3	3	2	2	2	3	<p>Footway widths on western will reduce due to implementation of the planters/rain gardens:</p> <p>Large rain garden (north): 1.9m to the west, 1.7m to the east</p> <p>Smaller rain garden (south): 1.8m to the west, 1.9m to the east</p> <p>((Footway on eastern side remains unchanged with proposals = ~7.2m wide eastern side at it's widest, and ~4m at it's narrowest (adjacent to the bollards)) Majority of the street furniture along this section will remain unchanged with the proposals. Obstructions include bollards, fire gate, and lamp columns. Bollards/lamp columns are placed ~1.5m away from one another. Space feels cluttered, 4 bollards and security gate post on western footway, plus 2 bollards and security gate post on eastern side. Recommendation: Consider the type of tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Two rain gardens are also being proposed in this section. Recommendation: Ensure sufficient width is maintained on both sides to ensure accessibility (2m preferred, 1.5m minimum)</p>
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	<p>Lamp columns located adjacent to building line and/or kerb. Security bollards places ~1.5m apart. New tress will be located close to the kerb.</p>
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	<p>Lamp columns, gate, tree and bollards all &gt;0.9m. CoL to confirm height of rain gardens - assume these are &gt;0.9m</p> <p>Majority of these features will remain unchanged. Bollards are being retained. Black bollards/lamp columns contrast with york stone paving. Some of the bollards have been retrofitted with bright colours, improving their visibility further. Recommendation: ensure rain gardens/planters contrast with paving. No proposals for additional seating. Recommendation: the addition of seating at the edge of the rain gardens could also be considered to capitalise on the public realm improvements and shading associated with the greening. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away.</p>
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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	<p>Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. (Andrea, I've got for neutral here given that the Barbican centre offers a really nice sensory experience however outside of this, seating in the area is generally located adjacent to busy roads/where there is high footfall)</p>
<b>Slopes</b>														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	Assumption based on google.



# Moor Lane section 3 - existing layout



v 1.2

## 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 b 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



### Crossing Point

Feature	Description	EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Type	Uncontrolled crossing > 8m road width	3	2	3	1	2	0	2	2	3	1	2	1	~8.7m - uncontrolled crossing at the resident car park access road junction with Moor Lane. No protected space for cyclists. Mixed traffic. No tactile edge marking on either side of the footway.  No island although, because this is an access road, the vehicle numbers are likely to be low.  Note: CoL Standard Details 11 (SD 11) suggest max fall of 1:12, ideal fall of 1:20. Confirm with CoL.
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	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	2	3	3	3	
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	3	3	3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
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	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	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	Good quality footway. All grey. Grey york stone isn't high contrasting against the grey, asphalt carriageway. Double yellow lines along this section, although slightly faded in some places.
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 upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	2	4	2	1	Flush no tactiles.
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	4	3	
<b>Footway Width</b>														
Width	Footway width > 5 m	4	4	4	4	3	2	3	3	4	4	4	4	~6.7m south of the access road.
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	Bollards more than >0.9m. Black bollards/lamp columns contrast with york stone paving. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away.
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 > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	

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Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3	Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. (Andrea, I've got for neutral here given that the Barbican centre offers a really nice sensory experience however outside of this, seating in the area is generally located adjacent to busy roads/where there is high footfall)
<b>Slopes</b>															
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	Assumption based on google.	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	Assumption based on google.	
<b>Vehicle Access</b>															
Vehicle Crossover	Crossover level	3	2	3	2	4	2	1	2	4	3	3	2	Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 90m from the access road.	
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3	Taxi rank is located ~320m from the access road (taxi rank located outside 28 Ropemaker Street). Taxis also permitted to drop off on double yellow lines on Moor Lane.	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	Low height kerb along length of bay.	
Taxi Drop Off Kerb	Taxi drop off Kerb > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	Bus stop located on London Wall is located 170m away from the access road.	
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	Note that the bus stop on the southern side of London Wall has shelter and perch seat.	
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 to 140 mm	3	4	3	4	4	3	3	3	3	4	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	Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican Centre Beech Street, 0.3 miles (480m) away from the Moor Lane junction with Fore Street	
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	<a href="https://www.changing-places.org/find">https://www.changing-places.org/find</a>	

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The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation.



# Moor Lane section 3 - proposed layout



v 1.2

## 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 b

## Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature



		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	<p>No change from existing arrangement. ~8.7m - uncontrolled crossing at the resident car park access road junction with Moor Lane.</p> <p>No change from existing arrangement. No protected space for cyclists. Mixed traffic.</p> <p>See Standard Details 10 (SD 10). Tactile paving proposed at this junction. This will enable crossing/kerb detection. Recommendation: Arrangement will need to be considered to ensure correct and safe direction of travel.</p> <p>Proposed tactile paving colour does not contrast enough with york stone paving.</p> <p>No change from existing arrangement. No island although, because this is an access road, the vehicle numbers are likely to be low.</p> <p>Standard Details 11 (SD 11) suggest max fall of 1:12, ideal fall of 1:20. Confirm with CoL.</p>
Crosses Over	Carriageway (motor vehicles and cycles together)	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	
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	
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	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
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	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	
Signal (green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (stepping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	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	<p>Footway's will be repaved. All grey.</p> <p>No change from existing arrangement. Grey york stone isn't high contrasting against the grey, asphalt carriageway.</p> <p>Double yellow lines will be repainted along this section.</p>
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 upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3	<p>Standard Details 11 (SD 11) suggest granite kerbs will be used which will be flush with carriageway. Confirm with CoL.</p>
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	4	3	
<b>Footway Width</b>														
Width	Footway width > 5 m	4	4	4	4	3	2	3	3	4	4	4	4	<p>No change from existing arrangement. ~6.7m south of the access road.</p>
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	

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Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	No change from existing arrangement. Bollards more than >0.9m.
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	No change from existing arrangement. Black bollards/lamp columns contrast with york stone paving.
Bench Spacing	Bench > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	No proposals for additional seating. Recommendation: the addition of seating at the edge of the planters/and or rain gardens could also be considered to capitalise on the public realm improvements and shading associated with the greening. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away.
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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	Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however.
<b>Slopes</b>														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	Assumption based on google.
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	Assumption based on google.
<b>Vehicle Access</b>														
Vehicle Crossover	Crossover level	3	2	3	2	4	2	1	2	4	3	3	2	No change from existing arrangement
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3	Two disabled parking bays are proposed ~10m north of the access road.
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 70m from the Police box. Taxi rank is located ~320m from the Police box (taxi rank located outside 28 Ropemaker Street). Taxis are also permitted to drop off on double yellow lines on Moor Lane.
Taxi Drop Off Kerb	Taxi drop off Kerb > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	Low height kerb along length of bay.
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	
Bus Stop Location	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3	Bus stop located on London Wall is located 160m away from the Police box.
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	Note that the bus stop on the southern side of London Wall has shelter and perch seat.
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	Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican Centre Beech Street, 0.3 miles (480m) away from the Moor Lane junction with Fore Street
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	<a href="https://www.changing-places.org/find">https://www.changing-places.org/find</a>

# Moor Lane section 4 - existing layout



v 1.2

## 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



Crossing Point		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	2	~5m - uncontrolled crossing at the access road on the eastern side. ~4.5m at uncontrolled crossing along Union Street. Estimated ~3.5m at the 21 Moorfields access roads.
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	No tactile edge marking on either side of the footways.
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	
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 without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
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	3	4	3	3	3	3	4	3	4	4	4	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	Dropped kerbs are lacking on the access roads outside 21 Moorfields.
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1	
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	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	Good quality footway. Patterned setts are used on the vehicle crossover at the southern access road. Asphalt used at the other access roads. Grey york stone isn't high contrasting against the grey, asphalt carriageway. Double yellow lines along this section, although faded in some places. Motor vehicle parking along eastern section.
Pattern	Pattern in paving	3	3	3	3	3	3	2	2	3	3	3	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 100 mm to 150 mm	0	0	0	2	2	2	3	1	2	2	3	0	Note that some of the access roads outside of 21 Moorfields do not have dropped kerbs along some sections.
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	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	~4m south of the access road. Estimated width outside 21 Moorfields ~3-3.5m.
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	Bollards more than >0.9m. Black bollards contrast with york stone paving/carriageway. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away.
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 > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	4	3	3	



Bench Sensory Experience		No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. (Andrea, I've got for neutral here given that the Barbican centre offers a really nice sensory experience however outside of this, seating in the area is generally located adjacent to busy roads/where there is high footfall)
<b>Slopes</b>															
Gradient (in direction of travel)		Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	Assumption based on google.
Camber (across footway)		Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	Assumption based on google.
<b>Vehicle Access</b>															
Vehicle Crossover		Crossover level	3	2	3	2	4	2	1	2	4	3	3	2	Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 90m from the access road. Taxi rank is located ~320m from the access road (taxi rank located outside 28 Ropemaker Street). Taxis also permitted to drop off on double yellow lines on Moor Lane. Low height kerb along length of bay. Bus stop located on London Wall is located 170m away from the access road. Note that the bus stop on the southern side of London Wall has shelter and perch seat.
Blue Badge Parking		Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3	
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 > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	
Dedicated Taxi Drop Off		Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	
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 to 140 mm	3	4	3	4	4	3	3	3	3	4	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		Within 500 m	3	4	3	3	3	3	3	3	3	4	4		
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.													

# Moor Lane section 4 - proposed layout



## Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

v 1.2

## 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



Comments

### Crossing Point

Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	3	2	<p>~5m - uncontrolled crossing at the access road on the eastern side, plus a new access road. New Union Street will be opened up again. CoL to confirm widths.</p> <p>Proposals include no tactile paving on either side of the footway. This applies for the two access roads and New Union Street. Recommendation: ensure appropriate tactiles, and positioning of tactiles are in place to assist with direction of travel. This is particularly important at the new access road where the junction has a curved edge.</p> <p>Existing access road is flush. Recommendation to ensure that kerbs are either flush or in keeping with CoLs Standard Details.</p>
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	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3		
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 without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3		
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3		
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	3	4	3	3	3	3	4	3	4	4	4	3		
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	2	3	4		
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3		
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3		
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1		
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2		
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3		

### Surface Material

Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	<p>Footways will be repaved (majority of the footways are located within the hoarding boundary at present) All grey.</p> <p>No change from existing arrangement. Proposed grey york stone isn't high contrasting against the grey, asphalt carriageway.</p> <p>New double yellow lines will be painted along length of 21 Moorfields (bar where disabled parking bays are located).</p>
Pattern	Pattern in paving	3	3	3	3	3	3	2	2	3	3	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	

### 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	<p>Standard Details 11 (SD 11) suggest granite kerbs will be used which will be flush with carriageway. Confirm with CoL. No existing proposals for tactile paving therefore undelineated.</p>
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	4	3	3	

### Footway Width

Width	Footway width > 5 m	4	4	4	4	3	2	3	3	4	4	4	4	<p>Proposals see the eastern footway along 21 Moorfields widened to approximately 5.6m in the south and 4.5m in the north in order to accommodate the proposed bollards.</p> <p>New street furniture including bollards, planters and trees are being proposed along this section which has the potential to make the space feel cluttered. Recommendation: Ensure sufficient width is maintained between/adjacent to bollards, planters and trees to ensure accessibility (2m preferred, 1.5m minimum). Also consider the type of tree species, selecting those with minimal leaf shedding to avoid a slippery footway.</p>
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	

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	4	3	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 > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3	
<b>Slopes</b>															
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	3	Assumption based on google.
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	4	Assumption based on google.
<b>Vehicle Access</b>															
Vehicle Crossover	Crossover level	3	2	3	2	4	2	1	2	4	3	3	2	2	Two disabled parking bays are proposed ~10m north of the access road.
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3	3	Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 90m from the access road. Taxi rank is located ~320m from the access road (taxi rank located outside 28 Ropemaker Street). Taxis also permitted to drop off on double yellow lines on Moor Lane.
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	4	Low height kerb along length of bay.
Taxi Drop Off Kerb	Taxi drop off Kerb > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	4	
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	4	Bus stop located on London Wall is located 170m away from the access road.
Bus Stop Location	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	3	Note that the bus stop on the southern side of London Wall has shelter and perch seat.
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	Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican Centre Beech Street, 0.3 miles (480m) away from the Moor Lane junction with Fore Street <a href="https://www.changing-places.org/find">https://www.changing-places.org/find</a>
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	4	
Published September 2022		<p>The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation.</p>   													

# Moor Lane section 5 - existing layout



## Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

v 1.2

## 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



Comments

### Crossing Point

Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	2	~3.7m - uncontrolled crossing at the access road on the western side.  No tactile edge marking on either side of the footway.  Note: CoL Standard Details 11 (SD 11) suggest max fall of 1:12, ideal fall of 1:20. Confirm with CoL.
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	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	
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 without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
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	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3	

### Surface Material

Surface Type	Asphalt	4	4	3	4	4	4	2	4	4	4	3	3	Not the best quality, bumpy in some sections.
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	Double yellow lines along this section, although faded in some places.

Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	2	4	2	1	Flush no tactiles.
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	4	3	

### Footway Width

Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	~3.5m south of the access road.
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	

### Street Furniture

Position	Street furniture < 1 m from building line	1	2	2	2	2	2	2	1	1	1	2	2	Lamp columns >0.9m. Lamp columns are less contrasting with asphalt than the york stone paving. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away.  Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however.
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	Low tonal contrast with paving	3	3	3	3	2	3	2	2	3	3	2	2	
Bench Spacing	Bench > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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 < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	Assumption based on google.
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	

Vehicle Access														
Vehicle Crossover	Crossover level	3	2	3	2	4	2	1	2	4	3	3	2	<p>Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 150m from the access road.</p> <p>Taxi rank is located ~320m from the access road (taxi rank located outside 28 Ropemaker Street). Taxis also permitted to drop off on double yellow lines on Moor Lane.</p> <p>Low height kerb along length of bay.</p> <p>Bus stop located on London Wall is located 210m away from the access road.</p> <p>Note that the bus stop on the southern side of London Wall has shelter and perch seat.</p>
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 > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	
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 to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	
<p>Published September 2022</p> <p>The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation.</p>														



# Moor Lane section 5 - proposed layout



v 1.2

## 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 b. 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



### Crossing Point

Feature	Description	EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	2	No change from existing arrangement. ~3.7m - uncontrolled crossing at the access road on the western side.  Tactile paving proposed at access road. Recommendation: consider tactiles across full width of flush kerb.  Tactile paving colour does not contrast enough with york stone paving.  Note: CoL Standard Details 11 (SD 11) suggest max fall of 1:12, ideal fall of 1:20. Confirm with CoL.
Crosses Over	Carriageway (motor vehicles and cycles together)	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	
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	
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	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
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	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	
Signal (green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3	

### Surface Material

Surface Type	Asphalt	4	4	3	4	4	4	2	4	4	4	3	3	Footway's will be repaved. All grey. Upgrade from asphalt to york stone, however grey york stone isn't high contrasting against the asphalt carriageway. Double yellow lines will be repainted.
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	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	

### Kerb

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	Standard Details 11 (SD 11) suggest granite kerbs will be used which will be flush with carriageway. Confirm with CoL.
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	4	3	

### Footway Width

Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	Footways on along this section will be increased to between 5.6m towards the north, and 4.2m towards the south. This widening will help to accommodate the proposed planters, whilst leaving >2m of unobstructed footway. see above.
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	

### Street Furniture

Position	Street furniture < 1 m from building line	1	2	2	2	2	2	2	1	1	1	2	2	Lamp columns >0.9m. Assumption that planters will be >0.9cm. CoL to confirm.
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	

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Contrast	Low tonal contrast with paving	3	3	3	3	2	3	2	2	3	3	2	2	Lamp columns are less contrasting with asphalt than the york stone paving. Recommendation: ensure that planters are contrasting enough with footway.
Bench Spacing	Bench > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	No proposals for additional seating. Recommendation: the addition of seating at the edge of the planters/and or rain gardens could also be considered to capitalise on the public realm improvements and shading associated with the greening. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away.
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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	Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however.
<b>Slopes</b>														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	Assumption based on google.
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	Two disabled parking bays are proposed 50m south from the access road.
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3	Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 150m from the access road.
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	Taxi rank is located ~320m from the access road (taxi rank located outside 28 Ropemaker Street). Taxis also permitted to drop off on double yellow lines on Moor Lane.
Taxi Drop Off Kerb	Taxi drop off Kerb > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	Low height kerb along length of bay.
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	Bus stop located on London Wall is located 210m away from the access road.
Bus Stop Location	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3	Note that the bus stop on the southern side of London Wall has shelter and perch seat.
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	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	Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away.
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	Changing Places toilets are available at the Barbican Centre Beech Street, 0.3 miles (480m) away from the Moor Lane junction with Fore Street <a href="https://www.changing-places.org/find">https://www.changing-places.org/find</a>

# Moor Lane section 6 - existing layout



v 1.2

## 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



Comments

### Crossing Point

Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	3	Zebra crossing (note that there is also an access road within this section which is ~12m, with no island. Unlikely to be high volume of traffic)	
Crosses Over	Carriageway (motor vehicles and cycles together)	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
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 without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3		3
Tactile Paving Stem Length	Tactile stem > 0.5 m from building line	3	3	3	3	4	2	3	3	3	3	4		3
Tactile Paving Stem Width	Tactile stem 1200 mm width	3	2	3	3	1	4	4	3	3	3	4		3
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2		3
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4		3
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	2	3	4		3
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4		3
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	2		3
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3		1
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3		2
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3	

### Surface Material

Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	Good quality footway. All grey. Grey york stone isn't high contrasting against the grey, asphalt carriageway. Double yellow lines along this section, although slightly faded. Whit zig zags on approach to the zebra crossing.
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	

### Kerb

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	Flush with tactile.
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	4	3	

### Footway Width

Width	Footway width > 5 m	4	4	4	4	3	2	3	3	4	4	4	4	Footways north of the access road are ~6.8m. Width from building line to the controlled crossing (zebra) is ~9.3m. Although footway widths are >5m in this section, the large planters narrow the widths in some places to ~3.2m.
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	

### Street Furniture

Position	Street furniture < 1 m from building line	1	2	2	2	2	2	2	1	1	1	2	2	Lamp columns and cycle parking located adjacent to building line. Planters >1m from building line.
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	Lamp columns, wayfinding signs and planters all >0.9m. Sheffield stands are slightly smaller than >0.9m (~0.8m) Planters and sheffield stands are silver/grey, which are not too dissimilar to the paving (low contrast). Lamp columns and wayfinding signs are black so contrast well. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away.
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	2	2	3	3	2	2	
Bench Spacing	Bench > 40 m away	3	3	3	1	0	3	3	2	2	1	2	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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	Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however.
<b>Slopes</b>															
Gradient (in direction of travel)		Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	Assumption based on google. Assumption based on google.
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	Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 200m from the zebra crossing. Taxi rank is located 160m from the zebra crossing (outside 28 Ropemaker Street). Taxis are also permitted to drop off on double yellow lines on Moor Lane. Low height kerb along length of bay.  Bus stop located on London Wall is ~320m from the zebra crossing (south). Another bus stop, located on Chiswell Street, is also located ~320m from the zebra crossing (north).  Both the London Wall and Chiswell Street bus stops are flag only. Note that the bus stop on the southern side of London Wall has shelter and perch seat.
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 > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	
Dedicated Taxi Drop Off		Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	
Bus Stop Location		250 m to 500 m away	3	1	0	2	1	2	3	3	1	1	3	3	
Bus Stop Kerb Height		125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	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		Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	
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.	  												

**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**



Comments

**Crossing Point**

Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	3	<p>No change from existing arrangement. Zebra crossing (note that there is also an access road within this section which is ~12m, with no island. Unlikely to be high volume of traffic)</p> <p>Proposals include providing appropriate tactiles at the access road.</p> <p>Should this be red at the controlled crossing i.e. zebra?</p> <p>No change from existing arrangement. Recommendation: tactiles at controlled crossing should be red.</p> <p>No change from existing arrangement. No change from existing arrangement. 3 x 400m paving in width</p> <p>Note: CoL Standard Details 11 (SD 11) suggest max fall of 1:12, ideal fall of 1:20. Confirm with CoL.</p>
Crosses Over	Carriageway (motor vehicles and cycles together)	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	
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 without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem > 0.5 m from building line	3	3	3	3	4	2	3	3	3	3	4	3	
Tactile Paving Stem Width	Tactile stem 1200 mm width	3	2	3	3	1	4	4	3	3	3	4	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	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	2	
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	2	

**Surface Material**

Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	<p>Footway's will be repaved. All grey.</p> <p>No change from existing arrangement. Grey york stone isn't high contrasting against the grey, asphalt carriageway.</p> <p>Double yellow lines will be repainted along this section. Recommendation: review white zig zags on approach to zebra crossing.</p>
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	

**Kerb**

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	<p>No change from existing arrangement. Flush.</p>
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	4	3	

**Footway Width**

Width	Footway width > 5 m	4	4	4	4	3	2	3	3	4	4	4	4	<p>Footway widths on western side likely to reduce due to implementation of the planters/rain gardens and cycle parking - CoL to confirm widths.</p> <p>CoL to confirm widths.</p>
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	

**Street Furniture**

Position	Street furniture < 1 m from building line	1	2	2	2	2	2	2	1	1	1	2	2	<p>Lamp columns and cycle parking located adjacent to building line. Planters &gt;1m from building line (TBC CoL).</p> <p>Lamp columns and wayfinding signs all &gt;0.9m. Sheffield stands are slightly smaller than &gt;0.9m (~0.8m). CoL to confirm height of planters (almost certainly &gt;0.9m)</p> <p>Lamp columns and wayfinding signs are black so contrast well - these will be retained. Recommendation: ensure rain gardens/planters and sheffield stands contrast with paving.</p>
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	Low tonal contrast with paving	3	3	3	3	2	3	2	2	3	3	2	2	

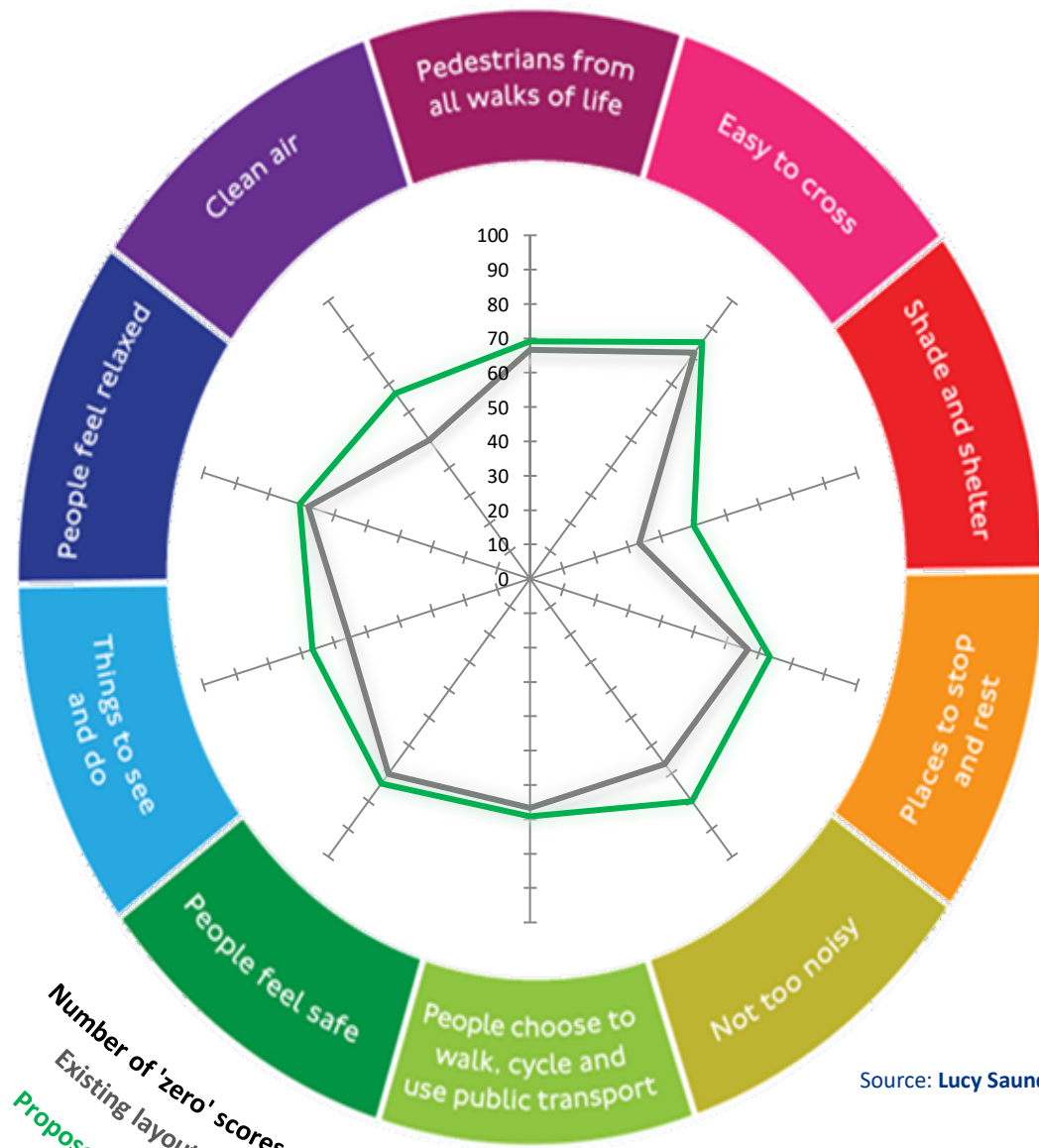


Bench Spacing	Bench > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	No proposals for additional seating. Recommendation: the addition of seating at the edge of the rain gardens could also be considered to capitalise on the public realm improvements and shading associated with the greening. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away.
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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	Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however.
<b>Slopes</b>														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	Assumptions based on google.
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	Assumptions based on google.
<b>Vehicle Access</b>														
Vehicle Crossover	Crossover level	3	2	3	2	4	2	1	2	4	3	3	2	Two disabled parking bays are proposed ~90m south of the zebra crossing.
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3	Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 200m from the zebra crossing.
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	Taxi rank is located 160m from the zebra crossing (outside 28 Ropemaker Street). Taxis are also permitted to drop off on double yellow lines on Moor Lane.
Taxi Drop Off Kerb	Taxi drop off kerb > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	Low height kerb along length of bay.
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	Bus stop located on London Wall is ~320m from the zebra crossing (south). Another bus stop, located on Chiswell Street, is also located ~320m from the zebra crossing (north).
Bus Stop Location	250 m to 500 m away	3	1	0	2	1	2	3	3	1	1	3	3	Both the London Wall and Chiswell Street bus stops are flag only. Note that the bus stop on the southern side of London Wall has shelter and perch seat.
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	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	Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away.
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	Changing Places toilets are available at the Barbican Centre Beech Street, 480m (0.3 mile) from the Moor Lane junction with Fore Street <a href="https://www.changing-places.org/find">https://www.changing-places.org/find</a>

**Name of scheme**  
**Segment number**

Moor Lane Public Realm Improvement Scheme

1



Source: Lucy Saunders

**Healthy Streets Indicators' scores (%)**  
(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	67	69
Easy to cross	81	85
Shade and shelter	33	50
Places to stop and rest	67	73
Not too noisy	67	80
People choose to walk, cycle and use public transport	67	69
People feel safe	70	74
Things to see and do	56	67
People feel relaxed	68	71
Clean Air	50	67
<b>Overall Healthy Streets Check score</b>	<b>67</b>	<b>71</b>
<b>Number of 'zero' scores</b>	<b>1</b>	<b>1</b>
(Proposed layout score from applicable metrics)		<b>8.33%</b>

**Number of 'zero' scores**  
Existing layout: 1  
Proposed layout: 1

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<b>Committee(s):</b> Streets and Walkways Sub Committee – For Decision Operational Property and Projects Sub Committee – For information	<b>Date(s):</b> 23 May 2023 5 <sup>th</sup> June 2023
<b>Subject:</b> Liverpool Street Area Healthy Streets Plan – draft for consultation	<b>Public</b>
<b>Report of:</b> Director of the Environment Department	<b>For Decision</b>
<b>Report author:</b> Maria Herrera and Philip Carroll, Environment Department	

## Summary

This report sets out a proposal to consult on a Healthy Streets Plan (HSP) for the Liverpool Street area.

A draft HSP has been developed following engagement with key stakeholders in the area. It includes an analysis of the public realm and transportation networks and identifies current issues and pressures for change. The plan sets out proposals to improve the connectivity, safety and walking experience in the area including opportunities arising from upcoming developments.

Subject to approval, the draft HSP plan will form the basis of a public consultation planned to start in June-July 2023. The responses from the consultation will enable a final HSP to be prepared for Committees in the autumn of 2023. The final Plan will include an outline of proposed projects and an indicative programme for implementation, informed by the development pipeline and potential funding sources.

Subsequently individual projects will be initiated as funding becomes available and will be subject to a detailed design process further consultation and relevant committee approvals.

## Recommendation

1. Approve the draft Healthy Streets Plan for public consultation.
2. Approve an allocation of £15,000 for fees to undertake the public consultation exercise, as described in the Issues Report - Crossrail Liverpool Street Urban Integration (Phase 2) also part of this Committee's agenda.
3. Delegate authority to the Director of City Operations, in consultation with the Chairman of the Streets and Walkways Sub-Committee, to approve the (non-statutory) public consultation content and then proceed with the consultation.

## **Main report**

### **Background**

1. The Transport Strategy proposes a series of Healthy Streets Plans (HSPs) to develop an integrated approach to public realm improvements and traffic management for different areas of the Square Mile.
2. Healthy Streets plans are currently being developed and have been adopted for the following areas:
  - City Cluster area (adopted 2021)
  - Fleet Street area (in progress, for consultation spring 2023)
  - Barbican and Golden Lane area (in progress)
  - Smithfield area (in progress)
3. The City Corporation has identified the need for a comprehensive public realm and transportation framework to help inform the overall vision for the Liverpool Street area in a changing development context. The need for the vision has highlighted several emerging developments within the area, including the potential redevelopment of Liverpool Street Station, public realm enhancements within the Broadgate Estate and other development sites in the pre-application planning process. As a result, the Healthy Streets Plan is proposed to be adopted for the Liverpool Street Area to ensure a coordinated approach is taken for the streets and public spaces in the area.
4. The extent of the Liverpool Street Area Healthy Streets Plan (See appendix 1) has been defined to encompass the vicinity of the station and the boundaries created by Bishopsgate, London Wall, and Moorgate, including Finsbury Circus.

### **Progress to date**

5. The draft HSP sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes:
  - The Square Mile's streets are great places to walk and spend time.
  - Street space is used more efficiently and effectively.
  - The Square Mile is accessible to all.
  - People using our streets and public spaces are safe and feel safe.
  - More people choose to cycle.
  - The Square Mile's air and streets are cleaner and quieter.
  - Delivery and servicing are more efficient, and impacts are minimised.
  - Our street network is resilient to changing circumstances.



6. The draft plan is structured around the street hierarchy as defined by the Transport Strategy. The proposals in the plan aim to improve the safety and comfort for people walking and cycling, alongside an improved network of walking routes to and from the station. Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings, and public realm improvements, including widened pavements, tree planting, and places for people to rest. The draft outline of the plan has been presented to high level stakeholder groups and they are supportive of the objectives of the plan.
7. A series of strategic proposal maps have been developed for the document, and these are included as part of the draft HSP in Appendix 2. The intention is to develop these maps in further detail to communicate the proposals for the design and management of individual streets for the public consultation exercise.
8. Engagement with TfL (Transport for London) and Network rail is ongoing and will be key to facilitating the delivery of transformational change in the vicinity of the Station. The outcome of TfL's experimental scheme for the Bishopsgate Corridor will be known in time to inform the final version of the plan.

### **Public consultation**

9. The consultation will present these opportunities for change and gather feedback from people who live, work, and visit the area, as well as businesses and other key stakeholders. It is proposed to undertake the consultation via a questionnaire on the City of London website and via a consultation platform (Commonplace) which has been used for similar projects.
10. The feedback from the consultation will help to establish the priorities and identify further changes that users might like to see in the area. The intention is to establish a framework to inform a delivery plan of proposed changes. Individual projects will then be initiated with a detailed design process, targeted consultation, and submission of Capital funding bids as required.

### **Communication Strategy**

11. The Liverpool Street area working group has been established and this includes members of key organisations and local occupiers. The public consultation information will be publicised in City of London social media channels, local newsletters, and other relevant forums to ensure residents, Ward Members and visitors are able to provide comments on the Draft Plan.

12. A communication strategy will be produced at the next stage and additional staff costs are requested in this report to deliver the outputs and continue working alongside stakeholders.

**Corporate & Strategic Implications**

13. Transport Strategy – The Healthy Streets plan delivers against the following outcomes:

- The Square Mile’s streets are great places to walk and spend time.
- Street space is used more efficiently and effectively.
- The Square Mile is accessible to all.
- People using our streets and public spaces are safe and feel safe.
- More people choose to cycle.
- The Square Mile’s air and streets are cleaner and quieter.
- Our street network is resilient to changing circumstances.
- Delivery and servicing are more efficient, and impacts are minimised.

**Financial implications**

14. To date, the work has been developed by officers in the Environment Department. The next stage will require input from external consultants to develop the public consultation material and associated visual content. A sum of £15,000 is proposed to be utilised from the Crossrail Liverpool Street Urban Integration (Phase 2) project, also on this agenda, to cover the external fees.

15. At present external funding from TfL (Liveable Neighbourhood fund) is not available and future funding grants from TfL are unknown. Funding for the delivery of the projects within the Healthy Streets Plan is subject to other external contributions or City funding bids.

**Risk Implications**

16. The top three risks are as follows:

Risk	Description	Response
Public Consultation responses do not support the proposed changes.	Proposals have been reviewed with key stakeholders in the area, and further work will be undertaken to inform other street users on the objectives of the plan.	On-going communication with stakeholders is essential and will continue as the document is finalised prior to the public consultation. As individual projects get developed, a

		detailed consultation exercise will be undertaken in due course.
Lack of key stakeholder support.	The early discussions with stakeholders have shown overall support to deliver the proposed initiatives.	A communication strategy will be prepared to ensure stakeholders are kept updated and consulted at various stages of the process.
Funding is not secured for the delivery of projects.	Funding is uncertain at present, and subject to future capital bids and development contributions being secured.	Officers are working with stakeholders to review funding opportunities, alongside external contributions from section 278 highway projects in the local area.  Liaison with TfL and Network Rail is ongoing.

## Conclusion

17. The draft Healthy Streets Plan outlines a framework for the creation of an improved and welcoming street environment to support a key transport interchange. The outline proposals will ensure that the area functions successfully and provides a suitable environment for residents, workers, and visitors.

## Appendix:

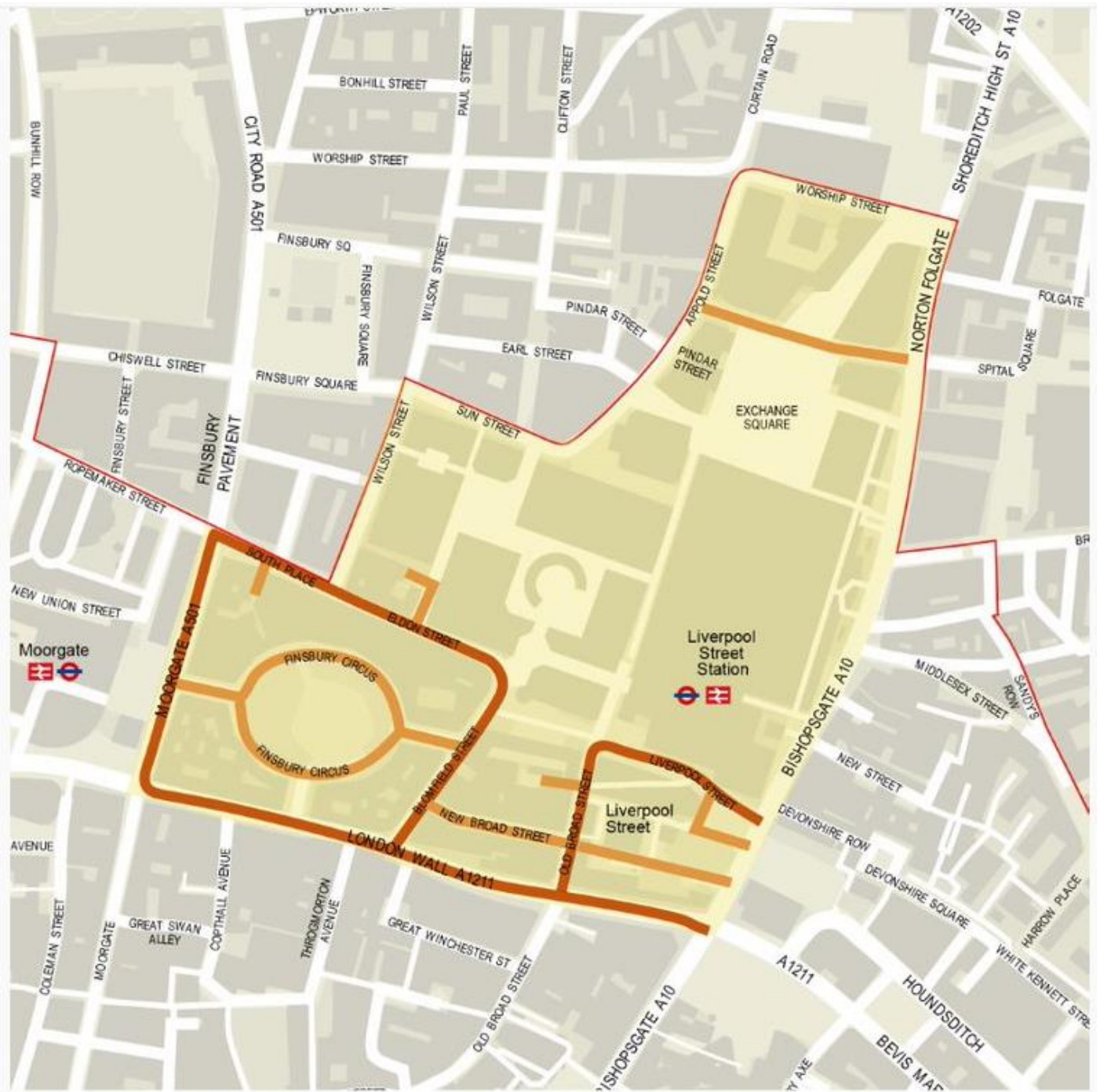
Appendix 1: Liverpool Street Healthy Streets plan area

Appendix 2. Draft Healthy Streets Plan

Other relevant documents:

- Issues report - Crossrail Liverpool Street Urban Integration (Phase 2) - also on this Committee's agenda.
- City of London Transport Strategy (adopted 2019)
- <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf>

Appendix 1: Liverpool Street Healthy Streets plan area



- Key**
- City of London boundary
  - City of London Highway
  - Study Area

## Appendix 2

### Liverpool Area Healthy Streets Plan – May 2023

#### **Draft – for consultation**

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DRAFT

## 1. Introduction

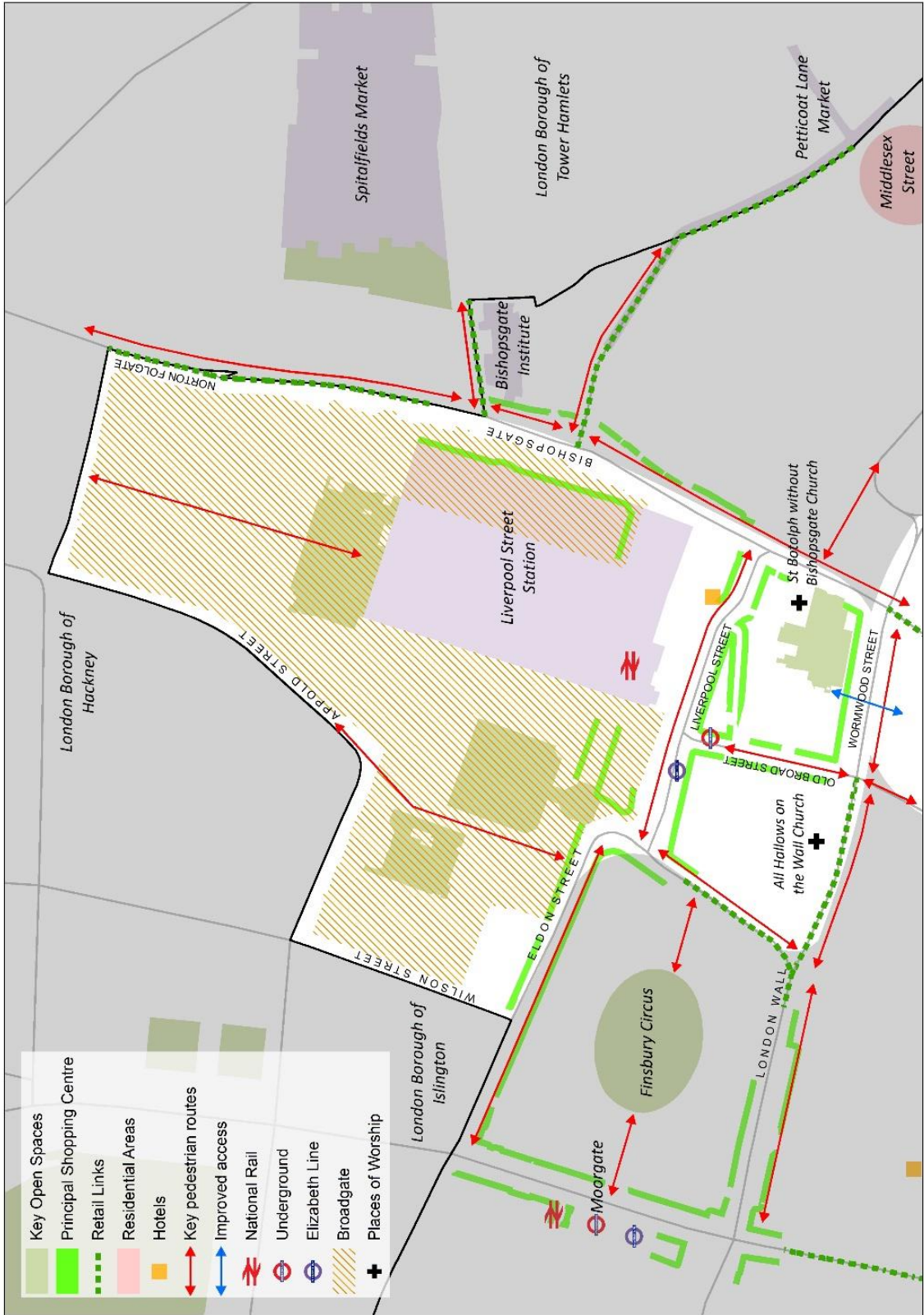
This Healthy Streets Plan for the Liverpool Street area sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following City of London Transport Strategy outcomes:

- The Square Mile's streets are great places to walk and spend time.
- Street space is used more efficiently and effectively.
- The Square Mile is accessible to all.
- People using our streets and public spaces are safe and feel safe.
- More people choose to cycle.
- The Square Mile's air and streets are cleaner and quieter.
- Delivery and servicing are more efficient, and impacts are minimised.
- Our street network is resilient to changing circumstances.

The Plan also supports delivery of the City Corporation's emerging City Plan, Climate Action Strategy and Destination City initiative. The proposals will transform the quality of streets and public spaces across the Liverpool Street area. Alongside new developments they will create a vibrant urban district that is a great place to work and a thriving leisure destination, including at nighttime and weekends.

The area covered by the plan incorporates the Liverpool Street Key Area of Change, as set out in the emerging City Plan 2040, and responds to the significant development underway and planned in the area. These developments present opportunities to improve the interchange between rail and other modes of travel; create new walking routes through the station at ground level which would better integrate the station into the wider network of streets and spaces; enhance the quality of the public realm and improve walking connections towards the City Cluster, Spitalfields and Moorgate

This framework also aligns with ongoing investment to better integrate Broadgate with the surrounding area and improve the quality of public spaces within the neighborhood.



[Figure 1 - The Liverpool Street Key area of change. Local Plan]

## 2. The Healthy Streets Approach

The Healthy Streets Approach is a human-centered framework for embedding public health in transport, public realm, and planning. The Approach is based on 10 evidence-based Healthy Streets Indicators that capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, and for supporting social and economic activity.



The Healthy Streets Approach will be applied across the street network with the aim of making all streets accessible, engaging, and safe places for people to walk, cycle and spend time. Although the approach to achieving this may vary depending on the type of street and local context.

### 3. The Liverpool Street Area

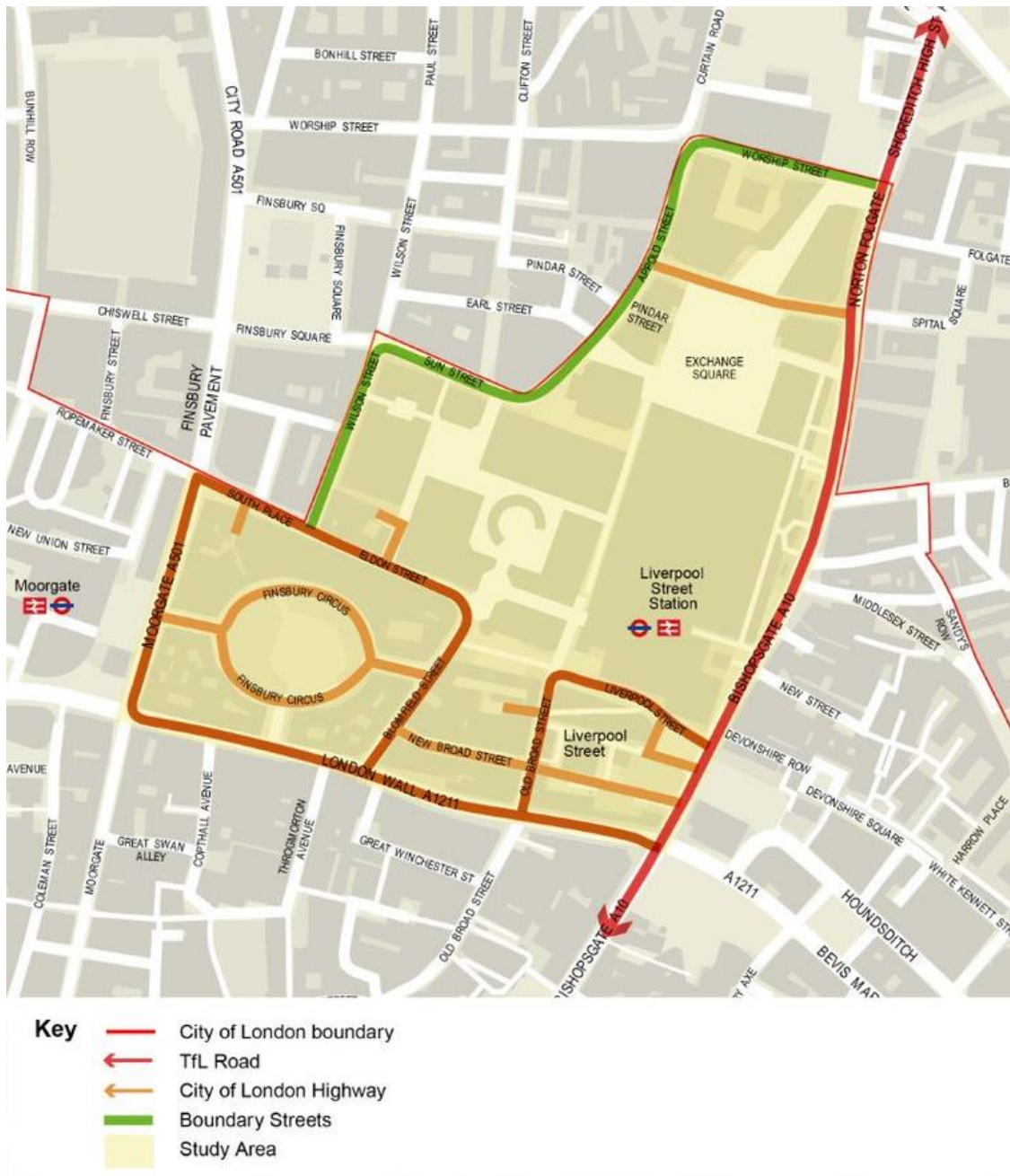
The Liverpool Street area is a dynamic part of the City of London, home to one of London's busiest transport hubs and increasingly a destination for leisure as well as work. The area is experiencing a period of transformational change. This includes the recent arrival of the Elizabeth Line and associated new station entrances, public realm improvements and developments.

There are several developments in the Liverpool Street area and in the nearby City Cluster that are either under construction or planned. The potential enhancement of the station may provide a unique opportunity to improve wider transport connections and accessibility.

The area is busy throughout the day, into the evening and at the weekend, in part due to it acting as the gateway for visitors arriving to visit local destinations such as Petticoat Lane, Spitalfields, Brick Lane markets and Broadgate.

New developments, a changing leisure and retail offer and the Elizabeth Line further increase the existing need to provide more space for people walking and address crowding on streets such as Bishopsgate and Old Board Street. There is a need to improve walking and cycling facilities both east-west through the area and to the north, connecting with Shoreditch, and to the south to the rest of the City, including the City Cluster.





[Figure 2 – Liverpool Street Healthy Streets Plan Area]

The area covered by this plan is bounded by Moorgate, London Wall/Wormwood Street, Bishopsgate and the City of London boundary with Islington and Hackney. Moorgate, London Wall/Wormwood Street and Bishopsgate are defined in the City of London Transport Strategy as City access streets. These are streets that are intended to be used by motor vehicles travelling around but not through the Square Mile or to destinations that are immediately adjacent. They are also key routes for people walking, cycling, and using buses.

All other streets within the Liverpool Street area boundary are classified as Local access streets. These are streets primarily used for the first or final part of a journey, providing access for motor vehicles to properties. The plan also considers the potential for new spaces and walking routes that may be delivered as part of developments.

#### 4. Liverpool Street Station

We will work with Network Rail and TfL to ensure that any future enhancements to Liverpool Street Station contribute to improving how the station connects with its surroundings and positively contribute to the area's public realm. This could include:

- A new northern concourse with an entrance from Exchange Square, and improved N-S connections between platforms and concourses.
- Enhanced east to west and north to south walking connections through the station.
- Improving the experience of using the station and making it easier to navigate.
- An enhanced bus station and improved multimodal interchange with a well-integrated, secure best-in-class cycle parking hub.
- Meanwhile use of the existing servicing road in the station for light freight, as a cycle entrance and exit from the station and potentially taxi ranking, subject to feasibility testing.
- Accommodate high levels of urban greening where feasible.
- Enhancements to the the Metropolitan Arcade station entrance.
- Enhanced station facilities which represent the highest standard of inclusive design including, lifts, a range of waiting areas, toilets, left luggage and drinking fountains.

#### 5. Improving the interchange experience at Liverpool Street Station

Liverpool Street station is one of the busiest in London and the UK. A key focus for street improvements in the area will be to improve the experience of travelling to and from the station and changing between different modes of transport. We will take the following approach to ensuring everyone can enjoy easy, accessible, and convenient access to rail, Underground and Elizabeth Line services at Liverpool Street Station:

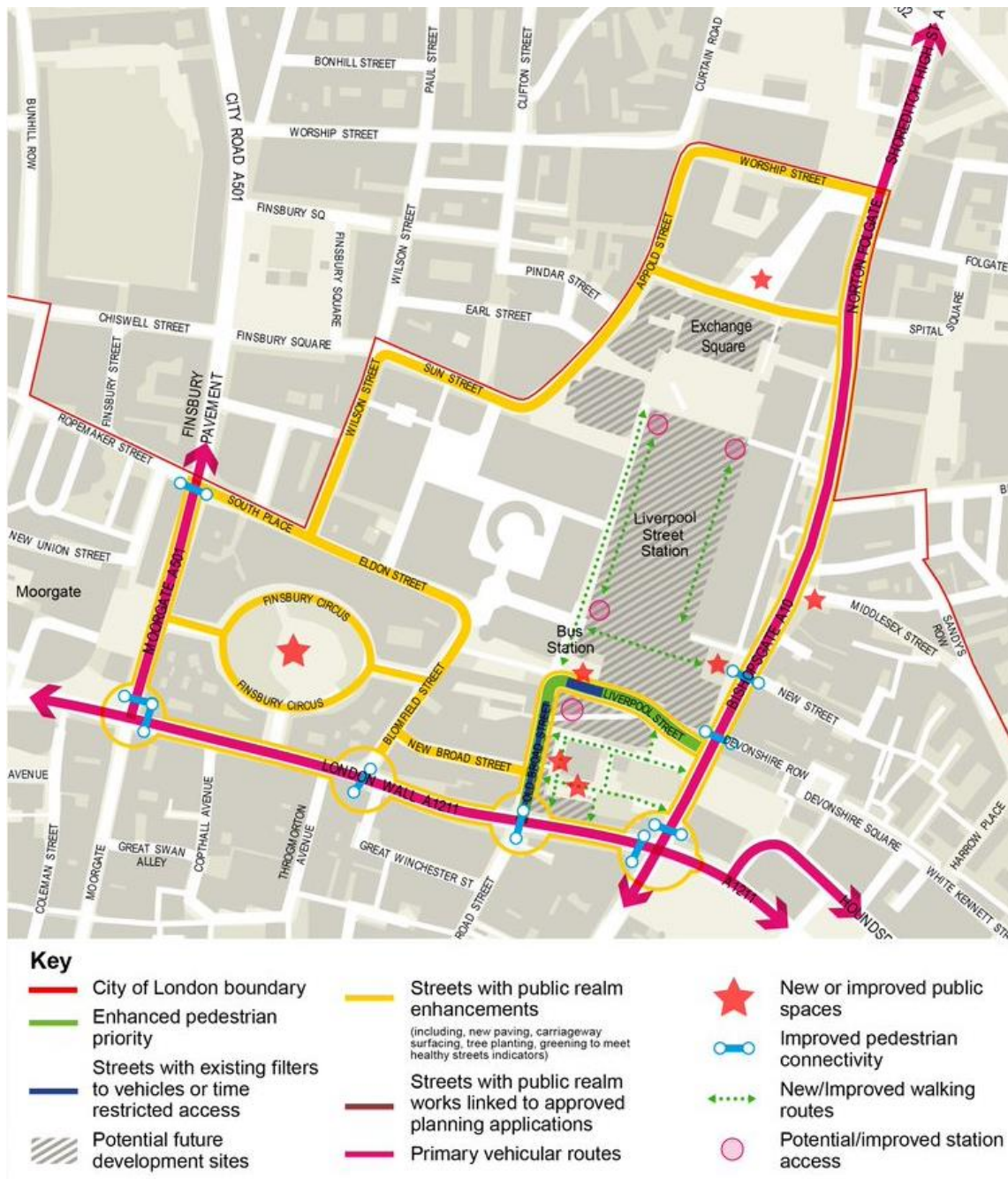
- **Walking:** Walking is the main way that people travel to and from the station and within the Liverpool Street area and will be prioritised. More space for walking will be provided by widening pavements and where possible, restricting traffic on some streets. Opportunities for developments to provide new walking routes that give people more choices and help reduce crowding on surrounding streets will be explored. This includes the potential for improved north-south and east-west walking connections through and around Liverpool Street Station and through the Metropolitan arcade.
- **Bus:** The existing location of bus stops and the bus station will remain largely as they are, at least in the medium-term, and no significant changes in bus provision are envisaged as part of this plan. The bus station is expected to be improved and

opportunities for interim improvements will be explored. This will include improving walking routes in and around the bus station, in addition to seeking to improve the general user experience, through the provision of seating, signage and easier access. Requirements for a bus station in this location will be kept under review and in the longer-term there may be opportunities to relocate these stops.

- **Cycling:** A safer environment for people cycling will be provided by reducing through traffic on some streets where possible, exploring the potential to provide dedicated space for cycling on London Wall and Moorgate and improving junctions. Contra-flow cycling on one-way streets will maximise the choice of routes. Cycle parking, including enhanced facilities within the station in the form of a prominent and visible cycle hub.
- **Cycle and scooter hire:** Cycle and scooter hire parking locations, including Santander Cycle Hire docks, will be distributed throughout the area. Locations will be chosen to minimise the impact on people walking and opportunities to improve the public realm.
- **Taxi:** A smaller station taxi rank will need to be directly accessible from the station, with other ranks dispersed within the plan area. Reviewing the size, management, and location of the current taxi rank on Liverpool Street will ensure provision for disabled taxi passengers while supporting efforts to prioritise people walking and improve the public realm.
- **Private hire:** Private hire vehicles will need the opportunity to pick up and drop off in the area and near to the station, but arrangements may need to be formalised and access to some streets restricted.

## 6. Proposals

This section sets out the potential improvements that we will seek to deliver, and, where necessary, the changes to traffic movement, parking and loading that might be required to deliver these improvements. We will work with TfL, neighbouring boroughs, and other stakeholders and partners (such as developers, the EC BID, and the Culture Mile Partnership) to develop and deliver these changes. Individual projects will be subject to feasibility, detailed design and consultation and City Corporation and statutory approval processes.



[Figure 3 - The Liverpool Street Area proposed improvements – framework plan]



## 6.1. Bishopsgate

Working in partnership with TfL we will explore the potential to:

- Improve the walking experience, ease of crossing and pedestrian comfort levels by widening pavements and crossings. Aim for a minimum of B+ pedestrian comfort levels for pavements and crossings based on current and future demand.
- Improve the cycling experience by reducing traffic through timed restrictions (subject to the outcome of TfL's ongoing experimental scheme). The need to widen pavements means it is unlikely that protected space for cycling can be provided. Increase provision of cycle parking near shops and restaurants.
- Review Wormwood Street and Camomile Street junction to improve the safety, comfort and convenience for people walking and cycling, including exploring the potential for a diagonal crossing.
- Retain and improve existing bus stops. Bus priority and journey time improvements will be achieved through traffic reduction rather than bus lanes.
- Provide a taxi rank and/or feeder rank on Bishopsgate and opportunities to formalise private hire and taxi pick up and drop off close to the station.
- Deliver public realm and streetscape enhancements, including reducing street clutter and exploring opportunities for seating, greening and tree planting. There is potential for significant public realm enhancements on the eastern side of Bishopsgate between New Street and Brushfield Street.

## 6.2. London Wall

- Explore opportunities for pavement widening to achieve a minimum pedestrian comfort level of B+, based on current and future demand, and provide space for seating, greening, tree planting, cycle parking and dockless cycle and scooter bays.
- Explore the potential to improve the cycling experience and safety by introducing protected space for people cycling and increase cycle parking provision.
- Explore opportunities to improve crossings at the Old Broad Street and Blomfield Street junctions to enhance safety, comfort, and convenience for people walking and cycling, including diagonal crossings at Old Broad Street.
- Explore the potential to introduce bus priority measures, including on the approach to Bishopsgate on the Old Broad Street and Blomfield Street junctions
- Explore the potential for public realm enhancements, including tree planting and removing redundant street clutter.
- Review street lighting to focus on lighting pavements rather than carriageway and explore potential to remove the central reservation.



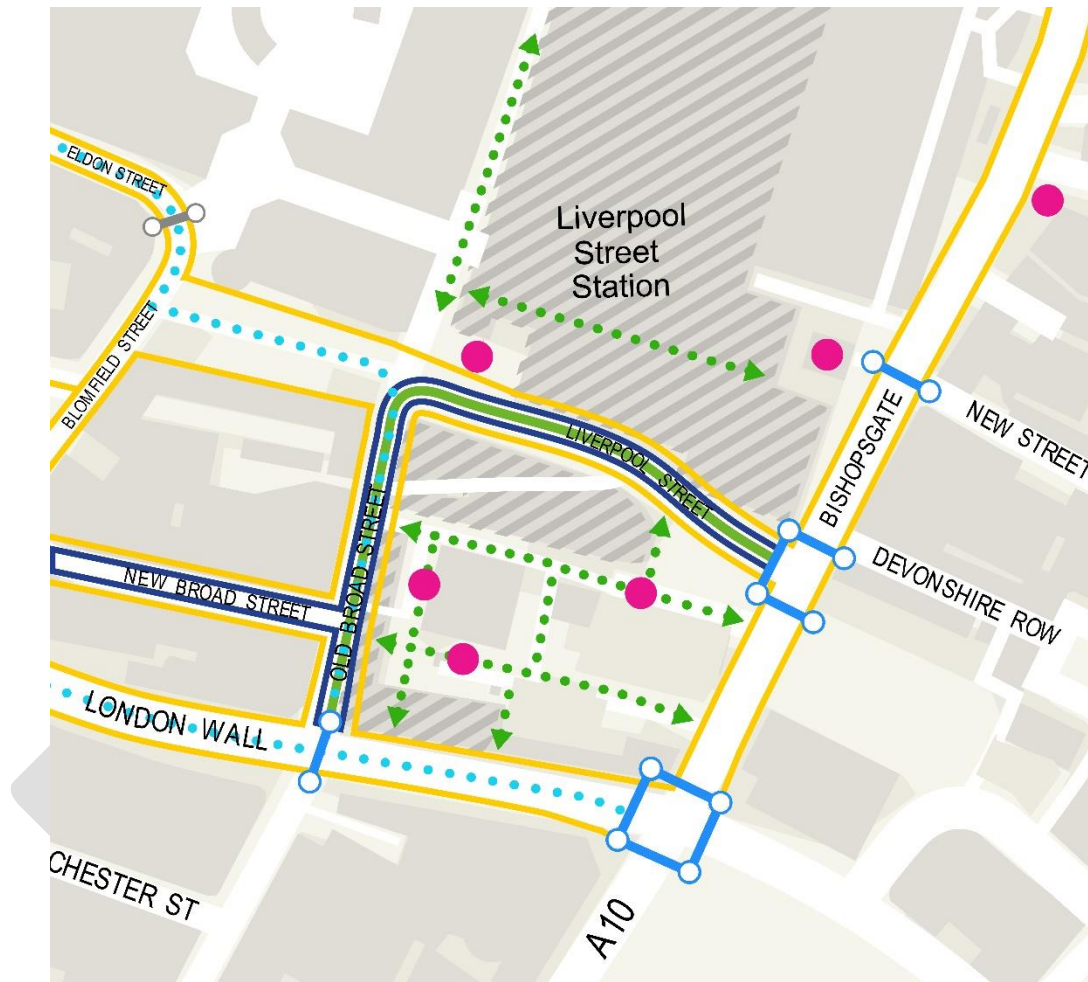
### 6.3. Moorgate

- Explore the potential to provide more space for walking by widening the pavement on the western side of Moorgate.
- With the City of London Police review requirements for the check point facilities on Moorgate to support improvements for people walking and cycling.
- Explore the potential for mandatory cycle lanes with light protection using wands and for additional cycle parking.
- Review Moorgate/London Wall and Ropemaker Street/South Place junctions with a view to improve safety, comfort and convenience for people walking and cycling, including diagonal crossings.
- Seek to provide a new informal crossing to connect with Finsbury Circus Western Arm.
- Explore opportunities to improve Moorgate and London Wall junction for people walking and cycling and the potential to provide a left turn for southbound traffic at London Wall.
- Explore the potential for public realm enhancements, including seating and reducing street clutter.

### 6.4. Liverpool Street

- Explore the potential to increase the area of pedestrian priority between the Liverpool Street Station and Metropolitan Arcade, retaining two-way access for cycling and allowing limited one-way eastbound access for vehicles.
- Explore the potential for wider, more ambitious pedestrian priority on Liverpool Street, subject to the final approach to providing a station taxi rank. Review the location and management of the taxi rank and explore reducing in size of relocation is not possible.
- Explore the potential for a raised carriage way on the junction with Bishopsgate to give more priority to people walking, improve accessibility and slow down turning traffic.
- Review parking requirements and explore the relocation of doctor's parking bays.
- Review the loading requirements of existing occupiers, formalise arrangements and restrict hours if on-street loading is required. Explore the potential for a coordinated approach to managing both deliveries and pick up of takeaway food.
- Maximise opportunities to transform the quality of the public realm including exploring the potential for:
  - Raised carriageway where Liverpool Street crosses Old Broad Street, to unite the two portions of Liverpool Street.
  - Public realm enhancements to the western, pedestrianised, half of Liverpool Street, to create a high-quality public square.
  - Raising the carriageway to footway level and integrating any retained taxi ranks or loading facilities.

- Reducing level of cycle parking within the public realm and replacement with alternative parking available in the station and the surrounding area.
- Providing opportunities for seating and for spill out space along the north and south edges of the street.
- Decluttering the street by consolidating and removing redundant street furniture.
- Increasing greening and tree planting.



**Key**

- |  |   |  |  |
|--|---|--|--|
|  | City of London boundary   |  | New or improved public spaces                                    |
|  | Enhanced pedestrian priority  |  | Existing pedestrian crossings                                    |
|  | Streets with existing filters to vehicles or time restricted access   |  | Enhanced pedestrian crossings                                    |
|  | Streets with public realm enhancements<br><small>(including, new paving, carriageway surfacing, tree planting, greening to meet healthy streets indicators)</small> |  | New/Improved walking routes                                      |
|  | Streets with public realm works linked to approved planning applications  |  | Enhanced cycle infrastructure outlined in the transport strategy |
|  |   |  | Potential future development sites                               |

#### 6.5. Old Broad Street

- Explore the potential to improve the walking experience by widening pavements and install a raised crossing at New Broad Street and Liverpool Street. Ensure side street and loading bay entrances are raised and fully accessible.
- Explore opportunities to modify existing timed access restrictions, potentially limited to buses, cycles and access to off-street premises only.
- Consider formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.
- Use new developments as an opportunity to provide more space and increase the choice of routes for people walking, including potentially setting background floor building lines, and for introducing greening and tree planting on the Old Broad Street frontage and to seek to achieve a minimum pedestrian comfort level of B+.
- Explore the opportunity to enhance the walking route between Moorgate, Finsbury Circus and through St Botolph's Churchyard.

#### 6.6. Sun St Passage and the Bus Station

- Future enhancements to Liverpool Street Station would provide the opportunity for comprehensive improvements to the experience of walking through and waiting in the bus station. This could include:
  - Improving the crossing between the station and 100 Liverpool Street.
  - Providing more space for people walking north/south through the bus station from Sun Street Passage.
- Explore opportunities to enhance Sun Street Passage including the potential for step-free access, improved lighting, greening, art, and greater active frontage.

#### 6.7. Blomfield and Eldon Street

In addition to recent and planned improvements explore the potential to:

- Introduce contra-flow cycling.
- Provide a limited taxi rank near the Elizabeth Line entrance.
- Widen pavements.
- Provide seating, greening and tree planting.
- Increase cycle parking.
- Raise side street and loading bay entrances.
- Provide raised crossing points on desire lines.

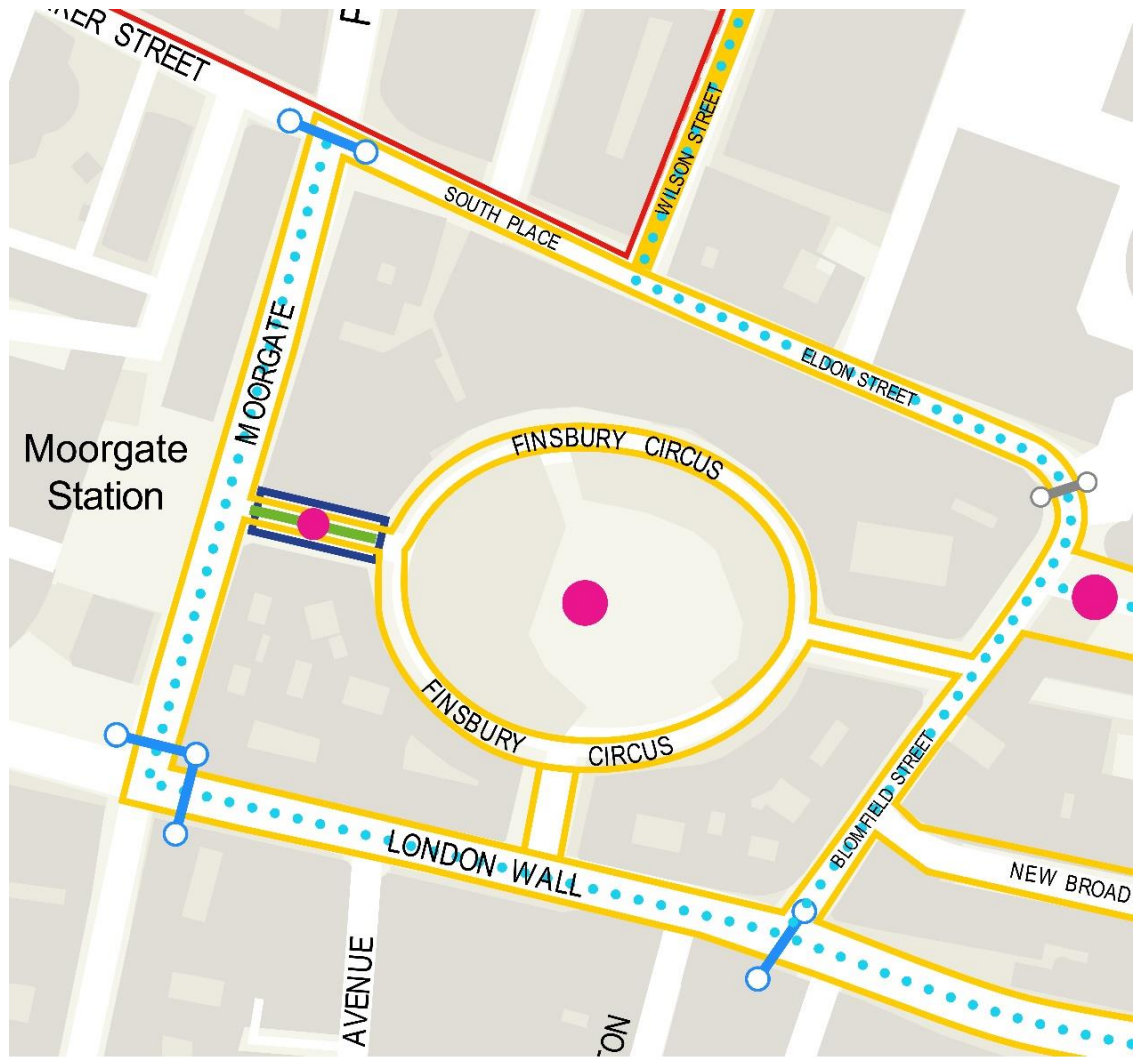
#### 6.8. Primrose Street

- Explore opportunities to give more priority to people crossing between Exchange Square and Broadgate Plaza.
- Explore opportunities for public realm enhancements, including greening and seating alongside improvements to Exchange Square and Broadgate Plaza.
- Explore opportunities for additional cycle parking, and dockless cycle and scooter bays.

#### 6.9. Finsbury Circus

The City of London Corporation is delivering improvements to the Finsbury Circus Gardens which seek to retain its character while revitalising and enriching planting. To complement these improvements, we will explore the potential to:

- Create new and improved public realm around entrances to the gardens and provide accessible crossings points to access these.
- Reduce and break up car parking around the gardens with greening and seating, reallocate some bays to cycle parking and dockless cycle and scooter bays.
- Relandscape the western arm introducing climate resilience measures, seating, and planting.
- Improve the public realm on the eastern arm and Circus Place and provide a dockless cycle and scooter bay on the eastern arm.



**Key**

- City of London boundary
- Enhanced pedestrian priority
- Streets with existing filters to vehicles or time restricted access
- Streets with public realm enhancements  
(including, new paving, carriageway surfacing, tree planting, greening to meet healthy streets indicators)
- Streets with public realm works linked to approved planning applications

- New or improved public spaces
- Existing pedestrian crossings
- Enhanced pedestrian crossings
- New/Improved walking routes
- Enhanced cycle infrastructure outlined in the transport strategy



#### 6.10. St Botolph's Churchyard

Explore the potential to:

- Improve the walking route between Bishopsgate and Old Broad Street, in particular significantly enhancing the entrances to the Church gardens.
- Develop a lighting strategy for the site, working with the Church and other stakeholders to help manage antisocial behaviour.
- Improve the quality of public spaces, enhance the setting of heritage assets including the Bathhouse and increase greening.
- Use new development as an opportunity to add in active frontages.

#### 6.11. South Place (boundary street with LB Islington)

- Explore the opportunity to reconfigure the street layout and provide more space for walking and public realm enhancements, including seating, greening and tree planting.
- With the City of London Police r the check point facilities.
- Review parking and loading arrangements. Consider timed loading restrictions and loading bays set into the pavement to maximise space for people walking when not in use.
- Raise side street and loading bay entrances. Provide a raised junction and crossing point at Dominion Street.
- Explore the potential to provide a taxi rank.
- Increase cycle parking and provide dockless cycle and scooter bay.

#### 6.12. Wilson Street Islington (boundary street with LB Islington)

- Explore potential to reallocate car parking spaces to provide space for pavement widening, seating, and greening, raised crossing points, cycle parking, and dockless bays.
- Explore making southern section one-way with contraflow cycling.

#### 6.13. Sun Street, Appold Street and Worship Street (boundary street with LB Hackney)

- Explore opportunities for walking and public realm improvements beyond recent and planned changes including widening pavements, enhancing crossings and for seating, greening and tree planting.
- Explore opportunities for increasing cycling parking and dockless cycle and scooter bays, including potential reallocation of parking bays.

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<b>Committees:</b> Streets and Walkways Service Committee <i>[for decision]</i> Operational Property and Projects Sub <i>[for decision]</i>	<b>Dates:</b> 23 <sup>rd</sup> May 2023 5 <sup>th</sup> June 2023
<b>Subject:</b> Crossrail Liverpool Street Urban Integration (Phase 2)  <b>Unique Project Identifier:</b> 11375	<b>Gateway 3 Regular Issue Report</b>
<b>Report of:</b> Executive Director Environment  <b>Report Author:</b> Daniel Laybourn – City Transportation	<b>For Decision</b>
<h2 style="margin: 0;">PUBLIC</h2>	

<b>1. Status update</b>	<p><b>Project Description:</b> To explore design changes to the public realm across the wider Liverpool Street area to enhance the pedestrian environment and facilitate the anticipated pedestrian uplift in the area resulting from Crossrail.</p> <p><b>RAG Status:</b> Amber (Amber at last report to Committee)</p> <p><b>Risk Status:</b> Low (Low at last report to committee)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> Approx. £1.64m</p> <p><b>Funding Source:</b> Section 106 funding and Crossrail Liverpool Street Phase 1 project (11375) funds to account for the incomplete Phase 1 work.</p> <p><b>Spend to Date:</b> £105,789 as of 13<sup>th</sup> April 2023.</p> <p><b>Costed Risk Provision Utilised:</b> None.</p> <p><b>Slippage:</b> Delivery of on-street changes is now being coordinated through the Healthy Streets Plan and in response to emerging developments across the Liverpool Street area. This is further explained in this report.</p>
<b>2. Requested decisions</b>	<p><b>Next Gateway:</b> G3/4 Options Appraisal</p> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. Note and approve the contents of this report;</li> <li>2. Approve a change in scope for this project to fund and undertake a public consultation exercise for the Liverpool Street area Healthy Streets Plan.</li> </ol>

<p><b>3. Budget</b></p>	<p>The issues detailed in this report do not require a funding request, and the already-approved funding totalling approx. £1.64m is sufficient to accommodate what is being requested.</p> <p>This report only relates to a requested amendment to the project's scope to include and fund a public consultation exercise on the Liverpool Street area Healthy Streets Plan.</p>
<p><b>4. Issue description</b></p>	<ol style="list-style-type: none"> <li>1. In the original scope of this project, it was agreed to establish an external working group as there were some strong aspirations by local stakeholders for the local public realm. This included British Land, Network Rail and Transport for London.</li> <li>2. The main purpose of this working group was to establish everyone's aspirations and how the various parties could work together to deliver a set of seamless improvements across the Liverpool Street area that included multiple landowners.</li> <li>3. Given the complexity of the area and the addition of several new private developments on the horizon including potentially Liverpool Street Station, establishing a set of requirements to the satisfaction of all parties became a much larger and complex piece of work than originally envisaged. Therefore, it was removed from the Crossrail Liverpool Street Phase 2 project and was progressed separately as a strategic piece of work. Due to the importance of this work, the Crossrail Liverpool Street Phase 2 project has been on hold whilst the requirements for the area were being determined.</li> <li>4. A Liverpool Street area steering group was subsequently established to engage all developers with an interest in the area alongside Network Rail and TfL. The discussions have resulted in the development of a Healthy Streets Plan for the Liverpool Street area. To date this plan has been developed using existing staff resources.</li> <li>5. This plan, also on this agenda, now requires a public consultation exercise but there are no local funds available to support this. Therefore, a minor change in this project's scope to undertake this consultation is being requested.</li> <li>6. Following completion of the consultation, delivery of the Crossrail Liverpool Street Phase 2 project will be subsumed into a wider programme to deliver the area's Healthy Streets Plan.</li> </ol>
<p><b>5. Recommended Next Steps</b></p>	<ol style="list-style-type: none"> <li>1. Officers are recommending that members approve an amendment to the project's scope to include a public consultation exercise on the Liverpool Street area Healthy Streets Plan. This will then enable the</li> </ol>

	<p>substantive project to meaningfully restart following the outcome of the public consultation.</p> <ol style="list-style-type: none"> <li>2. The project's existing budgets can accommodate the cost of this public consultation, which is expected to be approx. £15,000.</li> <li>3. There is a separate report on the proposed Healthy Streets Plan on the agenda for the Streets &amp; Walkways Committee meeting on 23<sup>rd</sup> May 2023.</li> </ol>
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**Appendices**

<b>Appendix 1</b>	Project Coversheet
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**Contact**

<b>Report Author</b>	Daniel Laybourn
<b>Email Address</b>	Daniel.laybourn@cityoflondon.gov.uk



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# Project Coversheet

## [1] Ownership & Status

**UPI:** 11375

**Core Project Name:** Crossrail Liverpool Street Urban Integration Phase 2

**Programme Affiliation:** Crossrail Liverpool Street Urban Integration under the Crossrail Urban Integration Projects

**Project Manager:** Daniel Laybourn

**Definition of need:** To explore design changes to the public realm across the wider Liverpool Street area to enhance the pedestrian environment and facilitate the anticipated pedestrian uplift in the area resulting from Crossrail. These proposals will also be required to account for emerging and known adjacent private developments and Transport for London's aspirations for the nearby A10 corridor.

**Key measures of success:**

- |   |
|---|
| 1) Key highway improvements completed in time for opening of the Elizabeth Line |
| 2) Improved user experience in the vicinity of the station                      |
| 3) Improved user comfort levels   |
| 4) Improved pedestrian safety   |

**Expected timeframe for the project delivery:** Phase 1 work is substantially complete and remaining tasks will be completed in 2024 once nearby private construction activity has finished. Initial phase 2 work has taken place in advance of Crossrail at Liverpool Street opening. Future delivery of more substantial change is yet to be confirmed at this time.

**Key Milestones:** None. Crossrail has now become operational which was previously the only milestone.

**Are we on track for completing the project against the expected timeframe for project delivery?** N/a. Project requirements currently being determined.

**Has this project generated public or media impact and response which the City of London has needed to manage or is managing?** No significant media/ public impact is expected, and local comms will be managed by the project team.

## [2] Finance and Costed Risk

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

**'Project Proposal' G2 report (as approved in November 2013):**

- Total Estimated Cost: £250k - £2m
- Resources to reach next Gateway: £60,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

*Scope/Design Change and Impact: Set the scope for the Phase 1 work that was to be delivered in time for the opening of Crossrail which was then estimated as '2018'.*

**'Outline Options Appraisal' G3 report (as approved by PSC 22/7/14):**

- Total Estimated Cost: £2-3.5 million (excluding value of remediation by Crossrail)
- Spend to date: £20,513
- Resources to reach next Gateway: £115,000
- Costed Risk Against the Project: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

*Scope/Design Change and Impact: none*

**'Detailed Options Appraisal' G4 Stage 1 report (as approved by PSC 23/2/15):**

- Total Estimated Cost: £2-3.5 million
- Resources to reach next Gateway: £115,000
- Spend to date: £135,513
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

*Scope/Design Change and Impact: Removal of traffic from the western arm of Liverpool Street.*

**'Issue Report' (as approved by PSC 29/6/16):**

- Total Estimated Cost: £2-3.5 million
- Resources to reach next Gateway: £35,000
- Spend to date: £251,579
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

*Scope/Design Change and Impact: Requested further funding to cover unforeseen staff time/ work.*

**'Update Report' (as approved by PSC 12/12/16):**

- Total Estimated Cost: £2.5-3.5m
- Resources to reach next Gateway: £213,000
- Spend to date: £247,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Late 2018 (for Crossrail station completion). Late 2016 for a delegated decision on work site proposals

*Scope/Design Change and Impact: Requested further funding to develop the work site proposals, and defined the 'wider area'*

**Issue Report (as approved by PSC 18/7/17):**

- Total Estimated Cost: £2.5-3.5m (although not explicitly stated within the report)
- Resources to reach next Gateway: No extra resources requested.
- Spend to date: £268,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Crossrail due to open in December 2018. City highways construction start in January 2018, complete in December 2018.

*Scope/Design Change and Impact: Members agreed to the City delivering the Liverpool Street east urban realm works on behalf of Crossrail and to receive a G5 report instead of a G4 Stage 2 report.*

**'Authority to Start Work G5 report (for the previously mentioned Crossrail works, as approved by PSC 11/12/17):**

- Total Estimated Cost: £2.4m
- Resources to reach next Gateway: No extra resources requested.
- Spend to date: £313,687
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Crossrail due to open in December 2018. Materials procurement/ mobilisation – Q1 2018, Reinstatement of Liverpool Street West – Q2/3 2018, Raised table on Old Broad Street & Liverpool Street construction – Q3 2019, Eldon Street raised table and other works – Q1 2020.

*Scope/Design Change and Impact: Members approved the implementation costs for the Liverpool Street east works which Crossrail had asked the City to undertake and noted that delivery of some elements may not be complete until 2022.*

**'Authority to Start Work' G5 report (as approved by PSC 13/6/18):**

- Total Estimated Cost: £2,712,843
- Resources to reach next Gateway: £2,399,156
- Spend to date: £313,687
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Crossrail due to open in December 2018. Materials procurement/ mobilisation – July 2018, Reinstatement of Liverpool Street East – July to November 2018, Old Broad Street construction – May to June 2019, Eldon Street and Blomfield Street – January to April 2020

*Scope/Design Change and Impact: Members approved the implementation costs for the works which Crossrail had asked the City to undertake and noted that delivery of some elements may not be complete until 2022.*

**Urgency report (as approved by PSC August 2019):**

- Total Estimated Cost: £2.7m
- Resources to reach next Gateway: n/a
- Spend to date: £0.78m
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: n/a

*Scope/Design Change and Impact: Members approved that the City undertook works on private land, fully funded by Crossrail.*

**Issue Report (as approved by PSC 16/10/19):**

- Total Estimated Cost: £4.1m (£2.7m for the existing Crossrail Liverpool Street Urban Integration project (Phase 1) plus the £1.4m allocated to the wider area sub-project (Phase 2) in the 'Review of Projects within the Built Environment Directorate' report (July 2019).
- Resources to reach next Gateway: £206,500
- Spend to date: £0.917m
- Costed Risk Against the Project: £25,700
- CRP Requested: n/a
- CRP Drawn Down: n/a

- Estimated Programme Dates: The new Liverpool Street Crossrail station is currently expected to open in late 2020/ early 2021.
- *Scope/Design Change and Impact: Members agreed to an increase in scope, establishment of an external working group, the revised total project cost and its funding mechanisms and resources to next gateway.*

**Issue Report (as approved by PSC 23/02/21):**

- Total Estimated Cost: £1.4m (no change).
- Spend to date: £49,551
- Costed Risk Against the Project: £25,700 (no change)

*Scope/Design Change and Impact: Report updated on delays that had been incurred due to the pandemic and what the next steps were to be. There were no scope or finance changes.*

**Issue Report (as approved by PSC 17/2/22):**

- **Total Estimated Cost:** Approx. £1.64m (an increase of £155,000 from previous due to the requested inclusion of incomplete Crossrail Liverpool Street Phase 1 work)
- **Spend to date:** £97,701
- **CRP Utilised:** None.
- **Slippage:** Approx. 4 months slippage on planned reporting timeframes due to Phase 2 design work taking slightly longer than envisaged.

*Scope/Design Change and Impact: Members approved the inclusion of incomplete Phase 1 work and funding, the removal of temporary social distancing measures on Old Broad Street between London Wall and Liverpool Street and two delegations.*

**Total anticipated on-going commitment post-delivery [£]:** Routine highway maintenance is expected.

**Programme Affiliation [£]:** n/a



<b>Committees:</b> Streets and Walkways Committee - <i>for decision</i> Operational Property & Projects Sub - <i>for decision</i>	<b>Dates:</b> 23 <sup>rd</sup> May 2023 5 <sup>th</sup> June 2023
<b>Subject:</b> Bank Station Upgrade – Cannon Street Entrance S278  <b>Unique Project Identifier:</b> 12253	<b>Gateway 6:</b> <b>Outcome Report</b> Regular
<b>Report of:</b> Executive Director Environment  <b>Report Author:</b> Daniel Laybourn	<b>For Decision</b>
<b>PUBLIC</b>	

## Summary

<b>1. Status update</b>	<b>Project Description:</b> Section 278 scheme around the new Bank underground station entrance on Cannon Street to reconstruct the public highway and accommodate the requirements of the new development. The substantive development forms part of Transport for London’s Bank Station Capacity Upgrade programme which, amongst other things, provides more space for users at this key transport interchange in the City and step-free access to and from the Northern line at this station for the first time.  <b>RAG Status:</b> Green  <b>Risk Status:</b> Low - this project was fully reimbursable (deemed low at previous report)  <b>Risk Provision Utilised:</b> £117,000  <b>Final Outturn Costs:</b> £1,099,089 (excluding Commuted Maintenance)
<b>2. Next steps and requested decisions</b>	<b>Requested Decisions:</b> Members of Streets & Walkways and Operational Property & Projects Sub are asked to: <ul style="list-style-type: none"> <li>• Approve the content of this outcome report;</li> <li>• Approve that the final account be undertaken;</li> </ul>

	<ul style="list-style-type: none"> <li>• Authorise the Chamberlain's department to return unspent funds to Transport for London (the Developer) as set out in the respective legal agreement (subject to the verification of the final account) including any further subsequent refunds returned to the City by third parties; and</li> <li>• Agree to close the project.</li> </ul>
<p><b>3. Key conclusions</b></p>	<p>The improvements, as can be seen in <b>Appendices 2 and 3</b>, have been successfully implemented within budget in parallel with the opening of the new station entrance. This marked the substantial completion of the Transport for London's Bank Station Capacity Upgrade programme.</p> <p>Towards the end of the programme there was an approximate four-month delay due to delays relating to the development itself (primarily due to the complex, constrained and subterranean nature of their project). There were no substantial impacts on any stakeholder arising from this. Work was substantially completed in late February 2023 alongside the station entrance, rather than October 2022 as originally planned.</p> <p>Following a request from the Developer, it was agreed that the programme could be accelerated, early procurement activities would take place at no risk to the City and the S278 construction work would closely follow the sectional completion of the new station building. Accepting this request resulted in some issues during the construction phase that are explored in this report.</p>

## Main Report

### Design & Delivery Review

<p><b>4. Design into delivery</b></p>	<p>The design has successfully accommodated the new station entrance and its requirements. The City's Highways Team and the term contractor (FM Conway) worked together with the Developer to re-programme works where necessary. The works consisted of:</p> <ul style="list-style-type: none"> <li>• Reconstructed and widened footway on Cannon Street adjacent to the development, along with a new advisory eastbound cycle lane running to the junction with Monument;</li> <li>• Partial closure of the southern section of Nicholas Lane between Cannon Street and King William Street to motor vehicle traffic whilst maintaining restricted vehicle access from King William Street;</li> </ul>
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	<ul style="list-style-type: none"> <li>• An amendment of Nicholas Lane’s TMO to prohibit motor vehicle access from King William Street between 7am-7pm Monday to Friday;</li> <li>• Security measures on Cannon Street and Nicholas Lane that met the Development’s requirements;</li> <li>• Reconstruction of the Nicholas Lane to be a flush footway &amp; carriageway space resurfaced in high quality paving;</li> <li>• Reconstruction of the other affected footways and carriageways on King William Street and Abchurch Lane;</li> <li>• Installation of Legible London signage to the City’s design specification;</li> <li>• Carriageway resurfacing, drainage works and alterations and renewal of street furniture where required; and</li> <li>• Alterations to utilities in the locality of the development.</li> </ul>
<p><b>5. Options appraisal</b></p>	<p>As the Bank Station Capacity Upgrade had been granted a Transport &amp; Works Act Order (TWAO), it gave TfL the ability to deliver these highway works themselves. However, in very early discussions with them, the City was asked if they could deliver the highway works given their knowledge and experience of delivering similar schemes, and under what legal mechanism they could take place. It was subsequently confirmed that work could be undertaken via a Section 278 agreement with the City delivering the work using their term contractor. Under the Highways Act 1980, Section 278 of this act relates to permanent alterations or improvements to the public highway to satisfactorily accommodate the related development in transport and highway terms.</p> <p>In regard to highway design, there were limited options that would have met with the Developer’s security requirements around the new entrance. Also, the existing streetscape and building lines further limited what was possible. Whilst these were briefly developed as back-up options with the Developer’s assistance, these were discounted once the preferred option was confirmed to be viable.</p>
<p><b>6. Procurement route</b></p>	<p>The design was prepared in-house by the City’s highways team and the City’s term contractor was used to deliver the project.</p>
<p><b>7. Skills base</b></p>	<p>The Project Team had the skills, knowledge and experience to manage and deliver the project.</p>
<p><b>8. Stakeholders</b></p>	<p>As the station development preceded this project’s work by several years, engagement was undertaken in partnership with the Developer using their existing stakeholder network. Local stakeholders, such as neighbouring occupiers, were engaged</p>

	throughout the processes and the project was able to deliver the highways changes without unnecessary disruption.
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### **Variation Review**

<p><b>9. Assessment of project against key milestones</b></p>	<p>The key milestone that needed to be achieved was to have the S278 work complete by the time the new entrance opened. Whilst the works were delayed from their original October 2022 completion date, the S278 work was substantially complete for when the new entrance opened on 27 February 2023.</p>
<p><b>10. Assessment of project against Scope</b></p>	<p>There were no substantial changes in design to that approved at Gateway 5. This was achieved by opening a dialogue as early as possible with the Developer, local stakeholders and the statutory undertakers involved to confirm the scope of work required.</p>
<p><b>11. Risks and issues</b></p>	<p>In agreement with the Developer, the G5 estimate included conservative cost estimates for Utilities and the early procurement of the required security measures. This was due to there not being enough time to receive detailed estimates back from third parties and needing to obtain the necessary approvals in time for work to align with the planned opening of the new entrance. This worked well in terms of mitigating the associated risks and allowing the project to proceed at pace. It is this approach which has mostly led to the large sum of funds which is to be returned.</p> <p>The project team accepted the developer's request to align the construction phases of the S278 work more closely to the completion of various sections of the building. However, this resulted in issues for the project team and their contractor. Mostly this related to the planned release of work areas around the building not being kept to which then entailed constant rejigging of the construction programme to keep pace and avoid downtime or decant from site. Please see section 18 for more details.</p> <p>A risk drawdown for an increase in construction costs occurred shortly after the project obtained G5 approval. This was expected and had been accounted for in the project's costed risk register as</p>

	the City's highways term contract had been retendered around the same time.
<b>12. Transition to BAU</b>	The project is now complete and has been passed over to the Highways Maintenance team to manage. The scheme was designed and built to the City's specifications, and the City will claim the required commuted maintenance sum at the time of the final account verification.

### Value Review

<b>13. Budget</b>	<table border="1"> <tr> <td>Estimated Outturn Cost (G2)</td> <td>£470,000 +/- 20%</td> </tr> </table>		Estimated Outturn Cost (G2)	£470,000 +/- 20%																						
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<p><i>* Commuted maintenance sum to be charged for at the point of final account verification.</i></p> <p>For more detail, please see <b>Appendix 4</b>. As stated above, the G1/2 estimate was '£470,000 +/- 20%'. This was calculated using a 'per Sq/M' figure based on previous all-inclusive scheme costs as a proxy. This was before any detailed information regarding the scope and complexity of this project had been determined. The main reasons for the large increase in overall cost included:</p> <ul style="list-style-type: none"> <li>• A more-involved scope of work to better accommodate the development such as the footway extension on Cannon Street and a higher quality of paving in Nicholas Lane;</li> <li>• Much denser utility apparatus than is usual in the highways around the development which needed amending;</li> <li>• Unanticipated increased officer time accommodating, amongst other things, an unacceptable difference in levels between the public highway and the development and</li> </ul>																										



	<p>accommodating the Developer’s everchanging works programme; and</p> <ul style="list-style-type: none"> <li>• Increased materials &amp; labour costs due to recent general market increases and the new highways term contract.</li> </ul> <p><b>Please confirm whether the Final Account for this project has been verified –</b> They have not been verified as of 03/04/23. As some invoices are still outstanding, it is requested that the final account be undertaken once these have been received.</p>
<b>14. Investment</b>	Not applicable.
<b>15. Assessment of project against SMART objectives</b>	<p>The project achieved its objectives of:</p> <ul style="list-style-type: none"> <li>• Deliver a high-quality public realm near the development;</li> <li>• Deliver a scheme that benefits all users of the public highway;</li> <li>• Deliver a proportionate scheme that meets with the needs of the Developer.</li> </ul>
<b>16. Key benefits realised</b>	<ul style="list-style-type: none"> <li>• The project has implemented measures that both improve the environment for people walking and that enhance the public realm; and</li> <li>• It has also delivered highway changes that accommodates the new development and met the needs of the Developer.</li> </ul>

### Lessons Learned and Recommendations

<b>17. Positive reflections</b>	<p>Throughout the project, the project team worked very well with the Developer and their contractors, who were the main stakeholders throughout the project. Despite the initiation and design development commencing during COVID-19 restrictions, project staff were still able to complete the project within a condensed timeframe.</p> <p>It should be noted that this project was more complex than usual with all its competing requirements, such as security, utilities, levels and the working interface with the Developer’s contractors. The City’s highways team should be commended for not only meeting all these challenges but constantly altering their construction programme without any significant impacts to facilitate the Developer’s activities.</p> <p>In terms of governance, the delegation of authority to the Chief Officer to both approve risk drawdowns and approve construction subject to satisfactory statutory consultations worked well. It not only streamlined both processes but avoided additional reports to</p>
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	committee. Early procurement of certain elements of the project were also very helpful in mitigating against potential supply chain delays, which were a concern early on.
<b>18. Improvement reflections</b>	<p>As mentioned earlier, the agreed site handover phasing was not kept to by the Developer’s contractors due to their understandably difficult programme and construction activities. This meant the project team were constantly having to reactively reprogramme the S278 works, on a near daily basis at times, to ensure work continued in the most efficient way possible.</p> <p>On reflection, this issue arose from the project team agreeing to follow the Developer’s construction programme more closely than usual, at the Developer’s request. This agreement was made by the project team based on closer co-operation between the City and Developer (and their contractors), and the Developer involved was made aware of the risks that come with a tighter programme. However, with the issues that occurred, the project team would advise that any future projects similar to this should allow at least a month’s gap between the Developer vacating areas around their site and S278 work proceeding, assuming this is agreeable between the parties involved.</p>
<b>19. Sharing best practice</b>	Lessons learnt on this project have been shared through team and project staff briefings.
<b>20. AOB</b>	<p>On Cannon Street, a TfL-funded pedestrian crossing is to be installed outside the station entrance by February 2024 (one year after the station opened). This is to accommodate the increase in people expected to cross outside the station and improve accessibility around Monument junction. Officers are pushing to have this installed earlier and by Autumn 2023.</p> <p>Furthermore, an over site development above and around the new station entrance is expected within the next few years. This is likely to involve a S278 project encompassing Abchurch Lane.</p>

### **Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Before & After Photos
<b>Appendix 3</b>	Before & After Site Plan
<b>Appendix 4</b>	Financial Information

### **Contact**

<b>Report Author</b>	Daniel Laybourn
<b>Email Address</b>	<a href="mailto:Daniel.laybourn@cityoflondon.gov.uk">Daniel.laybourn@cityoflondon.gov.uk</a>

v.April 2019

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# Project Coversheet

## [1] Ownership & Status

**UPI:** 12253

**Core Project Name:** Bank Station Upgrade – Cannon Street Entrance S278

**Programme Affiliation** (if applicable): n/a

**Project Manager:** Daniel Laybourn

**Definition of need:** Should the project not take place, there will be no mechanism through which the highway changes required to accommodate the new station building can be delivered. Also, the City may need to fund any increases in maintenance liability costs made necessary by the development.

**Key measures of success:**

- Deliver a high-quality public realm near the development;
- Deliver a scheme that benefits all users of the public highways; and
- Deliver a scheme that meets with the needs of the Developer.

**Expected timeframe for the project delivery:** Work complete. Project closure by June 2023.

**Key Milestones:** October 2022 was missed due to delays with the new station entrance. However, work was complete in time for the station opening in early 2023.

**Are we on track for completing the project against the expected timeframe for project delivery?** Yes.

**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:**

**'Project Briefing' G1 and 'Project Proposal' G2 reports (as approved by S&W on 18/2/21 and PSC on 23/2/21):**

- Total Estimated Cost (excluding risk): £470,000 +/- 20%
- Costed Risk Against the Project: n/a at this stage
- Estimated Programme Dates: Delivery by late 2022

**Scope/Design Change and Impact:** Report formalised the project and set up the budgets allowing officers to proceed with the design & evaluation process.

**'Options Appraisal and Authority to start Work' G3/4/5 report (as approved by S&W on 2/12/21 and PSC on 15/12/21):**

- Total Estimated Cost (excluding risk and commuted maintenance): £1,293,841
- Resources to reach next Gateway (excluding risk and commuted maintenance): Increase of £823,841 due to the scope of work confirmation.
- Spend to date: £41,399 as of 3/11/21
- Costed Risk Against the Project: n/a
- CRP Requested: £284,000
- CRP Drawn Down: none at this stage

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- Estimated Programme Dates: Construction completion in late 2022, project closure would then be due by June 2023.

**Scope/Design Change and Impact:** Report formalised and requested approval for proposed scope of the project, including permission to begin construction. Also included were requests to begin early procurement to mitigate against potential project delays and delegations not only to mitigate against potential delays but to factor in the pre-election period.

**(Delegated) 'Authority to start Work' G5 report:**

- Total Estimated Cost (excluding risk and commuted maintenance): £1,293,841 (no change from previous)
- Change in Total Estimated Cost of Project (excluding risk): None.
- CRP utilised: None.
- Slippage: None.
- Estimated programme dates: No change from previous.

**Scope/Design change and impact:** Following positive outcomes to the Equalities Impact Assessment and Traffic Management Order consultation on Nicholas Lane, the delegated report requested permission to begin construction on the design previously taken to committee.

**G6 'Outcome Report':**

- Final Outturn Cost (excluding commuted maintenance): £1,099,089
- Change in Total Estimated Cost of Project (excluding commuted maintenance): -£478,752
- CRP utilised: £117,000
- Slippage: 4 months on construction completion due to delays in the construction of the station development.

**Scope/Design change and impact:** Work had been successfully completed in time for the station opening, which was 4 months late.

**Total anticipated on-going commitment post-delivery [£]:** None

**Programme Affiliation [£]:** n/a



Appendix 2 – Before & After photos



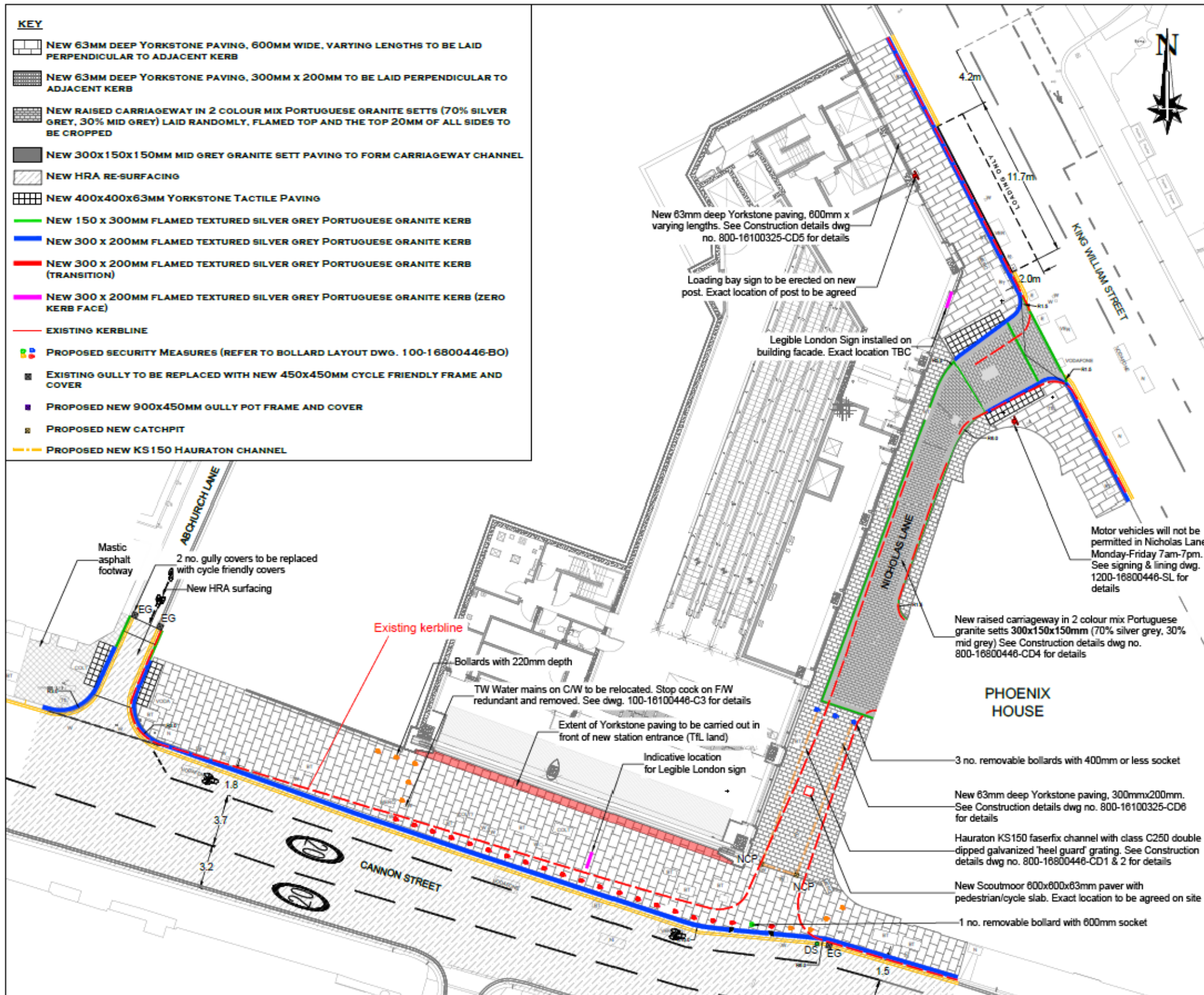






Appendix 3 – Before & After Site Plan

Red dotted line denotes the previous kerb alignment



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Appendix 4 – Financial information

<b>Table 1: Spend to Date</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Expenditure (£)</b>	<b>Balance (£)</b>
<b>Bank Station Upgrade - Cannon Street Entrance S278 - 16800446</b>			
Env Servs Staff Costs	15,000	15,000	-
P&T Staff Costs	15,000	15,000	-
P&T Fees	11,859	11,858	1
<b>Total 16800446</b>	<b>41,859</b>	<b>41,858</b>	<b>1</b>
<b>Bank Station Upgrade - Cannon Street Entrance S278 - 16100446</b>			
Env Servs Staff Costs	154,423	146,637	7,786
Legal Staff Costs	1,000	-	1,000
P&T Staff Costs	30,000	27,042	2,958
P&T Fees	35,941	33,876	2,065
Env Servs Works	699,418	669,176	30,242
Utilities	448,200	180,499	267,701
Cost Risk Provision	167,000	-	167,000
<b>Total 16100446</b>	<b>1,535,982</b>	<b>1,057,231</b>	<b>478,751</b>
<b>TOTAL</b>	<b>1,577,841</b>	<b>1,099,089</b>	<b>478,752</b>

*£18,992 Commuted maintenance sum to be charged for at the point of final account verification.*



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# Agenda Item 12

<p><b>Committee(s):</b></p> <p>Communications and Corporate Affairs Sub Committee <b>(For Decision)</b></p> <p>Community and Children’s Services Committee <b>(For Information)</b></p> <p>Streets and Walkways Sub Committee <b>(For Information)</b></p> <p>Policy and Resources Committee <b>(For Decision)</b></p>	<p><b>Dated:</b></p> <p>19<sup>th</sup> April 2023</p> <p>9<sup>th</sup> May 2023</p> <p>23<sup>rd</sup> May 2023</p> <p>8<sup>th</sup> June 2023</p>
<p><b>Subject:</b> Global City of Sport – A New Sport Strategy for the Square Mile (2023-2030)</p>	<p><b>Public</b></p>
<p><b>Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?</b></p>	<p>2, 3, 4, 7, 9, 10, 11 and 12</p>
<p><b>Does this proposal require extra revenue and/or capital spending?</b></p>	<p>Y</p>
<p><b>If so, how much?</b></p>	<p><b>£175,000</b></p>
<p><b>What is the source of Funding?</b></p>	<p><b>PIF</b></p>
<p><b>Has this Funding Source been agreed with the Chamberlain’s Department?</b></p>	<p>Y</p>
<p><b>Report of:</b> Philip Saunders, Interim Director of Communications and External Affairs</p>	<p><b>For Information</b></p>
<p><b>Report author:</b> Sam Hutchings, Sport Engagement Manager, Town Clerk’s Department</p>	

## Summary

This report sets out the work that has taken place to respond to Member requests to prioritise sport engagement and develop a strategy to guide this work over the medium term.

Following independent stakeholder analysis of sport needs, five priorities – linked to initial deliverables - have been identified for the City Corporation to take forward as part of the new strategy.

To deliver a meaningful strategy, this area of work needs to be adequately resourced and managed. It is therefore recommended that a phased approach be used to address priority issues efficiently. This approach requires additional funding which should initially be met from the Policy Initiatives Fund (PIF) over a 3-year period.

As well as Member involvement via the Sounding Board, the strategy has been formulated through extensive consultation with officers from the Departments of Environment, Community & Children’s Services, Chamberlain’s and Innovation & Growth.

## **Recommendation(s)**

**Members of Communication and Corporate Affairs Sub-Committee** are asked to:

- Note and approve the five sport priorities for the City Corporation set out in Appendix 1 of this report: ‘Global City of Sport – A New Sport Strategy for the Square Mile (2023-2030)’;
- Agree the proposed objectives for Phase 1 of the strategy delivery, as outlined in paragraph 6 of this report;
- Endorse proposals for the Member Sport Sounding Board – chaired by the Member Lead for Sport – to informally oversee progress of the strategy delivery, as outlined in paragraph 8 of this report; and

**Members of the Policy and Resources Committee** are asked to:

- Agree an allocation from the Policy Initiatives Fund of £175,000 each year for 3 years from 2023/24 to 2025/26 to cover costs of delivering Phase 1 of the sport strategy, to be categorised as ‘Sport Strategy’ and charged to City’s Cash.

**Members of Community and Children’s Services Committee** and **Streets and Walkways Sub-Committee** are invited to note the report.

## **Main Report**

### **Background**

1. In June 2022, the Communications and Corporate Affairs Sub Committee (which has responsibility for sport engagement at the City Corporation (with power to act), as per its Terms of Reference) met to consider an independent review of the City Corporation’s approach to sport, and agreed that:
  - i. delivering an improved sport offer should be a priority for the City Corporation going forward
  - ii. the Sport Engagement Manager – should lead on the response to the review and prepare a new sport strategy aimed initially at the Square Mile
  - iii. the sport strategy work should continue to be part of this Sub Committee’s remit and that no additional governance arrangements are set up for the time being
  - iv. as part of the development of the strategy, the Sport Engagement Manger should work with the Chamberlain to consider essential funding requirements for a greater sport offer and what the source of this funding might be.
2. Since that meeting, the Sport Engagement Manager has worked with sector leading sport and leisure consultants – Max Associates – to engage with stakeholders on sport needs and develop a sport strategy for the Square Mile

which will guide the City Corporation's approach to sport until 2030. In addition, a Member Lead for sport has been appointed by the Policy and Resources Committee and an informal Member sounding board on sport has met several times to guide the development of the strategy.

### **A New Sport Strategy**

3. Working with the Sport Engagement Manager, Max Associates undertook extensive stakeholder analysis, consulting our residents, workers and potential visitors on their sport interests and needs. This is in addition to recent surveys undertaken for the City Corporation by London Sport and ukactive. Details of the stakeholder analysis are set out in the Consultant's Report at Appendix 2. The responses from stakeholders through this engagement have helped to formulate the sport priorities for the Square Mile going forward.
4. A Sport Sounding Board has also been set up by the Member Lead for Sport to support the formulation of a new strategy. The Sounding Board consists of those Members of the Court of Common Council with an interest in sport (currently 23 Members). It has met five times since October last year to discuss the feedback from the stakeholder analysis and agree the priorities for sport going forward.
5. The new sport strategy – Global City of Sport – is attached as Appendix 1 to the report. It sets out a vision and five sport themes / priorities for the City Corporation over the next seven years. These include:
  - INVEST in sport facilities - to ensure they are fit-for-purpose, commercially viable and meet stakeholder needs
  - ACTIVATE our streets / spaces – to encourage accessible sport and physical activity that is free to use and open to all
  - CELEBRATE the impact of sport – to continue delivering a focused sport engagement programme that brings long term benefits to our stakeholders
  - ATTRACT more high quality sport events – to entice more mass participation and high-profile spectator sport events onto City streets and public spaces
  - SUPPORT community sport – help to establish more sport clubs, classes and activities in the Square Mile, with a particular focus on activities for young people and those from disadvantaged backgrounds

### **Phase 1: Strategy Delivery (2023-26)**

6. Owing to the current financial context it is acknowledged that the roll out of the new sport strategy will need to be phased to address the most pressing issues first. On this basis, the sport strategy should be considered as a direction of travel instead of an end point. Within this context, it is suggested that the following sport objectives be taken forward initially by the Sport Engagement Manager with the aspiration that they will be on track to be delivered in the first three years of the new strategy (i.e. by 2026):

- **INVEST in facilities** – City Sport Business Case: Within the context of the need to urgently address ongoing challenges at Golden Lane Leisure Centre (GLLC), a clear fully costed business case should be formulated, with help from external consultants, to direct the City Corporation’s long term future leisure offer in the Square Mile. This should reflect on:
  - existing provision, including the role and future of GLLC
  - alternative location options – including new and existing builds
  - potential to align with the City Plan and other corporate priorities, such as the Climate Action Strategy
  - hub v satellite facilities appraisal
  - ‘Destination City’ viability – providing ‘unique and attractive’ facilities
  - external funding opportunities – to support capital and revenue spends
  - staff incentivisation – to encourage people into the office
  - provision of sport development function and other public health services
  - flexible office space for domestic and international sports organisations
  - alignment with needs of residents and those experiencing socio-economic disadvantage

The aim will be to complete this business case, with a clear rationale for future investment of sport and leisure facilities in the Square Mile in line with the new sport strategy, with sufficient time to guide Members decisions on the leisure service contract at GLLC, which currently can be extended until March 2025.

- **ACTIVATE spaces** – Urban Fitness Trail: aligned with Destination City aspirations to make the Square Mile environment more attractive, it is proposed that a review of available locations and suitable equipment options be undertaken with the intention to pursue a network of accessible free-to-use outdoor fitness equipment and spaces across the Square Mile. This network could then be mapped, sign-posted and promoted to encourage users to follow a ‘fitness trail’ through the City of London. Funding for the installation of new facilities at 6 -12 locations across the City could be sought from relevant internal and external allocations. A proposal for the new trail, including funding options, will then be considered by relevant Committees once the review has been completed hopefully early next year.
- **CELEBRATE impact** - Sport Engagement Programme: with the Olympics and Paralympics taking place in Paris next year, and numerous other opportunities to engage with business and international policy makers through sport, an ongoing priority should be to continue delivering an effective sport engagement programme that helps to demonstrate the value of the City Corporation and promote soft power efforts. Already the City Corporation has been approached to sponsor UK House in Paris during the Games, which will provide a unique opportunity to support this strategically important venue and engage with an international audience on national objectives. Other initiatives, such as the Global Sport Agora, provide an important forum for senior leaders from business and sport to discuss shared issues. As has been the case previously, sport engagement events will continue to be overseen by the Communications



& Corporate Affairs Sub Committee with funding provided from any PIF allocation.

- **ATTRACT events** - Sport Mega Events: also aligned with Destination City outcomes, efforts would be made to entice at least two high profile spectator sport events to the Square Mile by the end of 2026. It is likely that one of these events would be an urban sport concept, such as 3X3 basketball, padel tennis or urban cricket. The other event could be linked to active travel and involve cycling or skateboarding. Any proposed event will need to meet obligations around health and safety as well as local community outreach. Such events would be largely dependent on commercial sponsorship and an interested event organiser, although some seed funding could be used from the agreed PIF allocation. Approval for the events will be in line with all road events in the City and subject to endorsement from the Streets and Walkways Sub Committee.
- **SUPPORT community** - Inclusive Sport Activations: to look at options for bringing regular inclusive and accessible pop-up sport activities and classes to the Square Mile, particularly focusing on young people, over 60s, those with a disability, empowering women and girls in sport and encouraging physical activity amongst our diverse communities. An option to look at meanwhile use of buildings for pop-up activities will also be considered. Costs incurred from these activations will need to be met from the PIF allocation, although it is hoped that they will be largely self-funding through commercial sponsorship or a user fee where applicable.

### **Delivering the Sport Strategy**

7. Although formal oversight will continue to be through appropriate committees, it is suggested that – in line with Sport England governance guidance – a structure be put in place to check on the progress of delivering the strategy. Members may feel that the recently established Sport Sounding Board should meet on a quarterly basis to provide this strategic oversight of the sport approach and ensure the new priorities are delivered on track. Success of the new sport strategy will be measured against the delivery of the five objectives for Phase 1 at the end of the first three years i.e. by 2026. Targets will be set around each of the priorities that contribute to the Destination City agenda and will be focused on, but not limited to, driving footfall that encourages spend, driving increased dwell time, enhancing customer perceptions and experience and increasing stakeholder satisfaction. Agreement for funding and objectives for Phase 2 will need to then be reviewed towards the end of Phase 1 by Members.
8. Assuming the Member Lead for Sport continues to be appointed by the Policy and Resources Committee and have responsibility for overseeing the delivery of the new strategy, that person could continue to chair the Sport Sounding Board. Its membership could continue to include all Members of the Court of Common Council with an interest in sport although the size might be capped at 20 to facilitate productive discussion. It also could be deemed appropriate that steps are taken to ensure those committees with an interest in sport are represented on the sounding board.

9. Delivery of the sport strategy as well as our sport engagement function currently rests solely with the Sport Engagement Manager. It is suggested that, to recognise the increased prioritisation of sport going forward, this post should continue to have responsibility for overseeing the strategic direction of sport at the City Corporation and taking forward objectives set out in the new strategy. Given the additional workload that will arise from this new strategy, it is also suggested that a new post be created to support the Sport Engagement Manager on delivering the sport priorities. A primary responsibility of this new post will be to develop an action plan and seek and apply for external funding opportunities that will help deliver and expand on the five sport priorities.

### **Corporate & Strategic Implications**

10. Strategic implications – the new sport strategy aligns with and will support the delivery of the Corporate Plan, mainly by improving the wellbeing of our community but also in support of plans to make the City of London a vibrant and attractive destination. Reviews of the City Plan and the Transport Strategy are at an advanced stage and will be likely to be finalised before the City Sport Business Case and the Urban Fitness Trail. However, there is scope to explore further how the overarching aspirations of the Sport Strategy can be supported in the City Plan and Transport Strategy, and how they can contribute towards delivery alongside other land use and transport and priorities.
11. Resource implications - to address the additional workload created by the strategy, it is proposed that a new fixed term full-time post should be created - Sport Strategy Officer (Grade E) - to support the Sport Engagement Manager on delivering phase 1 of the sport delivery. In addition, there is a case for reviewing the job title and grade of the Sport Engagement Manager to reflect the change in responsibilities and increased prioritisation of sport within the organisation. This will be carried out in accordance with relevant HR procedures.
12. Financial implications - The City Corporation currently allocates £80,000 per year to sport engagement, which predominantly covers the salary of the Sport Engagement Manager. Additional funding to cover costs of delivering the new sport priorities is essential to achieve successful outcomes. Owing to current financial constraints it has so far not been possible to source a permanent uplift to the sport budget at present. It is therefore suggested that Phase 1 of the sport strategy be funded from Policy Initiatives Fund, categorised as 'Sport Strategy' and charged to City's Cash, to ensure the work can get underway as quickly as possible. A request is made for £175,000 per year for 3 years from 2023/24 to 2025/26 covering the following allocations:

£75,000	Additional Staff Costs
£70,000	Sport Engagement, Events & Activations
£30,000	Sport Facility Appraisal
£175,000	TOTAL

The current uncommitted balance available within the 2023/24, 2024/25 and 2025/26 Policy Initiative Fund is £517,000, £800,000 and £1,150,000, prior to any allowances being made for any other proposals on today's agenda.

Subject to the financial context and successful progress on Phase 1 of the new sport strategy implementation, a permanent funding solution for sport, addressing potential external sources of funding and ongoing maintenance costs, should be considered by Members before the end of 2025.

13. Legal implications - None

14. Risk implications - None

15. Equalities implications – In line with our Public Sector Equality Duty 2010, proposals set out within the strategy are intended to have a positive impact on people protected by existing equality legislation – age, disability, gender, race etc. Sport naturally breaks down barriers and encourages social cohesion. Efforts will be made to support events and initiatives that have a positive impact on diversity and equality.

16. Climate implications – Owing to the nature of sport and physical activity, objectives are likely to reinforce climate goals and the need to reduce the organisation's carbon footprint. Particularly by encouraging active travel options and by using outdoor facilities which do not require energy supplies. Furthermore, the aim of developing new facilities could also set out to attain renewable energy options and maximise energy efficiency. We will seek to reduce the environmental impacts of delivery, for example by reusing materials and choosing materials with the lowest whole life carbon footprint. Opportunities to use recycled materials to reduce the use of new material and incorporate climate resilience measures will be explored. In addition, new events should be encouraged to align with relevant sustainability guidelines.

17. Security implications – Any planned new high profile sport events and activations would need to be assessed appropriately for potential security risks.

## **Conclusion**

18. This report sets out a proposal for a new sport strategy – A Global City of Sport. The recommendations in this report provide the framework for initiating the first step in the delivery of a new sport strategy. Extensive internal and external stakeholder engagement and oversight by the Sport Sounding Board has guided the design of the strategy and creation of a vision and five key priorities. These priorities will guide the City Corporation's approach to sport over the next seven years and help ensure appropriate allocation of time and resources to the sport needs that matter to our stakeholders. Members of the Policy and Resources Committee and Communication & Corporate Affairs Sub Committee are asked to approve this new sport strategy and agree the resource and funding implications.

## **Appendices**

- Appendix 1 – A Global City of Sport: A Sport Strategy for the Square Mile (2023-30)
- Appendix 2 – Sport Strategy Consultant’s Review - Summary Evidence Paper

**Background Papers** (these can be requested separately by Members from the Sport Engagement Member):

- i) Ukactive Worker Consultation Report – March 2021
- ii) London Sport Resident Consultation Report – May 2021
- iii) [Communications & Corporate Affairs Sub Committee ‘Sport Review’ Report – June 2022.](#)
- iv) Leisure-net Visitor Consultation Report – January 2023
- v) Leisure-net Resident and Worker Consultation Report – February 2023

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## **A New Sport Strategy for the Square Mile**

### **Introduction**

The City of London Corporation is the governing body for the Square Mile. It has a unique and significant role in supporting and promoting London, the UK and globally. As well as providing local authority services in the Square Mile, it promotes trade and business opportunities to an international audience, in addition to supporting the cultural sector and managing open spaces across London.

Since the London 2012 Games, and more recently hosting the Women's Euro Football Championships in England, sport is increasingly seen as a vehicle for social and economic advancement, in addition to promoting health and wellbeing. Further details on how we deliver sport across the organisation can be found on our [website](#).

Through this strategy, which outlines the direction of travel for sport in the Square Mile over the next seven years and beyond, the City Corporation stands ready to use its resources and convening power to help maximise the impact of sport to all our stakeholders.

For the purposes of this strategy, the term 'sport' covers all forms of team sport, physical activity, fitness exercise, play and wellness. Active travel is covered separately by our Local Plan and Transport Strategy, delivering measures such as widening pavements or creating pedestrian priority streets, will also help enable people to exercise, including walking and cycling for leisure, in the public realm.

### **Who are our stakeholders?**

The Square Mile is used by a number of stakeholder groups, including:

- Residents – the City of London currently has around 8000 residents
- Workers – there are over half million workers based in the City of London
- Visitors – the City of London gets approximately 20 million tourist visits a year

The priorities set out in this strategy reflect the findings of recent stakeholder analysis undertaken by various external consultancies since 2019. This engagement has been through a mix of focus groups and surveys.

### **How can we deliver sport outcomes?**

The City Corporation has a long history of supporting sport, through the facilities and spaces we manage, as well as events and engagement with partners and stakeholders. For the purposes of this strategy, which is focused on the Square Mile specifically, our role in supporting and promoting sport includes:

1. Facilities – we oversee delivery of sport services and facilities at Golden Lane Leisure Centre, including a gym, swimming pool, tennis courts and indoor sports hall



2. Public Spaces – as the highway and planning authority for the Square Mile, we design, manage and maintain the City’s streets and public spaces and guide the development of the built environment
3. Engagement – using our venues and convening power, we aim to celebrate the impact of sport with our stakeholders and the wider community
4. Events – sites in the City of London provide an inspiring backdrop for mass participation and high-profile spectator sport events and we oversee road closures and safety checks on large events
5. Activities – we support efforts by sport clubs and groups to improve the wellbeing of our residents and workers

### **Why are we prioritising sport and physical activity?**

Similar to our cultural offer, sport provides the opportunity to demonstrate the value of the City Corporation to a wide and diverse audience. From elite to grassroots sport, it touches most people’s lives in some way and can provide inspiration and hope to people from different backgrounds irrespective of age, gender, ethnicity, ability and affluency.

Owing to recent events and the changing nature of work arrangements, the Square Mile is evolving to ensure it continues to be a place where people want to live, work and visit. Through this overarching ‘Destination City’ approach, the City Corporation is determined to offer attractive and relevant amenities so that it continues to be an internationally recognised destination for business and tourism. Sport facilities, events and engagement provide the City Corporation with an unparalleled opportunity to reach out to a wide and diverse audience and demonstrate our relevance in a global landscape. Sport can also have a positive contribution to range of benefits including:

- Health and wellbeing – being active provides a variety of physical and mental health benefits
- Social cohesion – sport and physical activity brings people together and breaks down social and cultural barriers
- Economic – productivity, economic regeneration and local investment often stem from sport participation and events
- Soft power and trade – success in sport and event hosting can enhance international diplomacy efforts and boost trade opportunities
- Diversity and Equality – sport promotes the importance of diversity and equality of opportunity

Following extensive stakeholder analysis and feedback from our residents, workers and visitors there is now a clear justification for prioritising sport and physical activity within the Square Mile and in the various strategies that we prepare, including the Local Plan and Transport Strategy. In addition, agreeing clear and ambitious targets for sport and physical activity could help us deliver other strategic outcomes in relation to issues such as tackling climate change, reducing anti-social behaviour and social isolation, as well as improving outcomes for young people.

### **Who are our partners to deliver on the strategy?**

To deliver on our sport priorities, it is imperative that we work hand in hand with our partners to achieve an ambitious set of goals. These partners include the UK Government, the Mayor of London, London Boroughs, UK Sport, Sport England, London Sport, National and International Sport

Federations, and various sport consultancies and not-for-profit organisations. There will also be many occasions when we will need to work with the private sector, City businesses, developers and Business Improvement Districts (BIDS) on specific sport related initiatives.

### **How will we make sure we deliver on the sport strategy?**

Key to ensuring the new sport strategy is delivered successfully will be appropriate oversight and management arrangements that keep the objectives on track. In addition to allocation of staff resources, a Member Lead and Sounding Board will help guide the new strategy and provide feedback on outcomes. Regular reports on progress will also be provided to the Communications & Corporate Affairs Sub Committee to maintain a necessary level of accountability for delivering on the strategy. It is anticipated that an action plan will be developed stemming from the identified sport priorities over the next seven years and beyond. Benchmarking against other urban areas within the UK and internationally can help ensure that our actions place the City at the forefront of urban sports, as well as highlighting alternatives sports, activity and play options that could be pursued.

Key departments involved in delivering on this strategy

- Town Clerk's – responsibility for overall management of the sport strategy
- Community & Children's Services – responsible for our leisure contract and public health aspects
- Environment – responsible for planning, public realm, active travel, highway management and open spaces in the Square Mile
- Innovation Growth – responsible for business engagement and trade promotion

Owing to funding constraints, the strategy will need to be split into two phases. The first phase – Phase 1 (2023-26) - will identify five major objectives, each linked to the priorities, that should be delivered in the first three years of the strategy's implementation. Success of the strategy will be measured against the delivery of these five objectives at the end of the first three years i.e. by 2026. Agreement for funding and objectives for Phase 2 will be reviewed at the end of Phase 1 by Members and agreed prior to the commencement of the second half of the sport strategy delivery.

### **How will we pay for this?**

Of course, in order to deliver a meaningful strategy it is essential that appropriate resources are allocated to the identified priority areas. However, given the current financial challenges facing the City Corporation, a degree of flexibility and creativity will need to be followed to achieve these outcomes. There is also an expectation that efforts will be made to source external funding opportunities as well as realising the revenue enhancing potential that sport and physical activity can offer in the future.



## **A Global City of Sport** **2023-2030**

### **Vision – to be a leading global city of sport, through valued and exceptional sport facilities, events and engagement**

Our sport priorities are:

#### **1. INVEST in our sport and leisure facilities**

- a) By assessing options for long term future sport and leisure investment in the Square Mile
- b) By optimising existing facilities and recreational areas to maximise use and benefits to our stakeholders
- c) By collaborating with local partners and the private sector to offer a wide range of unique and appealing sport facilities and attractions

#### **2. ACTIVATE our streets and public spaces to encourage sport and physical activity**

- a) By expanding free-to-use outdoor sport and fitness facilities on our streets and public spaces
- b) By encouraging sport and fitness as an integral part of appropriate new developments
- c) By delivering our Transport Strategy to give people walking, running and cycling more space and priority on our streets

#### **3. CELEBRATE the impact of sport**

- a) By utilising our venues and convening power to promote the benefits of sport to a wide and diverse audience
- b) By maximising our domestic and international reach to promote sport opportunities in London and the UK
- c) By supporting events and initiatives that encourage collaboration between sport and business

#### **4. ATTRACT more high quality sport events**

- a) By enhancing the relationship with sport event organisers and actively promoting the City as a destination for sport
- b) By reviewing the delivery process to maximise positive outcomes from mass participation and spectator events
- c) By encouraging domestic and international sport organisations to visit and operate within the Square Mile

#### **5. SUPPORT local community sport**

- a) By opening up our venues and spaces for sport and physical activity classes and group sessions
- b) By ensuring our sport facilities and play areas are fully accessible and open to all
- c) By championing youth focussed sport clubs and initiatives targeting people over 60, with a disability or from disadvantaged backgrounds

## **SPORT PRIORITY 1:**


### **INVEST in our sport and leisure facilities**

#### **What do our stakeholders say?**


- *The current leisure centre is not accessible for everyone and has limited scope for expansion*
- *We want unique state-of-the-art facilities, which take advantage of the urban landscape*
- *Swimming, sport and wellbeing facilities are important to us*

#### **How will we deliver on this priority?**


- a) By assessing options and delivering for long term future sport and leisure investment in the Square Mile

 We will undertake an in-depth feasibility study, with costed business plan, on the long term investment options for sport and leisure facilities in the Square Mile. Similar to other local authorities, we will look at partner opportunities to help with costs involved in building and managing the new site. Any proposal will need to be commercially viable in the long term and ensure revenue streams are maximised.

- b) By optimising existing facilities and recreational areas to maximise use and benefits to our stakeholders

 We will consider the role and future of our existing leisure centre at Golden Lane, as well as opportunities to partner with neighbouring boroughs to ensure access to leisure services can be maintained. We will also explore options to enhance existing sport and play areas across the Square Mile to ensure they meet adequate standards and local needs. Where this is not the case, we will look to work with partners on improving these facilities.

- c) By collaborating with local partners and the private sector to offer a wide range of unique and appealing sport facilities and attractions

 We will continue to welcome private gym, spa and leisure providers into the Square Mile and work with them to ensure our stakeholder needs are met. Where applicable we will also look to partner with these organisations to help deliver on our own sport objectives.

## **SPORT PRIORITY 2:**


### **ACTIVATE our streets and public spaces to encourage sport and physical activity**

#### **What do our stakeholders say?**


- *We want to use our green and grey spaces for exercise and sport*
- *Space for team games and informal sport is important*
- *Active travel must be prioritised and enhanced*

#### **How will we deliver on this priority?**


- a) By expanding free-to-use outdoor sport and fitness facilities on our streets and public spaces

 We will look to find suitable locations in the Square Mile that can accommodate bespoke free-to-use outdoor fitness equipment and, where space is limited, consider alternative multi-use facilities that encourage physical activity. In the long term, a network of outdoor facilities will be progressed across the Square Mile to provide no cost access to fitness equipment all year round.

- b) By encouraging sport and fitness as an integral part of appropriate new developments

 As the planning authority for the Square Mile, we will work with developers to ensure new planning applications reflect on the need for sport and leisure access in local public and publicly accessible spaces, including spaces within buildings, where appropriate. We will consider how this priority can be identified in the new City Plan.

- c) By delivering our Transport Strategy to give people walking, running and cycling more space and priority on our streets.

 We will continue to invest in our streets to make them safer and more attractive places to walk, run and cycle.



### **SPORT PRIORITY 3:**


#### **CELEBRATE the impact of sport**

##### **What do our stakeholders say?**


- *We love coming to Guildhall to celebrate sport*
- *The City Corporation plays an important role in bringing sport and business leaders together*
- *Sport can generate so many positive outcomes and its great that we reflect on this*

##### **How will we deliver on this priority?**


- a) By utilising our venues and convening power to promote the benefits of sport to a wide and diverse audience

 We will continue to host events that celebrate the benefits of elite and grassroots sport to our stakeholders. Using venues such as Guildhall and Mansion House, we will welcome visiting dignitaries and guests to the City of London and provide unique backdrop to help raise awareness of the wide-ranging benefits of sport

- b) By maximising our domestic and international reach to promote sport opportunities in London and the UK

 We will utilise our overseas programme to promote London and the UK as a destination for major sport events and sporting success. We will also work with partners to use sport as a tool for international diplomacy and support the expansion of high profile international sports to London and the UK.

- c) By supporting events and initiatives that encourage collaboration between sport and business

 We will develop our role as an interlocutor between sport federations and global business firms. At a time when business and financial gain from sport is so prescient, we will bring business and sport leaders together to discuss shared issues and find solutions to current challenges.

## **SPORT PRIORITY 4:**


### **ATTRACT more high-quality sport events**

#### **What do our stakeholders say?**


- *A third of people from across the UK would be interested in visiting the Square Mile to watch a high-profile sport event*
- *Watching road races and events on the City streets offer a unique opportunity to promote the Square Mile's attractions*
- *Sport events need to be tied in to local stakeholder outcomes*

#### **How will we deliver on this priority?**


- a) By enhancing the relationship with sport event organisers and actively promoting the City as a destination for sport

 We will work with organisers of sport events to ensure they are supported and embraced as an important partner in delivering on objectives to make the Square Mile more appealing to visitors. As part of this relationship, we will also look to maximise outcomes from the event for our local community, including residents and City workers.

- b) By reviewing the delivery process to maximise positive outcomes from mass participation and spectator events

 We will review internal and external processes for planning sport events on City streets and public spaces and consider any opportunities to enhance efficiencies and maximise outcomes to benefit local stakeholders.

- c) By encouraging domestic and international sport organisations to visit and operate within the Square Mile

 Efforts will be made to encourage sport bodies to base themselves in the City of London. Additionally, alongside efforts to investigate options for leisure provision in the Square Mile, consideration will also be given to providing collaborative office space for domestic and international sport federations on a permanent and temporary basis.

## **SPORT PRIORITY 5:**

### **SUPPORT local community sport**

#### **What do our stakeholders say?**

- *It would be great if some of the City's iconic attractions be used for pop-up sport activities*
- *We love the social side to sport clubs and classes*
- *Accessible and inclusive activities, such as yoga and pilates, are important to us*

#### **How will we deliver on this priority?**

- a) By opening up our venues and spaces for sport and physical activity classes and group sessions



We will review current assets owned by the City Corporation to see whether any buildings or outdoor spaces could be made available for sport activities and group sessions. We will also work with businesses, schools and developers to ensure consideration is given to this aspect when designing new buildings and public realm in the Square Mile.

- b) By ensuring our sport facilities and play areas are fully accessible and open to all



We will audit our current sport facilities to ensure they are fully accessible and, where this is not the case, address the issues that are preventing access. We will also consider gender, social and cultural barriers that might limit access to a facility or space and seek to resolve these matters where possible.

- c) By championing youth focussed sport clubs and initiatives targeting people over 60, with a disability or from disadvantaged backgrounds



We will work with local sport clubs to help them establish regular community focused activities and sessions in the Square Mile, providing support on external funding opportunities as well as assistance with access to local facilities and spaces. Particular focus will be given to young people, those from disadvantaged backgrounds, as well as people over 60, carers and those with a disability



*Sport Strategy Consultant's Review*  
*Summary Evidence Paper*

March 2023



## **1. Introduction**

- 1.1. Max Associates was commissioned by the **City of London Corporation** (CoLC) to support the development of a new sports strategy for the Square Mile.
- 1.2. The two main elements of support were around: **engagement and facility review**. The findings are set out below.

## **2. Engagement**

- 2.1. Engagement focused on three key areas:

- visitors to the Square Mile;
- residents; and
- workers.

### **2.2. Visitor**

- 2.2.1. Research was undertaken by Leisure-net in November 2022 using a consumer panel, with a national database of 62k people. A sample of 500 people was used to understand attitudes to visiting the Square Mile and what type of sporting activities and events would attract people to the City. A report of the engagement outcomes was considered by the Sport Sounding Board in January 2023.

### **2.3. Residents and Workers**

- 2.3.1. The engagement methods used for residents and workers included focus groups and surveys (for those who couldn't attend the focus group sessions). This was to supplement engagement via surveys undertaken with both groups by the City during the Covid-19 pandemic.
- 2.3.2. The focus groups were undertaken by Leisure-net in December 2022 and January 2023 with 21 residents and representatives from employers taking part. A report of the engagement outcomes was considered by the Sport Sounding Board in February 2023

### **2.4. Key Findings**

- 2.4.1. The key findings from all engagement methods have been set out under the following core themes:

#### **FACILITIES**

- Issues were raised by residents in relation to Golden Lane Sports Centre, and the operation of it, mentioning issues such as, poor programming, limited opening hours, poor maintenance, and attitude of staff.
- Many City workers and potential visitors unfamiliar with the Centre, perhaps given its location.
- People need an offer to be available to supplement provision for those who can afford 'private' interventions.
- Consider rooftop spaces for swimming, wellness and ball games.



- Rooftop swimming and spa / wellness centres were the facilities most likely to attract people to the Square Mile (Visitor survey), particularly visitors from within London.
- Activities like rooftop swimming, spa and outdoor gyms, Pilate / Yoga would attract people to take part.
- A unique facility in a suitable location in the Square Mile, is likely to be an important element of the strategy to attract City workers into the office, instead of working from home.
- Opportunity to work with large organisations to link residents to CSR activity which involves physical activity.

## **SPACES**

- Employee's core requests focused on routes in the City for running, cycling and walking, which are free from obstruction, traffic and circular.
- Street signage for walking and jogging routes would be of value.
- Residents felt more could be done to enable physical activity in green and grey spaces.
- Space for team games and informal sport and relocating sound proofed ball cages were suggested.
- Active travel is important.
- Outdoor gym equipment would be popular amongst City workers during non-working time.

## **IMPACT**

- Residents felt that older and younger generations required greater opportunities to take part in social integration which included physical activity. This didn't have to be building based but could be an engagement / enabling resource to make use of existing indoor and outdoor space.
- Socialising with others, maintaining fitness and strength levels were important.
- Employers and employees knew the benefits of physical activity for mental well-being and improved productivity.
- Keen to provide opportunities for younger people to be active, particularly after the pandemic where people were 'stuck in flats'.
- Encouraging children to play as part of a team is important to reduce social isolation. Being part of structured activity is good to feel part of a team, learn how to follow instructions etc. However unstructured play is also important (playgrounds).
- Being active together help individuals feel part of the community.
- Being active gives confidence and creates a feeling of being a part of 'something'.

## **EVENTS**

- 34% of visitor respondents from across the UK said that spectating high profile events / competitions would attract them to the Square Mile
- Just under 30% of visitor respondents have either taken part or would like to take part in a mass participation event in the Square Mile.

## **COMMUNITY**

- Other indoor spaces could be used for physical activities; libraries, art centre and other social areas, to provide more communal ‘bumping into’ spaces.
- Play and gymnastics are seen as new areas for investment.
- Have multi-use spaces, e.g. GP surgery, location for occupational therapy, social care, yoga, café, etc.
- Could the Barbican exhibition centre be used for pop up events / activities?
- Spaces to play indoors (soft play) and outdoors are important.

2.4.2. The full reports are provided in separate documents; City of London Consultation Report Final Feb 23 and City of London visitor survey final Feb 23.

### **3. Summary of recommendation actions**

3.1. In addition to the stakeholder engagement, a review of sports facilities across the City and just beyond the borders was -compared by management type; public, private and educational providers. Further analysis of what other global Cities provide was also reviewed for good practice and innovative solutions. The findings of this review together with the stakeholder engagement are included in the recommendations, under the five key themes below.

## **INVEST IN FACILITIES**

- There has been strong negative feedback in relation to Golden Lane Sports Centre. There are limited options for development and being located in the north of the City, within a residential estate is not accessible to all City residents, particularly those living in areas on the eastern side of the City. Nearby workers are generally unaware of the centre and tend not to use the facilities. It is also close to two similar centres in Islington, Ironmonger Row and Finsbury Leisure Centre. Finsbury is to be re-developed as part of a regeneration and housing scheme.
- The Square Mile has a wealth of private and school sport and fitness provision, private facilities include higher end fitness brands like Virgin and Nuffield. There is also education provision of pools in the City of London schools.
- A City Corporation owned facility is important to ensure full accessibility to all stakeholders aligned with corporate objectives and – similar to other local authorities - providing a leisure offer that meets everyone’s needs, irrespective of aspects such wealth and location.
- Given the private swimming and fitness offer in the Square Mile, new facilities must be unique, create a ‘wow’ factor taking advantage of the City-scape where possible and not compete directly with the private market. It is recommended the City Corporation considers site options available and given the space work up a suitable facility mix and outline business case.

## **ACTIVATE SPACES**

- There was strong feeling about the important of open space, active travel, use of ‘green’ and ‘grey’ spaces and the benefits of being outdoors.
- Reviewing other Cities, many were advanced in having fitness trails, interactive running routes, guided walks and fitness equipment incorporated into the natural environment.

- It is recommended the City considers circular walking, running or fitness trails, enabling workers and residents to be active outdoors around and through the City.

### **CELEBRATE IMPACT**

- Engagement with residents and workers strongly demonstrated the positive impact sport has on individuals at a local level. However, given the City's unique position, links with business, and growing popularity of international sporting events, there is an opportunity for the City to develop a strong sport engagement programme, bringing value back into the City.
- The wider economic and soft power benefits of sport are an added impact that the City Corporation has successfully championed.

### **ATTRACT EVENTS**

- Given the strength of visitor engagement to either take part in or spectate at sporting events, there is an opportunity for the City, as part of its global reach to attract both traditional or urban sports events to the City.

### **SUPPORT COMMUNITY**

- The engagement demonstrated local passion and commitment to be more active and not necessarily in traditional sports centres. The City has the opportunity to reach inactive residents and workers, through engagement and try-out sessions, both in alternative or temporary locations.
- Priority groups highlighted were inactive people, older people, women and girls and younger people.

## **Disclaimer**

Although the information in this report has been prepared in good faith, with the best intentions, on the basis of professional research and information made available to us at the time of the study, it is not possible to guarantee the financial estimates or forecasts contained within this report.

Max Associates cannot be held liable to any party for any direct or indirect losses, financial or otherwise, associated with any information provided within this report. We have relied in a number of areas on information provided by the client and have not undertaken additional independent verification of this data.

Max Associates assumes no responsibility or liability for any errors or omissions in the content of this report.

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Date	Action	Officer responsible	To be completed/ progressed to next stage	Notes/Progress to date
<p>15 October 2020 1 December 2021 18 February 2021 08 July 2021 10 Sep 2021 15 Feb 2022 03 May 2022 31 May 2022 05 July 2022 08 Nov 2022 17 Jan 2023 7 March 2023 23 May 2023</p>	<p><b><u>Dockless Vehicles</u></b> To keep the Sub Committee informed of activities to manage the use of dockless cycles and e-scooters in the Square Mile and any related issues.</p>	<p>Executive Director, Environment</p>	<p>April 2021 Sep 2021 Dec 2021 Feb 2022 Sep 2022 Nov 2022 Mar 2023 May 2023 July 2023</p>	<p>Inappropriate parking of dockless bikes continues to be a challenge in the City and across central London as warmer weather increases demand for dockless travel modes. The City Corporation, central London boroughs and London Councils are continuing to work with operators to improve parking compliance and standards through a variety of operational and user-focussed measures. City Corporation officers have continued to:</p> <ul style="list-style-type: none"> <li>• Discuss parking compliance and improvement plans with approved operators Lime and HumanForest</li> <li>• Work with Dott and Tier to minimise the number of their bikes that end up in the City</li> <li>• Report instances of inappropriate parking to operators</li> <li>• Explore the potential for additional dockless parking spaces to manage increased demand for dockless bikes and e-scooters</li> <li>• Increase bay visibility where appropriate by implementing mobility corrals with signage</li> </ul> <p>Since the last meeting we have received requests for more details on Westminster and Wandsworth approaches to 'seizing' dockless bikes. Limited, one-off enforcement blitzes have taken place in Westminster and Wandsworth over the last year, seizing a total of approximately 10 and 60 dangerously parked bikes respectively. As detailed in the <a href="#">Streets and</a></p>

				<p><u>Walkways Sub-Committee</u> report submitted in January 2023 we have explored undertaking enhanced enforcement action against dockless operators. Members agreed with recommendations against this action as considerable additional resource would be required from the City's Cleansing and Transport Strategy teams and the City Solicitor. This approach could also open the City Corporation to legal challenges.</p> <p>It is worth noting that currently neither Wandsworth or Westminster have any formal agreement with Lime or other dockless cycle hire operators. As such they have a different relationship with operators and less opportunity for ongoing engagement. Both are now working towards entering into agreements with operators and are seeking to provide designated parking areas for dockless bikes in the near future.</p> <p>Members will receive an update report in July on dockless operations and parking compliance in the City and the results of Lime's performance review, which is set to conclude at the end of May.</p>
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<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
<b>3 December 2019</b> <b>25 February 2020</b> <b>7 July 2020</b> <b>15 October 2020</b> <b>1 December 2021</b> <b>18 February 2021</b> <b>08 July 2021</b> <b>10 Sep 2021</b> <b>15 Feb 2022</b> <b>31 May 2022</b> <b>05 July 2022</b> <b>08 Nov 2022</b> <b>06 Feb 2023</b> <b>7 March 2023</b> <b>23 May 2023</b>	<b><u>Beech Street Transport and Public Realm Improvements</u></b> The project will address air quality issues by reducing traffic that pass through the tunnel. At the same time, it aims to deliver a vibrant street with a high-quality public realm at the centre of the Culture Mile, which will also provide the opportunity to realise property outcomes.	Executive Director Environment	May 2022 Nov 2022 Nov 2022 February 2023 May 2023	The public consultation closed in March. A draft consultation report has been drafted and the data analysed. Member briefings have been held with Committee and Ward Members, with a further round planned for June. Traffic volumes have increased on Beech Street and NO2 levels in Beech Street for 2022 have been confirmed as above the legal limits at 41µm3.
<b>31 May 2022</b> <b>17 Jan 2023</b> <b>7 March 2023</b> <b>23 May 2023</b>	<b><u>Bank Junction Traffic &amp; Timings Review</u></b>	Executive Director, Environment	Sep 2022 Nov 2022 Jan 2023	This is an agenda item for 23 May Sub-Committee meeting.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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