



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 4 JULY 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 Open Spaces and City Gardens Committee)
Deputy Shравan Joshi	Paul Martinelli (Appointed by Finance Committee)
Deputy Edward Lord	Oliver Sells KC (Appointed by Port Health and Environmental Services Committee)

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Ian Thomas CBE
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 of the meeting held on 23 May 2023.

For Decision
(Pages 5 - 18)

4. **BEECH STREET TRANSPORTATION AND PUBLIC REALM PROJECT (PHASE 1 - ZERO EMISSION SCHEME)**

Report of the Executive Director, Environment.

For Decision
(Pages 19 - 142)

5. **BARBICAN AND GOLDEN LANE HEALTHY STREETS PLAN**

Report of the Executive Director, Environment.

For Decision
(Pages 143 - 222)

6. **ALDGATE HIGHWAY CHANGES AND PUBLIC REALM IMPROVEMENTS**

Report of the Executive Director, Environment.

For Decision
(Pages 223 - 254)

7. **EXTENDED REVIEW OF DOCKLESS OPERATOR LIME**

Report of the Executive Director, Environment.

For Decision
(Pages 255 - 268)

8. **TFL'S PROPOSALS FOR ARTHUR STREET**

Report of the Executive Director, Environment.

For Decision
(Pages 269 - 352)

9. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 353 - 354)

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

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

12. **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:-

Part 2 - Non-public Agenda

13. **EXTENDED REVIEW OF DOCKLESS OPERATOR, LIME - NON-PUBLIC APPENDIX**

For Decision
(Pages 355 - 356)

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

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

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 23 May 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, 23 May 2023 at 1.45 pm

Present

Members:

Deputy Graham Packham (Chairman)
John Edwards (Deputy Chairman)
Deputy Randall Anderson
Deputy Marianne Fredericks
Deputy Shravan Joshi
Deputy Edward Lord
Alderswoman Susan Pearson
Ian Seaton

Officers:

Sam Hutchings	-	Town Clerk's Department
Zoe Lewis	-	Town Clerk's Department
Luke Major	-	Town Clerk's Department
Philip Carroll	-	Environment Department
Maria Herrera	-	Environment Department
Gillian Howard	-	Environment Department
Ian Hughes	-	Environment Department
Daniel Laybourn	-	Environment Department
Bruce McVean	-	Environment Department
Andrea Moravicova	-	Environment Department
Samantha Tharme	-	Environment Department
Kristian Turner	-	Environment Department
George Wright	-	Environment Department

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Alderman Ian David Luder, Paul Martinelli and Oliver Sells.

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

There were no declarations of interest.

3. **MINUTES**

RESOLVED, That the public minutes of the meeting of 7 March 2023 be approved as an accurate record of the proceedings subject to Ian Seaton being marked as present.

Matters Arising

In response to a Member's questions, an Officer stated that the letter from the Policy Chairman regarding changes to bus routes had been sent to TfL and a response had not yet been received. Also, representations had been made to TfL about the relocation of the bus stop at the end of London Bridge on King William Street.

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

The Committee considered a report of the Executive Director, Environment which updated Members on the progress of the review and set out the findings of the review work to date.

In response to a question from the Chairman, an Officer stated that the findings indicated that there was no clear transport need for a change, over and above the scheme that was currently being constructed. There was, however, a justification to ascertain whether potential relaxations to the allowable traffic mix at the junction would impact positively upon different protected characteristic groups.

The Chairman asked Officers to comment on the three options. An Officer advised that Option B (an experimental traffic order) would present the same challenges as Option A (making a permanent change) as many of the same TfL processes would be required for approval. However, if TfL were content with the evidence provided, Option B would offer the opportunity to observe the option in action and take a decision on whether it worked from a traffic perspective. It would also show how the option worked in relation to other elements of the project objectives e.g., feelings of safety and security and users' experiences of the area. An Officer stated that Option A had the most risk and therefore had the highest risk of not gaining approval from TfL.

Members asked questions about costs, officer time and other resources used to date. An Officer stated that to February 2023, approximately £125,000 had been spent. Since then, there had been further staff time spent on the work. To continue with the work, more data collection would be required than expected. The work was costing more than anticipated when costed in 2021, and the project no longer had sufficient funding.

In response to a Member's questions, an Officer stated that prior to the Court motion, money had been set aside to undertake the review one year after completion of the current changes to the junction. The Court motion has forced an acceleration of the process. It was possible, without the Court motion, that a desktop review could have been undertaken rather than traffic modelling being undertaken upfront. This was taking place to try and shorten the programme.

A Member asked Officers if there was a cost reduction in modelling different vehicle types together rather than individually. An Officer stated that at this stage, desktop surveys were undertaken so the cost difference was not significant. However, at the detailed modelling stage, the costs were higher, although TfL would usually only accept one modelling option due to the time and their resources required to review the proposal.

Members commented that full costings should be provided to the Court of Common Council, as well as detail about the process and constraints, in order for Members to make an informed decision.

The Chairman asked Officers which option they recommended and which option would be their next preferred option. Officers stated that Option C was the preferred option and would give the ability to properly evidence why any potential change was being undertaken. Option B was the next preferred option as it would provide an opportunity to observe the changes in action before implementation. Option B would still require a change to the existing methodology and more work would be required in relation to equalities.

The Chairman asked Officers how a possible scenario, whereby the Sub-Committee supported Option C but the Grand Committee supported Option B, which was endorsed by the Court would be addressed. An Officer stated that more work would then be required to determine the extent of the changes and discussions would need to be undertaken with TfL.

In response to a question, Officers stated that there had already been discussions with TfL. The first round of mitigations identified would not significantly increase waiting times. The second round of mitigations while reducing impacts on bus journey times would increase waiting times for all other users which was a significant problem. Officers had not yet discussed the finer detail with TfL.

The Chairman asked if modelling had included taxis using all entrances and exits or a sub-set of these. He stated that minimising these would presumably improve safety as it would reduce turns, wait times and delays that drove pedestrians to undertake risky informal junction crossings. An officer responded that a range of scenarios had been modelled at the feasibility stage, including just an east-west route linking Poultry and Cornhill. Officers outlined the difficulty in understanding latent demand, i.e. the potential increase in taxi and motor cycle usage of the junction if restrictions were relaxed, and the impact this would have on wait times.

An Officer responding to a question, commented that if the time pedestrians had to wait at a signal was delayed, they would reach a point where they would give up waiting and cross the road without a signal. A Member said that this raised concerns that this would increase the likelihood of pedestrian/vehicle collisions. He also commented that it was not just those using taxis who might have disabilities as many pedestrians had disabilities too.

Members discussed whether motorcycles should be removed from further consideration as there was no obvious equalities driver for their inclusion as these transport modes were unlikely to be used by people with disabilities. An Officer suggested that motorcycles were not removed at this stage and that that more work on this could be undertaken as part of the work on the option taken forward. The Officer suggested that the motorcycle issue could be resolved at a later date once this work was complete.

A Member stated that a key driver of the original Bank Junction project was to improve safety. She raised concerns that adding more vehicles could increase complexity, increase collisions and suggested that removing traffic from the junction from 7am – 7pm at weekends would encourage visitors to the City and improve pedestrian safety.

A Members raised concern that the review meant other projects were not being advanced. She suggested that Officers request additional resources if the project was continued.

RESOLVED, That the Sub-Committee

1. Note the content of the Officer report including the need for a capital bid to secure funds to proceed (paragraphs 129- 133) and the risks (paragraphs 138- 147);
2. Agree Option C, in line with the Officer's recommendation, to recommend to the Planning & Transportation Committee for their consideration prior to that Committee making a recommendation to the July meeting of the Court of Common Council.

Option C

To pause further work on the traffic modelling exercise. Focus on identifying and evidencing the need for change and how this can be best addressed, and on doing further work to understand the potential latent demand. Subject to the outcome, this would then form the basis of resumed modelling in due course, in advance of public consultation and the taking of a final decision whether to make a permanent or experimental change;

3. Agree that the report to the Court of Common Council should be fully costed and include detail on the process and constraints;
 4. Agree that additional funding be sought for further work.
5. **TRANSPORT STRATEGY REVIEW**

The Sub-Committee received a report of the Executive Director, Environment which updated the Sub-Committee on the engagement carried out to date for the review, along with the suggested amendments to the Transport Strategy proposals.

Members were informed that Officers had identified which proposals required significant change and which ones required minor change. The Officer stated that most of the proposals would remain the same.

A Member asked about the impact on equalities of the granting of pavement licences as this could make moving around the City difficult for some people

with disabilities. An Officer stated that work was taking place with the Licensing team to ensure the environment was more inclusive.

Members raised concerns about the use of the words “wheel” and “wheeling” in the document when referring to mobility aids as this could be misinterpreted and inadvertently encourage skateboarding and e-scooters. An Officer stated that disability groups had undertaken work on inclusive language, and these were preferred terms that were gradually being adopted by industry practitioners.

In response to a Member’s question about the list of modes of transport outlined in the appendix, an Officer stated that those walking, cycling and wheeling were prioritised with motorised vehicles considered after that. Different streets had different priorities depending on needs e.g., some had a greater need for taxis or freight deliveries.

The Chairman queried whether pedal bikes should be grouped together with e-scooters and e-bikes. He stated that pedal bikes were operationally zero carbon and using them was good exercise whereas e-scooters and e-bikes had higher levels of embedded carbon, operational carbon and did not provide the same level of exercise. An Officer stated that whilst pedal cycles were the most sustainable and active method of using wheels, e-bikes and e-scooters were enabling a wider range of people to start cycling. E-bikes and e-scooters were using the same infrastructure space as pedal cycles and were grouped with pedal cycles for the purposes of traffic orders. Therefore, they had been grouped together with pedal cycles in the report.

A Member commented on the slow, steady pace of vehicles on some roads in the City and asked whether this message was being reinforced to keep the pace down across the City. An Officer stated that work was being undertaken under the Pedestrian Priority Programme to encourage calmer cycling and this would apply to users of cycles, e-bikes and e-scooters.

A Member raised concern about commercial Apps to assist the public in reporting issues e.g., footpath raises, having become obsolete. An Officer advised that issues could be reported through the Corporation’s website.

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 the importance of accessibility.

RESOLVED – That the Sub Committee:

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

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

The Sub Committee considered a Gateway 5 report of the Executive Director, Environment which sought authority to permanently implement the traffic measures at Cheapside and Old Broad Street/Threadneedle Street.

An Officer stated that the report set out the results of the experimental traffic orders, the traffic data collision data and the result of the public consultation. Members were informed that the experimental traffic orders expired in July 2023 and therefore a decision was required on whether to make the traffic orders permanent. There was also a recommendation to undertake further analysis of taxi movements and an assessment of the Cheapside restriction and a potential experimental traffic order at that location following the assessment. Members were informed that the report set out the funding strategy for the various options.

In response to the Chairman's questions about introducing taxis on Cheapside, an Officer stated that when comparing 2019 data and late 2022 data, traffic numbers had declined by approximately 25% across the City. Along the section of Cheapside between Queen Street, King Street and Bread Street, traffic volumes were almost nil. The traffic in the next closest set of streets – King Street, Queen Street and Poultry, had declined by 60%. Feedback from the consultation, from Members and from the Business Alliance was that taxis were now less available along Cheapside, and this was supported by data. The Officer advised that relaxing the current restriction only permitting buses and cycles through, to add taxis, would need to forecast taxi volumes that would use the route if permitted. Currently delivery vehicles made a three-point turn to the east of the restriction. There had not been any collisions reported since the restriction was introduced as the sight lines were good. However, if traffic volumes increased, this might not remain the case and therefore assessment was required.

In response to a Member's question, the Officer stated that the way the highway was currently built out on both sides would remain the case if Option 2 was progressed, with planting and seating on both sides. Option 2 was more expensive than Option 1 due to the challenges presented by the underground utilities. Option 1 was less expensive as it floated and sat around the utilities.

A Member commented that any work should be undertaken to the usual standards and landscaping and seating so that it was built to last. She stated that would improve rents in the area and encourage people to utilise the space.

A Member asked if Cheapside could still be used for sports events and an Officer stated that there would be a 5 metre carriage way which would mean events could still be held.

In response to a Member's question about the funding strategy, an Officer stated that the schemes would be funded by OSPR and also Climate Change Action Strategy funding. A Member commented on the importance of having a separate maintenance fund.

A Member suggested that the Cheapside Business Improvement District (BID) had funding to activate space and could be asked to contribute. Members were informed that Officers had met with the BID's steering group and presented options and Option 2 was the preferred option.

A Member raised concern that the options were being presented before funding had been obtained and asked what would happen to the King William Street work if the work did not take place. The Officer stated that if this happened, Option 1 and 2 would have to be scaled back. The project management system would be used to manage the programmes and more work would be undertaken to better understand the costs and mitigate these where necessary.

A Member suggested that any approval should be in principle, subject to the funding being approved. An Officer stated that the experimental traffic orders would expire in July 2023 and if not approved, there would be no traffic order in place after this time.

RESOLVED – That the Sub-Committee

1. Approve the progression of Option 1 to make the experimental traffic measures permanent 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), subject to the two schemes, Cheapside and Old Broad Street/Threadneedle Street receiving approval from TfL and noting the objections to the statutory consultation;
2. Approve 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;
3. Note that a funding strategy was being prepared to deliver the appropriate scheme outcomes for the best value;
4. Note that a capital bid of £2m was to be prepared to fund the maintenance elements of the King William Street corridor scheme;
5. 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.

7. ST PAUL'S GYRATORY PROJECT - PHASE 1

An Officer advised the Sub-Committee that Members had approved a Gateway 3 report in September 2022 which approved the taking forward of three highway layout options for further testing and assessment. He stated that since then, extensive traffic modelling had been undertaken with TfL on the three options; an engagement exercise had been undertaken with over 2,500 responses received, including key stakeholders in the project area such as St Bartholomew's Hospital and 81 Newgate Street; cost estimation had taken place and internal funding had been secured for the project.

The Chairman advised Members that there was a non-public appendix to the report. The Chairman also stated that the conceptual proposals for the new public space at the southern end of King Edward Street would be subject to further scrutiny and there was scope for the design to change following this scrutiny.

In response to a Member's question, an Officer advised that decision points were being accelerated where possible, with the report being considered at the June Court of Common Council rather than the July meeting as previously scheduled.

In response to a Member's comment that TfL support would be required and a question about whether discussions had taken place with TfL, the Officer advised that discussions had taken place with both TfL Buses, and TfL's Network Performance Team who were overseeing the traffic modelling. The preliminary modelling results were positive. Out of the three options, Option 1 performed the best as it removed the signalised junction at the southern end of the King Edward Street and the junction of Newgate Street. The Officer advised that overall Option 1 performed well in terms of bus journey times at this stage of its development for such a large-scale change. The Officer stated that TfL could see the gains for cyclists, pedestrians and public space.

RESOLVED - That the Sub-Committee

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 Gyratory 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;
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.

8. **MOOR LANE ENVIRONMENTAL ENHANCEMENTS**

The Sub-Committee considered a report of the Executive Director, Environment which provided an update on the design of Area B and sought approval to implement the scheme following the approval of the Gateway 4c-5 report for Area A approved in July 2022.

A Member raised concern that fewer trees were now proposed than previously. Although it was understood that this was due to services underground preventing trees from being planted, there had been a lack of expectation management which meant residents had been disappointed. The Member also stated there were ongoing concerns about the Clean Air Garden and stated the importance of the planning application being agreed with residents. She stated that investigation into the location of trees should have been undertaken earlier in the project with expectations managed from the outset. An Officer stated that the original scheme had been through the approvals process in 2011 before changes in project management were introduced. Groundwork surveys were now undertaken before any proposals were mapped out with ground radar surveys undertaken or trial holes dug, where appropriate. An Officer stated that there was now a more joined up approach with three departments having been brought together as one division. As much greening as possible was being undertaken with planters and other forms of greening.

A Member commented on it being difficult to put trees in the City of London with the rail network underneath and suggested that vertical greening could be used. The Chairman advised that this was a Planning matter.

In response to a Member's question about the 2011 proposal including stakes in the ground with a framework on which plants could climb, an Officer stated that they would look into this.

RESOLVED - 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 of the report;
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 had been concluded;
3. Authorise the 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 a budget increase of £110,000 funded from the 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, was 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 would be brought back to the 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, was 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 would be brought back to the Subcommittee to decide whether or not to proceed with the order);

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 of the report and Table 2 in Appendix 3 of the report;

8. Approve the Risk Register in Appendix 2 of the report and approve the costed risk provision of £100,000; and delegate the drawdown of funds from the risk register to the 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 was within the approved total project budget amount and within intended scope.

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

The Sub-Committee considered a report of the Executive Director, Environment which set out a proposal to consult on a Healthy Streets Plan (HSP) for the Liverpool Street area.

RESOLVED - That the Sub-Committee

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.

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

The Sub-Committee considered a report of the Executive Director, Environment which sought approval for a change in scope for this project to fund and undertake a public consultation exercise for the Liverpool Street area Healthy Streets Plan.

RESOLVED – That the Sub-Committee

1. Note and approve the contents of the report;
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.

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

The Sub-Committee considered a Gateway 6 Outcome report which updated Members on the project.

A Member welcomed the opening of the new entrance but asked for reassurance from TfL that the entrance would remain open and funded for long term access. Concern was raised that the Walbrook Entrance was often only partly opened. An Officer confirmed that this would be discussed with TfL as would the concerns a Member had raised about lifts not being in operation at weekends. A Member stated that there should be accessibility to lifts and entrances at weekends especially when events were being held. She suggested that a timetable of events be shared to improve connectivity with TfL and the Mayor of London around large events in the City.

RESOLVED – That the Sub-Committee

1. Approve the content of this outcome report;
2. Approve that the final account be undertaken;
3. 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
4. Agree to close the project.

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

The Sub-Committee considered a report of the Interim Director of Communications and External Affairs which set out the work that had taken place to respond to Member requests to prioritise sport engagement and develop a strategy to guide this work over the medium term.

In response to Members' questions, an Officer advised that high quality, well-organised, high-profile events were being sought. These might increase the total number of events but not in a substantial way. It was important not to have events on consecutive weekends in the same areas and to support events which would bring in crowds, help promote the City and use landmark spaces in the City. These events would be subject to the approval processes.

A Member stated that the Sports Strategy could encourage major sporting events. It could also encourage residents, workers and visitors to use the City for physical recreation.

A Member stated the importance of not landscaping all streets in order to keep some multi-functional space which could be used for sports courts and pop-up sporting events. She stated that events should take place over the weekends as well as during the week as many residents would be working during the week and could only participate at weekends.

RESOLVED – That the Sub-Committee note the report.

13. **OUTSTANDING REFERENCES**

Dockless Vehicles

An Officer stated that there would be an update report to the July Sub-Committee. He also stated that he and the Chairman would be meeting with Lime, one of the operators. Members had individually been invited by Lime to meet with them and a Member requested that Officers arrange a hybrid meeting for all Members.

Beech Street

An Officer stated that a report would be submitted to the July Sub-Committee meeting. In response to the Chairman's question about the suggestion of the designation of Golden Lane as a School Street, an Officer stated that discussions with Islington Council were ongoing in relation to the area-wide approach and Golden Lane was part of this. The Officer considered it to be unlikely that Golden Lane would be designated as a School Street. However, discussions on this would continue.

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

A Member stated that Fann Street had been resurfaced with stone and tree pit surrounds which had been viewed as trip hazards and had therefore been increased in size. However, this had the unintended result of being used by skateboarders. She stated the importance of speaking to local residents about their views about what would and would not work at the start of a project in a residential area rather than assuming what would work. An Officer confirmed that this would be reported to the relevant team. He also stated that the reason consultation and engagement was undertaken, was schemes were better when they were informed by people who used the streets and understood the area.

A Member commented that Aldgate Square required maintenance. An Officer stated that he would raise this with City Gardens.

A Member stated the importance of consulting the right people before going to third party architects to design a scheme.

In response to questions about trees, an Officer stated that 40-50 trees were being planted across the City.

Members agreed to extend the meeting in line with Standing Order 40.

A Member raised concern about graffiti on the pavilion at Aldgate and also across the City. An Officer advised that it was the responsibility of the building owner and the Corporation would only remove graffiti at the request of a building owner. The pavilion was owned by the City Surveyors Department and he would report the matter to them. The Officer also stated that graffiti was a matter for Port Health and Environmental Services.

15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There were no urgent items.
16. **EXCLUSION OF THE PUBLIC**
RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.
17. **ST PAUL'S GYRATORY PROJECT - PHASE 1 - NON-PUBLIC APPENDIX**
RESOLVED – That the non-public appendix be noted.
18. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no non-public questions.
19. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There was no urgent business to be considered in the non-public session.

The meeting ended at 3.50 pm

Chairman

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

Committees: Streets and Walkways Sub-Committee <i>[for decision]</i> Operational Property and Project Sub-Committee <i>[for decision]</i>	Dates: 4 July 2023 3 July 2023
Subject: Beech Street Transportation and Public Realm project <i>(Phase 1 – Zero Emission Scheme)</i> Unique Project Identifier: 10847	Gateway 5 Complex
Report of: Executive Director Environment Report Author: Kristian Turner – Transport and Public Realm Projects, City Operations	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Background:</p> <ol style="list-style-type: none"> 1. In November 2022, Members approved consulting the public on the Beech Street Zero Emission scheme. 2. The design of the proposal to be consulted on varied from the previous 18-month traffic experiment by keeping open the junction of Beech Street and Golden Lane. 3. All other elements of the proposal including the nature of the restriction, signing, access, enforcement infrastructure, closure of the junction of Bridgewater Street and gaps in the central reservation, remain the same as the previous experiment. <p>This report:</p> <ol style="list-style-type: none"> 4. The purpose of this report is to: <ul style="list-style-type: none"> • Inform Members on the results of the public consultation; • Seek Member approval for the recommended option. <p>RAG Status: AMBER (Amber at last report to Committee) Risk Status: Medium (Medium at last report to Committee) Total Estimated Cost of Project (excluding risk): ~ £2.4M <i>(for the zero-emission scheme)</i> Spend to Date: £1,951,951 (of a total approved budget of £2,285,062) Slippage: ~ 12-18 months</p>
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	<p>Funding Source: Community Infrastructure Levy (CIL)/OSPR</p> <p>Costed Risk Provision Utilised: £189k (approved Dec 2021)</p>
<p>2. Next steps and requested decisions</p>	<p>Requested Decisions</p> <p>Members of the Streets and Walkways sub-committee are asked to choose from the following two options to progress the project:</p> <p>5. Option 1 – Subject to the scheme receiving approval from TfL make the zero-emission scheme permanent, implementing the scheme as consulted, with the junction of Golden Lane remaining open to motor traffic.</p> <p>6. Option 2 – do <u>not</u> make the zero-emission scheme permanent, Beech Street and Golden Lane will continue to operate as they do now. Recommended</p> <p>Regardless of the option chosen we will continue to work with LB Islington to develop the Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan (also on the agenda for this meeting).</p> <p>In the event that Option 1 is approved, Members of the Streets and Walkways sub-committee are asked to:</p> <p>7. Delegate authority to the Executive Director Environment to give notice of the intention to make the necessary traffic orders</p> <p>For whatever option is chosen, Members of the Streets and Walkways sub-committee and the Operational Property and Projects sub-committee are asked to approve:</p> <p>8. The adjusted project budget (Appendix 2)</p> <p>9. The updated Costed Risk Register (Appendix 4)</p> <p>Next steps</p> <p>10. If Option 1 is approved, the next steps are to:</p> <ul style="list-style-type: none"> • Seek TfL Approvals under the Traffic Management Act • Draft and advertise traffic orders • Write to any objectors • Report to Committee setting out the details of any objections received (if needed) • Procure new ANPR camera for Golden Lane • January 2024 – make permanent traffic order <p>11. If Option 2 is approved, the existing infrastructure such as signs and cameras would be removed and decommissioned (with the cameras repurposed elsewhere), and the project would be closed via a Gateway 6 Report later this year.</p>

<p>3. Budget</p>	<p>Funding background</p> <p>12. Before the Fundamental Review was undertaken in 2019, provisional funding of £12-£15M had been earmarked for the whole of the Beech Street Transport and Public Realm project, which is one of three elements of the Beech Street Major Transformation which included the Barbican Podiums waterproofing and the refurbishment of the Barbican Exhibition Halls.</p> <p>13. The Exhibition Hall programme has now been subsumed into the Barbican Renewal project, which is currently entering RIBA Stage 2 and the Podium project is programmed to complete by the end of 2026.</p> <p>14. The high level of provisional funding for Beech Street was not confirmed by the Fundamental Review. A Capital bid for £2.5M was therefore approved by RASC in 2021 to fund making the traffic scheme permanent and undertaking public realm improvements, taking the total budget envelope for the Beech Street and Public Realm project to £4.8M.</p> <p>15. No public realm improvements have commenced design due to the uncertainty of progressing the traffic scheme element of the project.</p> <p>Option Costs</p> <p>Option 1</p> <p>16. The overall budget allocation would need to be adjusted to communicate and deliver the zero-emission scheme and undertake post-scheme monitoring. See Appendix 2.</p> <p>Option 2</p> <p>17. The overall budget is sufficient to close down the project with a minor adjustment to the existing budget required, see Appendix 2. A Gateway 6 Report would identify any project underspend.</p> <p>18. The development of the Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan is funded separately. The delivery of any projects emerging from this plan are currently unfunded and would be subject to availability of capital funding through a future capital bid.</p> <p>Option 1 and 2 Costed Risk</p> <p>19. The Costed Risk Register (Appendix 4) has been amended and increased to reflect the current stage of the project and possible future risks costed. These include providing for £75k to cover staff costs and legal fees in the event of a legal challenge to either decision in this report or to the statutory traffic order making process.</p>
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4. Design Summary

20. This section of the report sets out the following items to allow Members to draw a conclusion on the recommended option:

- Current levels of walking, cycling and motor vehicles
- The current situation for air quality
- Detail of the layout of the zero-emission restriction
- Public consultation results
- Impacts of the proposal (benefits and disbenefits)
- Equalities Impact Assessment
- Legal implications
- Officer conclusion

LEVELS OF WALKING, CYCLING AND MOTOR VEHICLES

21. The previous experimental traffic scheme concluded in September 2021 and Beech Street and Golden Lane returned to their previous unrestricted state.

22. Traffic counts on Beech Street were undertaken in May 2023. These shows that traffic volumes on Beech Street have returned to pre-pandemic levels even though general traffic in the City is approximately 80-85% of pre-pandemic (2019) levels.

Year	Motor Vehicles	Cycles	Walking
2019	9,423	2,645	16,680
2023	9,559	3,455	11,880

23. The data also shows an increase in the number of people cycling on Beech Street (+30%) and a decrease in the number of people walking along Beech Street (-29%). The latter is broadly consistent with City-wide trends.

24. The traffic data is assessed as representing a true picture of the current situation on Beech Street as the counts are consistent with City wide traffic counts undertaken in November 2022.

25. It is unknown why traffic on Beech Street has returned to 2019 levels when overall traffic volumes across the City have fallen. A possible explanation are the significant changes to both the traffic network in the City and Islington (such as Bishopsgate and Old Street roundabout) combined with changes to working patterns and servicing in the Square Mile.

26. We have undertaken origin and destination surveys along Beech Street and Chiswell Street to determine how much of the traffic that uses Beech Street and Chiswell Street is using this as a through route and how much to access the adjoining streets.

27. The survey data indicates that two thirds of traffic use Beech Street and Chiswell Street as a through route and one third uses the corridor (not as through traffic) to access local streets.

28. Traffic counts have also been undertaken at 19 locations on streets in the project area (City and Islington). The traffic data shows a different picture to Beech Street, with significantly less traffic compared to 2019 on most streets. In most instances the reduction exceeds the general traffic reduction across the City.

29. The summary table below shows the main streets of interest, more detail can be found in Appendix 5.

	2019	2023	% change
Aldersgate St	14,250	11,350	-23%
Fore St	5,350	900	-83%
Golden Lane	3,300	2,100	-36%
London Wall	15,200	14,250	-6%
Moor Lane	2,600	1,800	-30%
Moorgate	10,400	8,800	-16%
Silk Street	900	1,350	+50%
Fortune St	1,150	450	-62%

30. There is significantly less traffic on most City and Islington Streets, except for an increase on Silk Street. The reason for this increase is not known.

31. If the zero-emission scheme is made permanent, it should be noted that on occasion unrestricted traffic may be routed along Beech Street, to mitigate the impacts of works elsewhere on the surrounding street network.

CURRENT SITUATION - AIR QUALITY

Beech Street

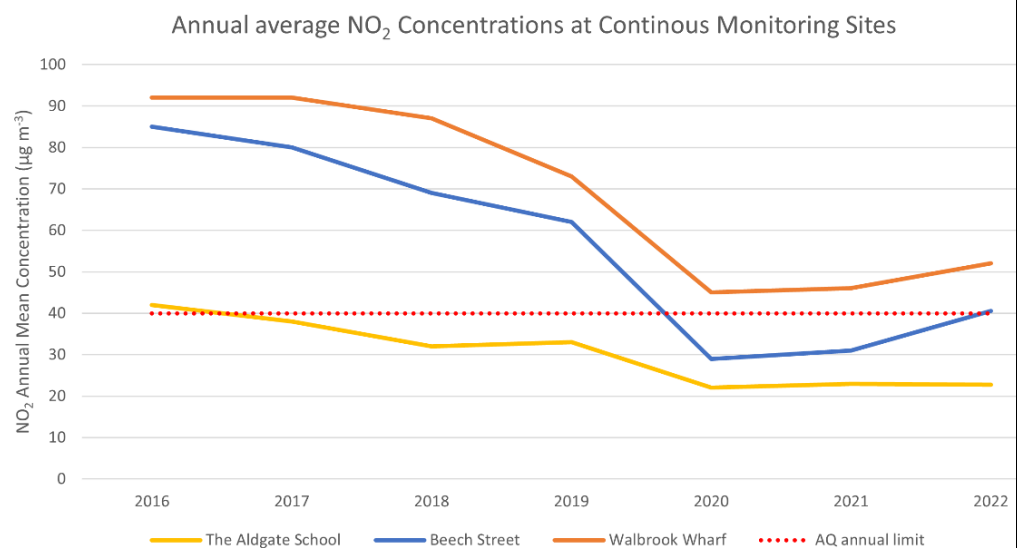
32. Last year, air quality modelling was undertaken to forecast the likely levels of nitrogen dioxide (NO₂), comparing the zero-emission scheme with doing nothing.

33. It was estimated that under the “do nothing” scenario, NO₂ levels would rise to 39.4 µg /m³ as traffic returned to Beech Street.

34. We now have one full year of calibrated air quality data for 2022 provided by the continuous air quality monitor on Beech Street. It shows that the annual average NO₂ levels were 41 µg /m³, which marginally exceeds the legal limits of 40 µg /m³.

35. As forecast in previous reports, as traffic has returned to Beech Street, despite the generally improved levels of background NO₂ in the City since the pandemic and gradual uptake of electric vehicles, the NO₂ level on Beech Street has increased at a slightly steeper rate than the other continuous air quality monitor at Walbrook Wharf.

36. NO₂ levels on Beech Street remains at a significantly lower level than 2019, despite motor vehicle volumes returning to the same level.



37. The graph shows the three continuous air quality monitors in the City and the Beech Street curve rising just above the legal limits in 2022. The background level of NO₂ in the City, measured within the centre of the Barbican Estate, is 20 µg /m³.

38. Of 91 locations measured for NO₂ in the City, Beech Street is the sixth worst polluted street after:

- Upper Thames Street (Walbrook Wharf) - 52 µg/m³
- Byward Street / Seething Lane junction - 45 µg/m³
- Newgate Street / Old Bailey junction - 44 µg/m³
- Aldersgate Street - 43 µg/m³
- Gracechurch Street - 42 µg/m³

39. The more polluted streets are London Access or City Access streets (as defined by our Street Hierarchy) and part of London's strategic road network. As such they carry significantly more traffic than Beech Street, including the three in blue which are managed by TfL (TLRN). The reason Beech Street ranks so highly, despite lower levels of traffic, is due to the pollution not being able to disperse due to the enclosed environment. Within Beech Street, the footways are narrow, so people walking are less able to walk

further away from the kerb where the pollution is most concentrated.

Surrounding streets

40. Generally, background levels of NO₂ across London continue to improve.

41. We have been monitoring NO₂ levels on the network of streets across the project area since 2019. Unlike Beech Street, levels of NO₂ are significantly lower on the other streets (with the exception of Aldersgate Street (down just 9%), than before the pandemic.

42. The NO₂ has been collected on a monthly basis using a network of diffusion tubes attached to street furniture. Whilst a “basic” technology, the tubes give an annual indication of pollution trends, but can vary in the results given, for example if attached to a lamp column by the kerb, a sign post at the back of a footway or in proximity to a junction where there are more vehicles accelerating.

43. A summary of the changes in measured NO₂ for key City streets of interest is in the table below, full results can be found in Appendix 3). As can be seen, NO₂ is significantly lower at many of the locations in 2022 compared to 2019. Of particular note is the low level on Golden Lane, which is in line with general background levels of NO₂ in the City.

Location	2019	2022	% change
Aldersgate St	47.6	43.5	-9%
Fore Street	33.5	23.5	-33%
Golden Lane	28.3	19.2	-32%
London Wall	48.7	34.6	-29%
Moor Lane	30.2	23.2	-23%
Silk Street	35.6	23.9	-33%
Wood Street	29.4	20.7	-30%

44. On these unenclosed streets, the pollution disperses quickly, even over as little as one metre, so the pollution people are exposed to in their properties is likely to be lower than at street level. However, the exact rate for the dispersal of NO₂ over distance is not known.

ZERO EMISSION STREET LAYOUT (OPTION 1)

45. A plan of the access arrangements and restrictions can be found at Appendix 6.

46. If implemented, the design of the zero-emission street would prevent Beech Street being used as a through route by non-zero emission vehicles in both directions. The 153 bus is an electric bus that would be able to continue using Beech Street.
47. Vehicles accessing a property directly off Beech Street will be able to enter Beech Street from either direction but must access their car park or forecourt and not drive straight through without stopping. This will apply to people with car parking spaces for Shakespeare Tower, Defoe House, Lauderdale Place, the forecourt and ground floor car park for Cromwell Tower and the Barbican Trade Centre servicing area.
48. Any type of vehicle such as a car, taxi or delivery vehicle can enter Beech Street if entering one of the car parks or forecourts on Beech Street to make a delivery, drop off/pick up a passenger or park.
49. Other City and Islington residents, businesses, visitors, taxis and general traffic driving a non-zero emission vehicle will need to use an alternative route, which in some instances may increase the length of their journey.
50. Any vehicle travelling south on Golden Lane would be able to turn left onto Beech Street. This means all vehicle types will be able to use the Beech Street eastbound carriageway between Golden Lane and Silk Street.
51. Zero-emission capable vehicles or any vehicle leaving a car park or forecourt on Beech Street or a will be able to turn left on Golden Lane to travel northbound.
52. The central reservation gaps that were constructed in 2021 will be retained, allowing vehicles approaching from the west (Aldersgate Street) to turn right into Lauderdale Place and the Shakespeare Tower/Defoe House car park.
53. The junction of Beech Street with Bridgewater Street will be closed to motorised traffic.
54. The signing for the restriction will be the same as per the experiment. This remains the signing prescribed by the Traffic Signs Regulations and General Directions and which the City received dispensation from the Department for Transport to use the sign and information plate combination. To realise the scheme objectives it is necessary to be able to legally enforce the sign, which was successfully demonstrated during the experiment. This is not to say that that the signage is universally understood by motorists, taxi and delivery drivers.



55. The enforcement infrastructure will continue to be based on pairs of ANPR cameras linked together which are used to determine if a non-compliant vehicle has travelled through Beech Street as through traffic or if it has accessed properties. Keeping Golden Lane open to traffic means another camera needs to be placed on Golden Lane to record any non-compliant vehicles using Beech Street travelling from Aldersgate Street and turning left onto Golden Lane.

56. Emergency vehicles under blue lights will continue to be able to use Beech Street.

LAYOUT UNDER OPTION 2

56. All streets would operate as they do now and the Beech Street central reservation gaps would remain.

PUBLIC CONSULTATION RESULTS

57. The public consultation for Beech Street and the public engagement for the Bunhill, Barbican and Golden Lane Healthy Neighbourhood six weeks from 20th January to 6th March.

58. The full public consultation report can be found in Appendix 8.

59. Members had asked Officers to ensure there was high awareness of the consultation and that as many people as possible were reached. We did this by:

- Distributing 17,000 leaflets to properties across the whole project area and adjoining areas
- Placing 40 on street posters across the area to draw attention to the consultation for people on the street
- 6 panel vinyls were stuck to the walls within Beech Street
- Notification of the consultation sent to the Barbican Association and Golden Lane Residents Association

- Articles in the Barbican Estate Office weekly newsletter and City Resident

60. Four public drop-in sessions were held, two at the Golden Lane centre, and two at the Viblast Centre in Islington. People were able to visit and ask any questions about Beech Street and also sit down with City and Islington officers to discuss and raise issues about the area wide Healthy Neighbourhood. Over 80 people attended the Golden Lane sessions.

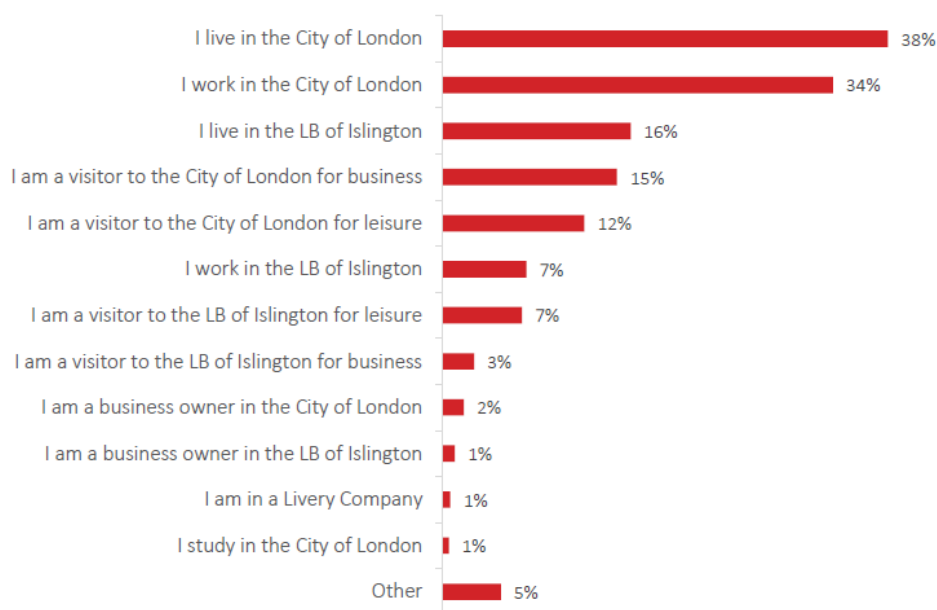
61. The City’s Beech Street webpage featured further information and data on the previous traffic experiment including an interactive traffic dashboard.

62. Our consultation consultant created an online portal featuring an interactive map explaining the various elements of the scheme and a number of questions:

- Relationship to the Beech Street area
- How people normally travel around the area
- Overall support for the proposals
- Reasons if not supportive of the proposals

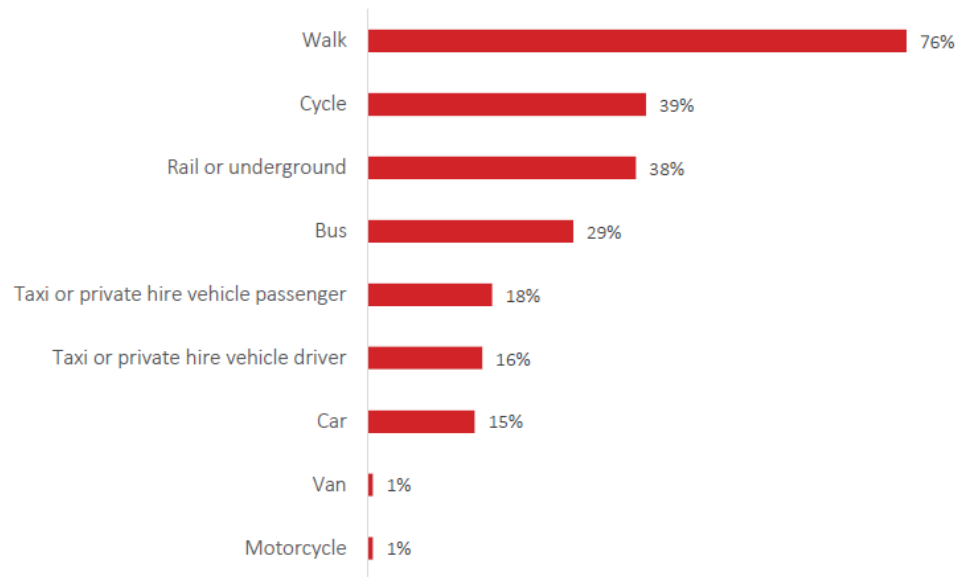
63. Nearly 800 responses to the consultation were received.

64. Two in five respondents (38%) to the consultation survey reported that they live in the City of London, and just over a third (34%) reported that they work in the City of London. This compares to 16% who reported living in Islington, and 7% who reported working in Islington.



What is your relationship to the Beech Street area? (MRQ; Base: 782)

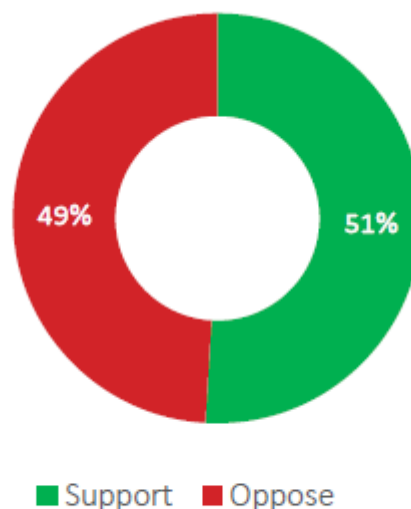
65. Those responding to the consultation survey were asked about their usual mode of travel when travelling around the Beech Street area. Travelling by foot was the most common, reported by three quarters of respondents (76%), followed by two fifths who reported cycling (39%), or using rail or underground services in the area (38%).



How do you normally travel around the area? (MRQ; Base: 775)

66. After being provided with detail on the proposals for the Beech Street Zero Emissions Scheme, respondents were asked whether or not they supported the proposals presented.

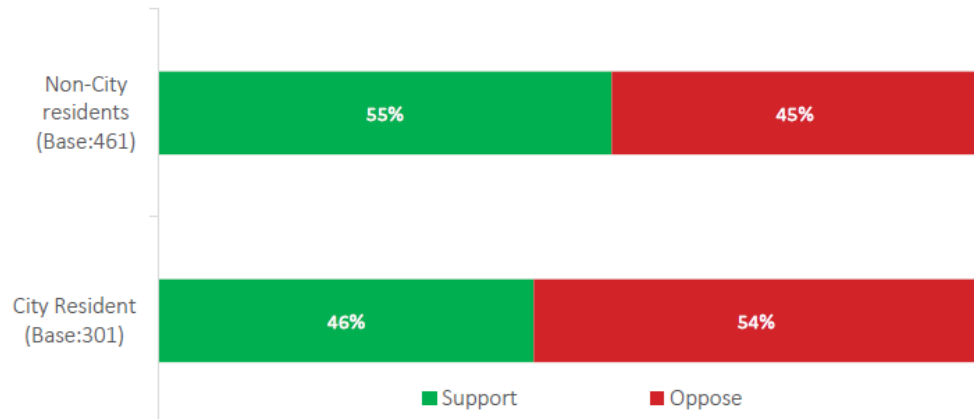
67. Levels of support were essentially evenly divided, with with 51% of respondents supporting the proposals and 49% opposing (49%).



Overall, do you support the proposals as presented? (Base: 789)

68. Level of support varied significantly by area of residence.

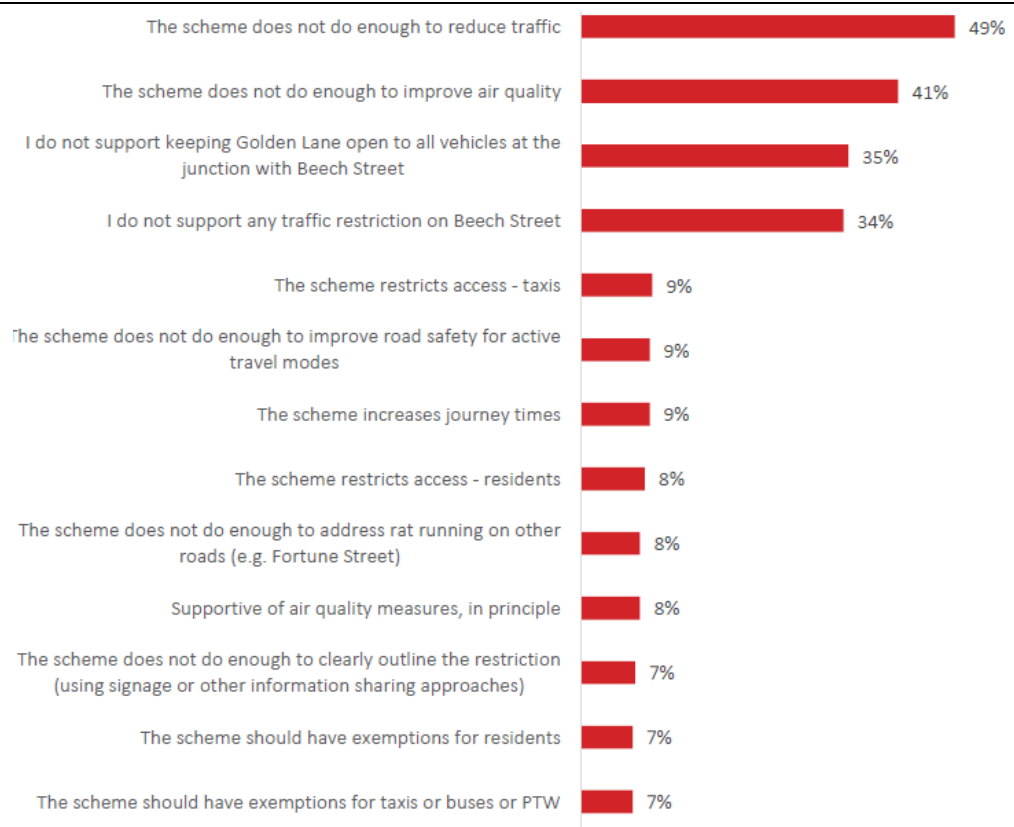
Specifically, those who live in the City were more likely to oppose the proposals, as presented, than those who do not live in the City (54% compared with 45%). Level of support did not differ between Islington and non-Islington residents.



Overall, do you support the proposals as presented?

69. Support for the proposals was highest from people who cycle in the Beech Street area (72%), followed by those who travel by rail or underground (60%), those who walk (55%), and those who travel by bus (49%). Opposition was highest from those who reported travelling by private vehicle or taxi or private hire vehicle.

70. The online survey respondents who reported opposition to the Beech Street proposals (49%) were given the opportunity to provide reasons for their opposition and the majority (80%) did so. Respondents could select as many reasons as they liked and also had the opportunity to add further reasons in a comments box. The chart shows reasons provided by more than 5% of opposing respondents.



If you said you 'Oppose' the proposals, we would like to understand why. What are your reasons for this? (MRQ; Base: 311)

71. From the public drop-in sessions, the main themes raised by residents were:

- A desire to see the zero-emission scheme re-introduced
- A desire to not have a zero-emission scheme re-introduced but to take an area wide approach
- Concerns about keeping Golden Lane open to all traffic and its impact on traffic, road safety and air quality
- General concern that traffic and air quality problems being moved onto other streets that are fronted by residential properties

72. The Barbican Association wrote to the City with their feedback on the consultation, including their views on improvements that could be made to Golden Lane, Fore Street, the scheme signing and offering exemptions to residents. Generally, the BA recognises the complexity of the issues and is supportive of a well thought through approach for addressing air quality across the wider area through the Healthy Neighbourhood approach.

IMPACTS – TRAFFIC, WALKING AND CYCLING

73. The zero-emission proposals have benefits and disbenefits for traffic, walking and cycling. Some of these are quantitative and measurable and some are qualitative.

MOTOR VEHICLES

74. Benefits

- People driving vehicles that are permitted to use Beech Street, and bus passengers on the 153, derive some journey time benefits from having less traffic along the corridor.

75. Disbenefits

- The main disbenefit for people driving non-zero emission capable vehicles is that their journey may be longer. The impact of this disbenefit is highly dependent on the length of journey and its origin and destination. In many instances a journey would not involve needing to use Beech Street, for example a journey from east London with a destination on Silk Street or Moor Lane. Where Beech Street would normally be used it would be possible to adjust the planned route closer to the point of origin to reach the destination without using Beech Street.
- Of the 9,500 vehicles that use Beech Street on a weekday, the majority will reassign to alternative streets with some journeys reassigning from further away, i.e. vehicles originating from the Holborn direction would reassign to Newgate Street rather than use Charterhouse Street and Long Lane
- Our traffic surveys show that 66% of traffic on the Beech Street/Chiswell Street corridor is “through” traffic. This equates to six thousand vehicles which will reassign primarily to London Wall and Old Street as the alternative east/west routes, with parts of Aldersgate Street and Moorgate also taking more traffic.
- Some traffic with a more local destination will also reassign to streets such as Golden Lane, Wood Street, Fore Street and Moor Lane.
- It is estimated that for journeys impacted, taking an alternative east/west route via London Wall or Old Street could add a few minutes onto a journey depending on time of the day and traffic conditions.
- Legibility and understanding of the restriction is a likely disbenefit of the scheme. During the experiment there were instances of missed deliveries during the experiment, challenges getting taxis to agree to enter Beech Street to drop off or pick up and people receiving Penalty Charge Notices.

Golden Lane

76. Currently Golden Lane has 30% less traffic than 2019.

77. At briefing sessions held in June, local Members expressed concerns about the reassignment of traffic onto Golden Lane.

78. Based on the data we have and adjusting pre-scheme traffic counts to account for general lower traffic trends post pandemic, it

is broadly estimated that traffic on Golden Lane would increase to be in the region of ~3,200 veh/day. This is a similar to the pre-scheme level of ~3,300 veh/day.

79. This estimate is based on general traffic in the City remaining at 80% of pre-pandemic levels and assumes that most of the traffic that turns left from Aldersgate Street into Beech Street will reassign to Old Street→Golden Lane→Beech Street. This is approximately 1,000 vehicles per day.

80. The levels of traffic on Golden Lane projected is considered acceptable in traffic management terms. Traffic speeds on Golden Lane are low as both the City and Islington are 20mph areas. The street was considered safe by Islington to grant permission to the COLPAI site without further traffic management measures being required by the development.

81. The feasibility of introducing a School Street on Golden Lane will be investigated as part of the Healthy Neighbourhood Plan.

Aldersgate Street

82. Currently Aldersgate Street has 23% less traffic than in 2019.

83. At briefing sessions held in June, local Members expressed concerns about the potential for reassignment of traffic onto Aldersgate Street, particularly the northern section where resident flats are close to the traffic and air pollution.

84. Traffic on Aldersgate Street southbound will partially reduce by ~1,000 a day with this traffic reassigning to Golden Lane, but there will be some reassignment of traffic from Long Lane onto Aldersgate Street northbound. 2019 traffic counts for Long Lane that show ~2,000 vehicles per day go from Long Lane to Beech Street. This traffic will have to turn left or right onto Aldersgate Street.

85. Broadly, based on previous studies that estimate splits of traffic reassigning to Old Street and London Wall, we estimate that there would be some increase in traffic on Aldersgate Street but not to levels any greater than the levels of traffic in 2019.

WALKING AND CYCLING

86. Benefits and Disbenefits

- People walking and cycling on Beech Street will benefit from the reduced exposure to air pollution within Beech Street
- People walking and cycling on alternate streets which experience an increase in traffic and minor increases in exposure to air pollution.

- The experience and safety of people walking and cycling on Beech Street will be improved as a result of less traffic in Beech Street, but people walking and cycling on some surrounding streets may experience more traffic.

IMPACTS – AIR QUALITY

Benefits

87. The air quality modelling work for Beech Street undertaken by Cambridge Environmental Research Consultants has proven quite accurate for predicting NO₂ levels on Beech Street. Under the “do nothing” scenario was estimated at 39.4 µg/m³ and the annual measurement recorded as 40.6 µg/m³.

88. Under the zero-emission proposal, the modelling done last year indicated that air quality would improve from 39.4 µg /m³ to 30.4 µg/m³ on Beech Street.

Disbenefits

89. The air quality modelling suggests some streets in the surrounding area will see minor increases in NO₂ levels under the zero-emission street scheme. These modelled increases are lower than the modelled decreases for Beech Street. See table below.

90. NO₂ would marginally increase on Old Street, London Wall, Aldersgate Street and Moorgate due to the reassigned traffic, however it should be noted that at some locations the base level of NO₂ predicted by the model produced last year in the Scenario 1 column is significantly less accurate when compared to measured actual levels of NO₂ for 2022.

Receptor name	Scenario 1	Scenario 2		Scenario 3	
	Total	Total	Change	Total	Change
Beech Street (AQ monitor)	39.4	30.4	-9.0	30.4	-9.0
<i>Beech Street (AQ monitor) – estimate based on new traffic data</i>	40.6	30.4	-10.2	30.4	-10.2
Beech Street (East of Golden Lane)	35.9	28.6	-7.3	31.0	-4.9
<i>Beech Street (East of Golden Lane) - estimate based on new traffic data</i>	38.8	28.6	-10.2	31.0	-7.8
Aldersgate Street/Old Street	33.3	36.1	2.7	36.6	3.3
Old Street/Golden Lane	32.1	34.8	2.8	35.4	3.3
Old Street Roundabout	31.4	31.4	0.1	31.4	0.1
Golden Lane (Roscoe Street)	28.4	28.3	-0.1	28.8	0.4
Golden Lane (Fortune Street)	29.4	28.9	-0.4	30.0	0.6
Fortune Street	27.6	27.6	0.0	27.6	0.0
Richard Cloudesley School	28.0	27.9	-0.1	28.1	0.0
Beech Street/Whitecross Street	31.5	27.7	-3.7	28.6	-2.8
Beech Street/Golden Lane	34.0	28.9	-5.1	30.0	-4.0
Beech Street/Aldersgate Street	35.8	30.6	-5.2	30.6	-5.1
Silk Street (Barbican Centre)	28.1	28.2	0.0	28.2	0.1
London Wall Roundabout	36.6	39.4	2.8	39.4	2.8
Aldersgate Street	36.0	36.6	0.7	36.6	0.7
London Wall	29.2	29.3	0.0	29.3	0.0
London Wall	32.0	34.1	2.1	34.1	2.1
London Wall/Moorgate	32.4	34.7	2.3	34.7	2.3
Moorgate/Ropemaker Street	31.9	34.4	2.5	34.4	2.5
Chiswell Street	34.2	34.2	0.0	34.2	0.0
Fann Street	28.6	28.6	0.0	28.6	0.0
Lauderdale Tower	30.5	29.9	-0.6	29.9	-0.6
Shakespeare Tower	28.9	28.6	-0.3	28.6	-0.3
Cromwell Tower	28.0	27.7	-0.3	27.7	-0.2

Scenario 1: Roads open
Scenario 2: BS & GL closed
Scenario 3: BS closed with GL open

Golden Lane

91. Golden Lane may see a very slight increase in NO₂ (measured in 2022 at 19.2 µg /m³) due to reassigned traffic. However, this current low level of NO₂ its unlikely to increase to anywhere close to its 2019 levels (~28 µg /m³).

Aldersgate Street

92. NO₂ levels on Aldersgate Street have been measured at a variety of locations. The modelling had suggested NO₂ levels of 36 but in 2022 was measured at 43, this is partly explained by the diffusion tube being placed near the junction where vehicles accelerate. At briefing sessions Members expressed a concern that residents in flats on Aldersgate Street would experience more pollution if more traffic reassigned to Aldersgate Street. Additional information on

the NO₂ measured at the facades of buildings is included in Appendix 9.

IMPACTS – EQUALITIES IMPACT ASSESSMENT

93. An independent Equalities Impact Assessment has been undertaken, a copy of the EqIA report is included in Appendix 7.

86. The EqIA identified potential positive impacts of the scheme which are summarised below.

Summary of Road Safety Benefits

87. Younger people (under 16 and 16-24) who are most likely age group to walk will benefit from the improved pedestrian environment in Beech Street

88. People with mobility impairments, people who are pregnant and racial/ethnic groups where people are more likely to walk will find it easier to cross the road due to reduced traffic on Beech Street.

Summary of Air quality improvements

86. Younger and older age groups and pregnant women are disproportionately vulnerable to poor air quality. These groups, and disabled people vulnerable to air pollution such as those with stamina and breathing impairments will disproportionately benefit from the cleaner air on Beech Street.

Improved waiting environment at bus stop

89. The improved air and noise pollution is likely to improve amenity for those more likely to use public transport which include younger and older people, females, disabled users and Black or Black British residents.

90. The EqIA identified potential negative impacts of the scheme which are summarised below.

Increased journey times for non-compliant motor traffic

91. Re-routed journeys may lead to longer journey times for people who rely on private or hire vehicles. This could include people with protected characteristics such as older people (over-60s), people with mobility impairments and pregnant people.

Reduction in taxi availability

92. Non-zero emission capable taxis will not use Beech Street. This will likely reduce the availability to hail a taxi although the numbers of LEVC taxi's as a percentage of the fleet is constantly rising. This will affect older and mobility impaired street users.

Reduced access to adjacent residential streets

93. The measures are considered likely to disproportionately affect older and disabled residents reliant on family, friends and professionals for daily care. The carers themselves are also more likely to be women and from ethnic groups.

Perception of personal safety

94. The significantly quieter conditions and levels of passive surveillance at quieter times of the day may make some groups of people feel less safe, these include people from the LGBTQIA+ community, people with a disability/long term health problem, blind and partially sighted people.

Worsening of air quality on other streets

95. Whilst the impact on air pollution on other streets is less than the improvement on Beech Street, younger and older people, pregnant women and disabled people with respiratory and stamina issues are likely to be the most affected groups.

LEGAL IMPLICATIONS

If Option 1 is chosen

93. 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 exercise functions (so far as practicable having regard to the matters set out in the bullet points below) to secure the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway':

- the desirability of securing and maintaining reasonable access to premises;
- the effect on amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- the national air quality strategy;
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;

94. 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.

95. Pursuant to Section 122 of the Road Traffic Regulations Act 1984 the City has also considered whether there is another change that could be made to the street to improve air quality to address the air quality problems which still exist on Beech Street. Options considered include:

- a) *Making Beech Street one-way.* This would reduce traffic in Beech Street by approximately half and in all probability allow NO₂ to reach legal limits. Officers have considered the likely impacts of this and judge it as having a greater impact on equalities than the proposed measure as the 153 bus route would need to be rerouted in at least one direction
- b) *Make Beech Street zero emission in one direction and unrestricted in the other direction.* Officers consider that this approach would be confusing for road users in terms of route planning and access.
- c) *Reducing the hours of operation.* Officers consider that whilst this option would improve air quality, pedestrian and residential amenity outcomes would be lesser than the proposed option.

96. Pursuant to Regulation 9(1) of the 1996 Regulations, the City has considered the necessity of holding a public inquiry and whereas the potential restrictions do not fit within a category where it is mandatory to hold a public inquiry, has decided against holding a public inquiry in the exercise of its broad discretion under Regulation 9.

97. The decision to not hold a public inquiry is based on the following evidence:

- a close version of the proposed restriction has been tested previously
- the public have a good understanding of how the scheme would work
- the impacts of the measures on air quality and traffic are well understood

98. In light of these considerations, a public inquiry is not considered justified when taking into account the cost and the knowledge attained from the previous experiment.

If Option 2 is chosen

99. The Local Air Quality Management Framework, underpinned by the Environment Act 1995 and the Air Quality Strategy for England, sets local air quality limits put into place through the Air Quality (England) Regulations 2000 (as amended in 2002). The framework requires local authorities to assess the quality of their air and, if it does not comply with relevant concentration limits, put in place a plan to remedy the problem. Local authorities are expected to take preventative action, through a local Air Quality Strategy, rather than waiting for a legal limit to be breached.

100. Local authorities' Air Quality Strategies should be informed by their monitoring and assessments. Air Quality Strategies should

set out a strategy which prioritises reduction of population exposure, including in areas experiencing disproportionately high levels of pollution.

101. It is considered that the air quality issue on Beech Street is now marginal, will likely reduce in the medium term as the uptake of zero emission vehicles increases and that further improvements to Beech Street can be developed as part of the Healthy Neighbourhood Plan.

102. The City has also considered the aspirations of its own Transport Strategy and the London Mayor's Transport Strategy.

103. The recommendations within this report are within the City's powers and duties.

CONCLUSION

104. The public consultation results demonstrate that the zero-emission scheme is a polarising issue with a wide range of views amongst respondents and participants. The project is particularly complex with significant nuances around the traffic, access and air quality information.

105. The split in the levels of support, combined with marginally exceeding air pollution levels make decision making on the right way to proceed very challenging for Officers and elected Members.

106. On balance, after briefing local Ward Members on the traffic and air quality situation and considering the benefits and disbenefits of the scheme, Officers recommendation is that the zero-emission scheme as consulted on should not be implemented for the following reasons:

- The traffic and air quality data shows that even though traffic levels on Beech Street are back to 2019 levels, the levels of NO₂ are now only marginally in breach of legal limits and are significantly below the levels in 2019 when the zero-emission scheme was initiated
- There is a reasonable expectation that in the medium term the background air quality improvements across London will continue on a downward trajectory, thus bringing Beech Street back into legal compliance
- Some drivers did not understand the legally compliant signage and therefore some activities such as deliveries and taxi journeys were negatively impacted
- The scheme has some disbenefits with limited increases in traffic and air quality impacts on some surrounding streets
- There is not majority support amongst City residents for the scheme and support of residents outside the City, whilst a majority was still relatively low at 55%.

	<p>107. Regardless of the option chosen it is proposed to progress at pace the Healthy Neighbourhood project and develop a plan in collaboration with the local community and Islington to address issues and opportunities across the area. This would be more likely to address the consultation responses that pointed to a lack of support because the scheme does not do enough to reduce traffic or improve air quality. The developed plan could include some form of traffic restriction on Beech Street in the future.</p>
<p>5. Delivery Team</p>	<p>108. The delivery team for the project is set out below:</p> <ul style="list-style-type: none"> ▪ Project management by the Projects and Programmes team in Policy and Projects. ▪ Construction Engineering/Design and Construction Supervision to be managed by Highways team ▪ Contractor – FM Conway under the highways term contract.
<p>6. Programme and key dates</p>	<p>109. Key dates – Option 1</p> <ul style="list-style-type: none"> • July/August 2023 – TfL Approvals • September 2023 – advertise traffic order • October 2023 – objection reconciliation • November 2023 – committee objection report (if needed) • January 2024 – make permanent traffic order <p>110. Key Dates – Option 2</p> <ul style="list-style-type: none"> • September 2023 – Gateway 6 Report to close the project • Remove signing and cameras <p>Timelines may vary for both Options if Legal Challenges are received.</p>
<p>7. Risks</p>	<p>111. This section summarises the main risks to the project if Option 1 or Option 2 is chosen:</p> <p>Option 1</p> <ul style="list-style-type: none"> • Legal challenge to the Sub-Committee decision to introduce the zero-emission scheme on Beech Street (likely) • Not obtaining the final traffic management approvals from TfL • Likelihood of some negative press and negative feeling amongst residents and respondents who do not support the scheme proceeding <p>Option 2</p> <ul style="list-style-type: none"> • Legal challenge to the Sub-Committee decision to not introduce the zero-emission scheme on Beech Street given that the levels of pollution are currently in breach of legal limits (possible)

	<ul style="list-style-type: none"> Likelihood of some negative press and negative feeling amongst residents and respondents who supported the scheme by not proceeding
8. Success criteria	112. The success criteria for the project, to reduce NO ₂ to legal limits is unlikely to be met in the short term with the recommended option but in the medium term as more vehicles become electric it is likely that legal limits will be reached.
9. Progress reporting	<p>Option 1</p> <p>113. Monthly project vision reports will be made.</p> <p>114. Further issues reports as necessary for timely Member decisions to progress the programme</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance tables
Appendix 3	NO ₂ (diffusion tube) air quality data
Appendix 4	Costed Risk register
Appendix 5	Traffic counts
Appendix 6	Option 1 – Zero emission scheme layout
Appendix 7	Equalities Impact Assessment
Appendix 8	Public Consultation results report
Appendix 9	NO ₂ Goswell Road and Aldersgate Street

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Project Coversheet

[1] Ownership & Status
<p>Unique Project Identifier: 10847 Core Project Name: Beech Street Transport and Public Realm Improvements Programme Affiliation (if applicable): Beech Street Transformation Project Manager: Kristian Turner Definition of need: Public Health.</p> <p>Key measures of success:</p> <ol style="list-style-type: none">1) Reduction in through traffic along Beech Street2) Air quality improvements (reduction in NO₂)3) Vast improvement to quality of the public realm <p>Expected timeframe for the project delivery: Original timelines: Gateway 5 – Authority to Start Work – December 2019 Completion – spring 2023</p> <p>Key Milestones: G345 – December 2019 Experiment start – March 2020 Experiment end – Sept 2021 Public consultation – Oct 2022 Decision report – Jan 2023</p> <p>Are we on track for completing the project against the expected timeframe for project delivery? N – The project timelines have slipped and the decision has been taken to consult with the public on the project. The decision report is now a Gateway 5 Report in July 2023.</p> <p>Has this project generated public or media impact and response which the City of London has needed to manage or is managing? Y – the project has been in the media and has a profile for the Corporation.</p>

[2] Finance and Costed Risk		
<p>Headline Financial, Scope and Design Changes:</p> <table border="1"><tr><td><p>Since G1/2 report:</p><ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £120,525• Costed Risk Against the Project: 0<p><i>Scope/Design Change and Impact: Additional scope, including extensive traffic modelling</i></p></td></tr><tr><td><p>Since G3 issues report (S&Ws Approval 22/03/19):</p><ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £12M–£15M• Resources to reach next Gateway (excluding risk)</td></tr></table>	<p>Since G1/2 report:</p> <ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £120,525• Costed Risk Against the Project: 0 <p><i>Scope/Design Change and Impact: Additional scope, including extensive traffic modelling</i></p>	<p>Since G3 issues report (S&Ws Approval 22/03/19):</p> <ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £12M–£15M• Resources to reach next Gateway (excluding risk)
<p>Since G1/2 report:</p> <ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £120,525• Costed Risk Against the Project: 0 <p><i>Scope/Design Change and Impact: Additional scope, including extensive traffic modelling</i></p>		
<p>Since G3 issues report (S&Ws Approval 22/03/19):</p> <ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £12M–£15M• Resources to reach next Gateway (excluding risk)		

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- Spend to date: £585, 217
- Costed Risk Against the Project: 0
- CRP Requested: £125,000
- CRP Drawn Down: 0

Scope/Design Change and Impact: Request to increase project scope to investigate feasibility of a two-way closure.

'Options Appraisal and Design and Authority to Start work' G3-4-5 report (as approved by S&Ws 16/01/2020):

- Total Estimated Cost (excluding risk): Phase 1 budget £1,745,362
- Overall project estimate £12-15m
- Resources to reach next Gateway (excluding risk) £1,160,145
- Spend to date: £585,217
- Costed Risk Against the Project: £125,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Authority to proceed with ZES implemented in March 2020

'G5 issues report (as approved by S&Ws 21/10/2020):

- Total Estimated Cost (excluding risk): Phase 1: £2,345,062 (increase in project budget of £515k)
- Overall Project estimate £12-15m
- Resources to reach next Gateway (excluding risk) N/A
- Spend to date: £1,425,333
- Costed Risk Against the Project: £260,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Approve increase in budget for staff costs and an increased CRP provision, note impact of judicial review, approve minor changes to design to construct gaps in central reservations

'G5 issues report (as approved by S&Ws 18/02/2021):

- Total Estimated Cost (excluding risk): Phase 1: £2,345,062
- Overall Project estimate £12-15m,
- Spend to date: £1,494,855
- Costed Risk Against the Project: £260,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Approve continuation of traffic experiment (with consideration given to impact of the pandemic)

G5 issues report (as approved by S&Ws 15/12/2021):

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- Total Estimated Cost (excluding risk): Phase 1:
- Overall Project estimate £
- Spend to date: £1,806,366
- Costed Risk Against the Project: £260,000
- CRP Drawn Down: £189k
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Approval to move towards public consultation after conclusion of the experiment

G5 issues report (as approved by S&Ws 15/11/2022):

- Total Estimated Cost (excluding risk): Phase 1:
- Overall Project estimate £ 4.8M
- Spend to date: £1,806,366
- Costed Risk Against the Project: £260,000
- CRP Drawn Down: none since Dec 2021 (£189k)
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Approval to move towards public consultation after conclusion of the experiment and negotiations with Islington

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

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Appendix 2 Finance tables

Table 1: Spend to Date - 16800068: Beech St Transport Improvements			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
PreEv Fees	15,000	15,000	-
PreEv P&T Staff Costs	13,500	13,500	-
DBE Structures Staff Costs	1,500	-	1,500
Env Servs Staff Costs	10,499	10,498	1
P&T Staff Costs	353,044	352,689	355
P&T Fees	232,636	196,888	35,748
TOTAL	626,179	588,574	37,605

Table 2: Spend to Date - 16100423: Beech St Transport Improvements			
Description	Approved Budget (£)*	Expenditure (£)	Balance (£)
Env Servs Staff Costs	85,016	74,018	10,998
Legal Staff Costs	60,000	56,188	3,812
P&T Staff Costs	576,250	531,936	44,314
P&T Fees	449,147	348,573	100,574
Traffic Mitigation	60,000	46,400	13,600
Works	37,879	37,878	1
Purchases	214,240	162,452	51,788
Cost Risk Provision	71,161	-	71,161
TOTAL	1,553,693	1,257,445	296,248

Table 3: Spend to Date - 16800355: Beech Street (SRP)			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Costs	20,490	20,475	15
Architects Fees	30,000	30,000	-
Cost Consultant	10,000	10,000	-
M&E Consultant	9,700	9,700	-
Plan/Heritage Fees	5,000	5,000	-
Project Management	10,000	10,000	-
Retail Assessment	10,000	10,000	-
Structural Fees	10,000	10,000	-
TOTAL	105,190	105,175	15

GRAND TOTAL	2,285,062	1,951,194	333,868
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Table 4: Revised budget - Beech St Transport Improvements			
Description	Approved Budget (£)	Adjustments required to reach next Gateway (£)	Revised Budget to next Gateway (£)
16800068: Beech St Transport Improvements			
PreEv Fees	15,000	-	15,000
PreEv P&T Staff Costs	13,500	-	13,500
DBE Structures Staff Costs	1,500	- 1,500	-
Env Servs Staff Costs	10,499	- 1	10,498

P&T Staff Costs	353,044	-	355	352,689
P&T Fees	232,636	-	35,749	196,887
Total	626,179	-	37,605	588,574
16100423: Beech St Transport Improvements				
Env Servs Staff Costs	85,016		5,000	90,016
Legal Staff Costs	60,000			60,000
P&T Staff Costs	576,250		44,256	620,506
P&T Fees	449,147			449,147
Purchases	60,000		10,000	70,000
Traffic Mitigation	37,879		-	37,879
Works	214,240	-	30,000	184,240
Cost Risk Provision	71,161		28,839	100,000
Total	1,553,693		58,095	1,611,788
16800355: Beech Street (SRP)				
P&T Staff Costs	20,490		-	20,490
Architects Fees	30,000		-	30,000
Cost Consultant	10,000		-	10,000
M&E Consultant	9,700		-	9,700
Plan/Heritage Fees	5,000		-	5,000
Project Management	10,000		-	10,000
Retail Assessment	10,000		-	10,000
Structural Fees	10,000		-	10,000
Total	105,190		-	105,190
GRAND TOTAL	2,285,062		20,490	2,305,552

Appendix 3 - NO2 Diffusion tube data

Site ID	Location	NO ₂ concentration (µg/m ³)		Reduction (µg/m ³)	% Reduction
		2019	2022		
BS1	Aldersgate Street	47.6	43.5	4.1	8.6
BS2	Aldersgate/ Old Street Junction	60.3	38.2	22.1	36.6
BS3	Golden Lane / Old Street	37.8	26.2	11.6	30.7
BS4	Golden Lane / Baltic Street	34.9	23.8	11.1	31.9
BS5	Golden Lane / Banner Street	29.5	20.9	8.6	29.1
BS6	Old St / Whitecross St	37.9	26.0	11.9	31.4
BS7	Garrett Street	33.1	22.5	10.6	32.0
BS8	Banner Street	33.3	20.1	13.2	39.6
BS9	Fortune Street	30.7	23.3	7.4	24.3
BS10	Golden Lane / Fortune Street	28.3	19.2	9.1	32.0
BS12	Old Street Roundabout	52.7	31.1	21.6	41.0
BS13	Bunhill Row/ Dufferin Street	30.1	23.4	6.7	22.2
BS14	Bunhill Row/Chiswell Street	40.3	27.9	12.4	30.7
BS15	City Road/ Chiswell Street	58.0	32.7	25.3	43.6
BS16	Moore Lane/ Ropemaker Street	34.0	25.1	8.9	26.3
BS17	Moorgate	51.8	31.2	20.6	39.7
BS18	London Wall/ Moorgate	51.8	36.1	15.7	30.4
BS19	London Wall	48.7	34.6	14.1	28.9
BS20	Wood Street	29.4	20.7	8.7	29.8
BS21	Goswell Road	-	34.7	-	-
LEN3	Beech Street- Barbican Station	50.4	36.7	13.7	27.2
LEN4	Aldersgate	47.2	43.0	4.2	8.9
LEN6	Whitecross Street / Beech street	39.6	26.2	13.4	33.8
LEN7	Silk Street	35.6	23.9	11.7	32.9
LEN8	Fore Street	33.5	22.5	11.0	32.8
LEN15	Fann Street	35.5	24.6	10.9	30.7
LEN 16	Moor Lane	30.2	23.2	7.0	23.2

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City of London: Projects Procedure Corporate Risks Register

Project Name: Beech Street Transport and Public Realm Improve		PM's overall risk rating: Medium	CRP requested this gateway: £ 100,000	Average unmitigated risk: 6.0	Open Risks: 2																		
Unique project identifier: 10847		Total estimated cost: £ 4,800,000	Total CRP used to date: £ -	Average mitigated risk score: 6.0	Closed Risks: 0																		
General risk classification										Mitigation actions										Ownership & Action			
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 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)
R1	6	(1) Compliance/Regulatory	Legal Challenge to a permanent traffic order	Challenge on procedural or other grounds relating to the traffic order	Likely	Serious	8	£75,000.00	Y - for costed impact post-mitigation	A - Very Confident	There is no real mitigation as the event of a Legal Challenge is completely out of the City's control	£0.00	Likely	Serious	£75,000.00	8	£0.00	Possible: Legal and DBE staff time, external Legal fees, consultancy work	01/10/2020	Gillian Howard	Kristian Turner		Given the nature of the scheme and the scale of public interest, it is considered likely that further legal challenges, such as a Public Enquiry may be forthcoming
R2	6	(1) Compliance/Regulatory	Delays to TfL approving the TMAN for the permanent traffic order	There may be delays to the TMAN approval if TfL have any concerns relating to the impact of a permanent scheme on the network	Unlikely	Serious	4	£25,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Continue to prepare for the data and constantly liaise with TfL teams	£0.00	Unlikely	Serious	£25,000.00	4	£0.00	Possible: Staff time + modelling	01/10/2019	Gillian Howard	Kristian Turner		In theory TfL have 28 days to approve or reject a TMAN.

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Appendix 5 - Traffic Counts

	Vehicles 2019	Vehicles 2020	Vehicles 2023	% Change between 2019/23
Aldersgate Street	14,283	11,168	11,365	-23%
Banner Street (East of Golden Lane)	972	623	756	-44%
Bath Street	3549	3,920	995	-72%
Beech Street (Between Golden Lane and Bridgewater Street)	7794	3,920	7,797	0%
Beech Street (Between Golden Lane and Whitecross Street)	8702	2,312	9,015	4%
Bunhill Row between the junctions of Lambs Passage and Dufferin Street	2,068	1,794	1,417	-31%
Bunhill Row north of Chequer Street	2,300	1,755	1,400	-39%
Central Street south of Gee Street	4,334	2,489	4,098	-5%
City Road North of Olivers Yard	7,681	5,036	6,116	-20%
Dufferin Street (West of Bunhill Row)	690	390	394	-43%
Fore Street (East of St Giles Circus)	5,375	1,864	904	-83%
Fortune Street (East of Golden Lane)	1,128	262	427	-62%
Golden Lane (South of Roscoe Street)	3,318	1,069	2,118	-36%
Goswell Road (South of Baltic Street)	15,490	11,791	11,075	-28%
London Wall (East of Wood Street	15,192	15,934	14,242	-6%
Milton Street (North of Milton Court)	1,434	679	970	-32%
Moor Lane (North of New Union Street)	2,594	437	1,806	-30%
Moorgate (South of South Place)	10,374	11,271	8,761	-16%
Old Street (East of Goswell Road)	11,676	13,540	8,473	-27%
Silk Street (West of Milton Street)	909	764	1,361	50%
Whitecross Street (South of Roscoe Place)	302	211	264	-13%
Total	120,165		93,754	-22%

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Beech Street

Zero emission street

In operation at all times (including public holidays)



Access map



Beech Street: Zero emission vehicles only from Aldersgate Street and Chiswell Street

Except: Access to carparks or servicing areas on Beech Street permitted by **any** vehicle type



Resident and Barbican Centre Parking on Beech Street



Servicing and delivery areas on Beech Street



Other carparks and servicing areas.

Access to these can be made in a zero-emission vehicle.



The Barbican Centre Silk Street Entrance and Speed House can be accessed via Golden Lane and Beech Street.

Non zero-emission vehicles accessing other carparks and servicing areas use alternative routes.



No left turn except for zero emission vehicles



Permitted turns for non-zero emission vehicles



Permitted turns



Closure to motor vehicles

Central reservation



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Beech Street Zero Emission Scheme: Equality Impact Assessment (EqIA)



Beech Street Zero Emission Scheme: Equality Impact Assessment (EqIA)

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1 Introduction

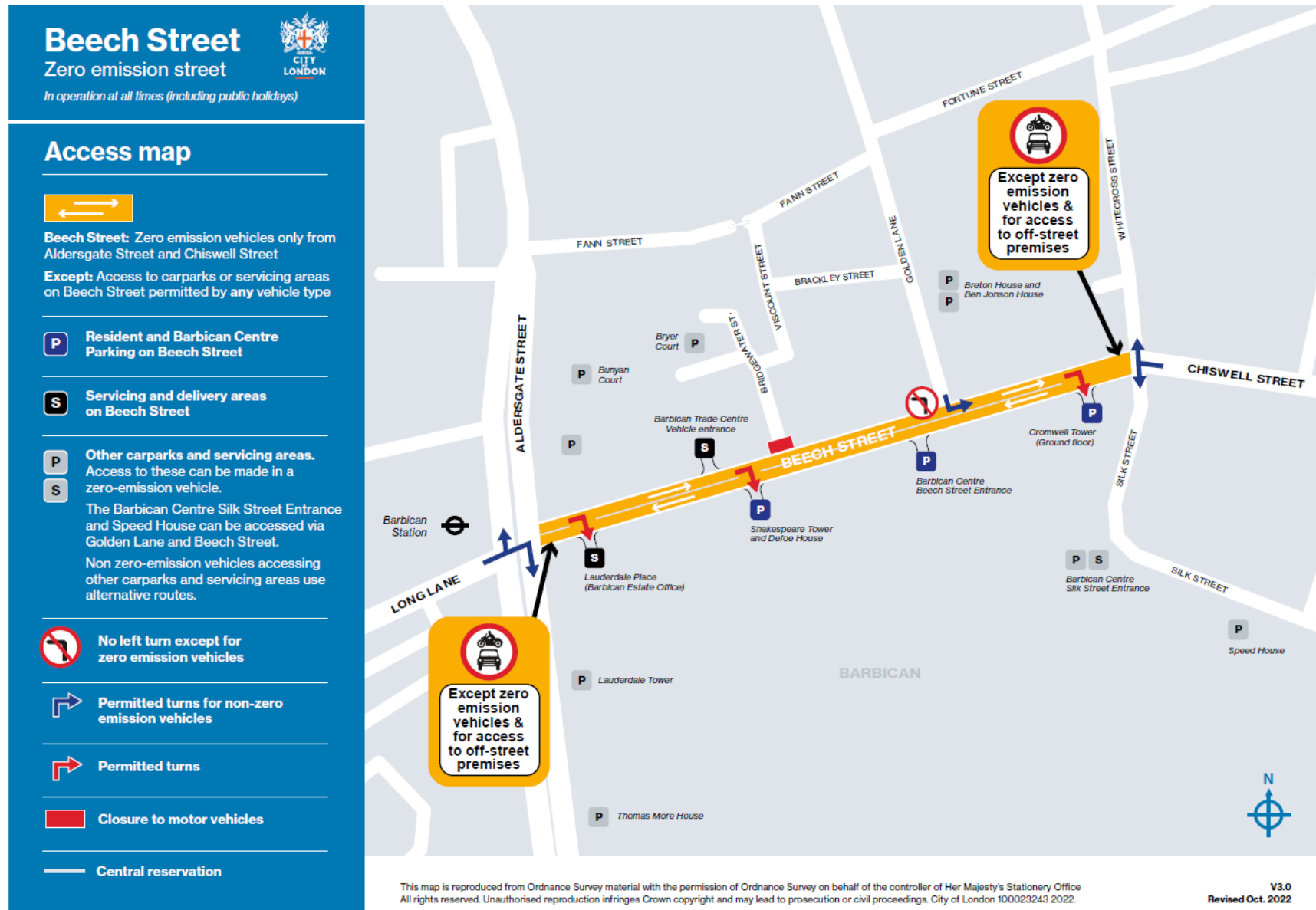
Background

- 1.1 This Equality Impact assessment (EqIA) relates to the proposed zero emission street, Beech 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 2020, the City ran an 18-month traffic experiment on Beech Street to reduce NO₂ levels. The experiment restricted polluting traffic from using Beech Street as a through route 24 hours a day, 7 days a week. Unrestricted access was allowed for zero-emission capable vehicles and for any vehicle accessing properties and car parks on Beech Street.
- 1.3 When the experimental scheme finished in September 2021, the traffic restrictions were removed. The City has now developed a new proposed scheme for Beech Street, working in collaboration with Islington Council, and is in the process of deciding whether the scheme should be made permanent. This EqIA provides an assessment of the potential disproportionate impacts of the proposed permanent scheme on people who share one or more protected characteristics.
- 1.4 Steer has identified three potential disproportionately positive impacts and five potential disproportionately negative impacts.

Scheme context

- 1.5 The proposed permanent scheme for Beech Street involves the following:
 - Only zero-emission vehicles are permitted to drive through Beech Street
 - All vehicles (including deliveries, taxis, and visitors) can access Beech Street only if accessing car parks / forecourts
 - Bridgewater Street junction is closed to all vehicles except cyclists
 - All vehicle types are permitted to enter Beech Street from Golden Lane, though are prevented from turning right out of this junction
 - Only zero-emission vehicles are permitted to enter Golden Lane from Beech Street
 - Vehicle movements will be enforced by Automatic Number Plate Recognition (ANPR)
- 1.6 A map 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:

- The proposed scheme will reduce the overall volumes of motor traffic along Beech Street
- The expected reduction in motorised traffic on Beech Street will improve road safety, making it more pleasant for pedestrians walking and crossing the street.
- Expected reductions in emissions will improve the air quality for everyone using Beech Street. Air quality modelling forecasts a reduction of NO₂ on Beech Street (at the air quality monitor western end) from 39.4 µg/m³ to 30.4 µg/m³ and reduction of NO₂ on Beech Street between Golden Lane and the eastern entrance to Beech Street from 38.8 µg/m³ to 31 µg/m³.
- Reduced volumes of motorised traffic and better air quality will facilitate a more pleasant experience for bus passengers waiting at the bus stop on Beech Street.
- Re-routing of journeys (due to restrictions on non-compliant cars restricted from Beech Street) may increase journey times for people dependant on private vehicles / taxis as they would have to take alternative routes to avoid Beech Street.
- Consequently, taxi journeys may become lengthened and therefore more expensive, impacting those reliant on taxis. It is important to note however that 40 percent of all black cabs in London are now electric, and the taxi fleet is continually growing its share of electric vehicles, so this impact may reduce in severity over time¹.
- Adjacent residential streets (Bridgewater Street, Brackley Street, Viscount Street and Fann Street) will experience minor reductions in accessibility from non-compliant motor vehicles as they would no longer be accessible from Beech Street.

¹ [London Now Has More Electrified Black Cabs Than Diesel Taxis \(insideevs.com\)](https://www.insideevs.com/news/london-now-has-more-electrified-black-cabs-than-diesel-taxis)

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 It is not considered that the ‘marriage and civil partnership’ protected characteristic has a significant intersection with movement and space. Therefore, it has not been included in the evidence base and detailed consideration of equalities impacts that follows.
- 2.5 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.

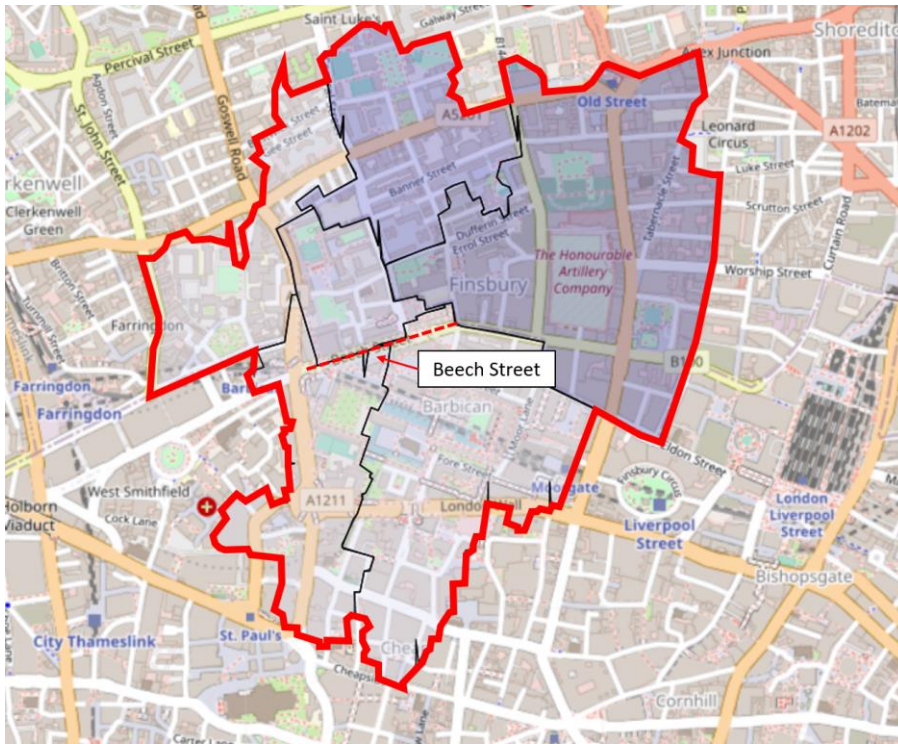
Table 2.1: Protected characteristics scoping

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

3 Data Sources

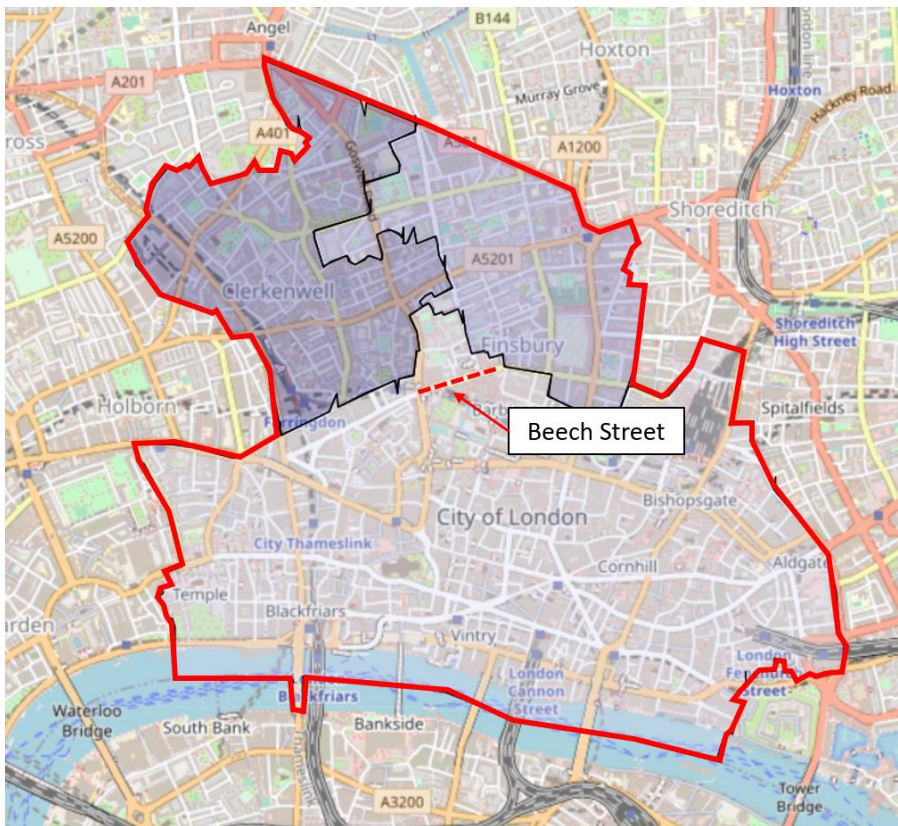
- 3.1 For this assessment, information has been gathered about protected characteristics from the following output areas:
- 2021 Lower Layer Super Output Areas (LSOAs)
 - City of London: 001A, 001B, 001C
 - Islington: 022H, 023D, 023E
 - 2021 Mid Layer Super Output Areas (MSOAs)
 - City of London: 001
 - Islington: 022, 023
 - Data for Greater London
- 3.2 For all protected characteristics, aside from Sexual Orientation and Gender Reassignment, the cumulative data for the six LSOAs is referred to as the 'Study Area'. Here, borough level data is taken from the City of London (001) MSOA only.
- 3.3 For the protected characteristics of Sexual Orientation and Gender Reassignment, LSOA-level data is not currently available. Therefore, the cumulative data for the three MSOAs is used to substitute both local and borough-level data. This is referred to as the 'MSOA level Study Area'.
- 3.4 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 by the use of MSOA data.
- 3.5 As the Beech Street scheme is located near the boundary between the City of London and the London Borough of Islington, it is expected that the scheme will impact some residents of Islington. Therefore, some areas of Islington are included in this analysis. London as a whole is included in the assessment to provide greater context to the data for residents living in the Study Area and the City of London.
- 3.6 The LSOAs and MSOAs used in this assessment are illustrated below in Figure 3.1 and Figure 3.2 respectively.

Figure 3.1: Study Area consisting of six LSOAs across City of London and Islington



Source: Nomis 2023

Figure 3.2: MSAO level Study Area consisting of three MSAOs across the City of London and Islington



Source: Nomis 2023

Data sources and limitations

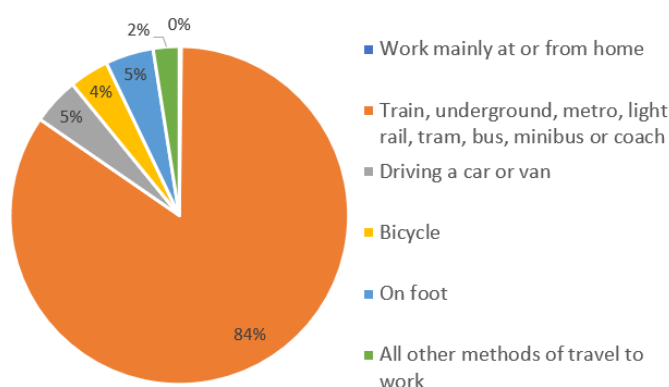
- 3.7 The London Travel Demand Survey (LTDS) and Census 2021 data are the two primary data sources used throughout this assessment. Supplementary data sources have also been used and are referenced throughout. For each protected characteristic, data has been collated and analysed, with comparisons made at LSOA/MSOA, Borough, London and national levels, where relevant.
- 3.8 While Census data is a useful tool for understanding and comparing travel characteristics of one area with another, it does have limitations. The 2021 Census dataset is expected to have been influenced by alterations to ways of living and moving during the Covid-19 pandemic period.
- 3.9 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 of LTDS data is particularly small.

4 Baseline Evidence

Workforce

- 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 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 522,000². 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 per cent of all buildings. In absolute terms, the City has the second greatest workforce after the City of Westminster, with a gender split of 64 per cent males and 36 per cent females in 2019³.
- 4.3 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.
- 4.4 Census 2011 data shows that of those travelling to the City of London for work, 38 per cent have trips of 10km or less. 36 per cent of trips are between 10km and 30km, while 16 per cent are within 30km and 50km and 9 per cent are 60km or more. Overall, 84 per cent of the workforce uses public transport to travel to the City of London for work, shown in Figure 4.1.

Figure 4.1: Method of travel to work for those with a workplace in the City of London.



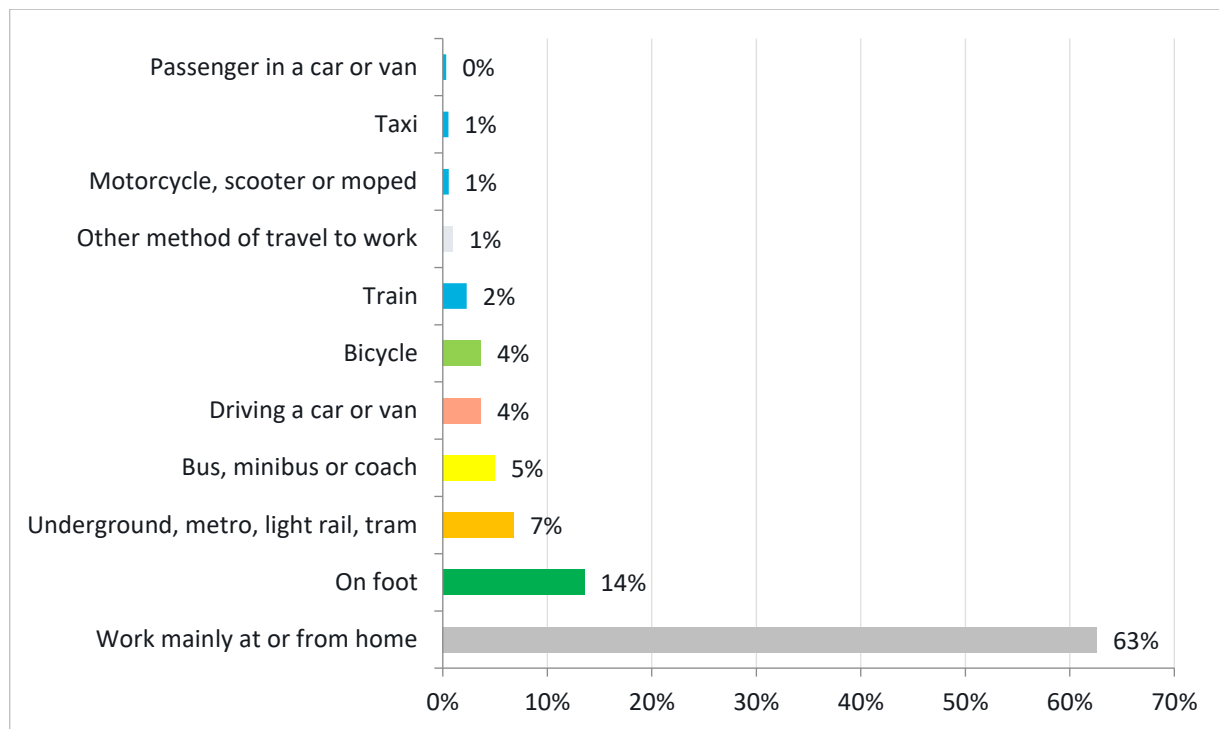
Source: Census 2011

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

³ <https://www.citywomen.co.uk/wp-content/uploads/2020/02/city-of-london-jobs-factsheet.pdf>

4.5 Recent data from the 2021 Census shows methods of travel to work for those living in the Study Area who are in employment. This is shown in Figure 4.2. It is worth noting that these results are impacted by altered working patterns due to Covid-19 restrictions; consequently, a large proportion (63 per cent) for residents worked mainly at or from home. The most prevalent method of travel was on foot (14 per cent), followed by TfL Underground/DLR services (7 per cent). Only 4 per cent of trips were done driving a car or van, and under 1 per cent as a passenger in a car or van.

Figure 4.2: Method of travel to work for employed residents of the Study Area

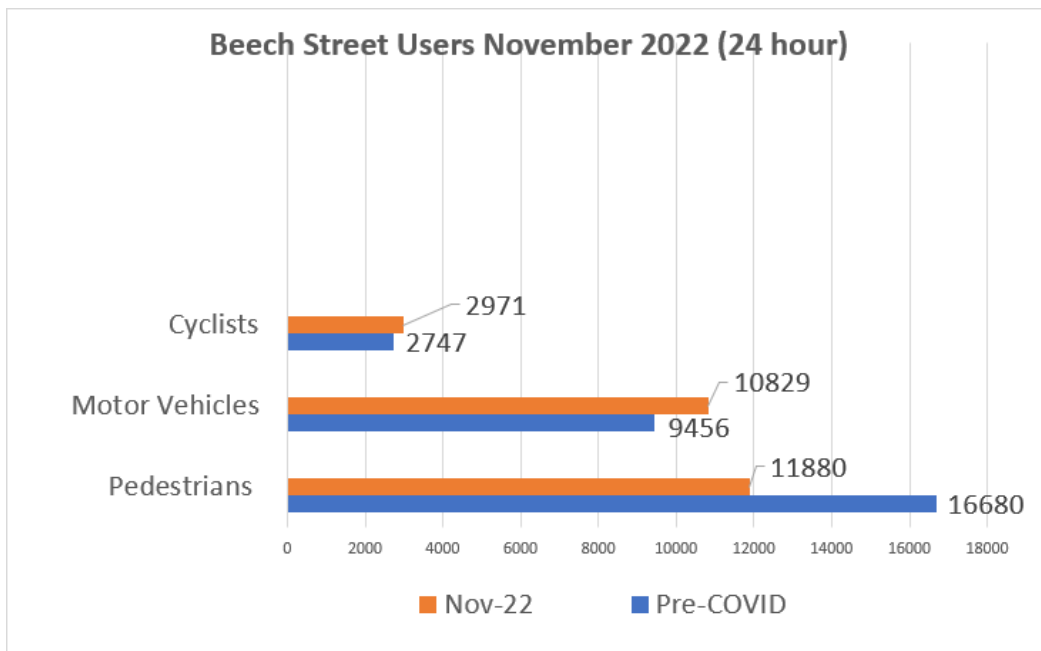


Source: Census 2021

Users of Beech Street

4.6 As shown in Figure 4.3, over an average 24 hours in November 2022, 11,880 pedestrians used Beech Street. Despite this number being lower than its pre-COVID level of 16,680, it is still greater than the numbers of other road users (motor vehicles and cyclists) who have seen increases in numbers since pre-COVID levels.

Figure 4.3: Beech Street users, November 2022



Source: City of London, 2023

Age

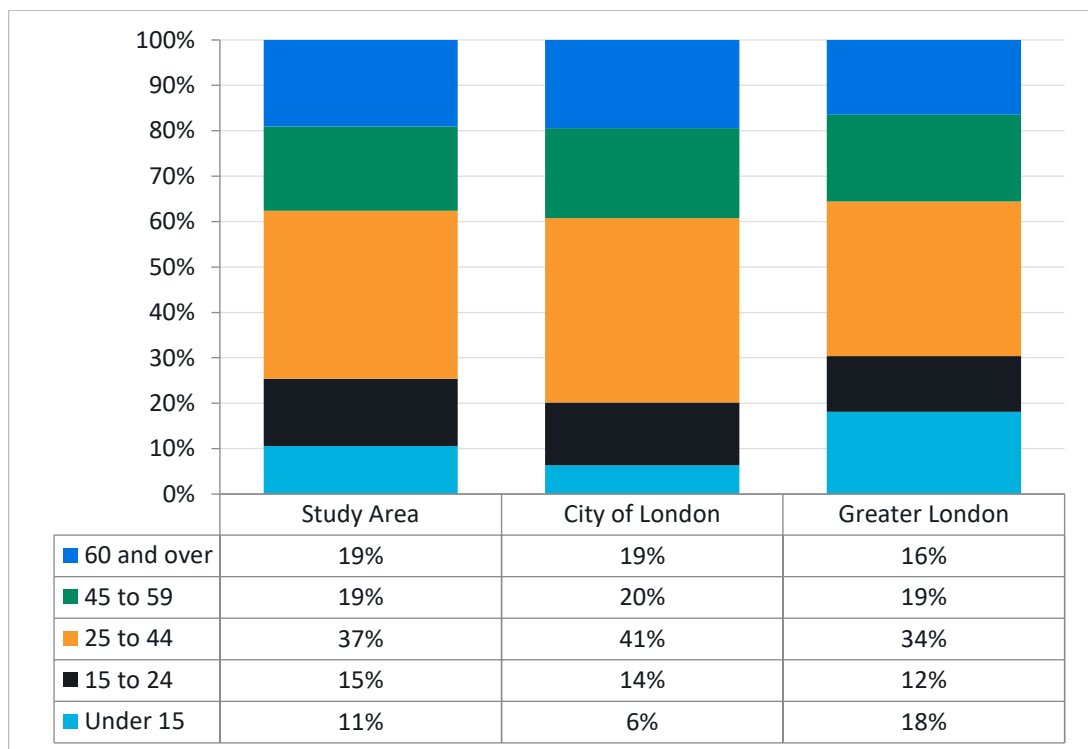
Definition according to the Equality Act 2010

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

4.7 As of 2021, the greatest proportion of residents in the Study Area were in the 25 to 44 age group (37 per cent) (Figure 4.4). This was slightly lower than for the City of London (41 per cent), but higher than for London as a whole (34 per cent). Under 16s constituted 11 per cent of the population, higher than for the City of London (6 per cent), but lower than for Greater London (18 per cent).

Figure 4.4: Age distribution in the Study Area, compared to City of London and Greater London in 2021.



Source: Census 2021

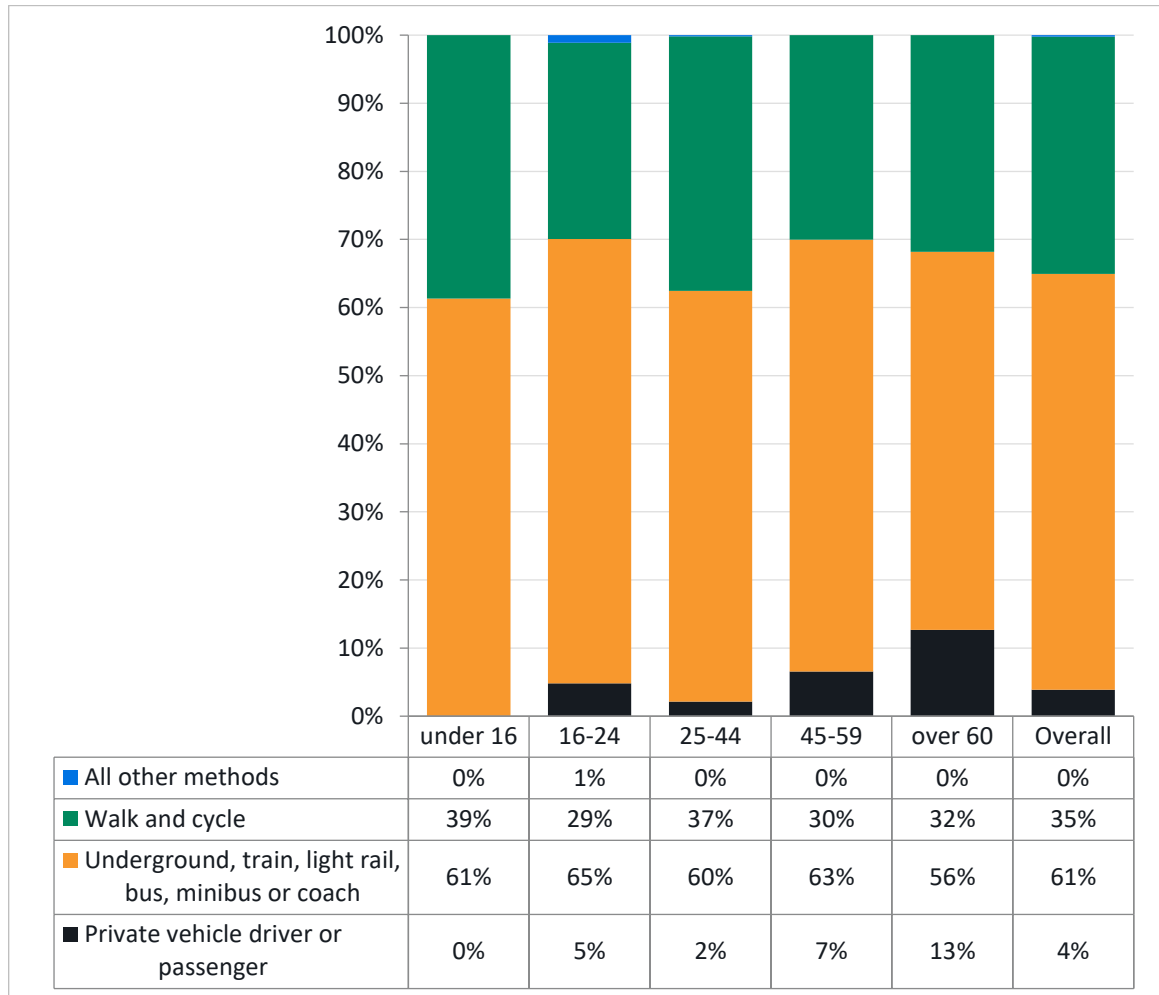
4.8 Figure 4.5 presents LTDS data on how people travel around the City within each age group, and Figure 4.6 presents this same information for London as a whole.

4.9 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.

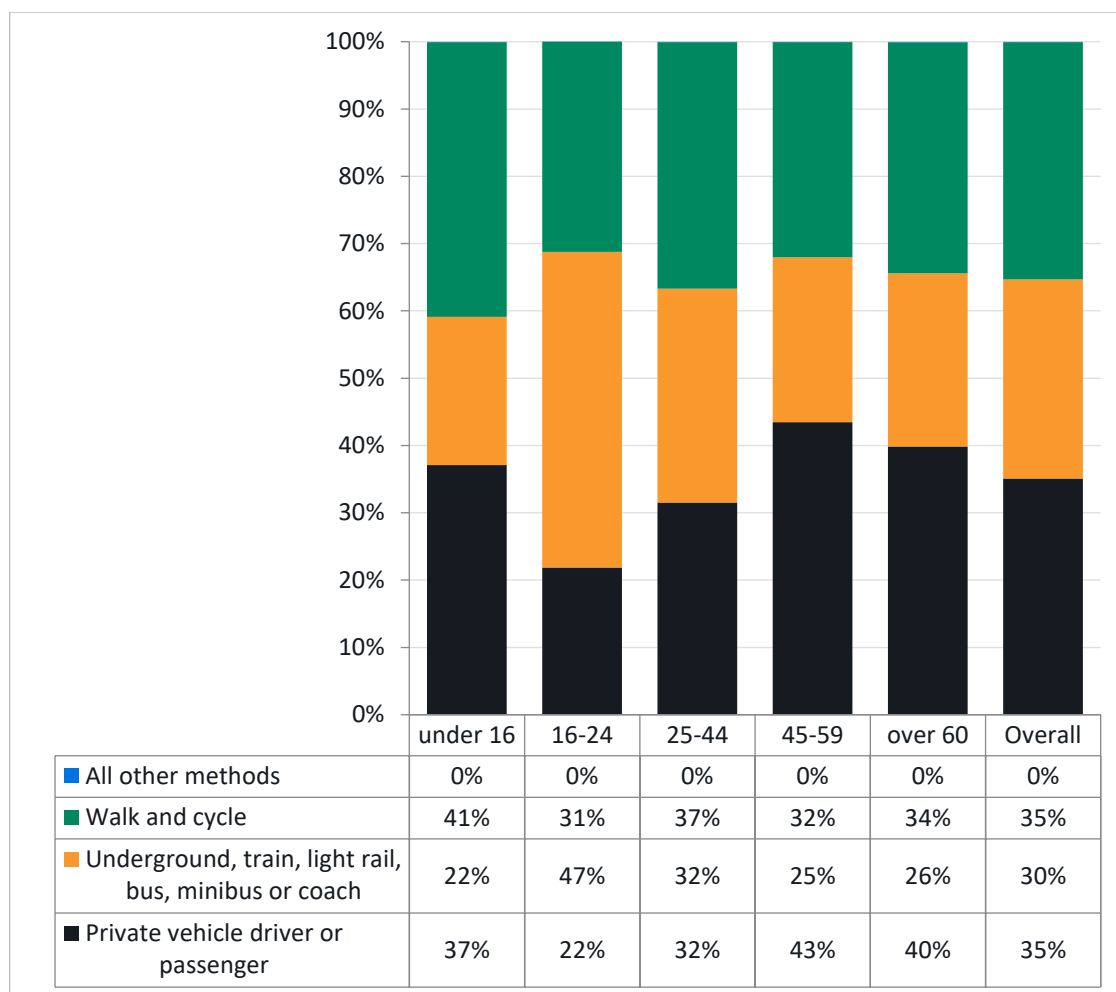
4.10 Notably, only 33 per cent of under 16s use public transport in Greater London. In the City, however, this rises to 61 per cent. The use of private vehicles in the City is minimal, making up 4 per cent of all journeys. Over 60s use private vehicles more than any other age group (13 per cent).

Figure 4.5: Mode share by age in City of London



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

Figure 4.6: Mode share by age in Greater London

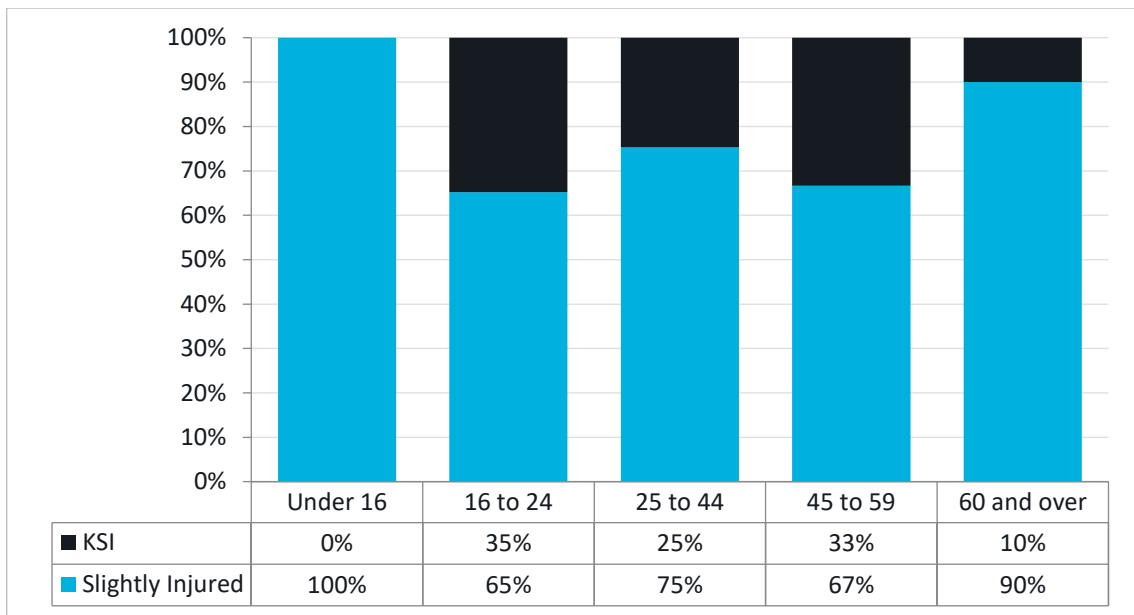


Source: LTDS average (2017/18, 2018/19, 2019/20)

Road Safety

- 4.11 Killed and Seriously Injured (KSIs) and Slightly Injured casualties by age category are shown in Figure 4.7 below. In total there were 42 KSIs and 115 Slightly Injured casualties in 2021.
- 4.12 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.
- 4.13 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 4.7: Percentage Killed or Seriously Injured by age in City of London (2021)



Source: STATS19, 2021

Disability

Definition according to the Equality Act 2010

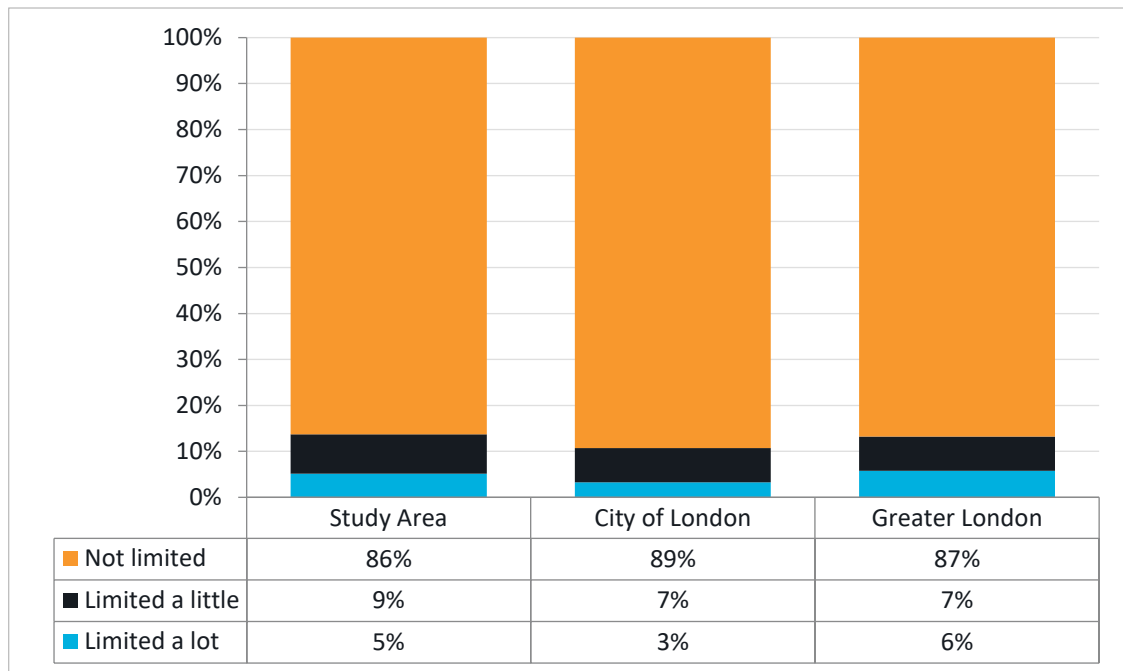
A person (P) has a disability if:

- 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

4.14 In the Study Area, Census 2021 data shows that 86 per cent of residents feel that they have no physical or mental impairments affecting their daily activities (Figure 4.8). This is notably less than in the City of London and London as a whole. In the Study Area, 9 per cent of residents have their daily activities limited a little, compared 7 per cent in the City and London as a whole; 5 per cent have their activities limited a lot, more than in the City (3 per cent), but less than in London as a whole (6 per cent).

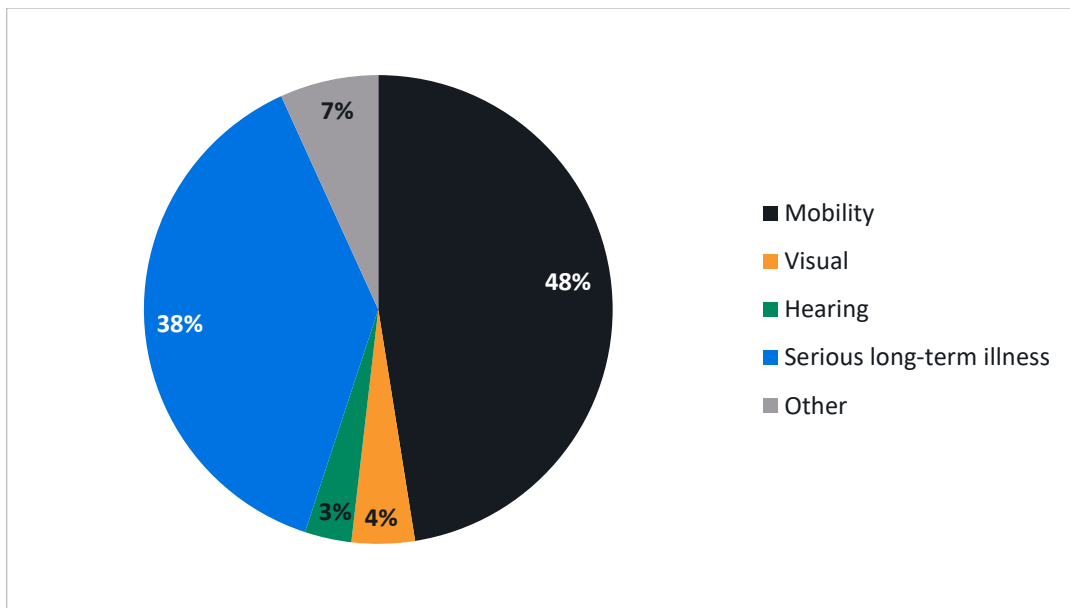
Figure 4.8: Population limited by long-term health problems or disabilities in the study area, City of London and Greater London



Source: Census 2021

4.15 Impairment types stated by those who live in the City of London which affect daily travel are shown in Figure 4.9. 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.

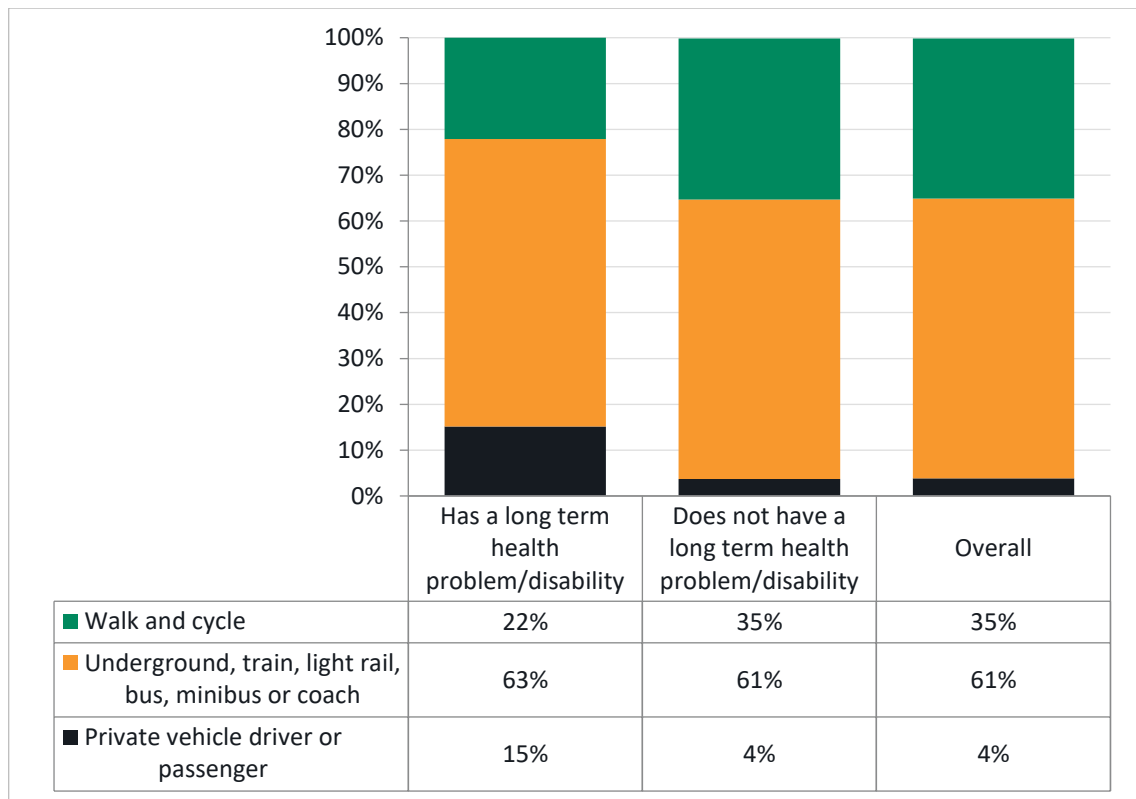
Figure 4.9: Impairment types stated by those with an impairment affecting travel in City of London



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

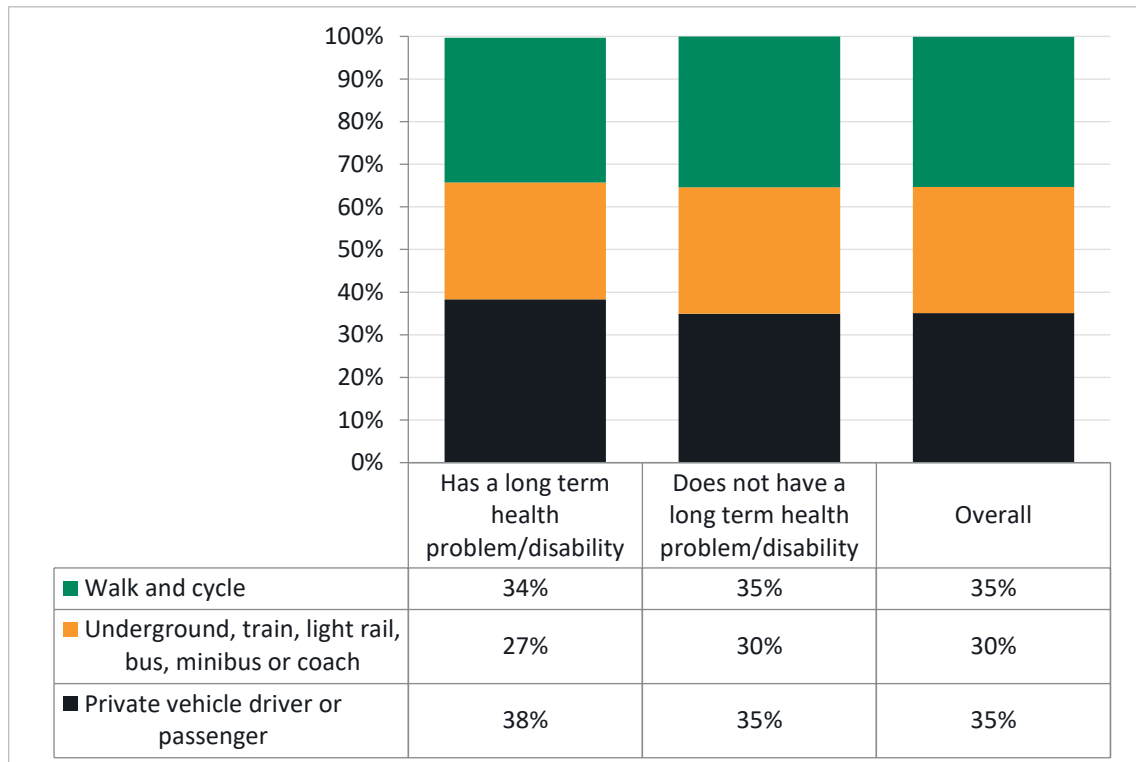
- 4.16 The mode share for people with a long-term health problem or disability in the City of London and Greater London is shown in Figure 4.10 and Figure 4.11 respectively. In the City, people with a long-term health problem or disability are more likely to use public transport (63 per cent vs 61 per 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).
- 4.17 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 4.10: 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 4.11: Mode share of those with a long-term health problem or disability in Greater London

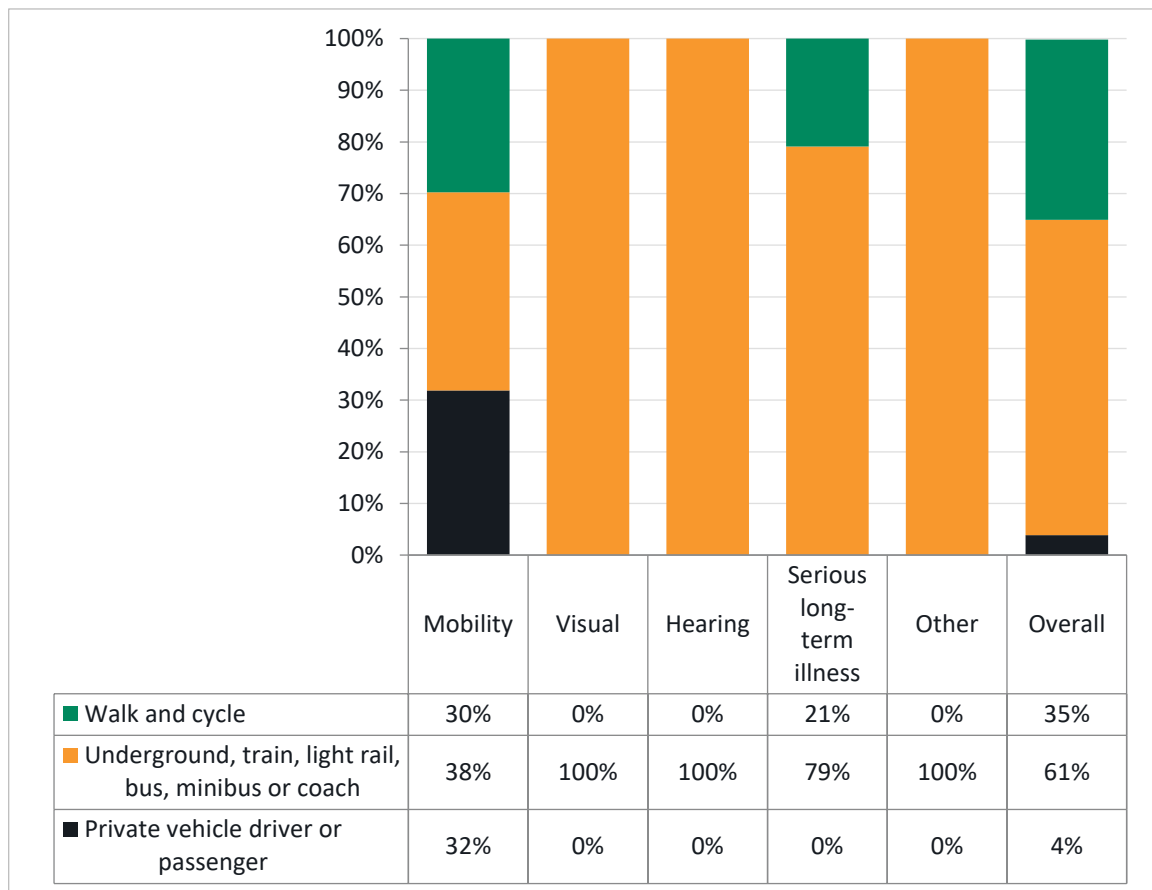


Source: LTDS average (2017/18, 2018/19, 2019/20)

4.18 The mode share for people with specific impairments in City of London and Greater London is shown in Figure 4.12 and Figure 4.13 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 38 per cent using public transport, 32 per cent using cars/vans, and 30 per cent undertaking active travel.

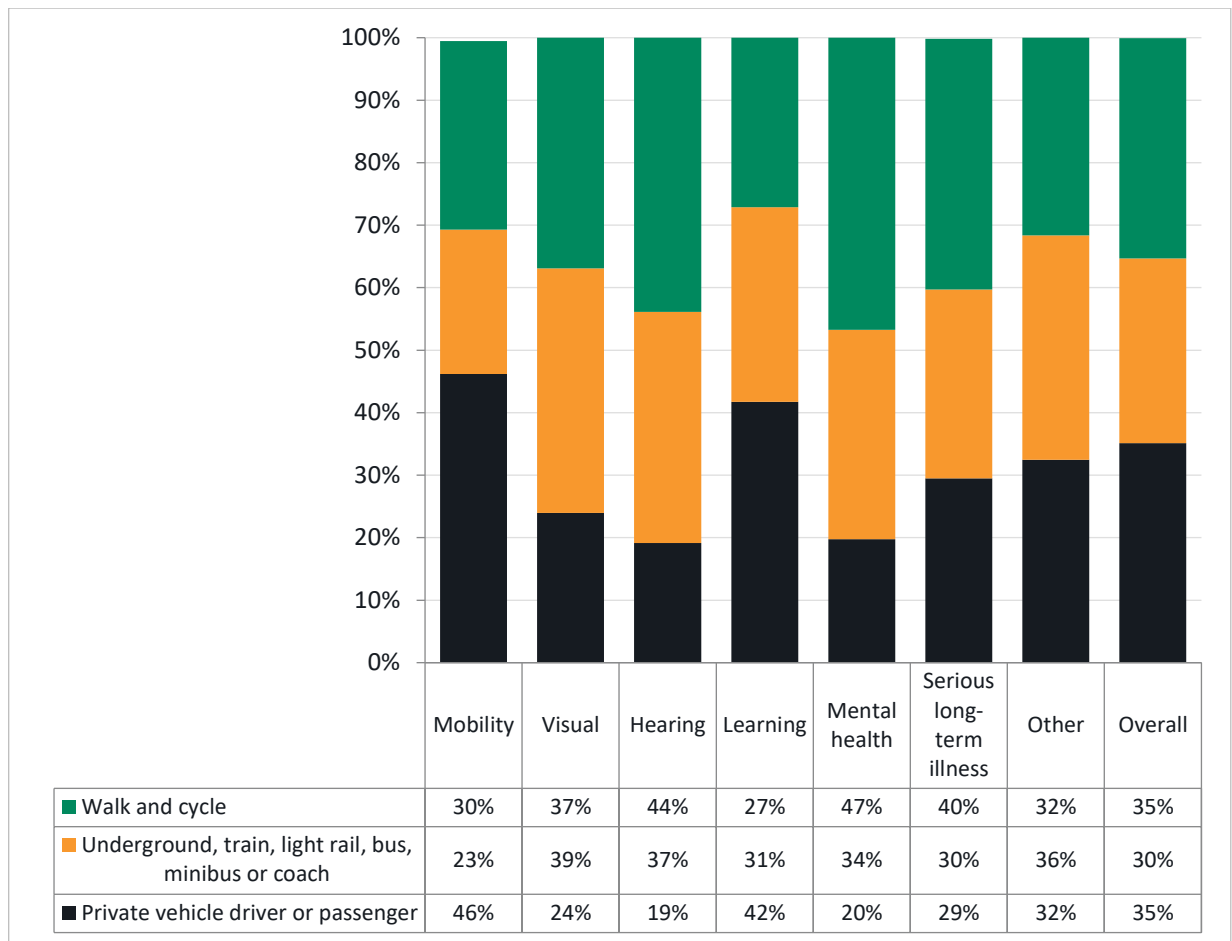
4.19 Compared to the City, mode share across impairment types for Greater London shows a much greater uptake of active travel and private vehicle use, along with lower public transport mode share. Groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private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

Figure 4.12: 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 4.13: Mode split by those with a specific impairment affecting daily travel in Greater London



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

4.20 Focusing on disabled cyclists, the Wheels for Wellbeing annual survey (2019/20)⁴ 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.

4.21 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.

⁴ [WFWB-Annual-Survey-Report-2019-FINAL.pdf \(wheelsforwellbeing.org.uk\)](https://www.wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf)

Pregnancy and maternity

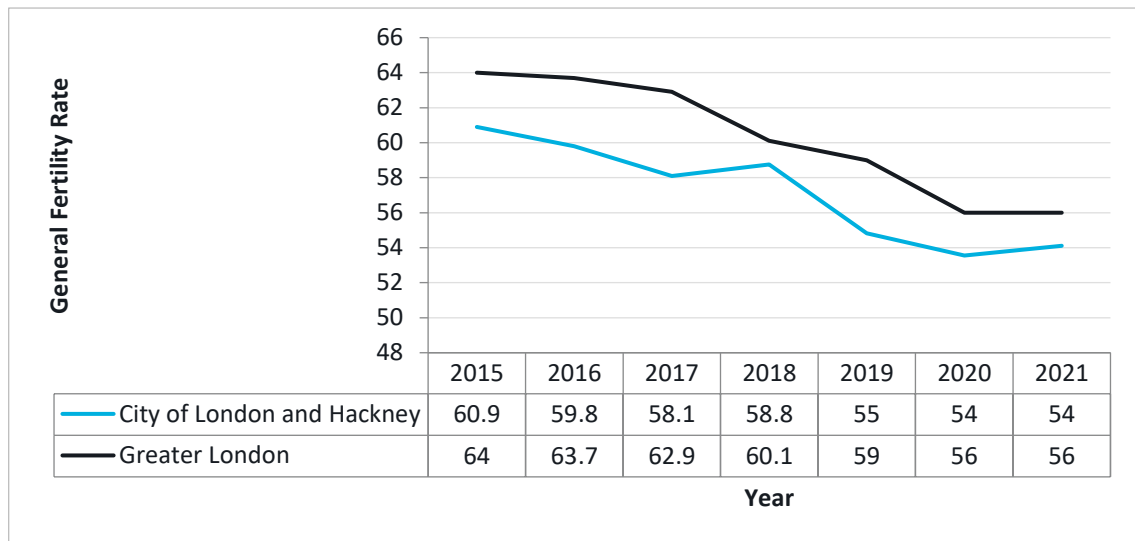
Definition according to the Equality Act 2010

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

- 4.22 In 2021, the General Fertility Rate (GFR) in City of London and Hackney⁵ 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.
- 4.23 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 4.14).

Figure 4.14: General Fertility Rate per year in City of London and Hackney compared to the Greater London average



Source: ONS. Births and Fertility Rates, Borough

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

Race

Definition according to the Equality Act 2010

Race includes:

- a. colour;
- b. nationality;
- c. ethnic or national origins.

In relation to the protected characteristic of race –

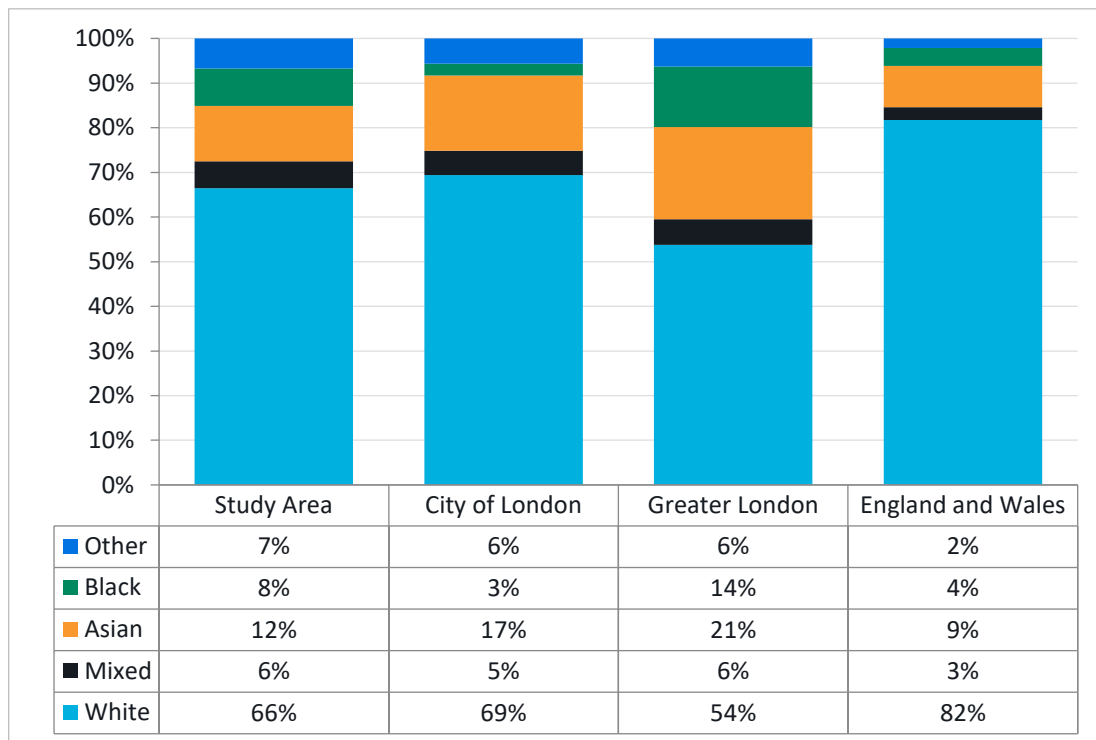
- d. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
- e. a reference to persons who share a protected characteristic is a reference to persons of the same racial group.

Baseline equalities data

4.24 Figure 4.15 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 (54 per cent) and higher than the Study Area (66 per cent). The second most common ethnicity is ‘Asian’, making up 17 percent and 12 per cent of the residential population in the City and Study Area respectively.

4.25 In the Study Area, 8 per cent of the population are ‘Black’, higher than in the City (3 per cent) but less than in London as a whole (14 per cent). The share of residents that identify as ‘Mixed’ is similar across the Study Area (6 per cent), City of London (5 per cent) and Greater London (6 per cent).

Figure 4.15: Study Area and City of London ethnicity compared to London and national averages

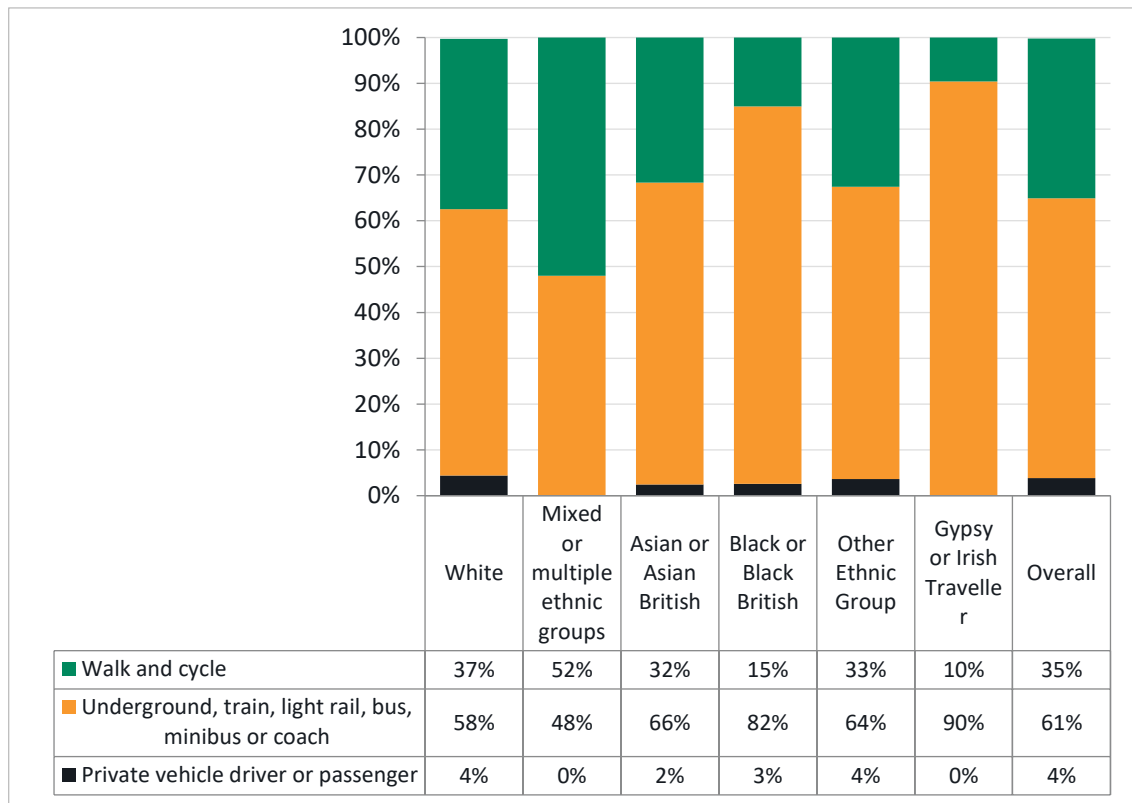


Source: Census 2021

4.26 Based on usual travel modes from the LTDS data presented in Figure 4.16, 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.

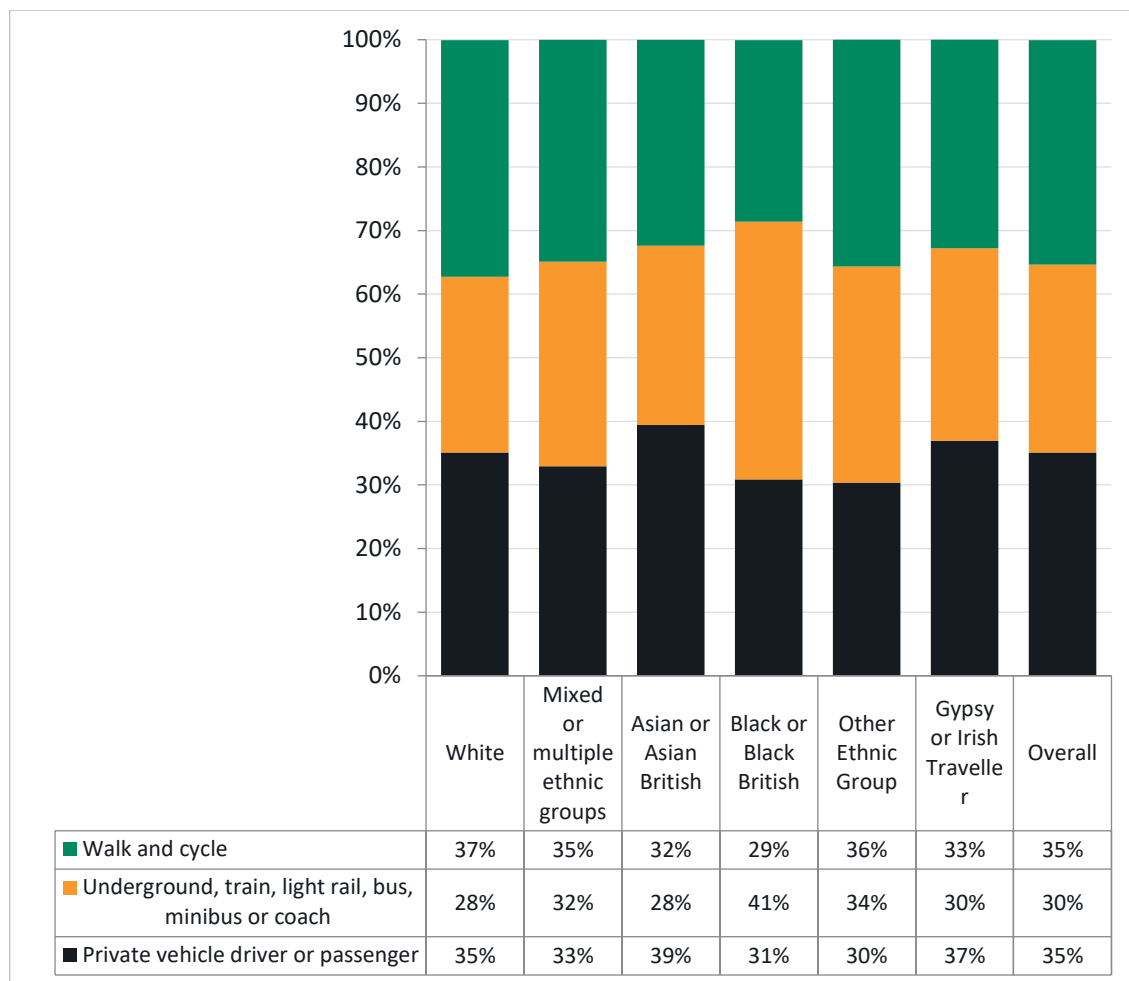
4.27 Overall, in City of London, levels of car use are lower across all ethnicities compared to the London average (Figure 4.17), while levels of public transport use are higher. While ‘Asian or Asian British’ residents are most likely to use the car in London, this is not the case for City of London, 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 to (82 per cent) in City of London.

Figure 4.16: Mode share by ethnicity in City of London



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

Figure 4.17: Mode share by ethnicity in London



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

Religion and belief

Definition according to the Equality Act 2010

Religion means any religion and a reference to religion includes a reference to a lack of religion.

Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.

In relation to the protected characteristic of religion or belief:

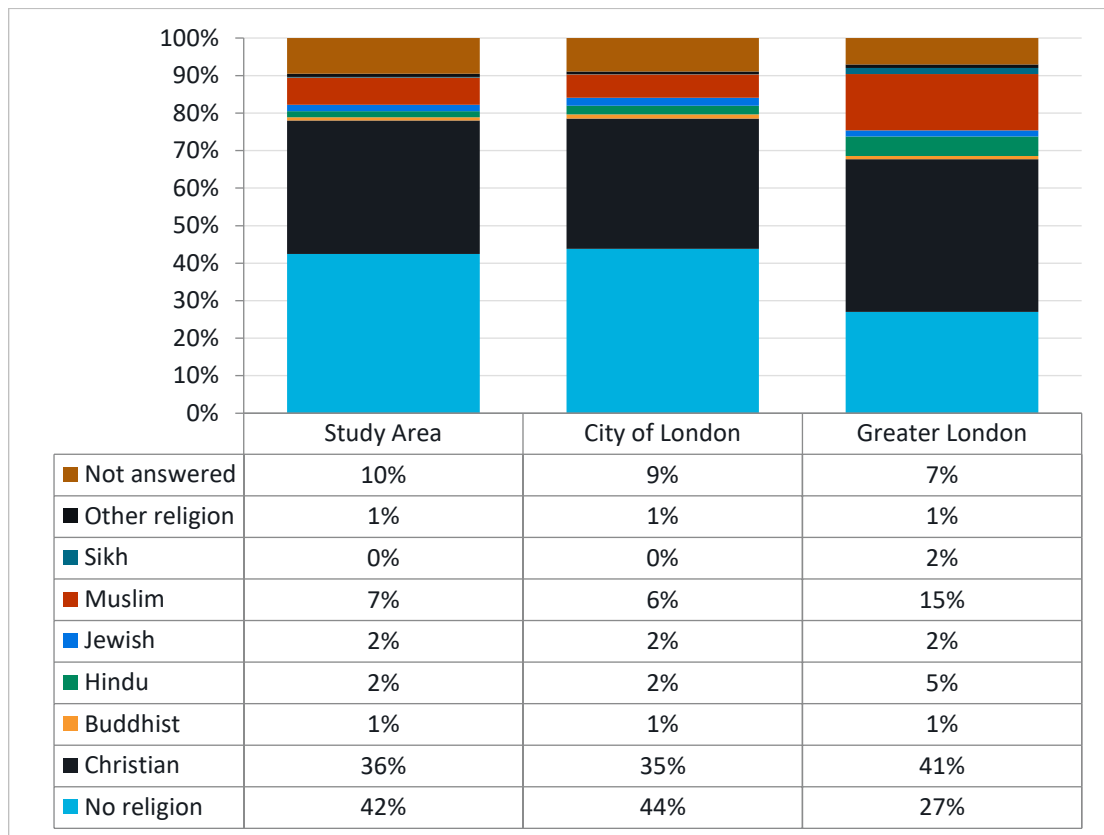
- a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular religion or belief;
- b. a reference to persons who share a protected characteristic is a reference to persons who are of the same religion or belief.

Baseline equalities data

4.28 Census 2021 data on religion is presented in Figure 4.18. Almost half of the population in the Study Area (42 per cent) and the City (44 per cent) stated that they have ‘no religion’, compared to only 27 per cent in London as a whole.

4.29 Over a third of residents in the Study Area (36 per cent) identified as Christian, compared to 41 per cent in Greater London. Seven per cent of respondents in the Study Area identified as Muslim, compared to 15 per cent in London as a whole.

Figure 4.18: Religion composition in the Study Area, City of London, and Greater London



Source: Census 2021

Sex

Definition according to the Equality Act 2010

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

4.30 Census 2021 data for population by sex is shown in Figure 4.19. In the study area, a marginally greater proportion of residents identified as male (51 per cent), compared to female (49 per cent). The difference for the City as a whole is more pronounced, with 55 per cent of residents identifying as male, and 45 per cent as female. Greater London shows a more even split, with a slightly higher proportion of females (51 per cent) than males (49 per cent).

Figure 4.19: Population breakdown by sex in the Study Area, City of London, and Greater London

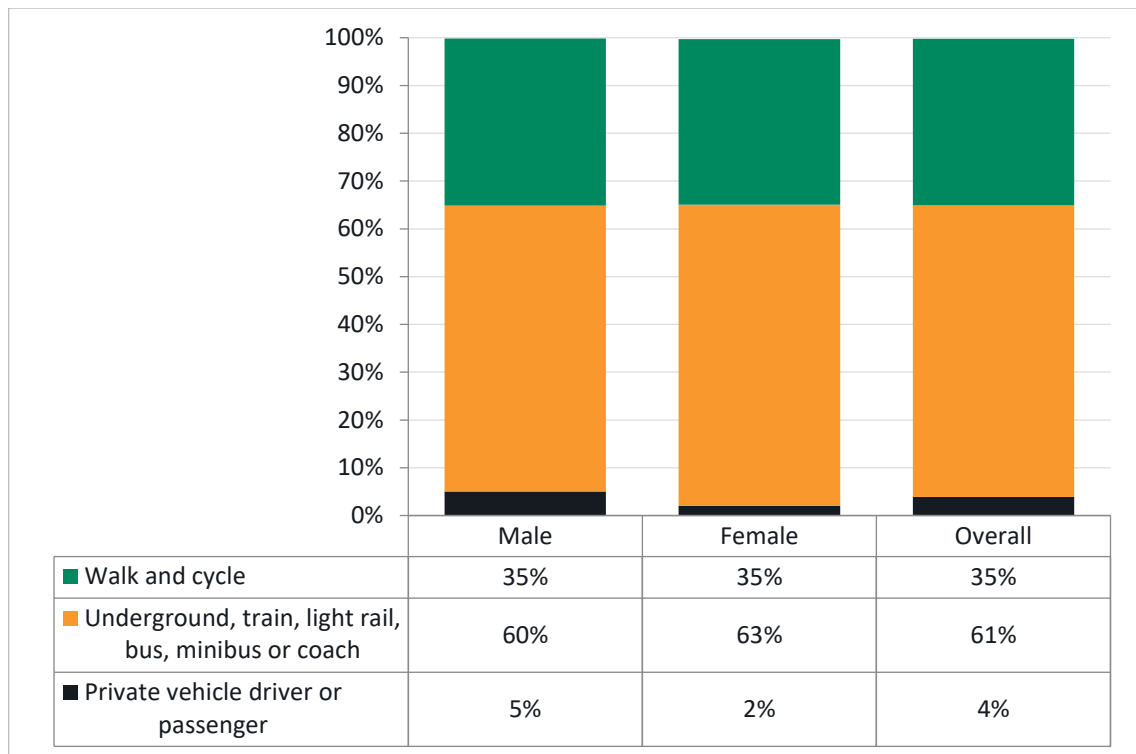


Source: Census 2021

4.31 Figure 4.20 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.

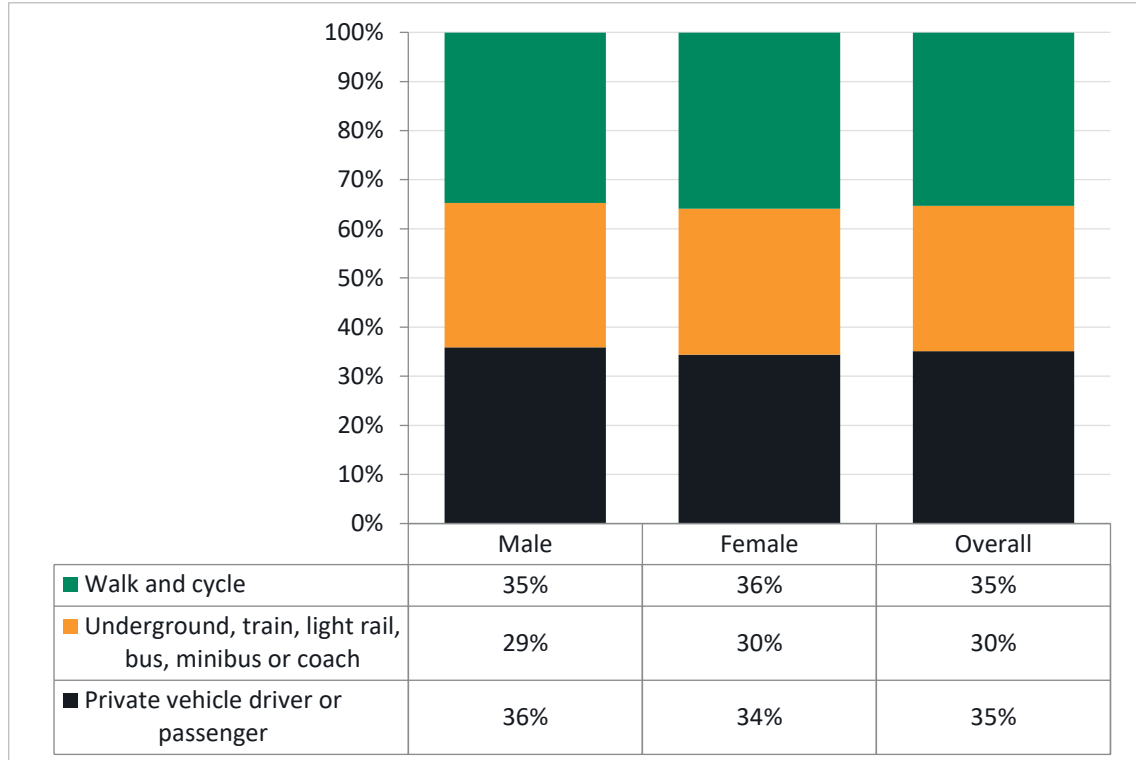
4.32 Compared to the City of London, overall, both males and females are more likely to use a car and less likely to use public transport in London as a whole (Figure 4.21). The likelihood of walking and cycling is also even for both sexes in London, and in very similar proportions to the City of London.

Figure 4.20: Mode share by sex in City of London



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

Figure 4.21: Mode share by sex in Greater London



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

- 4.33 Across Greater London, research undertaken by TfL⁶ 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).
- 4.34 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 children⁷, further affecting the transport choices they make.
- 4.35 Female Londoners make more trips per weekday than male Londoners (2.5 trips compared to 2.3 trips)⁶. 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).
- 4.36 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.

⁶ [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://tfl.gov.uk)

⁷ [National Travel Survey: Travel to School factsheet \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

Sexual orientation

Definition according to the Equality Act 2010

Sexual orientation means a person’s sexual orientation towards

- a. Persons of the same sex
- b. Persons of the opposite sex, or
- c. Persons of either sex

In relation to the protected characteristic of sexual orientation

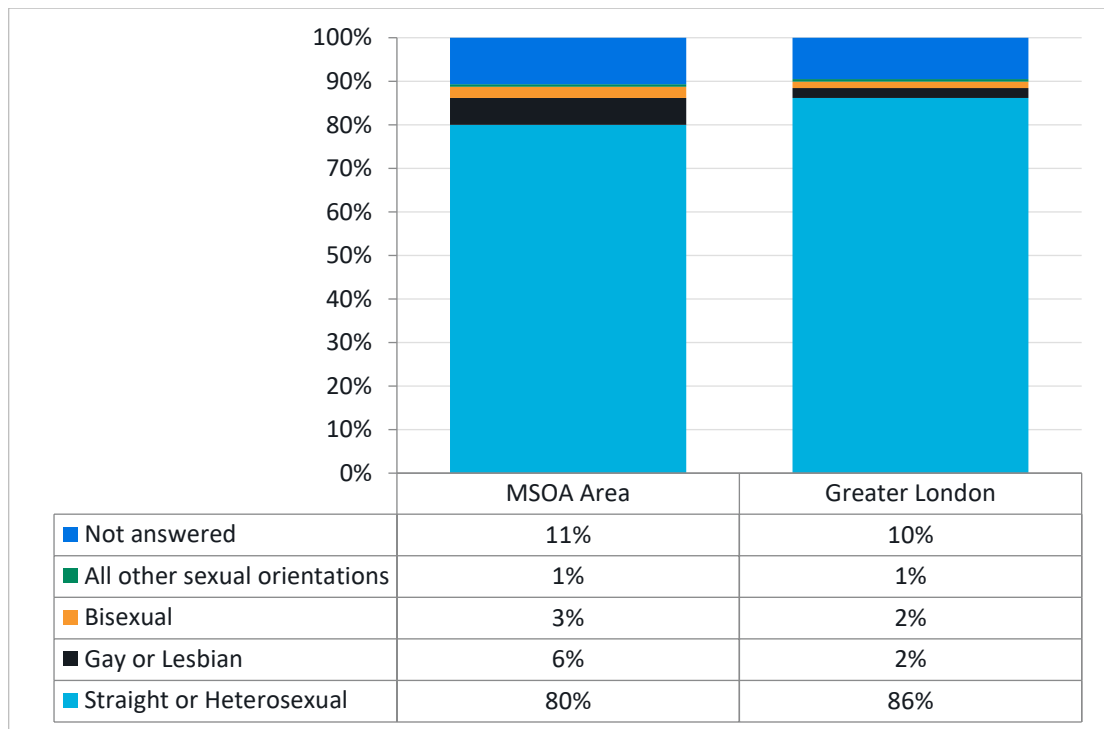
- a. A reference to a person who has particular protected characteristics is a reference to a person who is of a particular sexual orientation.
- b. A reference to persons who share a proctored characteristics is a reference to persons who are of the same sexual orientation.

Baseline equalities data

4.37 Census 2021 data for sexual orientation is only available at the MSOA level or higher. This is presented in Figure 4.22 below. The MSOA level Study Area has a lower proportion of residents that identify as ‘straight or heterosexual’ (80 per cent) than London as a whole (86 per cent).

4.38 The proportion of those who identify as ‘gay or lesbian’ is significantly higher in the MSOA level Study Area (6 per cent) than for Greater London (2 per cent), and the proportion of those who identify as ‘bisexual’ is slightly higher (3 per cent) compared to London as a whole (2 per cent).

Figure 4.22: Sexual orientation composition for the MSOA level Study Area and Greater London



Source: Census 2021

- 4.39 According to TfL’s ‘Travel in London: Understanding our diverse communities’ study (2019)⁸, Londoners who identify themselves as being LGB (lesbian, gay and bisexual) account for 2.6 per cent of the city’s population. It found that LGB people have a similar profile to the general population when asked about barriers to using public transport.
- 4.40 Over half (52 per cent) of LGB respondents cited overcrowding as an issue, compared to 48 per cent of the general population. 41 per cent of both LGB respondents and the general population identified the cost of travel as an issue. 30 per cent of LGB respondents saw passengers pushing and shoving each other on public transport as a key issue, while 26 per cent of the general population raised this as a concern. Overall, it was found that fears about abuse and/or intimidation can have a greater effect on the travel behaviours of LGB Londoners.

⁸ [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://www.tfl.gov.uk/roadshows/research-innovation/2019-travel-in-london-understanding-our-diverse-communities)

Gender reassignment

Definition according to the Equality Act 2010

A person has the protected characteristic of gender reassignment if the person is proposing to undergo, is undergoing or has undergone a process (or part of a process) for the purpose of reassigning the person’s sex by changing physiological or other attributes of sex.

A reference to a transsexual person is a reference to a person who has the protected characteristic of gender reassignment.

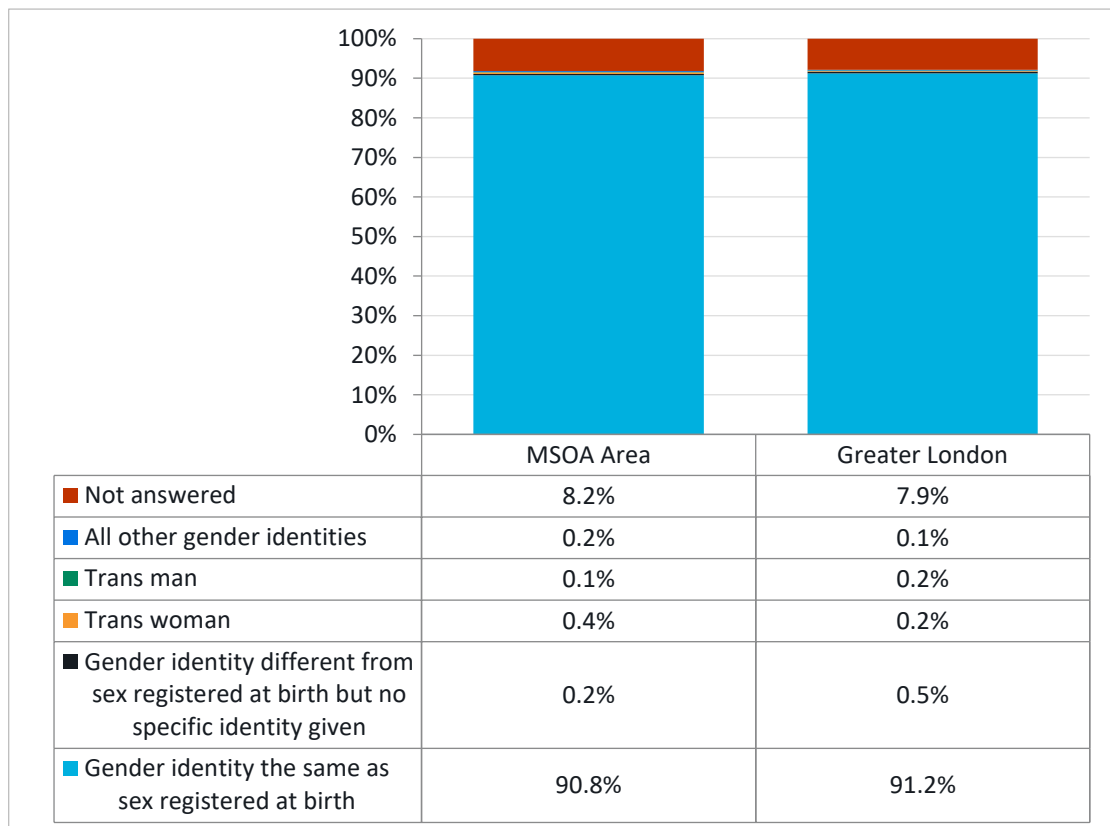
In relation to the protected characteristic of gender reassignment

- a. A reference to a person who has a particular protected characteristic is a reference to a transsexual person;
- b. A reference to persons who share a protected characteristic is a reference to transsexual persons.

Baseline equalities data

4.41 Census 2021 data for gender reassignment is only available at the MSOA level or higher. This is presented in Figure 4.23 below. The MSOA level Study Area has a marginally lower proportion of residents whose gender identity is the same as sex registered at birth (90.8 per cent) compared to London as a whole (91.2 per cent). The proportion of those who identify as ‘trans woman’ is higher in the MSOA level Study Area (0.4 per cent) than in Greater London (0.2 per cent).

Figure 4.23: Gender composition of the MSOA-level Study Area and Greater London



Source: Census 2021

- 4.42 According to TransActual UK, for those travelling by public transport, 68 per cent of trans women, 63 per cent of non-binary people, and 60 per cent of trans men have experienced transphobia on public transport⁹. Research also shows that LGBTQ+ individuals are likely to encounter higher levels of unsolicited sexual behaviour and harassment on public transport and are more likely to take travel options that are perceived as 'safer', sometimes at the expense of longer journey times or higher travel costs¹⁰.

⁹ [Press release: Trans Lives Survey 2021 — TransActual](#)

¹⁰ [Full article: Queer mobilities: critical LGBTQ perspectives of public transport spaces \(tandfonline.com\)](#)

5 Impact Assessment

5.1 Table 5.1 summarises the potential positive and negative impacts of the scheme and the protected characteristics that are disproportionately impacted. These are assessed in further detail in this chapter.

Table 5.1: Protected characteristics impacted

Potential impact	Protected characteristic impacted
Positive	
Road safety improvements	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity • Race • Religion or belief
Air quality improvements	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity
Improved waiting environment at bus stop BN	<ul style="list-style-type: none"> • Age • Disability • Race • Sex
Negative	
Increased journey times for non-compliant motor vehicles	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity • Religion or belief
Reduction in the availability of taxis	<ul style="list-style-type: none"> • Age • Disability
Reduced access to adjacent residential streets	<ul style="list-style-type: none"> • Age • Disability • Race • Sex
Perception of personal safety	<ul style="list-style-type: none"> • Disability • Race • Sex • Sexual orientation • Gender reassignment

Worsening of Golden Lane air quality	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity
--------------------------------------	--

Potential disproportionately positive impacts

Road safety improvements

- 5.2 The restrictions to motor traffic on Beech Street would result in reduced volumes of motor traffic. On Golden Lane, there could also be a reduction in motor traffic volumes due to the restriction from turning into Golden Lane from Beech Street. Reduced motor traffic creates a safer and more pleasant environment for walking and cycling.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity
- Race
- Religion or belief

Summary of potential impacts

- 5.3 Younger people, specifically those in the under 16 and 25-44 age categories, will benefit from improvements to the pedestrian environment the most, as they have the highest walking and cycling mode share (39 per cent and 37 per cent respectively) in City of London.
- 5.4 Reduced volumes in motor traffic will make it easier to find a gap in traffic to cross the road. This may disproportionately benefit some disabled people who may take longer to cross the road due to mobility impairments. Data on mode share by impairment type shows that nearly a third (30 per cent) of disabled people in the City with a mobility impairment walk or cycle.
- 5.5 Reductions in motor traffic are likely to reduce conflict between different road users overall. This will create a safer environment, particularly for pregnant people as they may have reduced mobility and thus require longer times to cross the road. This will also provide benefits to pedestrians travelling with prams who may require additional time to navigate kerbs when crossing the street.
- 5.6 Improvements to road safety will disproportionately benefit racial or ethnic groups who are more likely to walk or cycle in the City of London (52 per cent of people identifying as ‘Mixed or multiple ethnic groups’), as well as those who are more likely to use public transport (as every public transport journey starts or ends on foot or cycle).

Air quality improvements

- 5.7 Air quality modelling forecasts a reduction of NO₂ on Beech Street (at the air quality monitor western end) from 39.4 µg/m³ to 30.4 µg/m³ and reduction of NO₂ on Beech Street between Golden Lane and the eastern entrance to Beech Street from 38.8 µg/m³ to 31 µg/m³. The forecast reduction in emissions would improve the quality of air on Beech Street.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

Summary of potential impacts

- 5.8 Both young and old age groups are disproportionately vulnerable to poor air quality and pollution. For the elderly, exposure to high levels of air pollution can lead to a range of long-term health problems, while young children may suffer from reduced lung development. Therefore, a reduction in emissions from non-zero emission vehicles is likely to benefit these age groups through cleaner air.
- 5.9 The air quality improvements may disproportionately benefit disabled people who are particularly vulnerable to air pollution and/or those reporting stamina or breathing impairments.
- 5.10 Improvements in air quality are likely to disproportionately benefit pregnant women. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight - both factors are associated with higher infant mortality. Furthermore, new-born babies, babies in prams and children are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults.

Improved waiting environment at bus stop BN

- 5.11 Reduced volumes of motor traffic will result in a reduction in noise and air pollution, creating a more pleasant environment for bus passengers using bus stop BN on Beech Street.

Protected characteristics impacted

- Age
- Disability
- Race
- Sex

Summary

- 5.12 The 16-24 age category is most likely to use public transport (65 per cent) in the City and will therefore disproportionately benefit from any improvements to bus facilities, including those that arise because of reduced motor traffic and congestion.
- 5.13 82 per cent of 'Black or Black British' residents in the City are most likely to use public transport as their mode of travel, so will disproportionately benefit from the improved environment. 8 per cent of the Study Area population are 'Black', which is higher than in the City of London.
- 5.14 The reduction in noise pollution may have benefits for some disabled people, such as those who experience hypersensitivity. In the City, those with hearing and 'other' impairments solely use public transport as their mode of travel, so they might disproportionately benefit from reduced noise pollution.
- 5.15 An improved waiting environment may disproportionately benefit females, who are more likely to use public transport in the City of London (63 per cent) compared to males (60 per cent).

Potential mitigation measures

- 5.16 At present, there are no seating facilities at the bus stop on Beech Street, meaning that people are required to stand during their wait for the bus to arrive. The benefits of this scheme could be extended through working with TfL to improve the passenger waiting area. This would

create a more pleasant experience for all passengers and may disproportionately benefit those with physical impairments which make it difficult to stand for longer periods.

Potential disproportionately negative impacts

Increased journey times for non-compliant motor traffic

- 5.17 Re-routing of non-compliant motor traffic to avoid Beech Street may cause increased journey times for those reliant on private cars.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity
- Religion or belief

Summary of potential impacts

- 5.18 Re-routed journeys may lead to longer journey times for people who rely on private vehicles. This may have a disproportionately negative impact on older people who are more likely to rely on the car for essential trips such as medical appointments and grocery shopping. These impacts can also affect any family members, friends or personal assistants / support workers that may support them in driving them in their private car. Data on mode share by age category shows that over-60s have the highest mode share of private vehicle driver or passenger (13 per cent) in the City.
- 5.19 Similarly, elderly people rely disproportionately on taxis or Dial-a-Ride services. Potential increases in journey times or displaced motor traffic congestion may lead to longer journey times which may be inconvenient or uncomfortable.
- 5.20 The traffic restrictions have the potential to negatively impact journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore need to make use of door-to-door transport services such as private cars or taxis. Increased journey times may lead to further discomfort and anxiety for some disabled people, and ultimately may have a detrimental impact on their mental or physical health.
- 5.21 Pregnant people may find walking and cycling difficult due to the physical exertion when pregnant. These people may therefore have a heightened need for door-to-door transport such as private cars or taxis. The traffic restrictions may disproportionately negatively impact pregnant people and parents travelling with infants who are more reliant on door-to-door transport.
- 5.22 Journey times may increase for some worshippers who drive to local places of worship (i.e., Capeli Cymraeg Llundain, London Welsh Chapel). For those unable to take an alternative method of transport, that may cause a disproportionately negative impact.

Potential mitigation measures

- It is recommended that the City proactively engage with places of worship to notify them of the proposed changes. The places of worship can disseminate information about the proposed scheme to their worshippers and how this might impact their journeys.
- It is recommended that the City explores the feasibility and practicality of exempting Blue Badge holders and personal assistants / support workers from the traffic restrictions. This would assist in mitigating the potentially negative impacts to disabled people and their personal assistants / support workers.

Reduction in taxi availability

- 5.23 Taxi drivers who do not have an electric vehicle might be deterred from plying for hire on Beech Street and the surrounding area due to the traffic restrictions. This might lead to a general reduction in taxi presence in the area, affecting those reliant on taxis.

Protected characteristics impacted

- Age
- Disability

Summary of potential impacts

- 5.24 Elderly people rely disproportionately on taxis compared to other age groups within the City, therefore, might be negatively affected by any reduction in the availability of taxis. This might result in elderly people being less able to access local places, as they need to use door-to-door transport.
- 5.25 Those with mobility impairments who may find it more difficult to walk or cycle, and therefore need to make use of door-to-door transport services such as private cars or taxis, might also be disproportionately negatively affected.

Potential mitigation measures

- It is recommended that the City undertake a survey to collect data on taxi circulation within the area to better understand the availability of taxis within and around Beech Street, and the associated impact this may have on people who rely upon them as an essential mobility aid.

Reduced access to adjacent residential streets

- 5.26 Friends, family, and helpers of elderly and/or disabled people might be restricted from dropping them off or visiting them on adjacent residential streets e.g., Brackley Street, Bridgewater Street, Viscount Street and Fann Street, if they are driving a non-compliant vehicle.

Protected characteristics impacted

- Age
- Disability
- Race
- Sex

Summary of potential impacts

- 5.27 Disabled people are more likely than non-disabled people to rely upon family members or friends for daily care, with many disabilities requiring support for Activities of Daily Living. The traffic restrictions may create additional difficulties and costs for personal assistants / support workers in a non-compliant vehicle, who are required to travel via Beech Street to provide care. This may lead to personal assistants / support workers being unable to attend as regularly or incur costs which could impact their quality of life.

5.28 In 2021, 18.5 per cent of black workers were in ‘caring, leisure and other services’ jobs, which is the highest percentage out of all ethnic groups¹¹, therefore those who identify as ‘Black’ might be disproportionately negatively affected.

5.29 Women are more likely to become personal assistants / support workers than men and data from the 2021 Census shows that 59 per cent of unpaid personal assistants / support workers are women¹². They might be disproportionately negatively affected by the reduced access to adjacent residential streets.

Potential mitigation measures

- It is recommended that the City explore the practicality and feasibility of exempting personal assistants / support workers from the traffic restrictions. This would assist in mitigating the potentially negative impacts to elderly and disabled people, and their family, friends, and helpers.

Perception of personal safety

5.30 Reduced volumes of motor vehicle traffic will create a quieter environment. For some people, this has been reported to heighten the apprehension of personal threat, particularly as the street is an enclosed space (within a tunnel).

Protected characteristics impacted

- Disability
- Race
- Sex
- Sexual orientation
- Gender reassignment

Summary of potential impacts

5.31 Disabled adults often feel less safe than non-disabled adults walking alone in a quiet street close to home and using public transport on their own¹³. Of those in the City who have a long-term health problem / disability, 22 per cent walk or cycle so they will be disproportionately negatively affected. Furthermore, traffic restrictions allowing zero-emission vehicles only can negatively impact those with visual impairments. Blind and partially sighted people may not be able to hear quiet electric and hybrid vehicles approaching. However, the Department for Transport has prohibited the pause function on sound generators in all new electric vehicles from September 2023¹⁴ so the severity of this impact will reduce in time.

5.32 The significantly quieter environment can heighten fear for people within the LGBTQIA+ and BAME communities where hate crime is a particular concern¹⁵. The perception may also be felt particularly by certain women making trips by foot or bicycle, as part of a public transport

¹¹ [Employment by occupation - GOV.UK Ethnicity facts and figures \(ethnicity-facts-figures.service.gov.uk\)](https://www.gov.uk/ethnicity-facts-figures)

¹² [Key facts and figures | Carers UK](https://www.carersuk.org/)

¹³ [Perceptions of personal safety and experiences of harassment, Great Britain - Office for National Statistics](https://www.gov.uk/government/statistics/perceptions-of-personal-safety-and-experiences-of-harassment-great-britain)

¹⁴ [Electric vehicles: Department for Transport clarifies rule on sound generators | RNIB](https://www.rnib.org.uk/news/2023/08/23/electric-vehicles-department-for-transport-clarifies-rule-on-sound-generators)

¹⁵ [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://www.tfl.gov.uk/what-we-do/our-programmes-and-initiatives/our-diverse-communities/understanding-our-diverse-communities-2019)

journey or a trip on its own. This, however, can be balanced by increases in people walking and cycling which in turn can improve the overall sense of safety for these people.

Potential mitigation measures

- It is recommended that the City engages with the City of London Police to monitor crime and anti-social behaviour across the City of London, particularly on Beech Street and adjacent streets (Bridgewater Street, Brackley Street, Viscount Street and Fann Street). Furthermore, to deter crime and anti-social behaviour patrols could be increased throughout the area during quieter time periods, e.g., evenings.
- It is recommended that the City engages with residents about the proposals and potential complementary public realm improvements that could be made. This would provide the City with insight into the possible impact of plans that can be gained before the scheme is made permanent.
- It is recommended that the City explores the potential to make public realm improvements within Beech Street, primarily to improve the lighting and reduce the number of 'blind' corners. This would assist with improving the look and feel of the street, as well as the perception of personal safety¹⁶.

Worsening of Golden Lane air quality

- 5.33 Air quality on Golden Lane might not necessarily improve as motorised traffic exiting Golden Lane is not restricted. Air quality modelling indicates there is likely to be marginal increase in NO₂ on Golden Lane from 29.4 µg/m³ to 30 µg/m³.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

Summary

- 5.34 The marginal increases in air quality on Golden Lane could disproportionately negatively impact those most susceptible to air pollution, including young children, older people and/or those reporting stamina or breathing impairments.
- 5.35 Worsened air quality would also disproportionately negatively impact pregnant women. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight - both factors are associated with higher infant mortality¹⁷. Furthermore, new-born babies, babies in prams and children are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults.

Potential mitigation measures

- It is recommended that the City monitor actual air quality on Golden Lane post-implementation and periodically report on the findings. If air quality decreases, or there is

¹⁶ [Pedestrian safety perception and urban street settings: International Journal of Sustainable Transportation: Vol 14, No 11 \(tandfonline.com\)](#) and [Impact of public lighting on pedestrians' perception of safety and well-being - ScienceDirect](#)

¹⁷ State of Global Air: Impact on Newborns <https://www.stateofglobalair.org/health/newborns>

a worse outcome than the modelling indicates, the City should explore alternative measures to mitigate increases in pollution on Golden Lane.

6 Summary of recommended mitigating actions

- 6.1 Table 6.1 (overleaf) presents an action plan for each of the mitigating actions identified within this EqIA.
- 6.2 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.
- 6.3 To ensure transparency of the design and decision-making process, it is recommended that an update on the status of each recommended mitigating action is included within a future addendum to this EqIA.

Table 6.1: Action Plan

Issue identified	Protected characteristic impacted	Action required/comments	Action owner	Timescale
Increased journey times for non-compliant motor vehicles	<ul style="list-style-type: none"> Age Disability Pregnancy and maternity Religion or belief 	<ul style="list-style-type: none"> Engage with places of worship to notify them of the proposed changes. They can disseminate information about the proposed scheme to their worshippers and how this might impact journeys. Explore the feasibility and practicality of exempting Blue Badge holders and personal assistants / support workers from the traffic restrictions. 	Project Manager	Pre-implementation
Reduction in taxi availability	<ul style="list-style-type: none"> Age Disability 	<ul style="list-style-type: none"> Undertake a survey to collect data on taxi circulation within the area. 	Project Manager	Pre-implementation
Reduced access to adjacent residential streets	<ul style="list-style-type: none"> Age Disability Race Sex 	<ul style="list-style-type: none"> Explore the practicality and feasibility of exempting personal assistants / support workers from the traffic restrictions. 	Project Manager	Pre-implementation
Perception of personal safety	<ul style="list-style-type: none"> Disability Race Sex Sexual orientation Gender reassignment 	<ul style="list-style-type: none"> Engage with the City of London Police to monitor crime and anti-social behaviour, particularly on Beech Street and adjacent streets. If necessary, anti-social behaviour patrols could be increased throughout the area during quieter time periods, e.g., evenings. Engage with residents about the proposals and potential complementary public realm improvements. Explore the potential to make public realm improvements within Beech Street, primarily to improve the lighting and reduce the number of 'blind' corners. 	Project Manager	<p>During implementation</p> <p>Pre-implementation</p>
Waiting environment at bus stop BN	<ul style="list-style-type: none"> Age Disability Race Sex 	<ul style="list-style-type: none"> Work with TfL to improve the passenger waiting area at the bus stop. 	Project Manager	Pre-implementation

Worsening of Golden Lane air quality	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity 	<ul style="list-style-type: none"> • Monitor actual air quality on Golden Lane post-implementation and periodically report on the findings. • If air quality increases or there is a worse outcome than the modelling indicates, the City should explore alternative measures to mitigate for increases in pollution on Golden Lane. 	Project Manager	During implementation Post-implementation
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SYSTRA

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Beech Street

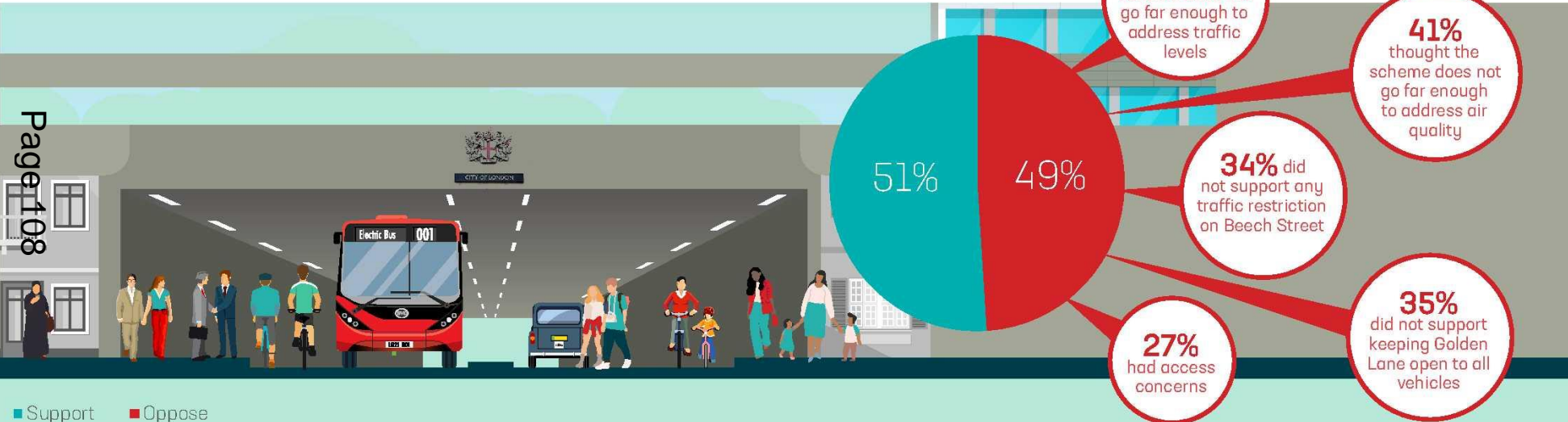
Consultation Findings

SYSTRA

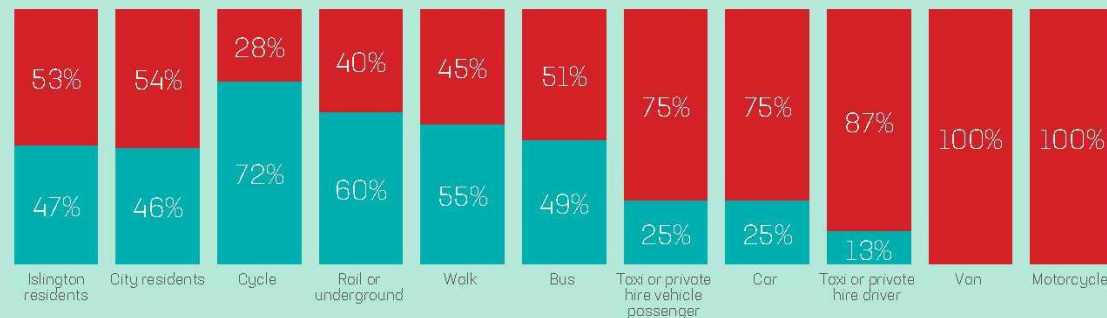


In 2020, The City of London Corporation (“The City”) ran an 18-month traffic experiment on Beech Street to reduce NO₂ levels. The experiment restricted polluting traffic from using Beech Street as a “through route” 24hrs a day. Unrestricted access was allowed for zero-emission capable vehicles and for any vehicle accessing properties and car parks on Beech Street. Following this experiment, the City have developed a new proposed permanent scheme for Beech Street, working with Islington Council. This report presents the findings of a consultation on the new proposed changes to the Beech Street Zero Emissions Scheme. The consultation was live between 14th January 2023 – 6th March 2023, and a total of 827 responses were received.

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■ Support ■ Oppose



Over a third reported living or working in the City of London

76% travelled by foot around the Beech Street area

Contents

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- Respondent profile
- Travel Behaviour
- Proposals for Beech Street
- Support for proposals
- Reasons for not supporting the proposals
- Email response feedback
- Conclusions

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Introduction

Introduction

Background to the consultation

The City of London Corporation (“The City”) is working to enhance the air quality on Beech Street, one of the worst-polluted streets in the City of London with nitrogen dioxide (NO₂) levels often much higher than the maximum levels recommended by the World Health Organisation.

In 2020, the City ran an 18-month traffic experiment on Beech Street to reduce NO₂ levels. The experiment restricted polluting traffic from using Beech Street as a “through route” 24hrs a day. Unrestricted access was allowed for zero-emission capable vehicles and for any vehicle accessing properties and car parks on Beech Street.

When the experimental scheme finished in September 2021, the traffic restrictions were removed. Since then, traffic has returned and is now at 85% of previous traffic levels. As a result, air quality has worsened, and the level of NO₂ is again near legal limits. If traffic were to continue to increase, it is anticipated that it will again be above legal limits.

The City have now developed a new proposed scheme for Beech Street, working with Islington Council.

The City commissioned **SYSTRA** to design, host, analyse and report on a consultation survey assessing the level of support for making the new proposed changes to the Beech Street Zero Emissions Scheme permanent.

This report outlines the findings of this consultation survey which ran between 14th January 2023– 6th March 2023, and received 789 responses.

In addition to responses being received via the consultation survey, a total of 38 free-form responses were provided via email. Email responses have been summarised in Chapter 7 of this report.

The findings from this consultation will be used by the City to inform the decision on whether to make the Beech Street Zero Emissions Scheme permanent.

Introduction

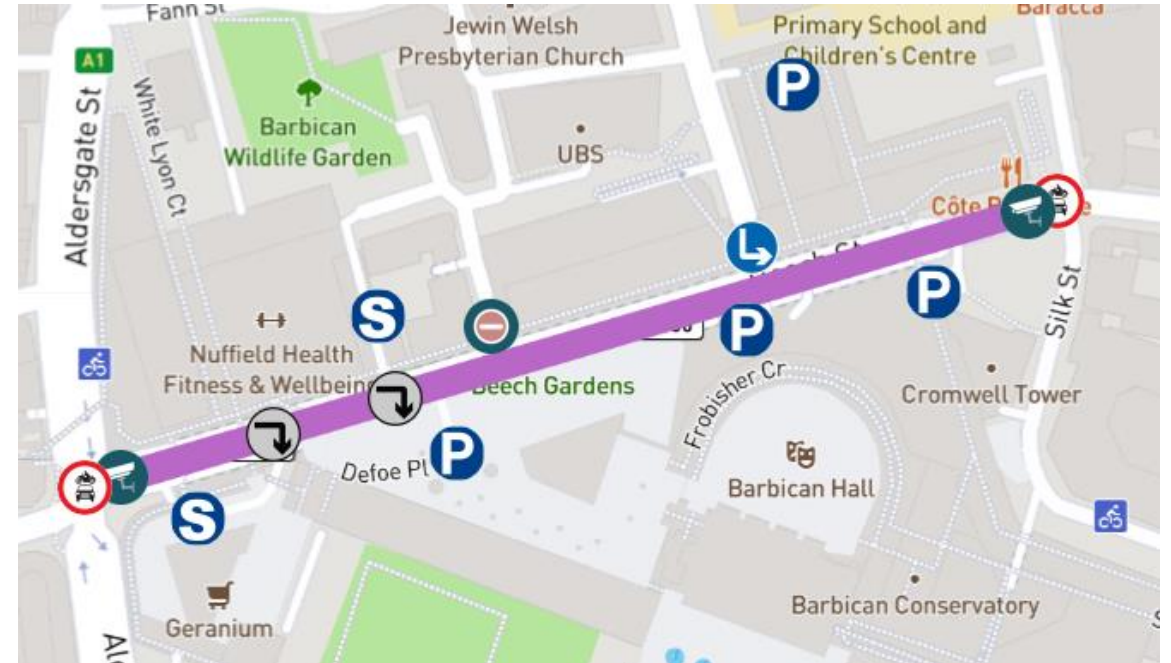
The consultation survey

The consultation survey was primarily delivered using **PlaceChangers**, an interactive online map-based consultation tool. An interactive map showed the different elements of the new proposed scheme for Beech Street and used 'guided tour' functionality to encourage respondents to navigate between the different elements.

At the end of the guided tour, respondents were provided with the option to leave **feedback** on the street by completing a short online survey that captured:

- Demographic questions;
- Usual travel along the street;
- Level of support for making changes permanent; and
- An opportunity to provide feedback on why they did not support the scheme, if applicable.

A total of 787 responses were provided via the online consultation tool. In addition, 2 responses were provided using paper versions of the survey form. Both online and paper survey responses have been analysed together.



Introduction

Analysis and Reporting approach

All survey data was cleaned and analysed using statistical analysis software, 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 between different groups of respondents. **This report highlights where statistically significant differences between different groups of respondent have been found.**

The consultation survey included one **open text** question:

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○ If you have other reasons for why you do not support the scheme, please provide details in the free text box below.

Each response provided to this question was read and analysed in detail, with each sentiment allocated to a code. These codes (and their relationships) are known as the 'coding framework'. Coding ensures all ideas and points raised by respondents to the open-ended questions are captured and reported on. Responses to the open text question are reported in Chapter 6 of this report. Anonymised verbatim quotes are used to illustrate the points made.

The 38 free-form responses provided via email were also analysed using a coding approach. As the free-form email responses cannot be matched up to questions within the survey, these responses were analysed and reported on separately for the purposes of this report. Detail on email responses can be found in Chapter 7. 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 consultation survey included some multiple response questions (MRQ), for which participants could select more than one response. These are signified through use of 'MRQ' in relevant figure headings;
- 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.

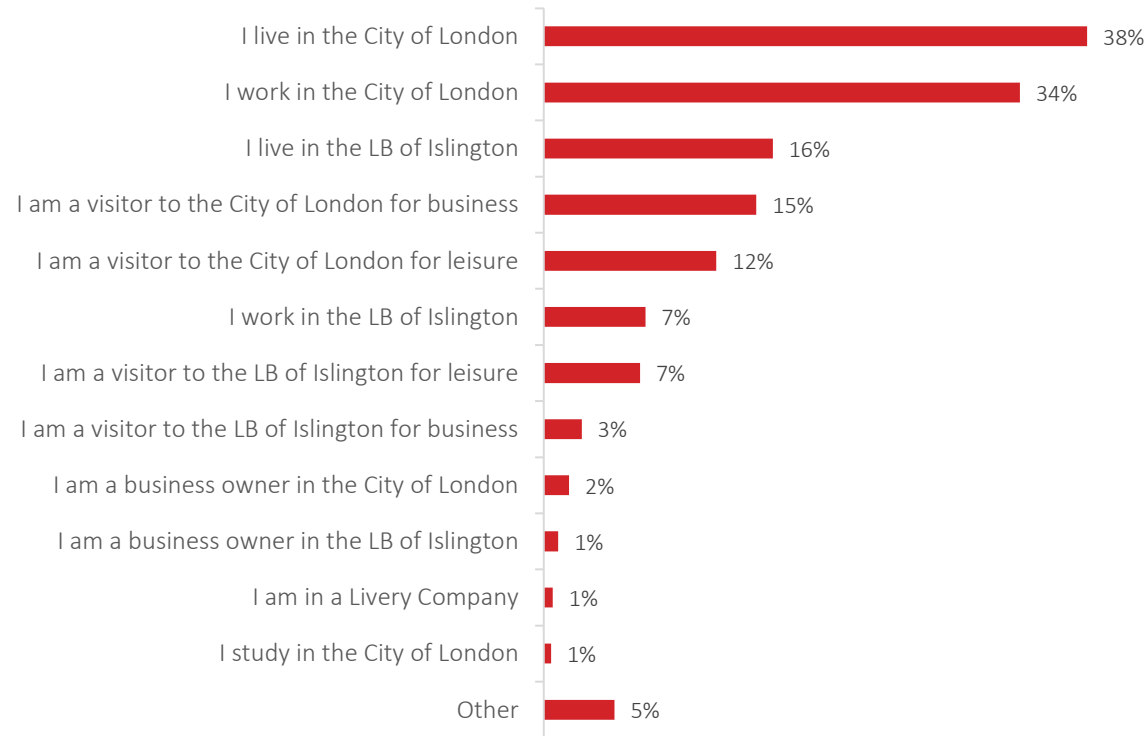
2

**Survey
Respondent
Profile**

Overall Survey Sample

Relationship to the Beech Street area

Two in five respondents (38%) to the consultation survey reported living within the City of London, and just over a third (34%) reported working within the City of London. This compares to 16% who reported living in Islington, and 7% who reported working in Islington.



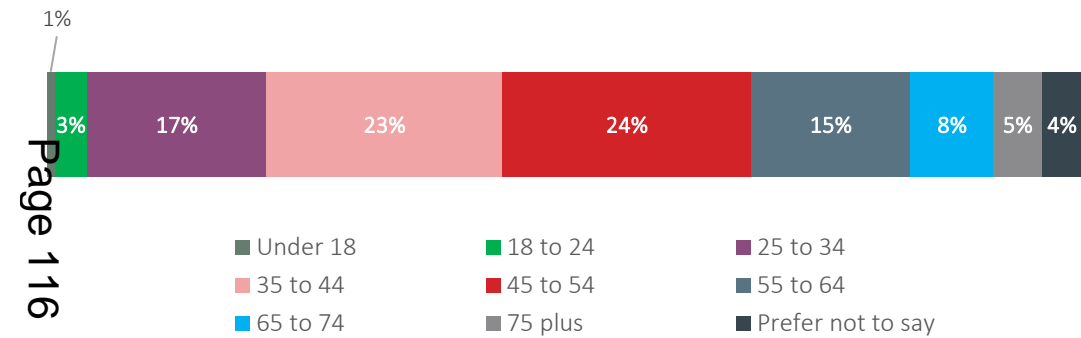
What is your relationship to the Beech Street area? (MRQ; Base: 782)

* Note, not all respondents to the online consultation survey chose to answer this question. Respondents could also provide more than one answer so the percentages do not add up to 100%

Survey Respondent Demographics

Age

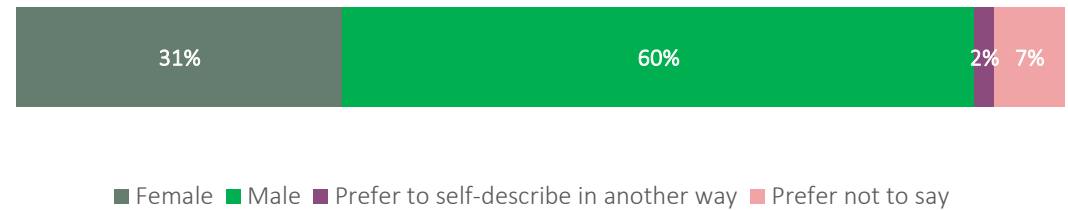
Almost a quarter of respondents fell within the 45 to 54 age category (24%), and a similar number (23%) fell within the 35 to 44 age category.



Which of the following age groups do you fall within? (Base: 543)

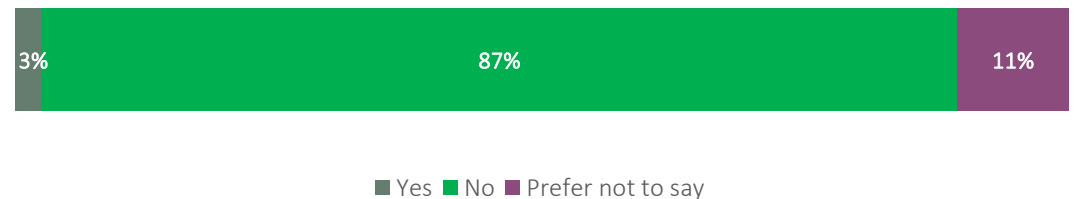
Gender

A large proportion of respondents identified as male (60%), compared to just under a third (31%) who identified as female and 2% who identified in another way.



Which of the following best describes you? (Base: 536)

The majority of respondents (87%) reported that their gender does not differ from that assigned at birth.



Does your gender differ from that assigned at birth? (Base: 518)

* Note, not all respondents to the consultation survey chose to answer these questions

Survey Respondent Demographics

Sexuality

Two thirds of respondents identified as heterosexual (66%), while just under a tenth (9%) identified as gay men, 2% as lesbian women, and 3% as bisexual.



- Heterosexual
- Gay man
- Lesbian woman
- Bisexual
- Prefer to describe in another way
- Prefer not to say

Please select the sexual orientation that best describes you. (Base: 500)

Ethnicity

Nearly three quarters of respondents identified as White or Caucasian (72%), 7% as multiple ethnic groups, 5% as Asian and 4% as other/unknown.



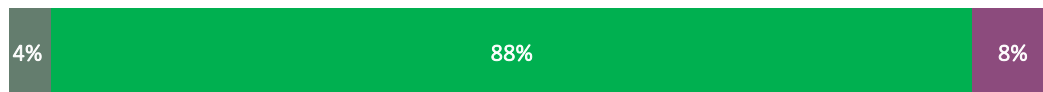
- White or Caucasian
- Black
- Asian
- Multiple ethnic groups
- Other ethnic group or unknown
- Prefer not to say

Please select the ethnic group that best describes you. (Base: 501)

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Maternity

The majority of respondents reported not having had a baby in the last 12 months (88%).



- Yes
- No
- Prefer not to say

Have you had a baby in the last 12 months? (Base: 508)

Disability

15% of respondents reported having a health problem or disability that limits their day-to-day activities.



- Yes, limited a lot
- Yes, limited a little
- No
- Prefer not to say

Are your day-to-day activities limited because of a health problem or disability? (Base: 535)

* Note, not all respondents to the consultation survey chose to answer these questions

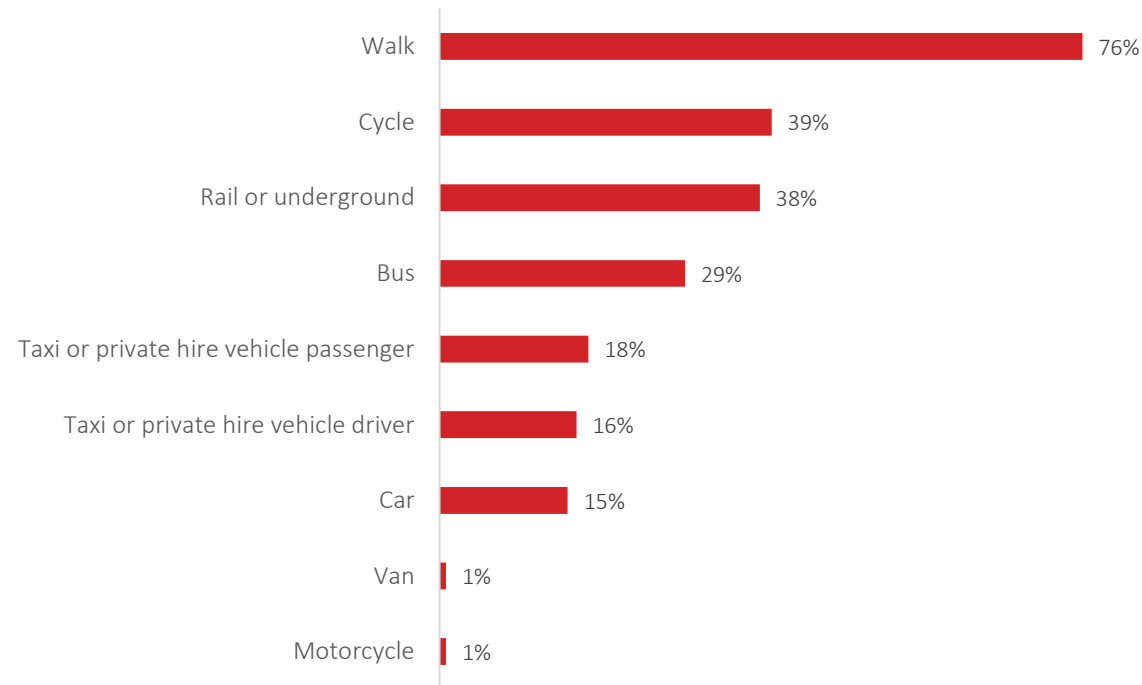
3

**Travel
Behaviour**

How do people travel around the Beech Street area?

Normal mode of travel

Those responding to the consultation survey were asked about their usual mode of travel when travelling around the Beech Street area. **Travelling by foot** was the most common, reported by three quarters of respondents (76%), followed by two fifths who reported cycling (39%), or using rail or underground services in the area (38%).



How do you normally travel around the area? (MRQ; Base: 775)

* Note, not all respondents to the online consultation survey chose to answer this question. Respondents could also provide more than one answer so the percentages do not add up to 100%

4

Proposals for Beech Street

What information did the consultation provide on the Beech Street Zero Emissions Scheme?

Travelling on Beech Street

The changes to travelling on Beech Street would be:

- Only zero-emission capable vehicles would be able to drive through Beech Street without stopping. In most cases a zero-emission capable vehicle is fully electric and not a hybrid. Vehicle criteria can be checked at: <https://www.vehicleenquiry.service.gov.uk/>
- All other vehicles (including deliveries, taxis and visitors) would be able to enter Beech Street if accessing a car park and forecourts.
- The car parks at Cromwell Tower (Ground Floor), Shakespeare Tower and Defoe House would be accessed by all vehicles in both directions as the central reservation gap will be retained.
- The servicing and delivery area at Lauderdale Place would be accessed by all vehicles in both directions as the central reservation gap will be retained.
- The Barbican Trade Centre would only be accessed from the Aldersgate Street end of Beech Street.
- Barbican Centre car parks would only be accessed from the east via Chiswell Street or Silk Street.
- The car parks at Breton House and Ben Johnson House would only be accessed from Beech Street by zero-emission capable vehicles travelling from the Aldersgate Street end of Beech Street.
- Maps showing permitted movements can be seen the Beech Street Website: <https://www.cityoflondon.gov.uk/services/streets/traffic-schemes-and-proposals/beece-street>



What information did the consultation provide on the Beech Street Zero Emissions Scheme?

Junctions on Beech Street

The changes to the Golden Lane junction on Beech Street would be:

- Golden Lane junction would remain open to all vehicles travelling down Golden Lane into Beech Street. Only zero-emission capable vehicles travelling from Aldersgate Street could turn into Golden Lane from Beech Street.
- Prior to the experiment 3,300 motor vehicles a day travelled on Golden Lane. Today there are approximately 1,800 motor vehicles a day. It is estimated that opening the junction to all vehicles will increase motor vehicle traffic to 3,000 vehicles a day.
- Fortune Street would not have any additional traffic restrictions.

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The changes to the Bridgewater Street junction with Beech Street would be:

- The Bridgewater Street junction with Beech Street would be closed to all vehicles except people cycling.



What information did the consultation provide on the Beech Street Zero Emissions Scheme?

Signage and Enforcement

The proposed **signs** would stop Beech Street being used as a “through” route for polluting vehicles, but would still allow access to car parks and properties. This includes access for deliveries and pick up and drop off by taxis and private hire vehicles.

Vehicle movements would be **enforced** by Automatic Number Plate Recognition (ANPR). ANPR cameras would enforce the Beech Street restriction as follows:

- Non-zero emission capable vehicles driving through Beech Street without stopping would receive a Penalty Charge Notice
- Polluting vehicles accessing a property or car park on Beech Street would not receive a Penalty Charge Notice
- Zero-emission capable vehicles driving through Beech Street would not receive a Penalty Charge Notice



5

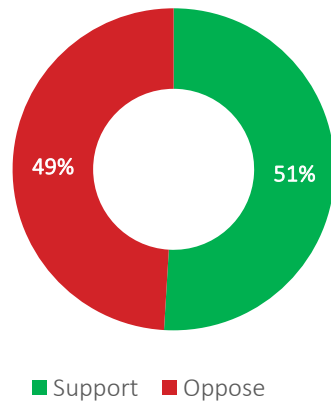
**Support for
proposals**

Is there support for making the changes permanent?

After being provided with detail on the proposals for the Beech Street Zero Emissions Scheme (as outlined in Chapter 4), respondents to the consultation survey were asked whether or not they supported the proposals presented.

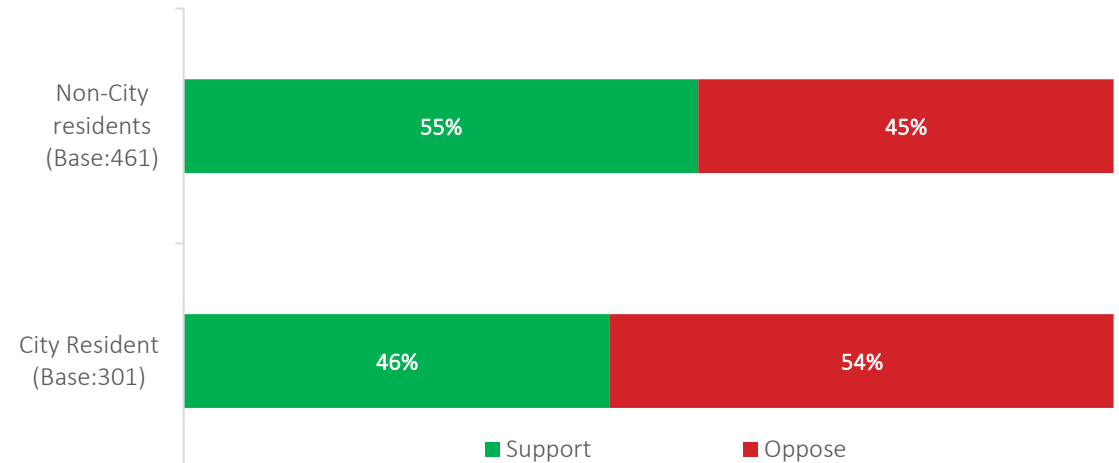
Support was divided, with **half of respondents stating support** for the proposals as presented (51%) and half stating opposition (49%).

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Overall, do you support the proposals as presented? (Base: 789)

Level of support varied significantly by area of residence. Specifically, those who live in the City were significantly more likely to oppose the proposals, as presented, than those who do not live in the City (54% compared with 45%). Level of support did not differ between Islington and non-Islington residents.



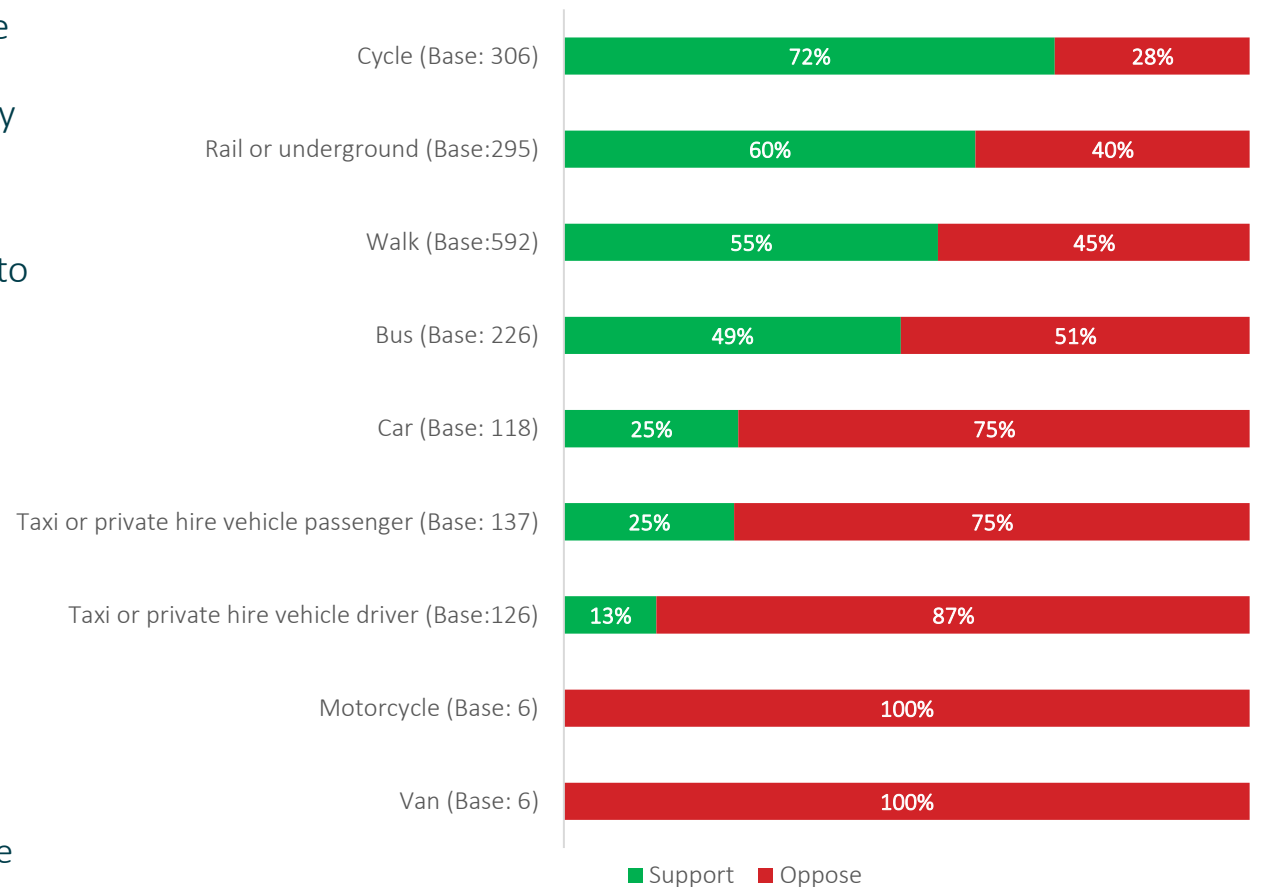
Overall, do you support the proposals as presented?

Is there support for making the changes permanent?

Support for the proposals was highest from people who cycle in the Beech Street area (72%), followed by those who travel by rail or underground (60%), those who walk (55%), and those who travel by bus (49%). Opposition was highest from those who reported travelling by private vehicle or taxi or private hire vehicle.

Level of support varied significantly by usual type of transport used to travel in the Beech Street area.

- Page 126
- People who walked were more likely to **support** the proposals than those who did not walk;
 - People who cycled were more likely to **support** the proposals than those who did not cycle;
 - People who travelled by rail or underground were more likely to **support** the proposals than those who did not travel by rail or underground;
 - Taxi drivers were more likely to **oppose** the proposals than non-taxi drivers;
 - Taxi passengers were more likely to **oppose** the proposals than those who did not travel by taxi, as a passenger;
 - Those who travelled by car were more likely to **oppose** the proposals than those who did not travel by car.



Level of support for proposals, as presented, amongst different transport users

* Note, respondents to the consultation survey could fall into more than one category, due to the multiple response nature of the question.

Is there support for making the changes permanent?

Level of support also varied significantly by:

- **Age:** Those up to age of 34 years were most likely to support the proposals, followed by those aged 35-64 and those aged 65+ (80% compared with 55% and 42%);
- **Gender:** Those who identify as female were more likely than those who identify as male to support the proposals (63% compared with 58%);
- **Disability:** Those who do not have a disability or health condition that limits their day-to-day activities were more likely than those who do to support the proposals (61% compared with 45%); and
- **Maternity:** Those who have had a baby in the last 12 months were more likely than those who have not to support the proposals (70% compared with 60%).

6

**Reasons for not
supporting the
proposals**

Reasons for not supporting the proposals

The online survey respondents who reported opposition to the Beech Street proposals (49%) were given the opportunity to provide reasons for their opposition and the majority (80%) did so. Respondents could select as many reasons as they liked and also had the opportunity to add further reasons in a comments box. The chart shows reasons provided by more than 5% of opposing respondents.

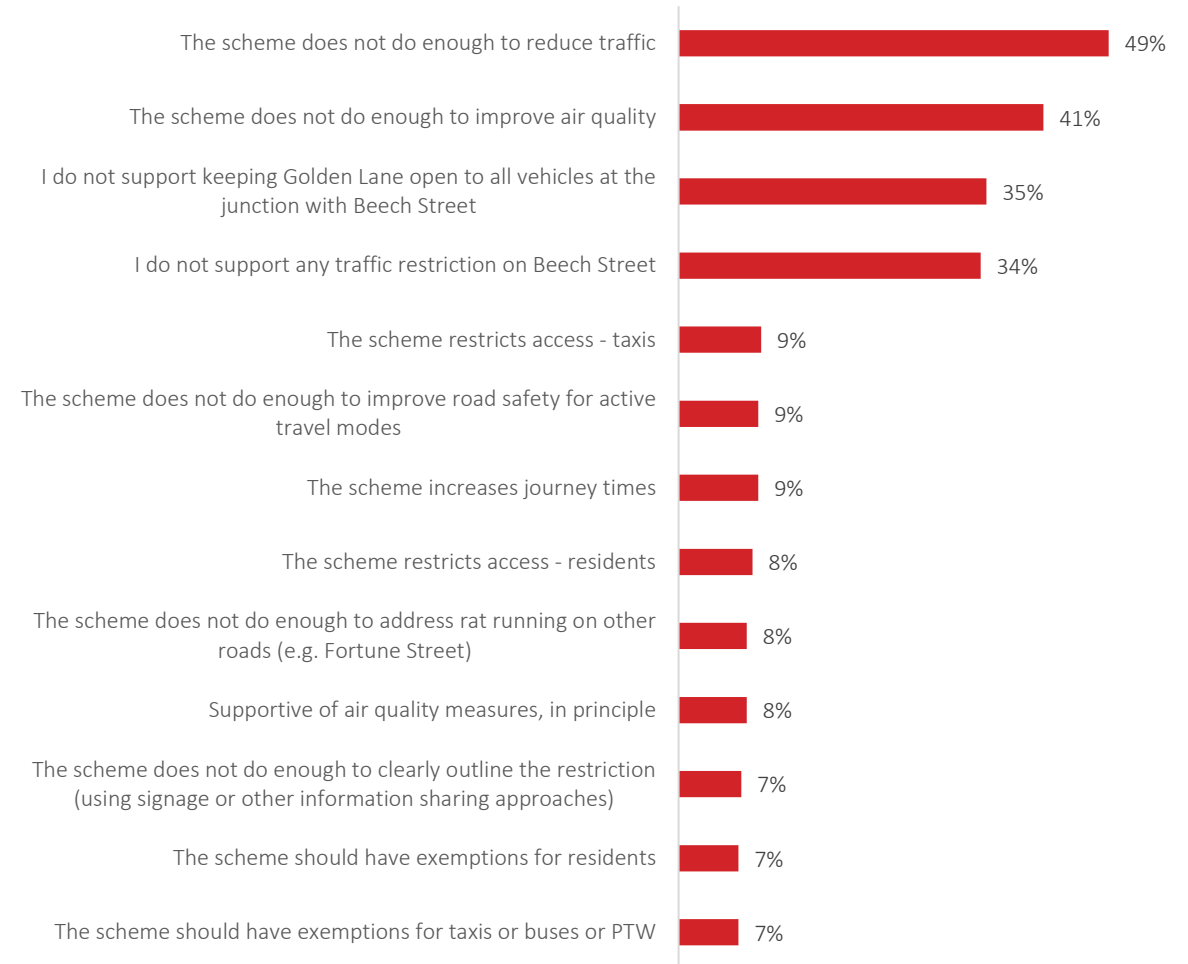
A common reason for not supporting the proposals was a feeling that the **scheme does not go far enough** to address the issues in the area, including (in order of prevalence):

- Traffic levels (49%);
- Air quality (41%);
- Road safety for active travel modes (9%); and
- Rat running on other roads (8%).

Other reasons key reasons not supporting the proposals included:

- Not supporting keeping **Golden Lane** open to all vehicles at the junction with Beech Street (35%); and
- **Not supporting any traffic restrictions** on Beech Street (34%).

Concerns for **access** were also common, including for taxis (9%), residents (8%), utilities/deliveries (4%), people with disabilities (4%), businesses (1%) and emergency services (1%).



If you said you 'Oppose' the proposals, we would like to understand why. What are your reasons for this? (MRQ; Base: 311)

* Note, respondents could provide more than one answer so the percentages do not add up to 100%

Reasons for not supporting the proposals

Less common reasons for opposition were as follows:

- A feeling that the proposals are **unnecessary** due to air quality (5%) or traffic levels (3%) already being acceptable in the area, or the availability of existing alternative routes (3%);
- A concern that proposals would **increase journey times** (9%);
- Concerns about inadequate **signage** and **other information** on the scheme (7%); and
- A feeling that the proposals were only being introduced as a **revenue** generation exercise (5%).

Additionally, some opposing respondents suggested alterations to the scheme, such as **exemptions** for residents (7%), taxis, buses or powered-two-wheelers (7%), whilst others expressed support for air quality measures in principle, but took issue with certain aspects of the proposals for Beech Street, as presented (8%).

Other comments raised concerns about the **accuracy** of the data collection (2%) and **consultation** on the previous Beech Street scheme experimental traffic order (2%).

Reasons for not supporting the proposals

Whilst **opposing respondents could provide as many reasons as they liked** to describe why they opposed the Beech Street proposals, as presented, a small minority did just select one reason. For example:

- 35 stated that the only reason for their opposition was that they do not support any traffic restriction on Beech Street (11% of all opposing respondents who provided a reason for their opposition); and
- 3 stated that the only reason for their opposition was that they do not support keeping Golden Lane open to all vehicles at the junction with Beech Street (1% of all opposing respondents who provided a reason for their opposition).

This means that for the majority of opposing respondents, multiple reasons were given to explain their opposition. The table below shows how different reasons were selected together, for the key opposition reasons only (those provided by a third or more of respondents) . For example:

- 30% of opposing respondents stated that the scheme does not do enough to improve air quality and reduce traffic;
- 23% of opposing respondents stated they do not support keeping Golden Lane open and the scheme does not do enough to reduce traffic.

	I do not support keeping Golden Lane open to all vehicles at the junction with Beech Street	The scheme does not do enough to improve air quality	The scheme does not do enough to reduce traffic	The scheme does not do enough to improve road safety for active travel modes	The scheme does not do enough to address rat running on other roads (e.g. Fortune Street)	I do not support any traffic restriction on Beech Street
I do not support keeping Golden Lane open to all vehicles at the junction with Beech Street	-	9%	23%	5%	5%	7%
The scheme does not do enough to improve air quality	-	-	30%	5%	4%	9%
The scheme does not do enough to reduce traffic	-	-	-	5%	4%	12%
The scheme does not do enough to improve road safety for active travel modes	-	-	-	-	3%	3%
The scheme does not do enough to address rat running on other roads (e.g. Fortune Street)	-	-	-	-	-	2%

(Base: 311)

Reasons for not supporting the proposals

This page provides a selection of verbatim quotes to exemplify responses received to the consultation question: “If you said you ‘Oppose’ the proposals, we would like to understand why. What are your reasons for this?”

“The scheme pushes the traffic to other roads which creates more noise and air pollution for residents on those roads.”

*“The proposal to keep Golden Lane open to all vehicles turning left into the Beech Street tunnel has potentially disastrous consequences. Traffic flow will increase at the exit of the tunnel, thereby creating *more* pollution, noise and other forms of risk and disturbance for residents in Ben Jonson House and Cromwell Tower, as well as those in the street, in nearby offices, and possibly at Prior Weston School. If this scheme is to have maximum value, then all entry/exit points of the tunnel must benefit from reduced levels of non-emission vehicular traffic. The only viable option is therefore to bring back the closure of Golden Lane to all vehicles entering, or at the very least to restrict entrance to the tunnel via Golden Lane to non-emission vehicles.”*

“The trial was good but more needed to be done so traffic did not divert to nearby streets. Air quality is key and this will not improve it enough.”

“The ULEZ has greatly reduced the traffic in the most polluting vehicles and this is likely to be enough to limit pollution in beech street adequately, without this scheme.”

“During the trial period ambulances and taxis and Uber vehicles were largely prevented from entering Beech St and as I am partially disabled and live on Beech Street this was very inconvenient. Also several delivery vehicles were unable to access Barbican properties.”

“I have stopped cycling down Beech Street since the restrictions were removed as it is so polluted, however even with the restrictions it still feels unsafe cycling as the lanes aren't protected and electric vehicles used to speed along here. Some protection for cyclists would also be welcome.”

“I am a disabled resident... I am dependent upon easy access to taxis in Beech Street to get around London for hospital appointments etc. ...during the last [trial] I found extreme difficulty in getting a cab or an Uber to drive up Beech Street to collect me... the reality was that the number of taxis largely dried up during the trial and left me effectively stranded in my flat. I am fearful that any re-implementation of the Zero Emissions for Beech Street will leave me trapped in my flat... it will also INCREASE overall emissions around the Barbican area... On behalf of myself and many other taxi-dependent residents of Beech Street I would ask that the scheme not be re-implemented.”

7

**Email response
feedback**

Email feedback

Reasons for not supporting the proposals

In addition to responses being received via the consultation survey, a total of **38 responses** were provided via email.

“The problem with this proposal is that it simply pushes the traffic to other areas close by and in particular Fore Street. Moor Lane, Silk Street etc. These are all roads directly next to residential buildings so the problem just moves. This was what happened during the trial period.”

“We are deeply disappointed that the filter at the bottom of Central Street/Golden Lane won't be returned. It was much more pleasant to cycle along Golden Lane and Beech Street when the amount of traffic was limited by this filter.”

“The scheme is no longer justified since NO2 levels in Beech Street are now within the legal limit. NO2 levels in Beech Street have been falling for years and are a fraction of what they were in 2015. Regardless of traffic levels, they can only continue to fall as vehicles become cleaner and greener. The proposed restrictions are unnecessary.”

In line with the responses received via the consultation survey, email responses commonly expressed **opposition** to the proposals due to a perception that they **do not go far enough** to address the issues in the area, including (in order of prevalence): Traffic volumes; Air quality; Rat running on other roads; and Noise pollution.

Other reasons for not supporting the proposals, expressed within email responses, included:

- A perception that the scheme **restricts access** for elderly people, people with disabilities, utilities/deliveries, residents, taxis, and businesses (some respondents felt these access issues are exacerbated by other vehicle restrictions in the area);
- Not supporting keeping **Golden Lane** open to all vehicles at the junction with Beech Street;
- **Not supporting any traffic restrictions** on Beech Street;
- A feeling that the proposals are **unnecessary** as air quality/traffic levels are acceptable or will improve on their own, or there are existing alternative routes;
- A perception that proposals will **increase journey times**; and
- A perceived **lack of support** from local residents.

Email feedback

Reasons for supporting the proposals

In contrast, some email responses offered **support** for the proposals, for reasons including **perceived improvements** in:

- Air quality;
- Pedestrian and cycle access;
- Road safety for active travel modes;
- Traffic levels; and
- Noise pollution.

Some email responses included **suggestions for changes** to be made to the proposals, after which the scheme would be supported. These suggestions included:

- Providing **exemptions** for taxis, buses, powered-two-wheelers, residents, people with disabilities, or visitors to the Barbican Centre;
- Pairing the scheme with **other road restrictions** to reduce rat running;
- Improving **signage**, or other approaches to better inform drivers of the restrictions; and
- Reducing the **severity of fines**.

Other comments

Additionally, some email responses included comments in support of other measures in the area, such as:

- Measures to improve walking and cycling in the City;
- Measures to reduce traffic levels or speed of traffic;
- Adding fans to Beech Street; and
- Adding planting/greenery to Beech Street.

In line with the survey, a small number of comments provided via email included more general comments in relation to the accuracy of the baseline data collection, comments on the consultation itself, comments raising concerns about air quality more generally, and queries around the definition of ‘zero emission capable vehicles’.

“We write to offer our support for the proposal to reintroduce the Beech Street Zero Emission Scheme... the previous Beech Street Zero Emissions Scheme was very effective at reducing levels of the toxic gas Nitrogen Dioxide. This also coincided with better bus journey times, reduced traffic levels, noise pollution and road danger, making it the sort of action we urgently need to improve public health.”

8

Conclusions

Conclusions

This report

In 2020, the City ran an 18-month traffic experiment on Beech Street to reduce NO₂ levels. The experiment restricted polluting traffic from using Beech Street as a “through route” 24hrs a day. Unrestricted access was allowed for zero-emission capable vehicles and for any vehicle accessing properties and car parks on Beech Street. Following this experiment, the City have developed a new proposed permanent scheme for Beech Street, working with Islington Council.

This report presents the findings of a consultation on the new proposed changes to the Beech Street Zero Emissions Scheme.

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Level of support

After being provided with detail on the proposals for the Beech Street Zero Emissions Scheme (as outlined in Chapter 4), **similar numbers of respondents stated that they did (51%) and did not support (49%) the proposals**, as presented.

Opposition for the proposals was highest from those: who reported living within the City; who reported using private vehicles, taxis or PHVs to travel around the area; and those who were disabled. This could suggest that some further consultation and engagement may be useful with these groups.

Conclusions

Reasons for support / opposition

Despite recognition that the Beech Street Zero Emissions Scheme could provide improvements in air quality, pedestrian and cycle access, road safety, traffic levels and noise pollution, a common reason for not supporting the proposals, as presented, was that the **scheme does not go far enough** to address these factors.

Concerns were also raised in relation to **opening the Golden Lane junction** on Beech Street. These concerns may suggest that an area-wide scheme to improve traffic levels, air quality and road safety may be beneficial in the Barbican, Golden Lane and Bunhill neighbourhood area, including specific measures to reduce traffic levels and improve air quality and road safety on Golden Lane. In line with this, support for an area-wide scheme was offered in longer form email responses.

Access for residents, taxis, utilities and deliveries, people with disabilities, local businesses and emergency services was also of concern, despite the outlined proposals noting that access would be retained to car parks and forecourts off of Beech Street for these purposes. This may suggest that clearer signage and detailed information provision are required to ensure access is not inadvertently hindered and to reassure residents.



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Nitrogen dioxide (NO₂) concentrations along Aldersgate Street and Goswell Road

The data below is presented to give an indication of how the air pollution along Aldersgate Street compares to that in Beech Street, and where possible, how it impacts on residents in the area.

The monitors are located on lamp posts approximately 2m from the ground. There is a rapid reduction in concentrations of nitrogen dioxide with distance from the source, which in this case is road vehicles. This is due to dilution with cleaner air and atmospheric chemistry.

The Department of Environment Food and Rural Affairs provides a calculator to enable us to calculate the concentration at set distances away from the measuring location. The calculated values, given in the table below, are approximate, especially in the case of location C and E which are influenced by other roads as they are located on a junction.

The annual average NO₂ in Beech Street in 2022 (within the covered section) was 40.6 µg/m³. This measurement was taken at the building façade. For comparison, if this was taken at 0.5m from the roadside, as is the case of most locations in Aldersgate Street, the concentration would be higher, probably about 45 µg/m³. The pavement in this location is approximately 1.5m wide.

Our statutory obligations require us to take action if annual average concentrations are above 40 µg/m³ anywhere in the Square Mile. However, if we are just considering impact on health alone, an annual average would apply to places where people spend a lot of time such as residential units, schools, hospitals and care homes. There is also an hourly average limit for nitrogen dioxide which is 200µg/m³. It is a lot higher than the annual average limit as people can tolerate higher concentrations, but just for a short period of time. As a rule of thumb, if the annual average is above 60 µg/m³, it is likely that the hourly average would be breached. Again, if we are just considering impact on health alone, and not statutory obligations, this would apply anywhere that people spend an hour or more of their time.



Location	Measured average reading of NO ₂ in 2022	Calculated reading at building facade
A Goswell Road	34.7 µg/m ³ 0.5m from the kerb	30.4 µg/m ³ 2.5m away, directly outside Crescent House flat window
B Aldersgate Street	43.5 µg/m ³ 0.5m from the kerb	35.2 µg/m ³ 3.5m away, at the nearest façade, which isn't residential
C Corner of Aldersgate Street and Beech Street	36.7 µg/m ³ 2.5m from the kerb	28.6 µg/m ³ 17m away, at Lauderdale Tower
D Aldersgate Street	43 µg/m ³ 0.5m from the kerb	34.4 µg/m ³ 4m away at the nearest façade, which isn't residential
E M of L rotunda south side (corner of Aldersgate Street & London Wall)	36.7 µg/m ³ 0.5m from the kerb	29.1 µg/m ³ 6m away, the nearest façade, which isn't residential

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<p>Committees: Streets and Walkways Sub Committee Operational Property and Projects Sub Committee</p>	<p>Dates: 04 July 2023 Delegated</p>
<p>Subject: Barbican and Golden Lane Healthy Streets Plan</p> <p>Unique Project Identifier: <i>PV ID 12240</i></p>	<p>Gateway 3: Outline Options Appraisal Regular</p>
<p>Report of: Executive Director Environment</p> <p>Report Author: Stephen Oliver, Projects and Programmes</p>	<p>For Decision</p>
<h1>PUBLIC</h1>	

<p>1. Status update</p>	<ol style="list-style-type: none"> 1. The Transport Strategy proposes a series of Healthy Streets Plans to develop an integrated approach to public realm improvements and traffic management for different areas of the Square Mile. In October 2021 the Streets and Walkways Sub-Committee granted Gateway 2 approval for a Barbican and Golden Lane Healthy Streets Plan. 2. In November 2022, subsequent to negotiations with Islington Council (LBI) about options for consultation on the Beech Street Zero Emissions scheme, the Streets and Walkways Sub-Committee approved public consultation on a permanent scheme for Beech Street and a parallel public engagement on a wider Healthy Streets Plan. In partnership with the LBI the rescoped project area included the Barbican and Golden Lane Healthy Streets Plan area and the Bunhill ward south of Old Street in Islington. The wider area engagement had a new project title the Bunhill, Barbican and Golden Lane Healthy Neighbourhood (HNP) to reflect both councils transport strategies.
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	<p>RAG Status: Green, as at last report to Committee</p> <p>Risk Status: Low, as at last report to committee</p> <p>Total Estimated Cost of Project (excluding risk): £250,000</p> <p>Change in Total Estimated Cost of Project (excluding risk): None.</p> <p>Spend to Date: £65,869</p> <p>Costed Risk Provision Utilised: None</p> <p>Funding Source: City Fund - CIL</p> <p>Slippage: There has been slippage to the programme predominantly due to influences of the pandemic preventing data collection and engagement, and negotiations with Islington Council. The original estimated project timeframe for the completion of the Healthy Streets Plan was March 2023.</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: <i>Gateway 4: Detailed Options Appraisal and consultation</i></p> <p>Next Steps:</p> <ol style="list-style-type: none"> 4. In order to progress to Gateway 4, the required next steps are: <ul style="list-style-type: none"> • A formalised and programmed Officers Working Group with Islington Council. • Stakeholder engagement, including with residents' groups, schools and businesses. • Appointment of consultancy services to provide in ground surveys, publicity and equalities compliance and technical advice on the detail and scope of any modelling required, to inform the Healthy Neighbourhood Plan's proposed projects and to meet Transport for London's modelling requirements. • Detailed development of proposals and opportunities to comprise a draft Healthy Neighbourhood plan. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 5. It is requested that Members of Streets and Walkways Sub-committee: <ul style="list-style-type: none"> • Note the change in the project name and the extent of the project area from Gateway 2 as shown in Figure 1. • Note the findings of the Public Engagement. • Approve joint working with Islington Council to develop the Healthy Neighbourhood Plan. <p>And that Members of Streets and Walkways and Operational Property and Projects Sub Committee:</p>

	<ul style="list-style-type: none"> Approve the budget is increased by £109,000 from £141,00 to £250,000 to reach the next Gateway, funded from the City Fund CIL receipts as detailed in Table 3 Appendix 3. 															
<p>6. Resource requirements to reach next Gateway</p>	<p>Next Gateway: <i>Gateway 4: Detailed Options Appraisal and consultation</i></p> <p>Additional resource required to reach the next gateway. Table 1</p> <table border="1" data-bbox="528 557 1445 1388"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Fees</td> <td>Data Collection and consultation</td> <td rowspan="2">City Fund - CIL</td> <td>£58,300</td> </tr> <tr> <td>Staff costs*</td> <td>Project management, consultation preparation and public consultation, data analysis and preparation of final report and Gateway 5 report.</td> <td>£50,700</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>£109,000*</td> </tr> </tbody> </table> <p>*This is to be drawn down from the existing £250,000 budget agreed in principle at Gateway 2.</p> <p>Costed Risk requested for this Gateway: None</p> <p>The staff costs include time for a Project Manager to manage the consultants and develop the proposals. This equates to approximately two full days of project management time per week over a 12-month period.</p> <p>The costs identified above reflect the City's costs only and the expectation is that LBI will fund the proportion of their fees and staff costs for their area.</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Fees	Data Collection and consultation	City Fund - CIL	£58,300	Staff costs*	Project management, consultation preparation and public consultation, data analysis and preparation of final report and Gateway 5 report.	£50,700	Total			£109,000*
Item	Reason	Funds/ Source of Funding	Cost (£)													
Fees	Data Collection and consultation	City Fund - CIL	£58,300													
Staff costs*	Project management, consultation preparation and public consultation, data analysis and preparation of final report and Gateway 5 report.		£50,700													
Total			£109,000*													
<p>7. Overview of project</p>	<p>Background</p> <p>6. The Healthy Neighbourhood Plan (HNP) is a project to provide a framework for improvements to streets, and</p>															

	<p>the public realm in the area. The project funding does not include the delivery of projects. The HNP is a deliverable of the City's Transport Strategy and supports Destination City and the Climate Action Strategy by identifying opportunities for pedestrian priority and climate resilience.</p> <p>7. The HNP will reflect the aspirations of residents and other stakeholders and the opportunities arising from development. Developing the plan will include testing the feasibility of proposals for traffic management changes.</p> <p>8. The HNP will set out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes:</p> <ul style="list-style-type: none"> • 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. <p>9. Since the initiation of the project, a baseline study has been undertaken identifying available data sets and what further data might be needed to help develop the HNP. This includes vehicle counts in May 2023.</p> <p>10. The Healthy Neighbourhood Plan will be developed in partnership with the LBI. The agreed extent of the plan area is indicated in Figure 1.</p>
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Figure 1 – Bunhill, Barbican and Golden Lane Healthy Neighbourhood plan extent.

Public engagement

11. In parallel with the Beech Street Consultation, public engagement was carried out for 6 weeks between January and March 2023. This was in partnership with LBI. An online interactive consultation portal allowed people to identify issues and opportunities in the project area. These comments will form the basis for a draft plan which will identify issues and maximise opportunities that will be subject to further engagement and consultation. Subsequently projects will be initiated and will be subject to additional consultation and approvals as detailed proposals are developed.
12. Early engagement with stakeholders included writing to 17,000 properties, on street posters publicising the consultation and writing to interest groups notifying them of the project. The portal was accessed by 189 respondents who generated 895 comments. A further 16 responses were received by email. Four in person drop-in sessions were held in the Golden Lane Community Centre and the Vibast Centre in Islington. An engagement report summarising the responses is provided in Appendix 4.

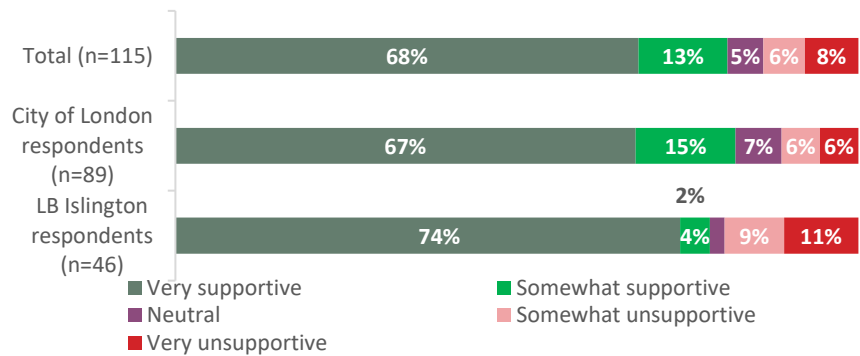
Engagement Key Findings

13. The engagement report summaries separate responses for people who live and work in the City or the LBI. It also separates comments and ideas into City streets and

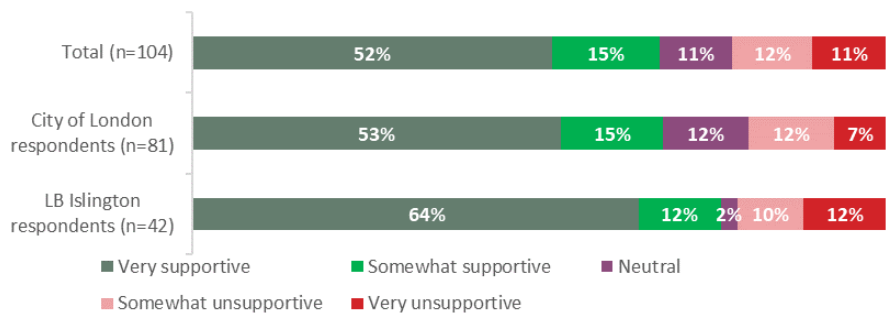
spaces, LBI streets and spaces and streets that are on the boundary of both councils.

14. The engagement portal included questions on support for objectives of an HNP.

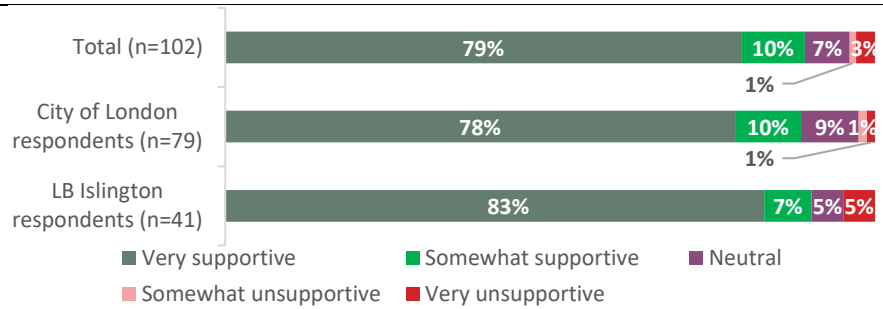
- When asked if they were supportive or unsupportive of traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase space for people walking. The response from 115 respondents was:



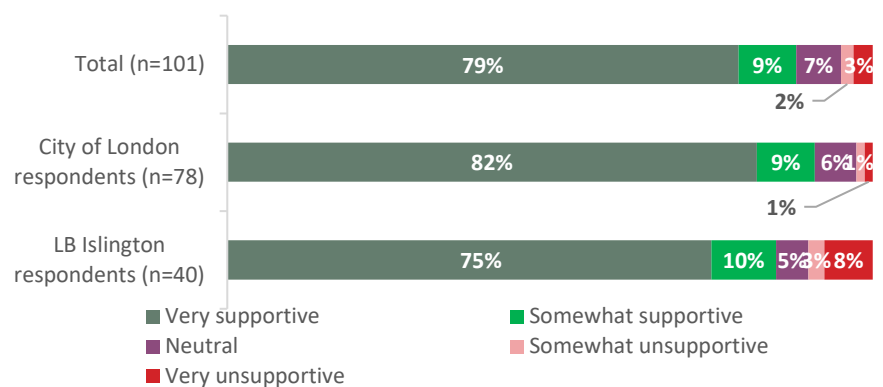
- When asked if they were supportive or unsupportive of traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase space for people cycling. The response from 104 respondents was:



- When asked if they were supportive or unsupportive of traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase on-street trees, planting and places for people to stop and rest. The response from 102 respondents was:



- When asked if they were supportive or unsupportive of traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to improve local air quality and noise levels. The response from 101 respondents was:



- Of the City streets Beech Street had the most individual responses (total 69). As well as comments associated with the proposed Zero Emission scheme and poor air quality, respondents raised concerns about safety for people walking and cycling due to the width of the pavements. Noise from vehicles particularly at night was also identified as a problem.
- Concerns were raised for Moor Lane (37 total responses), Fore Street (19 total responses) and Silk Street (4 total responses) about the proposed Beech Street zero emission scheme causing 'rat running' between London Wall and Chiswell Street. Comments were also received about more greening and improvements to cycle infrastructure.
- Concerns were raised about Fann Street (31 total responses) being regularly used for vehicles making U-turns and crossing facilities at the junction with Goswell Road.
- The city access streets London Wall (24 total responses), Aldersgate Gate Street (30 total responses) and

	<p>Moorgate (15 total responses) all had comments about improving crossings for people walking and cycling. But they also had comments that cycling facilities were sufficient already.</p> <ul style="list-style-type: none"> • On the streets that fall within both councils Golden Lane had the most individual responses (total 52). The most common concerns raised were about traffic speeds and air quality particularly in the context of the schools on this street and comments suggested vehicle restrictions to reduce these issues. Several responses considered that the Beech Street scheme would increase these problems if implemented. Greening and improving the environment for people walking and cycling received many comments. • On Chiswell Street (18 total responses) the majority of comments were supporting the improvement of infrastructure for people cycling. Goswell Road (11 total responses) had comments about the lack of trees and planting and concerns about the safety of people cycling. <p>Next steps</p> <p>15. Working in partnership with Islington Council the feedback from the engagement will inform a framework of improvements for a framework plan of proposed changes for the area. The draft Healthy Neighbourhood plan will be presented to members in a Gateway 4 report, seeking approval to consult on the proposals.</p> <p>16. The preparation of the Healthy Neighbourhood Plan will include the following:</p> <ul style="list-style-type: none"> • Formalising and programming the joint officers working group with LBI. • Stakeholder engagement with residents' groups, schools and businesses. • The appointment of specialist consultancy to test proposals and their impacts where required. • Presenting a draft Healthy Neighbourhood delivery plan as a Gateway 3-4 report to Streets and Walkways Sub-Committee in summer 2024.
<p>17. Sustainability and energy implications</p>	<p>a/ Meets Regulated Requirements</p> <p>17. There are no regulated requirements for a Healthy Streets Plan. The Plan will create a framework of projects that will give the opportunity to meet the objectives of making the Square Mile public realm more climate change resilient by adding in more green spaces, urban</p>

	greening, flood resistant road surfaces, adaptable planting regimes and heat resistant materials.
14. Recommendation	<ul style="list-style-type: none"> • Note the change in project name to Bunhill, Barbican and Golden Lane Healthy Neighbourhood and the increased extent of the project area. • Note the findings of the Public Engagement. • Approve joint working with Islington Council to develop the Healthy Neighbourhood Plan. • Approve increasing the project budget to £250,000.
15. Risk	<p>18. Risks identified are.</p> <ul style="list-style-type: none"> • The City and LBI not agreeing traffic management changes in the project area. • Stakeholders' groups not supporting changes to traffic management in the area. • The proposals do not meet the expectations of stakeholders. • Delays in further data collection due to lack of survey company resources or waiting for significant street closures (i.e. utility works) to be reopened. • Delays in consent from Transport for London and other impacted authorities regarding traffic modelling approvals. • Local stakeholders not supporting the concept proposals. • Insufficient funds or loss of funding source for the draft plan. • Insufficient funds for implementing the proposed projects. <p>Further information is available in the Risk Register (Appendix 2a and b).</p>
19. Procurement approach	<p>19. For traffic and pedestrian data collection, traffic modelling, consultation support and design the Transport and Public Realm Framework will be used. Where not appropriate standard procurement processes will be used.</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2a and 2b	Risk Register
Appendix 3	Spend to Date and Funding Sources
Appendix 4	BBGL Engagement Report Final Findings

Contact

Report Author	Stephen Oliver
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Telephone Number	

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Project Coversheet

[1] Ownership & Status

UPI:

Core Project Name: Barbican and Golden Lane Healthy Streets Plan

Programme Affiliation (if applicable):

Project Manager: Stephen Oliver

Definition of need:

The Barbican and Golden Lane Healthy Streets Plan (HSP) is a key deliverable of the City's Transport Strategy and further supports the Climate Action Strategy in developing spaces that are climate resilient. The HSP aligns with draft City Plan 2040 the Barbican Area Strategy, Destination City and Culture Mile Look and Feel Strategy which identifies the need for public realm improvements in Beech St and the surrounding area. The HSP provides a framework for the transformation of streets and spaces, by way of prioritising people walking and cycling and reducing motor traffic levels. This transformation will also provide for a high-quality public realm environment. This framework will set out viable proposals to rebalance the street hierarchy, implement traffic management measures and create a more welcoming public realm.

In October 2021 a Gateway 2 Report approved the HSP boundary and funding for project management and consultancy fees.

In 2020 and 2021 an experimental traffic scheme for a Zero Emission restriction on Beech Street was trialled under an Experimental Traffic Order. A permanent scheme was consulted on in January to March 2023. It was identified in the Gateway 2 Report that changes to Beech Street would have impacts on the wider area including within Islington. 2. After negotiations with LBI about options for consultation for Beech Street, the Streets and Walkways Sub-Committee in November 2022 approved public consultation on a permanent Beech Street Zero Emission Scheme and a parallel public engagement on a wider area plan with LBI encompassing the Barbican and Golden Lane Healthy Streets Plan area and the Bunhill ward south of Old Street in Islington. The engagement renamed the project the Bunhill, Barbican and Golden Lane Healthy Neighbourhood (HNP) to reflect both councils transport strategies.

The HSP forms the first phase of delivery and will identify temporary and interim changes to the functions of the highway network. The proceeding phases will deliver the required infrastructure changes to achieve the medium and long-term objectives of the proposals. These proceeding phases will be set-up as individual Healthy Streets Plan projects, following the completion of the first phase.

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Key measures of success:

- A tested and recommended phasing schedule for the projects that will comprise the Barbican and Golden Lane Healthy Street Plan.
- The identification of the number of pedestrian priority streets that can be delivered (measured by length) in the area.
- An indication of the reduction in traffic volumes that can be achieved in the area.

Expected timeframe for the project delivery: <Current Range>

Key Milestones: Overall project: October 2021 – July 2023

This is the longest anticipated timescale to develop the HSP.

Key dates: Key dates for the project/development of the plan, up to Gateway 5 include the following:

- Gateway 1/2 – October 2021
- Traffic and pedestrian data collection (light touch, if required) – December 2021 to March 2022
- Stakeholder engagement – December 2021 to May 2022
- Traffic and pedestrian model – March 2022 to June 2022
- Gateway 3/4 – July 2022
- Feasibility design of HSP scenarios – December 2022
- Stakeholder consultation (presenting HSP scenarios) – January 2022 to March 2023

Gateway 5 – July 2023 Are we on track for completing the project against the expected timeframe for project delivery? No

COVID19 lock down resulted in the collection of traffic and pedestrian data to be delayed until movements could be recorded at realistic levels. Stakeholder engagement was also difficult to satisfactorily achieve. Engagement with Islington Council concerning Beech Street has caused the project to be delayed and has required the project scope to be extended to include the Bunhill ward in Islington and joint working.

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

Yes. There has been considerable public, stakeholder and media interest in the Transport Strategy, Beech Street Zero Emission Scheme. Projects around the Barbican tend to generate higher levels of media interest.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes: Update relevant section post report approval. Add multiple entries to relevant box if issues reports are approved. Note this section is to tell the 'project story' of how we reached the current position outlined in the main report.

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'Project Briefing' G1 report (as approved by Chief Officer October 2021):

- Total Estimated Cost £250,000(excluding risk):
- Costed Risk Against the Project: None
- Estimated Programme Dates: Nov 2021-2022

Scope/Design Change and Impact:

'Project Proposal' G2 report (as approved by PSC 20/10/2021)

- Total Estimated Cost (excluding risk): £250,000
- Resources to reach next Gateway (excluding risk): £141,000.
- Spend to date: £65,869
- Costed Risk Against the Project: None requested.
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: Dec 2021-May 2022

Scope/Design Change and Impact:

'Options Appraisal and Design' G3-4 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

'Authority to start Work' G5 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]: Individual projects would be initiated following the adoption of the HSP and delivery plan. Programme Affiliation [£]:N/A

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City of London: Projects Procedure Corporate Risks Register

Project name: Bunhill, Barbican and Golden Lane Healthy NeighbourhoodPlan

Unique project identifier: PV ID 12240

Total est cost (exc risk) £250000

PM's overall risk rating

Medium
6.0
5.5
0
7
4

Avg risk pre-mitigation

Avg risk post-mitigation

Red risks (open)

Amber risks (open)

Green risks (open)

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)

£0.00	0%
£0.00	0%
£0.00	0%
£0.00	0%

Costed risk as % of total estimated cost of project

" "

" "

Costed risk pre-mitigation (open)

Costed risk post-mitigation (open)

Costed Risk Provision requested

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
2	6.0	£0.00	0	1	1
3	5.3	£0.00	0	2	1
3	8.0	£0.00	0	3	0
3	4.7	£0.00	0	1	2
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0

Issues (open)

0
0

All Issues

Open Issues

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

All Issues

Cost to resolve all issues (on completion)

£0.00

Total CRP used to date

£0.00

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City of London: Projects Procedure Corporate Risks Register

Project Name: Bunhill, Barbican and Golden Lane Healthy Neighbourhood		PM's overall risk rating: Medium	CRP requested this gateway	Average unmitigated risk: 6.0	Open Risks: 11
Unique project Identifier: PV ID 12240		Total estimated cost (exc risk): £ 250,000	Total CRP used to date: £ -	Average mitigated risk score: 5.5	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 on 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	3	(4) Contractual/Partnership	The City and Islington Council do not agree traffic management changes in the project area.	A wider area Healthy neighbourhood plan will not be produced.	Possible	Serious	6	£0.00			Regular officer working group meetings between the two councils will coordinate proposals. Significant issues will be reported to management and Members if required.	£0.00	Possible	Serious	£0.00	6	£0.00		22/05/2023	Gillian Howard	Stephen Oliver			
R2	3	(3) Reputation	Stakeholder groups such as local residents associations or schools do not support proposed changes to traffic management.	Engagement with local stakeholders will be continued.	Possible	Major	12	£0.00			The project team will engage with representatives of the community and the schools as the proposed designs develop.	£0.00	Possible	Major	£0.00	12	£0.00		24/07/2020	Gillian Howard	Stephen Oliver			
R3	3	(3) Reputation	The proposals do not meet the expectations of stakeholders.	Stakeholder support for the project will not be forthcoming.	Possible	Serious	6	£0.00			Consultation on the draft proposals will articulate the benefit of the proposals and concerns will be taken on board.	£0.00	Possible	Serious	£0.00	6	£0.00		24/07/2020	Gillian Howard	Stephen Oliver			
R4	3	(1) Compliance/Regulatory	Changes in political leadership within the City, LB or TfL.	The project is no longer supported or withdrawn.	Unlikely	Major	8	£0.00			Informing members of the City and LB of the progress and benefits of the project and identifying in the Transport Strategy delivery plan.	£0.00	Unlikely	Major	£0.00	8	£0.00		24/07/2020	Gillian Howard	Stephen Oliver			
R5	3	(4) Contractual/Partnership	Issues or delays in approvals for any required modelling.	Delays and possible increase to project programme.	Unlikely	Serious	4	£0.00			Early and regular meetings with TfL to understand their approval procedures.	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver			
R8	3	(4) Contractual/Partnership	Some or all of further data that is required cannot be collected due to survey companies having no capacity to deliver the services.	Delay and possible increased cost to project programme.	Unlikely	Serious	4	£0.00			Procure the services as an open tender to increase the possibility of a company able to undertake the surveys, and complete the procurement exercise as early as possible.	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver			
R9	3	(2) Financial	Insufficient funds or loss of funding source.	Will delay project progression or result in the cancellation of the project.	Possible	Serious	6	£0.00			Investigate further funding options or reduce the scope of the project.	£0.00	Possible	Serious	£0.00	6	£0.00		24/07/2020	Gillian Howard	Stephen Oliver			
R10	3	(1) Compliance/Regulatory	Brexit or external factors affect labour costs.	Higher or lower costs for consultancy services.	Unlikely	Serious	4	£0.00			Review each cost of HNP stage.	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver			
R11	3	(3) Reputation	Insufficient funds for the projects identified in the plan.	Objectives of the Transport Strategy and the Climate Action Strategy will not be met.	Possible	Serious	6	£0.00			Identify funding opportunities as the plan is developed. Proposals will reflect these opportunities.	£0.00	Possible	Minor	£0.00	3	£0.00		24/07/2020	Gillian Howard	Stephen Oliver			
R12							£0.00				£0.00			£0.00			£0.00							
R13							£0.00				£0.00			£0.00			£0.00							
R14							£0.00				£0.00			£0.00			£0.00							
R15							£0.00				£0.00			£0.00			£0.00							
R16							£0.00				£0.00			£0.00			£0.00							
R17							£0.00				£0.00			£0.00			£0.00							

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Appendix 3 Spend to Date and Funding Sources

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Costs	84,000	37,119	46,881
P&T Fees	57,000	28,750	28,250
TOTAL	141,000	65,869	75,131

Description	Approved Budget (£)	Additional Resources Required (£)	Revised Budget (£)
P&T Staff Costs	84,000	50,700	134,700
P&T Fees	57,000	58,300	115,300
TOTAL	141,000	109,000	250,000

Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
City Fund - CIL	141,000	109,000	250,000

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Bunhill, Barbican and Golden Lane Healthy Neighbourhood Engagement Findings Final Report

May 2023



Page



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ISLINGTON
For a more equal future

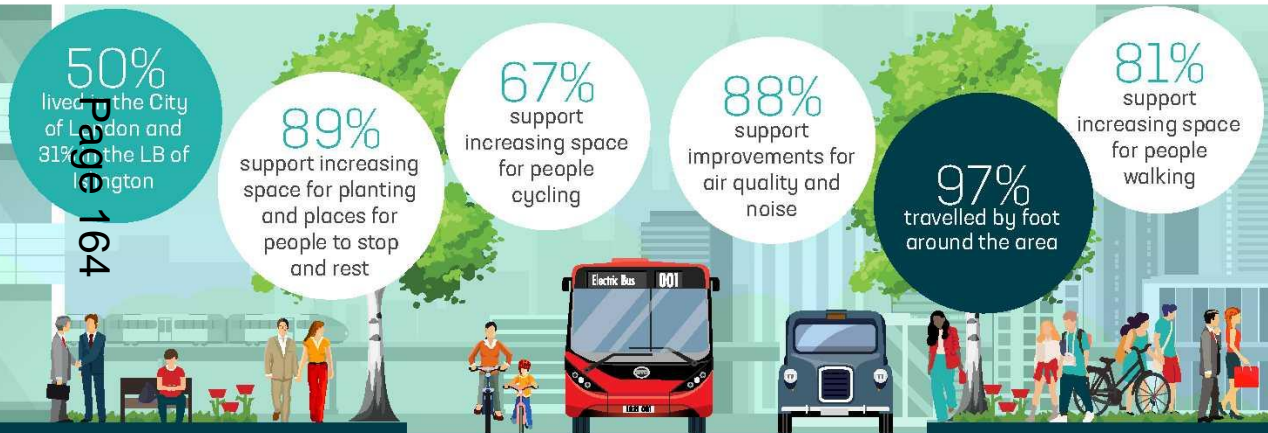
SYSTRA

Bunhill, Barbican and Golden Lane Healthy Neighbourhood

Engagement Findings

The City of London Corporation and London Borough of Islington are working together to create a cleaner, greener, and healthier neighbourhood in the Bunhill, Barbican and Golden Lane area. This report presents the findings from an engagement exercise capturing public views on the issues and opportunities that changes to the Bunhill, Barbican and Golden Lane neighbourhood should address. The engagement was live between 14th January 2023 - 6th March 2023, and a total of 205 responses were received via an online survey and direct emails. Feedback was also collected at public drop-in sessions.

SYSTRA



Number of respondents providing feedback:

Feedback on streets mainly focused on:

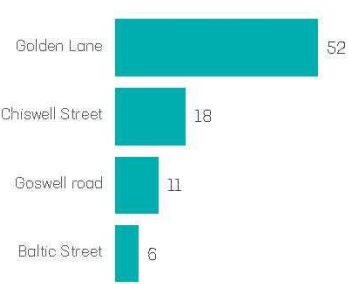
Barbican & Golden Lane neighbourhood



Bunhill neighbourhood



Cross-neighbourhood streets



Barbican & Golden Lane neighbourhood	Bunhill neighbourhood	Cross-neighbourhood streets
Vehicle restriction improvements	Cycle access concerns and improvements	Road safety concerns
Congestion and traffic level concerns	Pedestrian footway and crossing improvements	Vehicle restriction improvements
Improvements to cycle access	Road safety concerns	Congestion and traffic level concerns
		Pedestrian footway and crossing improvements

Contents

- Introduction
- Support for interventions
- Feedback on the Barbican & Golden Lane neighbourhood
- Feedback on the Bunhill neighbourhood
- Feedback on cross-neighbourhood streets
- General feedback
- Online survey respondent profile
- Conclusions

1

Introduction

Introduction

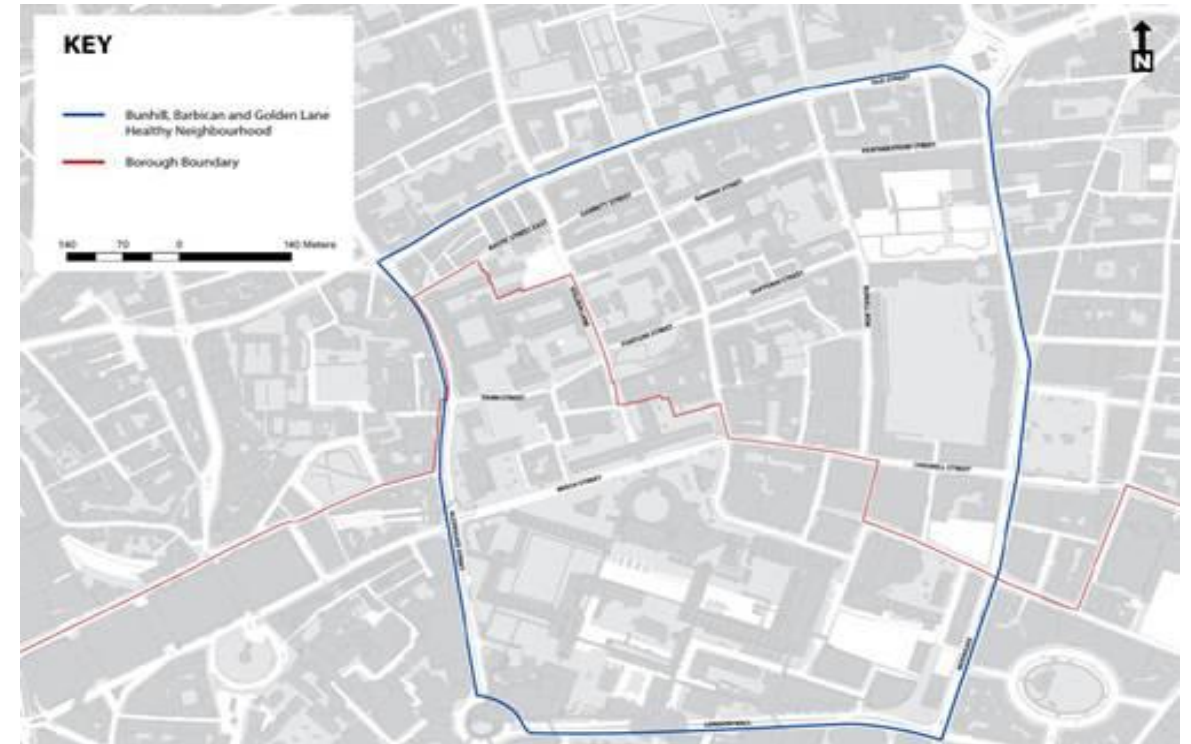
Background to the engagement

The City of London Corporation (“The City”) and Islington Council (“LB of Islington”) are working together to create a cleaner, greener, and healthier neighbourhood in the Bunhill, Barbican and Golden Lane area. They are exploring the potential to make changes to streets and spaces to create more pleasant places and make it easier and safer to walk and cycle.

The City commissioned **SYSTRA** to design, host, analyse and report on an engagement exercise capturing public views on the issues and opportunities that changes to the Bunhill, Barbican and Golden Lane neighbourhood should address. The engagement exercise also captured level of support for traffic restrictions or changes to street layouts.

This report outlines the findings of this engagement which ran between 16th January 2023 – 6th March 2023.

The findings from this engagement exercise will be used by the City and LB of Islington to support the development of a healthy neighbourhood plan for the area.



Introduction

Response channels

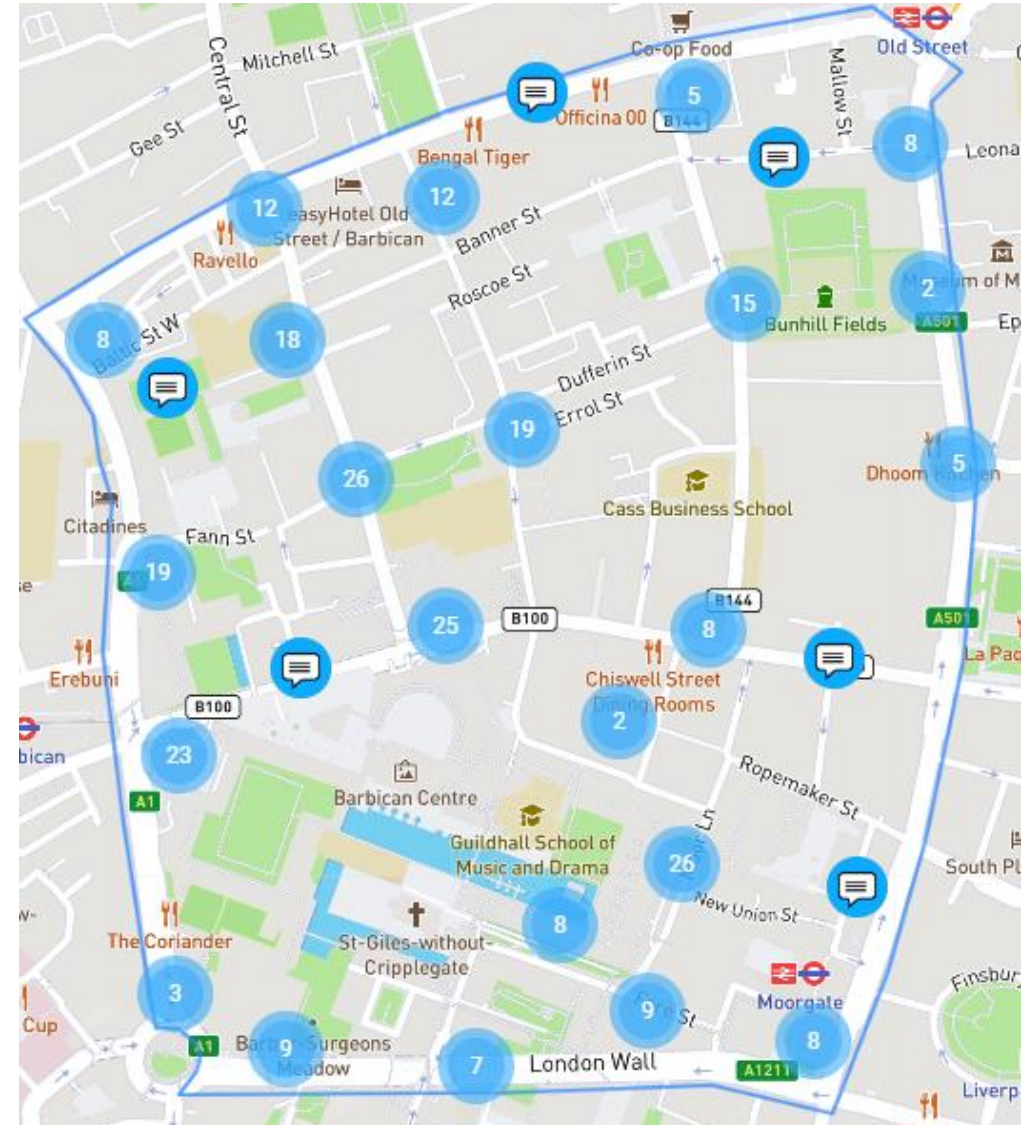
The engagement exercise was predominantly delivered using **PlaceChangers**, an interactive online map-based engagement tool. An interactive map highlighted the boundary for the full Bunhill, Barbican and Golden Lane area. Respondents were provided with the opportunity to leave feedback on the map by adding ideas on what does not work well in the area and on how the area could be improved (see image). A total of 895 ideas were provided on the interactive online map.

After adding ideas to the map, respondents were asked to complete a short online survey that captured:

- Demographic questions;
- Usual travel around the area; and
- Level of support for traffic restrictions or changes to street.

As well as collecting feedback on the online map, responses were provided via **email**. The total number of respondents taking part in the engagement exercise via the online map and email was **205** (189 online map respondents and 16 email respondents). The feedback received via these response channels have been analysed and reported on together.

Feedback was also collected at **public drop-in sessions**. This feedback has been analysed and reported on separately, and is shown in dark green call-out boxes throughout this report.



Introduction

Respondents per street

The table here shows the total number of respondents providing feedback on individual streets via the online map and email.

Beech Street received the highest response, with 69 respondents leaving feedback on the street. This was followed by Golden Lane (52 respondents), Old Street (40 respondents) and Moor Lane (37 respondents).

Neighbourhood	Street Name	Number of respondents providing feedback
Barbican and Golden Lane	Beech Street	69
	Moor Lane	37
	Fann Street	31
	Aldersgate Street	30
	Barbican Estate	25
	London Wall	24
	Fore Street	19
	Moorgate	15
	Fore Street Avenue	6
	New Union Street	5
	Silk Street	4
	Cripplegate Street	3
	Bunhill	Old Street
Whitecross Street		24
Fortune Street		18
Bunhill Row		16
City Road		16
Fortune Street Park		14
Errol Street		10
Banner Street		9
Featherstone Street		9
Bunhill Fields		9
Leonard Street		8
Dufferin Street		4
Roscoe Street		4
Chequer Street		2
Garrett Street		2
Cross-neighbourhood Streets	Golden Lane	52
	Chiswell Street	18
	Goswell Road	11
	Baltic Street	6

Introduction

Analysis and Reporting approach

All data was cleaned and analysed using statistical analysis software, SPSS. All **closed questions** within the online survey were tabulated and chi-square statistical tests were run to assess whether there were variations in survey answers between different groups of respondents.

Respondents' **open-text comments** on the streets and public spaces in the area were read and analysed in detail, with each sentiment allocated to a code. These codes (and their relationships) are known as the 'coding framework'. Coding ensures all ideas and points raised by respondents are captured and reported on.

Views on individual streets and public spaces are reported separately in this report, with codes grouped together to identify key themes under the headings of **concerns**, **support** and **suggested improvements**.

Themes have been outlined in order of prevalence and are colour coded as above. Anonymised verbatim quotes are used to illustrate the points made.

It should be noted that feedback collected during public drop-in sessions was grouped together by street and assigned to streets based on the location of post-it notes on a printed map. It is therefore not possible to link drop-in data back to individual respondents or exact locations. For these reasons, data from the drop-in sessions has been analysed and reported on separately for this report. Drop-in session data is highlighted in **dark green** call-out boxes throughout this report. Note, feedback was not provided on all streets during the public drop-in sessions.

As with all analysis of engagement exercise 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 engagement survey included some multiple response questions (MRQ), for which participants could select more than one response. These are signified through use of 'MRQ' in relevant figure headings;
- The views and opinions reported are the views and perceptions of respondents and are not necessarily factually correct;
- The engagement process cannot be seen as a 'vote' and we do not attempt to draw conclusions based on the number of people offering positive or negative comments toward the schemes; 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, the LB of Islington population, or of road user groups.

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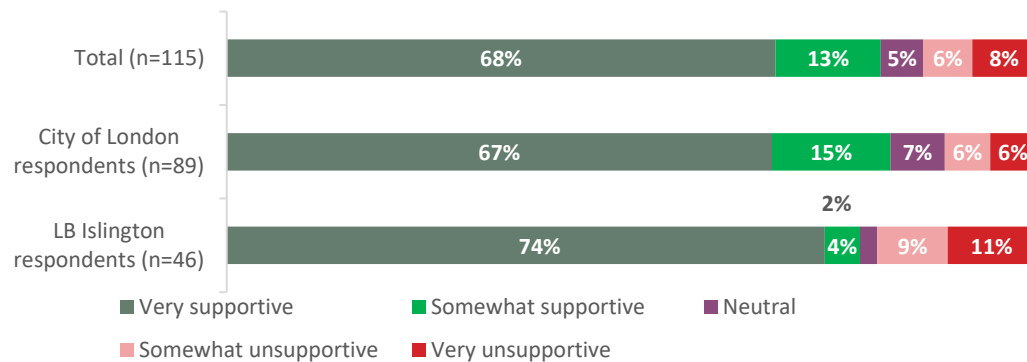
Support for interventions

Is there support for traffic restrictions or changes to street layouts?

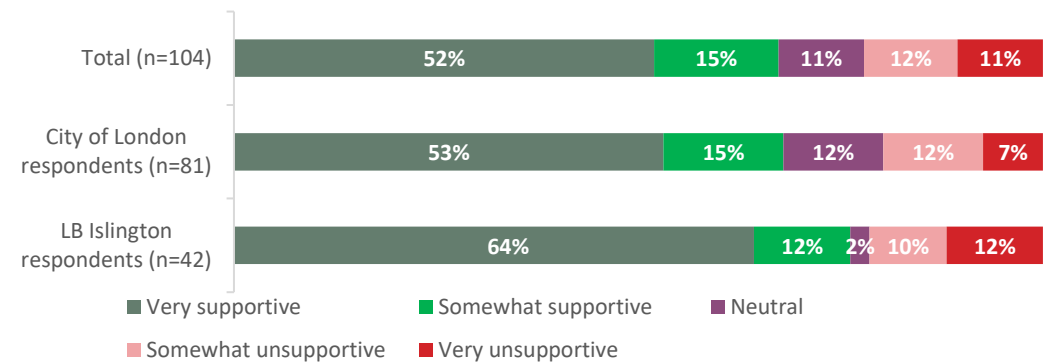
Respondents to the online survey were asked about the extent to which they are supportive of traffic restrictions or changes to street layouts which may increase some journey times to increase space for people walking and cycling, on-street trees, plants and places for people to stop and rest, and improve local air quality and noise levels.

Overall, the majority of respondents were supportive of changes that increase space for people walking (81% overall; 82% City of London; 78% LB of Islington). A slightly lower proportion were supportive of changes that increase space for people cycling (67% overall; 68% City of London; 76% LB of Islington). Level of support did not significantly differ between City of London and LB of Islington respondents.

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In principle, to what extent are you supportive or unsupportive of traffic restrictions or changes to street layouts which may increase some journey times in order to increase space for people walking?*



In principle, to what extent are you supportive or unsupportive of traffic restrictions or changes to street layouts which may increase some journey times in order to increase space for people cycling?*

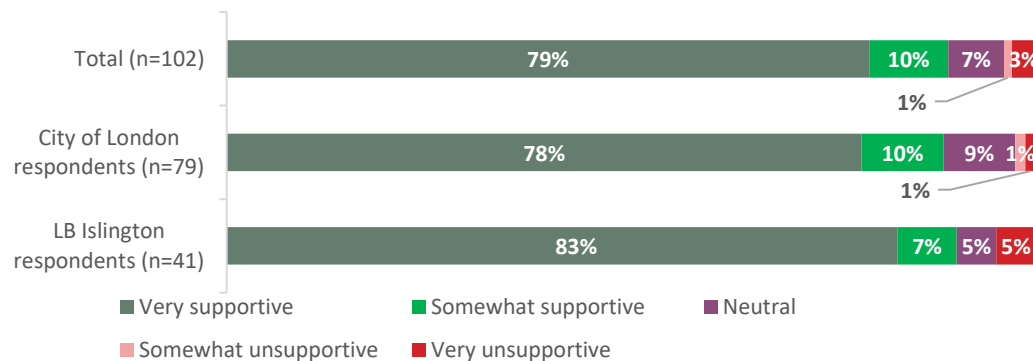
* Note, not all respondents to the online engagement survey chose to answer these questions. Respondents could also fall into both the 'City of London respondent' and 'LB Islington respondent' categories, due to the multiple response nature of the question.

Is there support for traffic restrictions or changes to street layouts?

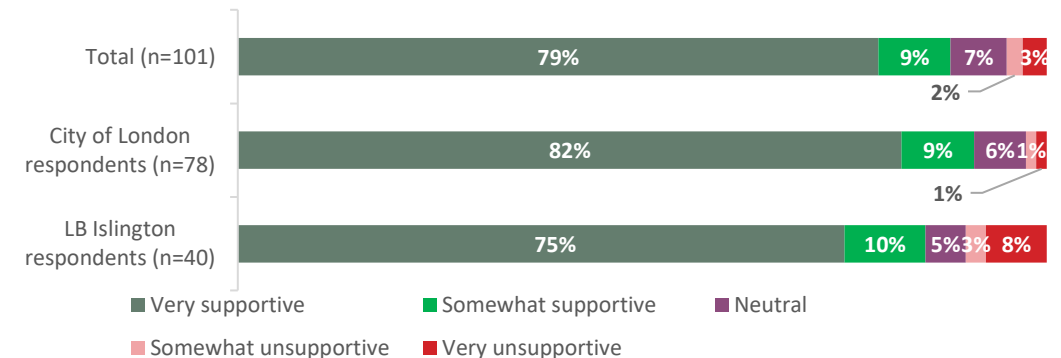
The majority of respondents were supportive of changes that increase space for on-street trees, planting and places for people to stop and rest (89% overall; 88% City of London; 90% LB of Islington). Findings did not significantly differ between City of London and LB of Islington respondents.

Respondents showed similar levels of support for changes that improve local air quality and noise levels (88% overall; 91% City of London; 85% LB of Islington). Level of support did not significantly differ between City of London and LB of Islington respondents.

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In principle, to what extent are you supportive or unsupportive of traffic restrictions or changes to street layouts which may increase some journey times in order to increase space for on-street trees, planting and places for people to stop and rest?*



In principle, to what extent are you supportive or unsupportive of traffic restrictions or changes to street layouts which may increase some journey times in order to improve local air quality and noise levels?*

* Note, not all respondents to the online engagement survey chose to answer these questions. Respondents could also fall into both the 'City of London respondent' and 'LB Islington respondent' categories, due to the multiple response nature of the question.

3

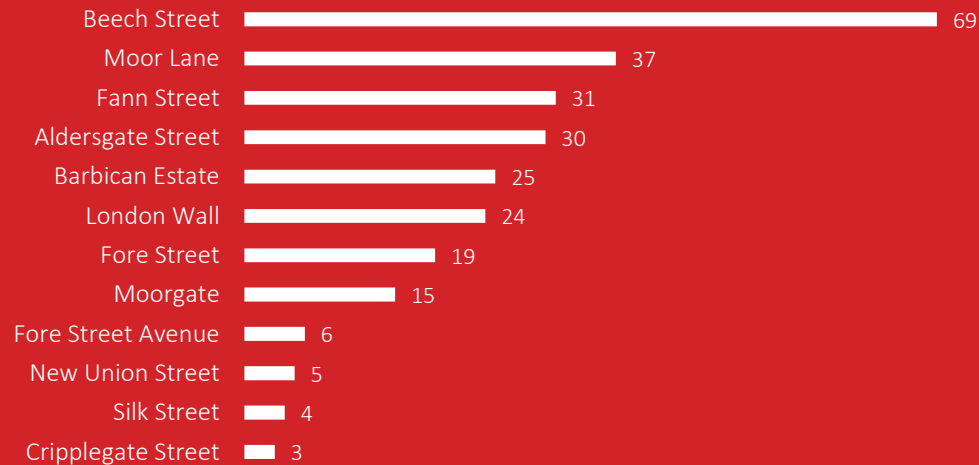
**Feedback on the
Barbican & Golden
Lane
neighbourhood**

Feedback on the Barbican & Golden Lane neighbourhood

Respondents were provided with the opportunity to leave feedback on the **Barbican and Golden Lane neighbourhood**, including feedback on what does not work well currently, as well as ideas on how the area could be improved.

The remainder of this chapter provides an overview of the feedback provided at street level. The chart below shows the total number of respondents providing feedback on individual streets via the online map and email.

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Number of respondents providing feedback on Barbican and Golden Lane neighbourhood streets (MRQ)

Note, respondents could also provide feedback on as many or few streets as they liked

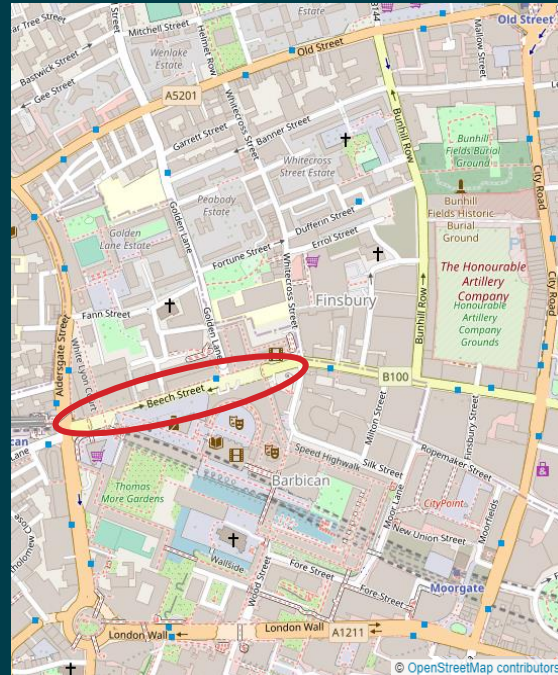
Beech Street

Of the 205 respondents to the engagement exercise, **69 respondents** provided feedback on **Beech Street**.

A large proportion of comments on Beech Street included **concerns** for air quality within the tunnel, as well as concerns that the proposed vehicle restrictions for Beech Street* could lead to increased journey times, restrict access for older and disabled people, and displace congestion and pollution to surrounding streets. Other concerns focused on:

- Current pedestrian footway or access, including concerns for narrow pavements, poorly placed signage and planting and unsafe pedestrian crossing points;
- Current cycle access;
- Road safety on Beech Street, specifically regarding unsafe cycling, and narrow footpaths forcing pedestrians into the road;
- Traffic levels on Beech Street now and as the number of zero emission vehicles increases;
- Access for taxis being restricted by the proposed Beech Street scheme, causing increased journey times and costs;
- Resident access being restricted by the proposed Beech Street scheme;
- Vehicle speeds on Beech Street; and
- Noise pollution on Beech Street.

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“By restricting motor vehicles you’re restricting the disabled, elderly etc. Rerouting traffic does not improve air quality or congestion it merely increases it on surrounding streets!”

“The air quality in the tunnel is unacceptable for pedestrians.”

* It is proposed that only zero-emission capable vehicles will be able to drive through Beech Street without stopping. However, the Golden Lane junction with Beech Street would remain open to all vehicles travelling down Golden Lane into Beech Street. It is anticipated that this would increase motor vehicle traffic from 1,800 to 3,000 vehicles a day on Golden Lane.

Beech Street

Despite concerns, some comments either **supported** the proposed vehicle restriction on Beech Street

or **suggested** that the proposed vehicle restriction on Beech Street should be expanded, with some calling for all motor vehicles to be banned from entering the street to improve air quality and reduce noise pollution.



Additionally, comments included **suggestions** for:

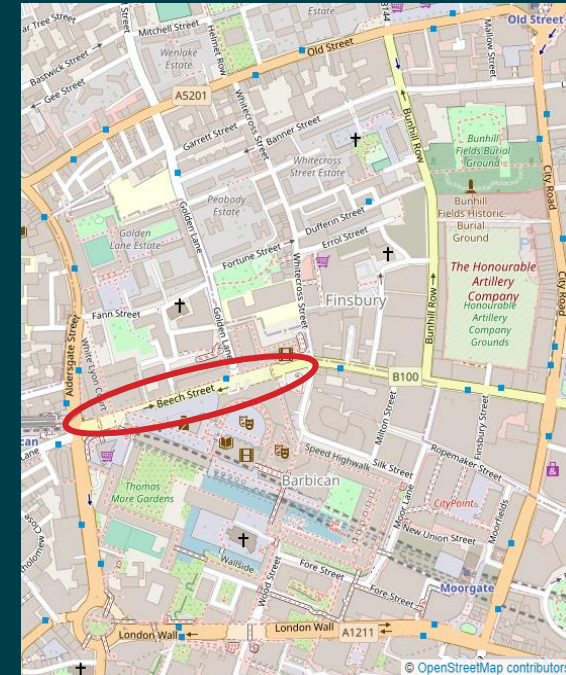
- Improved pedestrian access, footways, or crossings, and increased pedestrianisation, including widening the pavement on the south side of the tunnel;
- Traffic calming and speed measures, including speed enforcement and modal filters;
- Updated cycling infrastructure, specifically segregated cycle lanes and improved crossings. Some comments also suggested removing cycle access and cycle lanes due to concerns about dangerous cycling;
- Improved road signage for the proposed traffic restriction on Beech Street, including ensuring this does not block pedestrian access;
- Improved public realm, such as street cleaning, removal of graffiti and additional planting; and
- Improved street lighting.

The **key themes** identified for Beech Street were: concerns for air quality; vehicle restriction improvements; and concerns for vehicle restrictions.

Feedback from the public drop-in sessions was similar to the above, as well as suggestions to allow access for Barbican Centre visitors, visitors to local markets, and deliveries if the proposed vehicle restriction on Beech Street is implemented.

“Restricting all motor vehicles on Beech Street is a must!”

“Adding trees and greening to replace parking would be the best option.”



“Cycles and scooters are the greatest source of danger to pedestrians and should be excluded from use of Beech St and Golden Lane.”

Moor Lane

Of the 205 respondents to the engagement exercise, **37 respondents** provided feedback on **Moor Lane**.

Many comments on Moor Lane included **concerns** for traffic levels or congestion due to rat-running, particularly if the proposed traffic restriction on Beech Street is introduced. Concerns were also raised about the planters and maintenance of the pocket park on Moor Lane, despite some comments offering support for park.

Concerns in relation to the following were also common: road safety at the junction with London Wall; air quality; cycle and pedestrian access; noise pollution; cycle and pedestrian crossings; vehicle speeds; seating; and vehicle parking.

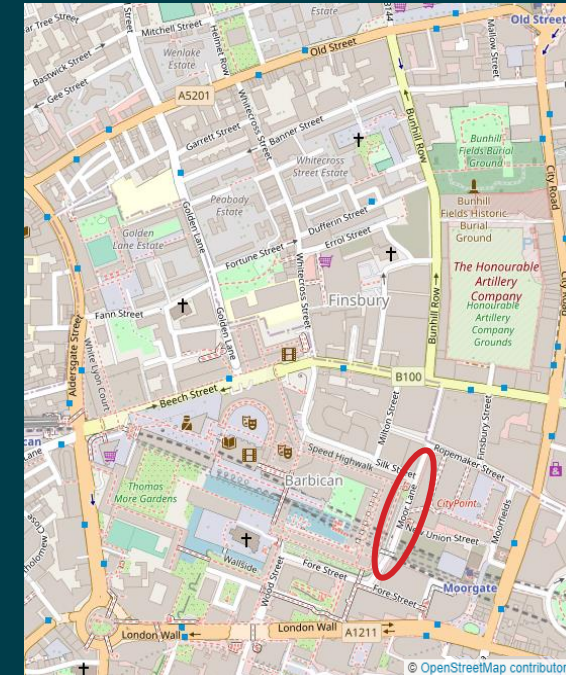
A large proportion of comments **suggested improvements** to the pocket park on Moor Lane, specifically suggestions to increase the greenery. Additionally, suggestions were made to introduce:

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- Vehicle restrictions to prevent rat-running on Moor Lane;
- Traffic calming and enforcement measures, such as speed cameras and chicanes, although some comments suggested traffic levels and speeds are already at appropriate levels;
- Improved footways or pedestrian access and increased pedestrianisation;
- New cycling infrastructure, including segregated cycle lanes, improved crossings and early release lights for people who cycle at the junction with Bunhill Row;
- Measures to reduce noise pollution, including restricting access to loud vehicles; and
- Increased seating in green spaces.



“Increasingly, with the traffic restrictions elsewhere, [Moor Lane] is being used as a rat run making it dangerous for pedestrians and cyclists and creating significant pollution issues for adjacent residents.”



“Traffic calming should be urgently introduced e.g. speed cameras, ideally at 15mph, and/or a chicane similar to Aldersgate Street southbound.”

Moor Lane

Some comments included **suggestions** for the removal of:

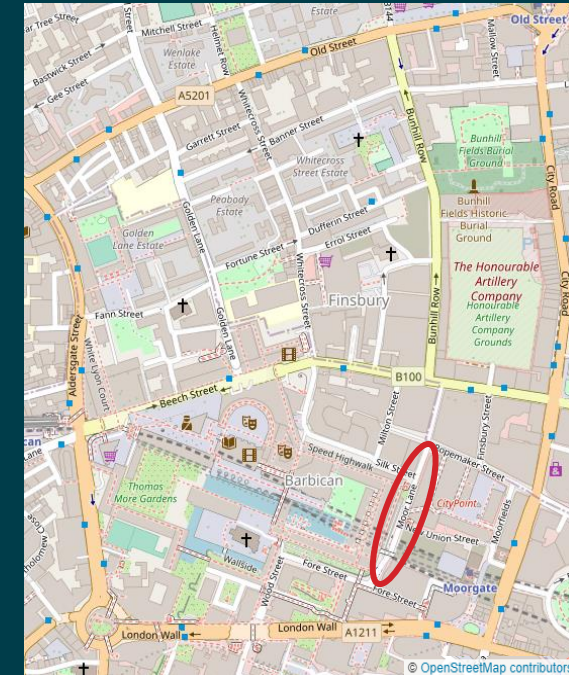
- The pocket park, or just the seating within the pocket park, due to littering;
- Vehicle parking on Moor Lane, despite some support for retaining parking; and
- Traffic calming measures.

The **key themes** identified for Moor Lane were: improvements to the pocket park; concerns for traffic levels and congestion; and vehicle restriction improvements.

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Feedback from the public drop-in sessions was similar to the above, including suggestions for: vehicle restrictions to be made permanent; increased greenery; widened pavements; and increased access to Moor Lane for deliveries. Concerns around people cycling on pavements were also common.

“The garden in the metal pots is a fantastic, vibrant green space with year-round colour and interest - that should be cherished and retained.”

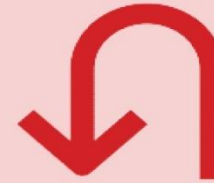


“Please do not add seats as this leads to more mess from people leaving food & drink packaging debris after their snack.”

Fann Street

Of the 205 respondents to the engagement exercise, **31 respondents** provided feedback on **Fann Street**.

A large proportion of comments on Fann Street included **concerns** about the following: road safety, particularly vehicles making U-turns on Fann Street; cycle access and lanes; pedestrian footways, access and crossings; vehicle parking and restrictions; road signage; air quality and noise concerns; and restricted access to the Barbican Wildlife Garden.



Suggested improvements included allowing access to the Barbican Wildlife Garden and GLE roof garden, as well as:

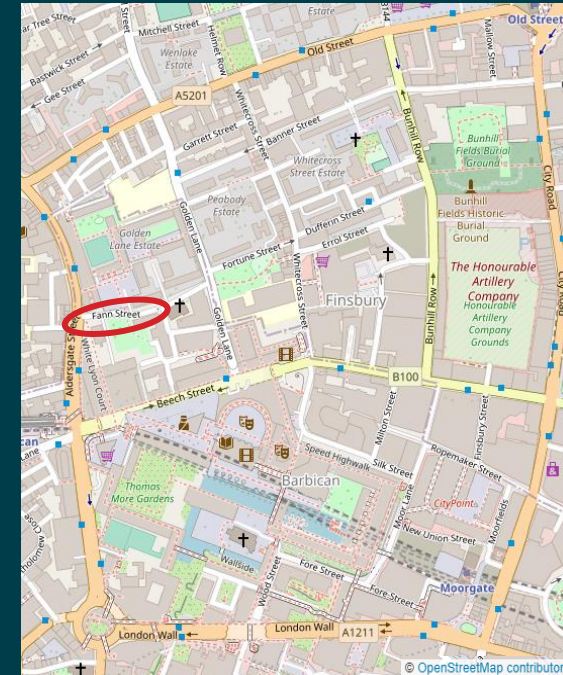
- Introducing segregated cycle lanes to improve the safety of people who cycle and encourage cycling, particularly for access to Long Lane;
- Discouraging vehicles making U-turns on Fann Street;
- Removal of vehicle parking, as well as increased vehicle parking; and
- Removal of vehicle restrictions.

Comments also included suggestions to leave existing access to parks and vehicle parking availability as they are.

The **key themes** identified for Fann Street were: improvements to park and green space access; concerns for traffic levels or congestion; and vehicle restriction improvements.

Feedback from the public drop-in sessions included support for the additional seating added behind the Denizon area.

“Can we finally get something done about drivers U turning in Fann St? Dangerous for pedestrians and cyclists.”



“Segregated cycle/mobility infrastructure would allow those on bikes, e-scooters and electric wheelchairs to safely travel to the larger cycle network. Without this, it's not safe, and this lack of safety encourages car use.”

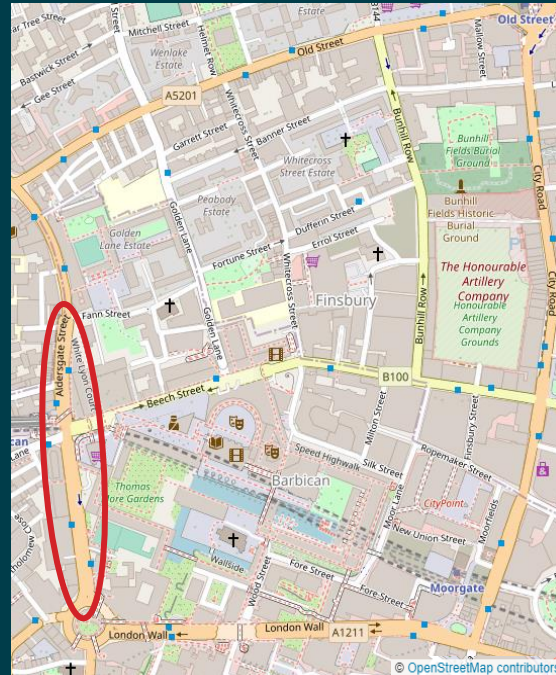
Aldersgate Street

Of the 205 respondents to the engagement exercise, **30 respondents** provided feedback on **Aldersgate Street**.

A large proportion of comments on Aldersgate Street included **concerns** about access and crossings for people who walk and cycle, in addition to road safety concerns for these road users, in particular for people who cycle at the junction with Beech Street. Concerns related to light or noise pollution, traffic levels, congestion, air quality, planting, or vehicle restrictions were also common.

Improvements to the current cycle lanes and access, including support for segregated cycle lanes, and early release lights for people who cycle, were suggested, in addition to:

- Improved cycle crossing, specifically a safer way to cross at the junction with Beech Street;
- Measures to reduce noise pollution, such as noise cameras;
- Improved pedestrian footway or access, such a wider pavements;
- Improvements to vehicle restrictions and parking, including better parking enforcement;
- Introduction of traffic calming measures, specifically reducing the street to one lane of traffic in each direction;
- Improved pedestrian crossings, specifically providing a crossing to cross Aldersgate Street at Fann Street;
- Increased planting; and
- Improved air quality



“People cycling turning right into Aldersgate from Beech Street and heading north are often in conflict with pedestrians crossing from Barbican station.”

A smaller number of comments were also made **in support of** existing cycle access measures and vehicle restrictions.

The **key themes** identified for Aldersgate Street were: concerns for road safety; concerns for cycle access; and improvements to cycle access.

“Segregated cycle lanes around junctions, perhaps including holding traffic at lights, and cycles getting their own lights.”

Barbican Estate

Of the 205 respondents to the engagement exercise, **25 respondents** provided feedback on **Barbican Estate**.

A large proportion of comments on Barbican Estate **suggested improvements** to pedestrian footway or access around the Estate, including better maintenance, adding stairs from Defoe Place to street level and maintaining lifts for people with mobility issues. Additionally, comments suggested:

- Increased planting and access to parks for nearby residents;
- Improved cycle access, specifically creating safer cycle routes and adding cycle lanes. However, some comments asked for cycle access to be removed at podium level;
- Improved pedestrian crossings, including a small proportion of comments suggesting that a crossing be added over the Barbican lake, with others recognising that this could disturb wildlife or promote antisocial behaviour;
- Improved street lighting;
- Replacing vehicle parking with greenery;
- Additional seating; and
- Improved air quality.

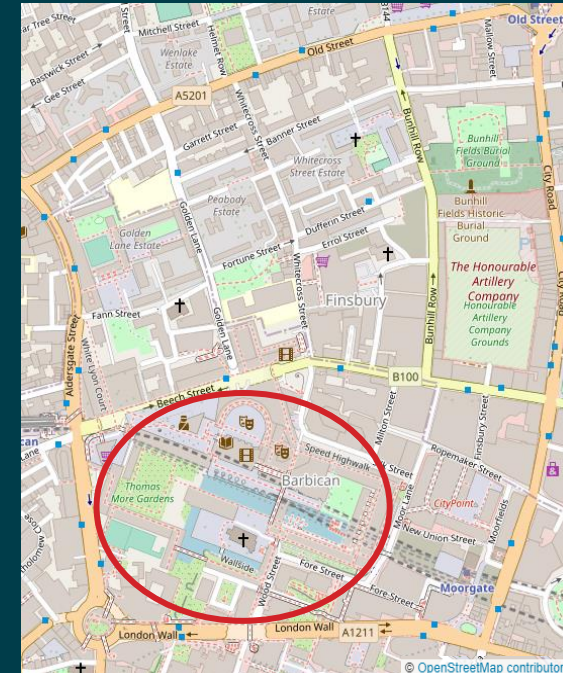
Many comments included **concerns** about noise pollution, planting, air quality, and access to parks for non-residents.

Some comments also included **support for** existing access to parks, pedestrian footways and crossings, and planting.

The **key themes** identified for Barbican Estate were: improvements to pedestrian footway or access; improvements to planting; and support for current park access.

Feedback from the public drop-in sessions included suggestions to increase greenery and widen footways.

“A new planting scheme outside Cromwell tower that is inviting and aids the management of air pollution.”



“Highwalks are an important part of the City street network. But they are treated as much less important than ground level streets. Need better maintenance, and proper allocation of City funds.”

London Wall

Of the 205 respondents to the engagement exercise, **24 respondents** provided feedback on **London Wall**.

A large proportion of comments on London Wall included **concerns**. Concerns were specifically raised in relation to: cycle access and cycle lanes causing congestion; road safety; pedestrian footways, access and crossings; traffic levels; vehicle restrictions; vehicle speeds; air quality; and planting.

Many comments **suggested improvements** to cycle lanes and access on London Wall, including adding additional connected, segregated cycle lanes to improve the safety of people who cycle, as well as introducing the following measures:

- Improved pedestrian footways, access and crossings, including making crossings safer through improved signage for drivers;
- Traffic calming and enforcement using speed cameras;
- Introducing vehicle restrictions, including making London Wall access-only;
- Pedestrianisation;
- Increased planting; and
- Improved road signage.



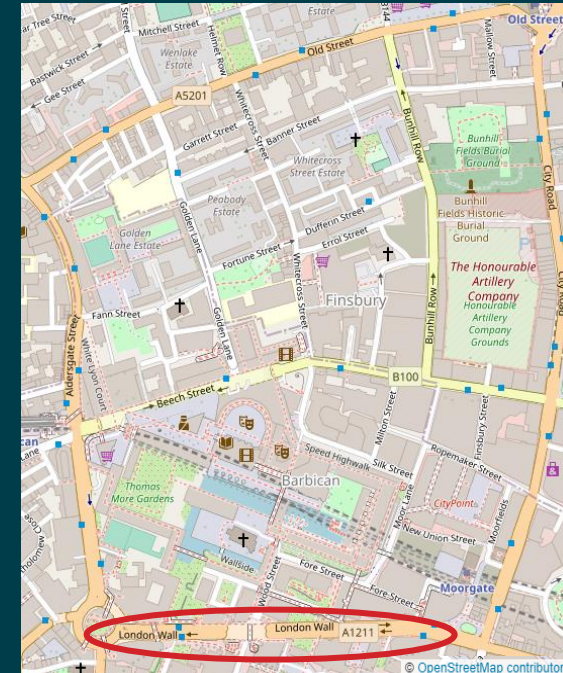
Comments also included suggestions that vehicle speeds, cycle access, and traffic levels are already at appropriate levels. There was also a comment suggesting that cycle lanes be removed.

The **key themes** identified for London Wall were: concerns for road safety; and improvements to cycle lanes.

Feedback from the public drop-in sessions was similar to the above, including suggestions for traffic calming measures and measures to reduce rat-running as a result of the proposed traffic restriction on Beech Street.

“You have added a cycle lane west to east it has caused a constant traffic jam and considerably more pollution.”

“Vehicles often drive far too fast here - could you introduce a 20mph speed camera?”



“Plant more trees, particularly on grim, pedestrian unfriendly stretches of road such as London Wall.”

Fore Street

Of the 205 respondents to the engagement exercise, **19 respondents** provided feedback on **Fore Street**.

A large proportion of comments on Fore Street included a **concern** about traffic levels on Fore Street due to rat running. Additionally, rat running was thought to be at risk of increasing, should the proposed changes to Beech Street be introduced. Concerns for air quality, road safety, and light or noise pollution were also common.

A smaller number of comments included concerns related to cycle and pedestrian access, cycle lanes or crossings, vehicle speeds, vehicle parking, and seating or planting.

Many comments **suggested improvements** to the proposed vehicle restriction on Beech Street to reduce rat-running on Fore Street, in addition to:

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- Increased planting to promote biodiversity;
- Introducing traffic calming measures and reducing traffic levels;
- New cycling infrastructure, specifically segregating cycle lanes; and
- Improved pedestrians footways or access and increasing pedestrianisation.

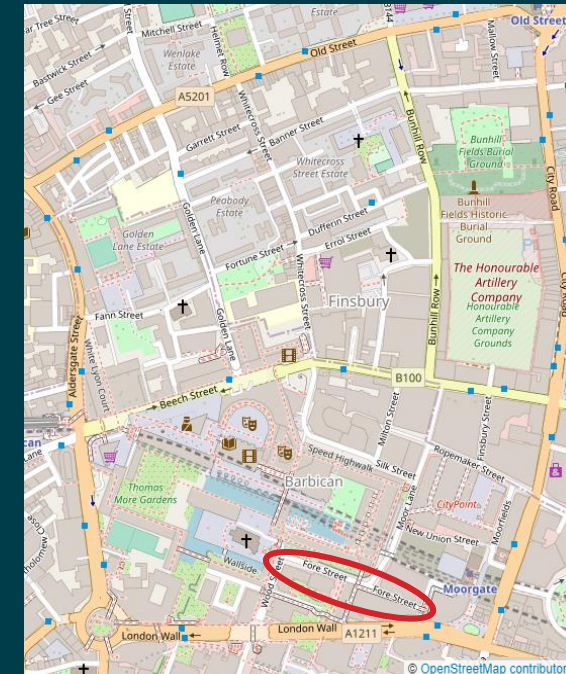


Comments also included **positive sentiments** relating to proposed vehicle restrictions on Beech Street and their anticipated impact on noise pollution and road safety on Fore Street.

The **key themes** identified for Fore Street were: vehicle restriction improvements; and concerns for traffic levels or congestion.

Feedback from the public drop-in sessions was similar to the above, including suggestions for the following to be introduced: prioritising walking and cycling access through widening pavements; providing segregated cycle lanes; and increasing greenery.

“At the moment it is a dangerous ‘rat run’ for traffic trying to just skip traffic on the surrounding trunk roads.”



“This is part of the Biodiversity corridor. Needs less through traffic and more trees.”

Moorgate

Of the 205 respondents to the engagement exercise, **15 respondents** provided feedback on **Moorgate**.

A large proportion of comments on Moorgate included **concerns** around cycle lanes, including cycle lanes creating congestion and taking up pedestrian space. Concerns related to pedestrian footways being too narrow and pedestrian crossings were also common, in addition to concerns related to: traffic levels; vehicle restrictions; and road safety.

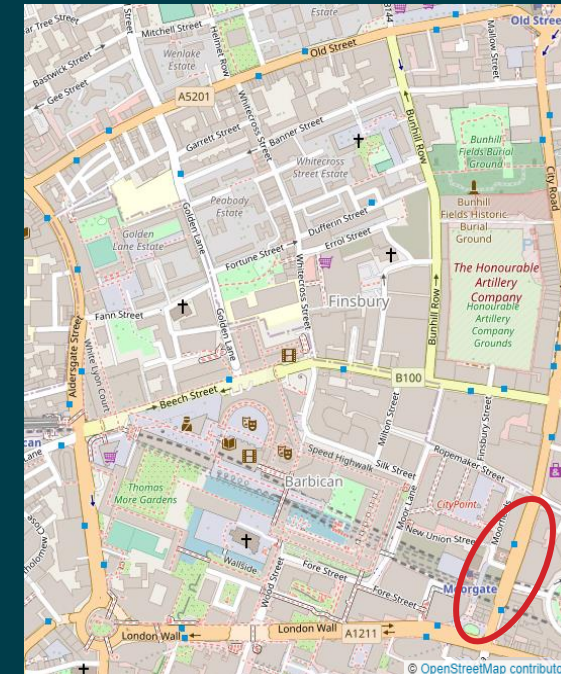
Many comments **suggested improvements** to cycle access and safety for people who cycle, specifically creating permanent segregated cycle lanes. Suggestions to introduce the following were also common:

- Improved pedestrian footways and access, including resurfacing pedestrian footways;
- Improved road safety, specifically for pedestrians coming into conflict with people who cycle on pavements;
- Increased planting;
- Traffic calming measures, such as carriageway narrowing; and
- Improvements to road surfaces and the public realm through maintaining and cleaning roads and pavements.

Some comments also included **support for** existing segregated cycle lanes, road safety levels (due to increased number of cycle lanes), pedestrianisation, and vehicle restrictions.

The **key themes** identified for Moorgate were: concerns around cycle lanes; and improvements to cycle lanes or segregation.

“Creating permanent cycle lanes will improve the safety for everyone involved. It’s a no-brainer.”



“The street is very wide and could be downgraded as a powered traffic route and improved by resurfacing and tree planting.”

Fore Street Avenue

Of the 205 respondents to the engagement exercise, **6 respondents** provided feedback on **Fore Street Avenue**.

Comments on Fore Street Avenue **suggested improvements** to pedestrian access, specifically through maintaining lifts for disabled access. Additionally, comments suggested:

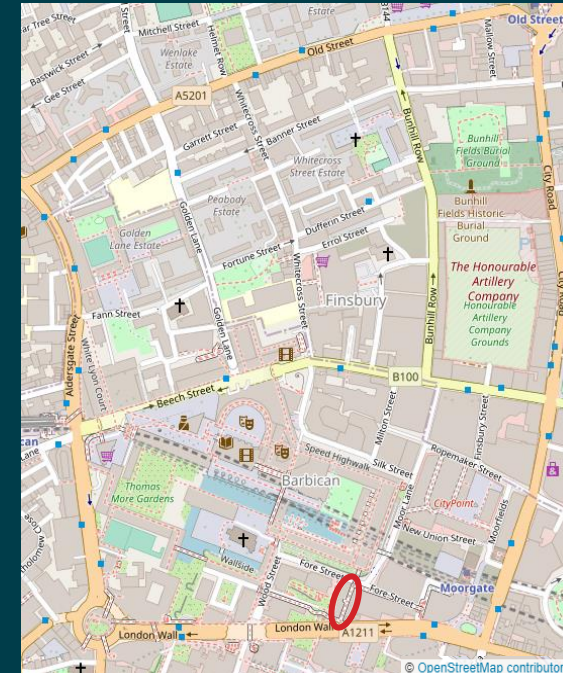
- Revisions to the proposed vehicle restriction on Beech Street to prevent rat-running on Fore Street Avenue, including making Fore Street Avenue access-only;
- Pedestrianisation; and
- Increased planting.

Page 186 smaller number of comments included **concerns** about traffic levels, congestion, pedestrian footway or access, air quality and road safety.

The **key themes** identified for Fore Street Avenue were: concerns for traffic levels or congestion; vehicle restriction improvements; and improvements to pedestrian access.

Feedback from the public drop-in sessions was similar to the above, including suggestions for the following to be introduced: prioritising walking and cycling access through widening pavements and increasing greenery. An additional concern was raised around how deliveries will be made following implementation of the Beech Street proposals, as well as a suggestion that vehicle parking should be increased on Fore Street Avenue.

“The lift next to Schroders has been out of action for weeks. Makes disabled access impossible.”



“This off-run onto London Wall should be permanently closed, to prevent dangerous and polluting ‘rat-running’ from Fore Street, Wood Street and Moor Lane.”

New Union Street

Of the 205 respondents to the engagement exercise, 5 respondents provided feedback on New Union Street.

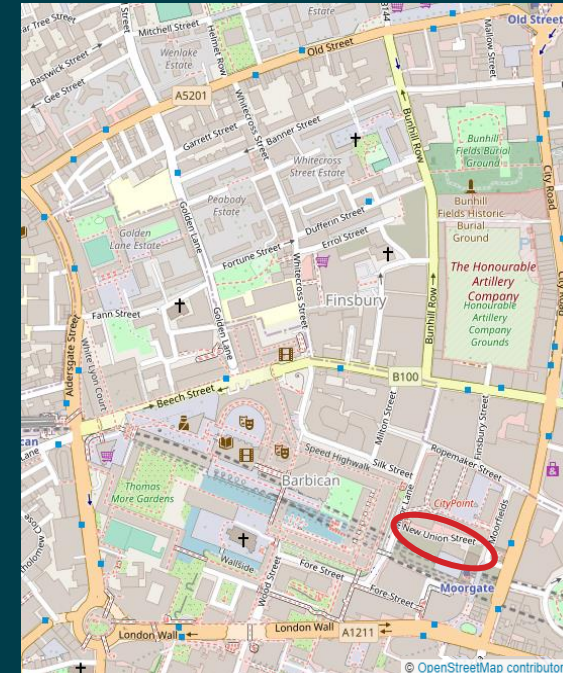
Comments on New Union Street **suggested improvements** to the current vehicle restriction and removal of vehicle parking, specifically restricting all deliveries to the CitiPoint building. Additionally, comments suggested:

- Improved cycle and pedestrian access through New Union Street; and
- Measures to reduce noise pollution and improve air quality.

A smaller number of comments included **concerns** about access for pedestrians and people who cycle due to high numbers of kerbside deliveries, as well as concerns about the noise and air pollution and road safety risks caused by deliveries.

The **key themes** identified for New Union Street were: vehicle restriction improvements; and removal of vehicle parking.

“CitiPoint deliveries are a real problem. Noise, nuisance, parking of lorries on the Cycle Route.”



“Volume and number of deliveries is also increasing significantly adding to traffic congestion, pollution as well as increased danger to pedestrians and cyclists.”



Silk Street

Of the 205 respondents to the engagement exercise, **4 respondents** provided feedback on **Silk Street**.

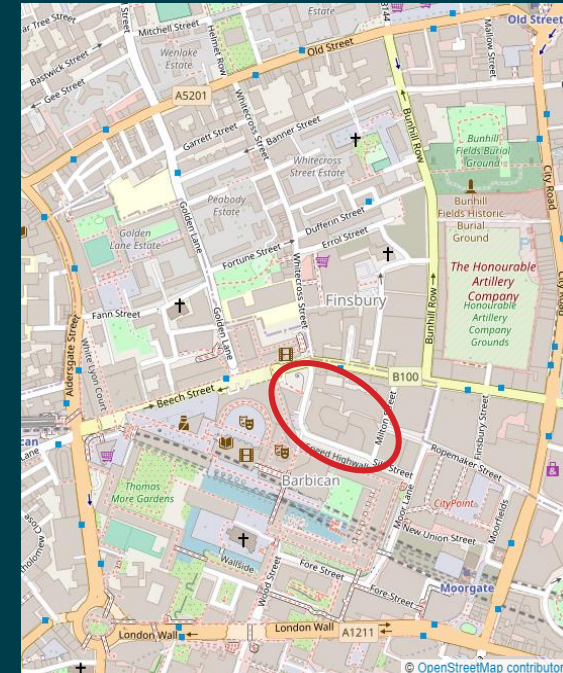
Comments on Silk Street included **concerns** for the effects of the proposed vehicle restriction on Beech Street, particularly regarding residents access. Concerns related to the following were also common: lack of planting and seating; on-street vehicle parking; noise pollution due to engine idling and loading/unloading; and traffic levels.

Expanding the proposed vehicle restriction for Beech Street to include restrictions to through traffic on Silk Street was **suggested**, in addition to increasing enforcement against idling. Additionally, comments suggested:

- Measures to reduce congestion and traffic levels, for example introducing a low traffic neighbourhood; and
- Increased planting on the northern side of Silk Street.

○ The **key themes** identified for Silk Street were: vehicle restriction improvements; and measures to reduce traffic levels or congestion.

“Silk Street has wide pavements - particularly on the northern side - that would be ideal for increased greening.”



Feedback from the public drop-in sessions included a suggestion to maintain access for emergency services via car parks, and to maintain access between offices on Barbican Estate.

Cripplegate Street

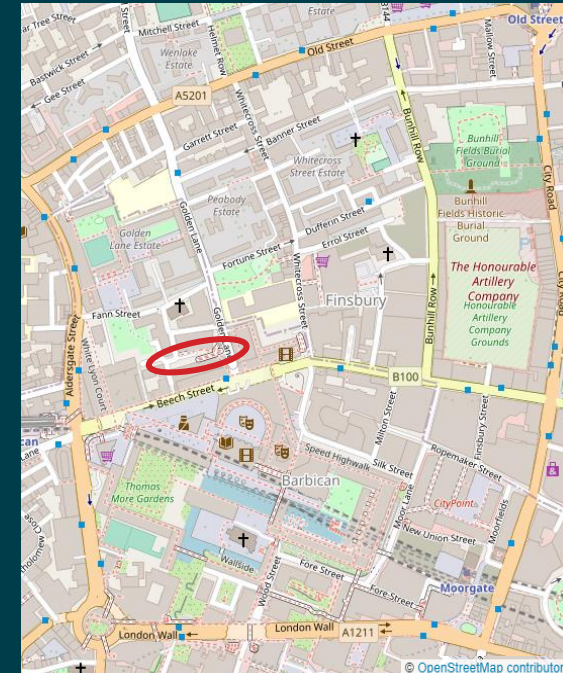
Of the 205 respondents to the engagement exercise, **3 respondents** provided feedback on Cripplegate Street.

Suggested improvements on Cripplegate Street were all related to cycling, including:

- Support for maintaining cycle access, or improving cycle access to Bridgewater Street; and
- Suggestions to restrict cycle access onto the Barbican Podium from Cripplegate Street.

There were no other comments on Cripplegate Street.

“Cycling on Podium level is a growing problem exacerbated by the increase in electric bikes [...]. Can this access point be reviewed to make it unattractive for bikes.”



“Ridiculous restricting bikes. They don’t pollute - don’t make noise.”

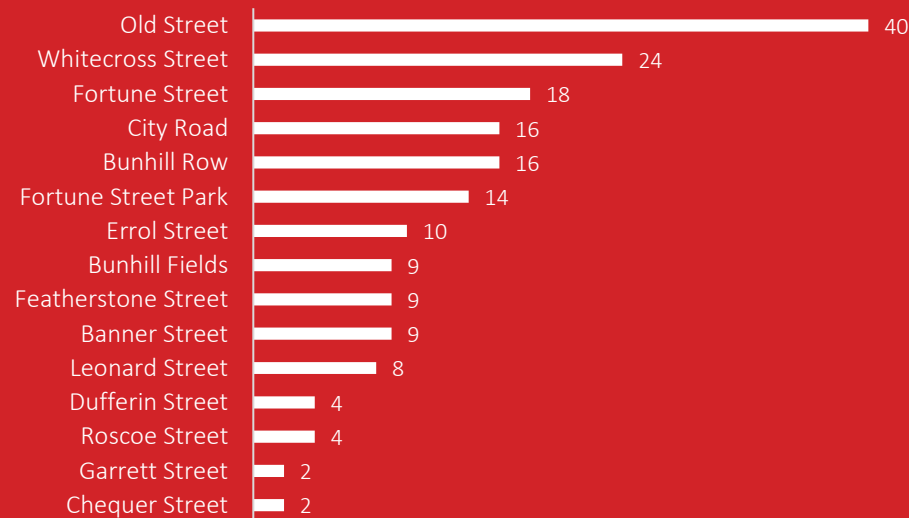
4

Feedback on the Bunhill neighbourhood

Feedback on the Bunhill neighbourhood

Respondents were provided with the opportunity to leave feedback on the **Bunhill neighbourhood**, including feedback on what does not work well currently, as well as ideas on how the area could be improved.

The remainder of this chapter provides an overview of the feedback provided at street level. The chart below shows the total number of respondents providing feedback on individual streets via the online map and email.



Number of respondents providing feedback on Bunhill neighbourhood streets (MRQ)
Note, respondents could also provide feedback on as many or few streets as they liked

Old Street

Of the 205 respondents to the engagement exercise, **40 respondents** provided feedback on **Old Street**.

A large proportion of comments on Old Street included **concerns** about traffic levels, congestion, road safety and cycle access. These were often raised in relation to the safety of active travel modes. Concerns related to pedestrian access, pedestrian crossing, vehicle restriction, vehicle speeds, light or noise pollution, and air quality were also common.

Suggested improvement comments supported the introduction of vehicle restrictions, including preventing right-hand turns from Old Street into Golden Lane, in addition to:

- New cycling infrastructure, including cycle lanes and early release signals and protected spaces at junctions;
- Improved pedestrian crossing, including a more direct crossing between Old Street and Charterhouse buildings;
- Improved pedestrian or footway access, including increasing pedestrian safety from people who cycle using the pavement;
- Pedestrianising Old Street;
- Removal of vehicle parking; and
- Introduction of planting, specifically street trees.

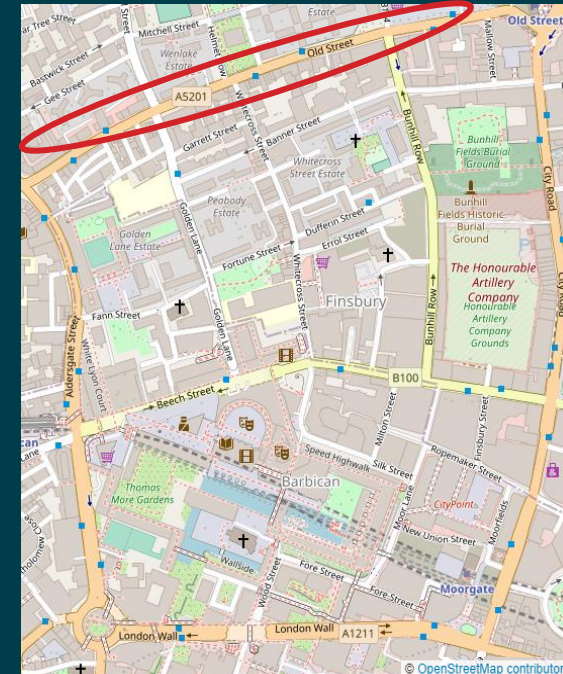
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The **key themes** identified for Old Street were: concerns for traffic levels or congestion; and concerns for road safety.

Feedback from the public drop-in sessions included concerns for traffic levels, congestion, road safety and vehicle restrictions, similar to the above. Those attending the drop-in session recognised that the proposed vehicle restrictions on Beech Street will increase traffic levels on Old Street, making it more dangerous for all road users. Feedback also included suggestions to improve cycle crossings, specifically near Whitecross Street.

“I use this crossing daily and cyclists travel at speed (faster than any traffic) and rarely stop at the lights. I have almost been hit by cyclists many times.”



“Either the road should be pedestrianised or blocked at one end, or the on-street parking should be removed to increase the width of the pavement.”

Whitecross Street

Of the 205 respondents to the engagement exercise, **24 respondents** provided feedback on **Whitecross Street**.

A large proportion of comments on Whitecross Street included **improvements** to vehicle restrictions and cycle access, often raised in relation to adding exemptions for people who cycle to be able to cycle on this street. Additionally, comments suggested:

- Improved pedestrian footway or access, including widening pavements and pedestrianising the street;
- Improved public realm, including the activation of shops and enhancements to public outdoor areas, including planting;
- Introduction of traffic calming, including narrowing roads;
- New cycling infrastructure, specifically contraflow cycle lanes; and
- Improved road surface.

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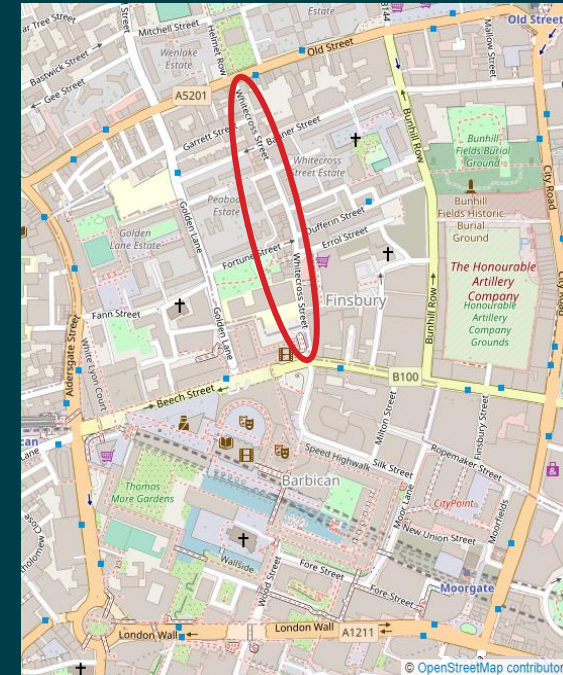
Concerns about current pedestrian footway or access, including dangerous paving in some areas, were also common, and a smaller number of comments included concerns for vehicle speeds, cycle access, and road signage.



The **key themes** identified for Whitecross Street were: vehicle restriction improvements; and improvements to cycle access.

Feedback from the public drop-in sessions obtained the following suggestions for Whitecross Street: Extending market hours to reduce conflict between market traders and heavy traffic; improving access to wellbeing facilities, particularly for market traders; providing parking spaces for market traders; improving road signage for the market; and adding segregated cycle lanes. Those attending the drop-in sessions also showed concern for road surfaces, specifically drainage issues and damaged surfaces in the pedestrianised area, and road safety in relation to the conflict between market traders unpacking/packing their stalls and heavy traffic.

“There are no safe north/south passages in the area, so cycling along Whitecross Street is currently the least bad way. It would be good to make this route legal.”



“Pedestrianising the street permanently would be a welcome change for residents and visitors to the local area.”

“The road is here far too wide, leading to motorists driving at unsafe speed.”

Fortune Street

Of the 205 respondents to the engagement exercise, **18 respondents** provided feedback on **Fortune Street**.

A large proportion of comments on Fortune Street included **suggestions** to introduce vehicle restrictions on the street, including limiting traffic on Fortune Street to zero emissions capable vehicles, making the street access only, or introducing permit holders only controls. Additionally, comments suggested:

- New cycling infrastructure, including two-way cycle lanes, although some suggested that cycle lanes should be avoided;
- Improved road surface;
- Improved pedestrian footway or access, including prioritising pedestrians over people who cycle;
- Introducing a Low Traffic Neighbourhood with exemptions for residents and deliveries; and
- Introducing pedestrianisation, specifically pedestrianising Fortune Street up to the park gate and the gate to the Peabody Estate.



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Many comments included **concerns** about current cycle and pedestrian access, traffic levels, congestion, road signage, road safety, vehicle restriction and traffic calming.

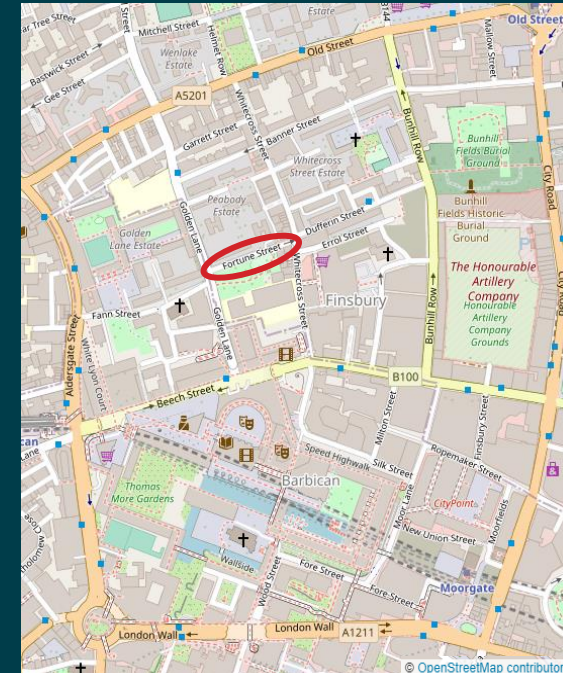
A smaller number of comments were also made in **support** of the current provision for people who cycle.

The **key themes** identified for Fortune Street were: vehicle restriction improvements; improvements to cycle access; and concerns for pedestrian footway or access.

Feedback from the public drop-in sessions recognised that the proposed vehicle restrictions will increase congestion on Fortune Street, and suggested that exemptions be introduced, such as for residents living on the street. Other suggestions included: Extending the park boundary; improving public realm, including the introduction of more planting and seating; adding cycle lanes; and improving the current pavements.

“Limit traffic to zero emissions on Fortune Street [...], except for resident access.”

“[Fortune Street] should cater for the kids that LIVE here, pedestrians and local cars not everything should cater for bikes!”



“Too narrow. Especially with access to all cars after the Beech Street scheme is introduced, as I predict an increase in rat run road traffic.”

City Road

Of the 205 respondents to the engagement exercise, **16 respondents** provided feedback on **City Road**.

A large proportion of comments on City Road included **concerns** about cycle and pedestrian crossings and road safety. These concerns were largely raised in relation to the current Toucan crossing, which respondents felt brought pedestrians and people who cycle into conflict. Concerns related to current cycle and pedestrian access, traffic levels and congestion were also common.



Many comments **suggested improvements** to the current pedestrian and cycle crossings, including replacing the Toucan crossing with separate crossings for pedestrians and people who cycle, although some comments suggested that the existing crossing works well. Additionally, comments suggested:

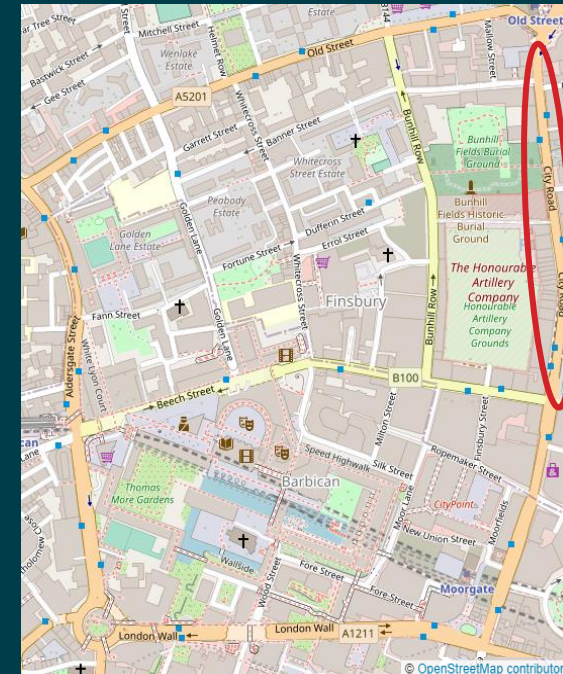
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- New cycling infrastructure, including cycle lanes;
- Removal of vehicle parking;
- Improved cycle access, including creating safe turns for people who cycle turning into Worship Street;
- Improved enforcement of speed limits, specifically adding speed cameras;
- Improved pedestrian footway or access, including creating Low Traffic Neighbourhoods; and
- Improved access to wellbeing facilities in the evening.

The **key themes** identified for City Road were: concerns for cycle crossings; and concerns for road safety.

Feedback from the public drop-in sessions was similar to the above, including concerns for cycle and pedestrian crossings and road safety, in relation to pedestrians coming into conflict with people who cycle at crossings. Feedback also included positive sentiments related to current cycle lanes, specifically referring to the Quietway cycle route at the junction between Featherstone Street and Leonard Street.

“It’s [referring to the Toucan crossing] quite confusing and dangerous for pedestrians, as cyclists essentially need to cross it on the diagonal to get from one cycle lane to the other. This makes it not quite safe for either cyclists or pedestrians.”



“A busy road, would like to cycle down to London bridge but wouldn't do this as its busy, add speed cameras and remove any parking spaces.”

Bunhill Row

Of the 205 respondents to the engagement exercise, **16 respondents** provided feedback on **Bunhill Row**.

A large proportion of comments on Bunhill Row included **suggestions** to improve cycle lanes, specifically suggesting that a segregated cycle lane should be added and that the existing Southbound cycle lane should be improved to make it more visible to all road users. Additionally, comments suggested:

- Improved cycle access, including improving cycle crossings and adding a segregated left turn for people who cycle onto Chiswell Street;
- Improved current pedestrian footways or access, specifically fixing the current drainage issues;
- Introduction of a modal filter on Bunhill Row to restrict access to private vehicles; and
- Introduction of planting, with some comments referring to the positive impact this can have on air quality and traffic calming.

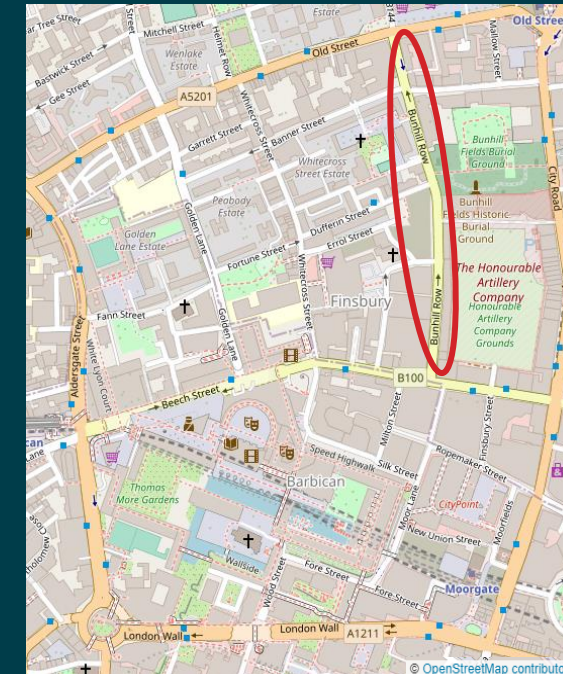
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Concerns about current cycle lanes, in particular the lack of safe cycle routes on this street, were common, as well as concerns regarding traffic levels, congestion, current pedestrian footways or access, park access, vehicle speeds, planting and cycle crossing.

The **key themes** identified for Bunhill Row were: improvements to cycle lanes or segregation; improvements to cycle crossings; and concerns for pedestrian footway or access.

Feedback from the public drop-in sessions included concerns about current pedestrian access and crossings, specifically the lack of dropped kerbs. Concerns about vehicle parking and cycle access were also common. Those attending the drop-in session suggested the following be introduced on Bunhill Row: Dropped kerbs; shared parking bays; and segregated cycle lanes.

*“The Southbound cycle lane is a bit weird since it kinda’ turns left but there’s also a straight on option. But cars from Featherstone street rarely give way as it’s not obvious to them there’s a contraflow bike lane heading south. It’d be better if this was made *much* clearer.”*



“There are very few safe cycle/mobility routes in the area, especially for those that are more vulnerable and less visible to motorists.”

Fortune Street Park

Of the 205 respondents to the engagement exercise, **14 respondents** provided feedback on Fortune Street Park.

A large proportion of comments on Fortune Street Park included **suggestions to improve** the planting and maintenance of the park, including appointing a park keeper. Additionally, comments suggested improvements to street lighting, specifically on the pavement outside the southern corner of the park.

A smaller number of comments also mentioned **concerns** for anti-social behaviour, street lighting, cycle access, planting and traffic levels.

The **key themes** identified for Fortune Street Park were: improvements to planting; and improvements to park access routes.

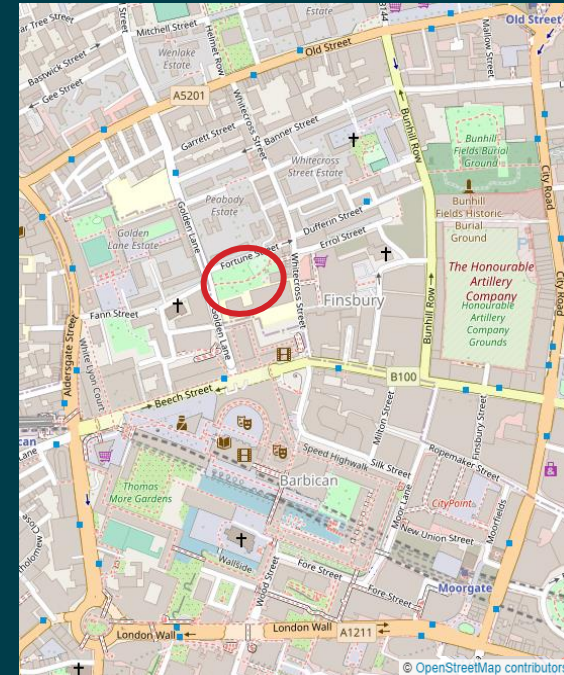
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Those attending the public drop-in sessions expressed positive sentiments in relation to the accessible playground on Fortune Street.

“Tidy up the park, and make it more user friendly, including by appointing park keepers to look after planting, pruning, mowing etc [...]”

“Better street lighting or CCTV could help local residents feel safer at this end of the street [South corner].”



“Park is so heavily used that the relatively small grass area gets worn away and becomes a dust bowl / mud bath every year.”

Errol Street

Of the 205 respondents to the engagement exercise, **10 respondents** provided feedback on **Errol Street**.

Comments on Errol Street included **improvements** to planting and public realm, specifically in relation to improving the appearance of the Waitrose forecourt with the addition of greenery, play spaces and food stalls. Additionally, comments suggested:

- New cycling infrastructure, including cycle lanes;
- Improved cycle parking, particularly in front of Waitrose;
- Improved pedestrian footway or access, including widening the pavements;
- Removal of vehicle parking, although some comments noted that parking is necessary for residents on this street; and
- Providing more Source London electric vehicle charge points.



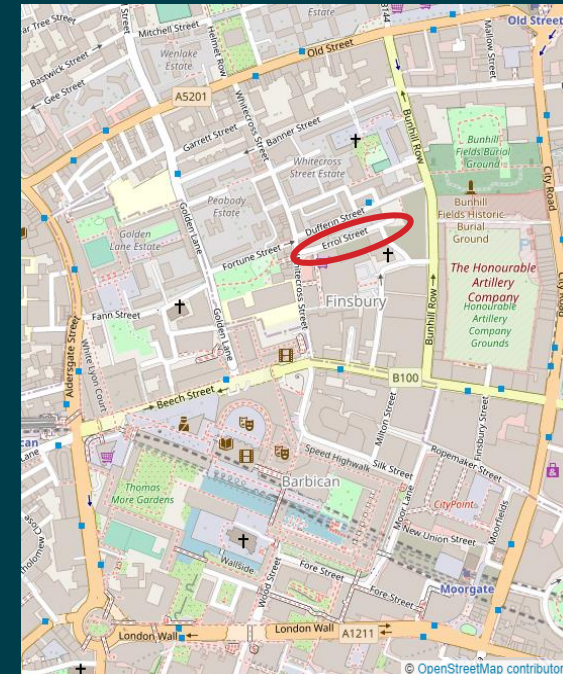
Some comments also **praised** the installation of trees and hedge plants on Errol Street, and others noted that ongoing maintenance of this installation had been poor.

A smaller number of comments included **concerns** about vehicle parking and light or noise pollution.

The **key themes** identified for Errol Street were: improvements to planting; and improvements to public realm.

“The area in front of Waitrose should be activated with a play space, food stalls, shops, etc..”

“It would be nice to discourage car use by removing the car parking spaces and widening the pavements or adding cycle lanes”



“The new space with trees and yew hedges looked great when it was installed last year but most of the hedge plants have died. They need replacing and maintaining.”

Bunhill Fields

Of the 205 respondents to the engagement exercise, **9 respondents** provided feedback on **Bunhill Fields**.

Comments on Bunhill Fields were made on current park access, with views split in terms of whether the current access hours are appropriate or not.

A smaller number of comments related to **suggested improved** street lighting, particularly on the pedestrian path.

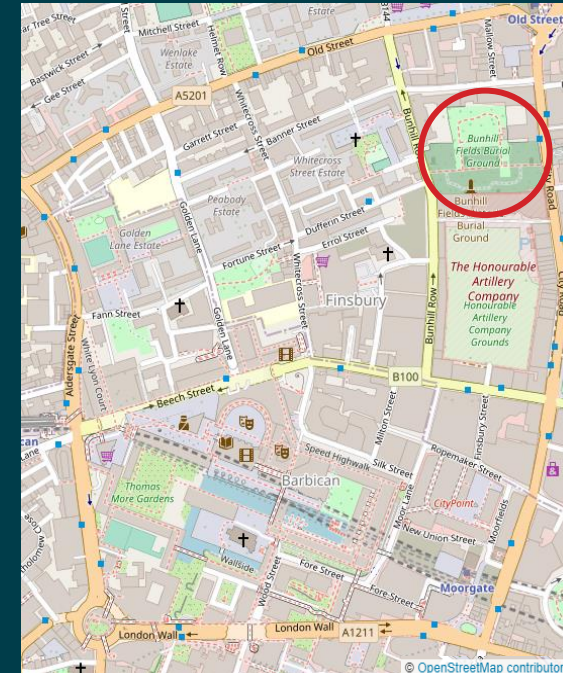
Additionally, comments included **concerns** about dog fouling.

The **key themes** identified for Bunhill Fields were: support for current park access; concerns for park access; and improvements to pedestrian footway or access routes.

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“I disagree with leaving Bunhill fields open after dusk. There is no lighting and it is quite intimidating when it is dark. Moreover, this is a precious and historic part of London.”



“Dogs off the lead are a real problem - they can be very intimidating - there are often several off the lead at the same time... dogs should be banned from the site or confined to a designated area.”

Featherstone Street

Of the 205 respondents to the engagement exercise, 9 respondents provided feedback on Featherstone Street.

Comments on Featherstone Street included **concerns** about cycle crossing, road safety and road signage. Concerns related to cycle lanes and vehicle parking were also raised, but were less common.

Comments **suggested** that Featherstone Street be made access only, i.e. closed to through traffic. Additionally, comments suggested:

- Improved cycle access and infrastructure, including making the existing contraflow cycle lane continuous and improving signage at cycle crossings;
- Improved road surface, specifically resurfacing the street;
- Introduction of traffic calming measures; and
- Removal of vehicle parking.



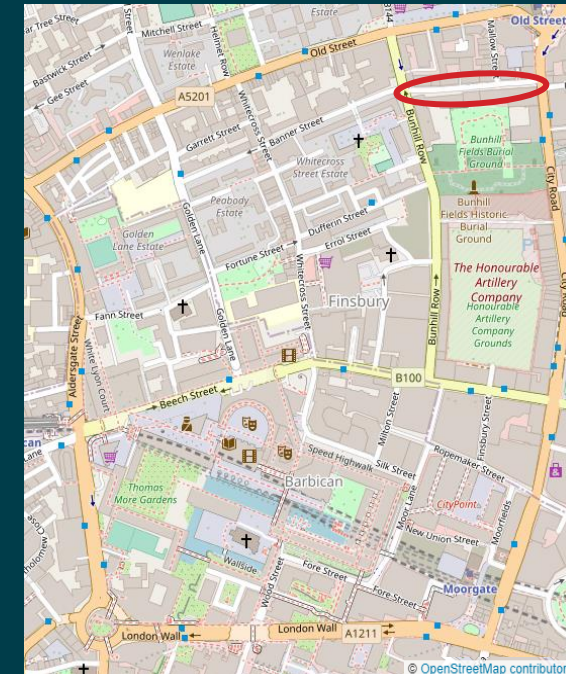
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A smaller number of comments included **praise** for the closing of Featherstone Street at the junction with City Road during construction work, in addition to the current cycle access and crossings.

The **key themes** identified for Featherstone Street were: concerns for road safety; and concerns for cycle crossing.

Feedback from the public drop-in sessions obtained the following suggestions for Featherstone Street: Improving the surface of the current pedestrian footway; introducing priority for people who cycle turning into Featherstone Street from Bunhill Row; adding speed bumps to slow down traffic; improving road signage and markings. Those attending the drop-in session also showed concern for traffic levels and congestion at the junction with Manor Street, and for the lack of road signage for people who cycle needing to cross junctions.

“C11 needs much better demarcation travelling south where it crosses Featherstone Street. Those cycling are directed into the path of oncoming traffic which is not always expecting anything coming southbound.”



“Agree that Featherstone St should be access only or have traffic calming measures in place.”

Banner Street

Of the 205 respondents to the engagement exercise, **9 respondents** provided feedback on **Banner Street**.

Comments on Banner Street included a **concern** about road signage, particularly due to road signage not highlighting that the street allows for two-way cycle traffic. Concerns for traffic levels, pedestrian crossings, vehicle speeds and road safety were also common.

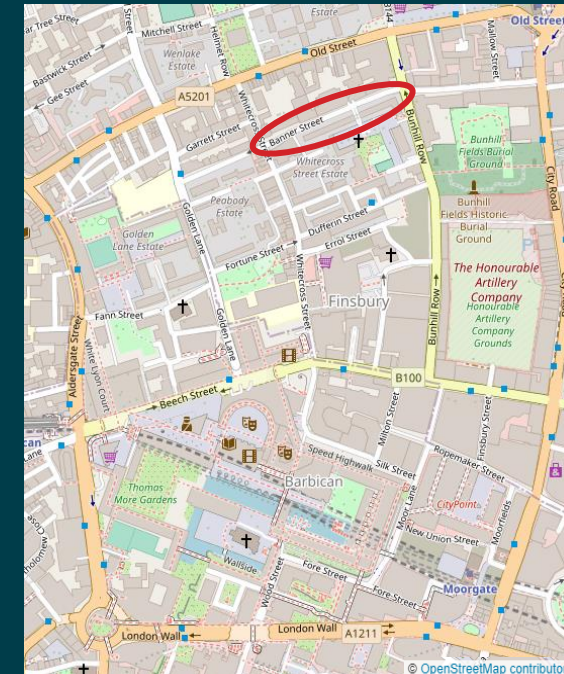
Vehicle restrictions were **suggested** for Banner Street to increase the safety of residents and visitors, in addition to the introduction of:

- New cycling infrastructure, including contraflow cycle lanes;
- Improved pedestrian crossings; and
- Traffic calming measures, including reducing the width of the lanes at the junction with Bunhill Row.

The **key themes** identified for Banner Street were: concerns for road signage; and concerns for traffic levels or congestion.

“There are a number of signs in the designated area which are missing ‘Except Cycles’ placards.”

“Motorists often use this local street as a high-speed thoroughfare in attempt to avoid traffic on the main roads.”



Feedback from the public drop-in sessions recognised the danger faced by pedestrians on this street, specifically due to the vehicle parking on both sides of the street and the two-way cycle flow at the junction with Bunhill Row. Those attending the drop-in session suggested that vehicle restrictions could be introduced, in particular restricting access to this street during peak hours. Other suggestions included providing more parking for residents.

“Contraflow cycle lane needed on Banner Street, this would link up with the existing contraflow on Featherstone Street.”

Leonard Street

Of the 205 respondents to the engagement exercise, **8 respondents** provided feedback on Leonard Street.

Comments on Leonard Street included **concerns** about cycle and pedestrian crossings and road safety, in particular pedestrians and people who cycle coming into conflict at the junction with Featherstone Street. A smaller number of comments included concerns related to cycle and pedestrian access, cycle lane or segregation, vehicle parking, road markings and planting.

Improvements to cycle access on Leonard Street, specifically introducing cycle lanes, were suggested, in addition to:

- Pedestrianisation of Leonard Street;
- New road signage, particularly to indicate that people who cycle should dismount when cycling on the footpath; and
- Introduction of planting, specifically at the east end of Featherstone Street.

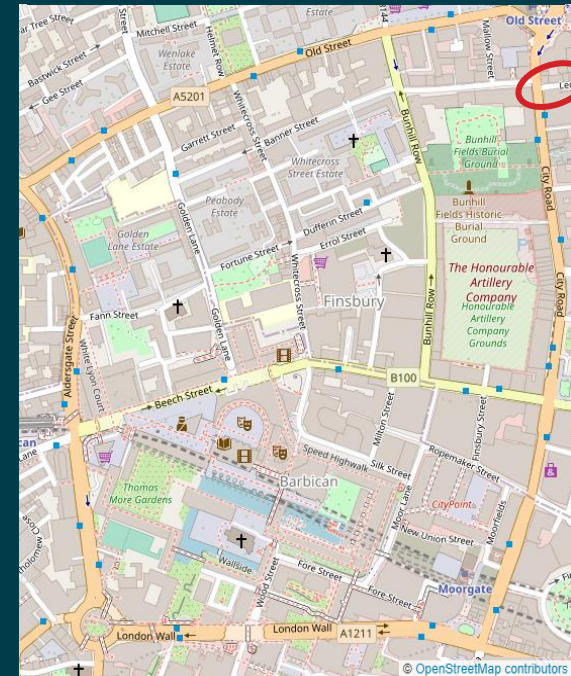
A smaller number of comments were also made **in support of** cycle access, suggesting that the current cycle access on this street is sufficient.



The **key themes** identified for Leonard Street were: concerns for road safety; and concerns for cycle crossing.

Those attending the public drop-in sessions showed concern for pedestrian crossings, particularly in relation to parked cars reducing visibility, with suggestions to improve this including the introduction of cycle parking or planting near the crossing to prevent cars from parking there and improve sightlines. Other suggestions provided in the feedback include providing docking stations and cycle share facilities.

“The junction between Featherstone Street and Leonard Street is dangerous for both pedestrians and cyclists. The paving and street markings are inconsistent and it’s not clear where they should be standing / riding.”



“Leonard St should be closed to vehicles and made only for pedestrians and cyclists.”

Dufferin Street

Of the 205 respondents to the engagement exercise, **4 respondents** provided feedback on [Dufferin Street](#).

Comments on Dufferin Street included **concerns** about cycle and pedestrian access and vehicle speeds, particularly in relation to the danger faced by people who walk and cycle on this street as a result of motorists driving at high speeds. A small number of comments also included concerns for vehicle restrictions, vehicle parking, and road safety.

Comments **suggested** that Dufferin Street should be pedestrianised, with access-only exemptions for vehicles. Pedestrianisation was considered necessary to increase safety and air quality for residents and workers of the area, and to prevent this street being used by through traffic. Additionally, comments suggested:

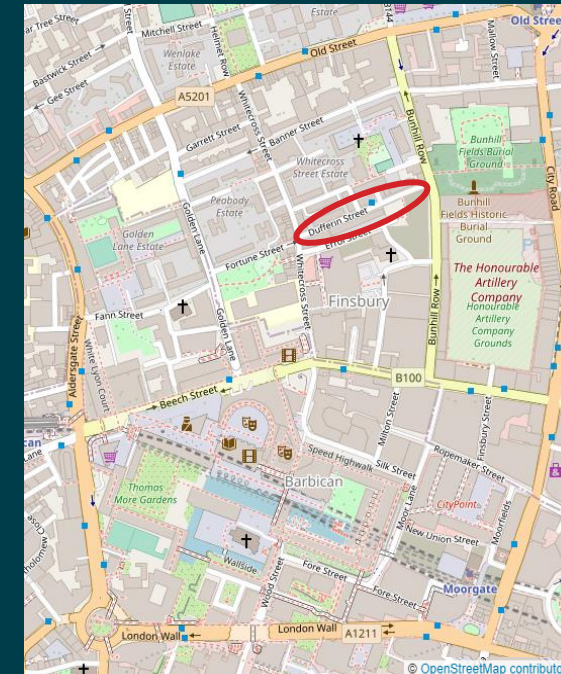
- Improved road surfaces, including repairing damaged speed bumps along this street;
- Removal of vehicle parking; and
- Improved cycle and pedestrian crossings.



The **key themes** identified for Dufferin Street were: concerns for cycle access; and suggestions that the street should be pedestrianised.

Feedback from the public drop-in sessions obtained the following suggestions for Dufferin Street: Vehicle restrictions to make the street access only; introducing more planting and greenery; introducing a one-way traffic flow to calm traffic. Feedback also included concerns for vehicle parking, specifically that the street is not wide enough for having parking spaces on both sides of the road.

“Most residents and visitors do not use private motor vehicles and try to safely walk or cycle along the local streets while motorists use them to drive at unsafe speeds.”



“Worth considering [referring to pedestrianising the street] as private cars, taxis, delivery vehicles, trade vehicles, etc. are likely to use these smaller lanes as cut throughs more and more given the increasing restrictions are placed on the main roads.”

Roscoe Street

Of the 205 respondents to the engagement exercise, **4 respondents** provided feedback on **Roscoe Street**.

Comments on Roscoe Street included **suggestions for improvements** to pedestrian and cycle access, specifically suggesting that the narrow gates on the West end of the street be removed. Additionally, comments suggested:

- Removal of vehicle parking; and
- Introduction of planting.

A smaller number of comments were made in **support** of existing pedestrian access, specifically the current footway providing a safe East to West connection.

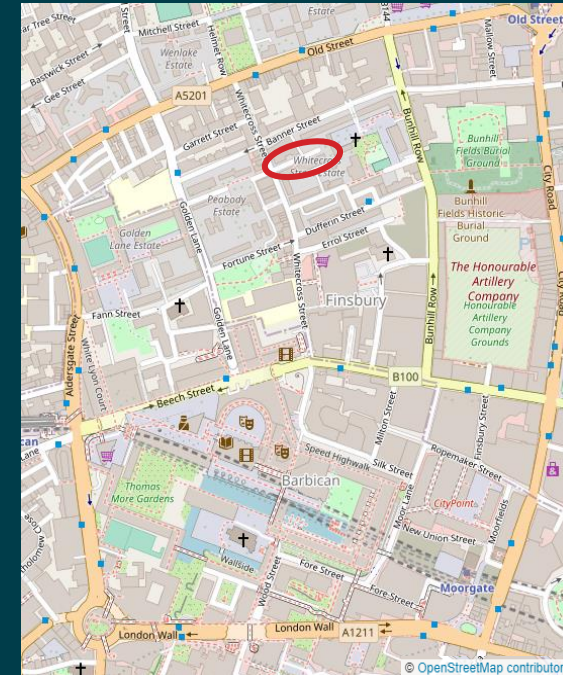
The **key themes** identified for Roscoe Street were: concerns for cycle access; and improvements to pedestrian footway or access.

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Feedback from the public drop-in sessions obtained the following suggestions for Roscoe Street: Install a pocket park; and re-open the street to through traffic.

“A massive unused area just to allow for a few spaces to park. Rationalise this space, reduce parking and use the area for greenspace / better cycle - ped connectivity.”



“Useful way for pedestrians to go east/west while avoiding dangerous motorists driving at unsafe speeds [...]. However, the barriers are old and difficult to navigate with a buggy, or with a large crowd of children, or for those using wheelchairs.”

Garrett Street

Of the 205 respondents to the engagement exercise, 2 respondents provided feedback on Garrett Street.

Feedback on Garrett Street was divided into:

Concerns about current pedestrian footway or access, specifically pavements being narrow and obstructed; and

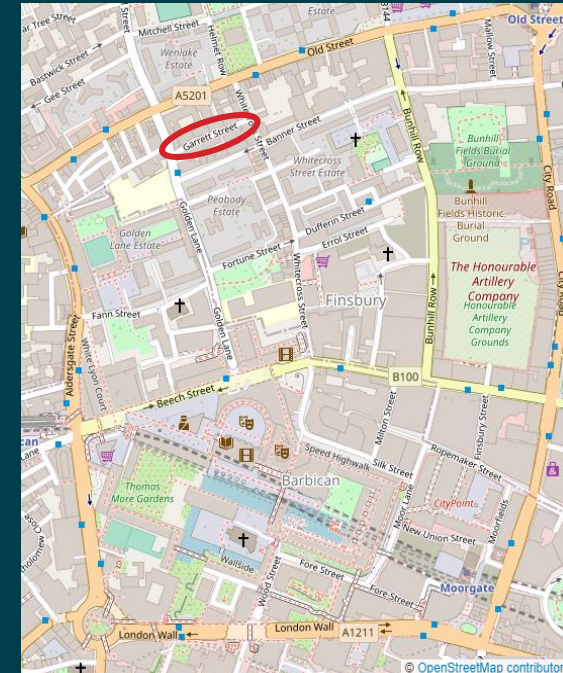
Vehicle restriction **suggestions**, specifically limiting traffic on Garrett Street to zero emission vehicles only, with exemptions for residents.

There were no other comments on Garrett Street.

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“The pavements are very narrow and often blocked with sacks and other rubbish, and are narrowed by signs.”



Chequer Street

Of the 205 respondents to the engagement exercise, 2 respondents provided feedback on Chequer Street.

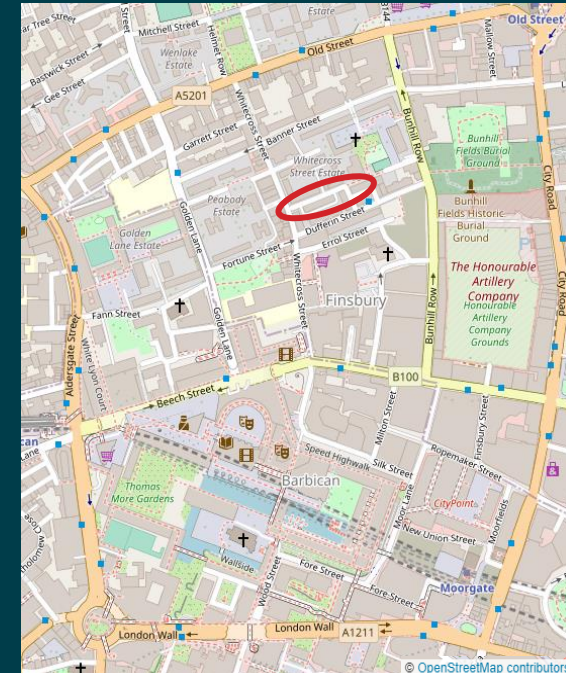
Feedback on Chequer Street was divided into:

Concerns for current cycle access, specifically due to planting creating obstruction at the junction with Whitecross Street; and

Suggestions to improve cycle access on Chequer Street, through use of dropped kerbs at the junction with Whitecross Street.

There were no other comments on Chequer Street.

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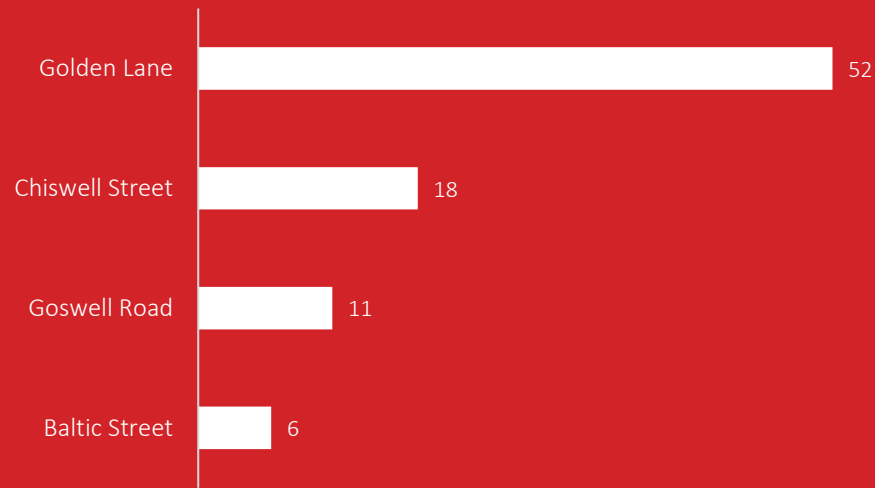
5

**Feedback on cross-
neighbourhood
streets**

Feedback on cross-neighbourhood streets

Respondents were provided with the opportunity to leave feedback on **cross-neighbourhood streets**, including feedback on what does not work well currently, as well as ideas on how the area could be improved.

The remainder of this chapter provides an overview of the feedback provided at street level. The chart below shows the total number of respondents providing feedback on individual streets via the online map and email.



Number of respondents providing feedback on cross-neighbourhood streets (MRQ)
Note, respondents could also provide feedback on as many or few streets as they liked

Golden Lane



Of the 205 respondents to the engagement exercise, **52 respondents** provided feedback on **Golden Lane**.

A large proportion of comments on Golden Lane included **concerns** about road safety, traffic levels, congestion and vehicle speeds. These concerns were often raised in consideration of those attending schools and residing on the street, especially those travelling by active travel modes. Additionally, several comments noted that road safety, traffic levels and vehicle speeds would be worsened by the traffic changes proposed for Beech Street, which joins Golden Lane at the southern end.

Vehicle parking, air, light and noise pollution and scarcity of planting were also concerns raised in a small number of comments.

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Many comments suggested that Golden Lane could be **improved** by introducing restrictions on vehicle movements, such as School Streets closures, restricting parking and vehicle speeds and introducing traffic calming measures. It was felt that these measures would need to be supported by clear signage. Additionally, comments suggested:

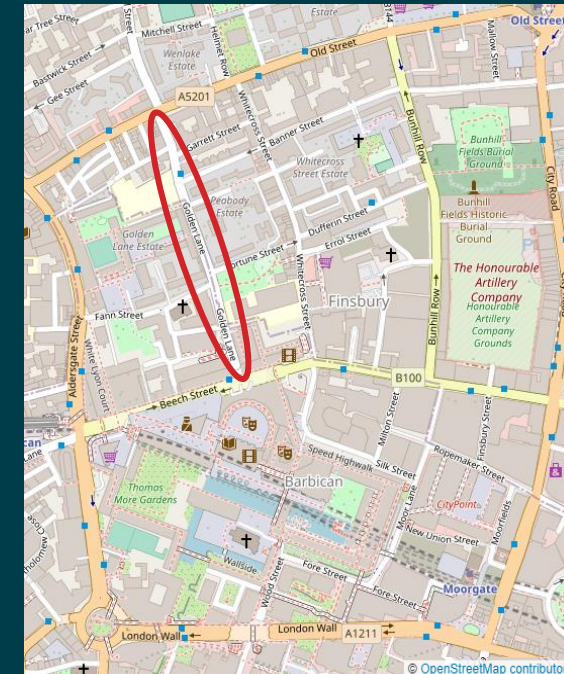
- Improvements to pedestrian footways and crossings;
- The introduction of greening and planting, including into the Golden Lane Estate;
- Improvements to cycling infrastructure including improved cycle parking; and
- Road re-surfacing.

The **key themes** identified for Golden Lane were: vehicle restriction improvements; concerns for road safety; and concerns for traffic levels or congestion.

Those attending the drop-in sessions also showed concern for vehicle speeds and road safety on Golden Lane, noting that these issues could be worsened by the proposed traffic changes on Beech Street. In line with the above, the following suggested improvements were proposed for Golden Lane: restricting vehicle movements, speeds and parking, especially at school drop-off and pick-up times; improved cycle infrastructure, including cycle parking; increased greening and planting; improved crossing facilities; and road re-surfacing.

“The Beech Street plans will increase fast moving traffic in Golden Lane.”

“Reducing speeds by narrowing roads with greenery would be safer as well as aesthetically pleasing.”



“Golden Lane should be a school street. Traffic calming measures are needed; the carriageway should be made narrower at the pedestrian crossing outside Fortune Street Park.”

Chiswell Street

Of the 205 respondents to the engagement exercise, **18 respondents** provided feedback on **Chiswell Street**.

A large proportion of comments on Chiswell Street included a **concern** about access for people who cycle, specifically in relation to the current design of the cycle lane and unsafe cycle crossing behaviours. Concerns related to pedestrian access, road safety, vehicle speeds and traffic levels and congestion were also common.

Improvements to the current cycling infrastructure were frequently suggested, including:

- The introduction of a segregated and protected cycle lane;
- Improved cycle crossing facilities; and
- Increased provision of cycle parking.

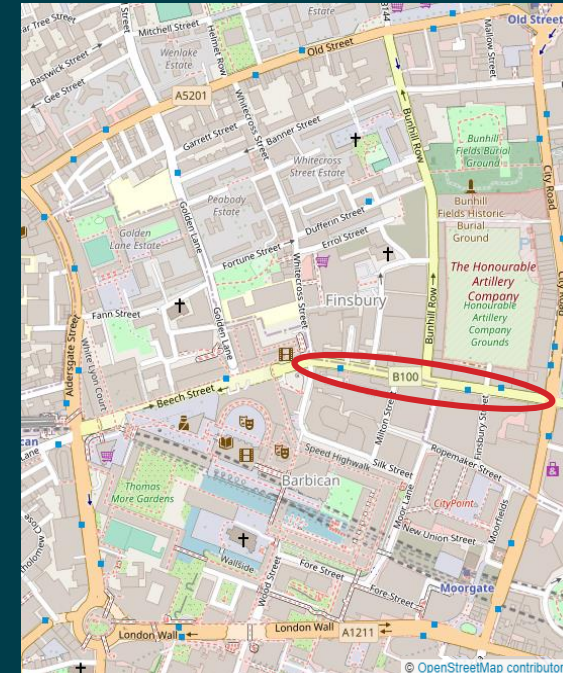


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Measures to restrict vehicular access, such as a bus gate, and to reduce vehicle speeds were also suggested.

The **key themes** identified for Chiswell Street were: concerns for cycle lane or segregation; improvements to cycle lane or segregation; and vehicle restriction improvements.

“Cycling along Chiswell St is very uncomfortable. The cycle lanes are narrow to non-existent, the traffic is fast.”



“Maybe a bus gate so that only cycles and buses are allowed through. No one should need to drive a car through this area.”

Feedback from the public drop-in sessions was similar to the above, including suggestions that the following be introduced on Chiswell Street: Segregated cycle lanes; improved crossing facilities for both people who cycle and pedestrians; and vehicle restrictions to prioritise active travel modes.

Goswell Road

Of the 205 respondents to the engagement exercise, **11 respondents** provided feedback on [Goswell Road](#).

A large proportion of comments on Goswell Road included access **concerns** about pedestrians and people who cycle, specifically due to blind spots caused by vehicle parking and loading and unloading, often making it unsafe to cross this street.

Relatedly, concerns for road safety, vehicle parking and speeds and traffic levels and congestion were also common.

Suggested improvements to Goswell Road included:

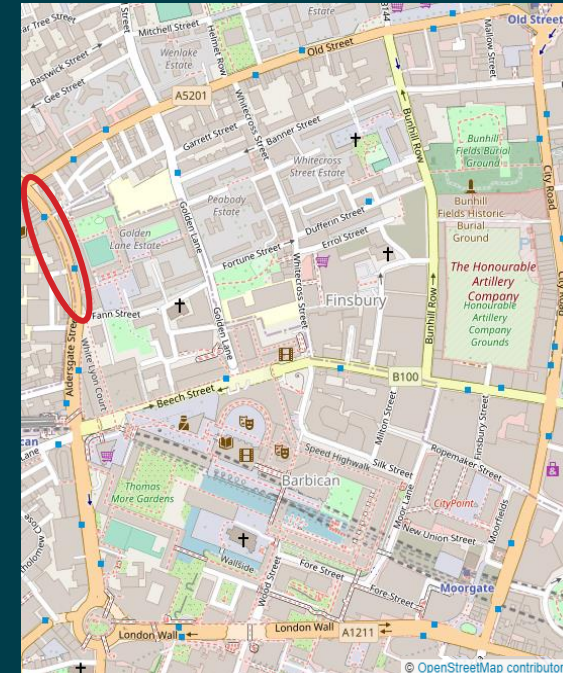
- Introducing planting along Goswell Road and into the Golden Lane Estate;
- Restricting vehicle movements and parking, especially by larger vehicles;
- Introducing a segregated cycle lane; and
- Improving the pedestrian footway and access.



The **key themes** identified for Goswell Road were: improvements to planting; and concerns for pedestrian footway or access.

Feedback from the public drop-in sessions obtained the following suggestions for Goswell Road: Vehicle restrictions to prioritise active travel modes; changes to waste collection times to reduce noise impacts for residents; and introducing 'no idling' signage to encourage improved loading and unloading behaviours by taxis and HGVs.

“It’s dangerous for families walking to school. The delivery trucks create blind spots for crossing the street safely.”



“This area is a bit of a paved wasteland. Making this area more green through planting would be fantastic.”

Baltic Street (East & West)

Of the 205 respondents to the engagement exercise, **6 respondents** provided feedback on **Baltic Street**.

Comments on Baltic Street included **concerns** about road safety, traffic levels, congestion or air quality.

Comments on Baltic Street included a **suggestion for improvement**. Improvements to the current pedestrian footways or access, including pavement widening and improved crossings, were put forward, in addition to:

- Improved vehicle restrictions and traffic calming, specifically at the division between Baltic Street East and West;
- Removal and improved enforcement of illegal parking;
- New cycling infrastructure, including cycle lanes and segregation;
- Introduction of seating and planting; and
- Improved road signage and road markings.

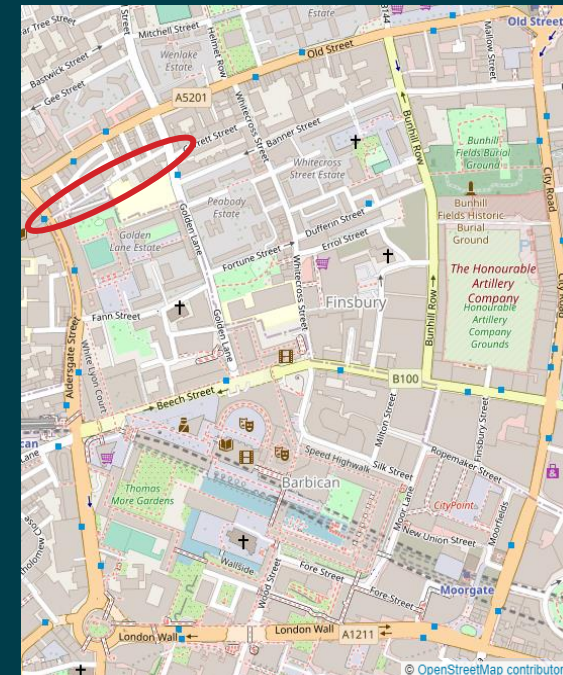


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The **key themes** identified for Baltic Street were: concerns for road safety; improvements to pedestrian footway or access; and concerns for traffic levels or congestion.

Feedback from the public drop-in sessions recognised that the entrance to the school on Baltic Street is often very busy. Those attending the drop-in session suggested that vehicle restrictions could be introduced on Baltic Street to introduce a School Street scheme.

“This area needs to be safer because there is a school entrance. Suggestion to raise crossing, add zebra stripes and signage to give clear pedestrian priority.”



“Widen the footpaths on Baltic Street E to make them more usable for families. Barely fit two people abreast on them.”

6

General Feedback

General feedback on the neighbourhoods

Of the 205 respondents to the engagement exercise, **14 respondents** provided **general feedback** on the full neighbourhood area.

Much of the general feedback focused on **concerns** about area-wide road safety, traffic levels and congestion, pedestrian footways and access and air quality.

A small minority of comments made **suggestions** for area-wide schemes focused on improvements to:

- Cycling infrastructure in the area, including cycle parking;
- Pedestrian footways and crossings;
- Traffic levels, congestion, vehicle parking and vehicle speeds; and
- Planting and greening.

General feedback received during the public drop-in sessions included the following suggestions for the full neighbourhood area: increased planting and greening; improved pedestrian footways and crossings; and introduction of vehicle restrictions to prioritise active travel.

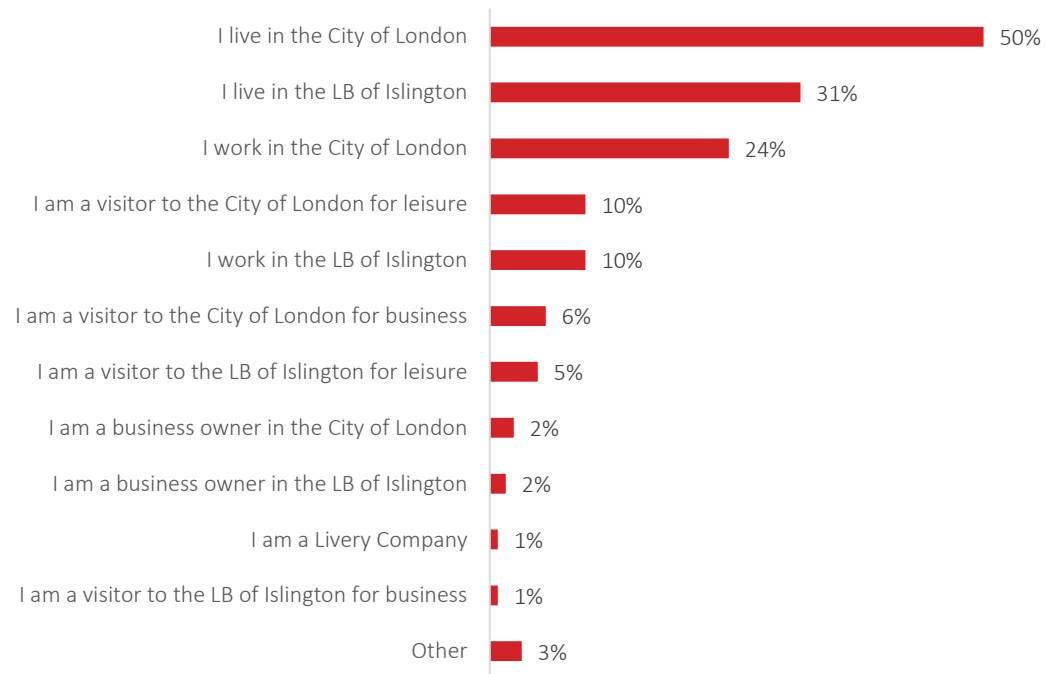
7

**Online Survey
Respondent
Profile**

Who responded to the online survey?

Those responding to the online engagement exercise survey were asked to provide detail on their relationship to the area and their demographics. All questions were voluntary.

Of those providing detail on their relationship to the area, half (50%) live in the City of London, and nearly a third (31%) in Islington. Around a quarter work in the City of London (24%).



What is your relationship to the Bunhill, Barbican and Golden Lane neighbourhood? (MRQ; Base: 124)*

* Note, not all respondents to the online engagement survey chose to answer this question. Respondents could also provide more than one answer so the percentages do not add up to 100%

Demographics of survey respondents

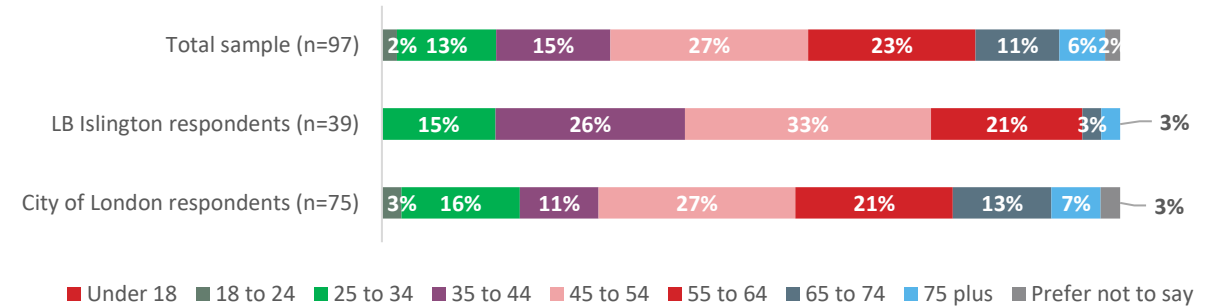
Those responding to the online engagement survey were asked to provide detail on their relationship to the area and their demographics. All questions were voluntary.

Around a quarter of all respondents fell within the 45 to 54 age bracket (27%), and a slightly smaller proportion fell into the 55 to 64 age bracket (23%). A slightly higher proportion of LB of Islington respondents reported being under the age of 55, compared to City of London respondents.

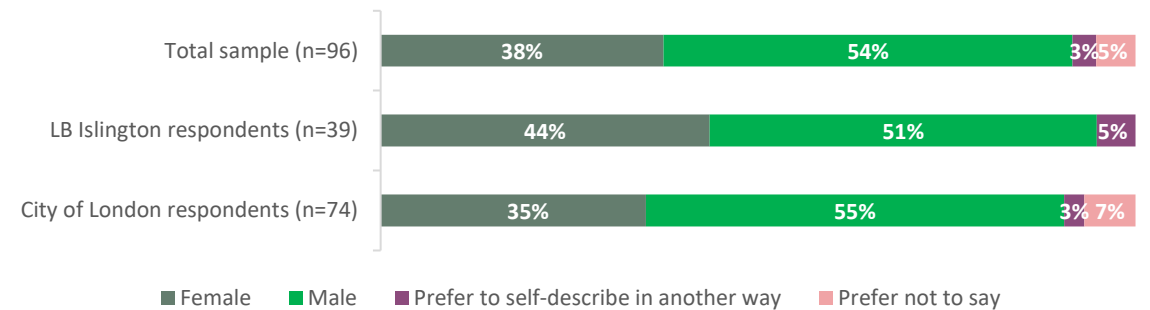
Over half of all respondents identified as male (54%), compared to around two in five who identified as female (38%). A slightly higher proportion of LB of Islington respondents identified as female.

The majority of all respondents reported that their day-to-day activities are not limited because of a health problem or disability (83%). A slightly higher proportion of LB of Islington residents reported a health problem or disability that limits their day-to-day activities (16%).

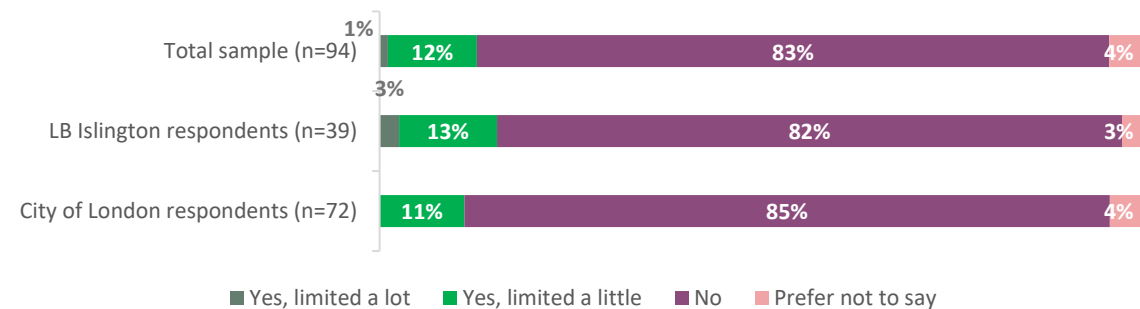
Demographics did not significantly differ between City of London and LB of Islington respondents.



Which of the following age groups do you fall within?*



Which of the best describes you?*



Are your day-to-day activities limited because of a health problem or disability?*

* Note, not all respondents to the online engagement survey chose to answer these questions. Respondents could also fall into both the 'City respondent' and 'Islington respondent' categories, due to the multiple response nature of the question shown on the previous page.

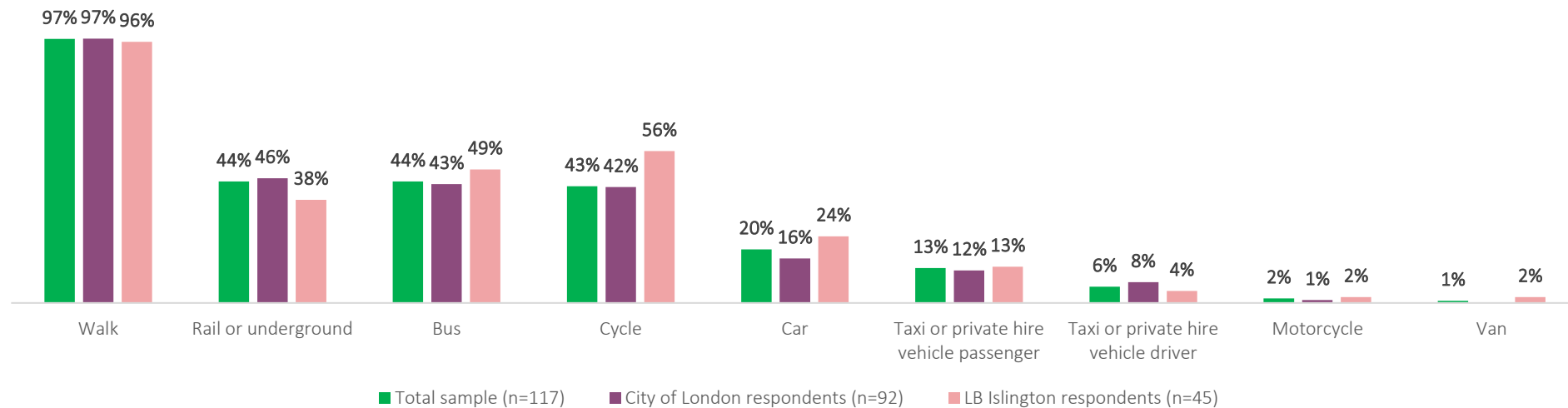
How do respondents travel around the Bunhill, Barbican and Golden Lane Neighbourhood?

Those responding to the online engagement survey were asked to provide detail on their travel behaviour around the neighbourhood area.

The majority of all respondents reported walking around the Bunhill, Barbican and Golden Lane area (97%), and just under half reported travelling by rail or underground (44%), bus (44%) and cycling (43%). Use of bus and cycling was slightly higher amongst LB of Islington respondents (49%, 56%) compared to the overall sample, whilst the rail or underground use of LB of Islington respondents was slightly lower (38%).

Travel behaviour did not significantly differ between City of London and LB of Islington respondents.

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How do you normally travel around the area? (MRQ)*

* Note, not all respondents to the online engagement survey chose to answer these questions. Respondents could also fall into both the 'City respondent' and 'Islington respondent' categories, due to the multiple response nature of the question.

8

Conclusions

Conclusions

This report

The City and LB of Islington are working together to create a cleaner, greener, and healthier neighbourhood in the Bunhill, Barbican and Golden Lane area.

This report presents the findings from an engagement exercise capturing public views on the issues and opportunities that changes to the Bunhill, Barbican and Golden Lane neighbourhood should address. Views were captured via an interactive online map-based engagement tool (189 respondents), email (16 respondents) and public drop-in sessions.

The findings from this engagement will support the development of an area-wide healthy neighbourhood plan.

Level of support

Those providing feedback via the interactive online map were asked about the extent to which they were supportive of traffic restrictions or changes to street layouts which may increase some journey times in order to improve:

- Space for people walking;
- Space for people cycling;
- On-street trees, planting and places for people to stop and rest; and
- Local air quality and noise levels.

Level of support was high across all categories and was greatest for changes that would increase planting and places for people to stop and rest (89%) followed by improvements to local air quality and noise (88%), space for people walking (81%) and space for people cycling (67%).

Conclusions

Street-level feedback

The streets with the largest response were:

- Beech Street (69 respondents);
- Golden Lane (52 respondents);
- Old Street (40 respondents); and
- Moor Lane (37 respondents).

The most common themes across each of the neighbourhood areas are shown in the table below:

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Barbican & Golden Lane neighbourhood	Bunhill neighbourhood	Cross-neighbourhood streets
Vehicle restriction improvements	Cycle access concerns and improvements	Road safety concerns
Congestion and traffic level concerns	Pedestrian footway and crossing improvements	Vehicle restriction improvements
Improvements to cycle access	Road safety concerns	Congestion and traffic level concerns
		Pedestrian footway and crossing improvements

Additionally, the proposed vehicle restriction on Beech Street was perceived to have a large impact on other streets in the Bunhill, Barbican and Golden Lane area due to anticipated displacement of traffic and pollution, highlighting the importance of a healthy neighbourhood plan for the full area.



Agenda Item 6

<p>Committees: Operational Property and Projects Sub - <i>for decision</i> Streets and Walkways Committee - <i>for decision</i></p>	<p>Dates: 3rd July 2023 4th July 2023</p>
<p>Subject: Aldgate Highway Changes and Public Realm Improvements</p> <p>Unique Project Identifier: 9423</p>	<p>Gateway 6: Outcome Report Complex</p>
<p>Report of: Executive Director Environment</p> <p>Report Author: Daniel Laybourn, City Operations</p>	<p>For Decision</p>
<p>PUBLIC</p>	

Summary

<p>1. Status update</p>	<p>Project Description:</p> <p>The objective of this project was to remove the 1960's era Aldgate four lane gyratory system and create a new high quality public square. In addition to transport and air quality improvements, this project also supported regeneration of the area and created a new destination in the City.</p> <p>To help reduce vandalism and anti-social behaviour, as well as enlivening the new space, it was agreed that a new pavilion with catering facilities and publicly accessible toilets would also be introduced within the new Aldgate Square (<i>the associated Aldgate Pavilion project was formally closed in December 2020</i>).</p> <p>RAG Status: N/A (project complete)</p> <p>Risk Status: N/A (project complete)</p> <p>Risk Provision Utilised: N/A (project pre-dates the requirement for a formalised costed risk provision)</p> <p>Final Outturn Costs: £17,924,253</p>
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v.April 2019

<p>2. Next steps and requested decisions</p>	<p>Requested Decisions:</p> <p>Members of Streets and Walkways and Operational Property and Projects Sub-Committees are asked to:</p> <ol style="list-style-type: none"> 1. Note and approve the content of this outcome report; 2. Authorise Officers to complete the final account for the project; 3. Note that the unspent Section 106 funds are to be reallocated to other projects in accordance with the requirements of their related legal agreements and a separate report will be brought to Members that sets out details of the proposed reallocations; and 4. Agree to close the project.
<p>3. Key conclusions</p>	<p>The Aldgate Highways and Public Realm project, that began in 2012, was substantially completed in 2018 when it opened for public use alongside the nearby Pavilion. Whilst the scheme was substantially completed on time and within the agreed budget, small issues with snagging, resurfacing and the marking out of the London Wall meant work was fully completed by March 2022. This was the largest project ever undertaken by the City’s Environmental Department and it successfully delivered its project outcomes. Also, Aldgate Square was shortlisted for nine awards, winning five of them:</p> <ul style="list-style-type: none"> • National Urban Design Awards 2018 - Public Sector • National Air Quality Awards 2018 - Local Authority & Public Sector Air Quality Initiative of the Year • Highways Award 2018 - Most Innovative Highway Authority Scheme of the Year • Civic Trust Awards 2019 - Commendation for Civic Trust Award and Commendation for Universal Design. • Local Authority Building Control 2019 Awards - Winner of the Best Public Service Building Regional Award 2019 for the Portsoken Pavilion. <p>The key to the project’s success was due to early, thorough and well-planned engagement with stakeholders such as The Aldgate School (previously Sir John Cass Primary), St Botolph Without Aldgate Church and Transport for London (TfL), amongst many others. This enabled officers to establish the needs and aspirations that helped to shape the overall vision of the project. The successful delivery of what was a very complex highways construction project would not have been possible without the on-going support and collaboration of all the stakeholders involved, both externally and internally through Members.</p>

	<p>The project also highlighted the benefit of creating a dedicated project team from a range of teams to focus on a single project. The core project staff also operated in a wider internal resourcing matrix that allowed them access to the relevant experience and knowledge from colleagues when needed. This was a very collaborative approach that involved all impacted departments.</p> <p>As would be expected with the scale and scope of the changes to be delivered, issues did arise. These are explored in this report, but each of these were able to be overcome by close partnership working with the clients, contractors and internal and external stakeholders.</p> <p>With high-quality materials and a complex design, the finished scheme has already and will continue to act as the prime example of what can be achieved in delivering public realm change in the City of London, along with the lessons learned and new ways of working established by the project. The successful elements of this project's delivery have been embedded into the All Change at Bank and St Pauls Gyratory projects amongst others.</p>
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Main Report

Design & Delivery Review

<p>4. Design into delivery</p>	<p>The Highways and Public realm design has achieved all the desired outcomes and benefits set for the project. The good working relationship between the City's Project Management and Highways teams and the previous term contractor (JB Riney) was especially important when design and construction activities were taking place simultaneously. There was also a substantial number of stakeholders associated with the project, and their expectations were successfully accommodated to meet their needs. However, there were some significant issues. The separation of the Pavilion and Highways/ Public Realm projects at the design phases led to issues in the construction stages of both projects and some elements of the project could now be seen to be over-specified.</p> <p>The project made use of a Project Board which pulled together internal and external stakeholders. Transport for London were a key member of this board, not only in terms of the funding they were able to provide through their Major Projects finance stream but also in terms of coordinating inter-related projects and assisting in their approval process.</p>
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	<p>Up to Gateway 3 there were 12 working groups to manage specialist areas of the project including movement analysis, structures, environmental factors, public realm, assessment of subway reuse, liaison with development sites, consideration of the traffic and environmental zone, project management and production of a detailed business case.</p> <p>A high level of data collection and analysis was also undertaken prior to Gateway 3. This was used to validation the traffic model and used to inform decision making on key elements of the project. This also formed a baseline to test options against and used to determine the schemes success post completion.</p> <p>There was a push to get the project on site due to need to get started ahead of the TfL Cycle Superhighways project being constructed nearby. This meant that when the project was started on site there was no confirmed design for the entire extent of the project, and design packages for areas were being constantly reworked alongside the construction of earlier phases. This put a lot of pressure on the project team, particularly the design engineers and introduced a lot of risk relating to costs. Several late design changes were required, this was accepted as a less than ideal approach to take but the project would have been substantially delayed otherwise. This risk was accepted through the relevant Committee reports.</p>
<p>5. Options appraisal</p>	<p>The main aim of the project was to deliver transformational change, remove barriers to movement and provision of public realm amenity to attract investment to the key opportunity area and encourage regeneration. At Gateway 2, the project was estimated at £6.5-7m.</p> <p>At Gateway 3 the initial highways design work resulted in an extension in scope presented across three different options being put to Members on the basis that the additional investment was essential (and affordable) to deliver such a high-quality public space alongside the desired changes to the road network. This increased the estimated cost range to £7-£12m. Subsequently, the core project approved by Members at this stage involved:</p> <ul style="list-style-type: none"> • Conversion of Aldgate High Street and St Botolph Street to accommodate two-way traffic; • The creation of a new public square between the Aldgate Primary School and St Botolph Without Aldgate Church; and • Replacement of the subway access points with controlled crossings at surface level.

	<ul style="list-style-type: none"> • Re-landscaping the adjacent churchyard at St Botolph Aldgate to ensure step-free access and integration with the wider design. <p>A more detailed concept design was then presented to Members for approval in October 2013 which increased the project range to £16.3-£17.1m. This followed the undertaking of more technical work and public consultation which focussed work on one feasible option. With the report being approved, work then focussed on developing this design.</p> <p>By the Gateway 4/5 in June 2014, the total estimated construction cost had increased to £17.1 - £19.5m. The medium specification was the recommended option which was subsequently approved. This then set the budget cap for construction at £18.67m.</p>
<p>6. Procurement route</p>	<p>Early concept designs and movement strategies were completed by external consultants following the standard procurement route. Subsequent detailed design work was undertaken 'in-house' by the City's various teams. The City's previous term contractor, JB Riney, was then used to deliver most of the project, with the City's Open Spaces team undertaking the greening elements.</p> <p>At times, specialist external expertise was contracted to undertake design and construction work, such as Rupert Harris, who undertook historic restoration work, and Fountaineers, who installed and commissioned the two water fountains and their pump system.</p>
<p>7. Skills base</p>	<p>The Project Team had the skills, knowledge, and experience to manage and deliver the project. As mentioned in section 6, external specialists were contracted by the project team to provide specific expertise when and where needed. The team was pulled from a range of internal teams in the City including Transport, Highways and Open Spaces. With their focus being on one project, it allowed them to work effectively and efficiently as a team, and deal with any issues promptly. However, the size of the team given the scale of the project could have, at times, been deemed to be too small. This manifested itself when team members had to take on some responsibilities that would have been better allocated to staff who had more experience in those areas or as specific external secondments (Highways engineers undertaking structures work being one example). This was further compounded by the scheme going into construction without a fully completed design.</p> <p>Also, in hindsight, there was an overreliance on a small number of officers. This could have been a problem should any of the key</p>

	<p>staff left during the project. The project was fortunate enough to have not suffered these issues, but as far as possible, efforts should be made to limit the impact of this risk for similar future projects.</p>
<p>8. Stakeholders</p>	<p>Project Board The Aldgate Project Board was established at Gateway 2. This included representatives internally from the City of London, an officer from London Borough of Tower Hamlets, a local developer (Minerva) and Transport for London. This was a useful forum to establish support both in terms of design assistance and funding from Transport for London. Alderman Bear was the Ward representative on this group.</p> <p>Public Consultation With the project scope over a large and diverse neighbourhood area, it was vital that all Aldgate stakeholders felt heard and engaged with fairly. The length of the scheme meant a project identity/brand was important to bring familiarity and consistency. This ensured project communications were distinguishable from the various other mailers and signage in the area. To this end, a colour template, font, and logo, as well as a standard for displaying high quality and detailed montages of the project’s vision, was specifically developed. These were all utilised for the entirety of the project and were especially helpful at tying together the planned utility and road diversion booklet, e-bulletins, mailed items, consultations, and events.</p> <p>Officers also commissioned a video to highlight the area prior to the scheme starting construction capturing stakeholder’s perception through interviews and a survey. Furthermore, identifying several City Corporation Members as local ‘champions’ for high profile engagements including project milestones, provided further consistency for community involvement. Road user and disability groups were convened to provide detailed feedback at various workshops prior to public consultation. These groups along with local stakeholders were regularly engaged with in person and invited to project events to ensure they directly felt a part of the transformation that the project delivered.</p> <p>In addition to traditional methods of promoting the statutory consultation, the project held several on-street engagement events to keep the community informed. The Aldgate School was involved with regular road safety days, art projects as well as having the honour of being the first visitors to Aldgate Square pre- and post-construction. London Metropolitan University also held a</p>

	<p>competition to design a piece of street furniture to be featured in Aldgate.</p> <p>Another popular element of stakeholder engagement was highlighting the vibrant and long history of the area at the start and end of the project. Large panels around the site highlighted historical artefacts found at the initial stages of the project, and this was followed at the end of the project with a book containing a compilation of history articles which were in the weekly project newsletters, attracting over 1000 readers every week.</p> <p>When the enhancements and construction was completed, several events were held for various stakeholders within the community to come together to see the positive and direct impact their feedback and comments made to the final project. Several display towers were placed around the project area to further highlight the before and after impacts of various areas to the public.</p>
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Variation Review

<p>9. Assessment of project against key milestones</p>	<p>At Gateway 3 the following milestones were set:</p> <ul style="list-style-type: none"> • G4 report by Autumn 2013 • G5 end of 2013 • Implementation to start 2014 for period of 12-18 months. <p>The G5 report was subsequently submitted approximately 6 months later than planned as the G3 estimate was overly optimistic. However, work did start as planned in 2014.</p> <p>During construction, the progress of the interlinked Pavilion project had a fundamental impact on the progress of the public realm work in the later stages of construction. The more-recent delays in delivering some carriageway resurfacing work (due to required availability of the City road network) and confirming the demarcation of the Roman London Wall that would satisfy the scheduled monument consent, resulted in the project technically overrunning by approximately 18 months. However, it's important to note that all the benefits of the project were achieved when Aldgate Square opened in Summer 2018.</p>
<p>10. Assessment of project against Scope</p>	<p>At Gateway 2 it was expected that the scheme would be focussed on the gyratory removal and public square, and the project budget at this stage was £7m. The subsequent scope change is detailed in section 11 but in short, through the outline design process, it was realised changes further away on the highway network would</p>

	<p>be needed. These were added to the scope in the Gateway 3 report.</p> <p>Additional elements were added in because of the public consultation exercise which resulted in demand for water features and improvements to the Churchyards and gardens. The inclusion of what was initially envisaged to be a kiosk, which then became an architecturally designed centrally located café, was the single biggest element of scope change. Although separate to the highways project this report relates to, it had significant ramifications on it which needed to be accounted for.</p> <p>Arts, Events and Play, a funded activation programme intended to activate the new public space, was eventually removed from the project scope when the Aldgate Bid started to form. Officers felt that this offered better on-going continuity for the space's utilisation, especially when the project ended.</p>
<p>11.Risks and issues</p>	<p>The project commenced prior to the costed risk process being in place. However, a robust risk management process was in place throughout the course of the project and it's this that has led to the eventual approx. £750,000 saving. Due to this and despite the scale of the highways and public realm project, the number of issues incurred was relatively small and generally related to the project adapting to external influencing factors such the Pavilion and procurement factors/ issues.</p> <p>The risks identified early in the project related to third party approvals (London Borough of Tower Hamlets and Transport for London primarily). This project was developed before the recent changes to funding requirements which now requires this to be confirmed at Gateway 2. The provision of full funding for the project was therefore an ongoing high risk up to Gateway 4c.</p> <p>The project also had a high level of technical requirements – including London Underground structures under Aldgate High Street, reuse of the subways, foundation requirements for the Pavilion and elements of the public realm such as the fountains which were all highlighted as risks as the design progressed through the gateways. Furthermore, the Section 278 project around the Dorsett Hotel was a major risk that required additional engineering work. Coordination with other projects including Transport for London's cycle superhighways project was also a key risk. This drove the programme into needing to be on site by Summer 2014 and therefore having to be constructing some works packages whilst still designing others. Despite best efforts with all statutory undertakers early in the project, further reprogramming</p>

	was required when nearby National Grid upgrade works incurred some issues which impacted to time and cost.
12. Transition to BAU	BAU maintenance responsibilities have now been successfully passed over to the City's Highways Maintenance, Street Cleansing and Open Spaces teams. Funding for the on-going maintenance commitments formed part of the project in the form of a commuted sum.

Value Review

13. Budget	<i>Estimated Outturn Cost (G2 - 2012)</i>		Estimated cost – £6.5-7m (excluding Pavilion)																																			
	<table border="1"> <thead> <tr> <th></th> <th>Description</th> <th>Approved</th> <th>Spend</th> <th>Balance</th> </tr> </thead> <tbody> <tr> <td rowspan="7">Highways & Public Realm</td> <td>Pre-evaluation costs</td> <td>2,773,653</td> <td>2,773,653</td> <td>0</td> </tr> <tr> <td>Work*</td> <td>12,455,404</td> <td>12,114,969</td> <td>340,435</td> </tr> <tr> <td>Staff Costs</td> <td>2,392,704</td> <td>2,234,366</td> <td>158,339</td> </tr> <tr> <td>Fees</td> <td>967,593</td> <td>778,110</td> <td>189,483</td> </tr> <tr> <td>Purchases</td> <td>25,640</td> <td>23,155</td> <td>2,485</td> </tr> <tr> <td>Contingency</td> <td>59,378</td> <td>0</td> <td>59,378</td> </tr> <tr> <td>Totals</td> <td>18,674,373</td> <td>17,924,253</td> <td>750,120</td> </tr> </tbody> </table>						Description	Approved	Spend	Balance	Highways & Public Realm	Pre-evaluation costs	2,773,653	2,773,653	0	Work*	12,455,404	12,114,969	340,435	Staff Costs	2,392,704	2,234,366	158,339	Fees	967,593	778,110	189,483	Purchases	25,640	23,155	2,485	Contingency	59,378	0	59,378	Totals	18,674,373	17,924,253
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	<i>Pavilion (separate project)</i>	<i>(All costs)</i>	4,621,139	4,548,676	72,463																																	
	Grand Total		23,295,512	22,472,930	822,582																																	
	* Includes approx. £80k of Pavilion construction facilitation costs																																					
	<p>For more detail, please see Appendix 1. It should be noted that Transport for London provided approx. £8m of funding to the project which was detailed in the Gateway 3 report.</p> <p>Please confirm whether the Final Account for this project has been verified – They have not been verified as of 16/05/2023. It is requested to undertake the final account following approval of this G6 report which will include the reallocation of unutilised Section 106 funds to other projects in accordance with the requirements of their related legal agreements, and a separate report will be brought to Members that sets out details of the proposed reallocations.</p>																																					
14. Investment	Not applicable.																																					

v. April 2019

<p>15. Assessment of project against SMART objectives</p>	<p>The project met its success criteria which was set before measurable objectives were part of the project processes. These were listed as the following:</p> <ul style="list-style-type: none"> • Creation of the public square and the improvement of the appearance/amenity of the area • Improvement of mobility (for all modes) through the area • Improved rental values and development of disused sites • Improved satisfaction rates for all users of streets and spaces <p>All options presented at Gateway 3 accommodated the following objectives:</p> <ul style="list-style-type: none"> • Barriers to movement reduced for all vulnerable road users • Generate interest for development in the area • Improve road safety and the perception of road safety • Improvements to Air Quality – particularly at the school • Improved public safety and a possible decrease in anti-social behaviour by the removal of the subways from public use
<p>16. Key Benefits realised</p>	<p>Whilst it's not generally possible to quantify the project's benefits (due to it predating the requirement for measurable objectives), the project did achieve its success criteria as explained in Section 15. However, it was possible to quantify the air quality improvements at the Aldgate Primary School. As can be seen in Appendix 3, the air quality substantially improved around the school where it had previously been noted to be very poor.</p>

Lessons Learned and Recommendations

<p>17. Positive reflections</p>	<p>Overall, the project has achieved all its aims and objectives, winning five awards in the process. It has also made a budgetary saving of £822,582, and pedestrian safety and air quality in the area have improved substantially following the highways alterations becoming operational in 2015. As a result of the project's success, external organisations have been in contact with the project team so that they could learn of the best practice & methods and lessons learnt. Recently the Aldgate BID undertook their own survey work which received very complimentary and positive feedback on the Square.</p> <p>The project was an example of successfully embedding support for significant change through Aldgate and Tower Area Strategy in 2011/2012 which then fed into the project's planning. This bought in support from developers in the area alongside more established stakeholders.</p>
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The highways design taken forward into construction was later found, by Road Safety Audit, to contain very few issues that needed resolving once it had become operational. Given the scale of change involved, this has highlighted the City's Environment department's ability to successfully design and deliver such a project. Furthermore, the public realm's design including the water features and greening were highly praised by all stakeholders, with the attractive green space and seating in the Square often being full of people having their lunch and the 'jumping jets' fountain constantly being photographed by passers-by, especially during the Spring and Summer. The flexibility of the Square has also been proven, with various events having taken place there such as the Christmas Markets and pop-up events amongst others.

The dedicated Project staff and Engineers, the principal and other external contractors all worked well together throughout the project, ensuring the work was completed in less-than-ideal conditions at times. This is especially noteworthy given the small size of the team and the size of the project. Also, the small size of the team enabled quick and effective communication as generally each person acted as single point of contact for the topic being discussed. Weekly team meetings, chaired by the Project Manager, were also found to be particularly useful in keeping all those involved at the time updated on what was happening across the project.

As mentioned previously, the well-executed engagement, co-design process with stakeholders and the use of an overarching project board throughout the project ensured they were fully consulted, kept up to date on progress and provided a forum for all to discuss their requirements. This therefore helped to inform the highways design to ensure it successfully met with all their expectations. Further funding was granted to the project by TfL because of the good working partnership that was established, which also enabled there to be some rescheduling of work to let TfL progress with its nearby Cycle Superhighway projects without delaying the Aldgate project.

Significant surveys were undertaken at Gateway 3 stage including topographical and GPR surveys, data collection around parking, loading, coach activities, movement analysis, cellar surveys, trial pits for signal design. This allowed design decisions around options to be clearly appraised. Because of the significant changes to the highway layout, there was early engagement by the Project Engineers with impacted utilities companies to see if they could bring any planned works forward to mitigate potential issues in future. This was an effective precursor to the formalised process then being undertaken by the City's Streetworks team.

	<p>Regarding day-to-day operations, forward planning for Aldgate Square's transition into BAU started very early on in the project, successfully resulting in a revenue budget being set aside at the project's early stages to account for future BAU cost uplifts. This work allowed for the full financial impact of proposals for the Square's design to be assessed at an early stage, and would have allowed for the project's scope to be altered should it have been required.</p>
<p>18.Improvement reflections</p>	<p>Several lessons learnt sessions were held following the substantial completion of the public space in Summer 2018, and the comments from these have been consolidated into the list below. It should be noted that some of these items, outside of the control of the project team, have already been addressed since the list was compiled:</p> <p><u>Governance</u></p> <ul style="list-style-type: none"> • Lack of delegation to Officer level in the governance structure of the project restricted the ability to deliver at pace. • Roles/responsibilities should be outlined clearly at the start of projects, so all stakeholders are clear of their remit within the project; • Terms of reference are essential for major projects to ensure there is clarity on who is responsible for final decisions; • Offline briefings are not the preferred option for decision making as it becomes difficult to track what was agreed formally and where; <ul style="list-style-type: none"> ○ The above can causes issues as not all stakeholders are always aware of decisions made; • Alternative governance specifically for larger projects could be considered such as having its own governance board or committee (with Member representation for quicker decision making); • Organograms should be produced for sharing with partners to clarify roles and responsibilities; • Implement a fixed change control sheet to capture changes to scope/budget throughout the process, and use this to provide an overview of state of play/key issues to be aware of; • Standardised/ uniform formats of reporting should be used to ensure everybody is reporting in the same way to Members and Committees;

- Departmental SLA's for clear remits and responsibilities; and
- Closer scrutiny on the agreed specification to ensure everybody agrees what is being delivered.

Project Assurance/ Risk

- Project Assurance is an important element in major projects and should be part of the project set-up;
- There should be a cross-departmental view of organisational capability to ensure the Corporation is equipped to deliver what is required before embarking on major projects;
- Guidance on how much risk the Members are willing to tolerate/what they are comfortable delegating to Officer level is needed. (*pre-dates costed risk provision*)

Procurement

- The City needs to empower projects and BAU operations to more easily say that contractors are not capable of fulfilling their obligations and terminate if appropriate;
- Procurement method chosen did not offer the best value or competition (chosen via SCAPE framework due to urgency), and competitive tendering may have been more a better option; and
- External contractors and third parties should be liaising with a single point of contact.

Design & Construction

- Design and construction activities overlapped somewhat which led to difficulties in managing processes that were in constant flux.
- More detailed design work should have been undertaken at Gateway 3 to understand the feasibility and likely design costs of the project. We now understand better the process needed to deliver these types of projects and more recent projects such as Bank Junction have had a lot more detailed worked undertaken before presenting options to members.
- All detailed design work should have been given more time to be fully explored and resolved. Due to time constraints, this didn't always happen. However, at the same time, due consideration was not given early enough to parts of the public realm which meant their delivery was needlessly prolonged (i.e. the demarcation of the Roman London Wall through the space).

	<ul style="list-style-type: none"> • Planning consent was still being sought for some elements of the project while the highway construction work was being undertaken. Although this reduced the programme overall it did introduce a risk that the design would need to be amended. • Elements of the design could be considered to be over-specified, such as the Christmas tree base, water fountains, and coloured lighting systems which were specified with third-party events in mind but interest has never reached levels that justify the capital expenditure on such items. • On the other hand, some elements were found to be underspecified such as the electricity supply to the Pavilion. • Use of the disused pedestrian subways under Aldgate to contain various apparatus for the Pavilion and water fountains was not the most cost-effective or efficient method of housing this equipment. • The separation of the complicated Pavilion project from the main public realm & highways project did not work and led to many issues that could have been overcome more easily if both projects were managed by the same team. • Furthermore, having two principal contractors working on two different projects in the same space did not work well during the construction phase and became especially difficult to manage, requiring constant programme revisions on both sides to not impede progress. <p>In conclusion, many of the above have already been embedded into the projects teams ways of working. Those points that have a wider reach than the project team or the Environment Department such as in the project assurance and risk section have improved since the implementation of this project and continue to be reviewed within the Corporate Project Governance review that is currently taking place.</p>
<p>19. Sharing best practice</p>	<p>Dissemination of information through team and project staff briefings has taken place.</p>
<p>20. AOB</p>	<p>The project predates the requirement for project coversheets. Therefore, none are included in the appendices of this report.</p>

Appendices

Appendix 1	Finance Information
Appendix 2	Long term reduction in nitrogen dioxide at Sir John Cass Foundation Primary School, 2003 to early 2018
Appendix 3	Photo Compilation

Contact

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Appendix 1 – Finance Information

Table 1 Spend to date				
Project	Description	Approved (£)	Spend (£)	Balance (£)
Highways & Public Realm	Contingency	59,378	0	59,378
	Evaluation - Fees	459,026	459,026	0
	Evaluation - Staff Costs	2,314,627	2,314,627	0
	Fees	967,593	778,110	189,483
	Purchases	25,640	23,155	2,485
	Staff Costs	2,392,704	2,234,366	158,339
	Work	10,662,891	10,620,292	42,599
	Works	1,792,513	1,494,677	297,836
Total Highways & Public Realm		18,674,373	17,924,253	750,120
Pavilion	Contingency	1,096	0	1,096
	Fees	439,450	435,045	4,405
	Purchases	65,444	63,393	2,051
	Staff Costs	99,158	99,158	0
	Works	4,015,991	3,951,081	64,910
Total Pavilion		4,621,139	4,548,676	72,463
Grand Total		23,295,512	22,472,930	822,582

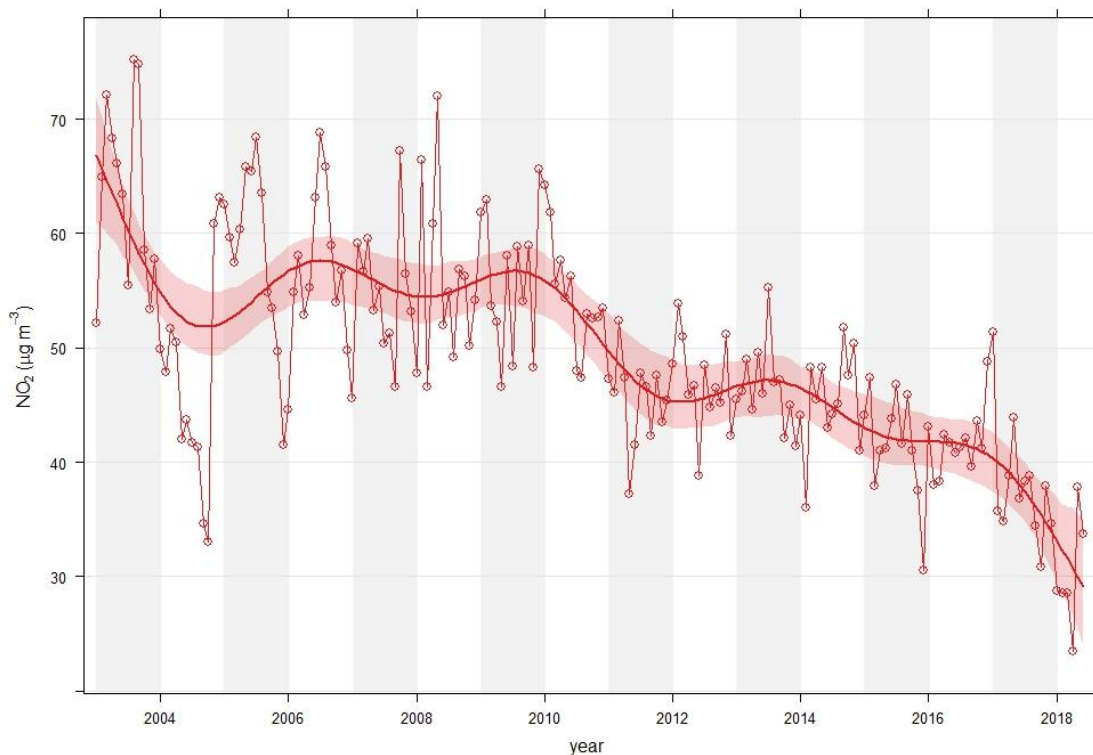
Table 2 Funding Strategy		
Source	Description	Amount (£)
City Fund	OSPR	3,308,894
Transport for London	TfL LIP Major Scheme Allocation 2011 / 12	30,000
Transport for London	TfL LIP Major Scheme Allocation 2012 / 13	549,000
Transport for London	TfL LIP Major Scheme Allocation 2013 / 14	1,477,825
Transport for London	TfL LIP Major Scheme Bid Step 2 Submission 2014 / 15	6,000,000
Transport for London	TfL LIP Major Scheme Bid Step 2 Submission 2015 / 16	1,400,000
Section 106	S106 - Heron Transportation Improvements Payment & Uplift	138,368
Section 106	S106 - St Botolphs House Minerva 07/00387/FULL - LEIW / Church Work	216,045
Section 106	S106 - St Botolphs House Minerva 07/00387/FULL - Transport	26,807
Section 106	S106 - 52-54 Lime Street etc 12/00870/FULEIA - Transport	417,654
Section 106	S106 - 60-70 St Mary Axe 08/00739/FULEIA - Transport	296,481
Section 106	S106 - 60-70 St Mary Axe 08/00739/FULEIA - LEIW	735,752
Section 106	S106 - Mitre Square 13/01082/FULMAJ - Transport	270,660
Section 106	S106 - 51 Lime Street 04/00878/FULEIA - Transport (S106 Lime Street Subj 88666)	59,020
Section 106	S106 - 6 Bevis Marks 09/00450/FULMAJ - LEIW	279,304
Section 106	S106 - 120 Fenchurch 11/00854/FULEIA - LEIW	1,345,392
Section 106	S106 - 51 Lime Street 04/00878/FULEIA - LEIW (S106 Lime Street Subj 88666)	293,835
Section 106	S106 - 122 Leadenhall 04/00111/FULEIA - Transport	745,958
Section 106	S106 - St Botolphs House Minerva 07/00387/FULL - LEIW	1,031,766
Section 106	S106 - 6 Bevis Marks 09/00450/FULMAJ - Transport	83,648
Section 106	S106 - Mitre Square 13/01082/FULMAJ - LEIW	1,486
Section 106	S106 - 120 Fenchurch 11/00854/FULEIA - Transport	402,363
Section 106	S106 - Dashwood House 06/00240/FULL - LEIW	6,184

Section 106	S106 - Drapers Gardens 08/00940/FULL- Transport	128,194
Section 106	S106 - 100 Minories - 12/00263/FULMAJ - Transport	135,592
Section 106	S106 - 52-54 Lime Street etc 12/00870/FULEIA - LEIW	879,015
Section 106	S106 - 15-16 Minories - 13/01055/FULMAJ - LEIW	58,258
Section 106	S106 - 40 Leadenhall Street - 13/01004/FULEIA - Transport	885,240
Section 278	S278 - Heron Plaza Deferred Improvement Works	480,000
Section 278	S278 - Heron Tower	350,000
Section 278	S278 - Heron Tower Highway Works (S&W Feb 2013)	425,572
Section 278	S106 - 20 Fenchurch St 08/01061/FULMAJ	14,615
Total		£22,472,930

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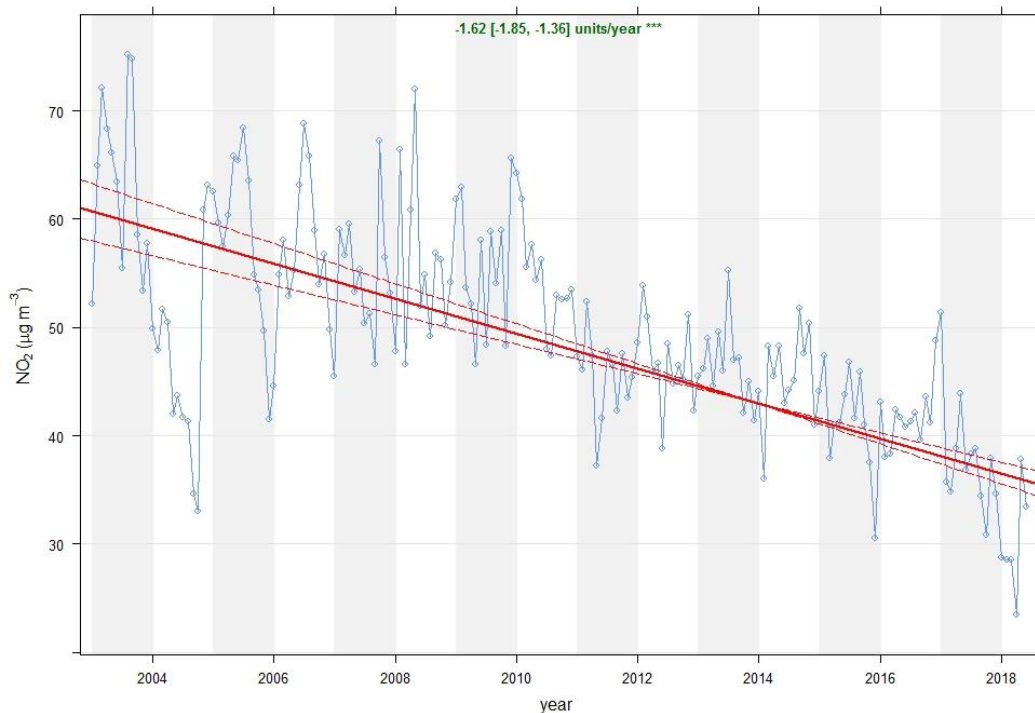
Long term reduction in nitrogen dioxide at Sir John Cass Foundation Primary School, 2003 to early 2018

Monthly mean deseasonalised NO₂ at Sir John Cass 2003-2018

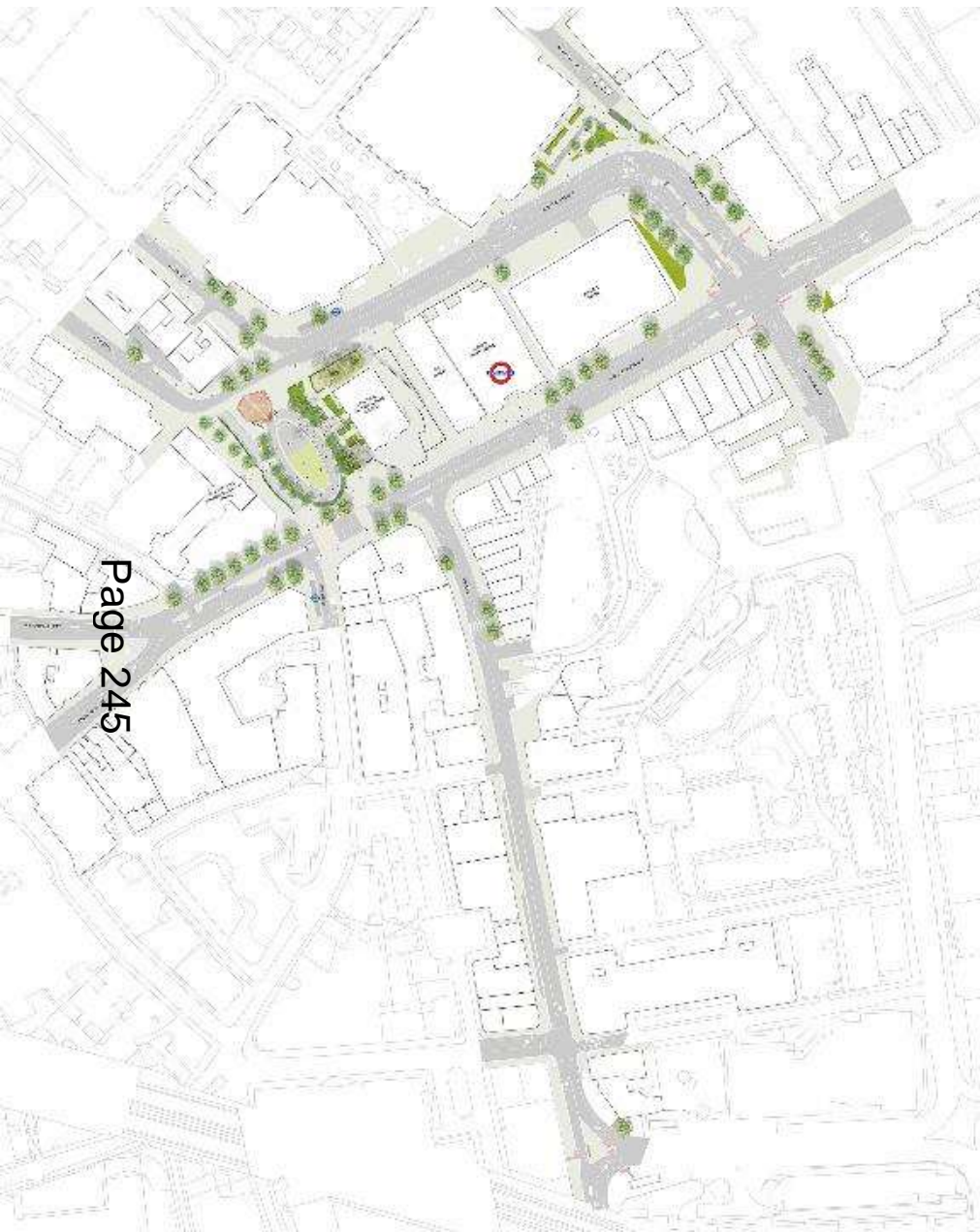


Further data analysis, below, showing an average reduction of 1.62µgm³ per year from 2003 to early 2018. A similar inner London background site in Westminster has an average 0.82µgm³ per year reduction over the same time period.

Mean NO₂ concentrations at Sir John Cass School 2003-2018 (deseasonalised)



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Aldgate Highway Changes and Public Realm Improvements Project

Project area and masterplan

Aerial photograph of Aldgate Gyratory (before)



Aldgate Gyratory before



Aldgate Square - artist impression



Aldgate Square completed July 2018





Aldgate Square and fountains





Aldgate Square from south

Portsoken Pavilion

Photographs curtesy of MAKE Architects

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Aldgate highway improvements



Festive tree and lighting



Committee: Streets & Walkways Sub Committee	Dated: 04/07/2023
Subject: Extended Review of Dockless Operator Lime	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	Y/N
Report of: Executive Director Environment	For Decision
Report author: Giacomo Vecia, Senior Strategic Transportation Officer	

Summary

'Dockless cycle hire' is a generic term for a short-term cycle hire scheme, similar to Santander Cycles, but with no on-street docking infrastructure. Dockless cycle hire schemes fall outside the existing legislative framework and the City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City.

In 2020 new operators Lime and HumanForest were given approval to operate in the Square Mile. Since then, City workers, residents and visitors have made over half a million trips using dockless cycles.

In autumn 2022 a review of Lime and HumanForest's operations was undertaken following concerns raised by officers and Members and external complaints regarding dockless cycle hire in the City. In January 2023 it was agreed by Members to renew HumanForest's approval status and extend the review period on Lime's approval status until May 2023 to determine whether they were continuing to meet our requirements for dockless operators in the City.

Lime provided a series of monthly performance metrics to help inform the extended review. By Lime's reporting, 8 of their performance metrics targets were achieved and 2 were missed. Overall, Lime has demonstrated a clear improvement in their performance over the extended review period and Officers are able to recommend that Members agree to renew Lime's operational status in the City, subject to ongoing performance reviews. We will continue to monitor performance and should an operator not perform at our standards we will withdraw their approval status.

Following discussions with dockless operators regarding parking bay capacity in the City we also propose trialling permitting dockless bike users to end their journeys in pre-approved under-utilised Sheffield stands. This proposal will help manage the

demand for dockless bikes over the summer while more dedicated dockless parking bays are identified and implemented.

Recommendation(s)

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

1. Agree to renew Lime's operational status in the City, subject to ongoing performance reviews.
2. Agree the limited use of Sheffield stands and City bike parking racks as additional dockless parking on a trial basis.

Main Report

Background

1. 'Dockless cycle hire' is a generic term for a short-term cycle hire scheme, similar to Santander Cycles, but with no on-street docking infrastructure. Dockless cycle hire has been operating in London since autumn 2017.
2. The fact that no on-street docking infrastructure is required offers users more flexibility and avoids the risk of not being able to end a ride due to a docking station being full. It also represents a challenge, as users of dockless cycle hire can leave bikes anywhere, potentially obstructing pavements.
3. Dockless cycle hire schemes fall outside the existing legislative framework and the City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City. A summary of our legal powers relating to dockless cycles is provided in Appendix 2.
4. In 2019 Members approved a refresh to the City's dockless cycle hire policy to allow operators who satisfied the following conditions to apply to operate in the City:
 - a. Agreement to meet certain SLAs, including but not limited to removing inappropriately parked bikes within agreed time limits and limiting overall fleet size among other requirements
 - b. Evidence of ongoing operations in an adjacent London borough with agreement from the borough
 - c. Agreement to an upfront payment of funds and ongoing maintenance transfers to support dockless-related expenditures in the City
 - d. Evidence of good financial standing and sufficient insurance and indemnity coverage
5. While meeting these criteria makes an operator eligible to apply for approval to operate a scheme in the City it is not a guarantee of operational approval. Consideration is given to the amount of available dockless vehicle parking in the City not currently allocated to other dockless cycle and rental e-scooter operators and the standing of the eligible operator with the City and other London Boroughs.

6. In 2020 new operators Lime and HumanForest were given approval to operate schemes in the City following a competitive selection exercise and formal agreement of the criteria listed above.
7. Since approval statuses were granted Lime and HumanForest dockless bikes have been used for over half a million trips by City residents, workers and visitors and demand continues to grow. This has contributed to both an increase in cycling observed in the City over the last three years and to challenges around inappropriately parked dockless bikes on City streets.
8. We are working with Lime and HumanForest to ensure that best practice and innovation introduced by one operator are adopted by the other. We are also working closely with TfL and London boroughs who have agreement with Lime, HumanForest or other dockless cycle hire scheme operators active in London to ensure industry best practice is adopted in the City.
9. Four operators are now active across London – Lime, HumanForest, Dott and Tier. Table 1 below summarises the agreements operators have with boroughs in Central London.

Table 1 – Dockless cycle hire operator-borough agreements in Central London

	Camden	Hackney	Islington	Lambeth	Southwark
Lime	Formal	Formal	Formal	Informal	Informal
HumanForest			Formal	Informal	Informal
Dott				Informal	Informal
Tier			Formal	Informal	Informal

10. Westminster have also indicated they intend to launch a dockless scheme over the summer and are working with operators in London to develop the scheme and identify locations for dockless bike parking bays.
11. Efforts to adopt the pan-London dockless vehicle byelaw are not being progressed and are unlikely to proceed while new national legislation is awaited. Until the Government introduces planned controls, it has therefore been necessary to continue individual agreements with operators to manage dockless cycle hire in the City.
12. London Council's Transport and Environment Committee (TEC) has been considering how to address the current unregulated approach to bike and e-bike rental services. London Councils and TfL are working on a proposal to have a single coordinated contract let on behalf of London Councils, London local authorities and TfL, to deliver services for rental e-bikes and e-scooters in London. The proposed launch of the new coordinated service is summer 2025. We will bring more information on this proposal to this Committee as plans develop.

Extended review of Lime's operational performance in the City

13. A number of complaints were received from Members, businesses and members of the public regarding dockless bike schemes in the City in 2022. These complaints included:
 - dockless bikes partially or fully obstructing pavements,
 - dockless bikes parked in front of fire escapes and loading bays,
 - overcapacity dockless parking bays or messily parked bikes,
 - inappropriately parked or abandoned dockless bikes on private property,
 - inappropriate riding behaviours and anti-social behaviour
14. In autumn 2022 a review of Lime and HumanForest's operations was undertaken. Formal review meetings were held with operators and data and metrics requested to inform the review.
15. In January 2023 following the outcome of the review Members re-approved HumanForest's operations in the City. Members also agreed an extension to Lime's review period to May 2023 to allow Officers to collect more operational performance data.
16. Lime was also asked to develop a plan for ongoing operational improvements and provide monthly compliance data updates with an aim of demonstrating a clear improvement in their parking compliance and maximum fleet size metrics. A long-term goal of bringing dockless cycle compliance rates in line with those observed in the pan-London rental e-scooter trial was also set for both Lime and HumanForest.
17. Lime recognised the need for improved operational standards following issues and complaints raised over the review period and committed to working with the City to ensure they meet the terms and requirements of their operational agreements.
18. Lime (alongside HumanForest) was already committed to the following parking compliance actions:
 - a. Ensuring all City of London approved dockless vehicle parking areas are marked and highlighted in their apps
 - b. Notifying, warning and/or fining users when they attempt to end a ride outside of an approved parking area
 - c. Reminding users every few rides or days about parking requirements in the Square Mile
 - d. Rebalancing parked dockless cycles to mitigate issues around overcapacity bays and potential impacts on appropriate parking behaviours
 - e. Banning users that repeatedly park inappropriately
19. Lime (alongside HumanForest) also committed to exploring or implementing the following improvements to their schemes as part of the review process:
 - a. Enhanced end-of-ride parking image verification processes

- b. Revised and enhanced user and in-app messaging reminding users of appropriate parking locations and behaviours in the City
- c. Temporary clean stencilling installed in the City at non-compliance hotspots
- d. Media activations in neighbouring boroughs to improve London-wide compliance
- e. Additional behavioural campaigns over the coming months
- f. Improved clarity around warning, fining and banning processes for inappropriate parking and riding behaviours
- g. Dynamic parking bay statuses enabling them to prevent users from ending their trips in fully occupied parking areas

Outcome of the extended review of Lime's operational performance

20. Lime provided a series of monthly performance metrics to help inform the extended review. The metrics included data or minimum targets on:
- a. Proportion of pavement obstructions
 - b. Proportion of carriageway obstructions
 - c. Proportion of unsightly bays
 - d. Proportion of vehicles tipped over
 - e. Average response times to general complaints
 - f. Average response times to complaints regarding the obstruction of fire exits and critical infrastructure
 - g. Average weekly maximum fleet size
 - h. Average time to remove excess vehicles
21. Additional data on trip starts, ends, average trip distance and number of active users was also provided.
22. It has not been possible to independently audit or validate any of the data provided by Lime. The full list of metrics and their associated data can be found in Appendix 1 (non-public).
23. By Lime's reporting, 8 of their performance metrics targets were achieved and 2 were missed. Overall, Lime has demonstrated a clear improvement in their performance over the extended review period and Officers are able to recommend that Members agree to renew Lime's operational status in the City, subject to ongoing performance reviews. We will continue to monitor performance and should an operator not perform at our standards we will withdraw their approval status.
24. This approach continues our formal relationships with Lime and HumanForest, allowing us to continue to work constructively with them to raise issues and discuss potential solutions while recouping some of the costs associated with mitigating the impacts of dockless cycle hire in the City.
25. The City Corporation is also seen as an important dockless vehicle policy knowledge base both within London and nationally. Continuing our engagement with operators in London and the dockless industry more widely

will help us maintain and elevate that status and the leverage it affords the City Corporation in influencing wider policy and legislation.

26. Lime (and HumanForest) have offered to make a new voluntary financial contributions to support the maintenance and expansion of dockless infrastructure in the City over the summer. We are working with operators to confirm these contributions and will look to invest them in capacity and occupancy surveys, independent performance auditing and improving the quality and distribution of dockless parking bays.

Trialling the use of Sheffield stands as dockless parking

27. Following discussions with dockless operators regarding parking bay capacity in the City we propose trialling permitting dockless bike users to end their journeys in pre-approved under-utilised Sheffield stands and City bike parking racks. This proposal will help manage the demand for dockless bike parking while more dedicated dockless parking bays are identified and implemented.
28. Ahead of trialling this new approach we will undertake an occupancy survey of our Sheffield stands to determine where sufficient available capacity exists for use as dockless parking spaces. We will use the voluntary financial contributions being agreed with operators to fund these surveys with the aim of implementing this trial at suitable locations by August 2023.
29. Should this trial be agreed we propose that no more than 50% of stands at a particular location be allocated to dockless bike parking and that each active operator in the City be allocated at most 25% of the stand's capacity. We would also use the voluntary financial contributions from both operators to undertake periodic independent audits of dockless bike occupancy levels in Sheffield stands to monitor the impacts of the trial on private bike users.

Additional dockless vehicle parking bays

30. The City Corporation is also seeking to install an additional 11 mixed-use rental e-scooter and dockless bike parking bays across the Square Mile alongside undertaking a study to identify further sites.
31. All planned bays are located in under-utilised locations on carriageway and no loss of parking space is planned as part of these works. These additional sites will help accommodate the increase in demand for dockless cycle hire across the City and Central London and are expected to help improve parking compliance rates.

Corporate & Strategic Implications

32. Dockless cycle hire supports the delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected.
33. The City of London Transport Strategy (Proposal 28) sets out our approach to improving cycle hire in the Square Mile. The need for designated parking areas is also included in Proposal 17: Keep pavements free of obstructions.

34. Micromobility schemes including dockless cycle hire helps inform the Future City Streets Programme (Proposal 42).
35. Dockless cycle hire also supports our Climate Action Strategy through providing a potentially zero emission alternative to short car, private hire and taxi trips.
36. Dockless cycle hire contributes to activities to deliver the Recovery Taskforce recommendation to pilot and scale innovative solutions.
37. There is a possible reputational risk to the City Corporation if innovative approaches to increasing sustainable and healthy transport modes are not carefully considered. There are also possible reputational risks if potential adverse impacts of dockless cycle hire operations are not carefully managed.

Legal implications

38. The City Corporation has no jurisdiction over the legality of dockless cycle hire schemes.
39. Data collected from dockless cycle hire operations will help inform Corporation policy and possible representations on and consultations to future legislation to regulate the dockless hire market.

Financial implications

40. Operators have offered to make voluntary financial contributions to support the dockless policy portfolio and enable works to implement additional parking bays, reducing the impact on internal budgets.
41. Additional costs will be incurred if the City Corporation has to relocate or remove dockless bikes deemed to be causing a danger from the streets in default of the operator removing them. Removal and storage costs would be incurred in these circumstances and will be recovered through charging operators for removal.
42. There will be some additional impact on cleansing teams as in some locations when dockless parking areas are full it is more difficult for cleansing team to access the area. This is an issue for any vehicle parked areas if occupied whilst cleansing operatives are carrying out work.

Health Implications

43. Well managed dockless cycle hire schemes have the potential to reduce the number of car journeys within central London, and potentially shift journeys from short car, taxi, private hire and public transport trips, with associated benefits to air quality and public health.

Equality Implications

44. A detailed Equalities Impact Assessment has been undertaken in consultation with internal and external stakeholders on a similar scheme – the City of London’s rental e-scooter trial. Lessons and mitigations from that EqIA have been taken into consideration wherever appropriate and related to dockless cycle hire.

45. Dockless cycle hire activity in the City is being monitored to understand impacts on protected characteristic groups (e.g. visually impaired, wheelchair users). This is consistent with the public sector equality duty.
46. The City of London rental e-scooter trial EQIA identifies a number of issues, particularly around safety of e-scooter users and other road users, which can help better understand and develop mitigations for dockless cycle hire schemes, including:
- Speeding and irresponsible riding behaviours
 - Irresponsible parking leading to dockless cycles being abandoned and becoming street litter that could causing obstructions or injury
 - Increased fears for people's safety and wellbeing on the City's Streets
 - Increased risk of collisions for those riding dockless cycles
 - Increased risk to people walking on our streets, due to dockless cycles not being seen or heard, dockless cycles speeding in shared use areas, and/or illegal or poor rider behaviour
47. Engagement and enforcement against illegal and unsafe use of dockless cycles will be undertaken in partnership with City of London Police.
48. In summary we have concluded that the application of mitigation measures and the benefits from safe use of a dockless cycles outweigh the negative impacts, or potential impacts of those in protected characteristics groups.

Conclusion

49. Dockless cycle hire schemes have been active in the City since 2017. They have created various challenges but also opportunities for the City Corporation and Londoners more widely.
50. Officers will continue to monitor Lime (and HumanForest's) performance in the City and work with both operators and TfL/London Councils to improve dockless operations across Central London.
51. Overall, Lime has demonstrated a clear improvement in their performance over the extended review period and Officers are able to recommend that Members agree to renew Lime's operational status in the City, subject to ongoing performance reviews. We will continue to monitor performance and should an operator not perform at our standards we will withdraw their approval status.
52. This approach continues our formal relationships with Lime and HumanForest, allowing us to continue to work constructively with them to raise issues and discuss potential solutions while recouping some of the costs associated with mitigating the impacts of dockless cycle hire in the City.
53. We also recommend trialling permitting dockless bike users to end their journeys in pre-approved under-utilised Sheffield stands and City bike parking racks. This proposal will help manage the demand for dockless bike parking while more dedicated dockless parking bays are identified and implemented.

54. We will continue to bring updates and reports to this Committee on dockless operational performance in the City when appropriate.

Background Papers

- [Dockless Cycles Policy and Legal Powers Update – 17 January 2023](#)
- [London rental e-scooter trial and dockless vehicle update -19 July 2022](#)
- [Pan-London rental e-scooter trial extension – 1 November 2022](#)

Appendices

Appendix 1 – Lime extended review performance metrics and targets (non-public)

Appendix 2 – Legal advice on obstructions/dangers

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Appendix 1 – Legal implications: Advice from the Comptroller and City Solicitor

Statutory duties

The City Corporation has a duty under s.130 of the HA 1980 to assert and protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority.

It also has a network management duty under s.16 of the Traffic Management Act 2004. This requires it to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- a. securing the expeditious movement of traffic on the authority's road network; and
- b. facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Under section 122 of the Road Traffic Regulation Act 1984 local authorities are under a duty to exercise functions conferred on them under that Act so far as practicable, having regard to matters specified in subsection (2), to secure the expeditious, safe and convenient movement of traffic (including pedestrians).

The City Corporation is also subject to the public sector equality duty under section 149 of the Equalities Act 2010. This means that in the exercise of its functions it must have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. This includes removing or minimising disadvantages suffered by people due to their protected characteristics (such as visual or mobility disabilities).

An unmanaged proliferation of bikes on the highway arising from dockless bike hire schemes may compromise compliance with the above statutory duties.

Statutory powers to deal with bikes on highway

Dockless cycle hire schemes which do not necessitate any infrastructure being placed on the highway fall outside the existing legislative framework and do not need the City Corporation's consent to operate in the City. However, there are some existing statutory powers available where bikes are left so as to cause an obstruction, nuisance or danger.

1. Section 137 HA 1980 – If a person, without lawful authority or excuse, in any way wilfully obstructs the free passage along a highway he is guilty of an offence and liable to a fine not exceeding Level 3 on the standard scale (currently up to £1000.00.)
2. Section 148(c) HA 1980– if, without lawful authority or excuse a person deposits anything whatsoever on a highway to the interruption of any user of

the highway he is guilty of an offence and liable to a fine not exceeding Level 3 on the standard scale.

3. Section 149 HA 1980 – if anything is so deposited on a highway as to constitute a nuisance, the highway authority for the highway may by notice require the person who deposited there to remove it forthwith. In the event of non-compliance, a court order may be obtained authorising the removal and disposal of the offending item. If the highway authority has reasonable grounds for considering the item constitutes a danger (including a danger caused by obstructing the view) to users of the highway and ought to be removed without the delay of seeking a court order it can remove the item forthwith and, ultimately, seek a court order for its disposal.

A highway nuisance can be defined as ‘any wrongful act or omission upon or near a highway, whereby the public are prevented from freely, safely and conveniently passing along the highway’. So it is something that causes an interference with the public right of way along a highway.

Obstructions are defined in TfL’s ‘Dockless Bike Share Code Of Practice For Operators In London 2018’ as *a situation arising from the deposit of a bike or bikes (whether by reason of its or their position, their number, or otherwise) so as to adversely affect the free use of a highway (including a footway or a carriageway), or adversely affect the free use of any other public or private land (including river, canal and park environments which is not specifically assigned for the purposes of dockless bikes, without lawful authority or excuse*. (This is not a legal definition but it provides a useful guide).

What constitutes a danger will need to be considered on the facts of each situation but a number of dockless vehicles left fallen across a footway so as to cause a trip hazard may be considered to be a danger. Where a substantial part of the footway is blocked that may also constitute a danger if pedestrians could be forced into the street. Location specific reasons may also be a factor as to whether left vehicles are a danger such as the width of the footpath and the level of footfall.

Street trading and ‘waste’

Consideration has been given to whether the provision of dockless cycles for hire is caught by local legislation which makes it unlawful for any person to engage in unauthorised street trading in the City. “Street trading” is defined in the City of London (Various Powers) Act 1987 to mean the selling or exposing or offering for sale of any article or thing in a street. However, dockless cycle hire schemes involve bikes being available on the highway (or on private land with the consent of the owner) for temporary hire by members of the public, with payment being made via an App, and no person in the street engaged in the hiring out of the bikes. As the 1987 Act prohibits a person from selling etc. items in the street, not the temporary hiring of bikes in the way proposed which is more in the nature of a service (and not dissimilar to the existing Santander cycle hire scheme except that there are no docking

stations), the activity would not amount to unauthorised street trading.

Consideration has been given to whether definitions of “waste” or “litter” in legislation apply. It is considered that these terms are not intended to cover bicycles left temporarily on the highway and which are in use for the benefit of the operators and their customers and officers are not aware of any decisions on this point. It is not considered that this adds significantly to the City’s statutory powers to deal with bikes on the highway.

Regulation by making byelaws

Government guidance states that byelaws are considered measures of last resort after a local council has tried to address the local issue the byelaw applies to through other means. A byelaw cannot be made where alternative legislative measures already exist that could be used to address the problem. Byelaws should always be proportionate and reasonable.

It follows that there is a risk that the case for making a byelaw to regulate dockless bike hire could be undermined if all bikes on City streets were to be classed as obstructions and removed under existing powers.

It is understood that action proposed to establish a regulatory framework for dockless vehicle schemes by way of a London-wide byelaw has been deferred as the Government has indicated that it intends to introduce controls to regulate the market. These regulations have been pushed back to at the earliest the next parliamentary session in 2023.

Liabilities

In the event of loss, injury or damage being caused by the cycles, the person responsible would depend on the circumstances of each case. For example, if a cycle had remained in a dangerous position for days without the highway authority taking steps despite complaints, some liability would be likely to rest with the highway authority. If an accident occurred a few moments after the cycle was left in a dangerous position and the highway authority had no reasonable opportunity to identify and remedy the danger, it is unlikely any liability would rest with the highway authority, and therefore would be more likely to rest with the user and/or operator. In addition, the steps proposed to secure the co-operation of operators in ensuring safe practises would help demonstrate that the City is taking reasonable measures consistent with its responsibilities.

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Agenda Item 8

Committee(s)	Dated:
Streets & Walkways Sub-committee	4 July 2023
Subject: TfL's proposals for Arthur Street	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 9, 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£ 0
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Executive Director Environment	For Decision
Report author: Albert Cheung – Policy & Projects, City Operations	

Summary

Arthur Street at the King William Street junction has been temporarily closed since 2015 to facilitate the Bank Station Capacity Upgrade (BSCU) works. The BSCU has provided new northern line platforms and a new London Underground station entrance on Cannon Street which opened in February 2023. Since the start of the BSCU works in 2015, motor vehicle journeys that would have previously used Arthur Street have either rerouted, mostly likely to Blackfriars and Southwark bridges or transferred to other travel modes.

Transport for London (TfL) and City officers have been discussing options for the Arthur Street/King William Street and Arthur Street/Upper Thames Street junctions once the construction works for the BSCU are complete. The long-term closure of Arthur Street at its junction with King William Street provides an opportunity to consider proposals which retain this closure. There is also an opportunity to improve the Arthur Street/Upper Thames Street junction.

Proposals have now been developed by TfL who have also undertaken consultation on these. The proposals are expected to provide significant improvements for people walking and cycling and reduce road danger whilst maintaining access to all premises in Arthur Street.

TfL requires the City's approval to proceed with the Arthur Street/King William Street junction improvements, as the proposals requires the City to exercise its Highway Authority powers.

Recommendations

Members are asked to:

1. Agree and support TfL's proposal as detailed under paragraph 10 of this report.
2. Agree to commence the promotion of a traffic order to close Arthur Street at its junction with King William Street to all vehicles except pedal cycles.
3. Authorise the Executive Director Environment to consider responses to the traffic order consultation and if they consider it appropriate, to make the Order.

Main Report

Background

1. Transport for London (TfL) has a Transport & Works Act Order (TWAo) to undertake works to upgrade the capacity at Bank Underground Station (BSCU). This government legislation has led to TfL to carry out works in Arthur Street and close the street at its junction with King William Street. The road closure introduced in 2015 has allowed a shaft to be constructed in Arthur Street. The works have delivered a new station entrance on Cannon Street, ticket hall, Northern Line platforms, new interchange tunnels and step-free access. The new station entrance opened in late February 2023.
2. As part of the BSCU planning consent/legal agreement, TfL is obligated to reinstate Arthur Street and must submit reinstatement details for approval by the City Corporation.
3. Since 2015, there have been two significant highway changes immediate to Arthur Street which directly impacts Arthur Street.
 - i. In April 2016, TfL introduced a cycle scheme (now known as Cycleway 3 or C3) on Upper Thames Street which has a junction with the southern end of Arthur Street. The cycleway consists of a segregated two-way cycle lane on the northern side of Upper Thames Street and modified the vehicular access arrangements into Arthur Street, from a left turn to a right turn only. To accommodate the scheme, the “green man” pedestrian crossing facilities on the eastern and southern arm were removed. The change in access arrangements was to remove the left turn hook collision risk to people cycling. However, with the BSCU works, TfL was anticipating that this junction design may need to be revisited once those works had finished. Additionally, following safety complaints from local users, TfL also agreed to revisit the pedestrian crossing layout.
 - ii. In spring 2022, TfL introduced an experimental traffic ban on London Bridge which also includes the northbound route on Fish Street Hill. This experiment extended the temporary ban which was first implemented in 2020 as part of their Covid pandemic transport response. The restriction bans all traffic except buses, cycles, motorcycles and taxis, Monday to Friday between 7am and 7pm. The experimental traffic order will expire on 27 September 2023 and a decision by TfL whether to retain the restriction indefinitely or remove it, will need to be made before this date. The timed traffic ban has improved the conditions for people walking and cycling, and bus journey times have improved.
4. It should be noted that TfL has also introduced an experimental scheme on the A10 Bishopsgate corridor which has a junction with King William Street/Gracechurch Street immediately north of London Bridge/Arthur Street.

This experiment consists of a series of bus gates which restricts access for general motor traffic along sections of the corridor. A decision to retain this experiment indefinitely or to remove it needs to be made by July 2023. Officers consider that the A10 Bishopsgate and the London Bridge experiments are integral to each other as together they control traffic which would otherwise migrate, at unacceptable levels, to City streets such as Cannon Street and Eastcheap.

Current Position

5. The City Corporation is the highway authority for Arthur Street. TfL is the highway authority for King William Street and Upper Thames Street including the junctions at the northern and southern ends of Arthur Street.
6. Prior to the road closure in 2015, Arthur Street operated as a two-way street. At its northern end, only buses were permitted to exit Arthur Street and then turn left into King William Street. All vehicles were allowed to access Arthur Street from King William Street but only from the northbound carriageway on London Bridge. At the southern end of Arthur Street, vehicles can exit onto Upper Thames Street in all directions but accessing it, motorised vehicles can only do so by turning right from Upper Thames Street or from Swan Lane, which is a cul-de-sac. However, throughout most of the construction period, access into Arthur Street was controlled by barriers managed by banksman.
7. The bus route 344 in the northbound direction has been on a long-term diversion (via London Bridge) since the temporary road closure in Arthur Street was in place. Before this service can return to Arthur Street, the left turn from Upper Thames Street into Arthur Street would need to be reinstated, which is likely to require significant junction modifications. In the southbound direction the 344 travels via Fish Street Hill and has therefore been unaffected by the BSCU works.
8. The main BSCU construction work was completed in February 2023, but some outstanding works remain. There is also a condition, which requires TfL to provide reinstatement details to be approved by the City.
9. Throughout the temporary closure of Arthur Street, officers are not aware of any significant negative impacts and with all the network changes taken place since then, it is now appropriate to consider whether it would be preferable to retain the closure and enhance it or rather simply reinstate Arthur Street to how it used to function. TfL and City officers have therefore been in discussions to explore the possibility of an alternative design for Arthur Street to improve conditions for people walking and cycling and to reduce road danger, in line with both City Corporation and Mayor of London Transport Strategies. There have also been discussions regarding improvements to the Upper Thames Street / Arthur Street / Swan Lane junction. As a result of these discussions, TfL has developed and consulted on proposals for both locations. Discussions regarding the remainder of the highway reinstatement details are ongoing.

Proposal

10. TfL's proposals are shown in Appendix 1, 2 and 3 but are summarised below:
 - i. The closure of Arthur Street to all vehicles except pedal cycles and emergency services vehicles at its junction with King William Street. This may provide opportunities to include public realm enhancements, seating, greening or tree planting which officers will continue to explore with TfL as the detailed design progresses.
 - ii. The permanent rerouting of the number 344 bus service (in both directions) to London Bridge. This would avoid the need for TfL to carry out potentially expensive and disruptive works at the Upper Thames Street/Arthur Street junction.
 - iii. Improvements to the Upper Thames Street / Arthur Street / Swan Lane junction. This consist of:
 - o New pedestrian crossings on the eastern and southern arms of the junction. The whole junction would then have "green" man crossing facility.
 - o A "straight across" crossing, replacing a staggered crossing on the western arm of the junction. This stagger crossing has previously been the subject of safety complaints by local users.
 - o A two stage right turn facility for cyclists on the north arm (Arthur Street) of the junction to allow people cycling to travel in all directions.
 - o Minor kerb line / road marking changes to facilitate vehicle access and egress from Arthur Street.
11. The proposals at both junctions are reliant on the rerouting of the 344 bus service out of Arthur Street but are not dependent on each other. If buses were retained both junctions would need to be radically redesigned to enable buses to turn left in and out of Arthur Street. In particular, the impacts at the Upper Thames Street may be very significant in both cost and traffic terms which would be unacceptable.

Traffic Considerations

12. The closure of Arthur Street at the King William Street junction has been in place since 2015. Due to the extended duration of this closure, users including those which accessed Arthur Street for servicing will be accustomed to using alternative travel options. This includes using alternative routes or other travel modes such as public transport.
13. Traffic data prior to Arthur Street being closed has been provided by TfL. This showed approximately 60 vehicles (one every minute on average) in the AM peak and 175 vehicles (three vehicles every minute on average) in the PM peak

used Arthur Street. Unfortunately, vehicle composition data is not available, but in the City, lorries (medium to heavy goods vehicles) make up nearly 5% of the overall traffic mix. Extrapolating this would suggest three and nine HGV's in the AM and PM peak hour respectively are diverted to other routes.

14. As there were only a few premises located in or off Arthur Street, most of the traffic is likely to have been using it as a through route to reach Upper Thames Street and other destinations further afield. The nearest alternative route to access Upper Thames Street is Southwark Bridge, which is only a relatively short distance to the west.
15. Prior to the temporary closure, TfL's traffic modelling indicated that traffic would disperse more widely, with less than half likely to use Southwark Bridge and slightly more than half using Blackfriars Bridge. This would lead to only a marginal increase in traffic on these bridges. The modelling did not identify any noticeable traffic reassignment to Tower Bridge. TfL's modelling summary can be found in Appendix 4. If TfL decides to retain the experimental London Bridge traffic restrictions, then most of the traffic that would reassign will need to use alternative routes anyway.
16. Although there is concern that the reassignment of HGVs to Southwark Bridge may be accelerating the deterioration of the bridge, the analysis above suggests that any impact from the proposed closure of Arthur Street is likely to be minimal.
17. Access to premises in Arthur Street remains available, but only from the westbound direction on Upper Thames Street. It is noted that these journeys may involve longer travelling times and distances, but this has been the case for the past eight years, and may continue to be so during the weekdays (except for taxis and motorcycles) if TfL decides to retain the London Bridge restrictions. Even if TfL decides not to retain the restrictions, it is expected that they will introduce protected space for cycling on London Bridge.
18. Previously, Arthur Street was used as a route for vehicles carrying abnormal loads but has not been available since 2015. As a result, vehicles carrying abnormal loads have had to use alternative routes and or options. If Arthur Street, was to remain closed, these alternative routes and or options would need to continue.
19. Arthur Street had a poor collision record. Officers have reviewed the collision data. Over a 5-year period up to the introduction of the temporary closure of Arthur Street, a total of 9 collisions resulting in injuries to 10 people (9 slight and 1 serious) were recorded. A summary of these collisions can be found in Appendix 5.
20. It should be noted that with the timed traffic restrictions on London Bridge, and if made permanent, collision rate at this junction is likely to reduce due to lower traffic flows. However, the safety risks would remain outside of the restricted hours (i.e. before 7am, after 7pm and during the weekend) especially at the peripheral periods where there is likely to be a build-up of motor traffic. The permanent closure of Arthur Street to motor vehicles would therefore

substantially reduce this risk particularly the left hook collision involving vehicles turning left colliding with people walking and cycling, as well as generally improve the perception of safety. London Bridge is a very busy route for people walking and cycling.

21. The number of people cycling in the City has been increasing, and this increase is expected to continue, as cycling connections to the City are improved and expanded, including those, such as Cycleway 4 (London Bridge to Greenwich), that connect to the City over London Bridge. Currently, approximately 500 people an hour cycle northbound on London Bridge in the AM peak. The safety risks at this location are therefore expected to be higher than at many other locations.
22. Officers have not seen any traffic modelling outputs relating to the proposed junction improvements at Upper Thames Street / Arthur Street / Swan Lane, however, no significant journey time impacts are envisaged but officers will continue to review the designs as this progress.
23. These proposals are not reliant on whether the London Bridge or A10 Bishopsgate corridor is retained or removed and can be progressed independently.

Bus route 344

24. The permanent rerouting of the bus route 344 (in both directions) from Southwark Bridge to London Bridge would leave Southwark Bridge, Upper Thames Street (between Southwark Bridge and Arthur Street) and Arthur Street without a bus service. This would affect those passengers along this route, requiring them to walk to London Bridge or use a different service on Cannon Street.
25. Data provided by TfL showed that 355 southbound and 439 northbound trips per day in the City would be affected. The northbound route has been using London Bridge since 2015 so if the route was reinstated, it would impact passengers on this diverted route. Therefore, the overall impact of rerouting the southbound route to also use London Bridge is expected to be low but it would benefit from the improved bus journey times on London Bridge, if TfL's experiment was to continue.
26. Having bus services running on the same street also improves service clarity and overall passenger convenience. The removal of buses from Southwark Bridge would free up kerb side space and provide an opportunity to extend the protected cycle lane on Queen Street Place, which could be progressed when opportunities allow. This would improve conditions for people cycling and reduce road danger.

TfL Public Consultation

27. In February 2023, TfL organised two briefings with ward Members and the Chairman/deputy Chairman of this Sub-Committee to discuss the proposals and the planned public consultation. Following this, TfL launched the public

consultation which ran from 27 February 2023 to 12 April 2023. To improve awareness of the consultation, they sent out leaflets to local occupiers, handed them out on street and had posters displayed at bus stops. A total of 463 responses were received. A summary of the consultation responses provided by TfL is detailed below and available in Appendix 6.

28. One of the consultation questions asked people how they thought the proposals for Arthur Street would impact on journeys into and through the area. 176 (43%) of respondents indicated that more people would choose to walk and cycle and 107 (26%) of respondents thought more people would choose to use public transport.
29. People were also asked what impact the proposals would have on various groups, with the majority of respondents thought the proposals would make it safer for pedestrians (200 or 64%), cyclists (201 or 64%) and people with mobility, sight or hearing impairments (144 or 47%).
30. The consultation also gave people the opportunity to provide general feedback on the proposals. Responses to this question was low but overall, there was mixed support to close Arthur Street to all vehicles except pedal cycles (11 in favour, 8 unsupportive and 11 requesting additional vehicle exemptions such as for taxis and motorcycles). There was also limited support from the feedback to reroute the 344 bus service (3 in favour and 34 unsupportive).
31. A total of 5 stakeholder (statutory consultee or local occupier) responses were received. One respondent was identifiable as a local occupier, and they were supportive of the Arthur Street road closure. The walking and cycling improvements were supported by a cycling group. Three other organisations also responded, one was not supportive of the road closure, another responded with an amendment that the road closure exemption should extend to allow taxis and one respondent was not supportive of the rerouting of the 344 bus.

Corporate & Strategic Implications

Strategic Implications

32. The proposals set out in this report aligns with Corporate Plan Outcome 1: People are safe and feel safe, 9: We are digitally and physically well-connected and responsive and, 12: Our spaces are secure, resilient, and well-maintained; the Transport Strategy; Climate Action Strategy, Air Quality Strategy and Destination City (by making our streets more welcoming and safer).

Financial Implications

33. None. All costs will be met by TfL.

Resource Implications

34. City officers will continue to engage with TfL which can be met from existing resources.

Legal Implications

35. The road closure would require the City Corporation to exercise its powers under Section 6 of the Road Traffic Regulation Act 1984 to make a traffic order to prohibit all vehicles except pedal cycles from entering Arthur Street from King William Street. It is planned that the permanent traffic order would be in place before the temporary traffic order finishes. As part of this, statutory public consultation will be carried out and any objections considered by the Executive Director including consideration of whether a public inquiry should be held.
36. In carrying out its traffic functions, the City must have regard, inter alia, to its duty to secure the expeditious, convenient and safe movement of vehicular traffic and other traffic (which includes pedestrians) - s.122 Road Traffic Regulation Act 1984; and its duty to secure the efficient use of the road network (s.16 Traffic Management Act 2004). It is considered that these proposals have given due regard to these matters.
37. The highway works to close Arthur Street at its junction with King William Street span both the City's (Arthur Street) and TfL's (King William Street) highway. To allow TfL to work on the City's highway it will be necessary to enter into agreements to facilitate works at the junction via a Section 8 of the Highways Act 1980.
38. The proposals set out in this report does not impact on TfL's obligations to reinstate the highway under the obligations as set out in the TWAO, planning permission or legal agreement.

Risk Implications

39. The proposals set out in this report helps mitigate Corporate Risk CR30 – Climate Action and the Environment Department's ENV-CO-TR 001 Road Danger.

Equalities Implications

40. As a public authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010).
41. TfL has carried out a pre-consultation Equalities Impact Assessment (EQIA) for the proposed Arthur Street with King William Street and Upper Thames Street junction improvements and a post consultation EQIA for the rerouting of the bus route 344. These have been reviewed by officers and are provided in full in Appendix 7 and 8.
42. The EQIA for the junction improvements identified no potential negative or adverse impact on people with protected characteristics or other inclusion groups but some positive benefits, particularly for people with disabilities and some age groups (due to improved pedestrian crossings). However, it is anticipated that the EQIA will need to be updated following the public consultation, which officers will continue to review.

43. The EQIA for the rerouting of the bus route identified potential impacts for most people with protected characteristics. This relates to people who currently use the bus stops will have a longer walk (up to 310m) to the nearest alternative bus stop.

Climate Implications

44. Measures to enable more people to walk and cycle support the delivery of the Climate Action Strategy.

Security Implications

45. None.

Conclusion

46. Since 2015, Arthur Street has been temporarily closed at King William Street to facilitate TfL's BSCU works. Due to the extended duration of this closure, users, including those which accessed Arthur Street for servicing have become accustomed to using alternative travel options and routes. The long-term closure of Arthur Street and the BSCU works, have provided an opportunity to consider proposals which retain this closure as well as to improve the Arthur Street/Upper Thames Street junction.
47. TfL, in discussions with officers, has now developed a proposal which retains the Arthur Street closure and improvements to the Arthur Street/Upper Thames Street junction. The proposals include the permanent rerouting of the bus route 344 (in both directions) from Southwark Bridge to London Bridge. These proposals are expected to provide significant improvements for people walking, cycling and reduce road danger whilst retaining access into Arthur Street. The rerouting of the bus service will improve route clarity, overall passenger convenience and utilise the journey time benefits from the London Bridge experiment, if it was to continue.
48. The public consultation carried out by TfL has shown that most respondents thought the proposals would provide benefits for people walking, cycling, accessibility and reduce road danger. However, some respondents wanted taxi/motorcycle access and the retention of the bus route. However, it is considered that the benefits of the proposals significantly outweigh the disbenefits and that Members are asked to support the proposals.

Appendices

- Appendix 1: Concept design of the permanent road closure of Arthur Street at the King William Street junction
- Appendix 2: Proposed changes to bus route 344
- Appendix 3: Concept design of the junction improvements at Upper Thames Street / Arthur Street / Swan Lane

- Appendix 4: Modelling summary
- Appendix 5: Collision summary
- Appendix 6: Summary of consultation response
- Appendix 7: TfL's Equalities Impact Assessment for the proposed junction improvements
- Appendix 8: TfL's Equalities Impact Assessment the proposed rerouting of the bus route 344

Albert Cheung

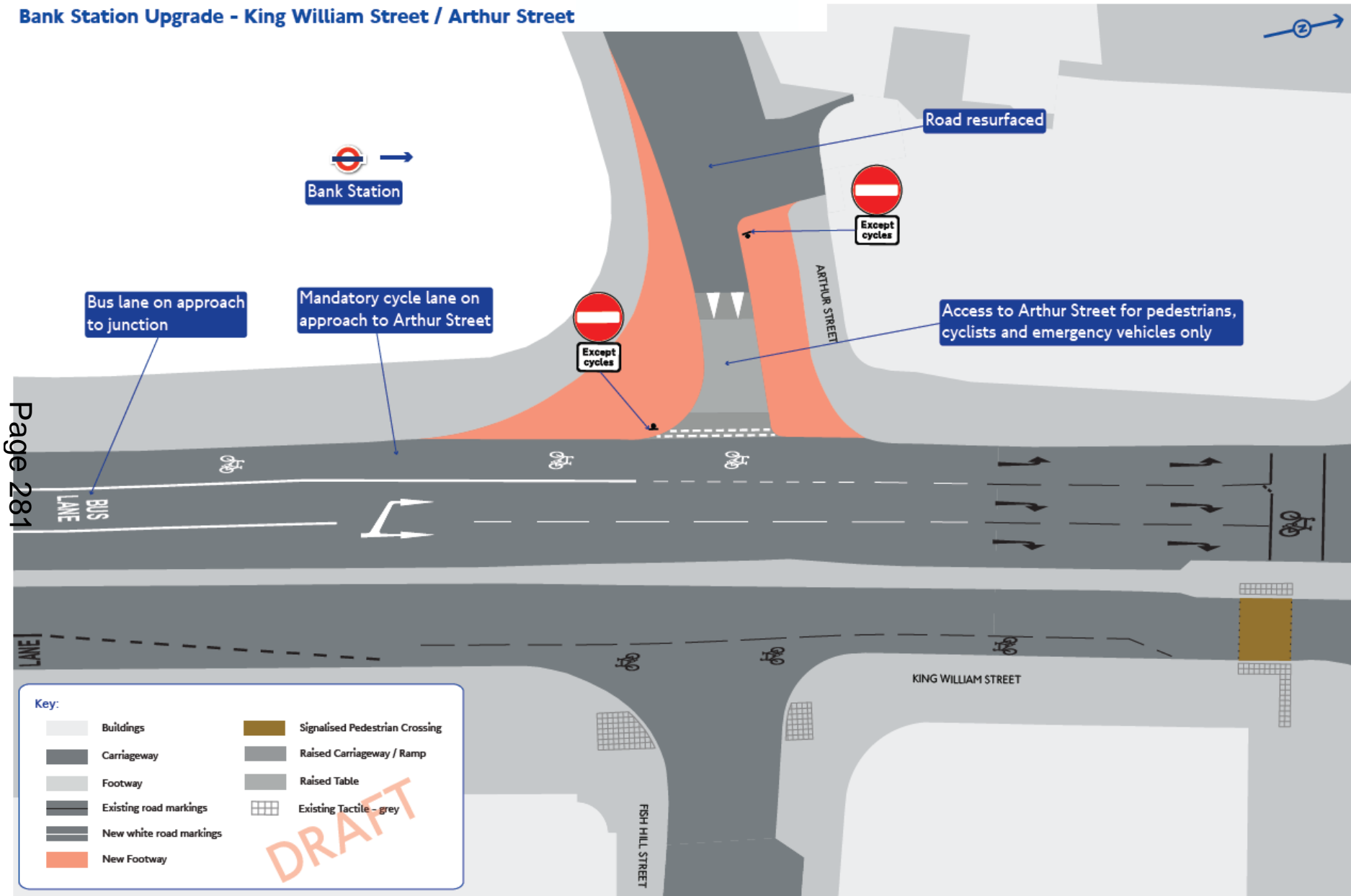
Design Engineer, Environment Department

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Appendix 1 – Arthur Street / King William Street Junction Closure

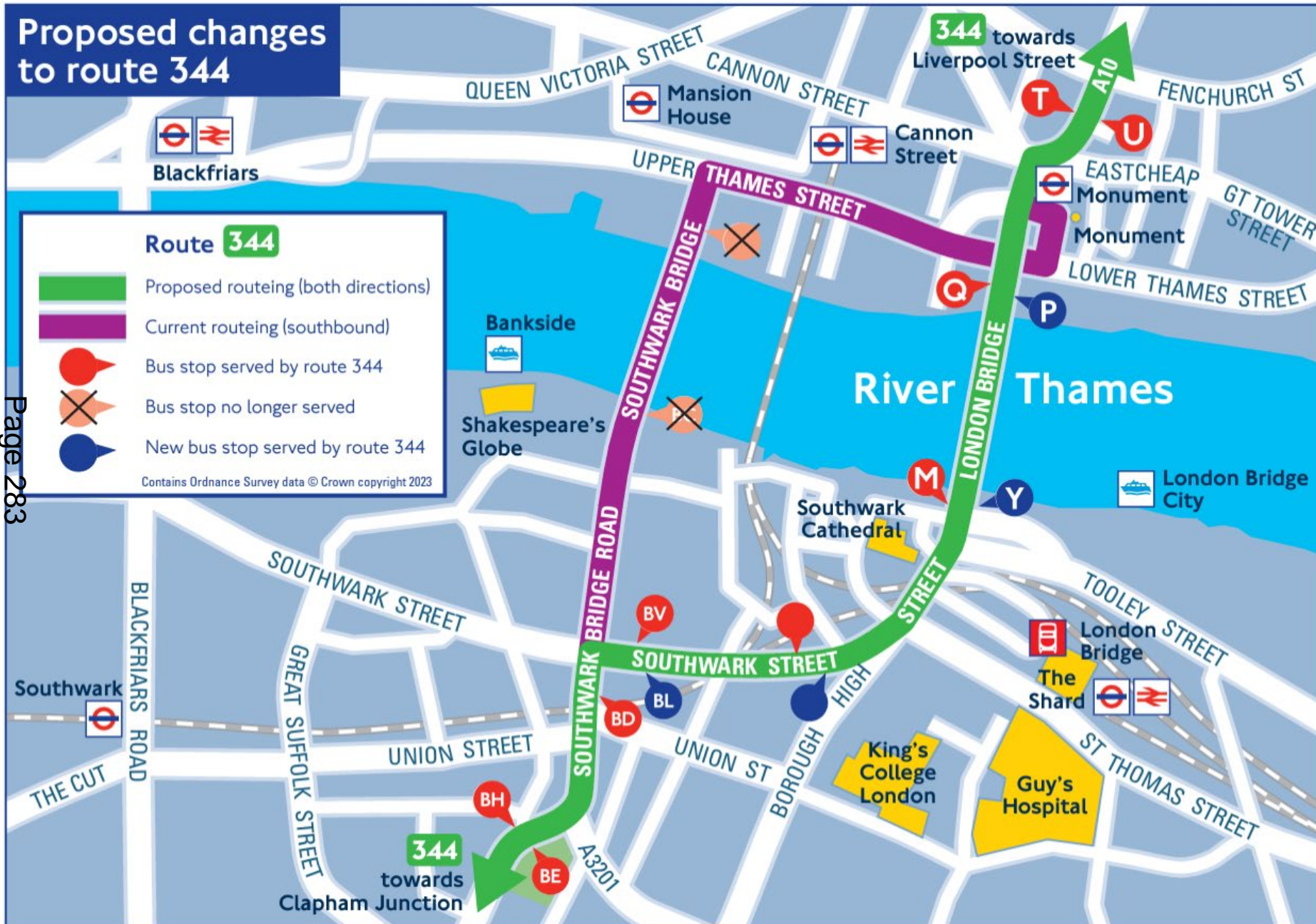
Bank Station Upgrade - King William Street / Arthur Street



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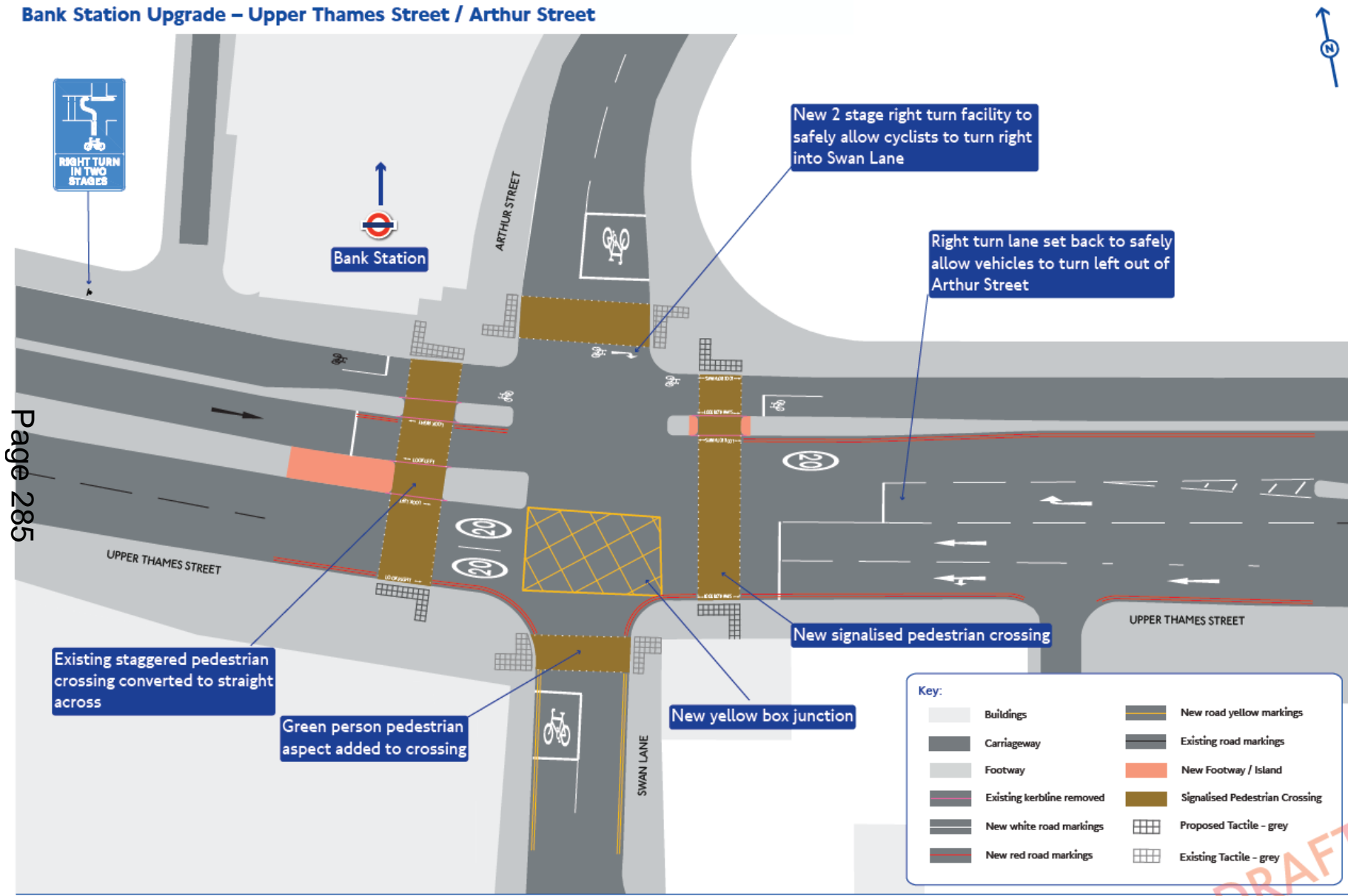
Appendix 2 – Proposed 344 Bus Changes



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Appendix 3 – Upper Thames Street / Arthur Street Junction Improvement

Bank Station Upgrade – Upper Thames Street / Arthur Street



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Road Space Management, Outcomes Network Management Team

Highway Assignment Assessment impact in lieu of the network change for Bank Station due to Cross Rail for Cycles East West Route

1. Executive Summary

- 1.1 As part of the London Underground Bank Station upgrade project, it is proposed to take ownership of Arthur Street, in the City of London. The required works would require a complete closure for all vehicles with the exception of construction vehicles. The schemes Transport Assessment requires that its traffic impact be assessed, providing indicative journey times for construction and diverted vehicles. TfL's Road Space Management Directorate have undertaken an assessment on behalf of London Underground to assist determine the most appropriate interim arrangements for the duration of the construction works.
- 1.2 The recommended routings for construction vehicles from east London to Arthur Street would be via Tower Hill and Lower Thames Street. Any other routing would add considerable journey time and therefore all routing options except for those proposed through Scenarios 4 and 5 would unlikely to be adopted, due to the severity of the increases.
- 1.3 The volume of displaced general traffic currently using Arthur Street southbound is marginal and as a number of alternative routes are available any reassignment is unlikely to see anything but a marginal network impact. The impact difference to the local City of London road network does see increases in delay between Scenarios 4 and 5, by providing a dedicated right turn facility for Arthur Street which would realise in excess of 200 vehicles/ hr in the 'am' peak period utilising the Lower and Upper Thames Street rather than the City of London Road network on roads such as Queen Victoria Street.
- 1.4 The benefits of Scenario 5 over above all other options in terms of construction vehicle journey times and optimising the number of general traffic vehicles using the TLRN rather than the City of London Road network, considering the duration of project is the recommended way forward by Surface Transports Road Space Management Directorate.

2. Background

- 2.1 As part of the London Underground Bank Station upgrade project, it is proposed to take ownership of Arthur Street in the City of London (see Figure 2.1 below). The proposals would require a complete closure for all vehicles with the exception of construction vehicles that would enter at the southern end and exit to the north. The Transport Assessment requires that the traffic impact be assessed for this closure along with indicative journey times for construction and diverted vehicles. Construction vehicles requiring access to Arthur Street are predicted to be in the order of up to 60 vehs/day during the peak construction period forecast for November 2017 (See Figure 2.2).

Road Space Management, Outcomes Network Management Team

Highway Assignment Assessment impact in lieu of the network change for Bank Station due to Cross Rail for Cycles East West Route

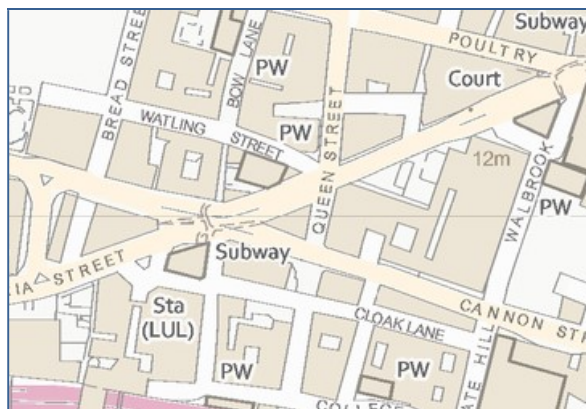


Figure 2.1 Proposed location of Arthur Street

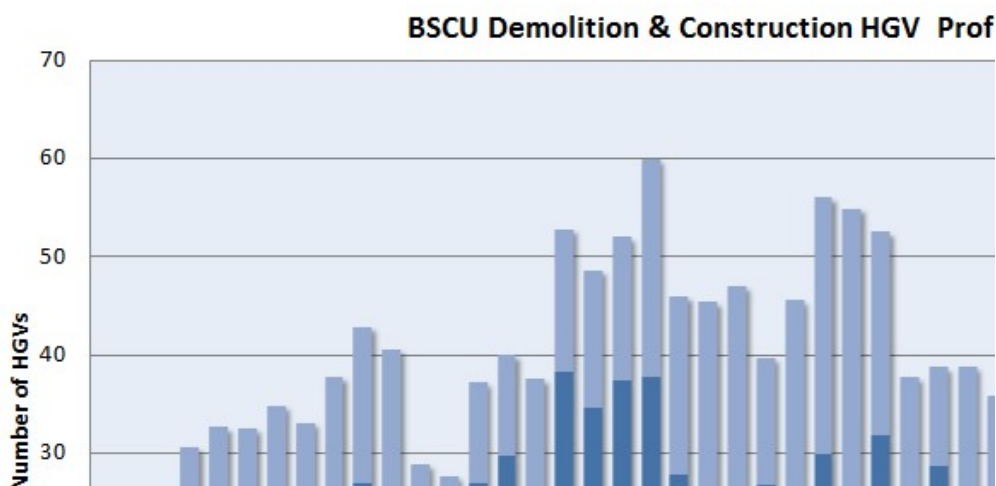


Figure 2.2 Proposed construction activity schedule

- 2.2 It is proposed that all construction traffic would enter Arthur Street via Upper Thames Street. Upon exit from servicing their respective worksites it is proposed that construction traffic would then pass through the Monument junction and follow a route along East Cheap and Great Tower Street to access Lower Thames Street and destinations further to the East.
- 2.3 TfL's Surface Transport East-West Cycle Superhighway, planned for a 2016 implementation, would dramatically change the road layout along Upper and Lower Thames Street and Victoria Embankment providing safety and operational challenges for construction vehicle access to Arthur Street and along their prescribed route. After discussing various design options, Surfaces RSM Outcomes Department will assess a variety of options and routes within its tactical model, ONE (Operational Network Evaluator) to support the TA. It is also proposed to analyse the origin-destination routing of traffic using Arthur Street to also support diversion strategies for the TA.

3. Modelling Scope Undertaken

- 3.1 Select link analysis was undertaken on Arthur Street to determine existing origin-destination routing of traffic for southbound traffic only. Note: The northbound movement is for bus only (route 344) when required to be placed on a prescribed diversion route. Therefore the focus was placed on the southbound movement. Both the base

Road Space Management, Outcomes Network Management Team

Highway Assignment Assessment impact in lieu of the network change for Bank Station due to Cross Rail for Cycles East West Route

and future year base was analysed (Referred to as Scenario 1 and 2). Other scenarios required were as follows:

- (1) Base – no layout changes, Arthur Street open to all traffic;
- (2) Future year base (2016) – East-West Cycle Superhighway layout, Arthur Street opens to all traffic. Note there is a right-turn prohibition into Arthur Street under this design. Note the East-West scheme design is based on development stage at the time of preparing this assessment and subject to change through various statutory processes;
- (3) East-West Cycle Superhighway layout, Arthur Street closed except for construction vehicles. Left turn in only;
- (4) As per 3 but with right turn in only. This will require signalling and method of control changes to be agreed between NP and Traffic Infrastructure (TI);
- (5) As per 4 but with a revised temporary layout for the duration of the upgrade works. The layout design will be undertaken by Traffic Design Engineering (TDE) and will require agreement with NP and TI.

3.2 Indicative journey times for construction vehicles were tested within each scenario for the proposed route. These journeys commenced at North Woolwich in East London and terminate at the Arthur Street junction. In addition 4 alternative route options were tested where applicable within each scenario. This provides a matrix of the various options to inform TfL-Surface Transport and TfL-London Underground. Modelled outputs were provided for the 'am' and 'pm' peak period.

4. Modelled Outputs

4.1 To inform on the base situation the following parameters are worthy of note:

- Journey time validation of the base model was set against 60 routes within the 2012 model which are calibrated against continuously acquired real time LCAP data;
- The proposed construction vehicular route which is a variant of a recognised one known as Route 13 and meets DfT assignment modelling criteria, as is noted to produce outputs within 15% of observed journey times. See Figure 4.1 below:

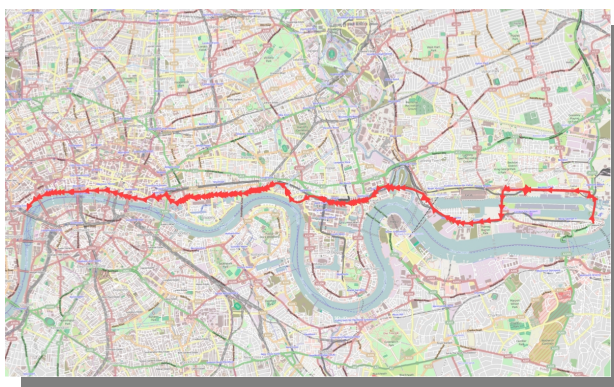


Figure 4.1 Route 13 Construction Route

4.2 Routings from the work site to Arthur Street in the base case have been tested through a number of variants; as set out in the 5 scenario's detailed in section 3.1, but also for each of these through series of alternative routes.

Scenario description	Route 13	Route 2	Route 3	Route 4
Scenario 1 (base situation) Arthur Street open to all	21 mins	+ 105% (i.e. in excess	+69%	+63%

Road Space Management, Outcomes Network Management Team

Highway Assignment Assessment impact in lieu of the network change for Bank Station due to Cross Rail for Cycles East West Route

traffic		of JT doubling)		
Scenario 2 (2016 base situation with EWCR added)	-	+122%	+74%	+104%
Scenario 3 (2016/ EWCR/ construction vehicles only in A St & left turn only)	-	+120%	+73%	+101%
Scenario 4 (2016/ EWCR/ construction vehs only right turn with EW CR design)	+5%	-	-	-
Scenario 5 (2016/ EWCR/ construction vehs only right turn with new signal arrangement)	+4%	-	-	-

Table 4.2 Scenario and alternative JT forecasts (for 'am' peak period only)

Notes:

1. Alternative Route 2 is via Blackfriars and Southwark Bridges
2. Alternative Route 3 is via Cannon Street. No JT has been added for lay over at Cannon Street Station

- 4.3 The proposed closure of Arthur Street would see approximately 60 vehs for the 'am' peak hour in the southbound direction needing to find alternative routes. However first it would be useful to understand where vehicles using Arthur Street are originating from and destined for. This is illustrated below in Figure 4.3. The key routings using Arthur Street being Bermondsey area to Victoria Embankment and Lambeth area to Upper Thames Street. Though not modelled, survey evidence for the LU Project for the 'pm' peak has recorded 175 vehs/ hr.



Figure 4.3 current origins & destinations of Arthur Street (am peak period only)

- 4.4 By introducing a closure for all vehicles onto Arthur Street would see reassignment in the local area as illustrated in Figure 4.4 below. The headline changes being:
- Marginal increase in flow on Blackfriars and Southwark Bridges. Note that the Cross-rail for cycles north-South Route is provided dedicated cycle segregated facilities on Blackfriars Bridge and therefore greater queuing would be expected approaching Blackfriars Bridge from the south;
 - Marginal increase flows on Southwark Street;
 - Though not modelled it would be expected a similar distribution pattern would be adopted in the 'pm' peak period, with maximum flow increases of 50-90 vehs/ hr on any one of the routes highlighted in Figure 4.4.

Road Space Management, Outcomes Network Management Team Highway Assignment Assessment impact in lieu of the network change for Bank Station due to Cross Rail for Cycles East West Route

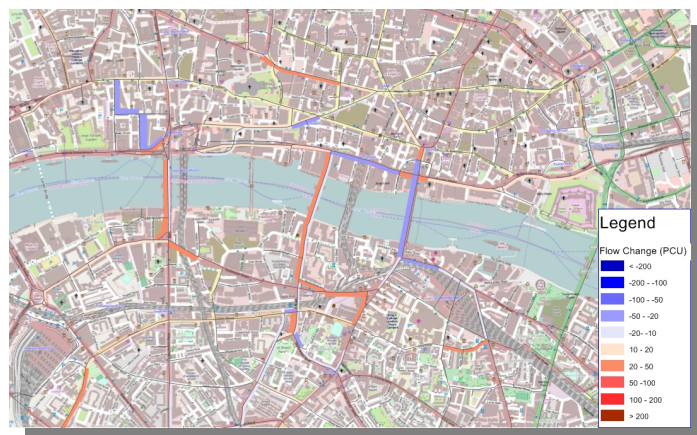


Figure 4.4 Forecast general traffic flows as a result of proposed Arthur Street closure

- 4.5 To put into context the flow distributions illustrated in Figure 4.4, Figure 4.5 below illustrates in the morning peak period the existing flow distribution for Central and Inner London. It is clearly evident flows on the Inner Ring Road, the A1203 The Highway and the A40 are the dominant flow corridors of central London. To provide some scale to this, flows on the A1203 are typically 1,800 vehs/ hr in a single direction. Should a comparison plot be produced the relative impact to Central and Inner London would be so negligible that there would be no discernible difference between Figure 4.5 and a comparison.

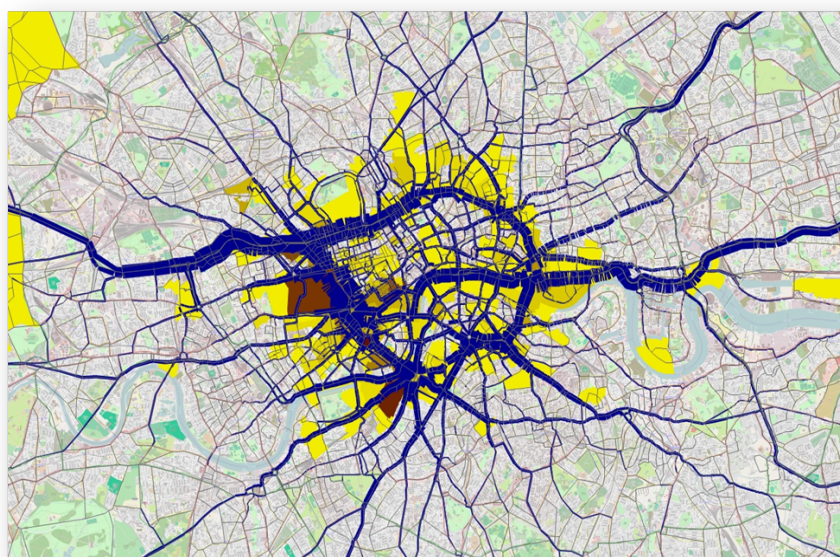


Figure 4.5 Representation of Central and Inner London distribution of traffic flows

- 4.6 The wider local area of the City of London, as illustrated in Figure 4.6 below can be summarised as follows:
- By introducing an enhanced Bank Station right turn lane provision into Arthur Street for construction vehicles only (Scenario 5) would result in a net 4% change in average journey time/ vehicle within the City of London for the 'am' peak period, in comparison to the proposed CSHEWR proposed junction layout (Scenario 4). The increase in average area journey time would be 2% in the pm peak period;

Road Space Management, Outcomes Network Management Team

Highway Assignment Assessment impact in lieu of the network change for Bank Station due to Cross Rail for Cycles East West Route

- An alternative measurement for the same scenario's is the change in total seconds of delay across the City of London would be 6% less in scenario 5 in comparison to scenario 4 for the 'am' peak period. The difference would be 2% for the 'pm' peak period.

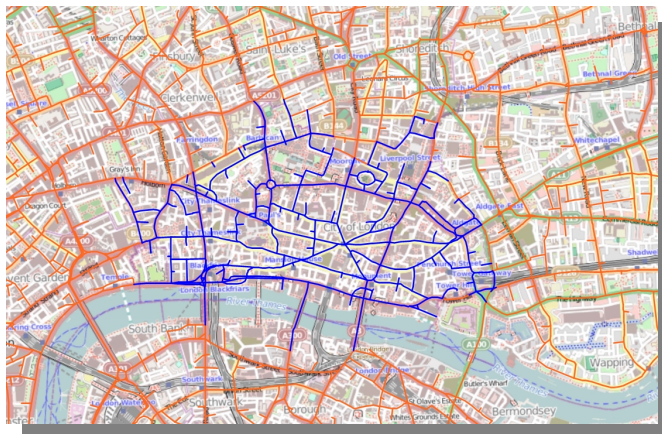


Figure 4.6 Wider area impact assessments

- 4.7 A comparison of whether a dedicated right turn facility at the Arthur Street junction over the current proposed EW Cycle Route junction would result in more westbound vehicles being attracted to remain on the TLRN corridor rather than re-route onto streets such as Leddenhall Street, London Wall and Queen Victoria Street. The volume of vehicles during am 'am' peak hour would be of the magnitude in excess of 200 vehicles/ hr in the vicinity of Upper Thames Street as shown in Figure 4.7 below.

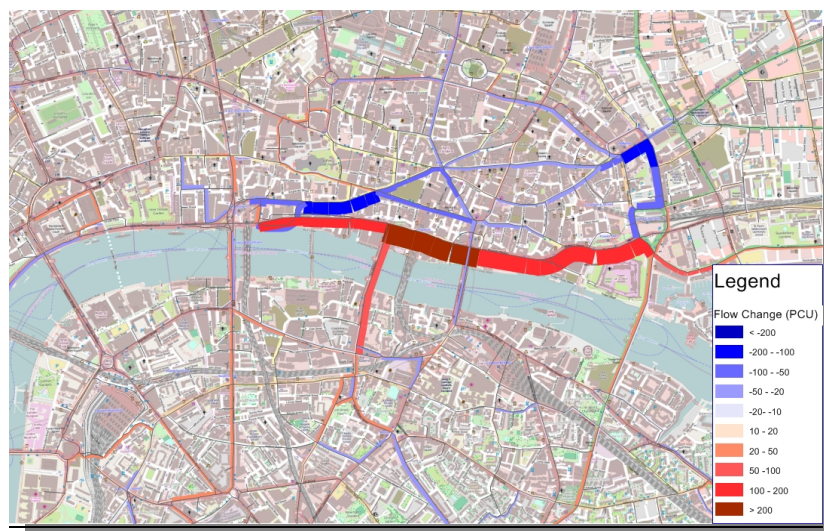


Figure 4.7 Difference in flow assignment when comparing Scenario 5 to scenario 4

- 4.8 Please note, that going forward that continued refinement of design proposals will need to be secured through TfL's usual development processes that may result in refinements to the outputs set out in this document.

5. Conclusions

Road Space Management, Outcomes Network Management Team

Highway Assignment Assessment impact in lieu of the network change for Bank Station due to Cross Rail for Cycles East West Route

- 5.1 Routings for construction vehicles other than to continue on Route 13 from East London to Arthur Street via Tower Hill would add a considerable journey time for these vehicles and there all routings except for those proposed through Scenarios 4 and 5 would unlikely to be adopted by London Underground.
- 5.2 The volume of displaced traffic currently using Arthur Street southbound is marginal and as a number of alternative routes are available any reassignment is unlikely to see anything but a marginal impact.
- 5.3 The impact difference to the local City of London road network does see increases in delay between Scenarios 4 and 5, which is illustrated with more clarity when the benefits of providing an enhanced dedicated right turn facility for Arthur street would realise in excess of 200 vehicles/ hr in the 'am' peak period utilising the Lower and Upper Thames Street rather than the City of London Road network on roads such as Queen Victoria Street.

6. Recommendations

- 6.1 The benefits of Scenario 5 over above all other options in terms of construction vehicle journey times and optimising the number of other traffic vehicles using the TLRN rather than the City of London Road network, considering the duration of project is the preferred scheme option of Road Space Management Directorate.

Peter Hewitt
Area Performance Manager (Central London)

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Arthur Street/King William Street collision summary

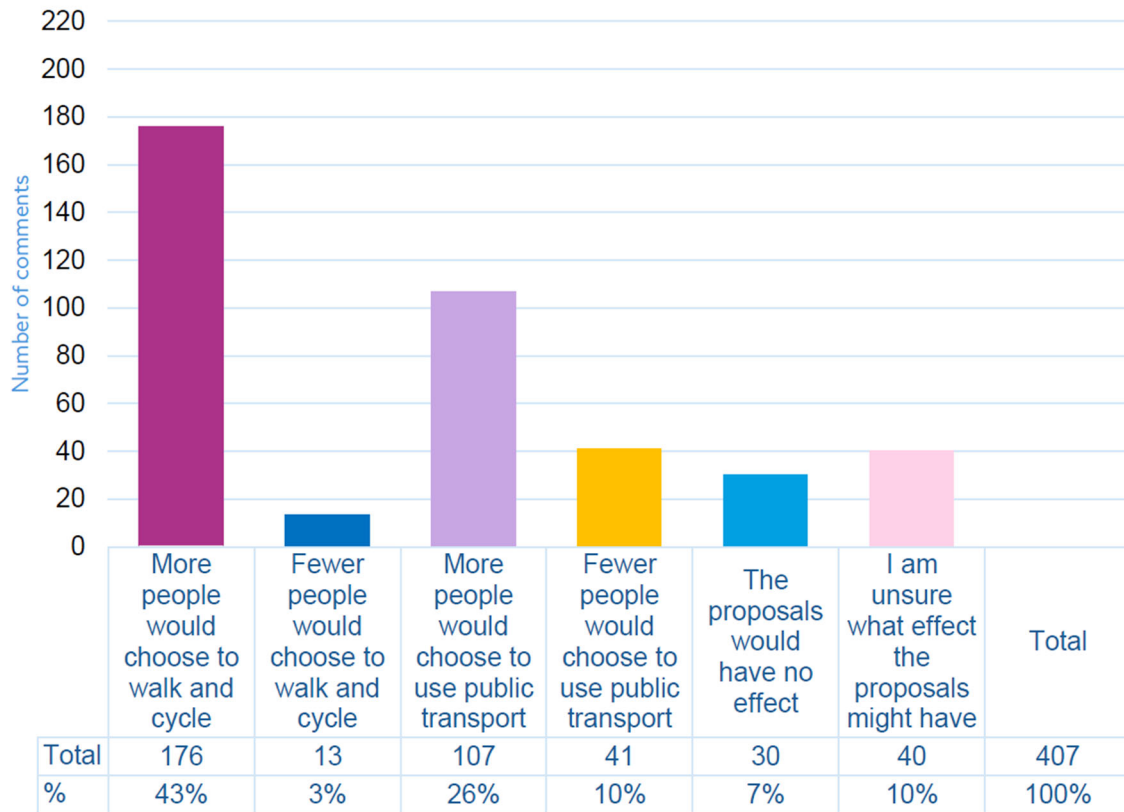
Over a 5-year period (2010 to 2014 inclusive) up to the introduction of the temporary closure of Arthur Street, a total of 9 collisions resulting in injuries to 10 people (9 slight and 1 serious) were recorded. Of the 9 collisions, 7 involved vehicle shunts (2 involving pedal cycles) and two involved pedestrians. Two of the 9 collisions were on the southbound side of the carriageway. A breakdown of the collisions is summarised below.

Collision description	Injuring	Injury severity	Direction of travel
Car shunts motorcycle	Motorcyclists	Slight	W-E
Car shunts taxi	Driver	Slight	S-N
Motorcycle overtakes stationary vehicle and shunts another vehicle	Motorcyclists	Slight	S-N
Pedal cycle shunts van in slip road	Cyclists	Slight	S-N
Car shunts pedal cycle	Cyclists	Slight	S-N
Car hits pedestrian in slip road	Pedestrian	Serious	N-S
Cyclist hits pedestrian	Pedestrian	Slight	S-N
Car shunts motorcycle	Motorcyclists	Slight	S-N
Car shunts car which shunts another car	Driver, Driver	Slight, Slight	S-N

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Appendix 6 – TfL Consultation Results Summary

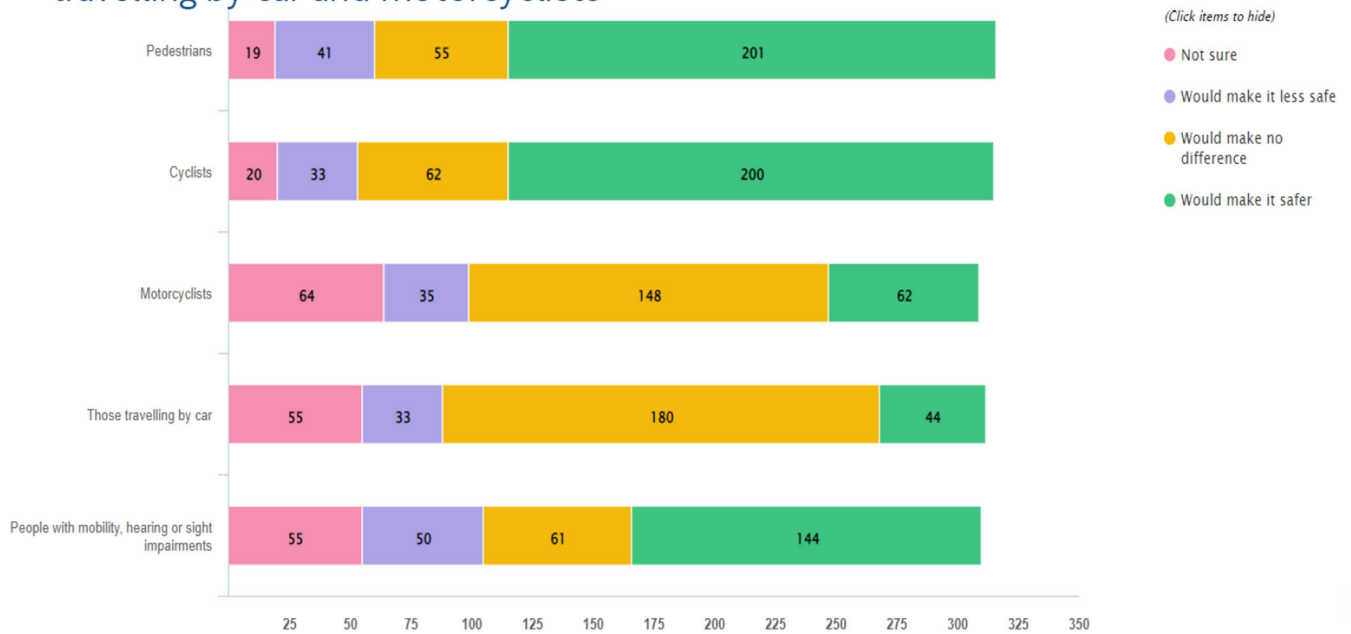
We asked people how they thought the proposals for Arthur Street would impact on journeys into and through the area



Appendix 4 – TfL Consultation Results Summary

We asked people what impact our proposals would have on various groups. We found that:

- The majority of respondents thought the proposals at Arthur Street and the junctions with Upper Thames Street and King William Street would make it safer for pedestrians, cyclists and people with mobility, sight or hearing impairments
- Respondents thought the proposals would make no difference to those travelling by car and motorcyclists



Customer Equality Impact Assessment (EQIA) Form

The Equality Impact Assessment (EQIA) is a means by which we can demonstrate how we have considered inclusion and put people at the heart of the decisions and changes we make. It is a tool to explore the potential for a service, project, programme, or business plan to have an impact on a particular protected characteristic, inclusion groups, or community. This includes the impact on one or more of these groups:

- Protected characteristic groups (as outlined in the Equality Act 2010)
- Disadvantaged or marginalised groups or communities
- Deprivation and socio-economic disadvantage within local communities

Please note:

To comply with our agreed policy on completing Equality Impact Assessment (EQIA) and meet our requirements under legislation, all new strategies, policies, business plans, change programmes or projects must be impact assessed before being introduced. Within this document, you will need to provide evidence to demonstrate:

- Consideration of the impact of your initiative for each protected characteristic and other disadvantaged groups and communities
- Assessment of the impact you have identified and a clear action plan to mitigate the issues and concerns which arise from this.

The steps for completing EQIA are:

- Introduction of aims/objectives/focus
- Gather evidence in relation to all relevant protected characteristics and inclusion groups
- Engagement and consultations – consult and engage with relevant stakeholders/inclusion groups/communities and seek feedback
- Assess or identify potential impacts
- Act on the results including planning actions to mitigate potential negative impact
- Monitoring and evaluation
- Make the right decision based on the evidence and findings from the assessment
- Sign-off

Draft or completed customer EQIA should be submitted to Customer EQIA [inbox](#) and a superuser or member of the customer D&I team will be allocated to review the document. Please ensure you have read the customer EQIA guidance before using this form.



1. Key information and clarifying aims

Title of strategy, service, business plan, programme, or project	BSCU Arthur Street with King William Street & Upper Thames Street Junction Improvements			Unique ID No. <i>(To be assigned by the D&I team)</i>	D&IC/22/455
Team/Department/ Directorate	Capital Programmes / Bank Station Capacity Upgrade				
EQIA author					
Senior accountable person					
Date EQIA started	10.01.23	Date EQIA completed			
Project Stage	Pre-consultation				
What is the focus of this EQIA? <i>(Please tick which is appropriate)</i>	Service	Project	Programme	Strategy or business plan	Others (please state below)
		✓			
Who would benefit or be impacted by your strategy, service, business plan, programme, or project (Please provide details of below)					
Customer	Bus & Private Hire Users. Pedestrians, Cyclists & Road Vehicle Users.				
Employee <i>(for workforce or employee only impact assessment, please email the D&I workforce team at EQIA@tfl.gov.uk)</i>					
	Arthur Street is a road in the City of London. The City of London is Highways Authority, although TfL is Traffic Authority. Arthur Street has junctions with King William Street to the east, and Upper Thames Street to the south; both of which are part of the TfL Road Network (TLRN).				

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Provide background information and outline the aims/objectives/scope of the strategy, service, business plan, programme, or project

The Bank Station Capacity Upgrade Transport and Works Act Order 2015 granted London Underground the relevant permissions to use Arthur Street as a temporary worksite, including a building a shaft from street to tunnel level. As a result, Arthur Street has been closed to all traffic since 2015.

The BSCU is liable for the making good of Arthur Street as per condition 12 of the TWAO: “The restoration of the temporary work site at Arthur Street must not commence until detailed design of the restoration of the ground below the highway and of the highway are submitted to, and approved in writing by, the local planning authority”.

The principal objective of these works is to make good the Arthur Street junctions to allow TfL to discharge its highways reinstatement as part of the BSCU TWAO.

As part of these works, The Sponsor has also negotiated scope and outcomes with the City of London to include the following changes to the junctions at Upper Thames Street and King Williams Street as follows:

- Arthur Street/Upper Thames Street Junction: Upgrades of crossing provisions at the junction to include straight across pedestrian crossing on all arms of the junction. Small changes to advanced stop lines (ASLs) and junction marks to accommodate ingress and egress for access vehicles only onto Arthur Street.
- Arthur Street/King William Street junction: Delivery of permanent scheme to close the junction to motor traffic comprising of continuous footway and modal filter for cycles.



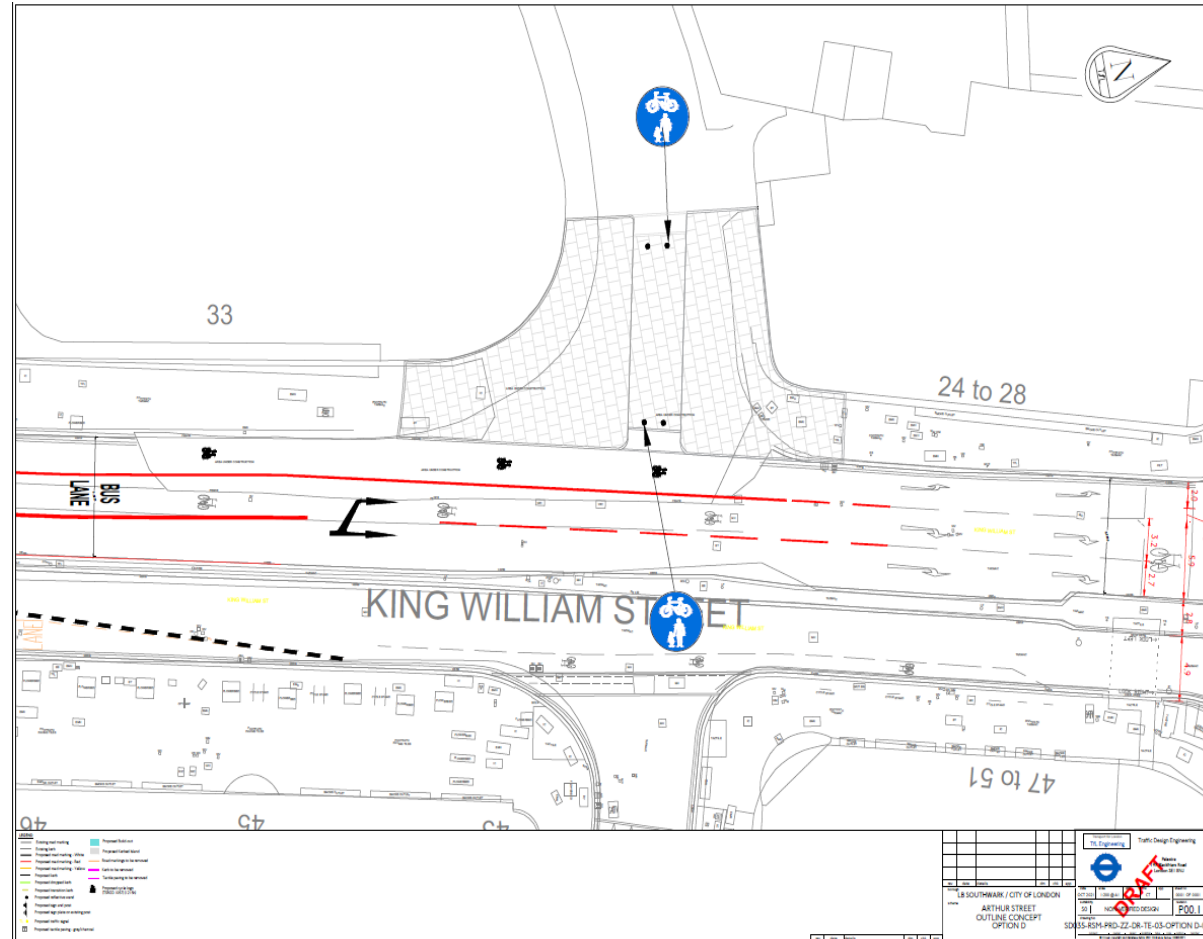


Diagram Two – King William Street Proposed Layout

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	The consultation for the Upper Thames Street/Arthur Street/King William Street highways reinstatement is due to commence in February 2023 and TfL seeks approval for the permanent changes to Upper Thames Street and King William Street Junctions above.
--	--

1. The Evidence Base

Consider evidence in relation to all relevant protected characteristics and inclusion group listed in the table below. Please note that change always disproportionately impacts all protected characteristics, so there should be no blank boxes. Consideration should be given not just to the proposal impact but how you intend to communicate and engage on the proposed change.

Protected Characteristic and inclusion group	Data and evidence to support your assessment <i>(Record here the data you have gathered about the diversity of the people potentially impacted by this work. Please include any research on the issues affecting inclusion in relation to your work).</i>
Age	<p><i>Older People</i></p> <ul style="list-style-type: none"> 14% City of London residents are aged 65 or over.¹ <p><i>Young People</i></p> <ul style="list-style-type: none"> 7% City of London residents are young people under 15.²
Disability <i>(please consider all forms of</i>	11.8% City of London residents have a disability which limits their day today activities. ³

¹ <https://census.gov.uk/census-2021-results>

² <https://census.gov.uk/census-2021-results>

³ <https://census.gov.uk/census-2021-results>



<i>disabilities)</i>	
Sex (<i>male, female, non-binary and other identities</i>)	45% of City of London residents are women and 55% are men. ⁴
Gender reassignment	GIRES (the Gender Identity Research and Education Society) estimate that 0.6-1% of the population may experience gender dysphoria. However, there are no standard national sources of transgender statistics.
Marriage/civil partnership	Data on City of London residents who share this protected characteristic is not currently available.
Pregnancy/maternity	Data on City of London residents who share this protected characteristic is not currently available.
Race	<ul style="list-style-type: none"> • 21% of City of London residents are from BAME communities. • 79% of City of London residents are White. <p>BAME Londoners are less likely than White Londoners to be in employment (57% BAME compared with 64% White). They are also more likely to live in households with an average annual income below £20,000 (33% BAME compared with 25% White).⁵</p>
Religion or belief	<ul style="list-style-type: none"> • A summary of the percentages for City of London residents, who share this protected characteristic, is set out in the following table.⁶

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⁴ <https://census.gov.uk/census-2021-results>

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

⁶ <https://census.gov.uk/census-2021-results>



City of London		
Response	No religion(number)	No religion(percent)
No religion	3763	43.8
Christian	2976	34.7
Buddhist	95	1.1
Hindu	203	2.4
Jewish	177	2.1
Muslim	540	6.3
Sikh	6	0.1
Other religion	55	0.6
Not answered	767	8.9

Table 2: Summary of the percentage of residents by Religion/Belief in City of London

- Sexual orientation**
- Data on City of London residents who share this protected characteristic is not currently available.
 - A summary of the percentages for London residents who share this protected characteristic is set out in the following table.⁷

⁷ <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/datasets/sexualidentityuk>



Sexual Identity	Number (thousands)	Percent of population
Heterosexual or straight	6,342	90%
Gay or lesbian	140	2%
Bisexual	44	1%
Other	41	1%
Don't know or refuse	496	7%
Total	7,063	100%

Table 3: Percentage of London Residents by sexual identity.

- Lesbian, Gay, Bisexual and Trans (LGBT) people are statistically more vulnerable to verbal and physical abuse. One in five LGBT people in Britain (21%) have experienced a hate crime or incident due to their sexual orientation and/or gender identity in the last 12 months.⁸ Two in five trans people (41%) have experienced a hate crime or incident, because of their gender identity in the last 12 months and one in six LGB people, who aren't trans (16%), have experienced a hate crime or incident due to their sexual orientation in the same period.⁹

Deprivation and socio-economic disadvantage of local communities
e.g., people with lack of access to housing, education, social

- On average 32% of City of London residents live in lower income households (less than £20,000 per year), compared to 28% of Londoners.¹⁰
- Londoners with a lower household income are less likely to hold an Oyster card than all Londoners (49% compared with 60%), but more likely than all Londoners to have an older person's Freedom Pass (26% compared with 15%).¹¹
- Disabled Londoners are more likely to live in a household with an annual income of £20,000 or less than non-disabled Londoners (61% of disabled Londoners compared with 25% of non-disabled Londoners).¹²

⁸ <https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>

⁹ <https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>

¹⁰ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

¹¹ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



<p><i>resources, geographic location, and income</i></p>	<ul style="list-style-type: none"> • Jobseekers are concerned that a lack of transport acts as a barrier to accessing employment and one in four (25%) say that the cost of transport presents a problem getting to interviews.¹³ • There is substantial discrepancy between ethnic minority groups, with the proportion that have an annual household income of less than £20,000 ranging from 27% of mixed ethnicity Londoners up to 41% of black Londoners.¹⁴
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¹ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

¹ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

¹ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

2. Engagement and consultation

Outline how engagement and consultation with inclusion groups, people who share a protected characteristic, and other project teams have informed your work

	Yes	No	Don't Know	Comments
<p>Has there been any engagement or consultation activity relating to this strategy, service, business plan, programme, or project?</p>		<p>X</p>		<p>The project has been liaising with LCP Engagement through the TfL consultation team and the project sponsor team.</p> <p>We are launching a consultation on 27 February to gather stakeholder and public feedback on our proposals. We will promote the consultation in the following ways:</p> <ul style="list-style-type: none"> - Letter drop around Arthur Street to all residences and



	Yes	No	Don't Know	Comments
				<p>businesses within 250m</p> <ul style="list-style-type: none"> - Posters in Bank station and at local bus stops - Working with the Stakeholder Advocacy team and using existing stakeholder relationships to promote the consultation to accessibility groups, for example through Transport for All, RNIB - Engaging with City of London and using their council contacts to reach inclusion groups - Face to face activity in the local area (e.g. giving out leaflets) <p>We will also be providing all materials in Easy Read, and producing a British Sign Language video and audio of the proposals.</p> <p>An exhaustive stakeholder list will be created which will include local and national inclusion groups and groups that represent people with protected characteristics – the below is an example of the groups who will be consulted.</p>

List the relevant stakeholders and inclusion groups you have consulted/engaged or intend to consult/engage with below. Please include any relevant consultation or engagement undertaken prior to completing this EQIA which relates each protected characteristic and inclusion group.

Stakeholders and inclusion groups consulted/engaged with	Date	Feedback comments / issues raised
Transport for All		Will receive consultation material



	Yes	No	Don't Know	Comments
RNIB				Will receive consultation material
London TravelWatch				Will receive consultation material
Age UK				Will receive consultation material
	Yes	No	Don't Know	Comments (state clearly what this engagement or consultation will be and how it will be organised)
Does there need to be any further engagement or consultation? If yes, please add this as an action to the action planning section below. Please note that in some circumstances your work may require formal consultation	X			This EQIA is pre-consultation. The proposals will be formally consulted on.

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3. **Impact assessment – Protected characteristics and inclusion groups**

Given the evidence listed in section 2 and 3, consider and describe the potential impacts this work could have on people with protected characteristics and other inclusion groups.

	Employee	Customer	Positive	Neutral	Negative	No Impact	Comments and actions to mitigate or take forward (please include actions to mitigate the potential negative impact for this protected characteristic)
Race and ethnicity		Y				Y	There is no significant impact on people of any ethnicity.
Sex (male, female, non-binary and other identities)		Y				Y	There is no significant impact, positive or negative, on people in the sex category.
Gender reassignment		Y				Y	There is no significant impact, positive or negative, on people in the gender reassignment category.
Age		Y	Y				The highest percentage of pedestrian & cyclist road



	Employee	Customer	Positive	Neutral	Negative	No Impact	Comments and actions to mitigate or take forward <i>(please include actions to mitigate the potential negative impact for this protected characteristic)</i>
							accidents occur in children under 10 years of age or adults over the age of 65. Additional vertical crossings and signalling across Upper Thames Street will create additional safe crossing spaces for pedestrians across the Road and Cycle Highway. Advanced cycle stopping lines and better junction markings and signage will help segregate pedestrians from cyclists.
Religion and belief		Y				Y	There is no significant impact expected on people of any religious/belief.
Disability <i>(please consider all forms of disabilities)</i>		Y	Y				Additional signalised pedestrian crossings across Upper Thames Street and improved pedestrian access at Kings William Street may benefit customers with disabilities (particularly, those whose mobility is affected). Advanced cycle stopping lines and better junction markings and signage will help segregate pedestrians from cyclists. There could be potential impact for those who have been familiar with the original layout of the area and will need to navigate a new design . Tactile paving & audible crossing points will mitigate this.
Sexual orientation		Y				Y	There is no expected impact, positive or negative, on people of any sexual orientation.
Marriage or civil partnership		Y				Y	There is no expected impact, positive or negative, on people who are married or in civil partnerships, or who are not.

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	Employee	Customer	Positive	Neutral	Negative	No Impact	Comments and actions to mitigate or take forward <i>(please include actions to mitigate the potential negative impact for this protected characteristic)</i>
Pregnancy and maternity		Y	Y				This is no significant impact expected; however it is recognised that additional pedestrian crossings on Upper Thames Street may reduce journey times.
Deprivation and socio-economic disadvantage of local communities e.g., people with lack of access to housing, education, social resources, geographic location, and income		Y				Y	There is no significant impact, positive or negative, on people in the Deprivation and socio-economic disadvantage of local communities

4. Action planning

List all planned actions - actions which could help mitigate any potential negative impacts. Additionally, please remember to include in your plan any 'positive action'.

	Actions	Owner	Deadline
1			
2			
3			
4			
5			
6			
7			



8			
9			
10			
11			
12			
13			
14			

5. Monitoring and evaluation

Detail how you will or plan to monitor and evaluate the success of the mitigation actions and the overall impact of your decision or proposal

1.	How would you monitor and evaluate the success of the mitigating actions once your proposal has been implemented?	N/A – proposed actions will come into place once consultation has been completed.
2.	How would you monitor the actual impact of your proposal or decision once	N/A – see above



	your proposal has been implemented?	
--	--	--

6. **Decision-Making**

Based on the above assessment, please select one of the options below that describe what you propose to do next. It is important that you provide the reason(s) for your decision and the evidence that supported these reasons.

1	Continue with your work because the assessment demonstrates that the work will have no potential negative or adverse impact on equality and inclusion groups.	Y
2	Justify and continue with your work despite negative equality impacts, and because there are other factors which make it reasonable for you to decide to continue with your work.	
3	Change or adapt your work to ensure it does not adversely or disproportionately impact certain groups of people, communities, or miss opportunities to affect them positively	

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4	Stop your work because there is a high probability of noticeable discrimination and negative impacts which cannot be objectively justified. Further research work may be needed.	
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7. Sign off

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EQIA author	
Name:	
Title:	Project Manager
Date:	02.02.22
Signature	
EQIA reviewer (superuser or D&I team)	
Name:	
Title:	
Date review completed:	
Signature	
D&I team representative	
Name:	
Title:	
Date:	

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Signature	
EQIA signed off by (Senior accountable person)	
<i>The EQIA should be signed off by a senior accountable manager or senior project sponsor. They are ultimately responsible for ensuring that the EQIA requirements are taken onboard and delivered as part of the project deliverables and/or escalated to the decision-makers where necessary. By signing, they are confirming that the equality impacts have been identified, understood, and considered; those affected by the proposal/decision have been involved or consulted; and there are plans to mitigate any potential negative impact and monitor the actual impact of the proposal/decision after implementation.</i>	
Name:	
Title:	
Date:	
Signature	

Document history and version control

Document history	Version	Date	Summary of changes
	0.1	dd/mm/yy	First draft

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F1457 A1 Equality Impact Assessment (EqIA) form

N.B: the completed form should be emailed to the [Diversity and Inclusion team](#)

Project	Route 344 Re-route via London Bridge
----------------	--------------------------------------

Produced By	Principal Transport Planner	Daniel Roche
	Signature	Date: 11/06/23

Accountable	Principal Transport Planner	Daniel Roche
	Signature	Date: 11/06/23

Reviewed By	Bus Network Planning Manager	Robert Blitz
	Signature	Date:

Document History	Version	Date	Summary of changes
	1.0	13 January 2022	First draft prior to Consultation
	2.0	14 June 2023	Draft post consultation

Project Related Documents	Doc No.	Document title	Relevant Section(s) of this Document
	1	Route 344 Re-route via London Bridge BSM 649 DR	All
	2	Route 344 Re-route via London Bridge – Consultation close out BSM 660 DR	All

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To be used in conjunction with: G1060



Step 1: Clarifying Aims

Q1. Outline the aims/objectives/scope of this piece of work

The proposed scheme has been developed with the following aims:

- Review options for the routeing of the 344 in light of the closure of Arthur Street
- Propose a permanent re-routeing of the 344 to be included in the wider consultation for the Upper Thames Street/Arthur Street/King William Street highways reinstatement, which is due to commence on 13 February 2023 and this paper seeks approval for the permanent re-routeing of the 344 to be included in that consultation.

Summary of proposals and rationale for change

- The Bank Station Capacity Upgrade Transport and Works Act Order 2015 granted London Underground with the relevant permissions to use Arthur Street as a temporary worksite, including a building a shaft from street to tunnel level. As a result, Arthur Street has been closed to all traffic since 2015. As part of the 2015 closure, the northbound 344 bus route was diverted from Southwark Bridge to London Bridge with no impact to operating costs.
- As per the 2015 Transport and Works Act Order (TWAO), the reinstatement of Arthur Street will need to take place once the temporary worksite is decommissioned. These reinstatement works will also require planning approval from the City of London.
- Whilst the original scope of the Bank Station Capacity Upgrade (BSCU) includes provision for the making good of Arthur Street itself, the scope and budget does not cover additional scope created by other TfL schemes external to the project on the adjoining TLRN roads. The option identified that allows buses to use Arthur Street by the project has a cost of around £2 million and is not funded.
- The consultation for the Upper Thames Street/Arthur Street/King William Street highways reinstatement is due to commence in February 2023 and TfL seeks approval for the permanent re-routeing of the 344 to be included in that consultation.
- The current diversion has a split routeing between Marshalsea Road and Monument, between Southwark Bridge southbound and London bridge northbound, which is a significant distance. Therefore, a two-way routeing is thought to be a better long-term solution.
- Where passenger numbers are quoted in this EqIA, they refer to the number of people who currently travel on a typical weekday.

Proposal:

- To re-route the 344 via London Bridge permanently

Rationale:

- It is required as part of the wider consultation on Arthur Street
- It represents good value for money



Q2. Does this work affect passengers? Please provide details of how.

- Re-routeing the 344 via London Bridge in both directions means Southwark Bridge Road, north of Southwark Street, Lower Thames Street and Arthur Street are no longer served by buses. Although this does not create a network hole it means some passengers who now use the 344 southbound will no longer be able to access the bus network from stops 8591 and 1600 and would need to walk further to make their journeys in future. This will affect some protected groups disproportionately.
- Passengers who use stops 8591 and 1600 on Southwark Bridge Road southbound would need to walk further to access the bus network. Stop 8591 is 310 metres from stop MB at Cannon Street station and 690 metres from stop BD on Southwark Bridge Road. Stop BC (1600) on Southwark Bridge (South side) is 290 metres from stop BD on Southwark Bridge Road. These stops are currently closed.
- Passengers wishing to travel to/from the section of road between Marshalsea Road and Monument will benefit from re-routeing the 344 in both directions via London Bridge and a simpler routeing will benefit new users. This will allow new trip opportunities to these areas.



Step 2: The Evidence Base

Q3. Record here the data you have gathered about the diversity of the people potentially impacted by this work. You should also include any research on the issues affecting inclusion in relation to your work

Age

Older People

- 15% of passengers using route 344 are 'Older Person's Freedom Pass' holders.¹
- 8% of the London Borough(s) of (LB) Southwark and 14% City of London residents are aged 65 or over.²
- 8% of bus users in London are aged 65 or over, which is lower than the population of London as whole (11 per cent).³
- The bus is a key form of transport for people aged 65 and over, with 61% saying they use the bus at least once a week (the same amount as for all Londoners).⁴

Young People

- 10% of passengers using route 344 are 'Bus and Tram Pass (Under 18)' or 'Pay As You Go Full Time Education Ticket' holders.⁵
- 32% of the LB Southwark and 18% City of London residents are young people under 25.⁶
- 29% of bus users in London are young people under 25, which is lower than the population of London as a whole (32%).⁷

Disability

- 4% of passengers using route 344 are 'Disabled Person's Freedom Pass' holders.⁸
- 14% of the LB Southwark and 11% City of London residents have a disability which limits their day today activities.⁹
- 10% of bus users in London are disabled ¹⁰, which is lower than the population of London as a whole (14%) ¹¹.
- Data on bus usage by carers is not currently available.

¹ Oyster Data P9 2018.

² <https://www.ons.gov.uk/census/2011census>

³ <http://content.tfl.gov.uk/tfl-bus-users-survey.pdf>

⁴ <http://content.tfl.gov.uk/tfl-bus-users-survey.pdf>

⁵ Oyster Data P9 2018.

⁶ <https://www.ons.gov.uk/census/2011census>

⁷ <http://content.tfl.gov.uk/tfl-bus-users-survey.pdf>

⁸ Oyster Data P9 2018.

⁹ <https://www.ons.gov.uk/census/2011census>

¹⁰ <http://content.tfl.gov.uk/tfl-bus-users-survey.pdf>

¹¹ <https://www.ons.gov.uk/census/2011census>



Gender

- Data on bus usage by individuals who share this protected characteristic is not currently available at any meaningful level.
- 51% cent of LB Southwark residents are women and 49% are men and 45% cent of LB Southwark residents are women and 55% are men.¹²
- 57% of day bus users in London are women, which is higher than the population of London as a whole (51%).¹³
- 43% of day bus users in London are men, which is lower than the population of London as a whole (49%).¹⁴
- The bus is the second most frequently used type of transport (after walking) among women, with 63% using the bus at least once a week. Women are also more likely than men to be travelling with buggies and/or shopping, and to be travelling with children. Women are significantly less likely than men to say that they are 'not at all worried' about personal security while using public transport in London (14% compared with 28%). 34% cent of women say they are generally worried compared with men (27%).¹⁵

Gender Reassignment

- Data on bus usage by individuals who share this protected characteristic is not currently available at any level.
- Data on LB Southwark and City of London residents who share this protected characteristic is not currently available.
- Individuals who have undergone or are undergoing gender reassignment are statistically more vulnerable to verbal and physical abuse.¹⁶ One in five LGBT people in Britain (21%) have experienced a hate crime or incident due to their sexual orientation and/or gender identity in the last 12 months.¹⁷ Two in five trans people (41%) have experienced a hate crime or incident, because of their gender identity in the last 12 months and one in six LGB people, who aren't trans (16%), have experienced a hate crime or incident due to their sexual orientation in the same period.¹⁸

Marriage/Civil Partnership

- Data on bus usage by individuals who share this protected characteristic is not currently available at any meaningful level.
- Data on LB Southwark and City of London residents who share this protected characteristic is not currently available.

¹² <https://www.ons.gov.uk/census/2011census>

¹³ <http://content.tfl.gov.uk/tfl-bus-users-survey.pdf>

¹⁴ <http://content.tfl.gov.uk/tfl-bus-users-survey.pdf>

¹⁵ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

¹⁶ <https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>

¹⁷ <https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>

¹⁸ <https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>



Pregnancy/Maternity

- Data on bus usage by individuals who share this protected characteristic is not currently available at any meaningful level.
- Data on LB Southwark and City of London residents who share this protected characteristic is not currently available.
- Women make up fifty-seven per cent of the ridership on buses in London¹⁹ and a significant number of these may be accompanied by young children or may be pregnant. Women are more likely than men to be travelling with buggies and/or shopping, and to be travelling with children.²⁰

Race

- Data on bus usage by individuals who share this protected characteristic is not currently available at any meaningful level.
- 44% of LB Southwark residents are from BAME communities.²¹
- 56% of LB Southwark residents are White.²²
- 21% of City of London residents are from BAME communities.
- 79% of City of London residents are White.
- 47% of bus users in London are from BAME communities²³, which is higher than the population of London as a whole (40%).²⁴
- 53% of bus users in London are White²⁵, which is lower than the population of London as a whole (60%).²⁶
- BAME Londoners are less likely than White Londoners to be in employment (57% BAME compared with 64% White). They are also more likely to live in households with an average annual income below £20,000 (33% BAME compared with 25% White).²⁷
- The bus is the second most frequently used type of transport (after walking) among BAME people, with 65% using the bus at least once a week.²⁸

¹⁹ <http://content.tfl.gov.uk/tfl-bus-users-survey.pdf>

²⁰ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

²¹ <https://www.ons.gov.uk/census/2011census>

²² <https://www.ons.gov.uk/census/2011census>

²³ <http://content.tfl.gov.uk/tfl-bus-users-survey.pdf>

²⁴ <https://www.ons.gov.uk/census/2011census>

²⁵ <http://content.tfl.gov.uk/tfl-bus-users-survey.pdf>

²⁶ <https://www.ons.gov.uk/census/2011census>

²⁷ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

²⁸ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



Religion/Belief

- Data on bus usage by individuals who share this protected characteristic is not currently available at any meaningful level.
- A summary of the percentages for LB Southwark and City of London residents, who share this protected characteristic, is set out in the following table.²⁹

Southwark, City of London	All	Christian	Buddhist	Hindu	Jewish	Muslim	Sikh	Other Religion	No Religion	Religion not stated
Number of residents	295,658	154,806	3,976	3,813	1,172	24,960	671	1,378	79,620	25,262
Percentage of residents	100%	52%	1%	1%	0%	8%	0%	0%	27%	9%
London - number of residents	8,173,941	3,957,984	82,026	411,291	148,602	1,012,823	126,134	47,970	1,694,372	692,739
London - percentage of residents	100%	48%	1%	5%	2%	12%	2%	1%	21%	8%

Table 2: Summary of the percentage of residents by Religion/Belief in LB Southwark and City of London and London.

Sexual Orientation

- Data on bus usage by individuals who share this protected characteristic is not currently available at any meaningful level.
- Data on LB Southwark and City of London residents who share this protected characteristic is not currently available.
- A summary of the percentages for London residents who share this protected characteristic is set out in the following table.³⁰

Sexual Identity	Number (thousands)	Percent of population
Heterosexual or straight	6,342	90%
Gay or lesbian	140	2%
Bisexual	44	1%
Other	41	1%
Don't know or refuse	496	7%
Total	7,063	100%

Table 3: Percentage of London Residents by sexual identity.

- Lesbian, Gay, Bisexual and Trans (LGBT) people are statistically more vulnerable to verbal and physical abuse. One in five LGBT people in Britain (21%) have experienced a hate crime or incident due to their sexual orientation and/or gender identity in the last 12 months.³¹ Two in five trans people (41%) have experienced a hate crime or incident, because of their gender identity in the last 12 months and one in six LGB people, who

²⁹ <https://www.ons.gov.uk/census/2011census>

³⁰ <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/datasets/sexualidentityuk>

³¹ <https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>



aren't trans (16%), have experienced a hate crime or incident due to their sexual orientation in the same period.³²

³² <https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>



Other – For example; People who are on Low Incomes, Homeless, or Refugees

- Data on bus usage by individuals who share this protected characteristic is not currently available at any meaningful level.
- On average 40% of LB Southwark and 32% of City of London residents live in lower income households (less than £20,000 per year), compared to 28% of Londoners.³³
- The bus is the second most common type of transport used by Londoners on lower incomes (69% use the bus at least once a week, compared with 59% of all Londoners), but this group tends to travel less frequently than Londoners overall (2.2 trips per weekday on average compared with 2.4 among all Londoners).³⁴
- Londoners with a lower household income are less likely to hold an Oyster card than all Londoners (49% compared with 60%), but more likely than all Londoners to have an older person's Freedom Pass (26% compared with 15%).³⁵
- Disabled Londoners are more likely to live in a household with an annual income of £20,000 or less than non-disabled Londoners (61% of disabled Londoners compared with 25% of non-disabled Londoners).³⁶
- Jobseekers are concerned that a lack of transport acts as a barrier to accessing employment and one in four (25%) say that the cost of transport presents a problem getting to interviews.³⁷
- There is substantial discrepancy between ethnic minority groups, with the proportion that have an annual household income of less than £20,000 ranging from 27% of mixed ethnicity Londoners up to 41% of black Londoners.³⁸

There is overlap between many of the groups mentioned above, as demonstrated in the findings of the London Travel Demand Survey (2016/17), summarised in the following table. This table shows the London proportion of each group across the top, made up by each group at the side. London Travel Demand Survey (LTDS) data in this summary excludes children under five.³⁹

³³ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

³⁴ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

³⁵ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

³⁶ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

³⁷ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

³⁸ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

³⁹ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



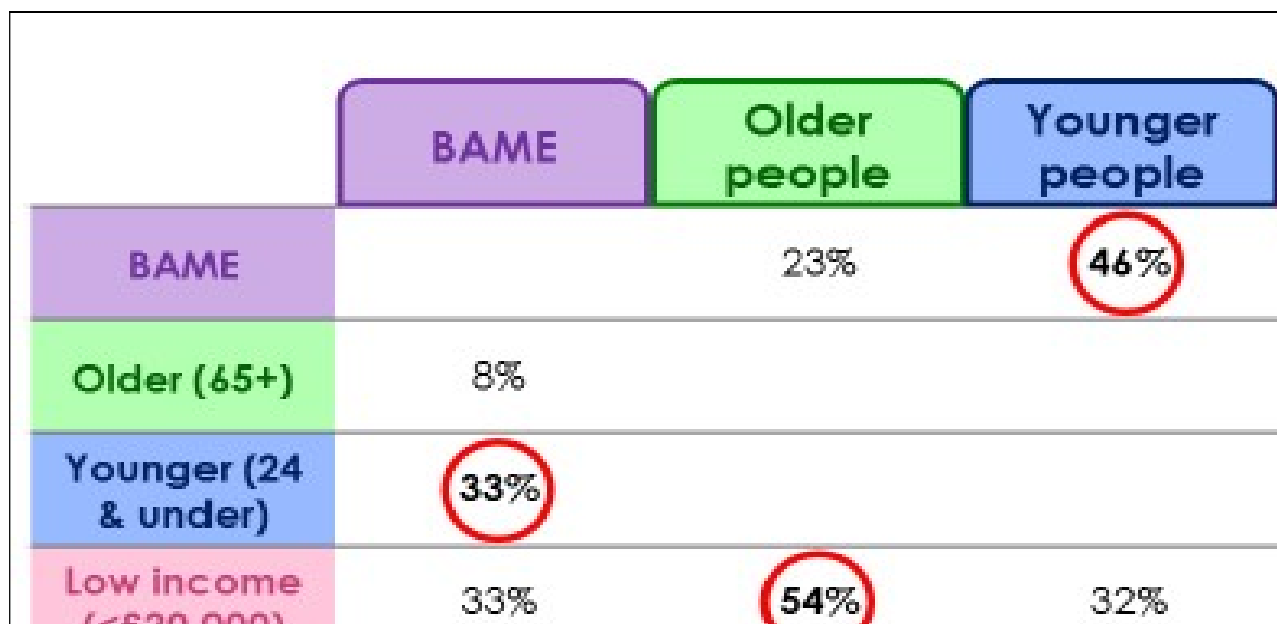


Figure 1: Overlap of some key Groups of London Residents

- Londoners living in lower income households (below £20,000) are more likely to be:
 - Older people (24% are aged 65+⁴⁰, whereas people in this age group make up 11% of the total London population⁴¹). This group of people are less likely to use technology but are more likely to own a Freedom Pass.
 - Disabled people (20%⁴², compared with 14% of all Londoners⁴³).
 - Women (55%⁴⁴, compared with 51% of all Londoners⁴⁵).
 - BAME people (44%⁴⁶, compared with 40% of all Londoners⁴⁷).

⁴⁰ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁴¹ <https://www.ons.gov.uk/census/2011census>

⁴² <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁴³ <https://www.ons.gov.uk/census/2011census>

⁴⁴ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁴⁵ <https://www.ons.gov.uk/census/2011census>

⁴⁶ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁴⁷ <https://www.ons.gov.uk/census/2011census>



Step 3: Impact

Q4. Given the evidence listed in step 2, consider and describe what potential short, medium and longer term negative impacts this work could have on people related to their protected characteristics?

Protected Characteristic		Explain the potential negative impact
Age	Y	<p>Older People</p> <p>People with this protected characteristic, who currently use stops on Southwark Bridge Road (Stops 8591 and 1600) to access route 344, will have a longer walk (up to 310 metres) to the nearest alternative bus stop which would be either stop MB at Cannon Street station or stop BD on Southwark Bridge Road. This will particularly impact elderly people who may find walking longer distances difficult.</p> <p>TfL does not expect crowding to arise as a result of these changes and that peak demand could be accommodated by the proposed revised network. Therefore restructuring services as proposed is not expected to cause any crowding issues.</p> <p>Some of the barriers to greater public transport use that affect all Londoners are less likely to impact people aged 65 and over. For example, slow journey times are seen as a barrier to increased public transport use for 41% of all Londoners, but only 18% of Londoners aged 65 and over.⁴⁸</p> <p>Older people will still be able to access previously served stops, and links to key destinations will be retained.</p> <p>Young People</p> <p>People with this protected characteristic, who currently use stops on Southwark Bridge Road (Stops 8591 and 1600) to access route 344, will have a longer walk (up to 310 metres) to the nearest alternative bus stop which would be either stop MB at Cannon Street station or stop BD on Southwark Bridge Road.</p> <p>The proposed changes will have a disproportionately negative impact on young people. For example, they may:</p> <ul style="list-style-type: none"> • Take longer to reach their intended destination because of longer walks and/or the need to change buses. • Lack confidence to travel (in particular at night) if they have to interchange in the course of their journey. • Be deterred from using buses because of concerns about crowding, particularly travelling to schools, colleges or work. <p>Many of the above factors will be exacerbated at night-time and in</p>

⁴⁸ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



		<p>the hours of darkness, and may reduce the participation of young people in society, as a result of reduced access to cultural sites, hospitals, places of worship, schools, workplaces, etc.</p> <p>For the young people who will have to interchange as a result of these proposals, this can be done at accessible bus stops, with bus shelters, seating and information at boarding stops, in a well-lit environment, which will reassure people about accessibility, comfort and personal safety. This is described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>There are also some measures which will potentially mitigate the financial impacts on young people of having to change buses to complete their journey:</p> <ul style="list-style-type: none"> • Young people under 16 travel free and there is also a 16+ Zip oyster photocard, which provides free or discounted travel. • The ‘Hopper’ Fare provides the ability to make a second journey within 60 minutes of boarding the first bus. <p>TfL does not expect crowding to arise as a result of these changes and that peak demand could be accommodated by the proposed revised network. Therefore restructuring services as proposed is not expected to cause any crowding issues.</p> <p>A very small number of people with this protected characteristic may experience greater concern if they have to use a stop further away from the ultimate origin/destination than now, but for some of this group their access distance may be very similar to now, as this depends on where they are going to and coming from.</p>
<p>Disability including carers</p>	<p>Y</p>	<p>People with this protected characteristic, who currently use stops on Southwark Bridge Road (Stops 8591 and 1600) to access route 344, will have a longer walk (up to 310 metres) to the nearest alternative bus stop which would be either stop MB at Cannon Street station or stop BD on Southwark Bridge Road. This will particularly impact disabled people who may find walking longer distances difficult or not feasible.</p> <p>It is recognised that the term disability is a broad one and includes people with physical, sensory or cognitive impairments. Many disabled people have mobility impairments, and some are wheelchair users. For example; manual wheelchair users need sufficient space to be able to propel their chair, people who walk with sticks or crutches also need more space than a non-disabled walker. Disability can affect locomotion, seeing, hearing, reaching, stretching, dexterity, and cognitive functions, but these categories are not exhaustive, or mutually exclusive; many disabled people, particularly older people, may have more than one impairment. For example, standing can be difficult and painful for some disabled people, particularly those with arthritis, rheumatism and back</p>



	<p>problems; and uneven walking surfaces, gaps between paving slabs etc., can cause difficulties for people using sticks and crutches, visually impaired cane users and wheelchair users.</p> <p>The proposed changes will have a disproportionately negative impact on people with disabilities. For example, they may:</p> <ul style="list-style-type: none">• Take more time to reach their intended destination because of reductions in frequency and/or the need to change buses:<ul style="list-style-type: none">○ This will impose a particular disadvantage on wheelchair users, who may face difficulties finding a space on one of the less-frequent buses, however, our research advises that 2% of journeys by disabled bus passengers experienced a problem relating to congestion, crowding or wheelchair space.⁴⁹○ Higher occupancy could have an adverse effect on some older and disabled people in general. For example; the stress of fewer available seats.• Face particular disadvantages as a result of the need to interchange in the course of their journey:<ul style="list-style-type: none">○ The need to travel to a second bus stop may be demanding or difficult for those with mobility impairments.○ The need to travel to a second bus stop may also be difficult in other ways, particularly for those with learning disabilities that make it stressful, confusing or demanding to navigate public spaces, including concerns by some people about accessing travel information. This may also apply even if it is same stop interchange and there is infrastructure at the bus stop.○ Wheelchair users may face difficulties finding a space on two separate buses and may be forced to wait longer. 2% of journeys by disabled bus passengers experienced a problem relating to congestion, crowding or wheelchair space.⁵⁰○ Wheelchair users (and other disabled persons with mobility difficulties) may rely particularly heavily on buses as providers of step free transport around London.○ Face greater concerns about lack of access to information. Online Londoners living in DE households (social grade D refers to semi- and un-skilled manual workers and E refers to state pensioners, casual/lowest grade workers and unemployed Londoners) are less likely than all online Londoners to access the internet 'on the move' (69 per cent compared with 81%) or at work (37% compared with 66%). They are also less likely to use a smartphone (76% compared with 84%).⁵¹ <p>Many of the above factors will be exacerbated at night-time and in the hours of darkness, and may reduce the participation of people with disabilities in society, as a result of reduced access to cultural sites, hospitals, places of worship, schools, workplaces, etc.</p>
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⁴⁹ MLJ Data 2018/19 Q1, Q2 and Q3 Bus Journeys & TfL Complaints Data YTD 18-19 Bus

⁵⁰ MLJ Data 2018/19 Q1, Q2 and Q3 Bus Journeys & TfL Complaints Data YTD 18-19 Bus

⁵¹ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



		<p>TfL does not expect crowding to arise as a result of these changes and that peak demand could be accommodated by the proposed revised network. Therefore restructuring services as proposed is not expected to cause any crowding issues.</p> <p>The physical accessibility of buses is one of the main reasons why they are commonly used by disabled Londoners. All of TfL’s buses, with the exception of four heritage Routemasters, are low floor and 95 per cent of bus stops are accessible.</p> <p>The importance of access to suitable seating, shelter and lighting for disabled passengers when waiting at bus stops is recognised and where any or all of those elements are not present, this puts disabled passengers at a significant disadvantage.</p> <p>For people with disabilities who will have to interchange as a result of these proposals, this can be done at accessible bus stops, with bus shelters, seating and information at boarding stops, in a well-lit environment, which will reassure people about accessibility, comfort and personal safety. This is described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>It is understood that some disabled customers have a higher reliance on paper-based sources than non-disabled customers, which can be due to the higher proportion of disabled customers who are older than among non-disabled customers. TfL will seek to ensure that information, regarding the possible impacts of these proposals, is accessible to all users and is concise and easy to understand, in both online and printable formats. This is intended to mitigate the impact on those who will be adversely affected by the changes. Disabled users are slightly less likely to visit the TfL website than non-disabled users. However, they are more likely to visit for the purposes of finding out live travel information (32% compared to 30 % for non- disabled Londoners) and finding a map (18% compared to 15%).⁵²</p> <p>A very small number of people with this protected characteristic may experience greater concern if they have to use a stop further away from the ultimate origin/destination than now, but for some of this group their access distance may be very similar to now, as this depends on where they are going to and coming from.</p>
<p>Gender</p>	<p>Y</p>	<p>People with this protected characteristic, who currently use stops on Southwark Bridge Road (Stops 8591 and 1600) to access route 344, will have a longer walk (up to 310 metres) to the nearest alternative bus stop which would be either stop MB at Cannon Street station or stop BD on Southwark Bridge Road.</p> <p>The proposed changes will have a disproportionately negative</p>

⁵² <http://content.tfl.gov.uk/tfl-bus-users-survey.pdf>



impact on women. For example, they may:

- Be deterred from using buses because of concerns about crowding. Women are more likely than men to be travelling with buggies and/or shopping, and to be travelling with children.⁵³
- Face greater safety concerns because of the need to travel to, and wait at, a second bus stop (particularly late at night or where it is dark and isolated). Women are significantly less likely than men to say that they are 'not at all worried' about personal security while using public transport in London (14% compared with 28%). 34% cent of women say they are generally worried compared with men (27%).⁵⁴ Furthermore, a significantly greater proportion of women had experienced a specific worrying incident in the past three months (37% compared with 28% of men).⁵⁵
- Have to pay more for their journey, as a consequence of needing to purchase two separate tickets. Women get paid less than men on average. The median salary in 2016 for a woman in London was £26,277 compared with £36,761 for men. This is partly due to the increased number of part-time positions held by women in London (70%). However, even when looking solely at full-time salaries, there is still a discrepancy in the average annual pay for women and men; the median full-time annual pay for a woman in London is £32,151, compared with £39,927 for a man.⁵⁶

Many of the above factors will be exacerbated at night-time and in the hours of darkness, and may reduce the participation of women in society, as a result of reduced access to cultural sites, hospitals, places of worship, schools, workplaces, etc.

TfL does not expect crowding to arise as a result of these changes and that peak demand could be accommodated by the proposed revised network. Therefore restructuring services as proposed is not expected to cause any crowding issues.

TfL, British Transport Police, Metropolitan Police Service and City of London Police introduced a campaign, called Project Guardian, to encourage people to report unwanted sexual behaviour when using public transport. Since its launch in 2013, the number of annual reports has doubled.

For women who will have to interchange as a result of these proposals, this can be done at accessible bus stops, with bus shelters, seating and information at boarding stops, in a well-lit environment, which will reassure people about accessibility, comfort and personal safety. Exceptions are described in "Q2 Does this work affect passengers? Please provide details of how" above.

⁵³ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁵⁴ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁵⁵ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁵⁶ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



		<p>The ‘Hopper’ Fare provides the ability to make a second journey within 60 minutes of boarding the first bus.</p> <p>A very small number of people with this protected characteristic may experience greater concern if they have to use a stop further away from the ultimate origin/destination than now, but for some of this group their access distance may be very similar to now, as this depends on where they are going to and coming from.</p>
Gender reassignment	Y	<p>People with this protected characteristic, who currently use stops on Southwark Bridge Road (Stops 8591 and 1600) to access route 344, will have a longer walk (up to 310 metres) to the nearest alternative bus stop which would be either stop MB at Cannon Street station or stop BD on Southwark Bridge Road.</p> <p>The proposed changes will have a disproportionately negative impact on individuals who are undergoing or have undergone gender reassignment. For example, they may:</p> <ul style="list-style-type: none"> • Take longer to reach their intended destination because of reductions in frequency and/or the need to change buses. • Face greater safety concerns because of the need to travel to, and wait at, a second bus stop (particularly late at night or where it is dark and isolated). <p>Many of the above factors will be exacerbated at night-time and in the hours of darkness, and may reduce the participation of people who share this protected characteristic in society, as a result of reduced access to cultural sites, hospitals, places of worship, schools, workplaces, etc.</p> <p>For people with this protected characteristic who will have to interchange as a result of these proposals, this can be done at accessible bus stops, with bus shelters, seating and information at boarding stops, in a well-lit environment, which will reassure people about accessibility, comfort and personal safety. This is described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>A very small number of people with this protected characteristic may experience greater concern if they have to use a stop further away from the ultimate origin/destination than now, but for some of this group their access distance may be very similar to now, as this depends on where they are going to and coming from.</p>
Marriage/ Civil Partnership	N	<p>TfL does not anticipate that the proposals will have a disproportionate negative impact on individuals that share the protected characteristic of being married/in a civil partnership.</p>
Pregnancy/ Maternity	Y	<p>People with this protected characteristic, who currently use stops on Southwark Bridge Road (Stops 8591 and 1600) to access route 344, will have a longer walk (up to 310 metres) to the nearest alternative</p>



bus stop which would be either stop MB at Cannon Street station or stop BD on Southwark Bridge Road. This change may have a disproportionately negative impact on pregnant women and those with children and buggies who may find the additional walking distance difficult.

The proposed changes will have a disproportionately negative impact on pregnant women and mothers with young children. For example, they may:

- Take longer to reach their intended destination because of reductions in frequency and/or the need to change buses.
- Face particular disadvantages as a result of the need to interchange in the course of their journey:
 - The need to travel to a second bus stop may be demanding or difficult for pregnant women and women with buggies/babies. Women are more likely than men to be travelling with buggies and/or shopping, and to be travelling with children.⁵⁷ The bus is perceived to be more child-friendly and educational than other types of transport such as the Tube.⁵⁸
 - Mothers with buggies may face difficulties finding a space on two separate buses in the course of their journey. As a result, they may have to wait longer. Travelling by bus with a buggy and children can be stressful and can on occasion lead to disputes with other passengers over the space buggies take, especially if buggies make use of the wheelchair priority area on buses.
 - Mothers with buggies may rely particularly heavily on buses as providers of step free transport around London.
- Have to pay more for their journey, as a consequence of needing to purchase two separate tickets.

Many of the above factors will be exacerbated at night-time and in the hours of darkness, and may reduce the participation of people who share this protected characteristic in society, as a result of reduced access to cultural sites, hospitals, places of worship, schools, workplaces, etc.

TfL does not expect crowding to arise as a result of these changes and that peak demand could be accommodated by the proposed revised network. Therefore restructuring services as proposed is not expected to cause any crowding issues.

The 'Hopper' Fare provides the ability to make a second journey within 60 minutes of boarding the first bus.

A very small number of people with this protected characteristic may experience greater concern if they have to use a stop further away from the ultimate origin/destination than now, but for some of this

⁵⁷ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁵⁸ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



		group their access distance may be very similar to now, as this depends on where they are going to and coming from.
Race	Y	<p>People with this protected characteristic, who currently use stops on Southwark Bridge Road (Stops 8591 and 1600) to access route 344, will have a longer walk (up to 310 metres) to the nearest alternative bus stop which would be either stop MB at Cannon Street station or stop BD on Southwark Bridge Road.</p> <p>LB Southwark has 44% of BAME residents in London and City of London has 21%.</p> <p>The proposed changes will have a disproportionately negative impact on minority ethnic groups, and in particular members of BAME communities. For example, they may:</p> <ul style="list-style-type: none"> • Take longer to reach their intended destination because of reductions in frequency and/or the need to change buses. 31% of BAME Londoners indicate slow journey times as a barrier to greater public transport use.⁵⁹ • Face greater safety concerns because of the need to travel to, and wait at, a second bus stop (particularly late at night or where it is dark and isolated). BAME Londoners are significantly less likely than White Londoners to say that they are ‘not at all worried’ about personal security while using London’s public transport (16% BAME compared with 23% White). Also 33% cent of BAME Londoners say they are generally worried compared with 29% White Londoners. The level of worry rises to 40 per cent among Asian Londoners.⁶⁰ BAME Londoners are also considerably more likely than white Londoners to have felt worried about their personal security in the past three months while using public transport (37 per cent have experienced a specific worrying incident, compared with 30% of White Londoners. This increases to 43% of mixed ethnicity Londoners).⁶¹ BAME Londoners are more at risk of being killed or seriously injured on London’s roads, with children in this group being on average 1.5 times more likely to be affected than non-BAME children. BAME Londoners are less likely than white Londoners to say that they feel safe from accidents when walking around London during the day (22% BAME feel ‘very safe’ compared with 30% White).⁶² • Be deterred from using buses because of concerns about crowding (49% of BAME Londoners cite overcrowding as one of the prominent barriers to increased public transport use).⁶³ • Have to pay more for their journey, as a consequence of needing to purchase two separate tickets. Cost of travel is more often

⁵⁹ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁶⁰ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁶¹ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁶² <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁶³ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



		<p>mentioned as a barrier to public transport use by BAME Londoners (51%). BAME Londoners are less likely than White Londoners to be in employment (57% BAME compared with 64% White). They are also more likely to live in households with an average annual income below £20,000 (33% BAME compared with 25% White).⁶⁴</p> <p>Many of the above factors will be exacerbated at night-time and in the hours of darkness, and may reduce the participation of people who share this protected characteristic in society, as a result of reduced access to cultural sites, hospitals, places of worship, schools, workplaces, etc.</p> <p>For people with this protected characteristic who will have to interchange as a result of these proposals, this can be done at accessible bus stops, with bus shelters, seating and information at boarding stops, in a well-lit environment, which will reassure people about accessibility, comfort and personal safety. This is described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>TfL does not expect crowding to arise as a result of these changes and that peak demand could be accommodated by the proposed revised network. Therefore restructuring services as proposed is not expected to cause any crowding issues.</p> <p>The ‘Hopper’ Fare provides the ability to make a second journey within 60 minutes of boarding the first bus.</p> <p>A very small number of people with this protected characteristic may experience greater concern if they have to use a stop further away from the ultimate origin/destination than now, but for some of this group their access distance may be very similar to now, as this depends on where they going to and coming from.</p>
<p>Religion or Belief</p>	<p>Y</p>	<p>People with this protected characteristic, who currently use stops on Southwark Bridge Road (Stops 8591 and 1600) to access route 344, will have a longer walk (up to 310 metres) to the nearest alternative bus stop which would be either stop MB at Cannon Street station or stop BD on Southwark Bridge Road.</p> <p>LB Southwark and the City of London have 52% Christian residents and 8% Muslim residents.</p> <p>The proposed changes will have a disproportionately negative impact on individuals that share the protected characteristic of religion or belief. For example, they may</p> <ul style="list-style-type: none"> • Take longer to reach their intended destination because of reductions in frequency and/or the need to change buses, which

⁶⁴ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



		<p>in some cases will be a place of worship.</p> <ul style="list-style-type: none"> • Face greater safety concerns because of the need to travel to, and wait at, a second bus stop (particularly late at night or where it is dark and isolated). • Have to pay more for their journey, as a consequence of needing to purchase two separate tickets. <p>Many of the above factors will be exacerbated at night-time and in the hours of darkness, and may reduce the participation of people who share this protected characteristic in society, as a result of reduced access to cultural sites, hospitals, places of worship, schools, workplaces, etc.</p> <p>TfL does not expect crowding to arise as a result of these changes and that peak demand could be accommodated by the proposed revised network. Therefore restructuring services as proposed is not expected to cause any crowding issues.</p> <p>The ‘Hopper’ Fare provides the ability to make a second journey within 60 minutes of boarding the first bus.</p> <p>A very small number of people with this protected characteristic may experience greater concern if they have to use a stop further away from the ultimate origin/destination than now, but for some of this group their access distance may be very similar to now, as this depends on where they going to and coming from.</p>
<p>Sexual orientation</p>	<p>Y</p>	<p>People with this protected characteristic, who currently use stops on Southwark Bridge Road (Stops 8591 and 1600) to access route 344, will have a longer walk (up to 310 metres) to the nearest alternative bus stop which would be either stop MB at Cannon Street station or stop BD on Southwark Bridge Road.</p> <p>The proposed changes will have a disproportionately negative impact on Lesbian, Gay, Bisexual and Trans (LGBT) people. For example, they may:</p> <ul style="list-style-type: none"> • Take longer to reach their intended destination because of reductions in frequency and/or the need to change buses. • Face greater safety concerns because of the need to travel to, and wait at, a second bus stop (particularly late at night or where it is dark and isolated). LGB Londoners are significantly more likely than heterosexual Londoners to have experienced unwanted sexual behaviour or hate crime while using public transport in London (16% said they had personally experienced unwanted sexual behaviour compared with 10% of heterosexual Londoners).⁶⁵ Significantly greater proportions of LGB Londoners than heterosexual Londoners were subjected to

⁶⁵ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



	<p>sexual comments (45% compared with 34%) or sexual gestures (29% compared with 19%).⁶⁶ LGBT people are statistically more vulnerable to verbal and physical abuse.⁶⁷</p> <ul style="list-style-type: none">• Be deterred from using buses because of concerns about crowding (52% of LGB Londoners cite overcrowding as one of the prominent barriers to increased public transport use).⁶⁸• Have to pay more for their journey, as a consequence of needing to purchase two separate tickets. Cost of travel is mentioned as a barrier to public transport use by LGB Londoners (41%).⁶⁹ <p>Many of the above factors will be exacerbated at night-time and in the hours of darkness, and may reduce the participation of people who share this protected characteristic in society, as a result of reduced access to cultural sites, hospitals, places of worship, schools, workplaces, etc.</p> <p>For people with this protected characteristic who will have to interchange as a result of these proposals, this can be done at accessible bus stops, with bus shelters, seating and information at boarding stops, in a well-lit environment, which will reassure people about accessibility, comfort and personal safety. This is described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>TfL does not expect crowding to arise as a result of these changes and that peak demand could be accommodated by the proposed revised network. Therefore restructuring services as proposed is not expected to cause any crowding issues</p> <p>The ‘Hopper’ Fare provides the ability to make a second journey within 60 minutes of boarding the first bus.</p> <p>A very small number of people with this protected characteristic may experience greater concern if they have to use a stop further away from the ultimate origin/destination than now, but for some of this group their access distance may be very similar to now, as this depends on where they going to and coming from.</p>
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⁶⁶ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁶⁷ <https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>

⁶⁸ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁶⁹ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



<p>Other – For example; People who are on Low Incomes, Homeless, or Refugees</p>	<p>Y</p>	<p>People on low incomes who currently use stops on Southwark Bridge Road (Stops 8591 and 1600) to access route 344, will have a longer walk (up to 310 metres) to the nearest alternative bus stop which would be either stop MB at Cannon Street station or stop BD on Southwark Bridge Road.</p> <p>The proposed changes will have a disproportionately negative impact on people who share this characteristic. For example, they may:</p> <ul style="list-style-type: none"> • Have to pay more for their journey, as a consequence of needing to purchase two separate tickets. Londoners living in lower income households (below £20,000) are more likely to be; older, disabled, women, BAME. • Face greater safety concerns because of the need to travel to, and wait at, a second bus stop (particularly late at night or where it is dark and isolated). • Face greater concerns about lack of access to information. Online Londoners living in DE households (social grade D refers to semi- and un-skilled manual workers and E refers to state pensioners, casual/lowest grade workers and unemployed Londoners) are less likely than all online Londoners to access the internet 'on the move' (69% compared with 81%) or at work (37% compared with 66%). They are also less likely to use a smartphone (76% compared with 84%).⁷⁰ <p>Given that Londoners living in lower income households are more likely to be; Older (65+), Disabled, Women, BAME, and that there is overlap between many of these groups, the likely impacts have already been covered for each one.</p>
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⁷⁰ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



Q5. Given the evidence listed in step 2, consider and describe what potential positive impacts this work could have on people related to their protected characteristics?

Protected Characteristic		Explain the potential positive impact
Age	Y	<p>Older People The proposed changes to route 344 mean London Bridge is served in both directions.</p> <p>New direct bus links are created southbound between London Bridge and Southwark Bridge Road, Lambeth Road, Albert Embankment and Nine Elms Lane</p> <p>This will make the development, employment, health care and the wider community more accessible for older people, especially those with mobility issues. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>These factors will improve journey times to their intended destinations and open up new travel opportunities/destinations, via the wider public transport network, thereby improving the participation of young people in society, with improved access to cultural sites, hospitals, places of worship, schools, workplaces, etc. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>Young People The proposed changes to route 344 mean London Bridge is served in both directions.</p> <p>New direct bus links are created southbound between London Bridge and Southwark Bridge Road, Lambeth Road, Albert Embankment and Nine Elms Lane</p> <p>These factors will improve journey times to their intended destinations and open up new travel opportunities/destinations, via the wider public transport network, thereby improving the participation of young people in society, with improved access to cultural sites, hospitals, places of worship, schools, workplaces, etc. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p>
Disability including carers	Y	<p>The proposed changes to route 344 mean London Bridge is served in both directions.</p> <p>New direct bus links are created southbound between London Bridge and Southwark Bridge Road, Lambeth Road, Albert Embankment and Nine Elms Lane</p>

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		<p>These factors will improve journey times to their intended destinations and open up new travel opportunities/destinations, via the wider public transport network, thereby improving the participation of people with disabilities in society, with improved access to cultural sites, hospitals, places of worship, schools, workplaces, etc. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p>
<p>Gender</p>	<p>Y</p>	<p>The proposed changes to route 344 mean London Bridge is served in both directions.</p> <p>New direct bus links are created southbound between London Bridge and Southwark Bridge Road, Lambeth Road, Albert Embankment and Nine Elms Lane</p> <p>These factors will improve journey times to their intended destinations and open up new travel opportunities/destinations, via the wider public transport network, thereby improving the participation of young people in society, with improved access to cultural sites, hospitals, places of worship, schools, workplaces, etc. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>Women are more likely than men to be travelling with buggies and/or shopping, and to be travelling with children.⁷¹ Women are significantly less likely than men to say that they are ‘not at all worried’ about personal security while using public transport in London (14% compared with 28%). 34% of women say they are generally worried compared with men (27%).⁷² Furthermore, a significantly greater proportion of women had experienced a specific worrying incident in the past three months (37% compared with 28% of men).⁷³</p> <p>Removing concerns about having to pay more for their journeys, as they could make direct journeys using one bus. Women get paid less than men on average. The median salary in 2016 for a woman in London was £26,277 compared with £36,761 for men. This is partly due to the increased number of part-time positions held by women in London (70%). However, even when looking solely at full-time salaries, there is still a discrepancy in the average annual pay for women and men; the median full-time annual pay for a woman in London is £32,151, compared with £39,927 for a man.⁷⁴</p> <p>These factors will improve journey times to their intended destinations and open up new travel opportunities/destinations, via the wider public transport network, thereby improving the participation of women in society, with improved access to cultural sites, hospitals, places of worship, schools, workplaces, etc. Details</p>

⁷¹ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁷² <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁷³ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁷⁴ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



		are described in “Q2 Does this work affect passengers? Please provide details of how” above.
Gender Reassignment	Y	<p>The proposed changes to route 344 mean London Bridge is served in both directions.</p> <p>New direct bus links are created southbound between London Bridge and Southwark Bridge Road, Lambeth Road, Albert Embankment and Nine Elms Lane</p> <p>These factors will improve journey times to their intended destinations and open up new travel opportunities/destinations, via the wider public transport network, thereby improving the participation of young people in society, with improved access to cultural sites, hospitals, places of worship, schools, workplaces, etc. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p>
Marriage/ Civil Partnership	N	TfL does not anticipate that the proposals will have a disproportionate positive impact on individuals that share the protected characteristic of being married/in a civil partnership.
Pregnancy/ Maternity	Y	<p>The proposed changes to route 344 mean London Bridge is served in both directions.</p> <p>New direct bus links are created southbound between London Bridge and Southwark Bridge Road, Lambeth Road, Albert Embankment and Nine Elms Lane</p> <p>These factors will improve journey times to their intended destinations and open up new travel opportunities/destinations, via the wider public transport network, thereby improving the participation of young people in society, with improved access to cultural sites, hospitals, places of worship, schools, workplaces, etc. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p>



<p>Race</p>	<p>Y</p> <p>The proposed changes to route 344 mean London Bridge is served in both directions.</p> <p>New direct bus links are created southbound between London Bridge and Southwark Bridge Road, Lambeth Road, Albert Embankment and Nine Elms Lane</p> <p>These factors will improve journey times to their intended destinations and open up new travel opportunities/destinations, via the wider public transport network, thereby improving the participation of young people in society, with improved access to cultural sites, hospitals, places of worship, schools, workplaces, etc. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>BAME Londoners are significantly less likely than white Londoners to say that they are ‘not at all worried’ about personal security while using London’s public transport (16% BAME compared with 23% White). Also 33% of BAME Londoners say they are generally worried compared with 29% of White Londoners. The level of worry rises to 40% among Asian Londoners.⁷⁵ BAME Londoners are also considerably more likely than white Londoners to have felt worried about their personal security in the past three months while using public transport (37% have experienced a specific worrying incident, compared with 30% of White Londoners. This increases to 43% of mixed ethnicity Londoners).⁷⁶ BAME Londoners are more at risk of being killed or seriously injured on London’s roads, with children in this group being on average 1.5 times more likely to be affected than non-BAME children. BAME Londoners are less likely than white Londoners to say that they feel safe from accidents when walking around London during the day (22% BAME feel ‘very safe’ compared with 30% White).⁷⁷</p> <p>Removing concerns about having to pay more for their journeys, as they could make direct journeys using one bus. Cost of travel is more often mentioned as a barrier to public transport use by BAME Londoners (51%). BAME Londoners are less likely than White Londoners to be in employment (57% BAME compared with 64% White). They are also more likely to live in households with an average annual income below £20,000 (33% BAME compared with 25% White). There is substantial discrepancy between ethnic minority groups, with the proportion that have an annual household income of less than £20,000 ranging from 27% of mixed ethnicity Londoners up to 41% of Black Londoners.⁷⁸</p> <p>These factors will Improve journey times to their intended destinations and open up new travel opportunities/destinations, via</p>
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⁷⁵ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁷⁶ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁷⁷ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁷⁸ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>



		<p>the wider public transport network, thereby improving the participation of people who share this protected characteristic in society, with improved access to cultural sites, hospitals, places of worship, schools, workplaces, etc. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p>
<p>Religion or Belief</p>	<p>Y</p>	<p>The proposed changes to route 344 mean London Bridge is served in both directions.</p> <p>New direct bus links are created southbound between London Bridge and Southwark Bridge Road, Lambeth Road, Albert Embankment and Nine Elms Lane</p> <p>These factors will improve journey times to their intended destinations and open up new travel opportunities/destinations, via the wider public transport network, thereby improving the participation of young people in society, with improved access to cultural sites, hospitals, schools, workplaces, etc. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>The scheme will improve access to various places of worship, including churches, synagogues and mosques and/or other places as relevant depending on % residents of particular faiths or specific large places of worship e.g. East London Mosque, BAPS Shri Swaminarayan Mandir, St Pauls Cathedral.</p>
<p>Sexual orientation</p>	<p>Y</p>	<p>The proposed changes to route 344 mean London Bridge is served in both directions.</p> <p>New direct bus links are created southbound between London Bridge and Southwark Bridge Road, Lambeth Road, Albert Embankment and Nine Elms Lane</p> <p>These factors will improve journey times to their intended destinations and open up new travel opportunities/destinations, via the wider public transport network, thereby improving the participation of young people in society, with improved access to cultural sites, hospitals, schools, workplaces, etc. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>LGB Londoners are significantly more likely than heterosexual Londoners to have experienced unwanted sexual behaviour or hate crime while using public transport in London (16% said they had</p>



		<p>personally experienced unwanted sexual behaviour compared with 10% of heterosexual Londoners).⁷⁹ Significantly greater proportions of LGB Londoners than heterosexual Londoners were subjected to sexual comments (45% compared with 34%) or sexual gestures (29% compared with 19%).⁸⁰ LGBT people are statistically more vulnerable to verbal and physical abuse.⁸¹</p>
<p>Other – For example; People who are on low incomes, Homeless, or Refugees</p>	<p>Y</p>	<p>The proposed changes to route 344 mean London Bridge is served in both directions.</p> <p>New direct bus links are created southbound between London Bridge and Southwark Bridge Road, Lambeth Road, Albert Embankment and Nine Elms Lane</p> <p>These factors will improve journey times to their intended destinations and open up new travel opportunities/destinations, via the wider public transport network, thereby improving the participation of young people in society, with improved access to cultural sites, hospitals, schools, workplaces, etc. Details are described in “Q2 Does this work affect passengers? Please provide details of how” above.</p> <p>Given that Londoners living in lower income households are more likely to be; Older (65+), Disabled, Women, BAME, and that there is overlap between many of these groups, the likely impacts have already been covered in detail.</p>

⁷⁹ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁸⁰ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁸¹ <https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>



Step 4: Consultation

Q6. How has consultation with those who share a protected characteristic informed your work?

List the groups you intend to consult with or have consulted and reference any previous relevant consultation? ⁸²	If consultation has taken place what issues were raised in relation to one or more of the protected characteristics?
Consultation responses – London TravelWatch	They questioned information in the EQIA regarding accessibility of the new proposed route and raised a concern that people with reduced mobility would have to change buses, which would be inconvenient and also increase journey times. They also raised a concern about walking distances for people with reduced mobility.

⁸² This could include our staff networks, the Independent Disability Advisory Group, the Valuing People Group, local minority groups etc.



Q7. Where relevant, record any consultation you have had with other projects / teams who you are working with to deliver this piece of work. This is really important where the mitigations for any potential negative impacts rely on the delivery of work by other teams.

As relevant – examples include any changes to stops or road layouts required to implement the scheme.



Step 5: Informed Decision-Making

+Q8. In light of the assessment now made, what do you propose to do next?

Please select one of the options below and provide a rationale (for most EqIAs this will be box 1). Please remember to review this as and when the piece of work changes. **Fill in relevant box for the Post Consultation version**

1. Change the work to mitigate against potential negative impacts found	
2. Continue the work as is because no potential negative impacts found	
3. Justify and continue the work despite negative impacts (please provide justification)	
4. Stop the work because discrimination is unjustifiable and no obvious ways to mitigate	



Step 6: Action Planning

Q9. You must address any negative impacts identified in step 3 and 4. Please demonstrate how you will do this or record any actions already taken to do this. Please remember to add any positive actions you can take that further any positive impacts identified in step 3 and 4. Fill in boxes as appropriate

Action	Due	Owner
Public Consultation		Consultation Team
Ensure stops and stands are updated to accommodate the proposed service changes.		Asset Operations Team
Ensure route tests are undertaken as required		Performance Team
Ensure public information about these proposals is accessible to all users and is concise and easy to understand, in both online and printable formats at all affected stops.		Marketing and Communication Team



Step 7: Sign off

Signed Off By	EqIA Author	Daniel Roche Principle Transport Planner
	Signature	Date: 14/06/23
	Senior Accountable Person	Robert Blitz Bus Network Planning Manager
	Signature	Date: 14/06/23



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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>
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 4 July 2023	<u>Dockless Vehicles</u> 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.	Executive Director, Environment	April 2021 Sep 2021 Dec 2021 Feb 2022 Sep 2022 Nov 2022 Mar 2023 May 2023 July 2023	The is an item on the Streets and Walkways Sub-Committee agenda for 4 July 2023.
3 December 2019 25 February 2020 7 July 2020 15 October 2020 1 December 2021 18 February 2021 08 July 2021 10 Sep 2021 15 Feb 2022 31 May 2022 05 July 2022 08 Nov 2022 06 Feb 2023 7 March 2023 23 May 2023 4 July 2023	<u>Beech Street Transport and Public Realm Improvements</u> 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 July 2023	The is an item on the Streets and Walkways Sub-Committee agenda for 4 July 2023.

<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>
31 May 2022 17 Jan 2023 7 March 2023 23 May 2023 4 July 2023	<u>Bank Junction Traffic & Timings Review</u>	Executive Director, Environment	Sep 2022 Nov 2022 Jan 2023 March 2023 May 2023 June 2023 July 2023	Awaiting the outcome of the July court of Common Council meeting on how to proceed.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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