Public Document Pack

Operational Property and Projects Sub Committee

Date: **MONDAY, 5 JUNE 2023**

Time: 1.45 pm

Venue: **COMMITTEE ROOMS, WEST WING, GUILDHALL**

Members:

Alderman Timothy Hailes, Policy and Resources Committee (Chair)
Deputy Shravan Joshi, Policy and Resources Committee (Deputy Chairman)
Deputy Randall Anderson, Deputy Chairman of the Finance Committee
Deputy Keith Bottomley, Deputy Chairman of the Policy and Resources Committee
Deputy Henry Colthurst, Chairman of the Finance Committee
Deputy Madush Gupta, Finance Nominee
Caroline Haines, Policy and Resources Committee
Deputy Christopher Hayward, Chairman of the Policy and Resources Committee
Paul Martinelli, Finance Committee
Tom Sleigh, Policy and Resources Committee
Luis Felipe Tilleria, Finance Committee
Deputy Philip Woodhouse, Finance Committee

Enquiries: **Matthew Stickley, Governance and Member Services Manager**
Matthew.Stickley@cityoflondon.gov.uk

Accessing the virtual public meeting

Members of the public can observe all virtual public meetings of the City of London Corporation by following the below link:
https://www.youtube.com/@CityofLondonCorporation/streams

A recording of the public meeting will be available via the above link following the end of the public meeting for up to one civic year. Please note: Online meeting recordings do not constitute the formal minutes of the meeting; minutes are written and are available on the City of London Corporation's website. Recordings may be edited, at the discretion of the proper officer, to remove any inappropriate material. Whilst we endeavour to livestream all of our public meetings, this is not always possible due to technical difficulties. In these instances, if possible, a recording will be uploaded following the end of the meeting.

Ian Thomas
Town Clerk and Chief Executive

AGENDA

1. **APOLOGIES**

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

3. **TERMS OF REFERENCE**

The terms of reference of the Operational Property and Projects Sub Committee are provided for information.

For Decision
(Pages 7 - 10)

4. **MINUTES**

To agree the public minutes and non-public summary of the meeting held on 17 April 2023.

For Decision
(Pages 11 - 14)

5. **GW3: CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION (PHASE 2)**

Report of the Executive Director Environment.

For Decision
(Pages 15 - 22)

6. **GW4: ST. PAUL'S GYRATORY PROJECT – PHASE 1**

Report of the Executive Director Environment.

For Decision
(Pages 23 - 122)

7. **GW5: PEDESTRIAN PRIORITY STREETS PROGRAMME – PHASE 1**

Report of the Executive Director Environment.

For Decision
(Pages 123 - 330)

8. **GW6: BANK STATION UPGRADE – CANNON STREET ENTRANCE S278**

Report of the Executive Director Environment.

For Decision
(Pages 331 - 346)

9. **GW6: CONCERT HALL SEATING**

For Decision
(Pages 347 - 352)

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

11. **ANY OTHER BUSINESS THE CHAIR CONSIDERS URGENT**

12. **EXCLUSION OF THE PUBLIC**

MOTION - That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following item(s) 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.

For Decision

13. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 17 April 2023.

For Decision
(Pages 353 - 356)

14. **GW2: BARBICAN RENEWAL – DESIGN DEVELOPMENT**

Report of the City Surveyor and Barbican Centre CEO.

For Decision
(Pages 357 - 426)

15. **GW3/4: GUILDHALL - GREAT HALL INTERNAL HEALTH AND SAFETY AND RESTORATION WORKS**

Report of the City Surveyor.

For Decision
(Pages 427 - 438)

16. **GW4: REFURBISHMENT/EXTENSION OF 1-6 BROAD STREET PLACE AND 15-17 ELDON STREET**

Report of the City Surveyor.

For Decision
(Pages 439 - 476)

17. **GW5: CENTRAL CRIMINAL COURT PLANT REPLACEMENT: PHASE 5**

Report of the City Surveyor.

For Decision
(Pages 477 - 504)

18. **WALBROOK WHARF STRATEGIC PURCHASE OPPORTUNITY**

Report of the City Surveyor.

For Decision
(Pages 505 - 512)

19. **ARCHITECTURAL SERVICES FRAMEWORK – CONTRACT AWARD**

Report of the Chief Operating Officer and the City Surveyor.

For Decision
(Pages 513 - 522)

20. **REWARD REFRESH**

Report of the Chief Operating Officer.

For Decision
(To Follow)

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

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

Operational Property and Projects Sub-Committee

Composition

- the Chairman and a Deputy or Vice Chairman of the Policy and Resources Committee
- the Chairman and Deputy Chairman of the Finance Committee, or their nominees
- Four Members appointed by the Policy and Resources Committee
- Four Members appointed by the Finance Committee
- Up to two Members to be co-opted by the Sub-Committee from the Court of Common Council with relevant experience.

Terms of Reference

To be responsible for:-

Projects

a) Authorising individual projects on behalf of the Policy and Resources Committee at each stage of the City's agreed Project Approval Process;
b) Making proposals to the Resource Allocation Sub-Committee/the Policy and Resources Committee for projects to be included in the capital/supplementary revenue programme;
c) Overseeing the City Corporation's programme of projects, excluding those within the remit of the Cyclical Works Programme (although these may be called-in by the Projects Sub-Committee) to ensure their delivery within the parameters set by the Resource Allocation Sub-Committee.
d) Overseeing the City Corporation's programme of projects, to ensure their delivery within the parameters set by the Resource Allocation Sub-Committee;
e) Monitoring the procurement arrangements for capital and supplementary revenue projects and advising the Finance Committee of any issues; and
f) Periodically reviewing the City Corporation's project management processes and procedures.

Procurement

g) To scrutinise and be responsible for value for money on all City of London Corporation and City of London Police procurement contracts above thresholds stipulated within the City of London Corporation's Procurement Code (total contract value) at key stages, including initial tender strategy to final contract award sign off.
h) To consider and recommend all procurement contracts above thresholds stipulated within the City of London Corporation's Procurement Code to the Finance Committee
i) To invite representative(s) from the relevant Spend Committee to attend meetings ensuring decisions are made corporately.
j) To provide officers with advice focussed specifically on value for money, and consider lessons learned when major contracts are coming to an end (i.e. before the (re)tender process begins).
k) To review and consider approvals of £4m + waivers for the Chamberlain's department contracts.

l) To work with the Finance Committee to review and to monitor performance against the Chamberlain's Departmental Business Plan and related corporate initiatives in order to promote value for money and ensure compliance with the UK Public Contract Regulations and the Corporation's Procurement Code.

Corporate Assets

m) To be responsible for the effective and sustainable management of the City of London Corporation's operational property portfolio, to help deliver strategic priorities and service needs, including;
   i. agreeing the Corporate Asset Management Strategy;
   ii. responsibility for reviewing and providing strategic oversight of the Corporation's Asset Management practices and activities and advising Service Committees accordingly;
   iii. responsibility for reviewing and providing strategic oversight of the Corporation's Facilities Management practices and activities and advising Service Committees accordingly;
   iv. To maintain a comprehensive Property Database and Asset Register of information which can be used in the decision making process;
   v. In line with Standing Orders 53 (Asset Management Plans) and 56 (Disposal of Surplus Properties) and the duties set out within legislation, including the Localism Act 2011 and the Housing and Planning Act 2016, to monitor the effective and efficient use of all operational property assets;
   vi. Oversight of the management of operational leases with third parties, occupation by suppliers and those granted accommodation as benefits-in-kind; and
   vii. In accordance with Standing Orders 57 and 58, the Sub Committee can make disposals of properties which are not suitable to be retained as investment property assets.

n) In accordance with thresholds stipulated within Standing Orders 55, 56 and 57, the Sub-Committee can approve acquisitions and disposal of operational properties which are not suitable to be re-use or to be retained as investment property assets.

o) The power to commission from Service Committees periodic management information on asset management performance including, where relevant:

   i. third party agreements, income, rent arrears (including HRA)

   ii. efficiency of operational assets including vacant space and utilisation in accordance with SO 55.

p) To be responsible for the upkeep, maintenance and, where appropriate, furnishing for operational properties (including the Guildhall Complex) which do not fall within the remit of another Service Committee;
q) To monitor major capital projects relating to operational assets to provide assurance about value for money, accordance with service needs and compliance with strategic plans;
r) To recommend to the joint meeting of the Resource Allocation Sub-Committee and the Efficiency and Performance Sub-Committee the annual programme of repairs and maintenance works (including surveys, conservation management

plans, hydrology assessments and heritage landscapes) planned to commence the following financial year, and to monitor progress in these works (when not included within the Project procedure);

s) To be responsible for strategies, performance and monitoring initiatives in relation to energy;

t) To monitor and advise on bids for Heritage Lottery funding; and

u) To provide strategic oversight for security issues across the Corporation's operational property estate; with the objectives of managing security risk; encouraging consistent best practice across the Estate; and, in conjunction with the Corporate Services Committee, fostering a culture of Members and officers taking their responsibilities to keeping themselves and the buildings they occupy secure.

This page is intentionally left blank

OPERATIONAL PROPERTY AND PROJECTS SUB COMMITTEE
Monday, 17 April 2023

Minutes of the meeting of the Operational Property and Projects Sub Committee held at Committee Rooms, West Wing, Guildhall on Monday, 17 April 2023 at 1.45 pm

Present

Members:
Alderman Timothy Hailes (Chair)
Deputy Rehana Ameer (Deputy Chairman)
Deputy Randall Anderson
Deputy Shravan Joshi
Paul Martinelli
Anett Rideg

Officers:

Sonia Virdee	Chamberlain's Dept.
Jonathan Cooper	City Surveyor's Dept.
Peter Collinson	City Surveyor's Dept.
Graeme Low	City Surveyor's Dept.
Sarah Baker	Town Clerk's Dept.
Polly Dunn	Town Clerk's Dept.
Matthew Stickley	Town Clerk's Dept.

1. **APOLOGIES**
Apologies for absence were received from Deputies Keith Bottomley, Michael Cassidy, and Christopher Hayward.

Apologies for lateness were received from Deputy Rehana Ameer.

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 and summary of the meeting held on 6 March 2023 be approved as an accurate record.

4. **REPORT OF ACTION TAKEN**
There had been no decisions taken since the last meeting of the sub-committee.

5. **GW3: WEST SMITHFIELD PUBLIC REALM AND TRANSPORT**
The Sub Committee considered a report from the Director of Built Environment regarding the update on the GW3: West Smithfield Public Realm and Transport.

It was requested that the Barbican Association was informed once the works resumed, which was agreed by officers.

RESOLVED – that the Sub-Committee:

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

6. **GW5: DRON HOUSE WINDOWS AND REDECORATIONS**

The Sub Committee considered a report from the Director of Community and Child Services regarding the GW3: West Smithfield Public Realm and Transport.

RESOLVED – that the Sub-Committee:

1. approved the additional budget of £54,225 to reach Gateway 6 of which £48,010 is associated with the variation for AD Construction (works) and £6,215 for the extension of time for Contract Administration duties undertaken by Playle and Partners (fees).
2. note the new total estimated cost of the project at £1,659,146.

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

A question was asked regarding the City of London Corporation's ongoing Project Governance Review and the appointment of Mr Paul Martin to contribute to the review. It was requested that the terms of reference for Mr Martin be provided to the sub-committee, which was agreed by officers. It was confirmed that Mr Martin would be invited to meet with members of the Operational Property and Projects Sub Committee providing this did not make inefficient use of his time in completing the review.

The sub-committee discussed the distinction between the general Project Governance Review and the separate review of members' oversight of Corporation projects.

8. **ANY OTHER BUSINESS THE CHAIR CONSIDERS URGENT**

There were no urgent items.

9. **EXCLUSION OF THE PUBLIC**

RESOLVED – that under Section 100(A) of the Local Government Act 1972, the public be excluded from the remainder of the meeting on the grounds that the remaining items involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act 1972.

10. **NON-PUBLIC MINUTES**
RESOLVED – The non-public minutes and summary of the meeting held on 6 March 2023 be agreed as an accurate record.

11. **DELEGATED AUTHORITIES AND ARREARS UPDATE**
The Sub-Committee considered a report of the City Surveyor regarding an update on the Delegated Authorities and Arrears.

Officers offered to explain outside of the meeting how the recording of arrears was reported.

RESOLVED – To note the report.

12. **CYCLICAL WORKS BACKLOG UPDATE**
The Sub Committee considered a report from the City Surveyor regarding the cyclical works backlog update.

13. **GW3: ENTERPRISE RESOURCE PLANNING HR SYSTEM**
The Sub Committee considered a report from the Chamberlain regarding an update on enterprise resource planning HR System.

14. **GW4: CRESCENT HOUSE, GOLDEN LANE ESTATE - WINDOWS AND COMMON PARTS REDECORATIONS**
The Sub Committee considered a report from the Director of Community and Children's Services regarding an update on the GW4 Crescent House, Golden Lane Estate- Windows and Common Parts Redecorations.

15. **GW5: FINSBURY CIRCUS GARDENS REINSTATEMENT**
The Sub Committee considered a report from the City Surveyor and Executive Director of Environment regarding an update on the GW5 Finsbury Circus Gardens Reinstatement.

16. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no questions.

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

There was no urgent business.

The meeting ended at 2.57 pm

Chairman

Contact Officer: Matthew Stickley
Matthew.Stickley@**cityoflondon.gov.uk**

Committees: Streets and Walkways Service Committee *[for decision]* Operational Property and Projects Sub *[for decision]*	**Dates:** 23rd May 2023 5th June 2023
Subject: Crossrail Liverpool Street Urban Integration (Phase 2) **Unique Project Identifier:** 11375	**Gateway 3** Regular **Issue Report**
Report of: Executive Director Environment **Report Author:** Daniel Laybourn – City Transportation	**For Decision**
PUBLIC	

1. Status update	**Project Description:** To explore design changes to the public realm across the wider Liverpool Street area to enhance the pedestrian environment and facilitate the anticipated pedestrian uplift in the area resulting from Crossrail. **RAG Status:** Amber (Amber at last report to Committee) **Risk Status:** Low (Low at last report to committee) **Total Estimated Cost of Project (excluding risk):** Approx. £1.64m **Funding Source:** Section 106 funding and Crossrail Liverpool Street Phase 1 project (11375) funds to account for the incomplete Phase 1 work. **Spend to Date:** £105,789 as of 13th April 2023. **Costed Risk Provision Utilised:** None. **Slippage:** Delivery of on-street changes is now being coordinated through the Healthy Streets Plan and in response to emerging developments across the Liverpool Street area. This is further explained in this report.
2. Requested decisions	**Next Gateway:** G3/4 Options Appraisal **Requested Decisions:** 1. Note and approve the contents of this 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.

3. Budget	The issues detailed in this report do not require a funding request, and the already-approved funding totalling approx. £1.64m is sufficient to accommodate what is being requested. This report only relates to a requested amendment to the project's scope to include and fund a public consultation exercise on the Liverpool Street area Healthy Streets Plan.
4. Issue description	1. In the original scope of this project, it was agreed to establish an external working group as there were some strong aspirations by local stakeholders for the local public realm. This included British Land, Network Rail and Transport for London. 2. The main purpose of this working group was to establish everyone's aspirations and how the various parties could work together to deliver a set of seamless improvements across the Liverpool Street area that included multiple landowners. 3. Given the complexity of the area and the addition of several new private developments on the horizon including potentially Liverpool Street Station, establishing a set of requirements to the satisfaction of all parties became a much larger and complex piece of work than originally envisaged. Therefore, it was removed from the Crossrail Liverpool Street Phase 2 project and was progressed separately as a strategic piece of work. Due to the importance of this work, the Crossrail Liverpool Street Phase 2 project has been on hold whilst the requirements for the area were being determined. 4. A Liverpool Street area steering group was subsequently established to engage all developers with an intertest in the area alongside Network Rail and TfL. The discussions have resulted in the development of a Healthy Streets Plan for the Liverpool Street area. To date this plan has been developed using existing staff resources. 5. This plan, also on this agenda, now requires a public consultation exercise but there are no local funds available to support this. Therefore, a minor change in this project's scope to undertake this consultation is being requested. 6. Following completion of the consultation, delivery of the Crossrail Liverpool Street Phase 2 project will be subsumed into a wider programme to deliver the area's Healthy Streets Plan.
5. Recommended Next Steps	1. Officers are recommending that members approve an amendment to the project's scope to include a public consultation exercise on the Liverpool Street area Healthy Streets Plan. This will then enable the

	substantive project to meaningfully restart following the outcome of the public consultation. 2. The project's existing budgets can accommodate the cost of this public consultation, which is expected to be approx. £15,000. 3. There is a separate report on the proposed Healthy Streets Plan on the agenda for the Streets & Walkways Committee meeting on 23rd May 2023.

Appendices

Appendix 1	Project Coversheet

Contact

Report Author	Daniel Laybourn
Email Address	Daniel.laybourn@cityoflondon.gov.uk

This page is intentionally left blank

Appendix 1

Project Coversheet

[1] Ownership & Status

UPI: 11375
Core Project Name: Crossrail Liverpool Street Urban Integration Phase 2

Programme Affiliation: Crossrail Liverpool Street Urban Integration under the Crossrail Urban Integration Projects

Project Manager: Daniel Laybourn

Definition of need: To explore design changes to the public realm across the wider Liverpool Street area to enhance the pedestrian environment and facilitate the anticipated pedestrian uplift in the area resulting from Crossrail. These proposals will also be required to account for emerging and known adjacent private developments and Transport for London's aspirations for the nearby A10 corridor.

Key measures of success:

1) Key highway improvements completed in time for opening of the Elizabeth Line
2) Improved user experience in the vicinity of the station
3) Improved user comfort levels
4) Improved pedestrian safety

Expected timeframe for the project delivery: Phase 1 work is substantially complete and remaining tasks will be completed in 2024 once nearby private construction activity has finished. Initial phase 2 work has taken place in advance of Crossrail at Liverpool Street opening. Future delivery of more substantial change is yet to be confirmed at this time.

Key Milestones: None. Crossrail has now become operational which was previously the only milestone.

Are we on track for completing the project against the expected timeframe for project delivery? N/a. Project requirements currently being determined.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No significant media/ public impact is expected, and local comms will be managed by the project team.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G2 report (as approved in November 2013):

- Total Estimated Cost: £250k - £2m
- Resources to reach next Gateway: £60,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: Set the scope for the Phase 1 work that was to be delivered in time for the opening of Crossrail which was then estimated as '2018'.

'Outline Options Appraisal' G3 report (as approved by PSC 22/7/14):

- Total Estimated Cost: £2-3.5 million (excluding value of remediation by Crossrail)
- Spend to date: £20,513
- Resources to reach next Gateway: £115,000
- Costed Risk Against the Project: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: none

'Detailed Options Appraisal' G4 Stage 1 report (as approved by PSC 23/2/15):

- Total Estimated Cost: £2-3.5 million
- Resources to reach next Gateway: £115,000
- Spend to date: £135,513
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: Removal of traffic from the western arm of Liverpool Street.

'Issue Report' (as approved by PSC 29/6/16):

- Total Estimated Cost: £2-3.5 million
- Resources to reach next Gateway: £35,000
- Spend to date: £251,579
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: Requested further funding to cover unforeseen staff time/ work.

'Update Report' (as approved by PSC 12/12/16):

- Total Estimated Cost: £2.5-3.5m
- Resources to reach next Gateway: £213,000
- Spend to date: £247,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Late 2018 (for Crossrail station completion). Late 2016 for a delegated decision on work site proposals

Scope/Design Change and Impact: Requested further funding to develop the work site proposals, and defined the 'wider area'

Issue Report (as approved by PSC 18/7/17):

- Total Estimated Cost: £2.5-3.5m (although not explicitly stated within the report)
- Resources to reach next Gateway: No extra resources requested.
- Spend to date: £268,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Crossrail due to open in December 2018. City highways construction start in January 2018, complete in December 2018.

Scope/Design Change and Impact: Members agreed to the City delivering the Liverpool Street east urban realm works on behalf of Crossrail and to receive a G5 report instead of a G4 Stage 2 report.

'Authority to Start Work G5 report (for the previously mentioned Crossrail works, as approved by PSC 11/12/17):

- Total Estimated Cost: £2.4m
- Resources to reach next Gateway: No extra resources requested.
- Spend to date: £313,687
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Crossrail due to open in December 2018. Materials procurement/ mobilisation – Q1 2018, Reinstatement of Liverpool Street West – Q2/3 2018, Raised table on Old Broad Street & Liverpool Street construction – Q3 2019, Eldon Street raised table and other works – Q1 2020.

Scope/Design Change and Impact: Members approved the implementation costs for the Liverpool Street east works which Crossrail had asked the City to undertake and noted that delivery of some elements may not be complete until 2022.

'Authority to Start Work' G5 report (as approved by PSC 13/6/18):

- Total Estimated Cost: £2,712,843
- Resources to reach next Gateway: £2,399,156
- Spend to date: £313,687
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Crossrail due to open in December 2018. Materials procurement/ mobilisation – July 2018, Reinstatement of Liverpool Street East – July to November 2018, Old Broad Street construction – May to June 2019, Eldon Street and Blomfield Street – January to April 2020

Scope/Design Change and Impact: Members approved the implementation costs for the works which Crossrail had asked the City to undertake and noted that delivery of some elements may not be complete until 2022.

Urgency report (as approved by PSC August 2019):

- Total Estimated Cost: £2.7m
- Resources to reach next Gateway: n/a
- Spend to date: £0.78m
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: n/a

Scope/Design Change and Impact: Members approved that the City undertook works on private land, fully funded by Crossrail.

Issue Report (as approved by PSC 16/10/19):

- Total Estimated Cost: £4.1m (£2.7m for the existing Crossrail Liverpool Street Urban Integration project (Phase 1) plus the £1.4m allocated to the wider area sub-project (Phase 2) in the 'Review of Projects within the Built Environment Directorate' report (July 2019).
- Resources to reach next Gateway: £206,500
- Spend to date: £0.917m
- Costed Risk Against the Project: £25,700
- CRP Requested: n/a
- CRP Drawn Down: n/a

- Estimated Programme Dates: The new Liverpool Street Crossrail station is currently expected to open in late 2020/ early 2021.

- *Scope/Design Change and Impact: Members agreed to an increase in scope, establishment of an external working group, the revised total project cost and its funding mechanisms and resources to next gateway.*

Issue Report (as approved by PSC 23/02/21):

- Total Estimated Cost: £1.4m (no change).
- Spend to date: £49,551
- Costed Risk Against the Project: £25,700 (no change)

Scope/Design Change and Impact: Report updated on delays that had been incurred due to the pandemic and what the next steps were to be. There were no scope or finance changes.

Issue Report (as approved by PSC 17/2/22):

- **Total Estimated Cost:** Approx. £1.64m (an increase of £155,000 from previous due to the requested inclusion of incomplete Crossrail Liverpool Street Phase 1 work)
- **Spend to date:** £97,701
- **CRP Utilised:** None.
- **Slippage:** Approx. 4 months slippage on planned reporting timeframes due to Phase 2 design work taking slightly longer than envisaged.

Scope/Design Change and Impact: Members approved the inclusion of incomplete Phase 1 work and funding, the removal of temporary social distancing measures on Old Broad Street between London Wall and Liverpool Street and two delegations.

Total anticipated on-going commitment post-delivery [£]: Routine highway maintenance is expected.
Programme Affiliation [£]: n/a

Committees: Streets & Walkways Sub Committee (*for decision)* Operational Property and Projects Sub (*for decision)*	**Dates:** 23 May 2023 05 June 2023
Subject: St. Paul's gyratory project – Phase 1 **Unique Project Identifier:** 113377	**Gateway 4: Detailed Options Appraisal (Complex)**
Report of: Executive Director Environment **Report Author:** George Wright, City Operations	**For Decision**
PUBLIC	

1. Status update	**Project Description:** The project aims to transform the streets and public realm between the old Museum of London site and St. Paul's Underground station through the partial removal of the 1970's gyratory. It is a priority project for delivery by 2030 in the City's Transport Strategy. The project is split into two phases. Phase 1 covers the project area to the south of the rotunda roundabout. Phase 2 focuses on highway changes on the roundabout and is awaiting the outcome of the Museum of London/Bastion House redevelopment which is currently at pre-application stage. This report relates to Phase 1 only. **Current status:** This is a Gateway 4 report that seeks to agree to progress the design of one highway layout option and associated public space improvements to public consultation. Positive progress has been made since the Gateway 3 report in September 2022 where Members approved the recommendation that three concept design options should be further developed and assessed. All three options remove the gyratory system to some degree and create a new public space. Option 1 delivers the largest new public space with the closure of the southern section of King Edward Street and the closure of the Newgate Street slip road. The other options deliver a smaller public space through the closure of the Newgate Street slip road only.

	Comprehensive traffic modelling is progressing with Transport for London to assess the impact of the proposed options on buses and the wider highway network. To date, this indicates that all three options are forecast to have an acceptable impact in traffic terms, although modelling suggests option 2 has an overall impact on bus journey times which is likely to be unacceptable to TfL Buses. A public engagement exercise took place during December and January. The exercise was publicised via a press release and social media including the City Corporation's Twitter feed. Stakeholders on the projects database were contacted and all properties within the project consultation area were sent a letter and asked to give their views. Over 2,500 people participated, with strong support given for the proposed public space on King Edward Street and for measures to improve the environment for people walking and cycling. Respondents had the opportunity to select features they would like to see in any new public space, with greening and seating receiving overwhelming support. This feedback has assisted the consultants appointed to prepare the concept design proposal for the new public space. Responses received have also helped inform changes to the design options for the wider project area. Liaison has also continued with key local stakeholders such as the Cheapside Business Alliance, St. Paul's Cathedral and Bart's Hospital. Discussions have also been held with colleagues working on Destination City and will continue. Negotiations with the developer of 81 Newgate Street regarding a voluntary financial contribution towards the project are on-going and details of the outcome are contained in the non-public Appendix 2. **RAG Status:** Green (Amber at last report to Committee) **Risk Status:** Medium (Medium at last report to committee) **Total Estimated Cost of Project (excluding risk):** £15-17 million (phase 1 only). **Change in Total Estimated Cost of Project (excluding risk):** No change, within cost range provided at last Committee. **Spend to Date:** £900,459. **Costed Risk Provision Utilised:** 0 **Slippage:** No
2. Next steps and requested decisions	**Next Gateway:** Gateway 4B (Court of Common Council) and Gateway 4C (Streets & Walkways). **Requested Decisions:** Members of **Streets and Walkways Sub-Committee** are asked to:

	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 Members of **Streets and Walkways Sub-Committee** and **Operational Property and Projects Sub-Committee** are asked to: 7. Note the approved financial bid for the project of up to £13,915,175 from OSPR and CIL contributions; 8. Approve an additional budget of £1,712,050 from the OSPR to reach Gateway 5; 9. Note the revised total project budget of £2,947,992 (excluding risk) to reach Gateway 5; 10. Note the total estimated cost range of the project at £ £15-17 million; 11. Approve the costed risk register of £280,000 in Appendix 3 and delegate authority to the Executive Director Environment to draw down funds from this; 12. Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget. **Next Steps:** • June 23: Gateway 4B to Court of Common Council • Jun-Dec 23: Preparation of detailed designs for the Option 1 highway layout • Aug/Sept 23: Public consultation on approved option and naming of the new public space

<table>
<tr><td></td><td>

October 23-February 24: Preparation of developed design for the new public space
December 23: Gateway 4C to Streets & Walkways Sub Committee
January-April 24: Construction design package finalised and detailed construction works estimate
January 24: Transport for London scheme TMAN approval
February-April 24: Statutory consultation on Traffic Management Orders
May-June 24 – Gateway 5 Authority to Start Work.
Early 2025 – Commence highway works construction **

**: Programming for highway construction works is provisional and highly dependent upon the construction programme of 81 Newgate Street; in particular the developer's ability to clear their construction activities from the highway to enable access for the City's Highway contractor and enable the required traffic changes.
</td></tr>
<tr><td>3. Resource requirements to reach next Gateway</td><td>
The current budget approved for the project is £1,235,942 of which £900,459 has been spent at 30/4/23.

The proposed additional budget to reach Gateway 5 is detailed below and is based on the approval of Option 1 progressing. It is requested that the funding is set up to reach Gateway 5 to ensure that the pace of the project is maintained between the various Gateway 4 reports and that the budget is available to be able to procure what is required when needed.
<table>
<tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr>
<tr><td>Staff costs: Policy & Projects</td><td>Project management, communications</td><td>OSPR</td><td>£362,880</td></tr>
<tr><td>Staff costs: Highways</td><td>Design development, surveys, utility liaison</td><td>OSPR</td><td>£236,600</td></tr>
<tr><td>Staff costs: City Gardens</td><td>Design development</td><td>OSPR</td><td>£22,570</td></tr>
<tr><td>Staff costs: Legal</td><td>Legal advice</td><td>OSPR</td><td>£10,000</td></tr>
</table>
</td></tr>
</table>

Staff costs: City Structures	Design assessment	OSPR	£5,000
Fees	Surveys, assessments, design, TfL fees, Traffic Orders	OSPR	£1,015,000
Works	Trial holes, site investigations	OSPR	£60,000
Total			£1,712,050

Costed Risk Provision requested for this Gateway: £280,000 (as detailed in the Risk Register – Appendix 3)

The staff costs above represent 2 Project Managers working full time on the project for 60 weeks; the cost of a Communications Officer working 2.5 days per week for 48 weeks; 2 days per week staff management for 60 weeks; 2 highway engineers working full time on the project for 50 weeks. The fees budget includes (but not exclusively) costs for consultancy fees for traffic modelling, landscape design, and Equalities Analysis support, public consultation fees including promotional materials and stakeholder engagement, TfL costs (Buses/London Underground/Signals/Network Performance), highway/utility surveys, air quality/traffic monitoring, legal fees, road safety audits and Traffic Order costs.

Capital bid
An internal capital bid for £13,915,175 was approved by Policy and Resources Committee on 20 April 2023. This comprises £2.91 million of CIL funding with the balance from the On Street Parking Reserve.

External financial contribution
Negotiations are on-going with the developer of 81 Newgate Street regarding a financial contribution to the project over and above the basic Section 278 works. The developer has provisionally agreed to make a contribution providing it is Option 1 (the full closure of King Edward Street between Newgate Street and Angel Street) that is approved for further development and secures all the necessary approvals to enable delivery/construction.

If formalised the external contribution could enable the internal capital funding allocated to the project to be reduced overall after Gateway 5; once the scheme is fully committed to being built and overall construction costs are fully understood. Further financial information is contained in Appendix 4.

4. Overview of project options	Three design options were approved by Members in September 2022 for further development and assessment. Each option has a different highway layout for vehicles travelling through the project area and these layouts dictate the amount of new public space that can be created. These three options have been further developed, being mindful of the project's approved objectives: • To reduce casualties towards the Vision Zero target • Improve pedestrian comfort levels • To improve air quality by reducing NO2 levels • To create new public spaces • Improve the quality of the public realm to create streets and public spaces for people to admire and enjoy • To ensure buildings and public spaces are protected Option design development has also considered other important criteria including: • the impact on the wider highway network in traffic terms and bus journey times • how each assists the delivery of the City's strategies and initiatives including Destination City, the Transport Strategy and the Climate Action Strategy Key elements of work undertaken since September include further traffic modelling, public engagement, stakeholder management, highway layout design development and concept design development for the new public space. The gyratory itself is part of the strategic road network as designated in the Traffic Management Act 2004. Traffic management approvals and TfL's support for these changes is essential. **<u>Summary of options</u>** The Options Matrix at the end of this report provides more detail on each option and its assessment. All options propose changes to bus stop locations, bus stands, and coach and taxi bays. Indicative plans showing these changes are included as Appendix 5 and Appendix 6 and these include: a) The relocation of bus stops from their current location within the project area. The revised locations will be less than 200 metres from each other. The preliminary locations have been shared with TfL Buses who have not expressed any concerns to date. b) The removal of the route 100 bus stand on King Edward Street and its relocation to Giltspur Street. c) The short stay taxi bays currently on St Martin Le Grand and Angel Street will be re-located to the south side of

	Gresham Street at the western end with no net loss of provision. d) The removal of the coach bays on St Martin Le Grand to accommodate the new highway layout, with two bays being retained on Angel Street. A net loss of six bays is likely if suitable relocation sites cannot be found. The interim Equality Analysis concluded that each option may have an impact on some groups of people due to the proposed changes to the locations of bus stop and bus stands and motor vehicle journey times. In some cases, the new locations may provide a positive benefit but in others this may have a negative impact. It has been agreed with the Chair of the City of London Access Group (CoLAG) to present the preferred option to CoLAG members in the summer where issues can be identified and mitigation measures explored. **Option 1** offers transformational change across the project area. The partial removal of the gyratory system sees the introduction of two way working for all vehicles on Newgate Street and St Martin Le Grand to its junction with Angel Street. Comprehensive improvements for people walking and cycling are proposed including better crossing facilities and protected cycle lanes where space permits. The closure of the southern section of King Edward Street enables the creation of a large, new public space which, at just over 3000sqm, would be larger than Aldgate Square. Option 1 proposes changes to bus stop locations, bus stands, coach and taxi bays as set out above. The proposed relocation of the bus stand for route 100 is supported by Bart's Hospital who have expressed concern about the impact the King Edward Street bus stand has on blue light response times. The feasibility traffic modelling for Option 1 suggests the impact on the wider traffic network is within acceptable parameters with regards to queueing at junctions and the bus journey times. There are some small delays to bus journey times identified but it is anticipated that this can be reduced by further work to mitigate impacts by signal time changes in the more detailed traffic modelling that will follow. Overall Option 1 performs well in terms of bus journey times at this stage of its development for such a large-scale change. An Option 1A has also been developed. It is the same as Option 1 except it proposes the introduction of two-way working for vehicles on Montague Street between its junction with the rotunda and Little Britain north. This option has evolved as an analysis of traffic movements suggests there is likely to be an increase in traffic using Little Britain south if the gyratory is system modified; something the project is actively seeking to

	avoid. Two way working on Montague Street as proposed could significantly reduce traffic on Little Britain south and shorten some blue light journeys to Bart's Hospital. Option 1 has the potential to attract a significant external funding contribution from the developer of 81 Newgate Street. **Estimated cost: £15-17m.** **Option 2** proposes significant changes to the existing highway layout. It is less ambitious than option 1 in terms of the scale of new public space, only creating about half of the space Option 1 offers. This option involves partial removal of the gyratory, enabling comprehensive improvements for people cycling (including segregation where space permits) but more modest improvements for people walking. King Edward Street south remains open for northbound buses, cycles and emergency vehicles. Option 2 proposes changes to bus stop locations, bus stands, coach and taxi bays as set out above. The proposal for the re-location of the bus stand for route 100 is not necessary for the scheme but continues to be proposed due to the concerns expressed by Bart's Hospital about the impact the King Edward Street stand has on blue light response times. The traffic modelling suggests the impact on the wider traffic network is within acceptable parameters with regards queueing at junctions. However, some bus journey times are forecast to increase by 5-7 minutes in the AM peak which is likely to be unacceptable to TfL Buses. If this option is progressed further mitigation to reduce this impact would be required. However, it may not be possible to provide sufficient mitigation. Option 2 creates a smaller new public space of approximately 1400m^2 through the closure of the Newgate Street slip road. However, King Edward Street northbound would remain open for buses and cycles from Newgate Street. Option 2 would not attract the external funding contribution from the developer. **Estimated cost: £11-13m** **Option 3** proposes significant changes to the existing highway layout on Newgate Street with the introduction of two way working for buses and cycles with general traffic continuing to be able to travel westbound. However, it retains the core north-south gyratory movements on King Edward St and St Martin Le Grand. This option enables some positive improvements for people cycling, modest improvements for people walking and less new public space than option 1 (1400m2), as King Edward Street south remains open for all vehicles.

Option 3 proposes changes bus stops, bus stands, coach and taxi bays as set out above. As with Option 2, the proposed re-location of the bus stand for route 100 is proposed due to the concerns expressed by Bart's Hospital about impact the King Edward Street stand has on blue light response times but is not essential for the highway changes.

The initial traffic modelling suggests the impact on the wider traffic network is within acceptable parameters with regards queueing at junctions and bus journey times. It does not perform as well as Option 1 in the PM peak but the indications are still broadly positive.

Option 3 creates a small new public space through the closure of the Newgate Street slip road, but King Edward Street would remain open for all motor vehicles. This would impact on the enjoyment of the public space. Option 3 would not attract any external funding contribution from the developer.

Estimated cost: £11-13m

Traffic modelling

A comprehensive traffic modelling exercise in partnership with Transport for London is on-going to assess the impact of the new highway layouts and revised vehicle routes on the wider highway network and on journey times. The primary objective is to ensure journey time impacts are within acceptable levels and reduced where possible.

The current modelling outputs for bus journey times in the peak hours are summarised in the table below. These show that some bus journey times improve under the new highway layouts, whilst others experience increased journey times. An overall average of all bus route journey times shows that option 1 results in a 0-30 second increase in journey times; option 2 in a 1-2 minute increase; and option 3 in a 3-60 second increase.

Bus Journey Times: Feasibility traffic modelling results

Option		**Seven bus routes in project area (both directions modelled):**					Avg of AM and PM peak periods journey times
		in the **AM** Peak			In the **PM** peak		
	Improvement	Delay		improvement	Delay		
	Between 0-2 min	0-3 min	5-7 min	Between 0-3 min	0-2 min	2-3 min	
I	4	10	0	7	5	2	0-30 secs
2	3	9	2	4	7	3	1-2 mins
3	5	9	0	4	10	0	30-60 secs

Each option has 14 permutations i.e. seven bus routes each in each direction

Further details of the modelling outputs for each option can be seen in Appendix 7/8.

The modelling exercise will continue over coming months and will form a key component of the formal TMAN approval for the recommended highway option in 2024.

Highway layout design development

The results and feedback from the public engagement exercise and the traffic modelling have helped inform revisions to the design options. These include improved provision for people cycling through the area, alterations to pavement and crossing widths. The locations of bus stops, bus stands coach and taxi bays are also revised.

It should be noted that since February 2022 the coach bays on St Martin Le Grand west and Angel Street (six in total) have been out of use due to the construction of 81 Newgate Street and this will continue until March 2025 at the earliest. Surveys undertaken in March 2023 at all the available coach parking sites within the City of London show that there is overall spare capacity for coaches to park. The survey found that whilst on-street coach parking is operating close to capacity, there are spaces available at the Tower Hill coach parking facility.

Further surveys will be undertaken during the summer peak period and site investigations will continue to identify potential new sites for on-street coach parking. The layout and demand of the coach parking at Tower Hill Park will also be reviewed during the summer period to help understand current capacity demand and usage at peak visitor times.

The highway layouts for each option propose significant changes to the way the available public highway is utilised with a move away from a priority given to motorised traffic towards walking and cycling and the creation a new public space. The increase in footway space represents the amount of carriageway space that would be converted to footway. The new cycle lanes will be protected wherever space allows.

Highway changes	Option 1	Option 2	Option 3
Increase in footway space	1436m2	732m2	1027m2
New cycle lanes	819m	942m	781m
New public space	c. 3000m2	c. 1400m2	c. 1400m2

Existing Public Engagement

A six week public engagement exercise began in December 2022 to seek initial views on the principles of the proposals including levels of support for creation of a new public space. 2646 people responded. There was high support for measures to improve the environment for people walking (81%) and cycling (79%) and for a new public space at the southern end of King Edward Street (84%). Further details of the consultation

	responses, including a breakdown of voter responses by mode of transport, can be found in Appendix 9. More detailed written submissions were received from London Living Streets, the London Cycling Campaign, Bart's Hospital and St Paul's Cathedral. **<u>Concept designs for the new public space</u>** Following a tender exercise, LDA Design were appointed to develop concept designs for the project's new public space. The primary focus of the commission is a holistic design for a new public space on both King Edward Street and the Newgate Street slip road. However, a design based on only the closure of the Newgate Street slip road has also been produced, should options 2 or 3 be progressed. The tender brief stated design evolution needed to be underpinned by the objectives of the Transport and Climate Action Strategies and the Destination City initiative. LDA were asked to ensure Christchurch Greyfriars was sensitively integrated into the new space and the view of St Paul's Cathedral was enhanced when looking south down King Edward Street. The feedback from the public engagement exercise has informed the design approach to the content of the square. Respondents' preferences for what they would like to see in the public space were: • Trees and Plants 87%; • Places to sit 79%; • Cycle route 56%; • Public art 40%; • Water feature 32%; • Refreshment kiosk 22%; • Children's play area 17%; • Event Space 16%. A project steering group which includes officers, the developer of 81 Newgate Street and the Cheapside Business Alliance has overseen the design evolution and provided feedback at appropriate stages. Following a report presenting initial sketch designs, LDA were asked to develop concept designs based on the following: <u>Soft landscaping</u>: Maximise greening with a strong emphasis on tree planting and Sustainable Drainage Systems (SUDs). The designs should focus on creating a space where people want to stop and spend time as well as pass through.

	Christchurch Greyfriars: The integration of Christchurch Greyfriars and its landscaped gardens into the new space; consider the future of the low wall introduced in 1990 to demarcate the original eastern Church boundary. Two proposals remain under consideration: • complete removal of the wall and its original footprint clearly demarked in the paving; and • partial retention with new pedestrian routes created through it. Seating: The space should include a range of seating that is comfortable, accessible, functional and easy to maintain; a mix of single seats, benches and informal seating opportunities. Children's play area: Whilst the engagement exercise showed low public support for a children's play area, the steering group felt that was important to consider this within the context of the Destination City aims to increase the City's "*appeal to existing and new audiences by creating a fun, inclusive, innovative and sustainable ecosystem".* LDA were therefore asked to design-in subtle interventions that encourage creative play through a playable landscape. Event space: There was also low public support for an event space. Mindful of Destination City, the steering group asked LDA to ensure that the space would be flexible enough to host occasional events. This could be achieved using seating in some areas which is not permanently fixed to the ground but is too heavy to move without lifting equipment. An example of this type of seating is shown in Appendix 10. Public Art: Whilst not receiving majority support from the public, the steering group asked LDA to consider provision for occasional, temporary installations noting that during the engagement exercise St Paul's Cathedral had offered loans of sculptural objects from its collections for placement in public spaces. Security: LDA were asked to ensure that any hostile vehicle mitigation measures required to protect the public space were designed into functional features such as planters and cycle stands, rather than overly reliant on bollards. Lighting: Focus should be on quality functional lighting to suit the new space, avoiding lighting installed in the ground which is expensive to maintain. Water feature: Whilst not attracting majority public support, a water feature could deliver climate benefits and play opportunities. However, LDA were asked not to progress this element as the estimated cost to maintain a meaningful water

	feature over 20 years (based on Aldgate Square) would be approximately £1.5m; a cost that could need to be borne by the project. Cycle route: A majority of respondents to the engagement exercise supported the inclusion of a cycle route through the new public space. However, LDA were asked not to incorporate this into the design for the following reasons: • A dedicated, demarcated cycle route would be required to meet access standards, dissecting the new space in two; • The wider gyratory project is providing dedicated north-south cycle routes on Newgate Street and St Martin Le Grand and people cycling should be encouraged to use these routes. • If people cycling were encouraged to use the new public space when travelling north they would need to join the main northbound vehicular route which does not include dedicated cycle facilities. During the design development, officers became aware of a substantial amount of large granite blocks salvaged from the Thames Tideway works on Victoria Embankment and that this was potentially available to the project (see Appendix 10). LDA were therefore asked to consider ways of incorporating the stone into the overall design, potentially as part of the playable landscape and informal seating. Officers were also alerted to the City's emerging Sports Strategy and asked LDA to consider opportunities to design in features that could be used for fitness/exercise. However, following the steering group's review of the draft concept design proposals, group members considered the inclusion of large physical sports equipment as inappropriate for the new space and asked LDA to remove it. The project steering group reviewed and fed back on a concept option in late March, leading to the preparation of a preferred concept design for each option. Various views of the concept designs are shown in Appendix 11. As the design for the public space is developed, the steering group will be re-convened and the project team will continue to engage with the Destination City team and work with the Sports Strategy Manager to explore opportunities to incorporate features to encourage informal exercise and play. **Naming of the new public space** During scheme development, the new public space on King Edward Street has been referred to as "King Edward Square" but this is only a provisional name.

	It is proposed that four potential names for the square are included as part of the public consultation on the preferred option in September. These names are: 1. King Edward Square 2. Greyfriars Square 3. Newgate Square 4. Queen Elizabeth Square The City's Street Naming and Numbering Policy states that the re-use of street names with a different suffix is acceptable where it is used to reinforce an area's historic identity. King Edward Square, Greyfriars Square and Newgate Square all meet this criterion. Naming the square after Queen Elizabeth would require approval from the Cabinet Office who need to approve the use of Royal names. This may also technically apply to the name King Edward Square since it is a modification of an existing name and this would need clarifying if that was the preferred name. Street naming is normally handled through delegated authority. However, if Members did want the final decision to go to Committee because of its prominence, colleagues in Planning would prepare a short report to go to the Planning & Transportation Committee. **Conclusion** Option 1/1A delivers improvements for people walking and cycling, a substantial new public space and key elements of the Transport and Climate Action Strategies and the Destination City initiative. Option 1 attracts a significant external funding contribution. Whilst options 2 and 3 deliver improvements for people walking and cycling, the new public space is smaller resulting in much less greening. Neither option attracts the current external funding contribution that is on offer. Members are therefore asked to approve that the highway layout Option 1 (and its variant 1A) is presented for public consultation in terms of changes to the public highway for vehicles, changes to bus stop, coach bays, taxi bays, waiting and loading, and that the concept design proposal for Option 1 is presented for public consultation alongside the highway layout to seek further feedback on the development of the public space for further detailed design. **Next steps** The consultation scheduled for August/September 2023 will seek views from the public on the preferred highway layout, the concept design proposals for the new public space and the potential name of the new space.

	There will be a mix of virtual and in person opportunities for people to directly engage, as well as project information towers and drop-in sessions in the project area. The project has built up an extensive database of local businesses, residents and interest groups and they will be invited to take participate in the consultation. Social media will also be utilised to target people moving through the project area. The results of the public consultation and any subsequent design revisions will be brought back to Committee in the form of a Gateway 4C report in late 2023. Statutory consultation on any necessary Traffic Orders to implement proposals will not be commenced unless authorised at Gateway 4C reporting stage. Whether or not any necessary traffic orders are made cannot be prejudged until the outcome of the consultation has been evaluated.
5. Recommendation	It is recommended that Option 1/1A in terms of traffic/highway layout is taken forward for public consultation with the associated concept public space design option.
6. Risk	The key risks associated with taking the recommended option forward to Gateway 5: • The impacts on bus journey times mean that the proposed option does not receive the required level of support and approval from TfL; crucially the TMAN formal approval which is required to proceed with the scheme to construction. The roads impacted are largely part of the strategic road network so it is essential that TfL support the proposals. Officers will continue to liaise with TfL Buses during the development stages of the scheme to ensure all mitigation measures to reduce impacts on bus journey times have been investigated. • A challenge on procedural grounds or an inability to resolve objections to a Traffic Order may result in additional legal costs, as well as delays to the overall programme. A costed risk provision of £60,000 is included should additional legal costs be incurred. • The preferred option is not supported by Bart's Hospital due to concerns about increased traffic congestion affecting blue light response times. Officers have been in a regular dialogue with Bart's as the highway options have been developed and this will continue. Whilst levels of congestion are predicted to increase, junctions are predicted to operate within capacity. Much of the highway layout will be multi-lane that would allow vehicles to pull out of the way at busy times. Traffic queueing on Angel Street is not predicted. • The preferred option may result in an increase in motor vehicles using Little Britain south. There are mitigation measures that can be put in place to reduce this risk and these will be explored in more detail during the next phase of work. These include converting Montague Street to two-way

	working to its junction with Little Britain north which would also provide a more direct route for Bart's ambulances and service vehicles arriving from Aldersgate Street and London Wall. • Changes to coach parking arrangements may result in objections from the coach industry and key stakeholders such as St Paul's Cathedral. Most of the local coach parking provision in the project area has been unavailable since February 2022 due to redevelopment of 81 Newgate Street. Whilst the closure of the Museum of London should reduce overall demand. Surveys undertaken in March 2023 showed that whilst on-street coach parking provision was operating close to capacity, there was surplus space in the Tower Hill coach park. The project will assess alternative on-street coach parking locations and, if feasible, consult on introducing these as part of the project. • The preferred option may negatively impact certain groups of people, particularly some disabled people and this has been highlighted in the Interim Equality Analysis (Appendix 12). It has been agreed with the Chair of the CoLAG to present the preferred option to CoLAG members in the summer and involve Transport for All in facilitating a feedback session where issues can be identified and mitigation measures explored. • Specific technical challenges associated with this project include the location of utility infrastructure, the London Underground and the City's piped subway structures, which are situated under parts of Newgate Street, King Edward Street and St Martin's Le Grand. Dialogue is on-going with the City Structures team, London Underground and utility companies. This will continue as the preferred option is progressed. Costed risk allocation: £170,000. • Several elements of the project are still at a concept design stage. As design development progresses there may be issues that are more technically challenging than first envisaged. As a result, the project many require additional staff resources. A costed risk allocation of £50,000 has been included within the budget to reach Gateway 5. Further information is available in the Risk Register.
7. Procurement strategy	The project will continue to be developed in-house by the City Operations Policy & Projects and Highways teams. Specialist support will be procured via the Transportation and Public Realm Framework Contract which includes three consultancies.

Appendices

Appendix 1	Project Coversheet
Appendix 2	**NON-PUBLIC ITEM** – Details of the potential financial contribution from the developers of 81 Newgate Street
Appendix 3	Risk Register

Appendix 4	Financial information
Appendix 5	Highway layout options
Appendix 6	Giltspur Street bus standing layout
Appendix 7	Appraisal of traffic modelling outputs
Appendix 8	Feasibility traffic modelling outputs for buses and general motor vehicle traffic
Appendix 9	Engagement results summary
Appendix 10	Moveable seating and Thames Embankment granite
Appendix 11	Views of the new public space
Appendix 12	Interim Equalities Analysis
Appendix 13	Computer generated image of Newgate St/Cheapside/St Martin Le Grand option 1 and 2 junction layout

Contact

Report Author	George Wright
Email Address	george.wright@cityoflondon.gov.uk
Telephone Number	07802 378812

Options Appraisal Matrix

Option Summary	*Option 1*	*Option 2*	*Option 3*
1. Brief description of option	Significant highway layout changes including substantial removal of the gyratory; comprehensive improvements for people walking and cycling; the creation of a large new public space with extensive soft landscaping.	Significant highway layout changes including partial removal of the gyratory; comprehensive improvements for people walking and cycling; the creation of small new public space with soft landscaping.	Modest highway layout changes with much of the gyratory system remaining. Minor improvements for people walking and cycling. Creation of a small new public space with soft landscaping.
2. Scope and exclusions	• Two-way working on Newgate Street and the southern part of St Martin Le Grand • Improved cycling infrastructure, including two way working on Newgate Street and St Martin Le Grand • Closure of southern section of King Edward Street and Newgate St slip road to create new public space • Improved pedestrian crossings and footway widening	• Two-way working on Newgate Street and southern part of St Martin Le Grand • Improved cycling infrastructure including two way working on Newgate Street and St Martin Le Grand • Closure of slip road on Newgate Street to create new public space • Southern section of King Edward Street open for buses and cycles only	• Two-way working on Newgate Street for buses and cycles only • Improved cycling infrastructure including two way working on Newgate Street and St Martin Le Grand • Closure of slip road on Newgate Street to create new public space • Improved pedestrian crossings and footway widening

Option Summary	***Option 1***	***Option 2***	***Option 3***
	• Sub Option 1A also includes the introduction of two way working on part of Montague Street.	• Improved pedestrian crossings and footway widening	• Gyratory system largely retained for most motor vehicle journeys
Project Planning			
3. Programme and key dates	June 23: Gateway 4B to Court of Common Council Jun-Dec 23: Preparation of detailed designs for the Option 1 highway layout Aug/Sept 23: Public consultation on approved option and naming of the new public space October 23-February 24: Preparation of developed design for the new public space December 23: Gateway 4C to Streets & Walkways Sub Committee January-April 24: Construction design package finalised and detailed construction works estimate January 24: Transport for London scheme TMAN approval February-April 24: Statutory consultation on Traffic Management Orders May-June 24 – Gateway 5 Authority to Start Work. Early 2025 – Commence highway works construction		
4. Risk implications	Overall project option risk*:* Medium • Detailed traffic modelling will be necessary post Gateway 4 approval to continue to assess the impacts on the highway network and bus journey times. The risk therefore is that		• Detailed traffic modelling will be necessary post Gateway 4 approval to continue to

Option Summary	*Option 1*	*Option 2*	*Option 3*
	the preferred option does *not* receive the required level of support and approval from TfL; crucially the TMAN formal approval. This risk is considered low as officers have on-going and regular liaison with various departments of TfL to ensure all mitigation measures to reduce impacts bus/vehicle journey times have been investigated. • The location of London Underground infrastructure beneath King Edward and Newgate Street. Some of this is inactive and relates to the former, disused Post Office Station; some is active and involves air vents to the current tube station. Dialogue is on-going London Underground (LU) Infrastructure Protection team and will continue as the preferred option is progressed. Formal sign off from LU will be required. • There is a risk of objections from the coach industry regarding the amount of coach parking proposed within the project area. The preferred option proposes two spaces on Angel Street. Surveys undertaken in March 2023, showed that across the City there was surplus coach parking provision at available on-street and off-street sites. Since the start of the construction of 81 Newgate Street in Feb 22, there have only been two coach parking spaces available in the project area. • Several elements of the project are still at a concept design stage. As design development progresses there may be issues that are more technically challenging than first envisaged. This may require additional resources or necessitate value engineering. As a result, the project		assess the impacts on the highway network and bus journey times. The risk therefore is that the preferred option does *not* receive the required level of support and approval from TfL; crucially the TMAN formal approval. This risk is considered low as officers have on-going and regular liaison with various departments of TfL to ensure all mitigation measures to reduce impacts bus/vehicle journey times have been investigated. • The location of London Underground infrastructure beneath King Edward and Newgate Street. Some of this is inactive and relates to the former, disused Post Office Station; some is active and involves air vents to the current tube station. Dialogue is on-going London Underground (LU) Infrastructure Protection

Option Summary	*Option 1*	*Option 2*	*Option 3*
	many require additional staff resources. A costed risk allocation of £50,000 has been included within the budget to reach Gateway 5 and it is expected that an additional costed risk allocation will be recommended post-Gateway 5 approval.		team and will continue as the preferred option is progressed. Formal sign off from LU will be required. • Several elements of the project are still at a concept design stage. As design development progresses there may be issues that are more technically challenging than first envisaged. This may require additional resources or necessitate value engineering. As a result, the project many require additional staff resources. A costed risk allocation of £50,000 has been included within the budget to reach Gateway 5 and it is expected that an additional costed risk allocation will be recommended post-Gateway 5 approval.

Option Summary	*Option 1*	*Option 2*	*Option 3*
5. Stakeholders and consultees	• CoL Members • CoL Highways, City Gardens, City Structures, Cleansing • Transport for London Network Performance, Buses, London Underground, Taxis, Coach and Tourist Buses • Emergency services • Bart's Hospital • Taxi trade • CoLAG • London Cycling Campaign • Residents, property owners and businesses including staff networks • Development team for 81 Newgate Street • Cheapside BID • St Paul's Cathedral and Access Group		
6. Benefits of option	• Meets all project objectives • Gyratory system largely removed • 819m of north-south & east-west safer cycle routes introduced • Improved & increased crossing facilities for pedestrians including pedestrian countdown at traffic signals • 1436msq2 increase in new or wider footway space.	• Partially meets project objectives • Gyratory system partially removed • 942m of north-south & east-west safer cycle routes introduced • Improved & increased crossing facilities for pedestrians including pedestrian countdown at traffic signals • 732msq2 increase in new or wider footway space.	• Partially meets project objectives • Gyratory system partially removed • 781m of north-south & east-west safer cycle routes introduced • Improved & increased crossing facilities for pedestrians including pedestrian countdown at traffic signals • 1027msq2 increase in new or wider footway space.

Option Summary	*Option 1*	*Option 2*	*Option 3*
	• Large new public space of approx.. 3000msq2 created on part of King Edward Street and Newgate St slip road • Delivers key elements of Guildhall & Cheapside Area Strategy, Transport and Climate Acton Strategy, the Cool Streets and Green Spaces Strategy Vision Zero and Destination City • Enables the introduction of tree planting and soft landscaping • Initial traffic modelling show new junctions operate within capacity • Secures an enhanced Section 278 contribution	• Modest new public space of approx. 1400msq on Newgate Street slip road • Initial traffic modelling shows new junctions operate within capacity	• Modest new public space of approx.. 1400msq on Newgate Street slip road • Initial traffic modelling shows new junctions operate within capacity
7. Disbenefits of option	• Changes to bus stop & bus stand locations may affect some passengers • Coach parking on St Martin Le Grand needs to be removed	• Does not meet all project objectives • Changes to bus stop & bus stand locations may affect some passengers • New public space reduced in size as	• Does not meet all project objectives • North-south gyratory system not removed • Changes to bus stop & bus stand locations may affect some passengers

Option Summary	***Option 1***	***Option 2***	***Option 3***
	• Potential for an increase In traffic on Little Britain south without mitigation measures	King Edward Street remains open to buses and cycles • Doesn't deliver aspirations of Guildhall & Cheapside Area Strategy, Climate Action Strategy or Cool Streets and Green Spaces Strategy • Coach parking on St Martin Le Grand needs to be removed • Potential for an increase In traffic on Little Britain south without mitigation measures	• New public space reduced in size as King Edward Street remains open for northbound traffic • Doesn't deliver aspirations of Guildhall & Cheapside Area Strategy, Climate Action Strategy or the Cool Streets and Green Spaces Strategy.
Resource Implications			
8. Total estimated cost	Total estimated cost (excluding risk): £14m (reasonably confident) Total estimated cost: (including risk): £15-17m	Total estimated cost (excluding risk): £11m (reasonably confident) Total estimated cost: (including risk): £11-13m	Total estimated cost (excluding risk): £10m (reasonably confident) Total estimated cost: (including risk): £11-13m

Option Summary	*Option 1*	*Option 2*	*Option 3*
9. Funding strategy	OSPR, CIL, S278, S106, External voluntary contribution	N/A	N/A
10. Investment appraisal	N/A	N/A	N/A
11. Estimated capital value/return	N/A	N/A	N/A
12. Ongoing revenue implications	All hard landscaping works will involve improvements to the public highway and post-completion will be maintained, as now, by the Highway Department as part of its planned maintenance programme. The use of non-standard materials, outside the City's palette of materials, will require a commuted sum to be calculated which will be transferred to Highways when the works are completed. Similarly, commuted sums will be calculated in relation to any new soft landscaping and will be transferred to Open Spaces at project completion. A commuted sum will also be calculated to fund the additional cleansing the new public space will generate. Total commuted sum costs are estimated at £2.2m and are included within cost estimates.		
13. Affordability	Has the potential to lever in a substantial voluntary contribution from developer of 81 Newgate Street.	Would need to be fully funded from central funds	Would need to be fully funded from central funds
14. Legal implications	The City Corporation as the local highway authority and traffic authority has wide powers under the Highways Act 1980 and the Road Traffic Regulation Act 1984 to make changes to the highway and manage traffic. As proposals evolve further legal advice should be sought on affected land ownerships and relevant statutory powers. In developing proposals which require traffic management measures, the City Corporation must comply with its traffic management duties to secure the expeditious, convenient and safe movement of traffic having regard to effect on amenities (S.122 Road Traffic Regulation Act 1984) and to secure		

Option Summary	*Option 1*	*Option 2*	*Option 3*
	the efficient use of the road network avoiding congestion and disruption (S.16 Traffic Management Act 2004). Regard should also be had to relevant statutory guidance. Traffic modelling will ensure efficient and convenient vehicular movements can be appropriately managed when delivering the proposals. When making decisions, the City Corporation must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). It is the intention that an Equality Analysis will be carried out as the evaulation of the options moves forward. This will assist the City Corporation in discharging this duty.		
15. Corporate property implications	None		
16. Traffic implications	All options will result in changes to the operation of the public highway across the whole project area. Formal TMAN approval will be required from Transport for London. As these options are developed, engagement will take place with those listed in section 5 above. A formal statutory consultation will be undertaken in relation to Traffic Management Orders that are required to facilitate proposed highway changes.		
17. Sustainability and energy implications	Helps deliver the Climate Action Strategy through introduction of a variety of measures in the City's Climate Resilience	Limited delivery of the Climate Action Strategy with the introduction of new soft landscaping and tree planting at selected sites within the project area.	

Option Summary	*Option 1*	*Option 2*	*Option 3*
	catalogue including tree planting and SUDs. Will assist the delivery of the biodiversity corridor between Bankside and the Barbican through the introduction new trees in the new public space on King Edward Street which will mature to form a cool route through the City. Should help contribute to an improvement in air quality through extensive greening. The construction phase will seek to reuse materials and select materials with the lowest environmental footprint.		
18. IS implications	None		
19. Equality Impact Assessment	Interim Equality Analysis completed. It has been agreed with the Chair of CoLAG that once a preferred option is approved. • A presentation would be made to members of CoLAG during the summer to discuss the proposals in more detail, and to help shape the content that will form part of the public consultation exercise that is currently planned to be undertaken during autumn 2023.		

Option Summary	*Option 1*	*Option 2*	*Option 3*
	• CoLAG will discuss/agree the involvement of Transport for All, and whether CoLAG would like them to help facilitate a feedback session with members of CoLAG regarding the proposals. • Other groups representing protected characteristics will be contacted during the next stage of engagement on the preferred option.		
20. Data Protection Impact Assessment	N/A		
21. Recommendation	Recommended	Not recommended	Not recommended

Project Coversheet

[1] Ownership & Status

UPI: 11377
Core Project Name: St Paul's gyratory project
Programme Affiliation (if applicable): N/A
Project Manager: George Wright
Definition of need: The project is identified in the Cheapside and Guildhall Area Enhancement Strategy and the City Transport Strategy as a key project to deliver. The entire gyratory area is traffic dominated and uninviting, causing significant severance for pedestrians between St. Paul's tube station and the Museum of London. Two significant developments within the project area and their associated s278 works have brought renewed momentum to the project.

Key measures of success:

1. Reduction to pedestrian and cycle casualties, working towards Vision Zero.
2. Improved pedestrian comfort levels
3. Improved air quality
4. Delivering outcomes in the Corporate Plan and City Transport Strategy.
5. Meeting the needs of the developer in the coordination and delivery of the Section 278 highway work

Expected timeframe for the project delivery:
Key Milestones:

- May 2023 – Gateway 4
- April 2024– Gateway 5

Are we on track for completing the project against the expected timeframe for project delivery? Yes

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? Yes, press office are involved

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G1/2 report (approved 2014):

- Total Estimated Cost (excluding risk): Cost range £13-17 million
- Resources to reach next Gateway (excluding risk): £680,442
- Spend to date: £319,967
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: March 2014-September 2022 (G3 report)

Scope/Design Change and Impact: Feb 22: Approval of Issue Report to incorporate 81 Newgate Street s278 into project..

'Options Appraisal and Design' G3 report S&W and OPP approval Sept 2022):

- Total Estimated Cost (excluding risk): £10-22 million (depending on which option is selected)
- Resources to reach next Gateway (excluding risk): £1,235,942
- Spend to date: £601,608
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: Sept 22-May 23

Scope/Design Change and Impact: N/A

Options Appraisal and Design' G4 report S&W and OPP approval May/June 2023):

- Total Estimated Cost (excluding risk): £15 million (recommended option)
- Resources to reach next Gateway (excluding risk): £1,235,942
- Spend to date: £601,608
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: Sept 22-May 23

Scope/Design Change and Impact: N/A

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

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

City of London: Projects Procedure Corporate Risks Register

Project Name:	St Paul's gyratory phase 1	**PM's overall risk rating:**	Low	**CRP requested this gateway**	£ 280,000	**Average unmitigated risk**	5.3	**Open Risks**	12
Unique project identifier:	113377	**Total estimated cost (exc risk):**	£ 13,696,000	**Total CRP used to date**	£ -	**Average mitigated risk score**	3.3	**Closed Risks**	0

General risk classification											Mitigation actions						CRP used to date	Use of CRP	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 post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score			Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	4	(1) Compliance/Regulatory	Successful challenge to a permanent traffic order or judicial review	Challenge on procedural or other grounds relating to the traffic order or sceme development process	Possible	Major	12	£100,000.00	N	B – Fairly Confident	Ensure that best practice is folllowed to mitigate against a successful challenge. Lessons have been learnt from judgements at Beech Street and Bishopsgate.	£0.00	Possible	Serious	£60,000.00	6	£0.00		07/12/2022	Gill Howard	George Wright		Engagement is taking place during scheme development. Initial discussions with stakeholders indicate they share the project's ambitions. However, recent legal challenges mean the risk of challenge remains possible.
R2	4	(8) Technology	Additional survey data and/or monitoring is required; unforseen utility costs	A project of this scale at such an early stage of design development may incur additional unforseen fee costs as scheme development progresses for each element of the project: trial holes, basement surveys, utility costs traffic counts, addiitonal staff time for TfL staff to assess design proposals etc.	Likely	Serious	8	£220,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	A level of data has aready been collected and the current budget includes a sum for additional survey works and TfL staff fees that are anticipated.	£0.00	Likely	Serious	£170,000.00	8	£0.00		07/12/2022	Gill Howard	George Wright		The data currently held is considered robust. However, given the early stage of some elements of the project, it is possible that some additional data will be required and/or unforseen utility costs will become apparent.
R3	4	(8) Technology	Additional staff resource is required	Several elements of the project are still at an early concept design stage. As design development progresses there may be issues that are more technically challenging than first envisgaged. As a result, the project many incur additional staff resources.	Possible	Minor	3	£60,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Project manager will keep staff expenditure under regular review. Any forecast overspends will need to have robust justification.	£0.00	Possible	Minor	£50,000.00	3	£0.00		07/12/2022	Gill Howard	George Wright		
R4	4	(2) Financial	Compensation payment to TfL Buses	TfL Buses require compensation due to predicted longer journey times arising from new highway layout	Unlikely	Serious	4	£0.00	Y - for costed impact post-mitigation	B – Fairly Confident	Regular and on-going dialogue with TfL Buses to agree measures that will mitigate increases in bus journey times	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/01/2023	Gill Howard	George Wright		Current modelling indicates that changes to journey times under option 1 are accdptable to TfL
R5	4	(4) Contractual/Partnership	Key stakeholder (s) do not endorse preferred option at concept stage, with regards to access for servicing, building users or changes to waiting and loading.	Delay to programme	Possible	Serious	6	£0.00	N	B – Fairly Confident	Manage stakeholders expectations is a clear way so they are fully aware of the City's processes in relation to approvals and funding.	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/01/2023	Gill Howard	George Wright		Meetings will continue to be held with stakeholders so dialogue is on-going. Concept option 1 received strong support at earlier engagement
R6	4	(3) Reputation	There is a potential that different elements of the scheme could impact negatively on some of the protected characteristics under the equalities act.	Reputational impact	Rare	Serious	2	£0.00	N	B – Fairly Confident	Engagement with various accessibility groups as the preferred option is progressed and consider identified issues.	£0.00	Rare	Serious	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright		Would impact on the ability to deliver the magnitude of change that members and the public are expecting to see if not managed well to design out identified issues.
R7	4	(2) Financial	Inaccurate or Incomplete project estimates, including inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Unlikely	Serious	4	£0.00	N	B – Fairly Confident	Undertake regular cost reviews with the highways team as designs evolve (see notes re. provision of costed risk for construction phase).	£0.00	Rare	Minor	£0.00	1	£0.00		30/01/2023	Gill Howard	George Wright		A costed risk provision for the construction phase has been set aside in the overall budget estimates.
R8	4	(4) Contractual/Partnership	TfL Buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL buses didn't go as planned. Also, they may change their requirements for a project.	Unlikely	Serious	4	£0.00	N	B – Fairly Confident	* Regular and on-going engagement with TfL buses in the design phases so they can consult internally * Design the measures to help minimise impacts on the bus network	£0.00	Unlikely	Minor	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright		
R9	4	(3) Reputation	Relocation/rationalisation of coach parking.	Objections from key stakeholders due to reduced provision within project area.	Possible	Minor	3	£0.00	N	B – Fairly Confident	Monitor existing provision to determine current demand. Identify alternative locations for coach parking if demand warrants it.	£0.00	Possible	Minor	£0.00	3	£0.00		30/01/2023	Gill Howard	George Wright		Surveys undertaken in March 2023 show that across the City there is sufficient coach parking provsion.
R10	4	(3) Reputation	Highway layout changes necessitate changes to routes to Bart's Hospital	Objections from a key stakeholder due to concerns about impact on blue light response times	Possible	Serious	6	£0.00	N	B – Fairly Confident	Regular and ongoing liaison with Bart's hospital to provide re-assurance and explore mitigation measures where required.	£0.00	Unlikely	Minor	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright		
R11	4	(1) Compliance/Regulatory	Highway layout changes result in traffic increases on some streets	Concerns have been raised about additional traffic on Little Britain south	Possible	Serious	6	£0.00	N	B – Fairly Confident	Migitation measures are available to redcue this risk and will be assessed during next phase of work.	£0.00	Unlikely	Minor	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright		Mitigations measures inlcude weight restrictions or making Montague Street two way for vehicles.
R12	4	(1) Compliance/Regulatory	Delays to TfL approving the TMAN will delay the statutory process for the permanent Traffic Order	Delays to the TMAN approval if TfL have any concerns relating to the impact of a permanent scheme on the highway network	Possible	Serious	6	£0.00	N	B – Fairly Confident	Regular and ongoing liaison with TfL teams	£0.00	Possible	Minor	£0.00	3	£0.00		30/01/2023	Gill Howard	George Wright		On-going, regular liaison with TfL re. various TMAN approvals
R19								£0.00				£0.00			£0.00		£0.00						
R20								£0.00				£0.00			£0.00		£0.00						
R21								£0.00				£0.00			£0.00		£0.00						
R22								£0.00				£0.00			£0.00		£0.00						
R23								£0.00				£0.00			£0.00		£0.00						
R24								£0.00				£0.00			£0.00		£0.00						

R25								£0.00				£0.00			£0.00		£0.00						
R26								£0.00				£0.00			£0.00		£0.00						
R27								£0.00				£0.00			£0.00		£0.00						
R28								£0.00				£0.00			£0.00		£0.00						
R29								£0.00				£0.00			£0.00		£0.00						
R30								£0.00				£0.00			£0.00		£0.00						
R31								£0.00				£0.00			£0.00		£0.00						
R32								£0.00				£0.00			£0.00		£0.00						
R33								£0.00				£0.00			£0.00		£0.00						
R34								£0.00				£0.00			£0.00		£0.00						
R35								£0.00				£0.00			£0.00		£0.00						
R36								£0.00				£0.00			£0.00		£0.00						
R37								£0.00				£0.00			£0.00		£0.00						
R38								£0.00				£0.00			£0.00		£0.00						
R39								£0.00				£0.00			£0.00		£0.00						
R40								£0.00				£0.00			£0.00		£0.00						
R41								£0.00				£0.00			£0.00		£0.00						
R42								£0.00				£0.00			£0.00		£0.00						
R43								£0.00				£0.00			£0.00		£0.00						
R44								£0.00				£0.00			£0.00		£0.00						
R45								£0.00				£0.00			£0.00		£0.00						
R46								£0.00				£0.00			£0.00		£0.00						
R47								£0.00				£0.00			£0.00		£0.00						
R48								£0.00				£0.00			£0.00		£0.00						
R49								£0.00				£0.00			£0.00		£0.00						
R50								£0.00				£0.00			£0.00		£0.00						
R51								£0.00				£0.00			£0.00		£0.00						
R52								£0.00				£0.00			£0.00		£0.00						
R53								£0.00				£0.00			£0.00		£0.00						
R54								£0.00				£0.00			£0.00		£0.00						
R55								£0.00				£0.00			£0.00		£0.00						
R56								£0.00				£0.00			£0.00		£0.00						
R57								£0.00				£0.00			£0.00		£0.00						
R58								£0.00				£0.00			£0.00		£0.00						
R59								£0.00				£0.00			£0.00		£0.00						
R60								£0.00				£0.00			£0.00		£0.00						
R61								£0.00				£0.00			£0.00		£0.00						
R62								£0.00				£0.00			£0.00		£0.00						
R63								£0.00				£0.00			£0.00		£0.00						
R64								£0.00				£0.00			£0.00		£0.00						
R65								£0.00				£0.00			£0.00		£0.00						
R66								£0.00				£0.00			£0.00		£0.00						
R67								£0.00				£0.00			£0.00		£0.00						
R68								£0.00				£0.00			£0.00		£0.00						
R69								£0.00				£0.00			£0.00		£0.00						
R70								£0.00				£0.00			£0.00		£0.00						
R71								£0.00				£0.00			£0.00		£0.00						
R72								£0.00				£0.00			£0.00		£0.00						
R73								£0.00				£0.00			£0.00		£0.00						
R74								£0.00				£0.00			£0.00		£0.00						
R75								£0.00				£0.00			£0.00		£0.00						
R76								£0.00				£0.00			£0.00		£0.00						
R77								£0.00				£0.00			£0.00		£0.00						
R78								£0.00				£0.00			£0.00		£0.00						
R79								£0.00				£0.00			£0.00		£0.00						
R80								£0.00				£0.00			£0.00		£0.00						
R81								£0.00				£0.00			£0.00		£0.00						
R82								£0.00				£0.00			£0.00		£0.00						
R83								£0.00				£0.00			£0.00		£0.00						
R84								£0.00				£0.00			£0.00		£0.00						
R85								£0.00				£0.00			£0.00		£0.00						
R86								£0.00				£0.00			£0.00		£0.00						
R87								£0.00				£0.00			£0.00		£0.00						
R88								£0.00				£0.00			£0.00		£0.00						
R89								£0.00				£0.00			£0.00		£0.00						
R90								£0.00				£0.00			£0.00		£0.00						
R91								£0.00				£0.00			£0.00		£0.00						
R92								£0.00				£0.00			£0.00		£0.00						
R93								£0.00				£0.00			£0.00		£0.00						
R94								£0.00				£0.00			£0.00		£0.00						
R95								£0.00				£0.00			£0.00		£0.00						
R96								£0.00				£0.00			£0.00		£0.00						
R97								£0.00				£0.00			£0.00		£0.00						
R98								£0.00				£0.00			£0.00		£0.00						
R99								£0.00				£0.00			£0.00		£0.00						
R100								£0.00				£0.00			£0.00		£0.00						

Table 1: Expenditure to Date - St Paul's Gyratory - 16800278			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
PreEv Env Servs Staff Costs	15,000	14,133	867
PreEv P&T Fees	588,942	407,864	181,078
PreEv P&T Staff Costs	622,516	468,979	153,537
Traffic Modelling	9,484	9,484	0
TOTAL	**1,235,942**	**900,459**	**335,483**

Table 2: Resources Required to reach the next Gateway			
Description	**Approved Budget (£)**	**Resources Required (£)**	**Revised Budget (£)**
PreEv Env Servs Staff Costs	15,000	236,600	251,600
PreEv P&T Fees	588,942	1,015,000	1,603,942
PreEv P&T Staff Costs	622,516	362,880	985,396
Traffic Modelling	9,484	-	9,484
Open Spaces Staff Costs	-	22,570	22,570
Legal Staff Costs	-	10,000	10,000
DBE Structures Staff Costs	-	5,000	5,000
Trial Works	-	60,000	60,000
Costed Risk Provision	-	280,000	280,000
TOTAL	**1,235,942**	**1,992,050**	**3,227,992**

Table 3: Revised Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
TfL - LIP FY 2014/15	65,442	-	65,442
TfL - LIP FY 2017/18	50,000	-	50,000
S106 - 04/00958/FULL - Austral House - LCEIW	341,000	-	341,000
S106 - 10/00832/FULEIA - London Wall Place - Transportation	224,000	-	224,000
City Fund - Capital Bid 2022/23	555,500	-	555,500
OSPR	-	1,992,050	1,992,050
TOTAL	**1,235,942**	**1,992,050**	**3,227,992**

This page is intentionally left blank

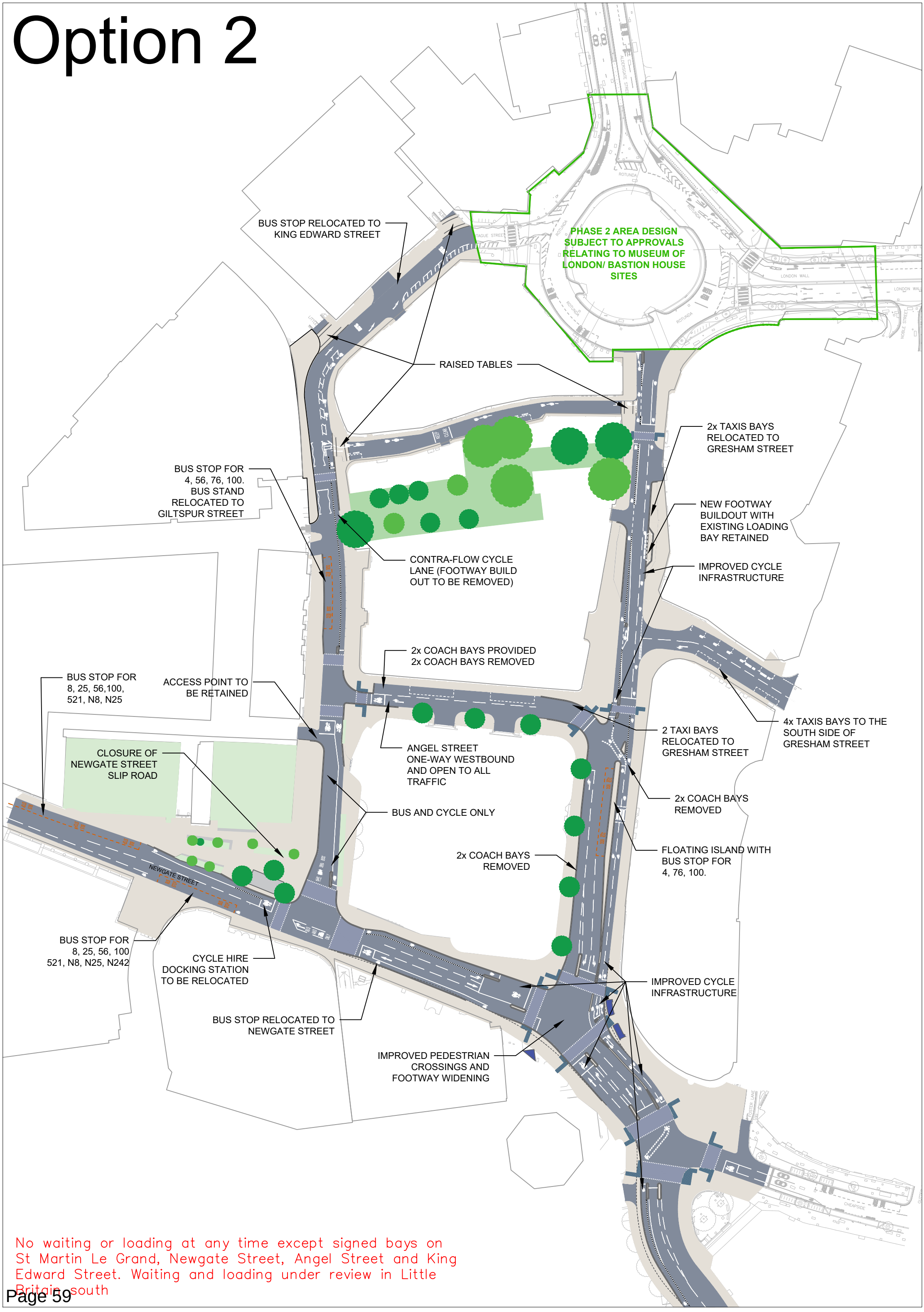
Option 1

No waiting or loading at any time except signed bays on St Martin Le Grand, Newgate Street, Angel Street and King Edward Street. Waiting and loading under review in Little Britain south

Option 1A

No waiting or loading at any time except signed bays on St Martin Le Grand, Newgate Street, Angel Street and King Edward Street. Waiting and loading under review in Little Britain South

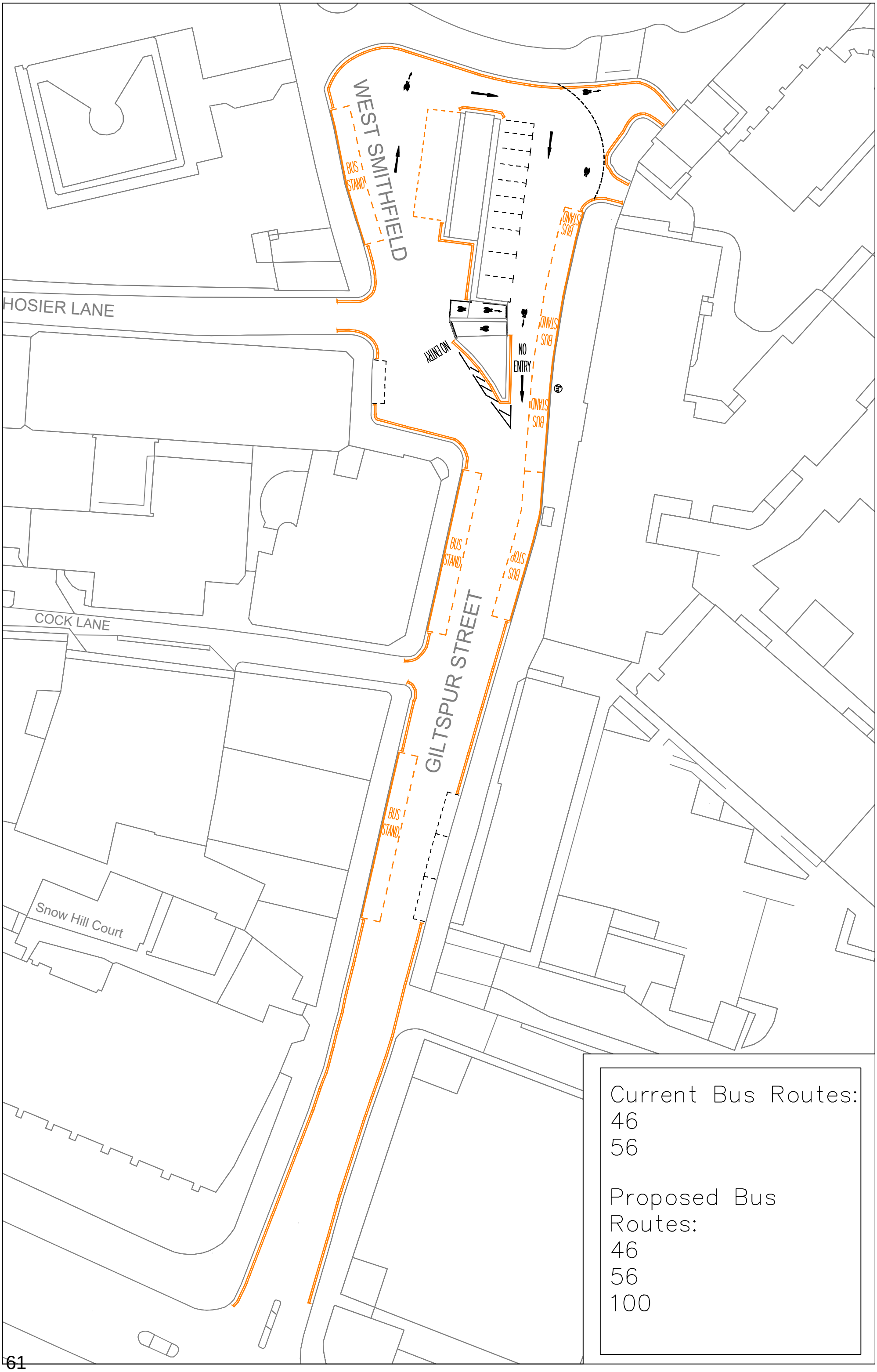
Option 2



No waiting or loading at any time except signed bays on St Martin Le Grand, Newgate Street, Angel Street and King Edward Street. Waiting and loading under review in Little Britain south

Option 3

No waiting or loading at any time except signed bays on St Martin Le Grand, Newgate Street, Angel Street and King Edward Street. Waiting and loading under review in Little Britain, south


WEST SMITHFIELD
BUS STAND
BUS STAND
BUS STAND
BUS STAND
NO ENTRY
NO ENTRY
HOSIER LANE
COCK LANE
Snow Hill Court
GILTSPUR STREET
BUS STAND
BUS STOP
BUS STAND
Current Bus Routes:
46
56
Proposed Bus Routes:
46
56
100

This page is intentionally left blank

			Options		
			1	2	3
	Criteria	**Junction**	**- Newgate Street two-way - St Martin's Le Grand two-way south of Angel Street - Angel Street one-way westbound - New public space on King Edward Street south of Angel Street - Contraflow cycle lane on Aldersgate Street (south) north of Angel Street - Two-way cycle track between Cheapside and Angel Street**	**- Newgate Street two-way - St Martin's Le Grand two-way between Newgate Street and Rotunda - Angel Street one-way westbound - King Edward Square bus and cycle only - New public space on King Edward Street slip road - Contraflow cycle lane on Aldersgate Street (south) north of Angel Street - Two-way cycle track between Cheapside and Angel Street**	**- Newgate Street two-way with eastbound for buses and cycles only - St Martin's Le Grand one-way with contraflow cycle lane south of Angel Street - Angel Street one-way eastbound for all traffic - New public space on King Edward Street slip road - Contraflow cycle lane on Aldersgate Street (south) north of Angel Street - Contraflow cycle lane on King Edward Street (north of Angel Street)**
Traffic modelling/ Junction capacity	Impact on junction capacity.	Newgate Street/ New Change/ St Martin's Le-Grand	- March 2022 traffic flows suggest junction operates at ~95% capacity - If Future Base traffic flows increase flow at this junction this may generate reassignment	- March 2022 traffic flows suggest junction operates at ~95% capacity - If Future Base traffic flows increase flow at this junction this may generate reassignment	Junction operates within capacity with March 2022 flows
		Newgate Street/ Cheapside/ New Change	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows
		Angel Street/ King Edward Street	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows
		Rotunda	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows
	Bus journey time impact (Phase 1)	Newgate Street junctions	- Shorter routes for eastbound buses from Newgate Street - Longer routes for northbound buses from Newgate Street - Newgate Street/ New Change/ St Martin's Le-Grand operating at capacity	- Shorter routes for eastbound buses from Newgate Street - Same routes for northbound buses from Newgate Street - Newgate Street/ New Change/ St Martin's Le-Grand operating at capacity - Bus only northbound on King Edward Street (south of Angel Street)	- Shorter routes for eastbound buses from Newgate Street, with Newgate Street eastbound bus/ cycle only - Same routes for northbound buses from Newgate Street - Newgate Street/ New Change/ St Martin's Le-Grand operating within capacity - Bus only northbound on King Edward Street (south of Angel Street)
	Method of Control.	Newgate Street/ New Change/ St Martin's Le-Grand	- 3 stage method of control - Pedestrian stage - Segergated cycle lane - Cycle gate with early release	- 3 stage method of control - Pedestrian stage - Segergated cycle lane - Cycle gate with early release	- 3 stage method of control - Pedestrian stage - Cycle gate with early release
		Newgate Street/ Cheapside/ New Change	- 4 stage method of control - Pedestrian stage - Cycle only stage - Cycle early release on Cheapside	- 4 stage method of control - Pedestrian stage - Cycle only stage - Cycle early release on Cheapside	- 3 stage method of control - Pedestrian stage - Cycle early release on Cheapside
		Newgate/ King Edward Street	- Standalone pedestrian crossing	- 3 stage method of control - Pedestrian stage - Cycle early release on Newgate Street	- 3 stage method of control - Pedestrian stage - Cycle early release on Newgate Street
		Angel Street/ St Martin's Le-Grand	- 3 stage method of control - Pedestrian stage - Northbound cyclists run during pedestrian stage	- 3 stage method of control - Pedestrian stage - Northbound cyclists run during pedestrian stage	- 2 stage method of control - Pedestrian stage

		Angel Street/ King Edward Street	- 2 stage method of control - Pedestrian stage - Cycle early release on Angel Street	- 3 stage method of control - Pedestrian stage - Cycle early release on Angel Street	- 3 stage method of control - Pedestrian stage - Cycle ony southbound on King Edward Street
	Wider network impact		- Traffic reassignment not expected as scheme option can accommodate existing traffic flows - Potential for Little Britain (south) to be used to access Little Britain (north) due to loss of U-turn facility at the gyratory	Traffic reassignment not expected as scheme option can accommodate existing traffic flows	Traffic reassignment not expected as scheme option can accommodate existing traffic flows
Cycling infrastructure	Does the design comply with cycle infrastructure design standards?	Newgate Street/ New Change/ St Martin's Le-Grand	- Cyclists separated in space and time on Newgate Street, St Martin's Le Grand and New Change	- Cyclists separated in space and time on Newgate Street, St Martin's Le Grand and New Change	- Cyclists separated in space and time on Newgate Street and St Martin's Le Grand - ASL only on New Change approach due to proximity to junction with Cheapside
		Newgate Street/ Cheapside/ New Change	- Cycle early release on Cheapside - Cycle stage for New Change northbound and southbound	- Cycle early release on Cheapside - Cycle stage for New Change northbound and southbound	- Cycle early release on Cheapside and New Change
		Newgate/ King Edward Street	- Cycle early release on Newgate Street	- Cycle early release on Newgate Street	- Cycle gate on Newgate Street in both directions
		Angel Street/ St Martin's Le-Grand	- Northbound and southbound cycle lanes	- Northbound and southbound cycle lanes	- Northbound and southbound cycle lanes
		Angel Street/ King Edward Street	- Cycle early release on Angel Street	- Cycle early release on Angel Street	- Cycle stage for King Edward Street southbound
	Left hook conflict at St Martin's-Le-Grand/ Angel Street junction		- Junction design removes left-hook	- Junction design removes left-hook	No issue as no left-turn here
	Cycle segregation.		Segregation to be agreed. Can be implemented where mandatory cycle lanes shown. Options for wands or stepped track.	Segregation to be agreed. Can be implemented where mandatory cycle lanes shown. Options for wands or stepped track.	Segregation to be agreed. Can be implemented where mandatory cycle lanes shown. Options for wands or stepped track.
	Cycle movements (North-South).		St Martin's Le-Grand and Aldersgate Street (south) identified as preferred through route for cyclists	- Both King Edward Street/ Montague Street and St Martin's Le-Grand/ Aldersgate Street (south) viable routes for cyclists - King Edward Square bus and cycle only	St Martin's Le-Grand and Aldersgate Street (south) identified as preferred through route for cyclists
	Cycle movements (East-West).		Two-way working on Newgate Street provides direct routes for cyclists	Two-way working on Newgate Street provides direct routes for cyclists	Two-way working on Newgate Street provides direct routes for cyclists, with eastbound buses and cycles only
	Ease of changing routes (from NS - EW).		Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction	- Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction - Turn into and out of King Edward Square provided	Cycle gates provided at Newgate Street/ New Change/ St Martin's Le-Grand junction
	Ease of changing routes (from EW - NS).		Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction	- Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction - Turn into and out of King Edward Square provided	Cycle gates provided at Newgate Street/ New Change/ St Martin's Le-Grand junction
	Cycle lane change		+819m	+942m	+781m
Pedestrian infrastructure	Footway change		+1,436m^2	+732m^2	+1027m^2
	Bus diversion routes.		Loss of U-turn facility around the southern section of the gyratory	As existing	As existing

Bus infrastructure	Impact on bus stops		- Bus stops relocated away from Newgate Street outside no. 81 to provide space for cycle lanes - Bus stop on Newgate Street (SP) for N/B services on removed with new N/B stop outside Bart's Hospital	- Bus stops relocated away from Newgate Street outside no. 81 to provide space for cycle lanes - Bus stop SP moved to King Edward Street (south)	- Bus stops relocated away from Newgate Street outside no. 81 to provide space for cycle lanes - Bus stop SP moved to King Edward Street (south)
	Impact on bus stands		Bus stand on King Edward Street moved to Giltspur Street	Bus stand on King Edward Street moved to Giltspur Street	Bus stand on King Edward Street moved to Giltspur Street
Coach infrastructure	Impact on coach parking		- Coach parking removed on St Martin's Le-Grand (south of Angel Street). - 2 coach bays retained on Angel Street	- Coach parking removed on St Martin's Le-Grand (south of Angel Street). - 2 coach bays retained on Angel Street	- Coach parking removed on St Martin's Le-Grand (south of Angel Street). - Coach parking retained on Angel Street
	Coach diversion routes		Potential loss of U-turn facility around the southern section of the gyratory	As existing	As existing
Key considerations	Public realm opportunity		- King Edward Square pedestrian zone - Localised footway widening	- Newgate Street slip road only - Some footway widening around 81 Newgate Street	- Newgate Street slip road only - Some footway widening around 81 Newgate Street
	Kerbside provision		- North side of Newgate Street outside no. 81 currently loading permitted from 7pm to 7am (double yellow single tick) - Aldersgate Street (south) north of Gresham Street currently loading permitted from 7pm to 7am (double yellow single tick)	- North side of Newgate Street outside no. 81 currently loading permitted from 7pm to 7am (double yellow single tick) - Aldersgate Street (south) north of Gresham Street currently loading permitted from 7pm to 7am (double yellow single tick)	- North side of Newgate Street outside no. 81 currently loading permitted from 7pm to 7am (double yellow single tick) - Aldersgate Street (south) north of Gresham Street currently loading permitted from 7pm to 7am (double yellow single tick)
	HVM issues		Proposed relocation of westbound bus stop on Newgate Street would clash with existing HVM	Proposed relocation of westbound bus stop on Newgate Street would clash with existing HVM	Proposed relocation of westbound bus stop on Newgate Street would clash with existing HVM

This page is intentionally left blank

Bus Journey Times: Feasibility traffic modelling results

Option	Seven bus routes in project area (both directions modelled):							Avg of AM and PM peak periods journey times
	in the **AM** Peak			In the **PM** peak				
	Improvement	Delay		improvement	Delayed			
	Between 0-2 min	0-3 min	5-7 min	Between 0-3 min	0-2 min	2-3 min		
I	4	10	0	7	5	2		0-30 secs
2	3	9	2	4	7	3		1-2 mins
3	5	9	0	4	10	0		30-60 secs

General motor vehicle journey times: Feasibility traffic modelling results

AM PEAK (0815-0915)		Difference		
Motor vehicle route	Direction	Option 1	Option 2	Option 3
New Change to Aldersgate Street	NB	1-2 mins	1-2 mins	1-2 mins
Aldersgate Street to New Change	SB	-(0-30) secs	0-30 secs	0-30 secs
Cheapside to Aldersgate Street	NB	-(0-30) secs	1-2 mins	30-60 secs
Aldersgate Street to Cheapside	SB	-(0-30) secs	0-30 secs	0-30 secs
London Wall/ Moorgate to New Change	WB-SB	1-2 mins	5-7 mins	2-3 mins

PM PEAK (1800-1900)		Difference		
Motor vehicle route	Direction	Option 1	Option 2	Option 3
New Change to Aldersgate Street	NB	-(0-30) secs	30-60 secs	-(0-30) secs
Aldersgate Street to New Change	SB	0-30 secs	30-60 secs	0-30 secs
Cheapside to Aldersgate Street	NB	-(0-30) secs	1-2 mins	0-30 secs
Aldersgate Street to Cheapside	SB	0-30 secs	30-60 secs	30-60 secs
London Wall/ Moorgate to New Change	WB-SB	-(0-30) secs	2-3 mins	-(0-30) secs

This page is intentionally left blank

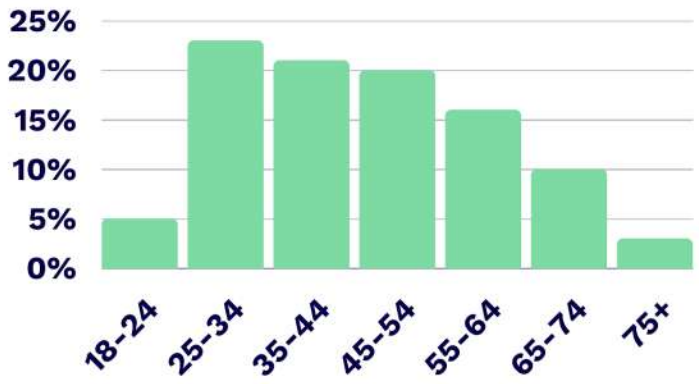
City of London
St Paul's Gyratory Scheme
Give My View Executive Summary
13.12.22 - 25.01.23

2,646
Voters

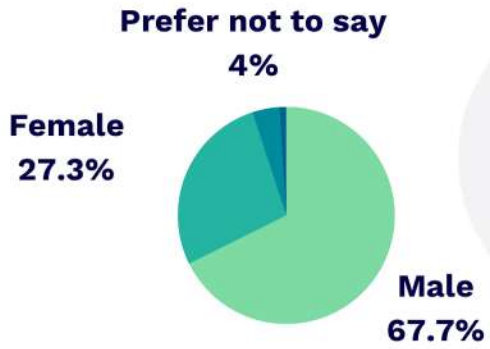
What is your relationship to the City of London?

Worker	Visitor	Only travel through	Resident	Business owner	Student
47%	40%	26%	22%	5%	4%

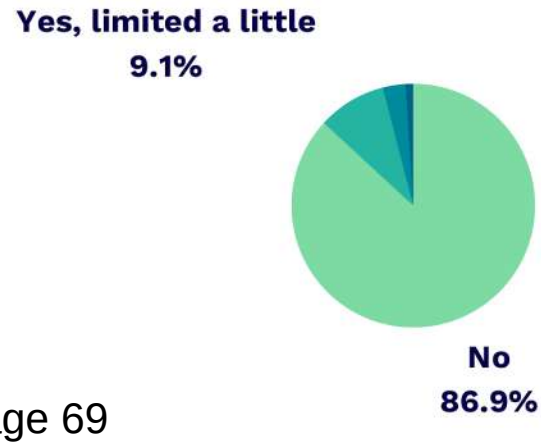
Voter age from Demographics



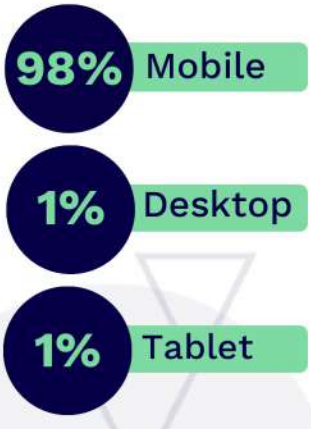
Voter gender from Demographics



Voter disability from Demographics



Voter Devices



Quantitative Analysis

A high majority of people in the St Pauls area use a form of active travel.
When asked how they usually travel around the area, respondents voted highly for:

- Walking with 49%
- Cycling with 36%
- Bus with 8%.

We asked people how they would feel if vehicle journey times were lengthened to support walking and cycling improvements.
Here's how they felt:

Walking — 81%

Cycling — 79%

On a sliding scale of 1-100, this is the average sentiment score of all voters.

When you take a look at the average voter value split by each mode of transport it gives you a better picture of how people feel, as per below:

	Walk	Cycle	Bus	Private car	Taxi	Commer-cial vehicle	Powered two-wheeler	Wheel-chair
Improved walking	97%	93%	67%	28%	17%	42%	36%	80%
Improved cycling	75%	96%	65%	23%	11%	34%	34%	88%

You can see that those who regularly use powered, private vehicles largely oppose this idea.
While the three most-used modes of transport are in favour.
Wheelchair users, who make up less than 1% of the respondents are also strongly in favour.

Quantitative Analysis

We asked people if they would support a public space at the southern end of King Edward Street. Here's how they felt:

84%

On a sliding scale of 1-100, this is the average sentiment score of all voters.

When taking a look at the average voter value split by segmentation and split by mode of transport, we are shown a more detailed picture of how people feel:

	Worker	Visitor	Only travel through	Resident	Business Owner	Student
Segmentation	85%	87%	88%	77%	65%	84%

	Walk	Cycle	Bus	Private car	Taxi	Commer-cial vehicle	Powered two-wheeler	Wheel-chair
Transport	85%	94%	77%	31%	16%	45%	40%	89%

The group that are least in favour of this public space are Business Owners, however, they still average in the positive end of the scale. The users of powered private vehicles are most opposed to the public space, with Wheelchair users strongly in favour.

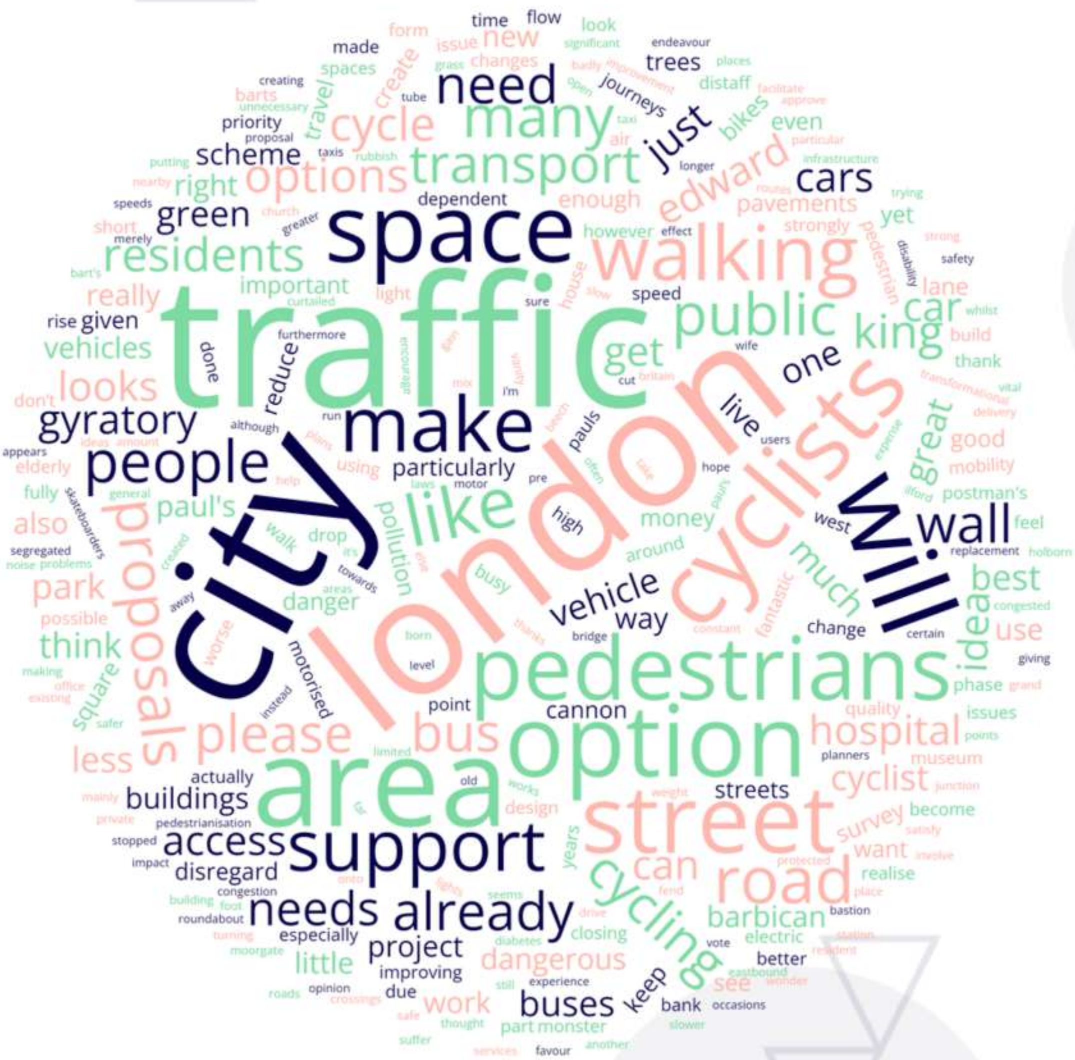
When asked what things they'd like to see in a new pedestrianised space, people voted highly for:

- **Trees and plants with 87%**
- **Places to sit with 79%**

The options with the least votes were:

- **Children's play area with 17%**
- **Event space with 16%**

Qualitative Analysis, extra Feedback: 53 comments



Influenced decisions

Improve walking and cycling routes

A large majority of respondents were in support of plans to improve these routes. The large majority of respondents also mainly use these modes of transport so the City of London would be satisfying a large portion of the St Paul's community.

A relaxing space

The voters results indicate that those in favour of changing this area to a public space would like to be surrounded by greenery and have a place to sit. Essentially creating a relaxing space in the heart of the City of London.

Wheelchair accessibility

Although they were a small group of the whole voter number, wheelchair users were considerably in favour of the suggested changes.
It is good practise to ensure all public areas are easily accessible by all.

This type of seating is not fixed permanently to the ground but is too heavy to move without a mechanical aid

Examples of the granite salvaged from the Thames Embankment that could be re-used in the new public space

This page is intentionally left blank

King Edward Square

BANK OF AMERICA

ANGEL STREET

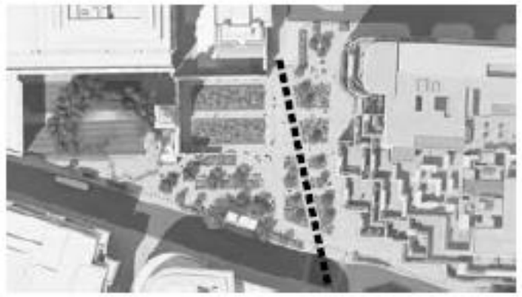
CHRISTCHURCH
GREYFRIAR'S
CHURCHYARD

NEWGATE STREET


SOCIAL
GATEWAY
CHRISTCHURCH
GREYFRIARS
GARDEN
GRID
THE
HEART
SOCIAL
GATEWAY
MONASTIC
GARDENS
GARDEN
GRID
WELCOME
GATEWAY

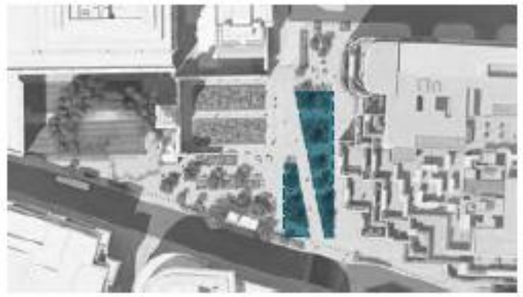
Grand axis

- Processional
- Fast, direct and enticing
- Generous, a primary connection
- Open and clear
- Reinforcing views



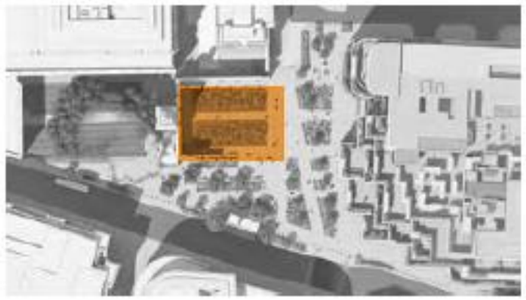
Garden grid

- Transitional, connecting Greyfriars with Panorama St Paul's and the wider geometries
- Maximised planting area
- Playable
- Clear connections and legible
- Close contact with nature



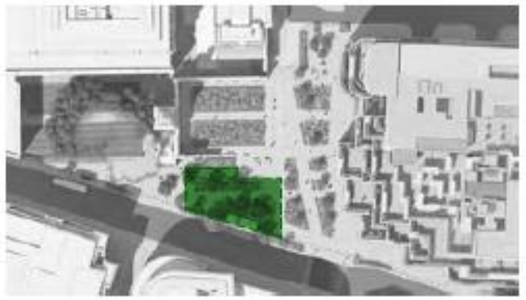
Christchurch greyfriars

- Protected individual identity
- Distinct from the wider square
- Connected through planting
- Drives wider geometry
- Tranquil and peaceful



Monastic gardens

- Slower pace, tighter grain
- Rich network of spaces
- A varied social condition
- Immersive and experiential
- Close contact with nature



Social gateway

- Suggestive of a welcoming place
- Variety of social opportunities
- A mixture of configurations
- Adaptable and changeable
- A threshold

the HEART

- King Edward's Square heart
- Orientation space, busy, high footfall
- A moment to pause with amazing views
- Open and programmable (opportunities for a kiosk)
- Integrated history and narrative of place

This page is intentionally left blank

EQUALITY ANALYSIS (EA) TEMPLATE

What is the Public Sector Equality Duty (PSED)?

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
  Foster good relations between people who share a protected characteristic and those who do not

The characteristics protected by the Equality Act 2010 are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex (gender)
- Sexual orientation

What is due regard?

- It involves considering the aims of the duty in a way that is proportionate to the issue at hand
- Ensuring real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that is influences the final decision

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information –** must be made available to the decision maker.
- **Timeliness –** the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration –** consideration must form an integral part of the decision-making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient information** – the decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty.
- **No delegation –** public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review –** the duty is not only applied when a policy is developed and decided upon, but also when it is implemented and reviewed.

• Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.	

What is an Equality Analysis (EA)?

An equality analysis is a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by service provision and decisions made. It involves using quality information, and the results of any engagement or consultation with particular reference to the protected characteristics to understand the actual effect or the potential impact of policy and decision making decisions taken.

The equality analysis should be conducted at the outset of a project and should inform policy formulation/proposals. It cannot be left until the end of the process.

The purpose of the equality analysis process is to:

- Identify unintended consequences and mitigate against them as far as possible, and
- Actively consider ways to advance equality and foster good relations.

The objectives of the equality analysis are to:

- Identify opportunities for action to be taken to advance quality of opportunity in the widest sense;
- Try and anticipate the requirements of all service users potentially impacted;
- Find out whether or not proposals can or do have any negative impact on any particular group or community and to find ways to avoid or minimise them;
- Integrate equality diversity and inclusion considerations into the everyday business and enhance service planning;
- Improve the reputation of the City Corporation as an organisation that listens to all of its communities;
  Encourage greater openness and public involvement.

However, there is no requirement to:

- Produce an equality analysis or an equality impact assessment
- Indiscriminately collect diversity data where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make service homogenous or to try to remove or ignore differences between people.

An equality analysis should indicate improvements in the way policy and services are formulated. Even modest changed that lea to service improvements are important. In it is not possible to mitigate against any identified negative impact, then clear justification should be provided for this.

By undertaking and equality analysis officers will be able to:

- Explore the potential impact of proposals before implementation and improve them by eliminating any adverse effects and increasing the positive effects for equality groups
- Contribute to community cohesion by identifying opportunities to foster good relations between different groups
- Target resource more effectively
- Identify direct or indirect discrimination in current policies and services and improve them by removing or reducing barriers to equality

How to demonstrate compliance

The Key point about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups.
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications.
- Keep adequate records of the full decision making process.

In addition to the protected groups, it may be relevant to consider the impact of a policy, decision or service on other disadvantaged groups that do not readily fall within the protected characteristics, such as children in care, people who are affected by socio-economic disadvantage or who experience significant exclusion or isolation because of poverty or income, education, locality, social class or poor health, ex-offenders, asylum seekers, people who are unemployed, homeless or on a low income.

Complying with the Equality Duty may involve treating some people better than others, as far as this is allowed by discrimination law. For example, it may involve making use of an exception or the positive action provisions in order to provide a service in a way which is appropriate for people who share a protected characteristic – such as providing computer training to older people to help them access information and services.

Taking account of disabled people's disabilities

The Equality Duty also explicitly recognises that disabled people's needs may be different from those of non-disabled people. Public bodies should therefore take account of disabled people's impairments when making decisions about policies or services. This might mean making reasonable adjustments or treating disabled people better than non-disabled people in order to meet their needs.

Deciding what needs to be assessed

The following questions can help determine relevance to equality:

- Does the policy affect service users, employees or the wider community, including City businesses?
- How many people are affected and how significant is the impact on them?
- Is it likely to affect people with particular protected characteristics differently?
- Is it a major policy, significantly affecting how functions are delivered?
- Will the policy have a significant impact on how other organisations operate in terms of equality?
- Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?
- Does the policy relate to an area with known inequalities?
- Does the policy relate to any equality objectives that have been set?

Consider:

- How the aims of the policy relate to equality.
- Which aspects of the policy are most relevant to equality?
- Aims of the general equality duty and which protected characteristics the policy is most relevant to.

If it is not clear if a policy or decision needs to be assessed through an equality analysis, a Test of Relevance screening tool has been designed to assist officers in determining whether or not a policy or decision will benefit from a full equality analysis. Completing the Test of Relevance screening also provides a formal record of decision making and reasoning. It should be noted that the PSED continues up to and after the final decision is taken and so any Test of Relevance and/or full Equality Analysis should be reviewed and evidenced again if there is a change in strategy or decision.

Role of the assessor

An assessor's role is to make sure that an appropriate analysis is undertaken. This can be achieved by making sure that the analysis is documented by focussing on identifying the real impact of the decision and set out any mitigation or improvements that can be delivered where necessary.

Who else is involved?
Chief Officers are responsible for overseeing the equality analysis proves within departments to ensure that equality analysis exercises are conducted according to the agreed format and to a consistent standard. Departmental equality representatives are key people to consult when undertaking an equality analysis.

Depending on the subject it may be helpful and easier to involve others. Input from another service area or from a related area might bring a fresh perspective and challenge aspects differently.

In addition, those working in the customer facing roles will have a particularly helpful perspective. Some proposals will be cross-departmental and need a joint approach to the equality analysis.

How to carry out an Equality Analysis (EA)

There are five stages to completing an Equality Analysis, which are outlined in detail in the Equality Analysis toolkit and flowchart:
2.1 Completing the information gathering and research stage – gather as much relevant equality-related information, data or research as possible in relation to the policy or proposal, including any engagement or consultation with those affected;
2.2 Analyse the evidence – make and assessment of the impact or effect on different equality groups;

2.3 – Developing an action plan – set out the action you will take to improve the positive impact and / or the mitigation action needed to eliminate or reduce any adverse impact that you have identified;
2.4 Director approval and sign off of the equality analysis – include the findings from the EA in your report or add as an appendix including the action plan;
2.5 Monitor and review – monitor the delivery of the action plan and ensure that changes arising from the assessment are implemented.

The Proposal

Assessor Name:	Drafted by: Isaac Taylor and Andrea Larice Reviewed by: Olivia Reed Project Manager: George Wright	Contact Details:	George.Wright@Cityoflondon.gov.uk

1. What is the Proposal

The St Paul's gyratory project is aimed at bringing transformative change to the area for the longer term. This will include the removal of the 1970's gyratory system (a complex road junction requiring the circular movement of traffic), and introducing two-way working for traffic. The project area stretches from the Museum of London roundabout to the north, to St Paul's underground station to the south. The project aims to make the streets safer for people who walk and cycle and to introduce a greener, more pleasant environment, that is more suitable for the needs of business, residents, and visitors.

The scheme is currently in the feasibility stage and has been narrowed down to four options for more detailed feasibility design. Each option has a different highway layout for vehicles travelling through the project area and these layouts dictate the amount of new public space that can be created. The four options are summarized below and their technical drawings are available below:

Option 1

- The most ambitious of the three options. The partial removal of the gyratory system sees the introduction of two way working on Newgate Street and St Martin Le Grand to its junction with Angel Street, removing significant barriers for traffic travelling in an eastbound direction.
- The closure of the southern section of King Edward Street will provide comprehensive improvements for people walking with the creation of a substantial new public realm space, new footways, along with plentiful seating and greening opportunities.
- Significant improvements to the cycling infrastructure to provide greater segregation between motor vehicles and cycles.
- Pedestrian crossings will be made wider, and additional ones will be added to help provide direct safer walking routes. Pedestrian countdown to be included.
- The changes being made to the existing highways layout are significant, so some journey times for buses will be increased but within acceptable parameters with queueing at junctions and bus journey times.
- Installation of Legible London signage to the City's design specification.
- Reconstruction of footways and carriageway resurfacing to provide a safer and more pleasant environment, re-using materials where possible.
- Installation of HVM security measures will need to be considered within the emerging public realm designs.

Option 1.1

- The partial removal of the gyratory system sees the introduction of two-way working traffic on Newgate Street to its junction with St Martin Le Grand removing significant barriers for all traffic travelling in an eastbound direction. Montague Street will also see the introduction of two-way working traffic to the junction with Little Britain (north) which could improve blue light response times.
- The closure of the southern section of King Edward Street will provide comprehensive improvements for people walking with the creation of a substantial new public realm space, new footways, along with plentiful seating and greening opportunities.

- Significant improvements to the cycling infrastructure to provide greater separation between motor vehicles and cycles.
- Pedestrian crossings will be made wider with more of them to help provide my direct safer walking routes. Pedestrian countdown to be included.
- The changes being made to the existing highways layout are significant, so some journey times for buses will be increased but within acceptable parameters with queueing at junctions and bus journey times.
- Installation of Legible London signage to the City's design specification.
- Reconstruction of footways and carriageway resurfacing to provide a safer and more pleasant environment, re-using materials where possible..
- Installation of HVM security measures will need to be considered within the emerging public realm designs.

Option 2

- Less ambitious than option 1 but more ambitious than option 3. This option involves the partial removal of the gyratory system and sees the introduction of two way working on Newgate Street and St Martin Le Grand to its junction with Angel Street, removing significant barriers for traffic travelling in an eastbound direction.
- King Edward Street south remains open for northbound buses and cycles but the Newgate Street slip is closed to traffic so modest improvement for people walking with significantly less public realm than option 1. Seating and greening opportunities will be limited.
- Significant improvements to the cycling infrastructure to provide greater separation between motor vehicles and cycles.
- Pedestrian crossings will be made wider with more of them to help provide my direct safer walking routes. Pedestrian countdown to be included.
- The changes being made to the existing highways layout are significant so some journey times for buses will be increased but within acceptable parameters with queueing at junctions and bus journey times.
- Installation of Legible London signage to the City's design specification.
- Reconstruction of footways and carriageway resurfacing to provide a safer and more pleasant environment, re-using materials where possible..
- Installation of hostile vehicle movement security measures will need to be considered within the emerging public realm designs.

Option 3

- Less ambitious than both options 1 and 2. Proposes modest changes to the existing highway layout on Newgate Street but retains the core north-south gyratory movements on King Edward St and St Martin Le Grand.
- King Edward Street south remains open northbound for all traffic, buses and cycles but the Newgate Street slip is closed to traffic so a modest improvement for people walking with significantly less public realm than option 1. Seating and greening opportunities are limited.
- Less opportunities for seating and greening, as King Edward Street south remains open for all vehicles.
- The changes being made to the existing highways layout are not significant so impacts on journey times to increase slightly but within acceptable parameters with queueing at junctions and bus journey times.
- Some of the pedestrian crossings made wider to provide a better environment for pedestrians.
- Installation of Legible London signage to the City's design specification.
- Moderate improvements to the cycling infrastructure help to provide some separation between motor vehicles and cyclists.
- Minimal reconstruction of footways and carriageway resurfacing will provide slight improvements to providing a safer and more pleasant environment, re-using materials where possible.
- Installation of HVM security measures will need to be considered within the emerging public realm designs.

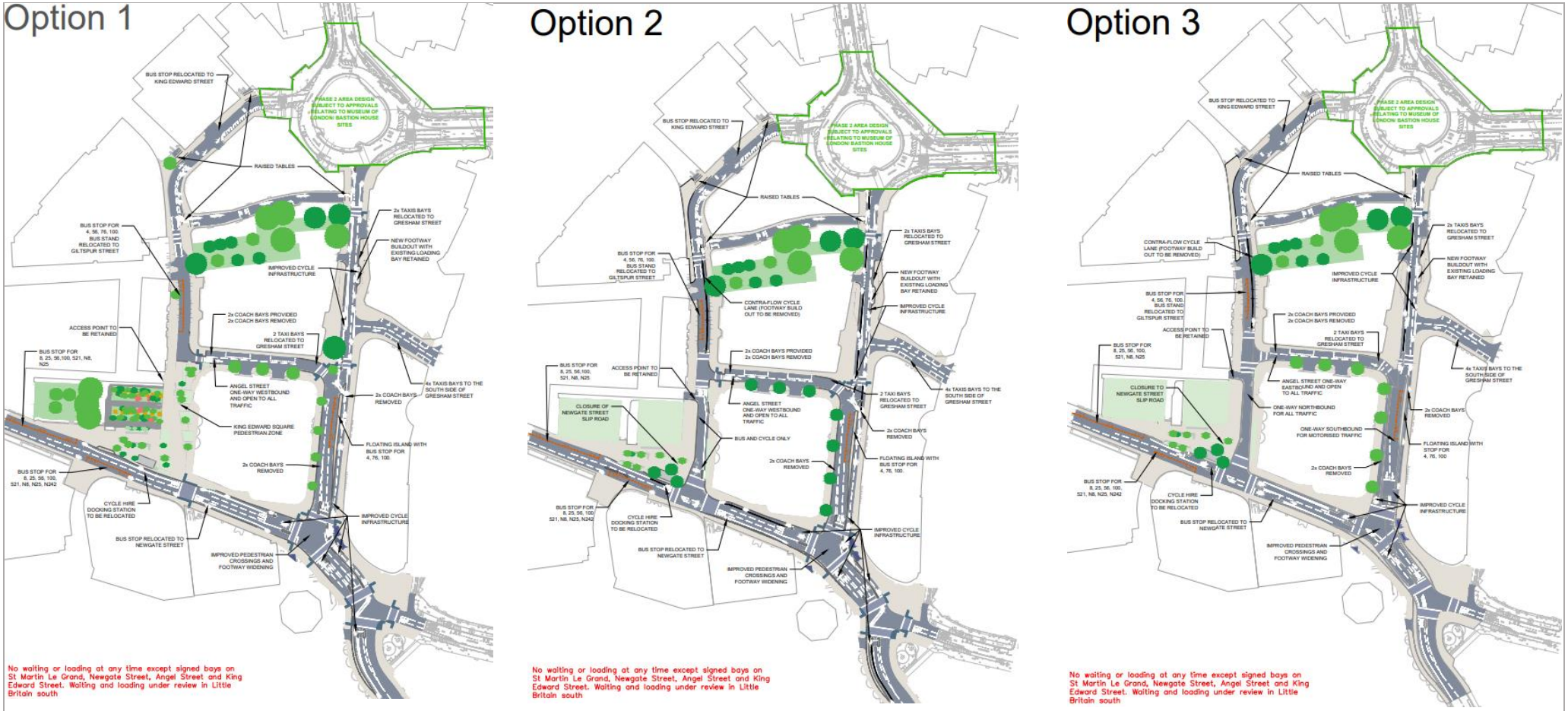


Figure 1: Images of Options 1, 2 and 3 respectively.

All options propose changes to bus stop locations, bus stands, coach and taxi bays. Please note that the relocation of bus stops are within the project area. The revised locations will be less than 200 metres from each other. The preliminary locations have been shared with TfL Buses who have not expressed any concerns to date. Under options 1 and 2, the coach bays on St Martin Le Grand need to be removed to accommodate the new highway layout, with two bays being retained on Angel Street. A net loss of potentially six bays is likely if suitable relocation sites cannot be found. Option 3 would retain four coach bays on Angel street, meaning a net loss of four is likely if suitable relocation sites cannot be found.

A comprehensive traffic modelling exercise in partnership with Transport for London (TfL)is on-going to assess the impact of the new highway layouts and revised vehicle routes on the wider highway network and on journey times. The primary objective is to ensure journey time impacts are within acceptable levels and reduced where

possible.

The current modelling outputs for bus journey times in the peak hours are summarised in the table 1 below.

These show that some bus journey times decrease under the new highway layouts, whilst others experience an increase. An overall average of all bus route journey times shows that option 1 results in a 0-30 second increase in journey times; option 2 in a 1-2 minute increase; and option 3 in a 3-60 second increase (Table 1).
The modelling exercise will continue over coming months and will form a key component of the formal TMAN approval.

Table 1: Bus Journey Times - Feasibility traffic modelling results.

Option	Seven bus routes in project area (both directions modelled):						Avg of AM and PM peak periods journey times
	in the **AM** Peak			In the **PM** peak			
	Improvement	Delay		Improvement	Delay		
	Between 0-2 min	0-3 min	5-7 min	Between 0-3 min	0-2 min	2-3 min	
I	4	10	0	7	5	2	0-30 secs
2	3	9	2	4	7	3	1-2 mins
3	5	9	0	4	10	0	30-60 secs

A public engagement exercise took place during December and January 2023. The exercise was publicised via a press release and social media including the City Corporation's Twitter feed. Stakeholders on the project's database were contacted and all properties within the project consultation area were sent a letter and asked to give their views. Over 2,500 people participated, with strong support given for the proposed public space on King Edward Street and for measures to improve the environment for people who walk and cycle.

Respondents had the opportunity to select features they would like to see in any new public space, with greening and seating receiving overwhelming support. This feedback has assisted the consultants appointed to prepare the concept design proposal for the new public space. Responses received have also helped inform changes to the design options for the wider project area. Liaison has also continued with key local stakeholders such as the Cheapside BID, St. Paul's Cathedral and Bart's Hospital. Discussions have also been held with colleagues working on Destination City.

2. What are the recommendations?

The St Paul's gyratory scheme focuses on improving pedestrian and cycling safety, air quality and pedestrian experience by removing parts of the gyratory system and by providing new areas of public realm space. The project aligns with the City's Climate Action Strategy, City Local Plan and Transport Strategy by way of:

- Providing more public space that is accessible to all
- Make the most efficient and effective use of street space by improving pedestrian and cycling safety and reducing motor traffic
- Prioritising the needs of people walking
- Delivering world-class public realm
- Incorporating protection from adverse weather in the design of streets and the public realm
- Introducing climate resilient and adaptive landscaping in planned work

This EA reviews all three shortlisted options together to highlight impacts that may positively or negatively affect certain protected characteristic groups early in the process. Each option has the same project objectives and therefore many similarities are shared between options relating to potential impacts on certain groups.

The Test of Relevance for the St Pauls gyratory project carried out on the 7 December 2022) identified that people who fall into the following protected characteristic groups: Age, Disability and Pregnancy/Maternity will be affected by the proposals. This EA has been produced to further inform the decision-making process at this time. The information and recommendations provided will be used to focus design measures for reducing any negative impacts on PCGs identified and to focus discussions with groups representing those protected characteristics.

Once the final design option has been decided, a more detailed EA assessment will be undertaken for that scheme, which will be informed by further investigations, engagement with key stakeholders and relevant guidelines, such as the City of London Street Accessibility Tool, Department for Transport's (DfT) Inclusive Mobility Guide 2021[1], Transport for London (TfL)'s Pedestrian Comfort Guidance Technical guide[2] etc. Until that time, it is recommended that project leads continue to work with stakeholders to ensure that the final designs are informed and seek to maximise benefits and mitigate against negative impacts..

3. Who is affected by the Proposal?

The area is in a key commercial district hosting primary business, retail spaces, as well as restaurants, cafes, and pubs used by visitors, workers and residents. It is also close to several high-profile places of interest including St Paul's Cathedral, St Bartholomew's Hospital, Barbican Center, Old Bailey, Guildhall, Bank of England, One New Change and Postman Park.

With over 2,000 years of experience in welcoming the world, the City of London has always been, and continues to be, one of the most historic, yet innovative destinations, welcoming business, residents and visitors from across the globe.

[1] Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)
[2] Pedestrian Comfort Guidance for London (tfl.gov.uk)

In 2021 it was estimated that there were 7.8 million visits to the City of London and 1.54 million visits to City attractions[3]. The office of National Statistics indicates there are around 587,000 workers in the City of London (1 in every 54 GB workers)[4] and the Mid-2020 population survey estimates 10,938 live in the Square Mile[5].

The proposed scheme is in close proximity to:

- A number of places of worship including St Paul's Cathedral, St Peter West Cheap Church, St Botolph's without Aldersgate.
- Health and pharmacy services at St Bartholomew Hospital, Boots Cheapside and walking distance to the Neaman Practice.
- In terms of transport connections, it is located directly adjacent to St Paul's underground station entrances and a short distance from Mansion House station entrance. It is also accessible from Bank Station, Moorgate, and Backfires, Cannon Street, City Thames Link and Farringdon Station rail stations.
- Other tourist attractions in close proximity, including Christchurch Greyfriars Church Yard, Paternoster Square, Millennium Bridge, Smithfield Market, and the Old Roman Wall to name a few.

There is also local residential housing with high densities located along Little Britain, Amen Court and Bart's Square (see Figure 2).

[3] https://www.cityoflondon.gov.uk/things-to-do/tourism-trends-and-strategies/tourism-statistics
[4] https://www.cityoflondon.gov.uk/supporting-businesses/economic-research/research-publications/city-statistics-briefing
[5] https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland

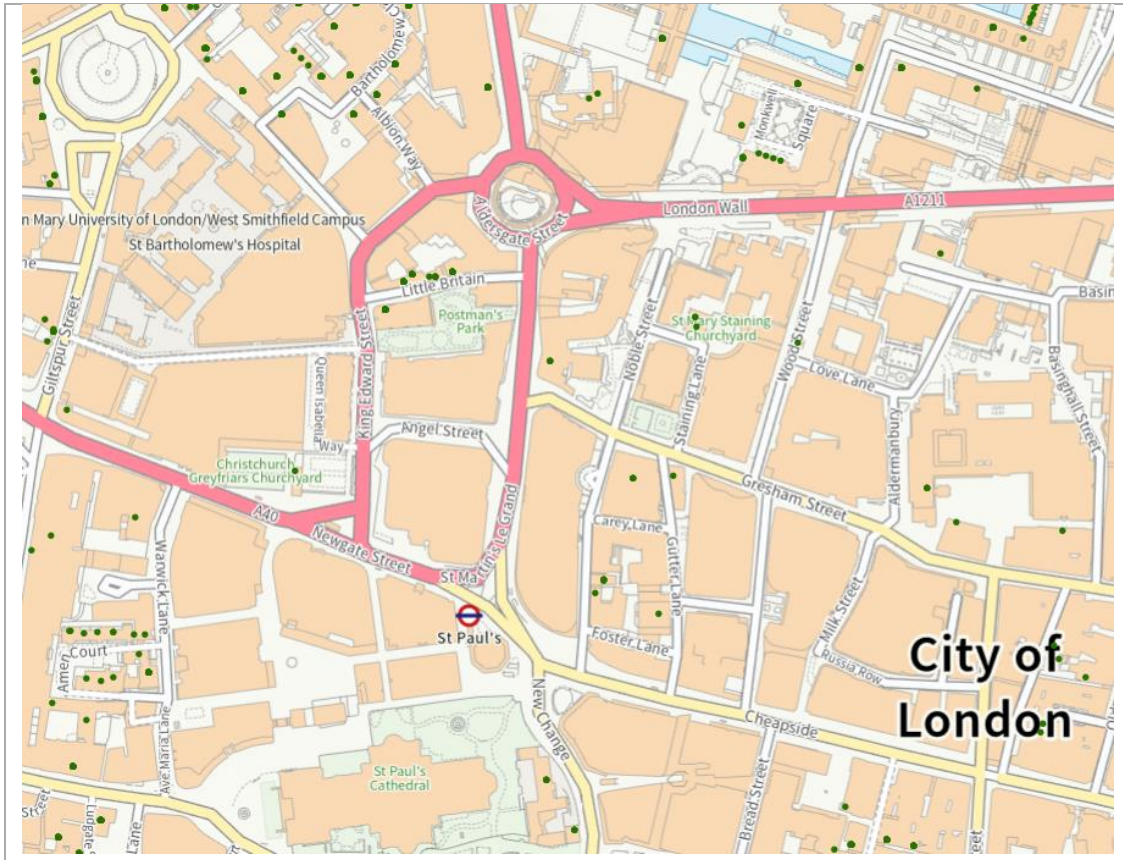


Figure 2: Residential units in close proximity to the proposed scheme.

Age

Check this box if NOT applicable ☐

Age - Additional Equalities Data (Service Level or Corporate)

There are 587,000 workers in the City of London (1 in every 54 GB workers) and it is the work location to one of the youngest, most highly skilled and international workforces across the country[6]. City of London Workforce CENSUS 2011 show that the ages of 25-34 contribute a substantial proportion of the workforce at 39%. The same age range for Greater London comprises 31% of the workforce. This shows that the City of London has a greater proportion of young professionals compared to Greater London. Similarly, the 35-49 age group comprises 39% of the workforce in the City of London, compared to 36% of the Greater London workforce. The percentage of the workforce in the City of London aged 50 years and above (14%) is lower than the percentage for Greater London (23%), showing that the City of London has a smaller proportion of older professionals.

The Office for National Statistics (ONS) Mid-2020[7] population estimates for the City of London states a total population of 10,938. The age breakdowns for the City of London and Greater London indicate that it has a smaller percentage of people under the age of 15 (15.3%) compared to Greater London (20.6%). Conversely, the City of London has a slightly higher percentage of people aged 16 to 24 years and 65 years and over, when compared to Greater London. The percentage of people aged 25 to 64 years is similar between the City of London and Greater London.

It is estimated that there were 7.8 million visits to the City of London in 2021, with 1.54 million visitors to City attractions[8]. There is limited information on the age of visitors.

When we review the STATS19 traffic collision data specific to the City of London, between 1 January 2017 to the 1 January 2022 we can see that people in the 20-29 and 30 – 39 age groups make up around 60% of casualties involved in a collision (Figure 3).

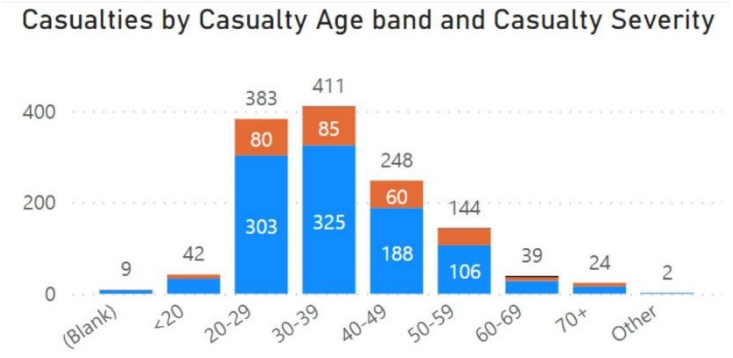


Figure 3: Shows the STATS19 traffic collision casualties by casualty age band. It also shows the severity data (blue bar indicates slight injuries and orange bar indicates

[6] https://www.cityoflondon.gov.uk/supporting-businesses/economic-research/research-publications/city-statistics-briefing
[7] https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland
[8] https://www.cityoflondon.gov.uk/things-to-do/tourism-trends-and-strategies/tourism-statistics

killed or seriously injured) specific to the City of London, between 1 January 2017 to the 1 January 2022.

What is the proposal's impact on the equalities aim?

A key objective of the Mayor of London's Healthy Streets programme is to improve the quality and safety of streets by implementing new or improved infrastructure. This includes measures such as improvements to crossings, addressing maintenance issues and providing more places for people to stop and rest.

As older people (65+) undertake the highest proportion of their trips by foot and cite addressing physical barriers as important for encouraging them to travel more, improvements to the street environment facilitate navigation, leading to a better experience with the potential for more active travel among this group. Given that there are more pedestrians than motor vehicles during peak hours, there is a strong case for reallocating road space for their comfort and benefit.

Option 1 will provide comprehensive improvements to the public realm with plentiful seating and greening opportunities. Street trees and other greening can also play a key role in helping to remove harmful PM^{10} particulates and NO^2 roadside emissions[9] and mitigating against climate change impacts such as heating of streets (and provision of shaded areas), both of which young people and elderly people are disproportionately affected by[1011].

People of young and old age are more vulnerable to poor air quality. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel will disproportionately benefit these age groups through improved air quality and increased physical activity.

Creating additional space for pedestrians is likely to improve conditions for these people by creating a safer, less crowded environment. This will disproportionately

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Option 1 will give the most benefits to better advance equality and foster good relations as the closure of the southern section of King Edward Street will provide comprehensive improvements for people walking with the creation of a substantial new public realm space, new footways, along with plentiful seating and greening opportunities.

Resurfacing and creating wider, safer pedestrian crossings with pedestrian countdowns will disproportionally advantage people of older and young age groups, however, the positive impacts associated with the improved pedestrian environment and public realm, are likely to be felt by all users, including residents, visitors, and commuters to the area, regardless of age.

All options will alter the way that vehicles can travel through the project area and this may require people to walk more or adjust their bus or car journey to a different route than they currently take. It is highly recommended that the following should be considered to mitigate any negative impacts when developing and choosing the scheme:

Further investigation is needed to understand the severity of impacts and proposed mitigations.

The impacts of construction works should be reviewed closely - ensuring hoarding doesn't restrict access. Several potential negative impacts on elderly and younger people have been identified if the appropriate measures are not in place during the construction phase[13].

[9] https://www.london.gov.uk/sites/default/files/valuing_londons_urban_forest_i-tree_report_final.pdf
[10] https://www.unep.org/news-and-stories/blogpost/young-and-old-air-pollution-affects-most-vulnerable
[11] https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution
[13] Transport, health and wellbeing (publishing.service.gov.uk)

benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group) and those aged 60+ also have a higher-than-average likelihood of being killed or seriously injured if involved in a collision within the City. All three options provide better infrastructure for cycling. Option 2 provides the greater amount of separation between motor vehicles and cyclists, followed by options 1 and 3 respectively. Furthermore, Options 1 and 2 would provide the benefits for those travelling through the area on adaptable bikes. Improving cycling infrastructure and creating additional space for cyclists is likely to improve conditions for people aged 20 – 40 who are the age group that are most represented in traffic collisions within the City of London (Figure 3). Furthermore, providing better conditions for cycling can empower more people to cycle. Improvements for pedestrians will benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop. Research undertaken by Age UK shows that 52% of those aged 65 and over are disabled compared with only 9% under 64[12]. Furthermore, those aged 60+ are more likely to suffer from slight mobility impairments due to aging, which may not fall under the disability characteristic. This can include slower movement and reaction time, and some may use mobility aids for walking. Additional space for walking and seating provision is likely to be particularly beneficial for those who find it difficult to navigate narrow and crowded footways. We do not have any specific information on the age of bus users in the City of London or age groups who use cars, however, we can assume that people who fall within higher age group may be more likely to use cars, taxi and bus services. Residents, workers or visitors may rely on private cars, private hire vehicles, taxis or buses for mobility and may be impacted by longer journeys and the removal of taxi stands. Longer journeys by car and private hire vehicle or taxi may involve higher costs and could increase weekly spending, especially for those who need to access hospital services at Bartholomew's Hospital or the Naaman Practice.	These include: • Wheelchair and mobility aid users may find it difficult to utilise the temporary ramps • Construction noise can negatively affect elderly and young people • Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses • Suitable diversion routes with appropriate signage for any required footway closures. Continued liaison with stakeholders should also be undertaken to inform the plans. It is recommended that level pavements and access is provided throughout to enable easy access for elderly people, particularly those using mobility aids, as well as those age groups travelling with young children in pushchairs. As the relandscaping project includes seating, it is advised that there is sufficient seating, for different audience use. This will enable pregnant women, elderly people and those with young children to access seating.

[12] https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/

Key borough statistics: The City has proportionately more people aged between 25 and 69 living in the Square Mile than Greater London. Conversely there are fewer young people. Approximately 955 children and young people under the age of 18 years live in the City. This is 11.8% of the total population in the area. Summaries of the City of London age profiles from the 2011 Census can be found on our website.	A number of demographics and projections for Demographics can be found on the Greater London Authority website in the London DataStore. The site details statistics for the City of London and other London authorities at a ward level: • Population projections NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Disability

Check this box if NOT applicable ☐

Disability - Additional Equalities Data (Service Level or Corporate)

The Pave the Way report[14] found that any change implemented which affects the movement of vehicles, pedestrians, or traffic flows will have an impact on disabled people, as they feel the changes more strongly due to limited alternative options for travel.

The Greater London Authority (2019) equality evidence base states that 19% of the London population are disabled and defined according to the Equality Act as having a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on their ability to do normal daily activities. The 2011 Census identified that for the City of London's population:

- 4.4% (328) had a disability that limited their day-to-day activities a lot.
- 7.1% (520) had a disability that limited their day-to-day activities a little.

No workforce data is available for this protected characteristic and the resident population is too small to identify any trends, as such, the City of London resident population is relied upon. Furthermore, it is important to note that disability is closely related to age: 13% of the working age population are disabled versus 28% of people aged 65 or over[15].

We note that some impairments and disabilities do not fall into one category – such as mobility or Chronic illness/long-term health condition, and that they may fluctuate or affect different people in different ways. Thus, we have taken the barriers that person faces into consideration within this EA In addition, to people with physical, mental and hidden impairments this EA aims to take carers who provide unpaid care for a friend or family member who due to illness, disability, or a mental health issue cannot cope without their support into consideration.

What is the proposal's impact on the equalities aim?

All three proposals will add new or improved access infrastructure, for example, improvements to crossings, addressing maintenance issues, and providing more places for people to stop and rest, which could benefit disabled people.

Option 1 will provide comprehensive improvements to the public realm with plentiful seating and greening opportunities. Street trees and other greening can also play a key role in helping to improve air quality, which disabled people are disproportionately affected

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Further investigation is needed into understand the impacts on bus journey times with the Transport for London (TFL) bus planning team. As a number of bus stops/stands will be relocated or removed as a result of the scheme for all options, further investigation is needed to understand the full extent of this impact on people with disabilities accessing the area, especially for work and health reasons.

[14] https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/
[15] https://data.london.gov.uk/dataset/equality--diversity-and-inclusion-evidence-base

by[1617]. Pedestrian enhancements could be of particular benefit to people with a disability in terms of navigating an urban environment, including but not limited to those using walking aids, wheelchair or mobility scooter. Furthermore, the introduction of pedestrian priority streets with access closed to motor traffic will create significantly more space for pedestrians and reduce crowding around the junctions. Enhanced mobility is likely to be of particular benefit to this group as some disabled older people. All three options provide better infrastructure for cycling. Option 2 provides the greater amount of separation between motor vehicles and cyclists, followed by options 1 and 3 respectively. Furthermore, Options 1 and 2 would provide the benefits for those travelling through the area on adaptable bikes. Providing better conditions for cycling can empower more disabled people to cycle. Disabled residents, workers or visitors may rely on private cars, private hire vehicles or taxis for mobility and may be impacted by longer journeys. Longer journeys may involve higher costs and could increase weekly spending, especially for those who need to access hospital services at Bartholomew's Hospital or the Naaman Practice. Furthermore, bus delays could disproportionally impact disabled people who rely more heavily on bus journeys.	The City Corporation should continue to work with TfL and other stakeholders, and review exiting demand data, bus interchange level of service within the area of study, etc. City Corporation officers should ensure they engage with local access groups to understand barriers. Different engagement approaches should be used to ensure as many individuals as possible can provide feedback on their experiences and on the proposals. The impacts of construction works should be reviewed closely - ensuring hoarding doesn't restrict access. Several potential negative impacts on disabled people have been identified if the appropriate measures are not in place during the construction phase[18]. These include: • Wheelchair and mobility aid users may find it difficult to utilise the temporary ramps • Construction noise can negatively affect disabled people • Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses • suitable diversion routes with appropriate signage for any required footway closures. Continued liaison with stakeholders should also be undertaken to inform the plans. It is recommended that level pavements and access is provided throughout to enable easy access. Furthermore, as the public realm enhancements include seating, it is advised that there is sufficient seating, for different audience use. This will enable a people with a range of disabilities to feel welcome.

[16] https://www.unep.org/news-and-stories/blogpost/young-and-old-air-pollution-affects-most-vulnerable

[17] https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution

[18] Transport, health and wellbeing (publishing.service.gov.uk)

Key borough statistics: Day-to-day activities can be limited by disability or long term illness – In the City of London as a whole, 89% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). In the areas outside the main housing estates, around 95% of the residents responded that their activities were not limited. Additional information on Disability and Mobility data, London, can be found on the London Datastore.	The 2011 Census identified that for the City of London's population: • 4.4% (328) had a disability that limited their day-to-day activities a lot • 7.1% (520) had a disability that limited their day-to-day activities a little Source: 2011 Census: Long-term health problem or disability, local authorities in England and Wales NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Gender Reassignment

Check this box if NOT applicable ☐

Gender Reassignment - Additional Equalities Data (Service Level or Corporate)

We have not identified any adverse impacts at this time.

What is the proposal's impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact*** *Click or tap here to enter text.*	**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?** *Click or tap here to enter text.*
Key borough statistics: • Gender Identity update 2009 - ONS	NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Pregnancy and Maternity

Check this box if NOT applicable ☐

Pregnancy and Maternity - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The birth rate in the City of London was 7.9 births per 1000 people in 2016, approximately 33% below the national average. Considering the birth rates, this is likely there will be a small number of people who are pregnant and a small number of people with young children in the City. Of the working population it is unclear how many people are pregnant women or parents with infants and/or young children. However, it can be assumed that many will travel in and out of the City for work or leisure purposes.

What is the proposal's impact on the equalities aim?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
Pregnant women who rely on buses, private cars, private hire vehicles or taxis for mobility may be impacted by longer journeys and the removal of taxi ranks. The majority of journeys in the City of London involve walking, either because they are completely walked or as part of a walking leg to access a public transport stop. The proposal would improve walking for all pedestrians across St Paul's Gyratory by providing more space on footways, and reallocating road space for pedestrian usage. This is likely to disproportionately benefit those travelling with prams, who may find it difficult to negotiate crowded and narrow footways. It will also benefit those walking with infants or small children, enabling them to walk side-by-side more easily. There is growing evidence showing that prenatal exposure to air pollution is associated with a number of adverse outcomes in pregnancy. Therefore, a reduction in emissions from private vehicle use and increases in active modes of travel will disproportionately benefit pregnant women.	It is recommended that level pavements and access is provided throughout to enable easy access. Furthermore, as the public realm enhancements include seating, it is advised that there is sufficient seating, for different audience use. Further investigation is needed into understand the impacts on bus journey times with the Transport for London (TFL) bus planning team. The City Corporation should continue to work with the TfL and other stakeholders, and review exiting demand data, bus interchange level of service within the area of study, etc. City Corporation officers should ensure they engage with people who use the local area to better understand the impacts.
Key borough statistics: Under the theme of population, the ONS website has a large number of data collections grouped under: • Contraception and Fertility Rates • Live Births	NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Race

Check this box if NOT applicable ☐

Race - Additional Equalities Data (Service Level or Corporate)

When looking at ethnic groups, 79% of the residential population residing in the Square Mile are White. The second largest ethnic group in the resident population is Asian, which totals 12.7%. The Square Mile has a relatively small Black population, less than London and England and Wales, comprising 2.6% of residents. This is considerably lower than the Greater London wide percentage of 13.3% and smaller than the percentage for England and Wales of 3.3%.

The City of London's workforce is relatively international with 40% of workers born outside the UK (2019). ONS 2019 Annual Population Survey data suggests approximately 26.5% of the City's workforce was non-white[19].

What is the proposal's impact on the equalities aim?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
The majority of journeys in the City of London involve walking, either because they are completely walked or as part of a walking leg to access a public transport stop. This option would improve walking for all pedestrians across Bank junction by providing more space on footways, and reallocating road space for pedestrian usage. Improvements for pedestrians will directly benefit those groups who are more likely to use public transport, as they are likely to walk to/from the nearest public transport stop. Improvements to cycle safety are likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle through increasing the safety of cyclists with motor traffic reduction and reducing the amount of turning vehicles. Ethnic minority groups are more likely to use buses than other groups, therefore would be disproportionately affected by any increases in bus journey times. The COVID-19 pandemic has shone a light on existing healthcare inequalities, especially around the disproportionate impact on people from black and minority ethnic groups. A number of studies, including a report by Public Health England[20] and the Lancet paper on ethnic differences, have found that those from	Further investigation is needed into understand the impacts on bus journey times with the Transport for London (TFL) bus planning team. The City Corporation should continue to work with the TfL and other stakeholders, and review exiting demand data, bus interchange level of service within the area of study, etc. City Corporation officers should ensure they engage with local businesses, especially Bartholomew's hospital to understand barriers. Different engagement approaches should be used to ensure as many individuals as possible can provide feedback on their experiences and on the proposals.

[19] https://www.cityoflondon.gov.uk/assets/Business/city-statistics-briefing-2021.pdf

[20] chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/892376/COVID_stakeholder_engagement_

ethnic minority groups, during wave two of the coronavirus pandemic, were more likely to test positive for COVID-19, become severely ill and die.	
Key borough statistics: Our resident population is predominantly white. The largest minority ethnic groups of children and young people in the area are Asian/Bangladeshi and Mixed – Asian and White. The City has a relatively small Black population, less than London and England and Wales. Children and young people from minority ethnic groups account for 41.71% of all children living in the area, compared with 21.11% nationally. White British residents comprise 57.5% of the total population, followed by White-Other at 19%.	The second largest ethnic group in the resident population is Asian, which totals 12.7% - this group is fairly evenly divided between Asian/Indian at 2.9%; Asian/Bangladeshi at 3.1%; Asian/Chinese at 3.6% and Asian/Other at 2.9%. The City of London has the highest percentage of Chinese people of any local authority in London and the second highest in England and Wales. The City of London has a relatively small Black population comprising 2.6% of residents. This is considerably lower than the Greater London wide percentage of 13.3% and also smaller than the percentage for England and Wales of 3.3%. See ONS Census information or Greater London Authority projections. NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

synthesis_beyond_the_data.pdf

Religion or Belief

Check this box if NOT applicable ☐

Religion or Belief - Additional Equalities Data (Service Level or Corporate)

2011 census data indicates that 45% of the City's residential population are Christian while many residents either belong to other faiths or do not belong to a religious group (43%). This is followed by 6% Muslim, 2% Jewish and Hindu and 1% Buddhist.

What is the proposal's impact on the equalities aim?

There are a number of places of worship including St Paul's Cathedral, St Peter West Cheap Church, St Botolph's without Aldersgate, St Bartholomew the less, Holy Sepulchre Church, St Lawrence Jewry.

Option 1 will provide comprehensive improvements to the public realm with plentiful seating and greening opportunities. Street trees and other greening can also play a key role in helping to remove harmful PM^{10} particulates and NO^2 roadside emissions[21] and mitigating against climate change impacts such as heating of streets (and provision of shaded areas), both of which benefit people attending places of worship close the proposal site.

People of young and old age are more vulnerable to poor air quality. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel will disproportionately benefit these age groups through improved air quality and increased physical activity that might visit places of worship close to the proposal site.

Creating additional space for pedestrians is likely to improve conditions for this group by creating a safer, less crowded environment. Creating additional space for cyclists is likely to improve conditions for people cycling to places of worship.

Residents, workers or visitors who rely on private cars, private hire vehicles, taxis or buses for get to places of worship close the proposal site may be negatively

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Further investigation is needed into understand the impacts on bus journey times with the Transport for London (TFL) bus planning team. As a number of bus stops/stands will be relocated or removed as a result of the scheme for all options, further investigation is needed to understand the full extent of this impact on people visiting places of worship.

The City Corporation should continue to work stakeholders to understand the impact of the proposal on people visiting places of worship in the area. Furthermore, the impacts of construction works should be reviewed closely to ensure it doesn't restrict access to these sites,

[21] https://www.london.gov.uk/sites/default/files/valuing_londons_urban_forest_i-tree_report_final.pdf

impacted by longer journeys and the removal of taxi stands. Longer journeys may involve higher costs as previously noted.	
Key borough statistics – sources include: The ONS website has a number of data collections on religion and belief, grouped under the theme of religion and identity. Religion in England and Wales provides a summary of the Census 2011 by ward level	NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Sex

Check this box if NOT applicable ☐

Sex - Additional Equalities Data (Service Level or Corporate)

The Office of National Statistics (ONS), Business Register and Employment Survey 2018 (2019 release) found that in 2019, the Square Mile has the second-largest workforce after the City of Westminster, with a gender split of 63% males and 37% females[22].

When we review the STATS19 traffic collision data specific to the City of London, between 1 January 2017 to the 1 January 2022 we can see that men are more likely to be involved in a collision, furthermore, when we review this in more detail we can see that men make up the majority of casualties involved in a pedal cycle collision (Figure 4)

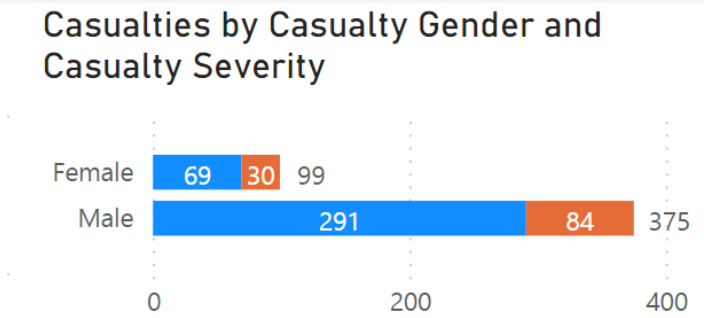


Figure 4: Shows the STATS19 pedal cycle collision casualties by casualty Gender and Severity (blue bar indicates slight injuries and orange bar indicates killed or seriously injured) specific to the City of London, between 1 January 2017 to the 1 January 2022.

What is the proposal's impact on the equalities aim?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
Males cycle more than females, but the gap in England narrowed somewhat in 2020[23]. TfL have also considered casualty numbers in London using the recently published "Road Danger Reduction Dashboard", 2019 it found that men were more likely to be a casualty in a collision in London than women across all modes of travel. When reviewed in more detail it was found that men are more likely to be a casualty in a collision involving a pedal bike[24]. Therefore, improving cycling infrastructure is likely to disproportionally benefit men who cycle.	Using communication tools to promote the schemes and their contribution to providing better infrastructure for walking and cycling, the City Corporation could support more people to walk and cycle more, which has numerous benefits health and wellbeing.

[22] https://www.cityoflondon.gov.uk/assets/Business/city-statistics-briefing-2021.pdf
[23] https://www.cyclinguk.org/statistics
[24] https://tfl.gov.uk/corporate/publications-and-reports/road-safety

In addition, it is worth noting that TfL Customer Pulse Survey, cycling module statistics found that in London indicate that representation from women is disproportionality low when it comes to cycling[25]. All three options provide better infrastructure for cycling. Option 2 provides the greater amount of separation between motor vehicles and cyclists, followed by options 1 and 3 respectively. Furthermore, Options 1 and 2 would provide the benefits for those travelling through the area on adaptable bikes. Creating additional space for cyclists is likely to improve conditions and safety for men. Providing better conditions for cycling can empower more women to cycle.	
Key borough statistics: At the time of the 2011 Census the usual resident population of the City of London could be broken up into: • 4,091 males (55.5%) • 3,284 females (44.5%)	A number of demographics and projections for demographics can be found on the Greater London Authority website in the London DataStore. The site details statistics for the City of London and other London authorities at a ward level: • Population projections NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

[25] https://tfl.gov.uk/info-for/media/press-releases/2020/march/tfl-launches-campaign-to-support-women-into-cycli#:~:text=Women%20who%20don't%20currently,like%20to%20learn%20and%20why.

Sexual Orientation

Check this box if NOT applicable ☐

Sexual Orientation - Additional Equalities Data (Service Level or Corporate)

We have not identified any adverse impacts at this time.

What is the proposal's impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact*** *Click or tap here to enter text.*	**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?** *Click or tap here to enter text.*
Key borough statistics: • Sexual Identity in the UK – ONS 2014 • Measuring Sexual Identity - ONS	NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Marriage and Civil Partnership

Check this box if NOT applicable ☐

Marriage and Civil Partnership - Additional Equalities Data (Service Level or Corporate)

We have not identified an impacts at this time.

What is the proposal's impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact*** *Click or tap here to enter text.*	**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?** *Click or tap here to enter text.*
Key borough statistics – sources include: • The 2011 Census contain data broken up by local authority on marital and civil partnership status	NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Additional Impacts on Advancing Equality and Fostering Good Relations

Check this box if NOT applicable ☐

Additional Equalities Data (Service Level or Corporate)

Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?

Click or tap here to enter text.

What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above? Provide details of how effective the mitigation will be and how it will be monitored.

Click or tap here to enter text.

This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the protected characteristics covered by these aims.

In addition to the sources of the information highlighted above – you may also want to consider using:

- Equality monitoring data in relation to take-up and satisfaction of the service
- Equality related employment data where relevant
- Generic or targeted consultation results or research that is available locally, London-wide or nationally
- Complaints and feedback from different groups.

Additional Impacts on Social Mobility

Check this box if NOT applicable ☐

Additional Social Mobility Data (Service level or Corporate)

Click or tap here to enter text.

Are there any additional benefits or risks of the proposals on advancing Social Mobility?

Click or tap here to enter text.

What actions can be taken to avoid or mitigate any negative impact on advancing Social Mobility not considered above?

Provide details of how effective the mitigation will be and how it will be monitored.

Click or tap here to enter text.

This section seeks to identify what additional steps can be taken to promote the aims or to mitigate any adverse impact on social mobility. This is a voluntary requirement (agreed as policy by the Corporation) and does not have the statutory obligation relating to protected characteristics contained in the Equalities Act 2010. Analysis should be based on the data you have available on social mobility and the access of all groups to employment and other opportunities. In addition to the sources of information highlighted above – you may also want to consider using:

- Social Mobility employment data
- Generic or targeted social mobility consultation results or research that is available locally, London-wide or nationally
- Information arising from the Social Mobility Strategy/Action Plan and the Corporation's annual submissions to the Social Mobility Ind

Conclusion and Reporting Guidance

Set out your conclusions below using the EA of the protected characteristics and submit to your Director for approval. If you have identified any negative impacts, please attach your action plan to the EA which addresses any negative impacts identified when submitting for approval. If you have identified any positive impacts for any equality groups, please explain how these are in line with the equality aims.	Review your EA and action plan as necessary through the development and at the end of your proposal/project and beyond. Retain your EA as it may be requested by Members or as an FOI request. As a minimum, refer to any completed EA in background papers on reports, but also include any appropriate references to the EA in the body of the report or as an appendix.

This analysis has concluded that …

This proposal and the options contained within it, support the City Corporation's commitments to deliver Healthy Streets, reduce motor traffic and improve conditions for people walking, cycling and spending time on our streets. Good access and the creation of better public spaces benefits everyone. Many people are disadvantaged by poor access to buildings and public spaces, and vulnerable and disadvantaged groups, such as the elderly, disabled people and pregnant women, can be particularly affected. All three options, especially Options 1 has the potential to enhance independent mobility within central London, with associated benefits to air quality and public health for all protected characteristics. The City Corporation recognises that adjustments need to be made to mitigate the potential negative impacts identified to all of the options, however, the associated benefits to access, air quality, and public health will be beneficial to all protected characteristics groups.

People who use buses

Preliminary VISSIM modelling shows that there are less impacts on bus journey times for option 1, and more impacts with options 2 and 3. This primarily because keeping King Edward Street open to vehicles requires an additional signalized junction at Newgate Street. Further investigation will be undertaken and the premilitary results are encouraging. Furthermore, mitigations have already been proposed to help reduce delays to bus journey times with the Transport for London (TFL) bus planning team.

As a number of bus stops/stands will be relocated or removed as a result of the scheme for all options, further investigation is needed to understand the full extent. The City Corporation will continue to work with the TfL bus planning team to review exiting demand data, and the bus interchange level of service within the area of study.

People who use drive or use cars

The scheme is likely to restrict transport by motor vehicles and, to a lesser extent, buses and require people to walk more or adjust their bus or car journey to a different route than they currently take.

Potential relocation of taxi ranks may disproportionally impact people who are disabled, pregnant (or with small children) or elderly and who use a taxi to get as close as possible to the their end destination/or pick up location . The City Corporation will continue to liaise with the TfL taxi team to identify any mitigation measures. At this time, no significant issues have been raised regarding the relocation of several taxi bays, or in terms of accessing the area. Further discussions will take place during the next steps of the project when more details are made available.

There are likely to be some negative impacts on journey times for all options with options 1 and 1.1 providing the least impact followed by option 3 and option 2 respectively. Further investigation will be undertaken to review this, especially with regards to the proximity of St Bartholomew's Hospital in such close proximity to the proposal and considerations must be made for the flow of goods and services to business, as well as the City's resident populations.

All three options, especially option 1 has the potential to enhance independent mobility within central London, with associated benefits to air quality and public health for all protected characteristics. All three options provide a new public space within the existing slip road in King Edward Street. Only option 1 extends the new public space into the southern end of King Edward Street, located between Angel Street and Newgate Street, creating a substantial amount of new space for greening, and seating opportunities and creating a more pleasant place to visit.

All three options will make it easier for pedestrians and will disproportionally benefit people who are disabled and use mobility aids, people who are pregnant or have small children in prams/pushchairs.

All three options provide better infrastructure for cycling, but option 2 provides the greatest amount of separation between motor vehicles and cyclists, followed by options 1 and 3 respectively. Furthermore, option 1 would provide the most benefits for those travelling through the area on adaptable bikes.

Improvements to infrastructure, such as the introduction of tactile paving, pedestrian countdown, and tactile cones proposed to be located on both sides of the crossing will disproportional benefit people who are disabled.

In conclusion whilst there are negative impacts to the proposal, these can be mitigated with measures as set out in this EA and that of TfL. Furthermore, the benefits combined with the mitigation measures outweigh the disbenefits sufficiently to proceed with the proposals.

It is recommended that once an option is chosen a detailed EQIA is carried out on that proposal, with proposed engagement/consultation to inform its development. The consultation scheduled for September/October 2023 will seek views from the public on the preferred highway layout, the concept design proposals for the new public space and the potential name of the new space. There will be a mix of virtual and in person opportunities for people to directly engage, as well as project information towers and drop-in sessions in the project area. The project has built up an extensive database of local businesses, residents and interest groups and they will be invited to take participate in the consultation. Social media will also be utilised to target people moving through the project area.

The results of the public consultation and any subsequent design revisions will be brought back to Committee in the form of a Gateway 4C report in early 2024.

Outcome of analysis – check the one that applies

☐ **Outcome 1**

No change required where the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

☒ **Outcome 2**

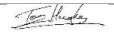
Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustment will remove the barriers identified.

☐ **Outcome 3**

Continue despite having identified some potential adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should be in line with the duty to have 'due regard'. For the most important relevant policies, compelling reasons will be needed. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact.

☐ **Outcome 4**

Stop and rethink when an assessment shows actual or potential unlawful discrimination.

Signed off by Director:		Name:	*Ian Hughes – City Operations Director*	Date	*10/05/2023*

This page is intentionally left blank

Aerial view of the Cheapside, Newgate Street, St Martin Le Grand junction proposals

This page is intentionally left blank

Committees: Streets and Walkways *[for decision]* Operational Property and Project Sub *[for decision]*	**Dates:** 23 May 2023 5 June 2023
Subject: Pedestrian Priority Streets Programme – Phase 1 **Unique Project Identifier: *12269***	**Gateway 5 – Authority to start work** Complex
Report of: Executive Director Environment **Report Author:** Kristian Turner – Policy and Projects, City Operations	**For Decision**
PUBLIC	

1. **Status update**	**Background:** A three-year programme implementing pedestrian priority schemes across the Square Mile to enhance comfort, safety and accessibility for people walking. The programme will directly help deliver the objectives of the Transport Strategy and Climate Action Strategy. Phase 1 of the programme features on-street measures at six different locations: • Old Jewry • King Street • King William Street • Cheapside (east of Bread Street) • Threadneedle Street / Old Broad Street • Chancery Lane In September 2022, Members received an update report detailing the acceleration of the Phase 1 programme to deliver permanent measures without first implementing previously planned interim measures. In February 2023, Members approved making three of the traffic measures permanent at Old Jewry, King Street and King William Street. The traffic experiment on Chancery Lane is currently underway and is proceeding to its own specific programme.

	This report The purpose of this report is to present to Members the results of the experimental traffic order's statutory and public consultation exercise and seek Member approval for making the traffic changes permanent at: • Cheapside • Old Broad Street/Threadneedle Street This report is presented as a Gateway 5 report seeking authority to permanently implement the traffic measures at the two locations. The timing of this report is necessary to make a decision on whether to make the traffic changes permanent as the experimental traffic orders will expire in July 2023. The report also sets out the approach for the funding strategy to confirm the necessary funds to deliver all of the public realm measures, with a further Gateway 5 Issues Report expected to be submitted later this year once the design and estimate work is completed for: • Old Jewry • Cheapside • King William Street • Old Broad Street / Threadneedle Street **RAG Status:** Green (last report: green) **Risk Status:** Medium (last report: medium) **Total Estimated Cost of Project (excluding risk):** *all phases £6.150M - £10.75M* **Spend to Date:** On the whole project - £1,445,656 (of £2.615M approved budget) **Funding Source:** £6M from Climate Action Strategy funding (OSPR) and S106 (£150K) (both confirmed) **Costed Risk Provision Utilised:** £56k
2. **Requested decisions**	**Next Gateway/Report** – G5 Issues Report (November 2023) **Next Steps:** Subject to receiving approval under the Traffic Management Act (TMAN) from Transport for London (TfL) for the two schemes, the next steps following approval of this report are: ▪ Notify statutory parties/consultees on intent to make permanent traffic orders; ▪ Make permanent traffic orders for Cheapside and Old Broad Street/Threadneedle Street; ▪ Publish notice of making for the permanent traffic regulation orders;

	▪ Cheapside – complete detailed design of the public realm and traffic scheme, local engagement, utility estimates and implement ~ construction start estimated Q2 2024; ▪ Cheapside – undertake road safety assessment and initiate a traffic experiment to allow access for taxis on a trial basis; ▪ Old Broad Street / Threadneedle Street – complete detailed design of the public realm and traffic scheme, local engagement, utility estimates and implement ~ construction start estimated late 2024. **Requested Decisions** Subject to the two schemes, Cheapside and Old Broad Street/Threadneedle Street receiving approval from TfL and noting the objections to the statutory consultation, Members of the **Streets and Walkways Sub-Committee** are asked to choose from the following two options to progress the project: **1) Option 1** (recommended) Make the experimental traffic measures permanent (as set out in the main body of this report) on: a) Cheapside (point restriction except for buses and cycles + priority give-way arrangement); b) Initiate a further traffic experiment at the same location on Cheapside to assess the impacts of taxis being exempted from the restriction; c) Old Broad Street (one-way northbound with contra-flow cycle lane) and Threadneedle Street (one way westbound with contra-flow cycle lane). **2) Option 2** (not recommended) Revert the streets to the previous state: a) Cheapside (two-way working for all vehicles); b) Old Broad Street and Threadneedle Street (two-way working for all vehicles). In the event that Option 1 is chosen, Members of the **Streets and Walkways Sub-committee** are asked to approve: **3)** The initiation of an experimental traffic order at the Cheapside location, following a safety assessment, exempting taxis from the point restriction, and delegate authority to the Executive Director Environment to make any necessary traffic orders. Members of the **Streets and Walkways Sub-committee** and **Operational Property and Projects Sub-committee** are asked to **note** that: • A funding strategy is being prepared to deliver the appropriate scheme outcomes for the best value;

	• A capital bid of £2m is to be prepared to fund the maintenance elements of the King William Street corridor scheme. Members of **Streets and Walkways** and **Operational Property and Projects Sub-committee** are asked to: **4)** Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.
3. **Budget**	**Existing budget and spend to date** 1. The three-year Pedestrian Priority Streets Programme is funded through the Climate Action Strategy (£6M / OSPR). 2. The overall current approved budget for the whole Pedestrian Priority programme is £2,601,628. 3. To date, £1,445,666 has been, leaving a total remaining unspent budget of £1,155,962. **Estimates for Phase 1 schemes** 4. The highway and public realm design work for the six locations in the Phase 1 programme are being developed based on the specifics of each location, with some designs being more advanced than others due to the particular physical constraints and stakeholder elements at each location. 5. As the designs are being developed, our understanding of the costs in delivering each scheme are becoming more accurate. There are two elements. The traffic measures themselves are relatively inexpensive to deliver as much of the signing and associated lining and infrastructure is in place. The majority of the implementation costs are in the widening of the footways and the complimentary public realm improvements. 6. If Option 1 is approved to make the traffic orders permanent at the two locations, we know that civils works will be required at five locations in total. Chancery Lane (whatever decision is taken after experiment) will not require further physical works. 7. The table below represents our best estimates at the current time to implement the traffic changes and the public realm enhancements that deliver the best outcomes.

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

*no further costs for physical works on Chancery Lane

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

Funding Strategy

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

    Option A – achieve maximum benefits, seek Capital funding

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

	12. *Option B – value engineer and reduce design scope to existing budget* Under this option, a significant adjustment in expectation of public realm outcomes would need to be made: • King Street is on site and will be delivered as previously reported; • On Old Jewry the raised granite table could be delivered and the pedestrian space left open without further public realm enhancements; • At Cheapside the civils works to widen the footways to create the pinch point and raise the carriageway could be delivered without further planting and standard benches could be installed; • On King William Street, the scheme would need to be delivered as proposed as no footway widening can be delivered without the maintenance works. New street trees would be de-scoped or the funding sought from another programme; • Old Broad Street and Threadneedle Street would be descoped to what is currently in place with the removal of the temporary footway widening, retention of the contra-flow cycle lane, renewal of the wands on the cycle lane and adjustments to increase loading provision by Merchant Taylors Hall. 13. Option C – hybrid approach, value engineering and capital bid A hybrid approach to the funding issue will be explored over the next 2-3 months. This will seek a maintenance bid of £2M to fund the renewal elements of the King William Street corridor scheme, freeing up part of the budget to focus on public realm enhancements on Cheapside and Old Jewry where stakeholders have some level of expectation of public realm improvements. This could allow some funds to be utilised for Old Broad Street and Threadneedle Street to widen some of the footway where comfort levels are lowest. Option C is considered the most appropriate option to develop as we continue to determine more accurate cost estimates of the individual locations. **Option 1** 13. If Option 1 is approved, the existing budget approved at the last report will be used to carry out the design and project management tasks to: • Implement the King Street works; • Continued detailed design and cost estimates for the other four locations and the monitoring of the Chancery Lane traffic experiment.

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

	King William Street 22. The civils design is well advanced including changes to traffic signals and design of tree locations. Detailed estimates for utility relocations are being sought from statutory undertakers. Negotiations are underway with TfL for a Section 8 agreement to build part of the scheme on the TLRN at Monument junction as well as provisional road space bookings for the construction works, estimated that construction works commence Q1 2024 following completion of Bank junction works. 23. As detailed in the previous September progress report, King William Street is in a particularly poor state of repair. The overall construction estimate to widen the pavements is high due to the necessity of renewing most of the kerb, pavement and carriageway surface. 24. A value engineering exercise has been undertaken to determine how much of the scheme cost is attributable to the footway widening (i.e. the pedestrian priority measures), and how much is attributable to renewal of the existing infrastructure, as the former cannot be done without the latter. It's estimated that the footway widening and drainage costs are ~£1.5M and the footway and carriageway maintenance costs are ~£2M. 25. It is considered that the £2M of essential maintenance works cannot reasonably be sought from the Climate Action Strategy funding, and that a separate capital funding bid be made for this sum to be able to deliver the overall corridor scheme improvements. *Chancery Lane* 26. The experimental traffic order commenced in February 2023 and public consultation is open for the six-month statutory period. Work is still underway to install the second ANPR enforcement camera to begin enforcing the restriction. After a written warning period, formal enforcement will begin and traffic volumes will be analysed to measure the effectiveness of the restriction in reducing traffic on Chancery Lane to local servicing and visitor traffic. Only taxis are permitted as "through" traffic on Chancery Lane, all other through traffic is via alternate routes. Monitoring will be carried out for a minimum six-month period before a Committee decision is made on whether to make permanent. No further works costs to this scheme as it is only a traffic restriction scheme.

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

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

Taxi access

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

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

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

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

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

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

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

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

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

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

	projection of taxi volumes (recognising that any future changes to east/west movements through Bank junction need to be considered) and assessing the safety implications of how these increased traffic volumes along Cheapside interact with servicing traffic east of Milk Street who perform three point turns on Cheapside to exit the area. Step 3 – if the safety assessment indicates taxis can safely be accommodated, proceed with an Experimental Traffic Order to test the impacts of allowing taxis through the restriction. *Old Broad Street / Threadneedle Street* 45. Two outline design options for improvements are being developed and this initial work can be viewed at Appendices 7 and 8. 46. The removal of a lane of traffic allows the space to be redistributed to provide a contra-flow cycle lane and pavement widening. The design approach has analysed the widths and volumes of people walking to determine the relative comfort for pedestrians and we've used this information to determine where pavements should be widened to deliver the greatest benefit. 47. This work has determined that pavement widening on Old Broad Street to resolve low pedestrian comfort levels is needed more on the western footway than the eastern footway and that widening on both sides of the street would provide negligible pavement comfort benefits but double the costs. 48. At some locations such as along the western side by Threadneedle Walk, the volumes of people walking is higher and the footway quite narrow. A summary of pedestrian comfort levels is presented in Appendix 5. In brief it shows, for the two options, areas where footway widening can be achieved that tangibly improve pedestrian comfort levels and areas where footway widening provides a marginal improvement. 49. Option 1 for Old Broad Street focusses footway widening improvements on the western side of the street. The scale of the footway widening achievable varies. This will restrict locations where it will be possible to deliver new street trees. 50. Option 2 for Old Broad Street focuses on achieving improved pedestrian comfort scores with slightly less footway widening, the traffic lane is maintained and the cycle lane is widened to 2m from the current 1-5m-1.75m. 51. Both options create areas of public realm opportunity, principally at the southern and northern ends of Old Broad Street. 52. Both options include the permanent removal of old bus stops which are now redundant due to wider changes to the bus network.

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

54. Threadneedle Street is a similarly narrow street where the design for both options:
    - Widens the pavement on the northern side of Threadneedle Street from the junction with Old Broad Street to the end of the suspended bus stop;
    - Utilises the space freed up from the redundant eastbound bus stop to increase the length of the loading bay by Merchant Taylors Hall that will increase loading capacity.

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

EVIDENCE TO SUPPORT THE RECOMMENDATION

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

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

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

TRAFFIC EXPERIMENT RESULTS

Monitoring

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

58. The main components of the Monitoring Strategy are:
    - Collision data
    - Journey planner information (Google Maps)
    - Bus journey times (ibus data from TfL)
    - Pedestrian comfort data

	• Street user perception surveys 59. The key challenge with monitoring the impacts of the experiments is that the baseline data in terms of pedestrian and traffic volumes was not available because the measures were initially implemented as temporary Covid-19 measures. **Collision data** 60. Collision data has been analysed for the last five years from February 2017 to August 2022 using the CoLSTAT tool to determine if there have been any registered collisions at the three locations. 61. Cheapside (between Wood Street and Bow Lane): • One slight collision involving a powered two-wheeler 2017 • One slight collision involving a bus 2018 • Two serious collisions involving a pedal cycle in 2019 • One slight collision involving a car in 2021 (during course of the experiment but at Bow Lane) The data indicates no discernible increase in the incidence of collisions since the start of the experimental traffic scheme in the vicinity of the Cheapside traffic restriction. 62. Old Broad Street (south): • One slight collision involving a car in 2018 • One serious collision involving a pedal cycle in 2019 • One serious collision involving a pedestrian and a car in 2020 • One slight collision involving a coach in 2021 (during the course of the experiment) The data indicates no discernible increase in the incidence of collisions since the start of the experimental traffic scheme 63. Threadneedle Street (Bishopsgate to Old Broad Street) • One slight collision involving a pedal cycle in 2017 • One slight collision involving a pedestrian in 2017 • One slight collision involving a pedal cycle in 2018 • One slight collision involving a powered two-wheeler in 2019 • One slight collision involving a pedal cycle in 2019 The data indicates that there have been no collisions on Threadneedle Street since the measures were implemented in mid-2020.

Journey planner information

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

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

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

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

From	to	Baseline	14th July 2021	14th July 2022
New Change	Poultry	2 min	4-5 min	5-6 min
Poultry	New Change	2 min	4 min	4-5 min

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

69. **Threadneedle Street**

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

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

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

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

72. **Old Broad Street**

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

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

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

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

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

Bus journeys and TfL Strategic modelling

75. Bus routes were identified for monitoring in agreement with TfL. These are:
    - Cheapside & Poultry – 8 & 25
    - Threadneedle, Lothbury, Old Broad St – 8, 11, 26 & 133
    - King William Street – 21, 43 & 141
    - Fleet Street, Ludgate Hill, St Pauls Churchyard & Cannon Street – 11, 15, 17, 26 & 76

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

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

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

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

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

Pedestrian Comfort

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

	Cheapside 81. Pavements on Cheapside are generally well proportioned on both sides of the street and the measures proposed broadly do not change comfort levels, although crossing Cheapside becomes more comfortable with a narrower carriageway to cross and a level surface provided by the raised table. *Old Broad Street* 82. Pavements along Old Broad Street can be quite narrow and feel congested when busy. We fortunately have the volumes for people on the pavements from 2019 recorded through bi-annual traffic surveys. 83. There are several narrow sections of pavement Old Broad Street and the lowest comfort level is an F (poor) at the southern end of the street on the western side based on current, 2022 volumes of people walking. Both the design options prepared improve the worst of poor comfort levels to a more acceptable standard, leaving nowhere less than a C. *Threadneedle Street* 84. The comfort levels on Threadneedle Street are broadly unchanged, with no change to the south side and minor adjustments on the north side that evens out the kink in the kerb alignment where the redundant eastbound bus stop is located. **Street User Perception surveys** 85. Due to the absence of some baseline data, the project has sought to understand how people have perceived the on-street changes. Living Streets was commissioned to undertake Street User Perception surveys at all locations. 186 individual surveys were carried out, with a minimum of 30 at each site. 86. People were asked a series of questions on: • Their previous familiarity with the street • Is the street more pleasant than it was • Which changes have improved the street • Rating for traffic and ease of walking and crossing • What additional improvements people would like 87. In summary, 64% believed the recent changes were overall for the better. This varied considerably by site, from 85% at Chancery Lane to 45% at King William Street. Only 17% believed the changes were for the worse, varying from 10% at King William Street (where 25% thought there had been no change and 20% didn't know) to 38% at Old Broad Street/Threadneedle Street.

CONSULTATION

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

Statutory consultation

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

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

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

92. Due to the limited space available on the City's streets, it is not possible to provide more space and priority for people walking and maintain all vehicle movements at these two locations. It is therefore not practically feasible to reconcile these objections and meet the objectives of the project (which contribute towards delivery of the Transport Strategy and Climate Action Strategy) due to the physical constraints of the streets. It is felt that at these two locations the balance between motor vehicle access and the improvements to people walking and cycling is fair and reasonable but recognising that there are disbenefits to people travelling in motor vehicles in terms of longer journey times on some routes.

Public consultation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

	Other negative impact comments related to access for disabled people and impacts on businesses. 99. Old Broad Street / Threadneedle Street ▪ 69 written comments in total ▪ 32 from those supportive ▪ 37 from those unsupportive Views on positive impacts divided into three main themes: ▪ Pedestrian access; ▪ Improved public realm; ▪ Cyclist access; and ▪ Road safety. Other positive impact comments related to reduced traffic and improved air quality. In terms of negative impacts, a number of issues were raised in relation to displaced congestion and taxi operation. Other issues raised related to: ▪ Increased journey times; ▪ Impacts on bus journeys; ▪ Access for disabled and elderly people; and ▪ Pedestrian access ***Please provide us with any other comments you have regarding the proposals (second free text)*** 100. Cheapside ▪ 54 written comments in total ▪ 24 from those supportive ▪ 30 from those unsupportive The main suggested improvements were related to: ▪ General traffic management; ▪ Improving planters and greenery; ▪ Improved taxi access; and ▪ Introducing enforcement Other suggested improvement related to pedestrianisation, and improving cycle lanes. In terms of negative impacts, a number of issues were raised in relation to access for disabled people. Other issues raised related to: ▪ Congestion; ▪ Increased journey times; ▪ Taxi operation; and ▪ Pollution

101. Old Broad Street / Threadneedle Street

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

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

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

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

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

Business feedback via consultation portal

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

Conclusions on written feedback

Cheapside

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

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

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

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

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

[1] Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)

	wheelchair users or people with impaired vision, this distance increases to 150M. In exceptional circumstances, it would be possible to drop off a passenger to the kerb side at any point on either of the streets, though this may hold up traffic which would need to wait behind the vehicle. 112. This issue was also identified in the equalities impact assessment. It assessed that whilst some people with protected characteristics may experience disbenefits, these are outweighed by the benefits to other people with protected characteristics who are most likely to experience the street as a pedestrian and benefit from the pedestrian priority measures, which can also be seen in the CoLSAT analysis. **Written representations** 113. Written representations to the public consultation were made by: • City Property Association • Cheapside Business Alliance • London Living Streets • Member for Cordwainer • Motorcycle Action Group • London Taxi Drivers Association (original response via the online survey was not recorded) • A City developer (original response via the online survey was not recorded) and a summary of these is provided in Appendix 13. 114. The City Property Association (CPA), a key City developer (who originally responded via the survey and wished to be anonymous) and London Living Streets were supportive of the measures, with the CPA recognising the importance of improved public realm to the economy. 115. The Cheapside Business Alliance is broadly supportive of the measures but notes some concerns amongst retail and hospitality venues with regards taxi availability and would like some consideration given to improving taxi access, particularly on Cheapside. 116. Broadly, the LTDA does not support the measures due to the impacts on taxi accessibility and the impact on the taxi trade. The LTDA would specifically like consideration to be given to allowing taxi access through the Cheapside restriction the same as buses and cyclists. In addition, LTDA would prefer Threadneedle Street to be two-way between Bartholomew Lane and Old Broad Street and ideally all the way to Bishopsgate. 117. The Member for Cordwainer did not support the measures in Cheapside and the Motorcycle Action Group did not support any of

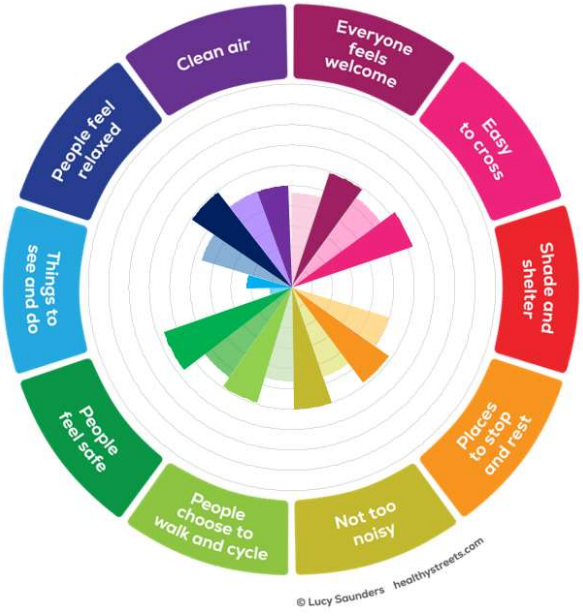
	the measures. Both were concerned with the balance between provision for people walking and other vehicles and the impact on congestion elsewhere due to the increasing number of restrictions. Issues regarding taxi access in Cheapside were also highlighted. 118. For the two locations that are the subject of the requested decision in this report, there is support from three of the organisations that have written in for the measures as a whole and caveated support from one organisation. However, it should be recognised that concerns have been raised by the LTDA regarding taxi access and availability as well as issues by the Motorcycle Action Group regarding the balance of street space use. **EQUALITIES, HEALTHY STREETS AND ACCESSIBILITY** **<u>Equality Impact Assessment (EQIA)</u>** 119. An EQIA was produced for the initial temporary measures and used as the basis for the experimental phase of the trials. In consideration of the question of whether or not to make the measures permanent, a more detailed EQIA has been undertaken on the proposed outline designs for each location. 120. In addition, a consultancy specialising in equality assessments provided guidance on a framework for the next stage of EQIA's with an emphasis on assessing each location individually whilst still referencing the cumulative impacts of the measures. 121. The EqIA reports can be found in Appendix 9 & 10. 122. The main themes for benefits and disbenefits for people with protected characteristics for each location referenced below: *123. <u>Cheapside</u>* Benefits – improved walking environment and ease of crossing, more places to rest Disbenefits – longer journeys by motor vehicles and availability of taxis *124. <u>Old Broad Street & Threadneedle Street</u>* Benefits – improvements to the walking environment with wider pavements increasing comfort and ease of crossing the street, improvements to cycling provision and road safety Disbenefits – door to door access, access to properties for people with mobility impairments, increased journey times for people in vehicles

	125. Overall, the EQIA concluded that measures are judged to provide a net benefit to people with protected characteristics due to the improvements in pavement space, resting areas and crossing facilities. 126. Another theme that has emerged from stakeholders and businesses is the perceived impact that the measures have had on the availability of taxis, particularly for women at night. Whilst a number of factors influence the availability of taxis, including the number of licensed taxi drivers, it is acknowledged that the pedestrian priority measures combined with other recent changes such as Bishopsgate have had an impact on taxi circulation patterns. 127. With the limited space available on these streets, it has not been possible to mitigate all of the negative impacts of the proposed changes in the designs, whilst recognising there are also significant positive impacts on people with protected characteristics. 128. In conclusion, due regard to the City's statutory duties has been given including maintaining reasonable access to premises, improving amenity, facilitating bus traffic and securing the safety and convenience of passengers and other road users. Due regard has been paid to the City's public-sector equality duties and the interests of those with protected characteristics. **<u>Healthy Streets Assessment</u>** 129. The ten Healthy Streets indicators capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, supporting social and economic activity. The Transport Strategy includes a proposal to embed the Healthy Streets Approach in transport planning and delivery. 130. Healthy Streets checks are carried out before a scheme or design is undertaken to ensure that people's experience of using a street is captured and identify opportunities for improvements. Further assessments are carried out during the design process. A final check may also be undertaken following a schemes implementation. 131. An assessment has been undertaken for each site based on the proposed design if the Experimental Traffic Orders are made permanent, these are summarised below and the scoring available in Appendix 6. **Cheapside** 132. The assessment of the design shows improvements across all of the indicators. Overall, the Healthy Streets score shows an increase

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

Old Broad Street and Threadneedle Street

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



Accessibility

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

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

CHEAPSIDE

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

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

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

OLD BROAD STREET / THREADNEEDLE STREET

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

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

Legal implications

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

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

	140. The procedure relating to the making of experimental traffic orders is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and, in particular, regulations 22 and 23. Regulation 23 sets out a truncated procedure for making the provisions of an experimental traffic order permanent. As such the City will not need to comply with the requirements of consultation, notice of proposals and objections in regulations 6, 7 and 8 of the RTRA if certain criteria are met. 141. Pursuant to Regulation 9(1) of the 1996 Regulations, the City has considered the necessity of holding a public inquiry and has decided against holding a public inquiry in the exercise of its broad discretion under Regulation 9. 142. The decision to not hold a public inquiry is based on the following evidence: • the temporary measures have been in place for over two years under (first) a temporary traffic order and then an experimental traffic order, meaning that the impacts of the measures on traffic is well understood • A small number (two) non-specific objections were raised in the statutory consultation • Overall the traffic changes have been assessed as having a minor impact on the traffic network In light of these considerations, a public inquiry is not considered justified when taking into account the cost. 143. The recommendations within this report are with the City's powers and duties. **Option 1 – make measures at two locations permanent** 144. The information provided above in Section 4 above is intended to provide Members with the relevant information to make an informed decision on whether the experimental measures should be made permanent, beginning with a permanent traffic order and continuing with the construction of permanent measures. **Option 2 – do not make measures permanent** 145. Under this option, the experimental traffic orders would conclude, and the existing temporary measures on-street would be removed and the streets revert to their previous state.
5. **Delivery Team**	146. The delivery team for the project is set out below:

	▪ 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.
6. **Programme and key dates**	147. The reporting process for Phase 1 is challenging in the framework of the Project Procedures as there are six individual projects proceeding to their own unique timelines due to the nature of their location, design approach and technical constraints. 148. Detailed design work will continue along with capital funding bids and value engineering of designs to bring back a Gateway 5 report detailing the funding strategy in October. 149. The Chancery Lane experimental traffic order commenced on 20 February 2023 and will run for a minimum six months once the enforcement of the scheme begins in June. The results of the experiment and consultation will be reported in mid-2024. 150. Programming for construction works are subject to the availability of network road space and finalising utility designs due to moving kerb lines. **Key dates** • March-Dec 2023 –King Street construction. • January–April 2023 – complete the civils design for Old Jewry and run public design workshops with local stakeholders for the public realm design of the space. Construction of Old Jewry to follow completion of King Street due to requirement to maintain a route for southbound cyclists. • January – July 2023 – finalise the detailed design for King William Street, liaise with TfL on their design for Monument junction, and book roadspace for 2024 construction following the conclusion of the Bank junction works. • October 2023 a further report to set out funding strategy and rationalisation of designs.
7. **Risks**	151. The main ongoing risk implications for the programme and associated schemes are: • Delay in receiving TMAN approval from TfL • Resourcing: Not being able to deliver the number of schemes that is expected of the programme • Engagement and external support: Issues with external engagement and buy-in for the detailed design • Legal Issues: Receiving legal challenges regarding the decision to proceed with permanent traffic orders

	152. Other risks revolve around continued increase of material costs over the length of the programme to the end of 2024. 153. The key issue going forward is the funding and the risk that what is deliverable with the available funding does not meet the expectations of stakeholders.
8. **Success criteria**	154. Programme wide success criteria was set at the initiation of the programme: 1) Number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets) 2) Length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets) 3) Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey) 155. The two schemes combined create approximately 450m of new pedestrian priority streets in the Square mile. 156. Pedestrian comfort levels are improved to an average of C- to C+ on Old Broad Street but on one key section improved from an F to a B. 157. Analysis of the proposed street improvements using the Healthy Street assessment tool shows a significant improvement in the overall performance (scores) of the streets for people walking and cycling. 158. Significant improvements have been made at the two locations through the design process to improve the accessibility for people with visual, mobility, sensory or development impairments (CoLSAT scores).
9. **Progress reporting**	159. Monthly project vision reports will be made. 160. Further issues reports as necessary for timely Member decisions to progress the programme

Appendices

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

Contact

Report Author	Kristian Turner
Email Address	kristian.turner@cityoflondon.gov.uk

Project Coversheet

[1] Ownership & Status

Unique Project Identifier: 12269
Core Project Name: Pedestrian Priority Streets Phase 1
Programme Affiliation (if applicable): Pedestrian Priority Programme
Project Manager: Kristian Turner
Definition of need: Climate Action

Key measures of success:

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

Expected timeframe for the project delivery:
Original timelines:
Gateway 5 – Authority to Start Work – October 2019
Completion of interim measures – summer 2022

Amended Timelines
Completion of Phase 1 Permanent measures – end of 2024

Key Milestones:
G345 – October 2019
ETO's commence – January 2022
Experiment end – July 2023
Public consultation – ~~Sept/Oct 2022~~ Oct/Dec 2022
Decision report – ~~Nov 2022~~ on 3 of the locations (King Street, Old Jewry and King William Street) Jan 2023
Following locations (Cheapside and Threadneedle Street/Old Broad Street) May 2023.

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

Are we on track for completing the project against the expected timeframe for project delivery? N – The project timelines to implement interim measures have have slipped due to various design constraints and instead recommending to move to public consultation and implement permanent measures in one go.
Revised the timelines for the delivery of the permanent measures.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?
No.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

Since G1/2 report:

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

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

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

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

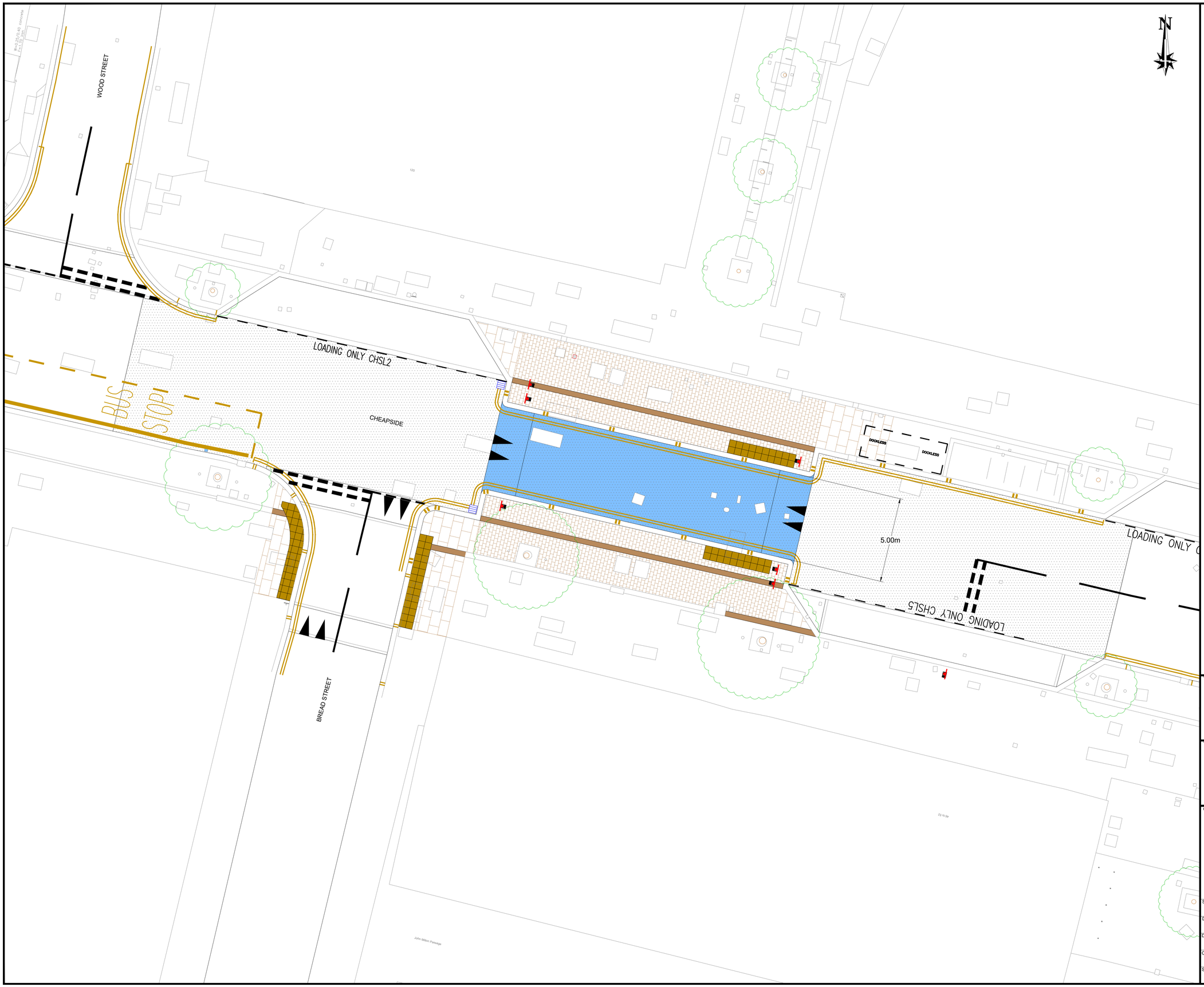
Scope/Design Change and Impact: Authority to proceed design and implementation of interim measures

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

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

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

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



Notes:

1. No information to be scaled from this drawing.

2. Works shall comply with the current City of London Specification for Highway works.

3. All road markings refer to the "Traffic Signs Regulations and General Directions 2016". Refer to drawing number 1200/16800457/RM

4. This drawing is to be read in conjunction with all relevant drawings

5. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

KEY

- 300 x 200 flame textured silver grey granite kerb
- 150 x 300 flame textured silver grey granite kerb
- Proposed 63mm thick (600mm x varied) Scoutmoor Yorkstone paving
- Proposed 63mm thick (300mm x 200mm) Scoutmoor Yorkstone setts
- Proposed150mm thick (150mm x 300mm) Granite setts
- Proposed HRA Carriageway surfacing
- Proposed raised HRA Carriageway surfacing
- Proposed 63mm thick (400mm x 400mm) Scoutmoor Tactile Paving
- Proposed sign post and signage in NAL socket
- Proposed 450 x 450mm cycle friendly gully

TITLE:

Pedestrian Priority Scheme

TITLE:

Cheapside
General Arrangement Plan
(Option 1)

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIORNMENT
PO BOX 270
GUILDHALL
LONDON
EC2P 2EJ

TEL: 020 7606 3030

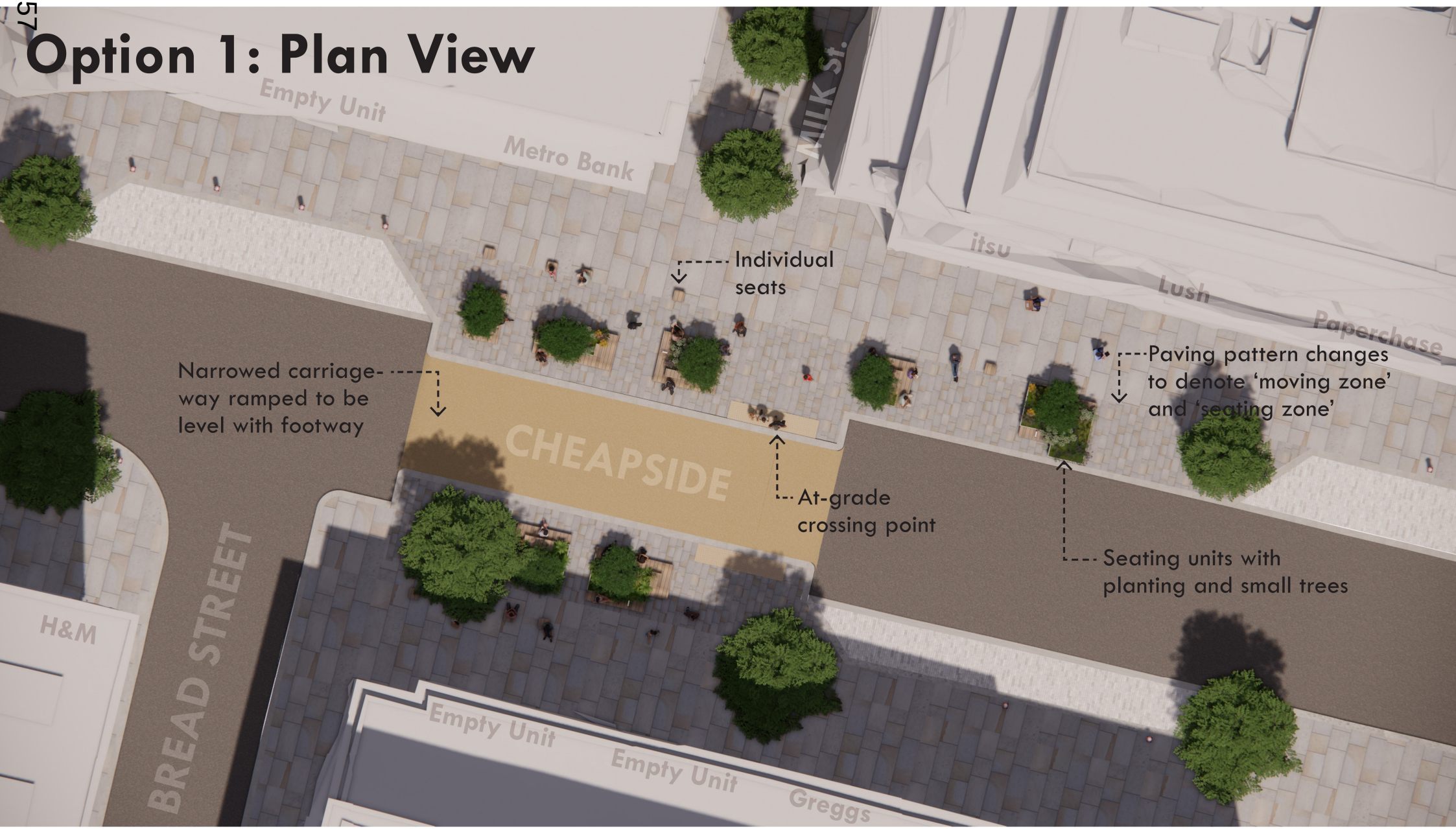
CITY OF LONDON

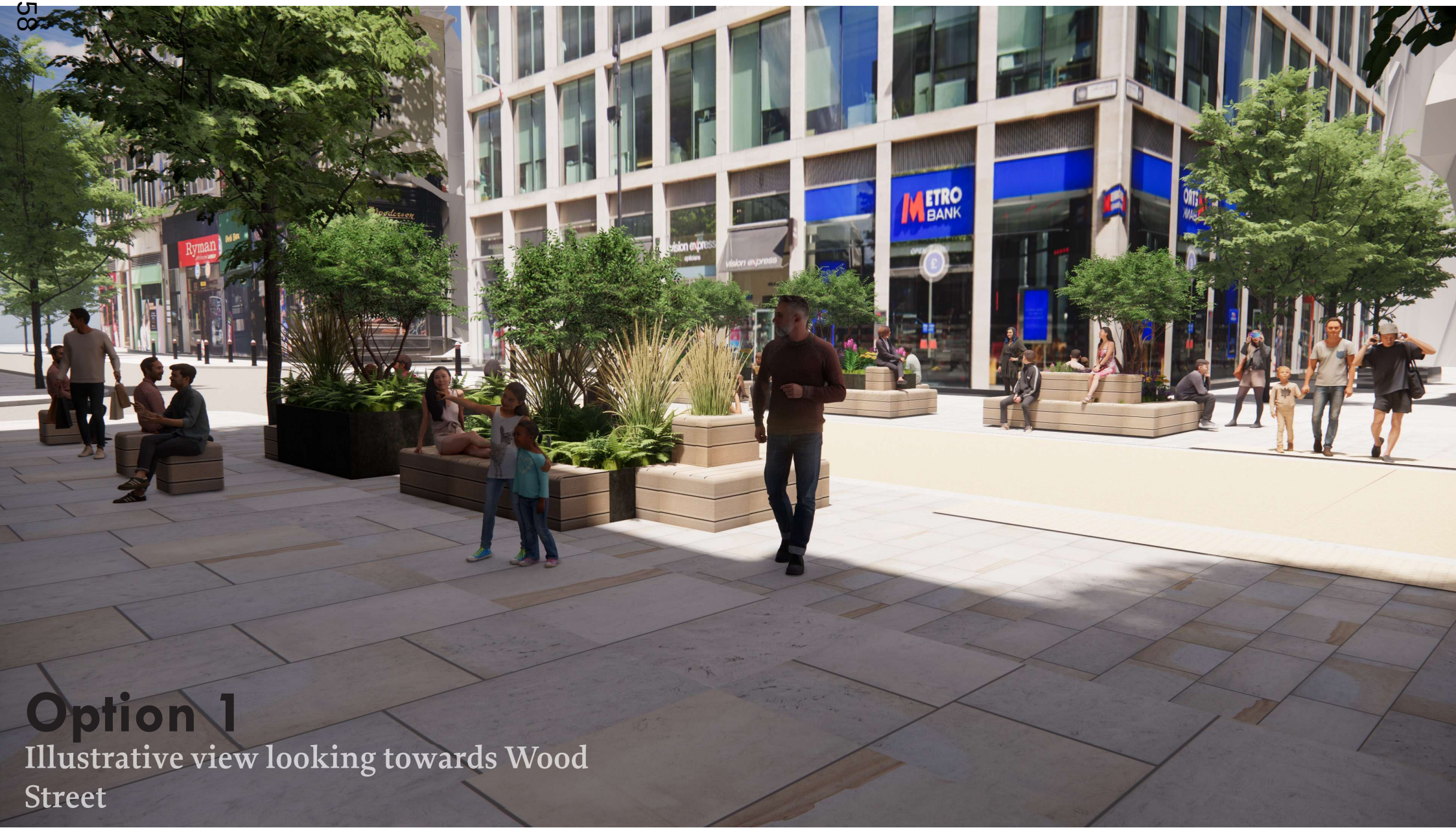
Sheet: SHEET 1 of 1	
Date: Feb 2023	
Designed by: SR	
Checked by: BM	
Scale & Drawing Size: 1:100@A1	Revision: A
Drawing No: 100/16800457/C/GA1	

THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT 2006. ALL RIGHTS RESERVED. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF LONDON 100023243 2008.

This page is intentionally left blank

Option 1: Plan View

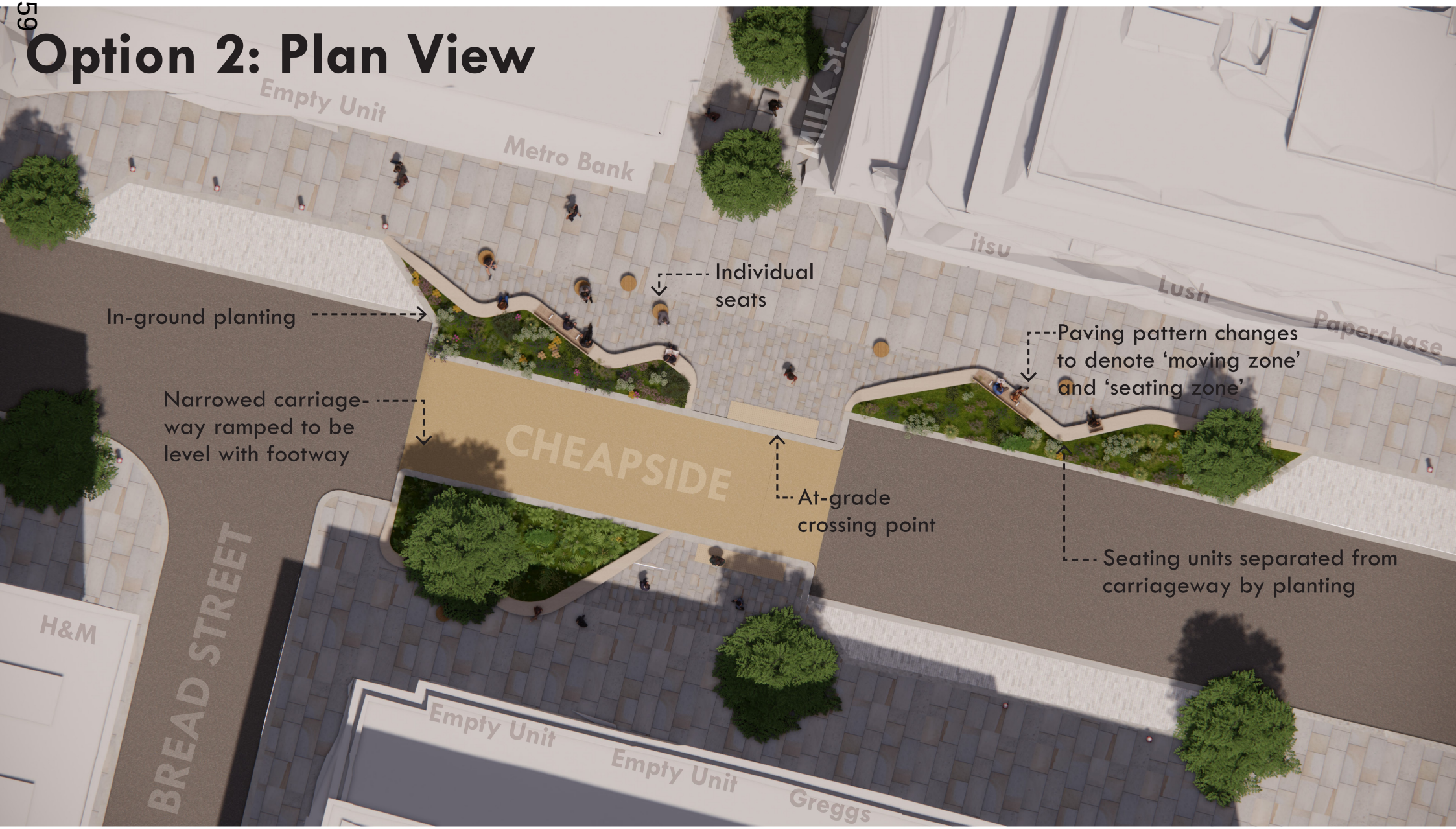




Option 1

Illustrative view looking towards Wood Street

Option 2: Plan View



Option 2

Illustrative view looking towards St Mary-le-Bow Church

Appendix 5

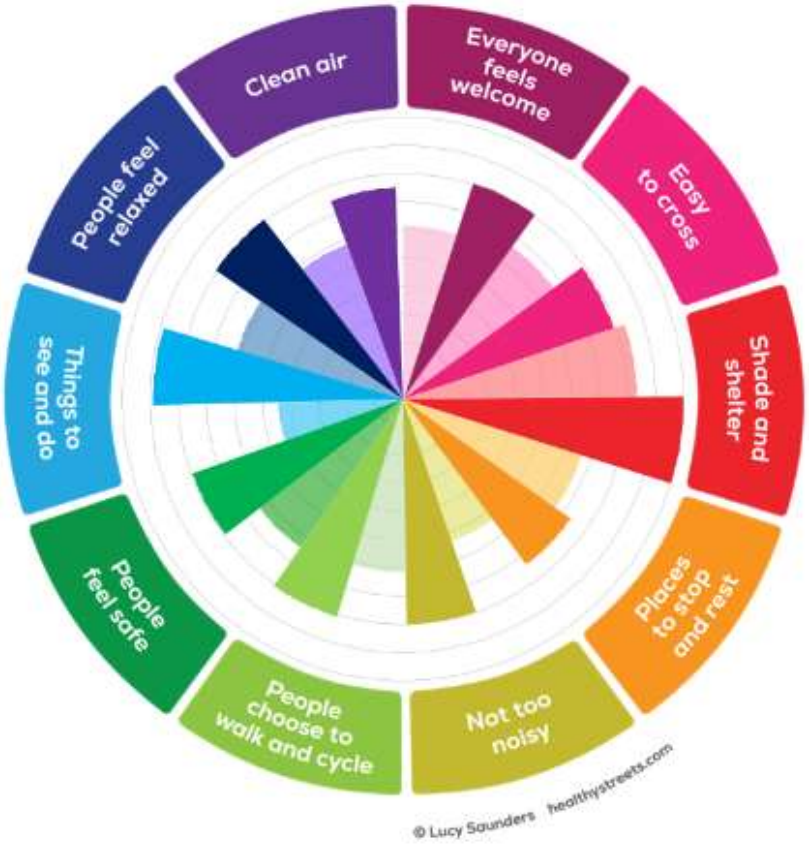
			Existing		Proposed as designed		Proposed but with 2m cycle lane	
			East (2.2m)	West (1.88m)	East (2.2m)	West (4m)	East (2.2m)	West (3.5m)
AM Peak Hour (8-9am)	South (between Throgmorton & Thread. Walk)	Current flow	C+	F	C+	B+	C+	B
		+20% flow	C	F	C	B	C	B-
		+50% flow	D	F	D	B-	D	C+
			East (2m)	West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

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

This page is intentionally left blank

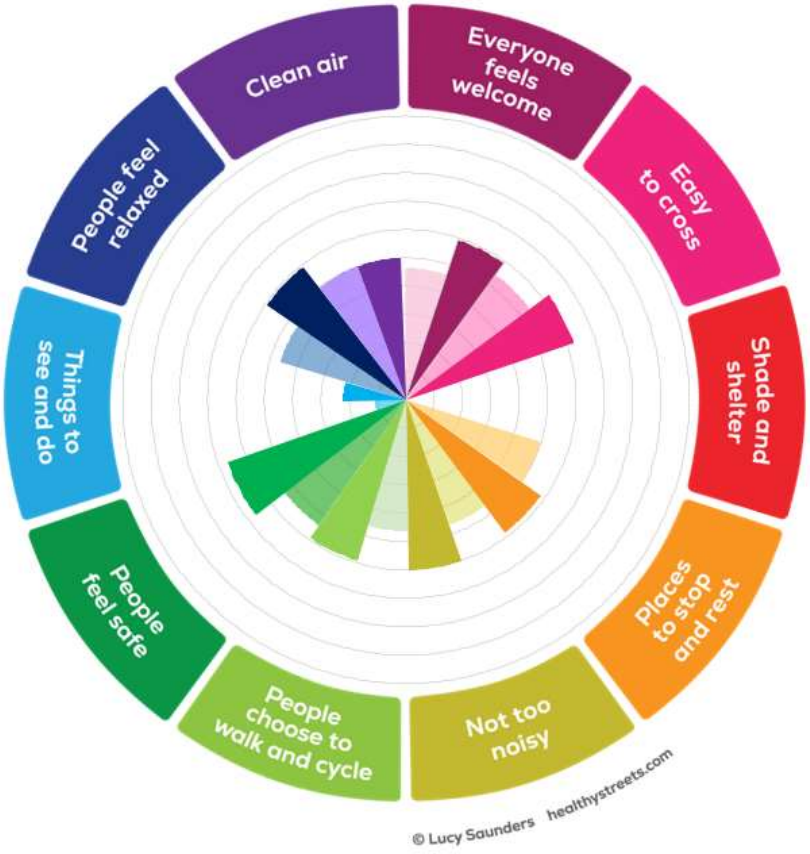
Appendix 6 – Health Street Assessment Results

Cheapside

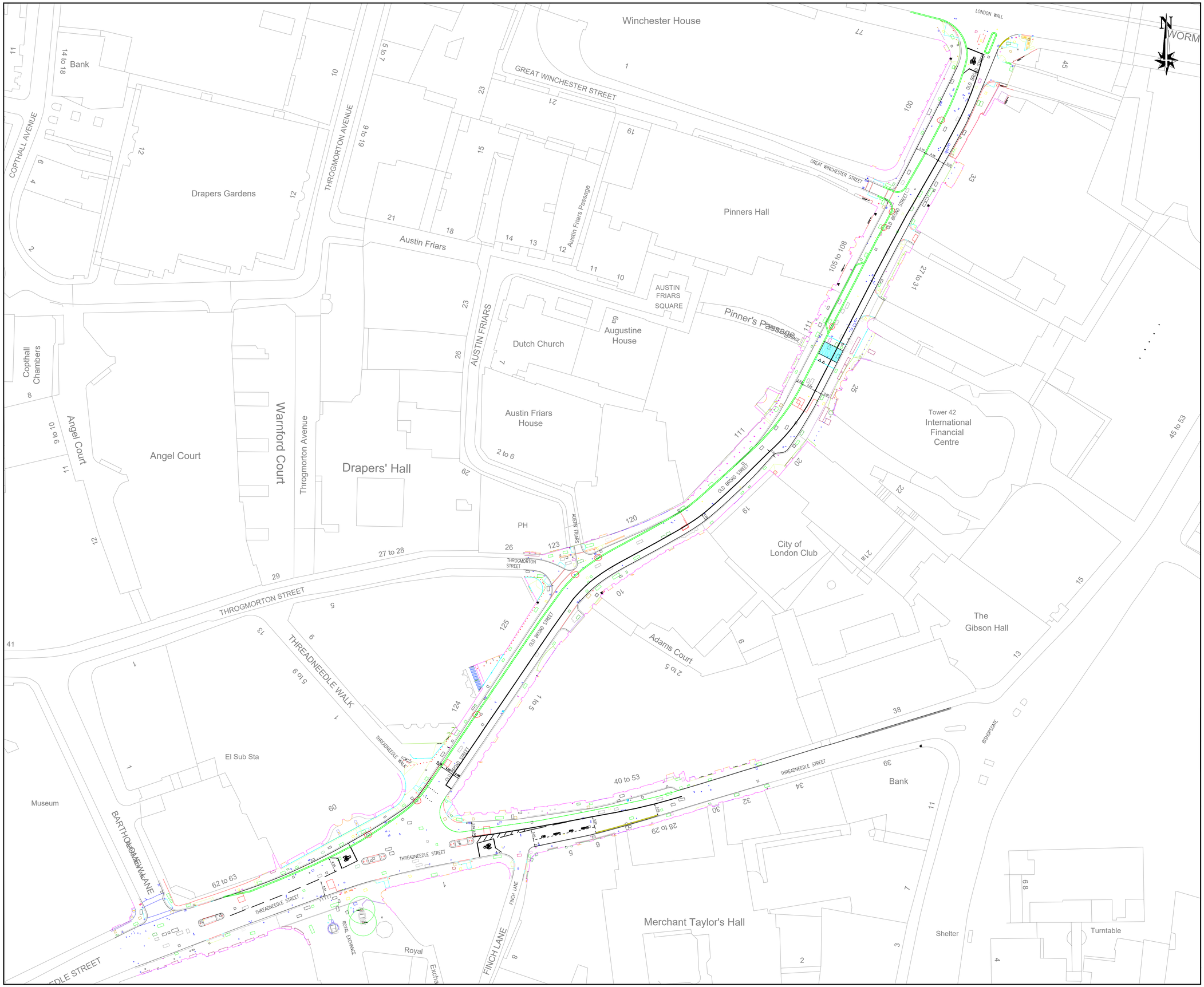


	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	62	82
Everyone feels welcome	61	81
Easy to cross	67	79
Shade and shelter	83	100
Places to stop and rest	67	73
Not too noisy	53	80
People choose to walk and cycle	61	81
People feel safe	64	79
Things to see and do	44	89
People feel relaxed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

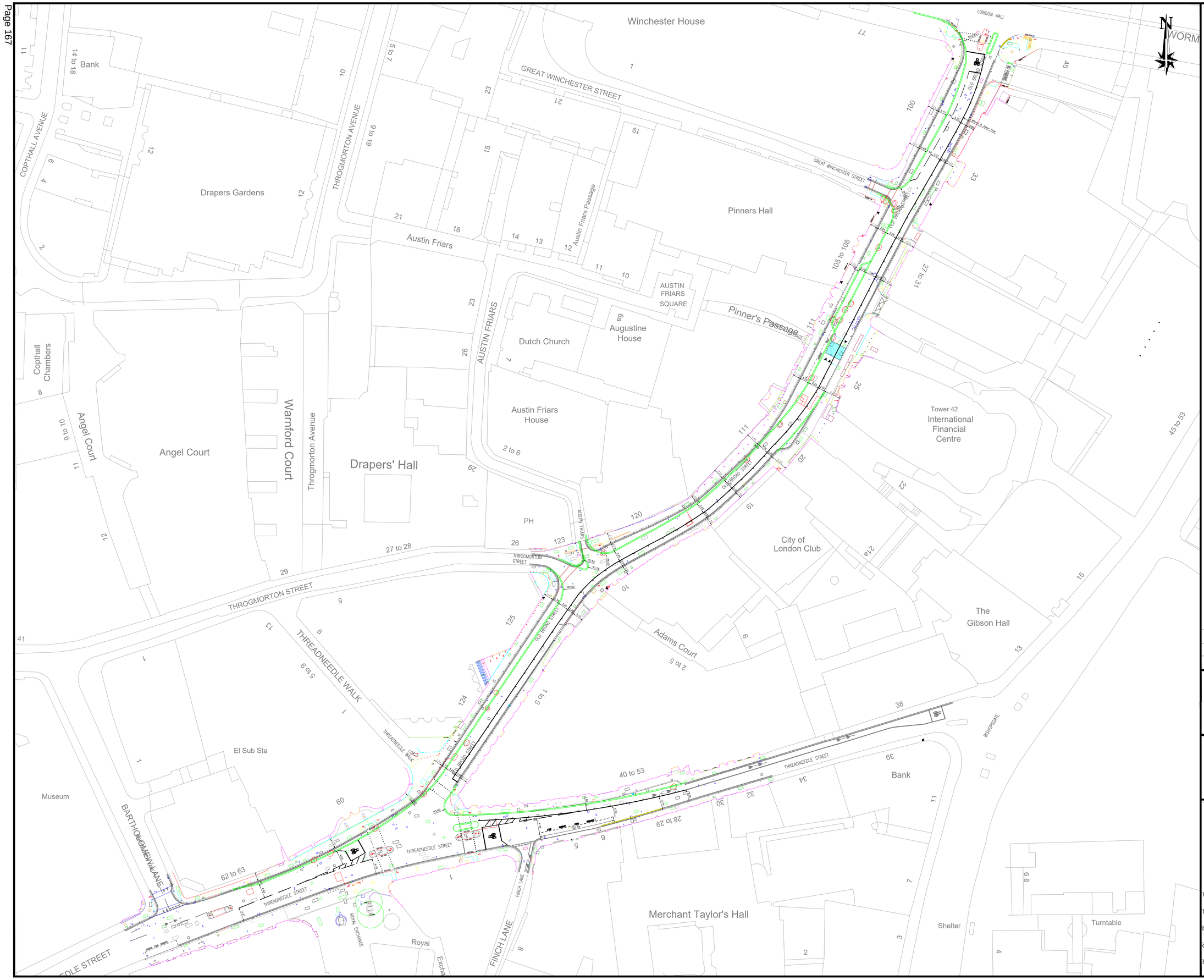
Old Broad Street / Threadneedle Street



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


Winchester House
Bank
14 to 18
11
10
5 to 7
9 to 19
COPTHALL AVENUE
THROGMORTON AVENUE
GREAT WINCHESTER STREET
LONDON WALL
Drapers Gardens
12
6
4
2
Austin Friars
Austin Friars Passage
Pinners Hall
21
18
14
13
12
11
10
23
15
19
77
1
100
45
33
105 to 108
27 to 31
AUSTIN FRIARS SQUARE
Pinner's Passage
AUSTIN FRIARS
Dutch Church
Augustine House
Copthall Chambers
8
9 to 10
Angel Court
11
Warnford Court
Throgmorton Avenue
Drapers' Hall
26
7
29
2 to 6
Austin Friars House
111
25
20
Tower 42
International Financial Centre
45 to 53
22
19
PH
27 to 28
26
123
120
THROGMORTON STREET
City of London Club
21a
15
10
125
Adams Court
2 to 5
1 to 5
6
The Gibson Hall
13
38
41
29
5
13
6
1
THREADNEEDLE WALK
5 to 9
124
El Sub Sta
Museum
60
BARTHOLOMEW LANE
62 to 63
THREADNEEDLE STREET
40 to 53
28 to 29
30
32
34
39
Bank
11
BISHOPSGATE
7
Merchant Taylor's Hall
FINCH LANE
ROYAL EXCHANGE
Royal
Exchange
8
3
2
Shelter
6 8
Turntable
4

This page is intentionally left blank



Notes:

1. No information to be scaled from this drawing.

2. Works shall comply with the current City of London Specification for Highway works.

3. This drawing is to be read in conjunction with all relevant drawings

4. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

KEY

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

Rev No.	Date	Description	By

Revision

TITLE:

Pedestrian Priority Scheme

TITLE:

Old Broad St &Threadneedle St
General Arrangement
Preliminary Design

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIORNMENT
PO Box 270
GUILDHALL
LONDON
EC2P 2EJ

TEL: 020 7606 3030

CITY OF LONDON

Sheet: SHEET 4 of 4	THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT 2006. ALL RIGHTS RESERVED. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF LONDON 100023243 2008.
Date: APRIL 23	
Designed by: NB	
Checked by: BM	
Scale & Drawing Size: 1:200@A1	Revision: E
	Drawing No: 100/16800457/OBS/GA

This page is intentionally left blank

DRAFT Report
May 2023

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

City of London Corporation
24398702

steer

DRAFT Report
May 2023

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

Prepared by:

Steer
14-21 Rushworth Street
London SE1 0RB

+44 20 7910 5000
www.steergroup.com

Prepared for:

City of London Corporation
Guildhall
London EC2P 2EJ

24398702

Steer has prepared this material for City of London Corporation. This material may only be used within the context and scope for which Steer has prepared it and may not be relied upon in part or whole by any third party or be used for any other purpose. Any person choosing to use any part of this material without the express and written permission of Steer shall be deemed to confirm their agreement to indemnify Steer for all loss or damage resulting therefrom. Steer has prepared this material using professional practices and procedures using information available to it at the time and as such any new information could alter the validity of the results and conclusions made.

Contents

Figures

Tables

1 Introduction

Background

1.1 This Equality Impact assessment (EqIA) relates to the proposed improvements to Cheapside, located within the City of London. An EqIA is a process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic as defined by the Equality Act 2010. This EqIA has been produced by the independent transport and infrastructure consultancy, **Steer**.

1.2 In the summer 2020, the City of London Corporation (CoL) provided more space for pedestrians to enable social distancing. These changes were implemented as traffic experiments under Experimental Traffic Orders (ETOs) so that they could monitor the impacts on residents, businesses, and street users.

1.3 The CoL is currently in the process of assessing the impact of these changes and deciding whether they should be made permanent. This EqIA provides an assessment of the potential disproportionate impacts between the existing ETO scheme and the proposed permanent scheme.

Scheme context

Existing scheme (ETO)

1.4 The existing ETO was introduced in summer 2020, and involved the following changes to the street:

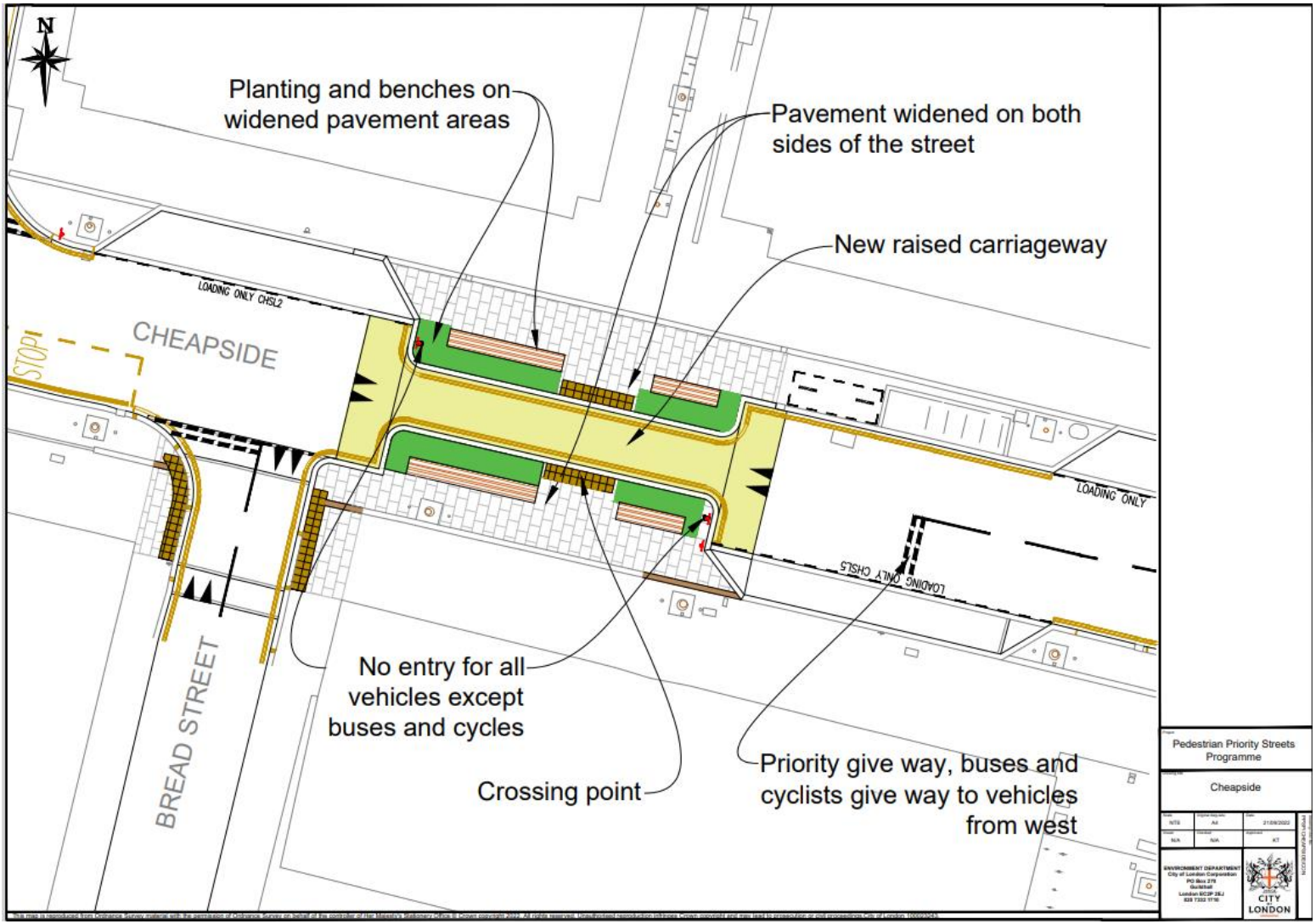
- "No entry" point closure (both directions) except for buses and cycles located east of Bread Street. Eastbound traffic can turn onto Wood Street or Bread Street to avoid driving through the point closure
- "Priority give-way" arrangement with priority for eastbound buses and cycles
- Traffic can access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

1.5 The proposed permanent scheme for Cheapside involves the following amendments to the existing ETO layout:

- Raising the carriageway to footway level at the point closure to slow down traffic.
- The footways at the point closure widened by 1.5m on each side, with the carriageway narrowed to 3.5m
- Permanent planters introduced
- Seating and benches retained on both sides of the street
- Minor adjustments to the loading bays adjacent to the point closure

1.6 A drawing of the proposed changes is presented overleaf in Figure 1.1.

Figure 1.1: Proposed permanent scheme



Assumed impact on transport and movement

1.7 The impacts identified throughout this EqIA are derived from the assumption that the proposed scheme will have the following impacts on transport and movement in the area:

- Widening the footways permanently on both sides of Cheapside will improve the walking environment, making it easier and more pleasant for people to walk down the street
- Raising the carriageway, widening the footway, and creating a new crossing point at footway level will make it easier for people crossing the road, potentially reducing the amount of time needed to cross the street
- Raising the carriageway will slow motor traffic and reduce the likelihood of traffic collisions with those that are walking and cycling
- Adding benches for people to sit will make it easier for people to stop and rest, and the extension of the footway will remove the need step down into the carriageway to use the benches
- Making the existing restrictions to motor traffic permanent will lock in the benefits to people cycling and walking of a quieter and safer environment, but in turn will mean that some motor traffic journeys will need to continue to use alternative routes to avoid the restrictions, which could take longer than before the ETO scheme.[1]
- Retaining the permanent restrictions to motor traffic may have an impact upon access to taxis, which may make them less likely to ply for hire in the area[1].

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

2 Scoping

2.1 A scoping assessment has been undertaken to identify whether the proposed scheme could have a disproportionate impact on people with one or more protected characteristics.

2.2 “Disproportionate impact” means that groups of people who share a protected characteristic may be significantly more affected by a change than other people.

2.3 Protected characteristics are defined by the Equality Act 2010. The 'protection' refers to protection from discrimination. There are nine characteristics protected by the Equality Act:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

2.4 As the public realm scheme is aimed at making these streets more attractive to people walking and dwelling, as well as making them safer and less polluted, it is considered that the scheme is likely to impact people’s movement and experience of streets and spaces. Groups that have a significant intersection with movement and space, i.e., those that travel in distinguishably different ways, are most likely to be affected.

2.5 It is not considered that the ‘Gender reassignment’, ‘Sexual orientation’ or ‘Marriage and civil partnership’ protected characteristics have a significant intersection with movement and space. As such, they have not been included in the baseline data or the detailed analysis of equality impacts that follows.

2.6 This exercise considers both potential positive and negative impacts, and, where possible, provides evidence to explain how and why a group might be particularly affected. Table 2.1 provides a summary of the scoping assessment.

Table 2.1: Protected characteristics scoping

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

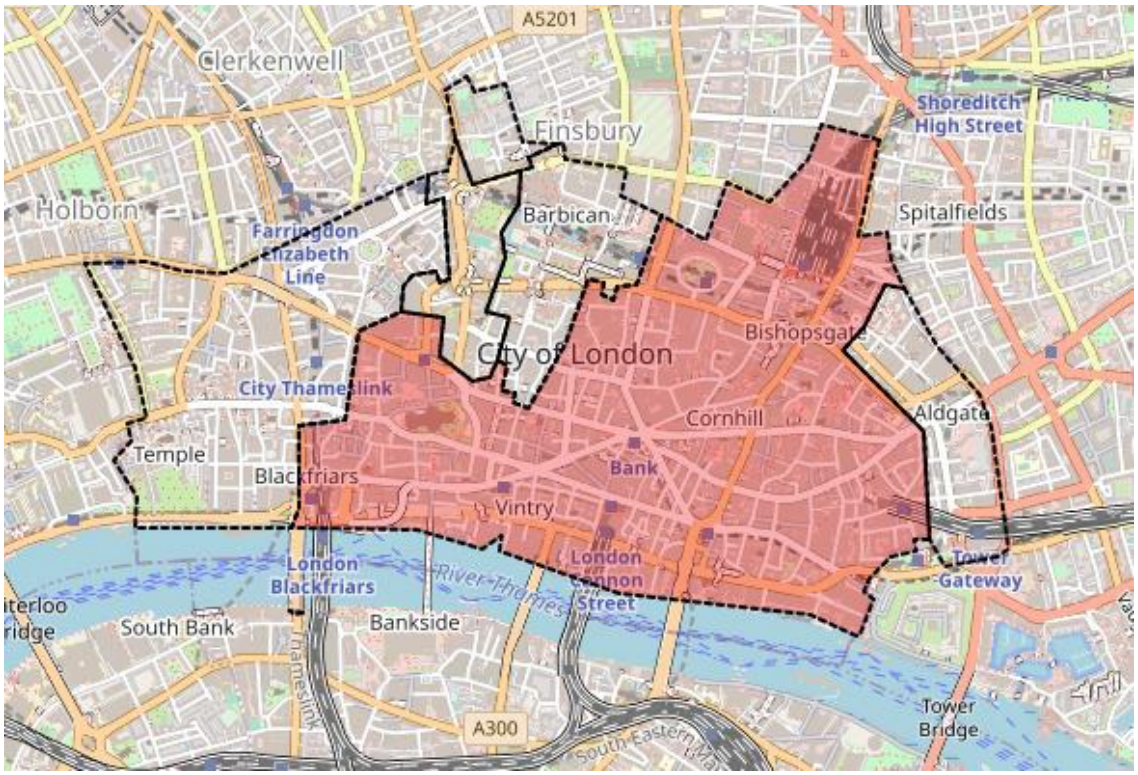
3 Data sources

3.1 For this assessment, information has been gathered about protected characteristics for the City of London 001F Lower Layer Super Output Area (LSOA), the City of London Middle Layer Super Output Area (MSOA) as well as data for London as a whole. The LSOA and MSOA are represented below in Figure 3.1 and Figure 3.2 respectively. Throughout this EqIA, this is referred to as 'the study area'.

3.2 The City of London is a small and densely populated area with high levels of walkability and numerous public transport stations. This means that any given street is likely to be used by people from across the City. Therefore, it is important to consider an area that is wider than the immediate surroundings of the scheme; this requirement is satisfied with the use of LSOA data. Data at the MSOA level is used as a substitute for LSOA data for specific data sets where no greater level of detail is provided.

3.3 London as a whole is included in the assessment to provide greater context to the data for residents living in the City of London.

Figure 3.1: City of London 001F LSOA



Source: Nomis 2022

Figure 3.2: City of London MSOA

Source: Nomis 2022

Data sources and limitations

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

3.5 While Census data is a useful tool for understanding and comparing travel characteristics of an area with another, it does have limitations; particularly that the 2011 dataset is dated, and even more so given the changes brought about by the Covid-19 pandemic. On the other hand, 2021 Census data is expected to have been influenced by alterations to ways of living and moving during the Covid-19 pandemic period. Where relevant 2021 Census data has been made available, it is used in this EqIA.

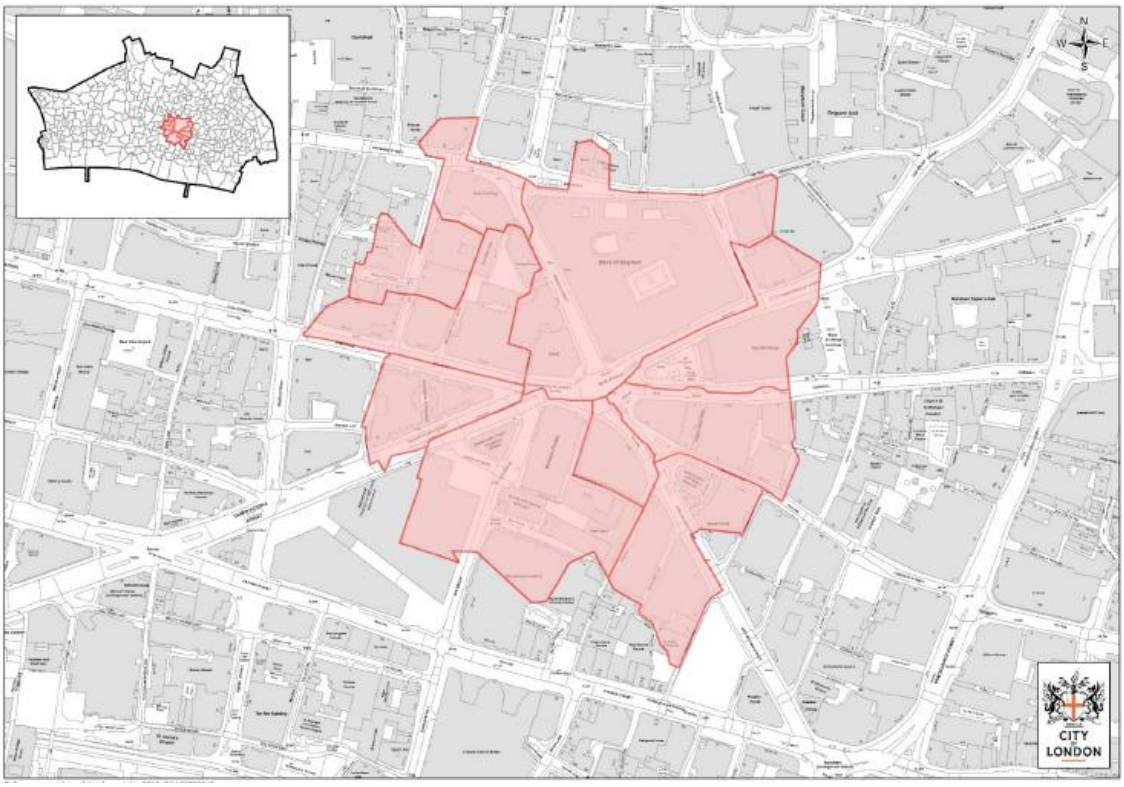
3.6 LTDS data provides granular data within the City of London, however it is not wholly representative of the wider population as it is calculated using sample sets and subsequently scaled up. Throughout this report, acknowledgement has been made where the sample size of LTDS data is particularly small.

4 Baseline

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

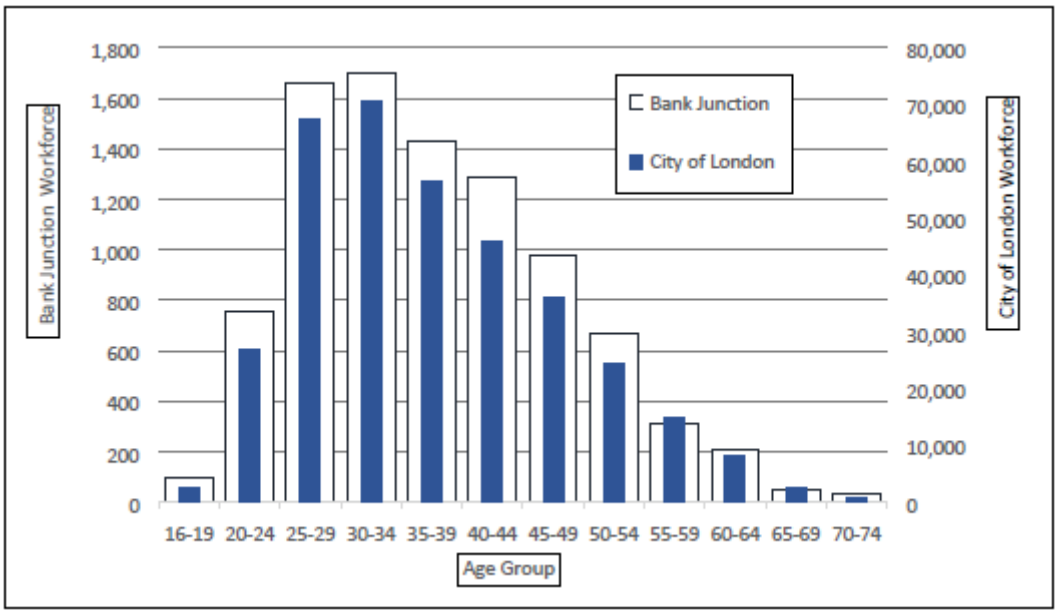
4.2 The workforce located within the Bank Junction Workplace Zone, as defined in the zone shown in Figure 4.1, amounts to 9,100 people. It can be seen in Figure 4.2 that the age profile for the Bank Junction Workplace Zone follows a similar trend to that of the City of London workforce, where the highest age group is those aged 30-34. The workforce in the Bank Junction Workplace Zone is lower when compared to those aged 55+ within the City.

Figure 4.1: Bank on Safety Workplace Zone



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

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



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

4.3 Office for National Statistics (ONS) mid-2019 estimates show an increase in the City of London residential population to 9,700 people while the 2018 workforce was estimated to be 522,000[2]. The City shows the highest workplace density out of all boroughs in Greater London with the primary land use in the City being offices, which make up more than 70% of all buildings. In absolute terms, the City has the second greatest workforce after the City of Westminster, with a gender split of 64% males and 36% females in 2019[3].

4.4 When compared to Greater London, the City of London has a higher proportion of professional occupations, associated professional and technical occupations, skilled trades occupations, and administrative and secretarial occupations. Professional and associate professional/technical occupations represent over half of occupations within the City.

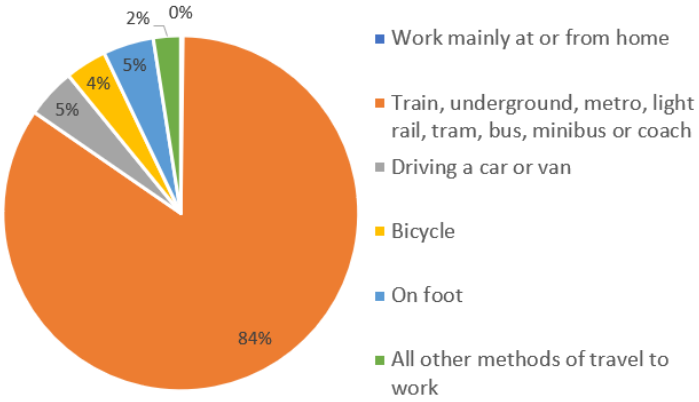
4.5 Census 2011 data shows that of those travelling to the City of London for work, 38% have trips of 10km or less. 36% of trips are between 10km and 30km, while 16% are within 30km and 50km and 9% are 60km or more. Overall, 84% of the workforce uses public transport to travel to the City of London for work, shown in Figure 4.3.

4.6 Please note that these figures may change significantly due to the change in working arrangements and patterns attributed to Covid-19, however the CoL can only act on the latest data available. Census 2021 data on workplace population is due to be released by the ONS in 'Spring 2023'.

[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

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



Source: 2011 Census

5 Age

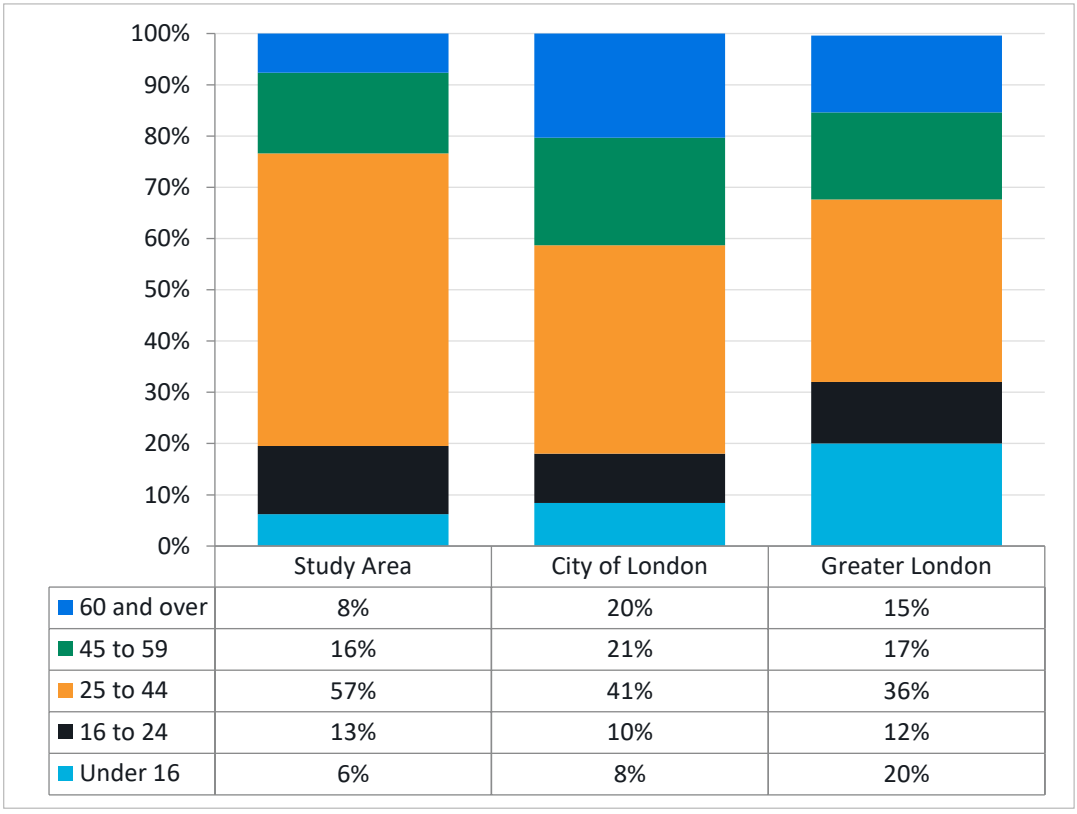
Definition according to the Equality Act 2010

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

Baseline equalities data

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

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



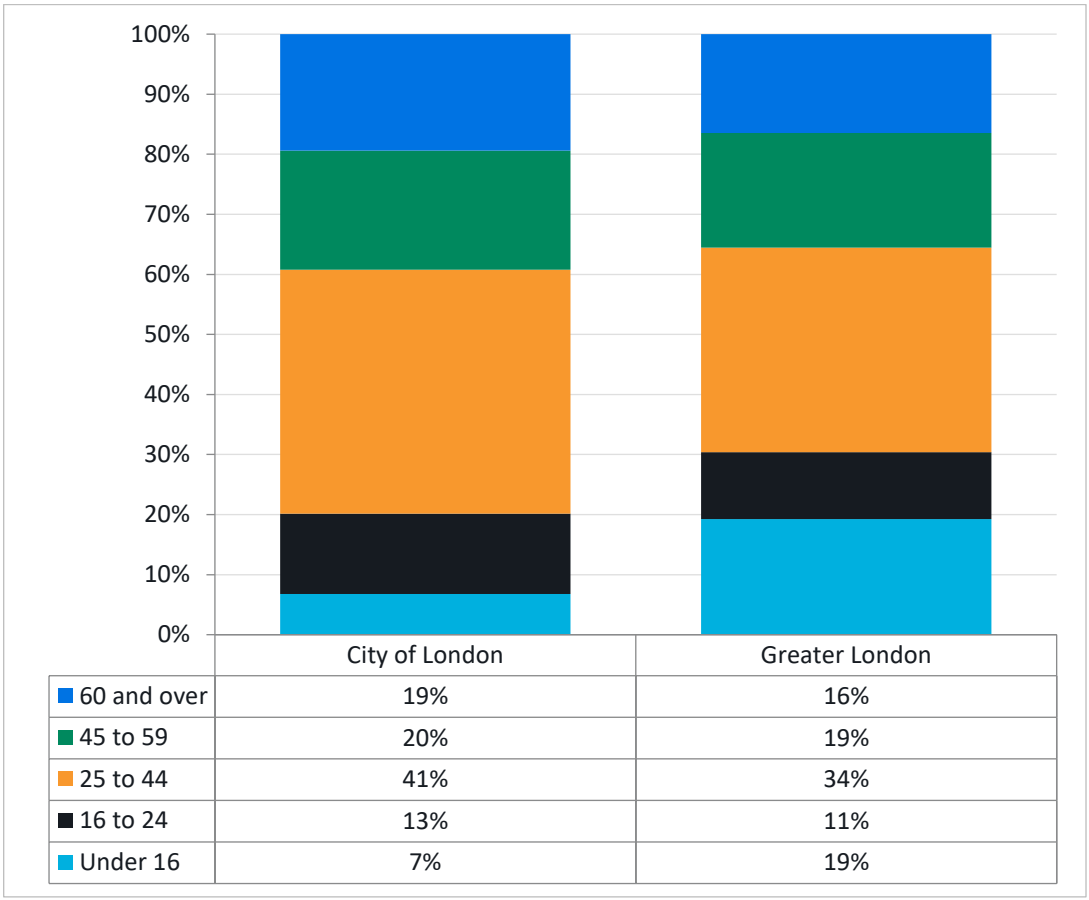
	Study Area	City of London	Greater London
60 and over	8%	20%	15%
45 to 59	16%	21%	17%
25 to 44	57%	41%	36%
16 to 24	13%	10%	12%
Under 16	6%	8%	20%

Source: Census 2011

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

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

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



	City of London	Greater London
60 and over	19%	16%
45 to 59	20%	19%
25 to 44	41%	34%
16 to 24	13%	11%
Under 16	7%	19%

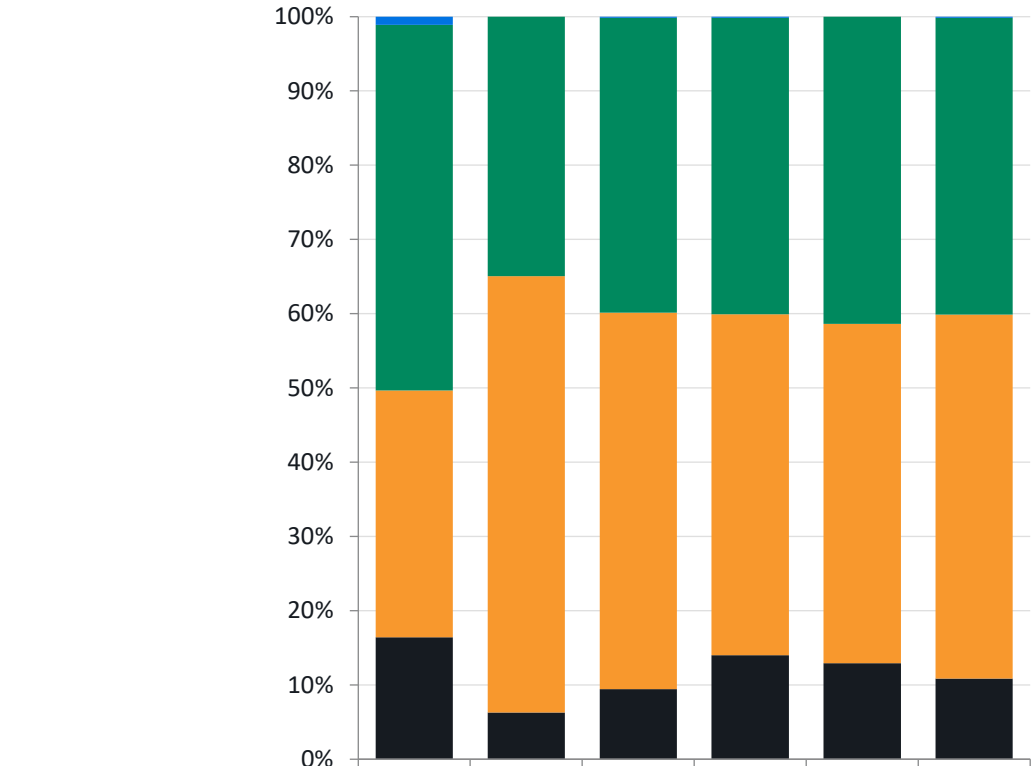
Source: Census 2021

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

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

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

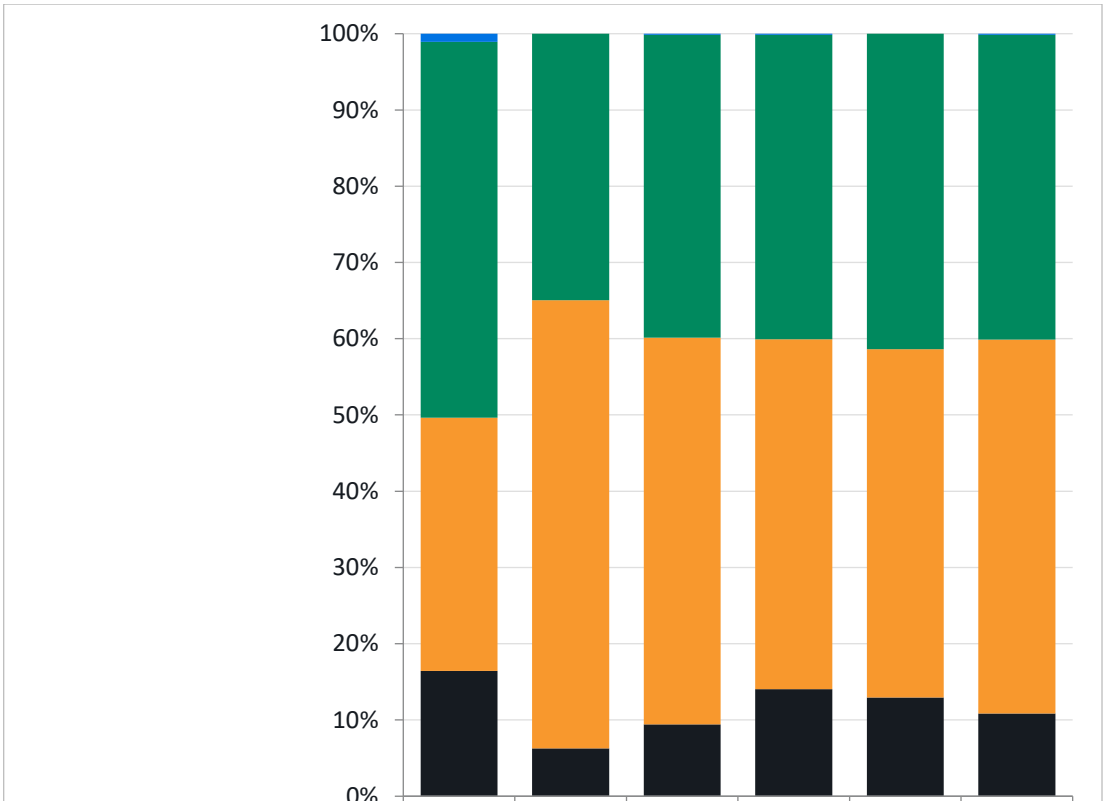
Figure 5.3: Mode share by age in City of London



	Under 16	16-24	25-44	45-59	Over 60	Overall
All other methods	1%	0%	0%	0%	0%	0%
Walk and cycle	49%	35%	40%	40%	41%	40%
Underground, train, light rail, bus, minibus or coach	33%	59%	51%	46%	46%	49%
Private vehicle driver or passenger	16%	6%	9%	14%	13%	11%

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

Figure 5.4: Mode share by age in Greater London



	Under 16	16-24	25-44	45-59	Over 60	Overall
All other methods	1%	0%	0%	0%	0%	0%
Walk and cycle	49%	35%	40%	40%	41%	40%
Underground, train, light rail, bus, minibus or coach	33%	59%	51%	46%	46%	49%
Private vehicle driver or passenger	16%	6%	9%	14%	13%	11%

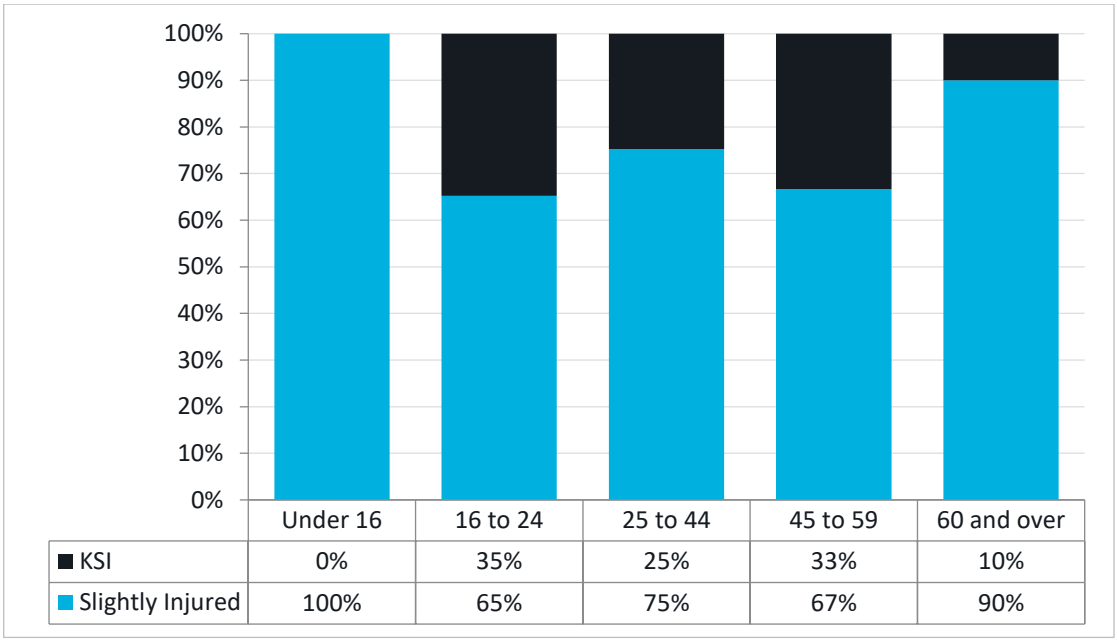
Source: LTDS average (2017/18, 2018/19, 2019/20)

5.7 Killed and Seriously Injured (KSIs) and Slightly Injured casualties by age category are shown in Figure 5.5 below. In total there were 42 KSIs and 115 Slightly Injured casualties in 2021.

5.8 Recorded KSIs are highest for the 16-24 age group (35 per cent) and the 45-59 age group (33 per cent). This indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.

5.9 Across the UK, 10-14 age group road accidents make up over 50 per cent of all external causes of death. Moreover, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population.

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



	Under 16	16 to 24	25 to 44	45 to 59	60 and over
KSI	0%	35%	25%	33%	10%
Slightly Injured	100%	65%	75%	67%	90%

Source: STATS19, 2021

Impact assessment

Potential disproportionately positive impacts

- **Walking environment:** The proposed widened and improved footways along either side of Cheapside will provide people with additional comfort when making trips on foot particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest.
- The proposals include the removal of the temporary extensions to the footway on both sides of the street, consisting of temporary wands and other street furniture to protect from traffic. They will be replaced with a new at-grade extension of the footway which will remove need to step down a kerb to benefit from the extension. This will ensure that the footway is accessible for all.
- This is likely to disproportionately benefit older people, as older people are more likely to live with mobility impairments due to aging, and increased space for walking is likely to create a more comfortable and pleasant environment. This will also disproportionately benefit younger people, specifically those aged under-16 who have the highest mode share for walking (and cycling) of 39 per cent.
- **Crossing the street:** The creation of a formal crossing point at-grade level removes the current requirement to use the dropped kerb to the east of the benched area, ensuring the crossing is accessible to all. This, combined with the increased footway width and reduced carriageway width, reduces the distance in crossing the road. This will particularly benefit older people who are likely to require more time to cross the road due to mobility impairments brought on by age.
- **Road safety:** The continued restriction to motorised vehicle traffic combined with widened footways is likely to lead to a safer environment for those walking and cycling along the street. The raised carriageway is also likely to further reduce vehicle traffic speeds on Cheapside and encourage drivers to be more cautious of those walking and

cycling along the street. This, combined with the permanent built out infrastructure, is likely to lead to a safer environment particularly for those using the benched area.
- Younger people aged 16-24 are more likely to be Killed or Seriously Injured (35 per cent) than any other age group. Therefore, any improvements of the safety of Cheapside are likely to disproportionately benefit this group.
- **Accessibility:** The proposed widened and improved footways will remove the need to step down a kerb to access the benched seating. This is likely to disproportionately benefit older people, who are more likely to live with mobility impairments due to aging. Benched seating can provide a place of rest and will add to the improved pedestrian environment.
- **Air and environment:** A reduction in emissions from continued restrictions to motor traffic access is likely to have a disproportionate benefit for younger and older people who are more vulnerable to poor air quality.

Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining the restrictions for through motor traffic is likely to lead to longer journey times for people travelling by car or taxi – this may include people who are reliant upon private cars for mobility.
- In the CoL, people aged over 60 use cars/vans more than any other age group and are therefore likely to be disproportionately negatively impacted. Travelling can also be uncomfortable for some people (for example, those who live with anxiety, or those who require quick access to toilets), particularly for older people, therefore extended journey times could exacerbate this issue.
- It is important to recognise however that this permanent scheme is only retaining the changes brought in by the ETO in 2020, rather than exacerbating them.
- **Taxi access:** Those who are reliant on door-to-door access, and who previously may have relied upon regular access to taxis, are likely to continue to be impacted by the restriction to through traffic. Although a relatively minor scheme in itself, the cumulative impact of the Pedestrian Priority Streets Programme more broadly is likely to have some impact on the number of taxis circulating in the area due to traffic restrictions.
- This is likely to disproportionately impact older age groups who are more likely to have mobility impairments. The increased walking distance may add increased stress and difficulty to door-to-door journeys.
- It should be noted however, that this scheme only makes permanent the existing restrictions, rather than exacerbating them.

Recommended mitigating actions

- **Accessibility:** Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.
- **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.

6 Disability

Definition according to the Equality Act 2010

1. A person (P) has a disability if:

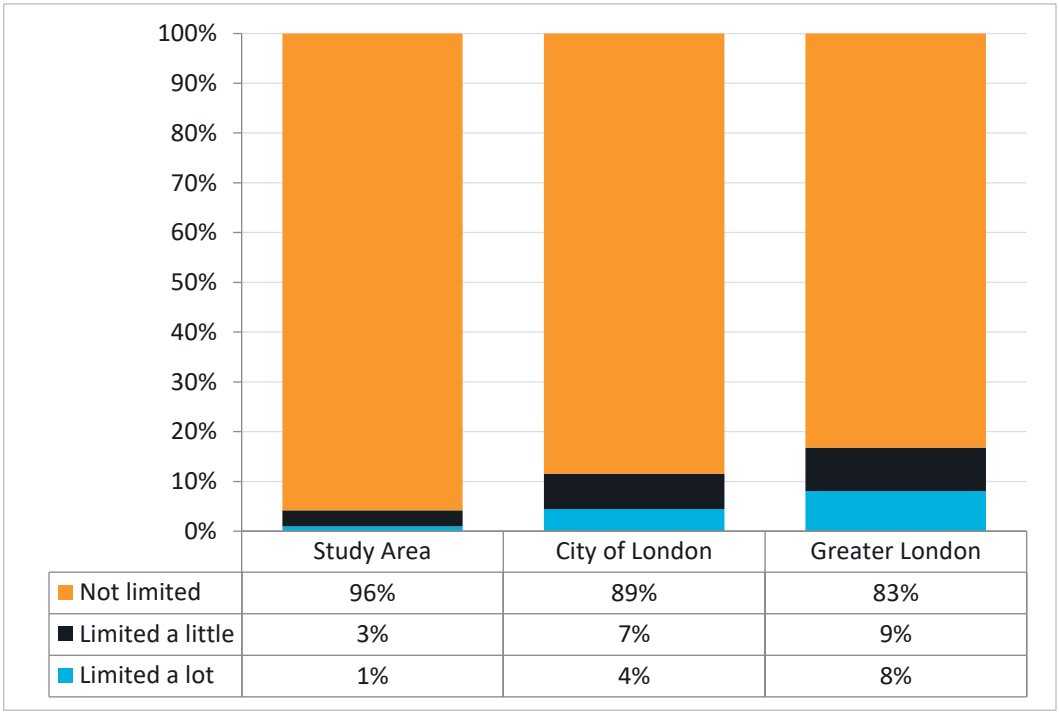
   a. P has a physical or mental impairment, and
   b. the impairment has a substantial and long-term adverse effect on P's ability to carry out normal day-to-day activities.

Baseline equalities data

6.1 In the study area, Census 2011 data shows that 96 per cent of residents feel that they have no physical or mental impairments affective their daily activities (Figure 6.1). This is notably higher than both in the City (89 per cent) and Greater London (83 per cent).

6.2 The number of residents in the study area for whom daily activities are 'limited a lot' account for 1 per cent of the population, compared to 8 per cent for Greater London. Further 3 per cent of residents is the study area said they were 'limited a little', compared to 9 per cent for Greater London.

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

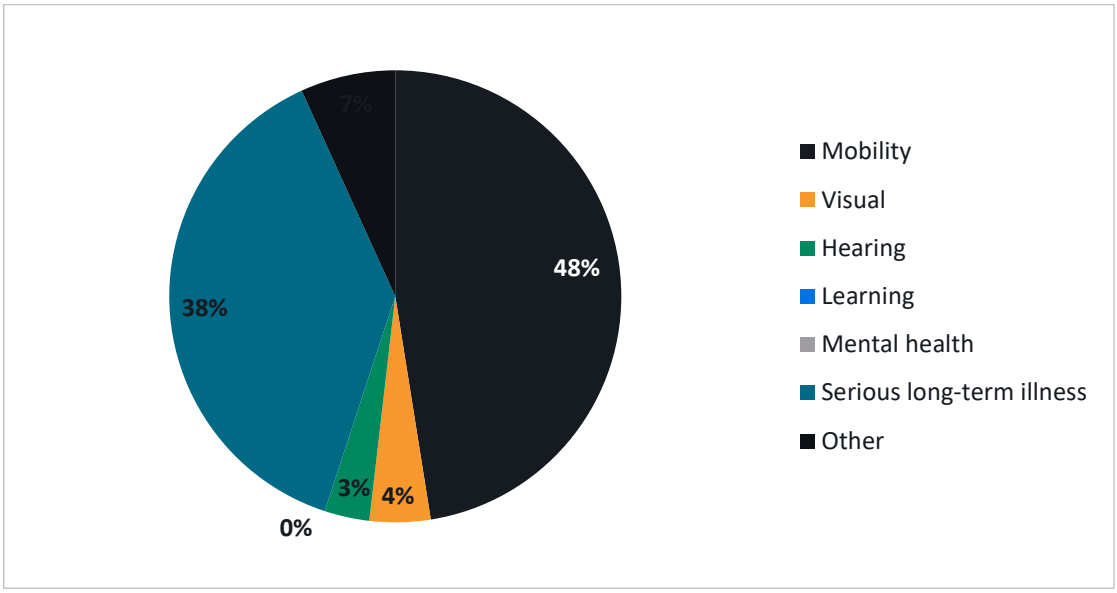


	Study Area	City of London	Greater London
Not limited	96%	89%	83%
Limited a little	3%	7%	9%
Limited a lot	1%	4%	8%

Source: Census 2011

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

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

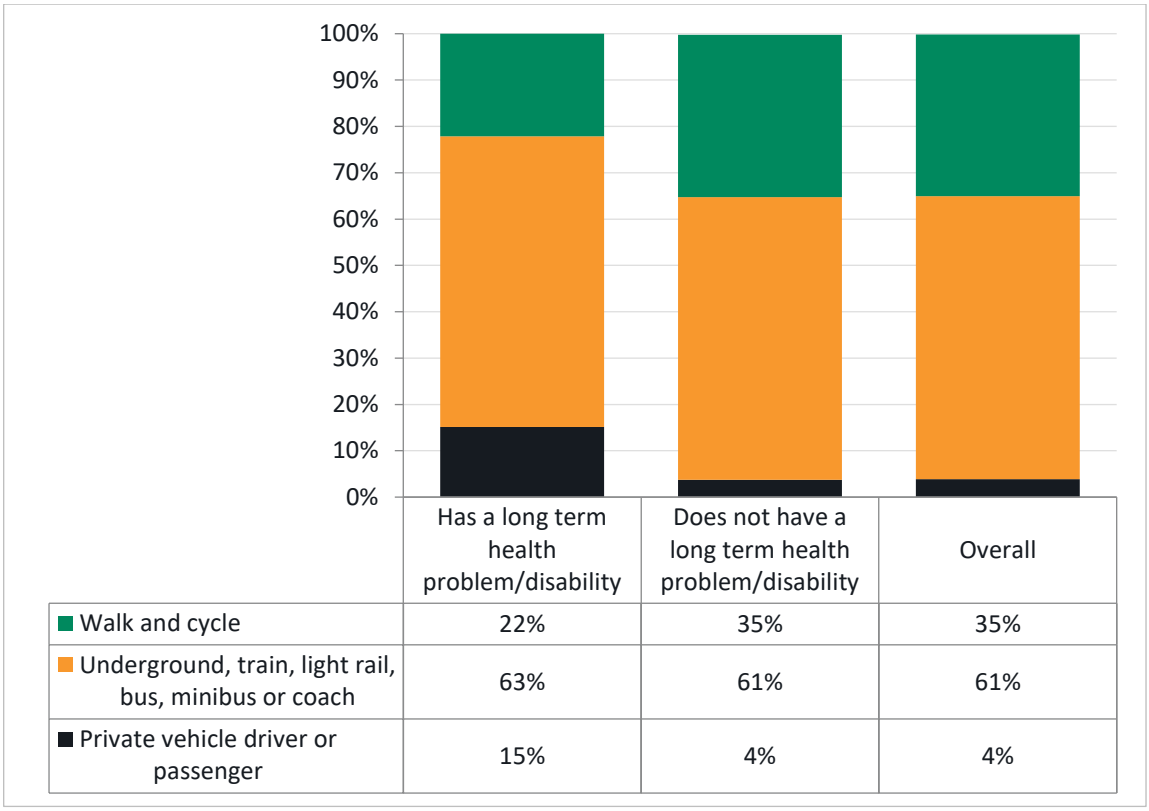


Source: LTDS average (2017/18, 2018/19, 2019/20)

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

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

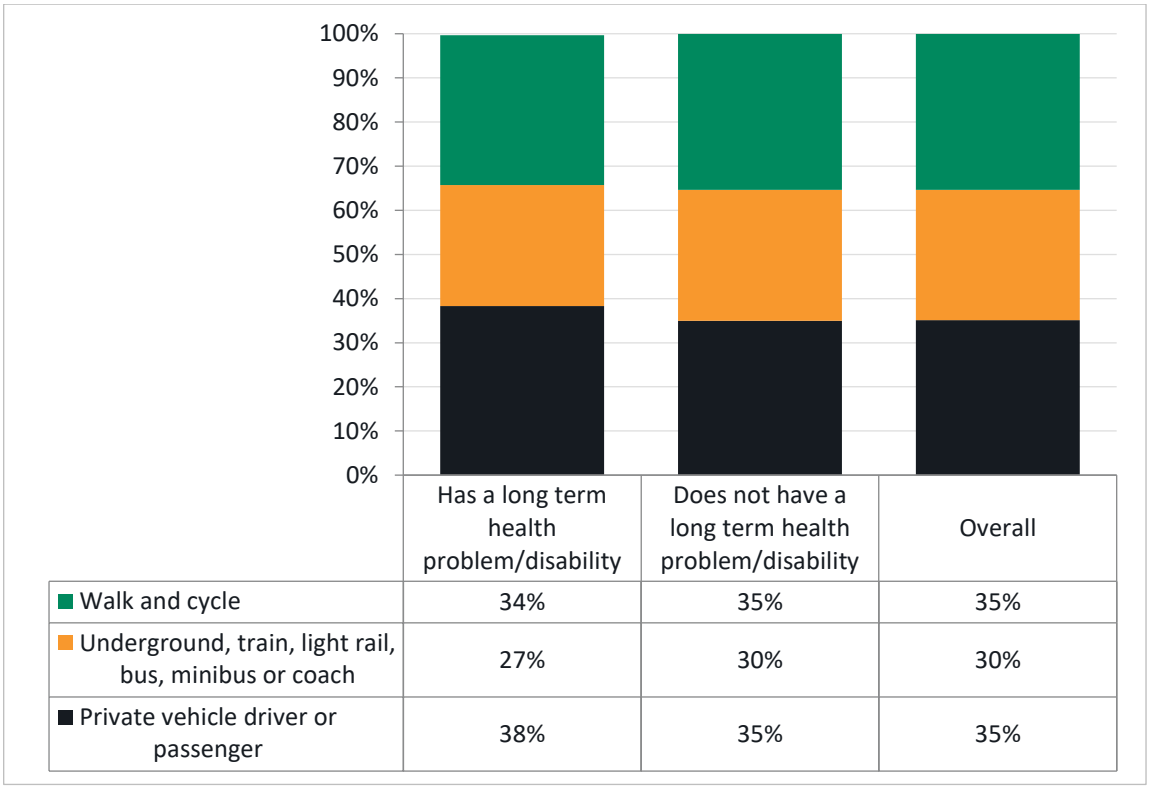
Figure 6.3: Mode share of those with a long-term health problem or disability in City of London



	Has a long term health problem/disability	Does not have a long term health problem/disability	Overall
Walk and cycle	22%	35%	35%
Underground, train, light rail, bus, minibus or coach	63%	61%	61%
Private vehicle driver or passenger	15%	4%	4%

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

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



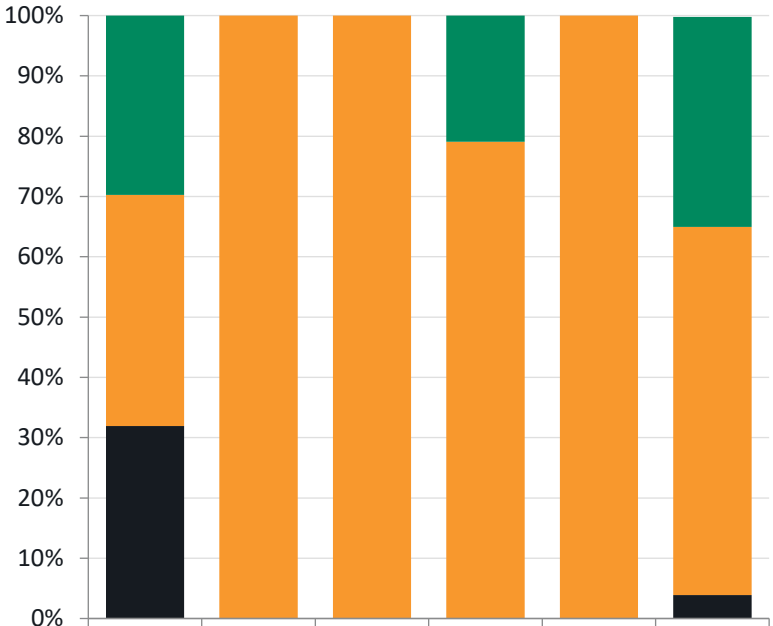
	Has a long term health problem/disability	Does not have a long term health problem/disability	Overall
Walk and cycle	34%	35%	35%
Underground, train, light rail, bus, minibus or coach	27%	30%	30%
Private vehicle driver or passenger	38%	35%	35%

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

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

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

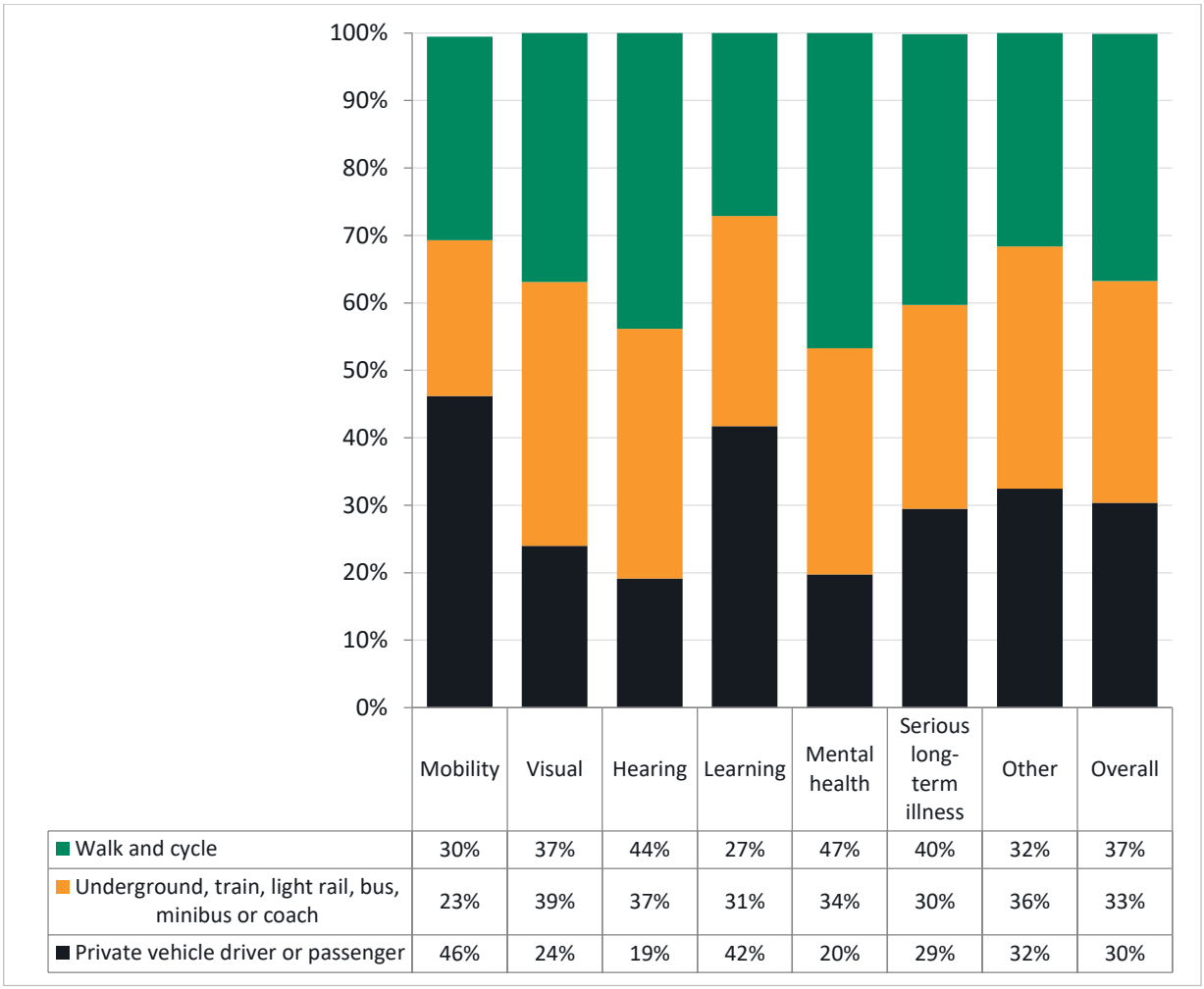
Figure 6.5: Mode share of those with a specific impairment affecting daily travel in City of London



	Mobility	Visual	Hearing	Serious long-term illness	Other	Overall
Walk and cycle	30%	0%	0%	21%	0%	35%
Underground, train, light rail, bus, minibus or coach	38%	100%	100%	79%	100%	61%
Private vehicle driver or passenger	32%	0%	0%	0%	0%	4%

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

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



	Mobility	Visual	Hearing	Learning	Mental health	Serious long-term illness	Other	Overall
Walk and cycle	30%	37%	44%	27%	47%	40%	32%	37%
Underground, train, light rail, bus, minibus or coach	23%	39%	37%	31%	34%	30%	36%	33%
Private vehicle driver or passenger	46%	24%	19%	42%	20%	29%	32%	30%

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

6.8 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.

6.9 Inaccessible cycle infrastructure was found to be the biggest barrier to cycling, followed by the prohibitive cost of adaptive cycles and the absence of legal recognition of the fact that cycles are mobility aids on par with wheelchairs and mobility scooters. These results are presented on a national level, yet it should be noted that the data is based on a small sample and results should be taken as an indication only.

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

Impact assessment

Potential disproportionately positive impacts

- **Walking environment:** The proposed widened and improved footways along either side of Cheapside will provide people with additional comfort when making trips on foot particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest. The proposals include the removal of the temporary extensions to the footway on both sides of the street, consisting of temporary wands and other street furniture to protect from traffic. They will be replaced with a new at-grade extension of the footway which will remove need to step down a kerb to benefit from the extension. This will ensure that the footway is accessible for all.
- This is likely to disproportionately benefit people with mobility impairments as increased space for walking is likely to create a more comfortable and pleasant environment.
- **Crossing the street:** The creation of a formal crossing point at-grade level removes the current requirement to use the dropped kerb to the east of the benched area, ensuring the crossing is accessible to all. This, combined with the increased footway width and reduced carriageway width, reduces the distance in crossing the road. This will particularly benefit people who have disabilities and those with mobility impairments who are likely to require more time, or be less certain, when crossing the road.
- **Road safety:** The continued restriction to motorised vehicle traffic combined with widened footways is likely to lead to a safer environment for those walking and cycling along the street. The raised carriageway is also likely to further reduce motor vehicle traffic speeds on Cheapside and encourage drivers to be more cautious of those walking and cycling along the street.
- The Wheels for Wellbeing annual survey (2019/20)[5] showed that 65 per cent of disabled cyclists use their cycle as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists' cycle for work or to commute to work and many found that cycling improves their mental and physical health. Therefore, any improvements of real or perceived road safety on Cheapside are likely to disproportionately benefit this group.
- **Accessibility:** The proposed widened and improved footways will remove the need to step down a kerb to access the benched seating. This is likely to disproportionately benefit people who have disabilities and those with mobility impairments. Benched seating can provide a place of rest and will add to the improved pedestrian environment.

Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining the restrictions for through motor traffic is likely to lead to longer journey times for people travelling by car or taxi – this may include people who are reliant upon private cars for mobility.
- In the CoL, groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private vehicles and are therefore likely to be disproportionately negatively impacted. Travelling can also be uncomfortable for some disabled people (for example, those who live with anxiety, or those who require quick access to toilets),

[5] **https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf**

particularly for older people, therefore extended journey times could exacerbate this issue.

- It is important to recognise however that this permanent scheme is only retaining the changes brought in by the ETO in 2020, rather than exacerbating them.
- **Taxi access:** Those who are reliant on door-to-door access, and who previously may have relied upon regular access to taxis, are likely to continue to be impacted by the restriction to through traffic.
- This is likely to disproportionately impact people with mobility impairments as increased walking distances may add stress and difficulty to their journeys.
- It should be noted however, that this scheme only makes permanent the existing restrictions, rather than exacerbating them.

Recommended mitigating actions

- **Accessibility:** Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.
- **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.

7 Pregnancy and maternity

Definition according to the Equality Act 2010

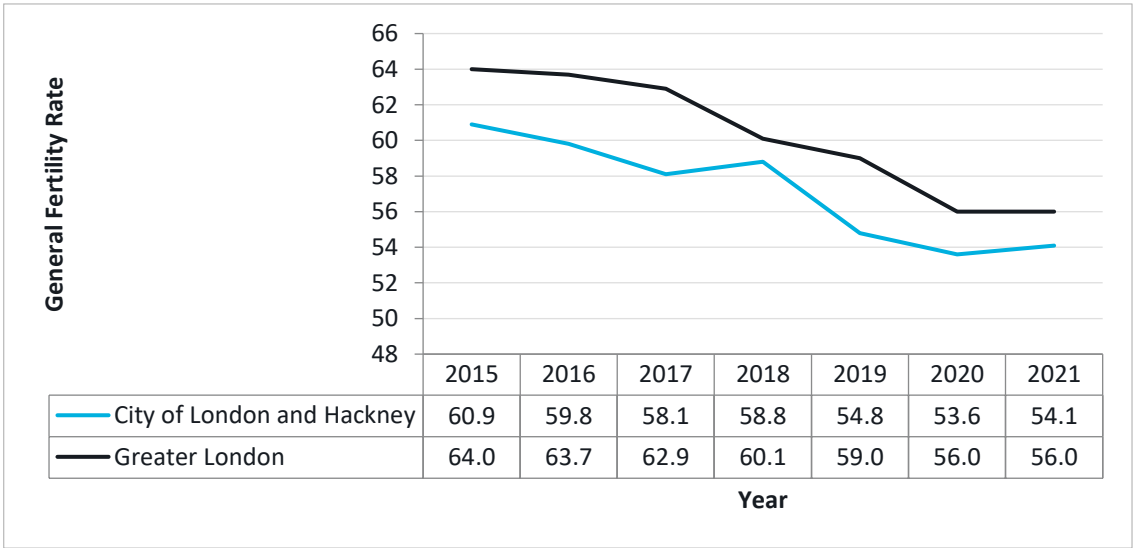
7.1 As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after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

Baseline equalities data

5.3 In 2021, the General Fertility Rate (GFR) in City of London and Hackney[6] was 54.1 births per 1,000 women aged 15-44, while the GFR for London was 56 per 1,000 women. This suggests that slightly fewer women of this age group were likely to be pregnant or have given birth in 2021 in the City of London and Hackney, compared to the Greater London average.

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

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



	2015	2016	2017	2018	2019	2020	2021
City of London and Hackney	60.9	59.8	58.1	58.8	54.8	53.6	54.1
Greater London	64.0	63.7	62.9	60.1	59.0	56.0	56.0

Source: ONS. Births and Fertility Rates, Borough

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

Impact assessment

Potential disproportionately positive impacts

- **Walking environment:** The proposed widened and improved footways along either side of Cheapside will provide people with additional comfort when making trips on foot particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest.
- This will create a safer environment, particularly important for pregnant people and mothers with new-born children. Improvements to footways, including widening and resurfacing will create more even and smooth surfaces to walk on, improving overall journey experience.
- The proposals include the removal of the temporary extensions to the footway on both sides of the street, consisting of temporary wands and other street furniture to protect from traffic. They will be replaced with a new at-grade extension of the footway which will remove need to step down a kerb to benefit from the extension. This will ensure that the footway is accessible for all.
- **Crossing the stree**t: The creation of a formal crossing point at-grade level removes the current requirement to use the dropped kerb to the east of the benched area, ensuring the crossing is accessible to all. This, combined with the increased footway width and reduced carriageway width, reduces the distance in crossing the road. This will particularly benefit pregnant people as they may have reduced mobility and thus require additional time to cross the road.
- This will also provide benefits to pedestrians travelling with prams and/or younger children who may require additional time to navigate kerbs when crossing the street, and who may experience distress attempting to cross busy roads with children safely.
- **Accessibility:** The proposed widened and improved footways will remove the need to step down a kerb to access the benched seating. This is likely to disproportionately benefit pregnant people who may need to take breaks due to reduced mobility. Benched seating can provide a place of rest and will add to the improved pedestrian environment.

Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining the restrictions for through motor traffic is likely to lead to longer journey times for people travelling by car or taxi – this may include people who are reliant upon private cars for mobility.
- Pregnant people may find walking and cycling difficult due to the physical exertion when pregnant. These groups may therefore have a greater need for to-door transport such as private cars. Impacts then upon journey times and direct access due to private traffic restrictions may have disproportionately negative impacts upon pregnant people.
- It is important to recognise however that this permanent scheme is only retaining the changes brought in by the ETO in 2020, rather than exacerbating them.

Recommended mitigating actions

- **Accessibility:** Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.

8 Race

Definition according to the Equality Act 2010

1. Race includes:

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

2. In relation to the protected characteristic of race -

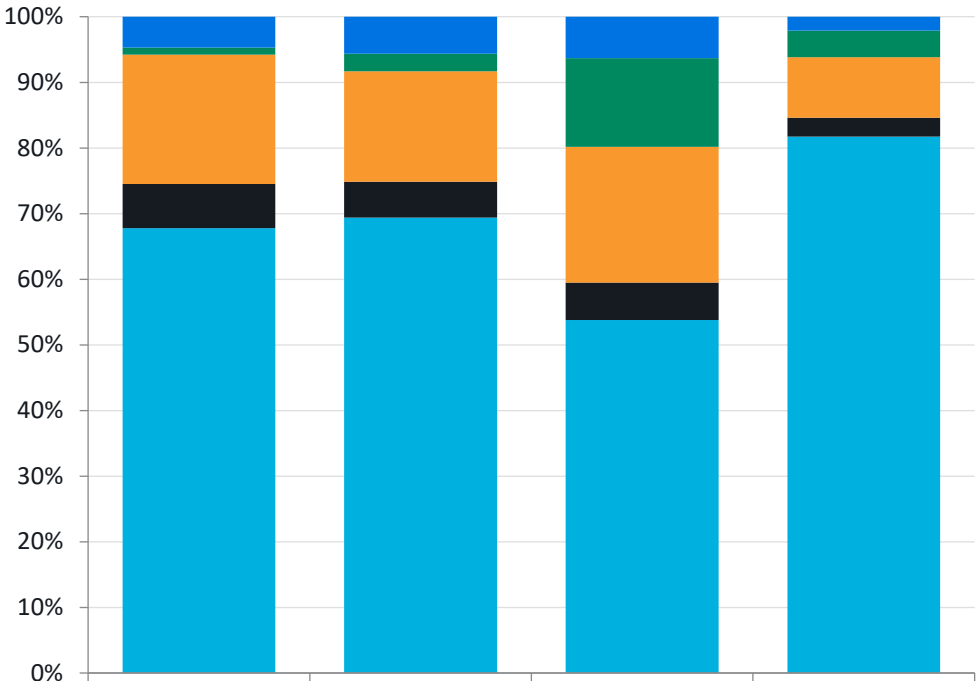
    a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
    b. a reference to persons who share a protected characteristic is a reference to persons of the same racial group.

Baseline equalities data

6.5 Figure 8.1 presents the population of the study area and City of London by ethnicity. Based on Census 2021 data, 69 per cent of the borough's population is 'White', making it the most common ethnicity. This is much higher than the Greater London average share of 54 per cent. The second most common ethnicity is 'Asian' making up 17 per cent and 20 per cent of the residential population in the borough and study area respectively.

6.6 14 per cent of residents in Greater London are 'Black', compared to only 1 per cent of residents in the study area. In the study area, 7 per cent identify as 'Mixed', which is a greater share compared to in the borough, Greater London and at a national level.

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



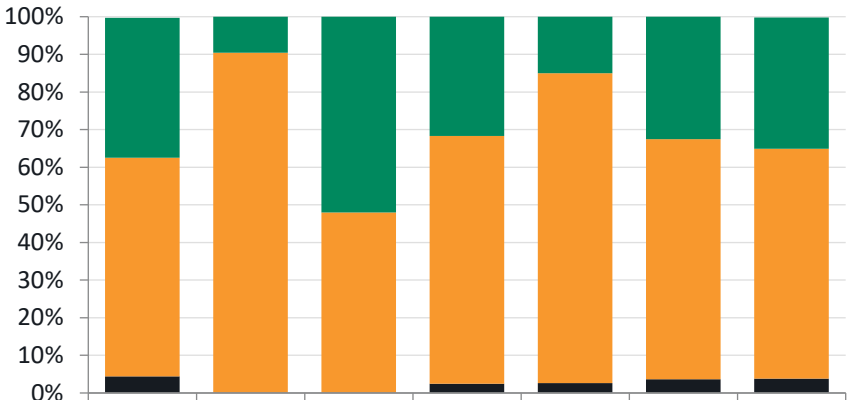
	Study Area	City of London	Greater London	England and Wales
Other	5%	6%	6%	2%
Black	1%	3%	14%	4%
Asian	20%	17%	21%	9%
Mixed	7%	5%	6%	3%
White	68%	69%	54%	82%

Source: Census 2021

6.7 Based on usual travel modes from the LTDS data presented in Figure 8.2, in City of London, 'Mixed or multiple ethnic groups' are most likely to walk and cycle (52 per cent) and least likely to use public transport (48 per cent). Across ethnic groups, car usage is either a very small proportion, at most 4 per cent, or not a part of the mode share.

6.8 Overall, in City of London, levels of car use are lower across all ethnicities compared to the London average (Figure 8.3), while levels of public transport use are higher. While 'Asian or Asian British' residents are most likely to use the car in London, this is not the case for City of London, where only 2 per cent say they use the car. 'Black or Black British' residents are most likely (41 per cent) to use public transport in London, and they are second most likely to (82 per cent) in City of London.

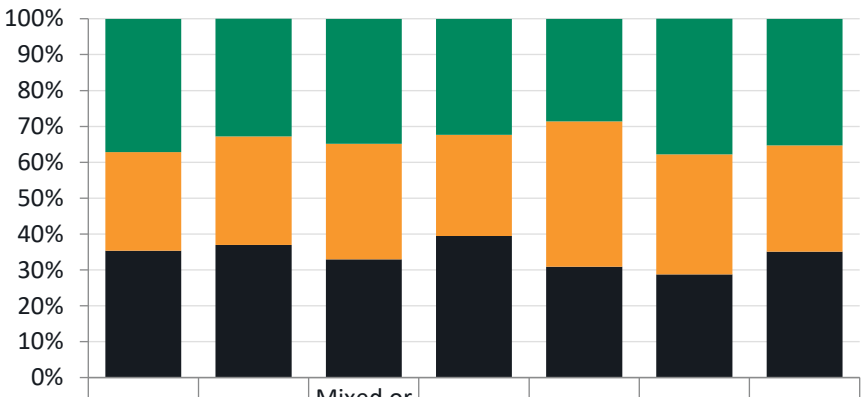
Figure 8.2: Mode share by ethnicity in City of London



	White	Gypsy or Irish Traveller	Mixed or multiple ethnic groups	Asian or Asian British	Black or Black British	Other Ethnic Group	Overall
Walk and cycle	37%	10%	52%	32%	15%	33%	35%
Underground, train, light rail, bus, minibus or coach	58%	90%	48%	66%	82%	64%	61%
Private vehicle driver or passenger	4%	0%	0%	2%	3%	4%	4%

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

Figure 8.3: Mode share by ethnicity in London



	White	Gypsy or Irish Traveller	Mixed or multiple ethnic groups	Asian or Asian British	Black or Black British	Other Ethnic Group	Overall
Walk and cycle	37%	33%	35%	32%	29%	38%	35%
Underground, train, light rail, bus, minibus or coach	28%	30%	32%	28%	41%	33%	30%
Private vehicle driver or passenger	35%	37%	33%	39%	31%	29%	35%

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

Impact assessment

Potential disproportionately positive impacts

- **Walking environment:** The proposed widened and improved footways along either side of Cheapside will provide people with additional comfort when making trips on foot particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest.
- This will create a safer environment and is likely to disproportionally benefit 'Mixed or multiple ethnic groups' who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.
- **Crossing the street:** The creation of a formal crossing point at-grade level removes the current requirement to use the dropped kerb to the east of the benched area, ensuring the crossing is accessible to all. This, combined with the increased footway width and reduced carriageway width, reduces the distance in crossing the road. This will create a safer environment and is likely to disproportionally benefit 'Mixed or multiple ethnic groups' who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.

Potential disproportionately negative impacts

- **Restricting car usage:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining the restrictions for through motor traffic is likely to lead to longer journey times for people travelling by car or taxi.
- This is likely to have a disproportionately negative effect on groups that use a private car/van the most, in the CoL this is made up of 'White' (4 per cent) and the 'Other ethnic groups' (4 per cent).
- It is important to recognise however that the number of people affected in this way is likely to be limited, and this permanent scheme is only retaining the change brought in by the ETO in 2020.

9 Religion or belief

Definition according to the Equality Act 2010

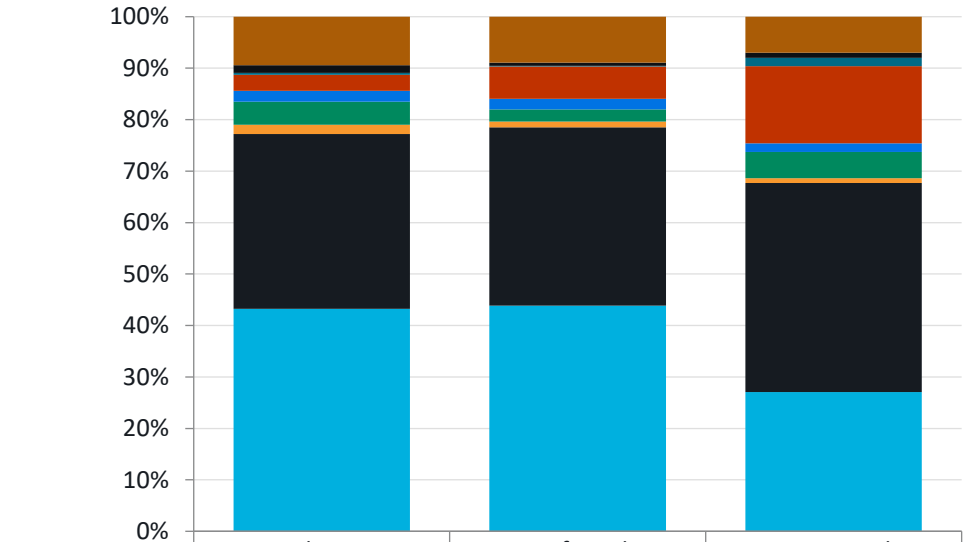
1. Religion means any religion and a reference to religion includes a reference to a lack of religion.
2. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.
3. In relation to the protected characteristic of religion or belief:
    a.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

Baseline equalities data

9.1 Census 2021 data on religion in the study area, City of London, and Greater London is presented in Figure 9.1. Nearly half (43 per cent) of the population in the study area and in the City of London (44 per cent) selected 'no religion', compared to a substantially smaller proportion (27 per cent) in Greater London.

9.2 Over a third of residents (34 per cent) in the study area identified as Christian, compared to 41 per cent in Greater London. 3 per cent of residents in the study area identified as Muslim, compared to slightly more (6 per cent) in City of London. 4 per cent of the population in the study area identified as Hindu, with a slightly smaller proportion (2 per cent) in the City of London.

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



	Study Area	City of London	Greater London
Not answered	9%	9%	7%
Other religion	1%	1%	1%
Sikh	0%	0%	2%
Muslim	3%	6%	15%
Jewish	2%	2%	2%
Hindu	4%	2%	5%
Buddhist	2%	1%	1%
Christian	34%	35%	41%
No religion	43%	44%	27%

Source: Census 2021

Impact assessment

Potential disproportionately positive impacts

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

Potential disproportionately negative impacts

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

Recommended mitigating actions

- **Engagement with places of worship:** There are several places of worship within the Cheapside area, including St Mary-le-Bow Church on the southern side of the street. It is recommended that these places of worship are actively engaged with to establish whether there have been any disproportionate impacts caused by the ETO scheme, and to review the specific needs of their religious community.

10 Sex

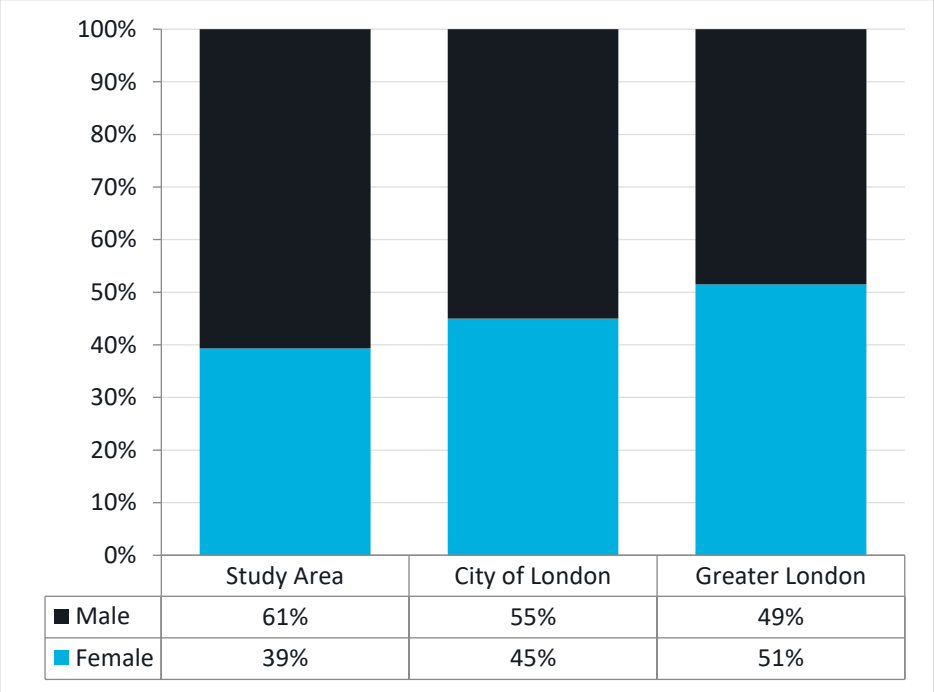
Definition according to the Equality Act 2010

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

Baseline equalities data

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

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



	Study Area	City of London	Greater London
Male	61%	55%	49%
Female	39%	45%	51%

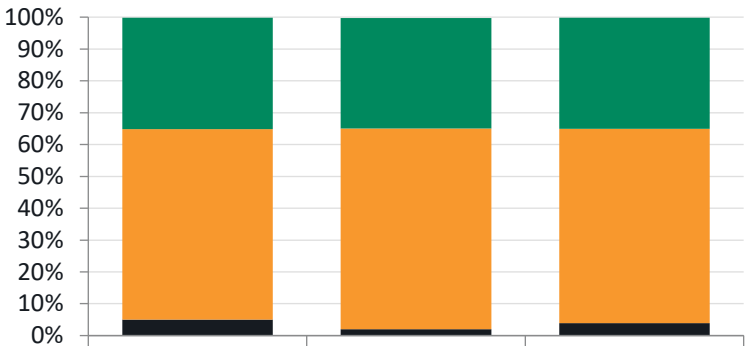
Source: Census 2021

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

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

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

Figure 10.2: Mode share by sex in City of London



	Male	Female	Overall
Walk and cycle	35%	35%	35%
Underground, train, light rail, bus, minibus or coach	60%	63%	61%
Private vehicle driver or passenger	5%	2%	4%

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

Figure 10.3: Mode share by sex in London

	Male	Female	Overall
Walk and cycle	35%	36%	35%
Underground, train, light rail, bus, minibus or coach	29%	30%	30%
Private vehicle driver or passenger	36%	34%	35%

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

10.4 Across Greater London, research undertaken by TfL[7] shows that females are more likely to use buses than males (62 per cent compared to 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent of females compared to 43 per cent of males).

10.5 Female travel needs can be more complex than males due to a range of factors; the increased likelihood of travelling with a buggy and/or shopping affects the travel choices females make, females are also more likely to be carers of children[8], further affecting the transport choices they make.

10.6 Female Londoners make more trips per weekday than male Londoners (2.5 trips compared to 2.3 trips)[7]. This pattern, however, is reversed amongst older adults, with older female Londoners making fewer weekday trips than older male Londoners (2.0 compared to 2.2).

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

Impact assessment

Potential disproportionately positive impacts

- **Walking environment:** The proposed widened and improved footways along either side of Cheapside will provide people with additional comfort when making trips on foot particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest.
- This could disproportionately benefit females, particularly due to higher number of trips they make daily compared to males, as well as their role in taking children to and from educational and recreational facilities.[9]

[7] **https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf**

[8] **https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf**

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

11 Summary of recommended mitigating actions

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

- **Accessibility:** Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.
- **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.
- **Engagement with places of worship:** There are several places of worship within the Cheapside area, including St Mary-le-Bow Church on the southern side of the street. It is recommended that these places of worship are actively engaged with to establish whether there have been any disproportionate impacts caused by the ETO scheme, and to review the specific needs of their religious community.

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

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

11.4 To ensure transparency of the design and decision-making process, it is recommended that an update on the status of each recommended mitigating action is included within a future addendum to this EqIA.

Table 11.1: Action plan

Protected characteristic	Issue identified	Action required/comments	Action owner	Timescale
Age	Accessibility	Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
	Taxi access	To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Disability	Accessibility	Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
	Taxi access	To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Pregnancy and maternity	Accessibility	Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of benched seating and planters, a pedestrian comfort level (PCL) assessment should	Project Manager	During implementation and within 3 months of

		be undertaken to establish whether their inclusion would materially impact on the walking environment.		implementation (to assess impact)
Religion	Restricting car usage	There are several places of worship within the Cheapside area, including St Mary-le-Bow Church on the southern side of the street. It is recommended that these places of worship are actively engaged with the to establish whether there have been any disproportionate impacts caused by the ETO scheme, and to review the specific needs of their religious community.	Project Manager	Within 3 months of implementation

Control Information

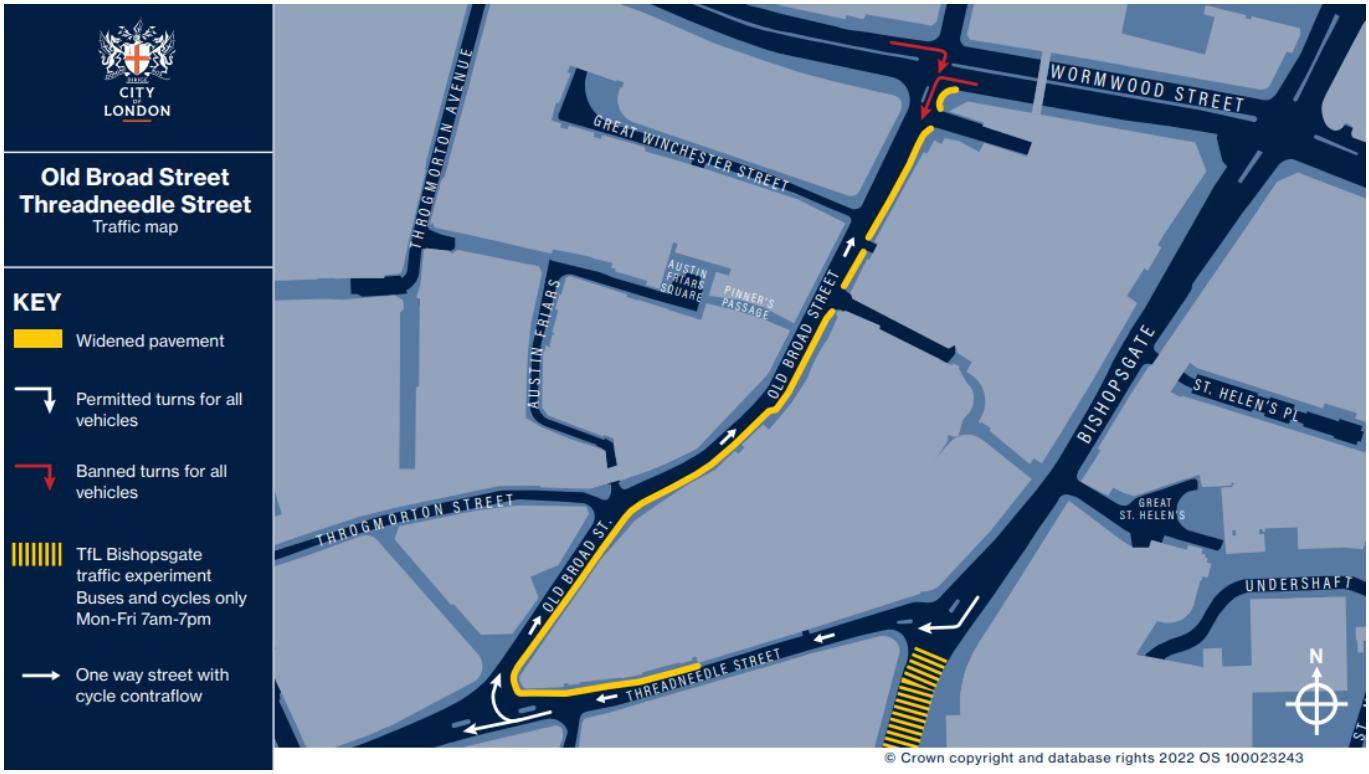
Prepared by	Prepared for
Steer 14-21 Rushworth Street London SE1 0RB +44 20 7910 5000 www.steergroup.com	City of London Corporation Guildhall London EC2P 2EJ
Steer project/proposal number	**Client contract/project number**
24398702	
Author/originator	**Reviewer/approver**
LUB	JDY
Other contributors	**Distribution**
ADY	Client: Kristian Turner Steer:
Version control/issue number	**Date**
1.0 Draft issued	03/05/23

steer

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001:2015

DRAFT Report
May 2023

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



City of London Corporation
24398702

steer

DRAFT Report
May 2023

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

Prepared by:

Steer
14-21 Rushworth Street
London SE1 0RB

+44 20 7910 5000
www.steergroup.com

Prepared for:

City of London Corporation
Guildhall
London EC2P 2EJ

24398702

Steer has prepared this material for City of London Corporation. This material may only be used within the context and scope for which Steer has prepared it and may not be relied upon in part or whole by any third party or be used for any other purpose. Any person choosing to use any part of this material without the express and written permission of Steer shall be deemed to confirm their agreement to indemnify Steer for all loss or damage resulting therefrom. Steer has prepared this material using professional practices and procedures using information available to it at the time and as such any new information could alter the validity of the results and conclusions made.

Contents

Figures

Tables

1 Introduction

Background

1.1 This Equality Impact assessment (EqIA) relates to the proposed improvements to Threadneedle Street and Old Broad Street, located within the City of London. An EqIA is a process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic as defined by the Equality Act 2010. This EqIA has been produced by the independent transport and infrastructure consultancy, **Steer**.

1.2 In the summer 2020, the City of London Corporation (CoL) provided more space for pedestrians to enable social distancing. These changes were implemented as traffic experiments under Experimental Traffic Orders (ETOs) so that they could monitor the impacts on residents, businesses, and street users.

1.3 The CoL is currently in the process of assessing the impact of these changes and deciding whether they should be made permanent. This EqIA provides an assessment of the potential disproportionate impacts between the existing ETO scheme and the proposed permanent scheme.

Scheme context

Existing scheme (ETO)

1.4 The existing ETO was introduced in summer 2020, and involved the following changes to the street:

- Implementation of one-way motor traffic flow on Threadneedle Street (westbound) and Old Broad Street (northbound)
- A contraflow cycle lane separated from motor vehicles by traffic wands set up along Threadneedle (eastbound) and Old Broad Street (southbound)
- Widening pavement on the northside of Threadneedle Street and at various locations along Old Broad Street
- Extension of loading bays on both streets

1.5 The proposed permanent scheme involves the following amendments to the existing ETO layout:

- Infill of areas where the pedestrian space had been widened, making it permanent
- New public space with seating and planting outside of no.33 Old Broad Street
- New street trees planted where possible
- Retention of the one-way motor traffic flow on Threadneedle Street, as well as the contraflow cycle lane

1.6 Drawings of the proposed changes are presented overleaf in Figure 1.1 and Figure 1.2.

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

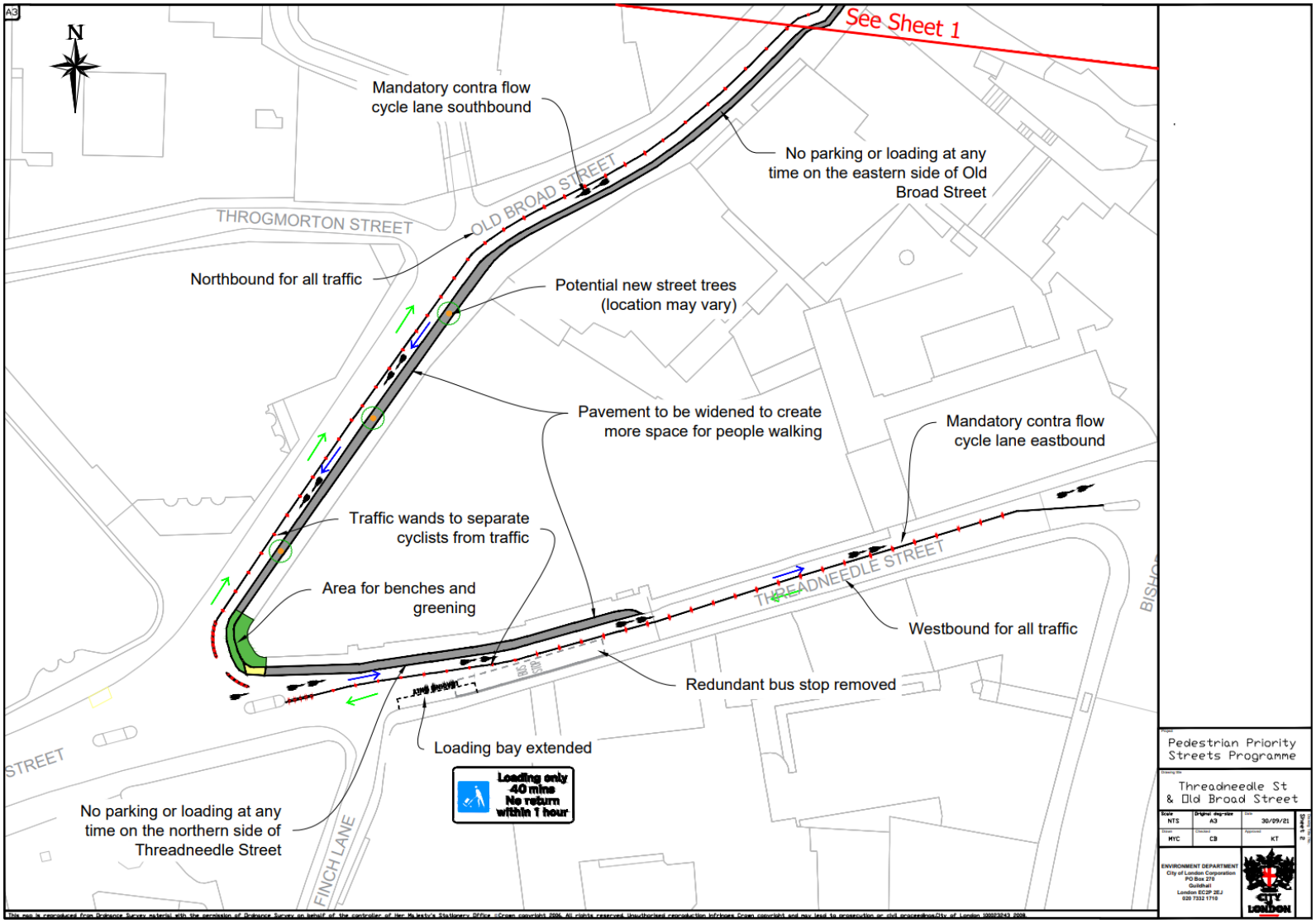
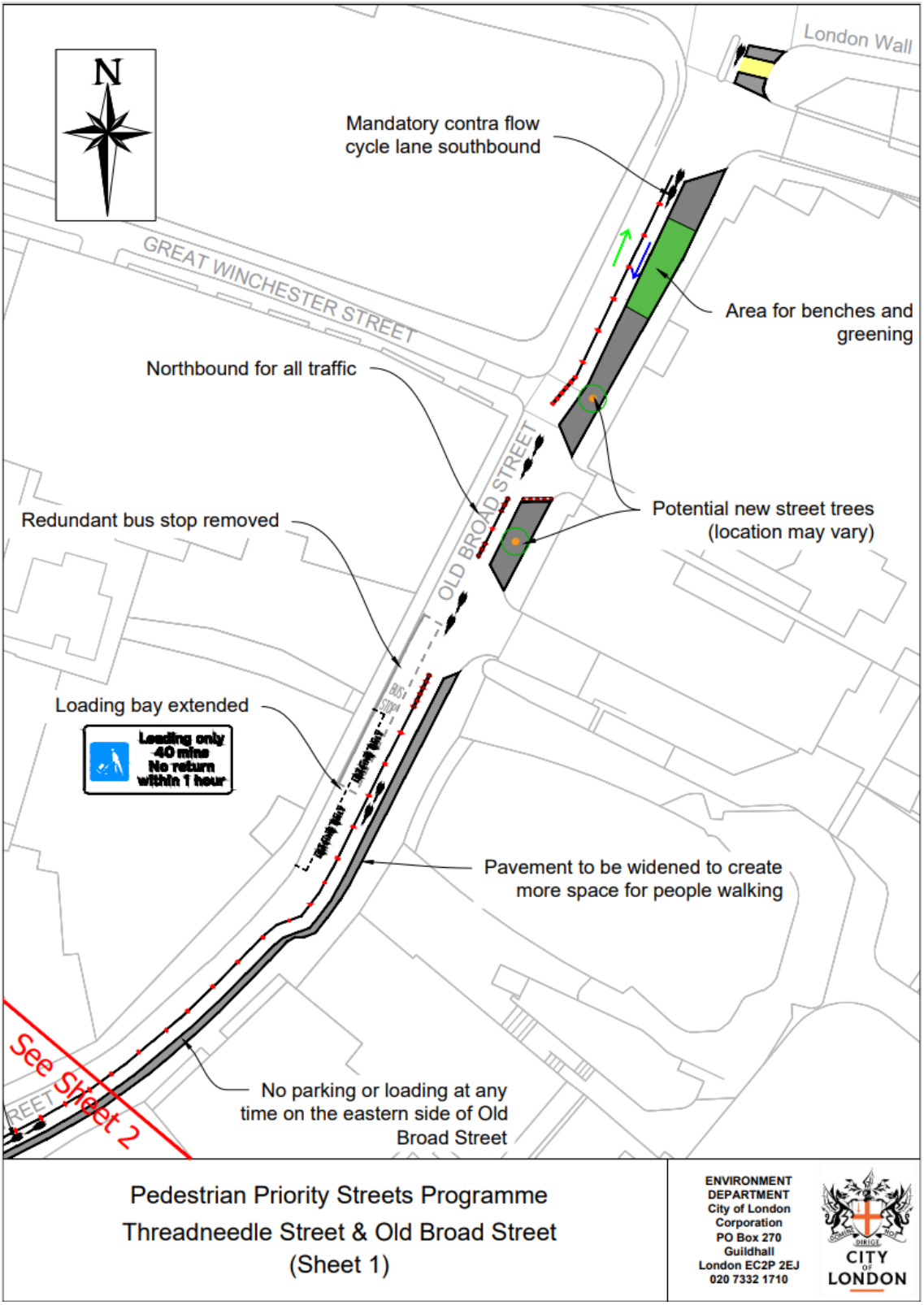


Figure 1.2: Proposed permanent scheme on Threadneedle Street and Old Broad Street



Assumed impact on transport and movement

1.7 The impacts identified throughout this EqIA are derived from the assumption that the proposed scheme will have the following impacts on transport and movement in the area:

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

2 Scoping

2.1 A scoping assessment has been undertaken to identify whether the proposed scheme could have a disproportionate impact on people with one or more protected characteristics.

2.2 “Disproportionate impact” means that groups of people who share a protected characteristic may be significantly more affected by a change than other people.

2.3 Protected characteristics are defined by the Equality Act 2010. The 'protection' refers to protection from discrimination. There are nine characteristics protected by the Equality Act:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

2.4 As the public realm scheme is aimed at making these streets more attractive to people walking and dwelling, as well as making them safer and less polluted, it is considered that the scheme is likely to impact people’s movement and experience of streets and spaces. Groups that have a significant intersection with movement and space, i.e., those that travel in distinguishably different ways, are most likely to be affected.

2.5 It is not considered that the ‘Gender reassignment’, ‘Sexual orientation’ or ‘Marriage and civil partnership’ protected characteristics have a significant intersection with movement and space. As such, they have not been included in the baseline data or the detailed analysis of equality impacts that follows.

2.6 This exercise considers both potential positive and negative impacts, and, where possible, provides evidence to explain how and why a group might be particularly affected. Table 2.1 provides a summary of the scoping assessment.

Table 2.1: Protected characteristics scoping

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

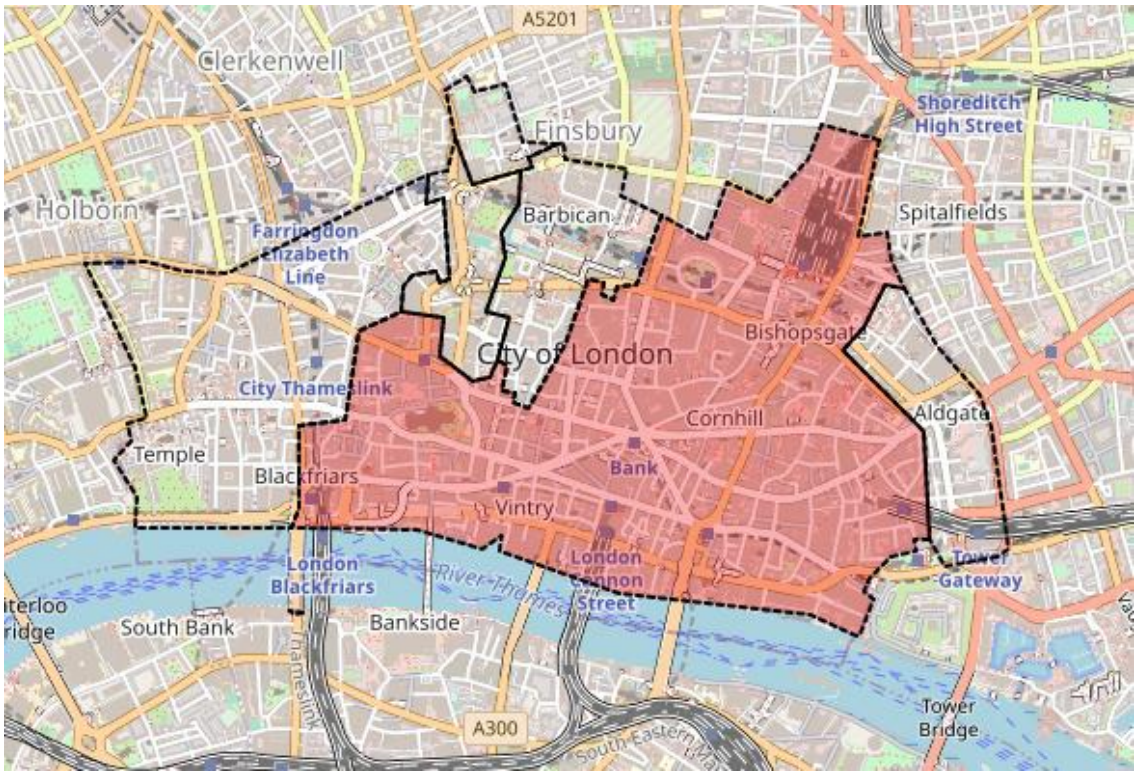
3 Data sources

3.1 For this assessment, information has been gathered about protected characteristics for the City of London 001F Lower Layer Super Output Area (LSOA), the City of London Middle Layer Super Output Area (MSOA) as well as data for London as a whole. The LSOA and MSOA are represented below in Figure 3.1 and Figure 3.2 respectively. Throughout this EqIA, this is referred to as 'the study area'.

3.2 The City of London is a small and densely populated area with high levels of walkability and numerous public transport stations. This means that any given street is likely to be used by people from across the City. Therefore, it is important to consider an area that is wider than the immediate surroundings of the scheme; this requirement is satisfied with the use of LSOA data. Data at the MSOA level is used as a substitute for LSOA data for specific data sets where no greater level of detail is provided.

3.3 London as a whole is included in the assessment to provide greater context to the data for residents living in the City of London.

Figure 3.1: City of London 001F LSOA



Source: Nomis 2022

Figure 3.2: City of London MSOA

Source: Nomis 2022

Data sources and limitations

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

3.5 While Census data is a useful tool for understanding and comparing travel characteristics of an area with another, it does have limitations; particularly that the 2011 dataset is dated, and even more so given the changes brought about by the Covid-19 pandemic. On the other hand, 2021 Census data is expected to have been influenced by alterations to ways of living and moving during the Covid-19 pandemic period. Where relevant 2021 Census data has been made available, it is used in this EqIA.

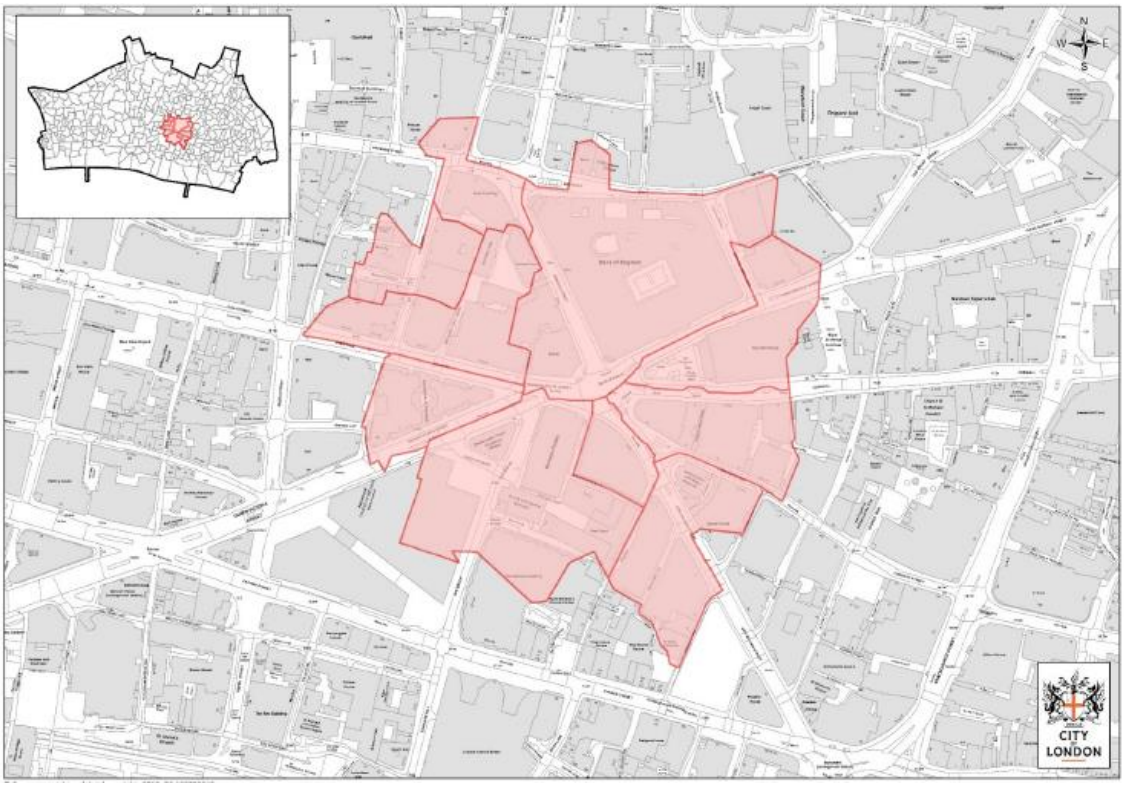
3.6 LTDS data provides granular data within the City of London, however it is not wholly representative of the wider population as it is calculated using sample sets and subsequently scaled up. Throughout this report, acknowledgement has been made where the sample size of LTDS data is particularly small.

4 Baseline

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

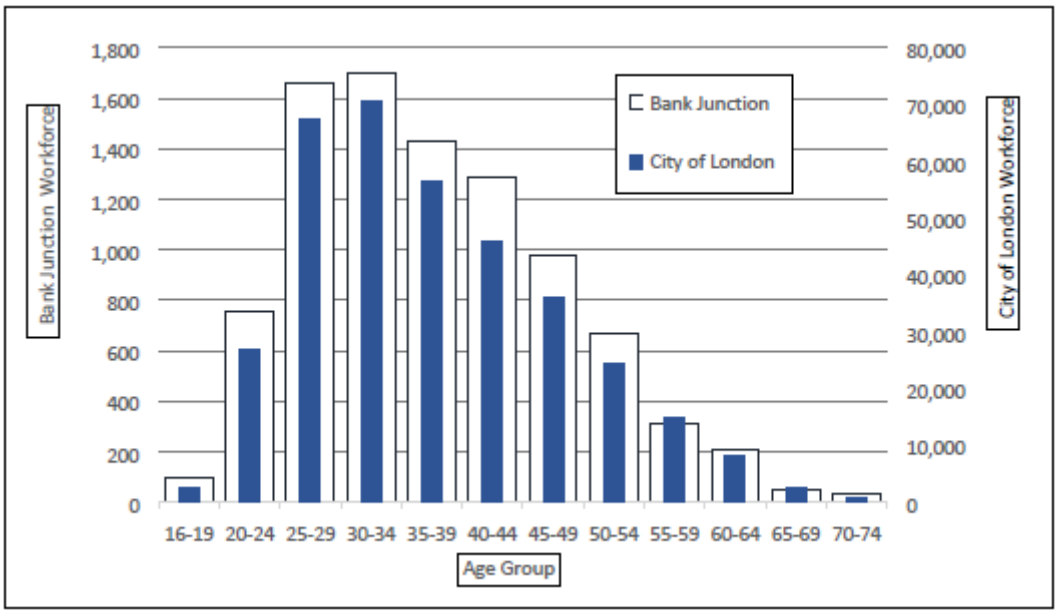
4.2 The workforce located within the Bank Junction Workplace Zone, as defined in the zone shown in Figure 4.1, amounts to 9,100 people. It can be seen in Figure 4.2 that the age profile for the Bank Junction Workplace Zone follows a similar trend to that of the City of London workforce, where the highest age group is those aged 30-34. The workforce in the Bank Junction Workplace Zone is lower when compared to those aged 55+ within the City.

Figure 4.1: Bank on Safety Workplace Zone



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

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



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

4.3 Office for National Statistics (ONS) mid-2019 estimates show an increase in the City of London residential population to 9,700 people while the 2018 workforce was estimated to be 522,000[1]. The City shows the highest workplace density out of all boroughs in Greater London with the primary land use in the City being offices, which make up more than 70% of all buildings. In absolute terms, the City has the second greatest workforce after the City of Westminster, with a gender split of 64% males and 36% females in 2019[2].

4.4 When compared to Greater London, the City of London has a higher proportion of professional occupations, associated professional and technical occupations, skilled trades occupations, and administrative and secretarial occupations. Professional and associate professional/technical occupations represent over half of occupations within the City.

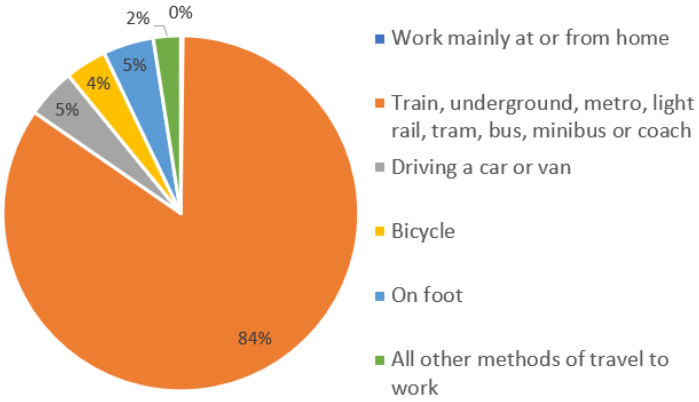
4.5 Census 2011 data shows that of those travelling to the City of London for work, 38% have trips of 10km or less. 36% of trips are between 10km and 30km, while 16% are within 30km and 50km and 9% are 60km or more. Overall, 84% of the workforce uses public transport to travel to the City of London for work, shown in Figure 4.3.

4.6 Please note that these figures may change significantly due to the change in working arrangements and patterns attributed to Covid-19, however the CoL can only act on the latest data available. Census 2021 data on workplace population is due to be released by the ONS in 'Spring 2023'.

[1] https://www.cityoflondon.gov.uk/supporting-businesses/economic-research/statistics-about-the-city

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

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



Source: 2011 Census

5 Age

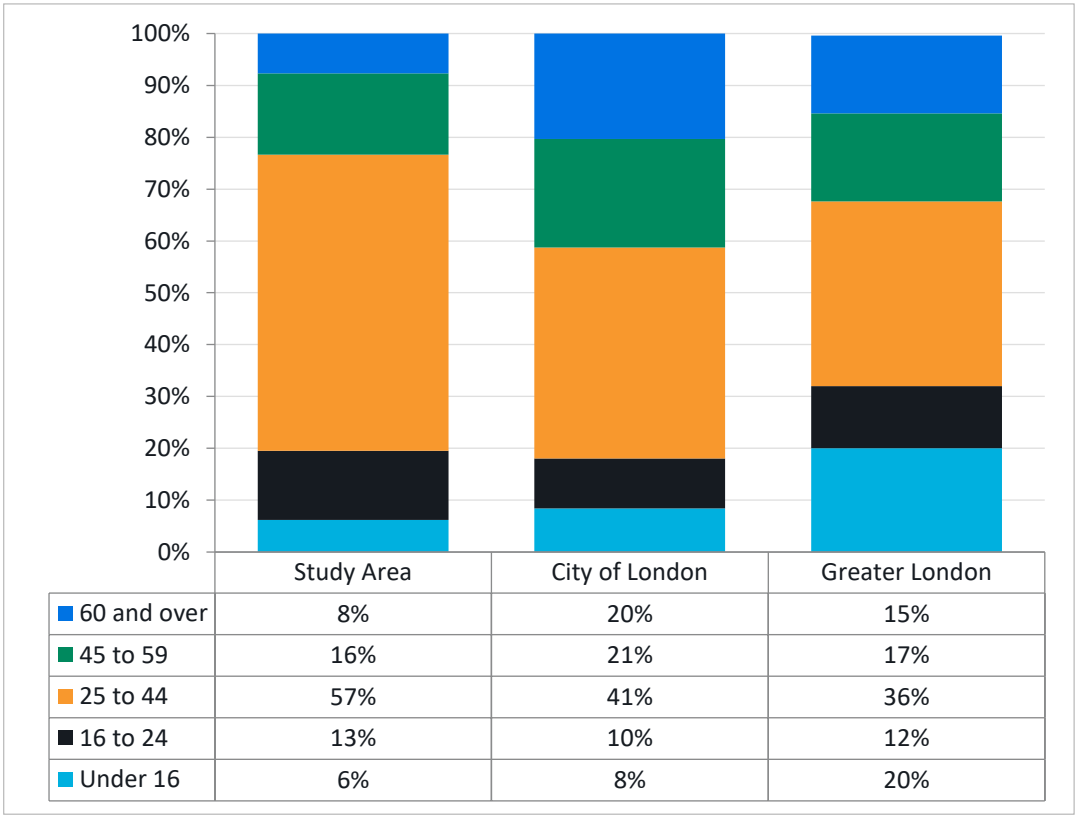
Definition according to the Equality Act 2010

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

Baseline equalities data

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

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



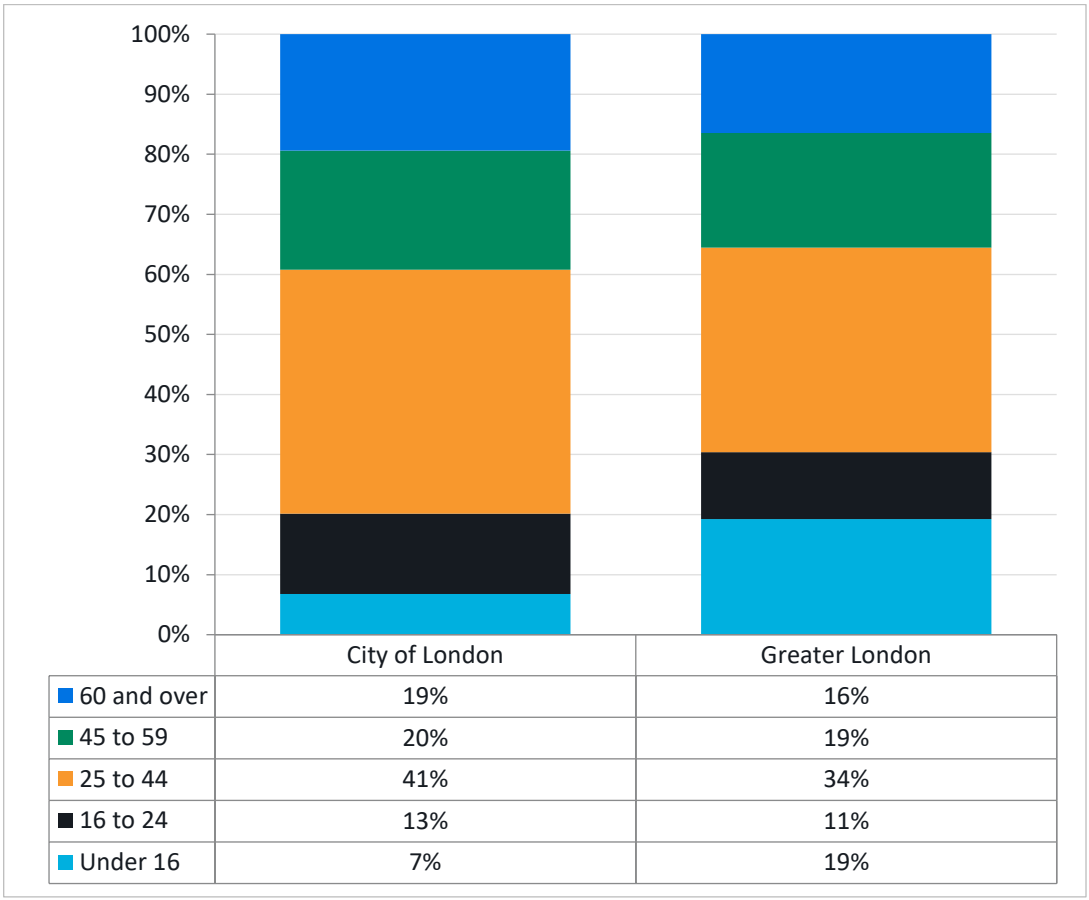
	Study Area	City of London	Greater London
60 and over	8%	20%	15%
45 to 59	16%	21%	17%
25 to 44	57%	41%	36%
16 to 24	13%	10%	12%
Under 16	6%	8%	20%

Source: Census 2011

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

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

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



	City of London	Greater London
60 and over	19%	16%
45 to 59	20%	19%
25 to 44	41%	34%
16 to 24	13%	11%
Under 16	7%	19%

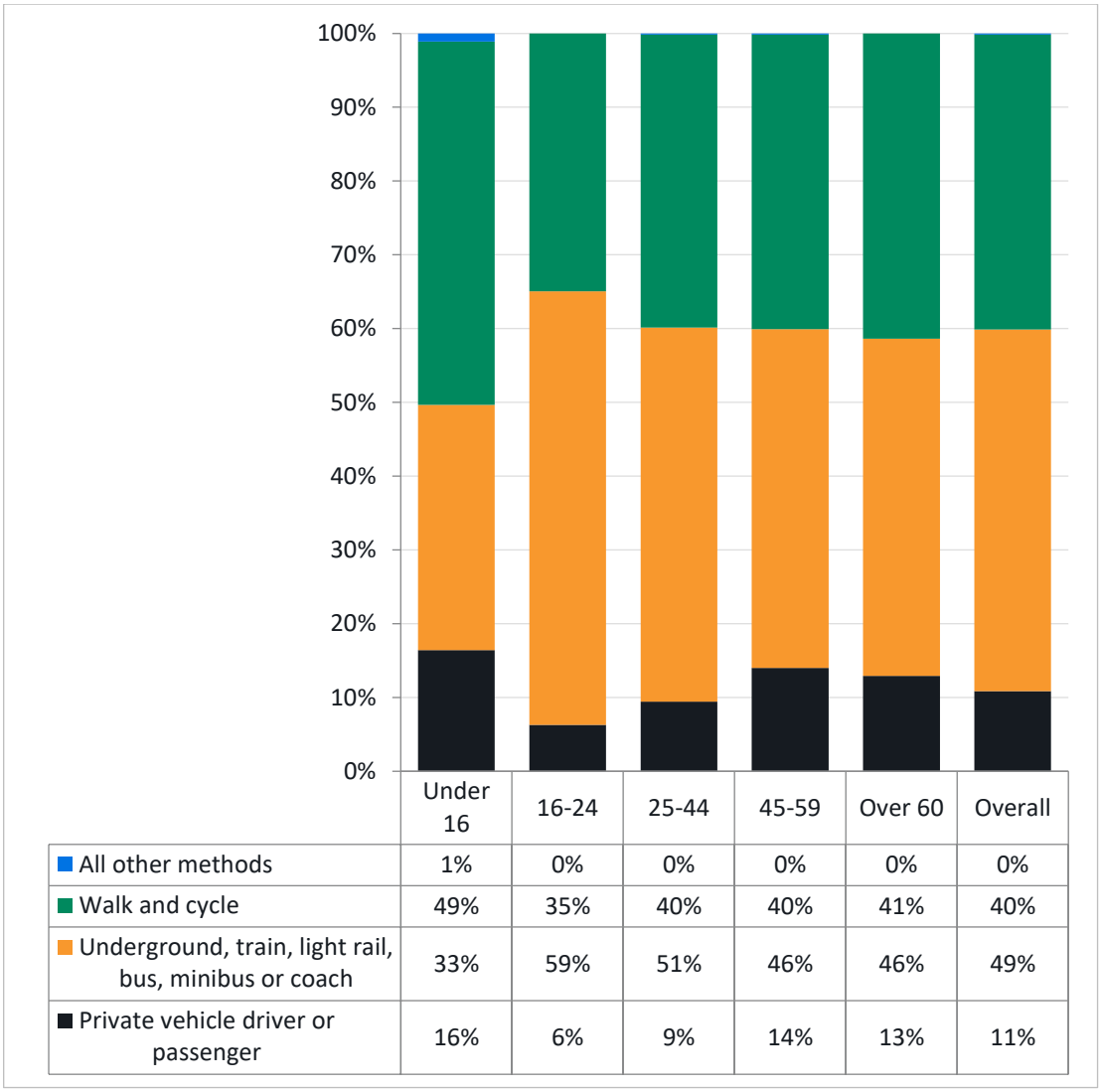
Source: Census 2021

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

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

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

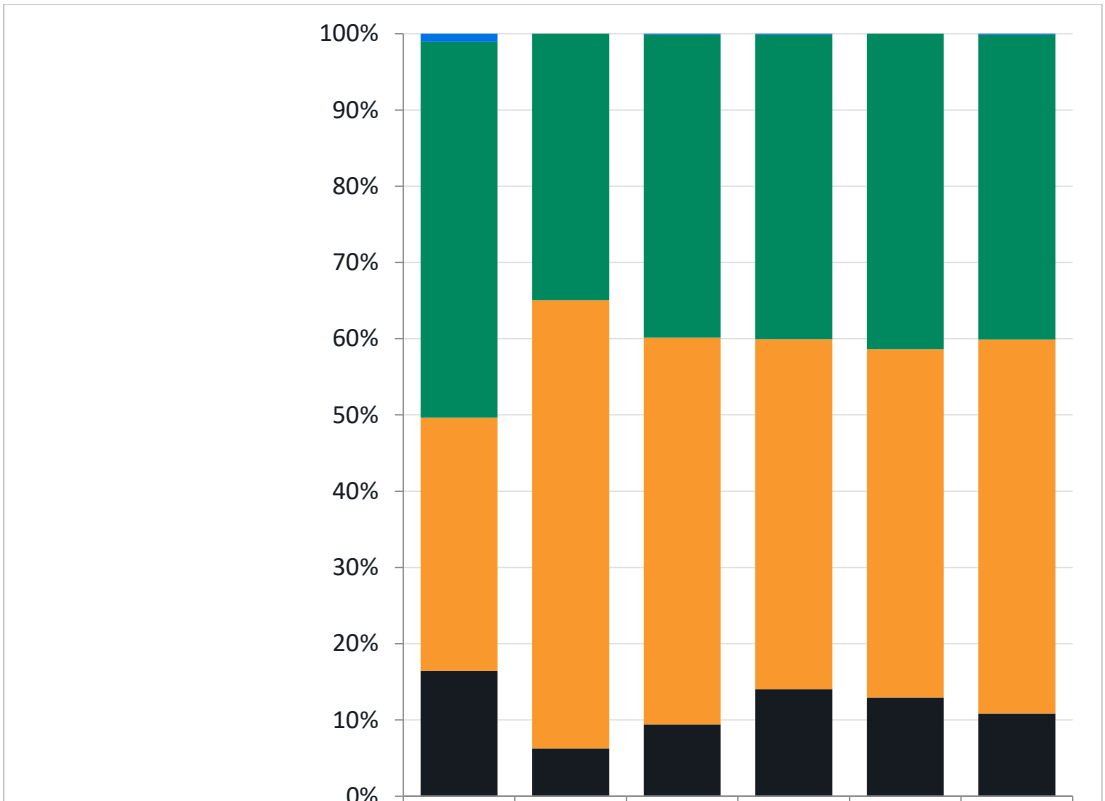
Figure 5.3: Mode share by age in City of London



	Under 16	16-24	25-44	45-59	Over 60	Overall
All other methods	1%	0%	0%	0%	0%	0%
Walk and cycle	49%	35%	40%	40%	41%	40%
Underground, train, light rail, bus, minibus or coach	33%	59%	51%	46%	46%	49%
Private vehicle driver or passenger	16%	6%	9%	14%	13%	11%

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

Figure 5.4: Mode share by age in Greater London



	Under 16	16-24	25-44	45-59	Over 60	Overall
All other methods	1%	0%	0%	0%	0%	0%
Walk and cycle	49%	35%	40%	40%	41%	40%
Underground, train, light rail, bus, minibus or coach	33%	59%	51%	46%	46%	49%
Private vehicle driver or passenger	16%	6%	9%	14%	13%	11%

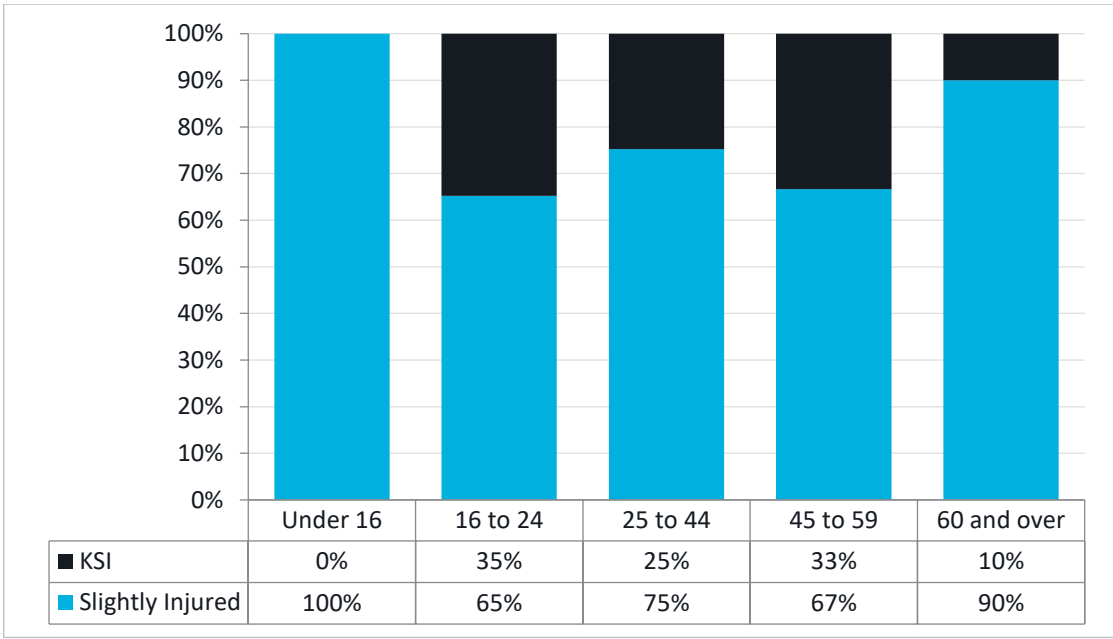
Source: LTDS average (2017/18, 2018/19, 2019/20)

5.7 Killed and Seriously Injured (KSIs) and Slightly Injured casualties by age category are shown in Figure 5.5 below. In total there were 42 KSIs and 115 Slightly Injured casualties in 2021.

5.8 Recorded KSIs are highest for the 16-24 age group (35 per cent) and the 45-59 age group (33 per cent). This indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.

5.9 Across the UK, 10-14 age group road accidents make up over 50 per cent of all external causes of death. Moreover, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population.

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



	Under 16	16 to 24	25 to 44	45 to 59	60 and over
KSI	0%	35%	25%	33%	10%
Slightly Injured	100%	65%	75%	67%	90%

Source: STATS19, 2021

Impact assessment

Potential disproportionately positive impacts

- **Walking environment:** The proposed widened and improved footways along the south side of Old Broad Street and north side of Threadneedle Street will provide people with additional comfort when making trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest.
- This is likely to disproportionately benefit older people, as they are more likely to live with mobility impairments due to aging, and increased space for walking is likely to create a more comfortable and pleasant environment. This will also disproportionately benefit younger people, specifically those aged under-16 who have the highest mode share for walking and cycling (39 per cent).
- The proposals include the removal of the temporary extensions to the footway on the eastern side consisting of painted white lines in the carriageway and wands offering protection from traffic. They will be replaced with a new at-grade extension of the footway which will remove the need to step down a kerb. This will ensure that the full extent of the pedestrian space/footway is accessible for all users.
- **Cycling provision:** Younger people in the CoL are more likely than any other age group to walk and cycle, with 39 per cent of under-16s being the highest mode share of any age group. As such, young people are likely to disproportionately benefit from the retention of the segregated contraflow cycle lanes on both Old Broad Street and Threadneedle Street. Making these changes permanent will lock in the benefits of protecting people cycling from motor traffic.
- **Road safety:** The continued restriction to motorised vehicle traffic combined with widened footways and a protected cycle lane is likely to lead to a safer environment for those walking and cycling along both Old Broad Street and Threadneedle Street. Younger people aged 16 to 24 are more likely to be killed or seriously injured (35 per cent) than

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

- **Crossing the street:** The increased footway width and reduced carriageway width reduces the distance of crossing the road. This will particularly benefit older people who are more likely to require more time to cross the road due to mobility impairments brought on by age.
- **Places to sit and rest**: Providing spaces where people can take a break during their journey can enable older people to make longer journeys on foot, as they are more likely than other age groups to require a rest. As such, the introduction of new seating outside No.33 Old Broad Street is likely to disproportionately benefit older people.

Potential disproportionately negative impacts

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

Recommended mitigating actions

- **Accessibility:** Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps and dropped kerbs are provided. Furthermore, with the introduction of street trees, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.
- **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.

6 Disability

Definition according to the Equality Act 2010

1. A person (P) has a disability if:

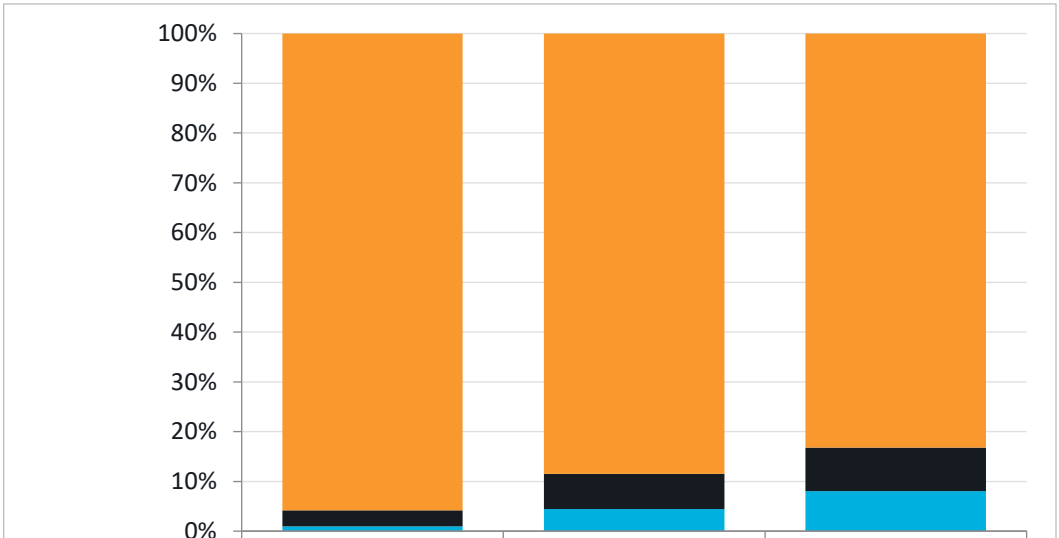
   a. P has a physical or mental impairment, and
   b. the impairment has a substantial and long-term adverse effect on P's ability to carry out normal day-to-day activities.

Baseline equalities data

6.1 In the study area, Census 2011 data shows that 96 per cent of residents feel that they have no physical or mental impairments affective their daily activities (Figure 6.1). This is notably higher than both in the City (89 per cent) and Greater London (83 per cent).

6.2 The number of residents in the study area for whom daily activities are 'limited a lot' account for 1 per cent of the population, compared to 8 per cent for Greater London. Further 3 per cent of residents is the study area said they were 'limited a little', compared to 9 per cent for Greater London.

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

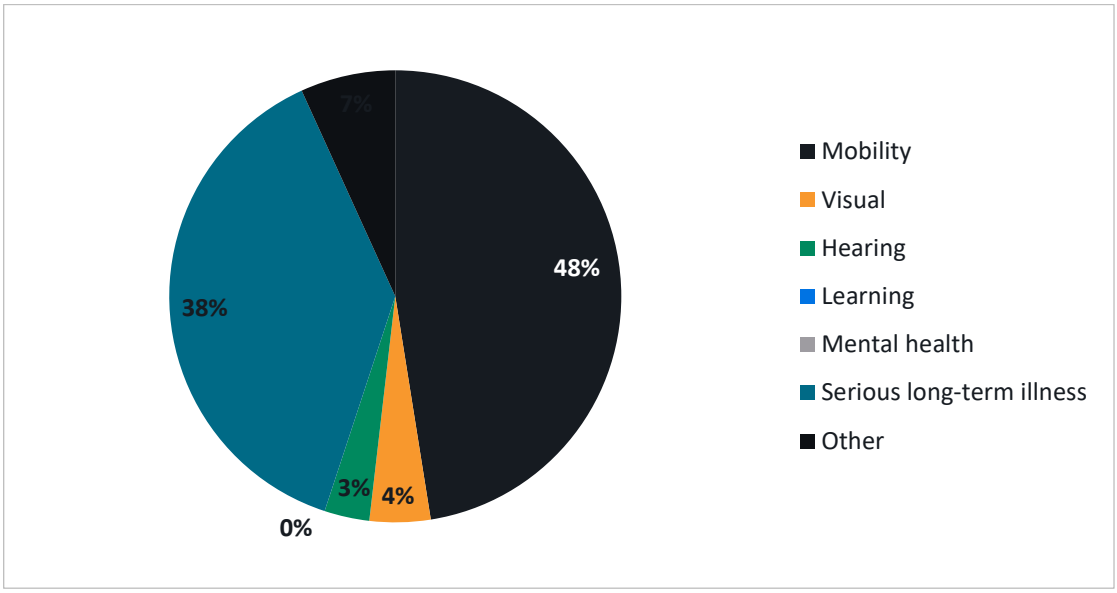


	Study Area	City of London	Greater London
Not limited	96%	89%	83%
Limited a little	3%	7%	9%
Limited a lot	1%	4%	8%

Source: Census 2011

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

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

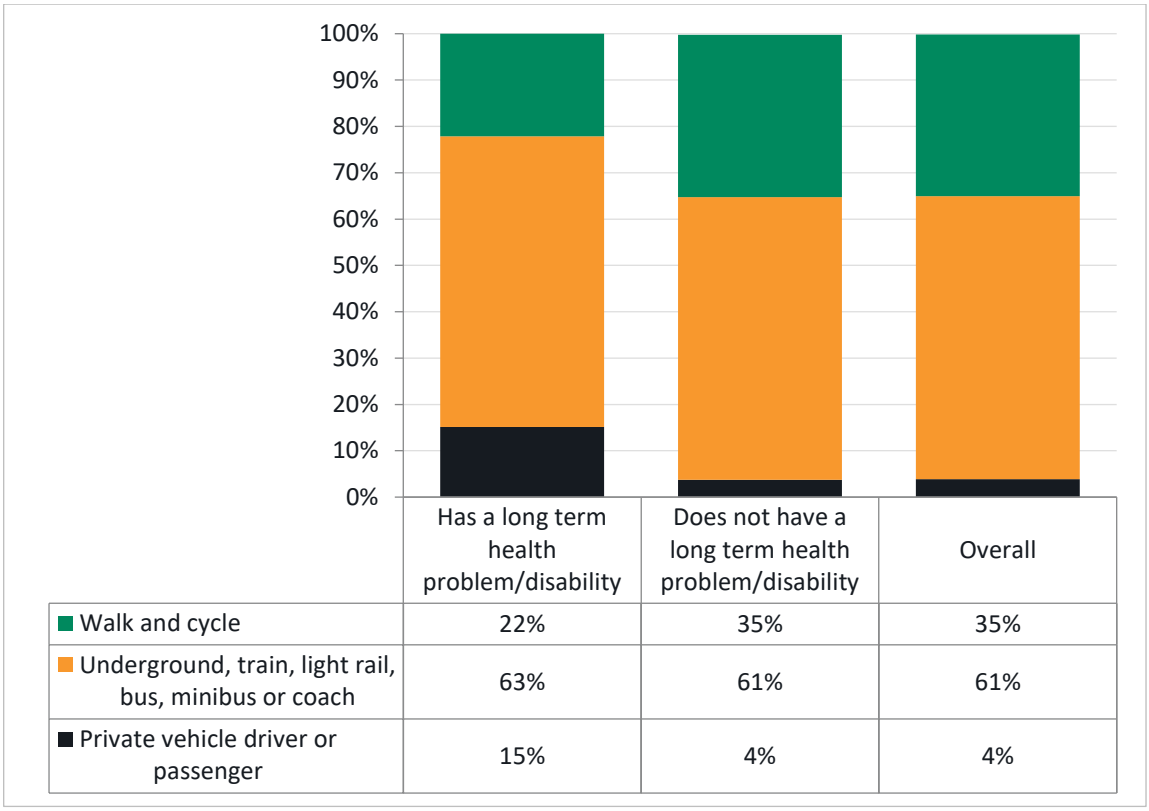


Source: LTDS average (2017/18, 2018/19, 2019/20)

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

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

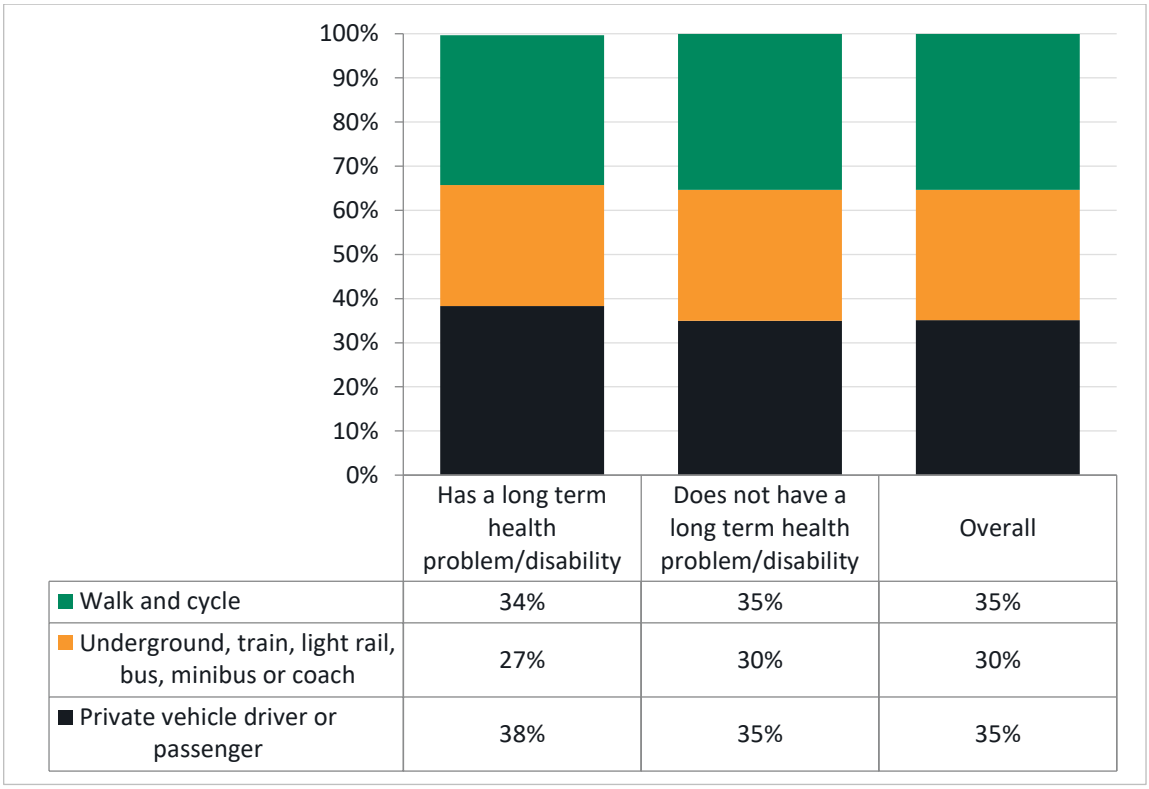
Figure 6.3: Mode share of those with a long-term health problem or disability in City of London



	Has a long term health problem/disability	Does not have a long term health problem/disability	Overall
Walk and cycle	22%	35%	35%
Underground, train, light rail, bus, minibus or coach	63%	61%	61%
Private vehicle driver or passenger	15%	4%	4%

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

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



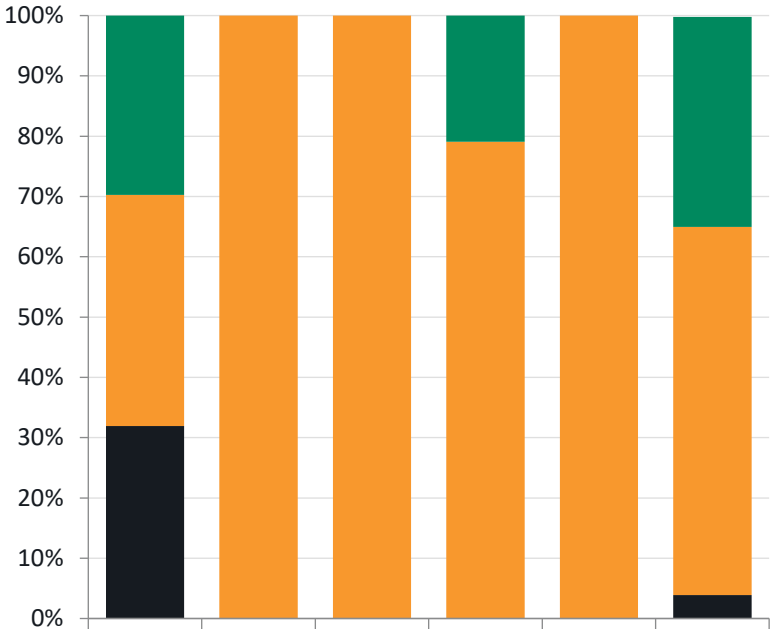
	Has a long term health problem/disability	Does not have a long term health problem/disability	Overall
Walk and cycle	34%	35%	35%
Underground, train, light rail, bus, minibus or coach	27%	30%	30%
Private vehicle driver or passenger	38%	35%	35%

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

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

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

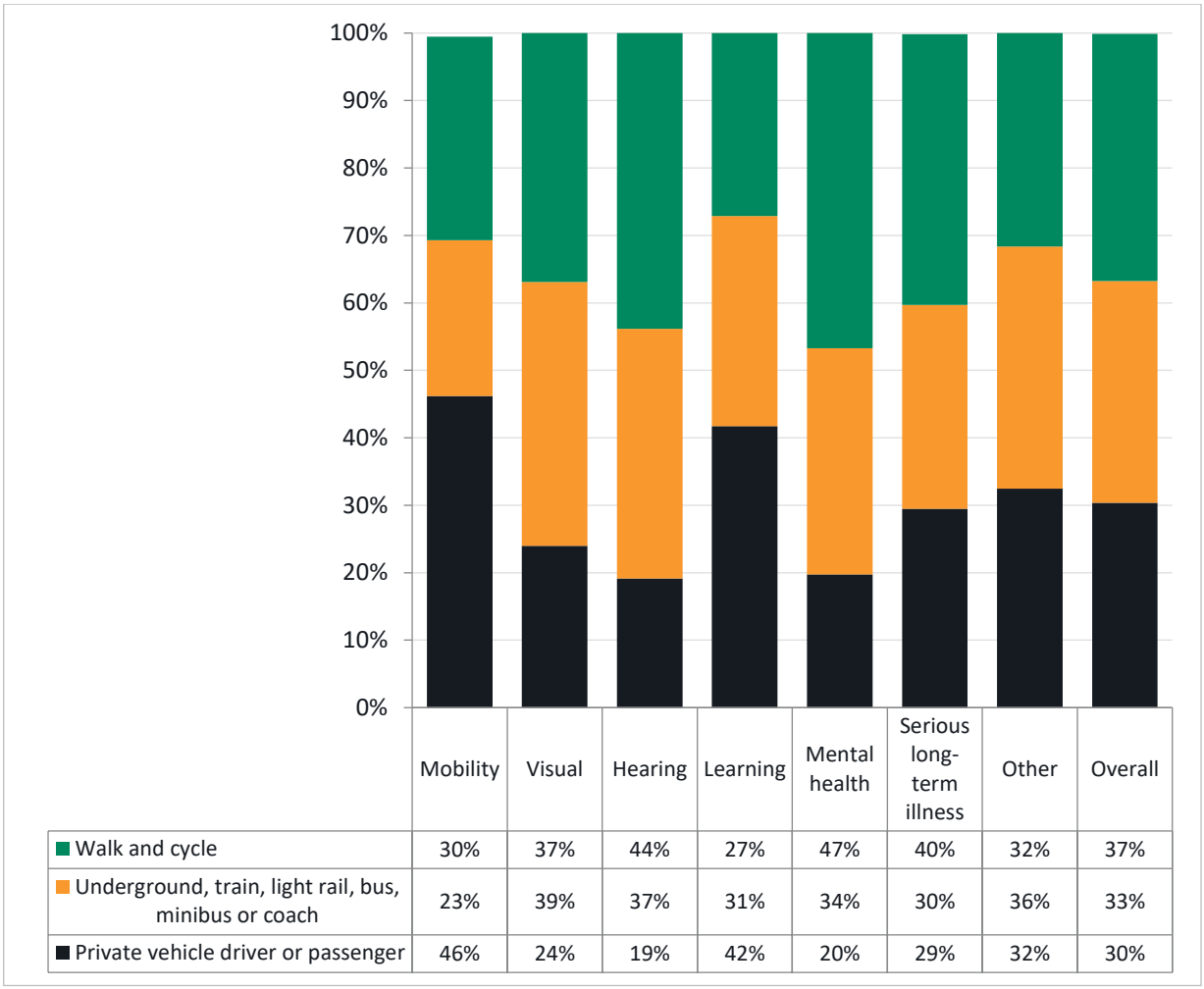
Figure 6.5: Mode share of those with a specific impairment affecting daily travel in City of London



	Mobility	Visual	Hearing	Serious long-term illness	Other	Overall
Walk and cycle	30%	0%	0%	21%	0%	35%
Underground, train, light rail, bus, minibus or coach	38%	100%	100%	79%	100%	61%
Private vehicle driver or passenger	32%	0%	0%	0%	0%	4%

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

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



	Mobility	Visual	Hearing	Learning	Mental health	Serious long-term illness	Other	Overall
Walk and cycle	30%	37%	44%	27%	47%	40%	32%	37%
Underground, train, light rail, bus, minibus or coach	23%	39%	37%	31%	34%	30%	36%	33%
Private vehicle driver or passenger	46%	24%	19%	42%	20%	29%	32%	30%

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

6.8 Focusing on disabled cyclists, the Wheels for Wellbeing annual survey (2019/20)[3] showed that 65 per cent of disabled cyclists use their cycle as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists' cycle for work or to commute to work and many found that cycling improves their mental and physical health.

6.9 Inaccessible cycle infrastructure was found to be the biggest barrier to cycling, followed by the prohibitive cost of adaptive cycles and the absence of legal recognition of the fact that cycles are mobility aids on par with wheelchairs and mobility scooters. These results are presented on a national level, yet it should be noted that the data is based on a small sample and results should be taken as an indication only.

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

Impact assessment

Potential disproportionately positive impacts

- **Walking environment:** The proposals include the removal of the temporary extensions to the footways on the south side of Old Broad Street and north side of Threadneedle Street consisting of painted white lines in the carriageway and wands to protect from traffic. They will be replaced by a new at-grade extension of the footway which will remove the need to step down a kerb to use the extension. This will ensure that the footway is accessible to all. This is likely to disproportionately benefit people with mobility impairments as increased space for walking is likely to create a more comfortable and pleasant environment.
- **Road safety:** The continued restrictions for motor vehicle traffic combined with widened footways and a protected contraflow cycle lane are likely to lead to a safer environment for those walking and cycling along both Old Broad Street and Threadneedle Street.
- The Wheels for Wellbeing annual survey (2019/20)[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. Therefore, any improvements of real or perceived road safety on Old Broad Street and Threadneedle Street are likely to disproportionately benefit this group.
- **Crossing the street:** The increased footway width and reduced carriageway width reduces the distance of crossing the road. This will particularly benefit people who have physical or mental impairment that necessitate more time to cross the road.
- **Places to sit and rest**: The introduction of new seating outside No.33 Old Broad Street is likely to disproportionately benefit people with mobility impairments who may be more likely to need to stop and rest as part of their journeys.

Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining the one-way system for motor traffic on both streets is likely to lead to longer journey times for people travelling by car or taxi. Private cars can be essential mobility aids for people who live with impairments which prevent them using alternative modes of transport. It should also be noted that this is specific to direction of journeys, with southbound traffic towards Old Broad Street and eastbound traffic towards Threadneedle Street likely to be impacted. However, this impact will not be felt by northbound and westbound traffic, respectively.
- In the CoL, groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private vehicles and are therefore likely to be disproportionately negatively impacted. Travelling can also be uncomfortable for some people (for example, those who live with anxiety, or those who require quick access to toilets), therefore extended journey times could exacerbate this issue.
- It is important to recognise however that the number of people affected in this way is likely to be limited, and this permanent scheme does not exacerbate the issue, it only retains the change brought in by the ETO in 2020.

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

- It is worth noting that while the journey time and traffic congestion impacts of this scheme are likely to be relatively minor, impacts need to be considered holistically across all Pedestrian Priority Streets interventions. These schemes, taken together, may create more significant impacts to journey times.
- **Door-to-door access:** Those who are reliant on door-to-door access, and who previously may have relied upon regular access to taxis, are likely to continue to be impacted by the restriction to dropping off at some addresses. This is likely to disproportionately impact people with mobility impairments as increased walking distances may add stress and difficult to their journeys. Maximum walking distance from drop-off locations to addresses on Old Broad Street and Threadneedle Street will be 170 metres.
- It is important to recognise that this scheme only makes permanent the existing restrictions, rather than exacerbating them.

Recommended mitigating actions

- **Accessibility:** Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of street trees, pedestrian comfort levels should be assessed to establish whether their inclusion would materially impact on the walking environment.
- **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.

7 Pregnancy and maternity

Definition according to the Equality Act 2010

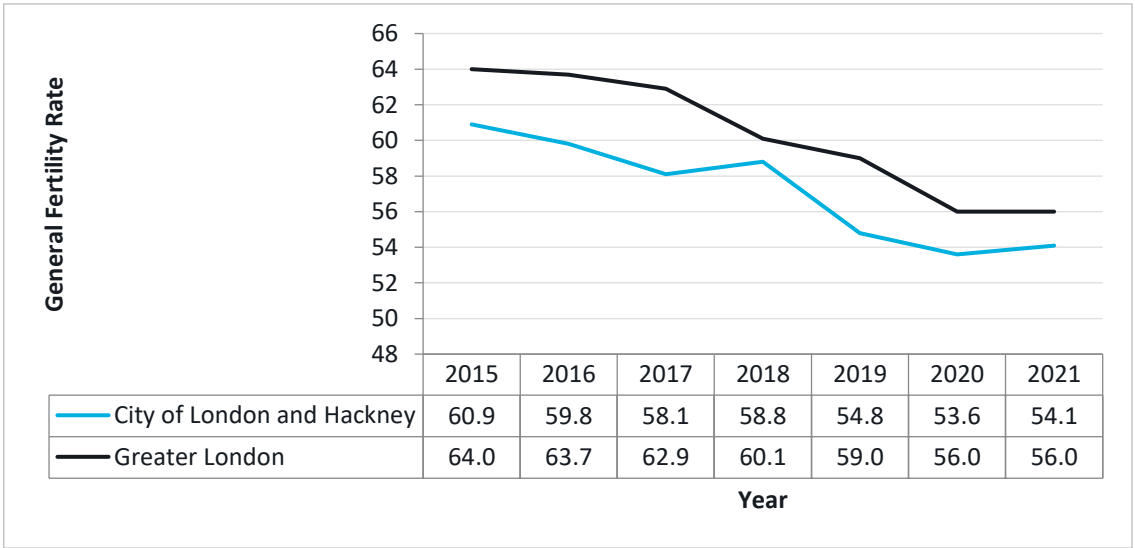
7.1 As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after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

Baseline equalities data

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

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

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



	2015	2016	2017	2018	2019	2020	2021
City of London and Hackney	60.9	59.8	58.1	58.8	54.8	53.6	54.1
Greater London	64.0	63.7	62.9	60.1	59.0	56.0	56.0

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**

Impact assessment

Potential disproportionately positive impacts

- **Walking environment:** The proposed widened and improved footways along the south side of Old Broad Street and north side of Threadneedle Street will provide people with additional comfort when making trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest. This includes the remove of the temporary extensions to the footway, consisting of painted lines in the carriage way and wands to protect from traffic, and the creation of a new kerb line to replace this. This removes the requirement to be able to step down a kerb to use the footway extension, and ensures the space is accessible for all.
- This will create a safer environment, particularly important for pregnant people and mothers with new-born children. Improvements to footways, including widening and resurfacing will create more even and smooth surfaces on which to walk, improving overall journey experience.
- **Crossing the street:** The increased footway width and reduced carriageway width reduces the distance of crossing the road. This may disproportionately positively impact pregnant people, or mothers with new-born children, who may feel less confident or more vulnerable when crossing the street.
- **Places to sit and rest**: The introduction of new seating outside No.33 Old Broad Street is likely to disproportionately benefit pregnant people and mothers with new-born children who may be more likely to need to stop and rest as part of their journeys.

Potential disproportionately negative impacts

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

Recommended mitigating actions

- **Accessibility:** Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of street trees, pedestrian comfort levels should be assessed to establish whether their inclusion would materially impact to the walking environment.

8 Race

Definition according to the Equality Act 2010

1. Race includes:

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

2. In relation to the protected characteristic of race -

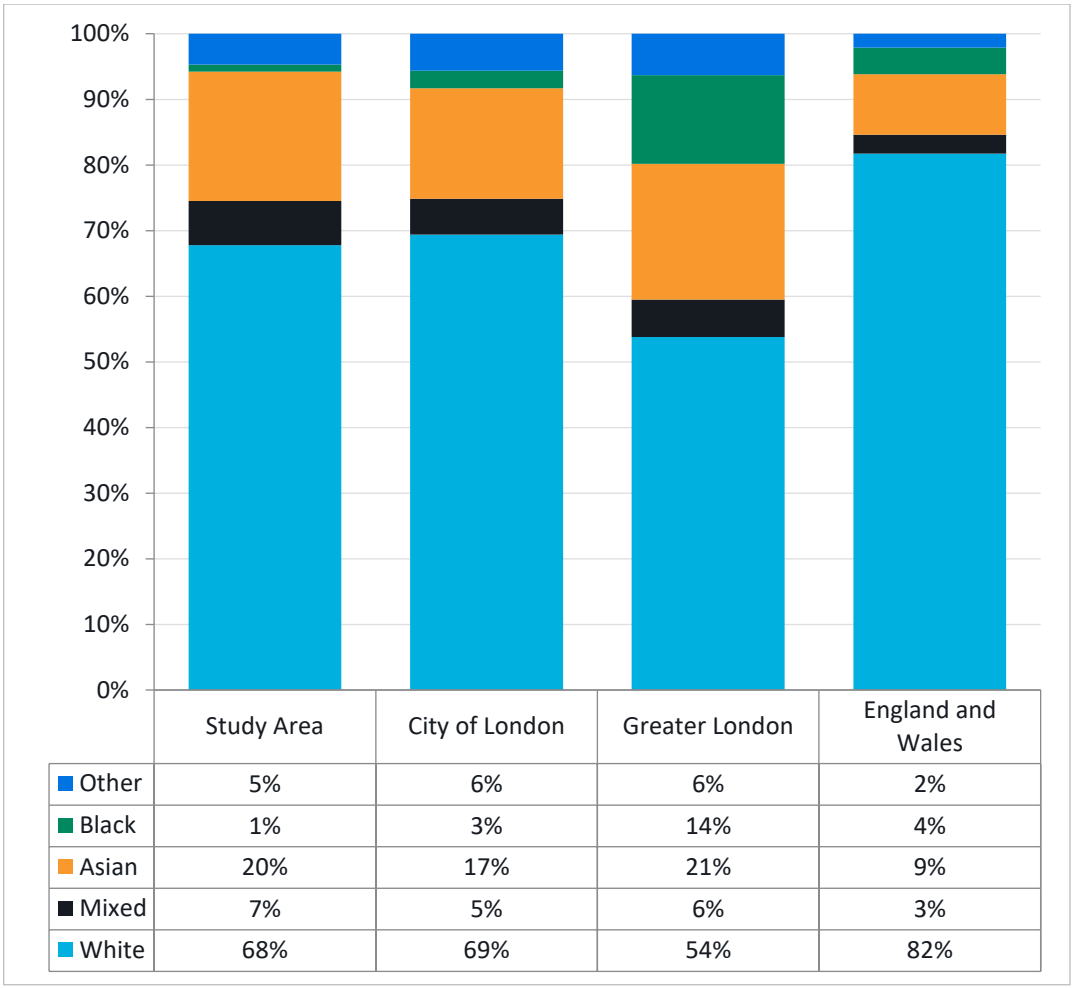
    a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
    b. a reference to persons who share a protected characteristic is a reference to persons of the same racial group.

Baseline equalities data

6.5 Figure 8.1 presents the population of the study area and City of London by ethnicity. Based on Census 2021 data, 69 per cent of the borough's population is 'White', making it the most common ethnicity. This is much higher than the Greater London average share of 54 per cent. The second most common ethnicity is 'Asian' making up 17 per cent and 20 per cent of the residential population in the borough and study area respectively.

6.6 14 per cent of residents in Greater London are 'Black', compared to only 1 per cent of residents in the study area. In the study area, 7 per cent identify as 'Mixed', which is a greater share compared to in the borough, Greater London and at a national level.

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



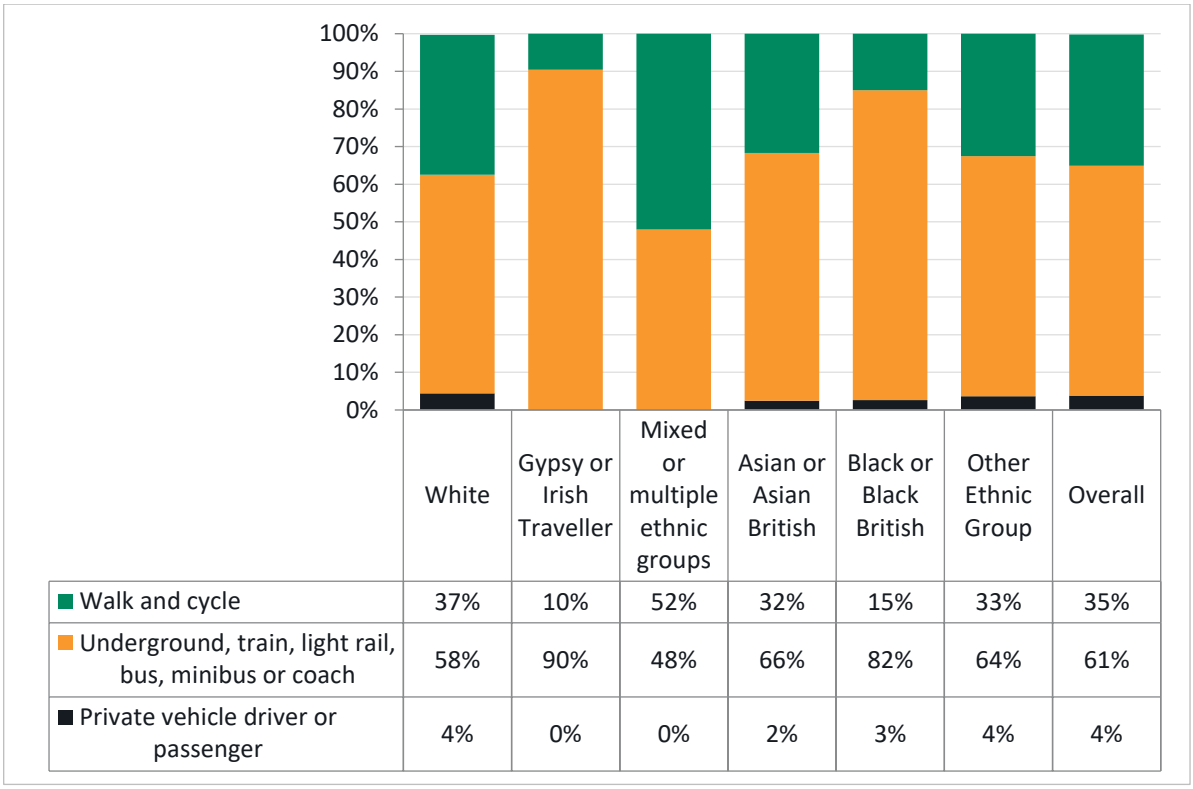
	Study Area	City of London	Greater London	England and Wales
Other	5%	6%	6%	2%
Black	1%	3%	14%	4%
Asian	20%	17%	21%	9%
Mixed	7%	5%	6%	3%
White	68%	69%	54%	82%

Source: Census 2021

6.7 Based on usual travel modes from the LTDS data presented in Figure 8.2, in City of London, 'Mixed or multiple ethnic groups' are most likely to walk and cycle (52 per cent) and least likely to use public transport (48 per cent). Across ethnic groups, car usage is either a very small proportion, at most 4 per cent, or not a part of the mode share.

6.8 Overall, in City of London, levels of car use are lower across all ethnicities compared to the London average (Figure 8.3), while levels of public transport use are higher. While 'Asian or Asian British' residents are most likely to use the car in London, this is not the case for City of London, where only 2 per cent say they use the car. 'Black or Black British' residents are most likely (41 per cent) to use public transport in London, and they are second most likely to (82 per cent) in City of London.

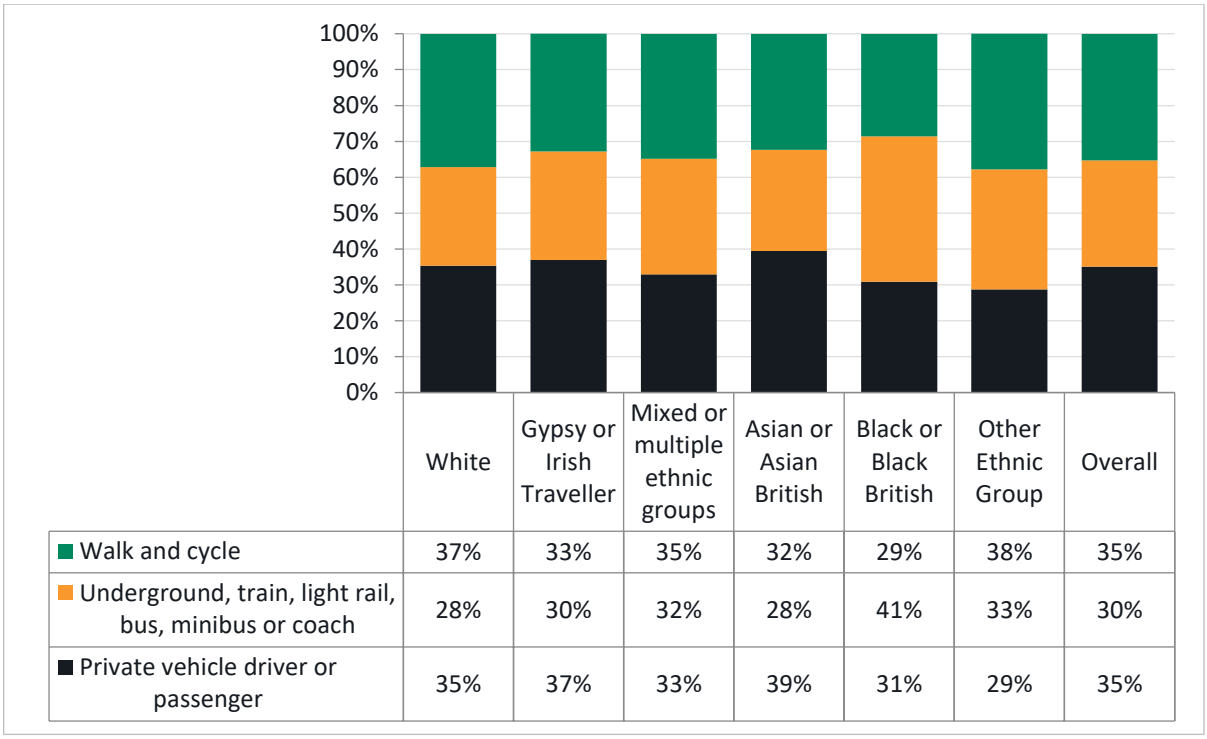
Figure 8.2: Mode share by ethnicity in City of London



	White	Gypsy or Irish Traveller	Mixed or multiple ethnic groups	Asian or Asian British	Black or Black British	Other Ethnic Group	Overall
Walk and cycle	37%	10%	52%	32%	15%	33%	35%
Underground, train, light rail, bus, minibus or coach	58%	90%	48%	66%	82%	64%	61%
Private vehicle driver or passenger	4%	0%	0%	2%	3%	4%	4%

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

Figure 8.3: Mode share by ethnicity in London



	White	Gypsy or Irish Traveller	Mixed or multiple ethnic groups	Asian or Asian British	Black or Black British	Other Ethnic Group	Overall
Walk and cycle	37%	33%	35%	32%	29%	38%	35%
Underground, train, light rail, bus, minibus or coach	28%	30%	32%	28%	41%	33%	30%
Private vehicle driver or passenger	35%	37%	33%	39%	31%	29%	35%

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

Impact assessment

Potential disproportionately positive impacts

- **Walking environment:** The proposed widened and improved footways along the south side of Old Broad Street and north side of Threadneedle Street will provide people with additional comfort when making trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest.
- This will create a safer environment and is likely to disproportionately benefit 'Mixed and multiple ethnic groups' who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.
- **Crossing the street:** The increased footway width and reduced carriageway width reduces the distance of crossing the road. This will create a safer and more attractive walking environment and is likely to disproportionately benefit 'Mixed or multiple ethnic groups' who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.
- **Cycling provision:** 'Mixed or multiple ethnic groups' in the CoL are more likely than any other group to use active transport (52 per cent). As a result, they are likely to disproportionately benefit from the retention of the segregated contraflow cycle lanes on both Old Broad Street and Threadneedle Street. Making these changes permanent will lock in the benefits of protecting people cycling from motor traffic.

Potential disproportionately negative impacts

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

9 Religion or belief

Definition according to the Equality Act 2010

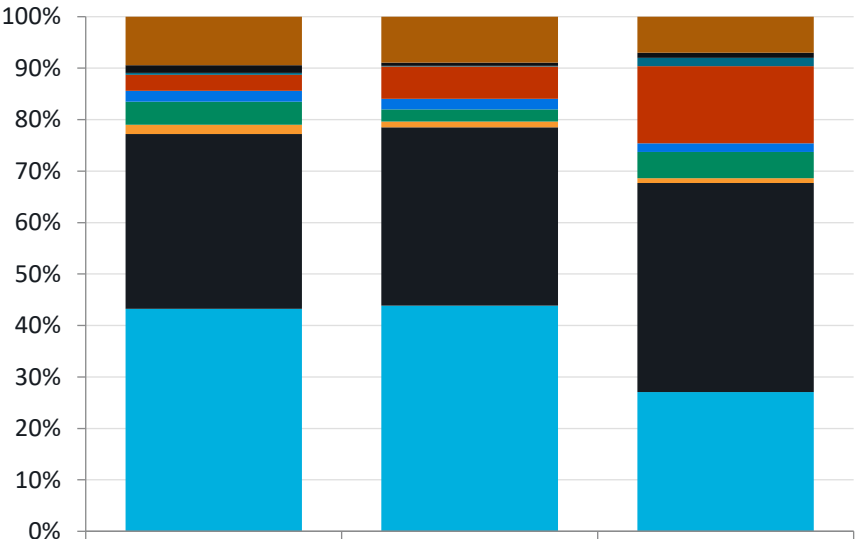
1. Religion means any religion and a reference to religion includes a reference to a lack of religion.
2. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.
3. In relation to the protected characteristic of religion or belief:
    a.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

Baseline equalities data

9.1 Census 2021 data on religion in the study area, City of London, and Greater London is presented in Figure 9.1. Nearly half (43 per cent) of the population in the study area and in the City of London (44 per cent) selected 'no religion', compared to a substantially smaller proportion (27 per cent) in Greater London.

9.2 Over a third of residents (34 per cent) in the study area identified as Christian, compared to 41 per cent in Greater London. 3 per cent of residents in the study area identified as Muslim, compared to slightly more (6 per cent) in City of London. 4 per cent of the population in the study area identified as Hindu, with a slightly smaller proportion (2 per cent) in the City of London.

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



	Study Area	City of London	Greater London
Not answered	9%	9%	7%
Other religion	1%	1%	1%
Sikh	0%	0%	2%
Muslim	3%	6%	15%
Jewish	2%	2%	2%
Hindu	4%	2%	5%
Buddhist	2%	1%	1%
Christian	34%	35%	41%
No religion	43%	44%	27%

Source: Census 2021

Impact assessment

Potential disproportionately positive impacts

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

Potential disproportionately negative impacts

- **Restricting car usage:** The restrictions for private vehicle traffic may increase journey times for some worshipers who drive to their place of worship. For those unable to take an alternative method of transport, this may cause a disproportionately negative impact.
- It is important to recognise however that this permanent scheme is only retaining the change brought in by the ETO in 2020.

Recommended mitigating actions

- **Engagement with places of worship:** There are several places of worship in close proximity to Old Broad Street and Threadneedle Street, including the Dutch Church on Austin Friars. It is recommended that these places of worship are actively engaged with to establish whether there have been any disproportionate impacts caused by the ETO scheme, and to review the specific needs of their religious community.

10 Sex

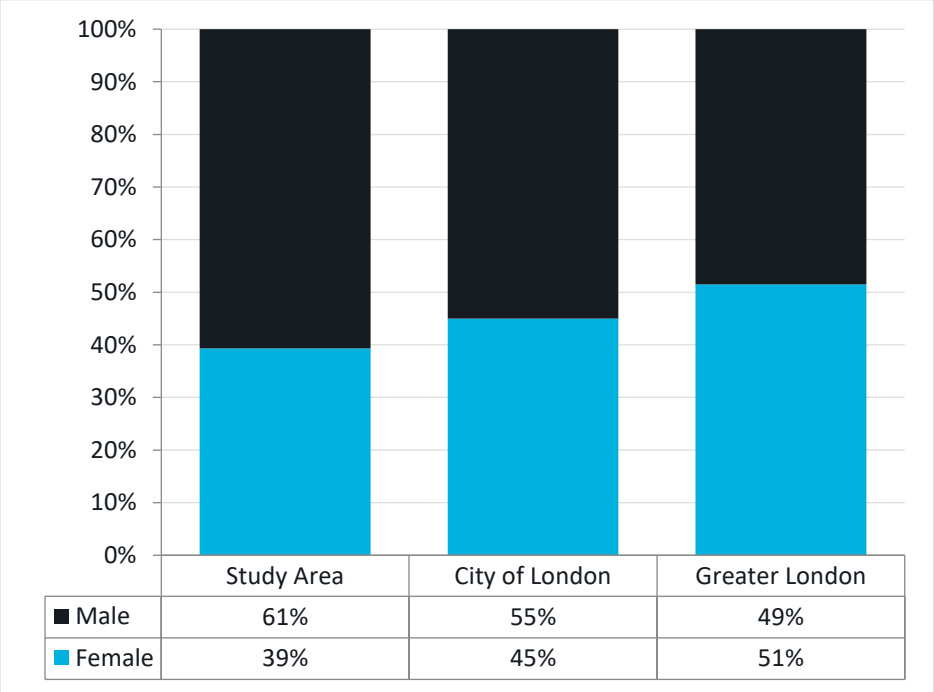
Definition according to the Equality Act 2010

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

Baseline equalities data

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

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



	Study Area	City of London	Greater London
Male	61%	55%	49%
Female	39%	45%	51%

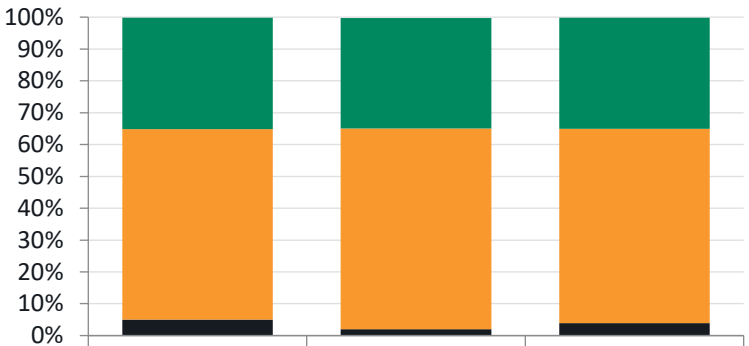
Source: Census 2021

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

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

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

Figure 10.2: Mode share by sex in City of London



	Male	Female	Overall
Walk and cycle	35%	35%	35%
Underground, train, light rail, bus, minibus or coach	60%	63%	61%
Private vehicle driver or passenger	5%	2%	4%

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

Figure 10.3: Mode share by sex in London

	Male	Female	Overall
Walk and cycle	35%	36%	35%
Underground, train, light rail, bus, minibus or coach	29%	30%	30%
Private vehicle driver or passenger	36%	34%	35%

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

10.4 Across Greater London, research undertaken by TfL[6] shows that females are more likely to use buses than males (62 per cent compared to 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent of females compared to 43 per cent of males).

10.5 Female travel needs can be more complex than males due to a range of factors; the increased likelihood of travelling with a buggy and/or shopping affects the travel choices females make, females are also more likely to be carers of children[7], further affecting the transport choices they make.

10.6 Female Londoners make more trips per weekday than male Londoners (2.5 trips compared to 2.3 trips)[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).

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

Impact assessment

Potential disproportionately positive impacts

- **Walking environment:** Increasing access to favourable walking conditions could potentially have disproportionate benefits to females, particularly due to the higher number of trips they make daily compared to males[8], as well as their role in taking children to and from educational and recreational facilities.

[6] **https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf**

[7] **https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf**

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

11 Summary of recommended mitigating actions

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

- **Accessibility:** Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of street trees, pedestrian comfort levels should be assessed to establish whether their inclusion would materially impact to the walking environment.
- **Engagement with places of worship:** There are several places of worship in close proximity to Old Broad Street and Threadneedle Street, including the Dutch Church on Austin Friars. It is recommended that these places of worship are actively engaged with to establish whether there have been any disproportionate impacts caused by the ETO scheme, and to review the specific needs of their religious community.
- **Taxi availability survey:** To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.

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

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

11.4 To ensure transparency of the design and decision-making process, it is recommended that an update on the status of each recommended mitigating action is included within a future addendum to this EqIA.

Table 11.1: Action plan

Protected characteristic	Issue identified	Action required/comments	Action owner	Timescale
Age	Accessibility	Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Age	Taxi access	To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Disability	Accessibility	Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of benched seating and planters, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Disability	Taxi access	To better understand the availability of taxis, within the area and the City more broadly, and the associated impact this may have on people who rely upon them as essential mobility aid, it is recommend that a survey is undertaken to collect data on their circulation within the area.	Project Manager	During implementation and within 3 months of implementation (to assess impact)
Pregnancy and maternity	Accessibility	Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided. Furthermore, with the introduction of benched seating and planters, a pedestrian comfort level (PCL) assessment should	Project Manager	During implementation and within 3 months of

		be undertaken to establish whether their inclusion would materially impact on the walking environment.		implementation (to assess impact)
Religion	Restricting car usage	There are several places of worship in close proximity to Old Broad Street and Threadneedle Street, including the Dutch Church on Austin Friars. It is recommended that these places of worship are actively engaged with to establish whether there have been any disproportionate impacts caused by the ETO scheme, and to review the specific needs of their religious community.	Project Manager	Within 3 months of implementation

Control Information

Prepared by	Prepared for
Steer 14-21 Rushworth Street London SE1 0RB +44 20 7910 5000 www.steergroup.com	City of London Corporation Guildhall London EC2P 2EJ
Steer project/proposal number	**Client contract/project number**
24398702	
Author/originator	**Reviewer/approver**
ADY	JDY
Other contributors	**Distribution**
	Client: Kristian Turner Steer:
Version control/issue number	**Date**
1.0 Draft issued	03/05/23

steer

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001:2015

steergroup.com

This page is intentionally left blank

Appendix 11 – Statutory Consultation Summary

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

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

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

The responses have been summarised and tabulated:

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

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

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

As a Licensed London Taxi Driver I object to any proposals to limit my access to ANY street in the City of London.
The pandemic is over, no more need for social distancing, we need to try and get back to normality, city workers need to go about their business as before including travelling by road to get to and from meetings etc etc.
Stop putting up barriers to easy road transport to and through the city of London. It is not Amsterdam! Carry on like this and businesses will never return to their offices and the shops, cafes and restaurants, who rely on their workforces for their livelihoods, will close down as many all ready have.
Please stop effing about with our roads.

The second objector identifies as living in the City:

Dear Persons,
I wholeheartedly object to your intentions to introduce the proposal to close roads to anyone other than buses , cycling , pedestrians… Not everyone is able to cycle, walk , or willing to risk being subject to irrational driving by unprofessional bus drivers ..
the people putting forward these ideas should understand other peoples frailty or situations..
We are not all single white males aged 25 to 40 .. one day you'll be old , maybe disabled or maybe with a young family that can't cycle around the city , who might wish to take an electric taxi on a straight line through the city without having to detour for miles at a cost well over what it should be .. yes put in place restrictions but not to the detriment of people who live in the city and want to move around it but not by riding a bicycle.. allow taxi and residential access ..

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

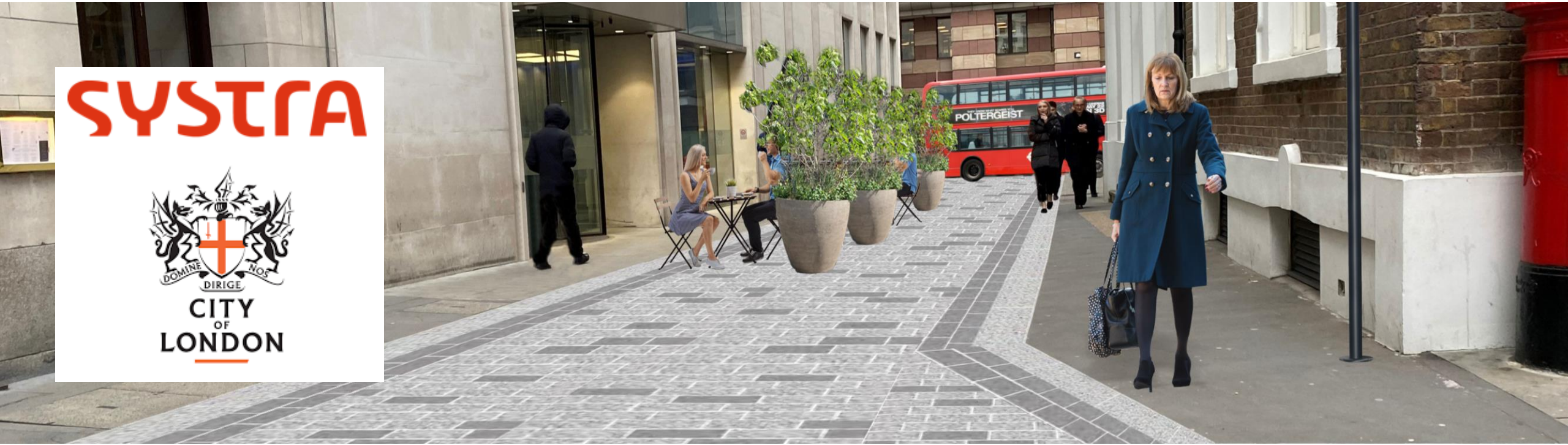
Can I cross bank junction to access my home in a reasonable and timely way or I'm I driving an authorised vehicle when I do so because I actually live in the city and don't just ride a bicycle here from Clapham Monday to Friday

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

Pedestrian Priority Streets

Consultation Findings Draft Report

February 2023



SYSTRA

DOMINE DIRIGE NOS

CITY OF LONDON

Pedestrian Priority Streets

Consultation Findings

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

Main benefits:

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

Concerns:

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

Contents

1

Introduction

Introduction

Background to the consultation

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

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

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

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

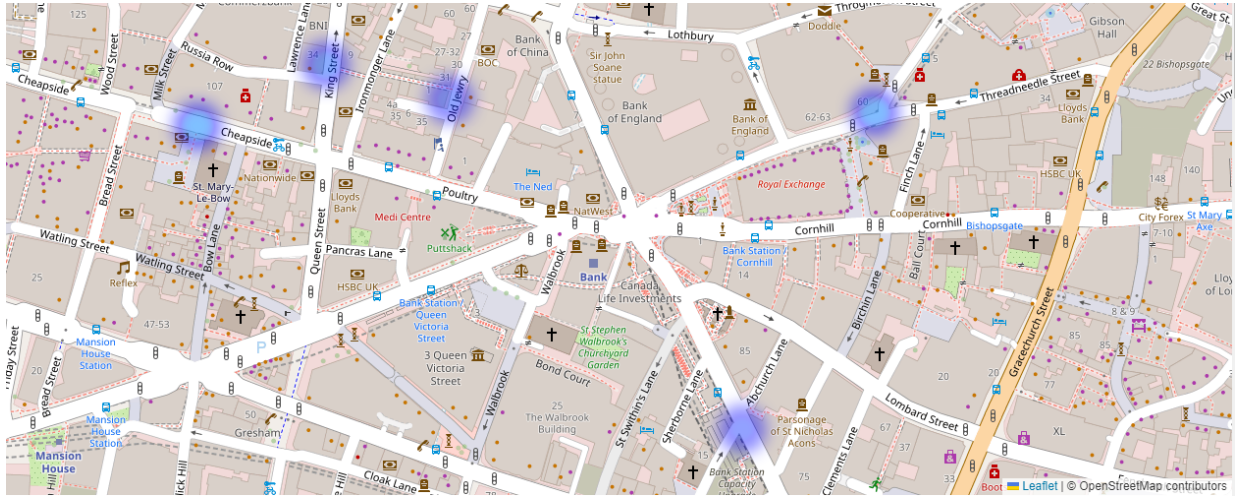
When people started returning to the City in greater numbers, the City kept some of these schemes in place as traffic experiments, to test their effectiveness and gather feedback from residents, businesses and the wider public.

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

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

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

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



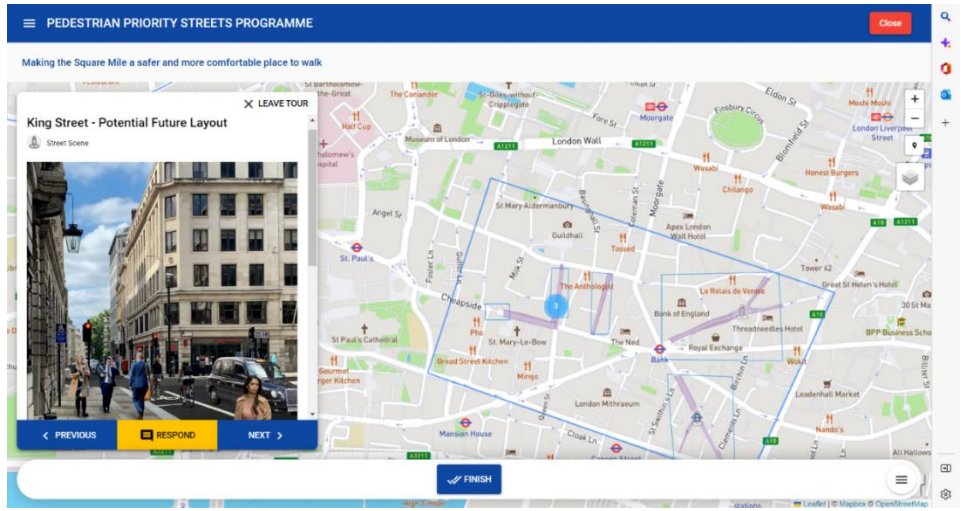
Introduction

The consultation survey

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

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

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



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

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

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

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

Introduction

Analysis and Reporting approach

All survey data was cleaned and analysed using SPSS. All **closed questions** within the consultation survey were tabulated and chi-square statistical tests were run to assess whether there were variations in survey answers by different respondent types. In reporting the closed questions, differences between different groups of respondent have only been outlined where chi-square statistical tests were statistically significant. These findings are provided in light blue call-out boxes.

The consultation survey included two **open text** questions, per street:

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

Each response provided to these questions was read and analysed in detail, with each sentiment allocated to a code. These codes (and their relationships) are known as the 'coding framework'. The coding framework typically fell into three themes: positive impacts; negative impacts; and suggested improvements. Coding ensures all ideas and points raised by respondents to the open-ended questions are captured and reported on. **Three longer form open text responses** were also analysed in this way.

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

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

- The sample of respondents is self-selecting and therefore the findings do not aim to be representative of the City population or road user groups;
- The base sizes for each question vary, as not all questions were compulsory to answer;
- The views and opinions reported are the views and perceptions of respondents and are not necessarily factually correct;
- The consultation process cannot be seen as a 'vote' and we do not attempt to draw conclusions, based on the number of people offering positive or negative comments toward the schemes; and
- The open text data provided by respondents was self-selecting, meaning respondents could choose whether or not to provide a more detailed comment. Whilst this approach ensures the views and opinions of different types of people are heard, the detail provided cannot be taken to be representative of the respondent sample, the City population or road user groups.

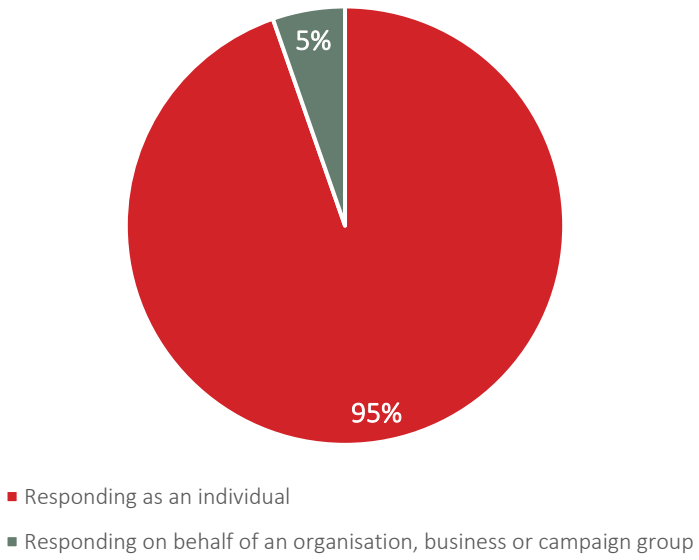
2

Respondent Profile

Overall response

Respondent type

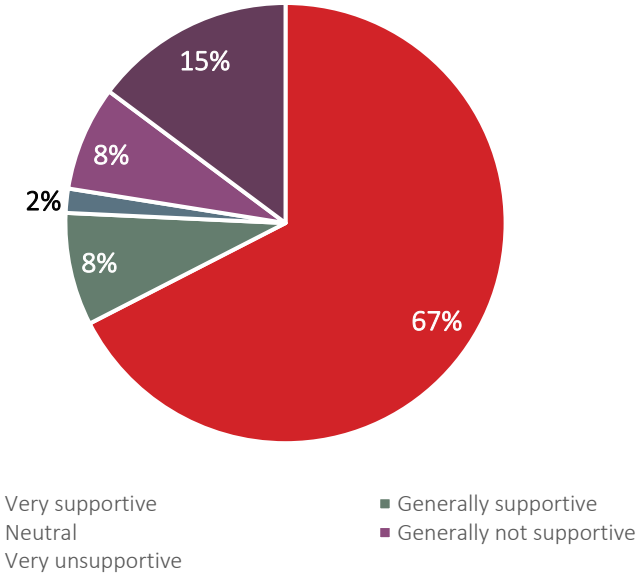
Of those respondents providing detail on respondent type, the majority reported that they were responding to the consultation survey as an individual, with only 5% responding on behalf of an organisation, business or campaign group.



Are you responding on behalf of an organisation, business or campaign group, or as an individual? (Base: 131)[1]

Support for schemes in principle

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



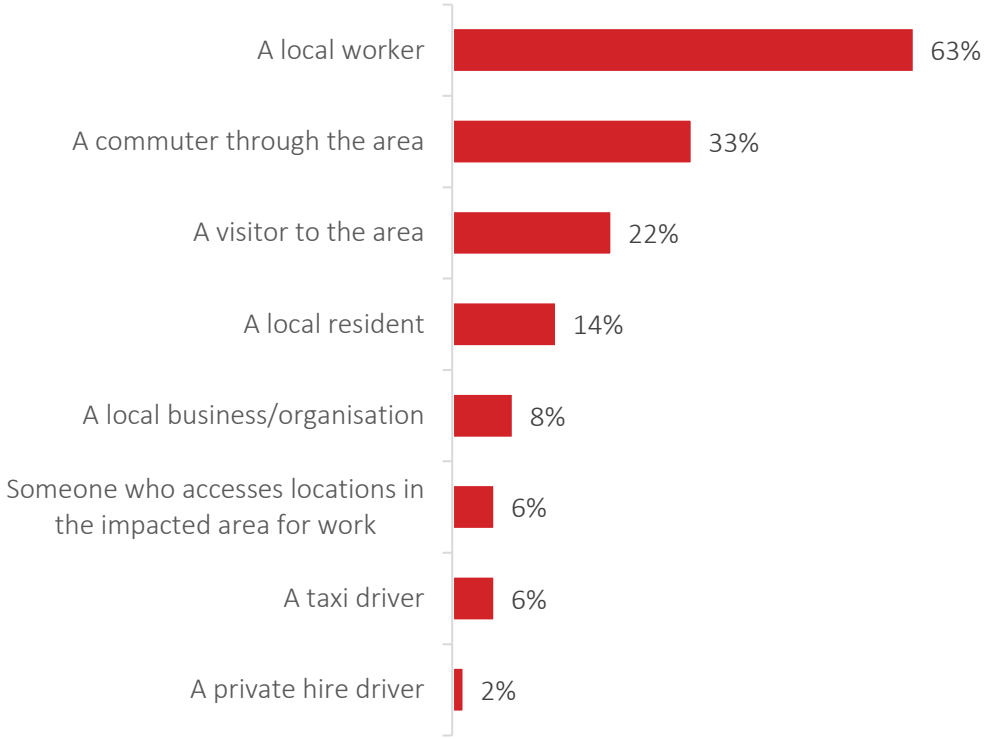
Overall, to what extent do you support the principle of making more space for people walking and cycling by introducing traffic restrictions and loading restrictions? (Base: 169)

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

Individual Respondents

Relationship to the City

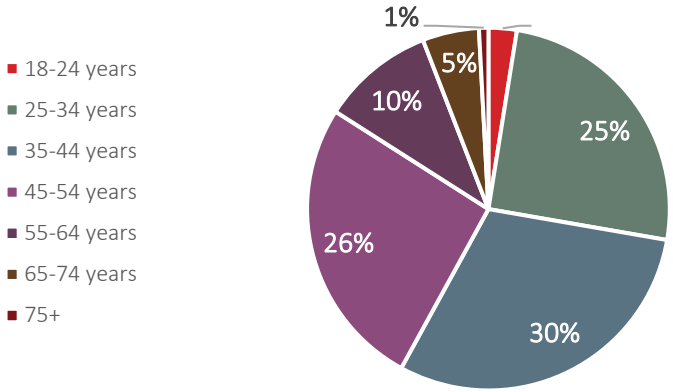
Of those responding to the consultation as an individual, two thirds identified themselves as ‘a local worker’ (63%), a third identified themselves as ‘a commuter through the area’ (33%), and a fifth as a visitor (22%). Just over a tenth of individuals responding to the consultation identified as ‘a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



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

Demographics

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



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

Other demographic characteristics of individual respondents were:

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

Organisation Respondents

Organisations responding to the Consultation

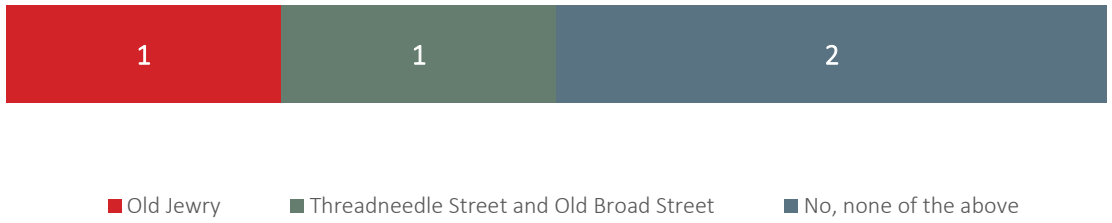
Of those respondents providing detail on respondent type, only 5% stated that they were responding on behalf of an organisation, business or campaign group.

Organisation respondents who consented to being named in this report were:

- St Bartholomew's Hospital;
- Montagu Evans; and
- The Licensed Taxis Drivers Association (LTDA).

Organisation location

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



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

Response per street

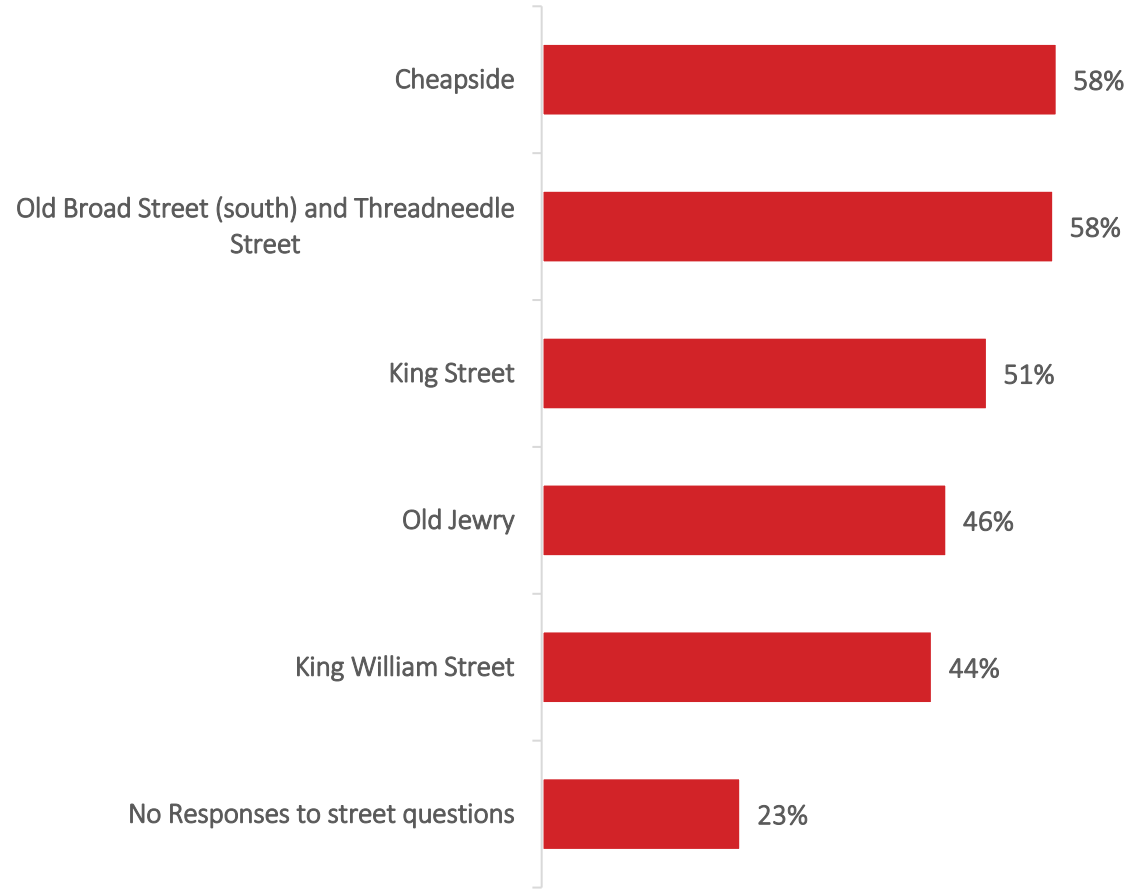
Respondents were given the option to provide feedback on as many or few of the five streets of interest as they liked, including not providing any street-specific feedback and just answering the general consultation questions.

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

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

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

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



Responses per street (Base: 305)

3

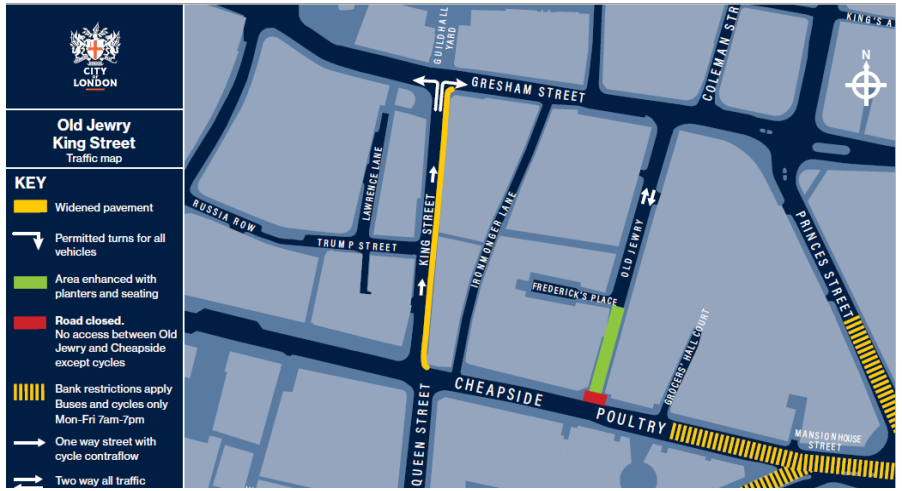
Old Jewry

What are the changes on Old Jewry?

Traffic Changes

The changes to traffic on Old Jewry are:

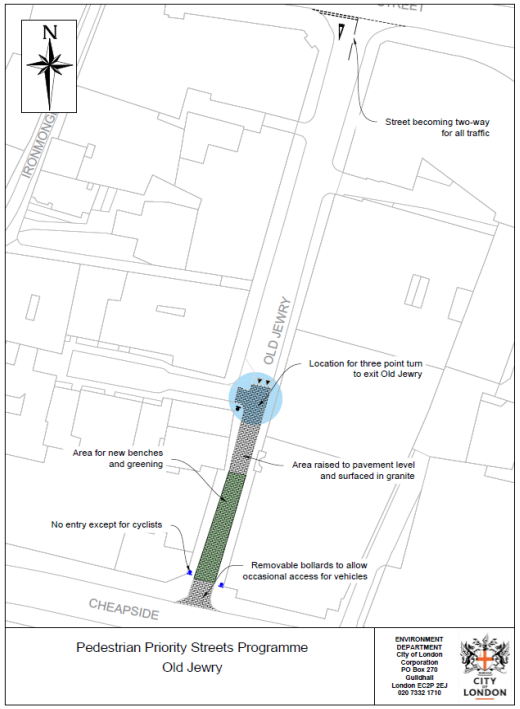
- Full closure (except for cycles) on Old Jewry between Cheapside and Frederick's Place
- Remainder of Old Jewry from Frederick's Place to Gresham Street converted to two-way for all traffic
- Vehicles accessing parking and properties on Old Jewry will need to perform a three-point turn at Frederick's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



On-street Changes

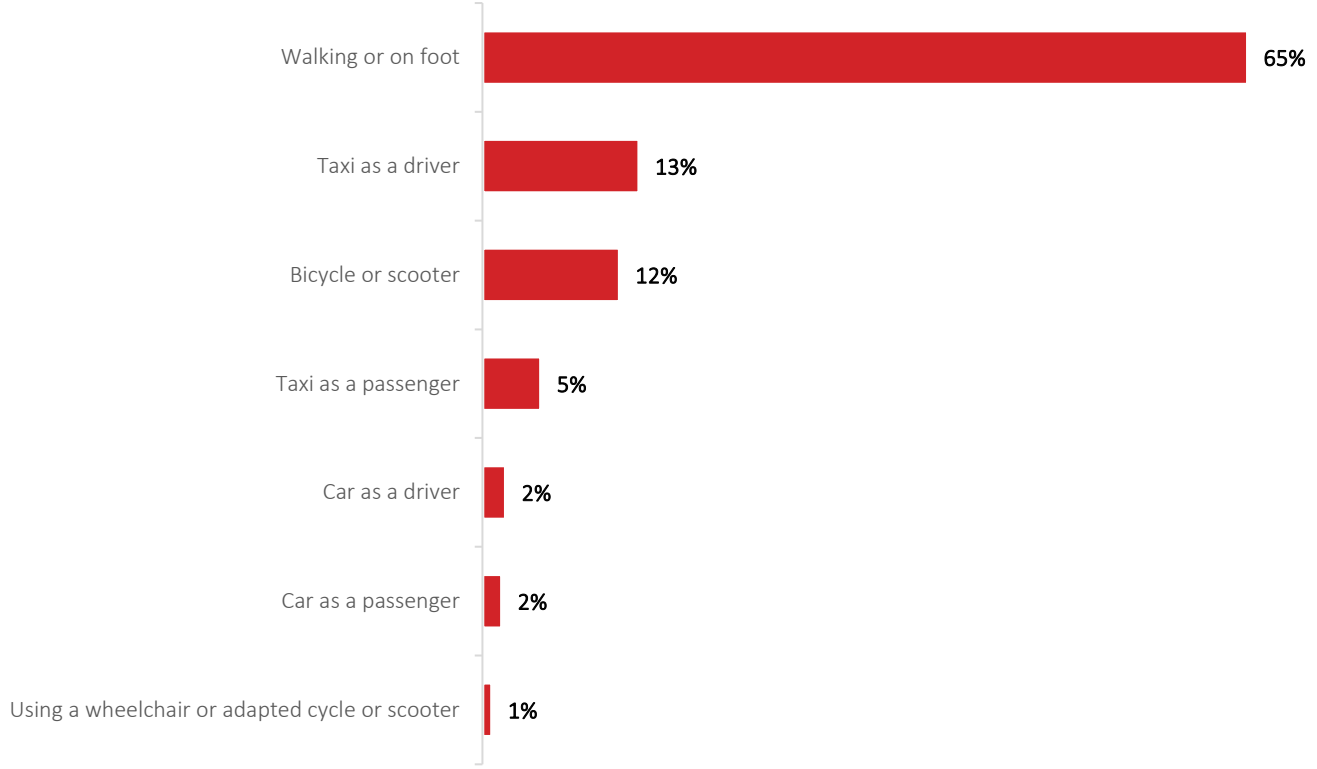
The on-street changes to Old Jewry are:

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



How do people currently travel on Old Jewry?

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

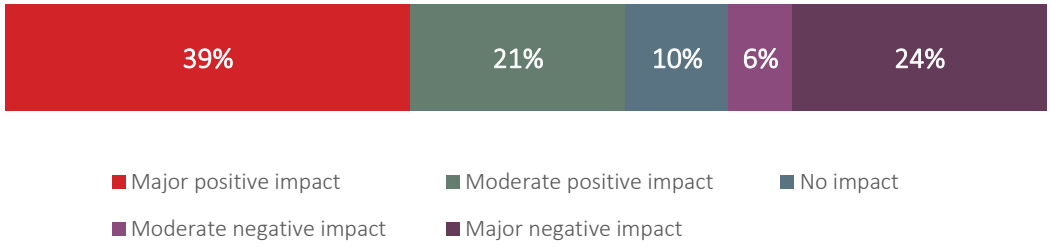


How do you usually travel along this street? (Base: 121)

What are the impacts of the current changes?

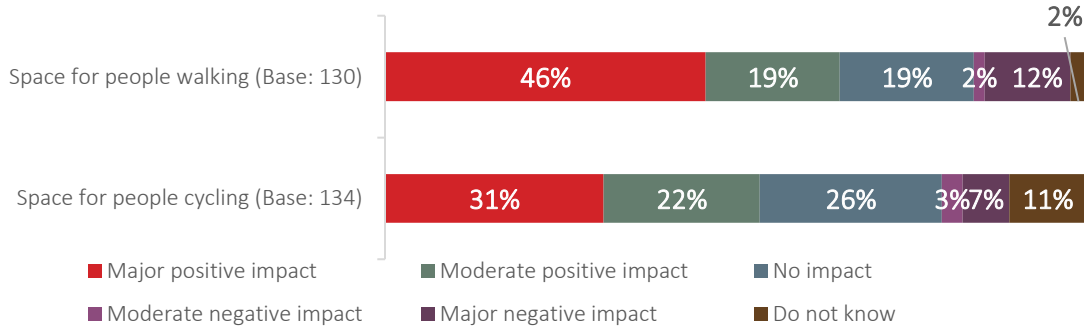
Overall impacts

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



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

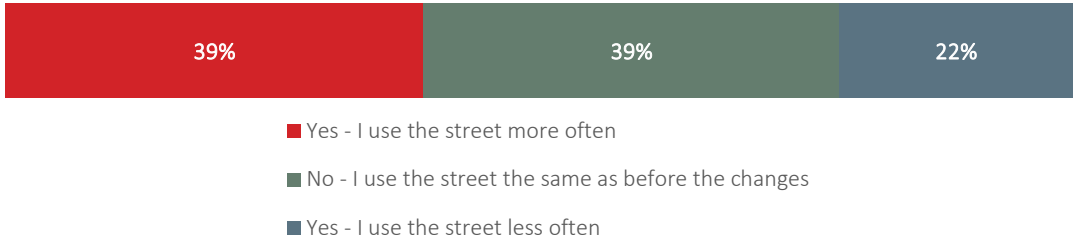
Up to two thirds of respondents providing feedback on Old Jewry felt that the changes already in place on Old Jewry had a positive impact on space for people walking (65%) and cycling (54%).



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

Use of street

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



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

What are the impacts of the current changes?

Of the 305 respondents to the consultation, 45 provided a response to the following question for Old Jewry: "Please provide any further comments on the impacts the current changes have had on you." Responses were mainly related to negative impacts, followed by positive impacts, and suggested improvements.

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

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

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

"You are encouraging conflict by requiring the few vehicles who need access to enter, do a three point turn and exit…"

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

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

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

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

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

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

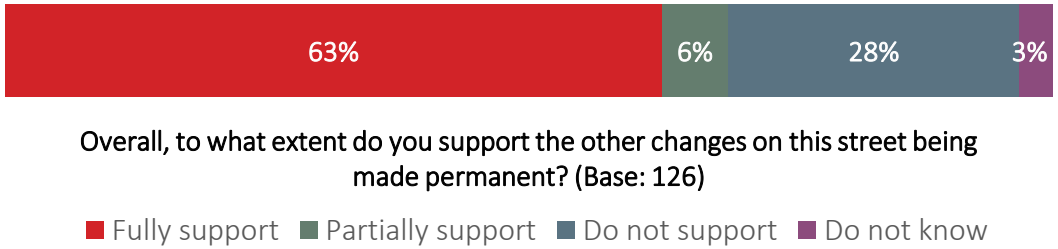
Is there support for making the changes permanent?

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

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

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

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



Other feedback

Of the 305 respondents to the consultation, 45 provided a response to the following question for Old Jewry: "Please provide any other comments you have regarding the proposals." Responses were similar to those provided on the current changes (see slide 33) and were mainly divided between suggested improvements and negative impacts, followed by positive impacts.

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

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

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

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

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

Other issues raised related to:

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

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

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

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

4

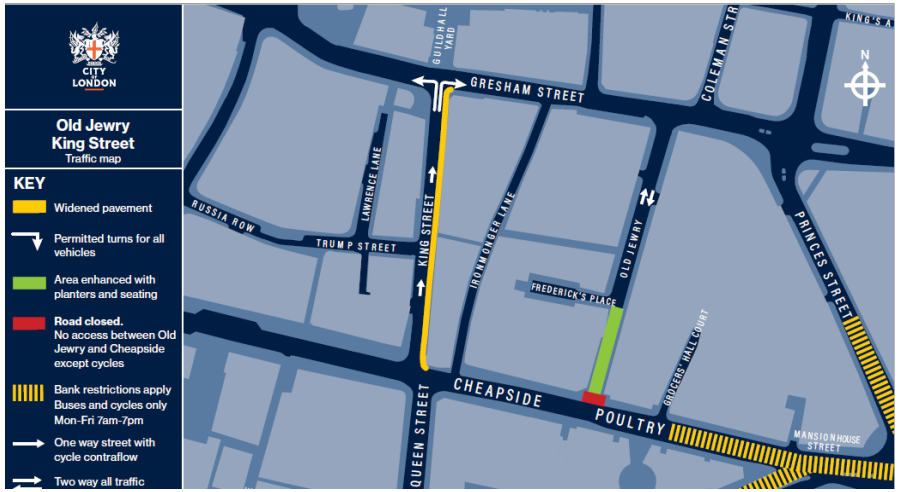
King Street

What are the changes on King Street?

Traffic Changes

The changes to traffic on King Street are:

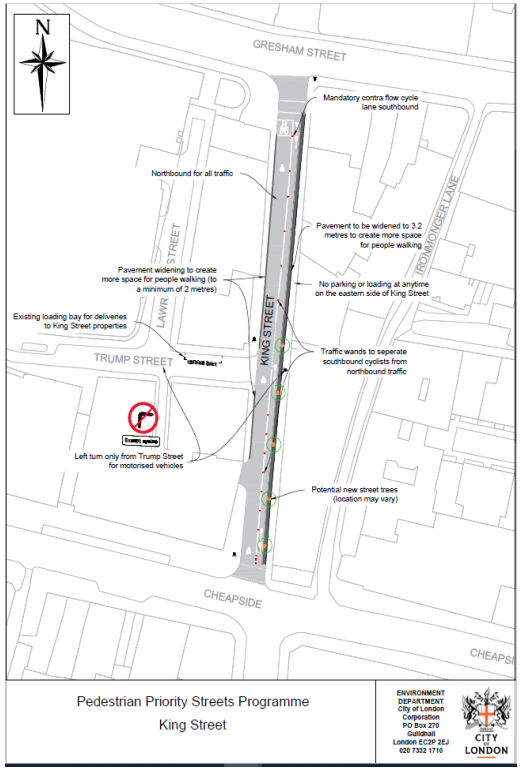
- Making the street one-way northbound from Cheapside to Gresham Street.
- People cycling will still be able to use King Street in both directions using the general traffic lane northbound and a mandatory cycle lane southbound, separated from vehicles by traffic wands
- Traffic from Trump Street can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



On-street Changes

The on-street changes to King Street are:

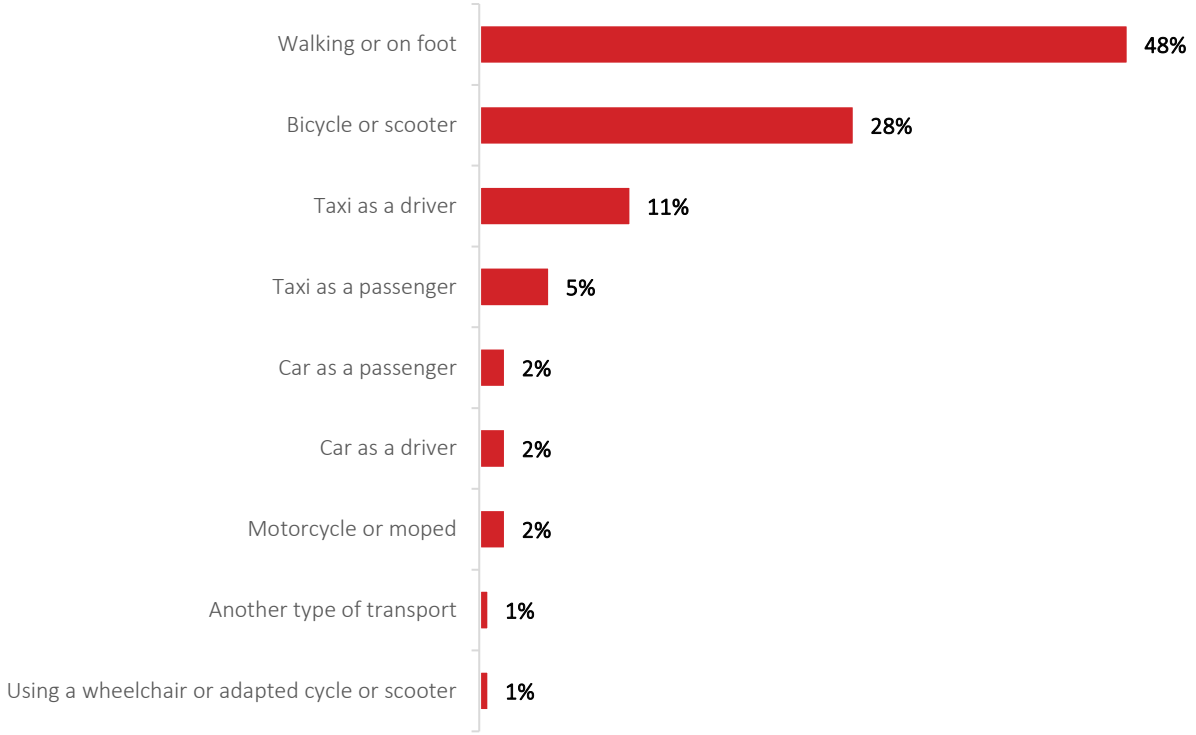
- Widening pavements at various locations to create more space for people walking
- At some locations the pavements are as narrow as 1.5m, these will become at least 2m wide
- A 1.7m wide mandatory contra-flow cycle lane
- Traffic wands will be placed on the white line of the cycle lane to separate southbound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



- People who need to get dropped off from a vehicle can do so from Trump Street, Gresham Street or Cheapside, the furthest walking distance to a building entrance on King Street is 35m

How do people currently travel on King Street?

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

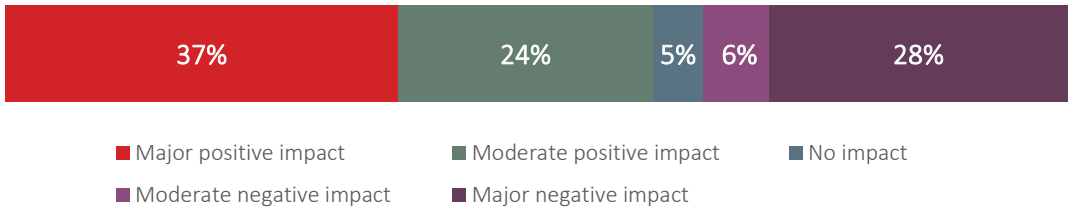


How do you usually travel along this street? (Base: 133)

What are the impacts of the current changes?

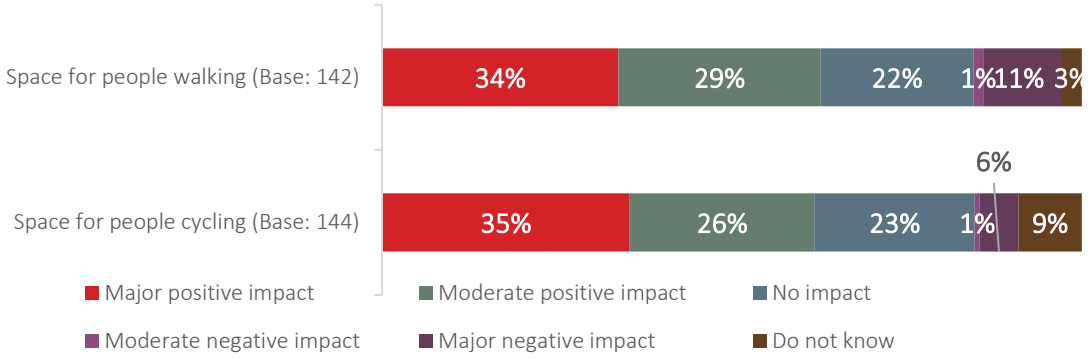
Overall impacts

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



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

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



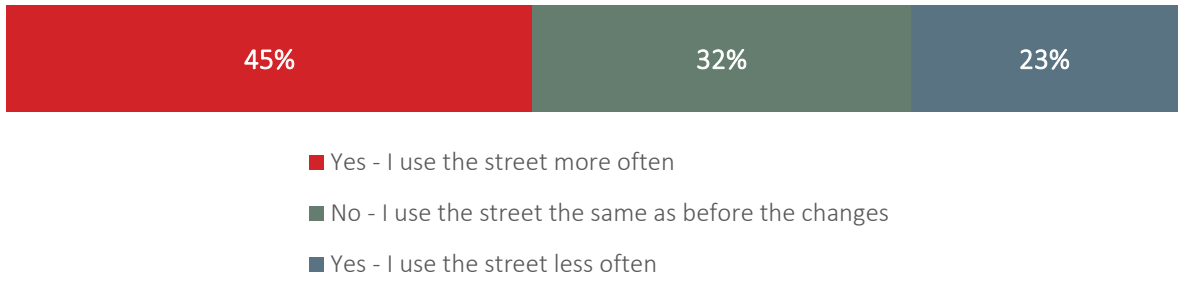
To what extent have the changes already in place impacted...?

Findings differed significantly by frequency of street use. The more respondents used King Street the more likely they were to report that the current changes had a positive impact on space for people walking (95% of those who used King Street more often reported a positive impact, compared to 7% who used King Street less often). Similarly, the more respondents used King Street the less likely they were to report that the changes had a negative impact on space for people walking (2% compared to 43%).

What are the impacts of the current changes?

Use of street

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



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

What are the impacts of the current changes?

Of the 305 respondents to the consultation, 60 provided a response to the following question for King Street: "Please provide any further comments on the impacts the current changes have had on you." Responses were mainly related to negative impacts, followed by positive impacts, and suggested improvements.

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

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

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

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

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

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

"Great changes to take back the streets for pedestrians and cyclists."

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

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

"Cycle lane needs to be segregated - and wider."

Is there support for making the changes permanent?

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

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

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

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

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

Fully support | Partially support | Do not support | Do not know

Other feedback

Of the 305 respondents to the consultation, 40 provided a response to the following question for King Street: "Please provide any other comments you have regarding the proposals." Responses were similar to those provided on the current changes (see slide 33) and were mainly divided between suggested improvements and negative impacts, followed by positive impacts.

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

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

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

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

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

"You have made surrounding areas almost a standstill."

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

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

5

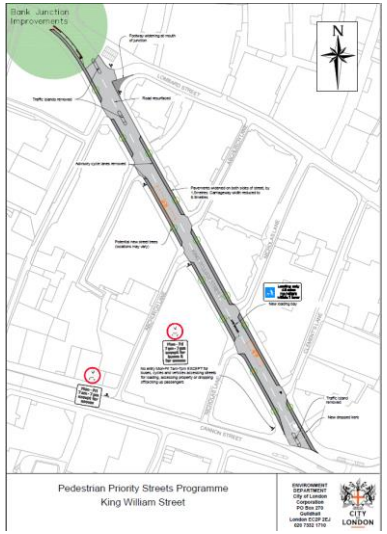
King William Street

What are the changes on King William Street?

Traffic Changes

The changes to traffic on King William Street are:

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



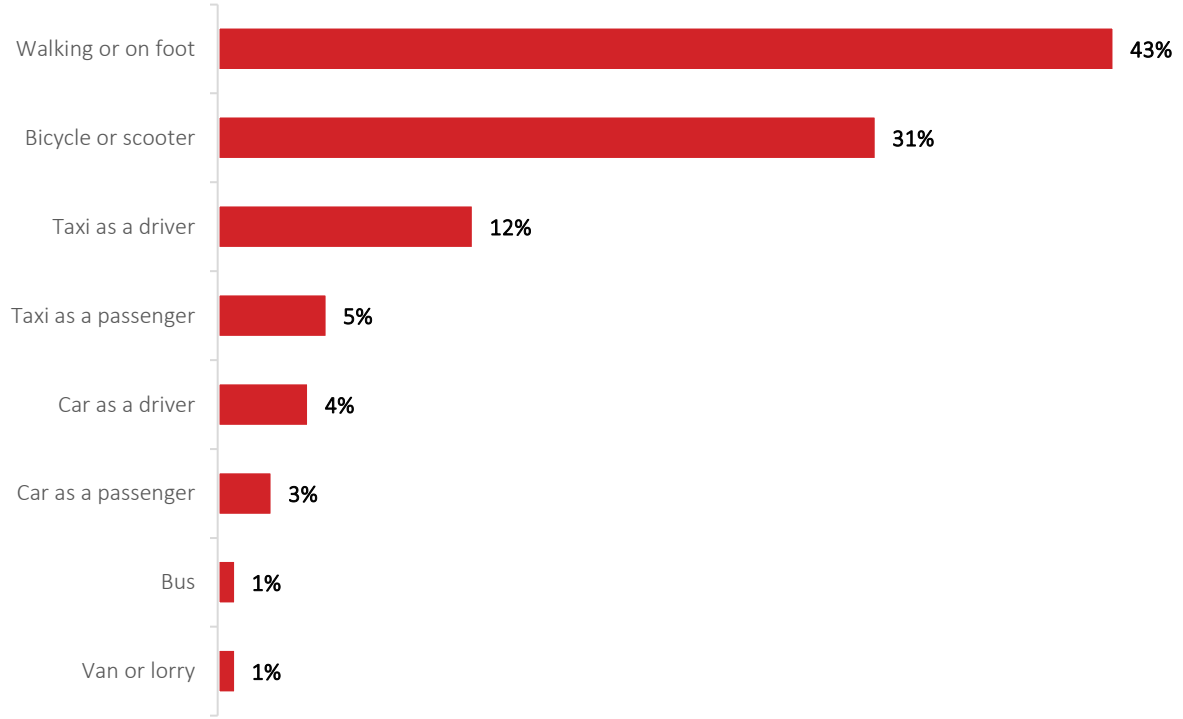
On-street Changes

The on-street changes to King Street are:

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

How do people currently travel on King William Street?

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

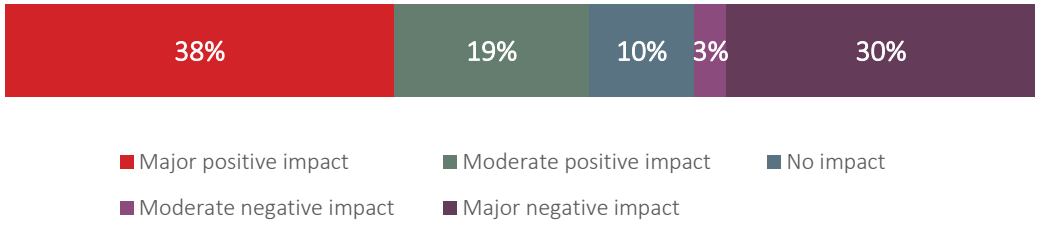


How do you usually travel along this street? (Base: 115)

What are the impacts of the current changes?

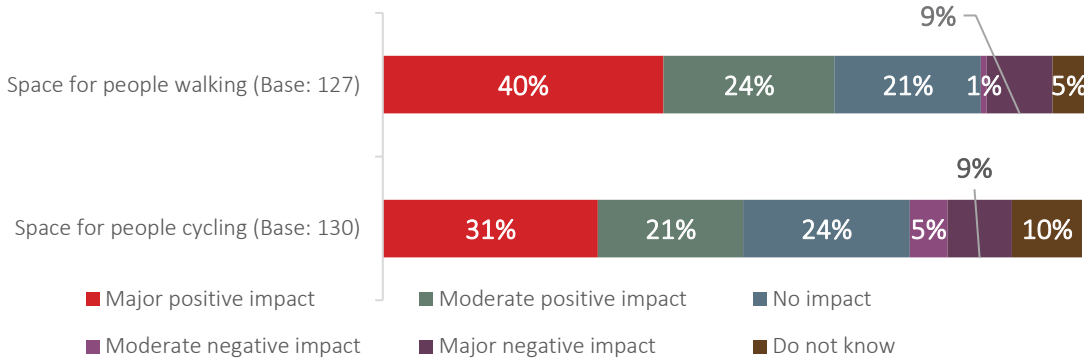
Overall impacts

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



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

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



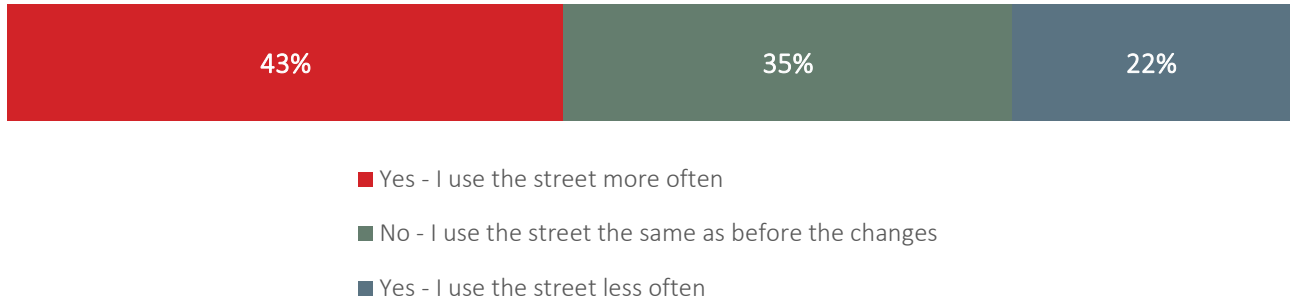
To what extent have the changes already in place impacted…?

Findings differed significantly by frequency of street use. The more respondents used King William Street, the more likely they were to report that the current changes had a positive impact on space for people cycling (88% compared to 14%) and the less likely they were to report that the changes had a neutral impact on space for people cycling (6% compared to 50%).

What are the impacts of the current changes?

Use of street

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



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

Findings differed significantly by:

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

What are the impacts of the current changes?

Of the 305 respondents to the consultation, 52 provided a response to the following question for King William Street: "Please provide any further comments on the impacts the current changes have had on you." Responses were mainly related to negative impacts, followed by suggested improvements and positive impacts.

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

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

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

"High number of buses and taxis still creates difficult conditions for people on bikes."

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

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

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

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

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

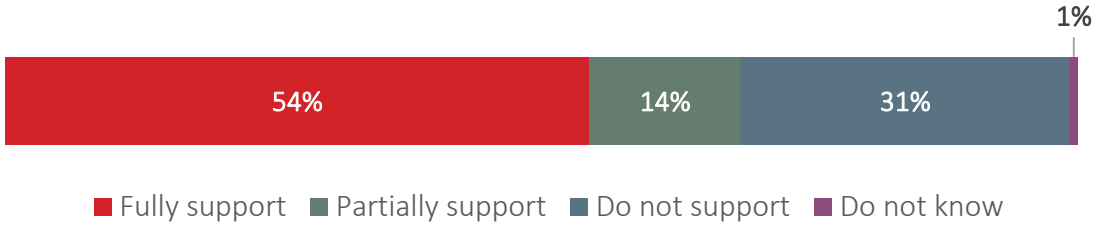
Other positive impact comments related to cyclist access, public realm, and traffic reduction.

"I feel safer in this street."

Is there support for making the changes permanent?

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

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



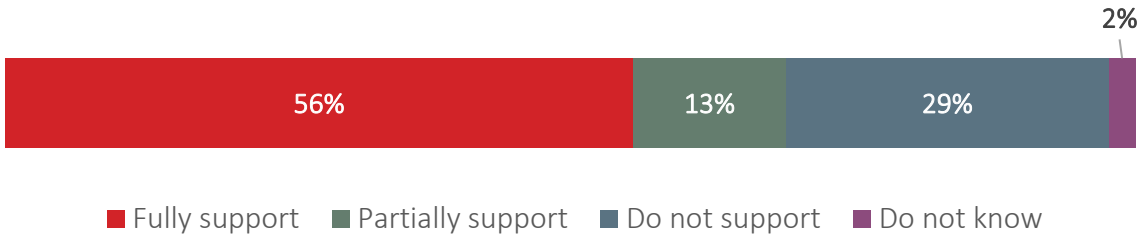
Overall, to what extent do you support the traffic changes on this street being made permanent? (Base: 131)

Findings differed significantly by:

- Frequency of street use: The more respondents used King William Street the more likely they were to be supportive of the traffic changes being made permanent (94% compared to 4%) and the less likely they were to be unsupportive (6% compared to 96%).
- Support for making other changes permanent: Respondents who were supportive of the making the other changes on the street permanent were more likely than unsupportive respondents to be supportive of also making the traffic changes permanent (99% compared to 3%).

Is there support for making the changes permanent?

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



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

Findings differed significantly by:

- Frequency of street use: The more respondents used King William Street the more likely they were to be supportive of the other changes being made permanent (92% compared to 5%) and the less likely they were to be unsupportive (8% compared to 95%).
- Support for making traffic changes permanent: Respondents who were supportive of the making the traffic changes permanent were more likely than unsupportive respondents to be supportive of also making the other changes permanent (99% compared to 3%).

Other feedback

Of the 305 respondents to the consultation, 47 provided a response to the following question for King William Street: "Please provide any other comments you have regarding the proposals." Responses were similar to those provided on the current changes (see slide 33) and were mainly divided between negative impacts and suggested improvements, followed by positive impacts.

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

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

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

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

Other suggested improvement comments related to improving:

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

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

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

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

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

6

Cheapside

What are the changes on Cheapside?

Traffic Changes

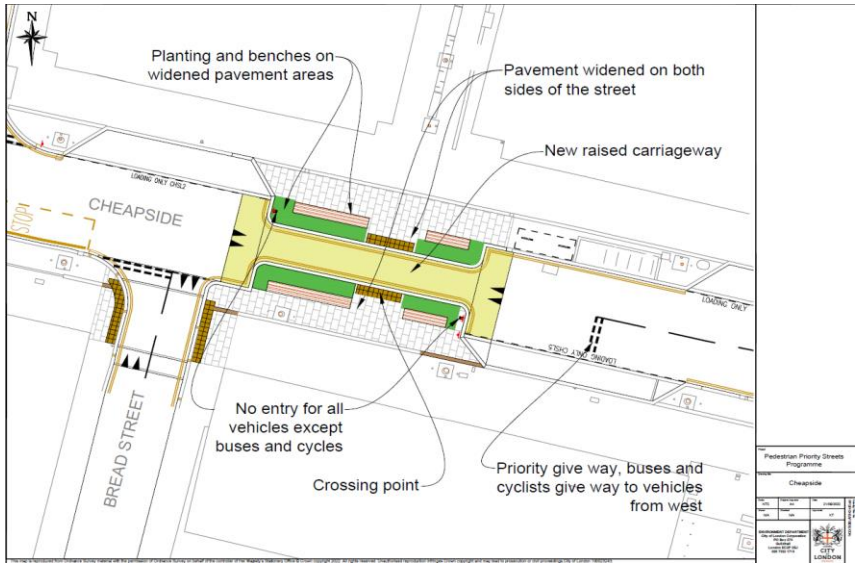
The changes to traffic on Cheapside are:

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

On-street Changes

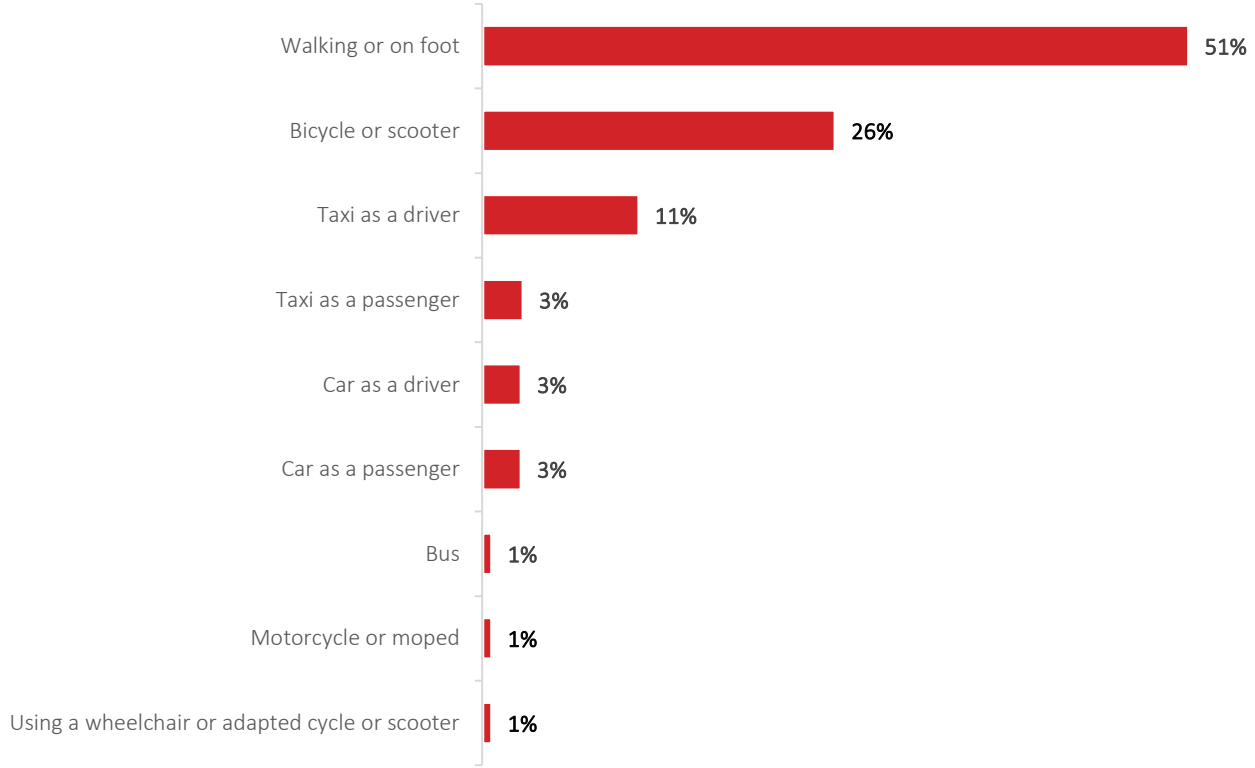
The on-street changes to Cheapside are:

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



How do people currently travel on Cheapside?

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

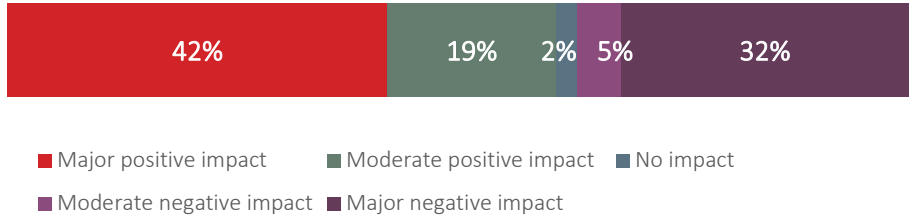


How do you usually travel along this street? (Base: 140)

What are the impacts of the current changes?

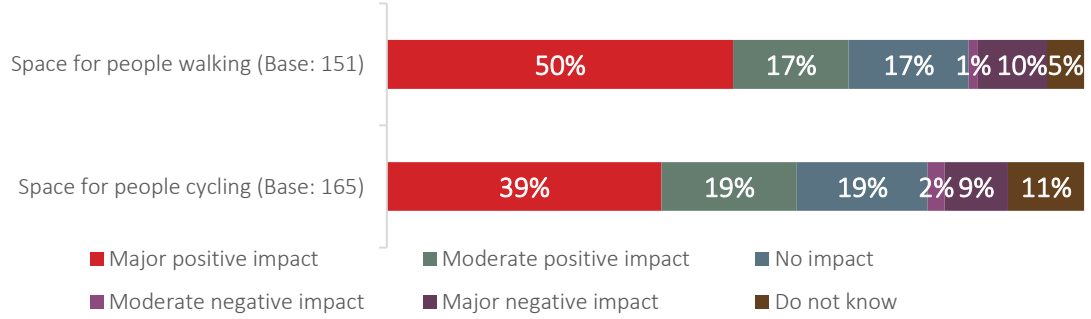
Overall impacts

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



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

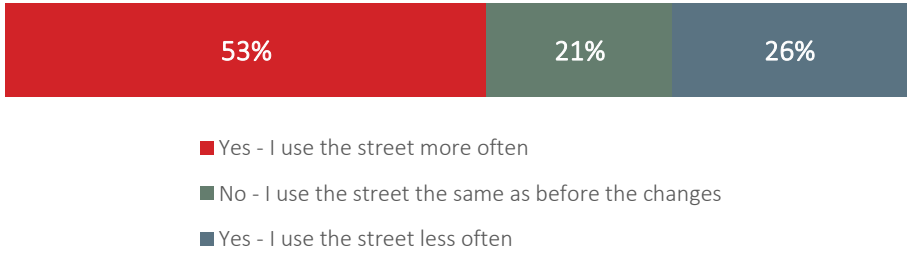
Up to two thirds of respondents providing feedback on Cheapside felt that the changes already in place on Cheapside had a positive impact on space for people walking (66%) and cycling (59%).



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

Use of street

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



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

What are the impacts of the current changes?

Of the 305 respondents to the consultation, 82 provided a response to the following question for Cheapside: "Please provide any further comments on the impacts the current changes have had on you." Responses were mainly related to negative impacts, followed by positive impacts, and suggested improvements.

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

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

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

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

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

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

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

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

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

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

"Make Cheapside pedestrian only and create a dedicated cycle lane."

Is there support for making the changes permanent?

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

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

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

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

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

Fully support Partially support Do not support

Other feedback

Of the 305 respondents to the consultation, 53 provided a response to the following question for Cheapside: "Please provide any other comments you have regarding the proposals." Responses were similar to those provided on the current changes (see slide 41) and were mainly divided between suggested improvements and negative impacts, followed by positive impacts.

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

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

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

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

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

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

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

"Pollution is horrible and idling traffic causes it utter madness."

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

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

7

Old Broad Street (south) and Threadneedle Street

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

Traffic Changes

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

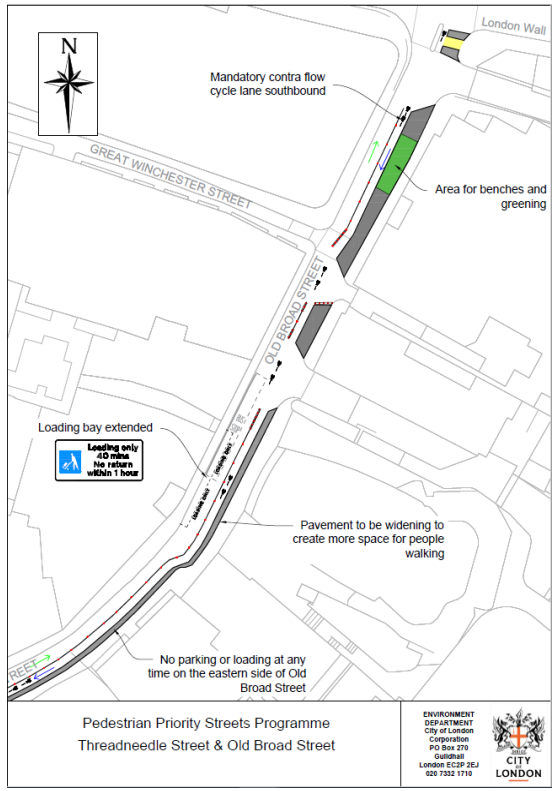
- Making Old Broad Street one-way northbound from Threadneedle Street to London Wall
- Making Threadneedle Street one-way westbound from Bishopsgate to Old Broad Street
- People cycling will be able to continue to use Old Broad Street and Threadneedle Street in both directions, in one direction a mandatory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

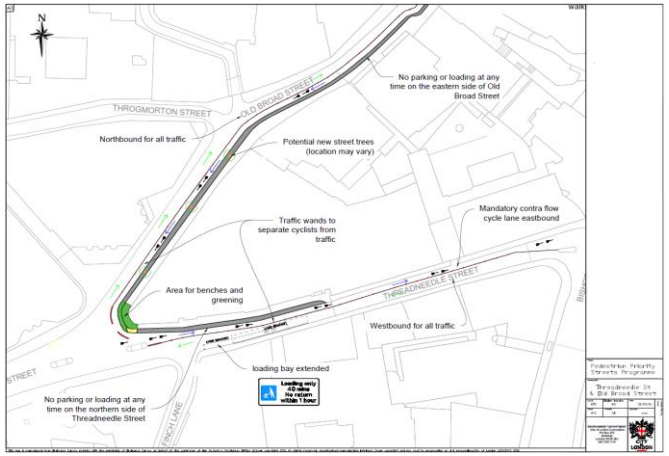
What are the changes on Old Broad Street (south) and Threadneedle Street?

On-street Changes

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

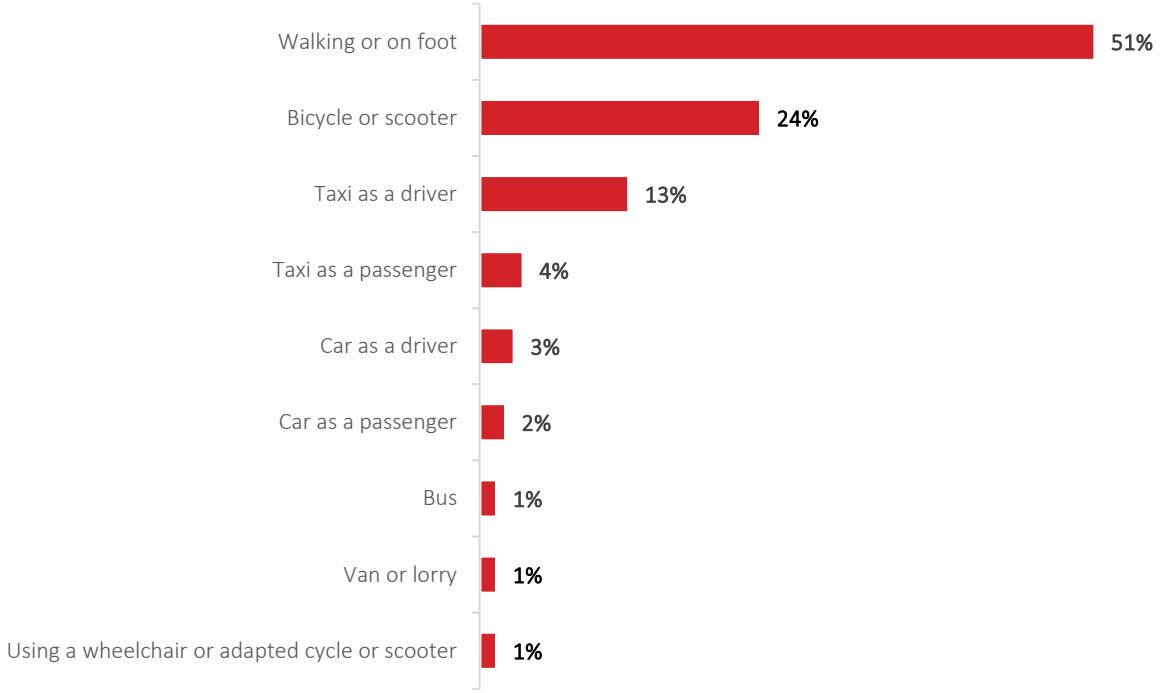
- Widening pavements at various locations along Old Broad Street (between London Wall and Threadneedle Street) to create more space for people walking
- Widening pavements on the north side of Threadneedle Street (between Old Broad Street and Bishopsgate) to create more space for people walking
- The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





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

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

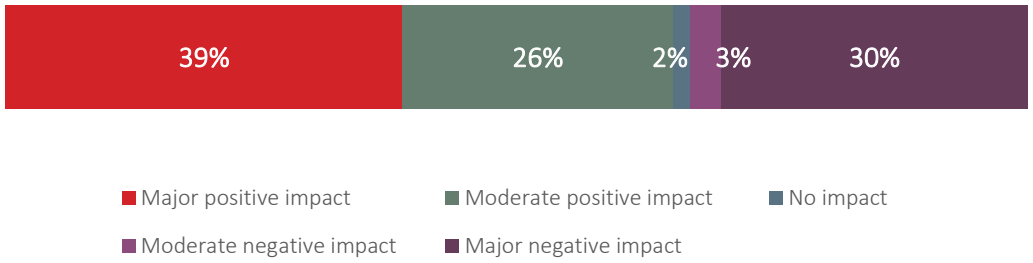


How do you usually travel along this street? (Base: 137)

What are the impacts of the current changes?

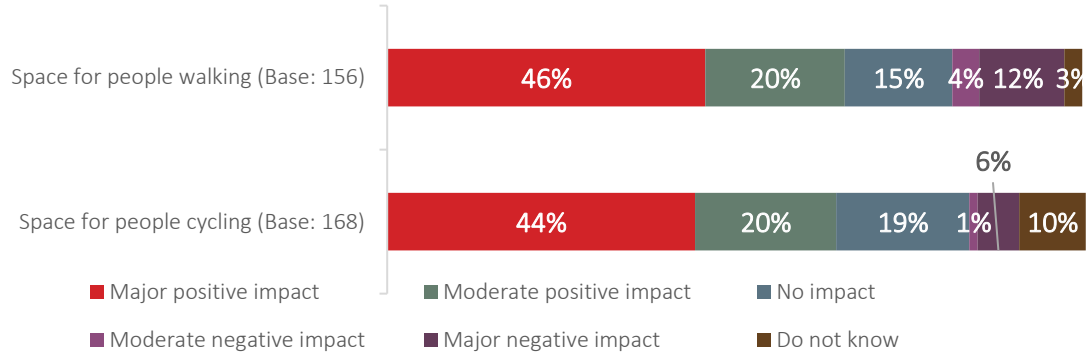
Overall impacts

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



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

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



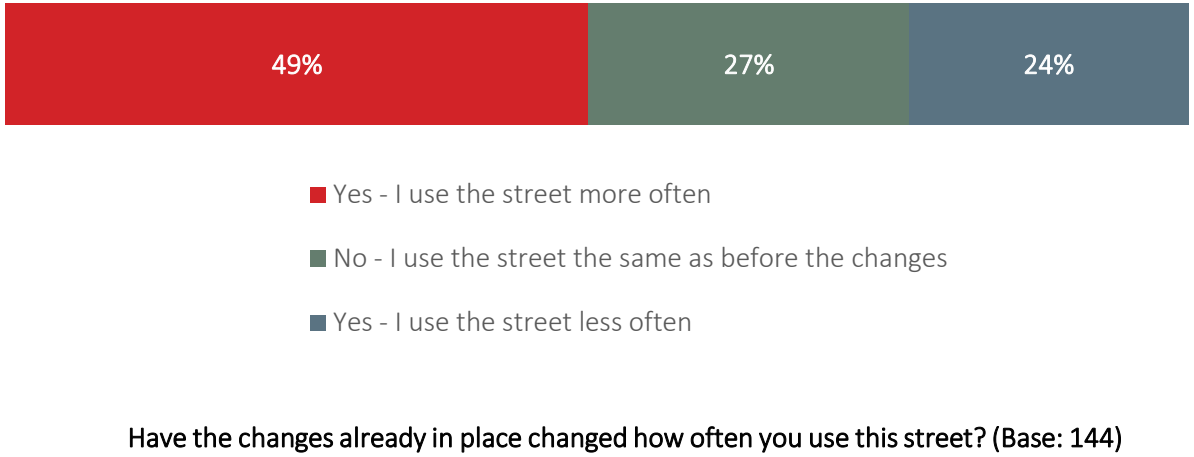
To what extent have the changes already in place impacted…?

Findings differed significantly by frequency of street use. The more respondents used Old Broad Street and Threadneedle Street, the more likely they were to report that the current changes had a positive impact on space for people walking (99% compared to 3%) and the less likely they were to report that the changes had a negative impact on space for people walking (1% compared to 45%).

What are the impacts of the current changes?

Use of street

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



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

What are the impacts of the current changes?

Of the 305 respondents to the consultation, 70 provided a response to the following question for Old Broad Street: "Please provide any further comments on the impacts the current changes have had on you." Responses were mainly related to negative impacts, followed by positive impacts, and suggested improvements.

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

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

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

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

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

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

"Prioritising pedestrian and cycling has greatly improved experience and safety."

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

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

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

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

Is there support for making the changes permanent?

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

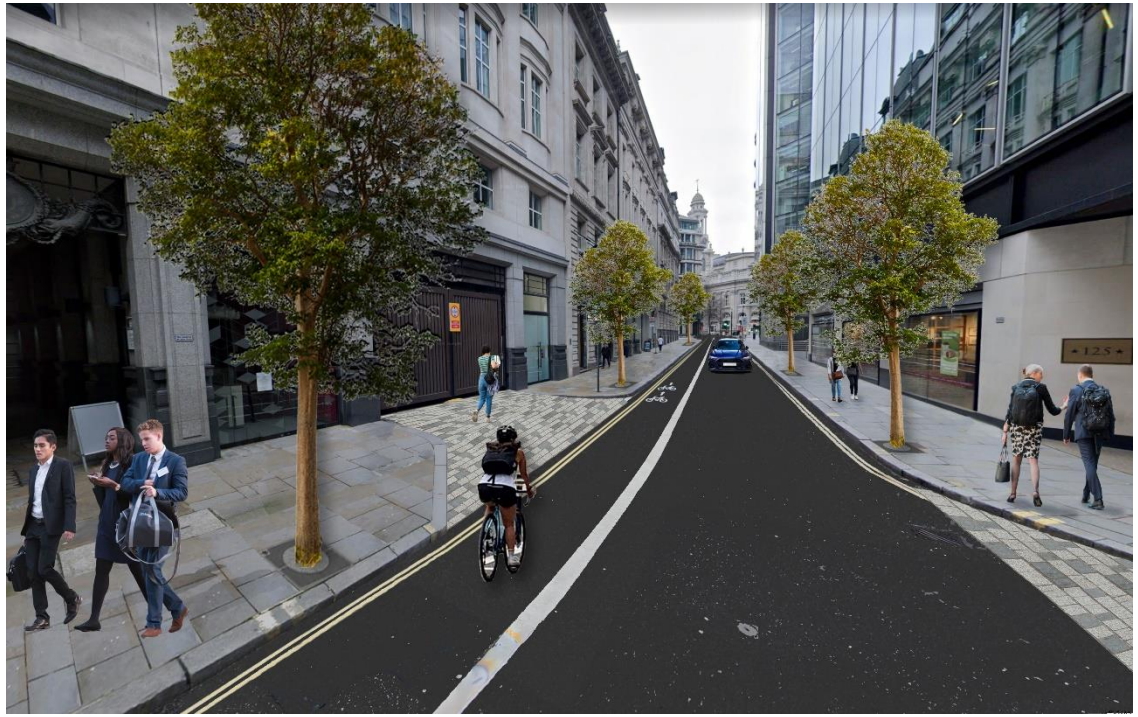
Overall, two thirds of respondents expressed support for making the traffic changes permanent (67%).

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

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

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

Fully support | Partially support | Do not support | Do not know



Other feedback

Of the 305 respondents to the consultation, 55 provided a response to the following question for Old Broad Street: "Please provide any other comments you have regarding the proposals." Responses were similar to those provided on the current changes (see slide 50) and were mainly divided between negative impacts and suggested improvements, followed by positive impacts.

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

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

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

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

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

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

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

"Taxis should have access to the whole city."

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

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

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

8

Conclusions

Conclusions

This report

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

Level of support for the schemes

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

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

Conclusions

Perceived impacts

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

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

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

Conclusions

Benefits and concerns

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

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

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

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

Street scheme summaries

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

STREET SCHEME	OVERALL IMPACT OF CURRENT CHANGES	CONCERNS RAISED	BENEFITS RAISED	CHANGES IN USE OF STREET	SUPPORT FOR MAKING TRAFFIC CHANGES PERMANENT	SUPPORT FOR MAKING ON-STREET CHANGES PERMANENT
Old Jewry	60% positive impact	• Road safety • Taxi operation • Congestion	• Pedestrian access • Road safety • Improved public realm	39% use the street more	66% supportive	69% supportive
King Street	61% positive impact	• Increased journey times • Access for people cycling, the elderly and those with disabilities	• Pedestrian and cyclist access • Road safety	45% use the street more	67% supportive	71% supportive
King William Street	61% positive impact	• Congestion • Access for people cycling • Road safety	• Road safety • Pedestrian access	43% use the street more	68% supportive	69% supportive
Cheapside	61% positive impact	• Taxi operation • Road safety • Congestion	• Reduced traffic • Pedestrian and cyclist access • Improved public realm	53% use the street more	63% supportive	68% supportive
Old Broad Street (south) and Threadneedle Street	61% positive impact	• Increased journey times • Access for pedestrians, the elderly and those with disabilities	• Pedestrian and cyclist access • Road safety • Improved public realm	49% use the street more	67% supportive	64% supportive

SYSTRA

SYSTRA.CO.UK

Appendix 13 – summary of written responses by organisation

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

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

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

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

London Living Streets
Living Streets "strongly support the proposal for making the Pedestrian Priority measures permanent."

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

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

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

Member for Cordwainer
The Members main response regards the Cheapside measure which they consider "unnecessary and potentially dangerous". Whilst the Member

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

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

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

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

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

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

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

Appendix 14

Table 1: Expenditure to Date			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
16800457: Pedestrian Priority Programme (SRP)			
Env Servs Staff Costs	42,000	6,510	35,490
P&T Staff Costs	61,510	60,947	563
P&T Fees	86,000	75,754	10,246
Enabling Works	10,000	-	10,000
Total 16800457	**199,510**	**143,211**	**56,299**
16100457: Pedestrian Priority Programme (CAP)			
Env Servs Staff Costs	247,584	120,758	126,826
Legal Staff Costs	20,000	108	19,892
P&T Staff Costs	260,801	133,052	127,749
P&T Fees	461,533	263,405	198,128
ANPR Cameras	70,000	28,325	41,675
Env Servs Works	925,000	756,798	168,202
Costed Risk Provision	417,200	-	417,200
Total 16100457	**2,402,118**	**1,302,445**	**1,099,673**
GRAND TOTAL	**2,601,628**	**1,445,656**	**1,155,972**

Table 2: Resources Required to reach the next Gateway			
Description	**Approved Budget (£)**	**Additional Resources Required (£)**	**Revised Budget (£)**
16800457: Pedestrian Priority Programme (SRP)			
Env Servs Staff Costs	42,000		42,000
P&T Staff Costs	61,510		61,510
P&T Fees	86,000		86,000
Enabling Works	10,000		10,000
Total 16800457	**199,510**	**-**	**199,510**
16100457: Pedestrian Priority Programme (CAP)			
Env Servs Staff Costs	247,584		247,584
Legal Staff Costs	20,000		20,000
P&T Staff Costs	260,801		260,801
P&T Fees	461,533		461,533
ANPR Cameras	70,000		70,000
Env Servs Works	925,000		925,000
Costed Risk Provision	417,200		417,200
Total 16100457	**2,402,118**	**-**	**2,402,118**
GRAND TOTAL	**2,601,628**	**-**	**2,601,628**

Table 3: Revised Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
S106 - 02-4962Y - Cheapside 150 - LCEIW	6,330		6,330
S106 - 03-5027C - New Street Square - LCEIW	8,208		8,208
S106 - 04/01005/FULEIA - Old Stock Exchange - LCEIW	895		895
S106 - 05/00653/FULEIA - Mondial House - Transportation	510		510
S106 - 05/00864/FULL - Bartholomew Lane 1 - LCEIW	8,279		8,279
S106 - 05/00864/FULL - Bartholomew Lane 1 - Transportation	11		11
S106 - 06/00240/FULL - Dashwood House - LCEIW	9,158		9,158
S106 - 06/00240/FULL - Dashwood House - Transportation	16,720		16,720
S106 - 06/00500/FULL - Lothbury 1 - Transportation	314		314
S106 - 06/00613/FULL - Fleetway House - LCEIW	125		125
S106 - 06/00903/FULL - New Court - LCEIW	4,168		4,168
S106 - 09/00450/FULMAJ - Bevis Marks 6 - LCEIW	1,087		1,087
S106 - 10/00889/FULMAJ - Angel Court & 33 Throgmorton Street - LCEIW	1,533		1,533
S106 - 10/00889/FULMAJ - Angel Court & 33 Throgmorton Street - Transportation	35,234		35,234
S106 - 12/00256/FULEIA - Bartholomew Close - Transportation	12,916		12,916
S106 - 12/00474/FULMAJ - Moorgate 8-10 - LCEIW	151		151
S106 - 12/00474/FULMAJ - Moorgate 8-10 - Transportation	10,814		10,814
S106 - 13/00049/FULMAJ - Monument Street - LCEIW	49		49
S106 - 13/00049/FULMAJ - Monument Street - Transportation	208		208
S106 - 13/00339/FULMAJ - Cannon Street 39-53, 11-14 Bow Lane And Watling Court - Transportation	15,000		15,000
S106 - 14/00322/FULMAJ - Fann Street 2 - LCEIW	1,182		1,182
S106 - 14/00860/FULMAJ - King William Street 33 - LCEIW	15,563		15,563
On Street Parking Reserve	2,453,175		2,453,175
Total Funding Drawdown	**2,601,628**	**-**	**2,601,628**

This page is intentionally left blank

Committees: Streets and Walkways Committee - *for decision* Operational Property & Projects Sub - *for decision*	**Dates:** 23rd May 2023 5th June 2023
Subject: Bank Station Upgrade – Cannon Street Entrance S278 **Unique Project Identifier:** 12253	**Gateway 6: Outcome Report** Regular
Report of: Executive Director Environment **Report Author:** Daniel Laybourn	**For Decision**
PUBLIC	

Summary

1. Status update	**Project Description:** Section 278 scheme around the new Bank underground station entrance on Cannon Street to reconstruct the public highway and accommodate the requirements of the new development. The substantive development forms part of Transport for London's Bank Station Capacity Upgrade programme which, amongst other things, provides more space for users at this key transport interchange in the City and step-free access to and from the Northern line at this station for the first time. **RAG Status:** Green **Risk Status:** Low - this project was fully reimbursable (deemed low at previous report) **Risk Provision Utilised:** £117,000 **Final Outturn Costs:** £1,099,089 (excluding Commuted Maintenance)
2. Next steps and requested decisions	**Requested Decisions:** Members of Streets & Walkways and Operational Property & Projects Sub are asked to: • Approve the content of this outcome report; • Approve that the final account be undertaken;

	• 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 • Agree to close the project.
3. Key conclusions	The improvements, as can be seen in **Appendices 2 and 3**, have been successfully implemented within budget in parallel with the opening of the new station entrance. This marked the substantial completion of the Transport for London's Bank Station Capacity Upgrade programme. Towards the end of the programme there was an approximate four-month delay due to delays relating to the development itself (primarily due to the complex, constrained and subterranean nature of their project). There were no substantial impacts on any stakeholder arising from this. Work was substantially completed in late February 2023 alongside the station entrance, rather than October 2022 as originally planned. Following a request from the Developer, it was agreed that the programme could be accelerated, early procurement activities would take place at no risk to the City and the S278 construction work would closely follow the sectional completion of the new station building. Accepting this request resulted in some issues during the construction phase that are explored in this report.

Main Report

Design & Delivery Review

4. Design into delivery	The design has successfully accommodated the new station entrance and its requirements. The City's Highways Team and the term contractor (FM Conway) worked together with the Developer to re-programme works where necessary. The works consisted of: • Reconstructed and widened footway on Cannon Street adjacent to the development, along with a new advisory eastbound cycle lane running to the junction with Monument; • Partial closure of the southern section of Nicholas Lane between Cannon Street and King William Street to motor vehicle traffic whilst maintaining restricted vehicle access from King William Street;

	• An amendment of Nicholas Lane's TMO to prohibit motor vehicle access from King William Street between 7am-7pm Monday to Friday; • Security measures on Cannon Street and Nicholas Lane that met the Development's requirements; • Reconstruction of the Nicholas Lane to be a flush footway & carriageway space resurfaced in high quality paving; • Reconstruction of the other affected footways and carriageways on King William Street and Abchurch Lane; • Installation of Legible London signage to the City's design specification; • Carriageway resurfacing, drainage works and alterations and renewal of street furniture where required; and • Alterations to utilities in the locality of the development.
5. Options appraisal	As the Bank Station Capacity Upgrade had been granted a Transport & Works Act Order (TWAO), it gave TfL the ability to deliver these highway works themselves. However, in very early discussions with them, the City was asked if they could deliver the highway works given their knowledge and experience of delivering similar schemes, and under what legal mechanism they could take place. It was subsequently confirmed that work could be undertaken via a Section 278 agreement with the City delivering the work using their term contractor. Under the Highways Act 1980, Section 278 of this act relates to permanent alterations or improvements to the public highway to satisfactorily accommodate the related development in transport and highway terms. In regard to highway design, there were limited options that would have met with the Developer's security requirements around the new entrance. Also, the existing streetscape and building lines further limited what was possible. Whilst these were briefly developed as back-up options with the Developer's assistance, these were discounted once the preferred option was confirmed to be viable.
6. Procurement route	The design was prepared in-house by the City's highways team and the City's term contractor was used to deliver the project.
7. Skills base	The Project Team had the skills, knowledge and experience to manage and deliver the project.
8. Stakeholders	As the station development preceded this project's work by several years, engagement was undertaken in partnership with the Developer using their existing stakeholder network. Local stakeholders, such as neighbouring occupiers, were engaged

	throughout the processes and the project was able to deliver the highways changes without unnecessary disruption.

Variation Review

9. Assessment of project against key milestones	The key milestone that needed to be achieved was to have the S278 work complete by the time the new entrance opened. Whilst the works were delayed from their original October 2022 completion date, the S278 work was substantially complete for when the new entrance opened on 27 February 2023.
10. Assessment of project against Scope	There were no substantial changes in design to that approved at Gateway 5. This was achieved by opening a dialogue as early as possible with the Developer, local stakeholders and the statutory undertakers involved to confirm the scope of work required.
11. Risks and issues	In agreement with the Developer, the G5 estimate included conservative cost estimates for Utilities and the early procurement of the required security measures. This was due to there not being enough time to receive detailed estimates back from third parties and needing to obtain the necessary approvals in time for work to align with the planned opening of the new entrance. This worked well in terms of mitigating the associated risks and allowing the project to proceed at pace. It is this approach which has mostly led to the large sum of funds which is to be returned. The project team accepted the developer's request to align the construction phases of the S278 work more closely to the completion of various sections of the building. However, this resulted in issues for the project team and their contractor. Mostly this related to the planned release of work areas around the building not being kept to which then entailed constant rejigging of the construction programme to keep pace and avoid downtime or decant from site. Please see section 18 for more details. A risk drawdown for an increase in construction costs occurred shortly after the project obtained G5 approval. This was expected and had been accounted for in the project's costed risk register as

	the City's highways term contract had been retendered around the same time.
12. Transition to BAU	The project is now complete and has been passed over to the Highways Maintenance team to manage. The scheme was designed and built to the City's specifications, and the City will claim the required commuted maintenance sum at the time of the final account verification.

Value Review

13. Budget

Estimated Outturn Cost (G2)	£470,000 +/- 20%

	G5 Budget	Final Outturn Cost (as of 03/04/2023)
Fees	£31,000	£45,735
Staff Costs	£130,423	£203,679
Works	£582,418	£669,176
Utilities	£550,000	£180,499
Risk	£284,000	£0
*Maintenance**	£18,992	£18,992
Total	**£1,596,833**	**£1,118,081**

** Commuted maintenance sum to be charged for at the point of final account verification.*

For more detail, please see **Appendix 4.** As stated above, the G1/2 estimate was '£470,000 +/- 20%'. This was calculated using a 'per Sq/M' figure based on previous all-inclusive scheme costs as a proxy. This was before any detailed information regarding the scope and complexity of this project had been determined. The main reasons for the large increase in overall cost included:

- A more-involved scope of work to better accommodate the development such as the footway extension on Cannon Street and a higher quality of paving in Nicholas Lane;
- Much denser utility apparatus than is usual in the highways around the development which needed amending;
- Unanticipated increased officer time accommodating, amongst other things, an unacceptable difference in levels between the public highway and the development and

	accommodating the Developer's everchanging works programme; and • Increased materials & labour costs due to recent general market increases and the new highways term contract. **Please confirm whether the Final Account for this project has been verified –** They have not been verified as of 03/04/23. As some invoices are still outstanding, it is requested that the final account be undertaken once these have been received.
14. Investment	Not applicable.
15. Assessment of project against SMART objectives	The project achieved its objectives of: • Deliver a high-quality public realm near the development; • Deliver a scheme that benefits all users of the public highway; • Deliver a proportionate scheme that meets with the needs of the Developer.
16. Key benefits realised	• The project has implemented measures that both improve the environment for people walking and that enhance the public realm; and • It has also delivered highway changes that accommodates the new development and met the needs of the Developer.

Lessons Learned and Recommendations

17. Positive reflections	Throughout the project, the project team worked very well with the Developer and their contractors, who were the main stakeholders throughout the project. Despite the initiation and design development commencing during COVID-19 restrictions, project staff were still able to complete the project within a condensed timeframe. It should be noted that this project was more complex than usual with all its competing requirements, such as security, utilities, levels and the working interface with the Developer's contractors. The City's highways team should be commended for not only meeting all these challenges but constantly altering their construction programme without any significant impacts to facilitate the Developer's activities. In terms of governance, the delegation of authority to the Chief Officer to both approve risk drawdowns and approve construction subject to satisfactory statutory consultations worked well. It not only streamlined both processes but avoided additional reports to

	committee. Early procurement of certain elements of the project were also very helpful in mitigating against potential supply chain delays, which were a concern early on.
18. Improvement reflections	As mentioned earlier, the agreed site handover phasing was not kept to by the Developer's contractors due to their understandably difficult programme and construction activities. This meant the project team were constantly having to reactively reprogramme the S278 works, on a near daily basis at times, to ensure work continued in the most efficient way possible. On reflection, this issue arose from the project team agreeing to follow the Developer's construction programme more closely than usual, at the Developer's request. This agreement was made by the project team based on closer co-operation between the City and Developer (and their contractors), and the Developer involved was made aware of the risks that come with a tighter programme. However, with the issues that occurred, the project team would advise that any future projects similar to this should allow at least a month's gap between the Developer vacating areas around their site and S278 work proceeding, assuming this is agreeable between the parties involved.
19. Sharing best practice	Lessons learnt on this project have been shared through team and project staff briefings.
20. AOB	On Cannon Street, a TfL-funded pedestrian crossing is to be installed outside the station entrance by February 2024 (one year after the station opened). This is to accommodate the increase in people expected to cross outside the station and improve accessibility around Monument junction. Officers are pushing to have this installed earlier and by Autumn 2023. Furthermore, an over site development above and around the new station entrance is expected within the next few years. This is likely to involve a S278 project encompassing Abchurch Lane.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Before & After Photos
Appendix 3	Before & After Site Plan
Appendix 4	Financial Information

Contact

Report Author	Daniel Laybourn
Email Address	Daniel.laybourn@cityoflondon.gov.uk

v.April 2019

This page is intentionally left blank

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

Appendix 1

Project Coversheet

[1] Ownership & Status

UPI: 12253
Core Project Name: Bank Station Upgrade – Cannon Street Entrance S278
Programme Affiliation (if applicable): n/a
Project Manager: Daniel Laybourn
Definition of need: Should the project not take place, there will be no mechanism through which the highway changes required to accommodate the new station building can be delivered. Also, the City may need to fund any increases in maintenance liability costs made necessary by the development.
Key measures of success:

- Deliver a high-quality public realm near the development;
- Deliver a scheme that benefits all users of the public highways; and
- Deliver a scheme that meets with the needs of the Developer.

Expected timeframe for the project delivery: Work complete. Project closure by June 2023.
Key Milestones: October 2022 was missed due to delays with the new station entrance. However, work was complete in time for the station opening in early 2023.
Are we on track for completing the project against the expected timeframe for project delivery? Yes.
Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 and 'Project Proposal' G2 reports (as approved by S&W on 18/2/21 and PSC on 23/2/21):

- Total Estimated Cost (excluding risk): £470,000 +/- 20%
- Costed Risk Against the Project: n/a at this stage
- Estimated Programme Dates: Delivery by late 2022

Scope/Design Change and Impact: Report formalised the project and set up the budgets allowing officers to proceed with the design & evaluation process.

'Options Appraisal and Authority to start Work' G3/4/5 report (as approved by S&W on 2/12/21 and PSC on 15/12/21):

- Total Estimated Cost (excluding risk and commuted maintenance): £1,293,841
- Resources to reach next Gateway (excluding risk and commuted maintenance): Increase of £823,841 due to the scope of work confirmation.
- Spend to date: £41,399 as of 3/11/21
- Costed Risk Against the Project: n/a
- CRP Requested: £284,000
- CRP Drawn Down: none at this stage

- Estimated Programme Dates: Construction completion in late 2022, project closure would then be due by June 2023.

Scope/Design Change and Impact: Report formalised and requested approval for proposed scope of the project, including permission to begin construction. Also included were requests to begin early procurement to mitigate against potential project delays and delegations not only to mitigate against potential delays but to factor in the pre-election period.

(Delegated) 'Authority to start Work' G5 report:

- Total Estimated Cost (excluding risk and commuted maintenance): £1,293,841 (no change from previous)
- Change in Total Estimated Cost of Project (excluding risk): None.
- CRP utilised: None.
- Slippage: None.
- Estimated programme dates: No change from previous.

Scope/Design change and impact: Following positive outcomes to the Equalities Impact Assessment and Traffic Management Order consultation on Nicholas Lane, the delegated report requested permission to begin construction on the design previously taken to committee.

G6 'Outcome Report':

- Final Outturn Cost (excluding commuted maintenance): £1,099,089
- Change in Total Estimated Cost of Project (excluding commuted maintenance): -£478,752
- CRP utilised: £117,000
- Slippage: 4 months on construction completion due to delays in the construction of the station development.

Scope/Design change and impact: Work had been successfully completed in time for the station opening, which was 4 months late.

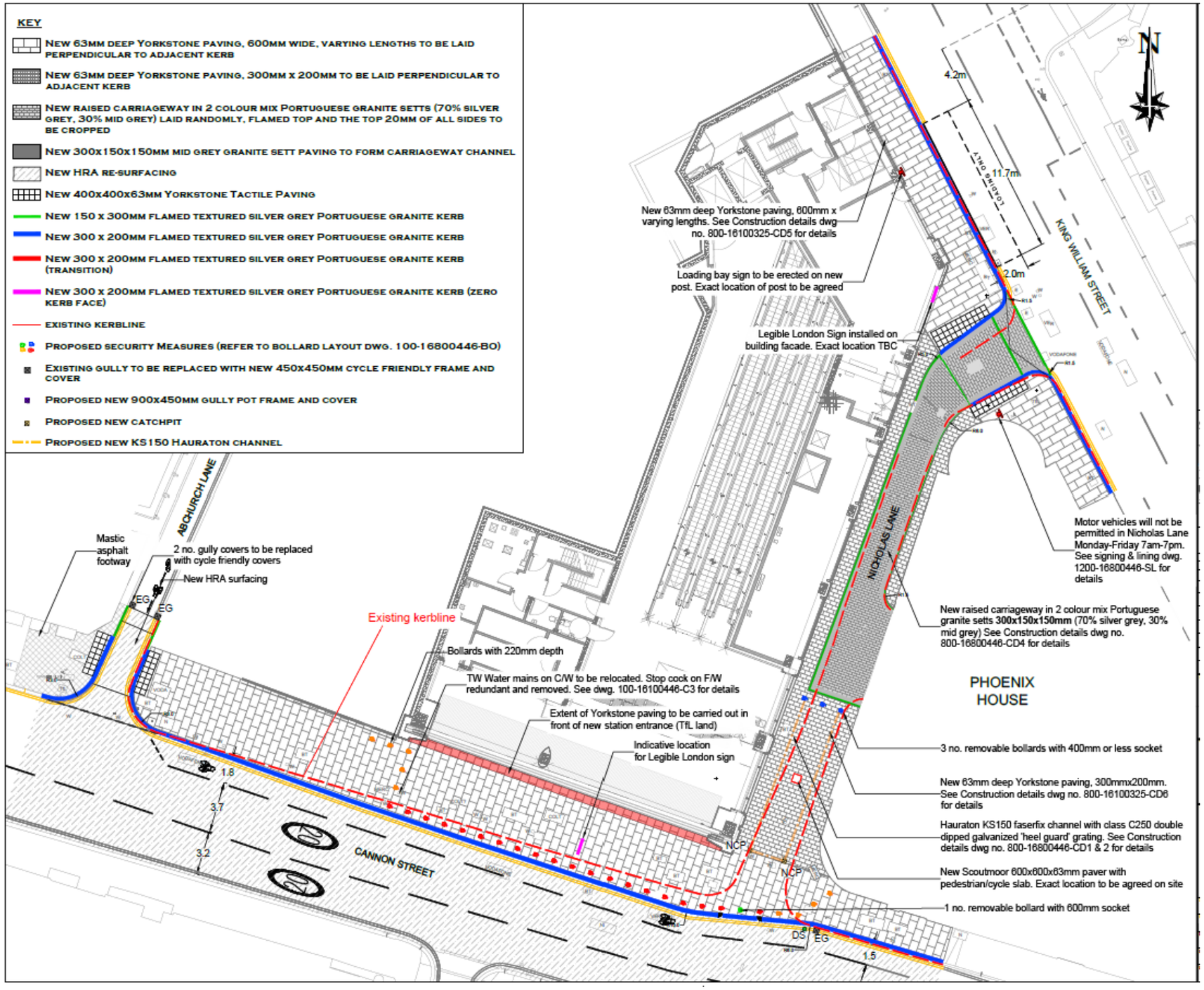
Total anticipated on-going commitment post-delivery [£]: None
Programme Affiliation [£]: n/a

Appendix 2 – Before & After photos


BANK STATION

Appendix 3 – Before & After Site Plan

Red dotted line denotes the previous kerb alignment



This page is intentionally left blank

Appendix 4 – Financial information

Table 1: Spend to Date			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Bank Station Upgrade - Cannon Street Entrance S278 - 16800446			
Env Servs Staff Costs	15,000	15,000	-
P&T Staff Costs	15,000	15,000	-
P&T Fees	11,859	11,858	1
Total 16800446	**41,859**	**41,858**	**1**
Bank Station Upgrade - Cannon Street Entrance S278 - 16100446			
Env Servs Staff Costs	154,423	146,637	7,786
Legal Staff Costs	1,000	-	1,000
P&T Staff Costs	30,000	27,042	2,958
P&T Fees	35,941	33,876	2,065
Env Servs Works	699,418	669,176	30,242
Utilities	448,200	180,499	267,701
Cost Risk Provision	167,000	-	167,000
Total 16100446	**1,535,982**	**1,057,231**	**478,751**
TOTAL	**1,577,841**	**1,099,089**	**478,752**

£18,992 Commuted maintenance sum to be charged for at the point of final account verification.

This page is intentionally left blank

Committees: Finance & Risk Committee of the Barbican Centre Board – for decision Barbican Centre Board – for information Operational Property & Projects Sub Committee – for decision	**Dates:** 10 May 2023 17 May 2023 5 June 2023
Subject: Concert Hall Seating (02800132) **Unique Project Identifier:** *11901*	**Gateway 6: Outcome Report** Regular
Report of: Barbican Centre **Report Author:** Harry Gravett – Project Manager	**For Decision**
PUBLIC	

Summary

1. Status update	**Project Description:** removal and replacement of barbican centre concert hall seating, including arm rests and aisle lighting. **RAG Status:** Green (Green at last report to Committee) **Risk Status:** Low (Low at last report to Committee) **Costed Risk Provision Utilised:** n/a (CRP was introduced after the last report to Committee) **Final Outturn Cost:** £528,270.02
2. Next steps and requested decisions	**Requested Decisions:** 1) To note the lessons learned section of this report and approve formal closure of this project.
3. Key conclusions	Since the delivery of this project, the music department have had a reduction in number of instances whereby seats have required repairs due to damage and/or deterioration.

	It is considered that, due to the successful completion of this project, the barbican centre has reduced the likelihood of reputational damage due to complaints and/or injury caused by the condition of the concert hall seating. The project was delivered on time and within the agreed budget.

Main Report

Design & Delivery Review

4. Design into delivery	4.1) The design of the project was adequately prepared for the delivery of the project. 4.2) The seating was a like-for-like replacement therefore the design was considered already proven and fit for purpose.
5. Options appraisal	5.1) A gateway 1-4 outlined the possible options. The recommended and agreed option allowed the project to meet its objectives and provide long term value by: - addressing ALL damaged/worn seating and avoiding further deterioration - delivering this work in one project/window which mitigated the need for multiple closure periods in the concert hall - providing VFM
6. Procurement route	Services were procured via an open tender, managed by Commercial Services (formerly City Procurement). Three tenders were received and the results were reported in the gateway 5, approved by Chief Officer. The tender award criteria were based on a quality/price matrix of 60:40. The most economically advantageous supplier also received the highest overall ranking and was awarded the contract.
7. Skills base	The City of London project team had the required skills and experience to deliver this project. The barbican centre music department were a key stakeholder and heavily involved in the design and delivery. An external architect and M&E consultant were appointed to assist with the design and delivery.

8. Stakeholders	Stakeholders were engaged throughout the project lifecycle. They were heavily involved in the design and delivery and kept informed and consulted on project progress. Stakeholders are satisfied with the project outputs/outcomes.

Variation Review

9. Assessment of project against key milestones	<table><tr><th>Item</th><th>GW 1-4 Estimate</th><th>Actual</th></tr><tr><td>Gateway 5 approval</td><td>July/August 2017</td><td>18th August 2017</td></tr><tr><td>Order placed</td><td>August 2017</td><td>27th September 2017</td></tr><tr><td>Start on site</td><td>August/September 2017</td><td>October 2017</td></tr><tr><td>Works Complete</td><td>March 2018</td><td>March 2018</td></tr></table> The project was completed within the agreed programme. The Outcome Report has been delayed for several reasons but primarily due to a lack of resource. - The original report author started as a temporary project manager in October 2019 as a third Barbican Centre PM however by November 2019 the other two PM's were no longer employed by the City. This necessitated 'live' projects taking priority over GW6 reports. - The lock down of the Centre due to Covid forced the two remaining officers (one temporary PM and Assistant PM) to concentrate their efforts into delivering as many projects as feasible whilst the Centre was accessible for contractors due to the Centre being closed. - The team continued to be understaffed until May 2022 - There are a backlog of Outcome Reports, due to lack of resource and turnover of staff, which require drafting and submitting. The current project team are working their way through these and have agreed a timetable with the Corporate Programme Office for when these reports will go to committee.
10. Assessment of project against Scope	There was one minor change to scope. During the construction phase it was realised that access was required to the end of each row to allow pest control to maintain the bait boxes located there. This was a small cost change and did not impact the overall project budget or programme.

11. Risks and issues	No risks occurred during this project. CRP was not utilised in this project.
12. Transition to BAU	The project had a clear plan for transfer to business as usual. Once completed and off site, the seating was handed over and in use immediately.

Value Review

13. Budget

Estimated Outturn Cost (G2)	Estimated cost: £550,000

	At Authority to Start work (G5)	*Final Outturn Cost*
Fees	*£26,205*	*£24,201.50*
Staff Costs	*£10,000*	*£0*
Works	*£508,940*	*£501,068.52*
Purchases	*£0*	*£0*
Building Control	*£1,400*	*£0*
Costed Risk Provision	*n/a*	*n/a*
Prototypes	*£7,000*	*£3,000*
*Other**	*£0*	*£0*
Total	*£553,545*	*£528,270.02*

The £1,400 allocated to 'Building Control' was not required.
The end cost for 'Prototypes' was less than expected at GW5.

The Final Account for this project **has** been verified.

14. Investment	*Not applicable.*
15. Assessment of project against SMART objectives	The project met its SMART objectives, listed below: 1) Reduction in level of repairs and maintenance required to keep seating in a satisfactory condition. 2) The work was carried out without disrupting the operation of the concert hall. 3) The project was completed within budget. 4) The project was completed within the agreed programme.
16. Key benefits realised	The key benefits, listed below, have been realised:

	16.1) Improvement to our clients and patrons' comfort and to ensure that the audience numbers are maintained 16.2) The centres reputation as a leading international venue for the world class arts and learning is maintained

Lessons Learned and Recommendations

17. Positive reflections	**17.1)** Clear and effective communication between the project team and stakeholder ensured clarity on decisions made and project progress **17.2)** Detailed planning and programming helped to ensure a swift transition from BAU to construction phase and then back to BAU
18. Improvement reflections	**18.1)** The change to scope (bait boxes) was a minor change however this could have been mitigated by a closer inspection of the seating and better liaison with facilities department.
19. Sharing best practice	All reports (including this Outcome Reports) will be stored in the project file where project managers/users can refer to the 'Lessons Learned' section to help reduce risk and improve process of future projects.
20. AOB	• This project was initiated before the project coversheet was introduced to the gateway process therefore there is no coversheet to attach as an appendix.

Appendices

Appendix 1	n/a

Contact

Report Author	Harry Gravett
Email Address	harry.gravett@barbican.org.uk
Telephone Number	07874 852 701

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank