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Streets and Walkways Sub (Planning and Transportation) Committee

Date: **TUESDAY, 16 SEPTEMBER 2025**

Time: 1.45 pm

Venue: **COMMITTEE ROOMS 0 2ND FLOOR WEST WING, GUILDHALL**

Members:

Deputy John Edwards (Chair)
Jacqui Webster (Deputy Chair)
Deputy Marianne Fredericks
Alderman Alison Gowman CBE
Mercy Haggerty, PHES appointee
Shravan Joshi MBE
Deborah Oliver
Hugh Selka
Deputy Tom Sleigh
Matthew Waters
Deputy Timothy Butcher (Ex-Officio Member)
Charles Edward Lord, OBE JP (Ex-Officio Member)

Enquiries: **Judith Dignum**
Judith.Dignum@cityoflondon.gov.uk

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

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

3. **MINUTES**

To agree the public minutes and summary of the Streets and Walkways Sub-Committee meeting held on 22 July 2025.

For Decision
(Pages 5 - 12)

4. **ALDGATE TO BLACKFRIARS CYCLEWAY**

Report of the Executive Director, Environment.

For Decision
(Pages 13 - 244)

5. **ADVERTISING BOARD UPDATE**

Report of the Executive Director, Environment.

For Decision
(Pages 245 - 314)

6. **PEDESTRIAN PRIORITY STREET PROGRAMME - THREADNEEDLE STREET AND OLD BROAD STREET AND PROGRAMME UPDATE**

Report of the Executive Director, Environment.

For Decision
(Pages 315 - 362)

7. **PEDESTRIAN PRIORITY STREETS PROGRAMME - OLD JEWRY**

Report of the Executive Director, Environment.

For Decision
(Pages 363 - 458)

8. **HIGHWAY MAINTENANCE FOR THE SQUARE MILE**

Report of the Executive Director, Environment.

For Decision
(Pages 459 - 474)

9. **COOL STREETS AND GREENING - PROGRAMME UPDATE**

Report of the Executive Director, Environment.

For Decision
(Pages 475 - 504)

10. **SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION PROGRAMME (PHASE 1B)**

Report of Executive Director, Environment.

For Decision
(Pages 505 - 536)

11. **DAUNTSEY HOUSE, FREDERICK'S PLACE - PUBLIC REALM IMPROVEMENTS (S278)**

Report of the Executive Director, Environment.

For Decision
(Pages 537 - 554)

12. **LEGIBLE LONDON S106 ALLOCATIONS**

Report of the Executive Director, Environment.

For Decision
(Pages 555 - 562)

13. **COMBINED SECTION 278 PROJECT INITIATION REPORT**

Report of the Executive Director, Environment.

For Decision
(Pages 563 - 582)

14. **MANSION HOUSE STATIONS ENVIRONS - LITTLE TRINITY LANE (PHASE 1)**

Report of the Executive Director Environment.

For Decision
(Pages 583 - 606)

15. **MOORGATE CROSSRAIL STATION LINKS: FINSBURY CIRCUS WESTERN**

Report of the Executive Director Environment.

For Decision

(Pages 607 - 626)

16. **150 ALDERSGATE STREET SECTION 278 (G6)**

For Decision
(Pages 627 - 644)

17. **16 OLD BAILEY - SECTION 278 HIGHWAY WORKS**

Report of the Executive Director Environment.

For Decision
(Pages 645 - 652)

18. ***CYCLING BEHAVIOUR IN THE CITY OF LONDON**

Report of the Commissioner of the City of London Police.

For Information

19. ***OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information

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

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

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE
Tuesday, 22 July 2025

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room - 2nd Floor West Wing, Guildhall on Tuesday, 22 July 2025 at 1.45 pm

Present

Members:
Deputy John Edwards (Chair)
Jacqui Webster (Deputy Chair)
Deputy Marianne Fredericks
Alderwoman Alison Gowman CBE
Mercy Haggerty
Shravan Joshi MBE
Deborah Oliver
Deputy Tom Sleigh
Deputy Timothy Butcher (Ex-Officio Member)
Charles Edward Lord, OBE JP (Ex-Officio Member)

Officers:

Ian Hughes	-	Environment Department
John Grimes	-	Environment Department
Gillian Howard	-	Environment Department
Tim Le Rougetel	-	Environment Department
Bruce McVean	-	Environment Department
Stephen Oliver	-	Environment Department
Samantha Tharme	-	Environment Department
Judith Dignum	-	Town Clerk's Department
Zoe Williams	-	Town Clerk's Department

1. **APOLOGIES FOR ABSENCE**
Apologies for absence were received from Matthew Waters.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
There were none.

3. **MINUTES**

RESOLVED – That the public minutes and summary of the meeting held on 14 May 2025 be agreed, subject to the inclusion of Deputy Tim Butcher in the record of those present.

Matters Arising

Responding to a question by a member, clarity was provided that useful lessons had been learned from the closure of Gresham Street on 1-2 July as part of the Culture Mile bid. These would be taken into account by those involved in the permanent project.

Chair's Remarks

The Chair welcomed Mercy Haggerty as a new member of the Sub-Committee, representing the Port Health and Environmental Services Committee. He also welcomed John Grimes, Assistant Director – Highways, and Judith Dignum – Governance Officer, to their first meeting of the Sub-Committee and to the City of London Corporation.

Congratulations were recorded to staff for their hard work resulting in the Corporation being named as Overall Winner in the 2025 London Boroughs Healthy Streets Scorecard.

4. **TEMPLE AVENUE PUBLIC REALM IMPROVEMENTS (G3)**

The Sub-Committee considered a report of the Executive Director Environment seeking approval to take forward for public consultation and further development the two project options identified. Additionally, Members were asked to note the estimated revised project budget.

Members requested a change to the area designated for the public consultation, to include the Ward Members for Farringdon Without, together with the part of the Ward in Temple, around King's Bench Walk. It was also suggested that the consultation be publicised in the local newsletter.

There was a discussion concerning the proposals for mixed-use spaces, questioning whether inclusion of both pedal cycles and e-bikes within the same category of use was appropriate. The view was expressed that e-bikes were more dangerous, and that separate categories should be identified to acknowledge this, as was the case for motor vehicles. The existing national criteria for classification was explained, highlighting the complexity of making changes given the many types of electric and power-assisted bikes available and the various user groups for each type. Support was expressed for a suggestion that the Sub-Committee may wish to input into any future national consultation on the classification of cycles.

A member expressed the view that shared spaces should be as safe as possible, with cycle lanes being well-defined. The Member commented on successful and less successful examples they had encountered. Another member commended double-lane cycle lanes with provision for mobility scooters, though acknowledging that the space required for them was not available in the area covered by the project under consideration.

Responding to questions from another Member, it was confirmed that provision had been made for servicing, though further checks would be carried out to assess whether more space was needed kerbside. Emergency services access

had been taken into account through measures including gaps in cycle lanes and the installation of bollards, with consideration to be given as to whether these should be fixed or removable. A resilient planting style would be used for green spaces. Although pedestrian numbers in the area were relatively low at present, the option remained to instal an additional raised crossing to cope with any increase associated with the opening of the Bazalgette Embankment later in 2025.

RESOLVED – That Members:

1. Agreed that, subject to changes to the area for the public consultation as requested at the meeting, the two options identified in the report are taken forward, with a public consultation exercise on the options to be undertaken in Autumn 2025.

2. Noted the estimated revised project budget of £750-900k (excluding risk).

5. **FENCHURCH STREET AREA HEALTHY STREETS PLAN (G3/4)**

The Sub-Committee considered a report of the Executive Director Environment seeking approval for additional budget of £70,000 to reach the next Gateway (funded from S106 deposits) and to approve the draft Fenchurch Street Area Healthy Streets Plan for public and stakeholder consultation in September 20025.

Responding to questions, it was clarified that the planned public consultation referred to in the report under consideration related to the overall project framework, with individual schemes to be consulted upon separately in future. At present scope still existed to accommodate site changes if required.

In response to a question, it was explained that costings for all projects included the cost of maintenance for 20 years, and that funds were often supplemented by contributions from the Eastern City BID (though the BID term was due to end in two years). Funding income was received by City Gardens and distributed between budgets by the Chamberlain on a pro-rata basis. It was noted that contributions were also requested from developers, and that the success of such requests was facilitated by the area-based approach which showed how contributions related to specific local schemes.

Concerning green spaces, it was noted that the recent introduction of a different planting style meant that irrigation was no longer required.

Noting that the part of City affected by this project was relatively poor in terms of office rents, a member commented on the importance of improvement works at ground level as a means of incorporating it into the Square Mile.

Regarding consultation with accessibility groups, Members noted that the City of London Accessibility Tool (COLSAT) was used. This was a spreadsheet-based tool incorporating research based on lived experience, which had the facility to identify relevant accessibility issues for a range of disabilities.

A member commented on the need for road surfaces to be safe for cyclists and highlighted the damage caused during major development works. Responding to a question concerning the possibility of seeking funding from developers to cover the cost of remedial works, it was explained that the current position, whereby reimbursement was sought from developers where it could be shown that their works had had a direct impact. Where a S106 scheme was in place, a rigorous approach was taken to applying the criteria for contributions. The result was that on average, a quarter of the resurfacing budget was met from developer contributions.

In closing the debate, the Chair encouraged Members to report pothole concerns via the online reporting system.

RESOLVED – That Members:

1. Approved an additional budget of £70,000 to reach the next Gateway, funded from S106 deposits as set out in Appendix 3 of the report.

2. Noted the estimated revised project budget of £170,000 (excluding risk).

3. Approved the draft Fenchurch Street Area Healthy Streets Plan for public and stakeholder consultation in September 2025, as set out in Appendix 4 of the report.

6. **MICROMOBILITY UPDATE AND ENTERING INTO A MEMORANDUM OF UNDERSTANDING**

The Sub-Committee considered a report of the Executive Director Environment providing an update on progress since the previous report in July 2024 concerning the improvement of dockless cycle hire operations in the Square Mile. Members' approval was sought to sign the Memoranda of Understanding (MoUs) with the existing operators, Lime and Forest, and to continue participation in the ongoing e-scooter trial managed by TfL.

In response to a Member's question, there was acknowledgement of a need for clearer signposting of the webform for reporting e-bike concerns referred to in Appendix 1 of the report, now available on the Corporation's website.

Concern was expressed regarding the apparently low level of fines charged for the misuse of e-bikes, possibly acting as disincentive for operators to pursue enforcement. It was explained that the cascading system used by both operators, whereby initial enforcement was in the form of a warning, followed by a small and subsequently increasing fines and ultimately a user ban. Members expressed their disappointment that the City Corporation did not have the legal authority to require one operator to refuse access to users who had received a ban from another.

It was confirmed that, although fine information was currently treated as commercially sensitive, it would be made public subsequently and included in the Memoranda of Understanding.

Responding to questions concerning the system for reporting inappropriately parked bikes and its effectiveness, Members noted that reports were routed direct to the relevant operator, with responses monitored. The MoUs would request action within 90 minutes, to be tested by a mystery shopper. A trial to publicise the process had resulted in increased reporting levels and would be worth repeating.

An update was provided on outcomes from the two-week enforcement exercise carried out in January and February 2025, with Members noting that, although it had been effective and had resulted in some longer-term improvements on the part of the operators, the exercise had shown that this type of action should form part of a suite of enforcement tools. Challenges connected with e-bikes had long been acknowledged and were made more complicated by the lack of national legislation giving powers to local authorities. The hope was that this may be addressed as part of the English Devolution and Community Empowerment Bill, but the Memoranda of Understanding offered a means of addressing this in the meantime. A member expressed support for the MoUs, noting that the challenges described existed because e-bikes were popular and micromobility formed part of the Transport Strategy. It was therefore important to engage with them.

There was a discussion concerning the potential for identifying private land within the City to store e-bikes overnight, in place of the current situation where they were taken to the edge of London. It was agreed to undertake further investigation.

It was also agreed to further investigate an approach said to be adopted by other local authorities to seize and remove e-bikes at the expense of the operator. It was noted, however, that other inner London authorities tended to report similar issues to those experienced by the City Corporation.

Members expressed disappointment at the lack of data being collected and reported by operators and expressed the view that they were not receiving sufficient information to enable them to reach an informed view of e-bike operation and management in the City.

With regard to the proposal contained in the report's first recommendation to authorise the Executive Director, Environment to sign any extensions or renewals should they be considered necessary, Members expressed the view that they would prefer a report to be submitted to the Sub-Committee before such action was taken. An amendment to delete this part of the recommendation was therefore agreed.

RESOLVED – That Members:

1. Authorised the Executive Director, Environment to enter into the Memoranda of Understanding with dockless bike operators.

2. Agreed to continue the City Corporation's participation in the e-scooter trial).

3. Noted the content of the report.

7. **TRANSPORT FOR LONDON CONGESTION CHARGE CONSULTATION RESPONSE**

The Sub-Committee considered a report of the Executive Director seeking Members' approval for a proposed response to the Transport for London Congestion Charge consultation.

It was highlighted that one of the proposed changes on which TfL were consulting concerned withdrawal of the 100% discount currently applicable to electric vans and Heavy Goods Vehicles. A communication had been received from the Clean Cities network seeking support for their proposal to ask TfL to extend the discount for electric vans operated by charities and small businesses. Were the Sub-Committee to agree, a statement would be included within the proposed response to TfL requesting retention of the current 100% discount for those vehicles during the first year of the new policy's operation.

Members indicated their support for the Clean Cities proposal.

RESOLVED – That Members:

- Approve the proposed response to the TfL Congestion Charge consultation, subject to inclusion of an additional statement requesting retention of the current 100% discount for electric vans and Heavy Goods Vehicles with regard to electric vans operated by charities and small businesses during the first year of the policy's operation.

8. ***POLICY AND PROJECTS DELEGATED DECISIONS - APRIL TO JUNE 2025**

The Sub-Committee received a report of the Executive Director, Environment which summarised the decisions relating to Transport and Public Realm Projects that had been taken between 1 April and 30 June 2025 under either existing or agreed authorised powers by responsible Officers within the Environment Department.

RESOLVED - That Members:

- Received the report and noted its contents.

9. ***OUTSTANDING REFERENCES**

The Sub-Committee received a report of the Town Clerk which provided Members with an update on outstanding references.

RESOLVED – That Members

- Noted the report and its contents.

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

A Member commended and thanked Ian Hughes and his team on their rapid response to recent road closures at Fleet Street and Bouverie Street.

Referring to the outcome of a recent Freedom of Information request reported in the Evening Standard, a Member expressed concern at the disruption caused by the large number of roadworks within the City of London sometimes involving the same roads on more than one occasion.

It was explained that the statistics contained within the FoI response, provided within the parameters of the enquiry, included every contractor action and would therefore include extremely minor interventions as well as work on major schemes. The majority of contractor actions involved a presence on site of less than one hour and took place at the City Corporation's request. Measures were in place to assure quality of work, increase efficiency and assist with prioritisation.

The City Corporation had obtained a grant from the Department for Transport for resurfacing and patching. A condition of receiving the grant was that a report be submitted to this Sub-Committee detailing how the monies were being spent and giving a general sense of how the street and road network were being managed. Members requested that the report include information on flooding and climate resilience.

In response to a Member's question regarding improvements to the co-ordination of highways works, for example by providing advance notice to utility companies and seeking advance notice from them, an updated was provided on the existing measures in place and the associated challenges.

In response to a question concerning a traffic management issue at London Wall, the Chair referred Members to the answer given at a recent meeting of the Planning and Transportation Committee.

11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There was no urgent business.

12. **EXCLUSION OF THE PUBLIC**

RESOLVED - That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.

13. **MICROMOBILITY UPDATE AND ENTERING INTO A MEMORANDUM OF UNDERSTANDING**
The Sub Committee received a non-public appendix which was to be read in conjunction with agenda item 6.

RECEIVED

14. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no non-public questions.

15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There was no non-public urgent business.

The meeting ended at 3.12pm

Chairman

Contact Officer: Judith Dignum
Judith.dignum@cityoflondon.gov.uk

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Committees: Streets & Walkways Sub-committee (For Decision) Planning & Transportation Committee (For Information)	**Dates:** 16 September 2025 21 October 2025
Subject: Aldgate to Blackfriars Cycleway **Unique Project Identifier:** 699	**Gateway 3/4** Regular **Progress Report**
Report of: Executive Director Environment **Report Author:** Albert Cheung, Street Space Planning	**For Decision**
PUBLIC	

1. Status update	**Project Description:** 1.1 The Transport Strategy identifies a core network of cycling routes in the City. To be delivered in phases, it aims to make the Square Mile a safe, attractive, and accessible place for people to cycle by applying a minimum standard for cycling provision. 1.2 In October 2024, the Streets & Walkways Sub-committee approved the Aldgate to Blackfriars Cycleway Gateway 3/4 report. This included proposals for two-way protected cycle lanes on Queen Victoria Street along the northern kerbside between Puddle Dock and Friday Street, with people cycling separated from traffic by central islands. 1.3 This side of Queen Victoria Street was selected because it has the least number of side streets and vehicle accesses and was therefore considered the most optimal for safety and quality. Parking for disabled and coach users has been retained but the bays on the northern kerbside are displaced to the southern side of Queen Victoria Street and Friday Street. 1.4 Bus stop bypasses, also known as a floating bus stop,

	have been incorporated into design. This is where a protected cycle lane runs between the pavement and the bus stop. The primary purpose of a bus stop bypass is to continue the protection for people cycling from motorised vehicles by maintaining the cycle track through the bus stop area. People boarding or alighting from the bus do so using an island which is accessed by crossing the cycle lane/s. 1.5 Along all other sections of the Aldgate to Blackfriars Cycleway, conventional single direction protected cycle lanes on each side of the road are provided. Where traffic volumes are low enough and considered safe, people cycling will mix with motorised vehicles. 1.6 The whole route has been assessed and designs developed to meet current design guidance and standards, which aim to ensure that no one feels excluded from cycling due to safety concerns. The cycleway scheme layout plan is shown in Appendix 1. 1.7 Transport for London (TfL) cycleway funding is available to schemes which meet TfL's new cycle route quality criteria. To date, TfL has fully funded the evaluation and design development through grants provided to the City Corporation. The current design, which includes fully protected cycle lanes, meets TfL's requirements. 1.8 TfL confirms and releases cycleway funding in stages. Future funding for detailed design and traffic modelling will depend on the outcomes and approvals of this report (in terms of whether the cycleway design continues to meet TfL's quality criteria). Currently, the exclusion of bus stop bypasses would fall short of providing fully protected cycle lanes where they are needed to meet TfL's requirements and therefore would not be successful in obtaining future TfL cycleway funding. 1.9 While TfL have indicated that they will continue to fund the project, subject to it meeting their design standards, the City Corporation is expected to match fund the cycleway's construction. This contribution is likely to come from OSPR or CIL funding. This funding strategy remains subject to a future bid and approval through the Priorities Board / RASC. As the OSPR and CIL funds are currently fully committed, future funding will only be possible as and when opportunities and circumstances allow. An extension to the project programme is expected to enhance the likelihood of a successful funding bid, as it would allow time for the OSPR and CIL funds to build up.

	RAG Status: Green at last report to Committee **Risk Status:** Medium at last report to committee **Total Estimated Cost of Project (excluding risk):** £4.0-£4.5M **Spend to Date:** £323,188 (fully funded by TfL) **Costed Risk Provision Utilised:** None
2. Key points to note	**Next Gateway:** Gateway 5 - Authority to Start Work (Regular) **Key Points:** • Following Gateway 3/4 approval, a public consultation on the cycleway scheme was carried out. Overall, the public consultation results show 79% of participants (466 respondents) expressed a positive view on the proposed changes to deliver the cycleway, whilst 18% of consultation participants (106 respondents) expressed a negative view and 3% of consultation participants were neutral. • A bus stop bypass is an essential facility for delivering continuous protected cycle lanes, which are critical to creating a safe, attractive and inclusive cycle route. They enable more people, including women, children, and some disabled people to cycle. However, bus stop bypasses do cause difficulties for other groups, particularly visually impaired people, who may feel excluded from safely accessing the bus stop. • The focus group of disabled people was overall supportive of the cycleway proposals, however, there was concern that bus stop bypasses do cause difficulty for visually impaired people. Concerns about the impact of the bus stop bypasses, particularly on people who are blind and visually impaired were also raised by the Royal National Institute of Blind People (RNIB) and the National Federation of Blind People UK (NFBUK). • The analysis of the latest collision data available showed that there was not a significant collision issue along the proposed cycle route. In 2024, traffic counts on Queen Victoria Street recorded two-way motorised vehicle volumes of over 600 vehicles per hour during both the morning and evening peak periods. These volumes exceed the design guidance threshold for which protected space for cycling is required. • In June 2025, a Members' briefing was held at which representatives from a range of stakeholder groups

	discussed the implications of bus stop bypasses. Organisations representing blind people called for the delivery of bus stop bypasses to be stopped or deferred until new guidance is published and a fully inclusive solution identified. In contrast, other groups, including those representing disabled people who use a cycle as a mobility aid, expressed support for progressing with the delivery of the cycleway without delay. • The Aldgate to Blackfriars Cycleway equalities impact assessment has been updated following extensive stakeholder engagement. The outcome has indicated that, while there are negative impacts, these do not constitute unlawful discrimination, and the cycleway proposal is considered to be objectively justified. • Five options have been considered for taking the Cycleway project forward. These range from proceeding as proposed to cancelling the project due to the implications of bus stop by passes. • London and national guidance on bus stop bypasses is currently being updated, with publication expected in early 2026. A short pause to the project to allow for the release and review of this updated guidance, ensures the cycleway scheme is aligned, is considered reasonable and responsible. **Requested Decisions:** Members of the Streets and Walkways Sub-committee are asked to: 1. Agree to defer the project (Option 2) until updated guidance on bus stop bypasses is published, as detailed in Section 6.
3. Reporting period	Between November 2024 and September 2025
4. Progress to date	<u>Public Consultation</u> 4.1 A public consultation on the proposals for the Aldgate to Blackfriars Cycleway opened on 9 December 2024 and ran for nine weeks, with the online survey closing on Sunday 9 February 2025. Commonplace, a specialist consultant was commissioned to host the public consultation. The online consultation survey page was viewed over 6,500 times and resulted in over 1,200 survey contributions, made by over 560 people.

4.2 Engagement prior and during the consultation included:

- Pre-engagement meetings with key stakeholders, including affected local occupiers, London Cycling Campaign and Transport for London.
- Promotion via Business Improvement Districts.
- Email communication to stakeholders and interest groups.
- 2,100 leaflets distributed to building occupiers along the proposed cycle route.
- 30 large on-street publicity posters.
- Drop-in sessions where the public could discuss the proposals with the project team.

4.3 The public consultation received a high proportion of responses from people who cycle as well as a significant proportion of respondents that did not specify what mode(s) of transport they use. Responses have been separated in the summary below.

4.4 The online consultation split the proposed cycleway into four sections.

- Queen Victoria Street - west (western section)
- Queen Victoria Street - east (eastern section)
- Aldgate
- Whole route overview

4.5 This enabled people to provide feedback on a specific area of interest, different areas or to comment on the whole cycle route.

4.6 A breakdown of the 1,245 survey contributions by area, made by over 560 people (some people made more than one contribution) is shown in Chart 1 below.

Chart 1: Public Consultation Survey Contributions (1,245 contributions)

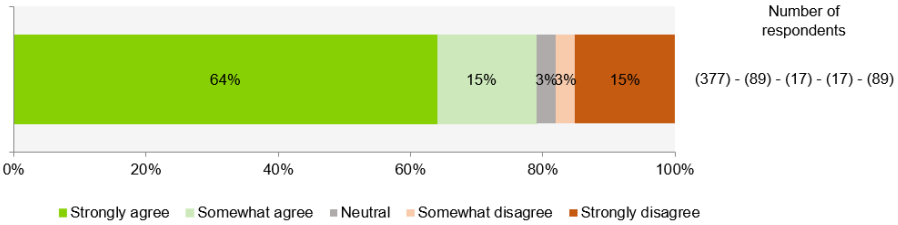
4.7 In addition to the questions on the four sections of the cycle route, each respondent was also asked a series of optional demographic and travel questions.

4.8 The consultation responses for the three sections (Queen Victoria Street west, Queen Victoria Street east and Aldgate) were consistent with responses on the cycleway overview which are discussed in paragraphs 4.19 to 4.30. The results for each of the three sections can be found in Appendix 2.

Cycleway Overview – consultation findings

4.9 This referred to the whole cycleway between Aldgate and Blackfriars.

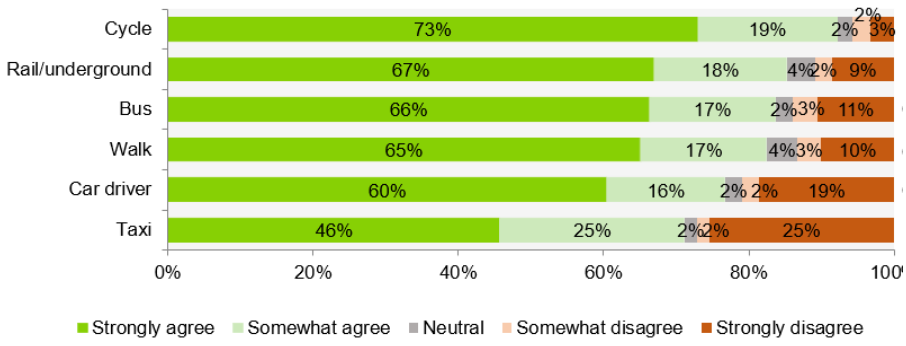
Chart 2: Levels of agreement with the proposed changes (589 respondents)



4.10 The results show 79% of consultation participants (466 respondents) expressed a positive view of the proposed changes to deliver the cycleway, whilst 18% of consultation participants (106 respondents) expressed a negative view and 3% of consultation participants were neutral.

4.11 Analysis has been carried out to examine how agreement with the proposed changes varied based on respondents' reported modes of travel. Respondents were able to select multiple modes of transport. However, certain travel modes, such as private hire vehicle drivers and passengers, motorcyclists, and van or lorry drivers, had too few responses to support meaningful analysis.

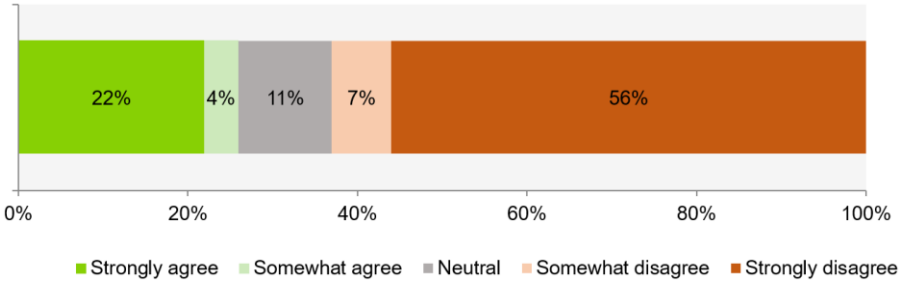
Chart 3: Agreement with the proposed changes by travel mode (326 respondents)



4.12 Noting that people could select multiple answers, Chart 3 shows there was agreement for the proposed changes across all modes of travel. Support was highest among those who cycle (92% or 259 respondents), followed by users of rail/underground (85% or 219 respondents), bus users (84% or 174 respondents), and people who walk (82% or 222 respondents). In contrast, opposition was limited. While still supportive overall, 21% of those identifying as car drivers (9 respondents) and 27% of taxi users (16 respondents) expressed disagreement with the proposed changes.

4.13 Further analysis considered responses from those who did not select cycling as a mode of travel. The number of people who answered the mode of travel question and do not cycle is comparatively low with 45 respondents. Chart 4 below shows their level of agreement.

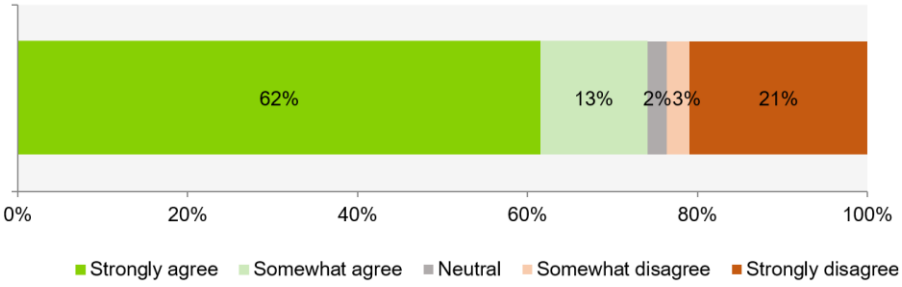
Chart 4: Agreement with the proposed changes from non-cyclists (45 respondents)



4.14 Over 60% (28 respondents) disagreed with the proposed changes. For many, this disagreement was strong. In contrast, just 26% (12 respondents) agreed, while 11% expressed a neutral opinion.

4.15 263 respondents did not provide an answer for how they travelled through the area. This is a significant proportion, 45% of the total number of consultation participants. Chart 5 below shows the levels of agreement with the proposed changes for respondents with an unspecified travel mode.

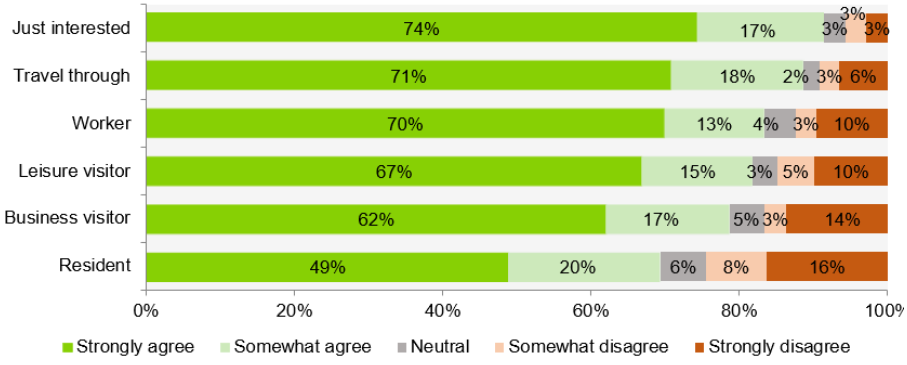
Chart 5: Agreement with the proposed changes for those not answering the travel mode question (263 respondents)



4.16 75% of consultation participants (197 respondents) who did not specify a travel mode, agreed with the proposed changes. For many, this agreement was strong. 24% (63 respondents) disagreed, while 3 respondents expressed a neutral opinion.

4.17 Analysis has also been carried out to examine how agreement with the proposed changes varied based on respondents' relationship to the area. Respondents were able to select multiple relation types, where applicable. However, certain types, such as business owners, drivers/riders, and students, had too few responses to support meaningful analysis.

Chart 6: Agreement with the proposed changes by relation to the area (358 respondents)

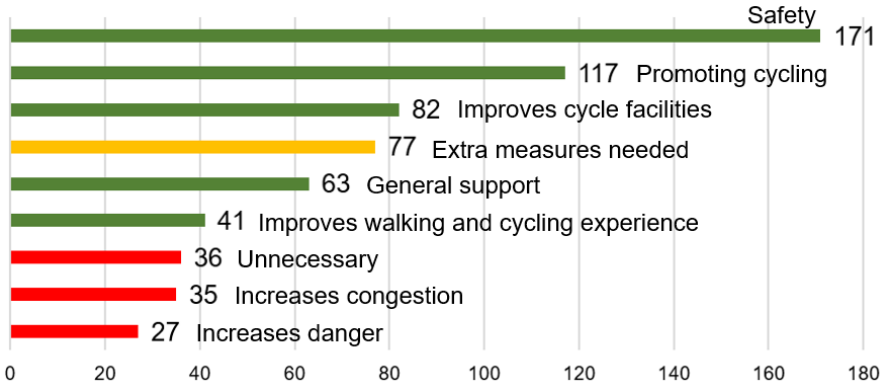


4.18 Chart 6 shows agreement for the scheme consistently above 65%. The highest level of

disagreement was from local residents with 24% disagreeing with the proposed changes.

4.19 464 respondents provided additional comments. Some respondents made more than one comment. The key themes emerging from these comments and the number of comments made are shown in Chart 7 below. Those responses in green, amber and red represents favorable, neutral or negative views of the proposals respectively.

Chart 7: Reason for supporting or not supporting the proposed changes (464 respondents)



4.20 Among the 77 respondents who mentioned that extra measures were needed, 14 responses called for an alternative to the proposed bus stop bypasses, due to safety concerns for people walking or wheeling who would need to cross the cycle track to access the bus stop. Similar concerns were also received in a letter from the Royal National Institute of Blind People (RNIB). The National Federation of the Blind UK (NFBUK) did not respond directly to the consultation but contacted Members to highlight their concerns about bus stop bypasses.

4.21 In addition to the consultation survey, a letter was received from the City of London School, which raised concerns regarding changes to the coach parking. These concerns were subsequently resolved following a meeting with the school. The College of Arms also raised concerns about the potential impact of the cycle track on their access and property. However, officers consider that these matters can be addressed during the detailed design stage of the scheme.

Accessibility Review

4.22 Transport for All, a pan-disability disabled-led organisation supporting inclusive transport, were commissioned to undertake an accessibility review of the Aldgate to Blackfriars Cycleway. The review included focus group engagement with disabled people and local stakeholders, and an independent accessibility design review. The findings are summarised below.

4.23 The focus group with disabled people was attended by 10 people (both online and in person), who reviewed the cycleway proposals from a variety of perspectives, taking a pan-disability approach. Reviewing the proposal plans and cycleway visualisations, the focus group discussed current and potential barriers, with their lived experience at the centre of the conversations. A summary of the focus group feedback is provided in Table 4.1 below. Full details are included in Appendix 3

Table 4.1 – Lived Experience Focus Group - Feedback

Topic	Description
Navigation and Wayfinding	Accessible wayfinding for neurodivergent and blind people. Signage should be consistent and at an accessible height Use materials and infrastructure with high colour contrast and tactile wayfinding features.
Physical Design and Infrastructure	Shared walking and cycling areas are problematic particularly for disabled people. Support for dedicated protected cycle lanes which allow adapted cycles and mobility scooters. Preference varies between bollards, kerbs, and concrete separators but agreement on physical separation reduces risk and improves clarity.
Safety and Risk Mitigation	Speed and quiet operation of cycles and scooters were major safety risks, especially for blind/visually impaired people.

			Poorly designed junctions and bus stop bypasses increase safety risk, particularly in shared areas. Suggested mitigations included: audible crossings, tactile paving, speed limits, visual cues for safe crossing, countdown timers, good lighting, and safe refuge zones at crossings.
		Public Education and Behaviour	Support for education campaigns, especially around bus stop bypasses, cycleway rules, and use of mobility devices in cycle lanes. Need for considerate cycling. Better understanding / signage on who (mobility scooters) can use cycleways. Regulation of rental e-bike parking and speed enforcement
		Environment and Accessibility Barriers	Pavements and drop kerbs blocked with parked rental e-bikes Inadequate lighting, poor maintenance of tactile paving, and improperly placed greenery were flagged as hazards Planters, trees, and soft landscaping are welcome but must not compromise accessibility

4.24 Only two organisations responded to the invitation to the focus group with external stakeholders – the City River Partnership and local representatives from the London Cycling Campaign. Their main recommendations were to prioritise physically separated, inclusive, and accessible cycleways with clear wayfinding, safe junctions, and measures to reduce speed in shared areas.

4.25 Emphasis was placed on delivering high quality infrastructure along the full route to serve a diverse range of users including women, children, disabled people using adapted cycles, and cargo bike riders. This should be supported by enforcement against misuse of cycle infrastructure by powered two-wheelers and better management of rental e-bike parking. They also highlighted the need for careful construction planning to minimise disruption and

maintain safe cycling conditions during construction. Full details are included in Appendix 3.

4.26 An accessibility design review was also carried out by Transport for All to ensure that the proposed design is as inclusive as possible. A summary of the recommendations is provided in Table 4.2 and in full in Appendix 3.

Table 4.2 – Accessibility Design Review Summary

Topic	Description
Pavement	Ensure a minimum 2.0 metre unobstructed pavement width. Standard reference in: - Inclusive Mobility, BS 8300
Signal Crossings	Crossings should include tactile paving, audible signals, adequate crossings times for slow moving people. Standard reference in: - Inclusive Mobility, BS 8300, Highway Code
Clearly separated cycling and walking areas	At the bus stop by passes ensure that tactile delineators and surface contrast are used. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20
Accessible wayfinding and rest areas	Along the cycle route tactile or audio signage and maps should be installed. Seating ideally with cover/ shade should be provided at regular intervals for rest stops. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20
Parking	Ensure that relocated disabled and coach parking does not obstruct any walking routes or reduce visibility at crossings. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20
Mobility scooter	The cycleway should be appropriately designed to accommodate mobility scooters in terms of width, quality, step free access, safe transitions, and gradients. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20

General best practices	The cycleway should be designed to include accessibility features such as: - High contrast markings and non-slip surfaces - Shadow free lighting - Consistent design along the route - Visual enhancements on street furniture

4.27 The outcomes of all the accessibility review, including the focus group feedback, has informed the Aldgate to Blackfriars Cycleway equalities impact assessment which is discussed later in this report. In addition, the accessibility review will support the detailed design of the cycleway scheme subject to approval to progress the project.

Collision Data Review

4.28 A collision analysis update has been carried out for the cycle route using five-year data up to March 2025. All collision data post December 2023 is provisional and may change.

4.29 Along Queen Victoria Street (between Blackfriars Court and Queen Street), which includes four signalised junctions and a standalone signalised pedestrian crossing, 13 collisions were recorded, an average of 2.6 collisions per year. This average equates to one collision every two years at each set of traffic signals. This is considered relatively low and does not indicate a significant road safety issue.

4.30 In the Aldgate area, which comprises two signalised junctions and a standalone signal pedestrian crossing, 11 collisions were recorded over five years, an average of 2.2 collisions per year, equating to fewer than one collision per year at each set of traffic signals. This also does not indicate a significant road safety issue.

4.31 Although the data does not indicate a current road safety issue, the proposed cycleway is expected to improve safety and perceptions of safety for people walking, wheeling, and cycling. It is therefore still expected to reduce road collisions and encourage more people to cycle. As noted below, traffic volumes on Queen Victoria Street exceed the design guidance threshold (500 vehicles per hour), after which protected space for cycling is required.

4.32 In addition, as the number of people cycling is expected to steadily increase, the absence of protected space for cycling may result in a corresponding rise in collisions involving people cycling. The delivery of the cycleway is expected to mitigate this risk and further encourage growth of people cycling in the City.

4.33 Tables 4.3 and 4.4 show a summary of the collisions between March 2020 and February 2025 along the proposed cycleway.

Table 4.3 – Collisions on Queen Victoria Street (5 years)

Location on Queen Victoria St	Collision Type	Severity
Blackfriars Ct	Pedestrian & Cycle	Serious
St Andrews Hill	Cycle & Taxi	Slight
St Andrews Hill	Motorcycle & LGV	Slight
White Lion Hill	Motorcycle	Serious
White Lion Hill	Pedestrian & Car	Slight
White Lion Hill	Pedestrian & Bus	Slight
White Lion Hill	Pedestrian & Motorcycle	Serious
Godliman St	Motorcycle & LGV	Slight
St Peter's Hill	Pedestrian & Cycle	Serious
Cannon Street	Cycle & Car	Slight
Cannon Street	Pedestrian & Car	Slight
Queen Street	Cycle & Taxi	Slight
Queen Street	Motorcycle & Taxi	Slight

4.34 Along Queen Victoria Street between Blackfriars Court and Queen Street, five of 13 collisions involved a person cycling, of the five collisions: three collisions involved a motorised vehicle and two collisions were with a person walking.

Table 4.4 – Collisions around Aldgate (5 years)

Location around Aldgate	Collision Type	Severity
Fenchurch St	Cycle & Car	Slight
Fenchurch St	Cycle & Motorcycle	Slight
Leadenhall St	Taxi & Cycle	Serious
Jewry St	Motorcycle & Motorcycle	Slight
Minories	Motorcycle & Taxi	Slight
Minories	Cycle & HGV	Slight
Duke's Place / St Botolph	Motorcycle & Car	Slight

St Botolph Crossing	Pedestrian & Cycle	Slight
St Botolph Crossing	Pedestrian & Car	Slight
St Botolph Crossing	Pedestrian & Car	Serious
St Botolph Crossing	Pedestrian & Car	Slight

4.35 Around Aldgate along the proposed cycle route, five of 11 collisions involved a person cycling. Of these, four collisions involved a motorised vehicle, and one collision was with a person walking.

Traffic volumes

4.36 The Department for Transport's (DfT) design guidance states that in order to make a street fully accessible and comfortable for most people to cycle protected space for people cycling (which may include bus stop bypasses) is necessary on streets where motor traffic exceeds lightly trafficked conditions during peak times. This typically means streets carrying more than 2,000 motor vehicles per day (two-way) or over 500 motor vehicles per hour during the peak (two-way).

4.37 The DfT's motorised vehicle volume threshold and its application on when to provide protected cycle lanes is reflected in the Transport Strategy and in Transport for London's (TfL) New Cycle Route Quality Criteria. Meeting the Route Quality Criteria is a condition of TfL's funding to deliver cycleway projects such as the proposed Aldgate to Blackfriars Cycleway.

4.38 On Queen Victoria Street, the peak hour motorised vehicle volumes are over 600 vehicles per hour which is above the 500 vehicle per hour threshold indicating protected space for cycling is needed. As a comparison, traffic volumes on Leadenhall Street are 446 motor per hour during the peak hour, which does not require protected cycle lanes.

Equalities Impact Assessment (EQIA)

4.39 The equalities impact assessment of the Aldgate to Blackfriars Cycleway has been updated with Census 2021 data, Square Mile's workforce data 2023, Office National Statistics Data 2024, feedback from the public

consultation, accessibility design review and Member briefing. The updated EQIA is in Appendix 4.

4.40 The outcome of the EQIA indicates that, while there are negative impacts, these do not constitute unlawful discrimination, and the Aldgate to Blackfriars cycleway proposal is considered to be objectively justified.

4.41 It is acknowledged that certain groups may experience exclusion. However, the scheme is expected to improve inclusivity for other groups who currently feel excluded from cycling due to existing road conditions. As part of the scheme design, mitigation measures will be investigated and delivered where possible to remove or minimise potential negative impacts on affected groups. Post delivery monitoring will continue and where appropriate and possible, further measures could be considered.

4.42 The EQIA will be reviewed and updated as the cycleway design progresses, where considered appropriate, to take account of any new data or emerging information. This will include, for example, significant changes arising from the publication of updated guidance on bus stop bypasses.

<u>Bus Stop Bypasses Members' Briefing</u>

4.43 On 18 June, a Members' briefing was held in the form of a round table discussion with representatives of different organisations. The purpose of the briefing was to allow Members to participate in a broad discussion on the implications of bus stop bypasses.

4.44 The organisations which attended were:

- London Cycling Campaign (LCC)
- Living Streets
- National Federation of the Blind UK (NFBUK)
- Royal National Institute of Blind People (RNIB)
- Wheels for Wellbeing (WfW)

4.45 All the attendees were invited to submit a short briefing paper which was circulated in advance of the briefing. All organisations except for NFBUK provided a paper. Guide Dogs for the Blind were unable to attend but also provided briefing paper. A summary of the key points made by each organisation is below and the briefing papers are included in Appendix 5.

4.46 Guide Dogs key points:

- Their research study found that blind and visually impaired people have real difficulty detecting people cycling at bus stop bypasses.
- The higher the speed at which people cycle also increases the fear of a collision.
- Investigate ways to make the size of the island at bus stops safer and to slow the speed of people cycling.
- Ensure audible announcements are in place to inform passengers of a bus stop bypass.
- Requests the delivery of bus stop bypasses to be paused until further research is completed.

4.47 London Cycling Campaign key points:

- Strongly supported the Transport Strategy with particular emphasis on reducing road danger and inclusive cycling.
- Bus stop bypasses are a necessary feature for cycle safety that are essential to reduce conflict with motor vehicles.
- Delivery of bus stop bypasses should not be deferred as delay could result in a serious or fatal collision and have an adverse impact on the delivery of the Transport Strategy.
- Evidence that a protected cycle route increases diversity in cycling and that safety concerns are a significant barrier to people taking up cycling
- Acknowledge that City streets are complex which need to be designed carefully and sensitively with an evidence-based approach.
- Continue collaborative design so that the cycleway is as safe as possible.

4.48 Living Streets key points:

- Acknowledged that bus stop bypasses are not perfect but are necessary for cycle safety.
- Visually impaired people can have difficulty when crossing the cycle track at bus stop bypasses.
- There is no adequate design alternative.
- Encouraged the City to lead on design mitigations measures rather than omitting bus stop bypasses.
- Signalised crossings to be considered for busiest bus stops.

	4.49 NFBUK key points: • Strongly opposed to bus stop bypasses as they impede independent travel for blind people. • Current design guidance has ignored and excluded blind people. • Safety concerns as moving micromobility vehicles can be difficult to hear with background noise. • Cycle routes should avoid busy bus corridors. • Current cycle infrastructure design guidance should be reviewed. • Cycleway design should be reviewed with extensive engagement with disabled groups. • Do not believe it is possible to make bus stop bypasses safe and accessible for blind people and that alternative designs that do not provide a continuous cycle lane should be developed. 4.50 RNIB key points: • Research findings showed that 87% of respondents find bypasses harder to use; 13% avoid travel altogether. • In some cases, people encountered psychological stress and reduced travel freedom. • Requested the delivery of bus stop bypasses to be paused until an inclusive design solution is found. • Referenced the Equalities Act 2010 and Public Sector Equality Duty 4.51 WfW key points: • Buses and cycles as mobility aids are both vital for different disabled users. • Some disabled people rely on cycles and adapted cycles to travel. Noted that people travelling by mobility scooter can also use cycle tracks, and that bi-directional tracks allow overtaking of people using adapted bikes or mobility scooters who may travel more slowly. • Opposed to pausing the delivery of bus stop bypasses as a delay would endanger disabled people cycling. • Supports innovative and inclusive design at bus stop bypasses. 4.52 The conclusions from the round table discussion were that both the NFBUK and RNIB requested a deferral of the cycleway's delivery until updated

guidance was published and a fully inclusive design solution for bus stops was identified. In contrast, LCC, Living Streets, and WfW supported proceeding with the delivery of the cycleway, including bus stop bypasses, while continuing collaborative engagement with user groups to develop suitable mitigation measures addressing the concerns of people with visual impairments.

<u>Bus Stop Bypass Policy Position</u>

4.53 The Transport Strategy includes proposals for a network of cycle routes made up of streets with lower traffic volumes or, where traffic volumes are higher, protected space for cycling in line with national and London guidance.

4.54 While the Transport Strategy does not explicitly refer to bus stop bypasses current guidance is that they are included where protected cycle lanes are installed on bus routes.

4.55 There are currently seven bus stop bypasses in the City, all of them on the TfL Road Network. TfL's bus stop bypass review in 2024 identified that there were no collisions recorded at bus stop bypasses in the City. See Appendix 6 for full details and bus stop locations.

4.56 One bus stop bypass will be installed as part of the St Paul's Gyratory Transformation. This is part of a short stretch of bi-directional cycle track on St Martin Le Grand that allows people cycling to safely navigate the Newgate Street / St Martin Le Grand / Cheapside junction. This has been designed in accordance with current guidance.

4.57 Other than those proposed as part of the Aldgate – Blackfriars Cycleway there are no other current proposals to install bus stop bypasses in the City. Bus stop bypasses may be considered as part of future cycleways, but these are unlikely to be delivered within the next five years.

4.58 At the July meeting of the Planning & Transportation Committee there was a request to consider the need to adopt a general policy position on bus stop bypasses.

4.59 Guidance on the design of bus stop bypasses (and cycle infrastructure more generally) has been produced by both TfL and Department for Transport (DFT) / Active Travel England (ATE). Both organisations are currently reviewing guidance, with updates expected in early 2026.

4.60 While there are benefits and disbenefits associated with the use of bus stop bypasses (summarised in Appendix 6) it is expected that they will remain part of the design toolkit for cycle infrastructure.

4.61 Any future proposals for use of bus stop bypasses will continue to be considered on a case-by-case basis reflecting context and project objectives and informed by an assessment of equalities impacts. This will ensure we retain the flexibility to incorporate appropriate infrastructure.

4.62 Given this, and the broader commitment in the Transport Strategy to create a safe cycling network that enables more people to choose to cycle, it is not considered necessary at this time to develop a separate policy position on bus stop bypasses. This report recommends pausing the cycleway scheme until the updated guidance is published and has been reviewed, to ensure the scheme remains aligned to guidance. The review will also determine whether the guidance substantiates the position of not adopting a fixed policy on bus stop bypasses.

5. Next steps

5.1 Officers have carefully reviewed the extensive feedback received on the proposed cycleway, including detailed engagement on the issue of bus stop bypasses. As a result, five options have been considered for taking the Aldgate to Blackfriars Cycleway project forward. A summary of these options is provided in Table 5.1 below.

Table 5.1 – Summary of Project Options

Project Options	Description
Option 1 – Proceed as proposed	Proceed to detailed design for construction but with further engagement, particularly with disabled people and representative groups, to explore how to mitigate the impacts of bus stop bypasses.

Option 2 – Pause (Recommended)	DfT and TfL are reviewing and updating their guidance on bus stop bypasses. This option would pause the project until the guidance is published which is expected to be in early 2026. The cycleway project will then proceed in line with guidance.
Option 3 – Part proceed and part pause	This option is a combination of Options 1 and 2. Sections of the cycle route that do not require bus stop bypasses would proceed as proposed while sections involving bus stop bypasses are paused pending the publication of the updated bus stop bypass guidance, expected to be in early 2026.
Option 4 – Explore alternative options	This option would revisit previously ruled out options to explore alternative designs to bus stop bypasses such as conventional with-flow cycle lanes which end at bus stops and therefore people cycling are unprotected through bus stop areas.
Option 5 – Cancel project	This option ends the project which could be restarted in the future when opportunities and circumstances allow.

5.2 The advantages and disadvantages of each of the five project options are outlined in the following paragraphs. Options 1, 2, and 3 are considered the most practical for advancing the project based on the previously agreed approach, reflecting the support expressed through public consultation and aligning with the Transport Strategy. Option 2 is recommended.

Option 1 – Proceed as Proposed

5.3 Option 1 enables the project to proceed without further delay and offers the greatest opportunity to secure future TfL cycleway funding. However, delivery will remain subject to a successful future OSPR / CIL bid, enabling the City Corporation to provide match funding for the scheme's construction.

	5.4 Further engagement during the detailed design phase is included with the aim of mitigating the impacts of the bus stop bypasses. 5.5 Option 1 has been designed in accordance with current guidance. However, as new guidance is currently in development, any changes to these standards may result in elements of the scheme no longer aligning with best practice. Option 2 – Pause (Recommended) 5.6 Option 2 ensures the design aligns with the updated guidance from the DfT and TfL. As the project will comply with the updated guidance, potential negative impacts should be mitigated and risks, such as legal challenges, are significantly reduced. As this option reflects national and local guidance, it is likely that TfL will continue to provide funding contributions. This option is also dependent on a successful future OSPR / CIL bid to part fund the scheme's construction. 5.7 However, Option 2 would delay both project delivery and the realisation of its benefits. Updated DfT and TfL guidance is not expected until early 2026, after which the project would resume. However, the new guidance could be delayed, and this timeline is beyond the City's control. Choosing this option would also incur additional costs for reviewing the new guidance and potentially redesigning sections. This short pause to the project would not present a major safety concern. Option 3 – Part proceed and part pause 5.8 Option 3 enables parts of the project to be delivered without delay, including key improvements at the Cannon Street junction. The sections that can proceed would still offer meaningful improvements. 5.9 If the updated DfT and TfL guidance recommend a different design for sections involving bus stop bypasses, it is highly likely that the designs can be adapted to integrate with the already designed or delivered sections without incurring significant abortive costs. 5.10 By pausing the sections involving bus stop bypasses, this option ensures alignment with forthcoming guidance, while allowing some sections of the project to proceed without delay.

	5.11 However, this option delays the delivery of a complete route. The updated guidance from DfT and TfL is expected to be published in early 2026 but could be delayed, and this timeline is beyond the City's control. There would also be additional costs associated with reviewing the new guidance and potentially redesigning sections. Furthermore, the potential for future funding from TfL may be at risk, as this option does not deliver, or guarantee the delivery of, a continuous route with protected cycle lanes where they are needed. Therefore, this option may require the City Corporation to fully fund both the detailed design and construction of the scheme. As OSPR / CIL funds are already fully committed to other projects, it is likely that insufficient CoL funding will be available to complete the scheme's detailed design in the short term. This option will therefore be subject to an enforced delay due to funding constraints. Option 4 – Explore alternative options 5.12 Option 4 addresses the concerns with bus stop bypasses. This option would provide some improvements for people cycling, walking, and wheeling. The overall cost of delivering the revised scheme may be lower, as it would likely require fewer traffic signals and less complex infrastructure. 5.13 However, this option represents a sub-optimal solution based on previously ruled out designs, offering reduced benefits for people cycling, walking, and wheeling. Most of the evaluation and design work carried out to date would be abortive. Furthermore, the scheme is unlikely to qualify for future TfL cycleway funding unless an alternative proposal delivers fully protected cycle lanes where they are needed. Option 5 – Cancel Project 5.14 Option 5 addresses the concerns with bus stop bypasses but would not deliver improvements for people walking, wheeling or cycling. There is a risk of reputational damage from cancelling the project and not supporting cycling in the City as this is contrary to the Transport Strategy. Proceeding with this option may also undermine the City's credibility with key stakeholders and could negatively impact the likelihood of securing future funding from TfL for other cycling infrastructure projects.

6. Recommendation	6.1 Option 2 to defer the project until updated guidance is published is recommended. 6.2 Although Option 2 requires delaying the delivery of the cycleway, an expected six to nine month delay is not considered too significant or unreasonable to wait for DfT's and TfL's emerging guidance. 6.3 This approach presents a responsible, inclusive, and future-proofed solution. It balances the ambition to deliver a high-quality cycle route with the need to reflect updated guidance, address equalities issues, and maintain public and institutional confidence. 6.4 For these reasons, Option 2 is considered the most appropriate and sustainable approach for progressing with the Aldgate to Blackfriars Cycleway project.

Appendices

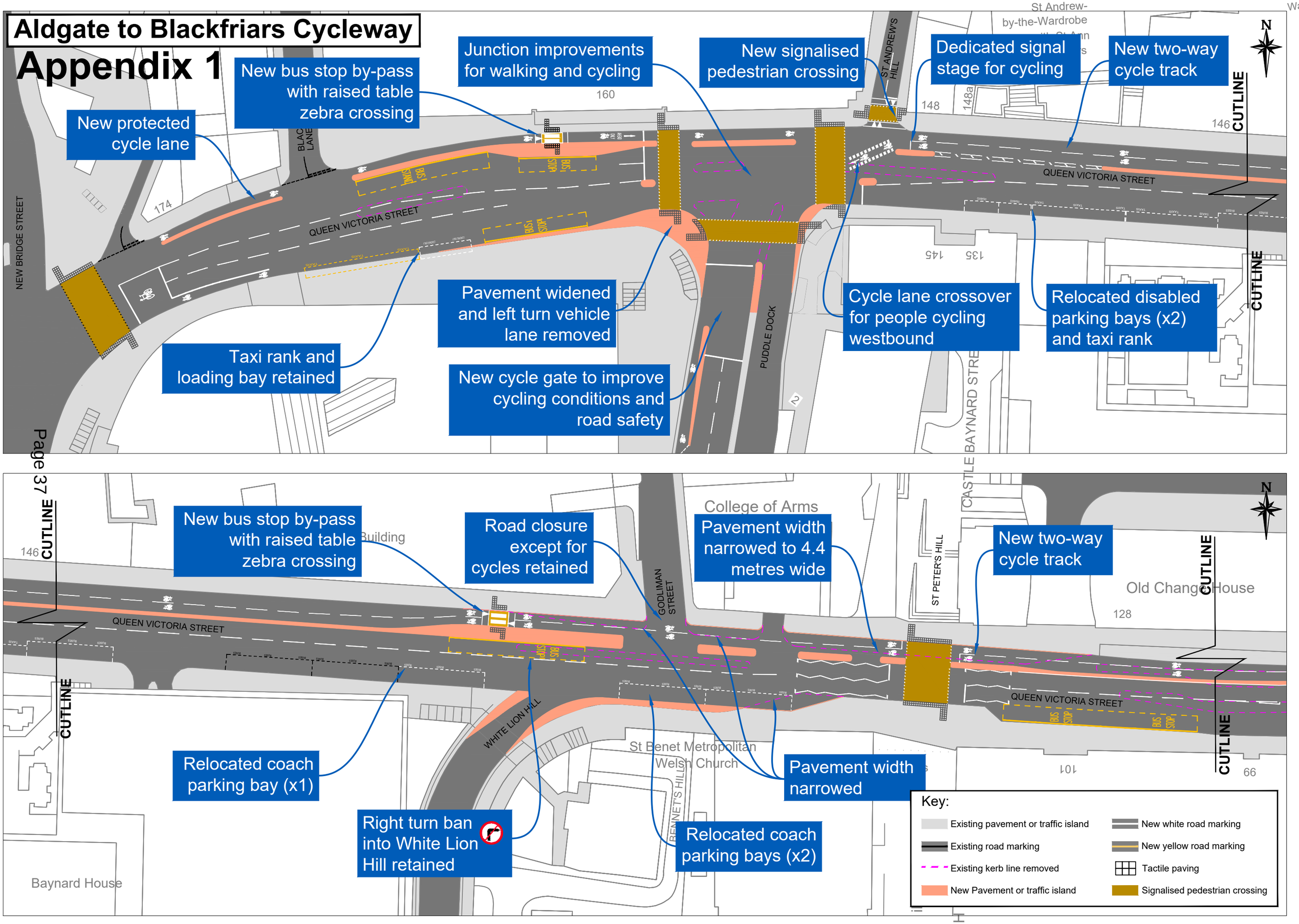
Appendix 1	Cycleway Scheme Layout Plan
Appendix 2	Public Consultation Outcomes Report
Appendix 3	Accessibility Review Report
Appendix 4	Equalities Impact Assessment
Appendix 5	Members' Briefing Paper Submissions
Appendix 6	Bus Stop Bypass Supplementary Information
Appendix 7	Project Coversheet

Contact

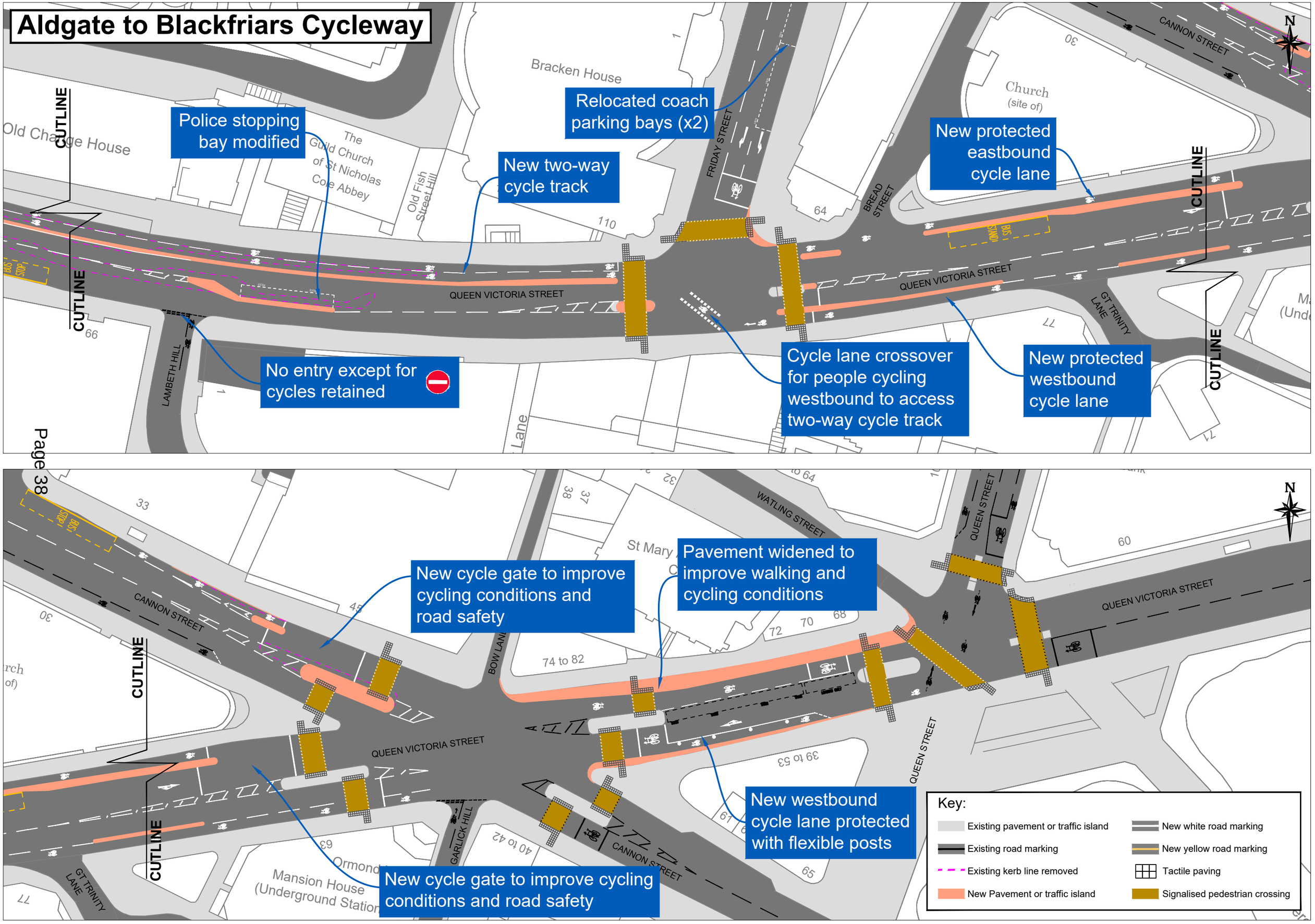
Report Author	Albert Cheung
Email Address	albert.cheung@cityoflondon.gov.uk

Aldgate to Blackfriars Cycleway

Appendix 1



Aldgate to Blackfriars Cycleway



Aldgate to Blackfriars Cycleway

New raised table crossing for walking and cycling

Shared walking and cycling space retained

New raised table crossing for walking and cycling

Aldgate Square two-way cycle track

New cycle access to join Aldgate Square cycle track

Eastbound cycle lane protected with flexible posts

Leadenhall Street improvements under separate public consultation

New protected eastbound cycle lane

New bus stop by-pass with raised table zebra crossing

Westbound cycle lane protected with flexible posts retained

Aldgate corridor road safety improvements to be delivered by separate City of London project

Eastbound cycle lane protected with flexible posts retained

Cycle gate retained

Westbound cycle lane protected with flexible posts retained

Protected westbound cycle lane retained

Aldgate corridor road safety improvements to be delivered by separate City of London project

Key:

- Existing pavement or traffic island
- Existing road marking
- Existing kerb line removed
- New Pavement or traffic island
- New white road marking
- New yellow road marking
- Tactile paving
- Signalised pedestrian crossing

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Appendix 2

Aldgate to Blackfriars Bridge cycleway proposals

Public consultation feedback report

Independently compiled by Commonplace for the City of London Corporation

February 2025

CITY OF LONDON

Commonplace

Contents (and quick hyperlinks)

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Executive summary

Summary of key findings

The City of London Corporation, working with Transport for London, has produced proposals for a high-quality east-west cycle route linking Aldgate to Blackfriars. The aim is to make cycling along the route safe, more attractive and more accessible.

A nine-week consultation on the proposals was undertaken from December 2024 to February 2025, utilising the Commonplace consultation platform, together with a series of public drop-ins. The consultation – which was open to anyone with a connection to, or interest in the area – collected feedback from more than 1,200 respondents.

This feedback highlighted agreement with the proposals which was both strong and broad. Almost 80% of respondents agreed with the proposals – with almost two-thirds voicing strong agreement. Majority agreement was evident across those using different travel modes and with differing relationships with the City of London.

Agreement was particularly high among younger respondents (aged up to 54) and those identifying as public transport users and pedestrians. Note also that over 70% of those identifying as car users and taxi users agreed with the proposals. Those working and travelling through the area, were also notably supportive of the proposals.

Similarly high levels of support were evident in relation to the proposals for Queen Victoria Street West (83% supporting), Queen Victoria Street East (88%) and Aldgate (81%).

Common themes, threading across of each of the proposals, focused on perceptions of the benefits of a safer environment in which cycling and walking was both encouraged and enabled via a strengthened cycle infrastructure and improved walking and wheeling experience. Respondents often detailed difficulties experienced – particularly as cyclists – while currently travelling through these areas. In this context, their agreement and support was frequently offered on the basis of both envisaged personal gain and perceived area improvement. A number of practical suggestions for enhancement of the proposals were made – with some respondents suggesting extended or alternative measures alongside their overall support. In contrast, criticism of the proposals was far less evident.

Introducing the Aldgate to Blackfriars Bridge cycleway proposals and their consultation

Queen Victoria Street looking east

Queen Victoria Street looking east

The Aldgate to Blackfriars Bridge cycleway proposals

The City of London Corporation is working to improve the experience of cycling, walking and wheeling on the City's streets. Working with Transport for London, the proposal is for a high-quality east-west cycle route linking Aldgate to Blackfriars. The aim is to make cycling along the route safe, more attractive and more accessible. The cycleway would connect with five other routes at Aldgate (C2), Queen Street (C1 and CS7) and Blackfriars (C3 and C6), and City destinations such as the City Cluster.

At Aldgate:

Proposed improvements would include:

- An eastbound cycle lane protected with flexible posts on Aldgate
- New raised side street crossings for cycling, walking and wheeling on Duke's Place and Houndsditch
- Upgrading the eastbound cycle lane with traffic island separators on St Botolph Street
- A new eastbound bus stop by-pass for cycling incorporating a raised zebra crossing on St Botolph Street

Between Aldgate and Queen Street:

- On Cornhill, Bank Junction and the eastern end of Queen Victoria Street, traffic levels are low due to the traffic restrictions at Bank Junction and Bishopsgate. No changes are proposed on these streets as part of the cycleway.
- Improvements to Leadenhall Street are being developed and under consultation as part of a separate City of London project.

Further improvements on Aldgate and Aldgate High Street are also being explored and would be delivered separately.

The Aldgate to Blackfriars Bridge cycleway proposals

Queen Victoria Street between Queen Street and New Bridge Street:

On these streets, it is proposed that people cycling would be separated from general traffic by:

- Single lane cycle tracks protected by traffic island separators or flexible posts.
- A two-way cycle track protected with traffic island separators.
- Dedicated traffic light stages or early ‘green’ traffic lights for cycling to separate people cycling from general traffic at junctions.

Bus stops:

Three bus stop bypasses are included in these proposals. These allow people cycling to pass between the bus stop and the pavement. These have been designed according to TfL’s Accessible Bus Stop Design Guidance and TfL’s Guidance Note - Pedestrian Crossings at Bus Stop Bypasses. They will include a raised zebra crossing and a large waiting area of pavement space on either side of the cycle track.

The locations of the bus stops bypasses include:

- St Botolph Street - Bus Stop B.
- Queen Victoria Street (Millennium Bridge) – Bus Stop SG.
- Queen Victoria Street (Blackfriars) – Bus Stop A.

The Aldgate to Blackfriars Bridge cycleway proposals

Walking and wheeling:

The proposals include a number of improvements to make walking and wheeling (such as wheelchairs, mobility scooters and rollators) safer, easier and more accessible along the route. This includes raised side-street crossings at Duke's Place and Houndsditch and straight-across traffic-light-controlled crossings on Queen Victoria Street at Puddle Dock and St Andrew's Hill. The improved crossings are in addition to the subways at Puddle Dock which are being retained.

The pavements on Queen Victoria Street at St Peter's Hill will need to be narrowed to 4.2 metres wide to accommodate the two-way cycle track. Our assessment suggests that the comfort of people waiting to cross would not be impacted and crowding will be avoided by retaining the default 'green person' traffic light for people crossing at St Peter's Hill (between the Millenium Bridge and St Paul's). This means that people generally can cross the road without waiting or after only a short wait.

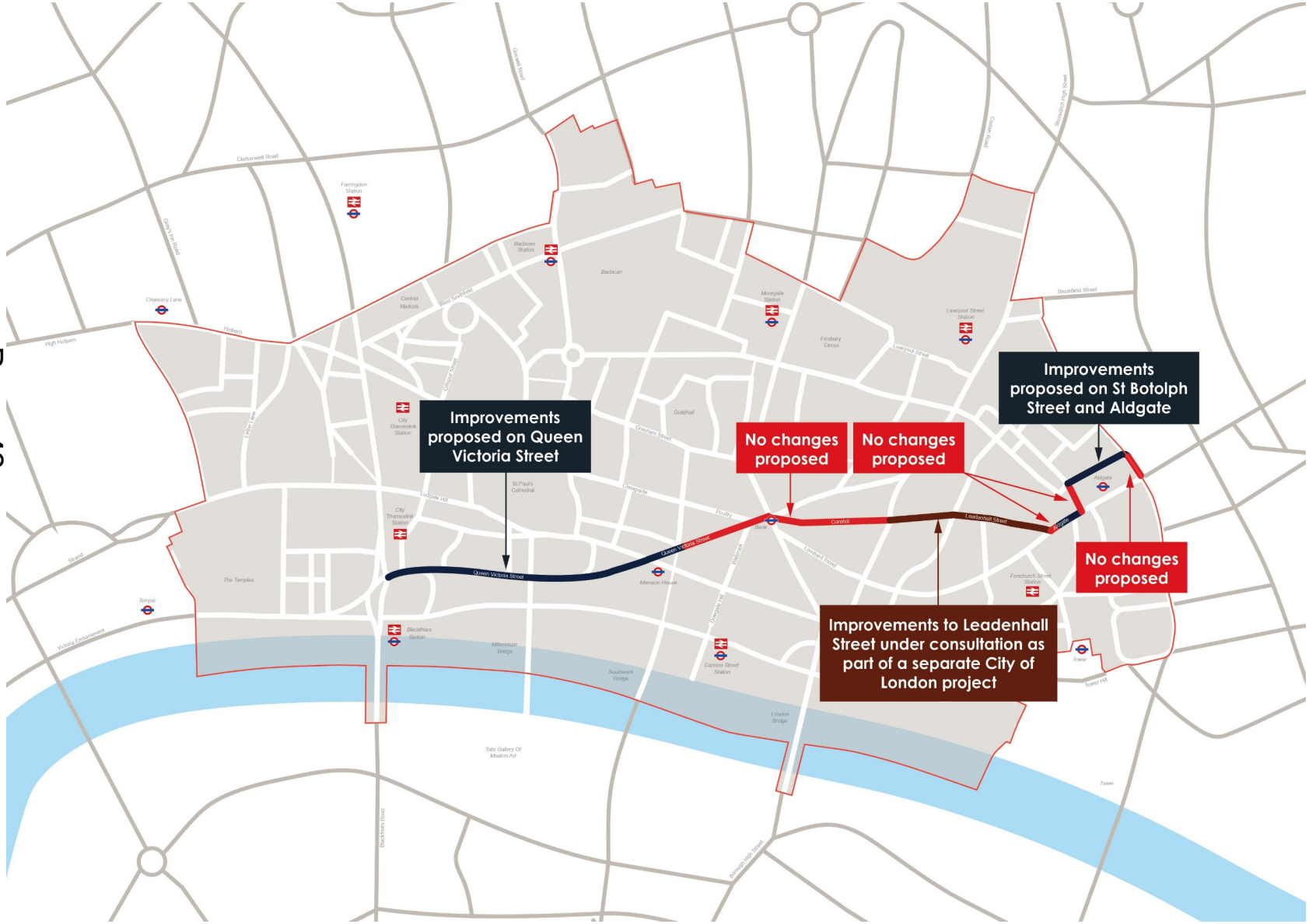
Pavements on Queen Victoria Street between Cannon Street and Queen Street would be widened by up to 2.3 metres on both the north and south sides, providing more space for people walking and wheeling.

An overarching map of the proposals is shown overleaf.

Please click these links to see more detailed plans for:

Queen Victoria Street West
Queen Victoria Street East
Aldgate

Aldgate to Blackfriars Bridge cycleway plan



Engagement and consultation

Utilising the Commonplace engagement platform, a nine-week consultation on the draft Aldgate to Blackfriars Bridge cycleway proposals ran from Monday 9 December 2024 to Sunday 9 February 2025 (inclusive).

The consultation was open to anyone (group or individual), whether a resident, business owner, worker or visitor, with an interest in the area. Those interested could use the Commonplace online platform, which invited people to view and comment on the individual elements of the proposals. Respondents could leave feedback and comments on as many proposals as they wished, with the choice of providing feedback by responding to the questions asked, and/or leaving comments as necessary. The consultation was not intended to be a referendum or 'vote' of any kind, but rather a process for exploring perceptions.

Engagement prior and during the consultation included:

- Pre-engagement meetings with key stakeholders, including affected local occupiers, London Cycling Campaign and Transport for London.
- Promotion via Business Improvement Districts.
- Email communication to stakeholders and interest groups.
- 2,100 leaflets distributed along the cycle route.
- 30 on street publicity posters.
- 3 drop-in sessions where the public could discuss the proposals with the project team.

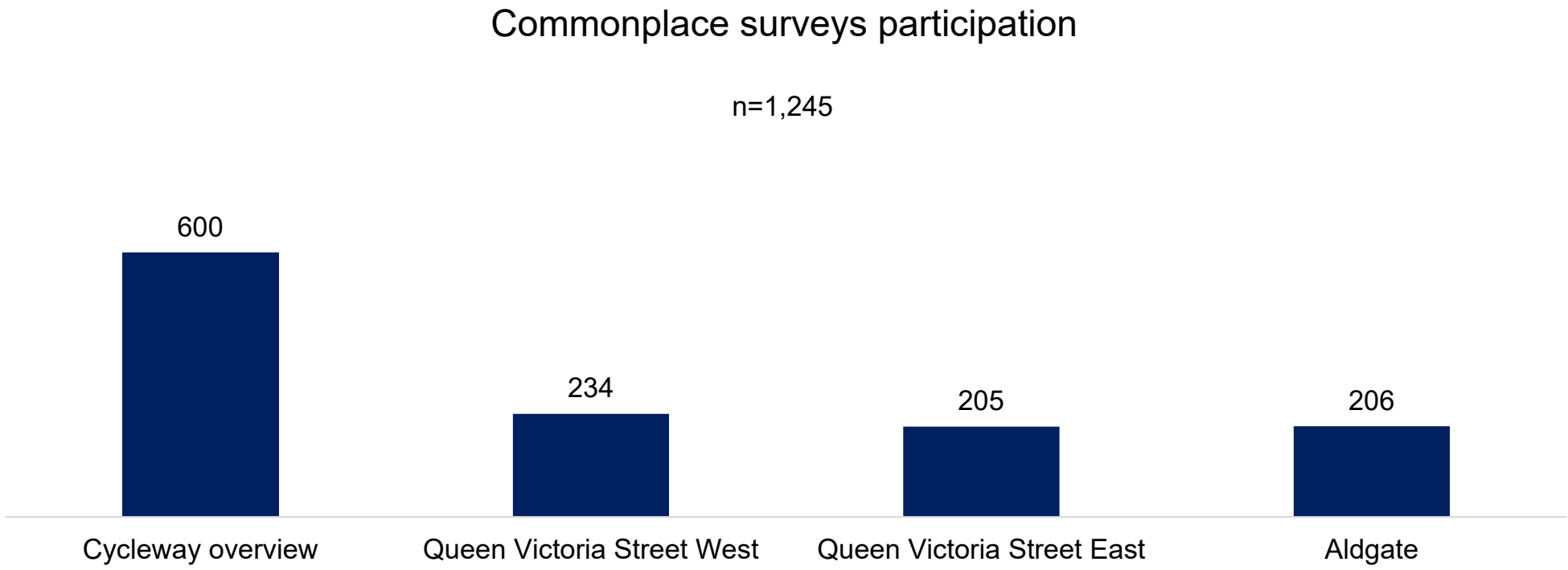
Those interested could also email or telephone the project team to give their views.

Consultation contributions

There were over 6,500 visits to the Commonplace consultation pages.

The consultation received over 1,200 Commonplace contributions, made by over 560 individuals, across the four surveys (some individuals made more than one contribution). Respondents included a wide and demographically diverse variety of workers, commuters, visitors, stakeholders, residents and others.

The chart below shows the distribution of Commonplace contributions, spotlighting the highest participation level in relation to the cycleway overview.



Presenting the collected feedback

In presenting the feedback collected, consultation contributions have been collated, analysed, detailed and summarised independently of the City of London Corporation. This ensures a clear impartiality of consideration and presentation.

Feedback has been collated by the proposals overall and individually, using the Commonplace data as the main statistical focus of this feedback.

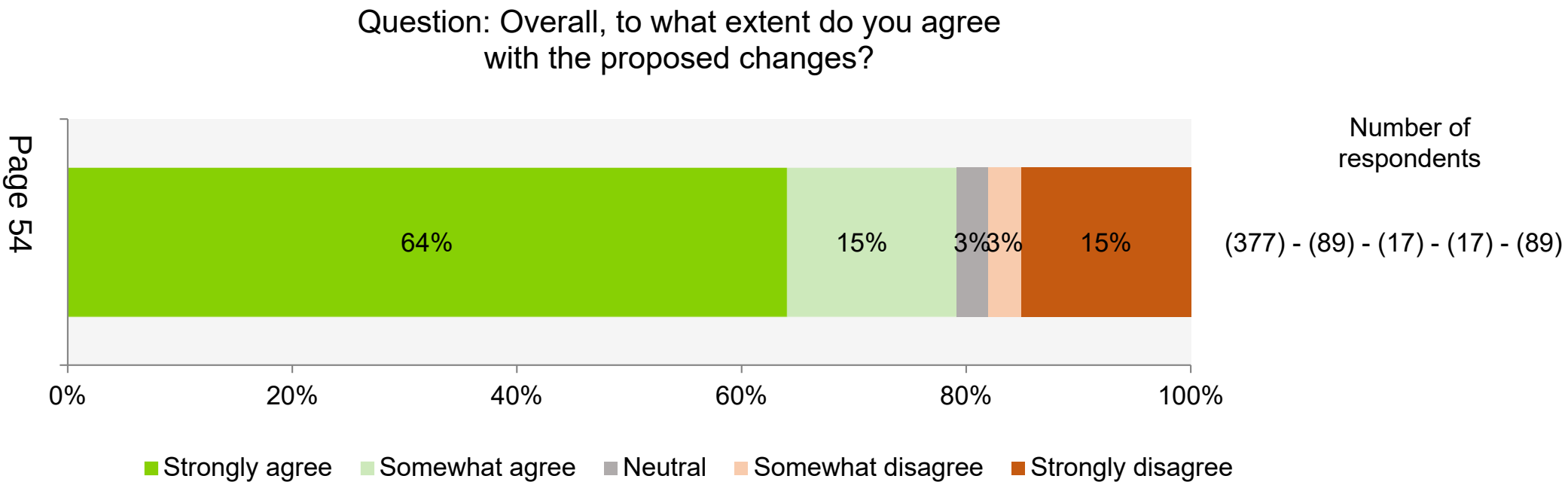
Prior to reading this report, please refer to the notes attached as Appendix One, which provide important explanatory information on the analysis and presentation of findings.

The proposed changes overall

Agreement with proposed changes overall

Just under 80% of respondents agreed with the proposed changes in overall terms. For many, this support was strong. In contrast, just 18% disagreed, with 3% expressing a neutral opinion.

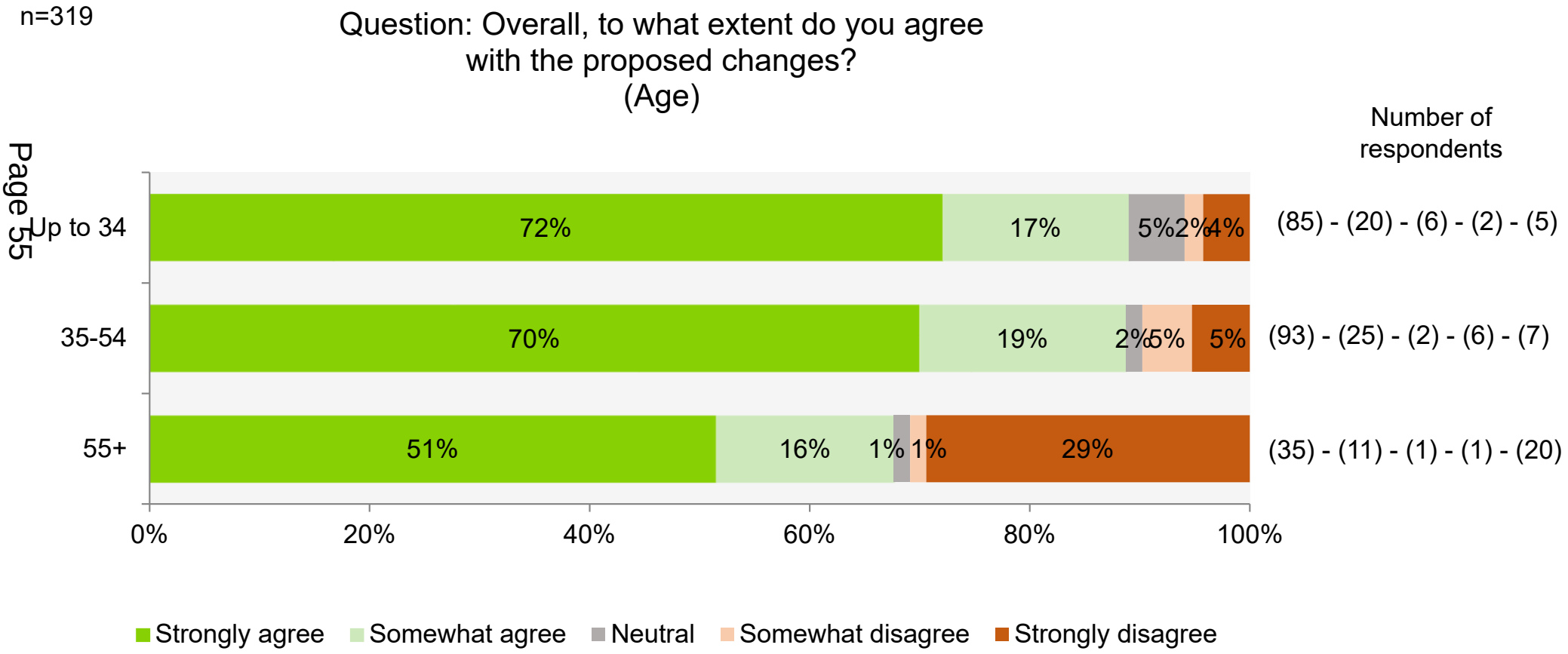
n=589



On the following pages, we see how agreement varied by respondents' age, travel mode and their relationship to the City.

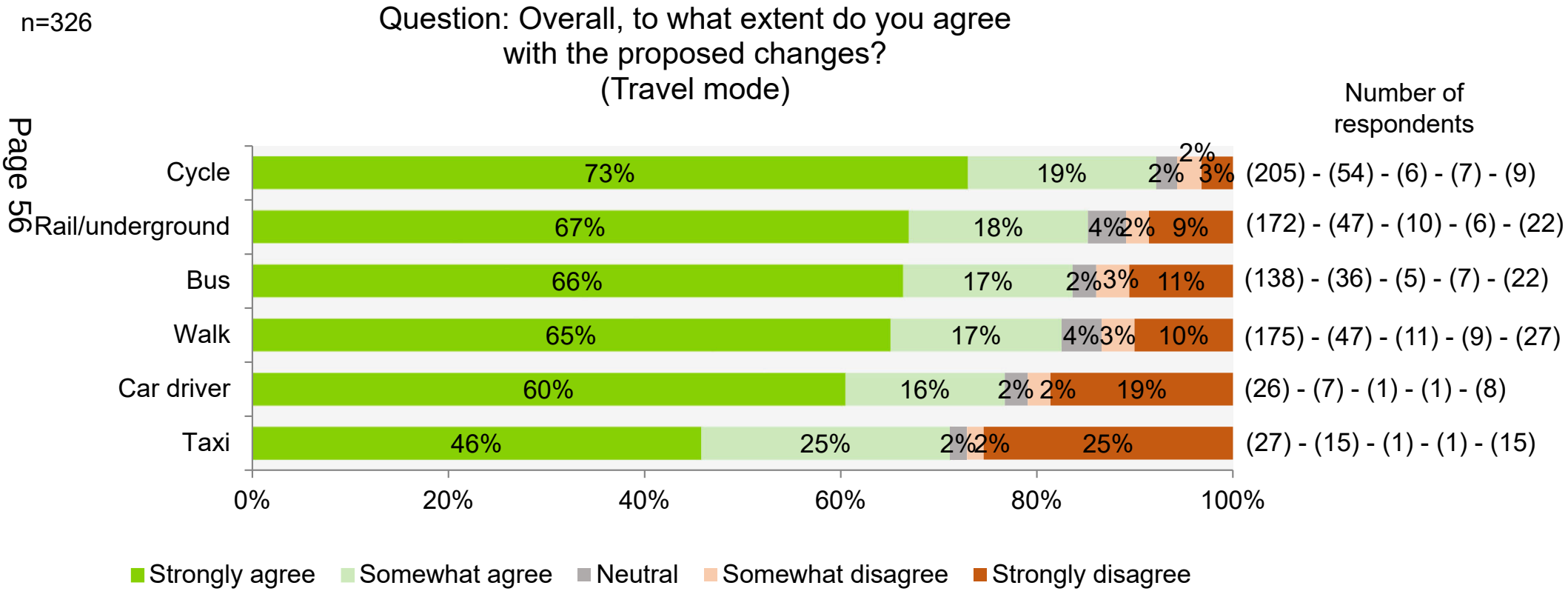
How agreement with the proposed changes overall varied in relation to respondent age

A majority of all age groups agreed with the proposed changes overall. However, strong disagreement, at 29% was notably higher among those aged 55+.



How agreement with the proposed changes overall varied in relation to how respondents identified they got around the area

Majority agreement with the proposed changes overall was evident among people travelling by all travel modes. This support peaked among those identifying as a cyclists (92%), and was also high among those identifying as using the rail/underground (85%), those identifying as bus users (84%) and those identifying as walkers (82%). Opposition was, in contrast, limited. Though note that over 20% of those identifying as car drivers and those identifying as taxi users disagreed with the proposed changes.



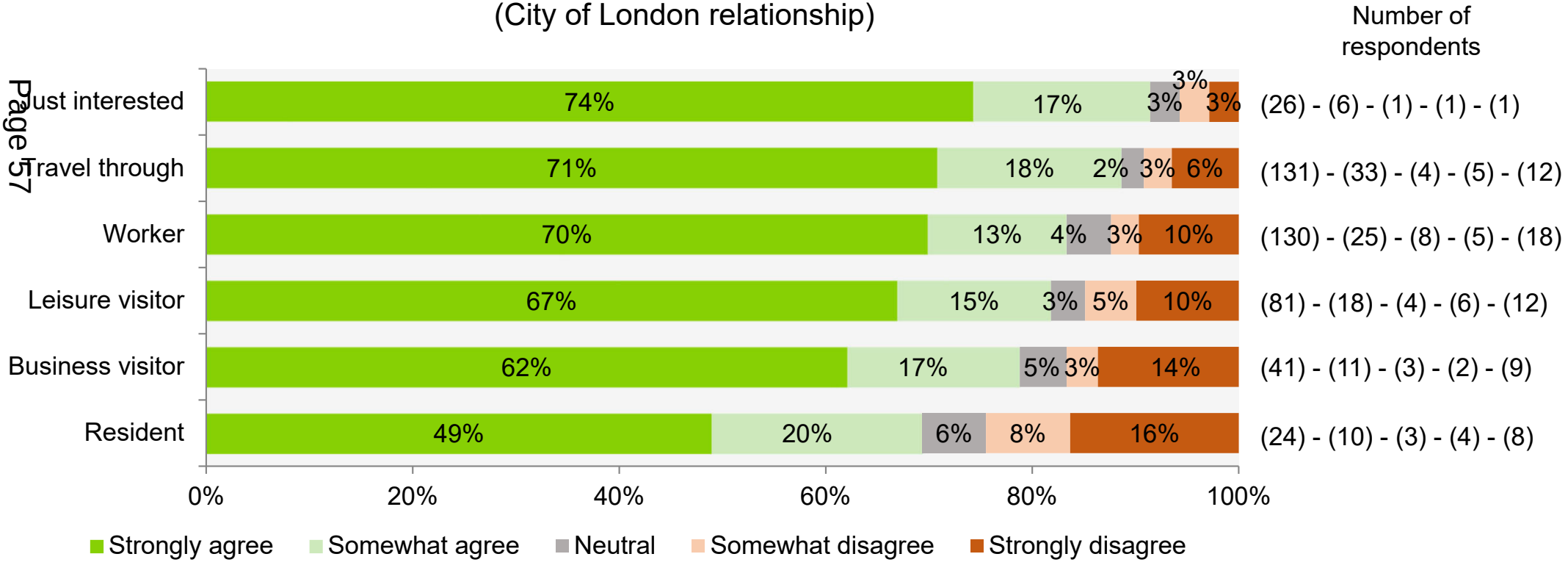
Note that some travel modes (private hire vehicle driver and passengers, motorcyclists, van/lorry drivers, car passengers, wheelchair or mobility scooter users and other travel mode users) lacked a sufficient number of respondents to allow meaningful analysis.

How agreement with the proposed changes overall varied according to City of London relationship

Majority agreement with the overall proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst those just interested in the scheme and those passing through. In contrast, opposition was far less – peaking among residents, of whom 24% disagreed with the proposed changes.

n=358

Question: Overall, to what extent do you agree with the proposed changes? (City of London relationship)



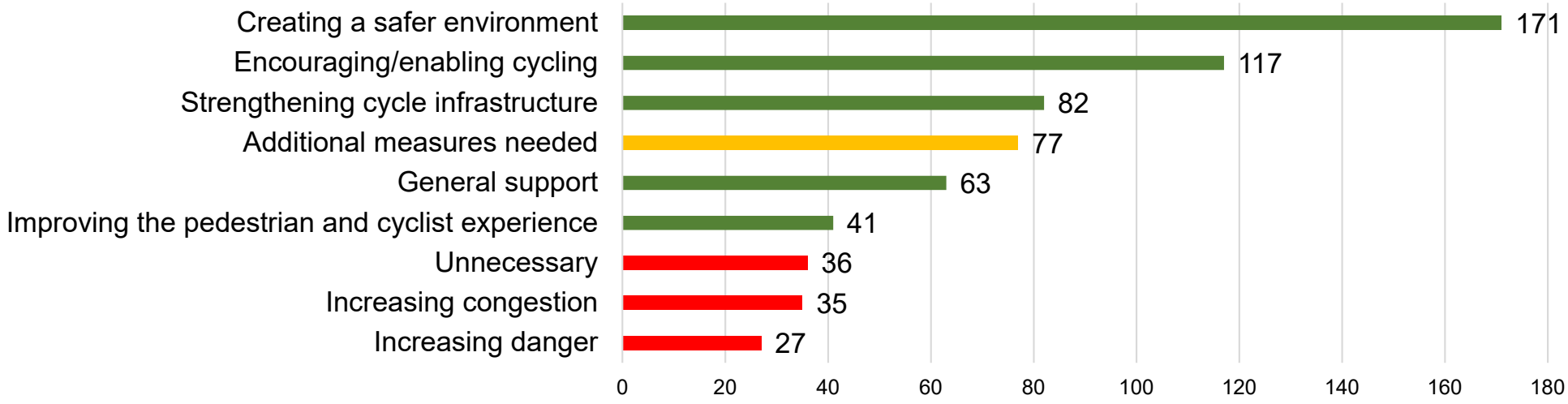
Note that some relationship types (business owners, drivers/riders and students) lacked a sufficient number of respondents to allow meaningful analysis.

Proposed changes overall - what underpins views

464 respondents left comments on the proposed changes overall. Some respondents made more than one comment. Here, we see the top comments made. The number one comment associated with the proposed changes focused on the creation of a safer environment. This was accompanied by support for cycling being encouraged/more effectively enabled, alongside a strengthened cycle infrastructure. Concerns most frequently focused on the measures felt to be unnecessary/a waste of money, potentially increasing traffic congestion and increasing danger for pedestrians. Categories in green indicate supporting comments and perceived benefits. Those in orange indicate a perceived need for additional measures (see overleaf) and those in red indicate concerns/criticisms.

n=464

Question: Can you say in a few words why you support/don't support the proposed changes overall?



Other comments most commonly focused on a perceived need to address dominant/unlawful cyclist behaviour, applause for the reprioritisation of space away from motor vehicles, and perceptions of improved air quality. (Each made by no more than 23 respondents).

Proposed changes overall – additional measures suggested

77 respondents identified additional measures which they felt to be necessary. These included:

- Segregated lanes throughout designs (for example, including westbound to Blackfriars).
- More safety work at junctions throughout, for example, inclusion of the junction adjacent to Blackfriars Station.
- A need to replace flexi wands with more substantial (concrete), permanent bollards.
- Rethink of floating bus stop designs in light of safety concerns for pedestrians.
- A cycle gate going west into the junction with Blackfriars Bridge at the far west end of the scheme.
- Repositioning in front of Aldgate Station.
- A connection from Tower Hill to Bank.
- Cyclops or Dutch style light-controlled junctions.
- Queen Victoria Street should be one narrow lane.
- The inclusion of greening/planting to coexist and mutually enhance the designs.
- Tackling Aldgate High Street.
- Increased differentiation between cycleways and footways.
- Traffic calming measures on Cornhill.
- Integration with Cycleway 6.
- A need to adopt a more radical approach generally.

Queen Victoria Street West proposals

Queen Victoria Street West cycleway proposals

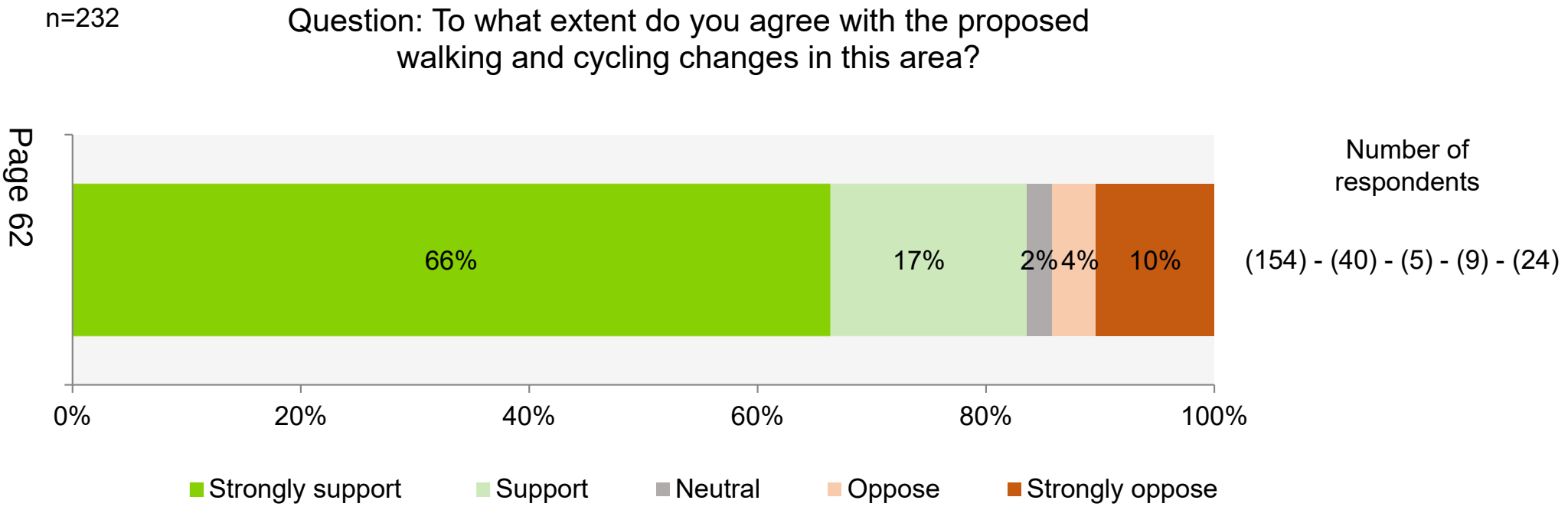
On this section it is proposed to:

- Install an eastbound protected cycle lane between New Bridge Street and Puddle Dock including a bus stop bypass with a raised table zebra crossing and large waiting area at Stop A.
- Remove the left-turn traffic lane from Puddle Dock to make it easier and quicker for people to cross.
- Modify traffic lights to separate people cycling, walking and driving at the junction of Puddle Dock and Queen Victoria Street.
- Install a two-way protected cycle lane along Queen Victoria Street east of Puddle Dock including a bus stop bypass with a raised table zebra crossing and large waiting area at bus stop SG.
- Relocate two disabled parking bays, the taxi rank and two coach parking bays from the north to the south side of Queen Victoria Street.
- Narrow some pavements to 4.2 metres to make space for the new layout near St Peter's Hill.

A detailed plan of proposals can be accessed by clicking here.

Queen Victoria Street West - support for the proposed walking and cycling changes

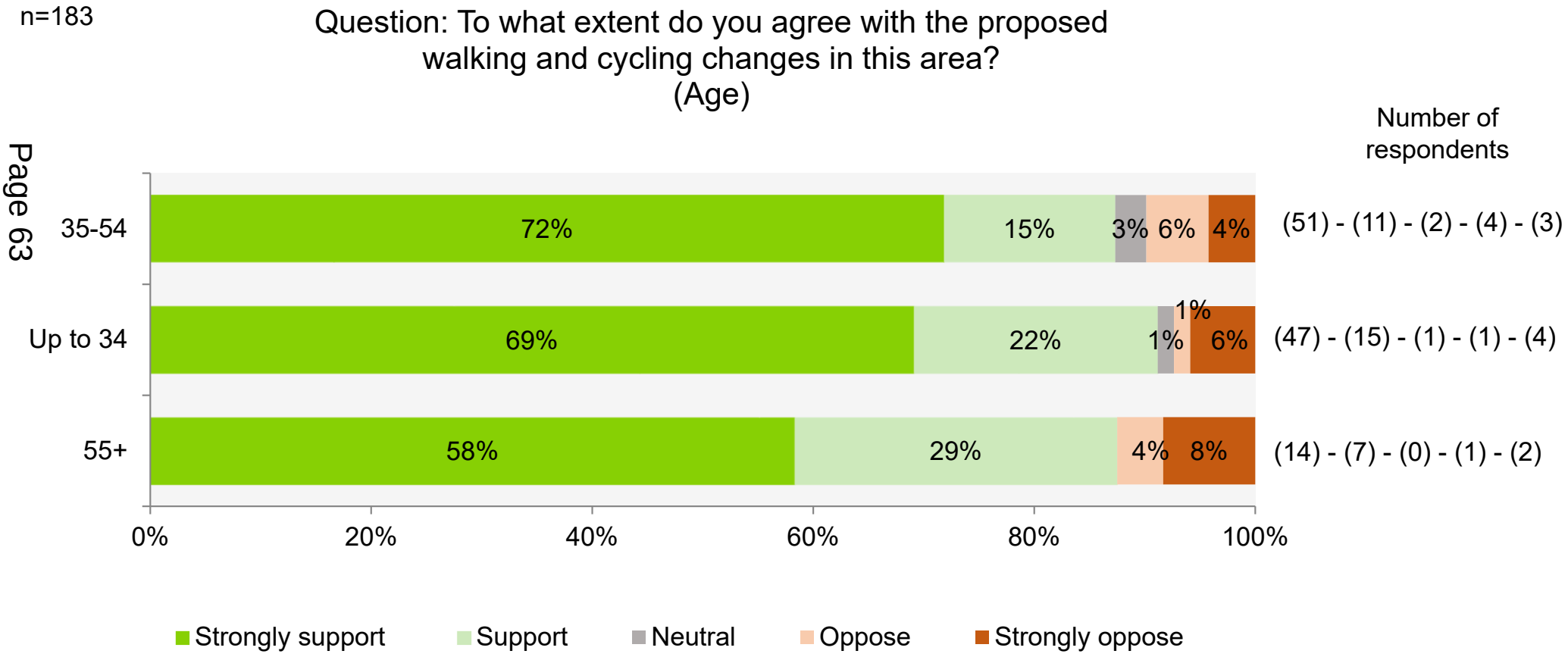
Over 80% of respondents supported the proposed walking and cycling changes. For many, this support was strong. In contrast, just 14% opposed, with 2% expressing a neutral opinion.



On the following pages, we see how support varied by respondents' age, travel mode and their relationship to the City.

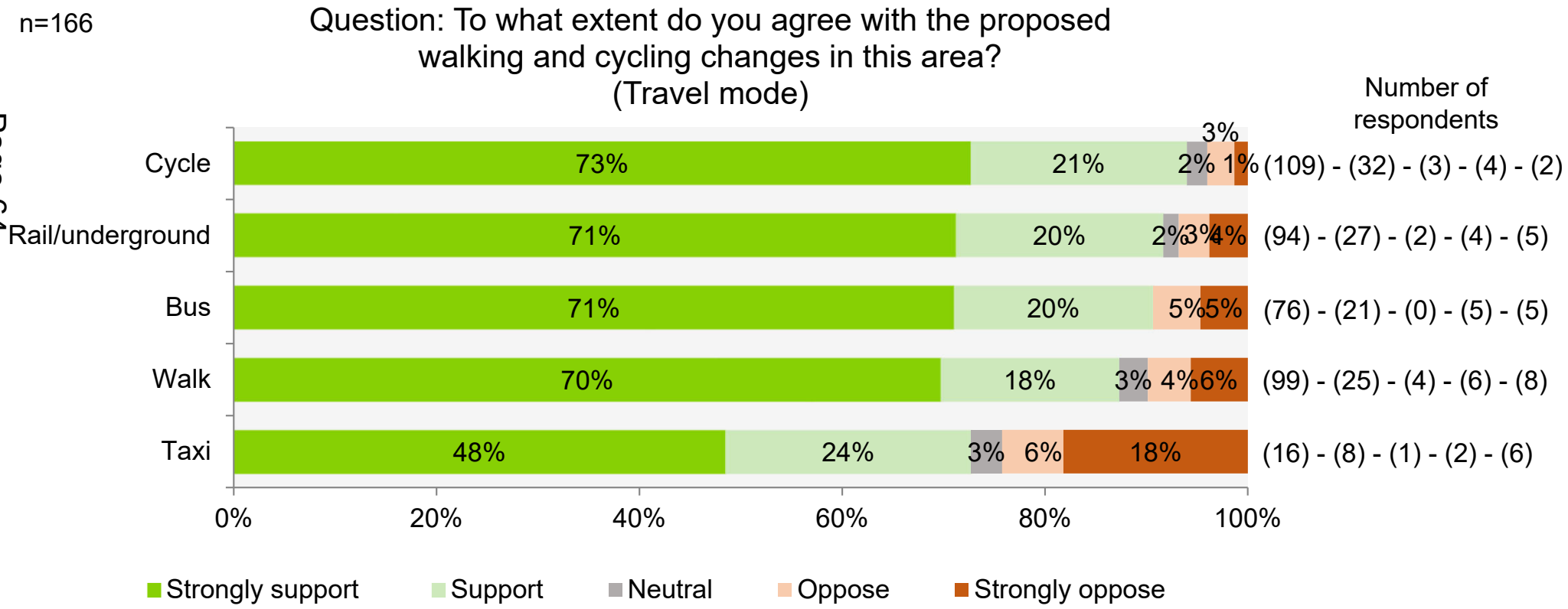
Queen Victoria Street West - how support for the proposed walking and cycling changes varied in relation to respondent age

A majority of each age group supported the walking and cycling proposals. In contrast, opposition was limited to just 7%-12%.



Queen Victoria Street West - how support for the proposed walking and cycling changes varied in relation to how respondents identified they got around the area

Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among those identifying as cyclists at 94%, and was also high among those identifying as using the rail/underground, those identifying as bus users and those identifying as walkers. Opposition was, in contrast, limited. Though note that 24% of those identifying as taxi users opposed the proposed changes.



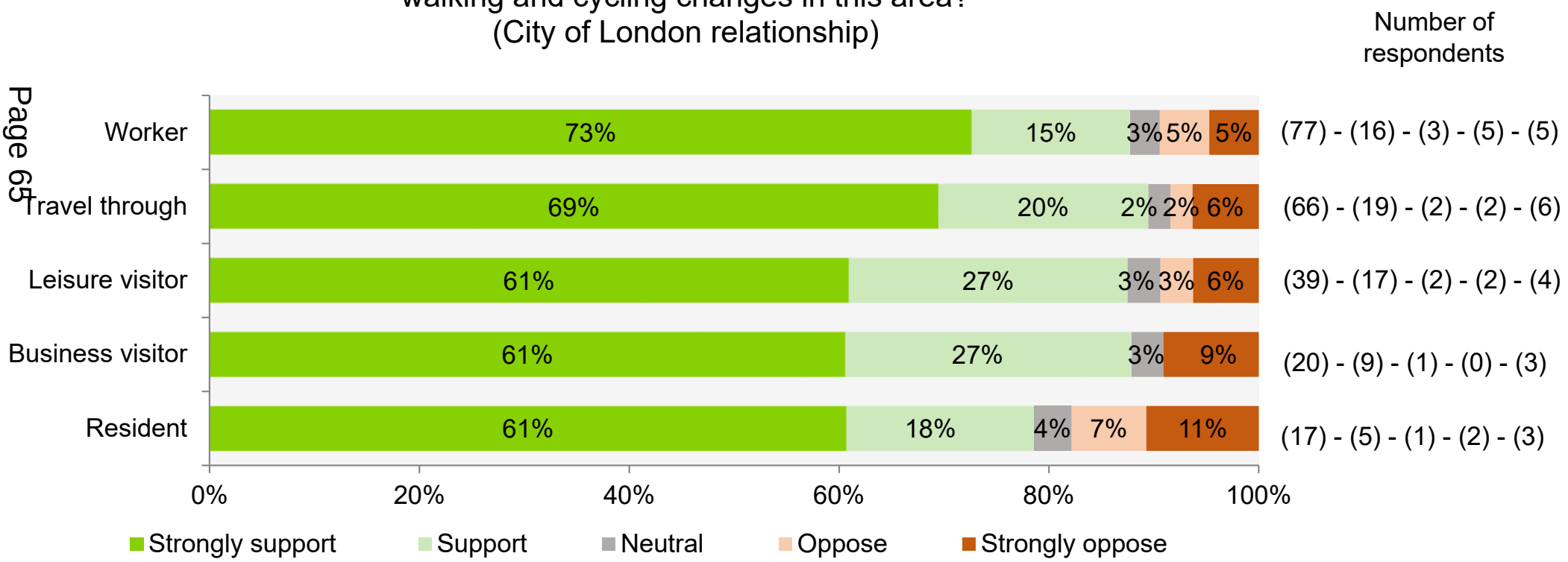
Note that some travel modes (private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel mode users) lacked a sufficient number of respondents to allow meaningful analysis.

Queen Victoria Street West - how support for the proposed walking and cycling changes varied in relation to City of London relationship

Majority support for the proposed changes was evident among respondents of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst those working and those passing through. In contrast, opposition was far less – peaking among residents, of whom 18% opposed the proposed changes.

n=179

Question: To what extent do you agree with the proposed walking and cycling changes in this area? (City of London relationship)



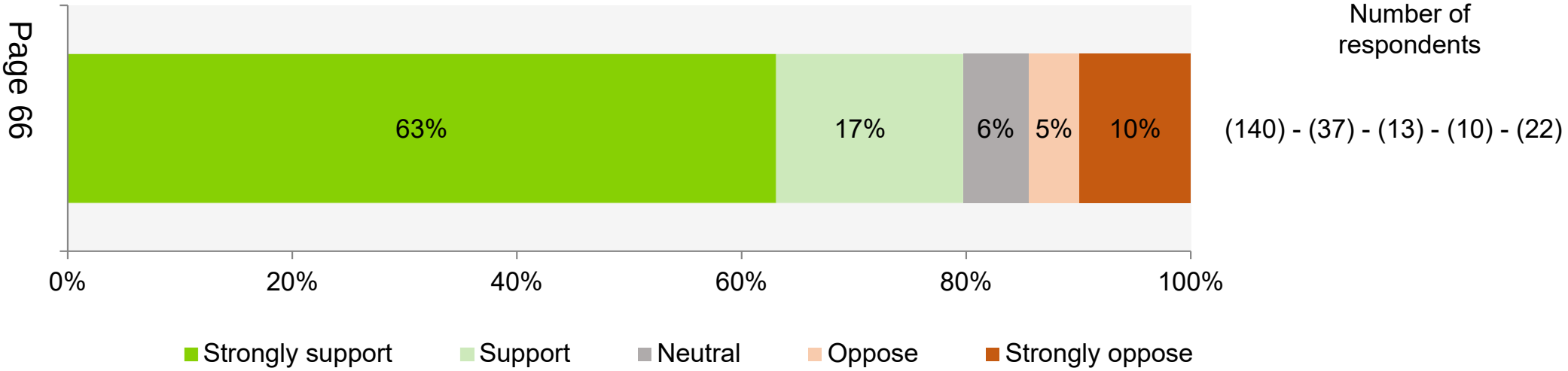
Note that some relationship types (business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Queen Victoria Street West - support for the proposed changes to parking, loading and kerbside access (including at bus stops)

80% of respondents supported the proposed changes to parking, loading and kerbside access (including at bus stops). For many, this support was strong. In contrast, just 15% opposed, with 6% expressing a neutral opinion.

n=222

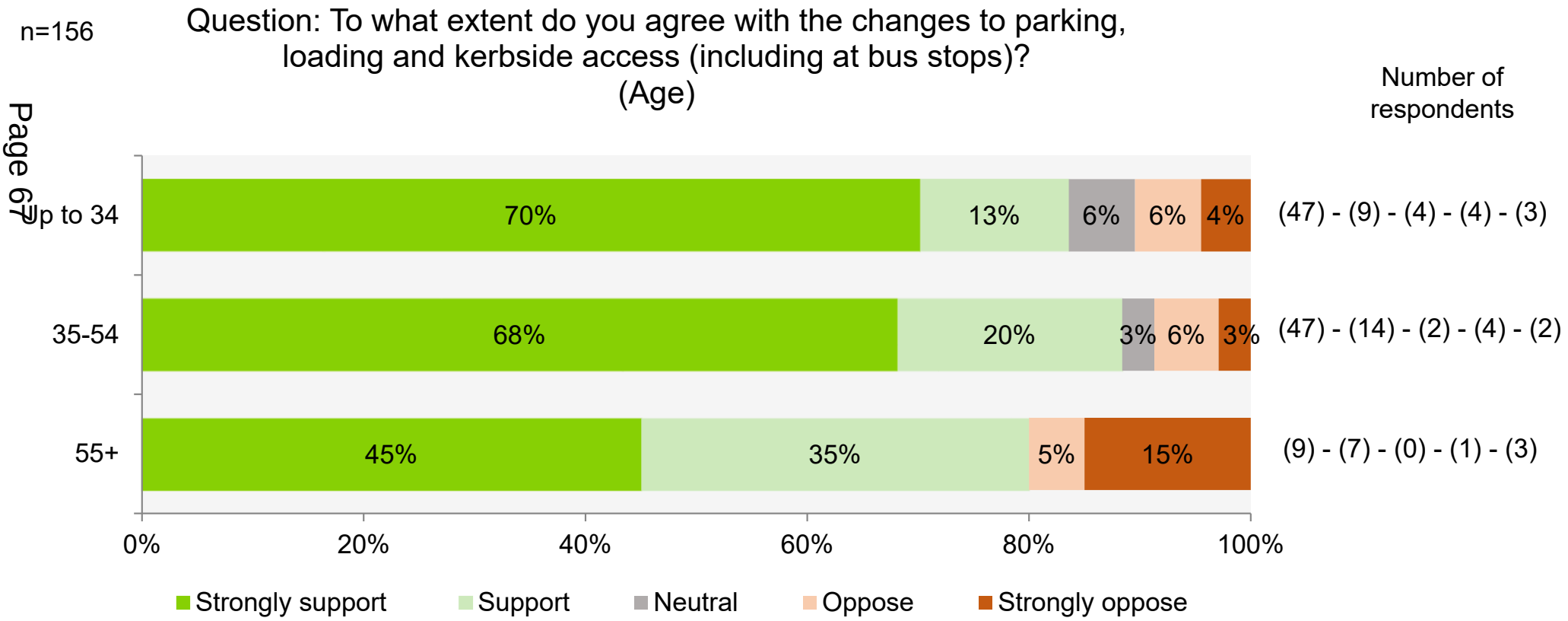
Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)?



On the following pages, we see how agreement varied by respondents' age, travel mode and their relationship to the City.

Queen Victoria Street West - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to respondent age

A majority of all age groups supported the walking and cycling proposals. Opposition, at 20%, was highest among those aged 55+.

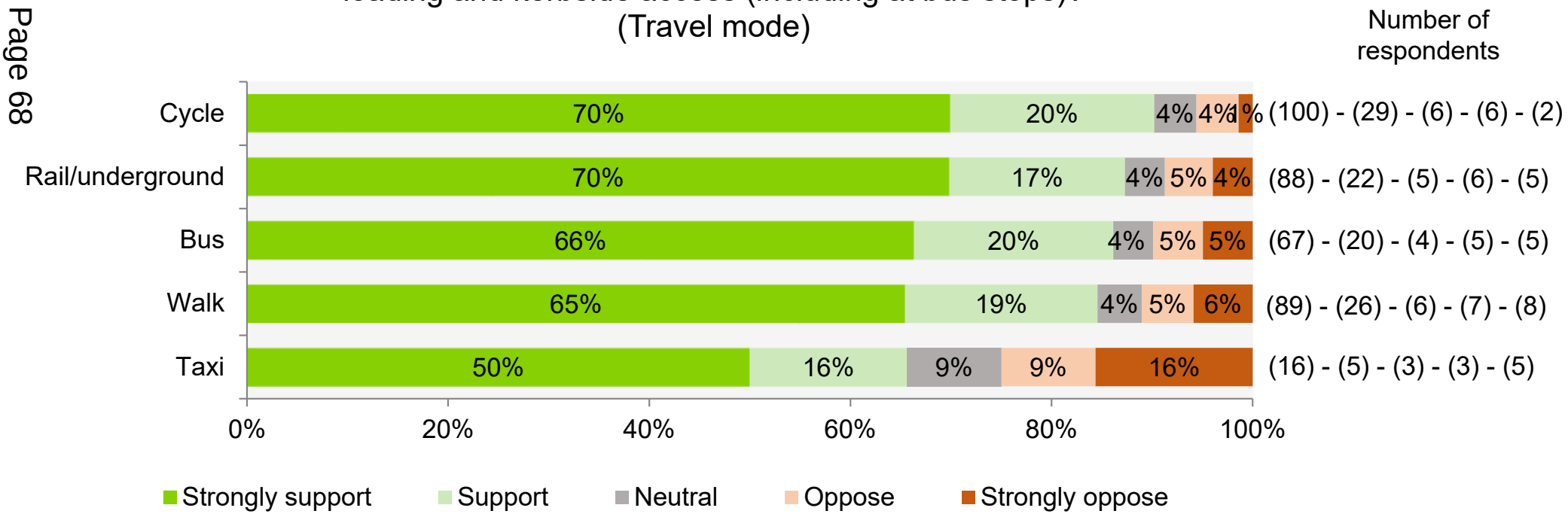


Queen Victoria Street West - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to how respondents identified they got around the area

Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among those identifying as cyclists at 90%, and was also high among those identifying as using the rail/underground, those identifying as bus users and those identifying as walkers. Opposition was, in contrast, limited. Though note that 25% of those identifying as taxi users opposed the proposed changes.

n=158

Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)? (Travel mode)



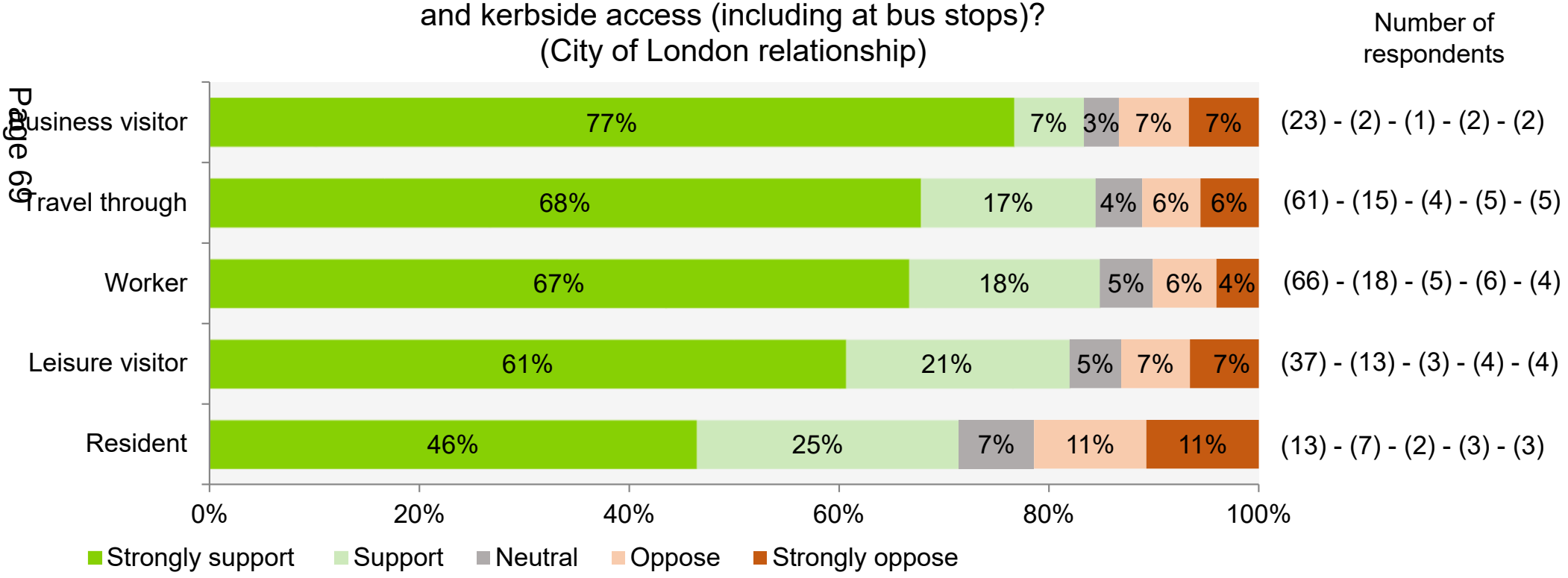
Note that some travel modes (private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel mode users) lacked a sufficient number of respondents to allow meaningful analysis.

Queen Victoria Street West - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied according to City of London relationship

Majority support for the proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst business visitors and those passing through. In contrast, opposition was far less – peaking among residents, of whom 22% opposed the proposed changes.

n=169

Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)? (City of London relationship)



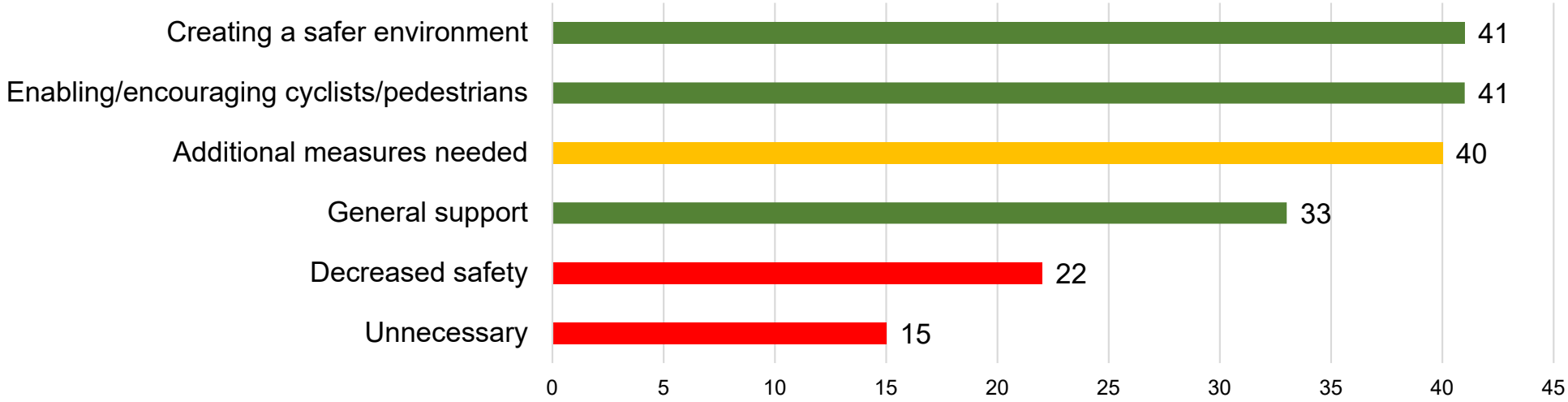
Note that some relationship types (business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Queen Victoria Street West - what underpins views

149 respondents left comments on the proposed Queen Victoria Street West changes. Some respondents made more than one comment. Here, we see the top comments made. The most frequent comments focused on the feeling that the proposals would create a safer environment (particularly for cyclists) and one which enabled both cyclists and pedestrians. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures (see overleaf). Categories in red indicate concerns/criticisms.

n=149

Question: Can you say in a few words why you support/don't support the proposed changes to Queen Victoria Street West?



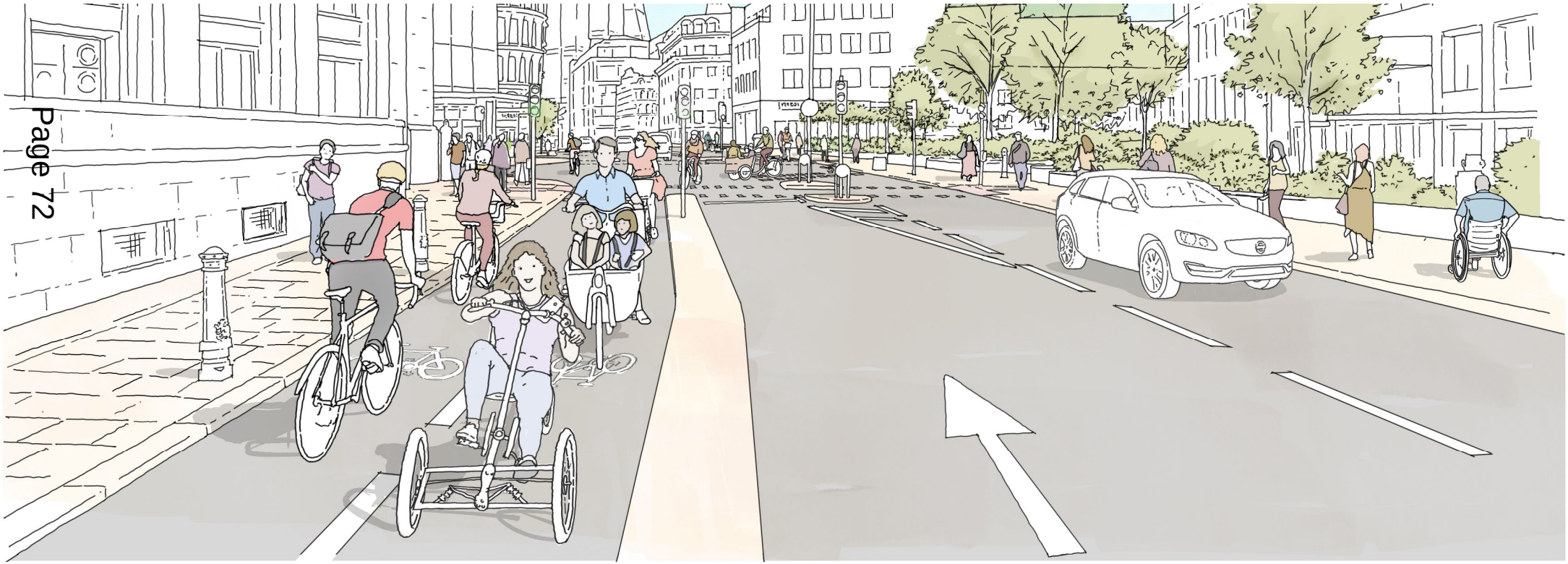
Other comments most commonly focused on concerns relating to increased traffic congestion, accessibility, dangers caused by cyclists, and economic impact. (Each made by no more than four respondents).

Queen Victoria Street West– additional measures suggested

40 respondents identified additional measures which they felt to be necessary. These included:

- Separate cycle tracks on either side of Queen Victoria Street. Or, if space is an issue, stepped or wand cycle tracks.
- Integration with Upper and Lower Thames Street and continued protection up to cycleway 6 and cycleway 3.
- The two-way track on Queen Victoria Street should continue uninterrupted westbound on the north side to directly connect with C6 at Blackfriars.
- Help cyclists going westbound through the Queen Victoria Street/New Bridge Street junction – perceived as a highly dangerous junction. Develop a two-way cycle track across the junction, separating cyclists from motor traffic.
- Separate signals for cyclists and pedestrians and cars, as they do in the Netherlands.
- Remove a vehicle traffic lane (and make it one way) to make way for the cycle lane, rather than reducing the width of the pavement.
- Be more ambitious with designs. For example, the White Lion Hill slip road needs much more dramatic action to kerb lines. Traffic is speeding up after the crossing when travelling west and turning left into White Lion Hill, cutting across cyclists.
- Western most taxi rank is not required as there is one within a short walk.
- Loading bays on the western part should be monitored by camera and limited to ten minutes maximum.
- Enforce car speed limits.
- The removal of the left-turn traffic lane from Puddle Dock to make it easier and quicker for people to cross restricts access to the taxi rank and the ability to drop passengers at Blackfriars station when travelling from Lower Thames Street. Consider a taxi exemption.
- Removal of bus bypasses – felt to be discriminatory to visually impaired people.
- Clarification of sufficient space to permit the safe loading and unloading of licensed taxi/Black Cabs passengers.
- Ensure cyclists obey the rules of the road.

Queen Victoria Street East proposals



Queen Victoria Street East cycleway proposals

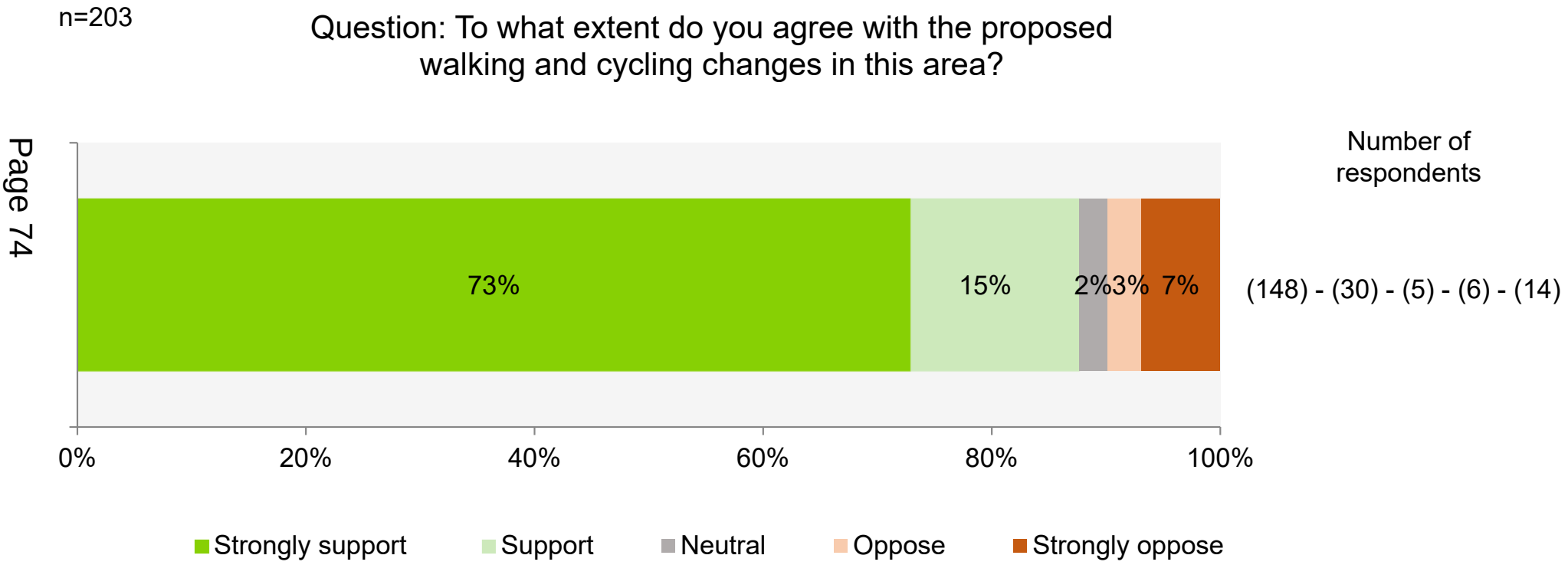
On this section it is proposed to:

- Install a two-way protected cycle lane along Queen Victoria Street east of Puddle Dock and continuing to Friday Street.
- Modify the police stopping bay.
- Modify traffic lights to separate people cycling, walking and driving at the junction of Friday Street and Queen Victoria Street.
- Relocate two coach parking bays from the northern side of Queen Victoria Street to the eastern side of Friday Street.
- Install a westbound protected cycle lane between Queen Street and Friday Street.
- Install an eastbound protected cycle lane between Friday Street and Cannon Street and improve cycling conditions eastbound between Cannon Street and Queen Street.
- Modify traffic lights to separate people cycling, walking and driving at the junction of Cannon Street and Queen Victoria Street.
- Make pavements up to 2.3 metres wider (up to 70% increase) on Queen Victoria Street between Cannon Street and Queen Street creating more space for walking and wheeling.

A detailed plan of proposals can be accessed by clicking here.

Queen Victoria Street East - support for the proposed walking and cycling changes

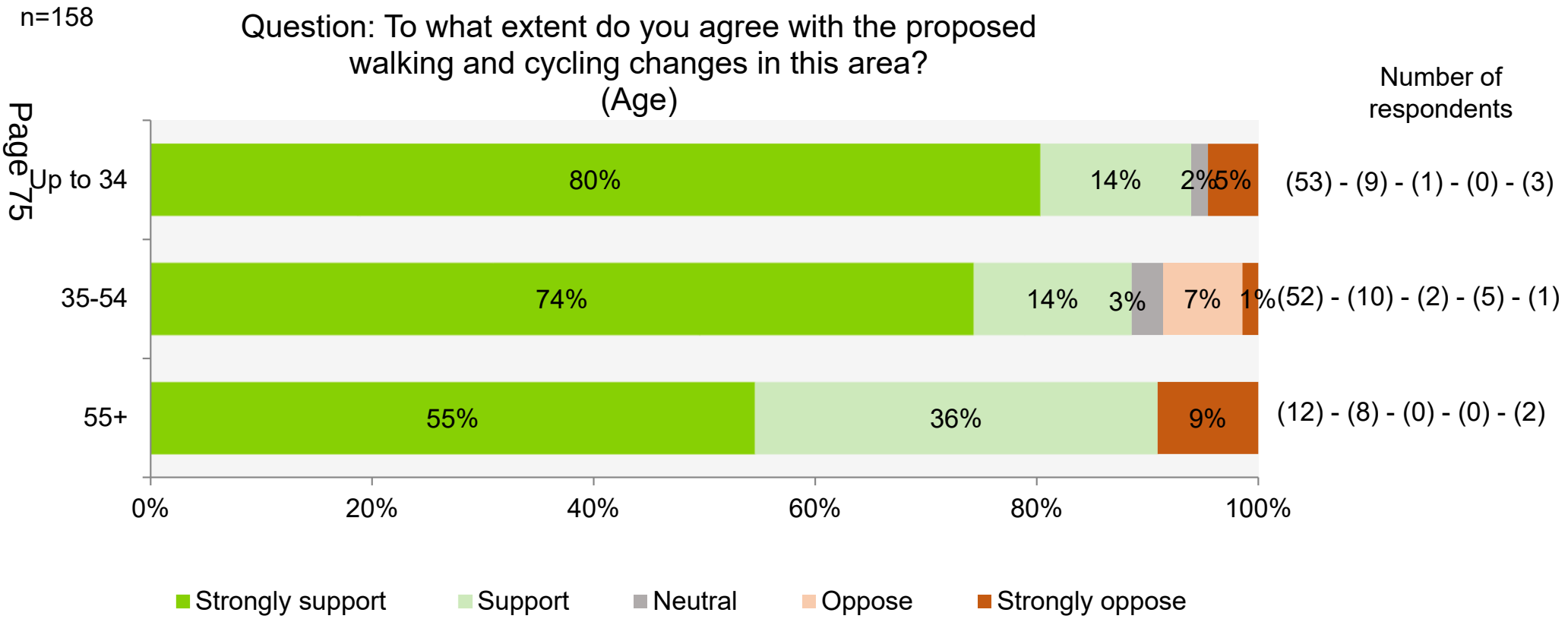
Almost 90% of respondents supported the proposed walking and cycling changes. For many, this support was strong. In contrast, just 10% opposed, with 2% expressing a neutral opinion.



On the following pages, we see how agreement varied by respondents' age, travel mode and their relationship to the City.

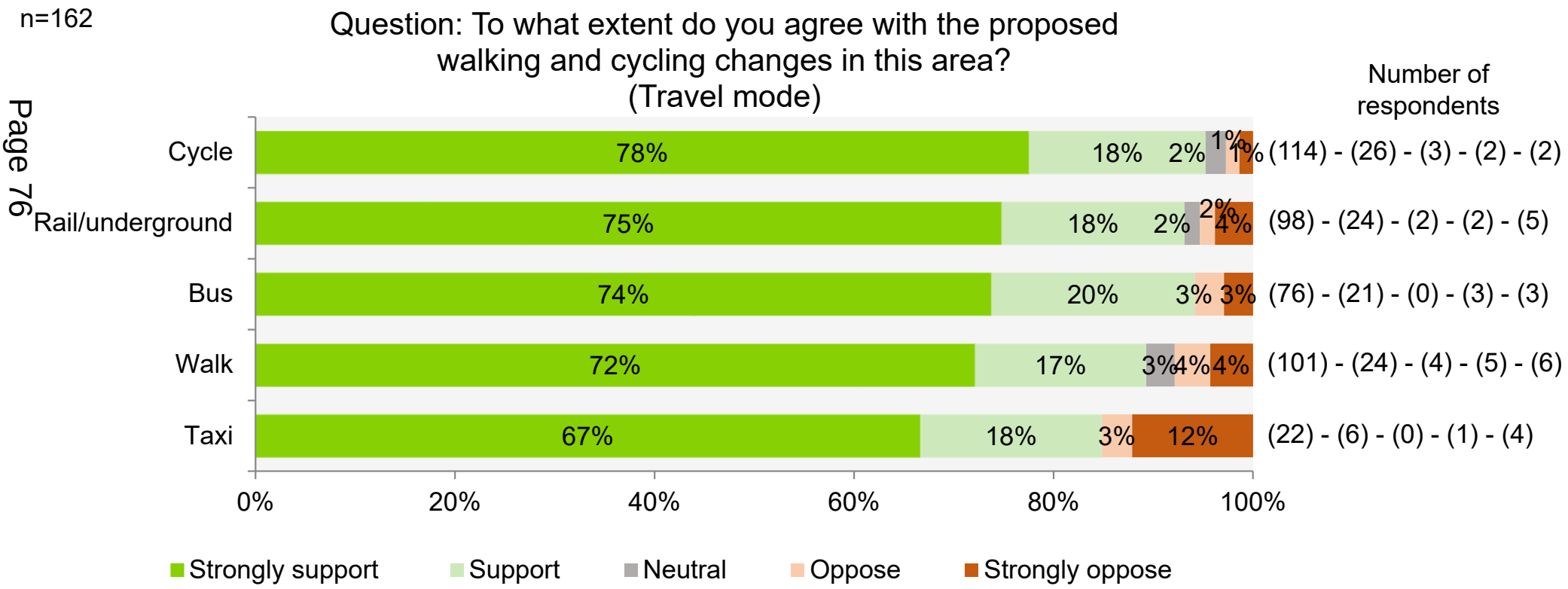
Queen Victoria Street East - how support for the proposed walking and cycling changes varied in relation to respondent age

A majority of all age groups supported the walking and cycling proposals, with opposition at just 5-9%.



Queen Victoria Street East - how support for the proposed walking and cycling changes varied in relation to how respondents identified they got around the area

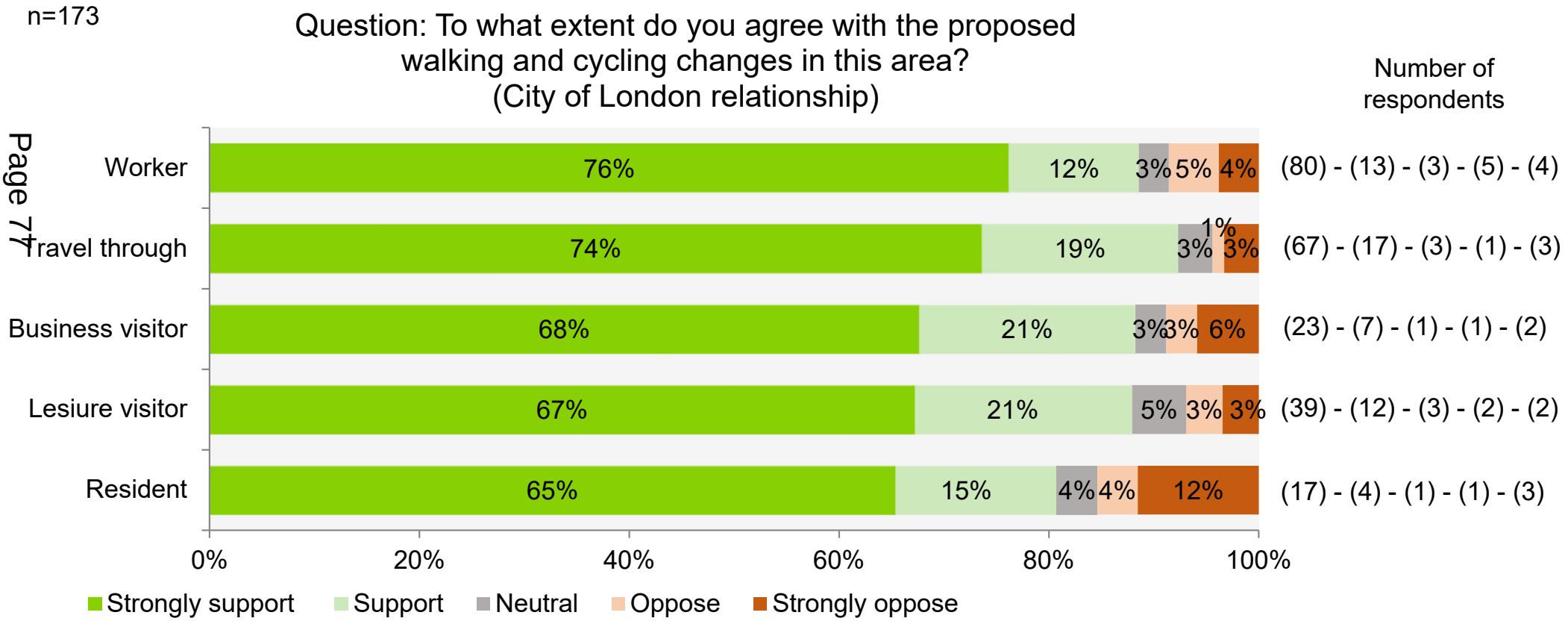
Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among cyclists at 96%, and was also high among those using the rail/underground, bus users and walkers. Opposition was, in contrast, limited. Though note that 15% of taxi users opposed the proposed changes.



Note that some travel modes (private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel mode users) lacked a sufficient number of respondents to allow meaningful analysis.

Queen Victoria Street East - how support for the proposed walking and cycling changes varied in relation to City of London relationship

Majority support for the proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst workers and those passing through. In contrast, opposition was far less – peaking among residents, of whom 16% opposed the proposed changes.



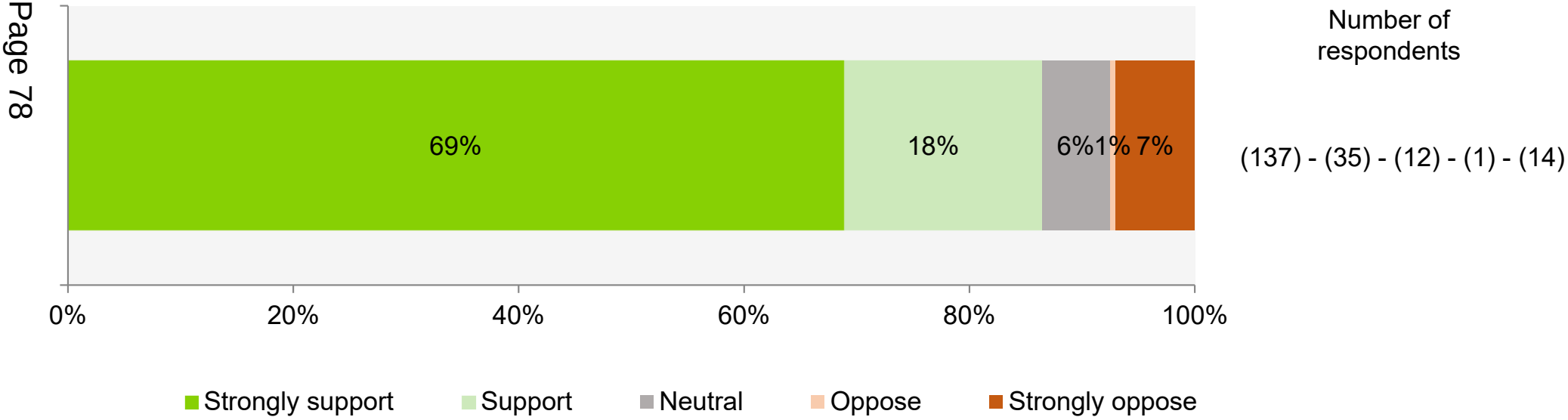
Note that some relationship types (business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Queen Victoria Street East - support for the proposed changes to parking, loading and kerbside access (including at bus stops)

Almost 90% of respondents supported the proposed changes to parking, loading and kerbside access (including at bus stops). For many, this support was strong. In contrast, just 8% disagreed, with 6% expressing a neutral opinion.

n=199

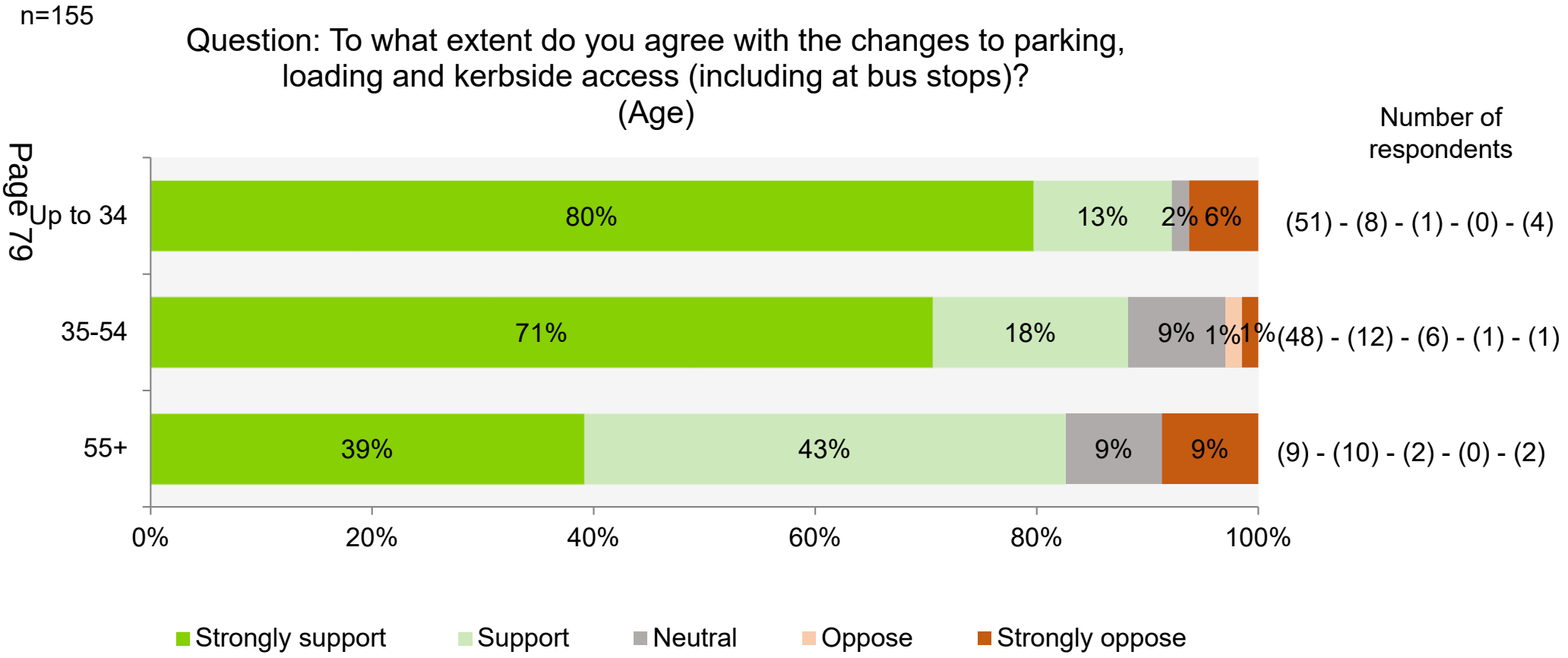
Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)?



On the following pages, we see how agreement varied by respondents' age, travel mode and their relationship to the City.

Queen Victoria Street East - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to respondent age

A majority of all age groups supported the walking and cycling proposals, with opposition at just 2-9%.

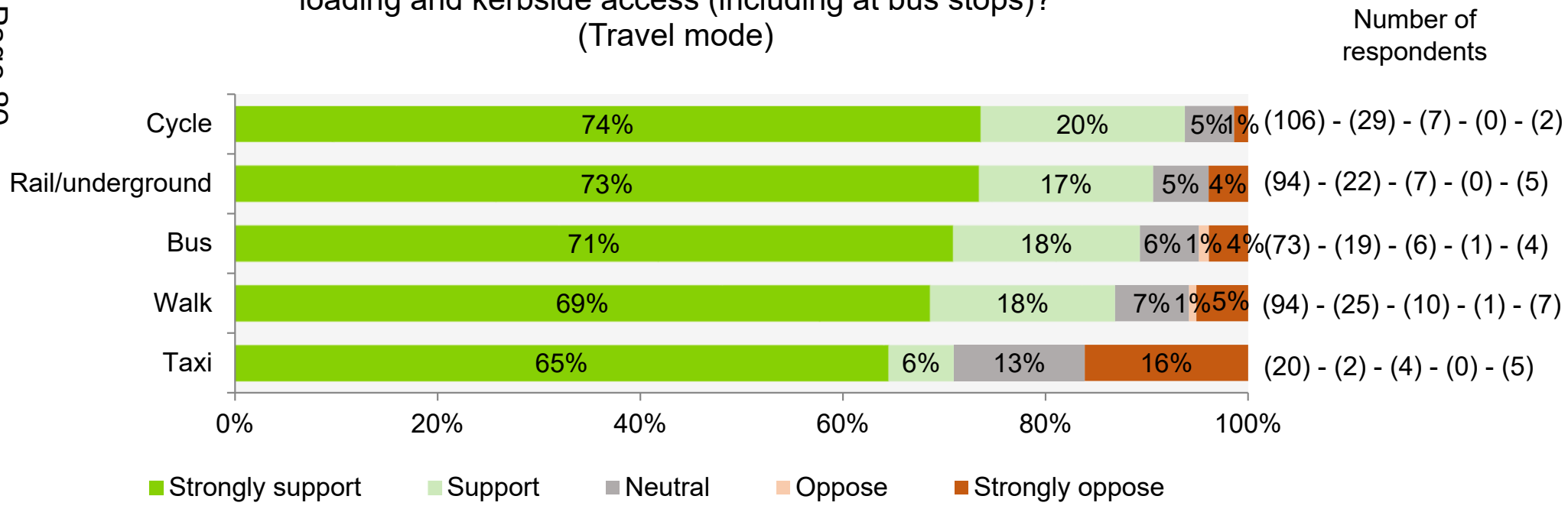


Queen Victoria Street East - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to how respondents identified they got around the area

Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among cyclists at 94%, and was also high among those using the rail/underground, bus users and walkers. Opposition was, in contrast, limited, peaking with taxi drivers at 16%.

n=158

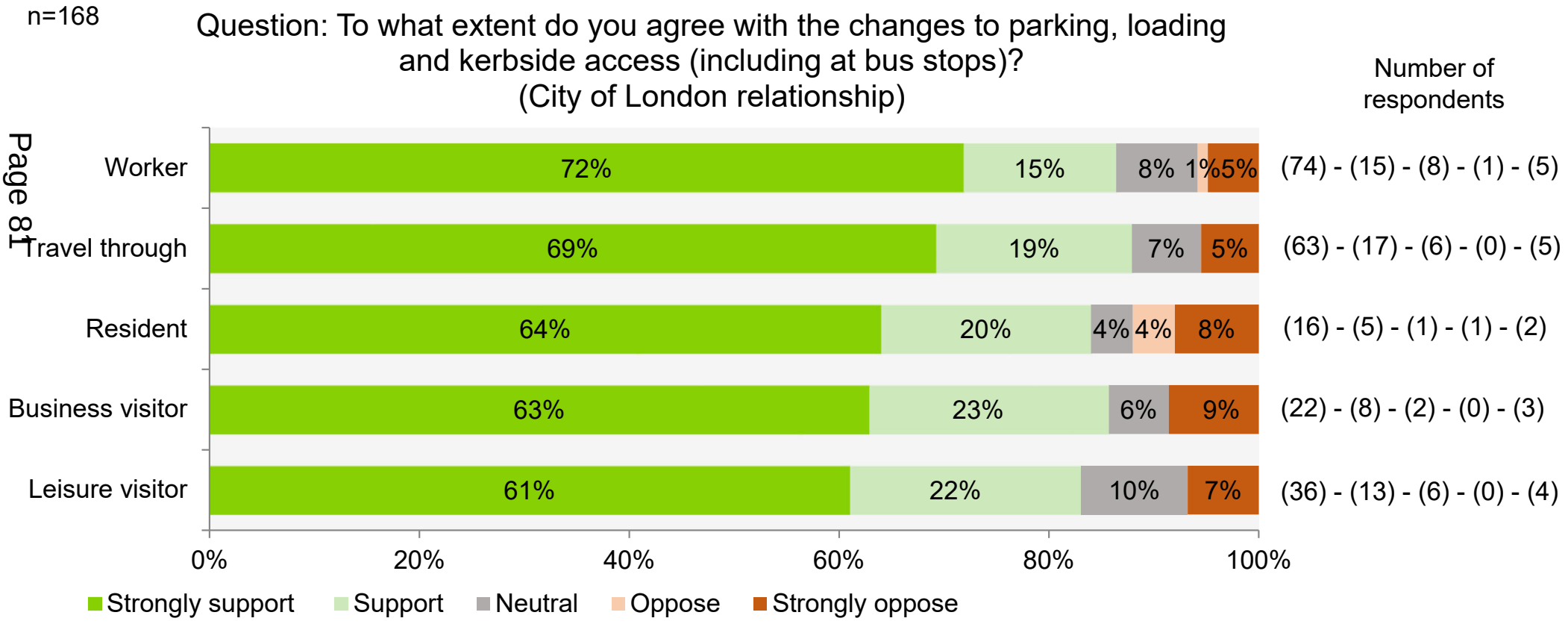
Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)? (Travel mode)



Note that some travel modes (private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel mode users) lacked a sufficient number of respondents to allow meaningful analysis.

Queen Victoria Street East - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to respondent relationship to the City

Majority support for the proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst workers and those passing through. In contrast, opposition was far less at between 5-12%.



Note that some relationship types (business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

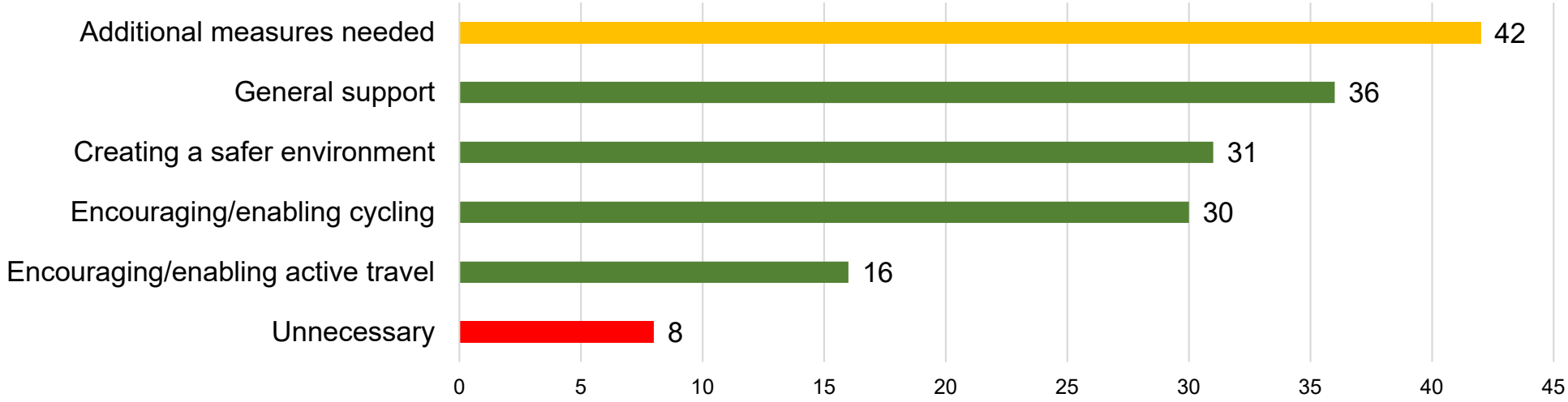
Queen Victoria Street East - what underpins views

121 respondents left comments on the proposed Queen Victoria Street (East) changes. Some respondents made more than one comment. Here, we see the top comments made. The most frequent comments suggested a need for additional measures (see overleaf). This was followed by general support for the proposals, which were felt would create a safer environment (particularly for cyclists) and one which enabled both cyclists and pedestrians. Some respondents felt that the changes were unnecessary/a waste or money.

Categories in green indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures (see overleaf). Categories in red indicate concerns/criticisms.

n=121

Question: Can you say in a few words why you support/don't support the proposed changes to Queen Victoria Street East?



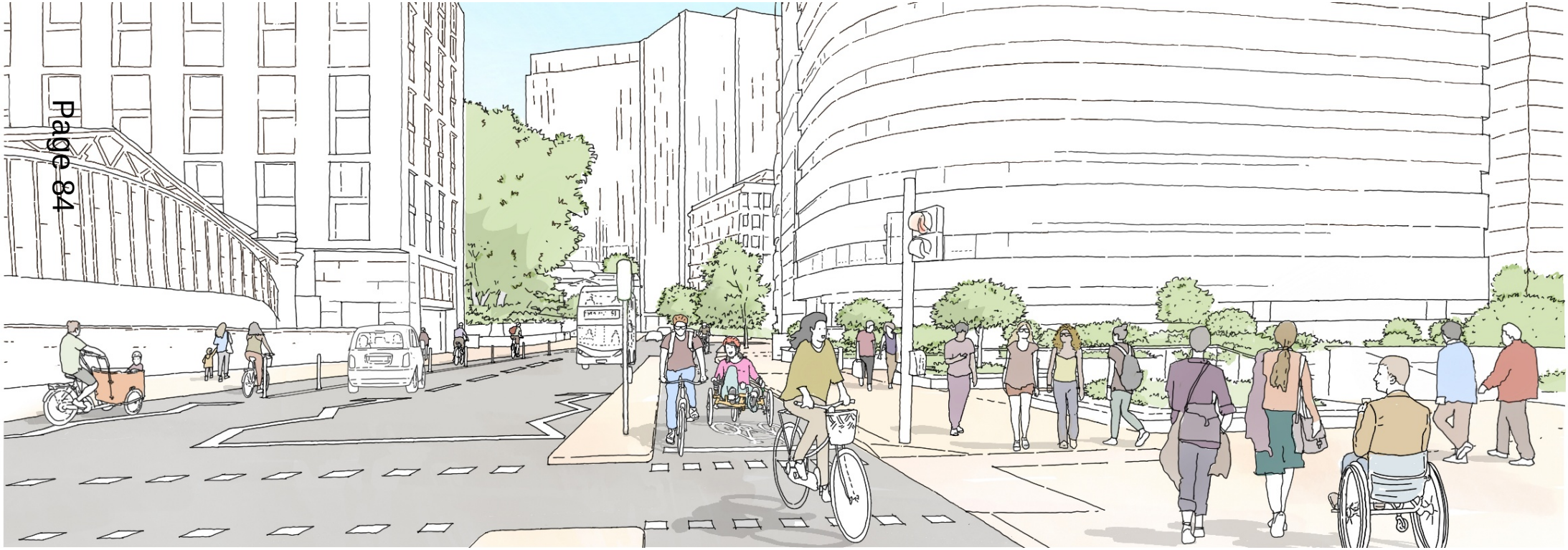
Other comments most commonly focused on the potential benefits of reduced motor traffic and better air quality, with some concerns relating to increased traffic congestion, pedestrian danger and accessibility. (Each made by no more than five respondents).

Queen Victoria Street East – additional measures suggested

42 respondents identified additional measures which they felt to be necessary. These included:

- Replacement of advisory cycle marking with mandatory cycle marking outside of Mansion House Station.
- Clarity on why two-way protected cycleways are split into two for the easterly section.
- Wider cycleways.
- Simpler traffic signalling.
- Replacement of cycle gates with advanced stop lines or a hold the left approach.
- Improvements to junctions at Cannon Street and on the eastern end of route.
- Replacement of multi-stage pedestrian crossings with direct crossings.
- Access to Lambeth Hill from the cycleway.
- Providing segregated cycleways across the whole route.
- Additional greening.
- Keep cyclists on the same side of the road and reduce signal phasing.
- The two-way cycle track could start earlier in Queen Victoria Street to cater for cyclists from Bread Street.
- Clarity on whether the stretch between Queen Victoria Street and Cannon Street is a pavement or a cycle lane.
- Closure of Bow Lane to motorised traffic (other than rubbish collection or police).
- Preventing dangerous cyclist behaviour (i.e. jumping red lights).
- A need to replace flexi wands with more substantial (concrete), permanent bollards.
- Increased signage of how to connect this route to the route a block south – making it easier to get from Queen Victoria Street to the cycleway along the river.

Aldgate proposals



Aldgate cycleway proposals

On this section it is proposed to:

- Install flexible posts along the eastbound cycle lane on Aldgate and add a cycle access from Aldgate onto the Aldgate Square cycle track.
- Install new raised table crossings for walking and cycling at Duke's Place and Houndsditch.
- Retain the shared walking and cycling space between Duke's Place and Houndsditch.
- Install traffic island separators along the eastbound cycle lane on St Botolph Street and a bus stop bypass at Stop B with a raised table zebra crossing and large waiting area.
- Retain the westbound cycle lane protected with flexible posts on St Botolph Street.

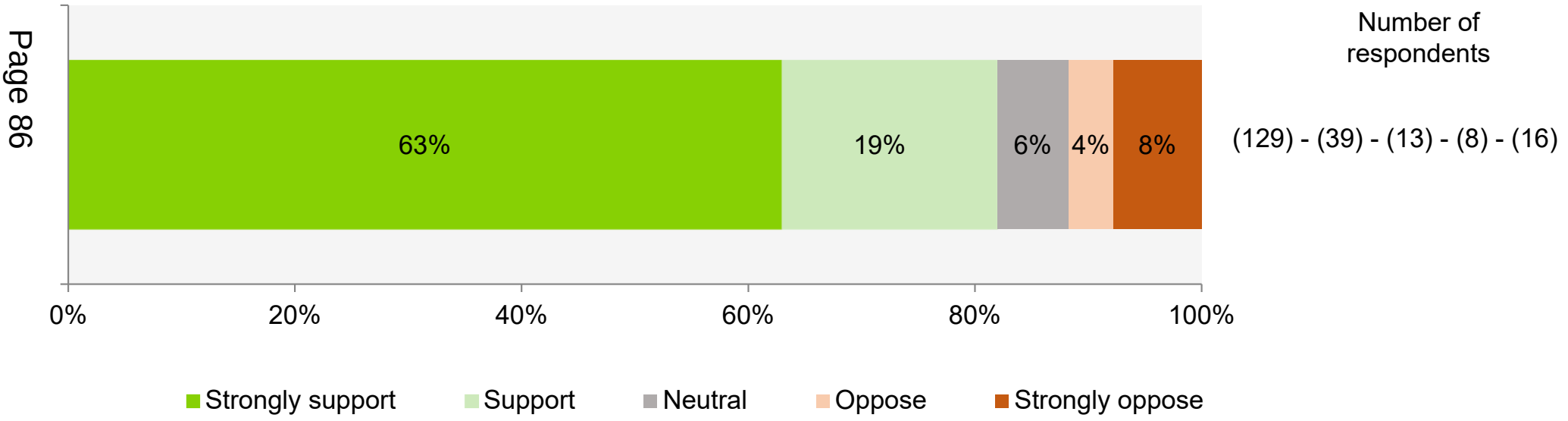
Further improvements on Aldgate and Aldgate High Street are also being explored and would be delivered separately.

A detailed plan of proposals can be accessed by clicking here.

Aldgate - support for the proposed walking and cycling changes

Over 80% of respondents supported the proposed walking and cycling changes. For many, this support was strong. In contrast, just 12% disagreed, with 6% expressing a neutral opinion.

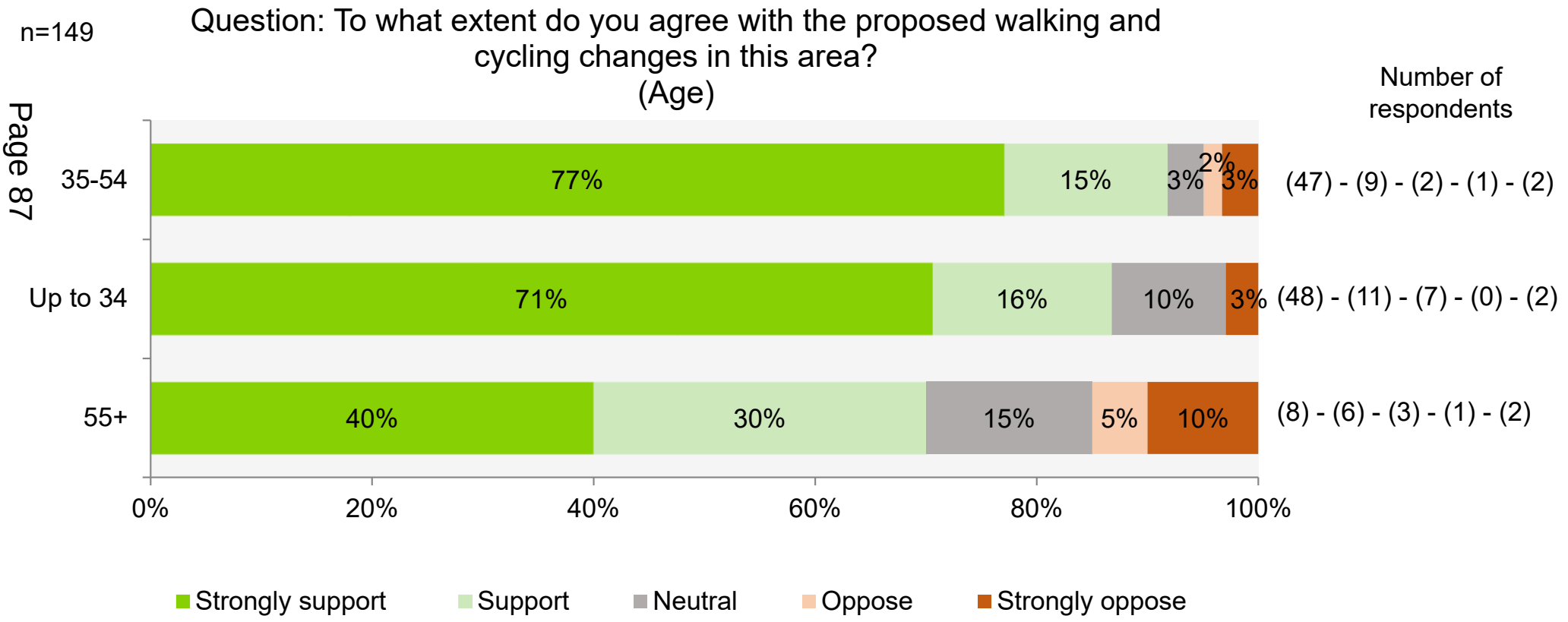
n=205 Question: To what extent do you agree with the proposed walking and cycling changes in this area?



On the following pages, we see how agreement varied by respondents' age, travel mode and their relationship to the City.

Aldgate - how support for the proposed changes to walking and cycling varied in relation to respondent age

A majority of all age groups supported the walking and cycling proposals, with opposition at just 3-15%.

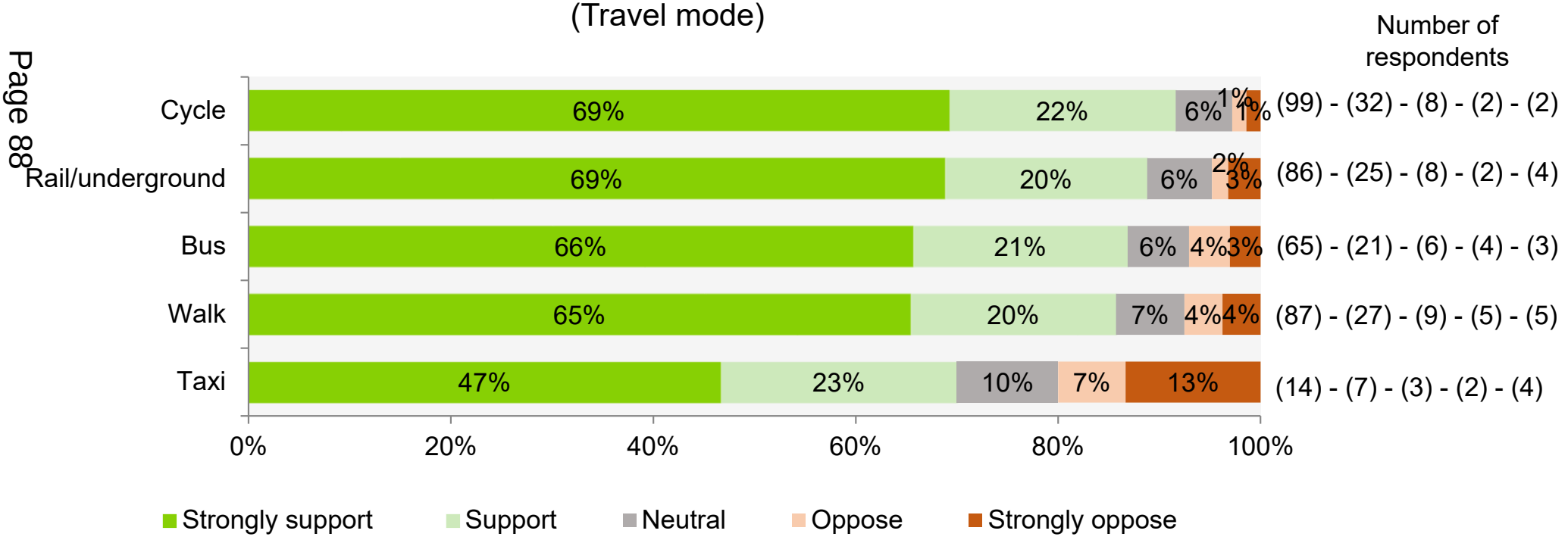


Aldgate - how support for the proposed walking and cycling changes varied in relation to how respondents identified they got around the area

Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among cyclists at 91%, and was also high among those using the rail/underground, bus users and walkers. Opposition was, in contrast, limited. Though note that 20% of taxi users opposed the proposed changes.

n=157

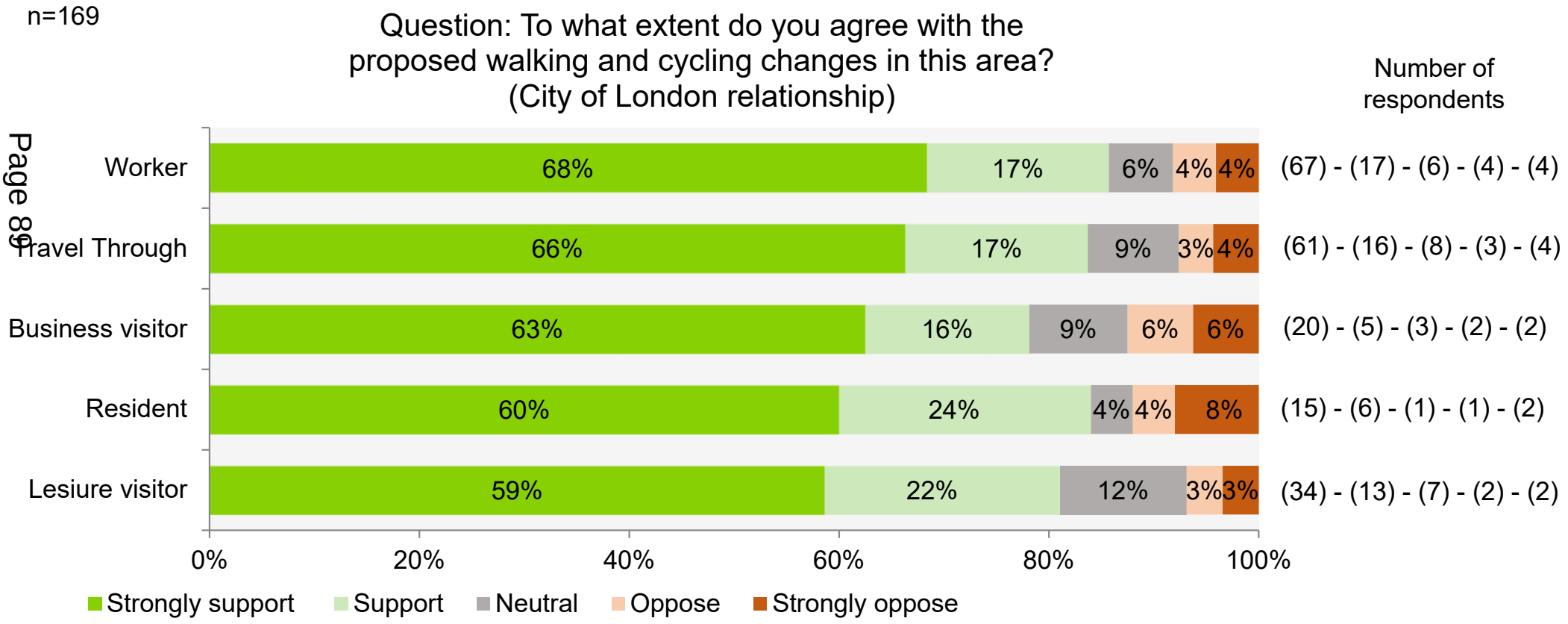
Question: To what extent do you agree with the proposed walking and cycling changes in this area?
(Travel mode)



Note that some travel modes (private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel mode users) lacked a sufficient number of respondents to allow meaningful analysis.

Aldgate - how support for the proposed walking and cycling changes varied according to City of London relationship

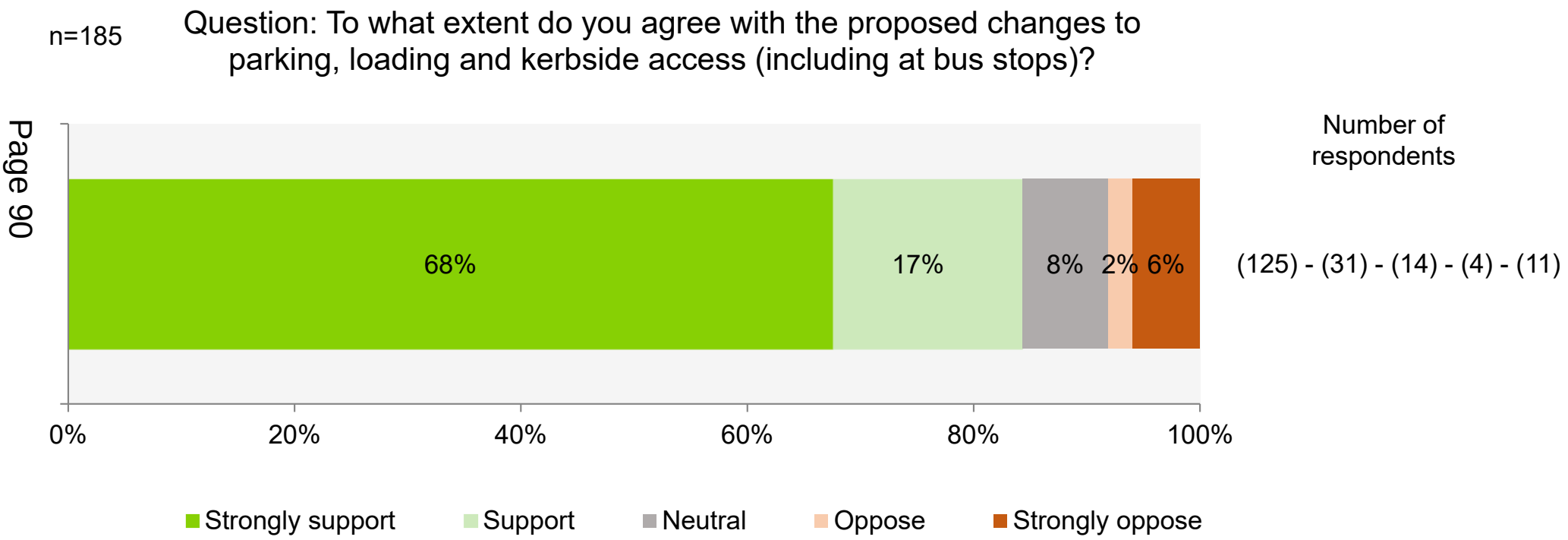
Majority support for the proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst workers and those passing through. In contrast, opposition was far less, at between 6-12%.



Note that some relationship types (business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Aldgate - support for the proposed changes to parking, loading and kerbside access (including at bus stops)

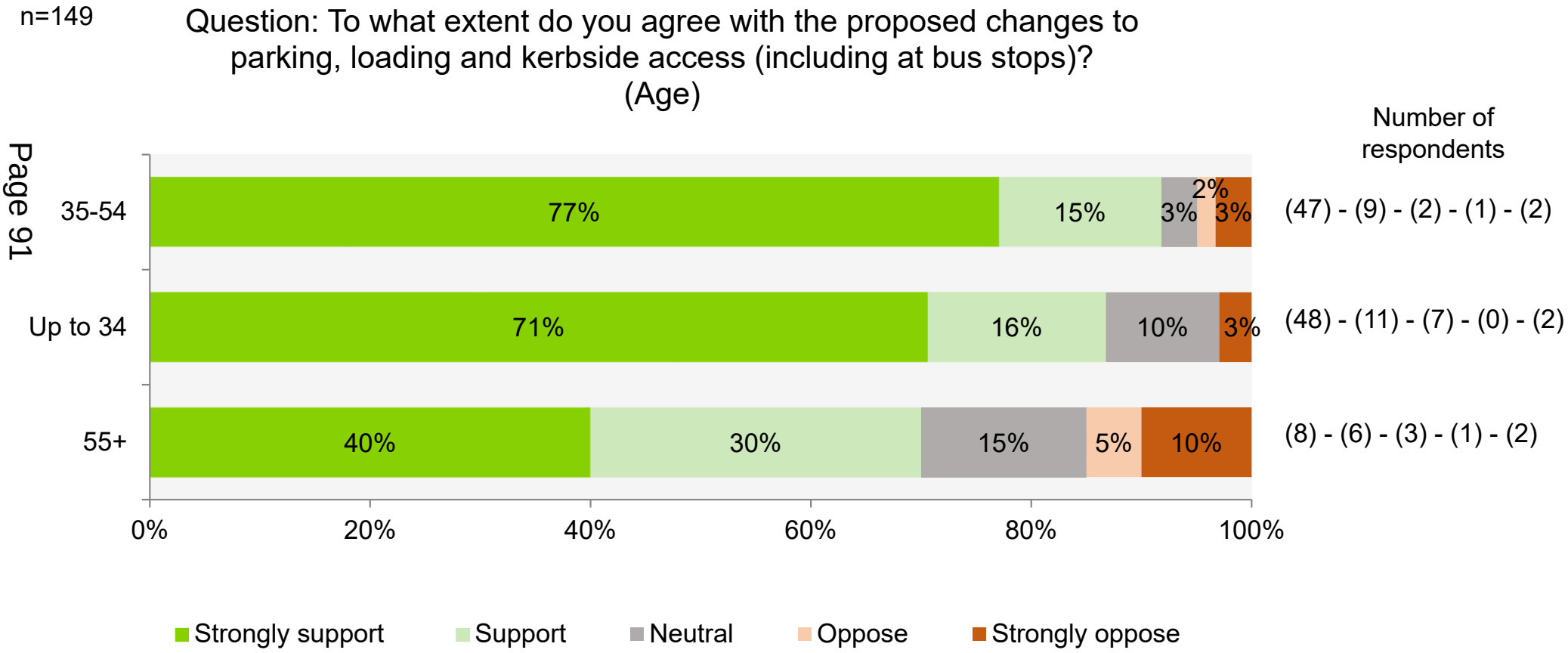
85% of respondents agreed with the proposed changes to parking, loading and kerbside access (including at bus stops). For many, this support was strong. In contrast, just 8% disagreed, with another 8% expressing a neutral opinion.



On the following pages, we see how agreement varied by respondents' age, travel mode and their relationship to the City.

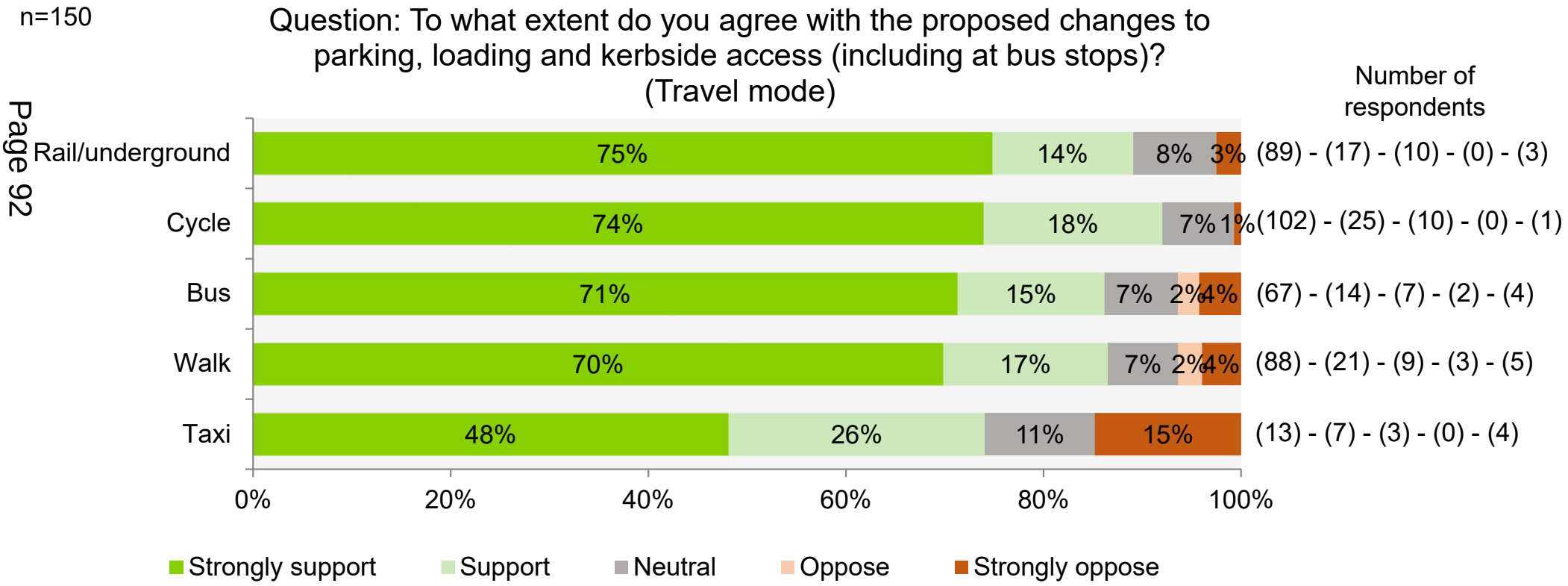
Aldgate - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to respondent age

A majority of all age groups supported the walking and cycling proposals, with opposition at just 3-15%.



Aldgate - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to how respondents identify they got around the area

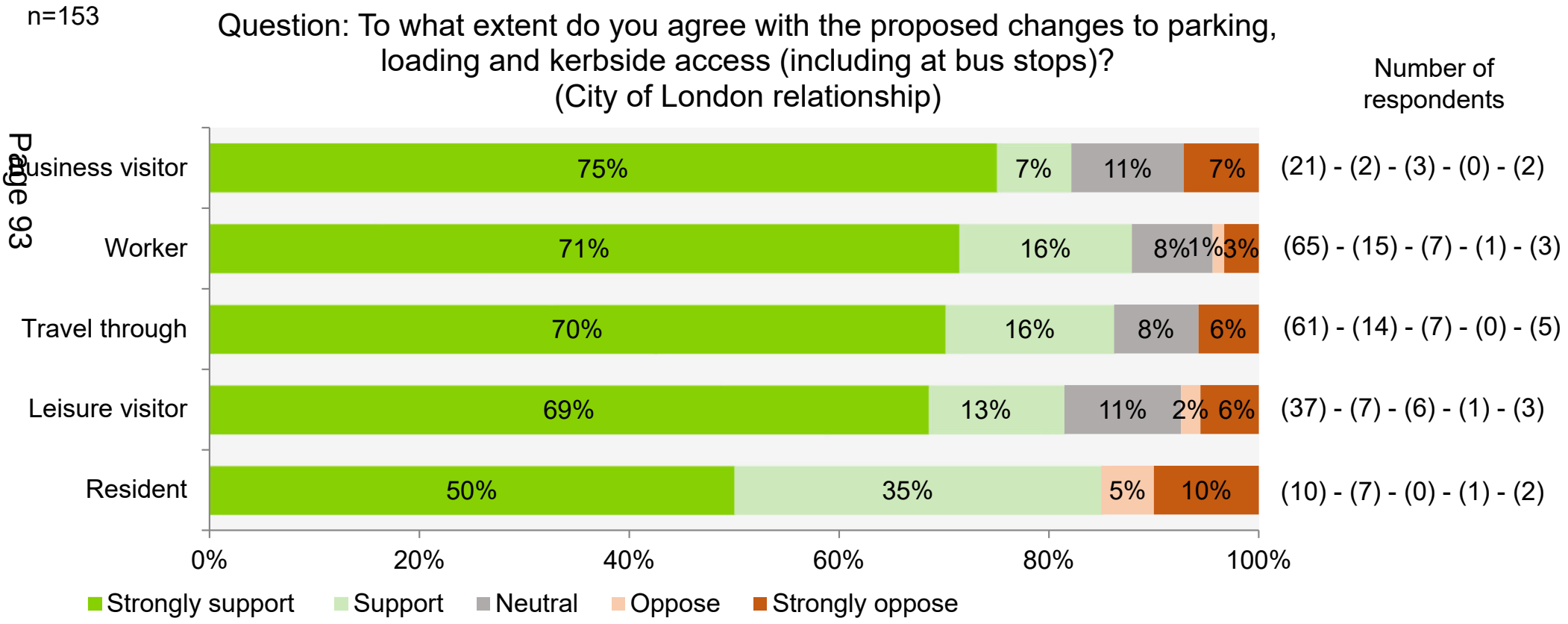
Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among rail/underground users at 89%, and was also high among cyclists, bus users and walkers. Opposition was, in contrast, limited at between 1-15%.



Note that some travel modes (private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel mode users) lacked a sufficient number of respondents to allow meaningful analysis.

Aldgate - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied according to City of London relationship

Majority support for the proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst business visitors and workers. In contrast, opposition was far less at between 4-15%.



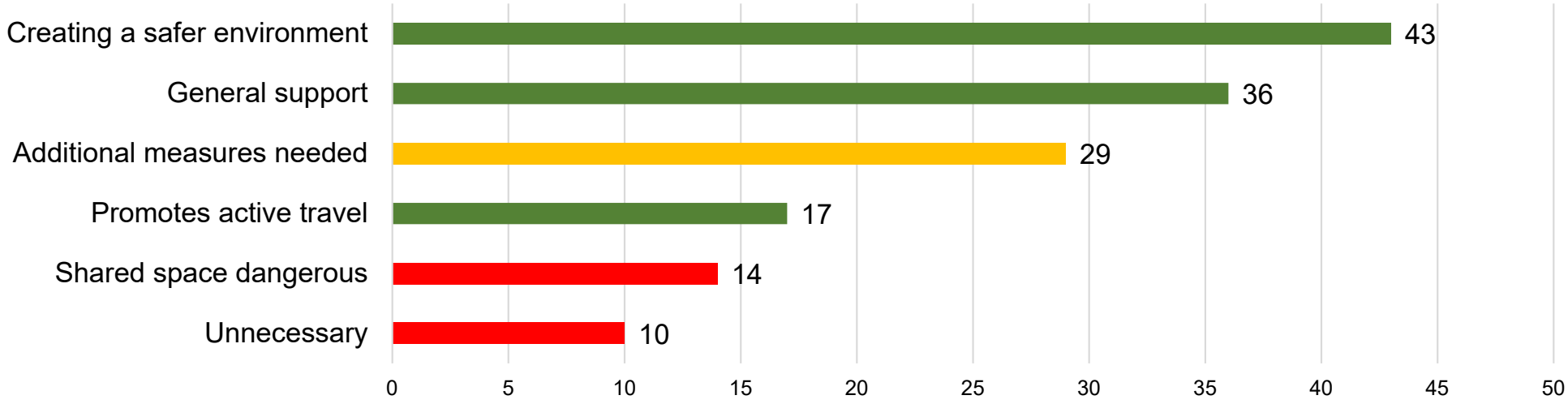
Note that some relationship types (business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Aldgate - what underpins views

134 respondents left comments on the proposed Aldgate changes. Some respondents made more than one comment. Here, we see the top comments made. The number one comment focused on perceptions of a safer environment for cyclists. This was followed by general applause for the proposals which were felt to promote active travel modes, though with some suggesting a need for additional measures (see overleaf). The two most frequent concerns focused on danger associated with shared cycle/pedestrian space and shared cycle/motor traffic space, and the feeling that the proposals were unnecessary. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures (see overleaf). Categories in red indicate concerns/criticisms.

n=134

Question: Can you say in a few words why you support/don't support the proposed changes to Aldgate?



Other comments most commonly focused on applause for additional cycling infrastructure, but with a perceived need to tackle dominant/dangerous cyclist behaviour, potentially increased congestion and a decline in local commerce. (Each made by no more than seven respondents).

Aldgate - what underpins views on the proposed changes overall – additional measures suggested

29 respondents identified additional measures which they felt to be necessary. These included:

- Additional protection on the cycle lane through Aldgate park to segregate from pedestrians.
- Cycle lane segregation from motor traffic.
- A need to replace flexi wands with more substantial (concrete), permanent bollards.
- Improving the connection via Jewry Street to the CS3.
- Lowering the Aldgate Square two-way cycle track so it is at a different level to the surrounding pavements.
- Extending Aldgate corridor improvements more than just in St Botolph Street, particularly with the bus stops in Aldgate (westbound).
- A need to adopt a more radical approach generally.
- A need to rethink the use of bike gates, which are felt to be over-run with vehicular (particularly delivery) traffic.
- Wider cycle lane tracks.
- Addressing safety concerns at the turn from Aldgate in Leadenhall.
- Addressing a bigger problem South East towards Tower Bridge.
- Continuous pavements across the bus station and across the entire Aldgate High Street southside.
- Improve pedestrian cycle lane markings where St Botolph Street meets Aldgate High Street.
- Opportunity to create more permanent protection westbound in St Botolph street.
- Tackling the Mansell Street/Aldgate junction in terms of improving safety.
- Use of zebra crossings.
- A need to ensure connectivity with the remainder of the City.

Drop-in and email feedback

Feedback via drop-in sessions and emails

There were 16 contributors to the consultation via the drop-in sessions and email. These contributors included both individuals and organisations.Their feedback – leaving aside general consultation queries – highlighted the following:

- Support for what are seen as much needed proposals.

Concerns related to:

- Queen Victoria Street East - a crossover being needed rather than separate tracks on each side of the street. The latter potentially causing wayfinding difficulties and problems with traffic not clearing the lights and blocking the cycleway.
- Cycle gates on Queen Victoria Street and Cannon Street preventing a clear cycling run through the junction, with potential confusion for cyclists.
- A lack of improvement to Bank – Cornhill – Leadenhall Street - with a continuation of cyclist/vehicular traffic shared space under the assumption of fewer than 200 vehicles per hour. However, forthcoming development and the reopening of Bank junction to black cabs will result in increased traffic levels leading to more vulnerable road users feeling exposed and bullied by this large volume of traffic.
- Gaps within the scheme chiefly at each end of the route where the connections to C2 and C3/C6 are considered to be poor.
- The mixing of cycle and vehicular traffic on the Cornhill/Leadenhall falling short in ambitions for Vision Zero 2040.
- The convoluted Aldgate section of cycleway could cause many cyclists to opt for a more dangerous route.

Feedback via drop-in sessions and emails

Concerns continued…

- A major safety hazard westbound on St Botolph Street - taking the lane around the non-bypassed bus stop and merging with traffic at the bend is required in order to then turn back south across the square - so this section remains dangerous.
- Potential water ingress and contents damage to His Majesty's College of Arms library, potentially caused by physical works.
- The busy access point associated with His Majesty's College of Arms College gates/courtyard – potentially blocking the cycleway for several minutes at a time.
- Rising noise/pollution levels for residents in the dwelling at the front and side of His Majesty's College of Arms, along Godliman Street and its junction with Queen Victoria Street.
- The impact that the changes to coach parking will have upon the ability to safely and efficiently manage the off-site games programme of the City of London School – with twice daily, between two and five coaches conveying in excess of 100 pupils between the main site on Queen Victoria Street and the school's sports field. With concerns specifically related to increased construction traffic and congestion, road closures, limited and distanced coach bay parking and drop-off/pick-up locations.

Feedback via drop-in sessions and emails

Suggestions/requests:

- Ensure that consultation visuals are representative of real life (for example, showing users of Santander bikes and e-bikes).
- Make the Equality Impact Assessment for the project available.
- Clarify how the development and the movement of the coach parking will be impacted by the Puddle Dock development proposals, currently in the early stages of neighbourhood consultation.
- Revisit the design of the very short section of two-way cycle track on the east side of St Martin's le Grand at its southern end followed by a "cross-over".
- Revisit the number of pedestrian crossing points near St Paul's underground station - at four, compared with three at present.
- In the context of the Air Quality Strategy 2025-2030, a need to ensure that there is not an increase in traffic on the junction of Queen Victoria Street / Cannon Street as a result of any changes, with accompanying measures to reduce traffic and /or smooth traffic at this junction.

Acknowledgements and next steps

Thank you to everyone that took the time to share their views on the draft proposals for a safer cycle route between Aldgate and Blackfriars Bridge

There were over 6,500 visits to the Commonplace consultation website, and over 1,200 Commonplace contributions were received, alongside drop-in attendance, emails and phone calls.

The City of London Corporation would like to express their appreciation for this input to the Aldgate to Blackfriars Bridge cycleway. The feedback received was both helpful and informative to the development of the plan.

The City of London Corporation will continue to keep you updated as the project develops. If you have any questions in the interim, please do not hesitate to contact the project team.

Appendix 1: Consultation notes

The quality and reliability of the data collected

In considering the quality and reliability of the data collected, there are a number of salient points to bear in mind.

Firstly, the consultation was self-selecting, and as such, the data should be regarded as a snap-shot of possible or indicative opinion on the proposals, rather than a systematically sampled data-set. As is typical of online consultations, this self-selection may have resulted in a bias of participation by those with particular views or concerns.

Secondly, what is also uncertain, is the degree of statistical accuracy - particularly related to quoted percentages. This is in the context of the self-selection nature of the consultation, and also being unable to compare participant demographics with a baseline profile (as the consultation was open to anyone).

When interpreting the findings within this report, they should therefore be regarded as an indicative snap-shot of opinion.

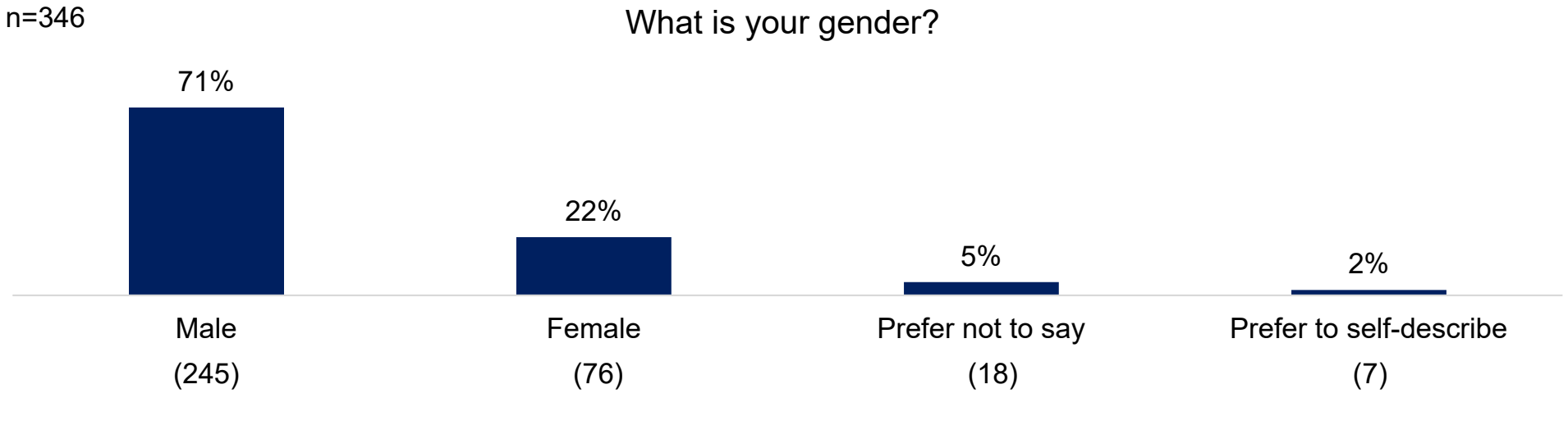
Additional notes

- The number of responses to each question is shown as n=x. This number refers to the total number of people who responded to the question. For this reason, n numbers change throughout the report, as some respondents did not answer all questions.
- Numbers are also provided in addition to percentages in all charts. These are shown either underneath, or alongside the categories on the horizontal chart axis.
- Percentages have been rounded and may therefore not total exactly 100. Percentages have also been calculated excluding missing responses.
- Some respondents did not provide demographic information or answer all survey questions. The impact of this is two-fold. Firstly, it restricts analyses by sub-groups. Secondly, it can result in overall averages (calculated including responses from those who gave no demographic information) appearing to be misaligned with demographic sub-group averages.
- Commonplace data was analysed by a range of demographic variables, where there were sufficient numbers to enable this to be meaningful. Notable differences in the views of respondents with varying demographic characteristics are highlighted throughout the report.
- In addition to selecting options or providing a level of support on proposed ideas, some respondents also provided accompanying commentary to explain the reason for their opinion. This yielded qualitative information to analyse and consider.

Appendix 2: Demographics

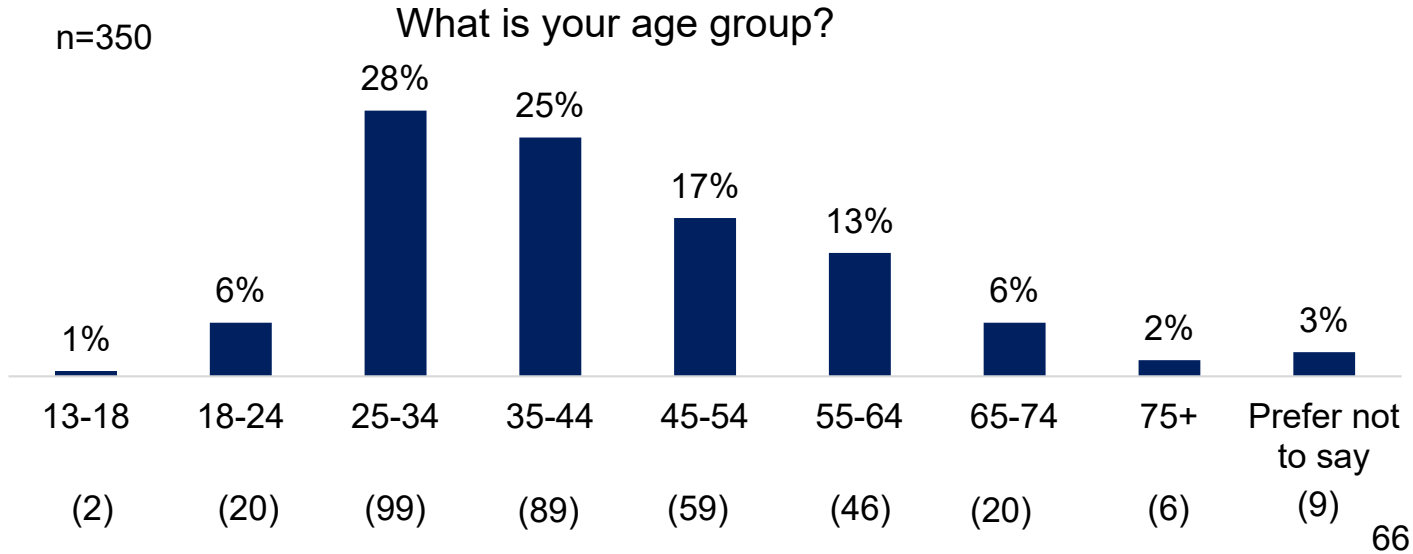
Gender

A majority of consultation respondents (71%) described themselves as a male. 22% described themselves as female, 5% preferred not to say and 2% preferred to self-describe.



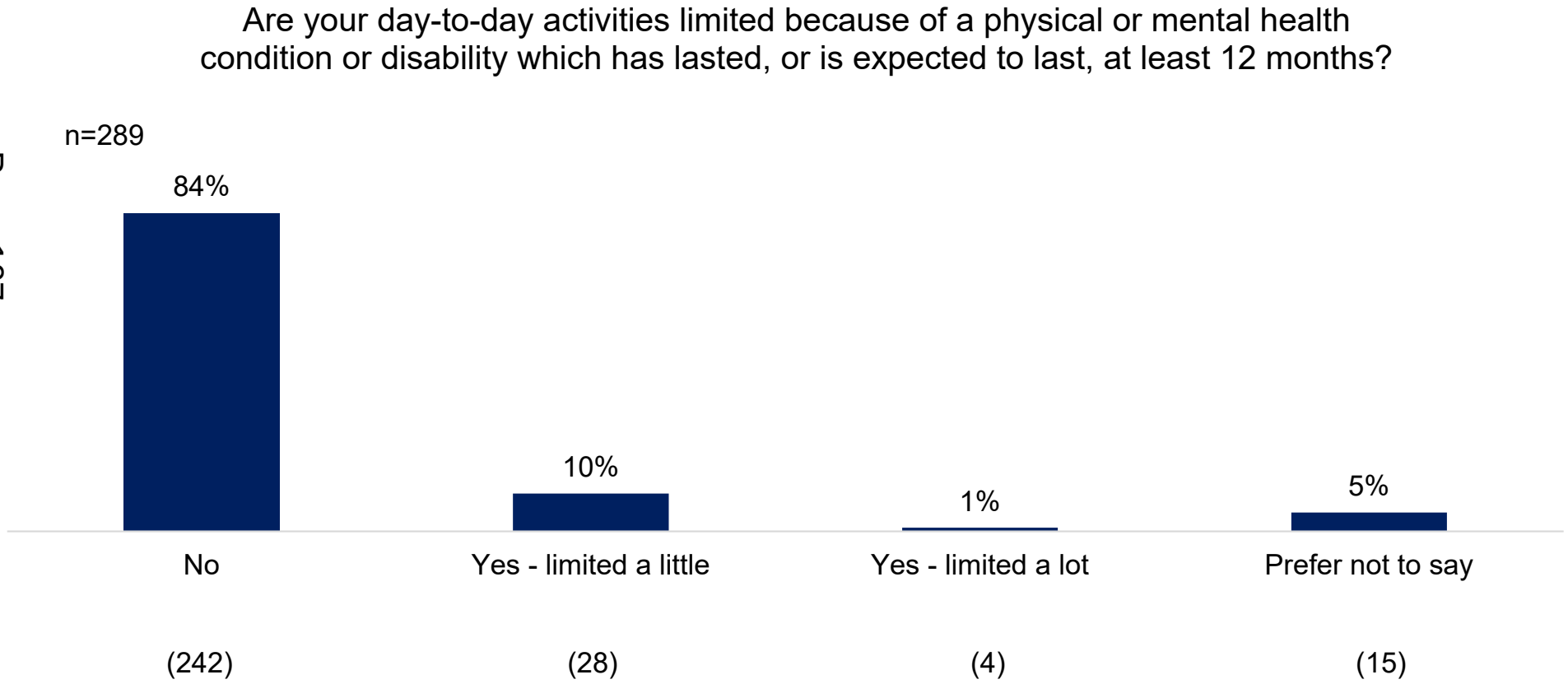
Age group

The age of consultation respondents ranged from 13 to 75+, with a wide spread of ages represented.



Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months

11% of consultation respondents indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.

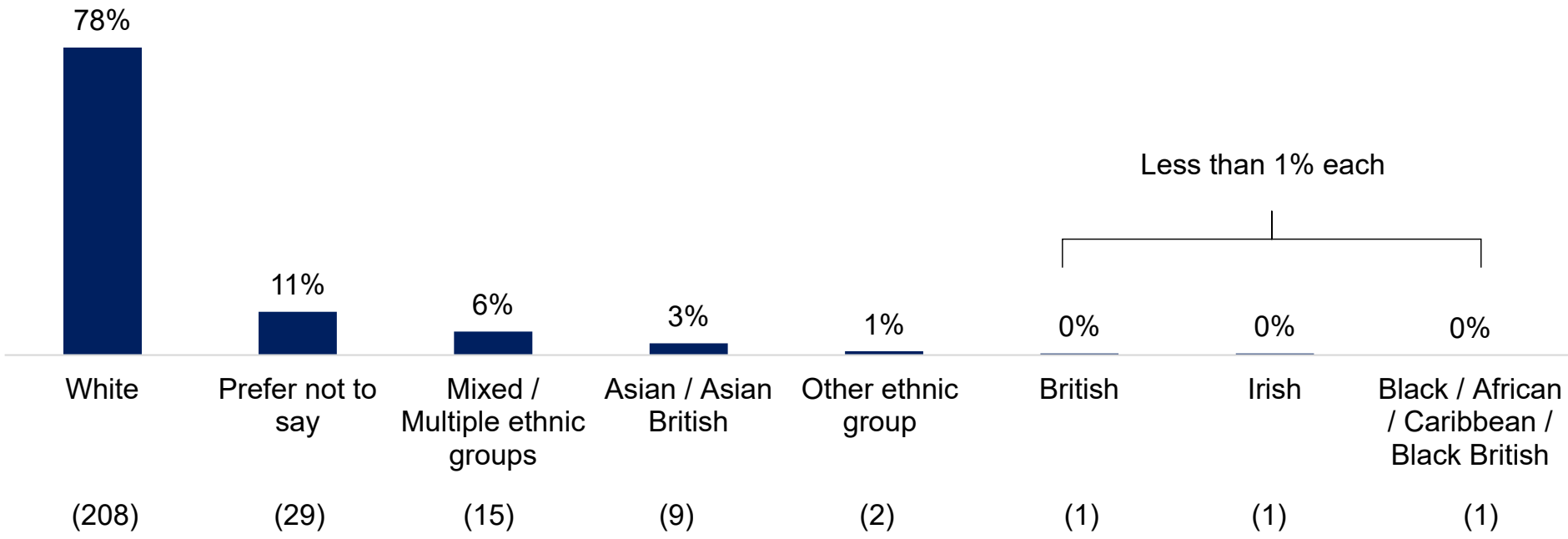


Ethnicity

Almost 80% of consultation respondents described their ethnicity as White, with 10% of another, different ethnicity – most frequently mixed or multiple ethnic groups.

n=266

Which ethnic group do you most identify with?

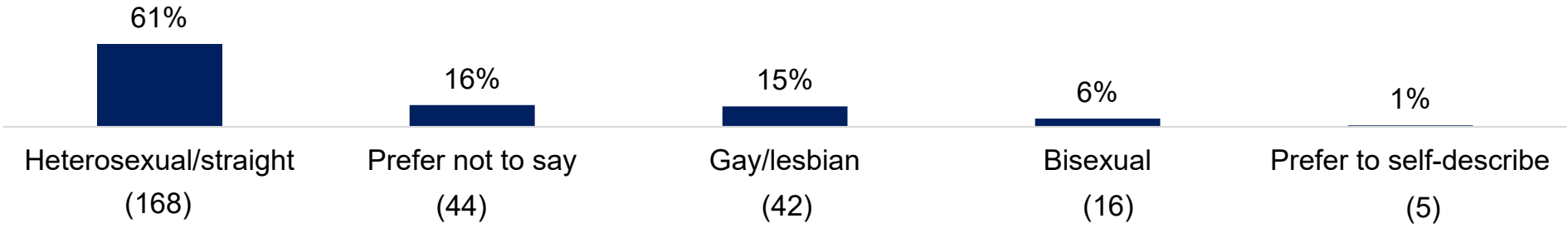


Sexuality

Just over 60% of consultation respondents identified as heterosexual/straight. 16% preferred not to say. 15% were gay or lesbian; 6% were bisexual and 1% preferred to self-describe.

n=275

What sexual orientation do you most identify with?

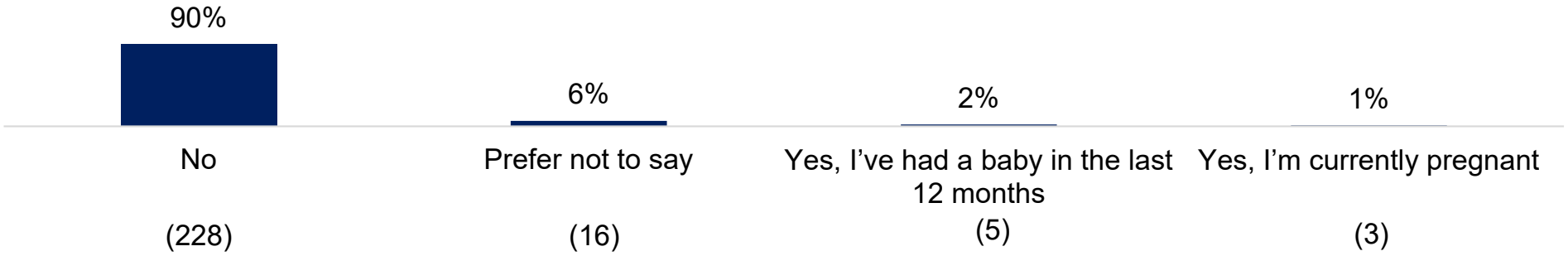


Pregnancy

90% of consultation respondents were not pregnant, nor had given birth in the last 12 months.

n=252

Have you had a baby in the last 12 months or are you currently pregnant?



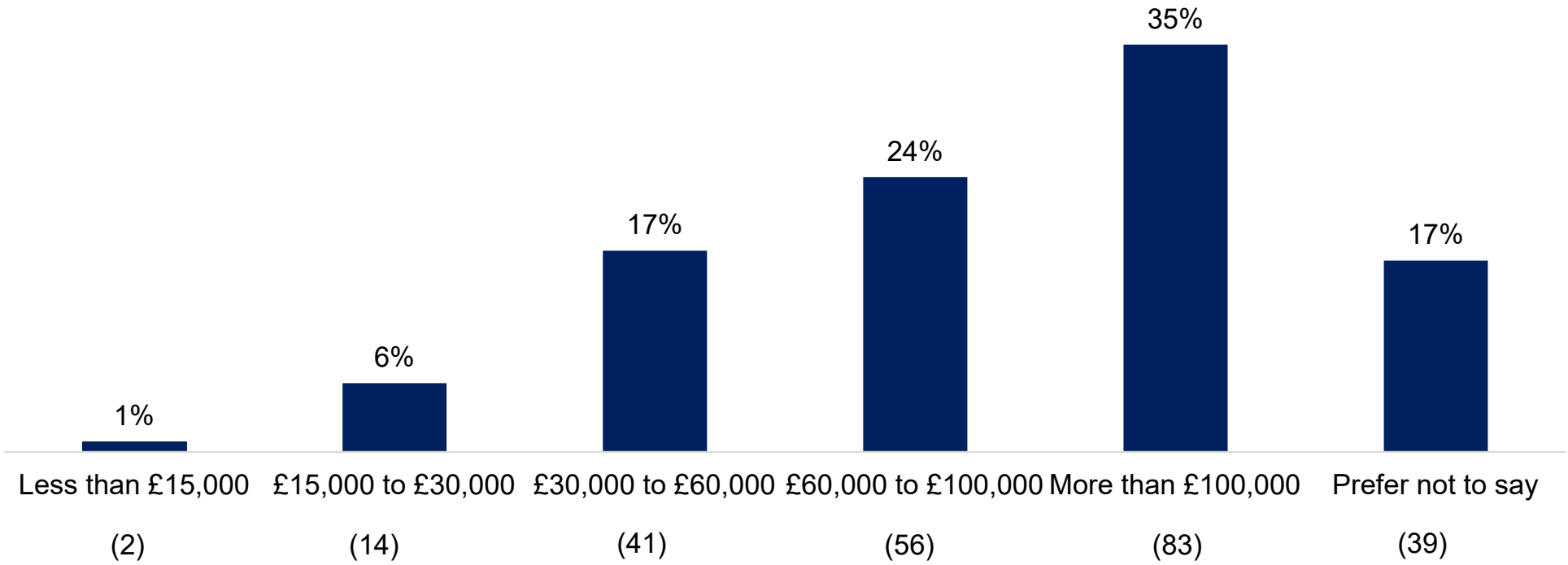
Household income

Some consultation respondents chose not to specify their household's annual income.

Among those who did, 35% were in the £100,000+ bracket.

What is your household's approximate annual income (before taxes and deduction)?

n=235

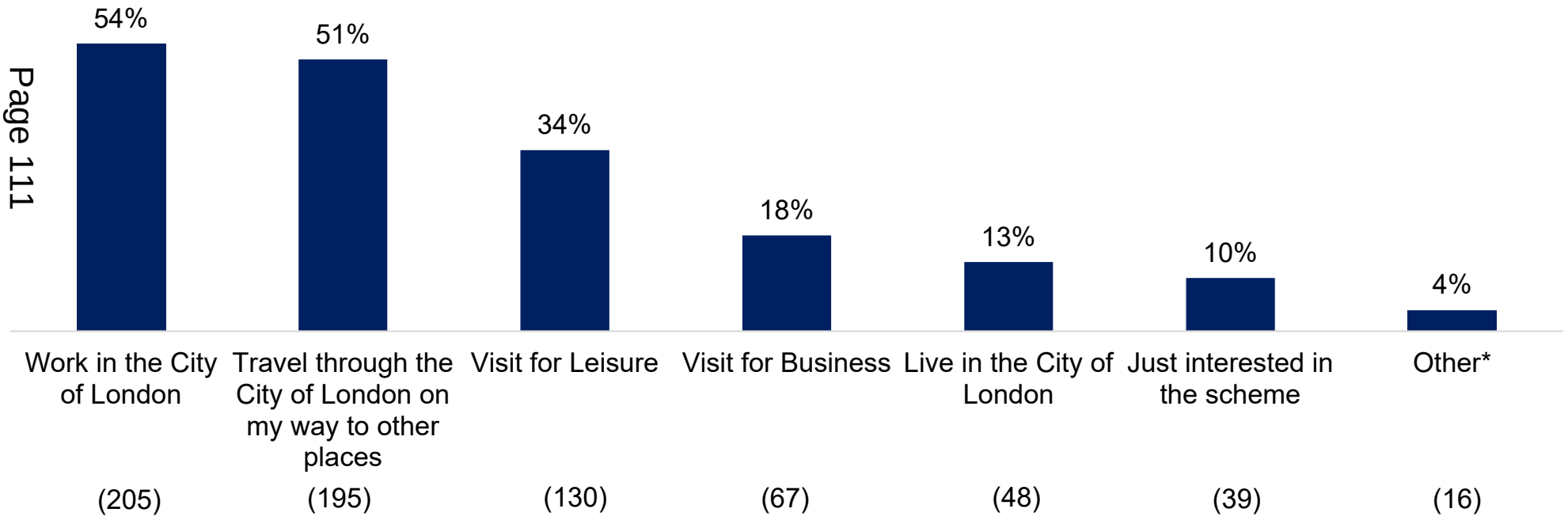


Area connection

The consultation attracted respondents with a wide range of area connections. More than half of respondents worked in the area (54%) or travelled through the City of London on their way to other places (51%). More than one area connection could be specified by respondents.

n=381

What is your relationship to the City of London?

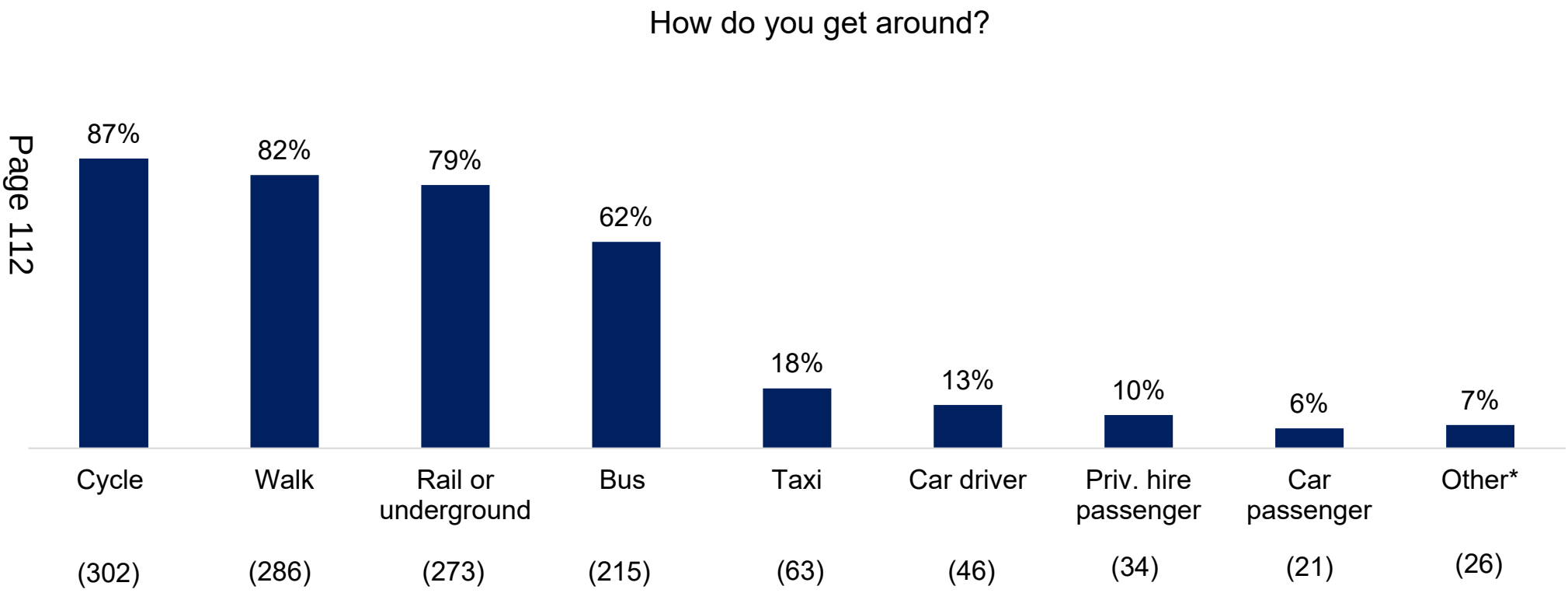


* Including business owners, those studying in the area and drivers/riders working in the area

Travelling around in the area

Respondents were frequently cycling (87%), walking (82%), using the rail or underground (79%) and/or using the bus (62%) to move around the area. More than one type of travel could be specified by respondents.

n=347



* Other travel modes (each specified by fewer than 3% of respondents) included private hire vehicle as a driver, motorcycle, van or lorry, wheelchair or mobility scooter and other unspecified travel modes.

Non-cyclist views on the proposed changes overall

Please note:

Many respondents – over 400 – did not specify how they got around the area.

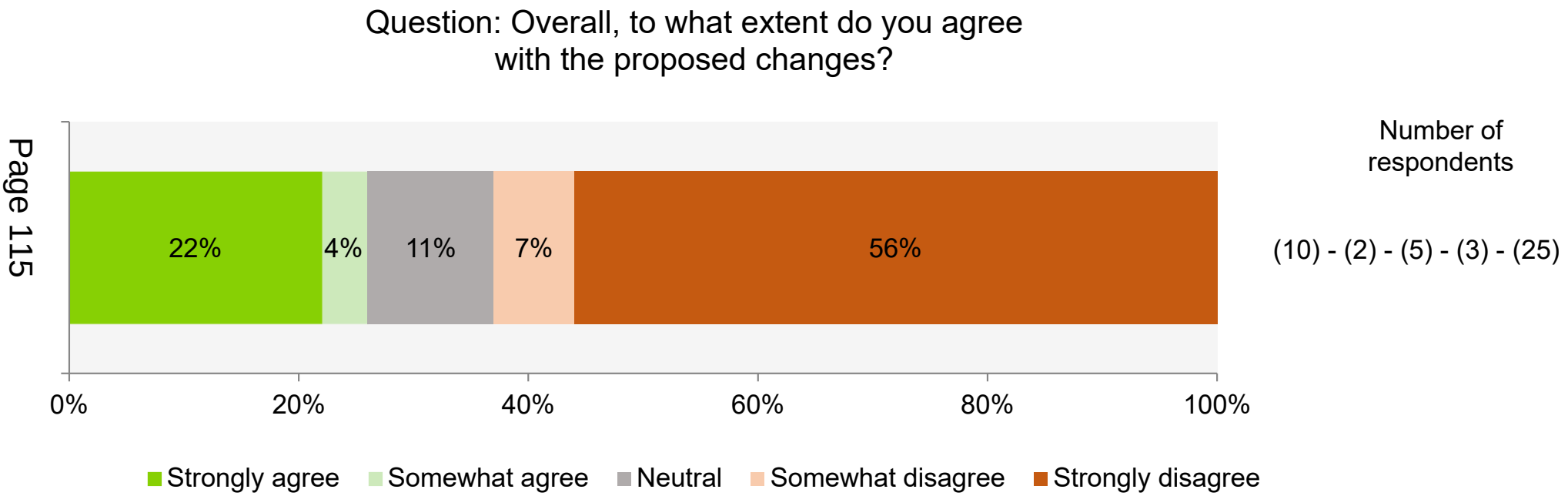
Among those who did, the number who DID NOT cycle was comparatively small (90). However, some of this group did not answer some of the questions asked, further reducing the number of responses.

For this reason, it is advised that the findings shown from page 4 onwards are too small to give any confidence in their message.

Agreement with proposed changes overall – **non-cyclists**

Over 60% of non-cycling respondents disagreed with the proposed changes in overall terms. For many, this disagreement was strong. In contrast, just 26% agreed, with 11% expressing a neutral opinion.

n=45



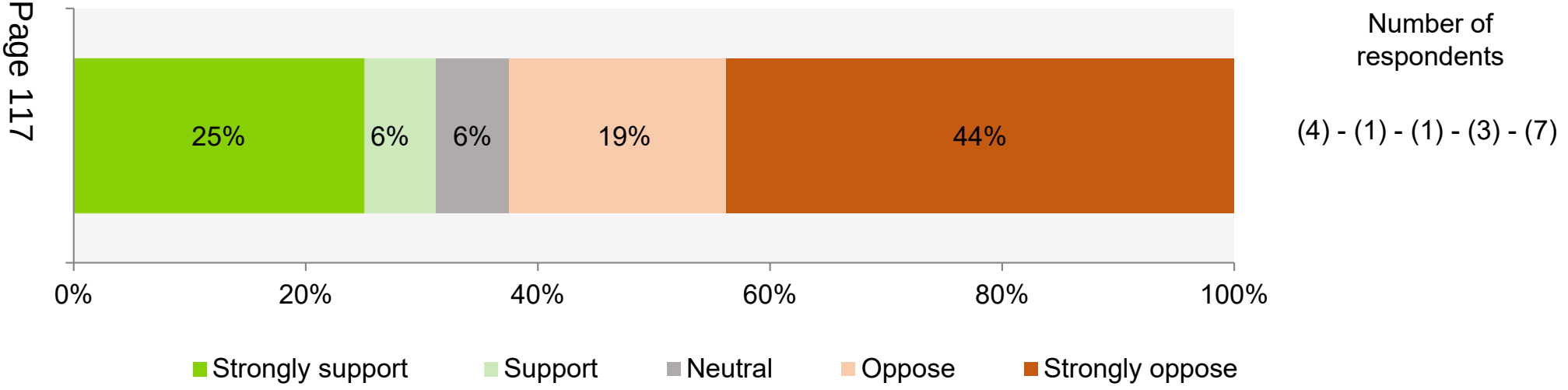
Non-cyclist views on the Queen Victoria Street West proposals

Queen Victoria Street West - support for the proposed walking and cycling changes – **non-cyclists**

63% of the small number of non-cycling respondents who gave their view opposed the proposed walking and cycling changes. For many, this opposition was strong. In contrast, just 31% voiced support, with 6% expressing a neutral opinion.

n=16

Question: To what extent do you agree with the proposed walking and cycling changes in this area?



Number of respondents

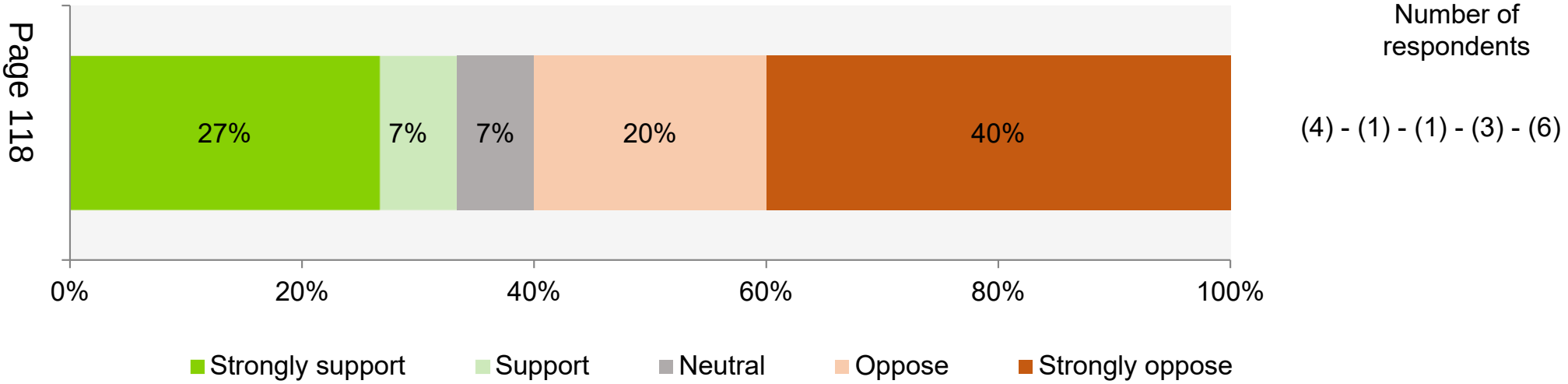
(4) - (1) - (1) - (3) - (7)

Queen Victoria Street West - support for the proposed changes to parking, loading and kerbside access (including at bus stops) – **non-cyclists**

60% of the small number of non-cycling respondents who gave their view opposed the proposed changes to parking, loading and kerbside access (including at bus stops). In contrast, 34% supported the proposed changes, with 7% expressing a neutral opinion.

n=15

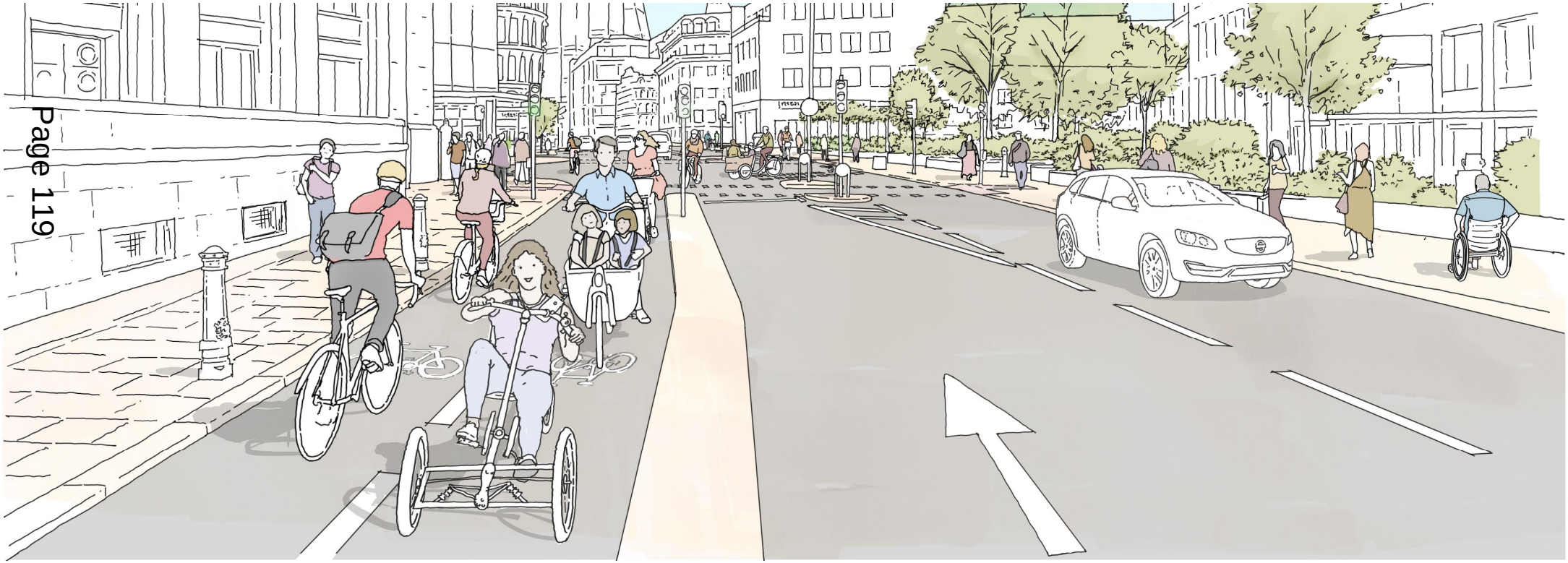
Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)?



Number of respondents

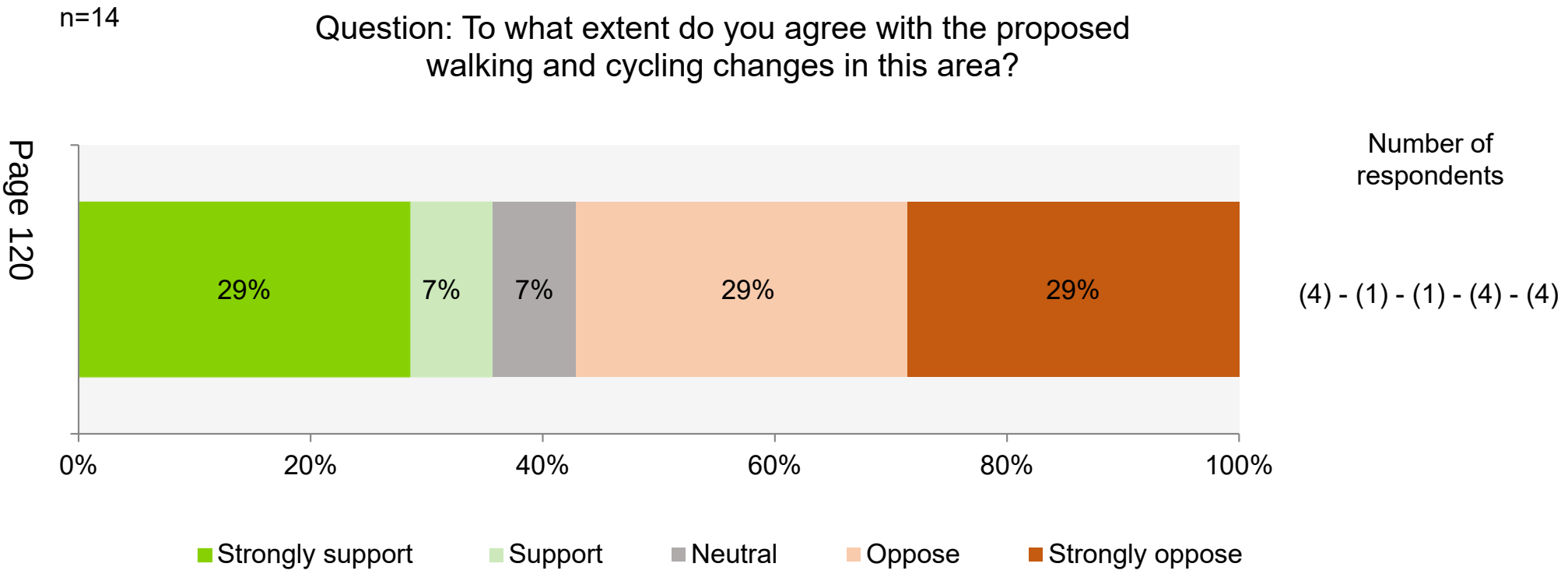
(4) - (1) - (1) - (3) - (6)

Non-cyclist views on Queen Victoria Street East proposals



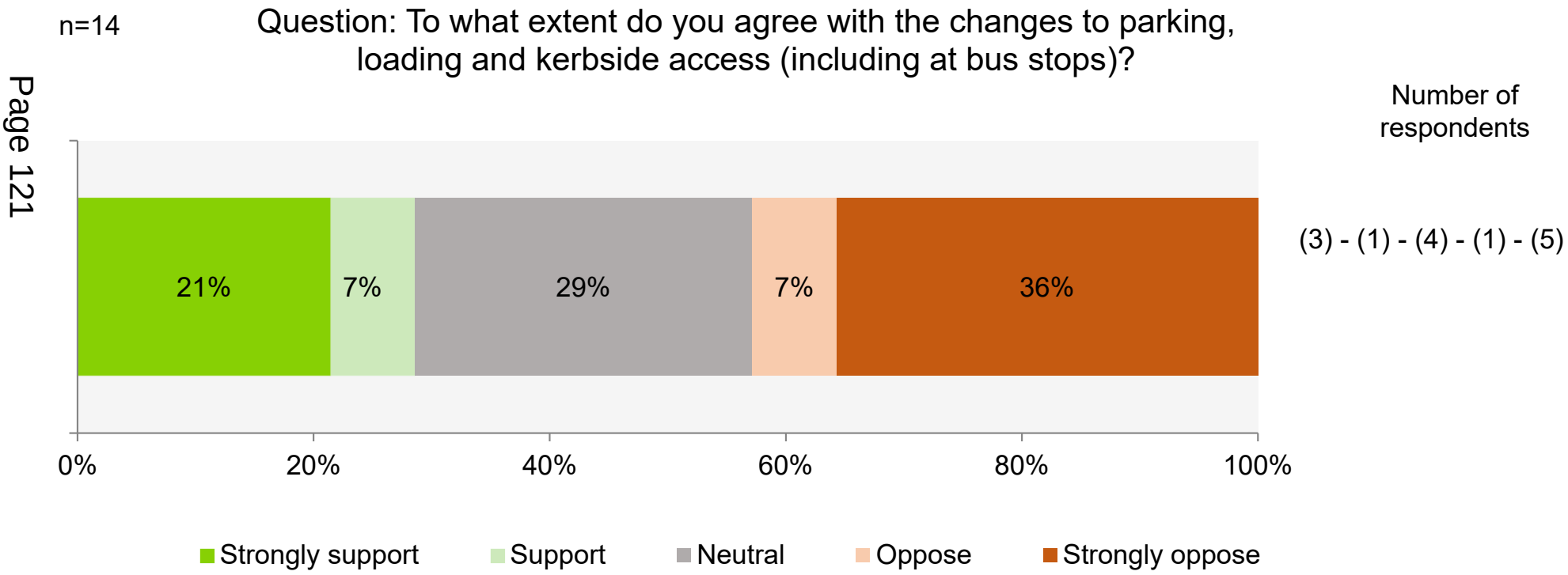
Queen Victoria Street East - support for the proposed walking and cycling changes – **non-cyclists**

Almost 60% of the small number of non-cycling respondents who gave their view opposed the proposed walking and cycling changes. In contrast, 36% supported the proposals, with 7% expressing a neutral opinion.

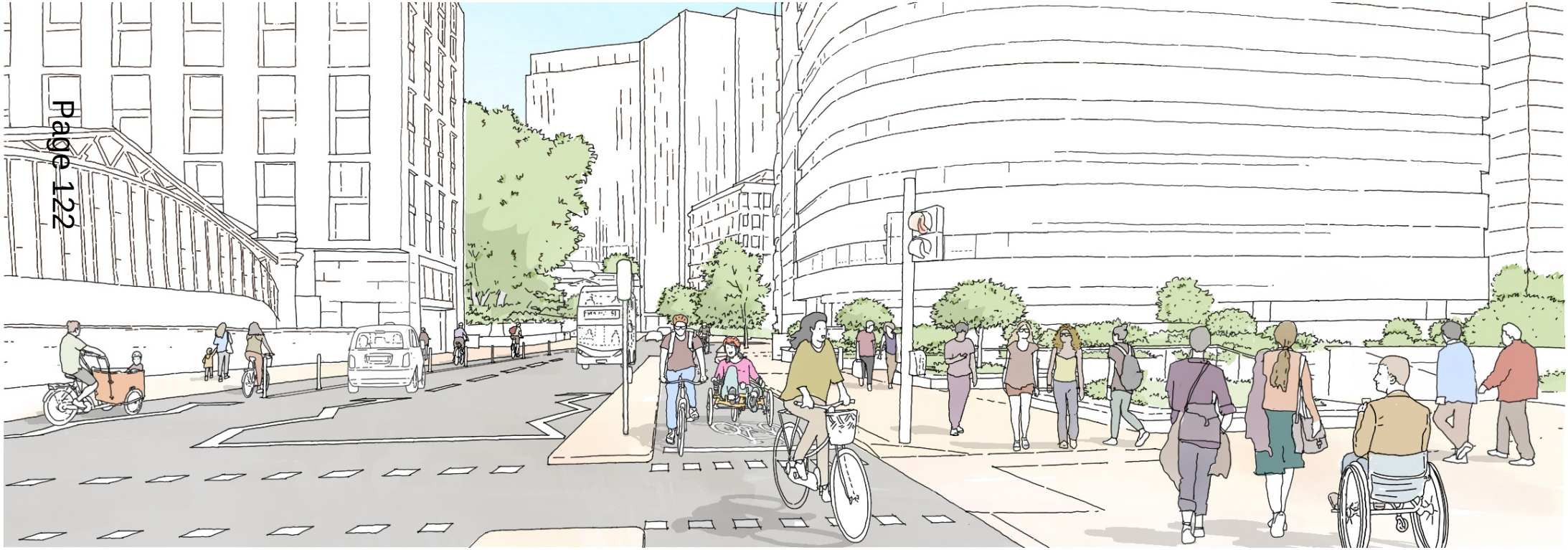


Queen Victoria Street East - support for the proposed changes to parking, loading and kerbside access (including at bus stops) – **non-cyclists**

Among non-cycling respondents, views were divided. Just under 30% supported the proposed changes to parking, loading and kerbside access (including at bus stops), with a similar figure expressing a neutral view. However, 43% opposed the changes.



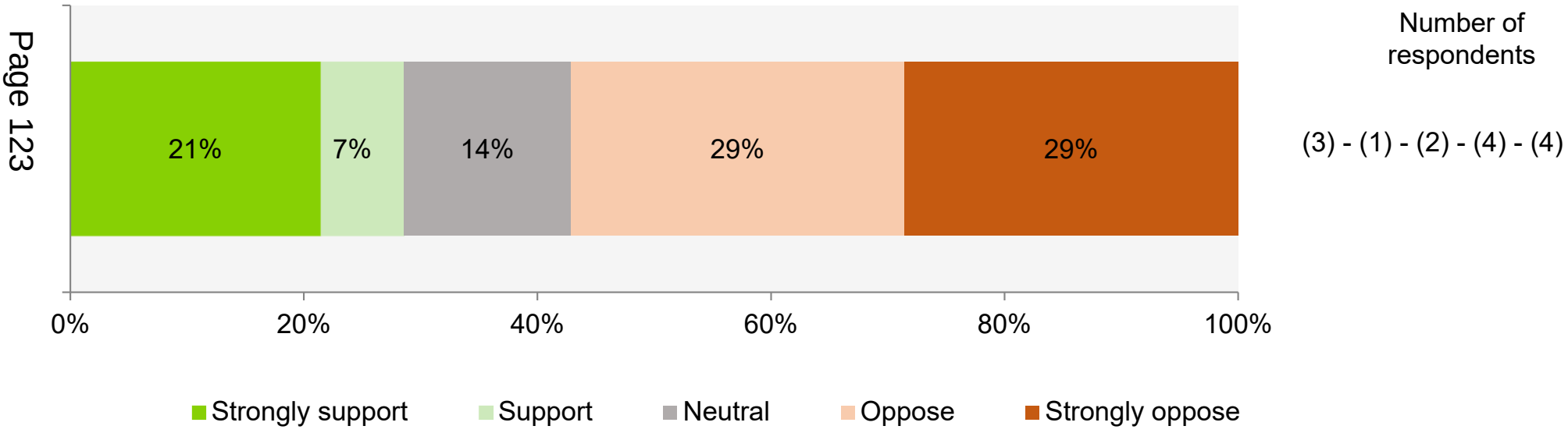
Non-cyclist views on Aldgate proposals



Aldgate - support for the proposed walking and cycling changes – **non-cyclists**

Among non-cycling respondents, views again were divided. Just under 30% supported the proposed walking and cycling changes, with 14% expressing a neutral view. However, 58% opposed the changes.

n=14 Question: To what extent do you agree with the proposed walking and cycling changes in this area?

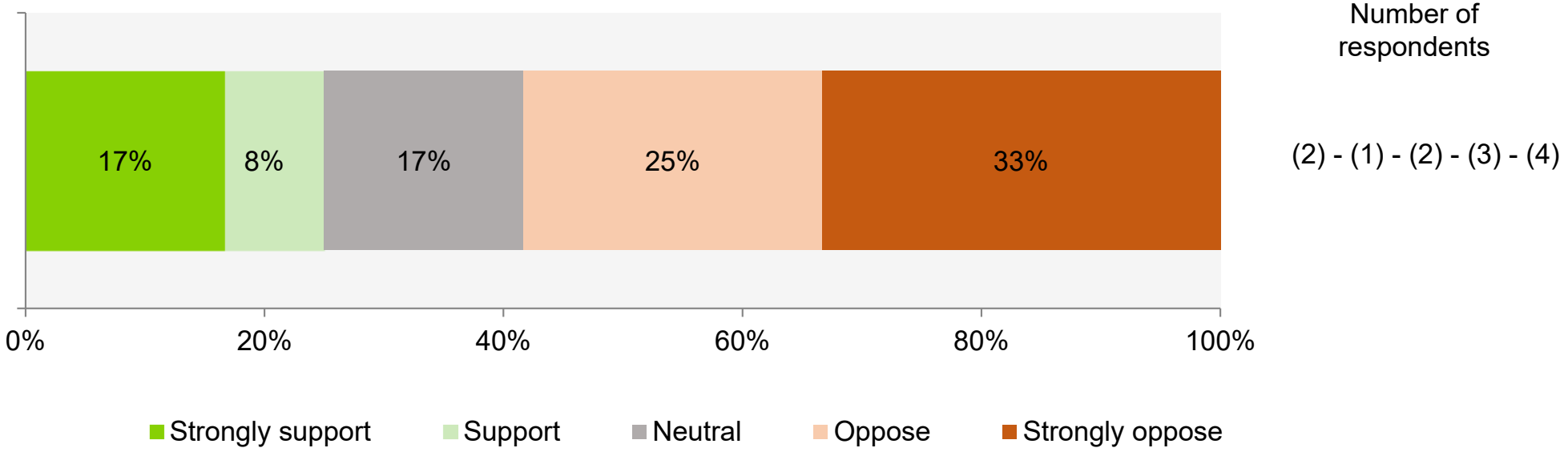


Aldgate - support for the proposed changes to parking, loading and kerbside access (including at bus stops) – **non-cyclists**

Almost 60% of non-cycling respondents opposed the proposed changes to parking, loading and kerbside access (including at bus stops). In contrast, just 25% voiced support, while 17% expressed a neutral opinion.

n=12

Question: To what extent do you agree with the proposed changes to parking, loading and kerbside access (including at bus stops)?



Number of respondents

(2) - (1) - (2) - (3) - (4)

Unspecified travel mode – views on the proposed changes overall

Please note:

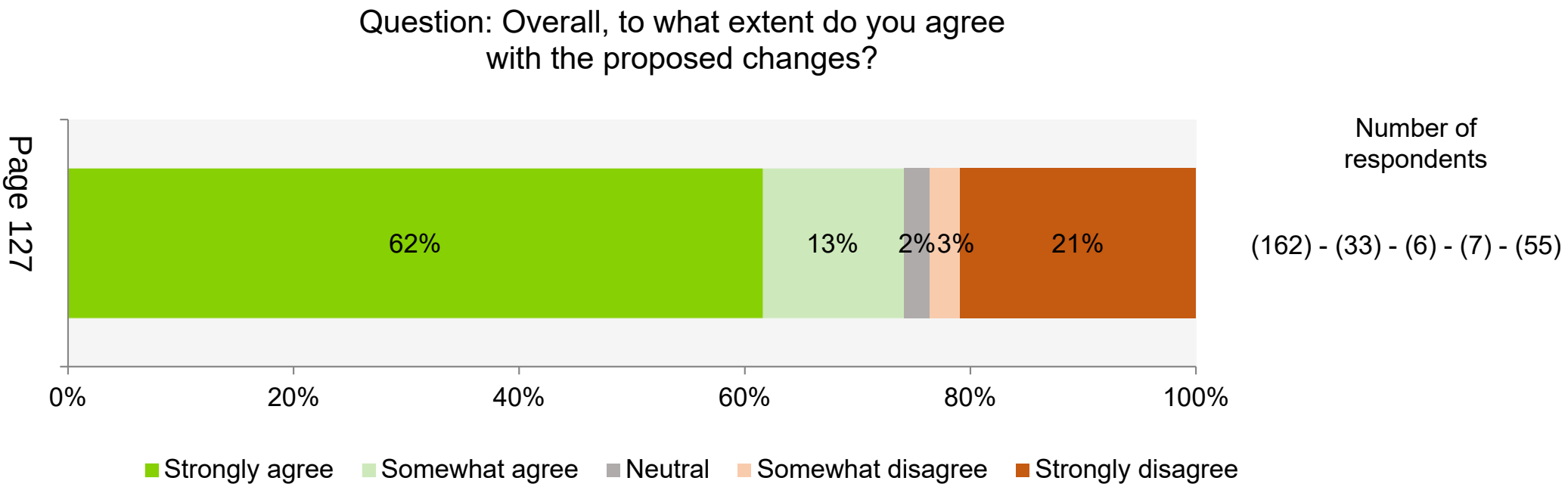
Many respondents – over 400 – did not specify how they got around the area.

However, some of this group did not answer some of the questions asked, reducing the number of responses.

Agreement with proposed changes overall – **unspecified travel mode**

Three-quarters of respondents who did not specify a travel mode agreed and who gave their view, agreed with the proposed changes in overall terms. For many, this agreement was strong. In contrast, just 24% disagreed, with 2% expressing a neutral opinion.

n=263



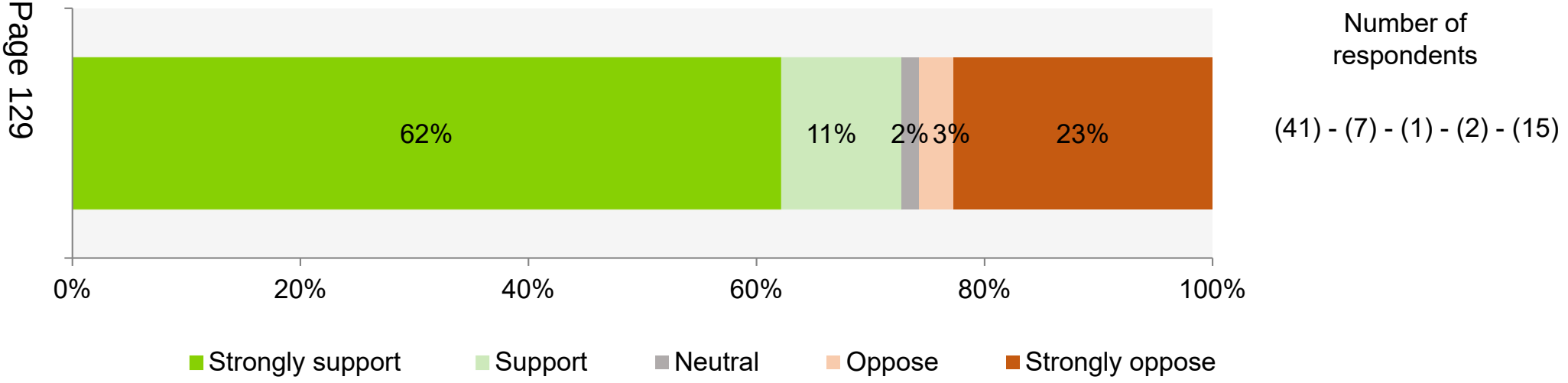
Unspecified travel mode – views on the Queen Victoria Street West proposals

Queen Victoria Street West - support for the proposed walking and cycling changes – **unspecified travel mode**

73% of respondents who did not specify a travel mode and who gave their view, supported the proposed walking and cycling changes. For many, this support was strong. In contrast, just 26% voiced opposition, with 2% expressing a neutral opinion.

n=66

Question: To what extent do you agree with the proposed walking and cycling changes in this area?



Number of respondents

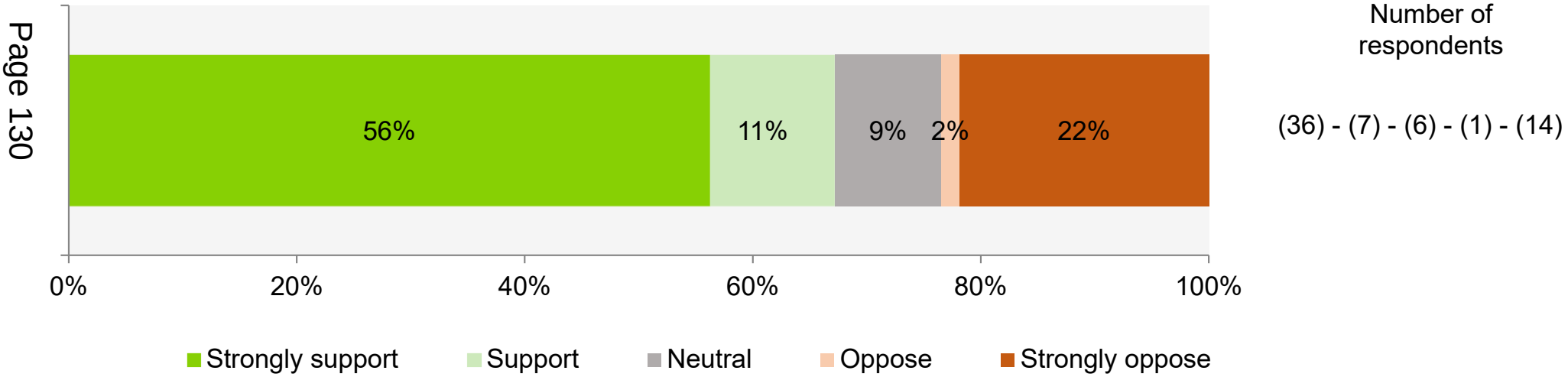
(41) - (7) - (1) - (2) - (15)

Queen Victoria Street West - support for the proposed changes to parking, loading and kerbside access (including at bus stops) - **unspecified travel mode**

67% of respondents who did not specify a travel mode and who gave their view, supported the proposed changes to parking, loading and kerbside access (including at bus stops). In contrast, 24% opposed the proposed changes, with 9% expressing a neutral opinion.

n=64

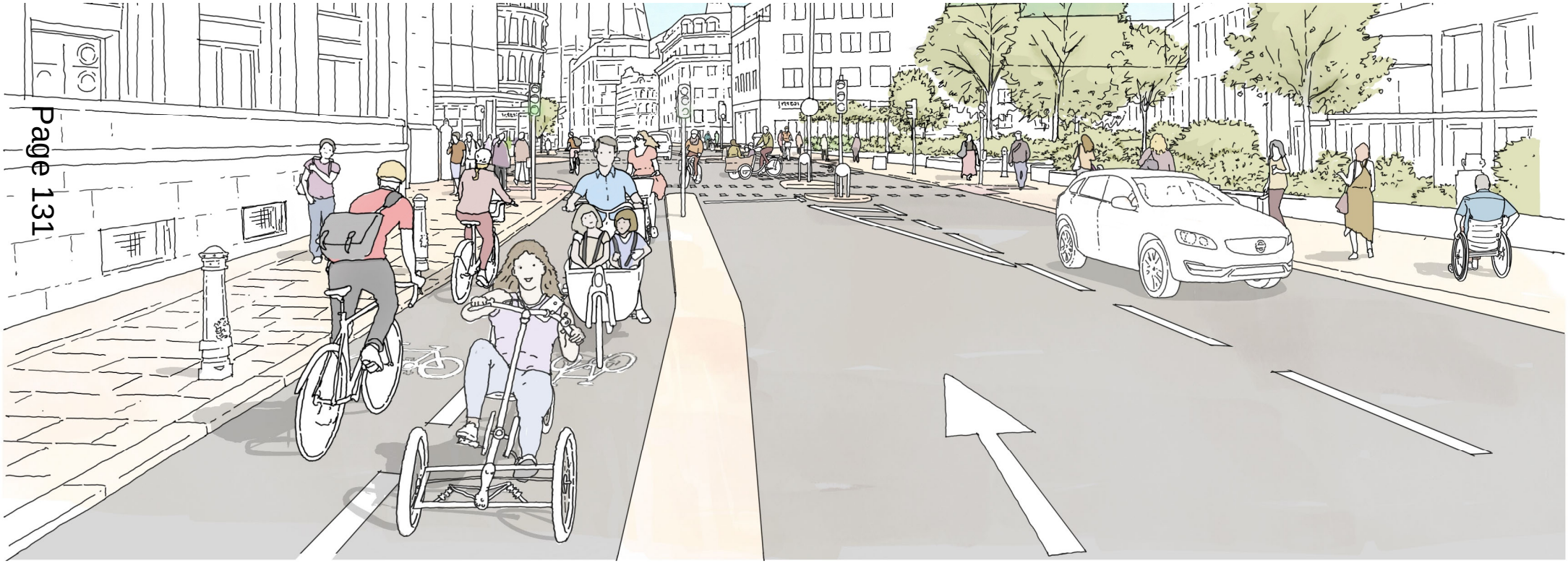
Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)?



Number of respondents

(36) - (7) - (6) - (1) - (14)

Unspecified travel mode – views on Queen Victoria Street East proposals

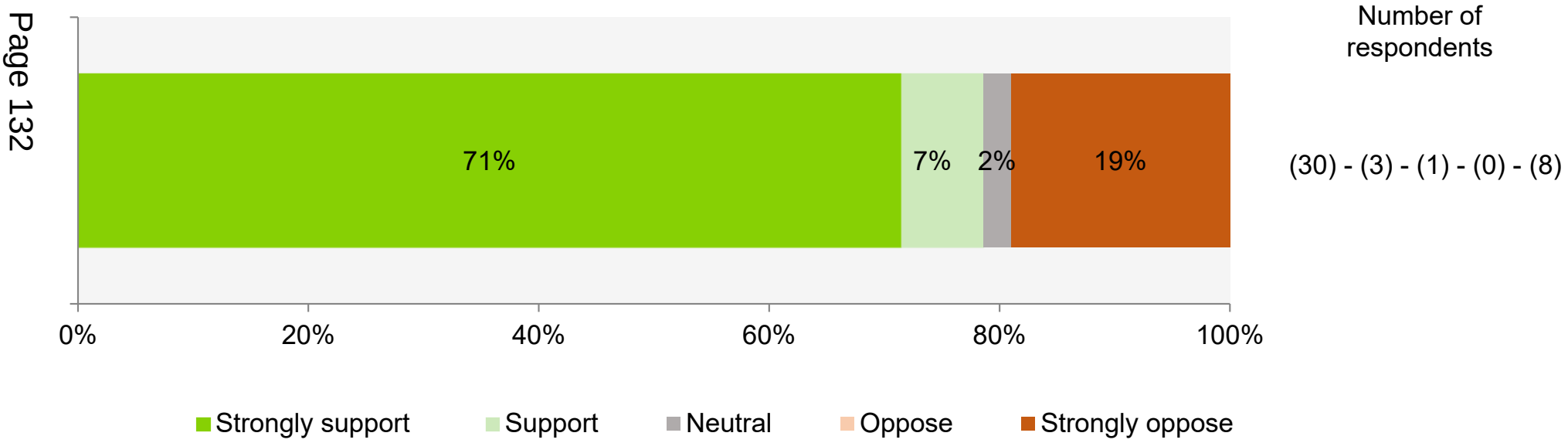


Queen Victoria Street East - support for the proposed walking and cycling changes - **unspecified travel mode**

Over three-quarters (78%) of respondents who did not specify a travel mode and who gave their view, supported the proposed walking and cycling changes. In contrast, 19% opposed the proposals, with 2% expressing a neutral opinion.

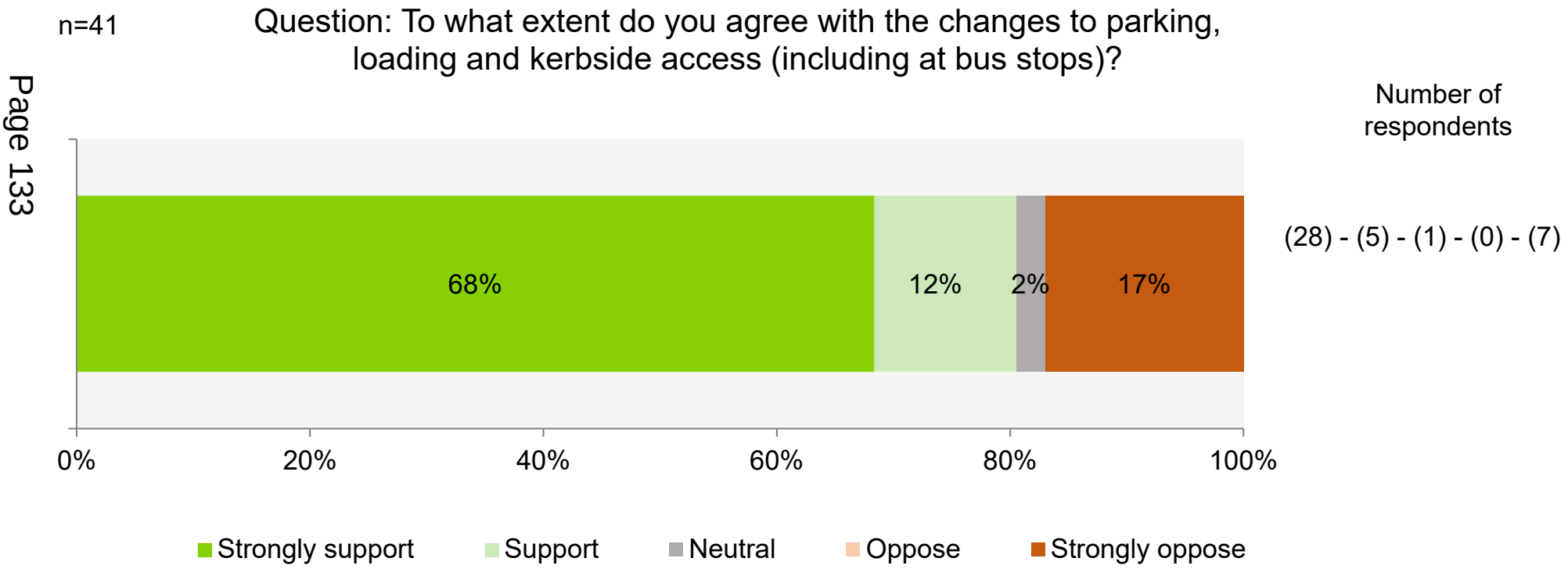
n=42

Question: To what extent do you agree with the proposed walking and cycling changes in this area?

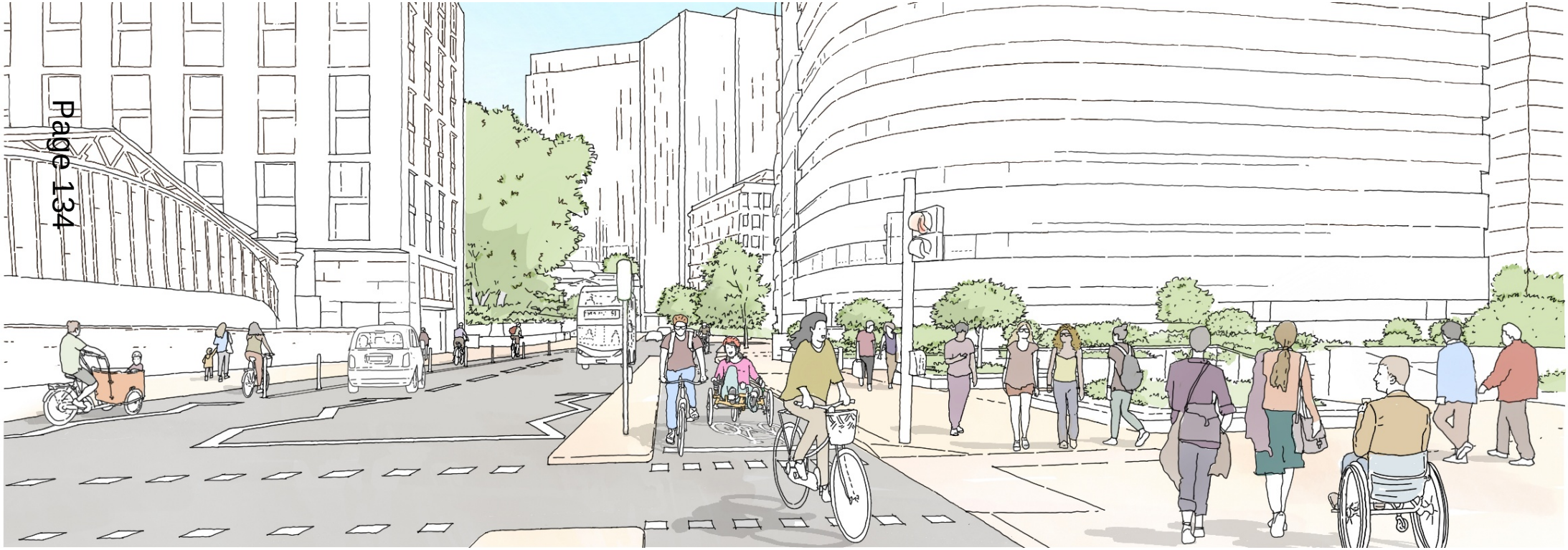


Queen Victoria Street East - support for the proposed changes to parking, loading and kerbside access (including at bus stops) – **unspecified travel mode**

80% of respondents who did not specify a travel mode and who gave their view, supported the proposed changes to parking, loading and kerbside access (including at bus stops). In contrast, 17% opposed the proposals, with 2% expressing a neutral opinion.



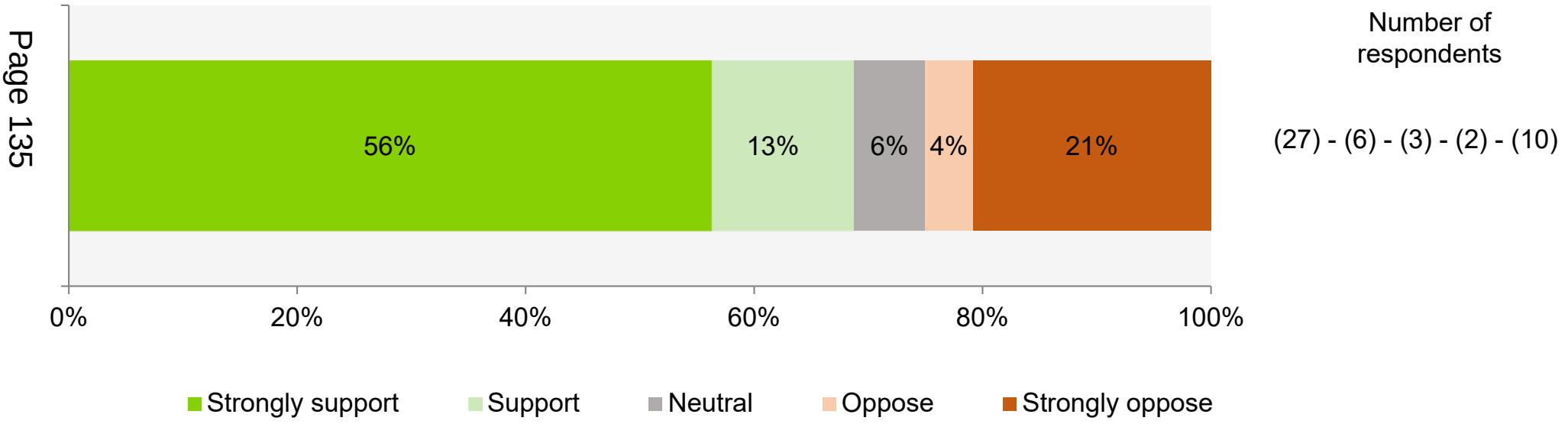
Unspecified travel mode – views on Aldgate proposals



Aldgate - support for the proposed walking and cycling changes – **unspecified travel mode**

Over two-thirds (69%) of respondents who did not specify a travel mode and who gave their view, supported the proposed walking and cycling changes. In contrast, 25% opposed the proposals, with 6% expressing a neutral opinion.

n=48 Question: To what extent do you agree with the proposed walking and cycling changes in this area?

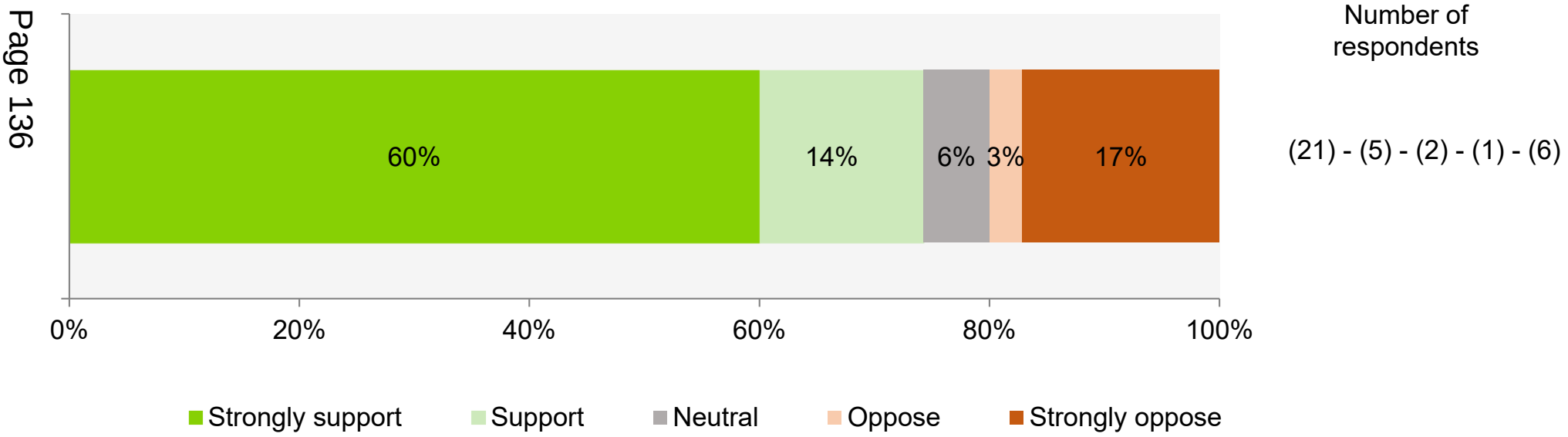


Aldgate - support for the proposed changes to parking, loading and kerbside access (including at bus stops) – **unspecified travel mode**

Almost three-quarters (74%) of respondents who did not specify a travel mode and who gave their view, supported the proposed changes to parking, loading and kerbside access (including at bus stops). In contrast, just 20% voiced opposition, while 6% expressed a neutral opinion.

n=35

Question: To what extent do you agree with the proposed changes to parking, loading and kerbside access (including at bus stops)?



Number of respondents

(21) - (5) - (2) - (1) - (6)

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Focus Groups Consultation Review

By Transport for All for City of London

May - June 2025

Disclaimer: The views expressed in this report are based on the participants with lived experience of disability, and local stakeholders. The recommendations listed are also based on their lived experience.

Dates of focus groups:

- Tuesday 20th May 2025
- Thursday 22nd May 2025
- Wednesday 4th June 2025
- Friday 6th June 2025

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Introduction

This report summarises the input from disabled people and external stakeholders; by going over the key themes and points raised in each group to help the City of London understand participants' perspectives. This report will also evaluate the impact of the participants' input and feedback, review the diversity of the participants involved to ensure that they are representative of different experiences, and outline the recommendations that have come from these consultations.

This project with City of London comprised of three different elements to review and evaluate the accessibility of the proposed plans for the cycleway between Aldgate to Blackfriars. This includes:

1. **Focus Groups with Disabled People**, gaining perspective from their lived experience
2. **Focus Groups with External Stakeholders**, engagement with key stakeholders in the local area
3. **Reports**
    a. Focus Groups Consultation Review
    b. Accessibility Design Review (see other report)

Transport for All's work is rooted in the Social Model of Disability, understanding that the design of the environment can create barriers that prevent Disabled people to fully access and participate in society. By involving Transport for All to facilitate focus groups during the planning and development, the City of London can understand disabled people's perspectives through their lived experience; ensuring that the city is designed to achieve maximum possible access.

Our vast membership database enables pan-disability research to be undertaken, ensuring that the following eight categories can contribute to the development of accessible transport:

1. Blind or partially sighted
2. Deaf or hard of hearing
3. Dexterity impairment
4. Learning disability
5. Long term health condition / chronic illness
6. Mental health conditions
7. Mobility impairment
8. Neurodivergent

Method

This project has been designed to maximise the impact of the lived experience to improve the accessibility of the cycleway from Aldgate to Blackfriars.

Focus Groups with Disabled People

We consulted with 10 people with lived experience of disability, who reviewed the cycleway from a variety of perspectives, taking a pan-disability approach, to understand the intersectional and diverse impacts. Looking through the plans and illustrations, they discussed current and potential barriers in relation to the proposed cycleway between Aldgate and Blackfriars, with their lived experience at the centre of the conversations.

Focus Group with Stakeholders

Transport for All liaised with key contacts at external stakeholder organisations, to facilitate a focus group and receive additional feedback on the consultation for the cycleway from Aldgate to Blackfriars, ensuring that different perspectives are considered.

Lived Experience: Focus Group Feedback

The focus groups were conducted to enable perspectives from lived experience to be taken into account and considered. With 1 in 4 people in the UK being disabled, it's essential that accessibility is integrated throughout plans, such as the proposed cycleway from Aldgate to Blackfriars. These were conducted both online and in person, at Guildhall in London.

Participants explored various aspects of cycling infrastructure, including safety concerns, physical barriers, and design preferences for cycleways and pedestrian paths. The participants shared ideas for specific improvements needed for London's cycling infrastructure, such as better signage, clearer lane markings, and more accessible features, while also addressing challenges related to electric bikes (e-bikes) and shared spaces.

Lived Experience: Key Themes

Navigation and Wayfinding

- Frequent concern about inconsistent design across different areas.

- Neurodivergent participants, especially autistic users, find sudden changes in layout distressing and disorienting.
- Strong colour contrast, clear signage, and floor markings were recommended to improve navigation.
- Road and street names need to be implemented at an accessible height.
- Legible London totems are underused due to lack of audio accessibility.

Physical Design and Infrastructure

- Widespread support for segregated cycleways to separate cyclists from pedestrians and cars.
- Preference varies between bollards, curbs, and concrete separators, but agreement on the need for physical separation to reduce risk and improve clarity.
- Shared spaces were consistently described as unsafe and exclusionary, especially for disabled, blind, or neurodivergent users.
- Strong emphasis on mobility aid users, long-term health conditions, and disabled cyclists needing better infrastructure support.
- Support for adapted cycles and trikes that require wider lanes and level, protected routes.
- Described as particularly unsafe and confusing, especially for those with vision impairment or cognitive disabilities.

Safety and Risk Mitigation

- Speed and silent operation of e-bikes and scooters were major safety risks, especially for blind/visually impaired individuals.
- Poorly designed junctions and bus stop bypasses increase risk, particularly in shared areas.
- Suggested mitigations included: audible crossings, tactile paving, speed limits, and visual cues for safe crossing.
- Participants want features like countdown timers, better lighting, and safe refuge zones at crossings.
- Requests for:
    - Tactile paving
    - Audible signals
    - Dropped kerbs
    - Consistent layouts
    - Pedestrian priority enforcement

Public Education and Behaviour

- Multiple references to the lack of public understanding around how to navigate shared spaces safely.
- Participants support education campaigns, especially around bus stop bypasses, cycleway rules, and use of mobility devices in cycle lanes.
- Better signage about who can use cycle lanes (e.g., powered wheelchairs, mobility scooters) was recommended.
- Complaints about cyclists treating cycleways as “racetracks” and not being considerate of pedestrians.
- Participants suggested bike regulation, speed enforcement, and clear user markings.

Environment and Accessibility Barriers

- Issues with cycle parking, kerbside access, dropped kerbs, and blocked pavements highlighted as recurring barriers.
- Calls for uncluttered pavements, non-slip surfaces, and matte finishes to support safety in varied weather and lighting.
- Inadequate lighting, poor maintenance of tactile paving, and improperly placed greenery were flagged as hazards.
- Concerns about bike parking, especially e-bike rentals, cluttering pavements and obstructing access.
- Participants wanted greener, more pleasant environments, but without compromising clear routes and accessibility.
- Planters, trees, and soft landscaping are welcome if they don’t reduce usable pedestrian space.

Lived Experience: Recommendations

Overall, the participants frequently call for:

- Consistency across all infrastructure
- Physical separation between different modes of transport
- Clear and accessible signage
- Awareness on shared use etiquette for the public
- Enforcement of accessibility design standards
- Improved safety features at crossings and junctions

Inclusive and Accessible Infrastructure

Make cycleways usable and accessible for everyone:

- Segregated cycleways and space allocation
- Accessibility for disabled users (e.g. adapted bikes, kerbside access)
- Dropped kerbs, tactile paving, and non-slip, glare-free surfaces
- Consistency in design (important for neurodivergent users)
- Adequate space for wider or adapted mobility aids

Navigation, Wayfinding and Design Consistency

Ensure people can confidently and independently navigate the area, using their chosen mode of transport:

- Clear, consistent wayfinding and signage
- Strong colour contrast and tactile markings
- Countdown timers and audible crossings (including maintenance)
- Improved lighting and readable, accessible maps (e.g. Legible London totems with audio)
- Consistent layout and markings across the network

Safety and Separation of Modes

Reduce conflict and improve safety between pedestrians, cyclists, and vehicles:

- Physical separation (bollards and raised islands / kerbs)
- Managing cyclist speed (especially e-bikes and scooters)
- Avoiding shared paths where possible
- Prioritising pedestrian safety at crossings and junctions
- Creating buffer zones between cycle lanes and motor traffic

Behaviour, Awareness and Education

Promote respectful, informed use of these areas through public engagement and regulation:

- Public education campaigns (e.g. cyclist behaviour, shared space etiquettes)
- Awareness of rights for mobility scooters and adapted cycles
- Improved cyclist awareness of vulnerable users
- Clarification of permitted uses in cycleways
- Maintain and encourage cycle parking

Environment, Comfort and Maintenance

Create welcoming, functional spaces that are clean, safe, and pleasant to use:

- Uncluttered, well-maintained pavements

- Accessible, well-contrasted bike parking
- Avoid obstructions (rental bikes, bins, signage)
- Strategic use of greenery without causing barriers
- Ongoing maintenance of tactile features and colour contrasts

Stakeholders: Focus Group Feedback

This section outlines key recommendations arising from stakeholder engagement on the proposed City of London cycleway project, specifically focused on Queen Victoria Street, Aldgate, Cheapside, and surrounding areas. These recommendations aim to improve infrastructure design, enhance safety and inclusivity, address area-specific challenges, and support the long-term vision of a safer, more accessible and multimodal transport network.

Stakeholders: Key Themes

Cycleway Design and Safety

- Strong emphasis on segregation of cycleways from traffic to improve safety, particularly for disabled cyclists and pedestrians.
- Preference for single-direction cycleways for clarity, though two-way designs are considered necessary in space-constrained areas.
- Concerns over intersection safety, including the importance of yellow box junctions to prevent traffic blockage.

Inclusive Infrastructure

- Broad support for bus stop bypasses, which are seen as essential to avoid cyclists mixing with heavy traffic.
- Infrastructure improvements are linked to increased cycling uptake, especially among women, children, and disabled people.
- Discussion of adapted bikes and cargo bikes, highlighting the need for inclusive design and designated parking for rental bikes.

Behaviour, Enforcement and Education

- Concerns raised about electric motorbikes using cycleways.
- Support for campaigns promoting responsible road use and enforcement to reduce conflict between road users.

- Mention of a delivery rider conduct charter from Manchester as a model for London.

Wayfinding and Accessibility

- Support for direct pedestrian crossings and contrasting colours / signage to improve navigation.
- Stakeholders suggest coloured lanes could help deter illegal parking by motor vehicles.

Area-Specific Issues

- Congestion in Cheapside, Queen Victoria Street, and Aldgate, linked to traffic, deliveries, tourists, and tuk-tuks.
- Concerns about 'junctions under multiple jurisdictions', which complicate accessibility challenges.
- Specific challenges in Aldgate, including:
    - Removal of cycle lanes on Landfall Street.
    - Reopening of Bank junction to black cabs.
    - Narrow roads and construction disruption.
    - Poorly designed turns and mixing with large vehicles.

Urban Environment and Shared Use

- Calls for more greenery and dedicated running lanes.
- Need to balance infrastructure for cyclists, pedestrians, and runners, while accommodating underground utilities and maintaining accessibility.

Stakeholders: Recommendations

Cycleway Design and Safety

- Prioritise physical separation between cyclists, pedestrians, and motor traffic to improve safety.
- Implement single-direction cycleways on each side of the road where feasible for improved navigability and predictability.
- Install yellow box junctions at key crossover points to prevent traffic from blocking cycleways (despite current TfL reluctance).
- Use raised surfaces and directional shifts to slow cyclists in shared spaces and improve safety.
- Address safety at route endpoints and jurisdictional boundaries, particularly where accessibility is reduced.

Inclusive and Functional Infrastructure

- Extend high-quality, inclusive infrastructure along the full route, benefiting a wide range of users including schoolchildren, women, disabled people, and tourists.
- Support and expand bus stop bypasses, which reduce cyclist exposure to motor traffic and improve safety and comfort for all.
- Ensure infrastructure accommodates adapted and cargo bikes, including designated cargo/rental bike parking to reduce pavement obstruction.
- Balance the needs of all users, including pedestrians and runners, especially where pavement width allows multi-use (minimum 4.4m noted).
- Coordinate infrastructure rollout with local business needs to avoid disruption during implementation.

Enforcement and Behaviour Management

- Strengthen enforcement against misuse of cycleways, particularly by electric motorbikes and improperly parked rental bikes.
- Collaborate with bike-share companies to manage parking and ensure safe pedestrian access (e.g. clear fire exits, avoid pavement blockages).
- Promote respectful road user behaviour via public education campaigns.
- Explore codes of conduct for delivery riders, similar to Manchester's charter, to address issues like congestion and safety.

Wayfinding and Accessibility

- Use coloured surfacing and strong contrast to improve wayfinding, visibility, and help deter illegal parking.
- Simplify crossings with direct routes (avoiding two-phase crossings where possible) for improved pedestrian and cyclist flow.
- Improve signage and visual aids to clarify where cycleway layouts change (e.g. two-way to single-lane transitions).
- Incorporate accessible signage and visual cues to better support disabled and neurodivergent users.

Area-Specific Adjustments

- Manage congestion in high-traffic zones (e.g. Cheapside, St. Paul's, Queen Victoria Street), especially where deliveries, coaches, and tuk-tuks are common.
- Consider regulation or licensing for non-traditional vehicles like tuk-tuks, particularly during peak visitor periods.
- Introduce traffic-free phases at junctions like Canon Street to reduce cyclist–vehicle conflict when cycle signals are active.

- Address safety in Aldgate by revising plans to avoid sharp turns and lane removals that force cyclists into conflict with large vehicles.
- Plan construction timelines carefully to minimise disruption to surrounding businesses and maintain safe cycling conditions during works.

Comparisons

Shared Feedback

1. Wayfinding and Visual Design

Participants across both groups identified consistent and accessible wayfinding as a priority. This includes the use of high colour contrast, uniform signage, and visual cues to help all users, particularly those with visual impairments or cognitive processing differences, to navigate safely. Both groups stressed that sudden layout changes or poorly marked transitions within the cycling infrastructure can be disorienting or dangerous.

2. Shared Space and Safety Concerns

There was a strong consensus that shared 'pedestrian–cyclist' areas are problematic. Both sets of contributors described these spaces as unsafe, particularly for disabled users who may need more space, time, or clearer boundaries to move safely. Due to this, all participants strongly agreed with the need to install physical barriers to segregate the cycleway from the pathway. The speed of cyclists, lack of awareness of disabled people crossing, and general unpredictability in these areas were also common concerns.

3. Support for Bus Stop Bypasses

Both the lived experience participants and stakeholders supported the continued use of bus stop bypasses. These were seen as an effective way to keep cyclists out of direct conflict with buses and heavy traffic while also maintaining a smoother flow of movement for all users. There was agreement that these features encourage broader participation in cycling, particularly among people who might otherwise be deterred by safety concerns. The only difference being the accessibility of safety for disabled pedestrians, when crossing over (this is discussed later).

4. Importance of Public Awareness Campaigns

Each group acknowledged that infrastructure alone cannot ensure safety or accessibility; public behaviour and understanding also play critical roles. Both groups supported the idea of awareness campaigns to educate cyclists, pedestrians, and other road users about respectful and lawful conduct, especially in shared spaces and areas of transition. There was also support for clarifying who is permitted to use cycleways, such as mobility scooters or adapted cycles.

Differences in Feedback

1. Cycleway Configuration: Single vs. Two-Way Lanes

Stakeholders, particularly the London Cycling Campaign (LCC), express a preference for single-direction cycleways on each side of the road. They argue this improves navigability, predictability, and clarity for cyclists. However, they acknowledge that two-way cycleways may be necessary in space-constrained areas.

In contrast, the Lived Experience section doesn't focus as much on this distinction but raises concerns about layout changes (e.g. switching between one-way and two-way formats) creating confusion, especially for neurodivergent users. Participants called for consistency above all, rather than favouring one configuration over another. This suggests that while both groups are concerned with layout, stakeholders are more focused on efficiency and space constraints, whereas disabled users are concerned with predictability and clarity.

2. Physical Separation Methods

Both groups support segregation between modes of transport, but they differ on how this should be achieved. Stakeholders support a variety of separation methods, including raised surfaces, bus stop bypasses, and barriers. Their emphasis is often on functionality and traffic flow.

The Lived Experience participants show a clear preference for low-level physical separators such as curbs or raised islands, which are seen as more visible and less intimidating. Some participants expressed anxiety around bollards, viewing them as obstructive or visually confusing, especially for those using mobility aids or with visual impairments. In contrast, others saw bollards as helpful if properly spaced.

3. Design Feature Priorities

Lived experience participants emphasised features like tactile paving, audible crossings, dropped kerbs, non-slip surfaces, and the avoidance of clutter on

pavements. They shared preferences for low-level separation methods such as curbs or raised islands, rather than bollards, which some found anxiety-inducing. Stakeholders, on the other hand, prioritised broader design issues like traffic signal timing, the inclusion of yellow box junctions, and cycleway continuity across borough boundaries.

4. Environmental Considerations

Both groups discussed the role of greenery and environmental features, but with different priorities. The lived experience groups supported the addition of planters and trees, provided they did not obstruct pathways. Their focus remained on how these features affected wellbeing and comfort. Stakeholders suggested a broader design of urban space, including dedicated running lanes and integration of utility access, reflecting a more holistic urban planning approach.

5. Geographic and Implementation Focus

The lived experience discussions evaluated the full route from Aldgate to Blackfriars, highlighting challenges that could affect anyone navigating that corridor. In contrast, stakeholders focused more heavily on location-specific concerns such as congestion at Canon Street, safety around St. Paul's Cathedral, and construction-related disruption in Aldgate. They also addressed the complexity of managing areas under multiple jurisdictions, which was not a theme in the lived experience feedback.

6. Nature of Disruption

When it came to the impact of proposed changes, the lived experience section focused on how poorly designed infrastructure could undermine independence, increase travel times, or create safety risks for disabled individuals. Stakeholders were more concerned with how the rollout of infrastructure might disrupt business operations, deliveries, or general traffic flow, especially during construction phases.

Joint Recommendations

From this, several clear priorities emerge. Both groups advocate for segregated cycleways with physical separation from pedestrians and traffic to reduce risk and confusion. They support the use of strong colour contrast, tactile wayfinding features, and consistent signage across the route. Both groups call for improved safety features at junctions and crossings, including dropped kerbs, countdown timers, and audible signals.

There is also mutual support for enforcing responsible behaviour among road users, particularly regarding e-bike use and obstructive cycle parking. Importantly, both lived

experience participants and stakeholders agree that truly inclusive design must consider not just infrastructure, but also public education, maintenance, and long-term policy coordination. These aligned goals provide a robust foundation for moving forward with the cycleway in a way that works for all.

Summary

This report, commissioned for the City of London and delivered by Transport for All, reviews the proposed cycleway plans between Aldgate and Blackfriars through extensive consultation with disabled people and external stakeholders. It draws on lived experiences from individuals with a range of impairments as well as organisational insights. The objective was to assess the accessibility, usability, and safety of the proposed cycleways and provide actionable recommendations.

Disabled participants contributed feedback based on real-world experiences of navigating London, offering critical insights into barriers posed by shared spaces, inconsistent design, unclear wayfinding and the fast, silent movement of e-bikes. Stakeholders, including the London Cycling Campaign and City River, focused on policy alignment, traffic safety, urban planning, and implementation challenges. Despite differing areas of focus, both groups expressed a shared vision for an inclusive, safe, and accessible transport network.

The consultations underscored that cycleway design must actively account for the diverse needs of disabled people. While stakeholders offered perspectives on traffic management and cycling, the lived experience feedback brought attention to the day-to-day barriers, leading to disabled people to experience exclusion.

Key Takeaways

- **Consistency is critical.** Neurodivergent and visually impaired users especially emphasized the need for consistent design layouts, wayfinding aids, and tactile and visual cues to reduce disorientation.
- **Segregation of transport modes is essential.** Both groups strongly advocated for physical separation between cyclists, pedestrians, and motor traffic to minimise risk. Preferences differed, with lived experience participants favouring curbs and low-level separators, and stakeholders more open to various methods, including bollards.
- **Shared spaces are a major accessibility risk.** All participants agreed that pedestrian–cyclist shared zones are unsafe, particularly for disabled individuals.

There was strong agreement with the plans to avoid shared paths, by segregating cycleways, and to prioritise pedestrian safety at crossing points.

- **E-bikes and scooters pose unique dangers.** Their speed and silence create significant hazards for blind and visually impaired people. Participants called for speed regulation, audible cues, and clearer lane usage rules.
- **Crossings are often inaccessible.** Many crossings lack tactile paving, audible signals, dropped kerbs, or sufficient crossing time. These features are essential for equitable access and must be standardised.
- **Cycle parking creates access barriers.** Improperly parked rental bikes often block pavements, kerbs, and crossings, disproportionately affecting disabled people. Stakeholders and participants supported better parking management and coordination with rental providers.
- **Public behaviour matters.** Education campaigns were strongly supported to improve awareness around shared use etiquette, safe cycling speeds, and the rights of disabled road users.
- **Urban greening is welcomed (with caution).** Both groups supported the inclusion of trees and planters to improve environmental aesthetics and mental wellbeing but emphasised that these must not obstruct paths or create hazards.
- **Stakeholder concerns differ in focus.** Stakeholders focused on implementation logistics, jurisdictional challenges, business impacts, and modal integration. Disabled participants focused on usability, independence, psychological safety, and practical barriers.

Prioritised Recommendations

These recommendations are based on the feedback received during this consultation process. For our specific recommendations, based on the proposed plans, please see the Accessibility Design Review.

1. **Implement fully segregated cycleways** that clearly separate pedestrians, cyclists, and motor vehicles using physical infrastructure such as raised curbs or protective islands.
2. **Standardise wayfinding and visual design** through high-contrast surfacing, consistent lane configurations, readable signage, and tactile markers, especially at transitions and junctions.
3. **Improve crossing accessibility** by adding tactile paving, audible signals, dropped kerbs, countdown timers, and refuge zones across the entire route.
4. **Regulate e-bike and scooter use**, introducing speed limits, clearer lane usage rules, and public education around the safety needs of disabled users.

5. **Ensure the safety and accessibility of bus stop bypasses**, ensuring they are well-marked and designed with disabled pedestrian safety in mind when crossing over them.
6. **Manage cycle parking** by collaborating with bike-share providers to designate parking areas and prevent obstruction of pavements and access points.
7. **Launch public education campaign** that promote awareness around shared space etiquette, cyclist behaviour, and inclusive use of public transport infrastructure.
8. **Coordinate construction plans** with businesses and community groups to minimise disruption during implementation and avoid reducing accessibility during works.
9. **Incorporate inclusive design principles** across the full route, including adequate space for adapted bikes, accessible map signage (e.g. audio-supported Legible London totems), and clutter-free environments.
10. **Incorporate greenery**, in the form of trees and plants, to create a more welcoming environment for all users to explore; ensure these don't clutter or obstruct pathways.

This report highlights the necessity of including disabled people's voices at every stage of planning. By including lived experience, the City of London has an opportunity to set a national standard for inclusive, equitable active transport infrastructure.

Focus Group: Content

This section contains the specific comments from the participants, as well as diversity and inclusion monitoring for equity. Please note that throughout this part of the report, individual participants will be anonymised to reduce any bias. For example, participant one will be referred to as P1, and participant two will be referred to as P2, etc.

Lived Experience

During the focus groups, each participant introduced themselves and said how they typically navigate around London, along with their disability, impairment-type and barriers. The City of London then presented the proposed plans, which include segregated cycle lanes and bus stop bypasses. It's important to highlight that the online focus group raised the need for better visual representations and street view mock-ups to help people understand the changes, particularly for those who are neurodivergent. This was taken on board for the in-person focus group, as illustrations and CGI images were shared with participants and helped facilitate further discussion.

Diversity and Inclusion of Participants

Age Distribution:

- 18–34: 3 participants
- 35–49: 3 participants
- 50–65: 4 participants

Ethnicity:

Diverse backgrounds including:

- Asian (incl. Mixed): 4 participants
- Black (incl. Mixed): 3 participants
- BAME (not specified): 1 participant
- White British: 2 participants

Gender:

- Female: 4 participants
- Male: 6 participants

Sexual Orientation:

- Bisexual: 1
- Heterosexual: 7
- Prefer not to say: 2

Disability type (including carer responsibilities - multiple selections possible):

- Blind or partially sighted: 2 participants
- Long-term health condition or chronic illness: 5 participants
- Mental health condition(s): 7 participants
- Mobility-related impairments: 4 participants
- Neurodivergent: 5 participants
- Parent/carer for a disabled person: 2 participants

Mobility Aids Used (multiple selections possible):

- Long cane: 1 participant
- Mobility scooter: 1 participant
- Orthotics: 2 participants
- Walking stick or crutches: 3 participants
- Wheelchair: 1 participant
- No mobility aid use: 4 participants

Pregnancy or Recent Birth:

- No: 8 participants
- Prefer not to say: 2 participants

General thoughts and awareness

In terms of general thoughts around cycleways in London, participants had mixed views on their impact and accessibility, with some stating the benefits and advantages around having a cycleway to encourage lower carbon emissions when travelling around London, as well as assisting with the flow of traffic. P10 expressed strong support for them as both a cyclist and pedestrian, particularly in London's busy traffic. However, there were also comments from other participants, expressing their concerns around the addition of more cycleways throughout the City of London. Many of these were based on traffic concerns, attitudinal barriers (including cyclists being unaware of the safety of those walking and wheeling on the pavements) as well as a lack of awareness around disability. This will be explored further throughout this report.

Across the focus groups, participants reported a wide range of travel methods. Some cycled occasionally, while others used wheelchairs, mobility scooters, or walked. Several relied heavily on public transport, particularly buses, due to the physical and infrastructural barriers they faced in navigating the area.

The discussion covered various challenges and potential solutions, including the need for better infrastructure, increased awareness, and improved legal frameworks to

enhance safety and navigation for all users. These will be detailed and summarised below.

Accessibility and Mobility

This section summarises key discussions from participants regarding the accessibility and mobility of London's cycleway infrastructure. Drawing from lived experiences, participants identified both barriers and opportunities for improving how these spaces serve disabled and neurodivergent users, people with long-term health conditions, and those who use mobility aids.

The overarching themes include consistency in design, inclusive infrastructure, signage, physical space allocation, and the interplay between safety and usability in the area.

Segregated Cycleways and Inclusive Design

Participants across the group agreed that well-designed segregated cycleways can reduce bike riding on pavements, which helps keep pedestrian spaces safer and more accessible, especially for wheelchair users, and blind or partially sighted individuals.

P1 also stressed the value of segregated cycleways and visual aids, highlighting the importance of making public spaces accessible to all, not just cyclists. P2 supported this, noting that cycleways should "not feel like racetracks," but instead prioritise safety and inclusivity through design. Both participants emphasised that thoughtful design influences whether people feel welcome and safe using a space.

The conversation also addressed bus stop bypasses and the need for better public communication and education around how to safely share space (see **Safety Concerns** for more).

Separation Methods: Bollards vs. Curbs

On the topic of separated cycleways, participants generally supported physical separation from pedestrian areas, provided this was implemented carefully. Many expressed a preference for bollard posts, as they are more forgiving if accidentally contacted by a mobility device.

However, P10 voiced a different view. They stated that bollards caused anxiety due to their height and appearance. Instead, they preferred solid, low-level separation features such as raised curbs or islands, which offer both psychological reassurance and clearer boundaries.

Consistency and Wayfinding

P1 shared their experience navigating both central and outer London and highlighted a lack of accessible signage and placemaking to support wayfinding. They emphasised

the need for greater consistency in the design and layout of cycling infrastructure. This was reiterated by P10, who, as an autistic person, stated that consistency is vital for navigating spaces confidently. They noted that sudden changes in layout, such as switching from two-way to one-way cycle lanes, can be confusing and hard to remember, especially for neurodivergent individuals.

All participants agreed that this challenge could be mitigated through accessible visual design features, such as strong colour contrast. For example, colouring the cycleways in a solid, distinctive tone could help clearly differentiate them from adjacent pedestrian and road areas.

Street Clutter and Pavement Design
Participants highlighted the importance of streamlining pavements to reduce street clutter and improve accessibility. This included reducing obstructions like bins, signage, cycle parking (including rental bikes) and excessive greenery, which can impede movement and create hazards, especially for people with visual impairments or mobility aids (see Design Considerations for further detail).

Crossings, Junctions, and Kerbside Access
P3 also raised concerns about poorly designed junctions and shared pedestrian–cyclist areas. In cases where crossings lack tactile paving or dropped kerbs, blind and visually impaired people are at increased risk. Accessibility is limited when infrastructure fails to provide clear and safe ways to cross cycle lanes. They also flagged that disabled drivers or those using taxis often rely on kerbside access. When cycleways occupy former loading zones or accessible parking spaces, this can severely restrict access for those users.

P10 shared that they would like to see more zebra crossings in the proposed plans and stressed the value of countdown timers at traffic lights, describing them as significantly more accessible and beneficial to safety.

Modes of Cycling
Electric bikes were frequently mentioned, with participants raising concerns about the lack of audible cues, which can create a barrier to crossing safely, as well as inadequate cycle parking available. As mentioned above, these bikes are often left in the pathways, create barriers for disabled users trying to navigate the space. It was also noted that some of these bikes are parked too closely in busy areas; creating a lack of space for some disabled people to access them, particularly in peak time when the area is busier.

P3 discussed how inclusive cycling infrastructure broadens access to active transport for people with long-term health conditions or limited mobility. For many disabled users, adapted cycles, handcycles, and mobility scooters offer a safer alternative to

walking or driving, particularly when supported by protected cycle lanes. Tricycles and recumbent bikes, which require more space, also benefit from wide, segregated lanes.

Construction, Bus Stops, and Travel Times
P7 shared their personal cycling experience, noting that while the route was generally straightforward, factors like construction and poorly placed bus stops posed challenges. The conversation touched on how visually impaired and disabled users are often impacted by environmental disruptions, and how proposed changes may increase travel time or reduce safety (see **Safety Concerns** for more).

Importance of Colour Contrast
Finally, multiple participants emphasised the critical importance of strong colour contrast between pedestrian and cycling zones. This was seen as especially helpful for people with visual impairments and was regarded as a simple, effective measure for improving spatial awareness, safety, and wayfinding across shared urban spaces. It was also suggested that this might improve safety concerns with cyclists, ensuring that they don't move onto the paving.

Safety Concerns

Participants raised several challenges and safety concerns related to both cycling and pedestrian navigation in the area. These discussions highlighted the need for improved infrastructure, greater awareness, and stronger legal frameworks to support safety and accessibility.

Cyclist Speed and Lack of Awareness
P4, P8, and P9 highlighted several key issues affecting safety in the area. These included the high speed at which some cyclists travel, a general lack of awareness among cyclists of pedestrians and other vulnerable users, and the absence of clearly designated spaces for different modes of transport such as rental bikes, scooters, and private bicycles. Speed limits for bikes, including e-bikes, were mentioned as a necessary intervention to prevent accidents and maintain safe flow; alongside the need for increased enforcement around the high speeds of some cyclists.

Crossing Safety and Invisibility of Bikes
P3 raised specific concerns about the safety of pedestrian crossings, particularly for blind and visually impaired individuals. They noted that fast, and often silent, bikes (especially electric bikes) can be very difficult to detect and therefore pose a significant hazard. These risks are increased further in areas without tactile paving, audible crossing signals, or dedicated pedestrian crossings.

Additional conflict points were identified where cycle lanes intersect pedestrian routes without sufficient markings or signage, such as at bus stops bypasses. In these areas, users with visual or hearing impairments may have little or no warning before a cyclist approaches, leaving them with minimal time to react. These risks are particularly high at crossings which are not signalised. Both P4 and P9, who are registered blind, strongly agreed with this based on their personal experiences navigating these environments.

The group expressed openness to a variety of potential improvements. These included installing clearer signage across key parts of the route and introducing audible signals at pedestrian crossings to support blind and visually impaired users. They also supported exploring the use of smart technologies to enhance safety and navigation. Examples suggested included motion detection systems, cyclist-specific traffic lights, speed limit enforcement, designated pedestrian crossings, and a public awareness campaign focusing on pedestrian safety in the local area, potentially led by the City of London. It's important to highlight that the need for consistency with traffic lights is needed; ensuring that audible signals are heard when it's safe to cross, including the maintenance of this.

Value of Segregation and Inclusive Design

Participants expressed appreciation for the cycleway segregation measures that have already been introduced in this area. They noted that shared paths can be particularly unsafe for certain groups. Deaf or hard of hearing individuals may not hear bicycles approaching from behind. People with autism or cognitive impairments may find unpredictable interactions in shared spaces disorienting or distressing. Wheelchair users and those using mobility aids often require clear, unobstructed walking routes and can find shared paths difficult to navigate safely.

The group discussed wider safety issues concerning shared use paths, where both pedestrians and cyclists are expected to navigate the same space. P1 and P2 shared personal experiences relating to the high speeds of cyclists in these areas, which can compromise safety and increase the risk of collisions. Both participants emphasised the need for more visible signage and the installation of tactile paving to support safe and accessible navigation.

In response to these issues, they discussed possible solutions, including the use of physical infrastructure such as concrete cycle segregation units to create clear divisions between spaces designated for pedestrians and those for cyclists. P1 mentioned that they feel significantly safer when cars are slowed or traffic is reduced. P2 highlighted the importance of increased awareness among pedestrians as well and concluded that physical separation using concrete units would help prevent accidents by keeping cyclists and motorists apart.

Cycle Lane Configuration and Communication

P10 raised concerns about the overall design and use of cycle lanes. Their comments focused on the importance of physical safety measures, the regulation of cyclist speed, and the need for improved communication and information for all users.

Participants expressed a preference for physical barriers such as raised curbs or concrete separators rather than relying solely on painted lines to mark out cycle lanes. Additionally, they stated a slight preference for one-way cycle lanes positioned on opposite sides of the road, rather than a two-way cycle lane, which can be more difficult to navigate and predict.

P10 also addressed issues relating to the growing mix of users within cycle lanes, including pedestrians, cyclists, and motorised scooters. They suggested that there needs to be greater clarity and awareness regarding how these lanes are intended to be used, whilst P6 strongly stated their right to use the cycleways with their powerchair or motor scooter. Generally, depending on the features of the powerchair or scooter, the Highway Code currently states the following (this is explored further in the Accessibility Design Review):

“Cycle tracks are separated from the road by barriers or distance. Mobility scooters and powered wheelchairs in class 2 and 3 can be driven on cycle tracks.”

P3 identified road junctions, particularly those where cycleways intersect, as one of the most problematic and dangerous areas for disabled people. They explained that when these junctions are not carefully or thoughtfully designed, they become not only confusing but also inaccessible and unsafe for many users.

The group agreed that providing cyclists with better route planning tools would also help improve safety, by reducing unnecessary confusion and ensuring that cyclists remain on appropriate, designated paths.

Accessibility and Traffic Separation

The discussion also addressed important considerations around physical accessibility, highlighting the critical role of dropped kerbs in supporting access for wheelchair users and others with mobility needs.

P10 stressed the need for a minimum distance, ideally at least half a metre, between cycle lanes and moving traffic, to maintain a safe buffer zone. Additionally, they expressed a preference for cycle lanes to be separated from moving vehicles by parked cars, rather than being positioned directly alongside traffic. This configuration was described as creating a more secure and less intimidating environment for cyclists, while still maintaining flow for all road users.

Design Considerations

Regarding specific design features, participants had a range of ideas to improve the accessibility, and usability, of this area for all users. These have been broken down below:

Crossings and Wayfinding

Audio Cues

Participants agreed that consistent audio cues at traffic lights are vital for the safety of blind and partially sighted individuals. These cues should be regularly maintained to ensure that crossings always remain accessible.

Tactile Paving

P4 emphasised that tactile paving is essential in shared spaces, as it offers clear cues to help visually impaired users navigate safely by identifying hazards such as crossings and changes in level. However, they also noted that tactile paving placed around trees or greenery can cause confusion, particularly for long cane users. To be effective, tactile paving must be correctly installed, clearly contrasted and well maintained (there are accessibility guidelines and standards to support with this).

Missing Crossing Features

Participants noted that many crossings currently lack vital features, including:

- Tactile paving
- Audible signals
- Dropped kerbs
- Sufficient crossing time
- Safe refuge areas between wide cycle lanes and motor traffic

Environment Design

Adequate Lighting

Ensuring the area is sufficiently lit was a key concern, especially during early mornings and evenings in winter, when many people are commuting. Participants shared that good lighting improves safety and visibility for all users, particularly at crossings and areas with multiple transport modes.

Cycle Parking Racks

P9 pointed out that cycle parking racks should be clearly visible to people with low vision. Drawing from an example of their local area, they explained that silver finishes can create glare for them, whilst black finishes may become indistinguishable in low-light conditions. They suggested for racks to be matte and a high-contrast colour, to ensure that they stand out and improve visibility and safety.

Well-Maintained Pavements

Participants emphasised the need for non-slip pavements, particularly in wet weather. Surfaces should also have a matte finish to reduce glare and visual discomfort, supporting safe and comfortable movement for all users.

Greenery

As mentioned earlier in this report, participants expressed that having additional greenery in place, such as planters and trees, would create a more welcoming feel and less like a "racetrack". This was well supported, provided there is enough space for pedestrians to use the paving without access barriers (i.e. the greenery doesn't cause any obstructions). The benefits of this would create a welcoming feel into travelling through the area, particularly as more people are starting to walk, wheel and cycle for their mental health and wellbeing.

Maps and Wayfinding

Legible London Totems

P9 and P4, both who are registered as blind, highlighted that Legible London totems are not currently accessible for individuals with visual impairments. An audio option would make these tools more inclusive. In addition, placement of totems should be carefully considered to avoid creating street clutter or barriers on pavements.

P10, on the other hand, praised the usefulness of these maps and recommended that cycleways be included wherever possible.

General Signage and Shared Space Improvements

The group discussed overall design features for cycling infrastructure, particularly in shared spaces and at crossing points. They agreed that features such as raised paving, tactile surfaces, and clear markings are important for ensuring safety, especially for disabled pedestrians and cyclists.

P1 specifically suggested that the shared space near Aldgate could be improved with better contrast and signage to make the cycling route more visible. Participants also stressed the need for smooth, even pavements to prevent tripping hazards. They concluded that strong colour contrast and clear, consistent markings would help make all pathways easier to navigate.

Floor Markings

Participants suggested using colour-contrasted floor markings to support wayfinding and improve clarity in shared spaces. They also mentioned:

- The potential for solar lighting to enhance visibility

- Surface signage to indicate permitted users, such as wheelchair-friendly cycleways, as Abdul pointed out that their mobility scooter is permitted in cycleways if the speed is over 8mph; however, there is little awareness of this in the public

Junction Design and Prioritisation

Complex Junctions

P3 raised concerns about complex junctions with multiple traffic and cycle lanes, which can overwhelm or disorient individuals with cognitive impairments or vision loss. Without tactile paving or consistent signage, these users struggle to identify where it is safe to cross.

Pedestrian Priority and Awareness

Participants observed that pedestrians often lack clear priority, especially when crossing cycle lanes. Cyclists may not always yield, particularly if the design does not visually or legally prioritise pedestrian movement. This further emphasises the need for an awareness campaign to promote safer behaviours among all road users, including cyclists, pedestrians, and motorists, and how to use these spaces.

Cycle Path Features and Separation Methods

Cycleway Improvements

P10 discussed improvements to cycle paths and shared spaces, suggesting the inclusion of dedicated cycleways on nearby bridges. They stressed the importance of consistency across London's cycle infrastructure.

Bus Stop Bypasses and Cyclist Behaviour

Participants also flagged potential issues with crowding at bus stop bypasses and expressed concern about cyclist behaviour when pedestrians are attempting to cross.

Stakeholders

Two representatives from the London Cycling Campaign (LCC) and the Partnership Director for City River met to discuss and give feedback on the proposed plans for a new cycleway in the City of London. Illustrations, CGI images, and proposed plans were presented. Stakeholders agreed that the plans will play a vital role in improving the infrastructure needed for safe travel through the area. The discussion focused primarily on proposed cycleway designs for Queen Victoria Street and surrounding locations.

Accessibility and Mobility

Wayfinding, Accessibility, and Visual Aids

When an illustration of St Botolph Street (looking west) was reviewed, showing a crossing that spans from the pedestrian area through the cycle lane and onto the road, stakeholders noted that direct crossings are preferable to designs requiring two sets of lights.

There was further discussion on wayfinding features, such as colour contrast and signage, particularly where the cycleway transitions from two-way to one-way. Transport for All asked whether coloured cycle lanes could aid navigation and deter motor vehicles from parking in them, which received broad agreement.

Safety Concerns

Overall Safety Considerations

Safety features in the proposed designs, such as raised surfaces and directional changes, were seen as positive steps to slow cyclists in shared spaces to ensure everyone's safety.

There was discussion around the need for yellow box junctions at crossover points to prevent traffic from obstructing cyclists. LCC noted Transport for London's (TfL) reluctance to implement these for non-motorised traffic. Stakeholders also highlighted challenges at the route's endpoints, especially at junctions under different jurisdictions, which may be less accessible for some users.

Enforcement and Public Awareness

Concerns were raised about electric motorbikes using cycleways, and stakeholders agreed on the need for stronger enforcement. They supported a public campaign to encourage respectful behaviour by all road users, aiming to reduce conflicts and improve safety.

Specific Concerns: Aldgate and Canon Street

City River expressed concerns about potential congestion at the Canon Street junction and suggested traffic-free periods when the cycle light turns green. LCC observed that east of Coin Street, traffic levels drop, creating a safer environment for cycling even without dedicated lanes.

Regarding the Aldgate area, LCC raised concerns about the removal of cycle lanes on Landfall Street and the potential rise in traffic following the reopening of Bank junction to black cabs. They criticised the current cycleway plans in the Aldgate corridor as potentially unsafe for new cyclists, particularly due to a proposed sudden left-hand turn and the requirement to briefly cycle alongside large vehicles, including buses and lorries.

Additional concerns about Aldgate Square included narrow road widths, traffic congestion, and ongoing construction works, all of which pose safety risks to cyclists. Stakeholders noted that timelines for implementing infrastructure changes must be carefully coordinated with local businesses to minimise disruption, particularly for customers and deliveries.

Design Considerations

Overall Cycleway Design

Participants raised general safety concerns, particularly regarding how cycleways are segregated. There was a focus on the need to ensure accessibility for disabled pedestrians and cyclists, and on maintaining proper separation from motor traffic. LCC expressed a preference for single cycleways on each side of the road for improved directness and navigability. However, they acknowledged the rationale behind two-way cycleway designs in areas where space is limited.

Infrastructure Features and Inclusive Design

The conversation also addressed the importance of bus stop bypasses and barriers separating cycle lanes from the road. LCC expressed strong support for bus stop bypasses, noting that without them, cyclists are often forced into heavy traffic, discouraging usage among various groups. They emphasised that improved infrastructure, including bus stop bypasses, has boosted the popularity and inclusivity of cycling; especially among women, children and disabled people.

There was a desire for more greenery along routes, and suggestions to incorporate dedicated running lanes. They felt that there was a need to balance infrastructure for cyclists, pedestrians, and runners while addressing utilities and accessibility for all. Due to the pavements being a minimum of 4.4 metres wide, this felt like a possibility.

Inclusive cycling infrastructure, such as support for adapted bikes and cargo bikes for business use, was also discussed. City River noted the challenges of accommodating cargo bikes in tight spaces and the need for designated parking for rental bikes. LCC referenced a recent charter in Manchester for delivery rider conduct, suggesting it could be adapted for London. The group agreed on the importance of working with bike-sharing companies to ensure proper parking and prevent obstruction of pavements and fire exits.

Area-Specific Issues

City River highlighted congestion issues in Cheapside and Queen Victoria Street, especially around St. Paul's Cathedral. They raised concerns about managing interactions between traffic, cyclists, pedestrians, and deliveries, including those from evening food services and tourist coaches. The increasing presence of tuk-tuks in the

City of London, especially on weekends, was also mentioned. Stakeholders briefly discussed the potential for future licensing regulations for these vehicles, and whether this could be a possibility.

Accessibility Design Review

By Transport for All for City of London

June 2025

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Introduction

This report summarises our feedback of the proposed plans for the cycleway between Aldgate and Blackfriars, as part of the consultancy project commissioned by the City of London. The project comprised of three different elements to review and evaluate the accessibility of the proposed plans for the cycleway between Aldgate to Blackfriars. This includes:

1. **Focus Groups with Disabled People**
2. **Focus Groups with External Stakeholders**
3. **Reports**
    a. Focus Groups Consultation Review (see other report)
    b. Accessibility Design Review

Transport for All's work is rooted in the Social Model of Disability, understanding that the design of the environment can create barriers that prevent Disabled people to fully access and participate in society. By involving Transport for All in this project, the City of London can understand disabled people's perspectives through their lived experience; ensuring that the city is designed to achieve maximum possible access.

Overview

This report, the **Accessibility Design Review**, assesses the proposed plans of the cycleway and comment on design considerations, from a pan-disability and accessibility point of view, alongside making recommendations for the City of London.

Focusing on accessibility, safety, and inclusivity, this review follows relevant UK legislation and best-practice guidance, including the Equality Act 2010, Local Transport Note (LTN) 1/20, Inclusive Mobility (Department for Transport), the Highway Code and BS 8300. These frameworks ensure that infrastructure is inclusive and accessible to all, including disabled people and older adults.

Overall, the plans introduce:

- New two-way and protected cycle lanes
- Improved pedestrian crossings
- Changes to pavements and vehicle lanes
- Relocations of parking / loading bays and bus stops
- Traffic calming and safety features like raised tables and cycle gates

Aldgate to Blackfriars Cycleway 01

Queen Victoria Street West

Cycleway Plan 01 covers the area along Queen Victoria Street, near Blackfriars. It includes new two-way cycle tracks, protected lanes, bus stop bypasses with raised tables, relocated disabled parking, new pedestrian crossings and improved junctions.

Areas of Good Practice

- **Protected Cycle Lanes**
  - Segregated cycle infrastructure supports the needs of various cyclists, including those using adapted cycles. This aligns with the modal separation principles set out in LTN 1/20 and accessibility requirements in BS 8300.
- **Bus Stop Bypasses**
  - Raised tables at bypasses slow cycle traffic and facilitate safer pedestrian access to buses. This feature is consistent with Inclusive Mobility (DfT, 2021) guidance on pedestrian-level continuity and LTN 1/20 guidance on bus stop interactions.
- **Tactile Paving**
  - Present at key crossing points, aiding visually impaired users. This follows recommendations from Inclusive Mobility and BS 8300 for tactile indicators at crossings.
- **Relocated Disabled Bays**
  - Ensures continued access for people with mobility impairments. This is in line with the Equality Act 2010 and BS 8300 standards for accessible parking proximity and gradient.
- **Cycle Gates and Junction Improvements**
  - Improve clarity and safety at intersections. These features are encouraged in LTN 1/20 to enhance cyclist priority and reduce conflict.

Areas for Improvement

- **Bus Stop Bypasses**
  - Lack of clear separation between pedestrian waiting zones and cycle paths could pose hazards to visually impaired people. BS 8300 and Inclusive Mobility recommend distinct surfaces and tactile paving.
- **Crossing Detail Omitted**
  - Plans do not specify whether new crossings will include audible signals, sufficient crossing times, or dropped kerbs with appropriate tactile

paving. These are required features under Inclusive Mobility and the Highway Code for pedestrian crossings.

- **Coach Parking Bays**
    - Relocated bays should not obstruct pedestrian sight lines or pathways. This aligns with BS 8300 recommendations to avoid street furniture blocking accessible routes.

Recommendations and Actions

1. Provide tactile paving and signage at bus stop bypasses.
2. Include audible signals, dropped kerbs and tactile paving at crossings.
3. Assess relocated coach parking for obstruction risks.

Aldgate to Blackfriars Cycleway 02

Queen Victoria Street East

Cycleway Plan 02 continues the route toward Mansion House, including protected eastbound and westbound lanes, widened pavements, cycle gates, coach parking adjustments and improvements to pedestrian infrastructure.

Areas of Good Practice

- **Protected Eastbound and Westbound Cycle Lanes**
    - Aligns with LTN 1/20 recommendations for modal separation and accessibility to ensure safe use by a range of cyclists, including disabled cyclists.
- **Widened Pavements**
    - Provide more space for pedestrians, improving accessibility for wheelchair users and those using mobility aids. This meets the minimum footway recommendations in Inclusive Mobility.
- **Cycle Gates**
    - Improve safety and reduce conflict at key junctions. These features are encouraged in LTN 1/20 to support safer cycling infrastructure design.
- **Cycle Lane Crossover Access**
    - Facilitates easier transition for westbound cyclists. This feature supports connectivity and consistency in design as recommended by LTN 1/20.

Areas for Improvement

- **Wayfinding and Seating**

    - The plans do not include accessible signage or rest areas, which are essential for older users and those with fatigue.
    - These are highlighted as critical under Inclusive Mobility and BS 8300 for accessible street environments.
- **Crossing Infrastructure Details**
    - Like Plan 1, lacks clarity regarding tactile paving, audible cues, or signal timing adjustments for accessibility.
    - These elements are necessary under Inclusive Mobility and the Highway Code.
- **Coach Parking Relocation**
    - Like Plan 1, this requires assessment for impacts on pedestrian movement and visual lines.
    - This is consistent with BS 8300 requirements for unobstructed pedestrian environments.

Recommendations and Actions

1. Add accessible wayfinding signage and provide seating at regular intervals.
2. Ensure new crossings meet Inclusive Mobility standards (tactile, audible, timed).
3. Audit coach bay locations for pedestrian impact and visibility.

Aldgate to Blackfriars Cycleway 03

Aldgate Area to Aldgate High Street

Cycleway Plan 03 focuses on the Aldgate area and includes new and retained protected cycle lanes (both eastbound and westbound), cycle gates, raised table crossings, a shared walking and cycling space, and improved access to Aldgate Square's two-way cycle track. Key features include protected lanes using flexible posts, new zebra crossings and multiple raised table crossings designed to slow traffic and enhance safety.

Areas of Good Practice

- **Protected Cycle Lanes**
    - The continued use of protected lanes with flexible posts supports safe travel for all cyclists, including those using adapted or non-standard cycles. This complies with LTN 1/20 and the inclusive design objectives outlined in BS 8300.
- **Raised Table Crossings**

  - These improve safety for all users by slowing motor traffic and providing level surfaces, enhancing comfort and accessibility. This aligns with guidance from Inclusive Mobility and BS 8300.
- **Cycle Access to Aldgate Square**
  - Provides dedicated access to the two-way cycle track, promoting route continuity and user safety. This supports LTN 1/20 guidance on continuous and connected cycle networks.
- **Cycle Gate Retention**
  - Helps manage interactions between cyclists and vehicles at junctions, supporting safer navigation. These design features are recommended by LTN 1/20 for safer crossings and junction transitions.

Areas for Improvement

- **Shared Walking and Cycling Space**
  - Shared surfaces can create conflict, particularly for visually impaired users. Separation or clearer delineation would improve accessibility. This recommendation follows the standards set in BS 8300 and Inclusive Mobility, which discourage shared space without clear tactile and visual separation.
- **Signage and Wayfinding**
  - No mention of directional signage or wayfinding tools, which are crucial for inclusive navigation. This omission highlights the need to align with Inclusive Mobility and BS 8300 standards on accessible information systems.
- **Lighting and Contrast**
  - The plan does not reference lighting enhancements or high-contrast surfacing, both essential for safety, especially in poor visibility conditions. Both BS 8300 and Inclusive Mobility recommend these measures for user confidence and navigation.

Recommendations and Actions

1. Clearly specify shared walking and cycling spaces with tactile indicators and visual contrasts.
2. Introduce accessible signage and wayfinding at all key decision points.
3. Ensure surface materials are high contrast and slip-resistant, particularly at crossings and transitions.
4. Provide consistent lighting to improve safety and visibility along all cycle routes.

Best Practice Considerations

To ensure the proposed plans are accessible and inclusive for all users, the following best practice design considerations should be incorporated. These align with national standards and guidance:

- **Wayfinding and Signage**
  - Incorporate clear, legible and ideally tactile or audio-enabled signage to aid navigation (Inclusive Mobility, BS 8300)
- **Street Names and Directional Markers at Accessible Heights**
  - Ensure these are visible from both seated and standing positions (BS 8300)
- **Consistent Infrastructure Design**
  - Uniform use of tactile paving, signage and materials throughout the route reduces user confusion (Inclusive Mobility)
- **Cycleway Maps and Orientation Aids**
  - Include local cycle network maps at key junctions and entrances (LTN 1/20, BS 8300)
- **Cycleway Separation**
  - Use of kerbs or flexible posts to physically separate cycleways from pedestrian areas (LTN 1/20)
- **Contrasting Surface Materials**
  - Ensure cycleways, footways, and crossings use visually contrasting materials with non-slip properties (BS 8300, Inclusive Mobility)
- **Access Features and Entry Gates**
  - Install gates near crossings that do not obstruct wheelchair or scooter access and are aligned with tactile paving (Inclusive Mobility)
- **Lighting**
  - Provide consistent, shadow-free lighting for all travel paths (BS 8300)
- **Tactile Maps and Audio Information Points**
  - Support those with visual impairments or cognitive disabilities (Inclusive Mobility)
- **Crossing Infrastructure**
  - All crossings should include tactile paving, dropped kerbs, audible signals and clear visual indicators (Inclusive Mobility, Highway Code)
- **Floor Markings**
  - Use floor guides or painted lines for navigation in shared or complex areas (Inclusive Mobility)
- **Cycle Racks and Bollards**

    - Use high-contrast colours and avoid black or silver finishes to improve visibility (BS 8300)
- **Tactile Considerations for Mobility Aids**
    - Ensure continuous, stable surfaces that support the use of walking sticks, canes and mobility scooters (Inclusive Mobility)
- **Pavement Condition**
    - Maintain surfaces to be free of trip hazards and slip-resistant in wet conditions (BS 8300)
- **Cycleway Safety Measures**
    - Design for speed moderation through layout and geometry and consider visibility enhancements such as cat's eyes or surface markings (LTN 1/20)
- **Awareness and Education**
    - Complement cycleway plans with public campaigns to encourage considerate behaviour (LTN 1/20)
- **E-Bike and E-Scooter Visibility**
    - Investigate enhancements such as sound systems or visibility aids for any electric-based vehicles (Highway Code)

Summary

The Aldgate to Blackfriars cycleway proposals demonstrate a clear intention to promote active travel through the introduction of protected cycle lanes, improved junction design and redesigned street spaces. However, to ensure that these designs are not only sustainable but also equitable, it is essential that accessibility and inclusivity are embedded consistently across all stages of planning, design and delivery.

This review has identified both strengths and areas needing improvements, particularly concerning crossing accessibility, wayfinding, surfaces and the clarity of separation between pedestrian and cyclist movements. While the proposals incorporate several good practices aligned with national guidance such as LTN 1/20, Inclusive Mobility and BS 8300, further changes are required to meet the needs of disabled people and ensure inclusive design.

By implementing the prioritised recommendations and best practice considerations outlined in this report, the City of London can ensure that the cycleway is usable, safe and welcoming for all. This will uphold the legal duties under the Equality Act 2010 and serve as an example of accessible environments to support independent mobility, sustainable transport and social inclusion across the city.

Prioritised Recommendations

To align the cycleway infrastructure with inclusive design standards and best practice, the following prioritised recommendations are proposed:

1. **Maintain a minimum 2m unobstructed footway** on all pavements.
    i. Inclusive Mobility, BS 8300
2. **Ensure all pedestrian crossings include:**
    a. Tactile paving
    b. Dropped kerbs
    c. Audible signals
    d. Adequate crossing times for slow-moving pedestrians
        i. Inclusive Mobility, Highway Code, BS 8300
3. **Clearly separate cycle and pedestrian areas** at bus stop bypasses using tactile delineators and surface contrast.
        i. BS 8300, Inclusive Mobility, LTN 1/20
4. **Introduce accessible wayfinding and rest features**, including:
    a. Tactile or audio signage
    b. Regular seating
    c. Tactile maps and / or floor guides
        i. Inclusive Mobility, BS 8300
5. **Audit relocated coach bays** to ensure they do not obstruct pedestrian routes or reduce visibility at crossings.
        i. BS 8300
6. **Ensure cycleways accommodate Class 2 and Class 3 mobility scooters and wheelchairs**, including:
    a. Appropriate surface width and quality
    b. Step-free access
    c. Safe transitions and gradients
        i. Highway Code, Inclusive Mobility
7. **Implement additional best practice accessibility features**:
    a. High-contrast markings and non-slip surfaces
    b. Shadow-free lighting
    c. Consistent design elements across the route
    d. Visibility enhancements (e.g. colour-contrasted cycle racks and bollards)
        i. BS 8300, LTN 1/20, Inclusive Mobility

These recommendations are important to ensure the proposed plans meet the accessibility, safety, and inclusivity standards in the UK and best practice guidance. These will also promote inclusive, sustainable and active transport, upholding equity and safety for all.

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Appendix 4

Equality Impact Assessment Form

Before completing this form, please refer to the Equality Impact Assessment Guidance documents and training materials

- EQIA Intranet Infohub
- EQIA Guidance

The Equality Impact Assessment (EQIA) will identify how any proposed policies, practices, activities, service changes or procedures will impact or affect different groups or communities if implemented. It supports officers in assessing whether the impacts are positive, negative, or unlikely to impact each of the nine protected characteristic groups. The assessment will also demonstrate whether there are ways to proactively advance equity, equality, diversity and inclusion. An EQIA is required before you finalise your proposal, or it may not be legally compliant.

If you have any questions or need feedback on your analysis, please contact the EDI team: CSPT.EDI@cityoflondon.gov.uk

Section 1: To be completed by all

Proposal Title	Aldgate to Blackfriars Cycleway
Details of the lead officer completing the Assessment/ Role responsible for the completion of the EQIA	Lead Officer: Albert Cheung – Street Space Planning Author Completing EQIA: Linda Kulahcigil – NRP
Department Responsible:	Policy & Projects, City Operations, Environment Department
Who has been involved in creating the EQIA: (please summarise/list stakeholders you have engaged with and how)	Lead Members (Streets and Walkways Sub-Committee Members' briefing on bus stop bypasses) London Cycling Campaign (LCC) (provided a briefing paper and attended the Members' briefing on 18 June) Wheels for Wellbeing (WfW) (provided a briefing paper and attended the Members' briefing on 18 June) Living Streets (provided a briefing paper and attended the Members' briefing on 18 June) Royal National Institute of Blind People (RNIB) (provided a briefing paper and attended the Members' briefing on 18 June)

	National Federation of the Blind UK (NFBUK) (provided a briefing paper and attended the Members' briefing on 18 June) Guide Dogs (provided a briefing paper) Transport for All's Focus groups with Disabled People and Stakeholders (May-June 2025)
Date of Initial assessment:	July 2025
Dates of review (as applicable)	Subject to the decision of the Streets and Walkways Sub-committee, a review will take place when the design of the cycleway resumes, following the publication of London and national guidance on bus stop bypasses.

1.PROPOSAL OVERVIEW

What does the proposal aim to achieve? Please outline your proposal below

- ➔ If no potential impacts are identified at this stage, proceed to **Section 3**
- ➔ If you believe there may be potential negative impacts, continue to **Section 2, Steps 2,3,4, and 5** to complete a full EQIA, then move to **Section 3**
- ➔ If you identified any positive impact, please record and monitor at **Section 2, Step 5,** then move to **Section 3**

Please feel free to attach supporting documents/ information

Summary of the proposals

Aldgate to Blackfriars cycleway. The City of London Corporation is developing a new, high-quality east-west cycle route. Connecting Aldgate with Blackfriars, the route would expand London's network of safe routes with links to:

- Cycleway 2 at Whitechapel High Street
- Cycleway 6 at New Bridge Street
- Cycleway 3 on Victoria Embankment
- Cycleway 1 on Queen Street

Running through the heart of the City Cluster, the route includes St Botolph Street, Aldgate Square, Leadenhall Street, Cornhill, Bank Junction and Queen Victoria Street.

The whole route has been assessed and designed to meet modern standards so that no one feels excluded from cycling due to safety concerns and bus stops bypasses are safe and accessible. The aim is to enhance the streetscape, so it is as safe, attractive, and accessible as possible for all users.

To protect people cycling from traffic, the design includes protected cycle lanes on Queen Victoria Street between New Bridge Street and Queen Street in the west and on St Botolph Street in the east. The public consultation ran from 9 December 2024 to 9 February 2025.

As a result of the traffic restrictions at Bank Junction and Bishopsgate, traffic levels are low enough on Leadenhall Street, Cornhill and the eastern section of Queen Victoria Street to not require any cycle lanes.

The following maps show the consultation plans.

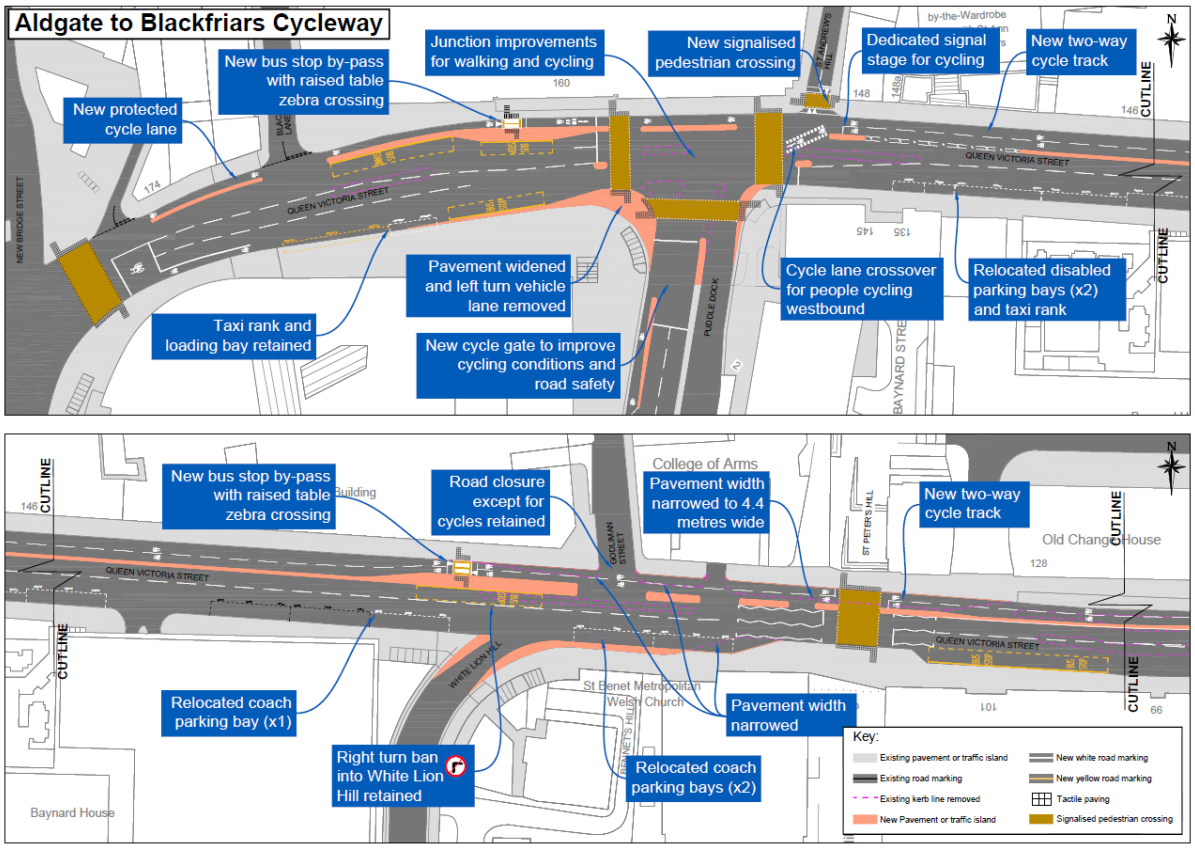

Figure 1 - Aldgate to Blackfriars Consultation Plans

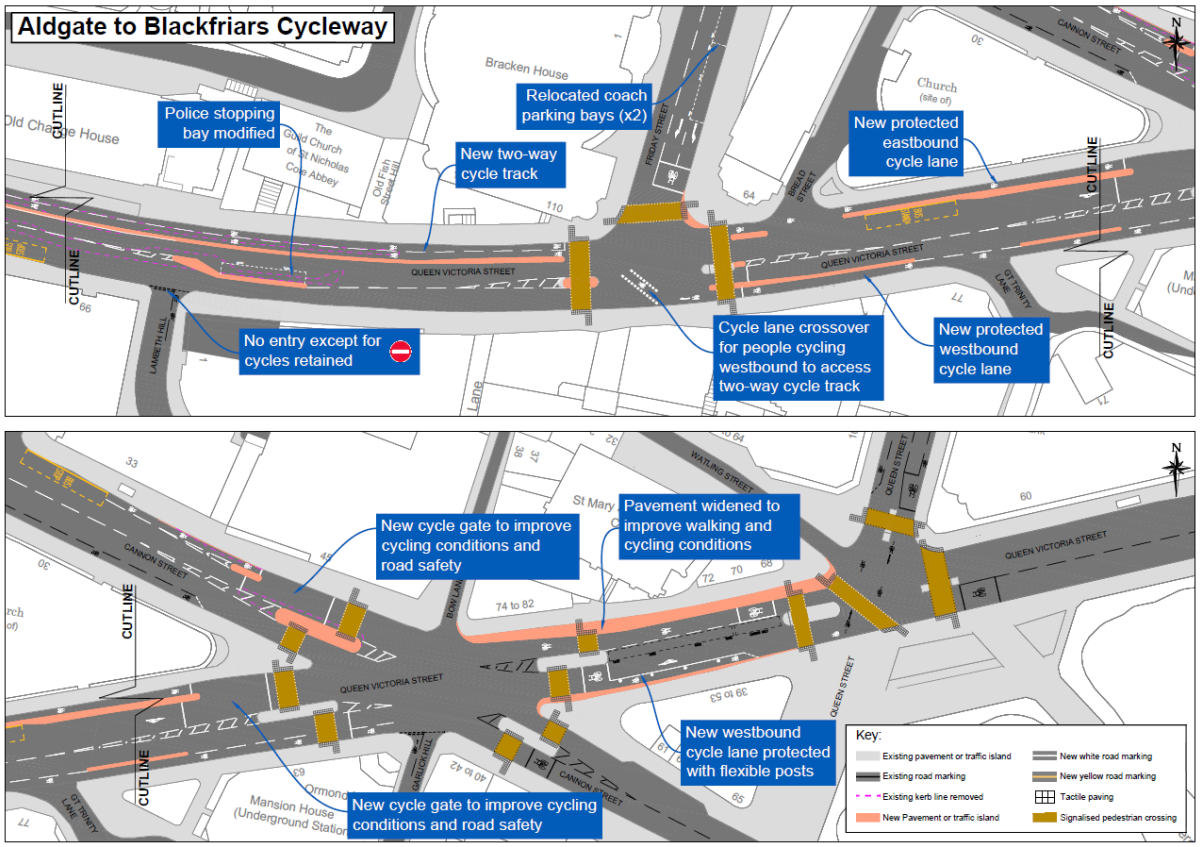

Figure 2 - Aldgate to Blackfriars Consultation Plans

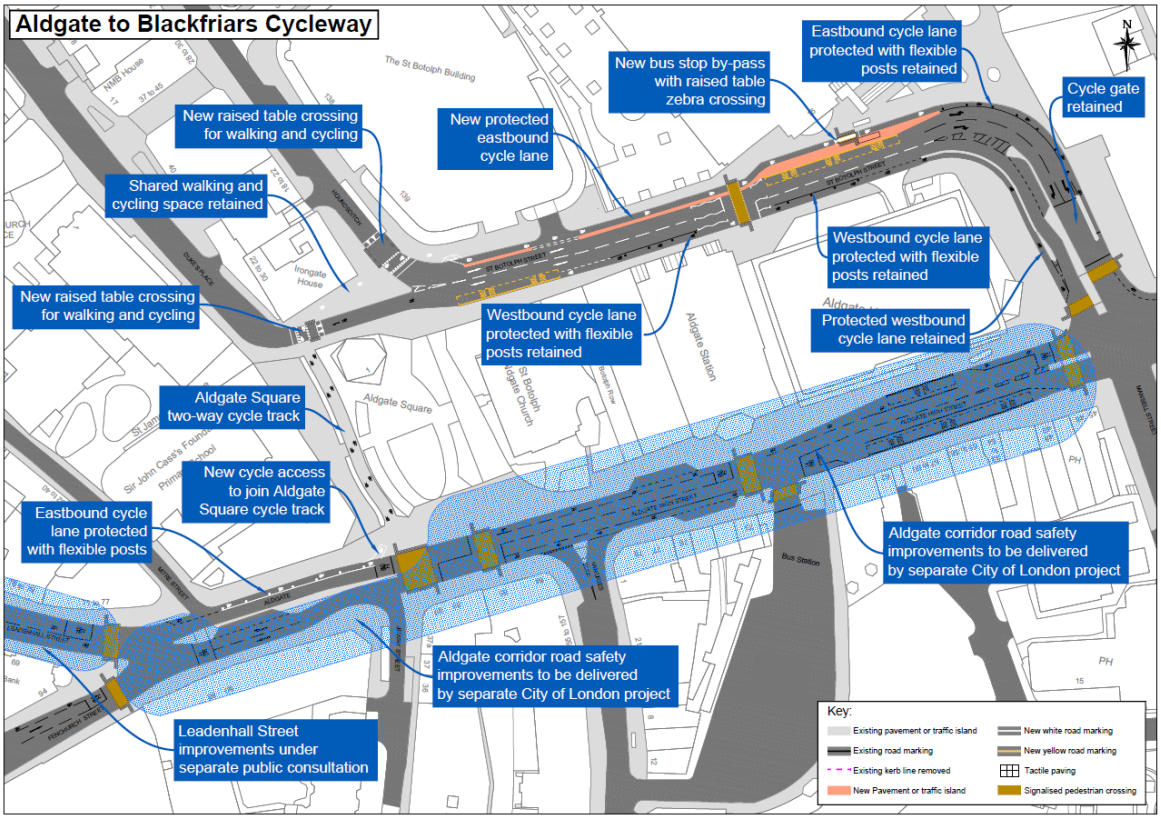

Figure 3 - Aldgate to Blackfriars Consultation Drawings

Further detail of the proposals

The City of London Corporation is working to improve the experience of cycling, walking and wheeling on the City's streets. Working with Transport for London, the proposal is for a high-quality east-west cycle route linking Aldgate to Blackfriars. The aim is to make cycling along the route safe, more attractive and more accessible. The cycleway would connect with five other routes at Aldgate (C2), Queen Street (C1 and CS7) and Blackfriars (C3 and C6), and City destinations such as the City Cluster.

Proposed Improvements along the Cycleway route

Aldgate Area:

- A new eastbound cycle lane on Aldgate, protected by flexible posts.
- Raised side-street crossings on Duke's Place and Houndsditch to support safer walking, wheeling and cycling.
- Upgraded eastbound cycle lane on St Botolph Street using traffic island separators.
- A new eastbound bus stop bypass (with bus stop island) on St Botolph Street with a raised Zebra crossing.

Aldgate to Queen Street:

- No changes proposed on Cornhill, Bank Junction, or the eastern end of Queen Victoria Street due to existing low traffic levels.
- Improvements to Leadenhall Street are being developed separately by the City of London.
- Further changes to Aldgate and Aldgate High Street are under separate consideration.

Queen Victoria Street (Queen Street to New Bridge Street):

- Segregated cycling provided via:
    - Single-lane cycle tracks with flexible posts or traffic islands.
    - A two-way cycle track with island protection.
    - Early or separate traffic signal phases for cycling at junctions.

Bus Stop Bypasses:
Three bus stop bypasses (with bus stop islands) are proposed, designed in line with TfL's accessible design guidance. Each includes:

- A raised Zebra crossing.
- A wide waiting area on both sides of the cycle track.

Locations:

- St Botolph Street – Bus Stop B
- Queen Victoria Street (Millennium Bridge) – Bus Stop SG
- Queen Victoria Street (Blackfriars) – Bus Stop A

Please refer to the EQIA guidance when completing this form

Section 2: To be completed for a full EQIA

2. EVIDENCE AND IMPACT ANALYSIS

Please highlight the potential impact on these groups, actions taken to mitigate impact and advance equality, diversity and inclusion (include data/evidence upon which the analysis is based)
Protected Groups:

- Age
- Disability
- Gender Reassignment
- Marriage & Civil Partnership
- Pregnancy & Maternity
- Race
- Religion & Belief
- Sex
- Sexual Orientation

Additional Groups

- Socio-economic background
- Care leavers
- Carers & Parents
- Veterans

Where relevant note relevant intersectional impacts: where combinations of different group identities may result in unique or compounded impacts.

Transport Strategy Inclusion Principles

City of London have developed five inclusion principles to the development of their Inclusivity and Equity Action Plan and the delivery of the Transport Strategy. These are:

1. Improving our street network and supporting the improvement of London's public transport network to ensure everyone can experience the benefits of our policies and projects, and particularly those currently excluded.
2. Designing and delivering spaces and services which are inclusive by default and work to provide equitable access to all.
3. Encouraging community participation and engagement and ensuring a diversity of voices are heard through the decision-making process.
4. Building trust with local communities through transparency, accountability and demonstrating how engagement has driven change in our processes and plans.
5. Developing shared, local stories of inclusion best practice and lessons learnt, showing how changes to our streets and our polices have improved people's lives; and promoting a culture of inclusivity.

The City of London has developed five Equality Objectives (2024-29)

1. Inclusive and Trustworthy Leadership
2. Inclusive and Diverse Community
3. Accessible and Excellent Services

4. Socio-Economic Diversity
5. Cross-cutting activity: Evidence and Data

Protected groups:

Age

Evidence

Data from the Census 2021 (Figure 4) shows that most residents are aged 25-60 making up 59.8% of the residents in the City of London. Residents aged over 65 comprise 19.5% of residents while residents aged under 15 comprise only 6.9% of resident population.

Compared to London as whole, there is a much lower percentage of people aged under 15 in the City of London. Similarly, residents aged 25-60 seems to represent a higher proportion compared to London and England as whole. However, the proportion of older residents aged over 65 makes up a higher percentage (19.5%) than those in London (16.5%) as a whole.

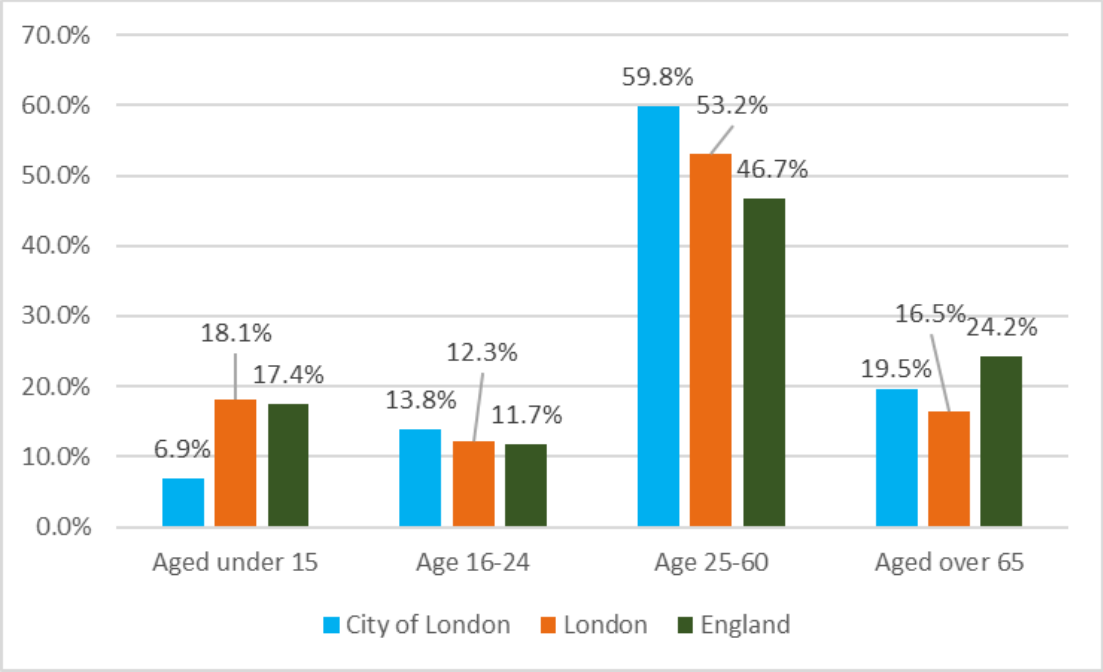

Figure 4 - Age distribution within the City of London compared to London and England as a whole (source: Census 2021)

The City of London has 8,600 residents, but there are 614,500 workers[1]. The Annual population survey conducted by the Office for National Statistics surveyed those in

[1] City of London website 2025: Our impact and key facts - City of London

employment in the City of London. The age profile of those respondents can be seen in the graph below. The majority of workers fall into the age range 25-44.

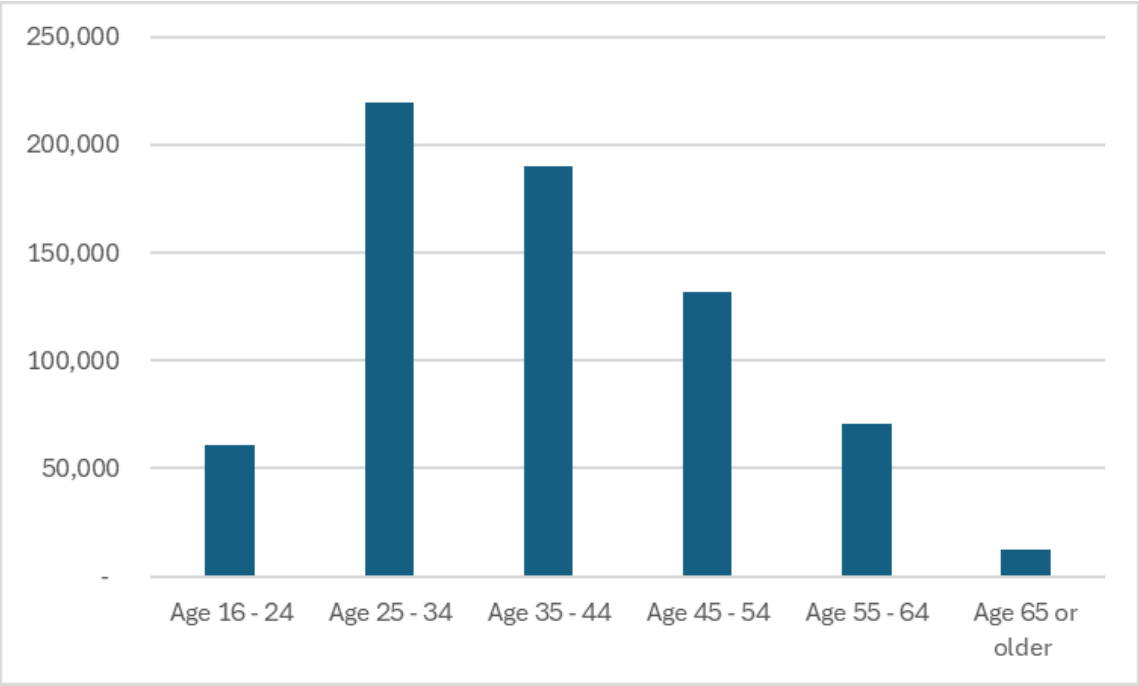

Figure 5 – Age profile of those in employment in the City of London (Source ONS Annual population survey April 2024 - March 2025)

The proportion of Killed or Seriously Injured (KSIs) and Slightly Injured casualties per age category is shown in Figure 6 and 7.

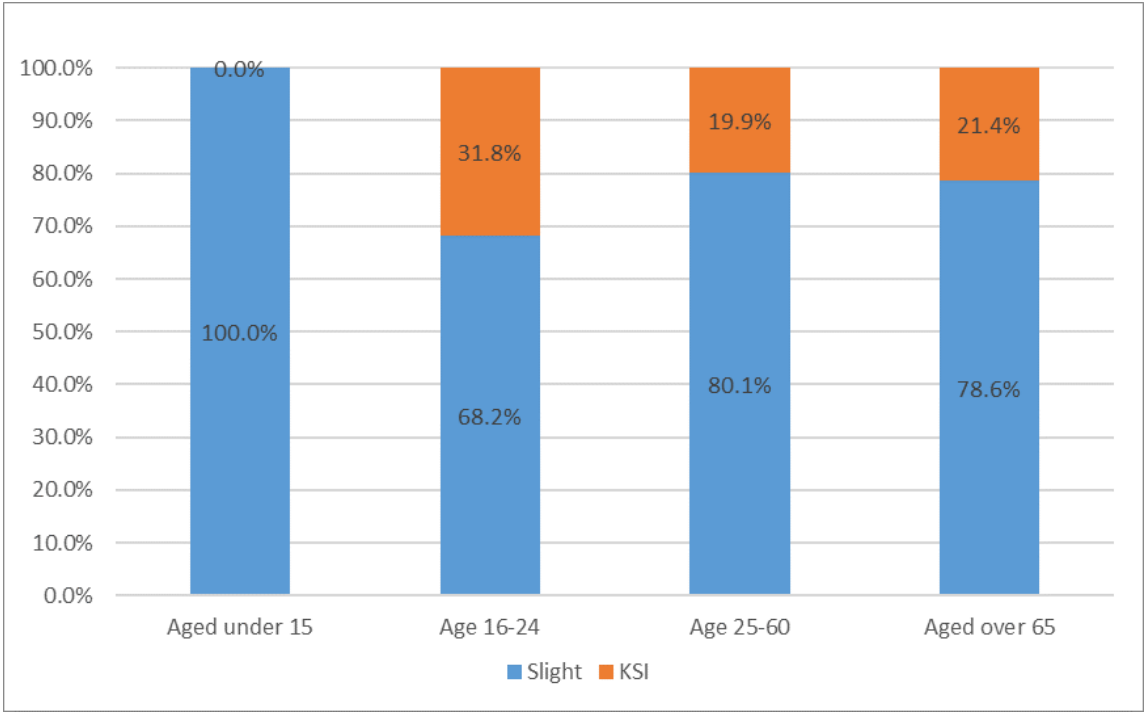

Figure 6 - Casualties by age band split by injury severity in City of London in 2023 (source: Road safety data - Transport for London)

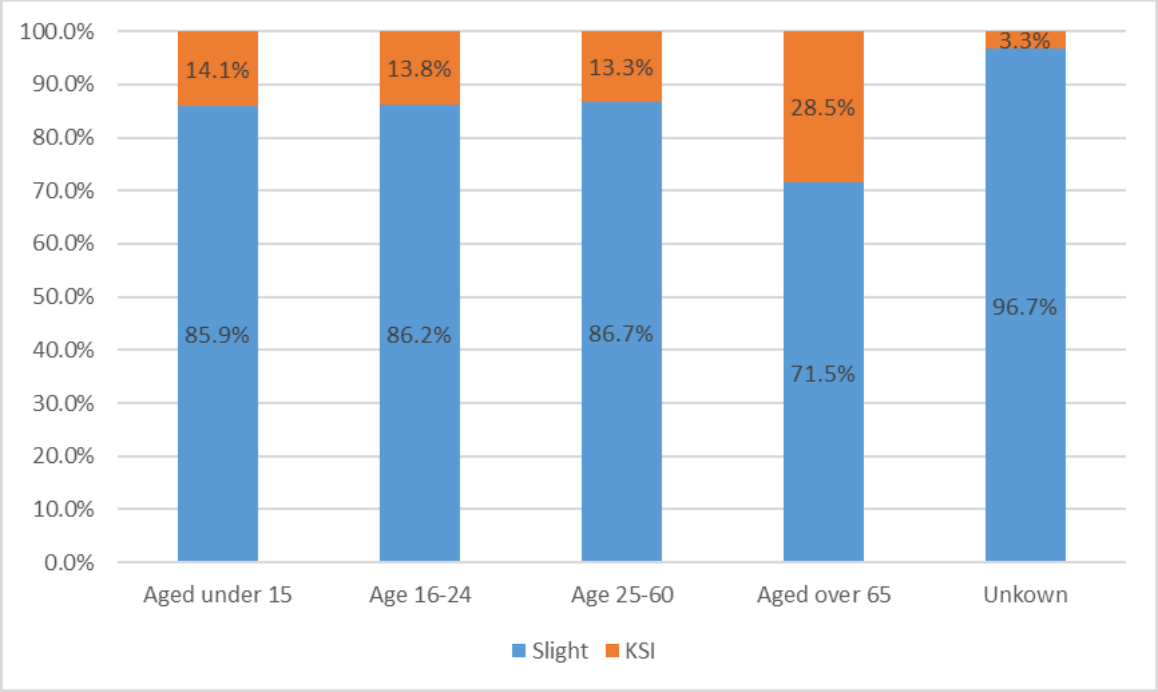

Figure 7 - Casualties by age band split by injury severity in London in 2023 (source: Road safety data - Transport for London)

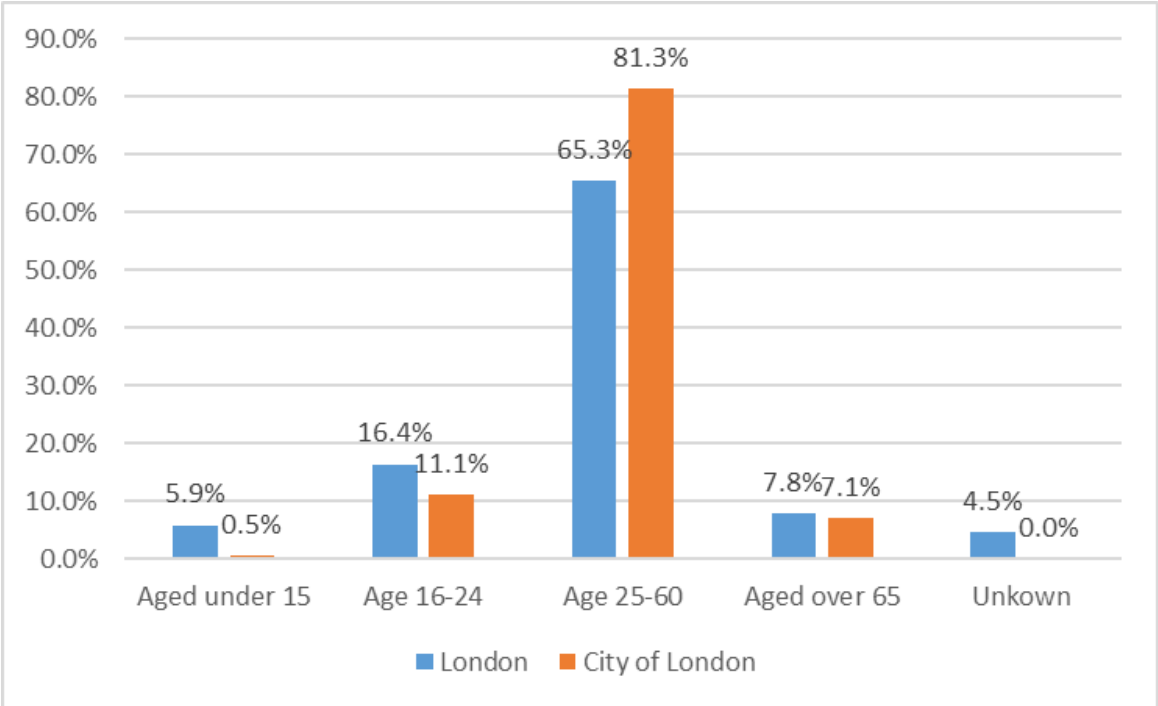

Figure 8 - Total casualties by age band in City of London compared to London as a whole 2023 (source: Road safety data - Transport for London)

Across the UK in 2023, 5% of fatalities and 10% of casualties were aged 16 years and under, 23% of fatalities and 29% of casualties were aged 17 to 29 years old and 22% of fatalities and 8% of casualties were aged 70 years old and over.[2]

Compared to London, the City of London has no fatal collisions, however the ratio of KSI for people aged 16-24 more than double at 31.8% versus 13.8% (Figure 6 compared to Figure 7).

Figure 8 shows that the total casualties for residents aged 25-60 is 81.3% in City of London compared to 65.3% for London. Similarly, casualties for residents aged under 15 is 0.5% for City of London compared to 5.9% for London. This reflects the low proportion of residents aged under 15 in the area.

Fear of road danger can be a barrier to more people walking and cycling, particularly among younger people[3]. In addition, older people may also be more likely to perceive road danger as a barrier due to reduced physical capabilities and slower reaction times. Building active travel into every day routines helps to reduce risk factors for developing chronic, long term health conditions as well as alleviating loneliness[4].

High traffic volumes can have a wide range of effects including restricting the independence of, in particular, children and young people and those with a disability. High levels of traffic can hinder active travel with 'heavy traffic' and 'pollution' often cited as two of the biggest barriers to people not walking more.[5] This can lead to an increase in social isolation for members of vulnerable groups who may fear going out.

Consultation

The age of consultation respondents ranged from 13 to 75+, with a wide spread of ages represented. A total of 350 responses were received for the question asking, 'what is your age?'

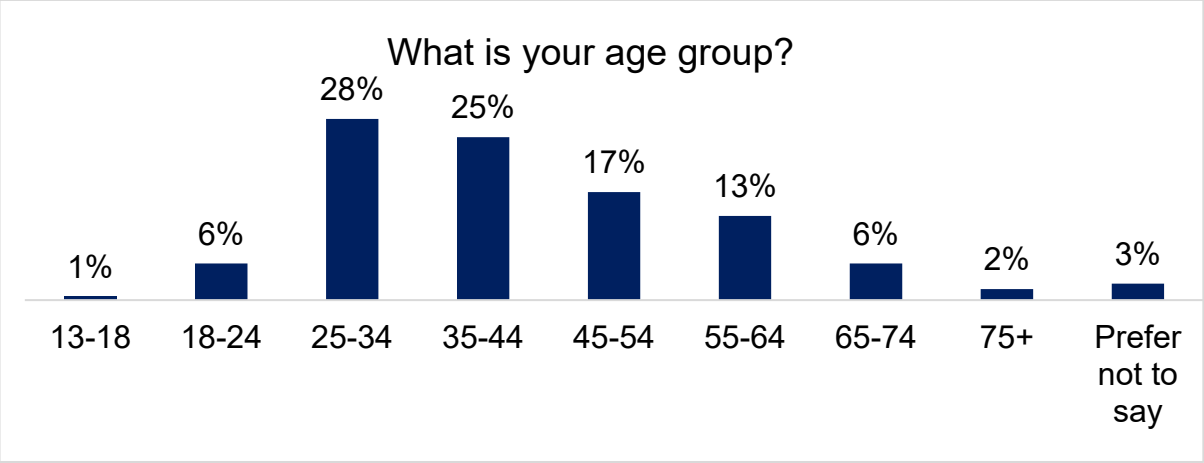

Figure 9 - Consultation Age Group Data

[2] www.gov.uk Reported road casualties Great Britain, annual report: 2023
[3] Safety concerns are barrier to more walking and cycling: Brake
[4] What is so off-putting about walking and cycling? | Centre for Ageing Better
[5] Nice.org.uk synthesis-of-evidence-pdf-430225309

The majority of those responding were aged between 25 and 54 (70%).

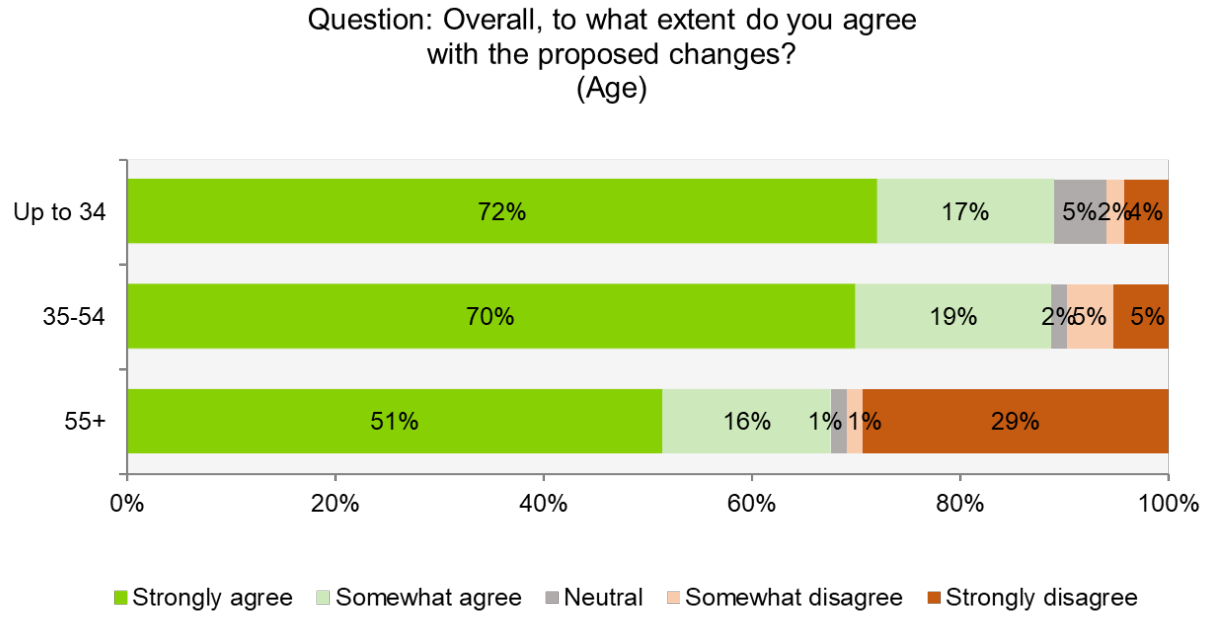

Figure 10 – Consultation results: How agreement with the proposed changes varied by age of the respondent

A majority of all age groups agreed with the proposed changes, however the proportion of those who strongly disagreed with the proposals (orange in Figure 10) is notably higher among the 55+ age group.

Potential impact (positive)

The proposals aim to provide a positive impact on all age groups by creating safer cycling facilities to enable more people to choose to cycle.

Older people are likely to benefit positively from the health benefits of active travel, as low activity levels affect their risk to a wide range of diseases, long term health and well-being. Creating safer road conditions by reducing motor vehicle traffic will create an environment where they can be more confident to walk and cycle.

The introduction of fully segregated cycle lanes provides a protected corridor for people cycling, reducing motor vehicle-cycle conflict and minimises walking and cycling interaction.

Raised carriageway crossings such as the one across St Andrew's Hill has the potential to assist in reducing traffic speed and improve accessibility through level access, which may particularly benefit those who are travelling with children (perhaps on scooters or in pushchairs/ prams) as well as older people who are more likely to have reduced mobility.

Footway widening such as is being proposed at the Queen Victoria Street junction with Puddle Dock improves access for all but is particularly likely to benefit users with mobility aids and pushchairs as well as those walking in groups.

Potential impact (negative)

The bus stop bypasses (with bus stop islands) have the potential to bring both positive and negative impacts on different groups. For those cycling, bus stop bypasses provide a safer environment by removing conflict with buses. However, for those who are pedestrians accessing the bus stop island there is the potential for conflict with people cycling. In some cases, older people and younger children may not be able to detect a cycle approaching at speed. Mitigation measures could be considered to reduce this risk.

Mitigation

Consistent surfacing material and colour contrasts should be considered to make the segregated cycle areas clear to all, particularly older people, children, those travelling with children, disabled people cycling and those who are blind or visually impaired.

Bus stop bypasses – see sections 3 and 4 for suggestions on mitigation by Transport for All through their Accessibility Review and suggestions that arose from the Members' briefing on 18 June.

Consultation of the scheme has been undertaken and is referred to throughout this document; views have been recorded and can be fed into the design process.

Disability

Evidence

According to data from the Census 2021, City of London has 82% of residents stating that they have no limitations on their activities. This is the same as the average for the whole of London. 7% stated that they were disabled under the Equality Act and that their day-to-day activities were limited a little, an additional 3% were disabled under the Equality Act and their day-to-day activities were limited a lot. This is lower than that for London (6%) and for England (7%).

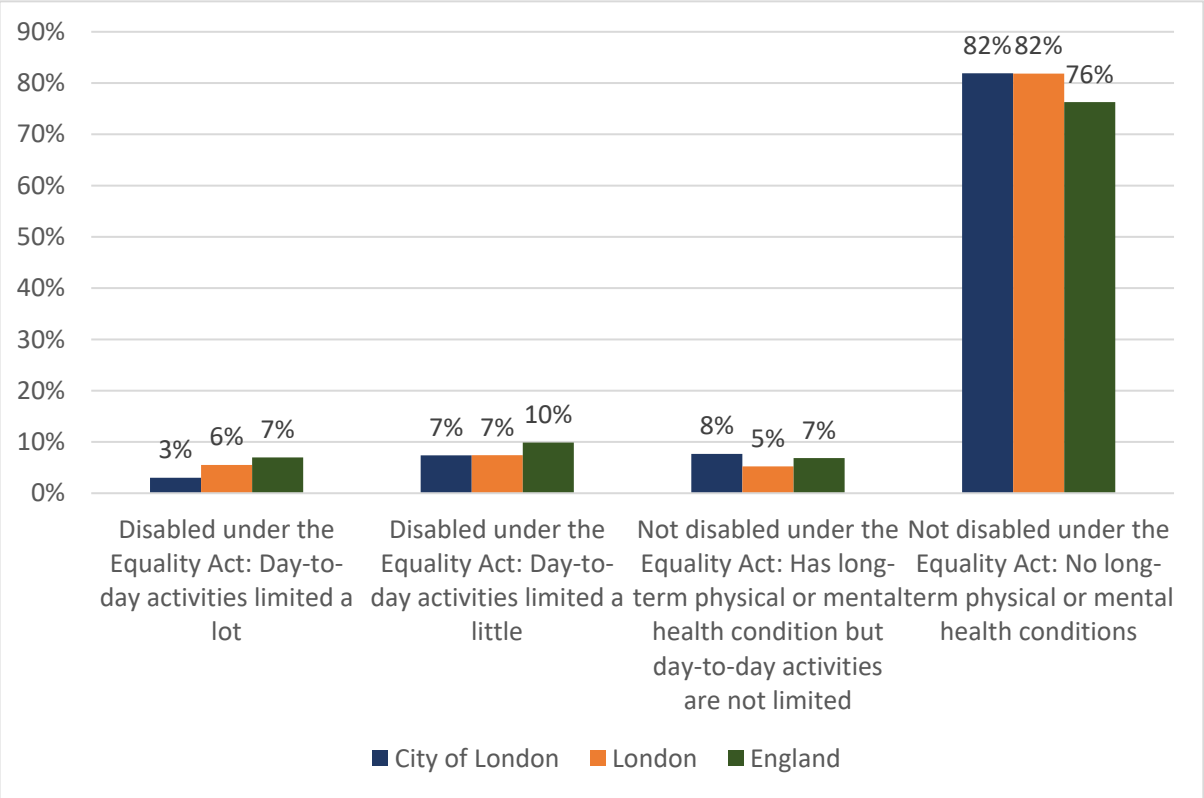

Figure 11 - Proportion of those who are disabled under the Equality Act, City of London Compared to London and England (Source: Census 2021)

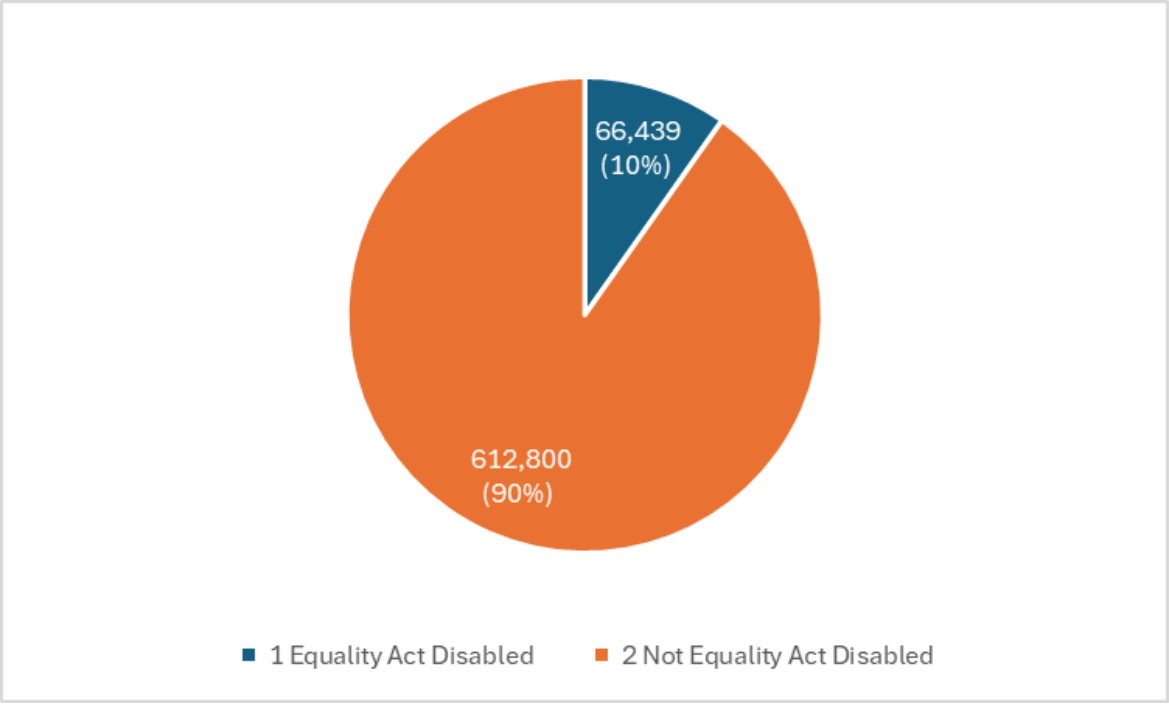

Figure 12 Proportion of workers in the City of London who state that they are disabled under the Equality Act (Source: ONS Annual population survey April 2024 – March 2025)

Figure 12 shows that 10% of those surveyed by the ONS in the annual population survey April 2024-March 2025 stated that they were disabled.

From 'Travel in London: Understanding our diverse communities 2019, A summary of existing research' (TfL, 2019), the most commonly used types of transport by disabled Londoners are walking (81% of disabled Londoners walk at least once a week), the bus (58%) and car as the passenger (42%). The main barriers that disabled Londoners experience in using public transport more often are the same as those expressed by non-disabled Londoners: namely overcrowding and concerns about the antisocial behaviour of other customers. Disabled customers also report accessibility-related issues, cost and comfort as barriers to travel.

Disabled Londoners travel less frequently than non-disabled Londoners (1.9 journeys per weekday compared with 2.5 for non-disabled Londoners). The main transport types used by disabled Londoners are broadly the same as those used by non-disabled Londoners, i.e. walking, bus, and car both as a driver and a passenger, with the exception of private hire vehicles and black cabs, which disabled Londoners are slightly more likely to use than non-disabled Londoners.

Consultation

11% of consultation respondents indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.

289 people who engaged with the consultation answered this question.

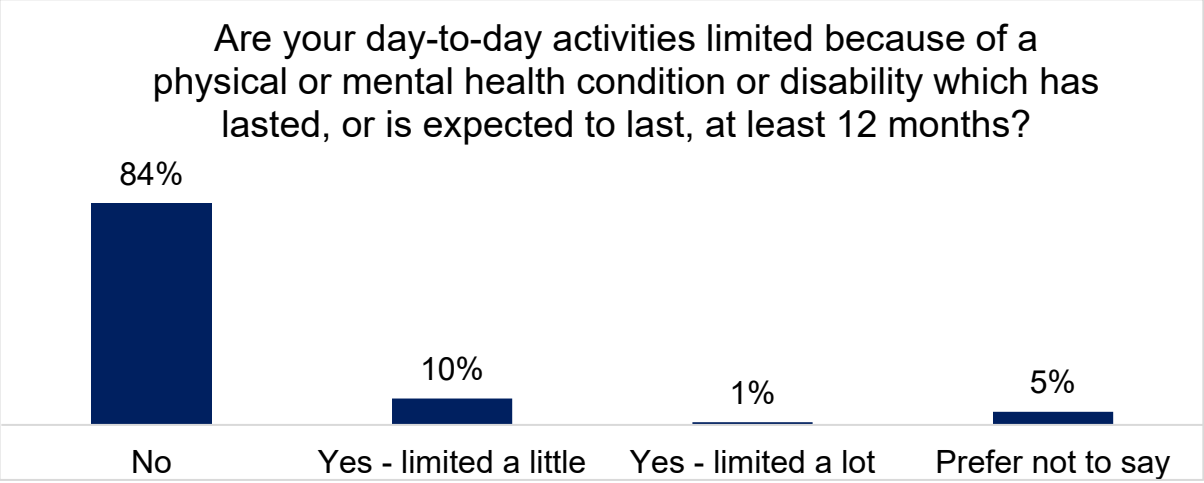

Figure 13 - Consultation Response – Disability

Potential impact (positive)

The proposals aim to provide a positive impact on disabled people by upgrading existing cycle facilities to make them safer and more legible to those who use adapted cycles or a cycle as a mobility aid. Currently, mobility scooters are permitted to use cycle tracks as well as the pavement, but are not allowed to use cycle lanes demarcated with a line.

Creating safer road conditions by separating motor vehicle traffic will create an environment where those with a disability can be more confident to walk, wheel and cycle.

The introduction of fully segregated cycle lanes provides a protected corridor for people cycling, reducing vehicle–cyclist conflict and minimising pedestrian–cyclist interaction.

Raised carriageway crossings such as the ones across St Andrew's Hill and at Duke's Place have the potential to assist in reducing traffic speed and improve accessibility through level access which may particularly benefit those who are mobility impaired, especially wheelchair users. Raised tables also reduce the possibility of ponding that can occur with dropped kerbs – this can assist in preventing wheelchair users getting wet hands.

Footway widening such as is being proposed at the Queen Victoria Street junction with Puddle Dock improves access for all but is particularly likely to benefit users with mobility aids and pushchairs as well as those walking in groups.

Wheels for Wellbeing have stated that cycle provision enables some disabled people to make journeys that are currently excluded from all modes; there are some people who cannot use the bus but can use safe cycle infrastructure. Cycling is more affordable as a mode of transport when compared to using a taxi or private hire vehicle.

Potential impact (negative)

The bus stop bypasses (with bus stop islands) have the potential to bring both positive and negative impacts on different groups. For those cycling, bus stop bypasses provide a safer environment away from buses. However, for those who are walking or wheeling accessing the bus stop there is the potential for conflict with people cycling.

There are concerns about "floating bus stops' or "bus stop bypasses" that can potentially pose significant challenges for blind and partially sighted people. A common issue and fear is that people cycling do not always give way to those wishing to cross the cycle lane. This can lead to some disabled people not wanting to use these facilities, which may mean not travelling at all and being excluded from use of the streets and bus services. This concern has been raised specifically in relation to this scheme proposal by the RNIB and the NFBUK and research by UCL and Guide Dogs supports this. They found that floating island bus stops are difficult for people with sight loss to identify and navigate. The bypass edge must be detectable by someone who is visually impaired and it must be ensured that there is no excessive 'crossfall' on the bus stop island as this may be a problem for those using a ramp to access or leave a bus.

Transport for London undertook a safety review of bus stop bypasses and published its report in 2024. The review showed that safety at bus stop bypasses was generally good, but that there were some design and behaviour gaps. TfL analysed pedestrian

casualties involving people cycling at 164 bus stop bypasses. It found that during the three years 2020, 2021 and 2022, a total of five pedestrian casualties involving people cycling and one involving an e-scooter occurred within the extent of the bus stop bypasses, based on the collision descriptions. This is extremely low compared to 11,400 pedestrians injured in collisions with motor vehicles over the same time period. However, these figures do not record near misses that can contribute to anxiety. The safety review also found that 60% of people cycling failed to yield to pedestrians at Zebra crossings at the sites surveyed. This behaviour and perceived behaviour by some people cycling add to the anxiety of pedestrians and in particular those with a disability such as a mobility or visual impairment at these locations.

It should be noted that onboard announcements on buses are available, warning passengers about the floating stop and for passengers to be cautious when alighting.

Mitigation measures could be considered to reduce this risk.

Bus stop boarding/ alighting zones may become congested and could affect those who have a neurodiverse condition.

The introduction of protected segregated cycle lanes does also reduce the availability of kerbside access for those wishing to drop off or pick up using a vehicle. This may be of particular impact to those who have a disability.

The relocation of blue badge parking bays and the taxi rank from the north to the south side of Queen Victoria Street may potentially initially negatively impact those while they learn of and get used to the new locations.

Mitigation

Consistent surfacing material and colour contrasts should be considered to make the segregated cycle areas clear to all, particularly older people, children, those travelling with children, disabled people cycling and those who are blind or visually impaired.

Bus stop bypasses – see sections 3 and 4 for suggestions on mitigation by Transport for All through their Accessibility Review and suggestions which arose from the Members' briefing on 18 June.

Ensure that new Blue Badge parking bays have a dropped kerb to enable wheelchair users safe access to the footway.

Surfacing of the footway could be considered, something that is absorbent and smooth for wheeled users of the area. Positioning of street furniture needs consideration to through-routes and desire lines kept clear of obstructions.

Consultation of the scheme has been undertaken and is referred to throughout this document; views have been recorded and can be fed into the design process.

Gender Reassignment

Evidence

Table 1: Gender Identity (Source: Census 2021)

Gender Identity	City of London	London	England
Gender identity the same as sex registered at birth	92.07%	91.21%	93.47%
Gender identity different from sex registered at birth but no specific identity given	0.11%	0.46%	0.25%
Trans woman	0.15%	0.16%	0.10%
Trans man	0.06%	0.16%	0.10%
All other gender identities	0.16%	0.12%	0.10%
Not answered	7.45%	7.88%	5.98%

Responses to the Census 2021 Gender Identity questions are generally in line with that of London as a whole.

Transgender hate crime is any criminal offense perceived to be motivated by hostility based on a person's transgender identity. Levels of reported Transgender hate crime in the City of London are low.

Table 2 - Transgender Hate Crime Statistics (Source Government Hate Crime Statistics (Gov.uk))

	City of London			London		
	2021/22	**2022/23**	**2023/24**	**2021/22**	**2022/23**	**2023/24**
Transgender hate crime	2	0	6	437	412	526

People who are going through or have gone through gender reassignment can often find safety and security issues a concern on streets and when using public transport.

A survey undertaken by the government[6] on the experiences of transgender people found that fears around safety in the street and when using public transport were particularly common amongst this group. More specifically:

- Nearly half of respondents (47%) said they were most worried about being a victim of a violent crime or harassment.
- Around three-quarters of respondents (76%) had never brought a complaint to the police, and nearly half of respondents (47%) cited the police's lack of understanding/sensitivity as being the greatest challenge in lodging a complaint.

[6] https://www.gov.uk/government/publications/headline-findings-from-our-transgender-online-survey

Consultation

No data was collected on this group during the public consultation.

Potential impact

It is not expected that there will be an impact on this protected group.

Marriage & Civil Partnership

Evidence

Table 3 - Marriage and Civil Partnership Data (Source: Census Data 2021)

	City of London	London	England
Never married and never registered a civil partnership	57.4%	46.2%	37.9%
Married: Opposite sex	27.7%	39.3%	44.2%
Married: Same sex	1.3%	0.4%	0.3%
In a registered civil partnership: Opposite sex	0.2%	0.1%	0.07%
In a registered civil partnership: Same sex	1.2%	0.2%	0.1%
Separated, but still married	2.1%	2.3%	2.2%
Separated, but still in a registered civil partnership	0.07%	0.03%	0.02%
Divorced	6.7%	7.2%	9.0%
Formerly in a civil partnership now legally dissolved	0.27%	0.04%	0.02%
Widowed	3.0%	4.2%	6.1%
Surviving partner from civil partnership	0.01%	0.01%	0.01%

There is significantly higher proportion of the City of London's residents who have never married and never registered a civil partnership (57.4%) compared to London (46.2%) and England (37.93%) respectively as whole. The proportion of Married: Opposite sex is lower 27.71% compared to London (39.2%) and England (44.20%) respectively as a whole.

Consultation

No data was collected on this group during the public consultation.

Potential impact

It is not expected that there will be an impact on this protected group.

Pregnancy & Maternity

Evidence

Table 4 – Crude Birth Rate and General Fertility Rate for City of London compared to London and England Source: ONS, 2023

Area of usual residence Name	Number of live births	Crude Birth Rate (CBR)	General Fertility Rate (GFR)
City of London	57	4.2	14.4
London	104,252	11.7	48.8
England	563,561	9.8	49.9

According to births and fertility rates data, the GFR, which is the number of live births per 1,000 women aged 15-44, of the City of London is 14.4 and for London is 48.8.

Research shows that exposure to poor air quality during pregnancy has an impact on both the health of the pregnant women and on foetal development. Air pollution exposure during foetal development and early childhood can have long-term impacts on health in childhood and beyond. Air pollution exposure may also increase risks for maternal health, and has been linked to increased risk of pre-eclampsia, a serious cardiovascular condition of pregnancy[7].

Consultation

90% of consultation respondents were not pregnant, nor had given birth in the last 12 months. 252 people answered this question although it should be noted that of those who answered the ‘what is your gender question’ – only 76 were female. This suggests that men have also answered this question on pregnancy.

[7] https://www.rcog.org.uk/news/uk-government-must-stop-ignoring-impact-of-air-pollution-in-pregnancy-and-set-air-quality-targets-which-protect-the-health-of-future-generations/

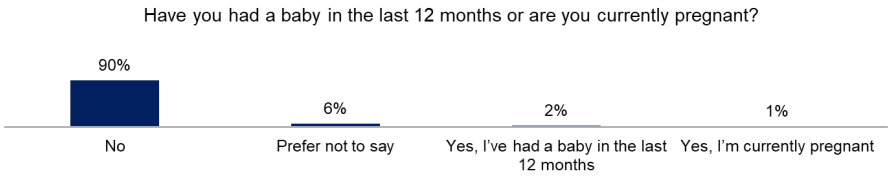

Figure 14 - Consultation Responses to the question, 'Have you had a baby in the last 12 months or are you currently pregnant?'

Potential impact (positive)

The proposed scheme interventions which include footway widening (e.g. on Queen Victoria Street between Cannon Stret and Queen Street), the implementation of new pedestrian crossings (e.g. on Queen Victoria Street at Puddle Dock and St Andrew's Hill) and raised tables at junctions will enable women who are pregnant or moving around with children and/ or with prams/ pushchairs, to walk through the area more safely and confidently.

If the proposed scheme reduces traffic, this is likely to lead to improved air quality; this is likely to have a positive impact on pregnant women who are more susceptible to the detrimental effects of poor air quality.

Race

Evidence

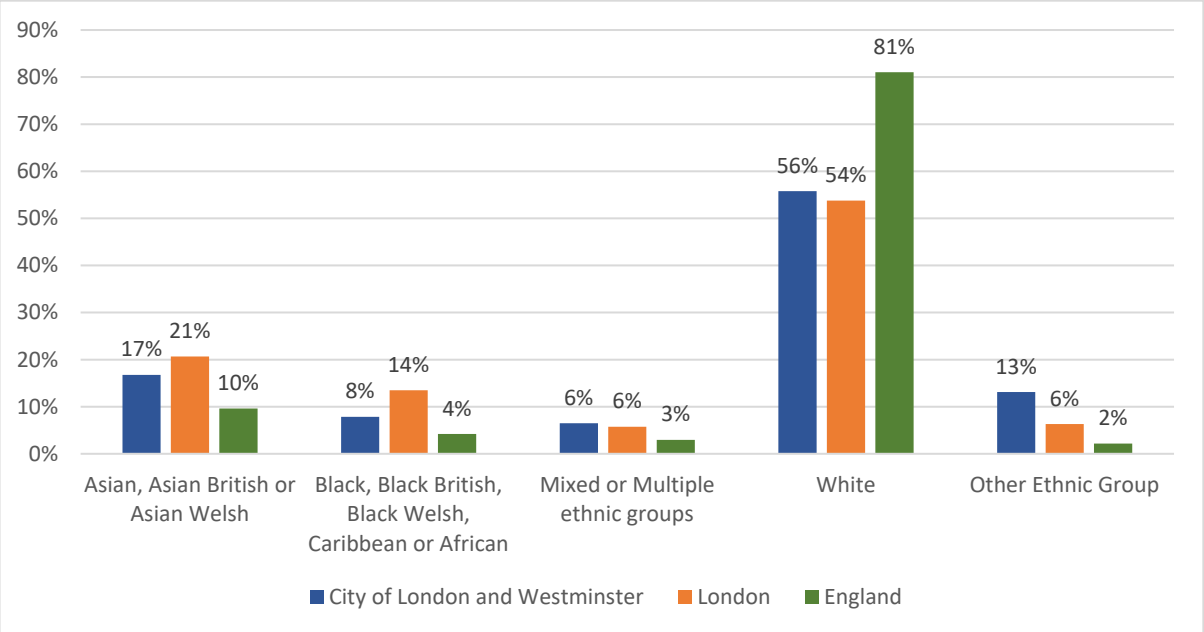

Figure 15 - City of London by ethnicity compared to London and England, Source: Census 2021

According to data from the Census 2021, the ethnicity for the majority of the resident population for the City of London and Westminster is White (56%) which is slightly above the average for London as a whole (54%). The second most common ethnic group is Asian, Asian British or Asian Welsh (17%).

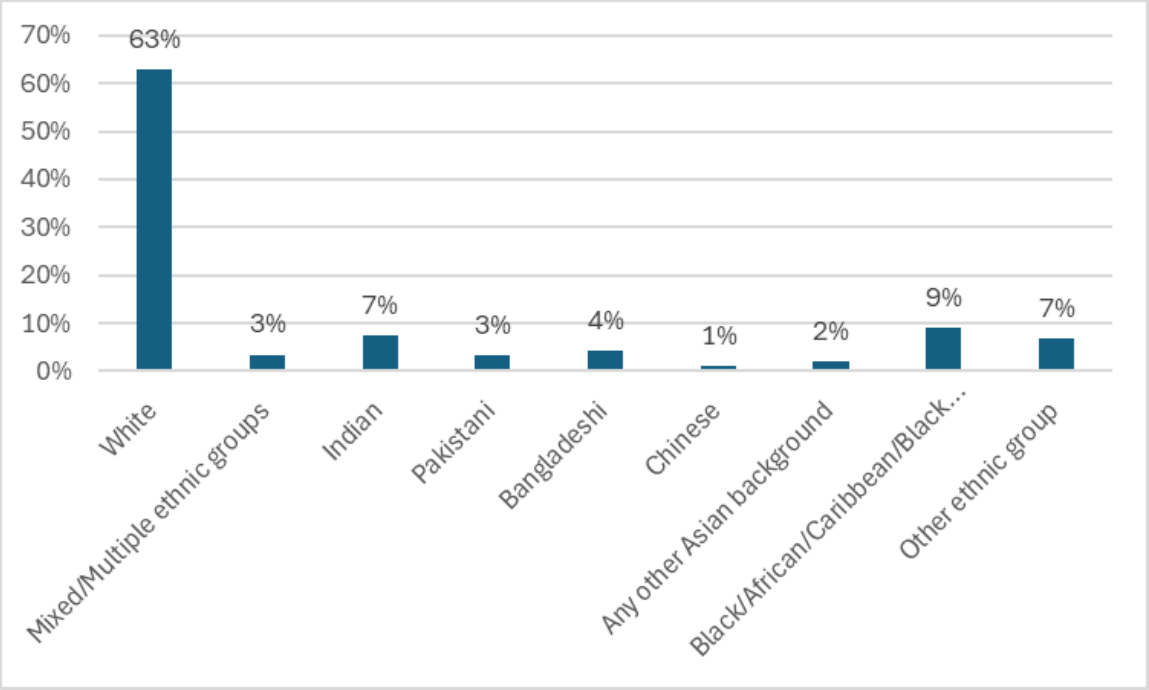

Figure 16 – Proportion of workers in the City of London by ethnicity (Source: ONS Annual population survey April 2024 – March 2025)

According to the annual population survey of those working in the City of London, the majority state that they are White (63%). This is a higher proportion than those who reside there. The next most common ethnicities are stated as Black (9%), Indian (7%) and other (7%).

Consultation

Almost 80% of consultation respondents described their ethnicity as White, with 10% of another, different ethnicity – most frequently mixed or multiple ethnic groups.

266 people responded to this question regarding their ethnicity as part of the consultation.

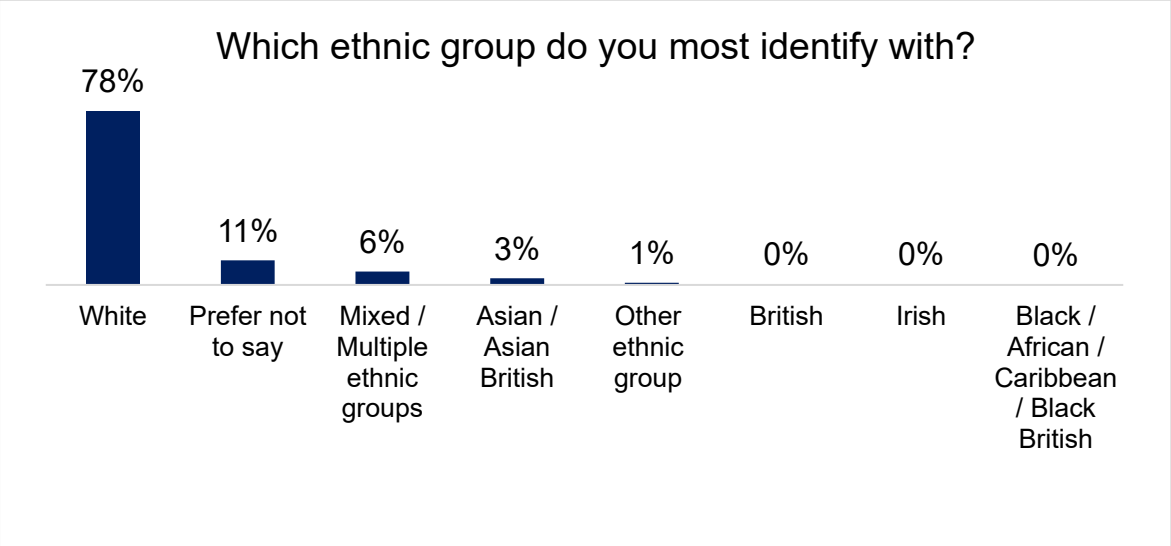

Figure 17 - Ethnicity Consultation Data, answers to the question 'Which ethnic group do you most identify with?'

Potential impact

TfL research shows that Black, Asian and Minority ethnic Londoners are less likely (4%) than other groups (8%) to cycle[8]. Analysis by TfL in 2010 found that Black Londoners made up only 8% of frequent and 10% of infrequent people cycling, but 13% of potential people cycling[9]. Improvements to provision for walking and cycling through this Aldgate to Blackfriars Cycle scheme proposal could therefore potentially benefit these groups more and enable more people from this protected group to cycle.

Religion & Belief

Evidence

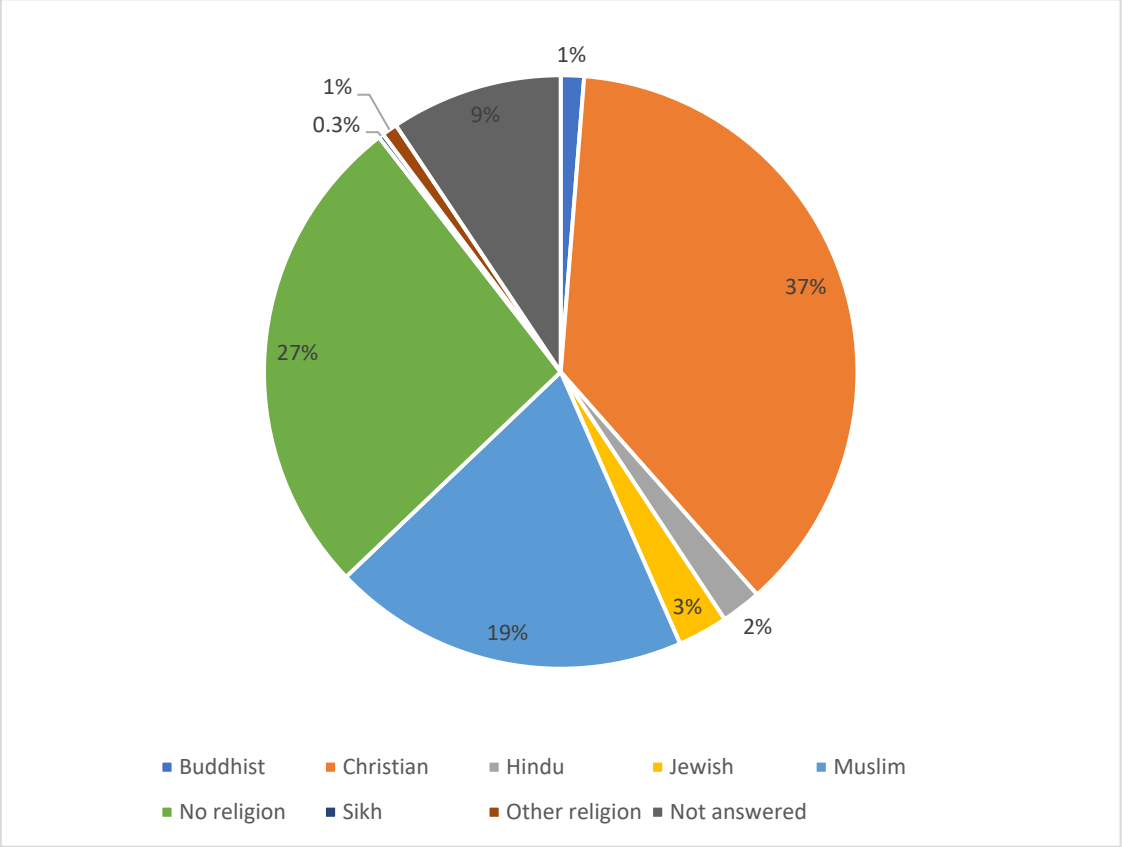

Figure 18 - Religion or belief in the City of London and Westminster (Source: Census 2021)

Individual data for City of London is not available in ONS 2021 hence City of London and Westminster data is used. 37% of the residents identify as Christian; this is slightly lower than London as a whole, 41%. 27% of residents do not follow or state a religion. 19% of the residents identify as Muslim, slightly higher than the figure of 15% for London. Other faiths recorded include Buddhist (1%), Hindu (2%), Jewish (3%), and Sikh (0.3%).

[8] https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf
[9] https://content.tfl.gov.uk/analysis-of-cycling-potential.pdf

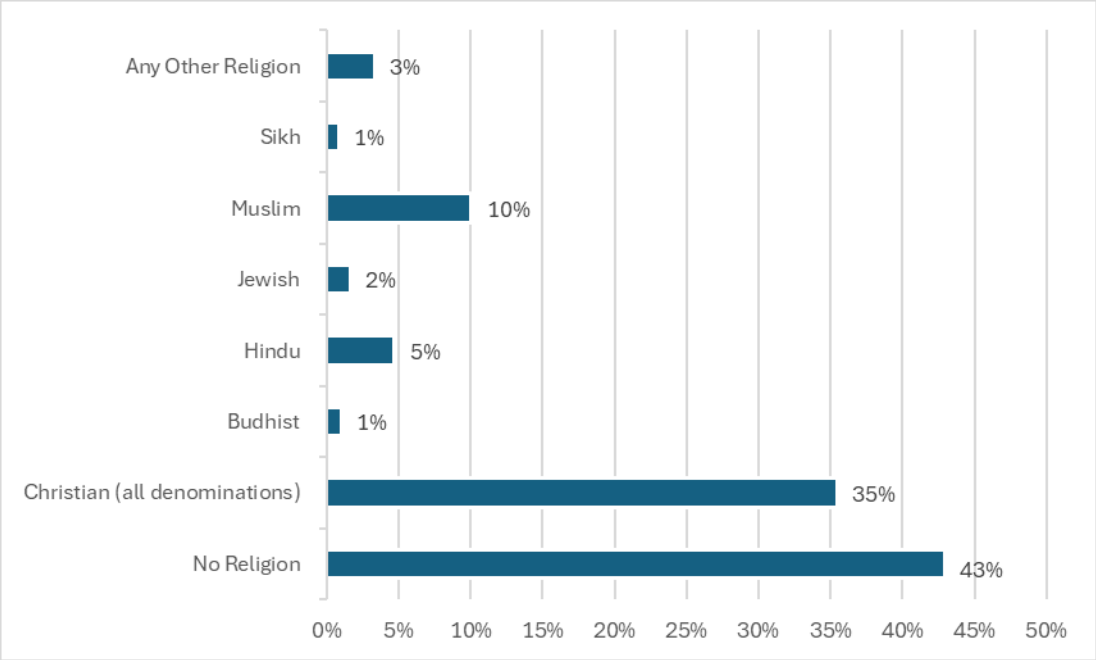

Figure 19 - Religion or belief in the City of London (ONS Annual population survey – workers April 2024 – March 2025

Data from the annual population survey for those employed in the City of London (in the graph above) shows that the majority of those who responded (678,086 responses) stated that they did not have a religion (43%), this is a bigger proportion than those who reside in the City of London and state that they do not have a religion (27%). The second most popular answer was Christian – 35%, this is slightly lower than the 37% recorded in the Census 2021 by those who live in the City of London.

Table 5 - Religious hate crime in City of London compared to London as a whole. Source: Government Hate Crime Statistics (Gov.uk)

	City of London			London		
	2021/22	**2022/23**	**2023/24**	**2021/22**	**2022/23**	**2023/24**
Total Religion	19	15	30	2,330	2,004	3,796

The rate of religious hate crime increased in the City of London by 100% between 2022/23 and 2023/24 significantly more compared to London as whole, 89.42% between 2022/2023 and 2023/24.

Consultation

There was no data collected on this group during the consultation.

Potential impact

There is currently no evidence to suggest that this proposal would have an impact on this group.

Sex

Evidence

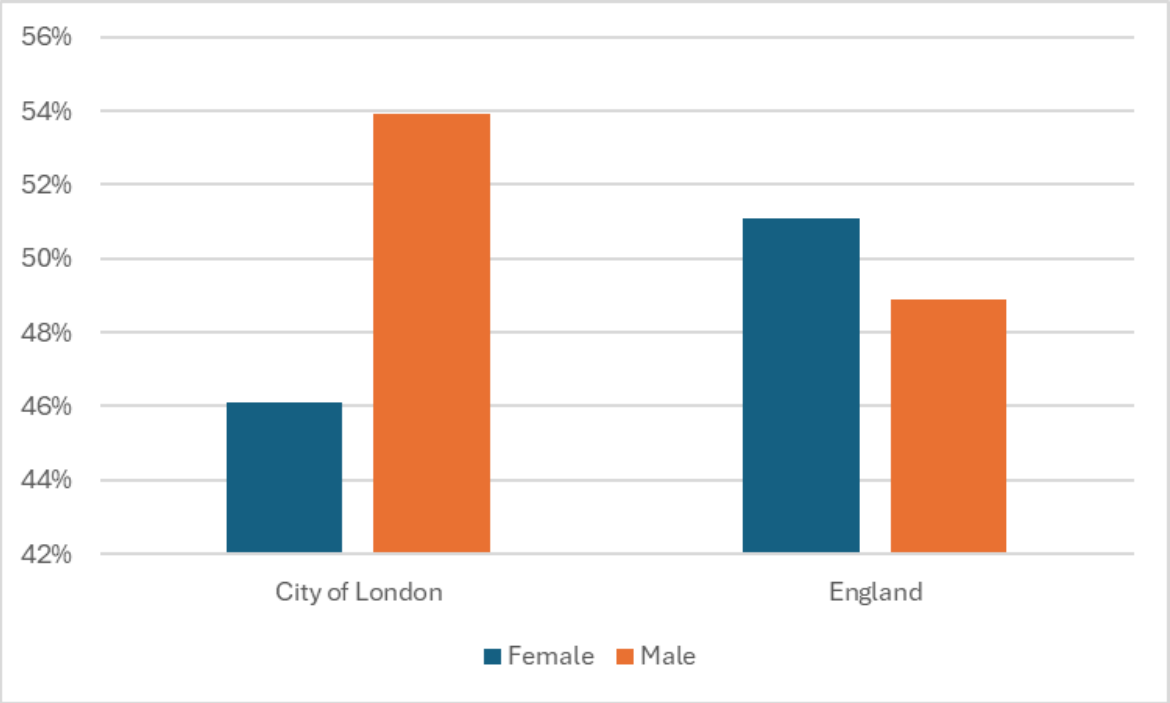

Figure 20 – Sex composition for the City of London compared to England (Source: Census 2021)

Data from the 2021 Census shows that there is a higher percentage of men (53.9%) in the City of London than women (46.1%), this contrasts with the country as a whole where there are more women (51.1%) than men (48.9%). This is based on the City of London's 11,600 resident population.

Significantly more people work in the City of London than live there. The ONS, annual population survey: April 2024 - March 2025 surveyed over 684,000 people employed in the City of London and found that 63% were men and 37% were women. Women are underrepresented as both residents and workers in the City of London.

The 'Travel in London: Understanding our diverse communities 2019' report by TfL shows that:

- Whilst daytime bus use among women (57%) is higher than that of men (43%), women are less likely to use night buses than men (64% of customers are men, 36% are women).

- Women are more likely than men to be travelling with buggies, shopping and/or children. For this reason, the car is often seen as a convenient mode of transport, presenting less of a barrier to completing journeys when laden. However, the cost and stress associated with driving encourages many to use public transport, particularly the bus which is perceived to be more child-friendly than other modes such as the Underground.

- Women are less likely than men to walk a child to school at least once a week (29% compared with 35% of men) and less likely than men to walk to pubs, restaurants, cinemas and other social places (52% compared with 62% of men).

- Conversely, women are more likely than men to walk to complete small errands such as getting a newspaper or posting a letter (81% compared with 76% of men).

There are several potential barriers that can prevent Londoners from using public transport more often. The most commonly cited barrier for both men and women is overcrowding on transport services. However, women are more likely to cite barriers that relate to crime and personal safety than men. Higher proportions of women say the following act as barriers to greater public transport use:

- Concern about anti-social behaviour.
- Fear of crime on the bus/train and getting to the bus/train.
- Fear of terrorist attacks.
- Risk of accidents.

A recent report, 'Safety in public space: Women, girls and gender diverse people, Good growth by design' published by the GLA in 2022 acknowledges that 'concerns around personal safety are a pervasive everyday experience of women, girls and gender diverse people in our city'. The same report outlines that gender-based violence and harassment is common in public spaces, with 71% of women in the UK having experienced some form of sexual harassment in a public space, this rises to 86% among women aged 18-24.

According to TfL's Travel in London Report 2023, private vehicles are the most used mode of transport to move daily in London, followed by public transport and walking. Women are more likely to make a trip by walking each day than men, at a rate of 0.89 trips per day compared to 0.79. Men are more likely to have cycled at least once in the last year, with 28% of men compared to 17% of women.

Consultation

A majority of consultation respondents (71%) described themselves as male. 22% described themselves as female, 5% preferred not to say and 2% preferred to self-describe.

346 people answered this question as part of the scheme's consultation.

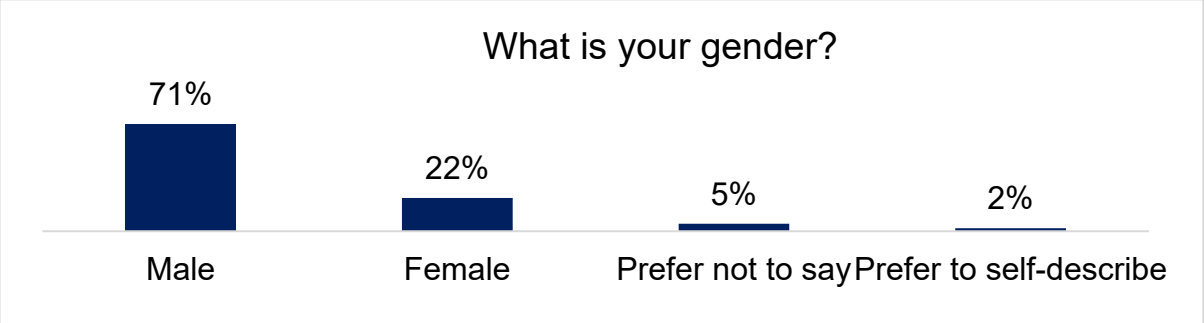

Figure 21 - Gender Consultation Data, answers to the question, 'what is your gender?'

Potential impact (positive)

The evidence suggests that the majority of those using this area are male, however the provision of cycle infrastructure is likely to particularly benefit women as studies have shown that women cyclists prefer cycle lanes separated from traffic, 'off road paths, compared to roads with no facilities'[10].

Sexual Orientation

Evidence

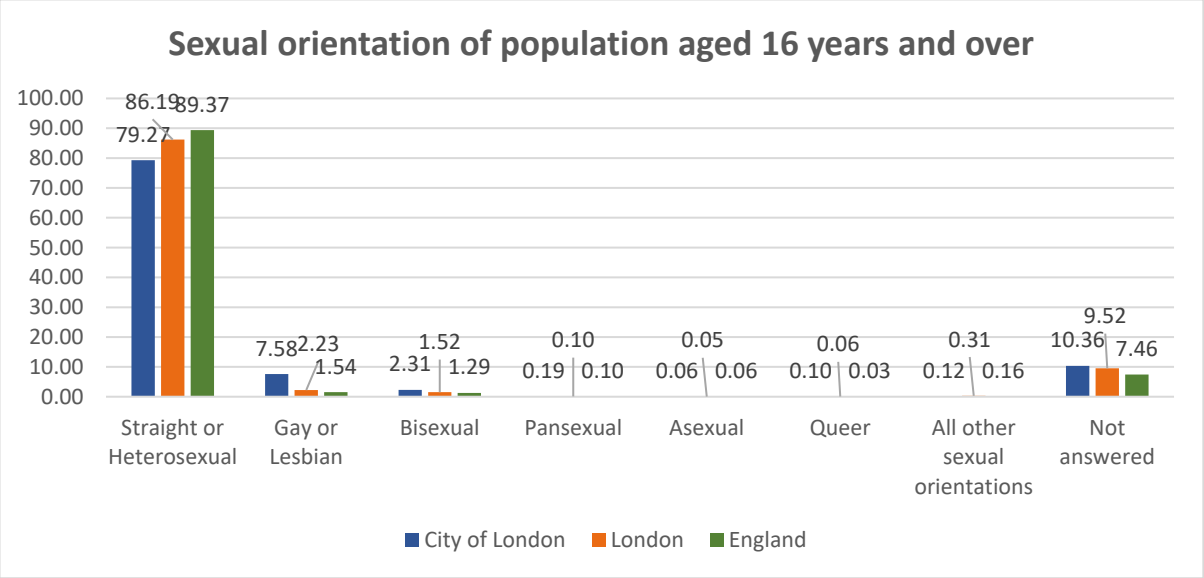

Figure 22 – Sexual orientation data for the City of London compared to London and England (Source: Census 2021)

[10] Nice.org.uk synthesis-of-evidence-pdf-430225309

Consultation

Just over 60% of consultation respondents identified as heterosexual/straight. 16% preferred not to say. 15% were gay or lesbian; 6% were bisexual and 1% preferred to self-describe. 275 people answered this question.

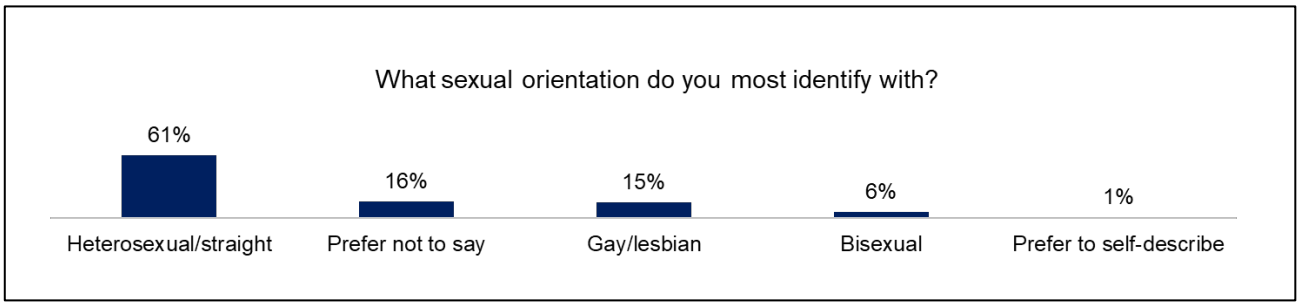

Figure 23 - Sexual Orientation Consultation Data, answers to the question, 'What sexual orientation do you most identify with?'

Potential impact

There is not currently thought to be an impact on this particular group.

Additional Groups:

Care leavers

Evidence

There is no evidence currently available for this group.

Consultation

No data was collected on this group during the consultation.

Socio-economic background

Evidence

The City of London has a high proportion of households who are not deprived in any dimension (59.8%), higher than that for England as a whole.

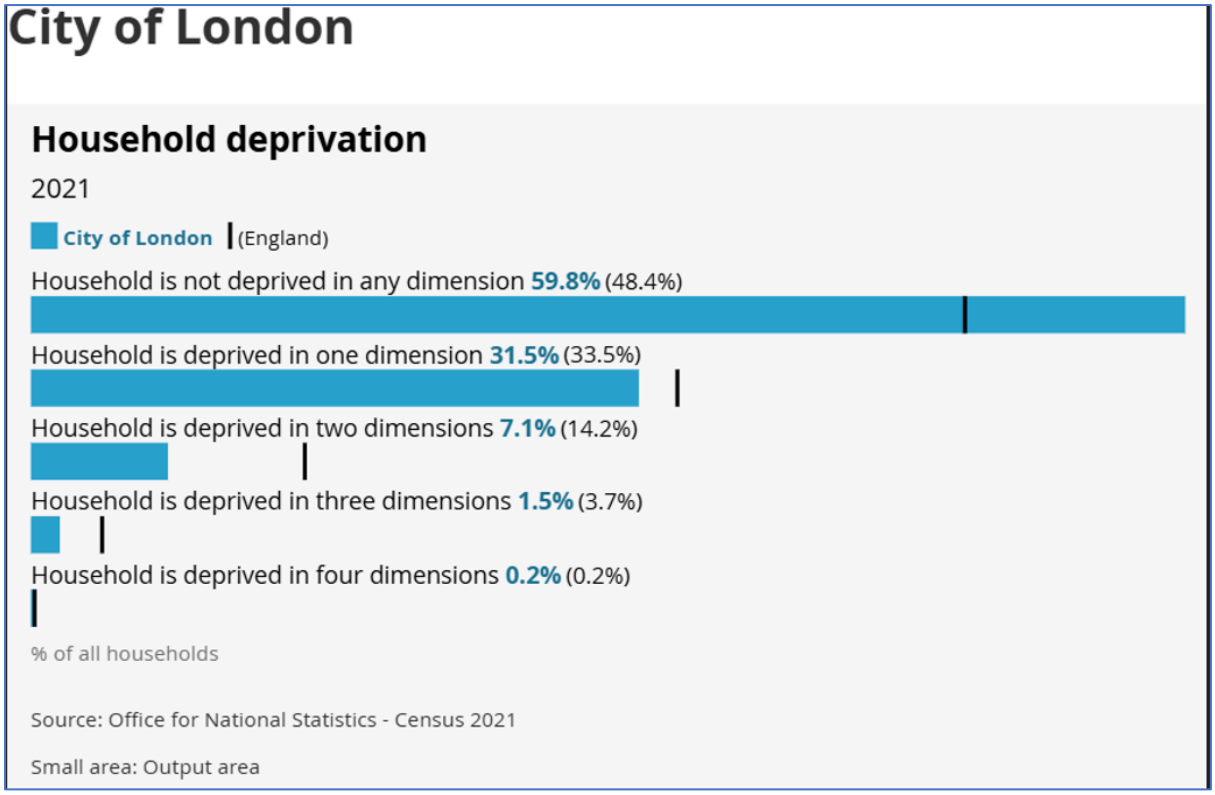

Figure 24 - Household Deprivation (Census 2021)

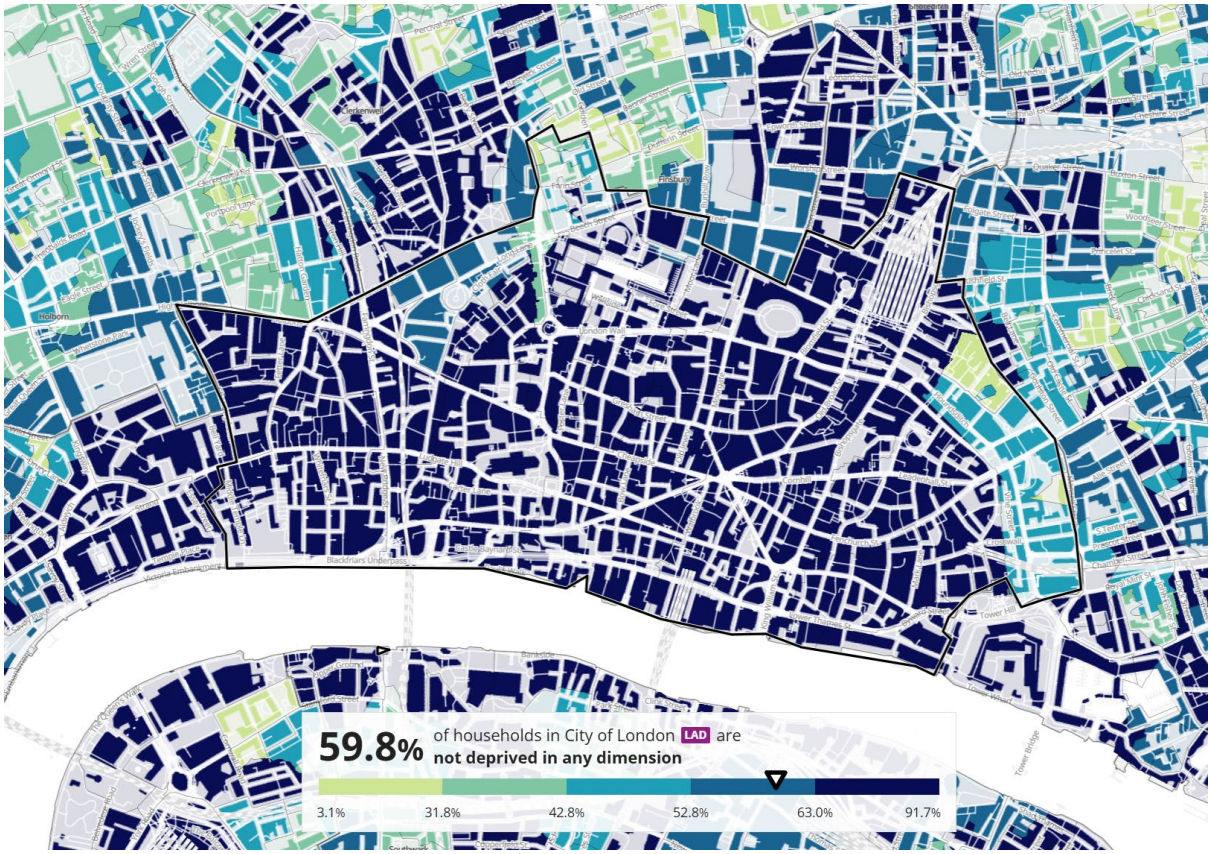

Figure 25 - % Households not deprived in any dimension (Source: Census 2021)

Consultation

Some consultation respondents chose not to specify their household's annual income.

Among those who did, 35% were in the £100,000+ bracket. 235 people answered this question.

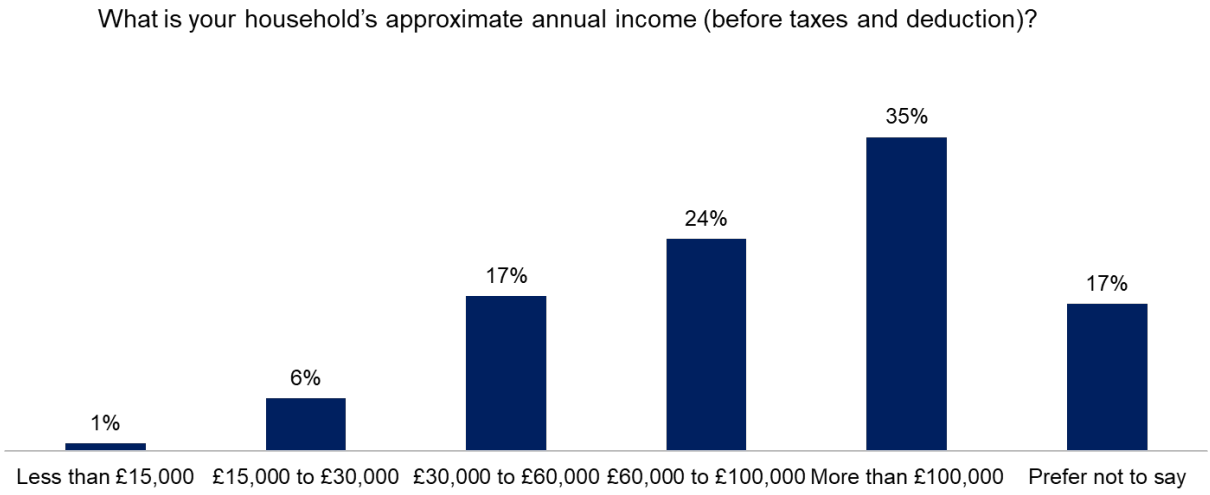

Figure 26 - Household Income Consultation Data, answers to the question, 'What is your household's approximate annual income?'

Potential impact

There is not thought to be an impact on this group, although enabling cycling through safer infrastructure will likely help those to travel using this more affordable mode.

Carers & Parents

Evidence

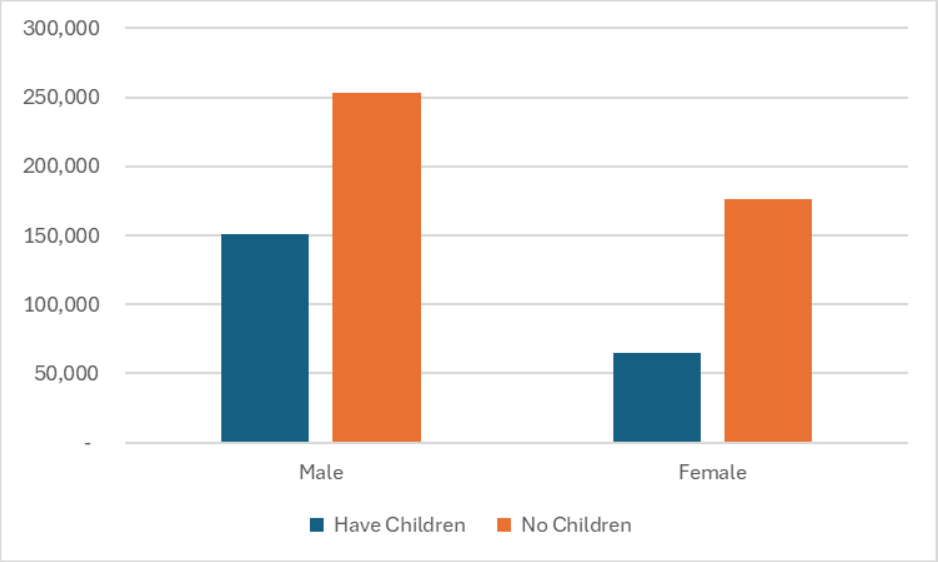

Figure 27: Parents (Source: ONS Labour Force Survey, filtered for those in employment in the City of London, July – September 2024)

Figure 27 shows the proportion of workers surveyed in the City of London who are parents. This is higher for male workers than female workers.

Veterans

There is no evidence currently available for this group.

3. STAKEHOLDER ENGAGEMENT

Outline any consultation/engagement activity and additional information gathered not outlined above (if relevant)

Include information on stakeholders involved, and methods used for engagement / consultation.

Describe any further work required on proposals as a consequence of engagement/consultation (if relevant)

Public consultation

A nine-week consultation on the proposals was undertaken from December 2024 to February 2025, utilising the Commonplace consultation platform, together with a series of public drop-ins. The consultation, which was open to anyone with a connection to, or interest in the area, collected more than 1,200 feedback responses from over 560 individuals.

A consultation report was compiled by Commonplace. Below is a summary of the key findings:

This feedback highlighted agreement with the proposals that was both strong and broad. Almost 80% of respondents agreed with the proposals, with almost two-thirds voicing strong agreement. Majority agreement was evident across those using different travel modes and with differing relationships with the City of London.

Agreement was particularly high among younger respondents (aged up to 54) and those identifying as public transport users and pedestrians. Note also that over 70% of those identifying as car users and taxi users agreed with the proposals. Those working and travelling through the area, were also notably supportive of the proposals.

Similarly high levels of support were evident in relation to the proposals for Queen Victoria Street west (83% supporting), Queen Victoria Street east (88%) and Aldgate (81%).

Common themes, threading across each of the proposals, focused on perceptions of the benefits of a safer environment in which cycling and walking was both encouraged and enabled via a strengthened cycle infrastructure and improved walking and wheeling experience. Respondents often detailed difficulties experienced, particularly when cycling, while currently travelling through these areas. In this context, their agreement and support was frequently offered on the basis of both envisaged personal gain and perceived area improvement. A number of practical suggestions for enhancement of the proposals were made with some

respondents suggesting extended or alternative measures alongside their overall support. In contrast, criticism of the proposals was far less evident.

Queen Victoria Street looking east

Figure 28 - Queen Victoria Street (Source: Images used in the consultation)

Queen Victoria Street looking east

Figure 29 - Queen Victoria Street (Source: Images used in the consultation)

Area Connection

The consultation attracted respondents with a wide range of area connections. More than half of respondents worked in the area (54%) or travelled through the City of London on their way to other places (51%). More than one area connection could be specified by respondents. 381 people responded to this question. Only 13% stated that they lived in the City of London.

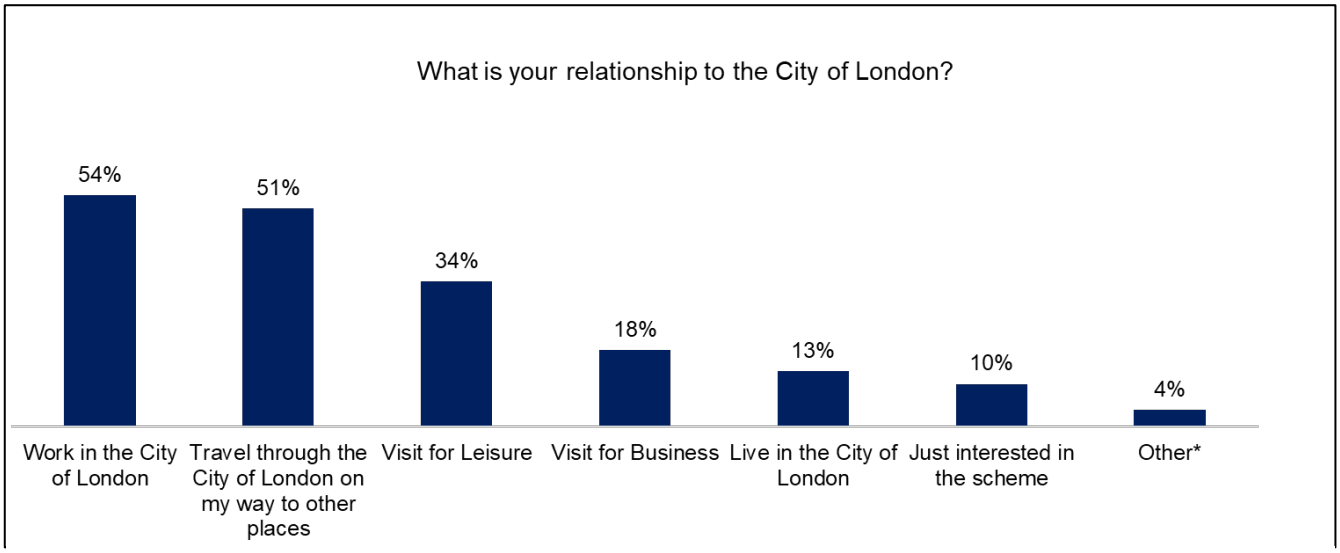

Figure 30 - Relationship to Area, Consultation Data

Additional engagement

Focus Groups Consultation Review by Transport for All (May-June 2025)

The City of London worked with Transport for All to gather the views of Disabled People and external stakeholders through focus groups. Below is a summary of the method used and the highlights from their findings. Please see TfA's reports for full details and recommendations from this piece of engagement.

Focus Groups with Disabled People

Transport for All consulted with 10 people (both online and in person) with lived experience of disability, who reviewed the cycleway from a variety of perspectives, taking a pan-disability approach, to understand the intersectional and diverse impacts. Looking through the plans and illustrations, they discussed current and potential barriers in relation to the proposed cycleway between Aldgate and Blackfriars, with their lived experience at the centre of the conversations.

Focus Groups with External Stakeholders

Transport for All liaised with key contacts at the City River Partnership and the London Cycling Campaign area representative, to facilitate a focus group and receive additional feedback on the consultation for the cycleway from Aldgate to Blackfriars, ensuring that different perspectives are considered.

Shared feedback across all focus groups:

1. Wayfinding and Visual Design

Participants across both groups identified consistent and accessible wayfinding as a priority. This includes the use of high colour contrast, uniform signage, and visual cues to help all users, particularly those with visual impairments or cognitive processing differences, to navigate safely. Both groups stressed that sudden layout changes or poorly marked transitions within the cycling infrastructure can be disorienting or dangerous.

2. Shared Space and Safety Concerns

There was a strong consensus that shared 'pedestrian–cyclist' areas are problematic. Both sets of contributors described these spaces as unsafe, particularly for disabled users who may need more space, time, or clearer boundaries to move safely. Due to this, all participants strongly agreed with the need to install physical barriers to segregate the cycleway from the pathway. The speed of people cycling, lack of awareness of disabled people crossing, and general unpredictability in these areas were also common concerns.

3. Support for Bus Stop Bypasses

Both the lived experience participants and stakeholders supported the continued use of bus stop bypasses. These were seen as an effective way to keep people cycling out of direct conflict with buses and heavy traffic while also maintaining a smoother flow of movement for all users. There was agreement that these features encourage broader participation in cycling, particularly among people who might otherwise be deterred by safety concerns. The only difference being the accessibility of safety for disabled pedestrians when crossing over the cycle track to/from the bus stop island.

4. Importance of Public Awareness Campaigns

Each group acknowledged that infrastructure alone cannot ensure safety or accessibility; public behaviour and understanding also play critical roles. Both groups supported the idea of awareness campaigns to educate people cycling, pedestrians, and other road users about respectful and lawful conduct, especially in shared spaces and areas of transition. There was also support for clarifying who is permitted to use cycleways, such as mobility scooters or adapted cycles.

Joint Recommendations

Both groups advocate for segregated cycleways with physical separation from pedestrians and traffic to reduce risk and confusion. They support the use of strong colour contrast, tactile wayfinding features, and consistent signage across the route. Both groups call for improved safety features at junctions and crossings, including dropped kerbs, countdown timers, and audible signals.

There is also mutual support for enforcing responsible behaviour among road users, particularly regarding e-bike use and obstructive cycle parking. Importantly, both lived experience participants and stakeholders agree that truly inclusive design must consider not just infrastructure, but also public education, maintenance, and long-

term policy coordination. These aligned goals provide a robust foundation for moving forward with the cycleway in a way that works for all.

Transport for All's Accessibility Design Review

Please see TfA's full report to read the details of their Accessibility Design Review. Here are the prioritised recommendations from that review:

To align the cycleway infrastructure with inclusive design standards and best practice, the following prioritised recommendations are proposed:

1. **Maintain a minimum 2m unobstructed footway** on all pavements.
    i. Inclusive Mobility, BS 8300.
2. **Ensure all pedestrian crossings include:**
    a. Tactile paving.
    b. Dropped kerbs.
    c. Audible signals.
    d. Adequate crossing times for slow-moving pedestrians.
        i. Inclusive Mobility, Highway Code, BS 8300.
3. **Clearly separate cycle and pedestrian areas** at bus stop bypasses using tactile delineators and surface contrast.
        i. BS 8300, Inclusive Mobility, LTN 1/20.
4. **Introduce accessible wayfinding and rest features**, including:
    a. Tactile or audio signage.
    b. Regular seating.
    c. Tactile maps and / or floor guides.
        i. Inclusive Mobility, BS 8300.
5. **Audit relocated coach bays** to ensure they do not obstruct pedestrian routes or reduce visibility at crossings.
        i. BS 8300.
6. **Ensure cycleways accommodate Class 2 and Class 3 mobility scooters and wheelchairs**, including:
    a. Appropriate surface width and quality.
    b. Step-free access.
    c. Safe transitions and gradients.
        i. Highway Code, Inclusive Mobility.

7. **Implement additional best practice accessibility features**:
    a. High-contrast markings and non-slip surfaces.
    b. Shadow-free lighting.
    c. Consistent design elements across the route.
    d. Visibility enhancements (e.g. colour-contrasted cycle racks and bollards).
        i. BS 8300, LTN 1/20, Inclusive Mobility.

These recommendations are important to ensure the proposed plans meet the accessibility, safety, and inclusivity standards in the UK and best practice guidance. These will also promote inclusive, sustainable and active transport, upholding equity and safety for all.

Transport for All's work is rooted in the Social Model of Disability, understanding that the design of the environment can create barriers that prevent Disabled people to fully access and participate in society.

Members' Briefing 18 June 2025

On the 18 June a Members' briefing and site visit took place to specifically to discuss the issue of the bus stop bypasses contained within the design of this scheme proposal. Those groups who attended and contributed this meeting were:

- London Cycling Campaign (LCC)
- Living Streets
- NFBUK
- RNIB
- Wheels for Wellbeing
- Guide Dogs (not in attendance but sent a briefing paper in advance)

Below is a summary of key points made by those in attendance:

LCC – Simon Munk, Head of campaigns and community development made the following points

- The City's Transport Strategy is very progressive and the LCC are very supportive of it. It shows that the City care about road danger and mobility.
- The LCC want inclusive mobility and want people to be able to get around safely. They support concerns being dealt with carefully and with sensitivity and evidence based. LCC want to ensure that the designs are made as safe as they can be.
- They want the Committee to consider other street elements and how they all fit together. LCC stated that the roads here are really complicated. This discussion risks missing the bigger picture of inclusive mobility.
- LCC referenced the evidence relating to bus stop bypasses and how safe they are. The LCC supported Bank junction – even though this is not a perfect scheme. It has increased safety and reduced road danger. LCC wants the designs to improve where they can and wants the scheme to continue.

- Alternatives to bypasses are not great. They do not want delay. LCC stated that the key focus should be safety and how conditions can be improved inclusively. Cycle tracks are a necessity, especially at bus stops to reduce conflict between people cycling and buses.
- Evidence was cited that the introduction of facilities increases the diversity of people cycling including race, religion, women, children and disabled users. The LCC stated that they want to find common ground and to tackle the issue of road danger and unnecessary car use.

Living Streets – Sam Wakeling made the following points.

- They want better conditions especially for people walking and people walking with mobility aids and those wheeling.
- Living Streets carried out a government funded study on bypasses over the last 3 years. They spoke to lots of designers in the UK as well as internationally. They carried out detailed observations of a number of sites (10) to see how they currently work. It was clear from this that for those who are visually impaired there was a difficulty in crossing the cycle track to get to the bus stop island (and vice versa) and that will always be the case. They did not find any alternative design where there are heavy flows of traffic and being able to protect people cycling.
- Living Streets acknowledge that bus stop bypasses have issues but they are necessary for cycle safety. They would recommend that full traffic lights are used sparingly.
- Living Streets saw bus stop bypasses in the context of the level of accessibility on the streets, which was often poor. Living Streets think it is important to continually improve the design and recommend to have signalised crossings on the busiest ones only. Their study found no cycling on the pavements at these bus stop bypass sites as there was adequate provision.
- Living Streets' advice to Committee Members is that this is necessary and should focus on leading the process of designing the mitigations.

NFBUK – Sarah Grayton made the following points.

- Blind people have limited mobility options, but they can catch the bus independently and need a lot of training to do this, either with a cane or a guide dog. This is why bus travel is so important to this group. They can't hear people cycling over the traffic.
- NFBUK noted that there has been an explosion of micromobility, e.g. Lime bikes. This morning, they witnessed a person jumping back as an e-scooter went towards them.
- NFBUK stated that Blind people are being ignored and they see this as discrimination. They stated that there is evidence of problems of this design feature in Denmark.
- They want LTN1/20 to be rewritten as it is not working. NFBUK say that designs like this are taking away the ability to travel independently for some blind people. NFBUK also warned against two-way cycle lanes and referred to

Professor Nick Tyler's research. They stated that there is a risk that schemes will not be fit for purpose.

- They want the cycleway scheme to be paused and more engagement with disability groups. They want people cycling to slow down. They quoted the UN convention on the rights for disabled people as well as the Equality Act. They want a halt on the delivery of bus stop bypasses. A lot of their members used to cycle. They feel like they have been ignored for 10 years.
- NFBUK state that visually impaired people can get disoriented on a large bus stop island. NFBUK do not want cycle routes on busy bus routes, they want alternative routes.

RNIB – Mike Wordingham made the following points.

- Last month RNIB produced their All Aboard publication. Bus stop bypasses create several challenges for those who are visually impaired – they have to locate the cycle track, ascertain if the crossing is clear and then safely cross the track.
- Bus stop bypasses have severe effects on those who want to travel by bus. RNIB have carried out a survey and 87% of those who encountered this design feature say that it was harder to reach the bus stop. Some make fewer journeys or altered journeys. 14% no longer go out because of this. RNIB state that the stress can be severe and long lasting.
- They urge the delivery of bus stop bypasses to be paused until there is full consultation and a design solution that works for everyone. Sam Fothergill – Lawyer for RNIB spoke with regards to the EqIA and quoted that the public sector equality duty needs to have due regard to promote equality and not to discriminate, disadvantage needs to be anticipated and eliminated.

Wheels for Wellbeing (WfW) – Kate Ball made the following points.

- WfW are a pan impairment charity based in London. WfW stated that there are lots of barriers to accessing buses and they are essential for some people. However, some people have to use cycles and class 3 mobility aids and cannot use the bus. WfW stated that there are substantive rights under the Equality Act in both categories. A balance needs to be struck and there is a need for routes that work for everyone.
- Cycle provision enables some disabled people to make journeys that are currently excluded from all modes. The national situation is very different from the City of London. Many bus stop bypasses nationally don't meet current guidance. People need the means to detect cycle lanes, they need improved sightlines and better surfaces in all weathers.
- WfW would support wider area treatments and reduction in street clutter, as well as education campaigns for safer cycling. There is a need to make sure delivery riders are safe and don't use unsafe devices (APG report). A moratorium on bus stop bypasses will prevent people cycling from being safe. WfW don't want to prevent this. They want bus stop by passes to be delivered with mitigation. Crossings are needed at busy locations and detectors are

needed for those who are visually impaired as well as for neurodivergent people.

- WfW state that current cycling conditions are dangerous as there is no provision for inclusive cycling – it is not safe to share space with an HGV. WfW referred to their hierarchy of design options and stated that bus stop bypasses should be used for inclusive cycling.

4. DECISION MAKING (MITIGATIONS AND CHANGE)

After completing steps 1-3, please outline your informed decision.

Possible outcomes could be that:

a. **No changes are required; there is no negative impact or discrimination**
b. **Available actions have been taken to remove or minimise potential negative impacts**
c. **Adjustments to the proposal to remove or minimise potential negative impacts – monitoring and regular review will take place to manage this with a view to taking further mitigation actions**
d. **Where a negative impact is identified that is not unlawful discrimination, or where discrimination can be objectively justified- justify and continue with the proposal: there may be other factors (such as other proposal aims or financial constraints) that make it reasonable to adopt the proposal, despite the negative impact – potential impacts will be monitored and kept under regular review. Please seek advice from the EDI team and the Legal team before making the decision.**
e. **You decide not to take the proposal forward.**

Following the consultation and further engagement that took place with representative groups and Committee Members it is considered that refinements to the bus stop bypass design could be made.

These could include further investigation into how the designs can be improved. At the Bus Stop Bypass Members Briefing on 18th June 2025 the following were suggested as design mitigations for the bus stop bypasses in this proposal:

- Noise indicators to alert those who are blind or visually impaired of an approaching person cycling (although this will be difficult if in close proximity to other crossings with audible noises).
- Belisha beacons on the zebra crossings over the cycle track behind the bus stops.
- Cameras to detect presence of people cycling and to alert those who are visually impaired and wishing to cross.
- Investigate signalised crossings for people cycling instead of zebra crossings.
- Investigate design solutions to assist visually impaired people to find the crossing point.
- Investigate the crossing design to encourage considerate cycling.

Reference was made to the trials in Greater Manchester as well as orientation training for those who are visually impaired.

Please refer to the EQIA guidance when completing this form

5.MONITORING AND REVIEW

How will you monitor and review the impact (positive or negative) of the proposal once it has been put into effect, if so, how? What are the timescales for reviewing the EQIA once proposals are implemented?

This may take the form of an action plan.

Monitoring and Review Plan

- Road Safety Audit – Stage 3 (0-3 months post completion)
  To ensure the delivered infrastructure is as safe as practically possible for all users.

  Any issues identified are considered and actioned appropriately

- Stakeholder engagement feedback (at 6 months post completion)
  Receive stakeholders' comments on the scheme now in operation
  Carefully consider comments and actioned appropriately

- Monitoring study (at 6 months post completion)
  Collect data to provide an evidence based approach to the scheme review
  Draw out scheme conclusions

- Review EQIA (6-12 months post completion)
  Include new data and engagement feedback into EQIA
  Update the EQIA where required

- Committee Outcome Report (6-12 months post completion)
  Assess scheme delivery & outcomes
  Key conclusions
  Assessment of risks & issues
  Benefits realised
  Improvement reflections

Please refer to the EQIA guidance when completing this form

Section 3: To be completed by ALL

6.RECORDING YOUR DECISION AND SIGN-OFF

1. Submit to your line manager for review and sign-off
2. Submit to Director or Chief Officer (as relevant) for sign-off
3. Where possible, share the final document with the corporate EEDI team

Outcome

Proceed with the delivery of the cycleway scheme, as the identified negative impacts are not considered unlawful discrimination and can be objectively justified. However, refinements to the proposal will be investigated where possible to remove or minimise potential negative impacts. Post-delivery monitoring will continue, and where appropriate and feasible, further mitigation measures will be considered.

Sign off

1. Lead Officer of the EQIA
2. Author completing EQIA

Name	Albert Cheung	Linda Kulahcigil
Job Title	Street Space Engineer	Principal Transport Planner - NRP
Date	18/08/25	18/08/25
Signature	Albert Cheung	Linda Kulahcigil

3. Line Manager

Name	Sam Lee
Job Title	Head of Street Space Planning
Date	26/08/2025
Signature	Sam Lee

4. Senior Manager or Chief Officer

Name	Bruce McVean
Job Title	Assistant Director – Policy & Projects
Date	28/08/2025
Signature	Bruce McVean

Once this form has been signed off, please send a copy of the form to the EDI Team: CSPT.EDI@cityoflondon.gov.uk

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Appendix 5

Members' Briefing Papers

London Cycling Campaign
Living Streets
Royal National Institute of Blind People
Wheels for Wellbeing
Guide Dogs

London Cycling Campaign briefing on "bus stop bypasses" for City of London

June 2025

What is a floating bus stop? And why are they needed?

Floating bus stops such as Bus Stop Bypasses (BSBs) are what happens broadly where a cycle track goes past a bus stop. Without some form of floating bus stop, cyclists are expected to rejoin the road through the bus area. There are no alternative designs that cities have found yet for cycle tracks that pass bus stops that aren't some form of floating stop – so the main alternative done in some areas is to just end the track, forcing cyclists to rejoin the carriage through the bus 'cage' where the bus stops.

Just like with poor junction designs, we know the end result of doing that is road danger for those who currently cycle *and* a hostile barrier to cycling for those who would cycle if a continuous cycle track was available. Research including 'The Near Miss Project' shows women, children, the elderly and Disabled people are impacted more by gaps in provision. Absence of floating bus stops also means two-way cycle tracks along bus routes cease to be deliverable.

Active Travel England (ATE) has produced guidance on bus stops (TfL also, as below). It says: "Cyclists should be protected from buses, with interactions between pedestrians and cyclists being low-level. Well-designed bus stop bypasses help to reduce conflicts between cyclists, buses and moving traffic… Bus stop bypasses… [have] the potential to introduce conflicts between pedestrians and cyclists…. To minimise potential conflicts, the layout of a bus stop bypass must [consider] design details." In other words, there is good guidance already on how to design floating bus stops to minimise risks to any pedestrians, conflict etc. and conflict levels are low.

Could the City reduce motor traffic enough to avoid cycle tracks on bus routes?

No. The main alternative for the City to avoid the necessity for cycle tracks and therefore bus stop provision would *theoretically* be to reduce private motor traffic to such an extent the City could deliver a coherent cycle network entirely on streets with very low motor traffic volumes. Most guidance (such as DfT's LTN 1/20 Fig 4.1, p33) suggests above 2-3,000 PCUs* daily on a street, most people will not cycle when mixing with motor traffic. *(* PCUs or 'Passenger Car Units' are a measure of motor traffic volumes taking into account sizes of vehicle. A cycle is generally 0.2 PCUs, a car 1, a bus or coach 2, an HGV lorry 2.3.)*

Every main road in the City far exceeds such PCU levels. A no cycle tracks approach in the City would therefore require removal of the vast majority of motor traffic on most roads and still likely wouldn't enable children, the elderly etc. to cycle comfortably there – as we know these groups will only cycle on roads with coherent cycle tracks or on roads with far lower levels of traffic still: hundreds not thousands of PCUs daily. This would mean traffic reductions far in excess of current strategy and seems unlikely to be (politically or logistically) deliverable.

Assuming the City is not realistically about to become a giant Low Traffic Neighbourhood (LTN) with little in the way of buses, construction lorries or taxis then for the City's stated transport targets cycle tracks will be needed on some 'main' roads, including ones with bus stops – both to increase cycling rates and to increase safety, but also to increase cycling diversity.

TfL's Bus Stop Bypass Safety Review 2024

TfL and others internationally have studied floating bus stops. TfL analysis suggests the risk of a pedestrian being injured at a BSB is "very low" particularly when "compared to… the wider [road] network." TfL's evidence also shows "slightly more disabled or older boarders at bus stops with bypasses, compared to bus stops without bypasses… and bus boarding patterns for older and disabled people found… a bus stop bypass did not subsequently affect overall numbers using that same bus stop." In other words, Disabled or elderly people are not changing travel patterns to avoid BSBs. This is echoed by other data, for instance from Brighton where use of routes by Visually Impaired people with "bus stop boarders", a type of floating bus stop, has risen.

TfL also mention the 2020 University of Westminster study that found “protected cycle infrastructure reduces risk of injury by 40-65 per cent for people cycling”. Floating bus stops are necessary for cycling safety and diversity, are uncontroversial across most of Europe and are not dangerous or causing significant barriers to mobility, based on TfL and other evidence.

Can’t we just wait until better designs emerge?

Again, no. Significantly delaying rollout of BSBs means risks for the City achieving its transport strategy targets and delivering appropriate levels of mode shift to cycling etc. And there is no clear, rapid path to improvements that hasn’t been considered or isn’t being rolled out already (via TfL’s design guidance, for instance).

LCC is very much in favour of improving design guidance as these designs progress. But delays cost lives and will impact your delivery of your transport strategy. And TfL has already produced extensive design guidance that highlighted that most ‘issues’ with current floating stops are on those not yet brought up to the latest standards.

Good design guidance for floating bus stops must at heart be evidence-led and also flexible enough to continue rollout – without so heavily adding to cost or reducing feasibility of delivery – so the City can realistically hit its targets and fulfil its strategy.

Vision Zero and the ‘safe systems’ approach

Central to the City transport strategy, as well as TfL transport strategy is a ‘Vision Zero’ approach to safe streets. This utilises a ‘safe systems’ approach to tackling the biggest issues as a priority. *All* street designs and associated design decisions in the City – from junctions, to speed limits and speed results, pedestrian guardrailing, bollards, kerbs, side roads, narrow pavements, paving slabs etc. - need carefully prioritising by the size of risk and size of barrier to mobility they pose, particularly for those who already face the largest barriers to safe and comfortable movement.

If the City of London wants to keep momentum in improving safety outcomes, rising cycling rates and safety for pedestrians too, cycle tracks are a priority and must provide constant protection from other traffic. We also need to ensure the best possible design guidance is developed that takes into account everyone’s needs to ensure streets are more inclusive, as new street layouts rollout and the City changes. Design inevitably does mean some level of compromise, conflict even between road users, but the evidence says floating bus stops broadly work and are needed.

Inclusive Design at bus stops and continuous footways

Living Streets is the UK charity for everyday walking. We ran a major research study, looking at bus stops where there is also a cycle track, over three years (ending 2024).

We wanted to understand whether bus stop bypasses/floating bus stops were necessary, were effective, and whether they make streets more or less inclusive.

One of our ten 'detailed study sites' was on New Bridge Street, Blackfriars (City of London).

Our conclusions point to a complex and nuanced situation.

We are clear that further work is needed to ensure all those concerned are involved in evaluating whether our conclusions are correct, and in testing and/or refining the proposed design enhancements. A starting point is a series of pilots, and disabled people should be at the heart of this work.

What follows is an informal and greatly simplified summary to accompany an in-person briefing. This document's content should not be reproduced separately.

More formal information can be found at:
www.livingstreets.org.uk/inclusivedesign.

Purpose

- There has been confusion over the purpose of bus stop bypasses
- The purpose of bus stop bypasses is not primarily about separating cyclists from buses, nor the convenience of cycling, but because continuing a cycle track at a bus stop provides overall protection from traffic.

Evidence of exclusion/disadvantage

- There is inconsistency in current design approaches.
- Existing British bus stop bypasses do not reliably allow a blind or partially sighted pedestrian to stop cyclists.
- The level of cycling, along with the complexity of the environment, dictate the overall level of impact.
- The level of discomfort or difficulty most people experience in using these bus stops, when well designed, is very low.

Current attempts to mitigate issues

- Zebra crossings don't work reliably, but for complex reasons that are rarely understood/discussed
- Some of the features that have been used to try to slow cyclists may be having effects that are the opposite of those desired

Avoiding the use of bus stop bypasses

- Entirely ruling out the use of bus stop bypasses is not a viable option.
- It is preferable to avoid the need for bus stop bypasses in as many locations as is practical.

Minimum design quality

- Any design enhancements will only be effective if the basic design follows some key principles, which we outline.
- In absolutely all cases there must be sufficient space for accessible design, including sufficient footway width and a bus stop island/platform which can be easily negotiated using a wheelchair or other mobility aid.
- Many existing bus stop bypass designs do not meet the standard and principles we outline.

Three characters of site

The problems that bus stop bypasses create, and the enhancements needed, vary greatly according to the environment. We identified three broad site characters

- very quiet-simple,
- moderately busy-complex, and
- very busy-complex.

Possible design enhancements

For the most busy-complex sites traffic lights are needed to create safe crossing opportunities. These should **not** be used at the other sites.

For moderately-busy moderately-complex sites we propose the testing of three new approaches to provide pedestrians who need it with extra support to cross.

These enhancements should be designed on the basis that they will only be used rarely and by very few pedestrians, using a push-button system. They are:

- A detection system producing a sound/tactile signal as cyclists approach
- An AI based system, informing pedestrians about cyclists
- A highly-visible flashing lighting system, activated by pedestrians who want cyclists to know they are crossing.

It may be valuable to combine these approaches.

Cycle Tracks at Bus Stops

June 2025

RNIB

See differently

About Sight Loss in the UK (table has 1 row, 4 columns)

Every day 250 people start to lose their sight	More than two million people have sight loss	320,000 registered blind or partially sighted	Age-related macular degeneration is the leading cause of blindness in adults.

Summary

- Currently, there are no designs of cycle lanes at bus stops that enable blind and partially sighted people to safely cross the cycle lane to access buses. Whilst this remains the case, we should halt the building of bus stops with cycle lanes.
- Bus stops should be designed such that all passengers can continue their journey without crossing a live cycle lane.

Opportunity to make bus travel more inclusive

RNIB supports the Government's ambition to promote walking and cycling, but this must be underpinned by inclusive infrastructure. Getting the design right from the outset is essential. Retrofitting for accessibility is more expensive and leaves blind and partially sighted people excluded until changes are made.

Bus travel is a lifeline for people with sight loss

Blind and partially sighted people, who are excluded from driving, rely heavily on public transport, especially buses, as their main way of getting around. 83 per cent of respondents to a recent RNIB survey said it was "very important" for them to have the option to travel by bus and 95 per cent use buses at least monthly. If buses aren't accessible, it can leave them further isolated with few or no alternatives.

Accessible bus travel is even more vital because street design is often so poor—cluttered pavements, inaccessible crossings, and pavement parking mean that walking can be difficult or impossible. Many blind and

partially sighted people report using buses for even short trips just to avoid dangerous or inaccessible routes.

Cycle lanes at bus stops aren't safe for blind and partially sighted people

Floating bus stops pose significant challenges for blind and partially sighted passengers. They must first locate the often hard-to-detect cycle track, judge whether it's safe to cross, and then navigate to the bus shelter on the island. These difficulties come on top of the many barriers they already face when accessing public transport.

A recent RNIB study into bus travel found that, of the approximately 400 survey respondents who have encountered this kind of bus stop:

- 87 per cent report that bus stop bypasses make it harder for them to reach the bus stop.
- 59 per cent are prevented from using buses at bus stop bypasses.
- 55 per cent have changed their routes to avoid bus stop bypasses.
- 49 per cent make fewer journeys to avoid bus stop bypasses.
- 14 per cent no longer go out because of a bus stop bypass.

Blind and partially sighted survey respondents told us:

"I have been knocked down when crossing over the cycle path to get on a bus."

"Floating bus stops are a complete nightmare, and I will use a different stop if at all possible. They simply are not safe for me to navigate, and I put myself and my guide dog at risk when I am forced to use them. The design is not consistent; it is potluck whether I will find the crossing or not (or if it has one!). There is no mechanism for me to stop cyclists or e-scooters so that I can cross in safety. In a busy and chaotic place such as London this is a recipe for disaster."

Research by Guide Dogs has found higher physiological stress levels in blind and partially sighted people at bus stops with cycle lanes. Physical effects of increased stress can be severe and long-lasting with repeated exposure.

Despite their well-known risks, these bus stop designs are being rolled out in growing numbers by local authorities across the UK. With no standardised approach, they continue to put blind and partially sighted people in harm's way.

About RNIB

The Royal National Institute of Blind People (RNIB) is one of the UK's leading sight loss charities and the largest community of blind and partially sighted people. Every day 250 people begin to lose their sight. We want society, communities and individuals to see differently about sight loss.

Bus Stop Bypasses

– Wheels for Wellbeing briefing for City of London event 18th June 2025

1 Principles for accessible journey-making

Key principle: Everyone should have safe, accessible transport options that they can use to make the local journeys they want and need to make.

(i) The Equality Act (2010) requires service providers to make anticipatory reasonable adjustments for Disabled people "to approximate the access enjoyed by disabled people to that enjoyed by the rest of the public."

(ii) Some Disabled people need to use walking/wheeling and buses/public transport to make essential journeys, and cannot make these journeys other ways.

(iii) Some Disabled people need to use cycling, mobility scooters and other above-walking-speed mobility options (amplified mobility) to make essential journeys, and cannot make these journeys other ways.

(iv) Some Disabled people need to use private motor vehicles (including taxis and private hire vehicles) to make journeys, and cannot make these journeys other ways.

(v) Presently, poor accessibility of all travel modes in the UK unfairly disadvantages many Disabled people. Poor safety and accessibility of infrastructure and vehicles, poor access to mobility aids (including cycles) and vehicles, and disabling societal attitudes are all factors worsening Disabled people's access to journey-making.

(vi) Both measures taken and not taken to improve accessibility for some groups of Disabled people using some travel modes can worsen access for others. For example, a decision not to install modal filters on one entrance to a street because some Disabled people using motor vehicles may be excluded from making trips by longer driving routes, will exclude some Disabled people walking/wheeling, cycling and using amplified mobility due to the risk of being injured or killed in collisions with motor vehicles. Collaborative working with pan-impairment Disabled experts is needed to negotiate best practice solutions to access frictions.

(vii) Reducing private motor vehicle use by non-disabled people is necessary to achieve mobility justice within an equitably accessible and safe transport system. This applies whether the vehicles are combustion engine driven, electric, owner-driven, private hire, human-controlled or autonomous: All contribute to excessive hazard to Disabled people, inaccessibility of public spaces and environmental harm including climate damage, which disproportionately affects Disabled people.

(viii) Systems including legislation, funding, guidance, enforcement and infrastructure must facilitate and prioritise journey-making using travel modes that cause the least harm and most benefit to individuals, wider society and the environment, **that are also accessible for the person or people making the journey.**

We consider that dangerous and illegal e-cycle and e-motorcycle use by gig economy riders needs to be urgently but separately addressed by measures to make the companies commissioning the services of these riders responsible for their riders' devices and behaviour.

Wheels for Wellbeing – Charity no.1120905 / Company no. 06288610 ref CoLBus06/2025
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2 Bus, cycle and pedestrian infrastructure for best practice pan-impairment, pan-modal accessibility

Improved funding for and levels of access/orientation training and support for Disabled people using all modes is needed, especially where changes are made to infrastructure. This applies to all schemes, whether or not the infrastructure includes bus routes or protected cycle tracks.

2.1 Hierarchy of design option accessibility for all Disabled people on bus routes

Bus stop bypasses are presently an essential part of inclusive active travel networks that enable pan-impairment Disabled people to make journeys. Formal, informal or de facto bans on bus stop bypasses prevent the development of safe, accessible active travel networks, resulting in ongoing exclusion of Disabled people including from bus use and additional deaths/injuries in collisions.

(i) **On-carriageway cycling/amplified mobility:** Motor vehicle movements must be minimised to maximise accessibility for walking/wheeling, cycling and amplified mobility use. On bus routes, max <2000 PCU/day **and** <200 PCU/peak hour **and** vehicle speeds <20mph can enable relatively inclusive carriageway use to usually avoid the need for bus stop bypasses.

(ii) **Separate routes:** Where motor vehicle volumes and speeds cannot be sufficiently reduced, protected cycle routes are required. In some locations, it is possible to provide socially safe, prioritised and direct routes for cycling on parallel roads or paths to bus routes. Walking-speed cycling on footways must be permitted for Disabled cyclists to reach destinations.

(iii) **Bus stops on opposite side of road from cycle tracks:** On streets with bus stops on one side only, two-way cycle tracks can be placed on the opposite side of the road from the bus stops, avoiding the need for bypasses. Controlled pedestrian crossings will need to cross the cycle tracks and carriageway. Controlled cycle/mobility crossings will be needed.

(iv) **(Bus moves over cycle track to stop at pavement kerb:** At low bus frequency and low cycle track use locations, this could be investigated as a way to avoid installing bus stop bypasses. Will cause unacceptable risk to cycle track users and bus passengers at higher-use locations. Unlikely to be safe or accessible in any City of London locations.)

(v) **Bus stop bypass:** Where other solutions are not possible, we believe best practice bus stop bypasses are the most accessible available option for pan-impairment, pan-modal Disabled users. Bypasses are always less accessible for bus users than moving directly from bus to pavement, due to the extra crossings needed. May reduce injury risk for bus passengers.

We do not consider bus stop boarders to be accessible **unless** there is an effective way to stop all cycle track movement while buses are present. This is due to lack of inter-visibility between users.

2.2 Maximising accessibility for all users where bus stop bypasses are needed

(i) **For non-bus-using walking/wheeling**, continuous footway meeting TfL Pedestrian Comfort Guidance will be the most accessible option.

(ii) **For bus-using walking/wheeling**, consistent bypass and island design with accessible swept paths such that Disabled bus users can move safely onto and around the island at busy times, on-bus announcements that the stop has a bypass, designated tactile crossings on desire lines with raised tables to emphasise pedestrian priority, measures to ensure Blind/VI and other Disabled pedestrians can identify that crossings lead to a bypass and use them safely, clear colour contrast between footway and cycle track, audio and visual bus arrival information, bus shelters with seating and for busy bypasses, crossing controls.

(iii) **For cycle/amplified mobility users**, safe distance from side street crossings, clear sight lines, no objects near cycle track edges, forgiving kerbs, full accessible surface widths, clear colour contrast and minimised clutter will improve accessibility and help ensure cycle track users are aware of pedestrians. Measures such as high kerbs, speed bumps and “chicane” turns make spaces inaccessible to many Disabled users, are unlikely to slow fast cyclists, and will require attention to navigate, potentially increasing risk of collisions.

Designing for Inclusion

Briefing for City of London elected members

Following concerns raised to us by vision impaired people and our expert trainers, we commissioned University College London (UCL) to research the accessibility of four different types of infrastructure design in the built environment. These forms of cycle infrastructure are currently implemented across many UK local authority areas.

Summary:

- There is a need for safe, segregated cycle paths to protect cyclists.
- However, our research found four designs currently in use that incorporate cycle paths can cause fear and anxiety for disabled people, especially people with sight loss, which make them unsafe.
- This is particularly the case when disabled people need to cross a cycle path to get on or off a bus or to cross a road.
- Guide Dogs is calling on the Department for Transport to research how these designs and Local Transport Note 1/20 and other relevant guidance might be revised to take account of the technical findings of this research, with the involvement of disabled people and other infrastructure users.

Impact of incorporating cycle paths at bus stops

The report focused on two types of bus stop:

1. **Floating Island Bus Stops**. Also called Bus Stop By-passes, or just Floating Bus Stops. These are where a cycle path diverts from the kerbside to behind the bus stop, so buses can stop kerbside next to the bus stop. People wishing to catch a bus need to cross the cycle path to reach the bus stop on an island.
   Example image: Lambeth Palace Road, London
2. **Shared Bus Stop Boarders.** This is where a cycle path is raised to the level of the pavement and continues next to the kerb. This means the bus stop is next to the cycle path. People wishing to use the bus must step on to the cycle path in order to board or alight from the bus.
   Example image: Hoe Street, Walthamstow. London

Our research found that Floating Island Bus Stops are difficult for people with sight loss to identify and navigate.

Experiments conducted by UCL found detecting a cyclist approaching a bus stop can be a real challenge, especially for blind people and people with vision impairments. The speed at which cyclists travel also increases the fear of a collision. Another concern with this design is the size of the island (platform) the bus stop is situated on, surrounded by a cycle lane and road. Some people need more space, including wheelchair users and people travelling with a companion or assistance dog.

We found Shared Bus Stop Boarders cause even more concern than Floating Island Bus Stops for disabled people, due to the challenge of boarding and leaving a bus directly onto a cycle path. This creates a clear conflict between three users of the same space: pedestrians, cyclists and bus users. This is in addition to the challenge of detecting an oncoming cyclist. Shared Bus Stop Boarders were found to be unsafe by all research participants.

Both bus stop designs were found to be unsafe by blind and vision impaired participants. This leads to a general sense of fear about using them, which causes some disabled people to avoid using bus services altogether.

Impact of incorporating cycle paths to footpaths

We also researched the impact of two different types of footpaths:

3. **Segregated Cycle-footways.** These are where a footpath and a cycle path are next to each other and separated by a delineator of some sort, such as a continuous raised physical delineator. In some instances, a painted white line is used.
   Example image: Lea Bridge, London
4. **Continuous Footways.** This is where the road is raised to the level of the footpath to allow level crossing across a junction. This type of design is not exclusively used on routes that include cycle paths.
   Example image: Lea Bridge, London

We found painted line delineators in Segregated Cycle-footways are difficult for people with sight loss to identify. Instead, continuous raised delineators were much easier to detect. Participants in the research found it difficult to know when they were moving from a standard pedestrian-only footpath onto a Segregated Cycle-footway, and which side they needed to be on

Our research also found Continuous Footways are dangerous for blind people and people with a vision impairment, as it is difficult to detect when they are

crossing onto a road, especially where tactile paving is not present. This means people with sight loss may not know when they are putting themselves in the way of oncoming cyclists and vehicles.

Guide Dogs recommendations

Based on UCL's findings, Guide Dogs developed fifteen recommendations
to improve these designs for disabled people. These include:

- Investigate how to make Floating Island Bus Stops safer for disabled people, focusing on the size of the island platform and ways to reduce the speed of oncoming cyclists.
  Until further research is carried out, **there should be a pause in the further implementation of Floating Island Bus Stops.**
- Investigate if there are any means by which Shared Bus Stop Boarders can be made safe in practice**. Until there is evidence on whether they can be developed safely, the installation of Shared Bus Stop Boarders should be halted.**
- Segregated Cycle-footways should have a tactile paving delineator at all times rather than a painted white line, and tactile paving should be installed at the start and end, as well as at regular intervals along the route.
- Ensure tactile paving and other signalling are installed and consistent at all Continuous Footways.

By adopting these recommendations, local authorities can work towards delivering active travel networks that are truly inclusive and accessible to all members of the community.

How City of London Authority can help

- Please write to the Secretary of State for Transport to ask that the department commission research to investigate how Local Traffic Notice 1/20 and other relevant guidance might be revised to take account of the technical findings of the research undertaken by UCL for Guide Dogs

- Guide Dogs welcomes the review of the public realm guidance measures City of London Authority is taking on cycle way design

- To conduct an audit of existing street layouts and infrastructure to identify areas for improvement

- To seek reassurances from Transport for London (TfL) that audible announcements are in place to inform passengers where a Floating Island Bus Stop or Shared Bus Stop Boarding is on a particular route

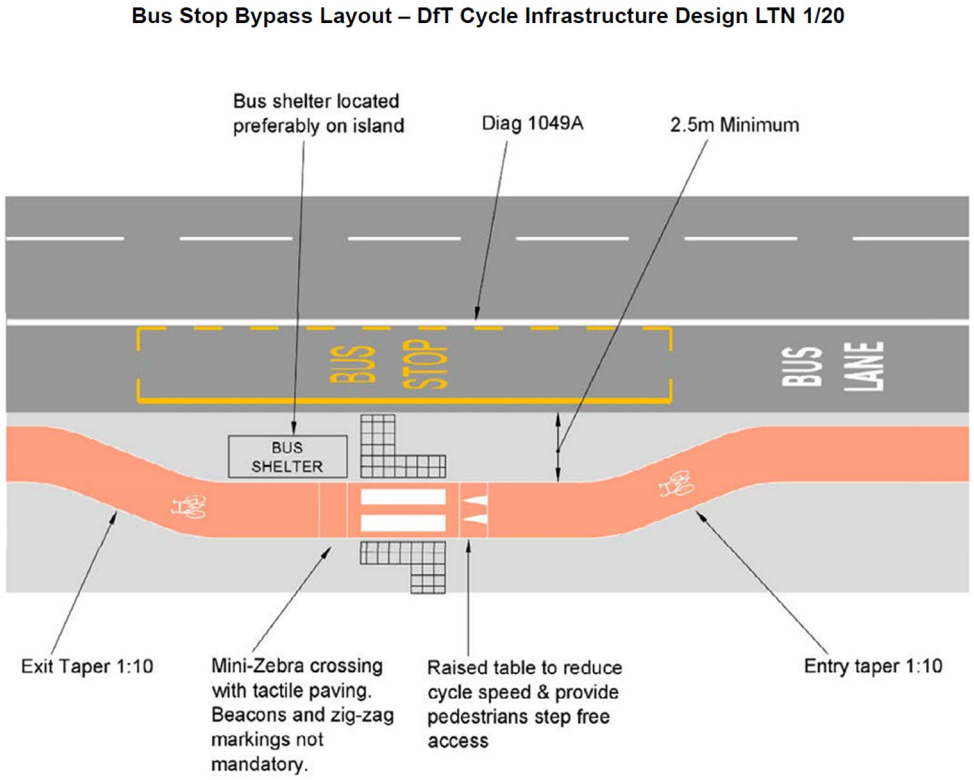
- Make a commitment that any proposals to introduce Floating Island Bus
  Stops or Shared Bus Stop Boarders are halted Until the outcome of the Bus Services (No 2) Bill. Specifically, clause 22 'Safety and accessibility of stopping places', which enables the Secretary of State for Transport to create guidance on the accessibility of bus stops, specifically to meet the needs of disabled people. The Secretary of State for Transport and Lord Hendy have recently announced that they will be asking local authorities to pause any further plans to introduce this type of bus stop design

To access the full report, summary and all 15 Guide Dogs' recommendations, please visit Guide Dogs website: https://www.guidedogs.org.uk/how-you-can-help/campaigning/our-current-campaigns/streets-ahead/

Bus Stop Bypasses Supplementary Information

1.1 Bus stop bypasses is a current UK and London-wide design guidance that enables a continuous and protected cycle route to be provided. They have been successfully used for over 10 years. A standard layout of a bus stop bypass is shown below in Figure A2.1. However, given the accessibility implications, its application should be considered on a case by cases to ensure the right balance that reflects the specific location can be taken into account.

Figure A2.1 – Bus Stop Bypass Layout



1.2 Active Travel England (ATE) guidance on bus stops states: *"Cyclists should be protected from buses, with interactions between pedestrians and cyclists being low-level. Well-designed bus stop bypasses help to reduce conflicts between cyclists, buses and moving traffic."*

Bus stop bypasses… [have] "the potential to introduce conflicts between pedestrians and cyclists… To minimise potential conflicts, the layout of a bus stop bypass must [consider] design details."

In other words, bus stop bypasses are essential for people cycling to maintain continuous protection from motorised vehicles. Well-designed bus stop bypasses help minimise the risk of conflicts, which is low when effectively designed.

1.3 Bus stop bypasses provide benefits to people cycling, walking, wheeling and bus operations. A summary of the benefits of bus stop bypasses are listed in Table A2.1 below.

Table A2.1 Benefits of bus stop bypasses

	Key benefits
Cycling	• Continues protected cycle lanes through bus stop area • Eliminates conflict with motorised vehicles • Inclusive and attractive cycle facility for all
Buses	• Minimise conflict with people cycling • Minimise delay at bus stop areas • Makes access and egress at bus stops easier for bus drivers
Walking / Wheeling	• Bus stops are more conspicuous • Defined dwelling area for bus passengers • Improves pavement accessibility
General	• Supports delivery of the Transport Strategy • Supports delivery of Vision Zero • Supports Climate Action Strategy

1.4 The main benefit of bus stop bypasses is that the protected cycle lane is continued through the bus stop area without any breaks so that people cycling are removed from conflict with motorised vehicles. This supports the provision of a safe, attractive, and inclusive cycle route so that any person wishing to cycle does not feel excluded due to safety concerns.

1.5 Bus stop bypasses provide benefits from a bus operation aspect too, as they minimise the interaction between people cycling and buses and therefore removes the collision risk at bus stops making it safer, bus dwell times may be reduced as there would be no delay to buses waiting for people cycling to clear when buses are accessing and egressing the bus stop area.

1.6 The arrangement of a bus stop bypass with the bus stop located on an island makes the bus stop more distinguishable and therefore easier to find for bus passengers. The island also defines the area for bus passengers waiting for the bus and this keeps the pavement clear of people dwelling which improves accessibility for people walking and wheeling on the pavement.

1.7 The installation of bus stop bypasses supports the delivery of the Transport Strategy by facilitating the development of a safe, attractive, and inclusive cycle route. These features are key to encouraging a broader and more diverse range of people to take up cycling, including women, children and disabled people who may not cycle without protected infrastructure. By physically separating people cycling from motorised traffic, protected cycle lanes enhance safety and contribute to achieving Vision Zero. Furthermore, encouraging a modal shift from motor vehicles to cycling directly supports the City's Climate Action Strategy and its ambition to achieve net zero for the Square Mile.

1.8 While there are benefits to providing a bus stop bypass, there are also some concerns or disbenefits. A summary of the disbenefits of bus stop bypasses are listed in Table A2.2 below.

Table A2.2 Disbenefits of bus stop bypasses

	Disbenefits
Walking / Wheeling	• People need to cross the cycle track to board or alight from the bus stop • Bus stop layout may be confusing to some people • Can be difficult to judge the speed of people cycling • People with disabilities such as visual impairments may have difficulty crossing the cycle track • Guide dogs may have difficulty and may need training • Older, children and people with disabilities may have difficulty using the bus stop • People cycling do not always give-way to people crossing on the zebra crossing which can lead to conflict or near misses
Cycling	• May need to slow down or stop to allow people walking to cross the cycle track • Can be difficult to predict the behaviour of people walking • braking sharply may cause a person cycling behind to collide into the person in front.
Buses	• May need to provide signage or announcements • May need to provide education to bus passengers • May need to provide training to bus drivers
General	• There is inconsistent design of bus stop bypasses therefore some users are unsure how to behave.

1.9 The main disbenefits of bus stop bypasses are that people need to cross the cycle track to board or alight at the bus stop. This can be a particular issue for people with visual impairments who may find it difficult to detect where to cross the cycle track and to cross safely. Elderly people, children, people with disabilities and guide dogs may have similar difficulties as they find the layout confusing. Specific training for guide dogs may also be needed to navigate the bus stop. The behavior of people cycling can make it difficult for people walking or wheeling, as people cycling do not always stop to give-way at zebra crossings and it can also be difficult to judge the speed of people cycling.

1.10 The difficulties for people cycling at bus stop bypasses are that it can be hard to predict the behavior of people walking on the pavement as people can be distracted looking at their phone or chatting. People cycling often need to slow down or stop to give way to people crossing the cycle track, which can disrupt the flow of cycling. Additionally, there is a risk that if a person cycling brakes sharply, another person cycling too closely may collide with them from behind.

1.11 To mitigate the risks of bus stop bypasses extra signage or announcements may be needed on buses or bus stops to warn or educate users of bus stop bypasses. Also, bus drivers may require training to better understand how these bus stops affect different users and support mitigating the risks.

1.12 In 2024 TfL undertook a bus stop bypass review and concluded that there is an extremely low risk of a person walking or wheeling being injured by someone cycling at a bus stop bypass in London. TfL assessed casualties that occurred within 50 metres of a bus stop bypass between 2020 and 2022 inclusive and found there were

five pedestrian casualties involving people cycling and one involving an e-scooter rider on bus stop bypasses over a three-year period. This represents 0.8 per cent of a total of 623 pedestrian casualties involving collisions with cyclists during the three-year period, and 0.05 per cent of all 12,069 pedestrian road casualties during this time. None of the casualties identified as part of this analysis occurred in the City where the number of people cycling and using the bus is one of the highest in London during peak times.

1.13 Following the 2024 review, TfL continues to promote, sponsor, and implement bus stop bypasses, even as both TfL and the DfT work to update their bus stop bypass guidance.

1.14 Table A2.3 provides a summary of the seven existing bus stops in the City.

Table A2.3 Existing bus stop bypasses in the City

Location	Cycle Route	Facility Type
Farringdon St (Fleet St Stop)	C6	Bi-directional (northbound side)
Blackfriars Bridge (Blackfriars Station South)	C6	Bi-directional (northbound side)
Upper Thame St (Cannon St Station – coach stop)	C3	Bi-directional (eastbound side)
New Bridge Street (Blackfriars Station North Entrance)	C6	Bi-directional (northbound side)
Victoria Embankment (Temple Av – coach stop)	C3	Bi-directional (eastbound side)
Farringdon St (Snow Hill)	C6	With-Flow (northbound side)
Farringdon St (Snow Hill)	C6	With-Flow (southbound side)

1.15 All these bus stop bypasses meet current design guidance except for the New Bridge Street – Blackfriars Station North Entrance. This bus stop is missing a zebra crossing to assist people crossing the cycle track. However, TfL has confirmed they are working to resolve this issue.

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Project Coversheet

[1] Ownership & Status

UPI:
Core Project Name: City Cycleways Programme
Programme Affiliation: Cycling Network Programme
Project Manager: Albert Cheung – Street Space Planning, Environment Department

Definition of need:

- Cycling is an important mode of transport with huge health and social benefits. Despite this, only a third of all vehicles in the City are pedal cycles.

- A City survey also found that only 4% of people currently consider the experience of cycling in the City pleasant and most feel that it is not safe. Data also shows that the number of people cycling involved in collisions are disproportionately high

- Providing a dense network of cycle friendly streets will mean that anyone who wishes to cycle is not prevented from doing so because of safety concerns.

- The transport strategy has set out a range of cycling proposals including the delivery of a cycle network to enable more people to cycle.

Key measures of success:

- People are safe and feel safe
- People have equal opportunities to enrich their lives and reach their full potential.
- We have clean air, land and water and a thriving and sustainable natural environment
- Our spaces are secure, resilient and well maintained.

Expected timeframe for the project delivery:

- 2022 – 2023 (originally set out G2)
- March 2028 (G3/4)

Key Milestones:

- Concept design approval.
- Public consultation.
- Detailed traffic modelling and detailed highway design.

Are we on track for completing the project against the expected timeframe for project delivery?
No, project delay has been as a result of issues related to the pandemic which has affected external TfL funding for the project.

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' G1-2 report (as approved by Streets & Walkways Sub-committee, July 2019):

City Cycleways Programme (Q11 Upgrade, Monument to Sun Street Cycleway and Aldgate to Blackfriars Cycleway)

- Total Estimated Cost (excluding risk): £3.5M - £4.5M
- Costed Risk Against the Project: None at this stage
- Estimated Programme Dates: see below

Q11 Upgrade

- Preliminary design, stakeholder engagement, traffic modelling and detailed design – Nov 2019
- G3/4/5 Dec 2019
- Delivery timeframe Feb - Apr 2020

Monument to Sun Street

- Preliminary design, modelling, consultation – Dec 2019
- G3/4 – Jan 2020
- Detailed design & modelling – April 2020
- Gateway 5 – May 2020
- Delivery timeframe 2021 – 2022

Aldgate to Blackfriars Cycleway

- Preliminary design, modelling – Feb 2020
- Consultation – May 2020
- G3/4 – Summer 2020
- Detailed design & modelling – Winter 2020
- Gateway 5 – Early 2021
- Delivery timeframe 2022 – 2023

Scope/Design Change and Impact:

'Options Appraisal and Design' G3/4 report (Submitted, for approval October 2024):

Aldgate to Blackfriars Cycleway

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

Scope/Design Change and Impact:

'Authority to start Work' G345 report (as approved by Streets & Walkways Sub-committee, October 2019):

- Q11 Upgrade
- Total Estimated Cost (excluding risk): £680K
- Resources to reach next Gateway (excluding risk
- Spend to date: £680K
- Costed Risk Against the Project: None
- Estimated Programme Dates: Delivery – March 2020

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]: None.

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City of London Corporation Committee Report

Committee(s): Streets & Walkways Sub Committee Planning & Transportation Committee	**Dated:** 16 September 2025 21 October 2025
Subject: Advertising board update	**Public report:** For Decision
This proposal: • delivers Corporate Plan 2024-29 outcomes	• Vibrant Thriving Destination • Diverse Engaged Communities
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	n/a
Report of: Executive Director Environment	
Report author: Andrea Larice, City Operations	

Summary

Advertising boards or A-boards pose safety and accessibility issues, particularly for people with impaired vision or mobility. In March 2020 the Planning & Transportation Committee approved a City-wide ban of A-boards to ensure clear and accessible pavements. However, the implementation of enforcement was delayed during the COVID-19 pandemic and to allow time for footfall to recover post-pandemic.

As footfall in the City of London increases and the working population rises, maintaining clear pavements is crucial for creating an inclusive environment that allows people to navigate our streets independently and safely. This Sub Committee received an update in July 2024 on the phased approach to implementation of the A-board ban, engaging with businesses and working towards enforcement by City Corporation Street Enforcement Officers in 2025.

Officers have conducted a City-wide study to identify the distribution, location, and purpose of A-boards. This identified A-boards or similar obstructions at 830 out of

1,994 surveyed sites, representing 42% of the total locations, with the majority (93%) serving exclusively as advertising tools with no wayfinding element. 75% of A-boards were positioned on public highway. This widespread use of A-boards on public highways poses challenges for maintaining clear, safe and accessible pavements.

Based on the findings of the study, an internal review was conducted to:

- understand how teams would react to the request to remove A-boards
- determine the feasibility of a licence-based system for the businesses using A-boards for wayfinding to support businesses without visible frontages.

Based on the above this report seeks approval to continue with current policy and begin engagement prior to enforcement (Option 1, recommended) or amend the A-board policy to allow A-boards for wayfinding purposes by exception and proceed to public consultation (Option 2). Further consideration could also be given to other exemptions under licence based on location or other factors. This can be considered as an option if Members agree to amend the current policy to allow exemptions.

Recommendation(s)

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

- Comment on the options and make recommendations to the Planning & Transportation Committee.

Members of the Planning and Transportation Committee are asked to:

- Note the comments of the Streets & Walkways sub-committee
- Agree to proceed with one of the following:

  Option 1: Continue with current policy and begin engagement prior to enforcement (Recommended).

  Option 2: Amend the A-board policy to allow A-boards for wayfinding purposes by exception (via a Way-board licence or other licencing criteria) and proceed to public consultation.

Main Report

Background

1. A-boards are usually used by businesses to advertise and promote their services. They are typically a simple stand-alone board on a heavy 'A' shape frame, which businesses place across the pavement, to attract attention. Their size and type differ across a broad range of business activities.
2. A-boards narrow the pavement and can cause an obstruction. Many campaigning organisations have been advocating for a complete ban of A-boards stating that it is essential for older, blind and partially sighted people, wheelchair and mobility aids users to have a clear route along the pavement.

3. The Royal National Institute of Blind People (2014) note: “The proliferation of A-boards can make it difficult for those with sight difficulties to negotiate the path. This can result in them walking into A-boards and injuring themselves or inadvertently walking into the road whilst attempting to avoid these obstructions. Falling over or bumping into an A-board can be painful and can adversely affect blind and partially sighted people’s confidence and mobility. The overuse of A-boards can restrict their freedom and opportunity to participate in their local community.”
4. Transport for all (2014) note: “Street clutter is not just a problem for visually impaired people, but a problem for wheelchair users, scooter users, buggy users, and older people too. Transport for All welcome this ‘zero-tolerance’ approach to businesses which repeatedly flout rules on keeping the pavement clear. Not everyone can step down into the road to bypass an A-board or other obstacle”
5. In May 2019 the first edition of the Transport Strategy was adopted. This included a proposal to keep pavement free of obstructions, including not permitting A-boards on the public highway.
6. In March 2020, the Planning & Transportation committee approved a City-wide ban of A-boards. However, the implementation was delayed during the COVID 19 Pandemic and to allow time for footfall to recover post-pandemic (Appendix 1).
7. Although we have not yet commenced enforcement of the policy, we are currently encouraging businesses that contact us not to place A-boards on the Public Highway. Instead, businesses are offered the opportunity to increase their business visibility through the City of London Corporation’s visitor-facing marketing channels. Businesses can be listed on thecityofldn.com, which currently features over 280 listings, and they may also submit events and offers. This provides an opportunity for potential coverage on the City of London Corporation’s website, newsletters, and social media platforms.
8. In October 2021, the Streets & Walkways Sub Committee approved our commitment to Transport for All’s Equal Pavements Pledge to: “Operate a zero-tolerance approach to street clutter. Issue warnings to businesses that obstruct pavements with A-boards and follow up with fines.” (Transport for All , 2021)
9. Transport for London (TfL) enforce a ban on A-boards on the TfL Road Network (also known as Red Routes) including within the City. In our neighbour boroughs there are several approaches, including:
    - Westminster, zero tolerance of A-boards with fixed penalty notices issued.
    - Hackney, no A-boards are allowed on the public highway, fines issued for obstruction.
    - Camden has restrictions on A- boards, however due to issues with compliance in some areas they have set up a working group and trial to best manage the complexities.
    - Islington has implemented policies to restrict the use of A-boards on pavements. A permit is available for some locations, with a fee.
10. With effect from 2 April 2024, the National Pavement Licence Guidance has been updated to state that: “Advertising boards are not included in the definition of furniture within the pavement licensing regime. As well as needing consent under

the Highways Act 1980, advertising boards also require express advertising consent under the Town and Country Planning Regulations 2007." Prior to April, A-boards were not expressly prohibited, and some licences may have included A-boards within the pavement licence area. These licences expired in September 2024 and no business in the City of London has an A-board under their licence.

11. Hybrid policy approaches have been explored to balance business needs and pedestrian safety. However, the City's narrow pavements and high foot traffic make these approaches inequitable. A policy that supports allowing A-boards on streets with wider pavements (such as Cheapside) could disadvantage businesses located in the narrower streets and lanes (such as Bow Lane) and does not create a level playing field for businesses to operate and compete. A paper brought to the Planning & Transportation Committee in 2014 highlighted complaints from traders and informed the subsequent reports to members.

12. Pressure on the City's pavements is increasing, with footfall level now between 70-80% of 2019 levels and increasing year on year. Over the period of the City Plan, GLA projections suggest that 104,000, or 14.2% more people will be working in the City of London by 2041 (City Corporation, 2023). Accessible pavements that help people navigate their surroundings independently and safely will be key to accommodating future growth.

Current Position

13. Proposal 16: Keep pavements free of obstructions of the second edition of the Transport Strategy includes not permitting A-boards on the public highway.

14. This Sub Committee received an update in July 2024 outlining a phased implementation of the A-board ban. These updates detailed the City Corporation's approach to engaging with businesses, raising awareness of the policy objectives, and encouraging the adoption of alternative methods that maintain clear and accessible pavements on the public highway. The phased approach was designed to support businesses transition ahead of formal enforcement, which was scheduled for 2025.

15. To guide our engagement strategy, officers conducted a baseline assessment to understand the distribution and use of A-boards. The findings indicated that A-boards were widely used across the City. Based on this study officers conducted a case study to gather information from internal teams using A-boards and assess stakeholder reception to the request to remove A-boards from our streets. A summary of the results appears below; and details of the A-board Baseline Study can be found in Appendix 2.

16. Our research highlighted the prevalence of A-boards in the City, and the challenges involved in balancing business needs with the goal of maintaining accessible, clutter-free pavements. It also highlighted that a small number of businesses use A-boards for wayfinding purposes, and as a result we have explored an alternative option for members to consider, detailed in Option 2.

17. Note that proceeding with either of the options outlined below will mean that there will be locations where we do not allow A-boards but do allow tables and chairs. There are sperate licensing powers for tables and chairs, applications for which are considered on their own merits.

A-Board Baseline Study

18. To evaluate the distribution and use of A-boards throughout the City, data was collected via the Field Maps App. This process utilised a custom Geographical Information System (GIS) base layer of business locations developed by the City Corporation GIS team.

19. A-boards or similar obstructions were identified at 830 out of 1,994 surveyed sites, representing 42% of the total locations.

20. A-boards are primarily used for advertising, with 772 boards (93%) serving this purpose. A small percentage (0.7%) are used for wayfinding; these were usually businesses in alleyways. About 5.7% serve both advertising and wayfinding roles, and 0.6% fall under other uses, such as buckets full of flowers, or postcard stands for sale outside or delivery trollies without branding (Table 1).

21. Chain café/sandwich bars (such as Pret a Manger, Itsu, café Nero) had A-boards at all of their locations, a total of 52 A-boards (amounting to 7% of A-boards counted). Some also had delivery trolleys with advertising outside.

Table 1: Distribution of A-boards by purpose

Category	Number of Boards	Percentage
Advertising	772	93%
Wayfinding	6	0.7%
Both advertising and wayfinding	47	5.7%
Other	5	0.6%

22. A-boards placement was photographed. Often A-boards were positioned in ways that reduced the available space on pavements and in some cases caused obstruction. In contrast, businesses that placed A-boards inside their premises maintained unobstructed pavements and were noted as examples of good practice; these instances were not included in the count of on-street A-boards.

23. The data on the type of land usage reveals that a significant majority of A-boards are on the public highway (Table 2). There were a number of boards on private land we cannot enforce on these areas or any land which is within curtilage of a building. We can only enforce on pavement legally defined as within ‘Highway’. We do intend to encourage an approach on private land which is in line with our accessibility principles.

24. There was a wide spread use of A-boards across all wards, including streets such as Bishopsgate, Farringdon Street, and New Bridge Street, which are subject to TfL enforcement. TfL are enforcing their streets, with a total ban on A-boards, however there are incidences of businesses flouting the rules, which are reflected in the numbers.

Table 2: Distribution of A-boards by land type

Type of Land	Number	Percentage
Public highway	621	75%
Private land	153	18%
Uncertain	56	7%

Internal Review

25. The engagement with various teams displaying A-boards in the City highlighted diverse perspectives on their usage. Teams involved included the Air Quality Team, Street Environment Officers and the Guildhall Art Gallery. These teams served as case studies in understanding the practicality and impact of A-boards removals.
26. While all acknowledged the necessity of their A-boards for conveying key messages, communicating campaigns, and providing wayfinding information, they also recognised the importance of accessibility.
27. Teams raised concerns about having to remove their A-boards, however, all teams expressed a willingness to explore innovative solutions for effective communication without causing obstructions. One team trialled the use plastic sleeves on City Corporation bollards to convey information, which are less obstructive than A-boards.
28. Alongside these efforts, teams requested we provide information regarding available alternatives to A-boards, clarification on public land usage policies, and guidance on utilising them for temporary events. Recognising these needs, the City Corporation will schedule further workshops designed to foster the sharing of best practices and the identification of practical, compliant solutions. These sessions aim to ensure that all teams are empowered to communicate effectively while leading by example in accessibility and innovation.
29. It is worth noting that one team, despite having removed their A-boards, observed that other teams continued their usage, leading them to request permission to use A-boards again. This observation highlights the need for consistent enforcement to ensure all teams comply uniformly, preventing any group from feeling disadvantaged or pressured to revert to old practices.

Proposals

Option 1: Continue with current policy and begin engagement prior to enforcement (Recommended).

30. Option 1 aims to address obstructions through strict enforcement of A-board regulations, ensuring clear and accessible pavements.
31. This approach prioritises public safety and compliance with legal obligations, potentially reducing accidents and liability risks. Additionally, it aligns with the Equality Act and the Public Sector Equality Duty (PSED), reinforcing the City Corporation's commitment to creating inclusive and accessible public spaces.
32. Under both option 1 and 2 engagement and enforcement would be carried out in four stages:

    - Advisory letter - notify businesses of enforcement start.

      This will be supported by further information on the reasons why we are asking businesses to remove A-boards, alternative methods that they can adopt with examples of best practice, and the contact of internal teams to explore signage or online marketing options.

- A warning letter - This will be issued, accompanied by policy guidance, after an A-board has been recorded following the advisory letter, warning of the next stage of penalty.
- Notice letter - Notice will be served to a premises if they do not comply following the Warning letter
- Enforcement letter - Served with a Fixed Penalty Notice and prosecution if necessary, depending upon which legislation is used

33. Each letter will refer to the previous, and to the next stage, so that the continuum of the enforcement process is clear. The above enforcement process adds an additional layer to s17 of the Local Authority and Transport Act 2003 (the Notice Letter of paragraph above, bullet point 4). The procedure in the LATA 2003 provides for a three-stage process. Following this revised process, with its four stages, will give businesses time to adapt to the changes and improve compliance. Further detail on the time between notices will be worked up after committee decision. It is important to develop the process with due regard to the risk of legal challenge.

34. Non-enforcement of the policy could undermine the local authority's commitment to the Equality Act and its Public Sector Equality Duty. Furthermore, the risks caused by the continued obstruction puts the City Corporation at risk of litigation for non-compliance with duties under Section 130 of the Highways Act 1980.

35. Businesses that rely on A-boards for visibility and customer engagement are likely to express frustration and concern. These businesses may perceive the removal as a threat to footfall and economic viability, particularly those without prominent frontages or located in alleyways. Conversely, businesses that are already compliant or located on the Transport for London Road Network (TLRN) - where A-boards are already banned - may welcome enforcement. They might see it as a move toward fairness and improved accessibility.

36. Adopting this course of action is expected to promote consistent compliance, minimise the risk of legal misinterpretation, reduce potential barriers, and uphold the City Corporation's commitment to inclusivity and equality.

Option 2: Amend the A-board policy to allow A-boards for wayfinding purposes by exception (via a Way-board licence) and proceed to public consultation.

37. Under this option there would still be a City-wide A-board ban (enforced using the same four stage process outlined above) but businesses would be able to apply for a Way-board licence by exception and subject to meeting set eligibility criteria. Eligibility criteria and guidance is under development and the current draft can be found in Appendix 3.

38. Less than one percent of signage was identified as being used exclusively for wayfinding (0.7%) and 5.7% were identified as utilised for both advertising and wayfinding purposes. A licensing system could allow a limited number of businesses to use A-boards to make their business more visible.

39. Although this approach could support a select number of businesses it would require a change in policy and a consultation.

40. As of 2 April 2024, the Department for Levelling Up, Housing and Communities clarified that A-boards are not considered “furniture” under the Pavement Licensing regime. The proposed eligibility criteria and licensing guidance for Wayfinding A-Boards will be drafted to align with the following legal frameworks:

    - The Town and Country Planning (Control of Advertisements) (England) Regulations 2007 under Class 3A
    - The Highways Act 1980 – As long as the Wayfinding would not cause an obstruction s130 or a nuisance s149

41. Licences would incur a fee and would require a formal application procedure. Applicants would be required to demonstrate that the need for a Way-board and meet stringent accessibility criteria, as outlined in draft guidance. Each application will be reviewed, and licences will be granted to successful applicants.

42. Enforcement will focus on verifying whether a valid licence is present for any Way-board displayed. The proposed licensing scheme is intended strictly for exceptional circumstances only, and all businesses must adhere to the established guidelines. Any other board in place would go through enforcement process potentially with a fine as outlined in option 1.

43. Option 2 will require additional administrative resource in the form of a dedicated staff member responsible for licensing, compliance, appeals, and general administration. The initial set-up will be the most time and resource intensive, and needs should reduce as the rules and processes are understood. Accessibility of the City’s streets for disabled people could be affected by any ‘allowed’ A-boards under this option. Blocking of pavements and sight lines and introducing barriers disadvantages some disabled people. The implications are explained further in the next section of this report.

44. Further consideration could also be given to other exemptions under licence based on location or other factors. This can be considered as an option if Members agree to amend the current policy to allow exemptions.

Strategic implications

45. An A-board ban supports the delivery of Corporate Plan Outcome: Vibrant thriving destination and supporting a Diverse and Engaged Community by improving the user experience for people walking and wheeling and striving to ensure people can travel independently, safely and without restriction.

46. The City of London Transport Strategy sets out our approach to improving accessibility in the Square Mile (Outcome 3: The Square Mile is accessible to all). The removal of A-boards is included in Proposal 16: Keep pavements free of obstructions. This proposal supports the Public Sector Equality Duty (PSED) by ensuring that public spaces are accessible and non-discriminatory, fostering inclusivity and equality, and our commitment to Transport for All’s Equal Pavements Pledge.

47. A change in policy to Option 2 could support a small number of businesses who face location-based visibility challenges, offering them an option to have a Way-board through a licensing scheme. Although the City of London is host to around 20,000 small and medium-sized enterprises (SMEs), only 5% are retail or food and beverage. While this may enhance visibility for select businesses, it must be

considered within the City Corporation's broader commitments under the Equality Act.

Financial implications

48. Option 1 will be businesses as usual and will be met within existing resources; however, there will be an impact on the total number of tasks SEOs are required to undertake. The initial phase of introducing the system will require some extra administrative tasks. Once in place there will be a layer of additional administration, but this will be covered by existing resources. There will be no additional financial implications.

49. The implementation of Option 2 will introduce additional administrative requirements for both businesses and the City Corporation. Establishing a licensing system will necessitate dedicated staffing to oversee compliance checks, appeals processes, and ongoing licence administration.

50. Initial estimates for the ongoing costs, which are mostly staff costs, are between £18,000 and £31,000 for the first year, with higher costs anticipated during the initial phase as the system is established. These costs are expected to reduce over time as procedures become more streamlined, and demand stabilises.

51. A fee for licences will be charged and it is estimated that full recovery of costs for managing a licence system could be met. Should there be a shortfall in the cost recovery, the staff costs can be met from the Policy and Projects existing local risk revenue budget.

52. For Option 1 and 2, the initial costs of implementing the enforcement system together with 'one-off' costs for Option 2 (for the EQIA, engagement, and consultation) will be met from existing Strategic Transport budget allocations.

53. There is also a risk of some additional legal costs, associated with appeals.

Resource implications

54. The enforcement and inspection of licences would have an impact on SEO time, as it would be an additional task to current workload and may impact on other tasks, requiring reprioritisation of workloads. There will be a need to have a fixed penalty and enforcement system under both options. Some further work to finalise an agreed enforcement process and protocol for issuing FPNs would be required.

55. Option 2 cannot be delivered with existing staff resources. Recruitment, training, and effective resource management will be required. As noted above charges for licenses would need to be set at a level that aims for full cost recovery. There is a vacant post that could be allocated for this task. In the longer term the task is not anticipated to be full time and that officer could pick up other tasks to support the Transport Strategy team.

Legal implications

56. Highway authorities have duties to protect the use of the highway for all, including some extra provision for disabled people. All of these are listed here. Under legal advice we are proposing to use Highways Act 1980 (Section 137), and our duties under the Equality Act.

57. Under UK legislation, businesses must obtain permission from the highway authority before placing A-boards on public footways or carriageways.

The **Highways Act 1980 (Section 137)** prohibits any obstruction of the highway without lawful authority, which includes the unauthorised placement of advertising boards. Local authorities may issue specific conditions for A-board use, such as maintaining clear pedestrian access and ensuring boards are stable and removed outside trading hours. Therefore, no A-boards are on street with permission at present.

58. Under the **Town and Country Planning (Control of Advertisements) Regulations 2007**, A-boards are classified as advertisements and may require express consent from the local planning authority. Even where deemed consent applies, authorities retain the right to restrict or revoke permission based on public safety or amenity concerns. Failure to comply with these requirements may result in enforcement action or removal of the boards.

59. There is a reasonable risk that not removing A-boards would breach the Highways Act 1980 (Section 130): The City Corporation has a duty to assert and protect the rights of the public to use and enjoy the highway. A-boards that obstruct pavements may breach this duty, particularly if they impede access for disabled people or create hazards.

60. There is a reasonable risk that not removing A-boards would breach the Equality Act 2010 (Section 20(4)): Public bodies must make reasonable adjustments to avoid placing disabled people at a substantial disadvantage. Allowing A-boards to obstruct pavements could be seen as a failure to meet this duty, especially if it affects wheelchair users or people with visual impairments. Inconsistent enforcement or failure to act could expose the City Corporation to legal action from individuals or advocacy groups, particularly under the Equality Act or Highways Act.

61. The **Provision of Services Regulations 2009** requires that fees charged by a competent authority for authorisation schemes under an authorisation scheme must be reasonable and proportionate to the cost of the procedures and formalities under the scheme and must not exceed the cost of those procedures and formalities. Such fees should also be justified and transparent.

Risk implications

62. There is a reputational risk to the City Corporation if our streets are not considered to be accessible to all. There is also a reputational risk if we are considered to be implementing a policy that may have negative implications for smaller, independent businesses.

63. Removing A-boards from the City Streets has the potential to reduce injury caused by obstruction, especially to people who are blind or visually impaired (RNIB, 2021). A-boards left unchecked may cause trips, falls, or collisions - particularly for people with visual impairments or mobility issues. This could result in personal injury claims against the City Corporation.

64. Drafting of an exceptional circumstances eligibility criteria for Option 2 introduces an additional layer of complexity and risk; criteria can be open to interpretation that result in disputes, or misunderstanding that can lead to perceptions of favouritism, or claims of unfair treatment, further exposing the City Corporation to both legal and reputational challenges. The introduction of exceptions and a licensing scheme could create ambiguity around the rules, leading to inconsistent

application and enforcement. These outcomes risk undermining public trust, creating legal challenges, and hindering effective service delivery.

65. Proceeding with Option 2 would necessitate a change in policy and consultation, which may be received negatively, particularly by disability advocacy groups, given our previous commitments and pledges to maintaining uncluttered and accessible pavements. It would be a departure from the previously established policy of a complete A-board ban.

66. There is also a risk of businesses misinterpreting consultation on a limited change to the policy as re-opening the A-board debate, undermining efforts to implement the wider ban.

67. Allowing exceptions through a licensing system for A-boards might invite legal scrutiny under both the Highways Act 1980 and the Equality Act 2010. There is a risk that the City Corporation could face legal challenges or claims of non-compliance, especially if exceptions result in physical obstructions that could disproportionately disadvantage disabled people, wheelchair users, or those with visual impairments.

68. There is a risk of legal challenge at the point of enforcement, for either option 1 or 2 if not undertaken with due care and process. The City Solicitor has advised on approach and we will ensure the risk is minimised.

69. Further delay in implementing enforcement may erode confidence in the City Corporation's ability to uphold its policies and commitments, particularly considering the prior decision to implement a City-wide ban on A-boards.

Equalities implications

70. The Equality Act 2010 S20 (4) provides support to remove A-boards. The Act requires that where a physical feature puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage. The Act states that:

    (2) The duty comprises the following three requirements:

    - (3) The first requirement is a requirement, where a provision, criterion or practice of A's(where ‘A’ means the responsible party) puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.
    - (4) The second requirement is a requirement, where a physical feature puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.
    - (5) The third requirement is a requirement, where a disabled person would, but for the provision of an auxiliary aid, be put at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to provide the auxiliary aid.

71. Option 1 provides the greatest equality benefits, significantly enhancing accessibility and safety, especially for disabled people, young and elderly and other vulnerable groups. Any movement towards exceptions or delays in enforcement risks undermining legal compliance, public trust, and the City's stated goals for an inclusive environment.

72. Fallen or poorly placed A-boards may impede access and obstruct street-level sightlines, particularly for people using wheelchairs or children who navigate the environment from a lower eye level. It could hinder their ability to anticipate hazards, locate crossings, or respond quickly in emergency situations. The Department for Transport's *Inclusive Mobility* guidance reinforces this by stating that clear, unobstructed sightlines are essential for safe navigation (Department for Transport, 2022 and Transport for All, 2025). Therefore, it is important to consider the risks that displaced, or poorly positioned A-boards pose to accessibility and also to the overall safety and security of public spaces

73. Option 2 offers a strict eligibility criteria and accessibility guidance, which should mitigate negative impacts, balancing of the needs of businesses and the rights of disabled people. Ongoing consultation and practical support for affected businesses are recommended to achieve an equitable and lawful outcome.

74. The EQIA can be found in Appendix 4.

Climate implications

75. None identified at present

Security implications

76. No specific security implications have been identified

Conclusion

77. Moving to engagement and enforcement of the current A-board policy will significantly enhance the accessibility and safety of public spaces for people walking and wheeling, particularly for disabled people, older people and people with small children, or using prams or mobility aids. Maintaining clear, unobstructed pathways is essential to achieving the Transport Strategy's vision of "a Square Mile that is inclusive and accessible to all". Whilst there will still be some businesses who attempt to flout the rules, enforcement of the system would certainly lead to an improvement in reducing the number of A-boards on our streets.

78. It is important to recognise the needs of businesses that use on-street advertising to attract customers. Many businesses, particularly independent retailers, face significant challenges in a competitive marketplace, and for some, the visibility provided by A-boards can be a tool for engagement and growth. Any policy or enforcement strategy should therefore consider practical support for these businesses - such as guidance on alternative advertising options, clear signage policies, and transition periods - to help them adapt while ensuring public spaces remain accessible and safe for all.

79. If the recommended option (Option 1) is agreed, we will move forward to enforce our current policy with a phased approach. We will finalise our communication material and communicate our intentions and the rationale behind these changes to all affected businesses and our stakeholders. Engagement materials will

provide context and transparency regarding the necessity of creating safer, more accessible public spaces. Promotion of the changes and engagement would be recommended to commence in January 2026 with enforcement commencing before March 2026.

80. If Option 2 is agreed, officers will complete the eligibility criteria and define the circumstances in which a licence may be issued. The process will include drafting detailed terms and conditions for all approved licences. The policy and eligibility criteria wording will be finalised with input from the legal team and prepared for publication on the City Corporation website for public consultation. Engagement will take place with the Business Improvement Districts (BIDs), representative disability groups, and other relevant stakeholders. At the conclusion of the consultation period, members will receive a report detailing the outcomes and next steps. The lead in time for the detail would suggest consultation can commence in January 2026, although some earlier engagement with representative groups could take place sooner.

81. Further consideration could also be given to other exemptions under licence based on location or other factors. This can be considered as an option if Members agree to amend the current policy to allow exemptions.

Appendices

Appendix 1: 2020.03.31 Planning and Transportation Committee Agenda Item 2 Advertising A-Board Policy
Appendix 2: A-Board Baseline Report
Appendix 3: June 2025 Proposed Draft Way-Board Licensing Policy
Appendix 4: 2025.09.16 Streets & Walkways EQIA A-Board Policy Amendment

Background Papers

City Corporation, Streets and Walkways Sub-committee12.10. 2021, Transport for All Equal Pavements Pledge, Available at: https://democracy.cityoflondon.gov.uk/documents/s159929/TFA%20Equal%20Pavements%20Pledge.pdf (Accessed 12 May. 2025)

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Andrea Larice
Senior Strategic Transport Planner
Environment Department
E: strategic.transportation@cityoflondon.gov.uk

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Committee(s)	Dated:
Planning and Transportation Committee – For decision Port Health and Environmental Services – For information	31 March 2020 19 May 2020
Subject: Advertising 'A' Boards Policy	**Public**
Report of: Director of the Built Environment	**For Decision**
Report author: Thomas Parker – Department of the Built Environment	

Summary

The City of London Transport Strategy commits to keeping streets clear of obstructions including by not permitting A-Boards to improve accessibility and inclusivity for all users of City streets. This report takes forward detailed implementation.

The report outlines our background strategic and policy position for taking forward Proposal 17 in respect of A-Boards. The report reviews our existing approach to managing A boards and other potential opportunities, including a review of Transport for London's Operation Clearway.

These approaches are considered unsuitable for improving accessibility City streets as they do not provide a solid or clear enforcement base or mandate. Non-permittance of A-Boards provides a clear and consistent approach to supporting the ambitions of both the Corporate Plan and Transport Strategy.

The report concludes that A-Boards should not be permitted on any public highway in the City. Due to the COVID-19 pandemic, education and enforcement of this policy will not take place until business' trade has returned to normal, likely a few months after reopening. This date is to be delegated to the Chair and Deputy Chairman of the Committee with the Director of the Built Environment.

Recommendation(s)

Members are asked to:

- Agree to option C that A-Boards should not be permitted on public highway in the City.
- Agree to delegate the decision to begin implementing the education and enforcement plan to the Director of the Built Environment in discussion with the Chair and Deputy Chairman of the Planning and Transportation Committee.

Main Report

Introduction

1. The City of London's 25-year Transport Strategy aims to ensure that the Square Mile is a healthy, attractive and easy place to live, work learn and visit.

2. It is imperative that this vision for City streets is achieved inclusively, ensuring that everybody can travel easily, comfortably and confidently to and around the Square Mile.

3. Proposal 17 commits the City Corporation to keep pavements and streets free of obstructions. This addresses various highway obstructions, from managing outdoor drinking to avoid blocking footways, considered provision of outdoor seating and effective management of dockless cycles. It also includes not permitting A-Boards on the public highway. This report considers the strategy for taking forward the A Board element of Proposal 17. Other elements are also being actively considered and addressed.

4. The Transport Strategy was widely consulted on prior to adoption through an extensive programme of stakeholder engagement. Proposal 17 received 1960 responses with an average support level of 4/5, indicating strong support. Only 26 comments opposed not permitting A boards.

5. Many groups representing people with mobility impairments have called for A-Boards to be banned, including the Royal National Institute of Blind People (RNIB) and Transport for All, who have stated that;

   "A-Boards pose significant issues for both wheelchair users, those with mobility impairments and visually impaired people. They physically block the walkways, forcing disabled people either into the road or funnelled into the path of others. We need clear, accessible walkways that don't force conflict with overcrowding."

Duty as a highway authority

6. The City is the Local Highway Authority for most City streets and as such also has an obligation to ensure compliance with the Highways Act 1980. The relevant sections of this Act are:

   a) Section 137 - if a person, without lawful authority or excuse, in any way wilfully obstructs the free passage along a highway it is an offence and liable to a fine on Level 3 of the Standard Scale (currently up to £1,000.00).

b) Section 148(c) - if, without lawful authority or excuse a person deposits anything whatsoever on a highway to the interruption of any user of the highway he is guilty of an offence and liable to a fine (again, Level 3 on the Standard Scale).

c) Section 149 – if anything is so deposited on a highway as to constitute a nuisance, the highway authority for the highway may by notice require the person who deposited it there to remove it forthwith. In the event of non-compliance, a court order may be obtained authorising the removal and disposal of the offending item. In the event that the highway authority considers the item to constitute a danger to users of the highway it can remove the item forthwith and, ultimately, seek a court order for its disposal.

d) Section 149 (3) of the Act allows a Local Authority to recover its 'expenses' incurred in removal, but not for storage. A charge of £40 for removal of item if owners come forward to claim it may be levied. This charge is to be treated as a measure of deterrence rather than securing an income from this service.

e) Section 130 – the highway authority has a duty to assert and protect the rights of the public to use and enjoyment of the highway.

2014 policy

7. In July 2014, a paper was bought forward to the Planning and Transportation Committee to formalise the City Corporation's position on A-Boards. Before this policy position was adopted, the City Corporation did not have a rigid position on A-Boards and took a neutral view, taking each case on its merits.

8. The recommendation agreed by members was that A-Boards on footpaths less than 2m wide will normally be regarded as giving rise to a highway obstruction and removal should be secured, with persistent offenders risking prosecution. On footpaths over 2m wide, an assessment would be made on a case by case basis as to whether A-Boards caused an obstruction.

9. Since this policy was adopted in 2014 the City has continued to grow, with over a half a million people working in the City and over 90% of journeys involving walking. New high-density developments have become occupied, with more being built.

10. In the context of both this and the Transport Strategy's objective of ensuring the Square Mile is accessible to all, it is considered that the 2014 policy should be reviewed to take account of changed circumstances and increased pedestrian footfall.

Alternative approaches

Transport for London (TfL) – Operation Clearway

11. Since 2016, TfL have had a programme to deal with unauthorised obstructions on the public highway called Operation Clearway. This programme uses engagement, education and enforcement tactics to reduce unauthorised obstructions on the public highway.

12. Operation Clearway uses Revenue Protection Inspectors and Roads and Transport Enforcement Officers. They are dispatched to priority areas on the Transport for London Road Network (TLRN) to engage with businesses to improve compliance with the Highway legislation as well as gathering evidence for enforcement activity, whether that be formal warning, Fixed Penalty Notices (FPNs) or prosecution, where this is required.

13. While not a zero-tolerance policy across all TfL streets, this robust and proactive method more formally resources and targets highway obstructions beyond the existing policy provision of the City Corporation. The approach has achieved over 80% compliance with businesses engaged in the campaign.

14. Operation Clearway fits within the remit of the existing policy but with dedicated, targeted and well-resourced enforcement.

Hybrid Approach

15. Another approach to managing A-Boards could be a hybrid system which slightly modifies the 2014 Policy and considers the nature and use of the street in considering the acceptability of A-Boards.

16. On footways less than 3m wide, A-Boards would be regarded as an obstruction and not permitted.

17. On footways greater than 3m wide, whether A Boards were considered acceptable would depend on the volume of people using the footways.

18. This option is not recommended. Pedestrian comfort levels are an indexed score used to assess footway crowding. The Transport Strategy commits to achieving a B+ pedestrian comfort level across the whole of the Square Mile. It is considered that to permit A-Boards on highways more than 3m wide would compromise the achievement of a B+ comfort level. Many wider footways are on busier routes which routinely have very high footfall. Items placed on the footway would be likely to restrict free flow of pedestrians, increase the incidence of conflicts between pedestrians and risk diversion of pedestrians into the carriageway where the risk of conflict with vehicles (including bicycles) would arise.

London Borough of Hackney

19. The London Borough of Hackney have gone further and in March 2013 resolved that no A-Boards would be allowed on public highway in Hackney (although they would be allowed on private land subject to planning requirements on advertising).

20. This position is supported by an information and enforcement programme. This consists of educating businesses who use A-Boards on the issues they can cause, before progressing to formally writing to the business before resorting to fixed penalty notices and confiscation.

21. We have engaged with Hackney to review the effectiveness of their policy. While unable to provide exact figures, their enforcement director has informed us that almost all businesses remove their A-Boards after discussions with enforcement officers and formal enforcement is rarely required.

New policy options

22. There are three potential options for our A-Board policy

    a) Do nothing: Retain the 2014 Policy without amendment

    b) Amend the 2014 Policy: The amendments would adopt the Hybrid Approach set out at paragraphs 15 - 17

    c) Resolve not to permit A boards on the public highway in the City

Evaluation

23. The Transport Strategy acknowledges the importance of facilitating movement of people by ensuring walking is convenient, safe and inclusive. It also recognises the need for the City's fixed amount of street space to accommodate past (and future) growth. At the same time, businesses sometimes wish to use A Boards, especially if competing premises have A Boards or if the premises are in less conspicuous locations. These competing interests must be weighed in considering the appropriate option.

24. Regard must also be had to the Equalities Impacts outlined below. It is considered that given the particularly intensive use of the City's highways, A Boards are likely to impede free access over footways for pedestrians, with potential adverse impacts as outlined in paragraph 18 above.

25. Options (a) and (b) are not recommended, and Option (c) is proposed. It is considered that any adverse impacts for businesses will be mitigated by providing

a consistent approach so that no one businesses can secure a competitive advantage through the use of A-Boards, and by communicating with businesses about alternatives to A-Boards.

26. The ban will include City Corporation A-Boards but not extend to road signs or other statutory signage related to highways use.

Legal implications

27. The courts have held that some encroachments are so minor as to fall outside the ambit of criminal sanction (the “de minimis” rule). However, this rule is limited to encroachments that are “fractional” or “trifling”[1]. Due to the large volumes of people who use the City’s footways at peak times, it is unlikely that an obstruction could be considered as de minimis.

28. All other legal implications are in the body of the report.

Next steps

29. Should members approve the recommendation, officers will agree an education and publicity programme with impacted teams ahead of implementing the new policy. Where A-Boards remain in place after the education and publicity campaign, officers will visit non-compliant premises and request removal. If non-compliance persists, business owners will be written to, after which, where removal powers are available, remaining A-Boards will be removed.

30. This education and enforcement programme will be managed by the Cleansing team and developed with the input of City Transportation.

31. A monitoring strategy will also be put in place to report on the number of A boards removed by occupiers or by enforcement. This is likely to include annual reporting to Members.

Strategic Implications

32. Approval of Option C supports the delivery of Corporate Plan High Level Action 9d – Improve the experience of arriving in and moving through our spaces.

33. The adverse impacts of A-Boards on pedestrian flows, pedestrian comfort and safety particularly affect blind or partially sighted people, including long cane users, and people who may require wider footway widths such as people using wheelchairs or buggies. This supports the deliverables of the Transport Strategy.

[1] Eg Torbay Borough Council v Cross QBD 1995

Conclusion

34. Officers recommend Option C - not permitting A-Boards on the public highway in the City - with the aim of reducing obstructions on the highway and to help provide an attractive, safe and inclusive walking environment.

35. Additionally, officers recommend that, due to the COVID-19 pandemic, Members agree to delegate the decision to begin implementing the education and enforcement plan to the Director of the Built Environment in discussion with the Chair and Deputy Chairman of the Planning and Transportation Committee.

36. The education and enforcement programme will not begin until trade at City businesses have not only reopened but trading has returned to normal. This likely to be a few months after reopening.

Background Papers

Advertising ('A') Boards in the City of London – July 2014

City of London Transport Strategy – May 2019

Thomas Parker

Senior Strategic Transportation Officer

Thomas.Parker@cityoflondon.gov.uk

020 7332 3270

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City of London Corporation A-board Baseline

February 2025

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Summary

1. A survey was conducted to assess the distribution and purpose of A-boards throughout the City of London. Data collection took place using a Field Maps App from 5 December to 20 January 2025, excluding the holiday period from 21 December to 7 January 2025.
2. Officers found A-boards or Stand obstructions at 830 locations, accounting for 42% of all locations visited.
3. All Wards in the City had A-boards, with Cordwainer displaying the highest percentage of organisations with A-boards at 57%, followed by Aldersgate at 50%, and Billingsgate at 49%.
4. A-boards are predominantly utilised for advertising purposes, accounting for 93% of their usage. Less than one percent of signage is designated exclusively for wayfinding (0.7%), 5.7% serve both for advertising and wayfinding purposes, and 0.6% are utilised for other functions.
5. Most A-boards are placed on public highways, with a smaller proportion on private land.
6. The data shows that the number and location of A-boards has an impact on public spaces and streets and necessitates management to improve accessibility and safety for all individuals in the City of London
7. Given the increase in foot traffic and our policies on accessibility and inclusion, maintaining clear and accessible pavements is a high priority. The baseline study is instrumental in informing future engagement with businesses and to plan for enforcement of the City-wide ban on A-boards.
8. Please note some of the actions or comments written in here have been taken forward to the committee report and have been developed further since this baseline report was written (February 2025).

Introduction

9. In March 2020, the Planning & Transportation Committee approved a City-wide ban to ensure clear and accessible pavements. However, the implementation was delayed due to the COVID-19 pandemic and to allow time for foot traffic to recover post-pandemic.
10. Prohibiting the placement of A-boards on any streets enhances the user experience for people walking, including those with sight and mobility impairments, as well as individuals wheeling prams and using mobility aids.
11. With foot traffic increasing and the working population expected to rise, maintaining clear and accessible pavements is crucial for creating inclusive environments that enable people to navigate their surroundings independently and safely.
12. Project updates and proposed delivery were included in discussions with members at the Streets & Walkways Sub Committee in July 2024. Following a meeting with the Chairmen of Streets and Walkways and Planning and Transportation in November 2024, it was agreed to undertake a baseline study ahead of starting engagement with businesses. A baseline would help identify the number of A-board distribution across the City and their purpose.

Methodology

13. To assess the distribution and purpose of A-boards across the City, data collection was conducted using a Field Maps App. Using a specifically designed Geographical Information System (GIS) base layer of 1835 commercial business' locations created by the City Corporation GIS team.
14. The Field Maps App allowed officers to add new businesses to the base layer.
15. For this project we identified an A-board as a simple stand-alone board with a heavy base or two boards creating an 'A' shape, placed on the pavement to attract attention (Figure 1). While a stand or similar, was any object that could cause obstruction outside of a premises that was being used to advertise. These included menu stands, flags, delivery carts and cargo bikes with branding etc (Figure 2).
16. Data Collection was undertaken during working hours (8 – 6pm), from the 5 December to the 20 January 2025. No data was collected from over the Christmas period between 21 December - 7 January 2025. Officers recorded:
    - which organisations/locations had an A-board or stand or both to advertise and promote their business.
    - the number of each A-board or Stand,
    - their use (wayfinding, advertising, or both) and location (private land, public highway or unsure).
17. Officers visited a total of 2012 locations and recorded if that premises or location had an A-board or stand on the Field Map app (Figure 3).
18. After data collection, the data was downloaded and cleansed to fix inconsistencies and improve its quality and reliability.
    - Ten locations were removed from the base layer because they either did not physically exist or the business had closed, resulting in 1,025 original data points remaining.
    - Additionally, 177 new locations were added to the GIS Field Map; however, eight were removed due to incomplete data, leaving 169 new locations.

Figure 1: Different types of A-boards recorded as part of this project

Figure 2: Different types of stands or similar obstructions recorded

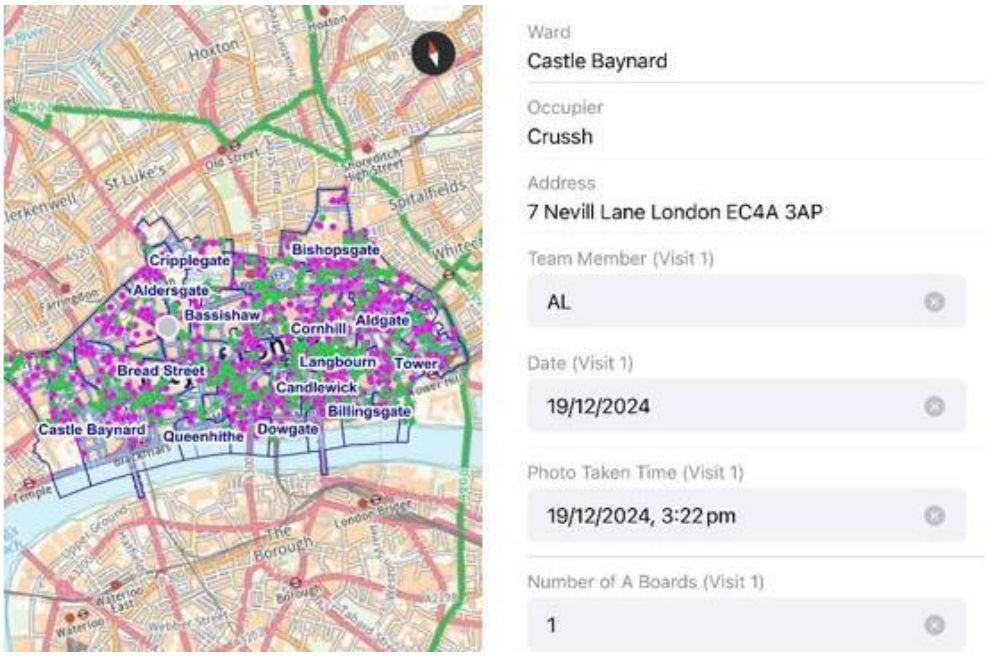

Figure 3: Screen shot of the GIS App data collection page. Green dots indicate locations with obstruction and pink dots are locations without. This is indicative of the app; a full map is shown later in the report.

Results

19. A-boards or stand obstructions were found at 830 of the 1994 locations (42%).
20. Of the 169 new points added majority were new businesses or churches displaying A boards or stands. However, several were not specific to the business location in that area, for example: A Hop on Hop off sign at a bus stop advertising a bus tour, City of London Police sign at Ludgate Hill, City Corporation signs discouraging anti-idling or anti littering signs were found across the City etc. (Figure 4).

Figure 4: Examples of A boards that were not specific to a specific business location

21. A-board dominated with 805 locations recorded as displaying at least one A-boards, 79 had at least one stand or similar, and 54 had both (Figure 5).

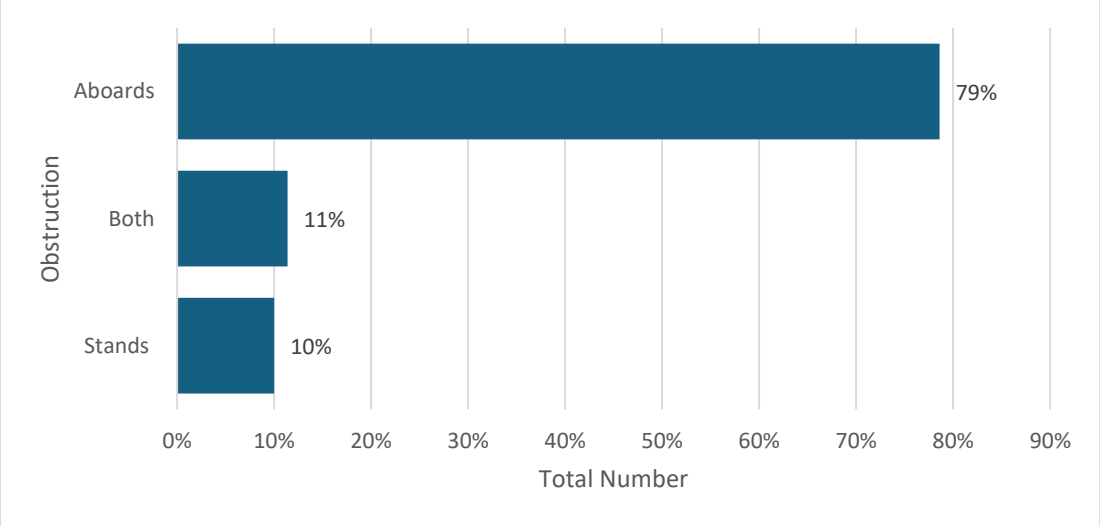

Figure 5: Percentage distribution of total numbers of A-board, Stands or both

22. Out of 805 locations with A-boards, there were a total of 973 boards, with an average of 1.2 per location. Specifically,
    - 666 locations had 1 A-board,
    - 116 had 2 A-boards,
    - 18 had 3 A-boards,
    - 4 had 4 A-boards,
    - 1 location displayed 5 A-boards.

23. Of the 79 locations there were a total of 124 stands or similar. The average was slightly higher than with A-boards at 1.6. Specifically:
    - 58 had 1 stand,
    - 12 had 2 stands,
    - 5 had 3 stands,
    - 1 had 4 stands,
    - 1 had 6 stands,
    - 1 had 7 stands,
    - 1 had 10 stands.
24. A-boards are primarily used for advertising, with 772 boards (93%) serving this purpose. A small percentage (0.7%) are used for wayfinding; these were usually businesses in alleyways. About 5.7% serve both advertising and wayfinding roles, and 0.6% fall under other uses, such as buckets full of flowers, or postcard stands for sale outside or delivery trollies without branding (Table 2). Several locations had a number of items outside taking up considerable space.

Table 1: Distribution of A-boards by purpose

Category	Number of Boards	Percentage
Advertising	772	93%
Wayfinding	6	0.7%
Both advertising and wayfinding	47	5.7%
Other	5	0.6%

25. Officers observed that some businesses were displaying A-boards within their premises, rather than placing them outside, thus keeping the pavements accessible. These businesses were not recorded as having A-boards. Instead, officers photographed these establishments as examples of best practices (Figure 6).

Figure 6: Examples of best practice seen at locations across the City

26. The data on the type of land usage reveals that a significant majority of A-boards are on the public highway (Table 2).

Table 2: Distribution of A-boards by land type

Type of Land	Number	Percentage
Public highway	621	75%
Private land	153	18%
Uncertain	56	7%

27. In terms of distribution A-boards and stand obstructions were spread out across the City of London, present in every Ward (Figure 7).
28. The Ward with the highest number of A-boards is Bishopsgate, with a total of 119 A-boards (Figure 8 and Appendix 1).
29. Dowgate and Bishopsgate have a high number of organisations using A-boards. In these Wards, both the total number of A-boards and the percentage of businesses with A-boards are higher compared to others.
30. Cordwainer has the highest percentage of organisations within each ward that have A-boards 57%, followed by Aldersgate with 50%, and Billingsgate with 49%. Wards like Portsoken, Bridge, and Queenhithe show both low total A-board counts and low percentages of businesses with A-boards (Figure 8).
31. The organisations that had the greatest number of A-boards or stands were:
    - Pret A Manger had A-boards at each of their 29 locations, with 7 locations having a delivery trolley outside the premises.
    - The City of London Corporation had at least 13 locations displaying A-boards.
    - Starbucks had A-boards at all 9 of their locations.
    - Itsu and Café Nero had A-boards at 7 locations.
32. Transport for London has an A-board ban on all the roads it manages across the Transport for London Road Network (also known as red routes), which include several streets in the City such as Bishopsgate, Farringdon Street and New Bridge Street. Enforcement is undertaken on a regular basis, however, there were still A-boards displayed along the TLRN (Figure 7).
33. At City Corporation locations we have already started working on alternative ways to promote messages with those teams (Destination City, Visitor Centre, Air Quality, City Gardens and Recycling), so that we may demonstrate best practice at our own locations.

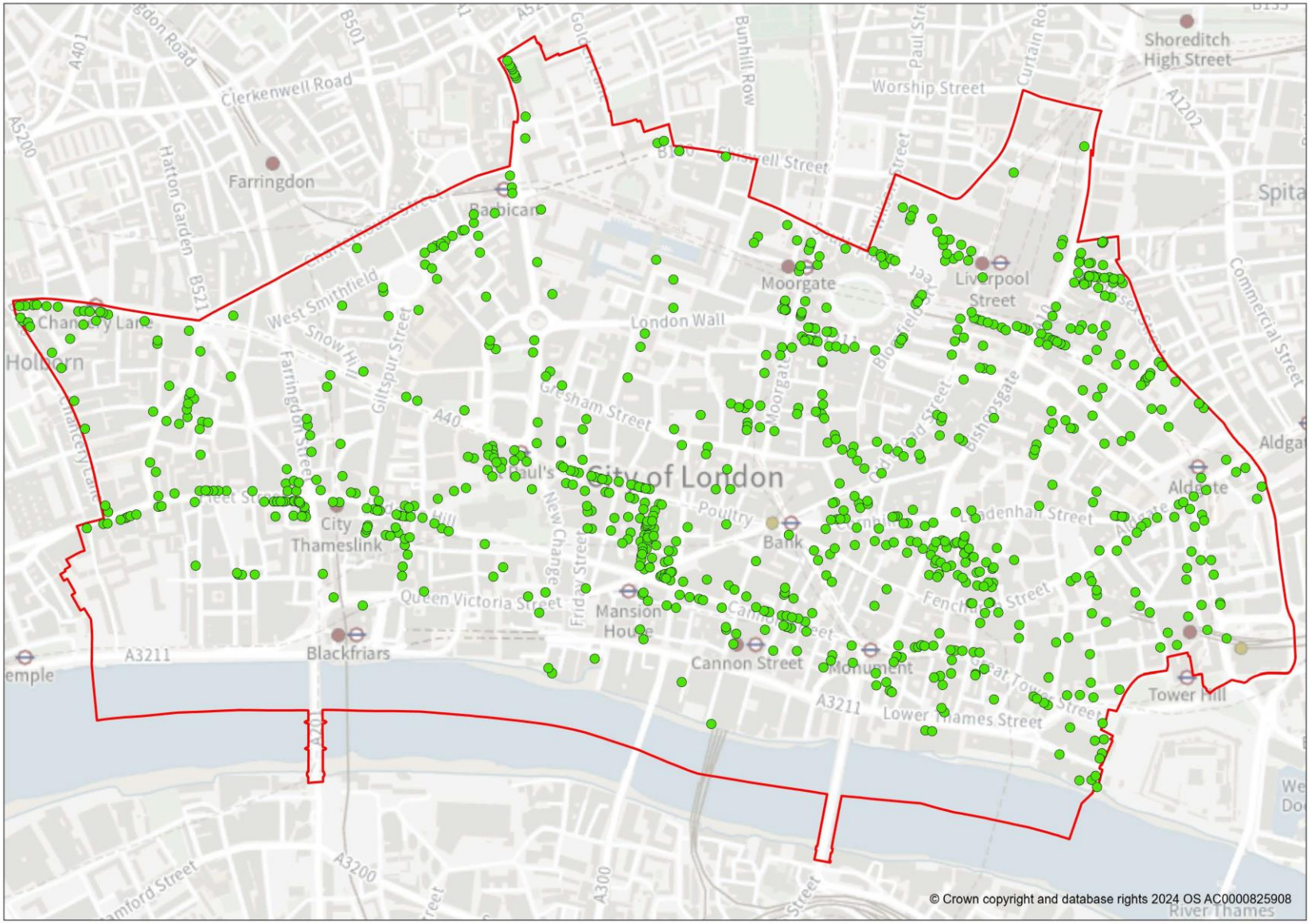

Figure 7: Distribution of A-board and stand locations across the City of London (please note this map was created using all the entered location points, prior to data cleaning so there may be slight discrepancies)

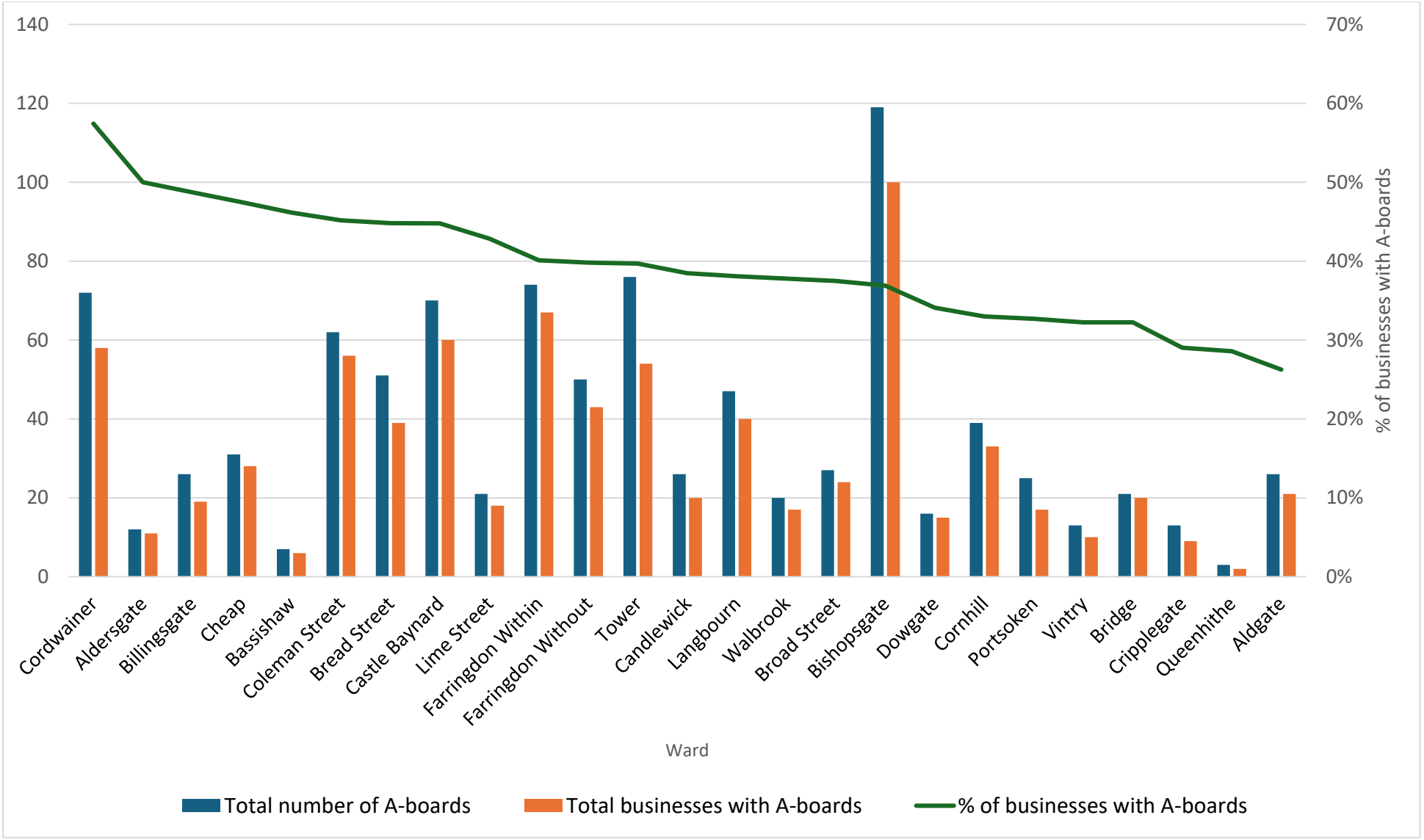

Figure 8: Total number and '% of businesses with A-boards by Ward

Limitations

34. The report has a few limitations that should be considered:
    - Officers did not document all businesses location visited that were permanently closed, under construction, or unoccupied.
    - Some observation data where A-boards were recorded was incomplete and had to be excluded from the dataset. This further supports the point that the actual number of businesses with A-boards or other stands may be higher than recorded.
    - Furthermore, due to time constraints, businesses that were closed at the time of recording were not revisited. For example, some cafés close at 3 pm, and the visit occurred at 4 pm.
35. These limitations suggest that the figures presented in the report might be an underestimation of the actual number of A-boards and stands in the City.

Discussion

36. The data analysis reveals a significant usage of A-boards or similar stands in the City of London, with obstructions identified at 830 locations, representing 42% of all surveyed sites. Due to limitations in data collection this figure may be an underestimation.
37. The widespread use of A-boards on public highways poses challenges for maintaining clear and accessible pavements. A-boards causing obstructions can reduce available pavement space, often making it insufficient for people walking, compelling them to step into the carriageway, posing a safety risk. People using push chairs, mobility aids, or wheelchairs could encounter blockages and may need to turn back, posing another safety risk and overexertion for some. For those who are visually impaired, A-boards can present a trip hazard. Additionally, for neurodivergent individuals or those sensitive to visual clutter, areas with numerous A-boards could increase stress and discomfort. A 2014 report to the Planning and Transportation Committee highlighted the challenge around allowing A-boards on wider streets, while banning them on narrower lanes where they don’t cause obstruction, it raised concerns of unfair advantage to some businesses. To address this, officers conducted a review that supported the removal of A-boards from all City streets. These were all the reasons that led to the implementation of a City-wide ban on A-boards to ensure clear and accessible pavement.
38. While A-boards are primarily used for advertising, with 93% serving this purpose, they also play a crucial role in wayfinding for a small percentage of businesses (0.7%) located in less visible areas such as alleyways. Effective wayfinding helps customers locate them, which is important in a competitive urban environment. A permit-based system or a grant to support businesses that can make a case that their A-boards is explicitly for wayfinding could be explored.
39. Several businesses are already using best practice and displaying A-boards inside their premises. Encouraging businesses to adopt alternative advertising methods, such as window displays and digital signage, can help maintain clear

pavements while still allowing businesses to attract customers. However, A-boards are viewed as cost effective ways to advertise that require little maintenance. Digital signage has a much higher upfront cost, but could offers benefits like animated content, remote updates, and better visibility. If used long-term and updated frequently, digital signage can be cost-effective over time compared to repeatedly printing new posters for A-boards (Play Digital Signage, ScreenCloud, Signagelive, DISPL & Mvix, 2025).

40. Transport for London has an A-board ban on all the streets it manages across London already, which include some in the City such as Bishopsgate, Farringdon Street and New Bridge Street. Enforcement is undertaken and businesses receive a fixed penalty notice.
41. The challenge posed by the number of A boards being used for advertising in the City of London necessitates a balanced approach that considers both business needs, public safety and equitable access. It is imperative to carefully evaluate the needs of businesses to advertise their services on the Public Highway in line with the City Corporation's commitment to the Equalities Act 2010.

City of London Corporation sites - case study

42. The City Corporation had A-boards at 13 different locations across the city, situated on both public highways and private land. The teams responsible for these boards, including the City of London Air Quality Team, Recycling Team, and the Visitor Centre, were contacted. They were informed about the City-wide ban on A-boards approved in March 2020, which was delayed due to the COVID-19 pandemic, and were requested to remove their A-boards. The Streets and Walkways 2024 report was shared with them, and it was explained that removing our A-boards would improve accessibility and underscore the importance of leading by example.
43. Alternative options to A-boards were explored such as using digital screens placed inside their premises, visible through windows, to attract customers. Creating attractive window displays to draw the attention of passersby without the need for external boards. Using digital advertising and social media platforms offered by OneCity, and the possibility to explore further options with our planning team.
44. The response highlighted:
    - Concerns were expressed regarding the impact that removing A-boards would have on the promoting exhibitions, guided tours, events, and campaigns. There were worries about the reduced visibility of landmarks without wayfinding A-boards.
    - Questions were raised about the possibility of exemptions or case-by-case decisions in areas with no accessibility concerns, such as those with wide pavements or where the signs are temporary (campaign).
    - While alternative options for visibility and promotion were discussed, it was noted that limited budgets restrict teams from enhancing their promotional efforts. It was suggested that funding from the City Corporation could be

allocated to support the implementation of other visibility and promotional materials.

45. The varied responses from the case study on City Corporation's teams underscore the need for caution in engaging with businesses. The issue is that most businesses will note that they rely on A-boards for visibility and promotion, and their removal will impact foot traffic and sales, especially for those in less visible locations. Additionally, there are concerns about the financial burden on businesses to adopt alternative advertising methods. Engaging with businesses on a non-consultative decision, could lead businesses to suggest that the City Corporation do not listen to business needs and reopen the debate, and not implementing the ban could undermine the City's commitment to equitable access and public safety.

Next steps

46. The presence of A-Boards on streets, many of which are used solely for advertisements, highlights the need to enforce our policy. Considering the challenges and the importance of a balanced approach, to address the interests of businesses, public safety, and equitable access, we recommend the next steps:

Explore Permit-Based System

47. Collaborate with internal teams in Licensing, Enforcement, and Legal teams to explore the implications of a permit-based system for wayfinding. This need arises from the challenges faced by a small percentage (0.7%) of businesses that use A-boards exclusively for wayfinding.

Explore alternatives and develop case studies with internal teams

48. We could engage further with internal teams (Destination City, Visitor Centre, Air Quality, City Gardens and Recycling) currently using A-boards to review alternative solutions and work through options to identify any serious concerns and understand costs, allowing for adjustments to be made before wider recommendation.

Approach to enforcement

49. Conducting face to face engagement with approximately 830 businesses over the next year would be time and resource intensive. Face to face engagement could lead to a better understanding of the ban and its necessity, potentially giving better compliance. However, there is a risk that businesses could mis-interpret engagement as consultation, re-open the debate and lead discontent when the ban is implemented. It is unlikely that engagement of all businesses will yield much more information, but would further delay implementation of the ban, which could have significant equality implications for our streets and reputation and impact on public using our streets.
50. We recommend that we progress through to an approach for enforcing current A-board policy for all, potentially with very limited exemptions as suggested above. This would include a general notification period to all businesses to allow businesses to engage with us on specific challenges and draw out any issues we haven't identified. City Solicitors will ensure all processes are carried out appropriately within powers permitted as Highway Authority.

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Appendices

Ward summary (STATIC)	Total A-boards	Total businesses	Total businesses with A-boards	% of businesses
Cordwainer	72	101	58	57%
Aldersgate	12	22	11	50%
Billingsgate	26	39	19	49%
Cheap	31	59	28	47%
Bassishaw	7	13	6	46%
Coleman Street	62	124	56	45%
Bread Street	51	87	39	45%
Castle Baynard	70	134	60	45%
Lime Street	21	42	18	43%
Farringdon Within	74	167	67	40%
Farringdon Without	50	108	43	40%
Tower	76	136	54	40%
Candlewick	26	52	20	38%
Langbourn	47	105	40	38%
Walbrook	20	45	17	38%
Broad Street	27	64	24	38%
Bishopsgate	119	271	100	37%
Dowgate	16	44	15	34%
Cornhill	39	100	33	33%
Portsoken	25	52	17	33%
Vintry	13	31	10	32%
Bridge	21	62	20	32%
Cripplegate	13	31	9	29%
Queenhithe	3	7	2	29%

Aldgate	26	80	21	26%

City Corporation A-boards

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Way Finding Way-board Licensing Eligibility Criteria and Guidance

Purpose

Advertising Boards (A-boards) are not permitted within the City of London. A-boards can be an obstruction and hazard if not placed correctly, especially for disabled people.

Under UK legislation, businesses must obtain permission from the highway authority before placing A-boards on public footways or carriageways. The **Highways Act 1980 (Section 137)** prohibits any obstruction of the highway without lawful authority, which includes the unauthorised placement of advertising boards. Local authorities may issue specific conditions for A-board use, such as maintaining clear pedestrian access and ensuring boards are stable and removed outside trading hours.

The **Provision of Services Regulations 2009** requires that fees charged by a competent authority for authorisation schemes under an authorisation scheme must be reasonable and proportionate to the cost of the procedures and formalities under the scheme and must not exceed the cost of those procedures and formalities. Such fees should also be justified and transparent.

The introduction of a licensing system for wayfinding A-boards ("Way-boards") would allow businesses with demonstrated need to apply for a licence, thereby supporting their visibility provided they do not reduce accessibility or compromise the safety of public highways, walkways, or public spaces in the City.

General Principles

The Way-board Licensing Guidance will be applied to all businesses applying for a licence to place an A-board on the public highway, walkways, or public spaces within the City.

- All Way-boards must be licensed.
- Way-board licences will be granted based on strict criteria and will not be automatically granted. Businesses are required to apply for a licence and provide a detailed justification for the necessity of a Way-board.
- Accessibility and safety will be prioritised over wayfinding.
- Way-board placement should not impede access for people walking and wheeling and should maintain a safe and accessible streets and public realm.

To further clarify the distinctions between Way-Boards and Advertising Boards Table 1 highlights the key differences in purpose and public benefit.

Table 1: Wayfinding vs. Advertising Boards: Key Differences

Aspect	Wayfinding Board (Way-board)	Advertising Board (A-board)
Purpose	To help people navigate to a business or service (e.g., directions or map)	To promote a business, product, or service.
Public Benefit	Improves navigation and orientation	Primarily benefits the business
Placement	Strategically placed for navigation purposes	Outside business premises

Way-board Application Guidance

The following Eligibility Criteria outlines the necessary licensing conditions for businesses wishing to apply for a Way-board license.

For the purposes of this policy, an “alleyway” or “passage” is defined as a narrow pedestrian route that is not considered a main street. Such routes usually run between or behind buildings and may be covered or uncovered. They allow access to buildings that do not front onto a main street.

A “courtyard” refers to an open, often shared space located on the public highway, situated behind or between buildings. It is typically not visible from a main street and is usually accessed via an alleyway or passage. Courtyards may be enclosed or partially enclosed and are generally accessible to the public, unless otherwise restricted

1. Eligible Businesses

To apply for a Way-board licence, you must be a business:

- located within the City of London and is situated away from primary streets and main thoroughfares, such as within alleyways and passages or courtyards.
- that does not have direct frontage onto the main street and has no other means of displaying street-level signage.
- that can demonstrate that its visibility and customer footfall are, in part, reliant on passing trade. This must be supported by evidence such as photographs or diagrams showing limited visibility from the main street, thereby reinforcing the need for directional signage.

Examples of eligible businesses may include:

- A business located in a courtyard behind a main shopping street.

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- A business accessed via a narrow alleyway with no direct street-facing windows or signage.
- A business situated in a mews or passageway with limited visibility from the main thoroughfare.

2. Way-board Eligibility Criteria

2.1 Size and number

The following guidelines must be adhered to in relation to number and size:

- Each business is permitted to display one Way-board; however, businesses located down alleyways or courtyards with more than one distinct entrance may be permitted additional Way-boards provided they justify this and meet the other eligibility criteria
- In cases where multiple businesses plan to apply for a Way-board at a single location, they should consider (or the City Corporation will determine) the possibility of consolidating multiple business listings on a single board to reduce clutter and enhance clarity.
- Each Way-board should be no more than 850 mm high and 550 mm wide, including the supporting structure. The depth of the Way-board usually ranges between 500 to 600 mm to ensure stability. The base's width must provide enough stability to prevent the way-board from easily tipping over.
- Way-boards must be detectable by white canes (e.g. solid base). The base must be made of solid, non-flexible materials such as metal or heavy-duty plastic and the base should be at least 150 mm high to ensure detection by white canes.

2.2 Design and information

To ensure that Way-boards serve their primary function of wayfinding, a thoughtful approach must be taken in relation to design and information:

- Way-boards must contain only way-finding information to assist individuals in navigating to the business.
- Businesses may incorporate brand elements, such as the business name, logos, and colour schemes, into way-finding information in a manner that complements rather than detracts from the primary function of the Way-board.
- Businesses must use universally understood symbols and arrows to guide individuals to the business location.

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- Way-boards should have high-contrast signage to ensure that wayfinding information is clear and visible, using high-contrast colours to make text easily readable for everyone, including those with visual impairments and avoiding flashing lights or confusing designs for neurodiverse individuals.

2.3 Proposed location and accessibility

The proposed location of the way-board must be indicated on the application form and should preferably be situated near a building line. This approach minimises the risk of obstructing people walking and wheeling pathways and reduces potential hazards.

The following guidelines must be adhered to in relation to number and size:

- There must be a minimum residual width of 2 metres of unobstructed footpath for the passage of people walking and wheeling.
- Way-boards should be placed against (physically touching) a building or business where possible
- Way-boards must be placed on straight sight lines and not on any curved angles along the building line and not in the sight line of any crossing points.
- Way-boards must not obstruct access, and should not be placed within 2m of:
    - Tactile paving.
    - Dropped kerbs
    - Bus stops or crossings
    - Street furniture
- Way-boards must not be of a rotating or swinging banner/flag type.
- Way-boards placed on the highway must not be fixed or attached to any street furniture, lamp poles, signposts etc. and must not have other ‘things’ attached e.g. balloons and streamers.
- Way-boards must be taken in or removed from the footpath when the business is closed.
- Way-boards which have fallen over must be immediately removed or made secure to ensure the above criteria are met.

2.4 Potential Impacts and equality considerations

An Equality Impact Assessment will be undertaken by the business as part of the application process, and City Corporation officers review these. Applicants will be asked to consider how placement and use of Wayboards might affect people with protected characteristics. For example: obstructions to walking and wheeling pathways, proximity to tactile paving or dropped kerbs, visual clutter, etc.

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This process ensures businesses assess Way-board placement to avoid creating obstacles for disabled people, parents with prams etc. and will insure these are mitigated to public spaces remain accessible, inclusive, and safe for everyone. An example of what could look like is shown in Table 2.

Table 2: Example response to the Way-board Placement Equality Impact Assessment consideration

Equality consideration	Potential Impact	Mitigation Measures	Applicant	City Corporation
Obstruction to walking and wheeling	Risk of narrowing footway, affecting wheelchair users and parents with prams	Way-board will be placed flush against the building line, leaving at least 1.8m of clear footway	*The total footway width at the proposed location is 3.2m. The Way-board will be positioned directly against the building line, ensuring a 2m unobstructed path remains.*	*This was confirmed using a tape measure at a site visit*
Proximity to tactile paving or dropped kerbs	Could interfere with navigation for visually impaired individuals	Board will not obstruct tactile paving or dropped kerbs. A 1m buffer will be maintained.	*There is no tactile paving or dropped kerb nearby so a buffer will be maintained to ensure accessibility and safety for all pavement users.*	*A site inspection confirmed that the nearest tactile paving is 3m away and the closest dropped kerb is across the street.*

3. Way-board license fees and appeals process

A Way-board License will cost £xxx.

- Application fee of £xx (non-refundable, paid upfront)
- License fee of £xxx (paid after approval, before the licence is issued)
- This licence is valid for 2 years
- License Fee's will be reviewed every four years

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Applications that do not satisfy the Way-board eligibility criteria will not be granted a license. Business owners who receive this decision retain the right to appeal.

Step 1: The business owner must submit a written notice of appeal within 14 days of receiving the notice that their application has been declined. The notice of appeal must include the grounds for the appeal and any supporting evidence.

Step 2: Upon receipt of the notice of appeal, an independent panel will review the case, and all evidence submitted within 30 working days. This will be the decision of the Director of City Operations. All decisions made by the panel will be documented and made available to the public to ensure transparency in the decision-making process.

Step 3: The panel will issue a written decision within 14 days of the hearing. The decision will include the findings of fact, conclusions and the reasons for the decision. The panel may affirm, modify, or reverse the decision to give a Way-board license. The decision of the panel is final and binding. No further appeals will be entertained.

4. License enforcement and public feedback

Way-boards will be enforced through regular inspections by street enforcement officers to check for valid licenses.

- Non-compliance may lead to Fixed Penalty Notices (FPN) or license revocation.
- Appeals will follow FPN guidelines.

Appendix 1 outlines the proposed Terms and Conditions.

A key aspect of this initiative is creating clear ways for the public to contact the City Corporation about Way-boards via email, telephone and potential street reporting applications. This ensures anyone can report Way-boards that obstruct or affect navigation in the City.

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Appendix 1: Draft Terms and Conditions for proposed Way-Board Licensing

City of London Corporation Proposed Way-board Licensing Guidance Section 149 Highways Act (1980)

Your business appears to have placed an item (including Advertising boards or Way-board) on the public highway outside your premises. Advertising boards or A-boards are not authorised in the City of London. Way-boards are permitted for eligible businesses who hold a way-board licence only.

Enforcement action will be taken where any of the following criteria are not met when holding a Way-board Licence:

- There must be a minimum residual width of 2 metres of unobstructed footpath for the passage of pedestrians.
- No more than one item (Way-board) per business.
- Items must be no more than 850mm in height, 550mm in width, and 600mm in base or footprint.
- Items must be high-contrast so they are easily visible and should not be mirrored or reflective.
- Item must be detectable by white canes (e.g. solid base). The base must be made of solid, non-flexible materials such as metal or heavy-duty plastic and the base should be at least 150 mm high to ensure detection by white canes.
- Items should be placed against (physically touching) a building line and must not obstruct access, they should not be placed within 2m of:
    - Tactile paving.
    - Dropped kerbs
    - Bus stops or crossings
    - Street furniture
- Items must be placed on straight sight lines and not on any curved angles along the building line and not in the sight line of any crossing points.
- Items must not be of a rotating or swinging banner/flag type.
- Items placed on the highway must not be fixed or attached to any street furniture, lamp poles, sign posts etc. and must not have other ‘things’ attached e.g. balloons and streamers.
- All items, including Way-boards must be taken in or removed from the footpath when the business is closed.
- Way-boards which have fallen over must be immediately removed or made secure to ensure the above criteria are met.

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Items (Way-boards) that are deemed to be a danger, which are placed on the highway whether because the above criteria are not met or for any other reason will be removed without notice by the City of London Corporation's Street Environment Officers.

Any business placing items on the public highway does so at their own risk and may be liable, in the event of injury, loss or damage being caused to a highway user.

Advertising is subject to advertising control and the local planning authority may enforce against and remove unauthorised Way-boards which do not have advertising consent. The local planning authority's policy is to resist excessive or obtrusive advertising.

DRAFT

Equality Impact Assessment – A-board Policy update and Way-board eligibility

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Proposal Title	A-Board Policy update – To allow A-boards for wayfinding via a licence.
Details of the lead officer completing the Assessment	Andrea Larice, Strategic Transport
Department Responsible:	Environment, City Operations, Strategic Transport
Who has been involved in creating the EQIA: (please summarise/list stakeholders you have engaged with and how)	City Corporation Highways Team City Corporation Parking Team City Corporation Transport Strategy Team
Date of Initial assessment:	This EQIA examines and reviews the proposed changes to the A-board policy and introduce a Way-Board and gathers a better understanding of the impacts of the changes. This EQIA is dated July 2025.
Date of next review	Should members proceed with this option an evaluation of this EQIA should be conducted in accordance with the public consultation, implementation of the Policy, and after the successful implementation of the Policy.

1.PROPOSAL OVERVIEW

The City of London Corporation's Transport Strategy outlines objectives for street design, connectivity, and accessibility within the Square Mile.

The proposed update includes maintaining the existing ban on advertising A-boards across the City of London, while considering the introduction of a licensing system for Wayfinding A-boards (“Way-boards”) in specific circumstances. This approach seeks to address both public highway accessibility and safety, as well as business needs for directional signage. The EQIA examines the possible effects of these changes on individuals with protected characteristics

Purpose of the Policy Change

The City Corporation plans to revise its A-board policy to:

- Continue the City-wide ban on advertising A-boards.
- Establish a licensing system for Way-boards in select cases where wayfinding is considered essential and accessibility can be preserved.

Legal frameworks to consider:

- Equality Act 2010 – Section 20(4): Duty to make reasonable adjustments to avoid placing disabled people at a substantial disadvantage.
- Highways Act 1980 – Section 130: Duty to assert and protect the rights of the public to use and enjoy the highway.
- Public Sector Equality Duty (PSED): Requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations.

Potential impacts

The proposed update to the A-board policy may have varying impacts on individuals with protected characteristics.

The placement of A-boards on footways may adversely affect individuals with disabilities by obstructing pathways, creating potential tripping hazards, and complicating navigation—particularly for those who are blind or partially sighted. Such boards may also impede tactile paving and diminish the clarity of pedestrian routes. While increased visibility of local services may offer some benefits to older adults, there remains an elevated risk of trips and falls associated with reduced mobility or declining vision. Regarding pregnancy and maternity, although no direct impacts are identified, narrowed walkways can still present challenges for individuals using prams or mobility aids.

Disabled persons, especially those who are blind or partially sighted, wheelchair users, and individuals with mobility impairments, are most susceptible to the adverse effects of A-boards situated on public highways. Inappropriately placed signage can act as physical barriers, reduce navigable space, and introduce additional tripping hazards. Older adults, children, and those who are pregnant or accompanied by prams may also be disproportionately affected by congested or restricted footways.

Furthermore, the presence of A-boards on pavements can considerably decrease available walking space, occasionally compelling pedestrians to step into the carriageway to bypass obstacles. This situation not only poses safety risks but also compromises independent movement for all pedestrians, including those without disabilities. Inconvenience, increased stress, and greater risk may result from navigating cluttered walkways. Consequently, maintaining clear and accessible pavements is paramount to ensuring safety, dignity, and equal access for all members of the community, irrespective of their protected characteristics.

Although the presence of A-boards may have negative impacts —particularly for individuals with disabilities, older adults, parents with prams, and others with mobility challenges—these impacts can be effectively mitigated by implementing a strict licensing policy combined with robust enforcement measures. By establishing clear and stringent criteria, such as maintaining a minimum 1.8-metre unobstructed footway, requiring high-contrast, cane-detectable signage, and ensuring that A-boards are positioned only where accessibility will not be compromised, the risks can be substantially mitigated.

Regular monitoring and responsive enforcement will ensure compliance, while ongoing public engagement and accessible reporting channels will allow issues to be identified and addressed promptly. Although no direct negative impacts have been identified for other protected groups, including those defined by race, religion, gender, or sexual orientation, continued assessment will help guard against potential indirect discrimination. With such safeguards in place, the adverse effects associated with A-boards can be effectively managed, balancing the needs of businesses with the imperative for accessible, safe, and inclusive public spaces for all.

2. EVIDENCE AND IMPACT ANALYSIS

Introduction

A-boards, or Advertising boards, are typically used by businesses to advertise and promote their services. Constructed as simple stand-alone boards mounted on heavy ‘A’-shaped frames, they are placed across pavements to attract attention. Their size and style can vary widely, reflecting the diversity of business activities across the City.

A-boards often narrow the pavement and can create significant obstructions for pedestrians. Many campaigning organisations have called for a complete ban on A-boards, emphasising that clear, unobstructed routes are critical for elderly people, blind and partially sighted individuals, and those using wheelchairs or mobility aids.

Concerns about A-boards have been raised by the Royal National Institute of Blind People (RNIB) representing people who are blind or partially sighted. They note that a proliferation of A-boards can make it difficult to navigate pavements safely, often forcing individuals to manoeuvre around obstacles or risk stepping into the road. Encounters with A-boards can lead to injury or undermine the confidence and mobility of people with vision impairments, restricting their independence and ability to participate fully in community life.

Transport for All (2014) also highlighted that *“Street clutter is not just a problem for visually impaired people, but a problem for wheelchair users, scooter users, buggy*

users, and older people too. Transport for All welcome this 'zero-tolerance' approach to businesses which repeatedly flout rules on keeping the pavement clear. Not everyone can step down into the road to bypass an A-board or other obstacle."

While hybrid policy approaches—allowing A-boards on wider streets, for example—have been considered to balance business demands with pedestrian safety, the City's narrow footways and high pedestrian volumes have made such policies inequitable. Permitting A-boards on some wider streets, like Cheapside, could disadvantage traders on narrower lanes such as Bow Lane, undermining fair competition. This issue was raised in a 2014 Planning & Transportation Committee paper, which also referenced complaints from traders and informed subsequent policy discussions.

Reflecting these concerns, in March 2020, the Planning & Transportation Committee approved a City-wide ban of A-boards. However, enforcement implementation was postponed due to the COVID-19 pandemic and the need to allow footfall in the City to recover in the post-pandemic period. City pavements are seeing rising use, with current foot traffic at 70% of 2019 levels. The Greater London Authority forecasts a 14.2% increase in City of London workers by 2041. The historic layout of many City streets contributes to the challenge, with several areas featuring particularly narrow pavements. Negotiating these footways can be especially difficult for wheelchair or mobility scooter users and parents with buggies. When A-boards are present, the lack of sufficient pavement space may force pedestrians to step into the carriageway to pass by. Maintaining accessible pavements is crucial to ensure safe and independent movement for all.

Data considerations and limitations

Pregnancy and Maternity

ONS Conception Statistics for England and Wales, 2020, present conception data for the City of London and the London Borough of Hackney together to ensure confidentiality.

In 2020, there were 5,659 conceptions recorded in Hackney and the City of London. This corresponds to a conception rate of 74.6 per 1,000 women aged 15 to 44 years, marginally higher than the Inner London average (66.1) but below the overall London average (76.2).

It is important to note that this data may not fully represent the majority of pregnant women in the City who may be impacted by the proposed change, as many commuters and visitors are regularly present in the area rather than being permanent residents.

Age

The Office for National Statistics (ONS) 2021 population statistics for the City states a total population of 8,580 for the borough. The age breakdowns for the City and London are detailed in Table 1 below:

Table 1: Age Breakdown for City and London (Source: ONS Census Data 2021)

Age	City of London (%)	Greater London (%)
Total: All residents	100.0	100.0
Aged 4 years and under	2.5	6.0
Aged 5 to 9 years	1.9	6.0
Aged 10 to 15 years	2.4	7.2
Aged 16 to 19 years	2.1	4.4
Aged 20 to 24 years	11.2	6.7
Aged 25 to 34 years	25.8	18.1
Aged 35 to 49 years	21.2	22.7
Aged 50 to 64 years	18.8	16.9
Aged 65 to 74 years	8.3	6.5
Aged 75 to 84 years	4.4	3.8
Aged 85 years and over	1.4	1.6

The figures above illustrate the following:

- The City has significantly fewer people under the age of 15 (6.8%) compared to Greater London (19.2%)
- The City 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 and Greater London region

Table 2: Workforce Age Structure, City and Greater London 2011 (Source: City of London Workforce CENSUS 2011- Analysis by Age and Occupation)

Age Band	City of London Actual and %	Greater London Actual and %
16 - 19	2,521 (1%)	81,959 (2%)
20 - 24	26,806 (8%)	387,569 (9%)
25 - 29	67,481 (19%)	685,431 (15%)
30 - 34	70,450 (20%)	697,643 (16%)
35 - 39	56,574 (16%)	591,814 (13%)
40 - 44	45,902 (13%)	548,352 (12%)
45 - 49	35,964 (10%)	507,549 (11%)

50 - 54	24,541 (7%)	405,451 (9%)
55 - 59	14,941 (4%)	295,937 (7%)
60 - 64	8,293 (2%)	196,176 (4%)
65 - 69	2,370 (1%)	73,115 (2%)
70 - 74	863 (0%)	29,485 (1%)
Total	356,706 (100%)	4,500,481 (100%)

Table 2 shows the age breakdown of the workforce of the City compared to Greater London. Key points include:

- The 25-34 age group accounts for 39% of the City workforce, compared to just 31% of the Greater London workforce The 35-49 age group comprises 39% of the workforce in the City but slightly less of the Greater London workforce at 36%. The percentage of the workforce in the City aged 50 years and above (14%) is lower than the percentage for Greater London (23%), showing that the City has a smaller proportion of older professionals
- Data from Census 2021 shows that the workforce in the City is significantly younger than the rest of the country, with 61% of workers aged between 22 and 39[2] compared to just 40% in England and Wales.

Research by TfL has found that walking is the most frequently used mode of transport by older Londoners aged 65 and over, with 87% walking at least once a week, and 65% travelling by bus at least once a week.

It is also important to acknowledge the intersectionality between age and disability.

Disability

The City of London is a unique area with a small residential population but a significant daily influx of workers, students and visitors, making it difficult to fully represent the number of disabled individuals who regularly work, study and visit the City.

The 2021 Census (Office of National Statistics, 2023) found that London 15.7%, or 1.2 million people are disabled. It also identified that City of London had one of the lowest proportions of disabled residents (11.8%) compared to other local authorities in London:

- 3.9% had a disability that limited their day-to-day activities a lot
- 7.9% had a disability that limited their day-to-day activities a little

Specific data on the number of disabled individuals working in the City of London is not readily available with exception to some limited information on City workers holding Red Badges.

- As of 1 November 2024, there were 167 Red Badges issued, with 72 held by City residents and 95 by permanent City workers.

- According to the latest data, approximately 678,000 people work in the City of London (City Corporation, 2023). It is estimated that 0.01% of City workers hold a Red Badge.
- There may also be disabled drivers with designated parking spaces at their City workplace who do not hold a Red Badge.

The Department for Work and Pensions (2023) identified that there has been strong growth in the number and rate of disabled people in employment, and a narrowing of the gap between the rate of disabled and non-disabled people in employment (the disability employment gap). However, the disability employment gap is wider for:

- disabled men
- older (aged 50 to 64) disabled people
- disabled people with no qualifications
- disabled people of White ethnicity

2024/2025 City Corporation Study on A-Board distribution and use

To assess the distribution and purpose of A-boards across the City, data collection was conducted using a Field Maps App. Using a specifically designed Geographical Information System base layer of business's locations created by the City Corporation GIS team.

For this study, an A-board was identified as a simple stand-alone board with a heavy base or two boards creating an 'A' shape, placed on the pavement to attract attention (**Error! Reference source not found.**). While a stand or similar, was any object that could cause obstruction outside of a premises that was being used to advertise for example: menu stands, flags, delivery carts with branding etc.

Figure 1: Distinct types of A-boards recorded as part of this project

Data Collection was undertaken during working hours (8 – 6pm), from the 5 December to the 20 January 2025. No data was collected from over the Christmas period between 21 December - 7 January 2025. Officers recorded:

- which organisations/locations had an A-board, or stand, or both, to advertise and promote their business.
- the number of each A-board or stand,
- their primary use (wayfinding, advertising, or both) and location (private land, public highway or unsure).

A-boards or stand obstructions were found at 830 of the 1,994 locations (42%).

A-boards dominated the street environment with 805 locations recorded as displaying at least one A-boards, 79 displaying at least one stand or similar, and 54 displaying both (**Error! Reference source not found.**).

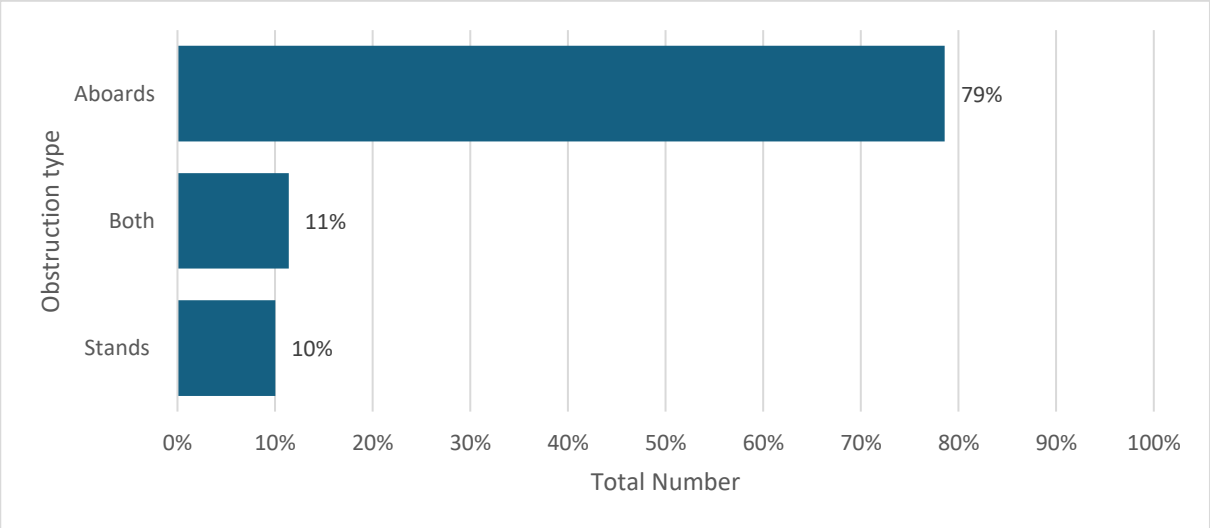

Figure 2: Percentage distribution of total numbers of A-board, Stands or both

Out of 805 locations with A-boards, there were a total of 973 boards, with an average of 1.2 per location. Specifically,

- 666 locations had 1 A-board,
- 116 had 2 A-boards,
- 18 had 3 A-boards,
- 4 had 4 A-boards,
- 1 location displayed 5 A-boards.

Of the 79 locations there were a total of 124 stands or similar.

A-boards are primarily used for advertising, with 772 boards (93%) serving this purpose. A small percentage (0.7%) are used for wayfinding; these were usually businesses in alleyways. About 5.7% serve both advertising and wayfinding roles, and 0.6% fall under other uses, such as buckets full of flowers, or postcard stands for sale outside or delivery trollies without branding (Table 3).

Table 3: Distribution of A-boards by purpose

Category	Number of Boards	Percentage
Advertising	772	93%
Wayfinding	6	0.7%
Both advertising and wayfinding	47	5.7%
Other	5	0.6%

A-boards placement was photographed, and often A-boards were positioned in ways that cause safety concerns or reduced the available space on footways, which could lead to obstructions and people walking stepping onto the street.

Officers observed that some businesses were displaying A-boards or stands within their premises, rather than placing them outside, thus keeping the pavements accessible. These businesses were not recorded as having A-boards. Instead, officers photographed these as examples of best practices (**Error! Reference source not found.**3).

Figure 3: Examples of best practice seen at locations across the City

The data on the type of land usage reveals that a significant majority of A-boards are on the public highway (**Error! Reference source not found.**4).

Table 4: Distribution of A-boards by land type

Type of Land	Number	Percentage
Public highway	621	75%
Private land	153	18%
Uncertain	56	7%

In terms of distribution A-boards and stand obstructions were spread out across the City of London, present in every Ward (**Error! Reference source not found.**).

A-Boards were also recorded along streets such as Bishopsgate, Farringdon Street, and New Bridge Street, which fall under the TLRN and are subject to regular enforcement.

These findings highlight both the widespread presence and diverse distribution of A-boards and stand obstructions throughout the City of London, underscoring the importance of consistent monitoring and effective policy enforcement across all wards.

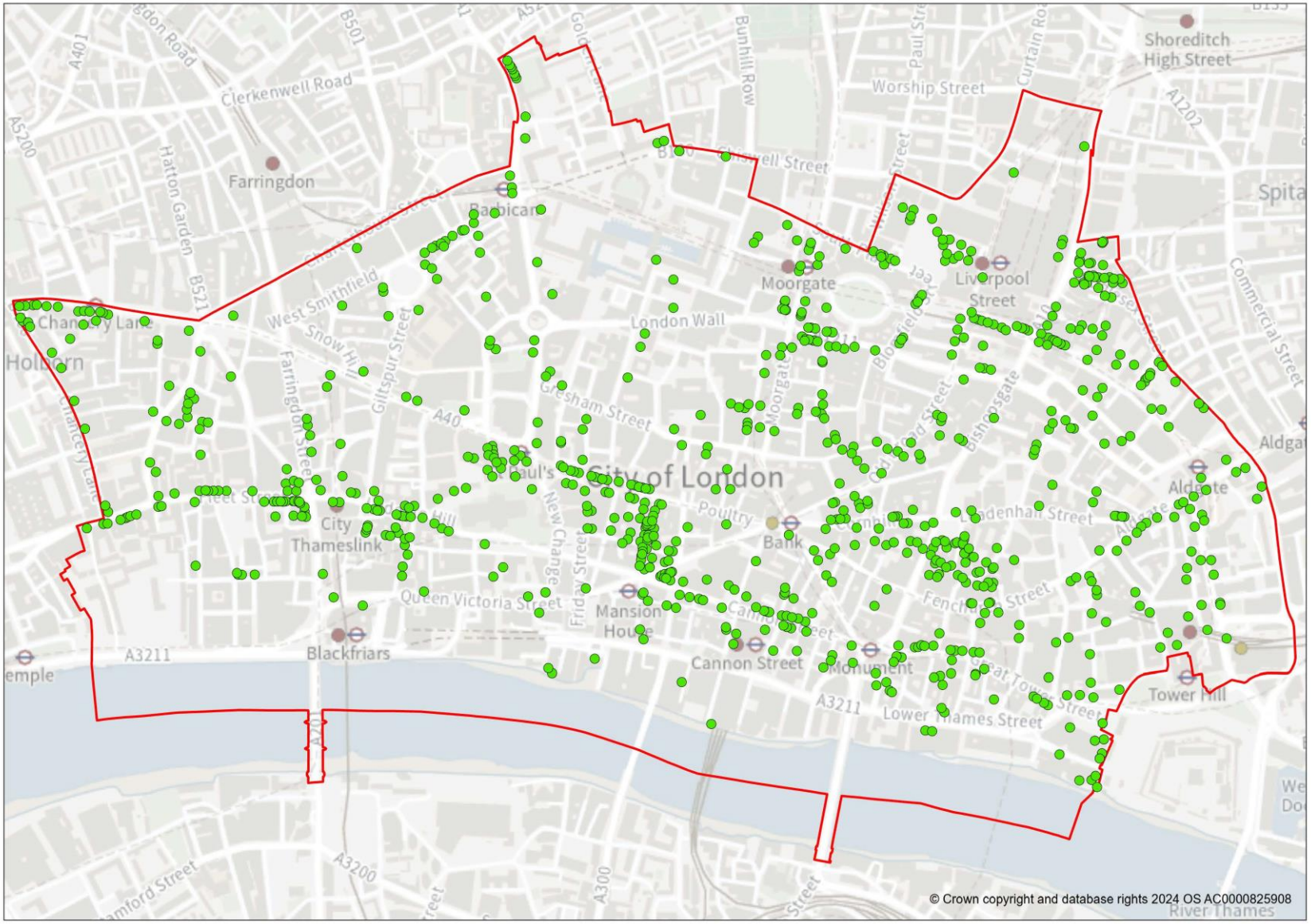

Figure 4: Distribution of A-board and stand locations across the City of London (please note this map was created using all the entered location points, prior to data cleaning so there may be slight discrepancies

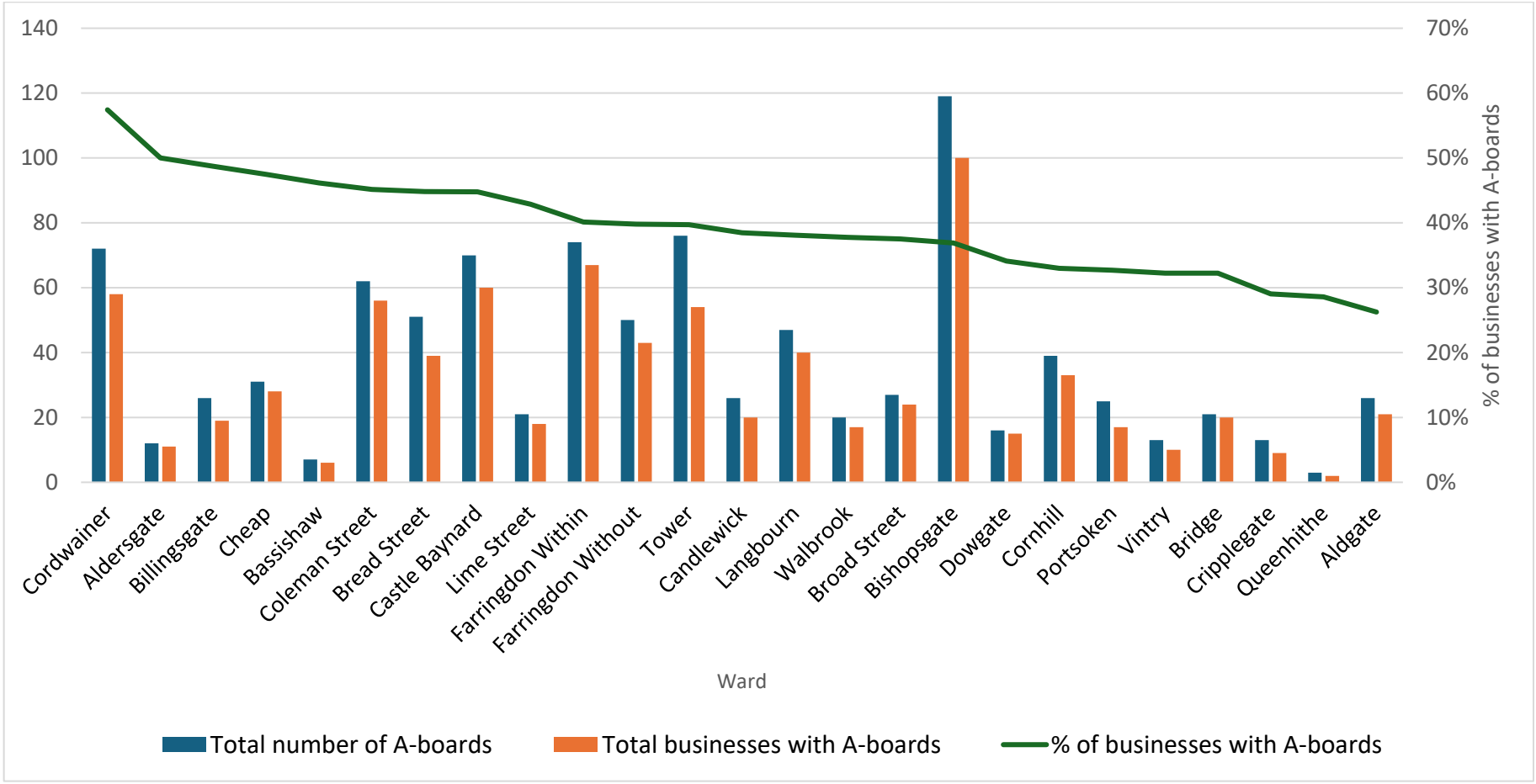

Figure 5: Total number of A-boards by Ward

To evaluate the distribution and use of A-boards throughout the City, data was collected via the Field Maps App. This process utilised a custom Geographical Information System (GIS) base layer of business locations developed by the City Corporation GIS team.

A-boards or similar obstructions were identified at 830 out of 1,994 surveyed sites, representing 42% of the total location

Proposed changes

Amend the A-board policy to allow A-boards for wayfinding purposes by exception (via a Way-board licence)

Under this option there would still be a City-wide A-board ban but business would be able to apply for a Way-board licence by exception subject to meeting set eligibility criteria. As less than one percent of signage was identified as exclusively for wayfinding (0.7%) and 5.7% were identified as utilised for both advertising and wayfinding purposes. A licensing system could allow businesses with genuine needs for A-boards to maintain visibility.

To further clarify the distinctions between Way-Boards and Advertising Boards the table below highlights the key differences in purpose and public benefit.

Aspect	Wayfinding Board (Way-board)	Advertising Board (A-board)
Purpose	To help people navigate to a business or service (e.g., directions or map)	To promote a business, product, or service.
Public Benefit	Improves navigation and orientation	Primarily benefits the business
Placement	Strategically placed for navigation purposes	Outside business premises

There will be a strict Eligibility Criteria that outlines the necessary licensing conditions for businesses wishing to apply for a Way-board license. A draft Licencing and Eligibility Criteria and Guidance can be found in Appendix 1.

Licences would incur a fee and would require a formal application procedure. Applicants will need to demonstrate that their Way-board is for wayfinding purposes and meets stringent accessibility criteria, as outlined in forthcoming guidance. Each application will be reviewed, and licences will be granted to successful applicants.

Enforcement will focus on verifying whether a valid licence is present for any Way-board displayed. The proposed licensing scheme is intended strictly for exceptional circumstances only, and all businesses must adhere to the established guidelines.

Positive

- Small and medium-sized businesses would benefit from increased visibility and the ability to use their A-boards. This supports equity in business competition. For many small and medium enterprises (SMEs), street-level advertising such as A-boards could be a tool for attracting foot traffic and

communicating daily specials, services, or promotions. In areas with high pedestrian flows, like the City of London, A-boards can help these businesses remain visible amidst larger competitors who might have more extensive branding resources. Allowing continued use of A-boards for wayfinding — subject to regulation—could help level the playing field, ensuring that independent businesses have opportunities comparable to larger chains.

- Enhanced wayfinding signage, such as clearly marked A-boards, can be particularly beneficial for older residents and visitors, as these signs make it easier to locate amenities and services in busy urban environments (Age UK, 2018).

Negative

- Older people, particularly among people over 65, are more vulnerable to slips, trips, and falls (Public Health England, 2019). As such, A-boards can be a risk and need regulations and careful placement—possibly including guidelines from the Royal National Institute of Blind People (RNIB, 2021) are crucial to balance the needs of accessibility and businesses visibility, ensuring public spaces remain safe for all users.
- Beyond the risks of slips, trips, and falls, A-boards can contribute to additional public realm challenges. Street clutter can obstruct the free flow of pedestrians, particularly impacting those using wheelchairs, mobility scooters, or pushing prams.
- Narrow pavements can become congested, making it difficult for people with visual impairments or limited mobility to navigate safely. There is also a risk that, without consistent enforcement, some businesses may place boards in unsuitable locations or allow them to encroach upon pedestrian routes, exacerbating accessibility concerns and causing people to step into the street. Putting them at risk of collisions.
- Maintenance of A-boards can be inconsistent and poorly maintained or weather-damaged boards could become hazards, increase the likelihood of accidents or creating unsightly streetscapes. This is of particular concern for way-boards, which will by their nature likely be out of the line of sight of the businesses responsible for them. If they fall, become damaged or otherwise create a hazard, this may not be immediately visible to the business responsible.

Outcome

A comprehensive assessment of the advantages and disadvantages indicates that implementing a regulated licensing system for Way-boards represents a pragmatic solution. Establishing explicit criteria and ensuring robust enforcement can facilitate greater visibility and fair competition for small and medium-sized businesses, without unduly impacting individuals who walk, wheel or use mobility aids.

Transport for All (2015) notes: *“Street clutter is not just a problem for visually impaired people, but a problem for wheelchair users, scooter users, buggy users, and older people too. Transport for All welcomes this ‘zero-tolerance’ approach to*

businesses which repeatedly flout rules on keeping the pavement clear. Not everyone can step down into the road to bypass an A-board or other obstacle."

Upholding stringent eligibility requirements and guidance—through careful placement and high maintenance standards—serves to reduce associated safety risks. In conclusion, the adoption of a licensing scheme with transparent fees and criteria provides a structured framework that supports business growth and urban vitality while prioritising accessibility and safety for all members of the community.

Proposed licencing structure and fee for "Wayboards"

Applications are reviewed based on established Way-board eligibility criteria. If an application does not meet these criteria, it will not be approved; applicants have the option to appeal the decision.

The proposed fee structure, following Barnet Council's model (from January 2025), is £245: a non-refundable £72 upfront, then £173 upon approval before the licence is issued. The licence is valid for one year.

Proposed Way-board Licence

- Total Cost: £240
- Application Fee: £70 (non-refundable, paid upfront)
- Licence Fee: £170 (paid after approval, before licence is issued)
- Licence validity: 2 years
- Licence Fees subject to review every four years

Positive

- In setting low costs, the structure is designed to cover administrative expenses while remaining accessible for businesses, particularly SMEs. By keeping costs manageable and clear, the scheme promotes equal opportunity, making participation in the Wayboard licensing system fair and inclusive for all applicants regardless of background.
- Accessibility considerations—such as providing information in alternative formats or offering additional support during the application process—further strengthen compliance with the Equality Act and help create an environment where all eligible businesses can participate on equal footing.

Negatives

- A potential downside is that low fees may unintentionally lead to an increase in street clutter or obstructions if not managed carefully.

Outcome

On balance, the current proposed fee structure creates a positive framework that encourages participation while responsibly managing administrative costs. However, careful oversight is necessary to prevent unintended negative consequences. By maintaining transparency in costs, ensuring ongoing accessibility support, and periodically reviewing the fee levels, the scheme can continue to promote fairness and inclusivity. With these safeguards in place, the licensing system will be well-

positioned to meet the needs of diverse business applicants and uphold equal opportunity.

Licence validity and renewals

Generally, licences are valid for 1 year (pavement licences). We are proposing renewal period to two years (applicants will need to provide evidence to support their renewals). The change aims to empower small businesses by providing them with a longer period of validity for their Wayboard Licence, thereby reducing the stress and effort associated with frequent renewals.

Positives:

- Longer validity periods renewals period can reduce administrative and financial barriers for SME's

Negative

- There is a risk that some individuals might exploit these policies, this could exacerbate the negative impacts of A-boards.

Outcome

On balance a two-year validity is expected to have a positive effect for small and medium enterprises by reducing administrative and financial hurdles, thus supporting local businesses. However, to address concerns regarding potential misuse—such as increased street clutter or obstruction—a robust eligibility criteria is required.

The adoption of strict eligibility criteria, evidence requirements, and targeted guidance will help mitigate negative impacts, particularly for disabled people, older adults, and families with prams. Through these measures, the policy aims to strike an equitable balance between supporting economic activity and safeguarding accessibility and inclusivity in public spaces.

3. STAKEHOLDER ENGAGEMENT

Consultation or stakeholder engagement has not been undertaken to date.

Stakeholder engagement would take place with local stakeholders if members choose to adopt option 2 in the report to S&W 19th sept. and the EQIA will be updated at this point.

4. DECISION MAKING (MITIGATIONS AND CHANGE)

It is recommended that the following actions are taken to avoid or mitigate any negative impact and to better advance equality and foster good relations.

Strict eligibility criteria and guidance

The introduction of strict eligibility criteria for Way-board licensing is a key mechanism for mitigating potential negative impacts on accessibility and safety. By limiting eligibility to businesses located in alleyways, courtyards, or other locations without direct street frontage or alternative signage options, the policy ensures that only those with a demonstrable need can apply.

This targeted approach prevents widespread proliferation of Way-boards, thereby reducing the risk of street clutter and obstructions that could disadvantage disabled people, older adults, and parents with prams.

The requirement for applicants to provide evidence—such as photographs showing limited visibility—further supports objective decision-making and reinforces the City Corporation's commitment to maintaining inclusive and navigable public spaces.

Engagement

Engaging with stakeholders is crucial as it ensures that the voices and experiences of those directly affected are heard and considered in the policy development process. It is important to involve people with of a range of protected characteristics and lived experience in this proposed change to introduce Way-boards.

To further support inclusivity and responsiveness, establishing a dedicated feedback line for reporting obstructions or concerns relating to accessibility is essential. This direct channel would allow users, particularly those with lived experience of disability, to promptly highlight any barriers encountered in public spaces or with the new Way-board system. Enforcement officers will monitor compliance and respond to public reports.

Such a mechanism not only ensures ongoing dialogue but also enables timely action to address issues as they arise, thereby reinforcing the City Corporation's commitment to accessible environment for all.

EQIAs will be required from applicants as part of the licensing process

As part of the Way-board licensing application process, all applicants will be required to complete an Equality Impact Assessment (EQIA). This ensures that businesses proactively assess how their proposed Way-board placement may affect people with protected characteristics, including disabled individuals, older adults, and parents with prams.

Applicants must identify potential risks, for example, obstructions to walking and wheeling paths or proximity to tactile paving and propose mitigation measures, such as maintaining a minimum 1.8m clear footway and using high-contrast, cane-detectable way board signage.

These EQIAs will be reviewed by City Corporation officers to verify accuracy and feasibility, helping to ensure that licensed Way-boards do not compromise accessibility or safety. This process will support our Public Sector Equality Duty, while reinforcing the City Corporation's commitment to inclusive public spaces.

5. MONITORING AND REVIEW

Monitoring will help ensure the impacts identified have been successfully mitigated and will aim to maximise the potential positive impacts identified for businesses, especially SMEs.

It is recommended that lines of communication are maintained on the website so that different user groups can provide feedback where appropriate.

6. RECORDING YOUR DECISION AND SIGN-OFF

The proposed changes to implement a Way-board licencing system are anticipated to positively impact businesses in alleyways and passages, who don't have visibility and business from passers-by. These are usually small or medium sized businesses in the City.

The introduction of a licensing system for wayfinding A-boards ("Way-boards") would allow businesses with demonstrated need to apply for a license, thereby supporting their visibility, provided they do not reduce accessibility or compromise the safety of public highways, walkways, or public spaces in the City.

Several potential negative impacts have been identified in relation to A-boards causing obstruction and their potential impact on disabled people, elderly people and people who are currently pregnant or have small children. Although these can be mitigated via the licensing system. However, fallen or poorly placed A-boards may impede access and obstruct street-level sightlines, affecting not only people using wheelchairs or children who navigate the environment from a lower eye level, but everyone who uses public spaces. Such obstructions can hinder the ability of all members of the public to anticipate hazards, locate crossings, or respond quickly in emergency situations. The Department for Transport's Inclusive Mobility guidance reinforces this by stating that clear, unobstructed sightlines are essential for safe navigation for all (Department for Transport, 2021). Therefore, it is important to consider the risks that displaced, or poorly positioned A-boards pose not only to accessibility for groups but to the overall safety and security of public spaces for everyone. As way-boards are likely to be out of the line of sight of the businesses responsible for them, it may be difficult for a business with a way-board license to monitor whether the way-board is causing an obstruction or creating a hazard.

There are also several risks to consider

Risk	Impact	Mitigation
Reputational	It could be seen as a departure from the previously established policy of a complete A-board ban—a policy which has been strongly supported by accessibility and disability advocacy groups and was implemented to champion the principles of the Equality Act.	Clear communication that Way-boards are for exceptional cases only
Legal	Appeals or challenges if licensing guidance is not very specific or policies are perceived as inconsistent.	Transparent criteria and independent appeals process

Officers recommend that this EQIA be updated again following consultation and monitoring.

Please refer to the EQIA guidance when completing this form

Sign off

1. Officer completing the EQIA

Name	Andrea Larice
Job Title	Behaviour Change and Campaigns Officer
Date	28.07.2025
Signature	*Andrea Larice*

2. Assistant Director

Name	Bruce McVean
Job Title	Assistant Director – Policy and Projects, City Operations
Date	
Signature	

3. Senior Manager or Chief Officer

Name	Ian Hughes
Job Title	Director of City Operations
Date	
Signature	

Once this form has been signed off, please send a copy of the form to the EDI Team: CSPT.EDI@cityoflondon.gov.uk

Appendices

Appendix 1	2025_06_Proposed Way-Board_Licensing_Policy.docx
Appendix 2	
Appendix 3	

References

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Committees: Streets & Walkways Sub Committee *[for decision]* Projects and Procurement Sub Committee *[for information]*	**Dates:** 16 September 2025 14 October 2025
Subject: Pedestrian Priority Streets Programme – Threadneedle Street & Old Broad Street and Programme Update **Unique Project Identifier:** 12269	**Gateway 5: Authority to start work** Complex
Report of: Executive Director Environment **Report Authors:** Isaac Taylor and Daniel Laybourn – Transport & Public Realm Projects, City Operations	**For Decision**
PUBLIC	

1. Status Update	**Background:** A programme implementing pedestrian priority schemes across the Square Mile to enhance comfort, safety and accessibility for people walking and wheeling, helping to deliver the objectives of the Transport Strategy and Climate Action Strategy. The programme covers on-street measures at six locations: • King Street (completed 2024) • Chancery Lane (completed 2024) • King William Street (first phase of construction completed August 2025) • Cheapside (in detailed design) • Threadneedle Street & Old Broad Street (the subject of this report, in detailed design) • Old Jewry (currently operating as a traffic experiment, with its own report on the same agenda) This purpose of this report is to: • Seek authority to implement the Threadneedle Street & Old Broad Street scheme, as shown in **Appendix 2**;

	• Update the budgets for construction of Threadneedle Street & Old Broad Street scheme and adjust the overall programme budget to cover ongoing delivery, as shown in **Appendix 3**; and • Provide an update on the rest of the programme. **RAG Status:** Green (Green at last report to Committee) **Risk Status:** Medium (Medium at last report to committee) **Total Estimated Cost of Project (excluding risk & maintenance):** whole programme ~£8.218M **Change in Total Estimated Cost of Project (excluding risk):** Requested ~£1.1M increase from allocated funding to cover the construction costs of the Threadneedle Street & Old Broad Street scheme **Spend to Date:** £4,683,895 as of 14 August 2025. **Funding Source:** All funding sources confirmed, and broken down as follows: • £6m from Climate Action Strategy funding (On-Street Parking Reserve, or OSPR) • £2m from OSPR for King Wiliam Street • £400,000 from OSPR for Cheapside • £157,969 Section 106 funding. **Costed Risk Provision Utilised:** £61,000. A £5k drawdown took place for King William Street to cover unexpected costs related to Transport for London's (TfL) new bus infrastructure process.
2. Requested decisions	**Next Gateway:** *Gateway 6: Project Closure report (covering the entire programme)* **Next Steps:** Following approval of this report and subject to receiving final approval under the Traffic Management Act (TMAN) from Transport for London (TfL), the next steps for Threadneedle Street & Old Broad Street are to complete the detailed construction planning, continue the stakeholder engagement process and then commence construction in early 2026, lasting approximately 6 months. **Requested Decisions:** Members of the **Streets and Walkways Sub-committee** are asked to approve: 1. The final highway and public realm design for the Threadneedle Street & Old Broad Street scheme (shown in **Appendix 2**);

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2. The requested budget of £8,217,969 (an increase of £1,103,779, excluding costed risk and maintenance) to implement the Threadneedle Street & Old Broad Street scheme and complete all work on the rest of the programme;
3. The adjustment of approved funding to complete the programme, as shown in Appendix 3;
4. That the programme's Costed Risk Provision, as detailed in the risk register in Appendix 4, is reduced from £513,000 to £250,000 (a decrease of £263,000), and that the Executive Director Environment is delegated to authorise the drawdown of funds from this register; and
5. That the Executive Director Environment is delegated to authorise the transfer of any further savings from the King William Street scheme to the overall programme's budgets.

Members of Projects and Procurement Sub-committee are asked to note the report.
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<td>3. Budget</td>
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The table below summarises the proposed overall budget(s) required to complete the programme, including the budget to construct Threadneedle Street & Old Broad Street.
<table>
<tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr>
<tr><td>Environmental Services (Highways) Staff costs</td><td>Design development, surveys, utility liaison.</td><td>Climate Action Strategy (OSPR) and S106 funds</td><td>£626,418</td></tr>
<tr><td>Planning and Transportation (P&T) Staff costs</td><td>Project Management, communications</td><td>Climate Action Strategy (OSPR) and S106 funds</td><td>£611,381</td></tr>
<tr><td>Legal Staff costs</td><td>Legal assistance for the programme</td><td>Climate Action Strategy (OSPR) and S106 funds</td><td>£108</td></tr>
<tr><td>Fees (including those for King William Street)</td><td>Surveys, assessments, design, TfL and Utility fees, Traffic orders</td><td>Climate Action Strategy (OSPR) and S106 funds</td><td>£747,044</td></tr>
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ANPR Cameras	Installation of camera systems for traffic enforcement	Climate Action Strategy (OSPR) and S106 funds	£28,325
Works (including those for King William Street)	Construction costs	Climate Action Strategy (OSPR) and S106 funds	£6,204,693
		Sub-total	**£8,217,969**
Risk	Further details can be found in **Appendix 4 – Risk Register**		£250,000
Cheapside Maintenance	Approved as part of that project's Gateway 5 report		£90,000
		Total	**£8,557,969**

The requested £1,103,779 drawdown from the allocated funding is sufficient for the estimated construction costs on Threadneedle Street & Old Broad Street, and the requested adjustment of approved funding will ensure sufficient funds are in place to complete the programme.

The fees budget includes costs for work by external suppliers such as statutory undertakers' design tasks, highway surveys, temporary & permanent traffic orders and advertising costs for their statutory requirements, etc.

Over the next 18 months, the proposed funding covers an average of 3.5 days per week for both project management personnel and a dedicated Highways Engineer.

To manage potential funding surpluses from the King William Street project (e.g. utility refunds, settling of the costs of the first phase of work with the principal contractor), Officers are requesting the Executive Director Environment be granted delegated authority to transfer these funds to the overall programme budgets, if required, where they can be redistributed and utilised for other elements of the programme.

More detailed financial information is shown in **Appendix 3**.

Costed Risk Provision requested for this Gateway: £250,000 (as detailed in the Risk Register – **Appendix 4**). It is requested to reduce the programme's costed risk provision from £513,000 to £250,000. King Street and the first phase of King William

	Street (the programme's largest project) are complete and so the risk profile has reduced accordingly.
4. Design summary	The final design proposals for Threadneedle Street and Old Broad Street are detailed in **Appendix 2**. Threadneedle Street and Old Broad Street up to Throgmorton Street will be transformed through the reallocation of road space to provide more space for people walking and wheeling while continuing to allow cycling. Additionally, these works will complement the public realm and transportation improvements delivered by the All Change at Bank scheme. **<u>Highway & Public Realm Design</u>** In more detail, the scheme consists of: **Threadneedle Street between Bartholomew Lane and its junction with Old Broad Street:** • **Road space reallocation (with zero reduction in traffic capacity)** – carriageway lane widths on Threadneedle Street will be adjusted to accommodate a continuous 2-metre-wide eastbound cycle lane. The cycling provision meets the desirable minimum width recommended in national guidance (Cycle Infrastructure Design LTN 1/20). The use of an advisory lane offers suitable protection for most people cycling while also allowing loading and unloading when necessary. Additionally, the reallocation of road space supports the improvements delivered through the All Change at Bank scheme for eastbound cycling. • **Traffic signal infrastructure** – to improve the cycling experience, the traffic signal infrastructure is being upgraded. The current carriageway chambers will be relocated to the footway, allowing cyclists to avoid them. Additionally, new traffic signal infrastructure will include integrated, compliant signage, which will help reduce street clutter. **Threadneedle Street from its junction with Old Broad Street to Bishopsgate:** • **Pavement widening**– the permanent conversion of this section of Threadneedle Street to one-way westbound for traffic in 2023 enables pavement widening of between 0.5 and 1.5 metres, making the full length of the street accessible.

	• **Cycle infrastructure**- An eastbound mandatory cycle lane at a continuous width of 1.5 metres is also provided. This meets the minimum provision recommended by LTN 1/20, and the use of a mandatory lane provides an appropriate level of protection for people cycling. A continuous 3.2 m westbound carriageway lane will be maintained where people cycling share space with general traffic. This aligns with LTN 1/20 guidance to discourage unsafe overtaking of people cycling. • **Raised carriageway treatment** – the carriageway at the junction of Old Broad Street and Finch Lane will be raised to pavement level. This provides a continuous surface for people walking and wheeling, improving accessibility and comfort. Tactile paving will also be installed. The raised carriageway also helps reduce vehicle approach speeds, aligning with the City of London's Vision Zero Action Plan and its safer speeds objective. • **Retention of loading bay** – the existing loading facility outside 5 Threadneedle Street (Merchant Taylor's Hall) will be retained as an inset loading bay, integrated within the widened pavement. The bay will continue to operate at any time with a maximum stay of 40 minutes and no return within 1 hour. During periods when the loading bay is not being used the area will function as part of the pavement. **Old Broad Street at its junction with Threadneedle Street up to Throgmorton Street:** • **Pavement widening** – the previously implemented conversion to one-way northbound enables pavement widening on the western side to create width greater than 5 metres. Currently, the western pavement is scoring 'F' in terms of pedestrian comfort levels, this will change to B+ following the pavement widening. • **Cycle infrastructure-** A southbound mandatory cycle lane at continuous width of 2metres is also provided. This provision meets the desirable minimum width recommended LTN 1/20 and the use of a mandatory lane offers suitable protection for most people cycling. A continuous 3.2 m carriageway width will be maintained where people cycling share space with general traffic. This aligns with LTN 1/20 guidance to discourage unsafe overtaking of people cycling.

	Old Broad Street, from Throgmorton Street to London Wall: As part of the design work, plans have been drafted for the rest of Old Broad Street up to the junction with London Wall. Delivery of this section is paused while details of the S278s for 75 London Wall and 99 Bishopsgate are being negotiated. These developments will contribute to improvements on the rest of Old Broad Street, and the delivery timetable of the various projects would need to be coordinated accordingly. It is expected that the combination of S278 and programme funds will be sufficient to complete this section of Old Broad Street in due course. **Equalities Impact Assessment, Healthy Streets and City of London Street Accessibility Tool (CoLSAT) Results** An independent Equalities Impact Assessment (EqIA) has been undertaken by an external consultant on the proposed detailed design. This and responses to it can be seen in **Appendix 5**. The identified issues related to road markings, cycle lane and loading monitoring, the absence of drainage details from the audited scheme documentation, dockless cycle parking and seating. All have been responded to without requiring any changes to the scheme design, although the installation of seating will be considered during construction once officers can get a better understanding of the new footway space being created. The Healthy Street design check scores for both streets are detailed in **Appendix 6**. This tool evaluates the baseline scores and measures improvements, particularly for people walking, wheeling and cycling, based on the proposed design. Within the project's scope, the overall scores for Old Broad Street improve from 44 to 52 (out of 100), and for Threadneedle Street, from 31 to 47. However, both streets still have a zero score in relating to the availability of shade and shelter. The proposed project will not change traffic composition, and due to limited space, greening or tree planting is not feasible. Improvements to cycle parking and additional seating will be explored during construction, and if deliverable would lead to improved scores. The CoLSAT assessment has been undertaken for the proposed changes on Threadneedle Street and Old Broad Street, and the summary results are presented in Table 1**.** It indicates a significant improvement over the current environment with the elimination of all ‘0’ scores and a significant reduction of ‘1’ scores. People with a walking impairment could still experience some difficulties in the

proposed scheme due to the use of tactile paving and the proximity of local bus stops but overall, the scheme significantly improves the accessibility characteristics of the street. It is not possible to improve on some of the lower scores such as proximity of blue badge parking and accessible toilets due to the scope limitations of the project. Full CoLSAT scoring for the proposed scheme is available on request.

Table 1 - CoLSAT Summary Results for Threadneedle Street and Old Broad Street				
	Total 0 scores* – severe accessibility issue		Total 1 scores**- significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	0	0	2	0
Manual Wheelchair user	0	0	4	0
Mobility Scooter user	0	0	4	0
Walking Aid user	0	0	4	0
Person with a walking impairment	0	0	16	13
Disabled Person who uses a cycle	4	0	3	1
Long cane user	3	0	2	1
Guide Dog user	5	0	3	2
Residual Sight user	0	0	7	0
Deaf or Hearing impairment	0	0	9	3
Acquired neurological impairment	1	0	3	0
Autism/Sensory-processing diversity	0	0	4	0
Developmental Impairment	1	0	11	4
Total	**14**	**0**	**72**	**24**

** 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.*

Wider Programme Update

King William Street (phase 1 complete)

The project's first phase is complete, except for 11 trees due to be planted later in the year. The completed works are open to the public, providing wider pavements and a new informal and accessible pedestrian crossing point at the southern end of the street, where previously the eastern side had a very large and inaccessible kerb.

Scheme construction savings are expected, but these are still being quantified at the time of writing this report. The remaining section between Abchurch Lane and Nicholas Lane has been deferred due to the construction of the 10 King William Street

	development. Subsequently, this section is expected to be completed in 2027 alongside the development's Section 278 obligations, subject to the development's progress. More trees are also planned for this section of the street. <u>Cheapside</u> The detailed design of the improvements around the bus & taxi gate are substantially complete, the key challenge on this project has been the concentration of underground utilities. Subject to some engineering complexities with the statutory utility companies being overcome, enabling work is currently programmed to begin after the Lord Mayor's show in November, with the main construction works estimated to begin in January 2026. The latest scheme visualisations can be seen in **Appendix 7**. <u>Old Jewry</u> A separate report covering the conclusion of the experimental traffic order on Old Jewry is on the agenda for this Committee meeting. This experiment reopened the street to allow all motorised traffic to travel southbound between Gresham Street and Poultry/Cheapside, with two-way movement retained for cyclists. The left turn at the junction with Poultry was restricted to taxis and people cycling only.
5. Delivery team	The Delivery team remains unchanged from the previous reports and includes: • Project management by the Transport and Public Realm Projects team in Policy and Projects. • Construction Engineering/Design and Construction Supervision to be managed by the Highways team. • Contractor – FM Conway under the highways term contract.
6. Programme and key dates	Subject to the on-going construction planning, Committee approval and budgetary updates being enacted, the following is a summary of the 6-month programme for the work on Threadneedle Street and Old Broad Street: • October 2025 – orders placed with contractors, and 12-week lead-in time begins. Required temporary traffic orders and work permits sought. • January 2026 – Construction work to start on site for Threadneedle Street and last approximately 4 months. • April 2026 – Construction would move to Old Broad Street and works are expected to last for 2 months. • June 2026 – Construction work is expected to be complete. • June to August 2026 – Snagging period expires.

	Construction phasing and traffic management Construction will start on Threadneedle Street under a full road closure to all vehicles including people cycling. Access for people walking and wheeling will be maintained at all times. The full road closure enables construction to be undertaken on both sides of Threadneedle Street simultaneously, which reduces the overall build time. Servicing access will be limited to the western end and people cycling will be diverted to use either Old Broad Street or Cornhill depending on their destination. Subject to this report being approved in full, Officers will contact nearby stakeholders as early as possible to help plan and mitigate the impacts of the closure. Old Broad Street's construction will then follow. The north-east bound movement for all vehicles including people cycling will be maintained. However, the south-west bound contra-flow cycle lane will require a closure for the duration of the build. People cycling will be diverted through Threadneedle Street. Access for people walking and wheeling will be maintained at all times. **Stakeholder Engagement** Subject to this committee approval and following a similar approach to that taken on King William Street, engagement activities will commence with an information email sent to Ward Members, direct mail-outs (physical and electronic) to affected businesses and residents, social media posts, Ward and BID (Business Improvement District) newsletters and site meetings as necessary.
7. Risk & Legal	**Risk** The overall risk level of this programme remains at a medium level due to the complexity of the different concurrent workstreams involved. The amended Costed Risk Register that covers the whole programme can be seen in **Appendix 4**. This has been updated, with the risk funding reduced accordingly, to reflect the completion of the work on King Street, the first phase of King William Street and the continued work on the rest of the programme. Should the revised register be approved, the top three programme risks will be: • Inaccurate or incomplete project estimates, including inflationary and/ or price indexing related issues leads to budget increases; • Unexpected Utilities diversions or alterations impact on project delivery and/ or costs; and • Additional investigations, surveys, data and/ or monitoring may be required by internal/ external parties

	to further validate the design or due to another unforeseen event. **Legal** Traffic Implications In exercising its traffic authority functions, the City is under a duty to "*secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)*" as far as practicable (S.122 Road Traffic Regulation Act 1984). Access to both Threadneedle Street and Old Broad Street will not change because of these proposals. Temporary traffic orders will be required for Threadneedle Street & Old Broad Street, and regard will be had to this duty in making them. Vehicular access to off-street premises will remain unchanged. Equalities As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). Therefore, an independent Equalities Impact Assessment (EqIA) has been undertaken as detailed earlier in this report and included in **Appendix 5**.
8. Success criteria	The programme-wide success criteria set out below was established 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) The proposed scheme on Threadneedle Street & Old Broad Street would: • Add approx. 250m of new pedestrian prioritisation by virtue of the wider more comfortable pavements and reduced carriageway; • Pedestrian Comfort Levels achieving at least B- scores across the scope of the scheme; • Improved formal and informal crossing facilities; and • Improved cycle infrastructure. The Threadneedle Street & Old Broad Street scheme, including the already-approved traffic restrictions, contributes to the Transport Strategy's proposals to:

	• Prioritise the needs of people walking and wheeling, make streets more accessible and deliver world-class public realm; • Make the most efficient and effective use of street space by significantly reducing motor traffic, including the number of delivery and servicing vehicles in the Square Mile; • Eliminate death and serious injuries from our streets through measures to deliver safer streets and reduce speeds; and • Enable more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant.
9. Progress reporting	Officers will report via monthly Cora updates. The next report to committee will be the G6 project closure report that closes the Pedestrian Priority programme. Should it be required, issues requiring further decisions by Members will be brought back as an Issue Report. Any delegated decisions taken will be reported back to Committee.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Scheme Design
Appendix 3	Financial Information
Appendix 4	Costed Risk Register
Appendix 5	Equalities Impact Assessment
Appendix 6	Healthy Streets scoring
Appendix 7	Latest Cheapside Public Realm Visualisations

Contact

Report Author	Isaac Taylor and Daniel Laybourn
Email Address	isaac.taylor@cityoflondon.gov.uk and daniel.laybourn@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, Daniel Laybourn
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)

Original Milestones:
Gateway 5 – Authority to Start Work – October 2019
Completion of interim measures – summer 2022

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

Construction of Phase 1 schemes: March 2023 through to mid-2027.

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:

Since G1/2 report:

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

Gateway 5 Authority to Start Work (as by Streets and Walkways February and May 2023)

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £8M (adjusted following Capital Bid of £2M for King William Street)
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £1,445,656
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: £56k
- Estimated Programme Dates: March 2020 – end of 2024/25 (for Phase 1)

Gateway 5 Issues Report (for Old Jewry - as by Streets and Walkways January 2024)

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £8.5M
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £1,792,127 (of £2.6m approved budget)
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: £56k
- Estimated Programme Dates: March 2020 – end of 2024/25 (for Phase 1)

Gateway 5 Authority to Start Work – King William Street (as by Streets and Walkways February and March 2024)

- Total Estimated Cost (excluding risk): Phase 1 budget £5,756,690
- Overall project estimate £8.5M (adjusted following Capital Bid of 400k for Cheapside)
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £1,829,780 as of 20th February 2024
- Costed Risk Against the Project: £518k • CRP Drawn Down: £56k
- Estimated Programme Dates: March 2020 – end of 2025/26 (for Phase 1)

Gateway 5 Authority to Start Work – Chancery Lane (as by Streets and Walkways May 2024)

This report sort approval to make the experimental traffic order on Chancery Lane permanent. No further funding was requested in this report.

Gateway 5 Authority to Start Work – Cheapside (as by Streets and Walkways February 2025)

- Overall project estimate £8.5m
- Resources to each next Gateway (scheme estimate): £1.295m
- Spend to date £4,339,267
- Costed Risk against Costed Risk Against the Project: £518k • CRP Drawn Down: £61k
- Estimated Programme Dates: Construction start August 2025, Completion Spring 2026

This report sought approval to make the experimental traffic order at Cheapside permanent and requested delegated authority for the Executive Director Environment to approve the final detailed design of the public realm enhancements.

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

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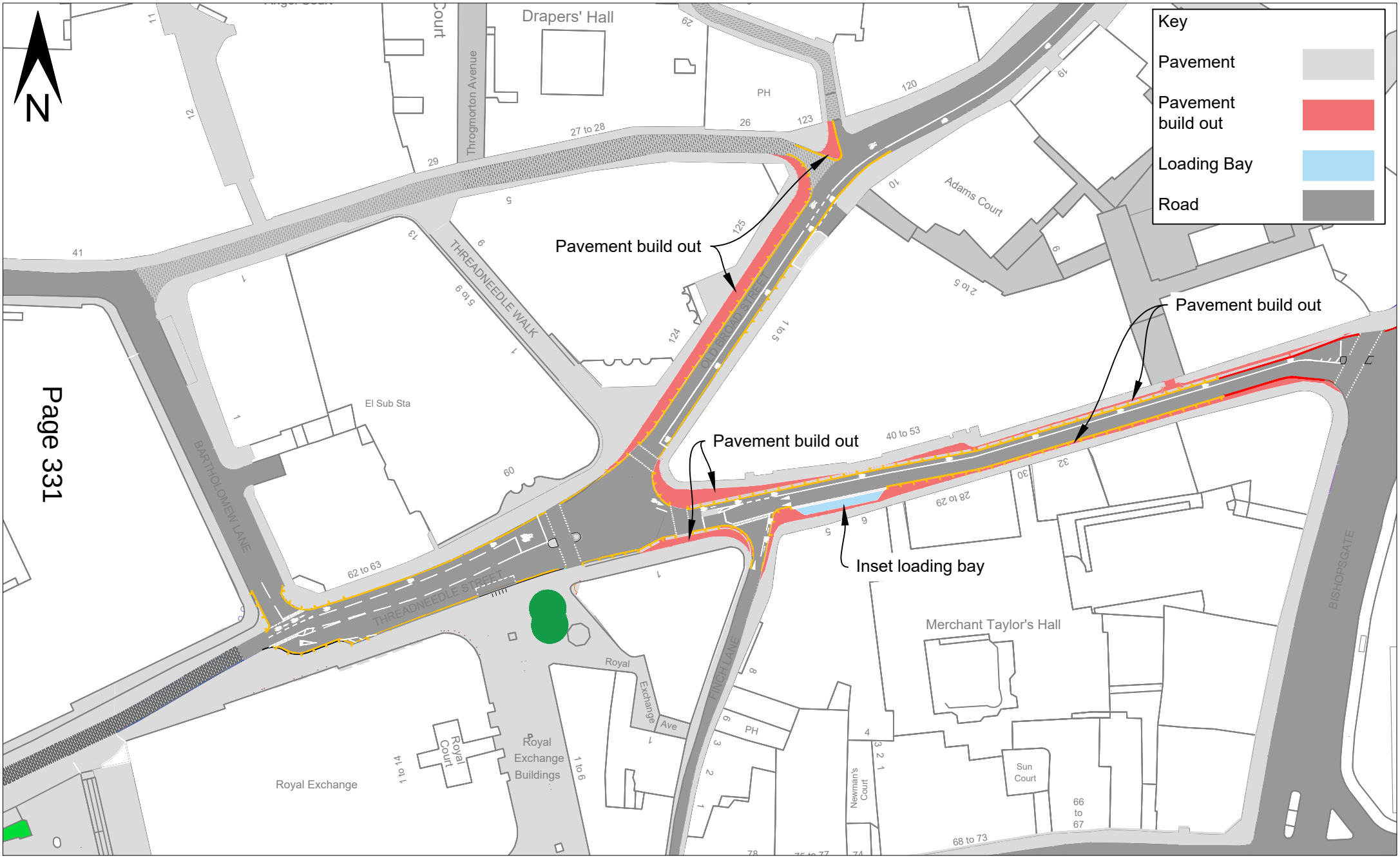
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THREADNEEDLE WALK
OLD BROAD STREET
THREADNEEDLE STREET
BARTHOLOMEW LANE
FINCH LANE
BISHOPSGATE
Adams Court
El Sub Sta
Royal Exchange
Royal Exchange Buildings
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Table 1: Expenditure to Date			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
16800457: Pedestrian Priority Programme (SRP)			
Env Servs Staff Costs	42,000	4,325	37,675
P&T Staff Costs	61,510	61,012	498
P&T Fees	86,000	85,664	336
Enabling Works	10,000	-	10,000
Total 16800457	**199,510**	**151,001**	**48,509**
16100457: Pedestrian Priority Programme (CAP)			
Env Servs Staff Costs	473,584	328,862	144,722
Legal Staff Costs	20,000	108	19,892
P&T Staff Costs	380,802	294,956	85,846
P&T Fees	644,533	549,980	94,553
ANPR Cameras	70,000	28,325	41,675
Env Servs Works	1,927,000	800,953	1,126,047
Costed Risk Provision	513,000	-	513,000
Cheapside maintenance	90,000	-	90,000
Total 16100457	**4,118,919**	**2,003,184**	**2,115,735**
16100507: King William St			
Env Servs Staff Costs	100,000	61,839	38,161
P&T Staff Costs	45,000	39,717	5,283
Open Spaces Staff Costs			-
P&T Fees	65,000	39,480	25,520
Env Servs Works	2,925,761	2,388,675	537,086
Open Spaces Works			-
Open Spaces Main.			-
Total 16100507	**3,135,761**	**2,529,710**	**606,051**
GRAND TOTAL	**7,454,190**	**4,683,895**	**2,680,295**

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	- 37,675	4,325
P&T Staff Costs	61,510	- 498	61,012
P&T Fees	86,000	- 336	85,664
Enabling Works	10,000	- 10,000	-
Total 16800457	**199,510**	**- 48,509**	**151,001**
16100457: Pedestrian Priority Programme (CAP)			
Env Servs Staff Costs	473,584	86,670	560,254
Legal Staff Costs	20,000	- 19,892	108
P&T Staff Costs	380,802	129,850	510,652
P&T Fees	644,533	- 48,153	596,380
ANPR Cameras	70,000	- 41,675	28,325
Env Servs Works	1,927,000	1,351,932	3,278,932
Costed Risk Provision	513,000	- 263,000	250,000
Cheapside maintenance	90,000	-	90,000
Total 16100457	**4,118,919**	**1,195,732**	**5,314,651**
16100507: King William St			
Env Servs Staff Costs	100,000	- 38,161	61,839
P&T Staff Costs	45,000	- 5,283	39,717
Open Spaces Staff Costs			-
P&T Fees	65,000		65,000
Env Servs Works	2,925,761		2,925,761
Open Spaces Works			-
Open Spaces Main.			-
Total 16100507	**3,135,761**	**- 43,444**	**3,092,317**
GRAND TOTAL	**7,454,190**	**1,103,779**	**8,557,969**

City of London: Projects Procedure Corporate Risks Register

Project Name:	Pedestrian Priority Streets	**PM's overall risk rating:**	Medium	**CRP requested this gateway**	£ 250,000	**Average unmitigated risk**	5.1	**Open Risks**	19
Unique project identifier:	12269	**Total estimated cost (exec risk):**	£ 8,307,969	**Total CRP used to date**	£ 61,000	**Average mitigated risk score**	1.4	**Closed Risks**	0

General risk classification										Mitigation actions							Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	5	(1) Compliance/Regulatory	Issues or delays in any required consents such as third party consents, TTOs, Section 8s, TMAN, Permits, etc which cause delays to the implementation of the schemes.	If there was to be any delay in the approval of any required consents, such as TTOs, Permits, EqIA, TMAN etc; its likely delivery of the interventions could suffer from some form of unplanned delay or additional work.	Possible	Serious	6	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Map out the required consents for each intervention / experimental scheme and continually monitor & update the consents if required throughout the trial period and delivery of the permanent measures. * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.	£0.00	Unlikely	Serious	£7,500.00	4		Use of CRP could include but is not limited to additional staff time, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Transport & Public Realm Projects	Kristian Turner, Transport & Public Realm Projects		4/8/25 - Costs reduced. Although the schemes are being delivered under well-used and understood regulations, there is a possibility that some delays may occur due to unforeseen technicalities.
R2	5	(1) Compliance/Regulatory	Legal challenges or query upon any of the interventions / experimental schemes (excluding judicial review) that leads to delays or extra costs	Should an intervention / experimental scheme fall under some form of legal or challenge or investigation, its likely additional time and resource will be required to undertake associated work. External additional legal assistance could also be required. On the other hand, a project may need to look at legally resolving an unforeseen issue to proceed. It's also possible that a challenge to one measure then means that all are affected.	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Consult early on with the legal, planning and network performance teams as required to identify potential issues, then monitor these individual issues and mitigate if possible. * Ensure TRO making process is followed to the letter of the law to mitigate against any statutory challenges (lesson learnt form Beech St)	£0.00	Possible	Minor	£15,000.00	3		Use of CRP could include but is not limited to additional staff time, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Transport & Public Realm Projects	Kristian Turner, Transport & Public Realm Projects		4/8/25 - Costs reduced. It is unlikely that any form of meaningful legal challenge will take place against the remaining proposed TMOs, and standard project management processes will help mitigate against the possibility.
R3	5	(3) Reputation	Issue(s) with external engagement and buy-in, potentially at the consultation stage, including any perceived or actual negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required.	Possible	Serious	6	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive external comms to inform stakeholders as early as possible.	£0.00	Possible	Minor	£6,000.00	3		Use of CRP could include but is not limited to additional staff time and increased external consultants costs	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. Engagement with businesses, occupiers, residents, street users and other actively interested stakeholders (refer to PPS comms strategy) explaining what's happening and why is best placed to mitigate against negative reactions to the interventions / experimental schemes.
R4	5	(4) Contractual/Partnership	Issue(s) with internal engagement and buy-in, including any perceived or actual negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered either don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required.	Unlikely	Minor	2	£7,500.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive internal comms to inform stakeholders as early as possible.	£0.00	Unlikely	Minor	£2,500.00	2		Use of CRP could include but is not limited to additional staff time and increased external consultants costs	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		(as above)
R5	5	(2) Financial	Procurement procedures impact negatively on project delivery	Additional resource may be required if there is a delay or issue with the procurement of goods or services from external suppliers.	Unlikely	Minor	2	£7,500.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Undertake early engagement with City's term contractor, FM Conway where required and map out the required resources & materials.	£0.00	Unlikely	Minor	£2,500.00	2		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. Early engagement and early ordering where possible.
R6	5	(10) Physical	Supplier delays, productivity or resource issues impact on project delivery	Referring both to internal and external suppliers to projects, alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed for whatever reason. This may involve retendering work if an existing supplier is unable to deliver.	Unlikely	Minor	2	£7,500.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Utilise existing framework agreements where possible * Investigate any likely 'bottlenecks', such as TfL's ability to deliver at this time, as early as possible to help plan possible mitigations	£0.00	Unlikely	Minor	£2,500.00	2		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. The interventions are being installed are to be delivered by the City's term contractor, FM Conway, with the issue of resourcing having already been discussed. However, with the economic climate, inflation and labour shortages in some industries its possible it could also negatively impact on resources available.
R7	5	(4) Contractual/Partnership	Accessibility, equalities and/ or security concerns or simmilar lead to changes being required to either designs or implemented interventions that in-turn results in additional resources being required to compensate.	Further changes may be required if accessibility, equalities and/ or security concerns are raised.	Possible	Minor	3	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Include the City's Accessibility and Security Officers (if required) in design reviews. * Consider involving accessibility groups in an advisory role.	£0.00	Unlikely	Minor	£7,500.00	2		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. The interventions schemes will account for accessibility, equalities and security concerns but its possible that when implemented or further design reviews are undertaken that changes are deemed necessary to remove identified shortcomings.

R8	5	(10) Physical	Inaccurate or incomplete project estimates, including inflationary and/ or price indexing related 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 (Baxters, RPI, etc) amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Possible	Major	12	£200,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Undertake regular cost reviews via interim submissions from the main contractor. * Track spending closely so future costs can be estimated more accurately.	£0.00	Possible	Serious	£125,000.00	6	£5,000.00	Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - financial figures updated. The works required are using well-established rates and costs through the City's existing highways term contractor but the current financial climate means contract uplifts and increases in other costs are very likely. This will include any upcoming rate/ baxters/RPI changes. Officers will continually monitor this and mitigate as best as possible. Also, its possible an estimate could be wrong for whatever reason and this risk also covers this possibility. 17/5/24 - £5k drawn down. New
R9	5	(10) Physical	Network accessibility before and during construction which cause project delay and/ or increased costs	Should parts of the road network not be available or become unavailable during implementation, expect delivery delays.	Possible	Serious	6	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Regular engagement with City and TfL network management teams	£0.00	Possible	Minor	£8,500.00	3		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. It is possible that should other works be required in a given street or road that it could impact on the City's ability to delivery the schemes. For example, if urgent utility works are required on a street where interventions have been installed, it could result in alternative routes being required to comfortably divert pedestrians and cyclists around the emergency works. Delays could cause cost increases with material prices and some utility serivces.
R10	5	(3) Reputation	Unforeseen technical and/ or engineering issues identified which leads to delays and additional costs to rectify.	Late identification of any engineering or technical issues that disrupt delivery, especially those involving utilities could result in further costs whether they be time, funding or resources.	Possible	Serious	6	£25,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Work with design engineers to review each site at the appropriate time.	£0.00	Unlikely	Serious	£12,500.00	4	£1,000.00	Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - engineering difficulties occurred with the interim measures leading to a change in aproach to the project, but increased costs had been realised in determining this and changing direction. Increased the provision available as this risk still exists and drawing down part of the revised revision. (jan 23) 4/8/25 - Costs reduced to reflect current progress.
~~R11~~	~~(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~~	~~Y - for costed impact post-mitigation~~	~~B – Fairly Confident~~	~~* Ensure early engagement with TfL buses in the design phases so they can consult internally * Design the interventions to help minimise impacts on the bus network~~	~~£0.00~~	~~Unlikely~~	~~Minor~~	~~£0.00~~	2		~~Use of CRP could include but is not limited to additional staff time, external consultants, labour and works costs to accommodate~~	~~06/07/2021~~	~~Gillian Howard, Policy and Projects~~	~~Kristian Turner, Policy and Projects~~		15/2/24 - Bus routes and stops are likely to be affected by at least some of the interventions so these effects will need to be discussed with TfL and monitored, and changes made to the interventions if required. 4/8/25 - risk closed. No further work is required with TfL buses.
R12	5	(3) Reputation	Accident during construction/ operation impacts on project delivery and/ or costs	Regardless of whether it be a member of public or a contractor on site, should an accident occur in or around any of the interventions / experimental schemes, delays are likely to occur whilst its investigated.	Rare	Major	4	£15,000.00	Y - for costed impact post-mitigation	A – Very Confident	* Consider regular site visits with the Principal Designer both to monitor the construction of the interventions / experimental schemes and user behaviour once installed.	£0.00	Rare	Minor	£7,500.00	1		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. Should an accident occur within any of the schemes, the safety of all may be called into question. Therefore, the planned monitoring is to include an overview of any accidents that occur. However, any identified changes will require resourcing in terms of design and contractor time.
R13	5	(10) Physical	Unexpected Uitlities diversions or alterations impact on project delivery and/ or costs	Unforeseen delay and costs from SU companies	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Ensure due NSWRA process is followed	£0.00	Rare	Minor	£17,500.00	1	£30,000.00	Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. Whilst all efforts are made to idenitfy the required utility works fo a scheme, its possible extra diversions or changes could be required once a site is exposed.
~~R14~~	~~4~~	~~(2) Financial~~	Gateway 345 cost estimates are based on schematic and preliminary design plans. Subsequent changes /costs may be identified during the detailed design phase.	~~Unforeseen design & works costs~~	~~Possible~~	~~Serious~~	6	~~£0.00~~	~~Y - for costed impact post-mitigation~~	~~B – Fairly Confident~~	~~Highways (who will undertake detailed design) to undertake a review of the preliminary design cost estimates prior to gateway 345 submission.~~	~~£0.00~~	~~Rare~~	~~Minor~~		~~1~~	~~£25,000.00~~		~~13/09/2021~~	~~Gillian Howard, Policy and Projects~~	~~Kristian Turner, Policy and Projects~~		15/2/24 - risk closed having been used previously. However, the risk is still live and is covered by R8.
R15	5	(10) Physical	Additional investigations, surveys, data and/ or monitoring may be required by internal/ external parties to further validate the design or due to another unforeseen event.	Delays could occur to the programme if validation ofthe design is delayed. Also, should the interventions / experimental schemes cause any type of unforeseen impacts (changes in traffic patterns, pedestrian behaviour, pollution levels, etc), the monitoring strategy may need changing and therefore extra resource may be need to account for this.	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	undertake trial holes and basement surveys where needed to minimise the risk, but if it occurs there will be additioanl costs	£0.00	Possible	Serious	£10,000.00	6		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	01/10/2022	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. schemes may require additioanl surveys, data and/ or monitoring than those already planned for whatever reason(s), particulalry concerning basements and possibly the underground infrastructure.
R16	6	(10) Physical	Network performance issues following the schemes result in changes being required	There could be unforeseen implications on the city's network performance, both positive and negative.	Unlikely	Major	8	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Create a monitoring strategy that includes the ability to react quickly to changes and unforeseen events. * Ensure that all relevant departments are consulted as early as possible to input into design options.	£0.00	Rare	Minor	£7,500.00	1		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. No traffic modelling is being undertaken for the interventions and this therefore means that the risk is higher. This risk will reduce as more schemes complete.

R17	6	(1) Compliance/Regulatory	Scheme monitoring and/ or Road Safety Audits identify required changes	Scheme monitoring or Road Safety Audits may identify that the interventions / experimental schemes require changes. This could result in rework costs or further monitoring to assess whether what's built is safe and suitable.	Unlikely	Serious	4	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Informally monitor on street as work begins to complete to identify any potential changes whilst the contractor is on-site * Ensure the planned monitoring feeds directly into design reviews	£0.00	Rare	Minor	£6,000.00	1		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. If issues are identified by monitoring and/ or any future road safety audits, these may require extra resource to fix.
R18	5	(10) Physical	Unexpected or unplanned user behaviour results in the City requiring marshalling and/ or enforcement in and around the schemes before, during or after construction/ implementation.	Extra costs would be incurred if additional resource was required to marshall and enforce the interventions / experimental schemes	Unlikely	Serious	4	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Ensure that the comms related to the interventions / experimental schemes is strong and clear in its message to all stakeholders * Assess whether city occupiers can also promote the City's work and message through their comms channels.	£0.00	Rare	Minor	£12,000.00	1		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. With the post COVID-19 return to work, it's very difficult at this point in time to assess how users will react to the interventions / experimental schemes, and its likely that there will be many contributing factors to this. Many of these will also be outside of the City's control. Therefore, should it be required, approx. £8k per month has been estimated for providing marshalling and enforcement services should they be necessary.
~~R19~~	~~5~~	~~(10) Physical~~	~~The relocation of the Net World telephone kiosk on Cheapside~~	~~Delays the construction programme or requires a design change if the box cannot be relocated~~	~~Unlikely~~	~~Serious~~	~~4~~	~~£20,000.00~~	~~Y - for costed impact post-mitigation~~	~~B – Fairly Confident~~	~~* Ensure liason with the 3rd party provider and Planning colleagues, identify an alternative location on Cheapside if required~~	~~£0.00~~	~~Rare~~	~~Minor~~	~~£0.00~~	~~1~~		~~Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate~~	~~01/12/2024~~	~~Gillian Howard, Policy and Projects~~	~~Kristian Turner, Policy and Projects~~		4/8/25 - risk closed as planning approval has been granted.

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Equality Impact Assessment Form

Before completing this form, please refer to the Equality Impact Assessment Guidance documents and training materials

- EQIA Intranet Infohub
- EQIA Guidance

The Equality Impact Assessment (EQIA) will identify how any proposed policies, practices, activities, service changes or procedures will impact or affect different groups or communities if implemented. It supports officers in assessing whether the impacts are positive, negative, or unlikely to impact each of the nine protected characteristic groups. The assessment will also demonstrate whether there are ways to proactively advance equity, equality, diversity and inclusion. An EQIA is required before you finalise your proposal, or it may not be legally compliant.

If you have any questions or need feedback on your analysis, please contact the EDI team: CSPT.EDI@cityoflondon.gov.uk

Section 1: To be completed by all

Proposal Title	Pedestrian Priority Scheme Old Broad St & Threadneedle St
Details of the lead officer completing the Assessment/ Role responsible for the completion of the EQIA	Daniel Laybourn, Senior Project Manager, City of London Corporation
Department Responsible:	Transport & Public Realm Projects, Policy & Projects
Who has been involved in creating the EQIA: (please summarise/list stakeholders you have engaged with and how)	Marie Closier Gallagher, WSP – main author Daniel Laybourn, CoL – document reviewer and responder Isaac Taylor, CoL - document reviewer Kristian Turner, CoL - document reviewer Bruce McVean, CoL - document reviewer
Date of Initial assessment:	07/08/2025
Dates of review (as applicable)	TBC, but a review will be undertaken across the whole programme once its substantially complete.

Please refer to the EQIA guidance when completing this form

1.PROPOSAL OVERVIEW

What does the proposal aim to achieve? Please outline your proposal below

- ➔ If no potential impacts are identified at this stage, proceed to **Section 3**
- ➔ If you believe there may be potential negative impacts, continue to **Section 2, Steps 2,3,4, and 5** to complete a full EQIA, then move to **Section 3**
- ➔ If you identified any positive impact, please record and monitor at **Section 2, Step 5,** then move to **Section 3**

Please feel free to attach supporting documents/ information

The aim of this scheme is to provide permanent pedestrian and cycling enhancements in the area, building on the semi-permanent measures introduced during the Covid-19 pandemic. These earlier interventions reallocated road space to pedestrians and introduced one-way traffic with contraflow cycling along Threadneedle Street (Bank Junction to Bishopsgate) and Old Broad Street (Bartholomew Lane to Bishopsgate).

The proposed improvements include:

- Footway widening
- A raised table at the Threadneedle Street / Finch Lane junction
- Traffic signal upgrades at crossing points
- Relocation of loading bays to be inset (on Threadneedle Street, east of Finch Lane)
- An advisory cycle lane (between Bartholomew Lane to Old Broad Street)
- Maintaining the existing mandatory contraflow cycle lane (between Threadneedle Street to Bishopsgate)
- Localised resurfacing
- Changes to existing waiting and loading restrictions

The scheme covers the area along Threadneedle Street from its junction with Bartholomew Lane, to its junction with Bishopsgate, as well as a section along Old Broad Street from its junction with Threadneedle Street to its junction with Throgmorton Street.

The scheme falls within the Cornhill ward of the City of London, with Bank Station to the southwest, Moorgate to the northwest, and Liverpool Street Station to the northeast. Due to its central location and diverse mix of land uses, the area experiences high footfall and serves a wide range of users, including commuters, residents, tourists and recreational visitors.

Please refer to the EQIA guidance when completing this form

Section 2: To be completed for a full EQIA

2. EVIDENCE AND IMPACT ANALYSIS

Please highlight the potential impact on these groups, actions taken to mitigate impact and advance equality, diversity and inclusion (include data/evidence upon which the analysis is based)
Protected Groups:

- Age
- Disability
- Gender Reassignment
- Marriage & Civil Partnership
- Pregnancy & Maternity
- Race
- Religion & Belief
- Sex
- Sexual Orientation

Additional Groups

- Socio-economic background
- Care leavers
- Carers & Parents
- Veterans

Where relevant note relevant intersectional impacts: where combinations of different group identities may result in unique or compounded impacts.

Age

The age breakdown of the population for City of London is:

City of London	
0 – 4 years	2.5%
5 - 9	1.9%
10 - 15	2.4%
16 – 19 years	2.2%
20 – 24 years	11.2%
25 – 34 years	25.8%
35 – 49 years	21.2%
50 – 64 years	18.8%
65 - 74 years	8.3%
75 – 84 years	4.3%
85+ years	1.4%

It should be noted however, that due to the nature of the area, it is likely that many users will not be City of London residents but tourists, commuters and recreational users.

Sensitive Receptors

The following facilities located within a 200-metre radius of the scheme primarily cater to adults, including those accessing general and specialist healthcare and adult education services. Given their proximity to the scheme, access to these services may be impacted. There are no nurseries, primary, or secondary schools in the immediate area.

Educational Establishments:

- London School of Management Studies
- London School of Emerging Technology
- LSDM - London School of Design and Marketing

Healthcare facilities:

- Thérapie Clinic - London Liverpool Street Bishopsgate
- City Walk-in Clinic
- DocTap Private GP
- London Gynaecology, City of London, Private Gynaecology and Colposcopy Clinic London
- The Family Naturopath

Accessibility and Inclusion

The proposed scheme includes a number of features designed to support safer, more inclusive movement for people across different age groups. Improvements such as wider footways, upgraded traffic signals, resurfacing, and a raised table at the junction of Threadneedle Street and Finch Lane are likely to enhance accessibility, improve visibility, aid navigation, and increase perceptions of safety for users.

Despite these enhancements, the area may feel less welcoming for some users, particularly younger and older people. This may be owed to the scheme's central location in a busy, high-footfall area primarily serving working-age adults. Furthermore, the introduction of an eastbound advisory cycle lane along Threadneedle Street between Bartholomew Lane and Old Broad Street along with changes to loading arrangements could cause confusion or present safety concerns among this protected characteristic group.

Analysis of impact

The proposed scheme aims to enhance pedestrian and cycling infrastructure by formalising the temporary measures introduced during the Covid-19 pandemic.

Key features include reallocation of road space to pedestrians including footway widening, the advisory cycle lane between Bartholomew Lane and Old Broad Street on Threadneedle Street, as well as the addition of a raised table to reduce vehicle speeds and improve pedestrian visibility.

These changes are intended to improve safety for all users but may be particularly beneficial for younger and older individuals through improved accessibility and

clearer separation from vehicle traffic. Cyclists are further supported through the introduction of an advisory cycle lane between Bartholomew Lane and Old Broad Street, the existing mandatory contraflow cycle lane between Threadneedle Street and Bishopsgate introduced in 2023, advanced stop lines, and carriageway resurfacing, which may encourage increased cycling uptake among more vulnerable age groups.

It should be noted that the advisory cycle lane may have a disproportionately negative impact on elderly and young cyclists. The lack of segregation from motor vehicles can increase concerns around road safety when cycling, especially for vulnerable road users. These concerns may be heightened given the high volume of traffic along this route; however the short length of this route is expected to keep these risks to a minimum.

However, despite these improvements, some users - particularly older people - may find the infrastructure to lack in consistency and clarity. Certain areas feature confusing or partially removed road markings that are not due to be fully resurfaced, which could lead to hesitation or misjudgement, especially among older pedestrians unfamiliar with the altered layout.

A persistent issue in the area is the clutter caused by dockless e-bikes that are often left on footways and on the carriageway. The lack of designated bike parking spaces, and the absence of new proposals to address this, can lead to trip hazards or obstructed paths - posing particular difficulty for older adults, wheelchair users, or those traveling with young children, including with pushchairs.

At the junction of Threadneedle Street and Finch Lane, the existing pedestrian refuge island is being replaced with a smaller island to separate the contraflow cycle lane from vehicle traffic. While this, along with wider footways, enhances visibility and shortens the crossing distance, making it safer to cross for users with limited mobility, the small island may be less noticeable to cyclists entering the contraflow lane. This could lead to sudden swerving, posing a potential risk to nearby pedestrians.

Poor drainage provisions throughout the scheme area could result in standing water and slippery surfaces, increasing the risk of slips and falls – which can be more a risk for older people. The downhill gradient at Finch Lane further elevates this risk by allowing water to pool or increasing speed-related hazards for both pedestrians and cyclists.

Changes to loading arrangements, such as allowing vehicles to load within the advisory cycle lane, could lead to safety concerns. Cyclists may be forced to swerve into traffic to avoid parked vehicles or resort to mounting the footway, creating conflict with pedestrians. Loading vehicles may also obstruct footways entirely, restricting access for people with mobility aids, elderly pedestrians, or those accompanying children.

Disability

Sensitive Receptors

The sensitive receptors within the vicinity of the proposed scheme are limited, they can however include the nearby healthcare facilities listed in the above section.

Healthcare facilities:

- Thérapie Clinic - London Liverpool Street Bishopsgate
- City Walk-in Clinic
- DocTap Private GP
- London Gynaecology, City of London, Private Gynaecology and Colposcopy Clinic London
- The Family Naturopath

Accessibility and Inclusion

The proposed scheme includes several features intended to improve accessibility for disabled users, including widened footways, raised tables, and upgraded pedestrian crossings. These interventions aim to enhance comfort, wayfinding, and safety for people with physical or sensory impairments, wheelchair users, and those using mobility aids. Improved surfacing and crossing points at junctions such as Threadneedle Street and Finch Lane can reduce trip hazards and make movement across the area easier for people with reduced mobility. Signal upgrades may also benefit people with visual impairments by improving crossing legibility and consistency.

However, the central location of the scheme in a busy commercial area with high pedestrian and cycle volumes may pose challenges for disabled users, especially during peak hours. The introduction of the advisory cycle lane and continued dockless cycle hire clutter may reduce accessibility and introduce additional barriers for those who rely on step-free, kerbside boarding into vehicles, especially considering the existing contraflow cycle lane along Old Broad Street and Threadneedle Street. Additionally, the loading bay at Threadneedle Street / Finch Lane junction, while operationally beneficial, could result in vehicles mounting or obstructing footways, which is particularly problematic for users with mobility aids or visual impairments.

Careful consideration is therefore needed to ensure that the design does not create additional barriers for disabled users and instead seeks to improve accessibility, safety, and health equity in these areas.

Analysis of impact

The formalisation of pedestrian and cycle enhancements introduced during the Covid-19 pandemic offers long-term benefits for accessibility, including reduced vehicle dominance, clearer crossings, improved footway surfacing and widths, and traffic calming features. These improvements are likely to make the area easier to navigate for disabled users, particularly those using mobility aids or with visual impairments.

Despite this, several aspects of the scheme may negatively affect disabled users The loading bay along Threadneedle Street can cause potential conflicts, as parked vehicles could block the footway or force cyclists to swerve into the carriageway, leading to potential hazards which could be of particular concern to some disabled users.

The advisory cycle lane may increase concerns around cycling for disabled users as there is no segregation from vehicles meaning there may be a heightened risk of collision with vehicles. These concerns may be exacerbated given the high volume of traffic along this route; however, the short length of this route is expected to keep these risks to a minimum.

The partially removed road markings on Old Broad Street may confuse pedestrians, including those with cognitive disabilities.

Additional concerns include a lack of proposed measures to manage dockless cycle hire clutter, which may obstruct pathways and create trip hazards. The absence of designated cycle parking could result in continued obstruction on accessible pedestrian space or cycle lanes. Poor drainage and gradients, especially the downhill slope at Finch Lane, can increase the risk of slips, trips, and falls, particularly for users with limited mobility.

Gender Reassignment

Sensitive Receptors

There are no known sensitive receptors within 200m of the proposed scheme.

Accessibility and Inclusion

It is expected that users within this protected characteristic group will benefit from the improved safety of the walking and cycling infrastructure. There is not expected to be any disproportionate impact or specific barriers to people based on this protected characteristic.

Analysis of impact

The scheme is not expected to disproportionately impact this group based on their protected characteristic.

Marriage & Civil Partnership

Sensitive Receptors

There are several sensitive receptors within the vicinity of the proposed scheme which may mean that users from this particular group may be more likely to frequent this location.

- St Margaret Lothbury
- Trinity Church Central London
- St Michael Cornhill
- IMPRINT Church London: St Mary Woolnoth
- St Edmund King & Martyr

- Masjid Mosque
- 2 Jummah Salahs in The Dutch Centre
- St Peter-upon-Cornhill Church
- Dutch Church

Accessibility and Inclusion

It is expected that users within this protected characteristic group will benefit from the improved safety associated with the proposed walking and cycling infrastructure. The scheme is not expected to disproportionately impact this group based on their protected characteristic. Those visiting nearby sensitive receptors are likely to benefit from the scheme.

Analysis of impact

The scheme is not expected to disproportionately impact this group based on their protected characteristic.

Pregnancy & Maternity

Sensitive Receptors

There are no specific sensitive receptors for this group, however those from this protected characteristic group are more likely to frequent the healthcare facilities listed in the Age and Disability sections.

Accessibility and Inclusion

The proposed scheme includes several features that support safer, more inclusive movement, such as widened footways, resurfacing, raised tables, and upgraded pedestrian signals. These improvements are expected to positively impact pregnant women and those with young children, including people using prams or travelling with small children, by improving ease of movement and visibility at crossings.

However, the central nature of the location, high footfall, and existing clutter from dockless e-bikes may reduce the perceived and actual comfort of the public realm for this group. Without dedicated space for stopping or resting, or mitigation for street clutter, the environment may remain challenging for those who need more space or time to move through public areas, particularly those pushing prams or navigating the area while pregnant. The scheme may therefore not encourage significant modal shift among this protected group.

Analysis of impact

The reallocation of space to pedestrians and addition of improved crossings and raised tables is likely to make movement more predictable and reduce conflict with vehicles, benefitting pregnant women and those travelling with young children. Wider footways and better surface quality may also support greater accessibility and ease of movement for pushchairs.

Some design elements do however present potential challenges. The advisory cycle lane may increase concerns around cycling for pregnant users or those travelling with young children, as the lack of segregation from vehicles motor vehicles increases the risk of collision. These concerns may be exacerbated given the high volume of traffic along this route; however, the short length of this route is expected to keep these risks to a minimum.

Additionally, at the junction of Threadneedle Street and Finch Lane, the existing pedestrian refuge island is being replaced with a smaller island to separate the contraflow cycle lane from vehicle traffic. While this, along with wider footways enhances visibility and shortens the crossing distance, making it safer to cross for users with limited mobility, including pregnant women and those travelling with children, the small island may be less noticeable to cyclists entering the contraflow lane. This could lead to sudden swerving, posing a potential risk to nearby pedestrians.

The ongoing issue of dockless e-bikes blocking footways remains unresolved by the current scheme design. Without designated parking or enforcement measures, these can reduce available footway space, potentially obstructing movement for people with pushchairs and increasing risk of trips or collisions. Similarly, changes to loading zones and allowing vehicles to load within the cycle lane may force cyclists onto the footway, introducing new conflicts and safety risks for pedestrians, especially those with pushchairs and young children.

Poor drainage provision and downhill gradients in locations including Finch Lane, may also lead to puddling or slippery surfaces, which pose greater risks to those with limited mobility during pregnancy or while navigating with children.

Race

Sensitive Receptors

There are no known sensitive receptors within 200m of the proposed scheme.

Accessibility and Inclusion

It is expected that users within this protected characteristic group will benefit from the improved safety associated with the proposed walking and cycling infrastructure. The scheme is not expected to disproportionately impact this group based on their protected characteristic.

Analysis of impact

Given that ethnic minority groups are underrepresented in cycling, the new cycle facilities are likely to promote cycling among this group by improving visibility and safety.

Religion & Belief

Sensitive Receptors

There are several sensitive receptors within the vicinity of the proposed scheme which may mean that users from this particular group may be more likely to frequent this location. These include:

- St Margaret Lothbury
- Trinity Church Central London
- St Michael Cornhill
- IMPRINT Church London: St Mary Woolnoth
- St Edmund King & Martyr
- Masjid Mosque
- 2 Jummah Salahs in The Dutch Centre
- St Peter-upon-Cornhill Church
- Dutch Church

Accessibility and Inclusion

It is expected that users within this protected characteristic group will benefit from the improved safety associated with the proposed walking and cycling infrastructure. The scheme is not expected to disproportionately impact this group based on their protected characteristic. Those visiting nearby sensitive receptors are likely to benefit from the scheme.

Analysis of impact

The scheme is not expected to disproportionately impact this group based on their protected characteristic.

Sex

Sensitive Receptors

There are some sensitive receptors within the vicinity of the proposed scheme which may mean that users from this particular group may be more likely to frequent this location.

- London Gynaecology, City of London, Private Gynaecology and Colposcopy Clinic London

Accessibility and Inclusion

The proposed scheme includes a number of features designed to improve pedestrian and cycling infrastructure across the Threadneedle Street and Old Broad Street area.

Measures such as widened footways, upgraded traffic signals, a raised table at the junction of Finch Lane, and improved surfacing aim to enhance accessibility and safety for all users, regardless of sex. These changes are expected to improve perceptions of safety for those walking and cycling, particularly in an area that experiences high footfall and vehicle movements. However, perceptions of safety can differ between sexes, with women more likely to feel vulnerable in urban environments, especially after dark, when compared to men.

Analysis of impact

Women are less likely to cycle in busy urban environments due to concerns about safety and a lack of adequate infrastructure. The upgrades in the proposed designs should help to increase cycling amongst women by addressing safety concerns through designated lanes, improved visibility and reduction in motor vehicles.

Despite this, changes to loading arrangements, where loading is permitted within the advisory cycle lane, may create unpredictability in cyclist and pedestrian movements. This could make the streets feel less safe or less comfortable for some women to cycle on. The incomplete removal of redundant markings may further impact women's comfort and confidence in using the area, especially if they're unfamiliar with the revised road layouts.

Additionally, the lack of designated parking or storage for dockless e-bikes may contribute to footway obstructions, which can be particularly problematic for women pushing prams or travelling with young children.

Sexual Orientation

Sensitive Receptors

There are no known sensitive receptors within 200m of the proposed scheme.

Accessibility and Inclusion

It is expected that users within this protected characteristic group will benefit from the improved safety of the walking and cycling infrastructure. The scheme is not expected to disproportionately impact this group based on their protected characteristic.

Analysis of impact

The scheme is not expected to disproportionately impact this group based on their protected characteristic.

Additional Groups:

Socio-economic background

Accessibility and Inclusion

The proposed scheme introduces a number of pedestrian and cycling enhancements, which aim to make active travel more convenient, safer, and appealing to a wide range of users. Individuals from lower socio-economic backgrounds are more likely to rely on affordable and accessible transport options such as walking, cycling, or bus travel. As such, the scheme could provide tangible benefits to this group by improving the infrastructure they use most frequently.

Analysis of impact

The scheme is not expected to disproportionately impact this group based on their protected characteristic.

Other groups that may be affected by your work, such as Care leavers, Carers & Parents, and Veterans

The proposed improvements to pedestrian and cycling infrastructure, such as widened footways, upgraded crossings, and resurfaced routes, are likely to benefit a range of users including care leavers, carers, parents, and veterans. These groups may have specific mobility needs or rely more heavily on accessible, low-cost, and safe transport options such as walking or cycling. Carers and parents in particular may benefit from enhanced pedestrian environments when navigating the area with pushchairs, young children, or individuals with mobility needs.

However, changes to loading arrangements could introduce challenges for carers or veterans who may need vehicle access close to destinations. Additionally, the presence of dockless hire bikes cluttering the footway could pose a barrier to safe, unobstructed movement for these groups.

3. STAKEHOLDER ENGAGEMENT

Outline any consultation/engagement activity and additional information gathered not outlined above (if relevant)

Include information on stakeholders involved, and methods used for engagement / consultation.

Describe any further work required on proposals as a consequence of engagement/consultation (if relevant)

CoL response - *The traffic order implementation, covering the majority of changes to the layout and infrastructure, which took place in 2023 included a full round of public consultation. The changes proposed as part of this scheme will tangibly formalise the benefits already provided from this traffic order. As a result, no further formal engagement is planned. Subject to this committee approval and following a similar approach that was taken on King William Street, informal engagement with relevant stakeholders will be commence shortly. Information will be shared with Ward Members, direct mail-outs (physical and digital) will be shared with affected businesses and residents, information will be shared via social media, and Ward and Business Improvement District newsletters and site meetings will take place where necessary.*

4. DECISION MAKING (MITIGATIONS AND CHANGE)

After completing steps 1-3, please outline your informed decision.

Possible outcomes could be that:

a. **No changes are required; there is no negative impact or discrimination**
b. **Available actions have been taken to remove or minimise potential negative impacts**
c. **Adjustments to the proposal to remove or minimise potential negative impacts – monitoring and regular review will take place to manage this with a view to taking further mitigation actions**
d. **Where a negative impact is identified that is not unlawful discrimination, or where discrimination can be objectively justified- justify and continue with the proposal: there may be other factors (such as other proposal aims or financial constraints) that make it reasonable to adopt the proposal, despite the negative impact – potential impacts will be monitored and kept under regular review. Please seek advice from the EDI team and the Legal team before making the decision.**

e. **You decide not to take the proposal forward.**

To reduce potential negative impacts and improve accessibility, several measures should be implemented alongside the proposed infrastructure changes. Clear and consistent road markings should be prioritised, particularly in areas where previous markings have only been partially removed, to prevent confusion for pedestrians and drivers alike, therefore consider removing the redundant road markings on Old Broad Street.

CoL response - *As the carriageways within the scheme's scope are to be resurfaced, all road markings will be renewed so that they are clear and consistent.*

Cyclist activity along the advisory cycle lane on Threadneedle Street between Bartholomew Lane and Old Broad Street should be monitored and reviewed, to ensure that it does not have a negative impact on road safety for users, noting the heightened risk for certain users.

CoL response - *The proposed cycle lane would provide continuity with the Bank junction scheme and improve conditions for cyclists on the carriageway. While loading restrictions are limited in this area, which makes a mandatory lane challenging, the key concern is the conflict at the Threadneedle Street junction, where cyclists would need to cross motor traffic heading onto Old Broad Street. However, Officers will consider how to best monitor this as part of the post-programme monitoring, and whether it needs to be monitored formally or informally.*

Loading and kerbside activity should be clearly signed and monitored, with consideration given to relocating loading zones away from high pedestrian areas or ensuring loading does not obstruct footways.

CoL response - *The proposed scheme has minimal impact on the loading and kerbside activity so no major changes in behaviour are expected. However, if any changes are noted either by BAU activities, such as the number of PCNs issued, or by post-programme monitoring, officers will consider what changes may be appropriate.*

To address drainage concerns, detailed surface water management should be integrated into final designs to minimise standing water and slippery conditions, particularly near Finch Lane.

CoL response - *This is due to an omission in the design documentation supplied for audit. All required drainage changes are included within the scheme's construction pack for installation.*

Additional recommendations include introducing formal parking areas for dockless bikes to prevent obstruction and improve safety, as well as considering rest points and street furniture in future phases to support disabled users.

CoL response - *The installation of benches will be considered during construction as Officers will then have a better appreciation of the available footway space being created. The comment about introducing dockless cycle bays within the area will be passed to the relevant team who deal with such matters.*

Please refer to the EQIA guidance when completing this form

5.MONITORING AND REVIEW

How will you monitor and review the impact (positive or negative) of the proposal once it has been put into effect, if so, how? What are the timescales for reviewing the EQIA once proposals are implemented?

This may take the form of an action plan.

The impact of the scheme on the protected characteristic groups should be monitored through a combination of user feedback, site observations, and engagement with local community stakeholders.

This can consist of regular inspections to assess the condition and accessibility of infrastructure, such as footways, cycle lanes, and crossing points, as well as any issues caused by cluttered footways or loading activity. Consider using feedback channels to gather input from the public, particularly around perceived safety, accessibility, and comfort. Any reports of obstructions, near misses, or concerns should be reviewed and actioned as necessary.

Section 3: To be completed by ALL

6.RECORDING YOUR DECISION AND SIGN-OFF

1. Submit to your line manager for review and sign-off
2. Submit to Director or Chief Officer (as relevant) for sign-off
3. Where possible, share the final document with the corporate EEDI team

It is recommended that the scheme is taken forward with consideration for the mitigation and monitoring and review suggestions above.

Sign off

1. Officer completing the EQIA

Name	Marie Gallagher,
Job Title	Principal Transport Planner, WSP
Date	8/8/25
Signature	

2. Line Manager

Name	Bruce McVean
Job Title	Assistant Director, Policy & Projects
Date	
Signature	

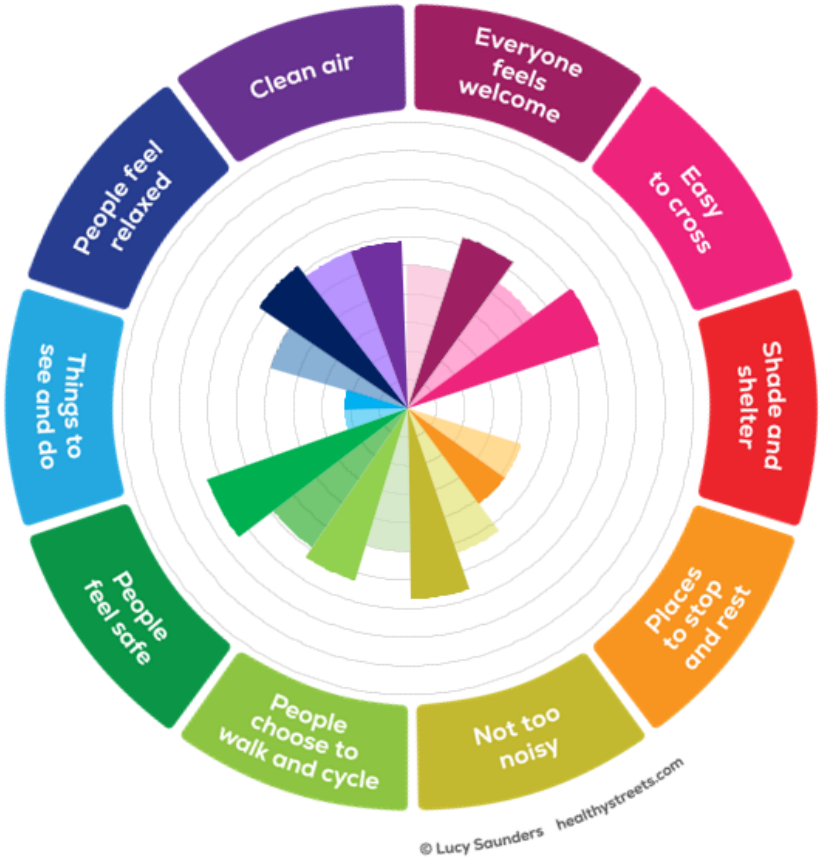
3. Senior Manager or Chief Officer

Name	Ian Hughes
Job Title	City Operations Director
Date	
Signature	

Once this form has been signed off, please send a copy of the form to the EDI Team: CSPT.EDI@cityoflondon.gov.uk

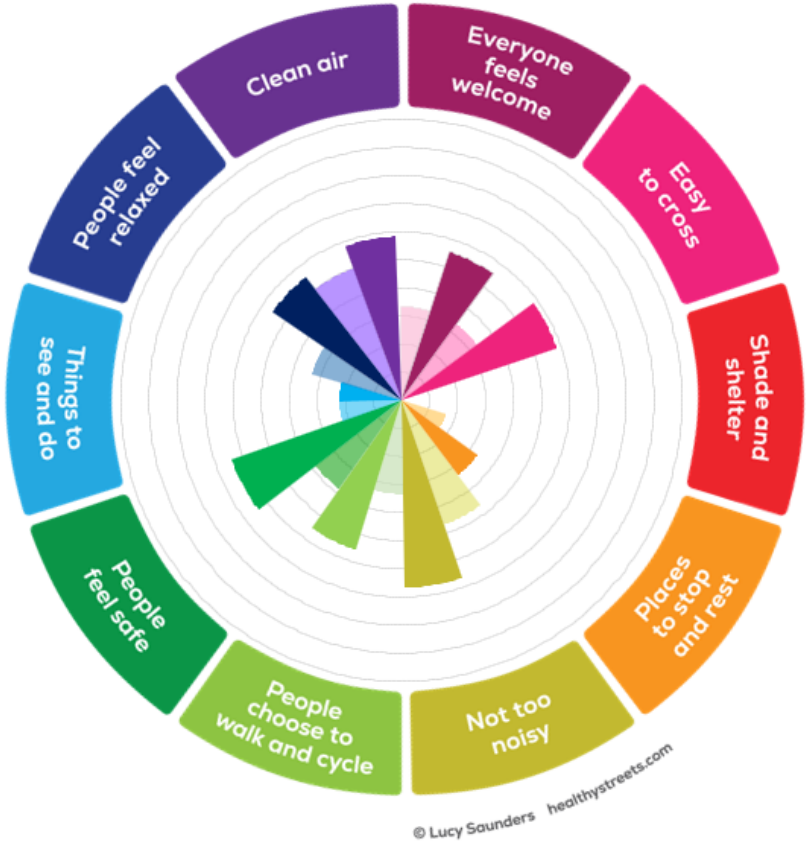
Appendix 6 – Healthy Streets scoring

Old Broad Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	44	52
Everyone feels welcome	50	63
Easy to cross	54	71
Shade and shelter	0	0
Places to stop and rest	42	42
Not too noisy	53	67
People choose to walk and cycle	50	63
People feel safe	59	74
Things to see and do	22	22
People feel relaxed	50	63
Clean air	58	58

Threadneedle Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	31	47
Everyone feels welcome	33	56
Easy to cross	33	58
Shade and shelter	0	0
Places to stop and rest	17	33
Not too noisy	47	67
People choose to walk and cycle	33	56
People feel safe	38	64
Things to see and do	22	22
People feel relaxed	33	56
Clean air	50	58

-

GREGGS

GREGGS
GREGGS
BUSY DAY?

GREGGS
GREGGS

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Committees: Streets & Walkways Sub Committee *[for decision]* Projects and Procurement Sub Committee *[for information]*	**Dates:** 16 September 2025 14 October 2025
Subject: Pedestrian Priority Streets Programme – Old Jewry **Unique Project Identifier:** 12269	**Gateway 5: Authority to start work** Complex
Report of: Executive Director Environment **Report Authors:** Kristian Turner – Transport & Public Realm Projects, City Operations	**For Decision**
PUBLIC	

1. **Status Update**	**<u>Background</u>** Old Jewry is one of six projects within the Pedestrian Priority Streets programme. In June 2020, traffic on Old Jewry was restricted as part of the COVID-19 streets programme to provide more space and priority for people walking and wheeling while retaining access for people cycling and for vehicular access to businesses. The traffic management measure on Old Jewry, which closed the junction with Poultry to motorised traffic, was tested as a traffic experiment in 2022 and was made permanent in July 2023. In January 2024, the Streets and Walkways sub-Committee considered a report setting out concerns about the impact of the Old Jewry closure on people who need to travel by motor vehicle. The Committee directed officers to initiate a traffic experiment to reopen Old Jewry to all traffic in a southbound direction, at all times. Design work on potential public realm improvements on the part of Old Jewry closed to traffic was paused. During previous discussions about the extent to which the reopening of Ironmonger Lane to people walking and wheeling would provide an

	alternative route to Old Jewry, it was noted that the desire lines for people walking and wheeling meant that this was unlikely, However Ironmonger Lane would benefit from improvements to make it more accessible. These improvements are being taken forward under a separate project that incorporates the Dauntsey House S278 improvements which is also on this agenda. **<u>This report</u>** This report is presented as a Gateway 5 report seeking this Committee's decision on whether to keep Old Jewry open to all southbound traffic, at all times, by making the experimental traffic order permanent or to proceed with an alternative option. The current Experimental Traffic Order will expire on 4 January 2026. A decision is required now to allow sufficient time to carry out any required statutory processes. **RAG Status:** Green (Green at last report to Committee) **Risk Status:** Medium (Medium at last report to committee) **Total Estimated Cost of Programme (excluding risk & maintenance):** whole programme ~£8.218M **Change in Total Estimated Cost of Programme (excluding risk):** see accompanying Pedestrian Priority Report **Spend to Date:** £4,554,096 as of 31 July 2025 across whole programme **Funding Source:** see accompanying Pedestrian Priority Report
2. **Requested decisions**	**Requested Decisions:** Members of the **Streets and Walkways Sub-Committee** are asked to approve Option 3 for Old Jewry: **1) Option 1** (not recommended) Make the experimental traffic order permanent. Retain the current arrangements, Old Jewry remains open southbound for motorised traffic and two-way for people cycling. **2) Option 2** (not recommended) Initially retain the current arrangements for southbound motorised traffic and two-way for people cycling (i.e. make the traffic order permanent). Work towards a further permanent traffic order to remove the northbound contra-flow cycling provision to ban cycles entering Old Jewry from Poultry. This would be subject to public and statutory consultation on a permanent traffic order. If all these steps are undertaken and no objections are received (considered unlikely), or received but subsequently withdrawn, the western pavement along Old Jewry between Frederick's Place and Poultry could be widened to improve accessibility for people walking and wheeling. If Option 2 was found to be

	unfeasible following safety assessments and/or public consultation, the measure would default back to Option 1. **3) Option 3** (recommended) End the traffic experiment and revert to the previous arrangement with Old Jewry closed to through traffic. Resume work on a public realm improvement between Frederick's Place and Poultry, including improving accessibility for people walking and wheeling. Members of **Projects and Procurement Sub-committee** are asked to note the recommendations. **Next Gateway:** *Gateway 6: Project Closure report (covering the entire Pedestrian Priority programme)* **Next Steps:** Depending on the decision taken, the next steps will be: *Option 1* – Make the current traffic management measures permanent *Option 2* – Make the current traffic management measures permanent. Then consult on a new arrangement for all traffic and cycles travelling southbound only (no northbound cycling) and commence design works to widen the western pavement between Frederick's Place and Poultry. *Option 3* – End the Experimental Traffic Order and revert to the previous arrangement of Old Jewry closed to through traffic at the junction with Poultry and two-way traffic between Gresham Street and Frederick's Place (and two-way for people cycling). Re-start the design work for the public realm enhancement works.
3. **Budget**	1. The budget requirements for the next steps on Old Jewry depend on what option is taken. Option 1 – estimated £5k Option 2 – estimated £30k Option 3 – estimated £50-£80k (includes design and works) 2. The traffic experiment, including surveys, staff time and the traffic order process, have to date been funded from the Pedestrian Priority Programme. 3. As other projects within the programme have been further developed, savings have been delivered on the implementation phase of the King William Street scheme, and we anticipate a return of some funds from utility companies as the civils works for that project is nearly complete.

	4. As per the accompanying report, the design work for the Cheapside Bus Gate public realm enhancement, and the Threadneedle Street / Old Broad Street pedestrian priority designs is well advanced, and our estimate is that sufficient funds would be available in the wider programme to cover Options 1-3 for Old Jewry. 5. If Option 2 or 3 is chosen, the design work would be funded by the existing staff costs and fees budget in the programme and a further Gateway 5 report to implement the works would be tabled to this Sub-Committee.
4. **Design summary**	6. This section of the report sets out the results of the traffic experiment and details the benefits and disbenefits of the three options for Old Jewry to justify the recommended option. **TRAFFIC EXPERIMENT RESULTS** 7. Here we set out the results of the traffic experiment to aid Members in making an informed decision regarding Old Jewry. It covers: • results of the monitoring of the traffic experiment • results of the statutory and public consultation • equality impact assessment **Monitoring** 8. A monitoring strategy for the traffic experiment set out the traffic and street user benefits and disbenefits of the scheme (see Appendix 1). 9. The "measures of success" of the Monitoring Strategy were set out before the experiment commenced: • No recorded or reported collisions on Old Jewry including the junctions with Gresham Street and Poultry • No significant reduction in the number of people walking, wheeling and cycling on Old Jewry • No significant adverse traffic impacts on Old Jewry, Gresham Street and Poultry • Businesses can meet their delivery and servicing needs *Collision data* 10. Available collision data is limited and has been analysed for the most recent available dataset during the course of the experiment from 5th July 2024 to 31st December 2024 to determine if there have been any registered collisions on Old Jewry. 11. No collisions have been recorded on Old Jewry or its junctions during this experiment. Note that collision data for 2024 is provisional and subject to change. *Street use data* *Traffic* 12. Traffic counts were undertaken in April 2024 before the experiment started and then twelve months later during the course of the

experiment. The 12hr (*07:00 to 19:00*) data for the busiest weekdays is summarised below:

MOTORISED TRAFFIC

Old Jewry	Pre-experiment (Apr-24)	Post-experiment (Apr-25)
Wednesday	521	1,460
Thursday	529	1,443

13. As can be seen above, motorised traffic volumes on Old Jewry before the experiment commenced were very low, as only vehicles parking or servicing businesses used the street. The data suggests by April 2025, Old Jewry has become an established traffic route in the area. Taxis on average are 47% of the motorised traffic, which is higher than the average City street (17%). This suggests that the change is a positive benefit for taxi journeys.

14. The vehicles using Old Jewry are primarily coming from the Moorgate / Gresham Street junction, very little traffic comes along Gresham Street from the west to access Old Jewry. From Old Jewry vehicles have the option of turning right onto Cheapside where they predominately turn left onto Queen Street. Taxis have additional options, leaving Old Jewry they can turn left towards Bank, and right towards Queen Street or along Cheapside through the bus gate.

15. Traffic volumes on Old Jewry are quite consistent across the working day between 7am, only fluctuating between 145 from 3pm-4pm and 182 from 10am-11am. The traffic impact of the Old Jewry changes on the local road network is consistent. Our observation from site is that the network and capacity of adjoining traffic signal-controlled junctions on Cheapside and King Street are not significantly impacted.

Motor vehicle Speeds

16. The speed limit on Old Jewry is 20mph. Speeds of motorised traffic on Old Jewry were not measured before the start of the experiment as the street was a no-through road, where vehicles moved at very low speeds to undertake local activities.

17. Speed surveys were undertaken during the experiment at the same time as the traffic counts. The data is summarised below:

85th PERCENTILE SPEEDS*

Old Jewry	Post-experiment (Sept-24)	Post-experiment (Apr-25)
Weekday 07:00-19:00	15.75mph	16.27mph
Weekday 24hrs	16.33mph	16.83mph
7-day average 24hrs	16.76mph	17.28mph

18. The data indicates that at no time does the 85th percentile* speeds measured exceed the speed limit. However, due to the very narrow pavements on Old Jewry, our observations suggest that a vehicle travelling close to the speed limit can feel intimidating for other people using the street. The data does show slightly higher speeds at off-peak times when there are expected to be fewer people walking, wheeling and cycling.

19. The highest recorded speed was 21.1mph (at 3am).

*The 85th percentile speed is the speed at which 85% of vehicles travel at or below. The calculation is used instead of mean speed as it avoids skewing the data due to outliers.

Cycling

20. Cycle counts were undertaken at the same time as traffic counts before and during the experiment. The 12hr (*07:00 to 19:00*) data for the busiest weekdays is summarised below:

CYCLING

Old Jewry	Pre-experiment (Apr-24)	Post-experiment (Apr-25)
Wednesday (southbound)	346	480
Wednesday (northbound)	237	312
Thursday (southbound)	310	463
Thursday (northbound)	252	279

21. It can be difficult to draw conclusions from cycle counts over a short period of time as there are a number of variables for why people choose to cycle on a particular day. However, when comparing April 2024 to April 2025, one reasonable conclusion is that opening Old Jewry to through traffic does not appear to have discouraged people from cycling on Old Jewry in either direction.

22. It should be noted that overall, the trend is that increasing numbers of people are choosing to cycle in the City.

Walking and wheeling

23. 24hr counts of people moving along the street were undertaken by the project team, counting people moving in both directions. The 12hr (*07:00 to 19:00*) data for the busiest weekdays is summarised below:

WALKING AND WHEELING

Old Jewry	Pre-experiment (Apr-24)	Post-experiment (Apr-25)
Wednesday	14,716	13,574
Thursday	15,583	14,127

24. The data shows fewer people were counted on street during the experiment compared to before the experiment. The counts were taken on the same weekdays, with a larger variance on the Thursday than the Wednesday.

25. The data indicates that the busiest hour of the day for people walking and wheeling across the survey dates is the PM peak hour (5-6pm) as people leave work, although the lunchtime peak hour (12.30-1.30pm) is nearly as busy. Pedestrian activity appears to be slightly more spread out in the morning.

26. We do not know the reason for the lower volumes (~9% on average) of people walking and wheeling that was measured after the experiment had been running for nine months. A check of the weather records suggest that conditions were dry and no public transport incidents of any note occurred, so its unlikely these were a factor. Construction works have been taking place on parallel streets before and after the experiment, but these are so typical of the walking experience in the City that we don't estimate that these are a factor either.

27. Our conclusion is that whilst the numbers of people walking and wheeling has declined, we don't think the variance is so significant to deem the experiment unsuccessful as it is to be expected that volumes of people using City street do vary across timelines due to various factors.

Journey times

28. To understand journey times in the area, we have undertaken a comparison of journey times for the routes motorised vehicles would use in the local area for the scenarios of Old Jewry being open to through traffic and closed to through traffic.

29. We have used an online journey planning tool to estimate the journey time differences separately for motorised vehicles and for taxis for a local journey in the Cheapside area and a longer journey to Blackfriars, with a starting point from Gresham Street. The journey times are estimated using the online satnav tool during the PM peak hour (5pm) and are dependent on prevailing traffic conditions.

30. SCENARIO 1 - OLD JEWRY OPEN TO SOUTHBOUND THROUGH TRAFFIC

Journey 1 – Gresham Street to Mansion House
Motorised traffic = 3-6 minutes
Taxis = 3-6 minutes

Journey 2 – Gresham Street to Blackfriars
Motorised traffic = 5-12 minutes
Taxis = 5-12 minutes

Under the second scenario, with Old Jewry closed to through traffic:

- For Journey 1 the route from Gresham Street towards Mansion House would be via Foster Lane, Cheapside, Bread Street, Cannon Street and Queen Victoria Street.
- For Journey to the route from Gresham Street towards Blackfriars would be via St. Martin's Le Grande, New Change, Cannon Street, Friday Street and Queen Victoria Street

31. SCENARIO 2 - OLD JEWRY CLOSED TO SOUTHBOUND THROUGH TRAFFIC

Journey 1 – Gresham Street to Mansion House
Motorised traffic = 5-9 minutes
Taxis = 5-9 minutes (depending on final destination taxis may have a very slight time advantage over other vehicles as they can drive through the Cheapside bus gate)

Journey 2 – Gresham Street to Blackfriars
Motorised traffic = 5-12 minutes
Taxis = 5-12 minutes

32. Both taxis and motorised traffic benefit from shorter journey times with Old Jewry being open to southbound traffic.

33. In general, it can be seen that for very local journeys in the Cheapside area, Old Jewry remaining open results in a shorter journey time for people travelling in a motor vehicle (saving 2-3 minutes), but for a longer journey to Blackfriars there is no difference to journey times.

34. Maps of the traffic routes available can be seen in Appendix 2.

35. Taxis (and cycles) only are permitted to turn left out of Old Jewry onto Poultry. The combination of this permitted movement together with the current experiment to allow taxis to travel through Bank junction is not expected to have a significant impact on journey times eastbound via Cornhill. This is because taxis were already able to access Cornhill from Princes Street.

Business access for loading

36. Conversations with businesses and observation on street indicates that businesses are able to continue to access their properties and their loading activities are not adversely affected by the experiment.

37. Monitoring strategy conclusion

38. Broadly, the measures of success of the experiment have been met. Subject to final verification of the 2024 data there has been no increase in collisions or adverse effect on the street network, businesses are able to continue operating and there has been no significant reduction in people walking and wheeling, while cycling numbers have increased.

Experiment Consultation results

Statutory Consultation

39. Six-month statutory consultation on the experimental traffic order to was undertaken from 5 July 2024.

40. One objection was received from the London Cycling Campaign (City of London Group). The nature of the complaint was that the decision to open Old Jewry to through traffic "compromises the convenience and safety of people walking, wheeling and cycling" and does not adhere to the City's Transport Strategy to "prioritise the needs of people walking" (Appendix 3).

41. The data collected from the experiment, along with the Equalities Impact Assessment, has been shared with LCC and the question asked if LCC's objection still stands.

42. A meeting was held with a representative off LCC in August 2025. LCC remain unsupportive of the changes on Old Jewry and have not withdrawn their objection.

Public Consultation

43. A public consultation exercise was undertaken to understand what the public thinks of the traffic changes.

44. To encourage participation in the consultation, we leafleted properties in the immediate area, visited local businesses, sent direct links to street user groups such as the cycling, freight and taxi industry representatives, as well as numerous posters on-street to notify members of the public using the street.

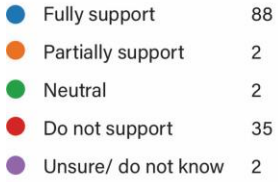
45. The public consultation began at the start of the experiment and has been open for its duration, during which 129 people responded to the online survey. Given the very local nature of the traffic change, the participation rate is considered reasonable.

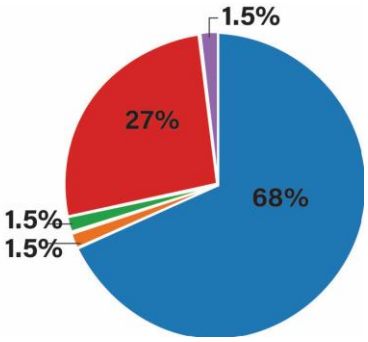
46. 85% (n110) of the respondents live, work, study, visit or have a business in the Square Mile, including taxi drivers. The remaining respondents commuted through the area or classed themselves as “other”.

47. People identified the way they travel around the area as:
    - Taxi (as a driver) - *50%* (n65)
    - Walk - *37%* (n46)
    - Taxi (as a passenger) – *29%* (n38)
    - Cycle – *24%* (n31)
    - the remainder a mix of bus, rail/underground and other cars

48. People were able to choose more than one mode. Taxi drivers and their passengers represent a large proportion of the respondents. Taxi trade representatives at the London Taxi Drivers Association were supportive of the experiment and circulated the survey to their members. Whilst the mix of respondent’s is not representative of actual users of the street, it is an indicator the interest of taxi drivers/users where the traffic change is understood to shorten the journey times of some taxi routes.

49. Overall, 67% (n86) of respondents fully support the traffic experiment being made permanent in the future, 28% (n36) do not support, with the remainder being neutral, unsure or partially supportive.





50. 26% (n34) of respondents felt the experiment had a major positive or moderate positive impact on people walking and wheeling, 31% (n40) of respondents thought it had a moderate or major negative impact, and more commonly 41% (n53) felt it had no impact.

51. 67% (n86) of respondents felt the experiment makes the street more accessible for everyone, 29% (n37) of respondents felt the experiment makes the street less accessible.

52. We asked people if their day-to-day activities were limited due to a health problem or disability. Nine people (7%) said they were limited a little or a lot.

	53. Of these people, six identified as taxi drivers/passengers, and of these five fully supported make the traffic change permanent. Overall, seven of the nine people with a health problem or disability fully support making the traffic change permanent. 54. A small number of people representing businesses in the Square Mile also responded, four of which are located on Old Jewry. 55. Of the four business directly affected on Old Jewry, two felt the impact of the experiment was a Major Positive, one felt it was a Major Negative and one Moderate Negative. Other businesses in the wider Cheapside area were more likely to state it had No Impact on them. A detailed summary of the Public Consultation is provided in Appendix 4. **Equalities Impact Assessment** 56. An independent Equalities Impact Assessment (EqIA) has been undertaken by an external consultant on the traffic experiment allowing southbound traffic on Old Jewry (Appendix x). 57. The EqIA assesses the impact of the experiment on people with protected characteristics. 58. The full EqIA can be found in Appendix 5 and a summary is provided below. 59. From the EqIA *No substantial impacts have been identified for maintaining the southbound access for motor vehicles on Old Jewry, though there are a number of minor positive and negative impacts expected.* *Retaining southbound motor vehicle access will continue to offer benefits for some protected characteristics, particularly in terms of reduced journey times for private vehicle users, and more direct routes for some journeys. This can support journey comfort for older, disabled, and pregnant individuals, and those accessing specific community facilities, such as places of worship. In addition, the current layout provides more efficient delivery and servicing options for large vehicles, which can help to reduce the risk of road danger that is associated with these activities.* *However, it is likely that the associated traffic volumes (compared to the Summer 2020 ETO scheme) could 'lock in' road safety concerns for pedestrians and cyclists across various protected characteristics, as well as embed the potential for poorer local air quality, which could have long-term health implications for some older/younger, disabled and pregnant women.*

60. The EqIA highlights that there are positive benefits in maintaining the lower journey times for motorised traffic in terms of accessing buildings and amenities and allowing for simplified delivery and servicing.

61. It also highlights the negative impacts such as the potential impact on road safety and on people walking and cycling, where a disproportionate number of people from some protected characteristic groups are more likely to walk or cycle.

Healthy Streets Assessment

62. 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.

63. 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.

64. For Old Jewry, we have undertaken the Healthy Street assessment for the two options that keep the street open to southbound traffic and then compared this to closing the street to traffic.

	Existing Layout Score (Option 1)	Option 2	Option 3
Healthy Streets Score	**41**	**42**	**59**
Everyone feel welcome	50	52	63
Easy to cross	63	63	71
Shade and shelter	0	0	0
Places to stop and rest	8	17	67
Not too noisy	67	67	80
People choose to walk and cycle	50	52	63
People feel safe	62	64	72
Things to see and do	0	0	33
People feel relaxed	50	52	63
Clean air	58	58	75

65. The assessment of the street as it is now under the experiment achieves a score of 41 for Option 1, with particularly low scores for shade and shelter, places to stop and rest and limited things to see and do.

66. Option 2 achieves a score of 42, by keeping the street open to through traffic and widening the pavement people will feel slightly more welcomed and safer and more likely to walk.

67. Option 3 achieves a score of 59 and scores highest on the Healthy Streets assessment of the three options. With the removal of through traffic, Old Jewry is rated as becoming a more welcoming street, with

noise reduced, cleaner air, and the opportunity for a public realm improvement creating more places to stop and rest.

The detailed Healthy Street design check score is shown in **Appendix 6.**

Accessibility

68. To understand the impact of the different options on disabled people Officers have assessed keeping the street open to traffic versus closing it to traffic using the City of London Streets Accessibility Tool (CoLSAT).

69. 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.

70. The CoLSAT assessment has been undertaken. Table 1 compares the Current ETO with Old Jewry open to the previous arrangement where Old Jewry was closed (Option 3).

Table 1 - CoLSAT Summary Results Table

	Option 1: Current ETO, Old Jewry open		Option 3: Old Jewry closed and public realm changed	
	'0' scores	'1' scores	'0' scores	'1' scores
Electric Wheelchair user		2		
Manual Wheelchair user		2		
Mobility Scooter user		2		
Walking Aid user		2		
Person with a walking impairment		4		3
Cycle as primary mobility aid	2	1		1
Long cane user		2	1	1
Guide Dog user	1	2		3
Residual Sight user		2		
Deaf or Hearing impairment		3		1
Acquired neurological impairment	1	1		
Autism/Sensory-processing diversity		3		1
Developmental Impairment		2		1
Total	**4**	**28**	**1**	**11**

** 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.*

71. The analysis from the CoLSAT tool concludes that Option 1 keeping Old Jewry open to through traffic will result in the street continuing to be rated as having low accessibility / being inaccessible to people with mobility impairments. The main difference in the number of '0' scores between Option 1 and Option 3 is the pavement on the western side of Old Jewry which is particularly narrow (<1.5m) and can't be used by people using wheeled mobility aids. This is retained under Option 1 but in the outline design of Option 3 the carriageway would be raised and traffic excluded, so the experienced width would be much wider, although one '0' score remains for long cane users who find it difficult to distinguish raised carriageway areas. It may be possible to mitigate this as the design is finalised.

72. Option 3 shows a significant improvement in the number of '1' scores due to the wider pavement in this option and the section of raised carriageway which improves accessibility for some of the groups.

73. Table 2 compares Option 2 (open to southbound through traffic, removal of northbound cycling, widening the pavement) to the previous arrangement where Old Jewry was closed (Option 3).

Table 2 - CoLSAT Summary Results Table				
	Option 2– Old Jewry open (no northbound cycling, widened pavement)		Option 3: Old Jewry closed and public realm changed	
	'0' scores	'1' scores	'0' scores	'1' scores
Electric Wheelchair user		2		
Manual Wheelchair user		2		
Mobility Scooter user		1		
Walking Aid user		2		
Person with a walking impairment		3		3
Cycle as primary mobility aid		1		1
Long cane user		1	1	1
Guide Dog user		2		3
Residual Sight user				
Deaf or Hearing impairment		1		1
Acquired neurological impairment		0		
Autism/Sensory-processing diversity				1
Developmental Impairment				1
Total	**0**	**15**	**1**	**11**

74. The analysis from the CoLSAT tool concludes that Option 2 keeping Old Jewry open to through traffic but widening the narrowest section of pavement by removing northbound cycling is an improvement on Option 1 in terms of accessibility. Option 2 removes all '0' scores whereas Option 3 still has one '0' score for long cane users who find it difficult to distinguish raised carriageway areas. It may be possible to mitigate this as the design is finalised.

75. In some instances, it is not possible to improve on some of the lower scores such as proximity of bus stops, blue badge parking and accessible toilets due to the scope limitations of the project, but overall, Option 1 scores the lowest in accessibility of the street compared to Options 2 and 3.

JUSTIFICATION FOR RECOMMENDED OPTION

76. Three options for Old Jewry have been considered for this report. As covered in the monitoring section, whilst traffic has increased significantly along Old Jewry during the course of the experiment, this does not appear to have dissuaded other street users from using the street, and provisional collision data indicates that there have been no recorded collisions.

77. <u>Option 1 – making the ETO permanent with no public realm improvement</u>

Benefits of this option:

- Journey times for local trips are shorter people travelling by motor vehicle, including for people who rely on taxis, private hire vehicles and private cars and for deliveries.
- The street being one-way removes the three-point turning arrangement at Frederick's Place, which while safe was an awkward arrangement
- Strong support for this option in the public consultation

Disbenefits of this option:

- The City's Transport Strategy seeks to prioritise the needs of people walking and wheeling and this option does not meet this objective. An objection from a Statutory Consultee has been made on the basis that the change on Old Jewry, in their opinion, does not help meet the City's objectives.
- The street will remain inaccessible to people with mobility impairments, due to the very narrow pavements between Poultry and Fredericks Place
- People walking and wheeling are confined to the narrow and crowded pavements, and less able to walk in the "road" due to the through traffic
- The experience for people walking and wheeling, cycling and spending time on the street is negatively impacted as the street has become more traffic dominated, although traffic volumes remain below the thresholds for providing protected space for cycling.

78. <u>Option 2 - allowing southbound traffic and remove northbound cycling to allow for wider pavements on the west side of Old Jewry between Poultry and Fredericks place</u>

Benefits of this option:

- The street will become more accessible to people with mobility impairments who walk/wheel along Old Jewry
- Journey times for local trips are shorter people travelling by motor vehicle, including for people who rely on taxis, private hire vehicles and private cars and for deliveries.
- The street being one-way removes the three-point turning arrangement at Frederick's Place, which while safe was an awkward arrangement.

Disbenefits of this option:

- Old Jewry is part of an established cycle route between Southwark Bridge to Coleman Street and the Moorgate area. We anticipate that the removal of two-way cycling on Old Jewry would be subject to objections
- In practical terms, we estimate that some people cycling are likely to continue using Old Jewry regardless of the measures

	put in place, with an associated risk of collisions as there will be insufficient space for a southbound vehicle and northbound cycles to safely pass each other, creating a point of conflict. • The City's Transport Strategy seeks to prioritise the needs of people walking and wheeling and this option partially meets this objective. 79. <u>Option 3 - revert to Old Jewry closed to through traffic</u> Benefits of this option: • This option best meets the objectives of the City's Transport strategy to prioritise people walking and wheeling, improve accessibility, reduce motor traffic and make conditions for cycling safer and more pleasant • There is an opportunity to develop a public realm enhancement that, subject to the final design could include some greening and a place for people to rest • Reduced volumes of traffic are likely to benefit the patrons of food and beverage businesses along Old Jewry Disbenefits of this option: • Under this option the slightly awkward arrangement for three-point turns at Frederick's Place will take place, and this may not be supported by the Mercer's Company • Journey times for local trips by motorised traffic will take longer which is a disbenefit for people travelling by motor vehicle, including for people who rely on taxis, private hire vehicles and private cars and for deliveries **CONCLUSION** 80. The report sets out the results of the traffic experiment, the results of the public consultation, the Equalities Impact Assessment and an assessment of the street using the Health Streets assessment tool and the CoLSAT accessibility tool. 81. Overall, officers recommend Option 3 as it offers the greatest opportunity to improve accessibility whilst most closely aligning to corporate strategies such as the Transport Strategy and Climate Action Strategy 82. However, the results of the experiment are finely balanced. Members will recognise that there are benefits and disbenefits for each option in terms of determining the right balance of competing needs on Old Jewry. All options are considered acceptable should Members wish to choose Options 1 or 2.
5. **Delivery team**	83. The Delivery team remains unchanged from the previous report and includes: • Project management by the Transport and Public Realm Projects team in Policy and Projects.

	• Construction Engineering/Design and Construction Supervision to be managed by the Highways team. • Contractor – FM Conway under the highways term contract.
6. **Programme and key dates**	84. The forward programme and key dates are dependent upon the option decided by Members: 85. Option 1 – making the ETO permanent • October 2025 – inform stakeholders of decision to make the traffic change permanent • October – December 2025 – undertake the statutory traffic order making process to make the change permanent 86. Option 2 – making a new traffic order allowing southbound traffic and removing northbound cycling • October 2025 – inform stakeholders of decision to make the traffic change permanent • Undertake design work for footway widening • October – December 2025 – initiate a new public consultation on the measures to remove northbound cycling • February 2026 – report back to committee on consultation results for decision on how to proceed 87. Option 3 – End the Traffic Experiment and revert to Old Jewry being closed to through traffic • October 2025 – inform stakeholders of decision to allow the experiment to expire • Undertake stakeholder led design work for the public realm enhancement between Poultry and Frederick's Place • April 2026 – report back to Committee on public realm design proposals
7. **Risk & Legal**	**<u>Risk</u>** 88. The overall risk level of this programme remains at a medium level due to the complexity of the different concurrent workstreams involved. 89. For the Old Jewry project specifically, there is a significant risk of a challenge to the decision Public Enquiry if Option 1 is chosen. 90. The amended Costed Risk Register that covers the whole programme can be seen in Appendix 4 of the Threadneedle Street & Old Broad Street Gateway 5 report (in this report pack). This has been updated, with the overall risk funding reduced as project such as King Street and the first phase of King William Street have been completed.

Legal

Traffic Implications

91. 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 imposes a duty on the City, as the local authorit, to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway' (section 122)1) and (2) RTRA 1984).

92. The monitoring undertaken as part of the traffic experiment indicates that the changes on Old Jewry have a minimal impact on the local road network and the safe, convenient and expeditious movement of traffic and people walking, wheeling and cycling.

93. One objection has been received during the statutory consultation from the London Cycling Campaign (City of London Group). The traffic authority must consider all objections made before making a TRO and, where it does not "wholly accede" to any objection, it must provide reasons for this in its notification of the making of an order to any person that has objected.

94. The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (1996 Regulations) dictates prior to making a permanent order a public inquiry must be held pursuant to regulation 9 where an objection has been made to the traffic regulation order which is not "frivolous or irrelevant" and the traffic regulation order prohibits the loading or unloading of vehicles in a road on any day of the week at all times, before 7.00 am, between 10.00 am and 4.00 pm or after 7.00 pm (applicable where objections have not been withdrawn) and where the traffic regulation order prohibits or restricts the passage of public service vehicles (typically buses) along a road and an objection has been made to the order by the operator of a local service, the route of which includes that road.

95. Any representations or objections that are made after the ETO comes into force may trigger the public inquiry requirements however, the requirements for a public inquiry under Regulation 9 are not triggered in respect of this experimental order.

96. Despite the requirements not being triggered (in this case) it is open to the local authority to hold a public inquiry prior to the making of the permanent order if it deems it fit to do so. The recommendation of this report is not to make the order permanent therefore there is no requirement to hold a public inquiry in this circumstance. However, if the decision taken by Committee is to make the order permanent then the Committee should give consideration to whether or not a public inquiry is to be held in consideration of the objection maintained.

97. In light of the objection received and pursuant to Regulation 9(1) of the 1996 Regulations, Officers have considered the necessity of holding a public inquiry notwithstanding the triggers above and have concluded a

	public inquiry in the exercise of its broad discretion under Regulation 9 need not be held. 98. The conclusion to not hold a public inquiry is based on the following evidence: • The measure has been in place for over 12 months as an experimental traffic order and its impacts on local traffic is well understood • Overall, the traffic changes have been assessed as having a minor impact on the traffic network 99. In light of these considerations, a public inquiry is not considered justified. 100. The recommendations within this report are within the City's powers and duties. <u>Equalities</u> 101. As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). Therefore, an independent Equalities Impact Assessment (EqIA) has been undertaken as detailed earlier in this report and included in **Appendix 5**.
8. **Success criteria**	102. The programme-wide success criteria set out below was established 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)
9. **Progress reporting**	103. Officers will report via monthly Cora updates. The next report will be a G6 Report if Option 1 is chosen, and a further Issues or G5 report if Option 2 or 3 is chosen.

<u>Appendices</u>

Appendix 1	Monitoring strategy
Appendix 2	Journey time maps
Appendix 3	London Cycle Campaign Objection
Appendix 4	Public Consultation Results
Appendix 5	Equality Impact Assessment
Appendix 6	Healthy Streets Assessment

Appendix 7	Option Design Drawings

Contact

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

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Appendix 4 – Old Jewry southbound traffic ETO – Monitoring approach

Background

In February 2023, the City's Streets & Walkways Sub-Committee agreed to make the experimental traffic order (ETO) on Old Jewry permanent. The permanent traffic order:

- Closed the junction of Old Jewry and Cheapside to motorised vehicles (allowing access for cycles)
- Allowed for two-way motorised traffic between Frederick's Place and Gresham Street

New ETO – converting Old Jewry to one-way street (southbound)

In March 2024, the City's Streets and Walkways Sub-Committee approved the initiation of a new traffic experiment to reopen Old Jewry and convert it to a one-way street southbound as a measure to mitigate the impact of longer journeys for people in the area who need to travel by motor vehicle.

Existing data and basis for the ETO

Given the more specific and localised nature of this ETO, there are some existing data sources that can be utilised for monitoring purposes:

- Existing collision data;
- Street user perception surveys undertaken in 2021; and
- Peak hour traffic and pedestrian counts taken in November 2023

Whilst the existing collision data shows no collisions have been recorded on Old Jewry in the last 5 years, it would be worthwhile to monitor collisions and liaise with City Police six months after the experiment commences to ascertain if any collisions have taken place as in 2017-2019 there were 3-5 collisions at the junctions with Gresham Street and Cheapside, i.e. when Old Jewry was open to traffic. The timely updating of collisions by the Police has been an historic issue where it takes some time for data to be recorded that may not meet the needs of a time restricted experiment, but best endeavours should be made to work with the Police to identify any collisions and also utilise TfL data sets.

Pre-2020 motorised traffic on Old Jewry was northbound and the new ETO will allow traffic to travel southbound. No recent traffic data for when Old Jewry was open to traffic exists, the most recent data was from 2011 that indicated approximately 1,000 vehicles a day used Old Jewry. On a purely observational purpose, Old Jewry earlier than 2020 was not a busy street so a reasonable conclusion is that before Old Jewry was closed traffic remained less than 1,000 vehicles a day.

With changes to the surrounding street network over the last few years such as on King Street and Cheapside, it is difficult to forecast the demand for southbound traffic, it may be higher than when Old Jewry ran northbound.

ETO Monitoring Methodology

Pre-ETO traffic surveys are planned to be undertaken to provide:

- Classified traffic volumes using Old Jewry southbound and northbound (April 2024);
- Classified traffic volumes at the Gresham Street / Old Jewry junction showing how many vehicles continue westbound and eastbound (April 2024)

- Pedestrian and cycle volumes at the Old Jewry / Cheapside / Poultry junction (April 2024).

This survey work would take place for 24 hours a day on a Wednesday and Thursday during a given week. Following that, the ETO would then go live in late June 2024 and run for up to 18 months. During this time, the aforementioned traffic, pedestrian and traffic surveys would be re-run in September 2024.

The changes to the street will be conveyed to SatNav platform operators.

During the initial stages of the trial:

- stakeholder feedback will be monitored via the online survey.
- Observation site visits will be undertaken at peak times on the first day (Monday) of the trial and on Thursday of the first week, followed by ad-hoc site visits at peak times in weeks 2-4 where peak hour traffic and cycle counts will be undertaken to compare to pre-ETO data.
- It is not considered necessary to again count pedestrian volumes along Old Jewry as they are unlikely to change as a result of this experiment.

Measuring the success of the experiment

The success of not of the experiment will be assessed using the following metrics:

- No recorded or reported collisions on Old Jewry including the junctions with Grasham Street and Poultry (there have been none in the last three years) – monitored through TfL Road Safety dashboard and feedback from CoL Police
- No significant adverse traffic impacts on Old Jewry, Grasham Street and Poultry – monitored through traffic counts, observation and feedback
- No reduction in the number of people walking, wheeling and cycling on Old Jewry – monitored through traffic counts
- Businesses can meet their delivery and servicing needs – monitored through observation and feedback

Concluding the ETO and reporting back to Committee

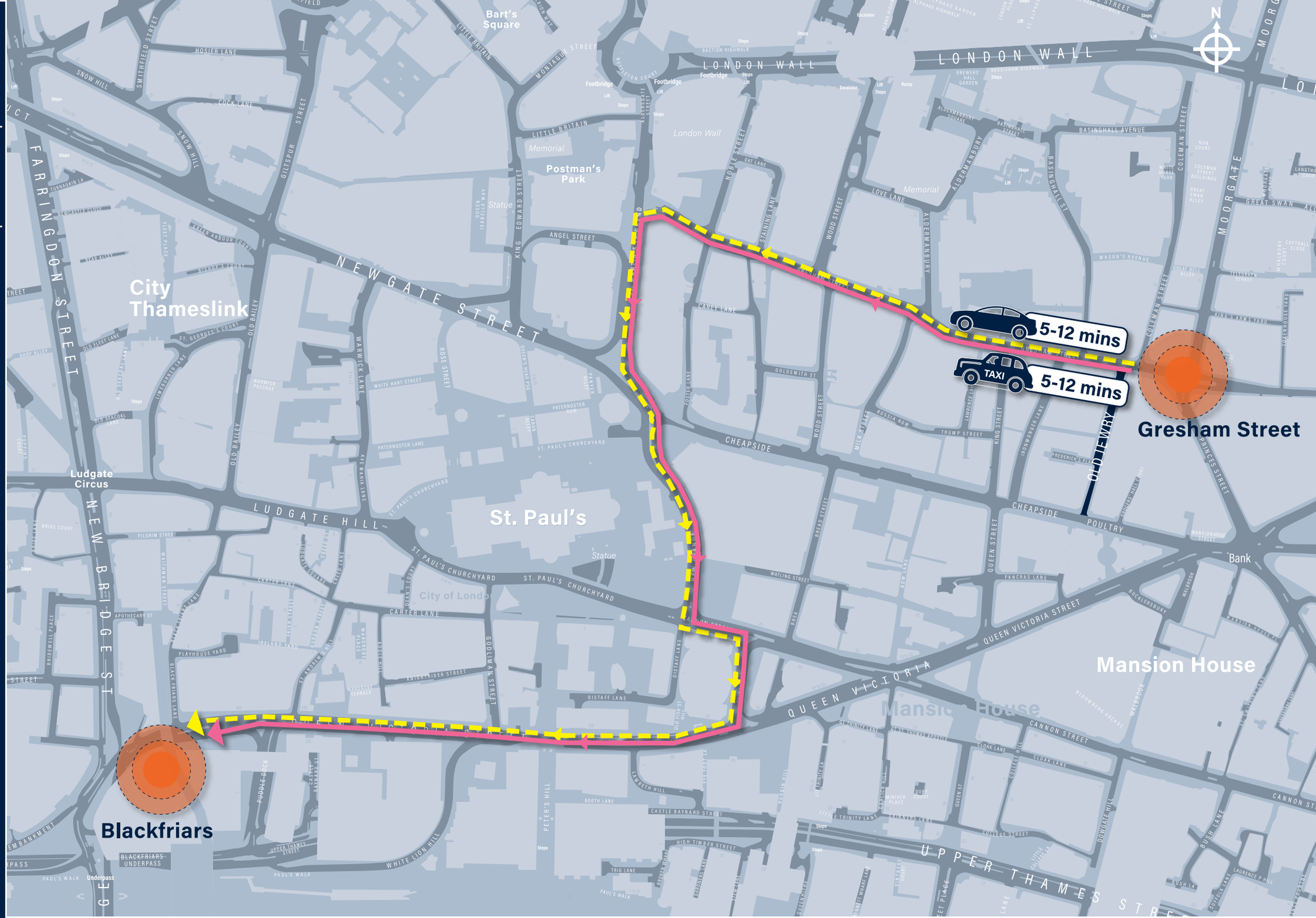
At the end of the trial, the available data will be collated in the same manner as the previous ETOs and a recommendation made to the Streets & Walkways Sub-committee on whether to make the change permanent prior to the ETO expiring at the end of 2025.

Old Jewry- Closed

Vehicle Journeys
Gresham St to Blackfriars

KEY

- Destination
- Car Journey
- Taxi Journey



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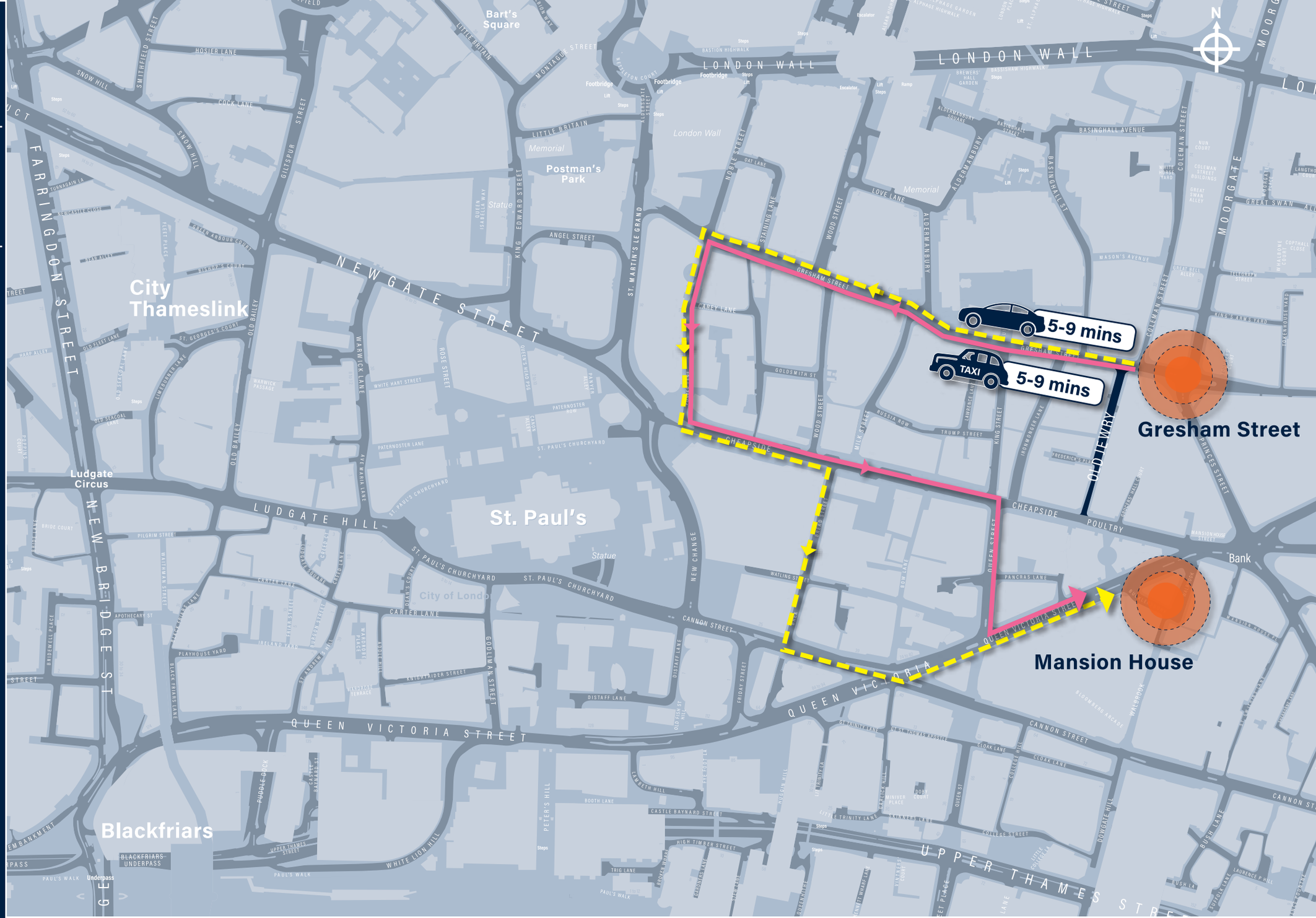
Old Jewry- Closed

Vehicle Journeys
Gresham St to Mansion House

KEY

- Destination
- Car Journey
- Taxi Journey



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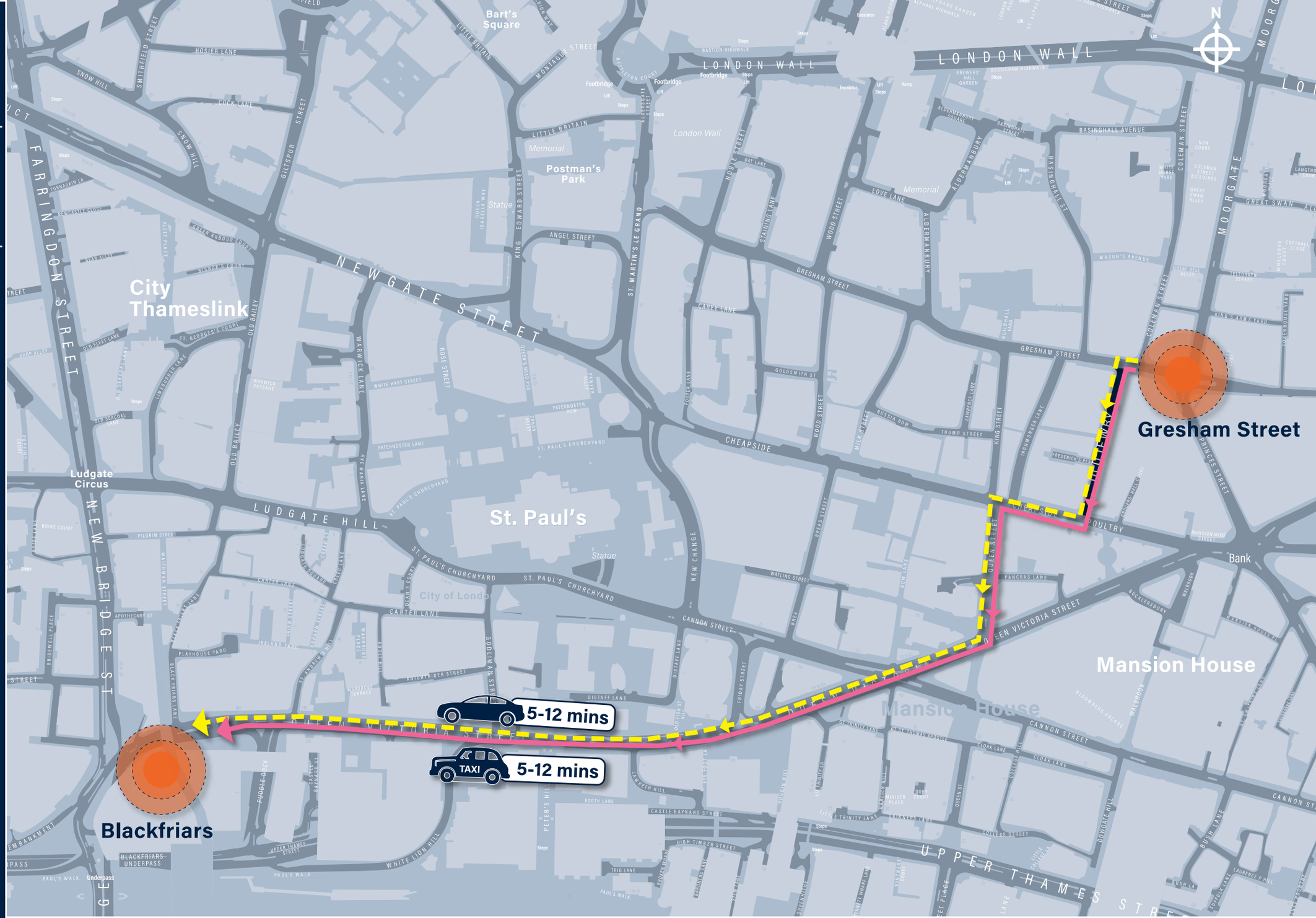
Old Jewry-Southbound

Vehicle Journeys
Gresham St to Blackfriars

KEY

- Destination
- Car Journey
- Taxi Journey



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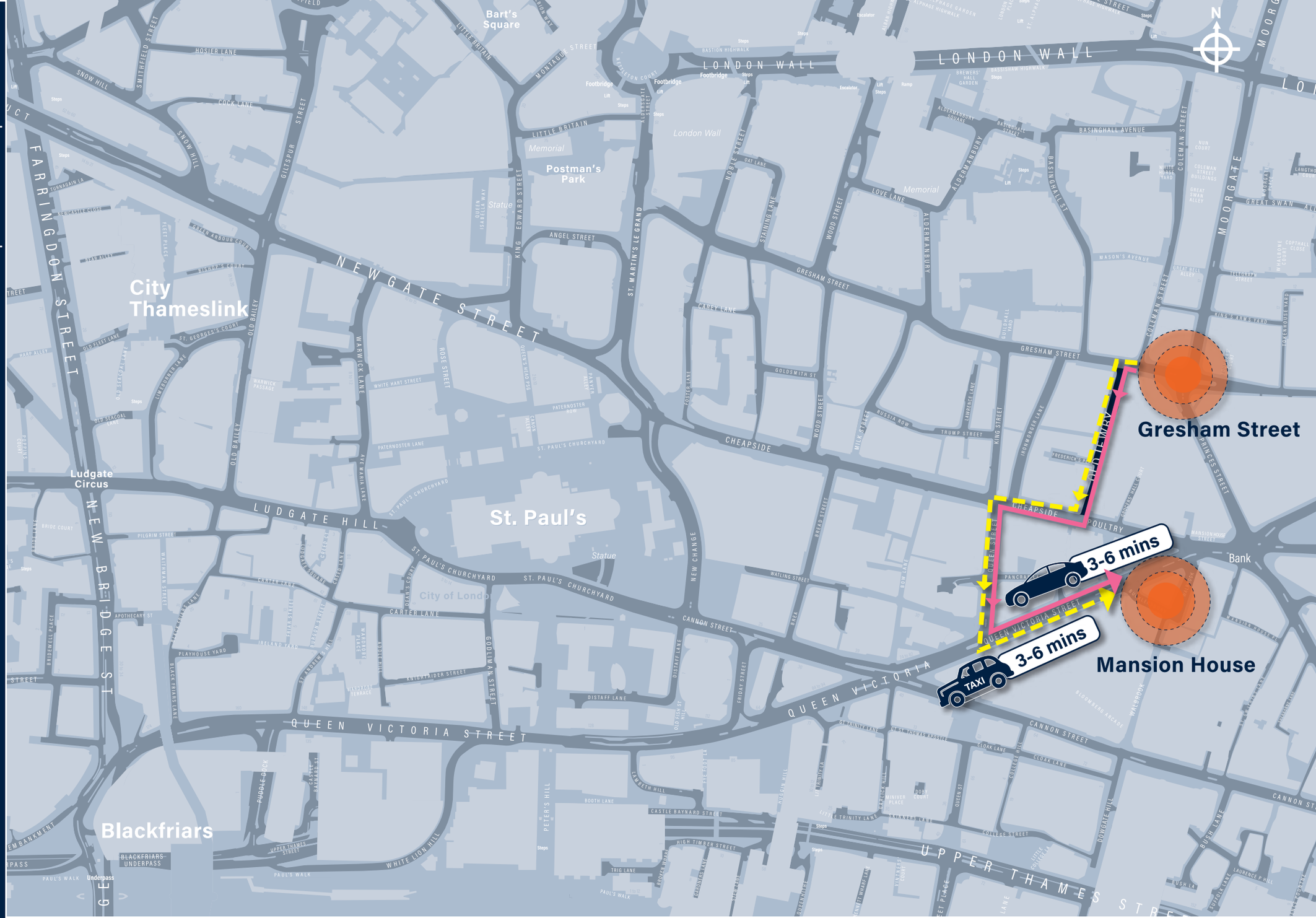
Old Jewry- Southbound

Vehicle Journeys
Gresham St to Mansion

KEY

- Destination
- Car Journey
- Taxi Journey



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CITY OF LONDON CYCLING CAMPAIGN

Old Jewry Experimental Traffic Order July 2024

https://www.cityoflondon.gov.uk/assets/Services-Environment/old-jewry-eto-one-way-streets.pdf
https://www.cityoflondon.gov.uk/services/streets/pedestrian-priority-streets-programme
https://www.cityoflondon.gov.uk/assets/Services-Environment/old-jewry-statement-of-reasons.pdf

LCC Response

We wish to register our opposition to the continuation of the Experimental Traffic Order, under the Pedestrian Priority Streets Programme, which re-opens the junction of Old Jewry and Poultry to motorised traffic.

Old Jewry is a strong desire line for people walking from around Bank Junction to a number of locations north. Also King St has a cycle lane southbound but none north, so Old Jewry was an attractive route for cycling north.

The Statement of Reasons declares that the ETO is proposed 'to help mitigate the impact of longer journeys for people who need to travel by motor vehicle'.

Under Section 122 of the Road Traffic Regulation Act 1984 there is a duty in law to 'to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)'. Re-opening Old Jewry as a through route only benefits people travelling by motor vehicle and compromises the convenience and safety of people walking, wheeling and cycling.

London Cycling Campaign strongly supports the City of London's **Transport Strategy** in general and highlights the need for it to be properly applied. This traffic order conflicts with 4 of the 5 main proposals of the Transport Strategy, to:
-**Prioritise the needs of people walking**, make streets more accessible and deliver world-class public realm
-Make the most efficient and effective use of street space by **significantly reducing motor traffic**
-Eliminate death and serious injuries from our streets through measures to **deliver safer streets** and reduce speeds
-Enable more people to choose to cycle by **making conditions for cycling in the Square Mile safer and more pleasant**

The ETO is also inconsistent with primary objectives of the City of London's **City Plan 2040**:
- Ensuring development and infrastructure help transform the City's streets, creating **attractive and accessible places to walk, wheel, cycle and spend time**, and enabling sustainable transport and active travel
- Pedestrian-focused, **reducing conflict between pedestrian and vehicular traffic**, creating a safe and attractive public realm, prioritising pedestrians and cyclists
- Supporting the **continued reduction of motor vehicle traffic** on the City's streets

The traffic order can only have a negative outcome with respect to safety and the City's **Vision Zero** Action Plan. To achieve Vision Zero the City must move in the opposite direction and do more to remove motorised traffic.

About the City of London Cycling Campaign

The City of London Cycling Campaign is the local group of London Cycling Campaign (LCC). LCC is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

Cycling in the City of London

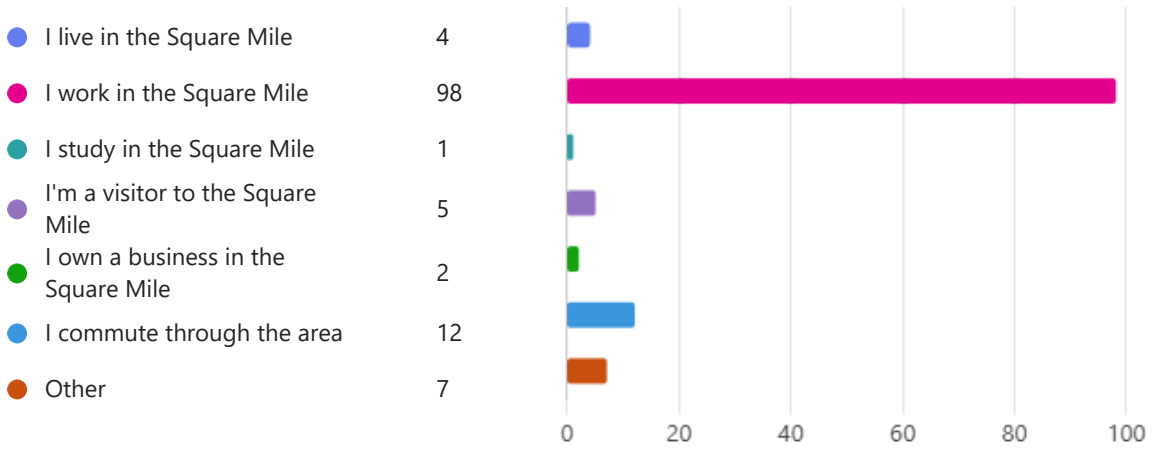
In the City of London, LCC wants to see a fully connected, safe network for cycling that enables people of all ages and abilities to cycle - and has capacity to cater for high numbers of people cycling and a wide range of cycle types (including cargo, e-bikes and so on). This network should meet the highest standards and offer routes that are coherent and direct, both within the City and joining up to neighbouring boroughs' cycleways. We believe the City of London can only meet its rightly ambitious climate, safety and traffic reduction targets with such a network - delivered via a mix of protected cycle tracks and low motor traffic, low speed streets.

Responses Overview

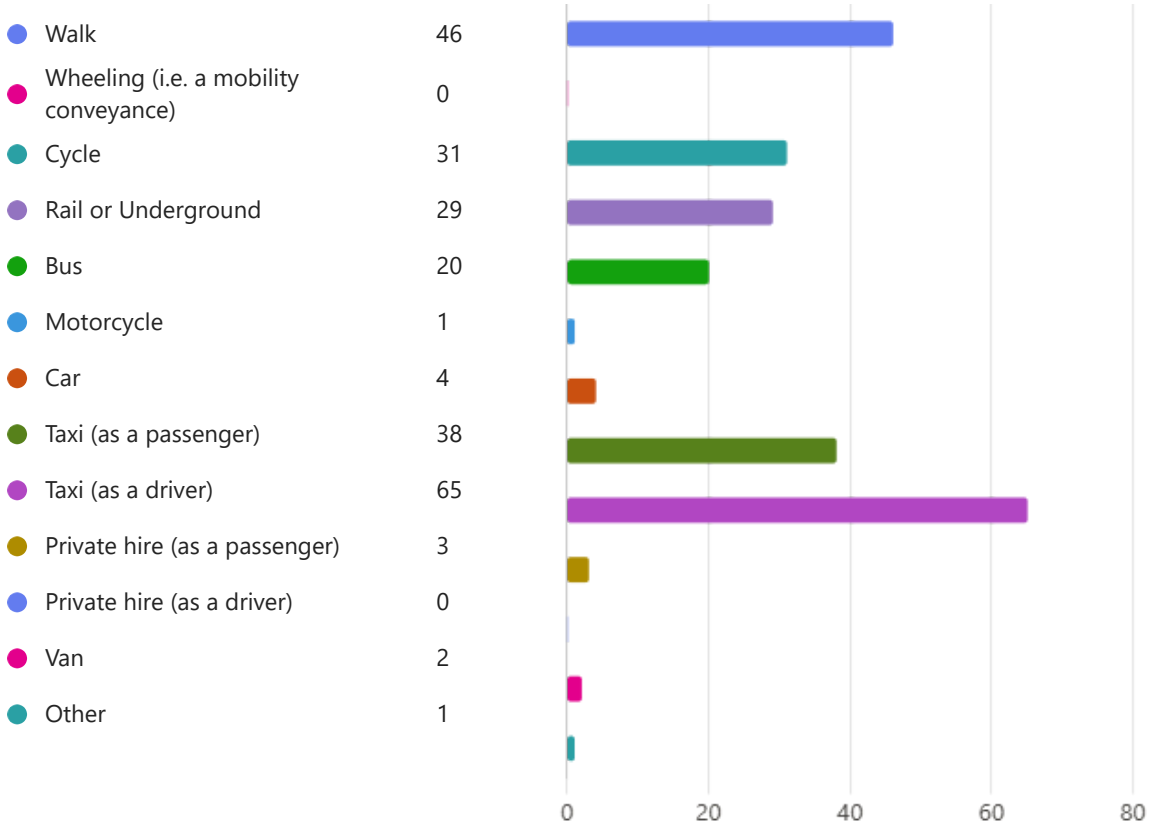
Active

Responses	Average Time	Duration
129	04:15	456 Days

1. What is your relationship to the Square Mile?



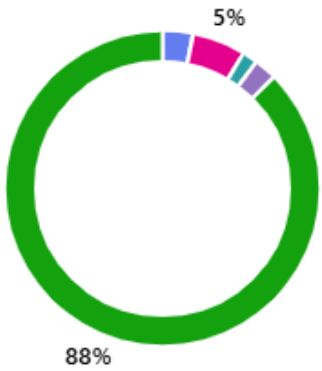
2. How do you normally travel around the area? (choose as many as you like)



3. Are you responding on behalf of a business, organisation or campaign group?

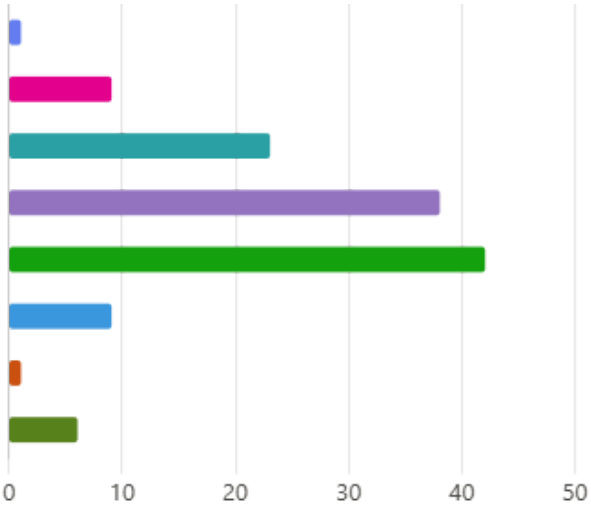
4. If you are responding on behalf of a business, organisation or campaign group, where is it locate d?

On Old Jewry	4
In the Cheapside area	7
Further away but in the Square Mile	2
Outside of the Square Mile	3
not applicable to me	112



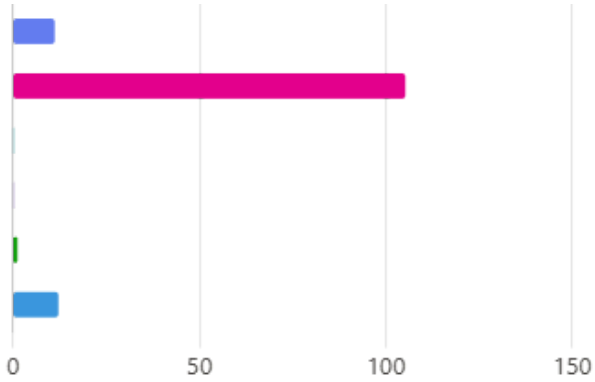
5. If you are responding as an individual, which of the following age groups do you fall within?

18-24 years	1
25-34 years	9
35-44 years	23
45-54 years	38
55-64 years	42
65-74 years	9
75+ years	1
not responding as an individual	6



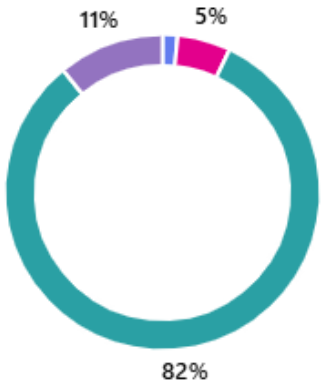
6. With which gender do you most identify?

Female	11
Male	105
Trans male	0
Trans female	0
Non-binary	1
Prefer not to say	12



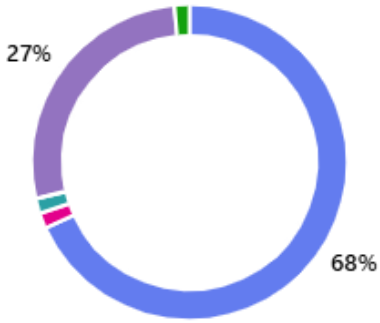
7. Are your day-to-day activities limited because of a health problem or disability?

Yes, limited a lot	2
Yes, limited a little	7
No	106
Prefer not to say	14

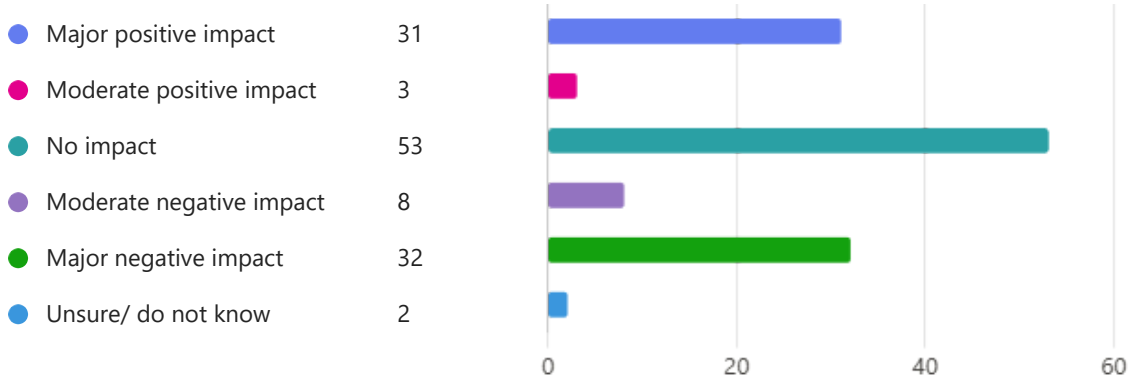


8. Do you support the traffic experiment allowing all motorised traffic to travel southbound on Old J ewry?

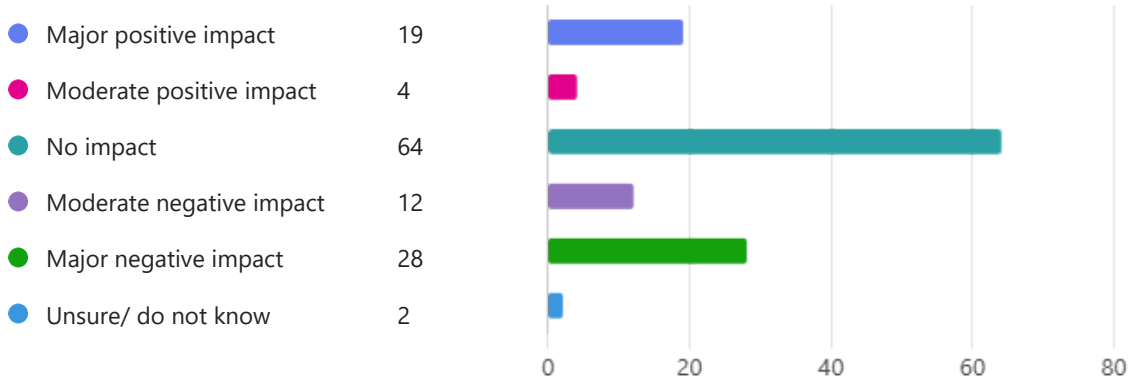
Fully support	88
Partially support	2
Neutral	2
Do not support	35
Unsure/ do not know	2



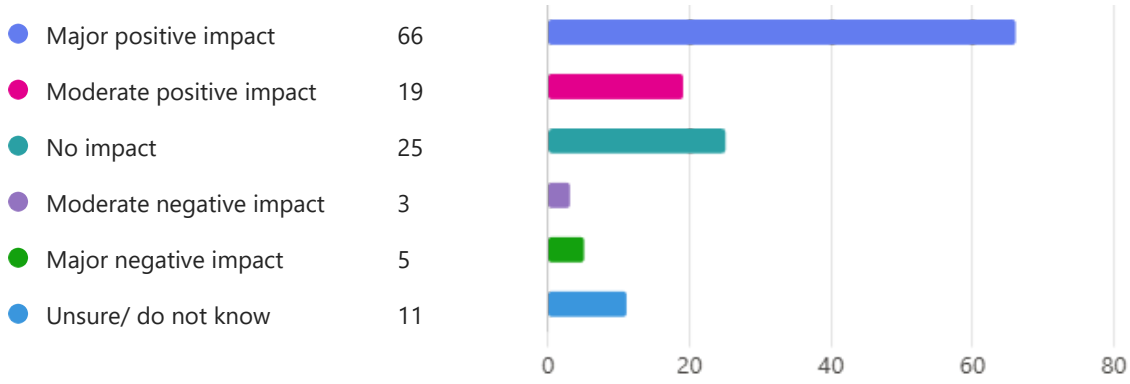
9. What impact do you think allowing motorised traffic to travel southbound on Old Jewry has on people walking and wheeling?



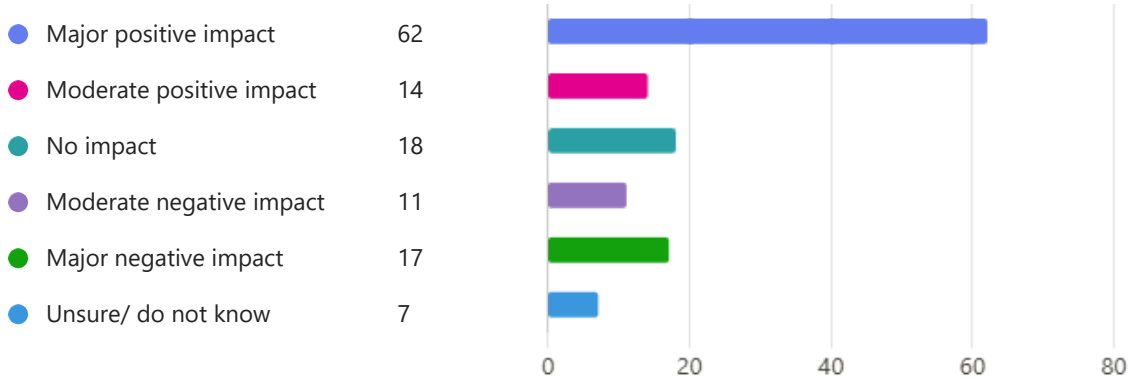
10. What impact do you think allowing motorised traffic to travel southbound on Old Jewry has on people cycling?



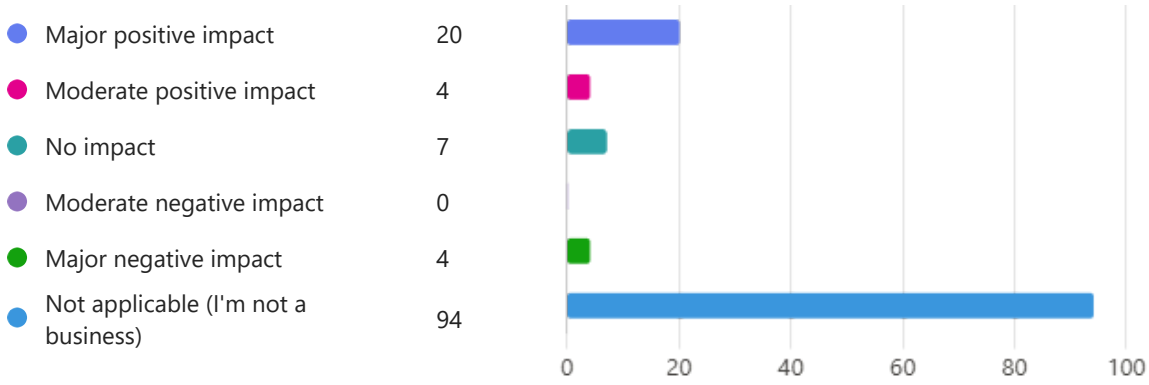
11. What impact do you think allowing motorised traffic to travel southbound on Old Jewry has on people travelling in a motor vehicle?



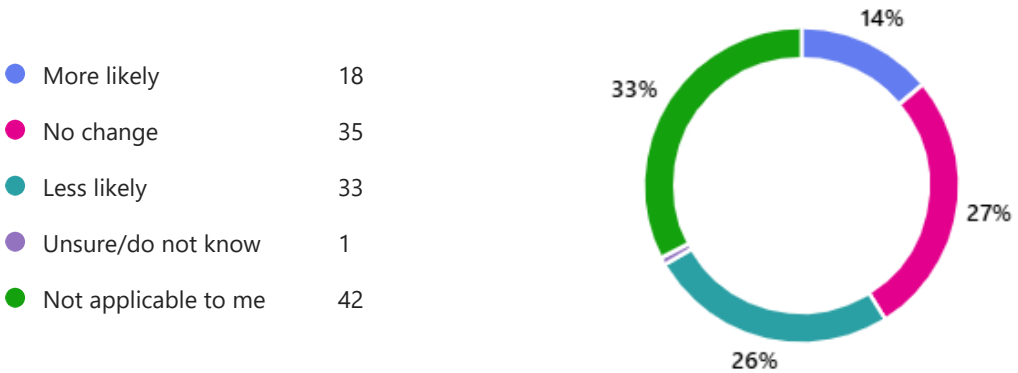
12. What impact do you think allowing motorised traffic to travel southbound on Old Jewry has on p atrons of businesses on Old Jewry?



13. If you are a **business** on Old Jewry, what impact do the traffic changes have on your servicing an d deliveries?

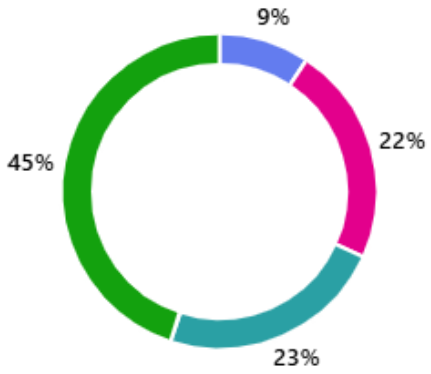


14. If you **walk or wheel** on Old Jewry, do the traffic changes make you more or less likely to use th e street as part of your journey?



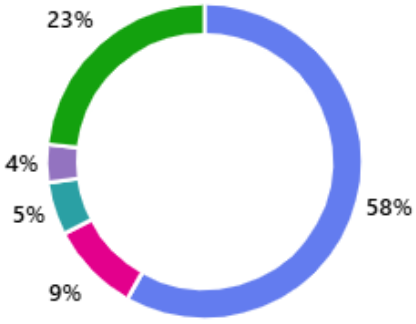
15. If you **cycle** on Old Jewry, do the traffic changes make you more or less likely to use the street as part of your journey?

More likely	12
No change	29
Less likely	30
Unsure/do not know	0
Not applicable to me	58



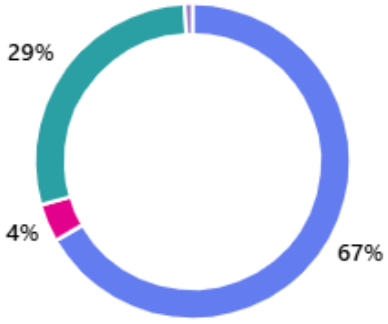
16. If you travel in a **motor vehicle** on Old Jewry, do the traffic changes make you more or less likel y to use the street as part of your journey?

More likely	75
No change	12
Less likely	7
Unsure/do not know	5
Not applicable to me	30



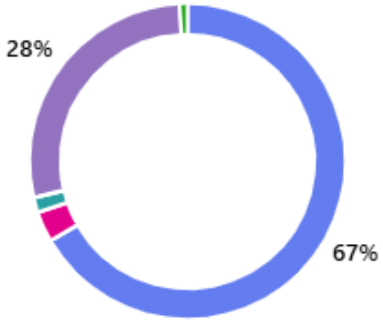
17. In your opinion, does allowing all motorised traffic to travel southbound on Old Jewry make the street more accessible for everyone?

Yes	86
Neutral	5
No	37
Unsure/do not know	1



18. Would you be in support of the experiment being made permanent in the future?

Fully support	86
Partially support	4
Neutral	2
Do not support	36
Unsure/ do not know	1



19. Do you have any further comments/ observations you would like to make on the traffic experiment?

47
Responses

Latest Responses

"The opening up of old jewelry to through traffic has chan... "

"I work just south of Southwark Bridge and travel into the ... "

• • •

16 respondents (35%) answered street for this question.

Update

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Draft Report
August 2025

Old Jewry ETO: Equality Impact Assessment Update

City of London Corporation
24982001

steer

Draft Report
August 2025

Old Jewry ETO: Equality Impact Assessment Update

DRAFT

Prepared by:	Prepared for:
Steer 14-21 Rushworth Street London SE1 0RB	City of London Corporation PO Box 270 London EC2P 2EJ
+44 20 7910 5000	
www.steergroup.com	24982001

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1 Introduction

This Equality Impact assessment (EqIA) relates to the proposed improvements to Old Jewry, located within the City of London (CoL). 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**.

Background to proposals

The CoL is nearing the end of an 18-month trial period for the Experimental Traffic Order (ETO) on Old Jewry. This EqIA provides an assessment of a scenario in which the current ETO is made permanent, and the subsequent impacts of the scheme are embedded.

Current ETO (July 2024)

In July 2024, the CoL reopened Old Jewry to allow all motorised traffic to travel southbound between Gresham Street and Poultry/Cheapside, with two-way movement retained for cyclists. The left turn at the junction with Poultry is restricted to taxis and people cycling only.

The CoL has undertaken these changes as an ETO to assess the extent to which the changes improve journey times for people who need to travel by motor vehicle in the Cheapside area and to understand the impacts on other street users, through an 18-month trial period. A drawing of the scheme is presented in **Figure 1.1 (overleaf).**

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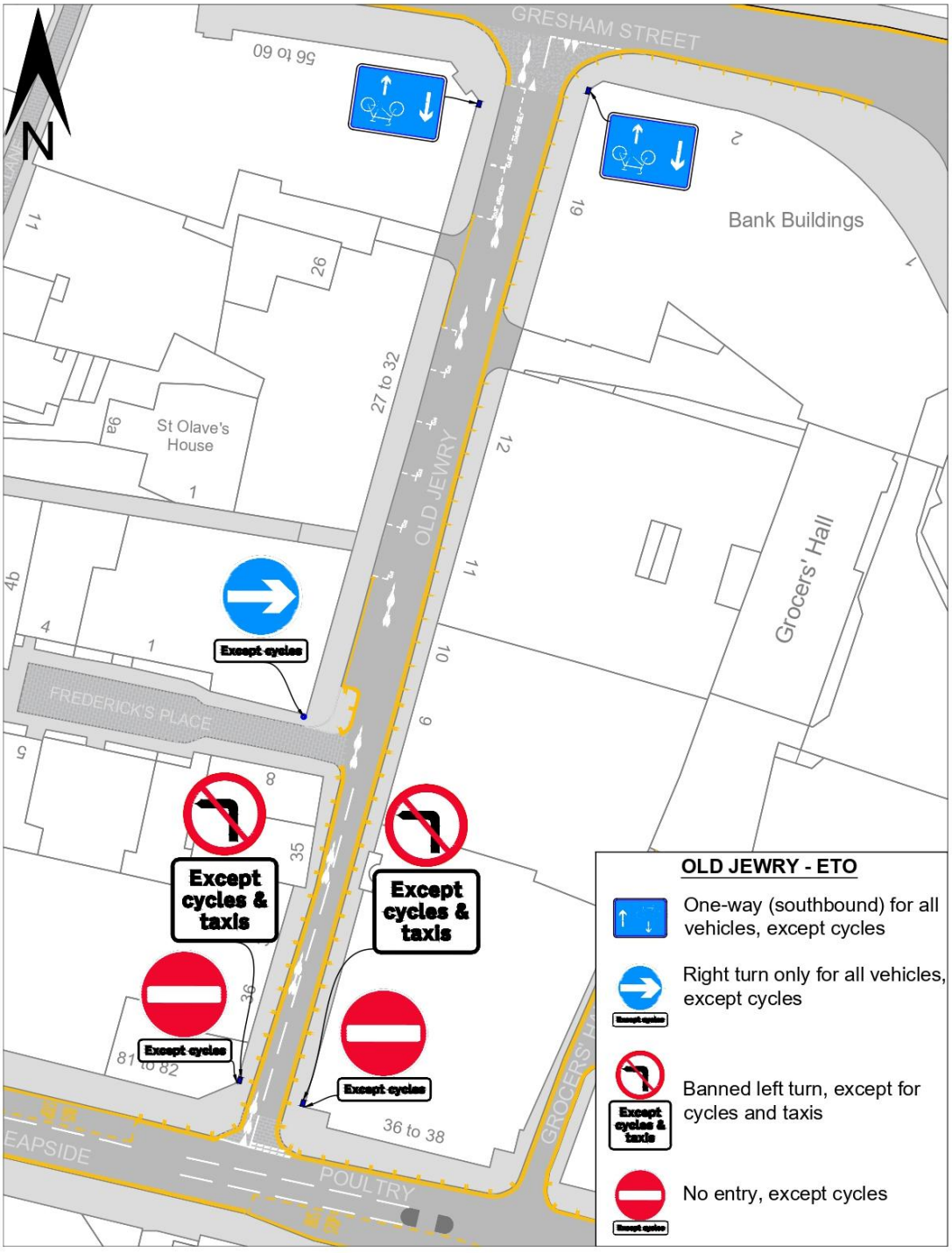
Figure 1.1: July 2024 Old Jewry ETO



Previous ETO (Summer 2020)

A previous ETO was introduced in Summer 2020, and involved the following changes to the street:

- Introduction of a modal filter (using bollards) at the southern end of Old Jewry, at the junction with Poultry. This prevented access for motor vehicles, whilst access for pedestrians and cyclists was maintained.
- Creation of a continuous pavement on Poultry across the mouth of the Old Jewry junction, with dropped kerb for cycle access.
- The southern carriageway of Old Jewry (south of Frederick's Place) resurfaced with granite and raised to existing footway level.

Temporary benches were introduced in the carriageway space between Poultry and Frederick's Place, to test the demand for outdoor seating. Whilst well used, the benches also attracted loitering and litter. The benches were removed in February 2023[1].

Impact on transport and movement

The impacts identified throughout this EqIA are derived from the assumption that the July 2024 ETO will embed the conditions of the current ETO, with the following impacts on transport and movement in the scheme area:

- The one-way restriction to motor traffic will retain the benefits of a quieter and safer environment associated low volumes of journeys made by motor vehicle (compared to the
- Some northbound motor traffic journeys through the City of London will continue to use alternative routes to avoid Old Jewry
- Some southbound motor traffic journeys through the City of London will be able to use Old Jewry. This is likely to improve some journey times in comparison to the previous ETO which prevented through traffic.

Journey Time Analysis

Journey time analysis was undertaken by the CoL to understand the implications of the July 2024 ETO. As shown in **Table 1.1**, a journey from Gresham St to the Tesco Express on Cheapside (located to the south of the Old Jewry/Cheapside junction) decreased from six minutes under the 2020 ETO to one minute with the July 2024 ETO. Conversely, the northbound journey (Tesco Express) to Gresham St) time remains unchanged at 2 minutes.

Table 1.1: Journey time analysis from Google Journey Planner

Direction of Travel	2020 ETO	July 2024 ETO
Gresham St to Cheapside Tesco	6 mins	1 min
Cheapside Tesco to Gresham St	2 mins	2 mins

[1] https://democracy.cityoflondon.gov.uk/documents/s182093/Pedestrian%20Priority%20Streets%20Gateway%205%20FINAL%20Report.pdf

2 Scoping

A scoping assessment has been undertaken to identify whether the proposals have disproportionate impact(s) on people with one or more protected characteristics. “Disproportionate impact” means that groups of people who share a protected characteristic may be significantly more affected by a change than other people.

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

Making the July 2024 ETO permanent would embed its associated impacts related to people’s movement and experience of the street. 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.

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.

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.

Intersectionality

It is noted that protected characteristics are not mutually exclusive, and intersectionality between two or more protected characteristics is common. This means that individuals can be impacted in multiple ways that reflect the combination of their protected characteristics. For example, a disabled female could be impacted regarding both disability and sex. Intersectionality can further compound the severity and/or disproportionate nature of certain impacts.

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Given the large number of combinations of any and all protected characteristics possible, this Equalities Impact Assessment does not individually set out impacts for a full list of combinations. However, where it is deemed relevant and of particular significance, intersectionality with particular characteristics is considered within the impact assessment.

Table 2.1: Scoping Exercise

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 impairments.
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 the caring duties in the first 26 weeks.
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 can 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 may be 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.

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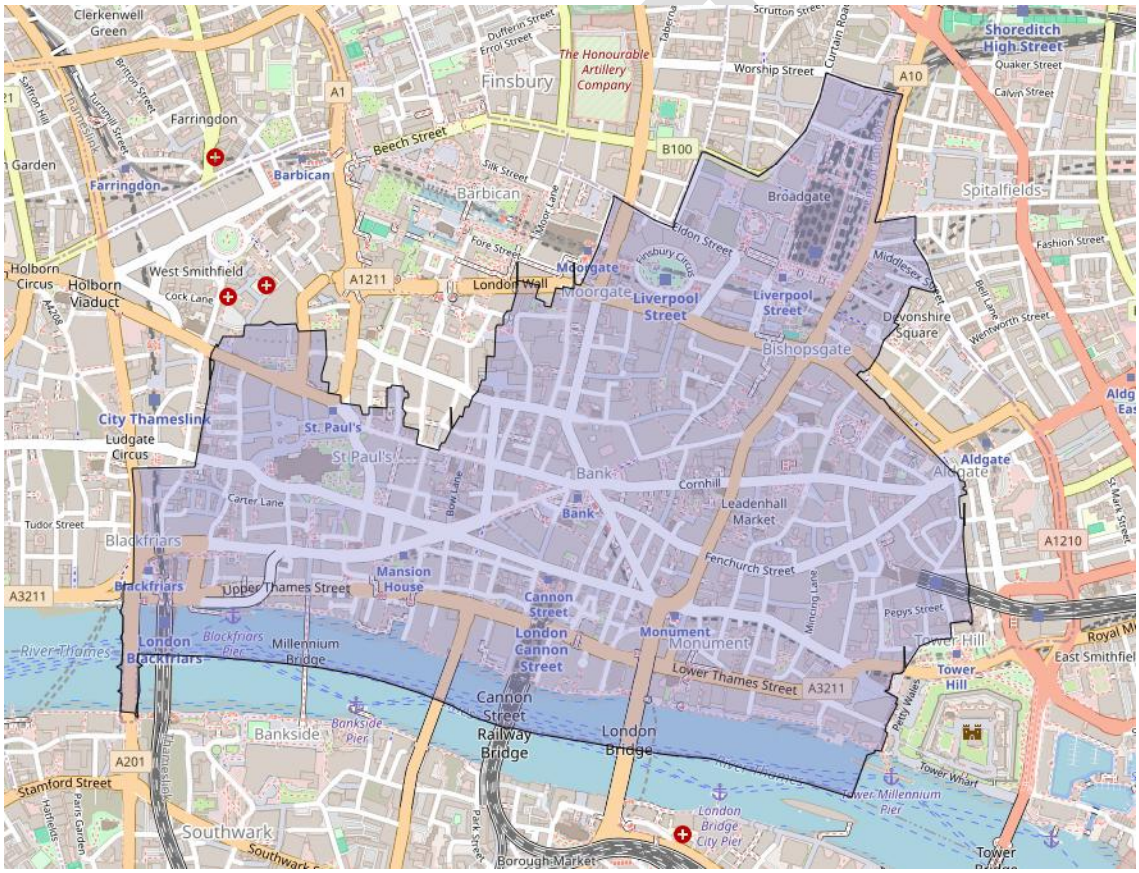
3 Data Sources

For this assessment, information on protected characteristics have been gathered for the CoL 001F Lower Layer Super Output Area (LSOA). This is referred to as 'the study area' throughout this EqIA. Data for the CoL and Greater London has been collected to facilitate comparison with the study area.

Figure 3.1: CoL 001F LSOA



Source: Nomis 2025

Data Sources and Limitations

Data from the 2021 Census and the London Travel Demand Survey (LTDS) have been used as the two primary sources of data for this assessment with supplementary data also used. Data from the CoL as well as Greater London have been gathered to provide context to the study area. Where data was not available at the LSOA level, data was analysed for the larger two catchment areas.

While Census data is a useful tool to understand and compare travel characteristics of an area with another, there are the following limitations:

- The 2011 dataset is dated and does not reflect development and societal changes occurred over the 2010s.
- The 2021 dataset provides up-to-date demographic context but lacks accurate insight on travel patterns due to its undertaking on 21st March 2021, where a larger proportion of workers will have recorded working mostly or at home due to the impacts of the COVID-19 pandemic, compared to the date of which this Equalities Impact Assessment was prepared.

Data sourced from the LTDS has primarily been collated as a 3-year average from 2017/18, 2018/19 and 2019/20 except for mode share which has also been sourced from 2022/23 to 2023/24 data. As LTDS data was unavailable for use after 2020, this dataset is limited and may not fully reflect changes in travel and movement across the CoL.

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4 Baseline Equality Data

Population and travel behaviour

According to Office for National Statistics (ONS) Population estimates, the total resident population in the CoL was 8,689 in 2021. The workforce population is significantly higher in the CoL; in 2023, there were approximately 678,000 workers[2], representing 1 in every 48 British workers. Additionally, there has been a significant growth in jobs which has increased by over 25 per cent from 2019 – 2023 (nearly 136,000 additional jobs), demonstrating the significance of the area as a hub for employment and movement.

Over 50 per cent of CoL's workforce are within the financial and professional services sector[3]. The CoL makes significant contributions to the UK's economy, generating over £97 billion in economic output every year - 4 per cent of all UK GVA.

Travel Behaviour

Figure 4.1 and **Figure 4.2** show mode share in the CoL between 2017 – 2020, and the latest collected data (2022/23 – 2023/24) respectively[4]. Mode share rates remain similar for the post-pandemic period compared to pre-pandemic years.

The Underground/DLR remains the dominant mode (32.7 per cent post-pandemic vs. 32.3 per cent pre-pandemic). Walking (28.9 per cent post-pandemic) and National Rail/Overground (21.8 per cent post-pandemic) are the next most common, though slightly lower than pre-pandemic levels (31.3 per cent for walking, 22.7 per cent for National Rail/Overground). Bus usage saw the most significant change, increasing from 4.5 per cent to 8.2 per cent.

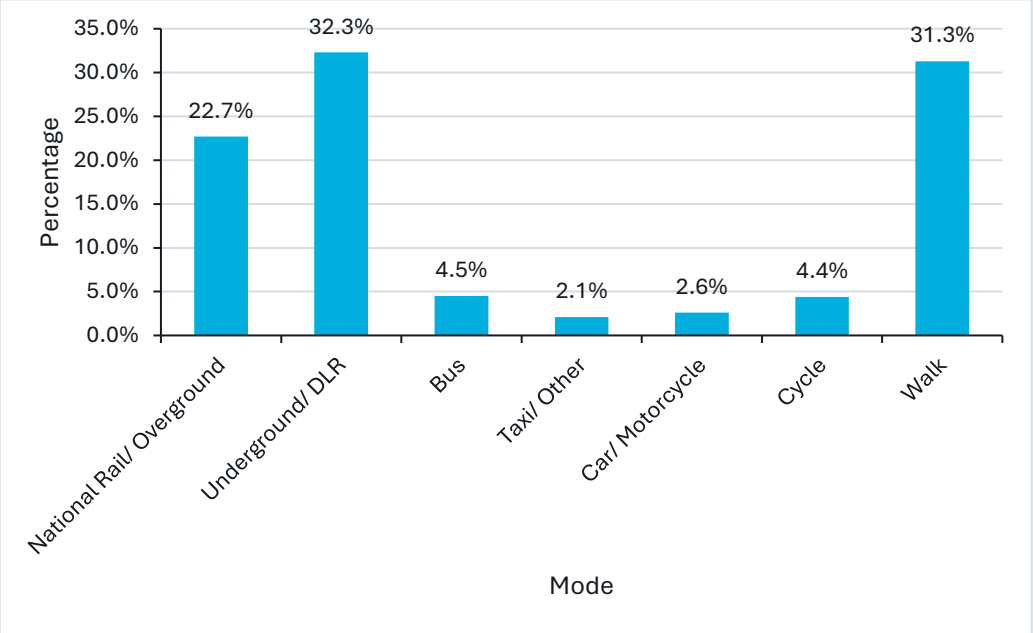
DRAFT

[2] **Impact and key facts update**

[3] **Impact and key facts update**

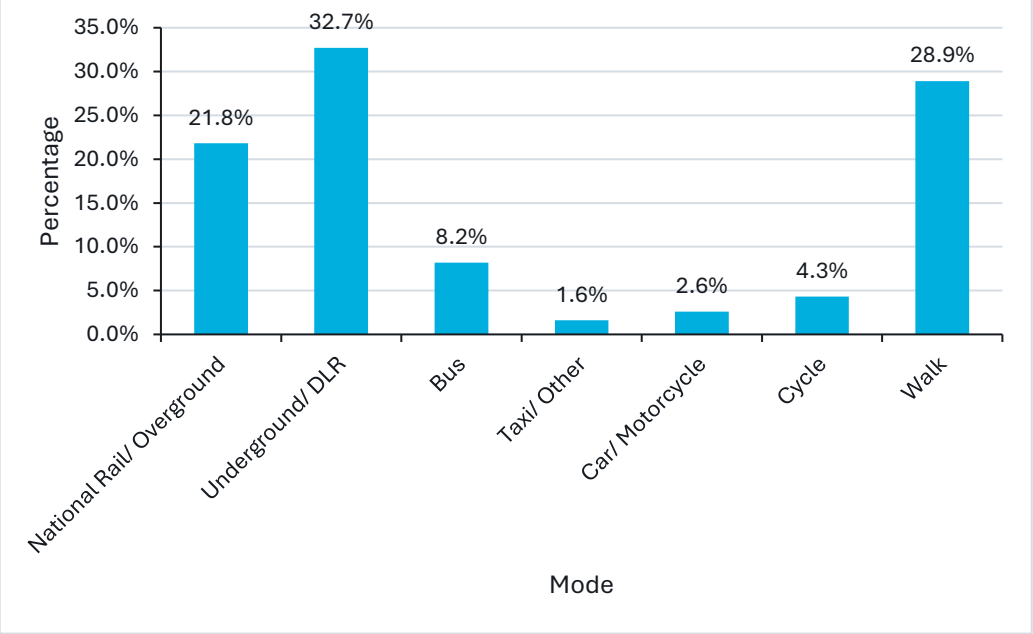
[4] Private hire vehicles are included in taxi numbers by TfL

Figure 4.1: Mode share in the CoL (2017/18 - 2019/20)



Source: LTDS 2017/18 – 2019/2020

Figure 4.2: Mode share in the CoL (2022/23 – 2023/24)



Source: LTDS in the City Streets 2025 Summary Report

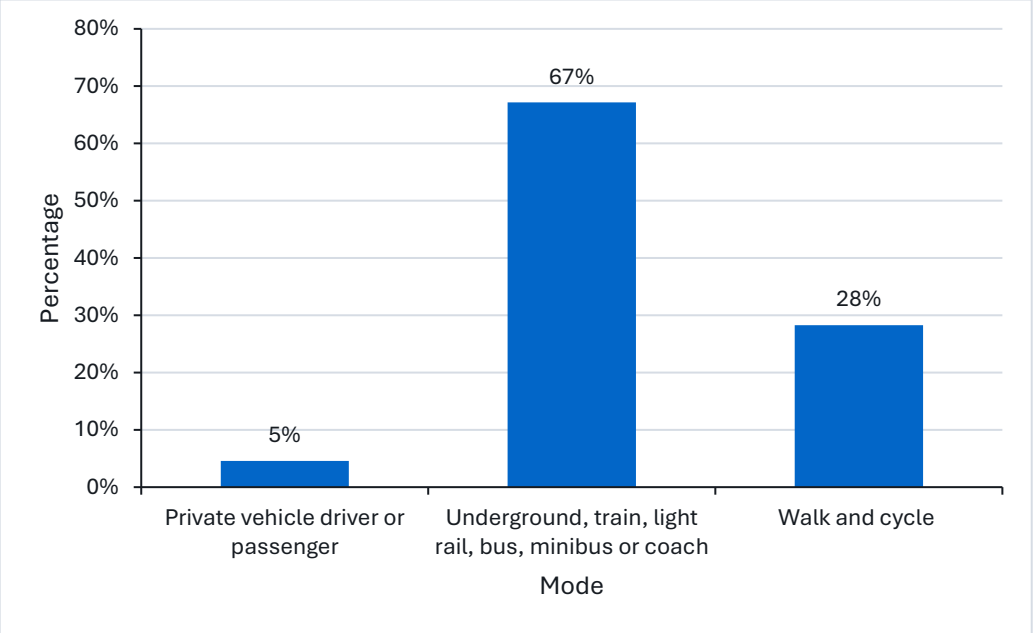
Figure 4.3 and **Figure 4.4** present data on mode share for work journeys for people in the CoL and Greater London respectively[5]. The most common travel mode in the CoL was public transport (67 per cent), followed by active travel (28 per cent). Private vehicles

[5] Note that the graphs exclude missing/ not asked and all other methods due to small sample size and low response rates to these response categories.

make up only 5 per cent of work journeys demonstrating a low reliance on these modes for work commutes.

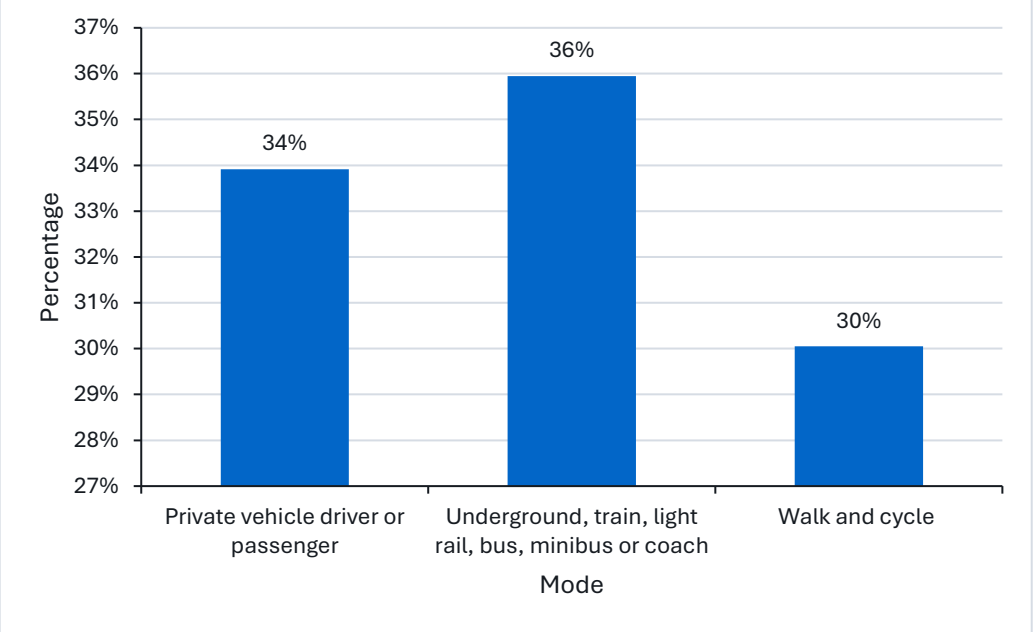
In comparison, public transport is also the most common travel mode to work in Greater London (36 per cent), however the share is much lower than the CoL. There is a much greater reliance on private vehicles for work commutes in Greater London (34 per cent). Active travel modes make up 30 per cent of work journeys in Greater London.

Figure 4.3: Mode share of work journeys for people in the CoL



Source: LTDS, 3-year average from 2017/18, 2018/19, 2019/20

Figure 4.4: Mode share of work journeys for people in Greater London

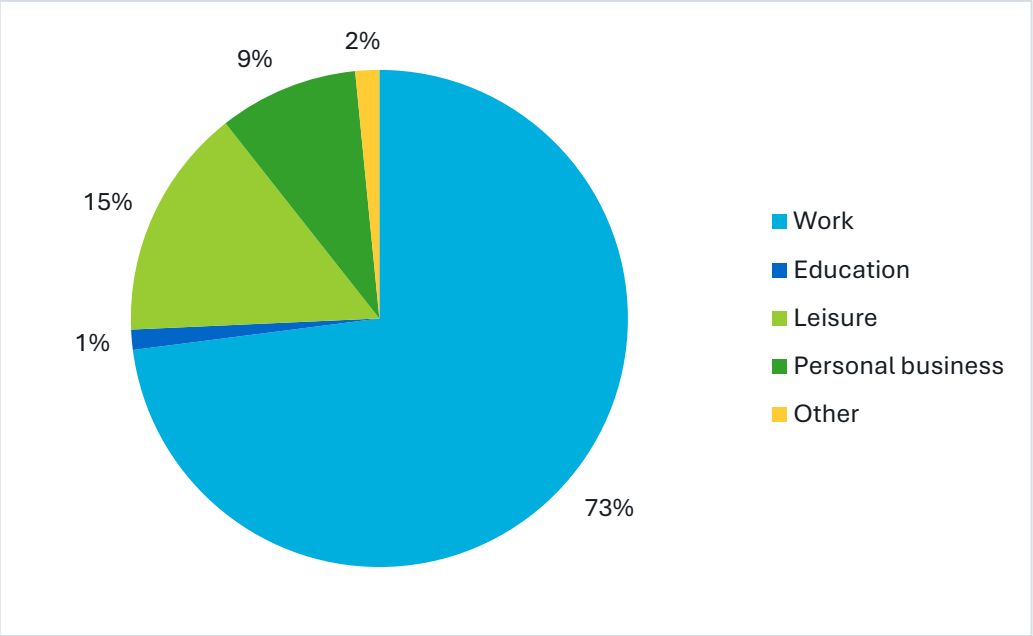


Source: LTDS, 3-year average from 2017/18, 2018/19, 2019/20

Figure 4.5 and **Figure 4.6** illustrate data on journey purposes for people in the CoL and Greater London respectively[6]. The most common journey purpose for the CoL is for work (73 per cent). This is followed by leisure (15 per cent) and personal business (9 per cent).

In comparison, the most common journey purposes for Greater London are leisure and personal business (27 per cent each). Trips for work purposes make up 25 per cent of journeys which is much lower than the share for the CoL, demonstrating the comparative density of employment opportunities in the CoL.

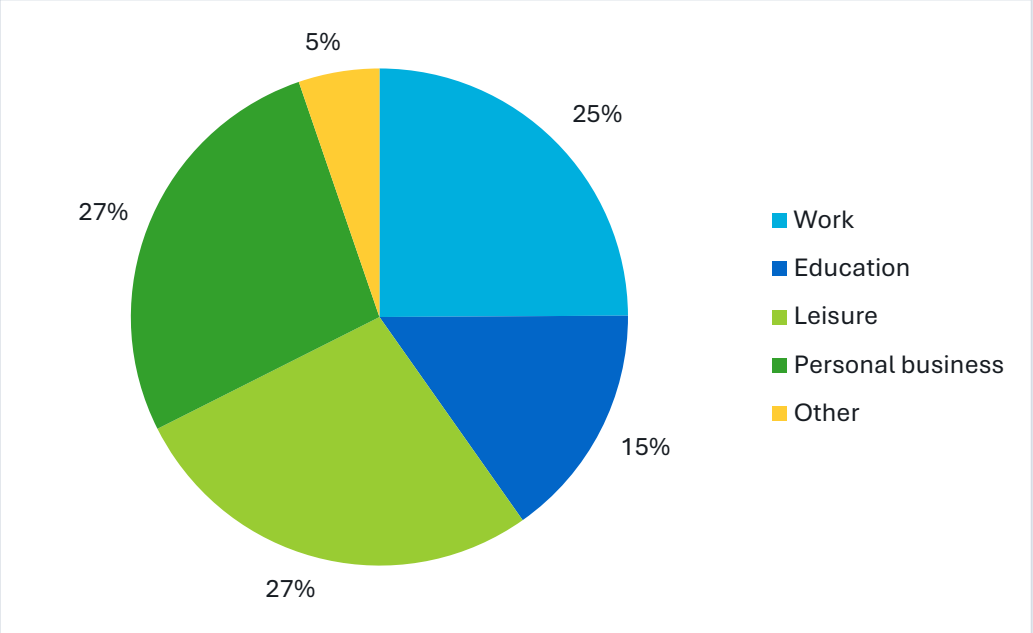
Figure 4.5: Journey purposes for people in the CoL



Source: LTDS, 3-year average from 2017/18, 2018/19, 2019/20

[6] Note that the graphs exclude missing/ not asked

Figure 4.6: Journey purposes for people in Greater London



Source: LTDS, 3-year average from 2017/18, 2018/19, 2019/20

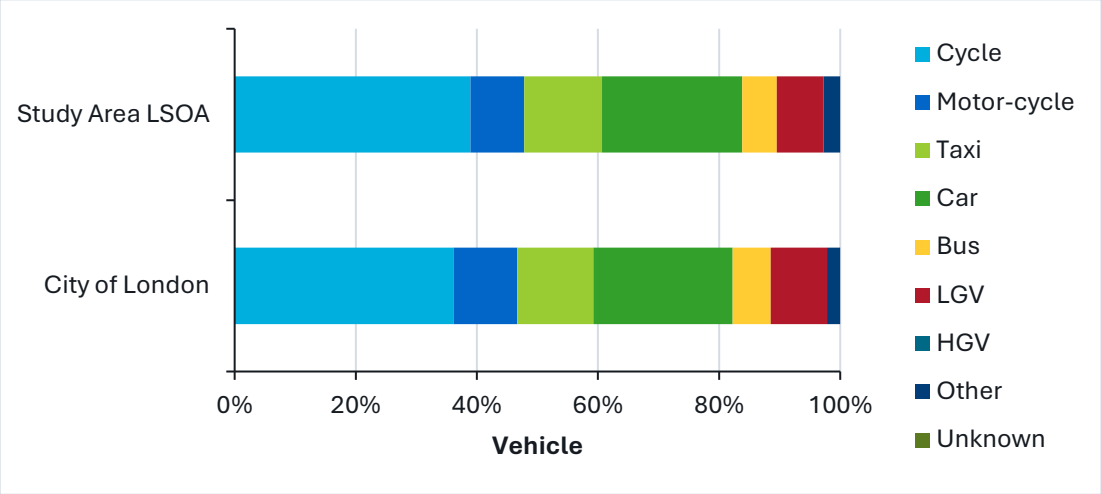
Road safety

Between 2021 – 2023, there were 309 collisions recorded in the study area, comprising 62 per cent of all collisions recorded in the CoL. The proportion of collisions severity is shown in **Figure 4.7.** While the overall proportion of collision severities is largely similar to the entire CoL, serious collisions are represented slightly more in the study area, by 0.3 percentage points.

Figure 4.7: Collision severity in the study area and CoL (2021 – 2023)

Source: STATS19

Figure 4.8: Proportion of vehicles involved in collisions in the study area and CoL (2021 – 2023)

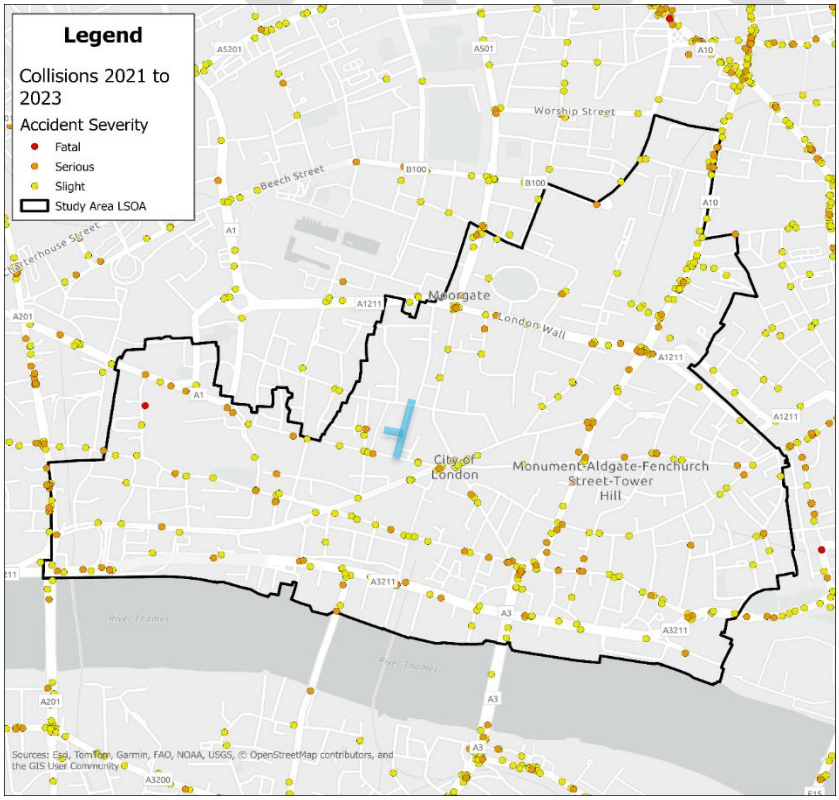


Source: STATS19

Figure 4.8 shows that cycles are most commonly involved in collisions in both the study area (39 per cent) and the CoL (36 per cent), though represent a slightly larger proportion within the study area. Cars also represent a significant proportion of vehicles involved in collisions in both areas (23 per cent in each area).

Figure 4.9 shows the distribution of collisions within the study area. No collisions were recorded on Old Jewry or Frederick's Place between 2021 – 2023, during the time of the initial ETO.

Figure 4.9: Distribution of collisions within the study area (2021 – 2023)



Source: STATS19

Age

Definition according to the Equality Act 2010

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.

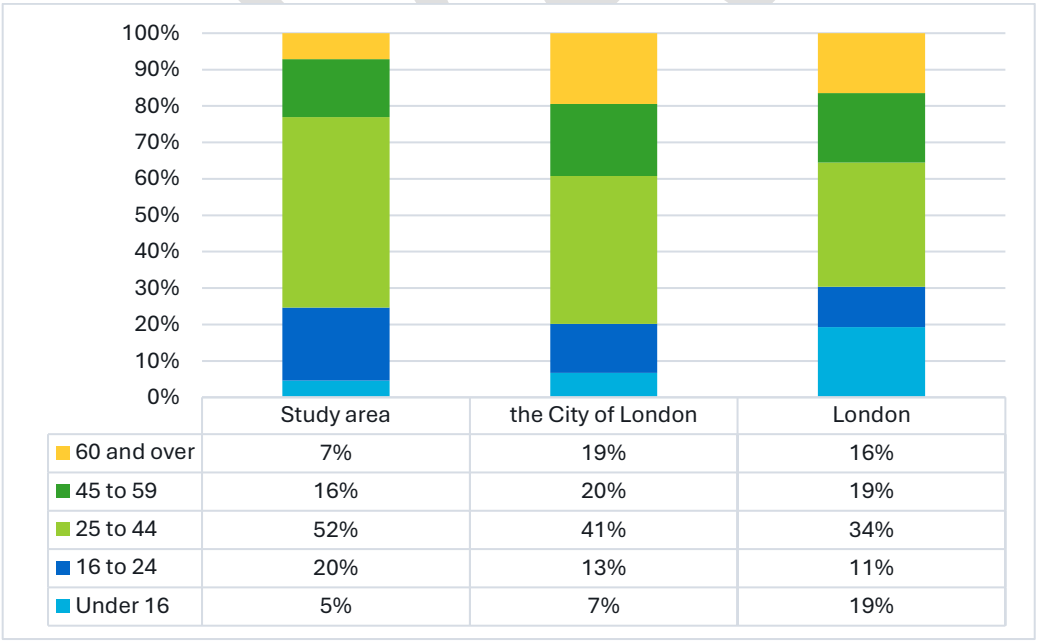
A reference to an age group is a reference to a group of persons defined by reference to age, whether by reference to a particular age or to a range of ages.

Baseline equalities data

Figure 4.10 presents Census 2021 data on population by age in the study area, CoL and London. The most common age group in the study area is 25 - 44-year-olds (52 per cent) which is much higher than the share in the CoL (41 per cent) and London (34 per cent). There is also a higher proportion of 16 - 24-year-olds in the study area (20 per cent) compared to the CoL (13 per cent) and London (11 per cent). The higher prevalence of these groups likely reflects the comparatively high employment opportunities within the study area and CoL.

The study area has a similar proportion of people under 16 (5 per cent) to the CoL (7 per cent), but this is significantly lower than London's overall share (19 per cent). Additionally, the study area has a much smaller proportion of the population aged 60 and over (7 per cent) compared to both the CoL (19 per cent) and wider London (16 per cent).

Figure 4.10: Population by age in the study area, the CoL and Greater London



	Study area	the City of London	London
60 and over	7%	19%	16%
45 to 59	16%	20%	19%
25 to 44	52%	41%	34%
16 to 24	20%	13%	11%
Under 16	5%	7%	19%

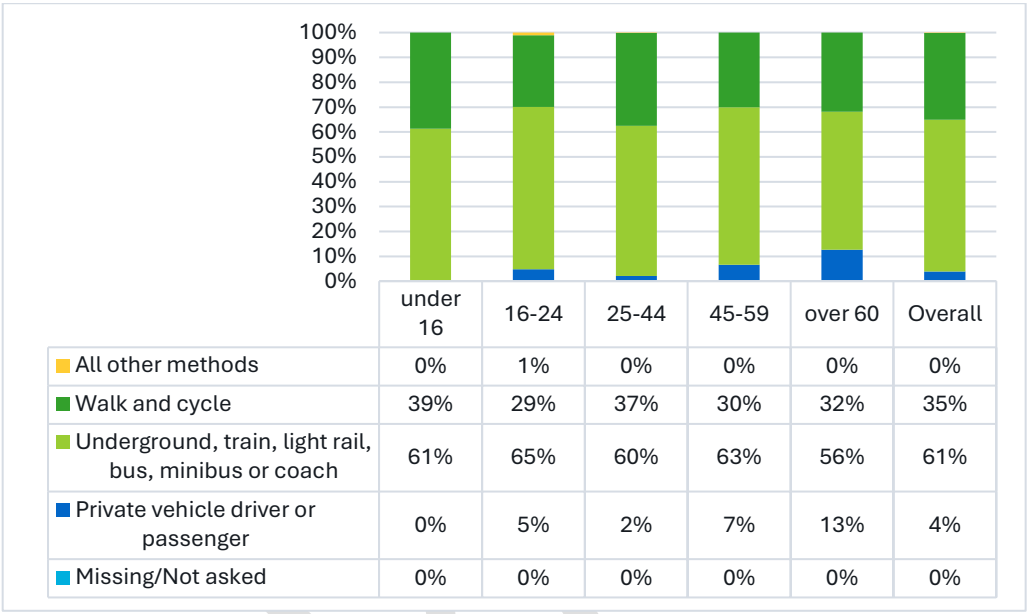
Source: Census 2021

Figure 4.11 and **Figure 4.12** show mode share by age in the CoL and London respectively. In the CoL, people aged over 60 are more likely to use private vehicles (13 per cent). Public transport is the most common mode type for all age groups with people aged 16-24

being more likely to use these modes (65 per cent). People aged 16 and under are most likely to walk and cycle in the CoL (39 per cent).

In comparison, usage of private vehicles is much higher in Greater London and usage of public transport is much lower, for all age groups. 45–59-year-olds are more likely to use private vehicles in Greater London (43 per cent). Similarly to the CoL, 16- to 24-year-olds are more likely to use public transport (47 per cent) although the rate is much lower compared to the CoL. Under 16-year-olds are more likely to walk or cycle in Greater London (41 per cent) which is slightly higher than the percentage in the CoL.

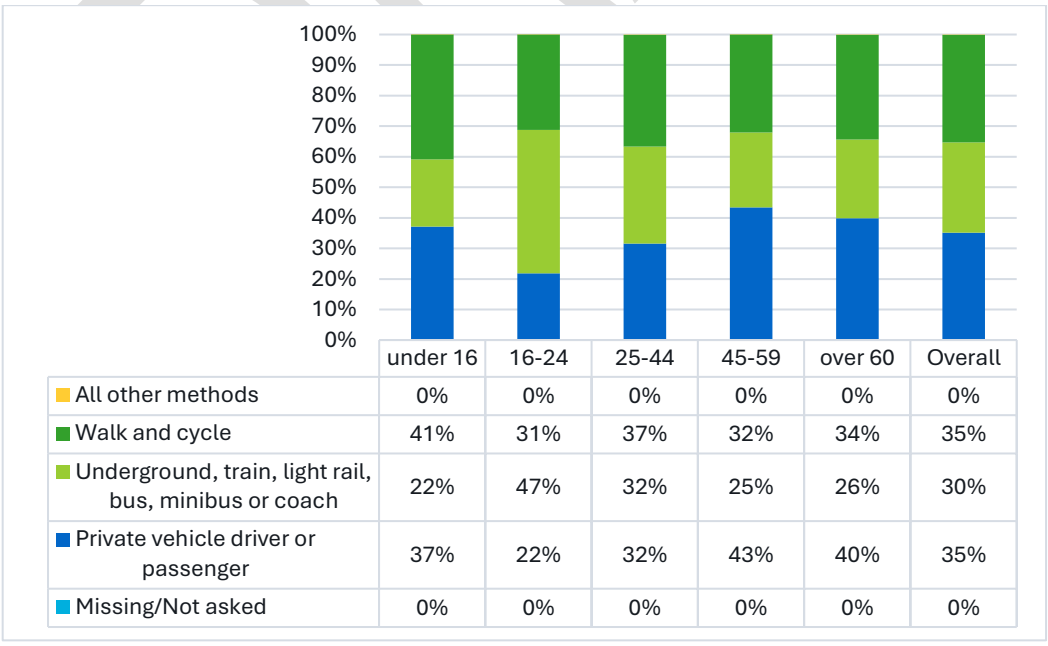
Figure 4.11: Mode share by age in the CoL



	under 16	16-24	25-44	45-59	over 60	Overall
All other methods	0%	1%	0%	0%	0%	0%
Walk and cycle	39%	29%	37%	30%	32%	35%
Underground, train, light rail, bus, minibus or coach	61%	65%	60%	63%	56%	61%
Private vehicle driver or passenger	0%	5%	2%	7%	13%	4%
Missing/Not asked	0%	0%	0%	0%	0%	0%

Source: LTDS, 3-year average from 2017/18, 2018/19, 2019/20

Figure 4.12: Mode share by age in Greater London



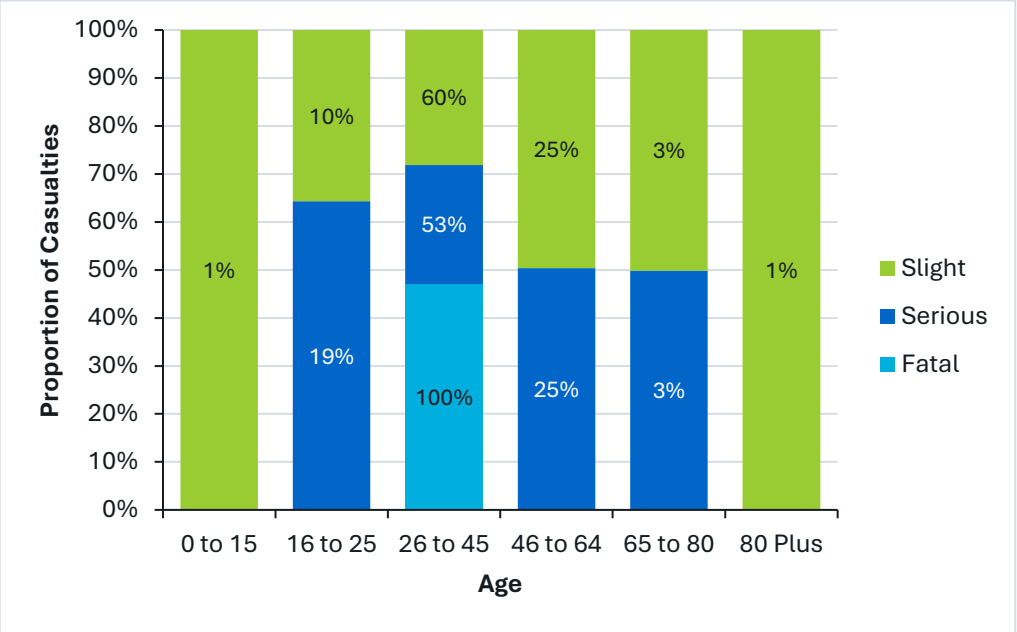
	under 16	16-24	25-44	45-59	over 60	Overall
All other methods	0%	0%	0%	0%	0%	0%
Walk and cycle	41%	31%	37%	32%	34%	35%
Underground, train, light rail, bus, minibus or coach	22%	47%	32%	25%	26%	30%
Private vehicle driver or passenger	37%	22%	32%	43%	40%	35%
Missing/Not asked	0%	0%	0%	0%	0%	0%

Source: LTDS, 3-year average from 2017/18, 2018/19, 2019/20

Road Safety

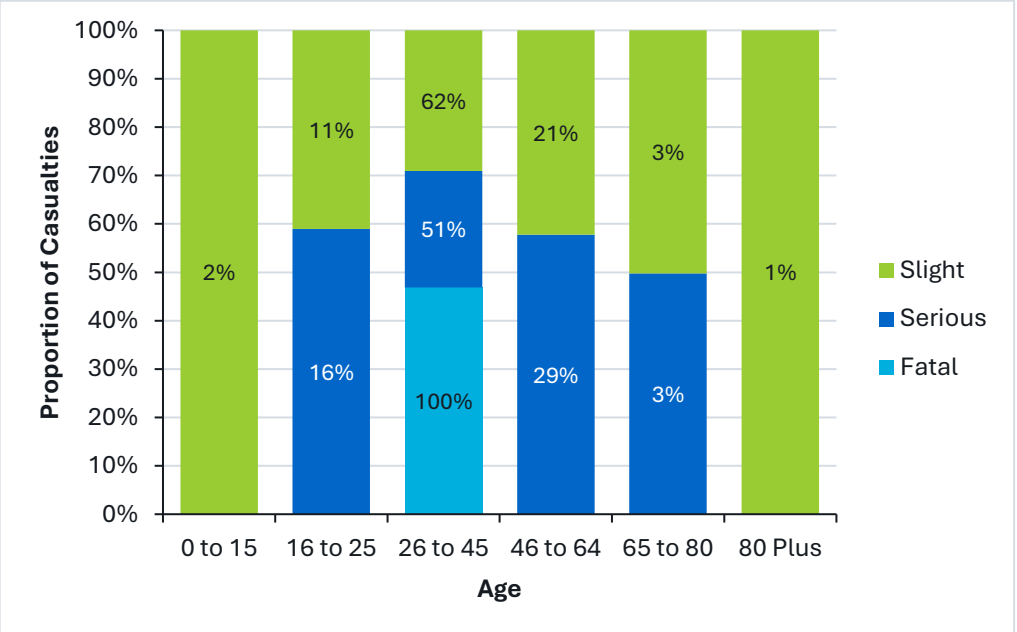
Figure 4.13 highlights that, in the study area, the 26-45 age group accounts for all fatal casualties, while younger and older age groups primarily experience slight injuries. In addition, people aged 16-25 and 46 – 64 experience slightly more serious casualties in comparison to CoL as a whole (see **Figure 4.14**).

Figure 4.13: Proportion of casualties, by casualty severity and age group for the study area (2021 – 2023)



Source: STATS19

Figure 4.14: Proportion of casualties, by casualty severity and age group for CoL (2021 – 2023)



Source: STATS19

Disability

Definition according to the Equality Act 2010

A person (P) has a disability if:

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

A reference to a disabled person is a reference to a person who has a disability.

In relation to the protected characteristic of disability:

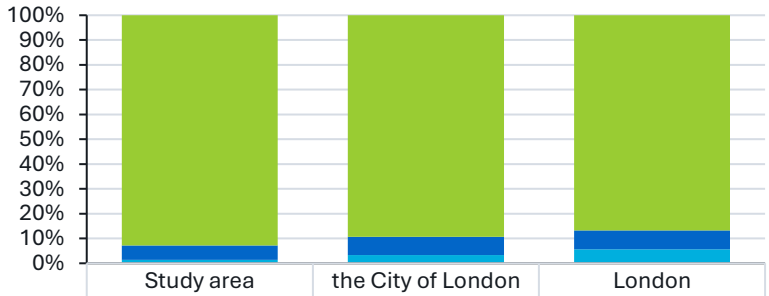
a. reference to a person who has a particular protected characteristic is a reference to a person who has a particular disability;
b. a reference to persons who share a protected characteristic is a reference to persons who have the same disability.

Baseline equalities data

2021 Census data shows that 7.2 per cent of the study area's population are considered disabled under the Equality Act (see **Figure 4.15**). This is a lower proportion of the population compared to the CoL (10.7 per cent) and Greater London (13.2 per cent). 92.8 per cent of the study area's population is not considered disabled under the Equality Act which is higher than for the CoL (89.3 per cent) and Greater London (86.8 per cent).

Of the disabled population in the study area, 1.4 per cent of residents recorded that they are 'limited a lot' in their day-to-day activities, which is lower compared to the proportion recorded in CoL (3.3 per cent) and London (5.7 per cent). Similarly, residents who are 'limited a little' in their day-to-day activities comprise 5.8 per cent of the study area's population which is also lower than in CoL (7.4 per cent) and Greater London (7.5 per cent).

Figure 4.15: Population limited by long-term health problems or impairment in the study area, CoL and Greater London

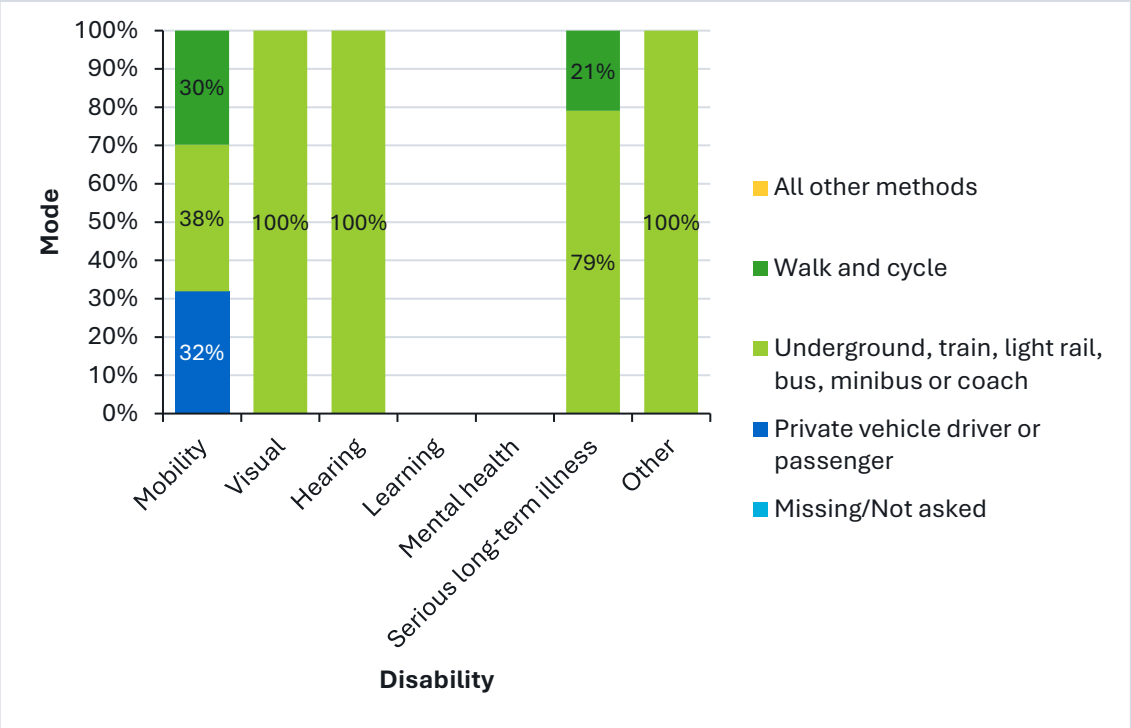


	Study area	the City of London	London
Not disabled under the Equality Act	92.8%	89.3%	86.8%
Disabled under the Equality Act: Day-to-day activities limited a little	5.8%	7.4%	7.5%
Disabled under the Equality Act: Day-to-day activities limited a lot	1.4%	3.3%	5.7%

Source: Census 2021

Mode Split by Disability

Figure 4.16: Mode Split by Disability in CoL



Source: LTDS 2017/18 – 2019/2020

Figure 4.16 shows that, in the CoL, individuals with mobility impairments show a diverse mode split, with 32 per cent using private vehicles and 38 per cent using active travel. Meanwhile, people with serious long-term illnesses predominantly walk and cycle (79%). Individuals with visual, hearing, learning, and 'other' disabilities, reported that all journeys are by public transport.

Pregnancy and maternity

Definition according to the Equality Act 2010

Pregnancy and maternity discrimination apply to people who are pregnant or expecting a baby and during the period after the birth.

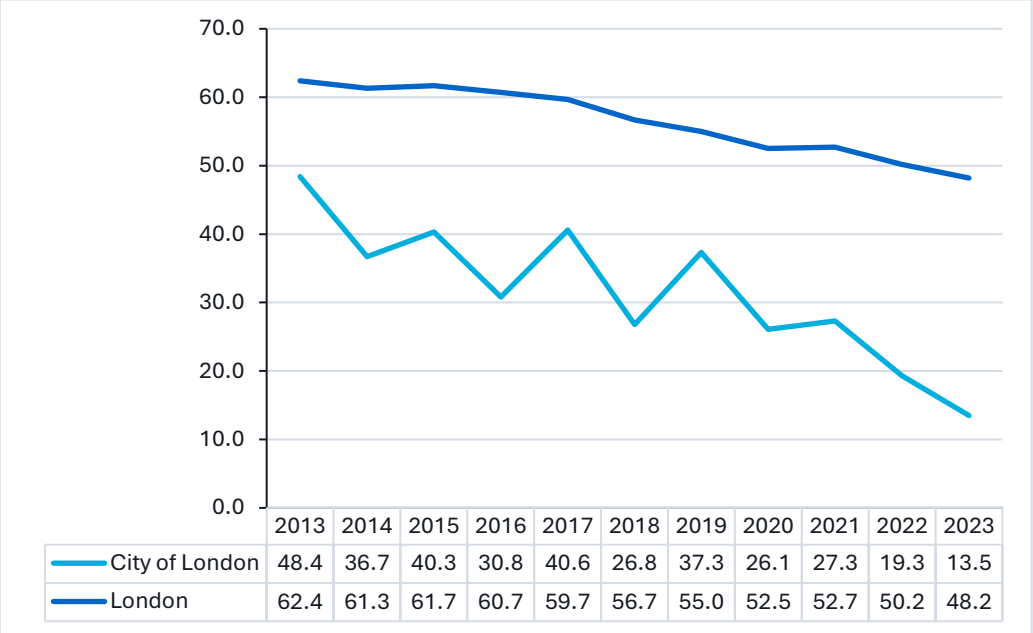
As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving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

Baseline equalities data

Figure 4.17 shows the General Fertility Rate (GFR) of live births per 1,000 women aged 15 to 44 in the CoL and London from 2013 to 2023. Overall, the GFR decreased in both the CoL and London across the decade. In 2023, the GFR was 13.5 births in the CoL compared to 48.2 births in London, demonstrating women aged 15 to 44 are less likely to have given birth in the CoL than in London.

From 2013 to 2023, the GFR in the CoL fluctuated but has been decreasing every year since 2019. The general fertility rates in the CoL have consistently remained lower than the rates in London throughout the decade.

Figure 4.17: General Fertility Rate in the CoL and London, 2013-2023



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
City of London	48.4	36.7	40.3	30.8	40.6	26.8	37.3	26.1	27.3	19.3	13.5
London	62.4	61.3	61.7	60.7	59.7	56.7	55.0	52.5	52.7	50.2	48.2

Source: ONS (Last updated 2024)

Race

Definition according to the Equality Act 2010

Race includes:

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

In relation to the protected characteristic of race:

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.

A racial group is a group of persons defined by reference to race; and a reference to a person's racial group is a reference to a racial group into which the person falls.

The fact that a racial group comprises two or more distinct racial groups does not prevent it from constituting a particular racial group.

Baseline equalities data

Figure 4.18 illustrates the population breakdown by ethnicity in the study area, CoL and London. 67 per cent of the study area's population is White, which is slightly lower than the CoL (69 per cent), but much higher than the percentage for London (54 per cent). The second most common ethnicity is Asian or Asian British, comprising 20 per cent of the

study area compared to 17 per cent in the CoL and 21 per cent for London. Only 1 per cent of the study area are Black, Black British, Caribbean or African in comparison to 14 per cent in London. 7 per cent of the study area identify as Mixed or Multiple ethnic groups which is slightly higher than the CoL (5 per cent) and London (6 per cent).

Figure 4.18: Population by ethnicity in the study area, CoL and Greater London

	Study area	the City of London	London
Other ethnic group	5%	6%	6%
White	67%	69%	54%
Mixed or Multiple ethnic groups	7%	5%	6%
Black, Black British, Caribbean or African	1%	3%	14%
Asian or Asian British	20%	17%	21%

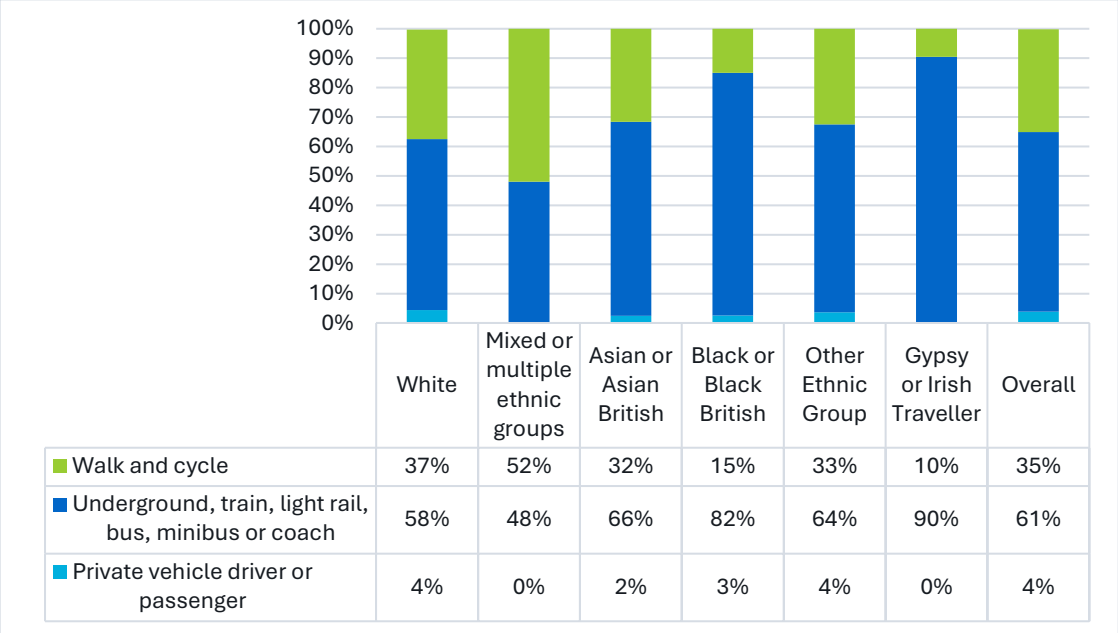
Source: Census 2021

Figure 4.19 and **Figure 4.20** show mode share split by ethnicity in the CoL and London respectively[7]. According to the LTDS, in the CoL, White people and people from other ethnic groups most commonly use private vehicles (4 per cent share each). A comparison with London as a whole (**Figure 4.20**) highlights a greater overall reliance on private vehicles across all ethnicities. Notably, Asian or Asian British people across London are significantly more likely to use private vehicles (39 per cent) compared to 2 per cent in the CoL.

In the CoL, Black or Black British people most commonly (82 per cent) use public transport modes, in comparison 41 per cent in London. In addition, in the CoL, mixed or multiple ethnic groups are more likely to walk and cycle (52 per cent), whereas, in Greater London, people from other Ethnic Groups are most likely to walk or cycle (36 per cent), closely followed by people from mixed or multiple ethnic groups (35 per cent).

[7] Note that the graphs exclude data for missing/ not asked and all other methods

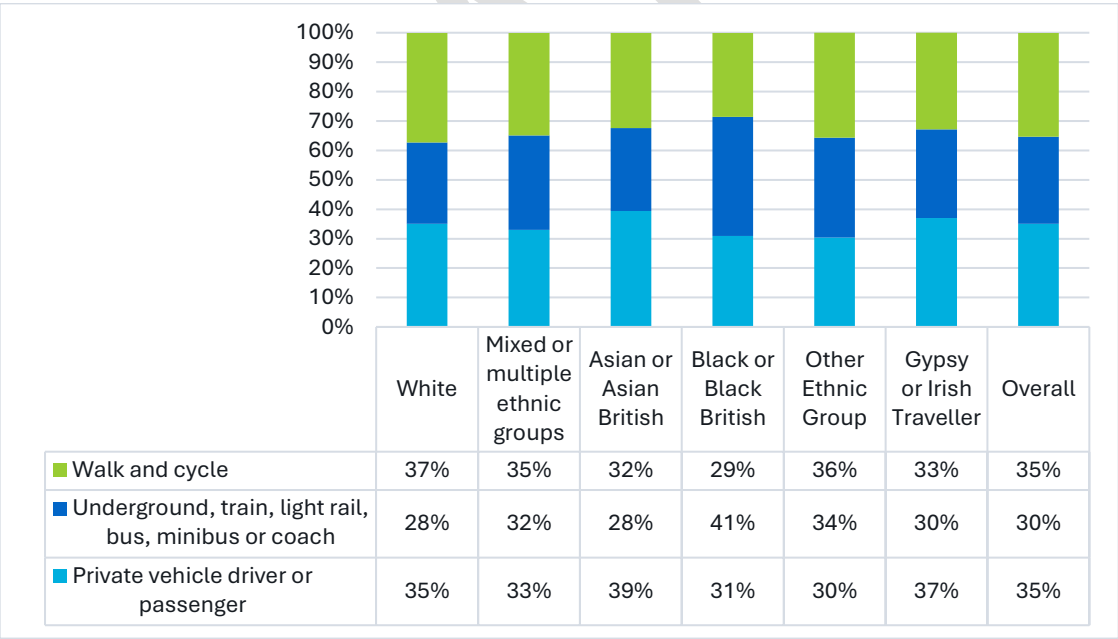
Figure 4.19: Mode split by ethnicity in the CoL



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

Source: LTDS, 3-year average from 2017/18, 2018/19, 2019/20

Figure 4.20: Mode split by ethnicity in Greater London



	White	Mixed or multiple ethnic groups	Asian or Asian British	Black or Black British	Other Ethnic Group	Gypsy or Irish Traveller	Overall
Walk and cycle	37%	35%	32%	29%	36%	33%	35%
Underground, train, light rail, bus, minibus or coach	28%	32%	28%	41%	34%	30%	30%
Private vehicle driver or passenger	35%	33%	39%	31%	30%	37%	35%

Source: LTDS, 3-year average from 2017/18, 2018/19, 2019/20

Religion or belief

Definition according to the Equality Act 2010

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

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

In relation to the protected characteristic of religion or belief:

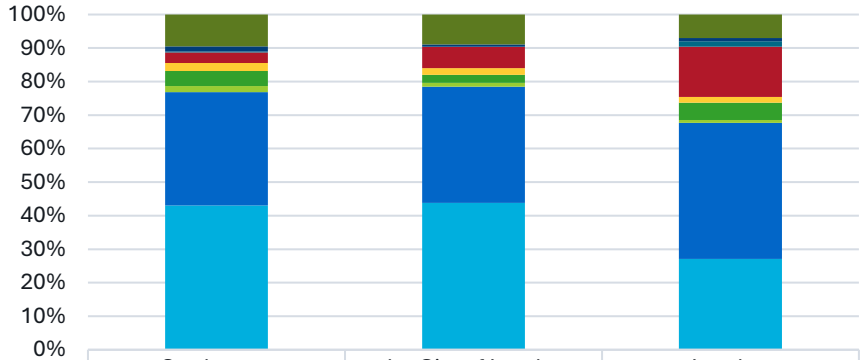
a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular religion or belief;
b. a reference to persons who share a protected characteristic is a reference to persons who are of the same religion or belief.

Baseline equalities data

Figure 4.21 shows the percentage share of religion for the study area, CoL and London. 43 per cent of the study area stated having no religion which is slightly lower than the CoL (44 per cent) but much higher than for London as a whole (27 per cent).

34 per cent of the study area identify as Christians compared to 35 per cent in the CoL and 41 per cent in London. 4 per cent of residents identified as Hindu which is slightly higher than the CoL (2 per cent) but slightly lower than in London (5 per cent). In the study area, 3 per cent of the population identify as Muslim which is slightly lower than the CoL (6 per cent) and much lower than London overall (15 per cent).

Figure 4.21: Population by religion in the study area, CoL, and Greater London



	Study area	the City of London	London
Not answered	9%	9%	7%
Other religion	2%	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

Sex

Definition according to the Equality Act 2010

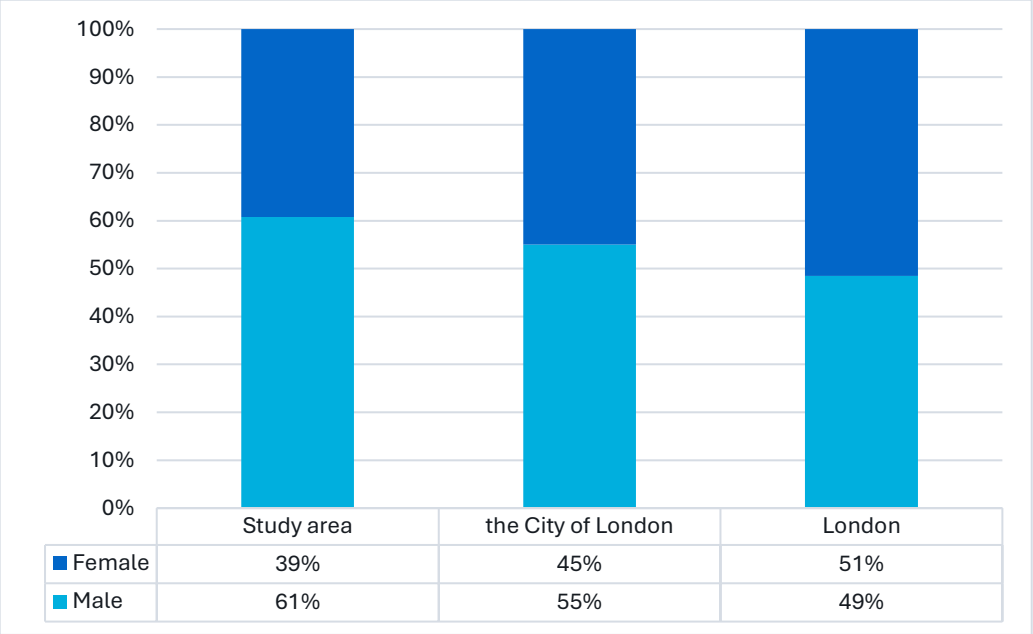
In relation to the protected characteristic of sex:

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

Baseline equalities data

Figure 4.22 presents Census 2021 data on population breakdown by sex in the study area, the CoL and London. In the study area, 61 per cent of residents are male and 39 per cent female. This contrasts significantly with both the CoL, which also has a higher male population but to a lesser extent (55 per cent male), and London as a whole, where females slightly outnumber males (51 per cent female compared to 49 per cent male).

Figure 4.22: Population by sex in the study area, CoL and Greater London



	Study area	the City of London	London
Female	39%	45%	51%
Male	61%	55%	49%

Source: Census 2021

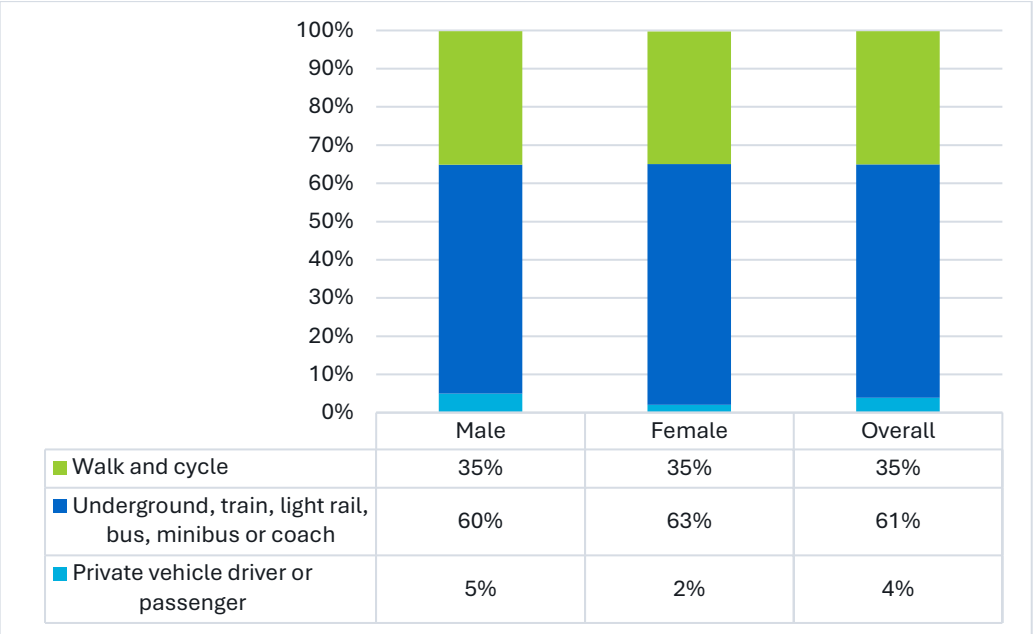
Figure 4.23 and **Figure 4.24** illustrate mode share split by sex in the CoL and London respectively[8]. In the CoL, females are more likely to use public transport (63 per cent) compared to males (60 per cent), whilst males are more likely to use private vehicles (5 per cent) than females (2 per cent). Both sexes have an equal share of using active travel modes (walking and cycling – 35 per cent).

In comparison, there is greater use of private vehicles in London for both males (36 per cent) and females (34 per cent). In London, males and females are also less likely to use public transport compared to the CoL. Walking and cycling in London are very similar to

[8] Note that the graphs exclude data from missing/ not asked and all other methods

the CoL with the same share for males (35 per cent) and slightly higher for females (36 per cent).

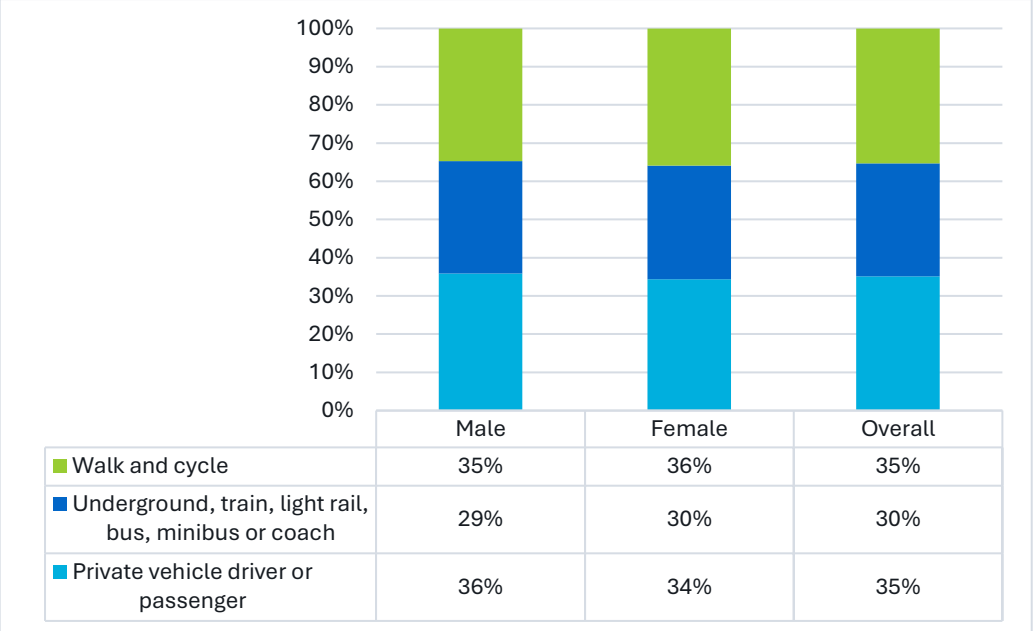
Figure 4.23 Mode share by sex in the CoL



	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, 3-year average from 2017/18, 2018/19, 2019/20

Figure 4.24: Mode share by sex in Greater 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, 3-year average from 2017/18, 2018/19, 2019/20

5 Impact Assessment

Table 5.1 summarises the potential positive and negative impacts of the proposed Old Jewry highway layout on people with one or more protected characteristic. Impacts have been scoped and assessed, assuming a scenario in which the current July 2024 ETO is made permanent, and the subsequent impacts of the scheme are embedded. Where deemed relevant, comparisons have also been drawn to the Summer 2020 ETO scheme. These impacts are assessed in further detail in this chapter.

Table 5.1: Summary of Impact Assessment

Outcome	Protected Characteristics Impacted
Southbound journey times for motor vehicles are maintained	• Age • Disability • Pregnancy and maternity
Journey times by motor vehicle to community facilities and local amenities on Old Jewry are maintained	• Age • Disability • Pregnancy and maternity • Religion
Essential motor vehicle access to all buildings on Old Jewry is maintained	• Age • Disability • Pregnancy and maternity
Simplified delivery and servicing movements along Old Jewry are maintained	• Age • Disability • Pregnancy and maternity
Permitting through traffic could decrease road safety (compared to the Summer 2020 ETO scheme)	• Age • Disability • Pregnancy and maternity • Race • Religion or belief
Localised air quality could decrease due to through traffic (compared to the Summer 2020 ETO scheme)	• Age • Disability • Pregnancy and maternity

Potential Positive Impacts

Southbound journey times for motor vehicles are maintained

Maintaining southbound motor traffic access on Old Jewry could improve overall journey times for some southbound trips, including private cars and taxis. As shown in **Table 1.1**, journey times are improved by up to six minutes for some local journeys.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

Longer journey times can be uncomfortable for some older, and/or disabled people, for example, those who live with impairments associated with movement or joint pain associated with ageing that might be exacerbated by longer journeys. They can also be problematic for disabled people who have travel-related fatigue or stress, live with anxiety, or require quick access to toilets. Therefore, improved journey times through the continued southbound access could help to reduce some overall journey lengths which could make journeys more comfortable for some older or disabled people.

Longer journey times can be uncomfortable for some pregnant people due to the physical and mental symptoms of pregnancy. Based on low CoL birth rates and relatively low private vehicle usage within the CoL (see **Figure 4.17** and **Figure 4.2**), it is expected that a relatively small number of may make this journey via motor vehicle whilst pregnant, however, this may be a minor benefit provided through maintaining this southbound access for motor vehicles.

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Journey times by motor vehicle to community facilities and local amenities on Old Jewry are maintained

Making the current ETO permanent embed improved times for people using motor vehicles (including cars and taxis) to access various local community facilities, including the numerous places of worship and other local amenities in the vicinity of the scheme.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity
- Religion

Maintaining southbound access could benefit those who follow a religion, regularly attend places of worship, and use private vehicles to attend their place of worship. There are four churches within proximity of Old Jewry; St Lawrence Jewry church is located to the northwest on Gresham Street, St. Mary-le-Bow is located to the southwest on Cheapside, St Margaret's Church is located to the northeast on Lothbury, and St Stephen's Walbrook is to the southeast on Walbrook.

Destinations such as this typically have local catchments, making them more likely to be within walking and cycling distance of regular attendees, however, some attendees may use motor vehicles to attend. It is therefore likely that making the scheme permanent will disproportionately benefit people of Christian faith, especially as Christianity is the largest religious group in the CoL (see **Figure 4.21**)

In addition, pregnant, older and/or disabled people may find travel by motor vehicle more comfortable to access health services and shops, reducing potential physical strain or reliance on longer routes, and reducing discomfort and fatigue during travel due to shorter journey times. Nearly a quarter (24 per cent) of journeys in the CoL are made for leisure or personal business (see **Figure 4.5**), categories that often include essential trips to health services and shops. Therefore, maintaining southbound motor vehicle access could benefit some people making these journeys.

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Essential motor vehicle access to all buildings on Old Jewry is maintained

The July 2024 ETO retains essential motor vehicle access to all buildings and properties on Old Jewry and Frederick's Place. The ETO does not enhance access but guarantees that people who depend on cars or taxis wouldn't experience any drawbacks in accessing properties on Old Jewry and Frederick's Place.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

People with a long-term health problem or disability in the CoL are more likely to be a private vehicle driver or passenger than those who do not have a long-term health problem/disability. This is particularly pronounced for people with a disability related to mobility, as the private vehicle mode share for with a mobility-related disability in the CoL is 32 per cent (see **Figure 4.16**).

In addition, people aged 60 and over are more frequently private vehicle drivers and passengers (13 per cent) than other age groups (**Figure 4.11**). Making the ETO permanent would help to ensure that these people do not experience any restrictions to access. The reduced volumes of other motor traffic through retaining the one-way system may also create a quieter and more comfortable environment to enter/exit vehicles, in comparison to the original two-way system.

In addition, as licenced taxis are exempt from restrictions, taxis retain a more direct route through this part of the CoL. This would provide a positive impact for disabled people, who more likely to use a taxi. Transport for London's (TfL) EqIA evidence base for the Taxi (Black Cab) Fares and Tariffs Review 2022[9] outlined frequency of taxi use amongst disabled Londoners, Londoners who are wheelchair users, and non-disabled Londoners. Wheelchair users were found to be more likely to use a taxi at least once a week (6 per cent), than other disabled Londoners and non-disabled Londoners (both 3 per cent).

There is relatively limited research related to mode of travel and pregnancy; however, pregnant women may also benefit from this exemption. This is because pregnant women may choose to make more trips via private vehicle due to physical or mental symptoms associated with pregnancy.

[9] https://haveyoursay.tfl.gov.uk/19789/widgets/56152/documents/33683

Simplified delivery and servicing movements along Old Jewry are maintained

Retaining the existing ETO highway layout would allow delivery and servicing vehicles to maintain their current, more efficient use of the southern exit of Old Jewry. This will embed smoother manoeuvring practices for large vehicles along the street (compared to the Summer 2020 ETO scheme), which, in turn, could reduce the risk of collisions and improve overall road safety in the area.

Large Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) inherently pose a greater risk due to their size, weight, and larger blind spots, often resulting in more severe outcomes in the event of a collision. The current layout of Old Jewry, which facilitates simplified movements for these vehicles by allowing them to continue using the southern exit, helps to mitigate these risks.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

Children are disproportionately vulnerable in accidents involving large vehicles due to their smaller size. By maintaining the current ETO layout which allows more streamlined deliveries on Old Jewry, younger pedestrians and cyclists may benefit from the associated reduction in road risk. Similarly, older or disabled individuals who may have slower reaction times or reduced mobility will also benefit from a safer environment. 22 per cent of people with a long-term health problem or disability in the City of London walk or cycle (rising to 30 per cent for those with mobility-related disabilities), therefore, maintaining this layout could continue to reduce the risk of collisions associated with delivery vehicles, as it is a safer and more predictable space for disabled people walking, cycling, or using mobility aids.

Similarly, pregnant individuals often experience reduced mobility and may require more time to cross the road or navigate public spaces. New parents with prams also need clear space to navigate footways. By embedding the simplified movements into the scheme, undertaking journeys along Old Jewry may be less complex for pregnant people and those travelling with young children.

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Potential Negative impacts

Permitting through traffic could decrease road safety (compared to the Summer 2020 ETO scheme)

Maintaining southbound access for Old Jewry for motor vehicles may have longer-term implications for road safety. Any increase in motor traffic may reduce real or perceived road safety, particularly for those walking, cycling or wheeling.

Protected characteristics impacted

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

Maintaining the current highway layout will mean that a higher number of vehicles will use Old Jewry in comparison to the Summer 2020 ETO. This will 'lock in' additional conflict between different road users. In the UK, 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. In the study area, 19 per cent of serious casualties were recorded by people aged 16 – 25. In addition, people aged under-16 are more likely to use active travel than any other age group in the CoL, but active travel users are more vulnerable road users.

Increased volumes of motor traffic could increase the risk of conflict. Large vehicles often have larger blind spots and require greater stopping distances, posing a disproportionate danger to children. LGV and HGV accidents are often more deadly than other road accidents due to the sheer size and weight of the vehicles involved. The impact force from a collision with a large truck can be significantly greater, leading to more severe injuries for those making active journeys or in smaller vehicles.

In addition, in CoL, 22 per cent of people with a long-term health problem/disability walk or cycle. 30 per cent of people with a mobility-related disability walk and/or cycle. Subsequently, a less pleasant road environment with greater potential for conflict could present a negative impact for disabled people who walk and cycle, as increasing general through traffic can increase the risk of conflict between road users.

Similarly, this may disproportionately impact pregnant women. Pregnant people may have reduced mobility and thus require longer times to crossroads. In addition, new parents with prams may require ample clear space for effective navigation. By increasing complexities in undertaking journeys along Old Jewry through the re-introduction of motor vehicles, this journey may be less comfortable than before for pregnant women and parents travelling with children.

In addition, 'Mixed or multiple ethnic groups' may also be disproportionately impacted, as they are currently more likely to walk or cycle (52 per cent) more than any other ethnic group in the CoL. Finally, this may present a less pleasant environment for those walking and cycling along the street to access nearby 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.

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Localised air quality could decrease due to through traffic (compared to the Summer 2020 ETO scheme)

Maintaining access to Old Jewry for southbound motor vehicles may result in decreased localised air quality. The ongoing use of Old Jewry by motor vehicles may disproportionately impact some users, notably those residents or employees based on Old Jewry who have respiratory conditions (such as asthma or COPD).

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

Maintaining southbound access for motor vehicles will likely lead to higher associated pollutant emissions, which could result in poorer air quality. This may disproportionately impact older people as they are more likely to have health conditions such as heart disease, respiratory illnesses, and diabetes. Increased exposure to air pollution can exacerbate these conditions. Children are also more likely to suffer disproportionately from poorer air quality. This can be linked to a range of factors such as increased time spent outside compared to adults, still developing lungs, higher breathing rates than those of adults, and inhaling more air per kilogram of body weight[10].

Disabled people, particularly those with pre-existing respiratory conditions, cardiovascular diseases, or compromised immune systems, are at an elevated risk from increased air pollution. Exposure to pollutants such as PM2.5 and NOx can trigger acute exacerbations of respiratory conditions, leading to severe breathing difficulties, hospitalisations, and reduced quality of life.

Increased emissions can have severe impacts on pregnancy and maternity. 7.2 per cent of people in the study area are disabled (see **Figure 4.15**), which means that the potential for negative health outcomes due to poorer air quality is a significant concern for this demographic. Poor air quality can be especially harmful for pregnancy and babies and is linked to higher risks of low birth weights and premature births. This can lead to increased risks of complications and infant mortality[11].

[10] https://www.eea.europa.eu/publications/air-pollution-and-childrens-health

[11] https://pmc.ncbi.nlm.nih.gov/articles/PMC10843016/

6 Summary

No substantial impacts have been identified for maintaining the southbound access for motor vehicles on Old Jewry, though there are a number of minor positive and negative impacts expected.

Retaining southbound motor vehicle access will continue to offer benefits for some protected characteristics, particularly in terms of reduced journey times for private vehicle users, and more direct routes for some journeys. This can support journey comfort for older, disabled, and pregnant individuals, and those accessing specific community facilities, such as places of worship. In addition, the current layout provides more efficient delivery and servicing options for large vehicles, which can help to reduce the risk of road danger that is associated with these activities.

However, it is likely that the associated traffic volumes (compared to the Summer 2020 ETO scheme) could 'lock in' road safety concerns for pedestrians and cyclists across various protected characteristics, as well as embed the potential for poorer local air quality, which could have long-term health implications for some older/younger, disabled and pregnant people.

Suggested mitigating measures

A range of potential mitigation measures have been identified to help alleviate a number of the negative impacts and enhance equalities:

- **Undertake review of consultation feedback**: The consultation for the ETO remains open as of the time of writing. Systematic review of consultation feedback, especially from or concerning one or more protected characteristics, can help to inform and refine final design decisions.
- **Ongoing engagement**: Ongoing engagement and communication following the implementation of the preferred option can help to provide feedback about equalities issues. Places of worship in proximity to the ETO area could be engaged with to establish whether there have been any disproportionate impacts caused by the scheme, and to review the specific needs of their religious community.
- **Greening measures**: Identifying opportunities for greening along Old Jewry to help to offset air pollutants from additional motor vehicles. This measure may help to benefit children, older people, and individuals with respiratory conditions who are often disproportionately vulnerable to the health impacts of poor air quality.
- **Continue to monitor road safety**: No collisions were recorded on Old Jewry or Frederick's Place during the initial ETO. Continued monitoring would help to identify any collision trends or hotspots, allowing the CoL to make highway layout changes if deemed necessary.
- **Sustainable delivery and servicing**: Where possible, encourage local businesses to re-mode delivery and servicing in the area, utilising more cargo bikes and pedestrian

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porterage instead of LGVs and HGVs to limit the number of large vehicles travelling, and creating opportunities for conflict.

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Control Information

Prepared by

Steer
14-21 Rushworth Street
London SE1 0RB
+44 20 7910 5000
www.steergroup.com

Prepared for

City of London Corporation
PO Box 270
London EC2P 2EJ

Steer project/proposal number

24982001

Client contract/project number

Author/originator

LAJ

Reviewer/approver

JDY

Other contributors

CGO

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Date

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QUALITY SYSTEM CERTIFICATION
DNV·GL
ISO 9001:2015

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Healthy Streets Score

Name of street

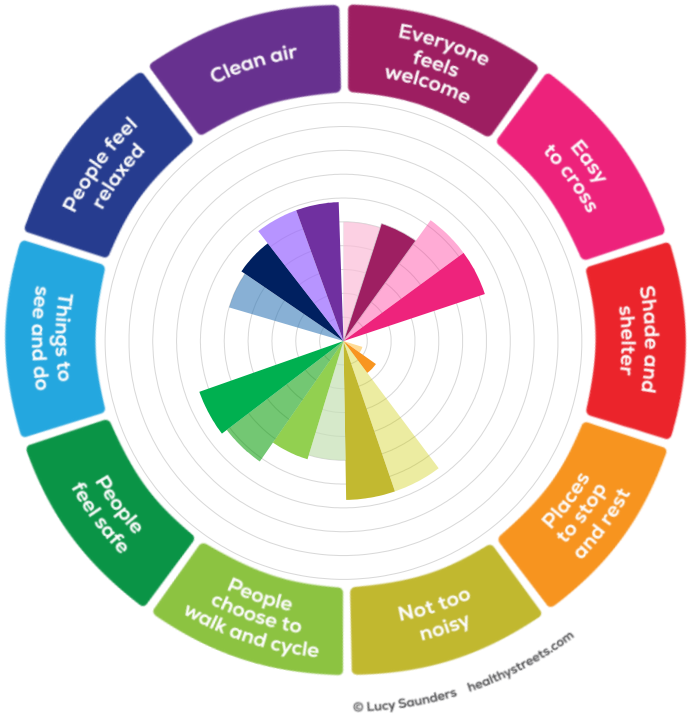
Old Jewry - Option 1 vs Option 2

Name of street at start junction

Gresham Street

Name of street at end junction

Poultry



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	41	42
Everyone feels welcome	50	52
Easy to cross	63	63
Shade and shelter	0	0
Places to stop and rest	8	17
Not too noisy	67	67
People choose to walk and cycle	50	52
People feel safe	62	64
Things to see and do	0	0
People feel relaxed	50	52
Clean air	58	58

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Healthy Streets Score

Name of street

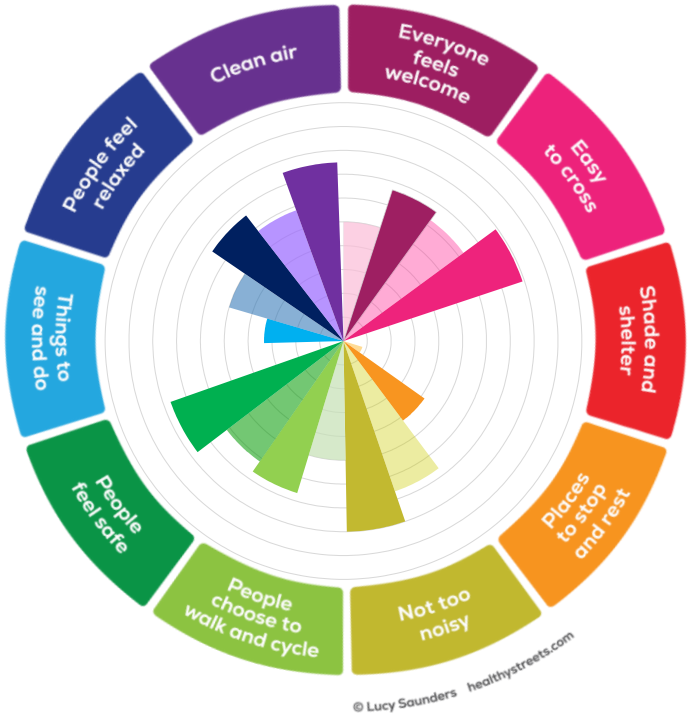
Old Jewry - Option 1 vs Option 3

Name of street at start junction

Gresham Street

Name of street at end junction

Poultry



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	41	59
Everyone feels welcome	50	67
Easy to cross	63	79
Shade and shelter	0	0
Places to stop and rest	8	42
Not too noisy	67	80
People choose to walk and cycle	50	67
People feel safe	62	77
Things to see and do	0	33
People feel relaxed	50	67
Clean air	58	75

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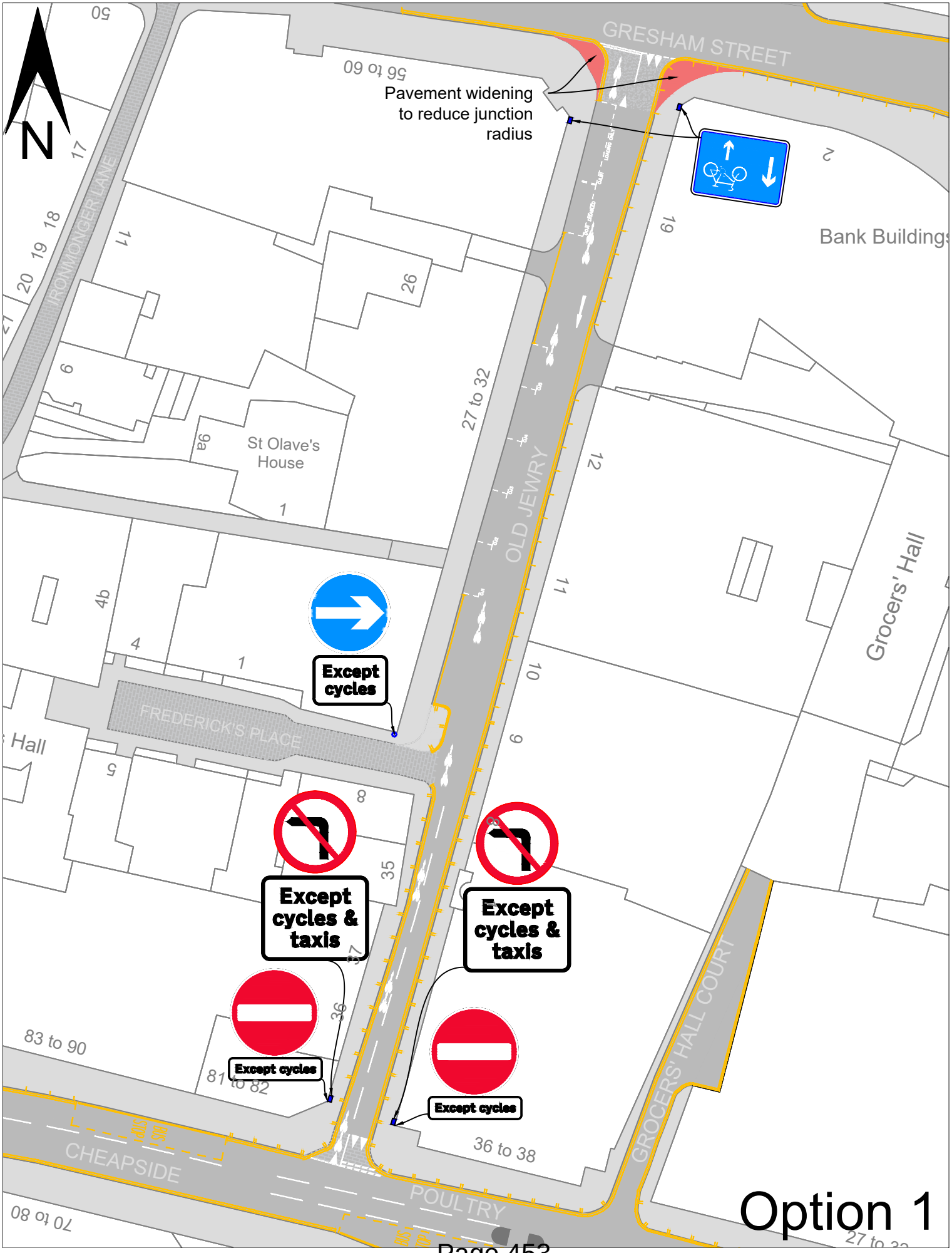
N
GRESHAM STREET
Pavement widening to reduce junction radius
Bank Buildings
IRONMONGER LANE
OLD JEWRY
St Olave's House
Grocers' Hall
FREDERICK'S PLACE
Except cycles
Except cycles & taxis
Except cycles & taxis
Except cycles
Except cycles
GROCERS' HALL COURT
CHEAPSIDE
POULTRY
83 to 90
81 to 82
36 to 38
70 to 80
27 to 32
56 to 60
Option 1

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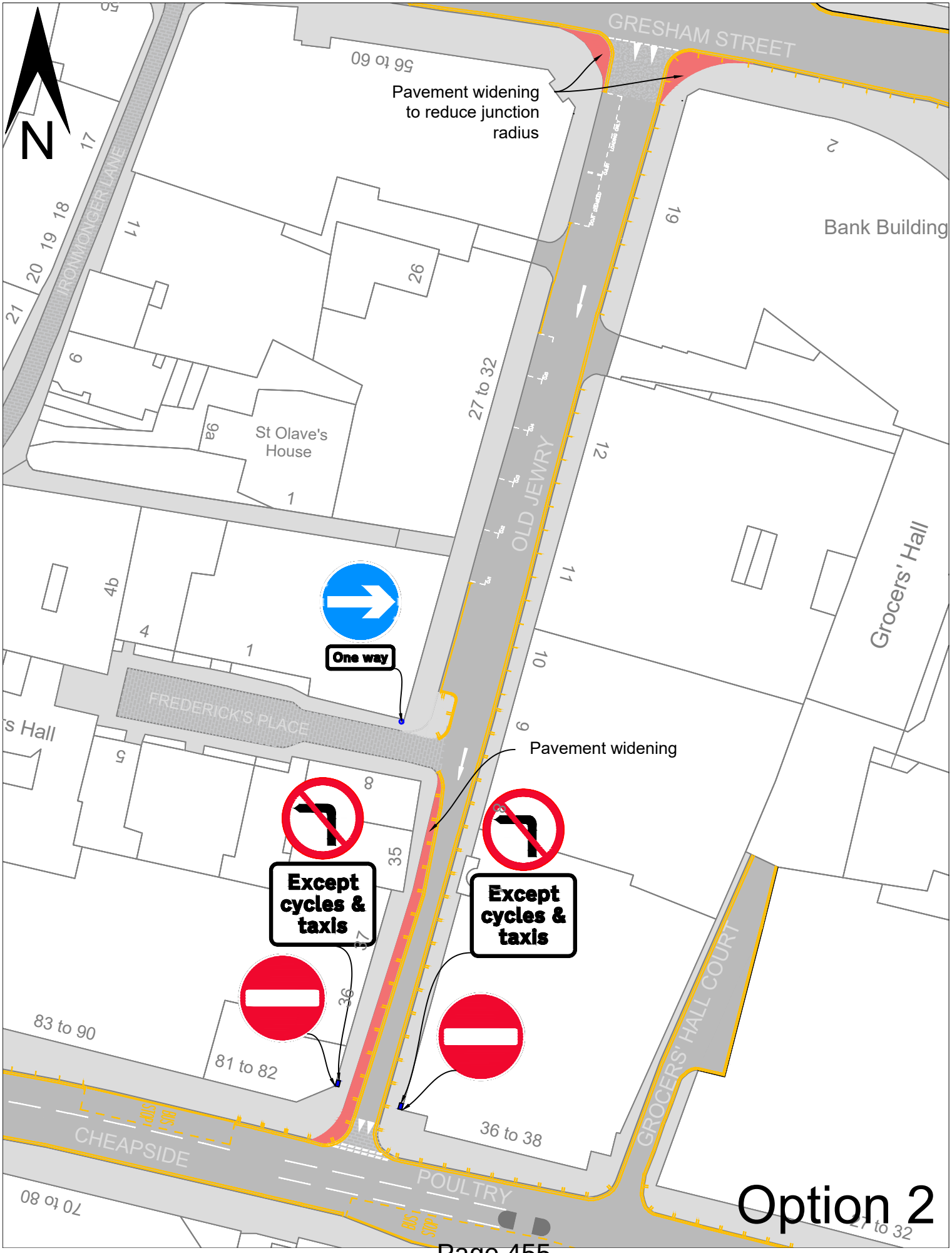
GRESHAM STREET
Pavement widening to reduce junction radius
56 to 60
IRONMONGER LANE
17
18
19
20
21
11
26
6
9a
St Olave's House
1
27 to 32
OLD JEWRY
2
19
Bank Building
12
11
10
9
Grocers' Hall
4b
4
1
One way
FREDERICK'S PLACE
Pavement widening
5
8
35
Except cycles & taxis
Except cycles & taxis
37
36
83 to 90
81 to 82
CHEAPSIDE
POULTRY
36 to 38
GROCERS' HALL COURT
70 to 80
27 to 32
N
Option 2

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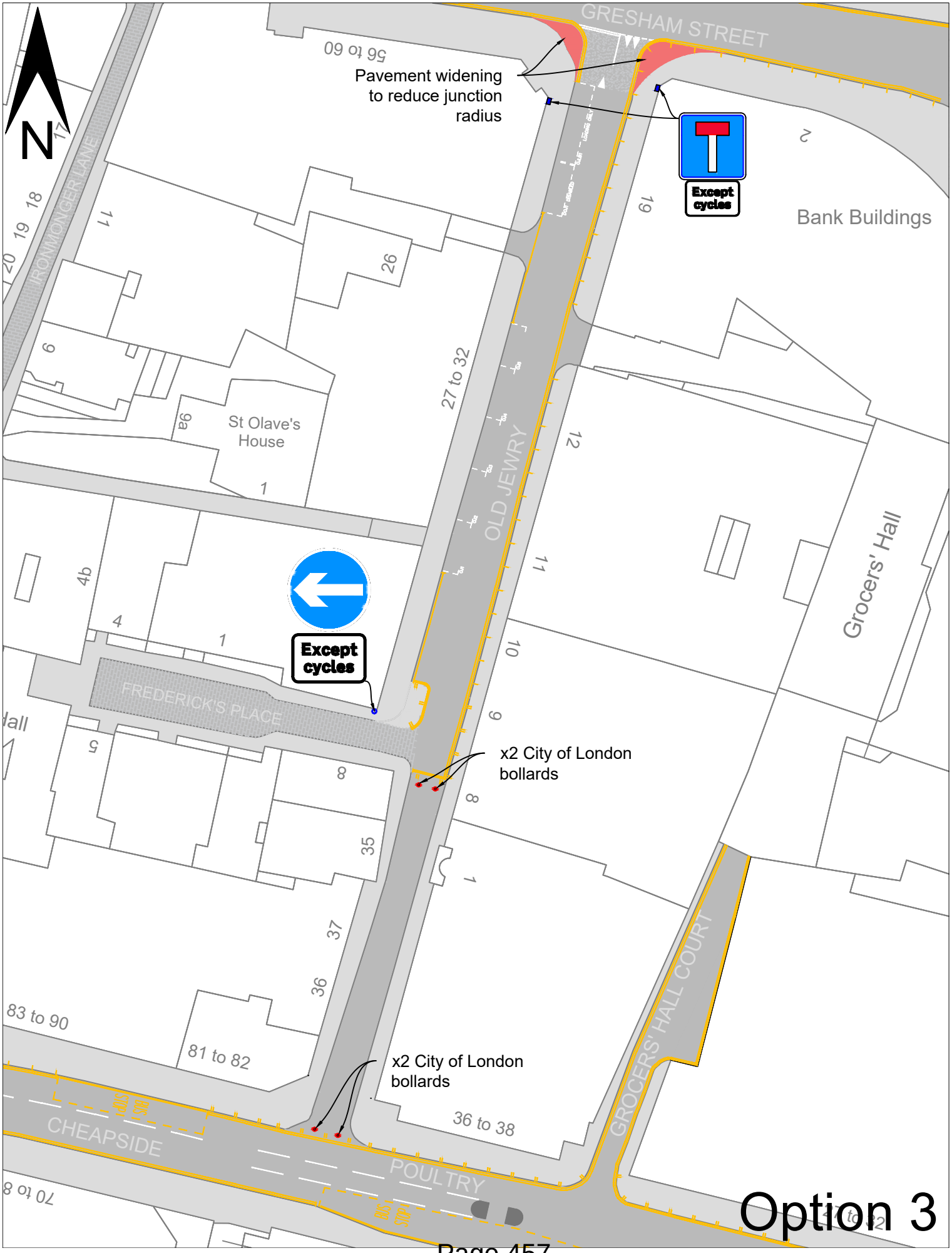
GRESHAM STREET
Pavement widening to reduce junction radius
Except cycles
Bank Buildings
IRONMONGER LANE
OLD JEWRY
St Olave's House
Except cycles
FREDERICK'S PLACE
x2 City of London bollards
Grocers' Hall
GROCERS' HALL COURT
x2 City of London bollards
CHEAPSIDE
POULTRY
Option 3

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Committee(s): Streets & Walkways Sub-Committee – For decision	**Dated:** 16 September 2025
Subject: **Highway Maintenance for the Square Mile**	**Public report:** For Decision
This proposal: • **delivers Corporate Plan 2024-29 outcomes** • **provides statutory duties** • **provides business enabling functions**	Flourishing public spaces Leading sustainable environment
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: **Executive Director of Environment**	Katie Stewart
Report author: **Assistant Director (Highways), City Operations**	John Grimes

Summary

The Secretary of State for Transport has offered a one-off grant to Highway Authorities to help support their investment in roads maintenance on condition that they have a summary report received by the responsible Member(s) setting out the way in which their streets are maintained.

The grant to the City is a supplementary £70k to our local risk revenue budget, and this provides an opportunity for the Highways Team within the Environment Department to set out how the City's streets are managed, and how choices around materials, defect thresholds, funding allocations and utility reinstatements all combine to help provide the City with consistently high standards of highway maintenance and a high quality public realm.

Recommendation

Members are recommended to:

- Receive this report and approve the submission of further information to the Secretary of State as set out in Appendix 1, enabling the receipt of funds for additional highway maintenance works from the Department for Transport.

Main Report

Background

1. The City Corporation is the Highway Authority for all the public highway and City walkway areas in the Square Mile, except for those streets that fall within the Transport for London Road Network (or 'Red Routes'). As such, the City has a statutory duty to maintain these streets, footways and walkways, including inspecting them for defects, managing repairs, resurfacing roads and maintaining an inventory of street lights and other street furniture.

2. The City's streets and public realm are both a key enabler of the City's economy and a vital part of its residential and tourism offering, helping to drive economic growth and deliver important social benefits in terms of accessibility, health & wellbeing. As such, maintaining high-quality streets and a welcoming environment is a core deliverable of the City's long term Transport Strategy as well as an important aspect of Destination City, enabling people to live, work and visit the Square Mile safely and enjoyably.

3. Despite the important role played by the Highways team who manage the maintenance of our streets, most functions related to the service are delegated to officers and therefore rarely require 'For Decision' reports to be brought forward. However, the City has been offered a supplementary grant of £70k from the Secretary of State to supplement the 2025/26 highway revenue budget, conditional on the respective Cabinet Member (in the City's case, the Streets & Walkways Sub Committee) and its s151 Finance Officer (i.e. the Chamberlain) approving a report on the effective management of the highway network before October 2025.

4. By receiving and approving this report, Members will enable the City to comply with that condition and therefore receive the additional funding on offer which will be used for specific additional carriageway surfacing and footway repair work.

Current Position

General Approach

5. The City has a well-established Highways Group that manages and maintains the City's streets and public realm areas in a cohesive and coordinated fashion. Some of those aspects within this team include:

    - Highways inspections, repairs, resurfacing and accident claims
    - Street furniture maintenance including bollards, signs and street name plates
    - Street lighting and fountains
    - Highway drainage and pipe subways
    - Highway design & construction for new schemes
    - Licensing development activity (scaffolds, hoardings & construction logistics)
    - Utility works permitting and reinstatements
    - Road closures and temporary traffic orders

6. The team also manages 23 historic gas lanterns, the flood lighting for St Paul's Cathedral & the Monument and the bridge lighting for Tower Bridge on behalf of the City Bridge Foundation.

7. The Highways Team in turn forms part of the City Operations Division which together manages a series of typical 'local authority' statutory functions that impact our streets and public realm. This includes Transport & Public Realm, Cleansing, City Gardens and Parking, and together these help enable an integrated approach to managing our streets in a joined up and cohesive way.

Term Contract

8. While City officers undertake a 'client' managerial function, the majority of physical works on street are delivered through a term contract, currently with FM Conway. In effect, the City sets the budget, the defect thresholds and design specification, but it is FM Conway who identifies the highway defects, prioritises the works, manages the supply chain of materials and undertakes the repairs.

9. This concept of working with one key contractor who delivers all aspects of the highway works has proven to be highly effective over the last 20+ years, enabling a lean, joined-up and efficient process, avoiding the need for different contractors to be required to deliver different aspects of the same job. Performance is closely scrutinised through Key Performance Indicators and sample checks to ensure a strong degree of partnership working on both sides.

10. Members may be aware that FM Conway were formally a family firm but were purchased by the Vinci Group at the beginning of this year. Such corporate changes can sometimes disrupt service delivery contracts but so far, the corporate philosophy of FM Conway and their commitment to the City has not changed, and the quality of work undertaken by their gangs remains at an extremely high level.

11. Alongside its highway maintenance function, FM Conway are also responsible for the construction of new public realm works for the City. This not only ensures a high degree of quality because Conway continue to maintain these areas after construction, but it also allows gangs to be swapped between both functions, meaning that if a scheme has to be put on hold, the gang can generally be found alternative work to minimise the risk of downtime and subsequent claims.

Service Performance Standards

12. In terms of the City's overall highway standards, these are naturally dependent on the levels of funding made available to maintain our streets. It has been well publicised that funding to roads maintenance across the UK can sometimes struggle to support the maintenance of good quality roads and the City has also had to absorb funding reductions for roads maintenance, most recently during the Target Operating Model.

13. TfL funding for resurfacing to Highways Authorities in London has also become much more limited since Covid, with the City not receiving any funding over the last five years compared to annual awards of around £100k pa beforehand.

14. Taken together, this has required the Highways sector in general to focus on making the most efficient use of the resources currently available. For the City, that focus has been to maintain a 'steady state' for our streets to ensure that the overall state of our highway is (at a minimum) not deteriorating.

15. Our monitoring data would suggest we have achieved this objective over recent years, but it has required the contribution of a number of areas of prioritisation and innovation to deliver this outcome.

- Given the large volumes of pedestrians using our streets, the City has traditionally had one of the lowest intervention levels (i.e. what defines a trip hazard) of 20mm for the footway. This compares to the typical national standard of 25mm, but it still encompasses a risk-based element, so areas with very high footfall may have smaller defects repaired whereas areas of lower footfall may be considered a lower priority.

- The City's high standards and intensive maintenance regime significantly reduces the number of accident claims for slips, trips, falls and vehicle damage made against the City which in turn helps reduce our associated insurance premium. As a result, the City is seen as a relatively 'good risk' in what has become a very difficult insurance market overall.

- The footway materials used in the City are typically hard wearing and robust with long life spans. The City's choice of York stone paving has demonstrated its suitability to City conditions over many years, and trials with cheaper, softer materials have shown that such options represent a false economy in terms of their durability and maintenance costs.

- Some of these materials have been subject to significant cost increases in recent years well above the rate of inflation, so the City and Conway have together successfully explored alternative supply chains to ensure we collectively maintain the best value for money possible.

- The City's carriageways are inspected every year, both visually and with new AI technology to assist in prioritising long term investment in resurfacing and road reconstruction where it is most needed (see Key Data below).

- The upgrade of all the City's street lighting to LED together with the introduction of a central management system has delivered energy and cost savings from both a reduction in energy usage and being able to use real time control of individual street lights. This has allowed us the opportunity to adapt local lighting levels in accordance with the City's Street Lighting Strategy.

- Most of the City's street lights are mounted on buildings to limit street clutter, using legislation which was granted by the Victorians. Where necessary, lamp columns are used to maintain adequate lighting levels. We make use of these columns to mount telecommunication apparatus, reducing the need for additional assets to be installed on our congested streets.

- Almost 2,500 permits were granted to utilities in 2023/24 to excavate our streets, and although they have statutory rights to do so, such intensive levels of excavation undoubtedly introduce greater risk of our highway surface deteriorating. Utilities are required to reinstate the street within six months and are responsible for that reinstatement for the next two years, but officers closely monitor reinstatement quality and core drill where required to test it. We also make use of our powers to limit utility works after a major scheme or resurfacing, encouraging their activity to happen beforehand.

- There are numerous highway improvement projects delivered across the City every year, the majority funded through Section 106, 278 or CIL contributions from major developments. Although these activities can sometimes cause damage to the highway, the developers are required to fund any repairs on completion and larger developments can often directly contribute to a public realm enhancement or fund road resurfacing. More recently, long term commuted sums have also been secured to ensure that maintenance of our enhanced public realm is affordable, not just for Highways but also Cleansing and City Gardens.

16. As a result of these actions, some of our headline outcomes include:

- Only one successful claim made against the City for a slip, trip or fall between 2022 and 2024

- In 2024 over 200 potholes were repaired

- Over the last three years, the City has resurfaced over 40,000m2 of its carriageway network, using over 4500 tonnes of material.

- A 73% reduction in energy and a 65% reduction in carbon emissions from the switch to LED and a new central management system

- Almost 250 days of disruption were saved on the road network in 2024/25 from coordinating the activities of utilities into combined works and joint road closures

- Over 5400m2 of new paving and 2500m2 of carriageway resurfacing has been completed through scheme work in the last year.

- Sustainable drainage/rain garden schemes have been incorporated across 5 schemes.

Key Data

17. The City manages its carriageway network, through regular surveys carried out using UK Pavement Management System Surveys (UKPMS), Detailed Visual Inspections (DVI), Artificial Intelligence (AI) Technologies and Scanner. These surveys provide condition indices for the City's road network showing the various states of repair. Alongside these surveys, officer led visual condition inspections are conducted in line with UKPMS practises to identify and confirm road condition data. These surveys provide a red, amber, green status indicator.

18. Over the last three years, City has commissioned additional AI surveys of its carriageway network to gather information on condition based on national standards. These surveys have shown that the condition of City roads have been kept at a near steady state condition over this period.

AI Generated Condition Score				
Condition Score	2022/23	2023/24	2024/25	3 year average
Red	6%	8%	9%	8%
Light red	15%	13%	14%	14%
Yellow	24%	22%	19%	22%
Light Green	29%	37%	39%	35%
Green	15%	13%	14%	14%
No Access/G-Setts	11%	7%	8%	9%

19. City's own officers have for many years also conducted visual carriageway condition surveys using a bespoke set of standards to rate the condition of the City's streets. The results from these surveys also show that the percentage of red/light red has stayed at a near steady state over the same period.

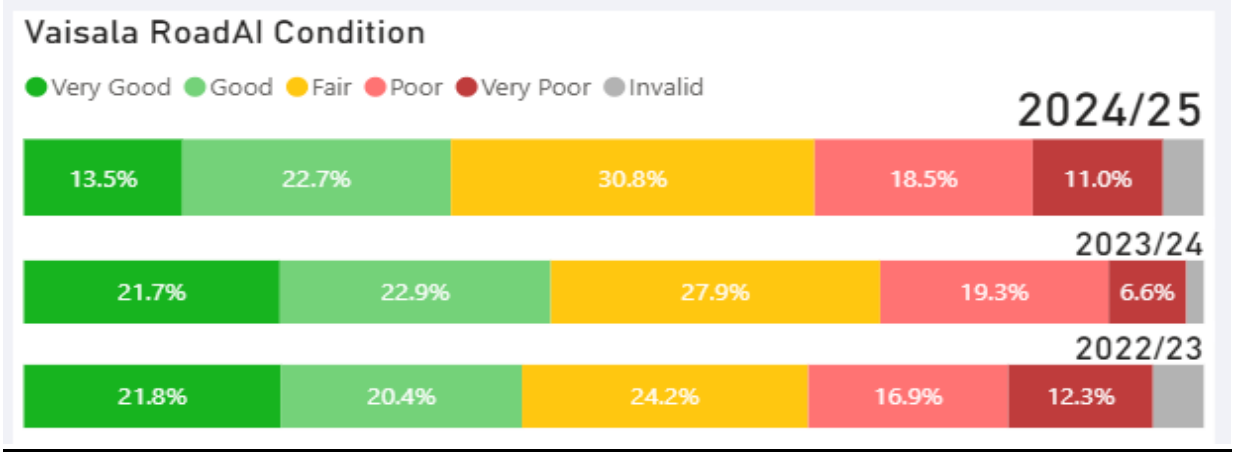
20. City officer-led surveys consistently indicate a higher proportion of streets in poor condition compared to AI-generated assessments. These discrepancies arise because officers are able to detect subtle signs of wear and tear—such as minor surface degradation, early-stage cracking, or context-specific risks—that AI

systems may overlook. AI relies on image-based algorithms and requires clear, high-quality visual data to accurately assess surface conditions. As a result, it can underestimate surface anomalies, particularly in complex or shaded environments, leading to slightly more optimistic condition scores.

State of the Network – Officer Surveys				
Condition Survey Priority Rating	**2022**	**2023**	**2024**	**3 Year Average**
Red (5/6)	19%	18%	18%	18%
Light Red (4)	11%	9%	10%	10%
Light Amber (3)	11%	12%	11%	11%
Yellow (2)	11%	19%	19%	16%
Light Green (1)	16%	18%	19%	18%
Dark Green (0)	31%	25%	24%	27%

21. Comparing the City's Road network condition with adjoining boroughs is difficult as the road networks are not comparable due to differing road type, size and vehicle usage. However, Transport for London conducts regular Principal Road Network (PRN) surveys for all London Boroughs and the results from these surveys can provide a good comparator. The condition of the City's Principal Roads are shown in the table below. This table shows that Principal roads within the City have deteriorated over the last year, with the percentage of very poor and poor condition roads increasing from 25.9% to 29.5%.

City's Principal Road Network Condition Rating over the last 3 years



22. From these latest condition surveys, London's PRN average for very poor and poor condition carriageways is 28.9% which is comparable to City's 29.5%.

23. The increase in carriageways on the Principal Road Network (PRN) classified as being in poor or very poor condition may be attributed to the lack of TfL funding support, which historically provided the City with approximately £100,000 per annum for PRN maintenance. Additionally, the rise in these condition scores may reflect the learning curve associated with the AI-based survey tool used during

the assessment period. Despite these challenges, City officers have continued to apply effective and cost-efficient treatments to maintain the overall road network in a near steady-state condition.

24. City's Officers will continue to submit bids to TfL for PRN funding and DfT for highway maintenance funding to reduce the effective backlog in road maintenance and improve the overall condition.

Corporate & Strategic Implications

25. Well maintained pavements, carriageway and streetlighting help ensure the City's streets are safe, attractive and accessible particularly for people walking and wheeling and cycling. In doing so Highways maintenance contributes to the delivery `of the Flourishing public spaces and Leading sustainable environment outcomes of the Corporate Plan. It also contributes to the delivery of several Transport Strategy outcomes and the Destination City initiative.

Financial & Resource implications

26. The summary table below sets out the funding allocations for the different aspects of Highway Service delivery from 25/26 Budgets.

Highway Repairs and Maintenance Funding

Activity	**Amounts (£,000s)**
Temporary Repairs to footways and carriageways, emergency call out services, miscellaneous repairs, life buoy maintenance	647
Planned Highways Resurfacing	606
Routine footway stone paving and asphalt repairs	547
Planned Footway Maintenance	300
Routine carriageway asphalt and granite sett repairs	209
Highway Inspections	150
Road Marking maintenance and Street Furniture repairs	110

Mechanical and Electrical Repairs, Maintenance and Energy Funding

Activity	**Amount (£,000s)**
Energy costs for lighting of highways, illuminated signs, subways, lifts	381
Energy costs for subways, walkways and tunnels	219
Street lighting maintenance, repair, structural and electrical testing	210
Illuminated street signage maintenance and repairs	100
Tunnel and Subway maintenance repairs	100
Festive Lighting	20

27. Officers work closely with the Chamberlain and FM Conway to monitor spend against these items during the course of the year, profiling for different patterns of

spend that naturally occur at different times of year to ensure the quality of service can be delivered within the budget available.

28. Budget pressures within this service can occur when, for example, material costs rise faster than inflation or when the need for Corporate savings has required budgets to be cut, as was last the case during the 2022 Target Operating Model Review. In such circumstances, officers work with FM Conway to seek to identify ways in which further efficiencies can be made, ideally without compromising on quality or (in the long term) starting to see a decline in overall highway inspection standards.

29. The subject grant allocation will be used to supplement the planned highway resurfacing budget to enable smaller areas of carriageways, which have been identified as in poor condition, to receive resurfacing treatment.

Legal & Risk implications

30. The City Corporation is the Highway Authority in the Square Mile, as such, the City has a statutory duty under the Highways Act, Section 41, to maintain the streets, footways and walkways, including inspecting them for defects, managing repairs, resurfacing roads and maintaining an inventory of street lights and other street furniture in a condition that is safe for users.

31. Section 58 of the Highways Act provides for a defence against an alleged failure to maintain on the grounds that the highway authority has taken the care that is reasonably required to ensure that the part of the highway in question was not dangerous for the appropriate type of traffic, including pedestrians.

32. In fulfilling this statutory duty, a risk-based approach has been adopted, in line with the Well Managed Highways Infrastructure Code of Practise 2016, for the inspection, prioritisation, response times and repair of highway defects.

33. The Traffic Management Act 2004 establishes a duty to manage the highway network to secure the expeditious movement of traffic, including pedestrians and cyclists along with vehicles. The City manages any activity on the highway through its permit scheme ensuring the co-ordination and management of any road works, ultimately improving road safety and reducing congestion.

Equalities implications

34. As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010).

35. Highway works can sometimes have a higher impact on younger and older people, those with disabilities, pregnant or those on maternity leave, some ethnic minority groups and women. However, these impacts will be short term and through high quality design, appropriate pedestrian and traffic management and excellent execution of the work delivered to improve pedestrian areas, cycle

facilities, public transport access and improvement to street scene facilities will ultimately bring longer term benefits.

36. Where appropriate, Equalities Impact Assessments will be carried out for specific schemes to ensure the particular impact on protected groups are assessed and any necessary mitigating actions are taken in line with these duties.

Climate implications

37. City's Officers continuously evaluate the specification of materials used in highway projects, in light of the continued development of sustainable, recycled and re-useable materials that give a whole life valued approach. Consideration is given to the use of sustainable drainage and tree pits to help reduce surface water run off along with increase greening opportunities, wherever underground utility apparatus allows, increasing the biodiversity and climate resilience.

38. Carriageway resurfacing operations will continue to make use of warm mix asphalt and recycled materials wherever appropriate. FM Conway are key to providing a circular economy by recycling the materials taken from the City's roads and producing new asphalt.

39. By utilising older, but serviceable, Yorkstone paving from new scheme sites, we are able to reduce carbon and costs by recycling this paving into reactive repair work, creating a circular economy.

Security implications

40. The Highways Team and FM Conway help manage and maintain various items of security infrastructure on our streets that help keep the public safe in relation to publicly accessible crowded spaces.

Conclusion

41. The City's Highway team's commitment to maintaining a high-quality, safe, and sustainable highway network is clearly demonstrated through its strategic approach, strong partnerships, and consistent performance outcomes. Despite financial pressures and reduced external funding, the City has successfully upheld a near steady state of road condition across the Square Mile, leveraging innovation, efficient contract management, and a risk-based maintenance regime.

42. The additional £70k grant from the Department for Transport presents a valuable opportunity to further enhance the City's streets, supporting targeted smaller scale resurfacing aligned with corporate priorities and public expectations. Approval of this report will enable the City to access these funds, reinforcing its leadership in urban infrastructure management and ensuring continued delivery of safe, accessible, and attractive public spaces for residents, workers, and visitors alike.

Appendices

- Appendix 1 – Local highway maintenance transparency report template (Annex B)

John Grimes
Assistant Director (Highways), City Operations Division, Environment Department

E: john.grimes@cityoflondon.gov.uk

Appendix 1

Local highway maintenance transparency report template (Annex B)

In March 2025 Chief Executives received a letter from DfT announcing highway maintenance funding allocations for 2025/26. The letter set out what information was required to be published and submitted by local authorities and in the interests of transparency some information had to be published on authorities' website by the 30th June 2025.

DfT also required authorities to provide more detailed information to confirm that authorities were following certain best practice criteria (Annex B). This information will need to be received by 31 October 2025 and will need to be signed off by the leader of the council, or the cabinet member with responsibility for highways, and the Section 151 officer.

Annex B - incentive element questions

(1) What is your local authority's assessment of the Gross Replacement Cost / Asset Value of your total highway assets (including bridges, cycleways, footways, drainage, trees et cetera but excluding land), using the HAMFIG or CIPFA methodology and the last available rates?

The City of London Corporation has recently conducted a Gross Replacement Cost / Asset valuing exercise and the GRC is £656,547,673. The depreciated replacement cost is estimated at £385,194,540.

(2) What percentage of your current asset value has been spent on maintenance in each of the last 5 years?

2020-21	0.74%
2021-22	0.65%
2022-23	0.72%
2023-24	1.05%
2024-25	1.02%

(3) Does your local authority use a Customer Service / Satisfaction Survey such as the NHT network? If so, who do you use and how does this get factored into maintenance operations?

The City of London Corporation conducts annual Resident Satisfaction surveys conducted by Forum Research Inc. The results from these surveys reaffirm the Councils priorities set out in the Strategic Plan 2023-27.

(4) Does your authority carry out benchmarking of its performance with other authorities and can you provide evidence of that?

Regular benchmarking is conducted via the London Highways Engineering Group (LoHEG) which is shared with its members. This information supports the City and

other authorities to ensure that the services / specifications used are relevant and provide their users with the required services.

(5) Do you have a highways asset management performance management framework against which you are regularly tracking performance?

The City of London has a Highway Maintenance Policy and Highway Asset Management Strategy to regularly track and improve performance.

(6) What are your key performance indicators (KPIs) for maintenance?

Ensure all sites suitable and sufficient in relation to Health & Safety.
To ensure compliance with TMA and to comply with CCSS best practice
To ensure all preconstruction information and process is provided and adhered to in line with CDM 2015.
Ensure that works are completed within agreed programme milestones.
Effectively managing fault reporting for lighting within the Square Mile.
First time' repair ethos
Effective Management of the Report It process.

(7) Does your authority have, and can you provide a weblink to: a Highways Asset Management Plan (HAMP) and a resilient network plan.

The City of London has a Highway Maintenance Policy, Highway Asset Management Strategy and a Transport Strategy which includes network resilience details.

City of London Transport Strategy

(8) Can you confirm that your local authority has provided, or will provide, DfT with all of the data required under the annual single data list requirements in 2025, namely:
130-01: principal roads where maintenance should be considered.
130-02: non-principal classified roads where maintenance should be considered
130-03: skidding resistance data
130-04: carriageway work done from April 2024 to March 2025
251-01: winter salt stock holdings for winter 2025

Figures have been submitted to the Road Maintenance Stats Team for all the requested data and meetings/discussions have taken place to explain City of London's unique highway network and demographic (such as having no C-class roads etc). Copies of Vaisala AI carriageway condition data has been shared.

251-01: winter salt stock holdings for winter 2025
600 tonnes of rock salt and 8,000 litres of brine solution.

(9) In addition to the data required for the single data list, what other data does your authority collect on the condition of its highway assets, including footways, cycleways, structures, and lighting columns? To what standard do you collect this data and with what frequency?

City of London's "State of the City" database holds information on footway, cycleway and carriageways. CVI type of survey, conducted and updated annually. A spreadsheet file can be provided.
Principal Road Network Surveys on Scrim and Scanner are conducted and collected annually. – TfL portal.
Principal Road Network Surveys are conducted and collected annually. – Vaisala.
Carriageway Condition Surveys are conducted and collected annually -RoadBotics.
Street Lighting – Electrical and Structural tests are conducted every 6 yearly, subject to condition of asset. Timeframes may reduce following any identified asset deterioration.
Structures – Cyclical Principal and General inspections are recorded on BridgeStation.

DfT links for reference

Letter to local authorities about local highway maintenance funding in 2025 to 2026 - GOV.UK

Local highway maintenance transparency report template - annexes A and B to letter - GOV.UK

Committee(s): Streets and Walkways Sub Committee– For Decision Projects and Procurement Sub Committee– For Information Natural Environment Board – For Information	**Dated:** 16 September 2025 14 October 2025 23 October 2025
Subject: Cool Streets and Greening – programme update	**Public report:** For Decision
This proposal: • **delivers Corporate Plan 2024-29 outcomes** • **provides statutory duties** • **provides business enabling functions**	Corporate Plan: - Leading sustainable environment - Flourishing public spaces - Vibrant thriving destination
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Executive Director, Environment Department	Katie Stewart
Report authors: Melanie Charalambous and Ben Bishop, Environment Department	

Summary

This report provides an update on the delivery of the Cool Streets and Greening programme (CSG), which is structured around five phases. This programme is one of the ways that we are meeting the aim of the Climate Action Strategy (CAS) to ensure that our public spaces and infrastructure are resilient to the impacts of climate change and creating a greener and more pleasant City.

The five phases of the programme are as follows:

- Phase One - Pilot projects to test the suitability of climate resilience measures in the City environment.
- Phase Two - Developed projects to adapt existing schemes to include climate resilience measures.

- Phase Three - City greening and biodiversity including re-landscaping of new sites, re-planting of existing gardens and street tree planting.
- Phase Four - Sustainable drainage projects (SuDS).
- Phase Five - Green and Blue Links (extending green corridors and SuDS)

The programme also contains a number of related workstreams including monitoring, mapping of infrastructure, and guidance to support implementation of resilient measures. Since the programme inception in April 2021, the following progress has been made:

- 30 projects have been completed to date.
- Development of three catalogues to help provide designers with guidance on resilience for materials, planting and measures.

A further 22 projects are planned to be implemented over the next 2 years, varying in scale from replanting of existing gardens with more climate resilient plants to the complete re-landscaping of streets and spaces within the public realm. The programme has also been shortlisted for an award under the public space category of the New London Architecture Awards.

Recommendations

Members are asked to:

- Note the content of this programme update.
- Note the extension of the Cool Streets and Greening programme timeframes by 12 months to March 2027. As agreed by the CAS Square Mile Programme Board.
- Note the additional projects being proposed to be delivered in Phase Five through the relevant gateway approval processes, detailed in Appendix 3.

Members of the Streets and Walkways Sub-Committee are asked to:

i. Note that completed project underspends will be reallocated to other projects within the Cool Streets and Greening programme.

ii. Agree that an additional £110K is allocated to the Fann Street project, and £70K is allocated to the St Peter Westcheap project, funded from the programme underspend, outlined in Appendix 1.

iii. Agree a budget of £100k to be released to develop the designs for Phase Five projects to reach the next gateway, funded from the programme underspend, as set out in Table 2.

Main report

Background

1. The Climate Action Strategy (CAS) was adopted by the Court of Common Council on 8th October 2020 with a key ambition to increase resilience in our public spaces and infrastructure. The Cool Streets and Greening programme which seeks to delivery this increased resilience was initially approved by committees in April 2021 with a total budget of £6.8 million funded through On Street Parking Reserve.

2. Officers developed the projects within the programme in close collaboration through the CAS Square Mile Programme Board and extensive stakeholder engagement.

3. The primary focus of the programme is the piloting of different climate resilient interventions within the public realm. With the intention that the lessons learnt from this process will be used in future programmes and business as usual approaches.

4. Initially the programme was divided into four phases (1:Pilot, 2:Developed, 3:Greening and Biodiversity, and 4:Sustainable Drainage).

5. The Cool Streets and Greening programme was originally intended to be a four-year programme (March 2021-March 2025), this was extended by 12 months in 2024 to March 2026.

6. As part of wider agreements of the CAS Square Mile Programme Board it has been agreed to extend the timeframe by 12 months up to March 2027. This is to enable: a fifth delivery phase, extend data collection, delivery of the full construction programme, and to embed lessons learnt.

Current Position

Progress to date on Phases 1-4

7. To date 30 projects have been completed, as well as four tranches of street tree planting and ongoing monitoring across the Square Mile.

8. These projects have been delivered efficiently, and several have had cost savings. Some of the complex and multi-stakeholder projects have been subject to delay, however, these have been managed and provide valuable lessons to the remaining programme.

9. The delivery of the programme is divided into phases with details set out below, (including the new fifth phase):

Phase One (Pilot projects) – to ensure momentum and to get results on the ground as soon as possible, initial pilot projects were developed and schemes already underway were amended to incorporate climate resilience measures.

Phase Two (Developed projects) – The second phase integrated resilience measures into existing schemes at an earlier stage of development. This was to ensure value for money by jointly funding projects.

Phase Three (City greening and biodiversity) – The third phase included sites where climate resilience measures would be most beneficial and to test strategic measures including creating green corridors. This phase includes re-landscaping, climate resilient planting schemes and City-wide tree planting.

Phase Four (Sustainable drainage) – The fourth phase identified sites specifically for incorporation of sustainable drainage systems (SuDS), where rainwater from the immediate catchment could be redirected into newly created raingardens reducing and slowing the flow into the sewer system, whilst providing more greenery in the public realm.

Phase Five (Green & blue links) – The fifth phase includes sites specifically identified to extend the programme impact, by match funding wider projects to ensure maximum benefit for the programme. It focuses on delivering more 'green-links' to extend green corridors and more 'blue-links' continuing the roll out of SuDS as a surface water management approach.

10. 'Replanting for Resilience' (part of Phase 3) projects cover 14 City Gardens. These projects are progressing well and so far works have been completed under budget. A total of £400,000 was allocated to this project. With 10 sites completed, there are four remaining including larger sites such as St Dunstan's in the East and Grants Quay. It is proposed that additional sites are replanted to maximise the benefits of the project and these extra sites will be set out in the next programme update report in 2026.

11. The tree planting project (part of Phase 3) aims to investigate and deliver street trees throughout the Square Mile. This has been completed in tranches over the span of the programme. To date a total of four tranches have been delivered including 64 trees. The remaining budget, is to be utilised to deliver further trees and support the delivery of tree planting at King William Street this coming planting season.

12. Appendix 2 provides a detailed update on all the current projects in the programme.

Lessons learnt from completed Phase 1- 4 projects 2022 – 2025

13. As part of the on-going assessment of the projects implemented through CSG, projects have been monitored and evaluated to build an evidence-based approach. To date 19 projects have been reviewed to assess the positive outcomes, wider benefits, identify improvements and the lessons to take away. This work will continue to be developed to provide a full report on the lessons learnt for the conclusion of the programme.

Positive outcomes:

- Innovative approaches to drought resistant planting design have proven successful, such as the use of alternative mulches in sunnier locations including crushed brick, sand and gravel.
- Successful trialling of new plant species within projects that are providing a range of benefits to biodiversity and climate resilience.
- Stakeholder engagement and partnerships have supported the delivery of complex schemes.
- Officers have developed designs for raingardens that best suit the unique City environment and this ensures that designs are consistent and efficient.
- The programme has also been shortlisted for an award under the public space category of the New London Architecture Awards.

Update on other programme elements:

14. The Cool Streets and Greening programme included from the onset a number of supplementary workstreams to enable the main aims of the programme and also provide strategic direction and policy guidance. This included the following:

- **Natural Flood Management (NFM) pilot** – Whilst there will be limited opportunities from NFM in the Square Mile, a pilot has been developed for use in the Natural Environments to support the Carbon Removals programme.
- **Climate Resilient Measures Catalogue Version 2** – The first version of the catalogue was developed at the beginning of the programme, and it incorporates the interventions being piloted. An updated version was completed in March 2025.
- **Climate Resilient Planting Catalogue Version 2** – The first version of the catalogue was published in Spring 2024. It incorporates industry best practice and includes plants used in already completed replanting schemes. It will be updated before the end of the programme. An updated version was completed in March 2025.

Financial implications

15. The programme is funded from the On-Street Parking Reserve (£6.8m). A further £1m has been approved by the Square Mile Programme Board to come from existing CAS funds.

16. Several projects within the programme combine funding from other sources including S106s, S278s and external contributions delivering wider benefits and meeting multiple objectives. The primary reason for this is that CSG projects are often coordinated with other projects and in these cases the funds can be used to enhance and deliver better outcomes for climate resilience.

17. A number of completed projects have underspends. This is primarily as a result of these projects having progressed smoothly, without encountering issues on site and therefore not requiring use of costed risk provisions. It is proposed that these unspent funds are reallocated across the programme to deliver additional projects and greening opportunities (as well as associated maintenance costs).

18. Underspent projects include, Bevis Marks SuDs, completed in April 2023, Little Trinity Lane completed in April 2025 and Finsbury Circus Western Arm completed in April 2025; From the underspends identified at this stage, a total of £180k is proposed to be reallocated to provide additional funding to two projects from the programme: Fann Street, St Peter Westcheap as set out in table 1.This reallocation will cover additional greening elements as well as maintenance costs.

Table 1 – Budget adjustments and increases for existing projects

Project	**Estimated project costs from latest Gateway reports**	**Additional CSG budget to be allocated from identified programme underspend**
Fann Street	£150,000 – 230,000	£110,000
St Peter Westcheap	£180,000 – 350,000	£70,000
Total		**£180,000**

19. A further £100k is proposed to be allocated to cover the resources required for Phase Five projects to reach the next gateway as outlined in table 2 in the next section of this report.

20. It is proposed that future project underspends also be used to deliver additional projects and greening elements as well as maintenance costs for other remaining projects, including Temple Avenue. Details of this will be set out in future reports.

Commuted sums

21. Originally £6.8m of capital funding was approved to deliver four phases along with some investment in monitoring infrastructure. The budget for CSG must be committed by March 2027.

22. Whilst many projects have existing match funding which has secured maintenance commitments beyond implementation there are some which do not. For these, an agreement has now been reached with the Square Mile programme board to re-allocate £700k of the budget to be held as commuted sums once the programme is completed. The process of handling will be outlined in a handling note to be approved before the end of the programme.

23. A further programme report in mid 2026 will provide an update on spend to date and remaining works.

Phase Five: Blue-Green links

24. The Climate Action Strategy (CAS) has allocated a further £1m to the Cool Streets and Greening programme, extending it to March 2027, and allowing the introduction of 'Phase five'. This additional budget does not come from OSPR and has been secured through wider CAS funds.

25. Phase Five will be delivered towards the end of the programme. The overarching aim is to embed the lessons of earlier phases and expand on its successes. All projects will aim to align with funding opportunities through development and other works. This includes:
    - Creechurch Place - Green-link
    - America Square - Green-link
    - Coleman Street - Blue-link
    - St Dunstan's Hill - Blue-link
    - Gough Square - Blue-link

    Details of these projects and their funding strategies are listed in Appendix 3.

26. Green links are projects that work towards expanding the Square Mile's green coverage, their primary aims are to: Introduce greening, provide biodiverse and climate resilient landscapes, and expand canopy cover; providing stepping-stones between our open spaces and green corridors.

27. Blue links are projects which focus on SuDS, to improve the management of surface water and reduce overall flood risk, through capturing, attenuating, infiltrating and utilising surface water. These aim to better link up the emerging network of rain gardens, soakaways and other SuDS features, providing a network of blue links.

28. Projects will seek to achieve the following:
    - Continue to increase greening to create green corridors and links
    - Introduce more SuDS into the public realm
    - Increase biodiversity through biodiverse planting
    - Increase resilience through climate adaptive planting
    - Introduce greening in parts of the City not previously addressed by other phases of the programme

29. It is recommended that the projects listed in Appendix 3 are approved to be initiated and taken forward to the next gateway, resources required are outlined below in table 2.

Table 2: Phase 5: Resources Required to reach the next Gateway (funded from programme underspend)	
Description	**Cost (£)**
Env Servs Staff Costs	25,000
Open Spaces Staff Costs	15,000
P&T Staff Costs	40,000
P&T Fees	20,000
Total	100,000

Programme development and management

30. From its initiation the programme has been developed with involvement from the CAS Square Mile Programme Board, and has directly involved a cross-departmental officer delivery group including Environmental Resilience, Transport and Public Realm Projects, City Gardens and Cleansing, and Highways.

31. The CAS Square Mile Programme Board has agreed to the extension of the programme to March 2027. This has been done to enable a longer period for data collection and time to gather best practice. The extension will also enable the full delivery of the projects in the programme, and scope in new projects to scale up delivery. To enable this an additional £1 million of funding from the CAS programme has been reallocated to the Cool Streets and Greening programme.

32. The primary aim of the programme has been to trial different climate resilience measures to ascertain which could be most appropriate in the context of the Square Mile and to build capacity within the organisation to deliver these measure. At the end of the programme a number of design approaches will have been developed to enable lessons learnt to be incorporated as business as usual.

Corporate & Strategic implications

33. The Cool Streets and Greening programme contributes to three outcomes identified in the Corporate Plan 2024 -29 (leading sustainable environments, flourishing public spaces, and vibrant thriving destination). The programme includes actions to create a climate resilient City by reducing the risk of overheating and flooding, ensuring our open spaces enrich people's lives, and making the City's streets more accessible.

Legal implications

34. There are no new legal implications arising from this update.

Climate implications

35. The Cool Streets and Greening programme is one of the ways that the City Corporation is meeting the aim of the Climate Action Strategy to ensure that our buildings, public spaces and infrastructure are resilient to the impacts of climate change.

Risk implications

36. No new risks have been identified.

Conclusion

37. The Cool Streets and Greening programme is a key deliverable of the Climate Action Strategy and includes 52 schemes and workstreams to help prepare the Square Mile to become resilient to the impacts of climate change. To date, numerous projects have been completed or are underway that make the Square Mile a greener, more pleasant and more resilient place for the benefit of residents, workers and visitors.

Appendices

Appendix 1: Finance Tables

Appendix 2: Project update table

Appendix 3: Phase Five projects table

Appendix 4: Selected photos and visuals – progress report

Background Papers

Gateway 6: Little Trinity Lane

Gateway 6: Finsbury Circus Western Arm

Report Authors:

Melanie Charalambous, Group Manager, Policy and Projects, City Operations Environment Dept: melanie.charalambous@cityoflondon.gov.uk

Ben Bishop, Environmental Resilience Officer, District Surveyors, Planning and Development, Environment Dept: ben.bishop2@cityoflondon.gov.uk

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Appendix 1 Finance Tables

Table 1 - Programme Update

CAS: Cool Streets and Greening		Approved	Earmarked	Total
Phase	**Activity**	**£**	**£**	**£**
Development	Framework development	50,000	-	50,000
	Resilience measures catalogue	10,000	-	10,000
	Smart sensors and monitoring	85,000	-	85,000
	Data collection and analysis	20,000	-	20,000
	Opportunity mapping and data gaps	75,000	-	75,000
	Site identification and prioritisation	30,000	-	30,000
	Staff costs (public realm/highways/OS)	50,000	-	50,000
Development Total		**320,000**	**-**	**320,000**
Phase 1 Pilot projects to test suitability of climate resilience measures	Bevis Marks	270,000	-	270,000
	Jubilee Gardens	165,000	-	165,000
	Greening Cheapside	180,000	-	180,000
	Riverside Planters	55,000	-	55,000
Phase 1 Total		**670,000**	**-**	**670,000**
Phase 2 Developed projects to adapt existing schemes to include climate resilience measures.	Evaluation and Design	120,000	-	120,000
	Little Trinity Lane	-	505,000	505,000
	Temple Avenue	-	350,000	350,000
	Bank	165,000	-	165,000
	Moor Lane	110,000	-	110,000
	Finsbury Circus	177,000	-	177,000
	Barbican Podium	10,000	-	10,000
Phase 2 Total		**582,000**	**855,000**	**1,437,000**
Phase 3 City Greening and Biodiversity	Evaluation and Design	175,000	-	175,000
	Treeplanting	823,975	-	823,975
	Replanting	400,000	-	400,000
	London Wall/ Moorgate	442,655	345	443,000
	Finsbury Circus Western Arm	438,178	-	438,178
	Fann Street	31,000	119,000	150,000
	St Peter Westcheap	45,000	135,000	180,000
Phase 3 Total		**2,355,808**	**254,345**	**2,610,153**
Phase 4 Sustainable Draingage	Design to G4	185,000	-	185,000
	Evaluation and Design	175,000	-	175,000
	Ludgate Broadway	-	250,000	250,000
	St Andrew Undershaft Churchyard	-	250,000	250,000
	St Andrew Hill	200,000		200,000
	Bread Street (South)	120,000		120,000
	Knightrider Court	229,500		229,500
	Lloyds Avenue	-	353,347	353,347
Phase 4 Total		**909,500**	**853,347**	**1,762,847**
Phase 5	Development	-	100,000	100,000
	Creechurch Place	-	50,000	50,000
	America Square	-	400,000	400,000
	Coleman Street	-	40,000	40,000
	St Dunstan's Hill	-	150,000	150,000
	Gough Square	-	160,000	160,000
	Maintenance	-	100,000	100,000
Phase 5 Total		**-**	**1,000,000**	**1,000,000**
Grand Total		**4,837,308**	**2,962,692**	**7,800,000**

Table 2 - Completed Projects

CAS: Cool Streets and Greening Underspent Projects		Approved *	Spend *	Balance
Project	**Description**	**£**	**£**	**£**
Finsbury Circus Western Arm	(Crossrail Moorgate Urban Integration)	934,746	785,923	148,823
Little Trinity Lane	(Mansion House Station Public Realm Improvements)	840,000	756,065	83,935
Bevis Marks	(City Cluster Bevis Marks - SUDS)	387,000	312,614	74,386
Total		**2,161,746**	**1,854,602**	**307,144**

*includes maintenance

Table 3 - Budget Increases

CAS: Cool Streets and Greening Revised Budgets to the Next Gateway		Current Approval	Adjustments	Revised Budget
Project	**Comments**	**£**	**£**	**£**
Phase 5 - Evaluation and Design	Approved under this report	-	100,000	100,000
Fann Street - 16100524	Separate Gateway 5 reports to be submitted	31,000	110,000	141,000
St Peter Westcheap - 16100525		45,000	70,000	115,000
Total		**76,000**	**280,000**	**356,000**

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Appendix 2: Summary of project progress Phase 1 - 4

Phase	Project and brief description	Update
One (Pilot)	Climate resilient planting (Pedestrian Priority): Planting at several parklets – City-wide	Completed Apr 2021.
	Riverside Planters: An innovative 'dry garden' was planted requiring less watering	Completed Apr 2022.
	Vine Street: 5 street trees were selected for their resilience to trial their suitability for the City	Completed Apr 2022.
	Bevis Marks/Dukes Place: rain gardens and permeable paving with a climate resilient planting palette.	Completed May 2023.
	Jubilee Gardens: As part of the relandscaping of this City Garden, increased greenery and a more diverse and resilient planting palette is being introduced.	Completed Feb 2025
	Greening Cheapside: Sustainable drainage and resilient planting has been introduced to this public space	Complete Jul 2024
Two (Developed)	Bank: As part of the wider junction works, trees, rain gardens and planters are being added to several arms of the junction	Complete Dec 2024
	Little Trinity Lane: A re-landscaping scheme to introduce more greenery and a number of sustainable drainage measures.	Complete Apr 2025
	Moor Lane: various elements are to be introduced including trees and raingardens	Design in progress.
	Finsbury Circus Garden: a major relandscaping project that includes resilient planting and sustainable drainage	Complete Apr 2025
	Barbican Podium: shallow planting beds with a climate resilient palette.	Monitoring commenced August 2022
	Crescent: landscaping, tree planting and rain gardens as part of the creation of a new public space	Removed from programme
	Temple Avenue: Trees and planters to be introduced as part of the enhancement of the southern end of the street.	GW3 approved Jul 2025
Three Re-landscaping	London Wall/ Moorgate: replacement of the lawn area that is in poor condition with a more climate resilient design along with additional tree planting and route through	Completed May 2025
	Finsbury Circus Western Arm: Landscaping of the street to create a new public space.	Completed Apr 2025
	Fann Street: extension of tree planting and introduction of new beds and climate resilience measures	Design in progress, works due to commence 2025 subject to approval of Gateway 5 report.
	St Peter Westcheap: relandscaping and measures to protect the existing tree	Design in progress, works due to commence early 2026 subject to

		approval of Church faculty and Gateway 5 report.
Three (Tree planting)	Season 2022-23	Completed, 59 trial pits, 27 trees planted.
	Season 2023-24	Completed, 37 trial pits, 12 trees planted.
	Season 2024-25	Completed, 39 trial pits, 21 trees planted
	Season 2025-26	91 sites identified to date, 6 successful radar surveys – will include King William Street tree planting (11 trees).
Three (Replanting)	John Carpenter Street	Completed Feb 2024.
	St Mary Aldermanbury	Completed Sep 2023.
	All Hallows on the Wall	Completed Oct 2023.
	Whittington Gardens	Completed Dec 2023.
	St Dunstan's on the Hill	Completed Dec 2023.
	Queen Street Place	Completed Dec 2023.
	Angel Lane	Completed Dec 2023.
	St Olave Silver Street	Completed Apr 2025.
	St Dunstan's in the East Churchyard	Site survey complete, design yet to commence
	Grants Quay	Design yet to commence
	Old Waterman's Walk	Design yet to commence
	St Anne and St Agnes Churchyard	Completed Mar 2025
	St Mary Staining	Completed Mar 2025.
	St Botolph's without Bishopsgate	Design yet to commence
Four (Sustainable drainage)	Ludgate Broadway: raingarden, trees, seating and widened pavement alongside accessibility improvements	Design in progress, works due to commence early 2026 subject to approval of Gateway 5 report.
	Bread Street (South): raingarden and seating	Design in progress, works due to commence late 2025
	Knightrider Court: raingarden, widened pavement and seating. Relocation of disabled parking bays	Design in progress, works due to commence late 2025

	St Andrew Hill: raingarden, trees, and widened pavement	Design in progress, works due to commence late 2025
	Lloyds Avenue: raingardens, trees, and seating	Design in progress, works due to commence early 2026 subject to approval of Gateway 5 report.
	St Andrew Undershaft Churchyard: Re-landscaping and sustainable drainage including capturing rainwater from church roof	Works commenced July 2025. Completion due November 2025

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Appendix 3: Proposed Phase Five projects

Project	Description	Next steps and timeframe	Match funding & source (£)	CSG contribution (£)	Total est. cost (£)
Creechurch Place *Green-link*	Introduction of greening in the plaza outside of 1 Creechurch Place.	Gateway: 1/2 Autumn 2025 Sep 2025 – Mar 27	Est. 500,000 External contribution	50,000	500,000 – 550,000
America Square *Green-link*	Closure of carriageway to create new area of public realm with extensive greening, to be progressed once Fenchurch Healthy Streets plan approved..	Gateway: 1/2 December 2025 Sep 2025 – Mar 27	300,000 – 400,000 Source: S106, S278 and external contributions.	400,000	700,000 – 800,000
Coleman Street *Blue-link*	Introduction of SuDS and redesign of the public realm, through introducing permeable paving to support and enhance existing trees.	Gateway 1/2 Late 2025 Sep 2025 – Dec 26	S106 and external contributions TBC.	40,000	40,000
St Dunstan's Hill *Blue-link*	Relandscaping project to deliver SuDS tree pits through reallocation of carriageway and creation of new public realm, to be progressed once Fenchurch Healthy Streets plan approved.	Gateway 1/2 Jan 2026 Jan 2026 – Mar 27	S106 and external contributions.	150,000	150,000
Gough Square *Blue-link*	Introduction of SuDs, new planting, and adjustments to extend the existing footway, if	Gateway 3/4 late 2025	S106 and external contributions.	£160,000	£160,000

	feasible, and the enhancement of the public realm.	Sep 2025 – Mar 27			
Costs to get to next gateway			-	100,000	100,000
Maintenance			-	100,000	100,000
Total			**£800,000 – 900,000**	**1,000,000**	**1,750,000 – 1,900,000**

Cool Streets and Greening

Progress Report

CITY OF LONDON

Executive Summary:

The City of London Corporation is the governing body of the Square Mile, dedicated to a vibrant and thriving City, supporting a diverse and sustainable London. The Cool Streets and Greening (CSG) Programme is a flagship initiative of the City of London Corporation, approved in April 2021 to deliver on the ambitions of the Climate Action Strategy (CAS).

With a total investment of £7.8 million, the programme is transforming the Square Mile's streets and public spaces to address the growing risks of climate change, such as overheating, flooding, and biodiversity loss; while enhancing the quality and resilience of the urban environment.

The programme is delivering **50 projects** across five phases. To date completed projects have led to the enhancement of **17,110m² of public space**, equivalent to **66 tennis courts**, and the assessment of over **450 locations for tree planting.**

These interventions include drought-tolerant planting, climate-resilient trees, rain gardens, and permeable paving, all contributing to cooler, greener, and more accessible public spaces.

The programme is underpinned by an interdisciplinary, collaborative, cross-departmental approach and supported by leading experts from a range of fields. The programme not only mitigates climate risks but embeds long-term resilience, sustainability, and inclusivity into the fabric of the Square Mile, ensuring it remains a thriving place for generations to come.

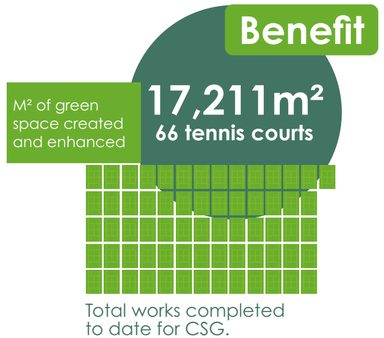
- **£7.8 million invested across five phases**
- **A total of 50 projects**
- **17,110m² of public space enhanced to date – equivalent to 66 tennis courts**

Key Statistics:

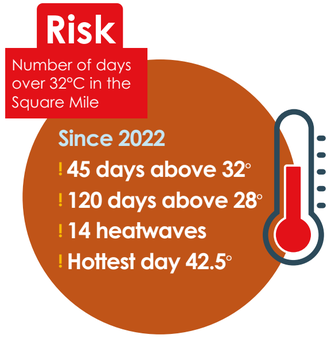
The CSG programme supports the City Corporation's ambition for **inclusive and sustainable growth.** In 2024 alone, **120 individuals** participated in related activities, contributing a total of **1,320 hours** through **biodiversity surveys, educational sessions,** and **guided walks.**

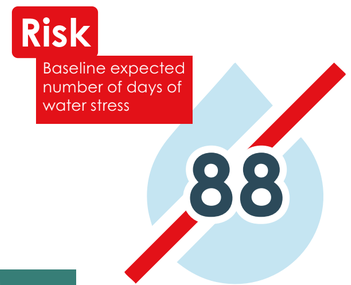
These efforts are helping to embed climate resilience into the City Corporation's operations and foster a sense of community ownership.

To monitor the effectiveness of interventions, the City is using an **integrated climate sensor network.** This data is being used to model environmental impacts and inform future planning, ensuring that the programme remains adaptive and evidence-led.



- **Integrated climate sensor network deployed**
- **120 individuals engaged in 2024**





Cool Street and Greening Projects Map: Selection of 20 of the 50 projects from the programme helping to create greener and more resilient Square Mile.

KEY:

Area-wide Tree Planting

1. New Change Garden
2. St Mary Aldermanbury
3. Little Trinity Lane
4. Bevis Marks SuDS
5. Jubilee Gardens
6. Riverside beds
7. Fann Street
8. Knightrider Court
9. St Andrews Undershaft
10. Finsbury Circus and Western Arm
11. Temple Avenue
12. St Andrew's Hill
13. Bread Street
14. Ludgate Broadway
15. Bank
16. Moorgate London Wall
17. Vine Street
18. St Peter Westcheap
19. St Dunstan's in the East
20. Whittington Gardens

Overview:

Cool Streets and Greening aims to transform the Square Mile's streets and public spaces, making them resilient and attractive, and ensuring the future wellbeing of the City community.

Climate projections for the City of London indicate a future of hotter, drier summers, warmer, wetter winters, and more frequent extreme weather events, and sea level rise.

These changes present six key climate resilience risks. The programme is actively addressing these risks by implementing measures that increase shading and cooling, support urban biodiversity, introduce drought-tolerant planting, and create flood-resilient infrastructure.

£7.8m is being invested into five phases of the programme, comprising a total of 50 projects. Each phase targets climate change impacts to reduce urban heat, alleviating flood risk, and increase biodiversity; providing more resilient, greener and pleasant public spaces.

Acceleration of tree planting has grown the urban forest canopy for future generations and extensive mapping has enabled the prioritisation of opportunities to create cooler and greener pedestrian routes.

The aim is to connect the cooler routes to others beyond the borough boundary. Linking into wider frameworks such as the Local Nature Recovery Strategy and All London Green Grid.

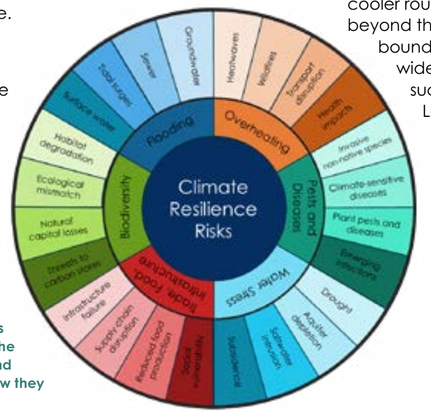
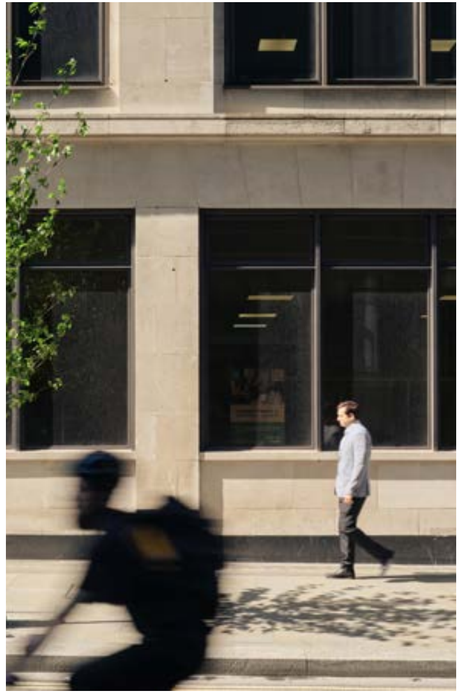


Figure 1: The climate resilience risks wheel shows the six different risks that could impact the City Corporation and Square Mile and how they could occur.



Tree Planting-Houndsditch: Acceleration of tree planting was made possible through the Cubic Mile project, working in partnership with the British Geological Survey (BGS) enabled us to take a subsurface approach to planning new street trees, navigating below-ground constraints.

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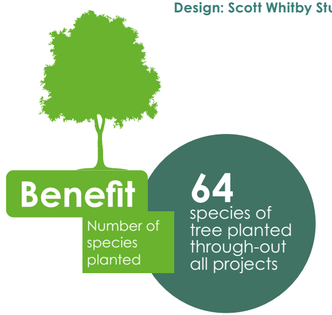
New Change Garden: Working together with Cheapside Business Alliance, Hoare Bank and Landsec, New Change was designed with circularity and resilience in mind, re-purposing felled plane trees and river wall granite into benches; enhancing the existing trees retaining shade and using permeable paving for surface water management.

Design: Scott Whitby Studio



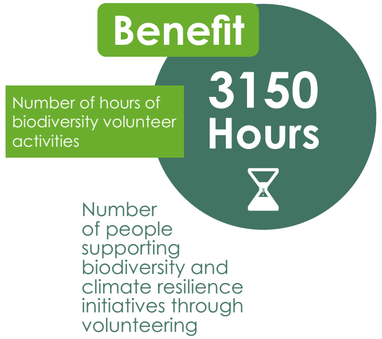
Progress to date:

Projects to date include greening and relandscaping streets and public spaces, trialling "xeriscape" drought-resistant planting, introducing new species of climate and disease-resistant trees and plants, and the addition of rain gardens and permeable paving. These measures provide greener, shaded walking routes and an enhanced public realm, as well as adding seasonal interest and improving biodiversity.

To date, the programme has prioritised and investigated over 450 locations for tree planting and led to the enhancement and creation of 17,110m² of public space across the Square Mile, the equivalent of 66 tennis courts.

The projects have incorporated trials and pilots in order to test the best approach for greening and cooling the City. The aim is to use the outcomes and learning to transition to business as usual, ensuring best practice for future public space projects, including updated policy, design guides and toolkits.

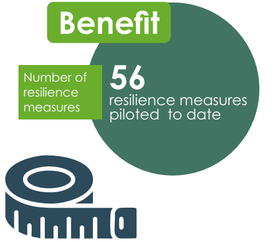
A collaborative project team comprising of officers from the Transport & Public Realm, Highways, City Gardens, and Environmental Resilience ensures a joined-up approach to project delivery. These partnerships allow projects to access additional funding opportunities, provide multiple benefits, and enable shared learning from innovations.



Wider benefits include more opportunities for active travel and improving accessibility in the public realm.

Each project is designed to take account of site context and constraints, including movement, sunlight, depth, utilities and townscape. The project team have appointed innovative architecture, urban design and landscape experts to design the spaces. These include Studio Weave architects, Tom Massey, Scott Whitby Studio, Growth Industry, Project Centre and LDA. This ensures the highest quality outcomes for the public spaces.

Jubilee Gardens: A hidden oasis in the heart of the City. Planting uses a reclaimed crushed brick mulch to improve moisture retention.



St Mary Aldermanbury: Replanting for Resilience! St Mary Aldermanbury offers a range of nectar rich planting for pollinators, enhancing biodiversity and ecological resilience. The project was implemented in partnership with Westminster College in Missouri which is now home to the sites original church.

Completed projects

Finsbury Circus Gardens: Cool Streets and Greening provided match funding to enhance the resilience of the Finsbury Circus project, the City's largest public park and garden.

Design Studio Weave

Little Trinity Lane: Flood resilience at Little Trinity Lane, which captures surface water running down Garlick Hill storing it in the beds to irrigate plants.

Design: Growth Industry

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Bevis Marks SuDS: Future proofing our streets to flooding. Rain gardens in the east of the City capture and store surface water, interconnected with permeable paving and featuring ZiNCO, a medium used for its lightweight and hydraulic efficiencies.

Design City of London Corporation

© Katrina Campbell

Jubilee Gardens: Offering respite from heatwaves and access to nature, Jubilee Gardens has been completely re-landscaped to maximise trees and plants for biodiversity.

Design: Studio Weave and Tom Massey

Riverside beds: An innovative approach to planting design the riverside beds were re-designed with future climate in mind. Utilising 'xeriscape' principles drought tolerant species were planted into a range of soils and mulches including sand and crushed brick. The project was delivered in partnership with local schools, who also assist with ongoing monitoring.

Design City of London Corporation

Bank Junction Junction: Rain gardens designed to capture surface water from the footway and the carriageway installed along Queen Victoria Street.

Design: City of London Corporation

Finsbury Circus Western Arm: A new series of beds created on what was previously a road creating a green link into Finsbury Circus Garden and a new area of public realm.

Design: Studio Weave and Tom Massey

London Wall Moorgate: A redesign of existing public space which enhances biodiveristy, creating a new and inviting public realm outside of Moorgate station.

Design: LDA

New Change Garden: A redesign of the landscape surrounding mature beech trees in the shadow of St Pauls along the City's retail district, the garden uses permeable paving to manage surface water promoting sustainability and resilience.

Design: Scott Whitby Studio

Future projects

Fann Street: Bringing nature closer to people is at the core of the Fann Street project, which has engaged the local community to co-design the scheme and leverage support for its implementation, with the aim of creating steppingstones to enhance biodiversity and connectivity.

Design: Scott Whitby Studio

Knightrider Court: Innovating SuDS in the City using Hydrorock systems to help store more surface water, whilst offering new public realm with access to cafés in the shadow of St Paul's.

Design: City of London Corporation

St Andrew Undershaft Churchyard: Integrating future-proof design with historic architecture, St Andrews Undershaft churchyard captures rainwater from the church's roof to store it in new planting beds. The scheme features permeable paving, more greenery, increased seating and offers a revitalised space for public enjoyment and biodiversity.

Design: Growth Industry

Contacts

Environmental Resilience team

environmental.resilience@cityoflondon.gov.uk

Transport and Public Realm Policy and Projects

policy.projects@cityoflondon.gov.uk

City Gardens

citygardens@cityoflondon.gov.uk

Committees:	**Dates:**
Streets and Walkways Committee *[for decision]* Projects and Procurement Sub *[for information]*	16 September 2025 14 October 2025
Subject: Smithfield Area Public Realm and Transportation Programme (Phase 1b) **Unique Project Identifier:** PV Project ID: 11956	Complex **Issue Report (last report Gateway 3 Issue Report)**
Report of: Executive Director Environment **Report Author:** Clarisse Tavin and James Aggio-Brewe, City Operations	**For Decision**
PUBLIC	

1. Status update	**Project Description:** The Smithfield Area Public Realm and Transportation Programme aims to provide a holistic vision and coordinated approach to the delivery of new public spaces and improved environment in the Smithfield area. This is to be delivered in line with the Transport Strategy, the Climate Action Strategy and Destination City. It responds to the anticipated increase in the number of visitors to the area following the opening of the new London Museum (LM), the redevelopment of the Annexe Buildings, and the future transformation of the Meat Market. Thie project is developed in phases (see below) and this report relates to Phase 1b of the programme - Wider public realm improvements - which is part of a phased approach to align with the London Museum development and associated S278 improvements (see Phasing Plan in Appendix 3). • Phase 1a (S278 project): Improvements to pavements around the future London Museum to be covered by the S278 Agreement, together with interim public realm

	improvements on West Smithfield. The aim is for this phase to be completed in time for the opening of the London Museum General Market site, which is planned for summer 2026. • Phase 1b: Wider public realm improvements around the new Museum site (both General and Poultry Markets). This includes the potential closure of West Smithfield and associated pedestrianisation of that street, with additional public realm improvements including planting, seating and historical interpretation. Phase 1b is programmed to be completed around the time of the full opening of the London Museum (expected Q4 2028), subject to any change to the programme required to accommodate the redevelopment of the Annexe Buildings. This phase is the subject of this report. • Phase 2: Public realm improvements in the area surrounding the Meat Market site. Delivery will be coordinated with the redevelopment of the Meat Market. **RAG Status:** Amber (last report: Green) **Risk Status:** Medium (last report: Low) **Total Estimated Cost of Project (excluding risk):** *£12m* **Change in Total Estimated Cost of Project (excluding risk):** N/A **Spend to Date:** £ 1.3m **Costed Risk Provision Utilised: £**0 **Funding Source:** OSPR **Slippage:** The project has slipped by approximately six months. This is in part due to: • Focussing staff resource on finalising the S278 legal agreement and design and engagement with the Museum on the emerging public realm design.(Phase 1a). The legal agreement still needs to be signed by the London Museum. The S278 requirements needed to be finalised in order to encompass them within the wider Phase 1b design. • Discussions with TfL are required regarding the potential closure of West Smithfield and the traffic changes required to enable the closure to proceed. The closure of West Smithfield will require changes to the junction of Farringdon Street with Snow Hill and/or the Charterhouse St junction. Farringdon Street is part of the Transport for London Road network (TLRN). It is necessary for both us and TfL to be comfortable that these changes are feasible ahead of any large scale public consultation.

2. Requested decisions	**Next Gateway:** Gateway 4 - Detailed Options Appraisal (Complex) **2.1 Progress to date on Phase 1b** • The detail design (RIBA Stage 3) for the public realm area surrounding the new London Museum (Phase 1b) is currently being developed. Early engagement with internal stakeholders and with the London Museum board have taken place. • The traffic changes needed to be able to close West Smithfield as proposed are understood. Detailed work to get the necessary approvals from TfL and ensure that the new layout is optimised needs to be undertaken and is the main reason for the request for additional funding within this report. • The lighting element of the project was progressed to detailed design stage, and a lighting trial was delivered in June 2025. It is anticipated that the lighting will be delivered to align with the phased opening of the General Market and Poultry Market as part of the Museum's opening timeline. • Long Lane COLSAT completed. **2.2 Requested Decisions:** • That an additional budget of £325k is approved for the Smithfield Area Public Realm project, funded from the approved in principle £12m OSPR project funding,. • Agree the revised current project budget of £1.945m (excluding risk). • Provide delegated approval to the Executive Director Environment for funding to be received from the Culture Mile BID to support temporary enhancements delivered as part of Phase 1a (see paragraph 6.4). **2.3 Project Update (phase 1b)** 2.3.1 A Gateway 3 Issue report was approved in July 2024 and provided an update on the progress made to date. It was agreed for this project to restart and run in parallel with the requirements for London Museum S278 project. 2.3.2 The July 2024 report noted that RIBA Stage 3 public realm design would commence once the scope of the London Museum S278 agreement was understood. This has progressed and has been developed focusing

	on the needs of the public realm for this area. The traffic management requirements to facilitate this are understood but now need to be fully detailed and start their approvals process before the public realm design can be consulted upon. 2.3.3 The next stage of work involves completion of the detailed design, traffic modelling and engagement with TfL and LB of Islington. This will be followed by the submission of the Gateway 4 report in early 2026 and a public consultation on the preferred option. <u>Museum of London S278 project</u> 2.3.4 The General Market building is anticipated to open to the public in 2026. As part of that phase of opening, West Poultry Avenue will be stopped up and closed to traffic permanently and become the main entrance to the Museum. The second part of the museum opening for the Poultry Market building is planned for Q4 2028. 2.3.5 The S278 project (Phase 1a) and this public realm project (Phase 1b), will have to dovetail with the Museum developments timescales, accommodating the use of highway for the completion of the building works where needed post 2026. 2.3.6 The aim is to deliver the S278 works around the General market in 2026 and complete the S278 works around the Poultry Market and the wider public realm works in 2028. See indicative Phasing Plan in Appendix 3. 2.3.7 There has been a delay in the Museum signing the S278, with a high associated risk of delay to the delivery programme and works. This may mean that the S278 works are not fully completed in time for the planned Museum opening in July 2026. 2.3.8 It is also proposed to collaborate with the Culture Mile Business Improvement District (BID) on interim proposals aimed at enhancing the area during the construction period. These may include temporary installations such as seating, greening, pavement treatments, murals, artistic features, and lighting installations. The BID has indicated that they may be prepared to contribute to the cost of delivering interim improvements. Delegated approval to receive these funds is sought as part of this report. 2.3.9 The London Museum have expressed that they would like to see West Smithfield closed to traffic when the General Market of their site opens in 2026. Officers will investigate if this is possible, however it has only

	been recently confirmed by the London Museum that they did not require the use of West Smithfield for the continuation of their construction for the Poultry Market and operation of the General Market building. As a result, it will be very challenging to deliver an earlier closure, particularly given the complexity of changing access from Farringdon Street, and that closing this street will require a statutory consultation process, as highlighted elsewhere in the report. <u>Annexe and Meat Market programme</u> 2.3.10 The project team has continued to liaise with the City Surveyor's and in particular the new Market Sites Regeneration Programme team on both the Phase 1 improvements around the Museum site and the longer-term public realm improvements around the Meat Market area post any redevelopment (Phase 2). Engagement continues whilst plans for this area are developed. 2.3.11 Timings for the Annexe development need to be confirmed once the preferred developer is in place. The City Surveyor Team is working with the Environment Team to ensure alignment between both schemes. There is a risk that the construction requirements for the Annexe Buildings may impact on delivery of some of the wider public ream improvements. These requirements and any impacts are not yet known, but ongoing engagement is taking place. 2.3.12 It is expected that the full public realm vision for the whole area will not complete until at least the mid-2030s, following the redevelopment of the Meat Market area.
3. Budget	Funding requested to reach the next Gateway. *Table 1: funding table to reach next gateway*

Item	Reason	Cost (£)
Consultant Costs (fees)	Traffic modelling with TfL, Traffic surveys as required, stakeholder engagement, public realm design work, Healthy Street Assessment	£225,000

P&T Staff Costs	Project management	£50,000
P&T Highways	Design engineering costs	£50,000
Total		**£325,000**

1) Fees for consultancy services – to be used on TfL engagement, design work and traffic surveys and modelling, as well as stakeholder engagement. Consultants will be procured through the usual procurement guidelines and procedures.
2) Staff time for 2 days per week for 6 months (combined with the S278 report to make around 3 days per week for 6 months)
3) Staff time for a highways engineer to carry out detailed design work.

Costed Risk Provision requested for this Gateway: £0k

See detailed Funding tables in Appendix 2.

4. Issue (update) description

4.1 It was anticipated that a Gateway 4 report would be presented to members in the summer of 2025.

4.2 However, as noted above, there has been a slippage of approximately six months due to focussing staff resource on trying to finalise the S278 design and agreement, and in understanding what the traffic requirements would be to be able to progress a closure on West Smithfield to begin meaningful discussions with TfL.

4.3 The Gateway 4 report will now be submitted in mid 2026.

4.4 In order to get to Gateway 4 further funding will be required for the following items:

- Carrying out the required traffic modelling and audit process with TfL on the potential traffic changes required to enable the closure of West Smithfield to traffic. This will include optioneering for the right design for the junction of West Smithfield/Snowhill and Farringdon Street to allow for required turning movements and improve the junction for people walking and Wheeling. Options for a right turn from Farringdon Street to Charterhouse Street will also be explored an alternative access point to the area.
- Ongoing engagement with local stakeholders in the area
- Finalising the public realm design for the area around the Museum site and key routes to the Museum.
- Preparing for public consultation, which is planned to take place immediately after Gateway 4 approval.

4.5 Following the COLSAT assessment carried out for Long

	Lane, design work on improvements to this street will also be undertaken and included in the forthcoming Gateway 4 report. The aim of this work is to improve accessibility and comfort for people walking and wheeling to the museum from the Farringdon East Elizabeth Line entrance and from the Barbican tube station. There is also a S278 agreement with a hotel development on Long Lane, and therefore these works can be coordinated to achieve a wider improvement.
	Next steps: The key next steps are: 1. Continue the development of the design for the wider public realm around the Museum boundary and for improvements to Long Lane. These will be progressed to detailed design to be presented at Gateway 4 2. Continue stakeholder engagement where needed, including engagement with the London Museum and Culture Mile BID. 3. Develop the design for the interim public realm improvements that will be in place for the museum opening. 4. Carry out the Healthy Streets Design Check and undertake an EQIA assessment on the developing design for the Smithfield Area. 5. Pedestrian and traffic modelling to be developed and start the appropriate approvals with TfL to assess the potential traffic changes in the area, aligning with TfL processes and standards 6. Start to prepare materials for public consultation with the intention to undertake public consultation on the proposed design for the area after Gateway 4 approval.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance tables
Appendix 3	Location and Phasing Plan
Appendix 4	Risk Register

Contact

Report Author	Clarisse Tavin / James Aggio-Brewe
Email Address	Clarisse.tavin@cityoflondon.gov.uk
Telephone Number	02073323634

Appendix 1: Project Coversheet

Project Coversheet

[1] Ownership
Unique Project Identifier: 11956 **Report Date:** 06/09/2025 **Core Project Name:** West Smithfield Public Realm **Programme Affiliation**: City Transport Strategy , Climate Action Strategy, Destination City **Project Manager:** Clarisse Tavin / James Aggio-Brewe **Next Gateway to be passed:** 4

[2] Project Brief
Project Mission statement: To provide new public spaces and improved environment in West Smithfield in line with the planned implementation of the Look and Feel Strategy, Healthy Streets Plan, the Climate Action Strategy, and the development of Destination City. The project will aim to achieve the following outcomes: 1. The character of the area is revealed, celebrated and protected 2. People feel safe as a result of high-quality, human-centred, integrated security design 3. There is a well-functioning and accessible public realm which delivers aims within the City Transport Strategy and which makes significant improvements to the Healthy Streets Indicators for the area 4. The proposed museum and re-purposed market buildings have the best possible journey, arrival, and welcome for all visitors, residents and workers 5. The urban spaces around Smithfield are engaging and allow for cultural activity to take place within them 6. The public realm is flexible and future-proofed, with delivery of change in the area phased to align with the needs of the proposed new Museum and Central Markets developments 7. The different building uses within the area of study are understood and complement each other, with the public realm successfully knitting these buildings together 8. The public realm is designed to be a leading exemplar for sustainable design 9. The public realm supports communities and businesses in the local area by providing an environment that supports well-being and economic development The Look and Feel Strategy objectives that will be achieved through the project include: - Create a Culture Spine - Take the Inside Out - Discover and Explore The project will fulfil the following aims in the City's Corporate Plan:

1c, 3b, 9d, 10c, 11a.

Definition of need:
The project respond to several major transformations in the area as follows:

- The City's Transport Strategy has set out the Barbican and Smithfield Area as a site for a 'Healthy Streets Plan'. This plan will identify functional changes to the street/road network to accommodate the anticipated transformation of the area.

- The project is also a crucial part of the development of Culture Mile and will deliver large parts of the Look and Feel Strategy implementation.

- The project is within the emerging Smithfield & Barbican Key Area of Change (Policy S23) in the emerging City Plan 2036.

- It is proposed that the Museum of London will move into a new site in Smithfield, which currently has poor public realm, a propensity of hard landscape, traffic-dominated streets and provides little in the way of welcome to the area. The project is needed to transform the area into one that is fitting for a major new museum. The whole public realm around the full market site – including the buildings being developed by the Museum and those considered by the Markets Co-location Programme – will necessarily need to change to reflect the new uses of the buildings. By aiming to deliver designs for the public realm in the West Smithfield area, this project will provide the framework for these future changes.

- The City has also established a programme to consider the future of Smithfield Market in a new consolidated site along with the City's other wholesale markets. A Markets Co-location Programme (MCP) has been initiated to develop suitable options. The relocation of the Wholesale Meat and Poultry Market to a different site would create the opportunity to redevelop the current market site for a different use, and any relocation would have a huge impact on the area of Smithfield, including its public realm.

- The City has approved a Climate Action Strategy. The Smithfield public realm project an opportunity for local climate action and has as a project objective: 'The public realm is designed to be a leading exemplar for sustainable design'. This will be undertaken through additional new greening and planting; use of circular economy principles; and introduction where possible of Sustainable Urban Drainage (SUDs).

<u>Risk</u>
The relevant references in the Corporate Risk Register that relate to this project are:
CR21 Air Quality, CR20 Road Safety

Key measures of success:
NB - KPIs will be finalised on receipt of the appropriate Baseline information. Research to provide this information is ongoing.

1) Increased high-quality Public realm – materials, space, accessibility, historic interpretation elements
2) Increased quantity of greenery in the area; improved flood risk mitigation measures
3) Improved air quality
4) Reduction in vehicle movement in line with aims of the transport strategy; improved road safety
5) Number of visitors increases

[3] Highlights

Finance:
Total anticipated cost to deliver [£]:£12m
Total potential project liability (cost) [£]: n/a
Total anticipated on-going commitment post-delivery [£]: Maintenance costs tbc.
Programme Affiliation [£]: Culture Mile Programme
Headline Financial changes:

Since 'Project Proposal' (G2) report: ◄► £90,000 approved at Gateway 1/2. A further £625,000 was requested via an Issue Report to progress to Gateway 3.
Since 'Options Appraisal and Design' (G3-4) report: £75,000 was approved to progress some works on salvaging surface material via an Issue Report in December 2021, and £130,000 were further approved in March 2023. Further Issues reports have pushed this up to £1.63m before the approval of this report.
Since 'Authority to start Work' (G5) report: n/a

Project Status:
Overall RAG rating: Green
Previous RAG rating: n/a

[4] Member Decisions and Delegated Authority

[5] Narrative and change

Date and type of last report:
Issue Report in July 2024

Key headline updates and change since last report.

- A Gateway 3 Issue report was approved in December 2021 and provided an update on the progress made to date, outlined the programme change, and set out the project next steps
- The project has been phased to align with key dependencies projects as follow (see Phasing Plan in Appendix 3):

    - Stage 3.1: Overarching strategies and approaches to develop elements of the Concept Design and to test feasibility
    - Stage 3.2: Completed Developed Designs for Area 1 (area around the future Museum of London site)
    - Stage 3.3: Completed Developed Designs for Area 2 (area around the future Meat Market site)
- Stage 3.1 is now complete.
- The Museum of London development in West Smithfield resubmitted its application in Autumn 2022. The New Museum of London intends to host opening events in late 2025, with the General Market and West Poultry Avenue open to the public in mid-2026.
- It is anticipated that Stage 3.2 of the public realm project design for Area 1 will commence when the broad scope of the Museum of London S106 agreement (and within this document the outline scope of its associated S278 agreement) is understood.

Headline Scope/Design changes, reasons why, impact of change:

Since 'Project Proposal' (G2) report: Extension of scope to include the full West Smithfield area for concept design.
Since 'Options Appraisal and Design' (G3-4 report): *n/a*
Since 'Authority to Start Work' (G5) report: n/a

Timetable and Milestones:

Expected timeframe for the project delivery: Area 1 implementation to start by end 2026; Area 2 implementation to be complete by 2030's to align with the Meat Market programme.

Milestones:

1)	Governance set up and agreed (May 2019)
2)	Project objectives and scope agreed through initial stakeholder engagement (May 2019)
3)	Relevant surveys undertaken to inform setting KPIs (September 2019)
4)	Research and Baseline report completed, including traffic surveys (September 2019)
5)	Procurement of consultants for concept design and developed design stages for the public realm (June – December 2019)
6)	Procurement of consultants/ services for transportation surveys to support the Healthy Streets (HSP) work (June – July 2019)
7)	Completion of the concept design (October 2020)
8)	Gateway 3 report and stakeholder engagement (December 2020)
9)	Developed design for the public realm for Area 1 and subsequent Gateway 4 approval (Summer 2023)
10)	Technical Design (construction package) for Area 1 and Gateway 5 approval (2026)
11)	Construction begins (2026/2027)
12)	Post construction, Gateway 6 report, and monitoring (through 2030's)

Are we on track for this stage of the project against the plan/major milestones? yes

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

Risks and Issues

Top 3 risks:

Risk 1: Funding	*Description*	*The sources of project funding and the release of funds is not agreed in time to progress the project*
	Mitigation	*Project funding confirmed via committee reports in good time.*
Risk 2: Partnership/ Timing	*Description*	*There are many different project dependencies and elements to be phased. There is a risk that these elements may not be complete in a time that is appropriate for the dependencies e.g. the Museum of London opening.* *There is a risk that the public realm project may have to be updated if the dependency projects are cancelled*
	Mitigation	*Commission key work, e.g. transportation studies and concept design, in a timely manner* *Close working with dependency project teams to understand programmes and risks relating to their work*
Risk 3: Complexity/ Partnerships	*Description*	*Decision-making processes delayed due to the complexity of the project*
	Mitigation	*Set up robust governance for the project and a clear communications strategy*
Risk 4: Reputation/ Objections	*Description*	*The project may recommend changes which may create some opposition from groups (i.e. measures to reduce traffic that include road closures).*
	Mitigation	*Stakeholder engagement will be thorough to understand where this risk may occur and plan accordingly; and key messages setting out the rationale for change will be drafted.*
Risk 5: Scope (Environmental)	*Description*	*The scope of the project is scaled back, which would mean that the project does not deliver the impact required to meet the goals in the Transport Strategy and the Climate Action Strategy, nor the ambitions of Culture Mile.*
	Mitigation	*Public Realm consultants are preparing design options that meet the ambitious scope of the project*

See 'risk register template' for full explanation.

Top 3 issues realised

Issue Description	Impact and action taken	*Realised Cost*
n/a		

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?
Yes- the wider Museum of London project, the MCP, and Culture Mile initiatives are generating public interest and have media/ comms strategies in place.

Table 1: Spend to Date -			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Env Servs Staff Costs	£ 49,500.00	£ 22,107.52	£ 27,392.48
Legal Staff Costs	£ 20,020.00	£ 0.20	£ 20,019.80
Open Spaces Staff Costs	£ 18,600.00	£ 8,039.05	£ 10,560.95
P&T Staff Costs	£ 340,761.83	£ 340,334.57	£ 427.26
P&T Fees	£ 991,597.00	£ 806,090.00	£ 185,507.00
Env Servs Works	£ 60,000.00		£ 60,000.00
TOTAL	**£ 1,480,478.83**	**£ 1,176,571.34**	**£ 303,907.49**

Table 2: Resources Required to reach the next Gateway			
Description	**Approved Budget (£)**	**Adjustment Required (£)**	**Revised Budget (£)**
Env Servs Staff Costs	£ 49,500.00	£ 50,000.00	£ 99,500.00
Legal Staff Costs	£ 20,020.00	£ -	£ 20,020.00
Open Spaces Staff Costs	£ 18,600.00	£ -	£ 18,600.00
P&T Staff Costs	£ 340,761.83	£ 50,000.00	£ 390,761.83
P&T Fees	£ 991,597.00	£ 225,000.00	£ 1,216,597.00
Works	£ 60,000.00	£ -	£ 60,000.00
Costed Risk Provision	£ 35,000.00	£ -	£ 35,000.00
TOTAL	**£ 1,515,478.83**	**£ 325,000.00**	**£ 1,840,478.83**

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Appendix 3: Plans of the area

A: Project Area

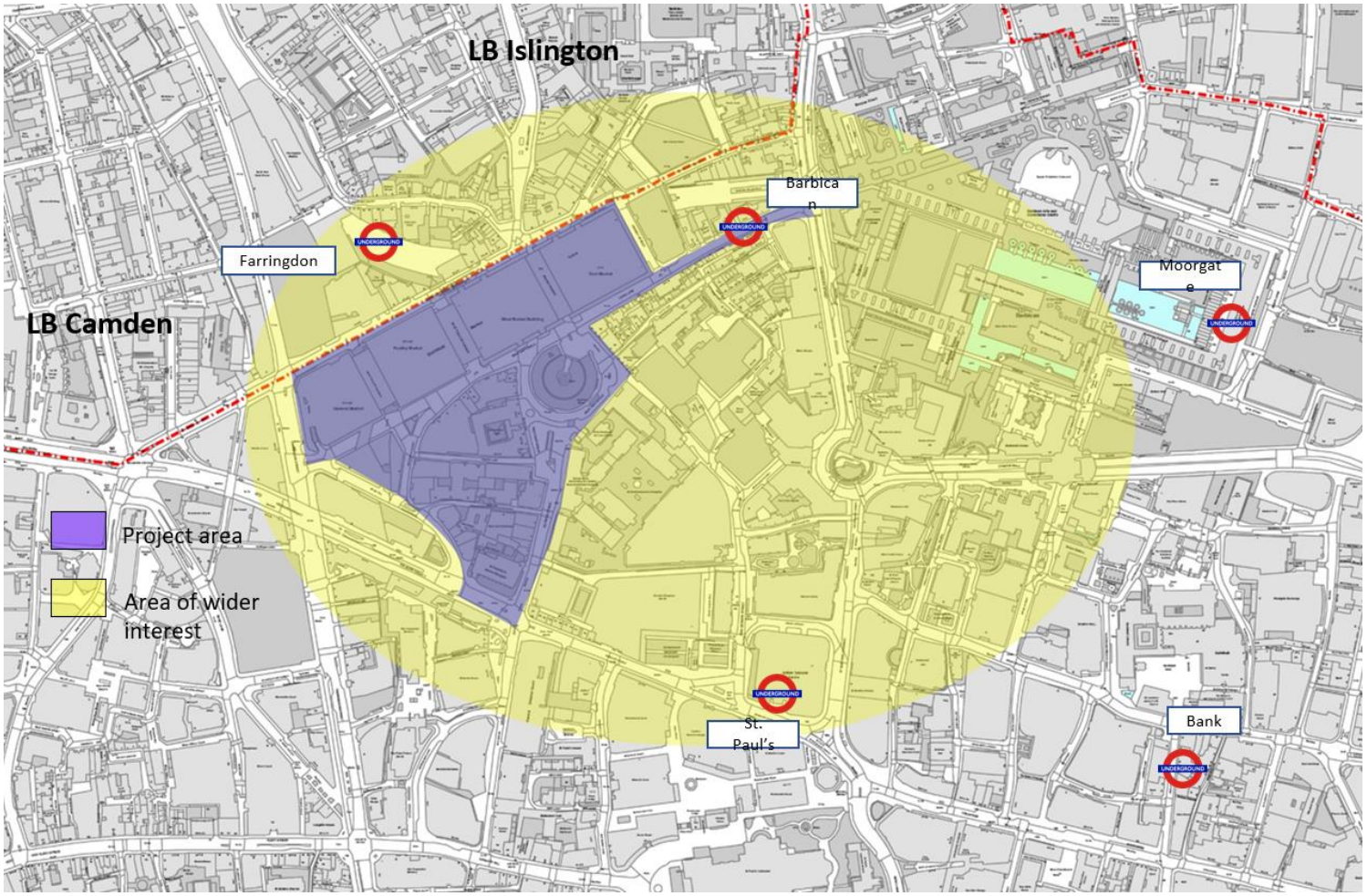
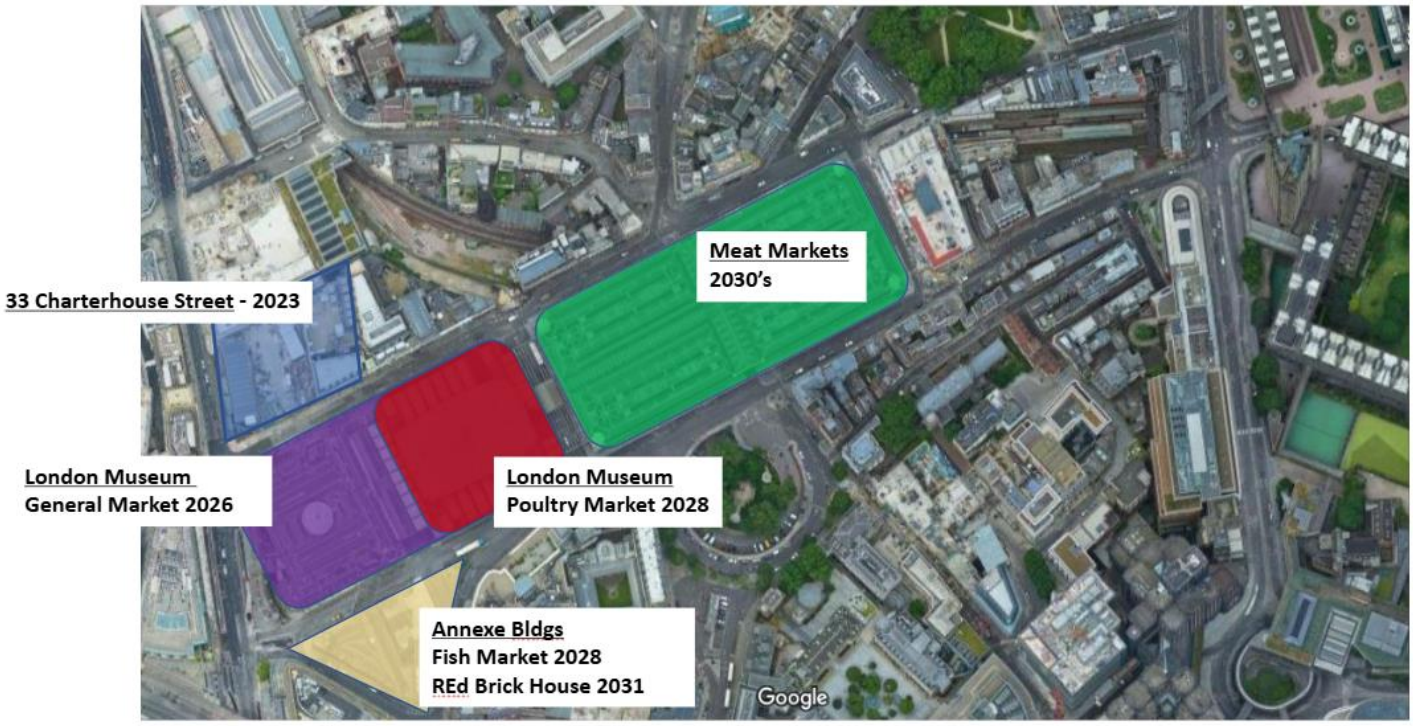


Fig 1. Public Realm Project Area

B: Local Developments programme


33 Charterhouse Street - 2023
Meat Markets
2030's
London Museum
General Market 2026
London Museum
Poultry Market 2028
Annexe Bldgs
Fish Market 2028
REd Brick House 2031
Google

C: Public Realm Programme Implementation Phasing by Area:

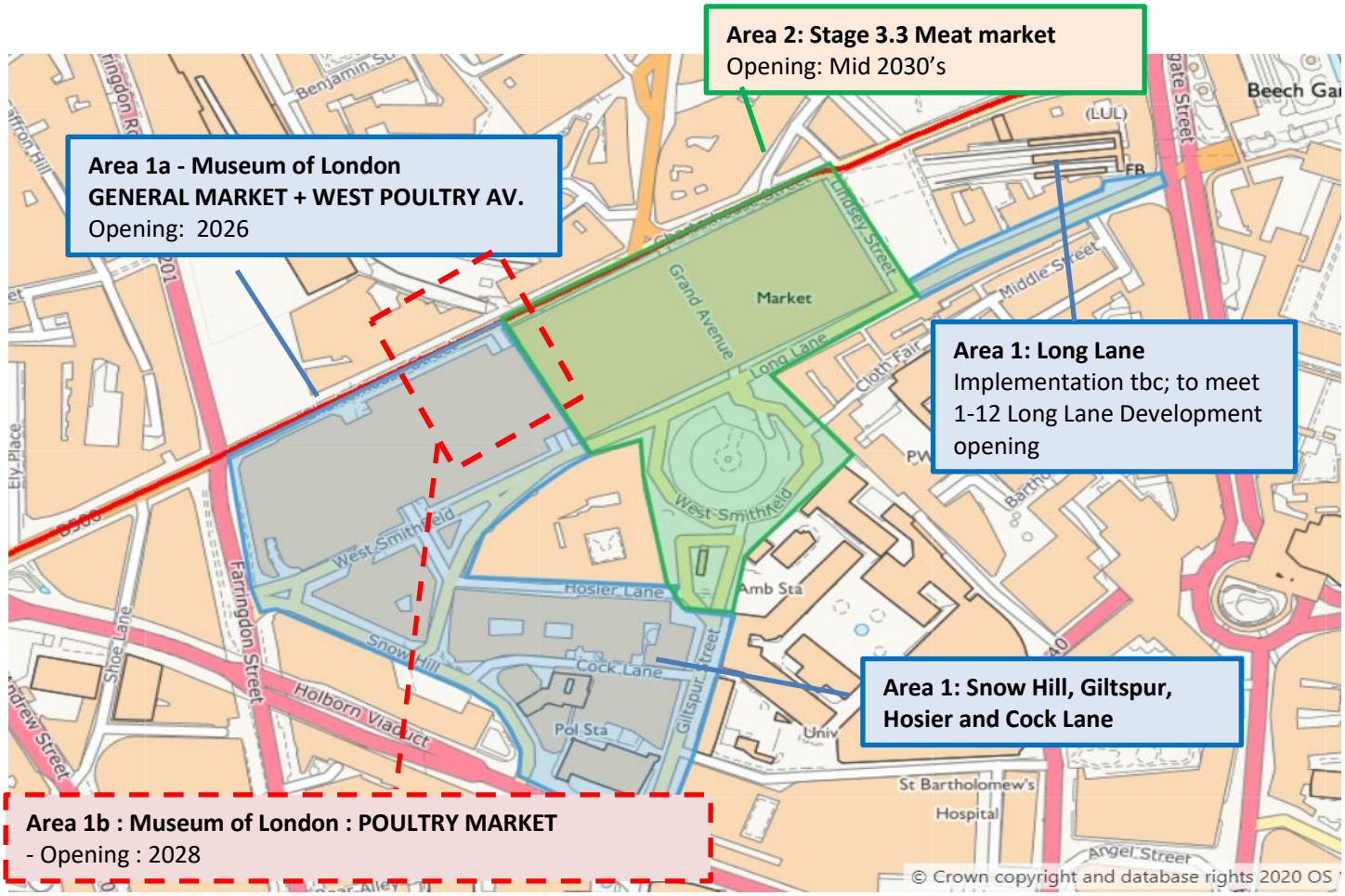


Fig 2. Public Realm Project Phases

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City of London: Projects Procedure Corporate Risks Register

Project name: *Smithfield Public Realm*

Unique project identifier: *11956*

Total est cost (exc risk) *£12000000*

PM's overall risk rating	Medium
Avg risk pre-mitigation	9.3
Avg risk post-mitigation	5.1
Red risks (open)	2
Amber risks (open)	12
Green risks (open)	2

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)	£0.00	0%	*Costed risk as % of total estimated cost of project*
Costed risk pre-mitigation (open)	£0.00	0%	*" "*
Costed risk post-mitigation (open)	£0.00	0%	*" "*
Costed Risk Provision requested	£0.00	0%	*CRP as % of total estimated cost of project*

	Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
(1) Compliance/Regulatory	0	0.0	£0.00	0	0	0
(2) Financial	3	9.3	£0.00	0	3	0
(3) Reputation	5	6.4	£0.00	0	3	2
(4) Contractual/Partnership	6	11.7	£0.00	2	4	0
(5) H&S/Wellbeing	0	0.0	£0.00	0	0	0
(6) Safeguarding	0	0.0	£0.00	0	0	0
(7) Innovation	0	0.0	£0.00	0	0	0
(8) Technology	0	0.0	£0.00	0	0	0
(9) Environmental	2	9.0	£0.00	0	2	0
(10) Physical	0	0.0	£0.00	0	0	0

		Extreme	Major	Serious	Minor
Issues (open)	0	**Open Issues**	0	0	0	0
All Issues	0	**All Issues**	0	0	0	0

Cost to resolve all issues (on completion)	£0.00	**Total CRP used to date**	£0.00

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City of London: Projects Procedure Corporate Risks Register

Project Name:	Smithfield Public Realm	**PM's overall risk rating:**	Medium	**CRP requested this gateway**	£ -	**Average unmitigated risk**	9.3	**Open Risks**	16
Unique project identifier:	11956	**Total estimated cost (exc risk):**	£ 12,000,000	**Total CRP used to date**	£ -	**Average mitigated**	5.1	**Closed Risks**	0

General risk classification											Mitigation actions								Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	2	(2) Financial	A - The cost of the project goes over the budget B - The sources of project funding and the release of funds is not agreed in time to progress the project	a) The project scope may have to be reduced b) An additional committee may be required, which may cause delay of the project	Likely	Serious	8	£0.00			Regular budget monitoring, checking invoices and POs. During procurment processes, be clear about budget constraints. Project funding confirmed via committee reports in good time.	£0.00	Possible	Serious	£0.00	6	£0.00		02/01/20	Helen Kearney/ Clarisse Tavin	Helen Kearney		
R2	2	(4) Contractual/Partnership	Project Dependencies: Partnership management: with key stakeholders Museum of London, Market Co-location Programme and City Surveyors (the Annex building)	The agreed scope, objectives or cost of the project changes due to partner priorities diverging. The priorities change regulary.	Likely	Major	16	£0.00			Work closely with the team throughout the project to inform all parties about possible changes and to understand where there are issues arising. Where possible come to decisions approved by both parties. Meetings with partners held regularly.	£0.00	Possible	Serious	£0.00	6	£0.00		13/03/20	Helen Kearney/ Clarisse Tavin	CPR, Musem of London, Market Consolidation Programme and City Surveyors		
R3	2	(4) Contractual/Partnership	Project Dependencies: The Annex bulding occupancy and exact use is unknown at this stage of the project	The risk could have an impact on scope, budget and could create a possible delay	Likely	Serious	8	£0.00			Ensure that good communication and regular updates are maintained with the City Surveyors	£0.00	Possible	Minor	£0.00	3	£0.00		16/03/20	Helen Kearney/ Clarisse Tavin	City Public Realm and City Surveyors		
R4	2	(4) Contractual/Partnership	Project Dependencies: The Market building and the Rotunda occupancy and exact use is unknown at this stage of the project	This risk could have an impact on scope, budget and reputation. Project could be significantly delayed. Potential uses of the Market and the Rotunda could be in conflict with aspiration for the Public Realm.	Possible	Serious	6	£0.00			Regular meeting are in place and good communication is maintained with Market Co-location team and Consultants. Three team design meetings scheduled regulary and the client for both projects meets weekly. KPIs for each project are being set.	£0.00	Likely	Serious	£0.00	8	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm and Market Consolidation Programme		
R5	2	(9) Environmental	Scope: improvements need to be significant enough to meet the Healthy Street plan and Culture Spine outcomes	The targets in Transport Strategy and Culture Mile Look and Feel strategy would not be met.	Possible	Major	12	£0.00			Continued engagement with transportation team, transportation consultants and Culture Mile team as part of the design process.	£0.00	Possible	Serious	£0.00	6	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm		
R6	2	(2) Financial	City of London not able to identify funds for the whole project	The project is not able to fulfil its objectives	Possible	Major	12	£0.00			Close working with Major Project team and City members.	£0.00	Unlikely	Major	£0.00	8	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm, City Transportation		
R7	2	(3) Reputation	Conflicting opinions about the scope and objectives of the project	The risk could result in lack of consistent decision making. This could cause change in scope and have an impact on cost estimation, time and reputation.	Possible	Serious	6	£0.00			Ensure that good communication is maintained and members are reciving regular project updates. Keep Chief Officers updated	£0.00	Unlikely	Minor	£0.00	2	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm, Town Clerk		
R8	2	(3) Reputation	Residents object to the project	The project is not able to fulfil its initial objectives. It could have an impact on scope and delay the project by looking for alternative design solutions.	Unlikely	Serious	4	£0.00			Residents Representative to sit on Stakeholder Working Party. Engagement on concept design. Initiate communication with residents through e-bulletin, letters, public consultation, meeting/events. Comms Strategy updated regularly.	£0.00	Rare	Minor	£0.00	1	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm, Built Environment Director		
R9	2	(3) Reputation	Negotiations with traders causes problems to City Public Realm project	The risk could have an impact on scope, cost estimate, time and reputation. Traders objectives could cause issues for all parties involved in the project.	Possible	Major	12	£0.00			Work closely with the MCP team who are leading on traders engagement. Engagement withMarkets team to understand traders' business needs.	£0.00	Possible	Serious	£0.00	6	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm		
R10	2	(3) Reputation	Local businesses object to transportation changes and proposed design option	The project is not able to fulfil its initial objectives. It could have an impact on scope and delay the project by looking for alternative design solutions.	Possible	Serious	6	£0.00			Ensure good communication with local businesses through surveys, e-bulletin, letters, public consultation, and other meeting/events and regular project updates are in place.	£0.00			£0.00		£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm and MCP Team		

R11	2	(4) Contractual/Partnership	Problem with decision making between three large separate consultants teams	Lack of clear lines of responsibilities and poor communication could cause project delay in all consultants team. This would have an impact on budet and reputation.	Possible	Major	12	£0.00			Ensure that good communication is maintained between three separate consultants team and regular meetings are in place.	£0.00			£0.00		£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm		
R12	2	(2) Financial	Issues relating to appointment of consultants	Delays cause by problems with finalising contracts with consultants	Unlikely	Major	8	£0.00			City procurement practices are in place	£0.00			£0.00		£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm, MCP team, Museum of London team		
R13	2	(3) Reputation	Lack of clear and effective comunication with LB Islington	Poor communcation with LB Islington could impact scope of the project and cause delay. It would also impact project reputation.	Unlikely	Serious	4	£0.00			Ensure that good communication is maintained with LB Islington and regular meetings are in place.	£0.00			£0.00		£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm		
R14	3	(4) Contractual/Partnership	TfL Resources are not available to help push on the traffic changes required for the scheme to work	TfL resource constraints could cause a material delay in the closure of West Smithfield	Possible	Major	12	£0.00			Consistent engagement with the TfL leads to keep resources engaged	£0.00			£0.00		£0.00		28/08/25	James Aggio-Brewe/Clarisse Tavin	Transportation and Public Realm Team		
R15	3	(4) Contractual/Partnership	London Museum relationship and engagement is limited due to resource constraints and relationship difficulties	London Museum are a major stakeholder to the public realm upgrades, a breakdown in relationship and comms would be a significant issue for the project	Unlikely	Extreme	16	£0.00			Strong engagement with the Museum and clear discussion where any issues come up	£0.00			£0.00		£0.00		28-Aug	James Aggio-Brewe/Clarisse Tavin	Transportation and Public Realm Team		
R16	3	(9) Environmental	Ground conditions around the site are challenging with railway lines and basements running underneath the street this could make certain public realm interventions harder	It could increase cost or create a challenge to provide the level of greening or street furniture we would like	Possible	Serious	6	£0.00			Engagement with designers and engineers to work out solutions to these issues	£0.00			£0.00		£0.00		28-Aug	James Aggio-Brewe/Clarisse Tavin	Transportation and Public Realm Team		
R17								£0.00				£0.00			£0.00		£0.00						
R18								£0.00				£0.00			£0.00		£0.00						
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						
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R95								£0.00				£0.00			£0.00		£0.00					
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City of London: Projects Procedure Corporate Issues Log

Project Name: Smithfield Public Realm

Unique project identifier: 11956

General issue classification							Ownership & Action							
Issue ID	Risk ID (where previously identified)	Category	Description of the Issue	Issue Impact Description	Impact Classification	Control actions	Date raised	Named Departmental Issue Manager/ Coordinator	Issue owner (Named Officer or External Party)	Dependencies	Status	Cost to resolve [£] on completion	Date Closed	Comment(s)
I.01		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.02		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.03		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.04		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.05		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.06		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.07		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.08		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.09		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.10		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.11		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.12		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.13		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.14		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.15		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.16		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.17		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.18		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.19		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.20		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									

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City of London: Projects Procedure Corporate Dependencies Log

Project Name: Smithfield Public Realm

Unique project identifier: 11956

A list of any event or work that are either dependent on the result of your project, or your project will depend on.

	General dependency classification								Ownership & Action						
	Dependency ID	Category	Description of the Dependency	Dependency Impact Description	Impact Classification	Control actions	Response type	Confidence in the estimation	Date raised	Dependency owner (Named Officer or External Party)	Dependency owner (Named Officer or External Party)	Action dependencies	Status	Date Closed	Comment(s)
10	D.1														
11	D.2														
12	D.3														
13	D.4														
14	D.5														
15	D.6														
16	D.7														
17	D.8														
18	D.9														
19	D.10														
20	D.11														
21	D.12														
22	D.13														
23	D.14														
24	D.15														

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City of London: Projects Procedure Corporate Assumptions Log

Project Name: Smithfield Public Realm

Unique project identifier: 11956

A list of any factors that you are assuming to be in place that will contribute to the successful result of your project.

General assumption classification								Ownership & Action						
Assumption ID	Category	Description of the Assumption	Assumption Impact Description	Impact Classification	Control actions	Response type	Confidence in the estimation	Date raised	Assumption owner (Named Officer or External Party)	Assumption owner (Named Officer or External Party)	Action dependencies	Status	Date Closed	Comment(s)
A.1														
A.2														
A.3														
A.4														
A.5														
A.6														
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Committees: Corporate Projects Board *[for decision] - URGENCY* Streets and Walkways sub *[for decision]* Projects and Procurement Sub *[for decision]*	**Dates:** Click here to enter a date. 16 September 2025 14 October 2025
Subject: Dauntsey House, Frederick's Place - Public Realm Improvements (S278) **Unique Project Identifier: 12411**	**Gateway 3/4** Light **Issue Report**
Report of: Executive Director of Environment Choose an item. **Report Author:** Emmanuel Ojugo	**For Decision**
PUBLIC	

1. Status update	**Project Description:** Public realm improvements to Ironmonger Lane, including those related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place. <u>Current Position</u> Existing Approvals On 19 March 2024, Streets and Walkways sub-Committee approved the initiation of a traffic experiment to reopen Old Jewry to all traffic in a southbound direction, at all times. The same report noted that, while there was not a need to directly link improvements to Ironmonger Lane with the Old Jewry experiment, there was the potential to improve accessibility and increase pedestrian priority on Ironmonger Lane. A subsequent update report to committee in July 2024 was approved to widen the scope of this project to accommodate the whole of Ironmonger Lane, subject to a successful bid for On-Street Parking Reserve (OSPR) funding. OSPR funding was approved by Policy and Resources Committee (P&R) on 8 July 2025. Proposals were initially restricted to raising the carriageway in Ironmonger Lane to footway level between the new Dauntsey

	House colonnade and Gresham Street in the north. This was due to potential topographical difficulties associated with raising the section of carriageway south of the colonnade. Subsequent investigations have suggested that, owing to complex drainage requirements with the previous proposals, it may now be more efficient and cost effective to also raise the section of Ironmonger Lane, south of the colonnade. This approach would provide a raised carriageway for the entire length of Ironmonger Lane, providing greater benefits for people walking and wheeling. **RAG Status:** Amber (Green at last report to Committee) **Risk Status:** Low (as at last report to committee) **Total Estimated Cost of Project (excluding risk):** £350K-£600K – The actual costs required to implement this project will be reported at the next stage. **Change in Total Estimated Cost of Project (excluding risk):** The cost range of the project is still expected to fall within £300K-£600K as previously reported. Costs required to implement works will be reported at the next stage. **Spend to Date:** £21,593 (£25,000 previously approved budget). £3,407 remaining of S278 design and Evaluation funding. **Costed Risk Provision Utilised: X** (no CRP was specified in the previous report to Committee); **Slippage:** Changes to the developer's programme, mainly to carry out the fit-out of retail units in Ironmonger Lane, meant the space was occupied intermittently for approximately six months up to the end of June 2025 restricting the City's access to carry out site assessments for the finalisation of the S278 design. Further to this, the OSPR Bid process to fund the remaining length of the Street took longer than expected and was not approved until July 2025. The City are now in a position to carry out further site assessments that will inform the final design for the street. This additional work is deemed necessary by the City highway engineers and will require a draw down from the OSPR allocation to proceed to complete the work required for the whole Street ahead of the Gateway 5. See Section 3: Budget. Subject to the completion of the construction design package and statutory approvals, City Highways Engineers have suggested S278 works could commence in February 2026, the intention is for the whole Street to be delivered as part of these works.
2. Requested decisions	**Next Gateway:** Gateway 5 - Authority to Start Work (Light) **Requested Decisions:**

	1. Note the total On-Street Parking Reserve (OSPR) allocation of £450,000 for additional public realm improvements to Ironmonger Lane as approved by Members of the Policy and Resources Committee; 2. Approve a drawdown of £50,000 from the OSPR allocation towards further surveys/investigations to finalise the development of public realm proposals for Ironmonger Lane; 3. Approve the budget adjustment summarised in table 2 Appendix 4. 4. Approve an amendment to the scope of the project to include the delivery of a raised carriageway for the full length of Ironmonger Lane; 5. Note the total estimated cost of the project at £350K-600K (excluding risk). The actual resources required to deliver this project will be finalised at the next reporting stage; 6. Note that the S278 element of the work is expected to be in the region of £160k subject to the last surveys being completed and will be funded by the S278 of the development.
3. Budget	3.1. As previously stated, further evaluation is required to achieve a viable construction package for implementing public realm improvements in Ironmonger Lane. This will require funding to be drawn down from the OSPR allocation as summarised in the table below. It should be noted that on completion of the evaluation stage, should any funding remain from either the S278 allocation or the OSPR funding, this will be utilised as part of the implementation stage to be reported at Gateway 5: Authority to Start Work. 3.2. The total estimated cost of the project is within the range of £350K-600K (excluding risk) as previously reported. The actual resources required to deliver this project will be finalised at the next reporting stage, Gateway 5, and are not expected to exceed the current cost range. No CRP is requested at this stage of the project. Should CRP be deemed necessary subsequent to this report, this will also be reported at the next reporting stage. 3.3. The budget source for this project is summarised in the table below and further detail can be seen in Appendix 4, Table 3. In addition to the approved OSPR funding there is also a

Section 106 obligation for the developer of Dauntsey House to enter into a Section 278 with the City to fund improvements in the vicinity of their building. The developer has indicated they would be willing to enter into a Section 278 Agreement to fund the improvements along the frontage of their building on Ironmonger Lane. This will likely reduce the OSPR commitment for this project. Confirmed funding and cost allocations will be reported at the next reporting stage.

Item	Reason	Funding Source	Cost (£)
Env Servs Staff Costs	To make the necessary design changes and accommodate a new drainage plan for construction. Statutory C2,C3,C4 etc.. process for utilities.	S278/OSPR	**20,000**
P&T Staff Costs	Manage design changes and communicate these to the stakeholders, finalise the draft S278, initiate statutory traffic order process	S278/OSPR	**20,000**
Fees	Further site condition surveys and initiate the notification process with Utilities Services (C2, C3, C4 etc..)	S278/OSPR	**10,000**
Total			**50,000**

Costed Risk Provision requested for this Gateway: N/A

4. Issue description

4.1. In the July 2024 report to committee, it was reported that a Gateway 3-5 delegated report was expected to be submitted in November 2024. This did not occur due to an extension in the developer's programme mainly to fit out retail units in the Ironmonger Lane colonnade and the need to restrict access to the carriageway to facilitate this.

4.2. When the City gained access to the southern section of Ironmonger Lane in early June 2025 following completion of the development, it became apparent that the scope of the works needed to be extended for the whole street and it was necessary to increase funding to achieve a viable

	construction design. The proposed extension of the project area represents a nominal increase in the scope of works. 4.3. Members will be aware the S278 Design and Evaluation allocation for this project was £25,000. £21,593 has been spent to date with £3,407 remaining. Having discussed the need to carry out further survey and design with the City Highways engineers, the remaining funds are clearly insufficient. Therefore, it is necessary to draw down on a proportion of the OSPR allocation to design the full extent of Ironmonger Lane and finalise the cost of implementation. 4.4. However, following further design development, officers believe that, by raising the full length of the carriageway, the drainage issues can be overcome whilst also delivering an improved overall design.
5. Options	5.1. Ironmonger Lane has characteristically narrow pavements and does not meet minimum requirements for accessibility, therefore, a single option is being proposed to raise the carriageway to footway level. This involves raising the entire Ironmonger Lane carriageway to footway level and adjusting the drainage to improve accessibility for people walking and wheeling the whole length of the street. 5.2. This approach, although slightly revised from the previously reported scope, is in keeping with the existing Section 106 agreement for Dauntsey House and the wider Transport Strategy objectives. 5.3. Drawing down of some of the OSPR funding to complete the design and evaluation for the whole street will ensure that we can deliver an integrated approach with the development work. 5.4. It is anticipated that subject to the release of the OSPR funds, that a gateway 5 report would be considered under delegation by the Executive Director Environment as per the current procedure, the programme for implementation will be reported at that stage. 5.5. NB: It should be noted the delivery and servicing plan for the development particular to Ironmonger Lane, agreed in accordance with loading restrictions on-site, will be restricted to between 12 midnight and 7am. Discussions are currently underway to explore whether a timed access closure could improve pedestrian movement without impacting local

	servicing delivery.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Site Location Plan, General Arrangement Plan, Images
Appendix 4	Finance

Contact

Report Author	Emmanuel Ojugo
Email Address	emmanuel.ojugo@cityoflondon.gov.uk
Telephone Number	07597 425 829

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Project Coversheet

[1] Ownership & Status

UPI: 12411
Core Project Name: Frederick's Place S278
Programme Affiliation (if applicable): N/A
Project Manager: Emmanuel Ojugo
Definition of need: The project seeks to deliver changes to areas of public highway in the vicinity of the development at Dauntsey House, 4A & 4B Frederick's Place. The project is to be funded through a combination of the developer through a Section 278 agreement and an aproved bid for OSPR funding .

Ironmonger Lane is a street with low volumes of traffic and it is typified by narrow footways that are not accessible as a result. The street was identified in the Cheapside and Guildhall Area Enhancement Strategy (2015), as a location that would benefit from the carriageway being raised to footway level.

The indicative scope of the project is referred to in schedule 9 of the associated Section 106 agreement, and is as follows:

INDICATIVE DESCRIPTION OF THE SECTION 278 WORKS

The Section 278 Works may include but will not be limited to:

1. Works to Ironmonger Lane in accordance with the approved Cheapside & Guildhall Area Strategy, including new paving and a raised section of carriageway or a raised table, to cater for new and existing pedestrian movement between Frederick's Place, St Clave's Court and Prudent Passage;
2. New lighting around the development;
3. Any works necessary to accommodate pedestrian movement immediately south of the Development around the private loading area;
4. Works to accommodate waiting and loading restrictions; and
5. Any other works that the City Corporation considers necessary to make the Development acceptable in planning terms.

Other Considerations

It should be noted that proposals must consider planned improvements to Old Jewry as part of the ongoing Healthy Streets programme and other areas of highway activity in the wider Guildhall/Bank area.

Key measures of success:

1) Improvements to walking and cycling conditions to streets and spaces in the vicinity of the development.
2) Integration of new pedestrian routes with the surrounding public highway
3) Improved greening, and opportunities to increase local biodiversity in keeping with City's policies to respond to Climate Change.

Expected timeframe for the project delivery: Quarter 1 2026 and Quarter 3 2026

Key Milestones: Section 278 Agreements – Quarter 4 2025 Quarter 1, 2026 (possible engrossment).

Completion of the design Quarter 3-4, 2025

Are we on track for completing the project against the expected timeframe for project delivery? Y, However, this is dependent upon the developer's programme, namely confirming occupation, fitting out of units, obtaining the necessary approvals and completing legal agreements. Officers have tried to facilitate by meeting with the developer to ascertain details of their programme.

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: The previous report to Committee in November 2023 suggested the expected cost range to implement the project was between £350K-£600K. The final figure for implementing the project will be confirmed prior to the next reporting stage.

'Project Briefing' G1 report (as approved by Chief Officer 07/11/23):

- Total Estimated Cost (excluding risk): £350K-£600K.
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
  - Carry out site surveys - Q2 2024
  - Outline design for local consultation - Q3 2024
  - Gateway 3/4 – Q4 2024

Scope/Design Change and Impact: It was suggested that the scope of the project would be increased to take in the rest of Ironmonger Lane. However, this is subject to securing an additional funding bid.

'Project Proposal' G2 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk): £350K-£600K
- Resources to reach next Gateway (excluding risk) £25K
- Spend to date: £5,938 of £25K for Evaluation and Design
- Costed Risk Against the Project: N/A
- CRP Requested: £0
- CRP Drawn Down: £0
- Estimated Programme Dates:
  - Carry out site surveys - Q2 2024
  - Outline design for local consultation - Q3 2024
  - Gateway 3/4 – Q4 2024

Scope/Design Change and Impact: It was suggested that the scope of the project would be increased to take in the rest of Ironmonger Lane. However, this is subject to securing an additional funding bid.

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

- Total Estimated Cost (excluding risk): N/A
- Resources to reach next Gateway (excluding risk) N/A

- Spend to date: N/A
- 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:

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

- Total Estimated Cost (excluding risk): N/A
- Resources to reach next Gateway (excluding risk) N/A
- Spend to date: N/A
- 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: N/A

Total anticipated on-going commitment post-delivery [£]: It is expected that there will be a small uplift in the ongoing post delivery costs given the simplicity of the project against additional retail vendors in the area. Maintenance costs are expected to compare favourably with the existing maintenance regime in the area.

Programme Affiliation [£]: Pedestrian Priority Streets Programme – Old Jewry, Streets & Walkways Sub Committee, 30/01/2024

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City of London: Projects Procedure Corporate Risks Register

Project Name:	Dauntsey House, Frederick's Place - Public Realm	**PM's overall risk rating:**	Low	**CRP requested this gateway**		**Average unmitigated risk**	5.3	**Open Risks**	3
Unique project identifier:	12411	**Total estimated cost (exc risk):**	£ 600,000	**Total CRP used to date**	£ -	**Average mitigated**	2.0	**Closed Risks**	0

General risk classification											Mitigation actions								Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	5	(2) Financial	The cost of the works to raise the carriageway on Ironmonger Lane in particular will exceed funds available.	It may only be possible to raise a section of Ironmonger Lane which is not in keeping with the City of London Guildhall and Cheapside Area Strategy SPD to raise the length of Ironmonger Lane.	Possible	Serious	6	£0.00			Seek additional forms of funding aside from the developer of Dauntsey House (Frederick's Place). Use of OSPR has been approved for use in Ironmonger Lane (july 2025)	£0.00	Rare	Minor	£0.00	1	£0.00		03/02/2025	Env Dept	E. Ojugo		Developer has agreed to enter into a S278 and additional funding is available via the securing of OSPR funding.
R2	5	(10) Physical	Developer's access to a private parking bay is restricted during works	S278 works restricts access to private parking/loading space during the works and cause conflict	Likely	Minor	4	£0.00			Maintain regular contact with the Developer, to ascertain the phasing of works and agree alternative measures such as exploring temporary traffic orders to assist servicing during works.	£0.00	Unlikely	Minor	£0.00	2	£0.00		03/02/2025	Env Dept	E. Ojugo		
R3	5	(6) Safeguarding	Procurement issues impact the works Programme	DElays in the programme impacts network resilience and pedestrian movement for an extended period	Possible	Serious	6	£0.00			Confer with the City's Highway Engineer and Term Copntractor to ensure a minimum level of material in storage is allocated to meet the programme of work	£0.00	Possible	Minor	£0.00	3	£0.00		03/02/2025	Env Dept	E. Ojugo		
R4								£0.00				£0.00			£0.00		£0.00						
R5								£0.00				£0.00			£0.00		£0.00						
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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						

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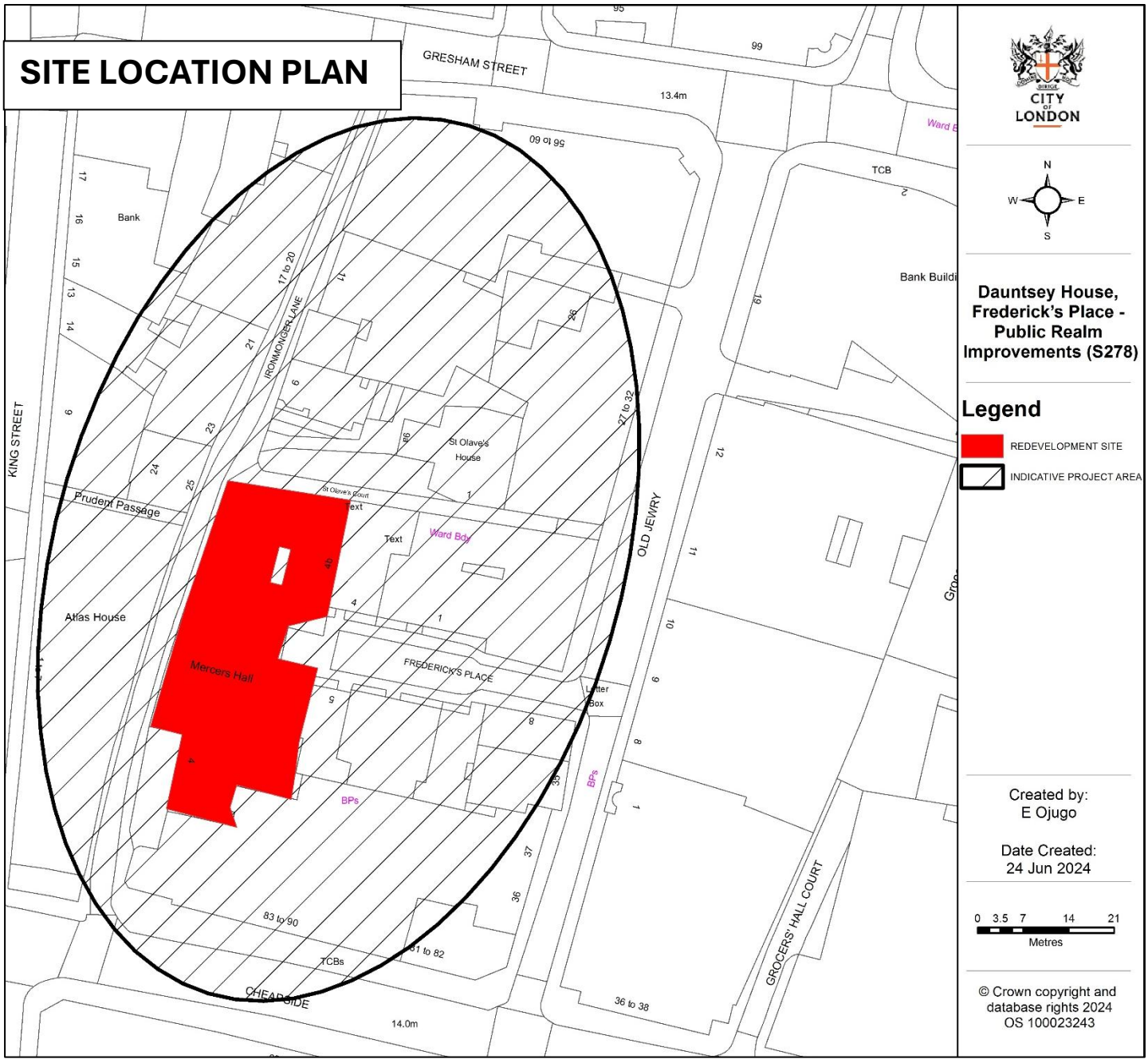
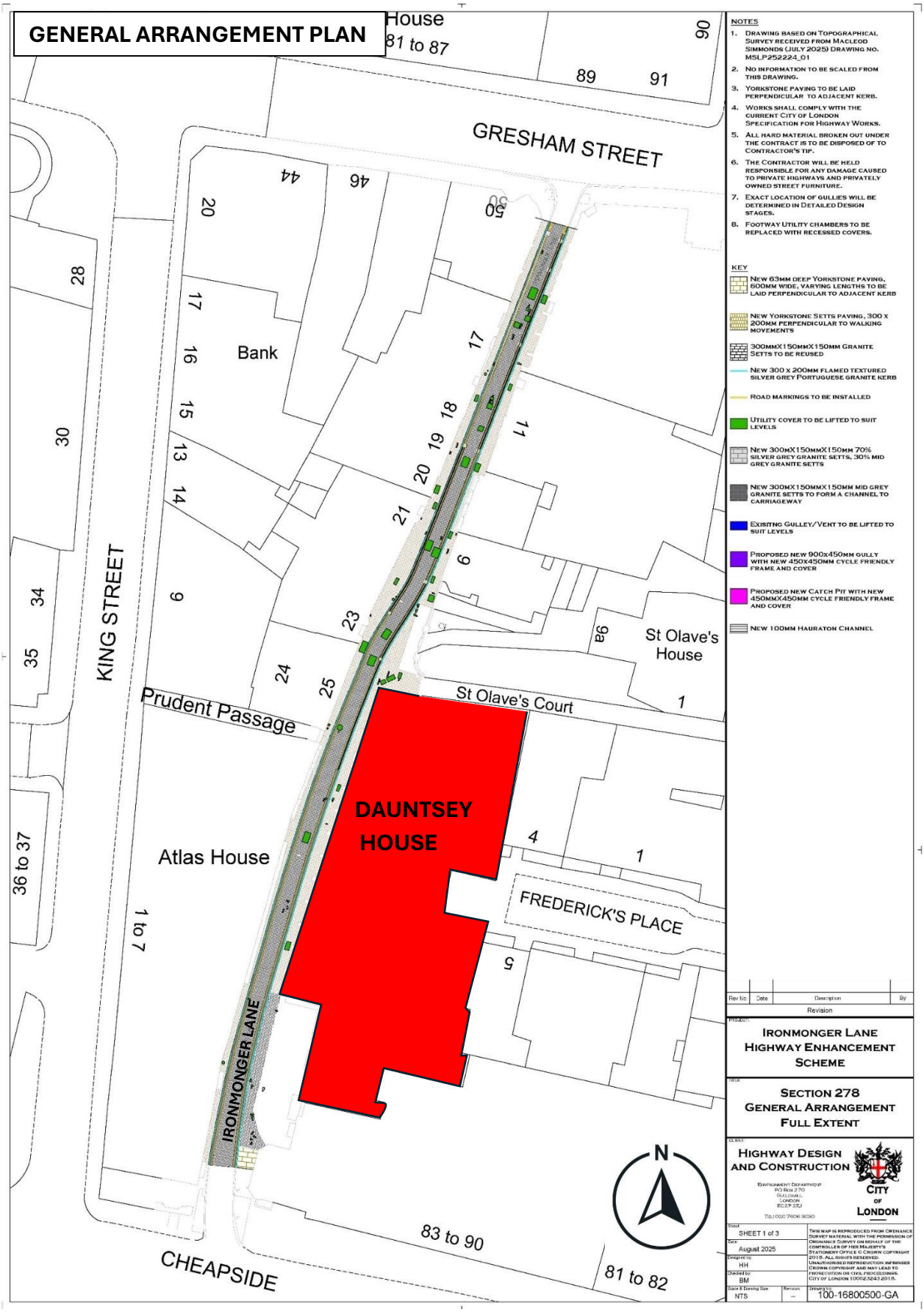
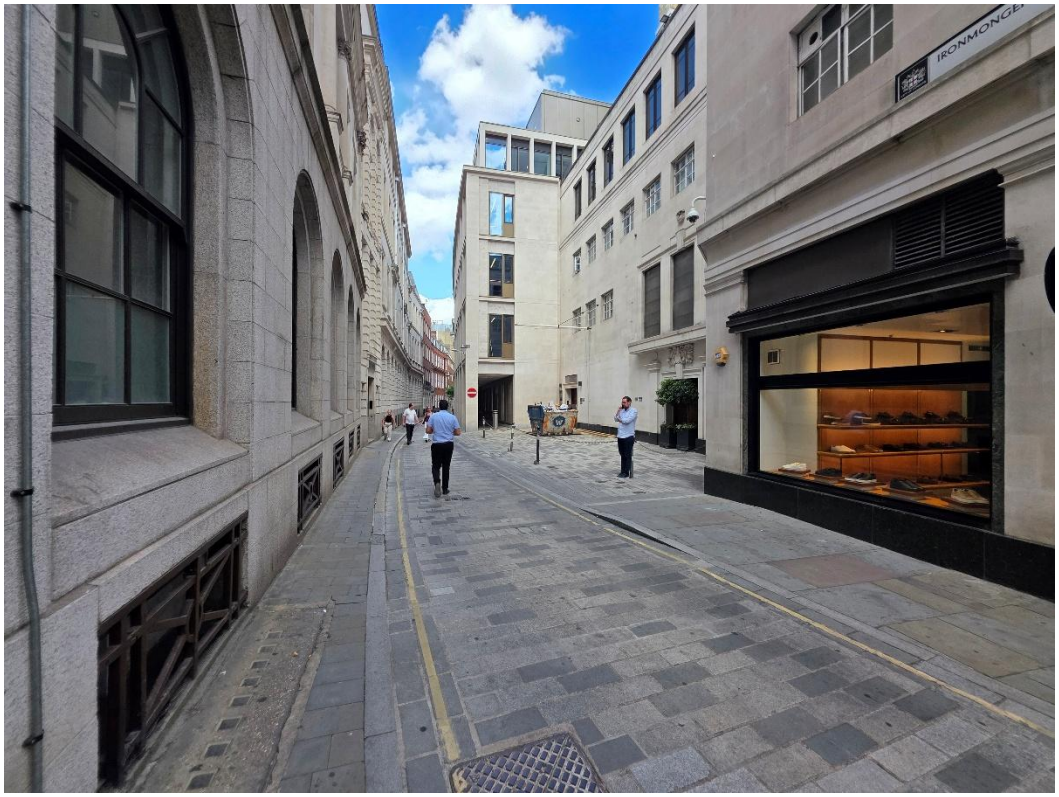
Appendix 3: Site location plan/Images



Appendix 3: Site location plan/Images



Appendix 3: Site location plan/Images



Dauntsey House | looking north - private parking/loading, south of Ironmonger Lane colonnade

Dauntsey House | looking south through to colonnade on Ironmonger Lane, narrow footways

Appendix 3: Site location plan/Images

Dauntsey House | Ironmonger Lane looking east into new passage connecting Frederick's Place

Dauntsey House | Ironmonger Lane looking west into Prudent Passage, narrow footways

Table 1: Expenditure to date: Dauntsey House S278 - 16800500			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Env Servs Staff Cost	8,000.00	7,011.70	988.30
P&T Staff Costs	12,000.00	13,116.36	-1,116.36
P&T Fees	5,000.00	1,464.67	3,535.33
TOTAL	**25,000**	**21,593**	**3,407**

Table 2: Resources Required to reach next stage: Dauntsey House S278 - 16800500			
Description	**Approved Budget (£)**	**Adjustment Required (£)**	**New Budget (£)**
Env Servs Staff Cost	8,000.00	20,000.00	28,000.00
P&T Staff Costs	12,000.00	20,000.00	32,000.00
P&T Fees	5,000.00	10,000.00	15,000.00
TOTAL	**25,000**	**50,000**	**75,000**

Table 3: Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
S278	25,000	-	25,000
OSPR	-	50,000	50,000
TOTAL	**25,000**	**50,000**	**75,000**

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City of London Corporation Committee Report

Committee(s): Streets & Walkways Sub-Committee (For decision) Planning & Transportation Committee (For information)	**Dated:** 16/09/2025 21/10/2025
Subject: Legible London S106 funds	**Public report:** For Decision
This proposal: **Delivers Corporate Plan 2024-29 outcomes**	Diverse Engaged Communities Leading Sustainable Environment Vibrant Thriving Destination Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	Yes
If so, how much?	£245,000
What is the source of Funding?	Section 106 (Legible London)
Has this Funding Source been agreed with the Chamberlain's Department?	Yes
Report of: Executive Director Environment	
Report author: Samantha Tharme, City Operations	

Summary

The City of London is in the process of updating its existing Legible London wayfinding signage. This report seeks approval to allocate the ring-fenced S106 funds secured for this purpose to make these updates. The updates will include the installation of step-free diversion signage at City-managed public lifts.

Recommendation(s)

Members are asked to:

- Approve the allocation of £245,000 in S106 Legible London deposits to a project to update the City Corporation's Legible London signage.
- Note that the City Corporation will be entering into a contract with Trueform, the supplier of Legible London signage, via a call-off process under the Transport for London framework agreement.

Main Report

Background

1. The Legible London programme is a London-wide wayfinding programme managed by TfL which aims to provide a consistent wayfinding style and approach across Greater London. TfL coordinates the wider programme, including updates to the Legible London basemap.
2. The signs are City Corporation assets and it is the responsibility of the City Corporation to maintain and update them. The City Corporation owns and manages 319 Legible London signs, including 222 map-based signs and 97 directional only signs.
3. The City Corporation collects S106 contributions specifically for updates to its Legible London signage system, including for new signage where required.

Current Position

4. Most of the signs were first installed in phases between May 2019 and January 2021, with two more added in October 2022 by the new entrance at Bank station.
5. Almost all have not been updated since they were installed. Most of the signs are now between 4 and 6 years old. TfL recommend that the signs are updated at least every 5 years.
6. There have been around 100 individual changes to the Legible London basemap since the maps were first installed, including to building or business names, street layouts, and public toilet labels.
7. The City Corporation also manages multiple public lifts in the City of London, which currently do not have any step-free diversion signage in the event of a lift fault.
8. The City Corporation currently holds £245,000 in ringfenced S106 Legible London funding. This funding is collected specifically for installing and updating signage and legally cannot be used for other uses.
9. TfL holds £255,000 of funds for sign updates within the Square Mile which was approved and deposited with them when the signs were first installed.
10. Trueform Engineering Ltd have been appointed as the sole supplier on the Transport for London framework for the installation of and updates to Legible London signage, following a competitive procurement process. The framework is in place for the period from 1 August 2024 to 31 July 2026, with the option to extend by up to two years.

Proposal

11. Signage showing step-free diversions to be used in the event of a lift fault will be created as part of the Legible London programme and installed at City Corporation managed public lifts.

12. The expected total cost for updating the Legible London map signs and installing diversion signage at City-managed public lifts is £500,000. This includes costs for map artwork, signage materials and installation.

13. The deferred income (£255,000) held by TfL will be paid directly to the cartography and signage suppliers and will not be transferred back to the City Corporation. These funds will be used first, followed by the S106 funds when the deferred income has been spent.

14. To facilitate the required updates to Legible London signage, the City Corporation will enter into a contract with Trueform through a call-off arrangement under the existing Transport for London framework.

15. Should the committee approve the allocation as requested, we will initiate a project through the usual projects procedure which allows further approvals to be taken under delegation.

Corporate & Strategic Implications

16. Strategic implications – The allocation of S106 Legible London funds as described in this report supports the outcomes of the Corporate Plan, particularly Vibrant Thriving Destination, Flourishing Public Spaces and Leading Sustainable Environment. This project also supports the Transport Strategy and Destination City. This project complements the Destination City programme by ensuring key new visitor attractions such as viewing galleries and public spaces are highlighted, enabling people to navigate the City easily using new routes and changed street layouts, and ensuring the locations of community facilities like public toilets are up to date. The Legible London wayfinding system is a London-wide programme so has some limits on what local elements can be included, but we are liaising with the Destination City team on other wayfinding opportunities to further support the Destination City programme.

17. Financial implications – This project will use the full extent of the Legible London S106 funds currently held by the City of London. We will continue to collect Legible London S106 funds as developments go through the planning system and aim to increase the consistency with which we collect these funds to ensure we have sufficient to cover future updates.

18. Resource implications – Delivery of the updates project will require officer time, but most of the work will be delivered by TfL and their contracted artwork provider and signage manufacturers.

19. Legal implications – The S106 payments made and held for updating or improving Legible London signage will be spent on those purposes for which they are held in accordance with the City's obligations under the relevant S106 Agreements.

20. Risk implications – There are no risk implications arising from this report.

21. Equalities implications – There are no equalities implications arising from this report.

22. Climate implications – The signs are designed such that to update the maps only one part of the totems need to be replaced, rather than the entire totem, reducing the embedded carbon associated with these map updates. Having an up-to-date wayfinding system will also make it easier for individuals to choose to walk or wheel more journeys around the City.

23. Security implications – There are no security implications arising from this report.

Conclusion

24. The City's Legible London signage requires updating. It is proposed to allocate the £245,000 of ring-fenced Legible London update funds collected via S106 agreements to deliver these required updates including costs for artwork, materials and installation.

25. Subject to approval of the funding, the next steps will be to initiate a project to deliver the updates, and further approvals will be under delegated authority. The City Corporation will also enter into a call-off contract with Trueform, TfL's supplier of Legible London signage.

Appendices

None

Samantha Tharme
Head of Transport Strategy

T: 07542 228918
E: samantha.tharme@cityoflondon.gov.uk

City of London Corporation Committee Report

Committee(s): Streets & Walkways Sub-Committee (For decision) Planning & Transportation Committee (For information)	**Dated:** 16/09/2025 21/10/2025
Subject: Legible London S106 funds	**Public report:** For Decision
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What is the source of Funding?	Section 106 (Legible London)
Has this Funding Source been agreed with the Chamberlain's Department?	Yes
Report of: Executive Director Environment	
Report author: Samantha Tharme, City Operations	

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Recommendation(s)

Members are asked to:

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Corporate & Strategic Implications

16. Strategic implications – The allocation of S106 Legible London funds as described in this report supports the outcomes of the Corporate Plan, particularly Vibrant Thriving Destination, Flourishing Public Spaces and Leading Sustainable Environment. This project also supports the Transport Strategy and Destination City. This project complements the Destination City programme by ensuring key new visitor attractions such as viewing galleries and public spaces are highlighted, enabling people to navigate the City easily using new routes and changed street layouts, and ensuring the locations of community facilities like public toilets are up to date. The Legible London wayfinding system is a London-wide programme so has some limits on what local elements can be included, but we are liaising with the Destination City team on other wayfinding opportunities to further support the Destination City programme.

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Appendices

None

Samantha Tharme
Head of Transport Strategy

T: 07542 228918
E: samantha.tharme@cityoflondon.gov.uk

Committees: Streets & Walkways Sub Committee *[for decision]* Projects & Procurement Sub Committee *[for information]*	**Dates:** 16 September 2025 14 October 2025
Subject: Combined Section 278 Project Initiation Report • 55 Old Broad Street • 1 Appold Street • Thavies Inn House • 60 Queen Victoria Street • 9 Bridewell Place **Unique Project Identifiers:** *To be confirmed*	**Gateway 2:** **Project Proposal**
Report of: Executive Director Environment **Report Author:** Tom Noble, Transport & Public Realm Projects	**For Decision**
PUBLIC	

Recommendations

1. Next steps and requested decisions	**Project Description:** A number of planning applications have been approved by the Planning & Transportation Committee in recent months. All of these approvals are conditioned to require the developer to enter into a Section 278 agreement with the City of London Corporation. The scope of each Section 278 agreement is broadly established through the associated Section 106 agreements. As is standard for the City Corporation, all of the Section 278 agreements will include clauses that obligate the relevant developer to meet the full cost of the works. **Next Gateway:** Various (refer to individual Project Briefings at Appendix 1) **Next Steps:** Specific next steps are set out in individual Project Briefings at Appendix 1, however some apply across all projects: • Set up project budgets • Commence design work • Negotiate and enter into Section 278 agreements. **Requested Decisions:** 1. That budgets are approved for each project, subject to

receipt of funds, as set out in the tables in Section 2;
2. Note the total estimated costs of the projects (excluding risk) as set out in the Project Briefings;
3. That authority is given to negotiate and enter into the individual Section 278 (or equivalent) agreements;
4. That authority is given to advertise Traffic Regulation Orders where required, noting that any objections will be dealt with in the usual way.

2. Resource requirements to reach next Gateway

Table 2.1: 55 Old Broad Street

Item	Reason	Funds/ Source of Funding	Cost (£)
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	40,000
Staff costs (Engineer)	Design work, commissioning surveys	Section 278	35,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	25,000
Total			100,000

Table 2.2: 1 Appold Street

Item	Reason	Funds/ Source of Funding	Cost (£)
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	20,000
Staff costs (Engineer)	Design work, commissioning	Section 278	20,000

	surveys		
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	10,000
Total			50,000

Table 2.3: Thavies Inn House			
Item	**Reason**	**Funds/ Source of Funding**	**Cost (£)**
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	20,000
Staff costs (Engineer)	Design work, commissioning surveys	Section 278	20,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	10,000
Total			50,000

Table 2.4: 60 Queen Victoria Street			
Item	**Reason**	**Funds/ Source of Funding**	**Cost (£)**
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	20,000

Staff costs (Engineer)	Design work, commissioning surveys	Section 278	20,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	10,000
Total			50,000

Table 2.5: 9 Bridewell Place			
Item	**Reason**	**Funds/ Source of Funding**	**Cost (£)**
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	20,000
Staff costs (Engineer)	Design work, commissioning surveys	Section 278	20,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	10,000
Total			50,000

Costed Risk Provision requested for this Gateway: Not requested at this stage.

Funds have already been received, or are expected to be received, from the relevant developers for the evaluation and design stage of the projects. Provision is also made in the related Section 106 agreements for any excess payments during the evaluation and design stage to be recouped from the developers.

	Unless otherwise requested by the developer, any remaining monies at the end of the evaluation and design stage will be put towards the implementation stage. The allocation of resources is subject to advance receipt of all funds.
3. Governance arrangements	• **Service Committee:** Streets & Walkways Sub • **Senior Responsible Officer:** Bruce McVean (Assistant Director, Policy & Projects) • Under the existing governance procedures Project boards are not expected to be required for any of the projects. Working groups involving key stakeholders will be established where appropriate. These projects will follow the new Corporate Project Governance procedures once the new approach is implemented. • All of these projects form part of a legal requirement between the City and the individual developers to enter a Section 278 agreement following a planning permission. At the initiation stage of these types of projects, the information available is very similar across all the projects and so a consolidated report has been used for this first stage. This approach has been used previously and works well. • 1 Appold Street is anticipated to be under the value of the formal gateway process and may be undertaken through existing delegated procedures and governance procedures. It is included in this consolidated report to seek the authority to enter a s278 agreement with the developer in due course.

Project Summary

4. Context	4.1 A number of planning applications have been approved by either the Planning & Transportation Committee, the Planning Applications Sub Committee or by Delegated Authority in recent months. All of these agreements require the applicant to enter into a Section 278 agreement with the City of London, to deliver changes to the highway in the vicinity of the site. An Evaluation & Design (E&D) payment, to progress initial design options, is required through the Section 106 agreement; the value of the E&D is determined by the scale and complexity of the relevant application. 4.2 The projects proposed for initiation in this report relate to the following planning permissions:

	• 23/00469/FULEIA – 55 & 65 Old Broad Street, EC2M 1RX • 22/01200/FULMAJ – 1 Appold Street, EC2A 2UU • 21/00885/FULMAJ – Thavies Inn House, 3-4 Holborn Circus, EC1N 2HA • 23/01422/FULMAJ – 60 Queen Victoria Street, EC4N 4TZ • 22/01070/FULMAJ – 9 Bridewell Place, EC4V 6AW
5. Brief description of project	5.1 Each project involves changes to the public highway in the vicinity of each site. All are fully funded via Section 278 agreements, as stipulated in the relevant Section 106 agreements. 5.2 Descriptions of each individual project are contained in the Project Briefs appended to this report.
6. Consequences if project not approved	6.1 The applicants would be in breach of their obligations under the Section 106 agreements (or equivalents) should approval not be granted to progress these projects.
7. SMART project objectives	Objectives for each project are set out in the Project Briefings at Appendix 1.
8. Key benefits	The anticipated benefits arising from each project are set out in the Project Briefings at Appendix 1.
9. Project category	7a. Asset enhancement/improvement (capital)
10. Project priority	A. Essential
11. Notable exclusions	None.

Options Appraisal

12. Overview of options	12.1 The scope of each project is broadly outlined in the relevant Section 106 agreement and is summarised in the individual Project Briefings appended to this report. Further detail on options development will be reported through separate Gateway reports for each project.

Project Planning

13. Delivery period and key dates	**Overall:** The overall project durations vary and are largely dependent on the respective development programmes. **Key dates:** Refer to Project Briefings. **Other works dates to coordinate:** Coordination with other

	works will be assessed and reported in at future Gateways for each individual project.
14. Risk implications	**Overall project risk:** Low 14.1 The scope of each project is set out in the related Section 106 agreement; these agreements also obligate the developers to pay the full reasonable costs of the Section 278 works. 14.2 The City Operations division has delivered many Section 278 projects and is experienced in managing the risks involved with such works. 14.3 Individual risk registers will be produced and reported at future Gateways. Early-stage risks identified are as follows: • Developments are delayed impacting on project programme and budget. • Inaccurate or incomplete budget estimates, including inflationary issues, lead to budget increases. • Utility and utility survey issues lead to increased costs and / or scope of work. • Issues with external engagement and buy-in lead to project delays and / or increased costs. • Third party delays may impact negatively on project delivery (programme and / or budget).
15. Stakeholders and consultees	• Developers • Local businesses, including BIDS where relevant • Local residents • City of London Police • City divisions and departments, including Planning & Development, City Gardens, Chamberlains and Comptroller & City Solicitors.

Resource Implications

16. Total estimated cost	**Likely cost range (excluding risk):** £2,570,000 **Likely cost range (including risk):** £5,700,000 Note that this is the total cost range across the four projects. Cost ranges for each individual project are contained in the Project Briefings.

17. Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: External - Funded wholly by contributions from external third parties
	All of the projects will be fully funded through Section 278 agreements, as required as part of the Section 106 agreements for each development. Consideration will be given to expanding the scope of some projects where appropriate (such as on streets where there are several developments and there may be a benefit in widening the remit to cover a wider area). In these cases, funding bids will be submitted as part of the capital bidding process for On Street Parking Reserve or Community Infrastructure Levy funding to cover the sections of highway not impacted by the developments. Approval would be sought through the Gateway procedure to expand the scope of the project(s). If funding bids were unsuccessful then the scope would not be expanded and the opportunity to combine works would be lost. Indicative cost ranges are shown in the Project Briefings at Appendix 1.	
18. Investment appraisal	Not applicable.	
19. Procurement strategy/route to market	It is anticipated that all works including design and construction will be undertaken in-house. Should specialist input be required this will be sourced through a competitive tender process in line with City Procurement regulations.	
20. Legal implications	Section 278 of the Highways Act 1980 allows the City Corporation (as highway authority) to enter into an agreement with any person for the execution of any works which the authority are authorised to execute, on the terms that that person pays the whole or such part of the cost of the works as may be specified in the agreement, if they are satisfied it will be of benefit to the public. All of the Section 106 agreements linked to these developments require the developers to enter into Section 278 agreements with the City Corporation to deliver the highway works which are considered necessary to make the relevant development acceptable in planning terms.	
21. Corporate property implications	None.	
22. Traffic	Implications for traffic are expected to be minimal across all of	

implications	the projects. However, where there are changes required to highway functions affecting traffic, these will be reported through the appropriate Gateway for the relevant project.
23. Sustainability and energy implications	There are relevant sustainability impacts associated with these projects which will be considered during the design process. It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for the design life of the asset. Any greening and planting in the public space will help to improve the scheme's climate resilience. Further information will be provided at future Gateways.
23 IS implications	None.
24 Equality Impact Assessment	A Test of Relevance will be undertaken for each project and where indicated, an equality impact assessment will be undertaken. The City of London Street Accessibility Tool (CoLSAT), Equalities Analysis and the Healthy Streets Design Check processes will form a key part of the design of each project to ensure the deliverables maximise accessibility and inclusivity opportunities and improvements for as many users as possible.
25 Data Protection Impact Assessment	The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken.

Appendices

Appendix 1	Project Briefings

Contact

Report Author	Tom Noble
Email Address	tom.noble@cityoflondon.gov.uk

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Project Briefing

Project identifier			
[1a] Unique Project Identifier	*TBC*	**[1b] Departmental Reference Number**	*N/A*
[2] Core Project Name	55 Old Broad Street s278		
[3] Programme Affiliation *(if applicable)*	Liverpool Street Healthy Streets Programme		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose

[7] Project Description

Improved public realm surrounding the development at 55 Old Broad Street. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to:

- Raised pedestrian crossing facilities on Wormwood Street and Old Broad Street, aligning with new and existing pedestrian routes;
- Widening of the pavements on Old Broad Street and the introduction of inset loading bays where feasible;
- Repaving of pavements and resurfacing of carriageways around the site;
- Repaving the pavement, improved lighting and removal of redundant street furniture in Bishopsgate Churchyard

The project area is adjacent to several other Section 278 schemes which are either underway or expected to commence shortly, and also sits within the London Wall Corridor Study area. Discussions relating to the interface of the respective workstreams are underway and any implications will be reported as part of future gateway reports.

The next steps to reach the next Gateway include:

- Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;
- Negotiate and enter into a Section 278 agreement.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.

[9] What is the link to the City of London Corporate plan outcomes?

- Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.
- Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.

[10] What is the link to the departmental business plan objectives?

- Prioritise and provide more space for people walking and making the City's streets more accessible.

• Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.					
[11] Note all which apply:					
Officer: Project developed from Officer initiation	Y	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	Y	**Sustainability:** Essential for business continuity	N	**Improvement:** New opportunity/ idea that leads to improvement	N

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Improved public realm surrounding the development.
2) Increased proportion of pedestrian priority streets in the area.
3) Improved accessibility for all users in the area.
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)
None.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £1.5m Upper Range estimate: £3.5m
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Commuted sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.
[16] What are the expected sources of funding for this project?
The project will be fully funded from a Section 278 agreement.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Estimate: Q2 2028/2029 to Q4 2028/2029, dependant on the Developer's construction progress.

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No.	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	N/A

Project Briefing

Project identifier			
[1a] Unique Project Identifier	*TBC*	**[1b] Departmental Reference Number**	*N/A*
[2] Core Project Name	1 Appold Street s278		
[3] Programme Affiliation *(if applicable)*	Liverpool Street Healthy Streets Programme		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose

[7] Project Description

Improved public realm surrounding the development at 1 Appold Street. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to, repaving of the pavement on the eastern side of Appold Street.

The next steps to reach the next Gateway include:

- Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;
- Negotiate and enter into a Section 278 agreement.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.

[9] What is the link to the City of London Corporate plan outcomes?

- Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.
- Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.

[10] What is the link to the departmental business plan objectives?

- Prioritise and provide more space for people walking and making the City's streets more accessible.
- Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.

[11] Note all which apply:

Officer: Project developed from Officer initiation	Y	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	Y	**Sustainability:** Essential for business continuity	N	**Improvement:** New opportunity/ idea that leads to improvement	N

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Improved public realm surrounding the development.
2) Increased proportion of pedestrian priority streets in the area.
3) Improved accessibility for all users in the area.
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)
None.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £60,000 Upper Range estimate: £150,000
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Commuted sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.
[16] What are the expected sources of funding for this project?
The project will be fully funded from a Section 278 agreement.
[17] What is the expected delivery timeframe for this project (range values)? **Are there any deadlines which must be met (e.g. statutory obligations)?**
Estimate: Q4 2027/2028 to Q1 2028/2029, dependant on the Developer's construction progress.

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No.	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	N/A

Project Briefing

Project identifier			
[1a] Unique Project Identifier	*TBC*	**[1b] Departmental Reference Number**	*N/A*
[2] Core Project Name	Thavies Inn s278		
[3] Programme Affiliation *(if applicable)*	Fleet Street Healthy Streets Programme		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose

[7] Project Description

Improved public realm surrounding the development at Thavies Inn House. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to:

- Improvements to pavements and crossing points in the vicinity of the development, including widened footways and a raised table crossing on St Andrew Street;
- Introduction of new street trees and other greening on St Andrew Street;
- New seating, planting and cycle parking in Thavies Inn Courtyard;
- Potential relocation of parking bays and Blue Badge spaces on St Andrew Street and Thavies Inn.

The next steps to reach the next Gateway include:

- Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;
- Negotiate and enter into a Section 278 agreement.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.

[9] What is the link to the City of London Corporate plan outcomes?

- Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.
- Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.

[10] What is the link to the departmental business plan objectives?

- Prioritise and provide more space for people walking and making the City's streets more accessible.
- Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.

[11] Note all which apply:

Officer: Project developed from Officer initiation	Y	**Member:** Project developed from Member initiation	N	**Corporate:**	N

				Project developed as a large scale Corporate initiative	
Mandatory: Compliance with legislation, policy and audit	Y	**Sustainability:** Essential for business continuity	N	**Improvement:** New opportunity/ idea that leads to improvement	N

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Increased number of street trees in the vicinity of the development.
2) Increased proportion of pedestrian priority streets in the area.
3) Improved accessibility for all users in the area.
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)
None.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £800,000 Upper Range estimate: £1.5m
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Commuted sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.
[16] What are the expected sources of funding for this project?
The project will be fully funded from a Section 278 agreement.
[17] What is the expected delivery timeframe for this project (range values)? **Are there any deadlines which must be met (e.g. statutory obligations)?**
Estimate: Q3 2027/2028 to Q1 2028/2029, dependant on the Developer's construction progress.

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No.	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	N/A

Project Briefing

Project identifier			
[1a] Unique Project Identifier	*TBC*	**[1b] Departmental Reference Number**	*N/A*
[2] Core Project Name	60 Queen Victoria Street s278		
[3] Programme Affiliation *(if applicable)*	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose

[7] Project Description

Improved public realm surrounding the development at 60 Queen Victoria Street. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to:

- Repaving of pavements where necessary around the development;
- Potential introduction of an additional Blue Badge space.

The next steps to reach the next Gateway include:

- Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;
- Negotiate and enter into a Section 278 agreement.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.

[9] What is the link to the City of London Corporate plan outcomes?

- Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.
- Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.

[10] What is the link to the departmental business plan objectives?

- Prioritise and provide more space for people walking and making the City's streets more accessible.
- Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.

[11] Note all which apply:

Officer: Project developed from Officer initiation	Y	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large scale Corporate initiative	N
Mandatory:	Y	**Sustainability:** Essential for business continuity	N	**Improvement:**	N

Compliance with legislation, policy and audit				New opportunity/ idea that leads to improvement	

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Improved public realm surrounding the development.
2) Increased proportion of pedestrian priority streets in the area.
3) Improved accessibility for all users in the area.
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)
None.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £60,000 Upper Range estimate: £150,000
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Commuted sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.
[16] What are the expected sources of funding for this project?
The project will be fully funded from a Section 278 agreement.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Estimate: Q1 2027/2028 to Q3 2027/2028, dependant on the Developer's construction progress.

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No.	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	N/A

Project Briefing

Project identifier			
[1a] Unique Project Identifier	*TBC*	**[1b] Departmental Reference Number**	*N/A*
[2] Core Project Name	9 Bridewell Place s278		
[3] Programme Affiliation *(if applicable)*	Fleet Street Healthy Streets Programme		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose

[7] Project Description

Improved public realm surrounding the development at 9 Bridewell Place. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to:

- Introduction of seating and greenery;
- Repaving of footways and resurfacing of carriageway.

The next steps to reach the next Gateway include:

- Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;
- Negotiate and enter into a Section 278 agreement.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.

[9] What is the link to the City of London Corporate plan outcomes?

- Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.
- Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.

[10] What is the link to the departmental business plan objectives?

- Prioritise and provide more space for people walking and making the City's streets more accessible.
- Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.

[11] Note all which apply:

Officer: Project developed from Officer initiation	Y	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large scale Corporate initiative	N
Mandatory:	Y	**Sustainability:** Essential for business continuity	N	**Improvement:**	N

Compliance with legislation, policy and audit				New opportunity/ idea that leads to improvement	

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Increased number of street trees in the vicinity of the development.
2) Increased proportion of pedestrian priority streets in the area.
3) Improved accessibility for all users in the area.
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)
None.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £150,000 Upper Range estimate: £400,000
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Commuted sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.
[16] What are the expected sources of funding for this project?
The project will be fully funded from a Section 278 agreement.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Estimate: Q3 2027/2028 to Q1 2028/2029, dependant on the Developer's construction progress.

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No.	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	N/A

Committees: Corporate Projects Board - f*or information* Streets and Walkways Sub-Committee *[for decision]* Projects and procurement Sub *[for information]*	**Dates:** August 2025 (urgency) 16 September 2025 14 October 2025
Subject: Mansion House Stations Environs – Little Trinity Lane (Phase 1) **Unique Project Identifier:** *PV Project ID - 11945*	**Gateway 6: Outcome Report** Regular
Report of: Executive Director, Environment **Report Author:** Leila Ben-Hassel	**For Decision**
PUBLIC	

Summary

1. Status update	**Project Description:** Public Realm improvements at the southern end of Little Trinity Lane (see location map in appendix 2). The project aimed to deliver increased greening, improved seating as well as climate resilience measures such as SUDs and tree planting. The project aimed to create a more welcoming and comfortable environment where workers, residents and visitors would want to dwell as well as delivering climate resilience measures forming part of the City Climate Action Strategy's Cool Street and Greening Programme. **RAG Status:** Green (Green at last report to Committee) **Risk Status:** Low (Low at last report to committee) **Costed Risk Provision Utilised:** 0 **Final Outturn Cost:** £755,303 (including CRP)

2. Next steps and requested decisions	**Requested Decisions:** Members of the Streets and Walkways Sub Committee are asked to: 1. Note and approve the content of this outcome report. 2. Authorise the Chamberlain's department to return unspent project funds to the Cool Steets and Greening Programme to be reallocated to other projects within the programme (subject to the verification of the final account). 3. Approve the revised project budget as set out in Table 2 in Appendix 1. 4. Agree to close the project.
3. Key conclusions	• Works were completed within the approved project budget. • The project delivered an increase in biodiverse planting area, a new rain garden and increased seating leading to a more attractive public realm for residents, workers and visitors alike to spend time and for local organisations to hold outdoor events, including setting-up licensed tables and chairs. • There is an acknowledgement that the overall project programme slipped and reasons are summarised in Section 9: *Assessment of project against key milestones.* • Once works started on site, the delivery was time efficient thanks to early engagement with suppliers and effective phasing of the works by the Highways Construction Manager. The supply issue of York Stone was addressed early in the project and an alternative sandstone was identified and procured instead to protect the programme delivery. • Close coordination with local occupiers including the Westin Hotel St Paul's, the Mercers' Boutique hotel, Virgin Active, St James' Garlickhythe Church, the Doctors' Surgery and Painters' Hall throughout the design and the phasing of the works led to minimal disruptions to their operations. • The suspension of the disabled bays for the duration of the works on site was undertaken following due process of undertaking an EQIA and alternative parking options communicated effectively with local occupiers. Similarly with the Doctor's bay. • The relocation of the Swan and Barge Master statue was undertaken with utmost care engaging the owners effectively (the Vintners' Livery Company).

Main Report

Design & Delivery Review

4. Design into delivery	The design was developed based on extensive site analysis which helped establish design constraints and considerations early on. The design was adapted to avoid costly utilities' diversions. The existing drainage system was fully investigated and the City's Highways Drainage Manager was engaged in the drainage design of the new scheme, including on how to connect the drainage system of the new rain garden to the existing highways drainage. The existing trees were fully assessed by City Gardens who recommended they be felled to be replaced by new trees due to their poor condition. The assessment of the area beneath the trees indicated an old carriageway construction. It enabled the project team to factor in excavation of this old structure to enable healthier growth of the new trees' roots. Extensive site analysis with the right expertise helped minimise issues during construction.
5. Options appraisal	The design option that was favoured during consultation was the one that was taken to detailed design stage. However, the design was adapted to remove the proposed granite raingarden planter along the carriageway as it would have been too vulnerable to impacts by large delivery vehicles operating in the vicinity. It was also quite costly and would have brought the overall budget above the approved funding allocation. A raised table between Skinners Lane, Little Trinity Lane and Garlick Hill was also included the original preferred design option. However, the TfL funds to deliver this element were not available and so this table was omitted from the works programme. These changes were communicated clearly and in a timely manner to local occupiers and stakeholders and the final design. Excluding the carriageway planter and raised table from the scope (for consideration in future phases) was approved at Gateway 5. Changes in original programme are explained in section 9. Overall, the approved final design was delivered as per agreed specifications, within the budget and programme set at Gateway 5.
6. Procurement route	• The concept design work was procured through an RFQ (Request for Quotation) in 2018 and four fee proposals were submitted and assessed. The project was subsequently paused.

	• The landscape architect who had been awarded the concept design phase of work in 2018 was appointed through direct award for the detailed design stage following the project being restarted in 2022. • The highways construction technical design was done in-house by our Senior Highways Project Engineer. • The environmental engineer was appointed as a direct award following CoL Procurement Standards for services under £10,000. • The necessary surveys were commissioned through the Highways Team. • The construction works were delivered by the City Highways Term Contractor. • The original artist's company and foundry for the bargemaster statue were appointed through direct award as they had original casts, technical drawings and history of the original installation. • A fine art transport company was appointed through direct award to protect the project's programme. They were needed once it was established that the insurance liability of the foundry was not sufficient during transportation between site and storage.
7. Skills base	The project team was set-up by the Project Manager to bring together the necessary skills as follows: • CoL Senior Highways Designer and Construction Manager; • An externally appointed Landscape Designer with horticultural expertise; • CoL City Gardens Officers • An externally appointed Environmental Engineer to undertake drainage and levels design for the new rain garden • CoL Highways Drainage Manager An externally appointed art studio to lead on the relocation of the Barge Master and Swan statue. The relevant skills across the team enabled the early identification of constraints and issues to inform the development of the design and avoid issues arising during construction. The project benefitted from having a senior construction manager with a lot of experience and established relationships with suppliers. Due to his expertise and experience, he was able to identify issues early on and act swiftly as well as managing the phasing of the works effectively.
8. Stakeholders	<u>Internal Stakeholders:</u> • CoL Highways

	• CoL City Gardens Tree Officer • CoL City Gardens Horticultural Project Manager • CoL Cleansing • CoL Environmental Resilience Team – Cool Streets and Greening Programme Manager <u>External Stakeholders:</u> • the Westin Hotel St Paul's • the Mercers' Boutique hotel • Virgin Active • St James' Garlickhythe Church and • the Doctors' Surgery on Garlick Hill • Painters' Hall Livery Company

<u>Variation Review</u>

9. Assessment of project against key milestones	• Mansion House Stations Environs – Little Trinity Lane Project was initiated in 2018 but was paused following the impact of the pandemic on TfL's overall financial position. • In 2022, the project was included in the City's Cool Streets and Greening Programme and a revised scope was agreed. • Gateway 4 – Detailed Options Appraisal was approved by Committees in September 2023. • It was anticipated that the Gateway 5 report would be submitted in March 2024. However, the design development was impacted by staff resourcing and delayed responses from utilities companies.
10. Assessment of project against Scope	Some design changes occurred prior to gateway 5 as set out in section 5. These were communicated clearly and in a timely manner to local occupiers and stakeholders. The project was completed within the scope approved at Gateway 5.

11. Risks and issues	**Final total of CRP used = 0.** • **Poor health of existing trees on site means that these trees may need to be removed and replaced (R7)** As this risk was identified early, advice and guidance from City Gardens' Arboriculture Project Officer was sought to seek authority to fell the trees. No objections were received. New trees were specified by City Gardens and purchased within allocated budget. No CRP was needed. • **Programme delays due to sourcing of materials and bespoke items (R6)** This risk occurred. The Supply of York stone was not available due to issues with the quarry. As the risk had been identified early, the project team liaised with the Highways Manager and sourced an alternative stone that met the City's standards. The lead-in times met the project's programme and the revised cost was within budget. There was no impact on the programme or budget therefore no CRP was required. • **Planting final cost comes in above budget (R10)** Officers had to use additional labour during the hot weather period to ensure the newly planted areas were watered adequately to avoid plant losses. These costs were covered by an underspend in the Works' budget as set out in Table 2. No CRP was required.
12. Transition to BAU	Transition from the completion of the works to Business As Usual was seamless as workers and visitors and local occupiers alike started to use the space as soon as the works were completed. The Mercers' boutique hotel applied for tables and chairs and the area is used a lot more than prior to the relandscaping. The enhanced environment also makes it easier for highways and cleansing departments to maintain the area. However due to late connection by Thames Water of the Standpipe to the water mains, City Gardens faced challenges to water the new planting during spells of hot weather. Seasonal workers were brought in during this period. The standpipe has since been installed, making the maintenance of the planting easier. Over the next couple of years, the new planting will be reviewed and where there are gaps in the planting, additional plants will be planted. This is covered by the maintenance lumpsum included in the budget and allocated to City Gardens.

Value Review

13. Budget

Estimated Outturn Cost (G2)	Estimated cost (including risk): £350k-£700k Estimated cost (excluding risk): £300k-£600k

	At Authority to Start work (G5)	Final Outturn Cost
Fees	£88,350	£78,677
Staff Costs – Env. Services	£72,000	£66,831
Staff Costs – P&T	£118,550	£109,285
Staff Costs – Legal	£600	£524
Staff Costs – City Gardens	£6,500	£6,809
Works	£374,000	£370,966
City Gardens Maintenance	£80,000	£80,000
City Gardens Works	£40,000	£42,973
Costed Risk Provision	£60,000	£0
Total	£840,000	£756,065

The total project cost includes the original evaluation costs relating to the Mansion House Stations Environs Programme as well as several re-designs following changes in funding and scope explained in section 5.

The Final Account for this project will be verified upon approval of the Gateway 6 report.

It is recommended that any project underspend is re-allocated to the Cool Streets and Greening Programme.

14. Investment

Not Applicable

15. Assessment of project against SMART objectives

The project achieved the following objectives:

- Create more space for people to stop and rest, supporting the objectives of the Transport Strategy
- Increase greening within the Square Mile, through an enhanced space
- Increase the amount of the climate resilient planting throughout the City, by introducing green infrastructure and species that are appropriate for the local environment as well

	• Implemented SuDs to improve surface water management and reduce future flood risk • Improve opportunities and connectivity for biodiversity and deliver the outcomes of the City's Biodiversity Action Plan, by supporting green corridors, planting tree and plant species that are biodiverse.
16. Key benefits realised	The project has delivered all of benefits that were approved at the previous project gateways. Within the project area, the following were delivered: • 5 new benches were introduced providing space for 30 people to sit. • Nine new trees and 50 sqm of planting. • New rain garden draining all surface water across the paved area from the church to the pedestrian bridge. Additional benefits include the refurbishment of the Barge-Master and Swan Statue which is now a more prominent feature in the public realm.

Lessons Learned and Recommendations

17. Positive reflections	• The right mix of skills and experience were included to develop the design and deliver the project. • Close coordination with local occupiers throughout the design development and the phasing of the works led to minimum complaints and disruptions to their operations. • Implementation was time efficient thanks to early engagement with suppliers and effective phasing of the various packages of works by the Highways construction Manager. • It was really beneficial to have an experienced Tree Officer in-house to advise the project team on the health of existing trees, support the project team through newly introduced environmental legislation on felling of trees and to specify new tree species to cope best with the site location and conditions.

18. Improvement reflections	• One of the utility companies was slow to respond to requests for quotations and alterations to their equipment. Fortunately, the project construction manager was able to adapt the works to accommodate this without impacting the budget and programme. Lengthy delays with Thames Water connection to the new standpipe. This led to City Gardens needing to recruit seasonal workers to ensure adequate watering of the newly planted areas for 3 months. This additional cost was not foreseen and was covered using underspend within the budget. Such delay with Thames Water occurred across various project sites and City Gardens have decided going forward on future projects to only undertake planting once Thames Water connections are established.
19. Sharing best practice	Lessons learned workshops and site monitoring by an external consultant will be undertaken in the autumn. Findings will be disseminated through team meetings and the Enterprise Portfolio Management Office's Knowledge Hub. The project, as part of the Cool Streets and Greening Programme, has been shortlisted for a New London Architecture Award (NLA) under the Public Spaces category. The award aims to recognise new or revitalised spaces in the public realm, from streets and squares to playgrounds and parks, that prioritise blue and green infrastructure, with a focus on biodiversity. The results will be announced on 20th November.
20. AOB	None

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance Tables
Appendix 3	Pre and post Implementation Pictures

Contact

Report Author	Leila Ben-Hassel
Email Address	Leila.ben-hassel@cityoflondon.gov.uk
Telephone Number	0207 332 1569

Appendix 1: Project Cover Sheet

[1] Ownership & Status
UPI: 11945 **Core Project Name:** Mansion House Station Environs: Little Trinity Lane public realm enhancements (Phase 1) **Project Manager:** Leila Ben-Hassel **Definition of need:** The space is proposed to be transformed into a larger and more attractive green public space that is greatly needed in this area, in line with the Climate Action Strategy and Transport Strategy. The current space is in need of enhancement to improve the setting of St James Garlickhythe Church, improve accessibility and comfort along one of the key routes to the riverside and create a high-quality space for local occupiers (office workers, visitors and residents) to dwell by mitigating the impact of the pollution from Upper Thames St (one of the most polluted streets in the City). **Expected timeframe for the project delivery:** The originally reported programme has slipped due to TfL funding being withdrawn and additional design work to include climate resilience measures since the project was included in the Cool Streets and Greening Programme. The revised programme is to start on autumn 2024 (estimated 5 month works programme). **Are we on track for completing the project against the expected timeframe for project delivery?** Programme and scope were reset through the June 2022 Issues Report, following the project being put on hold due to TfL withdrawing project funding. Subsequent delays due to staff absence have also impacted the programme. The milestones and construction completion on site were met as per the programme set at the last Gateway (Gateway 5). **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 Proposal' G2 report

The total estimated cost was **£350K-£700K** and a budget of £60,000 was approved to reach Gateway 3.

The following streets and spaces were included in scope to be improved:

- Little Trinity Lane, including the green public space adjacent to St James's Church and the area adjacent to the new Queenhithe hotel development.
- Garlick Hill
- Pedestrian subway signage at Mansion House tube station

The key objectives were defined as follows:

- An accessible and inclusive public realm;
- A more comfortable and pleasant environment (including subways);
- Additional greenery and measures to help mitigate the impact of pollution and noise;
- An enhanced setting for the redevelopments in the area

G3 report (as approved by PSC as part of the Queenhithe and Vintry Area Enhancement Programme December 2018)

- Total Estimated Cost (excluding risk):

£418,445, funded from a mix of S106 contributions from local developments (amount capped in S106 Prioritisation Report) and TfL (Local Implementation Plan) funding.

- Spend to date: £41,507 (including evaluation costs)
- Costed Risk Against the Project: 0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: To be coordinated with the programme of the neighbouring hotel development (Which was subsequently delayed by the pandemic)
- January to September 2019: Design development
- Nov/Dec 2019 Gateway 4/5 – Authority to Start Work;

- July 2020: start on site – construction works to be phased and coordinated with hotel development programme and connected Globe View Walkway Works.

Through the programme approach, existing City projects in the vicinity and the Queensbridge House Hotel development's timescales would be coordinated with the project. However, the hotel development timescales slipped in 2019 and further in 2020 due to the pandemic. This project was subsequently put on hold in 2020 when TfL funding was withdrawn.

- Scope/Design Change and Impact:

The project aims to deliver an enhanced and enlarged public space at Little Trinity Lane to provide a more welcoming and comfortable environment to transform this currently unattractive and under-utilised public space.

The concept design seeks to exploit and celebrate the most striking components of the space such as the mature trees and church façade as well as introducing more seating and a strongly planted edge to increase greenery and encourage longer dwell time.

Two options were explored and included the same hard landscaping elements with widened footways (incl. relocation of doctor's parking bay), a granite-setted carriageway cutting through a York stone paved pedestrian space and additional seating. The options explored offered different treatments to the southern edge of the space. Option 2 was approved by committees.

The landscape design Option two proposed the introduction of:

- a feature pergola structure to the southern edge of the space providing a framework for climbing plants and creating a semi-perforated wall of greenery and canopy. This would act as a screen and buffer from the adjacent road noise and add important leaf cover to filter air particulates. The planting would also provide seasonal colour as well as shade for the seating.
- integrated feature lighting making the lower level hedging and planting beds would become a more prominent focal point in the space.
- Seating centred around the feature trees and new planting

This design is proposed to be reviewed as part of this Issues' Report to refocus the benefits of the project to align with the City's Climate Action Strategy objectives and the Cool Streets and Greening Programme's requirements.

Issues report – July 2022

- Total Estimated Cost (excluding risk): £418,445 (set at Gateway 3).
- Spend to date: £81,992 (including evaluation costs for all phases and fee commitments)
- Costed Risk Against the Project: 0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: The project has been on hold since 2020 because of the withdrawal of TfL funding as a result of the pandemic. The previous completion date was late 2020. The revised completion date is summer 2023.
- Scope/Design Change and Impact:

The project aims to deliver an enhanced and enlarged public space at Little The project funding strategy included a mix of S106 and TfL funds.

However, following the impact of the pandemic on TfL's overall financial position and ongoing uncertainty around future funding, £100k of TfL LIP funding was withdrawn from this project, and the project was subsequently put on hold in 2020.

Officers identified some project efficiencies, however the loss of the TfL funds and additional costs as a result of inflation, mean that not all of the planned improvements will be affordable, and the original project objectives will not be met.

Since the Gateway 3 approval, the City has adopted the Climate Action Strategy (CAS) which seeks to introduce more climate resilience measures in the public realm through the implementation of the Cool Streets and Greening Programme (CSG). The CSG programme is a £6.8m programme to be implemented over 4 years.

This site has been identified as a priority project of the Cool Streets and Greening programme as it has great potential to incorporate climate resilience measures due to its location, topography and greening capacity. In February 2022, the Cool Streets and Greening Programme report for Year 2 was approved and this included a funding allocation of £165,000 to widen the scope to deliver climate resilience measures as part of this project. This funding is specific to deliver climate resilience measures and is not able to be used to offset the loss of TfL funding to deliver minor accessibility measures.

Gateway 4 – September 2023

- Total Estimated Cost (excluding risk): £650k - £780k (for recommended option)
- Spend to date: £120,267 (including evaluation costs for all phases and fee commitments)
- Costed Risk Against the Project: 0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: The project has been on hold since 2020 because of the withdrawal of TfL funding as a result of the pandemic. The previous completion date was late 2020. The revised completion date is summer 2023.

<u>Slippage:</u>

a. Cost/Scope

- Officers investigated opportunities to include minor accessibility improvements and secured additional TfL funding allocation of £75,000 (subject to the LIP 2024-25 programme report being approved by committees in early 2024).
- Following initial site surveys and analysis, officers identified additional SuDs opportunities which is welcome considering the site's proximity to the City's Flood Risk Area.
- The change in scope to include minor accessibility improvements and additional SuDs (including a carriageway rain garden) has led to the increase of the overall estimated project cost range.
- It is proposed to fund the increase from additional funds from the Cool Streets and Greening Programme (subject to committee approval of the next CSG Programme Update Report) and TfL LIP 2024-25 (subject to committee approval of the next LIP Programme Update Report).

b. Programme

- The last reported programme provided an indicative construction start date of Summer 2023. The revised indicative start date is now Spring 2024. This delay was caused by the following 2 factors:
- The project was put on hold as part of the wider corporate projects review in July 2022. Officers were able to resume design work in January 2023.

The programme was further impacted by additional design work related to the additional scope referenced above (minor accessibility enhancements and additional SuDs).

Cool Streets and Greening Programme update report – May 2024

The project funding strategy has been amended since the Gateway 4 report was approved in September 2023. The Streets and Walkways Sub-Committee agreed the following recommendation in May 2024 as part of the Cool Streets and Greening Programme report:

- *Agree the increase in the Cool Streets and Greening allocation for the Little Trinity Lane project of £150,000 to replace S106 funds that are no longer available and fund additional planting, utility works and the costed risk provision.*

Members also approved the following recommendations as part of this report:

Delegate approval and drawdown of the Costed Risk Provision for the projects in the programme to the Chief Officer if one is sought at Gateway 5.

Gateway 5 – July 2024

Total Estimated Cost (excluding risk): £780k

Spend to date: £159,284. This includes design development for other projects as part of the Queenhithe and Vintry programme.

Costed Risk Against the Project: 0

CRP Requested: 0

CRP Drawn Down: 0

Estimated Programme Dates:

- Finalise construction package (July 2024)
- Mobilisation of Main Contractor (August-October 2024)
- Felling of trees in poor health (October 2024)
- Works start on site (November 2024)
- Works end on site (April 2025)
- Gateway 6 (July 2025)

Gateway 6 – August 2025

Total Estimated Cost (excluding risk): £755,303

Spend to date: £755,303. This includes design development for other projects as part of the Queenhithe and Vintry programme.

Costed Risk Against the Project: 0

CRP Requested: 0

CRP Drawn Down: 0

Programme: the project was completed as per the programme set at the last gateway.

Appendix 2 – Risk Register

City of London: Projects Procedure Corporate Risks Register

Project name: *Mansion House Station Environs - Little Trinity Lane*

Unique project identifier: *11945*

Total est cost (exc risk) *£780000*

PM's overall risk rating	**Medium**
Avg risk pre-mitigation	**0.0**
Avg risk post-mitigation	**0.0**
Red risks (open)	**0**
Amber risks (open)	**0**
Green risks (open)	**0**

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)	£160,000.00	21%	*Costed risk as % of total estimated cost of project*
Costed risk pre-mitigation (open)	£0.00	0%	" "
Costed risk post-mitigation (open)	£0.00	0%	" "
Costed Risk Provision requested	£60,000.00	8%	*CRP as % of total estimated cost of project*

	Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
(1) Compliance/Regulatory	0	0.0	£0.00	0	0	0
(2) Financial	0	0.0	£0.00	0	0	0
(3) Reputation	0	0.0	£0.00	0	0	0
(4) Contractual/Partnership	0	0.0	£0.00	0	0	0
(5) H&S/Wellbeing	0	0.0	£0.00	0	0	0
(6) Safeguarding	0	0.0	£0.00	0	0	0
(7) Innovation	0	0.0	£0.00	0	0	0
(8) Technology	0	0.0	£0.00	0	0	0
(9) Environmental	0	0.0	£0.00	0	0	0
(10) Physical	0	0.0	£0.00	0	0	0

Issues (open)	1
All Issues	1

	Extreme	Major	Serious	Minor
Open Issues	0	0	1	0
All Issues	0	0	1	0

Cost to resolve all issues (on completion)	£0.00
Total CRP used to date	£0.00

City of London: Projects Procedure Corporate Risks Register

Project Name:	Mansion House Station Environs - Little Trinity Lane	PM's overall risk rating:	Medium	CRP requested this gateway	£ 60,000	Average unmitigated risk	0.0	Open Risks	0
Unique project identifier:	11945	Total estimated cost (exc risk):	£ 780,000	Total CRP used to date	£ -	Average mitigated	0.0	Closed Risks	11

General risk classification											Mitigation actions								Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issue	Comment(s)
R2	4	(2) Financial	Archaeological finds	This would require a watching brief and impact cost and lengthen the programme	Unlikely	Minor	2				the works will not be in depth so the risk is minor of finding archaeology. A fee allocation for a possible watching brief will be included in the Gateway 5 budget.		Unlikely	Minor		2	£0.00	0	15/08/2023	Gill Howard	Leila Ben-Hassel	31/01/2025	
R3	4	(1) Compliance/Regulatory	Objections to the statutory consultation on the traffic orders to move the Doctor's Bay by a few metres westbound.	This risk is low as the relocation is only a few metres and officers have identified the interested party to engage with and have	Unlikely	Minor	2				Engagement with the Doctor's practice and local occupiers to highlight the benefits of the minor relocation of the Dr's bay.		Unlikely	Minor		2	£0.00		15/08/2023	Gill Howard	Leila Ben-Hassel	31/01/2025	Relevant only for Phase 2
R4	4	(2) Financial	Utility issues lead to increased costs and impact scope of works	would impact on budget, design scope and programme	Possible	Major	12	£60,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	A radar survey, Utility C4 enquiries and trial holes in several locations have been undertaken. These surveys have informed the design development and minor layout changes have been undertaken to minimise conflict with utilities. However once excavation works start, there is a possibility that further utility issues arise.		Unlikely	Serious	£30,000.00	4	£0.00		15/08/2023	Gill Howard	Leila Ben-Hassel	28/02/2025	The £30K CRP allowance would cover fees, works and staff costs relating to engagement with utility companies and possible additional work on the design and/or on site
R5	4	(2) Financial	Cost escalation due to variable material costs	increase cost of materials impact the project's budget	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	The City's term contractor has a list of preferred suppliers; if some prices seem to expensive, they would seek various quotes to ensure competitive prices are secured - risk will be monitored closely with Term Contractor. Choice of materials or minor design changes would also be considered to keep costs down.		Possible	Minor	£10,000.00	3	£0.00		15/08/2023	Gill Howard	Leila Ben-Hassel	31/03/2025	The £10K would cover additional costs down to standing down gangs and maintaining the site secure during the delayed works on site.
R6	4	(2) Financial	Programme delays due to sourcing of materials and bespoke items	Programme delays due to sourcing of materials incurs leading to cost increase (additional prelims / labour costs / staff costs)	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	This is out of the City's control. However, the project team will identify and engage with suppliers as early as possible as well as ensuring multiple quotes are explored to ensure value for money.		Unlikely	Minor	£5,000.00	2	£0.00		15/08/2023	Gill Howard	Leila Ben-Hassel	28/02/2025	The £5K would cover additional costs down to standing down gangs and maintaining the site secure during the delayed works on site.
R7	4	(3) Environmental	Poor health of existing trees on site means that these trees may need to be removed and replaced	budget impact mostly	Possible	Minor	3	£0.00			Officers commissioned a tree survey and City Gardens will undertake an assessment - any trees that need to be replaced will be budgeted for in the implementation budget	£0.00	Possible	Minor	£0.00	3	£0.00		15/08/2023	Gill Howard	Leila Ben-Hassel	15/01/2025	

City of London: Projects Procedure Corporate Risks Register

Project Name:	Mansion House Station Environs - Little Trinity Lane	PM's overall risk rating:	Medium	CRP requested this gateway	£ 60,000	Average unmitigated risk	0.0	Open Risks	0
Unique project identifier:	11945	Total estimated cost (exc risk):	£ 780,000	Total CRP used to date	£ -	Average mitigated	0.0	Closed Risks	11

General risk classification										Mitigation actions							Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issue	Comment(s)
R8	4	(10) Physical	Unknown structural condition of the planter retaining wall may impact re-planting scope opportunities	this would impact the design scope and the delivery of benefits (e.g. greater amount of biodiverse planting)	Possible	Major	12	£30,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Officers have undertaken surveys an	Possible	Minor	£10,000.00	3	£0.00		15/08/2023	Gill Howard	Leila Ben-Hassel	15/12/2024	The £10K would cover additional costs down to standing down gangs and maintaining the site secure during the delayed works on site.
R3	5	(5) H&S/Wellbeing	Excavation of existing planter and planting could be classed as working at height in the section along Upper Thames St where the wall is higher	the right method statement needs to be adhered to in order to ensure safety at all times throughout the works.	Unlikely	Major	8	£0.00			The CDM Manager and Construction Manager have been notified and they will be engaging with the Main Contractor to develop the appropriate Method Statement and ensure risk assessments are undertaken prior to any works at height starting on site	£0.00	Rare	Major	£0.00	4	£0.00		30/04/2024	Gill Howard	Leila Ben-Hassel	15/12/2024	
R10	5	(2) Financial	Planting final cost comes in above budget.	The planting Plan has been designed - the detailed planting schedule will produced at the next stage and the final planting cost may come in higher due to inflation and import costs.	Possible	Serious	6	£10,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Officers have based their planting budget based on other comparable scheme and a draft high level estimate from City Gardens. If the final cost comes in higher, the planting scheme will be adapted to fit within allocated budget	£0.00	Unlikely	Minor	£5,000.00	2	£0.00		01/07/2024	Gill Howard	Leila Ben-Hassel	31/03/2025	The £5K would cover additional planting costs
R1		(3) Reputation	Noise complaints	The site is close to hotels, offices and the Church. Complaints may be received.	Possible	Serious	6	£0.00			All occupiers will be engaged on the agreed works time and development of the works phasing plan to ensure impact on events is kept to minimum and working hours will be communicated effectively through FMC Commuication Liaison to minimise risks of noise complaints.	£0.00			£0.00		£0.00			Gill Howard	Leila Ben-Hassel	30/04/2025	

Appendix 3 – Finance tables

- **Table 1: Expenditure to date: Mansion House Station Public Realm Improvements - 16100384**

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	72,000	66,831	5,169
Legal Staff Costs	600	524	76
Open Spaces Staff Costs	6,500	6,809	(309)
P&T Staff Costs	118,550	109,285	9,265
P&T Fees	88,350	78,677	9,673
Env Servs Works	374,000	370,966	3,034
Open Spaces Works	40,000	42,973	(2,973)
Cost Risk Provision	60,000	-	60,000
Open Spaces Maintenance	80,000	80,000	-
TOTAL	**840,000**	**756,065**	**83,935**

- **Table 2: Table 2: Revised Budgets: Mansion House Station Public Realm Improvements - 16100384**

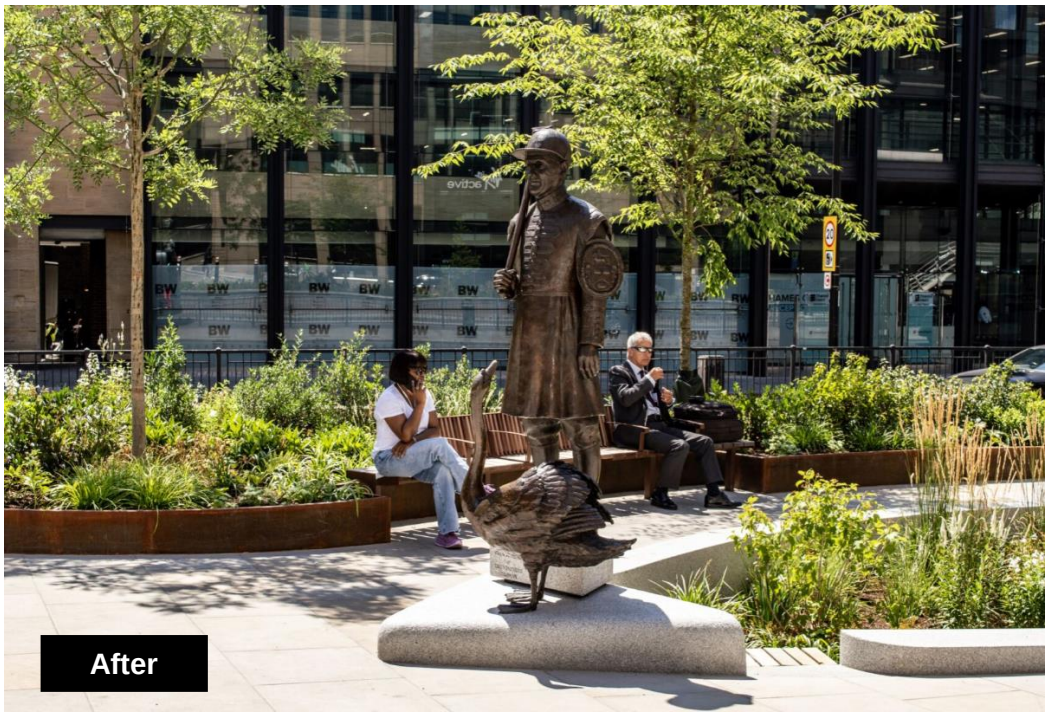
Description	Approved Budget (£)	Adjustments (£)	Balance (£)
Env Servs Staff Costs	72,000	(309)	71,691
Legal Staff Costs	600	-	600
Open Spaces Staff Costs	6,500	309	6,809
P&T Staff Costs	118,550	-	118,550
P&T Fees	88,350	-	88,350
Env Servs Works	374,000	(2,973)	371,027
Open Spaces Works	40,000	2,973	42,973
Cost Risk Provision	60,000	-	60,000
Open Spaces Maintenance	80,000	-	80,000
TOTAL	**840,000**	**-**	**840,000**

- **Funding strategy:**

Funding Source	Funding Allocation (£)
TfL - LIP 2017/18	14,425
TfL - LIP 2018/19	45,053
TfL - LIP 2019/20	7,487
TfL - LIP 2022/23	25,000
S106 - 39-53 Cannon Street - LCE	121,090
S106 - 39-53 Cannon Street - Transport	21,350
S106 - Bucklersbury House - LCE	100,900
OSPR - CAS Cool Streets & Greening	504,695
TOTAL	**840,000**

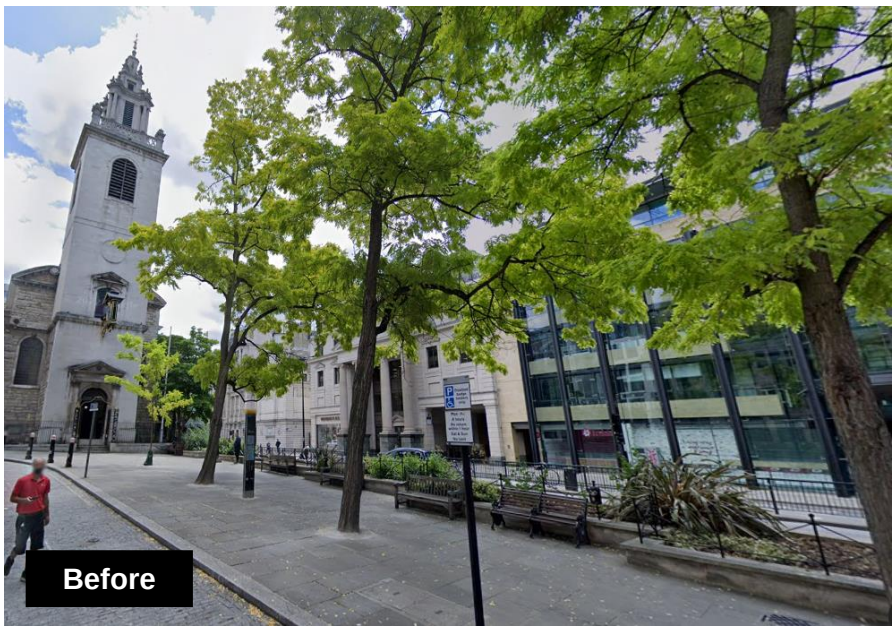
Appendix 4 – pre and post-implementation visuals

View towards Upper Thames Street:



Transformed area with CorTen edge planter with new trees and new accessible benches; new rain garden with granite kerbs and the Barge Master and Swan statue in a more prominent location.

View towards St James Garlickhythe Church:



After (2)
PTSG

Committees: Streets and Walkway Sub Committee - *for decision* Projects and Procurement Sub Committee - *for information* Natural Environment Board – *for information*	**Dates:** 16 September 2025 14 October 2025 23 October 2025
Subject: Moorgate Crossrail Station Links: Finsbury Circus Western Arm **Unique Project Identifier:** 12186	**Gateway 6:** **Outcome Report** Regular
Report of: Executive Director Environment Choose an item. **Report Author:** Maria Curro, Policy and Projects, City Operations	**For Decision**
PUBLIC	

Summary

1. Status update	**Project Description:** Summary • The Moorgate Crossrail Station Links (MCSL) project, seeks to improve the environment for people walking and cycling along Moorgate and surrounding areas. • The Finsbury Circus Western Arm scheme (Phase 2 A) forms part of the wider MCSL works, with the aim to enhance the public realm and introduce new greening along the arm. • The Finsbury Circus Western Arm scheme is also a core project of the Cool Streets and Greening programme and, therefore, utilises some of this funding to deliver the greening elements. • This report relates to the Finsbury Circus Western Arm relandscaping scheme only, as a stand-alone project. • A Gateway 3/4 report was approved by Committees in January 2023. A Gateway 5 report was approved in March 2024, under Delegated Authority.

	Finsbury Circus Western Arm Relandscaping Project Overview In 2019, Finsbury Circus Western Arm was closed to motorised traffic with the intent to create a public space once the Crossrail hoarding was removed. An enhancement proposal for Finsbury Circus Western Arm was put on hold in January 2022 due to the erection of hoarding/pit lane within the project area to accommodate the refurbishment works at 84 Moorgate. A positive outcome of this delay has been involvement of the Cool Streets and Greening Programme, leading to the preparation of a more ambitious soft landscaping design for the Western Arm. • The relandscaping project has delivered an attractive and enhanced high-quality public space at the Western Arm, leading to Finsbury Circus Gardens. • The project has introduced new greenery, with the introduction of trees and planting beds. • Green infrastructure included within the project will significantly increase the local biodiversity within the area and will help to deliver connected corridors for biodiversity. • The project has built-in climate resilient measures, supporting the City's Climate Action Strategy and Biodiversity Action Plan. **RAG Status: Green** (Amber at last report to Committee) **Risk Status:** Low (Low at last report to committee) **Costed Risk Provision Utilised:** £19,000 **Final Outturn Cost:** £785,923
2. Next steps and requested decisions	**Requested Decisions:** Members of the Streets and Walkways Sub Committee are asked to: 1. Note and approve the content of this outcome report. 2. Authorise the Chamberlain's department to return unspent project funds to the Cool Steets and Greening Programme to be reallocated to other projects within the programme (subject to the verification of the final account). 3. Agree to close the Finsbury Circus Western Arm project, Phase 2 A of the wider MCSL project.
3. Key conclusions	The project achieved the following measures of success:

	• To create more space for people to stop and rest, by introducing additional seating throughout the project area • To increase the amount of greening within the Square Mile, by introducing trees and greening throughout the arm and to compliment the Finsbury Circus Gardens • To increase the amount of the climate resilient planting throughout the City, by introducing tree and planting species that require minimal maintenance and are climate resilient • To improve opportunities and corridors for biodiversity and deliver in the outcomes of the City's Biodiversity Action Plan Key learning and recommendations for the project include the following: • Identifying key design and construction risks early and mitigating these risks, including the London Underground tunnel, located directly beneath the western arm • Identifying key stakeholders to ensure that risks are identified and addressed within a timely manner. Project stakeholders included: London Underground and local businesses/occupiers, as well as several City departments including City Structures and City Highways • Early and ongoing engagement with stakeholders throughout the lifecycle of the project, to ensure opportunities are realised and risk is managed

Main Report

Design & Delivery Review

4. Design into delivery	The City's Highways Team and Structure Team worked closely with the TfL Underground to understand and review the designs of the western arm, including location, proposed infrastructure, acceptable infrastructure load (i.e. soil weight), planting type, etc. Directly beneath the western arm is an underground subway tunnel. Design adjustments were made when required and it was agreed by TfL that the final design for the western arm was appropriate, as the infrastructure and planting does not interfere with the operation and safety of the London Underground tunnel.

5. Options appraisal	Several initial design options were explored and in working closely with TfL Underground during the design process, it was identified that a reduction in planters was required due to the infrastructure load. The final design option was determined the most suitable for the western arm. Reasons for this included: • layout that provides opportunity for enhanced green infrastructure, planting and seating; • layout that ensures no disruption to underground utilities and the London Underground tunnel • layout that ensures people walking and wheeling can travel comfortably through the site. At the end of the construction, minor changes were made to the placement of benches to ensure they were positioned to account for walking routes and minor adjustments to the planter positions as a result of utilities. During the construction phase of the project, 12 cycle racks were removed and all have been reintegrated within the project area. The design for the western arm allows for the project objectives to be met, including enhancing biodiversity across the City, introducing greening and planting, as well as providing spaces for people to dwell and rest. Appendix 2 outlines the project objectives in more detail.
6. Procurement route	Standard City procurement routes were used, including the use of the Transportation and Public Realm framework for landscape architecture consultancy services. The City's Highways Team undertook the design of the western arm, and the City's term contractor, FM Conway, 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	Local stakeholders, such as neighbouring buildings and businesses, were engaged throughout the lifecycle of the project and updated at key project milestones. TfL Underground were engaged throughout the design process to ensure the suitability of the design, due to the tunnel beneath the western arm. Ward Members were briefed at key project milestones, through project briefing notes. An online consultation for the scheme was undertaken by Commonplace as part of the wider area Healthy Streets Plan, held between November to December 2023. The majority of

	respondents were in favour of the project, citing enhanced green space, the addition of greenery which will enhance biodiversity within the area, and the introduction of seating within the space as a priority.

Variation Review

9. Assessment of project against key milestones	A traffic order to prevent motor vehicles using the western arm to exit Finsbury Circus onto Moorgate was implemented in 2019, with the intent to utilise this reclaimed carriageway space to create a new public space linking to the planned refurbished Finsbury Circus Gardens. A 5-year programme delay on progressing the public space was incurred. Initially due to the delays by Crossrail in vacating the western arm. This was promptly, followed by hoarding to facilitate an adjacent development (84 Moorgate) using the area as a pit lane until August 2024. As such, an enhancement proposal for Finsbury Circus Western Arm was put on hold in January 2022. A positive outcome of this delay has been involvement of the Cool Streets and Greening Programme, leading to the preparation of a more ambitious soft landscaping proposal for the Western Arm. Other positives include the extended timeframe to engage with TfL Underground and local businesses. The highway works were completed within a five-month schedule, with ongoing communication with local stakeholders updating them on project progress.
10. Assessment of project against Scope	The landscaping project met all the objectives listed in Appendix 2. A brief summary of achieved objectives are as follows: • Attractive and enhanced high-quality public space, leading to the Finsbury Circus Gardens • Introduction of new greening, including several trees and planting beds to enhance local biodiversity, as well as seating and benches • Work to implement and deliver the outcomes of the City's Biodiversity Action Plan
11. Risks and issues	At the initiation of the project, it was identified that the central project risk was the London Underground tunnel, located beneath the western arm. In identifying this issue early on within the project lifecycle and design process, provided the Project Team the opportunity to mitigate the risk by closely working the City's Structure Team and London Underground in design feasibility.

	Other risks and issues identified included the use of the western arm as a pit lane to accommodate the development at 84 Moorgate and the delays associated with the Crossrail compensation.
12. Transition to BAU	The project is now complete and has been passed over to the City's Highways Maintenance Team and City Gardens to manage. The scheme was designed and built to the City's specifications and approvals, 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)	At the Gateway 2 stage of the project, there was no consideration of any relandscaping at the Finsbury Circus Western Arm. Relandscaping proposals were considered at the Gateway 3/4 of the wider Moorgate Crossrail Station Links project, following confirmation of funding for the landscaping from the Cool Streets and Greening programme.

	At Authority to Start work (G5)	*Final Outturn Cost*
Fees	*49,045*	*46,033*
Staff Costs	*140,955*	*86,528*
*Works**	*510,464*	*498,080*
*Maintenance***	*155,282*	*155,282*
Costed Risk Provision	*98,000*	
Costed Risk Provision Drawdown		*-19,000*
Total	*953,746*	*785,923*

The Final Account for this project has not been verified.

The final outturn cost further includes project maintenance post-project completion.

14. Investment	Not applicable.
15. Assessment of project	The Finsbury Circus Western Arm relandscaping project achieved its SMART objectives of:

against SMART objectives	• Create more space for people to stop and rest, supporting the objectives of the Transport Strategy • Increase greening within the Square Mile, through an enhanced space within the western arm • Increase the amount of the climate resilient planting throughout the City, by introducing green infrastructure and planting species that are appropriate for the local environment • Improve opportunities and corridors for biodiversity and deliver the outcomes of the City's Biodiversity Action Plan, by planting tree and plant species that are biodiverse Within the project area, 11 new benches were introduced providing space for 60 people to sit. Nine new trees and 134 sq.m of planting.
16. Key benefits realised	The relandscaping project implemented measures that improve the public realm and the experience of walking, wheel and spending time on the street; and introduce greening that increased local biodiversity. In 2019, Finsbury Circus Western Arm was closed to motorised traffic with the intent to create a public space. This change allowed for maximum space within the western arm to be utilised for the relandscaping project.

Lessons Learned and Recommendations

17. Positive reflections	The project was subject to a 5-year programme delay to ongoing Crossrail works and delays in vacating the western arm. This was followed by further delays due to the western arm being used a pit lane for the development of 84 Moorgate. A positive outcome of this delay has been involvement of the Cool Streets and Greening Programme, leading to the preparation of a more ambitious soft landscaping proposal for the Western Arm. This has resulted in a diverse array of planting, which has increased the biodiversity and local environment at the western arm. Throughout the project, the project team collaborated early within the project lifecycle and effectively with TfL Underground and City's Structure Team when developing proposed design options for the western arm. Regular communications and engagement have resulted in a final design that meets the project objectives.

	The City Highways Team effectively managed the construction programme and proactively addressed any construction issues, including working with City Gardens to ensure appropriate tree planting depth taking into consideration the underground tunnel structure. The new public space at the western arm was opened in May 2025 already appears to be well liked and used.
18. Improvement reflections	The key lesson identified is the importance to work closer with local/adjacent developers to better understand their planned needs for use of the public highway during their construction. 84 Moorgate was constrained with options for facilitating their refurbishment, but there has been a delay to the public of the delivery of a new public space. There were cost increases incurred by the project because it was delayed, which were not directly attributable to the actions of the project. The project was not able to recover the costs from the developer at 84 Moorgate. Planned enhancement schemes need to be better highlighted to colleagues dealing with construction logistic plans, so that earlier visibility of issues of conflict for space can be identified.
19. Sharing best practice	Dissemination of information through team and project staff briefings has taken place.
20. AOB	None

Appendices

Appendix 1	Project coversheet
Appendix 2	Project objectives
Appendix 3	Final project costs
Appendix 4	Before and after photos

Contact

Report Author	Maria Curro
Email Address	Maria.curro@cityoflondon.gov.uk

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Project Coversheet

[1] Ownership & Status

UPI: 12186

Core Project Name: Finsbury Circus Western Arm

Programme Affiliation (if applicable): Moorgate Crossrail Station Links (MCSL) project

Project Manager: Maria Curro
Definition of need: The competition of the Finsbury Circus Western Arm relandscaping project.

Key measures of success:

-To improve the Square Mile's Urban Greening Factor
-To Increase the amount of climate resilient planting in the City
-To improve opportunities and corridors for biodiversity and deliver on the outcomes of the City's Biodiversity Action Plan

Expected timeframe for the project delivery: N/A. Construction is complete.

Key Milestones:

- Finalise detailed designs and cost estimates – Fall 2023
- Undertake local stakeholder engagement – Fall 2023/Winter 2024
- Prepare G5 report – Winter 2024
- Finalise construction information - Winter 2024
- Scheme implementation – Spring/Summer 2024
- Gateway 6 will be submitted Fall 2024
- Project completion – Summer 2025

Are we on track for completing the project against the expected timeframe for project delivery? N/A. Construction is complete.

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 Proposal' G2 report: Moorgate Crossrail Station Links project (as approved by SWC and PSC 2/11/13)

Scope/Design Change and Impact: Previously combined with the Phase 1 work and, therefore, difficult to disaggregate.

'Options Appraisal and Design' G3 report: Under Urgency Report (as approved by SWC and PSC 2/19/14)

- Total Estimated Cost (excluding risk): £2m - £3.5m
- Resources to reach next Gateway (excluding risk): £20,513
- Spend to date: £380,000
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: no change

'Options Appraisal and Design' G4 report: Issues Report (as approved by PSC 10/07/19 and SWC 22/07/19)

- Total Estimated Cost (excluding risk): £3.6m (Phase 1 and 2)
- Resources to reach next Gateway (excluding risk): £182,952 (Phase 2)
- Spend to date: £1,092,026 (Phase 1)
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: 2020/early-2021 (for Crossrail station completion)

Scope/Design Change and Impact: Members approved the revised approach to meeting overall project objectives, including agreement to the identified way forward at the Moorgate/Ropemaker Street junction and to agree to allow for further exploration of pedestrian enhancements along the Moorgate corridor and at the Moorgate/London Wall junction.

'Authority to start Work' G5 report – Finsbury Circus Western Arm

- Total Estimated Cost (excluding risk): £3.1m - £6.3m (specific to MCSL project)
- Resources to reach next Gateway (excluding risk): £756,746
- Spend to date: NA
- Costed Risk Against the Project: £98,000
- CRP Requested: NA
- CRP Drawn Down: NA
- Estimated Programme Dates: 2023/2024

Scope/Design Change and Impact: 5-year programme delay as a result of the extensive design considerations, such as Crossrail infrastructure beneath the western arm, to ensure the project is delivered on budget and to stated milestones and have been amended as a result.

Total anticipated on-going commitment post-delivery [£]: £5,282 cleansing maintenance and **£150,000** costs included within capital project costs **Programme Affiliation [£]:** Moorgate Crossrail Station Links project

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Appendix 2: Finsbury Circus Western Arm Re-Landscaping Project Objectives

Project Objective	Additional Information	Climate Action Strategy	Transport Strategy	Corporate Plan 2024 – 2029
Attractive and enhanced high-quality public space, leading to the Finsbury Circus Gardens	• High quality materials were used when designing the Western Arm, including paving, planters, etc. • The raised carriageway has provided the opportunity to create an enhanced space and maximised the opportunity for the introduction of greening, tree planting, seating, etc.	• Increase quality of provision of green space within the Square Mile and wider City Corporation spaces • Introduce climate-resilient and adaptive landscaping in planned works	• Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time • Outcome 3: The Square Mile is accessible to all • Outcome 6: The Square Mile's air and streets are cleaner and quieter	• Leading Sustainable Environment • Vibrant Thriving Destination • Flourishing Public Spaces
Introduction of new greening, including several trees and planting beds, as well as seating and benches	• 134 sq. m of new greening introduced within the space. • Nine new multi-stemmed trees introduced within the space. • Seven new planting beds introduced, with a diverse array of planting and other greening. • 11 new benches, several including	• Increase quality of provision of green space within the Square Mile and wider City Corporation spaces • Introduce climate-resilient and adaptive landscaping in planned works • Increasing tree cover by creating tree avenues • Naturalising hardsurfaces	• Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time • Outcome 6: The Square Mile's air and streets are cleaner and quieter	• Leading Sustainable Environment • Vibrant Thriving Destination • Flourishing Public Spaces

	armrests, positioned across the project area, while maintaining appropriate access for those who walk and wheel.			
Introduction of green infrastructure and planting species that enhance local biodiversity, as well as built-in climate resilient measures	• Planting and greening included within the project, include a diverse array of species which are climate resilient. • Trees included within the project are climate resilient.	• Increase quality of provision of green space within the Square Mile and wider City Corporation spaces • Introduce climate-resilient and adaptive landscaping in planned works • Climate resilient planting for biodiversity • Creating steppingstones for biodiversity	• Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time • Outcome 6: The Square Mile's air and streets are cleaner and quieter	• Leading Sustainable Environment • Flourishing Public Spaces
Work to implement and deliver the outcomes of the City's Biodiversity Action Plan	• Introduction of new planting and trees, and the diversity of these species, improve the local biodiversity.	• More and better spaces for people and nature, including urban biodiversity • Creating steppingstones for biodiversity	• Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time • Outcome 6: The Square Mile's air and streets are cleaner and quieter	• Leading Sustainable Environment • Flourishing Public Spaces

Appendix 3: Final Project Costs

Table 1: Expenditure to date: MCSL Finsbury Circus Ph2A - 16100414			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
ENV Servs Staff Costs	72,655	44,216	28,439
Open Spaces Staff Costs	10,300	6,013	4,287
P&T Staff Costs	58,000	36,298	21,702
P&T Fees	49,045	46,033	3,012
Open Spaces Works	69,765	58,656	11,109
Works	440,699	439,425	1,274
Cost Risk Provision	***98,000***	***-***	***98,000***
Drawdown	***- 19,000***	***-***	***-19,000***
Open Spaces Maintenance*	***150,000***	***150,000***	***-***
Cleansing Maintenance*	***5,282***	***5,282***	***-***
TOTAL	**934,746**	**785,923**	**148,823**
***Retained for future maintenance**			

Table 2: Funding Allocation	
Funding Source	**Current Funding Allocation (£)**
S106	148,568
Crossrail	348,000
OSPR	438,178
TOTAL	**934,746**

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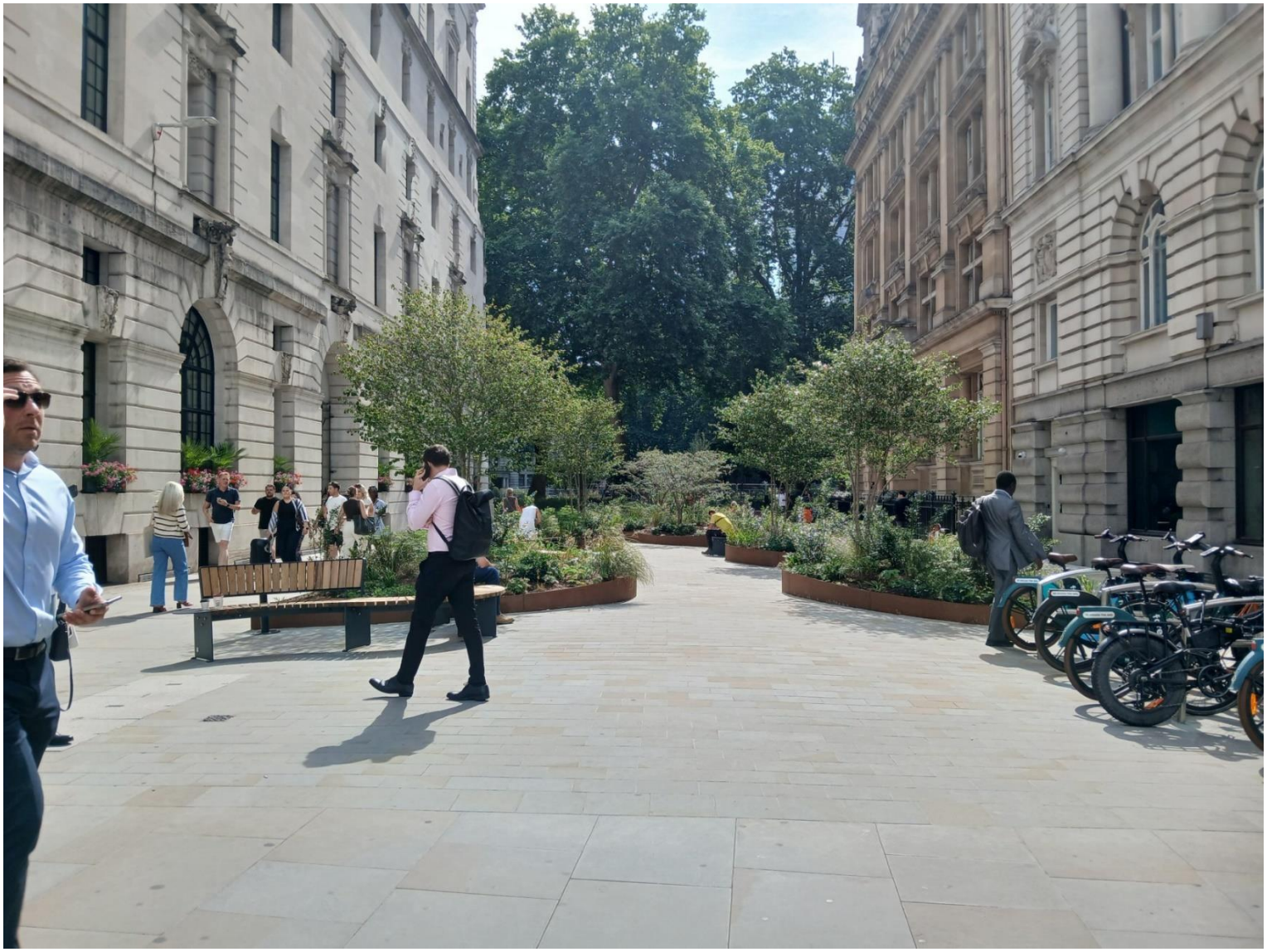
Appendix 4: Finsbury Circus Western Arm Relandscaping Before & After Photos

Finsbury Circus Western Arm: Before (looking west toward Moorgate, Google 2024)

Finsbury Circus Western Arm: After (looking west toward Moorgate, 2025)

Finsbury Circus Western Arm: Before (looking east toward Finsbury Gardens, Studio Weave, 2025)



Finsbury Circus Western Arm: After (looking east towards Finsbury Gardens, 2025)

Committees: Streets and Walkways Sub [for decision] Projects and Procurement Sub [for information]	**Dates:** 16 September 2025 18 September 2025
Subject: 150 Aldersgate Street Section 278 **Unique Project Identifier:** 12348	**Gateway 6: Outcome Report** Light
Report of: Executive Director Environment Choose an item. **Report Author:** Stephen Oliver	**For Decision**
PUBLIC	

Summary

1. Status update	**Project Description:** Section 278 highways works including resurfacing in York stone and associated works in the vicinity of the development at 150 Aldersgate Street. **RAG Status:** Green (Green at last report to Committee) **Risk Status:** Low (Low at last report to committee) **Costed Risk Provision Utilised:** £0 **Final Outturn Cost:** £121,717
2. Next steps and requested decisions	**Requested Decisions:** Members are requested to**:** 1 Note the contents of this report. 2 Authorise return of unused funds to the developer, including any accrued interest as per the Section 278 agreement once the final accounts for these projects are completed. 3 Agree to close this project.

3 Key conclusions	3.1 The project was delivered within its budget (as at Gateway 5), and in line with its main objectives to: • Upgrade existing paving on Aldersgate Street and Braidwood Passage in keeping with adjoining areas. • An improved public realm making the City a more attractive place. • Meet the needs and objectives of the developer.

Main Report

Design & Delivery Review

4 Design into delivery	4.1 Prior to the S278 works and the redevelopment of 150 Aldersgate Street the pavement on the western side of Aldersgate Street was predominantly York stone. The exception was a section in front of 150 Aldersgate Street which was surfaced in mastic. 4.2 Braidwood Passage is a laneway between Aldersgate Street and Cloth Street. Existing paving on this laneway was removed by the developers to enable new services to be laid to the building. 4.3 The S278 works re-laid paving in York stone on both Aldersgate Street and Braidwood Passage and achieved an overall upgrade to the public realm. Braidwood Passage has particularly been made more attractive as the developers have cladded a wall in high quality tiling and new lighting.
5 Options appraisal	5.1 The completed project delivered the original objectives by making improvements to the public realm around the new development.
6 Procurement route	6.1 The construction package was prepared in-house by the Highway Engineer and work on site was undertaken by the City's term contractor FM Conway.
7 Skills base	7.1 The project team had the necessary skills, knowledge and experience to manage delivery of this project.
8 Stakeholders	8.1 The project was delivered in close liaison with the developer to ensure the proposals met their needs as far as possible.

Variation Review

9 Assessment of project against key milestones	9.1 The developers programme slipped by five months and this impacted on FM Conways' programme for repaving Braidwood Passage. Instead of delivering the works in two phases FM Conway implemented the works in one phase once the areas to be paved were available.
10 Assessment of project against Scope	10.1. The project scope identified at Gateway 5 was completed in full. This was • Aldersgate Street and Braidwood Passage re-laid in York stone and remedial repairs to Cloth Street.
11 Risks and issues	11.1 Two identified risks occurred: • "Delays to works due to late release of highway by developer". At G5 a programme was agreed with the developers for FM Conway to deliver the works in two phases with the Braidwood Passage improvements implemented in April 2024 and Aldersgate Street in September 2024. Braidwood Passage was released by the developers after Aldersgate Street. With Braidwood Passage unavailable FM Conway could only implement the works in one phase starting in October 2024. • "Unforeseen technical and/or engineering issues identified". Some of the developers' thresholds on Braidwood Passage were incorrect and therefore some paving had to be lifted and re-laid by FM Conway. There were sufficient funds in the budget to fund the additional works, and no costed risk was utilised. Bespoke tiling has been installed on Braidwood Passage. Not until a sample was produced near to when the Braidwood Passage was due to be resurfaced did the project team realise that the tiling was three dimensional and the laying of the York stone paving would be more complicated with additional cuts.
12 Transition to BAU	12.1 From completion of the works the delivered project is now managed through normal highway maintenance activities. A commuted sum has been retained for future maintenance.

Value Review

<table>
<tr><td>13 Budget</td><td>
<table>
<tr><td>Estimated Outturn Cost (G2)</td><td>Estimated cost £150,000 to £750,000 (including risk):</td></tr>
</table>
<table>
<tr><th></th><th>At Authority to Start work (G5)</th><th>Final Outturn Cost</th></tr>
<tr><td>Fees</td><td>£15,250</td><td>£0</td></tr>
<tr><td>Staff Costs</td><td>£52,283</td><td>£40,077</td></tr>
<tr><td>Works</td><td>£81639</td><td>£81639</td></tr>
<tr><td>Cost Risk Provision</td><td>£19,250</td><td>£0</td></tr>
<tr><td>Total</td><td>£168,422</td><td>£121,717</td></tr>
</table>
The final costings are yet to be ratified for staff costs.
An agreed commuted sum will be retained from the remaining funds.
</td></tr>
<tr><td>14 Assessment of project against SMART objectives</td><td>14.1 The project delivered against the objectives to prioritise people walking and wheeling by delivering a high-quality pedestrian environment.</td></tr>
<tr><td>15 Key benefits realised</td><td>15.1 Key benefits outlined in the Gateway 2 reports were realised, with the schemes meeting the needs of the new development and providing enhanced public realm around the development.</td></tr>
</table>

Lessons Learned and Recommendations

16 Positive reflections	16.1 A good working relationship and open communication between the project team and the developers once the site became available.
17 Improvement reflections	17.1 The developer should have been more forthcoming with their programme slippage. The tiles installed on Braidwood Passage was an unforeseen issue. The extent of the three-dimensional nature of the bespoke tiles was not realised until a sample was shown to the project team and the implications for laying the York stone paving. A solution was however agreed between the developers and the project team, and the finished quality and budget were not impacted. 17.2 Both of these issues can partly be attributed to the developers changing their representative the project team dealt with in the S278 negotiations up to G5.
18 Sharing best practice	18.1 Information will be disseminated through the project staff and the department.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Finance Table
Appendix 4	Photographs before and after

Contact

Report Author	Stephen Oliver
Email Address	Stephen.oliver@cityoflondon.gov.uk
Telephone Number	

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Project Coversheet

[1] Ownership & Status

UPI:
Core Project Name: 150 Aldersgate Street S278
Programme Affiliation (if applicable):
Project Manager: Stephen Oliver
Definition of need: Under the Section 106 Agreement the developer is obligated to fund the required works on the public highway to mitigate the impacts as a result of the new development.

The works will make public realm improvements to Aldersgate Street and Braidwood Passage.

Key measures of success:

- Improved public realm surrounding the development to help create an attractive environment that aligns well with other nearby schemes and relevant local strategies.
- Helps to promote pedestrian priority in the street and activating an existing public space by increasing passive security.
- Facilitates the development's operational requirements.

Expected timeframe for the project delivery: Q3 25-26 to Q4 25-26
Key Milestones:

- January 2024 S278 agreement signed and fees received.
- March/April 2024 Braidwood Passage repaving.
- September 2024 Aldersgate Street repaving.
- September 2024 Cloth Street and Braidwood Place snagging and remedial works.

Are we on track for completing the project against the expected timeframe for project delivery? Yes at G5
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:
Existing paving on Braidwood Passage that was originally going to be retained had to be re-laid due to a level issue created by the developer.

'Project Briefing' G1 report (as approved by Chief Officer 26/09/23:
Total Estimated Cost (excluding risk):

Lower Range estimate: £150,000

- Upper Range estimate: £750,000
- Costed Risk Against the Project:
- Estimated Programme Dates:

Scope/Design Change and Impact:

'Project Proposal' G2 report (as approved by PSC xx/yy/zz):<u>No report required</u>

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)

- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates: Q3 25-26 to Q4 25-26

Scope/Design Change and Impact:

'Options Appraisal and Design' G3-4 report <u>No report required</u>

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

Scope/Design Change and Impact:

'Authority to start Work' G5 report (as approved by Delegated Authority 17 January 2024
):

- Total Estimated Cost (excluding risk): £158,233
- Resources to reach next Gateway (excluding risk) £108,233
- Spend to date: £7,524
- Costed Risk Against the Project: £19,250
- CRP Requested: 0
- CRP Drawn Down:
- Estimated Programme Dates:

The Planning Committee Report of 17/11/20 in respect of the 150 Aldersgate Street development noted that improvements could be made to Bartholmew Place "as an aspirational part of the scheme and long-term ambition subject to land ownership considerations" but only if it was adopted prior to the signing of the S.278 Agreement. Investigations into the ownership of Bartholmew Place indicate that the area is in multiple private ownerships and some parcels have no registered ownership. Highways have confirmed that they do not want to adopt the space and see no public benefit in doing so. For these reasons Bartholmew Place has not been included as part of the Section 278 improvements.

Total anticipated on-going commitment post-delivery:A commuted sum of £9,061 has been included.

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City of London: Projects Procedure Corporate Risks Register

Project name: *150 Aldersgate Street S278*

Unique project identifier: *PV12362*

Total est cost (exc risk) *£149172*

PM's overall risk rating	**Medium**
Avg risk pre-mitigation	**3.8**
Avg risk post-mitigation	**3.9**
Red risks (open)	**0**
Amber risks (open)	**3**
Green risks (open)	**6**

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)	£19,250.00	13%	*Costed risk as % of total estimated cost of project*
Costed risk pre-mitigation (open)	£19,250.00	13%	*" "*
Costed risk post-mitigation (open)	£0.00	0%	*" "*
Costed Risk Provision requested	£0.00	0%	*CRP as % of total estimated cost of project*

	Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
(1) Compliance/Regulatory	0	**0.0**	£0.00	0	0	0
(2) Financial	3	**5.0**	£19,250.00	0	2	1
(3) Reputation	2	**2.0**	£0.00	0	0	2
(4) Contractual/Partnership	2	**5.0**	£0.00	0	1	1
(5) H&S/Wellbeing	1	**2.0**	£0.00	0	0	1
(6) Safeguarding	0	**0.0**	£0.00	0	0	0
(7) Innovation	0	**0.0**	£0.00	0	0	0
(8) Technology	1	**3.0**	£0.00	0	0	1
(9) Environmental	0	**0.0**	£0.00	0	0	0
(10) Physical	0	**0.0**	£0.00	0	0	0

		Extreme	Major	Serious	Minor
Issues (open)	**0**	**Open Issues**	0	0	0	0
All Issues	**0**	**All Issues**	0	0	0	0

Cost to resolve all issues (on completion) £0.00

Total CRP used to date £0.00

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City of London: Projects Procedure Corporate Risks Register

Project Name:	150 Aldersgate Street S278	**PM's overall risk rating:**	Medium	**CRP requested this gateway**		**Average unmitigated risk**	3.8	**Open Risks**	9
Unique project identifier:	PV12362	**Total estimated cost (exc risk):**	£ 149,172	**Total CRP used to date**	£ -	**Average mitigated risk score**	3.9	**Closed Risks**	0

General risk classification											Mitigation actions						Ownership & Action						
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	5	(2) Financial	GATE 1 to 5 - Delays to works due to late release of highway by developer, COVID 19 restrictions, Brexit impacts or other external events or occurrences	Should such an event happen, a number of possibilities could occur: * Change in project scope * Change in project resources * Change in project delivery timescales * Pause to project whilst situation is assessed * Increased costs	Possible	Minor	3	£5,000.00	Y - for mitigation costs	B – Fairly Confident	* Budget and programme slack to account for likely low impact events	£5,000.00	Possible	Minor	£0.00	3	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Regular contact with the developers has not indicated any programme issues at present. The works are phased for 2 periods which will allow some flexibility.
R2	5	(3) Reputation	GATE 1 TO 6 - Issues or delays in any required consents such as Permits which cause delay to project delivery	If there was to be any delay in the arrival of any required consents, such as planning permissions, TMOs, Permits, discharge of conditions, heritage, TfL, etc its likely the project may suffer from some form of unplanned delay, additional work and/ or cost.	Rare	Minor	1	£0.00	N	A – Very Confident	* Good pre-planning and continually monitor & update throughout the project.	£0.00	Possible	Minor	£0.00	3	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Highway permits restricted to suspendind bis stop and parking bay.
R3	5	(3) Reputation	GATE 1 TO 6 - Issue(s) with external engagement and buy-in lead to project delays/ increased costs	Further time and therefore resource may be required if planned engagement work with local external stakeholders didn't go as planned.	Possible	Minor	3	£0.00	N	A – Very Confident	* Early identification and engagement with key stakeholders.	£0.00	Possible	Minor	£0.00	3	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Main stakeholder is the developer
R4	5	(4) Contractual/Partnership	GATE 1 TO 6 - Project supplier delays, productivity or resource issues impacts negatively on project delivery	Lack of supplier delivery results in delays to overall project programme, leading to the need for alternative arrangements to be put in place. This may require an additional resource.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Arrange early construction planning meetings with Conways to ensure that adequate resources are made available for construction phase. * Regular and on-going liaison between building contractor and highway contractor to ensure works areas are released as per programme	£0.00	Possible	Serious	£0.00	6	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Highways arae aware of project and programme.
R5	5	(2) Financial	GATE 1 TO 6 - Inaccurate or incomplete project estimates, including Baxters changes leads to budget increases.	An inaccurate budget estimate that leads to additional funding and/or time resource could lead to design chnages/scope creep. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Monitor for scope creep * Regular catch-ups with term contractor to review costs during construction.	£0.00	Possible	Serious	£0.00	6	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Highways have factored in a Baxter increase to costs.
R6	5	(2) Financial	GATE 1 TO 5 - Utility and utility survey issues lead to increased costs/ scope of works	At the earlier stages of a project, utilility estimates are based on professional assessments as many utilities are hidden below ground at this stage. During construction when excavation starts, unidentified issues with required utility companies could result in extra resources being required.	Possible	Serious	6	£14,250.00	Y - for mitigation costs	B – Fairly Confident	* Work with design engineers to work out an appropriate sums to cover utility delays or on-site discoveries. If possible, alter designs to avoid costly utility works i.e. move tree pit locations to avoid utilities.	£14,250.00	Possible	Serious	£0.00	6	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Braidwood Passage will have had new services laid before the site is taken over by Conway.
R7	5	(4) Contractual/Partnership	GATE 1 TO 6 - Third party delays impacts negatively on project delivery (time & costs)	A CoL project may require a third party to complete its work before it can proceed. Should this work be delayed in anyway, its likely to impact (time and cost-wise) on a project.	Unlikely	Serious	4	£0.00	N	A – Very Confident	* Include regular meetings with the developer and local stakeholders * Include some slack in the programme to absorb low-level delays	£0.00	Unlikely	Serious	£0.00	4	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		
R8	5	(8) Technology	GATE 5 - Unforeseen technical and/or engineering issues identified	Late identification of any engineering or technical issues may disrupt construction phase resulting in additional costs.	Possible	Minor	3	£0.00	N	B – Fairly Confident	* Undertake standard topo, and utility surveys * Consider trial holes if required * Site visits during development's construction	£0.00	Unlikely	Minor	£0.00	2	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		
R9	5	(5) H&S/Wellbeing	GATE 5 - Accident during construction impacts on project delivery and/or costs	If an accident occurs on the constrcution site delays are likely to occur.	Rare	Serious	2	£0.00	N	A – Very Confident	Regular review of H&S paperwork to ensure it is up to date. Schedule regular site visits with the Principal Designer if considered necessary	£0.00	Rare	Serious	£0.00	2	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		
												£0.00			£0.00		£0.00						
R11								£0.00				£0.00			£0.00		£0.00						
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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					
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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					

Appendix 3

Expenditure to Date: 150 Aldersgate Street			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	28,041	27,490	551
P&T Staff Costs	24,242	14,498	9,744
P&T Fees	15,250		15,250
Env Servs Works	81,639	81,639	0
Cost Risk Provision	19,250		19,250
Total	168,422	123,626	44,796

Commuted maintenance to be retained of £9,061 to be retained from the final account.

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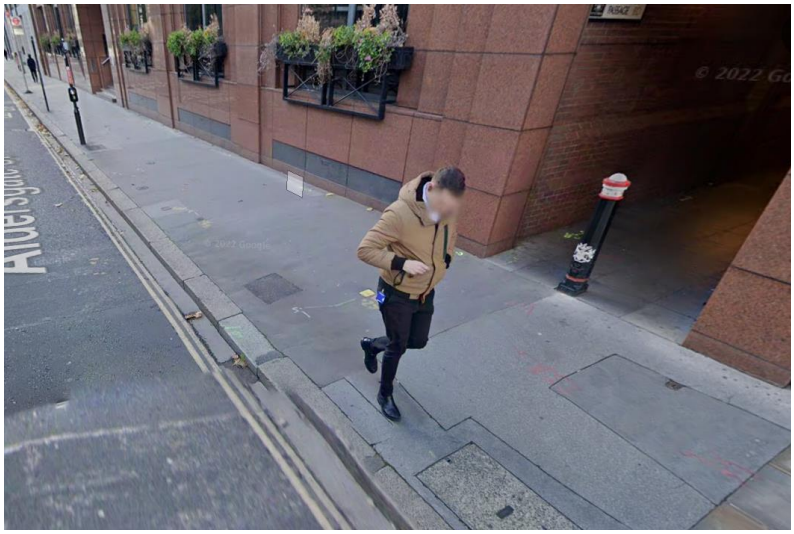
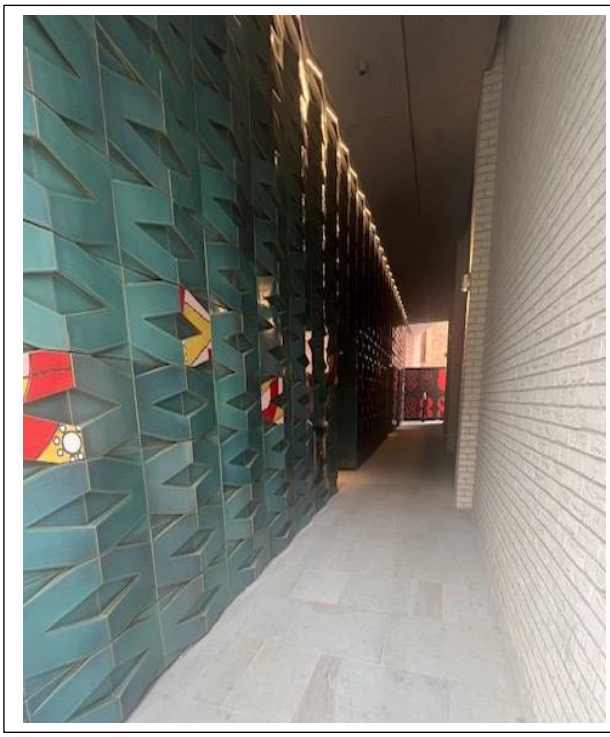
Appendix 4



150 Aldersgate Street looking south

Left - before

Below- After



Above Braidwood Passage after the improvements.

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Committees: Streets and Walkways Sub-Committee - for decision Projects and Procurement Sub-Committee – for information	**Dates:** 16 September 2025 14 October 2025
Subject: 16 Old Bailey - Section 278 highway works **Unique Project Identifier:** N/A	**Gateway 6: Outcome Report** Light
Report of: Executive Director Environment **Report Author:** George Wright, Project Manager, Policy and Projects, City Operations	**For Decision**
PUBLIC	

Summary

1. Status update	**Project Description:** Section 278 highway works in the vicinity of the re-development at 16 Old Bailey, comprising new Yorkstone paving, granite setts, street nameplates, clutter removal and the introduction of a Restricted Parking Zone on Bishop's Court. **RAG Status:** Green **Risk Status:** Low **Costed Risk Provision Utilised:** N/A **Final Outturn Cost:** £168k

2. Next steps and requested decisions	**Requested Decisions:** Members of Streets & Walkways Sub Committee are asked to: • Approve the content of this Outcome Report and agree for the Project to be closed • Approve the return of funds remaining unspent from the Section 278 Works Payment (along with any accrued interest) to be returned to the developer
3. Key conclusions	This was a small project that has been completed within budget. The highway works to the south and east of the site were completed as planned but the scope of work to the north of the site was delayed due to the refurbishment of the neighbouring building at 15 Old Bailey.

Main Report

Design & Delivery Review

4. Design into delivery	Detailed construction designs were prepared by the City's highways team. Construction was undertaken by the City's highways term contractor and managed in-house by members of the City Transportation and Highways team.
5. Options appraisal	There was only one design option prepared.
6. Procurement route	Detailed designs were prepared by the City's highways team. The City's highways term contractors undertook construction works.
7. Skills base	The project team had the required resources, skills, knowledge, and experience to deliver the project.
8. Stakeholders	Engagement took place with local businesses during the construction phase. There were project review meetings with the developer's team and this enabled issues and queries to be dealt with in a timely and effective manner.

<table>
<tr><td>9. Assessment of project against key milestones</td><td>
<table>
<tr><td>G5 report start date</td><td>Actual start date</td></tr>
<tr><td>February 2021</td><td>February 2021</td></tr>
<tr><td>G5 completion date (1st phase)</td><td>Actual completion date</td></tr>
<tr><td>September 2021</td><td>September 2021</td></tr>
</table>

The first phase of the works (approx. 80%) were completed as per the programme outlined in the Gateway 5 report. Completion of the remaining 20% of work was then delayed by over two years due to the refurbishment of the neighbouring site at 15 Old Bailey. This highway works were finally completed in June 2025.
</td></tr>
<tr><td>10. Assessment of project against Scope</td><td>The project was delivered to the agreed scope.</td></tr>
<tr><td>11. Risks and issues</td><td>All identified risks as part of the risk register exercise did not occur. The issue of the refurbishment of the neighbouring site at 15 Old Bailey and subsequent delays was not identified at Gateway 5. This did result in a substantial delay to final completion of the project.</td></tr>
<tr><td>12. Transition to BAU</td><td>Following completion of the works, the delivered project is now managed through normal highway maintenance activities.</td></tr>
</table>

Value Review

<table>
<tr><td>13. Budget</td><td>
<table>
<tr><th>Item</th><th>At Gateway 5</th><th>Actual cost at Gateway 6</th></tr>
<tr><td>Staff costs</td><td>£50,398</td><td>42,263</td></tr>
<tr><td>Utilities</td><td>£29,641</td><td>26,860</td></tr>
<tr><td>Fees</td><td>£5,454</td><td>5,300</td></tr>
<tr><td>Highway works</td><td>£127,603</td><td>93,944</td></tr>
<tr><td>Costed risk</td><td>£11,078</td><td>0</td></tr>
<tr><td>Total</td><td>224,174</td><td>168,367</td></tr>
</table>
There is approximately £55k to be returned to the developer
Please confirm whether or not the Final Account for this project has been verified.* No
</td></tr>
<tr><td>14. Investment</td><td>N/A</td></tr>
<tr><td>15. Assessment of project against SMART objectives</td><td>1. Meeting the needs of the developer
2. Implementing a scheme which benefits the public by providing a more pleasant environment for people.
3. Delivering project within budget.</td></tr>
<tr><td>16. Key benefits realised</td><td>As above.</td></tr>
</table>

Lessons Learned and Recommendations

17. Positive reflections	Good liaison between the developer and local stakeholders.
18. Improvement reflections	Better local intelligence may have established that refurbishment works at 15 Old Bailey were being planned. These works delayed the project completion by over three years.
19. Sharing best practice	N/A
20. AOB	None

Appendices

Appendix 1	Before and after Images

Contact

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

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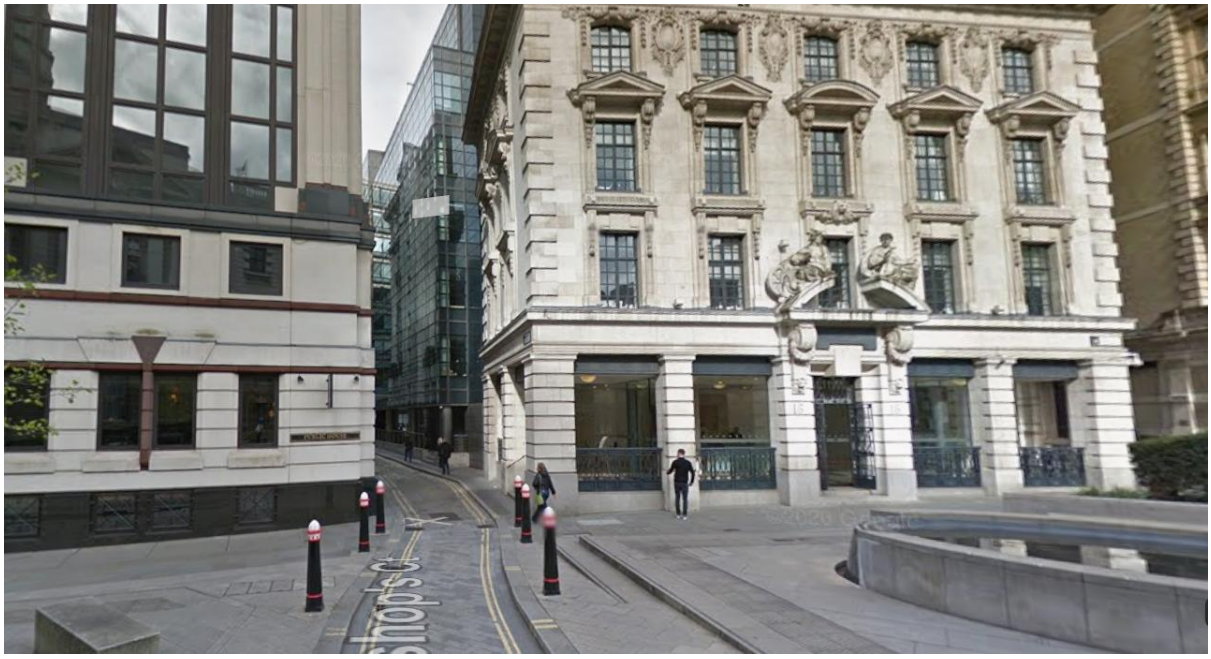

2015: 16 Old Bailey on the right hand side; Bishop's Court in the centre

2025: 16 Old Bailey following completion of s278 works.

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