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Streets and Walkways Sub (Planning and Transportation) Committee

Date: **TUESDAY, 9 DECEMBER 2025**

Time: 1.45 pm

Venue: **COMMITTEE ROOM 2 - 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
Deputy 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**
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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

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

3. **MINUTES**

To agree the public minutes of the meeting held on 14 October 2025.

For Decision
(Pages 5 - 10)

4. **ST PAUL'S GYRATORY TRANSFORMATION PROJECT - GREYFRIARS SQUARE**

Report of the Executive Director, Environment.

For Decision
(Pages 11 - 120)

5. **FENCHURCH STREET AREA HEALTHY STREETS PLAN (G5)**

Report of the Executive Director, Environment.

For Decision
(Pages 121 - 342)

6. **TRANSFORMING FLEET STREET (G3)**

Report of the Executive Director, Environment.

For Decision
(Pages 343 - 460)

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

Report of the Executive Director, Environment.

For Decision
(Pages 461 - 470)

8. **MOORGATE CROSSRAIL STATION LINKS - 41 MOORFIELDS SECTION 278 HIGHWAY WORKS**

Report of the Executive Director, Environment.

For Decision
(Pages 471 - 484)

9. **COOL STREETS AND GREENING PROGRAMME - PHASE 3 CITY GREENING AND BIODIVERSITY (FANN STREET)**

Report of the Executive Director, Environment.

For Decision
(Pages 485 - 514)

10. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 515 - 516)

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

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

13. **EXCLUSION OF THE PUBLIC**

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

Part 2 - Non-public Agenda

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

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

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 14 October 2025

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 14 October 2025 at 1.45 pm

Present

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

Officers:

Albert Cheung	-	Environment Department
Grant Duke	-	Environment Department
John Grimes	-	Environment Department
Gillian Howard	-	Environment Department
Ian Hughes	-	Environment Department
Laura Kearney	-	Environment Department
Bruce McVean	-	Environment Department
Tom Noble	-	Environment Department
Olumayowa Obesisan	-	Environment Department
Emmanuel Ojugo	-	Environment Department
Stephen Oliver	-	Environment Department
Judith Dignum	-	Town's Clerk's Department

1. **APOLOGIES FOR ABSENCE**
   Apologies for absence were received from Deborah Oliver.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
   Charles Edward Lord declared an interest in Agenda Item 4 (Arthur Street – Section 278 Agreement for Highways Reinstatement) in that he was a resident of an adjacent street (Minute 4 below refers).

3. **MINUTES**

RESOLVED – That the public minutes and non-public summary of the meeting held on 16 September 2025 be agreed.

The following matters arose from consideration of the minutes:

- Pedestrian Priority Streets Programme – Old Jewry (Minute 7)
  In response to questions, Officers advised that the option which the Committee had approved in relation to Old Jewry was expected to be implemented in September 2026. The existing Traffic Order would expire in January 2026, following which a temporary order would be put in place to allow the road to remain open pending completion of the ongoing works to Frederick's Place.

  Officers updated the Committee on the position regarding consultation with relevant Ward Members and major landowners, noting that no comments had been received from the Members of the two adjacent Wards which had been approached after the October meeting. As the Mercers Company had been included in the original consultation but had not expressed a view at that stage, it was not considered appropriate to approach them again.

  Officers confirmed that, if no action was taken to extend the existing Traffic Regulation Order which had re-opened Old Jewry, there would be a reversion to the previous position (i.e. road closure) upon its expiry in January 2026.

4. **ARTHUR STREET - SECTION 278 AGREEMENT FOR HIGHWAY REINSTATEMENT**

Charles Edward Lord declared an interest in this item (Minute 2 above refers). He remained present during its consideration but took no part in the decision-making.

The Sub-Committee received a report of the Executive Director, Environment which sought Members' authorisation for officers to negotiate and enter into a Section 278 agreement with TfL for highway reinstatement and associated public realm improvements in Arthur Street. This would complete the Bank Station Capacity Upgrade (BSCU) project.

Responding to Members' questions, Officers explained that delays to the commencement of the reinstatement works had occurred due to extended negotiations between the City Corporation and TfL. It had now been agreed that the works would be delivered by the City Corporation on behalf of TfL, with all costs to be funded by TfL (arising from their obligations under the Transport and Works Act Order). Although a definite commitment could not be given, completion of the reinstatement works was expected in September 2026.

Regarding concerns about the inconvenience and safety risks to pedestrians due to the prolonged closure of Arthur Street, Officers agreed to investigate

whether it may be possible to reduce the footprint of the hoardings around the site, adjacent to the pavement.

Resolved – That Members:

1. Authorise Officers to negotiate and enter into a Section 278 agreement with TfL to reinstate Arthur Street, as detailed in the report.

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

The Sub-Committee received a report by the Executive Director, Environment which provided a progress update on the adopted Liverpool Street Area Healthy Streets Plan (HSP) and sought Members' approval to establish a programme for continued delivery of the Plan in future.

In response to a Member's request for clarification regarding the future arrangements for engagement with stakeholders, Officers explained that the report concerned the procedural arrangements for renaming the existing 'Crossrail Liverpool Street Urban Integration (Phase 2)' project as the 'Liverpool Street Healthy Area Streets Programme'. The Corporation's financial governance processes required the shutting down of the existing programme and the establishment of a new one, although in practice the new programme would be a renamed version of the one which had been closed, albeit with a wider remit. The Stakeholder Group established under the original programme would transfer to the newly-established one, taking on a combined role as Steering Group for the redevelopment of the station and associated opportunities, and a stakeholder group for the Healthy Streets Programme.

In order to better reflect the report's intended outcome, it was agreed to amend Recommendation 3 by the addition of the words 'from that project' between 'budgets' and 'to', such that it would now read:

'Aprove the closure of the Crossrail Liverpool Street Urban Integration (Phase 2)' project and the transfer of any unspent budgets *from that project* to Liverpool Street Area Healthy Streets Programme.'

RESOLVED – That Members:

1. Note and approve the content of the report.

2. Approve the renaming of the Crossrail Liverpool Street Urban Integration (Phase 2) project to the Liverpool Street Area Healthy Streets Programme.

3. Approve the closure of the Crossrail Liverpool Street Urban Integration (Phase 2) project and the transfer of any unspent budgets from that project to Liverpool Street Area Healthy Streets Programme.

4. Approve the allocation of £60,000 from the existing Crossrail Phase 2 Urban Integration project, to create a programme management budget for the Programme, as set out in Section 7 of the report.

5. Approve the remaining allocation from the existing Crossrail Liverpool Street Urban Integration Phases, to be put towards delivery of individual projects emerging from the Programme.

6. Approve the inclusion of any underspend from the Finsbury Circus Access Improvements project, to be put towards delivery of individual projects emerging form the Programme.

7. Note that future update reports on the Programme will be outside of the Gateway process, but that individual projects within the Programme will be subject to approval through the Gateway process.

6. **OUTCOME REPORT (G6) - 100 FETTER LANE: SECTION 278 (AND LIP-FUNDED RAISED JUNCTION TREATMENT OF NEW FETTER LANE, FETTER LANE AND BREAM'S BUILDINGS)**

The Sub-Committee received a report of the Executive Director, Environment concerning outcomes from the completed project which delivered enhancements to the public realm around the redevelopment of 100 Fetter Lane, including a new raised junction treatment at New Fetter Lane, Fetter Lane and Bream's Buildings. Members' approval was sought for actions in connection with the project's closure.

RESOLVED – That Members:

1. Note the contents of the report.

2. Authorise the return of unused funds to the developer, including any accrued interest as per the Section 278 agreement, once the final accounts for the projects are completed.

3. Agree to close the project.

7. **POLICY AND PROJECTS DELEGATED DECISIONS - JULY TO SEPTEMBER 2025**

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

Referring to the proposed installation of fitness equipment at Old Waterman's Walk, the Chairman and Charles Edward Lord expressed their pride in the project, which involved the provision of new outdoor fitness equipment on the Riverside Walk. As research had shown that people favoured exercise when it took place by water, it was to be hoped that the project's location would give it the maximum chance of success. Officers advised that were proposals for up to five similar projects.

RESOLVED – That Members

- Note the report.

8. **OUTSTANDING REFERENCES**

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

Regarding the Monument/London Bridge project, concerns were raised about the poor condition of the site and the delay in undertaking the planned works. Officers confirmed that they were aware of the situation and had raised it with TfL, which was responsible. A meeting at the site with TfL senior management was due to take place in two weeks and the Chair of the Planning and Transportation Committee was also due to meet with them. Officers would seek clarification as to the timeline for the works and confirmation as to whether budgetary provision had been allocated within TfL. Members were disappointed that previous assurances provided by TfL in this regard did not appear to have been honoured.

RESOLVED – That Members:

Receive the report and note its content.

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

1. Alderman Alison Gowman asked the following question concerning the works proposed to St John Street, Islington.

‘What role does the City of London Corporation play regarding works on streets immediately adjacent to and servicing the City of London? What response to the statutory consultation did the City Corporation make to the proposal to close the southern part of St John St and Cowcross St to traffic (this being 1 of only 4 access points for HGVs into Smithfield Market)? What consultation did the City Corporation undertake regarding the impact on Smithfield Market with the market traders and other businesses in the West Smithfield area and, bearing in mind the likely adverse impact it will have on the Market, what steps can now be taken to ensure that the HGV access to Smithfield is not materially damaged and /or the works to St John Street are deferred until either after the works to the London Museum are complete (October 2026) or the main meat market is closed (2028)? .

Officers provided information on the process whereby the City Corporation responded to statutory consultations, noting that the City needed to ensure a consistent corporate approach despite having multi-faceted roles and responsibilities regarding some issues. Often, the part of the Corporation which prepared the corporate response would be that on which the proposal was likely to have the greatest impact. This would likely be the City Surveyor in the case raised by Alderman Gowman, with Officers from the Environment Department intending to remain neutral, as they had done previously in similar situations.

Members expressed the view that the Sub-Committee should contribute to the Corporation’s response to this particular consultation, due to its interest

in issues affecting traffic flows. Members did not wish to express a negative view of the proposals but did believe that some measures were needed to mitigate their effect on Smithfield Market.

Following a discussion as to how this may be achieved given that the deadline for responses was imminent, Members agreed that the comments made at the meeting, together with any information considered pertinent by the Director of Operations, should be provided direct to the City Surveyor by the Director of Operations in consultation with the Chair and Deputy Chair of the Sub-Committee.

2. Deputy Marianne Fredericks requested information concerning the impact of the opening of the Silvertown Tunnel on Tower Bridge. It was agreed that a report should be submitted to a future meeting.

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

11. **EXCLUSION OF THE PUBLIC**
There being no further business, it was agreed not to exclude the public.

The meeting ended at 3.10pm.

Chairman

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

Committees: Streets & Walkways Sub-Committee (*for decision)* Projects & Procurement Sub-Committee (*for information)*	**Dates:** 9 December 2025 28 January 2026
Subject: St. Paul's Gyratory Transformation Project – Greyfriars Square **Unique Project Identifier:** 113377	**Gateway 5: Authority to start work (Complex)**
Report of: Executive Director Environment **Report Author:** George Wright, Transport and Public Realm Projects, City Operations	**For Decision**
PUBLIC	

1. Status Update	**Project Description:** 1.1 The project will transform the St Paul's gyratory. Largely unchanged since the 1970s, the designs will reorganise the traffic-dominated streets to create a new public space, introduce safer walking, wheeling and cycling routes, and retain access for buses and motor-vehicles. Closing the southern section of King Edward Street to traffic enables the City to create Greyfriars Square, a new 3,500-square-metre public space in the heart of the Square Mile. 1.2 The project will be built in two phases. Phase 1 will improve streets to the south of the Museum of London 'rotunda' roundabout, starting in 2025 and completed by 2027. Phase 2 will improve the Museum of London 'rotunda' roundabout to be programmed at the same time as the Museum of London/Bastion House is redeveloped. 1.3 This Gateway 5 report relates to the new public space, Greyfriars Square. Members approved a separate Gateway 5 report in February 2025 relating to highway layout changes required to remove the gyratory system. **RAG Status:** Green (Amber at last report to Committee) **Risk Status:** Medium (Medium last report to committee) **Total Estimated Cost of Project (excluding risk):** £19.24 million

	Change in Total Estimated Cost of Project (excluding risk): No change from Gateway 5 report approved in February 2025. **Spend to Date:** £3,052,864 **Costed Risk Provision Utilised:** 0 **Slippage:** N/A **Project Progress:** 1.4 Construction of the new highway layout commenced as planned in April 2025. The highway works have been progressing steadily with the new highway layout programmed to "go live" in September 2026. This will enable the closure of the southern end of King Edward Street and the construction of Greyfriars Square. 1.5 The City has entered into a contract with a nursery to grow the plants and trees for Greyfriars Square in advance. This is particularly important for the plants and trees in the rain gardens as they need to be grown in a bespoke, non-standard growing medium. 1.5 The RIBA stage 4 design package for Greyfriars Square has been finalised. It includes all the design details for the square including the planters, rain gardens, seating, play feature, lighting and the historical interpretation artwork, conveying the rich history of the area. 1.6 Officers have continued to coordinate the design and highway construction works with the developer of 81 Newgate Street, the fitout contractor and the new occupier, HSBC. 1.7 This report seeks Member approval for the RIBA stage 4 design proposals for Greyfriars Square as summarised in section 4 and the various appendices.
2. Next steps and requested decisions	**Next Gateway:** Gateway 6 **Next Steps:** 1. Continue to undertake communication/engagement with local residents, businesses and stakeholders during the construction of the new highway layout. (Ongoing). 2. Prepare construction designs for Greyfriars Square (December 2025-April 2026). 3. Mobilise highways contractor and sub-contractors for Greyfriars Square construction (Spring/Summer 2026) 4. Continue coordination with developer of 81 Newgate Street, the fit out contractor and HSBC. (Ongoing).

5. Continue communication/engagement with utility companies regarding construction implications and affected apparatus (Ongoing).

6. Liaison with nursery regarding the contract growing of the plants and trees (On-going).

7. Undertake construction of Greyfriars Square (September 2026-April 2027).

Requested Decisions:

Members of Streets and Walkways Sub-committee are asked to:

1. Approve the RIBA stage 4 design package for Greyfriars Square as summarised in section 4 and appendices 4, 5 and 6 and the construction of the new public space;
2. Approve an additional budget of £9,432,347 for the Greyfriars Square construction, from the agreed funding package as detailed in Appendix 2;
3. Approve the revised total project budget of £19, 751,117 (including risk)
4. Approve the revised Costed Risk Provision of £517,000 (to be drawn down via delegation to Chief Officer).

3. Budget

To date, a total of £3,052,864 has been spent on the project from a total approved budget of £10,318,770. Additional resources to deliver the next stage of the project are listed below, with further details in Appendix 2.

Additional resources required to reach the next Gateway		
Description	**Funding Sources**	**Amount (£)**
Staff Costs	OSPR Capital Bid 2023/24; Community Infrastructure Levy Bid 2023/24; Section 278 81 Newgate Street	416.154
Fees		(200,000)
Works *		4,884,760
Maintenance		4,699,433
Costed Risk		(368,000)
Total		9,432,347

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* Includes utilities costs.

The staff costs include detailed design, supervision of construction, liaison with utility companies, planting of soft landscaping, legal advice, project management, communications and engagement.

Costed Risk Provision requested for this Gateway: A reduced costed risk of £517,000 is requested for the whole

	project, as detailed in the Risk Register (Appendix 3) and summarised in section 7 of this report.
4. Design summary	**Development of RIBA Stage 4 public space design** 4.1 LDA Design were re-appointed in September 2024 to progress the RIBA Stage 4 developed design for Greyfriars Square. The lighting design team was re-appointed at the same time and a graphic design team was appointed to develop a package of historical interpretation interventions. 4.2 The continuing design development has been overseen by a steering group comprising representatives from Historic England, Cheapside and Culture Mile Business Improvement Districts, St Paul's Cathedral, the 81 Newgate Street development team and HSBC, with input and support from officers in City Gardens, Cleansing, Transport & Public Realm, Highways, Environmental Resilience and Planning. Additional engagement in connection with the play feature was undertaken with the City Parent Carer Forum and the recommended design was co-produced with the Forum and is supported by them. 4.3 LDA were provided the feedback received from Members of the Streets & Walkways Sub-Committee after the RIBA Stage 3 was presented to them in May 2024. This included the need to strengthen the physical barrier between the play feature and the carriageway on Newgate Street, ensuring the design deterred skateboarding and a request that the pavement should "tell the story" of the area's rich history. 4.4 The steering group met on three occasions as the design was further developed and provided valuable input and feedback that informed the Stage 4 design being recommended to Members in this report. **Revisions and additions to the approved RIBA Stage 3 design** 4.5 The recommended RIBA Stage 4 design is largely unchanged from the Stage 3 design approved by Members in May 2024. Following the committee feedback, the area on the northside of Newgate Street has been modified to remove gaps in the edging near the playground. This has been achieved by extending the seating on the east side of the Underground air vent and extending the planter and re-aligning the cycle parking on the west side of the vent. 4.6 To integrate Christchurch Greyfriars Garden into the new space the Stage 3 design proposed the removal of the low wall around Christchurch Greyfriars that was built in 1990 to show the location of the original east and south walls of the church that were demolished when the gyratory was built. Changes in

	paving were instead used to demarcate the demolished wall. The stage 4 proposals include additional historical interpretation highlighting some of the rich history of the area. 4.7 The historical interpretation design has been over seen by a small group comprising Historic England, the Culture Mile/Cheapside BIDs and City officers. Details and illustrations of the proposed interventions can be seen in Appendix 6. In summary they comprise: Christchurch Greyfriars east wall: An inscription stone based on the original proportions of the church's east window, containing an extract from a letter to The Times newspaper from 1944 suggesting that some church ruins should be preserved as war memorials. Discovery stones in the nave: Eight inset stones conveying the history of the Christchurch Greyfriars site, including it being the burial site for three Queens of England. Discovery stones in the square: Seven vertical granite blocks with a panel containing a mix of project information and historical information about the area. The stones will be placed amongst the planting, visible and readable from the paths, waiting to be discovered. To ensure a consistent visual approach, a new enamel plaque for the Christ's Hospital statue will be produced and has been approved by the school. Consistent signage will also be provided for Christchurch Greyfriars Garden and the play feature. **Greyfriars Square: Stage 4 design summary** 4.8 Greyfriars Square will deliver a new public space of approximately 3500m2 in the heart of the City. It will provide a new and enhanced view of St Paul's Cathedral and better integrate Christchurch Greyfriars into the wider public realm. It will create a new space where people can meet and spend time, where children can play and enjoy sensory activity. It will have the infrastructure to host occasional special events and it will introduce new biodiversity on the green corridor between Bankside and the Barbican. Appendices 4 and 5 show General Arrangement plans of the proposed design and a selection of computer-generated images of the Stage 4 design. 4.9 Key features of the design are:

	• The introduction 580m^2 of new planted areas to complement the 420m^2 of existing planting within Christchurch Greyfriars and the proposed 70m^2 of planting on private land adjacent to 81 Newgate Street; delivering a total of 1070m^2 of planted space. • 322m^2 of the new planted areas will be rain gardens and 178m^2 of the adjacent paving will be permeable, allowing surface water to drain into the ground and reducing run-off into the traditional drainage system. • The planting of 35 new trees to complement the existing eight trees retained within the project area. • The introduction of a range of seating and table types throughout the space. • A play feature with active play equipment and sensory activities. • The reuse of the Thames Embankment granite blocks to create a 45 metre linear play feature – the "Allee Bridge Walk" - through the rain gardens. • A lighting scheme specifically designed for the new space that complements the lighting at 81 Newgate Street. • The introduction of power supplies to support occasional events or activities within the new space. • The introduction of a new drinking water fountain. • The removal of the low wall around Christchurch Greyfriars so the church is fully integrated into the new space. • The introduction of historical interpretation detailing the rich history of the area. 4.10 The Stage 4 design includes the provision of cycle stands to the north and the south of Greyfriars Square. However, cycling within the new space will be prohibited. North-south and east-west cycle lanes will be provided on the carriageway through the wider St. Paul's gyratory project area and will be protected where space permits. A Traffic Management Order will be in place to enable the City of London Police to enforce the cycling ban. 4.11 The designs for new play feature and the Allee Bridge Walk have been reviewed and risk assessed by the play safety department of the Royal Society for the Prevention of Accidents (ROSPA). The reviews conclude that both designs present "tolerably low risks to users, whilst offering considerable play value." 4.12 The design includes a security perimeter to protect the new space from unauthorised vehicles, which has been approved by the City's Public Realm Security Board.

	Maintenance 4.13 Both the hard and soft landscaping will need to be maintained to a high standard and appropriate commuted sums are included as part of the project budget towards maintenance of the planting, the play feature, the seating, the lighting and for cleansing over a twenty-year period. This will include the provision of a new, daily, dedicated beat sweeper and a twice-yearly power wash. The total commuted sum cost estimate is £4.7m. **Equality Impact Assessment (EqIA)** 4.14 An independent transport and infrastructure consultancy, Steer, was appointed to undertake a full EqIA on the St Paul's Gyratory project proposals including the design for Greyfriars Square. The EqIA concluded that: "The St Paul's Gyratory Transformation Project is anticipated to yield positive benefits for both residents and visitors to the area. The creation of a new public space, equipped with an inclusive play area, alongside active travel enhancements across the project area can help to create a more inclusive and engaging environment for the community and visitors." The City Parent Carer Forum, LDA Design and City officers worked together to co-design the play feature which will result in a new, inclusive sensory/play space in Greyfriars Square. The full EqIA is included as Appendix 7.
5. Delivery team	1. Transport and public realm– project management 2. Highways – detailed design and supervision 3. City Gardens – soft landscaping 4. FM Conway (term contractor) – construction
6. Programme and key dates	**On-going:** Communication/engagement with local residents, businesses and stakeholders regarding construction implications (Ongoing). **December 2025-April 2026**: Prepare construction designs for Greyfriars Square. **Spring/Summer 2026**: Mobilise highways contractor and sub-contractors for Greyfriars Square construction. **On-going**: Coordination with developer of 81 Newgate Street and new occupier HSBC.

	On-going: Communication and engagement with utility companies regarding construction implications and affected apparatus **September 2026-April 2027**: Construction of Greyfriars Square. **Spring 2028**: Gateway 6 report (whole project)
7. Risks and issues	**Risks** 7.1 The key risks relating to the construction of Greyfriars Square are: • *Unexpected utility diversions, alterations and/or technical difficulties impact on project delivery and/or costs.* The New Roads and Streets Works Act processes are being followed. Cost estimates have been provided by the utility companies and reasonable costs have been budgeted for. However, all utility works are subject to a "final measure cost". A costed risk provision of £125,000 is considered prudent to account for this risk. • *Unforeseen technical issues, unforeseen delays and/or inaccurate or incomplete project estimates, including inflationary issues, lead to budget increases:* The budget estimates are considered robust and regular cost reviews will take place during the construction phase so that any unexpected cost increases can be effectively managed. However, there is currently a degree of uncertainty linked to the supply of York stone paving. It is considered prudent to allocate a £325,000 costed risk provision should unforeseen cost increases occur. • *High failure rate of contract grown plants in bespoke soil medium and/or plants are wasted due to construction delays/project overruns, leading to financial loss and cost increases.* The length of the contract grow provides time to test and finesse the soil medium but the risk remains that some species may adapt better than others. The current programmed window for planting in the Greyfriars Square is Autumn 2026 to Spring 2027 which is considered realistic and achievable but if this window is missed some plants may be lost and will need to be replaced and a holding fee may be charged by the nursery. A costed risk provision of £67,000 is considered prudent for a project of this scale. Further information and more details on the identified project risks can be viewed in the Risk Register (Appendix 3).
8. Success criteria	Improved urban greening factor. Increase in on-street seating Increase in on-street dwelling opportunities

	Increase in facilities for children Improved pedestrian comfort levels
9. Progress reporting	Monthly updates on Cora with any issues requiring a decision being dealt with in an Issue Report. Periodic progress updates to key stakeholders, residents, businesses and Members.
10. Legal and equality	10.1 In exercising functions as traffic authority, the City Corporation are required to comply with the duty in Section 122 of the Road Traffic Regulation Act 1984 which requires the traffic authority in exercising its functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to: (a) the desirability of securing and maintaining reasonable access to premises (b) the effect of amenities of any locality (c) national air quality strategy (d) passage of public service vehicles (e) any other relevant matters 10.2 The City Corporation also have a network management duty as the local traffic authority to secure the expeditious movement of traffic and in preforming that duty may take any action which the City Corporation consider will contribute to securing the more efficient use of the road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic (S.16 Traffic Management Act 2004). The project falls within the definition of major highway works under section 86(3) of the New Roads and Street Works Act 1991 (“the Act”) and due to the location of utility apparatus it has triggered the provisions of section 84 of the Act. The City have been implementing the steps and procedures set out in the Act and the related Code of Practice when liaising with affected utility companies. Regard has also to be had to the relevant statutory guidance. 10.3 Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to:

	- Eliminate unlawful discrimination, harassment and victimisation - Advance equality of opportunity and - Foster good relations between those who share a protected characteristic (i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not. 10.4 A full Equality Impact Assessment (Appendix 7) has been undertaken and its key conclusions are detailed in section 4.14. 10.5 Overall, the St. Paul's gyratory transformation project proposals represent a positive step towards creating a more inclusive and accessible urban environment, reflecting the City of London's policy and statutory commitment to improving accessibility and quality of life for all residents and visitors.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Financial Information
Appendix 3	Risk Register
Appendix 4	Stage 4 General Arrangement Plans (Print outs will be available at the meeting and can be viewed in advance by contacting the report author)
Appendix 5	Stage 4 Computer Generated Images
Appendix 6	Stage 4 Historical Interpretation Proposals
Appendix 7	Equality Impact Assessment

Contact

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Project Coversheet

[1] Ownership & Status

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

Key measures of success:

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

Expected timeframe for the project delivery:
Key Milestones:

- December 2025 – Gateway 5 (Greyfriars Square)
- April 2025-August 2026 – Construction of new highway layout
- August 2026-May 2027 – Construction

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

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

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

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

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

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

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

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

Scope/Design Change and Impact: N/A

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

- Total Estimated Cost (excluding risk): £15-17 million (recommended option)
- Resources to reach next Gateway (excluding risk): £3,227,992
- Spend to date: £900,459
- Costed Risk Against the Project: £280,000
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: Sept 22-May 27

Scope/Design Change and Impact: N/A

Options Appraisal and Design' G4C report S&W and OPP approval May/June 2024):

- Total Estimated Cost (excluding risk): £15-17 million (recommended option)
- Resources to reach next Gateway (excluding risk): £5,454,622
- Spend to date: £1,304,945
- Costed Risk Against the Project: £280,000
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates (Construction): Sept 22-May 2027

Scope/Design Change and Impact: N/A

Authority to Start Work (highway layout) G5 report S&W and OPP approval Feb 25):

- Total Estimated Cost (excluding risk): £17.5-19.5 million (recommended option)
- Resources to reach next Gateway (excluding risk): £4,864,148
- Spend to date: £2,066,597
- Costed Risk Against the Project: £885,000
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: Sept 22-Sept 26 (Highway layout)

Scope/Design Change and Impact: N/A

Total anticipated on-going commitment post-delivery [£]: There will be on-going maintenance of the new public space and these costs will be determined at Gateway 5.

Programme Affiliation [£]: *N/A*

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Table 1: Expenditure to date: St Pauls Gyratory - 161/800278			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
16800278			
PreEv Env Servs Staff Costs	22,489	22,489	0.43
PreEv P&T Fees	415,297	397,488	17,809.40
PreEv P&T Staff Costs	518,780	518,779	0.60
Traffic Modelling	9,484	9,484	0.21
Total 16800278	**966,050**	**948,239**	**17,811**
Env Servs Staff Cost	458,111	285,967	172,144
P&T Staff Costs	637,616	396,066	241,550
Open Spaces Staff Costs	22,570	526	22,044
Legal Staff Costs	20,000	-	20,000
P&T Fees	1,071,767	667,200	404,567
Env Servs Works	5,118,654	2,695,655	2,422,999
Open Spaces Works	100,000	69,318	30,682
Trial Works	77,054	76,403	651
Utilities	881,348	513,340	368,008
Cost Risk Provision	885,000	-	885,000
Open Spaces Maintenance	80,600	-	80,600
Total 16100278	**9,352,720**	**4,704,475**	**4,648,245**
Grand Total	**10,318,770**	**5,652,714**	**4,666,056**

Table 2: Resources Required to reach next Gateway: St Pauls Gyratory - 161/800278			
Description	**Approved Budget (£)**	**Adjustments Required (£)**	**Revised Budget (£)**
PreEv Env Servs Staff Costs	22,489	-	22,489
PreEv P&T Fees	415,297	-	415,297
PreEv P&T Staff Costs	518,780	-	518,780
Traffic Modelling	9,484	-	9,484
Total 16800278	**966,050**	**-**	**966,050**
Env Servs Staff Cost	458,111	164,554	622,665
P&T Staff Costs	637,616	229,600	867,216
Open Spaces Staff Costs	22,570	22,000	44,570
Legal Staff Costs	20,000	-	20,000
P&T Fees	1,071,767	(200,000)	871,767
Env Servs Works	5,118,654	4,401,749	9,520,403
Open Spaces Works	100,000	178,011	278,011
Trial Works	77,054	-	77,054
Utilities	881,348	305,000	1,186,348
Cost Risk Provision	885,000	(368,000)	517,000
Open Spaces Maintenance	80,600	1,444,062	1,524,662
Play Feature Maintenance	0	216,357	216,357
Cleansing Maintenance	0	2,379,514	2,379,514
Highways Maintenance	0	659,500	659,500
Total 16100278	**9,352,720**	**9,432,347**	**18,785,067**
Grand Total	**10,318,770**	**9,432,347**	**19,751,117**

Table 3: Revised Funding Allocation

Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
TFL LIP FY 2014/15	65,442	0	65,442
TFL LIP FY 2017/18	50,000	0	50,000
S106 - 04/00958/FULL - Austral House - LCEIW	341,000	0	341,000
S106 - 10/00832/FULEIA - London Wall Place - Transportation	224,000	0	224,000
OSPR - Capital BID 2022/23	555,500	0	555,500
OSPR - Capital BID 2023/24	9,082,828	1,917,172	11,000,000
CIL - Capital Bid 2023/24		2,915,175	2,915,175
S278 - 81 Newgate Street		4,600,000	4,600,000
TOTAL	**10,318,770**	**9,432,347**	**19,751,117**

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City of London: Projects Procedure Corporate Risks Register

Project Name:	St Paul's gyratory transformation project (Greyfriars S	**PM's overall risk rating:**	Medium	**CRP requested this gateway**	£ 517,000	**Average unmitigated risk**	6.5
Unique project identifier:	113377	**Total estimated cost (exec risk):**		**Total CRP used to date**	£ -	**Average mitigated risk score**	5.5

Open Risks	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)
R2	5	(2) Financial	Unforseen technical issues, delays and/or inaccurate or incomplete project estimates,including inflationary issues, lead to budget increases.	If an estimate is found to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. Possible scenarios could be increase in estimated inflationary uplifts and unforseen technical engineering issues requiring additional funding.	Possible	Serious	6	£625,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Undertake regular cost reviews via interim submissions from highways term contractor. * regular traking of expenditure so any costpredicted cost overruns can be effectively managed, .	£0.00	Possible	Serious	£325,000.00	6	£0.00	Use of CRP could include but is not limited to additional staff time, fees, external consultants, labour, works and utility costs to accommodate	04/09/2025	Gillian Howard, Policy and Projects	George Wright, Policy and Projects		This is a major City project. The works required are using well-established rates and costs through the City's existing highways term contractor. However, the current financial climate means contract uplifts, changes to stone suppliers and increases in other costs are possible. This may include any upcoming rate/ baxters/RPI changes. Officers will continually monitor this and mitigate as best as possible. Also, its possible an estimate could contain an omission and this risk also covers this possibility.
R4	5	(10) Physical	Unexpected utility diversions, alterations and/or technical diifiiculties impact on project delivery and/ or costs	Unforeseen delay and/or costs from utility companies	Possible	Major	12	£450,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Ensure due New Road and Street Works Act process is followed	£0.00	Unlikely	Major	£125,000.00	8		Use of CRP could include but is not limited to additional staff time, fees, external consultants, labour, works and utility costs to accommodate	04/09/2025	Gillian Howard, Policy and Projects	George Wright, Policy and Projects		Utility companies have a tendancy to over estimate at the C4 stage but there remains a high risk that in major projects such as this the estimate is inaccurate and additional works are required. Issues with Thames Water and UKPN remain open.
R4		(3) Reputation	There is a potential that different elements of the scheme could impact negatively on some of the protected characteristics under the equalities act.	Reputational impact	Unlikely	Minor	2	£0.00	N	B – Fairly Confident	The project proposals have been subject to a full Equality Analysis	£0.00	Unlikely	Minor	£0.00	2			24/09/2024	Gillian Howard, Policy and Projects	George Wright, Policy and Projects		EQ analysis concluded the project proposals would provide an overall benefit to the protected characteristics assessed.

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Z:\8847_KING_EDWARD_SQUARE\7CAD\DRAWINGS\8847_WORKING BASE_STAGE 4.DWG

NOTES:

FOR EXISTING SITE PLANS
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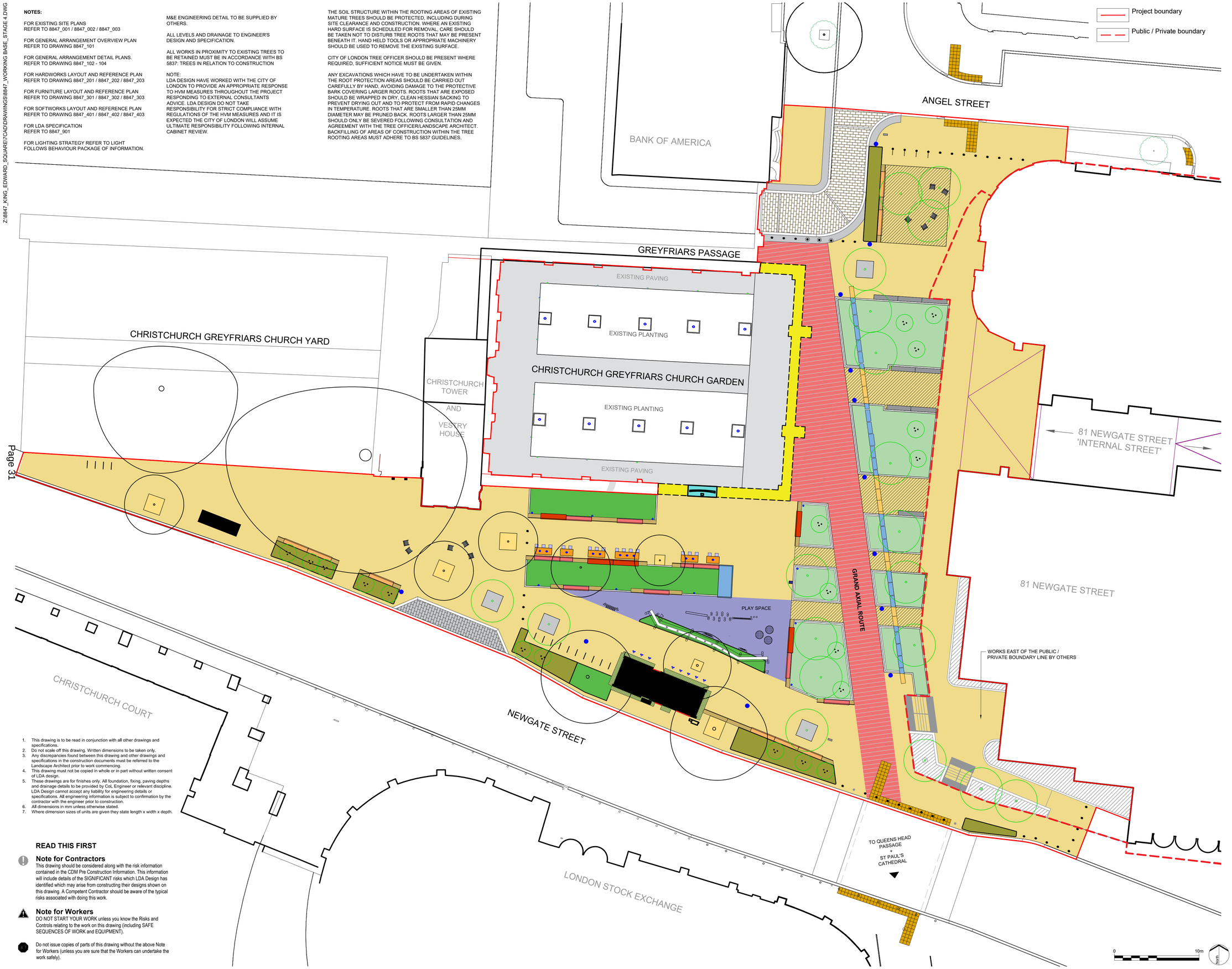

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LEGEND

Project boundary
Public / Private boundary

CITY OF LONDON STAGE 4 INFORMATION

- Planting to venting building (by others)
- Paving_01 Sandstone_Planks
- Paving_02 Sandstone_Flags
- Paving_03 Sandstone_Setts (permeable)
- Paving_04 Granite_Setts (vehicular)
- Paving_05 Sandstone_Setts (vehicular)
- Paving_06 Sandstone_Recovered / reused / relaid
- Paving_07 Wet pour play surfacing to Play Area
- 1 no.Drinking fountain
- 2 no. Legible London Midilith
- Lighting Ref to Light Follows Behaviour documents
- Relocated Christchurch Hospital Artwork
- 10 no. Armchairs (Proprietary).
- Timber and steel seating (Proprietary benches).
- 14 no. Cycle stands
- 4 no. HVM PAS 69 rated cycle stands
- 38 no. HVM PAS 68 rated City of London bollards
- 3 no. HVM PAS 68 rated City of London demountable bollards
- Tactile paving Blister paving
- Tactile paving Corduroy paving

LDA DESIGN STAGE 4 INFORMATION

- Paving_08 White / grey granite. Modern raised wall to Greyfriars Church Garden_REMOVED to finished floor level - Decorative interpretation inset within large format granite paving.
- Planting Rain garden
- Planting 600mm raised planter
- Planting Flush planter
- 16 no. Proposed Tree
- 19 no. Proposed Tree - small multi stem
- 8 no. Existing / Retained Tree
- Allee Bridge Walk. Thames Embankment granite
- Allee Bridge Walk - Paving Thames Embankment granite
- Dining tables + Cube seats - Timber top / Granite with table light (Bespoke).
- Bench - Timber top / Granite with low back rest (Bespoke).
- Bench - Timber top / Granite with low back rest (Bespoke).
- Bench - Timber top / Granite with back rest (Bespoke).
- Seating pad. Timber / Granite (Bespoke).
- Bench - Granite Bespoke).
- 10 no. Timber Trellis replacements (Bespoke).

REV.	DESCRIPTION	APP.	DATE
D	RIBA STAGE 4 - FINAL	MB	31.07.25
C	RIBA STAGE 4 - DRAFT	MB	08.05.25
B	RIBA STAGE 3 - FINAL	MB	26.04.24
A	RIBA STAGE 3 - DRAFT	MB	28.03.24

LDĀDESIGN

PROJECT TITLE
GREYFRIAR'S SQUARE
RIBA Stage 3

DRAWING TITLE
General Arrangement Overview Plan

ISSUED BY	Exeter	T: 01392 260 430	
DATE	Jan 2024	DRAWN	MB
SCALE@A1	1:200	CHECKED	TS
STATUS	Final	APPROVED	SJT

DWG. NO 8847_101

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Sources Ordnance Survey

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CHRISTCHURCH GREYFRIARS CHURCH YARD

CHRISTCHURCH TOWER

VESTRY HOUSE

CHRISTCHURCH GREYFRIARS CHURCH GARDEN

NEWGATE STREET

CHRISTCHURCH COURT

RUIN WALL

REFER TO DWG. 8847_103

REFER TO DWG. 8847_104

4 no. CYCLE STANDS

RETAINED 2no. EXISTING BOLLARDS

2 no. RETAINED DOMESTIC PLANTERS

RETAINED TREE

RELOCATED BUS STOP

RAISED SEATING EDGE

WATER STANDPIPE SEE CITY OF LONDON INFORMATION

3 no. PROPOSED MULTI STEM TREES

RAISED PLANTER.

2no. FREESTANDING SEATS

3no. FREESTANDING SEATS

2 no. PROPOSED MULTI STEM TREES

LIGHTING COLUMN

LOADING BAY FLUSH WITH FOOTWAY

PROPOSED TREE.

2no. HVM BOLLARDS

3no. HVM BOLLARDS

BOLLARD LIGHTS

FLUSH PLANTING

DINING TABLES

CUBE SEATS

TABLE LIGHTS

PROPOSED TREE

PLAY EQUIPMENT

10no. CYCLE STANDS

2 no. PROPOSED MULTI STEM TREES

0 5m 20m

LEGEND

Project boundary

Public / Private boundary

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A	RIBA STAGE 3 - DRAFT	MB	28.03.24

LDĀDESIGN

PROJECT TITLE
GREYFRIARS SQUARE
RIBA Stage 3

DRAWING TITLE
General Arrangement Detail Plan
Sheet 1 of 3

ISSUED BY	Exeter	T: 01392 260 430	
DATE	March 2023	DRAWN	MB
SCALE@A1	1:100	CHECKED	TS
STATUS	Final	APPROVED	SJT

DWG. NO **8847_102**

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Z:\8847_KING_EDWARD_SQUARE\7CAD\DRAWINGS\STAGE 4\100\8847_102_104 GENERAL ARRANGEMENT LAYOUT AND REFERRENCE PLAN.DWG

BANK OF AMERICA

ANGEL STREET

81 NEWGATE STREET

81 NEWGATE STREET

GREYFRIARS PASSAGE

RUIN WALL

RUIN WALL

CHRISTCHURCH GREYFRIARS
CHURCH GARDEN

GRAND AXIAL ROUTE

81 NEWGATE BASEMENT EXTENTS

LEGIBLE LONDON MIDILITH
SEE CITY OF LONDON INFORMATION

4 no. HVM CYCLE STANDS
(PAS 68 RATED)

8 no. CITY OF LONDON
BOLLARDS (PAS 68 RATED)

3 no. PROPOSED TREES

RAISED PLANTER

RAISED SEATING EDGE

INGROUND ARTISTIC INTERPRETATION
SEE CITY OF LONDON INFORMATION

5 no. CITY OF LONDON
BOLLARDS (PAS 68 RATED)

3 no. REMOVABLE
BOLLARDS (PAS RATED)

WORKS TO BE DONE AND MAINTAINED BY OTHERS TO THE
EAST OF RED DASHED LINE - WITH THE EXCEPTION OF THE
'NORTHERN ARRIVAL SPACE' SHOWN HERE.

5no. FREESTANDING SEATS
SEE CITY OF LONDON
INFORMATION

LIGHTING COLUMN

EVENTS POWER
SEE CITY OF LONDON INFORMATION

ALLEE BRIDGE WALK - WHITE GRANITE PAVING
FLUSH SURFACE

PROPOSED TREE

EVENTS POWER
SEE CITY OF LONDON
INFORMATION

PROPRIETARY FURNITURE
SEE CITY OF LONDON INFORMATION

LIGHTING COLUMN

PROPOSED TREE

3 no. PROPOSED
MULTI-STEM TREES

EVENTS POWER
SEE CITY OF LONDON
INFORMATION

PROPOSED TREE

WATER
STANDPIPE
SEE CITY OF LONDON INFORMATION

RAIN GARDEN

PROPRIETARY FURNITURE
SEE CITY OF LONDON INFORMATION

LIGHTING COLUMN

EVENTS POWER
SEE CITY OF LONDON
INFORMATION

LIGHTING COLUMN

PROPRIETARY FURNITURE
SEE CITY OF LONDON INFORMATION

ALLEE BRIDGE WALK - THAMES
EMBANKMENT STONE PLAY FEATURE

RAIN GARDEN

2 no. PROPOSED
MULTI-STEM TREES

WATER
STANDPIPE
SEE CITY OF LONDON INFORMATION

PROPOSED TREE

LIGHTING COLUMN

EVENTS POWER
SEE CITY OF LONDON
INFORMATION

PROPRIETARY FURNITURE
SEE CITY OF LONDON INFORMATION

RAIN GARDEN

PROPOSED TREE

12 no. PATH LIGHTS
SEE LFB INFORMATION

10 no. TRELLIS REPLACEMENTS
SEE 8847_311

REFER TO DWG. 8847_102

ENHANCEMENT OF EXISTING PLANTING (BY OTHERS)

10 no. SUSPENDED DOWNLIGHTS
SEE LFB INFORMATION

REFER TO DWG. 8847_104

CHRISTCHURCH GREYFRIARS HOSPITAL ARTWORK
RETAINED AND MOUNTED ON NEW STONE PLINTH
SEE CITY OF LONDON INFORMATION

RAISED SEATING EDGE

3 no. BOLLARD LIGHTS
SEE LFB INFORMATION

FLUSH PLANTER

BOLLARD LIGHT

RAIN GARDEN

RAISED SEATING EDGE

MULTI-STEM TREES

0 5m 20m

LEGEND

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FOR FURNITURE LAYOUT AND REFERENCE PLAN
REFER TO DRAWING 8847_301 / 8847_302 / 8847_303

FOR SOFTWORKS LAYOUT AND REFERENCE PLAN
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LDĀDESIGN

PROJECT TITLE
GREYFRIARS SQUARE
RIBA Stage 3

DRAWING TITLE
General Arrangement Detail Plan
Sheet 2 of 3

ISSUED BY	Exeter	T: 01392 260 430	
DATE	March 2023	DRAWN	MB
SCALE@A1	1:100	CHECKED	TS
STATUS	Final	APPROVED	SJT

DWG. NO 8847_103

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Z:\8847_KING_EDWARD_SQUARE\7CAD\DRAWINGS\STAGE 4\100\8847_102_104 GENERAL ARRANGEMENT LAYOUT AND REFERRENCE PLAN.DWG

RUIN WALL
RAISED SEATING EDGE
3 no. BOLLARD LIGHTS SEE LFB INFORMATION
FLUSH PLANTER
WATER STANDPIPE SEE CITY OF LONDON INFORMATION
2no. CITY OF LONDON BOLLARDS (PAS 68 RATED)
17 no. CUBE SEATS
11 no. TABLE LIGHTS
6 no. DINING TABLES
WATER STANDPIPE SEE CITY OF LONDON INFORMATION
RETAINED TREE
3 no. BOLLARD LIGHTS SEE LFB INFORMATION
RAISED SEATING EDGE
LARGE PAD SEAT
RETAINED TREE
WATER STANDPIPE SEE CITY OF LONDON INFORMATION
3no. CITY OF LONDON BOLLARDS (PAS 68 RATED)
RAISED SEATING EDGE
FLUSH PLANTER
RAISED SEATING EDGE
PLAY SPACE
10no. CYCLE STANDS
8 no. UPLIGHTS
RETAINED TREE
2 no. PROPOSED MULTI STEM TREES
CENTRAL LINE VENTING BUILDING
RAISED PLANTING
LIGHTING COLUMN
RETAINED TREE
FLUSH PLANTING
REFER TO DWG. 8847_104
LIGHTING COLUMN
WATER STANDPIPE SEE CITY OF LONDON INFORMATION
RAISED SEATING EDGE
EXISTING / RETAINED FLUSH PLANTING
RETAINED TREE
UTILITIES CABINETS LOCATION TBC
3 no. PROPOSED MULTI STEM TREES
RAISED PLANTER
LIGHTING BOLLARD
RAISED SEATING EDGE
PROPOSED MULTI- STEM TREE
RAIN GARDEN
LIGHTING BOLLARD
RAIN GARDEN
PROPOSED TREE
DRINKING FOUNTAIN
WATER STANDPIPE SEE CITY OF LONDON INFORMATION
RAIN GARDEN
2no. LIGHTING BOLLARD
RAISED SEATING EDGE
PROPOSED TREE
FLUSH PLANTING
WATER STANDPIPE SEE CITY OF LONDON INFORMATION
RAISED SEATING EDGE
LEGIBLE LONDON MIDILITH
RAISED SEATING EDGE
LIGHTING COLUMN
EVENTS POWER SEE CITY OF LONDON INFORMATION
PROPOSED TREE
ALLEE BRIDGE WALK - WHITE GRANITE PAVING. FLUSH SURFACE
PROPRIETARY FURNITURE SEE CITY OF LONDON INFORMATION
RAIN GARDEN
PROPOSED TREE
ALLEE BRIDGE WALK - THAMES EMBANKMENT STONE PLAY FEATURE
LIGHTING COLUMN
PROPOSED TREE
RAIN GARDEN
PROPOSED MULTI- STEM TREE
LIGHTING COLUMN
WATER STANDPIPE SEE CITY OF LONDON INFORMATION
PROPOSED TREE
RAIN GARDEN
PROPOSED TREE
GRAND AXIAL ROUTE
PROPOSED TREE
2 no. PROPOSED MULTI- STEM TREE
LIGHTING COLUMN
STEPS + HANDRAILS (BY OTHERS)
PROPOSED TREE (BY OTHERS)
PROPOSED TREE (BY OTHERS)
PROPOSED TREE (BY OTHERS)
81 NEWGATE STREET
REFER TO DWG. 8847_103
81 NEWGATE BASEMENT EXTENTS
NEWGATE STREET
LONDON STOCK EXCHANGE
11 no. CITY OF LONDON BOLLARDS (PAS 68 RATED)
TRAFFIC SIGNALS
RAISED PLANTER
150 - 600mm TALL PLANTER TO MITIGATE LEVEL CHANGE (BY OTHERS)
RAISED PLANTER (BY OTHERS)
9 no. CITY OF LONDON BOLLARDS (PAS 68 RATED)

LEGEND

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LDĀDESIGN

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Greyfriar's Square
RIBA Stage 4 Illustrative Visuals

22.05.2025

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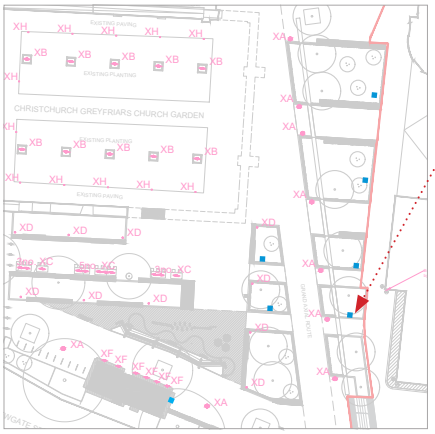
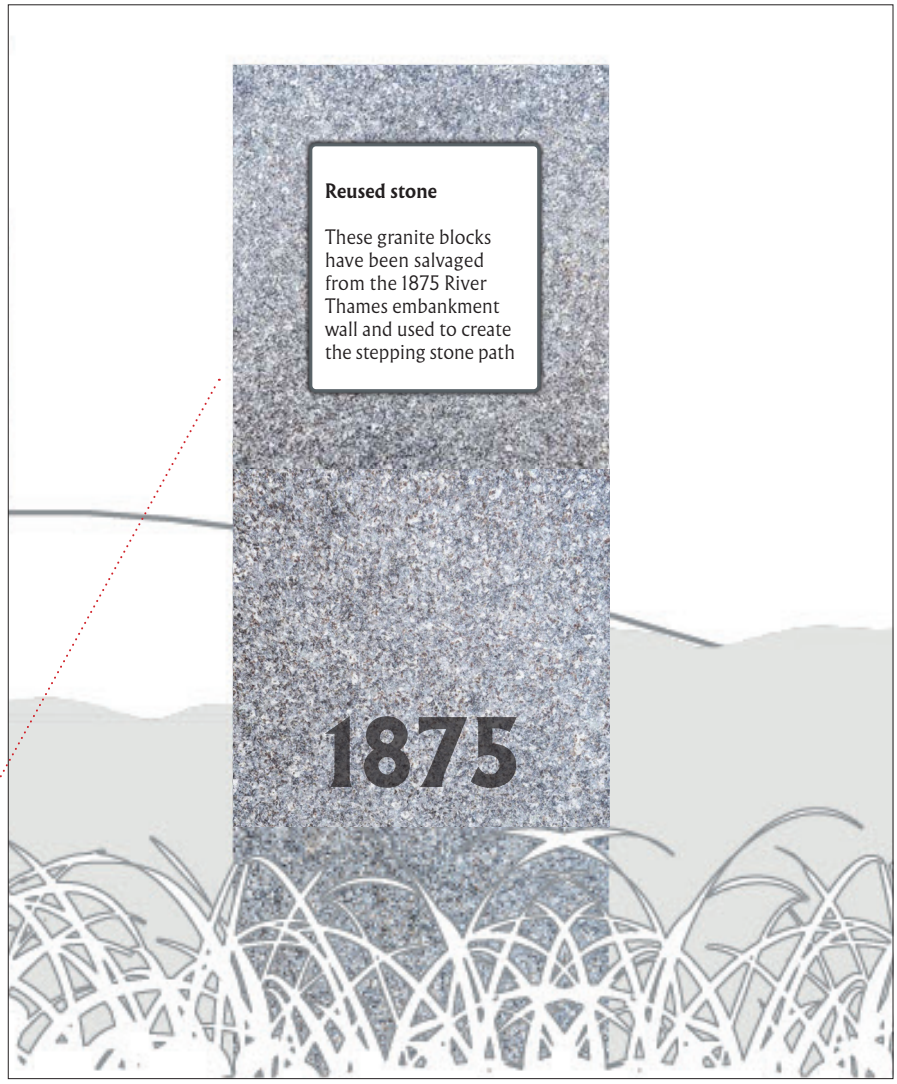
LDĀDESIGN

Concept

These vertical granite blocks will resemble milestones with dates inscribed on the front face. Bevelled tops will present short paragraphs on nearby subjects of interest; Marconi's first telegraph, rain gardens, archaeological findings, Stinking Lane, Christchurch Greyfriars, the lost Post Office station and the reuse of stone from the Thames Embankment.

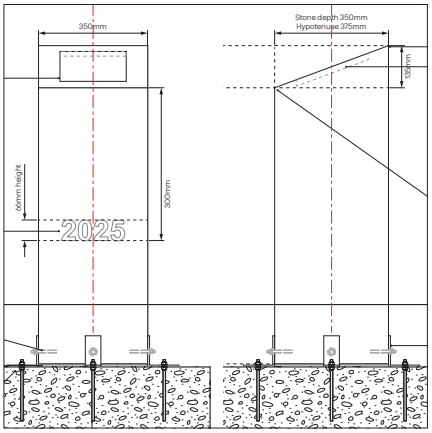


Location Positioned near to the walkways, the information will be accessible for wheelchair users.



Experience Like milestones, these discovery stones will seem part of the natural landscape. They are to be looked for and found under the trees and amongst the shrubbery. A surprise read, rather than a must read.

Discovery stone Positioned near a subject, so the text makes sense to the reader from where they stand.



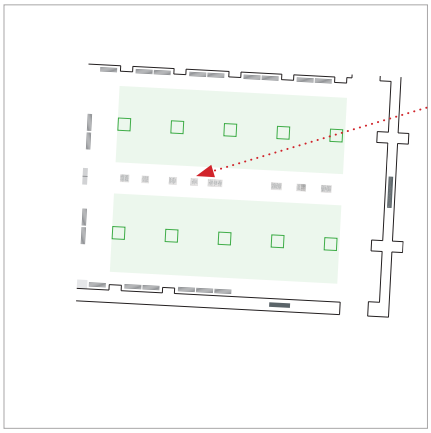
Specification Rough granite, with smooth bevelled top and a vitreous enamel text panel inset.

Material Seven granite stones salvaged from the Thames Tideway Tunnel have been identified for use.

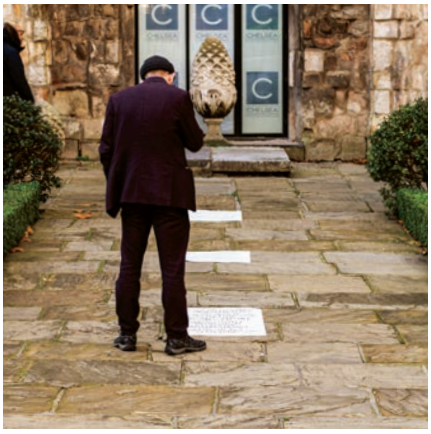
CHURCH NAVE
DISCOVERY STONES

Concept

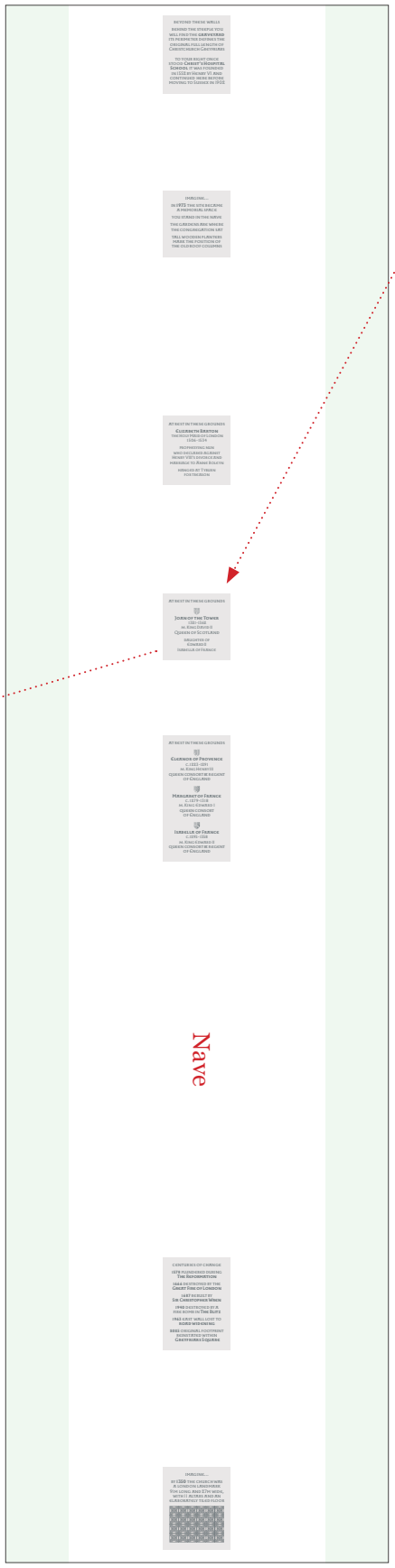
Set in clusters and laid flush with the existing paving in the church nave, these discovery stones will resemble tombstones. Inset text will briefly tell the history of Christchurch Greyfriars; its medieval origins, chronology, royal connections, how to read the ruins, and what lies beyond its walls.



Location Positioned and with a text size to be read standing, they will be accessible for wheelchair users.



Early test Paper mock ups were left in situ. We observed the public taking close interest in the discovery stones.



Experience These discovery stones are a surprise find, with an abridged text to spur reflection and inquiry.

Discovery stone A contemporary version of what might have been in the church nave before the Reformation.

Specification Dark granite inset with stainless steel lettering, royal arms and medieval floor tiles.

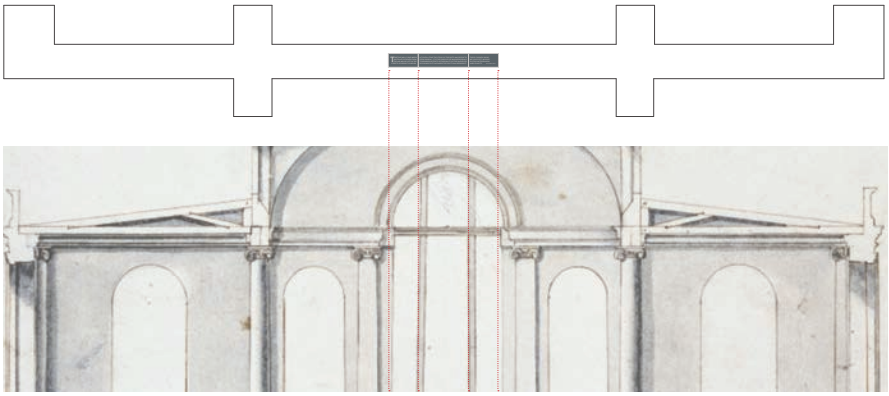
Material test Royal crests have been created and cut at actual size in stainless steel to check legibility.

CHURCH EAST WALL
INSCRIPTION STONES

Concept

Three large inscription stones are to be set flush into the new ground-level East Wall.

The inscriptions stones will carry an poignant extract from a letter written to *The Times* newspaper in late 1944, at a time when London had suffered heavily from the Blitz. Christchurch Greyfriars was one of the 91 severely damaged in the Diocese.



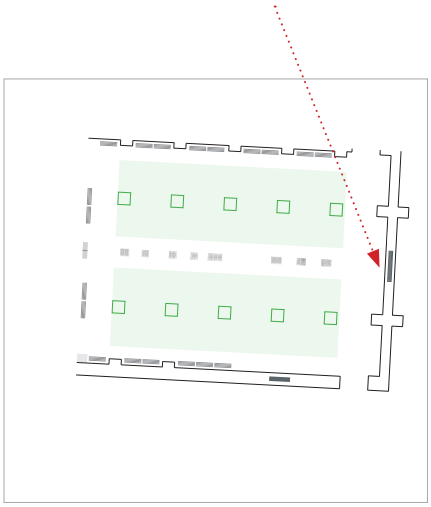
Inscription stones The dimensions and position of the new inscription stones has been determined by the proportions of Sir Christopher Wren's central East Window.

THE TIME WILL COME WHEN NO TRACE OF DEATH FROM THE AIR WILL BE LEFT IN THE STREETS OF REBUILT LONDON.

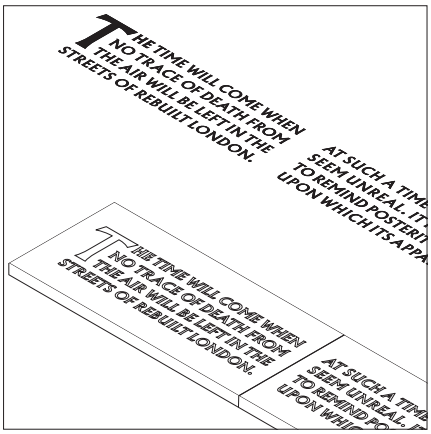
AT SUCH A TIME THE STORY OF THE BLITZ MAY BEGIN TO SEEM UNREAL. IT IS THE PURPOSE OF WAR MEMORIALS TO REMIND POSTERITY OF THE REALITY OF THE SACRIFICES UPON WHICH ITS APPARENT SECURITY HAS BEEN BUILT.

THESE CHURCH RUINS, WE SUGGEST, WOULD DO THIS WITH REALISM AND GRAVITY. THE TIMES, 1944

Experience This passage from *The Times* letter called for church ruins to be preserved, thereby becoming a reminder of the horrors of conflict. These inscription stones aspire to be a pause-point for visitors to the Christchurch Greyfriars Gardens – in much the same way that the Tomb of the Unknown Soldier briefly and solemnly holds visitors at the entrance to Westminster Abbey.



Location Re-establishing the East Wall is significant element of the interpretation graphics package; this is the true orientation of the church, indeed it is where the original church altar would have been, in front of the central east wall window.



Specification Dark granite inset with stainless steel lettering.

Material test Lettering has been cut at actual size in stainless steel to check legibility under dry and wet conditions.

SCULPTURE PLINTH
CAPTION & NOTICE

Concept
These are plain in design but use the same materials; vitreous enamel panels inset into stone. The grey panels match the colour of the sculpture.

CHRIST'S HOSPITAL

Founded near this site by King Edward VI in 1552 to house, feed and educate needy children

In 1673 it incorporated the Royal Mathematical School, founded by King Charles II

Relocated to Horsham, West Sussex in 1902

Sculpture by **ANDREW F BROWN**

Caption Following the art world convention, this caption aims to present the Christ's Hospital bronze as a notable work of art by positioning it discreetly below the sculpture.

CITY LONDON

Christchurch Greyfriars Church Garden

City Gardens

020 7374 4127 citygardens@cityoflondon.gov.uk
www.cityoflondon.gov.uk/citygardens
City of London – protecting green spaces since the 1850s

Notice On the reverse of the sculpture plinth, facing into the Church Garden, will be a City Gardens notice.

Report
September 2024

St Paul's Gyratory Transformation Project: Equality Impact Assessment (EqIA)

City of London Corporation
24741701

steer

Report
September 2024

St Paul's Gyratory Transformation Project: Equality Impact Assessment (EqIA)

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24741701

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Appendices

A Project Area and Scheme Design

1 Introduction

Background

1.1 This Equality Impact Assessment (EqIA) relates to the proposed St Paul's Gyratory Transformation Project. The project area stretches from the Museum of London rotunda to the north, to St Paul's London Underground station to the south. The roads within the project area are characterised by wide, vehicle-dominated highways, including King Edward Street, St Martin's Le Grand and Newgate Street.

1.2 The proposals will make large scale changes to the area, including making some streets two-way, partially removing the 1970's gyratory system, and creating a new public space. The aim is to make the area feel safer for pedestrians and cyclists, create quality public spaces that are greener and more pleasant, and meet the access needs of residents and businesses.

1.3 The City of London Corporation's (CoL's) Streets and Walkways Committee approved the project to move forward to the construction planning stage. Following feedback from a public consultation (held between August – October 2023), and further development, the design is currently being finalised.

1.4 To assist with understanding the equality implications of the design, the CoL has commissioned Steer to undertake this EqIA. 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**. Steer have produced EqIAs for a number of other CoL schemes such as the All Change at Bank project, and several schemes within the Pedestrian Priority Streets Programmes.

Context

1.5 The project area is outlined in **Appendix A**. The project area includes business, retail and leisure spaces, used by visitors, workers and residents. Of note, the project area is close to several large trip generators, including St Paul's Cathedral, St Bartholomew's Hospital, Barbican Centre, Old Bailey, Guildhall, Bank of England, One New Change, and Postman's Park.

1.6 The proposed scheme is also in close proximity to several places of worship including St Paul's Cathedral, St Botolph's-without-Aldersgate, St Anne & St Agnes Church and St Vedast alias Foster. The scheme is also located close to health and pharmacy services, including St Bartholomew Hospital.

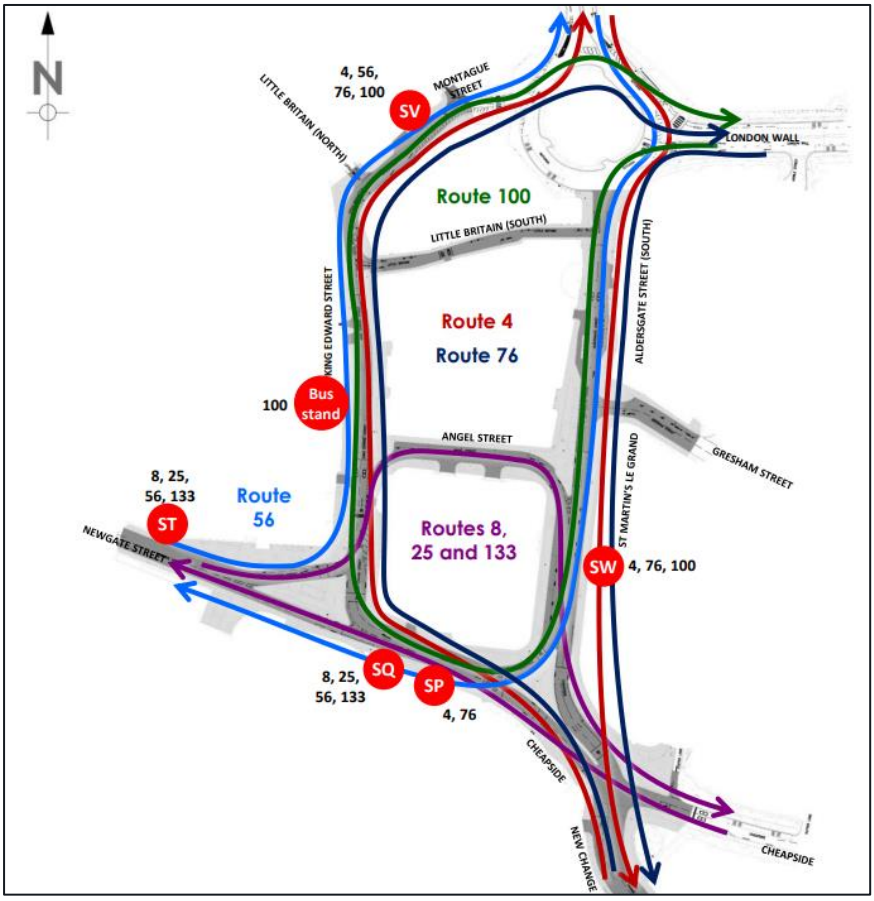
1.7 The scheme is located adjacent to St Paul's London Underground station and is a short walk from Mansion House station. It is also accessible by foot or wheeling[1] from Bank, Moorgate, and Blackfriars London Underground stations, and Cannon Street, City Thameslink and Farringdon railway stations.

Buses

1.8 Seven bus routes travel through the area and serve six bus stops. These include routes 4, 8, 25, 56, 76, 100 and 521. **Figure 1.1** (overleaf) shows where bus stops are currently located. There is also a bus stand located at 7 King Edward Street. Bus stops are located on:

- King Edward Street (Bus Stop ST)
- Newgate Street (Bus Stops SP, SQ)
- Montague Street (Bus Stop SV)
- St Martin's Le Grand (Bus Stop SW)

Figure 1.1: Current bus stop layout



Source: CoL

[1] Wheeling is an equivalent alternative to foot/pedestrian-based mobility, such as, manual self- or assistant-propelled wheelchairs, wheelchairs with power attachments or all-terrain attachments, powered wheelchairs, mobility scooters and rollators (**Wheels for Wellbeing, 2024**).

2 Scoping

2.1 A scoping assessment has been undertaken to identify whether the proposed scheme could 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.

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

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

2.3 As the scheme is aimed at making the streets within the project area more attractive to people walking, cycling and dwelling, as well as making it safer and less polluted, it is considered that the scheme is likely to impact 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.

2.4 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 and are therefore unlikely to experience any disproportionate benefits or drawbacks because of the scheme. 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. **Table 2.1** (overleaf) provides a summary of the scoping assessment.

Intersectionality

2.5 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 in regard to both disability and sex. Intersectionality can further compound the severity and/or disproportionate nature of certain impacts.

2.6 Given the large number of combinations of any and all protected characteristics possible, this EqIA 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 assessment

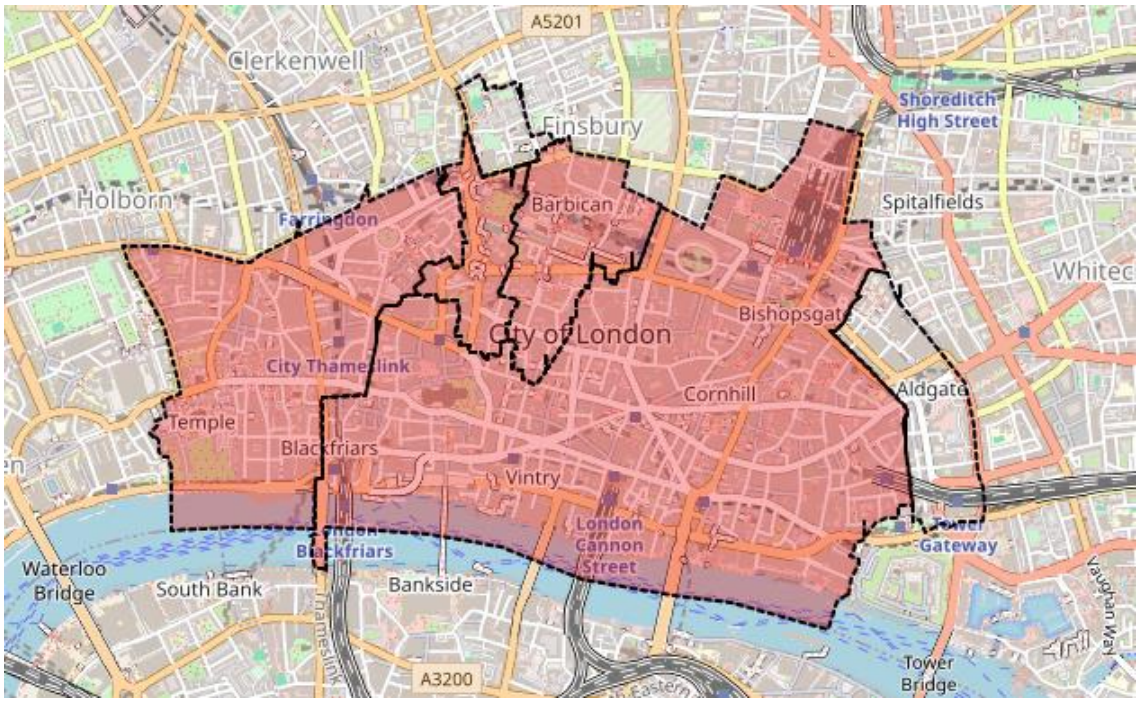
Protected characteristic	Disproportionate impact unlikely	Disproportionate impact possible	Commentary
Age – people in particular age groups (particularly over 65s and under 16s)		✓	There could be a disproportionate impact which this EqIA will investigate. A person's ability to use the transport network can be impacted as a result of age and age-related health conditions.
Disability – people with disabilities (including different types of physical, learning or mental disabilities)		✓	There could be a disproportionate impact which this EqIA will investigate. A person's use of the transport network can be shaped by the impairments that they live with.
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), and due to the proximity of the scheme area to places of worship.
Sex – whether people are male or female		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on sex.
Sexual orientation – whether a person's sexual orientation is towards the same sex, a different sex, or both.	✓		People of a particular sexual orientation are unlikely to be disproportionately impacted by the scheme.

3 Evidence Base

Data sources

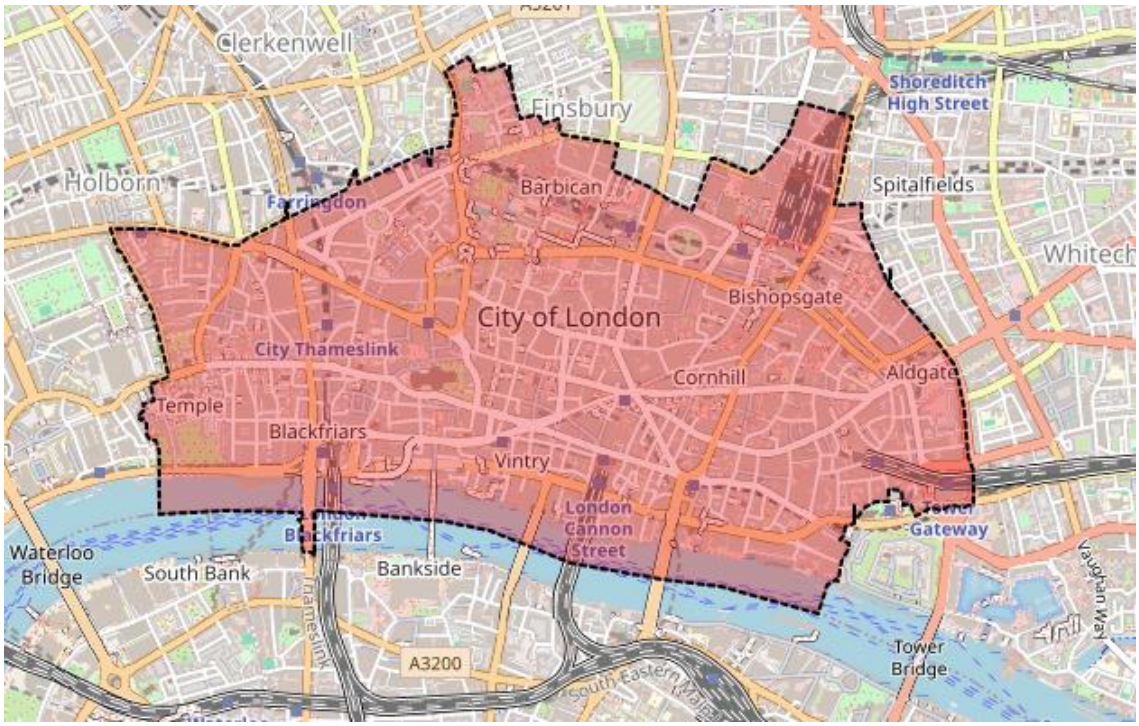
3.1 For this assessment, information has been gathered about protected characteristics for the City of London 001A Lower Layer Super Output Area (LSOA), City of London 001B Lower Layer Super Output Area (LSOA), City of London 001G Lower Layer Super Output Area (LSOA), and City of London 001F Lower Layer Super Output Area (LSOA). Throughout this EqIA, this is referred to as 'the study area'. Information has also been gathered about the City of London Middle Layer Super Output Area (MSOA) as well as data for London as a whole.

Figure 3.1: City of London 001A, 001B, 001F and 001G highlighted in red



Source: Nomis, 2024

Figure 3.2: City of London MSOA



Source: Nomis, 2024

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

Data sources and limitations

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

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

3.5 LTDS data provides granular data within the CoL, however it is not wholly representative of the wider population as it is calculated using sample sets and subsequently scaled up. LTDS is an annual survey of a sample of households across Greater London including the CoL. The survey records detailed information about the household, the people that live

there, and the trips they make. Every year, approximately 8,000 households take part in the survey which is then weighted using an interim expansion factor to approximate the data for the entire population of London, thus providing an insight into how Londoners travel on a weekly basis. Due to the London-wide nature of this survey, it has not been possible to limit the analysis to trips ending in the St Paul's area, as the low sample size means that it would not be appropriate. In addition, at the time of preparing this document, the full LTDS 2022/23 dataset providing borough level detail was unavailable.

City of London profile

Workforce

3.6 The CoL has a very large workforce in comparison to its usual residential population. The 2021 Census recorded the residential population as 8,600 people and the 2011 Census recorded the workforce as 357,000 people[2] – over 40 times the usual residential population which demonstrates the significant movement in and out of the CoL every day.

3.7 More recently, the 2022 workforce was estimated to be 615,000[3]. the CoL shows the highest workplace density of all local authorities in Greater London with the primary land use in the CoL being offices, which make up more than 70 per cent of all buildings. In absolute terms, the CoL has the second greatest workforce after the City of Westminster, with the workforce comprising 63 per cent males and 37 per cent females in 2021.

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

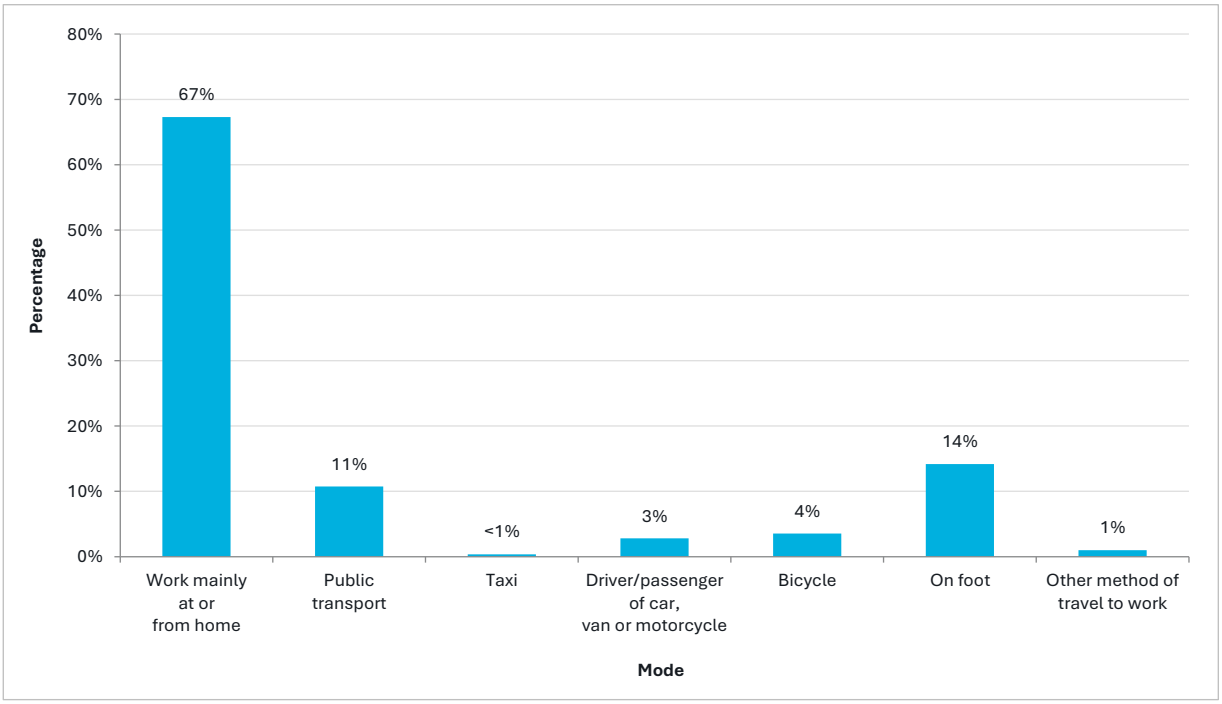
3.9 2021 Census data shows most people in employment in the CoL work mainly at or from home, as shown in **Figure 3.3.** This is followed by public transport use (11 per cent). Active travel also comprises a relatively high percentage of travel (14 per cent on foot, and 4 per cent cycling).

3.10 Please note that these figures have changed significantly since 2021 due to the change in working arrangements and patterns attributed to the COVID-19 pandemic, however the CoL can only act on the latest data available.

[2] 2021 Census data indicates that 67,224 people recorded their workplace destination within CoL, which similarly represents a significantly higher workforce population in comparison to the resident population. However, 2021 Census data does not capture the workforce accurately due to the effects of the Covid-19 pandemic and associated restrictions on movement and social gatherings at the time of recording (see **https://www.nomisweb.co.uk/sources/census_2021_od**)

[3] **City of London Factsheets February 2023**

Figure 3.3: Method of travel to work for people in employment in the City of London



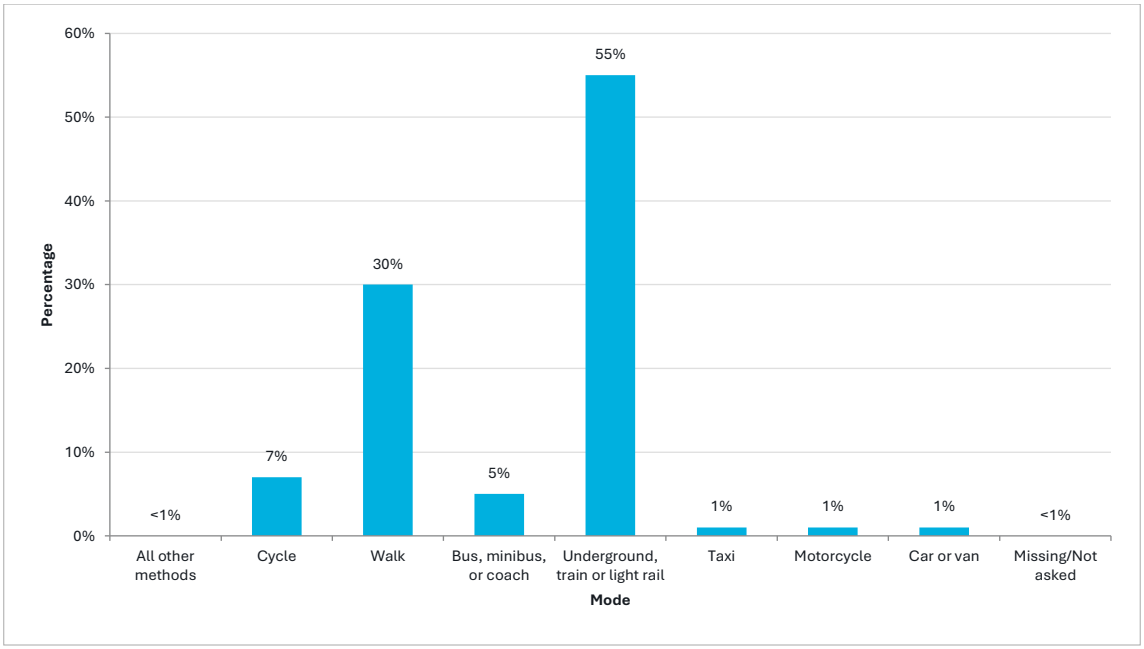
Source: 2021 Census

3.11 Data from TfL's London Travel Demand Survey (LTDS) 2019/20 has been analysed to inform this EqIA, to understand any differences in the travel patterns exhibited by people with different protected characteristics. LTDS is an annual survey of a sample of households across Greater London including the CoL. The survey records detailed information about the household, the people that live there, and the trips they make.

3.12 Every year, approximately 8,000 households take part in the survey which is then weighted using an interim expansion factor to approximate the data for the entire population of London, thus providing an insight into how Londoners travel on a weekly basis. For the purposes of this EqIA, trips that ended in the CoL have been analysed. Due to the London-wide nature of this survey, it has not been possible to limit the analysis to trips ending in the St Paul's area, as the low sample size means that it would not be appropriate.

3.13 When analysing LTDS for all trip purposes, the following mode split for travel into the CoL was obtained. As shown in **Figure 3.4,** of all trips ending in the CoL, 60 per cent are made using public transport. 55 per cent of trips are made using the Underground or other rail modes and 5 per cent are made by bus. It can also be seen that walking has a much higher proportion for all trips (30 per cent) when compared to the 2011 Census Travel to Work data (5 per cent).

Figure 3.4: Method of travel to the CoL for all purposes



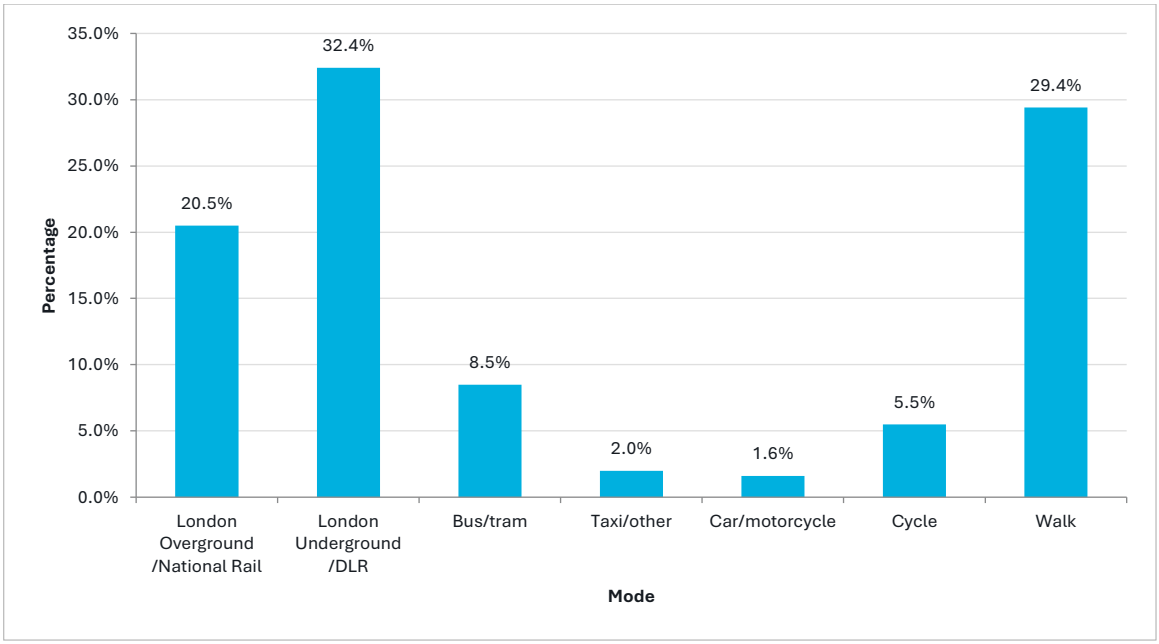
Source: LTDS 2019/20

3.14 Please note that this mode split involves other trip types in addition to 'travel to work' trips. Based on the 2019/20 LTDS data for trip purposes to the CoL, 71 per cent of trips were for Work (usual workplace and other) and 29 per cent of trips were for other purposes (such as leisure and shopping).

3.15 At the time of preparing this document, the full LTDS 2022/23 dataset was unavailable. However, data was obtained by the CoL from TfL's Strategic Analysis which illustrates the proportions for trips per day, by mode. As shown in **Figure 3.5,** active travel trips comprise nearly a third of journeys that originate within the CoL, and over 60 per cent of journeys originating in the CoL via public transport. In contrast, a small proportion of trips per day are made by private vehicle (3.6 per cent).

3.16 The more recent data in **Figure 3.5** indicates that a relatively small proportion of trips that originate within the CoL are made by taxi (2 per cent) and car/motorcycle (1.6 per cent). This reflects the proportion of modes in the LTDS 2019/20 data for the CoL, in relation to method of travel to the CoL for all trip purposes, wherein 60 per cent of trips were made via public transport, and over a third of trips were made by active travel (37 per cent).

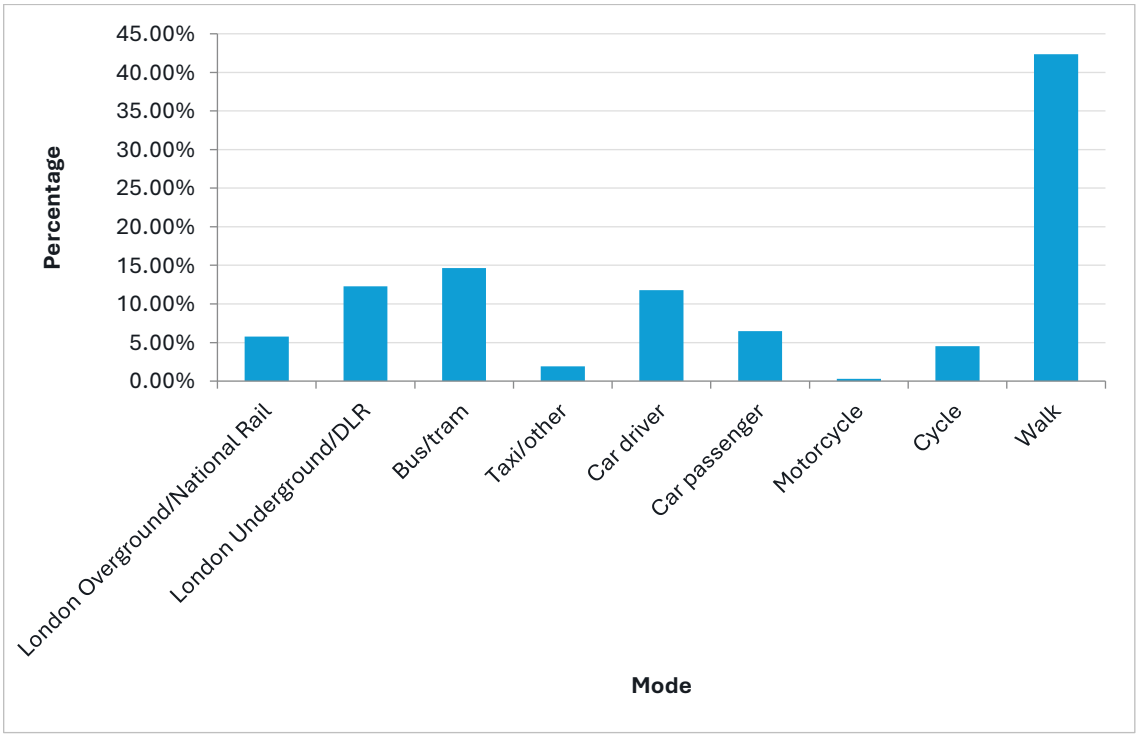
Figure 3.5: Percentage of trips per day, by mode, originating within CoL (2022/23)



Source: LTDS, 3-year average from LTDS (2018/19, 2019/20, 2022/23)

3.17 **Figure 3.6** displays the mode share in Inner London from a three-year average. Modal split across Inner London is broadly in accordance with trips originating within the CoL, however the number of trips taken by foot accounted for close to double the number of trips in Inner London (42 per cent) compared to the CoL (29 per cent).

Figure 3.6: Inner London mode share



Source: LTDS, 3-year average from LTDS (2018/19, 2019/20, 2022/23)

3.18 Proportions of private vehicles, including car, taxi, and van (1 per cent mode share each, respectively) are also comparable to the 2022/23 data in relation to journeys originating within the CoL. This suggests that travel patterns have returned after the COVID-19 pandemic, however, other factors may have also influenced mode share across the CoL between 2019/20 and 2022/23.

Age

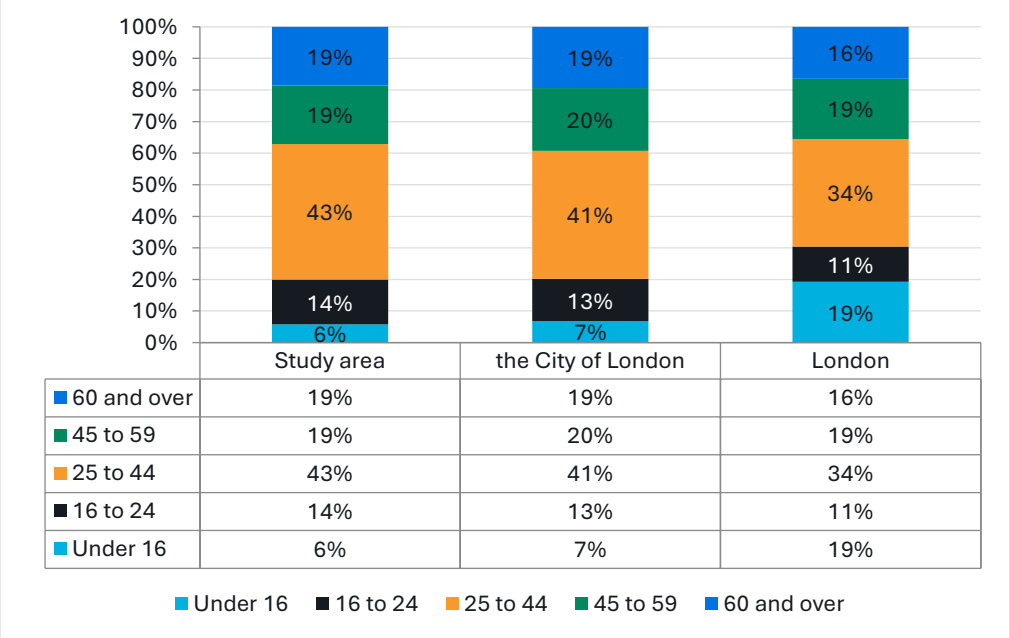
Definition according to the Equality Act 2010

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

Baseline equalities data

3.19 **Figure 3.7** illustrates the age distribution of residents across the study area, in comparison to the CoL and London, using Census 2021 data. The greatest proportion of residents in the study area were in the 25-44 age group (43 per cent). This was similar to the CoL (41 per cent) and slightly higher than London (34 per cent). There is a similar proportion of people aged under 16 in the study area (6 per cent) in comparison to the CoL (7 per cent), though there is a marginally higher proportion of people aged 16-24 in the study area (14 per cent) in comparison to the CoL (13 per cent). Furthermore, the proportion of people aged over 60 is slightly higher in the study area (19 per cent) in comparison to London (16 per cent).

Figure 3.7: Age distribution in the study area, compared to City of London and Greater London in 2021



	Study area	the City of London	London
60 and over	19%	19%	16%
45 to 59	19%	20%	19%
25 to 44	43%	41%	34%
16 to 24	14%	13%	11%
Under 16	6%	7%	19%

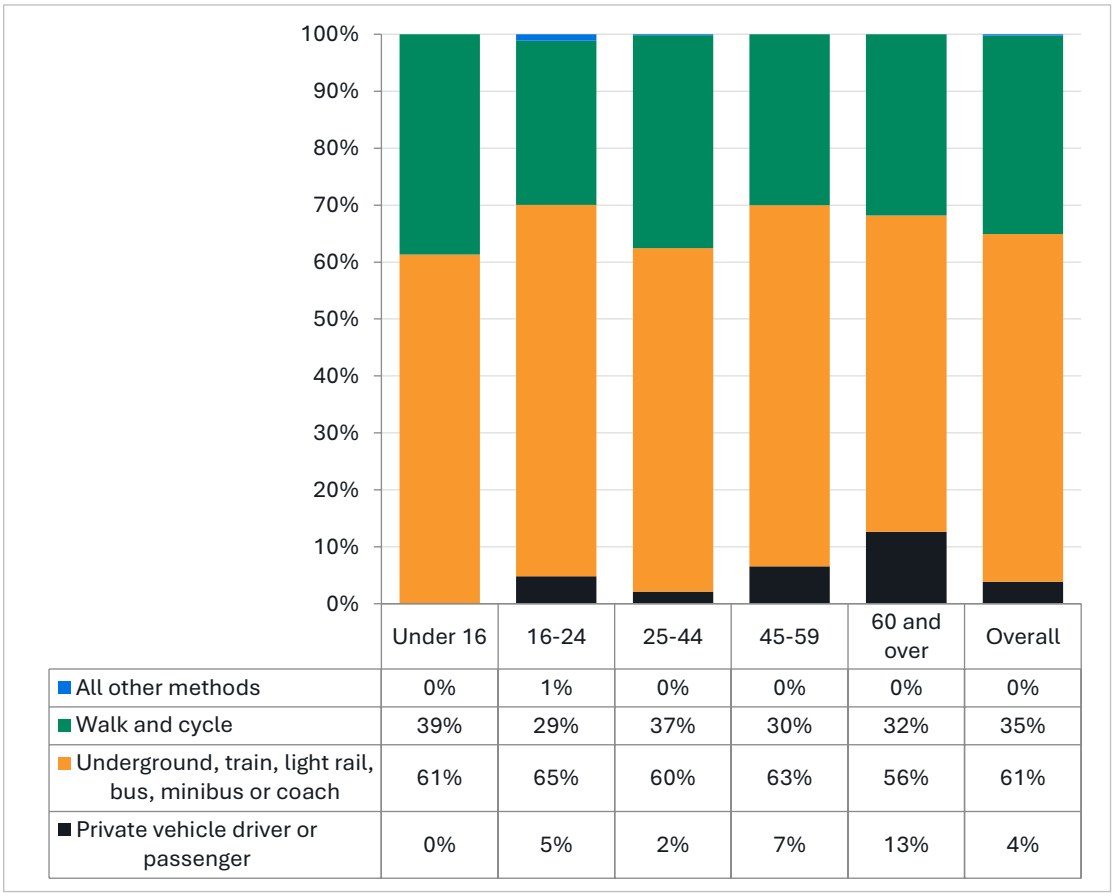
Source: Census 2021

3.20 **Figure 3.8** presents LTDS data on how people travel around the CoL within each age group, and **Figure 3.9** presents this same information for London as a whole.

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

3.22 The use of private vehicles in the CoL is relatively low, comprising 4 per cent of all journeys. However, use of private vehicles varies by age, and over 60s use private vehicles more than any other age group (13 per cent).

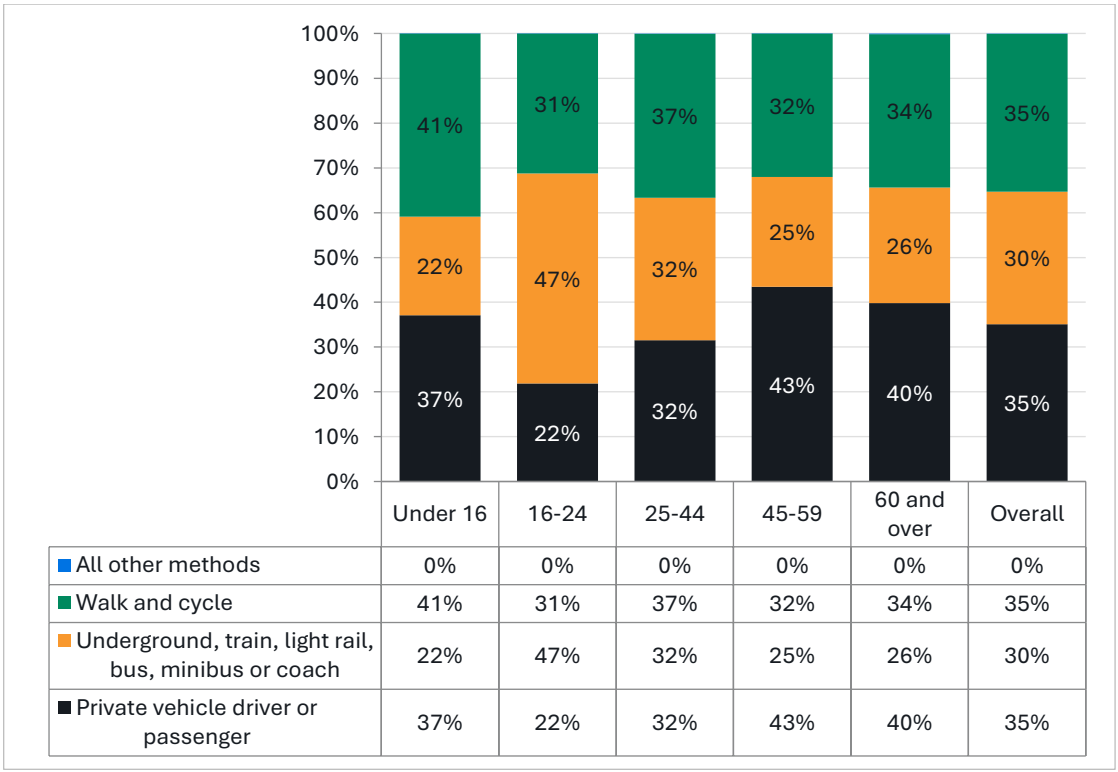
Figure 3.8: Mode share by age in City of London



	Under 16	16-24	25-44	45-59	60 and over	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%

Source: LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

Figure 3.9: Mode share by age in Greater London

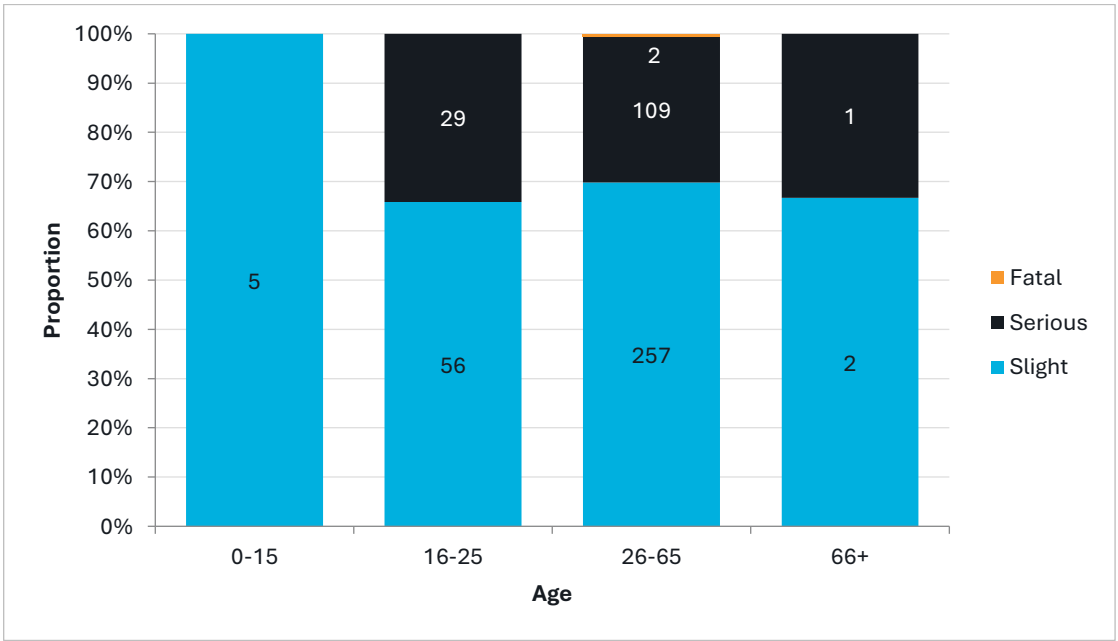


	Under 16	16-24	25-44	45-59	60 and over	Overall
All other methods	0%	0%	0%	0%	0%	0%
Walk and cycle	41%	31%	37%	32%	34%	35%
Underground, train, light rail, bus, minibus or coach	22%	47%	32%	25%	26%	30%
Private vehicle driver or passenger	37%	22%	32%	43%	40%	35%

Source: LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

3.23 Killed and Seriously Injured (KSIs) and Slightly Injured casualties by age category, for the CoL, are shown in **Figure 3.10** below. This data is from 2020 – 2022.

Figure 3.10: Proportion of KSI and Slight casualties involved in collisions per age category, in the CoL



Source: STATS19 2020-2022

3.24 Recorded KSIs are highest for the 26 -65 age group, followed by the 16 – 25 age group. The proportion of serious injuries is slightly higher amongst the 16-25 age group, in comparison to the 26 – 65 age group. This indicates that this age group may be disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.

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

Disability

Definition according to the Equality Act 2010

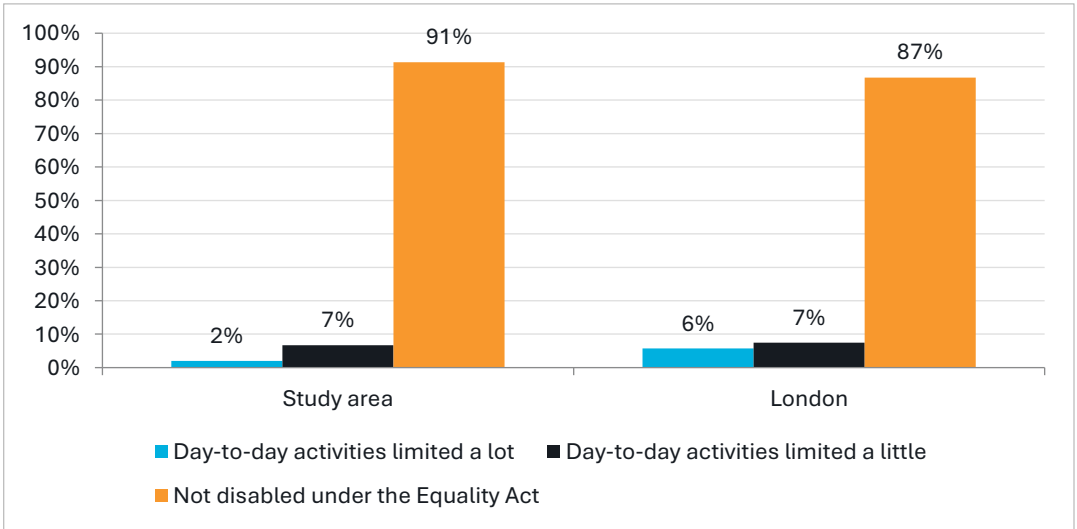
1. A person (P) has a disability if:
   a. P has a physical or mental impairment, and
   b. the impairment has a substantial and long-term adverse effect on P's ability to carry out normal day-to-day activities.

Baseline equalities data

3.26 According to 2021 Census data, in the CoL, 89 per cent of residents responded that they have no limitations in their activities – this is higher than both in England and Wales (83 per cent) and Greater London (87 per cent). In the areas outside the main housing estates, around 95 per cent of residents responded that their activities were not limited. 11 per cent of the CoL's residential population stated that they were either in fair, bad or very bad health.

3.27 In comparison, the number of residents in the study area for whom daily activities are 'limited a lot' account for 2 per cent of the population, compared to 6 per cent for Greater London. A further 7 per cent of residents in the study area said they were 'limited a little', which is the same proportion recorded across Greater London.

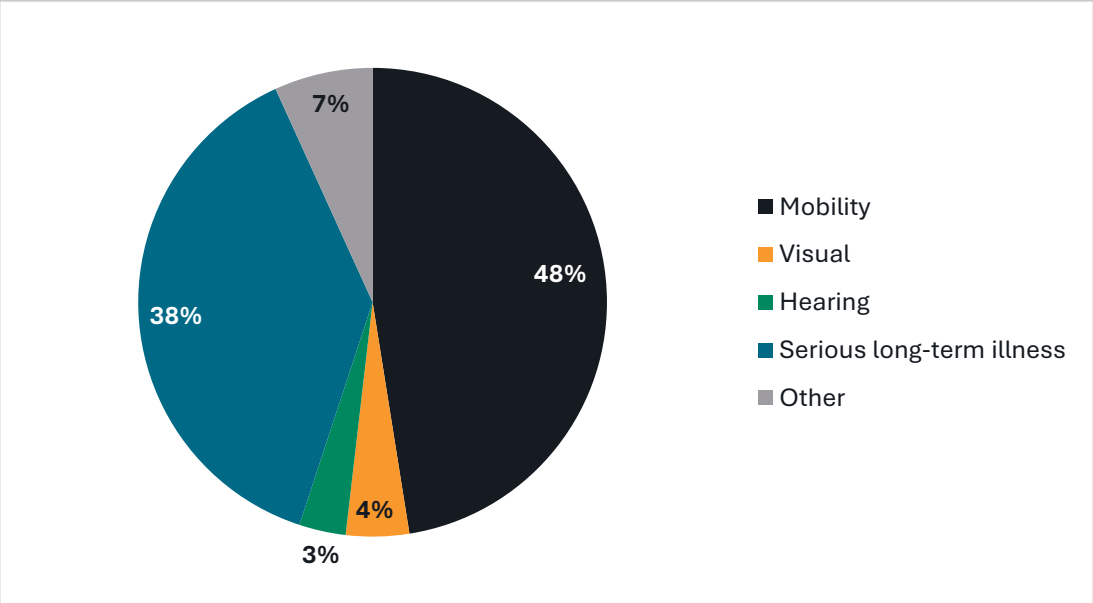
Figure 3.11: Population limited by long-term health problems or disabilities in the study area and Greater London



Source: Census 2021

3.28 In addition, physical and mental disabilities may affect travel patterns and behaviours. Disability types which affect daily travel of the CoL residents are shown in **Figure 3.12**. Disability due to serious long-term illness represents the highest proportion of responses, followed by mobility related disability. It should be noted that this data is based on a very small sample (1.3 per cent of sample size for trips ending in the CoL), therefore results should be considered in this context.

Figure 3.12: Disability types stated by those who have a disability affecting daily travel to the CoL

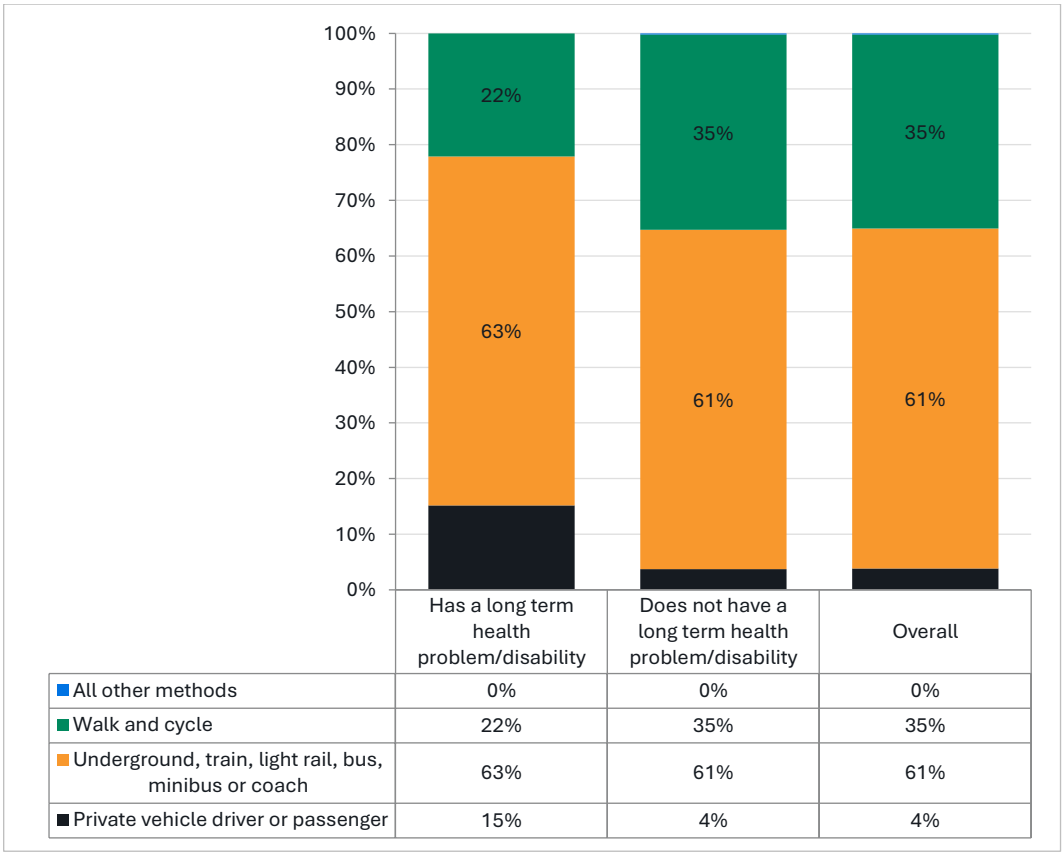


Source: LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

3.29 The mode share for people with a long-term health problem or disability in the CoL and Greater London is shown in **Figure 3.13** and **Figure 3.14** respectively. In the CoL, the public transport mode share is greater (63 per cent) for people with a long-term health problem or disability those without (61 per cent). This is a significant contrast with Greater London, as the public transport mode share for people with a long-term health problem or disability is less than those without (27 per cent vs 30 per cent, respectively).

3.30 In the CoL, the car/van mode share is greater for people with a long-term health problem or disability (15 per cent) in comparison to those without (4 per cent). In addition, the active travel (walking and cycling) mode share for people with a long-term health problem or disability walk or cycle (22 per cent) is lower than for people without a long-term health problem or disability (35 per cent). In comparison, in Greater London, 34 per cent of people with a long-term health problem or disability use active travel. This mode share in the CoL represents a smaller proportion of active travel for people with a long-term health problem or disability.

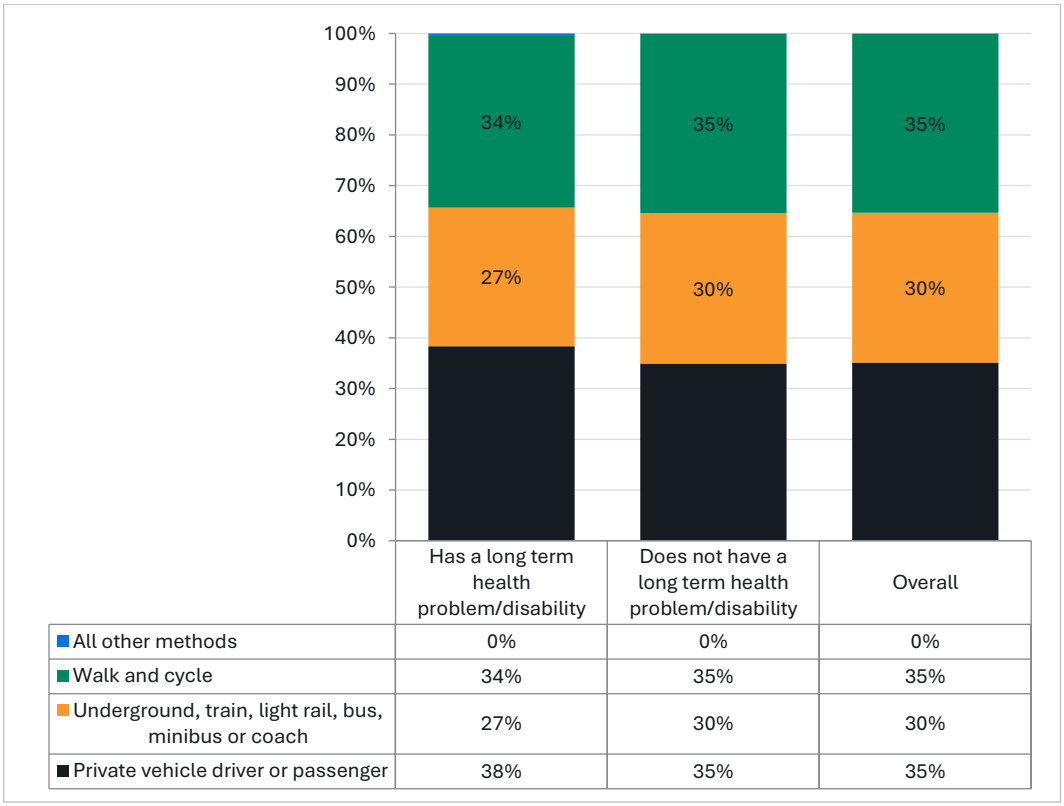
Figure 3.13: Mode share of those with a long-term health problem or disability in City of London



	Has a long term health problem/disability	Does not have a long term health problem/disability	Overall
All other methods	0%	0%	0%
Walk and cycle	22%	35%	35%
Underground, train, light rail, bus, minibus or coach	63%	61%	61%
Private vehicle driver or passenger	15%	4%	4%

Source: LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

Figure 3.14: Mode share of those with a long-term health problem or disability in Greater London



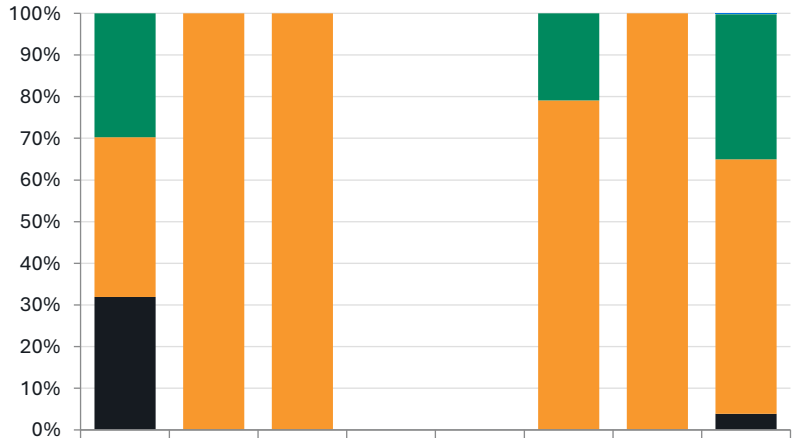
	Has a long term health problem/disability	Does not have a long term health problem/disability	Overall
All other methods	0%	0%	0%
Walk and cycle	34%	35%	35%
Underground, train, light rail, bus, minibus or coach	27%	30%	30%
Private vehicle driver or passenger	38%	35%	35%

Source: LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

3.32 The mode share for people with specific disabilities in the CoL and Greater London is shown in **Figure 3.15** and **Figure 3.16** respectively. Public transport is the dominant mode of travel for people with visual and hearing impairments, serious long-term health conditions and 'other' impairments, comprising 100 per cent of the mode share for people with visual and hearing impairments. However, this should be taken into the context of the small sample size that this data is derived from. The modal split for individuals with mobility impairments is more even, with only 38 per cent using public transport, 32 per cent using cars/vans, and 30 per cent using active travel.

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

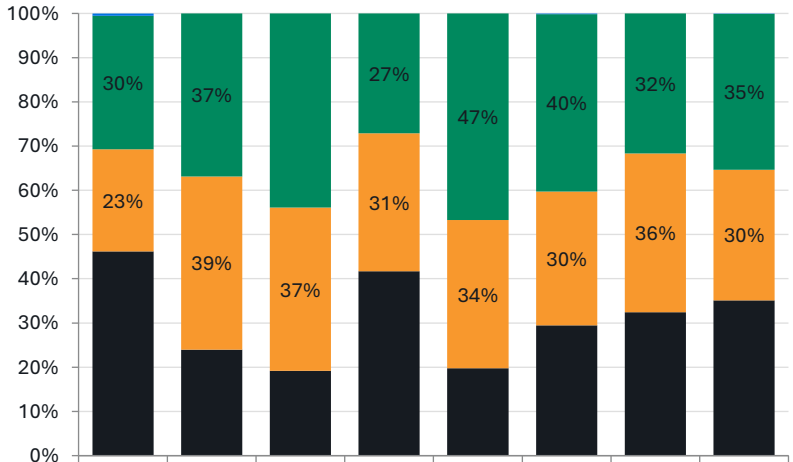
Figure 3.15: Mode share of those with a specific disability affecting daily travel in City of London



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

Source: LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

Figure 3.16: Mode split by those with a specific impairment affecting daily travel in Greater London



	Mobility	Visual	Hearing	Learning	Mental health	Serious long-term illness	Other	Overall
All other methods	1%	0%	0%	0%	0%	0%	0%	0%
Walk and cycle	30%	37%	44%	27%	47%	40%	32%	35%
Underground, train, light rail, bus, minibus or coach	23%	39%	37%	31%	34%	30%	36%	30%
Private vehicle driver or passenger	46%	24%	19%	42%	20%	29%	32%	35%

Source: LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

3.34 Focusing on disabled cyclists, the Wheels for Wellbeing annual survey (2019/20)[4] showed that 65 per cent of disabled cyclists use their cycle as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists' cycle for work or to commute to work and many found that cycling improves their mental and physical health.

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

Pregnancy and maternity

Definition according to the Equality Act 2010

3.36 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.

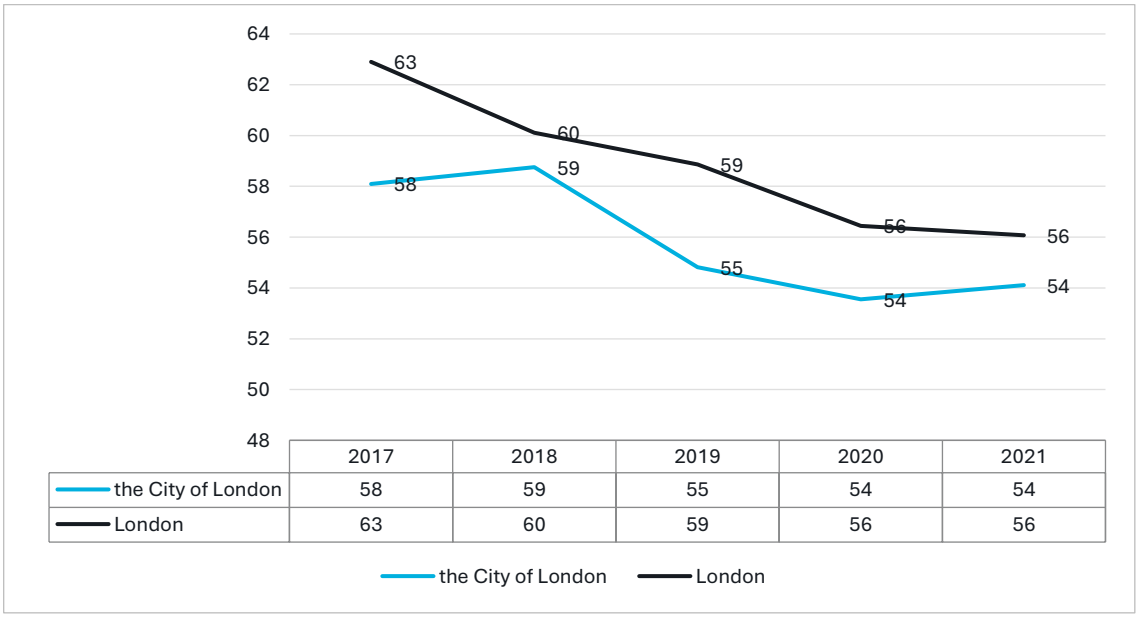
[4] https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf

Baseline equalities data

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

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

Figure 3.17: General Fertility Rate per year in City of London compared to the Greater London average



	2017	2018	2019	2020	2021
the City of London	58	59	55	54	54
London	63	60	59	56	56

Source: ONS. Births and Fertility Rates, Borough

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

Race

Definition according to the Equality Act 2010

1. Race includes:

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

2. In relation to the protected characteristic of race -

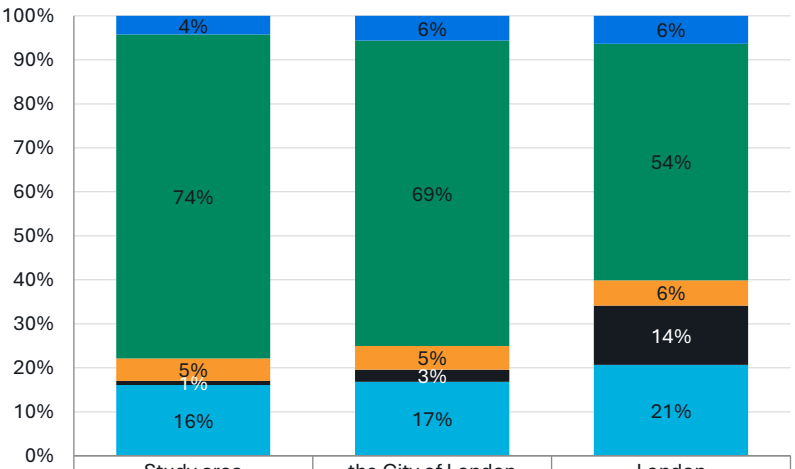
    a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
    b. a reference to persons who share a protected characteristic is a reference to persons of the same racial group.

Baseline equalities data

3.39 **Figure 3.18** presents the population of the study area and the CoL by ethnicity. Based on Census 2021 data, 69 per cent of the borough's population is 'White', making it the most common ethnicity. This is much higher than the Greater London average share of 54 per cent. The second most common ethnicity is 'Asian' making up 17 per cent and 16 per cent of the residential population in the borough and study area respectively.

3.40 14 per cent of residents in Greater London are 'Black', compared to only 1 per cent of residents in the study area. In the study area, 5 per cent identify as 'Mixed', which is the same share compared to in the borough and Greater London.

Figure 3.18: Study area and City of London ethnicity compared to London



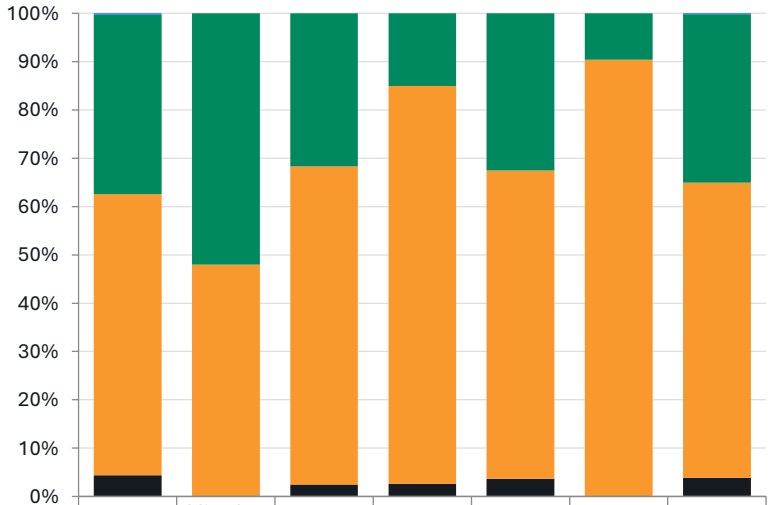
	Study area	the City of London	London
Other ethnic group	4%	6%	6%
White	74%	69%	54%
Mixed or Multiple ethnic groups	5%	5%	6%
Black, Black British, Caribbean or African	1%	3%	14%
Asian or Asian British	16%	17%	21%

Source: Census 2021

3.41 Based on average travel modes to the CoL from the 2019/20 LTDS data, Other Ethnic Groups are more likely to use public buses (29 per cent). Other Ethnic Groups are also more likely to drive (6 per cent). White people are more likely to cycle (8 per cent). Mixed Multiple Ethnic groups are much more likely to walk (71 per cent), while Black or Black British people and Asian or Asian British people are much more likely to use the underground or other rail modes (94 per cent and 66 per cent, respectively). Again, it should be noted that these percentages may not be precise due to low sample sizes.

3.42 Overall, in the CoL, levels of car use are lower across all ethnicities compared to the London average (**Figure 3.20**), while levels of public transport use are higher. While 'Asian or Asian British' residents are most likely to use the car in London, this is not the case for City of London, where only 2 per cent say they use the car. 'Black or Black British' residents are most likely (41 per cent) to use public transport in London, and they are second most likely to (82 per cent) in City of London.

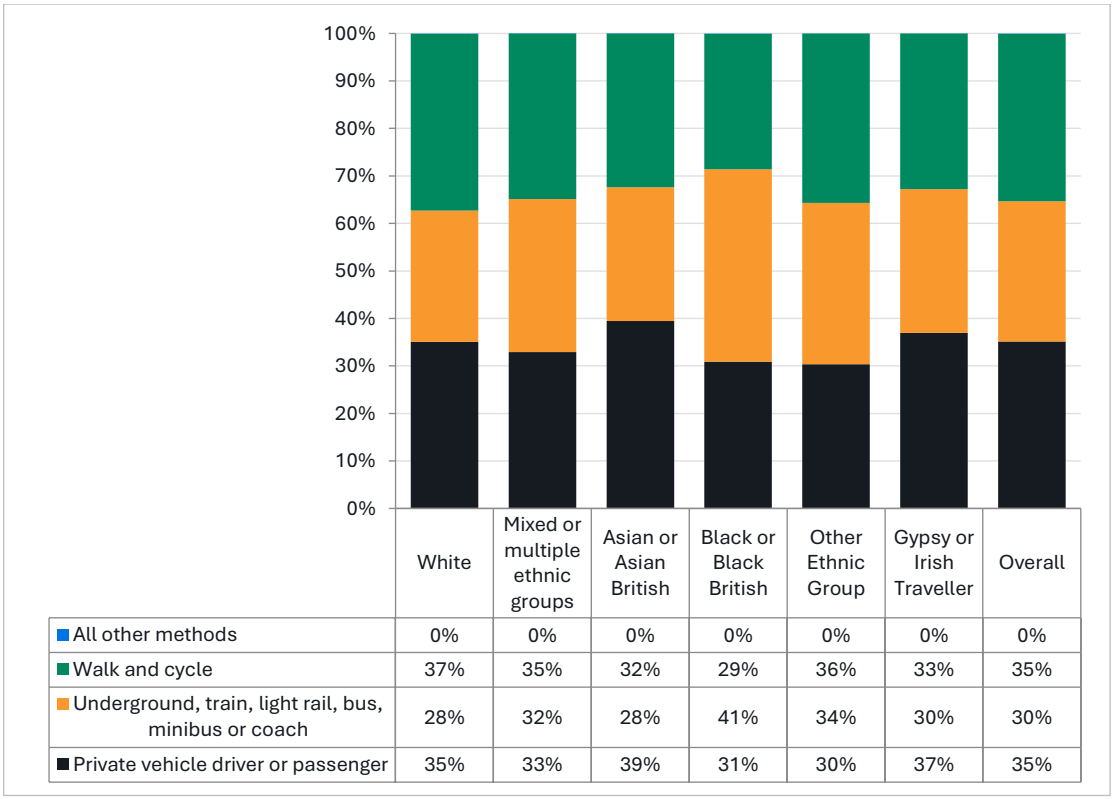
Figure 3.19: Mode share by ethnicity in City of London



	White	Mixed or multiple ethnic groups	Asian or Asian British	Black or Black British	Other Ethnic Group	Gypsy or Irish Traveller	Overall
All other methods	0%	0%	0%	0%	0%	0%	0%
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 average 2019/20

Figure 3.20: Mode share 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
All other methods	0%	0%	0%	0%	0%	0%	0%
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 average 2019/20

Religion or belief

Definition according to the Equality Act 2010

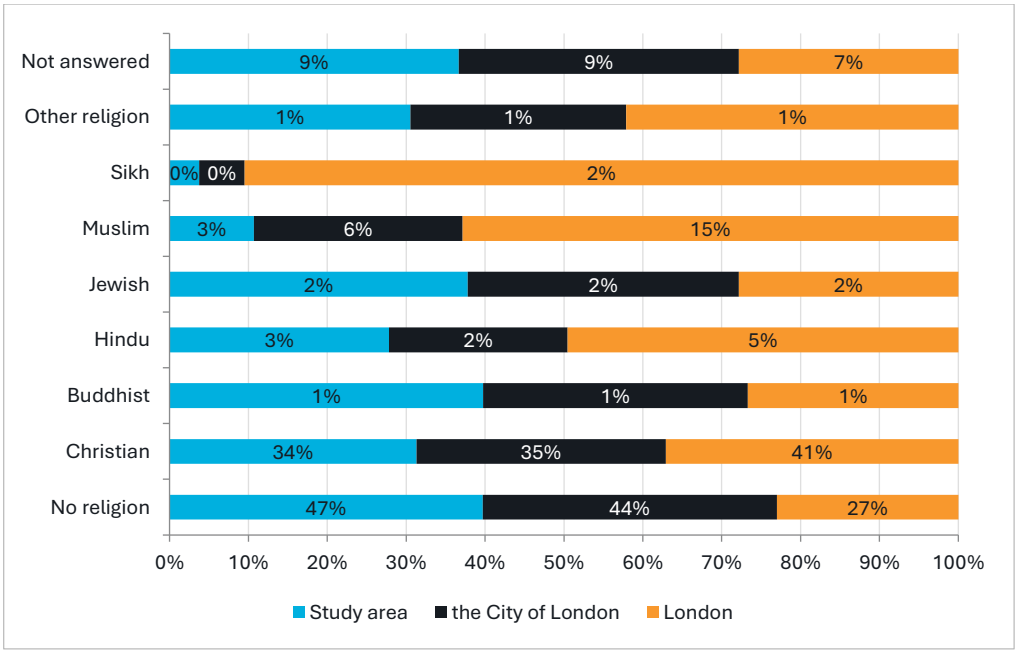
1. Religion means any religion and a reference to religion includes a reference to a lack of religion.
2. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.
3. In relation to the protected characteristic of religion or belief:
    a.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

Baseline equalities data

3.43 Census 2021 data on religion in the study area, City of London, and Greater London is presented in **Figure 3.21**. Nearly half (47 per cent) of the population in the study area and in the CoL (44 per cent) selected 'no religion', compared to a substantially smaller proportion (27 per cent) in Greater London.

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

Figure 3.21: Religion composition in the study area, City of London, and Greater London



Source: Census 2021

Sex

Definition according to the Equality Act 2010

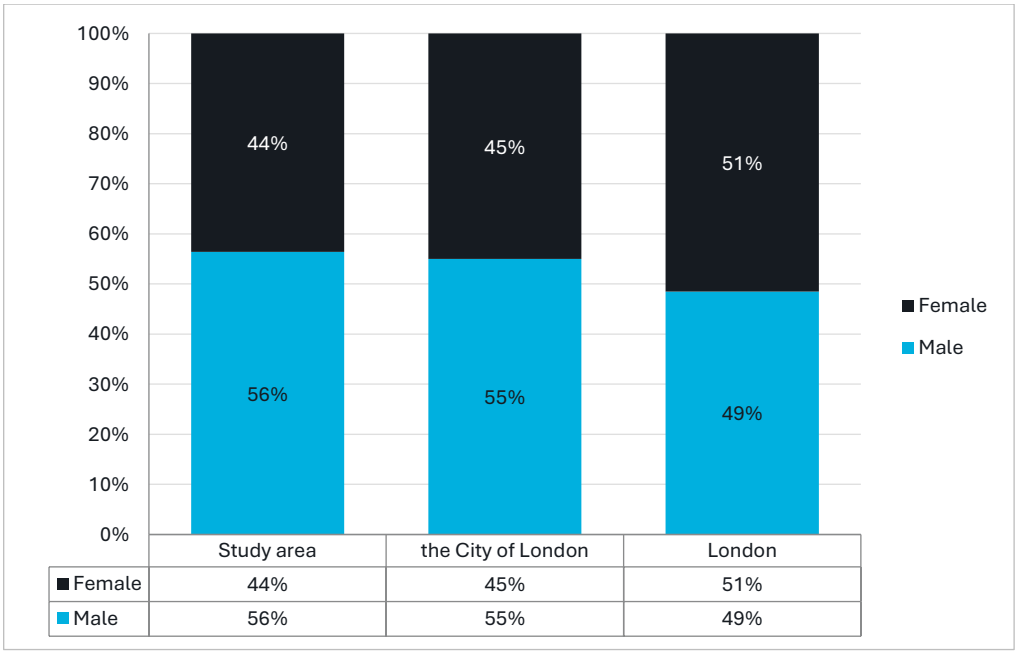
1. In relation to the protected characteristic of sex:

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

Baseline equalities data

3.45 **Figure 3.22** presents Census 2021 data for population by sex. In the study area, a greater proportion of residents identified as male, 56 per cent, than as female, 44 per cent. In CoL there are also more males than females, with a greater difference in proportions. There is a more even split in Greater London, with a slightly higher proportion of females (51 per cent) than males (49 per cent).

Figure 3.22: Population breakdown by sex in the study area, City of London, and Greater London



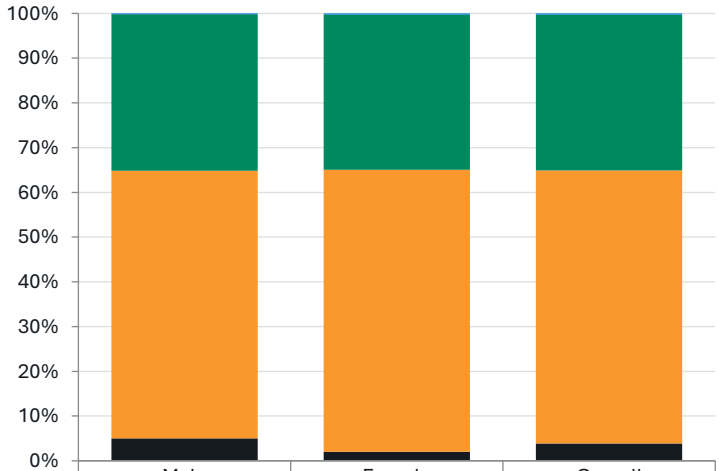
	Study area	the City of London	London
Female	44%	45%	51%
Male	56%	55%	49%

Source: Census 2021

3.46 **Figure 3.23** presents the mode share by sex in the CoL based on LTDS data. Males are more likely to use a car (5 per cent) than females (2 per cent), however males are less likely to use public transport (60 per cent) than females (63 per cent). The likelihood of using active travel modes, such as walking or cycling are even for both sexes.

3.47 Compared to the CoL, overall, both males and females are more likely to use a car and less likely to use public transport in London (**Figure 3.24**). The likelihood of walking and cycling is also even for both sexes in London, and in very similar proportions to the CoL.

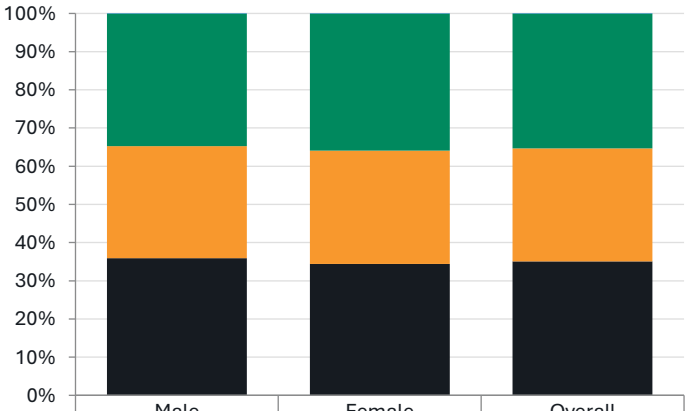
Figure 3.23: Mode share by sex in City of London



	Male	Female	Overall
All other methods	0%	0%	0%
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%
Missing/Not asked	0%	0%	0%

Source: LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

Figure 3.24: Mode share by sex in Greater London



	Male	Female	Overall
All other methods	0%	0%	0%
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%
Missing/Not asked	0%	0%	0%

Source: LTDS average 2019/20

3.48 Across Greater London, research undertaken by TfL[6] shows that females are more likely to use buses than males (62 per cent compared to 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent of females compared to 43 per cent of males).

3.49 Female travel needs can be more complex than males due to a range of factors; the increased likelihood of travelling with a buggy and/or shopping affects the travel choices females make, females are also more likely to be carers of children[7], further affecting the transport choices they make. Female Londoners make more trips per weekday than male Londoners (2.5 trips compared to 2.3 trips). This pattern, however, is reversed amongst older adults, with older female Londoners making fewer weekday trips than older male Londoners (2.0 compared to 2.2).

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

Road safety

3.51 STATS19 (the national database containing a record of reported road traffic accidents) data from 2020, 2021, and 2022 has been analysed to understand road safety trends within the project area, in comparison to the wider CoL.

3.52 Between 2020 – 2022, there were 18 casualties in the project area. Nine of these casualties were classified as 'serious' and nine were categorised as 'slight'. Of these casualties there were:

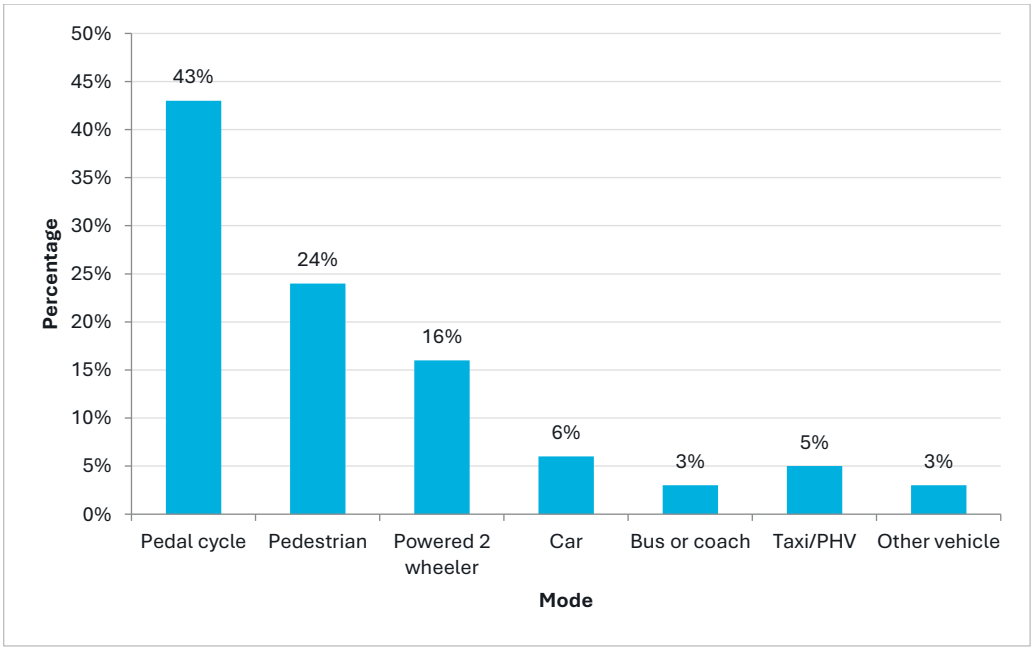
- Four pedestrian casualties: including three serious casualties
- Seven cyclist casualties: including three serious casualties
- Five casualties from private vehicle occupants[8]: including one serious casualty
- One serious motorcyclist casualty
- One serious casualty from an 'Other' vehicle occupant

3.53 **Figure 3.25** shows the casualties resulting from road user collisions in the CoL. This analysis indicates that there is a similar proportion of road user casualties within the project area and the CoL.

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

[8] Comprising one car occupant, one taxi/private hire car occupant, and two bus/coach occupants. It should be noted that bus or coach collisions are often described as passengers' falls due to sudden braking, and they rarely involve any vehicle impact.

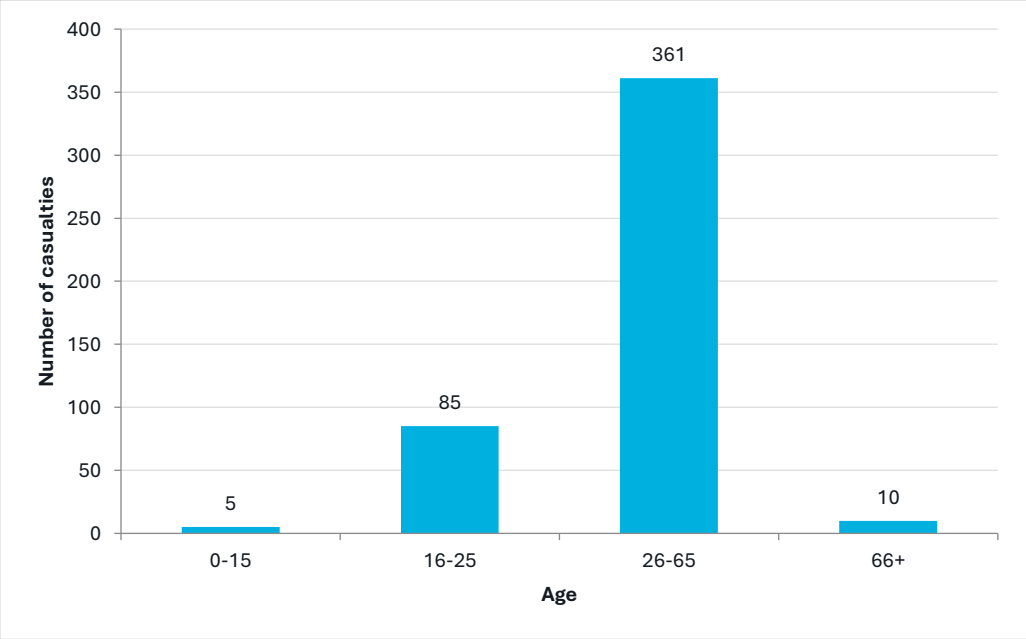
Figure 3.25: Proportion of casualties from road user collisions in the CoL by mode, 2020 - 2022



Source: STATS19 2020 - 2022

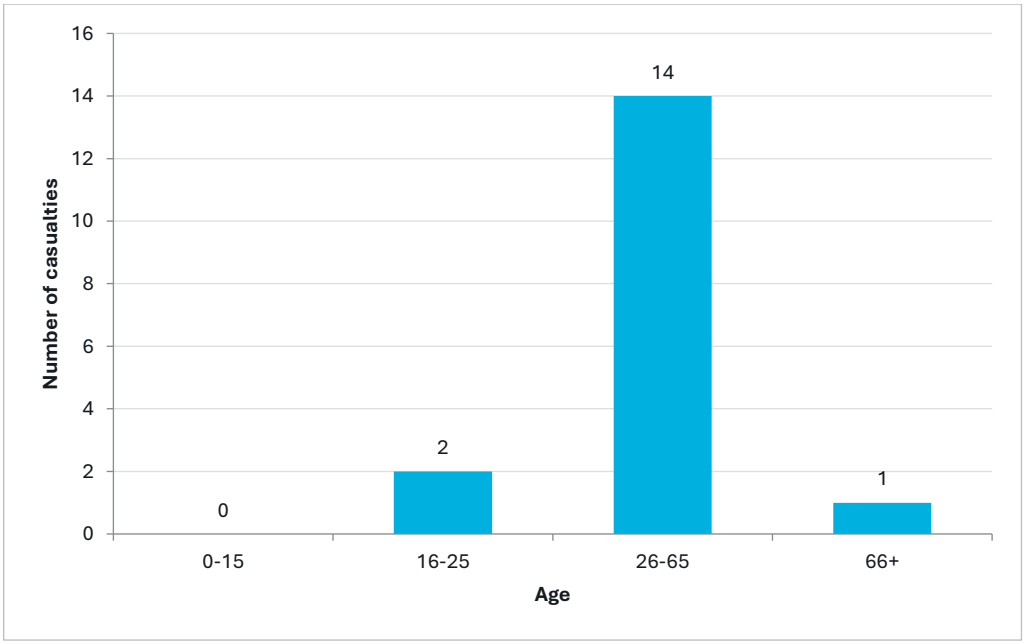
Furthermore, the age of casualties from collisions within the project area (see Figure 3.27) indicate a similar proportion to those across the CoL for 2020 – 2022 (see Figure 3.26), with a majority of casualties recorded within the 26-65 age group.

Figure 3.26: Age of casualties within the CoL



Source: STATS19 2020 - 2022

Figure 3.27: Age of casualties within the project area



Source: STATS19 2020 - 2022

4 Stakeholder Engagement

Background

4.1 The CoL collected feedback on the St Paul's Gyratory Transformation Project via a six-week public consultation, running from Friday 18 August to Monday 2 October 2023. The consultation was held on Commonplace and open to responses from anyone.[9] Commonplace is an online citizen engagement platform.

4.2 Respondents were asked questions about the proposed changes, including bus routes, vehicle routes, cycling, walking, waiting and loading, and new public space. Respondents were asked if the proposed changes would affect them, and if they viewed the changes as positive, negative or neutral. Respondents were also asked about their overall support for the project.

4.3 Additionally, the CoL commissioned Transport for All to facilitate consultation sessions with external stakeholder groups representing a range of disabilities. This session was held on 29 September 2023.

Methodology

4.4 All open-text responses[10] to the public consultation and external stakeholder comments from the workshop have been reviewed to identify concerns in relation to equality and access. There were 492 respondents to the Commonplace consultation, providing 1,052 comments. Over 50 comments were recorded from the external stakeholder workshop with Transport for All.

4.5 To note, stakeholders located within the project area (such as St Bartholomew's Hospital) provided separate responses in relation the proposed scheme; where relevant, their feedback and suggestions have also been considered within the impact assessment (see **Impact Assessment**).

Analysis

4.6 Approximately two-thirds (67 per cent) of Commonplace consultation participants fully supported the overall package of proposals, whilst 11 per cent expressed strong opposition.[11] Commonplace respondents showed strong support for improvements to walking and cycling: 81 per cent of respondents affected by walking proposals and 79 per

[9] Community Forum - St Paul's Gyratory Transformation Project - Commonplace

[10] CoL provided Steer with the feedback received from the Transport for All session. Commonplace responses are publicly available.

[11] PowerPoint Presentation (cityoflondon.gov.uk)

cent of respondents affected by cycling proposals expressed that they view the changes positively.

4.7 80 per cent of Commonplace participants indicated that they 'would be affected by the vehicle route proposals'. In addition, proposed changes to vehicle routes were the only proposals for which a higher proportion of participants expressed that they viewed the changes negatively (47 per cent) rather than positively (43 per cent).

4.8 **Table 4.1** presents a summary of comments received via Commonplace which explicitly, or implicitly identified potential impacts or on one or more protected characteristic groups.

Table 4.1: Commonplace comments that identified potential impacts for people with protected characteristics

Theme	Summary of comment
Congestion	Concern about displacing traffic to surrounding routes and increasing queuing traffic in the area.
Pollution	Concern about an increase in air pollution and emissions.
Taxi access	Concern the scheme reduces taxi access and increases the cost of using a taxi in the area.
Road safety	Concern about limited crossing opportunities, and the proposed crossing opportunities on large roads being intimidating.
Road safety	Concern about potential hazards of cyclists and scooters sharing new pedestrian routes.
Safety	Concern about restricting movement on those getting home safely at night with taxis being diverted.
Accessibility	Concern the waiting and loading proposals will impede access for those in a wheelchair.
Bus stop islands	Concern about the safety of bus stop islands, with potential conflict between cyclists and bus users, and the danger they pose to Blind and partially sighted people in particular
Bus stops	Relocation of bus stops resulting in longer overall walking distances and directly impacting those with mobility issues.
Hospital access	Reducing access to the hospital. Concern about the impact of increased noise levels from general traffic and moving bus stops closer to the hospital (impact on patients).

4.9 **Table 4.2** presents a summary of comments received during the external stakeholder workshop which identified potential impacts or on one or more protected characteristic groups.

Table 4.2: External Stakeholder Workshop Comments

Proposal Type/ Location	Comment/ Concern	Stakeholder
Bus stop islands	Concern about crossing cycle tracks at bus stop islands, and how they challenge accessibility for blind and visually impaired people. Width of bus stop islands needing to be adequate for wheelchair or guide dog users.	Greater London Forum; Wheels for Wellbeing
Cycling at New Change junction	Concern about the timing for cyclists at junctions and the importance of considering disabled cyclists as a safety and accessibility feature.	Wheels for Wellbeing
Planting at New Change junction	Concern about designs showing trees in the middle of the pavement.	Wheels for Wellbeing
Raised tables across side roads	Concern raised tables are confusing for blind and visually impaired pedestrians due to limited clear tactile paving.	Wheels for Wellbeing
Taxi ranks	Concern regarding the distance between the taxi rank and nearby hospitals which will impact Taxi Card holders.	Deaf Ethnic Women's Association

5 Impact on Movement

Introduction

5.1 This section outlines the overall impact on vehicular and pedestrian movements within the project area as a result of the proposed design changes (as outlined **Appendix A).** Consideration has been given to proposed design changes which may result in impacts to equality. This analysis has been undertaken by reviewing the design changes outlined in **Appendix A**, and assessing their assumed impact on movement (see **Table 5.1**).

5.2 Impacts have been considered by road user, including:

- Pedestrians
- Cyclists
- Buses
- Taxis (Black Cabs only – Private Hire Vehicles such as Uber are classified as general motor traffic)
- General motor traffic

5.3 The impacts of the proposed public space (Greyfriars Square) have been considered separately in **Table 5.2**.

5.4 Impacts on routing and journey times as a result of the proposed design changes have been considered in **Table 5.3**.

Table 5.1: Proposed design changes and assumed impact on movement

Location	Change	Assumed impact on movement
Buses		
King Edward Street	The current bus stand on King Edward Street will become a bus stop, and Bus Stop SV (Montague Street) removed.	• Provides a stop closer to the main entrance to St Bartholomew's Hospital; a measure that is supported by the Hospital as the existing bus stand can have a negative impact on blue light response times.
King Edward Street	Bus stand for Route 100 relocated to Giltspur Street	• Bus terminates on Giltspur Street, which could provide a shorter overall journey for some passengers, depending on passenger destination.
Newgate Street	Bus stop SQ to be relocated 50m west on Newgate Street Bus stop SP to be removed	• Could result in longer/shorter overall journey times for passengers, depending on passenger destination.
Montague Street	Bus stop relocated to King Edward Street	• Could result in longer/shorter overall journey times for passengers, depending on passenger destination.
St Martin's Le Grand	Bus stop on St. Martin's Le Grand will be relocated slightly further north. This bus stop will be a 'floating' bus stop, located on an island which is accessed via a zebra crossing across a cycleway.	• Could result in longer/shorter overall journey times for passengers, depending on passenger destination. • This could impact some people with protected characteristics due to safety concerns related to the floating bus stop.
Cycling		
New Change	• Single lane approach with cycle lane and footway widening	• Improved cycle safety/perception of cycle safety
New Change	• Cycle gate comprising separate traffic signals for cyclists on New Change (northbound and St Martin's (southbound)	• Improved cycle safety/perception of cycle safety • Proving a more direct route for cyclists through the junction

St Martin's Le Grand, between Angel St and Newgate Street	Bidirectional cycleway	• Improved cycle safety/perception of cycle safety
Newgate Street	Advisory and mandatory cycle lanes on the carriageway People cycling eastbound towards Cheapside/New Change will no longer need to travel around the one-way gyratory.	• Reduced journey times
Pedestrians		•
Cheapside (opposite St Paul's Underground entrance, 10 Cheapside)	• Single stage signalised crossing	• Improved walking/wheeling experience as crossing was previously indirect (two stages)
Junction of Little Britain and Montague Street, Albion Way and Montague Street, and King Edward Street and Little Britain	• Tarmac raised entry treatment	• Raised entry treatments are designed to slow down vehicular traffic entering a side road, while providing a level crossing point for pedestrians. • Improvement for walking/wheeling due to level crossing point, and improved road safety/perception of safety for vulnerable road users by slowing speed of vehicular traffic.
Junction of King Edward Street and Little Britain	• Tarmac raised table with retained pedestrian crossing	• Improvement for walking, wheeling, cycling by slowing speed of vehicular traffic
St Martin's Le Grand	• East side (Alder Castle House): • New footway buildout • Existing loading bay retained • • West side (Nomura House): • New footway buildout	• Footway buildout will help alleviate footway crowding, and provide a more positive experience when walking and wheeling

Table 5.2: Assumed impact of new pedestrian zone (Greyfriars Square), King Edward Street

Change	Impact
The closure of the Newgate Street slip road and the southern part of King Edward Street to all vehicles will enable the creation of pedestrianised public space of over 3,000 square metres	• This will provide an improved experience for walking and wheeling • Various types and styles of accessible seating are proposed across the new space which will provide spaces for shelter, and for people to stop and rest
Proposed play area for children, and space for community activities and events.	• New trees and soft land scaping are proposed, alongside play equipment for children. This includes accessible equipment, including a trampoline which is suitable for wheelchair use. • The new space will allow for occasional public events, markets or entertainment. • Space for exercising equipment or organised outdoor exercise classes is also under consideration.
Proposed cycle hire docking stations adjacent to Christchurch Greyfriars Churchyard, and cycle hire docking station proposed for relocation.	• Improved experience for users of hire cycles.

5.17 Taxi rest ranks on Angel Street and St Martin's Le Grand will be relocated to Gresham Street as part of the scheme. Taxi rest ranks are used by taxi drivers for rest and/or refreshment and are not used by taxi drivers to pick up or drop off passengers. The relocation of these bays will not impact taxi journey times for passengers.

Table 5.3: Route changes

Change	Assumed impact on movement
Vehicles travelling eastbound	• These vehicles will have a shorter journey, as Newgate Street will provide eastbound as well as westbound travel. • Two-way traffic may provide a more complex environment for some active travel users.
Vehicles travelling northbound	• People who travel north via St Martin's Le Grand, onto Angel Street and right into King Edward Street before joining the roundabout will have a longer journey.
Junction of Rotunda and Montague Street	• The introduction of two-way working on Montague Street is expected to reduce traffic on Little Britain south; thereby maintaining ambulance access and journey times to St Bartholomew's Hospital by ensuring more traffic doesn't drive down Little Britain (south).
Bus routes	• During the morning and evening peak times, the average delay to bus journey times is less than 30 seconds. • The maximum delay expected is for Route 100: across the AM and PM peak, there are journey time increases of up to 60 seconds. • However, modelling outputs also show some journey time savings of up to 60 seconds for many routes. A maximum journey time saving of 1-2 minutes was indicated for Route 133 (travelling eastbound).

Vehicle journey times

5.18 The CoL worked with Transport for London (TfL) to produce traffic modelling for the preferred scheme design. Feasibility modelling was initially carried out for three proposed design options, and it was agreed that Option 1 should be progressed for further development and assessment. The objective of the modelling was to understand the likely implications of the scheme on bus journey times and ensure that mitigation measures could be put into place if unacceptable increases were likely to occur.

Buses

5.19 The results of journey time changes as a result of modelling are outlined in Table 5.4 and Table 5.5 below[12]. These results show:

- Option 1: an initial modelling output from the first draft of proposed design
- Option 1_V2: the first round of mitigation to reduce impacts on bus journey times, including an alternative design at the Aldersgate Street/ Gresham Street/ St Martin's Le Grand junction (removal of traffic signals at Gresham Street).
- Option 1_V3: the second round of mitigation for bus journey times (which introduced the 2-way cycle track design at St Martin's Le Grand/ Newgate Street/Cheapside)

Table 5.4: Bus journey time modelling, for Option 1 and Option 1 variants, AM Peak

AM Peak (0815-0915)		Difference		
Bus route	**Direction**	**Option 1**	**Option 1_V2**	**Option 1_V3**
4	NB	3-5 mins	3-5 mins	1-2 mins
	SB	-(0-30) secs	0-30 secs	-(0-30) secs
8	EB	-(1-2) mins	-(1-2) mins	-(1-2) mins
	WB	30-60 secs	30-60 secs	1-2 mins
25	EB	-(1-2) mins	-(1-2) mins	-(1-2) mins
	WB	30-60 secs	1-2 mins	1-2 mins
56	NB	1-2 mins	1-2 mins	1-2 mins
	SB	0-30 secs	30-60 secs	0-30 secs
76	NB	3-5 mins	2-3 mins	1-2 mins
	SB	7-10 mins	3-5 mins	1-2 mins
100	EB	3-5 mins	3-5 mins	2-3 mins
	WB	7-10 mins	3-5 mins	2-3 mins
521	EB	-(1-2) mins	-(1-2) mins	-(1-2) mins
	WB	3-5 mins	3-5 mins	2-3 mins

[12] Appendix 8 St Paul's Gyratory feasibility traffic modelling journey times

Table 5.5: Bus journey time modelling, for Option 1 and Option 1 variants, PM Peak

PM Peak (1800-1900)		Difference		
Bus route	**Direction**	**Option 1**	**Option 1_V2**	**Option 1_V3**
4	NB	-0-30 secs	-0-30 secs	-0-30 secs
	SB	0-30 secs	0-30 secs	-30-60 secs
8	EB	-2-3 mins	-2-3 mins	-2-3 mins
	WB	2-3 mins	2-3 mins	2-3 mins
25	EB	-2-3 mins	-2-3 mins	-(1-2) mins
	WB	1-2 mins	2-3 mins	2-3 mins
56	NB	0-30 secs	0-30 secs	0-30 secs
	SB	30-60 secs	1-2 mins	30-60 secs
76	NB	-30-60 secs	-30-60 secs	-30-60 secs
	SB	30-60 secs	1-2 mins	-30-60 secs
100	EB	1-2 mins	1-2 mins	1-2 mins
	WB	1-2 mins	3-5 mins	0-30 secs
521	EB	-2-3 mins	-2-3 mins	-2-3 mins
	WB	30-60 secs	30-60 secs	30-60 secs

5.51 The results of the table above indicate that in both the AM and PM peak, Version 3 has the least impact on bus journey times.

5.52 In May 2024, the TfL ONE model was used to generate traffic flows, with optimised signal timings and refined interaction between junctions to maximise capacity for buses and general traffic to minimise impact on bus journey times. These results are shown in Table 5.6 and Table 5.7 below.

5.53 The results show a maximum journey time increase of 1-2 minutes in the AM and PM peak for both eastbound and westbound routes, for Route 100. Across the AM and PM peak, there are journey time increases of up to 60 seconds. Modelling outputs also show some journey time savings, with a maximum journey time saving of 1-2 minutes, for Route 133 travelling eastbound.

Table 5.6: Bus journey time modelling for mitigating actions for Option 1, AM and PM Peak

AM Peak		Difference (band)	PM Peak		Difference (band)
Bus route	**Direction**	**Proposed vs Future Base**	**Bus route**	**Direction**	**Proposed vs Future Base**
4	NB	0-30 secs	4	NB	0-30 secs
	SB	0-30 secs		SB	30-60 secs
8	EB	-(30-60) secs	8	EB	-(0-30) secs
	WB	0-30 secs		WB	0-30 secs

25	EB	-(30-60) secs	25	EB	-(0-30) secs
	WB	0-30 secs		WB	0-30 secs
56	NB	(30-60) secs	56	NB	30-60 secs
	SB	0-30 secs		SB	30-60 secs
59	NB	-(30-60) secs	59	NB	-(0-30) secs
	SB	-(30-60) secs		SB	0-30 secs
76	NB	-(30-60) secs	76	NB	0-30 secs
	SB	0-30 secs		SB	30-60 secs
133	EB	-(1-2) mins	133	EB	-(30-60) secs
	WB	0-30 secs		WB	0-30 secs
100	EB	1-2 mins	100	EB	1-2 mins
	WB	1-2 mins		WB	1-2 mins

5.54 Table 5.7 and Table 5.8 present a summary of the number of bus route directions that improve or are delayed in the AM Peak and PM Peak respectively. Note that this excludes Route 100 due to the relocation of the bus stand.

5.55 In the AM Peak, six bus routes have improved journey times of up to 3 minutes. 10 bus routes are delayed for up to 60 seconds. In the PM peak, five bus routes have improved journey times of up to 3 minutes, whereas 11 bus routes are delayed for up to 60 seconds.

Table 5.7: Summary of bus route directions that improve or are delayed, AM Peak

Date	**Number of bus route directions (NB. SB, EB, WB) that:**				
	In the AM Peak				
	Improve	**Delayed**			
	-0-3 min	0-1 min	1-2 min	2-3 min	3+mins
May-24	6	10	0	0	0

Table 5.8: Summary of bus route directions that improve or are delayed, PM Peak

Date	**Number of bus route directions (NB. SB, EB, WB) that:**				
	In the PM Peak				
	Improve	**Delayed**			
	-0-3 min	0-1 min	1-2 min	2-3 min	3+mins
May-24	5	11	0	0	0

General motor traffic

5.56 Modelling was also carried out for general motor traffic. The results of this modelling, for the Option 1 design are outlined below[13]. In both the AM peak and PM peak, the maximum expected difference to journey time is a 1-2 minute increase. This result was indicated for routes across the project area, and for routes in the AM and PM peak. Journey time savings of up to 30 seconds were also indicated across the project area.

5.57 In the AM Peak, the routes with the greatest journey time increases are:

- New Change to Aldersgate Street, NB, 1-2 mins
- London Wall/Moorgate to New Change, WB-SB, 1-2 mins

5.58 In the AM Peak, the routes with the greatest journey time savings are:

- Aldersgate Street to New Change, SB, -0-30 secs
- Cheapside to Aldersgate Street, NB, -0-30 secs
- Aldersgate Street to Cheapside, SB, -0-30 secs

5.59 In the PM Peak, the routes with the greatest journey time increases are:

- Aldersgate Street to New Change, SB, 0-30 seconds
- Aldersgate Street to Cheapside, SB, 0-30 seconds

5.60 In the PM Peak, the routes with the greatest journey time savings are:

- New Change to Aldersgate Street, NB, -0-30 secs
- Cheapside to Aldersgate Street, NB, -0-30 secs
- London Wall/Moorgate to New Change, WB-SB, -0-30 secs

Table 5.9: Journey time modelling for Option 1, general motor traffic, AM Peak

In the AM Peak		Difference
Motor Vehicle Route	**Direction**	**Option 1 (mins)**
New Change to Aldersgate Street	NB	1-2 mins
Aldersgate Street to New Change	SB	-0-30 secs
Cheapside to Aldersgate Street	NB	-0-30 secs
Aldersgate Street to Cheapside	SB	-0-30 secs
London Wall/Moorgate to New Change	WB-SB	1-2 mins

[13] Appendix 8 St Paul's Gyratory feasibility traffic modelling journey times

Table 5.10: Journey time modelling for Option 1, general motor traffic, AM Peak

In the PM Peak		Difference
Motor Vehicle Route	**Direction**	**Option 1 (mins)**
New Change to Aldersgate Street	NB	-0-30 secs
Aldersgate Street to New Change	SB	0-30 secs
Cheapside to Aldersgate Street	NB	-0-30 secs
Aldersgate Street to Cheapside	SB	0-30 secs
London Wall/Moorgate to New Change	WB-SB	-0-30 secs

6 Impact Assessment

6.1 **Table 6.1** summarises the potential impacts of the proposed design and identified which protected characteristics are likely to be disproportionately impacted. These impacts are assessed in detail in this chapter. Impacts may provide positive impacts for some users, whilst some users may be impacted negatively.

Table 6.1: Summary of impact assessment

Potential impact(s)	Protected characteristic(s) impacted
Improved walking and wheeling environment	• Age • Disability • Pregnancy and maternity • Race • Sex • Religion or belief
Improved cycling environment	• Age • Disability • Pregnancy and maternity • Sex • Race • Religion or belief
Improved road safety and perception of road safety for pedestrians	• Age • Disability • Pregnancy and maternity • Sex • Race • Religion or belief
Improved road safety and perception of road safety for cyclists	• Age • Disability • Pregnancy and maternity • Sex • Race • Religion or belief
Changes in bus journey times	• Age • Disability • Pregnancy and maternity • Race
Changes to bus stops	• Age • Disability • Pregnancy and maternity
Changes in journey times for general traffic	• Age • Disability

	• Pregnancy and maternity
Improved public realm	• Age • Disability • Pregnancy and maternity • Sex • Religion or belief
Increased noise levels	• Disability • Age
Decreased air quality	• Disability • Age • Pregnancy and maternity

Improved walking and wheeling environment

6.2 Proposed changes across the project area would improve the experience of walking and wheeling movements across the area. Design changes associated with this improvement include:

- Raised entry treatments at junctions within the project area, which help to slow down vehicular traffic entering a side road, helping to improve road safety and the perception of road safety.
- Raised entry treatments at junctions within the project area provide a level crossing point for pedestrians, enhancing footway comfort
- Footway buildouts across the project area which could alleviate footway crowding
- Direct single-stage signalised crossing at junction of Cheapside and St Martin's Le Grand/King Edward Street (10 Cheapside) replaces indirect, two-stage crossing, providing a better experience for pedestrians.

6.3 To note, the closure of the Newgate Street slip road and the southern part of King Edward Street to all vehicles to enable the creation of pedestrianised public space of over 3,000 square metres would result in an improved experience of walking and wheeling across the project area. The impacts of the new public space are discussed separately in **Improved public realm**.

Protected characteristics likely to be impacted

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

Summary of potential impacts

Crossing roads within the area

6.4 Disabled people, older people, and pregnant women may have reduced mobility and thus require longer times to cross the road. 30 per cent of people in the CoL that have a disability which affects daily travel, walk and cycle. Furthermore, according to LTDS 2019/20 data for the CoL, the proportion of trips made by the 65+ age group in the CoL by walking (25 per cent). There is limited research related to the extent to which pregnant women continue to

walk or cycle as their pregnancy progresses, and the extent to which pregnant women use active travel in the CoL is unknown. However, studies from wider contexts indicate that some women who used active travel pre-pregnancy continue to use active travel during pregnancy[14,15].

6.5 The design changes outlined above are likely to improve the experience of crossing roads all around the project area. This includes new raised entry tarmac treatments, and an improved, direct crossing outside of St Paul's London Underground station. Improving these crossings could help to reduce stress or anxiety associated with navigating more complex junctions.

6.6 This benefit would further be experienced by people who would benefit from a level-crossing point. This may include older people, disabled people (with mobility aids) and pregnant people and mothers with new-born children, who may have reduced mobility and find navigating non-level footways less comfortable or more complex.

Road safety

6.7 Research from Living Streets[16] highlights that older people and some younger people may find navigating crossings with higher vehicle speeds more complex, and so may travel more slowly. The proposed raised entry treatments can help to slow down vehicular traffic entering a side road, reducing the collision risk. This could improve road safety within the area, as well as improve the perception of road safety.

6.8 People aged 16-24 in the CoL are more likely to be seriously injured in road incidents than any other age group. 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 addition, people aged under-16 are more likely to use active travel than any other age group. Therefore, improvements that enhance walking/wheeling safety could particularly benefit younger people.

Pedestrian comfort

6.9 Footway buildouts could provide additional comfort when making trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest. This could disproportionately benefit women, particularly due to higher number of trips they make daily compared to men, as well as their role in taking children to and from educational and recreational facilities[17]. This benefit would be more likely to positively impact 'Mixed or multiple ethnic groups' who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.

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[14] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4730776/

[15] https://www.sciencedirect.com/science/article/abs/pii/S2214140516303814

[16] https://www.livingstreets.org.uk/policy-reports-and-research/crossings/

[17] https://www.gov.uk/government/statistics/national-travel-survey-2021/national-travel-survey-2021-trips-by-purpose-age-and-sex#:~:text=In per cent202021 per cent2C per cent20males per cent20made per cent209,miles per cent20per per cent20person per cent20by per cent20females).

6.10 Furthermore, the proposed changes are likely to improve the walking and wheeling environment for people to access nearby places of worship, including St Paul's Cathedral. As St Paul's Cathedral is also a major London landmark, the Cathedral is likely to have a wide catchment, which could include people across London, alongside domestic and international tourists. However, other places of worship within the project area, such as St Botolph's-without-Aldersgate, St Anne & St Agnes Church and St Vedast alias Foster are likely to have more local catchments, making them more likely to be within walking distance of regular attendees. The proposed changes would improve the experience of walking and wheeling to access these destinations.

Improved cycling environment

6.11 The proposed design changes will likely improve the experience of cycling across the project area. This is due to improved cycle routing which provide more direct routes, and enhanced cycling infrastructure including protected cycle lanes. These changes could also improve road safety and the perception of road safety for cyclists. Design changes associated with this improvement include:

- Improving cycle safety/perception of cycle safety through providing:
  - Cycle lane and cycle gate on New Change
  - Bidirectional cycleway on St Martin's Le Grand
- More direct route provided for cyclists through junction at New Change due to cycle gate.

Protected characteristics likely to be impacted

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

Summary of potential impacts

Cycling experience

6.12 Improving the experience of cycling could positively impact disabled people, as a significant proportion of disabled people in the CoL use active travel (30 per cent of disabled people in the CoL with a disability affecting daily travel either walk and cycle). In addition, the Wheels for Wellbeing annual survey (2019/20)[18] showed that 65 per cent of disabled cyclists use their cycle as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also showed that inaccessible cycle infrastructure was found to be the biggest barrier to cycling. Therefore, providing improved cycling infrastructure is likely to provide a positive impact for disabled cyclists.

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

6.13 Improving the experience of cycling could also positively impact older people who cycle. According to LTDS 2019/20 data for the CoL, the proportion of trips made by the 65+ age group in the CoL by walking and cycling is eight per cent. Younger people (aged under 16, and also 16-24) are also more likely to use active travel in the CoL (41 per cent and 31 per cent respectively). Improved cycling infrastructure and routing is also likely to more likely benefit people in 'Mixed or multiple ethnic groups' and 'Other ethnic groups' in the CoL, as people of these ethnicities are more likely to use active travel.

6.14 There is limited research related to the extent to which pregnant women continue to walk or cycle as their pregnancy progresses, and the extent to which pregnant women use active travel in the CoL is unknown. However, studies from wider contexts indicate that some women who used active travel pre-pregnancy continue to use active travel during pregnancy[19,20].

6.15 Furthermore, the proposed changes are likely to improve the experience of cycling for people to access nearby places of worship, including St Paul's Cathedral. As St Paul's Cathedral is also a major London landmark, the Cathedral is likely to have a wide catchment, which could include people across London, alongside domestic and international tourists. However, other places of worship within the project area, such as St Botolph's-without-Aldersgate, St Anne & St Agnes Church and St Vedast alias Foster are likely to have comparatively local catchments, making them more likely to be within cycling distance of regular attendees. The proposed changes would improve the experience of cycling across the project area to access these destinations.

Additional design considerations

6.16 The southern part of the bidirectional cycle route on St Martin's Le Grand, between Angel St and Newgate Street, narrows down to approximately 3 metres wide at the junction with Newgate Street. TfL's London Cycling Design Standards (LCDS) recommend cycle lane widths to be greater than four metres[21] to more comfortably accommodate non-standard cycles. To cope with the likely growth in cycling numbers, the recommended LCDS minimum standards should be exceeded if possible.

6.17 The layout of the proposed advisory and mandatory (i.e. non-segregated) cycle lanes on Newgate Street may not be suitable for all users - particularly women and disabled people. This is compounded by the design of bus stops, which interrupt the cycle lanes in both directions. This means that cyclists would need to merge into the general carriageway and overtake buses to continue their journey.

6.18 Research indicates that cycle lanes and segregated cycle paths are cited by people as factors that would encourage them to cycle[22]. Literature review conducted by Sustrans

[19] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4730776/

[20] https://www.sciencedirect.com/science/article/abs/pii/S2214140516303814

[21] https://content.tfl.gov.uk/lcds-chapter4-cyclelanesandtracks.pdf

[22] https://eprints.whiterose.ac.uk/188845/6/1-s2.0-S221414052200041X-main.pdf

indicates that women express a higher preference for segregated cycling infrastructure than men[23]. In addition, a survey undertaken by Wheels for Wellbeing in 2021 highlighted that a lack of segregated cycling infrastructure can be a barrier to disabled cyclists[24]. Where possible, segregated cycle lanes should be provided to address the significant perceived and actual safety concerns that can deter cycling and help to further enhance positive equality impacts. Further consideration should also be given to the design of bus stops to establish whether an alternative arrangement can be found that provides greater protection for cyclists.

Changes in bus journey times

6.19 As outlined in Table 5.4, Table 5.5. Table 5.6, Table 5.7, and Table 5.8, the project will result in changes to bus journey times. Traffic modelling has optimised signal timings and interaction between junctions to minimise impact on bus journey times, resulting in a maximum journey time increase of 1-2 minutes in the AM and PM peak for both eastbound and westbound routes on Route 100.

6.20 Across the AM and PM peak, all other journey time increases are likely to be up to 60 seconds. In the AM peak, 10 bus routes are likely to be delayed for up to 60 seconds. In the PM Peak, 11 bus routes are likely to be delayed for up to 60 seconds.

6.21 Modelling outputs also show some expected journey time savings; a maximum journey time saving of 1-2 minutes was recorded for Route 133 (travelling eastbound). In the AM Peak, six bus routes are likely to have improved journey times of up to 3 minutes. In the PM peak, five bus routes are likely to have improved journey times of up to 3 minutes.

Protected characteristics likely to be impacted

- Age
- Disability
- Pregnancy and maternity
- Race

Summary of potential impacts

6.22 For some disabled people, older people with age-related mobility impairments, or pregnant women, increases to bus journey time could cause greater discomfort during travel. In contrast, journey time savings could provide a minor benefit as the inverse impact would be experienced; journey time savings could make journeys more comfortable or manageable for pregnant people or people with mobility related impairments.

6.23 It should be noted that the maximum increase to journey time modelled is no more than two minutes, recorded for one route (Route 100), in both directions, in both the AM and PM peak. The severity of this negative impact is nuanced and will vary between relatively minor and

[23] https://www.sustrans.org.uk/media/2930/2930.pdf

[24] https://wheelsforwellbeing.org.uk/wp-content/uploads/2022/05/Disability-and-Cycling-Report-of-2021-national-survey-results.pdf

relatively substantial, depending on the individual experience and disability of each road user.

6.24 TfL research from 2019[25] shows that bus-use is the next most commonly used transport type for younger Londoners (after walking and cycling). Among Londoners aged 11-15, 75 per cent use the bus at least once a week, compared with 59 per cent of all Londoners. In addition, bus use (at least once a week) among Londoners aged 65 and over is 65 per cent, in comparison with 59 per cent of all Londoners. Subsequently, journey time increases, or journey time savings may present a positive impact for younger and older people, depending on their selected route.

6.25 Public transport use amongst BAME people is higher in the CoL in comparison to Greater London (see **Figure 3.19** and **Figure 3.20**). Research by TfL[25] also illustrates that bus use among BAME Londoners is higher than among white Londoners (65 per cent BAME compared with 56 per cent white Londoners using the bus at least once a week). In addition, the proportion of black Londoners using the bus at least once a week is 73 per cent. Subsequently, journey time increases, or journey time savings may present a positive impact for BAME people, depending on their selected route.

Changes to bus stops

6.26 There are changes to bus stops within the project area, which could result in shorter or longer passenger journeys, or walking distances for bus users. Bus stop relocation includes:

- Bus stop SQ: relocated 50m west on Newgate Street
- Bus stop SV: relocated to King Edward Street
- Bus stop SW: relocated further north (approximately 40m). This bus stop will be located on a traffic island which is accessed via a zebra crossing across a cycle track.

6.27 Changes also include:

- Bus stop SP: to be removed
- The current bus stand on King Edward Street will become a bus stop, providing a stop closer the main entrance to Bart's Hospital and bus stop (SV) further north on Montague Street will be removed.

Protected characteristics likely to be impacted

- Age
- Disability
- Pregnancy and maternity

Summary of potential impacts

Relocation of bus stops

6.28 The equality impacts associated with the relocation of bus stops should be considered in the context of relatively minor distance changes. As such, it is likely these impacts would only disproportionately impact a small minority of disabled people, older people with age-

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

related mobility impairments, or pregnant women. Increased walking or wheeling distances to access a bus stop could cause greater discomfort during travel. Additional walking distances could be exhausting or stressful for some older, disabled, or pregnant women. The relocation of bus stops could add additional complexity for a journey for neurodivergent people who can sometimes find change stressful or difficult to comprehend.

6.29 However, it should be noted that the extent to which this impact is experienced will depend on the passenger's destination. This also means that some passengers may experience the inverse impact, as the bus stop relocation may result in a shorter walking or wheeling distance depending on their destination. Subsequently, reduced walking or wheeling distances could make journeys more comfortable or manageable for pregnant people or people with mobility impairments. For instance, this could be experienced at the current location of the bus stand on King Edward Street.

6.30 This new stop will provide a stop closer to the main entrance to St Bartholomew's Hospital; a measure that is supported by the Hospital as the existing bus stand is reported to sometimes negatively impact on blue light response times. This may also occur at the relocated bus stand for Route 100, as passengers may now terminate their journey at Giltspur Street, which may provide a shorter walking or wheeling distance than previously, depending on their destination.

Floating bus stops

6.31 Stakeholder feedback raised concern in relation to the proposed relocation of bus stop SW to a floating bus stop island. Findings from a survey undertaken by the Royal National Institute of Blind People highlighted safety concerns in relation to floating bus islands, as visually impaired users must cross a cycleway to get onto or off a bus and cannot react quickly to hazards. Subsequently, moving this stop to a floating bus island could increase stress and anxiety for visually impaired users.

6.32 Similar concerns have been raised in relation to older or disabled bus passengers who cannot move very fast or use mobility aids, who may similarly find this layout more stressful and unsafe. However, analysis undertaken by TfL suggests that the presence or construction of bus stop bypasses in London has not led to a reduction in use by older or disabled customers[26].

6.33 In addition, converting the bus stand on King Edward Street to a bus stop could provide a positive impact for older, disabled, and pregnant people. It is expected that a bus stop will be supported by shelter and seating, which could be beneficial as people with mobility related impairments may find it more comfortable to wait for a bus service.

[26] https://content.tfl.gov.uk/bus-stop-bypass-safety-review-2024.pdf

Changes in journey times for general traffic

6.34 Traffic modelling has shown that in the AM peak and PM peak, the maximum expected increase in journey time is a difference of 1 to 2 minutes, for routes across the project area, and for routes in the AM and PM peak. Journey time savings of up to 30 seconds were also indicated across the project area and in the AM and PM peak.

Protected characteristics likely to be impacted

- Age
- Disability
- Pregnancy and maternity

Summary of potential impacts

6.35 For some disabled people, older people with age-related mobility impairments, or pregnant women, increases to journey time could cause greater discomfort during travel. 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. In addition, people aged 60 and over are more frequently private vehicle drivers and passengers (13 per cent) than other age groups, and older people are more likely to experience mobility related impairments as a result of ageing. Therefore, longer journey times are more likely to affect people with mobility-related disabilities.

6.36 It is likely that some pregnant women either working, residing, or travelling through the CoL will use private vehicles, however the extent to which this occurs within the CoL is also unknown. Increased journey times could negatively affect pregnant women, as longer journey times may exacerbate the negative physical and mental symptoms of pregnancy[27].

6.37 However, it should be noted that the maximum increase to journey time modelled is two minutes, recorded for two routes in the AM peak. The severity of this negative impact is nuanced and will vary between relatively minor and relatively substantial, depending on the individual experience and disability of each road user.

6.38 Journey time savings have also been recorded by the modelling exercise, which recorded journey time savings of up to 30 seconds. This could provide a minor positive impact for people in the protected characteristic groups identified above, for which the inverse impact would be experienced; as journey time savings could make journeys more comfortable or manageable for pregnant people or people with mobility related impairments.

6.39 In addition, the introduction of two-way working on Montague Street is expected to reduce traffic on Little Britain (south); thereby maintaining ambulance access and journey times to St Bartholomew's Hospital by ensuring traffic isn't diverted down Little Britain (south). This will benefit patients at the hospital and as well as private vehicle drivers and passengers.

[27] https://www.sciencedirect.com/science/article/abs/pii/S2214140521003388

Improved public realm

6.40 The closure of the Newgate Street slip road and the southern part of King Edward Street will enable the creation of pedestrianised public space of over 3,000 square metres. Proposals for this new public space include a play area for children, and space for community activities and events. The creation of a large, new public space will enhance the public realm in the project area. Alongside the pedestrianisation of the area, new trees will be planted, and soft landscaping will be implemented. In addition, the landscaped gardens of Christ Church Greyfriars will be enhanced and integrated into the design of the public space.

Protected characteristics likely to be impacted

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

Summary of potential impacts

Public realm

6.41 These features offer benefits for residents, businesses and visitors, by prioritising pedestrians and creating a less car-dominated, green public space, encouraging greater dwell time and offering opportunities for greater use of the space. Pedestrianisation will also enhance road safety, which could make the area more attractive for walking and wheeling. These features can create a more inviting place for people to meet, gather and dwell.

6.42 People from all protected characteristic groups will likely benefit from the positive impacts of a new, green public space. 87 per cent of respondents to the Commonplace consultation answered that they would want to see 'trees and plants' in the newly pedestrianised space. Research from Public Health England[28] identified that green spaces are associated with positive mental health benefits, including reduced levels of depression, anxiety, and fatigue, and enhanced quality of life for both children and adults. In the CoL, those with mental health impairments are most likely to undertake active travel (47 per cent), and so these people may experience particular benefits as a result of the scheme.

6.43 The public realm features outlined above may also be particularly beneficial for disabled people, older people and children, women, and pregnant people. Movements may be more complex or stressful for people with mobility-related impairments. Therefore, the reduction of vehicle dominance and widened footways could reduce complexity of moving through the area, thereby reducing associated stress of walking and wheeling. In addition, women, who are more likely than men to be moving through public space with prams, and mothers with

28 https://assets.publishing.service.gov.uk/media/5f202e0de90e071a5a924316/Improving_access_to_greenspace_2020_review.pdf

young children may also be impacted positively, as the public space will provide a more welcoming environment to walk and wheel.

6.44 This will provide a place within which visitors can dwell and may provide an area for community events. This could help to foster a sense of community and reduce isolation and loneliness, which could be particularly beneficial to people who are reported to experience isolation in higher proportions, including older people and disabled people[29].

6.45 Due to the location of the scheme, any potential benefits or disbenefits from the proposed changes are more likely to impact people who are visiting the area, which may include the congregation of St Paul's Cathedral and other local places of worship.

Public seating

6.46 79 per cent of respondents to the Commonplace consultation answered that they also would like places to sit in the newly pedestrianised space. Providing seating across the pedestrianised space will offer opportunities for people to dwell and rest. This could be particularly beneficial for disabled people, older people and pregnant people, who may find movement more tiring as a result of mobility-related impairments. Accessible seating options will be provided, including benches with arm rests and backrests, which could enhance comfort for people travelling through the area.

Play area

6.47 The scheme includes a proposed play area, which will provide a positive impact for young people and children. 7 per cent of residents in the CoL are aged under 16, which is less than across London (19%). For younger residents of the CoL, and for younger visitors to the CoL, the play space may enhance their experience of dwelling in the area. The play space will have a range of play features, designed for disabled and non-disabled children. This is planned to include an inground trampoline, which is suitable for wheelchair use.

Cycle parking and docking station for Santander Cycles

6.48 Space and infrastructure to support cycling, including cycle stands and a Santander Cycles docking is to be included in the design. This could be particularly beneficial for people in the CoL with protected characteristics who are reported to cycle frequently (see **Improved cycling**).

[29] **https://www.gov.uk/government/publications/tackling-loneliness-evidence-review/tackling-loneliness-evidence-review-summary-report**

Additional considerations

6.49 **Table 6.2** outlines additional suggestions resulting from the review of stakeholder feedback.

Table 6.2: Additional Design Considerations

Additional Consideration	Impact
Dedicated dockless bays	Avoids dockless bikes/ scooters obstructing pavement space
Improved priority for pedestrians at signalled crossings	Reduced waiting times at crossings
Dementia friendly designs to be incorporated e.g. signage and wayfinding	This could also benefit people with other disabilities have further access requirements
Importance of appropriate flooring for wheelchair users, and tactile pavement to warn and guide blind and visually impaired people, alongside maintenance of this flooring.	To ensure the scheme remains accessible and well-maintained
Road signage and pedestrian wayfinding should reference St Bartholomew's Hospital and highlighting it "does not have an A&E"	Mitigates unnecessary congestion to access the hospital
Ensure cycle parking is fully accessible and in line with guidance	To support the uptake of cycling for disabled people

Healthy Streets Assessments

6.50 To assess the design of the scheme, CoL produced Healthy Streets Assessments for key streets in the project area. These assessments were carried out internally by CoL officers. Healthy Streets Assessments score streets against 10 indicators, which are supported by qualitative and quantitative metrics. Indicators are prioritised and balanced to support improvements for social, economic, and environmental sustainability[30].

6.51 Across the project area, the results of this assessment indicate a positive improvement overall across all areas, and a positive improvement for most indicators in all areas, in comparison to the initial project area layout.

6.52 The assessments also indicate where further design improvements could also be considered to enhance street design. Design improvements indicated by the assessment that could further enhance positive equality impacts include:

- **Improving the environment around bus stops**: Healthy Streets recommend that there is sufficient waiting space that is clear of the walking space, and sufficient seating and shelter. Bus stops should also provide step free access and safe crossing of any cycle paths to access the stop. Shelter and seating can provide a more comfortable environment, and these benefits may be particularly experienced by disabled and/or older people, and pregnant women. Where feasible, improvements to progress towards

[30] https://www.healthystreets.com/

achieving these recommendations could be considered for all bus stops within the scheme area.

- **Use of correct materials at crossings**: Healthy Streets recommend that crossings include tactile paving on both sides of the crossing, with the correct design and correct materials. Where feasible, all crossings across the scheme area should ensure these recommendations are met across the project area to maximise accessibility for visually impaired users.
- **Cycle safety**: For some streets in the project area, the Healthy Streets Score has determined that the proposed scheme design would not improve cycle safety at junctions. The scheme design could be reviewed to identify whether cycle safety could be improved at junctions to enhance the experience, comfort and safety of cycling within the project area.
- **Maximising footway and cycleway widths**: The Healthy Streets scores have indicated that some footway and cycleway widths in the project area will not meet absolute minimum widths. The scheme design could be reviewed to determine the feasibility of providing more desirable widths at the narrowest points, to improve the experience and comfort of active travel within the project area.

6.53 In addition, the Healthy Street Assessments identified two locations where scores for noise and air quality indicators were lower than previously. These locations are Newgate Street and Angel Street, as Newgate Street will become two-way for vehicles, and vehicles travelling northbound will be routed via Angel Street. It is important to note that noise and air quality will have a disproportionate negative impact on people who are pregnant or travelling very young children, people who are older or younger, and disabled people. The CoL could also consider partially mitigating this negative impact through providing additional planting in these locations.

7 Summary

Summary

7.1 This project proposes significant alterations to the area to the north of St Paul's Cathedral, aiming to transform it into a more vibrant and accessible public space. The key elements of this transformation include:

- **Enhanced pedestrian and cyclist priority:** The implementation of raised entry treatments, improved cycle infrastructure, and a large pedestrianised zone will prioritise the safety and comfort of people who walk, wheel and cycle. This design approach will reduce car-dominance in the project area, creating a more welcoming environment for active travel.
- **Improved public realm, with inclusive play facilities:** The proposed design of Greyfriars Square incorporates and improves greenery, which is associated with positive mental health benefits. The dedicated play area in Greyfriars Square is designed with accessible elements, providing a positive benefit for the CoL's younger demographic. Overall, the space serves as a feature that can foster opportunities for social interaction among communities.
- **Potential impact on bus users:** Modelling exercises undertaken by TfL in collaboration with the CoL recognise the possibility of increased journey times for specific bus routes, however, these are recorded as a maximum of 1-2 minutes, which could be considered to be a relatively minor. The relocation of bus stops within the project area may be associated with relatively minor increases in walking and wheeling distances from bus stops to a passenger's destination. This might impact some residents, particularly those who may find additional walking distances and longer journey times more exhausting or stressful. Nevertheless, an inverse, positive impact is also likely to be experienced by some passengers, who may experience journey time savings and reduced walking distances, depending on their destination.
- **Potential impact on private vehicle users:** Similarly, modelling exercises undertaken by TfL in collaboration with the CoL recognise the possibility of increased journey times for specific journeys undertaken by general motor traffic, however, these are also recorded as a maximum increase 1-2 minutes, which could be considered to be minor.

Conclusion

7.2 In conclusion, the St Paul's Gyratory Transformation Project is anticipated to yield positive benefits for both residents and visitors to the area. The creation of a new public space, equipped with an inclusive play area, alongside active travel enhancements across the project area can help to create a more inclusive and engaging environment for the community and visitors.

7.3 This EqIA has identified a limited number of potential minor negative impacts for bus passengers and private vehicle users. Negative impacts are related to increases in journey time, however, through options that optimise signal timings and junction interactions, these journey time increases are relatively limited (up to 2 minutes).

7.4 **Overall, the project should be considered in its totality; the positive impacts identified are aligned with objectives of The City of London's Transport Strategy; to prioritise space for active travel, improve road safety and accessibility, and enhance space for dwelling. The positive impacts identified within the proposed design outweigh any negatives and will transform the project area into a more vibrant, inclusive, and sustainable public space for the residents and visitors to the project area.**

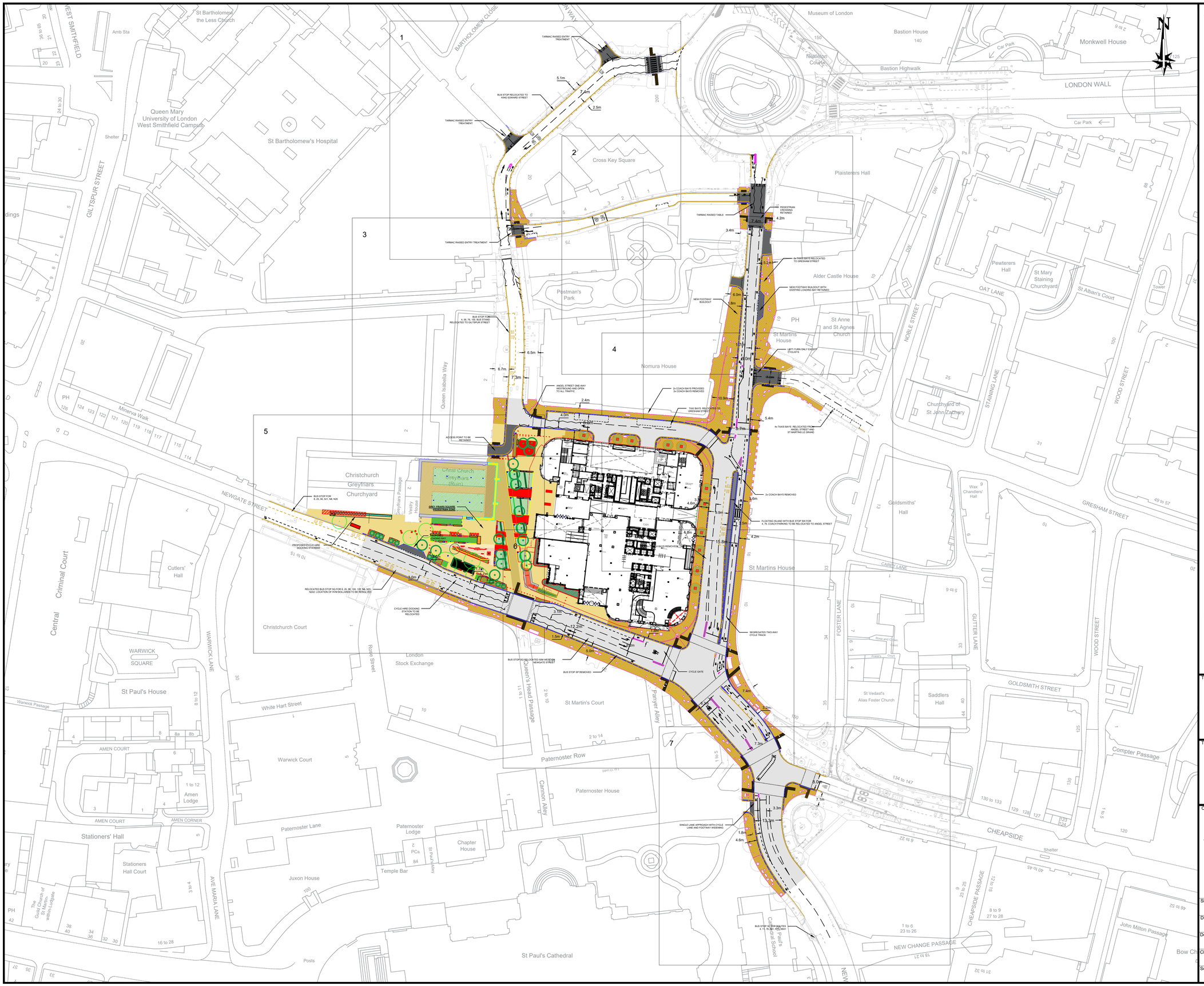
Additional recommendations

7.5 The impacts of construction work during the construction of the scheme should be reviewed closely. Following approvals from the CoL, Phase One works are planned to commence in early 2025 and be completed in Spring 2027. This presents a long construction phase and impacts on road users could be exacerbated by other local construction works. This is likely to result in increased traffic flows, including of large construction vehicles, which may present subsequent road safety concerns.

7.6 Routeing of construction vehicles should be carefully considered and monitored during the construction phase to reduce congestion on the local network. In addition, during the construction phase, walking routes for and any diversion routes should comfortably meet widths for disabled access and include ramps for wheelchairs and mobility aids where necessary. Furthermore, it is recommended that changes to routes are clearly marked out, along with appropriate signage and wider communications on social media.

A Appendix A – Project Area and Scheme Design

QUALITY SYSTEM CERTIFICATION
DNV·GL
ISO 9001:2015



Notes:

1. No information to be scaled from this drawing.

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

3. All road markings refer to the "Traffic Signs Regulations and General Directions 2016". Refer to drawing number 1200/16100278/RM

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

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

TITLE:

St Pauls Gyratory

TITLE:

General Arrangement Overview Plan

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIORNMENT
PO BOX 270
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CITY OF LONDON

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Date: April 2024	
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Checked by: BM	
Scale & Drawing Size: NTS	Revision:
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KMN	Client: Neil West

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2.0 Update following client review	15th August 2024
3.0 Minor amends – final issue	5th September 2024

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Committees: Streets & Walkways Sub *[for decision]* Planning & Transportation *[for decision]* Projects & Procurement Sub *[for information]*	**Dates:** 9 December 2025 19 January 2026 28 January 2026
Subject: Fenchurch Street Area Healthy Streets Plan	**Gateway 5: Regular Authority to start work**
Report of: Executive Director Environment **Report Author:** Stephen Oliver, Transport & Public Realm Projects	**For Decision**
PUBLIC	

1. Status Update	**Project Description:** The Fenchurch Street Area Healthy Streets Plan (HSP) will provide a framework for improving the streets and public realm in the area. The proposals will reflect the aspirations of stakeholders, including the Aldgate Connect Business Improvement District (BID) and the Eastern City BID. **RAG Status:** Green (Green at last report to Committee) **Risk Status:** Low (Low at last report to committee) **Total Estimated Cost of Project (excluding risk):** £195,202 **Change in Total Estimated Cost of Project (excluding risk):** None. **Spend to Date:** £132,202 **Costed Risk Provision Utilised:** Not applicable **Slippage:** No slippage against parameters reported at previous Gateway.
2. Requested decisions	**Next Steps:** • Finalise maps and produce a PDF version of the HSP which will be published on the City Corporation website; • Coordinate project delivery via the established City Cluster Programme Board and annual progress reports to committee; • Coordinate bids for funding as required to implement the programme.

Requested Decisions:

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

1. Approve the Fenchurch Street Area Healthy Streets Plan as shown in Appendix 3.
2. Approve a revised total estimated cost of £195,202. As set out in Appendix 4 table 2.
3. Approve an additional budget of £25,202 from the Mariner House S106.

Members of the Planning & Transportation Committee are requested to:

1. Adopt the Fenchurch Street Area Healthy Streets Plan, as shown in Appendix 3.

3. Budget

3.1 An additional £25,202 is requested for the ongoing management of the Fenchurch Street Area HSP programme for the next reporting period. This will allow for continued liaison with stakeholders and the coordination of funding bids to implement the delivery plan.

Item	Reason	Source of Funding	Cost (£)
Management of the Fenchurch Street Area HSP programme	Stakeholder liaison, reporting, coordinating funding bids	Mariner House S106	£25,202
Total			£25,202

Costed Risk Provision requested for this Gateway: None**.**

3.2 The plan is a long-term strategy and similar to other adopted Healthy Streets Plans its delivery plan is not fully funded at this stage. The progression of projects that are currently uncommitted are subject to funding being secured. As part of the Fenchurch Street Area HSP programme management, funding opportunities will be explored including S278 agreements and other funding programmes. Any bids for funding will be submitted when appropriate and reported to Resource Allocation Sub Committee and Policy & Resources Committee at the appropriate stage. The adopted plan

	will set a framework to support funding conversations with external partners.
4. Design summary	**Project update** 4.1 The Fenchurch Street Area HSP outlines potential improvements for people walking, wheeling, cycling and spending time on streets within the area and minor changes to how motor vehicles move around the area. 4.2 The proposals support the delivery of various City strategies including the Transport Strategy and Climate Action Strategy and the Destination City initiative. The proposals also support the placemaking aspirations of the Aldgate Connect BID and the Eastern City BID. The plan also provides a framework within which current and future development can be coordinated and ensure that the public realm benefits appropriately. 4.3 Since the Gateway 4 report was presented to committees in July and August 2025 a public consultation exercise has been carried out; the results of this engagement are summarised below and the full feedback report is included as Appendix 2. **Consultation** 4.4 Prior to the consultation commencing Members briefings were held for both ward members and Streets and Walkways Sub-Committee members. Members were sent Emails notifying the start of the consultation. Presentations were also made to the Aldgate Connect BID and the Eastern City Partnership and the Eastern City Public Realm Steering Group. The proposals were well supported at these external meetings. 4.5 A public consultation exercise on the HSP was undertaken initially for a four-week period during September and October 2025 but was extended for an additional week to enable more responses to be submitted. The consultation was open to anyone with an interest in the area (individuals and groups). Promotion included: • A letter drop to all properties inside the plan area and nearby. • 50 on street posters. • A 2-metre-high graphic on a tower installed by Aldgate Connect on Vine Street. • A 6m wide promotional panel on America Square displaying images of the proposals.

	• Emails were sent to all the hospitality businesses and churches in the area and the planning agents representing developers for recent planning applications. • Emails were sent to an existing consultation database of statutory and advisory consultees including TFL and the train operator c2c. • The BIDs promoted the consultation to their members and requested they circulate the consultation to staff. • A series of social media promotions were carried out by Commonplace who hosted the consultation platform on our behalf. • Four in-person drop-in sessions were held. Three of these were at lunch time and one in the evening in different locations across the HSP area. To maximise exposure two were held on street. 4.6 The Commonplace consultation platform enabled respondents to comment on individual proposals within the HSP area as well as giving overall feedback in the form of free text. The portal was visited by 2856 people. Over 522 responses were recorded on the platform, from 167 individuals (people were able to make multiple contributions). People were also able to submit feedback via email. 4.7 The consultation portal divided the project area into seven neighbourhoods. Respondents had the choice to comment on as many neighbourhoods as they wished. For each neighbourhood there were questions on: • Pedestrian priority Improvements: giving more priority to people walking and wheeling and improving accessibility and safety. • Public realm improvements: to make streets and spaces more attractive, comfortable and enjoyable to spend time in. • Cycling improvements: to improve the comfort and safety for people cycling. • There were also questions about proposals that were particular to a street or the neighbourhood. To accompany each question there was an opportunity to make further written comment in detail. 4.8 Responses to each proposal in the HSP are summarised below. A full engagement feedback report is included at Appendix 2 of this report.

Consultation responses

4.9 Responses via the Commonplace portal consistently demonstrated strong support for all proposals in the plan, but the number of responses varied between the neighborhoods.

4.10 Support for proposals to improve the public realm and pedestrian priority was predominantly over 80%. Cycling specific proposals scored lower but were still supported by 70% of respondents.

4.11 Full details of the responses to each question can be found in the Public Engagement Feedback Report in Appendix 2. The neighborhoods and proposals that had the most responses are summarised below.

4.12 Proposals in the draft plan for Fenchurch Street and Aldgate had the most responses from participants.

- Exploring improvements to the public realm and the crossing points each received 167 responses of which 150 were supportive (90%).
- Exploring formalising loading arrangements received163 responses of which 105 were supportive (82%).
- Exploring improvements for people cycling received 165 responses with 90 supportive (70% supportive and 13% unsupportive).
- The free text responses to these proposals were generally supportive for the public realm improvements and improved crossings but there were concerns for and against changes for people cycling.

4.13 The draft plan has proposals to be explored for Vine Street, America Square, Crescent and Hammett Street.

- The proposals for new public spaces on Vine Street received 84 responses of which 80 were supportive (96%), and on the Crescent 82 responses of which 78 were supportive (96%).
- The proposal to extend the existing America Square public space received 84 responses 76 were supportive (91%).
- Potential pedestrian priority improvements include making America Square, Crescent and Hammett Street one-way for motor vehicles, which received 83 responses of which 74 were supportive (90%).
- Proposals for creative lighting under the railway viaduct were also well supported with 85 responses of which 78 were supportive (97%).

	• The free text responses for these proposals were generally supportive particularly for the new and improved public spaces. 4.14 For Eastcheap and Great Tower Street responses were received from 75 participants for this neighbourhood. • Exploring improvements to the public realm and the crossing points received 72 responses of which 65 were supportive (90%). • Exploring formalising loading arrangements received 70 responses of which 62 were supportive (89%). • Exploring improvements for people cycling received 73 responses with 52 supportive (71% supportive and 13% unsupportive). • Reviewing the amount and location of kerbside parking received 70 responses to this question with 60 supportive (85%). • The free text responses showed strong support for widened pavements and improved crossing points. There were several comments about the need for improved facilities for cyclists. 4.15 The draft plan has proposals to raise the carriageway at the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall to improve pedestrian priority (including the entrance to Fenchurch Street station) and improve the lighting or add feature lighting under the railway viaduct. These proposals received 44 responses with 39 supportive (90%). • Submissions were also received by email from TFL, London Cycling Campaign, c2c and the planning agent for the developers of 50 and 130 Fenchurch Steet, and representatives for 30 Fenchurch Street. • TFL made a series of comments. Overall, these were supportive of the proposals. Comments that were made related to issues that would be considered in the detailed design stages of individual projects. • The London Cycling Campaign made submissions identifying a series of issues. In general, they considered that the "plan failed to grasp the opportunity to reduce private motor traffic and journeys and enable significant further 'mode shift' to cycling". In response to particular proposals in the plan they considered that:

	▪ On Fenchurch Street – if segregated cycle lanes are not installed then measures should be made to reduce vehicular traffic. ▪ On Eastcheap and Great Tower Street – its designation as a cycle route for improvement was welcomed but it should be part of a wider scheme from Byward Street to Bank designed in conjunction with TFL. ▪ Rood Lane should be closed to through traffic all the time and the carriageway raised to pavement height its entire length. ▪ On Mark Lane and Trinity Square – the junctions with Great Tower Street should be improved for cyclists. ▪ On America Square and Hammet Street, the changes to traffic management welcomed. 4.16 A submission was made on behalf of the developers of 50 Fenchurch Street who requested that the proposals in the plan did not hinder the S.278 works that would form part of the planning application. However, the draft S278 has not yet been completed, but will shortly be submitted to the developer. The objectives of the agreement are in keeping with the proposals in the draft Plan, and these have been previously discussed with the developer. 4.17 The developers of 130 Fenchurch Street fully supported the plan. A very supportive submission was made by Urbanest who are seeking to increase their student accommodation in the area. They highlighted the benefits of the plan particularly for people walking, wheeling and cycling and the need for improved lighting on America Square and the Crescent. 4.18 Representatives of 30 Fenchurch Street raised concerns about access to their service bay and other businesses on Rood Lane. The proposal will however maintain local access for these businesses. They also expressed concerns about additional cycle parking on Rood Lane as existing dockless cycle parking frequently blocked the emergency access to their building. This issue will be considered in more detail if the proposal is explored further. 4.19 c2c submitted a brief response to the consultation regarding Fenchurch Street station in which they confirmed that they had no current proposals to change access and security arrangement to Fenchurch Place.

	4.20 Transport for All were commissioned to carry out an accessibility audit between Tower Hill underground station and Aldgate Square (The full audit is attached as appendix 6). The audit made the following recommendations in response to issues experienced on the walkabout in the project area: a) Introduce consistent tactile paving with a slight lip for better navigational support. b) Raise pavements and create level, continuous surfaces across junctions. c) Enhance lighting and contrasts to improve visibility and safety. d) Integrate public art or design features to enhance the area's visual appeal and user experience, making the area more approachable. e) Widen pathways to at least 2 metres where possible. f) Ensure paving is smooth to avoid trips and falls, reduce disorientation for those who use tactile paving for navigating, as well as avoiding pain when navigating across cobblestone paving using a mobility aid. g) Lengthen time traffic lights allow for pedestrians to cross the road and add audible signals on Aldgate High Street. It is considered that all these recommendations are addressed in the plan proposals will be explored in greater detail during the design stages. **Fenchurch Street Area Healthy Streets Plan** The HSP has been updated following public consultation; the final draft is included at Appendix 3. 4.21 Given the levels of support for the proposals there are no changes proposed. 4.22 A ten-year delivery plan has been appended to the HSP which includes projects already underway or which have existing approvals. The delivery plan reflects the level of complexity of projects and takes into account interdependencies with other projects and developments in the area. 4.23 Each proposal will be progressed independently through the project procedure and will be subject to further consultation and approvals at the appropriate stages. Delivery will be coordinated through the City Cluster Programme Board. Funding bids will be subject to

	approval by Resource Allocation Sub Committee and Policy & Resources Committee.
5. Delivery team	The programme will be managed by the Transport & Public Realm Projects team. Individual projects emerging from the programme will also be managed by this team, supported by colleagues across the Corporation where appropriate.
6. Programme and key dates	The implementation plan for the programme is appended to the updated HSP shown in Appendix 3.
7. Risks	*Risk*: Funding for individual schemes is not secured. *Approach*: reduce – identify opportunities for funding as part of the Fenchurch Street Healthy Streets Plan programme management. A full programme risk register is shown at Appendix 5.
8. Success criteria	• Increased number of pedestrian priority streets in the area (measured by length) delivered during the lifetime of the HSP. • Increased public amenity (e.g. seating and greening) across the area over the lifetime of the HSP.
9. Progress reporting	An annual programme update report will be presented to committees. Individual projects will be progressed through the project procedure and gateway approval process.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Public engagement feedback report
Appendix 3	Draft final Healthy Streets Plan (including delivery plan)
Appendix 4	Finance tables
Appendix 5	Risk register
Appendix 6	Transport for All accessibility audit

Contact

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Project Coversheet

[1] Ownership & Status

UPI:
Core Project Name: Fenchurch Street Area Healthy Streets Plan
Programme Affiliation (if applicable):
Project Manager: Stephen Oliver
Definition of need:

The Fenchurch Street Area Healthy Streets Plan is a key deliverable of the City's Transport Strategy and further supports the Climate Action Strategy in developing spaces that are climate resilient. The Healthy Streets Plan also aligns with the ambitions for the area, as set out in the Draft City Plan 2040 . The Fenchurch Street area has seen significant change and will continue to experience significant increases in the number of people walking and cycling in the area and was therefore identified to need a Healthy Streets Plan.

In March 2024, a Gateway 2 report approved the Fenchurch Street Area Healthy Streets Plan project area and funding for Project Management and Consultancy Fees.

The Heathy Streets Plan will identify and develop proposals for schemes, outlining the required network changes and creating a high-quality public realm for all those who live, work, and visit the area.

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

Key measures of success:

- A tested and recommended phasing schedule for the projects that will comprise the Fenchurch Street Area Healthy Streets Plan The identification of the number of pedestrian priority streets that can be delivered (measured by length) in the area
- An indication of increased public realm either through pavement widenings or new public spaces created

Expected timeframe for the project delivery: 22 months (March 2024 to Jan 2026).

- **Key Milestones:** Revised-

- Traffic and pedestrian data collection – April 2024 to March 2025
- *Gateway 3/4* June /July 2024
- Stakeholder Consultation – September 2025 (6 weeks)
- Plan preparation October to - November 2025

- Gateway 5 report to committee – December 2025

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?
<If so what and how?>

No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 report (as approved by Chief Officer 26th Jan. 2024):

- Total Estimated Cost (excluding risk): £200,000 to £240,000
- Costed Risk Against the Project: None
- Estimated Programme Dates: March 2024 – January 2025

Scope/Design Change and Impact:

'Project Proposal' G2 report (as approved by PSC 19 March 2024:

- Total Estimated Cost (excluding risk): £255,006.20
- Resources to reach next Gateway (excluding risk) £100,000
- Spend to date: £0
- Costed Risk Against the Project: None requested
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: March 2024 – January 2025

Scope/Design Change and Impact:
None

'**Options Appraisal and Design' G3-4 report (as approved by PSC 22/06/25):**

- Total Estimated Cost (excluding risk): £240,000
- Resources to reach next Gateway (excluding risk: £70,000
- Spend to date: £87,216
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down:
- Estimated Programme Dates: March 2024 – December 2025

Scope/Design Change and Impact:

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

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk
- Spend to date:

- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

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

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Fenchurch Street Area Healthy Streets Plan:

Public consultation feedback report

Independently compiled
by Commonplace for the
City of London Corporation

November 2025

CITY OF LONDON

Commonplace

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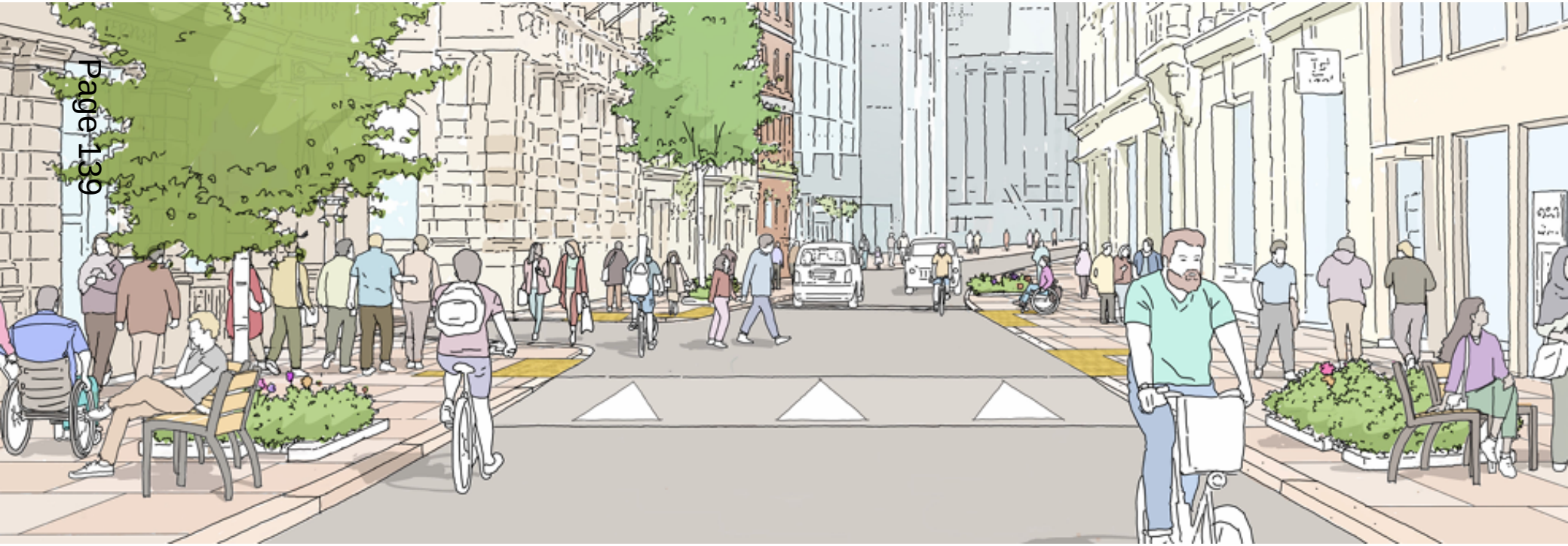
Executive summary

Summary of key findings

- The City of London Corporation undertook public consultation on the draft Fenchurch Street Area Healthy Streets Plan from 22 September to 24 October 2025. The consultation - designed to gather views on proposals to improve public realm quality, walking and cycling conditions, safety, and local amenity in the area south of Fenchurch Street - generated close to 2,900 visits to the Commonplace site, with almost 570 subsequent contributions.
- As the consultation was self selecting, findings represent an indicative snapshot, rather than a representative sample. However, responses consistently demonstrate strong community and stakeholder appetite for safer, greener, and more accessible streets, supporting the City Corporation's strategic objectives. Overall, feedback indicates high levels of cross-cutting support for proposals – particularly evident among those who identify as walking and/or cycling. Respondents strongly endorse plans to widen pavements, introduce greening and seating, enhance crossing facilities, and formalise loading arrangements to support local businesses, while improving safety and accessibility for people walking and wheeling.
  On Fenchurch Street and Aldgate, 90% supported pavement widening and streetscape improvements and improved crossing points, with fewer than 10% in opposition. Similarly, on Eastcheap and Great Tower Street, around 90% supported pavement widening and greening, improved crossing points and improved comfort and safety for cyclists.
- Support remained consistently strong across proposals for other areas and streets, including raised crossings, public realm improvements and motor vehicle access restrictions. More than 90% supported improvements on London Street and Mincing Lane to prioritise those walking and wheeling. Public realm enhancements, such as new public space on St Dunstan's Hill and planting on Bakers Hall Court, also received broad support.
- Key stakeholder feedback recognised the plan's alignment with City's transport strategy objectives, together with the potential benefits of improved pedestrian environment and cycling facilities. Transport for London highlighted design considerations for bus operations, accessibility, and cycle parking, emphasising coordination on key bus and rail corridors. Developer representatives expressed overall support while seeking assurance on continued access to loading bays and active construction sites. Advocacy groups welcomed public realm improvements, while encouraging further ambition on reducing through-traffic and enabling more protected cycling routes.

Introducing the **Fenchurch Street Area Healthy Streets** Plan and its consultation



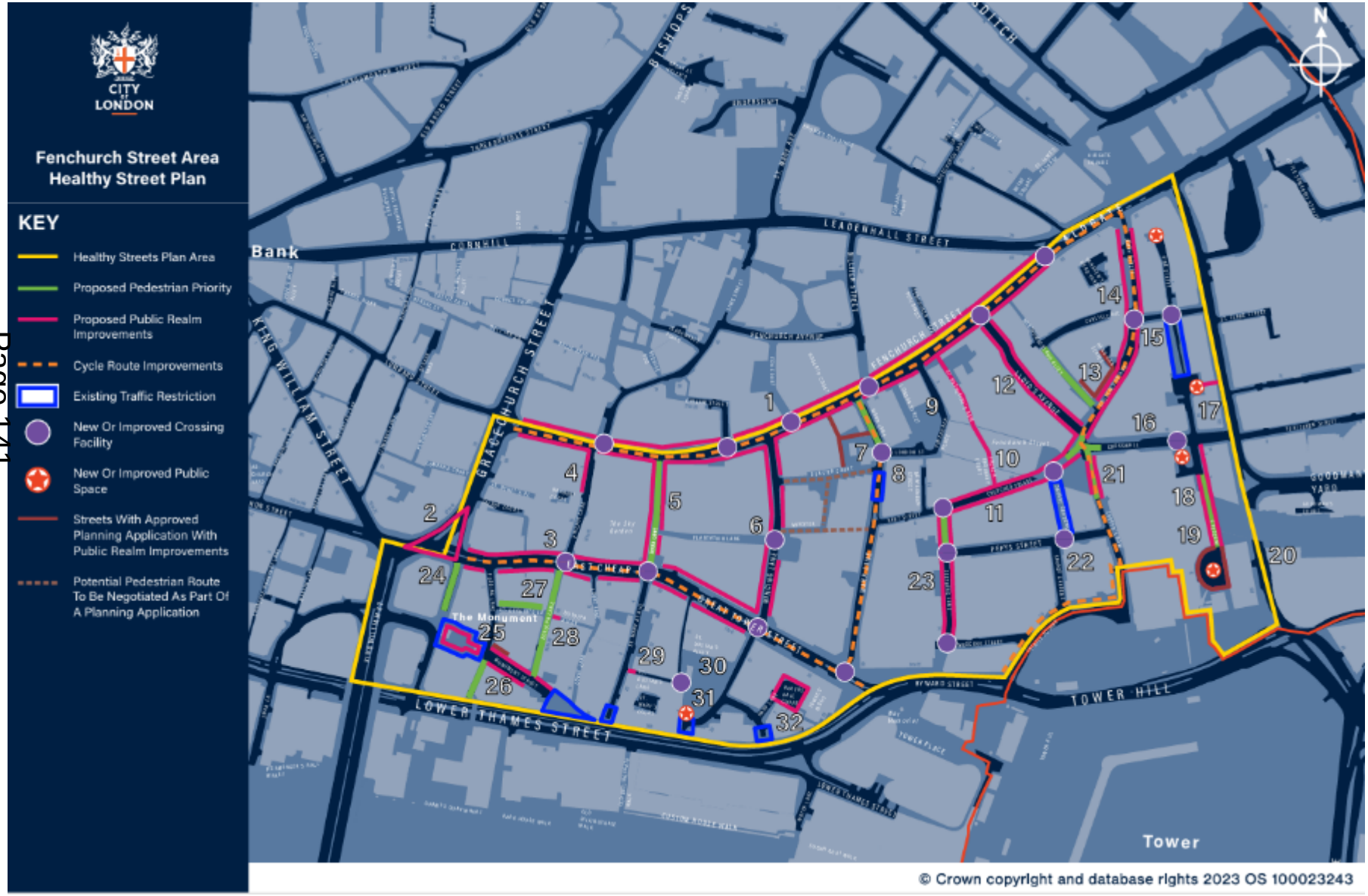
The Fenchurch Street Area Healthy Streets Plan

- The Fenchurch Steet Area Healthy Streets Plan sets out an approach by the City of London Corporation to improving the public realm and managing traffic in the area south of Fenchurch Street.
- This area is bounded by Fenchurch Street to the north, Lower Thames Street to the south, the A10 (Gracechurch Street and King William Street) to the west and Minories to the east.
- The plan details potential changes to how motor vehicles use streets to access and move around the area. It also outlines potential improvements for people walking, wheeling, cycling and spending time on streets in the area.
- The proposals are designed to improve the quality of streets and public spaces, and the attractiveness of the area for living, working and as a leisure destination - making these streets safer and more pleasant places to spend time.

A full draft of the Healthy Streets Plan can be found here.

A map of the proposed measures and project boundary is shown overleaf.

Fenchurch Street Area Healthy Streets Plan - boundary



Prior to consultation

Prior to the consultation period:

- Members briefings were held for both ward members and Streets and Walkways Sub-Committee members.
- Emails were sent notifying the start of the consultation.
- Presentations were also made to the Aldgate Connect BID and the Eastern City Partnership and the Eastern
City Public Realm Steering Group.

Consultation

Utilising the Commonplace consultation platform, a five-week consultation on the draft Healthy Streets plan subsequently ran from Monday 22 September 2025 to **Friday** 24 October 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 Healthy Streets plan and its measures.

Contributors 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.

Accompanying the consultation

The consultation launch was accompanied by:

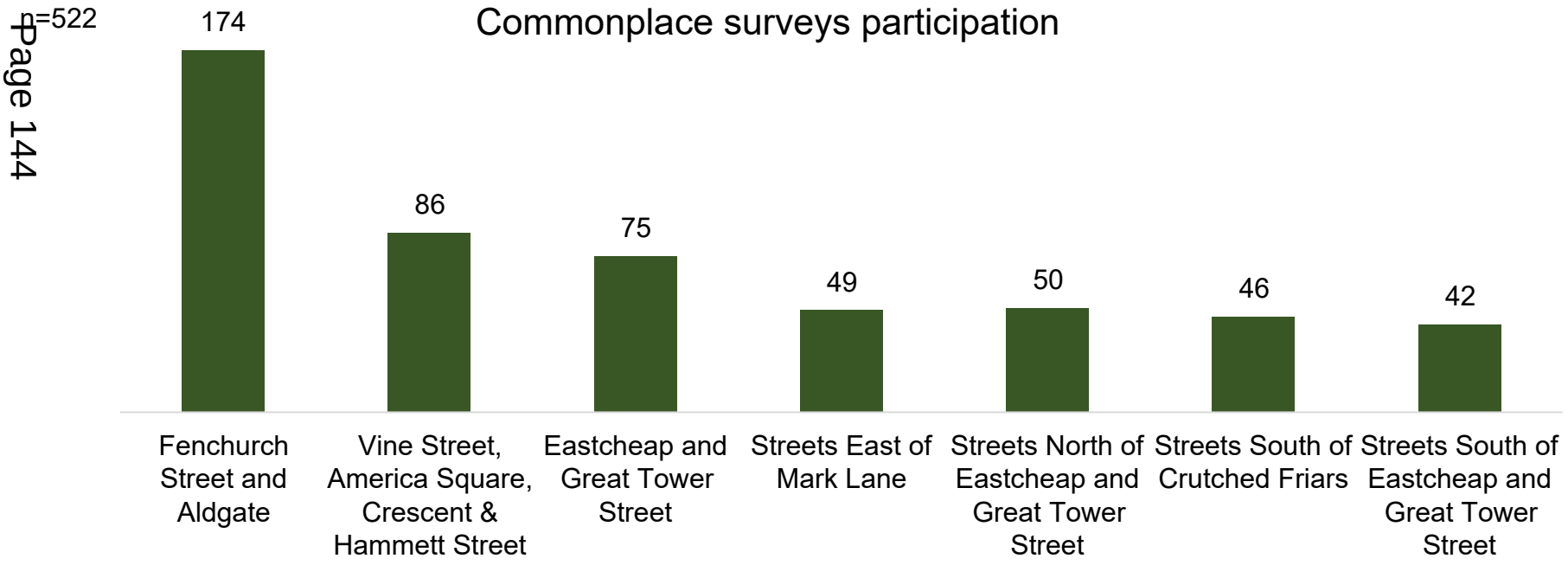
- A letter drop to all properties inside the plan area and nearby, 50 on street posters and a 2-metre-high graphic on a tower installed by Aldgate Connect on Vine Street and a 6m wide promotional panel on America Square displaying images of the proposals.
- Emails sent to all the hospitality businesses, churches and the planning agents representing recent developers for planning applications.
- Emails sent to an existing consultation database of statutory and advisory consultees including TfL and the train operator C2C.
- The BID's promoted the consultation to their members and requested they circulate the consultation to staff.
- A series of social media promotions were carried out by Commonplace who hosted the consultation platform.
- Four in-person drop-in sessions - three lunch time and one evening in different locations across the area. To maximise exposure two were held outside on the street.
- People were also able to submit feedback via email.

The consultation was not intended to be a referendum or 'vote' of any kind, but rather a process for exploring perceptions.

Consultation contributions

There were almost 2,900 visits to the Commonplace consultation pages. The consultation received 522 Commonplace contributions, made by 167 individuals, across the seven surveys (some individuals made more than one contribution).

The chart below shows the distribution of Commonplace contributions, spotlighting the highest participation level in relation to Fenchurch Street and Aldgate.



Presenting the feedback collected

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 each of the proposed area options/measures, 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.

Fenchurch Street and Aldgate

Fenchurch Street and Aldgate - proposals

- On Fenchurch Street, the width of the carriageway varies, and, in some stretches, is wider than it needs to be. Some of the stretches of pavement are not comfortable for people walking and wheeling, especially during rush hours and at lunchtime. A consistent carriageway width could enable pavement widening and other improvements, including trees, planting and seating. It would also improve the comfort of people walking and wheeling, and make the street easier to cross.
- On Aldgate, opportunities to improve the comfort and safety for people cycling and improvements to make the street safer for all users are being explored.

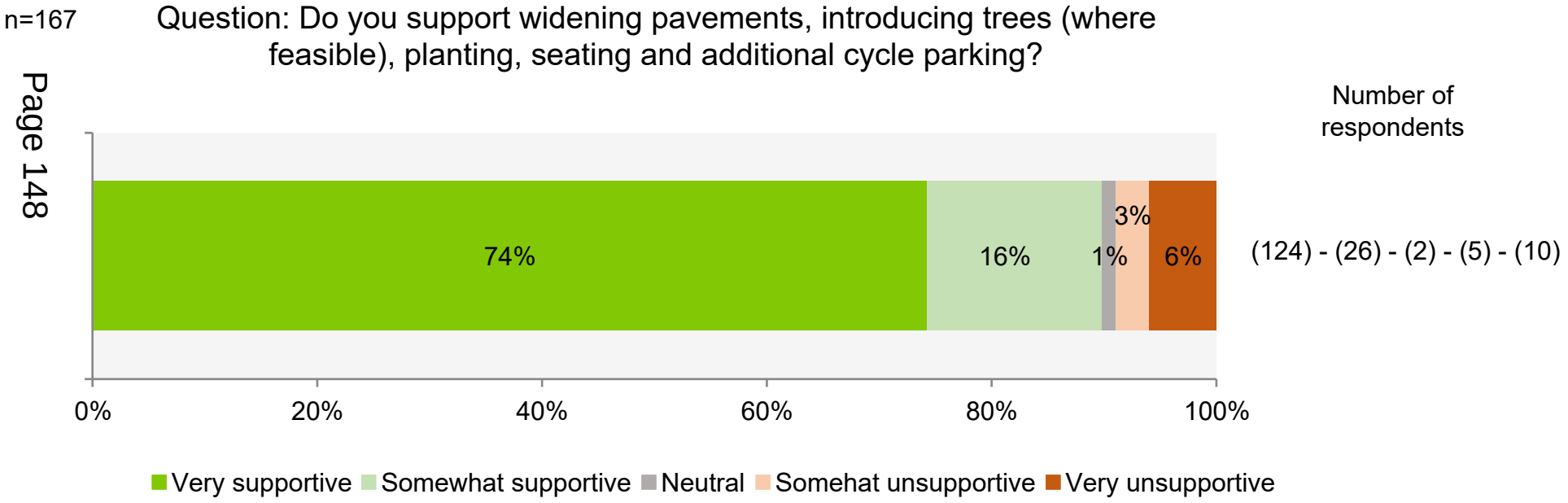
Proposal 1 - On Fenchurch Street, exploring:

- Widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking.
- Improving the crossing points to give more priority to people walking and wheeling and improve their comfort and safety.
- Opportunities to improve comfort and safety for people cycling.
- Formalising loading arrangements to benefit both local businesses and people walking and wheeling.

Fenchurch Street and Aldgate:
Widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking

There was a high level of support (90%) for the proposal to widen pavements and introduce trees, planting, seating and additional cycle parking. Many were strongly supportive.

In contrast, fewer than 10% of respondents did not support this proposal.



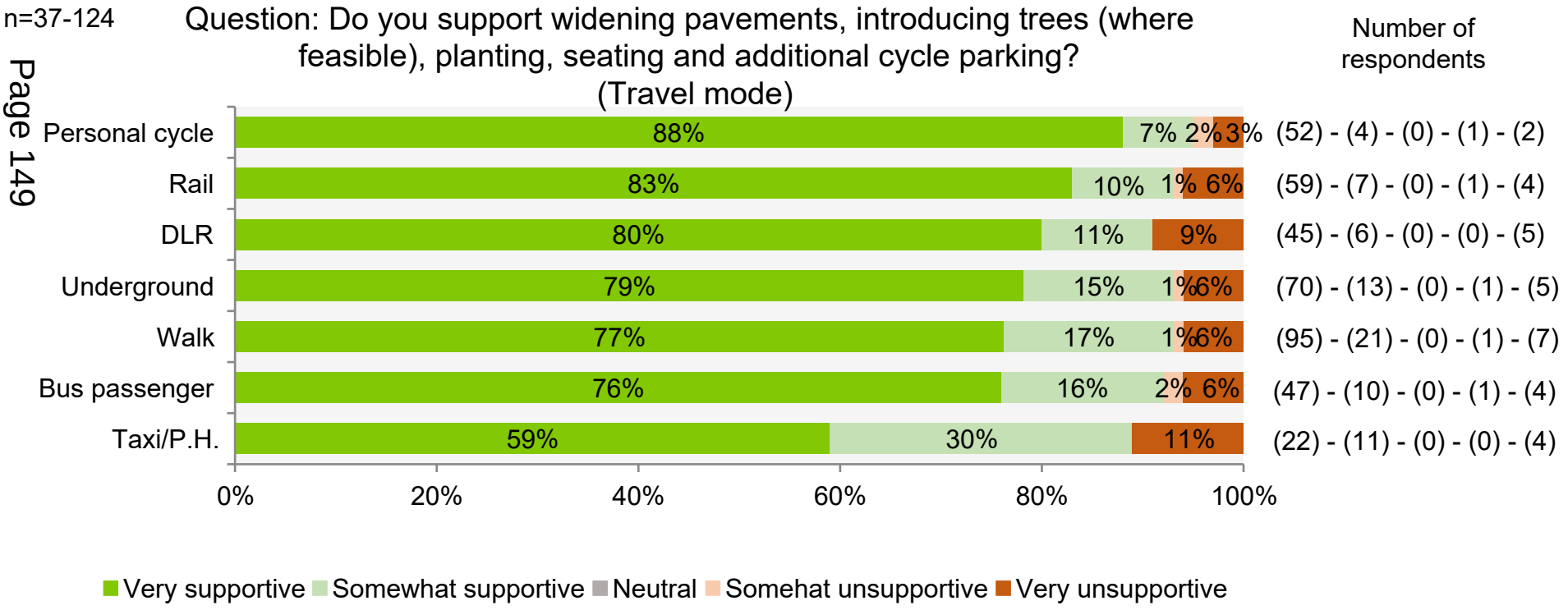
On the following page, we see how support varied by respondents' travel mode.

Fenchurch Street and Aldgate:

How support for widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking varied by how people identified they got around

In each of the travel mode categories with sufficient participants to enable analysis, a majority supported widening pavements, introducing trees, planting and additional cycle parking. Support peaked among those who identified as using a personal cycle (95%).

In contrast, opposition was limited to less than 12% in each travel mode category.



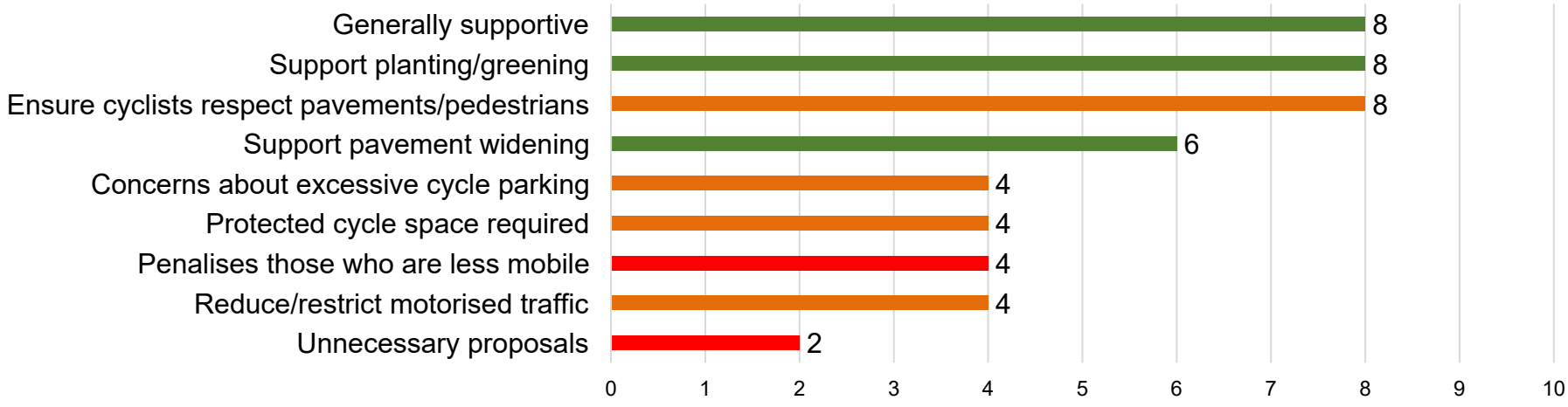
Fenchurch Street and Aldgate:
Comments about the Fenchurch Steet pavements and public realm and proposals to improve them for people walking or wheeling

52 respondents left comments about the proposals to improve pavements and public realm on Fenchurch Street. Some respondents made more than one comment. In this and all other charts, categories in green indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures. Categories in red indicate concerns or queries.

The top three comments focused on general and planting support, alongside a perceived need to ensure cyclists respect pedestrian space.

n=52

Question: Do you have any comments about the Fenchurch Street pavements and public realm and proposals to improve them for people walking or wheeling?

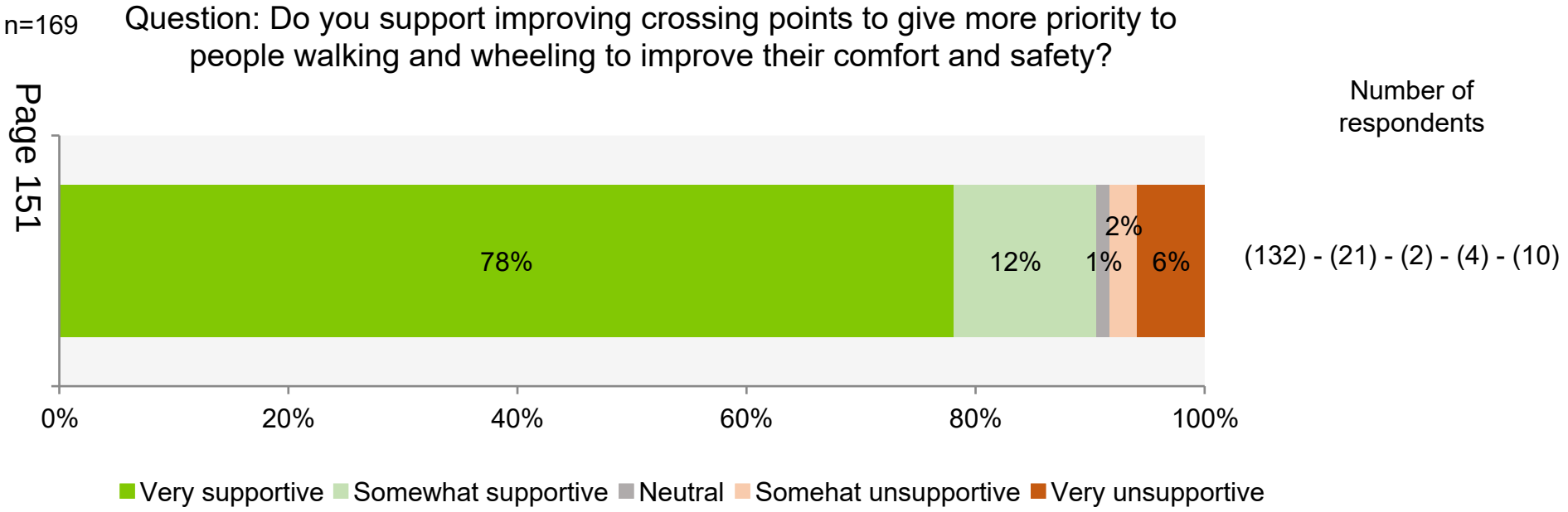


Other comments included consideration of a one-way system and/or a bus gate, a perceived need to tackle hazardous deliveries, ensuring bus/taxi access, concerns about emergency services access, a need to separate cyclists from pedestrians, tackling the wind tunnel effect and spending funds on other priorities. (Each made by no more than one respondent).

Fenchurch Street and Aldgate:
Improving the crossing points to give more priority to people walking and wheeling and improve their comfort and safety

There was again a high level of support (90%) for the proposal to improve crossing points, prioritising the comfort and safety of those walking and wheeling. Many were again strongly supportive.

In contrast, fewer than 10% of respondents did not support this proposal.



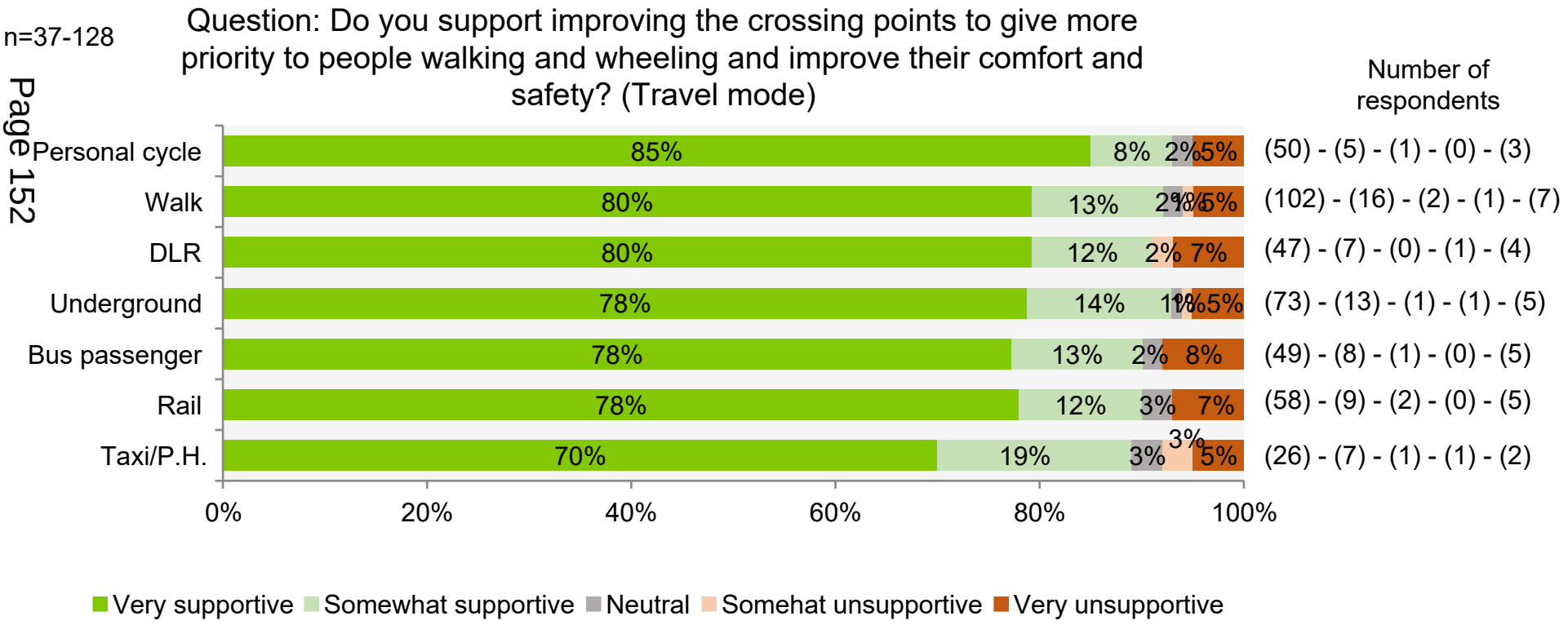
On the following page, we see how support varied by respondents' travel mode.

Fenchurch Street and Aldgate:

How support for improving crossing points to prioritise people walking and wheeling varied by how people identified they got around

In each of the travel mode categories with sufficient participants to enable analysis, a majority supported improved crossing points. Support again peaked among those who identified as using a personal cycle (93%).

In contrast, opposition was again limited to less than 10% in each travel mode category.



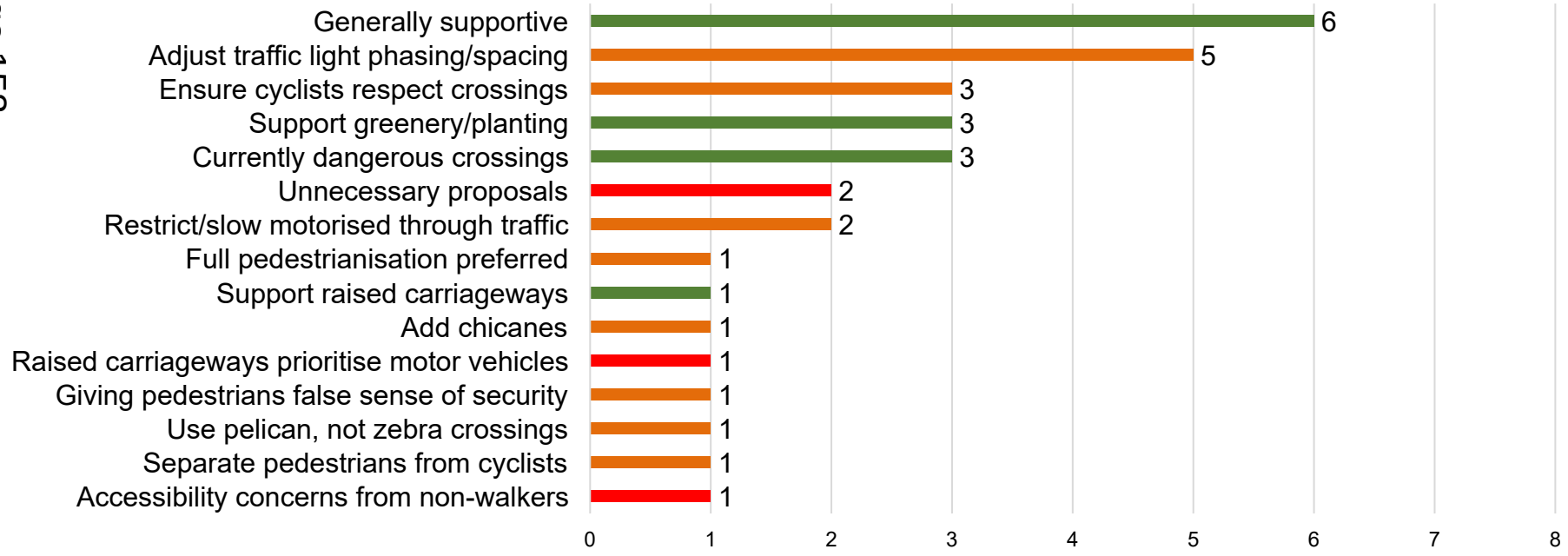
Fenchurch Street and Aldgate:

Comments about the Fenchurch Steet crossings and proposals to improve them for people walking or wheeling

31 respondents left comments on the proposals to improve Fenchurch Street crossings. Some respondents made more than one comment. Here, we see all comments, with a number of supportive comments sitting alongside additional suggestions for improvement - most frequently including rephasing traffic light sequencing to facilitate easier crossing.

n=31

Question: Do you have any comments about the Fenchurch Street crossings and proposals to improve them for people walking or wheeling?



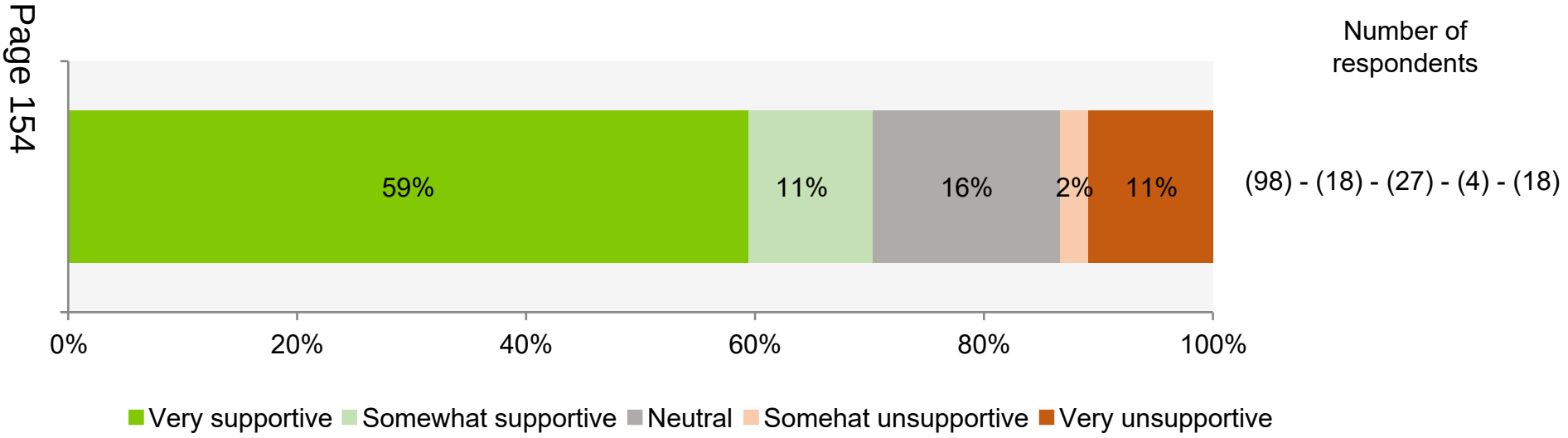
Fenchurch Street and Aldgate:
Opportunities to improve comfort and safety for people cycling

70% of respondents supported the proposed improvements to cyclist comfort and safety - with many being very supportive.

In contrast, just 13% of respondents did not support this proposal.

n=165

Question: Do you support opportunities to improve comfort and safety for people cycling?



On the following page, we see how support varied by respondents' travel mode.

Fenchurch Street and Aldgate:

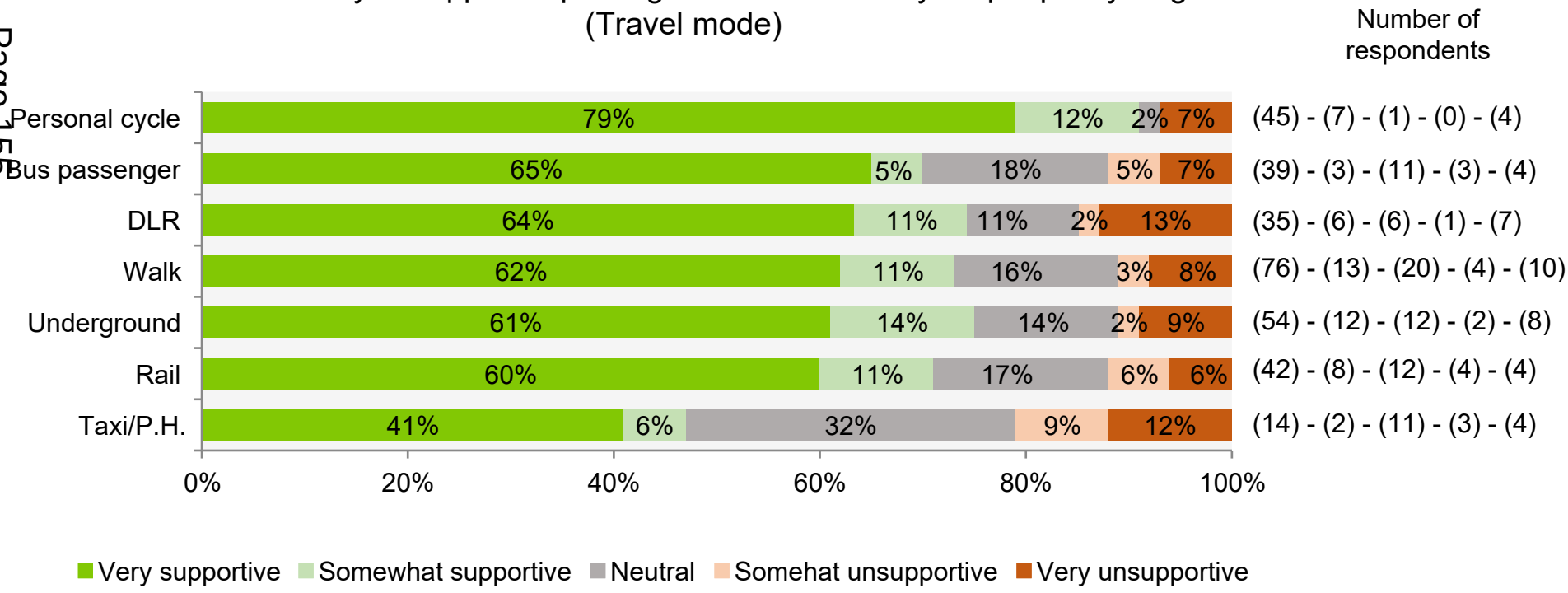
How support for opportunities to improve comfort and safety for people cycling varied by how people identified they got around

In most travel mode categories with sufficient participants to enable analysis, a majority supported improved comfort and safety for people cycling. The exception was those identifying as using a taxi or private hire vehicle - either as a driver or passenger. Support again peaked among those who identified as using a personal cycle (91%).

In contrast, opposition was comparatively limited, though notable at 21% of taxi/private hire vehicle users.

n=34-123

Question: Do you support improving comfort and safety for people cycling? (Travel mode)



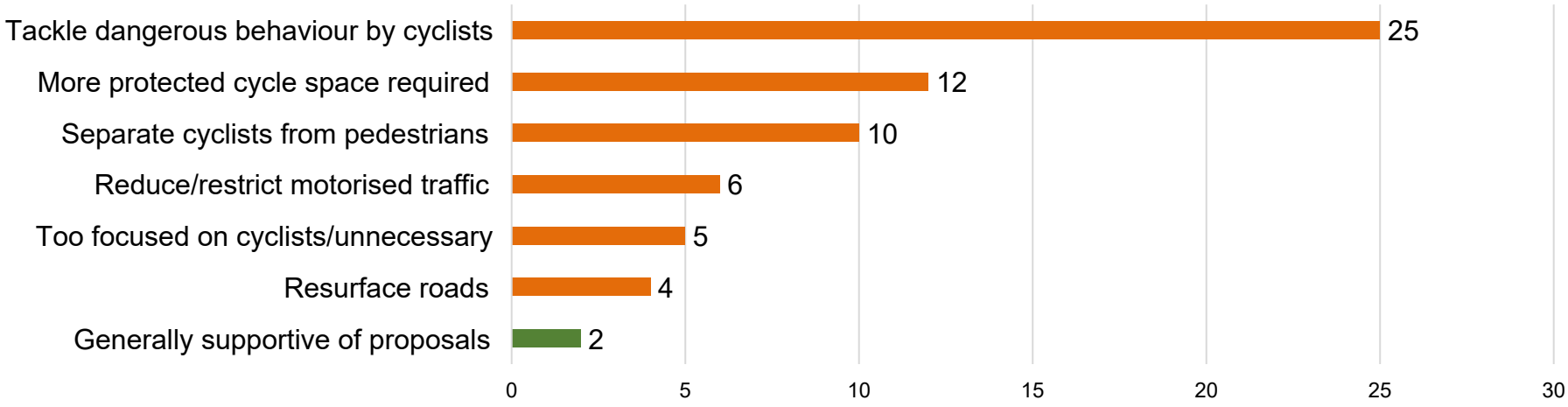
Fenchurch Street and Aldgate:
Comments about cycling on Fenchurch Street

61 respondents left comments about cycling on Fenchurch Street. Some respondents made more than one comment.

By far the most frequent comment made was a perceived need to address cycling behaviour which is seen as dangerous to pedestrians. This was followed by a perceived need to provide safe space specifically for cyclists, with an accompanying request from pedestrians to separate them from cyclists.

n=61

Question: Do you have any comments about cycling on Fenchurch Street?

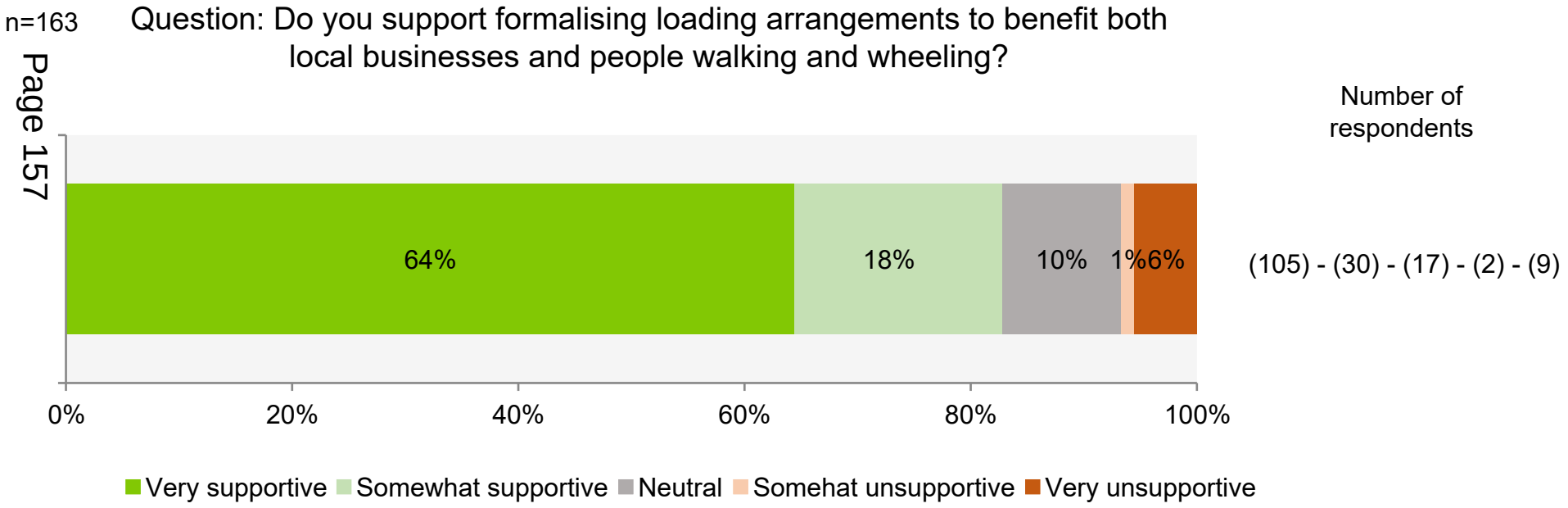


Other comments included a need for firmer controls on e-bike cycling bays, consideration of modal filters one-way streets and connected cycle routes, and ensuring kerbside access for taxis and people who are visually impaired. (Each made by no more than one respondent).

Fenchurch Street and Aldgate:
Formalising loading arrangements to benefit both local businesses and people walking and wheeling

There was an accompanying high level of support (82%) for the proposal to formalise loading arrangements to benefit both businesses and those walking and wheeling.

In contrast, just 7% of respondents did not support this proposal.



On the following page, we see how support varied by respondents' travel mode.

Fenchurch Street and Aldgate:

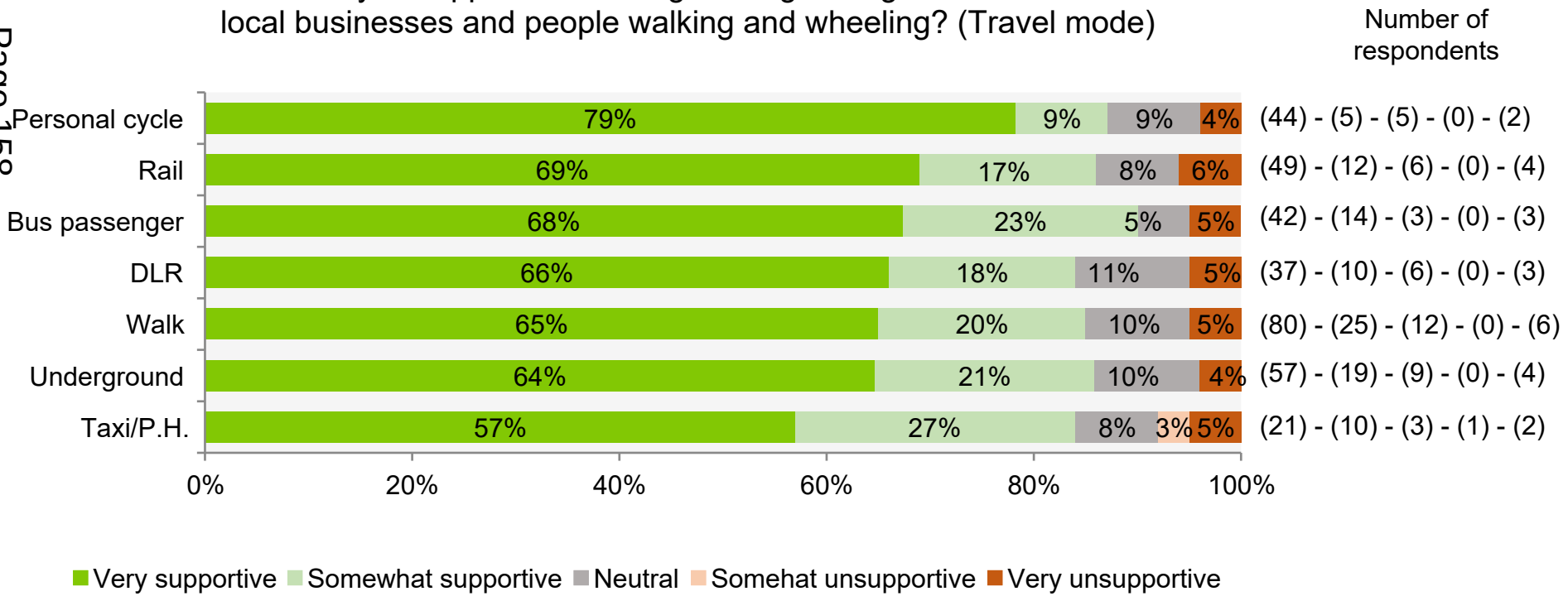
How support for formalising loading arrangements to benefit both local businesses and people walking and wheeling varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported formalising loading arrangements. Support again peaked among those who identified as using a personal cycle (88%).

In contrast, opposition was comparatively limited, with less than 10% across each travel mode.

n=37-123

Question: Do you support formalising loading arrangements to benefit both local businesses and people walking and wheeling? (Travel mode)

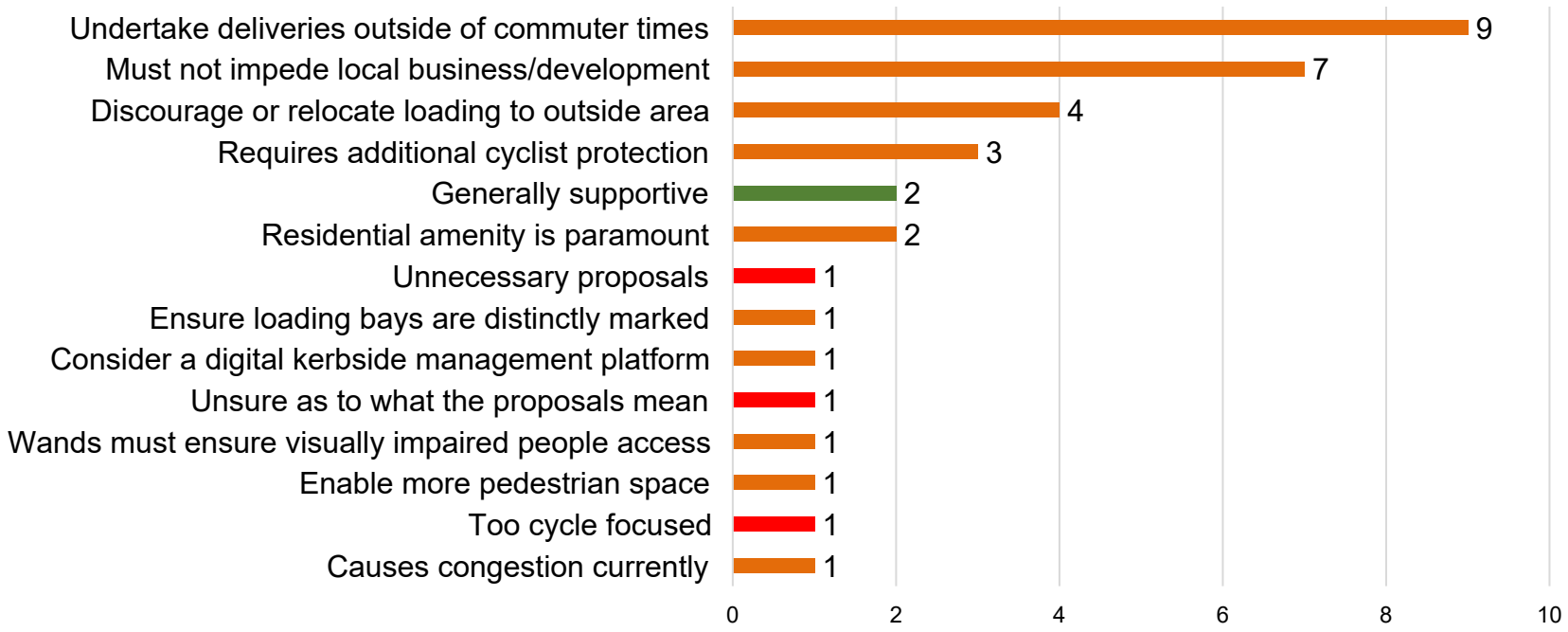


Fenchurch Street and Aldgate:
Comments about loading and deliveries on Fenchurch Steet

35 respondents left comments on loading and deliveries on Fenchurch Street. Here, we see all comments made, with the top suggestion being that deliveries should be made outside of rush hour/commuter times. However, a number of respondents expressed concerns that provision must be made for deliveries and loading to local business and development.

n=35

Question: Do you have any comments about loading and deliveries on Fenchurch Street?

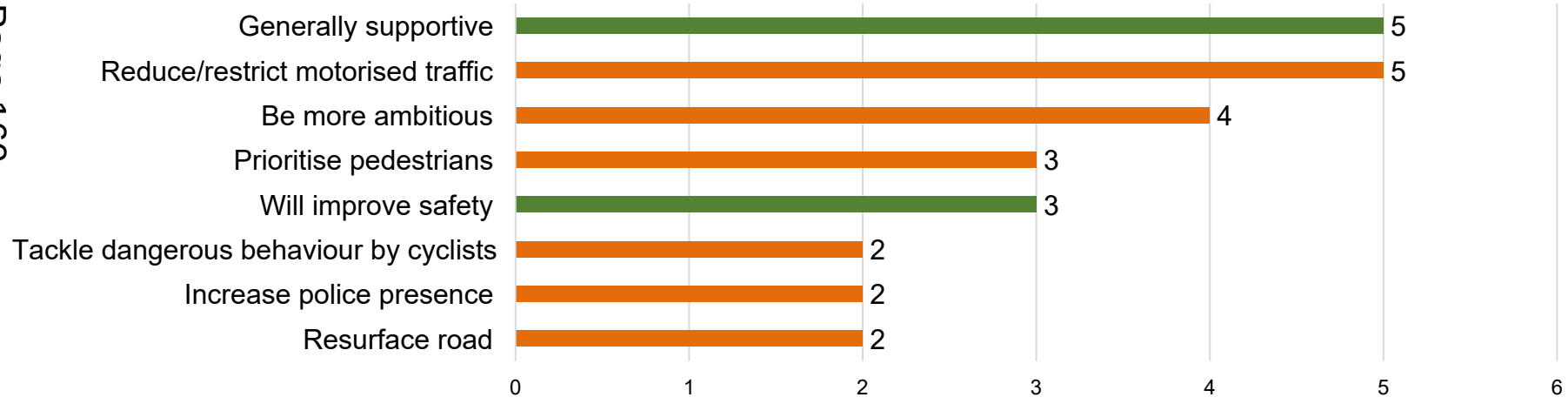


Fenchurch Street and Aldgate:
Other comments about Fenchurch Steet in general

39 respondents left additional comments on Fenchurch Street. Some respondents made more than one comment. The most numerous improvements requested focused on a need to be more ambitious, while reducing and restricting motorised through traffic.

n=39

Question: Do you have any comments about Fenchurch Street in general?



There was a very disparate selection of additional comments - each made by just one or two respondents. These included a perceived need to tackle tall buildings blocking out light, provide more taxis, provide further explanation of 'wheeling', consider emergency services access, utilise more pelican crossings, include more outdoor seating, install SuDS, tackle the wind tunnel effect caused by the Walkie Talkie building, and ensure Fenchurch Street plays a wider role in urban movement from east to west.

Eastcheap and Great Tower Street

Eastcheap and Aldgate - draft proposals

- Eastcheap and Great Tower Street form an important gateway into the City and provide a link between the visitor attractions of the Tower of London, the Monument to the Great Fire of London and the Sky Garden at 20 Fenchurch Street. There is a concentration of retail, restaurants, pubs and bars on these streets.
- Carriageway space varies, and, in some stretches, it is wider than is necessary, while some pavements are too narrow for the number of people walking and wheeling, especially during rush hours and at lunchtime. There are opportunities to widen pavements and make the street easier to cross. Public realm improvements would also make these streets more attractive and benefit the local economy both day and night.
- Gracechurch Street and King William Street south of the Cannon Street junction are managed by Transport for London (TfL). TfL are developing proposals to improve Monument junction and to widen pavements and improve crossings on Gracechurch Street. (Proposal 2).

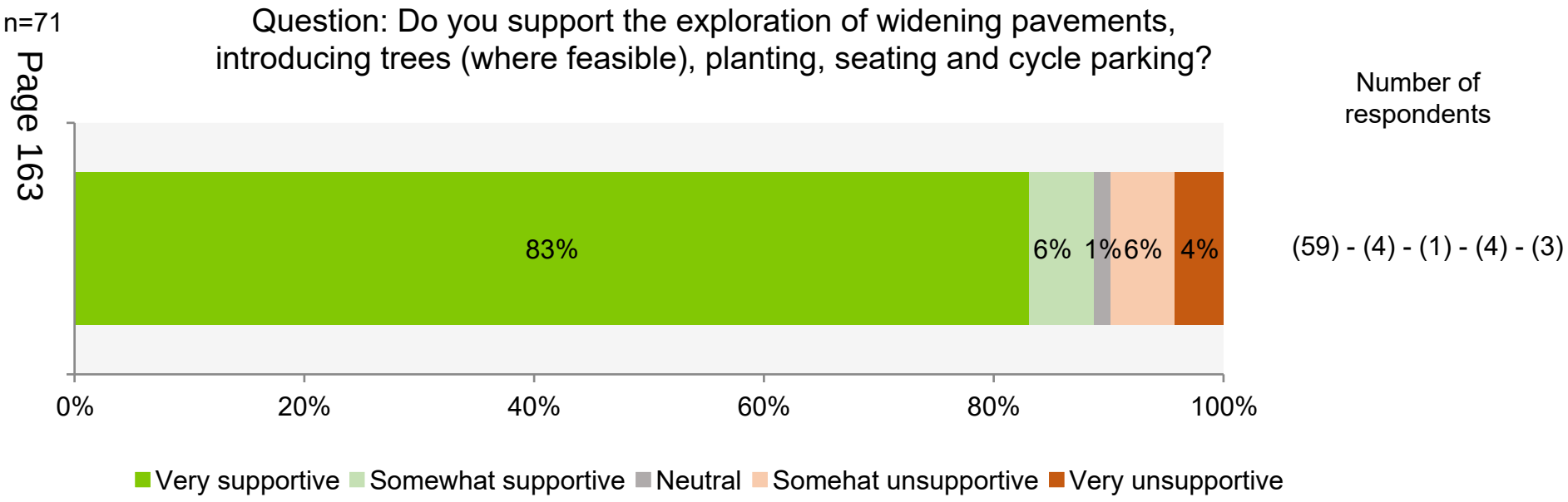
Proposal 3 - On Eastcheap and Great Tower Street exploring:

- Widening pavements, introduce trees (where feasible), planting, seating and cycle parking.
- Improving the crossing points to give more priority to people walking and wheeling and improve their comfort and safety.
- Opportunities to improve the comfort and safety for people cycling.
- Formalising loading arrangements to benefit both local businesses and people walking and wheeling.
- Reviewing the amount and location of kerbside parking to ensure appropriate provision, but to also enable more space for people walking and wheeling and public realm improvements.

Eastcheap and Great Tower Street:
Widening pavements, introducing trees (where feasible), planting, seating and cycle parking

There was a high level of support (89%) for the proposal to widen pavements and introduce trees, planting, seating and cycle parking.

In contrast, just 10% of respondents did not support this proposal.



On the following page, we see how support for this proposal varied by respondents' travel mode.

Eastcheap and Great Tower Street:

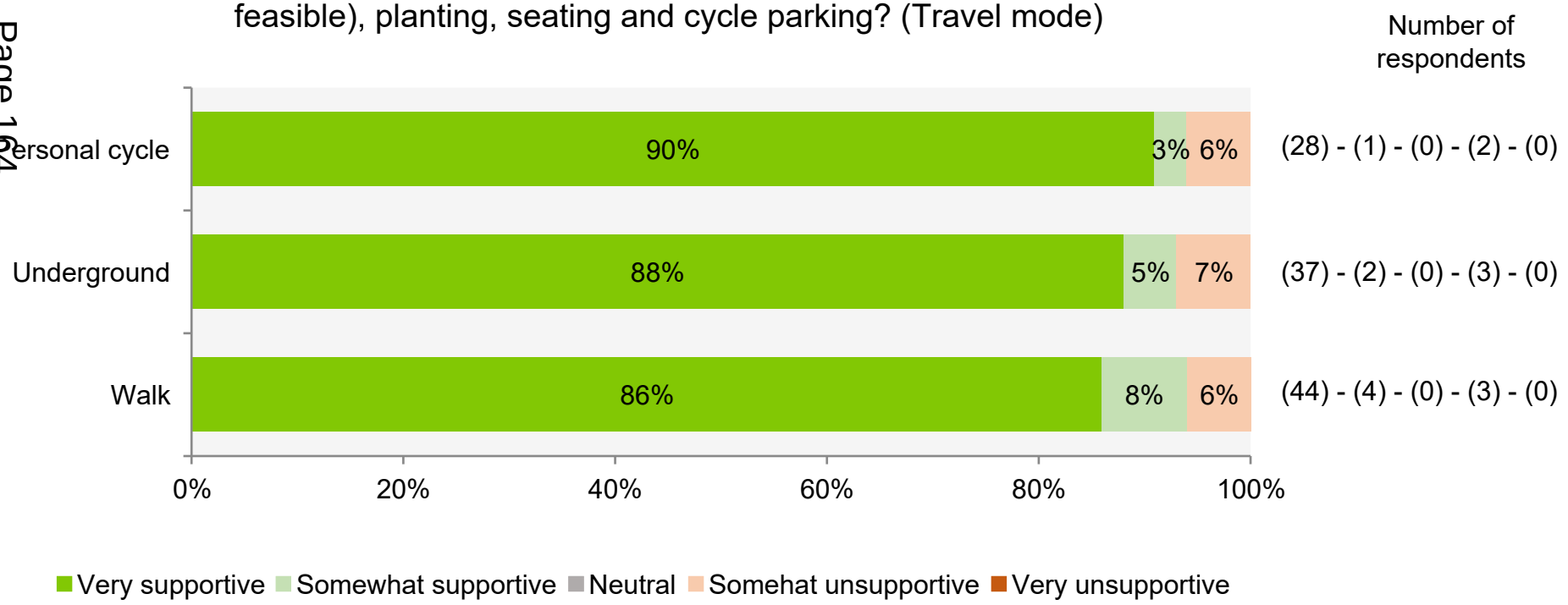
How support for widening pavements, introducing trees (where feasible), planting, seating and cycle parking varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported widening pavements, introducing trees (where feasible), planting, seating and cycle parking. Support again peaked among those who identified as using a personal cycle (93%).

In contrast, opposition was comparatively limited, with less than 10% across each travel mode.

n=31-51

Question: Do you support widening pavements, introducing trees (where feasible), planting, seating and cycle parking? (Travel mode)



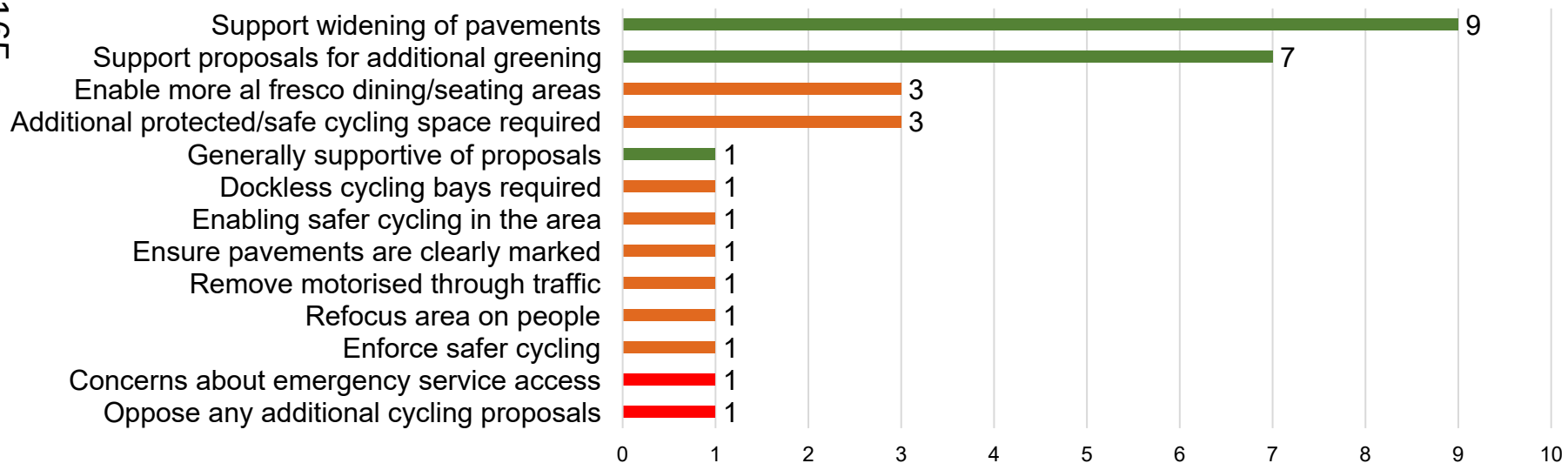
Eastcheap and Great Tower Street:

Comments about the Eastcheap and Great Tower Street pavements and public realm proposals to improve them for people walking or wheeling

19 respondents left comments about pavement and public realm proposals in the area. Some respondents made more than one comment. Here, we see all comments made, with a focus on support for widened pavements and additional greening.

n=19

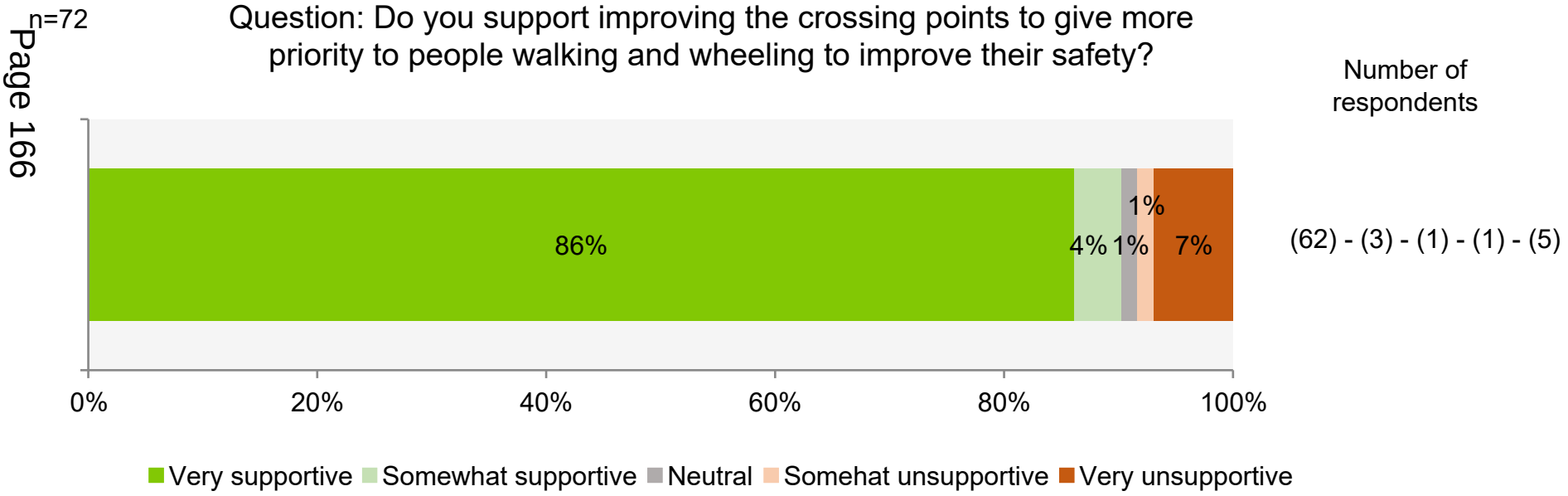
Question: Do you have any comments about the Eastcheap and Great Tower Street pavements and public realm proposals to improve them for people walking or wheeling?



Eastcheap and Great Tower Street:
Improving the crossing points to give more priority to people walking and wheeling to improve their safety

90% of respondents supported crossing point improvement - prioritising and improving the safety of those walking and wheeling. For many, this support was strong.

In contrast, just 8% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode.

Eastcheap and Great Tower Street:

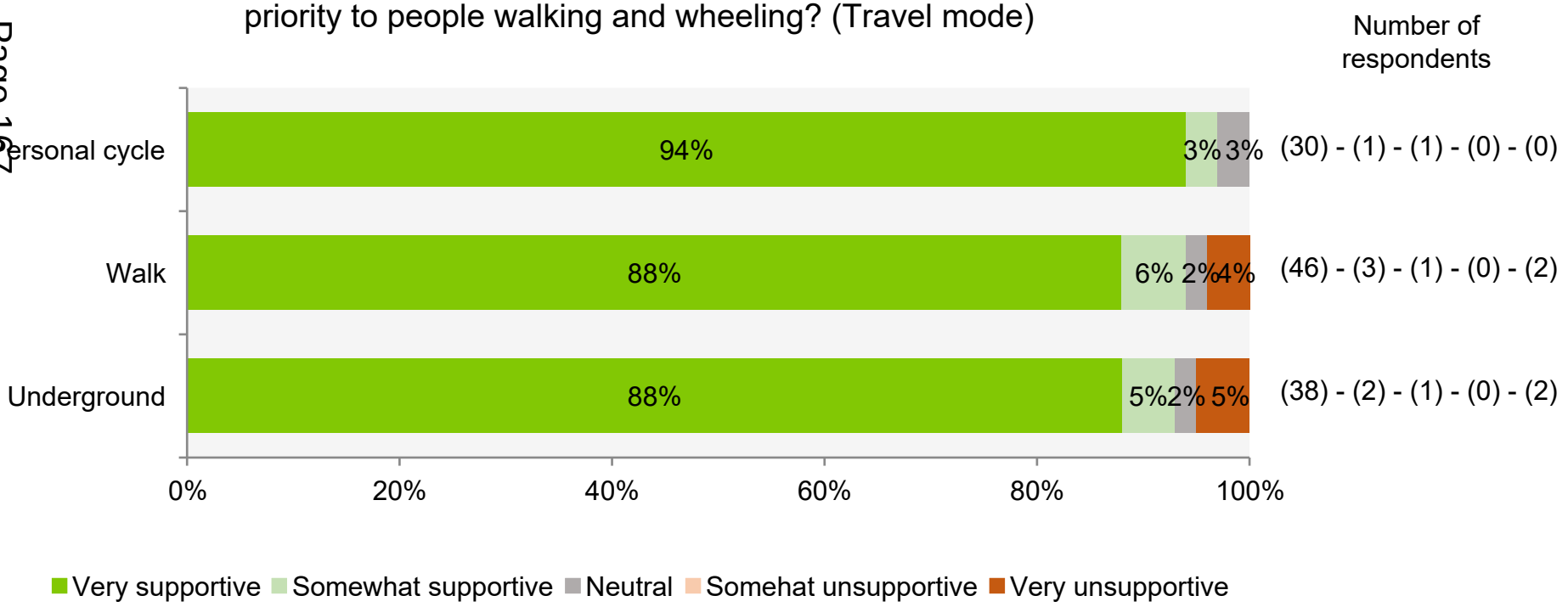
How support for improving the crossing points to give more priority to people walking and wheeling to improve their safety varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported improving the crossing points to give more priority to people walking and wheeling. Support again peaked among those who identified as using a personal cycle (97%).

In contrast, opposition was comparatively limited, with less than 10% across each travel mode.

n=32-52

Question: Do you support improving the crossing points to give more priority to people walking and wheeling? (Travel mode)

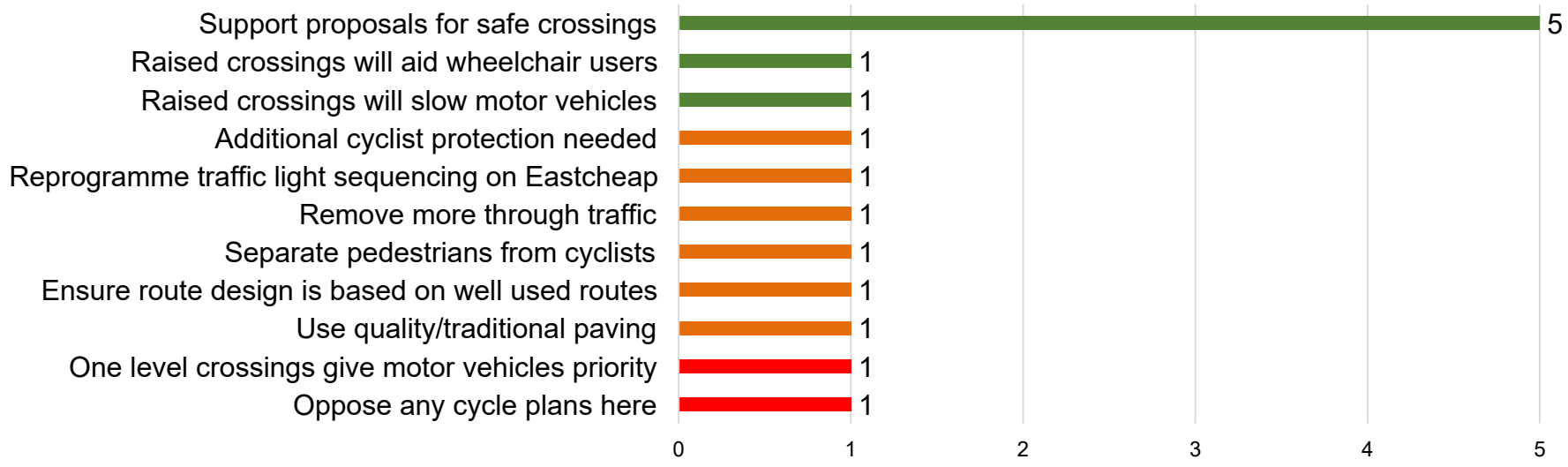


Eastcheap and Great Tower Street:
Comments about the Eastcheap and Great Tower Street crossings and proposals to improve them for people walking or wheeling

14 respondents left comments about proposed improvements to the area's crossings. Some respondents made more than one comment. Here, we see all comments made with the most frequent comments underlining support for these proposals.

n=14

Question: Do you have any comments about the Eastcheap and Great Tower Street crossings and proposals to improve them for people walking or wheeling?



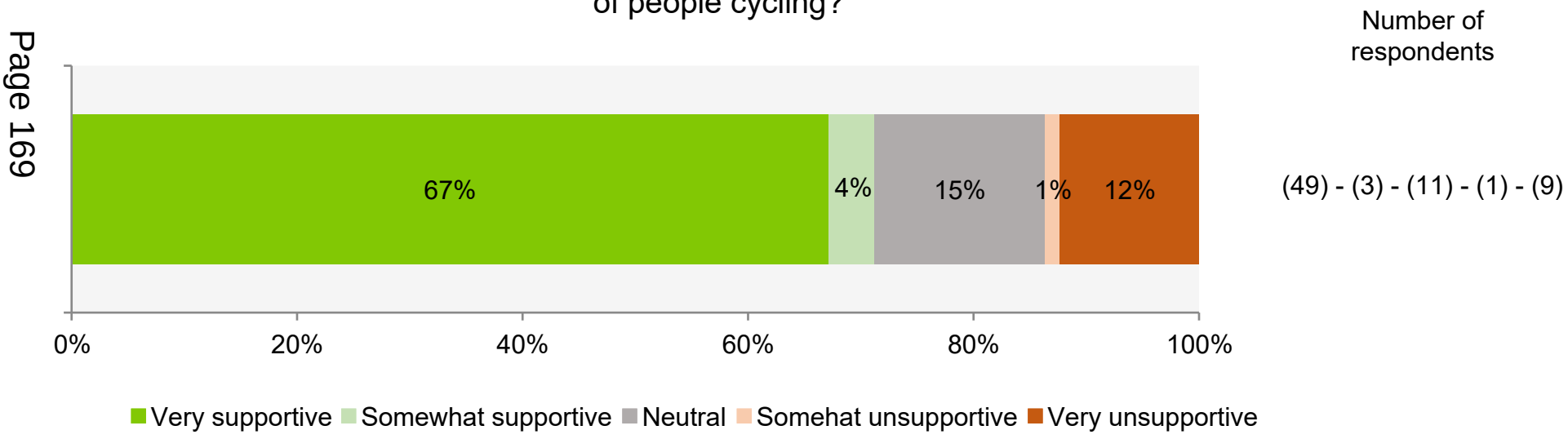
Eastcheap and Great Tower Street:
Improving the comfort and safety of people cycling

Over 70% of respondents supported the comfort and safety improvements for cyclists. For two-thirds, this support was strong.

In contrast, just 13% were unsupportive, with 15% expressing a neutral opinion.

n=73

Question: Do you support opportunities to improve the comfort and safety of people cycling?



On the following page, we see how support for this proposal varied by respondents' travel mode.

Eastcheap and Great Tower Street:

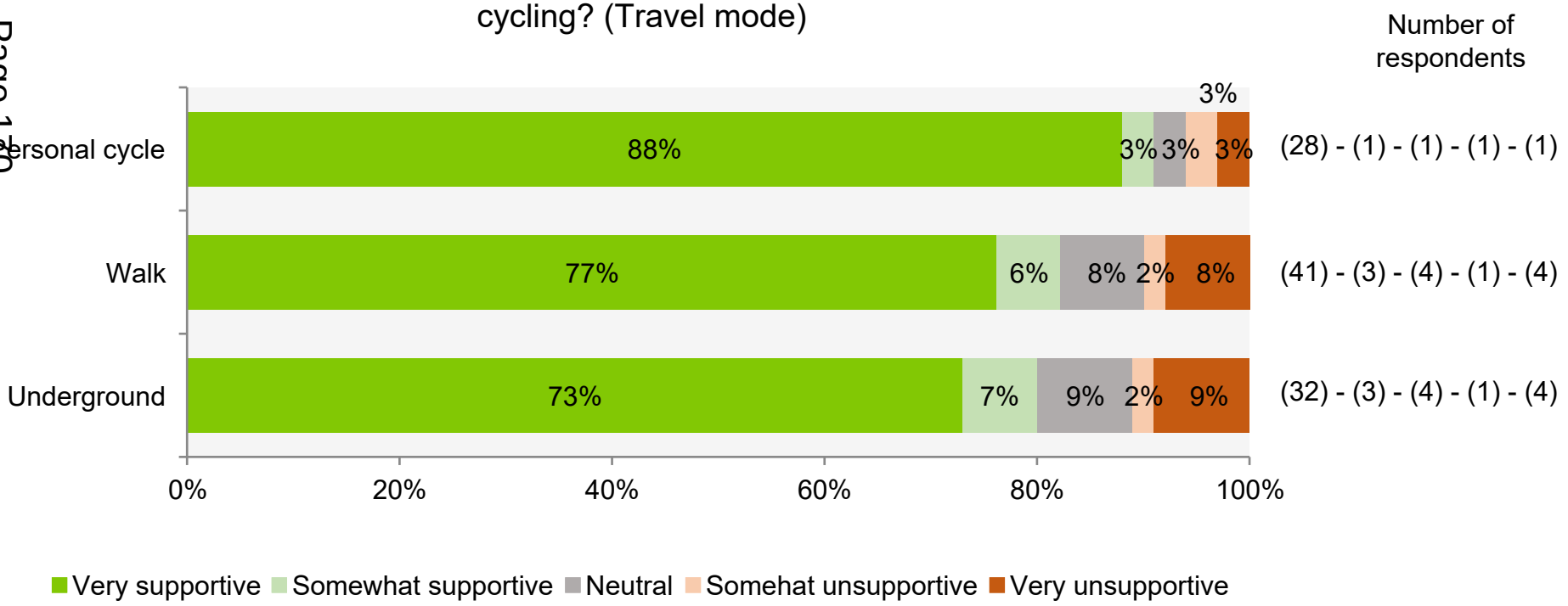
How support for improving the comfort and safety of people cycling varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported improving the comfort and safety of people cycling. Support again peaked among those who identified as using a personal cycle (91%).

In contrast, opposition was comparatively limited, with less than 12% across each travel mode.

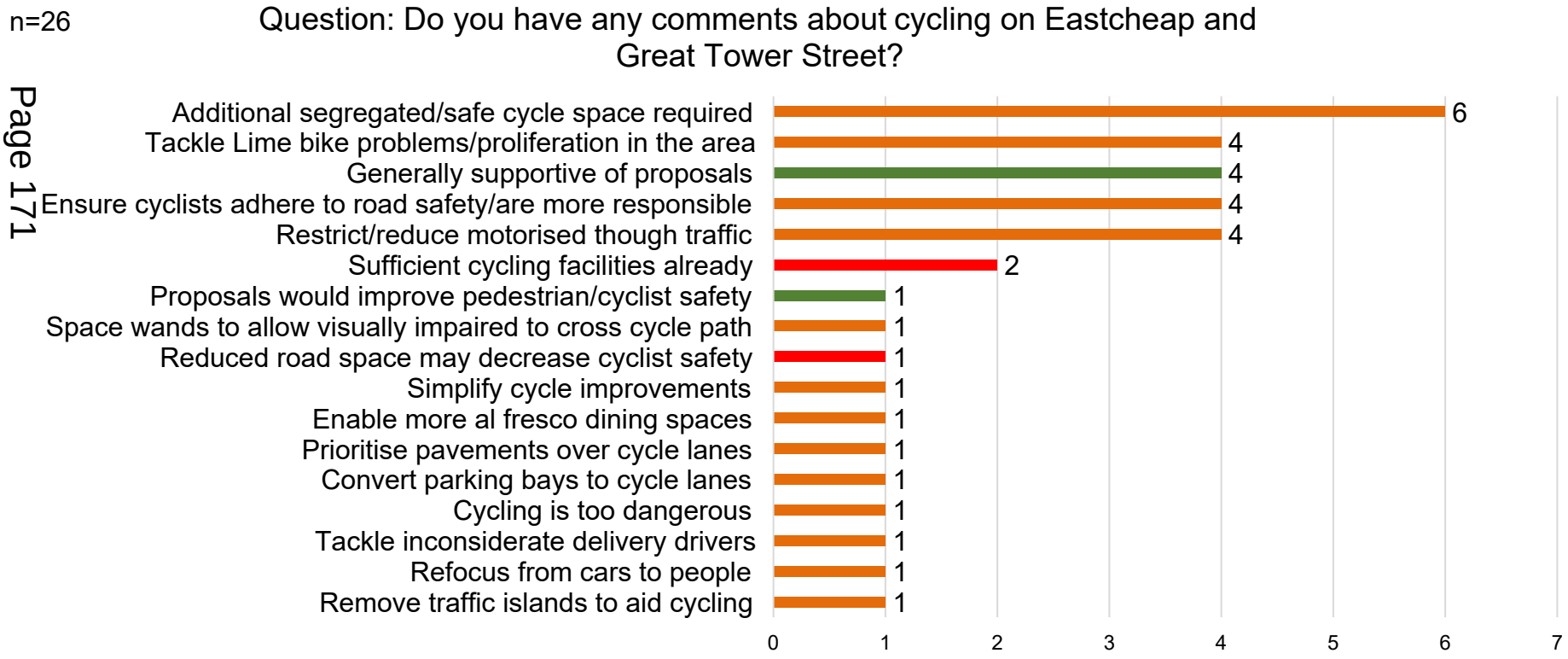
n=32-53

Question: Do you support improving the comfort and safety of people cycling? (Travel mode)



Eastcheap and Great Tower Street:
Comments about cycling on Eastcheap and Great Tower Street

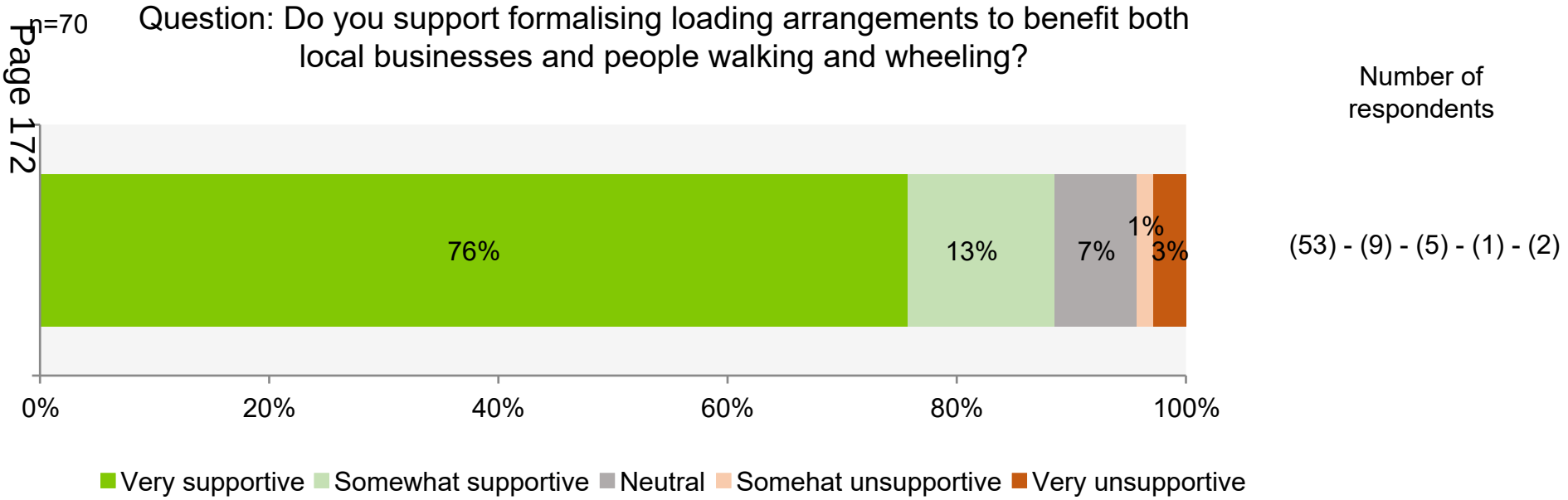
26 respondents left comments about cycling on Eastcheap and Great Tower Street. Some respondents made more than one comment. Here, we see the wide breadth of comments made, of which the most common focused on a perceived need for safe and segregated cycle space.



Eastcheap and Great Tower Street:
Formalising loading arrangements to benefit both local businesses and people walking and wheeling

Almost 90% of respondents supported formalised loading arrangements. For many, this support was strong.

In contrast, just 4% were unsupportive, with 7% expressing a neutral opinion.



On the following page, we see how support for this proposal varied by respondents' travel mode.

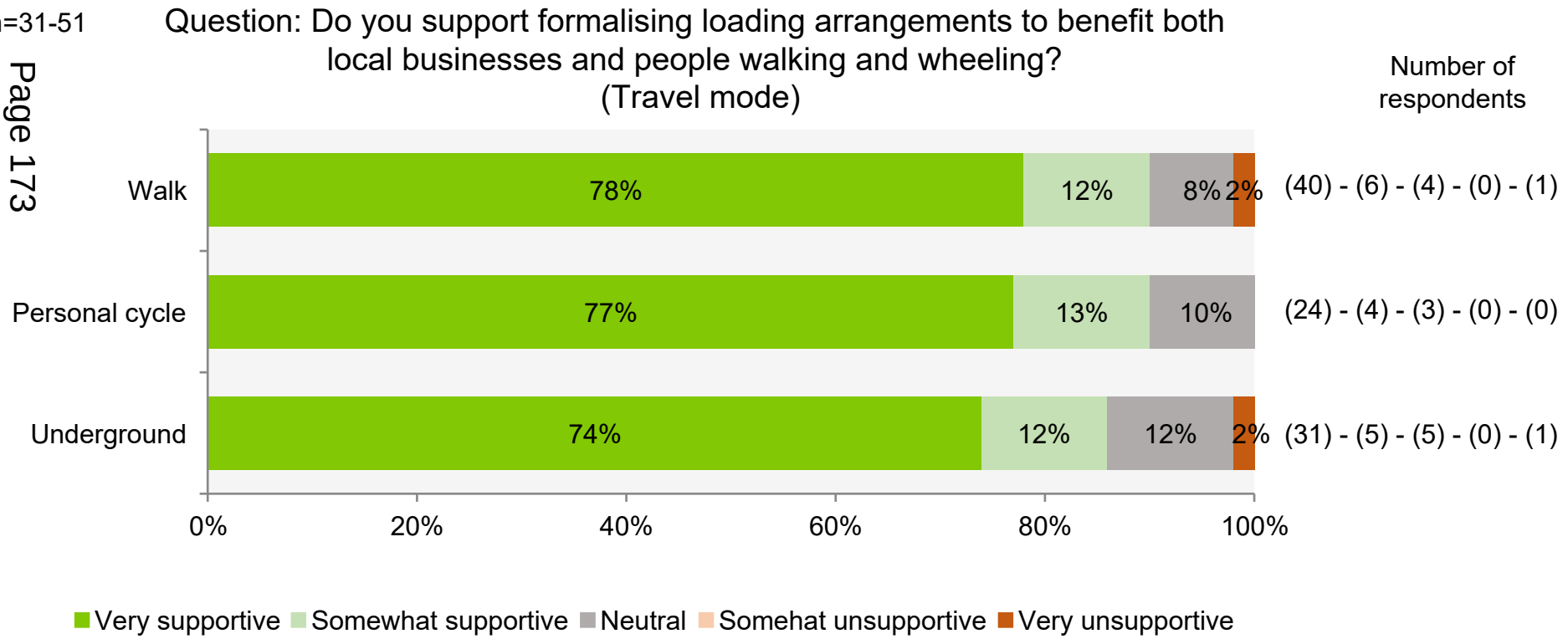
Eastcheap and Great Tower Street:

How support for formalising loading arrangements to benefit both local businesses and people walking and wheeling varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported formalising loading arrangements to benefit both local businesses and people walking and wheeling. Support peaked among those who identified as walking (90%) and using a personal cycle (90%).

In contrast, opposition was very limited across each travel mode.

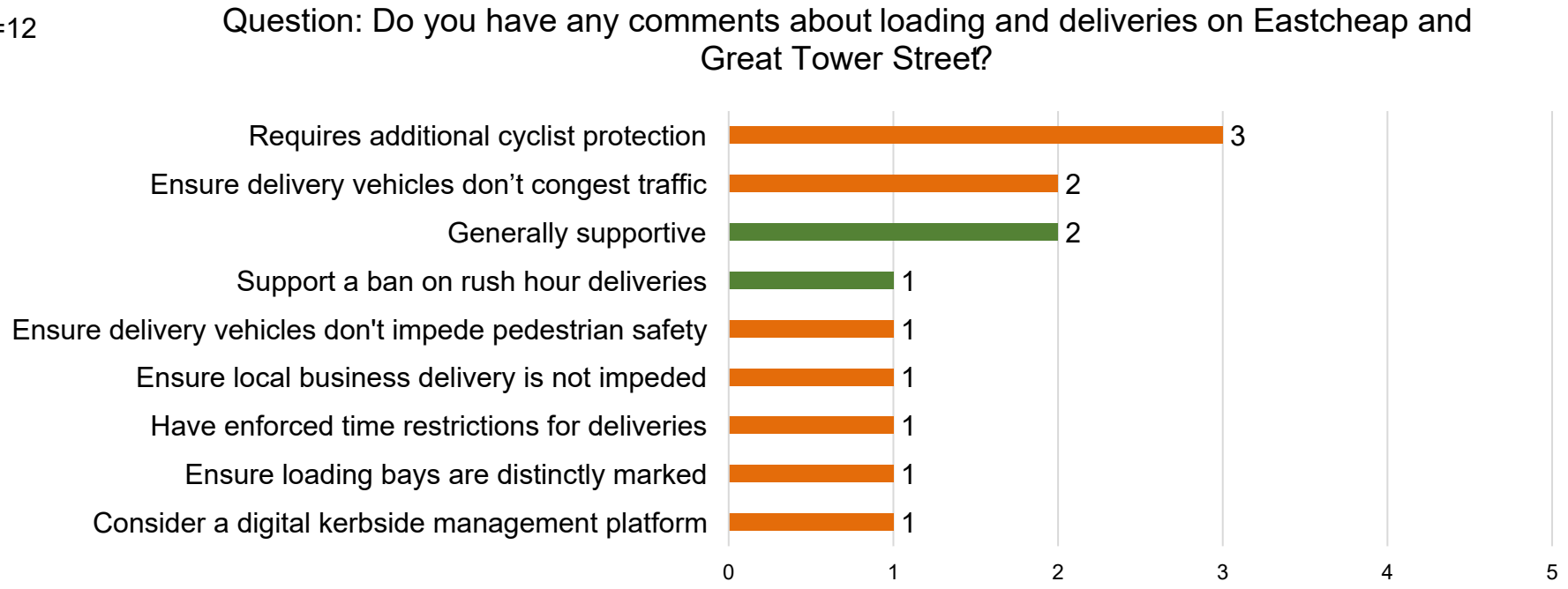
n=31-51



Eastcheap and Great Tower Street:
Comments about loading and deliveries on Eastcheap and Great Tower Street

12 respondents left comments about loading and deliveries on Eastcheap and Great Tower Street. Some respondents made more than one comment. Here, we see all comments made, with a need for additional cyclist protection emerging again as the most frequent comment.

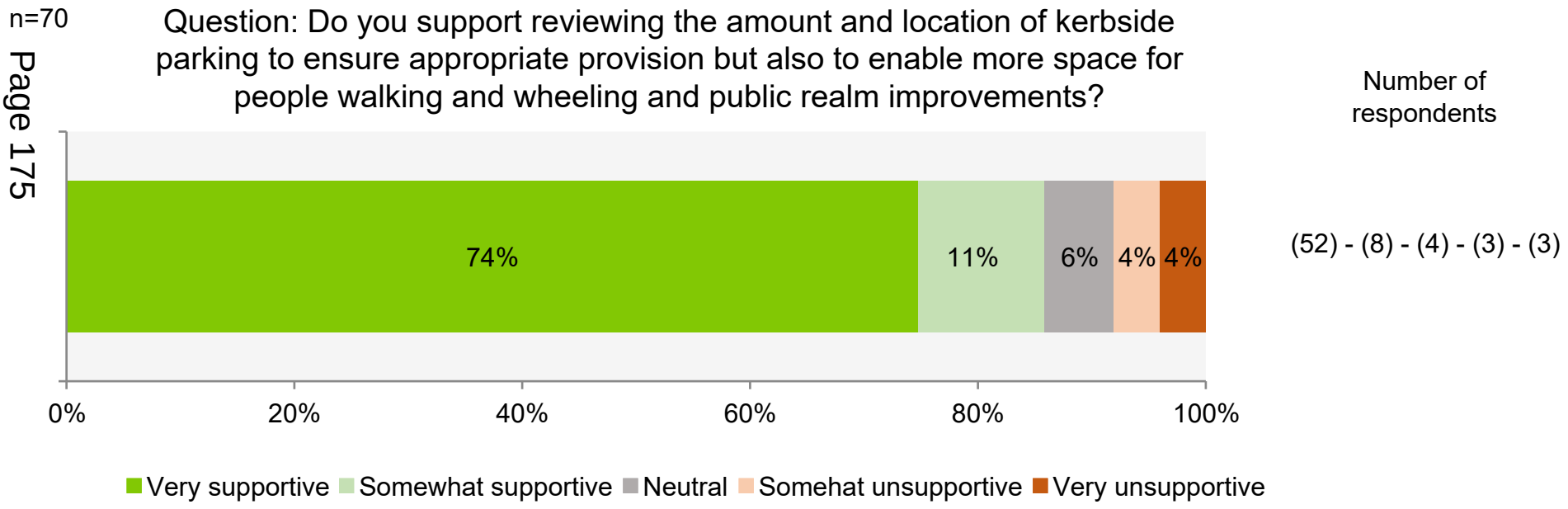
n=12



Eastcheap and Great Tower Street:
Reviewing the amount and location of kerbside parking to ensure appropriate provision but also to enable more space for people walking and wheeling and public realm improvements

85% of respondents supported a review of kerbside parking, with many expressing strong support.

In contrast, just 8% were unsupportive.



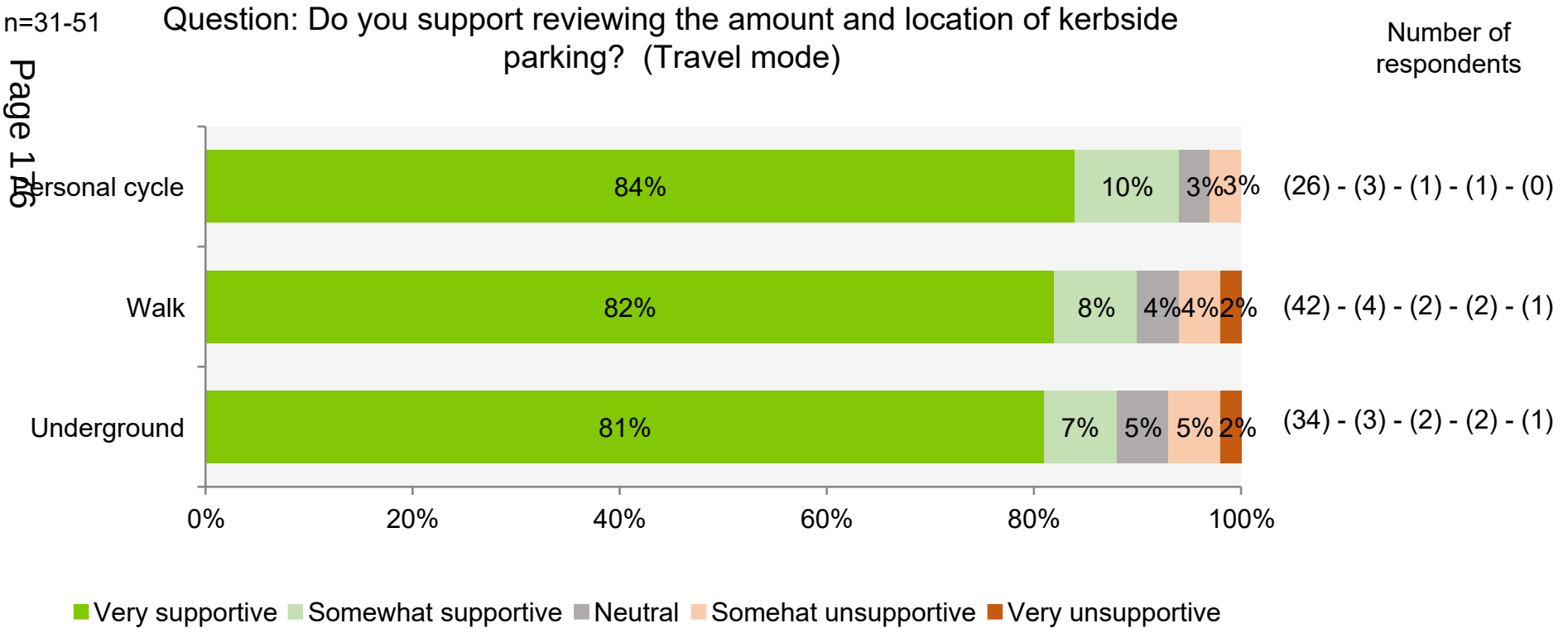
On the following page, we see how support for this proposal varied by respondents' travel mode.

Eastcheap and Great Tower Street:

How support for reviewing the amount and location of kerbside parking varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported reviewing the amount and location of kerbside parking. Support again peaked among those who identified as using a personal cycle (94%).

In contrast, opposition was very limited across each travel mode.

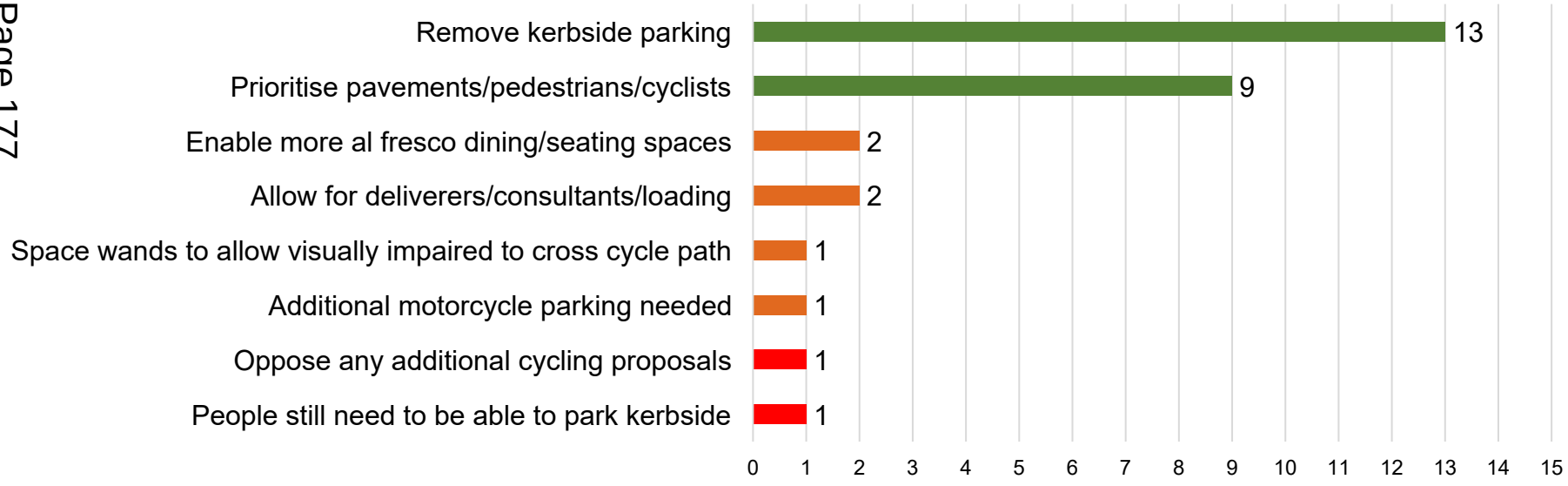


Eastcheap and Great Tower Street:
Comments about kerbside parking on these streets

26 respondents left comments about kerbside parking on the area's streets. Some respondents made more than one comment. Here, we see all comments made, with a clear focus on a perceived need to remove kerbside parking from these streets.

n=26

Question: Do you have any comments about kerbside parking on these streets?

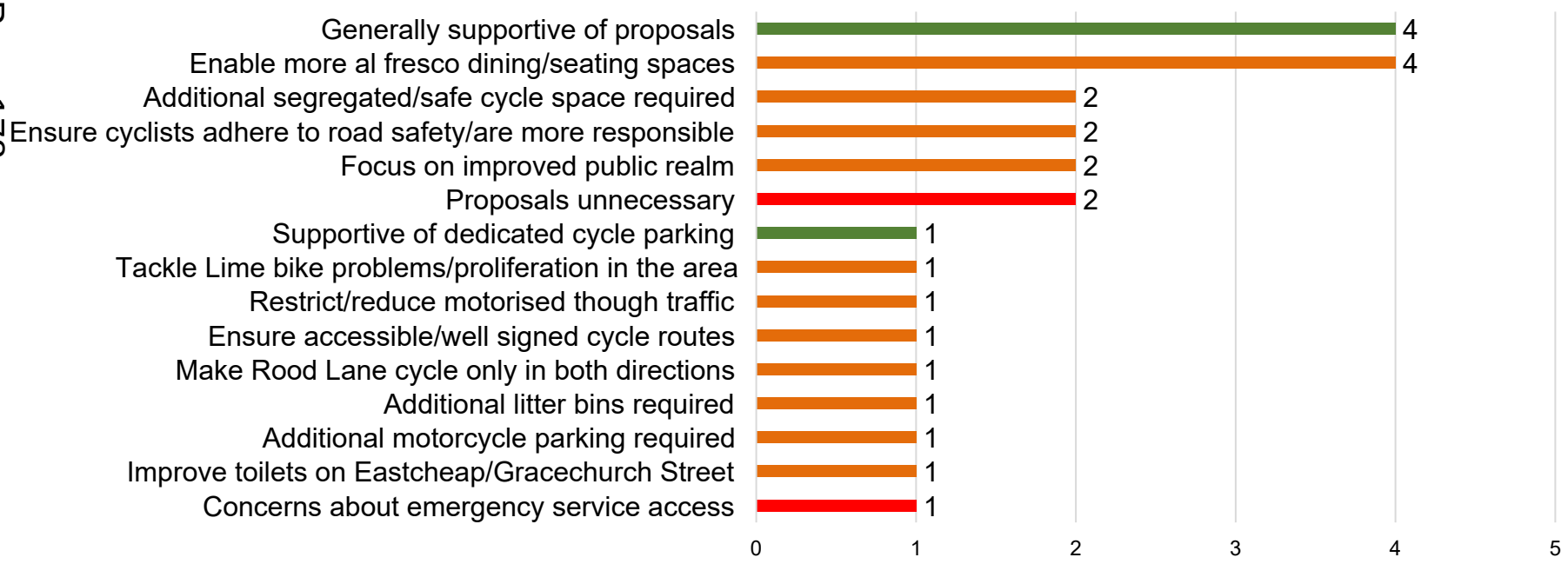


Eastcheap and Great Tower Street:
Additional comments about Eastcheap and Great Tower Steet in general

20 respondents left additional comments on Eastcheap and Great Tower Street. Some respondents made more than one comment. Here, we see the wide breadth of all comments made, with many ideas for additional enhancement and improvement in the area - including enabling more al fresco dining/seating space, additional safe spaces for cyclists and improved public realm, and a need to ensure that cyclists travel through the area responsibly.

n=20

Question: Do you have any comments about Eastcheap and Great Tower Steet in general?



Streets North of Eastcheap and Great Tower Street

Streets North of Eastcheap and Great Tower Street - draft proposals

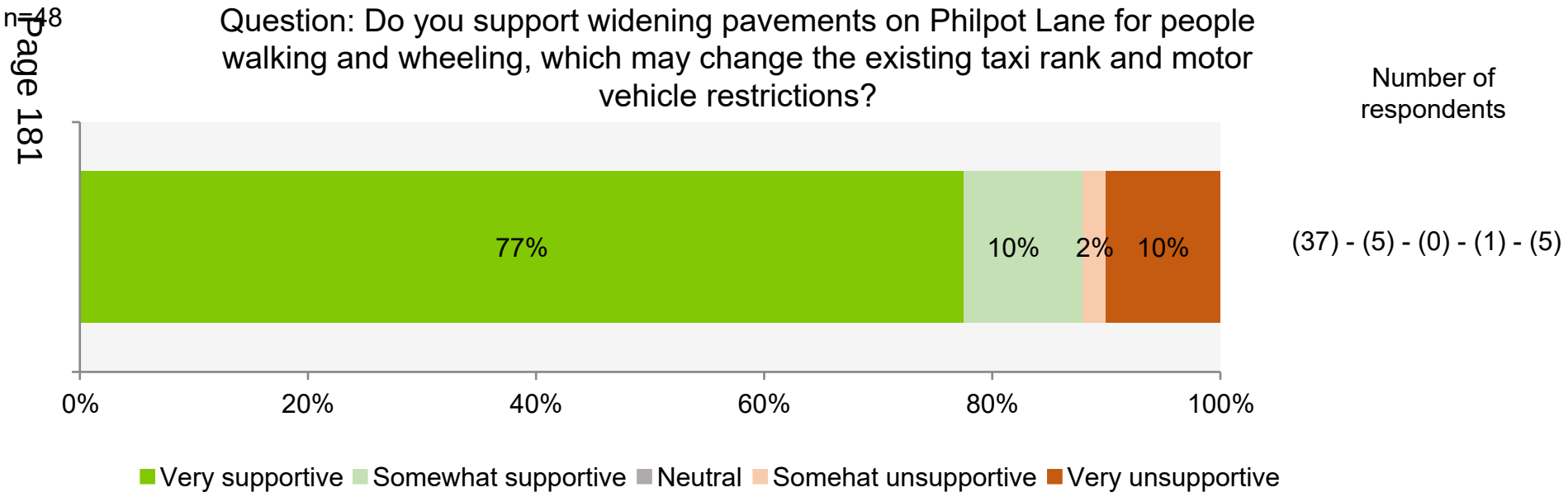
- The streets between Eastcheap and Great Tower Street and Fenchurch Street provide links for motor vehicles and for people walking, wheeling and cycling. There is a commitment to closing Rood Lane to motor vehicles between 7am and 7pm on weekdays to improve the comfort/safety of people walking, wheeling and cycling. (Proposal 5 on the plan). Where development opportunities arise, it is proposed to work with developers to create new walking routes to make it easier to walk and wheel through the area. It is also proposed to assist the Aldgate Connect Business Improvement District (BID) and c2c and Network Rail Fenchurch Place to make improvements to the forecourt area in front of Fenchurch Street station (in private ownership). (Proposal 9 on the plan). It is also proposed to explore giving more priority for people walking and wheeling to and from the station.
- Proposal 4 - On Philpot Lane, exploring widening pavements for people walking and wheeling. This may involve changing the existing taxi rank and motor vehicle waiting restrictions.
- Proposal 6 - On Mincing Lane, exploring introducing a crossing point raised to pavement level at Plantation Lane to give more priority to people walking and wheeling and improve their comfort and safety. Improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.
- Proposal 7 - On Mark Lane, exploring raising the carriageway to pavement level on the northern section between Fenchurch Street and the existing traffic restriction to give more priority to people walking and wheeling and improve their comfort and safety. Reviewing the amount and location of parking to ensure appropriate provision while enabling public realm improvements.
- Proposal 8 - On London Street, exploring raising the carriageway to pavement level at the junction with Mark Lane and Fenchurch Place to give more priority to people walking and wheeling and improve their comfort and safety.

Streets North of Eastcheap and Great Tower Street:

Widening pavements on Philpot Lane for people walking and wheeling (which may involve changing the existing taxi rank and motor vehicle waiting restrictions)

Almost 90% of respondents supported pavement widening on Philpot Lane. For many this support was strong.

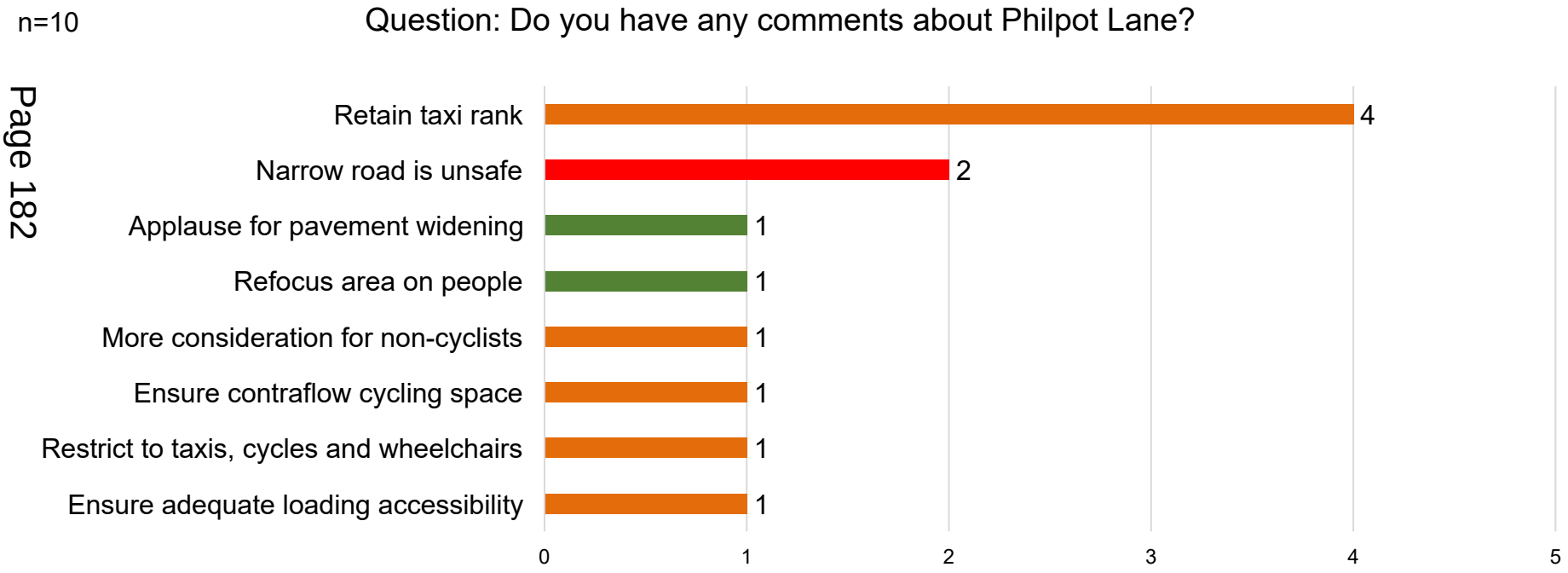
In contrast, just 12% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street:
Comments about Philpot Lane

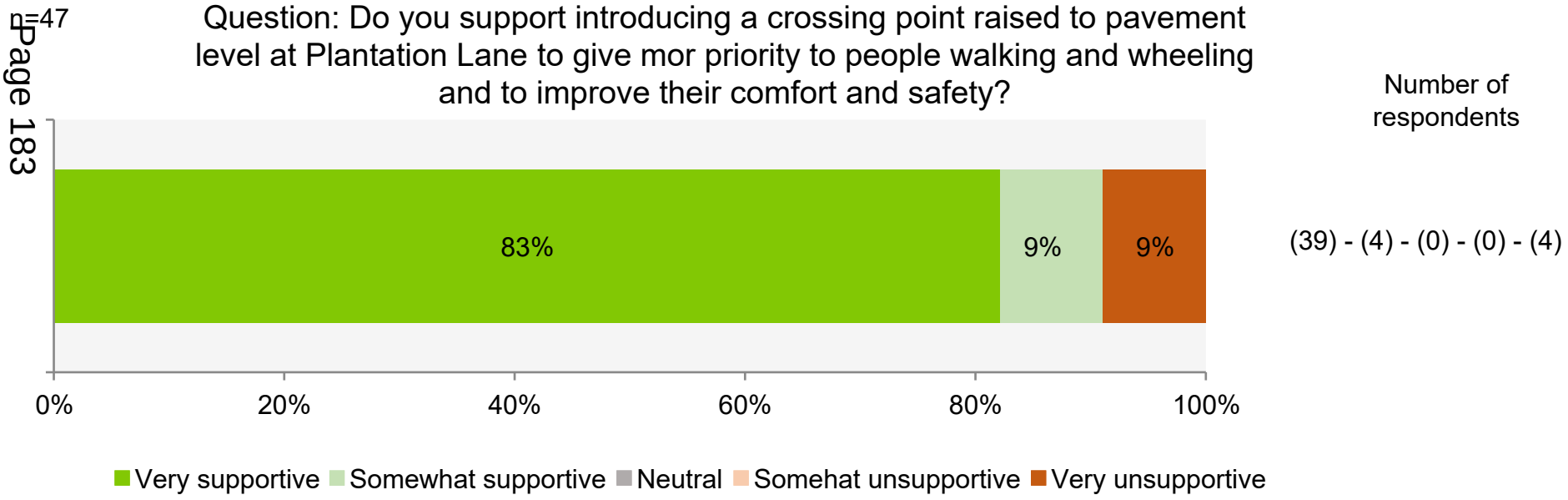
10 respondents left comments about Philpot Lane. Some respondents made more than one comment. Here, we see all comments made - the most frequent being to retain the taxi rank.



Streets North of Eastcheap and Great Tower Street:
On Mincing Lane, introducing a crossing point raised to pavement level at Plantation Lane to give more priority to people walking and wheeling and improve their comfort and safety

Over 90% of respondents supported the introduction of a crossing point on Mincing Lane - with the vast majority expressing strong support for this proposal.

In contrast, just 9% were unsupportive.

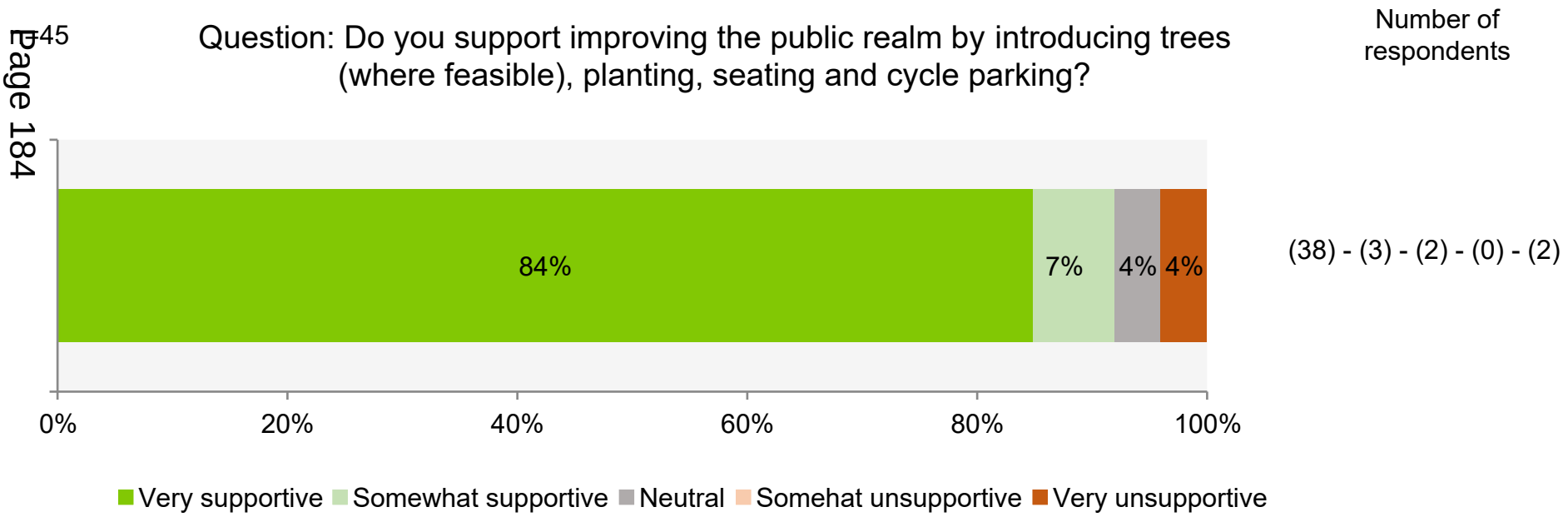


Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street:
Improving the public realm by introducing trees (where feasible), planting, seating and cycle parking

Over 90% of respondents supported the public realm improvements as described. For many, this support was strong.

In contrast, just 4% were unsupportive.



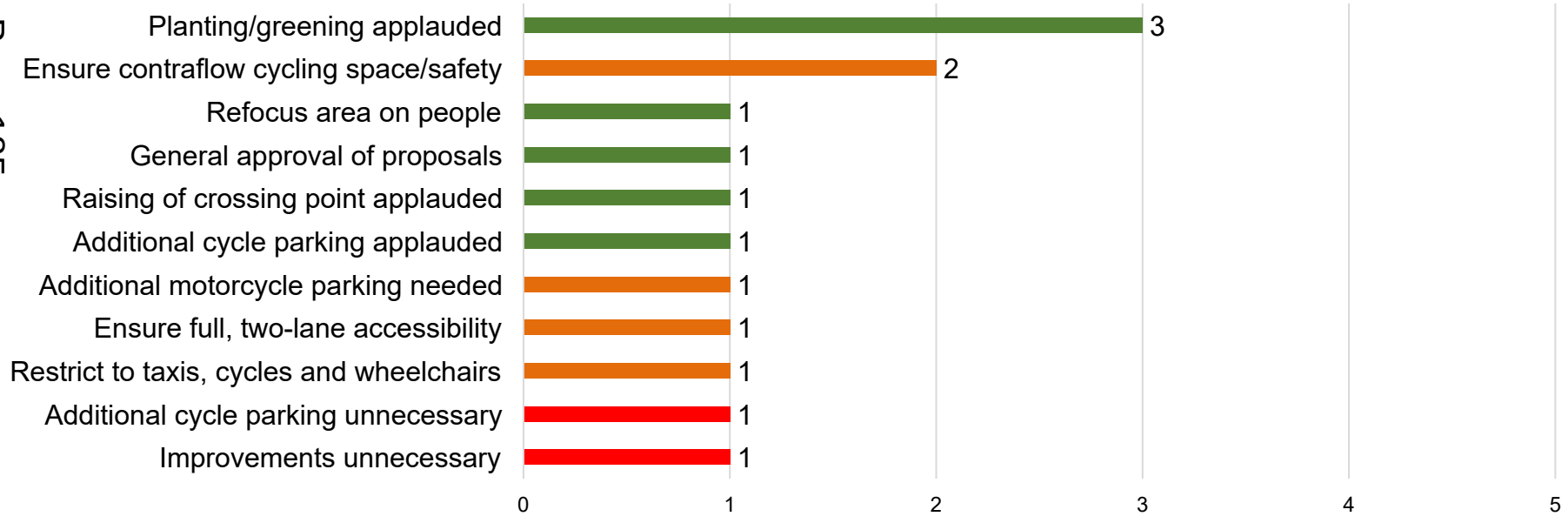
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street:
Comments about Mincing Lane

12 respondents left comments about Mincing Lane. Some respondents made more than one comment. Here, we see all comments made, with a number of respondents applauding the proposals for this area.

n=12

Question: Do you have any comments about Mincing Lane?

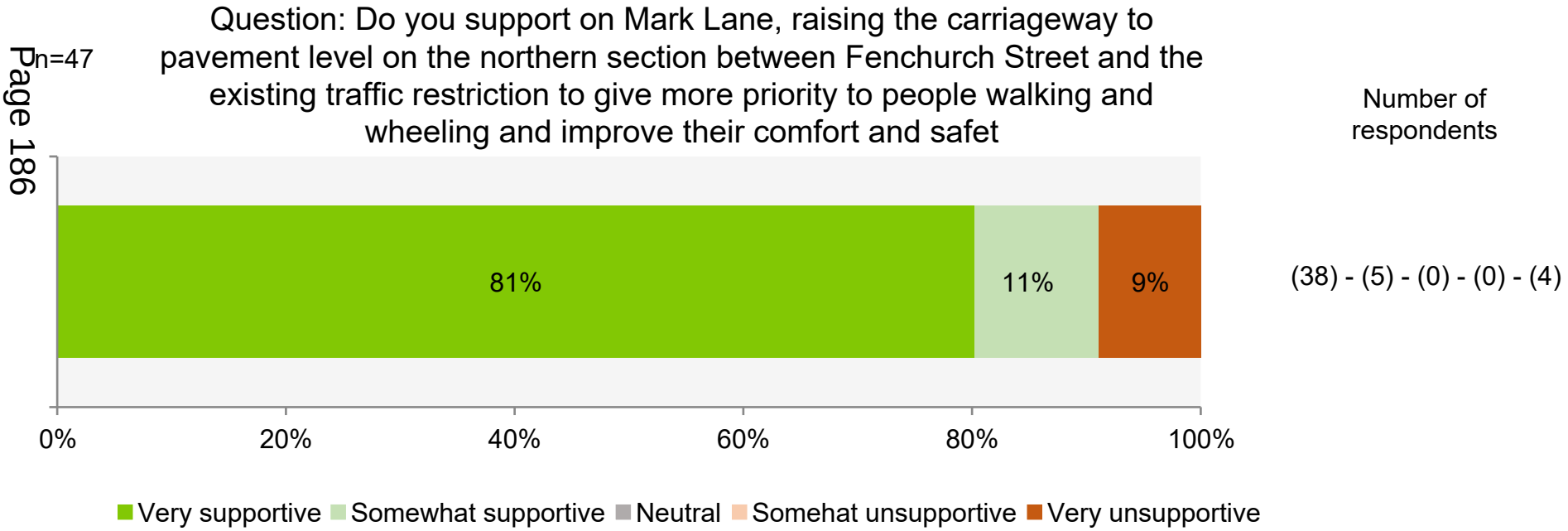


Streets North of Eastcheap and Great Tower Street:

On Mark Lane, raising the carriageway to pavement level on the northern section between Fenchurch Street and the existing traffic restriction to give more priority to people walking and wheeling and improve their comfort and safety

Over 90% of respondents supported raising the carriageway on Mark Lane. For many, this support was strong.

In contrast, just 9% were unsupportive.



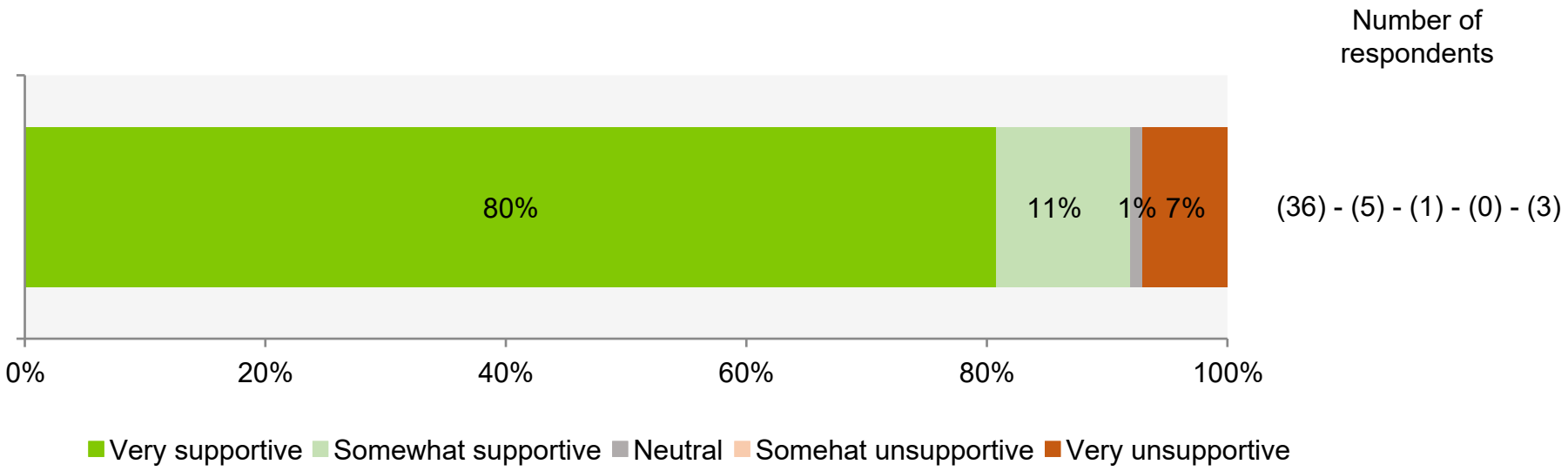
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street:
Reviewing the amount and location of parking to ensure appropriate provision while enabling public realm improvements

Over 90% of respondents supported a review of the amount and location of parking to ensure appropriate provision while enabling public realm improvements. In contrast, just 7% were unsupportive.

n=45

Question: Do you support reviewing the amount and location of parking to ensure appropriate provision while enabling public realm improvements?



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street:
Comments about Mark Lane

Just eight respondents left comments about Mark Lane. Some respondents made more than one comment. Here, we see all comments made, spanning a combination of support for the proposals, with additional suggestions, concerns and queries.

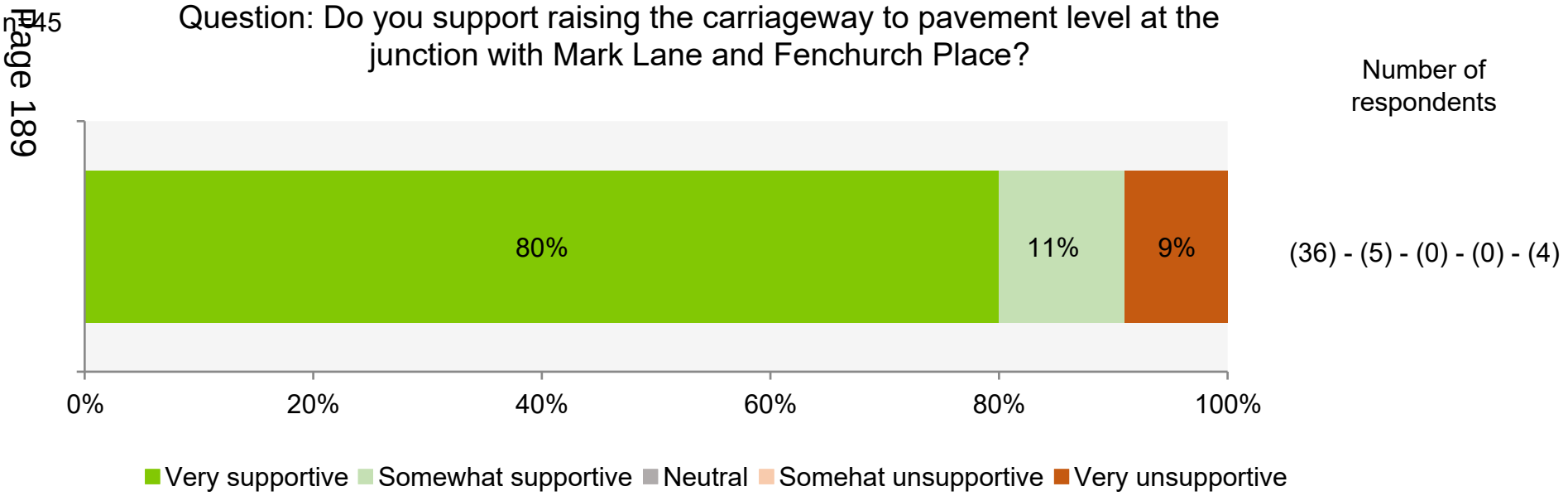
n=8

Streets North of Eastcheap and Great Tower Street:

On London Street, raising the carriageway to pavement level at the junction with Mark Lane and Fenchurch Place to give more priority to people walking and wheeling and improve their comfort and safety

Over 90% of respondents supported raising the carriageway to pavement level on London Street at the junction of Mark Lane/Fenchurch Place. For many, this support was strong.

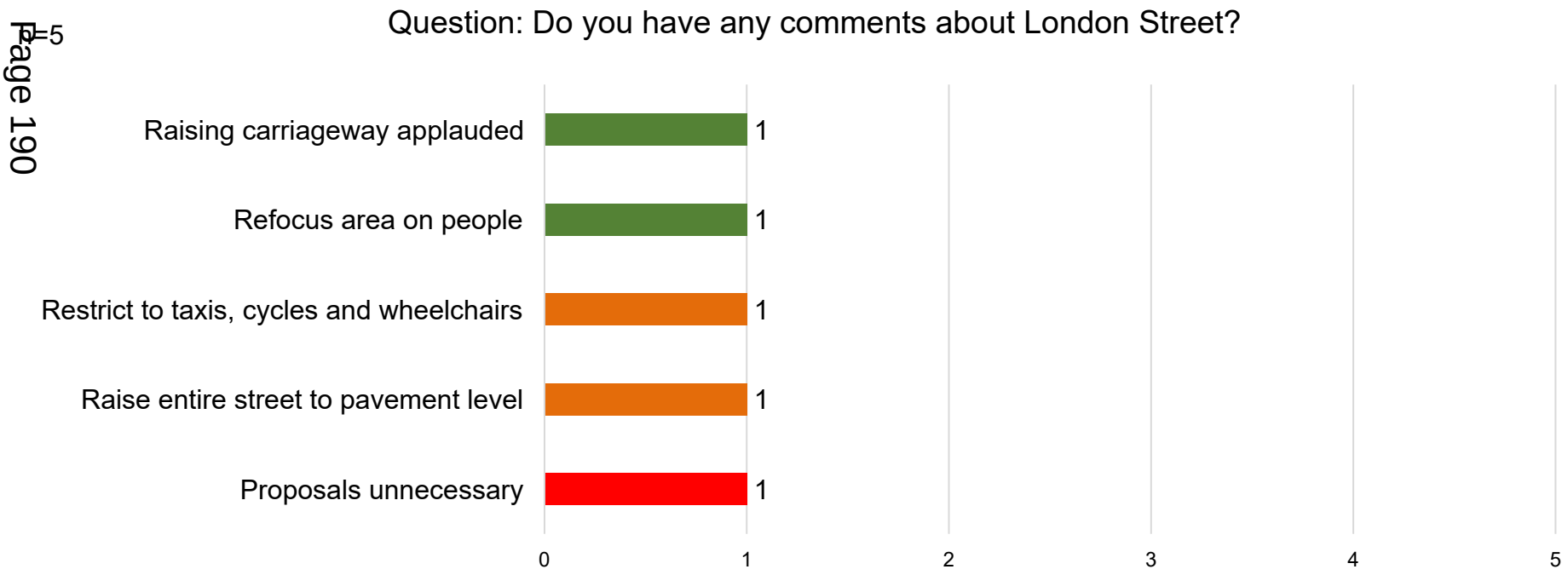
In contrast, just 9% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

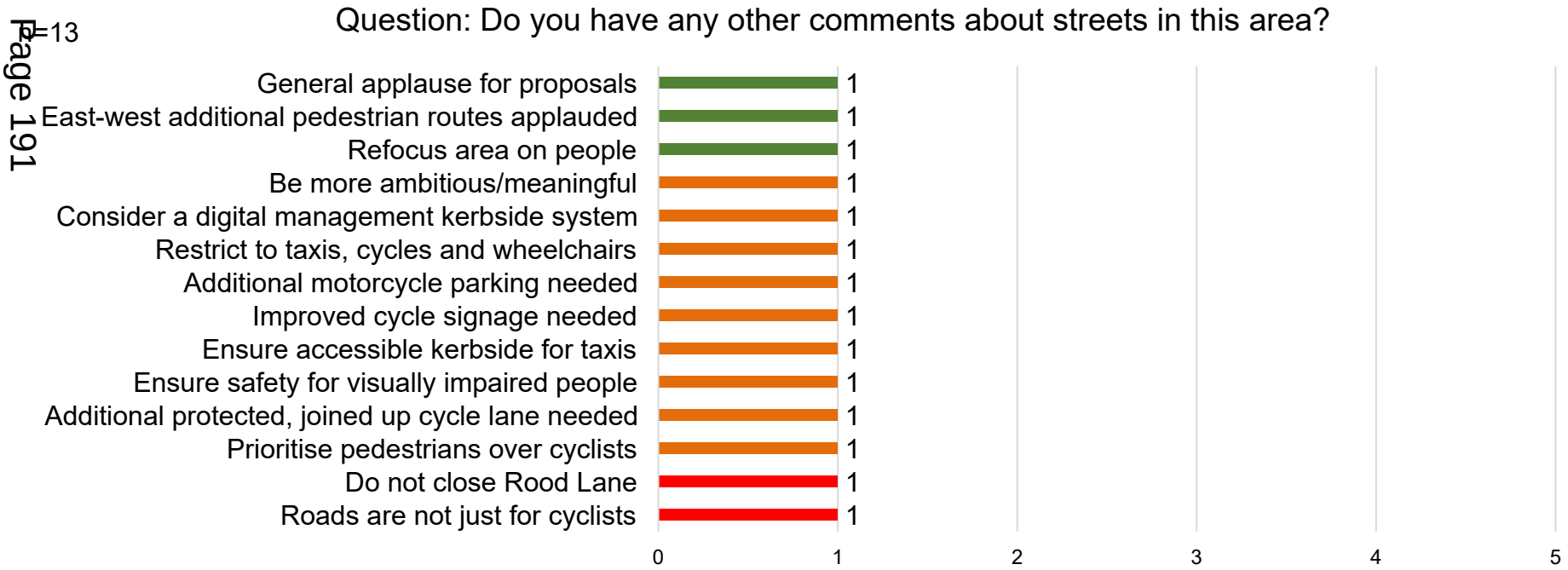
Streets North of Eastcheap and Great Tower Street:
Comments about London Street

Just five respondents left comments about London Street. Some respondents made more than one comment. Here, we see all comments made.



Streets North of Eastcheap and Great Tower Street:
Additional comments about streets in this area

13 respondents left additional comments about streets in the area. Comments were disparate in nature, with no clear themes emerging.



Streets East of Mark Lane

Streets East of Mark Lane - draft proposals

Lloyds Avenue is already being improved via the installation of in ground planters that absorb rainwater, while also widening pavements and installing new seating (Proposal 12 on the plan).

Proposal 10 - On St. Katherine's Row and French Ordinary Court, exploring the installation of improved lighting and Legible London signage to improve navigation.

Proposal 11 - On Hart Street and Crutched Friars exploring widening pavements, introducing trees (where feasible), planting and seating and raise the carriageway in places to pavement level to give more priority to people walking and wheeling and improve their comfort and safety.

Proposal 13 - On Northumberland Alley exploring closing the carriageway between Crutched Friars and the junction with Carlisle Avenue to motor vehicles and/or raising the carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety. Carlisle Avenue would be made two-way to motor vehicles to maintain vehicle access.

Proposal 14 - On Jewry Street, exploring widening pavements, introducing trees (where feasible), planting and seating and more cycle parking. Also exploring raising the carriageway to pavement level at the side street junctions with India Street, Carlisle Avenue and Saracens Head Yard to give more priority to people walking and wheeling and improve their comfort and safety.

Proposal 15 - On India Street, exploring raising the carriageway to pavement level at the junction with Vine Street to give more priority to people walking and wheeling and improve their comfort and safety.

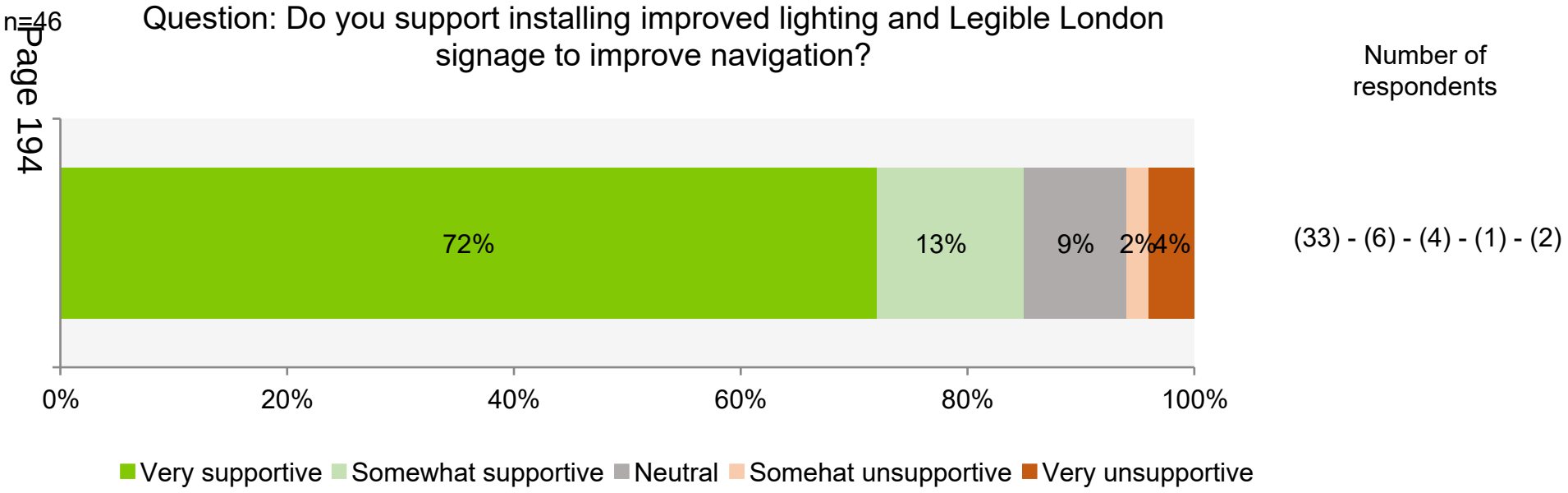
Proposal 16 - On Crosswall, exploring improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.

Streets East of Mark Lane:

On St. Katherine's Row and French Ordinary Court, installing improved lighting and Legible London signage to improve navigation

85% of respondents supported improved lighting installation and Legible London signage to aid navigation. For many, this support was strong.

In contrast, just 6% were unsupportive, with 9% expressing a neutral opinion.

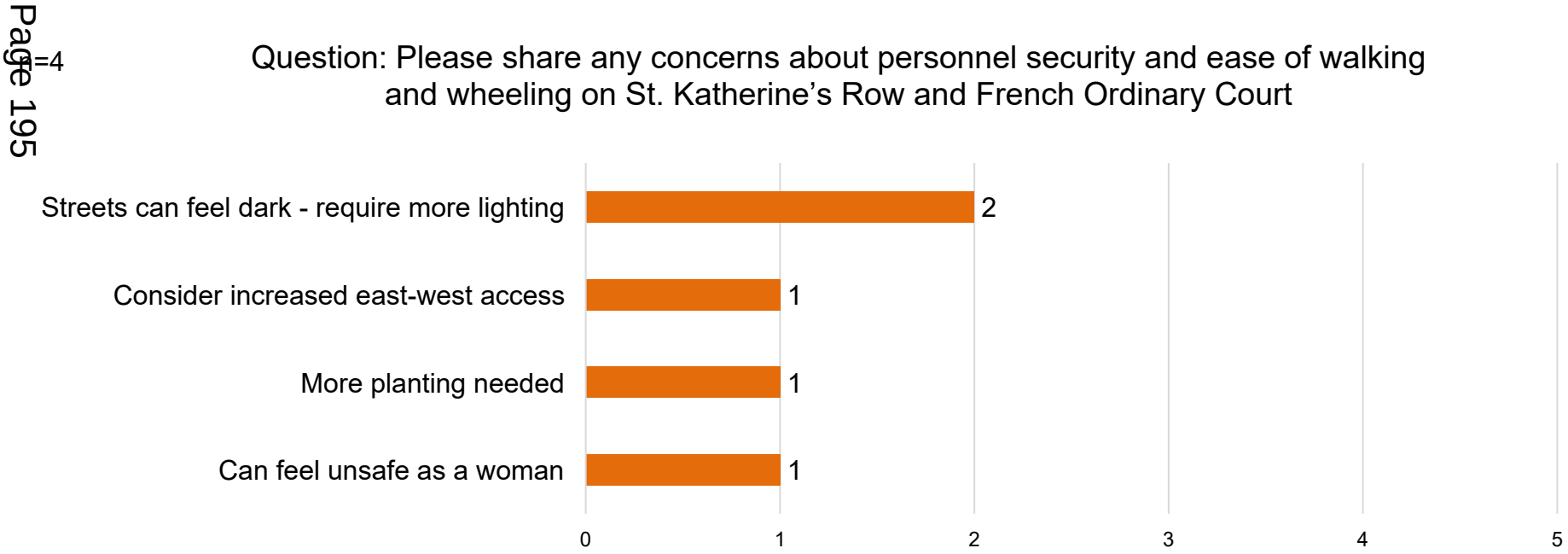


Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street:
Concerns about personal security and ease of walking and wheeling on St. Katherine's Row and French Ordinary Court

Just four respondents detailed concerns about personal security and ease of walking and wheeling on St/ Katherine's Row and French Ordinary Court. Some respondents made more than one comment.

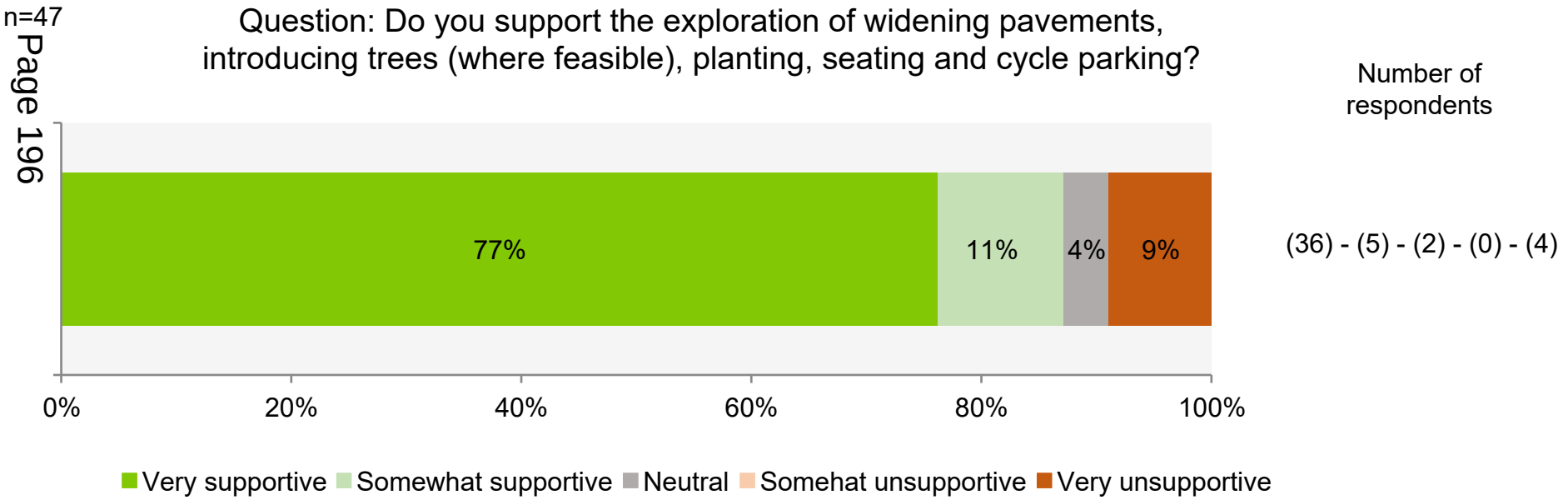
Here we see all feedback given.



Streets East of Mark Lane:

On Hart Street and Crutched Friars, widening pavements, introducing trees (where feasible), planting and seating and raising the carriageway in places to pavement level to give more priority to people walking and wheeling and improve their comfort and safety

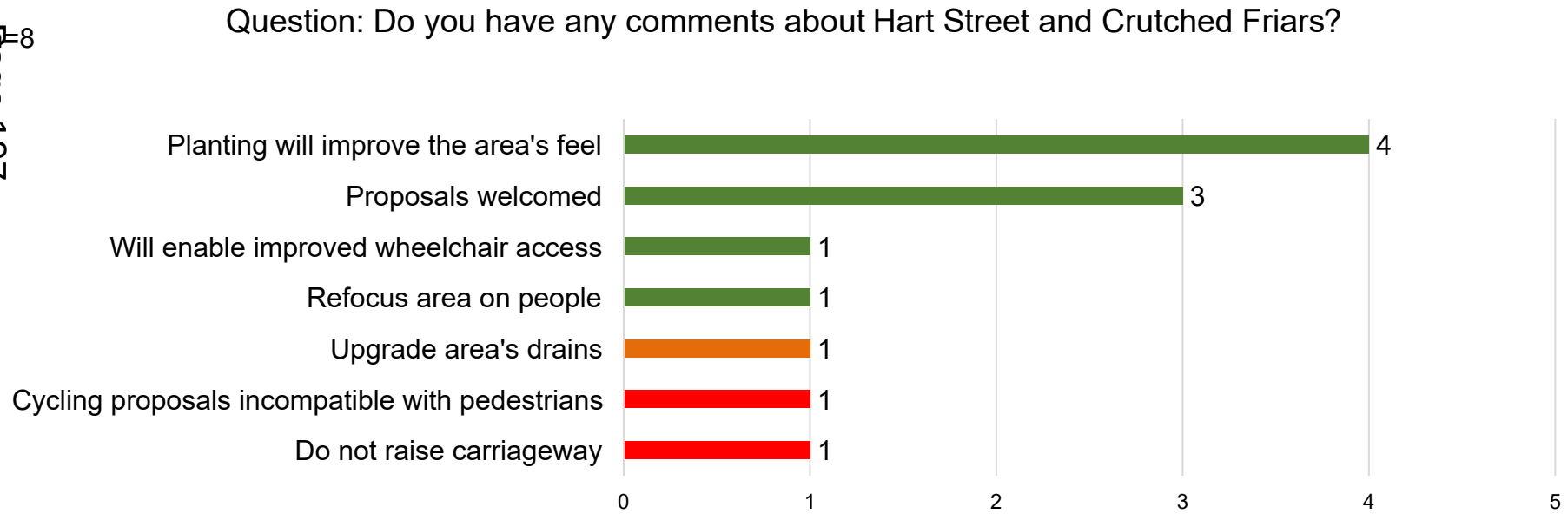
Close to 90% of respondents supported pavement widening with accompanying tree planting, seating and carriage raising on Hart Street and Crutched Friars. For many, this support was strong. In contrast, just 9% were unsupportive.



Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane:
Comments about Hart Street and Crutched Friars

Eight respondents left comments about Hart Street and Crutched Friars. Some respondents made more than one comment. Here, we see all feedback given, with the most frequent responses welcoming the proposals and specifically applauding planting and greening of the area.

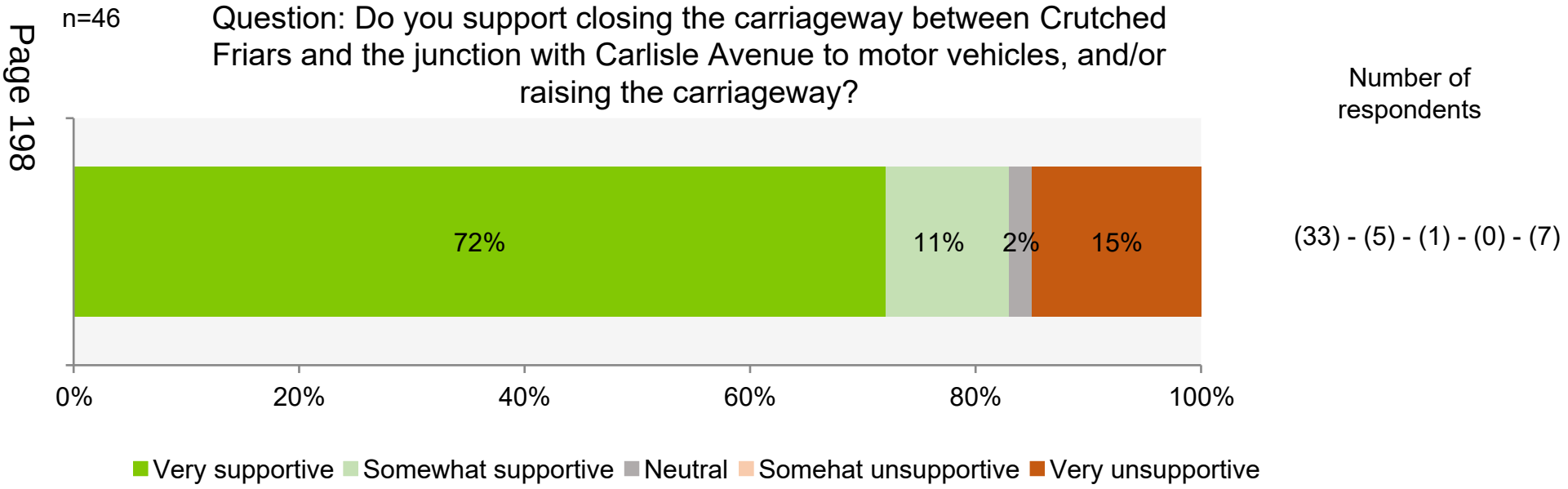


Streets East of Mark Lane:

On Northumberland Alley, closing the carriageway between Crutched Friars and the junction with Carlisle Avenue to motor vehicles and/or raising the carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety. Carlisle Avenue would be made two-way to motor vehicles to maintain vehicle access

Over 80% of respondents supported this proposal. For many, this support was strong.

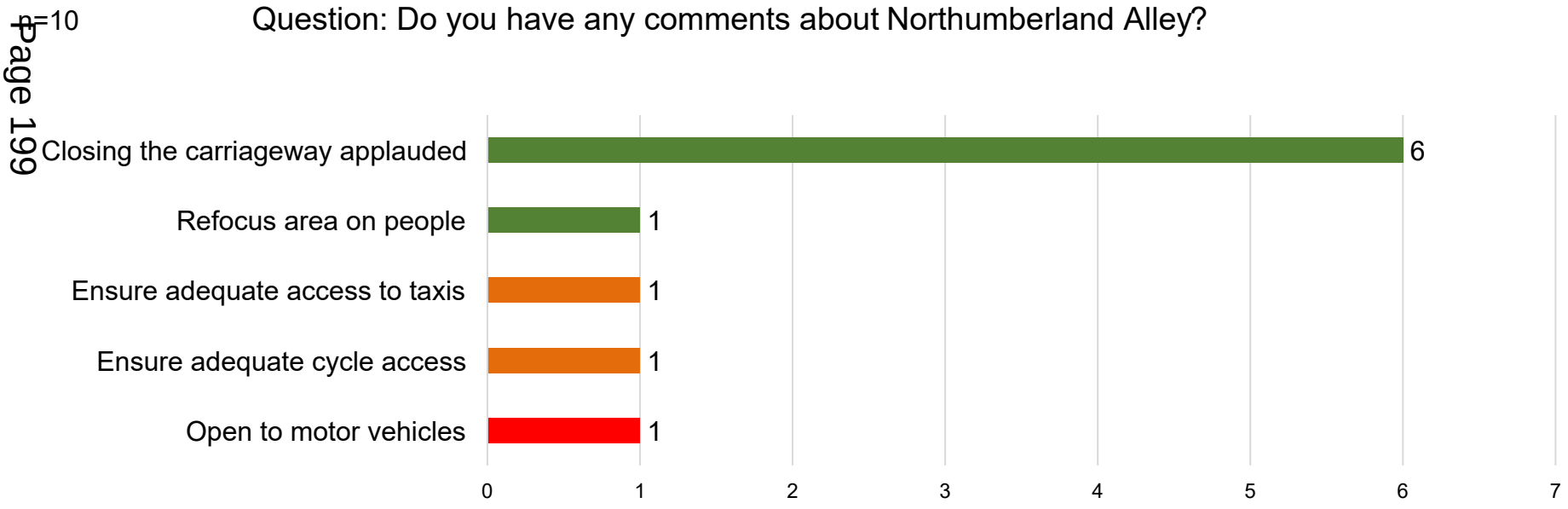
In contrast, just 15% were unsupportive.



Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane:
Comments about Northumberland Alley

10 respondents left comments on Northumberland Alley. Here, we see all feedback given, with an emphasis on applause for closure of the carriageway.

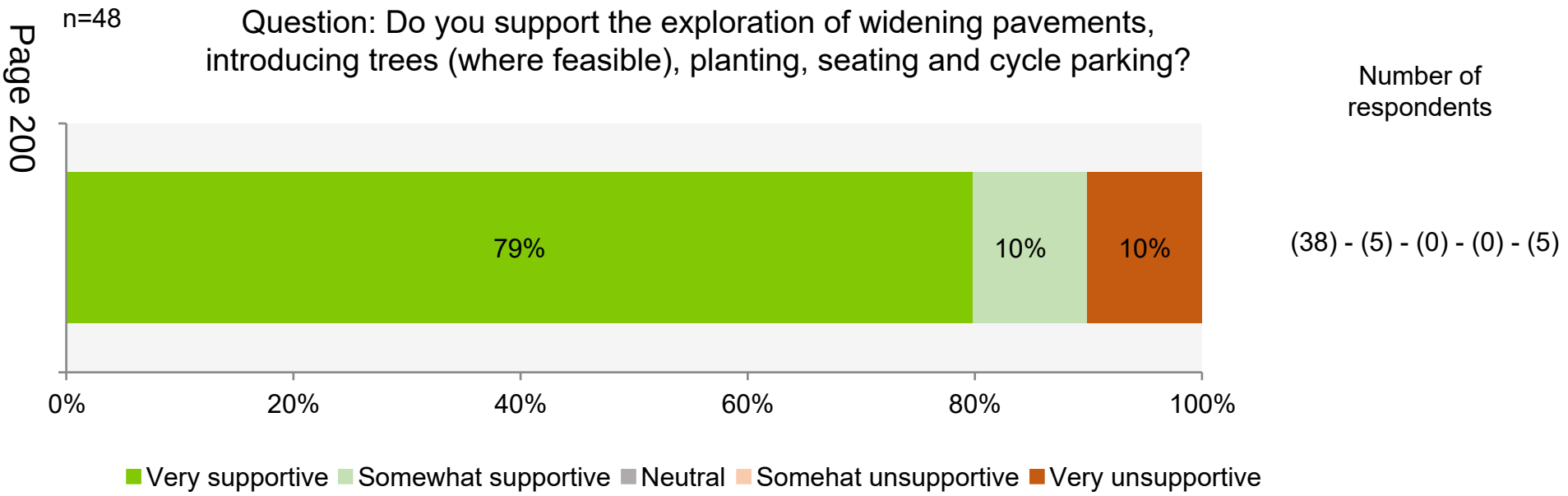


Streets East of Mark Lane:

On Jewry Street, widening pavements, introducing trees (where feasible), planting and seating and more cycle parking

Almost 90% of respondents supported the widening of pavements on Jewry Street with accompanying planting, seating and cycle parking. For many, this support was strong.

In contrast, just 10% were unsupportive.



Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane:

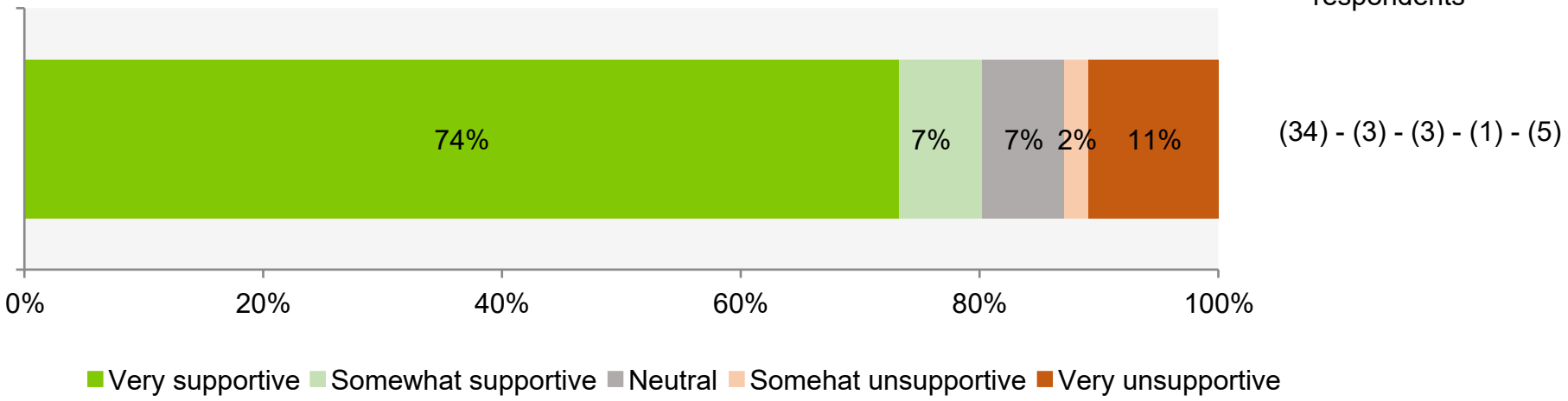
On Jewry Street, raising the carriageway to pavement level at the side street junctions with India Street, Carlisle Avenue and Saracens Head Yard to give more priority to people walking and wheeling and improve their comfort and safety

Just over 80% of respondents supported raising the carriageway to pavement level at the side street junctions with India Street, Carlisle Avenue and Saracens Head Yard. For many, this support was strong.

In contrast, just 13% were unsupportive.

n=46

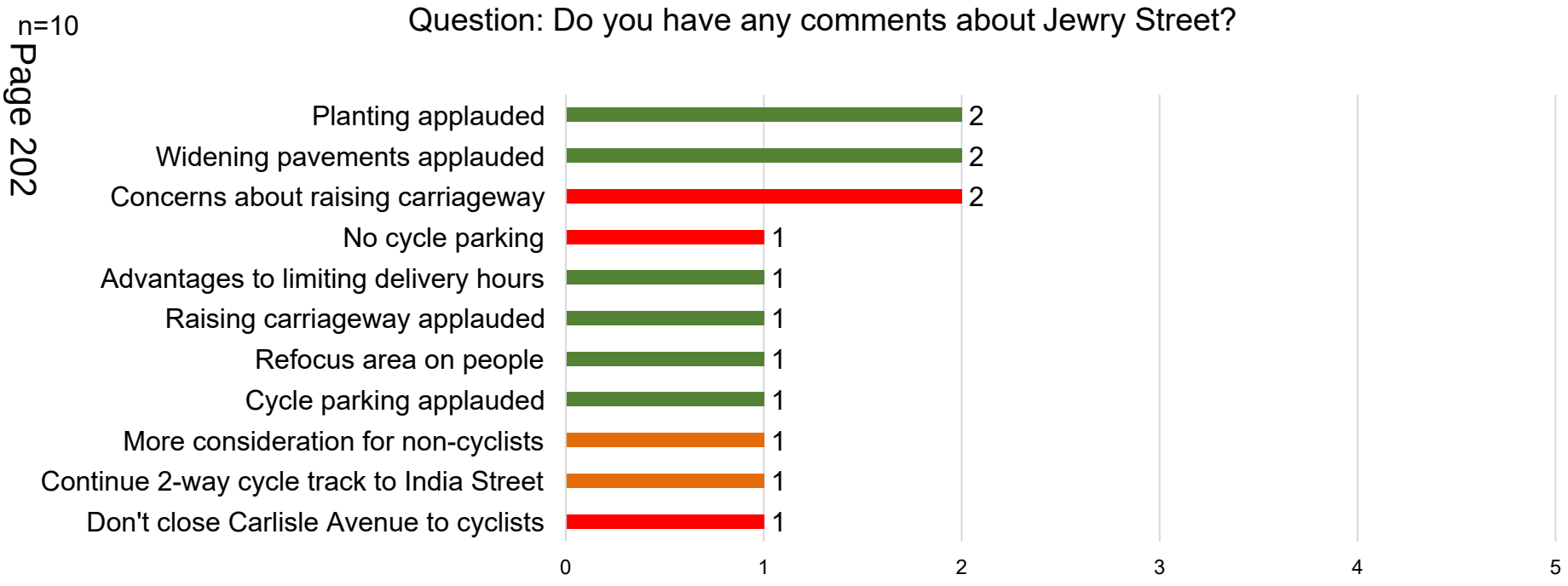
Question: Do you support raising the carriageway to pavement level at the side street junctions with India Street, Carlisle Avenue and Saracens Head Yard to give more priority to people walking and wheeling?



Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane:
Comments about Jewry Street

10 respondents left comments about Jewry Street. Some respondents made more than one comment. Here, we see all feedback given, spanning a combination of support, additional suggestions for improvement, and concerns.

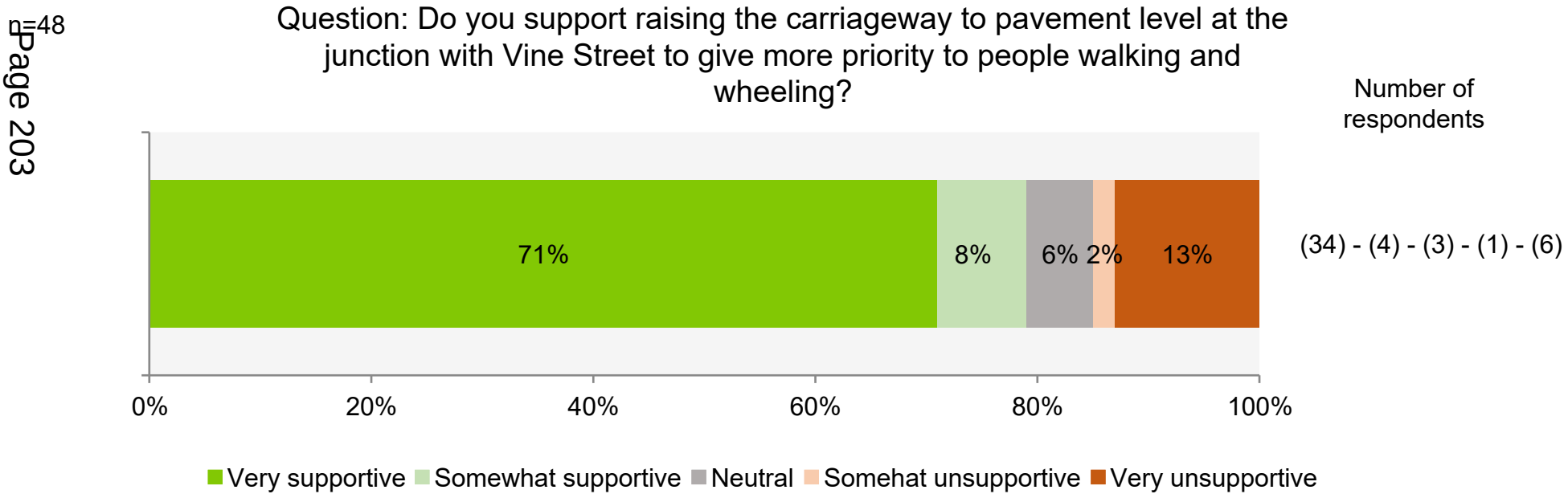


Streets East of Mark Lane:

On India Street, raising the carriageway to pavement level at the junction with Vine Street to give more priority to people walking and wheeling and improve their comfort and safety

Almost 80% of respondents supported raising the carriageway to pavement level at the junction with Vine Street to give more priority to people walking and wheeling and improve their comfort and safety. For many, this support was strong.

In contrast, just 15% were unsupportive.

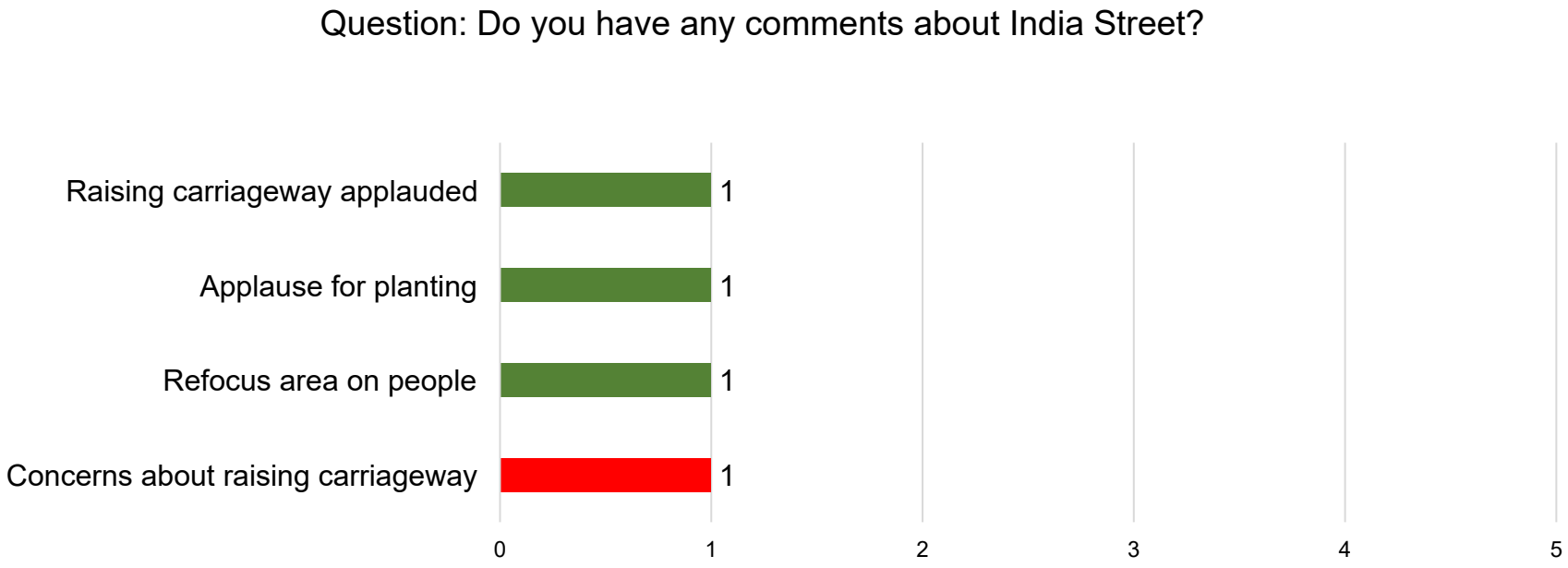


Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane:
Comments about India Street

Just four respondents left comments about India Street. Here, we see all feedback given.

n=4



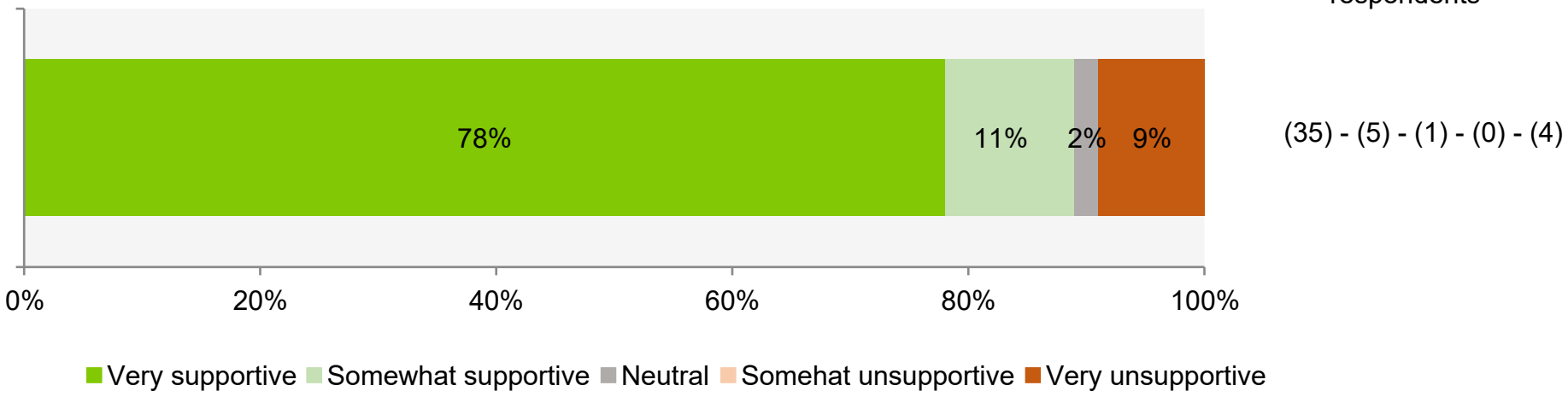
Streets East of Mark Lane:
On Crosswall, improving the public realm by introducing trees (where feasible), planting, seating and cycle parking

Almost 90% of respondents supported public realm improvements - with trees, seating and cycle parking.

In contrast, just 9% were unsupportive.

n=45

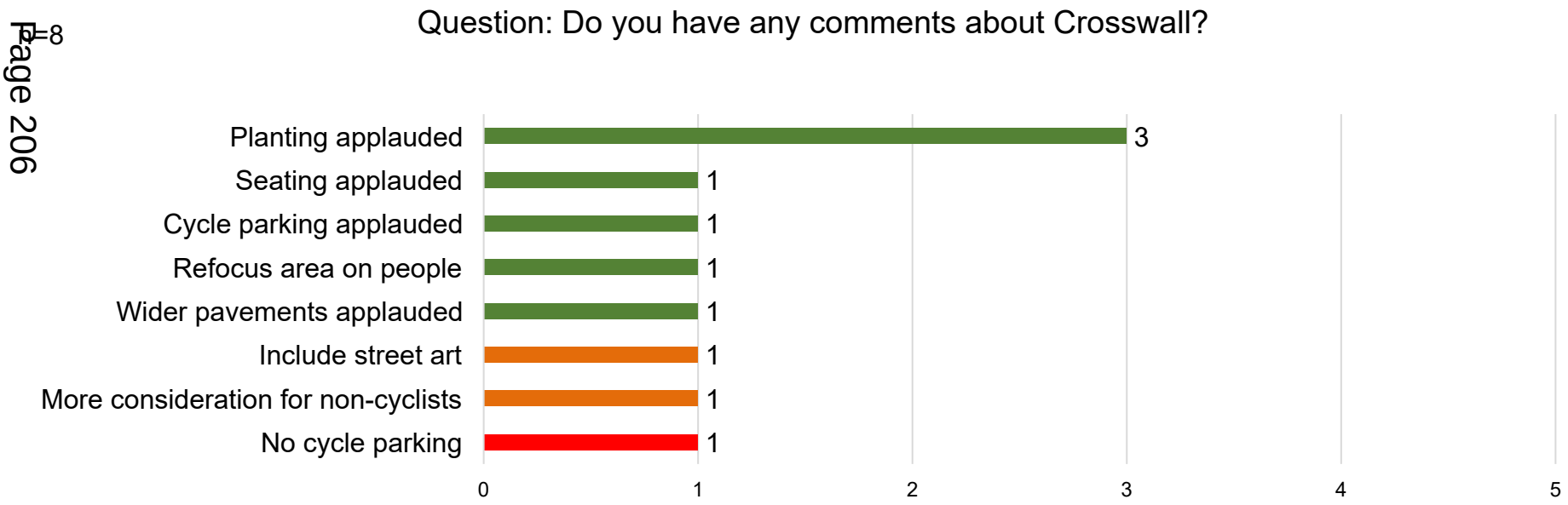
Question: Do you support on Crosswall, improving the public realm by introducing trees (where feasible), planting, seating and cycle parking?



Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane:
Comments about Crosswall

Eight respondents left comments about Crosswall. Some respondents made more than one comment. Here, we see all feedback given - with a number of respondents applauding the proposals for Crosswall.

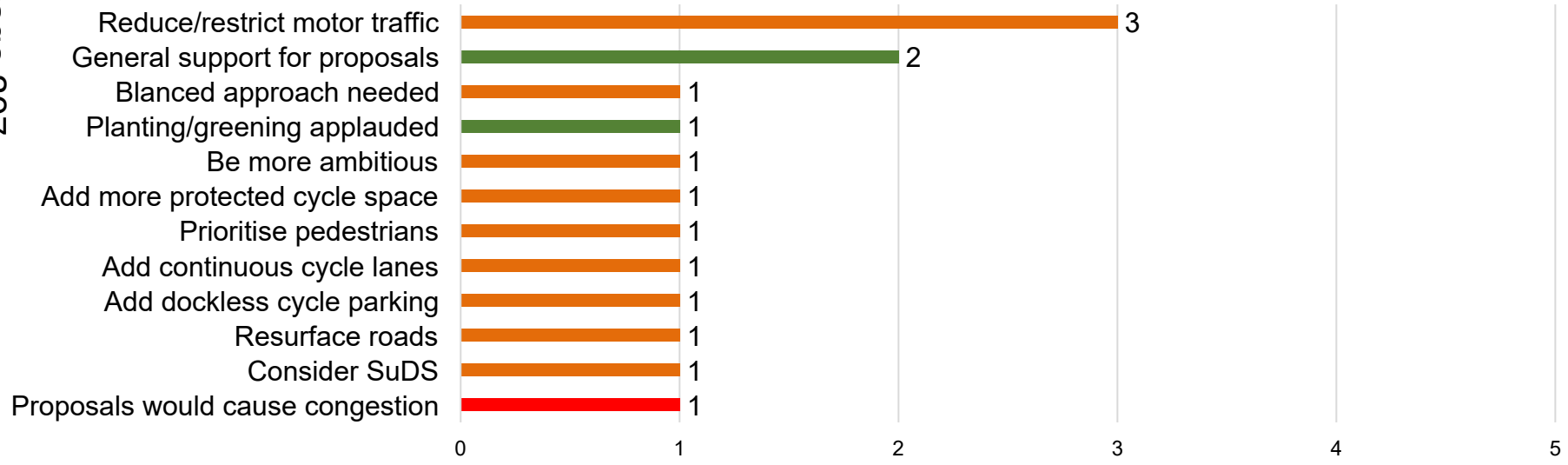


Streets East of Mark Lane:
Comments about streets in this area in general

12 respondents left comments about streets in the area in general. Some respondents made more than one comment. Here, we see all feedback given.

n=12

Question: Do you have any comments about streets in this area in general?



Vine Street, America Square, Crescent and Hammett Street

Vine Street, America Square, Crescent and Hammett Street - draft proposals

These streets are an important gateway into the project area, particularly for visitors from the Tower of London. Historically the area had a series of public spaces which could be reintroduced.

Proposal 17 - On Vine Street, exploring introducing new public spaces at the northern end and south of the hard surfaced area adjoining the recently completed Vine Street public space. The spaces could include trees (where feasible), planting, seating (where appropriate) and cycle parking. Also exploring the introduction of new architectural feature lighting on the laneway linking Vine Street with Minories to make it more welcoming.

Proposal 18 - On America Square and Crescent, exploring introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street to give more priority to people walking and wheeling and improve the comfort and safety of people cycling. Also raising the carriageway to pavement level under the railway viaduct to give more priority to people walking and wheeling and improve their comfort and safety. Additionally, introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID. Also extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating. Also, raising the carriageway to pavement level in conjunction with these changes to give more priority to people walking and wheeling and improve their comfort and safety around this public space.

Proposal 19 - On Crescent, exploring the creation of a new public space at the southern end, with seating, greening and space for events.

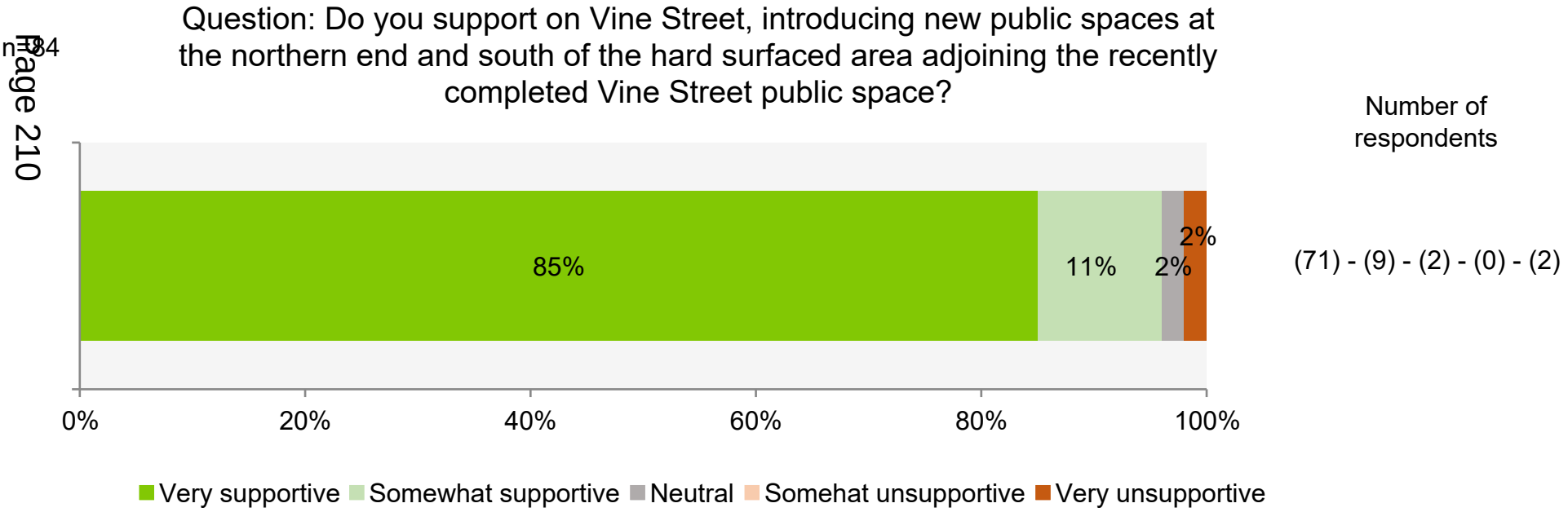
Proposal 20 - On Hammet Street, exploring the introduction of a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent.

Vine Street, America Square, Crescent and Hammett Street:

On Vine Street, introducing new public spaces at the northern end and south of the hard surfaced area adjoining the recently completed Vine Street public space. The spaces could include trees (where feasible), planting, seating (where appropriate) and cycle parking

The vast majority (96%) of respondents supported the potential introduction of public spaces at the northern and southern end of Vine Street. For most, this support was strong.

In contrast, just 2% were unsupportive.

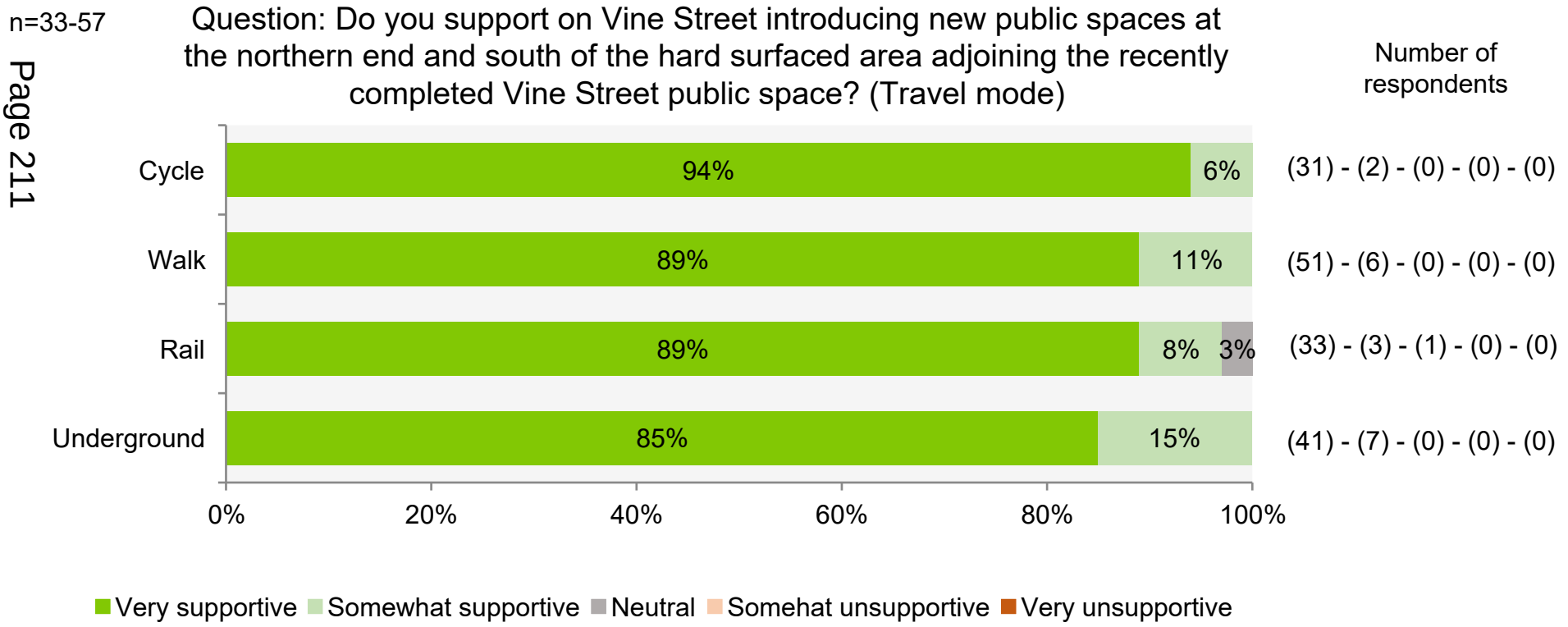


On the following page, we see how support for this proposal varied by respondents' travel mode.

Vine Street, America Square, Crescent and Hammett Street:

How support for on Vine Street introducing new public spaces at the northern end and south of the hard surfaced area adjoining the recently completed Vine Street public space varied by how people identified they got around

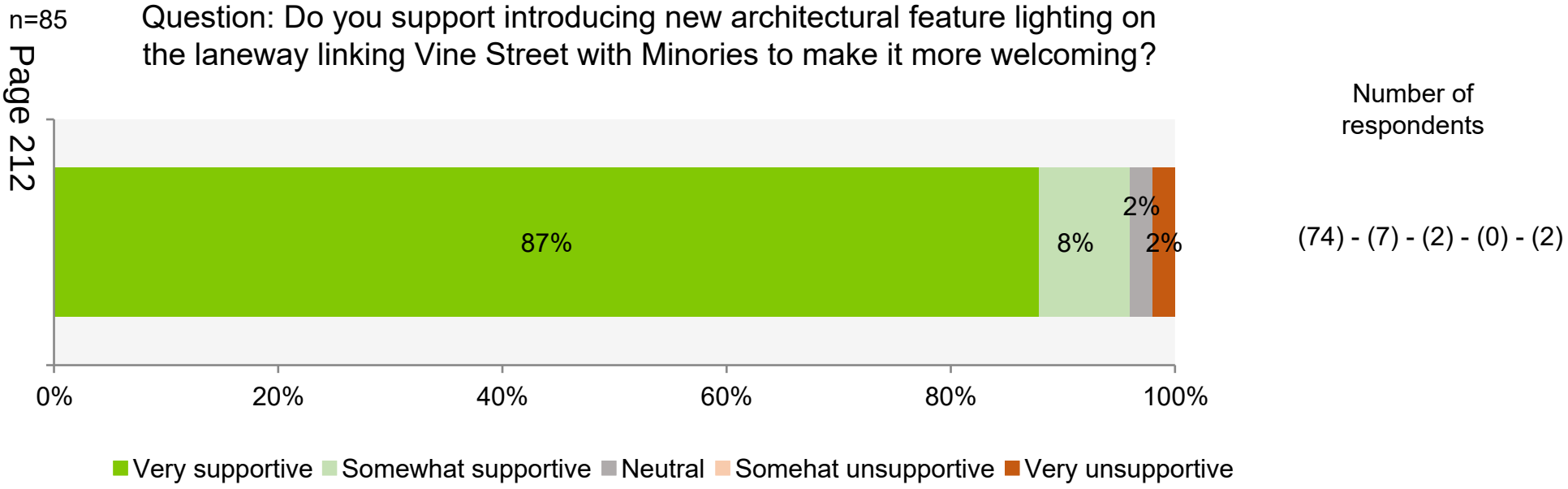
In all travel mode categories with sufficient participants to enable analysis, the vast majority supported the introduction of new public spaces in the described location. Support peaked among those who identified as using a cycle (94%).



Vine Street, America Square, Crescent and Hammett Street:
On Vine Street, introducing new architectural feature lighting on the laneway linking Vine Street with Minories to make it more welcoming

The vast majority (95%) of respondents supported the potential introduction of new architectural feature lighting as described. For most, this support was strong.

In contrast, just 2% were unsupportive.



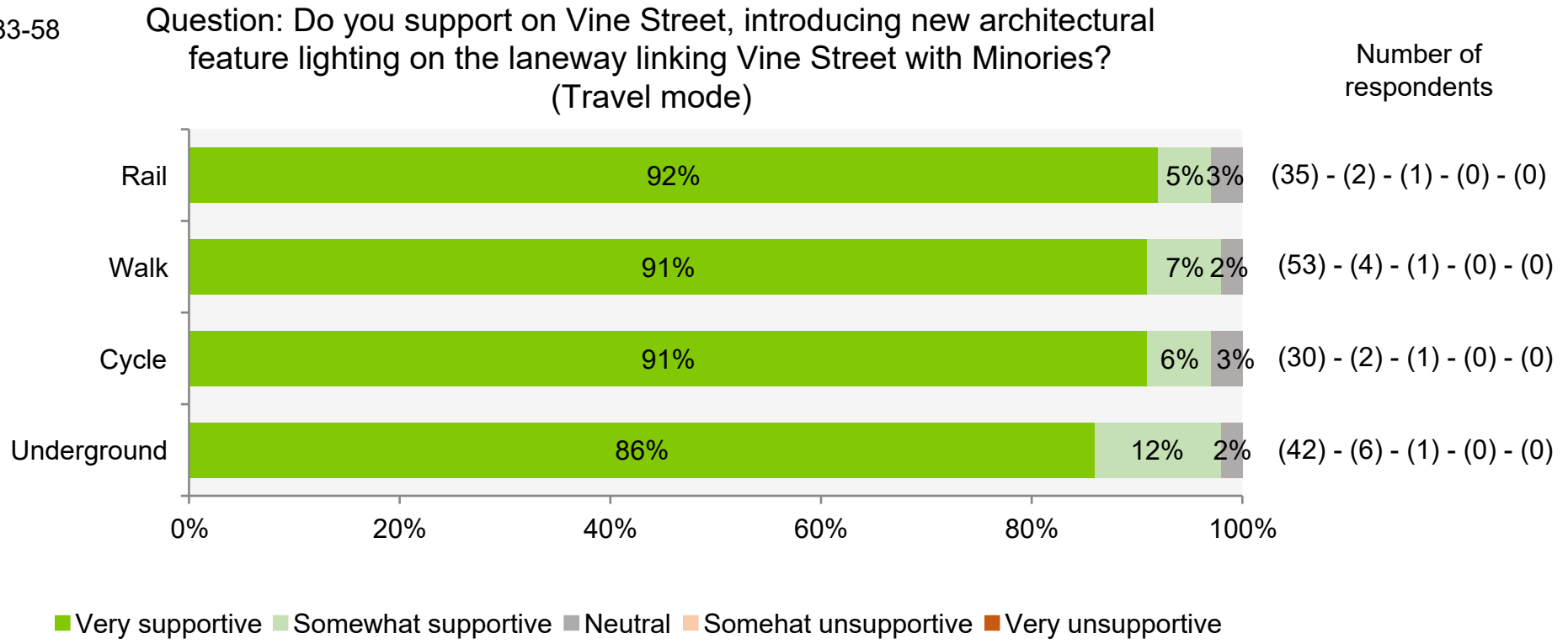
On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:

How support for on Vine Street, introducing new architectural feature lighting on the laneway linking Vine Street with Minories to make it more welcoming varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, the vast majority supported the introduction of new architectural feature lighting in the described location. Support consistently exceeded 90% across each of the travel mode categories shown.

n=33-58

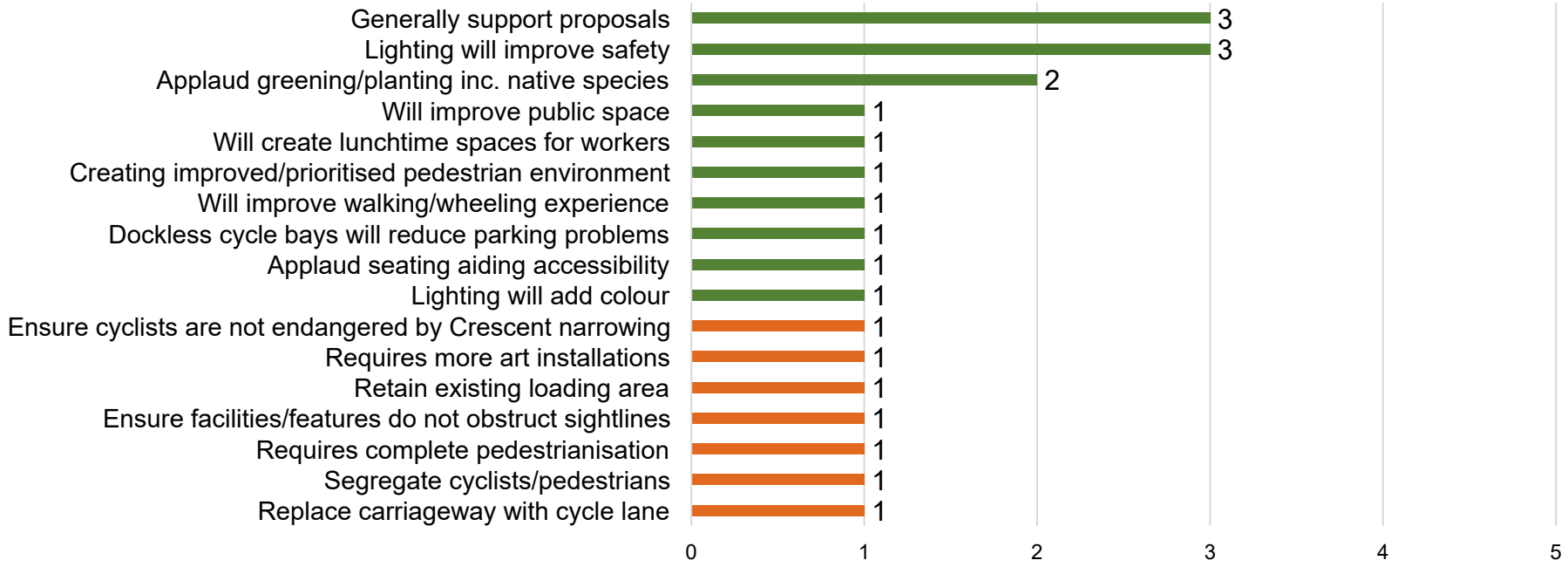


Vine Street, America Square, Crescent and Hammett Street:
Comments about the public realm of Vine Street and proposals to introduce new public spaces and improved lighting in the laneway

18 respondents left comments about the public realm of Vine Street and proposals to introduce new public spaces and improved lighting in the laneway. Some respondents made more than one comment. Many of these underlined support expressed for the proposals.

n=18

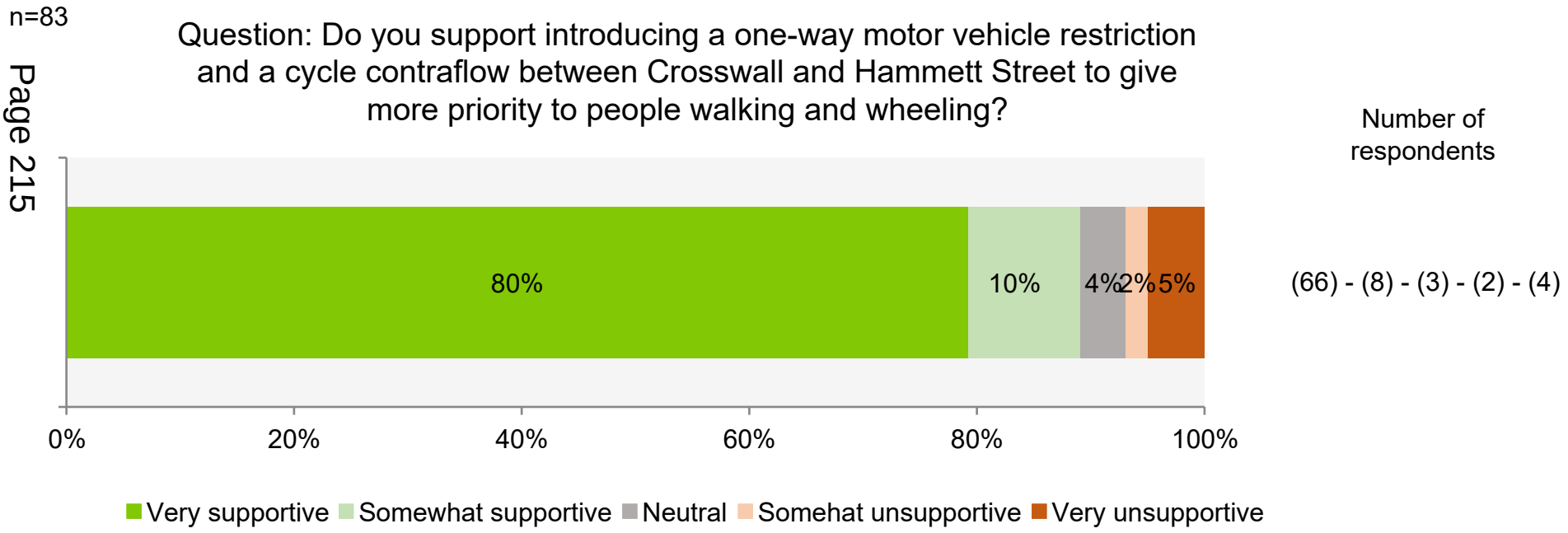
Question: Do you have any comments about the public realm of Vine Street and proposals to introduce new public spaces and improved lighting in the laneway?



Vine Street, America Square, Crescent and Hammett Street:

On America Square and Crescent, introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street to give more priority to people walking and wheeling and improve the comfort and safety of people cycling

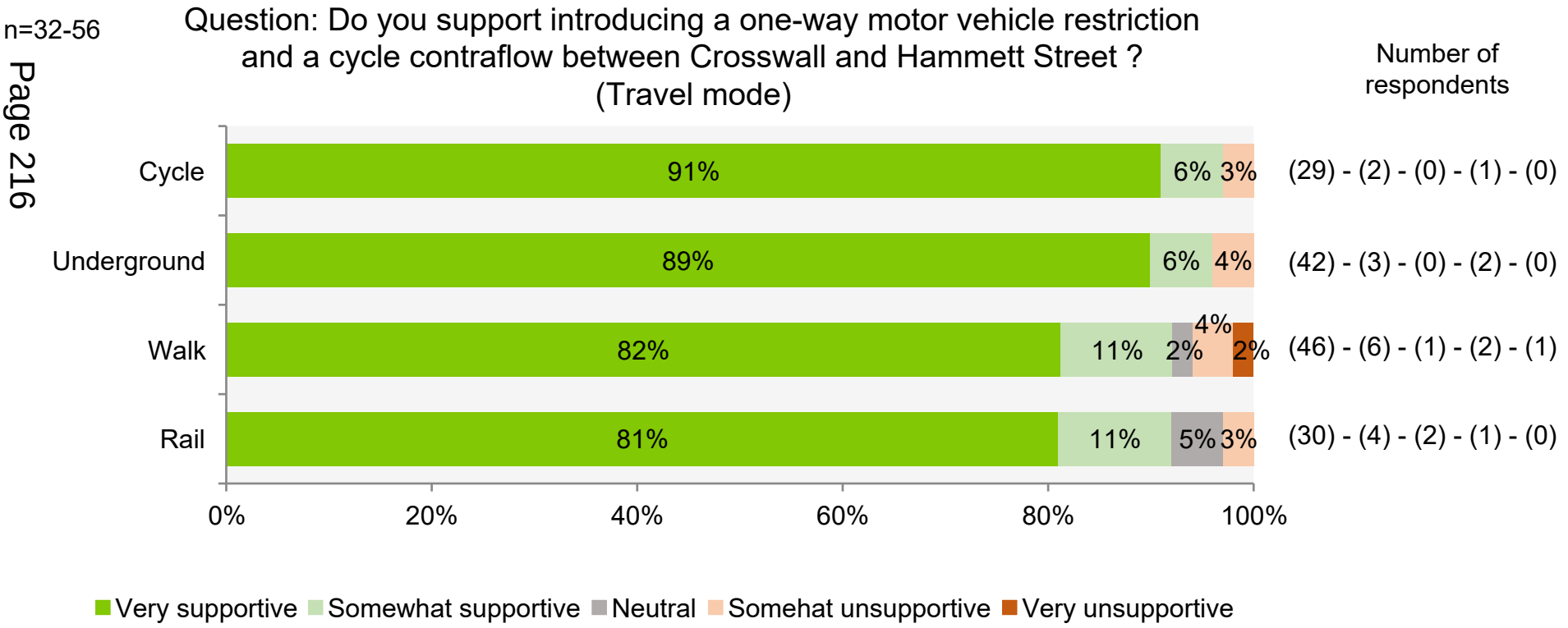
90% of respondents supported a one-way motor vehicle restriction and cycle contraflow as described. For many, this support was strong. In contrast, just 7% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:
How support for introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street varied by how people identified they got around

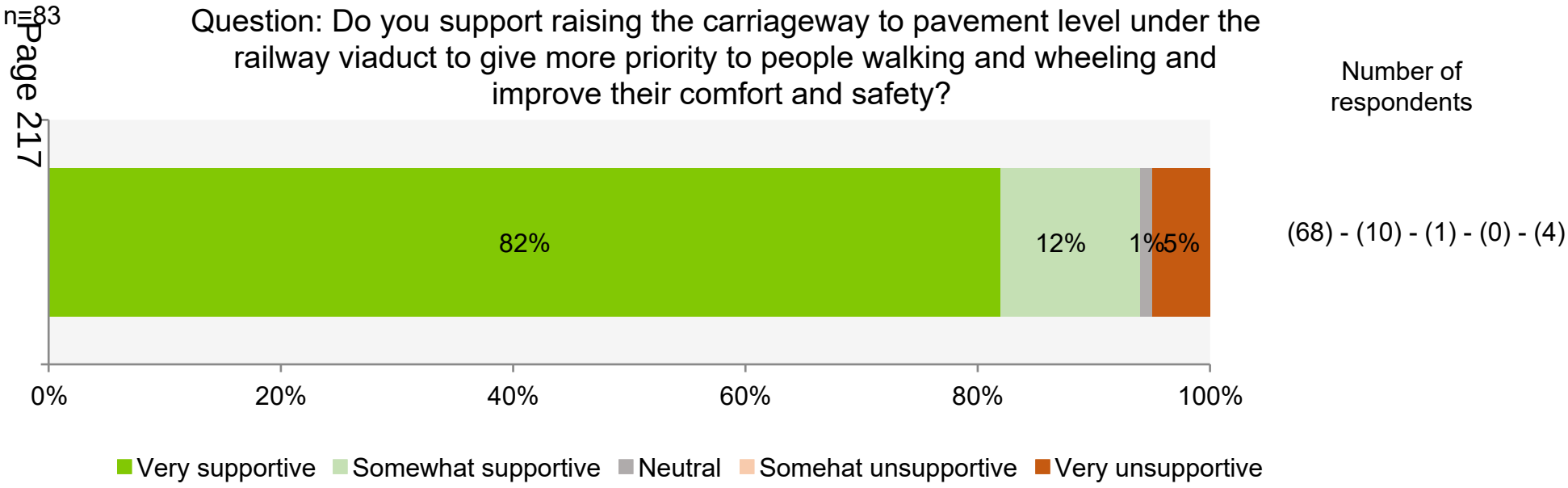
In all travel mode categories with sufficient participants to enable analysis, over 80% supported introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street.



Vine Street, America Square, Crescent and Hammett Street:
On America Square and Crescent under the railway viaduct to give more priority to people walking and wheeling and improve their comfort and safety

The vast majority (94%) of respondents supported raising the carriageway to pavement level under the railway viaduct to give more priority to people walking and wheeling.

In contrast, just 5% were unsupportive.



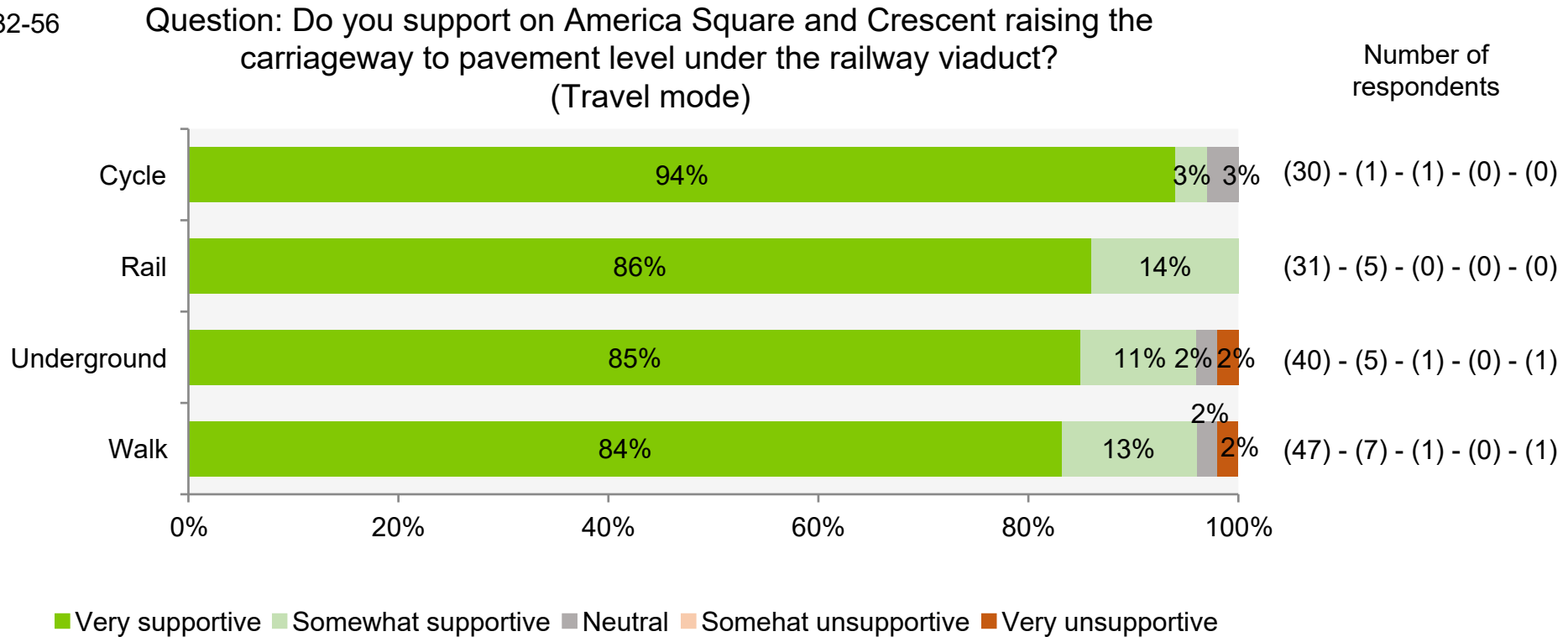
On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:

How support for on America Square and Crescent raising the carriageway to pavement level under the railway viaduct varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported raising the carriageway to pavement level under the railway viaduct on America Square and Crescent. Support peaked among those who identified as using a cycle (94%).

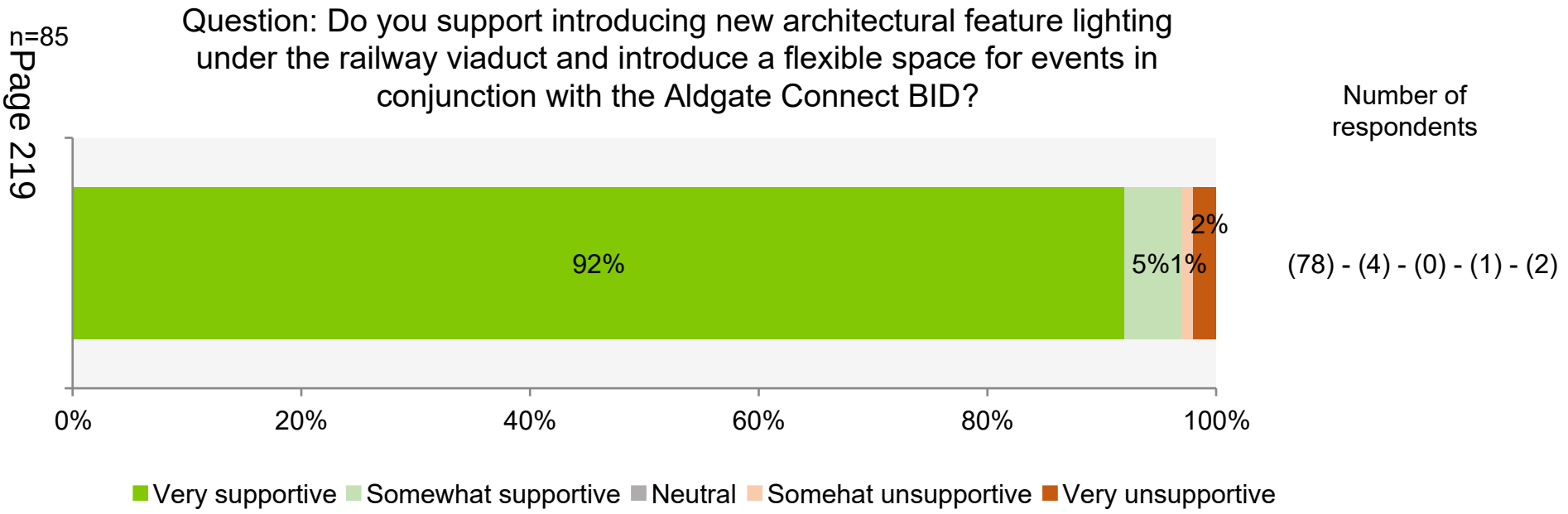
n=32-56



Vine Street, America Square, Crescent and Hammett Street:
On America Square and Crescent introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID

Almost all (97%) respondents supported introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID. For most, this support was strong.

In contrast, just 3% were unsupportive.



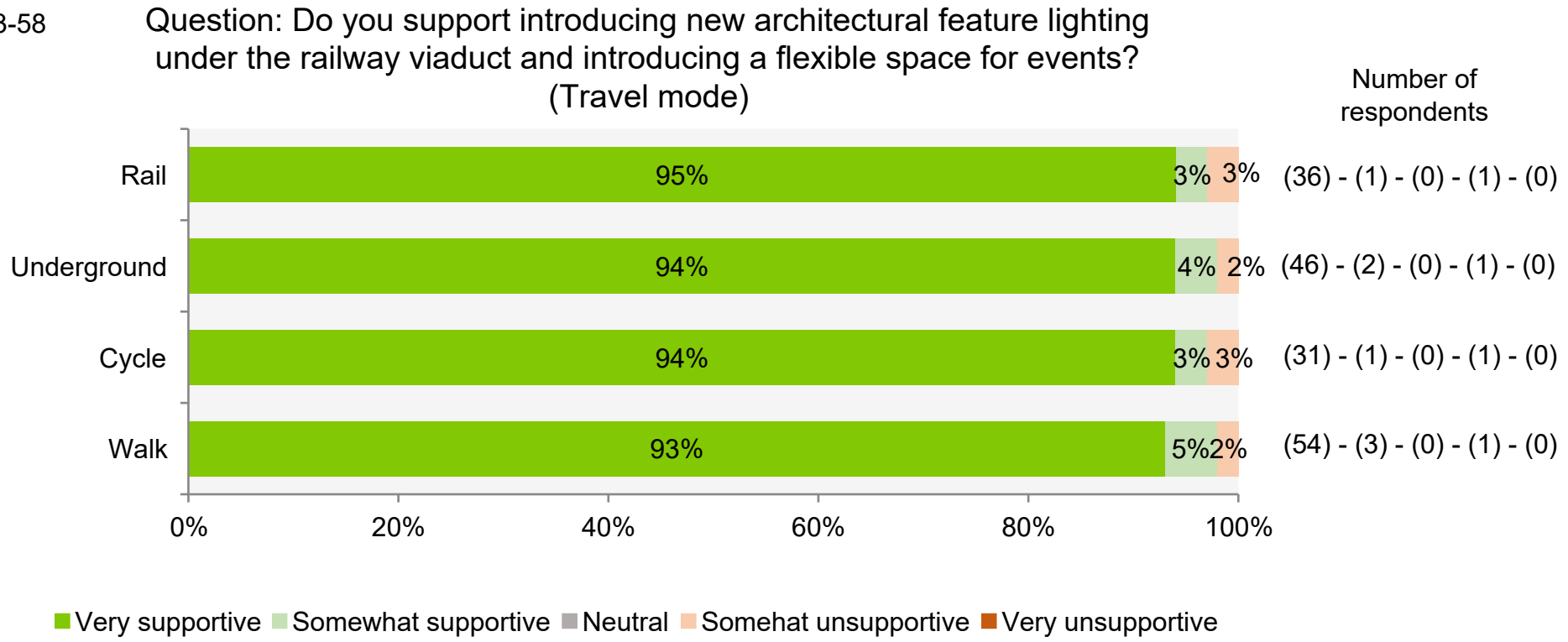
On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:

How support for on America Square and Crescent introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, the vast majority supported the introduction of new architectural feature lighting and creation of a flexible events space as described.

n=33-58

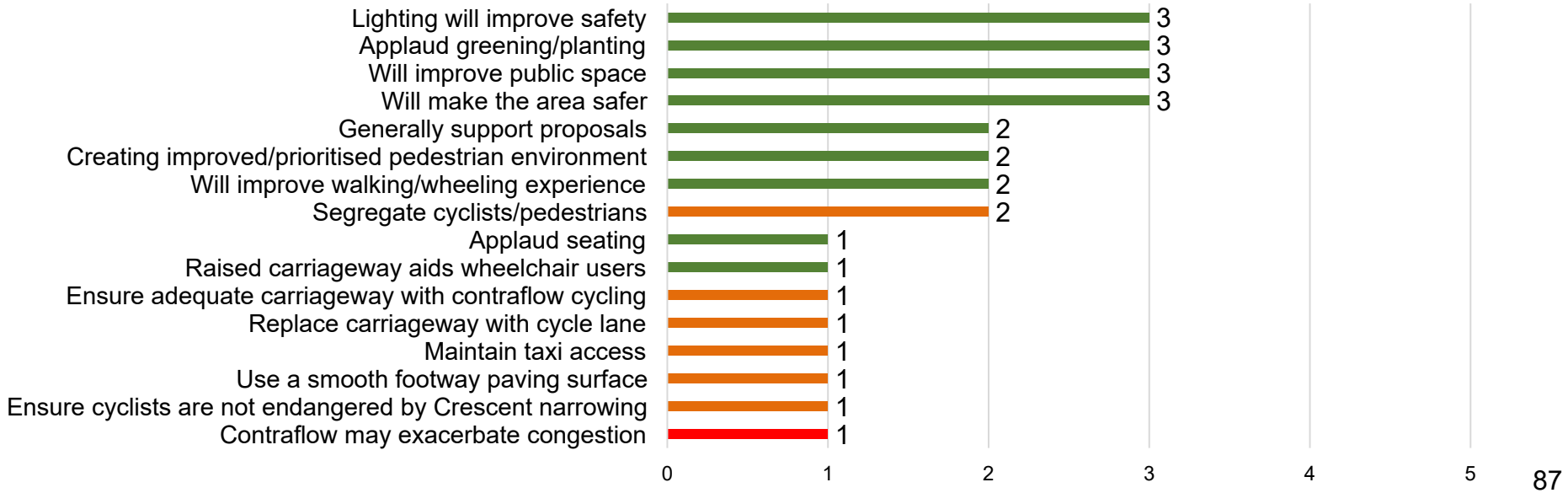


Vine Street, America Square, Crescent and Hammett Street:
Comments about traffic on America Square Crescent and Hammett Street and the ease of walking, wheeling and cycling on these streets and the space under the railway viaduct

20 respondents left comments about traffic on America Square Crescent and Hammett Street and the ease of walking, wheeling and cycling on these streets and the space under the railway viaduct. Some respondents made more than one comment. Again, many of these comments were supportive of the proposals to improve the walking and wheeling experience in the area.

n=20

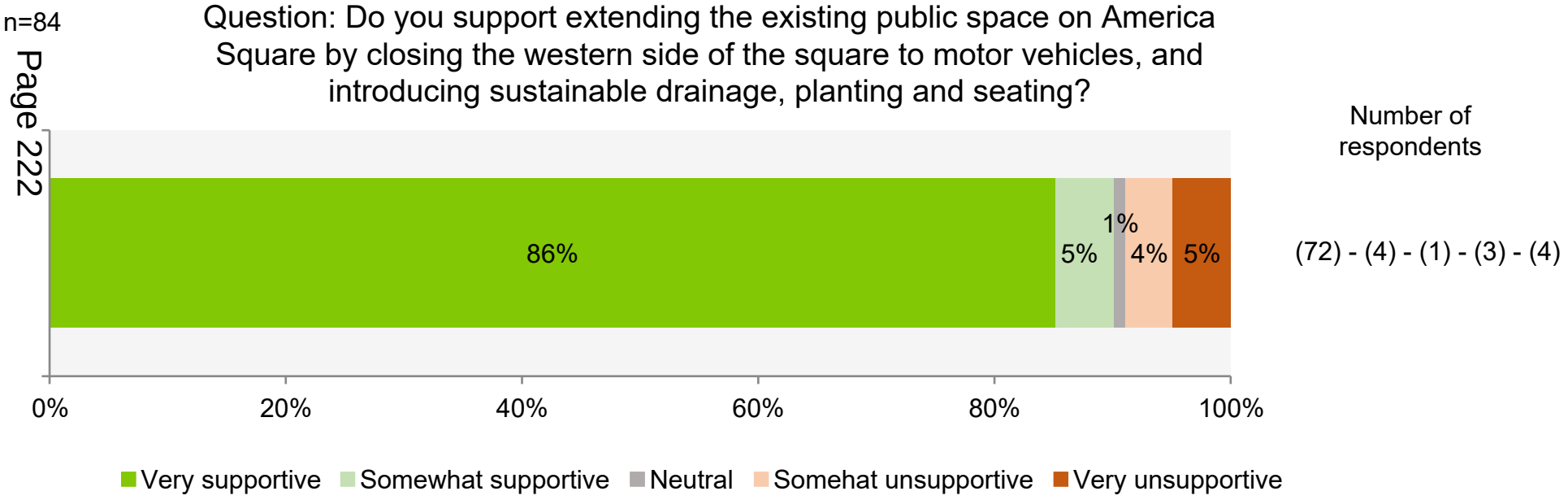
Question: Do you have any comments about traffic on America Square Crescent and Hammett Street and the ease of walking, wheeling and cycling on these streets and the space under the railway viaduct?



Vine Street, America Square, Crescent and Hammett Street:
Extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating

Over 90% of respondents supported a potential extension of the public space on America Square, with an accompanying closure of the square to motor vehicles and the introduction of sustainable drainage, planting and seating. For many, this support was strong.

In contrast, just 9% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode

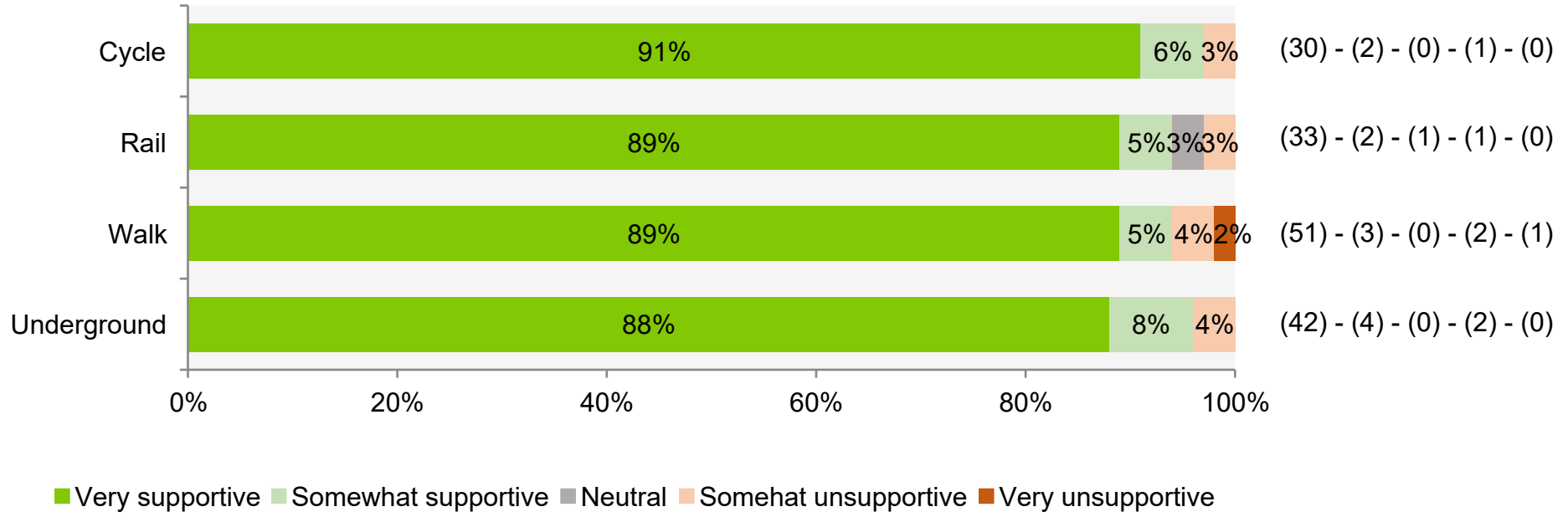
Vine Street, America Square, Crescent and Hammett Street:

How support for extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating.

n=33-57

Question: Do you support extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating? (Travel mode)

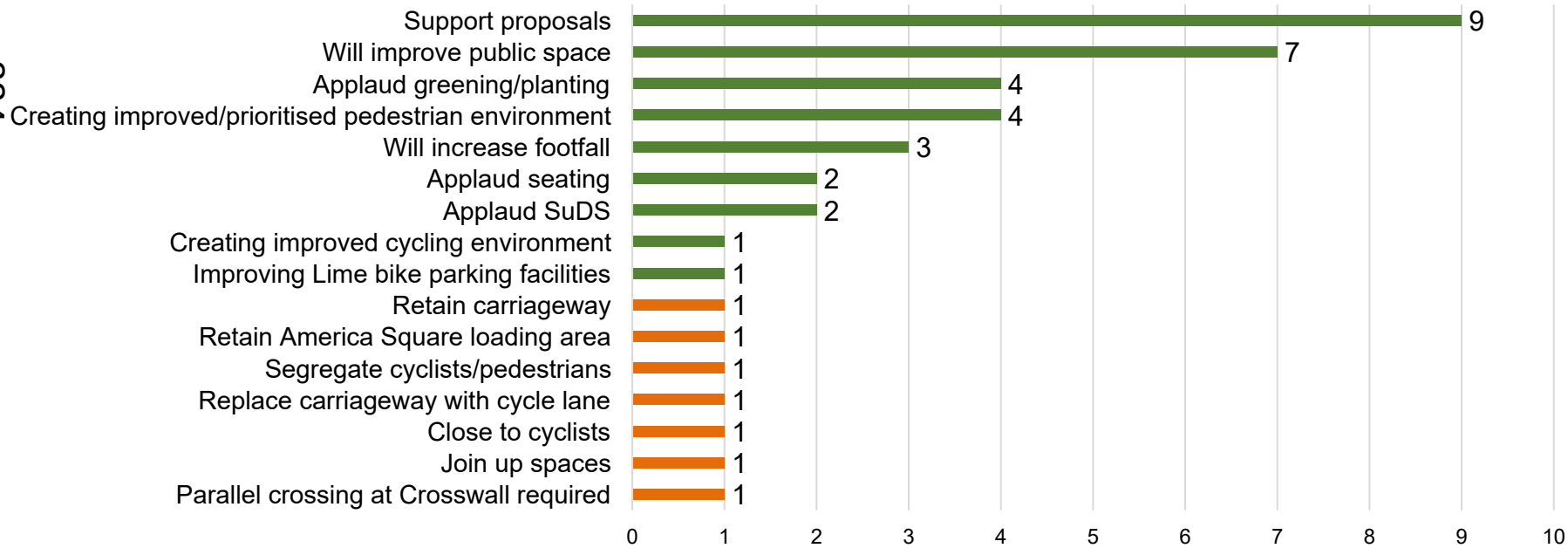


Vine Street, America Square, Crescent and Hammett Street:
Comments about proposals to improve the existing public space on America Square

21 respondents left comments about proposals to improve the existing public space on America Square. Some respondents made more than one comment. Again, the majority of comments made demonstrated support for the proposals, with applause for potential improvements to the public space and the pedestrian environment, together with increased footfall, seating and the introduction of greenery and planting.

n=21

Question: Do you have any comments about proposals to improve the existing public space on America Square?



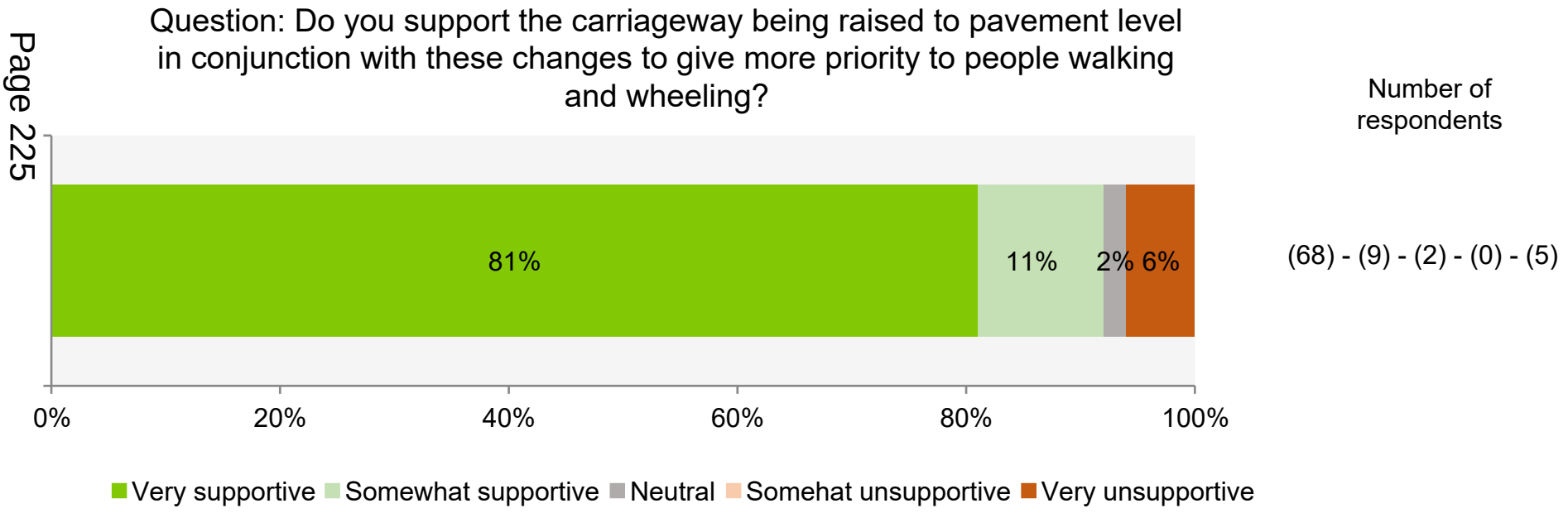
Vine Street, America Square, Crescent and Hammett Street:

On America Square and Crosswall, the carriageway could be raised to pavement level in conjunction with these changes to give more priority to people walking and wheeling and improve their comfort and safety around this public space

Over 90% of respondents supported the carriageway being raised to pavement level in conjunction with these changes to give more priority to people walking and wheeling. For many, this support was again strong.

In contrast, just 6% were unsupportive.

n=84



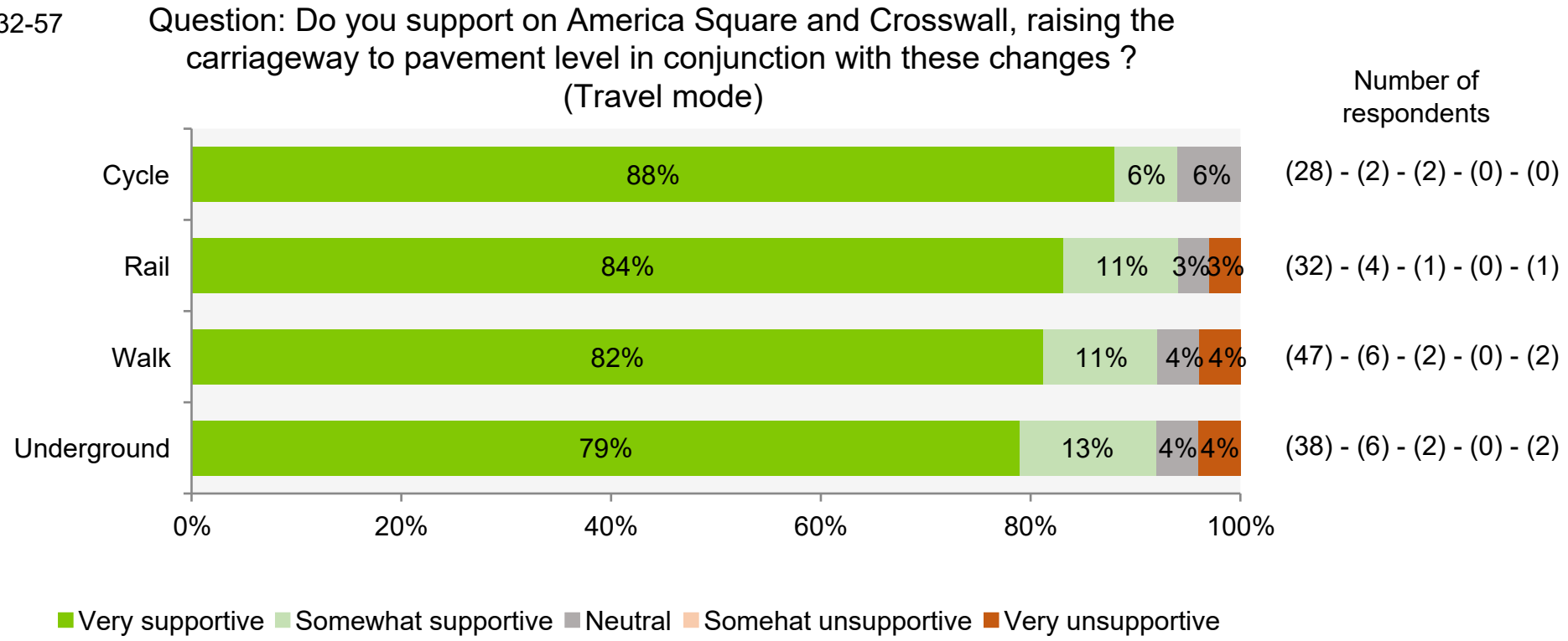
On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:

How support for on America Square and Crosswall, raising the carriageway to pavement level in conjunction with these changes varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported raising the carriageway ton America Square and Crosswall to pavement level. Support peaked among those who identified as using a personal cycle (94%). In contrast, opposition was comparatively limited, with less than 10% across travel modes.

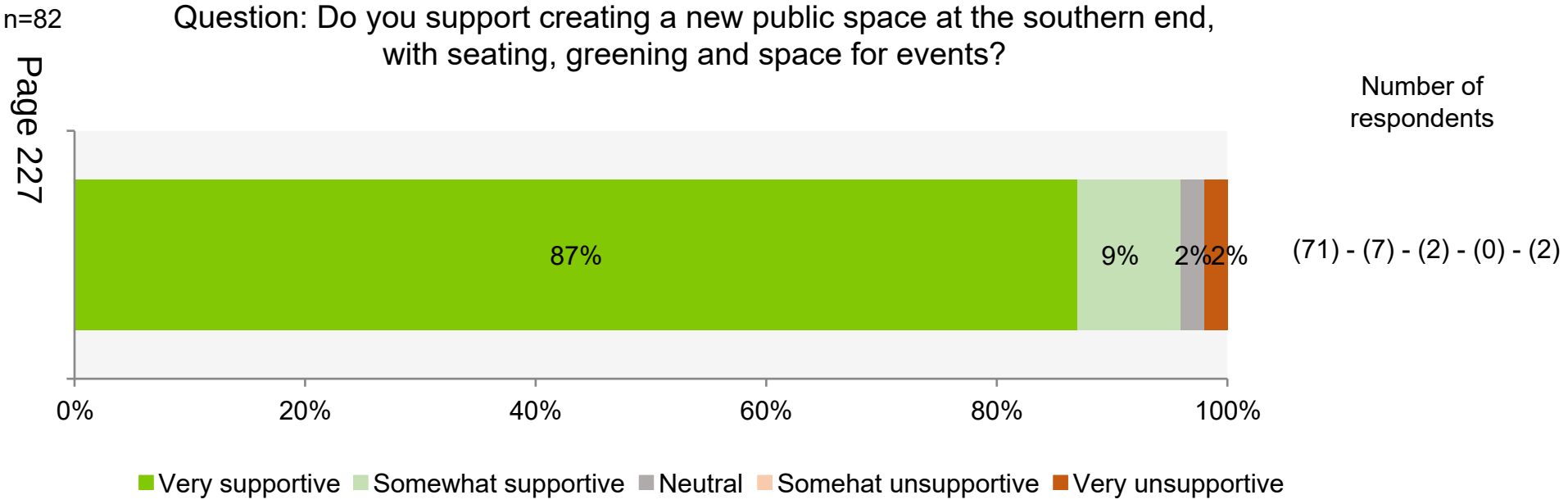
n=32-57



Vine Street, America Square, Crescent and Hammett Street:
On Crescent, creating a new public space at the southern end, with seating, greening and space for events

Almost all respondents (96%) supported the creation of a new public space at the southern end, with seating, greening and space for events. For most, this support was strong.

In contrast, just 2% were unsupportive.

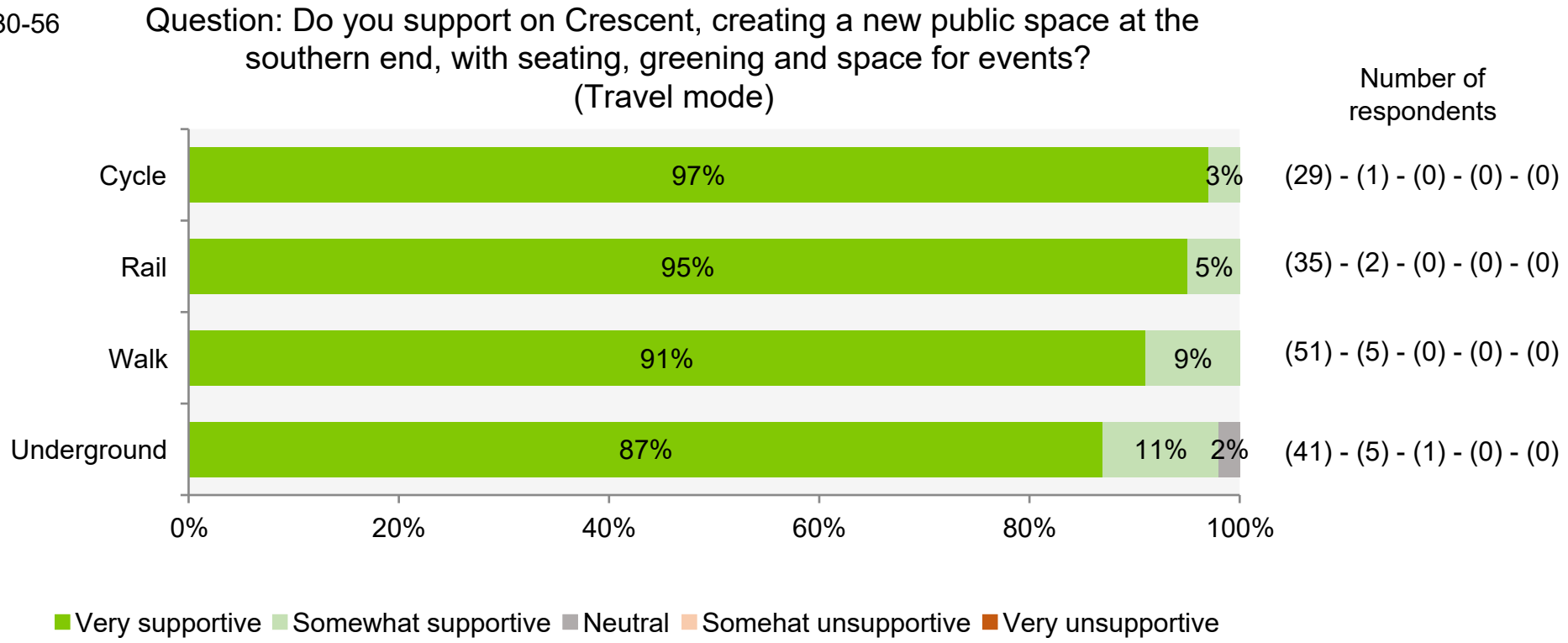


On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:
How support for on Crescent, creating a new public space at the southern end, with seating, greening and space for events varied by how people identified they got around

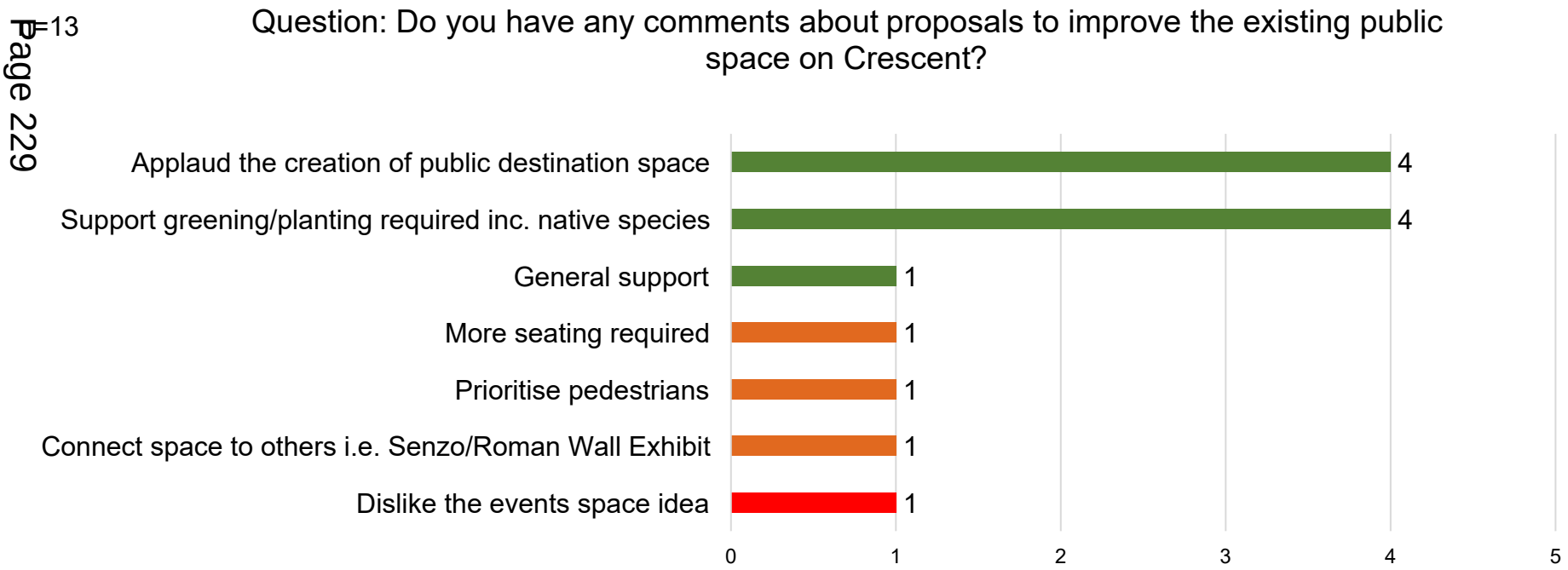
In all travel mode categories with sufficient participants to enable analysis, a majority supported the creation of a new public space at the southern end of Crescent.

n=30-56



Vine Street, America Square, Crescent and Hammett Street:
Comments about proposals to improve the existing public space on Crescent

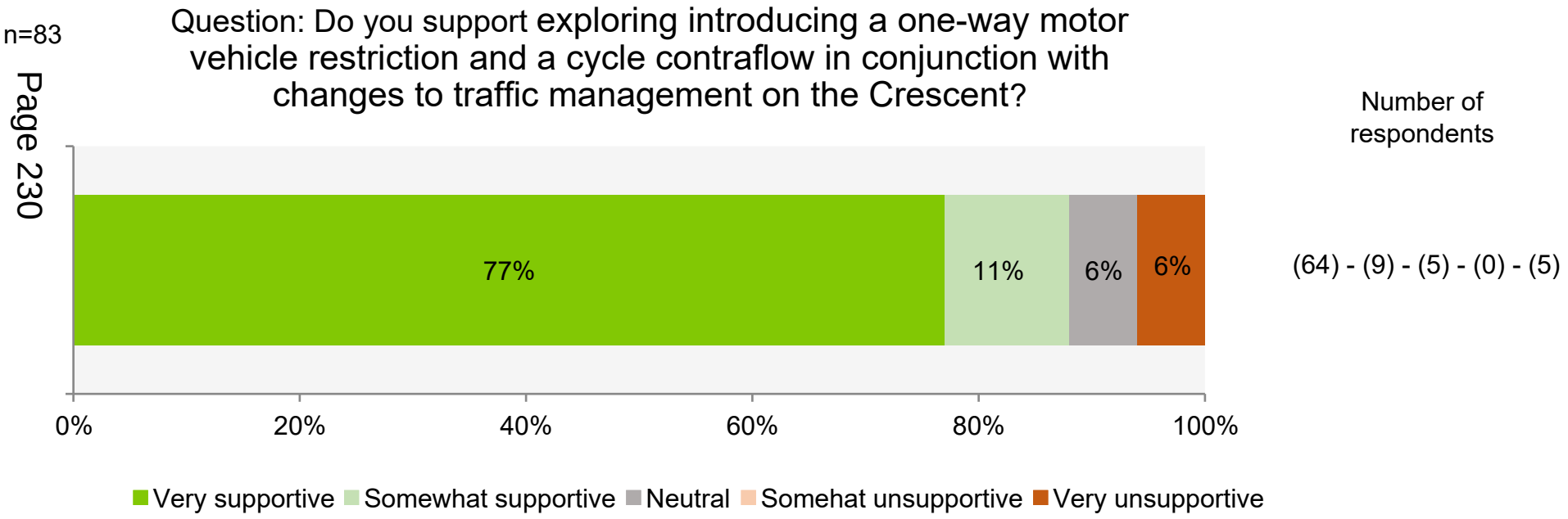
13 respondents left comments about proposals to improve the existing public space on Crescent. Some respondents made more than one comment. Again, many comments expressed support for the proposals.



Vine Street, America Square, Crescent and Hammett Street:
On Hammett Street, exploring introducing a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent

Almost 90% of respondents supported a one-way motor vehicle restriction on Hammett Street with a cycle contraflow and traffic management changes on the Crescent. For most, this support was strong.

In contrast, just 6% were unsupportive.



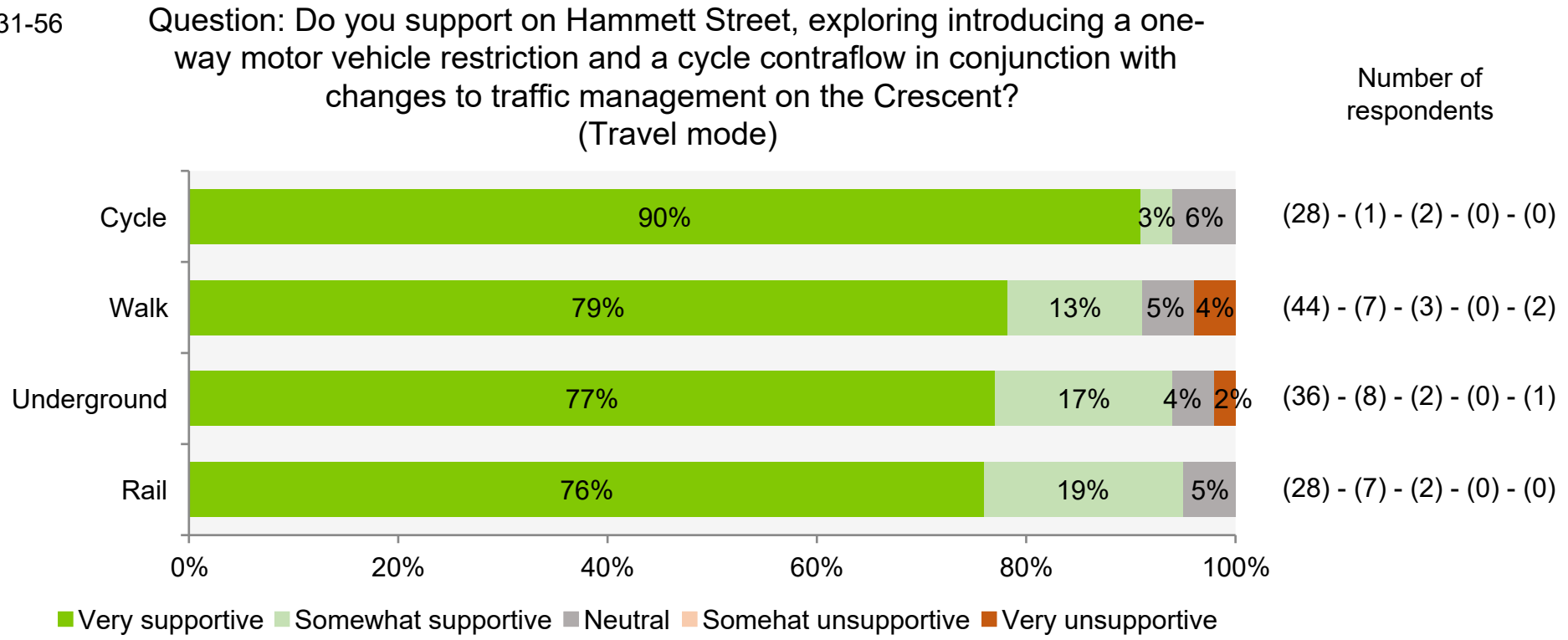
On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:

How support for on Hammett Street, exploring introducing a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported the introduction of a one-way motor vehicle restriction on Hammet Street, together with a cycle contraflow and traffic management on the Crescent.

n=31-56

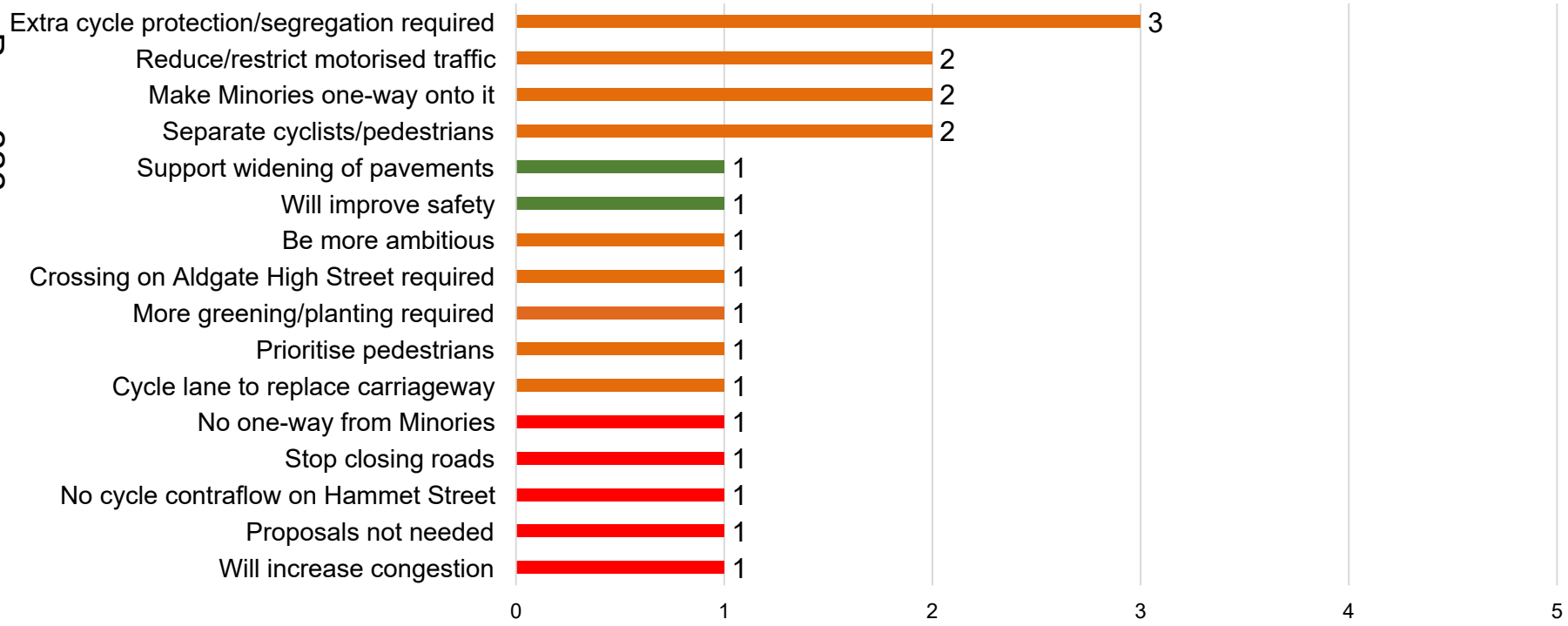


Vine Street, America Square, Crescent and Hammett Street:
Comments about streets in the area in general

13 respondents left comments about streets in the area in general. Some respondents made more than one comment. Here we see all comments made, largely with a number of suggestions, mixed with some concerns.

n=13

Question: Do you have any comments about proposals to improve the existing public space on Crescent?



Streets South of Crutched Friars

Streets South of Crutched Friars - draft proposals

The Fenchurch Street station railway viaduct crosses several streets in this area and is a major architectural feature. New architectural lighting under the viaduct could complement the local evening economy and make the area more attractive and welcoming.

On Coopers Row, there is an entrance to Fenchurch Street station which could be made easier to access and more welcoming. Seething Lane Gardens is a well-used public space which could be improved if kerbside parking were rearranged.

Proposal 21 - On Coopers Row exploring extending the existing raised crossing points on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall to give more priority to people walking and wheeling and improve their comfort and safety. Also introducing new or improved lighting under the railway viaduct. Additionally improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.

Proposal 22 - On Pepys Street exploring raising the carriageway to pavement level at the junction with Savage Gardens to give more priority to people walking and wheeling and improve their comfort and safety. Also improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.

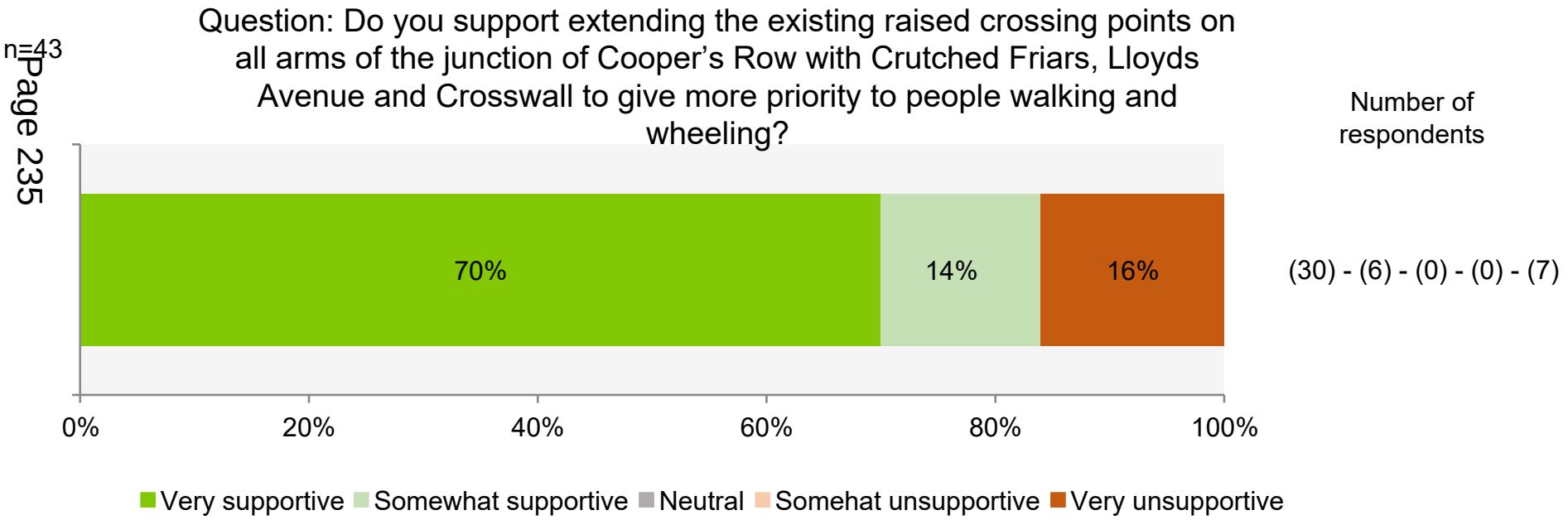
Proposal 23 - On Seething Lane exploring raising the junction to pavement level at the junction with Muscovy Street to give more priority to people walking and wheeling and improve their comfort and safety. Also improving the public realm by widening the pavement, introducing trees (where feasible), or in ground planting and seating. This could be achieved by reviewing the need for and quantity of parking. Also raising the carriageway to pavement level between Hart Street and the junction with Pepys Street to give more priority to people walking and wheeling and improve their comfort and safety.

Streets South of Crutched Friars:

On Coopers Row, extending the existing raised crossing points on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall to give more priority to people walking and wheeling and improve their comfort and safety

84% of respondents supported extending the existing raised crossing points on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall. For many, this support was strong.

In contrast, just 16% were unsupportive.



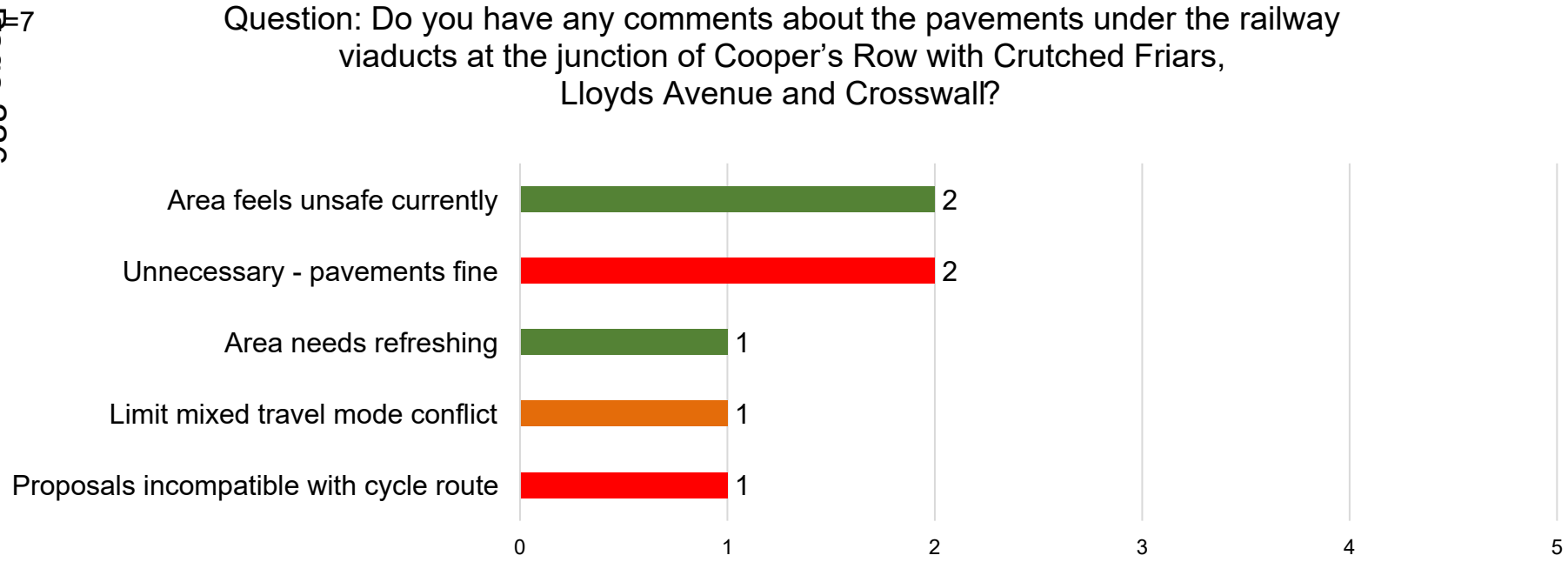
Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:

Comments about the pavements under the railway viaducts at the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall

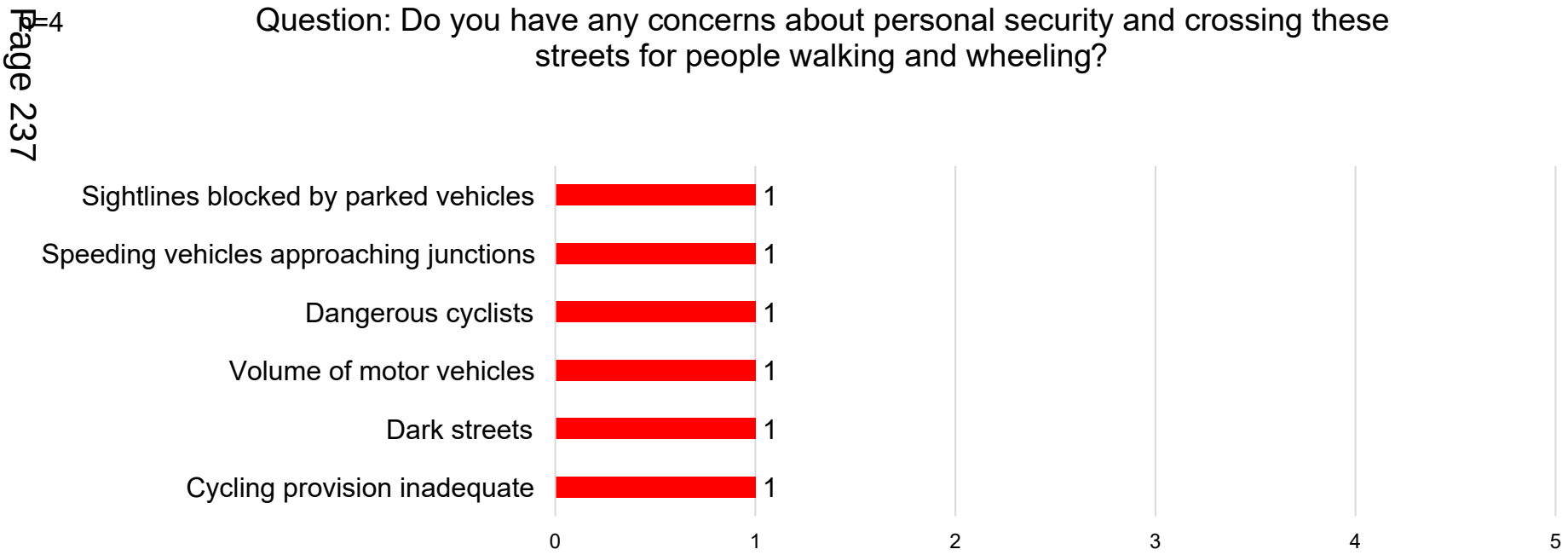
7 respondents left comments on these pavements. Here we see all feedback given.

n=7



Streets South of Crutched Friars:
Concerns about personal security and crossing these streets for people walking and wheeling

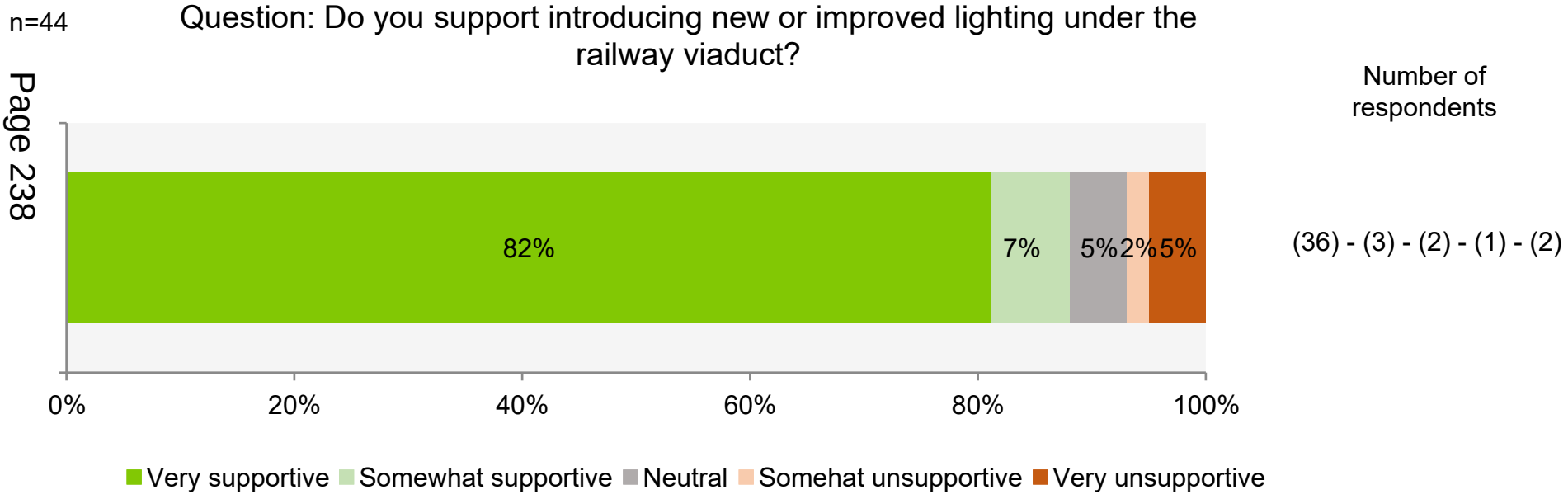
4 respondents left comments about their personal security/crossing these streets for people walking and wheeling. Some respondents made more than one comment. Here, we see all personal security concerns expressed.



Streets South of Crutched Friars:
Introducing new or improved lighting under the railway viaduct

Almost 90% of respondents supported the potential introduction of new/improved lighting under the railway viaduct. Many expressed strong support.

In contrast, just 7% were unsupportive.

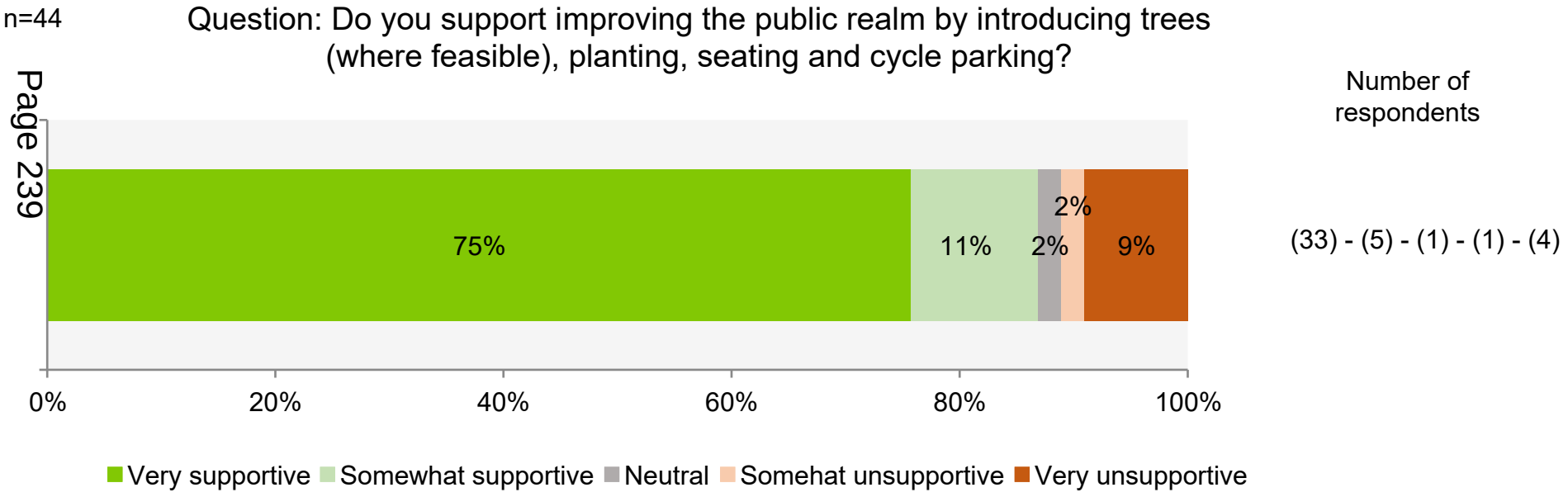


Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:
Improving the public realm on Cooper's Row by introducing trees (where feasible), planting, seating and cycle parking

86% of respondents supported improving the public realm by introducing trees, planting, seating and cycle parking. For many, this support was strong.

In contrast, just 11% were unsupportive.

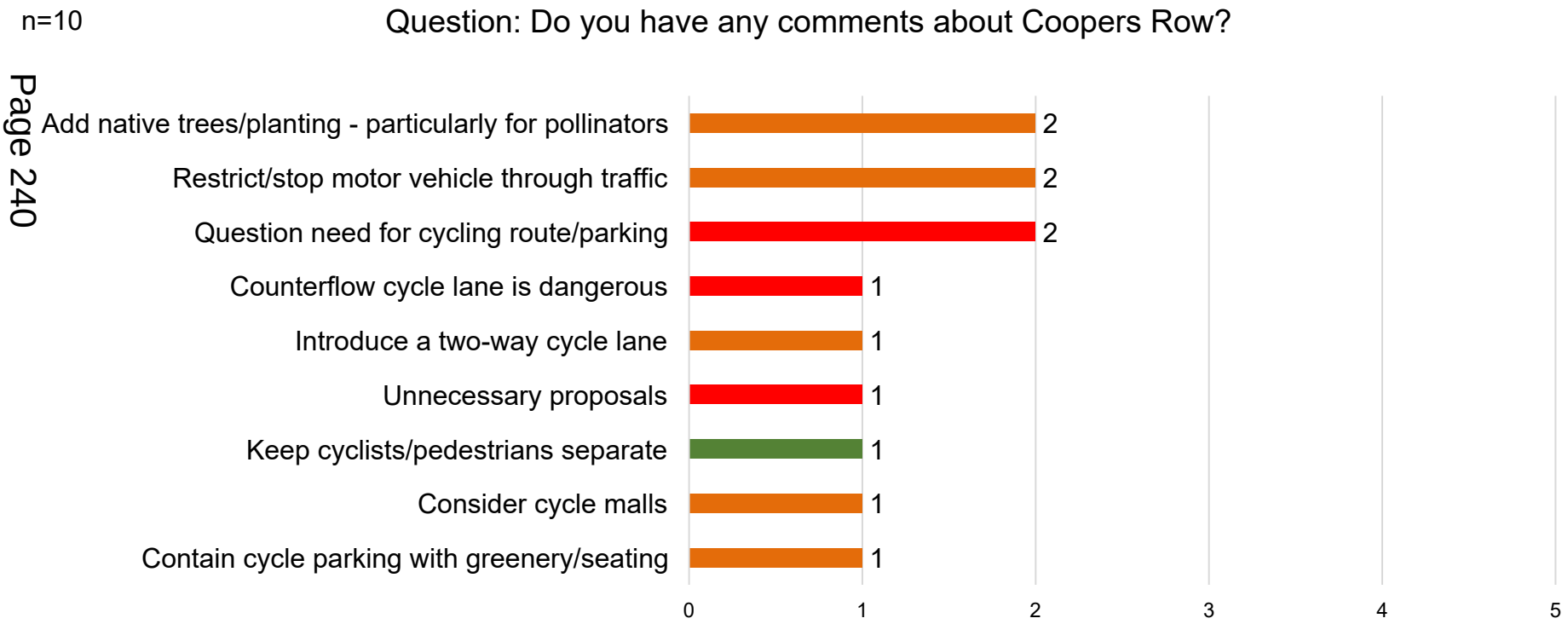


Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:
Comments about Coopers Row

10 respondents left comments about Coopers Row. Some respondents made more than one comment.

Here we see all feedback given, largely focusing on additional suggestions for improvement in Coopers Row.

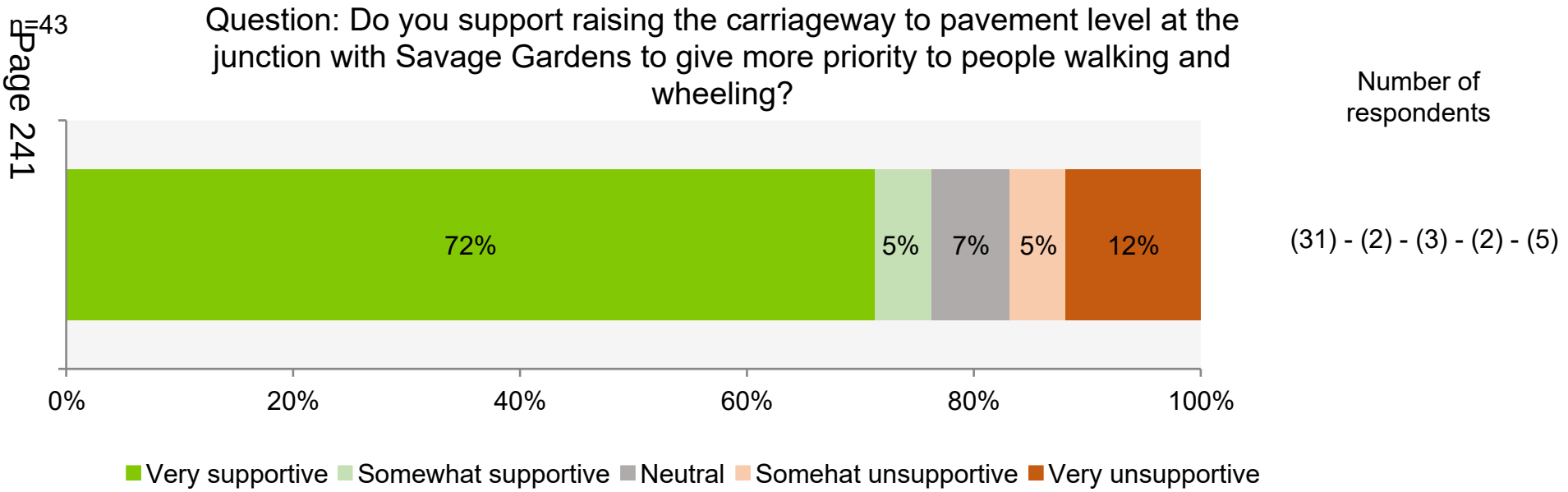


Streets South of Crutched Friars:

On Pepys Street, raising the carriageway to pavement level at the junction with Savage Gardens to give more priority to people walking and wheeling and improve their comfort and safety

Almost 80% of respondents supported raising the carriageway to pavement level at the junction with Savage Gardens to give more priority to people walking and wheeling. Again, for many, this support was strong.

In contrast, just 17% were unsupportive.

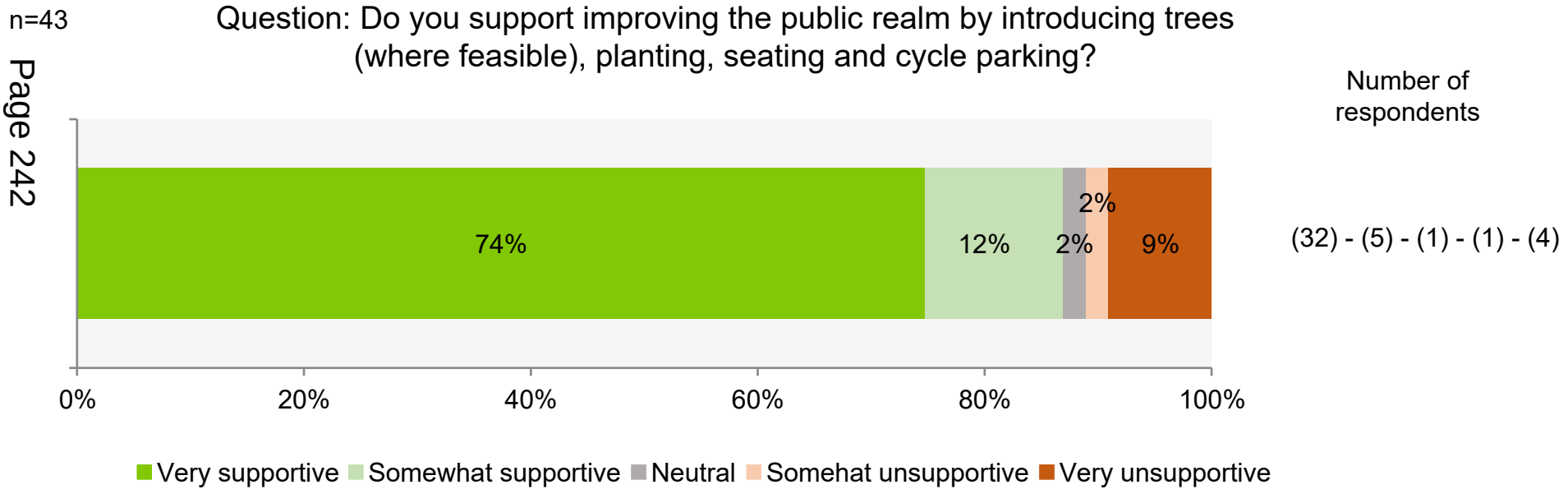


Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:
Improving the public realm on Pepys Street by introducing trees (where feasible), planting, seating and cycle parking

86% of respondents supported public realm improvements with tree planting, seating and cycle parking. Again. Strong support was expressed by many.

In contrast, just 11% were unsupportive.



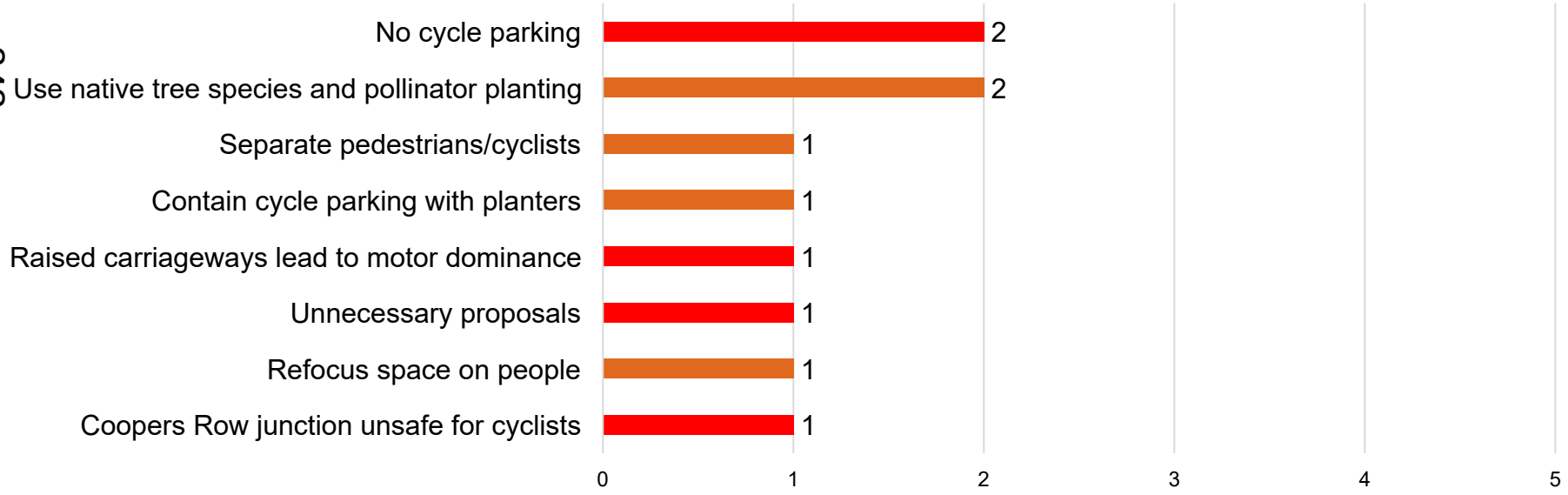
Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:
Comments about Pepys Street

10 respondents left comments on Pepys Street. Here, we see all comments made.

n=10

Question: Do you have any comments about Pepys Street?



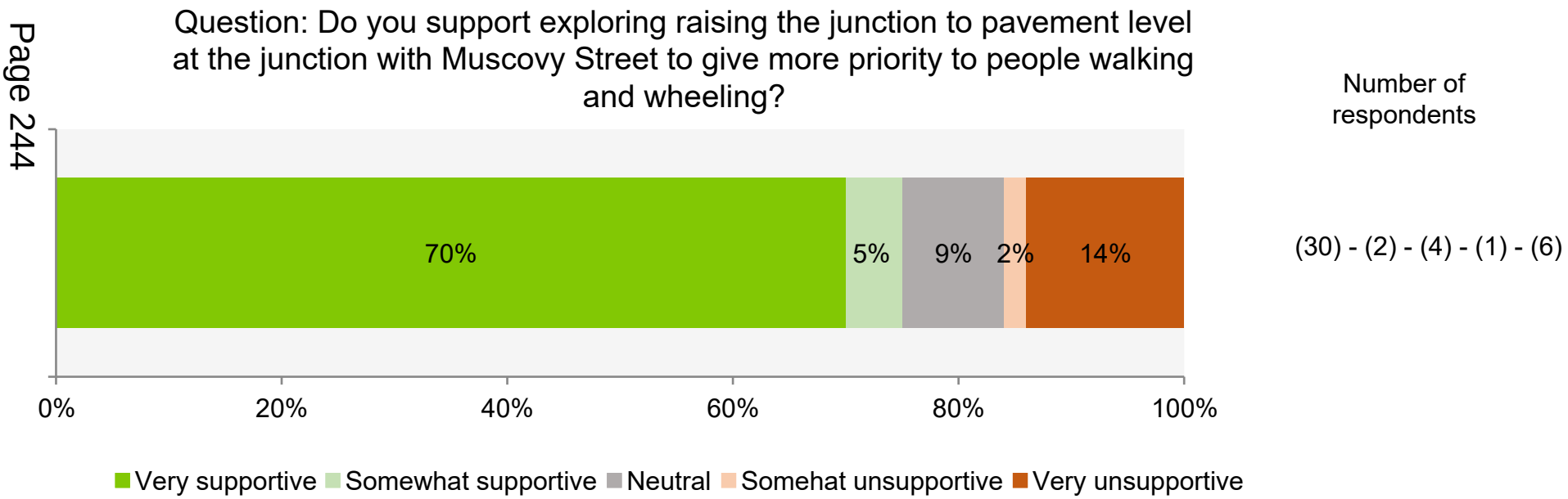
Streets South of Crutched Friars:

On Seething Lane, exploring raising the junction to pavement level at the junction with Muscovy Street to give more priority to people walking and wheeling and improve their comfort and safety

Three-quarters (75%) of respondents supported the potential raising of the junction to pavement level at the junction of Muscovy Street. Again, for many, this support was strong.

In contrast, just 16% were unsupportive.

n=43



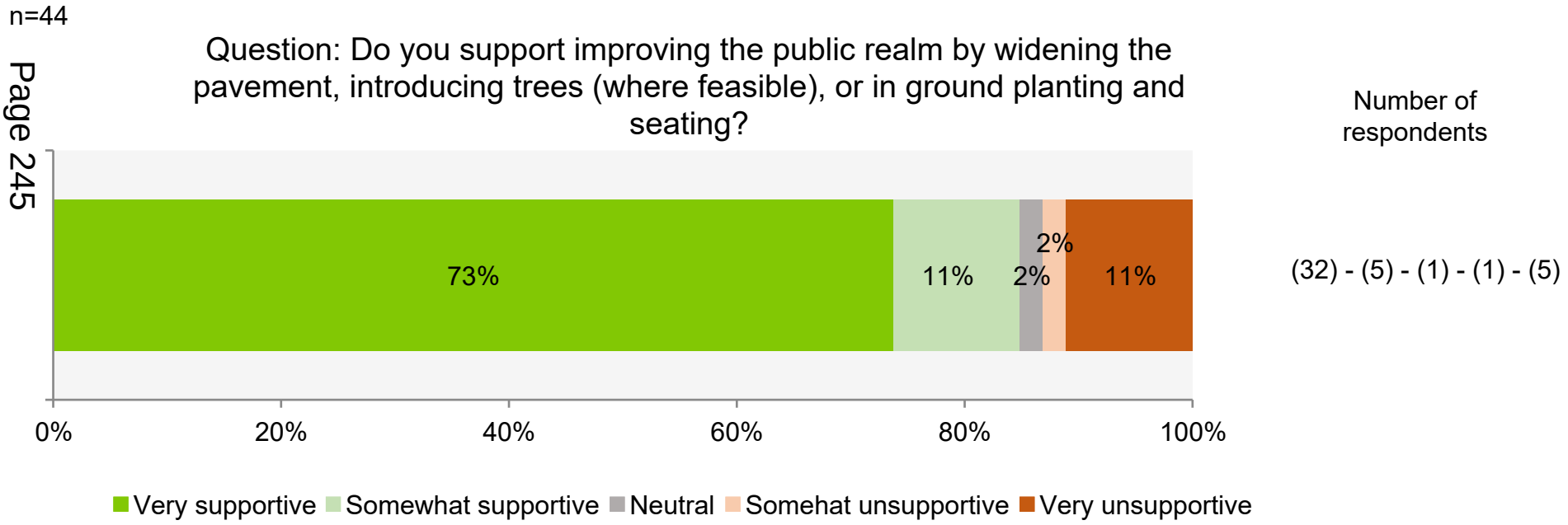
Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:

Improving the public realm by widening the pavement, introducing trees (where feasible), or in ground planting and seating. This could be achieved by reviewing the need for and quantity of parking

84% of respondents supported the described public realm improvements. Many strongly supported this.

In contrast, just 13% were unsupportive.



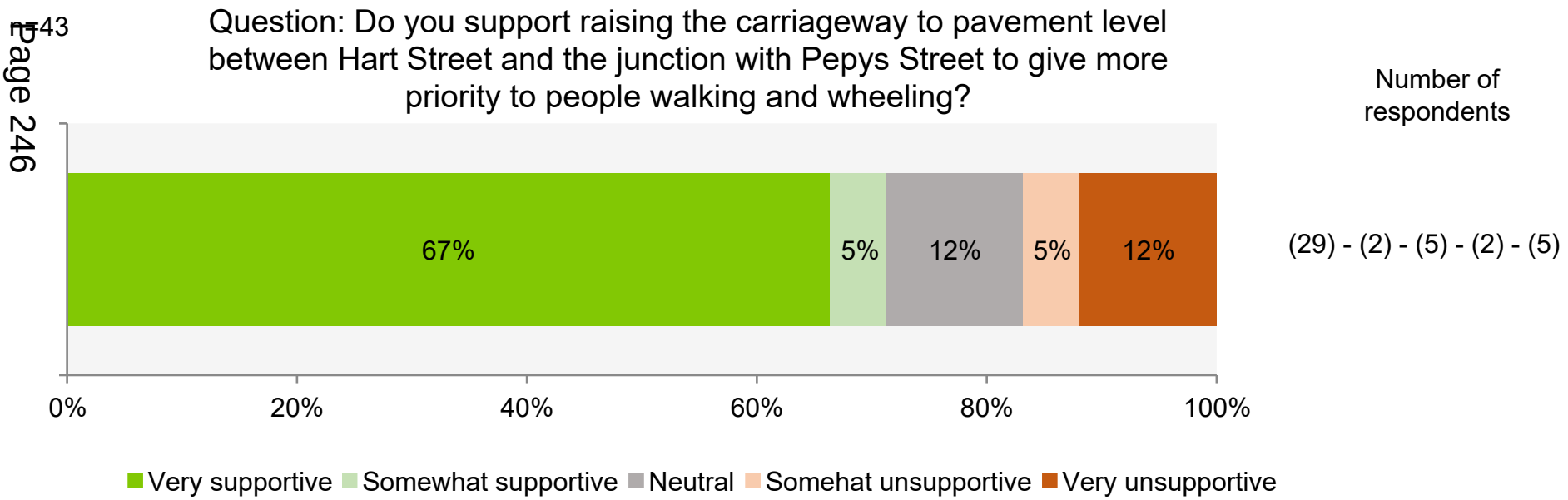
Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:

Raising the carriageway to pavement level between Hart Street and the junction with Pepys Street to give more priority to people walking and wheeling and improve their comfort and safety

Over 70% of respondents supported raising the carriageway to pavement level between Hart Street and the junction with Pepys Street to prioritise people walking and wheeling.

In contrast, just 17% were unsupportive.

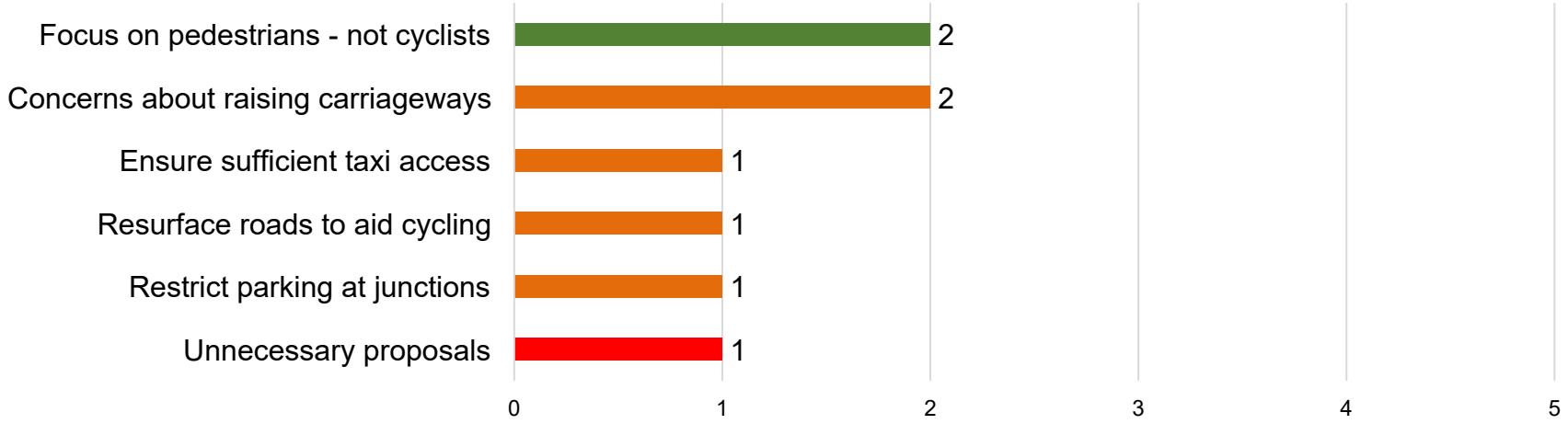


Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:
Comments about making it easier to cross for people walking and wheeling and improving the public realm by changing parking arrangements

7 respondents left comments about making it easier to cross for people walking and wheeling and improving the public realm by changing parking arrangements. Some respondents made more than one comment.
Here, we see all comments made.

Question: Do you have any comments about making it easier to cross for people walking and wheeling and improving the public realm by changing parking arrangements?



Streets South of Crutched Friars:
Other comments about Seething Lane Gardens

Just two respondents left comments about Seething Lane Gardens.

These comments focused on a perceived need to:

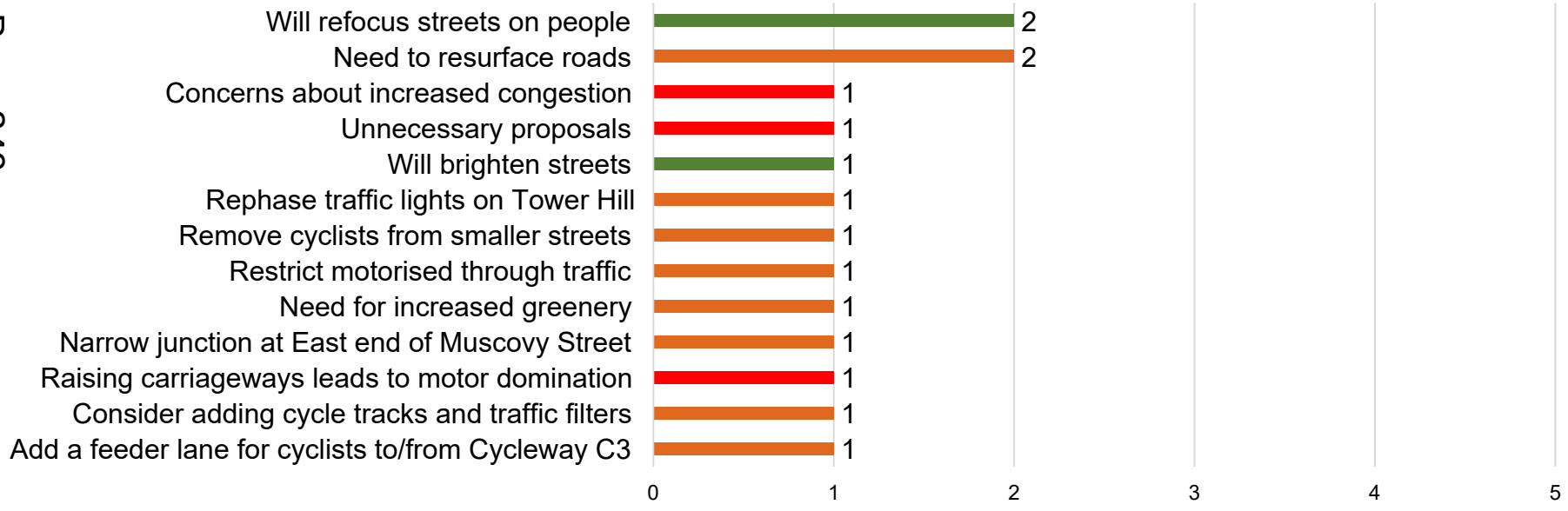
- Restrict motorised through traffic - giving public space back to those wheeling and walking.
- Enhance the garden area - using trees, shrubs and rainwater flower beds to improve aesthetics and air quality.

Streets South of Crutched Friars:
Other comments about the streets in this area

12 respondents left comments about streets in the area. Some respondents made more than one comment. Here, we see all comments made.

n=12

Question: Do you have any other comments about the streets in this area?



Streets South of Eastcheap **and Great Tower Street**

Streets South of Eastcheap and Great Tower Street - draft proposals

Many of these streets already restrict motor vehicles travelling between Lower Thames Street and Eastcheap and Great Tower Street. There are opportunities to increase pedestrian priority on these streets. TfL are exploring further restricting motor vehicles on Fish Street Hill. (Proposal 24 on the plan).
There are also opportunities to introduce small public spaces where there is excess carriageway space or where parking can be relocated.

Proposal 25 - On Monument Street, exploring widening the northern pavement by relocating parking, introducing trees (where feasible), planting and seating and providing additional cycle parking.

Proposals 26, 28, 29 and 30 - On Pudding Lane, St Georges Lane, Botolph Lane, St Mary at Hill, St Dunstan's Lane and the junction with Idle Lane exploring raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety.

Proposal 27 - On St Georges Lane, exploring restricting motor vehicles to all the street and raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety.

Proposal 31 - On St Dunstan's Hill, exploring at the southern end, introducing a new public space with trees, planting and seating and additional cycle parking.

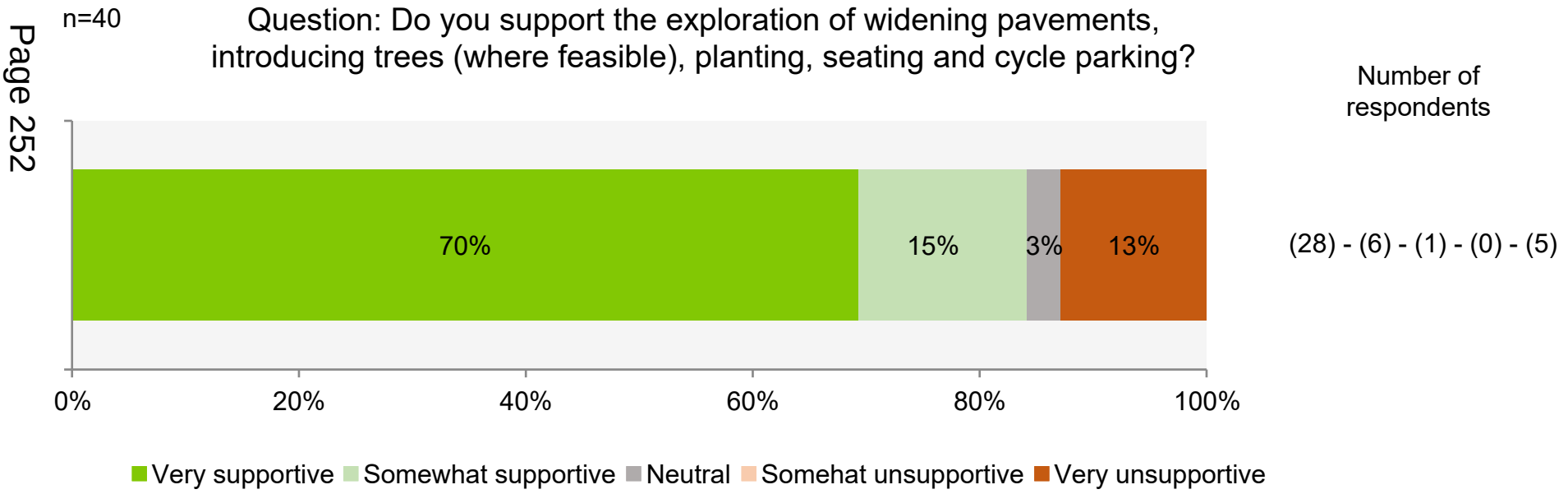
Proposal 32 - On Bakers Hall Court, exploring introducing more seating and planting.

Streets South of Eastcheap and Great Tower Street:

On Monument Steet, widening the northern pavement by relocating parking, introducing trees (where feasible), planting and seating and providing additional cycle parking

85% of respondents supported the exploration of northern pavement widening, with the accompanying introduction of trees, planting, seating and cycle parking in this area. For many, this support was strong.

In contrast, just 13% were unsupportive.

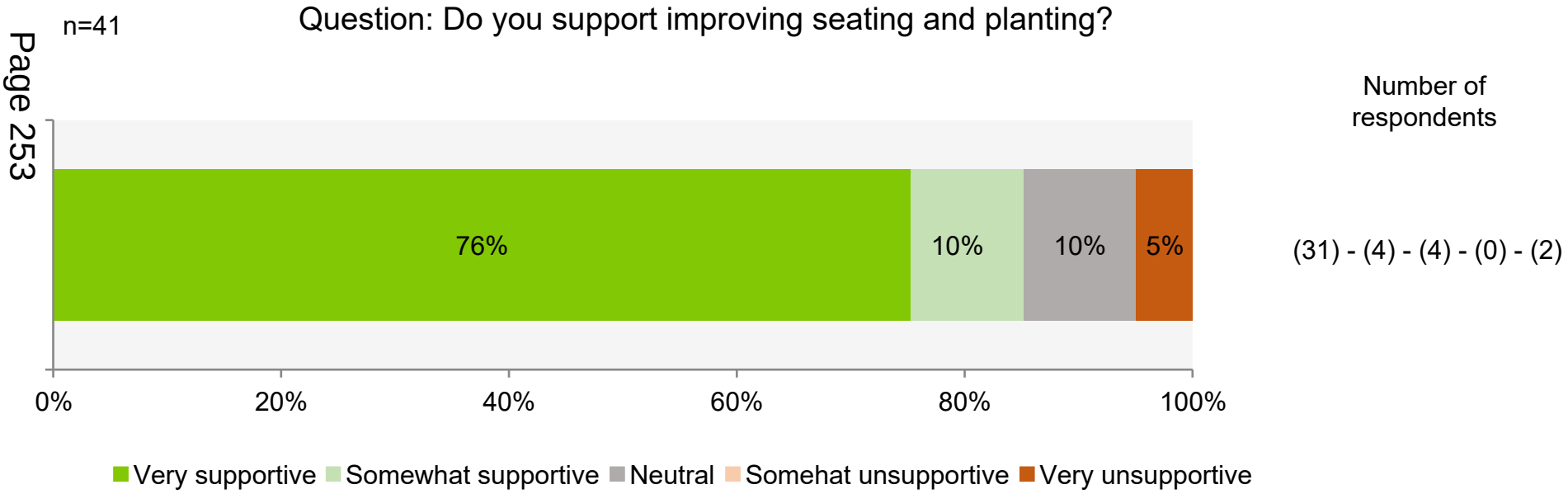


Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street:
Improving seating and planting

86% of respondents supported the potential improvement of seating and planting. Again, for many, this support was strong.

In contrast, just 5% were unsupportive.

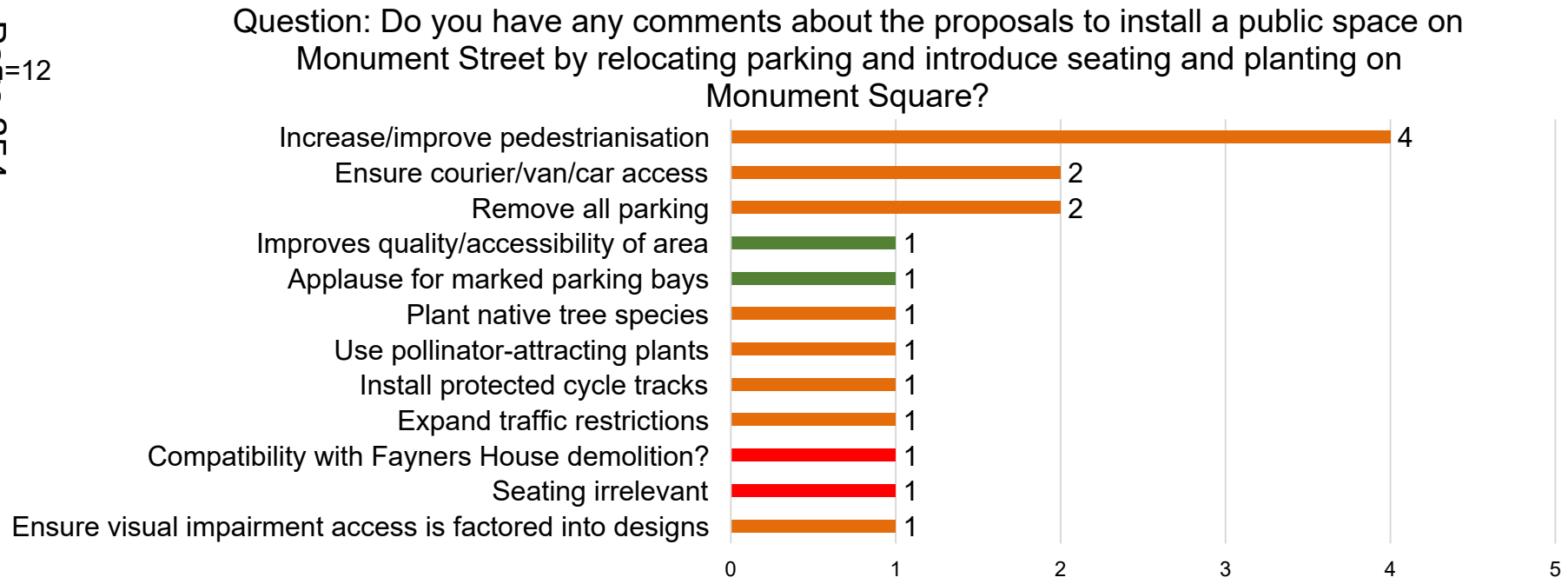


Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street:
Comments about the proposals to install a public space on Monument Street by relocating parking and introduce seating and planting on Monument Square

12 respondents left comments on these proposals. Some respondents made more than one comment. Here, we see all feedback given.

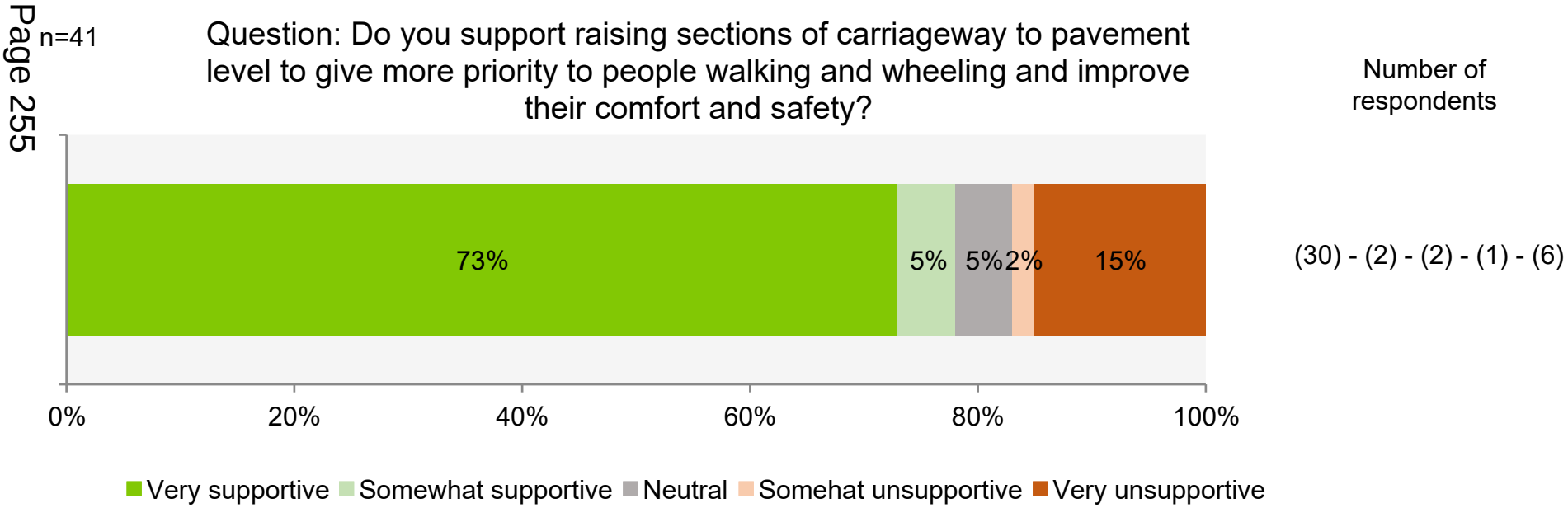
The number one comment associated with this proposal suggested greater ambition in relation to pedestrianisation and public space.



Streets South of Eastcheap and Great Tower Street:
On Pudding Lane, St Georges Lane, Botolph Lane, St Mary at Hill, St Dunstan's Lane and the junction with Idle Lane, raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety

Almost 80% of respondents supported the raising of carriageway section to prioritise those walking and wheeling. For many, this support was strong.

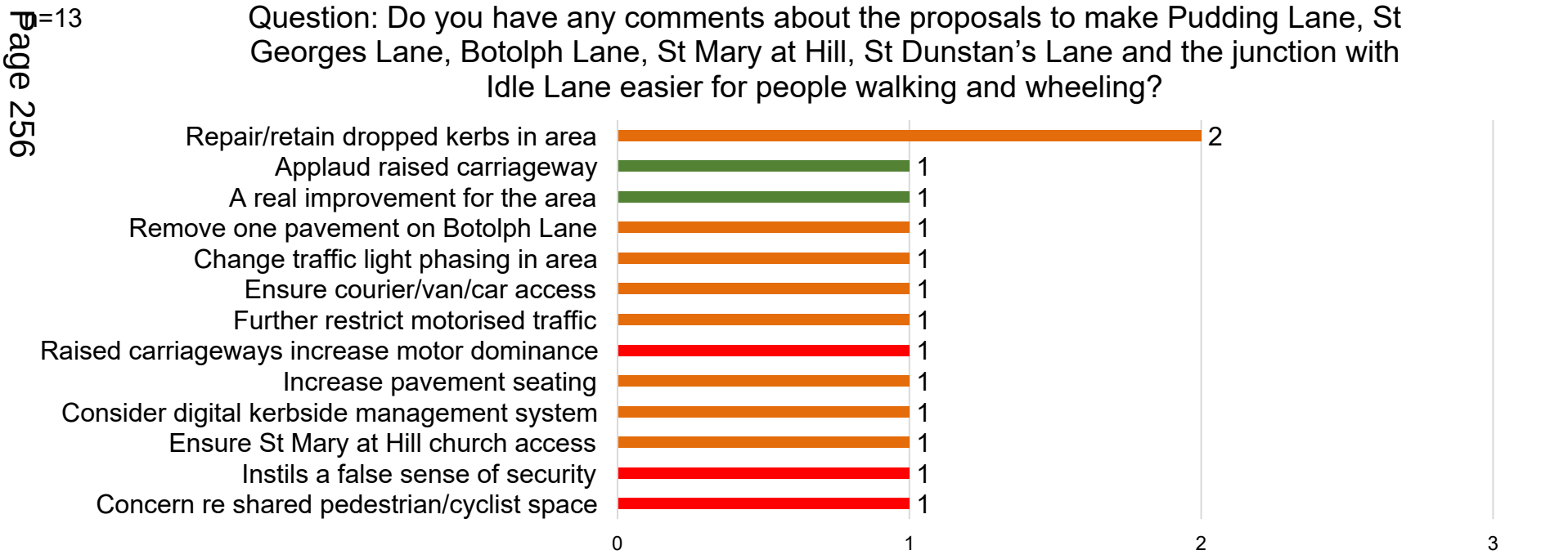
In contrast, just 17% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street:
Comments about making Pudding Lane, St Georges Lane, Botolph Lane, St Mary at Hill, St Dunstan's Lane and the junction with Idle Lane easier for people walking and wheeling

13 respondents left comments on this proposal. Some respondents made more than one comment. Here, we see all feedback given - with a number of suggestions for additional measures.

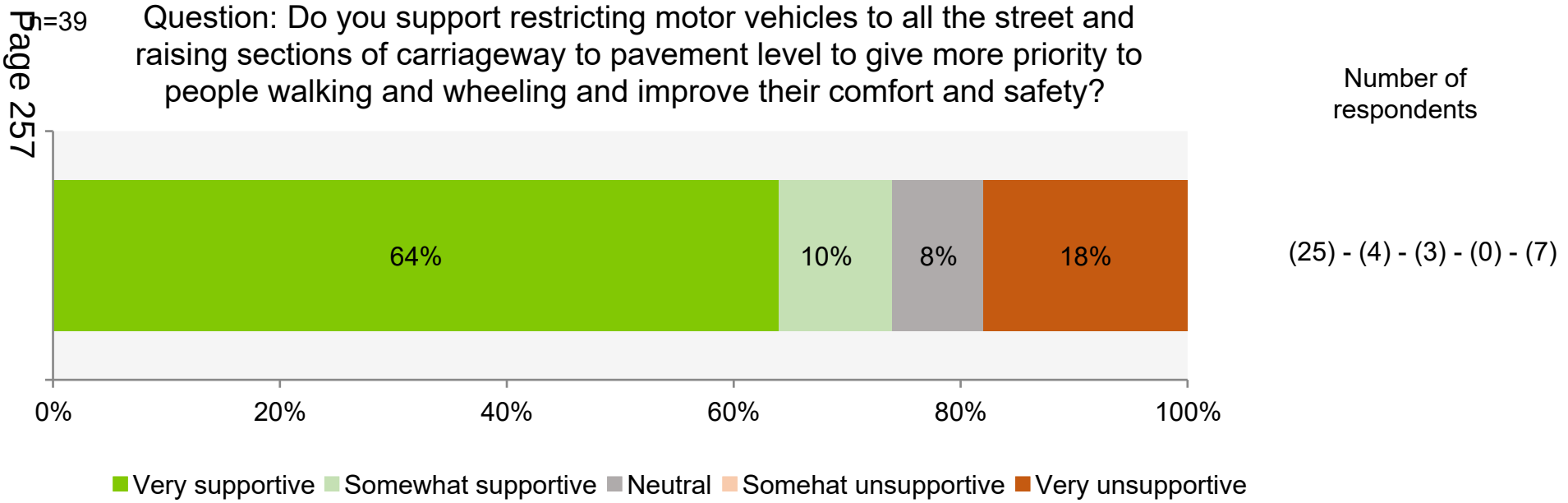


Streets South of Eastcheap and Great Tower Street:

On St Georges Lane, restricting motor vehicles to all the street and raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety

Almost three-quarters (74%) of respondents supported restricting motor vehicles to all the street and raising sections of carriageway to pavement level.

In contrast, just 18% were unsupportive.

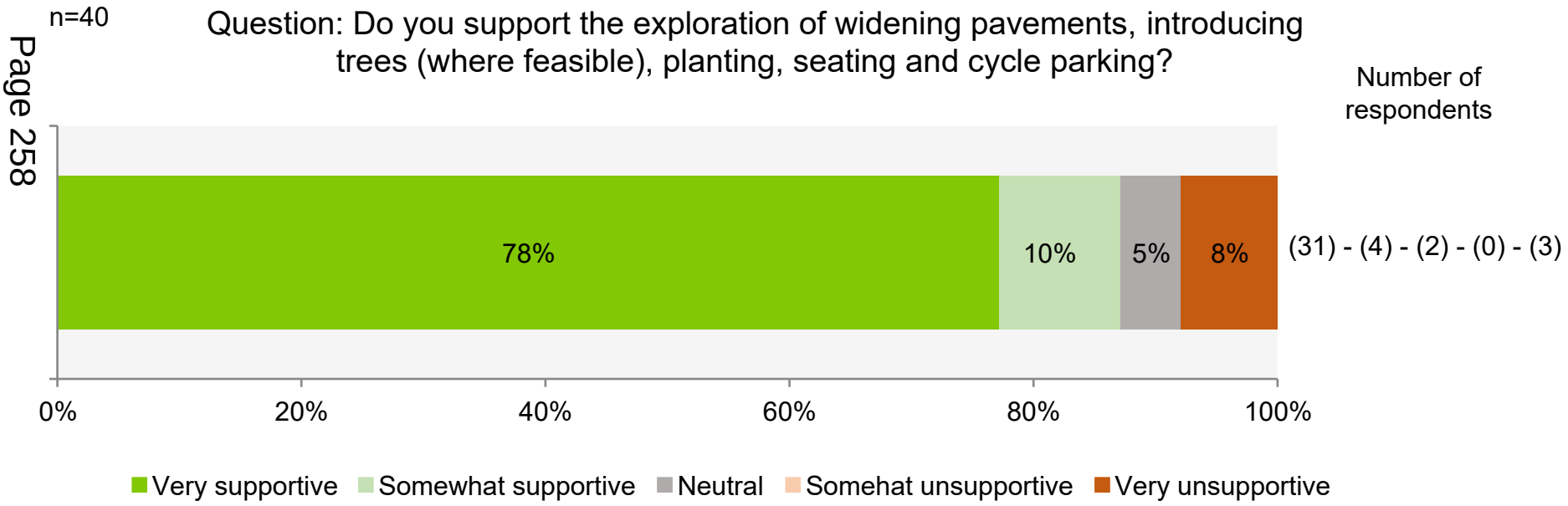


Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street:
On St Dunstan's Hill, at the southern end, introducing a new public space with trees, planting and seating and additional cycle parking

The potential introduction of a new public space at the southern end of St Dunstan's Hill proved very popular. - drawing support from almost 90% of respondents.

In contrast, fewer than 10% were unsupportive.

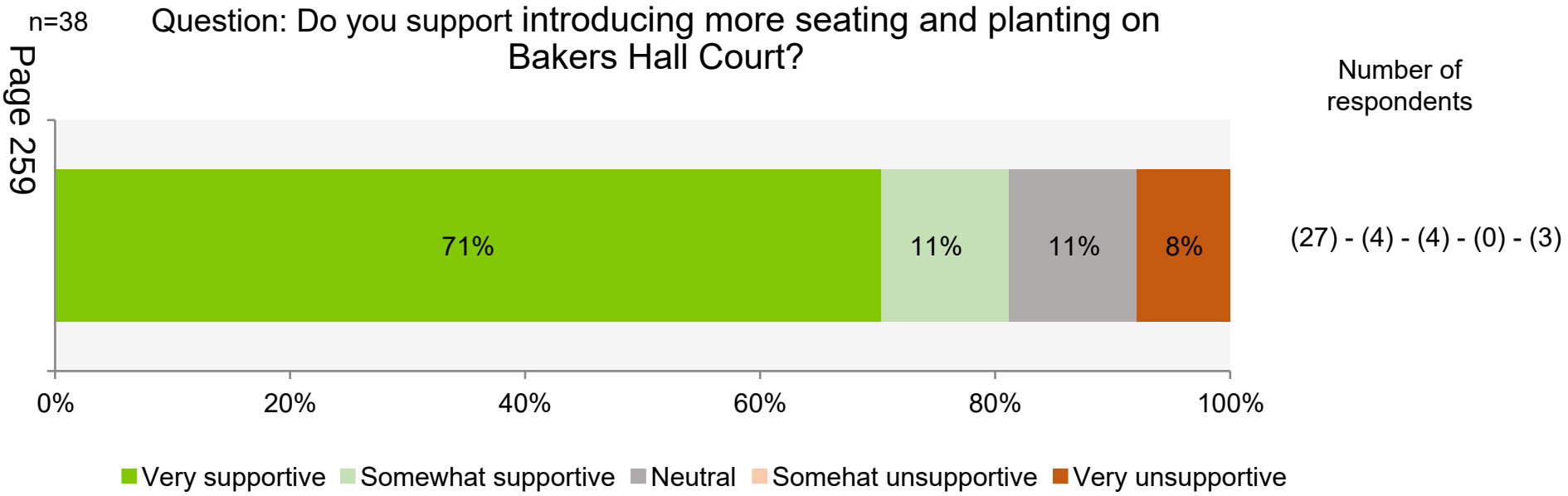


Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street:
On Bakers Hall Court, introducing more seating and planting

Over 80% of respondents supported the introduction of additional seating and planting on Bakers Hall Court.

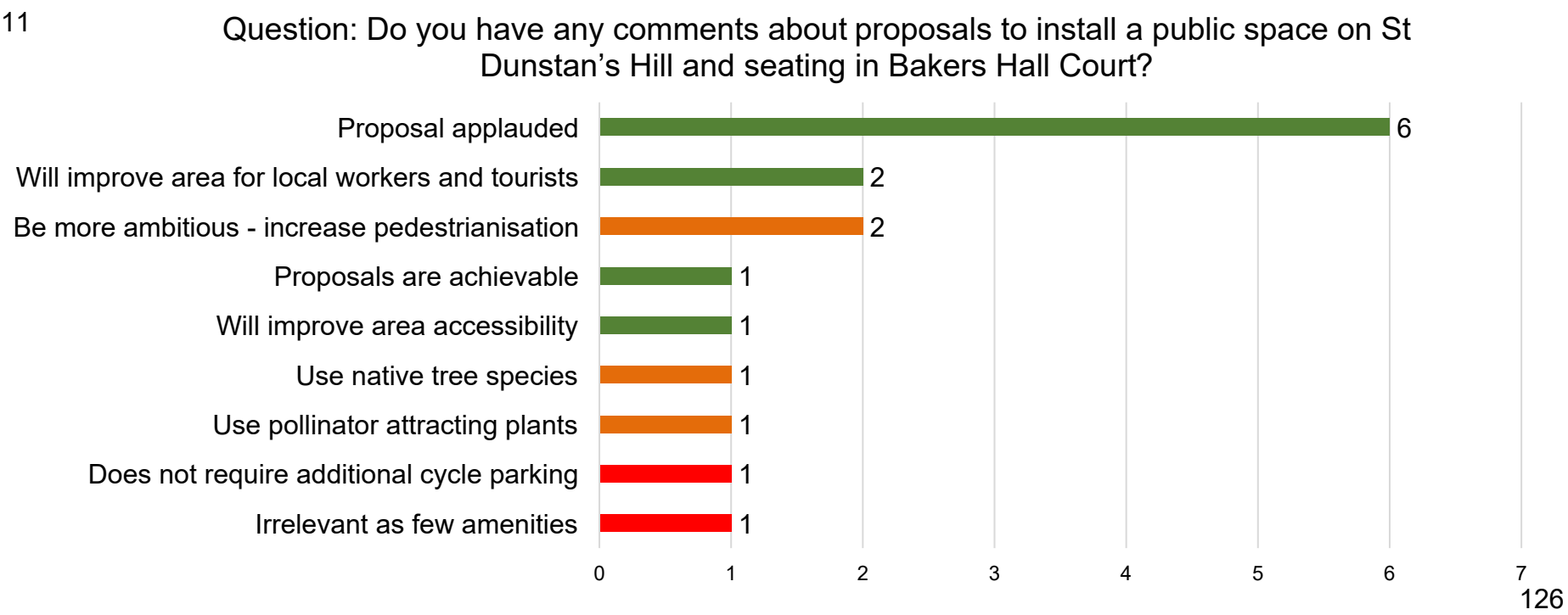
In contrast, just 8% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street:
Comments about proposals to install a public space on St Dunstan's Hill and seating in Bakers Hall Court

11 respondents left comments on this proposal - of which more than half indicated support. Some respondents made more than one comment. Here, we see all feedback given.

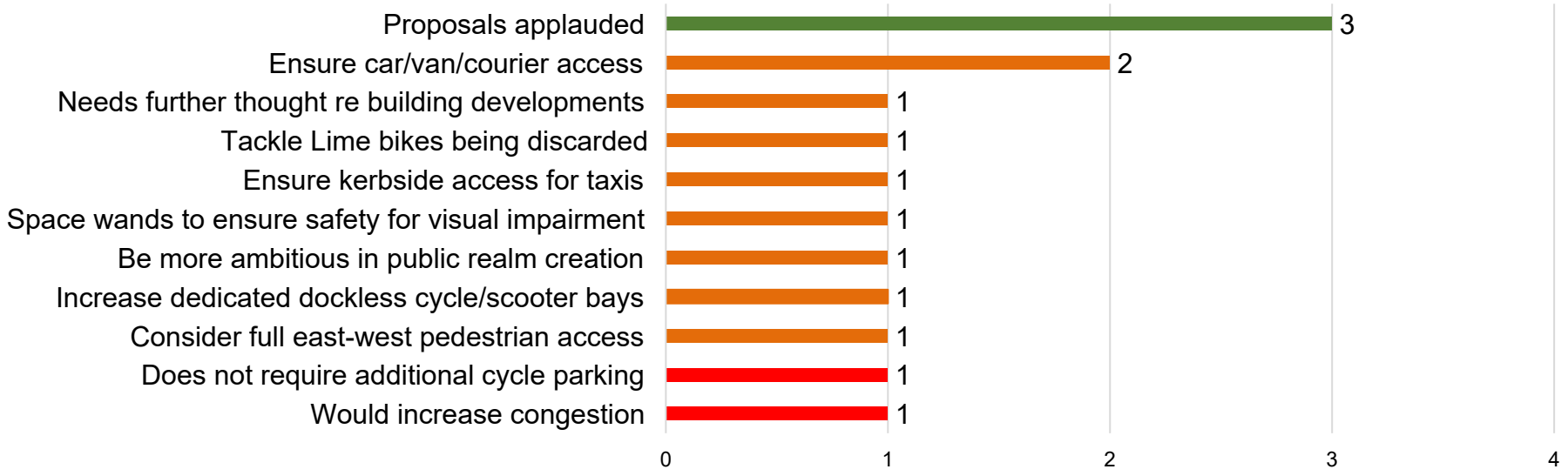


Streets South of Eastcheap and Great Tower Street:
Other comments about streets in this area in general

Nine respondents left additional comments about streets in this area. Some respondents made more than one comment. Comments were diverse, ranging from applause for the proposals to suggestions for additional measures. Here, we see all feedback given.

n=9

Question: Do you have any other comments about streets in this area?



Email, telephone and drop-in feedback

Emails to City of London Corporation - 1

Campaign groups representations

City of London Group - LCC Campaign response

General comments:

- The City has failed to grasp the opportunity to reduce private motor traffic and journeys and enable significant further 'mode shift' to cycling.
- They welcomed all the efforts to improve the streetscape, planting, SuDS, etc. and increase cycle parking provision which are detailed in the proposals. Many carriageways in the City are uneven and worn so carriageway improvement also needs to be a general aim.

Proposal 1 - Fenchurch Street

- If there is no room for segregated space for cycling then traffic reduction and restrictions on through traffic need to be proposed.
- For those continuing their cycle journeys west into Lombard Street the approach to the ASL at Gracechurch Street is difficult and needs more space and a feeder lane.

Emails to City of London Corporation - 2

Campaign groups representations

Proposal 3 - Eastcheap and Great Tower Street

- It is welcomed that Eastcheap-Old Tower Street is a route designated for cycle network improvements in the City of London Transport Strategy.
- A high-quality scheme which protects people cycling for the entire length of the route from cycleway C3 on Byward Street to Monument Junction and on to King William Street and Bank Junction designed in conjunction with TfL. This should include stretches where space is tight.
- They consider that Eastcheap gets a lot of London Access traffic (through traffic) when it is classified as a City Access Street but there is nothing in these proposals to reduce traffic.
- Access to the ASL on the approaches to Monument Junction (and at the preceding pedestrian crossing) need to be improved.

Proposal 4 - Philpot Lane

- Contraflow cycling can already be difficult due to the large number of parked vans.

Proposal 5 - Rood Lane

- Rood Lane should be considered as part of a safer Eastcheap/Rood Lane/Lombard St/Bank Junction cycle route to allow people with a lower appetite for risk to avoid Monument Junction.
- A timed closure is welcome, but this should be a permanent closure to through traffic.
- Raising the entire carriageway to pavement level should be considered as there is currently not enough room on the carriageway for a cycle and vehicle to pass.

Emails to City of London Corporation - 3

Campaign groups representations

Proposal 7 - Mark Lane

- Access from Great Tower Street into Mark Lane for people cycling needs improving. The right turn is usually blocked by queuing eastbound traffic, as is the right turn out of Mark Lane into Great Tower Street.

Proposal 18 - America Square

- Support for the proposal to introduce a one-way motor vehicle restriction and a cycle contraflow and the closure of the western section of America Square to motor vehicles.

Proposal 20 - Hammett Street

- Support the proposal to introduce a one-way motor vehicle restriction and a cycle contraflow.

Proposals 21-23 - Streets south of Crutched Friars/Trinity Square/Coopers Row/Crutched Friars/Jewry Street

- Improvements are needed for access to/from cycleway C3 around Trinity Sq. Traffic/parking reduction and restrictions on through traffic are required.

Emails to City of London Corporation - 4

Campaign groups representations

LCC Response

- The London Cycling Campaign strongly supports the detailed consultation response submitted by our local branch in the City of London.
- To meet the aims of the City of London's Transport Strategy, through traffic needs to be excluded and road danger reduced by the introduction of protected cycle lanes where traffic volumes still exceed 200 vehicles per hour.
- Support proposals to reduce traffic and introduce cycling contraflows and increased cycle parking including shared hire bikes. Allocation of such spaces and coordination with cycle hire firms to ensure efficient distribution and collection can help reduce incidents of hire cycles blocking pavements.

Emails to City of London Corporation - 5

Representation on behalf of developers

Newark on behalf of Hygie SPV S.À RL (50 Fenchurch Street)

- Stated that the S.278 works forming part of the planning application at 50 Fenchurch Street should be fully reflected in the finalised Plan, but also crucially these highway works are allowed to progress unhindered by the progression of the Healthy Streets potential works.

DP9 on behalf of Aviva Investors (130 Fenchurch Street)

- Aviva are highly supportive of the initiatives in the Plan and support its aspirations to improve the public realm and manage traffic in Fenchurch Street. These aspirations align with Aviva's development at 130 Fenchurch Street.

Urbanest (35 Vine Street) (submitted via Commonplace survey)

- Strongly supportive of the ambition to make the wider area more pedestrian, cycle, and wheelchair-friendly, creating safer, more accessible, and more pleasant streets for everyone.
- As the developer and operator of the Urbanest City building and the Museum, Urbanest feel that a well-designed and collaborative implementation of the Healthy Streets Plan including improvements to the public realm and connectivity will make the location more attractive to prospective students and museum visitors, while enhancing the overall micro-environment.
- They are also encouraged by the plan's potential to reduce collision risks, calm traffic, and promote active travel, objectives that align closely with their own sustainability goals.

Emails to City of London Corporation - 6

Representation on behalf of developers

DP9 on behalf of Brookfields Properties Uk (30 Fenchurch Street)

General support

- We welcome that the Plan intends to provide a framework for improvements to streets and public realm in the area.
- We support the aim of prioritising pedestrian comfort, safety and accessibility, in line with the wider Transport Strategy of the City of London and also involving coordination with TfL.
- We appreciate the commitment to early stakeholder and community engagement.

Comments about access and deliveries

- Access needs to be maintained 24 hours a day to the 30 Fenchurch Street loading bay and to shops and businesses on Rood Lane.

Comments about additional cycle stands

- We would request that any consideration of additional cycle stands on Rood Lane or Fenchurch Street be carefully reviewed in light of existing large numbers of dockless bikes been parked in front of fire escapes and laying on the pavement having been blown over. Appropriate management or enforcement measures should be put in place to prevent obstructions.

Emails to City of London Corporation - 7

Transport operators

TfL Rob Edwards | Lead Sponsor - Borough LIPs North Safe & Heathy Streets Investment Planning Surface Transport

- No overall concerns.

General comments were made about:

- High footfall levels in the City and the impact of Covid on general work patterns.
- Increasingly high levels of cycling and impacts of dockless bikes parked on pavements.
- The TLRN and its role needs to be acknowledged.
- Permeability of Lower Thames Street.
- Improvements to the Crescent welcomed.
- The BIDs adding value would be welcome.
- Raised carriageway elements welcomed but some care is needed in terms of EQIA especially clarity for blind and partially sighted people.
- Paving on Fenchurch Street is pretty narrow at points particularly on the north side.
- Informal pedestrian crossings are being delivered in Westminster City Council.
- Large amount of uncontrolled refuge style crossings in the area and it is good that this has been picked up in report.
- Some of the cycle contraflows are on narrow streets with considerable traffic levels. Discussing these with local cycling groups could be beneficial.
- The introduction of SuDS is welcome.

Emails to City of London Corporation - 8

Transport operators

TfL Cycling

- They suggested combined uplift of >20,000-30,000 new employees in this area when all the new developments are fully let. Perhaps 5-10% will be cyclists so that would be perhaps +2,000-3,000 roaming around the immediate area in the AM peak.

TfL Buses

- On Eastcheap/Great Tower Street TfL need ideally 3.2m wide lanes for buses and to ensure any raised crossings are suitable for buses, i.e. 1:20 ramps. There is also some bus safety research being undertaken on the proximity of raised crossings to bus stops to determine whether there is a safety risk of slips, trips and falls when passengers are accessing/egressing their seats. There are two pairs of stops on Eastcheap/Great Tower Street. Any changes to the stops would also need to ensure accessibility requirements were fully accounted for.
- Fenchurch Street is used as a diversionary route and therefore needs to be designed accordingly for buses.

TfL Urban Design

- These proposals are very positive.
- Detailed design should include a variety of plants and permeable paving.

Emails to City of London Corporation - 9

Transport operators

c2c Rail Operators on behalf of Fenchurch Street Station

- They acknowledged the consultation and stated that they considered that they had no plans to change the access or security measures.

Acknowledgements and next steps

Thank you to everyone that took the time to share their views on the draft Fenchurch Street Area Healthy Streets Plan

There were almost 2,900 visits to the Commonplace consultation website, almost 570 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 Healthy Streets plan. The feedback received was both helpful and informative to the development of the plan.

Providing the framework for future investment in the area, the Healthy Streets Plan and its individual projects will be subject to further public consultation, feasibility, detailed design and the City Corporation's approval processes.

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 collected data

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 snapshot of opinion.

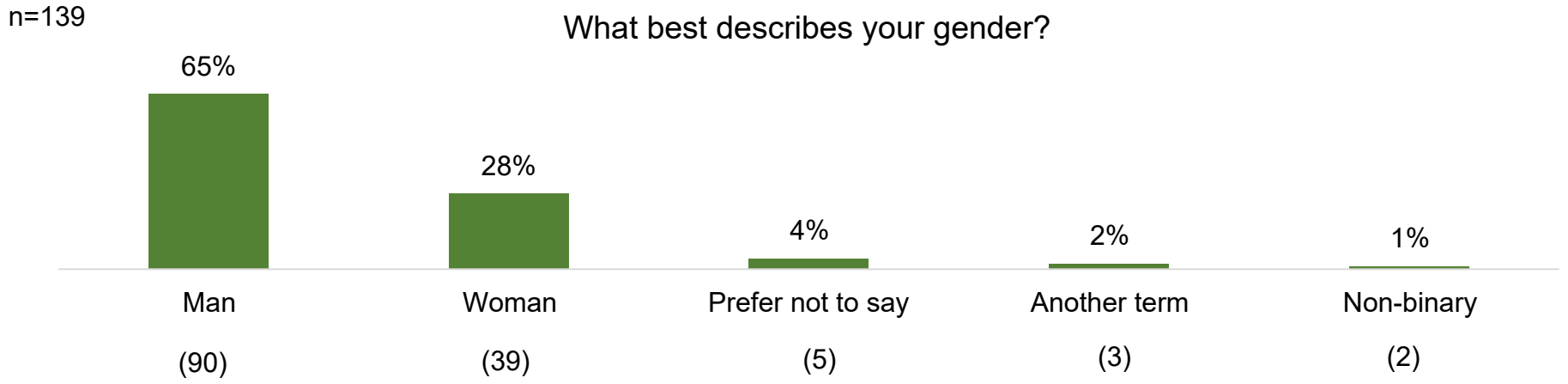
Additional notes

- 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 the horizontal chart axis, or to the right of the chart.
- Percentages have been rounded and may therefore not total exactly 100. Percentages have also been calculated excluding missing responses.
- Some contributors 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 findings (calculated including responses from those who gave no demographic information) appearing to be misaligned with demographic sub-group findings.
- 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 contributors 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.
- Some images used are courtesy of Google Earth.

Appendix 2: Demographics

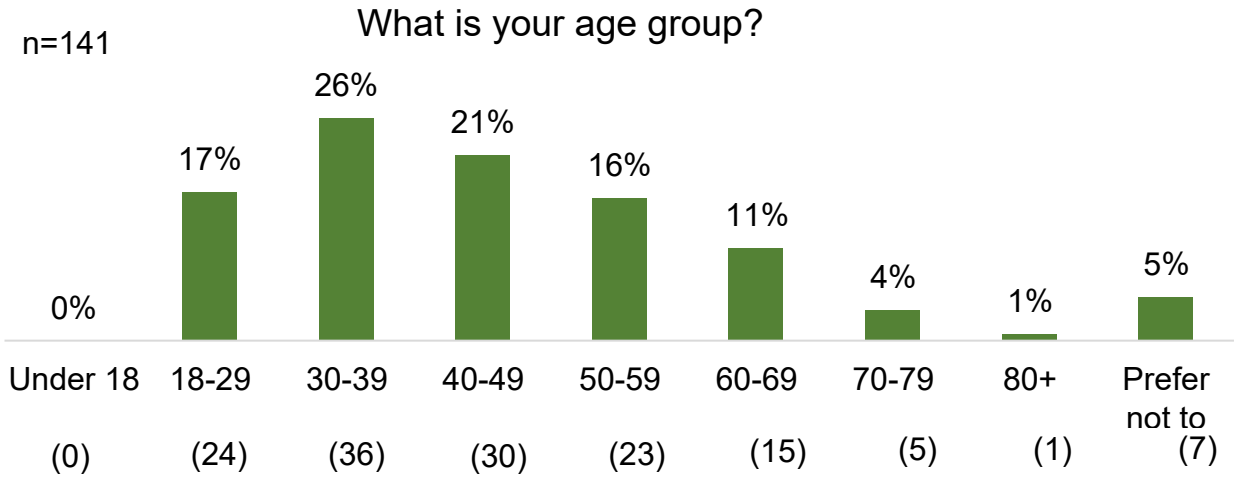
Gender

A majority of consultation contributors (65%) described themselves as a man. 28% described themselves as a woman, 4% preferred not to say, 2% described themselves as another term and 1% as non-binary.



Age group

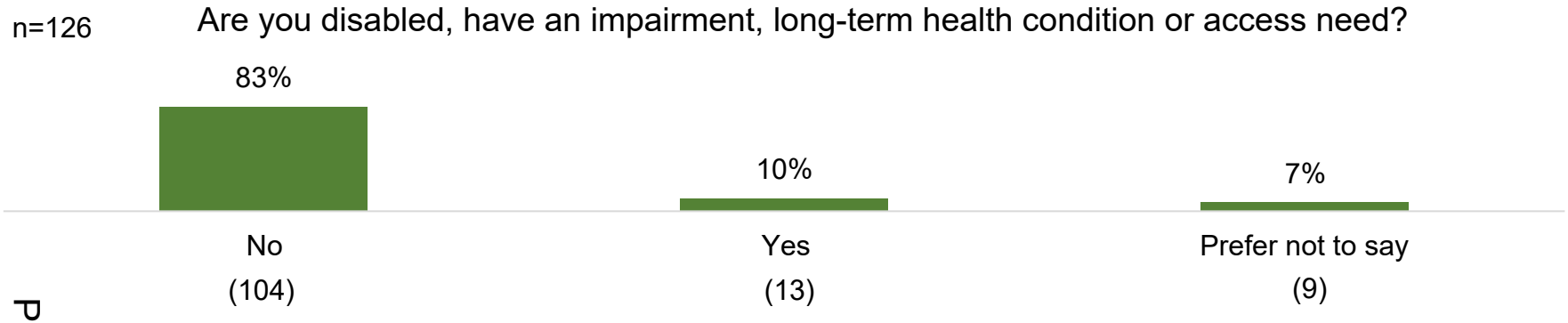
The age of consultation contributors ranged from 18 to 80+, with a wide spread of ages represented.



Incidence of disabilities, impairments and long-term health conditions

10% of consultation contributors indicated that they had a disability, impairment or long-term health condition or access need.

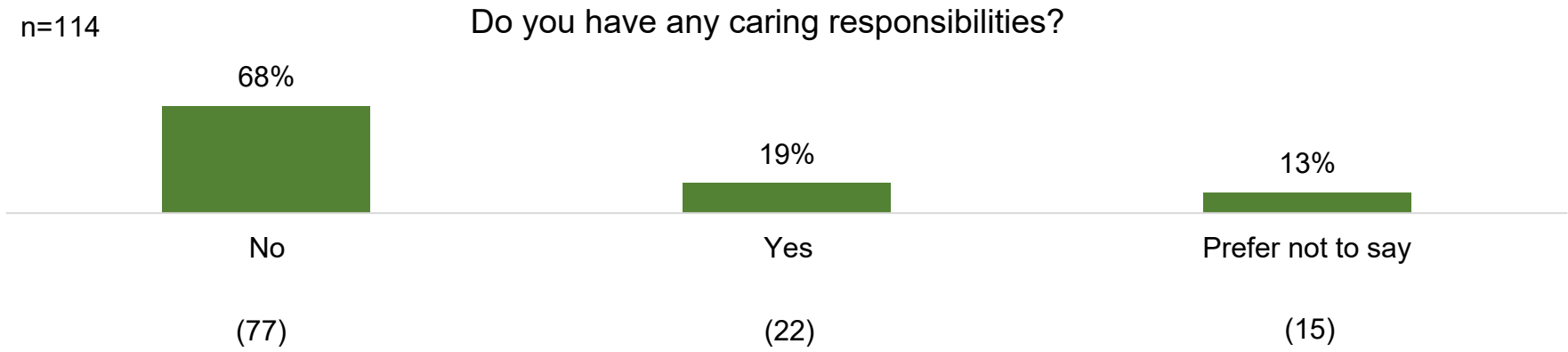
n=126



Caring responsibilities

19% of consultation contributors indicated that they had caring responsibilities.

n=114

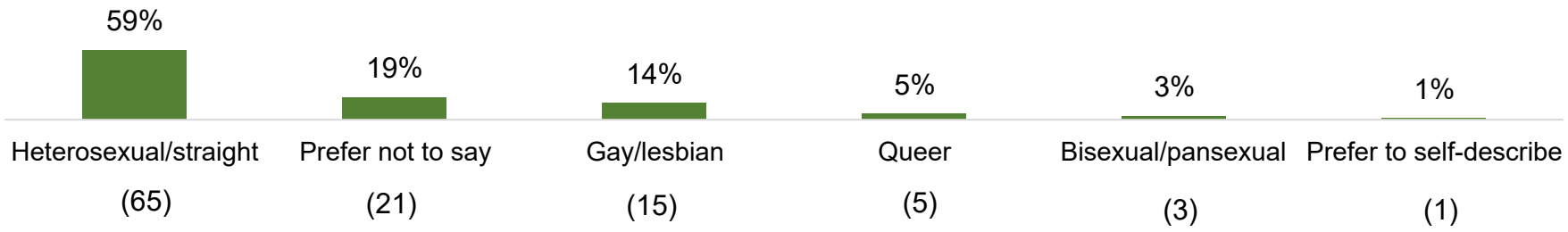


Sexuality

Just under 60% of consultation contributors identified as heterosexual/straight.

n=110

Which sexual orientation do you most identify with?

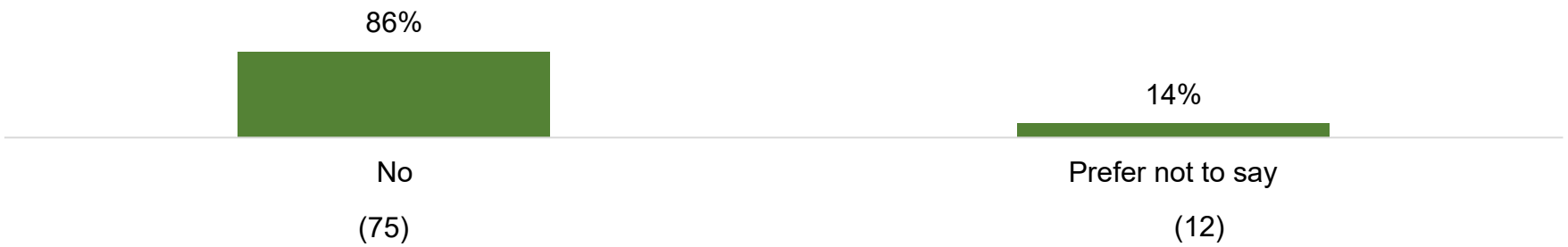


Pregnancy

No consultation contributors were pregnant, nor had been pregnant in the calendar year.

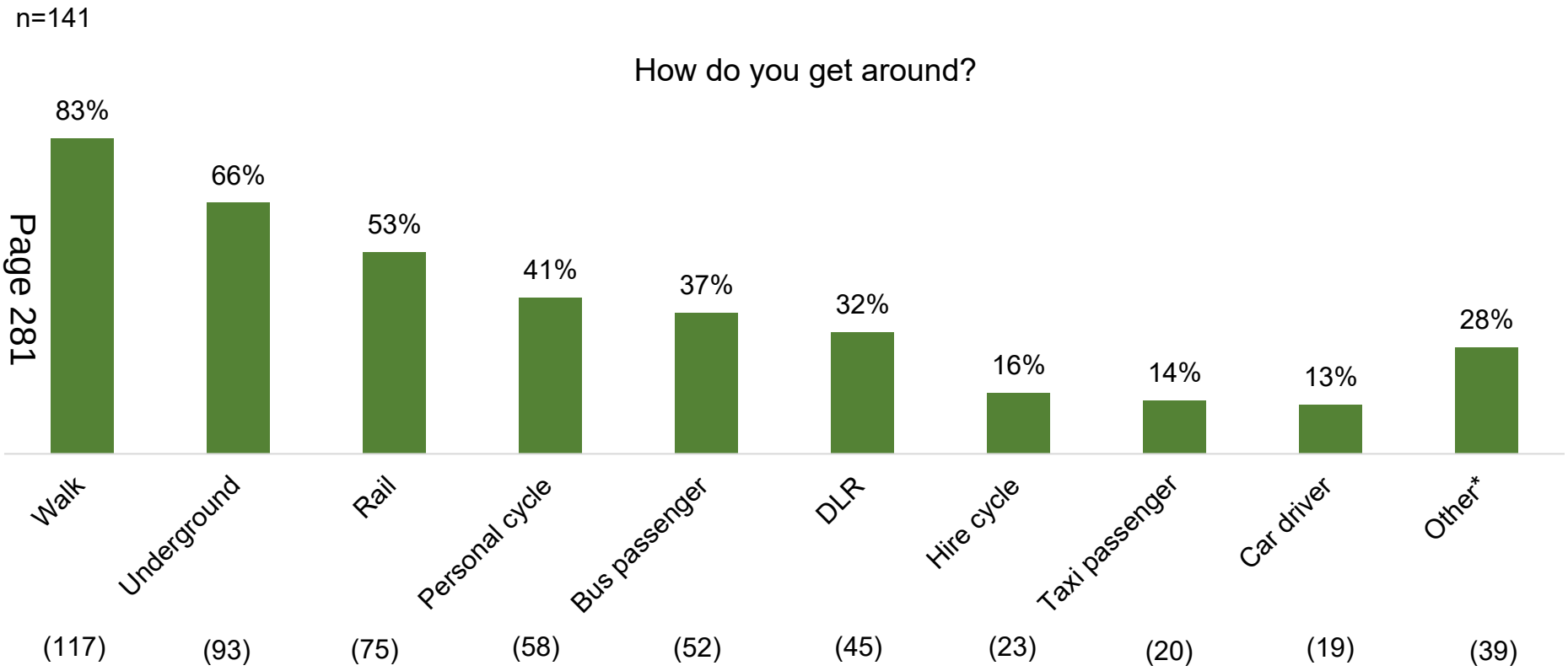
n=114

Are you currently pregnant or have you been pregnant in the last calendar year



Travelling around in the area

Contributors were frequently walking (83%), using the underground (66%) or rail (53%), cycling (41%) and/or using the bus (37%) or DLR (32%) to move around the area. More than one type of travel could be specified by contributors.



* Other travel modes (each specified by fewer than 10% of contributors) included private hire vehicle passenger (8%), car passenger (8%), taxi driver (4%), private hire vehicle driver (3%), hire e-scooter (3%), motorcycle (2%) and adaptable cycle (1%).

CITY OF LONDON

Commonplace

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Fenchurch Street Area Healthy Streets Plan

Introduction

This Healthy Streets Plan sets out an integrated approach to improving the public realm and managing traffic in the area south of Fenchurch Street.

It sets out potential changes to how motor vehicles use streets to access and move around the area. It also outlines potential improvements for people walking, wheeling, cycling and spending time on streets in the area.

The proposals will improve the quality of streets and public spaces, and the attractiveness of the area for living, working and as a leisure destination. They will make streets safer and more pleasant places to spend time.

The Healthy Streets Plan provides the framework for future investment in the area. Individual projects within the plan will be subject to further public consultation, feasibility, detailed design and the City Corporation's approval processes.

The Fenchurch Street Area Healthy Streets Plan

The Plan covers the area bounded by Fenchurch Street to the north, Lower Thames Street to the south, the A10 (Gracechurch Street and King William Street) to the east and Minories to the west. It adjoins the City Cluster Healthy Streets Plan area.

Land use and heritage

The area will undergo substantial change in the coming years as a result of emerging and consented development proposals. This includes several large office developments, particularly on Fenchurch Street and Gracechurch Street. The area also includes key heritage assets including the Monument to the Great Fire of London, St Dunstans in the East Church Garden, and parts of London Wall. It also adjoins the Tower of London. Other attractions include the Sky Garden at 20 Fenchurch Street and new developments in the area will create more public spaces and viewing galleries. In amongst these uses there are also concentrations of residential.

Eastcheap has a significant nighttime economy with many pubs and restaurants. In the eastern part of the area the leisure and nighttime uses are complimented by several hotels. The railway viaducts on the approach to Fenchurch Street station create a very different character compared to the rest of the City and with creative and improved lighting could further support the nighttime economy by making the area more inviting and attractive.

The location and transport infrastructure of the area make it a significant gateway into the City for commuters and visitors. Footfall is therefore significant and will increase as new developments are completed. The streets and public space need to accommodate this increasing demand for people walking and wheeling.

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Public transport

Public transport includes Fenchurch Street railway station and an entrance and exit to Monument Underground station. Both of these are gateways into the City for commuters and visitors. Eastcheap has bus services for east and west travel, whilst Gracechurch Street and Minories adjoining the plan area have north and south services. On Lower Thames Street there is the C3 cycleway which connects with the C2 cycleway to the east at Mansell Street and the C4 cycleway at London Bridge.

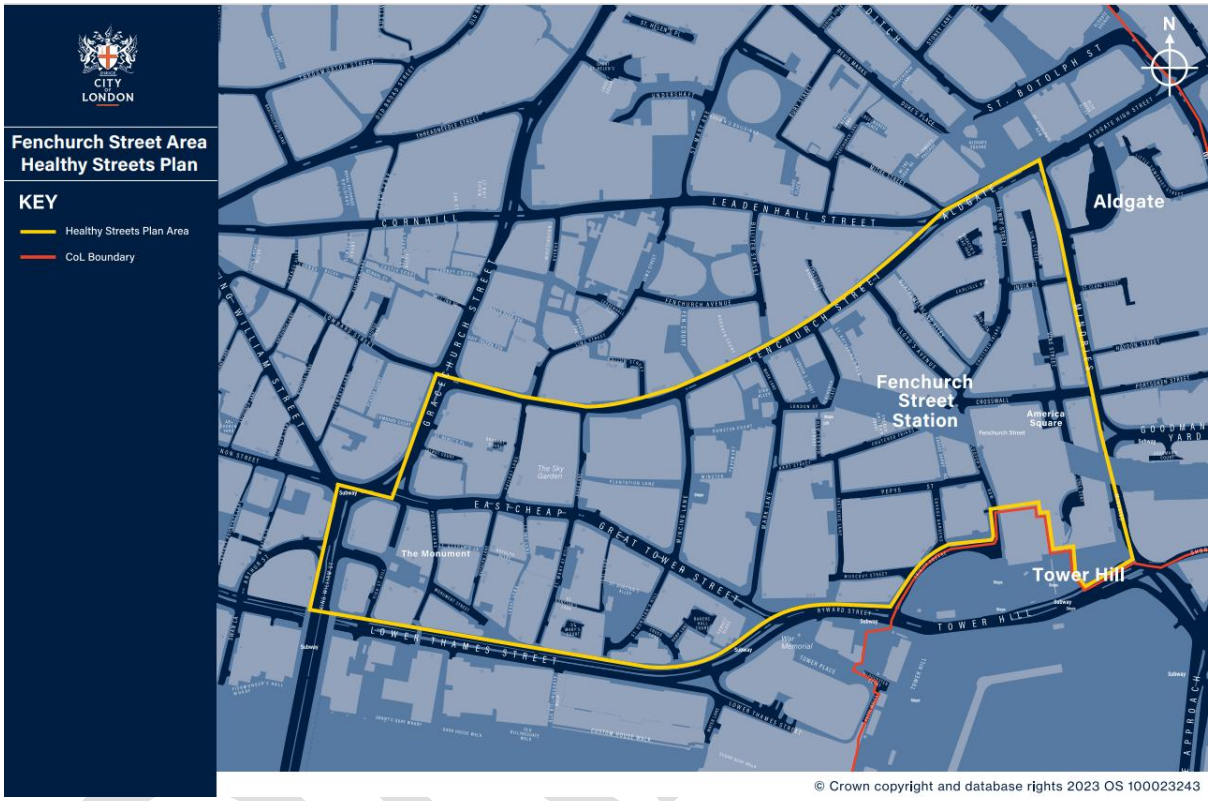

Figure 1: Fenchurch Street Healthy Streets Plan area.

Alignment with City Corporation strategies

Supporting delivery of the City of London Transport Strategy

The Plan supports the delivery of the following City of London Transport Strategy outcomes:

- The Square Mile's streets are great places to walk, wheel and spend time
- Street space is used more efficiently and effectively
- The Square Mile is accessible to all
- People using our streets and public spaces are safe and feel safe
- Improve the experience of riding cycles and scooters in the City
- The Square Mile's air and streets are cleaner and quieter
- Our street network is resilient to changing circumstances
- The Square Mile benefits from better transport connections

Street roles within the area

Fenchurch Street, Gracechurch Street and East Cheap and Great Tower Street are defined by the City of London Transport Strategy street hierarchy as “City access” streets. This means they are the preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations. Lower Thames Street is defined as a “London access” street which accommodates motor vehicles that do not have a destination in or immediately adjacent to the Square Mile.

All other streets within the City part of the plan area are classified as “Local access” streets. These streets are primarily used for the first or final part of a journey, providing access for motor vehicles to properties.

All streets, regardless of their classification, are used by people walking, wheeling and cycling and may also be part of the bus network.

Supporting delivery of City Corporation’s Corporate Plan

The Plan supports the City Corporation’s Corporate Plan outcomes of vibrant thriving destinations and flourishing public spaces. The Plan also supports delivery of the City Corporation’s Climate Action Strategy and Destination City initiative. The proposals will transform the quality of streets and public spaces and, alongside new developments, they will help create a vibrant area of the Square Mile that is a great place to work and a thriving leisure destination, including at night-time and weekends.

Alignment with the emerging City Plan 2040

The area covered by the plan adjoins The Thames Policy Area and incorporates part of the City Cluster Key Area of Change and the Aldgate, Tower and Portsoken Key Area of Change identified in the draft City Plan 2040.

The Thames Policy Area identifies Lower Thames Street as a significant barrier to movement for people walking and wheeling between the River Thames and the wider City. The policy area aims to improve existing and introduce new crossing points across Lower Thames Street to increase movement between the riverside and the rest of the City, particularly to the Monument and Leadenhall Market.

Within the area comprising the Healthy Streets Plan the policy:

- Identifies Philpott Lane, Monument Street and Mincing Lane as pedestrian routes to enhance.
- It also seeks where feasible to introduce additional greening and open space and enhance the surroundings of the Tower of London.

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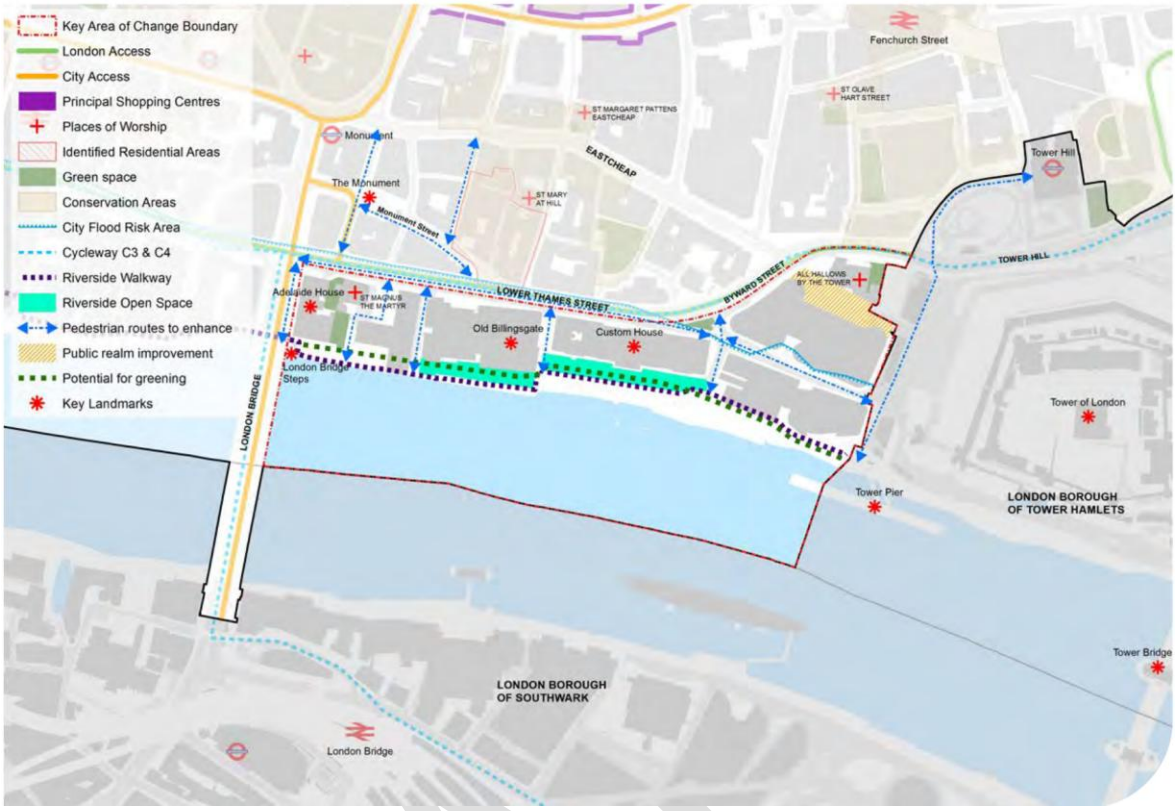

Figure 2 Thames Policy area

The City Cluster Key Area of Change aims to deliver a high-quality public realm, maintaining the quality of the microclimate and increasing urban greening and activating streets, spaces and public realm at the ground floor and improving wayfinding through the streets and alleys.

Within the area comprising the Healthy Streets Plan the policy:

- Identifies Fenchurch Street as a Principal Shopping Street and Fenchurch Street and Gracechurch Street as major streets to enhance.

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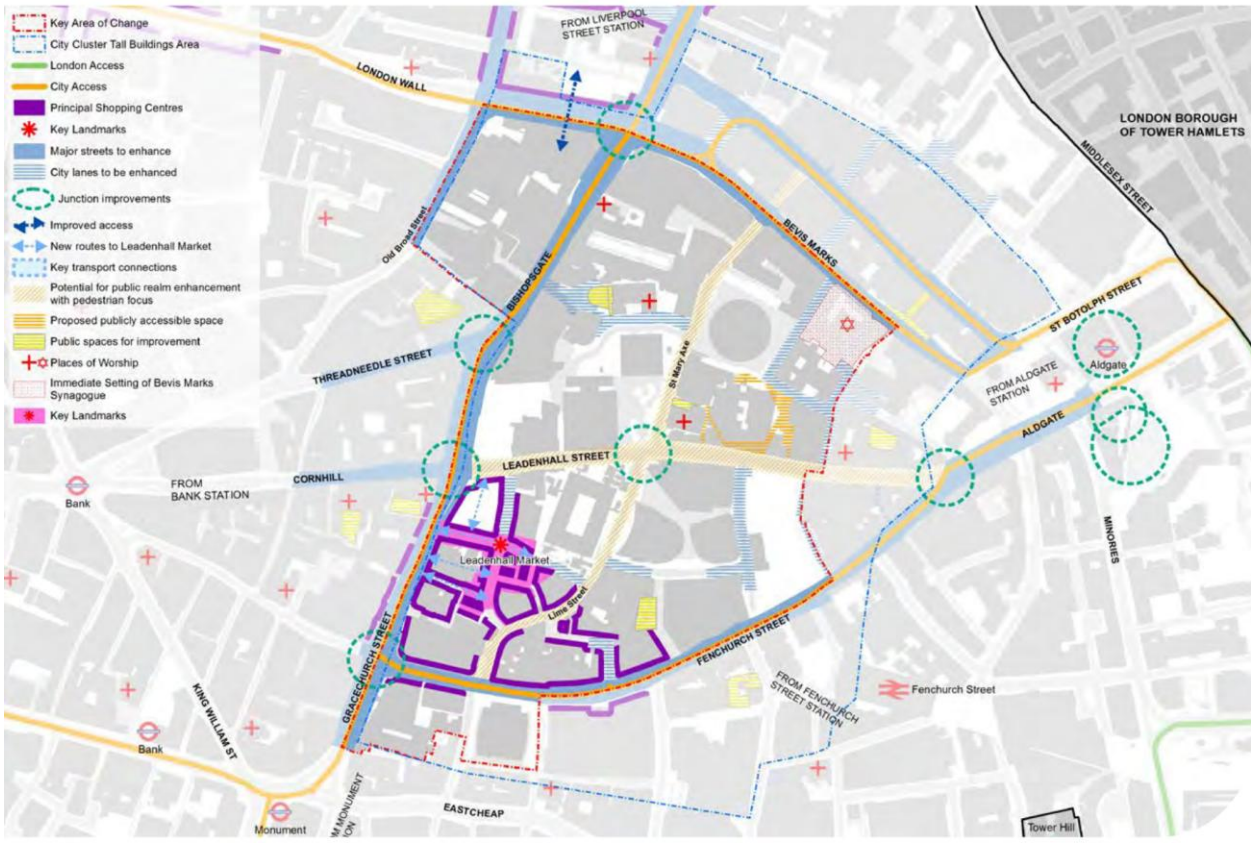

Figure 3 City Cluster Key Area of Change

The Aldgate, Tower and Portsoken Key Area of Change identifies that there is currently little to entice visitors going to the Tower of London to explore this part of the City more widely and therefore public realm works in this area should seek opportunities to enhance the immediate surroundings of the World Heritage Site.

Within the area comprising the Healthy Streets Plan the policy:

- Identifies Vine Street and the Crescent for public realm Improvements and Crosswall and India Street as key pedestrian routes to enhance.

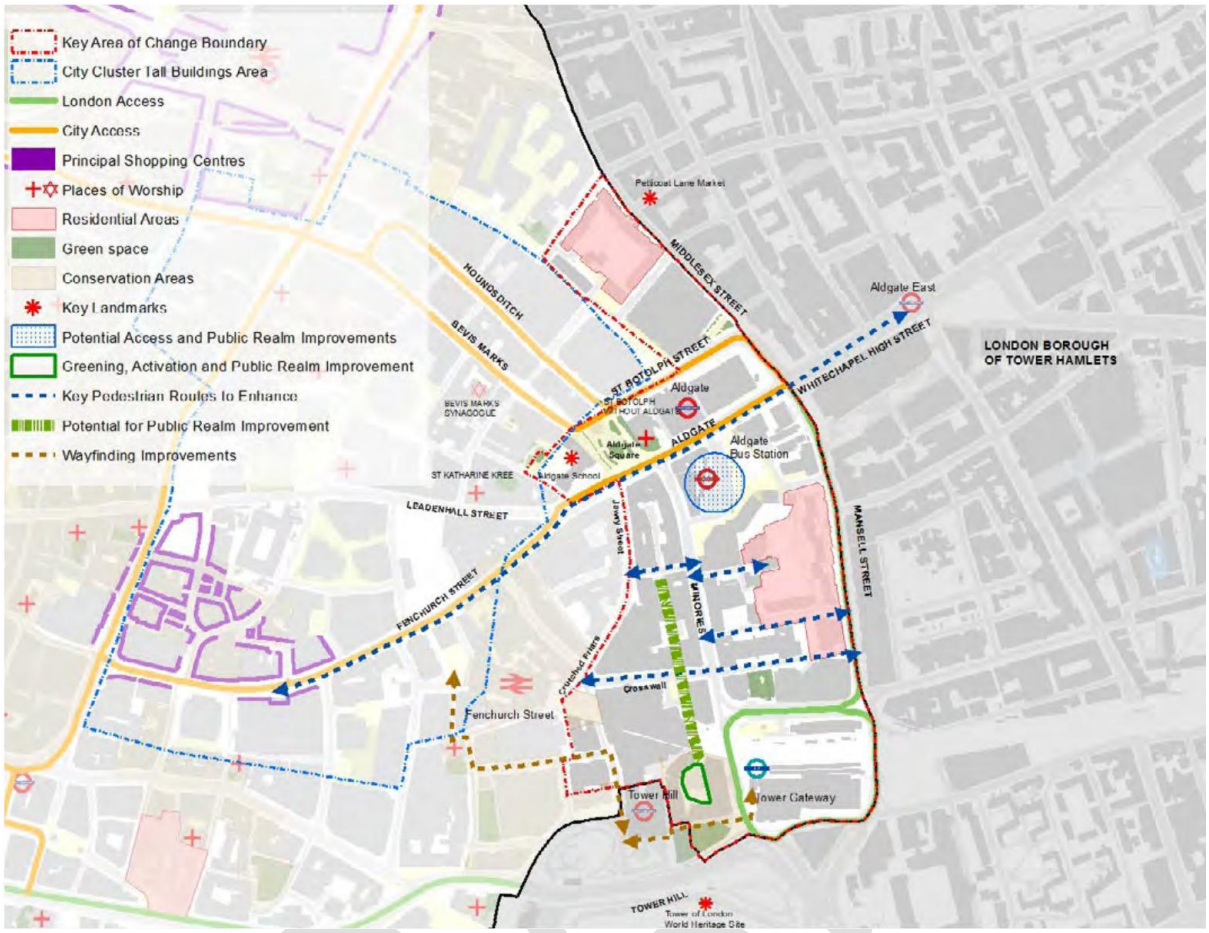

Figure 4 Aldgate, Tower and Portsoken Key Area of Change

These objectives within the Key Areas of Change will be met by proposals in this plan that make walking and wheeling easier, more comfortable and safer, and increasing pedestrian priority by redesigning streets and managing motor-vehicle access. The plan also considers the opportunities to improve the public realm and create new restful spaces with trees and greenery created by making changes to traffic in the area. Where possible we will improve existing and create new walking routes as part of new developments.

New developments in the area

Within and close to the area there are several new developments that are permitted or being considered. Some of these will contribute to public realm improvements. These are identified in Figure 5.

Figure 5 new development sites

Working with local stakeholders

We will work with the Eastern City Business Improvement District and Aldgate Connect Business Improvement District, and other stakeholders and partners to prioritise, develop and deliver these changes. Individual projects within the plan will be subject to further consultation and the City Corporation's approval processes, including streets where changes to traffic movements are proposed.

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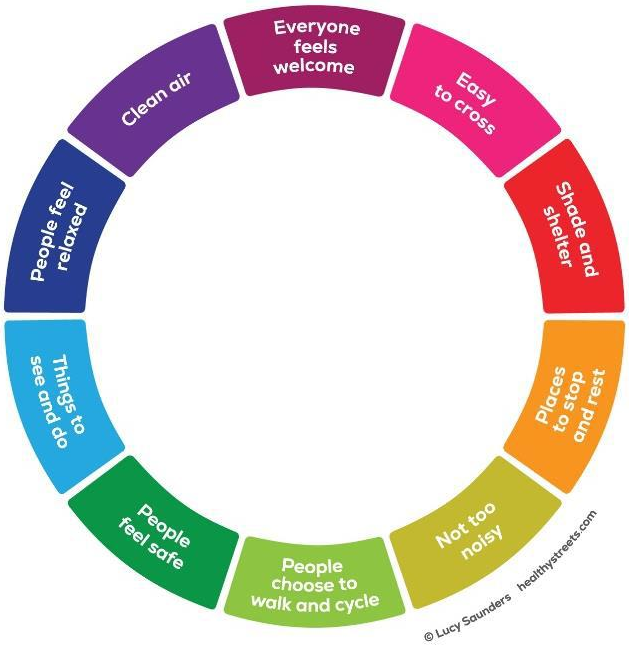
The Healthy Streets Approach

The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm, and planning. The Approach is based on 10 evidence-based Healthy Streets Indicators that capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, and for supporting social and economic activity.



The Healthy Streets Approach will be applied across the street network with the aim of making all streets accessible, engaging and safer for people to walk, cycle and spend time. The approach to achieving this may vary depending on the type of street and local context.

The Healthy Streets Approach has been adopted and recognised by the City of London Corporation and Transport for London.

Glossary and Key to the Healthy Neighbourhood Proposals Plan.

Pedestrian priority improvements aim to make crossing and walking and wheeling along a street safer, and could include:

- Traffic restrictions – where a street or junction is closed as a through route for motor vehicles, is just for local access or is made one-way.
- Timed closures – where streets are closed to some vehicles at the busiest times for people walking and wheeling.
- New crossing facilities – either formal, such as traffic signal-controlled crossings or zebra crossings; or informal where the carriageway is raised to pavement level, or dropped kerbs are installed, to make crossing the street easier for people walking.
- Raised junctions – where the carriageway is raised to the same level as the pavement to make it easier to cross the street, slow traffic and make people crossing more visible. Tactile paving is used to mark the crossing.
- Streets with existing filters for motor vehicles and timed restrictions - existing streets where some motor vehicle movements are restricted for all or some of the day.
- Safe Streets Priority Locations – are locations designated in the City of London Transport Strategy for priority measures to improve the safety of people walking, cycling and riding motorcycles and mopeds.

Public realm improvements to make walking and wheeling easier and more pleasant may comprise one or more of the following:

- Pavement widening – where the carriageway is narrowed to increase space for people walking and wheeling and provide space for other improvements such as trees and street furniture.
- Pavement resurfacing – where pavements are repaired or upgraded.
- Raised entrances to side streets, carparks and loading bay entrances – where the pavement is a continuous level to make it easier for people walking and wheeling to cross. Tactile paving would be used to mark junctions and road crossing points.
- Tree planting and greening which will usually be directly into the ground, with planters and pots only used in locations where this is not feasible.
- Seating – to give people a place to stop and rest and in suitable locations to enable people to socialise.
- Sustainable Drainage Systems (SuDS) – a system of using planting to absorb storm water and release it slowly to help prevent localised flooding.
- Small public spaces – where carriageway or parking spaces are changed into areas with seating and planting.

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- Designated parking for dockless bicycles and e-scooters – spaces where people using dockless bikes or hired e-scooters are required to park. This helps to prevent bikes and e-scooters being left in ways that cause an obstruction.
- New or architectural feature lighting- lighting under railway arches or in laneways to make these spaces more interesting and engaging.

Cycle improvements to make streets safer and attractive for people to cycle, may comprise one or more of the following:

- Segregated space – cycles lanes
- Maximising traffic signal timings – changing traffic lights at junction to give people cycling priority over motor vehicles.
- Contraflow cycle lanes – where cycle lanes allow people to ride in the opposite direction to motor vehicle traffic.

Vision Zero is the City Corporations' ambition to eliminate all transport related deaths and serious injuries.

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Proposals

The proposals within this plan comprise both traffic management changes and public realm improvements. The extent and ambition of public realm changes is partly dependent on reducing and reallocating carriageway space.

Where streets are closed or through traffic is restricted, we will ensure that access for emergency vehicles is maintained. Where appropriate, streets will be designed to be reopened to through traffic if streets elsewhere are temporarily closed. New traffic restrictions will also be reviewed to ensure access for residents, disabled people and people with access requirements, such as heavy luggage or injuries and illness.

As well as the proposals in the plan, the City Corporation will continue to refresh or repair paving, install tactile paving and remove redundant street furniture, where appropriate.

Throughout the project area Legible London signage will be reviewed to ensure that wayfinding is sufficient to help visitors access the increasing leisure opportunities that the Fenchurch Street area has to offer.

The proposals are shown on Figure 6.

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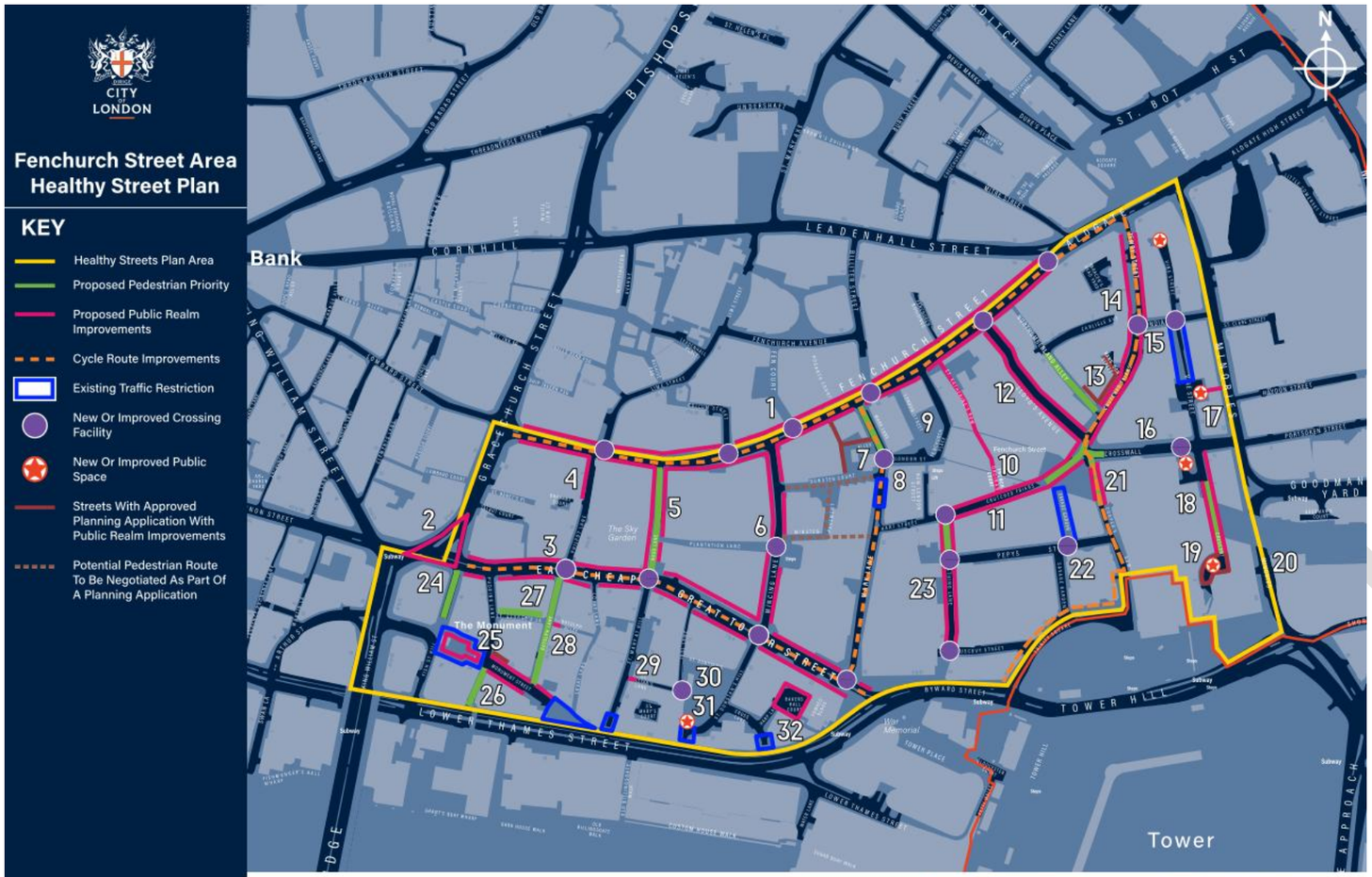

Figure 6 Fenchurch Street Area Proposals

1 Improvements to crossings, widened pavements and the public realm and space for cyclists.
2 TfL improvements to the junctions and crossings.
3 Improvements to crossings, widened pavements and improvements to the public realm, review the need for kerbside parking and loading and the police check point and protected space for cyclists.
4 Public realm improvements and review the need for kerbside provision.
5 Timed traffic restriction and public realm improvements.
6 Improvements to the crossing at Plantation Lane and the public realm and review the need for kerbside parking.
7 Pedestrian priority and public realm improvements and improvements for people cycling.
8 Improvement to pedestrian priority.
9 Public realm improvements and security measures.
10 Improved lighting and signage.
11 Pedestrian priority and public realm improvements.
12 Public realm and improvements.
13 Pedestrian priority improvements and changes to traffic management.
14 Public realm improvements and improvements for people cycling.
15 Pedestrian priority improvements and improvements for people cycling.
16 Pedestrian priority and public realm changes and additional cycle parking.

17 New public spaces and lighting on the laneway.
18 Pedestrian priority and public realm improvements including a new public space and lighting under the viaduct and changes to traffic management and kerbside parking.
19 Public realm improvements.
20 Changes to kerbside parking and traffic management.
21 Pedestrian priority, public realm and lighting improvements and improvements to people cycling.
22 Pedestrian priority and public realm improvements.
23 Pedestrian priority and public realm improvements and changes to kerbside parking.
24 Changes to traffic management.
25 Public realm improvements and investigate changes to kerbside parking.
26 Pedestrian priority improvements and changes to traffic management and kerbside parking.
27 Pedestrian priority improvements.
28 Pedestrian priority improvements and new lighting
29 Pedestrian priority improvements and changes to kerbside parking.
30 Pedestrian priority improvements.
31 New public space and changes to kerbside parking changes.
32 Public realm improvements and changes to kerbside parking.

Fenchurch Street and Aldgate – Proposal 1

Fenchurch Street is identified as a City access street in the City of London Transport Strategy. The Strategy also identifies the junctions of Fenchurch Street and Lime Street and Fenchurch Street and Mincing Lane as locations for Vision Zero proposed priority safe streets improvements.

Fenchurch Street is the boundary street between the City Cluster Healthy Streets Plan Area and this plan area. Several large commercial developments have been recently completed or are in the development pipeline. Alongside new developments new paving and tree planting and places to sit have been introduced, however Fenchurch Street falls still short of many Healthy Streets indicators. This is because pavements are narrow in stretches, the volume of traffic is relatively high, and there are inadequate crossings. There is also a lack of seating, greenery and shade.

The carriageway width currently varies, and this provides scope for widening pavements. Footfall data from 2022 recorded peak hour movements (8AM to 9AM and 5PM to 6PM) of over 3000 people walking and wheeling. The data also recorded that the street was popular for people cycling with over 3000 movements a day. Current kerb alignments are insufficient to enable segregated cycle facilities and narrowing pavements to create additional carriageway space is not appropriate. There are no regular bus services but there is westbound stop for commuter coaches just east of Billiter Street and an eastbound stop opposite Lloyds Avenue.

A section of Aldgate is identified in the City Transport Strategy for Cycle Network improvements by 2028. Between the junction of Minories with Aldgate and Fenchurch Street with Leadenhall Safer Streets improvements will be explored under the Vision Zero programme.

On Fenchurch Street the proposals will explore the potential to:

- Widen sections of pavements to provide more space for people walking and to achieve a minimum pedestrian comfort level of B+, based on current and future demand.
- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Install new or improve existing crossings by raising the carriageway to pavement level to make the street easier to cross.

- Raising the carriageway to pavement level at all side streets to make these street easier to cross.

- Formalise loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.

- Improve the cycling experience and safety for people cycling whilst recognising limitations on highway space.

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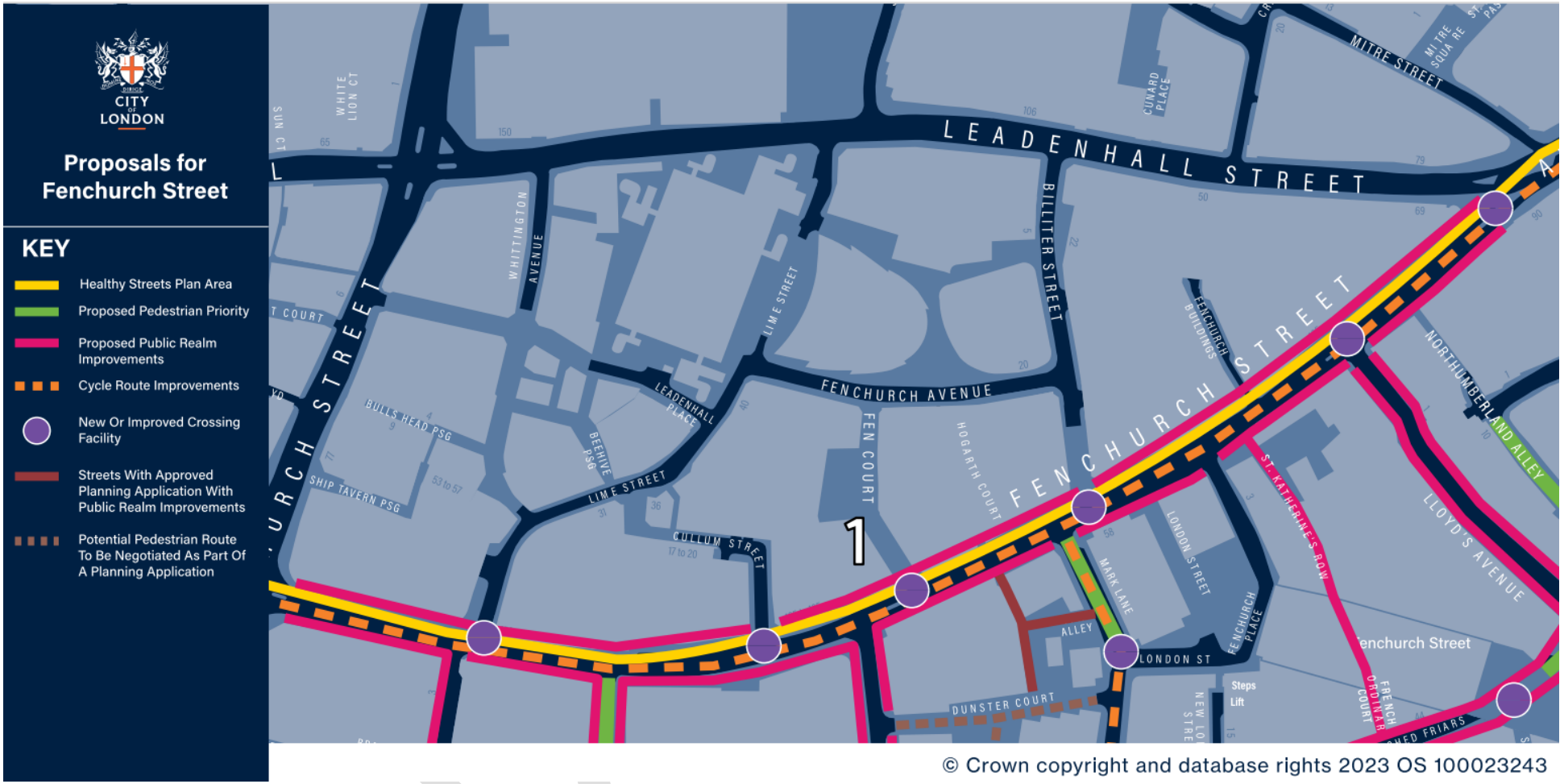

Figure 7 Fenchurch Street Proposals

Gracechurch Street (A10) and King William Street (A3) - Proposal 2

Gracechurch Street and King William Street south of the Cannon Street junction are managed by Transport for London (TfL) and they form part of the TfL Road Network. TfL are developing proposals to improve Monument junction where these streets and Eastcheap and Cannon Street meet and to widen pavements and improve crossings on Gracechurch Street. Proposed redevelopments on Gracechurch Street will also improve the public realm if implemented.

Eastcheap and Great Tower Street – Proposal 3

Eastcheap and Great Tower Street are identified as City access streets in the City of London Transport Strategy. They are an important gateway into the City and provide a link for people walking and wheeling between the visitor attractions of the Tower of London, the Monument to the Great Fire of London, and the nearby St Dunstans in the East Church Garden and the Sky Garden at 20 Fenchurch Street.

Along their length there is a concentration of retail, restaurants, pubs and bars. This is also a bus corridor. At several locations it has payment and blue badge parking, and motorcycle parking at the eastern end. There is also a TfL cycle docking station and dockless cycle parking. Loading bays are located on the southern side.

The carriageway is wide and there is potential for this to be narrowed, and pavements widened. This is a popular street for people walking and wheeling with the highest footfall between Monument underground station and Philpott Lane where 2024 data recorded over 10,000 people crossing the street in the peak hours between 08.00 and 09.00 and 17.00 and 18.00.

TfL are developing proposals to change the junction of Eastcheap with the A10 (Monument junction) and any City Corporation proposals will need to be developed in conjunction with these changes. At the junction with the A10 and with Byward Street there is a controlled crossing. Crossing points with central refuges for people walking are located to the west of Pudding Lane, Rood Lane, to the East of Philpott Lane and to the east and west of Mincing Lane. The refuges are less than 2 metres in width.

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The data indicates this is also an important route for people cycling with over 3000 movements a day and it is identified in the City Transport Strategy for Cycle Network improvements by 2035.

At the eastern end of Great Tower Street there are opportunities to improve the public realm and crossing facilities. On the northern side these will be introduced if 47-50 Mark Lane is redeveloped.

The proposals will explore the potential to:

- Widen sections of pavements to provide more space for people walking and to achieve a minimum pedestrian comfort level of B+ where feasible.
- Install new or improve crossings by raising the carriageway to pavement level or enlarge existing pedestrian refuges, to make the street easier to cross.
- Improve the existing pedestrian crossings at the junction of Great Tower Street and Lower Thames Street, rationalise signals and reduce street clutter.
- Raise the carriageway to pavement level at the junctions with Philpott Lane, Botolph Lane, Lovat Lane, St Mary at Hill, to make these side streets easier to cross.
- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Review the amount and location of payment, disabled and motorcycle parking to ensure appropriate provision and the potential for changes to support more space for people walking and wheeling and public realm improvements.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Improve the cycling experience and safety by introducing protected space for people cycling.
- Retain and improve existing bus stops where feasible.
- Remove the Police check point at the eastern end of Great Tower Street.
- Formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.

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Figure 8 Eastcheap and Great Tower Street Proposals

Streets north of Eastcheap and Great Tower Street – Proposals 4-9

The streets linking Eastcheap and Great Tower Street with Fenchurch Street are local access streets that are primarily one-way to motor traffic with contraflow cycle lanes.

Philpott Lane is one-way northbound and has the highest traffic levels with over 3000 motor vehicle movements a day and these are predominantly turning east at the junction with Fenchurch Street. Monitoring of this traffic indicates that over 40% of the vehicles are not continuing to Aldgate but are re-entering and serving the plan area via the streets that are south bound from Fenchurch Street. The western side of the street has some retail units and cafes that require on street servicing and deliveries. The eastern side accommodates a taxi rank for four taxis. Closing Philpott Lane to through traffic is not considered practical because of the potential impacts for access to the eastern part of the neighbourhood.

Philpott Lane is also a well-used route for people walking and wheeling between Monument Underground station and Lime Street and by visitors to the Sky Garden which has its entrance on the eastern side of the street. People cycling number over 1000 movements a day of which almost half are using the southbound contraflow cycle lane.

Rood Lane is southbound for motor vehicles with a northbound cycle contraflow. New developments on the street have enabled pavement widening on the northern section and the carriageway is raised to pavement level. The entire carriageway has been surfaced in granite setts to promote pedestrian priority. There is scope for seating and more cycle stands on the northern stretch. The street has some trees on the western side and a series of planters on the eastern side that need refreshing or replacing.

Mincing Lane is one-way southbound for motor vehicles with a northbound cycle contraflow. On the eastern side it has payment, motorcycle and blue badge parking bays and a taxi rank. At the northern end there is some dockless and short stay cycle parking on the carriageway. Pavements are comfortable in width but there are no trees, planting or formal seating. There are raised crossing treatments at both the north and south ends of the street.

Mark Lane is one-way northbound between Great Tower Street and Hart Street. Between Hart Street and Dunster Court there is an existing restriction to motor vehicles. People cycling can travel through the restriction in both directions. North of Dunster Court Mark Lane is two-way. There is payment and blue badge parking on sections of the street without loading bay entrances. At the northern end there is some dockless cycle parking on the carriageway and short stay cycle parking on the pavement. It is identified in the City Transport Strategy for Cycle Network improvements by 2035.

Between Philpott Lane and Mincing Lane new developments have created east and west laneways for people walking and wheeling. Further developments in the area could extend these links to Fenchurch Street Station.

London Street is a short two-way street between Mark Lane and Fenchurch Place. It is also partly pedestrianised and used by substantial numbers of people walking to and from Fenchurch Street station. There are dropped kerbs at the junction with Mark Lane but there is no raised junction treatment.

Fenchurch Place is a permissive path and not owned by the City of London Corporation. It provides a taxi rank and drop off point for the station and is one directional southbound with vehicles exiting on to London Street. When the taxi rank is full taxis have been reported as waiting on Fenchurch Street itself. The forecourt is a small public space including seating and planting and a midweek street-food market

Proposals

Philpott Lane – Proposal 4

The proposals will explore the potential to:

- Raise the carriageway to pavement level at Brabant Court to make the side street easier to cross.

- Explore widening pavements to meet minimum standards for people walking and wheeling which may involve changing kerbside provision on the street.

Rood Lane – Proposal 5

The proposals will explore the potential to:

- Reduce through traffic and restrict vehicles to local access only and introduce timed restrictions to motor vehicles between 7am and 7pm Monday to Friday.

- Improve the public realm and the experience of spending time on the street by installing places to sit, and additional cycle parking and dockless cycle and e-scooters hire bays.

Mincing Lane – Proposal 6

If 2-3 Mincing Lane is redeveloped the City Corporation will seek to negotiate a new laneway through the site south of the Dunster Court permissive path. This would include a raised crossing point linking to Plantation Lane.

The proposals will explore the potential to:

- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.

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- Review the amount and location of payment, disabled and motorcycle parking to ensure appropriate provision.

- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.

- Raise the carriageway to pavement level at Plantation Lane to make the street easier to cross.

Mark Lane – Proposal 7

At 50 Fenchurch Street an approved development will create a public space around All Staining Church Tower whilst a potential development at 2-3 Mincing Lane may enable further opportunities for public realm improvements.

The proposals will explore the potential to:

- Raise the carriageway to pavement level between the junction with Fenchurch Street and the existing traffic restriction south of London Street and relocate payment, disabled and dockless cycle parking if feasible.

    - Any changes will be in conjunction with new security measures on Fenchurch Place and Fenchurch Street station if they are required.

- Improve the cycling experience and safety for people cycling.

London Street – Proposal 8

The proposals will explore the potential to:

- Raise the carriageway to pavement level at the junction with Mark Lane and at the junction with Fenchurch Place.

Fenchurch Place and Fenchurch Street Station Forecourt – Proposal 9

. The proposals will explore the potential to:

- The City Corporation will work in conjunction with the train operating company and the City of London Police in reducing vehicular access to the street if required for increased public security.

- The EC Bid Public Realm Strategy has identified the space as a potential location for public realm improvements including clearer arrival routes, improved planters and seating, and a consolidated area for the street-food market. The City Corporation will support the BID where possible in meeting this objective.

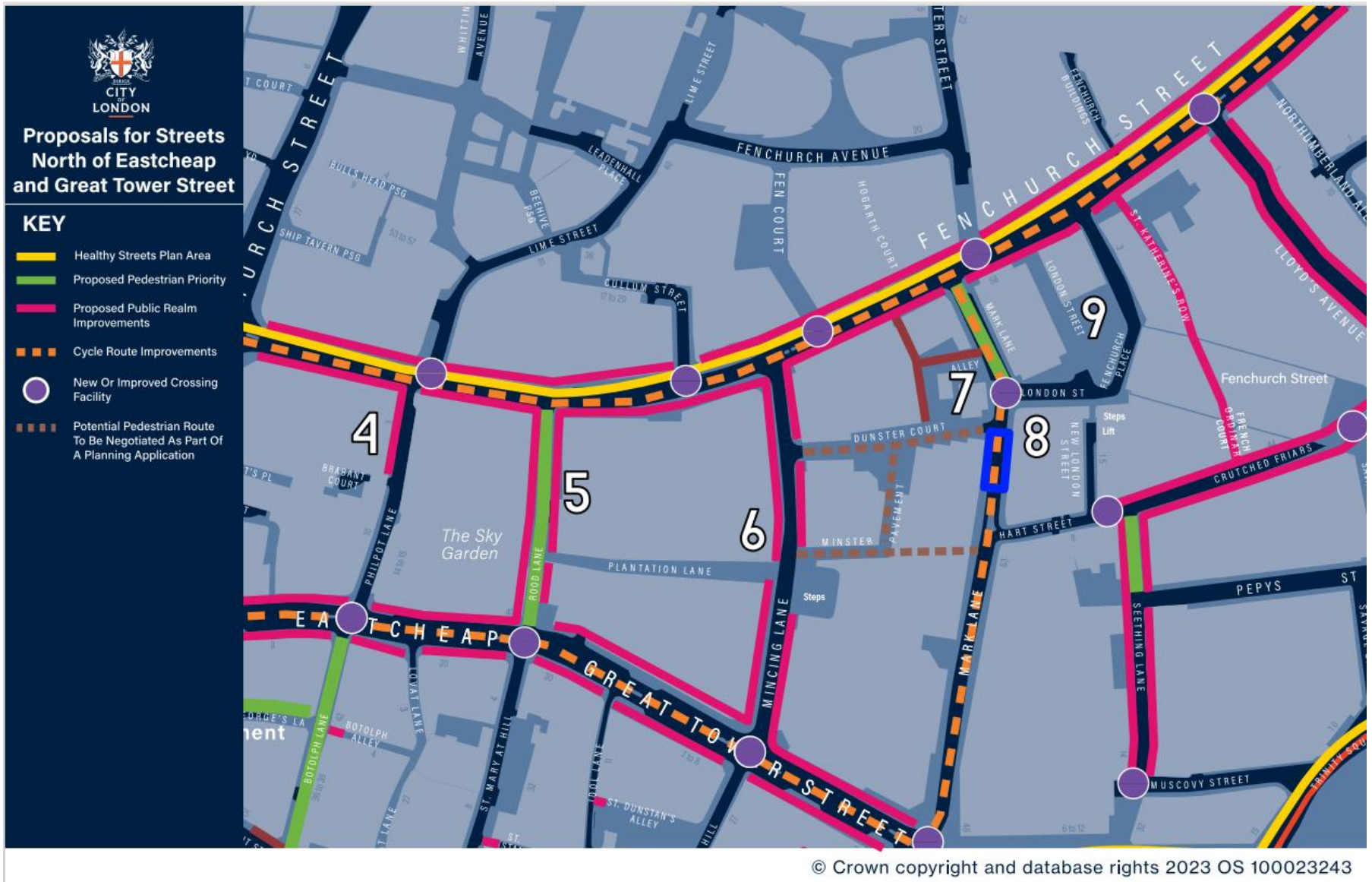

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Figure 9 Streets North of Eastcheap and Great Tower Street

Streets East of Mark Lane – Proposals 10-16

Hart Street, Crutched Friars and Jewry Street form a one-way eastbound route for motor traffic out of the area to Aldgate. Lloyds Avenue, Coopers Row and Trinity Square provide a one-way southbound route for motor vehicles between Fenchurch Street and Byward Street and Tower Hill.

Hart Street and Crutched Friars have an inconsistent carriageway width and there may be opportunities for some pavement widening, but these opportunities may be limited by the need for on street loading for local businesses. The carriageway has been raised to pavement level at the junctions with Mark Lane and New London Street, on the side street crossing at Seething Lane and all arms of the junction of Crutched Friars with Lloyds Avenue, Crosswall and Cooper's Row. There are pubs on the north side of Crutched Friars and under the railway viaduct. East of Lloyds Avenue the western pavement is wide and accommodates some street trees and short stay cycle stands. Crutched Friars is identified in the City Transport Strategy for Cycle Network improvements by 2035.

St. Katherine's Row and French Ordinary Court is a narrow, historic laneway that connects Fenchurch Street to Crutched Friars. Signage for the laneway and uninviting lighting do not make this route through the area obvious to the uninitiated.

Approved redevelopments of 65 Crutched Friars and Boundary House will deliver public realm improvements when implemented. These will include seating, greening and small pavement widenings on Crutched Friars, a small public space on Northumberland Avenue and Rangoon Street will also have public realm improvements.

Jewry Street continues from Crutched Friars to Aldgate. It is also one-way north bound to motor vehicles There are bi-directional cycle lanes on the eastern side. The western side has a wide pavement with two trees and short stay cycle stands.

On Lloyds Avenue we will be installing SuDS at the northern and southern end of the street along with seating and pavement widening. This will be enabled by relocating existing on-street payment parking, motorbike and dockless and scooter parking.

St. Katherine's Row and French Ordinary Court – Proposal 10

The proposals will explore the potential to:

- Install improved, well-designed lighting to make it more welcoming and secure.
- Install Legible London signage to improve navigation for people walking and wheeling and promote the street as a key connector between Fenchurch Street and Crutched Friars.

Hart Street and Crutched Friars – Proposal 11

The proposals will explore the potential to:

- Extend the existing raised junction treatment with New London Street eastwards on Hart Street to the junction with Seething Lane in coordination with the new development at 1 London Street.

- Public realm improvements including widening sections of pavement where there is excess carriageway, introducing seating, planting and trees (where feasible).

Lloyds Avenue – Proposal 12

An existing scheme will install SuDS at the northern and southern end of the street along with seating and pavement widening.

Northumberland Alley and Carlisle Avenue – Proposal 13

The proposals will explore the potential to:

- Close the carriageway between Crutched Friars and the junction with Carlisle Avenue to motor vehicles or increase pedestrian priority by raising the carriageway to pavement level.

- Carlisle Avenue to be made two-way to motor vehicles.

Jewry Street – Proposal 14

The proposals will explore the potential to:

- Improve the public realm by widening sections of pavement, introducing seating, SuDS or in ground planting and trees where feasible and reduce clutter.

- Raise the carriageway to pavement level at India Street, Carlisle Avenue and Saracens Head Yard to make these side streets easier to cross.

- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.

India Street– Proposal 15.

The proposals will explore the potential to:

- Raise the carriageway to pavement level at the junction with Vine Street to make the street easier to cross.

- Accommodate relocated payment parking from Lloyds Avenue.

- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.

Crosswall – Proposal 16

The proposals will explore the potential to:

- Raise the carriageway to pavement level at the junction with America Square and Vine Street to make the street easier to cross.

- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.

- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.

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Figure 10 Streets East of Mark Lane

Vine Street, America Street and Crescent - Proposals 17-20

These streets are a significant gateway into the area for people walking, wheeling from the Tower of London and the Tower Hill Underground Station. Historically, they accommodated a series of small public spaces, and these could be reintroduced.

The Crescent is two directional to traffic and at the southern end vehicles can enter and exit from Hammett Street. With America Square it is a comfortable route for people cycling as traffic volumes are low. The Crescent is currently a hard surfaced carriageway space that is in poor condition but has been identified for improvements in association with the existing hotel and as part of a proposed hotel development at 6-11 Crescent. Midway on the Crescent the Fenchurch Street station viaduct crosses the street and accommodates a café and a small space underneath that does not have a defined function. Pavement widths in this stretch are substandard in width and are in a poor condition. At America Square there is a small gyratory with a public space in the centre that could be expanded.

Vine Street has partly been closed to through traffic with the introduction of a high-quality public space including new paving and tree planting. The stretch north of India Street terminates in a service area and carpark and has very low volumes of motor traffic. It has the potential for a public space.

<u>Vine Street – Proposal 17</u>

The proposals will explore the potential to:

- Introduce new public spaces at the northern end of Vine Street and south of the hard surfaced area adjoining the recently completed Vine Street public space.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Introduce new architectural feature lighting on the laneway linking Vine Street with Minories.

<u>America Square and Crescent – Proposal 18</u>

The proposals will explore the potential to:

- Introduce a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street to increase pedestrian priority and improve the comfort and safety of people cycling.
- Raise the carriageway to pavement level under the railway viaduct to increase pedestrian priority.
- Introduce new architectural feature lighting under the railway viaduct.

- Close the western section of America Square to motor vehicles and extend the existing public space into the carriageway.

- Investigate the need for kerbside parking in the area and relocate payment parking to India Street and Hammett Street.

- Introduce a flexible space for events in conjunction with Aldgate Connect BID.

Crescent -Proposal - 19

A scheme has been explored to:

- Create a new public space in Cresent, with seating, greening and space for events.

- Relocate disabled parking bays and introduce space for loading to facilitate development via S278 agreements as required.

Hammett Street – Proposal 20

The proposals will explore the potential to:

- Introduce a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent.

- Relocate payment parking or dockless cycle parking from America Square or nearby streets to this street.

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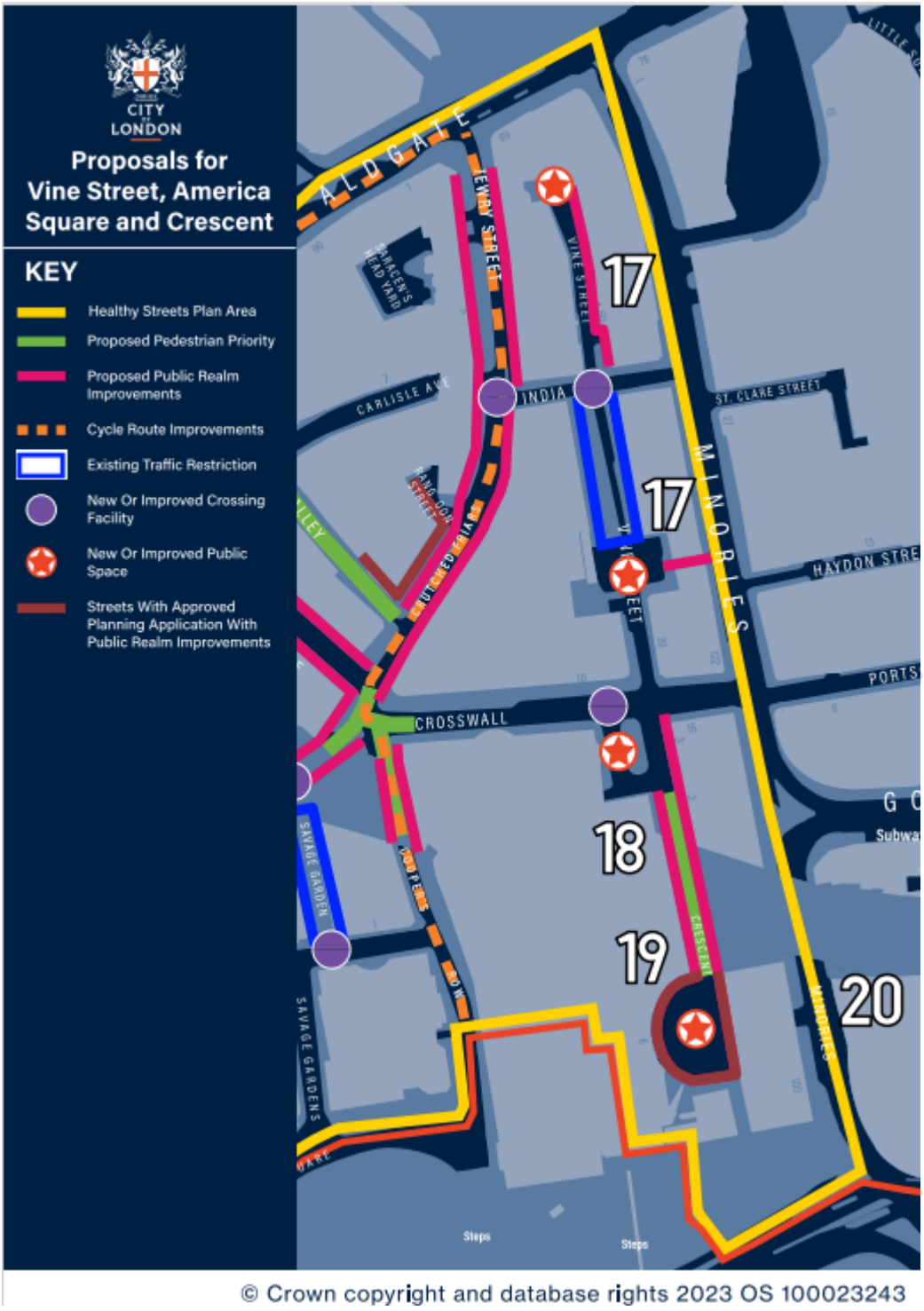

Figure 11 Vine Street, America Square and Crescent

Streets south of Crutched Friars – Proposals 21-23

The streets south of Crutched Friars contain several large hotels and directly to the south is the Tower of London. Cooper's Row and Trinity Square complete the south bound route for motor vehicles between Fenchurch Street and Bayward Street and are also identified in the City Transport Strategy for Cycle Network improvements by 2035.

The Fenchurch Street station viaduct crosses some of the streets and is a dominant architectural feature in the area. Consequently, there are railway arches over footways that have low lighting levels throughout the day and need illumination. The introduction of architectural feature lighting under the viaduct could compliment the local nighttime economy.

Coopers Row accommodates an entrance to the railway platforms above and the southern section includes a taxi rank for two taxis. Payment, motorcycle and blue badge parking is accommodated on Pepys Street and Seething Lane.

Seething Lane at the junction with Byward Lane is closed to traffic and is a public space including planters and external tables and chairs for restaurants. East of the pavement is the landscaped Seething Lane Gardens and on the western side is St Olave, Hart Street, Churchyard. Public realm improvements could improve the setting of both these spaces.

<u>Coopers Row and Trinity Square – Proposal 21</u>

The proposals will explore the potential to:

- Extend the existing raised crossing point on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall. On Coopers Row to the Fenchurch Street station entrance and on Crutched Friars to the junction with Savage Gardens (subject to sufficient height for tall vehicles).

- Introduce new or improved architectural feature lighting under the railway viaduct.

- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.

- Improve the cycling experience and safety for people cycling.

<u>Pepys Street – Proposal 22</u>

The proposals will explore the potential to:

- Raise the carriageway to pavement level at the junction with the north and south sections of Savage Gardens to make the street easier to cross.

- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.

Seething Lane – Proposal 23

The proposals will explore the potential to:

- Raise the junction to pavement level at the junction with Muscovy Street to make the street easier to cross.
- Improve the public realm and the experience of spending time on the street by widening the pavement, installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Raise the carriageway to pavement level between Hart Street and the junction with Pepys Street to increase pedestrian priority.
- Investigate the need for and quantity of motorcycle parking on the street and relocate where appropriate.

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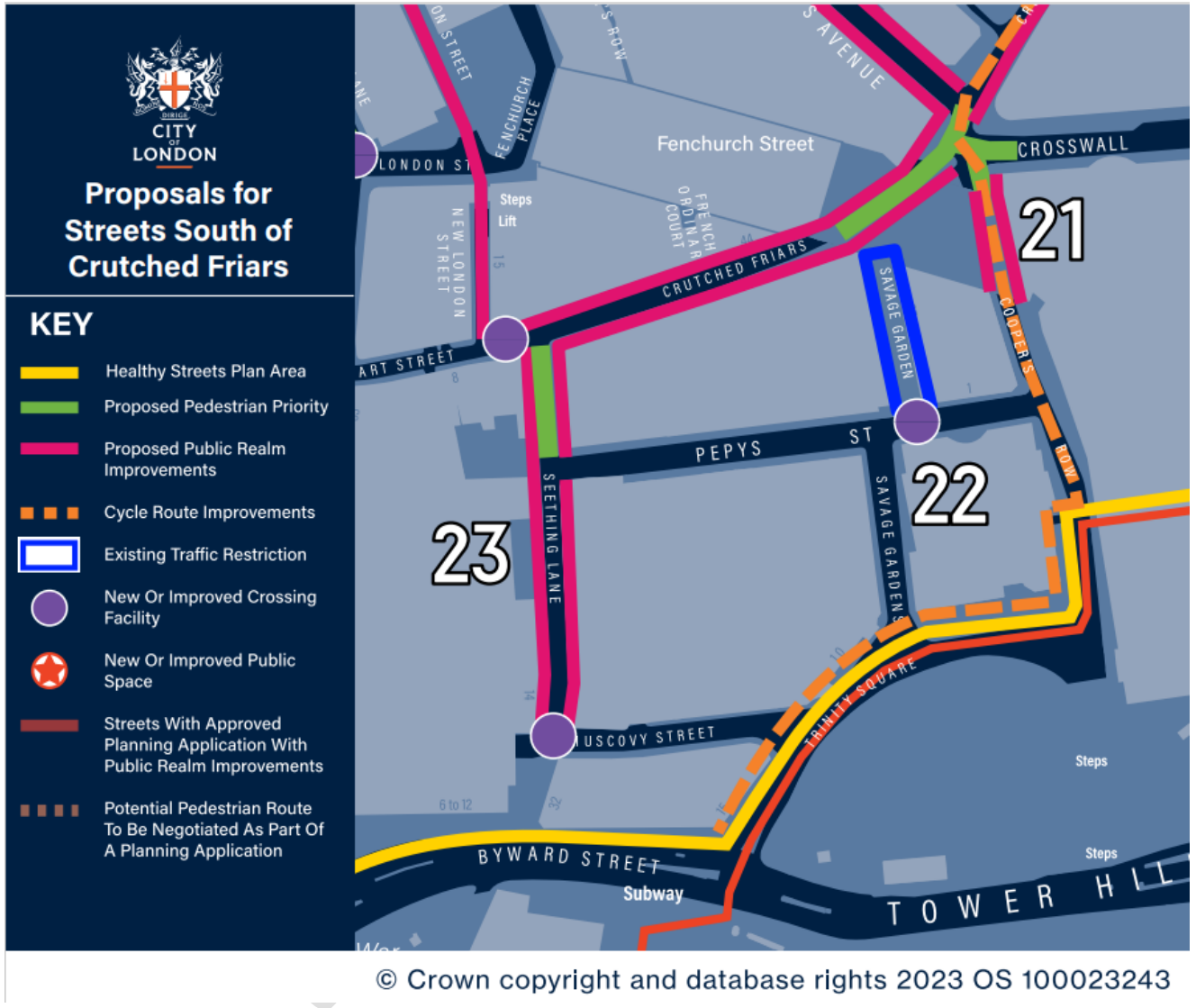

Figure 12 Streets south of Crutched Friars

Streets South of Eastcheap and Great Tower Street – Proposals 24-32

The streets south of Eastcheap and Great Tower Street are narrow running north to south and are mainly closed to motor traffic with small public spaces at the junction with Lower Thames Street.

Running east to west is Monument Street. This comprises three spaces with the eastern and western parts two-way to motor vehicles and in the middle is Monument Square which is a prominent public space including the Monument to the Great Fire of London. The City Corporation aims to relocate the existing public toilets on Monument Square to enable unobstructed views from Lower Thames Street to the Monument.

The eastern and western sections of Monument Street accommodate a TfL cycle docking bay, motorcycle parking, payment parking and disabled parking. A proposed redevelopment of Faryners House will introduce a small public space on its southwest corner if built.

Located between St Dunstans Hill and Idol Lane is St. Dunstan in the East historic church that has been repurposed as a public garden. There are opportunities to enhance the setting of this Grade I listed attraction and improve accessibility for visitors.

Bakers Hall Court is a small square with a tree in the centre which has the potential to accommodate a quiet public space

The area has some opportunities to accommodate relocated kerbside parking from Eastcheap and Great Tower Street if required.

<u>Fish Street Hill – Proposal 24</u>

The section north of Monument Square is closed to through traffic. TfL are exploring further restricting vehicular access in this section as part of their proposals for Monument junction. The southern section with Monument Street links King William Street with Lower Thames Street.

<u>Monument Street and Monument Square – Proposal 25</u>

The proposals will explore the potential to:

- Improve the public realm and the experience of spending time on the street by widening the northern pavement, installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.

- Relocate existing payment parking between Boltoph Lane and Pudding Lane to the eastern end of Monument Street and Pudding Lane.

- Provide additional cycle parking and dockless cycle and e-scooters hire bays.
- Introduce improved seating and planting to Monument Square where feasible.

Pudding Lane – Proposal 26

The proposals will explore the potential to:

- Introduce a one-way motor vehicle restriction north of Monument Street.
- Raise the carriageway to pavement level south of Monument Street to increase pedestrian priority.
- Accommodate relocated payment parking from Monument Street or Eastcheap and Great Tower Street if required.

St Georges Lane Proposal - 27

The proposals will explore the potential to:

- Raise the carriageway to pavement level on the section that has not been raised and restrict access to motor vehicles.

Boltolph Lane and Botolph Alley – Proposal 28

The proposals will explore the potential to:

- Raise the carriageway to pavement level on all or sections of Botolph Lane to increase pedestrian priority.
- Introduce new architectural feature lighting at Botolph Alley.

St Mary at Hill – Proposal 29

The proposals will explore the potential to:

- Accommodate relocated payment parking from Eastcheap and Great Tower Street or nearby streets if necessary.
- Raise the carriageway to pavement level at the junction with St Dunstans Lane to make this side street easier to cross.

St Dunstan's Lane and Idle Lane – Proposal 30

The proposals will explore the potential to:

- Raise the junction to pavement level at the junction of St Dunstan's Lane and Idle Lane to make the street easier to cross.

- Improve accessibility for people walking and wheeling on the pedestrianised section of St Dunstan's Lane.

St Dunstan's Hill – Proposal 31

The proposals will explore the potential to:

- Accommodate relocated payment parking from Eastcheap or Great Tower Street or nearby streets if required.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Widen the pavement at the hammerhead to introduce seating, SuDS or in ground planting and trees (where feasible).

Cross Lane, and Bakers Hall Court – Proposal 32

The proposals will explore the potential to:

- Accommodate relocated payment parking from Eastcheap or Great Tower Street on Cross Lane if required.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Install further planting and seating around the tree in Bakers Hall Court.

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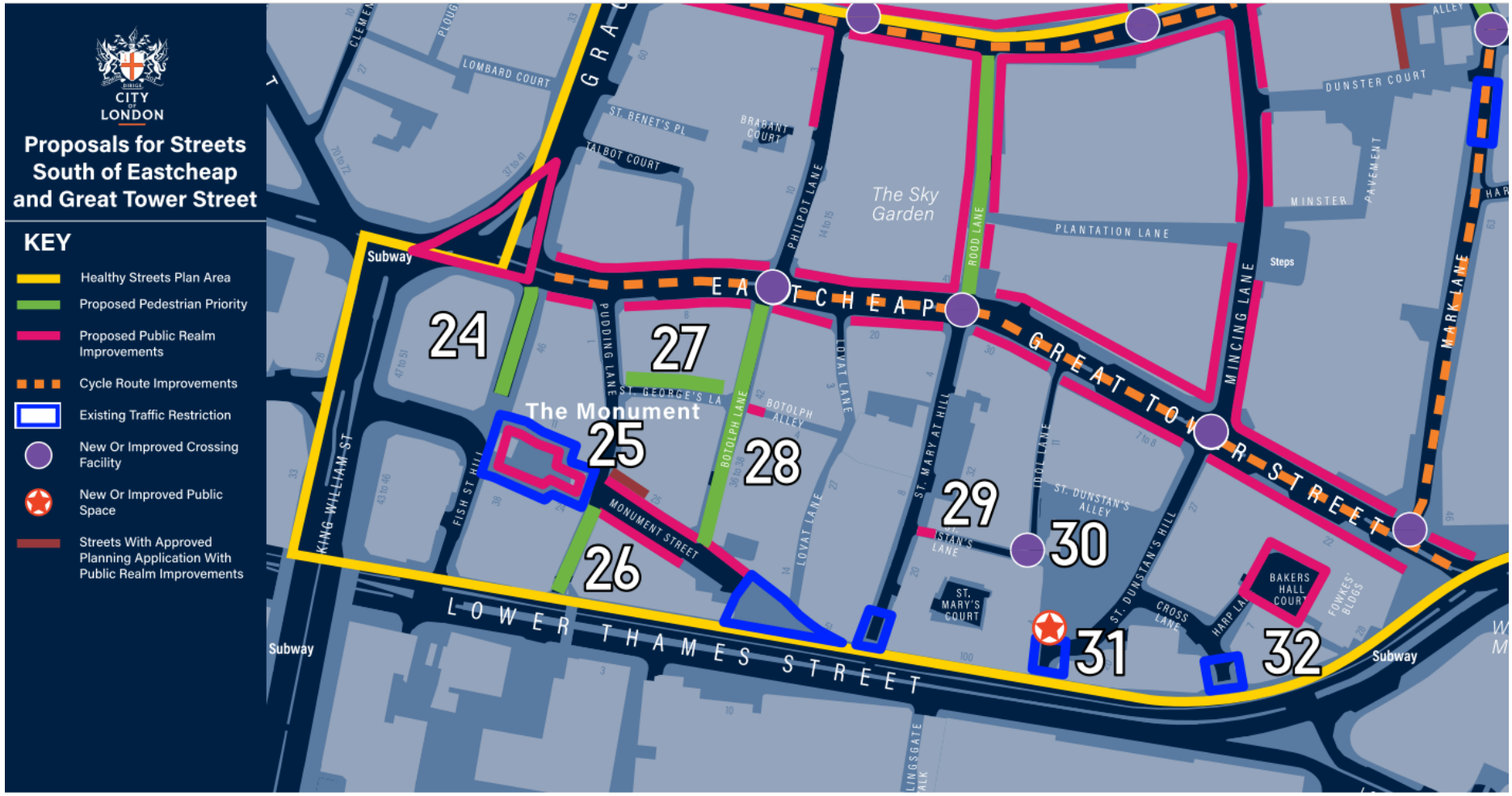

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Figure 13 Streets south of Eastcheap and Great Tower Street

Ten Year Delivery Plan

The delivery plan identifies schemes that are funded as committed schemes and those that currently do not have funding and therefore are not committed. Implementation dates are the earliest anticipated start dates. Some of the schemes currently listed as not funded may be brought forward if funding becomes available. Some schemes may be implemented incrementally.

Committed schemes

Proposal number	Proposal	Design development	Anticipated implementation	Dependencies
5	Rood Lane timed closure.	2025	2026	
12	Lloyds Avenue SuDs scheme.	2025	2026	
18	America Square improved public space and traffic management changes.	2026	2027	

The following schemes are not yet committed and are subject to obtaining funding and other approvals.

Proposal number	Proposal	Design development (start)	Anticipated implementation	Dependencies
1	Fenchurch Street pedestrian priority public realm and cycling improvements.	2026	2028	Redevelopments on Fenchurch Street.
3	Eastcheap and Great Tower Street pedestrian priority and public realm and cycling improvements.	2026	2030	
7	Mark Lane pedestrian priority improvements.	2026	2028	The development at 50 Fenchurch Street.

8	London Street pedestrian priority improvements.	2026	2028	The development at 50 Fenchurch Street
9	Fenchurch Place and Fenchurch Street Station forecourt.	2026	2026	The BID and c2c agreeing the scope of works and programme. CoL to assist where appropriate.
11	Hart Street and Crutched Friars pedestrian priority and public realm improvements.	2026	2028	The redevelopment of 1 London Street.
13	Northumberland Alley and Carlisle Avenue pedestrian priority improvements.	2026	2028	The development at 65 Crutched Friars.
16	Crosswall pedestrian priority and public realm improvements.	2026	2028	Potential redevelopment of buildings on Crosswall.
19	Crescent traffic management and new public space.	2026	2030	
20	Hammett Street traffic management change.	2026	2027	Changes to traffic management on America Square and Crescent.
31	St Dunstan's Hill new public space and greening	2026	2027	
Proposal number	Proposal	Design development (start)	Anticipated implementation	Dependencies
1	Aldgate cycle and Vision Zero improvements.	2027	2028	
4	Philpott Lane pedestrian priority and public realm improvements.	2027	2028	Fenchurch Street scheme junction changes.
10	St. Katherine's Row and French Ordinary Court lighting and signage.	2027	2030	
22	Pepys Street pedestrian priority and public realm improvements.	2027	2030	
23	Seething Lane pedestrian priority and public realm improvements.	2027	2029	

30	St Dunstan's Lane and Idle Lane pedestrian priority improvements.	2027	2029	
Proposal number	Proposal	Design development (start)	Anticipated implementation	Dependencies
6	Mincing Lane public realm improvements.	2028	2030	The redevelopment of 2-3 Mincing Lane.
14	Jewry Street pedestrian priority and public realm improvements.	2028	2030	The redevelopment of Boundary House.
15	India Street pedestrian priority improvements.	2028	2029	The redevelopment of Boundary House.
17	Vine Street public realm improvements.	2028	2029	
21	Coopers Row and Trinity Square pedestrian priority and cycling improvements.	2028	2035	Improvements to cycling are programmed in the Transport Strategy by 2035.
28	Boltolph Lane and Botolph Alley pedestrian priority and public realm improvements.	2028	2030	
Proposal number	Proposal	Design development (start)	Anticipated implementation	Dependencies
25	Monument Street and Monument Square public realm improvements.	2029	2031	
26	Pudding Lane pedestrian priority and public realm improvements.	2029	2031	Public Realm changes on Monument Street
27	St Georges Lane pedestrian priority improvements	2029	2030	
29	St Mary at Hill pedestrian priority improvements	2029	2030	
32	Cross Lane, and Bakers Hall Court public realm improvements.	2029	2030	Relocated parking from Eastcheap.

Appendix 4 – Finance tables

Table 1: Expenditure to date: Fenchurch Street Area Healthy Streets Plan - 16800509			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
P&T Staff Costs	£85,314	£78,125	£7,189
P&T Fees	£84,686	£54,077	£30,609
TOTAL	**£170,000**	**£132,202**	**£37,798**

Table 2: Resources required to reach the next Gateway			
Description	**Approved Budget (£)**	**Resources Required (£)**	**Revised Budget (£)**
P&T Staff Costs	£85,314	£42,811	£128,125
P&T Fees	£84,686	-£17,609	£67,077
TOTAL	**£170,000**	**£25,202**	**£195,202**

Table 3: Revised Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
S106 - 08/01061/FULMAJ - LCE	£1,664		£1,664
S106 - 08/01061/FULMAJ - Transportation	£98,336		£98,336
S106 - 08/01061/FULMAJ - Transportation	£70,000		£70,000
S106 - 06/00214/FULL - LCE		£25,202	£25,202
TOTAL	**£170,000**	**£25,202**	**£195,202**

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City of London: Projects Procedure Corporate Risks Register

Project name: *Fenchurch Street Area Healthy Streets Plan*

Unique project identifier: *PV ID*

Total est cost (exc risk) *£195202*

PM's overall risk rating	**Medium**
Avg risk pre-mitigation	**6.0**
Avg risk post-mitigation	**4.5**
Red risks (open)	**0**
Amber risks (open)	**2**
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)	£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	0	**0.0**	£0.00	0	0	0
(3) Reputation	2	**6.0**	£0.00	0	2	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)	**0**
All Issues	**0**

	Extreme	Major	Serious	Minor
Open Issues	0	0	0	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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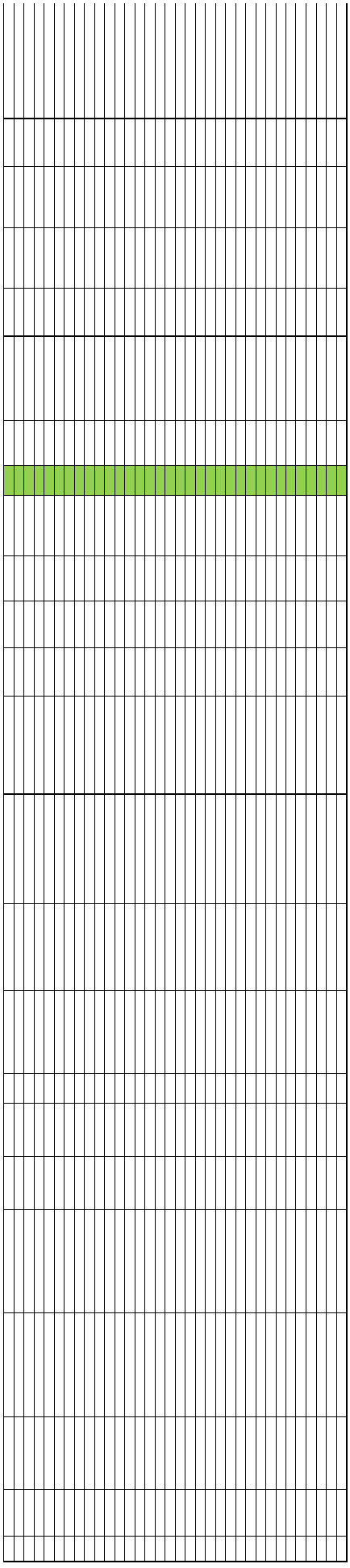
City of London: Projects Procedure Corporate Risks Register

Project Name:	Fenchurch Street Area Healthy Streets Plan	**PM's overall risk rating:**	Medium	**CRP requested this gateway**		**Average unmitigated risk**	6.0	**Open Risks**	2
Unique project identifier:	PV ID	**Total estimated cost (exc risk):**	£ 195,202	**Total CRP used to date**	£ -	**Average mitigated risk score**	4.5	**Closed Risks**	7

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	4	(3) Reputation	Stakeholder groups such as the BIDs, local residents, businesses or rail operator do not support proposed changes to traffic management.	Engagement with local stakeholders will be continued.	Possible	Serious	6	£0.00			The project team will engage with the BIDs, local businesses and Fenchurch Street station on proposals as they develop.	£0.00	Possible	Major	£0.00	12	£0.00		24/07/2020	Gillian Howard	Stephen Oliver	27/10/2025	The BID support the proposals and stakeholder support at consultation.
R2	3	(3) Reputation	The proposals do not meet the expectations of stakeholders.	Stakeholder support for the project will not be forthcoming	Possible	Serious	6	£0.00			Consultation on the draft proposals will articulate the benefit of the proposals and concerns will be taken on board.	£0.00	Possible	Serious	£0.00	6	£0.00		12/01/2024	Gillian Howard	Stephen Oliver		LCC consider that the proposals do not do enough to reduce through traffic.
R3	3	(1) Compliance/Regulatory	Changes in political leadership within the City.	The project is no longer supported or withdrawn.	Unlikely	Major	8	£0.00			Informing members of the City of the progress and benefits of the project and identifying its outputs and how they meet the objectives of the Transport Strategy and and the Cuty Plan 2040	£0.00	Unlikely	Major	£0.00	8	£0.00		24/07/2020	Gillian Howard	Stephen Oliver	27/10/2025	The proposals have support from local ward members.
R4	3	(4) Contractual/Partnership	Issues or delays in approvals for any required modelling.	Delays and possible increase to project programme.	Unlikely	Serious	4	£0.00			Early and regular meetings with TFL to understand their approval proceedures.	£0.00	Unlikely	Serious	£0.00	4	£0.00		12/01/2024	Gillian Howard	Stephen Oliver	27/10/2025	The approved plan does not require TFL approval.
R5	3	(2) Financial	CoIL does not have sufficient funds to complete the project	The project would have to be rescoped or withdrawn.	Possible	Serious	6	£0.00			The project team will liaise with planning if there are any proposed developments in the area that could make a Section 106 contribution.	£0.00	Unlikely	Serious	£0.00	4	£0.00		12/01/2024	Gillian Howard	Stephen Oliver	27/10/2025	Planning were consulted on the draft plan.
R5	3	(4) Contractual/Partnership	Some or all of further data that is required cannot be collected due to survey companies having no capacity to deliver the services.	Delay and possible increased cost to project prgramme.	Unlikely	Minor	2	£0.00			Most traffic data requirements have already been carried out. Procure the services as an open tender to increase the possibility of a company able to undertake the surveys, and complete the procurement exercise as early as possible.	£0.00	Unlikely	Minor	£0.00	2	£0.00		12/01/2024	Gillian Howard	Stephen Oliver	27/10/2025	Silficient traffic data has been collected for the final plan.
R6	3	(2) Financial	Insufficient funds or loss of funding source.	Will delay project progression or result in the cancellation of the project.	Possible	Serious	6	£0.00			Investigate further funding options or reduce the scope of the project.	£0.00	Possible	Serious	£0.00	6	£0.00		24/07/2020	Gillian Howard	Stephen Oliver	27/10/2025	Existing S106 funding, and other resources have been identified and the delivery plan will reflect these opportunities
R7	3	(1) Compliance/Regulatory	Brexit or external factors affect labour costs.	Higher or lower costs for consultancy services	Unlikely	Serious	4	£0.00			Review each cost at HNP stage	£0.00	Unlikely	Serious	£0.00	4	£0.00		12/01/2024	Gillian Howard	Stephen Oliver	27/10/2025	No additional labour resources are requied to approve the plan.
R8	3	(3) Reputation	Insufficient funds for the projects identified in the plan	Objectives of the Transport Strategy and the Climate Action Strategy will not be met.	Possible	Serious	6	£0.00			This is highly likely. Further funding opportuitieswill be identified as the plan is developed. Proposals will reflect these opportunities	£0.00	Possible	Minor	£0.00	3	£0.00		24/07/2020	Gillian Howard	Stephen Oliver		



Accessibility Walkabout Audit Review: Tower Hill Station to Aldgate

By Transport for All for the City of London Corporation

October 2025

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Introduction

This report presents observations and recommendations from three participants in an accessibility 'walkabout' in the Fenchurch area (see image of map below). The route, as represented by the purple line in the image below, starts from Tower Hill tube station and leads to the City of London. The participants identified key accessibility barriers and suggested improvements to create safer and more inclusive public spaces for disabled people. The report also includes guidance from Transport for All, considering legislative frameworks like the Equality Act 2010, Inclusive Mobility and BS:8300. These principles will ensure future developments are compliant and truly inclusive for disabled people.

Figure 1: Map of the route, from Tower Hill Station to Aldgate

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. Our lived experience and knowledge of the industry underpin the work we do to close the transport gap for disabled people and advocate for disability justice.

Our membership database enables pan-disability research and consultancy to be undertaken, ensuring that a range of disabled people can contribute to the development of accessible transport. The City of London requested at least one participant to have a mobility impairment, and at least one participant to have a visual impairment.

UK Legal Frameworks

Here's an overview of UK-specific guidance and legal frameworks to keep in mind when designing or reviewing streets and / or roads, to ensure that accessibility is considered:

Category	Key References	Core Focus
Legal duties	Equality Act 2010, PSED, Highways Act 1980	Accessibility, non-discrimination, safety
Design standards	Inclusive Mobility, BS 8300, Manual for Streets	Inclusive layouts, tactile paving, gradients
Cycling & walking design	LTN 1/20, Healthy Streets Approach	Safe separation, continuity, visibility

Involving disabled people to provide structured feedback on accessibility barriers in the public realm aligns with the duties set out under the Equality Act 2010 and the Public Sector Equality Duty (PSED). These frameworks require local authorities to engage with and consider the needs of disabled people when designing public spaces. Obtaining these lived experience insights therefore supports compliance with legal obligations and ensures that design decisions are evidence-based and inclusive.

Participant Feedback

Pavement Accessibility and Surface Conditions

- Lack of tactile paving makes navigation difficult for visually impaired individuals.
- Existing tactile paving is not very effective, as it lacks clear guidance.
- Pavement surfaces are quite slippery, especially in wet conditions, and lack tactile paving.
- The use of fake grass / astro turf further contribute to safety and accessibility concerns, such as disorientation for visually impaired individuals.
- Cobblestone paving has the potential to cause pain for wheelchair users.
    - Some blind and partially sighted individuals may conflate this to tactile paving, causing further confusion and disorientation.
- Rain can make barriers more noticeable and increases slipperiness.

Recommendations

- Introduce tactile paving with a slight lip to provide clearer navigational cues.
- Raise the pavement to create a level surface across junctions, reducing trip hazards and improving accessibility.
- Improve surface materials to reduce slipperiness and clearly distinguish pedestrian areas from roads.

Physical Barriers and Pathway Design

- Plants and narrowing paths create obstacles for pedestrians.
- Lack of clear differentiation between pavement and road increases anxiety and confusion.
- Continuous paving across junctions and well-designed two-way cycle lanes are needed.
- There's a noticeable lack of dropped kerbs / step free crossings, particularly ones that have been maintained to a good standard, leading to a wheelchair user navigating the route on the road, rather than the pavement.
- Proper implementation of dropped kerbs and tactile paving would enhance accessibility.

Recommendations

- Widen pathways to allow safe and comfortable passing for wheelchair users and those using other mobility aids.
- Ensure the new cycle lane design includes contrasting colours or textures to clearly separate it from the pedestrian area.
- Raise the pavement and implement continuous paving across junctions to support step-free access where dropped kerbs aren't feasible.
- Implement more dropped kerbs consistently, and make sure these are regularly maintained.

Lighting, Contrast and Visibility

- Poor contrast and inadequate lighting make parts of this route dark and difficult to navigate.
    - Low lighting and visibility during rain exacerbate this.
- Better lighting would improve visibility and reduce hazards in poor weather conditions.

Recommendations

- Improve lighting in the passageway and along key pedestrian routes to enhance visibility and safety.
- Use contrasting colours and materials to clearly differentiate between pedestrian, cycling and motorised areas.

User Experience

- Lack of tactile paving and poor differentiation between pavement and road increase anxiety for pedestrians.
- Anxiety and safety concerns are heightened by unclear boundaries and dark pedestrian routes.
- The traffic lights near Aldgate only allowed 6 seconds for pedestrians to cross the road safely.
    - These traffic lights did not have any audible cues to signal that it's safe to cross; this is vital for blind and partially sighted individuals.

Recommendations

- Explore incorporating public art or other design elements to make the area more welcoming, attractive and engaging.
- Maintain a consistent design across commercial and residential areas to improve wayfinding and navigation.
- Lengthen time traffic lights allow for pedestrians to cross the road and add audible signals.

Key Participant Recommendations

1. **Introduce consistent tactile paving with a slight lip for better navigational support.**
    a. Ensures safe navigation for blind and partially sighted people.
    b. Consistency and correct installation are essential for accessibility.
    c. Compliant with DfT Guidance on the Use of Tactile Paving Surfaces, BS 8300 and Inclusive Mobility.

2. **Raise pavements and create level, continuous surfaces across junctions.**
    a. Minimises trip hazards and supports independent mobility for wheelchair and mobility aid users.
    b. Ensures smooth transitions and avoids unnecessary level changes.
    c. Compliant with Inclusive Mobility, BS 8300 and Manual for Streets.

i. If this is not possible in certain circumstances, ensure that there are contrasted dropped kerbs in place, and that these are regularly maintained so that individuals can cross the road safely and step-free.

3. **Enhance lighting and contrasts to improve visibility and safety.**
    a. Provides better orientation and reduces anxiety for low-vision and neurodivergent individuals.
    b. Ensures legibility and safe navigation.
    c. Compliant with BS 8300, Inclusive Mobility and the Equality Act 2010.

4. **Differentiate pedestrian and cycle lanes using contrasting colours and materials.**
    a. Prevents conflicts between cyclists and pedestrians.
    b. Improves spatial awareness for visually impaired users.
    c. Compliant with Manual for Streets, BS 8300 and Inclusive Mobility.

5. **Integrate public art or design features to enhance the area's visual appeal and user experience, making the area more approachable.**
    a. Makes the area more approachable and enjoyable.
    b. Should not obstruct accessible routes.
    c. Compliant with Manual for Streets, the Equality Act 2010 and PSED.

6. **Widen pathways to at least 2 metres where possible.**
    a. Allows safe passage for wheelchair users and people with mobility aids.
    b. Compliant with Manual for Streets, BS 8300 and Inclusive Mobility.

7. **Ensure paving is smooth to avoid trips and falls, reduce disorientation for those who use tactile paving for navigating, as well as avoiding pain when navigating across cobblestone paving using a mobility aid.**
    a. Surfaces should be firm, even, slip-resistant, and non-reflective.
    b. Irregular surfaces like cobbles can create barriers and discomfort.
    c. Compliant with BS 8300, Inclusive Mobility and the Equality Act 2010.

8. **Lengthen time traffic lights allow for pedestrians to cross the road and add audible signals.**
    a. Provides safe crossing for slower pedestrians, wheelchair users, and visually impaired people.
    b. Includes audible and tactile indicators for confidence and safety.
    c. Compliant with Equality Act 2010, TSRGD (2016), BS 8300 and Inclusive Mobility.

Summary

The Equality Act 2010 and Public Sector Equality Duty (PSED) state that local authorities, such as the City of London, has a duty to remove barriers and ensure environments are accessible and equitable for disabled users.

Participants highlighted both positive and negative aspects of the area's accessibility. Whilst the quietness of the area was viewed positively, concerns were raised regarding pedestrian navigation and safety, particularly when the lack of traffic noise alongside no tactile paving causes barriers for blind and partially sighted individuals.

Key issues identified included:

- Lack of tactile paving and dropped kerbs / step-free crossing
- Slippery surfaces
- Inadequate lighting
- Poor differentiation between pavement and road surfaces

These factors were reported to cause anxiety and navigation difficulties, particularly where the pedestrian routes were unclear.

Participants recommended improvements such as more dropped kerbs and / or continuous paving across junctions, better lighting and consistent tactile paving to improve the overall accessibility, safety and experience of the area.

Further Comments from Transport for All

Improvements to Crossings

Continuous paving across junctions vs dropped kerbs

Equality Act 2010, PSED, Inclusive Mobility, BS 8300, Manual for Streets
Continuous, flush paving that is raised across junctions is generally considered best practice for inclusive design as it provides a smoother, safer and more visible route for all users (if it is well contrasted). Dropped kerbs are still useful in areas where full continuous paving isn't feasible, but these should have clear tactile and visual cues. Combining both where appropriate is often the best approach, with continuous paving for accessibility being the priority, and dropped kerbs in areas where continuous paving is not feasible.

Image 1: Dropped kerb that hasn't been maintained.
Image 2: Paving with no dropped kerb at crossing.

Dropped kerbs

Equality Act 2010, PSED, Inclusive Mobility, BS 8300, Manual for Streets
Local authorities have a legal duty to ensure accessible routes across roads. Poorly maintained or missing dropped kerbs can prevent wheelchair, mobility scooter and rollator users from safely accessing pavements. This may constitute a failure to make reasonable adjustments under the Equality Act. Dropped kerbs also need to remain in line with each other to ensure crossing is accessible and safe.

Safety

Equality Act 2010, BS 8300, Inclusive Mobility
Infrastructure must not expose disabled people to additional risk when travelling. The lack of accessible crossings forces users into motorised areas, such as roads, which raises concerns with their safety, particularly during busy periods or evenings when there is reduced light.

Visual contrasts

BS 8300, Inclusive Mobility
Kerb edges should provide visual contrast (e.g. a contrasting strip or tactile surface) to help those with low vision identify the boundary between pavement and road.

Maintenance

Equality Act 2010, PSED, BS 8300, Inclusive Mobility
Authorities are responsible for not only installation but the ongoing maintenance of accessibility features such as dropped kerbs, continuous paving and tactile paving to ensure they remain safe and usable. Neglect may lead to indirect discrimination.

Traffic lights

Equality Act 2010, **PSED**, **BS 8300**, **Inclusive Mobility**, **Manual for Streets, DfT Traffic Signs Regulations and General Directions (TSRGD, 2016)**
Pedestrian crossings must allow sufficient time for all users, including those with mobility impairments, to cross safely. Short crossing times may disproportionately disadvantage disabled and older people. Crossings must include audible cues (beeps) and tactile indicators (rotating cones) to support visually impaired pedestrians. These features should be maintained regularly, and timings should reflect real-world walking speeds; the DfT's recommended design walking speed for signal timing is 1.2 m/s, but many authorities reduce this to 1.0 m/s or lower to improve accessibility.

Improvements to Pavements

Pavement widths

Inclusive Mobility, BS 8300, Manual for Streets

Pedestrian routes should have a minimum clear width of 1.5 metres (ideally 2 metres) with consistent, uncluttered layouts. Widening is essential where street furniture narrows the path to allow wheelchair users and people with mobility aids to pass through safely.

Surface materials

BS 8300, Inclusive Mobility, Manual for Streets

Ground surfaces must be firm, even and slip-resistant in all weather conditions. Cobbles and irregular surfaces should be avoided on primary pedestrian routes as they cause pain for wheelchair and mobility aid users and confusion for those relying on tactile cues. Adequate drainage must also be provided to prevent slipperiness in wet weather.

Pavement distinctions

Manual for Streets, Inclusive Mobility, BS 8300

Where traffic levels are low or kerbs are less defined, there must be a clear visual and tactile distinction between pedestrian, cycling and motorised areas to support safe navigation for visually impaired users.

Ramps and slopes

BS 8300, Inclusive Mobility, Manual for Streets

Gradients should ideally be ≤1:20, with level landings and sufficient width (minimum 1.2m clear, ideally 1.5m or more). Tactile paving must be provided at the top and bottom of ramps and slopes for orientation and safety.

Glare and surface reflections

Equality Act 2010, PSED, BS 8300, Inclusive Mobility

Wet or glossy paving can produce uncomfortable glare and reflections, particularly in bright sunlight, which can reduce visibility and make navigation more difficult for visually impaired and neurodivergent individuals. Reflective or polished surfaces may also reduce the visibility of hazards or slopes and ramps, increasing the risk of trips and disorientation. The use of matte, non-reflective and slip-resistant surfaces helps maintain visibility and safety in varying weather conditions. Local authorities have a

responsibility to identify and minimise such environmental barriers to ensure public spaces are accessible, inclusive and comfortable for all users.

Street furniture and obstructions

Inclusive Mobility, Manual for Streets, BS 8300, DfT Guidance on the Use of Tactile Paving Surfaces

Pedestrian routes must remain free of obstacles and maintain a minimum clear width of 1.5 metres (ideally 2 metres). Street furniture must be placed consistently and avoid the main pedestrian flow. Visual contrast alone (e.g. yellow stripes) is insufficient; objects should also be detectable by a long cane or positioned to avoid conflict with pedestrians entirely where possible.

Safety bollards

Inclusive Mobility, BS 8300, Manual for Streets

Bollards should only be used where necessary for safety and should be clearly visible, well-contrasted and detectable by a long cane**.** A minimum clear width of 1.5 metres between bollards is required for wheelchair and mobility scooter access. When poorly placed, bollards can act as barriers or trip hazards for some disabled people. Where bollards are already in place, and are unable to be moved, pathways (including dropped kerbs and tactile paving) must be positioned to ensure clear, unobstructed access to ensure that they don’t interfere with crossings or tactile paving zones.

E-Cycles

Equality Act 2010, **Inclusive Mobility**, **Traffic Management Act 2004**

Local authorities have a duty to manage highway obstructions. E-cycles must be stored or docked within designated zones to maintain accessible, clutter-free pavements.

Allowing them to block crossings, dropped kerbs or tactile routes can undermine accessibility and create barriers for those navigating the area.

Image 5: Dropped curb with contrasted tactile paving, with no tactile cues on the steep slope on either side.
Image 6: Dropped kerb with no tactile paving.

Tactile Paving

DfT Guidance on the Use of Tactile Paving Surfaces, BS 8300, Inclusive Mobility
Tactile paving is required to warn blind and partially sighted pedestrians of level changes and assist safe navigation. It must be used consistently and in accordance with DfT standards, including before and after ramps or slopes. Additionally, mixing cobblestone paving with tactile surfaces can confuse visually impaired pedestrians and reduce reliability of tactile warnings for identifying kerbs or crossings. Colour contrast must be considered with tactile cues to warn of hazards and assist visually impaired pedestrians. Tactile paving (typically blister paving) must be installed at pedestrian crossing points to warn visually impaired people of the road edge. The design, colour and placement must follow DfT tactile paving standards.

Improvement to Area

Lighting and visibility

Equality Act 2010, BS 8300, Inclusive Mobility, Manual for Streets
Public spaces must provide consistent and well-distributed lighting to support visibility and navigation and to reduce anxiety and stress for people with low vision or neurodivergent individuals. Good lighting also supports personal safety; poor or inconsistent lighting can increase the risk of accidents occurring.

Neurodiversity and sensory accessibility

Equality Act 2010, BS 8300, Inclusive Mobility
Inclusive design must consider sensory accessibility. Inconsistent lighting, irregular texture and confusing boundaries can cause stress or disorientation for neurodivergent users.

Consistent layouts

Equality Act 2010, **PSED**, **BS 8300**, **Inclusive Mobility**, **Manual for Streets**
Public spaces should have predictable and continuous layouts, with kerbs, street furniture, crossings, tactile paving and other features placed consistently. Consistent layouts help visually impaired, neurodivergent and mobility-impaired users navigate safely and confidently, reducing the risk of trips, collisions or disorientation.

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Committees: Streets & Walkways Sub-Committee *[for decision]* Projects & Procurement Sub-Committee *[for information]*	**Dates:** 09 December 2025 28 January 2026
Subject: Transforming Fleet Street **Unique Project Identifier:** *12470*	**Gateway 3: Outline Options Appraisal (Complex)**
Report of: Executive Director, Environment **Report Author:** Maria Curro, Project Manager, Policy & Projects, City Operations	**For Decision**
PUBLIC	

1. Status update	**Project Description:** The project aims to transform the highway layout and public realm of Fleet Street between Ludgate Circus and Chancery Lane. **Background:** These transformative changes will allow the street to adapt to the changing needs of the Fleet Street area and accommodate the expected increase in people working in and visiting the area. Changes to the highway layout and traffic movements will be considered to enable public realm, safety and accessibility improvements. Coordinated highway and public realm changes will deliver the objectives of the Transforming Fleet Street project by: • Widening pavements to provide more space for people walking and wheeling, and to enable wider public realm improvements such as seating and planting to create a high-quality street environment that is commensurate with the surrounding historic townscape and new developments • Enhancing existing crossings and, where feasible, installing new crossing points to improve safety and accessibility and better reflect walking desire lines

	• Amending the City of London Police checkpoints, to narrow the carriageway and to provide more space for people walking and wheeling • Improving safety and the feeling of safety for people using Fleet Street • Improving cycle safety and cycling infrastructure for people cycling on Fleet Street • Improving and managing on-street loading facilities, working alongside local businesses This project is identified as a high priority in the Fleet Street Area Healthy Street Plan (HSP, adopted in 2023). Feedback from the Fleet Street HSP consultation responses indicated that public realm and greening enhancements were strongly supported. The Transforming Fleet Street project is also a key priority for the Fleet Street Quarter Business Improvement District (FSQ BID), as stated in the BID's public realm strategy. <u>Current project status:</u> This report summarises the assessment of the two highway design options that are being developed alongside public realm aspirations. • Work is ongoing with Transport for London (TfL) to further traffic model the two options for Fleet Street • Public realm concept designs have been developed, including strategically introducing greening to complement the enhanced lighting, improved wayfinding and bringing out the rich historical nature of Fleet Street through historic interpretation • Stakeholder engagement workshops have been undertaken with businesses fronting Fleet Street and other stakeholders, with informative and useful feedback on the public realm designs provided • Engagement with local businesses is ongoing to assess and understand servicing and operational needs **RAG Status:** Green (no change from previous report) **Risk Status:** Low (no change from previous report) **Total Estimated Cost of Project (excluding risk):** £9m - £10.5m **Change in Total Estimated Cost of Project (excluding risk):** None **Spend to Date:** £456,358 **Costed Risk Provision Utilised:** None **Slippage:** None

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2. Next steps and requested decisions

Next Gateway: *Gateway 4: Detailed Options Appraisal*

Next Steps:

- Continue to work with the TfL Network Performance Team to finalise the traffic modelling
- Continue to engage with TfL Buses, Traffic Management and Traffic Signals Teams
- Continue to develop the public realm concept designs and commission the RIBA Stage 3 design. Develop feasible design options for the soft and hard landscaping.
- Continue to engage with businesses within the project area to assess and understand servicing and operational needs
- Carry out a comprehensive public consultation exercise on the proposed options. Consultation is proposed for spring 2026.
- Prepare a Gateway 4 report for autumn 2026, with detailed designs, recommending a preferred option based on consultation feedback and design development

Requested Decisions:

Members of the Streets & Walkways Sub-Committee are requested to approve the following:

1. That an additional budget of £447,419 is approved to reach the next Gateway funded from the approved CIL allocation (£447,419) and the Fleet Street Quarter BID (£60K), subject to the completion of the BID funding agreement.
2. That the two highway design options set out in Appendix 4 and the concept public realm designs, as set out in Appendix 7 and detailed in this report, form the basis for a public consultation exercise.
3. To proceed with a public consultation exercise based on the highway options and public realm concept in spring 2026 and for the final details of the consultation to be agreed by the Director of City Operations in consultation with the Chair and Deputy Chair of the Streets & Walkways Sub-Committee.
4. Note the project's total estimated cost range of £9.5m - £10.5m and the funding strategy in Appendix 2.
5. Authorise that the City enter into a letter of agreement with the Fleet Street Quarter BID to confirm the details regarding their funding contribution for the project.

3. Resource requirements to reach next Gateway

Table 1: Expenditure to date, Transforming Fleet Street

Item	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	87,975	6,522	81,453
P&T Staff Costs	147,310	133,120	14,190

	P&T Fees	330,000	316,716	13,284
	Total	**565,285**	**456,358**	**108,927**

Table 2: Resources required to reach next Gateway

Item	Approved budget (£)	Resources required (£)	Revised budget (£)
Env Servs Staff Costs	87,975	20,533	108,528
P&T Staff Costs	147,310	111,440	258,750
Open Spaces Staff Costs	-	2,926	2,926
P&T Fees	330,000	312,500	642,500
Total	**565,285**	**447,419**	**1,012,704**

Detailed financial information is shown in Appendix 2.

Transportation & Public Realm Projects Staff Costs: Time required for planning, managing and refining the highway and public realm designs, needed to reach the next Gateway report. Time is also required to prepare, develop and manage the public consultation which is expected to utilise a lot of officer time and includes supervision costs. This is the equivalent of approximately 1,100 hours to the next Gateway.

Highways Staff Costs: Time required for planning, managing, and refining the highway and public realm designs to reach the next Gateway report.

City Gardens Staff Costs: Time required for reviewing and providing feedback on the planting design of the project.

Fees: An additional £312,500 is needed for (but not limited to) external specialist design support, public consultation materials and costs, consultation support, independent design reviews and engagement with interest transport groups and other stakeholder groups, and ongoing TfL highway modelling work.

Costed Risk Provision requested for this Gateway: None. No funds have been allocated for the Risk Register in Appendix 3. The risks for the next phase of work are minimal and will be addressed through regular project activities.

4. Overview of project options	1. Fleet Street is a significant east-west corridor for those walking, wheeling and cycling and for vehicular movements, including buses. The street also forms part of the main route for the Lord Mayor's Show and other ceremonial functions.

	2. The need for wider pavements and an improved public realm was set out in the Fleet Street HSP. This anticipates the estimated 25% increase in workers to the area as a result local large-scale developments due to be completed in the next five years. 3. Both the highway options below respond to this expected increase in workers and visitors to the Fleet Street area by seeking to maximise pavement space and deliver a high-quality public realm. **<u>Transforming Fleet Street highway design options</u>** 4. Two highway design options for Fleet Street have been developed to meet the project objectives and align with stakeholder and policy aspirations to create an enhanced street environment. 5. The highway design options have been developed in conjunction with the TfL's Road Network, Buses, Traffic Management and Traffic Signals teams, who have been engaged throughout the traffic modelling process to date. In order to progress a highway option to implementation, the City would submit a Traffic Management Application (TMAN) to TfL for approval as Fleet Street forms part of the Strategic Road Network, for which TfL are responsible. 6. For both highway design options, the feasibility traffic modelling has been undertaken with recent traffic flow information. This enables Officers to understand what changing the street with today's traffic flows would mean for local journey times. This further allows the different options to be compared to one another. 7. At this stage the feasibility modelling suggests that both options are viable with today's level of traffic. More detailed modelling will be needed in due course to fully assess a preferred highway design option and secure TfL approval. ***Highway Design Option 1*** 8. Highway Option 1 offers the potential for a significant level of change to the area and could provide an additional 1064m^2 of pavement space, equivalent to an area of approximately 4 tennis courts. On average, the proposed footway widening would be between 1.5m to 2m. 9. To enable this level of pavement widening, Option 1 would require the removal of the eastbound bus lane. The initial traffic modelling suggests that the removal of the eastbound bus lane would have a minor impact on bus journey times.

	However, bus journey time reliability is a key consideration for TfL. 10. To ensure minimal impact on existing bus journey times, restrictions to general traffic travelling eastbound on Fleet Street towards Ludgate Circus are proposed. This traffic restriction would apply to eastbound through traffic between New Fetter Lane and Farringdon Street/Ludgate Circus. It is proposed that this would be a 24-hour 7-days a week restriction. Access for buses, taxis and cycles would be permitted. It is proposed to also allow vehicles requiring local access for servicing and deliveries on Fleet Street and the streets to the south of Fleet Street between New Fetter Lane and Salisbury Court. This retains access into the Temples and Whitefriars area. Vehicles exiting onto Fleet Street would exit in a westbound direction under this proposal. 11. The removal of the bus lane provides the opportunity for significant reallocation of carriageway space to benefit the expected increase in workers and visitors walking and wheeling, improving Pedestrian Comfort Levels (PCLs) where pavement congestion levels are predicted to be the highest. 12. PCLs have been assessed at 11 key locations along Fleet Street, with three locations having a PCL score of B or higher for the existing layout. The proposed changes to the pavement widths, in Option 1, results in a PCL score of B or higher at eight locations. The City's Transport Strategy aims to have a minimum pedestrian comfort level of B+. 13. The feasibility traffic modelling undertaken to date suggests that the eastbound traffic restriction will have a minor impact on general traffic journey times of less than one minute. The average delay to scheduled bus services across the area of study is less than 30s across the AM and PM peaks. Further focus on mitigation measures to reduce any journey time impacts will be undertaken in the next phase of work. 14. Option 1 includes an additional signalised crossing point at Shoe Lane, ensuring the needs of people walking and wheeling are accounted for and linking desire lines through the area. The proposed additional crossing does not impact on bus and general traffic journey times. 15. This Option provides the opportunity to enhance local cycle infrastructure and the safety of people cycling. For people cycling eastbound a cycle gate on the eastbound approach at Fetter Lane is included in the proposal. A cycle gate provides people cycling with a large waiting area with

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	separate, traffic-controlled entry points for people cycling and motor vehicles. As such this, this would provide people cycling priority at the traffic lights on the approach to the traffic restriction at Fetter Lane, allowing them to get ahead of the motor vehicles that would be turning left. 16. For people cycling westbound, a lined cycle lane is proposed. This would meet the required level of service for the traffic volumes on Fleet Street with the restriction in place. 17. Overall, the reduction in traffic achieved by implementing the eastbound through traffic restrictions, maintains/improves eastbound bus journey times while maximising the opportunity for pavement widening and retaining access for the local area. This provides the greater opportunity to introduce planters, trees and other greening, as well as more space for people to walk, wheel, rest and enjoy the length of Fleet Street. 18. Initial diversion routes, for general traffic impacted by the proposed traffic restriction, have been developed. Officers are working through the finer detail to finalise the diversion routes ahead of planned public consultation in spring 2026. Initial modelling shows minimal impacts on general traffic journey times, as demonstrated in Appendix 5. Journey times, for diverted traffic, is forecast to be less than one minute. During the AM peak, it is anticipated approximately 100 vehicles will be rerouted with the proposed eastbound traffic restriction at Fetter Lane, and approximately 80 vehicles in the PM peak. 19. Highway Option 1 has been developed around the highway requirements for the annual Lord Mayor's Show, as well as other ceremonial requirements, and these are accommodated in the proposal. However, more detail would be developed if this option were to be taken forward. ***Highway Design Option 2*** 20. Highway Option 2 does not propose a traffic restriction, and the bus lane will remain in situ. As such, there is less carriageway space available to be repurposed to widen the pavements than in Option 1. However, an additional 830m^2 of footway space, equivalent to an area of approximately 3 tennis courts, could potentially be provided with this option. On average, the proposed footway widening would be between 1m to 1.5m. . 21. The increase in pavement space would focus more on pedestrian movement in this option, but opportunities to

	include some planters, trees, seating and cycle racks would be possible and developed in more detail as the design progresses. 22. The proposed improvement to pavement widths, in Option 2, results in a PCL score of B or higher at six locations compared to the existing baseline of 3 locations of the 11 locations surveyed. Pedestrian crossing improvements would be undertaken including an additional signalised crossing point at Shoe Lane, ensuring the needs of people walking and wheeling are accounted for and linking desire lines through the area. 23. In Option 2 people cycling eastbound would continue to share the bus lane. Those travelling westbound would continue to share the traffic lane. There would be no significant improvement for people cycling along this corridor under this option, although the cycle gate for people cycling eastbound would still be provided, giving greater priority for people cycling at this junction. 24. A more detailed description of both highway design options is set out in the Options Appraisal Matrix and in Appendix 4. **Fleet Street Public Realm Concept Designs** 25. Bradley-Hole Schoenaich Landscape Architects (BHSLA) were commissioned to design RIBA Stage 2 public realm concept designs, with a focus on the soft and hard landscaping design elements. 26. The concept designs can be applied to either Option 1 and Option 2, but to different scales. They align with the City Corporation's Public Realm Toolkit and Lighting Strategy and are informed by radar and utility surveys to understand the potential opportunity for planting along Fleet Street. 27. These concept designs have taken into account the feedback from the recent engagement exercise, which is expanded on below in paragraphs 34 to 41. The FSQ BID aspirations, including those set out in in their placemaking and public realm strategy, have also been taken into consideration. 28. In deciding the final location of any planters, consideration will be given to factors such as ensuring the placement of planters does not impede on the potential to improve PCLs, accessibility impacts, locations where people are most likely to want to stop and spend time and the location of

	underground utilities. The public realm concept designs are shown in Appendix 6. 29. It is important to note to ensure that the views of St. Paul's Cathedral are maintained from Fleet Street, the location of any trees will be carefully reviewed and positioned. Tree species will be considered for height and canopy width. As the project progresses, City Officers will continue to work closely with Planning colleagues to ensure views of St. Paul's Cathedral are maintained. 30. Given the historic nature of Fleet Street, BHSLA were commissioned to design planter, seating and pavement options with integrated historical interpretations, with a focus on the historic association with journalism and the modern printing press. 31. This work, which is shown in Appendix 7, and was well-received by stakeholders in the recent engagement sessions. 32. The concept designs present opportunities for enhanced lighting and explores the opportunity for integrating wayfinding along the street with a range of options, such as wall mounted wayfinding. 33. There are several historic lanes and alleyways to the north and south of Fleet Street. A separate project is developing proposals to enhance a number of these. The concept public realm designs for this project, include more prominent and welcoming entrances to these lanes and alleyways. This includes enhanced lighting and improved entrance pavement threshold stones, illustrating the historic nature of the lanes and alleyways and improving their visibility. These designs are shown in Appendix 8. <u>Stakeholder Engagement and Workshops</u> 34. Officers have been regularly updating key stakeholders on the project via the Fleet Street Area Working Group. Working Group Members include Ward Members, the FSQ BID, local developers and TfL. 35. City Officers held three engagement sessions in September and October 2025 for local stakeholders, including businesses that front Fleet Street. 36. Two engagement workshops were attended by a total of 60 local businesses and FSQ BID representatives. For local

businesses unable to attend these workshops, a drop-in engagement session was held in early-October 2025.

37. In the workshops, stakeholders were invited to share feedback on the draft public realm designs, including the design elements they liked and areas that needed further improvement. They were also asked to feedback on anything that they felt was missing from the designs.

38. Businesses were also asked to complete a short survey outlining loading and servicing requirements, as well as indicate where loading and servicing currently takes place. City Officers will take these loading and servicing requirements into consideration as the public realm and highway designs progress. City Officers will also continue to engage with local businesses to assess and understand servicing and operational needs.

39. Overall, feedback from the stakeholder engagement sessions was positive, with the public realm concept designs being well received. A summary of stakeholder feedback can be found in Appendix 9.

40. It is proposed to undertake a wider public consultation in spring 2026 to seek feedback on the proposals and to ensure that they are reflective of the wider community needs. This exercise will include drop-in sessions, on-street information totems, a project webpage and engagement platform and a leaflet drop to gather stakeholder opinions on the latest highway, and public realm design.

41. Engagement to date has been internal to City Officers in regard to the physical requirements for the Lord Mayor Show. Prior to the public consultation, Officers will engage directly with the Pageantmaster on the finer details of the shows requirements to be included in the development of the detailed design.

<u>Healthy Streets and CoLSAT</u>

42. To aid in the development of the design, Officers undertook baseline Healthy Streets and CoLSAT assessments and have assessed highways options. The results of the assessment are shown in Appendix 10 and 11.

43. Fleet Street currently scores poorly in both CoLSAT and Healthy Streets assessments, highlighting significant accessibility and environmental challenges. Key junctions such as Chancery Lane and Fetter Lane present significant issues for people with reduced mobility, visual impairments,

	and other accessibility needs due to steep kerbs, worn tactile paving, narrow footways, and uneven gradients. The Healthy Streets assessment also revealed low scores (20 and 30 out of 100 across two sections), citing inadequate cycle infrastructure, poor surfacing, limited places to rest, and high noise levels from traffic. 44. The proposed improvements aim to address these deficiencies by widening footways, enhancing crossings, introducing greening and seating, and improving lighting and wayfinding. These changes are expected to significantly improve both CoLSAT and Healthy Streets scores, with a full reassessment planned for the next Gateway report following public consultation and further design development. <u>Equalities Impact Assessment (EqIA)</u> 45. An EqIA has been undertaken to determine the opportunities and constraints of the project, as they impact people with protected characteristics. The EqIA assessed the highway design Option 1, given the proposed changes to the highway layout. 46. The proposed changes to Fleet Street are anticipated to positively impact all users, particularly the elderly, young and those with disabilities. In particular, changes to the footway width, improved cycle facilities, and overall highway layout changes, along with new planting and additional seating, are expected to contribute to cultivating a diverse and inclusive environment for people living, working, studying and visiting the City. 47. Key findings from the EqIA note that the following impacts should be reviewed and mitigated, if feasible: • Bus lane removal: proposed removal of the bus lane in Option 1 may increase bus journey times, which may disproportionately impact users across the protected characteristics groups, who are more likely to rely on buses as their primary mode of travel. Longer and less reliable journeys may reduce accessibility to nearby facilities. • Traffic restrictions: The proposed vehicle traffic restrictions in Option 1 may increase general journey times for those impacted by the restrictions. This may disproportionately impact users across the protected characteristics groups, who may rely on private vehicles as their primacy mode of travel. • Cycle facilities: The proposed improvements to cycle facilities offer a limited level of protection may not be enough to make cycling feel safe or appealing and may

	not increase uptake along the protected characteristic groups. • Loading bays: The proposed addition of loading bays at various locations along the footway could pose a road safety issue as motor vehicles will be level with pedestrians. Disabled or elderly users who are more likely to have visual impairments or young children who do not understand the distinction may be less aware that the footway transitions into a parking bay, posing a safety risk. 48. To mitigate and address the above, the EqIA recommends working with TfL Buses to ensure that journey times are not severely impacted by the project, as well as review the provision for cycle segregation. 49. Specific to proposed design of the loading bays, the EqIA recommends clearly demarcating the location of the bay to ensure people who visual impairment, people who are neurodiverse, and the very young are able to navigate the bays. 50. Lastly, the report notes that public consultation should be undertaken as the project designs progress and evolve. 51. The EqIA can be found in Appendix 12. This will be updated as the project progresses. <u>Section 278 schemes along Fleet Street already underway</u> 52. There are several ongoing developments along Fleet Street. Section 278 works for the Salisbury Square Development is due to be complete in 2026. Consideration of the realignment of the kerbs in this section with the overall Fleet Street vison has been taken into consideration in both sets of designs and there is no abortive works. 53. Section 278 agreements for 120 Fleet Street and 65 Fleet Street include a condition for developers to ensure kerb line alignment along Fleet Street are in line with those shown in Appendix 4, if required.
5. Recommendation	<u>Next steps</u> 54. It is recommended to take forward both highway options to the next stage of public consultation and highway and design development. 55. City Officers will continue to work with the TfL Road Network, Buses, Traffic Management and Traffic Signals Teams to develop the model audit process.

56. City Officers will prepare for a public consultation and engagement exercise in spring 2026. The public consultation provides the opportunity to provide feedback on the proposed highway design layout and the public realm designs. A consultation report will be included within the Gateway 4 report, for autumn/winter 2026.

Funding Strategy

57. An application for CIL funding for the Transforming Fleet Street project was approved in December 2024 for £9m, which has enabled the project's funding strategy to be finalised as detailed in Appendix 2.

58. The FSQ BID have agreed to commit £500k to the project. It is envisioned that BID's funding contribution will contribute towards the design and implementation of the public realm, greening, seating and cultural/historical design elements of the project.

Legal Implications

59. In exercising the City Corporation's functions as traffic authority and taking a decision, the City are required to comply with the duty in Section 122 of the Road Traffic Regulation Act which requires the traffic authority, in exercising its traffic authority functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to: (a) the desirability of securing and maintaining reasonable access to premises (b) the effect of amenities of any locality affected (bb) the national air quality strategy (c) the importance of facilitating public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles (d) any other relevant matters.

60. Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to:
    - Eliminate unlawful discrimination, harassment and victimisation
    - Advance equality of opportunity
    - Foster good relations between those who share a protected characteristic (i.e., race, sex, disability, age, sexual Version 2 – March 2019 orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not

	61. As part of the duty to have "due regard" where there is disproportionate impact on a group who share a protected characteristic, the City Corporation should consider what steps might be taken to mitigate the impact, on the basis that it is a proportionate means which has been adopted towards achieving a legitimate aim. 62. The current equalities analysis is in Appendix 12 and will be updated as the project progresses taking every opportunity to mitigate any potential negative impacts as the design progresses. <u>Next Reporting Steps</u> 63. It is envisioned that a Gateway 4 will be submitted to Members in autumn 2026/winter 2027.
6. Risk	64. No costed risk provision is requested at this stage. The Risk Register in Appendix 3. The risks for the next phase of work are minimal and will be addressed through regular project activities. 65. The top risks, as shown in the Risk Register, are as follows: • Underground infrastructure and utilities may reduce the opportunity to extend the footways • Project cost escalation due to unforeseen construction costs, redesign of highway or public realm elements, etc. • Stakeholder objections to the proposed highway and public realm design • TfL Buses object to the removal of the bus lane (eastbound), as per Option 1 • Additional surveys/data collection required for the verification of the highway and public realm design 66. As the project moves forward to construction, the risk profile is expected to be like other City highway projects. However, due to the project's size, the eventual risk sum based on previous projects is expected to be around £1 million. This will need to be accommodated within the available funding and so a costed Risk Register will be developed alongside the highways design to ensure it is affordable. This register will then be submitted for approval as part of the next Gateway report. *67.* Further information is available in the Risk Register (Appendix 3) and Options Appraisal.

7. Procurement approach	68. The design and project management will continue to be handled by the internal team of City Officers and engineers in the City Operations division. The City's current term contractor (FM Conway) will undertake the eventual construction work. 69. Any other third-party engagement will follow standard City procurement rules as appropriate.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance tables
Appendix 3	Risk Register (Option 1)
Appendix 4	Highway Design Options
Appendix 5	General Traffic Journey Times (Option 1)
Appendix 6	Public Realm Design Options
Appendix 7	Historical and Cultural Design Interpretations
Appendix 8	Fleet Street Lanes and Courts Entryway Treatments
Appendix 9	Stakeholder Engagement Workshop Summary Report
Appendix 10	CoLSAT
Appendix 11	Healthy Streets Assessment
Appendix 12	Equality Impact Assessment

Contact

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Options Appraisal Matrix

Option Summary	*Option 1*	*Option 2*
1. Brief description of option	To enhance the Fleet Street area, with a focus on improving the experience for people walking, wheeling, cycling and spending time on the street. To enable this, changes to traffic movements will be necessary to allow for wider pavements, crossing improvements and public realm improvements. These transformative changes will accommodate the changing needs of the Fleet Street area and better accommodate the expected increase in people working in and visiting the area. Option 1 could deliver the following: • ***Transport and Highway Designs*** - Opportunity for pavement widening of between 1.5m – 2m, on each side of Fleet Street for the majority of the street, the equivalent of just over four tennis courts in additional pavement space - Widening and lengthening of a westbound cycle lane. Opportunity to provide cycle parking. - Eastbound traffic restrictions, while retaining local access and servicing, with minimal journey time impacts on general vehicular traffic	To enhance the Fleet Street area, with a focus on improving the experience for people walking, wheeling, cycling and spending time on the street. To enable this, it will be necessary to allow for wider pavements, crossing improvements and public realm improvements. These transformative changes will accommodate the changing needs of the Fleet Street area and better accommodate the expected increase in people working in and visiting the area. Option 2 could deliver the following: • ***Transport and Highway Designs*** - Opportunity for pavement widening of between 1.0m – 1.5m, on each side of Fleet Street for the majority of the street, the equivalent of just over three tennis courts of additional pavement space - Retention of existing bus lane and traffic and cycle arrangements (i.e. there are no new traffic restrictions) The extent to which the following can be achieved will be developed with more detailed

Option Summary	***Option 1***	***Option 2***
	- Removal of the existing bus lane, with minimal impacts on the bus servicing times on Fleet Street by adding traffic restriction for eastbound through traffic - Opportunity to consolidate loading and servicing activity for local businesses, without impacting footway widths The extent to which the following can be achieved will be developed with more detailed design but within option 1 there is more opportunity with a greater amount of repurposed carriageway to reallocate. • ***Public Realm Designs*** - Introduction of trees along Fleet Street - Introduction of planters and other greening - Opportunity for the introduction of seating and benches, providing people with the opportunity to stop and rest - Enhanced lighting provisions, with a focus on evening/night lighting • ***Historical Interpretation and Wayfinding*** - Introduction of historical and cultural interpretations built into the public realm (i.e. seating, planters, etc.) - Enhanced wayfinding, highlighting the various cultural destinations within the area	design but within Option 2 there is more limited opportunity than in Option 1 as there is less repurposed carriageway to allocate. • ***Public Realm Designs*** - Opportunity for the introduction of some trees across Fleet Street - Opportunity for the introduction of a limited number of planters and other greening - Opportunity for the Introduction of seating and benches, providing people with the opportunity to stop and rest - Enhanced lighting provisions, with a focus on evening/night lighting • ***Historical Interpretation and Wayfinding*** - Opportunity to introduce historical and cultural interpretations built into the public realm (i.e. seating, planters, etc.) - Enhanced wayfinding, highlighting the various cultural destinations within the area

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Option Summary	*Option 1*	*Option 2*
2. Scope and exclusions	Exclusions • Ludgate Circus junction is excluded from the project, as this is a TfL TLRN junction. • Entryway treatments for the Fleet Street Lanes and Courts will be undertaken as part of the Transforming Fleet Street project. However, public realm changes to the lanes and alleyways are excluded from the project. Public realm changes to several lanes and alleyways, north on Fleet Street, are currently being explored through a separate project.	
Project Planning		
3. Programme and key dates	Programme and key dates include the following: • Gateway 3: December 2025 • RIBA Stage 3/4 development (detailed design): Winter 2025/2026 • Highway options design development: Winter 2025/2026 • Public consultation on highway design options and public realm designs: Spring 2026 • Gateway 4: Autumn 2026/Winter 2027 • Detailed design and construction design development: Autumn 2026 – Winter 2026/2027 • Gateway 5 and commencement of construction: Winter/Spring 2027 • Project construction: Spring/Summer 2027 • Construction complete and project close: 2029	
4. Risk implications	Overall project option risk*:* Medium Key project risks: • *Underground infrastructure and utilities may reduce the opportunity to extend the footways*: Risk may result in project delays and cost escalation, redesign of footway widths and different highway and public realm designs may need to be explored.	

Option Summary	Option 1	Option 2
	• *Project cost escalation due to unforeseen construction costs, redesign of highway or public realm elements, etc.*: Risk may result in unsustainable project costs and may delay project progress. Risk may further result in reduced project scope. • *Stakeholder objections to the proposed highway and public realm design*: Risk may result in overall project delays, as different highway and public realm designs will need to be explored. • *(Option 1 only) TfL Buses object to the removal of the bus lane (eastbound)*: Risk may result in overall project delays if required planned engagement with TfL Buses does not proceed as expected. • *Additional surveys/data collection required for the verification of the highway and public realm design*: Risk may result in overall project delays to the project if additional data and/or surveys are required to validate the project designs. The risk profile is expected to be like other City highways projects. Further information available within the risk register (Appendix 3).	
5. Stakeholders and consultees	Stakeholders and consultees include the following: • City Officers (City Highways, City Gardens, Chamberlains, Policy & Strategy, Transport & Public Realm, Planning, City Pageantmaster) • City Members (Castle Baynard, Farringdon Without and Farringdon Within wards) and City Committees (i.e. Streets & Walkways Sub-Committee, etc.) • Fleet Street Area Programme Working Group • FSQ BID • Transport for London (TfL Road Network Team, TfL Buses, Traffic Management and Traffic Signals Teams) • Developers, local occupiers and local businesses • Local cultural institutions (i.e. Dr Johnson's House, St. Paul's Cathedral) • Westminster City Council and Camden Council	

Option Summary	*Option 1*	*Option 2*
	• Transport Groups and Heritage Groups • City of London Police and His Majesty's Courts and Tribunal Services (HMCTS) • Residents • City Workers	
6. Benefits of option	Benefits of Option 1 include the following: • **Transport and Highway Designs** - Improved Pedestrian Comfort Levels due to widened pavements. Could improve PCL's to at least a B for 8 locations out of 11 surveyed. - Improved accessibility for people walking and wheeling due to the raised crossing sections, widened footways and additional crossing points - Opportunity to better meet the servicing needs of local businesses, through consolidated servicing provisions - Improved cycle infrastructure and cycle safety, through an extended westbound cycle lane and introduction of a bus gate eastbound at the junction with Fetter Lane The extend to which the following can be achieved will be developed with more detailed design, but within Option 1 there is more opportunity with a greater amount of repurposed carriageway to reallocate.	Benefits of Option 2 include the following: • **Transport and Highway Designs** - Improved Pedestrian Comfort Levels due to the widened pavements. Could improve PCL levels to at least a B score for 6 of the11 locations surveyed. - Improved accessibility for people walking and wheeling due to the raised crossing sections, widened footways and additional crossing points. - Opportunity to better meet the servicing needs of local businesses, through consolidated servicing provisions - Improved cycle infrastructure and safety with the introduction of a bus gate eastbound at the junction with Fetter Lane. The extend to which the following can be achieved will be developed with more detailed design, but within Option 2 there is more limited

Option Summary	*Option 1*	*Option 2*
	• ***Public Realm Designs*** Wider pavements will be focused with a priority for movement. Then the following can be considered: - Improved shade with tree planting, as well as the inclusion of seating - Improved greening with the introduction of trees and planters - With the wider pavements, the highways environment may be more able to accommodate the increase in footfall arising from nearby upcoming and future developments - If Sustainable Urban Drainage Systems are possible this may result in a more sustainable highway environment where surface water could be used for irrigation purposes and may reduce surface water runoff into the sewer system - Opportunity to review existing lighting levels, with a focus on enhancing evening/night lighting provisions • ***Historical Interpretations and Wayfinding***	opportunity than in Option 1 as there is less repurposed carriageway to allocate. • ***Public Realm Designs*** Wider pavements will be focused with a priority for movement. Then the following can be considered: - Improved shade with tree planting, as well as the inclusion of seating - Improved greening with the introduction of trees and planters - If Sustainable Urban Drainage Systems are possible this may result in a more sustainable highway environment where surface water could be used for irrigation purposes and may reduce surface water runoff into the sewer system. However, there is limited opportunity to include this provision due to limited footway space. - Opportunity to review existing lighting levels, with a focus on enhancing evening/night lighting provisions • ***Historical Interpretations and Wayfinding***

Option Summary	*Option 1*	*Option 2*
	- Introduction of historical and cultural interpretations built into the public realm (i.e. seating, planters, etc.) - Enhanced wayfinding, highlighting the various cultural destinations within the area - Enhanced and improved wayfinding, resulting in approved accessibility, especially at the entrances of the Fleet Street lanes and alleyways	- Introduction of historical and cultural interpretations built into the public realm (i.e. seating, planters, etc.) - Enhanced wayfinding, highlighting the various cultural destinations within the area - Enhanced and improved wayfinding, resulting in approved accessibility especially at the entrances of the Fleet Street lanes and alleyways
7. Disbenefits of option	Potential disbenefits of Option 1 include the following: • General traffic restrictions eastbound on Fleet Street may result in longer travel times for vehicle users • Removal of bus lane may impact bus journey times and bus users	Potential disbenefits of Option 2 include the following: • Limited ability to improve the cycle provision along this corridor • Loading pads are likely to encroach more on the existing pavement space as the pavement widening is not wide enough to accommodate this activity fully • In comparison to Option 1 the opportunity for public realm enhancements would be fewer as there is less space for reallocation, but this option is still an enhancement compared to the existing situation

Option Summary	*Option 1*	*Option 2*
Resource Implications		
8. Total estimated cost	Cost range: £9m - £10.5m The project is to be delivered within the approved funding, as set out below.	
9. Funding strategy	£9m – Confirmed CIL funding, following a successful bid approved by the Resource and Allocation Sub-Committee on July 11th 2024 £1m – Section 278 funding from developments within the area £500k – Committed funding from the FSQ BID. City Officers are working with the FSQ BID to determine how the funding commitment will be allocated towards the project (i.e. seating, historical and cultural designs, etc.)	
10. Investment appraisal	N/A	
11. Estimated capital value/return	N/A	
12. Ongoing revenue implications	The commuted maintenance for any greening and trees will need to be accommodated within the available budget. Once the details are confirmed, the sum required can be calculated.	
13. Affordability	All City CIL and S.106 funding is confirmed. Funding from the FSQ BID has been committed and approved by the FSQ BID Board.	
14. Legal implications	The proposed scheme would require changes to the street's Traffic Management Order(s) and it is considered that the City would be acting within its authority under the Road Traffic Regulation Act 1984 and Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This sets out circumstances in which a local authority must hold a public inquiry if it receives an objection which is not	

Option Summary	*Option 1*	*Option 2*
	considered frivolous, irrelevant or withdrawn. As any changes to the Traffic Management Orders are likely to fall within these circumstances, the risk of a public inquiry is present.	
15. Corporate property implications	N/A	
16. Traffic implications	Overall traffic implications: Removal of eastbound bus lane, footway widening, introduction of westbound cycle lane, eastbound motor vehicle restriction upgrade of existing traffic signal infrastructure and a new pedestrian crossing. Formal TMAN approval will be required from TfL. A formal statutory consultation will be undertaken in relation to Traffic Management Orders that are required to facilitate proposed highway changes. • Pedestrian amenity: 1.5m – 2m of footway widening for each side of the majority of Fleet Street. Reduction of crossing distance across Fleet Street through footway widening. New pedestrian crossing at Shoe Lane. • Cycle amenity: No eastbound cycle lane provided, however eastbound motor vehicle restriction will be in place resulting in low traffic flows. Cycle gate on the eastbound approach to Fetter Lane. Westbound cycle lane to be	Overall traffic implications: Retention of eastbound bus lane, footway widening, upgrade of existing traffic signal infrastructure and a new pedestrian crossing. Formal TMAN approval will be required from TfL. A formal statutory consultation will be undertaken in relation to Traffic Management Orders that are required to facilitate proposed highway changes. • Pedestrian amenity: 1m-1.5m of footway widening for each side of the majority of Fleet Street. Reduction of crossing distance across Fleet Street through footway widening. New pedestrian crossing at Shoe Lane. • Cycle amenity: No new cycle lanes provided; however, cyclists can continue to use eastbound bus lane. Cycle gate on

Option Summary	*Option 1*	*Option 2*
	extended and widened. Opportunity for new cycle parking. • Public transport: Eastbound bus lane removed, with eastbound motor vehicle restriction in place. No significant changes to the bus journey times. Bus shelters to be explored on widened footway. • Kerbside provision: Opportunity for loading pads that would not encroach on existing pavement space. • General traffic: Restricted general traffic eastbound on Fleet Street, with reassignment to/from Fetter Lane.	the eastbound approach to Fetter Lane. Opportunity for limited cycle parking. • Public transport: No significant changes to bus journey times and retention of the bus lane. • Kerbside provision: Opportunity for loading pads, but would encroach on the existing pavement space. • General traffic: No significant impact to general traffic.
17. Sustainability and energy implications	The highways materials to be used are from the City's Public realm design toolkit and they have been assessed to reduce their carbon footprint. Should the opportunity present itself, the opportunity of Sustainable Urban Drainage Systems will be considered, alongside other climate resilience measures. The water collected by these systems can be used for irrigation purposes on any greening and tree planting, as well as reducing pressure on the sewer system.	
18. IS implications	N/A	
19. Equality Impact Assessment	As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). With seven out of the nine protected characteristics (Age, Disability, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation) likely to see some change, an independent Equalities Impact Assessment (EqIA) has been undertaken to assess project impacts. The EqIA will be used to inform the ongoing designs and will be reviewed as the detailed deigns of the project evolve.	

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Option Summary	*Option 1*	*Option 2*
	The EqIA can be found in Appendix 12.	
20. Data Protection Impact Assessment	Standard data protection requirements will be followed during the public consultation and engagement exercise.	
21. Recommendation	*Recommended*	*Recommended*

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Project Coversheet

[1] Ownership & Status

Core Project Name: Transforming Fleet Street
Programme Affiliation (if applicable): Fleet Street Area Programme
Project Manager: Maria Curro, Project Manager, Transport and Public Realm

Definition of need: The Transforming Fleet Street project will deliver change along the length of Fleet Street, with a focus on improving the experience for people walking, wheeling, cycling and spending time on the street. To enable this, changes to traffic movements will be necessary to allow for wider pavements, crossing improvements and public realm improvements. These transformative changes will accommodate the changing needs of the Fleet Street area and better accommodate the expected increase in people working in and visiting the area.

Key measures of success: Provision of additional pavement space for walking and wheeling / Accessibility improvements to provide more comfortable crossing points for all users / Enhance safety for all users, with a focus on cyclists and pedestrians. Optimise loading and parking provision to ensure the needs of local occupiers are met
Expected timeframe for the project delivery: 2024 - 2029

Key Milestones:

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

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? Not to date.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1/2 report (as approved by Chief Officer xx/yy/zz):

- Total Estimated Cost (excluding risk): £9m - £10.5m
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
  - Project initiation: Autumn 2024
  - Surveys and concept design options appraisal: End of 2025
  - Gateway 3: End of 2025
  - Gateway 4: Mid 2026
  - Gateway 5: 2027
  - Implementation 2027-2029 (in phases)

Scope/Design Change and Impact: No scope or design change at this stage of the project.

'Project Proposal' G3 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk): £9m - £10.5m
- Resources to reach next Gateway (excluding risk): £447,419

- Spend to date: £456,358
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates:
  - Gateway 3: End of 2025
  - Gateway 4: Mid 2026
  - Gateway 5: 2027
  - Implementation 2027-2029 (in phases)

Scope/Design Change and Impact: RIBA Stage 2 design is now complete. Next phase of work will consider location of trees and planters along Fleet Street.

'Options Appraisal and Design' G4 report (as approved by PSC xx/yy/zz):

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

Scope/Design Change and Impact:

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

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

Scope/Design Change and Impact:

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

Appendix 2: Transforming Fleet Street Funding Strategy

Table 1: Expenditure to date: Transforming Fleet Street - 16800528			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Env Servs Staff Cost	87,975	6,521.70	81,345.30
P&T Staff Costs	147,310	133,120.09	14,189.91
P&T Fees	330,000	316,716.51	13,283.49
Total	**565,285**	**456,358**	**108,927**

Table 2: Resources required to reach Gateway 3			
Description	**Approved Budget (£)**	**Resources Required (£)**	**Revised Budget (£)**
Env Servs Staff Cost	87,975	20,553	108,528
P&T Staff Costs	147,310	111,440	258,750
Fees	330,000	312,500	642,500
Open Spaces Staff Costs	-	2,926	2,926
Total	**565,285**	**447,419**	**1,012,704**

Table 3: Revised Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustment (£)**	**Revised Funding Allocation (£)**
CIL	565,285	447,419	1,012,704
FSQ BID	-	60,000	952,704
Total	**565,285**	**387,419**	**952,704**

Table 4: Sources of Funding		
Funding Source	**Dates**	**Funds (£)**
City of London CIL funding	Resource and Allocation Sub-Committee on July 11th, 2024	9m
Section 278 contributions from developments on Fleet Street (estimated)	£750k / £1m	£750k / £1m
External contributions (Fleet Street Quarter BID)	Funding provided up to the Gateway 4	500k
Total		**10.25m - 10.5m**

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City of London: Projects Procedure Corporate Risks Register

Project Name:	Transforming Fleet Street	**PM's overall risk rating:**	Medium	**CRP requested this gateway**		**Average unmitigated risk**	4.6	**Open Risks**	17
Unique project identifier:	16800528	**Total estimated cost (exc risk):**	£ 9,000,000	**Total CRP used to date**	£ -	**Average mitigated risk score**	2.8	**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	TfL Buses engagement and their requirements in removing a bus lane, bus infrastructure, etc.	Further time and, therefore, resoruce may be required if planned engagement with TfL Buses fail or proceed as expected. Also, TfL Buses may change bus service requirements as the project progresses.	Likely	Serious	8	£0.00			The Transforming Fleet Street project is lookingto remove the eastbound traffic restrictions, which will improve bus services. Ongoing and regular engagment with TfL Buses via the Network Performance and bus planning teams will enable required discussions to take place, as required.	£0.00	Unlikely	Serious	£0.00	4	£0.00		04/03/2020	Bruce McVean	Maria Curro / Neil West		The Project Team meets with the TfL Network Performance Team to ensure project objectives and milestones are met, including the identification of any upcoming risks.
R2	5	(10) Physical	Trial holes/utility investigations lead to further information, surveys, topos, etc. being required to understand undergound utilities	Project delays may occur, which can result in unplanned costs, as further information is comissioned.	Possible	Serious	6	£0.00			The Project Team will work closely with City Highways to undertake and identify the required utilities surveys, at the early outset of the project.	£0.00	Unlikely	Serious	£0.00	4	£0.00		04/03/2020	Bruce McVean	Maria Curro / Ben Manku		
R3	5	(10) Physical	Utility companies do not engage and/or respond to utility survey/information requests or C2 regulation processes	Project delays may occur, which can result in unplanned costs, as the Project Team await utility information	Possible	Serious	6	£0.00			The City Highways Team will engage at the earliest opportunity with the utility companies regarding the required utility information	£0.00	Unlikely	Serious	£0.00	4	£0.00		04/03/2025	Bruce McVean	Maria Curro / Ben Manku		
R4	5	(1) Compliance/Regulatory	Additional investigations and/or surveys may be required by internal or external parties (i.e. TfL) to further validate the design.	Project delays may occur if further validation by an internal or external party is required.	Likely	Serious	8	£0.00			The Project Team will work all relevant stakeholders, both internal and external to the City, at the earliest opporunity to understand all information required for the project to progress.	£0.00	Possible	Serious	£0.00	6	£0.00		04/03/2025	Bruce McVean	Maria Curro		
R5	4	(1) Compliance/Regulatory	Delays to TfL traffic model process, including delays to data requirements, etc.	Project delays may occur if traffic model does not progress to stated project timescales, which will impact wider project programme (i.e. design option development, consultation, etc.).	Possible	Serious	6	£0.00			The Project Team will work with the TfL Network Performance Team to ensure all information required for the traffic model is identified at the earliest opporunitty and procured in a timely manner	£0.00	Unlikely	Serious	£0.00	4	£0.00		20/03/2025	Bruce McVean	Maria Curro / Neil West		The Project Team meets with the TfL Network Performance Team to ensure project objectives and milestones are met, including the identification of any upcoming risks.
R6	5	(4) Contractual/Partnership	TfL Network Performance Team do not have sufficent resource capacity to deliver the traffic model to agreed timeframes.	Project delays may occur if the traffic model does not progress to stated project timescales.	Unlikely	Minor	2	£0.00			The Project Team will work with the TfL Network Performance Team to ensure there is adequate resourcing to ensure the traffic model is delivered to the agreed timescales	£0.00	Rare	Minor	£0.00	1	£0.00		20/03/2025	Bruce McVean	Maria Curro / Neil West		The Project Team meets with the TfL Network Performance Team to ensure project objectives and milestones are met, including staff resourcing issues.
R7	5	(3) Reputation	Ward Members/Committee Members object to the project design options.	Porject delays and an increase in project costs may occur, as different design options will need to be explored.	Possible	Serious	6	£0.00			The Project Team will liaise with Ward Members, at appropriate project milestones, to ensure buy-in of the design options.	£0.00	Unlikely	Minor	£0.00	2	£0.00		20/03/2025	Bruce McVean	Maria Curro		Briefing notes and Ward Member meetings will undertaken, when required and at key project milestones. The Fleet Street Area Working Group, which includes local Fleet Street stakeholders and Ward Members, will also ensure Ward Members are kept up-to-date.
R8	5	(3) Reputation	Stakeholders oject to the project design options.	Porject delays and an increase in project costs may occur, as different design options will need to be explored.	Likely	Serious	8	£0.00			The Project Team will work closley with stakeholder groups to ensure project designs are understood and to ensure early buy-in from stakeholders. Stakeholder engagement and public consultation will take place at key milestones throughout the project.	£0.00	Possible	Serious	£0.00	6	£0.00		20/03/2025	Bruce McVean	Maria Curro		A Communications Strategy has been developed for the project, which captures project stakeholders and outlines timeframes for engagement and consultation. The Fleet Street Area Working Group, which includes local Fleet Street stakeholders and Ward Members, ensures that local stakeholders are aware of the project objectives and designs. The Project Team work closley with the FSQ BID, identifing key stakeholders and buy-in to the project.
R9	6	(3) Reputation	Media/press release, which are not authorised by the Project Team, are circulated to the media.	Project resource required to respond to media requests, etc. This may increase project costs.	Unlikely	Serious	4	£0.00			The Project Team will work closely with external stakeholders to ensure press releases are relevant, timely and accurate.	£0.00	Unlikely	Minor	£0.00	2	£0.00		20/03/2025	Bruce McVean	Maria Curro		A Communications Strategy has been developed for the project, which outlines communication timeframes. The Fleet Street Area Working Group are aware of communication timeframes and the need to ensure communication is timely, relevant and accurate. The Communication Stroetgy has been shared with the Working Group. The Project Team work closely with the FSQ BID to produce joint communications. The Communications Officer, Luke Miller, who leads on London-wide and national press communications is regaulary updated on the project.

R10	5	(1) Compliance/Regulatory	Legal challenge regarding the decision to proceed with the agreed design option.	Porject resoruces required to respond to legal challenge. This may increase project costs.	Unlikely	Serious	4	£0.00			The Project Team will work closley with stakeholder groups to ensure project designs are understood and to ensure early buy-in from stakeholders. Stakeholder engagement and public consultation will take place at key milestones throughout the project.	£0.00	Unlikely	Minor	£0.00	2	£0.00		20/03/2025	Bruce McVean	Maria Curro		
R11	5	(10) Physical	Construction: Increase in construction material cost, as the project progresses.	Project costs will increase, if construction material increases, esepcially in unforeseen circumstances.	Unlikely	Serious	4	£0.00			The City Highways Team will monitor material costs throughout the lifecycle of the project. The Project Team will work closley with the Highways Team to understand material costs and identify risks to procurement.	£0.00	Unlikely	Minor	£0.00	2	£0.00		20/03/2025	Bruce McVean	Maria Curro		
R12	5	(10) Physical	Construction: Lack of availability of construction materials.	Project delays may occur as alternative construction materials are considered and procured.	Unlikely	Serious	4	£0.00			The City Highways Team will monitor material availability throughout the lifecycle of the project. The Project Team will work closley with the Highways Team to understand material availability and identify risks to procurement.	£0.00	Unlikely	Minor	£0.00	2	£0.00		20/03/2025	Bruce McVean	Maria Curro		
R13	5	(10) Physical	Construction: Developments along Fleet Street impact project timeframes.	Project delays may occur to the project programme, resulting in an increase in costs.	Possible	Minor	3	£0.00			The Project Team will liaise with Developers located on Fleet Street to understand development timeframes, and consider this within the Transforming Fleet Street project.	£0.00	Unlikely	Minor	£0.00	2	£0.00		20/03/2025	Bruce McVean	Maria Curro		The Fleet Street Area Working Group, includes a number of local Developers. Developers will be kept up-to-date on project timeframes through the Working Group and regular engagement.
R14	5	(1) Compliance/Regulatory	Camera enforcement may be required to enforce the selected design option.	Should camera enforcement be required, this will increase project costs.	Possible	Minor	3	£0.00			The Project Team will work closely with the City Network Performance Team to understand enforcement requirements, as well as costs.	£0.00	Possible	Minor	£0.00	3	£0.00		20/03/2025	Bruce McVean	Maria Curro		
R15	5	(10) Physical	Planting of trees and/or the inclusion of general planting may not be feasible due to utility constraints.	Project resource required to determine suitable planting locations. This may increase project costs.	Unlikely	Minor	2	£0.00			Utility surveys will be undertaken at the start of the project, which will be used to determine suitable locations for tree planting and other greening.	£0.00	Rare	Minor	£0.00	1	£0.00		03/04/2025	Bruce McVean	Maria Curro		
R16	5	(10) Physical	Views of St. Paul's requirements impede tree planting opporuntities.	Project resoruce required to determine suitable planting locations, which may increase project costs. Additionally, constraints to planting may reduce the social value of the project.	Unlikely	Minor	2	£0.00			The Project Team will work closley with City Gardens to determine tree locations and tree species, etc. to ensure views of St. Paul's are retained.	£0.00	Rare	Minor	£0.00	1	£0.00		45750	Bruce McVean	Maria Curro		
R17	5	(10) Physical	ANPR/camera requirements impede tree planting oppounrities.	Project resoruce required to determine suitable planting locations, which may increase project costs. Additionally, constraints to planting may reduce the social value of the project.	Unlikely	Minor	2	£0.00			The Project Team will work closley with City Gardens and City of London Police to determine camera locations in relation to tree locations.	£0.00	Unlikely	Minor	£0.00	2	£0.00		45750	Bruce McVean	Maria Curro		
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						
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R62								£0.00				£0.00			£0.00		£0.00						
R63								£0.00				£0.00			£0.00		£0.00						

R64								£0.00				£0.00			£0.00		£0.00					
R65								£0.00				£0.00			£0.00		£0.00					
R66								£0.00				£0.00			£0.00		£0.00					
R67								£0.00				£0.00			£0.00		£0.00					
R68								£0.00				£0.00			£0.00		£0.00					
R69								£0.00				£0.00			£0.00		£0.00					
R70								£0.00				£0.00			£0.00		£0.00					
R71								£0.00				£0.00			£0.00		£0.00					
R72								£0.00				£0.00			£0.00		£0.00					
R73								£0.00				£0.00			£0.00		£0.00					
R74								£0.00				£0.00			£0.00		£0.00					
R75								£0.00				£0.00			£0.00		£0.00					
R76								£0.00				£0.00			£0.00		£0.00					
R77								£0.00				£0.00			£0.00		£0.00					
R78								£0.00				£0.00			£0.00		£0.00					
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R81								£0.00				£0.00			£0.00		£0.00					
R82								£0.00				£0.00			£0.00		£0.00					
R83								£0.00				£0.00			£0.00		£0.00					
R84								£0.00				£0.00			£0.00		£0.00					
R85								£0.00				£0.00			£0.00		£0.00					
R86								£0.00				£0.00			£0.00		£0.00					
R87								£0.00				£0.00			£0.00		£0.00					
R88								£0.00				£0.00			£0.00		£0.00					
R89								£0.00				£0.00			£0.00		£0.00					
R90								£0.00				£0.00			£0.00		£0.00					
R91								£0.00				£0.00			£0.00		£0.00					
R92								£0.00				£0.00			£0.00		£0.00					
R93								£0.00				£0.00			£0.00		£0.00					
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R95								£0.00				£0.00			£0.00		£0.00					
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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					

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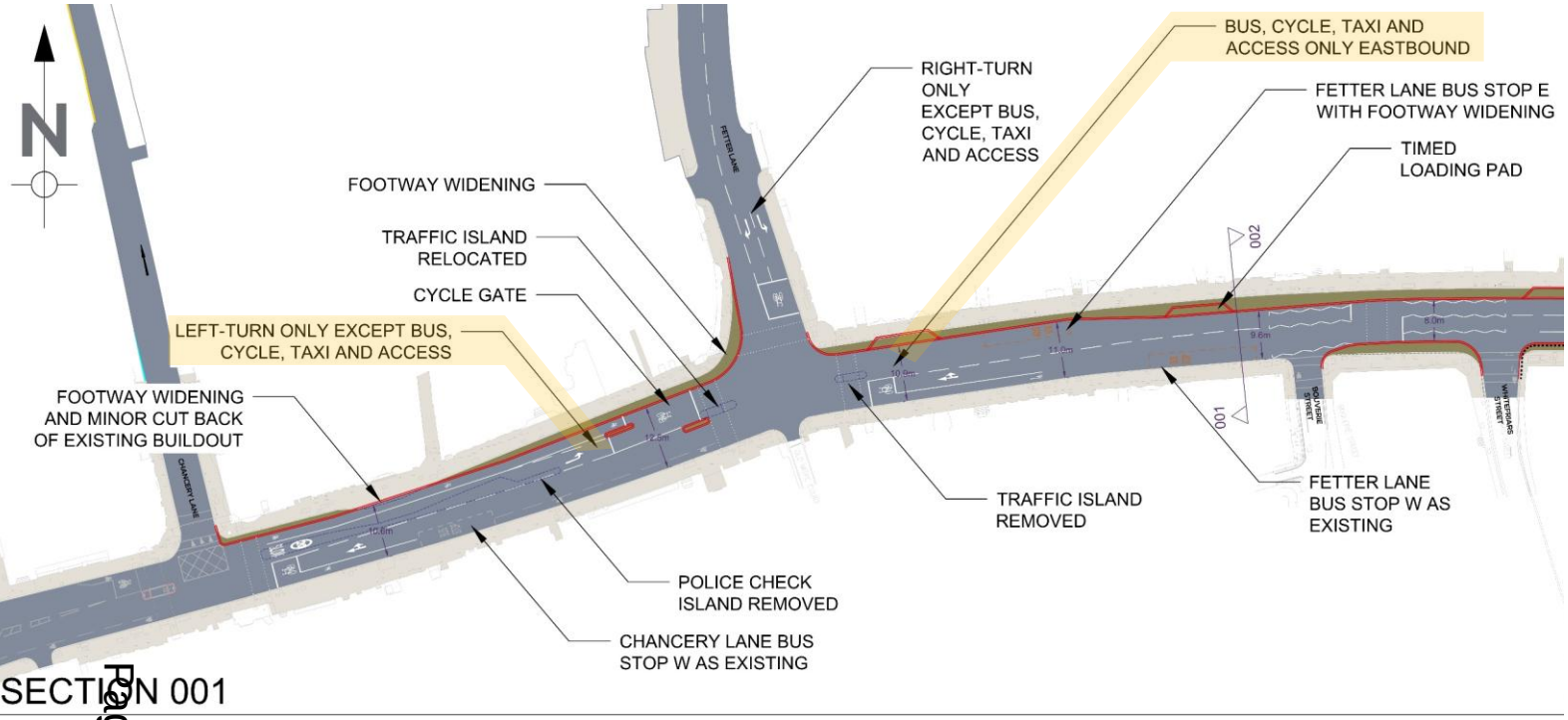

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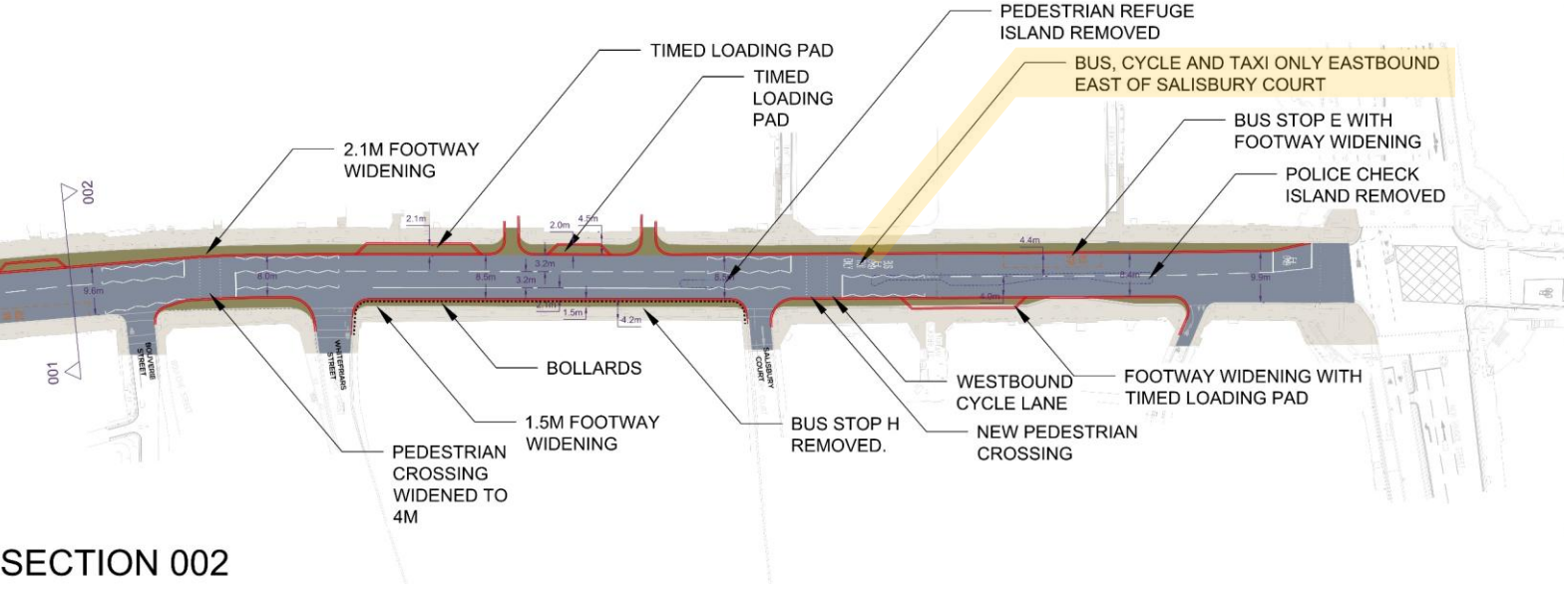

SECTION 002

KEY

- CARRIAGEWAY
- EXISTING FOOTWAY
- PROPOSED FOOTWAY
- EXISTING KERBLINE TO BE MOVED
- PROPOSED KERBLINE
- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS

Highway layout **Option 1**

FOOTWAY AREA

Existing = 2,871m^2

Option 1 = 3,935m^2

Change = +1,064m^2 (+37%)

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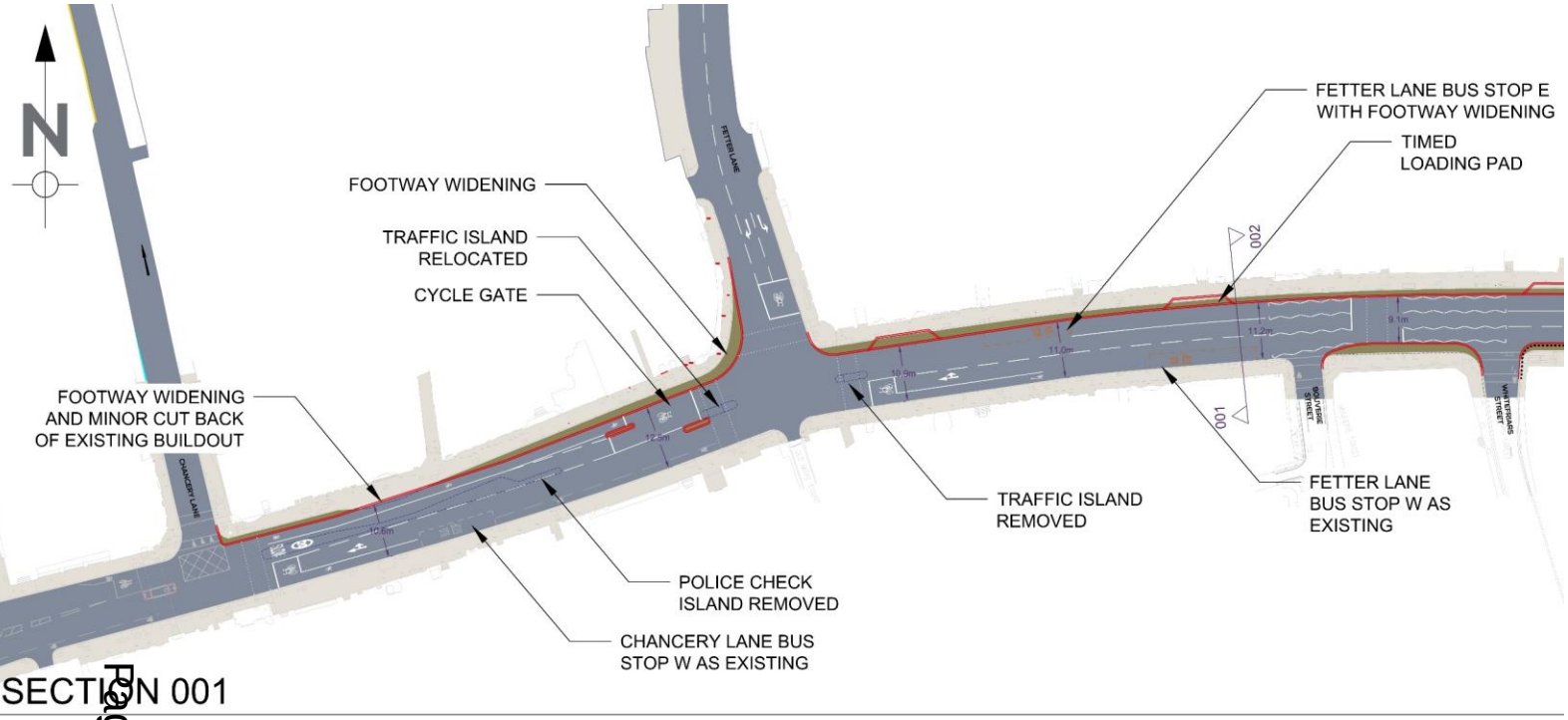
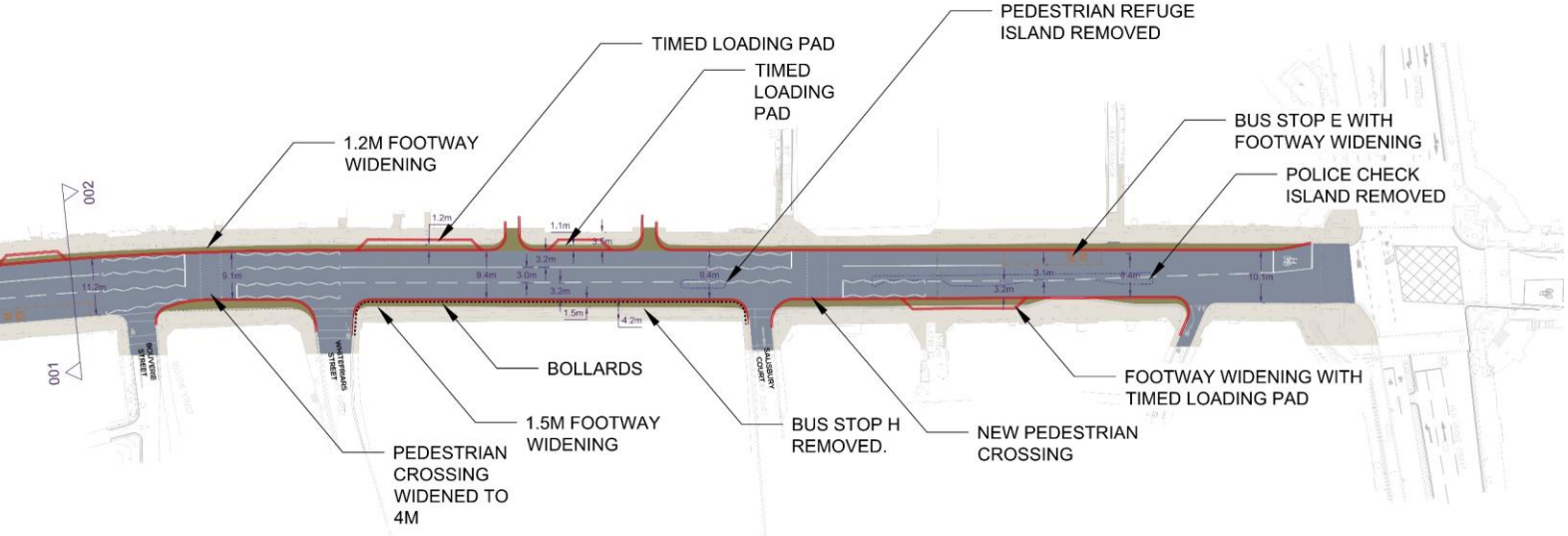


SECTION 001



SECTION 002

KEY

- CARRIAGEWAY
- EXISTING FOOTWAY
- PROPOSED FOOTWAY
- EXISTING KERBLINE TO BE MOVED
- PROPOSED KERBLINE
- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS

Highway layout **Option 2**

FOOTWAY AREA

Existing = 2,871m^2

Option 2 = 3,701m^2

Change = +830m^2 (+29%)

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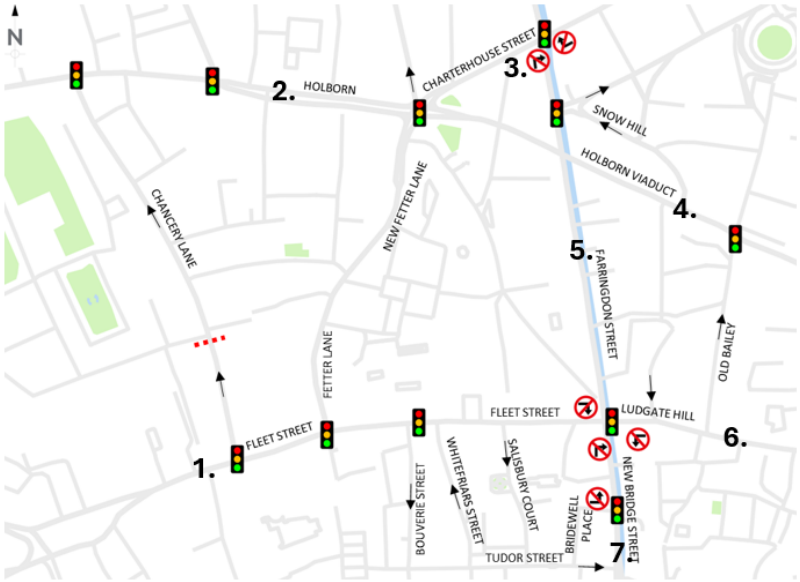
Appendix 5: Transforming Fleet Street General Traffic Journey Times (Option 1)



1. **Fleet Street**
2. **Holborn**
3. **Charterhouse Street**
4. **Holborn Viaduct**
5. **Farringdon Street**
6. **Ludgate Hill**
7. **New Bridge Street**

Car journey time differences

Results from initial modelling, thus subject to change

	CAR JOURNEY TIME (seconds)						
AM PEAK	1. Fleet Street	2. Holborn	3. Charterhouse Street	4. Holborn Viaduct	5. Farringdon Street	6. Ludgate Hill	7. New Bridge Street
1. Fleet Street	N/A	-0-30 secs	0-30 secs	-0-30 secs	N/A	N/A	N/A
2. Holborn	0-30 secs	N/A	0-30 secs	0-30 secs	-0-30 secs	-0-30 secs	N/A
3. Charterhouse Street	0-30 secs	-0-30 secs	N/A	-0-30 secs	-0-30 secs	-0-30 secs	N/A
4. Holborn Viaduct	0-30 secs	0-30 secs	-0-30 secs	N/A	-0-30 secs	-0-30 secs	N/A
5. Farringdon Street	-0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	N/A	-0-30 secs	-0-30 secs
6. Ludgate Hill	0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	N/A	N/A
7. New Bridge Street	0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	0-30 secs	N/A	N/A

	CAR JOURNEY TIME (seconds)						
PM PEAK	1. Fleet Street	2. Holborn	3. Charterhouse Street	4. Holborn Viaduct	5. Farringdon Street	6. Ludgate Hill	7. New Bridge Street
1. Fleet Street	N/A	-0-30 secs	-0-30 secs	-0-30 secs	N/A	N/A	N/A
2. Holborn	-0-30 secs	N/A	0-30 secs	0-30 secs	-0-30 secs	-0-30 secs	N/A
3. Charterhouse Street	-31-60 secs	-0-30 secs	N/A	-0-30 secs	-0-30 secs	-0-30 secs	N/A
4. Holborn Viaduct	-31-60 secs	0-30 secs	-0-30 secs	N/A	-0-30 secs	-0-30 secs	N/A
5. Farringdon Street	0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	N/A	-0-30 secs	0-30 secs
6. Ludgate Hill	-0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	N/A	N/A
7. New Bridge Street	0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	0-30 secs	N/A	N/A

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Appendix 6: Transforming Fleet Street Public Realm Designs (proposed concept design)

Figure 1: General Fleet Street concept design layout, greening and planters

Figure 2: General Fleet Street concept design layout, northern section of footway

Figure 3: General Fleet Street concept design layout, with wayfinding, cultural interpretation and greening, northern section of footway

Figure 4: General Fleet Street concept design layout, with wayfinding, cultural interpretation and greening, northern section of footway

Appendix 7: Transforming Fleet Street Historical & Cultural Design Interpretations

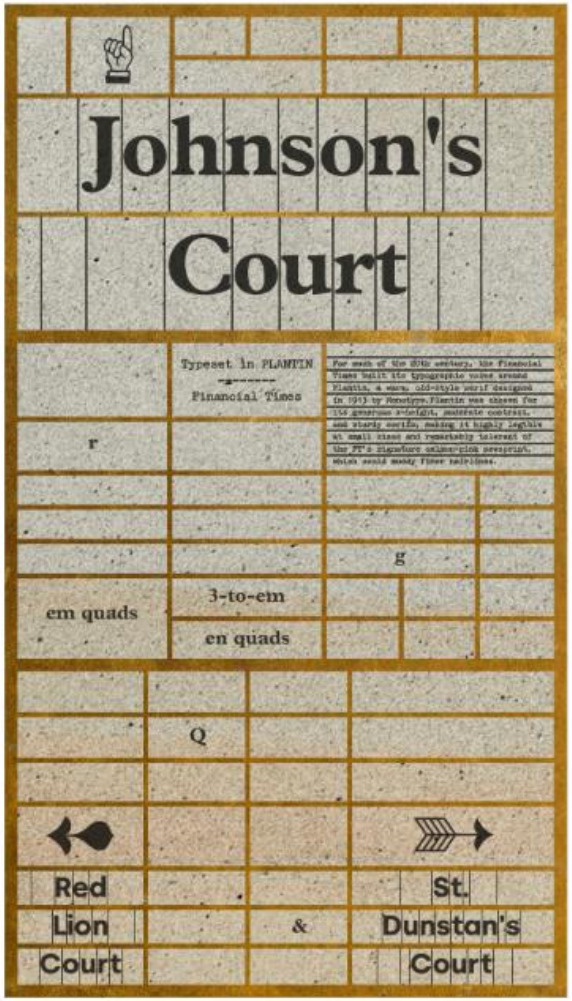

Figure 1 & 2: Examples of historical and cultural design interpretations, with embedded wayfinding

Figure 3: Example of historical and cultural design interpretations

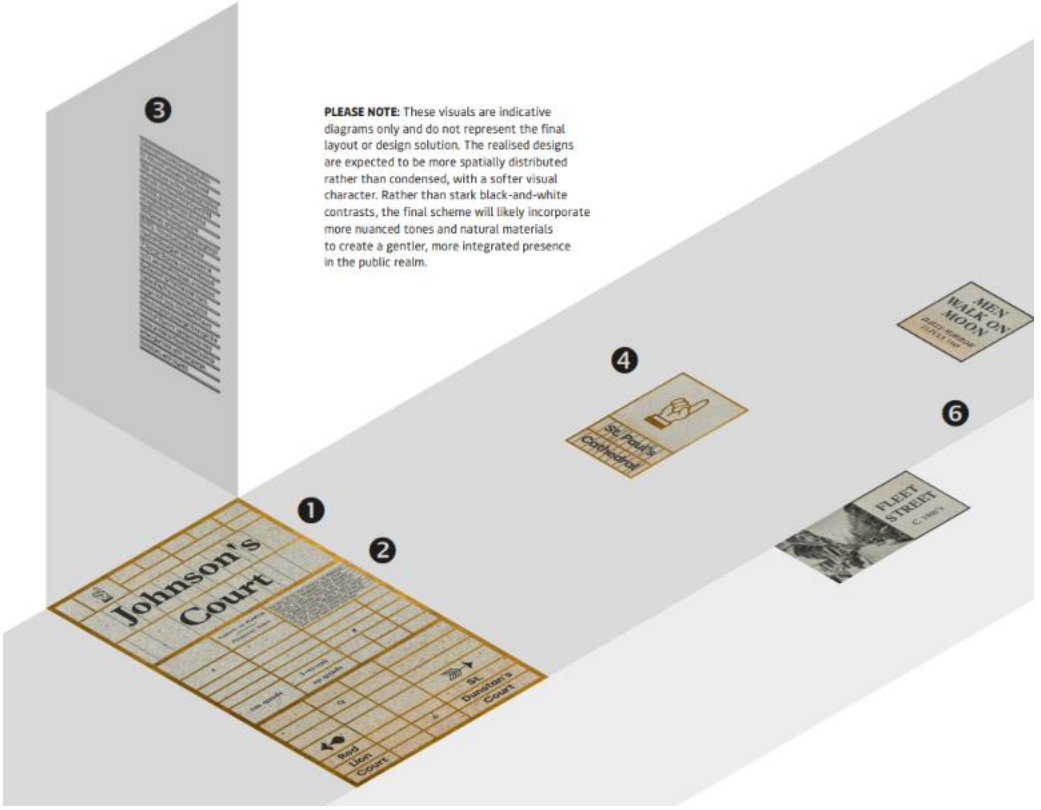

Figure 4: Example of historical design entryway treatment, Lanes and Courts

Appendix 8: Transforming Fleet Street Lanes & Courts Entryway Treatments (proposed concept design)

Figure 1: Proposed concept entryway treatment design, Fleet Street lanes and courts

Figure 2: Proposed concept entryway treatment design, Fleet Street lanes and courts

TRANSFORMING
FLEET STREET

Transforming Fleet Street

Stakeholder Engagement Report

Autumn 2025

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TRANSFORMING FLEET STREET

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Summary of key findings

TRANSFORMING FLEET STREET

The City of London Corporation's project to transform Fleet Street aims to improve the experience of people walking and wheeling in the area. This report summarises the feedback from early stakeholder engagement, undertaken in September/October 2025.

The purpose of the stakeholder engagement was to meet with businesses along Fleet Street, understand local aspirations for its public realm, seek feedback on draft designs and gather information on operational/servicing needs.

Stakeholders supported providing more space for walking and wheeling, new and improved crossings, greening with integrated seating and the use of historical information to improve wayfinding. They were keen to create a sense of destination and increase dwell time and sign-posting to support local businesses. They offered local knowledge to ensure accuracy, safety and accessibility for different buildings, customer groups and the vehicles that serve them.

Details of the draft designs and feedback received can be found in the following pages.

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Stakeholder Engagement

TRANSFORMING FLEET STREET

The City Corporation and Fleet Street Quarter BID hosted two 2-hour workshops at The Urban Farmer Project, near Fleet Street. Local businesses fronting Fleet Street and other stakeholders were notified of the events by Alderwoman Martha Grekos and via leaflet drop, targeted emails and Ward newsletters, etc.

The workshops were facilitated by Kate Smith, Associate Consultant at Focal Point Training & Consultancy, and supported by City Corporation Officers.

- 19 stakeholders attended on Wednesday 17th September from 9:30-11:30am.
- 25 stakeholders attended on Thursday 25th September from 3-5pm.
- 3 people attended a drop-in session on 2nd October from 4-7pm.

Local businesses were asked to complete an online servicing survey by 17th October.

The feedback from the workshops, the drop-in and the servicing survey will be taken into consideration alongside the wider traffic monitoring data as the public realm designs are further developed.

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Stakeholder Engagement

TRANSFORMING FLEET STREET

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Workshop format

TRANSFORMING FLEET STREET

Workshop participants were seated around tables, each hosted by a City Corporation Officer who took notes of their discussions in relation to three questions:

1) What do you like about the draft designs?
2) What do you dislike about the draft designs?
3) What other improvements would you like to see in the street?

At the drop-in, stakeholders' answers to the same questions were captured on forms and City Corporation Officers were available to answer any questions raised.

This was followed by a Q&A session and a summary of the feedback given to date.

The following slides show the information presented at the workshops and drop-in. Discussion points are also detailed later in this report.

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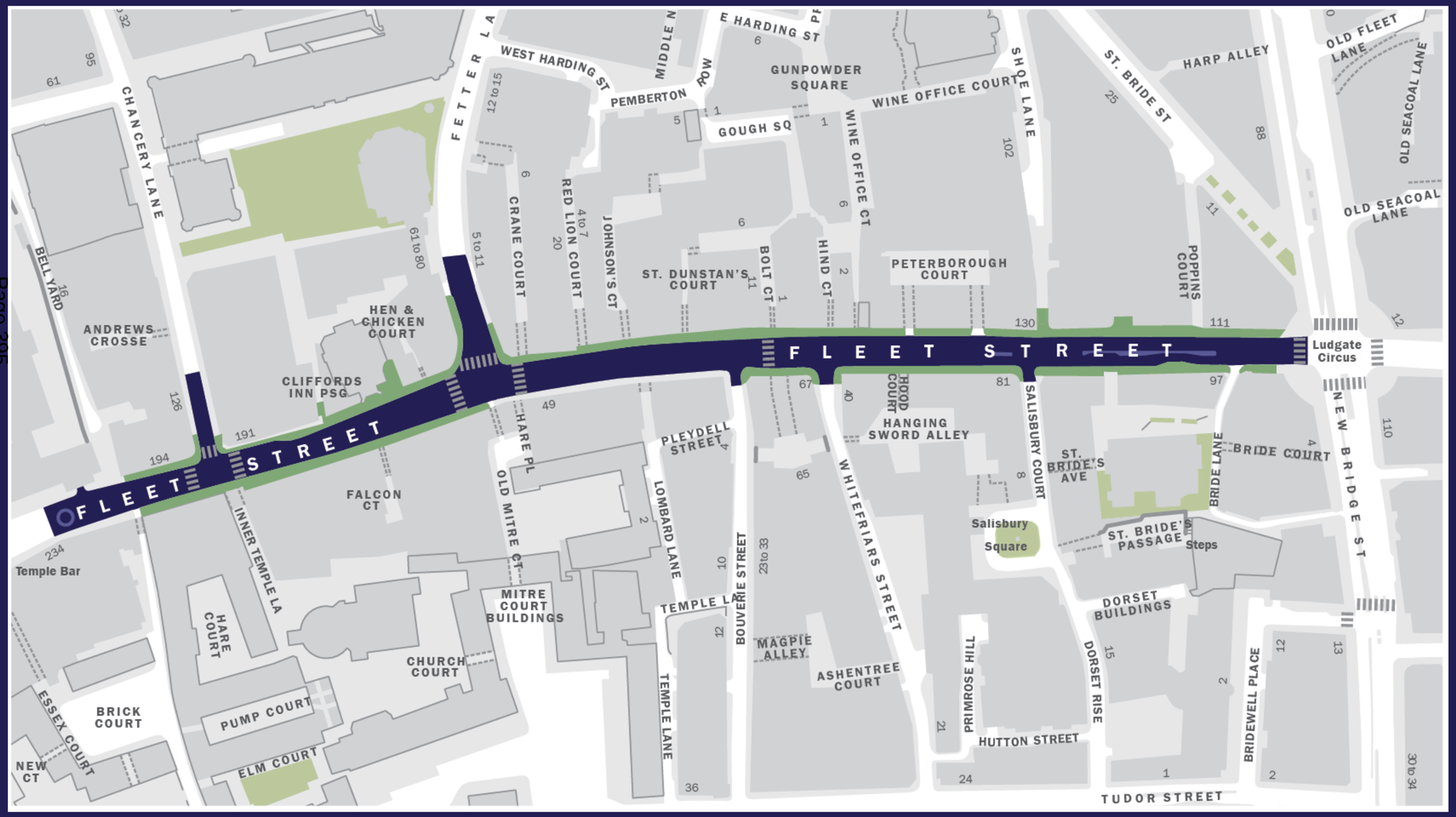
Transforming Fleet Street

The existing layout of Fleet Street



The project does not include the layout of the junctions at either end of Fleet Street.

This is because they are TfL junctions and TfL is not reviewing them at this time.

The blue area shows what's in scope.
The dark green area is the extent of existing paving.

Transforming Fleet Street

The Proposal Overview

To create a more welcoming and sustainable environment, we aim to:

- Increase the width of the pavements along the street
- Improve crossings, add new crossing points and raise them to make them more accessible
- Integrate loading bays
- Introduce trees and planters to green the street, provide shade and absorb rainwater
- Add seating for people to stop and rest
- Enhance the lighting
- Celebrate the rich history of the area by incorporating historical references into the streetscape

Transforming Fleet Street

Artistic drawing displaying possible public realm improvements to Fleet Street

Possible improvements Include on-street planters with integrated seating, new trees, widened pavements and historical and cultural elements incorporated into wayfinding designs.

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Transforming Fleet Street

Artistic drawing of possible public realm improvements to Fleet Street from a street view

TRANSFORMING FLEET STREET

Artistic drawing of possible improvements to Fleet Street from a street view, courtesy of BHSLA

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Transforming Fleet Street

Integrated Loading Bays

Photograph of an integrated loading bay recently installed on King William Street

Transforming Fleet Street

TRANSFORMING FLEET STREET

Seating and Greening

To make Fleet Street more enjoyable for people to stop and spend time, we propose to implement a series of seating and greening measures that will see:

- Trees introduced to green the street, provide shade and absorb rainwater
- Planters with integrated benches, some stand-alone benches and seats
- Other street furniture such as cycle parking, street signage, and bollards will be spaced and designed with all users in mind

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Seating and Greening

Examples of recent greening and seating improvements in the City:

Bank Junction

Bevis Marks

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Transforming Fleet Street

History, Culture and Lighting

TRANSFORMING FLEET STREET

The rich history of the area as a hub for British press and printing will be reflected in the designs of public realm interventions to encourage visitors to stop and spend time on Fleet Street, including:

- Design elements incorporated into the seating, planters and paving
- Wayfinding enhancement, capturing cultural landmarks and the Fleet Street lanes
- Incorporating pleasant lighting that complements the street's retail units

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Transforming Fleet Street

History, Culture and Lighting

Examples of possible wayfinding and design elements to reflect the important historical significance of Fleet Street and surrounding landmarks, courtesy of BHSLA

Example of possible design elements incorporated into on-street wayfinding, courtesy of BHSLA

Transforming Fleet Street

Feedback

TRANSFORMING FLEET STREET

1) What do you like about the draft designs?

Overall design

- Much more attractive than present environment
- More room to linger helps the street look popular for visitors and may attract more workers back

Walking and wheeling

- More space for people, more comfort when walking, easier to navigate, especially construction zones
- Removal of islands and "Ring of Steel", addition of crossings, new level paving, less and slower traffic
- Integrated loading bays being useable for business servicing when needed and pedestrians at peak times

Greening and seating

- Increase and variety of greening and seating areas to make it feel lively and fresh
- Places to rest to increase accessibility and dwell time and help nearby cafés and other businesses
- Climate friendly plants, low-maintenance trees and sustainable drainage

On-street information

- Historical information and images to create a sense of destination and encourage dwell time
- Use of the floor for historical information and directions
- Opportunity to tell the story of Fleet Street, for both new and regular users
- Opportunity to update signage, remove disused equipment and street furniture
- Better connection to the lanes and courts

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Transforming Fleet Street

Feedback

TRANSFORMING FLEET STREET

2) What do you dislike about the draft designs?

Overall design

- More thinking needed on what to highlight, how to draw people into and through the space
- Lack of bins and public toilets

Walking and wheeling

- Concern over pedestrian and cyclist conflicts
- Wider pavements may attract dumping of hired e-bikes

Greening and seating

- Planters should not block walkways, create pinch points or reduce accessibility
- Inconsistency of planting and concern over maintenance of rain gardens and littering of planters
- Don’t fill the space with seating unless it’s the right use
- Seating may attract rough sleepers

On-street information

- Wayfinding design is gimmicky and cluttered – prefer a more restrained design
- Concern over visibility, maintenance and cleaning of pavement signage in heavy footfall locations such as alley entrances – use walls and planters instead of the floor
- It would help to have property numbers visible on the street
- Integrate designs with the holistic wayfinding strategy and test with users

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Transforming Fleet Street

Feedback

TRANSFORMING FLEET STREET

3) What other improvements would you like to see in the street?

Overall design

- Fewer interventions, where they work and complementing buildings
- Design in layers - decision-points, celebration moments - and build-in flexibility for pavement use
- Consider seasonal, weekend and event uses, on-street power and water access, a food festival or open day

Walking and wheeling

- Maximise reduction of traffic and carriageway, in consultation with black cab drivers
- Design cycle and hired e-bike parking in co-ordination with providers to avoid overcrowding
- Safe vehicle drop-off, pick-up and waiting space and no planters limiting access at GP practice and courts
- Move crossing near Bolt Court east, closer to Salisbury Square, for users of the new court building

Greening and seating

- A clear greening strategy, focused away from junctions and busier parts of footway
- Include table and chair licences for cafés and better provision for litter and street cleaning

On-street information

- Add totems listing local businesses and directions to places of interest, where people linger
- Include those with local knowledge and expertise in historical / wayfinding design
- Expand the wayfinding radius, encourage alternative quiet routes for walking
- Alternative wayfinding for visually impaired people
- Improve lighting, e.g. sundial, Bouverie Street, and light and support the Heritage Wall

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Transforming Fleet Street

Q&A

TRANSFORMING FLEET STREET

Will the funding available be enough for a high-quality scheme?

Yes. The investment of £9m from the City Corporation and £0.5m from Fleet Street Quarter BID will allow delivery of a high specification scheme and 20 years of maintenance, including greening to best practice standards.

Will the whole area be re-surfaced?

Yes. Pavements and the carriageway will be repaved throughout. Side streets will have their carriageway raised to the level of the pavement at crossing points.

Who will be consulted on the transport changes?

All groups will be consulted, including taxis, cyclists and Transport4All, along with separate sessions for different protected groups. Utilities are also being consulted to mitigate the need for other works. Impacts on bus lanes and stops will be considered as the designs are worked up. Royal, military and mayoral processional requirements will be met.

How does the integrated loading bay work?

They can be used by all vehicles that need to load/unload, but they may be timed around peak pedestrian times. The overall scheme will be monitored to ensure it is working well and that we have the right number of bays in the correct places.

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Transforming Fleet Street

Q&A

TRANSFORMING FLEET STREET

Can QR codes be used on the street to link to more information?

No. These are not used on the street for permanent schemes because links fall out of use as the website evolves plus they risk hijacking by fraudsters.

Can we have more information on project opportunities and constraints and on lighting, pavements, crossings, cycling provision and tables and chairs licenses?

More information will be shared during the formal public consultation. The lighting design will follow street design. Tables and chairs for cafés will be considered where space allows.

Comments about other aspects of the area included:

- Concern about construction impact on local small / medium-sized businesses
- Construction hoarding obscuring wayfinding and being unsympathetic
- Concessions on business rates during disruption and to support businesses that enhance the sense of local community
- Increasing police patrols
- Improving road safety at particular points and managing traffic along surrounding roads
- Bringing in creatives and an offer that appeals to the student population

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Transforming Fleet Street

TRANSFORMING FLEET STREET

Thank you!

Thank you to everyone who took the time to share their views on the draft designs and their aspirations and requirements of Fleet Street's public realm.

The City of London Corporation and Fleet Street Quarter Business Improvement District would like to express their appreciation for this input on the proposals to transform this historic space.

The team will be in touch if we require any clarification on your surveys and to inform you of future consultation activities.

Public consultation on public realm and transport proposals is expected to take place over the Spring of 2026, subject to Committee approvals.

If you have any enquiries, please contact the project team at fleetstreetarea@cityoflondon.gov.uk.

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Appendix 10: Transforming Fleet Street CoLSAT (existing and proposed)

CoLSAT Overview

1. To aid in the development of the design, Officers undertook a CoLSAT assessment. The results of the assessment are shown below and include only an assessment for highway design Option 1.

2. The existing street's CoLSAT assessment score is poor, where 'severe' and 'significant' accessibility issues are present. Locations noted as having considerable issues include:

- Chancery Lane junction: steep kerb at crossing and worn tactile paving, narrow footways at certain locations, and footway gradients are uneven at certain locations. The assessment notes that people with reduced mobility, people with visual impairments, people using mobility aids and people with neurological impairments may find using the junction uncomfortable and difficult to navigate.

- Fetter Lane junction (west, north and east crossing): tactile paving depth, narrow footways at certain locations due to A-boards, and the location of blue badge parking and accessible toilets in relation to the junction. The assessment notes that people with reduced mobility, people with visual impairments, people using mobility aids and people with neurological impairments may find using the junction uncomfortable and difficult to navigate.

3. The current proposals are expected to increase the CoLSAT scores and address many of the challenges noted above. A full assessment of the developed scheme design will be included in the next Gateway report following the consultation feedback and the continued investigatory work.

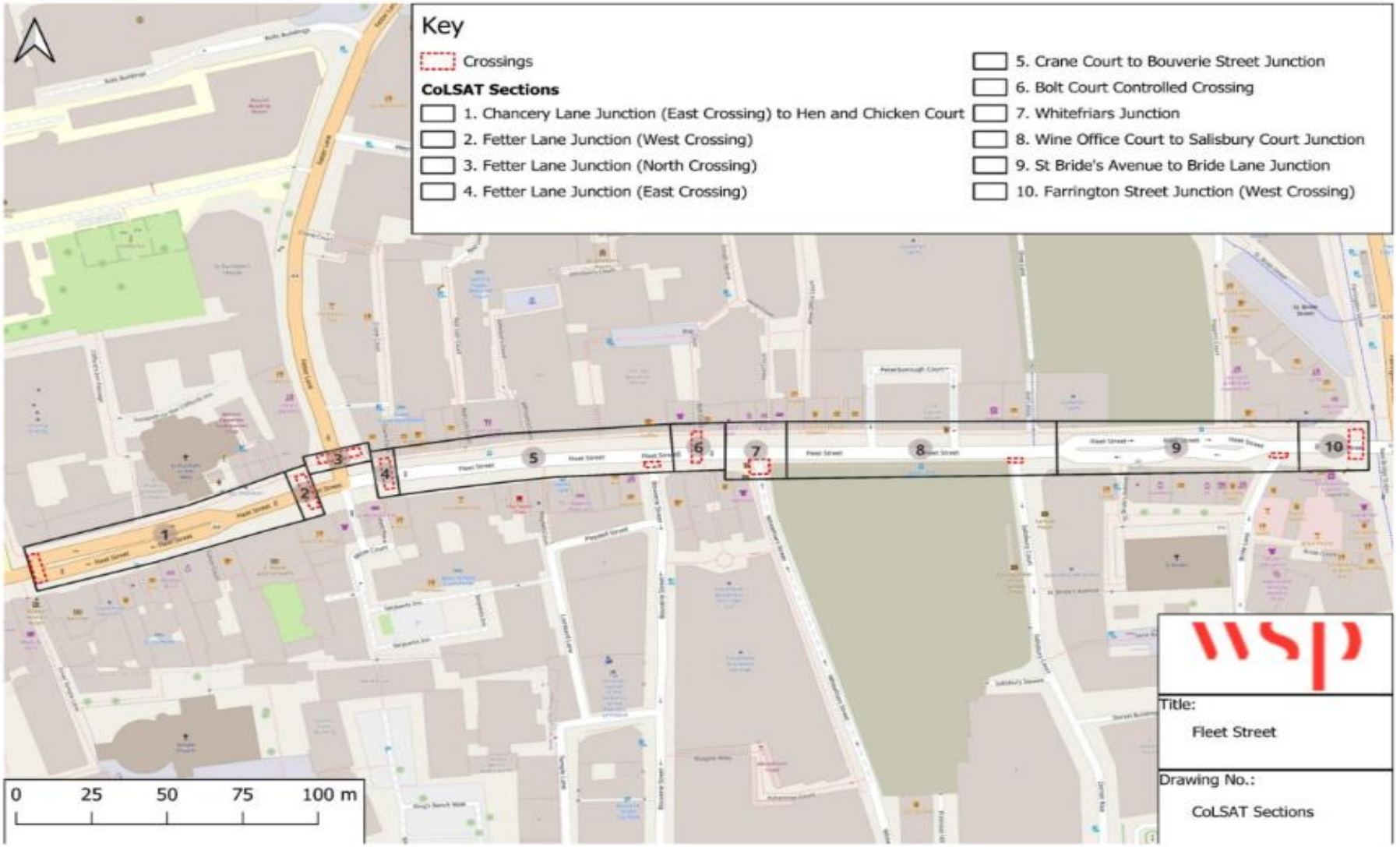

Figure 1: Transforming Fleet Street CoLSAT locations

Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**
Significant Accessibility Issue (1)	1	3	1	0	10	2	1	1	0	2	1	1	5	**28**

Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
Significant Accessibility Issue (1)	0	1	1	0	7	2	1	0	0	0	0	0	4	**16**

In the proposed layout, tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's '*Guidance on the Use of Tactile Paving Surfaces*'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

The proposed tactiles, with a 1200mm-wide stem positioned within 0.5m of the building line, may create difficulties for people with walking impairments, as they often find smooth paving surfaces more comfortable.

Kerb gradients are expected to comply with accessibility standards, reducing barriers for those with limited mobility.

The design includes resurfaced and widened footways, which will improve comfort and accessibility for all users. The resurfacing will also remove existing unevenness and reduce excessive crossfall, improving stability for users with mobility aids and developmental impairments.

The severe accessibility issue relates to the excessive camber across the footway. Based on the proposed drawings, it is unclear whether the footway gradients will be adjusted to address the issue, and the levels have been assumed based on the existing layout.

Blue badge parking is not expected to change, and the closest one is still 200m away on Whitefriars Street. The distance can be challenging for people with developmental impairments.
The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/ or developmental impairments.

Accessible toilets are 20m from the section at Ye Olde Cock Tavern. Changing place toilets are 1.5k away at Great Ormand Street Hospital, a problem for people with a cycle mobility aid or developmental impairments.

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Figure 2: Chancery Lane Junction (east crossing) to Hen and Chicken Court (existing and proposed)

Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	0	0	0	0	7	3	0	0	0	2	0	0	3	**15**

Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	0	0	0	0	5	2	0	0	0	0	0	0	3	**10**

In the proposed layout, tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's '*Guidance on the Use of Tactile Paving Surfaces*'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

The proposed tactiles, with a 1200mm-wide stem positioned within 0.5m of the building line, may create difficulties for people with walking impairments, as they often find smoother surfaces easier to navigate.

Kerb gradients are also expected to be adjusted to meet accessibility standards, reducing barriers for users of adapted cycles and other mobility aids.

The proposed design includes resurfaced footways, which will remove existing unevenness and improve comfort for wheelchair users, and those with mobility or developmental impairments.

The extended footway widths will be suitable for accommodating pedestrians of all mobility levels and allow two wheelchair users to pass each other comfortably. Benches are located within 150m in Johnson's Court, with additional seating along the scheme extents.

The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/ or developmental impairments.

The nearest Blue badge parking will continue to be 150m away on Whitefriars Street. The distance can be challenging for people with developmental impairments. Double yellow lines on Fleet Street and additional loading pads will permit taxi drop-off, and there is a taxi rank 300m away.

Accessible toilets are 50m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1.6k away at Great Ormand Street Hospital, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

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Figure 3: Fetter Lane Junction, west crossing (existing and proposed)

Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	0	0	0	0	7	3	0	0	0	2	0	0	3	**15**

Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	0	0	0	0	4	2	0	0	0	0	0	0	3	**9**

In the proposed layout, tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's '*Guidance on the Use of Tactile Paving Surfaces*'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.	The proposed tactiles, with a 1200mm-wide stem positioned within 0.5m of the building line, may create difficulties for people with walking impairments, as they often find smoother surfaces easier to navigate.	The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids.	The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/ or developmental impairments.	Blue badge parking is not expected to change, which is 150m away on Whitefriars Street. The distance can be challenging for people with developmental impairments. Double yellow lines on Fleet Street and additional loading pads will permit taxi drop-off, and there is a taxi rank 300m away. Benches are located Johnson's Court, 150m away, with additional seating proposed throughout the scheme extents.	Accessible toilets are 50m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1.6k away at Great Ormand Street Hospital, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Figure 4: Fetter Lane Junction, north crossing (existing and proposed)

Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Tota
Severe Accessibility Issue (0)	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**
Significant Accessibility Issue (1)	1	3	1	0	9	2	1	1	0	2	1	1	5	**27**

Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Tota
Severe Accessibility Issue (0)	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
Significant Accessibility Issue (1)	0	1	1	0	6	2	0	0	0	0	0	0	4	**14**

In the proposed layout, tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's '*Guidance on the Use of Tactile Paving Surfaces*'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.	The proposed tactiles, with a 1200mm-wide stem positioned within 0.5m of the building line, may create difficulties for people with walking impairments, as they often find smoother surfaces easier to navigate.	The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids.	The severe accessibility issue relates to the excessive camber across the footway. Based on the proposed drawings, it is unclear whether the footway gradients will be adjusted to address the issue and the levels have been assumed based on the existing layout.	Blue badge parking is not expected to change, which is 150m away on Whitefriars Street. The distance can be challenging for people with developmental impairments.	The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/ or developmental impairments.	Accessible toilets are 50m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1.6k away at Great Ormand Street Hospital, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Figure 5: Fetter Lane Junction, east crossing (existing and proposed)

Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	0	1	0	0	4	2	1	1	0	2	0	1	2	**14**

Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	0	0	0	0	2	1	1	0	0	0	0	0	1	**5**

In the proposed layout, tactile paving at the uncontrolled crossing is expected to be upgraded, however, it will not be buff in accordance with the DfT's '*Guidance on the Use of Tactile Paving Surfaces*'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids. Temporary obstructions including roadworks are also expected to be removed.

Tactiles are expected to cover the full width of the flush area and may therefore pose some discomfort for users with walking impairments, who generally find smoother surfaces easier to navigate.

The existing footway has a gradient and camber of 0 degrees. It is expected that the proposed design will have the same levels, which are appropriate for people with different mobility levels.

Blue badge parking is not expected to change, which is 50m away on Whitefriars Street. The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/ or developmental impairments.

Accessible toilets are 175m from the section at Ye Olde Cock Tavern. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Figure 6: Crane Court to Bouverie Street Junction (existing and proposed)

Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	2	1	0	0	0	0	1	**4**
Significant Accessibility Issue (1)	0	0	0	0	3	2	2	2	2	2	0	0	3	**16**

Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	0	0	0	0	4	1	0	1	0	0	0	0	2	**8**

All construction hoarding from the Salisbury Square development is expected to be removed and the controlled crossing will be in use. The tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's '*Guidance on the Use of Tactile Paving Surfaces*'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

Tactiles are expected to be installed at all crossing points with appropriate stem. This will improve accessibility for people with long cane and/or developmental impairments. It may however pose some discomfort for users with walking impairments, who generally find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids.

Chairs and benches with arms and backrests are 90m away in Gough Square, with additional seating proposed on the southern side of the crossing, benefitting all users regardless of mobility level.

Blue badge parking is not expected to change, which is 30m away on Whitefriars Street. The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/ or developmental impairments.

Accessible toilets are 200m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Figure 7: Bolt Court Controlled Crossing (existing and proposed)

Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
Significant Accessibility Issue (1)	0	1	0	1	2	1	2	1	0	1	1	1	3	**14**

Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
Significant Accessibility Issue (1)	0	0	0	1	2	1	0	0	0	0	1	0	2	**7**

In the proposed layout, tactile paving at the uncontrolled crossing is expected to be upgraded, however, it will not be buff in accordance with the DfT's '*Guidance on the Use of Tactile Paving Surfaces*'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments. Despite the footway buildouts, the crossing is expected to be between 7-9m wide, with no accurate measurements being shown on the proposed plans. The width continues to pose a road safety issue for different Needs Segments, especially walking aid users, long cane users, and people with neurological / developmental impairments.

Tactiles are expected to be installed at all crossing points with appropriate stem. This will improve accessibility for people with long cane and/or developmental impairments. It may however pose some discomfort for users with walking impairments, who generally find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids.

The existing footway has a gradient of 2 degrees and camber of 0 degrees. It is expected that the proposed design will have the same levels, which are appropriate for people with different mobility levels.

Chairs and benches with arms and backrests are 100m away in Gough Square, with additional seating proposed on the western side of the junction, benefitting all users regardless of mobility level.

Blue badge parking is not expected to change, which is 30m away on Whitefriars Street. The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/ or developmental impairments.

Accessible toilets are 215m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

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Figure 8: Whitefriars Junction (existing and proposed)

Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	1	1	0	0	4	2	2	1	0	2	0	1	2	**16**

Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	1	0	0	0	4	1	0	1	0	0	0	0	2	**9**

A new controlled crossing is proposed on Fleet Street, east of Salisbury Court. The tactile paving however will not be red in colour, as recommended by the DfT's '*Guidance on the Use of Tactile Paving Surfaces*'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

Tactiles are expected to be installed at the new controlled crossing with a 1200mm-wide stem positioned within 0.5m of the building line.This will improve accessibility for people with long cane and/or developmental impairments. It may however pose some discomfort for users with walking impairments, who generally find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids. Temporary obstructions including roadworks are also expected to be removed.

The existing footway has a 1-degree gradient and camber of 0 degrees. It is expected that the proposed design will have the same levels, which are appropriate for people with different mobility levels.

Blue badge parking is not expected to change, which is 90m away on Whitefriars Street. The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/ or developmental impairments.

Accessible toilets are 300m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Chairs and benches with arms and backrests are 100m away at St Bride's Church, with additional seating proposed along the scheme extents, benefitting all users regardless of mobility level.

Figure 9: Wine Office Court to Salisbury Court Junction (existing and proposed)

Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	0	1	1	0	3	4	1	1	0	1	0	1	3	**16**

Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	0	0	1	0	2	3	0	0	0	0	0	0	2	**8**

In the proposed layout, tactile paving at the uncontrolled crossing is expected to be upgraded, however, it will not be buff in accordance with the DfT's '*Guidance on the Use of Tactile Paving Surfaces*'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

Tactiles are expected to be installed at all crossing points with appropriate stem, covering the full width of the crossing. This will improve accessibility for people with long cane and/or developmental impairments. It may however pose some discomfort for users with walking impairments, who generally find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids. Temporary obstructions including roadworks are also expected to be removed.

The existing footway has gradient and camber of 2 degrees. It is expected that the proposed design will have the same levels, which can make footways uncomfortable and unstable for people with mobility aids, however it does meet the DfT desirable minimum.

Chairs and benches with arms and backrests are 100m away at St Bride's Church, with additional seating proposed along the scheme extents, benefitting all users regardless of mobility level.

Blue badge parking is not expected to change, which is 150m away on Whitefriars Street. Double yellow lines on Fleet Street and additional loading pads will permit taxi drop-off. The bus stop, Ludgate Circus, has shelter and seating, and is expected to have appropriate kerb heights suitable for different mobility levels.

Accessible toilets are 250m from the section at Pret a Manager, Farringdon. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

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Figure 10: St Bride's Avenue to Bride Lane Junction (existing and proposed)

Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	1	1	0	0	3	2	1	1	0	1	0	1	4	**15**

Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Significant Accessibility Issue (1)	1	0	0	0	4	1	0	0	0	0	0	0	3	**9**

In the proposed layout, tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's '*Guidance on the Use of Tactile Paving Surfaces*'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

The proposed tactiles, with a 1200mm-wide stem positioned within 0.5m of the building line, may create difficulties for people with walking impairments, as they often find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids.

Temporary obstructions, including roadworks, are expected to be removed, making the space more accessible and comfortable for those with mobility aids and/or developmental impairments.

The nearest Blue badge parking continues to be 215m away on Whitefriars Street. The distance can be challenging for people with developmental impairments. Double yellow lines on Fleet Street and additional loading pads will permit taxi drop-off. The bus stop, Ludgate Circus, has shelter and seating, and is expected to have appropriate kerb heights suitable for different mobility levels.

Accessible toilets are 200m from the section at Pret a Manger, Farringdon. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Figure 11: Farringdon Street Junction, west crossing (existing and proposed)

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Appendix 11: Transforming Fleet Street Healthy Streets Assessment (existing and proposed)

HSA overview

1. To aid in the development of the design, Officers undertook a Healthy Streets assessment for highway design Option 1 and Option 2, as well as the proposed public realm design. The results of the assessment are shown in below.

2. The current street's Healthy Streets assessment score is poor. The street was assessed in two sections: Chancery Lane to Bolt Court (controlled crossing) and Whitefriars Street to Farringdon Street.

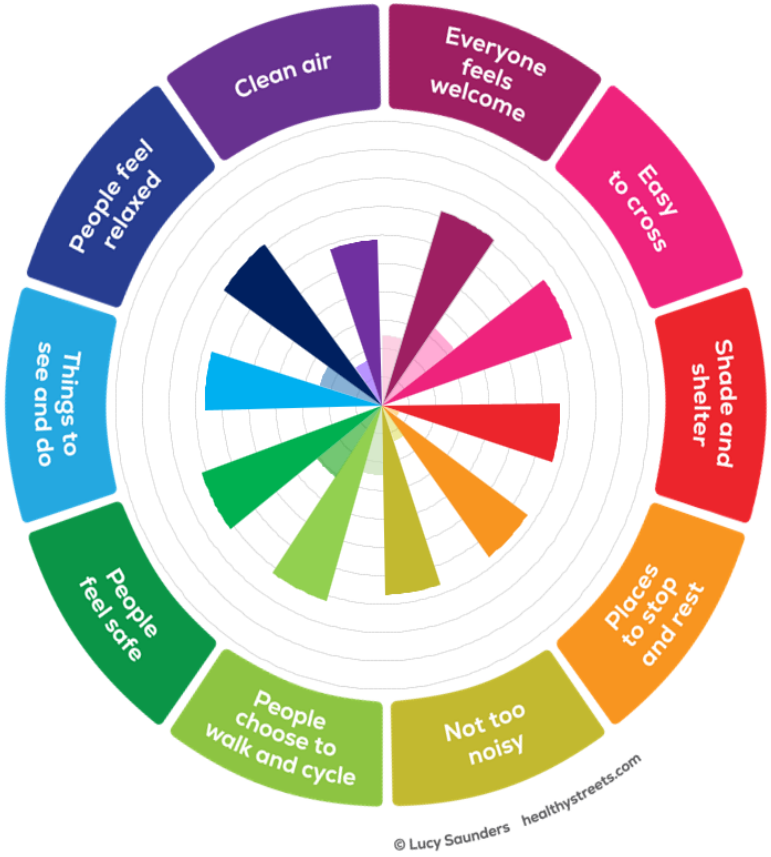
3. The first section of the street scored 20 out of 100, with the second section at 30. While Fleet Street scored low on all matrices, the condition of the current footways, may result in difficulty navigating the footways and junctions for users with mobility, visual and neurological impairments. In addition, the lack of cycle infrastructure, poor carriageway surfacing and footway with pinch points may discourage people from choosing to walk or cycle.

4. Other issues noted within the Healthy Streets assessment is the lack of places to stop and rest, the lack of shade and shelter, and the increased level of noise from vehicular traffic along Fleet Street. The level of noise is in part due to the percentage of large vehicles using the street and this should improve when private development activities complete.

5. Highway design Option 1, in combination with the proposed public realm designs, provides the most enhancements. The Healthy Streets assessment for the first and second section scored 69 and 68. For Option 2, the Healthy Streets assessment scored 59 for both sections.

6. The current proposals show an increase in the Healthy Streets score significantly. A full assessment of the developed scheme design will be included in the next Gateway report following the consultation feedback and the continued investigatory work.

Figure 1: Healthy Streets Assessment Area (Section 1: Chancery Lane to Bolt Court. Section 2: Whitefriars Street to Farringdon Street)



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	17	69
Everyone feels welcome	25	72
Easy to cross	33	75
Shade and shelter	0	67
Places to stop and rest	7	67
Not too noisy	13	67
People choose to walk and cycle	25	72
People feel safe	31	72
Things to see and do	0	67
People feel relaxed	25	72
Clean air	17	58

Figure 2: Healthy Streets Assessment, Section 1 Score, Highway Design Option 1 (existing and proposed conditions)

	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	30	68
Everyone feels welcome	35	70
Easy to cross	38	75
Shade and shelter	33	67
Places to stop and rest	33	53
Not too noisy	20	67
People choose to walk and cycle	35	70
People feel safe	36	69
Things to see and do	22	78
People feel relaxed	35	70
Clean air	17	58

Figure 3: Healthy Streets Assessment, Section 2 Score, Highway Design Option 1 (existing and proposed conditions)

	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	17	59
Everyone feels welcome	25	65
Easy to cross	33	63
Shade and shelter	0	67
Places to stop and rest	7	60
Not too noisy	13	47
People choose to walk and cycle	25	65
People feel safe	31	62
Things to see and do	0	67
People feel relaxed	25	65
Clean air	17	33

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Figure 4: Healthy Streets Assessment, Section 1 Score, Highway Design Option 2 (existing and proposed conditions)

	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	30	59
Everyone feels welcome	35	65
Easy to cross	38	63
Shade and shelter	33	67
Places to stop and rest	33	60
Not too noisy	20	47
People choose to walk and cycle	35	65
People feel safe	36	62
Things to see and do	22	67
People feel relaxed	35	65
Clean air	17	33

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Figure 5: Healthy Streets Assessment, Section 2 Score, Highway Design Option 2 (existing and proposed conditions)

Equality Impact Assessment Form

Section 1:

Proposal Title	Transforming Fleet Street
Details of the lead officer completing the Assessment/ Role responsible for the completion of the EQIA	Maria Curro, Project Manager, Policy & Projects, City Operations, City of London Corporation Andrea Larice, Senior Transport Planner, Policy & Projects, City Operations, City of London Corporation
Department Responsible:	Environment
Who has been involved in creating the EQIA: (please summarise/list stakeholders you have engaged with and how)	Transport Strategy Team were consulted on this EqIA to gather insights on accessibility and inclusion, ensuring that diverse needs are fully considered in our approach. WSP has been commissioned to develop the Transforming Fleet Street EQIA. Lead WSP officers: • Marie Gallagher, EQIA Specialist at WSP • Wiktoria Niznik, EQIA Specialist at WSP
Date of Initial assessment:	20/10/2025
Dates of review (as applicable)	Spring 2026

1.PROPOSAL OVERVIEW

Fleet Street, once the global epicentre of newspaper publishing, has evolved into a vibrant mixed-use district blending offices, retail, leisure, and public realm improvements that reflect the changing ways people live, work, and move through the City.

As a result, Fleet Street consists of mixed land uses, with a varied demographic of people using the space. Users include residents, people working in or commuting through the area, as well as tourists and others visiting for business or leisure.

The existing conditions along Fleet Street prioritise vehicle movements, with high motor vehicle volumes and narrow footways. There is limited infrastructure provision for cyclists, and the public realm is in some places inaccessible and unappealing due to footway clutter, poor crossing point provision, and a lack of seating and greening.

Recognising these challenges, efforts are now underway to reimagine Fleet Street as a more inclusive and people-focused environment.

The City of London Corporation (City Corporation) has identified an opportunity to upgrade and enhance the section of Fleet Street between Chancery Lane and Ludgate Circus. The Transforming Fleet Street project forms a key part of the Fleet Street Area Healthy Streets Plan[1] which aims to redesign streets and manage access to make the streets more accessible, engaging and safe for people to walk, cycle and spend time in.

The project is being funded through the City Corporation CIL £9 million investment in public realm upgrades, aiming to prioritise walking and wheeling, add seating, and boost greenery. This initiative builds on momentum from nearby developments and anticipates 33,000 new workers over five years. With 34 development schemes delivering 5.5 million sq. ft of office, retail, and leisure space by 2028, the transformation includes landmark projects like Salisbury Square's new courts and police HQ, and major refurbishments at 120 and 65 Fleet Street.

In developing the EQIA for the project, the following has been reviewed:

- 2 options for highway designs, as developed by City Corporation, Transport for London (TfL) and Norman Rourke Pryme (NRP)
- Healthy Streets Assessments (HSAs) for the Transforming Fleet Street project of the existing and proposed layout
- CoLSAT assessments for the Transforming Fleet Street project of the existing and proposed layout

The City of London Street Accessibility Tool (CoLSAT) was developed through extensive engagement with disabled people to reflect their lived experiences in street design.[2] By modelling how features such as kerbs, crossings, and tactile paving affect different user groups, CoLSAT ensures that decisions are informed by real-

[1] https://www.cityoflondon.gov.uk/services/streets/traffic-schemes-and-proposals/fleet-street-area-healthy-streets-plan

[2] City of London Street Accessibility Tool - City of London

world challenges and priorities, helping create streets that support inclusion and independence.

Proposed Works: Highway Design

The project is currently in the early stages of design, and two proposed highway options have been developed by the City Corporation and TfL for the highway design. Whilst there are several crossovers, the options propose different highway layouts for vehicles, people who walk and wheel and people who cycle.

The main difference between the two options is that Option 1 proposes access changes for eastbound vehicles at the Fleet Street junction with Fetter Lane and along Fetter Lane, as well as a westbound cycle lane for a section of carriageway between Salisbury Court and Whitefriars Street. In addition to this, Option 1 proposes the removal of the bus lane. Option 2 retains the existing bus lane and does not introduce the traffic restrictions.

The two options are summarised in Table 1. The drawings can be found in Appendix 4 of the main report.

Table 1: Transforming Fleet Street, Proposed Highway Option 1 and Option 2

Description	Option 1	Option 2
Overall scheme	Remove bus lane; maximum footway widening; westbound cycle lane; eastbound motor vehicle restriction.	Retain bus lane; footway widening;
Pedestrian amenity	1.5-2m of footway widening each side for majority of Fleet Street. Reduced crossing distance over Fleet Street. New pedestrian crossing at Shoe Lane.	1-1.5m of footway widening each side for majority of Fleet Street. Reduced crossing distance over Fleet Street. New pedestrian crossing at Shoe Lane.
Cycle amenity	No eastbound cycle lane provided but eastbound motor vehicle restriction will be in place. Cycle gate on eastbound approach to Fetter Lane. New westbound cycle lane. Opportunity for new cycle parking.	No new cycle lanes provided but cycles can continue to use eastbound bus lane. Cycle gate on eastbound approach to Fetter Lane. Opportunity for new cycle parking.

Description	Option 1	Option 2
Public transport	No significant change to bus journey times. Bus lane removed with eastbound motor vehicle restriction in place. Bus shelters on widened footway.	No significant change to bus journey times, and retention of bus lane.
Public realm	Significant opportunity for greening and seating.	Some opportunity for greening and seating.
Kerbside provision	Opportunity for loading pads that would not encroach on existing footway space.	Opportunity for loading pads that would encroach on existing footway space.
General traffic	Restriction for general traffic eastbound on Fleet Street with reassignment to/from Fetter Lane.	No significant impact to general traffic.

Conclusion

The City Corporation's commitment to improving the public realm, prioritising walking accessibility and encouraging active travel, highlights the importance of ensuring that the proposal aligns with broader goals of creating inclusive and accessible streets.

Overall, the proposed changes to Fleet Street are anticipated to positively impact all users, particularly older people, young people and disabled people. Changes to the footway width, cycle facilities, and overall highway layout changes, along with new planting and additional seating, are expected to contribute to cultivating a diverse and inclusive environment for people living, working, studying and visiting the City.

The following section identifies the potential negative impacts of the proposed designs, which may disproportionately impact certain users because of their protected characteristics (PCs).

Potential negative impacts of the Transforming Fleet Street project include:

- The proposed removal of the bus lane in Option 1 may increase bus journey times, which may disproportionately impact users across the protected characteristics groups, who are more likely to rely on buses as their primary mode of travel. Longer and less reliable journeys may reduce accessibility to nearby facilities.
- The proposed vehicle traffic restrictions in Option 1 may increase general journey times for those impacted by the restrictions. This may disproportionately impact users across the protected characteristics groups, who may rely on taxis, private hire or private vehicles as their primacy mode of travel. It is important to note that access will be retained.

- The proposed improvements to cycle facilities offer a limited level of protection and may not be enough to make cycling feel safe or appealing and may not increase uptake among the protected characteristic groups.
- The proposed addition of loading bays at various locations along the footway could pose a road safety issue as motor vehicles will be level with pedestrians. Disabled or older users who are more likely to have visual impairments or young children who do not understand the distinction may be less aware that the footway transitions into a parking bay, posing a safety risk.

The Transforming Fleet Street Project Team will implement the following measures to appropriately assess, mitigate and address potential impacts:

- Work with TfL to understand impacts on the proposed highway traffic restrictions on PCs, including potential delays to bus journey times and general traffic
- Work with and review the design of the project with various City Corporation teams and consultees to understand project designs, such as proposed cycle design and accessibility constraints to maximise the positive impacts of the project
- Engage with the local community and stakeholders more widely during the next phase of engagement and consultation to further understand the existing conditions, constraints and opportunities, with a focus on PCs

Officers recommend that this EQIA be updated again following stakeholder consultation and highway modelling verification, in Spring 2026.

Section 2: To be completed for a full EQIA

2. EVIDENCE AND IMPACT ANALYSIS

Who is affected by the Proposal?

The proposed scheme is located in the City of London, extending along Fleet Street between the junctions with Chancery Lane and Ludgate Circus. The City is a key commercial district, home to the capital's primary business district, as well as a variety of educational and cultural institutions and residential buildings.

The City is dominated by businesses, with a residential population that is significantly lower than other London boroughs. Given the central London location, other key users include those visiting the area for work, tourism and leisure.

a) Age

Evidence

The Office for National Statistics (ONS) 2021[3] population statistics for the City of London states a total population of 8,580 for the borough. The age breakdowns for the City of London and London are detailed in Table 2 below:

Table 2: Age Breakdown for City of London 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 that the City of London is made up of the following:

- Fewer people under the age of 15 (6.8%) compared to Greater London (19.2%)
- Slightly higher percentage of people aged 16 to 24 years and 65 years and over, when compared to Greater London.
- Percentage of people aged 25 to 64 years is similar between the City of London and Greater London region.

[3] https://www.nomisweb.co.uk/sources/census_2021_bulk

Table 3: Workforce Age Structure, City of London and Greater London 2011 (Source: City of London Workforce CENSUS 2011- Analysis by Age and Occupation)[4]

Age Band	City of London		Greater London	
	Actual	%	Actual	%
16 - 19	2,521	1	81,959	2
20 - 24	26,806	8	387,569	9
25 - 29	67,481	19	685,431	15
30 - 34	70,450	20	697,643	16
35 - 39	56,574	16	591,814	13
40 - 44	45,902	13	548,352	12
45 - 49	35,964	10	507,549	11
50 - 54	24,541	7	405,451	9
55 - 59	14,941	4	295,937	7
60 - 64	8,293	2	196,176	4
65 - 69	2,370	1	73,115	2
70 - 74	863	0	29,485	1
Total	356,706	100	4,500,481	100

Table 2 shows the age breakdown of the workforce of the City of London compared to Greater London. Key points include the following:

- The 25-34 age group accounts for 39% of the City of London workforce, compared to 31% of the Greater London workforce
- The 35-49 age group comprises 39% of the workforce in the City of London but slightly less of the Greater London workforce at 36%
- Percentage of the workforce in the City of London aged 50 years and above (14%) is lower than the percentage for Greater London (23%), showing that the City of London has a smaller proportion of older professionals

Data from Census 2021 shows that the workforce in the City of London is significantly younger than the rest of the country, with 61% of workers aged between 22 and 39[5] 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[6]. Similarly, walking is the most used mode of transport by younger Londoners, with 97% aged 24 and under walking at least once a week.

[4] The City of London Corporation are investigating alternative data sources for worker demographics within the Square Mile.
[5] https://www.cityoflondon.gov.uk/assets/Business/city-stats-factsheet-2023.pdf
[6] https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

It is important to acknowledge the intersectionality between age and disability. Research undertaken by Age UK shows that 52% of those aged 65 and over are disabled compared with only 9% under 64[7].

Sensitive Receptors

With regards to sensitive receptors relevant to age, there are several healthcare facilities located within the project area which may be used by elderly populations:

- Fleet Street Clinic – within scheme extents along Fleet Street
- Geno Health Clinic - within scheme extents along Fleet Street
- Bupa Health Centre Chancery Lane – 50 meters north of the site
- Boots Pharmacy – 100 meters south of the site
- Superdrug Pharmacy – 150 meters south of the site
- Doctor Care Anywhere – 150 meters south of the site
- St Philips Medical Centre – 300 meters west of the site
- Central Health Physiotherapy Chancery Lane – 350 meters north of the site

There is an educational facility within proximity to the project area that is expected to be used by people within this Protected Characteristic:

- Gresham College – 400 meters north of the site

The planning applications for student accommodation at 65 Fleet Street[8] has been approved by City Committees, providing space for 850 student rooms.

Impact

Positive

Both highway design options propose substantial footway widening and upgrades which brings several key benefits for this protected characteristic group. This is particularly important given older and young users undertake the highest proportion of their trips by foot[9]. These benefits include:

- *Renewed footways, removing trip hazards and uneven paving*: This is particularly beneficial for older and younger users, who are more at risk of trips and falls compared to other age groups. Smooth, even footways should also improve access for those travelling with young children in pushchairs, and older people with limited mobility and/or using mobility aids.
- *Increased capacity to accommodate greening and seating*: Additional widths afforded by road space reallocation may allow for the addition of greening and seating without compromising effective widths. This enables passage by those with limited mobility and/or mobility aid users, many of whom are older, as well as young people in pushchairs, without obstruction and risk of overspill into the carriageway. The addition of seating and greening also provides

[7] https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/
[8] https://news.cityoflondon.gov.uk/fleet-street-set-for-new-student-accommodation-and-cultural-attractions/
[9] https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

opportunities for rest and shade, which are important features for elderly people who are more likely to have limited mobility and/or stamina.

- *Improved crossing point provision*: Widening the footways also reduces crossing distance at crossing points, benefiting older people and younger people who are likely to require more time to cross due to limited mobility and relative speeds.

The widening of the pedestrian crossing between Bouverie Street and Whitefriars Street, along with the new pedestrian crossing along Fleet Street, to the east of Salisbury Court, will provide better crossing conditions for people walking and wheeling. This could improve road safety, especially for older people who may have limited mobility or using mobility aids by providing rational crossing points along the pedestrian desire line. This benefit is also likely to be felt by younger people who are more at risk of road danger than other groups and will therefore benefit from improved crossing provision. All crossing points should include appropriate dropped kerbs and tactile paving to ensure accessibility. When applying the City Corporation's approach to tactile paving, as set out in the Public Realm Toolkit[10], consideration must be given to its divergence from *DfT's Inclusive Mobility*[11] guidance, particularly the decision to replace red tactile paving at controlled crossings with Scoutmoor York stone, which provides a lower tonal contrast.

Optimising the carriageway layout through the relocation and removal of traffic islands, as well as the removal of a pedestrian refuge and the two police check islands, is expected to improve road safety for cyclists by reducing conflict points and improving visibility. These improvements are particularly valuable given the high proportion of commuters expected to use this route, offering significant benefits for those of working age and supporting more sustainable travel choices

Option 1 includes additional proposals of a westbound cycle lane as well as access changes along Fleet Street at the junction with Fetter Lane for eastbound vehicles. These measures are expected to deliver additional benefits for people cycling by reducing motor vehicle volumes and providing dedicated space for cycling. It is expected that this will improve the appeal of cycling and generate modal shift but also helps address safety barriers faced by some underrepresented groups. The improvements for cyclists may be particularly beneficial for older and young cyclists who may lack the confidence to cycle under the existing conditions.

<u>Negative</u>

The removal of the bus lane in Option 1 could increase bus journey times, which may disproportionately impact older and younger people who are more likely to rely on buses as their primary mode of travel. Longer and less reliable journeys may reduce accessibility to nearby facilities for these groups. In addition, changes to eastbound vehicle access and the introduction of a taxi/bus/cycle-only lane may require private car users to take longer diversion routes. This could lengthen journey

[10] https://www.cityoflondon.gov.uk/assets/Services-Environment/city-public-realm-toolkit-2024.pdf
[11] https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

times for those travelling to healthcare appointments, education, or other essential services. The potential impacts on journey times for both public transport and private vehicles are currently being explored and assessed as part of ongoing design development.

While there are improvements to cycle facilities, Option 2 offers a limited level of protection, which may not be enough to make cycling feel safe or appealing, particularly for children, families or older cyclists.

The addition of loading pads at various locations along the footway in both options could impact the safety as motor vehicles will be level with pedestrians. Older users who are more likely to have visual impairments or young children who do not understand the distinction, may be less aware that the footway transitions into a parking bay. It is recommended to consider that the surfacing used is a different material and colour to help pedestrians distinguish between the footway and the loading pad.

During the construction period, construction activity is likely to require substantial pedestrian diversions. There may be a risk of reduced accessibility for elderly users who are more likely to have limited mobility and require dropped kerbs during the construction period. The construction period may also impact the routes to and from nearby sensitive receptors.

b) Disability

Evidence

ONS disability and wellbeing 2021 analysis shows that disability can negatively affect wellbeing. The average wellbeing ratings for people aged 16 to 64 with a self-reported long-standing illness, condition or impairment which causes difficulty with day-day activities (between 2014 to 2021) showed lower scores for life satisfaction each year[12].

56.6% of people in the City of London described themselves as having ‘very good health’ (see Figure 1 below) and 0.7% reported as having ‘very bad health’ (Figure 2) and 2.4% as having ‘bad health’ (Figure 3)[13].

As shown in the figures below, compared to other London boroughs, the City of London has one of the highest proportions of people reporting to have ‘very good health’ and one of the lowest proportions of people reporting to have ‘bad’ and ‘very bad health’.

Figure 1: Percentage of People in the City of London with ‘Very good health’ (Source: Census Data 2021)

[12] https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/datasets/disabilityanddwellbeing

[13] https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021

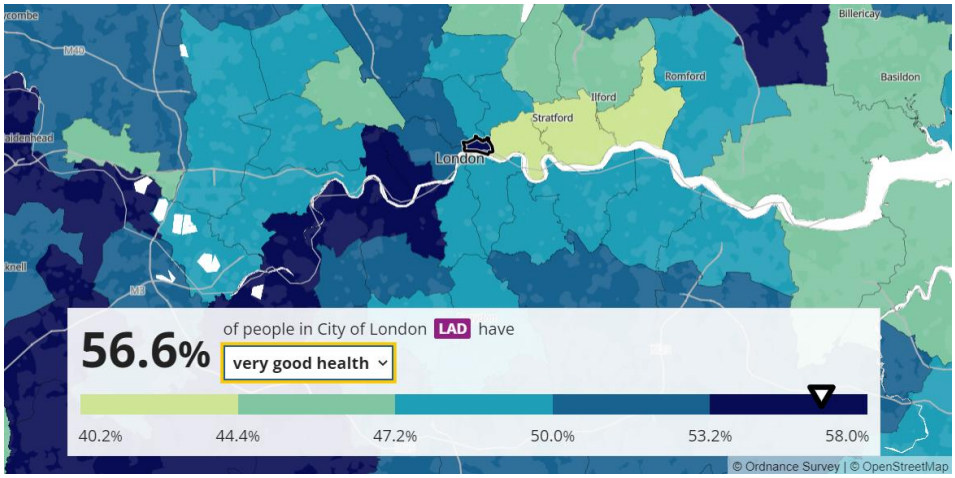


Figure 2: Percentage of People in the City of London with 'Very bad health' (Source: Census Data 2021)

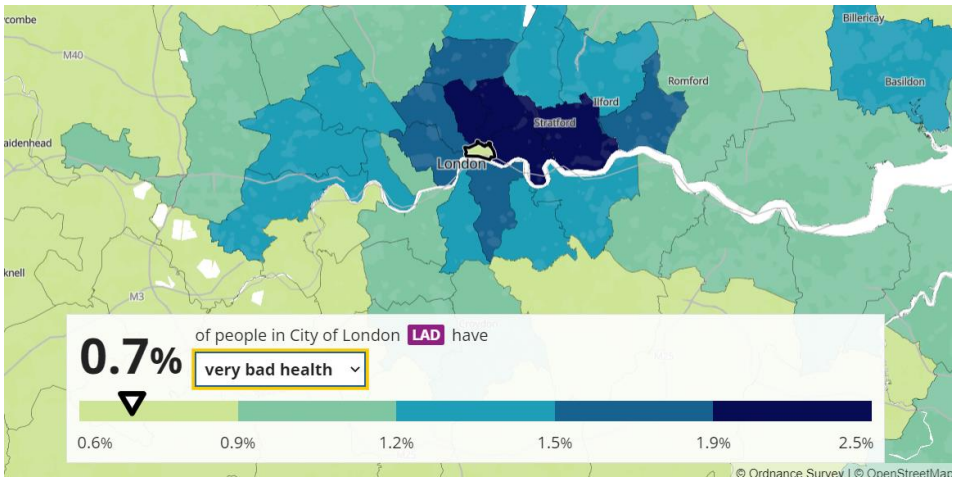


Figure 3: Percentage of People in the City of London with 'Bad health' (Source: Census Data 2021)

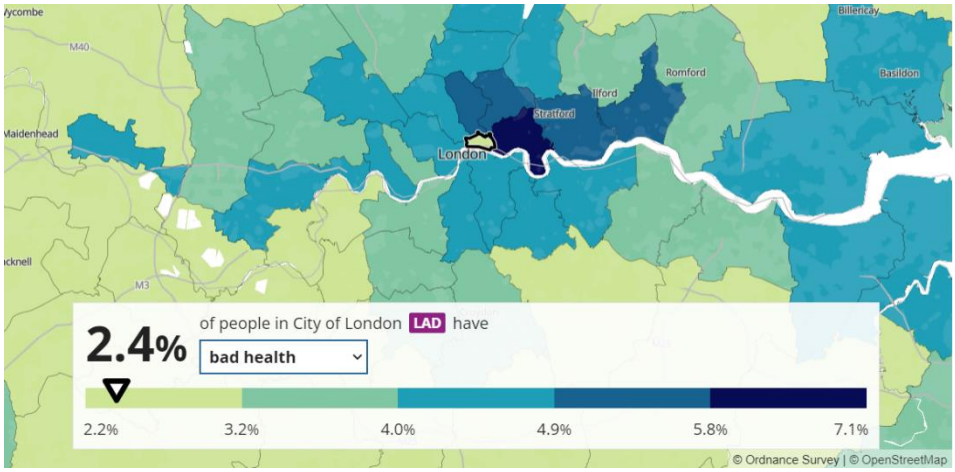
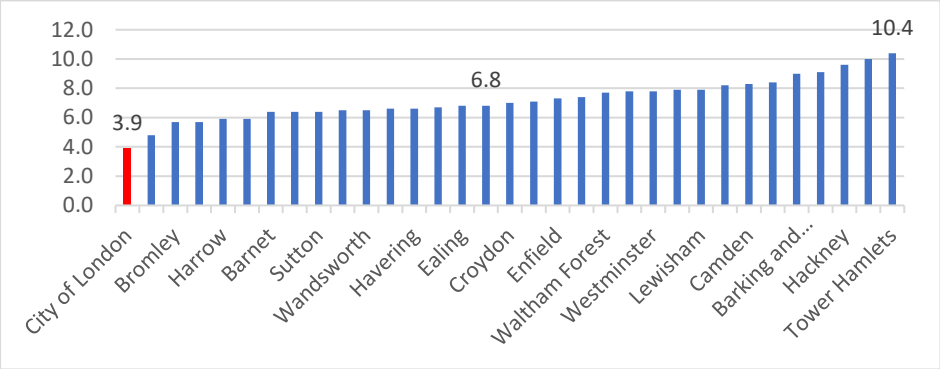


Figure 4 shows the percentage of the City of London residents who considered their day-to-day activities to be limited by disability or long-term illness compared to other

London boroughs. The City of London compared favourably, as it has the lowest percentage at 3.9%.

Figure 4: Disabled under the Equality Act: Day-to-day activities limited a lot (Source: Census Data 2021)



Public Health England statistics support the above trend, as they report the percentage of people with a limiting long-term illness or disability in the City of London is 11.8% compared to 17.7% for England, which is significantly better than the national average[14].

Within London more widely, 14% of Londoners currently consider themselves to have a disability that impacts their day-to-day activities. This is expected to rise to 17% by 2030[15]. Further to this, walking/wheeling is the main mode of travel for disabled Londoners, with 78% reporting they walk at least once a week.

This data should not be considered entirely representative for City of London as the people likely to be affected by the Transforming Fleet Street project may be visitors and commuters regularly travelling to the area, which is likely to be larger than that of the local population.

Given that the area is likely to be visited by individuals living outside of the City, it is important to note that approximately one in ten individuals are estimated to be neurodivergent in Greater London (equating to approximately 900,000), and one-tenth of those are possibly autistic[16]. Further to this, there are over 2 million people in the UK living with sight loss[17]. With these statistics in mind, it is therefore paramount that the construction of and design of the proposed works considers all users.

[14] https://www.localhealth.org.uk/#c=report&chapter=c05&report=r01&selgeo1=lalt_2021.E09000001&selgeo2=eng.E92000001

[15] https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/articles/outcomesfordisabledpeopleintheuk/2021

[16] https://www.london.gov.uk/questions/2022/1716#:~:text=Andrew%20Boff%20AM%3A%20With%20approximately,900%2C000%20Londoners%20with%20neurodivergent%20conditions

[17] https://www.rnib.org.uk/professionals/health-social-care-education-professionals/knowledge-and-research-hub/key-information-and-statistics-on-sight-loss-in-the-uk/ (data is not available at a local scale)

Research by Transport for All[18] has identified some of the key barriers to active travel for those with disabilities, including:

- Pavements cluttered by obstacles are difficult for those with mobility impairments to navigate and can pose a hazard to those with visual impairments. They are also confusing and overwhelming for those who are neurodivergent.
- Pavements that are steep, uneven, or bumpy are difficult to traverse in a wheelchair and can be trip-hazards. Tree roots, cobblestones, and poorly laid paving stones all contribute to this.

These findings are echoed by DfT's Inclusive Mobility**Error! Bookmark not defined.** guide, whereby several barriers to navigating the pedestrian environment were identified, including obstacles, uneven surfaces, crossing the road, navigating slopes and ramps, and lack of confidence to travel. The guidance also underlines that good, inclusive design benefits all users, including those who have non-visible disabilities.

Research by the Walk Wheel Cycle Trust found that neurodiversity can have an extensive impact on active travel, ranging from travel choices to the experiences of the journey. Common impacts were found to include[19]:

- Inconsistent street design and poor wayfinding can make travel overwhelming and tiring
- Public spaces and travel environments can be inaccessible for those with hypersensitivities and balance and spatial awareness issues
- Personal safety concerns may be heightened because of fears around harassment, especially when intersecting with other identities such as gender reassignment, sexual orientation and ethnicity

The Wheels for Wellbeing Disability and Cycling Report[20] released in 2021 found that existing infrastructure and issues around parking and storage are the most common barriers that disabled cyclists face. The survey results cite accessible cycle infrastructure as the most important policy intervention that can enable and encourage cycling amongst disabled cyclists.

Sensitive Receptors

With regards to sensitive receptors relevant to disability, there are some healthcare facilities are located near to the site which may be used by people with a disability:

- Fleet Street Clinic – within scheme extents along Fleet Street
- Geno Health Clinic - within scheme extents along Fleet Street
- Bupa Health Centre Chancery Lane – 50 meters north of the site
- Boots Pharmacy – 100 meters south of the site
- Superdrug Pharmacy – 150 meters south of the site
- Doctor Care Anywhere – 150 meters south of the site

[18] https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/
[19] https://www.sustrans.org.uk/our-blog/research/neurodivergence-and-active-travel-addressing-the-barriers/
[20] https://wheelsforwellbeing.org.uk/wp-content/uploads/2022/05/Disability-and-Cycling-Report-of-2021-national-survey-results.pdf

- St Philips Medical Centre – 300 meters west of the site
- Accordia Care – 300 meters north of the site
- Central Health Physiotherapy Chancery Lane – 350 meters north of the site

The Salisbury Square Development is underway to becoming the flagship destination for the City of London Law Courts amongst other purposes. This is expected to attract a range of users to the area.

Impact

Positive

Both highway design options propose substantial footway widening and upgrades which brings several key benefits for this protected characteristic group. This includes:

- *Renewed footways, removing trip hazards and uneven paving:* This is particularly beneficial for those with limited mobility and/or mobility aid users, as well as people with visual impairments, who are often at risk of trips and falls due to poor footway conditions.
- *Increased capacity to accommodate greening and seating:* Additional widths afforded by road space reallocation allows for the addition of greening and seating without compromising effective widths. This enables passage by those with limited mobility and/or mobility aid users without obstruction and risk of overspill into the carriageway. The addition of seating and greening also provides opportunities for rest and shade, which are important features for those with limited mobility and/or stamina.
- *Improved crossing point provision:* Widening the footways also reduces crossing distance at crossing points, benefiting those with limited mobility.

The widening of the pedestrian crossing between Bouverie Street and Whitefriars Street, along with the new pedestrian crossing along Fleet Street, to the east of Salisbury Court, should improve road safety for those with limited mobility or using mobility aids by providing rational crossing points along the pedestrian desire line. All crossing points should include appropriate dropped kerbs and tactile paving to ensure accessibility. When applying the City Corporation's approach to tactile paving, as set out in the Public Realm Toolkit[21], consideration must be given to its divergence from DfT's *Inclusive Mobility* guidance[22], particularly the decision to replace red tactile paving at controlled crossings with Scoutmoor York stone, which provides a lower tonal contrast for visually impaired users. Ensuring adequate contrast, texture and wayfinding cues will be essential to avoid creating barriers for people with mobility or visual impairments as designs progress. Rationalising the carriageway layout through the relocation of a traffic island, along with the removal of another traffic island, a pedestrian refuge, and the two policy check islands, is expected to benefit cyclists by offering improved comfort for cyclists in mixed traffic

[21] https://www.cityoflondon.gov.uk/assets/Services-Environment/city-public-realm-toolkit-2024.pdf
[22] https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

conditions. This may be more important for disabled cyclists, including those who are neurodiverse and those using adapted cycles. Providing a single-lane carriageway with good sight lines and adequate space for mixed traffic cycling may encourage cycling uptake amongst users of all abilities, including disabled people. The addition of a cycle gate for eastbound cyclists by the Fetter Lane junction will further improve road safety for cyclists.

Option 1 includes additional proposals of a westbound cycle lane as well as access changes along Fleet Street at the junction with Fetter Lane for eastbound vehicles. These would bring additional benefits for disabled cyclists, further improving the conditions for mixed traffic cycling, as there will be fewer vehicles on the road.

Negative

Disabled people are more likely to depend on buses for accessible and affordable travel[23]. The loss of the bus lane in Option 1 could make services slower and less reliable, making it more time-consuming to access employment, healthcare, and other essential services. This could disproportionately disadvantage disabled users who already face mobility challenges. Changes to the eastbound vehicle access through the introduction of a taxi/bus/cycle-only lane may also require some private hire and private vehicle users, including those who depend on door-to-door transport or mobility assistance, to take longer diversion routes. This can also increase the journey times and impact access to essential services. The potential effects on accessibility and journey reliability for disabled users are currently being explored and assessed as part of ongoing design development.

The addition of loading pads at various locations along the footway could pose a road safety issue as motor vehicles will be level with pedestrians. Pedestrians with visual impairments may not be aware that the loading bay is flush. It is recommended to consider that the surfacing used is a different material and colour to help pedestrians distinguish between the footway and the loading pad.

Disabled people who rely on adapted cycles, tricycles, or handcycle are especially vulnerable in mixed-traffic conditions. The limited cycle provisions within both proposed options may not encourage more disabled people to uptake of cycling, as safety concerns and accessibility challenges still remain.

During the construction period, construction activity is likely to require substantial pedestrian diversions, so there may be a risk of reduced accessibility for people with mobility issues and visual impairments during this period. Construction activities, including road closures and diversions, may be confusing and unsettling for people who are neurodiverse and/or visually impaired. The construction period may also impact the routes to and from nearby sensitive receptors.

c) Gender Reassignment

[23] https://assets.publishing.service.gov.uk/media/66b4f714ce1fd0da7b593558/dft-accessibility-and-inclusivity-of-bus-and-coach-travel.pdf

Evidence

With regards to gender reassignment, Census data from 2021 indicates that 0.4% of people aged 16 years and over in the City of London have a gender identity different from their sex registered at birth. This percentage is higher than the England average of 0.25%.

Within England, the region with the highest percentage who reported that their gender identify was different from their sex at birth was London at 0.91%.

Sensitive Receptors

There are no known sensitive receptors within 400m of the proposed scheme.

Impact

The overall improvements to the walking and cycling infrastructure and overall public realm upgrades are likely to be felt by all users, regardless of their gender reassignment. There is no clear evidence, data or rationale that the proposed works would have a disproportionate effect, positive or negative, on users because of this protected characteristic.

d) Marriage and Civil Partnership

Evidence

The Marriage and Civil Partnership profile for the City of London borough as reported in the 2021 Census is as follows:

- Single: 48.33%;
- Married: 35.1%;
- Divorced or formerly in a same-sex civil partnership which is now legally dissolved: 7.8%;
- Widowed or surviving partner from a same-sex civil partnership: 4.69%;
- Separated: 2.38%; and
- In a registered same-sex civil partnership: 1.7%.

The percentage of the population who fall within the Single and Married categories differ from the averages for England, where 37.9% are single and 46.9% are married. This shows the City of London to have a significantly higher number of single people. The other four categories follow the national averages closer, with the differences between the City of London and England being much smaller as follows:

- Divorced or formerly in a same-sex civil partnership which is now legally dissolved: 0.4% lower
- Widowed or surviving partner from a same-sex civil partnership: 1.4% lower
- Separated: 0.1% lower
- Registered same-sex civil partnership: 1.5% higher.

Impact

The overall improvements to the walking and cycling infrastructure and public realm upgrades are likely to be felt by all users, regardless of marriage or civil partnership status. There is no clear evidence, data or rationale that the proposed works would have a disproportionate effect, positive or negative, on users because of their marriage or civil partnership status at the time.

e) Pregnancy and Maternity

Evidence

ONS Conception Statistics, England, and Wales, 2020 provides conception numbers for the City of London. These numbers have been combined with the London Borough of Hackney to preserve confidentiality. There were 5,659 conceptions in Hackney/City of London in 2020. This equates to a conception rate per 1,000 women aged 15 to 44 years of 74.6%. This is slightly higher than the average for Inner London (66.1%) and lower than the average for London as a whole (76.2%). [24]

There were 60 live births in the City of London in 2021. The Total Fertility Rate (TFR) in the City was 1.74. This is the average number of live children that women in the group could bare if they experienced age specific fertility rate of the calendar year throughout their childbearing lifespan. This is higher than the average for Inner London (1.28) and for London as a whole (1.52)[25].

It should be noted that this data is not considered representative of the majority of the people likely to be affected by the proposed project given the large percentage of commuters regularly travelling to the area, rather than residents.

A positive correlation has been identified between pregnancy outcomes and the characteristics of the surrounding environment, including greening and air pollution[26].

Sensitive Receptors

There are some specific sensitive receptors for this group including:

- Private Obstetrician London – within scheme extents along Fleet Street

Additionally, those from this protected characteristic group are more likely to frequent the healthcare facilities listed in the Age and Disability sections:

- Fleet Street Clinic – within scheme extents along Fleet Street
- Geno Health Clinic - within scheme extents along Fleet Street
- Bupa Health Centre Chancery Lane – 50 meters north of the site
- Boots Pharmacy – 100 meters south of the site
- Superdrug Pharmacy – 150 meters south of the site
- Doctor Care Anywhere – 150 meters south of the site

[24] https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/conceptionandfertilityrates/datasets/conceptionstatisticsenglandandwalesreferencetables).

[25] Births in England and Wales: summary tables – Office for National Statistics (ons.gov.uk)

[26] https://ehjournal.biomedcentral.com/articles/10.1186/s12940-020-00649-z

- St Philips Medical Centre – 300 meters west of the site
- Central Health Physiotherapy Chancery Lane – 350 meters north of the site

Impact

Positive

The proposed improvements are expected to have positive impacts for pregnant women, new parents, or those travelling with pushchairs and young children.

Widened footways and shorter crossing distances will make it easier for those travelling with young children, including with pushchairs, to navigate the area. This will reduce instances of overspill onto the carriageway and improve overall road safety. Dropped kerbs in line with *DfT's Inclusive Mobility* guidance[27], will further support accessibility.

Provision of shade and seating is also beneficial for this group, as it provides regular spaces to sit and rest.

Negative

Pregnant women and new parents, particularly those travelling with young children or pushchairs, often rely on buses as a practical and accessible mode of transport. Increased journey times caused by the removal of the bus lane in Option 1 may have a disproportionate impact on this group, reducing the convenience and reliability of bus travel for essential trips. Changes to the eastbound vehicle access and restrictions limiting general traffic movements may require longer diversion routes, potentially increasing journey times for those travelling to healthcare facilities, maternity appointments, childcare, or other key destinations. The potential impacts on accessibility, comfort, and journey reliability for this group are currently being explored and assessed as part of ongoing design development.

All crossing points should include appropriate dropped kerbs and tactile paving to ensure accessibility and ease of manoeuvring pushchairs. When applying the City Corporation's approach to tactile paving, as set out in the Public Realm Toolkit[28], consideration must be given to its divergence from DfT's *Inclusive Mobility* guidance[29], particularly the decision to replace red tactile paving at controlled crossings with Scoutmoor York stone, which provides a lower tonal contrast. The lack of clear delineation between footway and carriageway can impact people travelling with young children and pushchairs, as this can create confusion around the safest point to cross and increase the potential for inadvertent encroachment into the carriageway. Ensuring that crossing points remain visually clear, intuitive and well-defined will help support safe navigation and reduce the risk of trips or near-miss incidents for those within the pregnancy and maternity group.

[27] https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf
[28] https://www.cityoflondon.gov.uk/assets/Services-Environment/city-public-realm-toolkit-2024.pdf
[29] https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

For people travelling with pushchairs or young children, the introduction of loading pads level with the footway could create confusion and potential safety hazards, as children may not recognise the transition between pedestrian and vehicle space. Pregnant women or new parents may also find manoeuvring around loading activity more difficult in these shared spaces. It is recommended to consider that the surfacing and colour of loading pads are clearly distinct from the pedestrian footway.

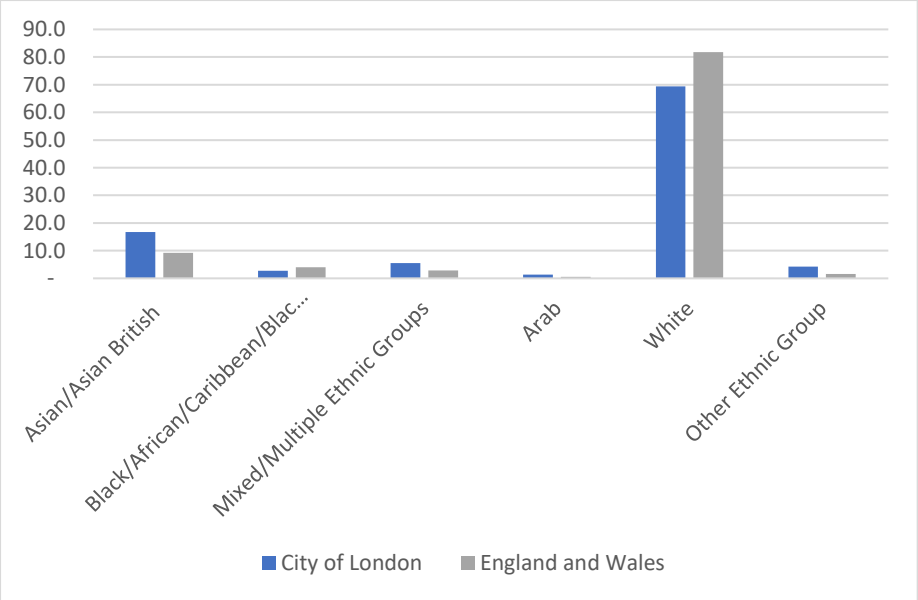
The construction period could also cause difficulties for those traveling with young children or during pregnancy, as diversions may increase journey times, create steeper gradients, or require crossing busy carriageways.

f) Race

Evidence

Figure 5 shows the ethnic group breakdown for the City of London as per the 2021 Census. It clearly shows that the majority of the population is White (69.4%), with the second largest ethnic group classed as Asian/Asian British (16.7%). The proportion of the population from Mixed/multiple ethnic groups, Black/African/Caribbean/Black British, Other ethnic groups and Arab are similar (5.5%, 2.7%, 4.3% and 1.3% respectively).

Figure 5: City of London Population by Ethnic Group (Source: Census 2021)



The White and Black populations are lower than the national averages for England, with differences of 12.4% and 1.3% respectively. The other ethnic group categories

are higher than the national averages, with the greatest difference occurring for the Asian population which is 7.5% higher[30].

This data is not considered entirely representative of all the people likely to be affected by the proposed project given that users are likely to be a combination of residents, commuters, and visitors.

Demographics of those visiting the City of London or using the City as a commuting route are unknown. However, the City Corporation holds ethnicity data on 88% of its workforce. This data shows that the City of London workforce is overwhelmingly white, making up 70%, compared to 7.5% Black or Black British and 5.5% Asian or Asian British**Error! Bookmark not defined.**.

Walking is the most used mode by Black, Asian and minority ethnic groups (referred to as BAME throughout), alongside the bus[31]. BAME groups are currently underrepresented in walking and cycling compared to people of white backgrounds[32]. As the project is due to improve walking conditions and increase the provision of cycle infrastructure, it is likely that this will impact positively on BAME Londoners.

Sensitive Receptors

There are no known sensitive receptors within 400m of the proposed scheme.

Impact

Positive

The proposals are expected to deliver broadly positive impacts for users of all racial and ethnic backgrounds, with relevance to addressing inequalities in road safety and accessibility.

Evidence shows that ethnic minority groups are at risk of transport poverty and are more likely to live in urban areas with higher pedestrian activity.[33] Improvements such as widened footways, safer crossings, and prioritisation of pedestrians are expected to benefit these groups by supporting safer, more accessible journeys.

The proposed rationalisation of carriageway space and creation of a safer cycling environment especially by the westbound cycle lane (Option 1), may also help to reduce barriers to active travel uptake, particularly for groups who may currently perceive walking and cycling as unsafe. This could encourage greater use of active travel, supporting equitable access to employment, education, and services across all ethnic groups.

Negative

[30] https://www.nomisweb.co.uk/sources/census_2011_ks/report?compare=E09000001

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

[32] https://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf

[33] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/953951/Transport_and_inequality_report_document.pdf

Evidence suggests that some ethnic minority groups are more reliant on active travel but are also less likely to cycle where conditions feel unsafe. While there are some improvements to cycle facilities, the lack of protection and segregation is unlikely to increase the uptake of cycling among this group due to perceived road safety.

People from ethnic minority groups are statistically more likely to rely on buses as a primary mode of transport. The removal of the bus lane in Option 1 may increase bus journey times, which could disproportionately affect people from certain ethnic minority groups. Changes to vehicular access and the introduction of the eastbound taxi/bus/cycle-only lane may also result in longer diversion routes for private hire and private car users, potentially increasing journey times to access employment, education, or essential community services. These impacts could compound existing transport inequalities experienced by some ethnic groups. The potential differential effects on travel patterns and access to key destinations are currently being explored and assessed as part of ongoing design development.

g) Religion or Belief

Evidence

Census 2021 data shows the percentages of the population in the City of London who identify as a particular religion[34]. They are as follows:

- No religion: 43.8%
- Christian: 34.7%;
- Religion not stated: 8.9%;
- Muslim: 6.3%
- Jewish: 2.1%;
- Hindu: 2.6%;
- Buddhist: 1.1%;
- Other religion: 0.4%; and
- Sikh: 0.1%.

The majority of the population identify as non-religious. The second highest proportion of the population identify as Christian, and the third highest proportion of the population have not stated a religion.

This differs with the averages for England and Wales (Christian: 46.2%, No religion: 37.2% and Religion not stated: 6%). As determined by the Annual Population Survey, the employment rate by religion estimates for 2018 show the percentage of the population in England identifying as having no religion to have the highest

[34]https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/religion/bulletins/religionenglandandwales/census2021

employment rate at 77.3%, followed by those who identify as Hindu at 76.2% and then those identifying as Christian at 76%.[35]

This data is not considered entirely representative of all the people likely to be affected by the proposed project given that users are likely to be a combination of residents, commuters, and visitors. Demographics of those visiting the City of London or using the City as a commuting route are unknown.

However, the City Corporation holds religion and belief data on 83% of its workforce. This data shows that the highest proportion of the workforce is Christian (36%) and with a further 36% stating that they have None/No religion or belief**Error! Bookmark not defined.**.

Sensitive receptors

There are several places of worship in the surrounding area of the proposed scheme servicing members of this protected characteristic group. Those in closest proximity are as follows:

- St Bride's Church – within scheme extents along Fleet Street
- Parohia Sf. Gheorghe Londra – within scheme extents along Fleet Street
- St Dunstan-in-the-West – within scheme extents along Fleet Street
- Build My Church – 25m north of the site
- Prayer Temple International Ministry – 25m north of the site
- Temple Church – 75 meters south of the site
- St Martin Ludgate – 150 meters east of the site
- St Clement Danes – 200 meters west of the site
- St Paul's Cathedral – 350 meters east of the site
- St Andrew's Church – 400 meters north of the site
- City Temple Church – 400 meters north of the site
  Holy Sepulchre Church – 400 meters northeast of the site

Impact

Positive

The proposed improvements, including widened footways, safer pedestrian crossings, and improved public realm, are expected to benefit people of all faiths and beliefs. Improved accessibility and safer walking routes will support those travelling to and from places of worship within and around the scheme area.

Negative

The construction period could temporarily disrupt access to nearby places of worship, particularly if diversions or longer walking routes are introduced, and if

35 https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/religion/datasets/religioneducationandworkinenglandandwales

nearby parking facilities are affected. This may disproportionately affect older members of religious communities or those attending services at fixed times.

If the construction period and works coincide with significant religious festivals or periods of worship, the impacts could be more disruptive. It is recommended that the construction programme considers the scheduling of such works and maintains clear, accessible routes to places of worship throughout the construction period.

h) Sex

Evidence

The Census 2021 reported that males comprised 55.5% of the population in the City of London and females comprised 44.5%. This contrasts with the national average which shows males comprising 49% of the population and females 51%, as well as the London average which shows males comprising 49.3% of the population and females 50% For the same year, the gender split for the London region was estimated at 50.1% for males and 49.9% for females[36].

This data is not considered entirely representative of all the people likely to be affected by the proposed scheme given that users are likely to be a combination of residents, commuters, and visitors.

Data from the City Corporation shows that the gender balance in the borough's workforce is weighted significantly differently to that for those living in the borough, with 64% male and 36% female in 2022[37].

Across London, walking is the most commonly used type of mode by women (95% walk at least once a week), followed by bus (63%) and car as a passenger (51%)[38].

TfL research shows that women are more likely than men to be travelling with pushchairs and/or shopping and this can affect transport choices. Women aged 17 or over who are living in London are also less likely than men to have a full driving license or have access to a car. Finally, the research shows that women are also more likely to feel unsafe in public spaces than men[39].

Whilst men are more likely to cycle than women[40], one of the key reasons is that women are twice as likely than men to choose alternative modes of transport as a direct result of the safety concerns[41].

<u>Sensitive Receptors</u>

The sensitive receptor for this group includes:

[36] https://www.ons.gov.uk/datasets/TS008/editions/2021/versions/4
[37] https://www.cityoflondon.gov.uk/assets/Business/city-stats-factsheet-2023.pdf
[38] https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf
[39] https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf
[40] https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2021/walking-and-cycling-statistics-england-2021#trends-in-cycling
[41] https://www.justcantsettle.com/2023/07/13/gender-divide-in-uk-cycling/

- Private Obstetrician London – within scheme extents along Fleet Street

Impact

The proposed project improvements are expected to deliver positive outcomes for people of all sexes, with some specific benefits for women and girls who may have different travel behaviours and safety perceptions.

Positive

Women are more likely to walk for local trips, travel accompanied by children, and rely on public transport compared to men[42]. Footway widening, shorter and safer crossings, and prioritisation of people walking and wheeling is therefore expected to benefit women and girls.

Rationalising carriageway layouts and creating a safer environment for cyclists may help to reduce safety concerns, which are often cited as barriers for women considering cycling.

More predictable layouts, improved visibility, and reduced vehicle dominance can improve perceived and actual safety for women and girls travelling alone, especially in the evening.

Negative

The removal of the bus lane in Option 1 may increase bus journey times, which could disproportionately affect women, who statistically make more multi-purpose trips and rely on public transport more frequently than men. Changes to vehicular access and the introduction of taxi/bus/cycle-lane only may result in longer diversion routes for private hire and private car users, potentially increasing journey times for essential caregiving or employment responsibilities. The potential differential impacts on journey patterns and transport choices between men and women are currently being explored and assessed as part of ongoing design development. Research shows that women are less likely to cycle where infrastructure feels unsafe or where they are required to share road space with motor vehicles. The limited cycle provisions within both proposed options may not encourage more women and girls to take up cycling, as safety concerns and accessibility challenges still remain.

Construction activity could also raise safety concerns for women and girls, especially if diversions create poorly lit routes, longer walking distances, or areas with reduced visibility. Ensuring diversions are well signed, safe, and accessible will help mitigate these impacts.

i) Sexual Orientation

Evidence

[42] https://www.swbg.org.uk/content/publications/Womens-Survey-2023-Transport-Report.pdf

ONS 2021 survey data displays a self-perceived sexual identity overview for London's population and more specifically the City of London's population, as follows:

Table 4: Sexual Orientation (Source: Census Data 2021)

Age	City of London (%)	Greater London (%)
Heterosexual	79.3	86.2
Gay or Lesbian	7.6	2.2
Bisexual	2.3	1.5
Pansexual	0.3	0.4
Asexual	0.1	0.0
Queer	0.1	0.1
All other sexual orientations	0.0	0.0
Not answered	10.4	9.5
Total	100	100

The data shows that the City of London has a slightly lower percentage of people who identify as heterosexual than London as a whole, 79.3% compared to 85.2%. The City of London has a higher percentage of people who identify as Gay or Lesbian, at 7.6% compared to 2.2% for London. This is a similar trend for those identifying as Bisexual; 1.5% for London, compared to 2.3% for the City of London.

Sensitive Receptors

There are no known sensitive receptors within 400m of the proposed scheme.

Impact

It is expected that users within this protected characteristic group will benefit from the improved walking and cycling infrastructure and public realm upgrades. The scheme is not expected to disproportionately impact this group based on their protected characteristic.

3. STAKEHOLDER ENGAGEMENT

The Transforming Fleet Street Project Team hosted stakeholder engagement workshops and a drop-in session with local businesses, developers, FSQ BID, etc. The stakeholder engagement workshops were held in September/October 2025.

The purpose of the stakeholder engagement was to meet with stakeholders along Fleet Street, understand local aspirations for its public realm, seek feedback on draft designs and gather information on operational/servicing needs.

Overall, stakeholders supported the following project aspirations:

- Provide more space for walking and wheeling
- New and improved crossings for people walking and wheeling,

- Introducing more greening and natural elements with integrated seating to enhance the streetscape. The inclusion of seating creates welcoming, accessible spaces for people to rest, socialise, or simply enjoy the surroundings, which is especially beneficial for those who may have mobility needs or wish to spend more time in the area.
- Use of historical information to improve wayfinding. By incorporating references to the area's rich heritage on signposts and information panels, users are not only guided more effectively but are also offered an opportunity to engage with the local history and culture.
- Create and support a sense of destination and increase dwell time and signposting to support local businesses. Such an approach helps to foster a sense of place and identity, making the journey more memorable and meaningful for both residents and visitors. Additionally, using historical information can support local businesses by drawing attention to historically significant venues or landmarks, thereby encouraging longer dwell times and increased footfall in the area.
- Integrated loading bays to support the needs of local businesses along Fleet Street. These loading bays will be strategically positioned to ensure convenient access for deliveries and collections, thus minimising disruption to business operations. By integrating loading facilities within the overall street design, the project aims to balance the requirements of businesses with the ambition to enhance pedestrian and cycling infrastructure.

Public consultation will be undertaken in Spring 2026. During this phase, a wide range of stakeholders — including local residents, businesses, accessibility groups, and community organisations — will be invited to review the project proposals and provide feedback. The consultation process will employ multiple channels, such as online surveys, public exhibitions, and targeted workshops, to ensure that as many voices as possible are heard and considered. The feedback gathered will play a crucial role in refining the final design.

The Communications Strategy, for the project, outlines a comprehensive list of all project stakeholders to be engaged. The Project Team are working with the City's Accessibility Team and are engaging with Transport for All and Centre for Accessible Environment to ensure a pan-disability view is included within the public consultation phase of the project. Updates and outcomes from the consultation will be communicated to stakeholders to maintain transparency and foster ongoing engagement throughout the project's development. This EQIA will be updated following the consultation phase.

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 with stakeholders.

<u>Consultation</u>

It is important to involve people with of a range of protected characteristics and lived experience to inform the detailed design development of the project. A formal public consultation phase is also important in ensuring that the proposals can meet the needs of all users whilst acknowledging site constraints.

Particular attention should be given to places of interest that people with protected characteristics might visit in the area, such as places of worship near to the site should be included in the stakeholder list and be informed of any project progress, etc.

Engagement with disability forums and sensitive receptors such as healthcare centres should also be maintained throughout design and construction to identify potential barriers early.

Design

Any changes to vehicular access or the introduction of traffic restrictions should aim to minimise negative impacts on bus journey times and the reliability of public transport services. Longer journey times may disproportionately affect groups who rely more heavily on buses, including those on lower incomes, younger and older people, and individuals with caregiving responsibilities. Continued engagement with public transport operators will be important to monitor potential impacts on journey times and passenger accessibility as design development progresses. All new and upgraded crossings should comply with Inclusive Mobility standards, including tactile paving, dropped kerbs, and adequate widths, while loading pads should use contrasting materials to distinguish pedestrian and vehicle areas.

Where possible, seating, rest areas, and wayfinding in different formats should be prioritised to maximise comfort and access for all.

Diversions during the construction phase must be step-free, clearly signed and accessible for pushchairs, wheelchairs, and mobility aids, with advance notice and accessible information shared through different formats.

5.MONITORING AND REVIEW

The EQIA is a live document will be reviewed and updated, where appropriate, in relation to the following timeframes and design changes:

- *RIBA Stage 3 designs*: Following the successful completion of the RIBA Stage 3 designs, the EQIA will be reviewed and updated, as required.
- *RIBA Stage 4 and 5 designs*: Following the successful completion of the RIBA Stage 4 and 5 designs, the EQIA will be reviewed and updated, as required.
- *Public consultation in spring 2026*.

Construction Management Plan (CMP): In developing the CMP, the outcomes and findings will be taken into consideration. Once the construction period is over and the scheme has come into effect it is important that the impact of the changes is monitored.

These include the following and will be reviewed in the Gateway 5:

- To ensure accessibility standards are incorporated within the project design of Fleet Street
- To ensure feedback provided by pan-disability groups is incorporated into the project design, where feasible
- To align with the delivery of the Transport Strategy, including Outcome 1 (The Square Mile's streets are great places to walk, wheel and spend time), Outcome 2 (Street space is used more efficiently and effectively), Outcome 3 (The Square Mile is accessible to all) and Outcome 4 (People using our streets and public spaces are safe and feel safe)

Monitoring will help ensure the impacts identified have been successfully mitigated and will aim to maximise the potential positive impacts identified.

It is recommended that lines of communication with local communities and relevant stakeholders are maintained, so that different user groups can provide feedback where appropriate.

Section 3:

6.RECORDING YOUR DECISION AND SIGN-OFF

Overall, many of the proposed changes to Fleet Street are anticipated to positively impact people living, working and visiting the City and Fleet Street. The improvements in footway width, enhanced cycle provision, revised highway layout, new planting and additional seating are designed to create a safer, more diverse and inclusive environment for a wide range of users.

Changes to the footway width, improved cycle provision, and overall highway layout changes, along with new planting and additional seating, are expected support greater accessibility, safer and more pleasant streets, and more efficient use of public space, in line with the objectives outlined in the Transport Strategy. Women and girls, disabled people, older and young people, and people who are pregnant or pushing children in buggies, will experience the most positive impacts from the proposed changes.

It is recommended that the negative impacts identified in this assessment are considered when developing the next stage of design and in ongoing conversations and engagement with key stakeholders. These include:

- The removal of the bus lane in Option 1
- The lack of segregated cycle facilities in Option 1 and 2
- The addition of loading pads in Option 1 and 2, which will be flush with the footway
- Disruption caused by construction activity, during the construction phase, for both Options 1 and 2

Officers recommend that this EQIA be updated again following public consultation and highway modelling verification, in Spring 2026.

Please refer to the EQIA guidance when completing this form

Sign off

1. Officer completing the EQIA

Name	Maria Curro / Andrea Larice
Job Title	Project Manager / Senior Strategic Transport Planner
Date	21/10/2025
Signature	*Maria Curro* / Andrea Larice

2. Line Manager

Name	Bruce McVean
Job Title	Assistant Director of Policy & Projects
Date	20/11/2025
Signature	Bruce McVean

3. Senior Manager or Chief Officer

Name	
Job Title	
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

Committee: Streets & Walkways Sub Committee	**Date:** 09/12/2025
Subject: Pedestrian Priority Streets Programme – Old Jewry decision review	
Report of: Katie Stewart, Executive Director Environment	**For Decision**
Report author: Kristian Turner, City Operations	
PUBLIC	

Summary

In October 2025, the Planning & Transportation Committee discussed Old Jewry and determined that the Streets & Walkways Sub-Committee be asked to review its September 2025 decision regarding Old Jewry.

This report summarises the feedback from further engagement with Ward Members, local business and developers. The report should be considered alongside the original Gateway 5 report (see Background Papers).

Recommendation(s)

Members are asked to:

- Review the previous decision of the Sub Committee to end the Experimental Traffic Order (ETO) on Old Jewry.

Main Report

Background

1. In September 2025 the Streets & Walkways Sub-Committee decided to end the Experimental Traffic Order (ETO) on Old Jewry and revert to the previous arrangement of Old Jewry closed to through traffic at the junction with Poultry and operating two-way between Gresham Street and Frederick's Place.
2. In October 2025, the Planning & Transportation Committee discussed Old Jewry and determined that the Streets & Walkways Sub-Committee be instructed to review its decision regarding Old Jewry.

3. To help inform the review further engagement work has been undertaken with Ward Members, local business and developers regarding their views on future traffic arrangements on Old Jewry.

4. This report summarises the feedback received and should be considered alongside the original Gateway 5 Report that was considered by the Streets & Walkways Sub Committee in September 2025 (see Background Papers). The recommendations in the Gateway 5 report are unchanged.

Traffic arrangements

5. The Old Jewry Experimental Traffic Order expires on the 4 January 2026. Due to the current highway construction works for the St. Paul's Gyratory Transformation project, officers have deemed it necessary that Old Jewry will remain open to through traffic (whatever decision is taken today by Members) as an interim measure until October 2026 to relieve some of the traffic congestion on St. Martins Le Grand.

6. The next steps following today's decision will be:

    a. If Members decide to make the ETO permanent, the permanent traffic order will be advertised in the London Gazette on the 18 December, and the street will remain open.

    b. Or, if Members decide to end the ETO, a Temporary Traffic Regulation Order (TTRO) will be drafted to keep the street open until October 2026, after which it would close to through traffic.

2024/5 public consultation on the ETO (to open the street to through traffic)

7. The original Gateway 5 details the public consultation that was undertaken as part of the ETO. In summary:

    - The public consultation began at the same time as the ETO commenced on the 5 July 2024.
    - Officers hand delivered letters to local businesses and properties signposting people to the online consultation portal.
    - Officers wrote to Ward Members informing them of the start of the public consultation and the letter sent to businesses.
    - Officers placed street posters on Old Jewry, Gresham Street and Poultry/Cheapside to inform members of the public of the consultation.
    - Officers engaged directly with representatives of local businesses and occupiers.

- 127 people responded to the public consultation. Of these:
    - 50% identified as taxi drivers
    - 29% as taxi passengers
    - 37% as pedestrians
    - 24% as cyclists
- 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.
- Overall, 67% of respondents favoured making the ETO permanent (i.e. keeping it open)
- Direct engagement took place with the Mercers Company Property Director in advance of the ETO. In advance of the ETO commencing the Mercers Company preference was to keep Old Jewry closed and they did not formally respond to the ETO consultation.

2022 consultation on the earlier ETO (to keep the street closed to through traffic)

8. For reference, the summary of the previous public consultation results for the ETO to keep Old Jewry closed to through traffic is repeated below:
    - In 2022 we consulted the public on the six Pedestrian Priority projects. 130 people responded to the Old Jewry question.
    - Asked *"Overall, to what extent do you support the traffic changes on this street being made permanent (i.e. closed to through traffic)?"*
        - 61% fully supportive
        - 5% partially supportive
        - 31% not supportive

Further engagement

9. Since the Planning &Transportation Committee decision in October, the project team have undertaken a further round of engagement with local Members and stakeholders:
    - Officers wrote to Ward Members of Cheap and Walbrook, as well as informing Members on the Planning & Transportation Committee should any other Ward Members wish to comment. Four Members responded representing either themselves and / or their Ward colleagues. Two Members of neighbouring wards also provided feedback.

- The project team also visited all businesses on Old Jewry and hand delivered letters inviting final comments on Old Jewry Traffic arrangements. We have received emails from several businesses on Old Jewry as well as the developer of 1 Poultry. Some businesses on neighbouring streets have also written in.
- As suggested by the Planning & Transportation Committee, the Chair and Deputy Chair of this Sub Committee (accompanied by officers) also met with the Mercers Company to seek their views.

10. A summary of the feedback received is provided below:

Date	Name / Organisation	Supportive/ Not Supportive of keeping the street open (making the ETO permanent)	Comments Summary
Ward Members of Walbrook and Cheap			
20.10.25	Robert Hughes-Penney/ Alderman	Supportive	Supports street being open to traffic
05.11.25	James Thomson/ Member	Supportive	Strong support for keeping Old Jewry open to traffic but would like to see this combined with pavement widening and greening but retaining loading and parking. Closing Old Jewry creates dangerous U-turns for delivery drivers and near misses with pedestrians and cyclists. Also, it causes congestion on Gresham St
05.11.25	Tijs Broeke/ Member	Supportive	Supports the street remaining open to traffic and quoted the survey also in support
20.10.25	Alastair Moss/ Member	Supportive	Supports street being open to traffic
Ward Members of neighbouring Wards			
18.11.25	Sir Michael Snyder (on behalf of Cordwainer Ward members)	Supportive	Need to support businesses and visitors by allowing vehicle access along Old Jewry. Believes it is safer with the street open to vehicles as everyone is more careful- when the street is shut to motor vehicles, cyclists go fast in both directions making it less safe.
17.11.25	Timothy Butcher/ Member	Supportive	Believes closing Old Jewry to traffic will cause more congestion on Gresham St at the junction with Aldersgate St and potentially cause more pollution in the St Paul's Gyratory area
Businesses on Old Jewry			
28.11.25	The Mercers Company	Supportive	Object to the closure of Old Jewry due to its impact on Frederick's Place
18.11.25	Tim Skeet/ Bank of China	Supportive	While access for deliveries is not directly impacted, it causes problems around Frederick's Place with deliveries having to do difficult manoeuvres in and out of the street.
14.11.25	Ashley Watson/ Bank of China	Neutral	No concerns around closing the end of Old Jewry as access is maintained without any impact on the bank's operations.

10.11.25	Jo Colby/ Tom James UK	Supportive	The previous closure caused issues with vehicles turning to exit via Gresham Street, this was made worse by pedestrians walking across the entry to St Frederick's Place
11.11.25	Crispin Sugden/ Wild Tavern (Goodman's Manager)	Not Supportive	Supports the closure to Old Jewry as the operations manager for a group of restaurants, three of which are on Old Jewry (two to be opened in the next year). Believes creating a pedestrianised space will create a vibrant hub, enhance their business and allow for more outdoor seating. Plans for the restaurants to be open on weekends aligning with the City as a destination
20.11.25	Savills on behalf of the owners of 1 Old Jewry	Not Supportive	Strongly supports reinstating the previous arrangement on Old Jewry closed to traffic. Position reflects commitment to creating a high-quality arrival experience for occupiers and visitors. A well-managed, pedestrian-prioritised setting will assist the building appeal to prospective tenants.
Businesses in the near area			
10.11.25	Gareth Banner/ The Ned	Supportive	Closing Old Jewry to traffic has a direct impact on guests, deliveries and taxis, it causes operational and safety issues due to deliveries making U turns and near misses with pedestrians and cyclists. It also causes congestion on Gresham Street. Also welcome pavement widening and greening provided short term parking and loading is retained.
19.11.25	Richard Pepperell/ Grocers' Company	Supportive	Closing Old Jewry to traffic would cause severe disruption to day-to-day business functions, increase operational costs from rerouting and limited loading, create adverse effects on the value of property holdings, create negative impacts on the wide area given our role as a major stakeholder in the area, and it would create risks related to vehicles turning and those using the street.

Questions arising from Streets and Walkways in September

11. In the Member discussion at Committee a number of issues were raised regarding accessibility and vehicle movements under the different scenarios.

Accessibility

12. Members are aware of the narrow pavement widths on Old Jewry. In the Gateway 5 report of February 2023, officers presented the results of the analysis of accessibility on Old Jewry. Old Jewry receives a score of zero for people with mobility impairments such as wheelchair users or people with a walking aid.

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

14. Appendix 8 of that report set out a design proposal (if Old Jewry was to remain closed) for a raised table between Frederick's Place and Poultry that would have improved the effective width of an overall level surface to reconcile the pavement pinch points along Old Jewry.

Three-point turning

15. The previous reports detailed collision data:
    - There were no recorded collisions on Old Jewry in the 5 years up to August 2022
    - There were no recorded collisions on Old Jewry during the course of the current experiment.

16. Members questioned the three-point turning arrangement. In previous reports, officers described the arrangement as awkward but safe due to the low speeds and good lines of visibility.

Options and Recommendations

17. As Members may be aware, there is no legal mechanism for an ETO to be extended beyond 18 months. A decision must be made to make an ETO permanent, otherwise the ETO will expire, and the street would return to its permanent arrangement. Therefore:

    - Should Members decide to make the ETO permanent then officers would proceed with the necessary traffic order making process for Old Jewry to remain open permanently.

    - Should Members decide to end the ETO then a temporary traffic order will be made to keep Old Jewry open until October 2026, after which time it would close.

    - Should Members not reach a decision at this committee on either of the above two options, then by default the ETO would expire in January, resulting in the same outcome as the second option above

Appendices

- Consultation response map

Background papers

- Pedestrian Priority Streets Programme - Old Jewry (Gateway 5), Streets & Walkways Sub Committee 16/09/2025 https://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=165654#mgDocuments

Kristian Turner
Portfolio Manager, City Operations

E: kristian.turner@cityoflondon.gov.uk

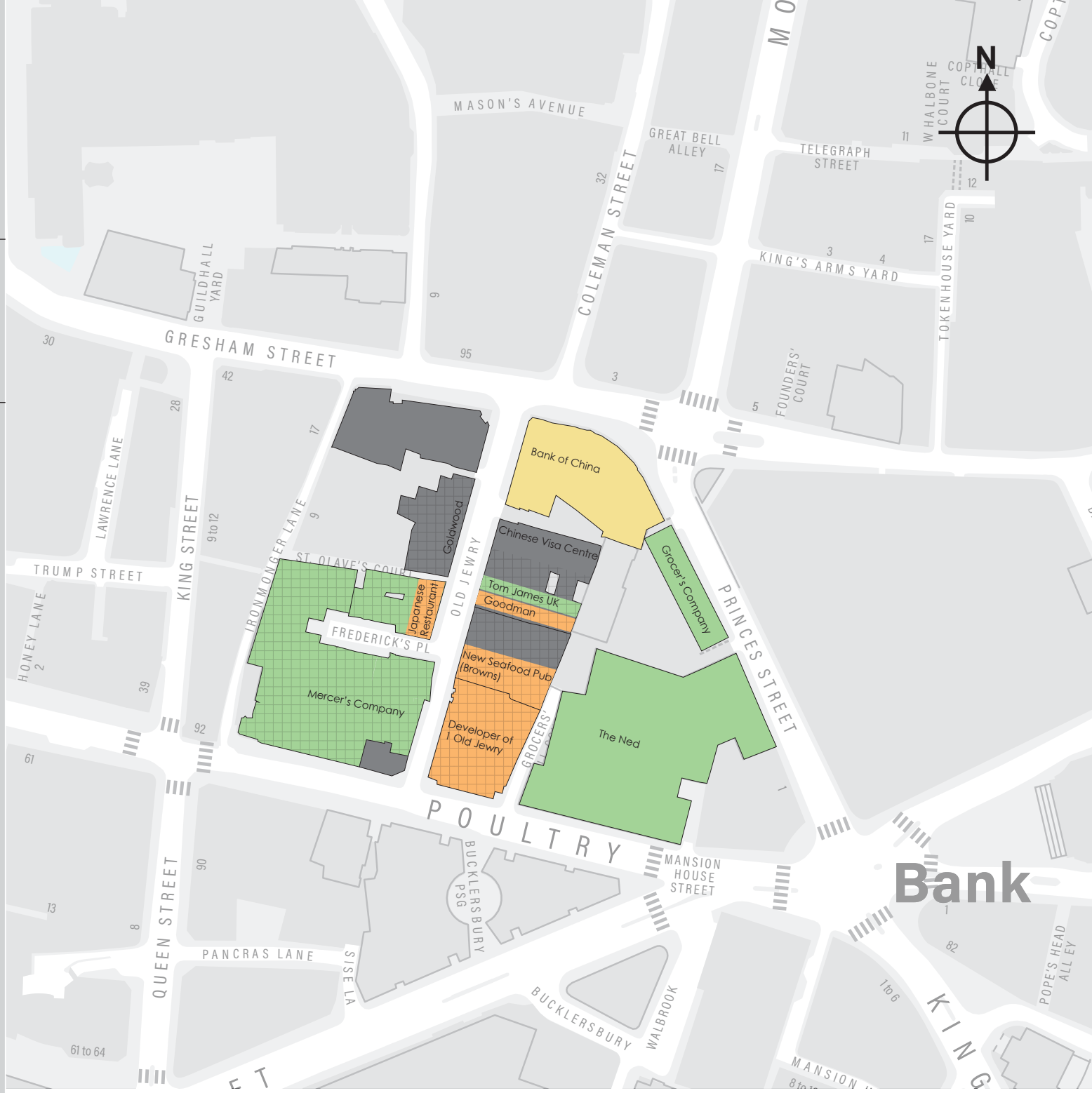
CITY OF LONDON

Old Jewry

Feedback on traffic option to allow vehicles southbound along Old Jewry

KEY

- Supportive of allowing traffic southbound
- Not supportive of allowing traffic southbound
- Neutral
- Did not respond
- Multi- occupier building



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Committees: Corporate Projects Board (*for decision)* Streets & Walkways sub-committee *(for decision)*	**Date:** 12 November 2025 9 December 2025
Subject: Moorgate Crossrail Station Links – 41 Moorfields Section 278 highway works **Unique Project Identifier:** PV Project ID –12186	**Gateway 3** Regular **Issue Report**
Report of: Executive Director Environment **Report Author:** George Wright; City Transportation	**For Decision**
PUBLIC	

1. Status update	**Project Description:** 1.1 The Moorgate Crossrail Station Links (MCSL) programme aims to improve the public realm across the wider Moorgate area, with a particular focus on improvements for people walking, wheeling and cycling. The project complements and builds on the works completed around the new station entrance as part of the Crossrail Phase 1 project. The programme area of MCSL centres on: • Improvements to Moorgate between the London Wall and Ropemaker Street junctions. • Public realm enhancements on the northern section of Moorfields and the Finsbury Circus Western Arm. It is planned to be delivered in six distinct, but complementary, phases shown in Appendix 2. 1.2 Phase 1: Finsbury Circus Western Arm: Work to create a high quality, pedestrianised space was completed in March 2025. Key features include extensive soft landscaping and new seating. The project is jointly funded from MCSL and the Cool Streets and Greening Programme. 1.3 Phase 2: Highway works around the new development at 101 Moorgate: Work commenced in November 2024 and was completed in October 2025. Key features include the widening of the pavement on Moorgate in front of the new development to approximately five metres, the re-opening of Keats Place and

	the introduction of a new signalised pedestrian crossing on Moorgate between the development and Finsbury Circus. The project is jointly funded from MCSL and the developer of 101 Moorgate 1.4 Phase 3: London Wall/Moorgate relandscaping project: Environmental improvements to the oval area including new soft landscaping and seating were completed in June 2025. The project is jointly funded from MCSL and the Cool Streets and Greening Programme. 1.5 Phase 4: Ropemaker Street/Moorgate/South Place/Finsbury Pavement junction: Improvements at this busy junction, including wider pavements, improved crossing facilities and measures designed to make the junction safer for people cycling through it. New trees, seating and cycle parking will also be introduced. Construction commenced in September 2025 with completion programmed for July 2026. 1.6 Phase 5: Moorgate corridor: A concept design for Moorgate between the Ropemaker Street and London Wall junctions has been prepared. This proposes wider pavements on the west side of Moorgate (to complement the works at 101 Moorgate), improved north-south cycle lanes and changes to the northern arm of the junction at London Wall to make it safer for people walking, wheeling and cycling. It is envisaged that this work will commence after the completion of phase 4. 1.7 Phase 6: Moorfields north: Two concept design options have been prepared for Moorfields north (Appendix 4). Both propose wider pavements and tree planting where space permits. Option 1 provides more pavement width gain as it proposes one-way southbound working for motor vehicles, with a contraflow northbound cycle lane. Option 2 retains two-way working for all vehicles. The proposals have been costed and additional funding either from CIL or OSPR will be required to complete this phase of work. There will however be a Section 278 financial contribution from the new development at 41 Moorfields. This report relates to phase 6 of MCSL and specifically a recommendation to incorporate the Section 278 highway works for 41 Moorfields into the MCSL programme. The preferred option for the remainder of Moorfields north will be the subject of a future report. An indicative plan for the Section 278 works is shown in Appendix 3 and is estimated to cost between £550,000-£650,000.

<table>
<tr><td></td><td>Funding availability

A total of £2,935,117 MSCL funding has been approved to support the delivery of phases 1-4. This leaves a balance of £379,675 support the delivery of phases 5 and 6.

This report seeks specific approval to allocate an additional £75,000 of Section 278 funding to the MCSL programme to progress the design and evaluation of the Section 278 works adjacent to 41 Moorfields (part of phase 6).

RAG Status: Green (Green at last Committee)

Risk Status: Low (Low at last report to Committee).

Total Estimated Cost of Project (excluding risk): Cost range £3m (phases 1-4) up to £6.3m (all phases)

Change in Total Estimated Cost of Project (excluding risk): 0

Spend to Date: £2,008,407

Costed Risk Provision Utilised: N/A

Funding sources: TfL, Crossrail, Section 106 and Section 278

Slippage: None.</td></tr>
<tr><td>2. Requested decisions</td><td>Next Gateway: Gateway 5

Requested Decisions:

1. Approve the release of the £75,000 Section 278 design and evaluation payment from the Section 106 for 41 Moorfields into this programme
2. Approve a revised total estimated project cost of £3,010,117 for MSCL programme.
3. Approve the signing of a Section 278 agreement with the developer of 41 Moorfields.
4. Approve the incorporation of 41 Moorfields Section 278 works into the MCSL programme scope,</td></tr>
<tr><td>3. Budget</td><td>41 Moorfields design development and evaluation is expected to be undertaken over the next 12 months, in tandem with the design for the remainder of Moorfields north. The following budget is recommended for approval.

<table>
<tr><th>Item</th><th>Reason</th><th>Funding source</th><th>Cost</th></tr>
<tr><td>Staff time (Transport)</td><td>Project management and developer liaison</td><td>s278</td><td>£30,000</td></tr>
<tr><td>Staff time (Highways)</td><td>Design development</td><td>s278</td><td>£30,000</td></tr>
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</td></tr>
</table>

	<table><tr><td>Fees</td><td>Surveys/utility enquiries/consultation</td><td>s278</td><td>£15,000</td></tr><tr><td>**Total**</td><td></td><td></td><td>£75,000</td></tr></table> Staff costs represent approximately 600 hours of staff time during the design and evaluation phase. **Costed Risk Provision requested for this Gateway:** No Costed Risk Provision is requested.
4. Issue description	The key issue to consider in this report is the recommendation to incorporate the 41 Moorfields Section 278 works into the Moorgate Crossrail Station Links programme and approve the commencement of the Section 278 evaluation and design work for 41 Moorfields. A payment of £75,000 has been received from the developer as part of their S106 obligation.
5. Options	1. The 41 Moorfields Section 278 works could be progressed as a stand-alone project but its incorporation into the MCSL programme ensures a more coordinated design approach for the whole of the street. If funding is not available to complete the whole of Moorfields, then the S278 element will proceed with the timeline required for the development which currently has a scheduled completion date in 2029.

Appendices

Appendix 1	Cover sheet
Appendix 2	MCSL programme area
Appendix 3	Area showing the area for the 41 Moorfields Section 278 works
Appendix 4	Concept design options for Moorfields north

Contact

Report Author	George Wright; City Transportation
Email Address	George.Wright@cityoflondon.gov.uk
Telephone Number	07802 378812

Project Coversheet

[1] Ownership & Status

UPI: 113781
Core Project Name: Tenter House s278 highway improvements (phase 6: Moorfields north)

Programme Affiliation (if applicable): Moorgate Crossrail Station Links

Project Manager: George Wright

Definition of need: The Moorgate Crossrail Station Links (MCSL) project aims to improve the public realm across the wider Moorgate area, with a particular focus on improvements for people walking, wheeling and cycling. The project complements and builds on the works completed around the new station entrance as part of the Crossrail Phase 1 project. The project area of MCSL centres on:

- Improvements to Moorgate between the London Wall and Ropemaker Street junctions.
- Public realm enhancements on the northern section of Moorfields and the Finsbury Circus Western Arm.

It is being delivered in phase distinct but complementary phases.

Key measures of success:

1) Reduced crossing distances for people walking and wheeling.
2) Improved pedestrian comfort levels on footway and crossing areas.
3) Safer facilities for cyclists travelling through the junction.
4) Improved urban greening factor.

Expected timeframe for the project delivery: The MSCL project is split into six phases and concept options have been prepared for each option. This coversheet relates primarily to phase 6.

Key Milestones Phase 6: December 25– March 26: Design development.

Stakeholder engagement: On-going.

Public consultation: Summer 2026

Construction: 2027 (dependent on construction of new building and release of highway.

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:
Gateway 3 Issue Report. March 2023: Report incorporating approving additional drawdown of funds for further scheme development for phases 4-6.

- Total Estimated Cost: £2.9m to 6.3m (all phases)
- Resources to reach next Gateway: £439,327.
- Spend to date: £155,090
- Costed Risk Against the Project: £48,500
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Construction: October 24-March 25.

Gateway 5 report Feb 25: MCSL Phase 4. Ropemaker Street junction improvements

- Total Estimated Cost (Phase 4): £1,568,793
- Resources to reach next Gateway: £1,198,701
- Spend to date: £274,172
- Costed Risk Against the Project: £74,420
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Construction: Sept 25-July 26.
- *Scope/Design Change and Impact: N/A*

Gateway 3 Issue Report. Dec 25: Report incorporating approving additional drawdown of funds for further scheme development for phases 4-6.

- Total Estimated Cost: £2.9m to 6.3m (all phases)
- Resources to reach next Gateway: £439,327.
- Spend to date: £155,090
- Costed Risk Against the Project: £48,500
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Construction: October 24-March 25.

Key

New granite kerb line

Existing kerb line

N

Phase 4
Moorgate/Ropemaker Street Junction Scheme
Works September 25 to July 26

Phase 6
Moorfields North scheme
Dates TBC

No changes to this area

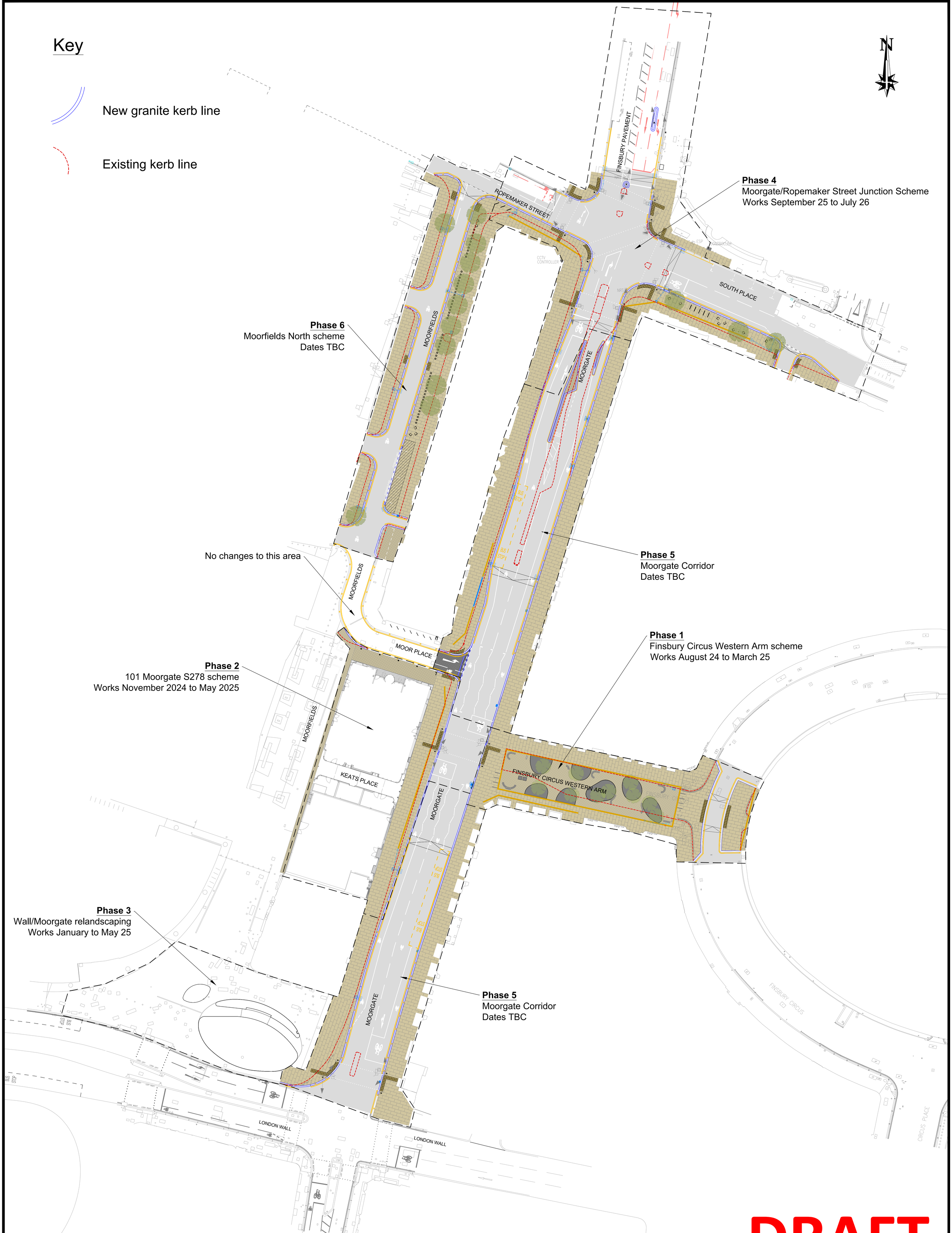
Phase 5
Moorgate Corridor
Dates TBC

Phase 2
101 Moorgate S278 scheme
Works November 2024 to May 2025

Phase 1
Finsbury Circus Western Arm scheme
Works August 24 to March 25

Phase 3
Wall/Moorgate relandscaping
Works January to May 25

Phase 5
Moorgate Corridor
Dates TBC



DRAFT

Name BB	Project	CROSSRAIL MOORGATE PHASE_2	Title OVERVIEW PLAN -
Scale NTS			
Date DEC24			

CITY OF LONDON

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ROPEMAKER STREET

CITY POINT

CITYPOINT PIAZZA

MOORFIELDS HOUSE

MOORFIELDS

COMMUNITY SPACE

COFFEE BAR

RECEPTION

RESTAURANT

VOID

FFC

NEW UNION STREET

Propsoed section 278 Works

Planning Boundary

S278 Works

Key Plan:

No.	Reason For Issue	Date
-	S278 Works	16-October-2024

Client:
Metropolitan Properties (City) Ltd

Project:
Tenter House
London EC2Y

Architect:
David Walker Architects
39 Great Portland Street
London W1W 7JZ
T 020 7631 0523
F 020 7631 0526
info@dwarchitects.co.uk

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Title:
Proposed S278 Works Area
1:500 (A3)

Drawing Status:

Project No:	Drawing No:	Revision:
1094	SK_1182	

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Key

- New granite kerb line
- New white/yellow line marking
- New Yorkstone blister tactile
- New Yorkstone footway paving
- New tree (subject to trial hole)
- Relocated TfL cycle hire stand
- Proposed new Sheffield cycle stand
- Proposed new seating
- Existing tree
- Exisitng kerb line

One way soutbound for general traffic with cycle contraflow 4.5m wide carriageway

No changes to this area - existing two colour granite sett carriageway and yorkstone footways

Left turn only from Moor Place into Moorgate

ROPEMAKER STREET

MOORFIELDS

MOOR PLACE

MOORGATE

FINS

E SCOOTER & CYCLE HIRE DMF1 DISABLED

DMF2 DISABLED

N

DRAFT

Name BB	Project	MOORFIELDS_NORTH GENERAL ARRANGEMENT	Title ONE_WAY WITH_CYCLE CONTRAFLOW
Scale 1:500@A3			
Date MAY24			

CITY OF LONDON

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Key

- New granite kerb line
- New white/yellow line marking
- New Yorkstone blister tactile
- New Yorkstone footway paving
- New tree (subject to trial hole)
- Relocated TfL cycle hire stand
- Proposed new Sheffield cycle stand
- Proposed new seating
- Existing tree
- Exisitng kerb line

Two way for general traffic
6m wide carriageway

No changes to this area - existing two colour granite sett carriageway and yorkstone footways

Left turn only from Moor Place into Moorgate

ROPEMAKER STREET

FINS

MOORGATE

MOORFIELDS

MOOR PLACE

DRAFT

Name BB	Project	MOORFIELDS_NORTH GENERAL ARRANGEMENT	Title ONE_WAY WITH_CYCLE CONTRAFLOW
Scale 1:500@A3			
Date MAY24		Page 483	CITY OF LONDON

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Committees: ***Streets and Walkways Sub Committee***	**Dates:** 09 December 2025
Subject: Climate Action Strategy, Cool Streets and Greening Programme – Phase 3 City Greening and Biodiversity Fann Street **Unique Project Identifier:** PV Project ID – 12332	**Gateway 5:** **Authority to start work**
Report of: Executive Director Environment **Report Author:** Ben Bishop, Environmental Resilience Officer	**For Decision**
PUBLIC	

1. Status Update	**Project Description:** Cool Streets and Greening is a £7.8m Climate Action Strategy programme to trial climate resilient measures in streets and open spaces in the Square Mile. Programme funds are time-limited and need to be spent or committed by March 2027. This report seeks approval for authority to start work on Phase 3 (City Greening & Biodiversity) project Fann Street. **RAG Status:** Amber (Green at last report to Committee) **Risk Status:** Low (Medium at last report to committee) **Total Estimated Cost of Project (excluding risk):** £341,000 **Change in Total Estimated Cost of Project (excluding risk):** Increase of £110,000. The increase is primarily a result of adapted construction methods to ensure the protection of the tree roots, increased maintenance costs for the planting, as well as cost increases of materials due to inflation. **Spend to Date:** £11,117, this does not include the remaining £19,883 in the existing budget which is required to complete the construction pack see appendix 4 for full details. **Costed Risk Provision Utilised:** none

<table>
<tr><td></td><td>Slippage: There has been a delay of four months to the project primarily due to further investigations required for arboricultural related issues. It is now expected that construction will commence in early 2026 subject to approval of this report.

The Gateway 4 report for this project was approved by the Streets and Walkways Sub-committee in November 2024. This report included approval of the design (which has seen minimal changes), along with delegated approval of the costed risk provision to the Chief Officer if required at Gateway 5.</td></tr>
<tr><td>2. Requested decisions</td><td>Next Gateway: Gateway 6: Outcome Report
Next Steps:
A. Ongoing engagement with local community regarding the construction programme.
B. Finalise construction package produced by the Highways team.
C. Construction to start on site February 2026 utilising the highways term contractor.
D. Completion estimated April 2026.

Requested Decisions:
1. That an additional budget of £310,000 is approved for the project to reach the next Gateway funded from Cool Streets and Greening Programme (OSPR) (£229,000), and the Site Specific Mitigation obligation connected to the 2 Fann Street development S106 (£81,000).

2. That a Costed Risk Provision of £25,000 is approved (to be drawn down via delegation to Chief Officer); funded from Cool Streets and Greening Programme (OSPR).

3. Provide authority to start works.</td></tr>
<tr><td>3. Budget</td><td>Budget required to reach next Gateway
<table><tr><th>Item</th><th>Reason</th><th>Source of Funding</th><th>Cost (£)</th></tr><tr><td>Env Servs Staff Costs</td><td>Supervision of construction works</td><td>CSG (OSPR)/ S106</td><td>11,000</td></tr></table></td></tr>
</table>

Env Servs Works	Scheme implementation on site incl. materials	CSG (OSPR)/ S106	138,000
Env Servs Maintenance	Maintenance uplift resin bound gravel	CSG (OSPR)/ S106	13,000
Open spaces Staff Costs	Supervision of construction works and delivery of planting	CSG (OSPR)/ S106	4,000
Open Spaces Works	Delivery of planting	CSG (OSPR)/ S106	26,000
Open Spaces Maintenance	Maintenance costs incl. planting establishment and set maintenance period (20 years)	CSG (OSPR)/ S106	118,000
Total			**310,000**

Costed Risk Provision requested for this Gateway: £25,000 (as detailed in the Risk Register – Appendix 2)

Funding Strategy

The project funding strategy has been amended since the Gateway 4 report, which was approved in November 2024.

The project costs have increased since the Gateway 4 report by approximately £110,000 Following Gateway 4 investigations were undertaken to finalise designs and determine construction impact mitigations. This has resulted in construction estimates being higher than anticipated.

This is firstly due to the requirement for special construction methods to reduce impacts to nearby trees, extending the construction programme and the costs associated with the term contractor's day works. There have been increases in associated construction and material costs due to inflation as

	well as additional costs for the maintenance of the planting that were not originally anticipated. The additional costs are proposed to be funded from the remaining S106 site specific mitigation obligation funds connected to the nearby development at 2 Fann Street. The deadline to use these funds is fast approaching, and this project meets the criteria for the use of the funds. As set out in the report approved at Planning and Transportation Committee in 2015 funds were agreed to be allocated to "*public realm improvements within the vicinity of the site"* This budget uplift will ensure the project is delivered within the construction and programme timeframe, and ensure the long-term maintenance of the site.
4. Design summary	**Overview** The designs for Phase 3 of the Climate Action Strategy's Cool Streets and Greening programme continue to align with the strategic objectives of enhancing climate resilience and biodiversity across the Square Mile through the implementation of City Greening and Biodiversity projects. Since Gateway 4, there have been no significant design changes, and the detailed design development of this site remains consistent with the previously approved proposals. Some constraints have required revisions to the final soft landscaping outcomes, detailed below. The scheme will replace a number of standalone concrete planters and relandscape an area of public realm adjacent to the Golden Lane Estate. This will feature three low raised corten steel beds (300mm high), set in a permeable resin bound gravel to increase the resilience and sustainability of the soft landscaping. The layout is designed to accommodate pedestrian flow and retains the pavement widths to a minimum of 2m. The design maximises space for people walking and wheeling while providing greenery, sustainable drainage (SuDS) features, and retaining the existing seating provision. The series of raised beds will provide new soft landscaping, with flower rich perennial planting and shrubs to provide structure and biodiversity value. The sites constraints have been assessed and additional trees will no longer be included in the final landscape design. Whilst not specifically a rain garden, the beds are designed to access ground moisture

	passively which is supported by the introduction of permeable resin bound gravel which will soak in rain water providing passive irrigation for the plants. These measures will soften the urban environment and strengthen climate resilience, reflecting the City Corporation's commitment to embedding environmental resilience in public realm design. Collectively, these improvements contribute to a greener, more attractive, and climate-resilient space. As part of the leisure centre refurbishment new signage and wayfinding improvements for the leisure centre will be identified and delivered as part of the refurbishment project. **Consultation June 2025** As part of the on-going co-design process a detailed consultation was carried out over the summer. This continued engagement with local stakeholders, requesting their input into the final detailed planting design and providing information on key dates and timelines leading up to implementation. The consultation followed the Healthy Neighbourhood Plan consultation approach to ensure consistency with previous local consultations. Feedback was positive with 46/47 of respondents providing positive feedback. The majority of respondents felt the top priority for Fann Street was to increase green space and a majority ranked resilience as one of their top two priorities for the planting design. **Healthy Neighbourhood Plan** The Fann Street project aligns with proposal 5 of the Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan, which was adopted in July 2025, This includes exploration of introducing SuDS, planting and trees. The project utilises both SuDS techniques and introduces three new areas of planting through connected raised beds. The project also supports the establishment of a green walking route identified in the plan, running from Aldersgate Street, along Fann Street on to Fortune St, as indicated in Figure 3 of the plan.

	Test of Relevance (Equality Impact Analysis screening) As per the Public Sector Equality Duty a Test of Relevance (ToR) was undertaken. The ToR concluded that there were several positive benefits and no negative or adverse impacts expected as a result of the project. See Appendix 6 for further details.
5. Delivery team	**Project Management:** City of London Environmental Resilience Team **Principal Designer:** City of London Highways Team **Construction Management:** City of London Highways Team **Soft landscaping works**: City of London City Gardens **Principal Contractor:** FM Conway (City of London Highways term contractor)
6. Programme and key dates	**Construction start date:** February 2026 **Construction finish date:** May 2026 Please refer to the high-level programme in the Appendix 3. The project engineer will produce a phasing plan for the works and this has been shared with local stakeholders and will be shared again ahead of the works starting.
7. Risks	**Main risks:** Risks to the project (see below) have reduced as the uncertainty on the specific impacts and events leading to risks have been identified and assessed. These are being mitigated by the measures discussed below. **Extended excavation works to minimise tree root damage** Response: To prevent the need for manual excavation the term contractor will apply the recommended use of machinery to remove hardstanding. *1.5 tonne digger positioned facing the existing trees with the back towards the carriageway. Working backwards, using a 450mm smooth-edged bucket, pulling backwards away from the trees.* These works will be supervised by an arborist who will ensure methods are followed and impacts to tree roots are minimised. **Utility and utility survey issues lead to increased costs/ scope of works**

	Response: Investigations including radar surveys have been carried out. Trial holes are scheduled to be completed to address any changes required for structural elements of the design. There are no anticipated impacts to the planting design or soil volumes expected. Changes will be made where necessary as part of the fabrication process. No adjustments to utilities are expected. **Delays due to procurement of materials** Response: Discuss the procurement route with the Term Contractor and Highways team to ensure orders are placed on time and avoid unnecessary delays. Delays in procurement may expose the project to cost inflation, increasing material and labour costs, which impact the scope, budget and schedule. **Planting window is missed** The programme is scheduled to complete in April 2026, which is within a suitable window for planting. If the programme is not concluded within this window City Garden's will plant a temporary bedding scheme until Autumn 2026. **Other programmes of works** **(Golden Lane Estate refurbishments)** A range of major works are scheduled for the Golden Lane Estate. These include the refurbishment of the Golden Lane Leisure Centre (GLLC) which is currently being progressed to full design (RIBA 2-4). The leisure centre refurbishment will include full internal and external repair and improvement. The project will also require improvement to signage and wayfinding to improve legibility of access to the centre from Fann Street. There is internal coordination between the two project teams to ensure the overarching objectives align and that there is alignment between programmes of works. **Objections from local occupiers** Response: Extensive consultation has been undertaken with local stakeholders with positive responses and further engagement is planned as the designs are finalised and in advance of the start of construction. A detailed construction programme will be produced and appropriate details will be shared with stakeholders. Costed Risk Provision Utilised at Last Gateway: **£0** Change in Costed Risk: **+£25,000** Further information available in the Risk Register (Appendix 2).

8. Success criteria	. Climate Resilience and Biodiversity Enhancement • Climate resilient planting palette, addressing environmental conditions and reducing future water usage. • Contribution to reduction in surface water runoff through permeable surfaces and greening. • Increased cooling due to presence of greening and mitigation of the Urban Heat Island. • Enhanced biodiversity value through the introduction of flower-rich, seasonal planting to support BAP target species and invertebrates (e.g., pollinators). Public Realm and Urban Greening • Improvement in visual quality and usability of public spaces through added greenery and better design. • Enhanced pedestrian environment (e.g. reduced clutter). • Successful integration of greening into the existing public realm of Fann Street and the Golden Lane Estate. Environmental Impact • Establishment and healthy growth of raised beds within 1–2 years of implementation. • Sustainable planting design that supports target species (e.g. pollinator-friendly, low-maintenance). • Improved environmental quality as measured by local biodiversity assessments. Accessibility & Inclusivity • Step-free, level access provided throughout. • Accessible seating with backs and armrests installed at appropriate intervals to support people who may need to pause when walking or wheeling.
9. Progress reporting	The project will follow the City Corporation's standard channels including CORA and Gateway/Issues process as required. Stakeholders will receive regular updates through consultation portals, mailing lists, and, where appropriate, internal programme meetings. These channels will be used to share progress on design development, construction programmes, milestones, and communicate required approvals. The proposal falls within the limits delegated to the Executive Director Environment and will continue to be reported via this route unless there is a change of scope, or significant cost change or time delay that should be raised with Members via an issues report.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	General Arrangement
Appendix 4	Finance Tables
Appendix 5	EqIA (Test of Relevance)

Contact

Report Author	Ben Bishop
Email Address	ben.bishop2@cityoflondon.gov.uk

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Project Coversheet

[1] Ownership & Status

UPI: 12332

Core Project Name: Climate Action Strategy, Cool Streets and Greening Programme – Phase 3 City Greening and Biodiversity

Programme Affiliation (if applicable): Climate Action Strategy, Cool Streets and Greening Programme

Project Manager: Ben Bishop

Definition of need: The Climate Action Strategy Cool Streets & Greening programme is introducing climate resilience measures into the City's public realm to avoid future disruption from climate risks. This report provides details for the Fann Street project for Authority to Start Works.

Key measures of success: Installation of an improvement of greening in this area and climate resilience measures, and improving accessibility (Fann St).

Expected timeframe for the project delivery: 2022-2026

Key Milestones:

- GW2/3 – November 2022 Programme level
- GW 3/4 – December 2022 Phase 3 City Greening and Biodiversity
- Cool Streets and Greening Programme report (May 2024)
- GW 4 – Fann Street and St Peter Westcheap (November 2024)
- Cool Streets and Greening Programme Report (September 2025)
- GW5 – December 2025
- Implementation winter 2025/26

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

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

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 report (as approved by Chief Officer 30/09/20):

- Total Estimated Cost (excluding risk): Cool Streets and Greening Programme approved at total cost of £7.8m (all Phases)
- Costed Risk Against the Project: none
- Estimated Programme Dates: 2021-2026

Scope/Design Change and Impact:

'Detailed design GW4 approved at (SWS, PPS, and NEB):

- Total Estimated Cost (excluding risk): £2.5m for Phase 3
- Resources to reach next Gateway (excluding risk): £260,000
- Spend to date: £ 9,520
- Costed Risk Against the Project: £25,000
- CRP Requested: None

- CRP Drawn Down: None
- Estimated Programme Dates: 2024-2026

Scope/Design Change and Impact: N/A

Cool Streets and Greening Programmereport (as approved by S&W 14/05/24):

- Total Estimated Cost (excluding risk): £260,000
- Resources to reach next Gateway (excluding risk: N/A
- Spend to date: NA
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: 2024-2026

Scope/Design Change and Impact: Reduced number of sites and extended programme due to utilities constraints and survey delays

Authority to Start Works G5 report Fann Street (this report):

- Total Estimated Cost (excluding risk): £341,000
- Resources to reach next Gateway (excluding risk: £310,000
- Spend to date: £11,117 as part of the project development, this does not include the remaining £19,883 in existing budget required to complete construction pack see appendix 4 for full details.
- Costed Risk Against the Project: None
- CRP Requested: £25,000
- CRP Drawn Down: None
- Estimated Programme Dates: 2025-2026

Scope/Design Change and Impact: This report focuses only on Fann Street and obtaining authority to start works.

Total anticipated on-going commitment post-delivery [£]: Included in the project cost range
Programme Affiliation [£]: Cool Streets and Greening £7.8m programme,

City of London: Projects Procedure Corporate Risks Register

Project Name:	City Greening & Biodiversity: Fann Street	**PM's overall risk rating:**	Medium	**CRP requested this gateway**	£ 25,000	**Average unmitigated risk score**	7.1	**Open Risks**	8
Unique project identifier:	12332	**Total estimated cost (exc risk):**	£ 341,000	**Total CRP used to date**	£ -	**Average mitigated risk score**	5.2	**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 issues	Comment(s)
R1	5	(10) Physical	Extended excavation works to minimise tree root damage	Changes to construction methods and programme	Likely	Serious	8	£20,000.00	Y - for mitigation costs	B – Fairly Confident	To prevent the need for manual excavation the term contractor will apply the recommended use of machinery to remove hardstanding. 1.5 tonne digger positioned facing the existing trees with the back towards the carriageway. Working backwards, using a 450mm smooth-edged bucket, pulling backwards away from the trees. These works will be supervised by an arborist who will ensure methods are followed and impacts to tree roots are minimised.	£15,000.00	Possible	Serious	£0.00	6	£0.00	Includes but not limited to the following: Extended day works fees for hand digging excavations	02/10/2025	Ben Bishop	Ian Hughes		
R3	5	(10) Physical	Delays to the procurement of materials	Impact to programme and costs	Possible	Serious	6	£10,000.00	Y - for mitigation costs	B – Fairly Confident	Discuss the procurement route with the Term Contractor and Highways team to ensure orders are placed on time and avoid unnecessary delays. Delays in procurement may expose the project to cost inflation, increasing material and labour costs, which impact the scope, budget and schedule.	£3,000.00	Likely	Minor	£0.00	4	£0.00	Includes but not limited to the following: Agreed a methodology and programme revision with Highways team to ensure some storage of some quantities of standard materials to reduce burden of RPI increases	02/10/2025	Ben Bishop	Ian Hughes		
R6	2	(4) Contractual/Partnership	Cost escalation as a result of inflation or other factors	Increase in total estimated project cost impacting project scope	Likely	Serious	8	£10,000.00	Y - for mitigation costs	B – Fairly Confident	A costed risk provision has been included in the CRP to cover this risk. If the project is delayed, it could increase cost including the annual RPI uplift on the schedule of rates.	£4,000.00	Possible	Serious	£0.00	6	£0.00	Includes but not limited to the following: Cover contingency costs of extended programme. Inflated materials costs. Staff and contractor costs	03/10/2025	Ben Bishop	Ian Hughes		
R17	4	(3) Reputation	Planting delay	Construction programme is delayed and goes beyond expected window leading to delay in final planting.	Possible	Major	12	£5,000.00	Y - for mitigation costs	A – Very Confident	City Garden's team will plant up a temporary bedding display until Autumn 2026	£3,000.00	Possible	Minor	£0.00	3	£0.00			Ben Bishop	Ian Hughes		

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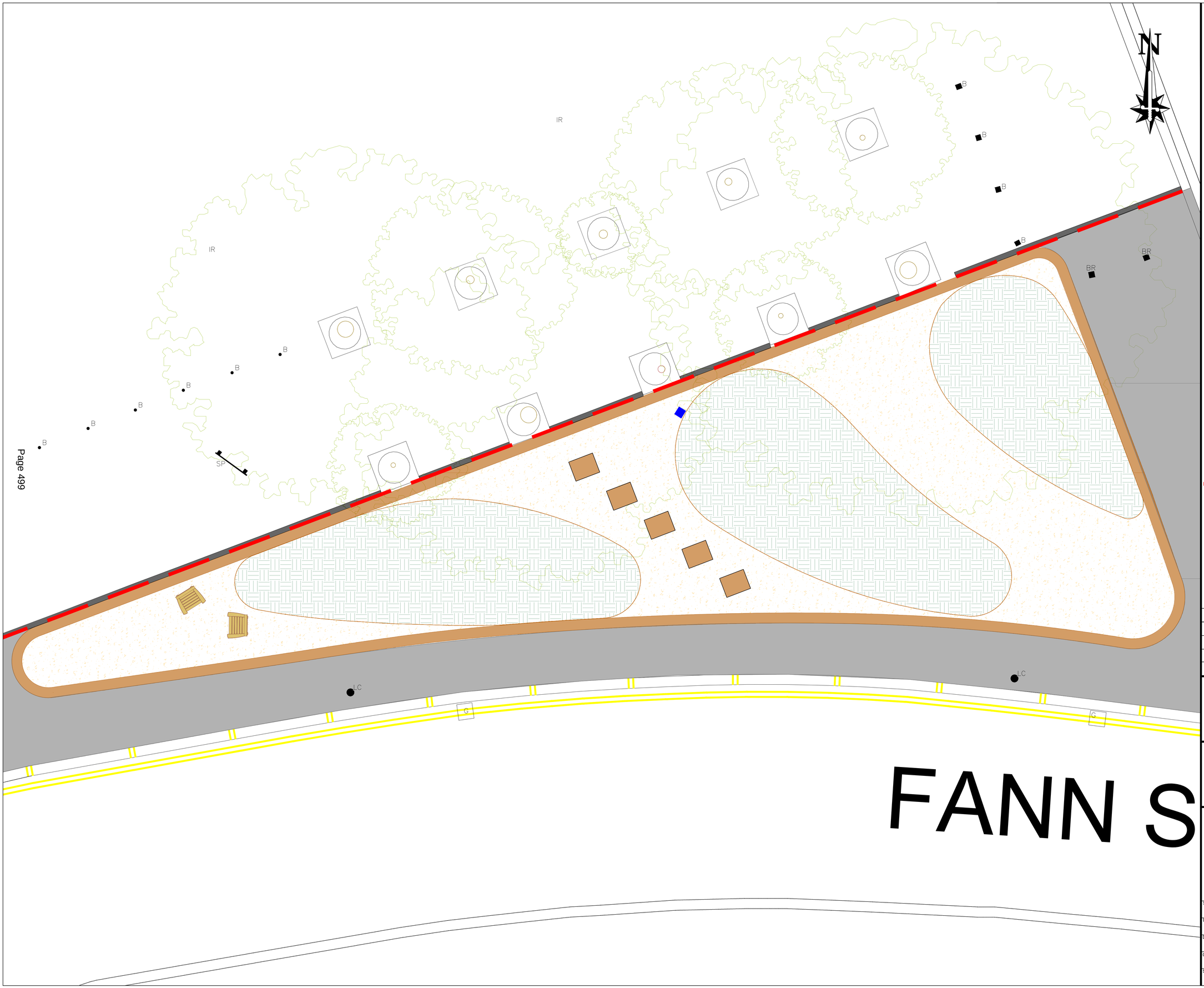

NOTES

1. Drawing based on topographical survey received from topocrew (April 2023) drawing no. 1230120-top-2d
2. No information to be scaled from this drawing.
3. Works shall comply with current City of London specification for highway works.
4. All hard material broken out under the contract is to be disposed of to contractor's tip.
5. Re-use of any existing road signs and other street furniture is at the City of London discretion.
6. The contractor will be held responsible for any damage caused to private highways and privately owned street furniture.
7. Tree roots and underground services are present - no mechnical plant to be used until radar information and cat scans have been consulted and services marked on the site surface.

KEY

- Proposed yorkstone channel - 300 x 900 x 63mm
- Proposed permeable resin
- Proposed corten steel planter
- Proposed yorkstone paving 600 x 750 x 63mm
- Proposed seating
- Proposed plinth standpipe
- Highway boundary
- Existing linear drain (housing land)
- Existing trees (housing land)

Rev No.	Date	Description	By

Revision

PROJECT:

FANN STREET SCHEME

TITLE:

GENERAL ARRANGEMENT

CLIENT:

Highway Design and Construction

Environment Department
PO Box 270
Guildhall
London
EC2P 2EJ

Tel: 020 7606 3030

City of London

Sheet: SHEET 1 OF 1

Date: SEP'25

Designed by: GT

Checked by: --

Scale & Drawing Size: 1:50@A1

Revision: -

Drawing No: 100-16100524-GA

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Table 1: Expenditure to date: CAS Fann Street - 16100524			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Env Servs Staff Cost	21,000	3,143	17,857
Open Spaces Staff Co	2,000	634	1,366
P&T Fees	8,000	7,340	660
TOTAL	**31,000**	**11,117**	**19,883**

Table 2: Resources required to reach the next Gateway18/11/2025CAS Fann Street - 16100524			
Description	**Approved Budget (£)**	**Resources Required (£)**	**Revised Budget (£)**
Env Servs Staff Costs	21,000	11,000	32,000
Open Spaces Staff Costs	2,000	4,000	6,000
Fees	8,000		8,000
Env Works		138,000	138,000
Open Spaces Works		26,000	26,000
Env Maintenance		13,000	13,000
Open Spaces Maintenance		118,000	118,000
Costed Risk		25,000	25,000
TOTAL	**31,000**	**335,000**	**366,000**

Table 3: Revised Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
OSPR - CAS Cool Streets & Greening	31,000	254,000	285,000
S106 2 Fann St - LCE		81,000	81,000
TOTAL	**31,000**	**335,000**	**366,000**

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Budget Monitoring Report - Summary

Time run: 18/11/2025 14:13:46

Core Project	Linked Project Number	Project Number	Project Name	Top Task	Sub Task
L5-City Greening & Biodiversity Project	16100524	16100524	CAS Fann Stre	3A Staff Costs	Env Servs Staf
					Open Spaces S
				3A Staff Costs Total	
				Fees	P&T Fees
				Fees Total	
	16100524 Total				
L5-City Greening & Biodiversity Project Total					
Grand Total					

Approved Budget	Actuals - AP + Misc	GRN Actual Unmatched	Commitment	Total	Amount Unspent
21,000.00	0	0	3,143.24	3,143.24	17,856.76
2,000.00	0	0	633.54	633.54	1,366.46
23,000.00	**0**	**0**	**3,776.78**	**3,776.78**	**19,223.22**
8,000.00	7,340.00	0	0	7,340.00	660
8,000.00	**7,340.00**	**0**	**0**	**7,340.00**	**660**
31,000.00	**7,340.00**	**0**	**3,776.78**	**11,116.78**	**19,883.22**
31,000.00	**7,340.00**	**0**	**3,776.78**	**11,116.78**	**19,883.22**
31,000.00	**7,340.00**	**0**	**3,776.78**	**11,116.78**	**19,883.22**

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	Fann Street Enhancement
Details of the lead officer completing the Assessment/ Role responsible for the completion of the EQIA	Ben Bishop, Environmental Resilience Officer
Department Responsible:	Environment
Who has been involved in creating the EQIA: (please summarise/list stakeholders you have engaged with and how)	Internal officers - Design consultation at each Gateway stage. Residents forum - In person design consultation - Digital consultation platform
Date of Initial assessment:	26/09/2024
Dates of review (as applicable)	02/10/2025

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

Fann Street Enhancement

Removal of hardstanding and existing concrete planters for the construction of three new connected and raised planting beds with integrated permeable paving. The project aims to increase greening to trial climate resilience measures and enhance biodiversity. The project proposed seeks to develop a woodland edge style planting scheme with species-rich perennial planting, integrating a range of measures for biodiversity including invertebrate nesting habitat. The project will also review opportunities to include small shrubs to create eco-tones to enhance ecological value. The proposed beds will be open to the ground and raised by 300mm utilising a range of climate resilient soils, substrates and mulches. Permeable paving will be infiltrate surface water for existing and new greening. The project has been co-designed with the local community, taking into account their aspirations and concerns, and has reached a viable design. This project is not a Sustainable Drainage System (SuDS).

The proposed scheme will improve accessibility. Currently there is a series of 12 concrete planters though-out the public walkway which provide no clear route. The proposed designs have been developed to create defined walkways and retain a minimum of 2000mm for accessibility. This was done through undertaking a pedestrian flow analysis. Seating has been included to replace the existing seating.

The soft landscaping proposed for Fann Street will significantly enhance the area by creating a more inclusive, accessible, and greener public space. The introduction of flower-rich planting and permeable surfaces both improves environmental quality and contributes to a calming and visually appealing setting, which benefits mental wellbeing. Level access and seating with armrests will support older adults, disabled individuals, and those with mobility challenges, while the open, less cluttered design ensures ease of movement for carers, parents with children, and people using mobility aids. These improvements reflect a commitment to equity and inclusion in the public realm.

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.

Protected characteristic	Positive impact	Negative impact	No impact	Summary
Age	☒	☐	☐	Level surfaces and inclusive seating support older adults and those with mobility challenges.
Disability	☒	☐	☐	Accessible design includes level surfaces and seating with armrests, improving usability for disabled people.
Gender Reassignment	☐	☐	☒	
Marriage and Civil Partnership	☐	☐	☒	
Pregnancy and Maternity	☒	☐	☐	Seating and accessible pathways support those who may need rest or mobility support.
Race	☐	☐	☒	
Religion or Belief	☐	☐	☒	
Sex	☐	☐	☒	
Sexual Orientation	☐	☐	☒	
Additional groups				

Socio-economic	☒	☐	☐	Improved public realm benefits all residents and visitors, regardless of income.
Care leavers	☐	☐	☒	
Carers and parents	☒	☐	☐	Inclusive seating and step-free access support mobility needs.
Veterans	☐	☐	☒	

Please refer to the EQIA guidance when completing this form

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)

The project has extensively engaged internal and external stakeholders to ensure the design and implementation stages have considered the relevant factors that could impact protected characteristics and additional groups. This consultation will continue through to the project completion.

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.**

Outcome a: the Fann Street project identifies several positive impacts across protected and additional groups. The proposal enhances accessibility through step-free, level pathways and inclusive seating, benefiting older adults, disabled individuals, parents and carers. The introduction of soft landscaping and flower-rich planting improves environmental quality and supports mental wellbeing, including for those from socio-economically disadvantaged backgrounds.

No negative impacts have been identified, and extensive stakeholder engagement has informed the inclusive design and therefore no changes are required following the Test of Relevance.

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.

Impact	Monitoring method	Timeline
Accessibility Step-free access and inclusive seating improve usability for disabled people, older adults, and carers.	Inspection procedures including upkeep of the public highway.	As applicable.
Environmental Soft and permeable landscaping increases climate resilience and supports pollinators and enhances ecological value.	Project review cycle and landscaping maintenance.	Seasonal site reviews and general maintenance regime set by maintenance provider.
Public Realm Improved visual appeal and comfort for all users, especially those from socio-economically disadvantaged backgrounds.	Stakeholder feedback and observational studies.	Within 12 to 24 months of project implementation
Wellbeing Calming green space contributes to wellbeing across protected groups.	Qualitative feedback from community engagement and wellbeing surveys.	Within 12 to 24 months of project implementation.

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

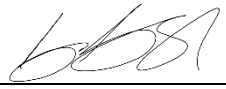
This Test of Relevance completed for the Fann Street Enhancement project identifies several positive impacts across protected and additional groups. The proposal enhances accessibility through step-free, level pathways and inclusive seating, benefiting older adults, disabled individuals, and carers. The introduction of soft landscaping and flower-rich planting improves environmental quality and supports mental wellbeing, including for those from socio-economically disadvantaged backgrounds.

No negative impacts have been identified, and extensive stakeholder engagement has informed the inclusive design and therefore no changes are required following the Test of Relevance.

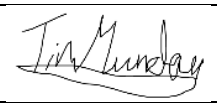
Monitoring will be carried out post-implementation to ensure these benefits are sustained and adjustments made if needed.

Sign off

1. Officer completing the EQIA

Name	Ben Bishop
Job Title	Environmental Resilience Officer
Date	02/10/2025
Signature	

2. Line Manager

Name	Tim Munday
Job Title	Lead Environmental Resilience Officer
Date	02/10/2025
Signature	

3. Senior Manager or Chief Officer

Name	Ian Hughes
Job Title	City Operations Director
Date	19/11/2025

Please refer to the EQIA guidance when completing this form

Signature	

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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Date	*Action*	*Officer responsible*	*To be completed/ progressed to next stage*	*Notes/Progress to date*
26 November 2025	**Old Jewry Traffic Experiment**	Executive Director, Environment	Experimental order will expire in January 2026 Decision as to whether to keep the traffic changes will need to be made later in 2025	Report on the agenda of this meeting.
26 November 2025	**King William Street Parapet**	Executive Director, Environment	Detailed design and feasibility for the parapet works due to be done in 2025/26, subject to funding.	The outstanding works to the parapet were raised by the Chairman of Policy & Resources and teh Chairman of Planning & Transportation at a meeting with Andy Lord, TfL Commissioner on 12 November. TfL are due to provide an update which will be shared at the meeting if received in time.
26 November 2025	**Bank**	Executive Director, Environment	Progress towards an Experimental traffic order to allow taxi access across Bank Junction	G5 Report was approved at P&T in February 2025. The ETO started on 28 July 2025. The first round of formal traffic data collection took place in November. Monitoring continues.

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