

Appendix 8

Table 1. Impacts identified from Interim Equalities assessment

Impact	Update
The restrictions on Queen Victoria Street and Threadneedle Street will require some bus stop relocation due to the re-routing of some of the bus routes. This could disbenefit those that are now required to walk further than previously required.	<ul style="list-style-type: none"> - Some of the bus stop relocations will both benefit and disbenefit bus passengers depending on their final destination. Where possible buses will travel through Bank junction on alternative routes. This will help minimise this impact by remaining relatively local to the previous stops. - The relocated bus stops will be assessed to ensure that they are accessible to all.
The ability of taxi, minicabs and private cars to drop-off and pick-up passengers will be reduced as access will not be permitted on Threadneedle Street, or through Queen Victoria Street or Princess Street. In addition the 7am-7pm taxi rank on Princess Street will need to be relocated. Therefore, those who rely on taxis may have to travel further to their final destination or to a taxi rank than previously required. Taxi journey times may increase due to more indirect routing.	<ul style="list-style-type: none"> - On Princess Street the taxi rank is now proposed to be retained (design change) in its existing location. - On Queen Victoria Street taxis/minicabs or cars will not be able to continue through the junction at any time of the day but will still be able to drop off and pick up passengers close to the junction in Walbrook or on the southern side of the footway by the Magistrates Court on Queen Victoria Street. This minimises the distance for passengers travelling to a property in the vicinity of this section. Taxis will be able to re-route via Queen Street and Poultry should they require to travel through the junction outside of the hours of the restriction. - A section of Threadneedle Street b/w Bank junction and Bartholomew Lane will be closed to motorised vehicles. Taxis wanting to drop off passengers in this section will be able to use Cornhill as an alternative drop off location. This would be an approximate additional 40m to get to the Bank of England main entrance across the Royal exchange forecourt if dropped off on Cornhill.
With the bus shuttle run mitigation, modelling shows that all bus routes are expected to have a journey time increase of less than two minutes with the exception of bus routes 11 and 26, which will experience an increase of up to five minutes due to a diversion of approximately 500m and having to pass through an additional three junctions.	<ul style="list-style-type: none"> - TfL has confirmed that since the start of the pandemic, permanent changes have been made to bus route 11 which now travels via Bishopsgate and Cornhill and not Old Street and Threadneedle Street. Therefore, this forecast journey time increase will only impact on route 26. - Further refinements of the traffic modelling will be undertaken to see if additional journey time savings can be made through signal timing changes.

Table 2. Recommended additional mitigation measures

Mitigation	Update
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Consider relocation of a taxi rank in close proximity to the new Bank Station step-free access on Cannon Street.	<p>-This is outside the extents of the project but the recommendation has been forwarded to the CoL taxi liaison officer.</p> <p>-On Queen Victoria Street., it is proposed to relocate the taxi rank from outside the Magistrates Court to a new location outside the Bloomberg building. This will provide a safer route for those wishing to use the step free access at Walbrook entrance of Bank station. This will mean a longer distance for those people exiting the station from the stepped exits around the junction by approximately 60-70m</p>
The City is presently developing the City of London Accessibility Standard (COLAS) with expert consultancies, which is to go above and beyond existing national standards. If this standard becomes available before the design period of this scheme has ended, it should be used for design considerations.	The City of London accessibility Standard (COLAS) is due to be released in the next few months. This will be used to assess the proposals and actions taken to meet these requirements following the public consultation feedback.
Work in collaboration with TfL Buses to identify opportunities elsewhere on the network to improve bus priority in order to offset bus journey time increases.	CoL and TfL are meeting regularly during the development stages of the project and where possible are discussing opportunities to offset bus journey time increases.
Ensure that any relocated bus stops, taxi ranks or pick up/drop off designated areas are designed with standard kerbs for step-free access from bus and for taxi/ car access ramps to function properly. Consideration should also be given to proximity to key destinations to minimise walking distances.	The design is being developed to achieve an inclusive environment. The designs will be reviewed by Transport for All, a disability led consultant and where possible changes will be incorporated within the design.
Ensure that access points for modal filtering are accessible to all users, including those with visual or mobility impairments and parents with prams.	The design is being developed to achieve an inclusive environment. The designs will be reviewed by Transport for All and where possible changes will be incorporated within the design.
Ensure that widened pavements are clear of obstacles such as street furniture and signage so that widened pavements are clear of obstacles such as street furniture and signage so that those with visual impairments are not restricted in their movements.	The design is being developed to achieve an inclusive environment. The designs will be reviewed by Transport for All and where possible changes will be incorporated within the design. Street furniture will be carefully located leaving the majority of the footway clear for visually and mobility impaired pedestrians.

Ensure that any additional space created for pedestrians is accessible to all users, including those with mobility impairments and parents with prams, for example by ensuring that new space is flush with existing footways, or alternatively that dropped kerbs or ramps are provided.	The design is being developed to achieve an inclusive environment. The design proposes to incorporate raised tables at crossing points where possible and sections of carriageway of Threadneedle Street are intended to be laid flush with the footways. The designs will be reviewed by Transport for All and where possible changes will be incorporated within the design. Consideration to Visually impaired pedestrians will also be taken into account for those areas that are flush.
Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual and tactile cues.	This will be developed in more detail in collaboration with Transport for All.
Ensure that facilities for cyclists are designed to accommodate adapted cycles.	The proposed cycle facilities will be designed to accommodate adapted cycles.
The design of the pedestrian priority area(s) should be looked at in detail in collaboration with disability representatives to ensure a solution is found that works safely and efficiently for all users	This will be developed in more detail in collaboration with Transport for All.