Equality Analysis
November 2021

All Change at Bank: Equality Impact Assessment

City of London
Our ref: 23949602

steer

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1 Introduction

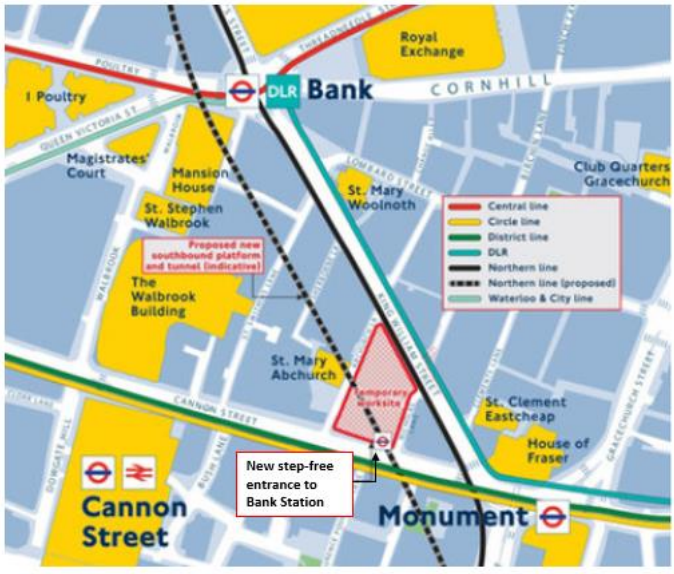
1.1 This Equality Analysis (EA) relates to the City of London's ("the City's") All Change at Bank scheme. The All Change at Bank scheme sits separate to the Bank on Safety scheme and the Bank Station Capacity Upgrade. For context, a short summary of each scheme has been provided within this section of the report.

1.2 The City of London is ensuring that accessibility needs are fully considered in the design of the scheme, providing an auditable document trail that sets out design considerations and decisions. An Accessibility Audit for the All Change at Bank scheme has also been developed, and is intended to complement this EA. The Accessibility Audit forms part of that process and has been prepared during the detailed design phase of the scheme development. It examines accessibility issues and pays particular attention to vulnerable user groups.

Bank Station Capacity Upgrade

1.3 This Transport for London (TfL) project is a reconstruction of Bank station and will upgrade station capacity to enable movement of 40% more passengers. In addition, a new step-free access, shown in Figure 1-1, will be constructed on Cannon Street, west of King William Street. This will provide access to the Northern Line and Docklands Light Railway. This project is expected to be complete in 2022.

Figure 1-1: New step-free access at Bank station



Source: Transport for London (https://tfl.gov.uk/travel-information/improvements-and-projects/bank-and-monument)

Bank on Safety

1.4 The Bank on Safety scheme has restricted vehicle movements between Monday and Friday from 7am-7pm, allowing buses and cycles permission to cross Bank Junction or enter Cornhill in a westbound direction. Pedestrian crossings have been improved and footways widened at the junction along with cycle facility upgrades.

All Change at Bank

1.5 The All Change at Bank scheme sits separate to the Bank on Safety scheme and seeks to bring transformative change to Bank Junction for the longer term. The scheme has the following objectives:

- An improvement in safety at Bank junction
- An improvement in air quality at Bank junction
- An improvement in pedestrian experience at Bank junction (in terms of comfort and the experience as a place to spend time in)

1.6 Between March 29th and May 10th 2021, a public consultation was undertaken to collect feedback on the preferred scheme for the redesign of Bank junction. The proposed All Change at Bank improvements include:

- The closure of Threadneedle Street for motor vehicles between Bank Junction and Bartholomew Lane in both directions to create a walking and cycling only area.
- The closure of Queen Victoria Street between Bucklersbury and Bank Junction for motor vehicles, except those vehicles exiting Walbrook in a westbound direction.
- Keeping Princes Street open for only buses and cycles northbound, and in addition as a route for servicing to Cornhill in a southbound direction.
- Widening pavements around the junction to accommodate the large number of people who walk through the area normally

1.7 These restrictions are accompanied other design features including widening of pavements, redesign of crossings with raised carriageways, and the inclusion of new planters and benches.

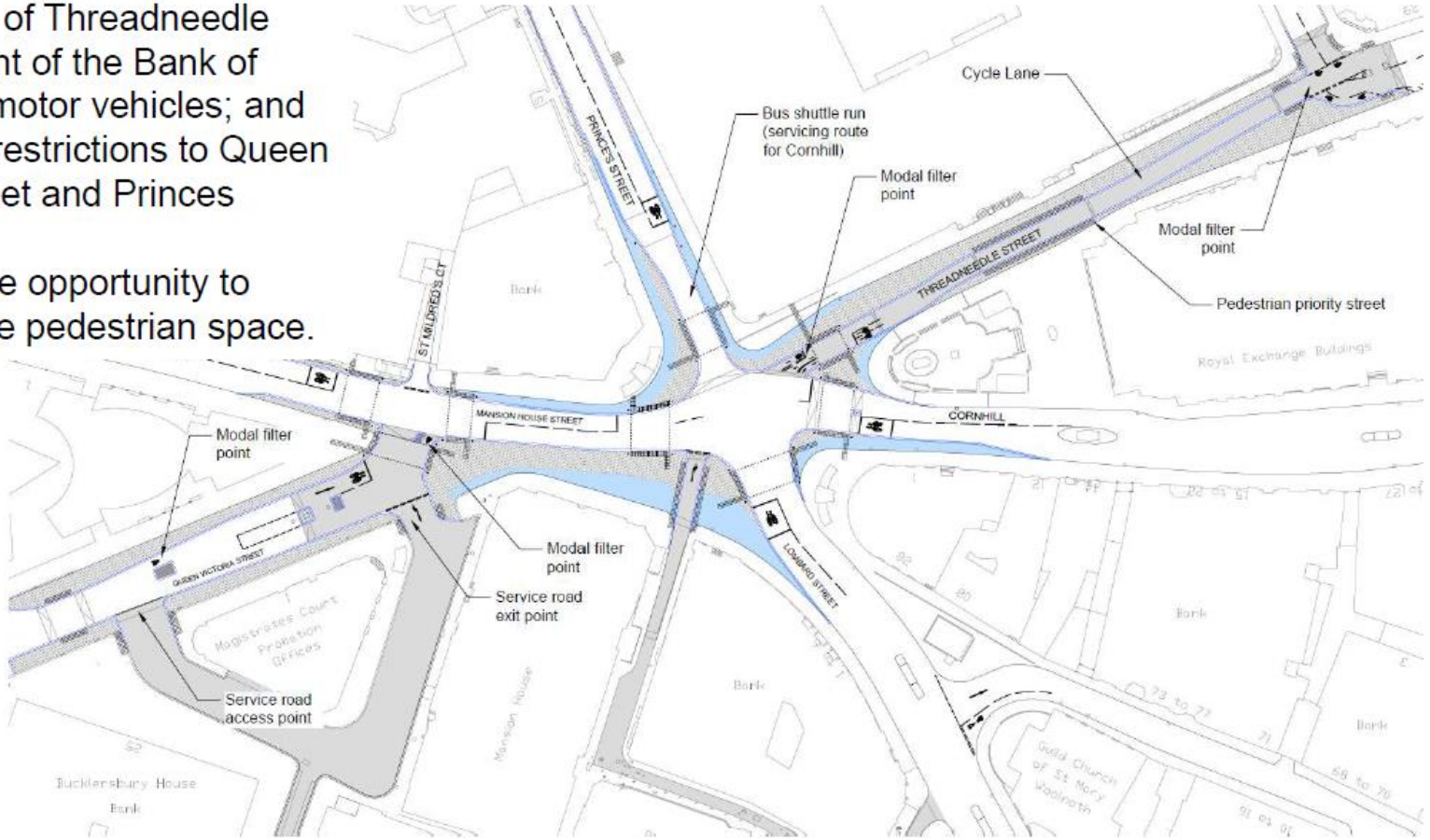
1.8 The design requires some alterations to bus routes (primarily 133, 26, 8, and 11) – as well as to several stops on each of these routes as buses will no longer have access to Queen Victoria Street and Threadneedle Street. Bus stops have been relocated at the closest alternative location – and do not lead to significant increase in journey times.

1.9 The City of London has already completed a Test of Relevance for the All Change at Bank scheme. This identified the following four Protected Characteristic Groups (PCGs) for assessment: Age, Disability, Pregnancy/Maternity, and Race.

1.10 This EqIA has been completed on behalf of the City of London to assess the overall impact of the project for all road users and for those in Protected Characteristic Groups. This EqIA has been completed prior to the implementation of the design to pre-empt any impacts upon these groups and suggest alterations and additions where they may be necessary.

1.11 This EqIA is based on information supplied by the City of London as well as readily available data from other sources. This includes traffic counts, pedestrian and cyclist counts, bus journey time modelling and background information through the Bank on Safety scheme. At this stage, the transportation response to support Covid-19 recovery measures that are currently in place in the City have not been included as part of the All Change at Bank in this analysis.

Figure 1-2: All Change at Bank redesign



Source: City of London

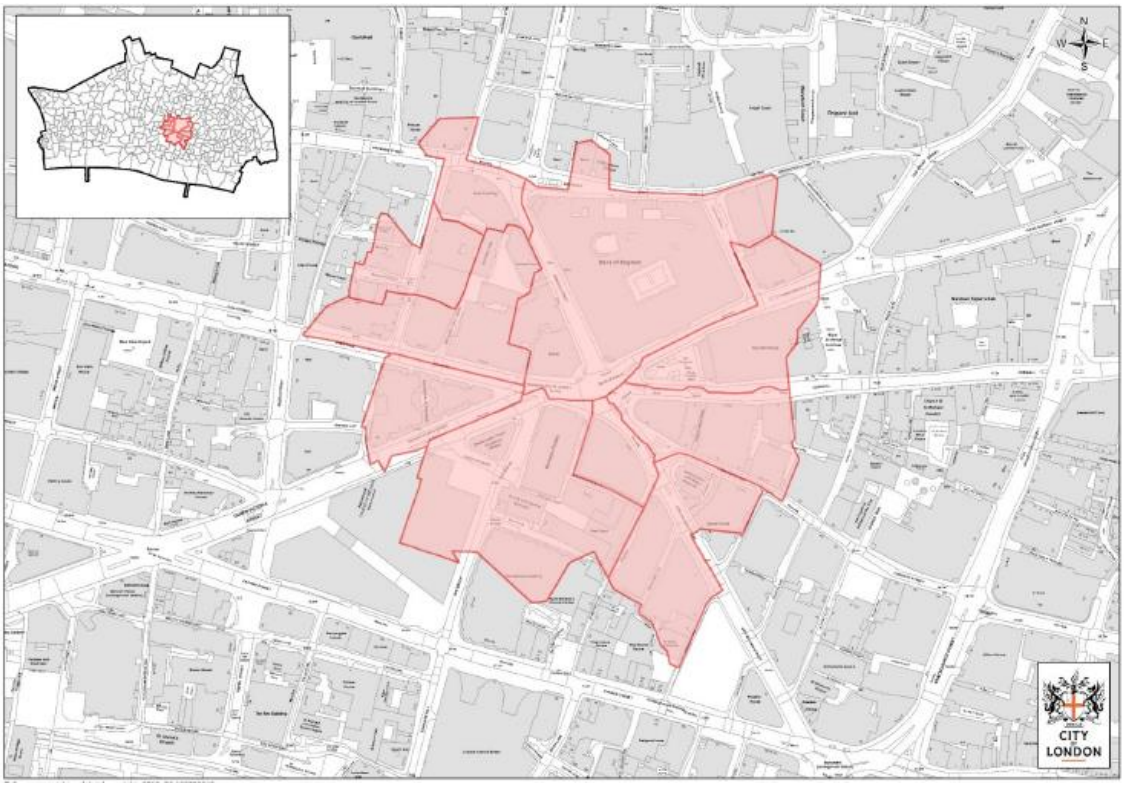
2 Baseline

General

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

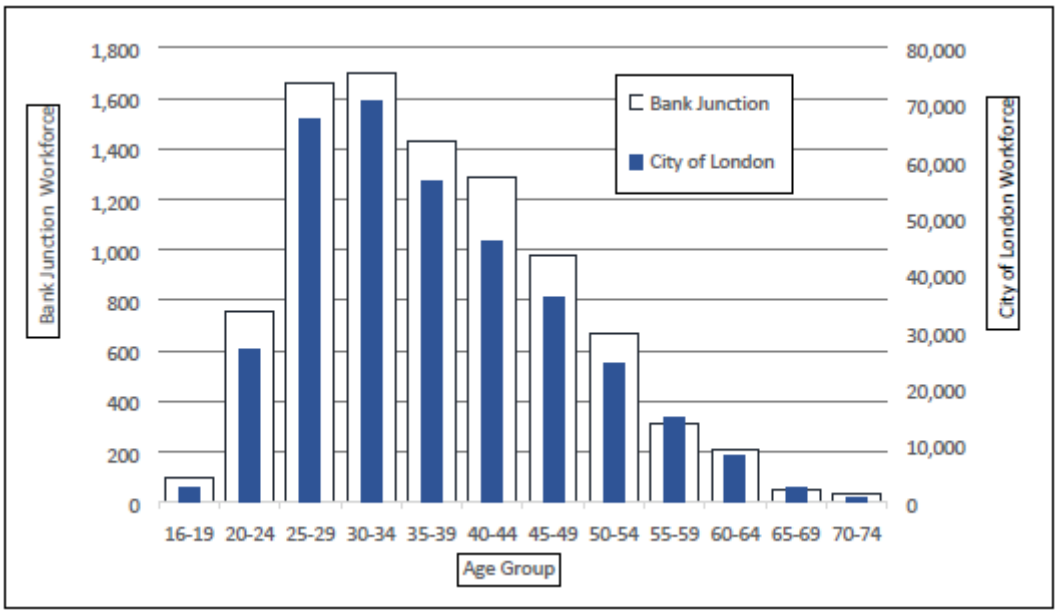
2.2 The workforce located within the Bank Junction Workplace Zone, as defined in the zone shown in Figure 2-1, amounts to 9,100 people. It can be seen in Figure 2-2 that the age profile for the Bank Junction Workplace Zone follows a similar trend to that of the City of London workforce, where the highest age group is those aged 30-34. The workforce in the Bank Junction Workplace Zone is lower when compared to those aged 55+ within the City.

Figure 2-1: Bank on Safety Workplace Zone



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

Figure 2-2: Age of daytime occupants within the Bank Junction Workplace Zone



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

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

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

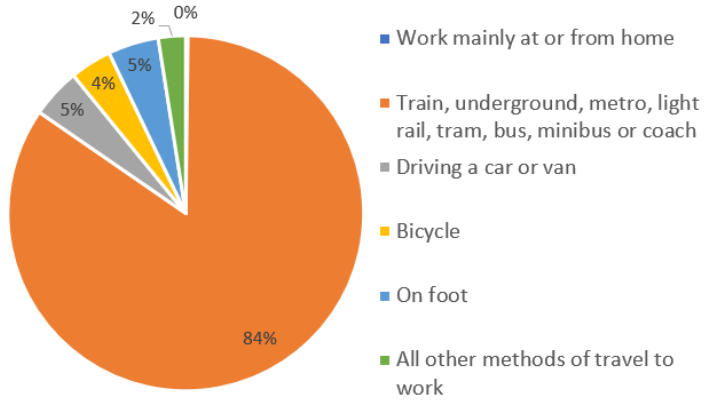
2.5 Census data shows that of those travelling to the City of London for work, 38% have trips of 10km or less. 36% of trips are between 10km and 30km, while 16% are within 30km and 50km and 9% are 60km or more. Overall, 84% of the workforce uses public transport to travel to the City of London for work, shown in Figure 2-3.

2.6 Please note that these figures may change significantly due to the change in working arrangements and patterns attributed to Covid-19, however the CoL can only act on the latest data available.

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

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

Figure 2-3: Method of travel to work for those with a workplace in the City of London



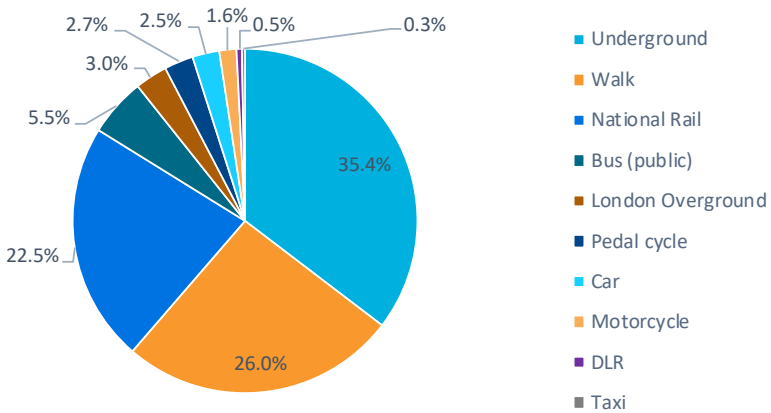
Source: 2011 Census

2.7 Data from TfL's London Travel Demand Survey (LTDS) 2018/19 has been analysed to inform this EA, to understand any differences in the travel patterns exhibited by different PCGs. LTDS is a continuous household survey of the London area, covering all London boroughs, including the City of London. The survey records detailed information about the household, the people that live there, and the trips they make.

2.8 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 EA, trips that ended in the City of London 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 Bank junction area, as the low sample size means that it would not be appropriate.

2.9 When analysing LTDS for all trip purposes, the following mode split for travel into the City was obtained. As shown in Figure 2-4, of all trips ending in the City of London, 66.9% are made using public transport. 35.4% of trips are made using the Underground, 0.5% are made using Docklands Light Rail (DLR) and 5.5% are made by public bus. It can also be seen that walking has a much higher proportion for all trips (26%) when compared to the Census 2011 Travel to Work data (5%).

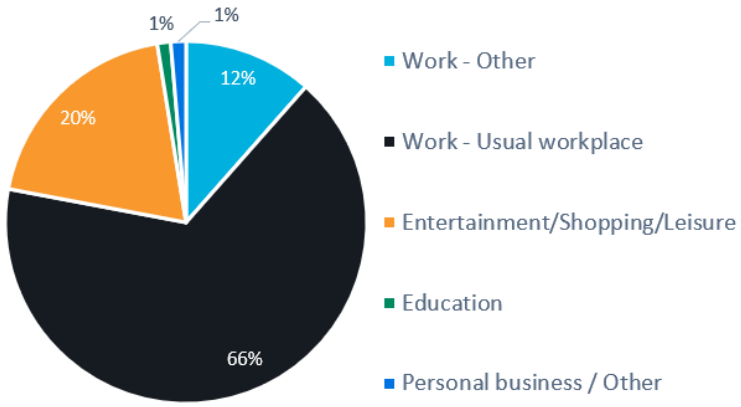
Figure 2-4: Method of travel to the City of London for all purposes



Source: LTDS 2018/19

2.10 Please note that this mode split involves other trip types in addition to 'travel to work' trips. The top 5 journey purposes are displayed in Figure 2-5 below. Based on trip analysis using LTDS data, 66% of trips made are for the purposes of travelling to their usual place of work.

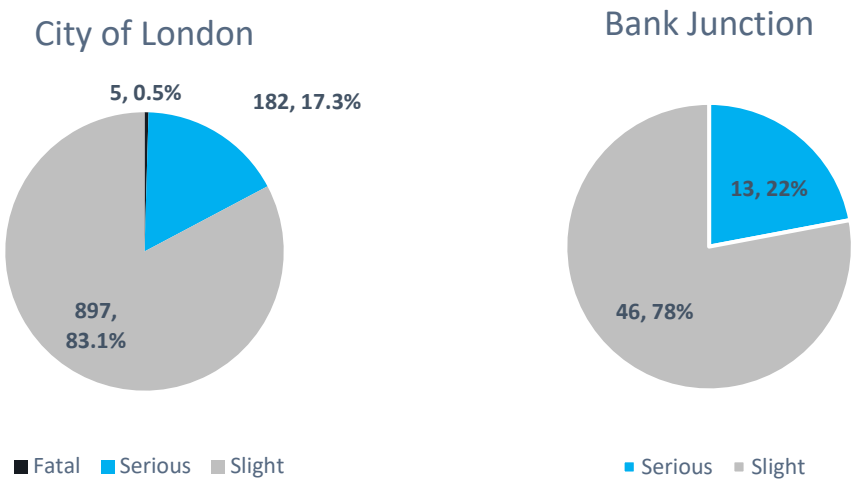
Figure 2-5: Top trip purposes for travel to the City of London



Source: LTDS 2018/19

2.11 Based on 2016-2018 STATS19 data (the United Kingdom's (UK) database containing a record of reported road traffic accidents), collisions across the whole of City of London involved 1,084 casualties, 5 of which resulted in a fatal casualty and 182 of which resulted in a serious injury, shown in Figure 2-6. At Bank junction, 59 collisions have occurred within the junction area from 2016 to 2018, of which 46 resulted in a serious injury.

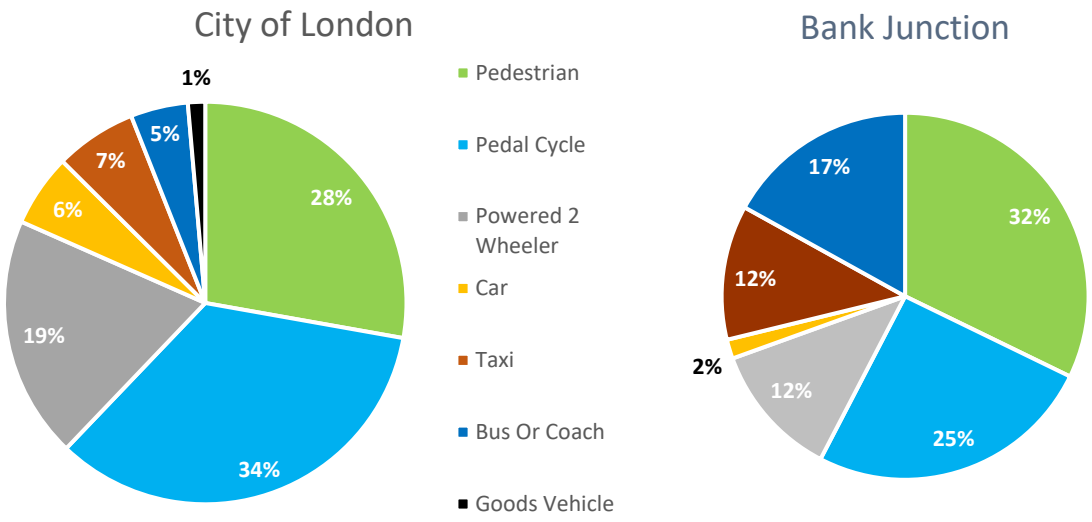
Figure 2-6: Casualty severities



Source: STATS19 2016-2018

2.12 Figure 2-7 below shows the casualty travel mode splits in the City of London and Bank junction. It can be seen that casualties using active modes accounted for 62% and 57% of all casualties involved in collisions in the City of London and Bank junction, respectively. Bus or taxi casualties resulted in a higher proportion of casualties at Bank junction compared to the City of London. It should be noted that 'Single bus or coach' collisions are often described as passengers' falls due to sudden braking, and they rarely involve any vehicle impact.

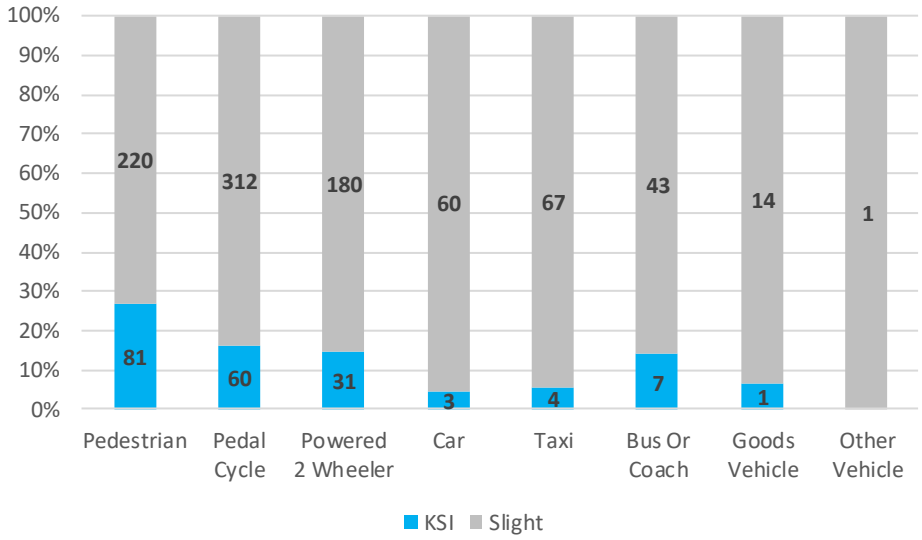
Figure 2-7: Mode of travel for casualties involved in collisions



Source: STATS19 2016-2018

2.13 Figure 2-8 shows the proportion of Killed or Seriously Injured (KSI) and Slight casualties per mode of travel. KSIs account for 17% of all casualties involved in collisions from 2016-2018 in the City of London. Based on this, KSIs for pedestrians are much higher than the average at 27%.

Figure 2-8: Proportion of KSI and Slight casualties per mode of travel in the City of London

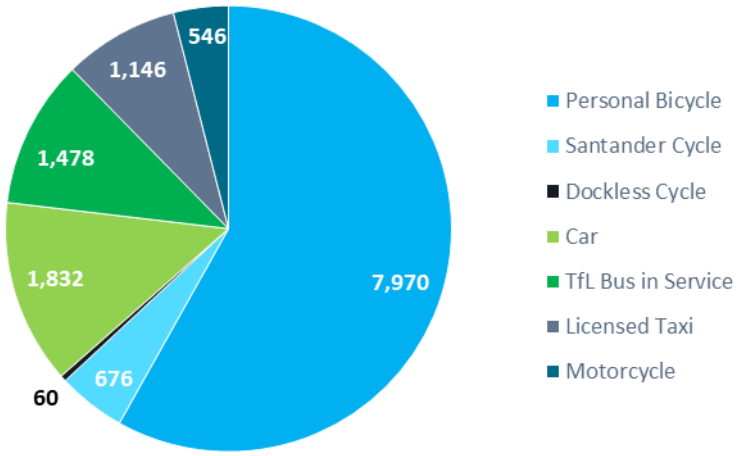


Source: STATS19 2016-2018

2.14 A traffic count was undertaken at Bank junction for the Bank on Safety project on 19 November 2019 between 5:00-10:00 and 16:00-21:00. This counted all vehicle movements and excluding pedestrian movements. During these timeframes, 14,351 movements were recorded. Figure 2-9 shows a breakdown of selected modes that may have an impact certain PCGs.

2.15 It can be seen that based on movements only, with the Bank on Safety scheme in place, cyclists account for the majority of movements (8,706), followed by private car (1,832), in service TfL buses (1,478) and licensed taxis (1,146). Please note that these are vehicle movements and not the total number of passengers. These movements are shown by arm in Table 2-1.

Figure 2-9: Bank on Safety traffic counts – Passenger modes that may affect certain PCGs



Source: Tracsis Junction Turning Count Data, Bank on Safety (November 2019).

Note: This figure excludes non-passenger modes.

Table 2-1: Bank on Safety traffic counts by junction arm - Selected modes that may affect certain PCGs

Junction Arm	Cyclists	In Service TfL Buses	Licensed Taxis	Private Car
Princes Street	1,881	196	165	311
Poultry	841	171	163	90
Queen Victoria Street	1,549	142	312	412
Lombard Street / King William Street (KWS)	2,772	570	184	491
Cornhill	807	142	107	236
Threadneedle Street	853	305	215	290

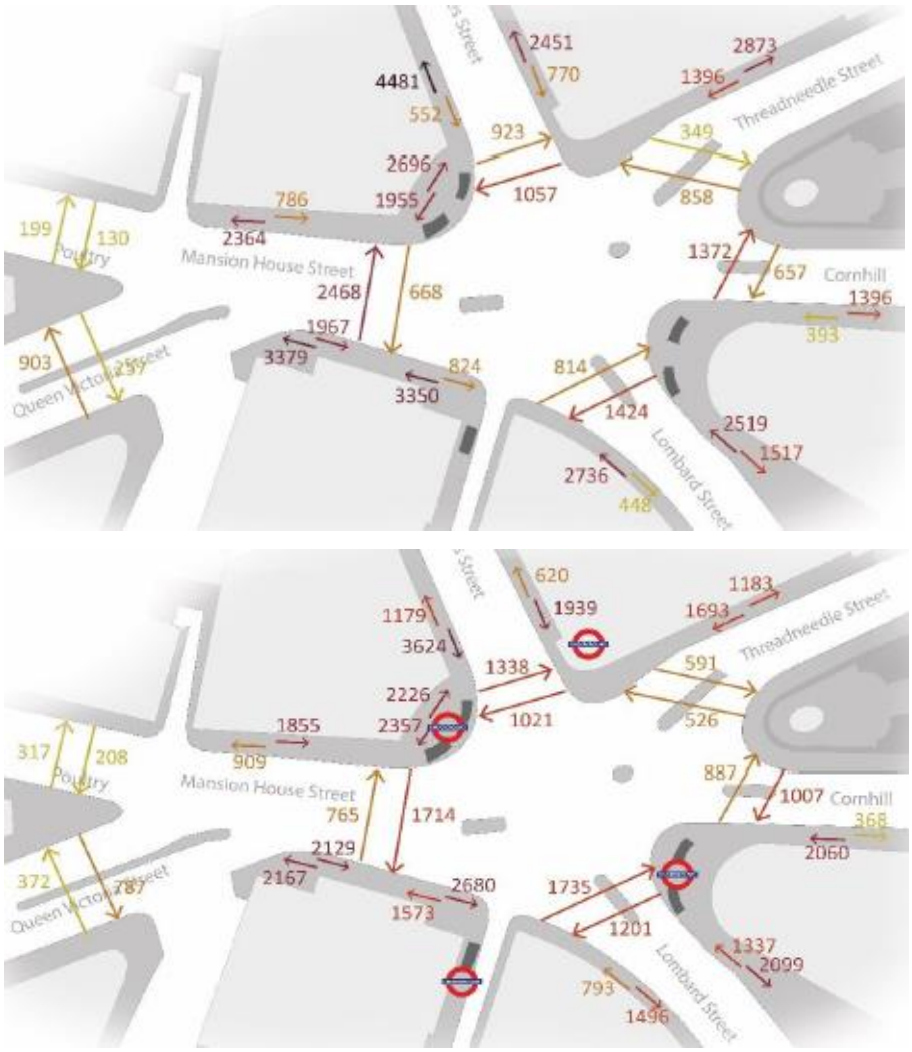
Source: Tracsis Junction Turning Count Data, All Change at Bank (November 2019).
Note: This figure excludes modes that are not expected to have an impact on PCGs (ex. LGV, HGV). Please note these are vehicle movements and not the total number of passengers.

2.16 Pedestrian counts from the Bank on Safety project in 2018[3] show approximately 59,000 and 54,000 pedestrian movements in the AM (8:00-9:00) and PM (17:00-18:00) peak periods, respectively. The same study counted 2,200 cyclist movements in the AM Peak (8:00-9:00). Figure 2-10 shows the locations and counts of pedestrian movements while Figure 2-11 shows the existing pedestrian comfort levels as of November 2018. In both the AM and PM peak periods, the highest single flow occurred on Princes Street while the highest two-way flow

[3] Bank on Safety – Pedestrian and Cyclist Movement Update, City of London (November 2018).

occurred on the southern footway of Mansion House Street. The highest level of informal crossing in both the AM and PM peaks occurred at the Queen Victoria arm between the southern footway of Mansion House Street and Walbrook.

Figure 2-10: Pedestrian Counts AM Peak 8AM-9AM (top) and PM Peak 5PM-6PM (bottom)



Source: Bank on Safety – Pedestrian and Cyclist Movement Update, City of London (November 2018)

Figure 2-11: Pedestrian comfort levels

2.17 The traffic and pedestrian counts demonstrate that Bank junction is most used by pedestrians, and when looking at vehicle movements, this is followed by cyclists, private car, TfL bus services and licensed taxis. At this time, we do not have exact bus passenger numbers. This demonstrates that the pedestrian priority measures to be implemented at Bank junction will benefit the people who use the junction most (pedestrians and cyclists) by providing a safer journey, better air quality, and improved pedestrian experience.

Age

2.18 Based on 2011 Census data, the City has approximately 7,400 residents, 55% of these being male and 45% of these being female. The majority of residents fall within the 25-29 and 30-34 age groups for both genders. When compared to Greater London, The City has proportionately more people aged between 25 and 69 living in the Square Mile. Conversely there are fewer young people[4]. Those aged over 60 represent 20% of the residential population.

2.19 When looking at Census data focusing on the workforce in the City, the majority of workforce ages again fall within the 25-29 and 30-34 age categories for both genders, making up 39% of the total workforce. Those aged between 16 and 24 only make up 9% of the workforce population. It can also be noted that as age increases, there is a steady decrease in the proportion of the workforce within each age category. The age categories of 60-64 and 65+ represents 2% and 1% of the workforce population, respectively.

2.20 The Census data for each age category shows that 78%-85% of the workforce relies on public transport to travel to work. The lowest percentage of people driving a car or van falls within the 25-29 age category (2%) and steadily increases as age increases. This proportion also is also slightly higher for the 20-24 (3%) and 16-19 (5%) age groups. A disproportionately high percentage of those aged 65 to 75 rely on driving a car or van (11%) to travel to work. Generally, as age increases, reliance on driving a car or van to travel to work increases.

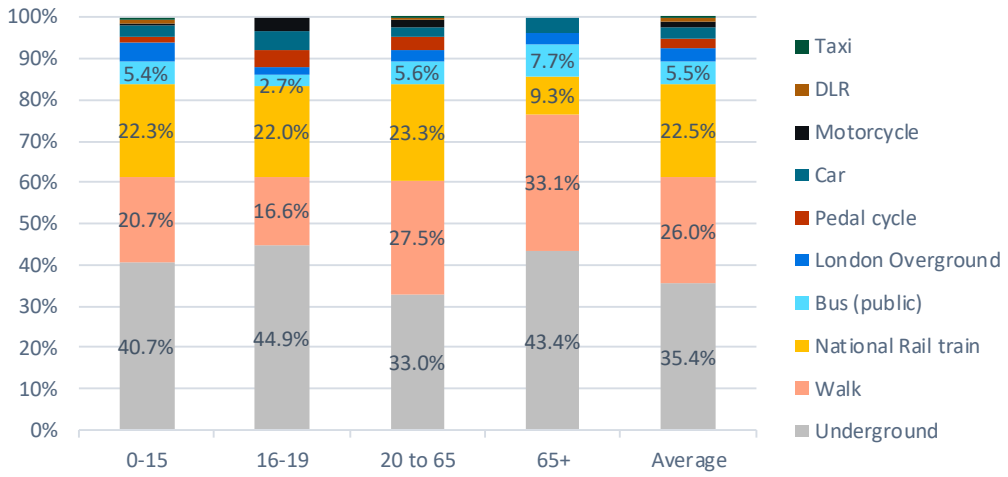
2.21 The highest proportion of cyclists (5%) are within the 25-29 and 30-34 age categories. Cycling as a mode share decreases with age, falling to 1% by the age of 60 onwards. The proportion of people who walk to work falls within the younger age categories from 16 to 34 (ranging between 5% and 8%). The proportion of walkers remains steady at 3% from age 35 to 64 and increases slightly to 4% for those aged 65 to 74.

2.22 As age increases, people are more likely to develop impairments relating to sight, hearing and mobility, therefore those above the age of 65 are more likely to be disproportionately affected by these potential impairments, though the absolute number of both residents and workforce fitting this description is expected to be quite low.

2.23 LTDS 2018/19 analysis for trips made for all purposes ending in the City shows the following mode shares, Figure 2-12, per age category.

[4] **https://democracy.cityoflondon.gov.uk/documents/s18096/census-information-reports-introduction-november-2012.pdf**

Figure 2-12: Mode split by age category for travel to the City of London

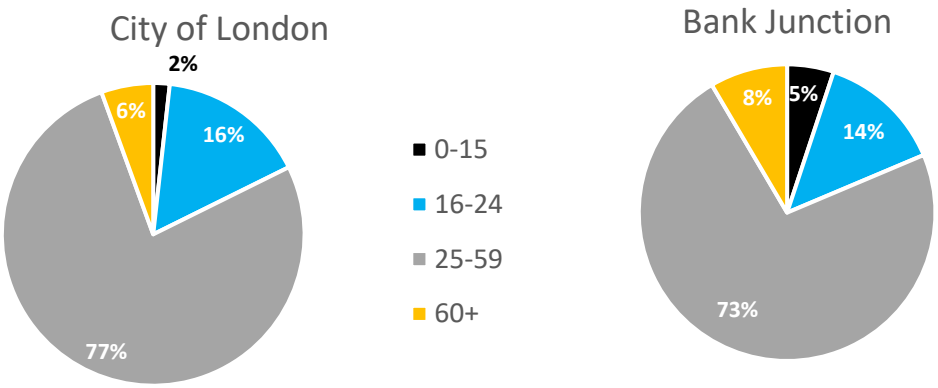


Source: LTDS 2018/19

2.24 Those aged 65+ have a higher mode split of walking, bus and Underground compared to the baseline, with no cycling and higher car use. Those aged 0 to 15 have a similar mode split to the baseline, however walking is lower while Underground use is higher. Those aged 16 to 19 show a higher proportion of car use and Underground, and a lower proportion for walk or bus services.

2.25 Figure 2-13 shows collision casualties by age category. It can be seen that compared to the City as a whole, those aged 60+ and those aged 15 and below account for a slightly higher proportion of casualties at Bank junction, at 8% and 5%, respectively. This is likely to reflect the lower proportions of people in these age groups moving around the City, relative to the predominant 25–59 age group.

Figure 2-13: Age of casualties involved in collisions

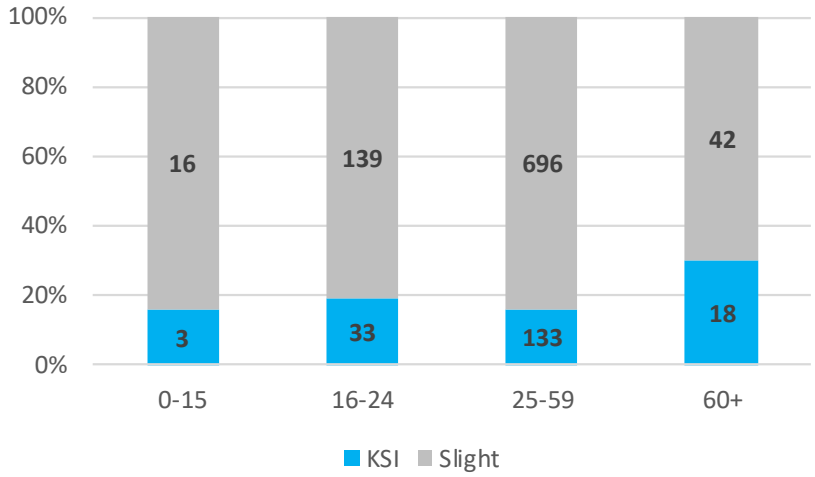


Source: STATS19 2016-2018

2.26 The proportion of KSI and Slight casualties per age category in the City of London is shown in Figure 2-13 below. On average across all age groups, KSIs account for 17% of all casualties involved in collisions from 2016-2018 in the City of London. Based on this, KSIs are higher than average for those age 60+ (30%) and those aged 16-24 (19%). A such, this indicates that these

age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.

Figure 2-14: Proportion of F&S and Slight casualties involved in collisions per age category



Source: STATS19 2016-2018

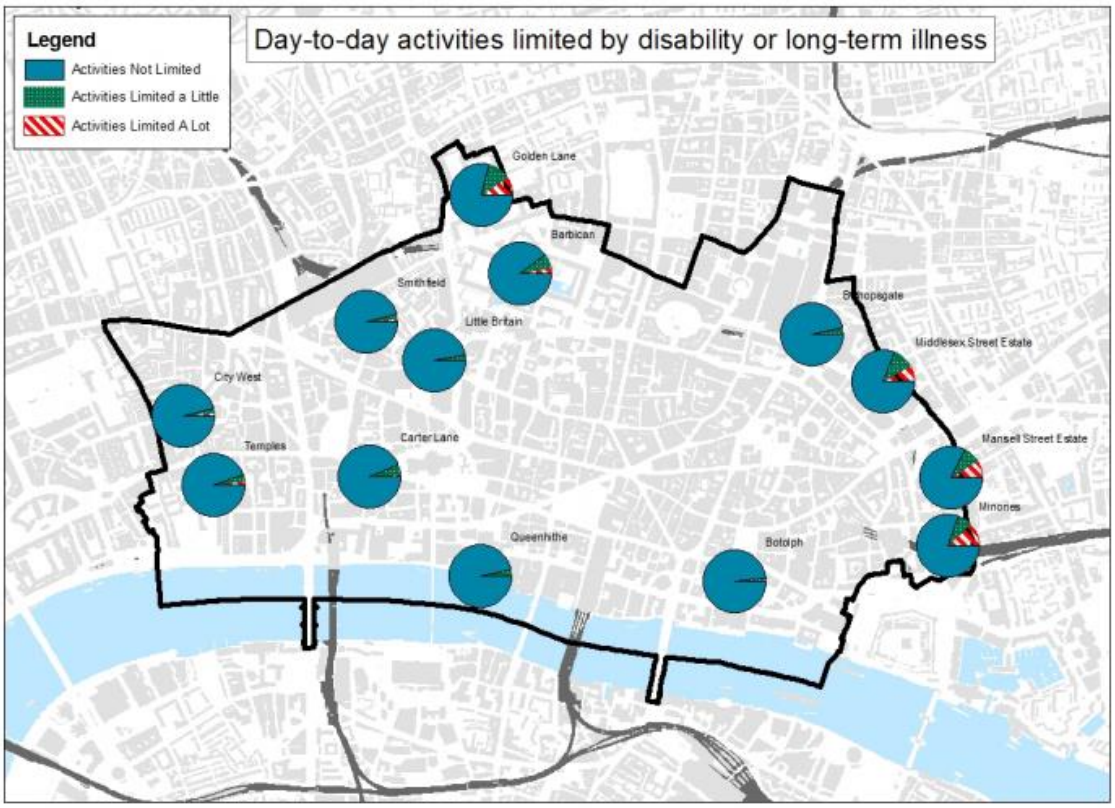
Disability

2.27 Day-to-day activities can be limited by disability or long-term illness. In the City of London as a whole, 89% of residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). In the areas outside the main housing estates, around 95% of residents responded that their activities were not limited. 12% of the residential population stated that they were either in fair, bad or very bad health.

2.28 The spatial distribution of health-based activity limitations can be seen in Figure 2-15 based on Census data[5]. Generally, areas to the east of the City and north of the City are more likely to have activities limited by disability or long-term illness.

[5] https://www.cityoflondon.gov.uk/services/planning/planning-policy/employment-and-population-statistics

Figure 2-15: Day-to-day activities limited by disability or long-term illness



Source: Census 2011

2.29 1.7% of the residential population in the City are blue badge holders, which is in the bottom five local authorities for the number of blue badges across the United Kingdom[6].

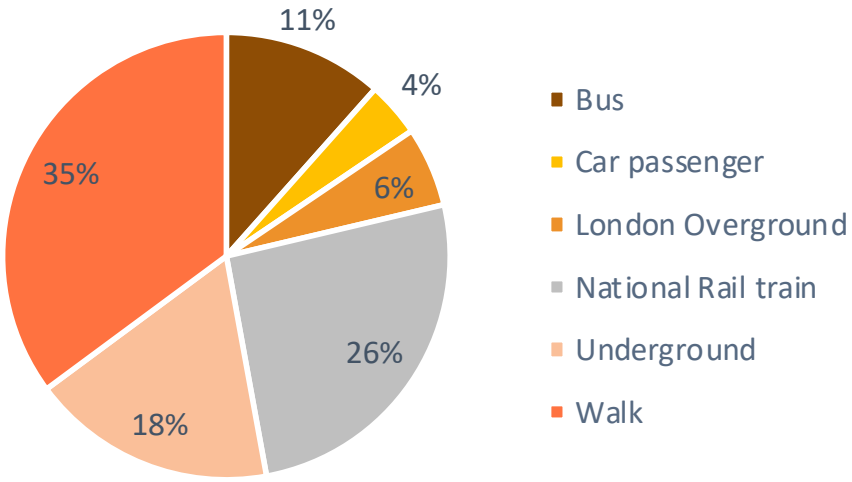
2.30 Across the UK focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey[7] shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% found cycling easier than walking. Survey results also show that 24% of disabled cyclists bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling.

2.31 LTDS 2018/19 analysis shows that 1.8% of trips made into the City of London are made by someone who has a mental or physical disability affecting daily travel (including old age). The mode split for these trips is shown in Figure 2-16.

[6] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/759944/blue-badge-scheme-statistics-2018.pdf

[7] Wheels for wellbeing annual survey 2018: https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-FINAL.pdf

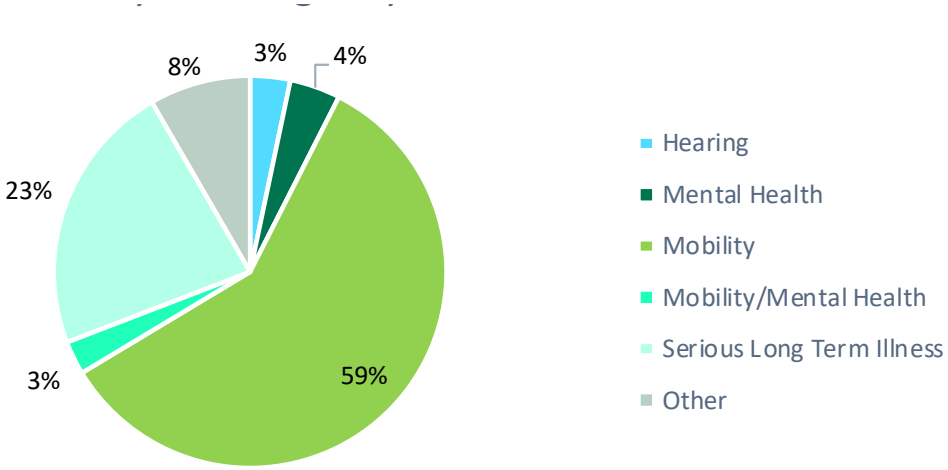
Figure 2-16: Mode split by people with a physical or mental disability affecting daily travel (including old age)



Source: LTDS 2018/19

2.32 When comparing to the LTDS mode split of trips made by all people, bus use for those with disabilities is twice as high (11% compared to 5%), car trips are higher (4% compared to 2.5%) and walking is significantly higher (35% compared to 25%). Disability types stated by those who have a disability affecting daily travel (including old age) are shown in Figure 2-17 below.

Figure 2-17: Disability types stated by those who have a disability affecting daily travel



Source: LTDS 2018/19

2.33 It can be seen that mobility impairment represents the highest proportion followed by impairment due to serious long-term illness. It should be noted that this data is based on a very small sample (1.8% of sample size for trips ending in the City of London), therefore results should be taken as general. It is important to note that various physical and mental disabilities can lead to travel limitations.

Pregnancy / maternity

2.34 The birth rate in the City of London was 7.9 births per 1000 people in 2016, approximately 33% below the national average that year of 11.9. Therefore, there are statistically less likely to be pregnant and maternal people who reside in the City. However, this represents only the residents of the City, and not the 522,000 people who work in the Square Mile, principally a working population. A proportion of this workforce will be pregnant and/or have infants or small children at any point in time.

2.35 Considering that the residential population of the City of London is quite small, it is unlikely that there will be a significant number of pregnant women and parents with infants and/or small children residing in the City at any given time. However, the numbers of pregnant women or parents with infants and/or young children that travel in and out of the City for work or leisure purposes may be higher.

Race

2.36 68% of the City's residential population hold a UK passport and 14% hold non-European passports. When looking at race per area in the City, 79% of the residential population is 'White'. There is a higher proportion of Asian population (47%) on Mansell Street, to the east of the study area, when compared to other areas in the City where the Asian population across the City is 13%[8].

2.37 The Asian population is approximately evenly split between Asian-Indian, Asian-Bangladeshi, Asian-Chinese and Asian-Other. The City has the highest and second-highest population of Asian-Chinese in Greater London and England/Wales respectively. The 'Black' population is low compared to Greater London and England/Wales at 2.6%. The remaining population identifies as mixed ethnicity (4%) or other.

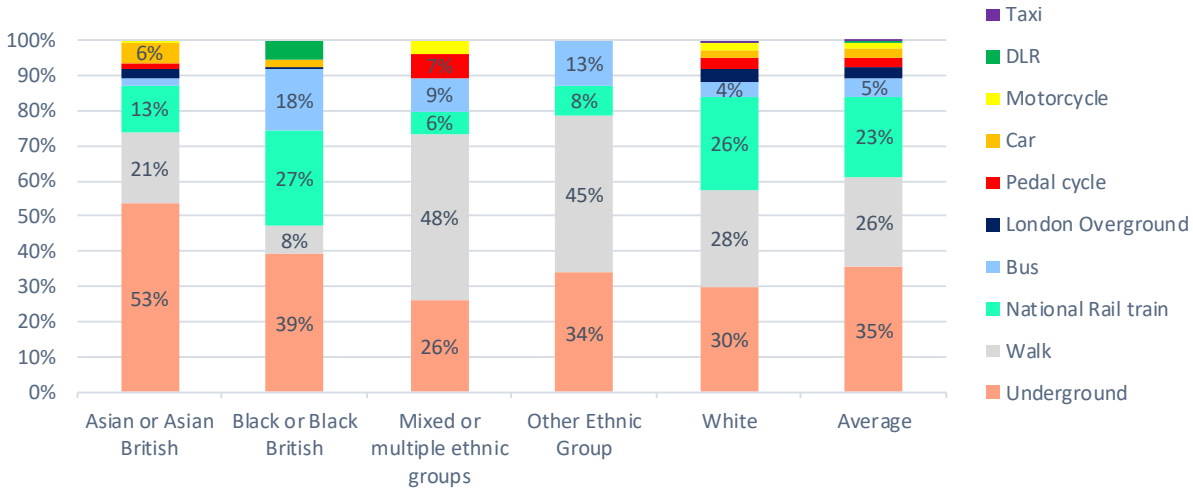
2.38 TfL data, for Greater London, shows that bus use among Black, Asian or Ethnic Minorities (BAME) Londoners is higher at 65% compared with 56% of white Londoners who use the bus at least once per week. Black Londoners using the bus at least once per week is significantly higher at 73%[9].

2.39 Mode split by ethnicity, based on LTDS 2018/19 analysis is shown in Figure 2-18.

[8] https://www.cityoflondon.gov.uk/services/planning/planning-policy/employment-and-population-statistics

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

Figure 2-18: Mode split by ethnicity



Source: LTDS 2018/19

2.40 Based on average travel modes to the City of London from the 2018-19 LTDS data, Black or Black British, Mixed or Multiple Ethnic Groups, and Other Ethnic Groups are more likely to use public buses. Asian or Asian British are more likely to drive (6%). Mixed or Multiple Ethnic Groups are more likely to cycle (7%). Both Mixed Multiple Ethnic groups and Other Ethnic Groups are much more likely to walk (45% and 45%, respectively). Again, it should be noted that these percentages may not be precise due to low sample sizes.

3 Overall impact on Bank junction movements

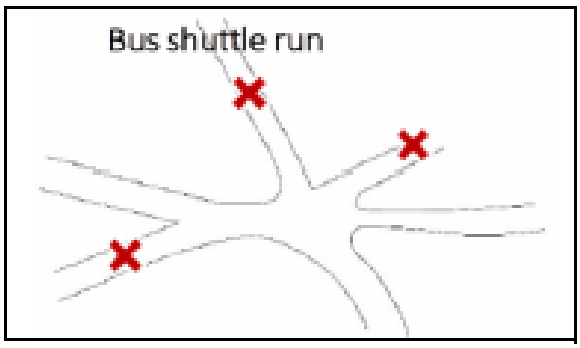
3.1 This section outlines the overall impact on vehicular and pedestrian movements at Bank junction and the impact of the new design. Consideration is given as to how the proposed design would affect movement for the following users:

- Pedestrians
- Cyclists
- Buses
- Taxis
- General motor traffic

3.2 The changes involve restricting access to Princes Street, with only buses and cyclists permitted using a shuttle run, as well as vehicles servicing Cornhill. Both Threadneedle Street and Queen Victoria Street would be closed to motorised vehicles, with access permitted for cyclists only. Pedestrians are not restricted in their movements across, between or through any of the junction arms.

3.3 These restrictions are illustrated in Figure 3-1 below.

Figure 3-1: Vehicular restrictions



Pedestrians

3.4 Movement of pedestrians between or through any of the junction arms will not be restricted in any way. Both Threadneedle Street and Queen Victoria Street would become pedestrian priority streets. No through traffic would be permitted to motor vehicles, other than for essential servicing.

3.5 The highest two-way pedestrian flow occurs at the southern footway of Mansion House Street. The majority of informal pedestrian crossings occurs at the Queen Victoria Street arm between the southern footway of Mansion House and Walbrook. Providing pedestrian priority in this area would increase safety and experience for a large number of pedestrians.

3.6 Footways would also be widened on Princes Street, Poultry, Lombard Street, Mansion House Street and Cornhill. Placemaking design features such as planters and benches are included within the design, however, are not expected to have a significant impact upon pedestrian comfort levels and have been designed to avoid the most popular pedestrian desire lines. Several pedestrian crossings are to be redesigned and narrowed – leading to a safer and more convenient experience for pedestrians.

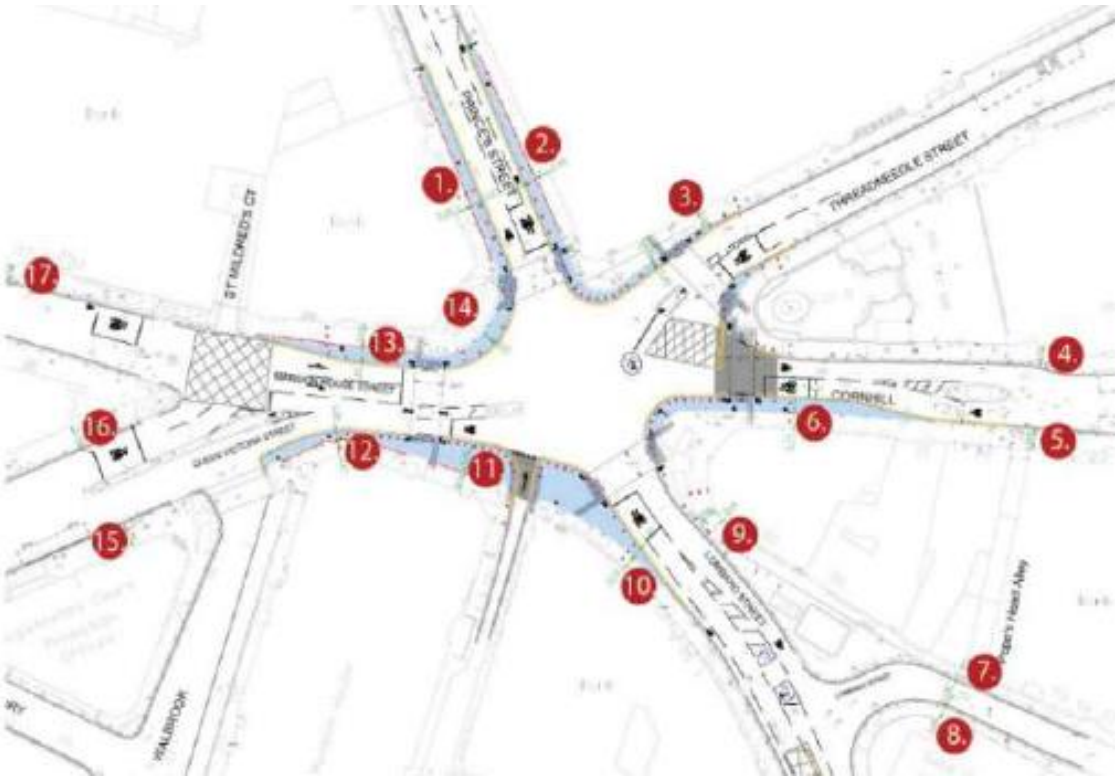
3.7 An assessment of the forecast pedestrian comfort levels of the design has been undertaken. The results from this assessment are presented within Table 3-1 below. A site plan is presented within Figure 3-2.

3.8 The table provides a comparison between the worst-case peak hour pedestrian comfort levels for the All Change at Bank scheme, against the recently completed Bank on Safety footway widening work, as well as the pedestrian comfort level prior to any changes. Note that the All Change at Bank flows assume no pedestrian growth.

Table 3-1: Pedestrian comfort level assessment

Site description	Site plan ref #	Pre-scheme (no footway changes)	Bank on Safety	All Change at Bank
Princes Street western footway	1	E	C-	C+
Princes Street eastern footway	2	D	C+	B
Threadneedle footway	3	E	E	B-
Cornhill RE footway	4	B-	B-	B-
Cornhill southern footway east	5	C+	C+	C+
Cornhill southern footway west	6	B	A-	A-
Lombard 1	7	F	F	F
Lombard 2	8	F	F	F
Lombard 3	9	C	C	C
Lombard 4	10	C-	C-	C
MH1	11	D	B+	A-
MH2	12	E	C-	B+
MH3	13	B-	B+	B+
MH4	14	D	B-	B+
QVS1	15	A-	A-	A
QVS1	16	A	A	A
Poultry 1	17	C+	C+	B

Figure 3-2: Pedestrian comfort level assessment – site plan



3.9 The All Change at Bank scheme will also increase pedestrian crossing widths and reduce crossing distances. Table 3-2 presents a comparison between the existing Bank on Safety conditions, and the proposed All Change at Bank conditions:

Table 3-2: Crossing distances and crossing widths

Location	Crossing distances		Crossing widths	
	Bank on Safety (metres)	All Change at Bank (metres)	Bank on Safety (metres)	All Change at Bank (metres)
Poultry	12.5	7.4	3.2	6.0
Mansion House Street	11.0	6.4	4.8	7.0
Princes Street	8.4	4.5	4.8	8.0
Threadneedle Street	10.1	4.0	4.0	6.0
Cornhill	8.8	8.0	4.0	6.0
King William Street	10.2	9.9	4.8	6.0
Queen Victoria Street	13.2	9.7	2.8	4.0

Cyclists

3.10 Princes Street and Queen Victoria Street see the highest volume of cyclists – 1,881 and 1,549, respectively (following Lombard Street/King William Street). Restricting traffic and improving cycle infrastructure would benefit all cyclists.

3.11 As with pedestrians, cyclists would not have any restrictions imposed on their movements. However, Threadneedle Street and Queen Victoria Street would become pedestrian priority streets and cyclists would be permitted access at all times. Princes Street would only permit access to buses, cyclists, emergency vehicles and servicing vehicles.

3.12 Modelling has looked at the following six key cycling routes:

- King William Street northbound
- Princes Street southbound
- Poultry eastbound
- Cornhill westbound
- Queen Victoria Street eastbound
- Threadneedle westbound

3.13 The cycling journey time changes in both AM and PM peak on these routes is negligible, with journey times affected by no more than 1 minute.

Buses

3.14 Buses would be restricted from using both Threadneedle Street and Queen Victoria Street, enforced through a modal filter. Buses would continue to have access to all other arms of the junction. These restrictions would impact c.4.6k passengers per day[10]. Following Lombard Street/King William Street, Threadneedle has the highest volume of in-service TfL buses (305) followed by Princes Street (196) and Queen Victoria (142) between 5:00-10:00 and 16:00-21:00. This scheme expected to displace or impact approximately 4,600 bus users daily.

3.15 These changes would require some alterations to bus routes 8, 11, 26 and 133 (plus night routes N242, N11, N26, N21, N550, N551 and N133) – as well as associated bus stops on these routes. These changes can be seen below. It should be noted that TfL had planned to re-route the 133 before the pandemic, therefore the All Change at Bank scheme would only directly impact three daytime routes.

3.16 The alteration of these bus stops may lead to longer walking journeys as part of bus journeys for some users. However, as the area is dense with destinations it is likely that while some journeys are made longer, others are shortened. The biggest increase in distance between existing and proposed bus stops is for the 133. With the removal of the stop on Threadneedle, the nearest relocated bus stop will be situated on Bishopsgate, approximately a 320 metre walk away (equivalent to 4 minutes at a standard pace). As noted above however, this bus route was due to be re-routed prior to the All Change at Bank scheme, therefore the scheme is not the direct cause of this increased distance.

3.17 Preliminary VISSIM modelling for the design demonstrated a high increase in journey time between Great Swan Alley and Monument Station and between Monument Station and London Wall[11]. In order to lessen this delay along with other bus journey delays modelled in the design, the design has been reviewed and revised to mitigate increases in bus journey times while continuing to account for improved pedestrian movement.

3.18 This review resulted in the introduction of a bus shuttle run on Princes Street. This shuttle run removes a diversion for three services (six routes in both directions) that is approximately 1km in length and passes through four to five extra junctions, considerably improving journey times versus a scenario whereby buses are forced to divert around Princes Street.

3.19 With the bus shuttle run mitigation, updated traffic modelling shows that only 4 routes (of the 24 different services) are expected to experience journey time delays greater than 2 minutes,

[10] Busto analysis, Transport for London data (February 2018).

[11] Bank Junction Shortlist Option Assessment, Norman Rourke Pryme (August 2020).

all of which are in the AM peak. These are the 11 (northbound), the 26 (northbound), the 133 (northbound) and the 100 (northbound).

3.20 The 11 bus route is expected to have increases of journey times of up to 2-3 minutes in the AM peak, and up to 2 minutes in the PM peak (both directions).

3.21 The 26 bus route is expected to have increases in journey times of between 3-5 minutes for northbound services in the AM peak, with southbound journey times expected to increase by up to 1-2 minutes. In the PM peak, journey time increases are minimal, with between 1-2 minutes of increased journey times anticipated.

3.22 The 100 bus route is expected to have increases in journey times of between 2-3 minutes for northbound services in the AM peak, with southbound journey times expected to increase by 1-2 minutes. In the PM peak, journey time increases are minimal, with up to 1 minute of increased journey times anticipated in either direction.

3.23 The 133 bus route is expected to experience journey time reductions of up to 1 minute for southbound services in the AM peak, though an increase in journey times of between 3-5 minutes for northbound services. In the PM peak, journey times on southbound services are expected to decrease by 3-5 minutes and increase by 1-2 minutes on northbound services. However, as noted above the re-routing of this bus route had been planned in any case by TfL and is not arising as a direct consequence of the All Change at Bank scheme.

3.24 Journey time savings of between 3-5 minutes are also expected for southbound 21, 43 and 141 services in the AM peak. In the PM peak, journey time savings are expected for northbound services of up to 1 minute, and up to 2 minutes for southbound services.

3.25 As such, whilst there are expected to be some increases in bus journey times of the three directly affected daytime bus routes, the maximum increase is modelled to be 3-5 minutes, with most changes smaller than this.

Figure 3: Proposed changes to bus routes 8 and N242

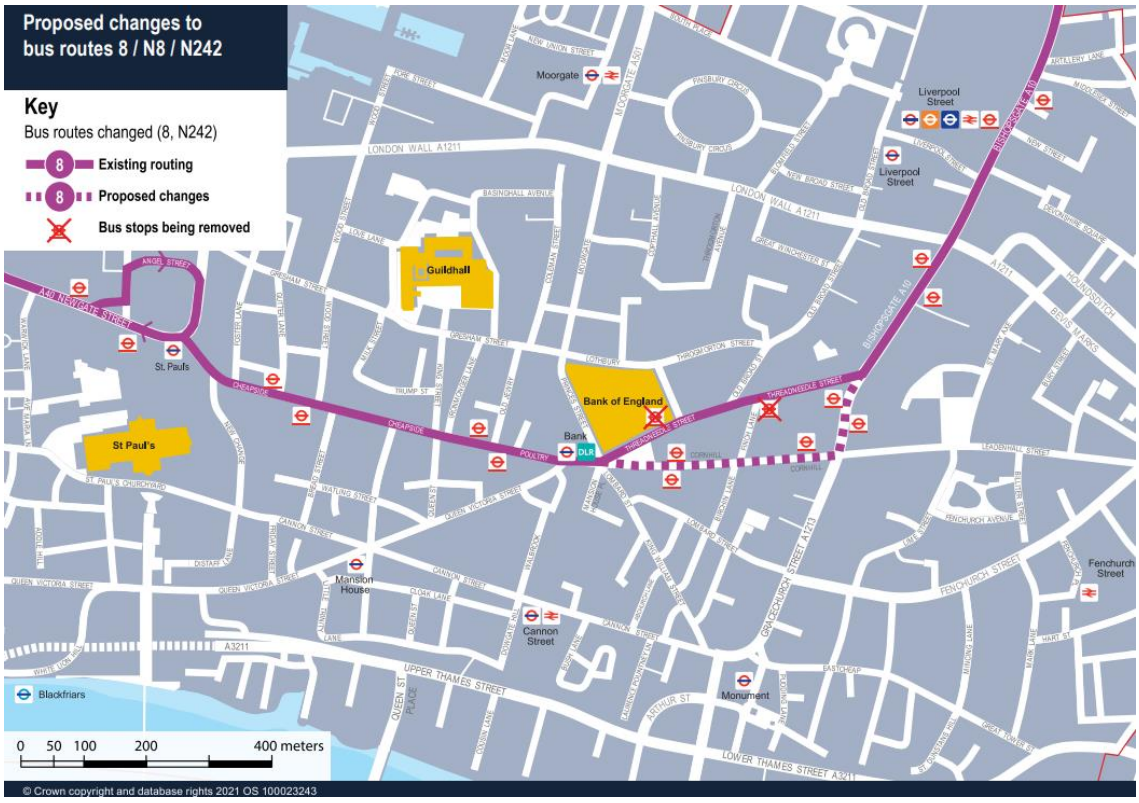


Figure 4: Proposed changes to bus route 133

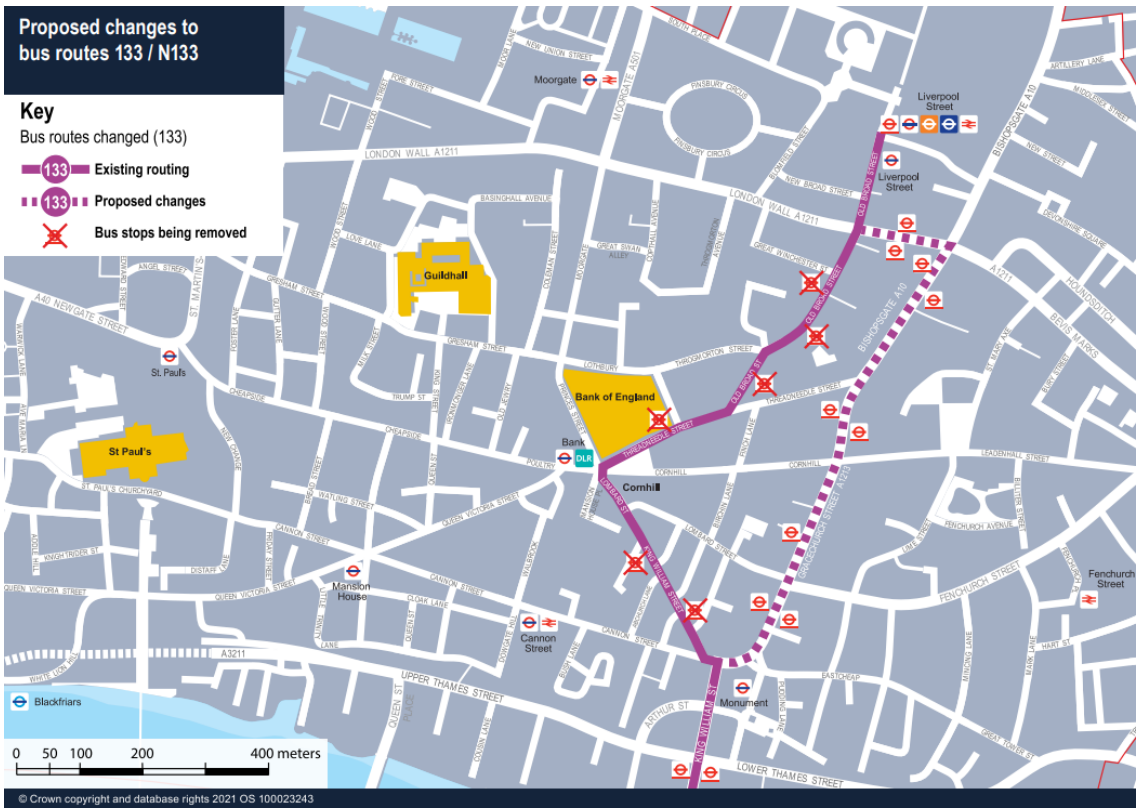
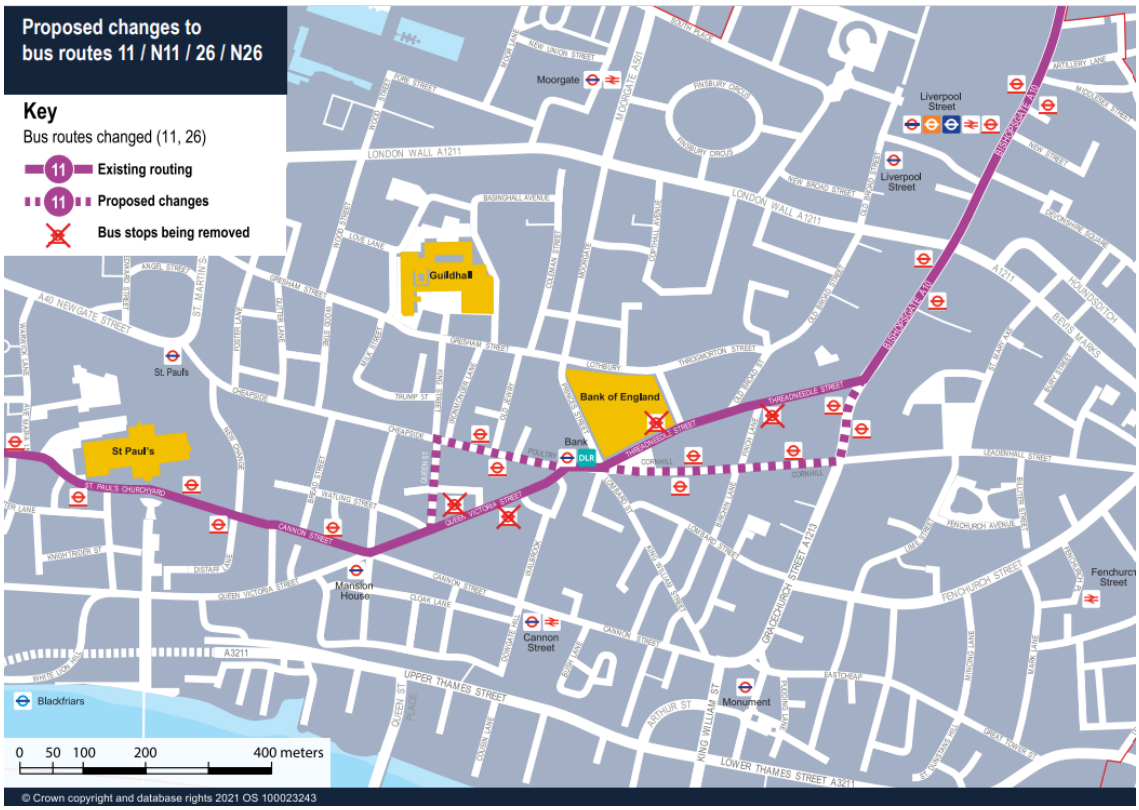


Figure 5: Proposed changes to bus routes 11 and 26



Taxis and general motor vehicle traffic

3.26 Between 5:00-10:00 and 16:00-21:00, Queen Victoria Street currently experiences the highest volume of licensed taxis entering the junction (312).

3.27 Motorised vehicle traffic would be restricted from using Threadneedle Street, Queen Victoria Street and Princes Street - except for servicing Cornhill. Access would remain unchanged on all other arms of the junction. Due to these restrictions, motorised vehicle drivers may choose alternative routes to divert around the Bank junction restrictions which could increase congestion and journey times elsewhere.

3.28 The existing taxi rank on Queen Victoria Street will moved c.50m westbound, away from the main entrance to Magistrates Court. The taxi rank at the northern end of Princes Street is to be retained as existing.

3.29 While taxis will not be able to drop off or collect passengers from Threadneedle St, it should be noted the entrances into the units of the Royal Exchange on this section are currently not accessible for all users. Stakeholder feedback from the Bank of England didn't highlight an issue with the additional distances to travel to the drop off/ pick locations for taxis.

3.30 Preliminary VISSIM modelling shows that permitting taxis through Bank junction would have a small benefit to general traffic journey times away from the junction, but a small disbenefit to bus journey times through Bank junction.

3.31 At this stage, modelling has looked at general traffic journey times on four key routes: Bishopsgate, Cannon Street, London Wall and New Change/Newgate Street gyratory. The design with mitigation in both the AM and PM Peak are expected to have negligible effect on journey times for general traffic.

3.32 It should be noted that general motor traffic access to Bank junction is currently restricted Monday-Friday, 7AM to 7PM, as part of the Bank on Safety improvements. As such, any permanent closure of the junction arms to motor traffic would only affect those currently driving through the junction outside of peak hours or on weekends where traffic flow is lower, and delays are less likely to occur.

Blue Badge parking

3.33 At present, there are single bay Blue Badge spaces either side of Cornhill, located directly outside of the Pitcher and Piano bar and restaurant. The overall provision and location of Blue Badge parking will not be amended as part this scheme.

4 Impacts on equalities

Introduction

4.1 This chapter considers the equality impacts of the measures being proposed as part of the All Change at Bank Scheme. This assesses the design and its disproportionate impact upon equalities – both positive and negative. Recommended mitigations are also provided for any potential disproportionately negative impacts.

Age

4.2 Overall, the scheme is likely to have a positive impact on reducing inequalities for this PCG – as the improvements it provides to pedestrians will improve the safety and journey experience of this mode which is makes up a high mode share for trips made by older and younger Londoners.

4.3 According to the Kings College London 2016 report "An Age Friendly City – how far has London come?"[12], there is significant crossover between older Londoners and disabled Londoners. For example, almost half of those aged 65-69 report having a physical disability (46%). Therefore, mobility issues in accessing public transport are likely to be particularly relevant for those aged 60+.

4.4 As noted above there is a large overlap between older and disabled Londoners. Older people are also more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time, and some may use mobility aids for walking. Additional space for walking is likely to be particularly beneficial for those who find it difficult to navigate narrow and crowded footways.

4.5 The Greater London Authority (GLA)'s 'Equality, diversity and inclusion evidence base for London' 2019 report[13] shows that 49% of 16-24-year-old Londoners cite cost of tickets as a barrier to using public transport more often, compared to less than 10% of those aged 65+. Young people are most likely to either walk or use the bus, in part because these are generally lower cost modes than the London Underground.

4.6 This may also be reflected in the demographics of those cycling within London. According to the GLA's report, younger people are the most likely to cycle. A 2016 TfL survey showed that 82% of Londoners who cycled in the past year were under the age of 45, with just 18% over 45. As the scheme will improve conditions for cycling, this likely to disproportionately benefit young people.

[12] **https://www.london.gov.uk/sites/default/files/an_age_friendly_city_report.pdf**

[13] **Equality, Diversity and Inclusion Evidence Base for London - London Datastore**

4.7 Additionally, TfL's "Travel in London: Understanding our diverse communities" 2019 study[14] suggests that younger Londoners aged 16-24 are much more likely to have experienced a recent worrying incident on public transport (40%) compared to the London average of 32% and especially compared to those aged 65+ at 13%.

4.8 A key objective of the Mayor of London's Healthy Streets programme is to improve the quality and safety of streets by implementing new or improved infrastructure. This includes measures such as improvements to crossings, addressing maintenance issues, providing more places for people to stop and rest. Older Londoners aged 65+ are currently less likely to be satisfied with the streets and pavements while walking according to the GLA's 'Equality, diversity and inclusion evidence base for London' 2019 report. The research identified uneven pavements, kerbs, street parking, lack of seating (e.g. benches) or accessible toilets as particular barriers to walking for older people.

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

4.10 People of young and old age are more vulnerable to poor air quality[15]. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel will disproportionately benefit these age groups through improved air quality and increased physical activity.

4.11 Creating additional space for pedestrians and cyclists is likely to improve conditions for these people by creating a safer, less crowded environment. This will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group) and those aged 60+ also have a higher-than-average likelihood of being killed or seriously injured if involved in a collision within the City.

4.12 A disproportionately high percentage of those aged 65 to 75 living in the City of London rely on driving a car or van (11%) to travel to work. As the new design will restrict general motor traffic access to some extent, it is likely that a number of journeys may be extended to avoid passing through Bank junction, leading to increased journey times and additional cost.

4.13 However, it should be noted that general motor traffic access to Bank junction is currently restricted Monday-Friday, 7AM to 7PM, as part of the Bank on Safety improvements. As such, any permanent closure of the junction arms to motor traffic would only affect those currently driving through the junction outside of peak hours or on weekends where traffic flow is lower, and delays are less likely to occur. Given that there are significantly more pedestrians than motor vehicles during peak hours, there is a strong case for reallocating road space for the comfort and benefit of all pedestrians.

[14] **Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)**

[15] **https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf**

4.14 It should be noted that the proportion of trips made by the 65+ age group by walking or public transport far outweighs the proportion using private cars. Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.

Disability

4.15 This scheme is aimed at improving conditions for all pedestrians and cyclists, therefore this will benefit those with disabilities who use the street, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes, as more space will be provided. The introduction of pedestrian priority streets with access closed to motor traffic will create significantly more space for pedestrians and reduce crowding around the junction.

4.16 As part of the design and public consultation and accessibility engagement period for the scheme, the City of London worked alongside Transport for All (TfA). TfA are the only pan-impairment disabled-led group that strives to increase access to transport across the UK.

4.17 TfA facilitated several meetings with disability groups and individuals with various levels of accessibility to discuss the proposals and provide comments for us to consider. Meetings took place with Royal National Institute of Blind People, Guide Dogs, Alzheimer's society and Wheels for Wellbeing. Individuals with varied accessibility needs took part in four workshops, including members of City of London Access Group and the Bank of England Disability Staff Network.

4.18 The TfA accessibility tracker identified over 140 comments received during the accessibility sessions. Some of the main points that were raised across the workshops and responses received to TfA were:

- Consideration of the design and placement of street furniture to avoid obstructing footways
- Careful planning and clear communications to allow safe and accessible routes around the construction site
- Crossing points to be clearly defined and safe to use
- Suitable solutions for delineation of cycle path and footway and use of kerbs

4.19 The concerns raised within the consultation survey regarding the need for taxi access for disabled people did not dominate the workshops discussion or responses, although there were questions relating to additional wheeling / walking distances that would result for the restrictions. The proposals have been assessed through the City of London Street Accessibility Tool to help inform the detail design.

4.20 Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey[16] shows that 65% of disabled cyclists use their bike as a mobility aid, and 64% found cycling easier than walking. Survey results also show that 31% of disabled cyclists bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling.

4.21 The Royal National Institute of Blind People (RNIB) has raised concerns regarding the safety of visually impaired users in shared spaces, particularly with regard to feeling of safety and

16 Wheels for Wellbeing Annual Survey 2019: **https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf**

inclusion. Pedestrian priority areas have the potential to increase collision risk between pedestrians and cyclists, particularly given the high flows of both users in peak periods.

4.22 While the introduction of seating areas and public realm improvements will provide disabled people to sit and rest, which is likely to disproportionately benefit those with physical mobility impairments, these pieces of street furniture may increase the challenges for visually impaired people to navigate their way through the area safely and conveniently.

4.23 Transport for All's (TfA) 'Pave the Way' Report shows that walking is the primary mode of travel for blind and partially sighted people, who have reduced transport alternatives available to them. TfA's research shows that nearly 90% of blind and partially sighted respondents interviewed said that being able to make walking journeys independently, without a sighted guide was important or very important to them.

4.24 Bus use for those with disabilities makes up 11% of the mode share, which is double the overall bus mode share for travel into the City of London (5.5%). As such, the delays to buses will disproportionately impact those with disabilities. The soon-to-open step-free access at Bank Station will provide another step-free public transport option within walking distance of Bank junction. While this would not directly alleviate the issue of bus delays, it will potentially open up another method of public transport that has previously been inaccessible for disabled users and could facilitate modal shift away from bus.

4.25 The TfL 2019 Travel in London report highlights that those who identify as disabled and those who do not have the same rate of car use as passengers. Additionally, they have slightly lower rates of use of taxi and private hire vehicles. Therefore, any impact to those with mobility requirements would not be disproportionate compared to those who do not. At this time, special vehicle access to restricted roads has not yet been decided.

Pregnancy/Maternity

4.26 The majority of journeys in the City of London involve walking, either because they are completely walked or as part of a walking leg to access a public transport stop. The redesign would improve walking for all pedestrians across Bank junction by providing more space on footways and improving pedestrian crossing points. This is likely to disproportionately benefit those travelling with prams, who may find it difficult to negotiate crowded and narrow footways. It will also benefit those walking with infants or small children, enabling them to walk side-by-side more easily.

4.27 Reduction to through-traffic is likely to reduce conflict between different road users on the whole. This will create a safer environment, particularly for pregnant people and parents with infants and/or young children. This will also provide benefits to pedestrians travelling with prams who require additional time to navigate curbs when crossing the street.

4.28 There is growing evidence showing that prenatal exposure to air pollution is associated with a number of adverse outcomes in pregnancy[17]. Therefore, a reduction in emissions from private vehicle use and increases in active modes of travel will disproportionately benefit pregnant women.

[17] **https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf**

4.29 Furthermore, improvements to public realm and the introduction of benches/seating areas will disproportionately benefit this PCG, providing young mothers or pregnant women with places to sit and rest. The design of street furniture and bollards should however be designed in a way that avoids pinch points, as people with prams/buggies may it uncomfortable or even difficult to navigate through the space.

Race

4.30 The majority of journeys in the City of London involve walking, either because they are completely walked or as part of a walking leg to access a public transport stop. This design would improve walking for all pedestrians across Bank junction by providing more space on footways, and reallocating road space for pedestrian usage. Improvements for pedestrians will directly benefit those groups who are more likely to use public transport, as they are likely to walk to/from the nearest public transport stop.

4.31 Improvements to cycle safety are likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle through increasing the safety of cyclists with motor traffic reduction and reducing the amount of turning vehicles.

4.32 TfL data for Greater London shows that bus use among Black, Asian or Ethnic Minorities (BAME) Londoners is higher at 65% compared with 56% of white Londoners who use the bus at least once per week. Black Londoners using the bus at least once per week is significantly higher at 73%.[18]BAME groups would therefore be disproportionately negatively affected by any increases in bus journey times.

4.33 The cost of transport is a particular barrier to increased public transport use amongst BAME Londoners with 60% of BAME Londoners saying costs is a barrier compared to 38% of white Londoners.[19] Therefore, schemes which help to make transport more affordable or offer improvements to low-cost modes of transport such as walking and cycling may benefit users who identify as being of BAME groups.

Summary

4.34 A summary of the impact on each PCG, and recommended mitigating actions are presented within Table 4-1 (overleaf).

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

[19] GLA Intelligence – Equality, Diversity and Inclusion Evidence Base for London

Table 4-1: Summary of impact and mitigation actions

PCG	Impact on equalities	Mitigation actions
Age	• The pedestrian priority streets on Threadneedle Street and Queen Victoria Street will greatly increase the amount of space usable by pedestrians. As such, improvements for pedestrians will disproportionately benefit those aged 65+. • The restrictions on Queen Victoria Street and Threadneedle Street will require some bus stop relocations. This could disproportionately negatively impact those of older age who rely on mobility aids if they are now required to walk further than previously required. However, the new location of bus stops may also disproportionately benefit those who are now closer to their destination and are required to walk shorter distances. Without detailed information on the final origins and destinations of bus passengers, it is not possible to quantify whether positive impacts will outweigh negative impacts (or vice-versa). • This review resulted in the introduction of a bus shuttle run on Princes Street. This shuttle run removes a diversion for three services (six routes in both directions) that is approximately 1km in length and passes through four to five extra junctions, dramatically improving journey times versus a scenario whereby buses are forced to divert around Princes Street. • Those with aged, related mobility disabilities who rely on taxis may have to travel further to their final destination or to a taxi rank than previously required. However, the proposed relocation of the taxi rank in Queen Victoria Street will remove the need to cross Bucklersbury for those using the accessible entrance to Bank underground located on Walbrook. • While taxis will not be able to drop off or collect passengers from Threadneedle St, it should be noted the entrances into the units of the Royal Exchange on this section are currently not accessible for all users. Stakeholder feedback from the Bank of England didn't highlight an issue with the additional distances to travel to the drop off/ pick locations for taxis. • The inclusion of additional benches and resting areas as part of widened pavements will disproportionately benefit the elderly who are more likely to require resting points when making journeys. • Improvements to the cycling infrastructure such as restricting motor vehicle access on Threadneedle Street may disproportionately benefit younger people who are most likely to cycle. • Overall, the design is likely to have a positive impact on reducing inequalities for this PCG.	• It is recommended that the City works monitors the performance of the cycle link on Threadneedle Street, with particular regard paid to how elderly users use and perceive this space. • Ensure that street furniture is not located on desire lines so that those with visual impairments are not restricted in their movements. Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual, audible and tactile cues. • 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. • 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.
Disability	• The restriction of all motor traffic on Threadneedle Street and Queen Victoria Street is likely to create a safer environment to cycle, with fewer motor vehicles to interact with and a reduction in the percentage of turning vehicles. As such, this is likely to benefit all cyclists, and could potentially encourage people with disabilities to try cycling, if their disability permits. • The restrictions on Queen Victoria Street and Threadneedle Street will require some bus stop relocations. This could disproportionately negatively people who rely on mobility aids if they are now required to walk further than previously required. However, the new location of bus stops may also disproportionately benefit those who are now closer to their destination and are required to walk shorter distances. Without detailed information on the final origins and destinations of bus passengers, it is not possible to quantify whether positive impacts will outweigh negative impacts (or vice-versa). • The ability of taxis and minicabs 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 Princes Street. In addition, the existing taxi rank on Queen Victoria Street will moved c.50m westbound, away from the main entrance to Magistrates Court. Therefore, those with mobility disabilities 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, though based on modelling, this is expected to be negligible. However, the proposed relocation of the taxi rank in Queen Victoria Street will remove the need to cross Bucklersbury for those using the accessible entrance to Bank underground located on Walbrook. • While taxis will not be able to drop off or collect passengers from Threadneedle St, it should be noted the entrances into the units of the Royal Exchange on this section are currently not accessible for all users. Stakeholder feedback from the Bank of England didn't highlight an issue with the additional distances to travel to the drop off/ pick locations for taxis. • The main points raised within Transport for All workshops included the need for careful planning and clear communications to allow safe and accessible routes around the construction site, ensuring that crossing points are clearly defined and safe to use, ensuing that suitable solutions are made for the delineation of cycle path and footway on Threadneedle Street, and ensuring that the use of kerbs not make the design inaccessible or difficult to navigate. Addressing each of these will be key to ensuring that the scheme does not disproportionately negatively impact disabled people. • Overall, this design is likely to have a positive impact on reducing inequalities for this PCG. The design provides pedestrian priority areas which will benefit all pedestrians, particularly those with disabilities.	• It is recommended that the City works monitors the performance of the cycle link on Threadneedle Street, with particular regard paid to how disabled users use and perceive this space. • It also recommended that the performance of wayfinding signage, design of crossings, kerbs, surfacing and street furniture/bollards are monitored to ensure that they are not disproportionately negatively impacted disabled people. • Inaccessible infrastructure is a primary barrier preventing Londoner's with disabilities from cycling. It is therefore important to ensure cycling infrastructure is suitable for all bicycle types – with adequate widths and lack of obstructions to allow for specialised cycles. • Ensure that street furniture is not located on desire lines so that those with visual impairments are not restricted in their movements. Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual, audible and tactile cues, for example tactile paving or audible pedestrian traffic signals at appropriate locations. • 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. • Ensure that access points for modal filtering are accessible to all users, including those with visual or mobility impairments and parents with prams. • 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.

Pregnancy/ Maternity	• Due to the restrictions on taxis being unable to pick-up or drop-off passengers on Threadneedle Street, pregnant people or those with prams may who rely on taxis for mobility will have to walk longer distances and cross over additional roads to reach their destination, or a designated pick-up area. • Seating will disproportionately benefit pregnant women or young mothers who are likely to require more frequent rests as part of their journeys. • Overall, the scheme is likely to have a positive impact on reducing inequalities for this PCG. Improvements to footway widths, pedestrian crossings, public realm and air quality will benefit those travelling with prams or young children.	• Ensure that any additional space created for pedestrians is accessible to all users, including parents with prams, for example by ensuring that new space is flush with existing footways, or alternatively that dropped kerbs or ramps are provided. Street furniture/bollards should also be designed (and monitored) to ensure that they are not creating any pinch points or making travel through the area more difficult for people with prams/buggies. • 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. • Ensure that access points for modal filtering are accessible to all users, including those with visual or mobility impairments and parents with prams.
Race	• This review resulted in the introduction of a bus shuttle run on Princes Street. This shuttle run removes a diversion for three services (six routes in both directions) that is approximately 1km in length and passes through four to five extra junctions, dramatically improving journey times versus a scenario whereby buses are forced to divert around Princes Street. • The restrictions on Queen Victoria Street and Threadneedle Street will require some bus stop relocations. This could disproportionately negatively impact those groups who use the bus more often than others, as they are now required to walk further than previously required. However, the new location of bus stops may also disproportionately benefit those who are now closer to their destination and are required to walk shorter distances. Without detailed information on the final origins and destinations of bus passengers, it is not possible to quantify whether positive impacts will outweigh negative impacts (or vice-versa). • While it is noted that this PCG is more likely to use public transport – which will be affected by the relocation of bus routes – this PCG will also benefit from pedestrian improvements at the start and end of journeys which will most likely be made on foot. • BAME Londoners are more likely to report cost as a barrier to transport. This scheme is therefore likely to disproportionately benefit this PCG through the improvement to low-cost modes of transport – walking and cycling. • Overall, the scheme is expected to have a positive impact on reducing inequalities for this PCG. The design provides pedestrian priority areas which will benefit those travelling by foot or cycle.	• 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.

5 Conclusions

5.1 This EqIA has assessed the impact of the All Change at Bank design in order to highlight impacts that may positively or negatively affect certain PCGs and any mitigation recommendations to help inform its successful implementation. Where negative impacts have been identified, recommendations have been provided to mitigate these and will be used to help inform the more detailed feasibility designs and to assist with decision making.

5.2 The All Change at Bank scheme focuses on improving pedestrian safety, air quality, and pedestrian experience by restricting motor traffic on two to three arms at Bank junction and implementing pedestrian/cyclist priority areas. This scheme will not only benefit those making trips entirely on foot but will also benefit the large share of trips made by public transport, given the likely need to access public transport stops by walking.

5.3 The Bank Station Capacity Upgrade project focuses on increasing station capacity to enable movement of 40% more passengers, making the Bank on Safety project even more pertinent to provide safe and pleasant pedestrian priority areas around Bank junction. This will disproportionately benefit those groups who are more reliant on walking, such as those as 65+, as well as those who may find narrow and cluttered footways particularly difficult to negotiate, such as disabled people with mobility impairments or people walking with prams or with young children.

5.4 Overall, the number of people who will benefit from the changes is likely to greatly outweigh those under certain PCGs who may be negatively impacted. The improvements to pedestrian safety are expected to benefit all of the PCGs – as all are most likely to make trips as pedestrians in the subject area.

5.5 The primary cause of negative impact upon PCGs is due to the alteration of bus routes, and inaccessibility to be picked-up or dropped-off by motor vehicles on Threadneedle Street or Queen Victoria Street in the same locations as was previously possible. While taxis will not be able to drop off or collect passengers from Threadneedle St, it should be noted the entrances into the units of the Royal Exchange on this section are currently not accessible for all users. Stakeholder feedback from the Bank of England didn't highlight an issue with the additional distances to travel to the drop off/ pick locations for taxis.

5.6 Engagement facilitated by Transport for All also revealed a number of key concerns from disabled people, including the need for careful planning and clear communications to allow safe and accessible routes (particularly during construction). Furthermore, they recommended that solutions are made for the delineation of the cycle path and footway on Threadneedle Street and ensuring that the use of kerbs not make the design inaccessible or difficult to navigate. Addressing each of these will be key to ensuring that the scheme does not disproportionately negatively impact disabled people.

5.7 Due to the limited space available at Bank junction, designing a scheme that perfectly satisfies the specific needs of every stakeholder would be an unachievable aim. As such, the All Change

at Bank scheme has been designed in a way which finely balances the needs of all, while taking into account the specific needs of each PCG. It is recommended that ongoing collaboration with stakeholders takes place to ensure that the scheme can be implemented in way in which maximises benefits and minimises negative impacts on PCGs.

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