

Committees: Streets and Walkways <i>[for decision]</i> Operational Property and Project Sub <i>[for decision]</i>	Dates: 23 May 2023 5 June 2023
Subject: Pedestrian Priority Streets Programme – Phase 1 Unique Project Identifier: 12269	Gateway 5 – Authority to start work Complex
Report of: Executive Director Environment Report Author: Kristian Turner – Policy and Projects, City Operations	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Background: A three-year programme implementing pedestrian priority schemes across the Square Mile to enhance comfort, safety and accessibility for people walking. The programme will directly help deliver the objectives of the Transport Strategy and Climate Action Strategy.</p> <p>Phase 1 of the programme features on-street measures at six different locations:</p> <ul style="list-style-type: none"> • Old Jewry • King Street • King William Street • Cheapside (east of Bread Street) • Threadneedle Street / Old Broad Street • Chancery Lane <p>In September 2022, Members received an update report detailing the acceleration of the Phase 1 programme to deliver permanent measures without first implementing previously planned interim measures.</p> <p>In February 2023, Members approved making three of the traffic measures permanent at Old Jewry, King Street and King William Street.</p> <p>The traffic experiment on Chancery Lane is currently underway and is proceeding to its own specific programme.</p>
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	<p>This report</p> <p>The purpose of this report is to present to Members the results of the experimental traffic order’s statutory and public consultation exercise and seek Member approval for making the traffic changes permanent at:</p> <ul style="list-style-type: none"> • Cheapside • Old Broad Street/Threadneedle Street <p>This report is presented as a Gateway 5 report seeking authority to permanently implement the traffic measures at the two locations. The timing of this report is necessary to make a decision on whether to make the traffic changes permanent as the experimental traffic orders will expire in July 2023.</p> <p>The report also sets out the approach for the funding strategy to confirm the necessary funds to deliver all of the public realm measures, with a further Gateway 5 Issues Report expected to be submitted later this year once the design and estimate work is completed for:</p> <ul style="list-style-type: none"> • Old Jewry • Cheapside • King William Street • Old Broad Street / Threadneedle Street <p>RAG Status: Green (last report: green)</p> <p>Risk Status: Medium (last report: medium)</p> <p>Total Estimated Cost of Project (excluding risk): <i>all phases</i> £6.150M - £10.75M</p> <p>Spend to Date: On the whole project - £1,445,656 (of £2.615M approved budget)</p> <p>Funding Source: £6M from Climate Action Strategy funding (OSPR) and S106 (£150K) (both confirmed)</p> <p>Costed Risk Provision Utilised: £56k</p>
<p>2. Requested decisions</p>	<p>Next Gateway/Report – G5 Issues Report (November 2023)</p> <p>Next Steps: Subject to receiving approval under the Traffic Management Act (TMAN) from Transport for London (TfL) for the two schemes, the next steps following approval of this report are:</p> <ul style="list-style-type: none"> ▪ Notify statutory parties/consultees on intent to make permanent traffic orders; ▪ Make permanent traffic orders for Cheapside and Old Broad Street/Threadneedle Street; ▪ Publish notice of making for the permanent traffic regulation orders;

- Cheapside – complete detailed design of the public realm and traffic scheme, local engagement, utility estimates and implement ~ construction start estimated Q2 2024;
- Cheapside – undertake road safety assessment and initiate a traffic experiment to allow access for taxis on a trial basis;
- Old Broad Street / Threadneedle Street – complete detailed design of the public realm and traffic scheme, local engagement, utility estimates and implement ~ construction start estimated late 2024.

Requested Decisions

Subject to the two schemes, Cheapside and Old Broad Street/Threadneedle Street receiving approval from TfL and noting the objections to the statutory consultation, Members of the **Streets and Walkways Sub-Committee** are asked to choose from the following two options to progress the project:

1) Option 1 (recommended)

Make the experimental traffic measures permanent (as set out in the main body of this report) on:

- a) Cheapside (point restriction except for buses and cycles + priority give-way arrangement);
- b) Initiate a further traffic experiment at the same location on Cheapside to assess the impacts of taxis being exempted from the restriction;
- c) Old Broad Street (one-way northbound with contra-flow cycle lane) and Threadneedle Street (one way westbound with contra-flow cycle lane).

2) Option 2 (not recommended)

Revert the streets to the previous state:

- a) Cheapside (two-way working for all vehicles);
- b) Old Broad Street and Threadneedle Street (two-way working for all vehicles).

In the event that Option 1 is chosen, Members of the **Streets and Walkways Sub-committee** are asked to approve:

- 3)** The initiation of an experimental traffic order at the Cheapside location, following a safety assessment, exempting taxis from the point restriction, and delegate authority to the Executive Director Environment to make any necessary traffic orders.

Members of the **Streets and Walkways Sub-committee** and **Operational Property and Projects Sub-committee** are asked to **note** that:

- A funding strategy is being prepared to deliver the appropriate scheme outcomes for the best value;

	<ul style="list-style-type: none"> • A capital bid of £2m is to be prepared to fund the maintenance elements of the King William Street corridor scheme. <p>Members of Streets and Walkways and Operational Property and Projects Sub-committee are asked to:</p> <p>4) Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.</p>
<p>3. Budget</p>	<p>Existing budget and spend to date</p> <ol style="list-style-type: none"> 1. The three-year Pedestrian Priority Streets Programme is funded through the Climate Action Strategy (£6M / OSPR). 2. The overall <u>current approved</u> budget for the whole Pedestrian Priority programme is £2,601,628. 3. To date, £1,445,666 has been, leaving a total remaining unspent budget of £1,155,962. <p>Estimates for Phase 1 schemes</p> <ol style="list-style-type: none"> 4. The highway and public realm design work for the six locations in the Phase 1 programme are being developed based on the specifics of each location, with some designs being more advanced than others due to the particular physical constraints and stakeholder elements at each location. 5. As the designs are being developed, our understanding of the costs in delivering each scheme are becoming more accurate. There are two elements. The traffic measures themselves are relatively inexpensive to deliver as much of the signing and associated lining and infrastructure is in place. The majority of the implementation costs are in the widening of the footways and the complimentary public realm improvements. 6. If Option 1 is approved to make the traffic orders permanent at the two locations, we know that civils works will be required at five locations in total. Chancery Lane (whatever decision is taken after experiment) will not require further physical works. 7. The table below represents our best estimates at the current time to implement the traffic changes <u>and</u> the public realm enhancements that deliver the best outcomes.

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

*no further costs for physical works on Chancery Lane

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

Funding Strategy

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

Option A – achieve maximum benefits, seek Capital funding

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

12. Option B – value engineer and reduce design scope to existing budget

Under this option, a significant adjustment in expectation of public realm outcomes would need to be made:

- King Street is on site and will be delivered as previously reported;
- On Old Jewry the raised granite table could be delivered and the pedestrian space left open without further public realm enhancements;
- At Cheapside the civils works to widen the footways to create the pinch point and raise the carriageway could be delivered without further planting and standard benches could be installed;
- On King William Street, the scheme would need to be delivered as proposed as no footway widening can be delivered without the maintenance works. New street trees would be de-scoped or the funding sought from another programme;
- Old Broad Street and Threadneedle Street would be descoped to what is currently in place with the removal of the temporary footway widening, retention of the contra-flow cycle lane, renewal of the wands on the cycle lane and adjustments to increase loading provision by Merchant Taylors Hall.

13. Option C – hybrid approach, value engineering and capital bid

A hybrid approach to the funding issue will be explored over the next 2-3 months. This will seek a maintenance bid of £2M to fund the renewal elements of the King William Street corridor scheme, freeing up part of the budget to focus on public realm enhancements on Cheapside and Old Jewry where stakeholders have some level of expectation of public realm improvements. This could allow some funds to be utilised for Old Broad Street and Threadneedle Street to widen some of the footway where comfort levels are lowest.

Option C is considered the most appropriate option to develop as we continue to determine more accurate cost estimates of the individual locations.

Option 1

13. If Option 1 is approved, the existing budget approved at the last report will be used to carry out the design and project management tasks to:

- Implement the King Street works;
- Continued detailed design and cost estimates for the other four locations and the monitoring of the Chancery Lane traffic experiment.

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

King William Street

22. The civils design is well advanced including changes to traffic signals and design of tree locations. Detailed estimates for utility relocations are being sought from statutory undertakers. Negotiations are underway with TfL for a Section 8 agreement to build part of the scheme on the TLRN at Monument junction as well as provisional road space bookings for the construction works, estimated that construction works commence Q1 2024 following completion of Bank junction works.
23. As detailed in the previous September progress report, King William Street is in a particularly poor state of repair. The overall construction estimate to widen the pavements is high due to the necessity of renewing most of the kerb, pavement and carriageway surface.
24. A value engineering exercise has been undertaken to determine how much of the scheme cost is attributable to the footway widening (i.e. the pedestrian priority measures), and how much is attributable to renewal of the existing infrastructure, as the former cannot be done without the latter. It's estimated that the footway widening and drainage costs are ~£1.5M and the footway and carriageway maintenance costs are ~£2M.
25. It is considered that the £2M of essential maintenance works cannot reasonably be sought from the Climate Action Strategy funding, and that a separate capital funding bid be made for this sum to be able to deliver the overall corridor scheme improvements.

Chancery Lane

26. The experimental traffic order commenced in February 2023 and public consultation is open for the six-month statutory period. Work is still underway to install the second ANPR enforcement camera to begin enforcing the restriction. After a written warning period, formal enforcement will begin and traffic volumes will be analysed to measure the effectiveness of the restriction in reducing traffic on Chancery Lane to local servicing and visitor traffic. Only taxis are permitted as "through" traffic on Chancery Lane, all other through traffic is via alternate routes. Monitoring will be carried out for a minimum six-month period before a Committee decision is made on whether to make permanent. No further works costs to this scheme as it is only a traffic restriction scheme.

SUMMARY OF DESIGNS – CHEAPSIDE AND OLD BROAD STREET / THREADNEEDLE STREET

Cheapside

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

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

Taxi access

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

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

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

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

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

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

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

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

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

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

projection of taxi volumes (recognising that any future changes to east/west movements through Bank junction need to be considered) and assessing the safety implications of how these increased traffic volumes along Cheapside interact with servicing traffic east of Milk Street who perform three point turns on Cheapside to exit the area.

Step 3 – if the safety assessment indicates taxis can safely be accommodated, proceed with an Experimental Traffic Order to test the impacts of allowing taxis through the restriction.

Old Broad Street / Threadneedle Street

45. Two outline design options for improvements are being developed and this initial work can be viewed at Appendices 7 and 8.
46. The removal of a lane of traffic allows the space to be redistributed to provide a contra-flow cycle lane and pavement widening. The design approach has analysed the widths and volumes of people walking to determine the relative comfort for pedestrians and we've used this information to determine where pavements should be widened to deliver the greatest benefit.
47. This work has determined that pavement widening on Old Broad Street to resolve low pedestrian comfort levels is needed more on the western footway than the eastern footway and that widening on both sides of the street would provide negligible pavement comfort benefits but double the costs.
48. At some locations such as along the western side by Threadneedle Walk, the volumes of people walking is higher and the footway quite narrow. A summary of pedestrian comfort levels is presented in Appendix 5. In brief it shows, for the two options, areas where footway widening can be achieved that tangibly improve pedestrian comfort levels and areas where footway widening provides a marginal improvement.
49. Option 1 for Old Broad Street focusses footway widening improvements on the western side of the street. The scale of the footway widening achievable varies. This will restrict locations where it will be possible to deliver new street trees.
50. Option 2 for Old Broad Street focuses on achieving improved pedestrian comfort scores with slightly less footway widening, the traffic lane is maintained and the cycle lane is widened to 2m from the current 1-5m-1.75m.
51. Both options create areas of public realm opportunity, principally at the southern and northern ends of Old Broad Street.
52. Both options include the permanent removal of old bus stops which are now redundant due to wider changes to the bus network.

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

54. Threadneedle Street is a similarly narrow street where the design for both options:

- Widens the pavement on the northern side of Threadneedle Street from the junction with Old Broad Street to the end of the suspended bus stop;
- Utilises the space freed up from the redundant eastbound bus stop to increase the length of the loading bay by Merchant Taylors Hall that will increase loading capacity.

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

EVIDENCE TO SUPPORT THE RECOMMENDATION

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

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

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

TRAFFIC EXPERIMENT RESULTS

Monitoring

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

58. The main components of the Monitoring Strategy are:

- Collision data
- Journey planner information (Google Maps)
- Bus journey times (ibus data from TfL)
- Pedestrian comfort data

- Street user perception surveys

59. The key challenge with monitoring the impacts of the experiments is that the baseline data in terms of pedestrian and traffic volumes was not available because the measures were initially implemented as temporary Covid-19 measures.

Collision data

60. Collision data has been analysed for the last five years from February 2017 to August 2022 using the CoLSTAT tool to determine if there have been any registered collisions at the three locations.

61. Cheapside (between Wood Street and Bow Lane):

- One slight collision involving a powered two-wheeler 2017
- One slight collision involving a bus 2018
- Two serious collisions involving a pedal cycle in 2019
- One slight collision involving a car in 2021 (during course of the experiment but at Bow Lane)

The data indicates no discernible increase in the incidence of collisions since the start of the experimental traffic scheme in the vicinity of the Cheapside traffic restriction.

62. Old Broad Street (south):

- One slight collision involving a car in 2018
- One serious collision involving a pedal cycle in 2019
- One serious collision involving a pedestrian and a car in 2020
- One slight collision involving a coach in 2021 (during the course of the experiment)

The data indicates no discernible increase in the incidence of collisions since the start of the experimental traffic scheme

63. Threadneedle Street (Bishopsgate to Old Broad Street)

- One slight collision involving a pedal cycle in 2017
- One slight collision involving a pedestrian in 2017
- One slight collision involving a pedal cycle in 2018
- One slight collision involving a powered two-wheeler in 2019
- One slight collision involving a pedal cycle in 2019

The data indicates that there have been no collisions on Threadneedle Street since the measures were implemented in mid-2020.

Journey planner information

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

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

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

67. Cheapside

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

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

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

69. Threadneedle Street

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

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

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

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

72. Old Broad Street

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

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

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

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

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

Bus journeys and TfL Strategic modelling

75. Bus routes were identified for monitoring in agreement with TfL. These are:

- Cheapside & Poultry – 8 & 25
- Threadneedle, Lothbury, Old Broad St – 8, 11, 26 & 133
- King William Street – 21, 43 & 141
- Fleet Street, Ludgate Hill, St Pauls Churchyard & Cannon Street – 11, 15, 17, 26 & 76

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

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

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

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

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

Pedestrian Comfort

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

Cheapside

81. Pavements on Cheapside are generally well proportioned on both sides of the street and the measures proposed broadly do not change comfort levels, although crossing Cheapside becomes more comfortable with a narrower carriageway to cross and a level surface provided by the raised table.

Old Broad Street

82. Pavements along Old Broad Street can be quite narrow and feel congested when busy. We fortunately have the volumes for people on the pavements from 2019 recorded through bi-annual traffic surveys.

83. There are several narrow sections of pavement Old Broad Street and the lowest comfort level is an F (poor) at the southern end of the street on the western side based on current, 2022 volumes of people walking. Both the design options prepared improve the worst of poor comfort levels to a more acceptable standard, leaving nowhere less than a C.

Threadneedle Street

84. The comfort levels on Threadneedle Street are broadly unchanged, with no change to the south side and minor adjustments on the north side that evens out the kink in the kerb alignment where the redundant eastbound bus stop is located.

Street User Perception surveys

85. Due to the absence of some baseline data, the project has sought to understand how people have perceived the on-street changes. Living Streets was commissioned to undertake Street User Perception surveys at all locations. 186 individual surveys were carried out, with a minimum of 30 at each site.

86. People were asked a series of questions on:

- Their previous familiarity with the street
- Is the street more pleasant than it was
- Which changes have improved the street
- Rating for traffic and ease of walking and crossing
- What additional improvements people would like

87. In summary, 64% believed the recent changes were overall for the better. This varied considerably by site, from 85% at Chancery Lane to 45% at King William Street. Only 17% believed the changes were for the worse, varying from 10% at King William Street (where 25% thought there had been no change and 20% didn't know) to 38% at Old Broad Street/Threadneedle Street.

CONSULTATION

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

Statutory consultation

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

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

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

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

Public consultation

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

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

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

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

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

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

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

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

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

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

98. Cheapside

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

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

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

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

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

Other negative impact comments related to access for disabled people and impacts on businesses.

99. Old Broad Street / Threadneedle Street

- 69 written comments in total
- 32 from those supportive
- 37 from those unsupportive

Views on positive impacts divided into three main themes:

- Pedestrian access;
- Improved public realm;
- Cyclist access; and
- Road safety.

Other positive impact comments related to reduced traffic and improved air quality.

In terms of negative impacts, a number of issues were raised in relation to displaced congestion and taxi operation. Other issues raised related to:

- Increased journey times;
- Impacts on bus journeys;
- Access for disabled and elderly people; and
- Pedestrian access

Please provide us with any other comments you have regarding the proposals (second free text)

100. Cheapside

- 54 written comments in total
- 24 from those supportive
- 30 from those unsupportive

The main suggested improvements were related to:

- General traffic management;
- Improving planters and greenery;
- Improved taxi access; and
- Introducing enforcement

Other suggested improvement related to pedestrianisation, and improving cycle lanes.

In terms of negative impacts, a number of issues were raised in relation to access for disabled people.

Other issues raised related to:

- Congestion;
- Increased journey times;
- Taxi operation; and
- Pollution

101. Old Broad Street / Threadneedle Street

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

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

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

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

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

Business feedback via consultation portal

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

Conclusions on written feedback
Cheapside

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

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

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

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

characteristics may experience disbenefits, these are outweighed by the benefits to other people with protected characteristics who are most likely to experience the street as a pedestrian and benefit from the pedestrian priority measures, which can also be seen in the CoLSAT analysis.

Old Broad Street and Threadneedle Street

107. There is a recognised impact of the Old Broad Street / Threadneedle Street measures on motorised vehicle journeys. If approaching from the north (London Wall) vehicles must divert to Bishopsgate to reach Threadneedle Street. This has a slight negative impact on some traffic, taxi journeys and servicing vehicles.

108. Another key theme raised is the ability for taxis to drop off people directly by the front door of a building on the two streets, particularly those who may find it more difficult to be dropped off further away due to a mobility impairment. To create more footway space there has to be less carriageway space. This requires removing a traffic lane. The road width must be maintained at 5m wide for event resilience. The design balances the combination of footway widening, the requirement for events in terms of road width and provides a contra-flow cycle lane on the designated cycling quiet route. Given the requirements to balance, it is felt that this is the optimum design for the street.

109. However, this design does mean that kerbside activity such as servicing must take place from the dedicated loading bays opposite Tower 42 on Old Broad Street and outside Merchant Taylor Hall on Threadneedle Street. Distances to building entrances are no more than 100m on Threadneedle Street and is roughly in the same location as previous loading provision. Loading on Old Broad Street was prohibited before the pandemic except for a small section outside Tower 42, this arrangement has been improved by providing a dedicated loading bay.

110. Taxi drop off/pick up areas are more limited. Space is available to access the kerb from outside Tower 42, along the southern section, drop off points around the mouth of Throgmorton Street and on Threadneedle Street itself mean taxis are able to drop off a passenger without impeding traffic within 50m of any building entrance.

111. The additional distances fall within the current DfT Inclusive Mobility guidance¹ for walking without a rest, for someone who is mobility impaired and using a walking aid. (It is recognised that there will be some people who cannot walk the 50m suggested). For

¹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424242/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

wheelchair users or people with impaired vision, this distance increases to 150M. In exceptional circumstances, it would be possible to drop off a passenger to the kerb side at any point on either of the streets, though this may hold up traffic which would need to wait behind the vehicle.

112. This issue was also identified in the equalities impact assessment. It assessed that whilst some people with protected characteristics may experience disbenefits, these are outweighed by the benefits to other people with protected characteristics who are most likely to experience the street as a pedestrian and benefit from the pedestrian priority measures, which can also be seen in the CoLSAT analysis.

Written representations

113. Written representations to the public consultation were made by:

- City Property Association
- Cheapside Business Alliance
- London Living Streets
- Member for Cordwainer
- Motorcycle Action Group
- London Taxi Drivers Association (original response via the online survey was not recorded)
- A City developer (original response via the online survey was not recorded)

and a summary of these is provided in Appendix 13.

114. The City Property Association (CPA), a key City developer (who originally responded via the survey and wished to be anonymous) and London Living Streets were supportive of the measures, with the CPA recognising the importance of improved public realm to the economy.

115. The Cheapside Business Alliance is broadly supportive of the measures but notes some concerns amongst retail and hospitality venues with regards taxi availability and would like some consideration given to improving taxi access, particularly on Cheapside.

116. Broadly, the LTDA does not support the measures due to the impacts on taxi accessibility and the impact on the taxi trade. The LTDA would specifically like consideration to be given to allowing taxi access through the Cheapside restriction the same as buses and cyclists. In addition, LTDA would prefer Threadneedle Street to be two-way between Bartholomew Lane and Old Broad Street and ideally all the way to Bishopsgate.

117. The Member for Cordwainer did not support the measures in Cheapside and the Motorcycle Action Group did not support any of

the measures. Both were concerned with the balance between provision for people walking and other vehicles and the impact on congestion elsewhere due to the increasing number of restrictions. Issues regarding taxi access in Cheapside were also highlighted.

118. For the two locations that are the subject of the requested decision in this report, there is support from three of the organisations that have written in for the measures as a whole and caveated support from one organisation. However, it should be recognised that concerns have been raised by the LTDA regarding taxi access and availability as well as issues by the Motorcycle Action Group regarding the balance of street space use.

EQUALITIES, HEALTHY STREETS AND ACCESSIBILITY

Equality Impact Assessment (EQIA)

119. An EQIA was produced for the initial temporary measures and used as the basis for the experimental phase of the trials. In consideration of the question of whether or not to make the measures permanent, a more detailed EQIA has been undertaken on the proposed outline designs for each location.

120. In addition, a consultancy specialising in equality assessments provided guidance on a framework for the next stage of EQIA's with an emphasis on assessing each location individually whilst still referencing the cumulative impacts of the measures.

121. The EqIA reports can be found in Appendix 9 & 10.

122. The main themes for benefits and disbenefits for people with protected characteristics for each location referenced below:

123. Cheapside

Benefits – improved walking environment and ease of crossing, more places to rest

Disbenefits – longer journeys by motor vehicles and availability of taxis

124. Old Broad Street & Threadneedle Street

Benefits – improvements to the walking environment with wider pavements increasing comfort and ease of crossing the street, improvements to cycling provision and road safety

Disbenefits – door to door access, access to properties for people with mobility impairments, increased journey times for people in vehicles

125. Overall, the EQIA concluded that measures are judged to provide a net benefit to people with protected characteristics due to the improvements in pavement space, resting areas and crossing facilities.

126. Another theme that has emerged from stakeholders and businesses is the perceived impact that the measures have had on the availability of taxis, particularly for women at night. Whilst a number of factors influence the availability of taxis, including the number of licensed taxi drivers, it is acknowledged that the pedestrian priority measures combined with other recent changes such as Bishopsgate have had an impact on taxi circulation patterns.

127. With the limited space available on these streets, it has not been possible to mitigate all of the negative impacts of the proposed changes in the designs, whilst recognising there are also significant positive impacts on people with protected characteristics.

128. In conclusion, due regard to the City's statutory duties has been given including maintaining reasonable access to premises, improving amenity, facilitating bus traffic and securing the safety and convenience of passengers and other road users. Due regard has been paid to the City's public-sector equality duties and the interests of those with protected characteristics.

Healthy Streets Assessment

129. The ten Healthy Streets indicators capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, supporting social and economic activity. The Transport Strategy includes a proposal to embed the Healthy Streets Approach in transport planning and delivery.

130. Healthy Streets checks are carried out before a scheme or design is undertaken to ensure that people's experience of using a street is captured and identify opportunities for improvements. Further assessments are carried out during the design process. A final check may also be undertaken following a schemes implementation.

131. An assessment has been undertaken for each site based on the proposed design if the Experimental Traffic Orders are made permanent, these are summarised below and the scoring available in Appendix 6.

Cheapside

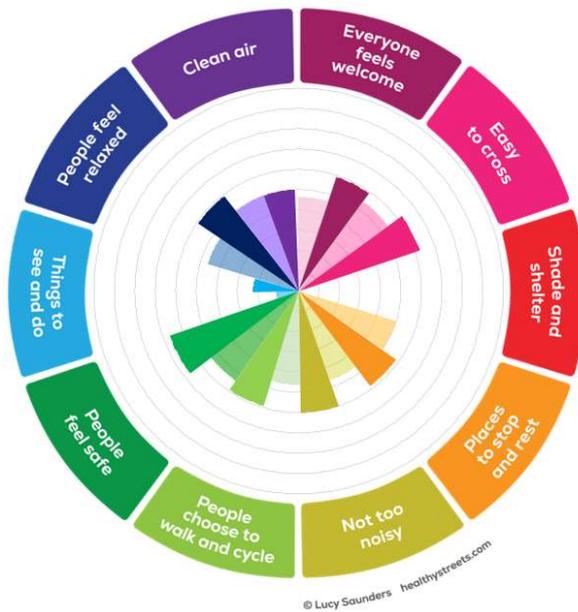
132. The assessment of the design shows improvements across all of the indicators. Overall, the Healthy Streets score shows an increase

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



Old Broad Street and Threadneedle Street

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



Accessibility

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

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

CHEAPSIDE

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

* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.

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

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

OLD BROAD STREET / THREADNEEDLE STREET

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

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

Legal implications

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

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

	<p>140. The procedure relating to the making of experimental traffic orders is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and, in particular, regulations 22 and 23. Regulation 23 sets out a truncated procedure for making the provisions of an experimental traffic order permanent. As such the City will not need to comply with the requirements of consultation, notice of proposals and objections in regulations 6, 7 and 8 of the RTRA if certain criteria are met.</p> <p>141. Pursuant to Regulation 9(1) of the 1996 Regulations, the City has considered the necessity of holding a public inquiry and has decided against holding a public inquiry in the exercise of its broad discretion under Regulation 9.</p> <p>142. The decision to not hold a public inquiry is based on the following evidence:</p> <ul style="list-style-type: none"> • the temporary measures have been in place for over two years under (first) a temporary traffic order and then an experimental traffic order, meaning that the impacts of the measures on traffic is well understood • A small number (two) non-specific objections were raised in the statutory consultation • Overall the traffic changes have been assessed as having a minor impact on the traffic network <p>In light of these considerations, a public inquiry is not considered justified when taking into account the cost.</p> <p>143. The recommendations within this report are within the City's powers and duties.</p> <p>Option 1 – make measures at two locations permanent</p> <p>144. The information provided above in Section 4 above is intended to provide Members with the relevant information to make an informed decision on whether the experimental measures should be made permanent, beginning with a permanent traffic order and continuing with the construction of permanent measures.</p> <p>Option 2 – do not make measures permanent</p> <p>145. Under this option, the experimental traffic orders would conclude, and the existing temporary measures on-street would be removed and the streets revert to their previous state.</p>
<p>5. Delivery Team</p>	<p>146. The delivery team for the project is set out below:</p>

	<ul style="list-style-type: none"> ▪ Project management by the Projects and Programmes team in Policy and Projects. ▪ Construction Engineering/Design and Construction Supervision to be managed by Highways team ▪ Contractor – FM Conway under the highways term contract.
<p>6. Programme and key dates</p>	<p>147. The reporting process for Phase 1 is challenging in the framework of the Project Procedures as there are six individual projects proceeding to their own unique timelines due to the nature of their location, design approach and technical constraints.</p> <p>148. Detailed design work will continue along with capital funding bids and value engineering of designs to bring back a Gateway 5 report detailing the funding strategy in October.</p> <p>149. The Chancery Lane experimental traffic order commenced on 20 February 2023 and will run for a minimum six months once the enforcement of the scheme begins in June. The results of the experiment and consultation will be reported in mid-2024.</p> <p>150. Programming for construction works are subject to the availability of network road space and finalising utility designs due to moving kerb lines.</p> <p>Key dates</p> <ul style="list-style-type: none"> • March-Dec 2023 –King Street construction. • January–April 2023 – complete the civils design for Old Jewry and run public design workshops with local stakeholders for the public realm design of the space. Construction of Old Jewry to follow completion of King Street due to requirement to maintain a route for southbound cyclists. • January – July 2023 – finalise the detailed design for King William Street, liaise with TfL on their design for Monument junction, and book roadspace for 2024 construction following the conclusion of the Bank junction works. • October 2023 a further report to set out funding strategy and rationalisation of designs.
<p>7. Risks</p>	<p>151. The main ongoing risk implications for the programme and associated schemes are:</p> <ul style="list-style-type: none"> • Delay in receiving TMAN approval from TfL • Resourcing: Not being able to deliver the number of schemes that is expected of the programme • Engagement and external support: Issues with external engagement and buy-in for the detailed design • Legal Issues: Receiving legal challenges regarding the decision to proceed with permanent traffic orders

	<p>152. Other risks revolve around continued increase of material costs over the length of the programme to the end of 2024.</p> <p>153. The key issue going forward is the funding and the risk that what is deliverable with the available funding does not meet the expectations of stakeholders.</p>
<p>8. Success criteria</p>	<p>154. Programme wide success criteria was set at the initiation of the programme:</p> <ol style="list-style-type: none"> 1) Number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets) 2) Length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets) 3) Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey) <p>155. The two schemes combined create approximately 450m of new pedestrian priority streets in the Square mile.</p> <p>156. Pedestrian comfort levels are improved to an average of C- to C+ on Old Broad Street but on one key section improved from an F to a B.</p> <p>157. Analysis of the proposed street improvements using the Healthy Street assessment tool shows a significant improvement in the overall performance (scores) of the streets for people walking and cycling.</p> <p>158. Significant improvements have been made at the two locations through the design process to improve the accessibility for people with visual, mobility, sensory or development impairments (CoLSAT scores).</p>
<p>9. Progress reporting</p>	<p>159. Monthly project vision reports will be made.</p> <p>160. Further issues reports as necessary for timely Member decisions to progress the programme</p>

Appendices

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

Contact

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