

# Old Jewry ETO: Equality Impact Assessment Update

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# 1 Introduction

This Equality Impact assessment (EqIA) relates to the proposed improvements to Old Jewry, located within the City of London (CoL). An EqIA is a process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic as defined by the Equality Act 2010. This EqIA has been produced by the independent transport and infrastructure consultancy, [Steer](#).

## Background to proposals

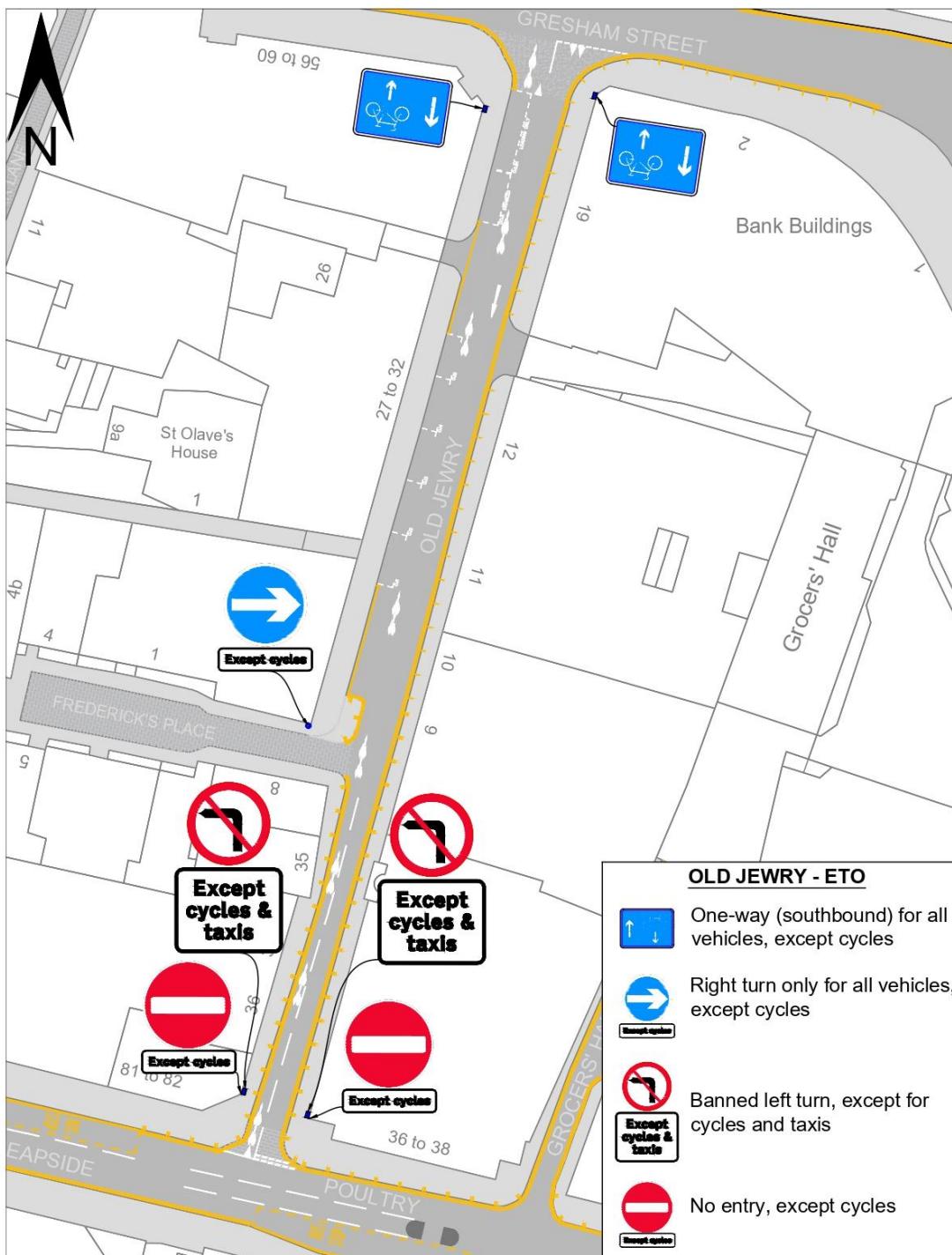
The CoL is nearing the end of an 18-month trial period for the Experimental Traffic Order (ETO) on Old Jewry. This EqIA provides an assessment of a scenario in which the current ETO is made permanent, and the subsequent impacts of the scheme are embedded.

### Current ETO (July 2024)

In July 2024, the CoL reopened Old Jewry to allow all motorised traffic to travel southbound between Gresham Street and Poultry/Cheapside, with two-way movement retained for cyclists. The left turn at the junction with Poultry is restricted to taxis and people cycling only.

The CoL has undertaken these changes as an ETO to assess the extent to which the changes improve journey times for people who need to travel by motor vehicle in the Cheapside area and to understand the impacts on other street users, through an 18-month trial period. A drawing of the scheme is presented in **Figure 1.1 (overleaf)**.

Figure 1.1: July 2024 Old Jewry ETO



## Previous ETO (Summer 2020)

A previous ETO was introduced in Summer 2020, and involved the following changes to the street:

- Introduction of a modal filter (using bollards) at the southern end of Old Jewry, at the junction with Poultry. This prevented access for motor vehicles, whilst access for pedestrians and cyclists was maintained.
- Creation of a continuous pavement on Poultry across the mouth of the Old Jewry junction, with dropped kerb for cycle access.
- The southern carriageway of Old Jewry (south of Frederick's Place) resurfaced with granite and raised to existing footway level.

Temporary benches were introduced in the carriageway space between Poultry and Frederick's Place, to test the demand for outdoor seating. Whilst well used, the benches also attracted loitering and litter. The benches were removed in February 2023<sup>1</sup>.

## Impact on transport and movement

The impacts identified throughout this EqIA are derived from the assumption that the July 2024 ETO will embed the conditions of the current ETO, with the following impacts on transport and movement in the scheme area:

- The one-way restriction to motor traffic will retain the benefits of a quieter and safer environment associated low volumes of journeys made by motor vehicle (compared to the previous ETO)
- Some northbound motor traffic journeys through the City of London will continue to use alternative routes to avoid Old Jewry
- Some southbound motor traffic journeys through the City of London will be able to use Old Jewry. This is likely to improve some journey times in comparison to the previous ETO which prevented through traffic.

## Journey Time Analysis

Journey time analysis was undertaken by the CoL to understand the implications of the July 2024 ETO. As shown in **Table 1.1**, a journey from Gresham St to the Tesco Express on Cheapside (located to the south of the Old Jewry/Cheapside junction) decreased from six minutes under the 2020 ETO to one minute with the July 2024 ETO. Conversely, the northbound journey (Tesco Express) to Gresham St time remains unchanged at 2 minutes.

**Table 1.1: Journey time analysis from Google Journey Planner**

Direction of Travel	2020 ETO	July 2024 ETO
Gresham St to Cheapside Tesco	6 mins	1 min
Cheapside Tesco to Gresham St	2 mins	2 mins

<sup>1</sup>

<https://democracy.cityoflondon.gov.uk/documents/s182093/Pedestrian%20Priority%20Streets%20Gateway%205%20FINAL%20Report.pdf>

## 2 Scoping

A scoping assessment has been undertaken to identify whether the proposals have disproportionate impact(s) on people with one or more protected characteristics. “Disproportionate impact” means that groups of people who share a protected characteristic may be significantly more affected by a change than other people.

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

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

Making the July 2024 ETO permanent would embed its associated impacts related to people’s movement and experience of the street. Groups that have a significant intersection with movement and space, i.e., those that travel in distinguishably different ways, are most likely to be affected.

It is not considered that the ‘Gender reassignment’, ‘Sexual orientation’ or ‘Marriage and civil partnership’ protected characteristics have a significant intersection with movement and space. As such, they have not been included in the baseline data, or the detailed analysis of equality impacts that follows.

This exercise considers both potential positive and negative impacts, and, where possible, provides evidence to explain how and why a group might be particularly affected.

### Intersectionality

It is noted that protected characteristics are not mutually exclusive, and intersectionality between two or more protected characteristics is common. This means that individuals can be impacted in multiple ways that reflect the combination of their protected characteristics. For example, a disabled female could be impacted regarding both disability and sex. Intersectionality can further compound the severity and/or disproportionate nature of certain impacts.

Given the large number of combinations of any and all protected characteristics possible, this Equalities Impact Assessment does not individually set out impacts for a full list of combinations. However, where it is deemed relevant and of particular significance, intersectionality with particular characteristics is considered within the impact assessment.

**Table 2.1: Scoping Exercise**

Protected characteristic	Disproportionate impact unlikely	Disproportionate impact possible	Commentary
Age – people in particular age groups (particularly over 65s and under 16s)		✓	There could be a disproportionate impact which this EqIA will investigate. A person's ability to use the transport network can be reduced as a result of age and age related health conditions.
Disability – people with disabilities (including different types of physical, learning or mental disabilities)		✓	There is likely to be a disproportionate impact which this EqIA will investigate. A person's use of the transport network can be shaped by certain impairments.
Gender reassignment – people who are intending to undergo, are undergoing, or have undergone a process or part of a process of gender reassignment	✓		People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme.
Marriage and civil partnership – people who are married or in a civil partnership	✓		People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme.
Pregnancy and maternity – people who are pregnant or have given birth in the previous 26 weeks		✓	There could be a disproportionate impact which this EqIA will investigate. A person's use of the transport network can be shaped by pregnancy and the caring duties in the first 26 weeks.
Race – people of a particular race or ethnicity (including refugees, asylum seekers, migrants, gypsies and travellers)		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network and/or occupation can differ depending on ethnic group.

Religion or belief – people of particular faiths and beliefs		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network by those practising different religions may vary across different days (e.g., Sunday worship, when public transport services may be reduced).
Sex – whether people are male or female		✓	There could be a disproportionate effect which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on sex.
Sexual orientation – whether a person's sexual orientation is towards the same sex, a different sex, or both.	✓		People of a particular sexual orientation are unlikely to be disproportionately impacted by the scheme.

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## 3 Data Sources

For this assessment, information on protected characteristics have been gathered for the CoL 001F Lower Layer Super Output Area (LSOA). This is referred to as ‘the study area’ throughout this EqIA. Data for the CoL and Greater London has been collected to facilitate comparison with the study area.

**Figure 3.1: CoL 001F LSOA**



Source: Nomis 2025

### Data Sources and Limitations

Data from the 2021 Census and the London Travel Demand Survey (LTDS) have been used as the two primary sources of data for this assessment with supplementary data also used. Data from the CoL as well as Greater London have been gathered to provide context to the study area. Where data was not available at the LSOA level, data was analysed for the larger two catchment areas.

While Census data is a useful tool to understand and compare travel characteristics of an area with another, there are the following limitations:

- The 2011 dataset is dated and does not reflect development and societal changes occurred over the 2010s.
- The 2021 dataset provides up-to-date demographic context but lacks accurate insight on travel patterns due to its undertaking on 21st March 2021, where a larger proportion of workers will have recorded working mostly or at home due to the impacts of the COVID-19 pandemic, compared to the date of which this Equalities Impact Assessment was prepared.

Data sourced from the LTDS has primarily been collated as a 3-year average from 2017/18, 2018/19 and 2019/20 except for mode share which has also been sourced from 2022/23 to 2023/24 data. As LTDS data was unavailable for use after 2020, this dataset is limited and may not fully reflect changes in travel and movement across the CoL.

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# 4 Baseline Equality Data

## Population and travel behaviour

According to Office for National Statistics (ONS) Population estimates, the total resident population in the CoL was 8,689 in 2021. The workforce population is significantly higher in the CoL; in 2023, there were approximately 678,000 workers<sup>2</sup>, representing 1 in every 48 British workers. Additionally, there has been a significant growth in jobs which has increased by over 25 per cent from 2019 – 2023 (nearly 136,000 additional jobs), demonstrating the significance of the area as a hub for employment and movement.

Over 50 per cent of CoL's workforce are within the financial and professional services sector<sup>3</sup>. The CoL makes significant contributions to the UK's economy, generating over £97 billion in economic output every year - 4 per cent of all UK GVA.

### Travel Behaviour

**Figure 4.1** and **Figure 4.2** show mode share in the CoL between 2017 – 2020, and the latest collected data (2022/23 – 2023/24) respectively<sup>4</sup>. Mode share rates remain similar for the post-pandemic period compared to pre-pandemic years.

The Underground/DLR remains the dominant mode (32.7 per cent post-pandemic vs. 32.3 per cent pre-pandemic). Walking (28.9 per cent post-pandemic) and National Rail/Overground (21.8 per cent post-pandemic) are the next most common, though slightly lower than pre-pandemic levels (31.3 per cent for walking, 22.7 per cent for National Rail/Overground). Bus usage saw the most significant change, increasing from 4.5 per cent to 8.2 per cent.

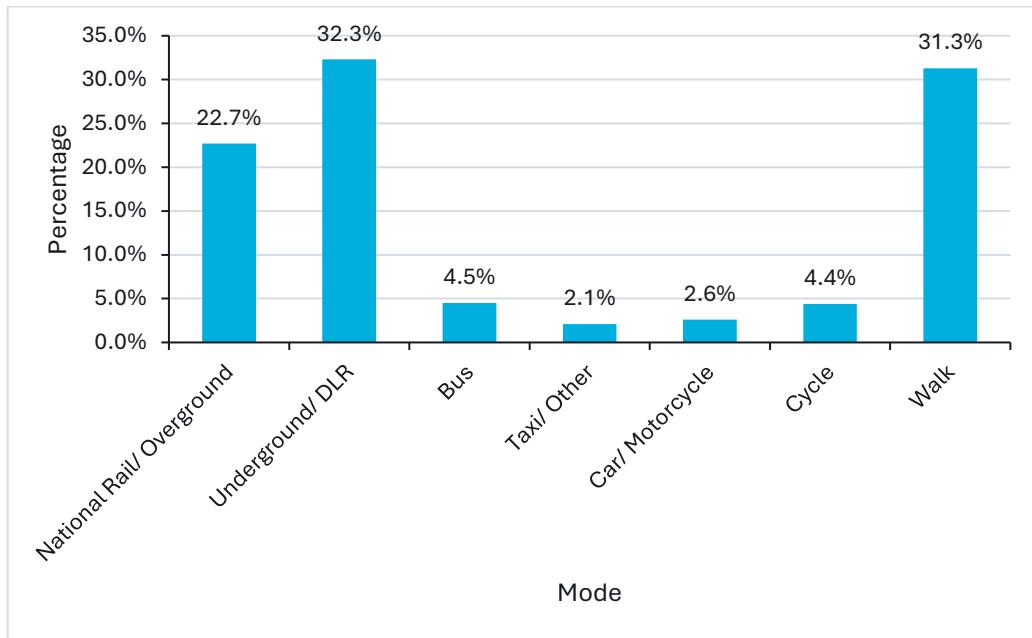
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<sup>2</sup> [Impact and key facts update](#)

<sup>3</sup> [Impact and key facts update](#)

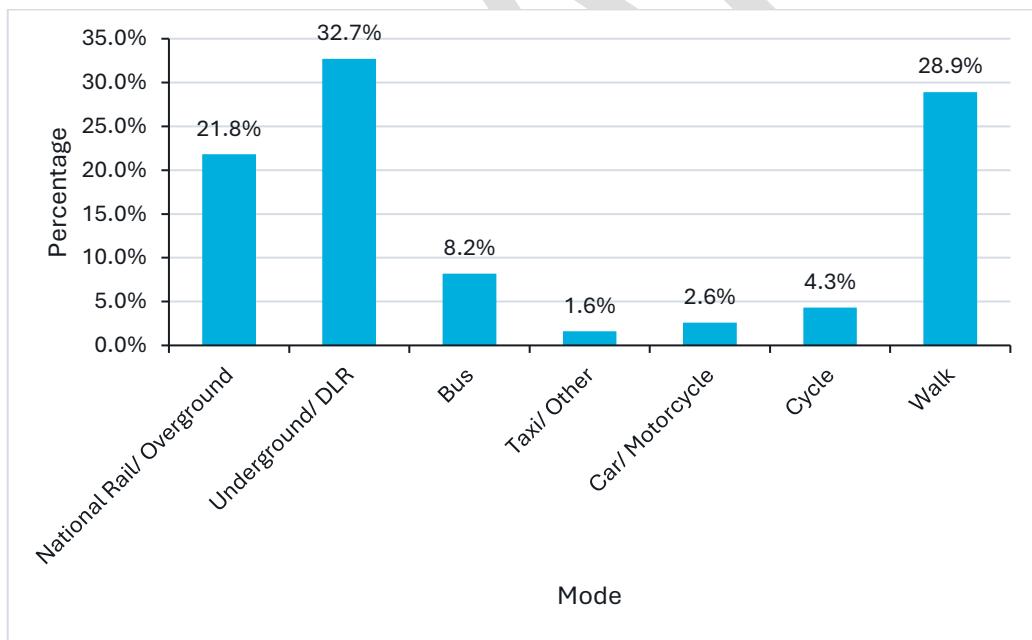
<sup>4</sup> Private hire vehicles are included in taxi numbers by TfL

**Figure 4.1: Mode share in the CoL (2017/18 - 2019/20)**



Source: LTDS 2017/18 – 2019/2020

**Figure 4.2: Mode share in the CoL (2022/23 – 2023/24)**



Source: LTDS in the City Streets 2025 Summary Report

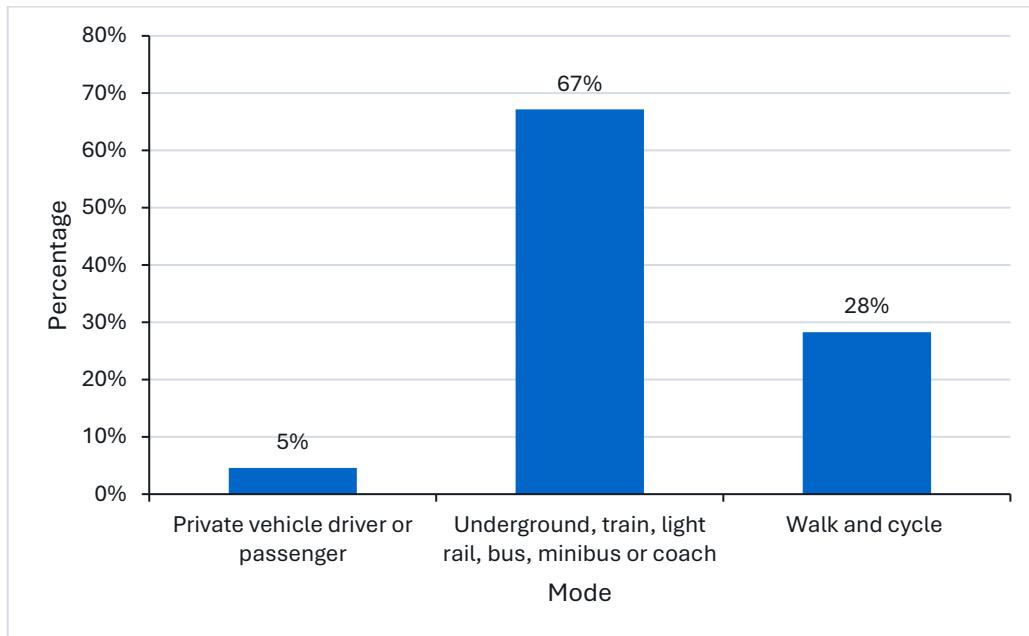
**Figure 4.3** and **Figure 4.4** present data on mode share for work journeys for people in the CoL and Greater London respectively<sup>5</sup>. The most common travel mode in the CoL was public transport (67 per cent), followed by active travel (28 per cent). Private vehicles

<sup>5</sup> Note that the graphs exclude missing/ not asked and all other methods due to small sample size and low response rates to these response categories.

make up only 5 per cent of work journeys demonstrating a low reliance on these modes for work commutes.

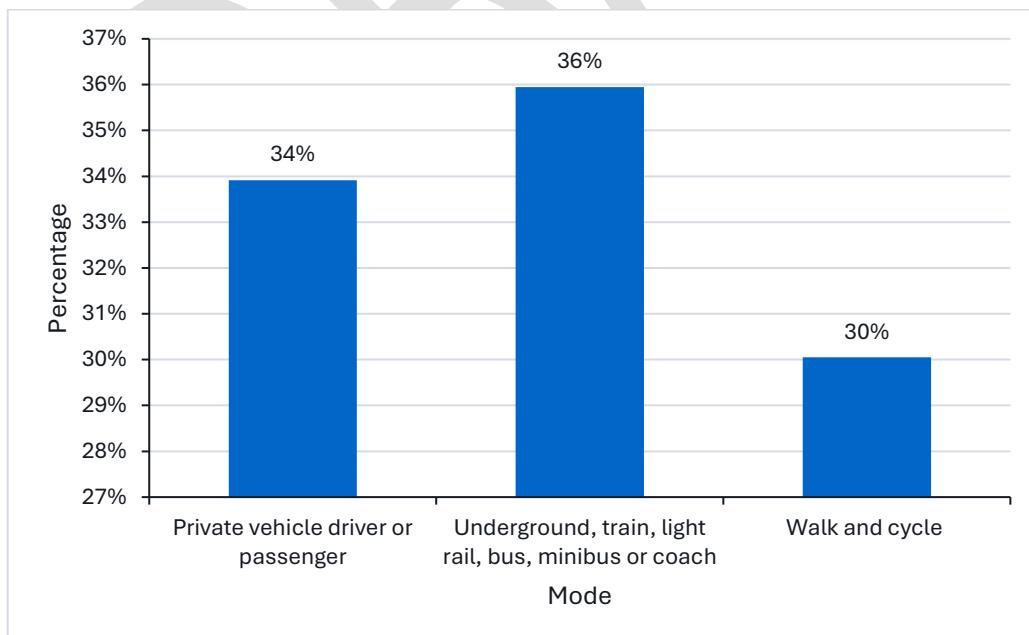
In comparison, public transport is also the most common travel mode to work in Greater London (36 per cent), however the share is much lower than the CoL. There is a much greater reliance on private vehicles for work commutes in Greater London (34 per cent). Active travel modes make up 30 per cent of work journeys in Greater London.

**Figure 4.3: Mode share of work journeys for people in the CoL**



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

**Figure 4.4: Mode share of work journeys for people in Greater London**

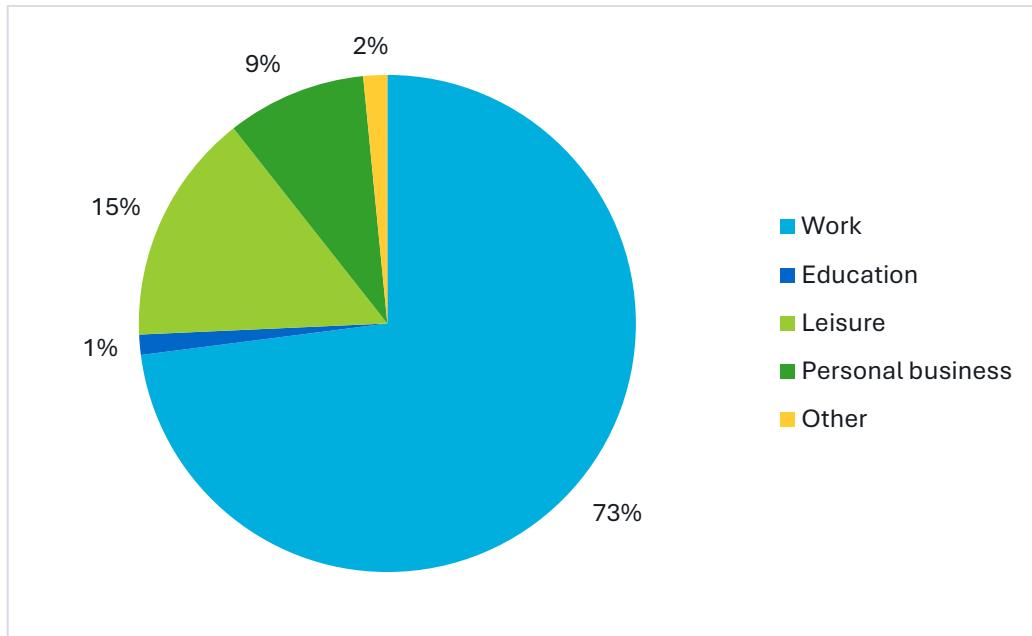


Source: LTDS, 3-year average from 2017/18, 2018/19, 2019/20

**Figure 4.5 and Figure 4.6** illustrate data on journey purposes for people in the CoL and Greater London respectively<sup>6</sup>. The most common journey purpose for the CoL is for work (73 per cent). This is followed by leisure (15 per cent) and personal business (9 per cent).

In comparison, the most common journey purposes for Greater London are leisure and personal business (27 per cent each). Trips for work purposes make up 25 per cent of journeys which is much lower than the share for the CoL, demonstrating the comparative density of employment opportunities in the CoL.

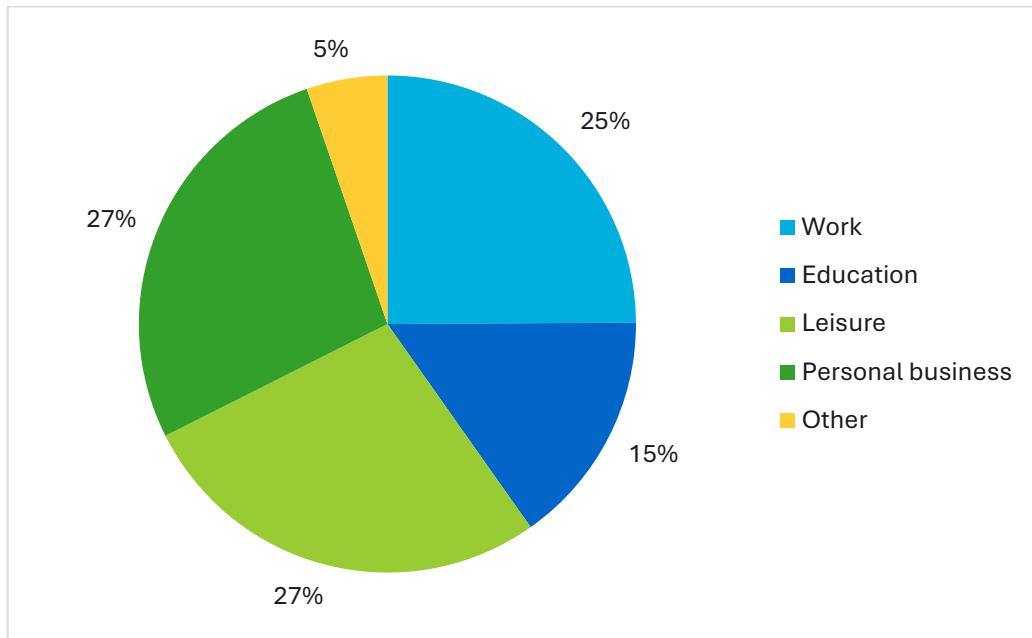
**Figure 4.5: Journey purposes for people in the CoL**



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

<sup>6</sup> Note that the graphs exclude missing/ not asked

**Figure 4.6: Journey purposes for people in Greater London**



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

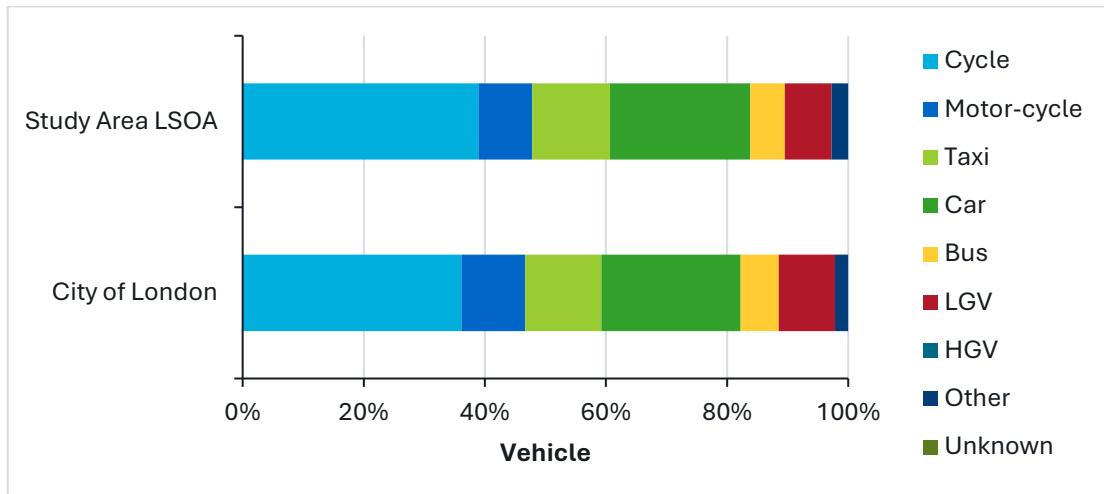
## Road safety

Between 2021 – 2023, there were 309 collisions recorded in the study area, comprising 62 per cent of all collisions recorded in the CoL. The proportion of collisions severity is shown in **Figure 4.7**. While the overall proportion of collision severities is largely similar to the entire CoL, serious collisions are represented slightly more in the study area, by 0.3 percentage points.

**Figure 4.7: Collision severity in the study area and CoL (2021 – 2023)**



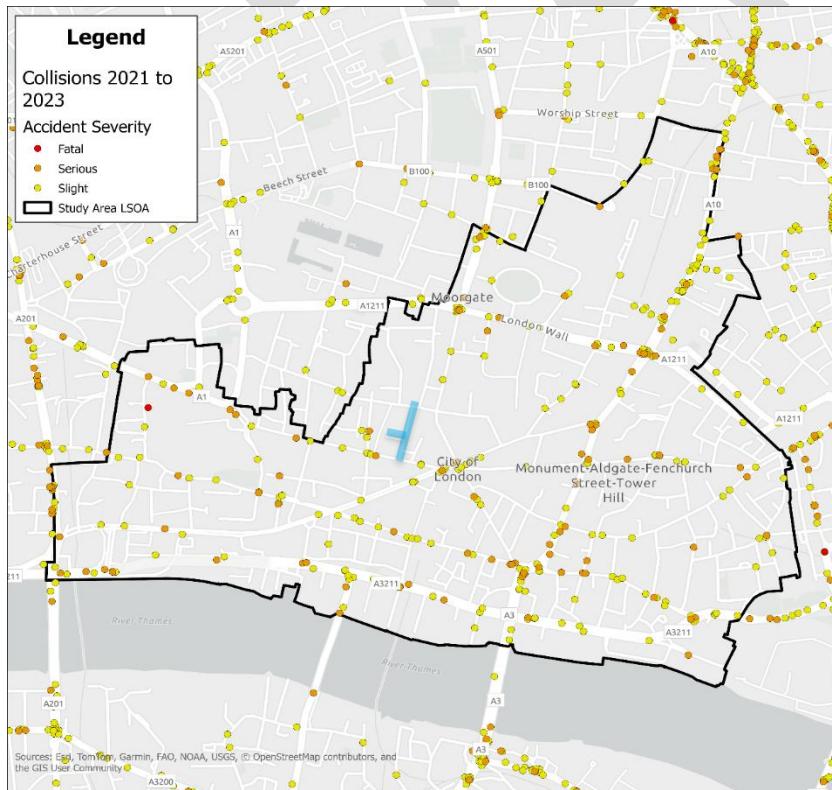
Source: STATS19

**Figure 4.8: Proportion of vehicles involved in collisions in the study area and CoL (2021 – 2023)**

Source: STATS19

**Figure 4.8** shows that cycles are most commonly involved in collisions in both the study area (39 per cent) and the CoL (36 per cent), though represent a slightly larger proportion within the study area. Cars also represent a significant proportion of vehicles involved in collisions in both areas (23 per cent in each area).

**Figure 4.9** shows the distribution of collisions within the study area. No collisions were recorded on Old Jewry or Frederick's Place between 2021 – 2023, during the time of the initial ETO.

**Figure 4.9: Distribution of collisions within the study area (2021 – 2023)**

Source: STATS19

## Age

### Definition according to the Equality Act 2010

In relation to the protected characteristic of age:

- a. A reference to a person of a particular age group
- b. A reference to persons who share a protected characteristic is a reference to persons of the same age group.

A reference to an age group is a reference to a group of persons defined by reference to age, whether by reference to a particular age or to a range of ages.

### Baseline equalities data

**Figure 4.10** presents Census 2021 data on population by age in the study area, CoL and London. The most common age group in the study area is 25 - 44-year-olds (52 per cent) which is much higher than the share in the CoL (41 per cent) and London (34 per cent). There is also a higher proportion of 16 - 24-year-olds in the study area (20 per cent) compared to the CoL (13 per cent) and London (11 per cent). The higher prevalence of these groups likely reflects the comparatively high employment opportunities within the study area and CoL.

The study area has a similar proportion of people under 16 (5 per cent) to the CoL (7 per cent), but this is significantly lower than London's overall share (19 per cent). Additionally, the study area has a much smaller proportion of the population aged 60 and over (7 per cent) compared to both the CoL (19 per cent) and wider London (16 per cent).

**Figure 4.10: Population by age in the study area, the CoL and Greater London**



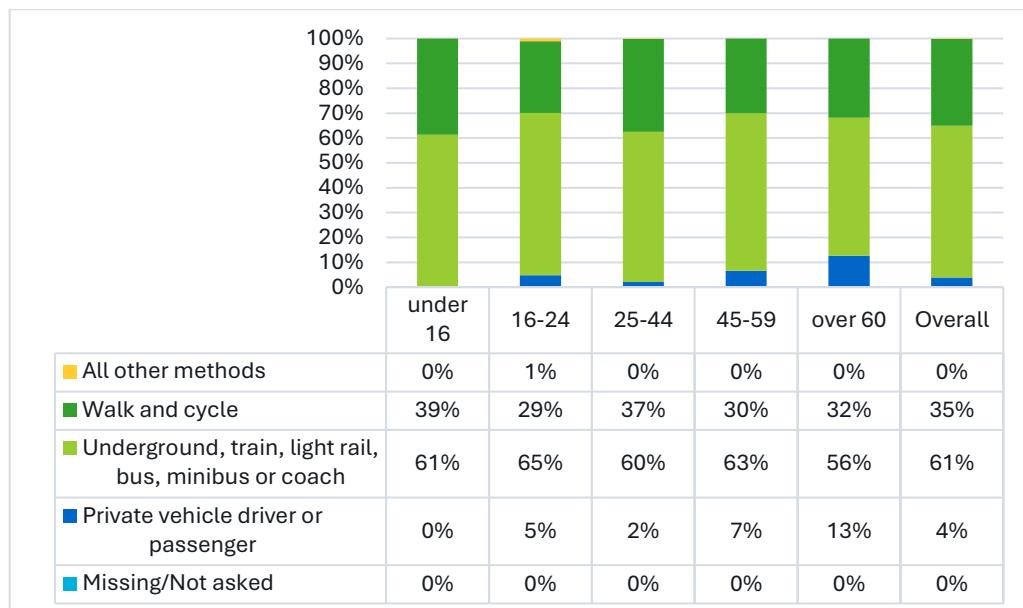
Source: Census 2021

**Figure 4.11** and **Figure 4.12** show mode share by age in the CoL and London respectively. In the CoL, people aged over 60 are more likely to use private vehicles (13 per cent). Public transport is the most common mode type for all age groups with people aged 16-24

being more likely to use these modes (65 per cent). People aged 16 and under are most likely to walk and cycle in the CoL (39 per cent).

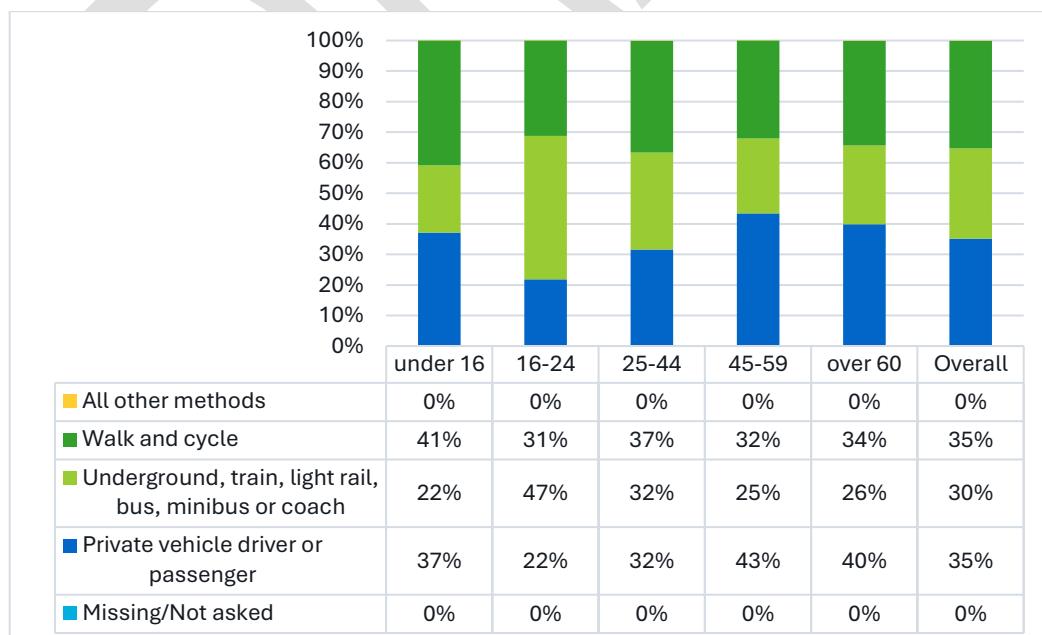
In comparison, usage of private vehicles is much higher in Greater London and usage of public transport is much lower, for all age groups. 45–59-year-olds are more likely to use private vehicles in Greater London (43 per cent). Similarly to the CoL, 16- to 24-year-olds are more likely to use public transport (47 per cent) although the rate is much lower compared to the CoL. Under 16-year-olds are more likely to walk or cycle in Greater London (41 per cent) which is slightly higher than the percentage in the CoL.

**Figure 4.11: Mode share by age in the CoL**



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

**Figure 4.12: Mode share by age in Greater London**

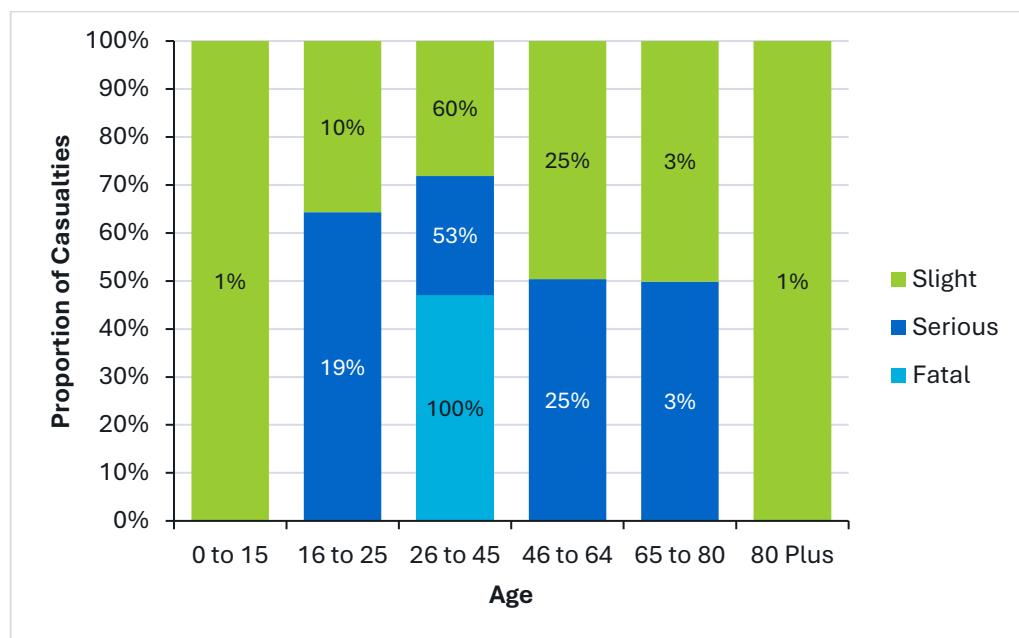


Source: LTDS, 3-year average from 2017/18, 2018/19, 2019/20

## Road Safety

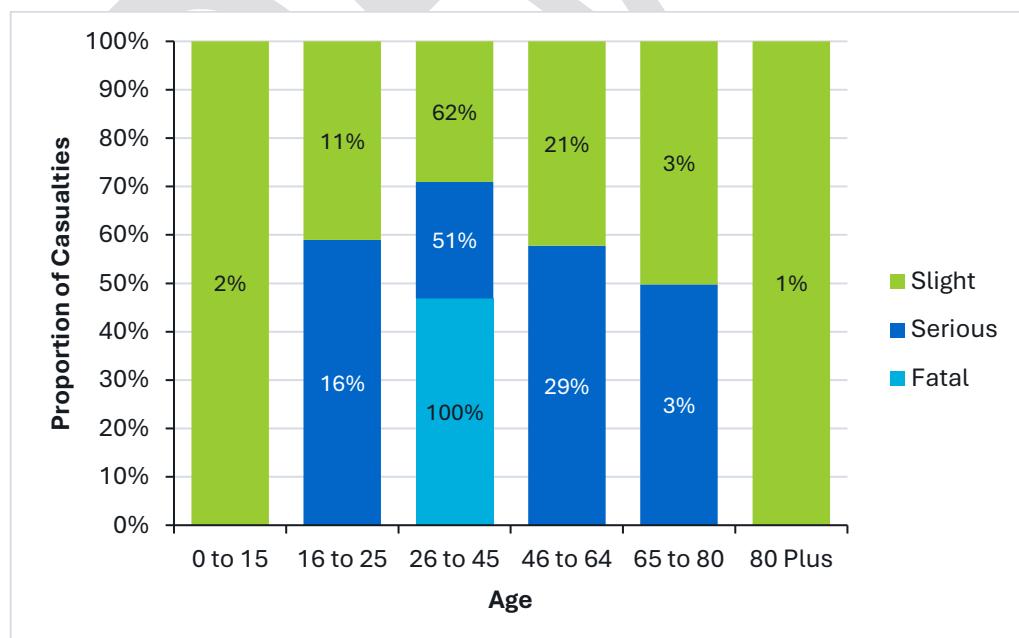
**Figure 4.13** highlights that, in the study area, the 26-45 age group accounts for all fatal casualties, while younger and older age groups primarily experience slight injuries. In addition, people aged 16-25 and 46 – 64 experience slightly more serious casualties in comparison to CoL as a whole (see **Figure 4.14**).

**Figure 4.13: Proportion of casualties, by casualty severity and age group for the study area (2021 – 2023)**



Source: STATS19

**Figure 4.14: Proportion of casualties, by casualty severity and age group for CoL (2021 – 2023)**



Source: STATS19

## Disability

### Definition according to the Equality Act 2010

A person (P) has a disability if:

- a. P has a physical or mental impairment, and
- b. the impairment has a substantial and long-term adverse effect on P's ability to carry out normal day-to-day activities.

A reference to a disabled person is a reference to a person who has a disability.

In relation to the protected characteristic of disability:

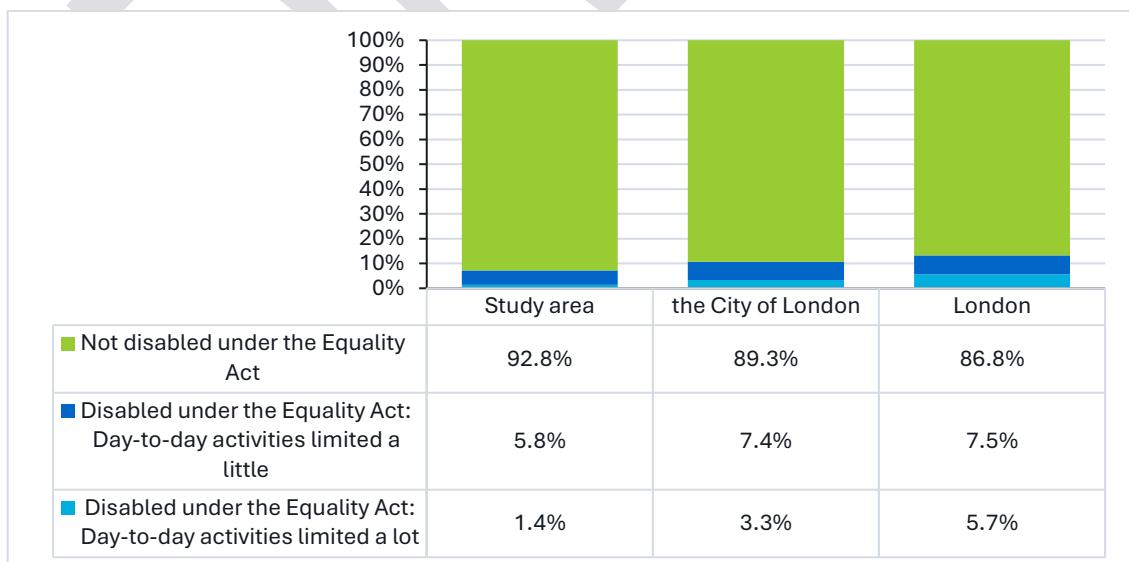
- a. reference to a person who has a particular protected characteristic is a reference to a person who has a particular disability;
- b. a reference to persons who share a protected characteristic is a reference to persons who have the same disability.

### Baseline equalities data

2021 Census data shows that 7.2 per cent of the study area's population are considered disabled under the Equality Act (see **Figure 4.15**). This is a lower proportion of the population compared to the CoL (10.7 per cent) and Greater London (13.2 per cent). 92.8 per cent of the study area's population is not considered disabled under the Equality Act which is higher than for the CoL (89.3 per cent) and Greater London (86.8 per cent).

Of the disabled population in the study area, 1.4 per cent of residents recorded that they are 'limited a lot' in their day-to-day activities, which is lower compared to the proportion recorded in CoL (3.3 per cent) and London (5.7 per cent). Similarly, residents who are 'limited a little' in their day-to-day activities comprise 5.8 per cent of the study area's population which is also lower than in CoL (7.4 per cent) and Greater London (7.5 per cent).

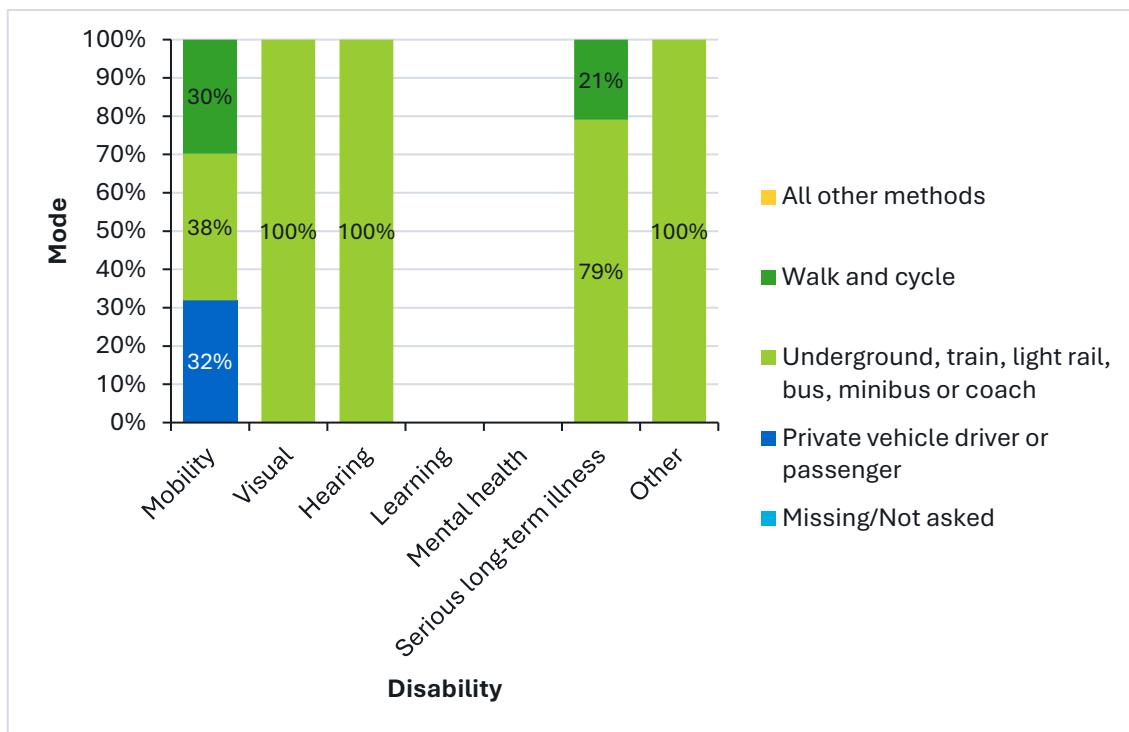
**Figure 4.15: Population limited by long-term health problems or impairment in the study area, CoL and Greater London**



Source: Census 2021

## Mode Split by Disability

Figure 4.16: Mode Split by Disability in CoL



Source: LTDS 2017/18 – 2019/2020

**Figure 4.16** shows that, in the CoL, individuals with mobility impairments show a diverse mode split, with 32 per cent using private vehicles and 38 per cent using active travel. Meanwhile, people with serious long-term illnesses predominantly walk and cycle (79%). Individuals with visual, hearing, learning, and 'other' disabilities, reported that all journeys are by public transport.

## Pregnancy and maternity

### Definition according to the Equality Act 2010

Pregnancy and maternity discrimination apply to people who are pregnant or expecting a baby and during the period after the birth.

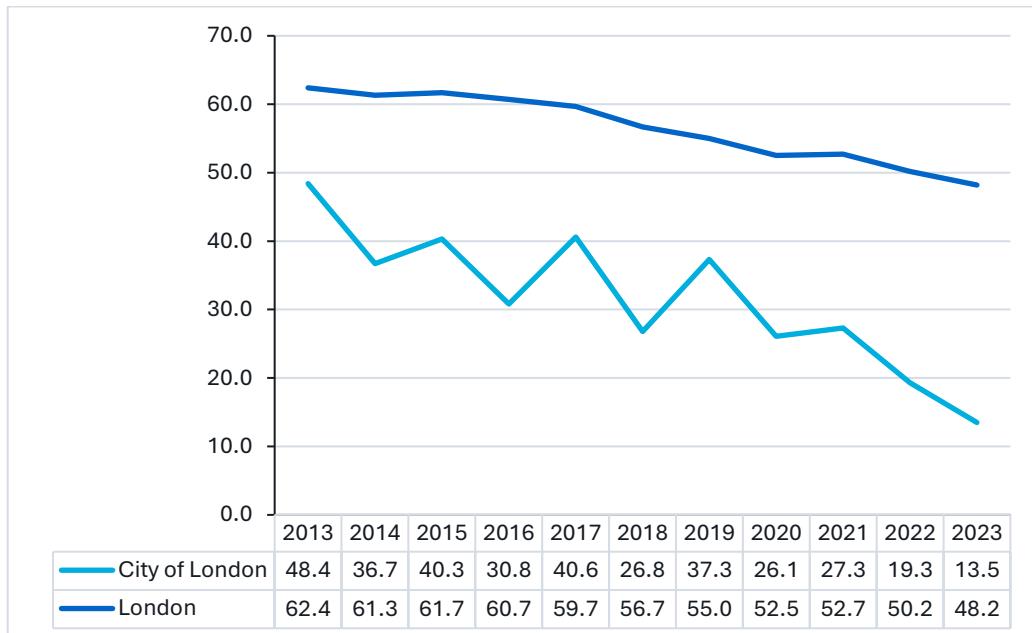
As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth.

### Baseline equalities data

**Figure 4.17** shows the General Fertility Rate (GFR) of live births per 1,000 women aged 15 to 44 in the CoL and London from 2013 to 2023. Overall, the GFR decreased in both the CoL and London across the decade. In 2023, the GFR was 13.5 births in the CoL compared to 48.2 births in London, demonstrating women aged 15 to 44 are less likely to have given birth in the CoL than in London.

From 2013 to 2023, the GFR in the CoL fluctuated but has been decreasing every year since 2019. The general fertility rates in the CoL have consistently remained lower than the rates in London throughout the decade.

**Figure 4.17: General Fertility Rate in the CoL and London, 2013-2023**



Source: ONS (Last updated 2024)

## Race

### Definition according to the Equality Act 2010

Race includes:

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

In relation to the protected characteristic of race:

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

A racial group is a group of persons defined by reference to race; and a reference to a person's racial group is a reference to a racial group into which the person falls.

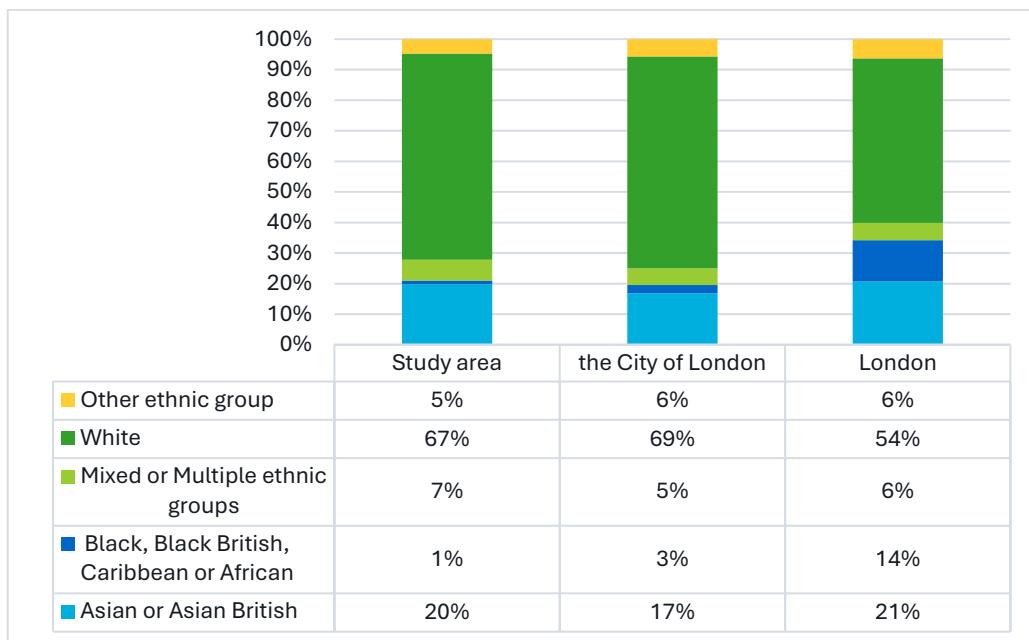
The fact that a racial group comprises two or more distinct racial groups does not prevent it from constituting a particular racial group.

### Baseline equalities data

**Figure 4.18** illustrates the population breakdown by ethnicity in the study area, CoL and London. 67 per cent of the study area's population is White, which is slightly lower than the CoL (69 per cent), but much higher than the percentage for London (54 per cent). The second most common ethnicity is Asian or Asian British, comprising 20 per cent of the

study area compared to 17 per cent in the CoL and 21 per cent for London. Only 1 per cent of the study area are Black, Black British, Caribbean or African in comparison to 14 per cent in London. 7 per cent of the study area identify as Mixed or Multiple ethnic groups which is slightly higher than the CoL (5 per cent) and London (6 per cent).

**Figure 4.18: Population by ethnicity in the study area, CoL and Greater London**



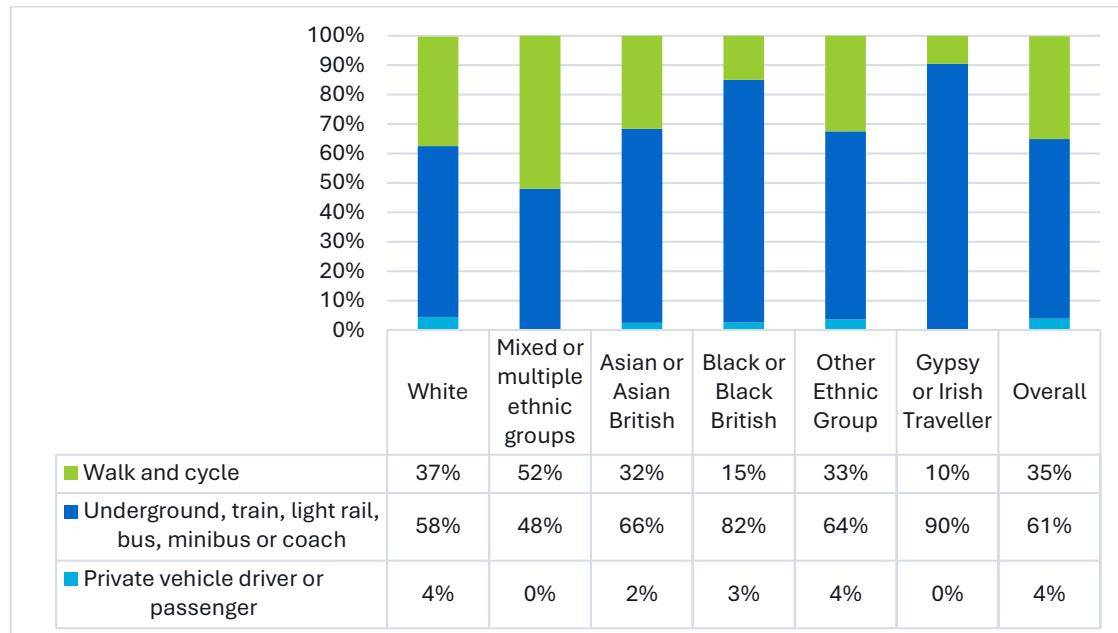
Source: Census 2021

**Figure 4.19** and **Figure 4.20** show mode share split by ethnicity in the CoL and London respectively<sup>7</sup>. According to the LTDS, in the CoL, White people and people from other ethnic groups most commonly use private vehicles (4 per cent share each). A comparison with London as a whole (**Figure 4.20**) highlights a greater overall reliance on private vehicles across all ethnicities. Notably, Asian or Asian British people across London are significantly more likely to use private vehicles (39 per cent) compared to 2 per cent in the CoL.

In the CoL, Black or Black British people most commonly (82 per cent) use public transport modes, in comparison 41 per cent in London. In addition, in the CoL, mixed or multiple ethnic groups are more likely to walk and cycle (52 per cent), whereas, in Greater London, people from other Ethnic Groups are most likely to walk or cycle (36 per cent), closely followed by people from mixed or multiple ethnic groups (35 per cent).

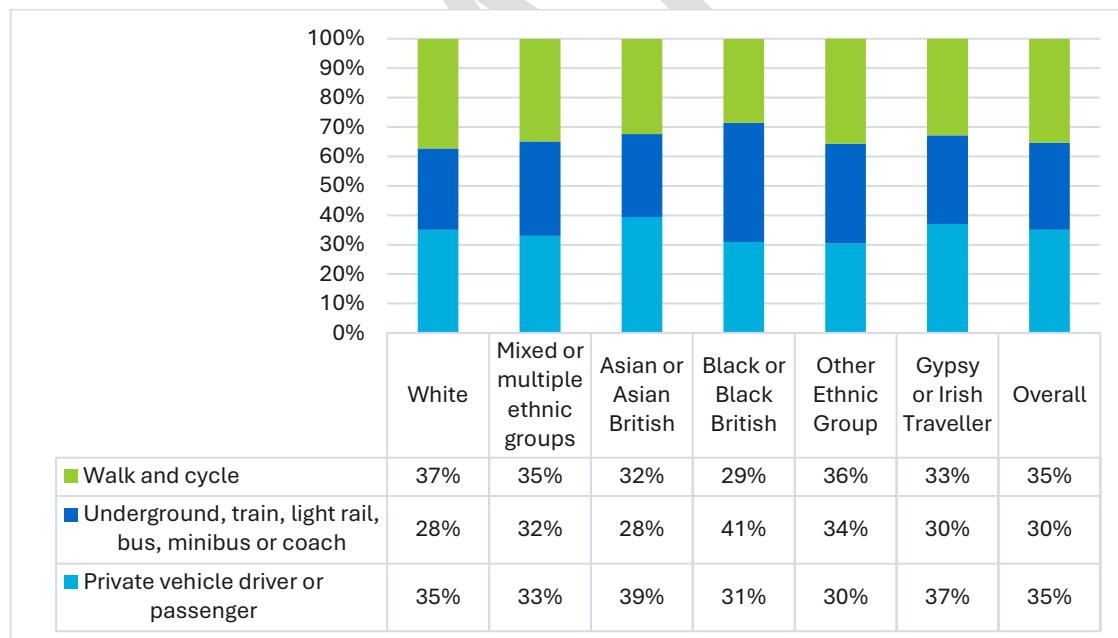
<sup>7</sup> Note that the graphs exclude data for missing/ not asked and all other methods

**Figure 4.19: Mode split by ethnicity in the CoL**



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

**Figure 4.20: Mode split by ethnicity in Greater London**



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

## Religion or belief

### Definition according to the Equality Act 2010

Religion means any religion and a reference to religion includes a reference to a lack of religion.

Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.

In relation to the protected characteristic of religion or belief:

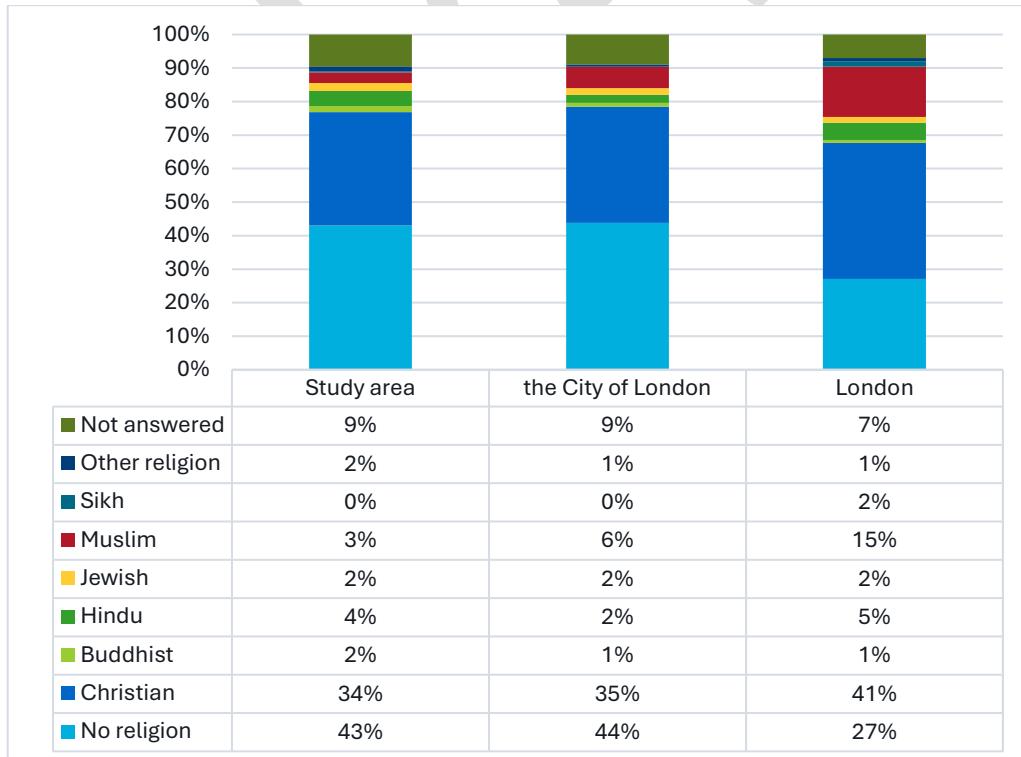
- a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular religion or belief;
- b. a reference to persons who share a protected characteristic is a reference to persons who are of the same religion or belief.

### Baseline equalities data

**Figure 4.21** shows the percentage share of religion for the study area, CoL and London. 43 per cent of the study area stated having no religion which is slightly lower than the CoL (44 per cent) but much higher than for London as a whole (27 per cent).

34 per cent of the study area identify as Christians compared to 35 per cent in the CoL and 41 per cent in London. 4 per cent of residents identified as Hindu which is slightly higher than the CoL (2 per cent) but slightly lower than in London (5 per cent). In the study area, 3 per cent of the population identify as Muslim which is slightly lower than the CoL (6 per cent) and much lower than London overall (15 per cent).

**Figure 4.21: Population by religion in the study area, CoL, and Greater London**



Source: Census 2021

## Sex

### Definition according to the Equality Act 2010

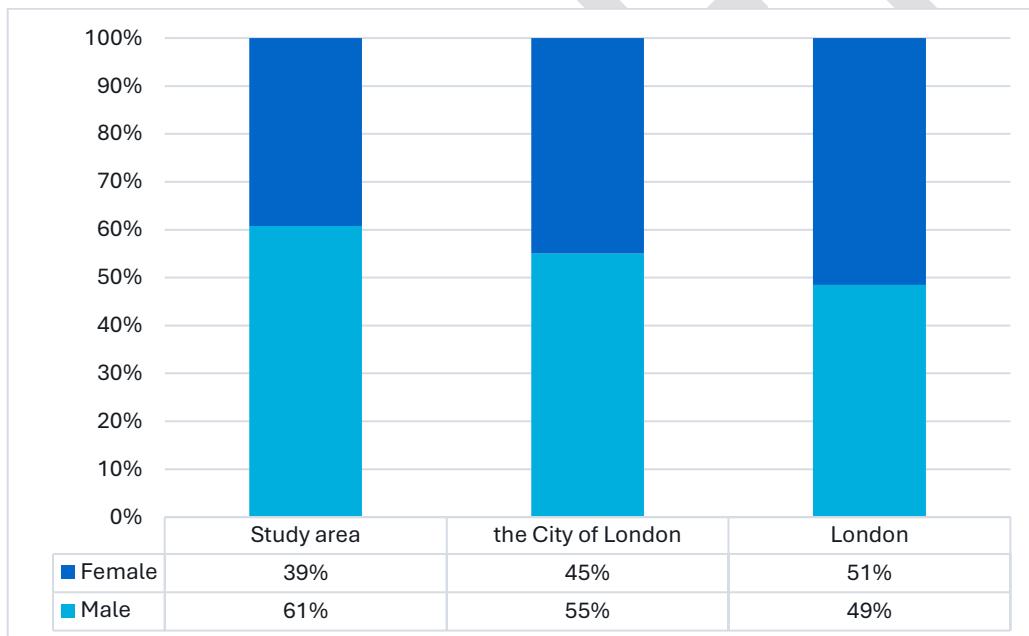
In relation to the protected characteristic of sex:

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

### Baseline equalities data

**Figure 4.22** presents Census 2021 data on population breakdown by sex in the study area, the CoL and London. In the study area, 61 per cent of residents are male and 39 per cent female. This contrasts significantly with both the CoL, which also has a higher male population but to a lesser extent (55 per cent male), and London as a whole, where females slightly outnumber males (51 per cent female compared to 49 per cent male).

**Figure 4.22: Population by sex in the study area, CoL and Greater London**



Source: Census 2021

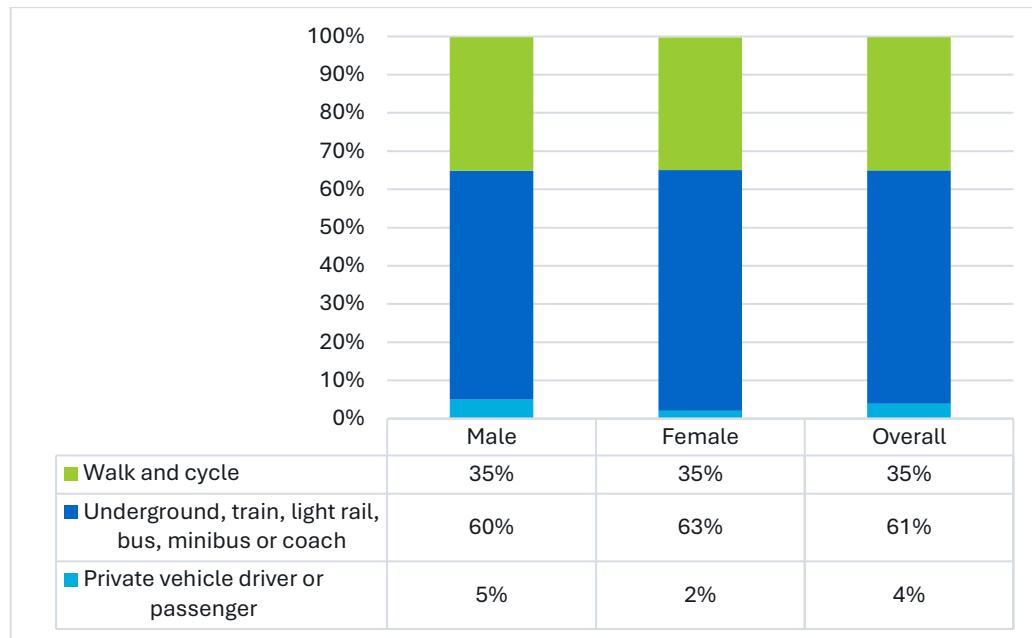
**Figure 4.23** and **Figure 4.24** illustrate mode share split by sex in the CoL and London respectively<sup>8</sup>. In the CoL, females are more likely to use public transport (63 per cent) compared to males (60 per cent), whilst males are more likely to use private vehicles (5 per cent) than females (2 per cent). Both sexes have an equal share of using active travel modes (walking and cycling – 35 per cent).

In comparison, there is greater use of private vehicles in London for both males (36 per cent) and females (34 per cent). In London, males and females are also less likely to use public transport compared to the CoL. Walking and cycling in London are very similar to

<sup>8</sup> Note that the graphs exclude data from missing/ not asked and all other methods

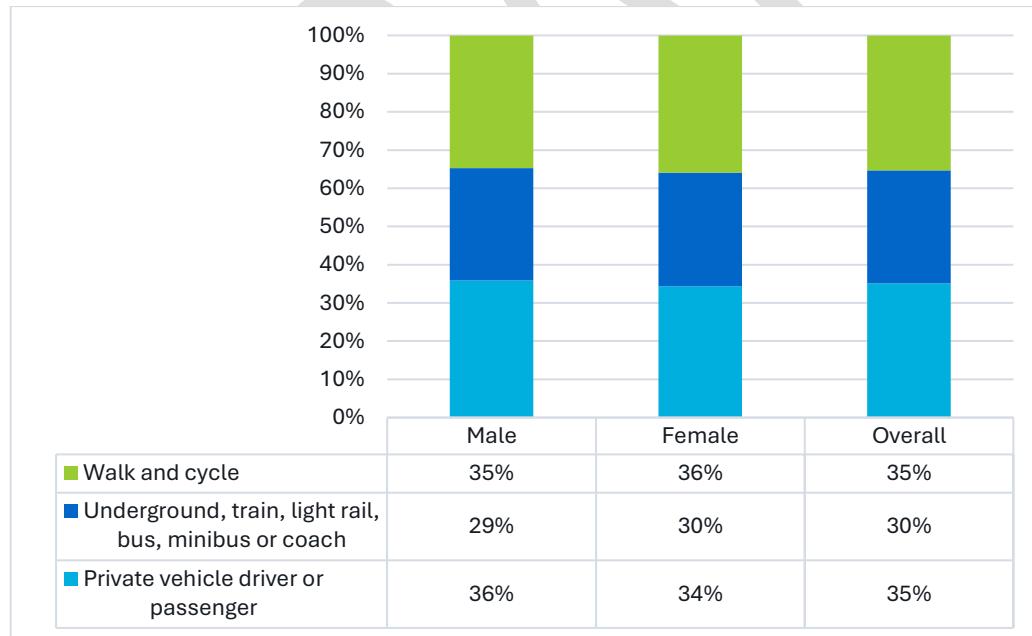
the CoL with the same share for males (35 per cent) and slightly higher for females (36 per cent).

**Figure 4.23 Mode share by sex in the CoL**



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

**Figure 4.24: Mode share by sex in Greater London**



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

# 5 Impact Assessment

**Table 5.1** summarises the potential positive and negative impacts of the proposed Old Jewry highway layout on people with one or more protected characteristic. Impacts have been scoped and assessed, assuming a scenario in which the current July 2024 ETO is made permanent, and the subsequent impacts of the scheme are embedded. Where deemed relevant, comparisons have also been drawn to the Summer 2020 ETO scheme. These impacts are assessed in further detail in this chapter.

**Table 5.1: Summary of Impact Assessment**

Outcome	Protected Characteristics Impacted
Southbound journey times for motor vehicles are maintained	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> </ul>
Journey times by motor vehicle to community facilities and local amenities on Old Jewry are maintained	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> <li>• Religion</li> </ul>
Essential motor vehicle access to all buildings on Old Jewry is maintained	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> </ul>
Simplified delivery and servicing movements along Old Jewry are maintained	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> </ul>
Permitting through traffic could decrease road safety (compared to the Summer 2020 ETO scheme)	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> <li>• Race</li> <li>• Religion or belief</li> </ul>
Localised air quality could decrease due to through traffic (compared to the Summer 2020 ETO scheme)	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and maternity</li> </ul>

## Potential Positive Impacts

### **Southbound journey times for motor vehicles are maintained**

Maintaining southbound motor traffic access on Old Jewry could improve overall journey times for some southbound trips, including private cars and taxis. As shown in **Table 1.1**, journey times are improved by up to six minutes for some local journeys.

#### **Protected characteristics impacted**

- Age
- Disability
- Pregnancy and maternity

Longer journey times can be uncomfortable for some older, and/or disabled people, for example, those who live with impairments associated with movement or joint pain associated with ageing that might be exacerbated by longer journeys. They can also be problematic for disabled people who have travel-related fatigue or stress, live with anxiety, or require quick access to toilets. Therefore, improved journey times through the continued southbound access could help to reduce some overall journey lengths which could make journeys more comfortable for some older or disabled people.

Longer journey times can be uncomfortable for some pregnant people due to the physical and mental symptoms of pregnancy. Based on low CoL birth rates and relatively low private vehicle usage within the CoL (see **Figure 4.17** and **Figure 4.2**), it is expected that a relatively small number of may make this journey via motor vehicle whilst pregnant, however, this may be a minor benefit provided through maintaining this southbound access for motor vehicles.

## **Journey times by motor vehicle to community facilities and local amenities on Old Jewry are maintained**

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Making the current ETO permanent embed improved times for people using motor vehicles (including cars and taxis) to access various local community facilities, including the numerous places of worship and other local amenities in the vicinity of the scheme.

### **Protected characteristics impacted**

- Age
- Disability
- Pregnancy and maternity
- Religion

Maintaining southbound access could benefit those who follow a religion, regularly attend places of worship, and use private vehicles to attend their place of worship. There are four churches within proximity of Old Jewry; St Lawrence Jewry church is located to the northwest on Gresham Street, St. Mary-le-Bow is located to the southwest on Cheapside, St Margaret's Church is located to the northeast on Lothbury, and St Stephen's Walbrook is to the southeast on Walbrook.

Destinations such as this typically have local catchments, making them more likely to be within walking and cycling distance of regular attendees, however, some attendees may use motor vehicles to attend. It is therefore likely that making the scheme permanent will disproportionately benefit people of Christian faith, especially as Christianity is the largest religious group in the CoL (see **Figure 4.21**)

In addition, pregnant, older and/or disabled people may find travel by motor vehicle more comfortable to access health services and shops, reducing potential physical strain or reliance on longer routes, and reducing discomfort and fatigue during travel due to shorter journey times. Nearly a quarter (24 per cent) of journeys in the CoL are made for leisure or personal business (see **Figure 4.5**), categories that often include essential trips to health services and shops. Therefore, maintaining southbound motor vehicle access could benefit some people making these journeys.

## **Essential motor vehicle access to all buildings on Old Jewry is maintained**

The July 2024 ETO retains essential motor vehicle access to all buildings and properties on Old Jewry and Frederick's Place. The ETO does not enhance access but guarantees that people who depend on cars or taxis wouldn't experience any drawbacks in accessing properties on Old Jewry and Frederick's Place.

### **Protected characteristics impacted**

- Age
- Disability
- Pregnancy and maternity

People with a long-term health problem or disability in the CoL are more likely to be a private vehicle driver or passenger than those who do not have a long-term health problem/disability. This is particularly pronounced for people with a disability related to mobility, as the private vehicle mode share for with a mobility-related disability in the CoL is 32 per cent (see **Figure 4.16**).

In addition, people aged 60 and over are more frequently private vehicle drivers and passengers (13 per cent) than other age groups (**Figure 4.11**). Making the ETO permanent would help to ensure that these people do not experience any restrictions to access. The reduced volumes of other motor traffic through retaining the one-way system may also create a quieter and more comfortable environment to enter/exit vehicles, in comparison to the original two-way system.

In addition, as licenced taxis are exempt from restrictions, taxis retain a more direct route through this part of the CoL. This would provide a positive impact for disabled people, who more likely to use a taxi. Transport for London's (TfL) EqIA evidence base for the Taxi (Black Cab) Fares and Tariffs Review 2022<sup>9</sup> outlined frequency of taxi use amongst disabled Londoners, Londoners who are wheelchair users, and non-disabled Londoners. Wheelchair users were found to be more likely to use a taxi at least once a week (6 per cent), than other disabled Londoners and non-disabled Londoners (both 3 per cent).

There is relatively limited research related to mode of travel and pregnancy; however, pregnant women may also benefit from this exemption. This is because pregnant women may choose to make more trips via private vehicle due to physical or mental symptoms associated with pregnancy.

<sup>9</sup> <https://haveoursay.tfl.gov.uk/19789/widgets/56152/documents/33683>

## **Simplified delivery and servicing movements along Old Jewry are maintained**

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Retaining the existing ETO highway layout would allow delivery and servicing vehicles to maintain their current, more efficient use of the southern exit of Old Jewry. This will embed smoother manoeuvring practices for large vehicles along the street (compared to the Summer 2020 ETO scheme), which, in turn, could reduce the risk of collisions and improve overall road safety in the area.

Large Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) inherently pose a greater risk due to their size, weight, and larger blind spots, often resulting in more severe outcomes in the event of a collision. The current layout of Old Jewry, which facilitates simplified movements for these vehicles by allowing them to continue using the southern exit, helps to mitigate these risks.

### **Protected characteristics impacted**

- Age
- Disability
- Pregnancy and maternity

Children are disproportionately vulnerable in accidents involving large vehicles due to their smaller size. By maintaining the current ETO layout which allows more streamlined deliveries on Old Jewry, younger pedestrians and cyclists may benefit from the associated reduction in road risk. Similarly, older or disabled individuals who may have slower reaction times or reduced mobility will also benefit from a safer environment. 22 per cent of people with a long-term health problem or disability in the City of London walk or cycle (rising to 30 per cent for those with mobility-related disabilities), therefore, maintaining this layout could continue to reduce the risk of collisions associated with delivery vehicles, as it is a safer and more predictable space for disabled people walking, cycling, or using mobility aids.

Similarly, pregnant individuals often experience reduced mobility and may require more time to cross the road or navigate public spaces. New parents with prams also need clear space to navigate footways. By embedding the simplified movements into the scheme, undertaking journeys along Old Jewry may be less complex for pregnant people and those travelling with young children.

## Potential Negative impacts

### **Permitting through traffic could decrease road safety (compared to the Summer 2020 ETO scheme)**

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Maintaining southbound access for Old Jewry for motor vehicles may have longer-term implications for road safety. Any increase in motor traffic may reduce real or perceived road safety, particularly for those walking, cycling or wheeling.

#### **Protected characteristics impacted**

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

Maintaining the current highway layout will mean that a higher number of vehicles will use Old Jewry in comparison to the Summer 2020 ETO. This will ‘lock in’ additional conflict between different road users. In the UK, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population. In the study area, 19 per cent of serious casualties were recorded by people aged 16 – 25. In addition, people aged under-16 are more likely to use active travel than any other age group in the CoL, but active travel users are more vulnerable road users.

Increased volumes of motor traffic could increase the risk of conflict. Large vehicles often have larger blind spots and require greater stopping distances, posing a disproportionate danger to children. LGV and HGV accidents are often more deadly than other road accidents due to the sheer size and weight of the vehicles involved. The impact force from a collision with a large truck can be significantly greater, leading to more severe injuries for those making active journeys or in smaller vehicles.

In addition, in CoL, 22 per cent of people with a long-term health problem/disability walk or cycle. 30 per cent of people with a mobility-related disability walk and/or cycle. Subsequently, a less pleasant road environment with greater potential for conflict could present a negative impact for disabled people who walk and cycle, as increasing general through traffic can increase the risk of conflict between road users.

Similarly, this may disproportionately impact pregnant women. Pregnant people may have reduced mobility and thus require longer times to crossroads. In addition, new parents with prams may require ample clear space for effective navigation. By increasing complexities in undertaking journeys along Old Jewry through the re-introduction of motor vehicles, this journey may be less comfortable than before for pregnant women and parents travelling with children.

In addition, ‘Mixed or multiple ethnic groups’ may also be disproportionately impacted, as they are currently more likely to walk or cycle (52 per cent) more than any other ethnic group in the CoL. Finally, this may present a less pleasant environment for those walking and cycling along the street to access nearby places of worship. Destinations such as this typically have local catchments, making them more likely to be within walking and cycling distance of regular attendees.

## **Localised air quality could decrease due to through traffic (compared to the Summer 2020 ETO scheme)**

Maintaining access to Old Jewry for southbound motor vehicles may result in decreased localised air quality. The ongoing use of Old Jewry by motor vehicles may disproportionately impact some users, notably those residents or employees based on Old Jewry who have respiratory conditions (such as asthma or COPD).

### **Protected characteristics impacted**

- Age
- Disability
- Pregnancy and maternity

Maintaining southbound access for motor vehicles will likely lead to higher associated pollutant emissions, which could result in poorer air quality. This may disproportionately impact older people as they are more likely to have health conditions such as heart disease, respiratory illnesses, and diabetes. Increased exposure to air pollution can exacerbate these conditions. Children are also more likely to suffer disproportionately from poorer air quality. This can be linked to a range of factors such as increased time spent outside compared to adults, still developing lungs, higher breathing rates than those of adults, and inhaling more air per kilogram of body weight<sup>10</sup>.

Disabled people, particularly those with pre-existing respiratory conditions, cardiovascular diseases, or compromised immune systems, are at an elevated risk from increased air pollution. Exposure to pollutants such as PM2.5 and NOx can trigger acute exacerbations of respiratory conditions, leading to severe breathing difficulties, hospitalisations, and reduced quality of life.

Increased emissions can have severe impacts on pregnancy and maternity. 7.2 per cent of people in the study area are disabled (see **Figure 4.15**), which means that the potential for negative health outcomes due to poorer air quality is a significant concern for this demographic. Poor air quality can be especially harmful for pregnancy and babies and is linked to higher risks of low birth weights and premature births. This can lead to increased risks of complications and infant mortality<sup>11</sup>.

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<sup>10</sup> <https://www.eea.europa.eu/publications/air-pollution-and-childrens-health>

<sup>11</sup> <https://pmc.ncbi.nlm.nih.gov/articles/PMC10843016/>

## 6 Summary

No substantial impacts have been identified for maintaining the southbound access for motor vehicles on Old Jewry, though there are a number of minor positive and negative impacts expected.

Retaining southbound motor vehicle access will continue to offer benefits for some protected characteristics, particularly in terms of reduced journey times for private vehicle users, and more direct routes for some journeys. This can support journey comfort for older, disabled, and pregnant individuals, and those accessing specific community facilities, such as places of worship. In addition, the current layout provides more efficient delivery and servicing options for large vehicles, which can help to reduce the risk of road danger that is associated with these activities.

However, it is likely that the associated traffic volumes (compared to the Summer 2020 ETO scheme) could ‘lock in’ road safety concerns for pedestrians and cyclists across various protected characteristics, as well as embed the potential for poorer local air quality, which could have long-term health implications for some older/younger, disabled and pregnant people.

### *Suggested mitigating measures*

A range of potential mitigation measures have been identified to help alleviate a number of the negative impacts and enhance equalities:

- **Undertake review of consultation feedback:** The consultation for the ETO remains open as of the time of writing. Systematic review of consultation feedback, especially from or concerning one or more protected characteristics, can help to inform and refine final design decisions.
- **Ongoing engagement:** Ongoing engagement and communication following the implementation of the preferred option can help to provide feedback about equalities issues. Places of worship in proximity to the ETO area could be engaged with to establish whether there have been any disproportionate impacts caused by the scheme, and to review the specific needs of their religious community.
- **Greening measures:** Identifying opportunities for greening along Old Jewry to help to offset air pollutants from additional motor vehicles. This measure may help to benefit children, older people, and individuals with respiratory conditions who are often disproportionately vulnerable to the health impacts of poor air quality.
- **Continue to monitor road safety:** No collisions were recorded on Old Jewry or Frederick’s Place during the initial ETO. Continued monitoring would help to identify any collision trends or hotspots, allowing the CoL to make highway layout changes if deemed necessary.
- **Sustainable delivery and servicing:** Where possible, encourage local businesses to re-mode delivery and servicing in the area, utilising more cargo bikes and pedestrian

porterage instead of LGVs and HGVs to limit the number of large vehicles travelling, and creating opportunities for conflict.

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