



Streets and Walkways Sub (Planning and Transportation) Committee

ADDENDUM

Date: TUESDAY, 14 MAY 2024

Time: 1.45 pm

Venue: COMMITTEE ROOM 2 - 2ND FLOOR WEST WING, GUILDHALL

6. LIVERPOOL STREET AREA HEALTHY STREETS PLAN - APPENDIX 1

For Decision
(Pages 3 - 22)

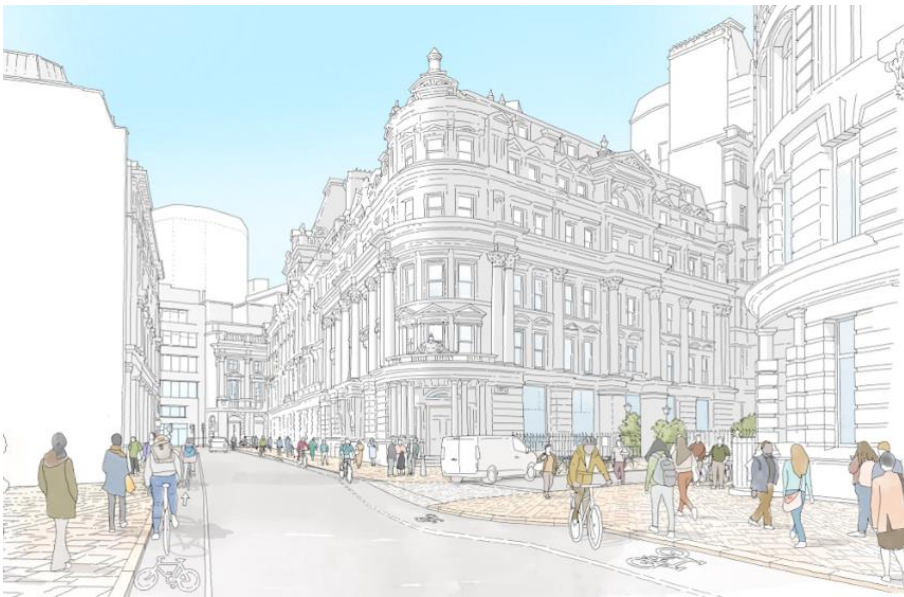
Ian Thomas CBE
Town Clerk and Chief Executive

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~~Draft – Public PostFinal d~~Document for adoption
~~April 2024~~Consultation ~~October 2023~~March 2024



Liverpool Street Area Healthy Streets Plan



Bloomfield Street.

Liverpool Area Healthy Streets Plan

~~Draft – for consultation~~April 2024

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1. Introduction

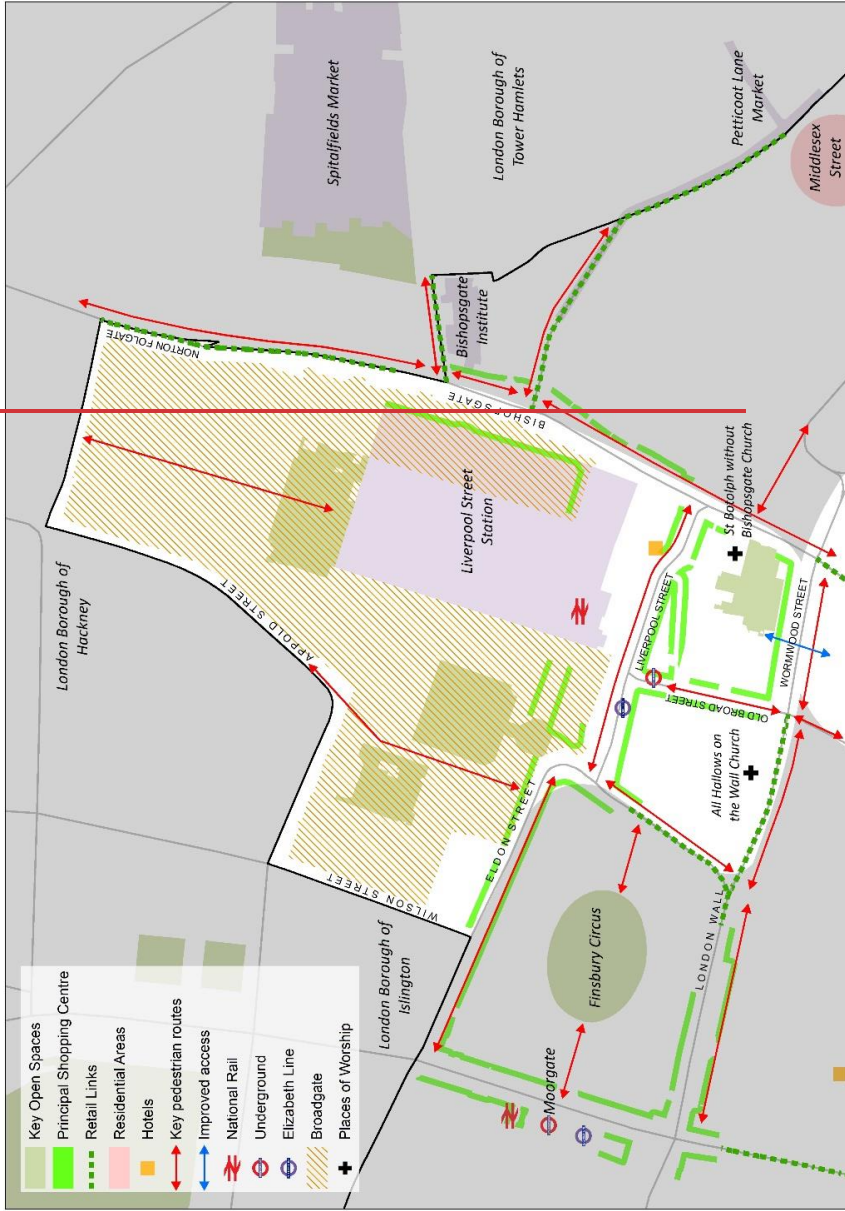
This Healthy Streets Plan for the Liverpool Street area sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following City of London Transport Strategy outcomes:

- The Square Mile’s streets are great places to walk and spend time.
- Street space is used more efficiently and effectively.
- The Square Mile is accessible to all.
- People using our streets and public spaces are safe and feel safe.
- More people choose to cycle.
- The Square Mile’s air and streets are cleaner and quieter.
- Delivery and servicing are more efficient, and impacts are minimised.
- Our street network is resilient to changing circumstances.

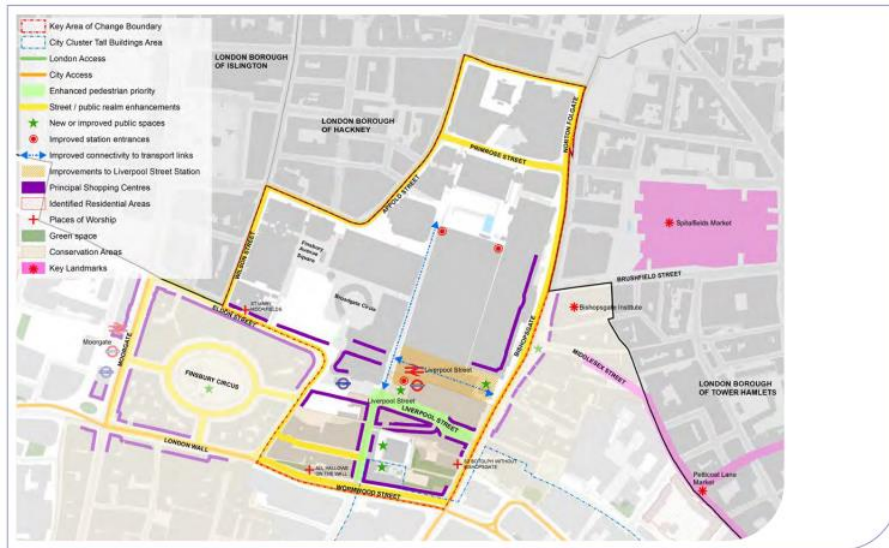
The Plan also supports delivery of the City Corporation’s City Plan 2040, Climate Action Strategy and Destination City initiative. The proposals will transform the quality of streets and public spaces across the Liverpool Street area. ~~Alongside new developments, T~~hey will create a vibrant urban district that is a great place to work and a thriving leisure destination, including at nighttime and weekends.

The area covered by the plan incorporates the Liverpool Street Key Area of Change, as set out in the ~~emerging~~ City Plan 2040, and responds to the significant development underway and planned in the area. These developments present opportunities to improve the interchange between rail and other modes of travel; create new walking routes ~~through the station at ground level~~ which would better integrate the station into the wider network of streets and spaces; enhance the quality of the public realm and improve walking connections towards the City Cluster, Spitalfields and Moorgate ~~areas~~.

This framework also aligns with ongoing investment to better integrate Broadgate with the surrounding area and improve the quality of public spaces within the neighborhood.



[Figure 1 – The Liverpool Street Key area of change. Local Plan]



To be updated

Figure 1. Liverpool Street Spatial priorities, Key Area of Change, City Plan 2040

2. The Healthy Streets Approach

The Healthy Streets Approach is a human-centered framework for embedding public health in transport, public realm, and planning. The Approach is based on 10 evidence-based Healthy Streets Indicators that capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, and for supporting social and economic activity.



The Healthy Streets Approach will be applied across the street network with the aim of making all streets accessible, engaging, and safe places for people to walk, cycle and spend time. Although the approach to achieving this may vary depending on the type of street and local context.

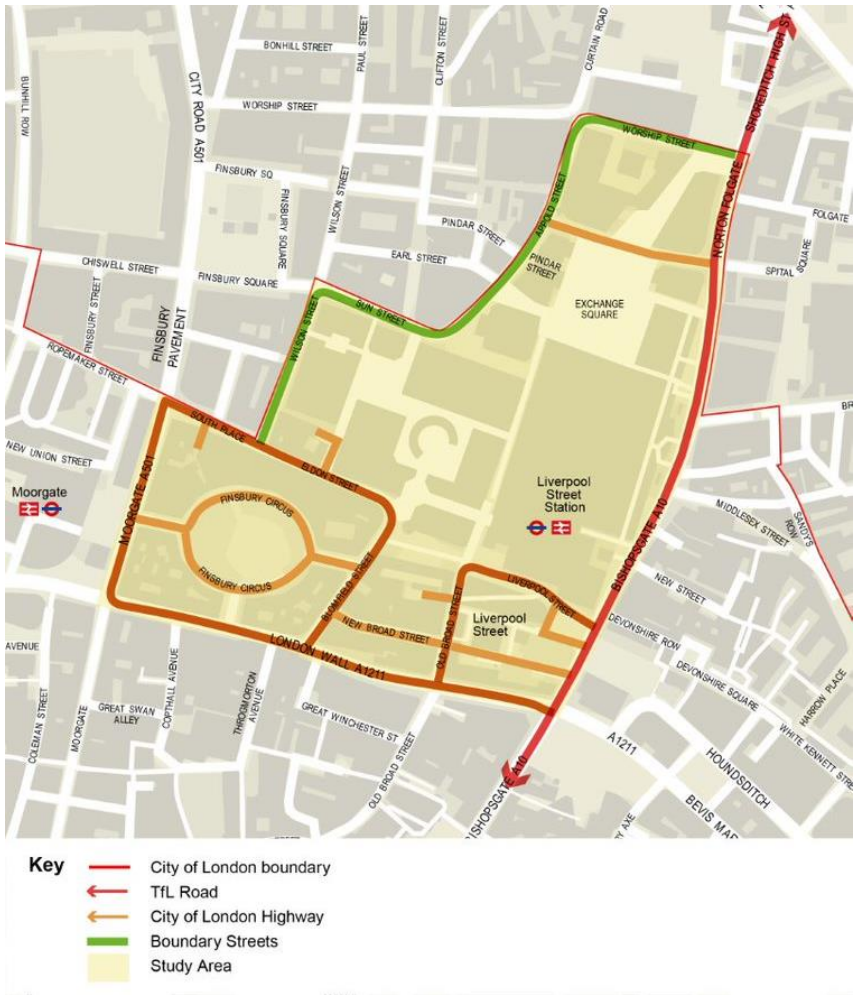
3. The Liverpool Street Area

The Liverpool Street area is a dynamic part of the City of London, home to one of London's busiest transport hubs and increasingly a destination for leisure as well as work. The area is experiencing a period of transformational change. This includes the ~~recent~~ arrival of the Elizabeth Line and associated new station entrances, public realm improvements in Broadgate and developments that are either under construction or planned.

~~There are several developments in the Liverpool Street area and in the nearby City Cluster that are either under construction or planned. The potential enhancement of the station may provide a unique opportunity to improve wider transport connections and accessibility.~~

The area is busy throughout the day, into the evening and at the weekend, ~~in part due to it~~ acting as the gateway for visitors ~~arriving to~~ visit local destinations such as Petticoat Lane, Spitalfields ~~and~~ Brick Lane markets and Broadgate.

New developments, a changing leisure and retail offer ~~and the Elizabeth Line~~ further increase the existing need to provide more space for people walking and address crowding on streets such as Bishopsgate and Old Board Street. There is a need to improve walking and cycling facilities both east-west through the area and to the north, connecting with Shoreditch, and to the south to the rest of the City, including the City Cluster.



[Figure 2 – Liverpool Street Healthy Streets Plan Area]

The area covered by this plan is bounded by Moorgate, London Wall/Wormwood Street, Bishopsgate and the City of London boundary with the London Boroughs of Islington and Hackney. Moorgate, London Wall/Wormwood Street and Bishopsgate are defined in the City of London Transport Strategy as City access streets. These are streets that are intended to be used by motor vehicles travelling around but not through the Square Mile or to destinations that are immediately adjacent. They are also key routes for people walking, cycling, and using buses.

All other streets within the Liverpool Street area boundary are classified as Local access streets. These are streets primarily used for the first or final part of a journey, providing

access for motor vehicles to properties. The [Healthy Streets](#) ~~o~~Plan also considers the potential for new spaces and walking routes that may be delivered as part of developments.

~~4. Liverpool Street Station~~

~~We will work with Network Rail and TfL to ensure that any future enhancements to Liverpool Street Station contribute to improving how the station connects with its surroundings and positively contribute to the area’s public realm. This could include:~~

- ~~• A new northern concourse with an entrance from Exchange Square, and improved N-S connections between platforms and concourses.~~
- ~~• Enhanced east to west and north to south walking connections through the station.~~
- ~~• Improving the experience of using the station and making it easier to navigate.~~
- ~~• An enhanced bus station and improved multimodal interchange with a well-integrated, secure best-in-class cycle parking hub.~~
- ~~• Meanwhile use of the existing servicing road in the station for light freight, as a cycle entrance and exit from the station and potentially taxi ranking, subject to feasibility testing.~~
- ~~• Accommodate urban greening where feasible.~~
- ~~• Enhancements to the the Metropolitan Arcade station entrance.~~
- ~~• Enhanced station facilities which represent the highest standard of inclusive design including, lifts, a range of waiting areas, toilets, left luggage and drinking fountains.~~

5.4. Improving the interchange experience at Liverpool Street Station

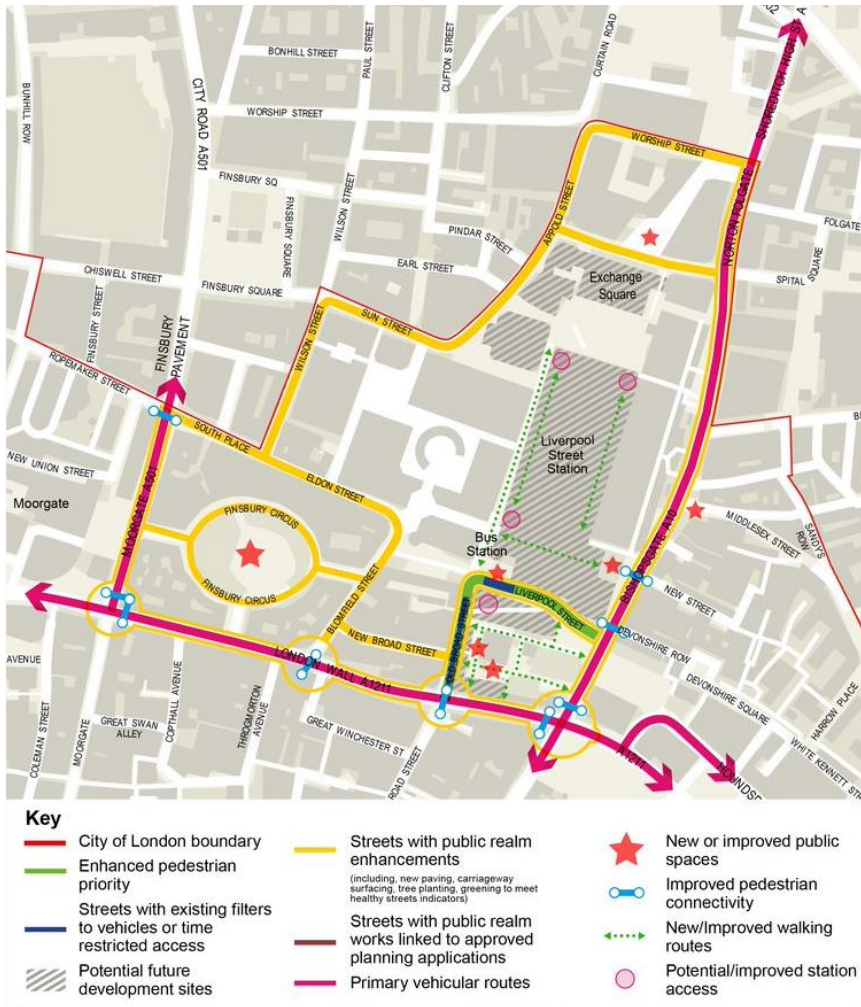
Liverpool Street station is one of the busiest in London and the UK. A key focus for street improvements in the area will be to improve the experience of travelling to and from the station and changing between different modes of transport. We will take the following approach to ensuring everyone can enjoy easy, accessible, and convenient access to rail, Underground and Elizabeth Line services at Liverpool Street Station:

- **Walking:** Walking is the main way that people travel to and from the station and within the Liverpool Street area and will be prioritised. More space for walking will be provided by widening pavements and where possible, restricting traffic on some streets. Opportunities for developments to provide new walking routes that give people more choices and help reduce crowding on surrounding streets will be explored. This includes the potential for improved north-south and east-west walking connections through and around Liverpool Street Station and through the Metropolitan arcade.

- **Bus:** The existing location of bus stops and the bus station will remain largely as they are, at least in the medium-term, and no significant changes in bus provision are envisaged as part of this plan. The bus station is expected to be improved and opportunities for interim improvements will be explored. This will include improving walking routes in and around the bus station, in addition to seeking to improve the general user experience, through the provision of seating, signage and easier access. Requirements for a bus station in this location will be kept under review and in the longer-term there may be opportunities to relocate these stops.
- **Cycling:** A safer environment for people cycling will be provided by reducing through traffic on some streets where possible, exploring the potential to provide dedicated space for cycling on London Wall and Moorgate and improving junctions. Contra-flow cycling on one-way streets will maximise the choice of routes. Cycle parking, including enhanced facilities within the station in the form of a prominent and visible cycle hub.
- **Cycle and scooter hire:** Cycle and scooter hire parking locations, including Santander Cycle Hire docks, will be distributed throughout the area. Locations will be chosen to minimise the impact on people walking and opportunities to improve the public realm.
- **Taxi:** ~~A smaller station taxi rank will need to be directly accessible from the station, with other ranks dispersed within the plan area.~~ Reviewing the size, management, and location of the current taxi rank on Liverpool Street will ensure provision for disabled taxi passengers while supporting efforts to prioritise people walking and improve the public realm.
- **Private hire:** Private hire vehicles will need the opportunity to pick up and drop off in the area and near to the station, but arrangements may need to be formalised and access to some streets restricted.

6.5. Proposals

This section sets out the potential improvements that we will seek to deliver, and, where necessary, the changes to traffic movement, parking and loading that might be required to deliver these improvements. We will work with TfL, neighbouring boroughs, and other stakeholders and partners (such as developers, the EC BID, and the Culture Mile Partnership) to develop and deliver these changes. Individual projects will be subject to feasibility, detailed design and consultation and City Corporation and statutory approval processes.



[Figure 3 - The Liverpool Street Area proposed improvements – framework plan]

6.1.5.1. Bishopsgate

Working in partnership with TfL we will explore the potential to:

- Improve the walking experience, ease of crossing and pedestrian comfort levels by widening pavements and crossings. Aim for a minimum of B+ pedestrian comfort levels for pavements and crossings based on current and future demand.
- Improve the cycling experience by reducing traffic through timed restrictions (subject to the outcome of TfL's ongoing experimental scheme). The need to widen pavements means it is unlikely that protected space for cycling can be provided. Increase provision of cycle parking near shops and restaurants.
- Review Wormwood Street and Camomile Street junction to improve the safety, comfort and convenience for people walking and cycling, including exploring the potential for a diagonal crossing.
- Retain and improve existing bus stops. Bus priority and journey time improvements will be achieved through traffic reduction rather than bus lanes.
- Provide a taxi rank and/or feeder rank on Bishopsgate and opportunities to formalise private hire and taxi pick up and drop off close to the station.
- Deliver public realm and streetscape enhancements, including reducing street clutter and exploring opportunities for seating, greening and tree planting. There is potential for significant public realm enhancements on the eastern side of Bishopsgate between New Street and Brushfield Street.

6.2.5.2. London Wall and Wormwood Street

- Explore opportunities for pavement widening to achieve a minimum pedestrian comfort level of B+, based on current and future demand, and provide space for seating, greening, tree planting, cycle parking and dockless cycle and scooter bays.
- Explore the potential to improve the cycling experience and safety by introducing protected space for people cycling and increase cycle parking provision.
- Explore opportunities to improve crossings at the Old Broad Street and Blomfield Street junctions to enhance safety, comfort, and convenience for people walking and cycling, including diagonal crossings at Old Broad Street.
- Explore the potential to introduce bus priority measures, including on the approach to Bishopsgate on the Old Broad Street and Blomfield Street junctions
- Explore the potential for public realm enhancements, including tree planting and removing redundant street clutter.
- Review street lighting to focus on lighting pavements rather than carriageway and explore potential to remove the central reservation.

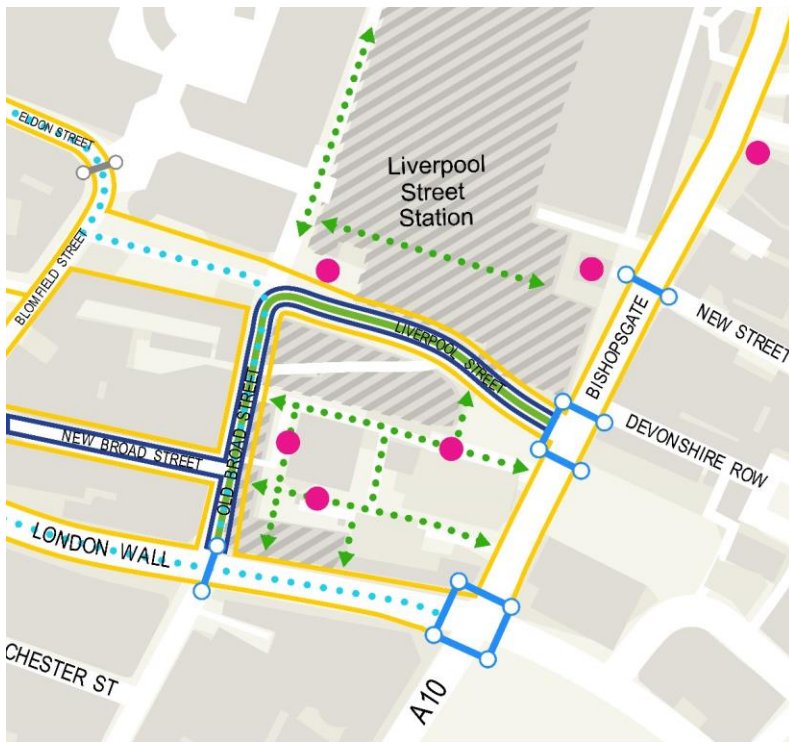
~~6.3.5.3.~~ Moorgate improvements












- Explore the potential to provide more space for walking by widening the pavement on the western side of Moorgate.
- With the City of London Police review requirements for the check point facilities on Moorgate to support improvements for people walking and cycling.
- Explore the potential for mandatory cycle lanes with light protection using wands and for additional cycle parking.
- Review Moorgate/London Wall and Ropemaker Street/South Place junctions with a view to improve safety, comfort and convenience for people walking and cycling, including diagonal crossings.
- Seek to provide a new informal crossing to connect with Finsbury Circus Western Arm.
- Explore opportunities to improve Moorgate and London Wall junction for people walking and cycling and the potential to provide a left turn for southbound traffic at London Wall.
- Explore the potential for public realm enhancements, including seating and reducing street clutter.

~~6.4.5.4.~~ Liverpool Street

- Explore the potential to increase the area of pedestrian priority between the Liverpool Street Station and Metropolitan Arcade, retaining two-way access for cycling and allowing limited one-way eastbound access for vehicles.
- Explore the potential for wider, more ambitious pedestrian priority on Liverpool Street, subject to the final approach to providing a station taxi rank. Review the location and management of the taxi rank, ~~and explore reducing in size of relocation is not possible.~~
- Explore the potential for a raised carriage way on the junction with Bishopsgate to give more priority to people walking, improve accessibility and slow down turning traffic.
- Review parking requirements and explore the relocation of doctor's parking bays.
- Review the loading requirements of existing occupiers, formalise arrangements and restrict hours if on-street loading is required. Explore the potential for a coordinated approach to managing both deliveries and pick up of takeaway food.
- Maximise opportunities to transform the quality of the public realm including exploring the potential for:
 - Raising the carriageway to footway level and integrating any retained taxi ranks or loading facilities.

- Reducing level of cycle parking within the public realm and replacement with alternative parking available in the station and the surrounding area.
- Providing opportunities for seating and for spill out space along the north and south edges of the street.
- Decluttering the street by consolidating and removing redundant street furniture.
- Increasing greening and tree planting.



Key			
	City of London boundary		New or improved public spaces
	Enhanced pedestrian priority		Existing pedestrian crossings
	Streets with existing filters to vehicles or time restricted access		Enhanced pedestrian crossings
	Streets with public realm enhancements <small>(including new paving, carriageway surfacing, tree planting, greening to meet healthy streets indicators)</small>		New/improved walking routes
	Streets with public realm works linked to approved planning applications		Enhanced cycle infrastructure outlined in the transport strategy
			Potential future development sites

6.5.5. Old Broad Street (north of London Wall)

- Explore the potential to improve the walking experience by widening pavements and install a raised crossing at New Broad Street. Ensure side street and loading bay entrances are raised and fully accessible.
- Explore opportunities to modify existing timed access restrictions, potentially limited to buses, cycles and access to off-street premises only.
- Consider formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.
- Use new developments as an opportunity to provide more space and increase the choice of routes for people walking, including potentially setting background floor building lines, and for introducing greening and tree planting on the Old Broad Street frontage and to seek to achieve a minimum pedestrian comfort level of B+.
- Explore the opportunity to enhance the walking route between Moorgate, Finsbury Circus and through St Botolph’s Churchyard.

6.6.5.6. Sun St Passage and the Bus Station

- ~~• Future enhancements to Liverpool Street Station would provide the opportunity for comprehensive improvements to the experience of walking through and waiting in the bus station. This could include:
 - ~~◦ Providing more space for people walking north/south through the bus station from Sun Street Passage.~~~~
- Explore opportunities to enhance Sun Street Passage including the potential for step-free access, providing more space for people walking north/south and, improved lighting, greening, art, and greater active frontage.
- In partnership with TfL and Network Rail explore opportunities to improve the bus station and, in the long term, potentially relocate some or all of the functions to enable the space to be repurposed. assess the future viability of the bus station, identifying potential improvements and future repurpose of the space, subject to consultation with stakeholders and Transport for London Add opp to explore changes, and improvement. Potential to improve it, future repurpose the space, subject to relocation with tfl req, and relocation of the bus station elsewhere.

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~~6.7.5.7.~~ Blomfield and Eldon Street

In addition to recent and planned improvements explore the potential to:

- Introduce contra-flow cycling.
- Provide a limited taxi rank near the Elizabeth Line entrance.
- Widen pavements.
- Provide seating, greening and tree planting.
- Increase cycle parking.
- Raise side street ~~crossings~~entrances and loading bay entrances.

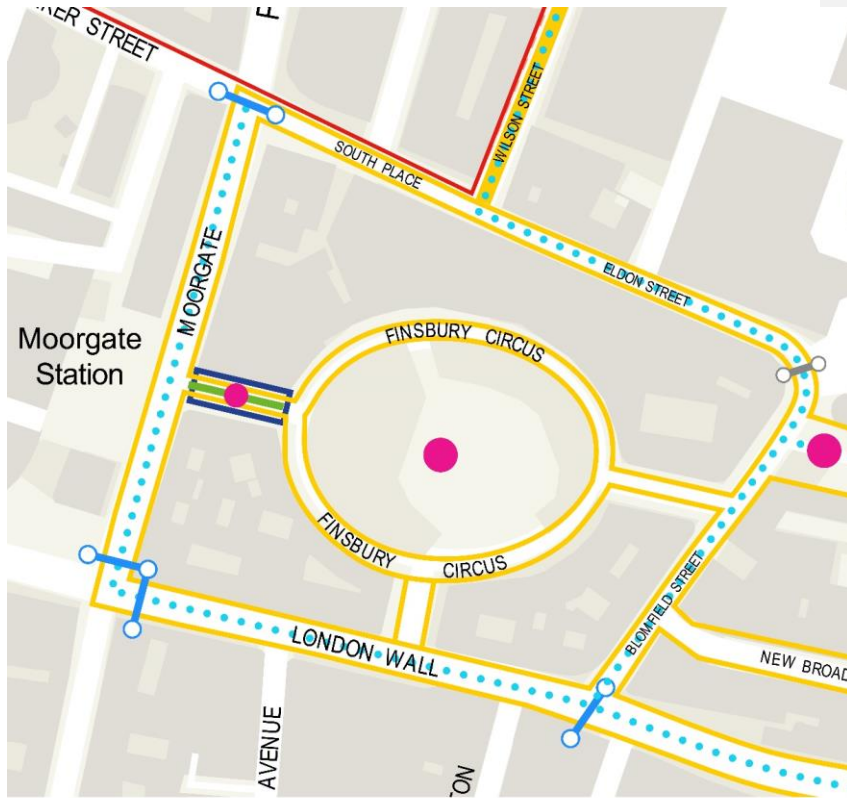
~~6.8.5.8.~~ Primrose Street

- Explore opportunities for public realm enhancements, including greening and seating.
- Explore opportunities for additional cycle parking, and dockless cycle and scooter bays.

~~6.9.5.9.~~ Finsbury Circus

The City of London Corporation is delivering improvements to the Finsbury Circus Gardens which seek to retain its character while revitalising and enriching planting. To complement these improvements, we will explore the potential to:

- Create new and improved public realm around entrances to the gardens and provide accessible crossings points to access these.
- Reduce and break up car ~~and motorcycle~~ parking around the gardens with greening and seating, reallocate some bays to cycle parking and dockless cycle and scooter bays.
- Relandscape the western arm, introducing climate resilience measures, seating, and planting.
- Improve the public realm on the eastern arm of Finsbury Circus and provide a space for cycle parking and dockless/scooter cycle bays.



Key

- City of London boundary
- Enhanced pedestrian priority
- Streets with existing filters to vehicles or time restricted access
- Streets with public realm enhancements
(including, new paving, carriageway surfacing, tree planting, greening to meet healthy streets indicators)
- Streets with public realm works linked to approved planning applications
- New or improved public spaces
- Existing pedestrian crossings
- Enhanced pedestrian crossings
- New/Improved walking routes
- Enhanced cycle infrastructure outlined in the transport strategy

~~6.10.5.10.~~ St Botolph's Churchyard

Explore the potential to:

- Improve the walking route between Bishopsgate and Old Broad Street, in particular significantly enhancing the entrances to the Church gardens.
 - Develop a lighting strategy for the site, working with the Church and other stakeholders to help manage antisocial behaviour.
 - Improve the quality of public spaces, enhance the setting of heritage assets including the Bathhouse and increase greening.
- ~~• Use new development as an opportunity to add in active frontages.~~

~~6.11.5.11.~~ South Place (boundary street with LB Islington)

- Explore the opportunity to reconfigure the street layout and provide more space for walking and public realm enhancements, including seating, greening and tree planting, in consultation with the City of London Police regarding the check point ~~facilitiestiesfacilities.~~
- Review parking and loading arrangements. Consider timed loading restrictions and loading bays set into the pavement to maximise space for people walking when not in use.
- Raise side street and loading bay entrances. Provide a raised junction and crossing point at Dominion Street.
- Explore the potential to provide a taxi rank.
- Increase cycle parking and provide dockless cycle and scooter bay.

~~6.12.5.12.~~ Wilson Street Islington (boundary street with LB Islington)

- Explore potential to reallocate car parking spaces to provide space for pavement widening, seating, and greening, raised crossing points, cycle parking, and dockless bays.
- Explore making southern section one-way with contraflow cycling.

6.13-5.13 Sun Street, Appold Street and Worship Street (boundary street with LB Hackney

- Explore opportunities for walking and public realm improvements beyond recent and planned changes including widening pavements, enhancing crossings and provision for seating, greening and tree planting.
- Explore opportunities for increasing cycling parking and dockless cycle and scooter bays, including potential reallocation of parking bays.

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