

Moor Lane

Wednesday 6 December 2023

Agenda

1. Introduction from the Chair
2. Project 'reset'
 - Project scope and deliverables
 - Process and team composition
 - Governance
3. Current review findings
4. Any other business

Recap of previous meetings

- Reset of approach to communication and engagement
- Review current design approach
- Challenge some of the existing assumptions and approaches
- Workstreams
 - Assess potential space available and options therefrom
 - External design review
 - Traffic management changes
 - Clean Air Garden

City's priorities

- Moor Lane Issue Report (2020) – key measures of success
 - Moor Lane is a green, biodiverse and environmentally resilient street through the introduction of trees and planting
 - Both the local community and the developer's priorities are met, by ensuring the security needs and desires for an improved pedestrian environment are delivered in coordination with the completion of 21 Moorfields
 - A welcoming, accessible and safe pedestrian environment is created on Moor Lane with widened footways to prioritise people walking

City's priorities

- Healthy Streets approach
- Streets that are safe, inclusive and accessible
- Climate resilience, biodiversity, flood risk management

Project 'reset'

- Changing context
 - BBGL Healthy Neighbourhood Plan
 - Culture Mile BID
 - Barbican Neighbourhood Forum
- Traffic management change sits within the BBGL Healthy Neighbourhood plan
- Co-design/Co-production approach
- How to maximise the available opportunities

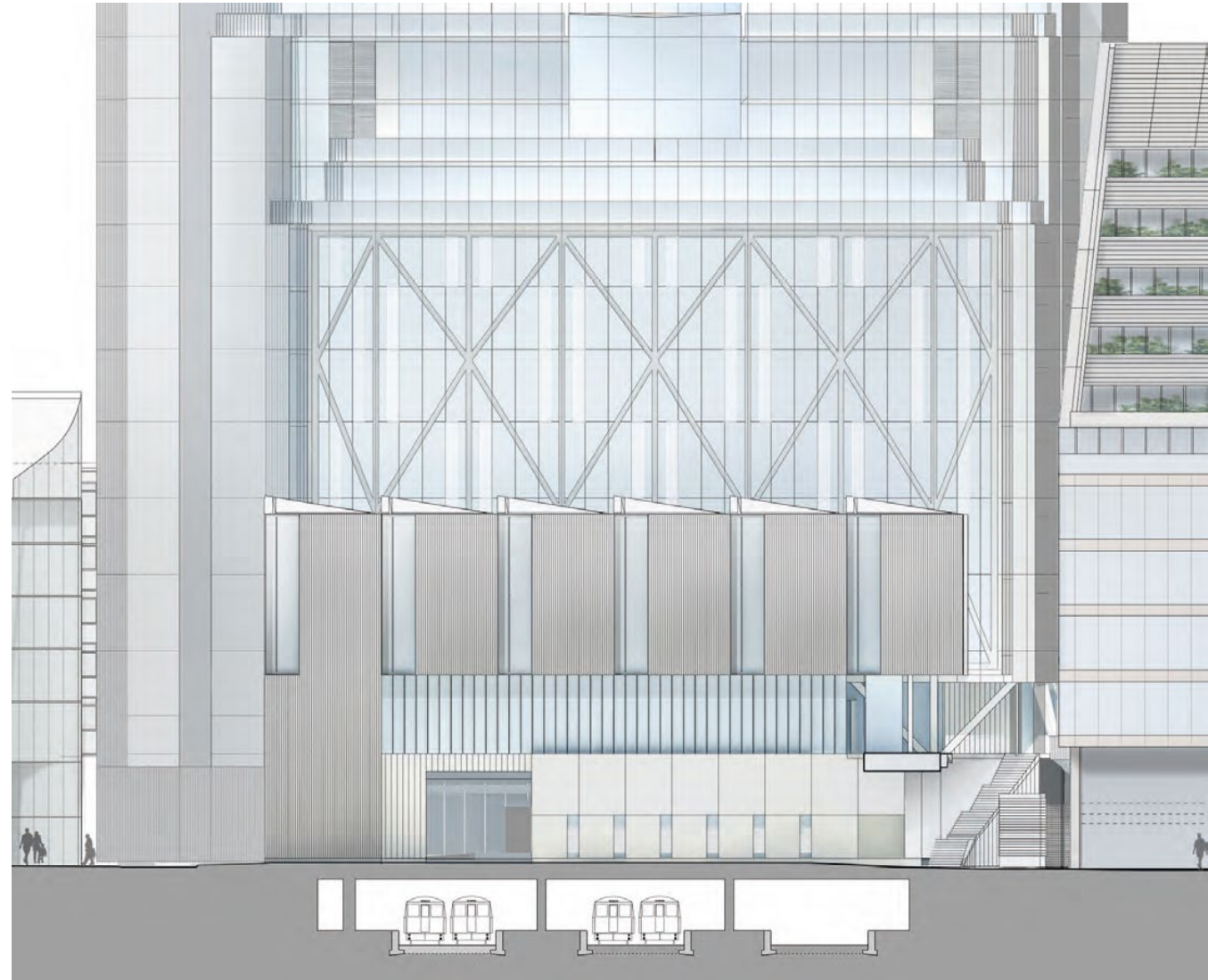
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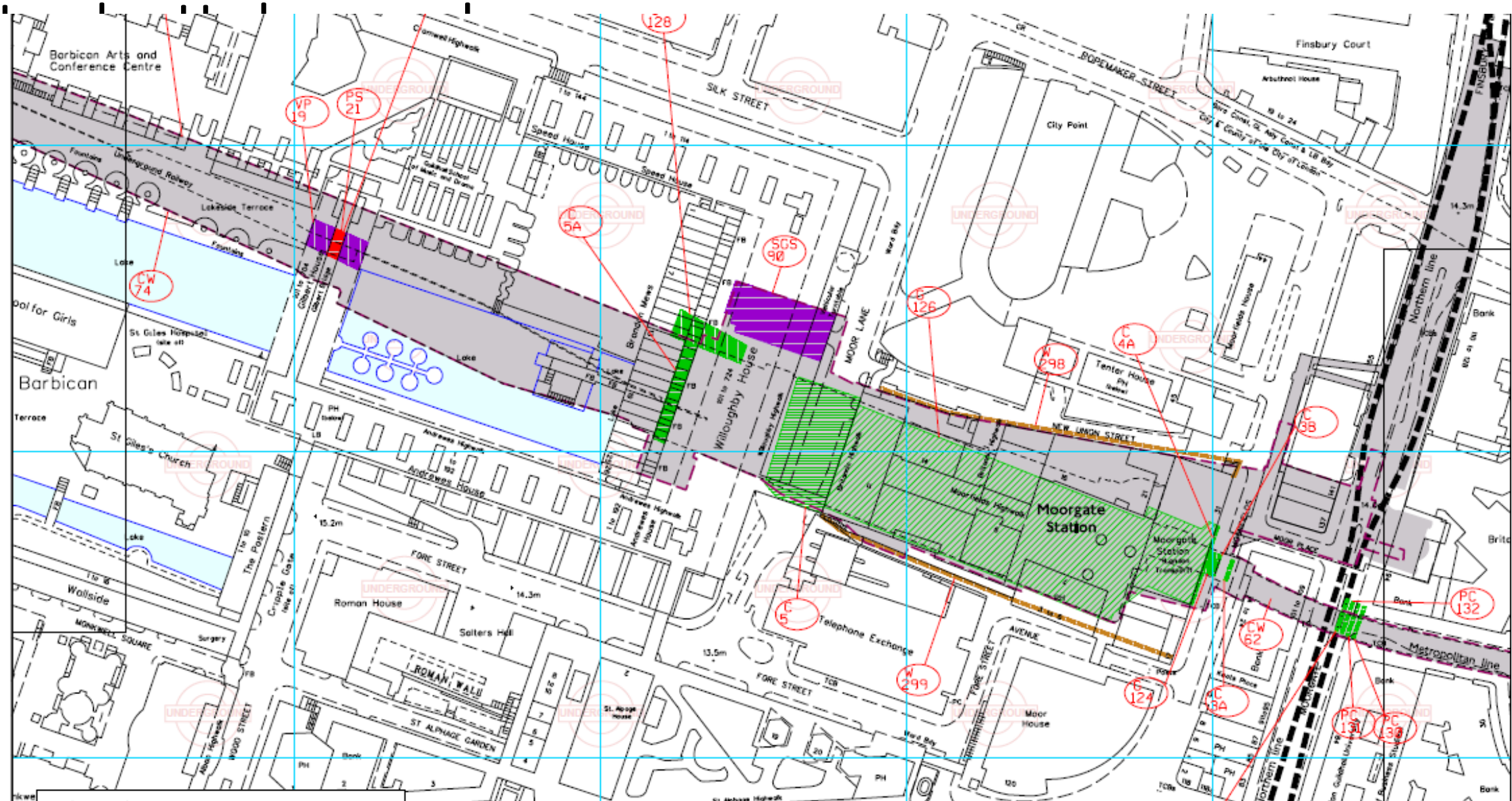
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Constraints

London Underground

- Loading restrictions due to underground infrastructure traversing the central section of the street
- Shallow depths (maximum 28cm) due to underground infrastructure and utilities apparatus

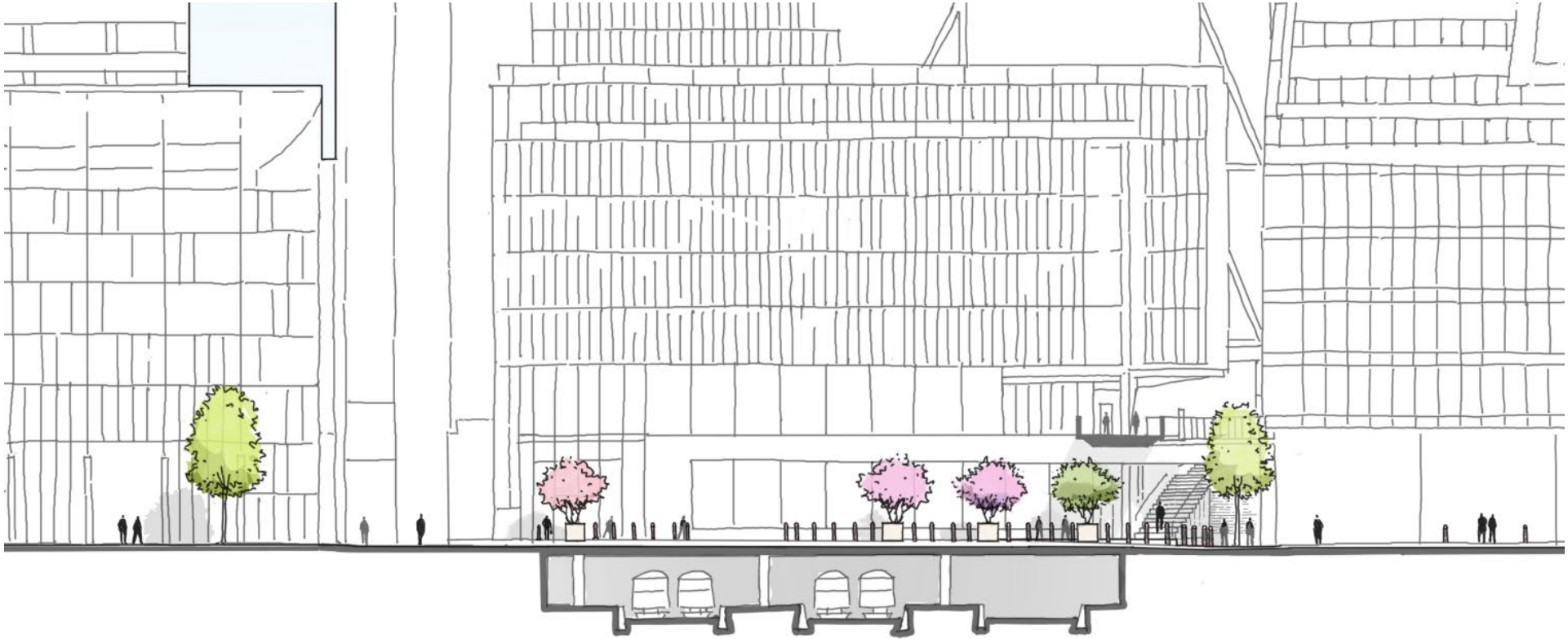




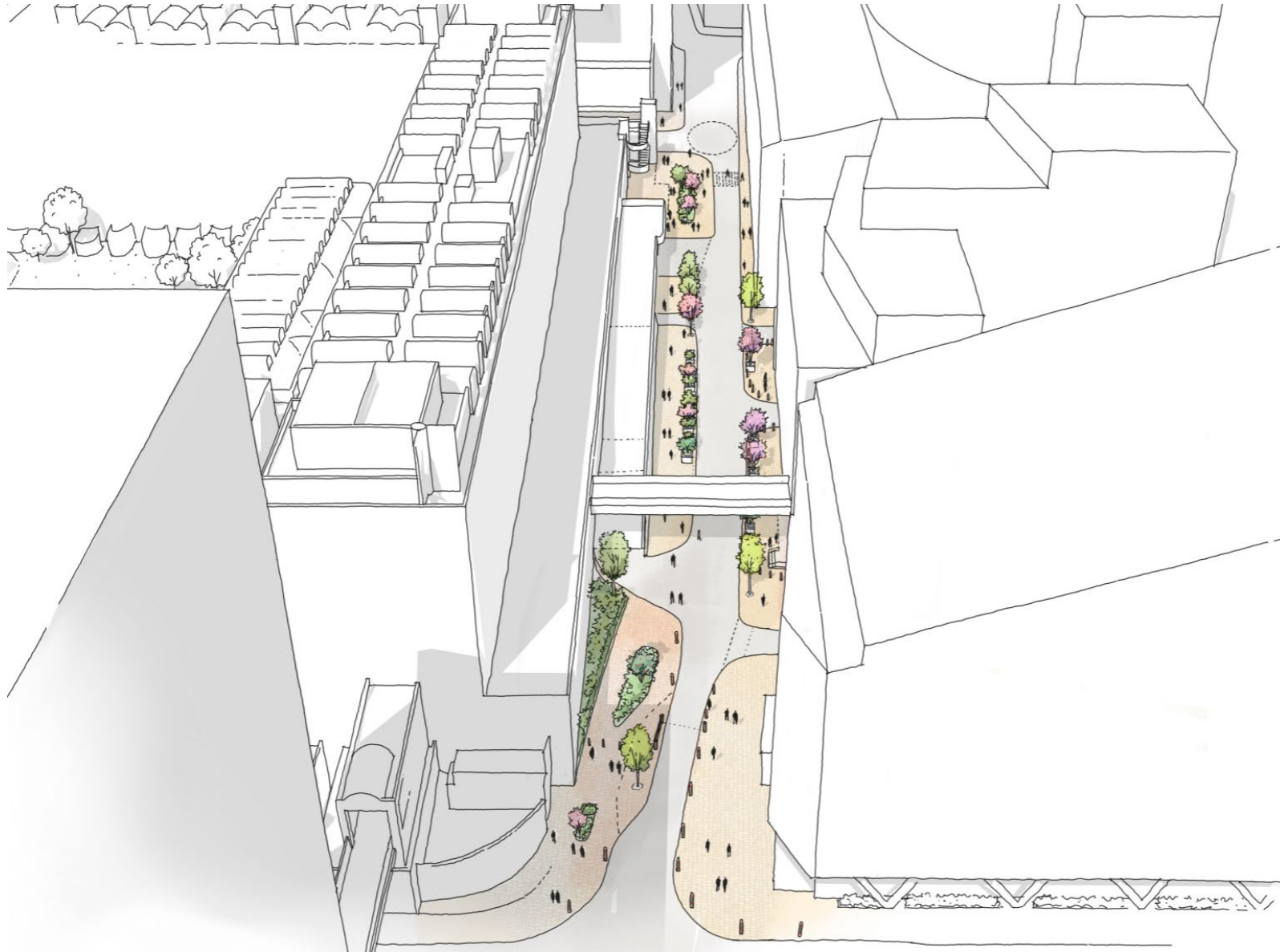
Utility infrastructure



Security infrastructure



Current proposal



Reviewing available space

Reviewing available space

- Use of rain gardens
 - Moor Lane has low flood risk
 - Slowing and reducing surface water runoff is beneficial
 - Consider other greening options for these areas
- Relocation of utilities – previously discounted

Design review

Summary of design review

- Scheme objectives should address the wider neighbourhood, prioritising connections between local green, cycling and walking infrastructure
- A more ambitious approach to SUDS and greening, addressing climate change issues
- Retention of the Clean Air Garden in some form

Traffic management

Traffic management

- Four options:
 - Make the street one-way (in either direction)
 - Make the existing timed closure permanent
 - Moving the existing timed closure point further north
 - A new 'point closure'
- Considerations:
 - Access to off-street premises
 - Emergency access
 - Wider traffic movement



KEY

- Vehicle movement
- Cycle movement
- Access point
- Existing footway
- Baseline footway widening
- Additional footway



Option 1 (one-way)

Benefits

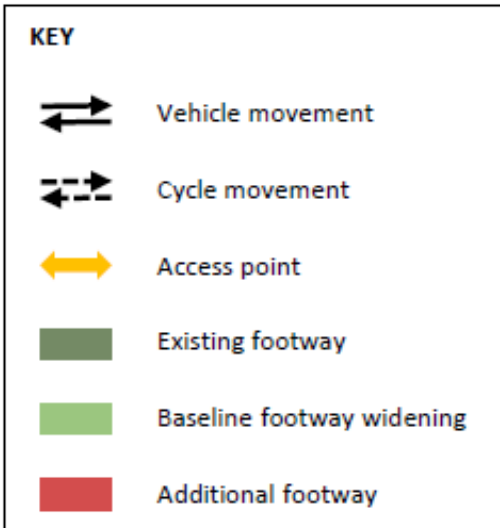
- Wider footway north of Union Street
- Wider west footway (additional 84 sqm)
- Potential for removal of a rat-run in one direction
- Potential for in the ground planting (east footway)

Disbenefits

- Kerbside pads restrict use of footway

Risks

- Access to off-street parking / loading
- Motor vehicle routes in the area



Option 2 (south closure)

Benefits

- 160 sqm of additional footway
- Potential for in the ground planting, subject to further surveys

Disbenefits

- No additional footway widening on the main section of Moor Lane

Issues

- turning provisions for vehicles
- Motor vehicle routes impacted
- Utility congestion in both footway & carriageway



KEY	
	Vehicle movement
	Cycle movement
	Access point
	Existing footway
	Baseline footway widening
	Additional footway



Option 3a (mid-point closure)

Benefits

- 138 sqm of additional footway
- Potential for a new public space
- Removal of vehicle rat-run

Disbenefits

- No additional footway widening
- Limited depths (280mm only), subject to LUL approvals

Issues

- Appropriate turning provisions need to be confirmed
- Impact on motor vehicle routes
- Direct-point loading capacity (deadload) on underground structure



KEY	
	Vehicle movement
	Cycle movement
	Access point
	Existing footway
	Baseline footway widening
	Additional footway



Option 3b (mid-point closure)

Benefits

- 246 sqm additional footway
- Potential in the ground planting at the widened section of east footway

Disbenefits

- Limited depths (280mm only)
- subject to LUL approvals

Issues

- Kerbside pads restrict use of footway



KEY	
	Vehicle movement
	Cycle movement
	Access point
	Existing footway
	Baseline footway widening
	Additional footway



Option 4 (northern-closure)

Benefits

- 196 sqm additional footway
- Potential for creating a new public space
- Potential for in the ground planting

Disbenefits

- No additional footway widening on the main section of the street

Issues

- Impact on motor vehicle routes
- Utilities

Clean Air Garden

Clean Air Garden

- Four design options:
 - Three large trees
 - Mixture of trees with shade tolerant underplanting
 - Tiered planters
 - Mixture of trees and tiered planters
- Considerations:
 - Scope to reuse existing planting
 - Considerate of Barbican architecture and other street furniture
 - Maintenance requirements
 - Climate resilience



Option 1 - trees

Benefits

- Low implementation cost
- Greenery at height

Disbenefits

- Limited vegetation and biodiversity
- No sense of place or coherence
- Lack of visual impact



Option 2 – trees & shade

Benefits

- Greenery at height
- Adds greenery along the building façade and around the trees
- Sense of place

Disbenefits

- Limited cohesion
- Verticality not maximised



Option 3 - tiered

Benefits

- Varied planting at different heights
- Potential for inclusion of trees
- Scale supports biodiversity

Disbenefits

- Cost (implementation and maintenance)
- Limited interaction opportunities



Option 4 - modular

Benefits

- Variety of planting at varying heights
- Creates space for people to walk through / experience
- Responds to context of Barbican

Disbenefits

- Potential draw for people to linger
- Limited visual impact



Option 5 - composite

Benefits

- Variety of planting at varying heights
- Improved biodiversity
- Creates sense of place
- Responds to context of Barbican

Disbenefits

- Potential draw for people to linger

Questions