

# St Paul's Gyratory Transformation Project: Consultation Findings



Independently Compiled  
by Commonplace for the  
City of London



October 2023

# Contents (and quick hyperlinks)

[Introducing the Project 1-4](#)

[Consultation Methodology 5](#)

[Executive Summary 6](#)

[Headline Findings 7-10](#)

## Proposals

[Overall 11-14](#)

[Walking 15-19](#)

[Cycling 20-24](#)

[New Public Space 25-32](#)

[Waiting and Loading 33-37](#)

[Bus Routes 38-42](#)

[Vehicle Routes 43-48](#)

[Acknowledgements and  
Next Steps 49](#)

[Appendix: Consultation  
Participants 50-53](#)

# The St Paul's Gyratory Transformation Project

## About the Project

The streets between the former Museum of London roundabout and St. Paul's Underground station form a 1970's gyratory system that prioritises motor vehicles over other street users such as people walking or cycling. Some of the problems with the current streets include:

- Limited space on pavements for the large numbers of people walking
- Crossing can be difficult, including for people having to cross in two stages at the Newgate Street/St. Martin's Le Grand junction
- People cycling have to mix with fast moving traffic
- Limited public space with little or no places to sit and few street trees
- The overall street environment and space allocation is dominated by motorised traffic.

To make this situation better, the City of London Corporation is planning a transformation of the streets with the following project objectives:

- Improve the experience of walking and cycling
- Create quality public spaces
- Create a safer environment for all
- Meet the access needs of residents and businesses.



## What We'd Already Learned

These proposals are based on what we've already learned from our previous public engagement. Earlier this year, we engaged with the public on our ideas and over 2,500 people responded.

We received strong support for improvements for walking (81%) and cycling (79%) even if they resulted in longer vehicle journey times. 84% of respondents supported the creation of a new public space at the southern end of King Edward Street and wanted to see the creation of a relaxing space with seating and lots of greenery.

This feedback enabled us to put together a package of improvements for people walking and cycling, whilst also ensuring that buses, taxis, delivery vehicles and other vehicles are able to reasonably progress through the area. Read on, for details of what these proposals include...



## The Project Proposals

Our proposals enable transformational change across the project area. The partial removal of the gyratory system will introduce two-way working for all vehicles on Newgate Street and St. Martin's Le Grand to its junction with Angel Street. Northbound motor traffic would then travel along Angel Street and north along King Edward/Montague Street as it does now. Southbound motor traffic would continue to use St. Martin's Le Grand as now. Vehicles will still be able to travel in all directions but there will be slight changes on some routes.

There would also be changes to bus stop locations, bus stands, coach and taxi bays and parking and loading restrictions. Making traffic two-way on Newgate Street and part of St. Martin's Le Grand creates an opportunity to close the southern section of King Edward Street to create a large, new public space which, at just over 3,000sqm, would be larger than Aldgate Square. Comprehensive improvements for people walking and cycling are proposed, including better crossing facilities and protected cycle routes where space permits.

The project is proposing a range of changes to the way the streets will work for people in the future via six areas of change:

- Walking
- Cycling
- Vehicle routes
- Bus routes
- Waiting and loading
- New public space.

Details of the proposed changes within each of these six areas of change can be found throughout this report.

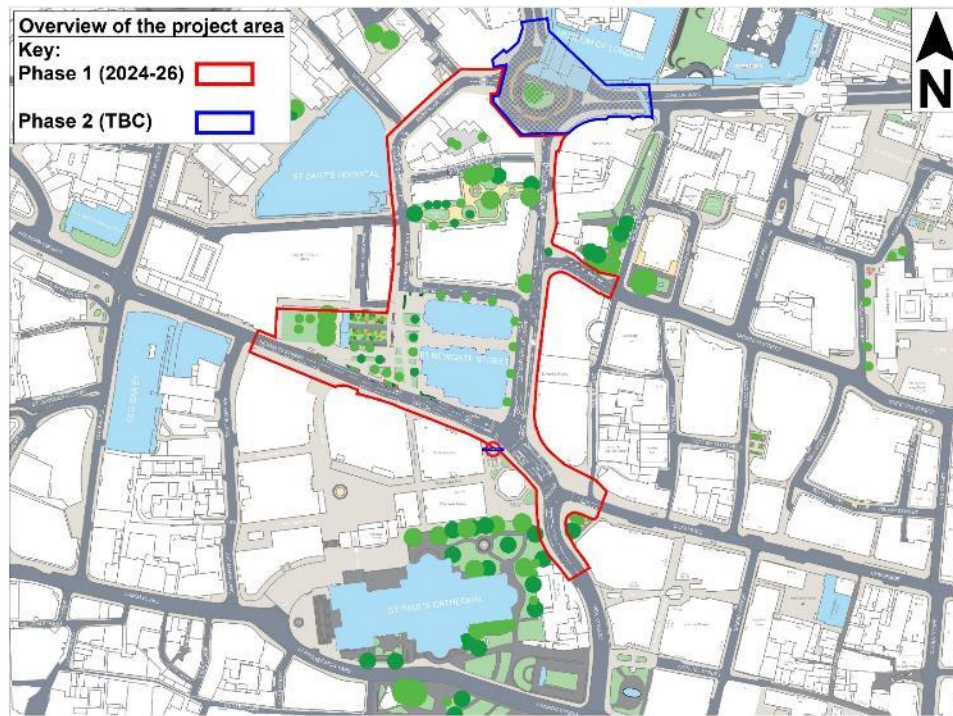


## How the Project Will be Phased

The project is split into two phases.

Phase 1 covers all the streets to the south of the roundabout and we aim to start construction in early 2025. We are coordinating the project with the redevelopment of 81 Newgate Street (the former BT headquarters).

Phase 2 focuses on highway changes on the roundabout and is awaiting the outcome of the Museum of London/Bastion House redevelopment which is currently at pre-planning application stage.



# Consultation Methodology

We understand that the scale of the changes we are proposing mean that some people will be affected, both positively and in some instances negatively. The purpose of this consultation was to understand the potential impact of these changes, how they will affect people, and how we might reduce any negative impacts.

A six week consultation on the proposals ran from Friday 18th August 2023 to Monday 2nd October 2023 (inclusive).

The consultation was open to anyone (group or individual), whether a resident, business owner, worker or visitor, with an interest in the area.

Designed to gain a detailed understanding of public opinion on the proposals, capturing valuable feedback on the possible measures currently being considered, the consultation was not intended to be a referendum or 'vote' of any kind, but rather a process for exploring perceptions.

Those interested could also use the Commonplace online platform, which invited people to view and comment on the six proposals.

Participants could leave feedback and comments on as many proposals as they wished, with the choice of providing feedback by responding to the questions asked, and/or leaving comments as necessary. They could alternatively, or additionally, 'agree' with comments already submitted and publicly visible. This was done by simply liking a comment by clicking a 'thumbs up' icon.

Note: All percentages have been rounded and may therefore not total exactly 100%.

# Executive Summary

The St Paul's Gyratory Transformation Project proposals have been designed to improve the streets between the former Museum of London roundabout and St Paul's Underground station. Improvements will be via a series of measures to create and enhance public spaces, improve the experience of walking and cycling, and increase safety and accessibility.

A six week consultation was hosted via the online Commonplace engagement platform, across August, September and early October 2023, gathering **over 1,500 comments and agreements** from **almost 500 participants**. These participants included a **wide and diverse variety** of workers, commuters, visitors, residents and others - all of whom were interested in the area proposals.

**Overall views on the proposals were notably positive**, with around two-thirds (67%) of consultation participants fully supporting the overall package of proposals. This was often in the context of participants being directly affected by potential changes. This positivity was also evident among all participant ages, among those with a number of different connections to the area, and among those using a number of different travel modes in and around the area. This contrasted with just 11% expressing strong opposition.

Across four of the six proposals, a **majority of consultation participants gave positive/mostly positive feedback**. This positive feedback peaked in relation to the **proposals for walking (80% positive feedback)** and **cycling (75% positive feedback)**. A **high level of positivity (65%)** was also evident in relation to the **proposal for new public space**. This positivity was frequently underpinned by **common themes**, including views that the proposals would enhance the **pedestrian and cyclist experience, improving safety, encouraging active and sustainable travel, improved mental and physical health and relaxation, whilst greening the area and reducing vehicular dominance**.

The proposals for **waiting and loading (55% positive feedback)** and **bus routes (49% positive feedback)** proved less popular - though positive views still eclipsed those of a more critical nature. **Vehicle route proposals attracted the highest level of negative feedback (47%)** with some associated concerns about **traffic congestion, confusion and displacement**.



# Headline Findings

The consultation received a total of more than 1,500 **Commonplace** comments and agreements with comments.

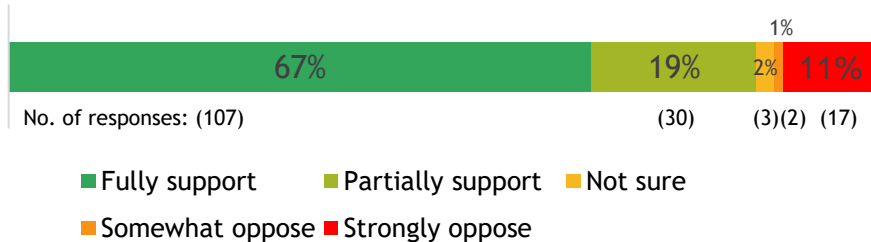
**492** respondents  
**1052** comments  
**511** agreements

Proposals for the **new public space** attracted the highest number of comments.

- New public space: 302 comments
- Cycling: 213 comments
- Overall proposals: 165 comments
- Walking: 128 comments
- Vehicle routes: 101 comments
- Bus routes: 101 comments
- Waiting and loading: 42 comments

## Views on the Overall Proposals

Views on the Overall Proposals



For a detailed look at the demographic, area relationship and travel profile of consultation participants, [please click here](#).

86% of consultation participants expressed a **POSITIVE** view on the overall proposals.

In contrast, just 12% expressed a **NEGATIVE** opinion, with the remainder (2%) unsure.

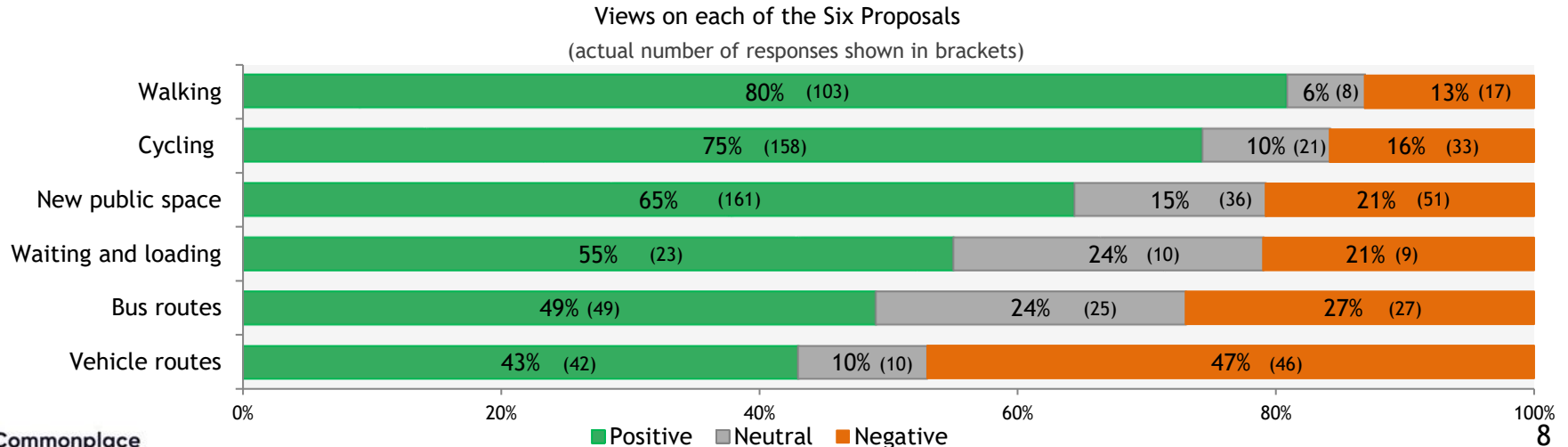
On the following page, we see a summary of how views varied on each of the six proposals.

## Views on Each of the Six Proposals

Looking at views on the six proposals reveals *a majority of consultation participants expressed a positive sentiment about the proposals for walking, cycling, new public space and waiting and loading*. The most positive response was received in relation to the walking proposals, with 80% expressing a positive sentiment.

High levels of positivity were also evident in relation to the proposals for **cycling (75%)** and **new public space (65%)**.

In contrast, the proposals for vehicle routes (43%) and bus routes (49%) were viewed less positively.



## Headline Findings on Each of the Six Proposals

### Walking



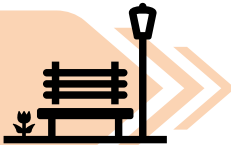
The vast majority of consultation participants (95%) felt that they would be affected by the walking proposals. In this context, there were strongly positive views on the proposal, with 80% of consultation participants applauding it. Walking proposals proved to be particularly appealing to visitors and commuters. Support for these proposals was often founded on views that the environment would be safer, pleasanter, more accessible and more attractive, motivating active travel and improved health.

Again, the vast majority of consultation participants (88%) felt that they would be affected by the cycling proposals. In this context, there were strongly positive views on the proposal, as expressed by around three-quarters (75%) of consultation participants. Cyclists themselves were particularly supportive - with 88% applauding proposals which many felt would create a safer and easier cycling experience.



### Cycling

### New Public Space



Greyfriars Square was the most popular name suggestion for a new public space. Two out of every three consultation participants (65%) felt that the design of the new public space met their expectations. However, a number of participants suggested the inclusion of larger areas of greenery and additional seating. Free, outdoor fitness equipment would be used frequently by around a third of participants.

## Headline Findings on Each of the Six Proposals

### Waiting and Loading



Fewer participants (57%) felt that they would be affected by the proposals for waiting and loading.

Over twice as many consultation participants were positive (55%) than were negative (21%) about these proposals. Positive sentiment was often underpinned by the perceived benefits of a reduction in vehicular through traffic and reduced idling and car parking.

Over 70% of participants felt that they would be affected by the proposals for bus routes.

Again, positive views (49%) eclipsed negative views (27%) about these proposals. Note also, that those affected by the bus route proposals were more likely to view them positively (51%) than negatively (36%).



### Bus Routes

### Vehicle Routes



80% of participants felt that they would be affected by the proposed changes to vehicle routes.

These changes were the only proposal where a higher proportion of participants expressed a negative view (47%) than a positive view (43%). The alternative (1A) proposal proved more popular than the main (1) proposal.

# Overall Proposals





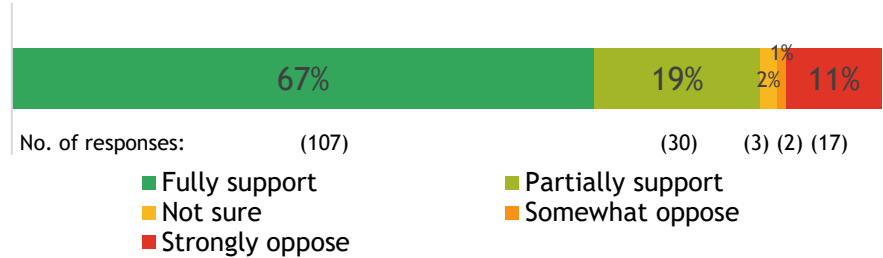
## Support for the Proposals Overall

86% of consultation participants **SUPPORTED** the overall proposals for St Paul's Gyratory - with most fully supporting them.

In contrast, just 12% **OPPOSED** the proposals.



### How supportive are you of the overall proposal?



High levels of support for the proposals in overall terms were evident across all age groups.

It was also notable that this high level of support was also evident among visitors (96% fully or partially supporting), commuters (93%), residents (93%) and workers in the area (78%).

Likewise, there was widespread appeal among those who walked around the area (91% fully or partially supporting), those who cycled around the area (99%) and those travelling by bus (89%).

However, there was a lower level of support expressed by car drivers (57%) and taxi/cab users (46%).



# Overall Levels of Support for the Proposals

## The Themes Underpinning Views



- Creating a more accessible, pleasant, safer and healthy environment.
- Optimising the pedestrian and cycling experience, while minimising motor dominance.
- Creating enjoyable public space.
- Enhancing the area's aesthetics via greenery.
- Reducing traffic jams and associated air pollution.



- Using too many traffic lights.
- A pointless exercise.
- Displacing traffic to surrounding routes/roads.
- Increasing air pollution and emissions.
- Disrupting construction.

## Selected Comments About the Overall Proposals



### Supporting Comments

*"A big improvement on the current situation!"*

*"It's critical to put the environment, walking and cycling safely in a pleasant environment ahead of vehicles in a city centre context"*

*"Fully support making it easier and safer to walk and cycle in this area"*

*"Great to see the transformation of a hostile road into a traffic-free public space at King Edward Street"*

*"I love it...we need more greener spaces, and safer cycling rules to improve our health... this will massively contribute towards that. Well done!"*



*"Closing roads does not help. People do actually need to get around"*

*"How will patients get to St Bartholomew's hospital?"*

*"I don't see much point to it. The churchyard is already there and traffic needs to go somewhere. It just clogs up side streets cutting main arteries off all the time"*

*"Leave it alone...it works as it is!"*

*"Huge construction disruption not justified"*

### Opposing Comments



# Walking Proposals



## Walking Proposals

We are proposing to convert almost 1,500 square metres of existing road into new pavement space. At the southern end of King Edward Street three traffic lanes will be converted into a new pedestrianised public square. Pavements will be widened at other locations across the project area.

We are also planning to improve crossings by making the distance to cross shorter and adding new crossings where people want to cross.

We are proposing raising the junctions with side streets (uncontrolled crossings) to pavement level. This will give greater priority to people walking and reinforces the Highway Code requirement for drivers to give way to people when they are crossing.





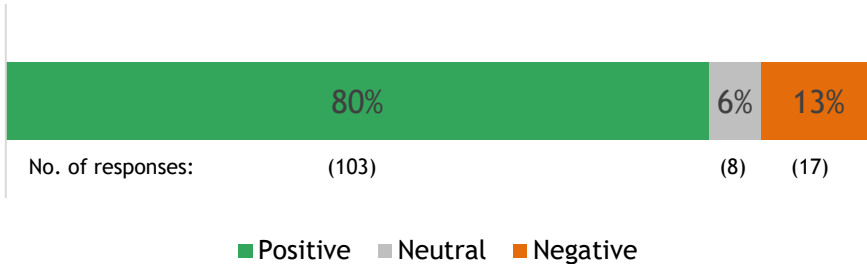
# Feedback on Walking Proposals

## Being Affected by Walking Changes

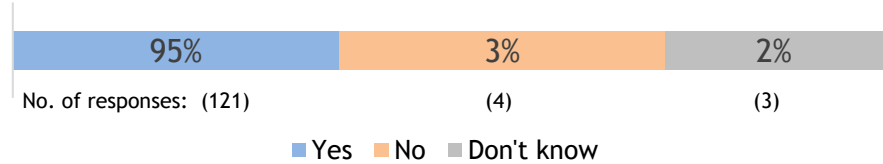
The vast majority (95%) of consultation participants indicated that they would be affected by the walking proposals.

## Views on the Proposed Changes to Walking

Do you view the proposed changes to walking as:



Do the proposed changes to walking affect you?



80% of consultation participants expressed a **POSITIVE** view on the proposed changes to walking.

In contrast, just 13% expressed a **NEGATIVE** view. The remainder (6%) were neutral.

The vast majority (81%) of those **affected by the walking proposals** viewed them **POSITIVELY**, with positive views again expressed by a majority in ALL age groups.

Walking proposals also proved to be particularly appealing to visitors (86% expressing a positive view) and commuters (83%).

# Support and Opposition to Walking Proposals

## The Themes Underpinning Views



- Creating a more accessible, pleasant, safer and attractive environment for pedestrians.
- Encouraging active travel modes.
- Adopting a progressive approach.
- Enhancing the area's aesthetics via greenery.
- Providing widened pavements and improved crossings.
- Increasing public space.



- Not going far enough in terms of proposals.
- Creating potential hazards of cyclists and scooters within new pedestrian routes.
- Making unnecessary/irrelevant changes.
- Displacing traffic onto other roads.
- Neglecting crossing opportunities within streets.



## Selected Comments About Walking Proposals



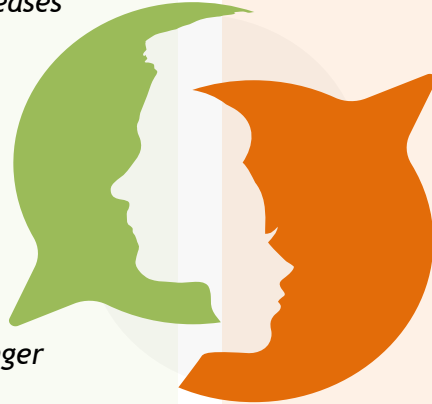
### Supporting Comments

*“Anything and everything that improves the space available to pedestrians and increases the attractiveness of walking in this beautiful area is desirable”.*

*“Brilliant scheme to increase public space in the City”.*

*“Great positive change! Me and my colleagues will want to go out of the office more for lunch or a break. Crossing the roads will hopefully no longer feel like Russian roulette!”.*

*“Improving pedestrian access is going to make the area much more pleasant to stay and work in, not to mention safer and cleaner”.*



*“I don't think the changes are necessary. It is not necessary to have a new pedestrianised public square. There are less people coming into the City every day to work still, after lockdown”.*

*“It feels like I would be crossing more large roads to get to the places I would normally walk to rather than hopping across one way traffic to islands. It looks intimidating”.*

*“This proposal removes the island on Newgate Steet and St Martin's Grand. This will be negative for pedestrians and remove space for plants and flowers and replace it with more tarmac”.*

### Opposing Comments



# Cycling Proposals



## Cycling Proposals

The current street layout is uninviting for people cycling and does not support our goal of enabling more people to choose to cycle in the City. Our proposals plan to introduce over 800 metres of east-west and north-south cycle lanes and these will be protected wherever space permits.

On Newgate Street protected cycle lanes will be introduced in both directions, meaning people cycling eastbound towards Cheapside/New Change will no longer need to travel around the one-way gyratory.

On St. Martin's Le Grand a protected two-way cycle route will be introduced between the Newgate Street junction and Angel Street. People can then use a northbound, protected, contraflow cycle lane to reach the rotunda roundabout or turn in to Gresham Street or Little Britain. A new southbound cycle lane will be introduced between the rotunda and Angel Street.

Significant changes are proposed for people cycling through the Newgate Street/Cheapside/St. Martin's Le Grand/New Change junction.

- A cycle gate is proposed for people cycling eastbound on Newgate Street who can then travel northbound up St. Martin's Le Grand or towards Cheapside or New Change.
- People cycling will have their own traffic signal stage on New Change (northbound) and St. Martin's Le Grand (southbound).
- On a section of Cheapside people cycling westbound will need to travel in the main carriageway but early or separate cycle signal release will enable them to get ahead of other traffic.

The proposals do not permit cycling through the proposed new public space on King Edward Street.

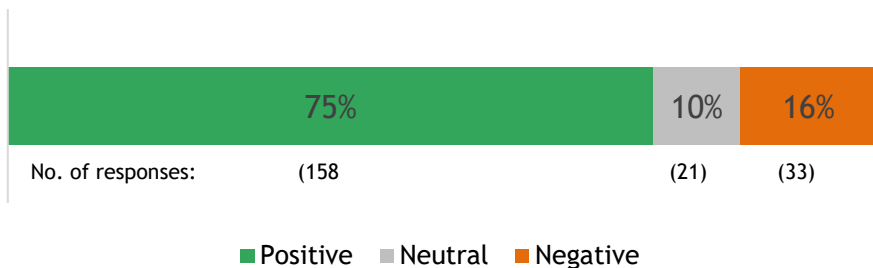
# Feedback on Cycling Proposals

## Being Affected by Cycling Changes

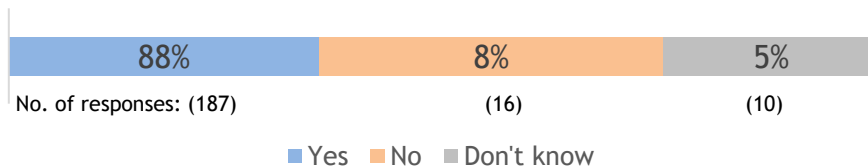
Almost 90% of consultation participants indicated that they **would be affected** by the cycling proposals.

## Views on the Proposed Changes to Cycle Facilities

Do you view the proposed changes to cycle facilities as:



Do the proposed changes to cycle facilities affect you?



Three-quarters (75%) of consultation participants expressed a **POSITIVE** view on the proposed changes to cycle facilities.

In contrast, just 16% expressed a **NEGATIVE** view. The remainder (10%) were neutral.

Those **affected by the cycling proposals** were most likely to view them **POSITIVELY** - with 76% doing so.

Again, positive views on the cycling proposals were expressed by a majority in ALL age groups. Cycling proposals also proved to be particularly appealing to cyclists themselves - with 88% expressing a positive view.

# Support and Opposition to Cycling Proposals

## The Themes Underpinning Views



- Promoting cycling within the area.
- Championing active travel.
- Creating a safer and easier cycling experience via protected cycle facilities.
- The basis for future extension/further linking of cycle facilities.



- Needing wider/segregated cycle lanes.
- Including advanced stop lines is unhelpful.
- Not going far enough with proposals.
- Leading to potential conflict between pedestrians and cyclists in shared spaces.
- Displacing traffic elsewhere.
- Prioritising cyclists over pedestrians and bus users.

## Selected Comments About Cycling Proposals



### Supporting Comments

*“A significant improvement!”.*

*“As a 64 year old, I welcome these changes, which will make travel around St Paul’s far safer, easier and more enjoyable”.*

*“PLEASE. I work here and the cycling situation is dire. Please implement these measures ASAP”.*

*“The proposed layout looks simpler and will make it easier to cycle E-W through the area”.*

*“These changes would make a huge difference for me! I recently started a job near here, and couldn’t cycle the last distance because the roads were so challenging and dangerous. This would be the final link to ride safely and I’m so glad”.*



*“How will you be protecting pedestrians from aggressive cyclists?”.*

*“It’s all about cycling again! The proportion of people cycling is lower than drivers or pedestrians. Not everyone cycles or ever will”.*

*“Leave it alone spend the money on policing”.*

*“The new cycling layout is not great for cyclists. The use of advanced stop lines is unhelpful”.*

*“If you implement this as-is, then it will delay drivers whilst they wait for cycling signals”.*

### Opposing Comments





# New Public Space Proposals



## New Public Space Proposals

The closure of the Newgate Street slip road and the southern part of King Edward Street to all vehicles will enable the creation of pedestrianised public space over 3,000sqm in size.

Various types and styles of seating are proposed across the new space so that people can relax and spend time there. New trees will be planted. Trees and soft landscaping will be durable to the changing climate. Sustainable urban systems will mean that rain drains into sewers more slowly.

The new space has been designed so that some of the seating can be temporarily moved to create space for occasional public events such as community activities, markets or entertainment.

The landscaped gardens of Christ Church Greyfriars show the footprint of the former historic building and these will be enhanced and integrated into the design of the public space.

We have salvaged a substantial number of large granite blocks from the Thames Tideway works on Victoria Embankment and these have been incorporated into the overall design as a playable landscape feature and informal seating.

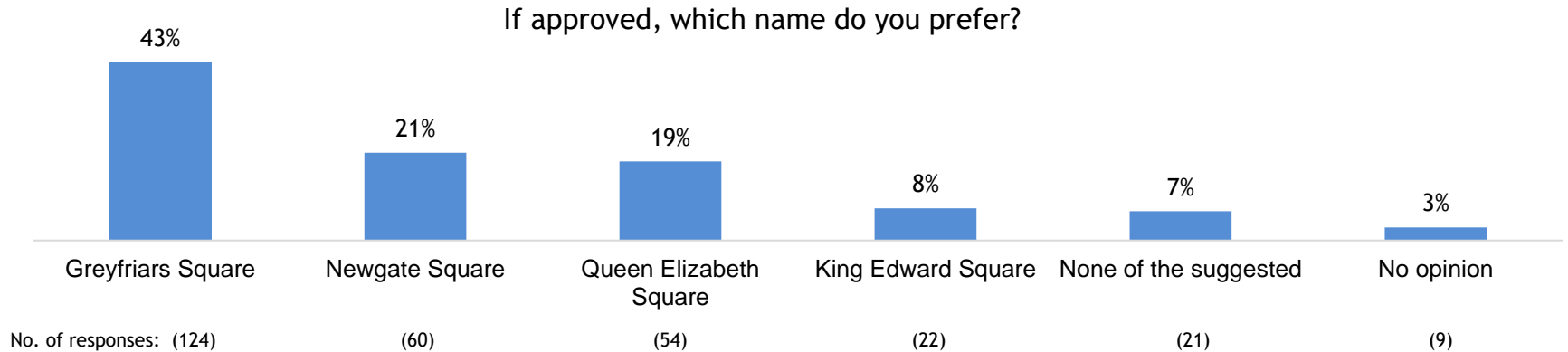
We are also considering the introduction of features that might encourage creative play for children as well as a space for exercise equipment or organised outdoor exercise classes.

# Feedback on New Public Space Proposals

## Naming the New Public Space

Participants were given four suggestions with which to name a new public square, if approved. These are shown below.

Greyfriars Square was clearly the most popular suggestion, preferred by more than twice as many consultation participants (43%) than any other suggestion.



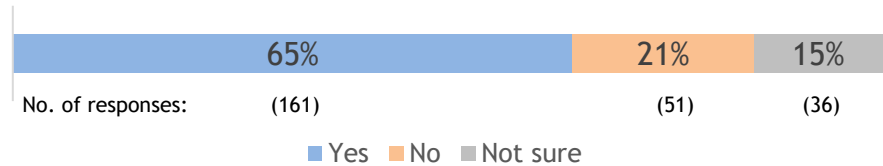
# Feedback on New Public Space Proposals

## Meeting Expectations

Around two-thirds (65%) of consultation participants indicated that the design of the new public space met their expectations.



From the imagery provided, does the design of the public space meet your expectations?



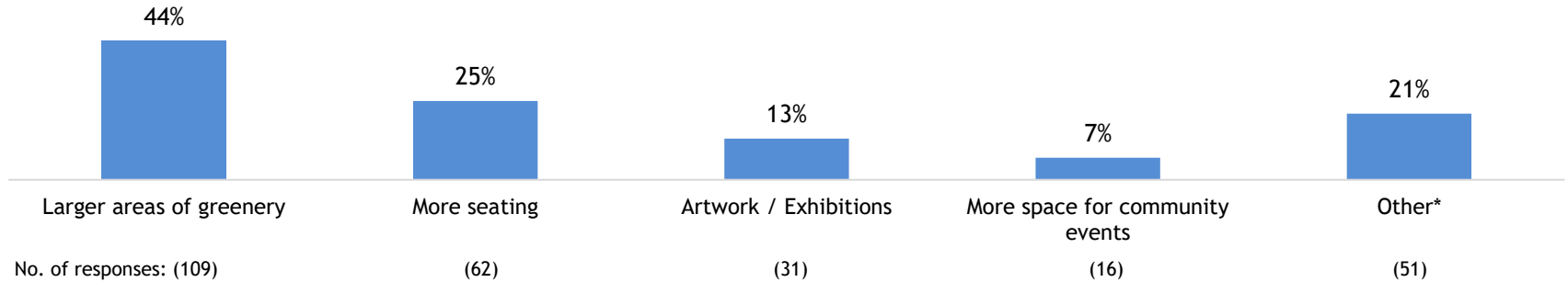


# Feedback on New Public Space Proposals

## What Else Should Be Provided in a New Public Space

Many participants (44%) requested larger areas of greenery in the new public space. A significant proportion also requested more seating (25%). More than one additional suggestion was sometimes made.

What else should be provided in a new public space?



\*Other suggestions included a children's play area, running track, active spaces, adult sports equipment, clearly defined cycle routes through pedestrian areas, night lighting, curved designs, picnic tables and increased shading/shelter.

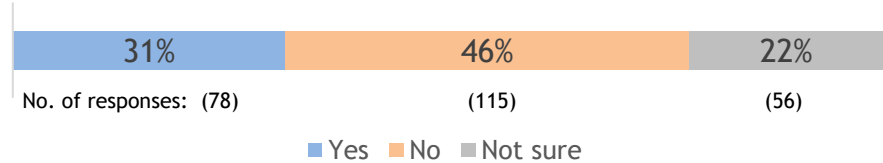
# Feedback on New Public Space Proposals

## Using Free, Outdoor Fitness Equipment

Just over 30% of consultation participants said that they would regularly use free, outdoor fitness equipment if made available.



Would you regularly use free, outdoor fitness equipment if it was available?



## Popular Types of Fitness Equipment Requested

Fitness equipment requests most frequently focused on:

- Children's and adults equipment in one space
- Benches
- Bars (particularly for pull-ups and chin-ups)
- Calisthenics
- Cross trainers
- Variety
- Climbing frames
- Soft flooring.



# Support and Opposition to New Public Space Proposals

## The Themes Underpinning Views



- Providing a safe, green, pedestrianised and unpolluted area.
- Planning a great area which should include even more seating, greenery and play facilities with which to encourage use by both adults and children.
- Promoting good mental and physical health.
- Remember to factor in the needs of cyclists.



- Providing designs which are boring, manicured and unenticing.
- Providing unnecessary/irrelevant fitness equipment in the heart of the city.
- Planting will encourage litter.
- Impeding those using cars and taxi cabs.

## Selected Comments About New Public Space Proposals



### Supporting Comments

*"I welcome the pedestrianisation and creation of a green area. A few more benches might enable more to enjoy a peaceful space. A quiet area away from the bustle of St Paul's would be appreciated".*

*"A beautiful idea. Much improved on the present situation".*

*"I like the way that the proposal enhances the existing historical buildings and uses historical stonework as well as planting more trees which is something that I am passionate about".*

*"I am unsure that I will use the exercise facilities, but I think they would be a very good idea for younger people, and would provide something that is missing from other squares/parks in the City".*



*"Fitness equipment is rarely used and given its proximity to offices and gyms is even less likely to be used and just looks really ugly".*

*"I am concerned that the new public space will become a haven for skateboarders. They will quickly damage the new street furniture unless it is designed to deter them".*

*"It's rather 'manicured'?! I appreciate the City likes things ordered... but it's not that enticing - too much hard surfaces... too flat - the ground needs some contouring to make it more interesting/attractive".*

*"Personal exercise should not be encouraged in public space that is a route from one place to another".*

### Opposing Comments



# Waiting and Loading Proposals



## Waiting and Loading Proposals

To deliver on the project aspirations to make streets two-way, improve walking and cycling facilities and keep the traffic flowing, it will be necessary to make changes to on-street parking and loading restrictions. These changes will be particularly important for businesses and places of worship, residents, taxi and coach operators and delivery companies.

The proposed changes to waiting and loading within the project area are detailed on a street-by-street basis as follows:

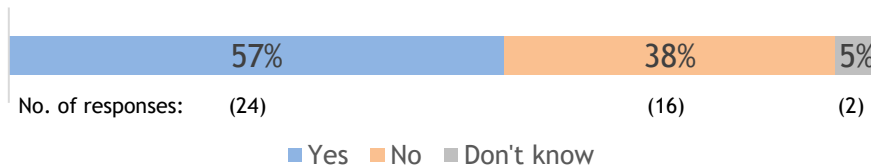
- **Newgate Street:** No waiting or loading at any time except in signed bays. A new loading bay will be introduced on the north side of Newgate Street to service the Vestry House Dental Centre and the re-located Santander cycle hire docking station
- **St. Martin's Le Grand:** No waiting or loading at any time except in signed bays. The loading bay outside the Lord Raglan would be retained. The two taxi bays will be re-located to the south side of Gresham Street
- **St. Martin's Le Grand:** The four existing coach parking bays will be removed (we are currently investigating alternative locations for this coach parking)
- **Angel Street:** No waiting or loading at any time except in signed bays. The two taxi bays would be re-located to the south side of Gresham Street
- **Angel Street:** The four existing coach parking bays would be reduced to two (we are currently investigating alternative locations for this coach parking)
- **Little Britain (south):** No change to existing parking bays. Proposal to introduce no waiting at any time (double yellow lines) on south side where it is currently single yellow line
- **Gresham Street:** Introduction of four taxi bays on south side outside 2 Gresham Street. No other changes proposed
- **Cheapside/New Change/King Edward Street/Little Britain (north)/Montague Street:** No changes to existing waiting and loading provision.

## Feedback on Waiting and Loading Proposals

### Being Affected by Waiting and Loading Changes

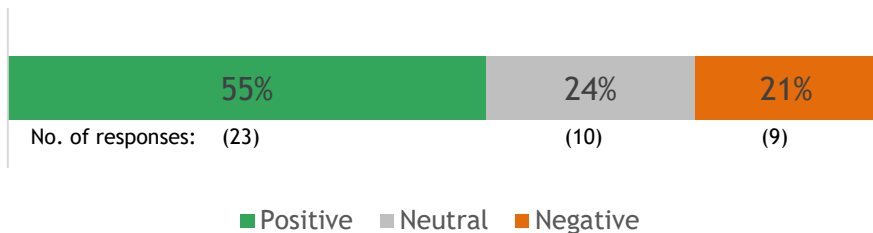
57% of consultation participants indicated that they would be affected by the waiting and loading proposals.

Do the proposed changes to waiting and loading affect you?



### Views on the Proposed Changes to Waiting and Loading

Do you view the proposed changes to waiting and loading as:



55% of consultation participants expressed a **POSITIVE** view on the proposed changes to waiting and loading.

In contrast, 21% expressed a **NEGATIVE** view. The remainder (24%) were neutral.

Those affected by the waiting and loading proposals were most likely to view them **POSITIVELY** - with 58% doing so. However, note that around a third (33%) of those affected viewed them **NEGATIVELY**.



# Support and Opposition to Waiting and Loading Proposals

## The Themes Underpinning Views



- Relieving historic streets of through vehicles.
- Enabling increased zero emission deliveries by cycle and electric vehicles.
- Preventing idling vehicles and streets being used as car parks.
- Shortening blue light traffic times.



- Impeding access for those in wheelchairs.
- Implementing change for change's sake.
- Requiring additional details on coach parking.
- Restricting loading/unloading if parking bars are full.
- Consider removing all coach parking from the area.

## Selected Comments About Waiting and Loading Proposals

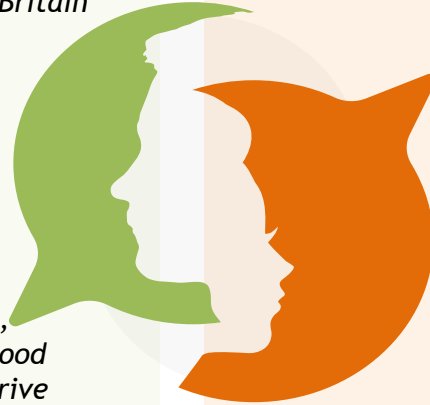


### Supporting Comments

*“I strongly support the introduction of double yellow lines on the south side of Little Britain South”.*

*“There are too many polluting cars and vehicles. It is increasingly possible to make deliveries with zero emission vehicles or better still, bikes”.*

*“All coach parking should be removed from the area and an alternative found, the Embankment perhaps? Why ruin a good proposal by allowing large coaches to drive around blocking views, taking up space, polluting lungs, ruining the chance of sitting outside a cafe, or on a bench looking at the amazing scenery and views”.*



*“Coach parking needs to be detailed at this stage; not just removing 6 out of 8 coach parking bays and claiming to be “investigating alternative locations for this coach parking””.*

*“I’m not sure about the need for taxi bays, as this is not generally how people find a taxi in the days of smartphones”.*

*“Change for change’s sake where there is no improvement (in this case the opposite) is a costly way to progress matters and restricts my options as a resident. There is no requirement for change here”.*

### Opposing Comments



# Bus Route Proposals



## Bus Route Proposals

All bus routes that travel through the project area will continue to do so but some routings will change because of the proposed changes to the street layout:

- Routes that currently travel west or southbound are largely unchanged. Routes travelling eastbound will have a shorter journey as Newgate Street becomes two-way, meaning buses will no longer need to travel via Angel Street.
- Routes travelling northbound will in future travel north up St. Martin's Le Grand, turn left into Angel Street and right into King Edward Street before joining the roundabout.

There will be some changes to bus stopping and standing arrangements:

- The current bus stand on King Edward Street will become a bus stop, providing a stop closer to the main entrance to Bart's Hospital and the bus stop (SV) further north on Montague Street will be removed.
- Bus Route 100 will use the existing bus stands on Giltspur Street.
- There will be no reduction in the amount of existing bus stands on Giltspur Street.
- Bus stop (SW) on St. Martin's Le Grand will be relocated slightly further north. This bus stop will be located on a traffic island which is accessed via a zebra crossing across a cycle track (see visual).
- Bus stop (SQ) on Newgate Street will be relocated further to the west.

We have analysed the time bus journeys will take across the area as a result of the proposals. Some bus journeys may take slightly longer and some may be slightly quicker.

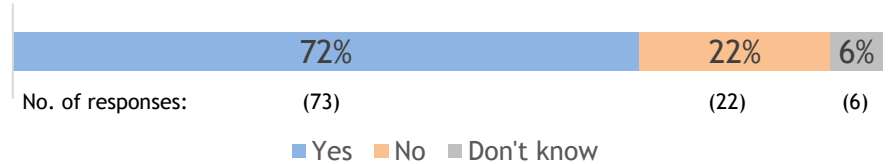


# Feedback on Bus Route Proposals

## Being Affected by Bus Routes and Bus Stops Changes

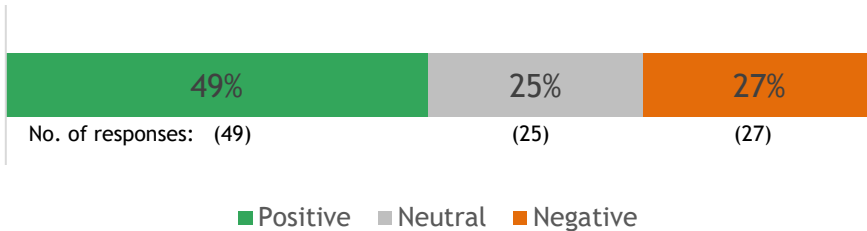
72% of consultation participants indicated that they would be affected by the proposals for bus routes and bus stops.

Do the proposed changes to bus routes and bus stops affect you?



## Views on the Proposed Changes to Bus Routes and Bus Stops

Do you view the proposed changes to bus routes and bus stops as:



Around half (49%) of consultation participants expressed a **POSITIVE** view on the proposed changes to bus routes and bus stops.

In contrast, 27% expressed a **NEGATIVE** view. The remainder (25%) were neutral.

Those affected by the bus route proposals were most likely to view them **POSITIVELY** - with 51% doing so. However, note around a third (36%) of those affected viewed them **NEGATIVELY**. These were most likely to be residents in the area.



# Support and Opposition to Bus Route Proposals

## The Themes Underpinning Views



- General support.
- Giving bus users traveling to St Bartholomew's Hospital improved access.
- Potentially making St. Martin's Le Grand two way on the way up to the Aldersgate Rotunda.



- Changes have not been properly thought through.
- Potential conflict between cyclists and bus users within the same space.
- Relocating bus stops, and islands to access them, are not a good idea.
- Impeding bus travellers via potentially longer journeys.
- Increasing traffic and congestion.

# Selected Comments About Bus Routes and Bus Stops Proposals



## Supporting Comments

*“I support any ways to prioritise buses over regular traffic, for example bus gate, as has been done on Cheapside and Bank”.*

*“I commute via the number 8 bus. The route seems fine to me”.*

*“I think it’s a really good idea for buses to stop right in front of St Bart’s. This will help patients, as they often find it difficult having to come so far to the entrance”.*



*“I have concerns that bus stops being removed will result in longer walking distances overall”.*

*“I do not agree with islands to access bus stops. They are dangerous to bus passengers and in particular those with disabilities”.*

*“There has been far too much tinkering with bus routes already. On a bad day, the journey from Teddington to my office in St Bart’s takes 2 hours”.*

## Opposing Comments



# Vehicle Route Proposals



# Vehicle Route Proposals

## Option 1 (main proposal)

Some vehicles routes through the area will change because of the proposed street layout:

- For vehicles currently travelling west or southbound, the route is largely unchanged.
- Vehicles travelling eastbound will have a shorter journey as Newgate Street becomes two-way, meaning vehicles will no longer have to travel up to the roundabout and back down St. Martin's Le Grand.
- Vehicles travelling northbound will in future travel up St. Martin's Le Grand, turn left into Angel Street and right into King Edward Street before joining the roundabout.
- Vehicles travelling from the west going north will have slightly longer journeys as they will turn from Newgate Street onto St. Martin's Le Grand, turn left into Angel Street and right into King Edward Street.
- We have analysed the impacts of the proposals on vehicle journeys. Whilst some journeys may take slightly longer and some may be slightly quicker, overall journey times are not unreasonably impacted and motorised traffic is expected to be able to continue to reasonably progress through the area.

## Option 1a (Alternative proposal)

To help maintain ambulance access to St Bart's Hospital and ensure more traffic doesn't drive down Little Britain (south), we have developed an alternative proposal for the northern end of the gyratory. It is the same as Option 1 except it proposes the introduction of two-way working for vehicles on Montague Street between its junction with the Rotunda and Little Britain (north).

Vehicles would be able to turn left off the roundabout and into Montague Street southbound to access the hospital and Bart's Square. This option has evolved as an analysis of traffic movements suggests there is likely to be an increase in traffic using Little Britain (south), something the project is actively seeking to avoid. Two-way working on Montague Street as proposed could significantly reduce traffic on Little Britain (south) and shorten ambulance journeys to St Bart's Hospital.

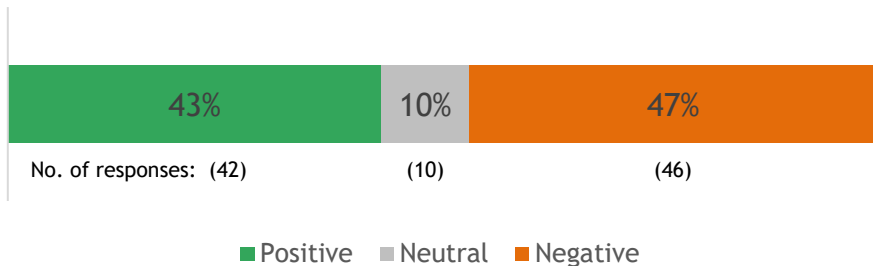
# Feedback on Vehicle Route Proposals

## Being Affected by Vehicle Route Changes

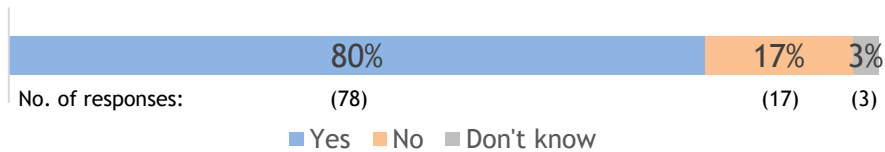
80% of consultation participants indicated that they would be affected by the vehicle route proposals.

## Views on the Proposed Changes to Vehicle Routes

Do you view the proposed changes to vehicle routes as:



Do the proposed changes to vehicle routes affect you?



While 43% of consultation participants expressed a **POSITIVE** view on the proposed changes to vehicle routes, this was a view countered by 47% who expressed a **NEGATIVE** view. The remainder (10%) were neutral.

More than half (54%) of those affected by the vehicle route proposals viewed them **NEGATIVELY**. These were most likely to be residents in the area.

Cyclists were the most positive in their views of these proposed changes to vehicle routes (with 69% viewing them **POSITIVELY**, compared to 24% viewing them **NEGATIVELY**). Among walkers there was a 46% **POSITIVE** and 39% **NEGATIVE** split, while among bus users there was a 44% **POSITIVE** and 41% **NEGATIVE** split.

The lowest level of positivity was found among taxi/other cab users (13% **POSITIVE** and 75% **NEGATIVE**) - though this was based on a comparatively small number of participants.

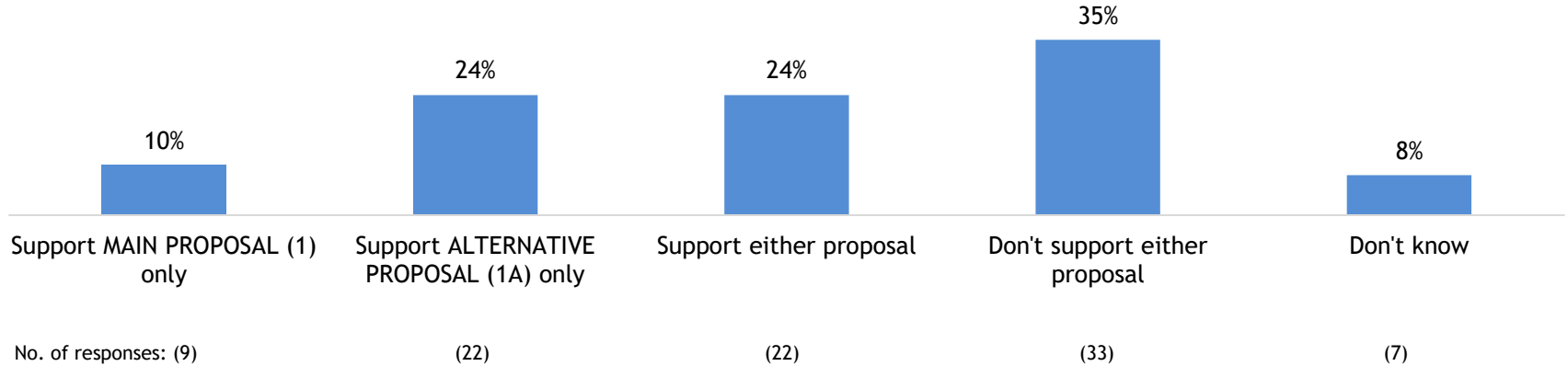


# Feedback on Vehicle Route Proposals

## Support for the Main Proposal (1) or Alternative Proposal (1A)

Participants were more likely to support the alternative proposal (1A) than the main proposal (1). Note that over a third of participants (35%) supported neither proposal.

If the changes to vehicle routes affect you, would you be more likely to support the main proposal (Option 1) or the alternative proposal (Option 1A)?



# Support and Opposition to Vehicle Route Proposals

## The Themes Underpinning Views



- Encouraging active travel within the area.
- Reducing vehicular traffic.
- Providing 2-way on Newgate Street applauded.
- Preventing rat running.
- Enhancing the ambulance route.



- Increasing/congesting traffic as a result of traffic travelling down Little Britain and other (often narrow) streets.
- Confusing explanation of proposals.
- Not considering the needs of less mobile people.
- Impedes hospital access.

## Selected Comments About Vehicle Route Proposals



### Supporting Comments

*“These minor changes will positively benefit the overall scheme. Agree it’s important to maintain an ambulance route and prevent Little Britain rat running”.*

*“Little Britain could be turned into a wide cycle lane. That way, emergency services can have more direct access as people walking, cycling and rolling can easily move to one side, unlike the cars that can’t move out of the way as easily. This approach could be extended to more streets so that the emergency services get better access”.*

*“Overall, it looks good. I think allowing two way traffic on Montague is a more sensible option”.*



*“Option 1a is not practical and of no public benefit as the road geometry cannot provide for cars heading west into Montague Street, and they will immediately block traffic by crossing traffic heading in the opposite direction”.*

*“I don’t like making Montague Street two way as it will create a conflict as southbound traffic turns right into Little Britain”.*

*“Leave it as it is and stop having a go at all the drivers in London”.*

### Opposing Comments



# Acknowledgements and Next Steps

**Thank you to everyone that took the time to share their views about our proposals.**

Thank you to everyone that took the time to share their views about our proposals.

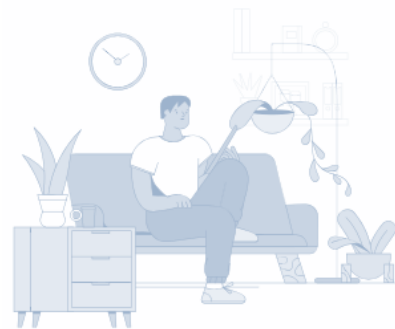
Over 5,300 people visited the consultation website and almost 500 people gave us their views on the project proposals.

Over 80% of respondents were supportive of the overall proposals and we received many helpful and positive comments.

During the consultation there were several items raised that require further review and may lead to changes as the City of London Corporation further develop the designs, particularly in relation to the new public space. In January 2024, the City of London Corporation will take a report to the Corporation's Streets & Walkways Committee, summarising the consultation results and detailing any design changes we have made. If the report is approved, the Corporation will work on the detailed designs with an aim of starting construction in late 2024. In addition, there will be a statutory consultation for the naming the new public space at the southern end of King Edward Street. The highest public support was for the new space to be called "Greyfriars Square".

The City of London Corporation will continue to keep you updated as the project develops. If you have any questions in the interim, please do not hesitate to contact the [project team](#).

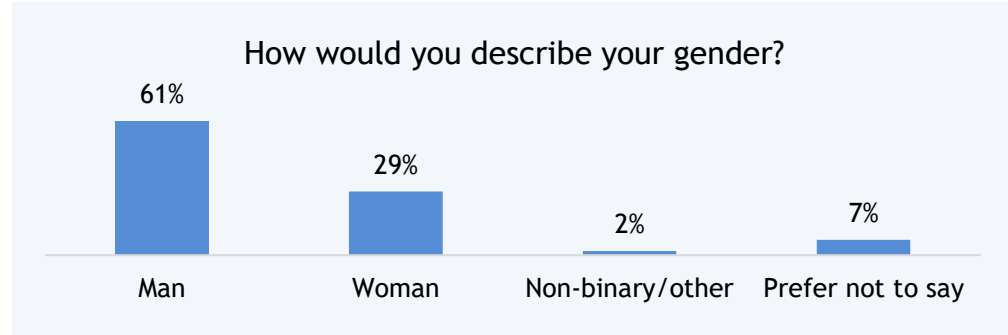
# Appendix: Consultation Participants





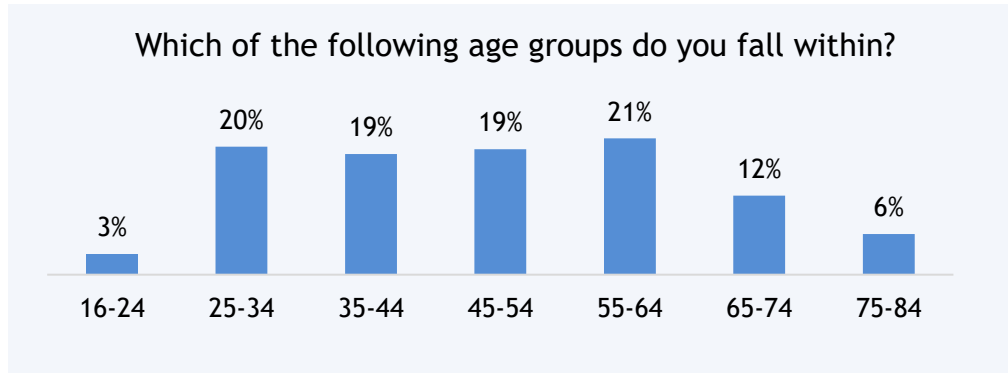
## Overall: Gender

A majority of consultation participants (61%) described themselves as a man.



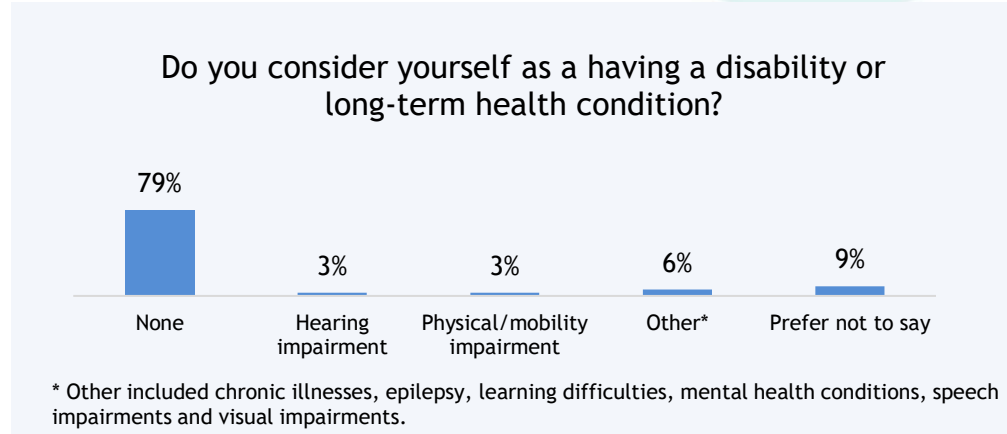
## Overall: Age Group

The age of consultation participants ranged from 16 to 75+, with a wide spread of ages represented.



## Overall: Disability

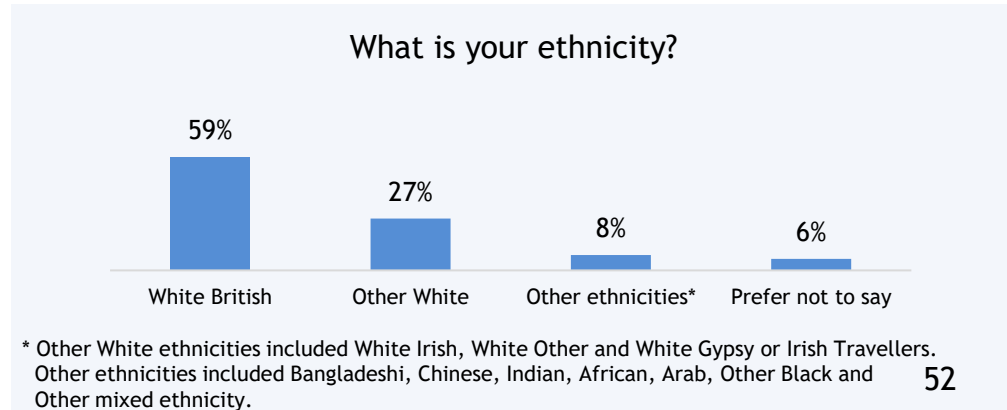
12% of consultation participants indicated that they had a disability or long-term condition.



## Overall: Ethnicity

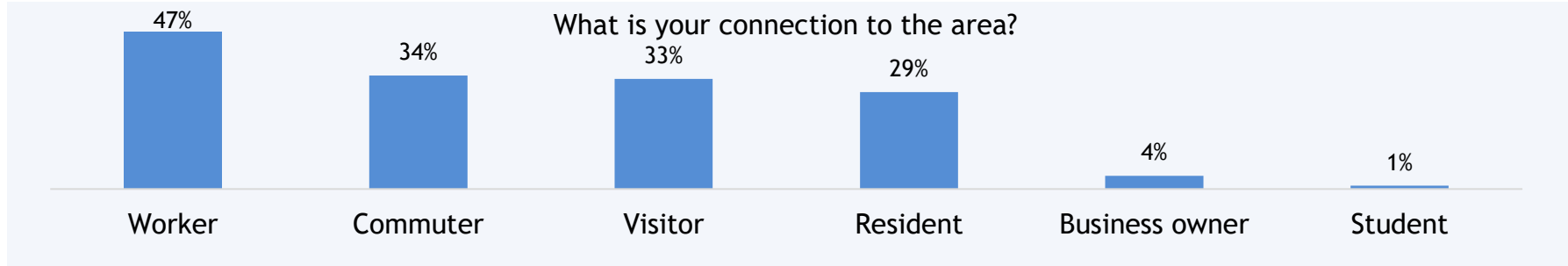
Just under 60% of consultation participants described their ethnicity as White British, with 35% of another, different ethnicity - most frequently White Other and White Irish.

11 additional ethnicities were specified, giving the consultation a rich diversity of participation.



## Overall: Area Connection

Workers (47%), commuters (34%), visitors (33%) and residents (29%) were the three main connection types to the area.



## Overall: Usual Travel

Walking (85%), cycling (53%) and bus usage (41%) were the most frequent travel modes in, or around, the area.

More than one area connection and/or travel mode could be specified by participants.

