



## **Planning and Transportation Committee (Appendices 1-6 to Agenda Item 9)**

**Date:** MONDAY, 19 JANUARY 2026  
**Time:** 10.00 am  
**Venue:** COMMITTEE ROOM, 2ND FLOOR WEST WING, GUILDHALL

### **9. FENCHURCH STREET AREA HEALTHY STREETS PLAN**

**For Decision**  
(Pages 3 - 214)

**Ian Thomas CBE**  
**Town Clerk and Chief Executive**

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## Project Coversheet

### [1] Ownership & Status

**UPI:**

**Core Project Name:** Fenchurch Street Area Healthy Streets Plan

**Programme Affiliation** (if applicable):

**Project Manager:** Stephen Oliver

**Definition of need:**

The Fenchurch Street Area Healthy Streets Plan is a key deliverable of the City's Transport Strategy and further supports the Climate Action Strategy in developing spaces that are climate resilient. The Healthy Streets Plan also aligns with the ambitions for the area, as set out in the Draft City Plan 2040 . The Fenchurch Street area has seen significant change and will continue to experience significant increases in the number of people walking and cycling in the area and was therefore identified to need a Healthy Streets Plan.

In March 2024, a Gateway 2 report approved the Fenchurch Street Area Healthy Streets Plan project area and funding for Project Management and Consultancy Fees.

The Healthy Streets Plan will identify and develop proposals for schemes, outlining the required network changes and creating a high-quality public realm for all those who live, work, and visit the area.

The draft Healthy Streets Plan will identify temporary and interim changes to the function of the highway network. The proceeding phases will deliver the required infrastructure changes to achieve the medium and long-term objectives of the proposals. These proceeding phases will be set-up as individual Healthy Streets Plan projects, following the completion of the first phase.

**Key measures of success:**

- A tested and recommended phasing schedule for the projects that will comprise the Fenchurch Street Area Healthy Streets Plan The identification of the number of pedestrian priority streets that can be delivered (measured by length) in the area
- An indication of increased public realm either through pavement widenings or new public spaces created

**Expected timeframe for the project delivery:** 22 months (March 2024 to Jan 2026).

- **Key Milestones:** Revised-
- Traffic and pedestrian data collection – April 2024 to March 2025
- Gateway 3/4 June /July 2024
- Stakeholder Consultation – September 2025 (6 weeks)
- Plan preparation October to - November 2025

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- Gateway 5 report to committee – December 2025

**Are we on track for completing the project against the expected timeframe for project delivery?** Yes

**Has this project generated public or media impact and response which the City of London has needed to manage or is managing?**

<If so what and how?>

No

## **[2] Finance and Costed Risk**

### **Headline Financial, Scope and Design Changes:**

#### **‘Project Briefing’ G1 report (as approved by Chief Officer 26<sup>th</sup> Jan. 2024):**

- Total Estimated Cost (excluding risk): £200,000 to £240,000
- Costed Risk Against the Project: None
- Estimated Programme Dates: March 2024 – January 2025

#### *Scope/Design Change and Impact:*

#### **‘Project Proposal’ G2 report (as approved by PSC 19 March 2024):**

- Total Estimated Cost (excluding risk): £255,006.20
- Resources to reach next Gateway (excluding risk) £100,000
- Spend to date: £0
- Costed Risk Against the Project: None requested
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: March 2024 – January 2025

#### *Scope/Design Change and Impact:*

None

#### **‘Options Appraisal and Design’ G3-4 report (as approved by PSC 22/06/25):**

- Total Estimated Cost (excluding risk): £240,000
- Resources to reach next Gateway (excluding risk): £70,000
- Spend to date: £87,216
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down:
- Estimated Programme Dates: March 2024 – December 2025

#### *Scope/Design Change and Impact:*

#### **‘Authority to start Work’ G5 report (as approved by PSC xx/yy/zz):**

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:



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- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

*Scope/Design Change and Impact:*

**Total anticipated on-going commitment post-delivery [£]: Individual projects would be initiated following the adoption of the HSP and delivery plan. <Current Range> Programme Affiliation [£]:N/A**

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# Fenchurch Street Area Healthy Streets Plan:

## Public consultation feedback report

Page 7



Independently compiled  
by Commonplace for the  
City of London Corporation

November 2025



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# Executive summary



# Summary of key findings

- The City of London Corporation undertook public consultation on the draft Fenchurch Street Area Healthy Streets Plan from 22 September to 24 October 2025. The consultation - designed to gather views on proposals to improve public realm quality, walking and cycling conditions, safety, and local amenity in the area south of Fenchurch Street - generated close to 2,900 visits to the Commonplace site, with almost 570 subsequent contributions.
- As the consultation was self selecting, findings represent an indicative snapshot, rather than a representative sample. However, responses consistently demonstrate strong community and stakeholder appetite for safer, greener, and more accessible streets, supporting the City Corporation's strategic objectives. Overall, feedback indicates high levels of cross-cutting support for proposals – particularly evident among those who identify as walking and/or cycling. Respondents strongly endorse plans to widen pavements, introduce greening and seating, enhance crossing facilities, and formalise loading arrangements to support local businesses, while improving safety and accessibility for people walking and wheeling.  
On Fenchurch Street and Aldgate, 90% supported pavement widening and streetscape improvements and improved crossing points, with fewer than 10% in opposition. Similarly, on Eastcheap and Great Tower Street, around 90% supported pavement widening and greening, improved crossing points and improved comfort and safety for cyclists.
- Support remained consistently strong across proposals for other areas and streets, including raised crossings, public realm improvements and motor vehicle access restrictions. More than 90% supported improvements on London Street and Mincing Lane to prioritise those walking and wheeling. Public realm enhancements, such as new public space on St Dunstan's Hill and planting on Bakers Hall Court, also received broad support.
- Key stakeholder feedback recognised the plan's alignment with City's transport strategy objectives, together with the potential benefits of improved pedestrian environment and cycling facilities. Transport for London highlighted design considerations for bus operations, accessibility, and cycle parking, emphasising coordination on key bus and rail corridors. Developer representatives expressed overall support while seeking assurance on continued access to loading bays and active construction sites. Advocacy groups welcomed public realm improvements, while encouraging further ambition on reducing through-traffic and enabling more protected cycling routes.



# Introducing the **Fenchurch Street Area** **Healthy Streets Plan** and its consultation



# The Fenchurch Street Area Healthy Streets Plan

- The Fenchurch Steet Area Healthy Streets Plan sets out an approach by the City of London Corporation to improving the public realm and managing traffic in the area south of Fenchurch Street.
- This area is bounded by Fenchurch Street to the north, Lower Thames Street to the south, the A10 (Gracechurch Street and King William Street) to the west and Minories to the east.
- The plan details potential changes to how motor vehicles use streets to access and move around the area. It also outlines potential improvements for people walking, wheeling, cycling and spending time on streets in the area.
- The proposals are designed to improve the quality of streets and public spaces, and the attractiveness of the area for living, working and as a leisure destination - making these streets safer and more pleasant places to spend time.

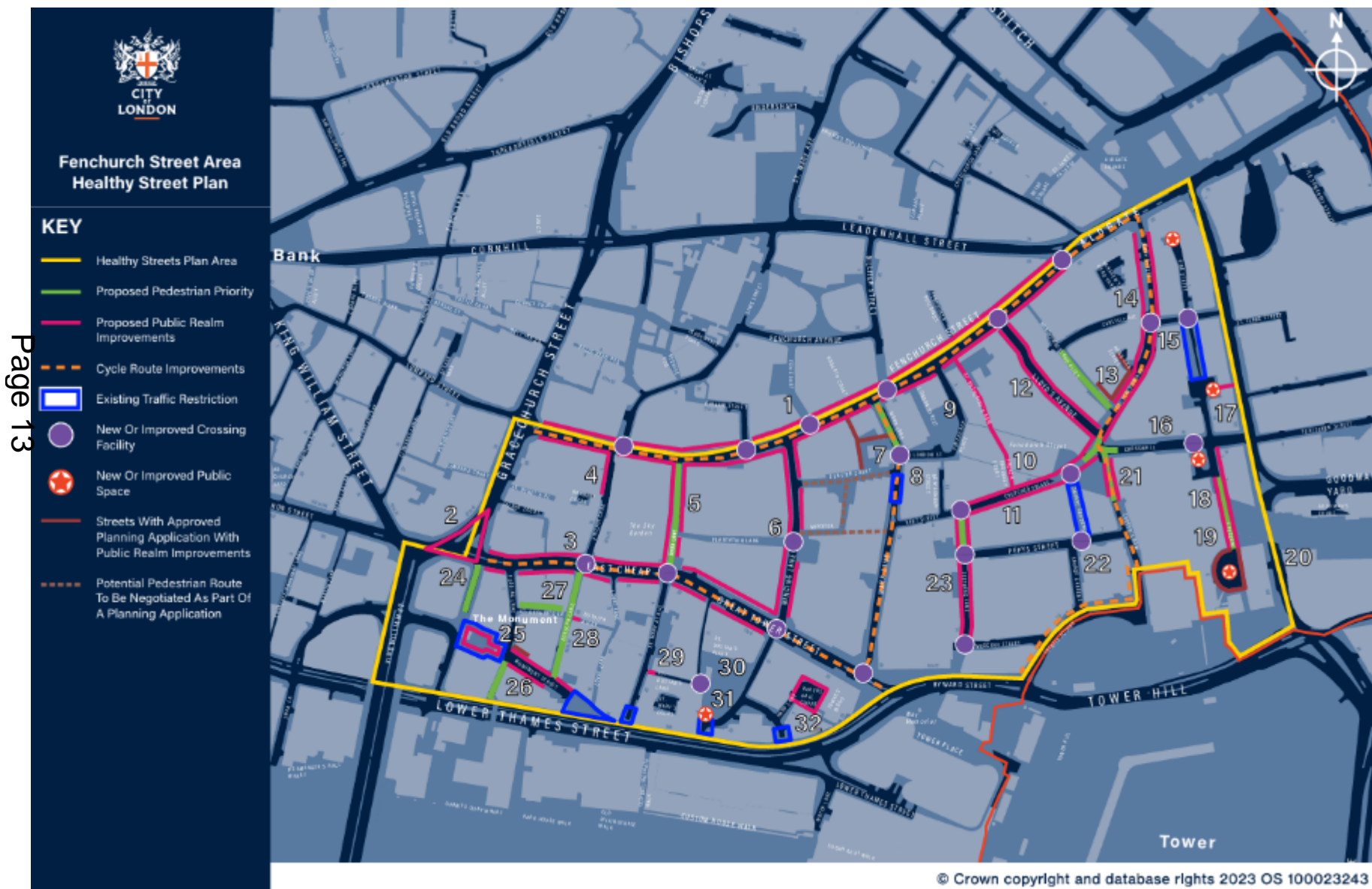
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A full draft of the Healthy Streets Plan can be found [here](#).

A map of the proposed measures and project boundary is shown overleaf.



# Fenchurch Street Area Healthy Streets Plan - boundary



# Prior to consultation

## Prior to the consultation period:

- Members briefings were held for both ward members and Streets and Walkways Sub-Committee members.
- Emails were sent notifying the start of the consultation.
- Presentations were also made to the Aldgate Connect BID and the Eastern City Partnership and the Eastern City Public Realm Steering Group.

## Consultation

Utilising the Commonplace consultation platform, a five-week consultation on the draft Healthy Streets plan subsequently ran from Monday 22 September 2025 to **Friday** 24 October 2025 (inclusive).

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

Those interested could use the Commonplace online platform, which invited people to view and comment on the individual elements of the Healthy Streets plan and its measures.

Contributors 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.

# Accompanying the consultation

The consultation launch was accompanied by:

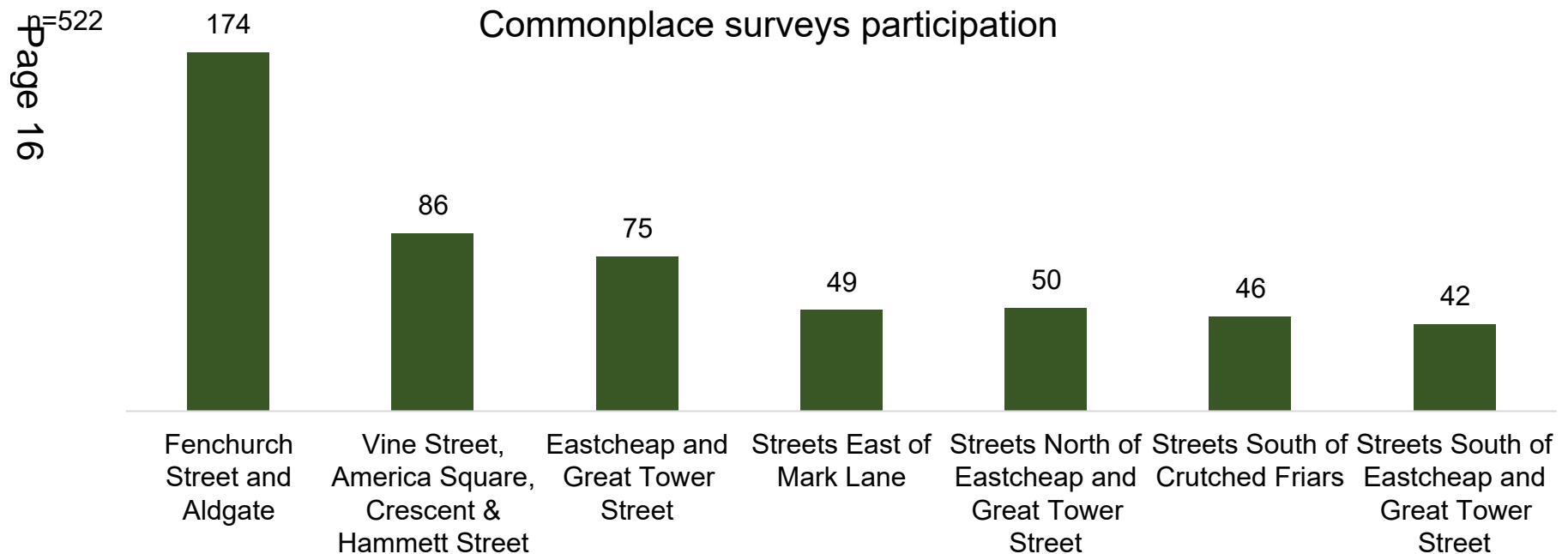
- **A letter drop to all properties inside the plan area and nearby, 50 on street posters and a 2-metre-high graphic on a tower installed by Aldgate Connect on Vine Street and a 6m wide promotional panel on America Square displaying images of the proposals.**
- **Emails sent to all the hospitality businesses, churches and the planning agents representing recent developers for planning applications.**
- **Emails sent to an existing consultation database of statutory and advisory consultees including TfL and the train operator C2C.**
- **The BID's promoted the consultation to their members and requested they circulate the consultation to staff.**
- **A series of social media promotions were carried out by Commonplace who hosted the consultation platform.**
- **Four in-person drop-in sessions - three lunch time and one evening in different locations across the area. To maximise exposure two were held outside on the street.**
- **People were also able to submit feedback via email.**

**The consultation was not intended to be a referendum or 'vote' of any kind, but rather a process for exploring perceptions.**

# Consultation contributions

There were almost 2,900 visits to the Commonplace consultation pages. The consultation received 522 Commonplace contributions, made by 167 individuals, across the seven surveys (some individuals made more than one contribution).

The chart below shows the distribution of Commonplace contributions, spotlighting the highest participation level in relation to Fenchurch Street and Aldgate.



# Presenting the feedback collected

In presenting the feedback collected, consultation contributions have been collated, analysed, detailed and summarised independently of the City of London Corporation. This ensures a clear impartiality of consideration and presentation.

Feedback has been collated by each of the proposed area options/measures, using the Commonplace data as the main statistical focus of this feedback.

Prior to reading this report, please refer to the notes attached as [Appendix One](#), which provide important explanatory information on the analysis and presentation of findings.

# Fenchurch Street and Aldgate



# Fenchurch Street and Aldgate - proposals

- On Fenchurch Street, the width of the carriageway varies, and, in some stretches, is wider than it needs to be. Some of the stretches of pavement are not comfortable for people walking and wheeling, especially during rush hours and at lunchtime. A consistent carriageway width could enable pavement widening and other improvements, including trees, planting and seating. It would also improve the comfort of people walking and wheeling, and make the street easier to cross.
- On Aldgate, opportunities to improve the comfort and safety for people cycling and improvements to make the street safer for all users are being explored.

Proposal 1 - On Fenchurch Street, exploring:

- Widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking.
- Improving the crossing points to give more priority to people walking and wheeling and improve their comfort and safety.
- Opportunities to improve comfort and safety for people cycling.
- Formalising loading arrangements to benefit both local businesses and people walking and wheeling.

# Fenchurch Street and Aldgate:

Widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking

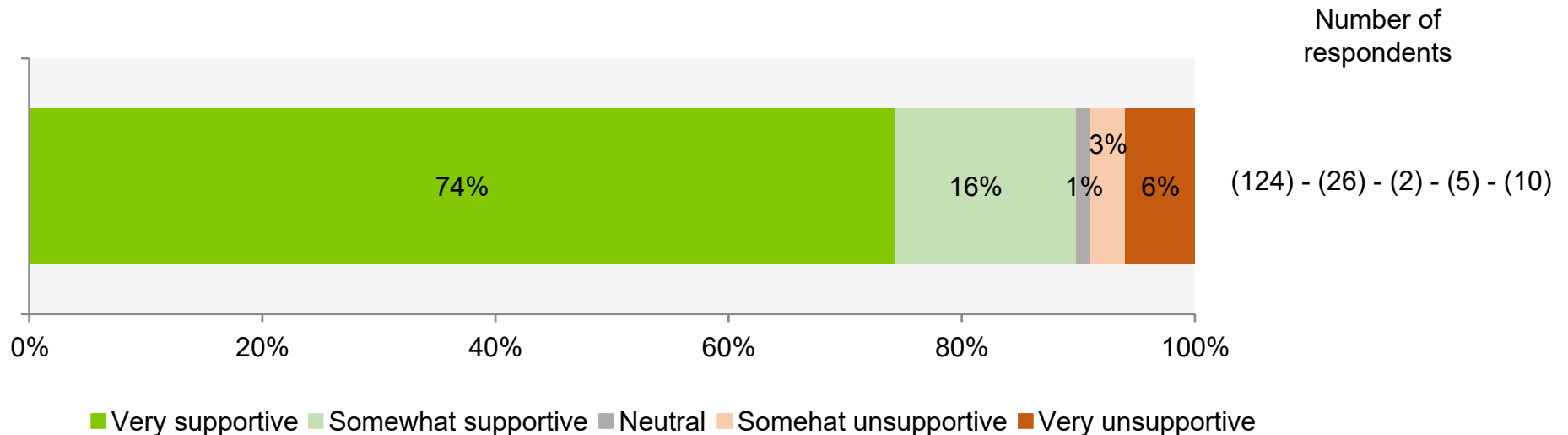
There was a high level of support (90%) for the proposal to widen pavements and introduce trees, planting, seating and additional cycle parking. Many were strongly supportive.

In contrast, fewer than 10% of respondents did not support this proposal.

n=167

Question: Do you support widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking?

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On the following page, we see how support varied by respondents' travel mode.

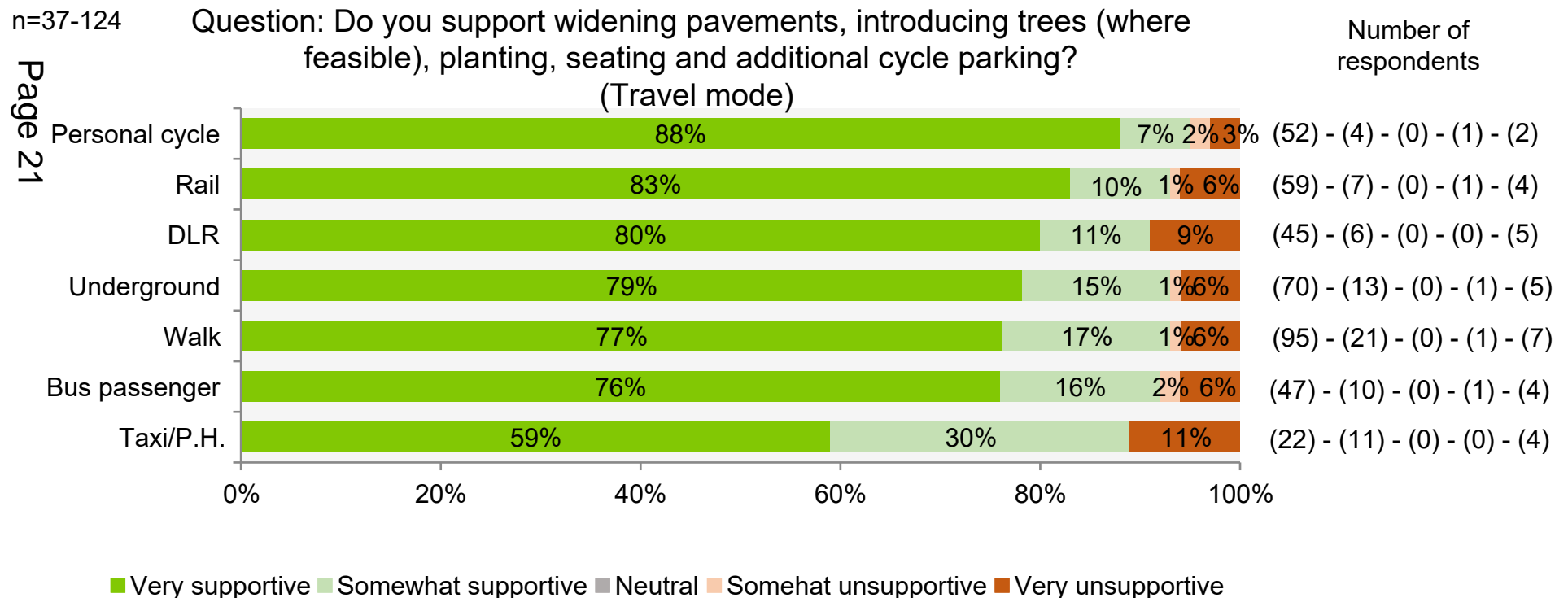


# Fenchurch Street and Aldgate:

How support for widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking varied by how people identified they got around

In each of the travel mode categories with sufficient participants to enable analysis, a majority supported widening pavements, introducing trees, planting and additional cycle parking. Support peaked among those who identified as using a personal cycle (95%).

In contrast, opposition was limited to less than 12% in each travel mode category.



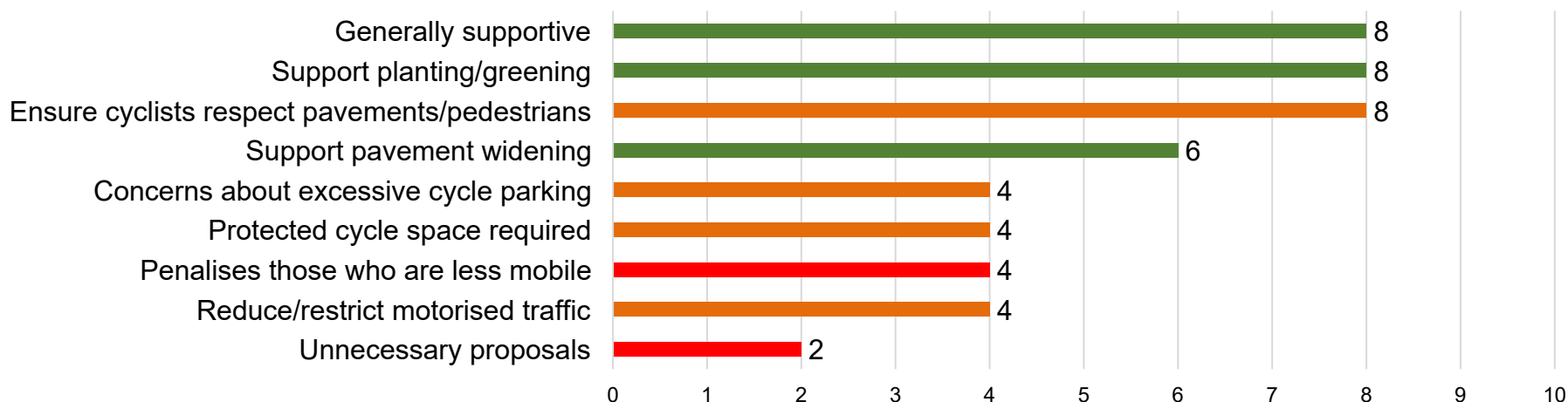
# Fenchurch Street and Aldgate:

## Comments about the Fenchurch Street pavements and public realm and proposals to improve them for people walking or wheeling

52 respondents left comments about the proposals to improve pavements and public realm on Fenchurch Street. Some respondents made more than one comment. In this and all other charts, categories in green indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures. Categories in red indicate concerns or queries.

The top three comments focused on general and planting support, alongside a perceived need to ensure cyclists respect pedestrian space.

Page 52  
22  
Question: Do you have any comments about the Fenchurch Street pavements and public realm and proposals to improve them for people walking or wheeling?



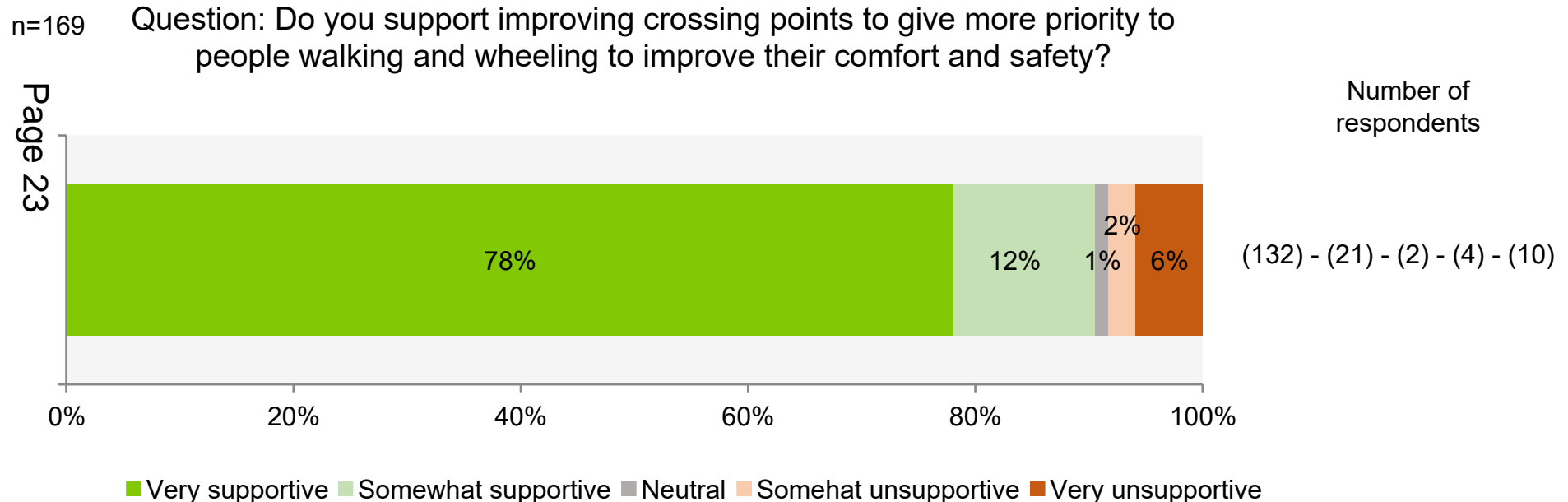
Other comments included consideration of a one-way system and/or a bus gate, a perceived need to tackle hazardous deliveries, ensuring bus/taxi access, concerns about emergency services access, a need to separate cyclists from pedestrians, tackling the wind tunnel effect and spending funds on other priorities. (Each made by no more than one respondent).

# Fenchurch Street and Aldgate:

Improving the crossing points to give more priority to people walking and wheeling and improve their comfort and safety

There was again a high level of support (90%) for the proposal to improve crossing points, prioritising the comfort and safety of those walking and wheeling. Many were again strongly supportive.

In contrast, fewer than 10% of respondents did not support this proposal.



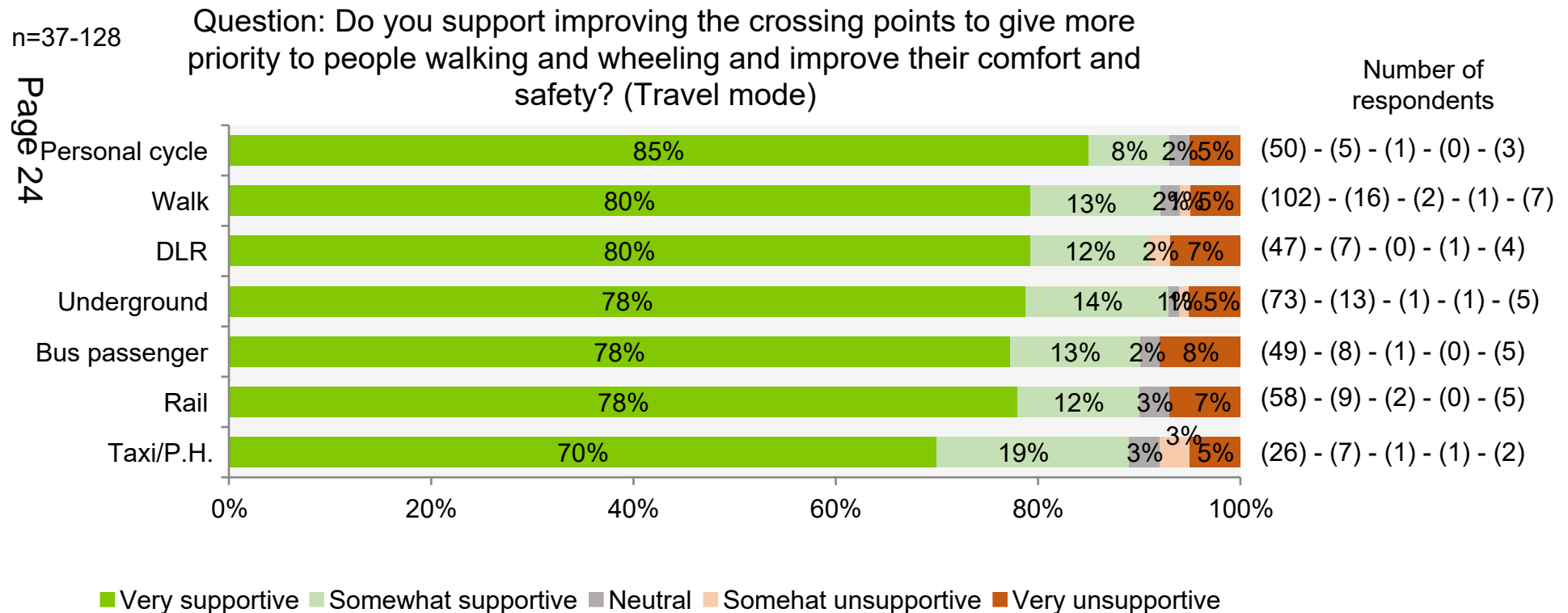
On the following page, we see how support varied by respondents' travel mode.

# Fenchurch Street and Aldgate:

## How support for improving crossing points to prioritise people walking and wheeling varied by how people identified they got around

In each of the travel mode categories with sufficient participants to enable analysis, a majority supported improved crossing points. Support again peaked among those who identified as using a personal cycle (93%).

In contrast, opposition was again limited to less than 10% in each travel mode category.



# Fenchurch Street and Aldgate:

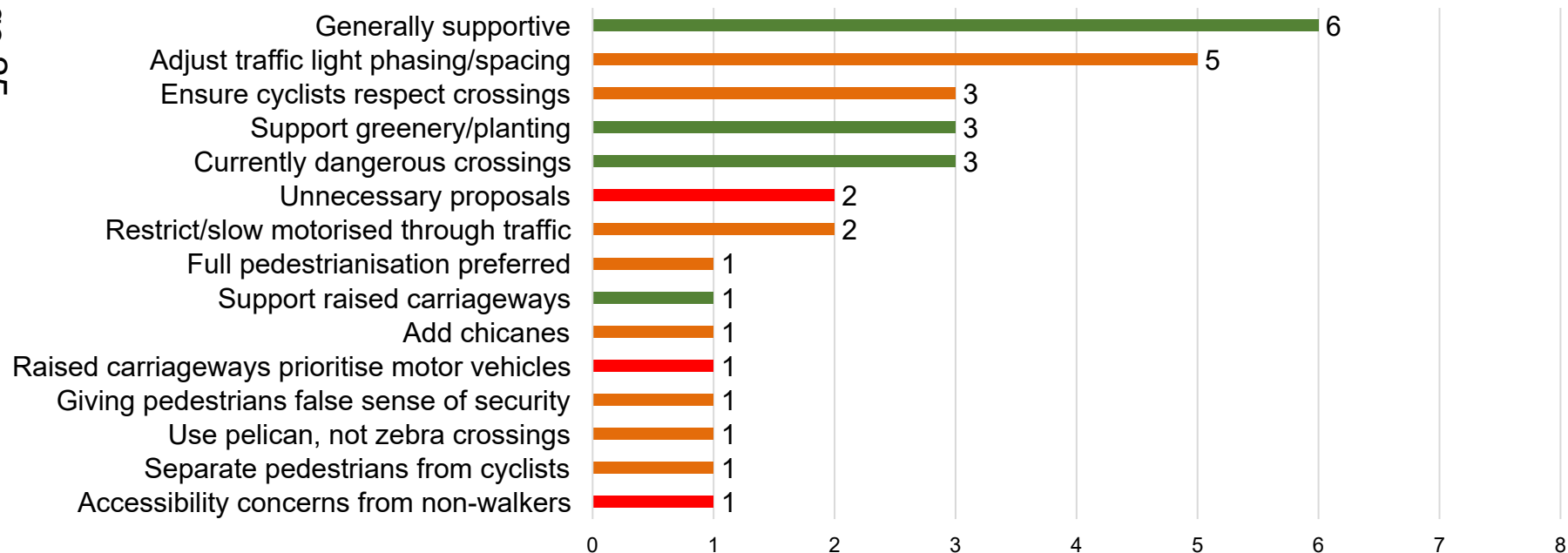
## Comments about the Fenchurch Street crossings and proposals to improve them for people walking or wheeling

31 respondents left comments on the proposals to improve Fenchurch Street crossings. Some respondents made more than one comment. Here, we see all comments, with a number of supportive comments sitting alongside additional suggestions for improvement - most frequently including rephrasing traffic light sequencing to facilitate easier crossing.

n=31

Question: Do you have any comments about the Fenchurch Street crossings and proposals to improve them for people walking or wheeling?

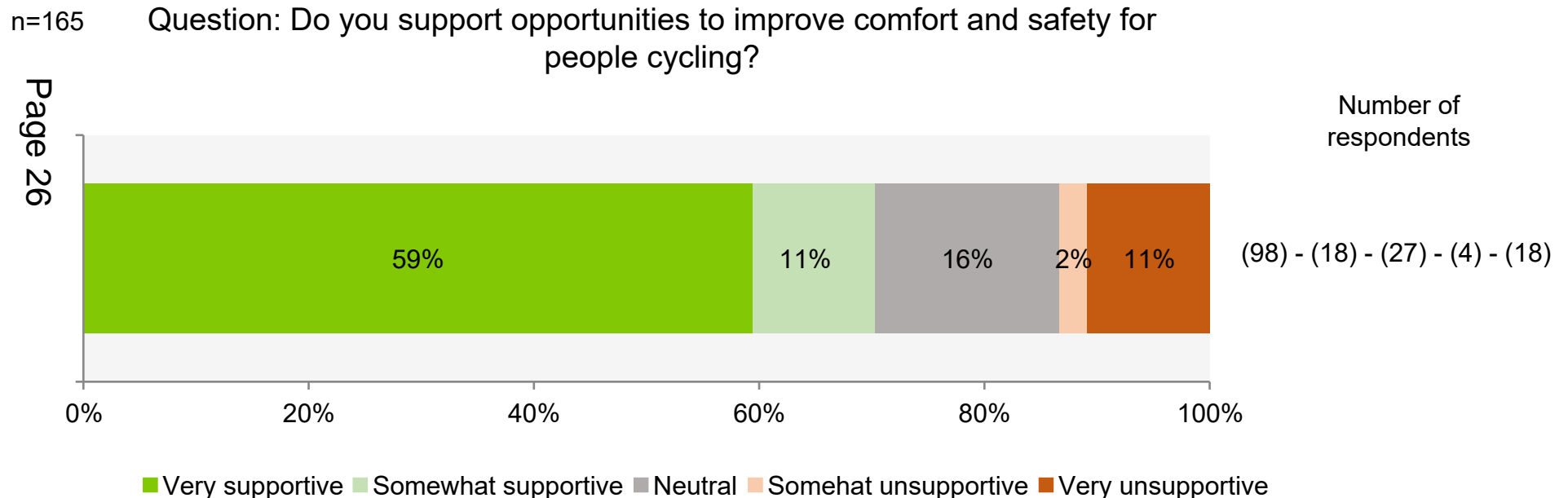
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# Fenchurch Street and Aldgate: Opportunities to improve comfort and safety for people cycling

70% of respondents supported the proposed improvements to cyclist comfort and safety - with many being very supportive.

In contrast, just 13% of respondents did not support this proposal.



On the following page, we see how support varied by respondents' travel mode.

# Fenchurch Street and Aldgate:

## How support for opportunities to improve comfort and safety for people cycling varied by how people identified they got around

In most travel mode categories with sufficient participants to enable analysis, a majority supported improved comfort and safety for people cycling. The exception was those identifying as using a taxi or private hire vehicle - either as a driver or passenger. Support again peaked among those who identified as using a personal cycle (91%).

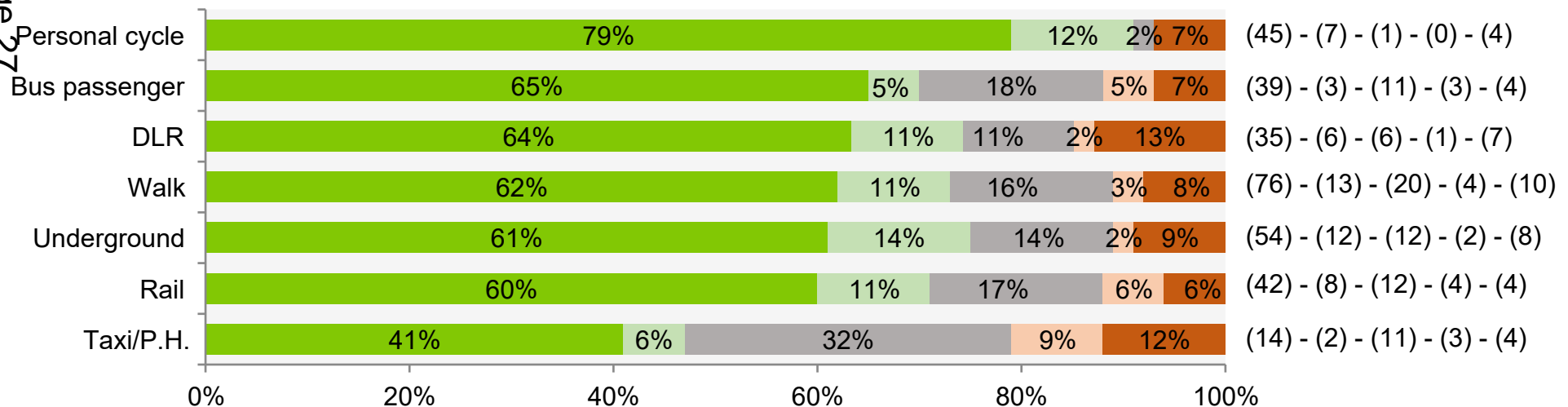
In contrast, opposition was comparatively limited, though notable at 21% of taxi/private hire vehicle users.

n=34-123

Question: Do you support improving comfort and safety for people cycling?  
(Travel mode)

Number of  
respondents

Page  
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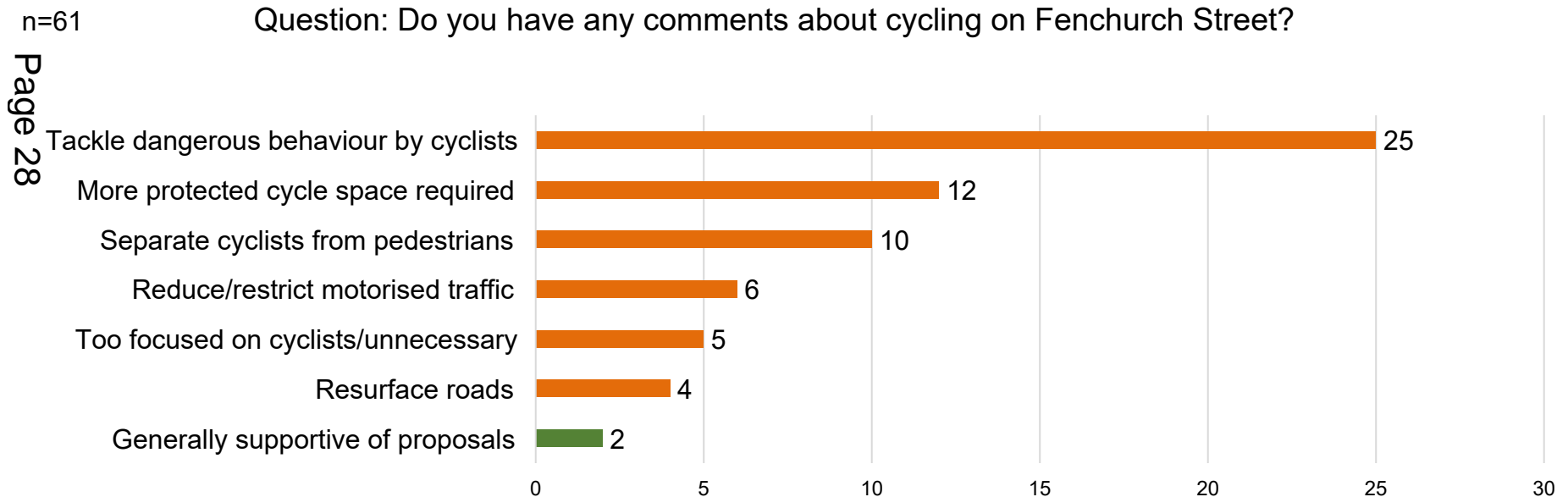
Very supportive Somewhat supportive Neutral Somewhat unsupportive Very unsupportive

# Fenchurch Street and Aldgate:

## Comments about cycling on Fenchurch Street

61 respondents left comments about cycling on Fenchurch Street. Some respondents made more than one comment.

By far the most frequent comment made was a perceived need to address cycling behaviour which is seen as dangerous to pedestrians. This was followed by a perceived need to provide safe space specifically for cyclists, with an accompanying request from pedestrians to separate them from cyclists.



Other comments included a need for firmer controls on e-bike cycling bays, consideration of modal filters one-way streets and connected cycle routes, and ensuring kerbside access for taxis and people who are visually impaired. (Each made by no more than one respondent).

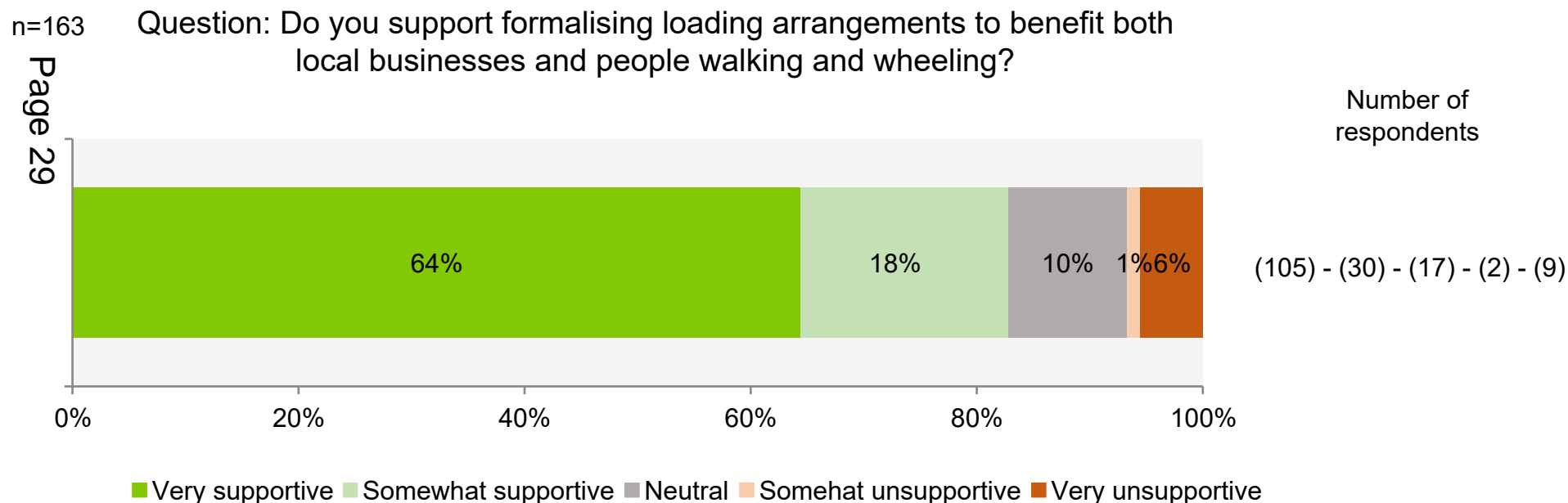


# Fenchurch Street and Aldgate:

## Formalising loading arrangements to benefit both local businesses and people walking and wheeling

There was an accompanying high level of support (82%) for the proposal to formalise loading arrangements to benefit both businesses and those walking and wheeling.

In contrast, just 7% of respondents did not support this proposal.



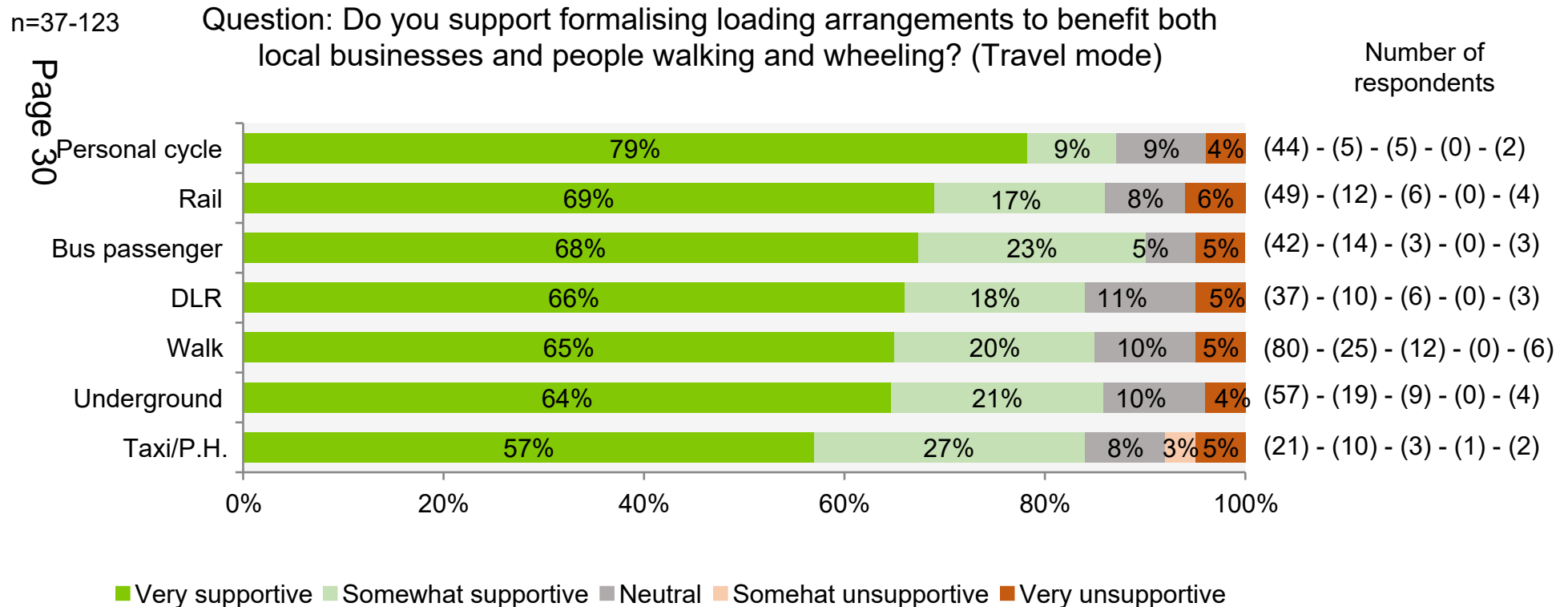
On the following page, we see how support varied by respondents' travel mode.

# Fenchurch Street and Aldgate:

How support for formalising loading arrangements to benefit both local businesses and people walking and wheeling varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported formalising loading arrangements. Support again peaked among those who identified as using a personal cycle (88%).

In contrast, opposition was comparatively limited, with less than 10% across each travel mode.



# Fenchurch Street and Aldgate:

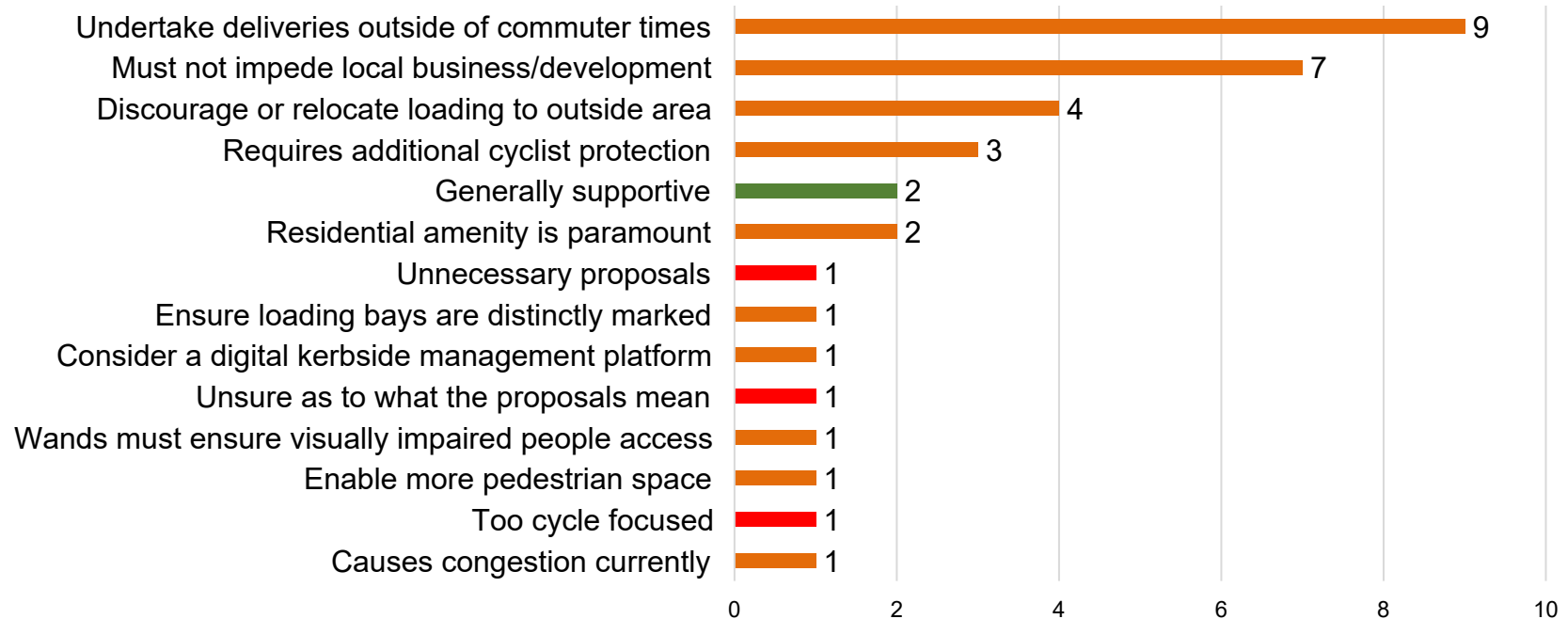
## Comments about loading and deliveries on Fenchurch Steet

35 respondents left comments on loading and deliveries on Fenchurch Street. Here, we see all comments made, with the top suggestion being that deliveries should be made outside of rush hour/commuter times. However, a number of respondents expressed concerns that provision must be made for deliveries and loading to local business and development.

n=35

Question: Do you have any comments about loading and deliveries on Fenchurch Street?

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# Fenchurch Street and Aldgate:

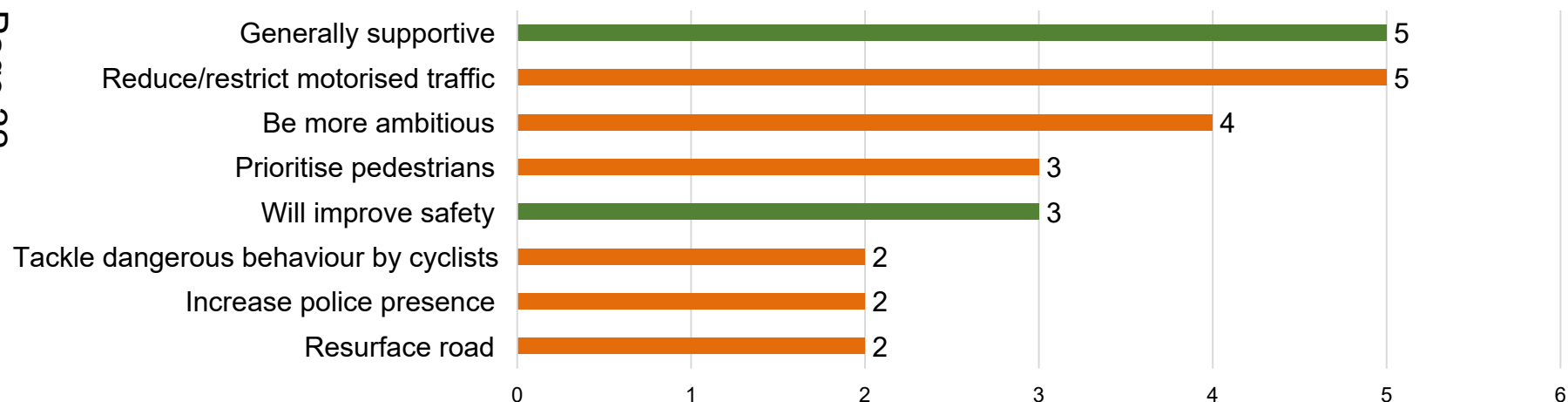
## Other comments about Fenchurch Steet in general

39 respondents left additional comments on Fenchurch Street. Some respondents made more than one comment. The most numerous improvements requested focused on a need to be more ambitious, while reducing and restricting motorised through traffic.

n=39

Question: Do you have any comments about Fenchurch Street in general?

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There was a very disparate selection of additional comments - each made by just one or two respondents. These included a perceived need to tackle tall buildings blocking out light, provide more taxis, provide further explanation of 'wheeling', consider emergency services access, utilise more pelican crossings, include more outdoor seating, install SuDS, tackle the wind tunnel effect caused by the Walkie Talkie building, and ensure Fenchurch Street plays a wider role in urban movement from east to west.

# Eastcheap and Great Tower Street



# Eastcheap and Aldgate - draft proposals

- Eastcheap and Great Tower Street form an important gateway into the City and provide a link between the visitor attractions of the Tower of London, the Monument to the Great Fire of London and the Sky Garden at 20 Fenchurch Street. There is a concentration of retail, restaurants, pubs and bars on these streets.
- Carriageway space varies, and, in some stretches, it is wider than is necessary, while some pavements are too narrow for the number of people walking and wheeling, especially during rush hours and at lunchtime. There are opportunities to widen pavements and make the street easier to cross. Public realm improvements would also make these streets more attractive and benefit the local economy both day and night.
- Gracechurch Street and King William Street south of the Cannon Street junction are managed by Transport for London (TfL). TfL are developing proposals to improve Monument junction and to widen pavements and improve crossings on Gracechurch Street. (Proposal 2).

## Proposal 3 - On Eastcheap and Great Tower Street exploring:

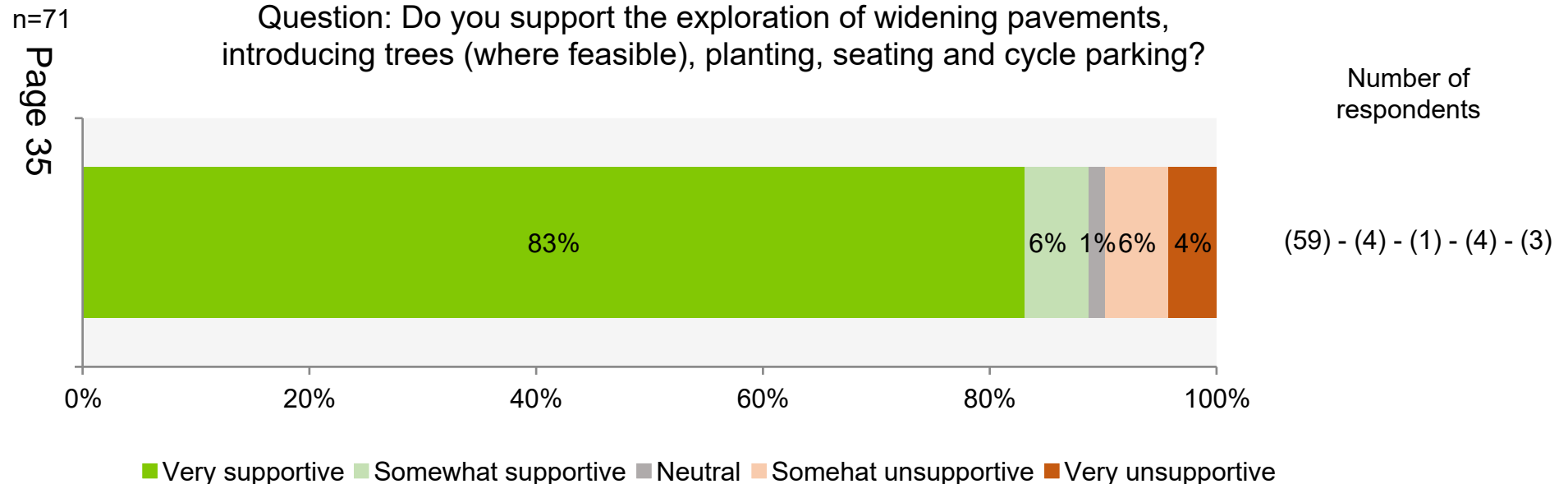
- Widening pavements, introduce trees (where feasible), planting, seating and cycle parking.
- Improving the crossing points to give more priority to people walking and wheeling and improve their comfort and safety.
- Opportunities to improve the comfort and safety for people cycling.
- Formalising loading arrangements to benefit both local businesses and people walking and wheeling.
- Reviewing the amount and location of kerbside parking to ensure appropriate provision, but to also enable more space for people walking and wheeling and public realm improvements.

# Eastcheap and Great Tower Street:

## Widening pavements, introducing trees (where feasible), planting, seating and cycle parking

There was a high level of support (89%) for the proposal to widen pavements and introduce trees, planting, seating and cycle parking.

In contrast, just 10% of respondents did not support this proposal.



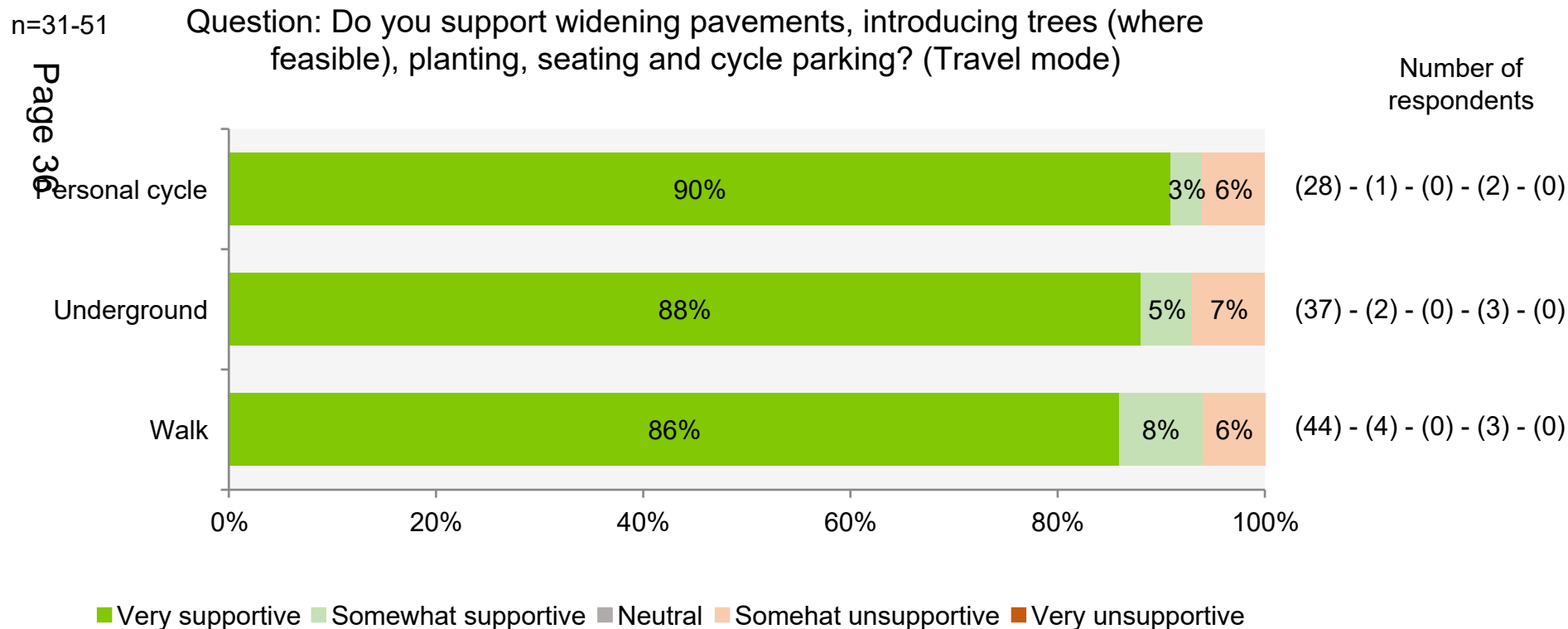
On the following page, we see how support for this proposal varied by respondents' travel mode.

# Eastcheap and Great Tower Street:

How support for widening pavements, introducing trees (where feasible), planting, seating and cycle parking varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported widening pavements, introducing trees (where feasible), planting, seating and cycle parking. Support again peaked among those who identified as using a personal cycle (93%).

In contrast, opposition was comparatively limited, with less than 10% across each travel mode.





# Eastcheap and Great Tower Street:

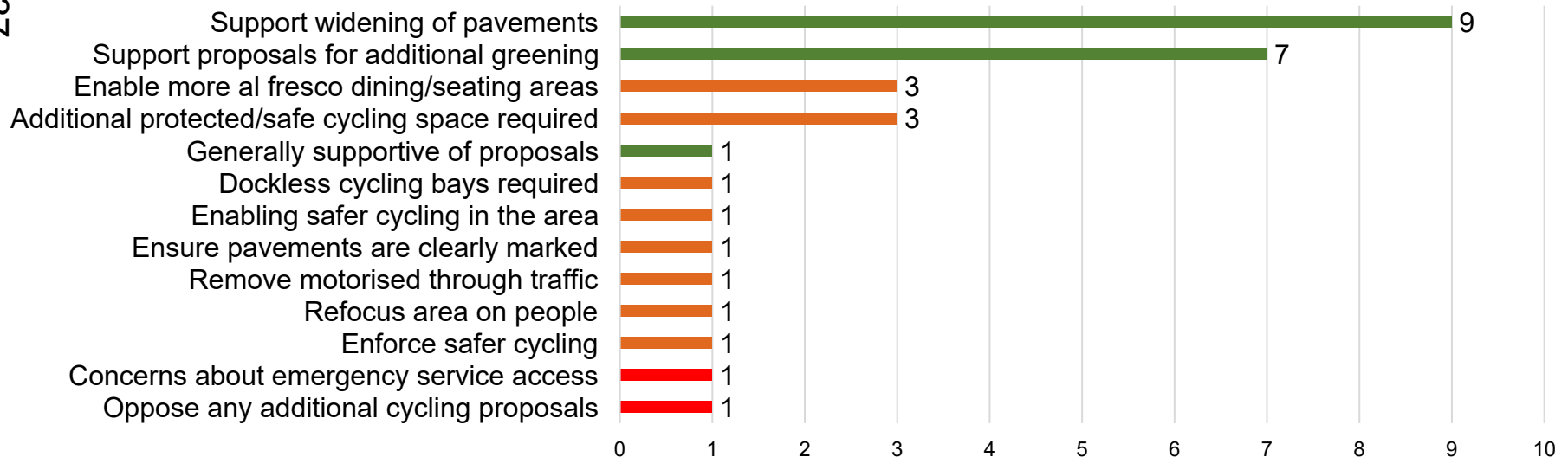
## Comments about the Eastcheap and Great Tower Street pavements and public realm proposals to improve them for people walking or wheeling

19 respondents left comments about pavement and public realm proposals in the area. Some respondents made more than one comment. Here, we see all comments made, with a focus on support for widened pavements and additional greening.

n=19

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Question: Do you have any comments about the Eastcheap and Great Tower Street pavements and public realm proposals to improve them for people walking or wheeling?

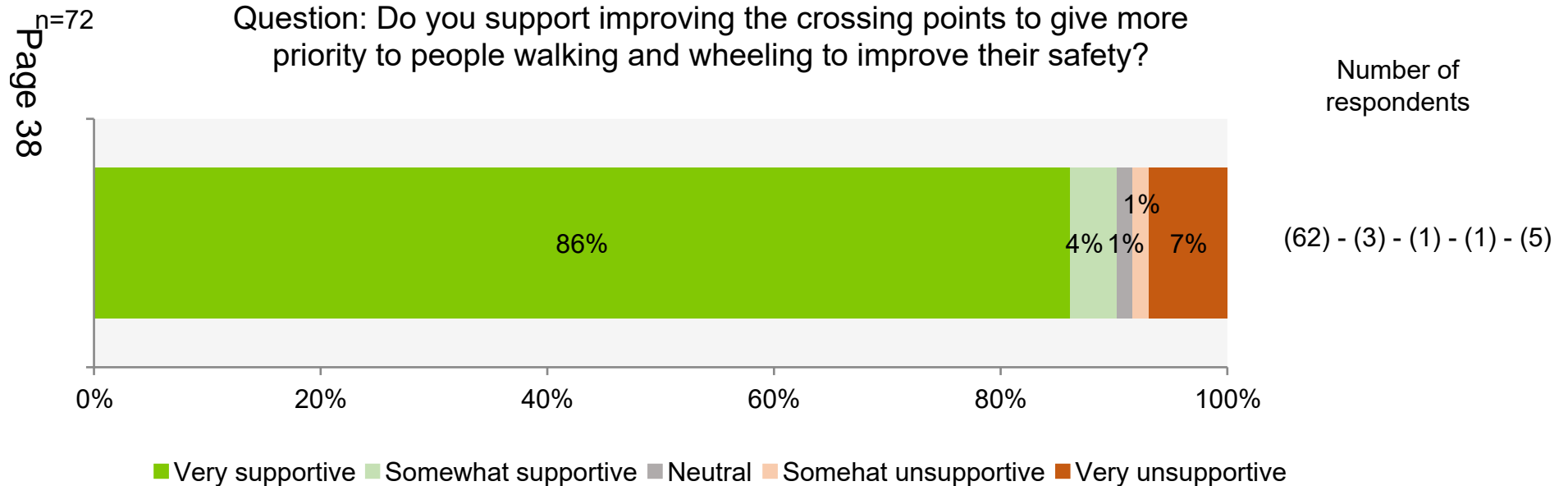


# Eastcheap and Great Tower Street:

Improving the crossing points to give more priority to people walking and wheeling to improve their safety

90% of respondents supported crossing point improvement - prioritising and improving the safety of those walking and wheeling. For many, this support was strong.

In contrast, just 8% were unsupportive.



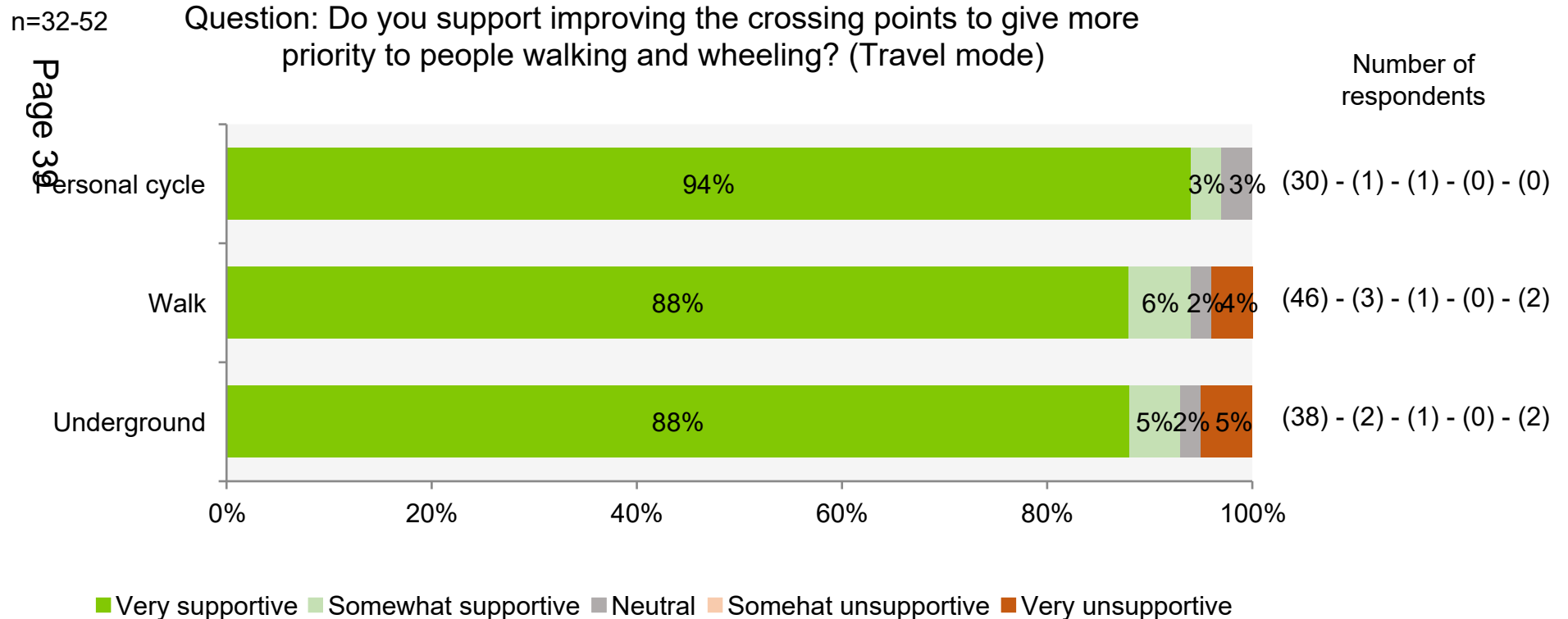
On the following page, we see how support for this proposal varied by respondents' travel mode.

# Eastcheap and Great Tower Street:

How support for improving the crossing points to give more priority to people walking and wheeling to improve their safety varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported improving the crossing points to give more priority to people walking and wheeling. Support again peaked among those who identified as using a personal cycle (97%).

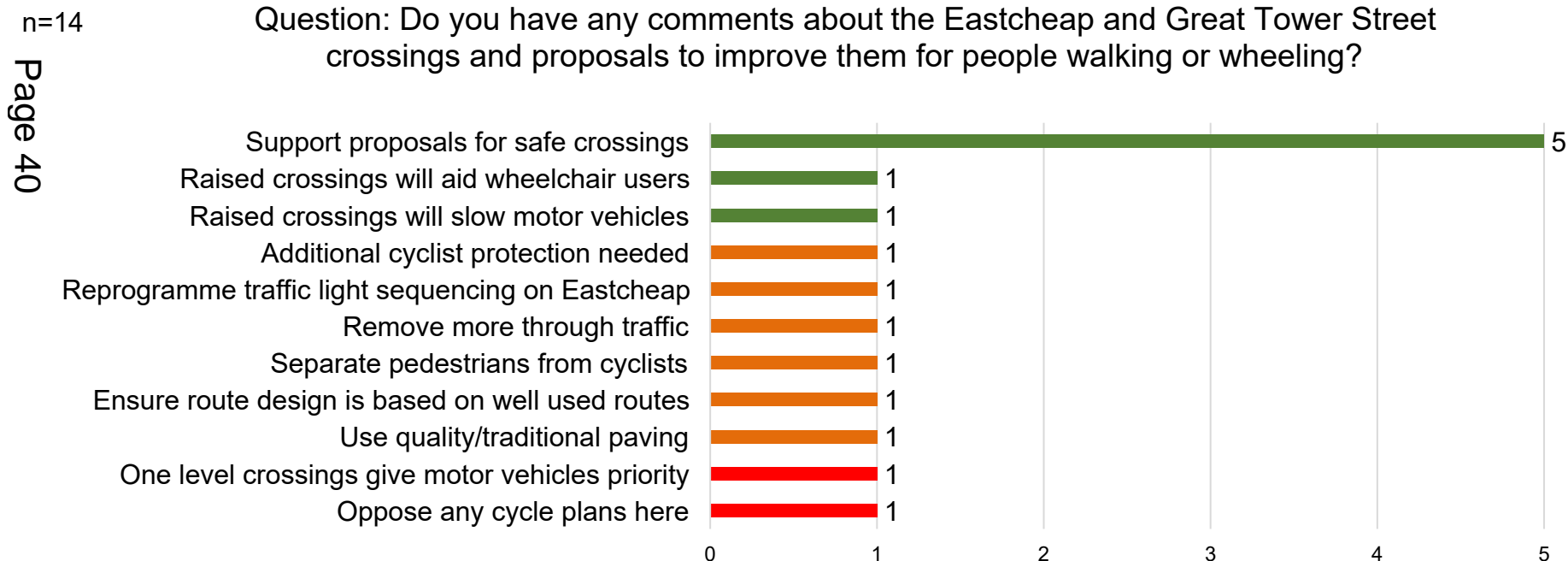
In contrast, opposition was comparatively limited, with less than 10% across each travel mode.



# Eastcheap and Great Tower Street:

## Comments about the Eastcheap and Great Tower Street crossings and proposals to improve them for people walking or wheeling

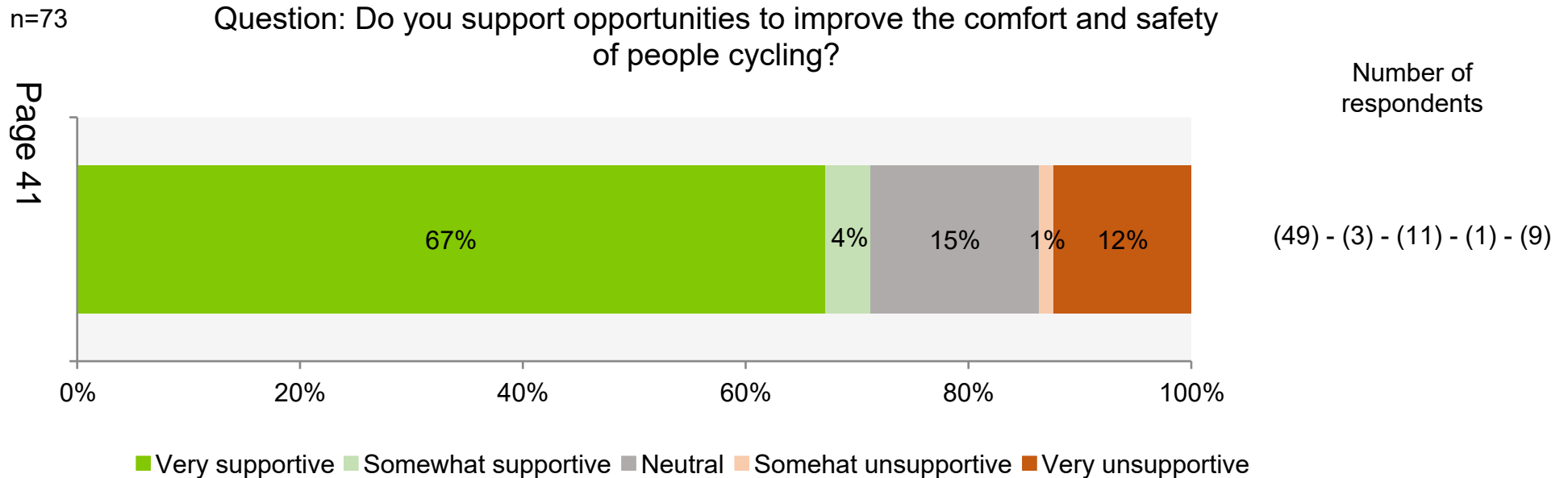
14 respondents left comments about proposed improvements to the area's crossings. Some respondents made more than one comment. Here, we see all comments made with the most frequent comments underlining support for these proposals.



# Eastcheap and Great Tower Street: Improving the comfort and safety of people cycling

Over 70% of respondents supported the comfort and safety improvements for cyclists. For two-thirds, this support was strong.

In contrast, just 13% were unsupportive, with 15% expressing a neutral opinion.



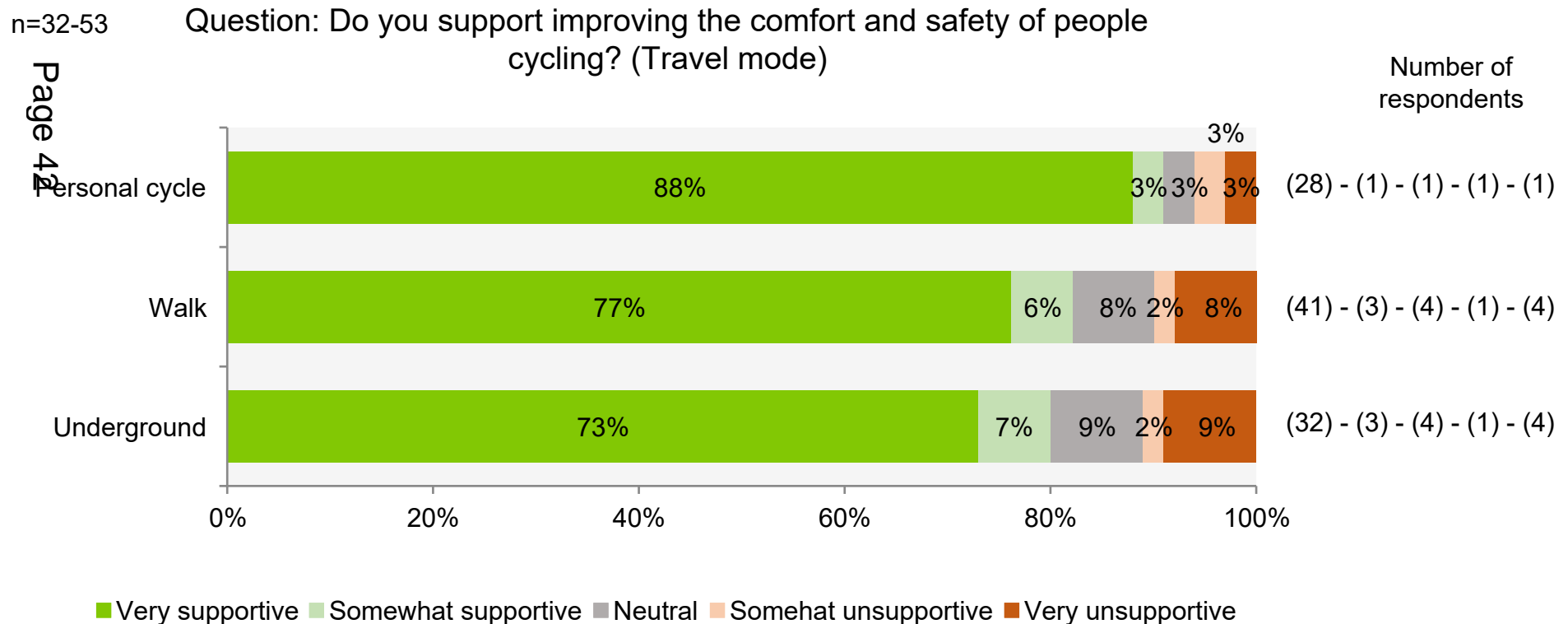
On the following page, we see how support for this proposal varied by respondents' travel mode.

# Eastcheap and Great Tower Street:

How support for improving the comfort and safety of people cycling varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported improving the comfort and safety of people cycling. Support again peaked among those who identified as using a personal cycle (91%).

In contrast, opposition was comparatively limited, with less than 12% across each travel mode.



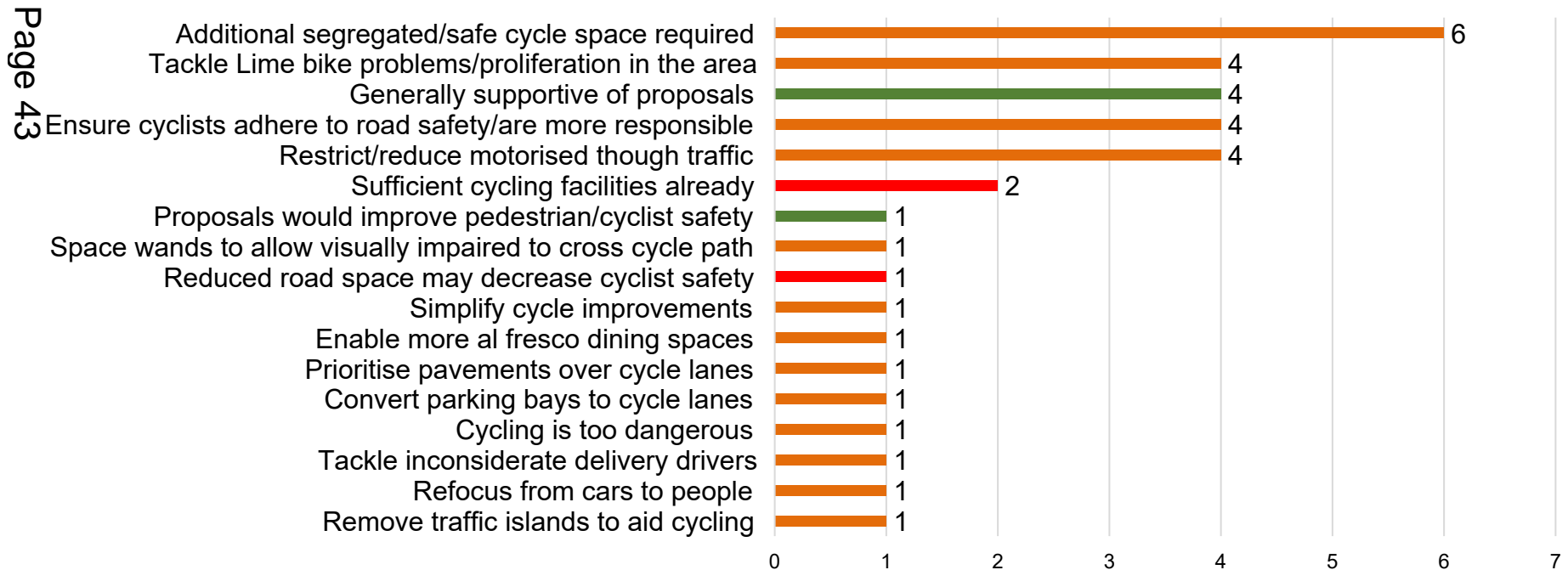
# Eastcheap and Great Tower Street:

## Comments about cycling on Eastcheap and Great Tower Street

26 respondents left comments about cycling on Eastcheap and Great Tower Street. Some respondents made more than one comment. Here, we see the wide breadth of comments made, of which the most common focused on a perceived need for safe and segregated cycle space.

n=26

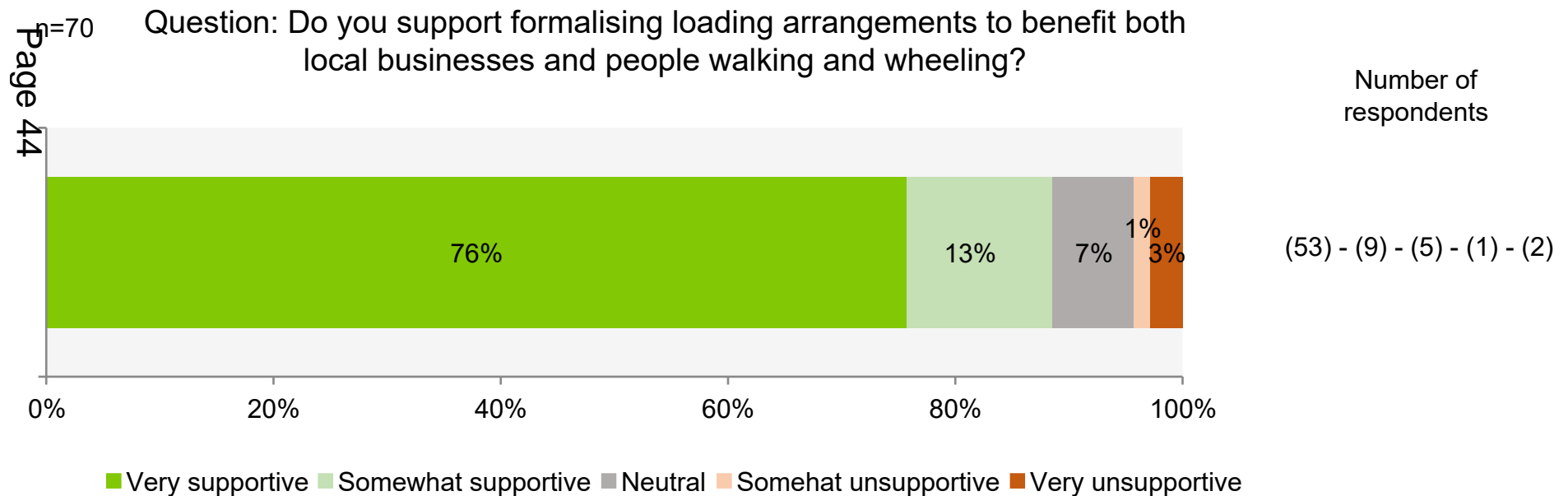
Question: Do you have any comments about cycling on Eastcheap and Great Tower Street?



# Eastcheap and Great Tower Street:

## Formalising loading arrangements to benefit both local businesses and people walking and wheeling

Almost 90% of respondents supported formalised loading arrangements. For many, this support was strong. In contrast, just 4% were unsupportive, with 7% expressing a neutral opinion.



On the following page, we see how support for this proposal varied by respondents' travel mode.

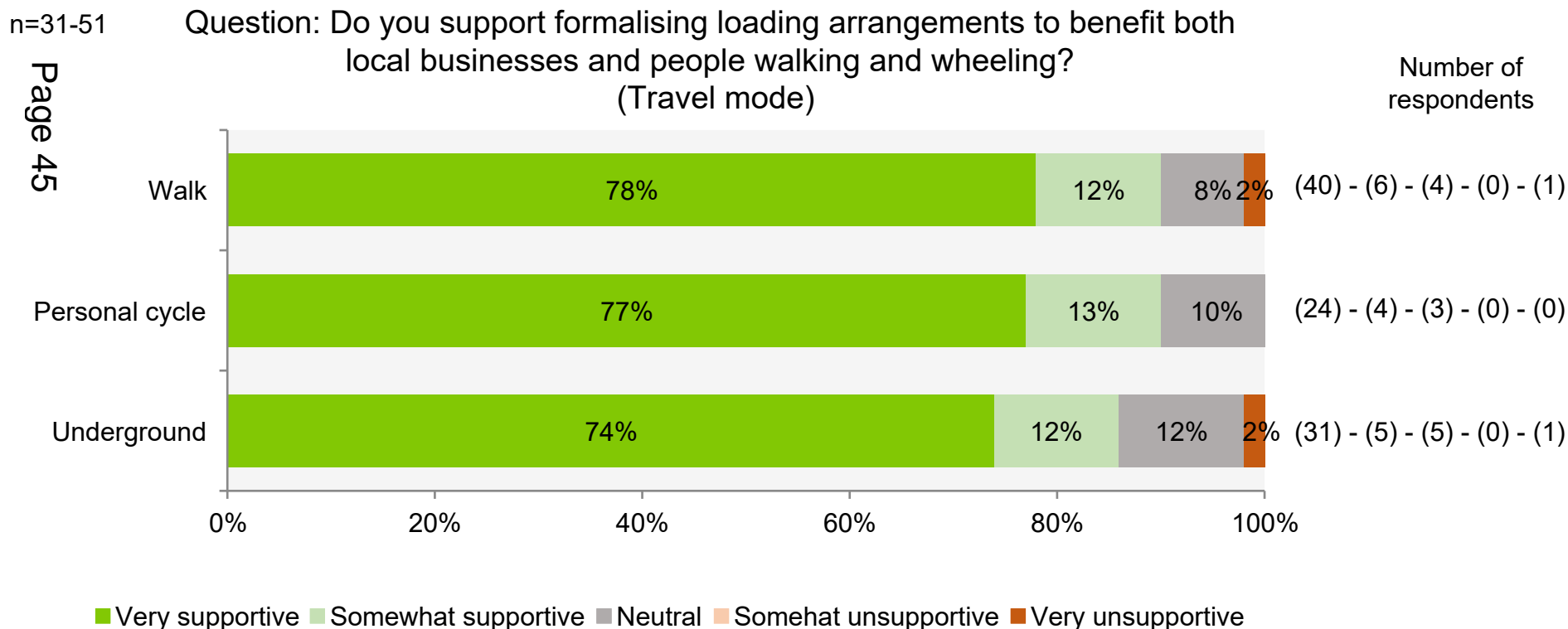


# Eastcheap and Great Tower Street:

How support for formalising loading arrangements to benefit both local businesses and people walking and wheeling varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported formalising loading arrangements to benefit both local businesses and people walking and wheeling. Support peaked among those who identified as walking (90%) and using a personal cycle (90%).

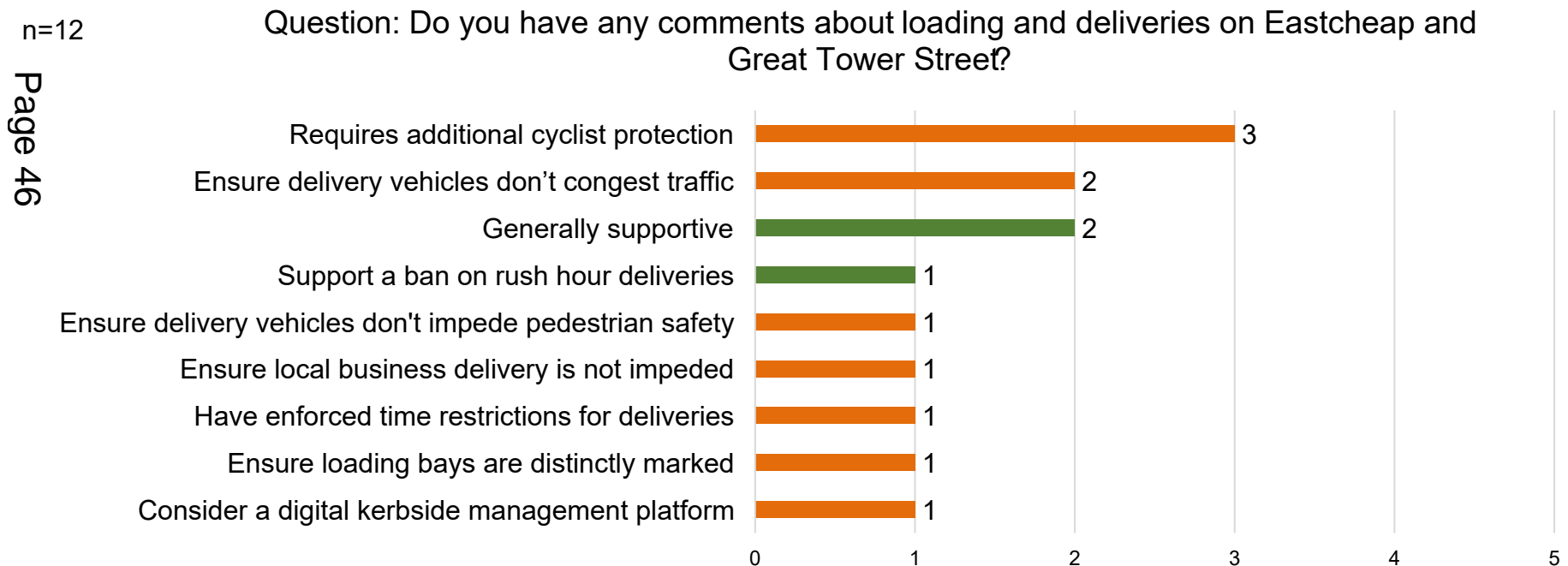
In contrast, opposition was very limited across each travel mode.



# Eastcheap and Great Tower Street:

## Comments about loading and deliveries on Eastcheap and Great Tower Street

12 respondents left comments about loading and deliveries on Eastcheap and Great Tower Street. Some respondents made more than one comment. Here, we see all comments made, with a need for additional cyclist protection emerging again as the most frequent comment.

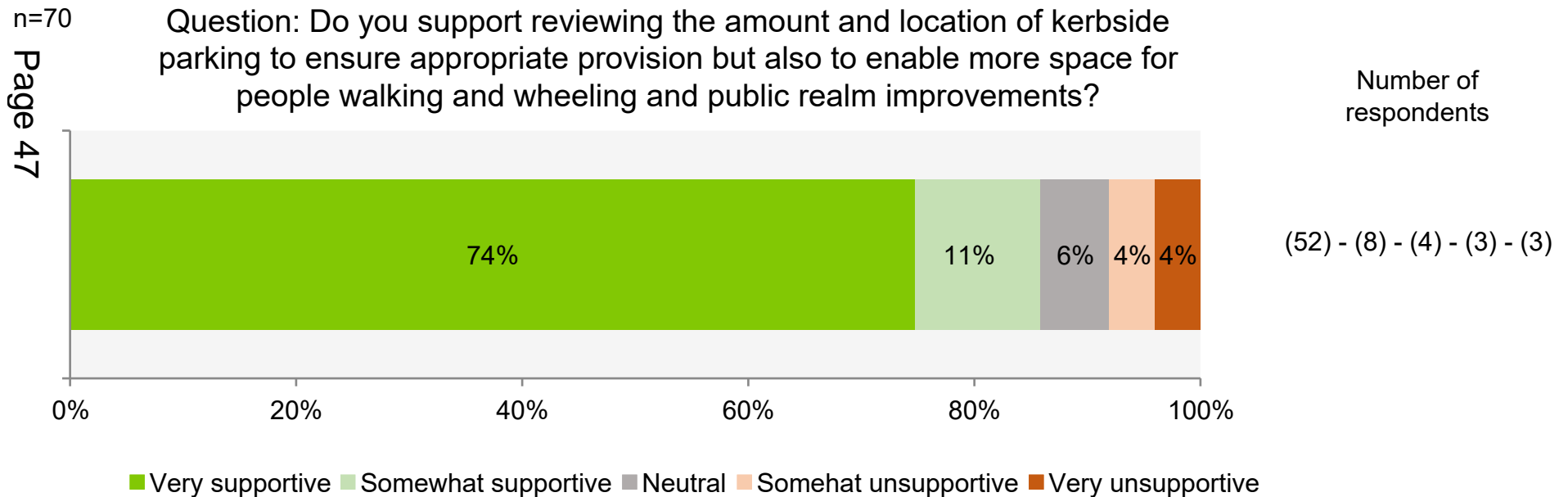


# Eastcheap and Great Tower Street:

Reviewing the amount and location of kerbside parking to ensure appropriate provision but also to enable more space for people walking and wheeling and public realm improvements

85% of respondents supported a review of kerbside parking, with many expressing strong support.

In contrast, just 8% were unsupportive.



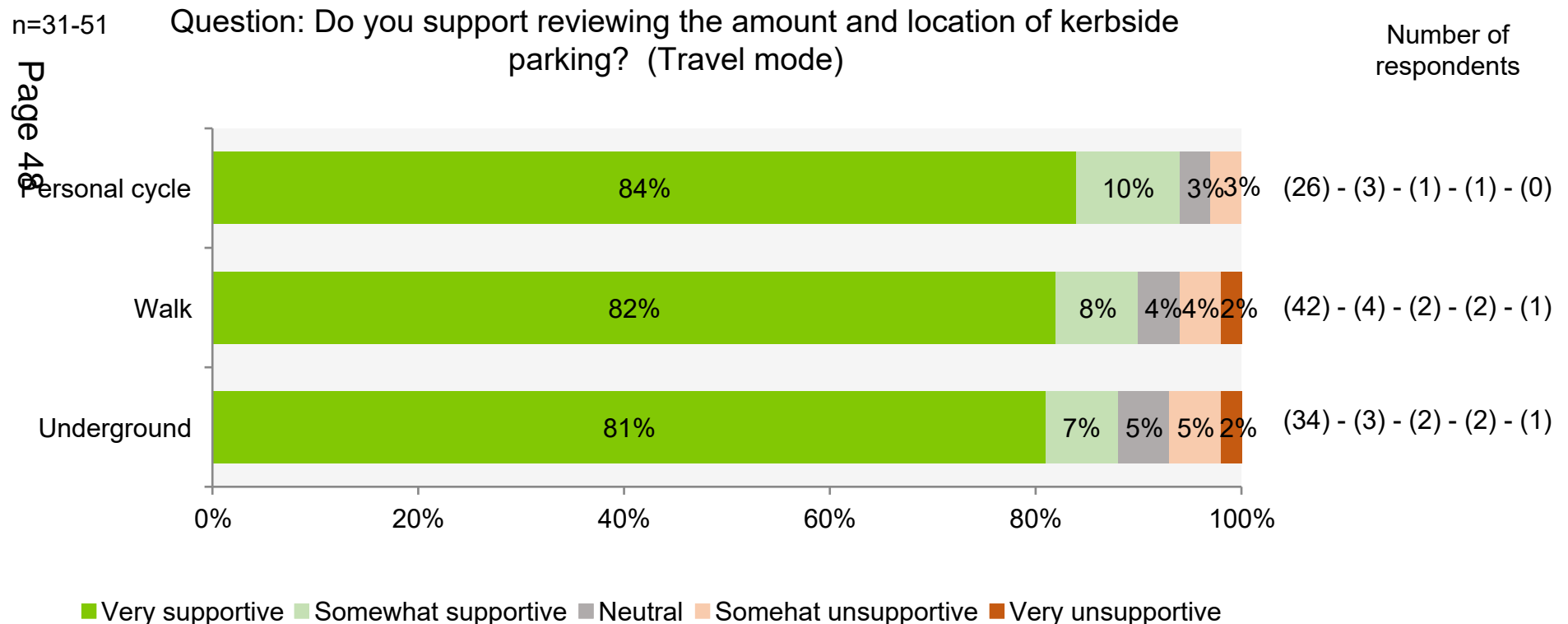
On the following page, we see how support for this proposal varied by respondents' travel mode.

# Eastcheap and Great Tower Street:

## How support for reviewing the amount and location of kerbside parking varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported reviewing the amount and location of kerbside parking. Support again peaked among those who identified as using a personal cycle (94%).

In contrast, opposition was very limited across each travel mode.



# Eastcheap and Great Tower Street:

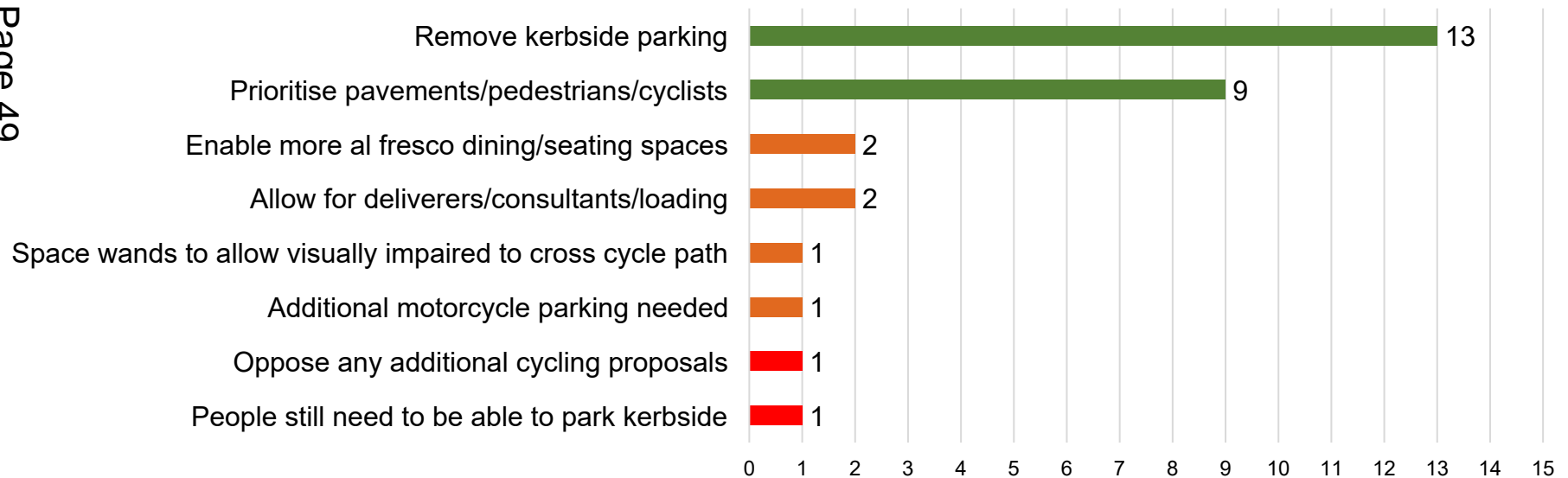
## Comments about kerbside parking on these streets

26 respondents left comments about kerbside parking on the area's streets. Some respondents made more than one comment. Here, we see all comments made, with a clear focus on a perceived need to remove kerbside parking from these streets.

n=26

Question: Do you have any comments about kerbside parking on these streets?

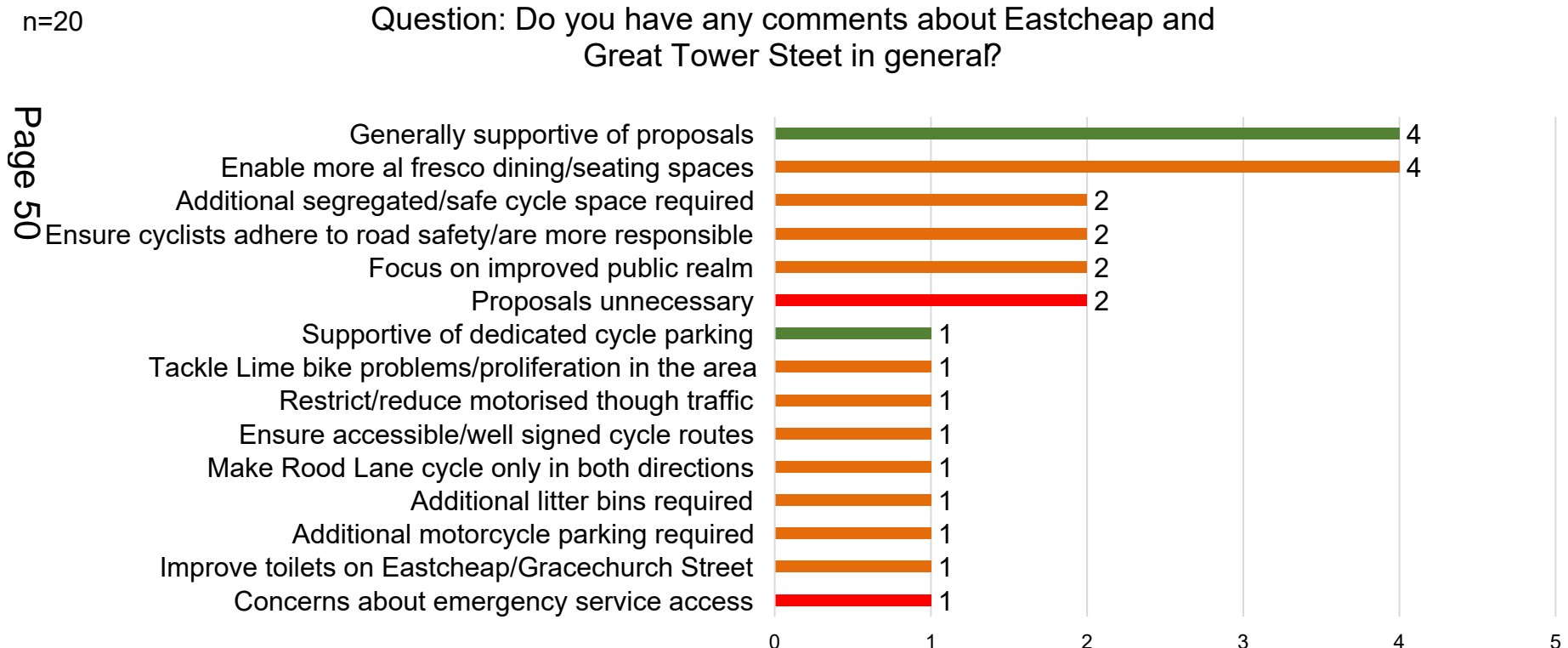
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# Eastcheap and Great Tower Street:

## Additional comments about Eastcheap and Great Tower Steet in general

20 respondents left additional comments on Eastcheap and Great Tower Street. Some respondents made more than one comment. Here, we see the wide breadth of all comments made, with many ideas for additional enhancement and improvement in the area - including enabling more al fresco dining/seating space, additional safe spaces for cyclists and improved public realm, and a need to ensure that cyclists travel through the area responsibly.



# Streets North of Eastcheap and Great Tower Street

Page 51



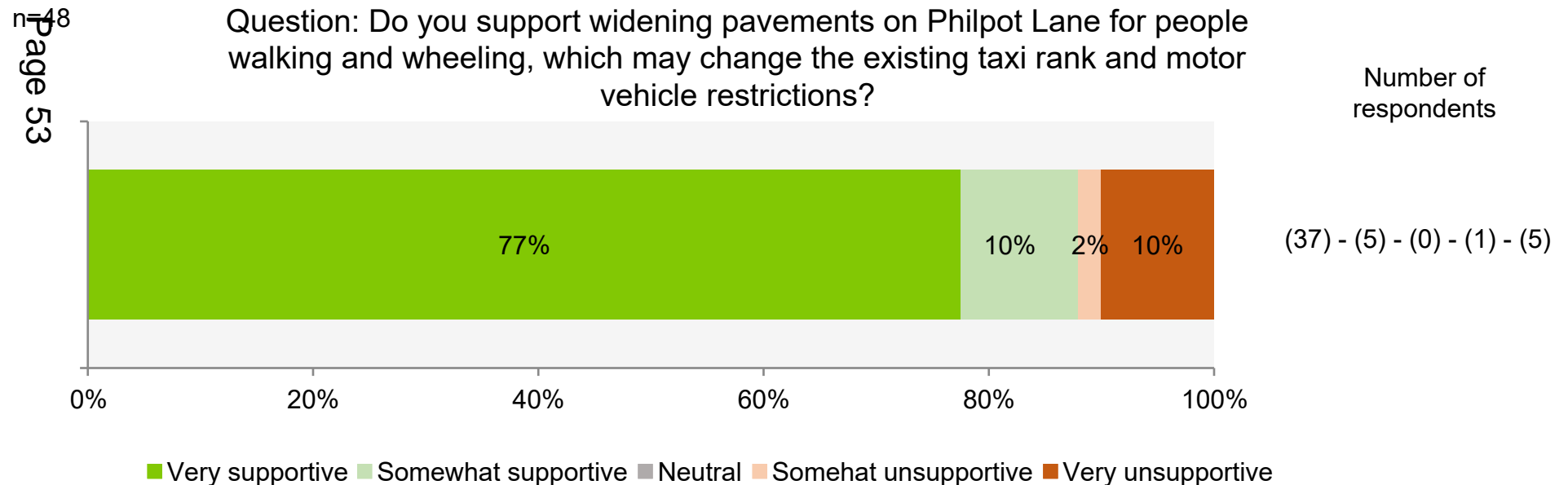
# Streets North of Eastcheap and Great Tower Street - draft proposals

- The streets between Eastcheap and Great Tower Street and Fenchurch Street provide links for motor vehicles and for people walking, wheeling and cycling. There is a commitment to closing Rood Lane to motor vehicles between 7am and 7pm on weekdays to improve the comfort/safety of people walking, wheeling and cycling. (Proposal 5 on the plan). Where development opportunities arise, it is proposed to work with developers to create new walking routes to make it easier to walk and wheel through the area. It is also proposed to assist the Aldgate Connect Business Improvement District (BID) and c2c and Network Rail Fenchurch Place to make improvements to the forecourt area in front of Fenchurch Street station (in private ownership). (Proposal 9 on the plan). It is also proposed to explore giving more priority for people walking and wheeling to and from the station.
- Proposal 4 - On Philpot Lane, exploring widening pavements for people walking and wheeling. This may involve changing the existing taxi rank and motor vehicle waiting restrictions.
- Proposal 6 - On Mincing Lane, exploring introducing a crossing point raised to pavement level at Plantation Lane to give more priority to people walking and wheeling and improve their comfort and safety. Improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.
- Proposal 7 - On Mark Lane, exploring raising the carriageway to pavement level on the northern section between Fenchurch Street and the existing traffic restriction to give more priority to people walking and wheeling and improve their comfort and safety. Reviewing the amount and location of parking to ensure appropriate provision while enabling public realm improvements.
- Proposal 8 - On London Street, exploring raising the carriageway to pavement level at the junction with Mark Lane and Fenchurch Place to give more priority to people walking and wheeling and improve their comfort and safety.



# Streets North of Eastcheap and Great Tower Street: Widening pavements on Philpot Lane for people walking and wheeling (which may involve changing the existing taxi rank and motor vehicle waiting restrictions)

Almost 90% of respondents supported pavement widening on Philpot Lane. For many this support was strong. In contrast, just 12% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

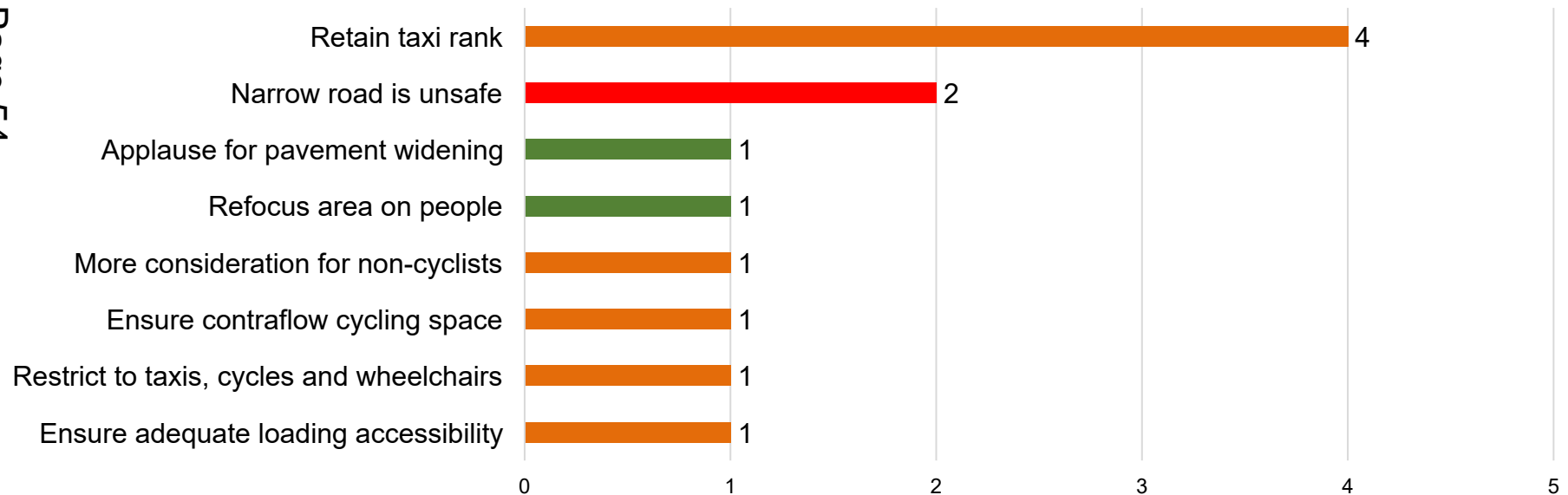
# Streets North of Eastcheap and Great Tower Street: Comments about Philpot Lane

10 respondents left comments about Philpot Lane. Some respondents made more than one comment. Here, we see all comments made - the most frequent being to retain the taxi rank.

n=10

Question: Do you have any comments about Philpot Lane?

Page 54

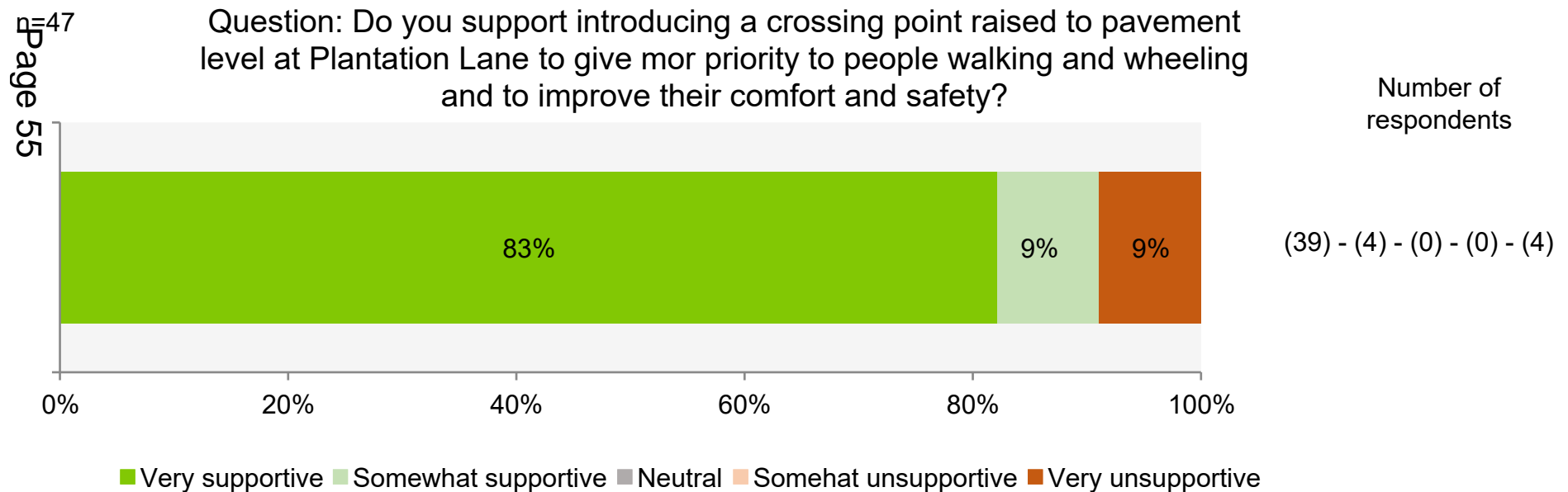


# Streets North of Eastcheap and Great Tower Street:

On Mincing Lane, introducing a crossing point raised to pavement level at Plantation Lane to give more priority to people walking and wheeling and improve their comfort and safety

Over 90% of respondents supported the introduction of a crossing point on Mincing Lane - with the vast majority expressing strong support for this proposal.

In contrast, just 9% were unsupportive.

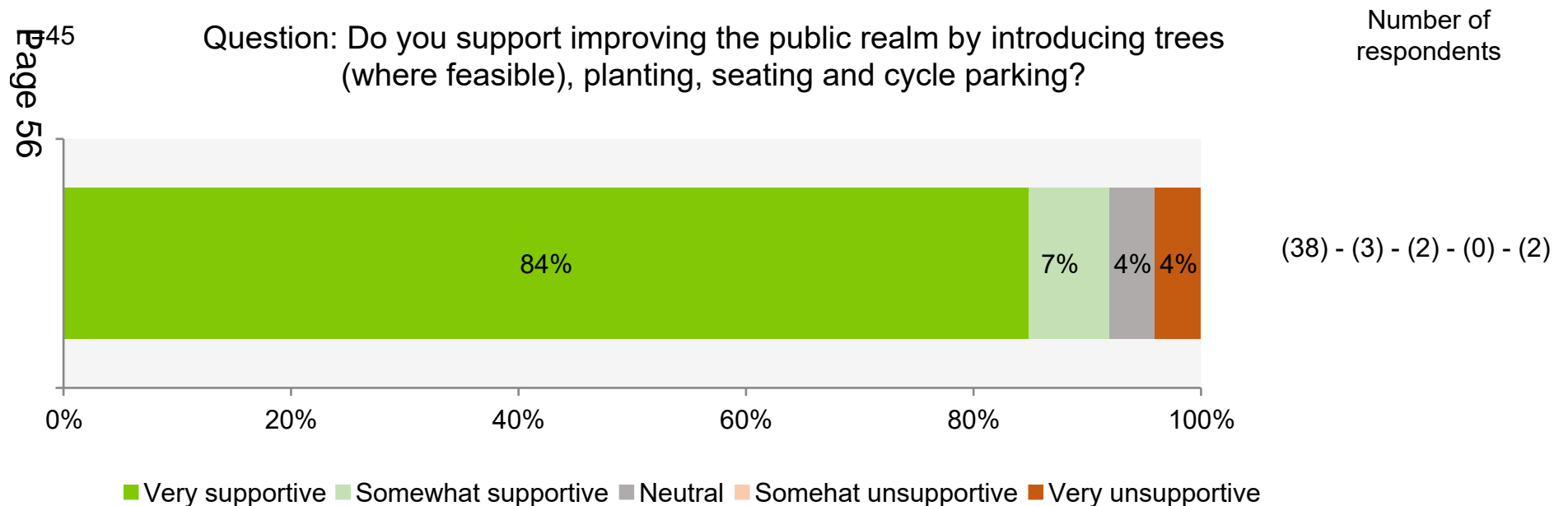


Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

# Streets North of Eastcheap and Great Tower Street: Improving the public realm by introducing trees (where feasible), planting, seating and cycle parking

Over 90% of respondents supported the public realm improvements as described. For many, this support was strong.

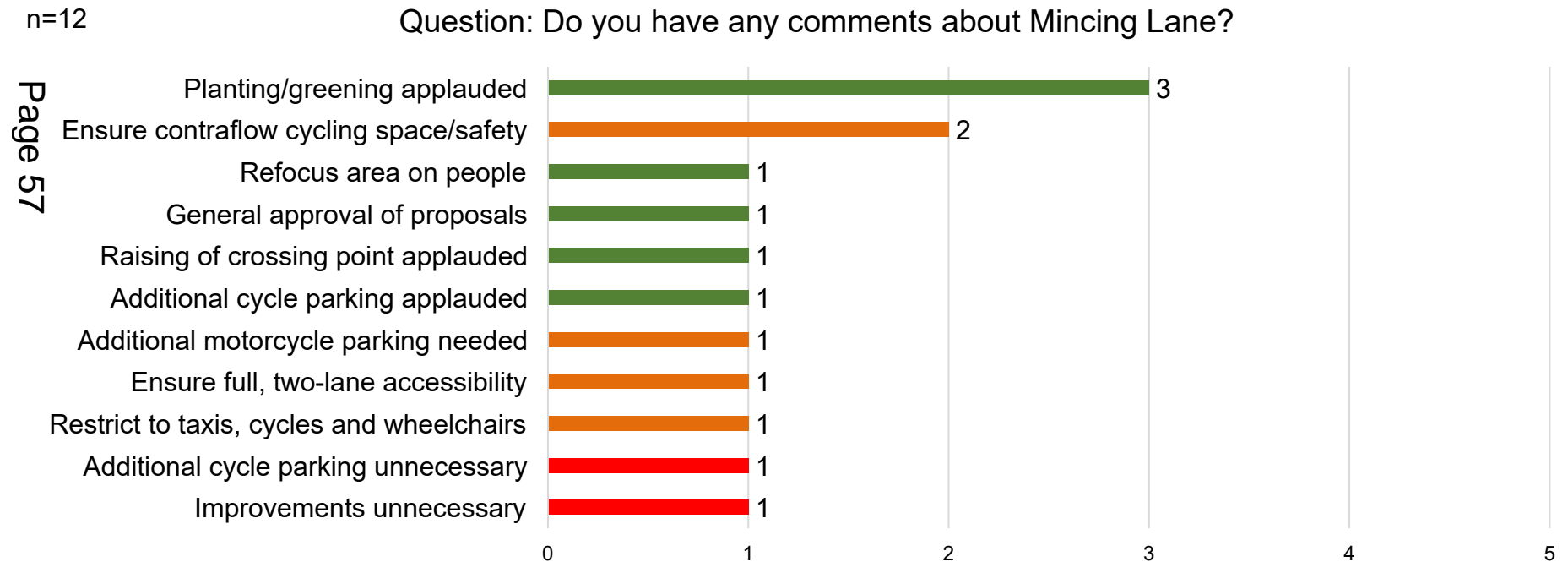
In contrast, just 4% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

# Streets North of Eastcheap and Great Tower Street: Comments about Mincing Lane

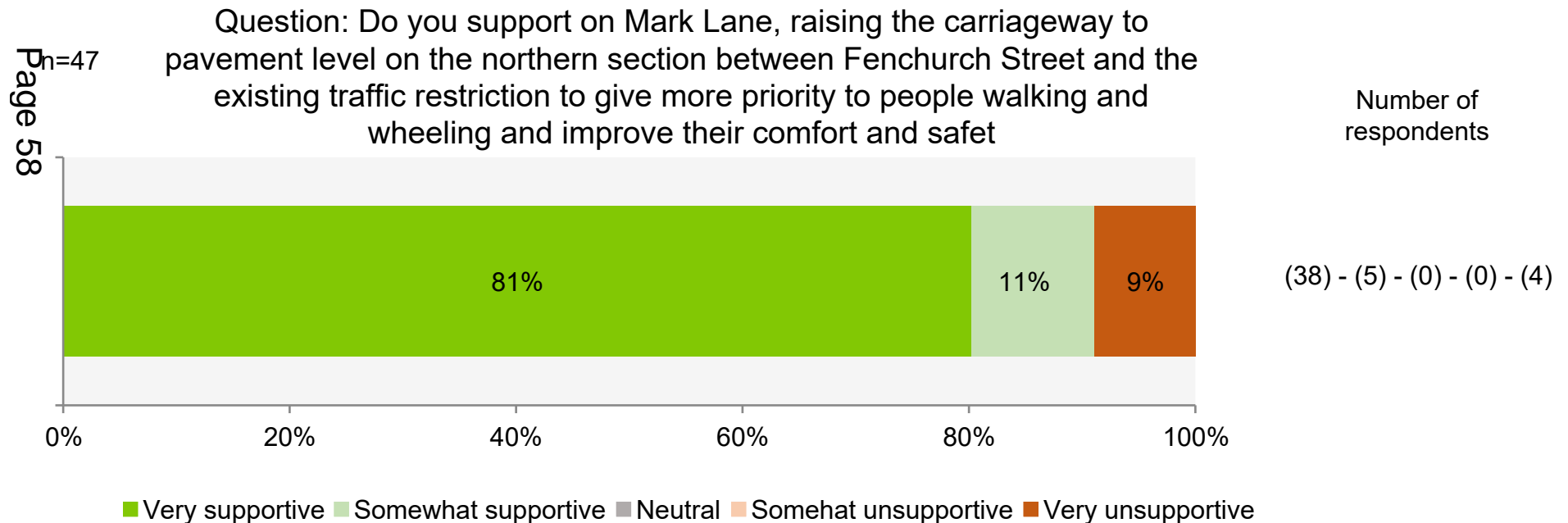
12 respondents left comments about Mincing Lane. Some respondents made more than one comment. Here, we see all comments made, with a number of respondents applauding the proposals for this area.



## Streets North of Eastcheap and Great Tower Street:

On Mark Lane, raising the carriageway to pavement level on the northern section between Fenchurch Street and the existing traffic restriction to give more priority to people walking and wheeling and improve their comfort and safety

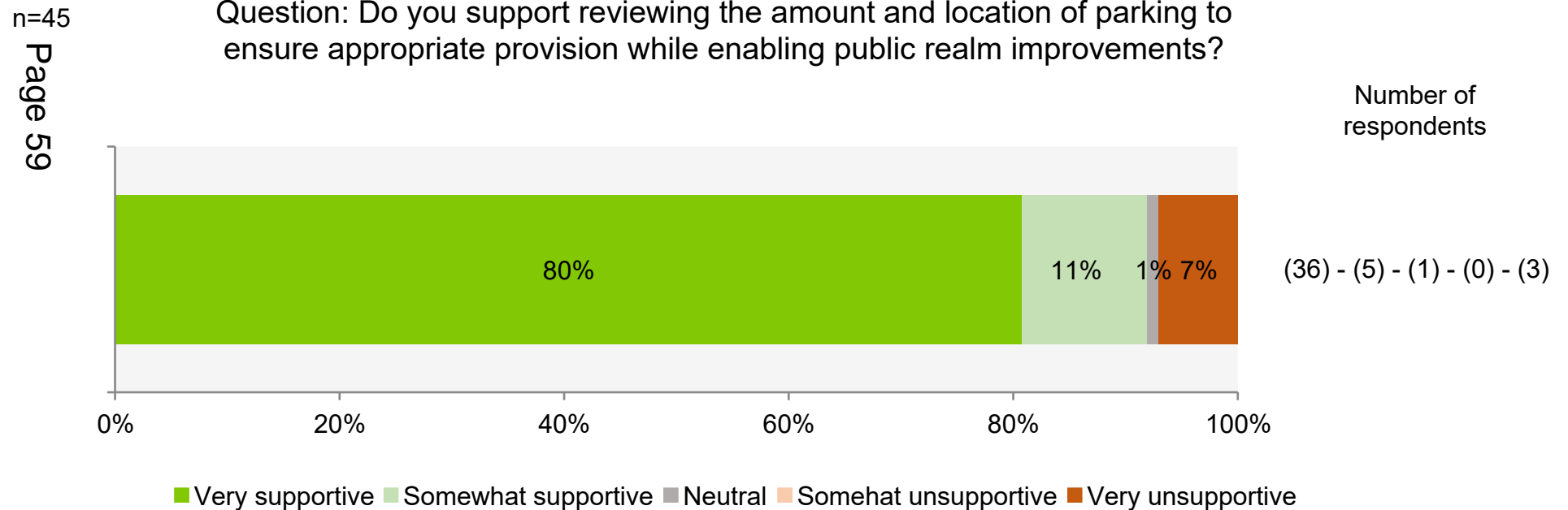
Over 90% of respondents supported raising the carriageway on Mark Lane. For many, this support was strong. In contrast, just 9% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

# Streets North of Eastcheap and Great Tower Street: Reviewing the amount and location of parking to ensure appropriate provision while enabling public realm improvements

Over 90% of respondents supported a review of the amount and location of parking to ensure appropriate provision while enabling public realm improvements. In contrast, just 7% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

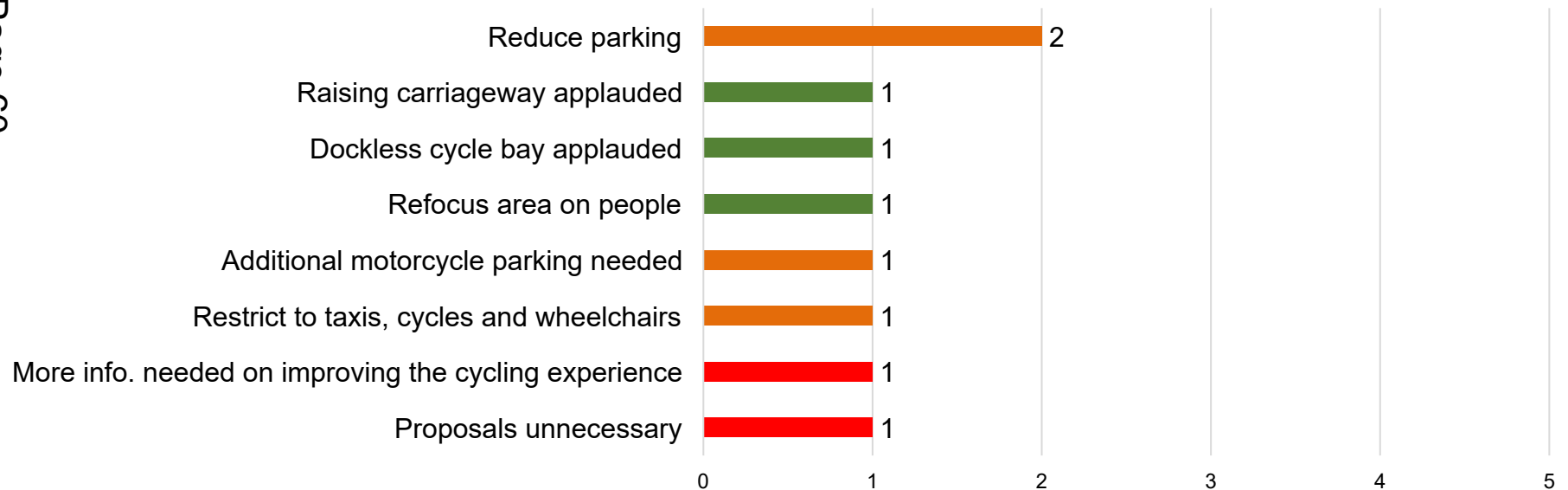
# Streets North of Eastcheap and Great Tower Street: Comments about Mark Lane

Just eight respondents left comments about Mark Lane. Some respondents made more than one comment. Here, we see all comments made, spanning a combination of support for the proposals, with additional suggestions, concerns and queries.

n=8

Question: Do you have any comments about Mark Lane?

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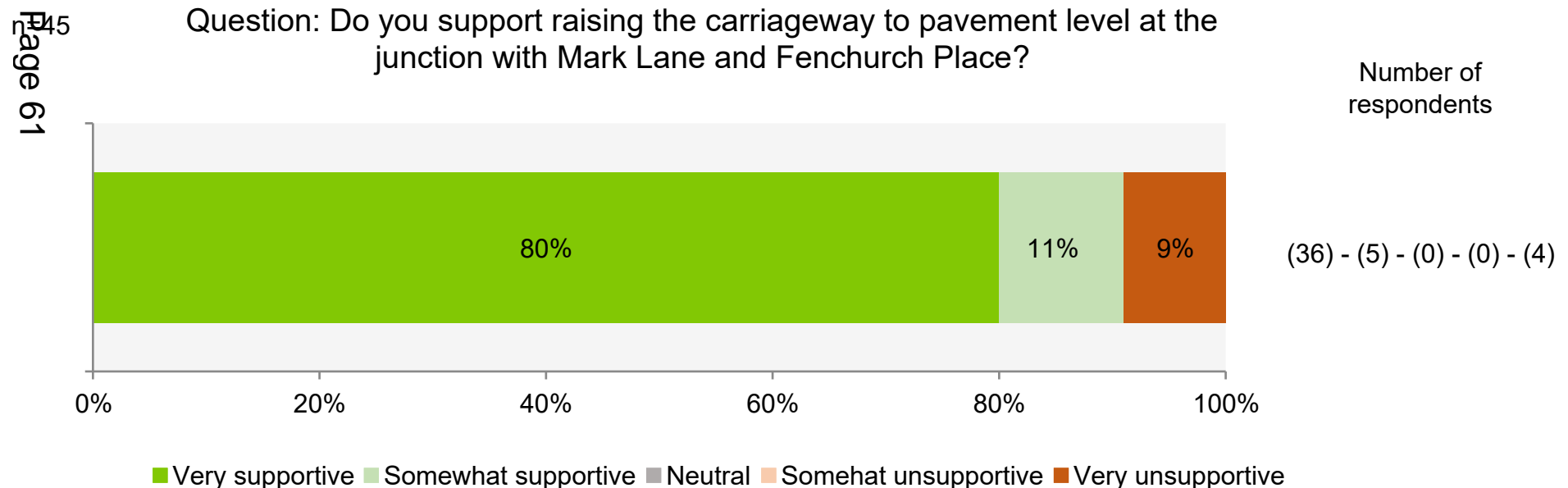


# Streets North of Eastcheap and Great Tower Street:

On London Street, raising the carriageway to pavement level at the junction with Mark Lane and Fenchurch Place to give more priority to people walking and wheeling and improve their comfort and safety

Over 90% of respondents supported raising the carriageway to pavement level on London Street at the junction of Mark Lane/Fenchurch Place. For many, this support was strong.

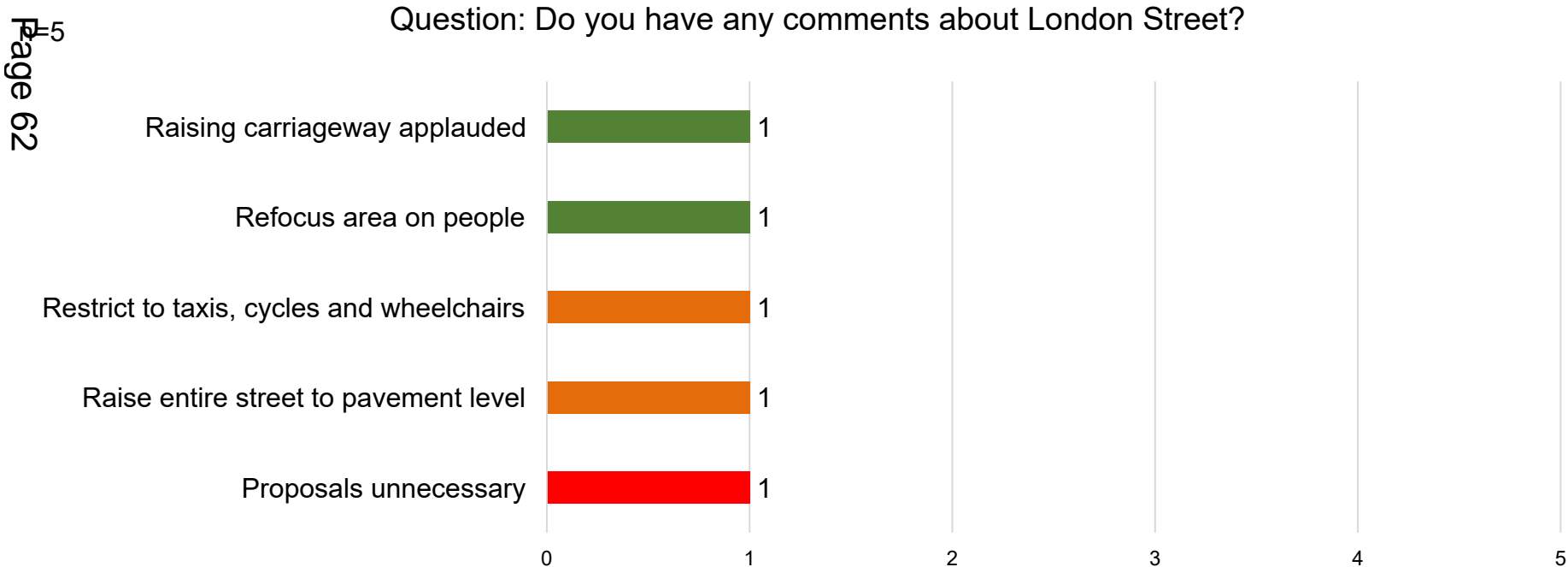
In contrast, just 9% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

# Streets North of Eastcheap and Great Tower Street: Comments about London Street

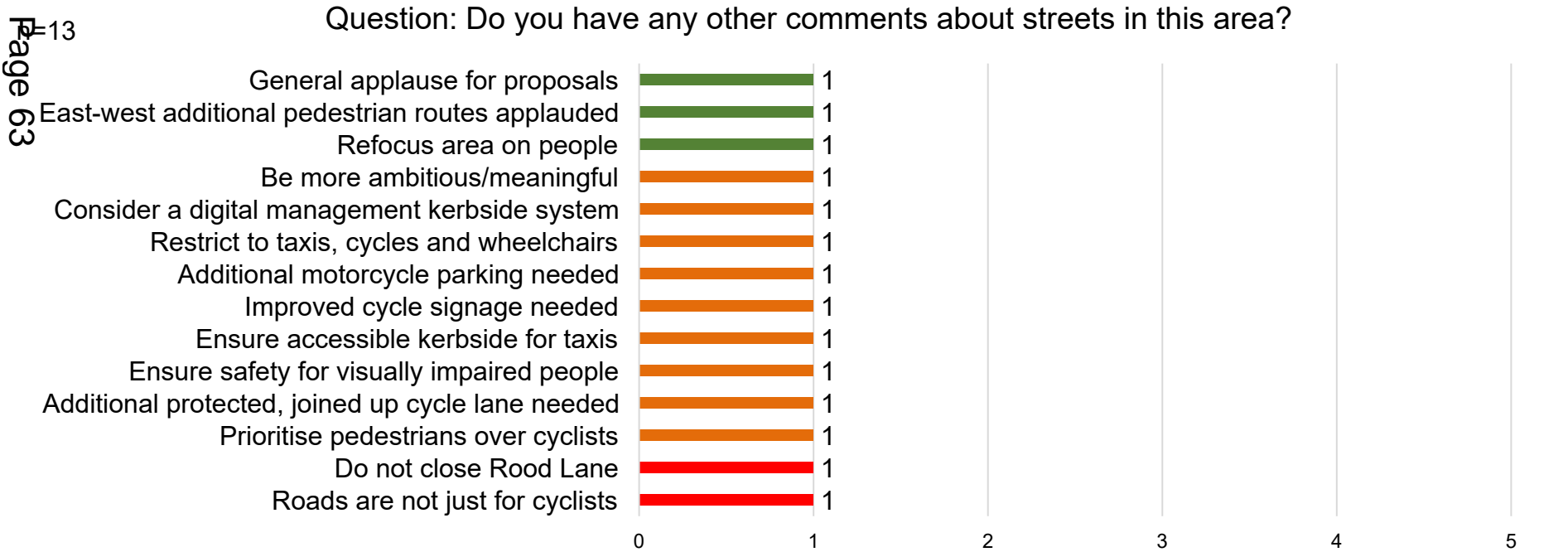
Just five respondents left comments about London Street. Some respondents made more than one comment. Here, we see all comments made.



# Streets North of Eastcheap and Great Tower Street:

## Additional comments about streets in this area

13 respondents left additional comments about streets in the area. Comments were disparate in nature, with no clear themes emerging.



## Streets East of Mark Lane



# Streets East of Mark Lane - draft proposals

**Lloyds Avenue is already being improved via the installation of in ground planters that absorb rainwater, while also widening pavements and installing new seating (Proposal 12 on the plan).**

**Proposal 10 - On St. Katherine's Row and French Ordinary Court, exploring the installation of improved lighting and Legible London signage to improve navigation.**

**Proposal 11 - On Hart Street and Crutched Friars exploring widening pavements, introducing trees (where feasible), planting and seating and raise the carriageway in places to pavement level to give more priority to people walking and wheeling and improve their comfort and safety.**

**Proposal 13 - On Northumberland Alley exploring closing the carriageway between Crutched Friars and the junction with Carlisle Avenue to motor vehicles and/or raising the carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety. Carlisle Avenue would be made two-way to motor vehicles to maintain vehicle access.**

**Proposal 14 - On Jewry Street, exploring widening pavements, introducing trees (where feasible), planting and seating and more cycle parking. Also exploring raising the carriageway to pavement level at the side street junctions with India Street, Carlisle Avenue and Saracens Head Yard to give more priority to people walking and wheeling and improve their comfort and safety.**

**Proposal 15 - On India Street, exploring raising the carriageway to pavement level at the junction with Vine Street to give more priority to people walking and wheeling and improve their comfort and safety.**

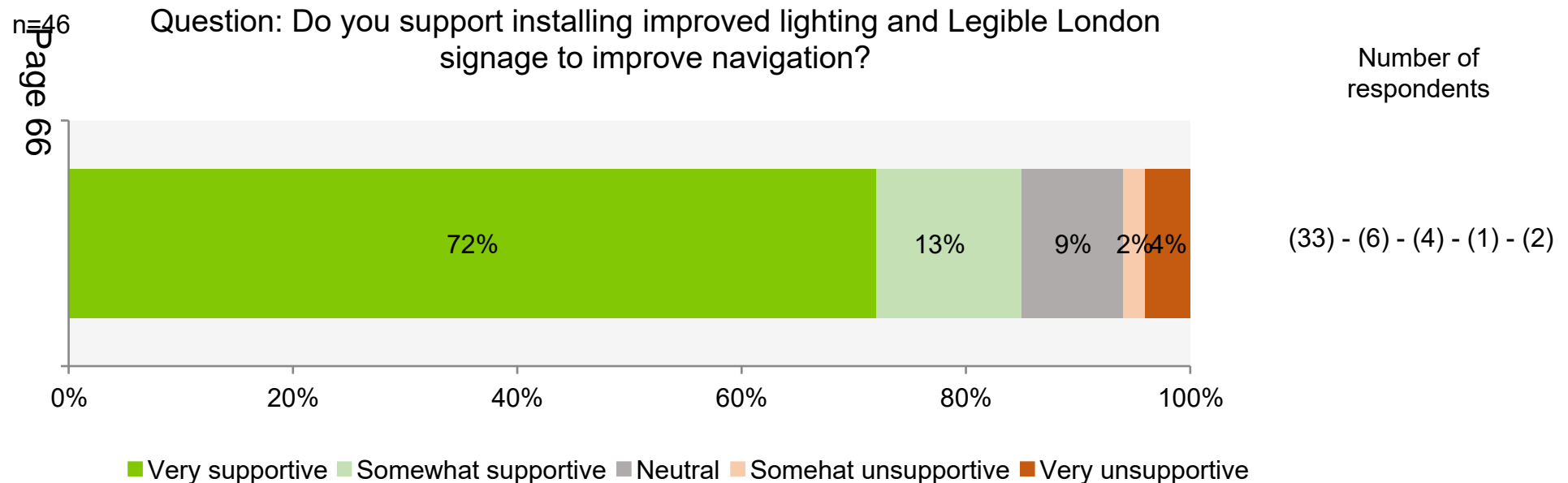
**Proposal 16 - On Crosswall, exploring improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.**

## Streets East of Mark Lane:

On St. Katherine's Row and French Ordinary Court, installing improved lighting and Legible London signage to improve navigation

85% of respondents supported improved lighting installation and Legible London signage to aid navigation. For many, this support was strong.

In contrast, just 6% were unsupportive, with 9% expressing a neutral opinion.



Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

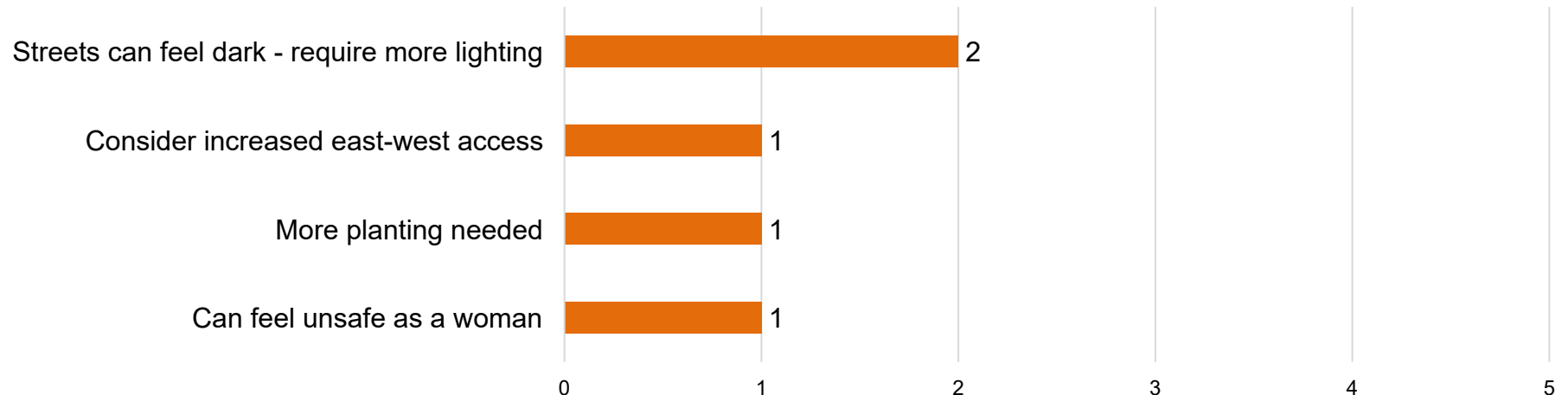
# Streets North of Eastcheap and Great Tower Street: Concerns about personal security and ease of walking and wheeling on St. Katherine's Row and French Ordinary Court

Just four respondents detailed concerns about personal security and ease of walking and wheeling on St/ Katherine's Row and French Ordinary Court. Some respondents made more than one comment.

Here we see all feedback given.

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=4

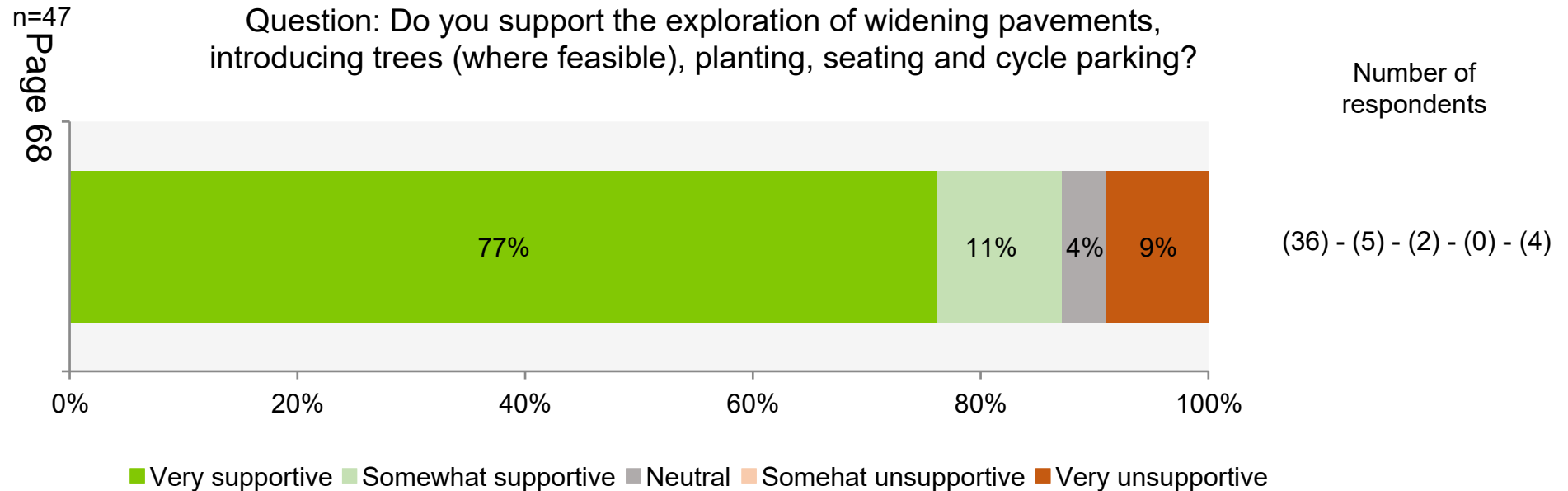
Question: Please share any concerns about personnel security and ease of walking and wheeling on St. Katherine's Row and French Ordinary Court



## Streets East of Mark Lane:

On Hart Street and Crutched Friars, widening pavements, introducing trees (where feasible), planting and seating and raising the carriageway in places to pavement level to give more priority to people walking and wheeling and improve their comfort and safety

Close to 90% of respondents supported pavement widening with accompanying tree planting, seating and carriage raising on Hart Street and Crutched Friars. For many, this support was strong. In contrast, just 9% were unsupportive.



Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

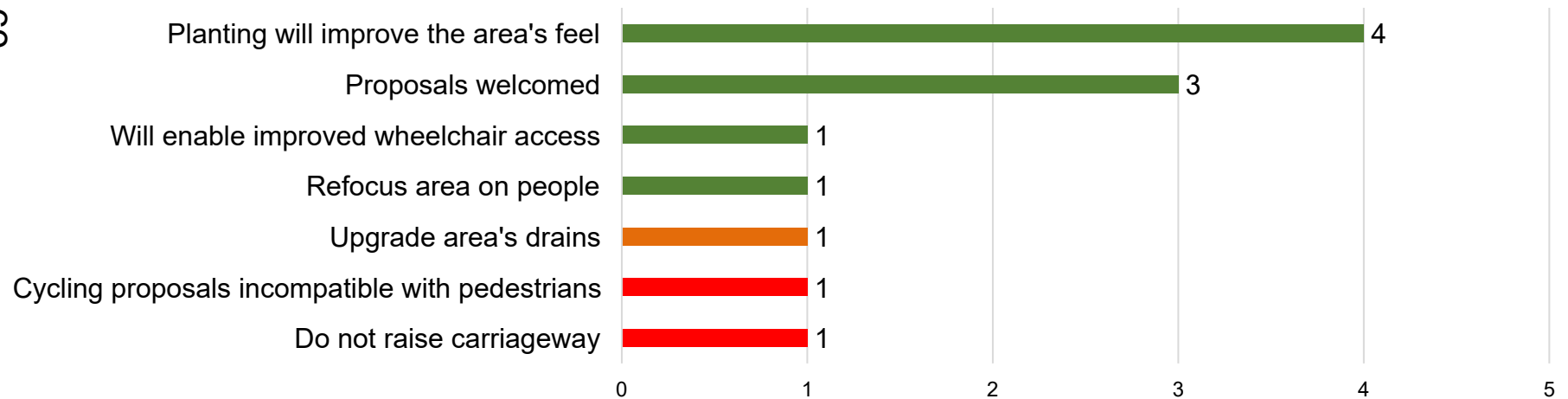


# Streets East of Mark Lane: Comments about Hart Street and Crutched Friars

Eight respondents left comments about Hart Street and Crutched Friars. Some respondents made more than one comment. Here, we see all feedback given, with the most frequent responses welcoming the proposals and specifically applauding planting and greening of the area.

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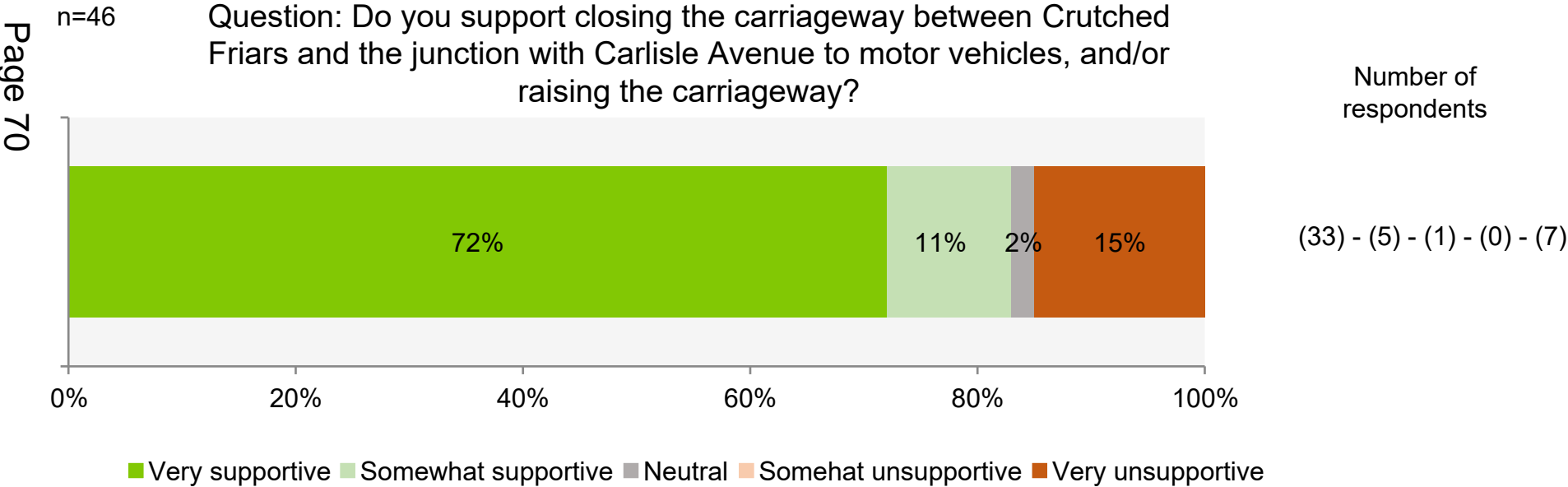
Question: Do you have any comments about Hart Street and Crutched Friars?



# Streets East of Mark Lane:

On Northumberland Alley, closing the carriageway between Crutched Friars and the junction with Carlisle Avenue to motor vehicles and/or raising the carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety. Carlisle Avenue would be made two-way to motor vehicles to maintain vehicle access

Over 80% of respondents supported this proposal. For many, this support was strong. In contrast, just 15% were unsupportive.



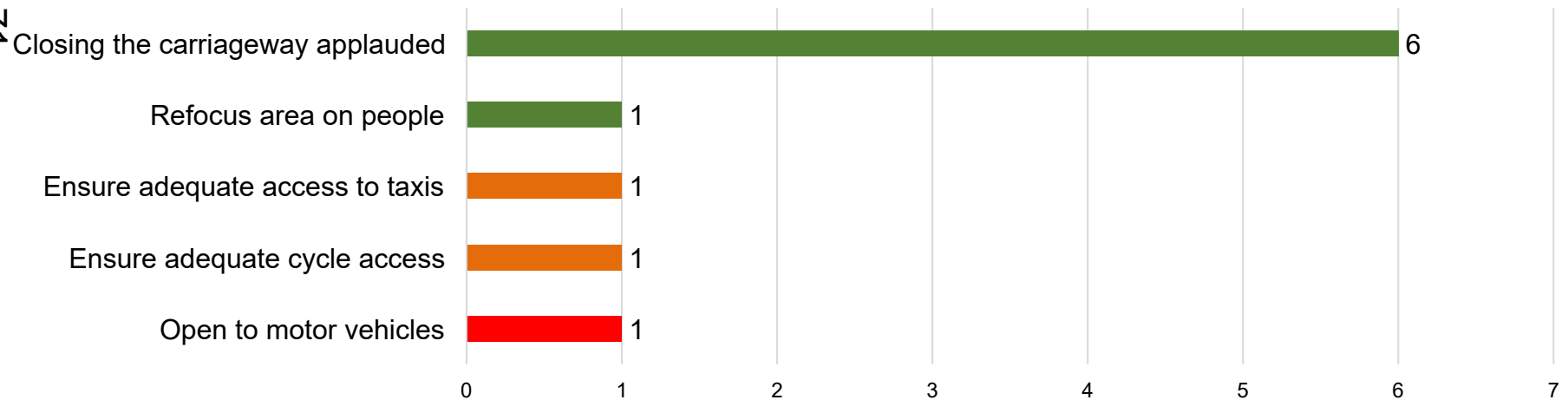
Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

# Streets East of Mark Lane: Comments about Northumberland Alley

10 respondents left comments on Northumberland Alley. Here, we see all feedback given, with an emphasis on applause for closure of the carriageway.

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Question: Do you have any comments about Northumberland Alley?

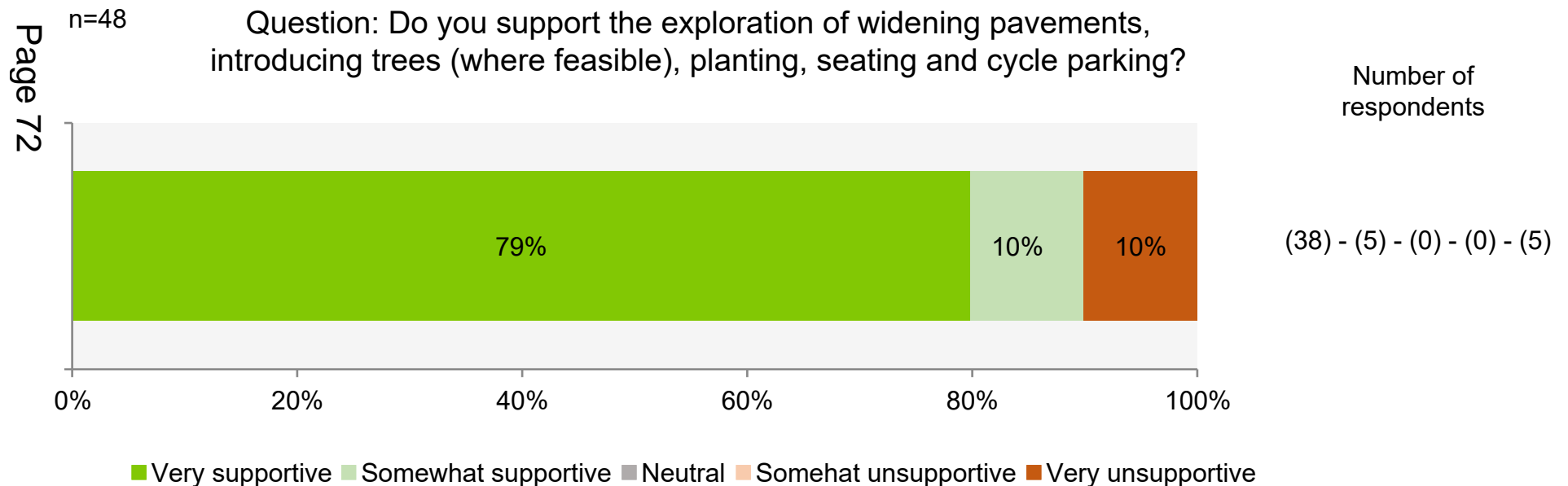


## Streets East of Mark Lane:

On Jewry Street, widening pavements, introducing trees (where feasible), planting and seating and more cycle parking

Almost 90% of respondents supported the widening of pavements on Jewry Street with accompanying planting, seating and cycle parking. For many, this support was strong.

In contrast, just 10% were unsupportive.



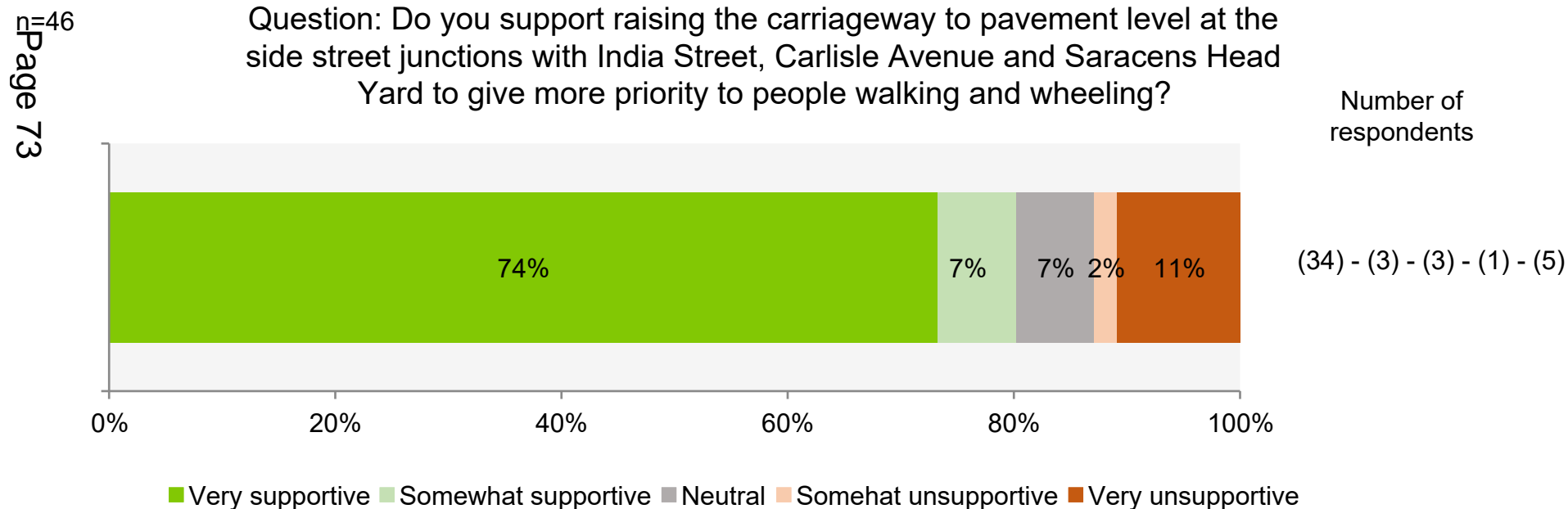
Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

## Streets East of Mark Lane:

On Jewry Street, raising the carriageway to pavement level at the side street junctions with India Street, Carlisle Avenue and Saracens Head Yard to give more priority to people walking and wheeling and improve their comfort and safety

Just over 80% of respondents supported raising the carriageway to pavement level at the side street junctions with India Street, Carlisle Avenue and Saracens Head Yard. For many, this support was strong.

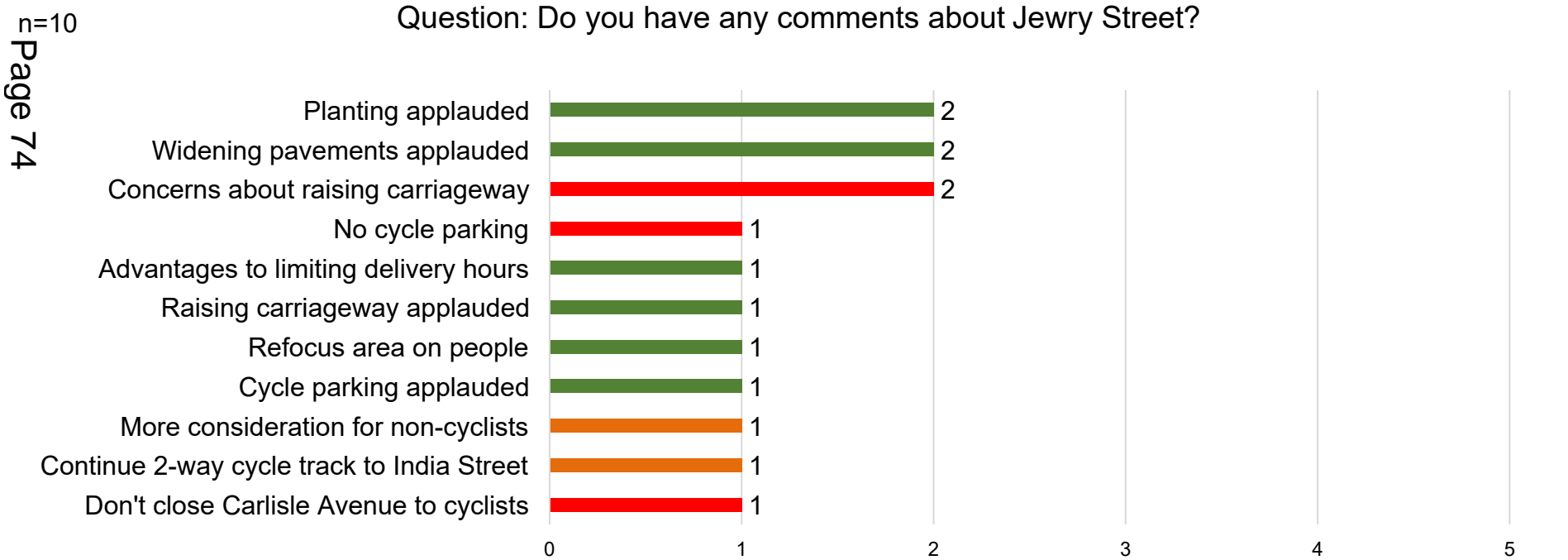
In contrast, just 13% were unsupportive.



Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

# Streets East of Mark Lane: Comments about Jewry Street

10 respondents left comments about Jewry Street. Some respondents made more than one comment. Here, we see all feedback given, spanning a combination of support, additional suggestions for improvement, and concerns.

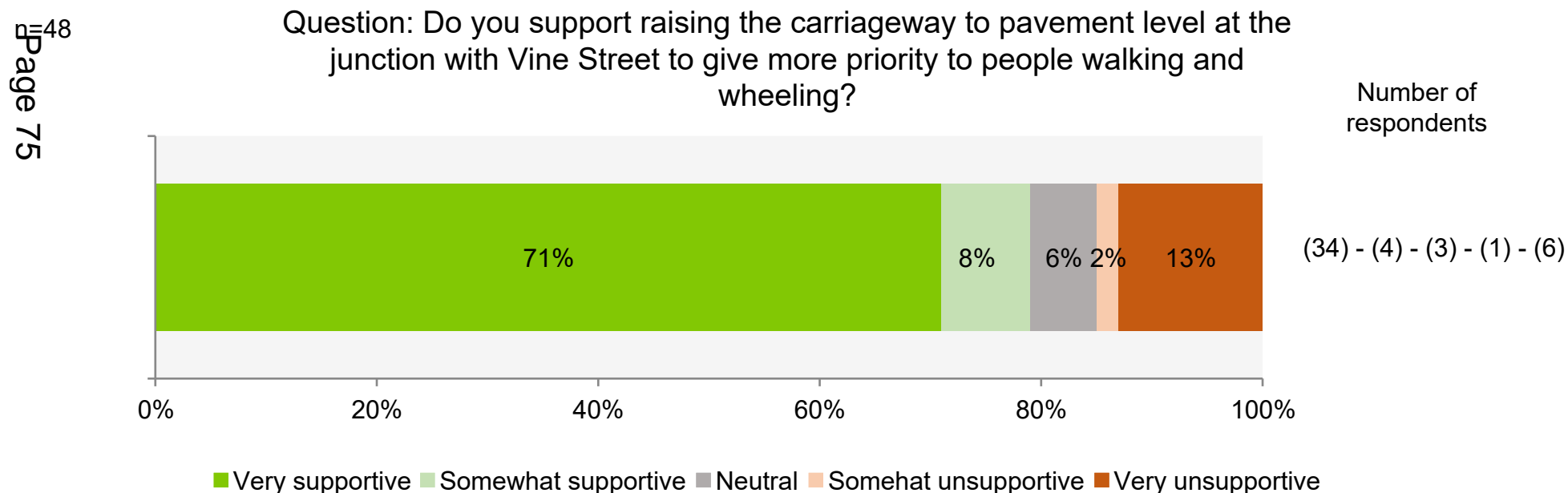


## Streets East of Mark Lane:

On India Street, raising the carriageway to pavement level at the junction with Vine Street to give more priority to people walking and wheeling and improve their comfort and safety

Almost 80% of respondents supported raising the carriageway to pavement level at the junction with Vine Street to give more priority to people walking and wheeling and improve their comfort and safety. For many, this support was strong.

In contrast, just 15% were unsupportive.

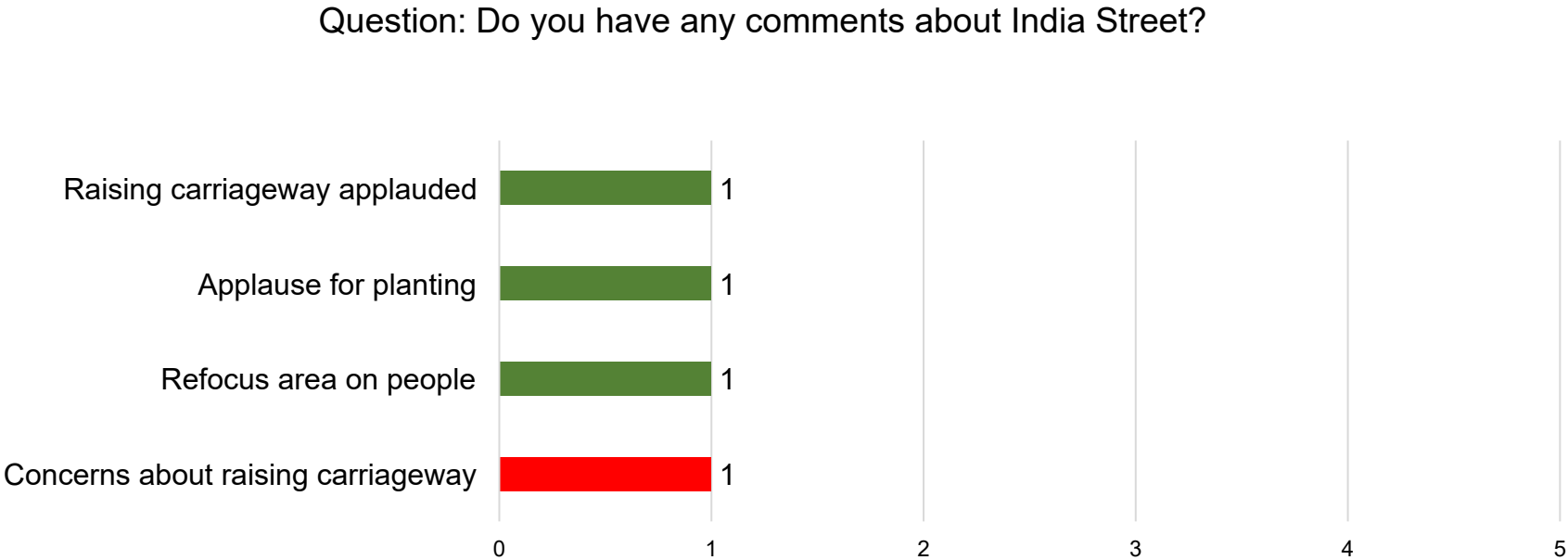


Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

# Streets East of Mark Lane: Comments about India Street

Just four respondents left comments about India Street. Here, we see all feedback given.

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=4



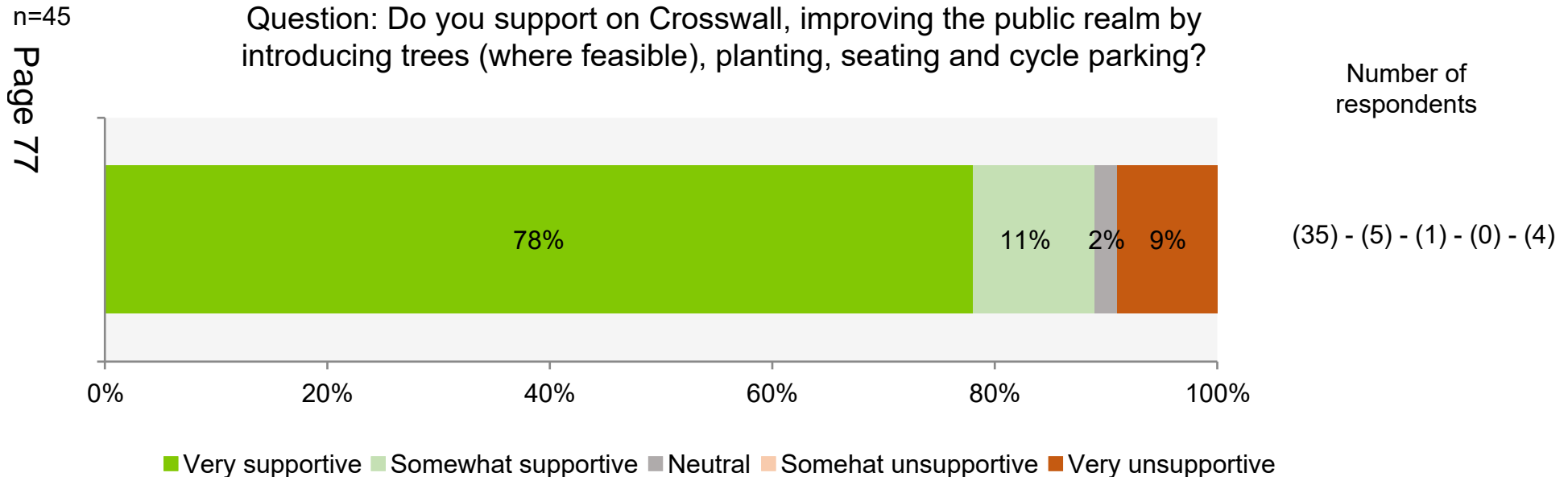


# Streets East of Mark Lane:

On Crosswall, improving the public realm by introducing trees (where feasible), planting, seating and cycle parking

Almost 90% of respondents supported public realm improvements - with trees, seating and cycle parking.

In contrast, just 9% were unsupportive.



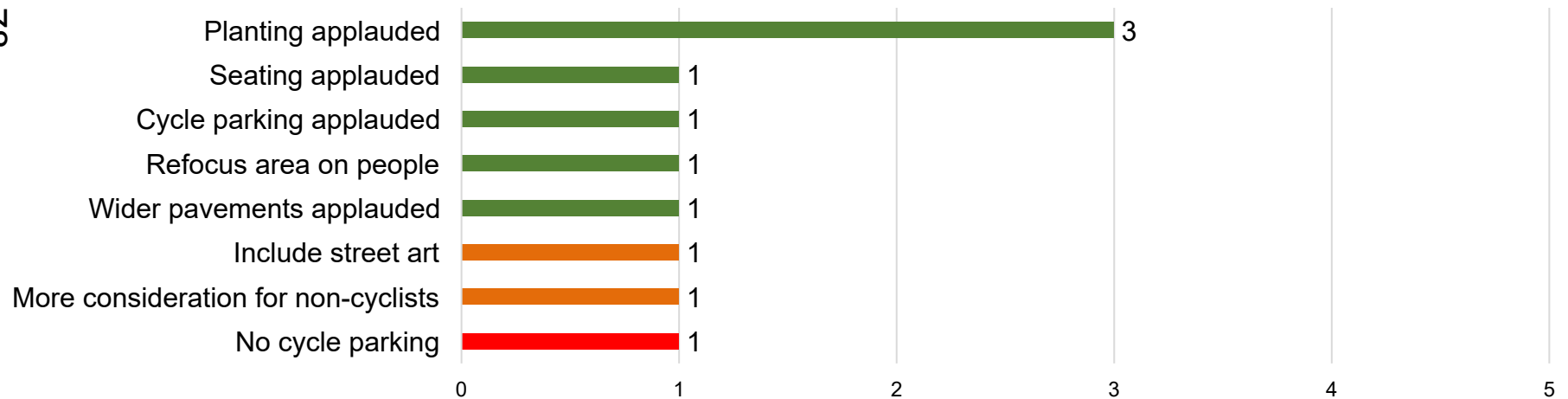
Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

# Streets East of Mark Lane: Comments about Crosswall

Eight respondents left comments about Crosswall. Some respondents made more than one comment. Here, we see all feedback given - with a number of respondents applauding the proposals for Crosswall.

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Question: Do you have any comments about Crosswall?



# Streets East of Mark Lane:

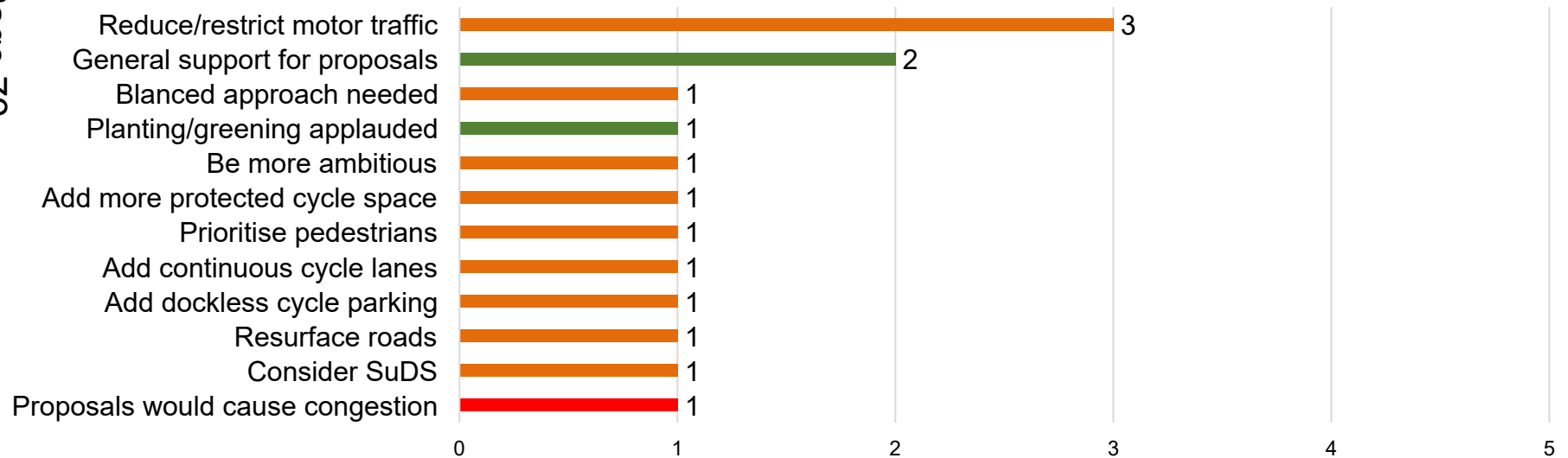
## Comments about streets in this area in general

12 respondents left comments about streets in the area in general. Some respondents made more than one comment. Here, we see all feedback given.

n=12

Question: Do you have any comments about streets in this area in general?

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# Vine Street, America Square, Crescent and Hammett Street



# **Vine Street, America Square, Crescent and Hammett Street - draft proposals**

**These streets are an important gateway into the project area, particularly for visitors from the Tower of London. Historically the area had a series of public spaces which could be reintroduced.**

**Proposal 17 - On Vine Street, exploring introducing new public spaces at the northern end and south of the hard surfaced area adjoining the recently completed Vine Street public space. The spaces could include trees (where feasible), planting, seating (where appropriate) and cycle parking. Also exploring the introduction of new architectural feature lighting on the laneway linking Vine Street with Minories to make it more welcoming.**

**Proposal 18 - On America Square and Crescent, exploring introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street to give more priority to people walking and wheeling and improve the comfort and safety of people cycling. Also raising the carriageway to pavement level under the railway viaduct to give more priority to people walking and wheeling and improve their comfort and safety. Additionally, introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID. Also extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating. Also, raising the carriageway to pavement level in conjunction with these changes to give more priority to people walking and wheeling and improve their comfort and safety around this public space.**

**Proposal 19 - On Crescent, exploring the creation of a new public space at the southern end, with seating, greening and space for events.**

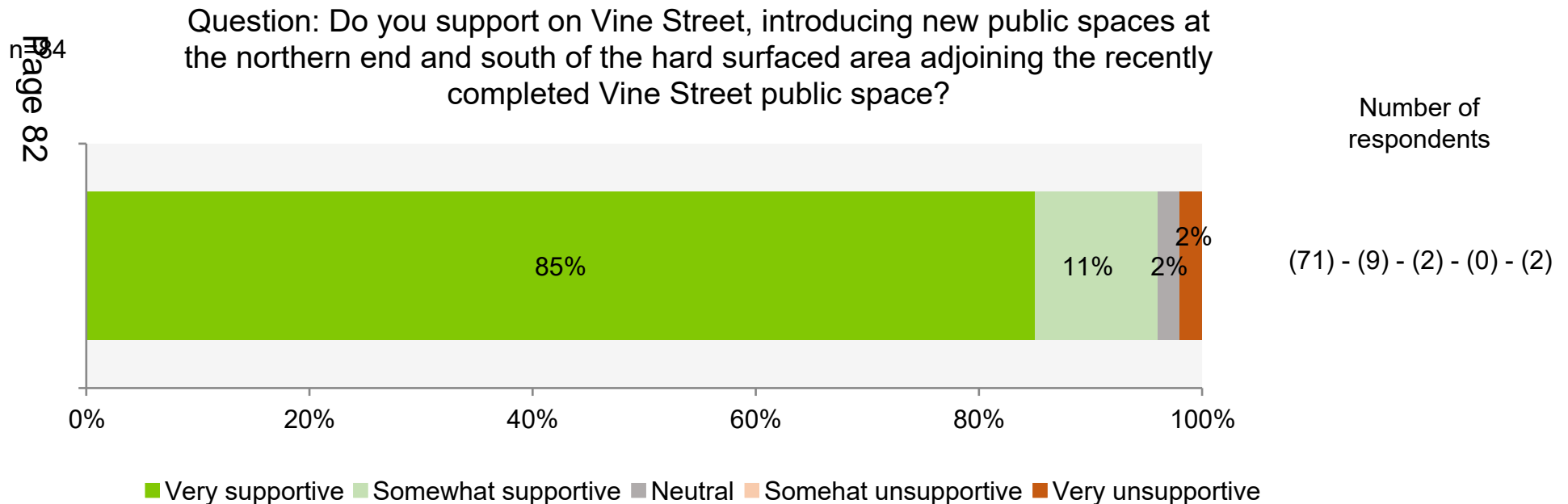
**Proposal 20 - On Hammett Street, exploring the introduction of a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent.**

## Vine Street, America Square, Crescent and Hammett Street:

On Vine Street, introducing new public spaces at the northern end and south of the hard surfaced area adjoining the recently completed Vine Street public space. The spaces could include trees (where feasible), planting, seating (where appropriate) and cycle parking

The vast majority (96%) of respondents supported the potential introduction of public spaces at the northern and southern end of Vine Street. For most, this support was strong.

In contrast, just 2% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode.

# Vine Street, America Square, Crescent and Hammett Street:

## How support for on Vine Street introducing new public spaces at the northern end and south of the hard surfaced area adjoining the recently completed Vine Street public space varied by how people identified they got around

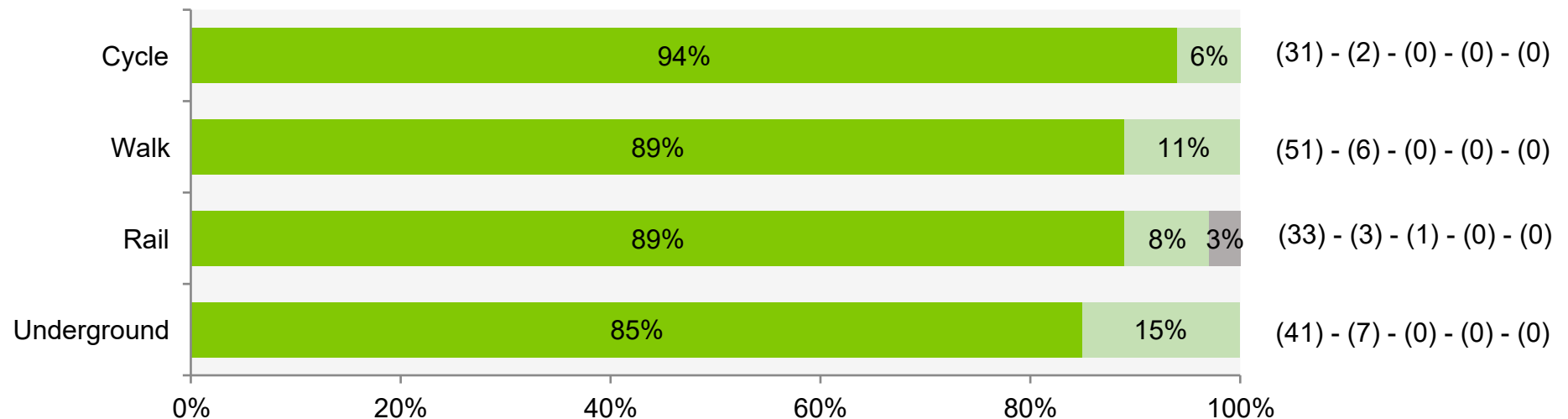
In all travel mode categories with sufficient participants to enable analysis, the vast majority supported the introduction of new public spaces in the described location. Support peaked among those who identified as using a cycle (94%).

n=33-57

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Question: Do you support on Vine Street introducing new public spaces at the northern end and south of the hard surfaced area adjoining the recently completed Vine Street public space? (Travel mode)

Number of respondents



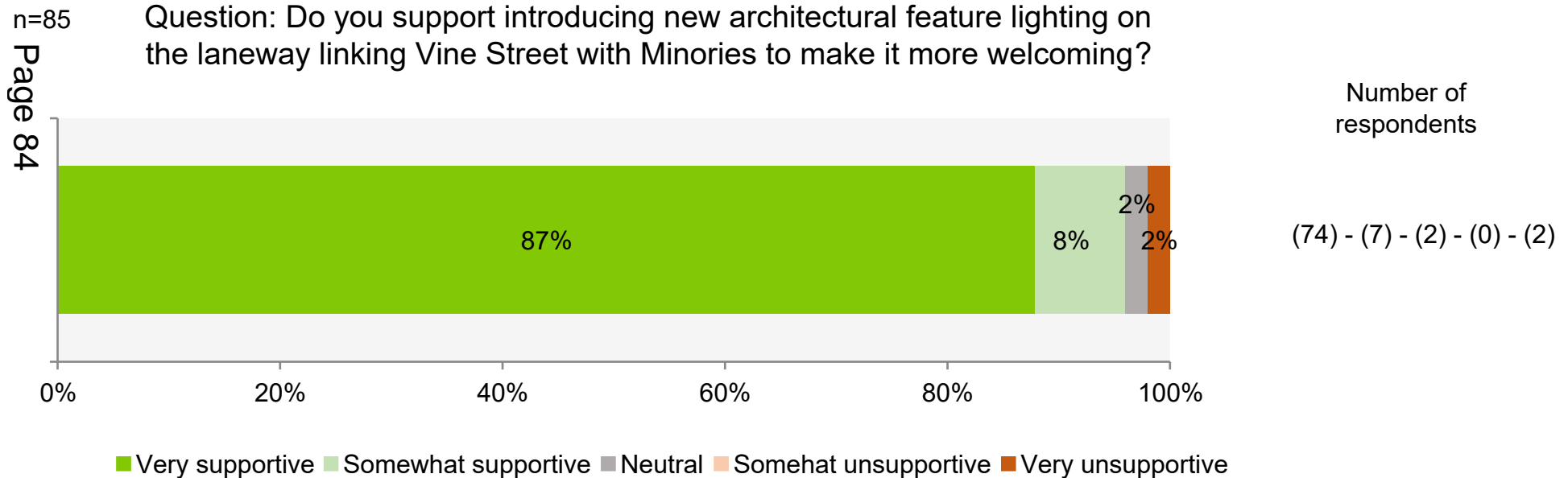
Very supportive Somewhat supportive Neutral Somewhat unsupportive Very unsupportive

# Vine Street, America Square, Crescent and Hammett Street:

## On Vine Street, introducing new architectural feature lighting on the laneway linking Vine Street with Minorities to make it more welcoming

The vast majority (95%) of respondents supported the potential introduction of new architectural feature lighting as described. For most, this support was strong.

In contrast, just 2% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode



# Vine Street, America Square, Crescent and Hammett Street:

## How support for on Vine Street, introducing new architectural feature lighting on the laneway linking Vine Street with Minorities to make it more welcoming varied by how people identified they got around

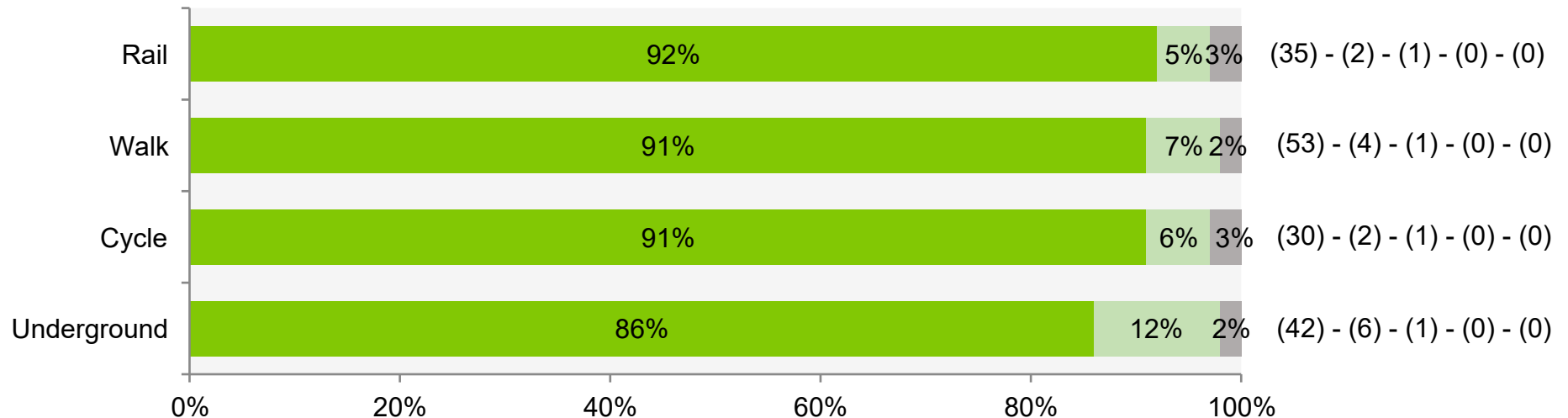
In all travel mode categories with sufficient participants to enable analysis, the vast majority supported the introduction of new architectural feature lighting in the described location. Support consistently exceeded 90% across each of the travel mode categories shown.

n=33-58

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Question: Do you support on Vine Street, introducing new architectural feature lighting on the laneway linking Vine Street with Minorities?  
(Travel mode)

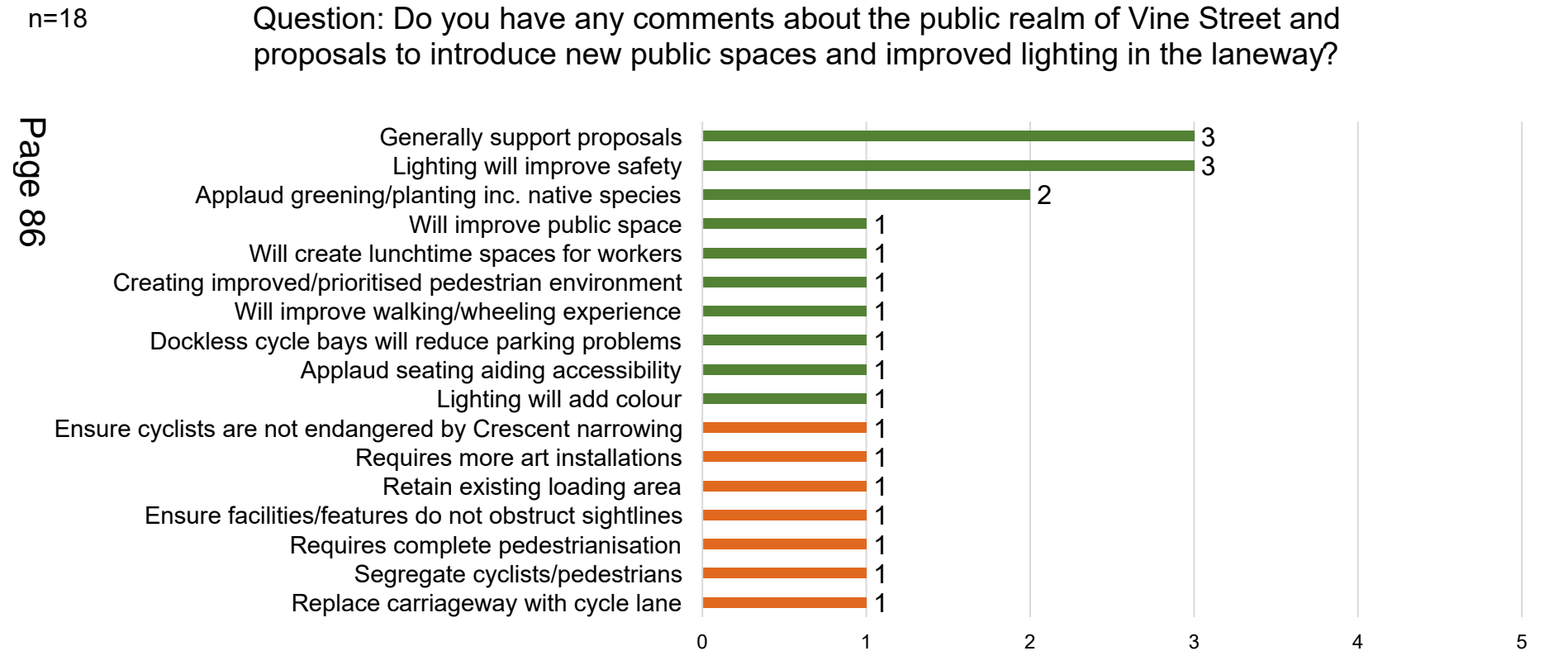
Number of respondents



Very supportive Somewhat supportive Neutral Somehat unsupportive Very unsupportive

# Vine Street, America Square, Crescent and Hammett Street: Comments about the public realm of Vine Street and proposals to introduce new public spaces and improved lighting in the laneway

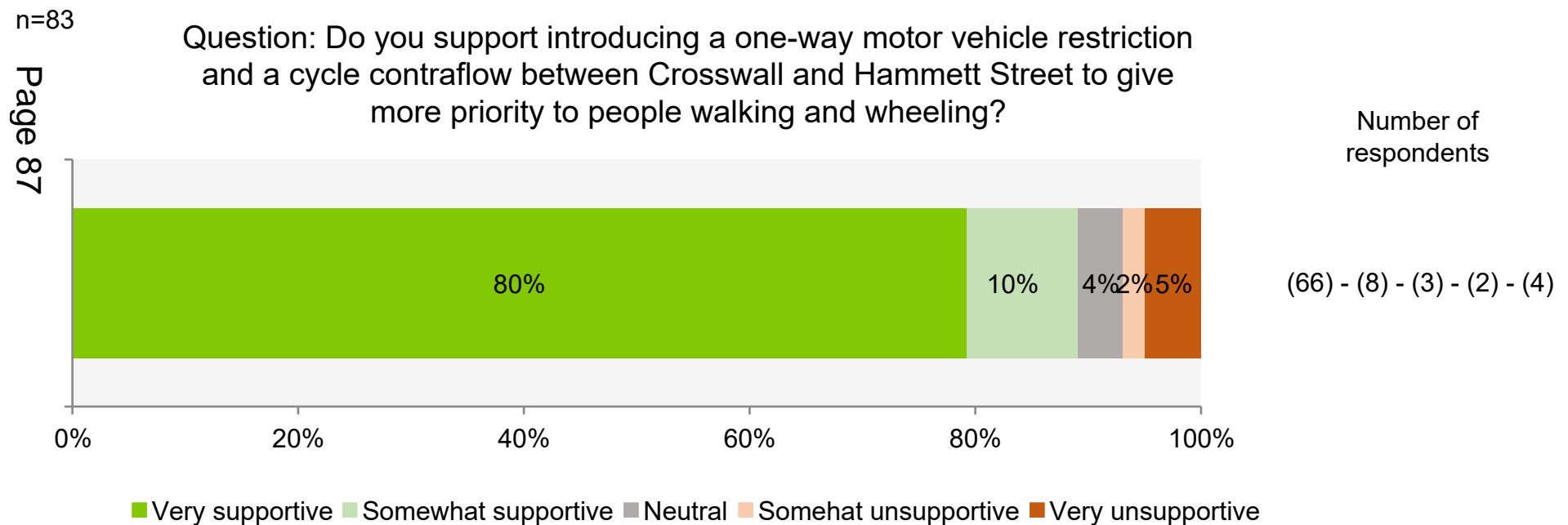
18 respondents left comments about the public realm of Vine Street and proposals to introduce new public spaces and improved lighting in the laneway. Some respondents made more than one comment. Many of these underlined support expressed for the proposals.



# Vine Street, America Square, Crescent and Hammett Street:

On America Square and Crescent, introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street to give more priority to people walking and wheeling and improve the comfort and safety of people cycling

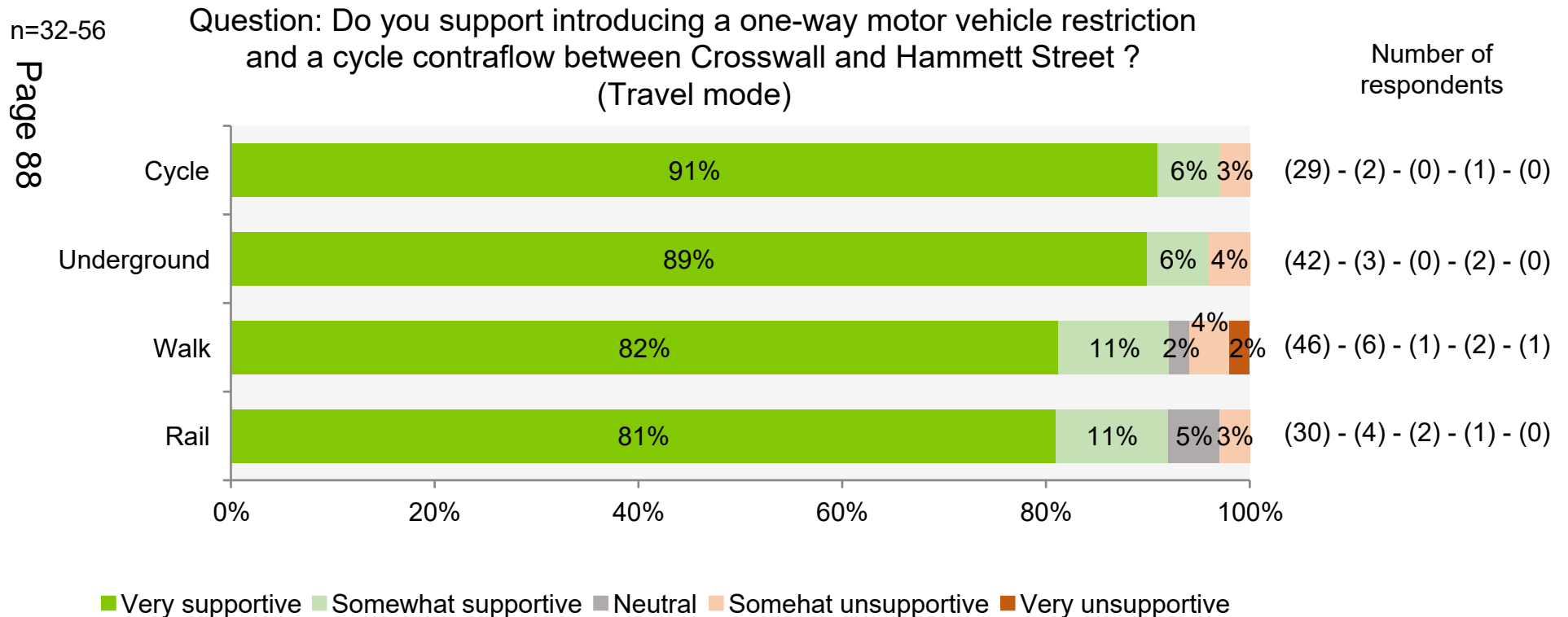
90% of respondents supported a one-way motor vehicle restriction and cycle contraflow as described. For many, this support was strong. In contrast, just 7% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode

# Vine Street, America Square, Crescent and Hammett Street: How support for introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, over 80% supported introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street.

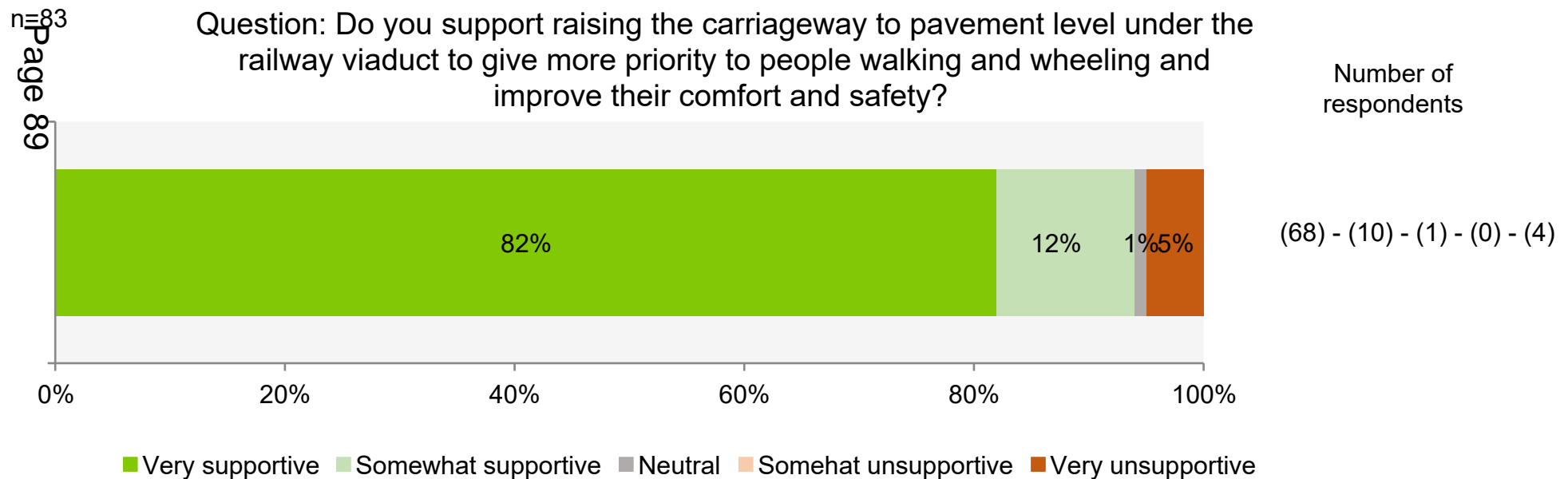


# Vine Street, America Square, Crescent and Hammett Street:

## On America Square and Crescent under the railway viaduct to give more priority to people walking and wheeling and improve their comfort and safety

The vast majority (94%) of respondents supported raising the carriageway to pavement level under the railway viaduct to give more priority to people walking and wheeling.

In contrast, just 5% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode

# Vine Street, America Square, Crescent and Hammett Street:

## How support for on America Square and Crescent raising the carriageway to pavement level under the railway viaduct varied by how people identified they got around

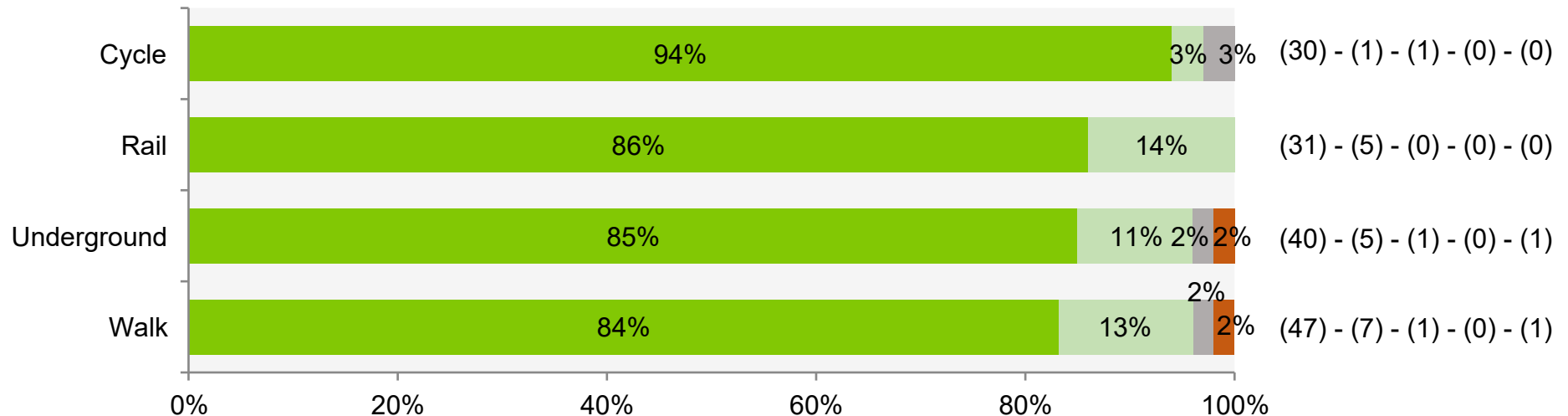
In all travel mode categories with sufficient participants to enable analysis, a majority supported raising the carriageway to pavement level under the railway viaduct on America Square and Crescent. Support peaked among those who identified as using a cycle (94%).

n=32-56

Page 90

Question: Do you support on America Square and Crescent raising the carriageway to pavement level under the railway viaduct?  
(Travel mode)

Number of respondents



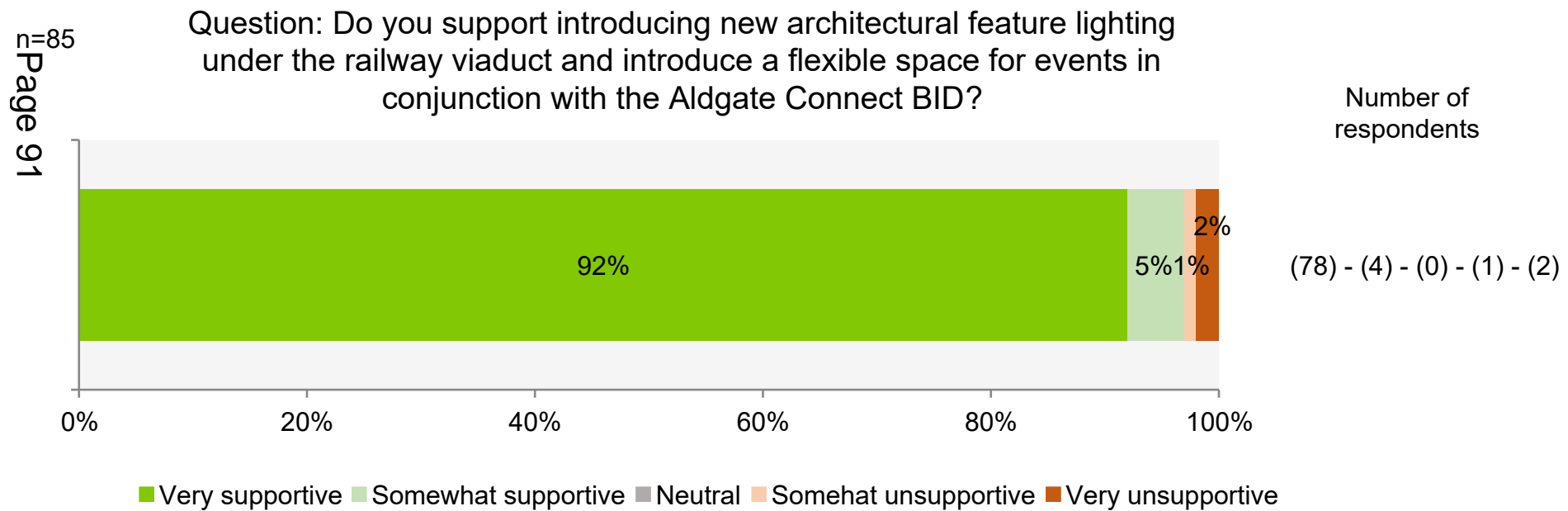
Very supportive Somewhat supportive Neutral Somewhat unsupportive Very unsupportive

# Vine Street, America Square, Crescent and Hammett Street:

On America Square and Crescent introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID

Almost all (97%) respondents supported introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID. For most, this support was strong.

In contrast, just 3% were unsupportive.

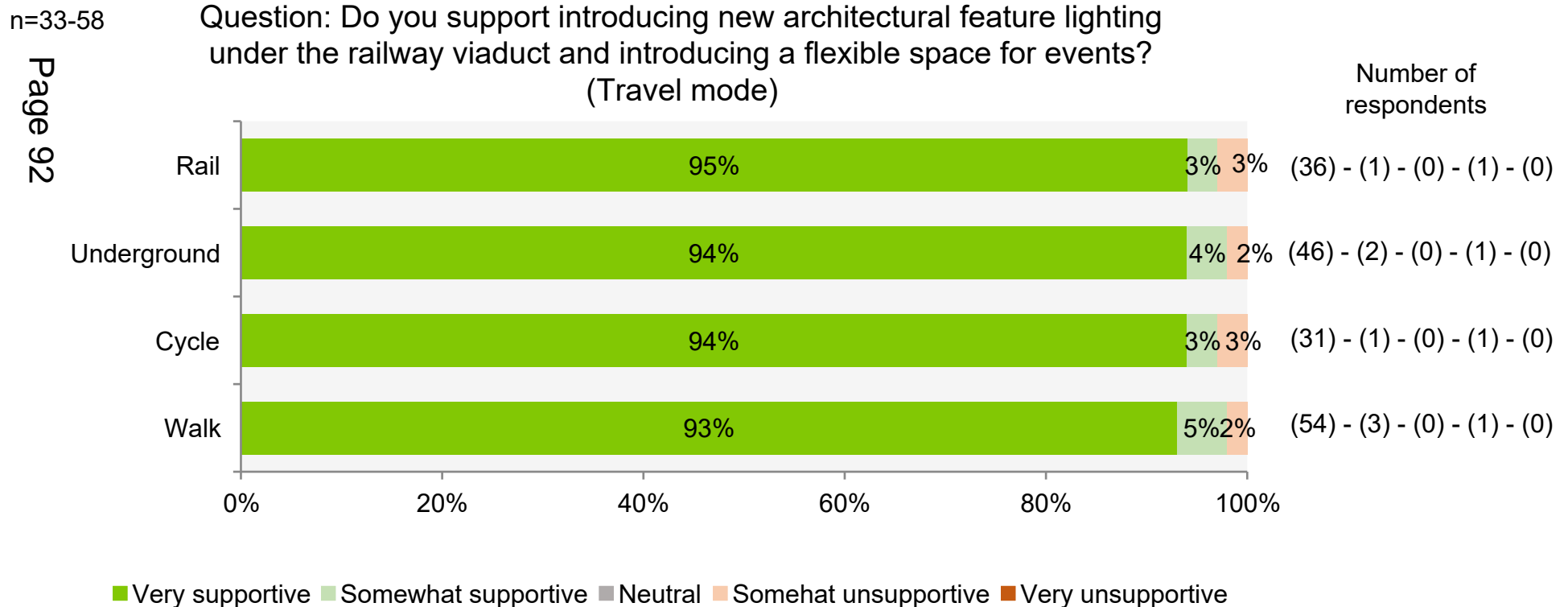


On the following page, we see how support for this proposal varied by respondents' travel mode

# Vine Street, America Square, Crescent and Hammett Street:

## How support for on America Square and Crescent introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, the vast majority supported the introduction of new architectural feature lighting and creation of a flexible events space as described.



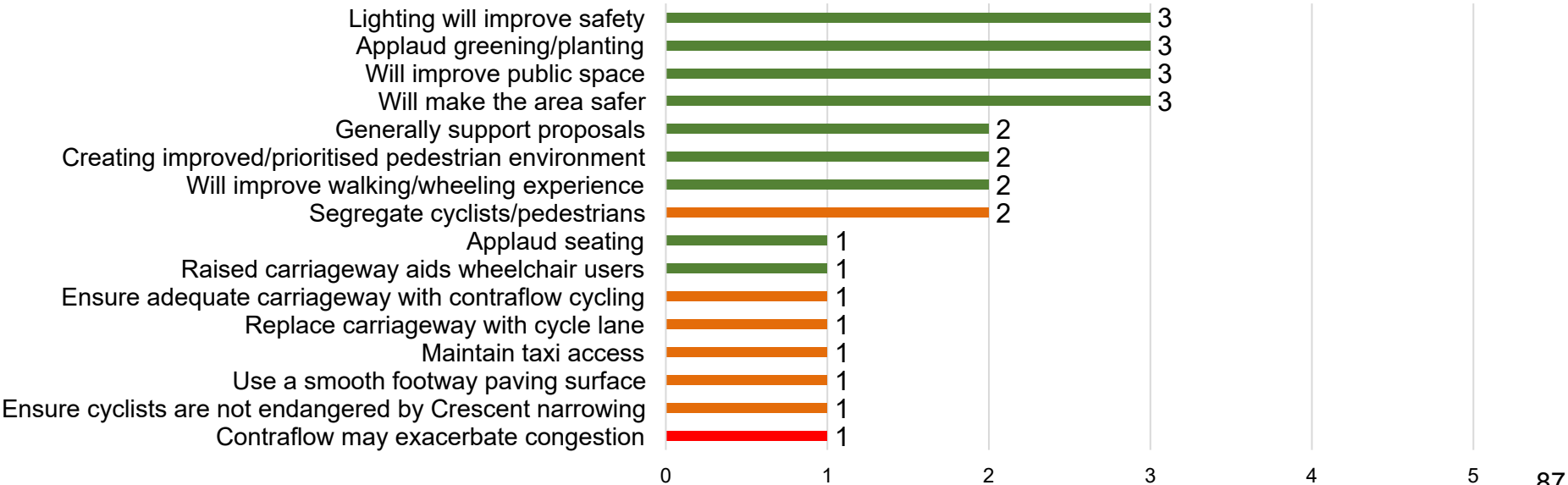


# Vine Street, America Square, Crescent and Hammett Street: Comments about traffic on America Square Crescent and Hammett Street and the ease of walking, wheeling and cycling on these streets and the space under the railway viaduct

20 respondents left comments about traffic on America Square Crescent and Hammett Street and the ease of walking, wheeling and cycling on these streets and the space under the railway viaduct. Some respondents made more than one comment. Again, many of these comments were supportive of the proposals to improve the walking and wheeling experience in the area.

n=20  
Page 93

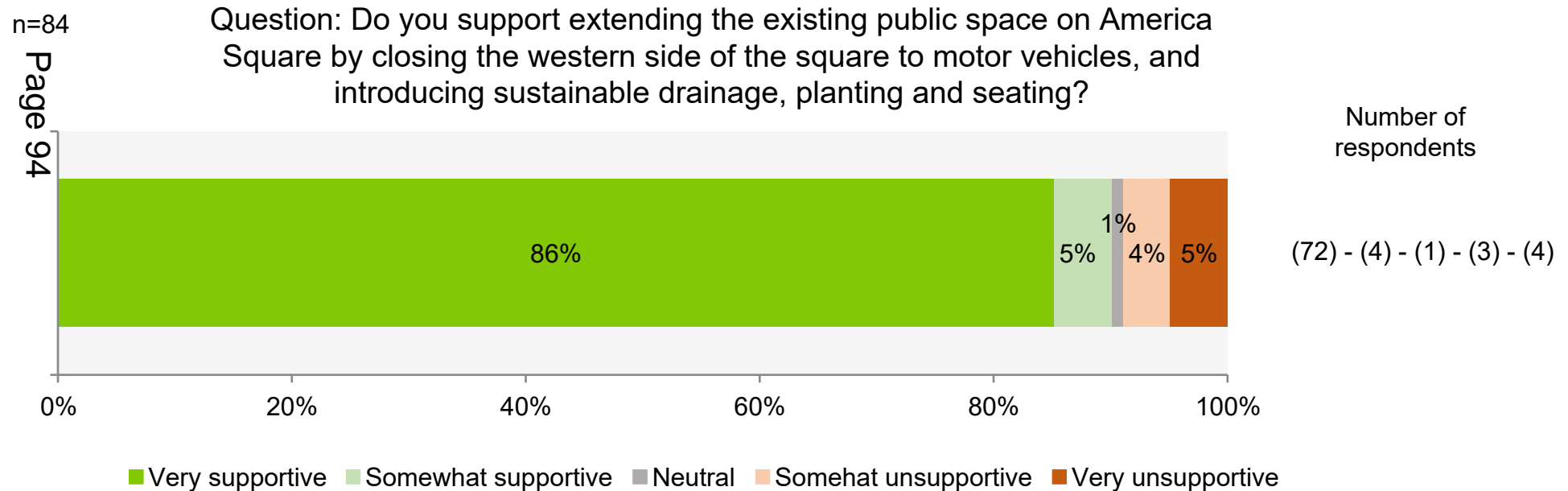
Question: Do you have any comments about traffic on America Square Crescent and Hammett Street and the ease of walking, wheeling and cycling on these streets and the space under the railway viaduct?



# Vine Street, America Square, Crescent and Hammett Street: Extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating

Over 90% of respondents supported a potential extension of the public space on America Square, with an accompanying closure of the square to motor vehicles and the introduction of sustainable drainage, planting and seating. For many, this support was strong.

In contrast, just 9% were unsupportive.

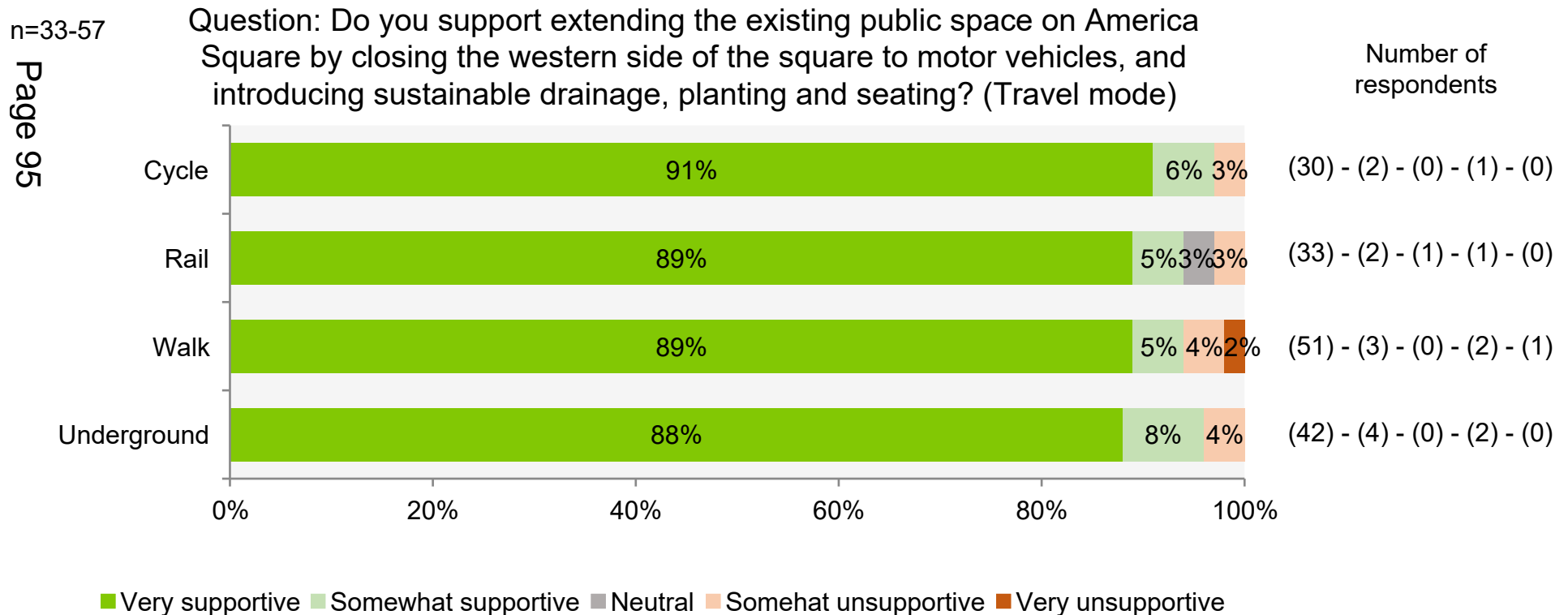


On the following page, we see how support for this proposal varied by respondents' travel mode

# Vine Street, America Square, Crescent and Hammett Street:

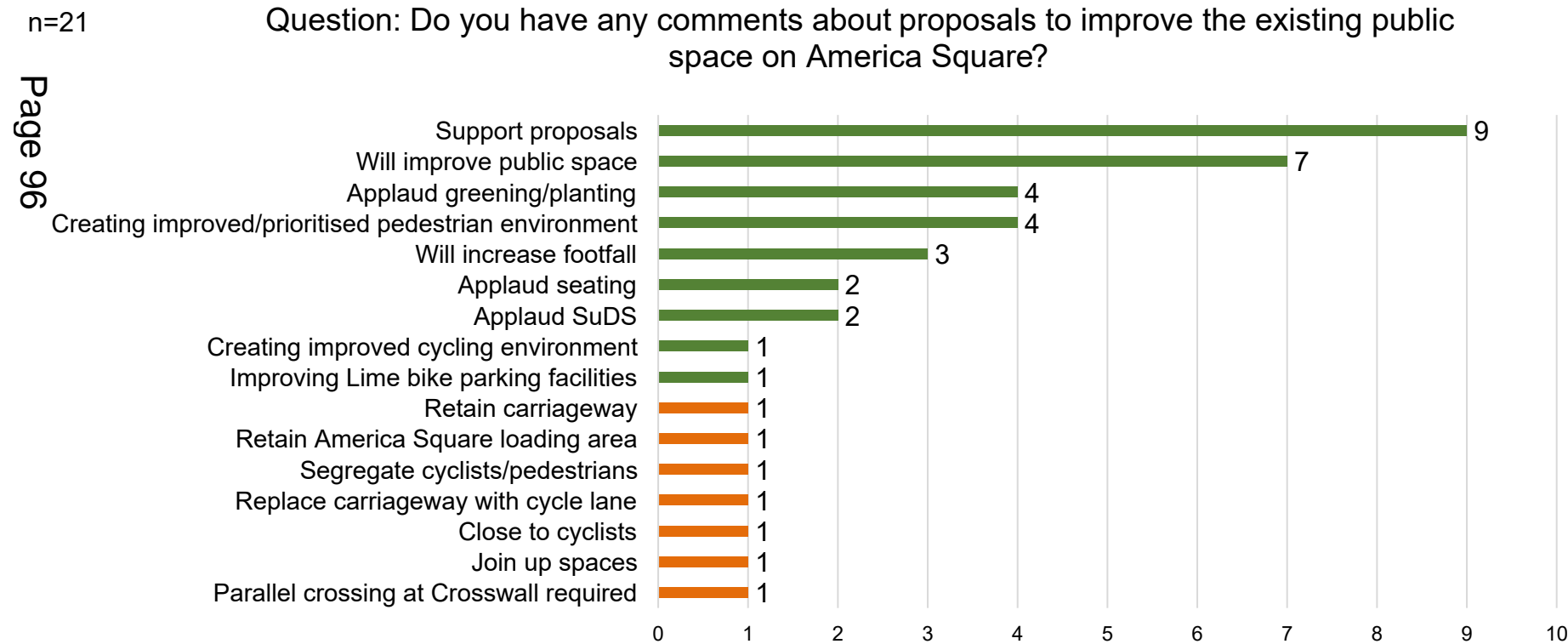
## How support for extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating.



# Vine Street, America Square, Crescent and Hammett Street: Comments about proposals to improve the existing public space on America Square

21 respondents left comments about proposals to improve the existing public space on America Square. Some respondents made more than one comment. Again, the majority of comments made demonstrated support for the proposals, with applause for potential improvements to the public space and the pedestrian environment, together with increased footfall, seating and the introduction of greenery and planting.



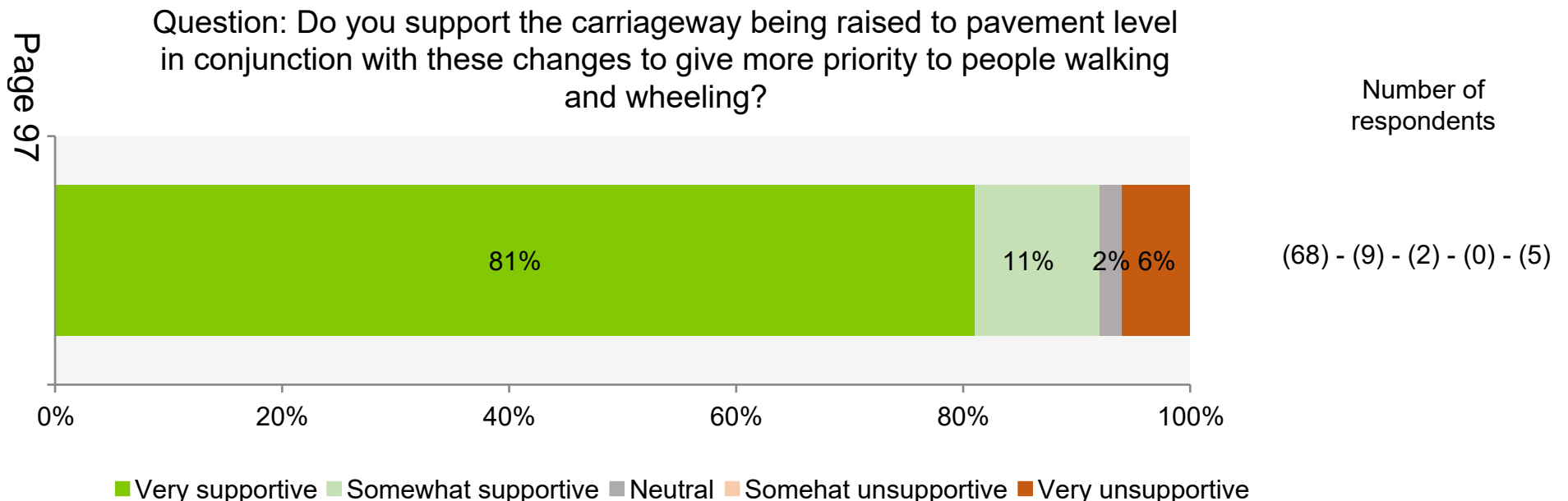
# Vine Street, America Square, Crescent and Hammett Street:

On America Square and Crosswall, the carriageway could be raised to pavement level in conjunction with these changes to give more priority to people walking and wheeling and improve their comfort and safety around this public space

Over 90% of respondents supported the carriageway being raised to pavement level in conjunction with these changes to give more priority to people walking and wheeling. For many, this support was again strong.

In contrast, just 6% were unsupportive.

n=84



On the following page, we see how support for this proposal varied by respondents' travel mode

# Vine Street, America Square, Crescent and Hammett Street:

## How support for on America Square and Crosswall, raising the carriageway to pavement level in conjunction with these changes varied by how people identified they got around

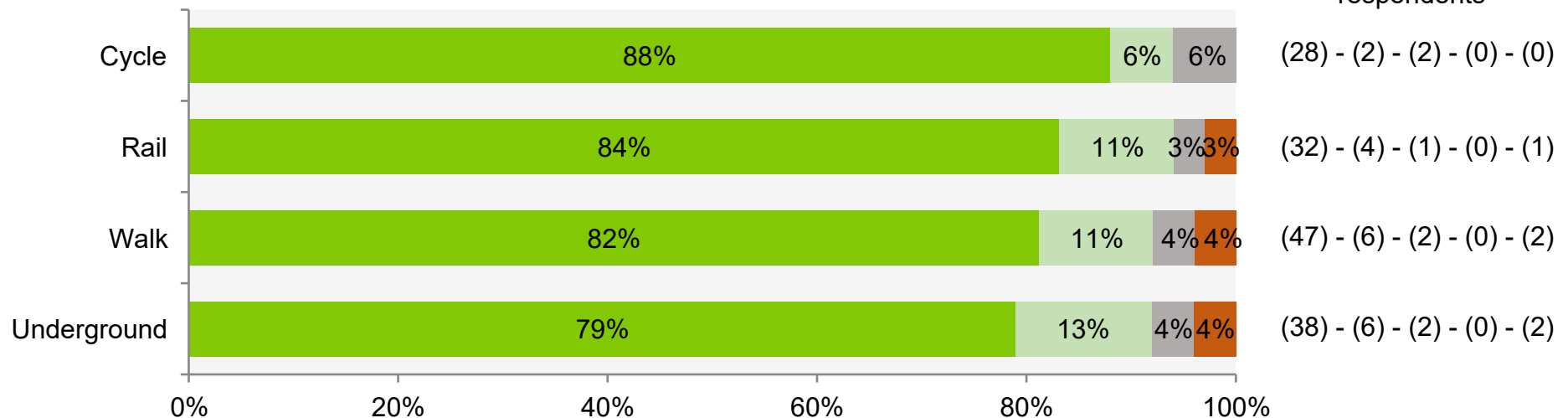
In all travel mode categories with sufficient participants to enable analysis, a majority supported raising the carriageway on America Square and Crosswall to pavement level. Support peaked among those who identified as using a personal cycle (94%). In contrast, opposition was comparatively limited, with less than 10% across travel modes.

n=32-57

Page 98

Question: Do you support on America Square and Crosswall, raising the carriageway to pavement level in conjunction with these changes ?  
(Travel mode)

Number of respondents



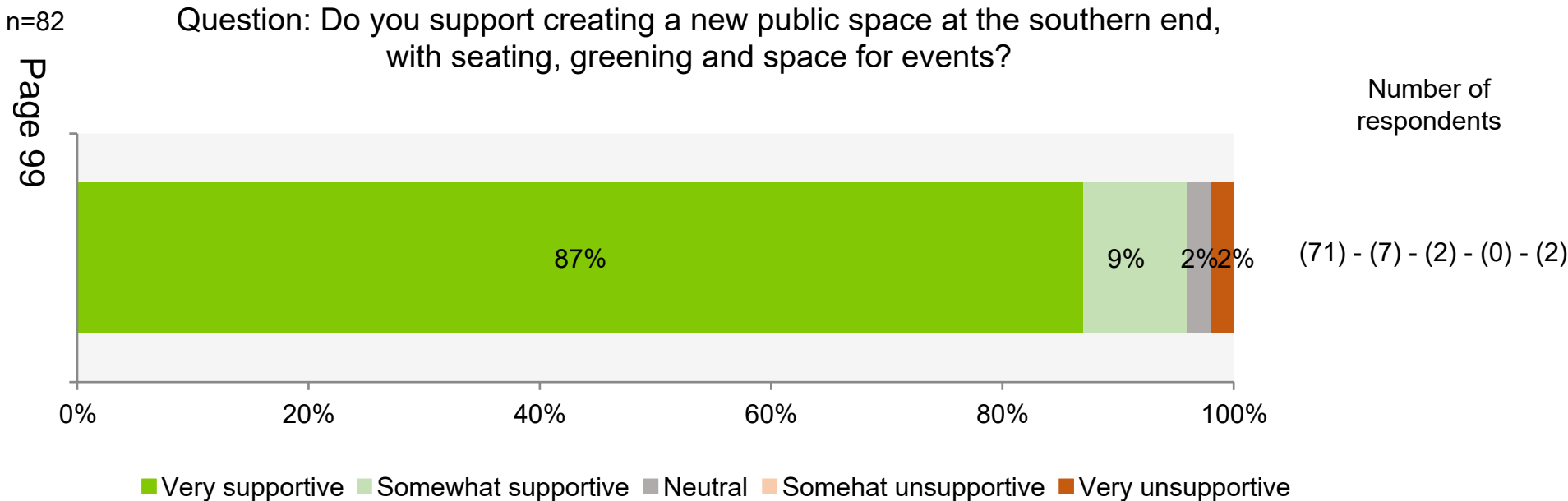
Very supportive Somewhat supportive Neutral Somewhat unsupportive Very unsupportive

# Vine Street, America Square, Crescent and Hammett Street:

On Crescent, creating a new public space at the southern end, with seating, greening and space for events

Almost all respondents (96%) supported the creation of a new public space at the southern end, with seating, greening and space for events. For most, this support was strong.

In contrast, just 2% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode

# Vine Street, America Square, Crescent and Hammett Street:

## How support for on Crescent, creating a new public space at the southern end, with seating, greening and space for events varied by how people identified they got around

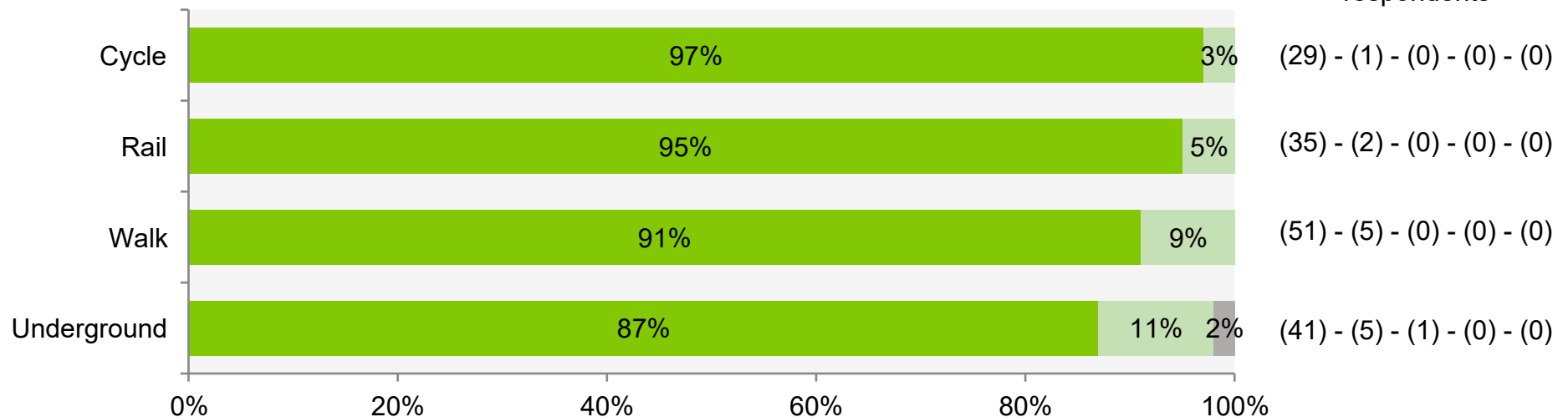
In all travel mode categories with sufficient participants to enable analysis, a majority supported the creation of a new public space at the southern end of Crescent.

n=30-56

Page 100

Question: Do you support on Crescent, creating a new public space at the southern end, with seating, greening and space for events?  
(Travel mode)

Number of respondents



Very supportive Somewhat supportive Neutral Somewhat unsupportive Very unsupportive

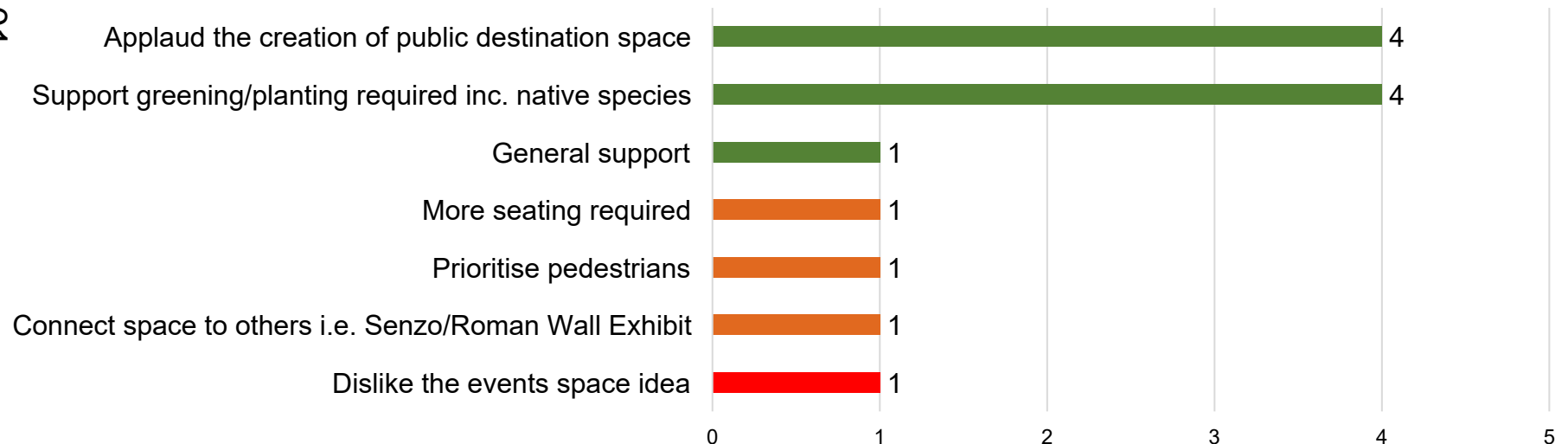


# Vine Street, America Square, Crescent and Hammett Street: Comments about proposals to improve the existing public space on Crescent

13 respondents left comments about proposals to improve the existing public space on Crescent. Some respondents made more than one comment. Again, many comments expressed support for the proposals.

Page 101

Question: Do you have any comments about proposals to improve the existing public space on Crescent?

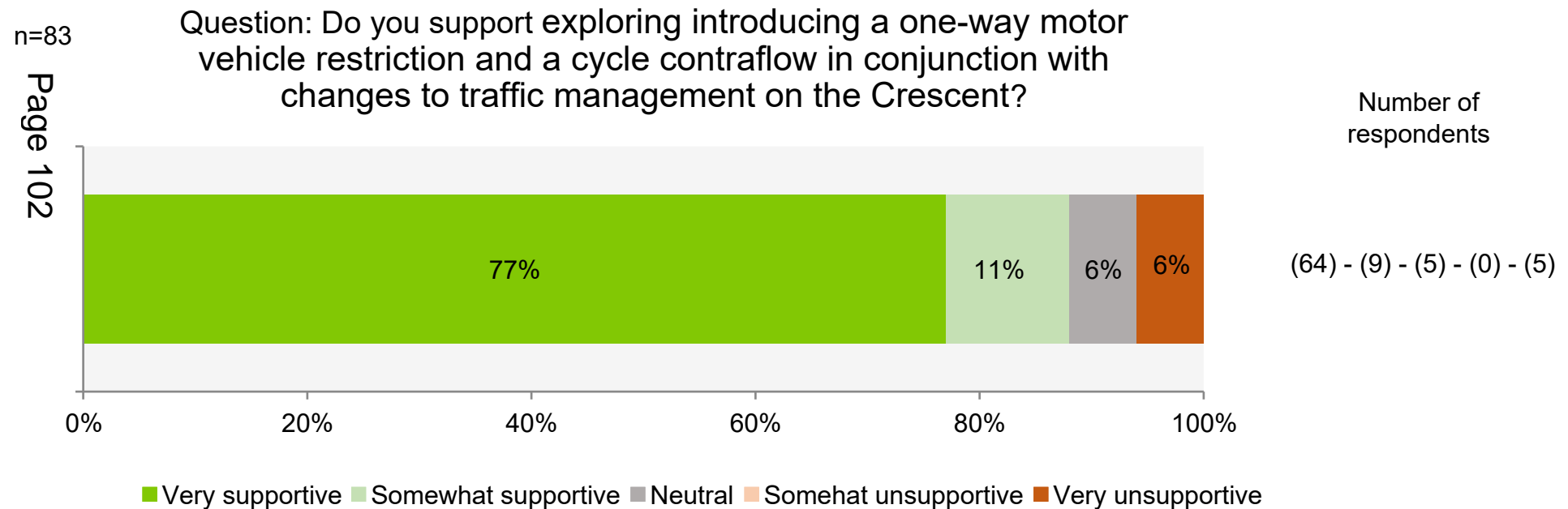


# Vine Street, America Square, Crescent and Hammett Street:

## On Hammett Street, exploring introducing a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent

Almost 90% of respondents supported a one-way motor vehicle restriction on Hammett Street with a cycle contraflow and traffic management changes on the Crescent. For most, this support was strong.

In contrast, just 6% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode

# Vine Street, America Square, Crescent and Hammett Street:

## How support for on Hammett Street, exploring introducing a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent varied by how people identified they got around

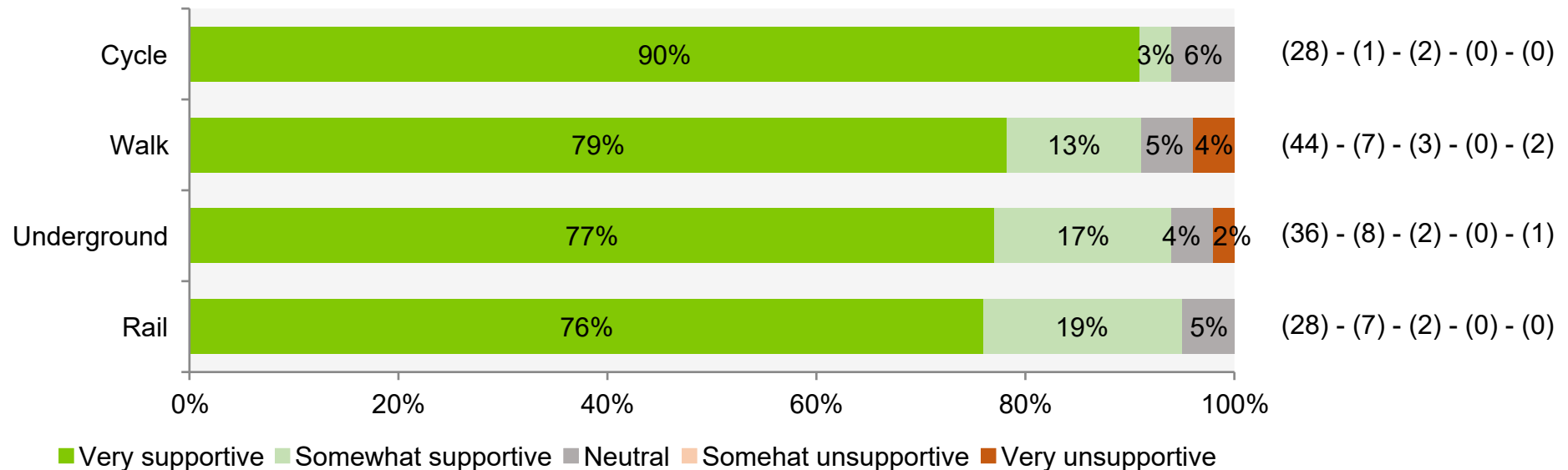
In all travel mode categories with sufficient participants to enable analysis, a majority supported the introduction of a one-way motor vehicle restriction on Hammett Street, together with a cycle contraflow and traffic management on the Crescent.

n=31-56

Page 103

Question: Do you support on Hammett Street, exploring introducing a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent?  
(Travel mode)

Number of respondents

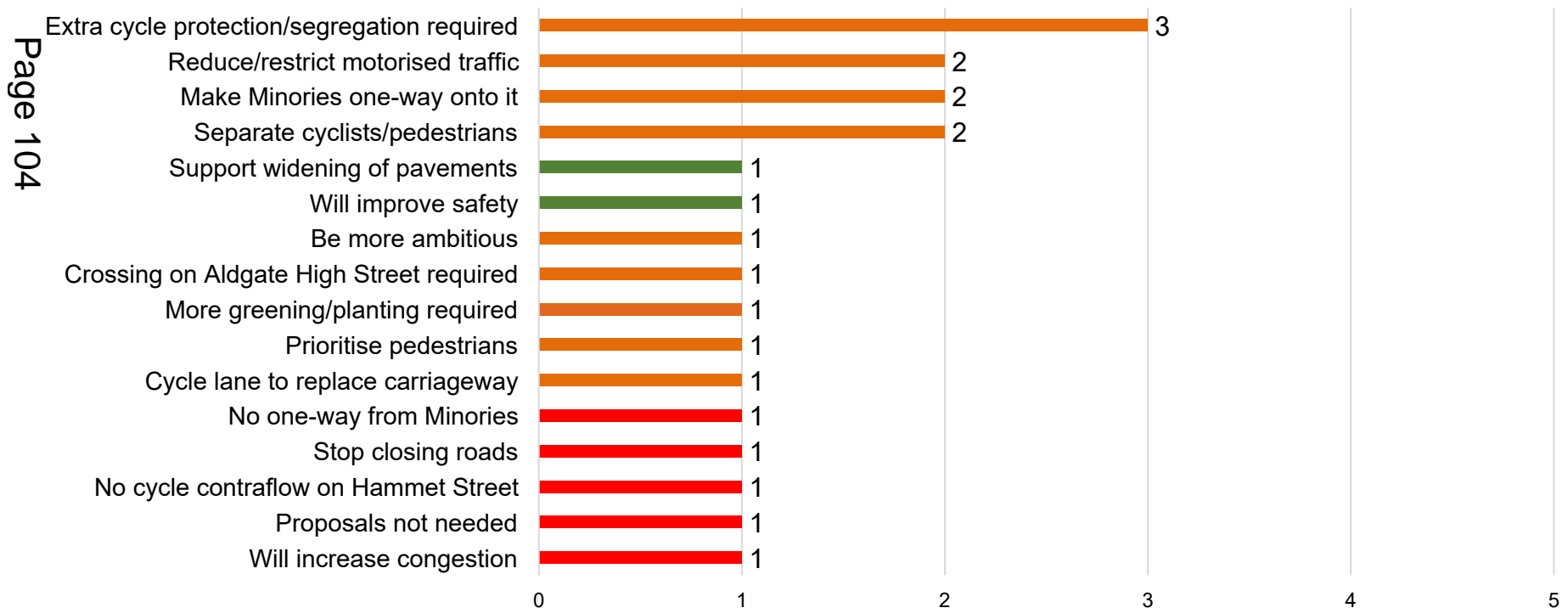


# Vine Street, America Square, Crescent and Hammett Street: Comments about streets in the area in general

13 respondents left comments about streets in the area in general. Some respondents made more than one comment. Here we see all comments made, largely with a number of suggestions, mixed with some concerns.

n=13

Question: Do you have any comments about proposals to improve the existing public space on Crescent?



# Streets South of Crutched Friars

Page 105



# Streets South of Crutched Friars - draft proposals

The Fenchurch Street station railway viaduct crosses several streets in this area and is a major architectural feature. New architectural lighting under the viaduct could complement the local evening economy and make the area more attractive and welcoming.

On Coopers Row, there is an entrance to Fenchurch Street station which could be made easier to access and more welcoming. Seething Lane Gardens is a well-used public space which could be improved if kerbside parking were rearranged.

Proposal 21 - On Coopers Row exploring extending the existing raised crossing points on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall to give more priority to people walking and wheeling and improve their comfort and safety. Also introducing new or improved lighting under the railway viaduct. Additionally improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.

Proposal 22 - On Pepys Street exploring raising the carriageway to pavement level at the junction with Savage Gardens to give more priority to people walking and wheeling and improve their comfort and safety. Also improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.

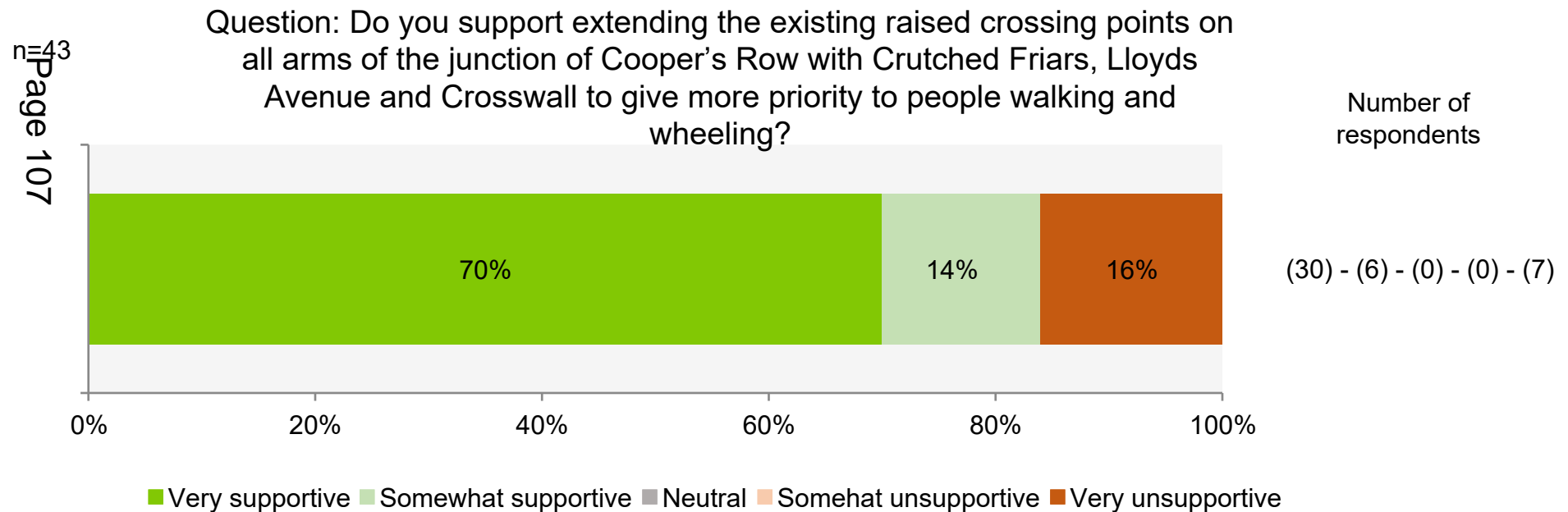
Proposal 23 - On Seething Lane exploring raising the junction to pavement level at the junction with Muscovy Street to give more priority to people walking and wheeling and improve their comfort and safety. Also improving the public realm by widening the pavement, introducing trees (where feasible), or in ground planting and seating. This could be achieved by reviewing the need for and quantity of parking. Also raising the carriageway to pavement level between Hart Street and the junction with Pepys Street to give more priority to people walking and wheeling and improve their comfort and safety.

## Streets South of Crutched Friars:

On Coopers Row, extending the existing raised crossing points on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall to give more priority to people walking and wheeling and improve their comfort and safety

84% of respondents supported extending the existing raised crossing points on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall. For many, this support was strong.

In contrast, just 16% were unsupportive.



Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

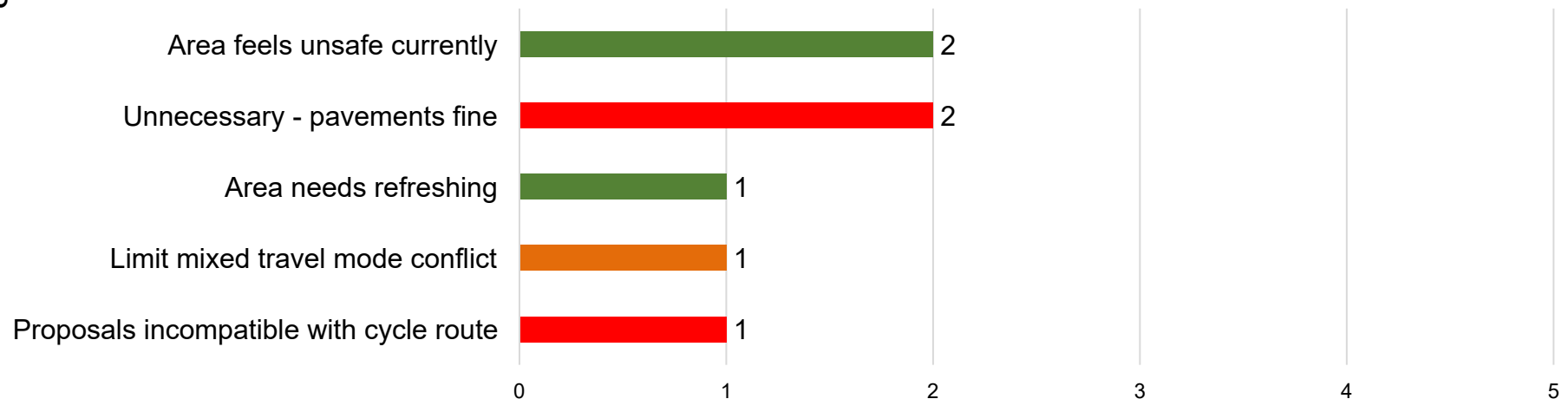
# Streets South of Crutched Friars:

Comments about the pavements under the railway viaducts at the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall

7 respondents left comments on these pavements. Here we see all feedback given.

Page 108

Question: Do you have any comments about the pavements under the railway viaducts at the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall?





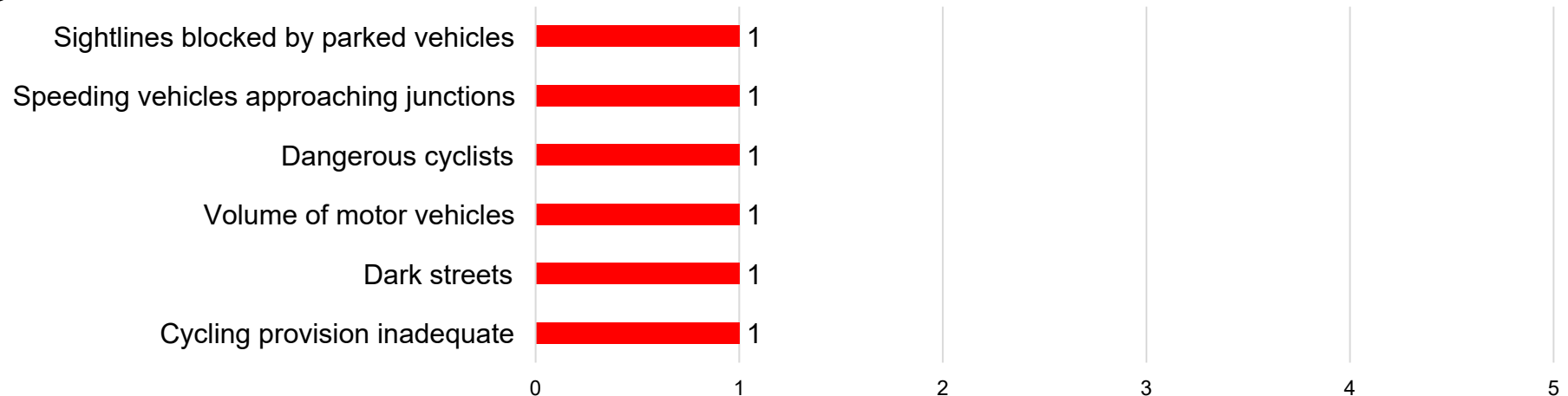
# Streets South of Crutched Friars:

## Concerns about personal security and crossing these streets for people walking and wheeling

4 respondents left comments about their personal security/crossing these streets for people walking and wheeling. Some respondents made more than one comment. Here, we see all personal security concerns expressed.

F4  
Page 109

Question: Do you have any concerns about personal security and crossing these streets for people walking and wheeling?

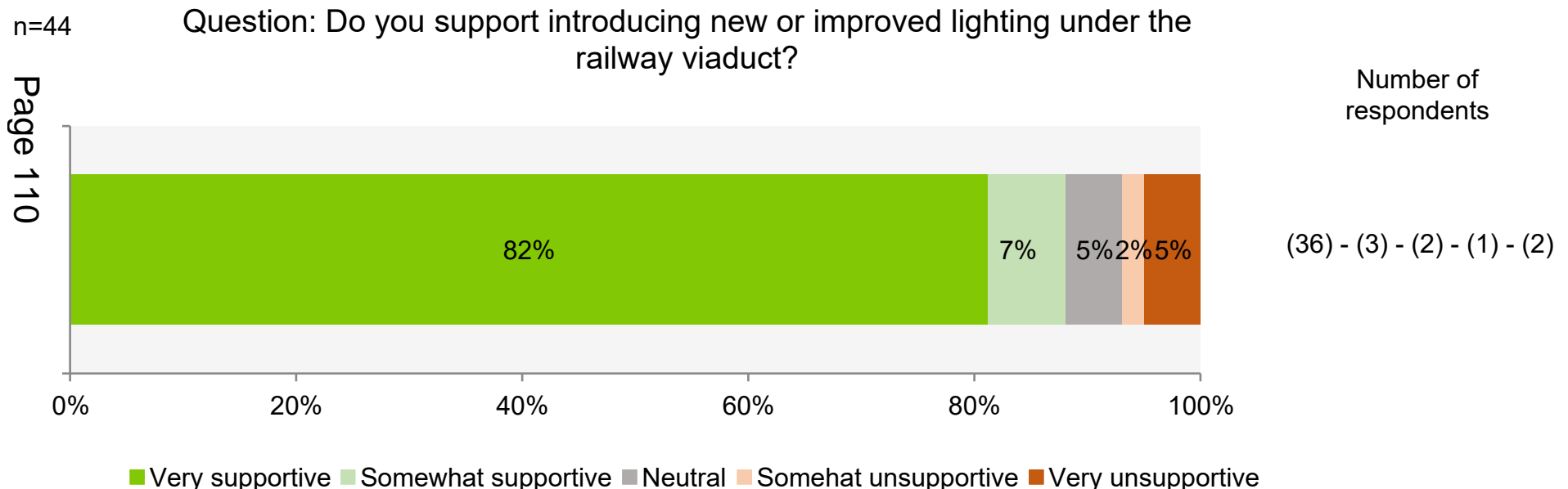


# Streets South of Crutched Friars:

## Introducing new or improved lighting under the railway viaduct

Almost 90% of respondents supported the potential introduction of new/improved lighting under the railway viaduct. Many expressed strong support.

In contrast, just 7% were unsupportive.



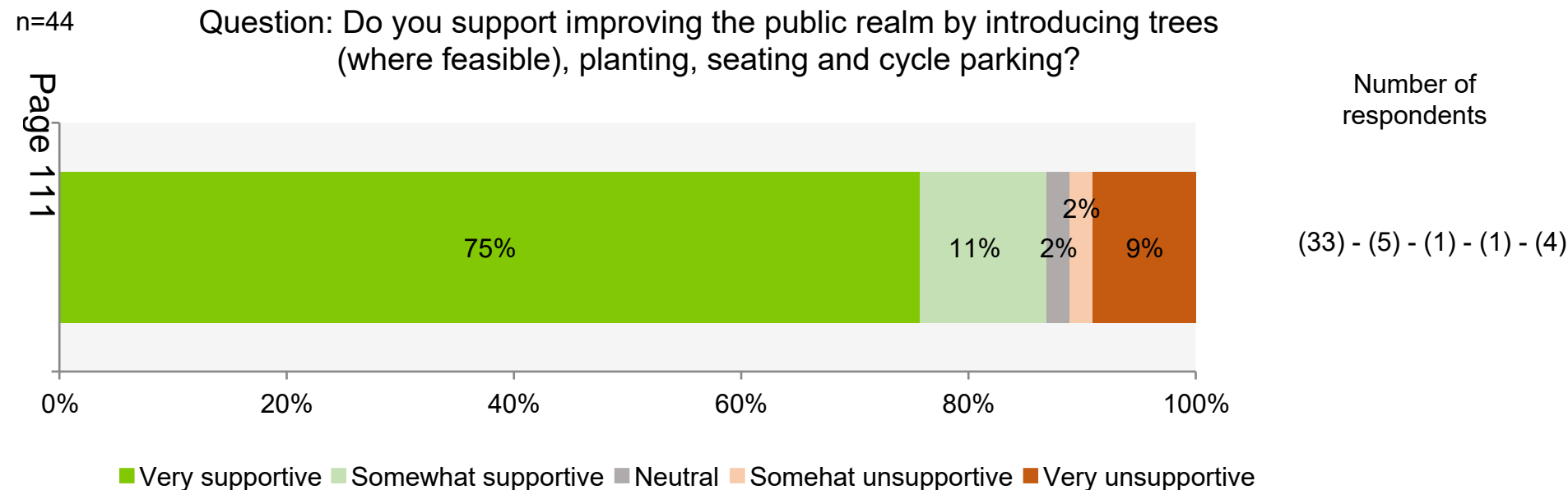
Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

# Streets South of Crutched Friars:

## Improving the public realm on Cooper’s Row by introducing trees (where feasible), planting, seating and cycle parking

86% of respondents supported improving the public realm by introducing trees, planting, seating and cycle parking. For many, this support was strong.

In contrast, just 11% were unsupportive.

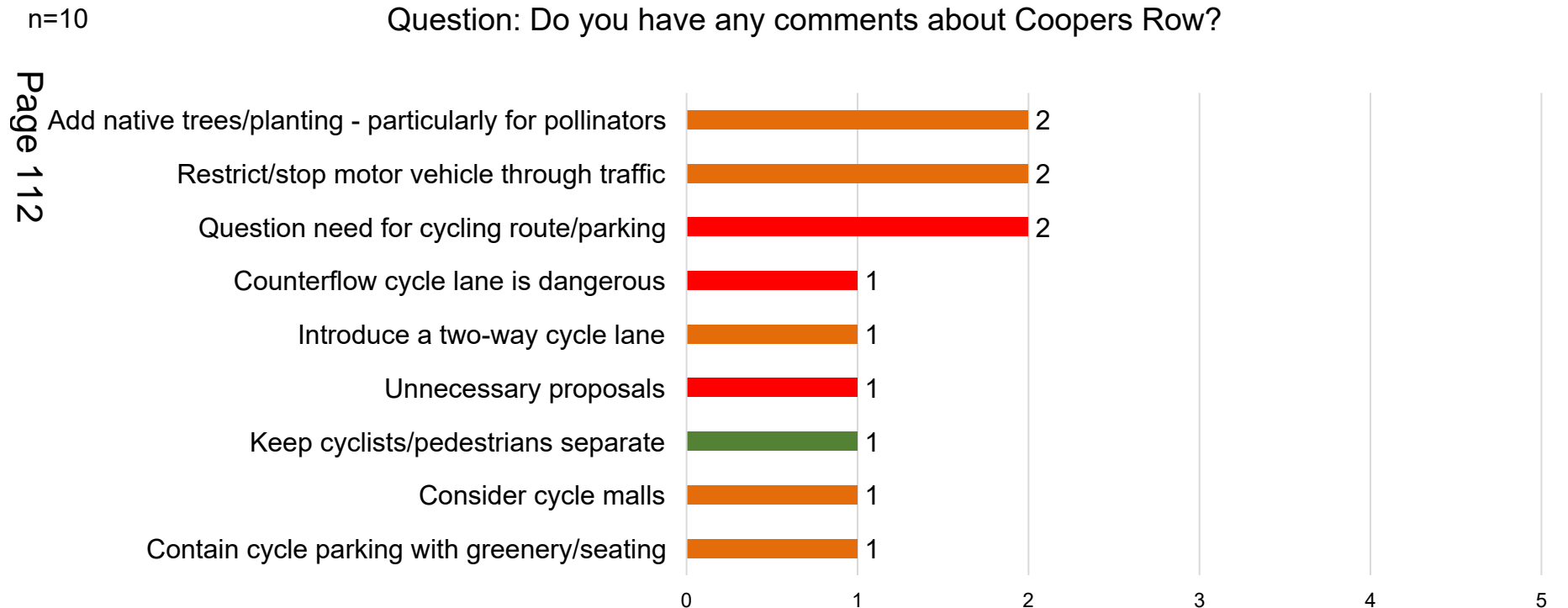


Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents’ travel mode.

# Streets South of Crutched Friars: Comments about Coopers Row

10 respondents left comments about Coopers Row. Some respondents made more than one comment.

Here we see all feedback given, largely focusing on additional suggestions for improvement in Coopers Row.

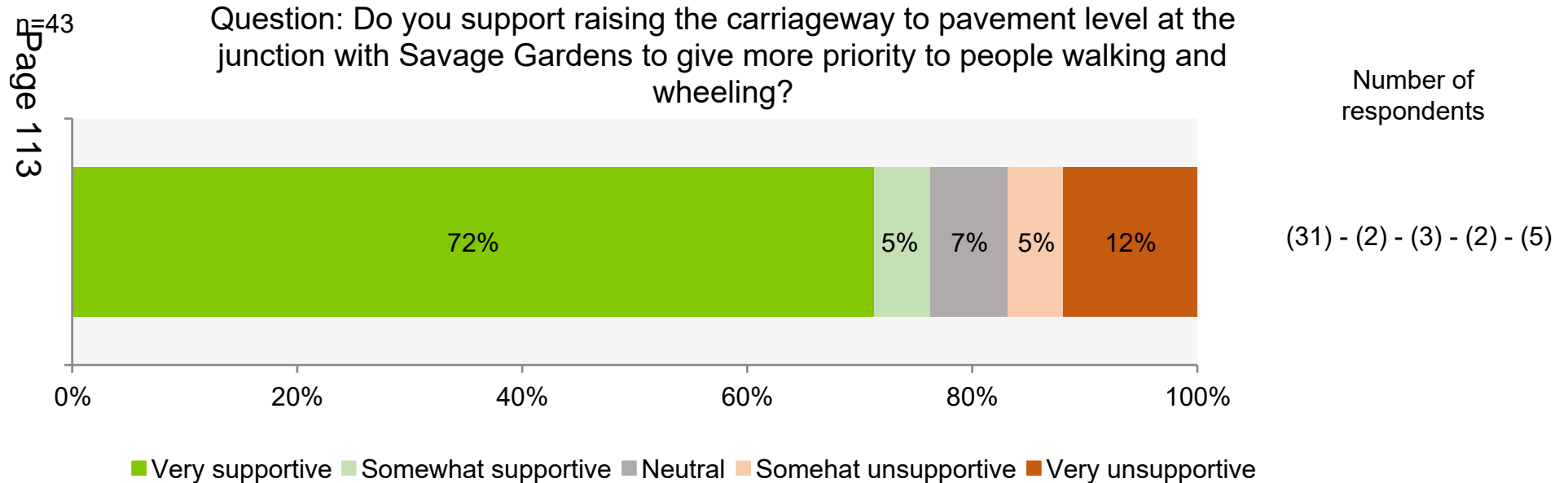


## Streets South of Crutched Friars:

On Pepys Street, raising the carriageway to pavement level at the junction with Savage Gardens to give more priority to people walking and wheeling and improve their comfort and safety

Almost 80% of respondents supported raising the carriageway to pavement level at the junction with Savage Gardens to give more priority to people walking and wheeling. Again, for many, this support was strong.

In contrast, just 17% were unsupportive.



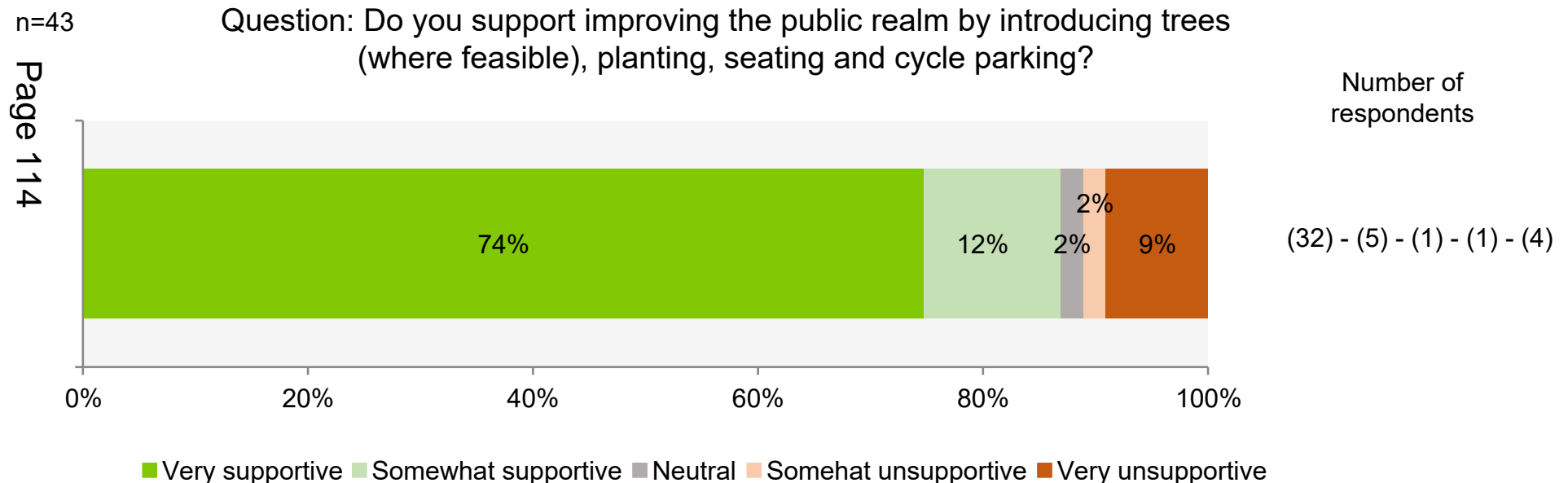
Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

# Streets South of Crutched Friars:

Improving the public realm on Pepys Street by introducing trees (where feasible), planting, seating and cycle parking

86% of respondents supported public realm improvements with tree planting, seating and cycle parking. Again. Strong support was expressed by many.

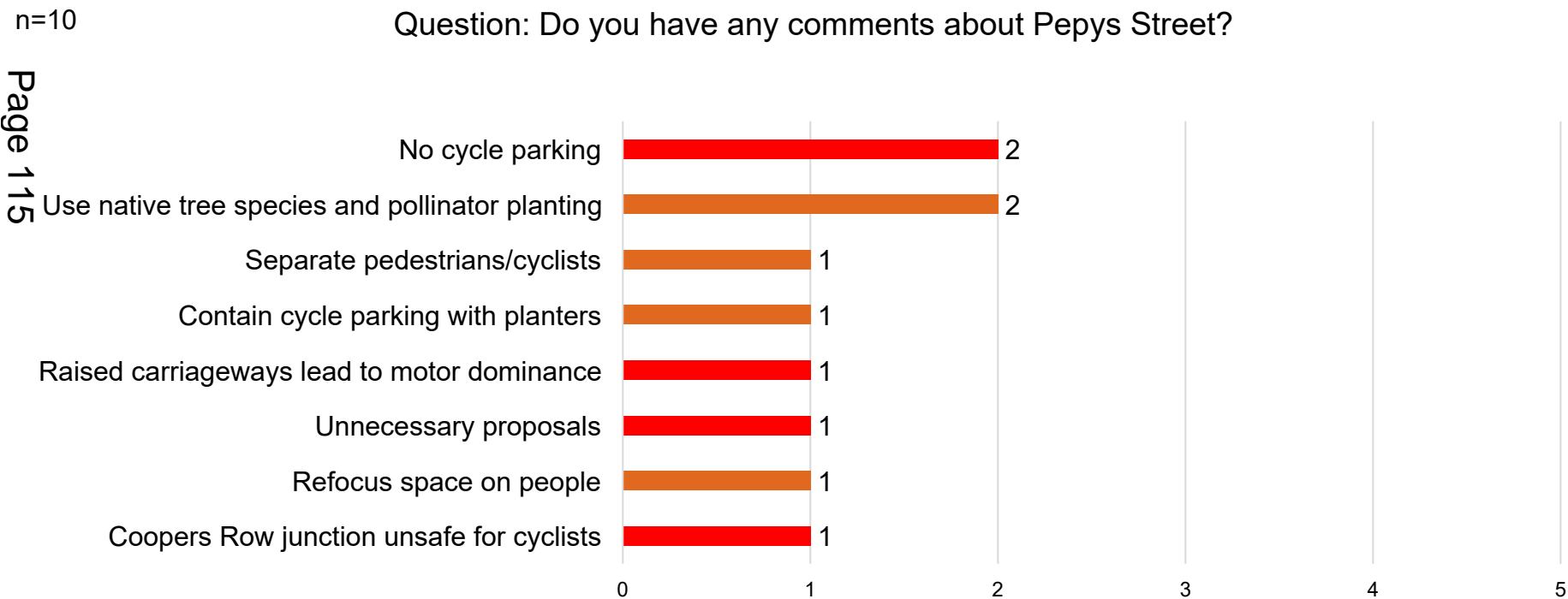
In contrast, just 11% were unsupportive.



Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

# Streets South of Crutched Friars: Comments about Pepys Street

10 respondents left comments on Pepys Street. Here, we see all comments made.



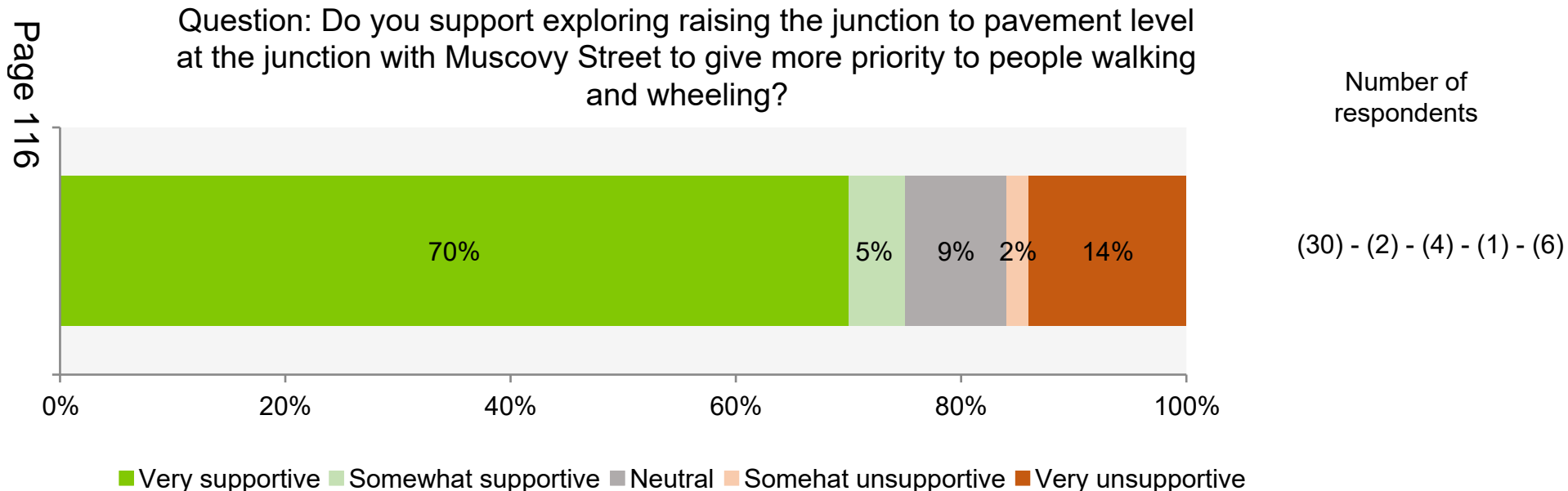
## Streets South of Crutched Friars:

On Seething Lane, exploring raising the junction to pavement level at the junction with Muscovy Street to give more priority to people walking and wheeling and improve their comfort and safety

Three-quarters (75%) of respondents supported the potential raising of the junction to pavement level at the junction of Muscovy Street. Again, for many, this support was strong.

In contrast, just 16% were unsupportive.

n=43



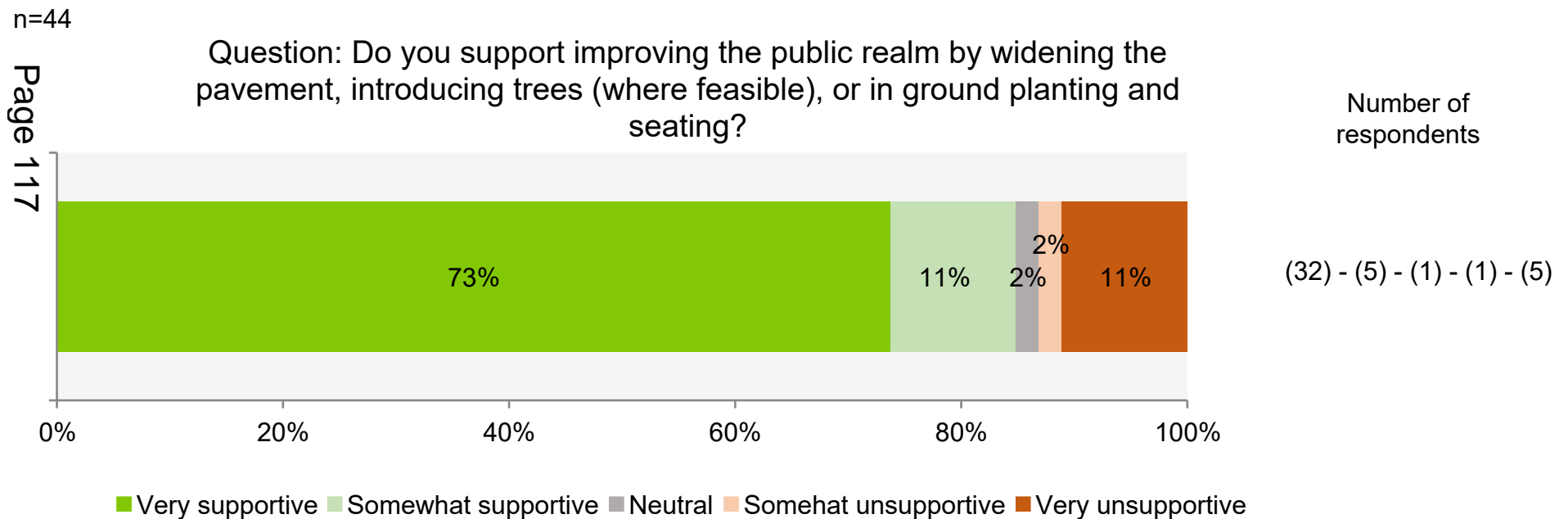
Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.



## Streets South of Crutched Friars:

Improving the public realm by widening the pavement, introducing trees (where feasible), or in ground planting and seating. This could be achieved by reviewing the need for and quantity of parking

84% of respondents supported the described public realm improvements. Many strongly supported this. In contrast, just 13% were unsupportive.



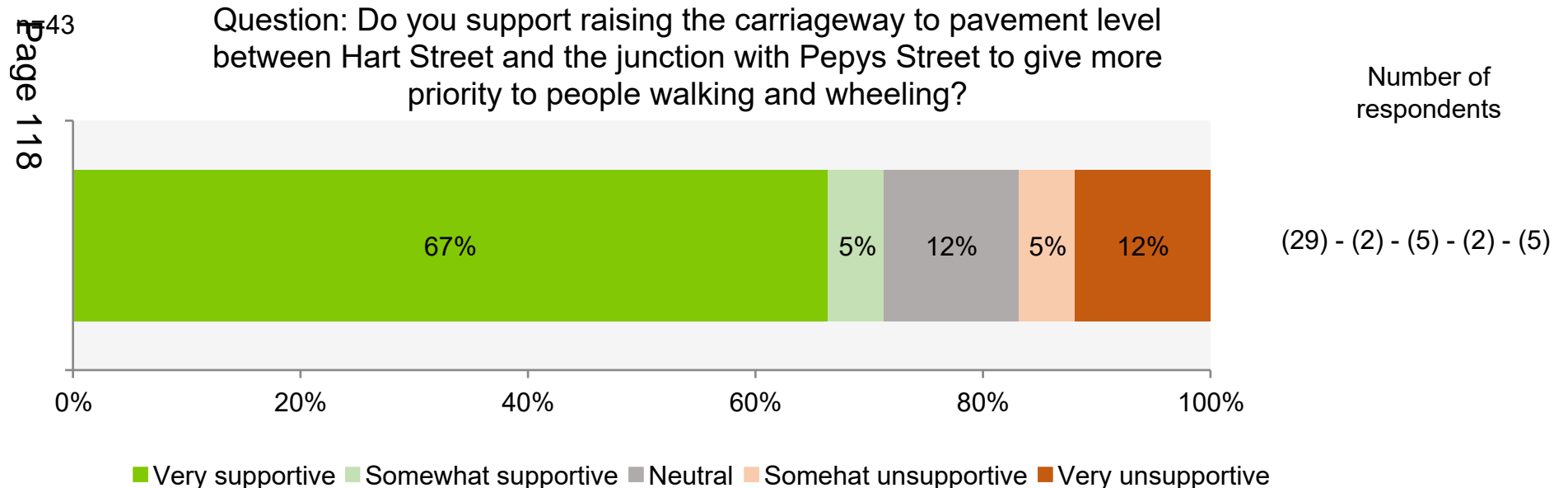
Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

# Streets South of Crutched Friars:

Raising the carriageway to pavement level between Hart Street and the junction with Pepys Street to give more priority to people walking and wheeling and improve their comfort and safety

Over 70% of respondents supported raising the carriageway to pavement level between Hart Street and the junction with Pepys Street to prioritise people walking and wheeling.

In contrast, just 17% were unsupportive.



Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

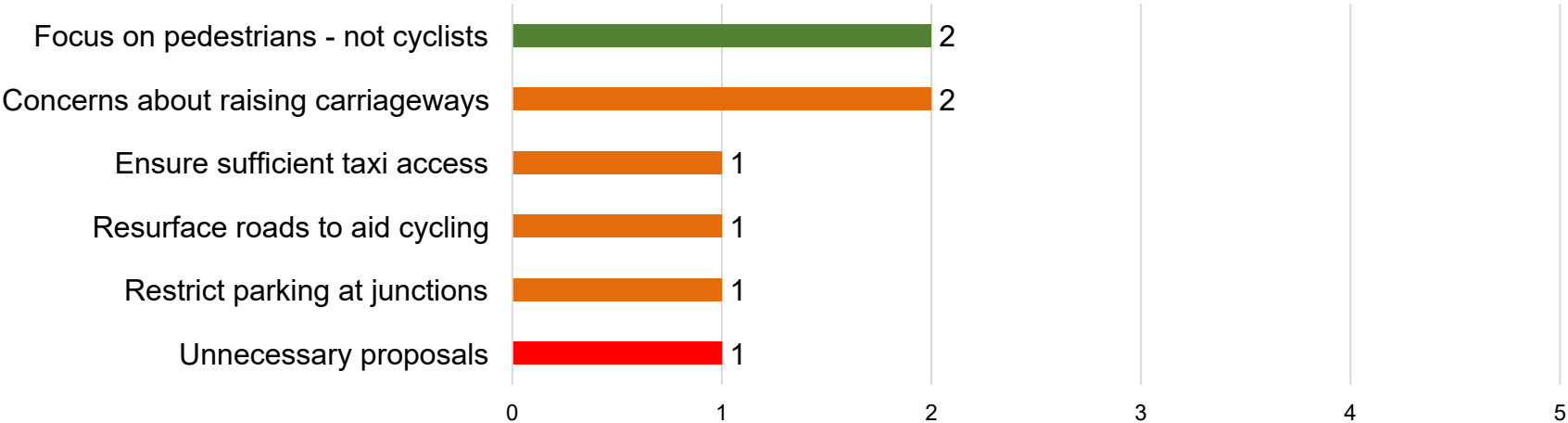
# Streets South of Crutched Friars:

## Comments about making it easier to cross for people walking and wheeling and improving the public realm by changing parking arrangements

7 respondents left comments about making it easier to cross for people walking and wheeling and improving the public realm by changing parking arrangements. Some respondents made more than one comment. Here, we see all comments made.

Page 7  
Page 119

Question: Do you have any comments about making it easier to cross for people walking and wheeling and improving the public realm by changing parking arrangements?



# Streets South of Crutched Friars:

## Other comments about Seething Lane Gardens

Just two respondents left comments about Seething Lane Gardens.

These comments focused on a perceived need to:

- Restrict motorised through traffic - giving public space back to those wheeling and walking.
- Enhance the garden area - using trees, shrubs and rainwater flower beds to improve aesthetics and air quality.

# Streets South of Crutched Friars:

## Other comments about the streets in this area

12 respondents left comments about streets in the area. Some respondents made more than one comment. Here, we see all comments made.

n=12

Question: Do you have any other comments about the streets in this area?

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# Streets South of Eastcheap and Great Tower Street



# **Streets South of Eastcheap and Great Tower Street - draft proposals**

Many of these streets already restrict motor vehicles travelling between Lower Thames Street and Eastcheap and Great Tower Street. There are opportunities to increase pedestrian priority on these streets. TfL are exploring further restricting motor vehicles on Fish Street Hill. (Proposal 24 on the plan).

There are also opportunities to introduce small public spaces where there is excess carriageway space or where parking can be relocated.

Proposal 25 - On Monument Street, exploring widening the northern pavement by relocating parking, introducing trees (where feasible), planting and seating and providing additional cycle parking.

Proposals 26, 28, 29 and 30 - On Pudding Lane, St Georges Lane, Botolph Lane, St Mary at Hill, St Dunstan's Lane and the junction with Idle Lane exploring raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety.

Proposal 27 - On St Georges Lane, exploring restricting motor vehicles to all the street and raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety.

Proposal 31 - On St Dunstan's Hill, exploring at the southern end, introducing a new public space with trees, planting and seating and additional cycle parking.

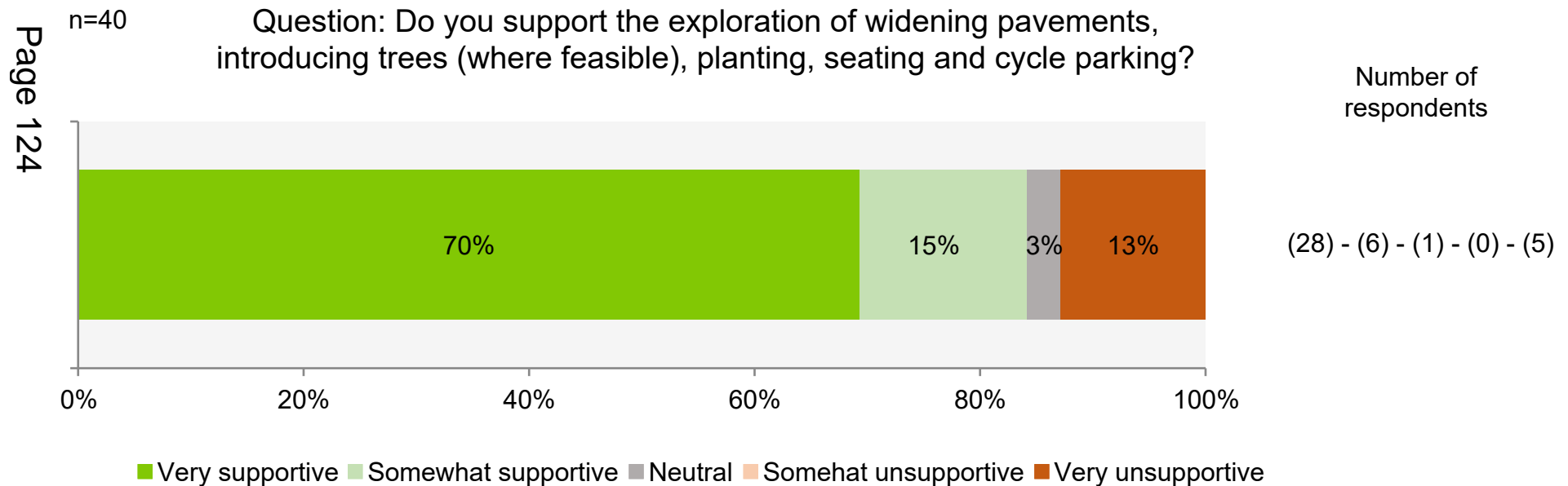
Proposal 32 - On Bakers Hall Court, exploring introducing more seating and planting.

# Streets South of Eastcheap and Great Tower Street:

On Monument Street, widening the northern pavement by relocating parking, introducing trees (where feasible), planting and seating and providing additional cycle parking

85% of respondents supported the exploration of northern pavement widening, with the accompanying introduction of trees, planting, seating and cycle parking in this area. For many, this support was strong.

In contrast, just 13% were unsupportive.



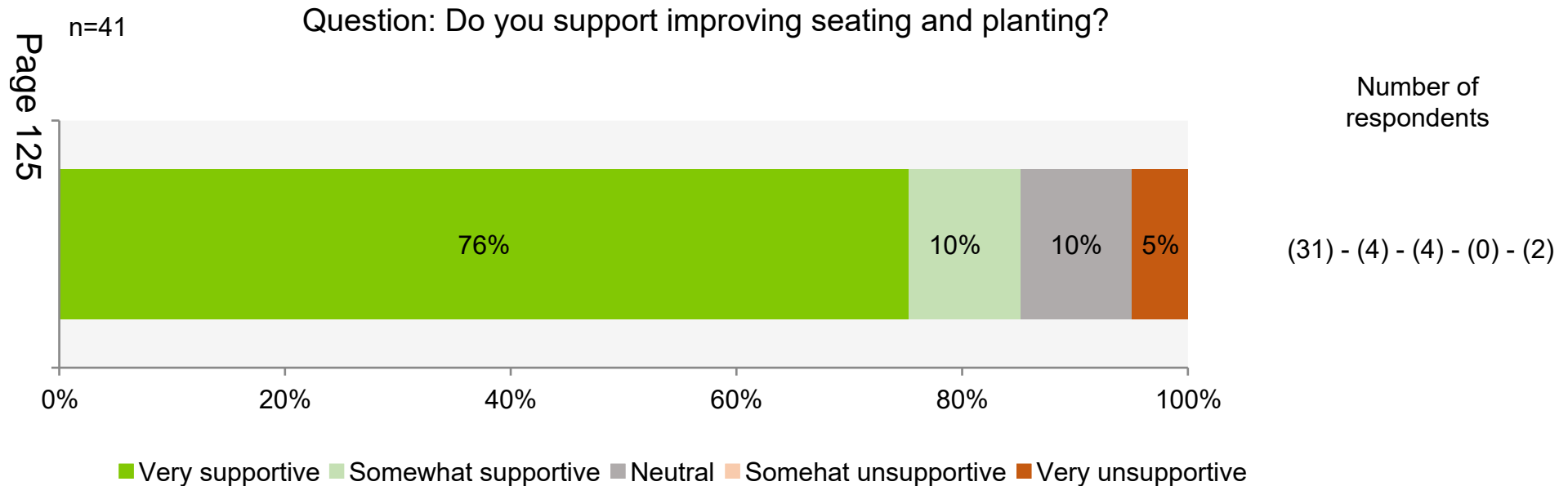
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.



# Streets South of Eastcheap and Great Tower Street: Improving seating and planting

86% of respondents supported the potential improvement of seating and planting. Again, for many, this support was strong.

In contrast, just 5% were unsupportive.



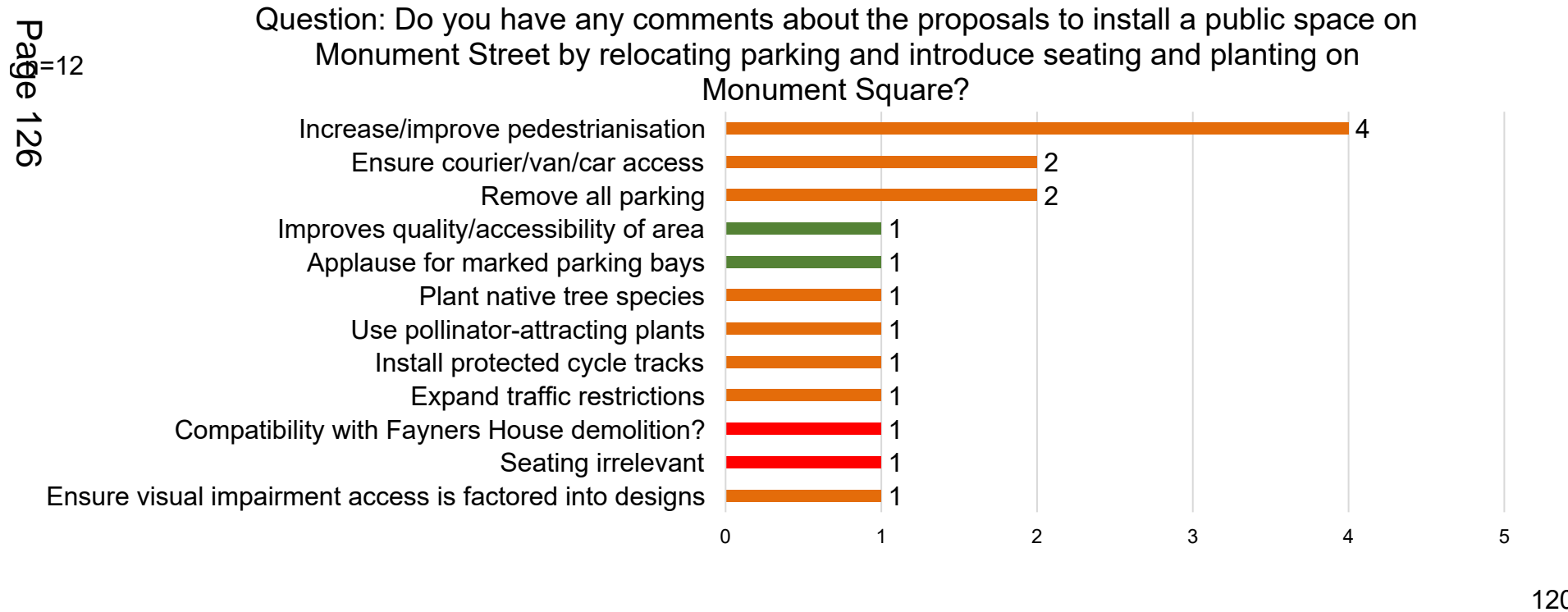
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

# Streets South of Eastcheap and Great Tower Street:

## Comments about the proposals to install a public space on Monument Street by relocating parking and introduce seating and planting on Monument Square

12 respondents left comments on these proposals. Some respondents made more than one comment. Here, we see all feedback given.

The number one comment associated with this proposal suggested greater ambition in relation to pedestrianisation and public space.

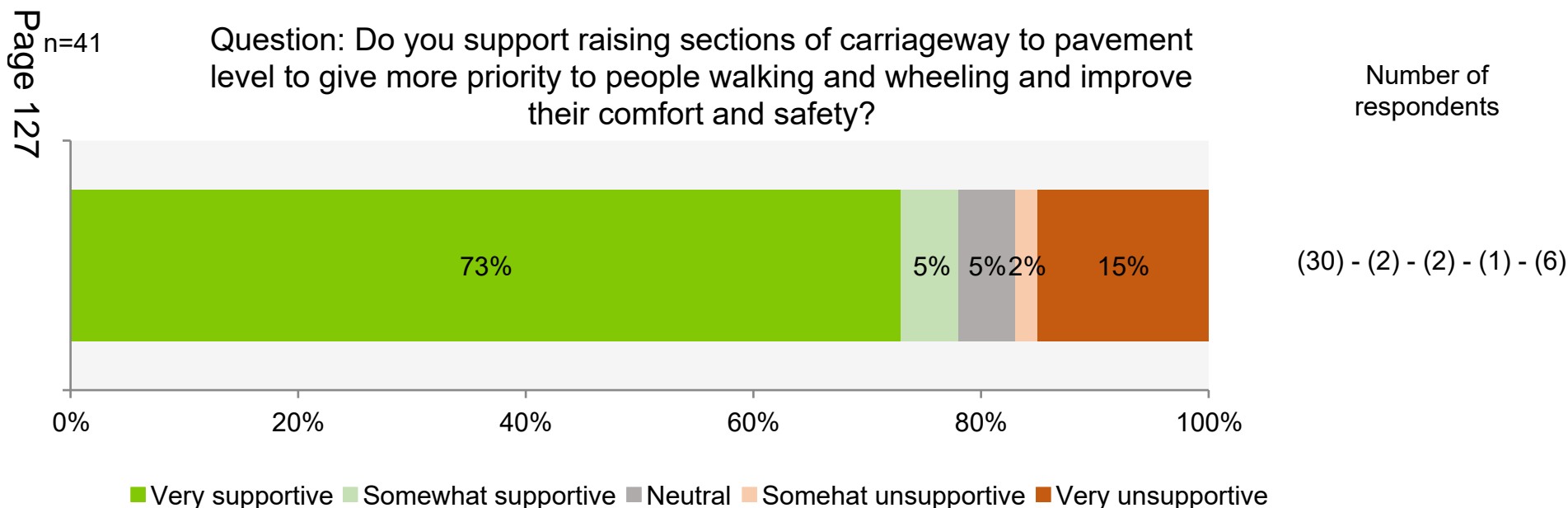


## Streets South of Eastcheap and Great Tower Street:

On Pudding Lane, St Georges Lane, Botolph Lane, St Mary at Hill, St Dunstan's Lane and the junction with Idle Lane, raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety

Almost 80% of respondents supported the raising of carriageway section to prioritise those walking and wheeling. For many, this support was strong.

In contrast, just 17% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

# Streets South of Eastcheap and Great Tower Street: Comments about making Pudding Lane, St Georges Lane, Botolph Lane, St Mary at Hill, St Dunstan's Lane and the junction with Idle Lane easier for people walking and wheeling

13 respondents left comments on this proposal. Some respondents made more than one comment. Here, we see all feedback given - with a number of suggestions for additional measures.

P=13  
Page 128

Question: Do you have any comments about the proposals to make Pudding Lane, St Georges Lane, Botolph Lane, St Mary at Hill, St Dunstan's Lane and the junction with Idle Lane easier for people walking and wheeling?

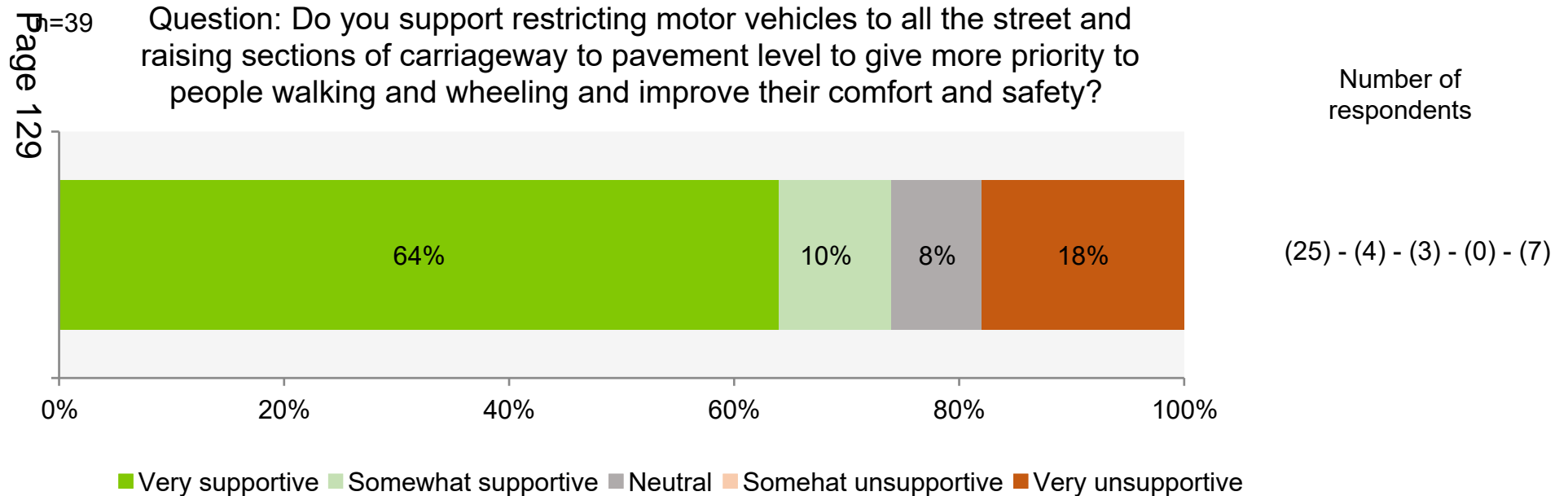


# Streets South of Eastcheap and Great Tower Street:

On St Georges Lane, restricting motor vehicles to all the street and raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety

Almost three-quarters (74%) of respondents supported restricting motor vehicles to all the street and raising sections of carriageway to pavement level.

In contrast, just 18% were unsupportive.



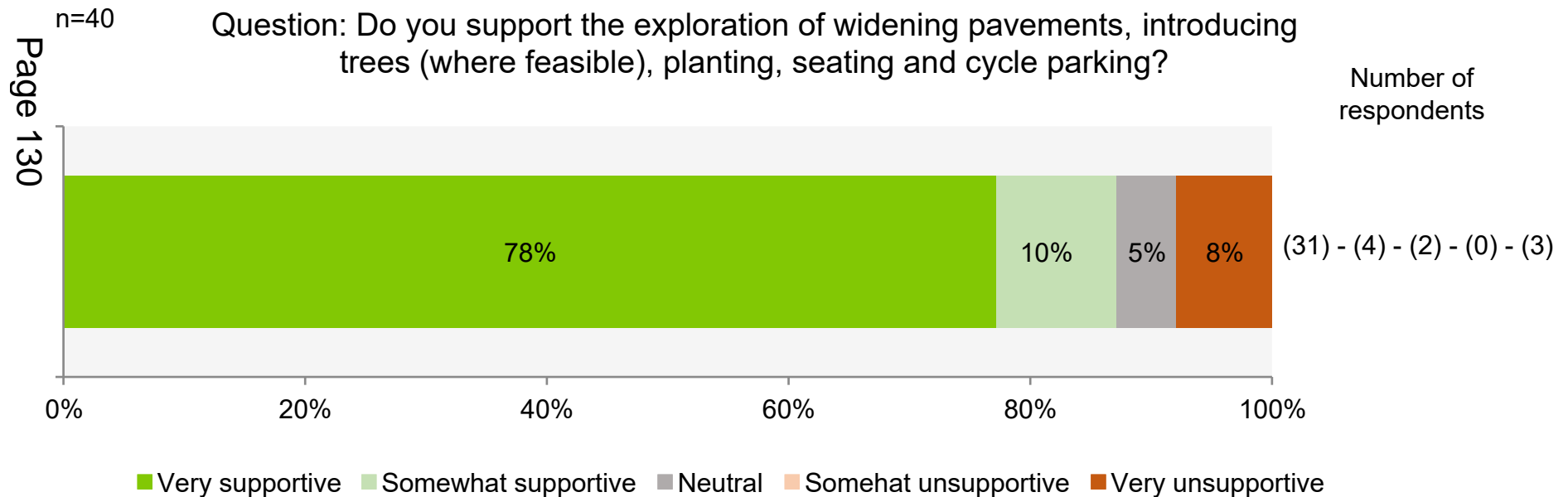
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

# Streets South of Eastcheap and Great Tower Street:

On St Dunstan's Hill, at the southern end, introducing a new public space with trees, planting and seating and additional cycle parking

The potential introduction of a new public space at the southern end of St Dunstan's Hill proved very popular. - drawing support from almost 90% of respondents.

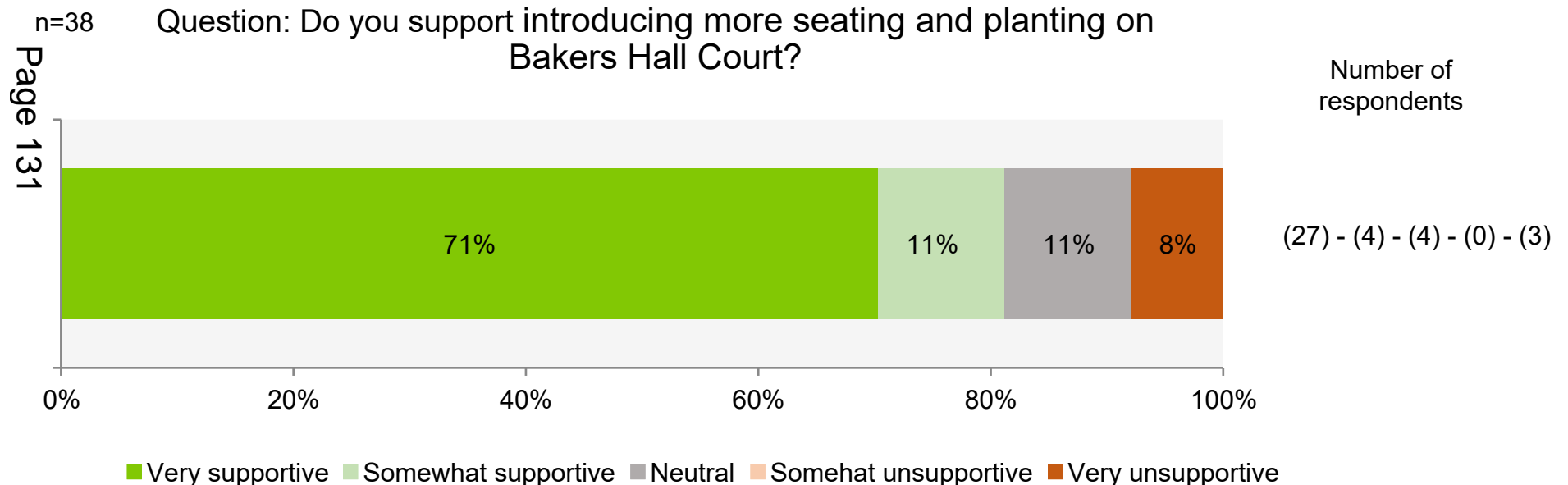
In contrast, fewer than 10% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

# Streets South of Eastcheap and Great Tower Street: On Bakers Hall Court, introducing more seating and planting

Over 80% of respondents supported the introduction of additional seating and planting on Bakers Hall Court.  
In contrast, just 8% were unsupportive.



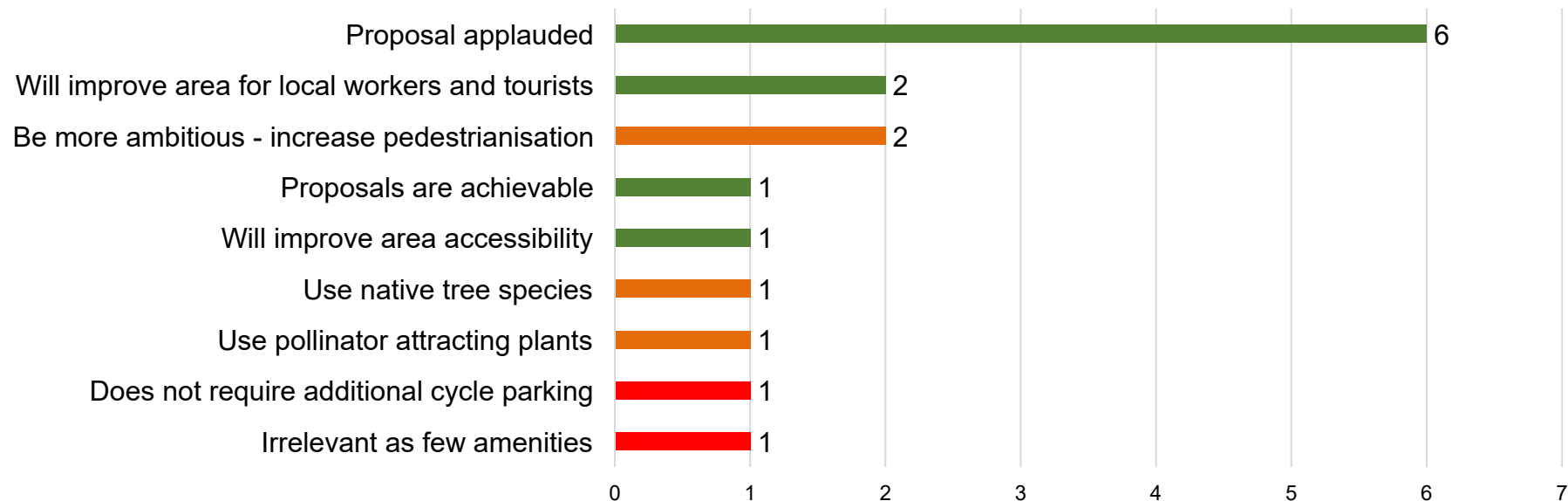
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

# Streets South of Eastcheap and Great Tower Street: Comments about proposals to install a public space on St Dunstan's Hill and seating in Bakers Hall Court

11 respondents left comments on this proposal - of which more than half indicated support. Some respondents made more than one comment. Here, we see all feedback given.

Page 132  
n=11

Question: Do you have any comments about proposals to install a public space on St Dunstan's Hill and seating in Bakers Hall Court?





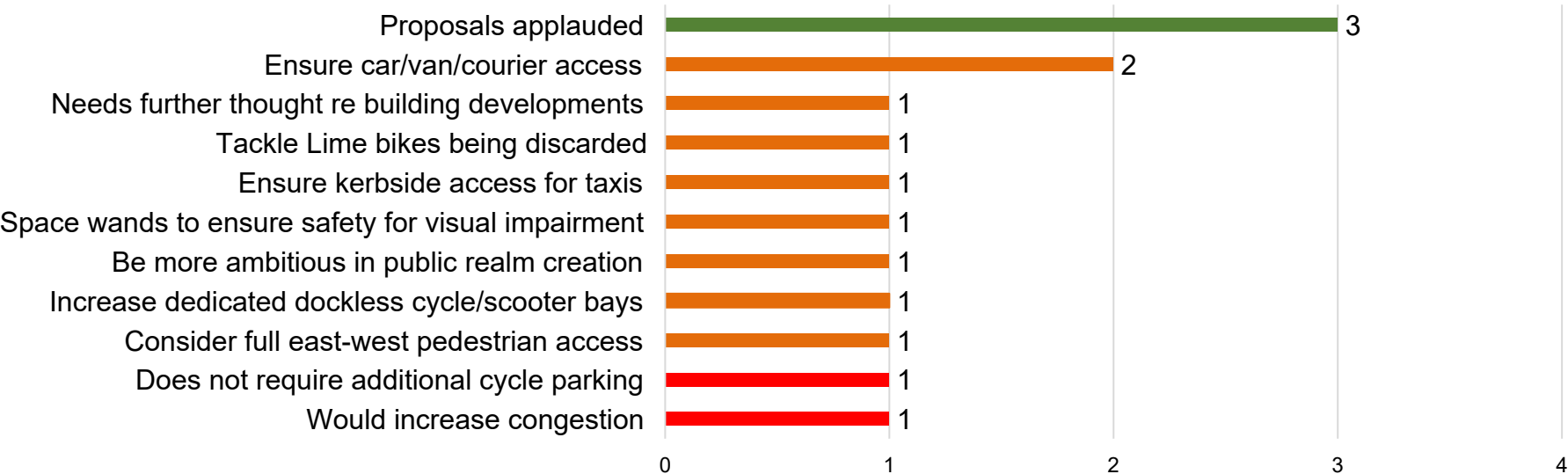
# Streets South of Eastcheap and Great Tower Street:

## Other comments about streets in this area in general

Nine respondents left additional comments about streets in this area. Some respondents made more than one comment. Comments were diverse, ranging from applause for the proposals to suggestions for additional measures. Here, we see all feedback given.

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Question: Do you have any other comments about streets in this area?



## Email, telephone and drop-in feedback



# Emails to City of London Corporation - 1

## Campaign groups representations

### City of London Group - LCC Campaign response

#### General comments:

- The City has failed to grasp the opportunity to reduce private motor traffic and journeys and enable significant further 'mode shift' to cycling.
- They welcomed all the efforts to improve the streetscape, planting, SuDS, etc. and increase cycle parking provision which are detailed in the proposals. Many carriageways in the City are uneven and worn so carriageway improvement also needs to be a general aim.

#### Proposal 1 - Fenchurch Street

- If there is no room for segregated space for cycling then traffic reduction and restrictions on through traffic need to be proposed.
- For those continuing their cycle journeys west into Lombard Street the approach to the ASL at Gracechurch Street is difficult and needs more space and a feeder lane.

# Emails to City of London Corporation - 2

## Campaign groups representations

### Proposal 3 - Eastcheap and Great Tower Street

- It is welcomed that Eastcheap-Old Tower Street is a route designated for cycle network improvements in the City of London Transport Strategy.
- A high-quality scheme which protects people cycling for the entire length of the route from cycleway C3 on Byward Street to Monument Junction and on to King William Street and Bank Junction designed in conjunction with TfL. This should include stretches where space is tight.
- They consider that Eastcheap gets a lot of London Access traffic (through traffic) when it is classified as a City Access Street but there is nothing in these proposals to reduce traffic.
- Access to the ASL on the approaches to Monument Junction (and at the preceding pedestrian crossing) need to be improved.

### Proposal 4 - Philpot Lane

- Contraflow cycling can already be difficult due to the large number of parked vans.

### Proposal 5 - Rood Lane

- Rood Lane should be considered as part of a safer Eastcheap/Rood Lane/Lombard St/Bank Junction cycle route to allow people with a lower appetite for risk to avoid Monument Junction.
- A timed closure is welcome, but this should be a permanent closure to through traffic.
- Raising the entire carriageway to pavement level should be considered as there is currently not enough room on the carriageway for a cycle and vehicle to pass.

# Emails to City of London Corporation - 3

## Campaign groups representations

### Proposal 7 - Mark Lane

- Access from Great Tower Street into Mark Lane for people cycling needs improving. The right turn is usually blocked by queuing eastbound traffic, as is the right turn out of Mark Lane into Great Tower Street.

### Proposal 18 - America Square

- Support for the proposal to introduce a one-way motor vehicle restriction and a cycle contraflow and the closure of the western section of America Square to motor vehicles.

### Proposal 20 - Hammett Street

- Support the proposal to introduce a one-way motor vehicle restriction and a cycle contraflow.

### Proposals 21-23 - Streets south of Crutched Friars/Trinity Square/Coopers Row/Crutched Friars/Jewry Street

- Improvements are needed for access to/from cycleway C3 around Trinity Sq. Traffic/parking reduction and restrictions on through traffic are required.

# Emails to City of London Corporation - 4

## Campaign groups representations

### LCC Response

- The London Cycling Campaign strongly supports the detailed consultation response submitted by our local branch in the City of London.
- To meet the aims of the City of London's Transport Strategy, through traffic needs to be excluded and road danger reduced by the introduction of protected cycle lanes where traffic volumes still exceed 200 vehicles per hour.
- Support proposals to reduce traffic and introduce cycling contraflows and increased cycle parking including shared hire bikes. Allocation of such spaces and coordination with cycle hire firms to ensure efficient distribution and collection can help reduce incidents of hire cycles blocking pavements.

# Emails to City of London Corporation - 5

## Representation on behalf of developers

### Newark on behalf of Hygie SPV S.À RL (50 Fenchurch Street)

- Stated that the S.278 works forming part of the planning application at 50 Fenchurch Street should be fully reflected in the finalised Plan, but also crucially these highway works are allowed to progress unhindered by the progression of the Healthy Streets potential works.

### DP9 on behalf of Aviva Investors (130 Fenchurch Street)

- DP9 Aviva are highly supportive of the initiatives in the Plan and support its aspirations to improve the public realm and manage traffic in Fenchurch Street. These aspirations align with Aviva's development at 130 Fenchurch Street.

### Urbanest (35 Vine Street) (submitted via Commonplace survey)

- Strongly supportive of the ambition to make the wider area more pedestrian, cycle, and wheelchair-friendly, creating safer, more accessible, and more pleasant streets for everyone.
- As the developer and operator of the Urbanest City building and the Museum, Urbanest feel that a well-designed and collaborative implementation of the Healthy Streets Plan including improvements to the public realm and connectivity will make the location more attractive to prospective students and museum visitors, while enhancing the overall micro-environment.
- They are also encouraged by the plan's potential to reduce collision risks, calm traffic, and promote active travel, objectives that align closely with their own sustainability goals.

# Emails to City of London Corporation - 6

## Representation on behalf of developers

### DP9 on behalf of Brookfields Properties Uk (30 Fenchurch Street)

#### General support

- We welcome that the Plan intends to provide a framework for improvements to streets and public realm in the area.
- We support the aim of prioritising pedestrian comfort, safety and accessibility, in line with the wider Transport Strategy of the City of London and also involving coordination with TfL.
- We appreciate the commitment to early stakeholder and community engagement.

#### Comments about access and deliveries

- Access needs to be maintained 24 hours a day to the 30 Fenchurch Street loading bay and to shops and businesses on Rood Lane.

#### Comments about additional cycle stands

- We would request that any consideration of additional cycle stands on Rood Lane or Fenchurch Street be carefully reviewed in light of existing large numbers of dockless bikes been parked in front of fire escapes and laying on the pavement having been blown over. Appropriate management or enforcement measures should be put in place to prevent obstructions.



# Emails to City of London Corporation - 7

## Transport operators

**TfL Rob Edwards | Lead Sponsor - Borough LIPs North Safe & Healthy Streets Investment Planning Surface Transport**

- No overall concerns.

General comments were made about:

- High footfall levels in the City and the impact of Covid on general work patterns.
- Increasingly high levels of cycling and impacts of dockless bikes parked on pavements.
- The TLRN and its role needs to be acknowledged.
- Permeability of Lower Thames Street.
- Improvements to the Crescent welcomed.
- The BID's adding value would be welcome.
- Raised carriageway elements welcomed but some care is needed in terms of EQIA especially clarity for blind and partially sighted people.
- Paving on Fenchurch Street is pretty narrow at points particularly on the north side.
- Informal pedestrian crossings are being delivered in Westminster City Council.
- Large amount of uncontrolled refuge style crossings in the area and it is good that this has been picked up in report.
- Some of the cycle contraflows are on narrow streets with considerable traffic levels. Discussing these with local cycling groups could be beneficial.
- The introduction of SuDS is welcome.

# Emails to City of London Corporation - 8

## Transport operators

### TfL Cycling

- They suggested combined uplift of >20,000-30,000 new employees in this area when all the new developments are fully let. Perhaps 5-10% will be cyclists so that would be perhaps +2,000-3,000 roaming around the immediate area in the AM peak.

### TfL Buses

- On Eastcheap/Great Tower Street TfL need ideally 3.2m wide lanes for buses and to ensure any raised crossings are suitable for buses, i.e. 1:20 ramps. There is also some bus safety research being undertaken on the proximity of raised crossings to bus stops to determine whether there is a safety risk of slips, trips and falls when passengers are accessing/egressing their seats. There are two pairs of stops on Eastcheap/Great Tower Street. Any changes to the stops would also need to ensure accessibility requirements were fully accounted for.
- Fenchurch Street is used as a diversionary route and therefore needs to be designed accordingly for buses.

### TfL Urban Design

- These proposals are very positive.
- Detailed design should include a variety of plants and permeable paving.

# Emails to City of London Corporation - 9

## **Transport operators**

### **c2c Rail Operators on behalf of Fenchurch Street Station**

- They acknowledged the consultation and stated that they considered that they had no plans to change the access or security measures.

# Acknowledgements and next steps

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# Thank you to everyone that took the time to share their views on the draft Fenchurch Street Area Healthy Streets Plan

There were almost 2,900 visits to the Commonplace consultation website, almost 570 Commonplace contributions were received, alongside drop-in attendance, emails and phone calls.

The City of London Corporation would like to express their appreciation for this input to the Healthy Streets plan. The feedback received was both helpful and informative to the development of the plan.

Providing the framework for future investment in the area, the Healthy Streets Plan and its individual projects will be subject to further public consultation, feasibility, detailed design and the City Corporation's approval processes.

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 1: Consultation notes



# The quality and reliability of the collected data

In considering the quality and reliability of the data collected, there are a number of salient points to bear in mind.

Firstly, the consultation was self-selecting, and as such, the data should be regarded as a snap-shot of possible or indicative opinion on the proposals, rather than a systematically sampled data-set. As is typical of online consultations, this self-selection may have resulted in a bias of participation by those with particular views or concerns.

Secondly, what is also uncertain, is the degree of statistical accuracy - particularly related to quoted percentages. This is in the context of the self-selection nature of the consultation, and also being unable to compare participant demographics with a baseline profile (as the consultation was open to anyone).

When interpreting the findings within this report, they should therefore be regarded as an indicative snapshot of opinion.

# Additional notes

- The number of responses to each question is shown as n=x. This number refers to the total number of people who responded to the question. For this reason, n numbers change throughout the report, as some respondents did not answer all questions.
- Numbers are also provided in addition to percentages in all charts. These are shown either underneath the horizontal chart axis, or to the right of the chart.
- Percentages have been rounded and may therefore not total exactly 100. Percentages have also been calculated excluding missing responses.
- Some contributors did not provide demographic information or answer all survey questions. The impact of this is two-fold. Firstly, it restricts analyses by sub-groups. Secondly, it can result in overall findings (calculated including responses from those who gave no demographic information) appearing to be misaligned with demographic sub-group findings.
- Commonplace data was analysed by a range of demographic variables, where there were sufficient numbers to enable this to be meaningful. Notable differences in the views of contributors with varying demographic characteristics are highlighted throughout the report.
- In addition to selecting options or providing a level of support on proposed ideas, some respondents also provided accompanying commentary to explain the reason for their opinion. This yielded qualitative information to analyse and consider.
- Some images used are courtesy of Google Earth.



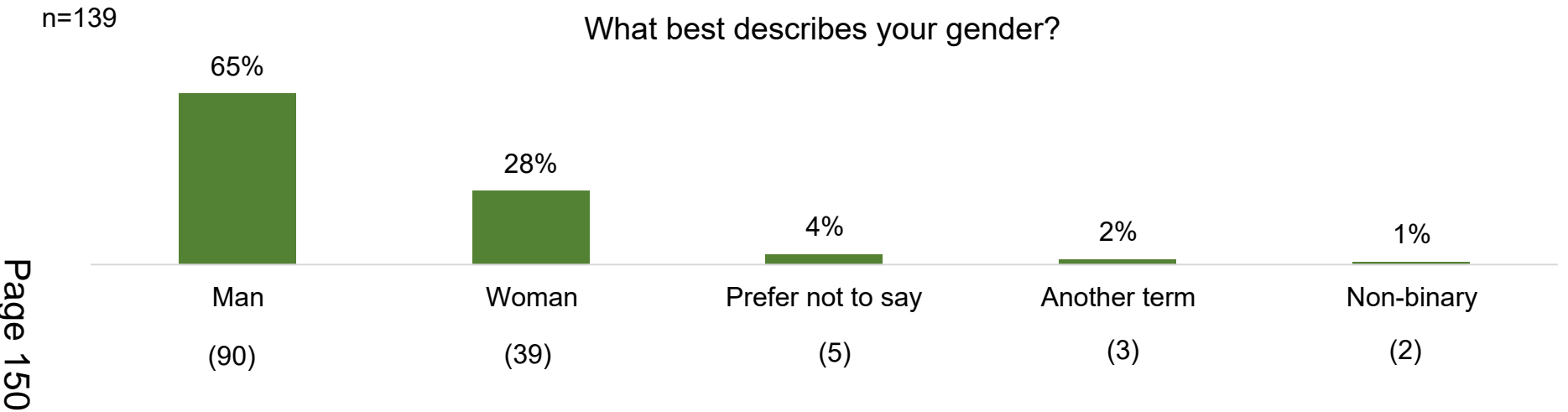
## Appendix 2: Demographics

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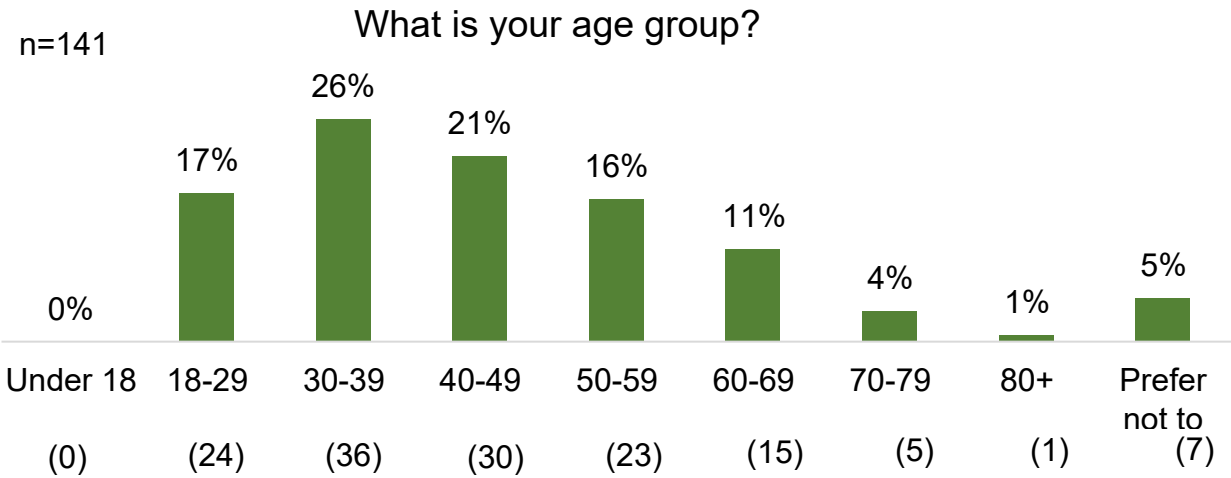
# Gender

A majority of consultation contributors (65%) described themselves as a man. 28% described themselves as a woman, 4% preferred not to say, 2% described themselves as another term and 1% as non-binary.



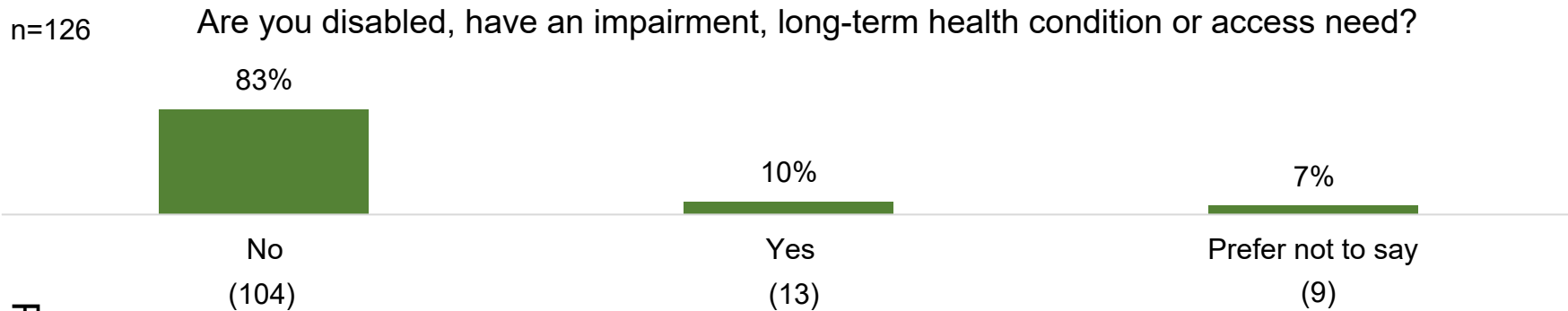
# Age group

The age of consultation contributors ranged from 18 to 80+, with a wide spread of ages represented.



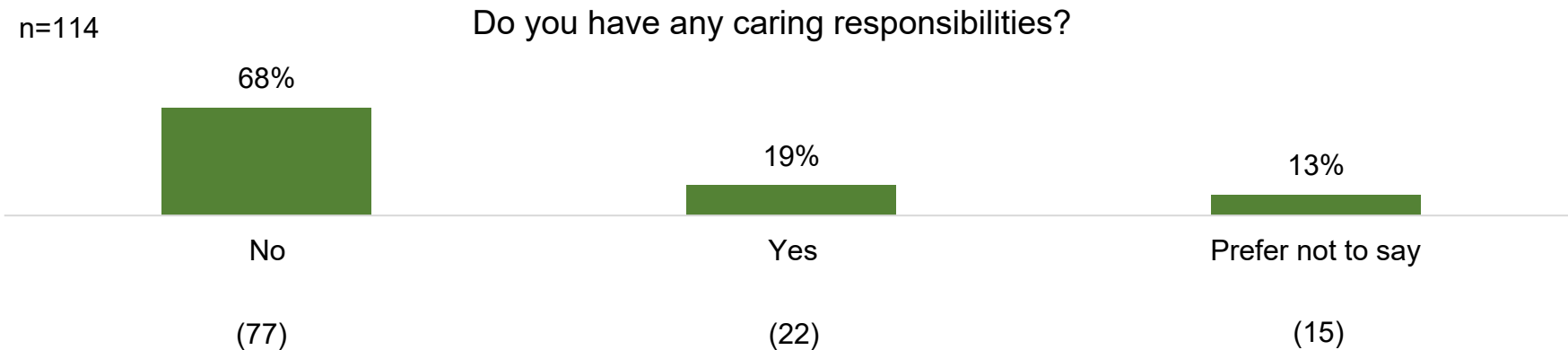
# Incidence of disabilities, impairments and long-term health conditions

10% of consultation contributors indicated that they had a disability, impairment or long-term health condition or access need.



## Caring responsibilities

19% of consultation contributors indicated that they had caring responsibilities.



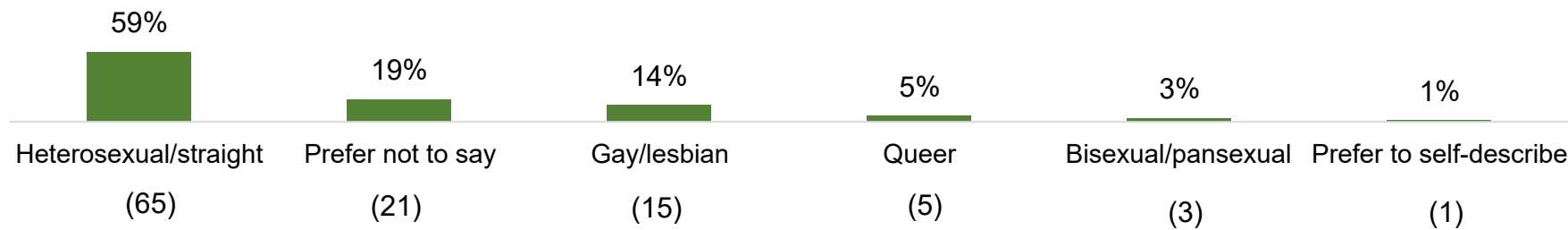
# Sexuality

Just under 60% of consultation contributors identified as heterosexual/straight.

n=110

Which sexual orientation do you most identify with?

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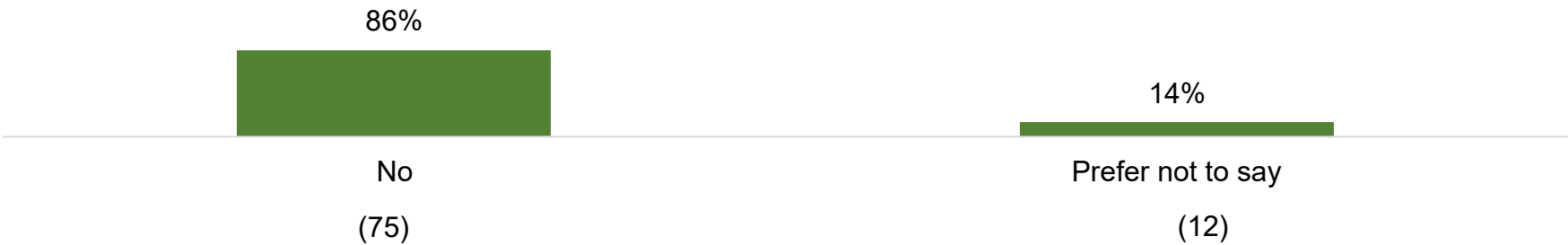


# Pregnancy

No consultation contributors were pregnant, nor had been pregnant in the calendar year.

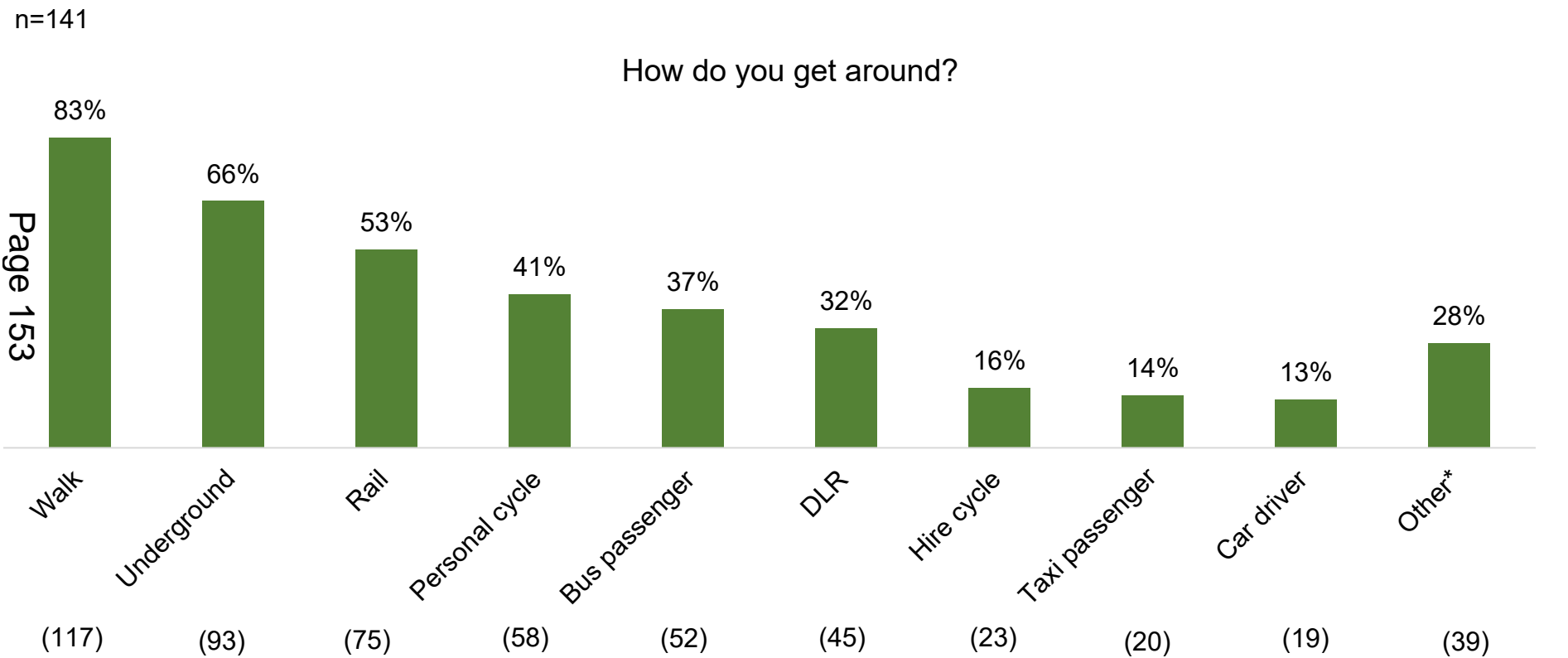
n=114

Are you currently pregnant or have you been pregnant in the last calendar year



# Travelling around in the area

Contributors were frequently walking (83%), using the underground (66%) or rail (53%), cycling (41%) and/or using the bus (37%) or DLR (32%) to move around the area. More than one type of travel could be specified by contributors.



\* Other travel modes (each specified by fewer than 10% of contributors) included private hire vehicle passenger (8%), car passenger (8%), taxi driver (4%), private hire vehicle driver (3%), hire e-scooter (3%), motorcycle (2%) and adaptable cycle (1%).



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# Fenchurch Street Area Healthy Streets Plan

## Introduction

This Healthy Streets Plan sets out an integrated approach to improving the public realm and managing traffic in the area south of Fenchurch Street.

It sets out potential changes to how motor vehicles use streets to access and move around the area. It also outlines potential improvements for people walking, wheeling, cycling and spending time on streets in the area.

The proposals will improve the quality of streets and public spaces, and the attractiveness of the area for living, working and as a leisure destination. They will make streets safer and more pleasant places to spend time.

The Healthy Streets Plan provides the framework for future investment in the area. Individual projects within the plan will be subject to further public consultation, feasibility, detailed design and the City Corporation's approval processes.

## The Fenchurch Street Area Healthy Streets Plan

The Plan covers the area bounded by Fenchurch Street to the north, Lower Thames Street to the south, the A10 (Gracechurch Street and King William Street) to the east and Minories to the west. It adjoins the City Cluster Healthy Streets Plan area.

## Land use and heritage

The area will undergo substantial change in the coming years as a result of emerging and consented development proposals. This includes several large office developments, particularly on Fenchurch Street and Gracechurch Street. The area also includes key heritage assets including the Monument to the Great Fire of London, St Dunstons in the East Church Garden, and parts of London Wall. It also adjoins the Tower of London. Other attractions include the Sky Garden at 20 Fenchurch Street and new developments in the area will create more public spaces and viewing galleries. In amongst these uses there are also concentrations of residential.

Eastcheap has a significant nighttime economy with many pubs and restaurants. In the eastern part of the area the leisure and nighttime uses are complimented by several hotels. The railway viaducts on the approach to Fenchurch Street station create a very different character compared to the rest of the City and with creative and improved lighting could further support the nighttime economy by making the area more inviting and attractive.

The location and transport infrastructure of the area make it a significant gateway into the City for commuters and visitors. Footfall is therefore significant and will increase as new developments are completed. The streets and public space need to accommodate this increasing demand for people walking and wheeling.



## Public transport

Public transport includes Fenchurch Street railway station and an entrance and exit to Monument Underground station. Both of these are gateways into the City for commuters and visitors. Eastcheap has bus services for east and west travel, whilst Gracechurch Street and Minories adjoining the plan area have north and south services. On Lower Thames Street there is the C3 cycleway which connects with the C2 cycleway to the east at Mansell Street and the C4 cycleway at London Bridge.

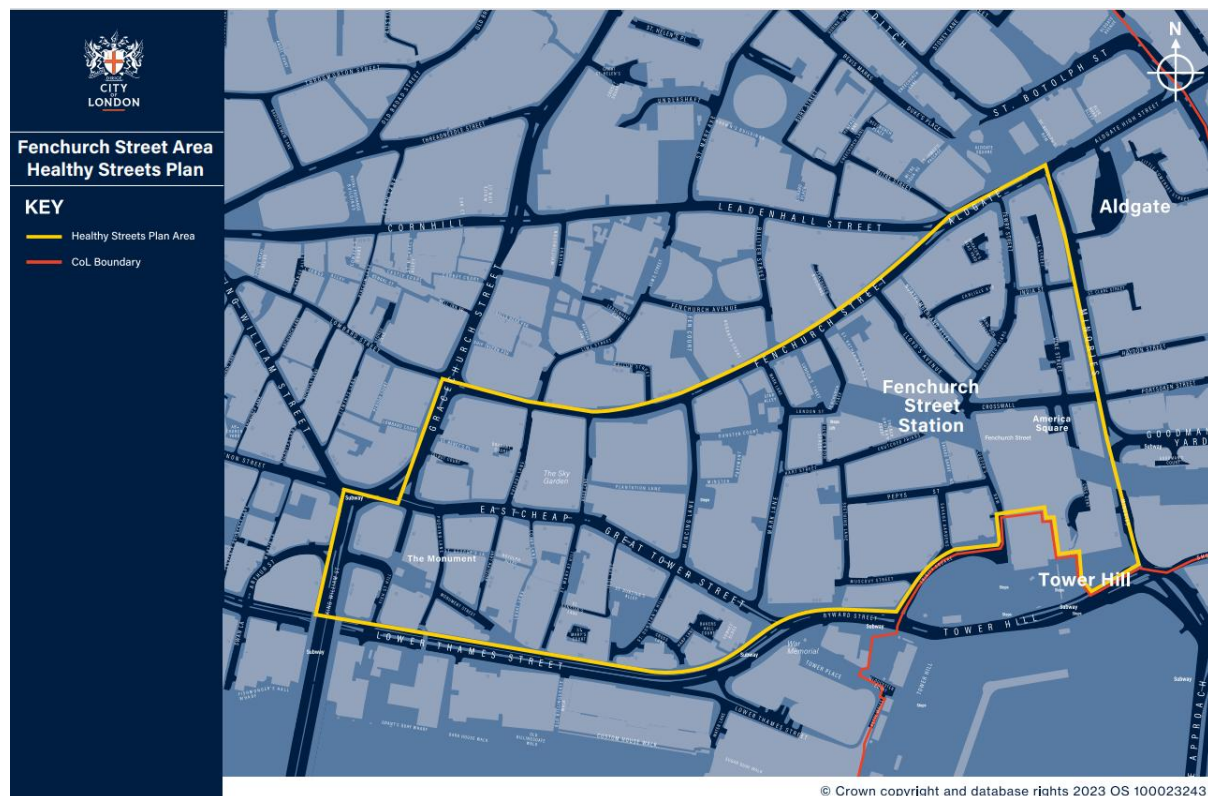


Figure 1: Fenchurch Street Healthy Streets Plan area.

## Alignment with City Corporation strategies

### Supporting delivery of the City of London Transport Strategy

The Plan supports the delivery of the following City of London Transport Strategy outcomes:

- The Square Mile's streets are great places to walk, wheel 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
- Improve the experience of riding cycles and scooters in the City
- The Square Mile's air and streets are cleaner and quieter
- Our street network is resilient to changing circumstances
- The Square Mile benefits from better transport connections

## Street roles within the area

Fenchurch Street, Gracechurch Street and East Cheap and Great Tower Street are defined by the City of London Transport Strategy street hierarchy as “City access” streets. This means they are the preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations. Lower Thames Street is defined as a “London access” street which accommodates motor vehicles that do not have a destination in or immediately adjacent to the Square Mile.

All other streets within the City part of the plan area are classified as “Local access” streets. These streets are primarily used for the first or final part of a journey, providing access for motor vehicles to properties.

All streets, regardless of their classification, are used by people walking, wheeling and cycling and may also be part of the bus network.

## Supporting delivery of City Corporation’s Corporate Plan

The Plan supports the City Corporation’s Corporate Plan outcomes of vibrant thriving destinations and flourishing public spaces. The Plan also supports delivery of the City Corporation’s Climate Action Strategy and Destination City initiative. The proposals will transform the quality of streets and public spaces and, alongside new developments, they will help create a vibrant area of the Square Mile that is a great place to work and a thriving leisure destination, including at night-time and weekends.

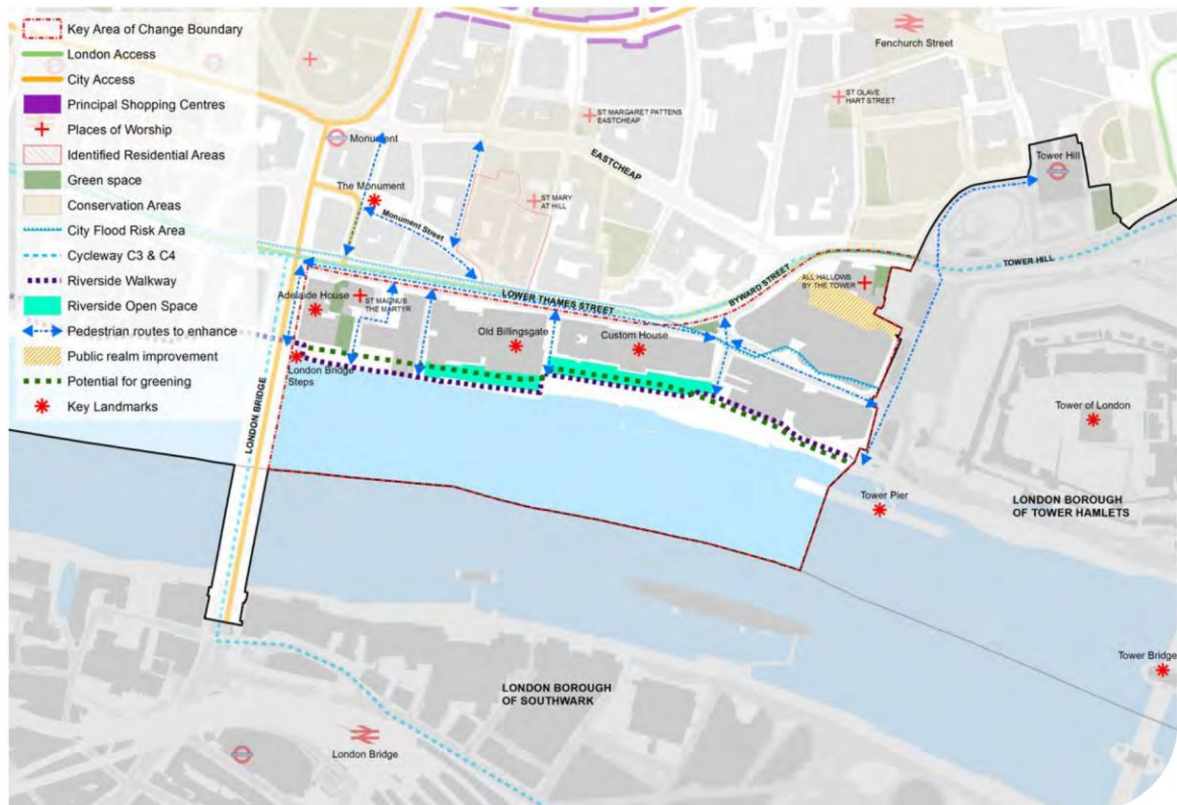
## Alignment with the emerging City Plan 2040

The area covered by the plan adjoins The Thames Policy Area and incorporates part of the City Cluster Key Area of Change and the Aldgate, Tower and Portsoken Key Area of Change identified in the draft City Plan 2040.

The Thames Policy Area identifies Lower Thames Street as a significant barrier to movement for people walking and wheeling between the River Thames and the wider City. The policy area aims to improve existing and introduce new crossing points across Lower Thames Street to increase movement between the riverside and the rest of the City, particularly to the Monument and Leadenhall Market.

Within the area comprising the Healthy Streets Plan the policy:

- Identifies Philpott Lane, Monument Street and Mincing Lane as pedestrian routes to enhance.
- It also seeks where feasible to introduce additional greening and open space and enhance the surroundings of the Tower of London.



*Figure 2 Thames Policy area*

The City Cluster Key Area of Change aims to deliver a high-quality public realm, maintaining the quality of the microclimate and increasing urban greening and activating streets, spaces and public realm at the ground floor and improving wayfinding through the streets and alleys.

Within the area comprising the Healthy Streets Plan the policy:

- Identifies Fenchurch Street as a Principal Shopping Street and Fenchurch Street and Gracechurch Street as major streets to enhance.



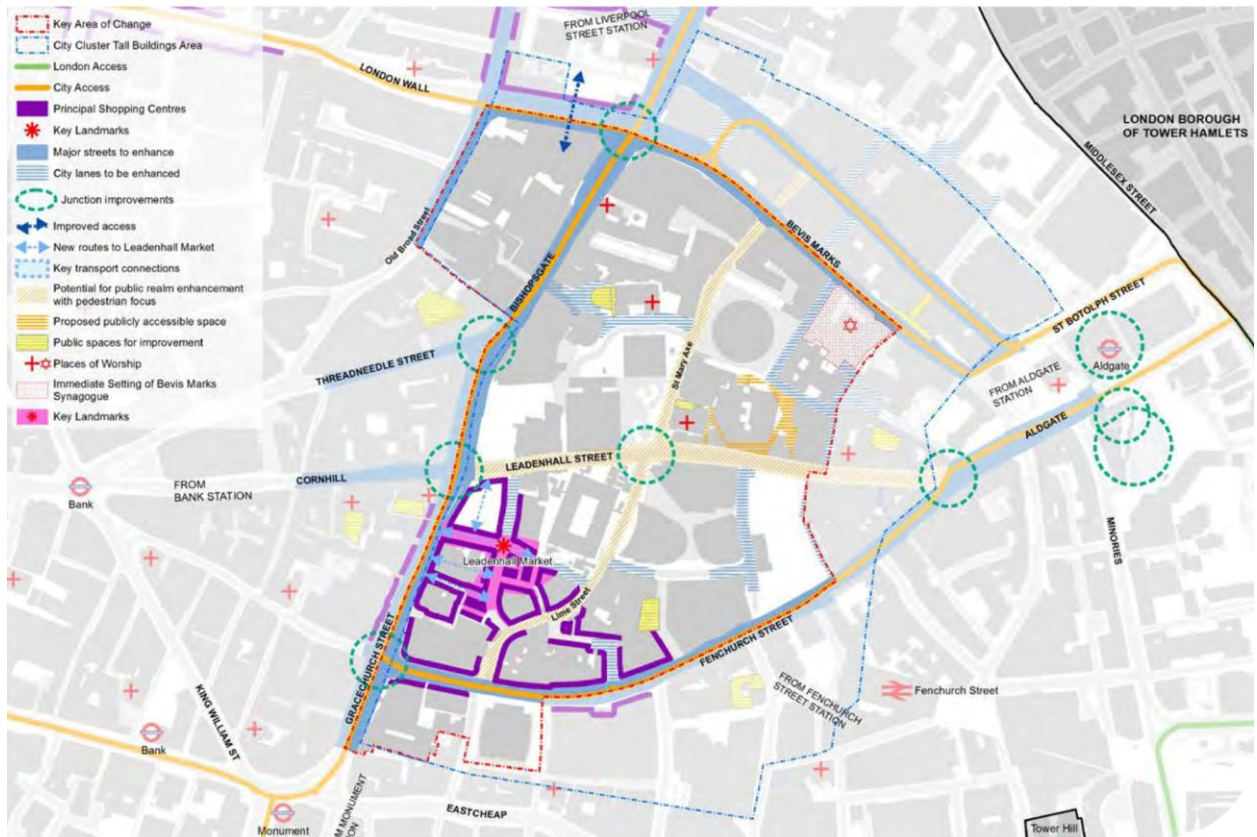


Figure 3 City Cluster Key Area of Change

The Aldgate, Tower and Portsoken Key Area of Change identifies that there is currently little to entice visitors going to the Tower of London to explore this part of the City more widely and therefore public realm works in this area should seek opportunities to enhance the immediate surroundings of the World Heritage Site.

Within the area comprising the Healthy Streets Plan the policy:

- Identifies Vine Street and the Crescent for public realm Improvements and Crosswall and India Street as key pedestrian routes to enhance.



*Figure 4 Aldgate, Tower and Portsoken Key Area of Change*

These objectives within the Key Areas of Change will be met by proposals in this plan that make walking and wheeling easier, more comfortable and safer, and increasing pedestrian priority by redesigning streets and managing motor-vehicle access. The plan also considers the opportunities to improve the public realm and create new restful spaces with trees and greenery created by making changes to traffic in the area. Where possible we will improve existing and create new walking routes as part of new developments.

## New developments in the area

Within and close to the area there are several new developments that are permitted or being considered. Some of these will contribute to public realm improvements. These are identified in Figure 5.

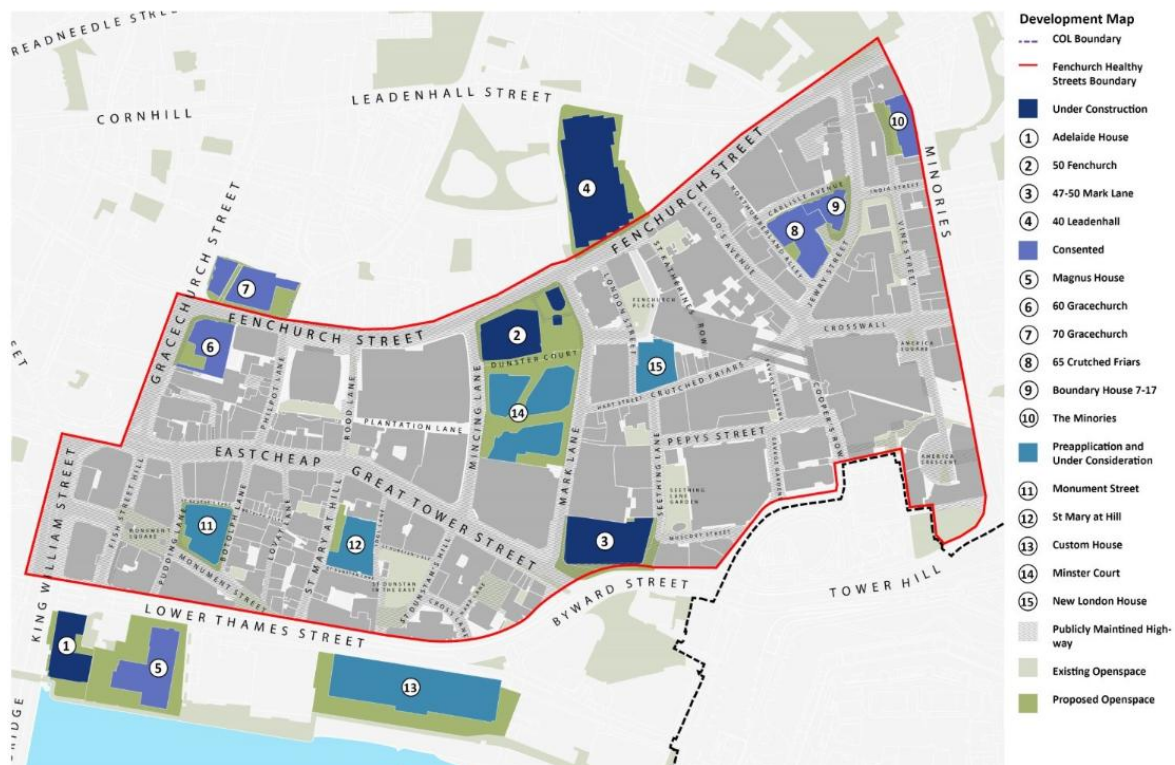


Figure 5 new development sites

## Working with local stakeholders

We will work with the Eastern City Business Improvement District and Aldgate Connect Business Improvement District, and other stakeholders and partners to prioritise, develop and deliver these changes. Individual projects within the plan will be subject to further consultation and the City Corporation's approval processes, including streets where changes to traffic movements are proposed.



# The Healthy Streets Approach

The Healthy Streets Approach is a human-centred 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 safer for people to walk, cycle and spend time. The approach to achieving this may vary depending on the type of street and local context.

The Healthy Streets Approach has been adopted and recognised by the City of London Corporation and Transport for London.

# Glossary and Key to the Healthy Neighbourhood Proposals Plan.

Pedestrian priority improvements aim to make crossing and walking and wheeling along a street safer, and could include:

- Traffic restrictions – where a street or junction is closed as a through route for motor vehicles, is just for local access or is made one-way.
- Timed closures – where streets are closed to some vehicles at the busiest times for people walking and wheeling.
- New crossing facilities – either formal, such as traffic signal-controlled crossings or zebra crossings; or informal where the carriageway is raised to pavement level, or dropped kerbs are installed, to make crossing the street easier for people walking.
- Raised junctions – where the carriageway is raised to the same level as the pavement to make it easier to cross the street, slow traffic and make people crossing more visible. Tactile paving is used to mark the crossing.
- Streets with existing filters for motor vehicles and timed restrictions - existing streets where some motor vehicle movements are restricted for all or some of the day.
- Safe Streets Priority Locations – are locations designated in the City of London Transport Strategy for priority measures to improve the safety of people walking, cycling and riding motorcycles and mopeds.

Public realm improvements to make walking and wheeling easier and more pleasant may comprise one or more of the following:

- Pavement widening – where the carriageway is narrowed to increase space for people walking and wheeling and provide space for other improvements such as trees and street furniture.
- Pavement resurfacing – where pavements are repaired or upgraded.
- Raised entrances to side streets, carparks and loading bay entrances – where the pavement is a continuous level to make it easier for people walking and wheeling to cross. Tactile paving would be used to mark junctions and road crossing points.
- Tree planting and greening which will usually be directly into the ground, with planters and pots only used in locations where this is not feasible.
- Seating – to give people a place to stop and rest and in suitable locations to enable people to socialise.
- Sustainable Drainage Systems (SuDS) – a system of using planting to absorb storm water and release it slowly to help prevent localised flooding.
- Small public spaces – where carriageway or parking spaces are changed into areas with seating and planting.



- Designated parking for dockless bicycles and e-scooters – spaces where people using dockless bikes or hired e-scooters are required to park. This helps to prevent bikes and e-scooters being left in ways that cause an obstruction.
- New or architectural feature lighting- lighting under railway arches or in laneways to make these spaces more interesting and engaging.

Cycle improvements to make streets safer and attractive for people to cycle, may comprise one or more of the following:

- Segregated space – cycles lanes
- Maximising traffic signal timings – changing traffic lights at junction to give people cycling priority over motor vehicles.
- Contraflow cycle lanes – where cycle lanes allow people to ride in the opposite direction to motor vehicle traffic.

Vision Zero is the City Corporations' ambition to eliminate all transport related deaths and serious injuries.

## Proposals

The proposals within this plan comprise both traffic management changes and public realm improvements. The extent and ambition of public realm changes is partly dependent on reducing and reallocating carriageway space.

Where streets are closed or through traffic is restricted, we will ensure that access for emergency vehicles is maintained. Where appropriate, streets will be designed to be reopened to through traffic if streets elsewhere are temporarily closed. New traffic restrictions will also be reviewed to ensure access for residents, disabled people and people with access requirements, such as heavy luggage or injuries and illness.

As well as the proposals in the plan, the City Corporation will continue to refresh or repair paving, install tactile paving and remove redundant street furniture, where appropriate.

Throughout the project area Legible London signage will be reviewed to ensure that wayfinding is sufficient to help visitors access the increasing leisure opportunities that the Fenchurch Street area has to offer.

The proposals are shown on Figure 6.

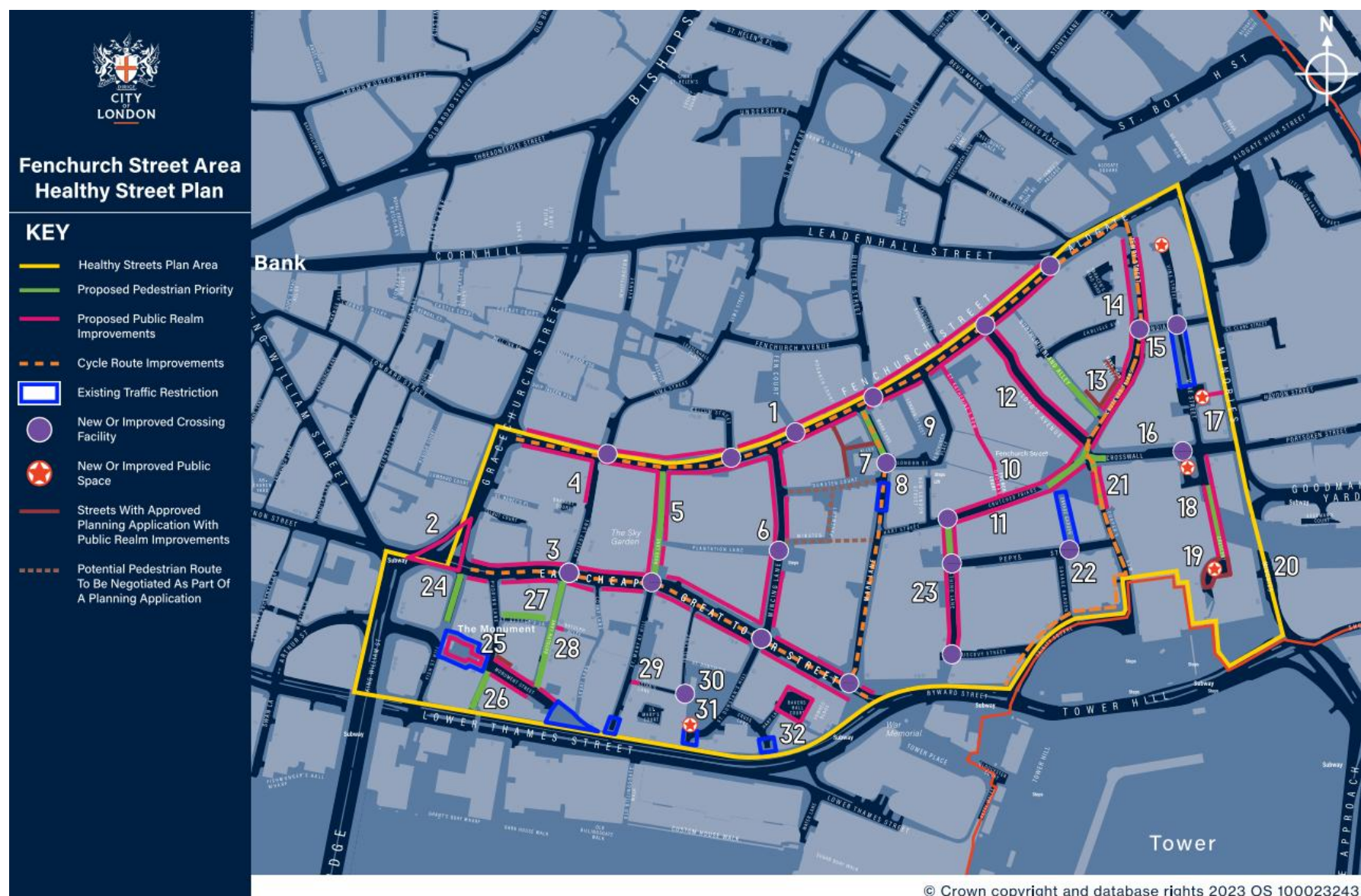


Figure 6 Fenchurch Street Area Proposals

- 1 Improvements to crossings, widened pavements and the public realm and space for cyclists.
- 2 TfL improvements to the junctions and crossings.
- 3 Improvements to crossings, widened pavements and improvements to the public realm, review the need for kerbside parking and loading and the police check point and protected space for cyclists.
- 4 Public realm improvements and review the need for kerbside provision.
- 5 Timed traffic restriction and public realm improvements.
- 6 Improvements to the crossing at Plantation Lane and the public realm and review the need for kerbside parking.
- 7 Pedestrian priority and public realm improvements and improvements for people cycling.
- 8 Improvement to pedestrian priority.
- 9 Public realm improvements and security measures.
- 10 Improved lighting and signage.
- 11 Pedestrian priority and public realm improvements.
- 12 Public realm and improvements.
- 13 Pedestrian priority improvements and changes to traffic management.
- 14 Public realm improvements and improvements for people cycling.
- 15 Pedestrian priority improvements and improvements for people cycling.
- 16 Pedestrian priority and public realm changes and additional cycle parking.

- 17 New public spaces and lighting on the laneway.
- 18 Pedestrian priority and public realm improvements including a new public space and lighting under the viaduct and changes to traffic management and kerbside parking.
- 19 Public realm improvements.
- 20 Changes to kerbside parking and traffic management.
- 21 Pedestrian priority, public realm and lighting improvements and improvements to people cycling.
- 22 Pedestrian priority and public realm improvements.
- 23 Pedestrian priority and public realm improvements and changes to kerbside parking.
- 24 Changes to traffic management.
- 25 Public realm improvements and investigate changes to kerbside parking.
- 26 Pedestrian priority improvements and changes to traffic management and kerbside parking.
- 27 Pedestrian priority improvements.
- 28 Pedestrian priority improvements and new lighting
- 29 Pedestrian priority improvements and changes to kerbside parking.
- 30 Pedestrian priority improvements.
- 31 New public space and changes to kerbside parking changes.
- 32 Public realm improvements and changes to kerbside parking.

# Fenchurch Street and Aldgate – Proposal 1

Fenchurch Street is identified as a City access street in the City of London Transport Strategy. The Strategy also identifies the junctions of Fenchurch Street and Lime Street and Fenchurch Street and Mincing Lane as locations for Vision Zero proposed priority safe streets improvements.

Fenchurch Street is the boundary street between the City Cluster Healthy Streets Plan Area and this plan area. Several large commercial developments have been recently completed or are in the development pipeline. Alongside new developments new paving and tree planting and places to sit have been introduced, however Fenchurch Street falls still short of many Healthy Streets indicators. This is because pavements are narrow in stretches, the volume of traffic is relatively high, and there are inadequate crossings. There is also a lack of seating, greenery and shade.

The carriageway width currently varies, and this provides scope for widening pavements. Footfall data from 2022 recorded peak hour movements (8AM to 9AM and 5PM to 6PM) of over 3000 people walking and wheeling. The data also recorded that the street was popular for people cycling with over 3000 movements a day. Current kerb alignments are insufficient to enable segregated cycle facilities and narrowing pavements to create additional carriageway space is not appropriate. There are no regular bus services but there is westbound stop for commuter coaches just east of Billiter Street and an eastbound stop opposite Lloyds Avenue.

A section of Aldgate is identified in the City Transport Strategy for Cycle Network improvements by 2028. Between the junction of Minories with Aldgate and Fenchurch Street with Leadenhall Safer Streets improvements will be explored under the Vision Zero programme.

On Fenchurch Street the proposals will explore the potential to:

- Widen sections of pavements to provide more space for people walking and to achieve a minimum pedestrian comfort level of B+, based on current and future demand.
- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Install new or improve existing crossings by raising the carriageway to pavement level to make the street easier to cross.

- Raising the carriageway to pavement level at all side streets to make these street easier to cross.
- Formalise loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.
- Improve the cycling experience and safety for people cycling whilst recognising limitations on highway space.

DRAFT



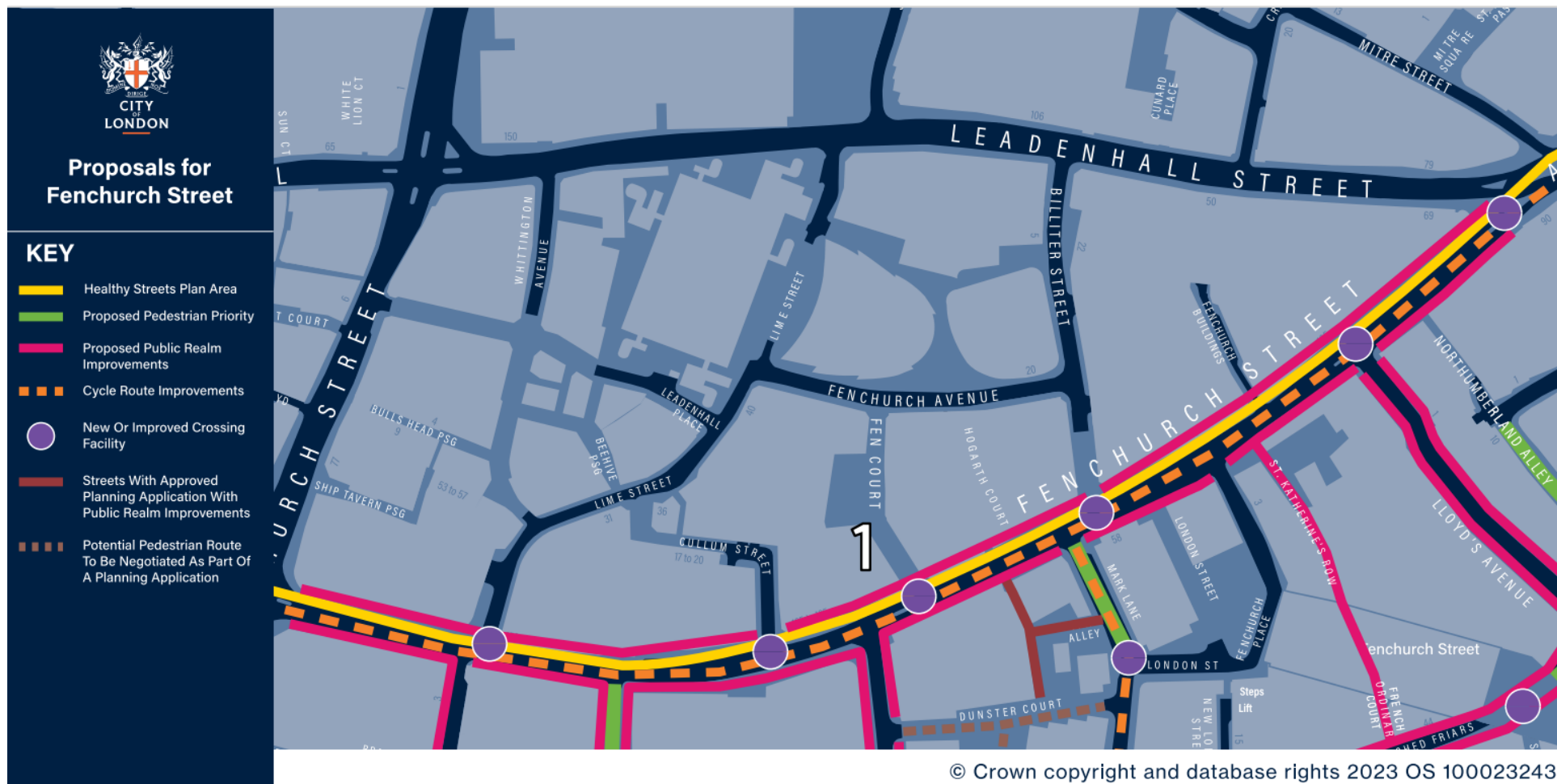


Figure 7 Fenchurch Street Proposals

## Gracechurch Street (A10) and King William Street (A3) - Proposal 2

Gracechurch Street and King William Street south of the Cannon Street junction are managed by Transport for London (TfL) and they form part of the TfL Road Network. TfL are developing proposals to improve Monument junction where these streets and Eastcheap and Cannon Street meet and to widen pavements and improve crossings on Gracechurch Street. Proposed redevelopments on Gracechurch Street will also improve the public realm if implemented.

## Eastcheap and Great Tower Street – Proposal 3

Eastcheap and Great Tower Street are identified as City access streets in the City of London Transport Strategy. They are an important gateway into the City and provide a link for people walking and wheeling between the visitor attractions of the Tower of London, the Monument to the Great Fire of London, and the nearby St Dunstons in the East Church Garden and the Sky Garden at 20 Fenchurch Street.

Along their length there is a concentration of retail, restaurants, pubs and bars. This is also a bus corridor. At several locations it has payment and blue badge parking, and motorcycle parking at the eastern end. There is also a TfL cycle docking station and dockless cycle parking. Loading bays are located on the southern side.

The carriageway is wide and there is potential for this to be narrowed, and pavements widened. This is a popular street for people walking and wheeling with the highest footfall between Monument underground station and Philpott Lane where 2024 data recorded over 10,000 people crossing the street in the peak hours between 08.00 and 09.00 and 17.00 and 18.00.

TfL are developing proposals to change the junction of Eastcheap with the A10 (Monument junction) and any City Corporation proposals will need to be developed in conjunction with these changes. At the junction with the A10 and with Byward Street there is a controlled crossing. Crossing points with central refuges for people walking are located to the west of Pudding Lane, Rood Lane, to the East of Philpott Lane and to the east and west of Mincing Lane. The refuges are less than 2 metres in width.

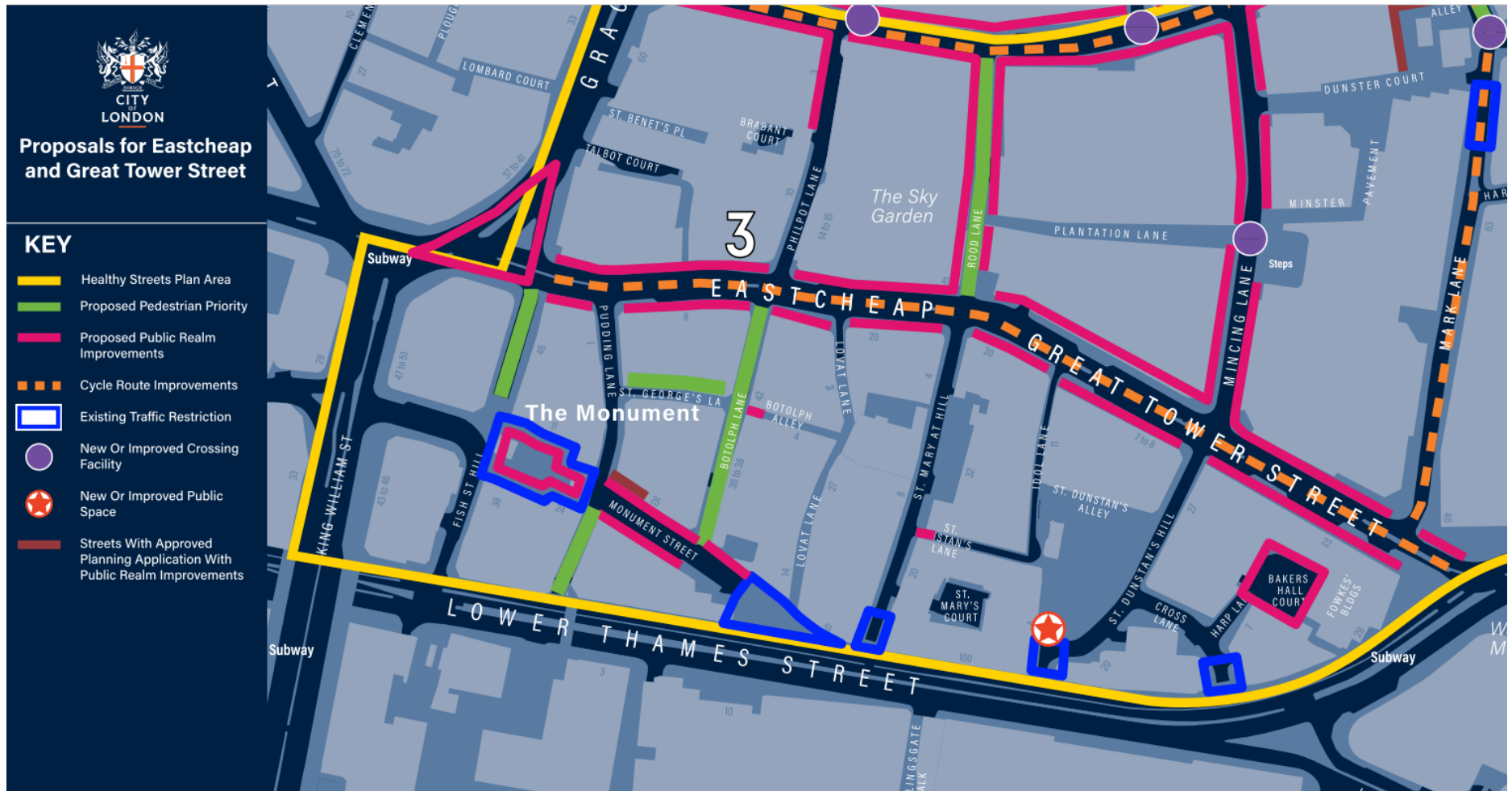
The data indicates this is also an important route for people cycling with over 3000 movements a day and it is identified in the City Transport Strategy for Cycle Network improvements by 2035.

At the eastern end of Great Tower Street there are opportunities to improve the public realm and crossing facilities. On the northern side these will be introduced if 47-50 Mark Lane is redeveloped.

The proposals will explore the potential to:

- Widen sections of pavements to provide more space for people walking and to achieve a minimum pedestrian comfort level of B+ where feasible.
- Install new or improve crossings by raising the carriageway to pavement level or enlarge existing pedestrian refuges, to make the street easier to cross.
- Improve the existing pedestrian crossings at the junction of Great Tower Street and Lower Thames Street, rationalise signals and reduce street clutter.
- Raise the carriageway to pavement level at the junctions with Philpott Lane, Botolph Lane, Lovat Lane, St Mary at Hill, to make these side streets easier to cross.
- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Review the amount and location of payment, disabled and motorcycle parking to ensure appropriate provision and the potential for changes to support more space for people walking and wheeling and public realm improvements.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Improve the cycling experience and safety by introducing protected space for people cycling.
- Retain and improve existing bus stops where feasible.
- Remove the Police check point at the eastern end of Great Tower Street.
- Formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.





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Figure 8 Eastcheap and Great Tower Street Proposals

## Streets north of Eastcheap and Great Tower Street – Proposals 4-9

The streets linking Eastcheap and Great Tower Street with Fenchurch Street are local access streets that are primarily one-way to motor traffic with contraflow cycle lanes.

Philpott Lane is one-way northbound and has the highest traffic levels with over 3000 motor vehicle movements a day and these are predominantly turning east at the junction with Fenchurch Street. Monitoring of this traffic indicates that over 40% of the vehicles are not continuing to Aldgate but are re-entering and serving the plan area via the streets that are south bound from Fenchurch Street. The western side of the street has some retail units and cafes that require on street servicing and deliveries. The eastern side accommodates a taxi rank for four taxis. Closing Philpott Lane to through traffic is not considered practical because of the potential impacts for access to the eastern part of the neighbourhood.

Philpott Lane is also a well-used route for people walking and wheeling between Monument Underground station and Lime Street and by visitors to the Sky Garden which has its entrance on the eastern side of the street. People cycling number over 1000 movements a day of which almost half are using the southbound contraflow cycle lane.

Rood Lane is southbound for motor vehicles with a northbound cycle contraflow. New developments on the street have enabled pavement widening on the northern section and the carriageway is raised to pavement level. The entire carriageway has been surfaced in granite setts to promote pedestrian priority. There is scope for seating and more cycle stands on the northern stretch. The street has some trees on the western side and a series of planters on the eastern side that need refreshing or replacing.

Mincing Lane is one-way southbound for motor vehicles with a northbound cycle contraflow. On the eastern side it has payment, motorcycle and blue badge parking bays and a taxi rank. At the northern end there is some dockless and short stay cycle parking on the carriageway. Pavements are comfortable in width but there are no trees, planting or formal seating. There are raised crossing treatments at both the north and south ends of the street.

Mark Lane is one-way northbound between Great Tower Street and Hart Street. Between Hart Street and Dunster Court there is an existing restriction to motor vehicles. People cycling can travel through the restriction in both directions. North of Dunster Court Mark Lane is two-way. There is payment and blue badge parking on sections of the street without loading bay entrances. At the northern end there is some dockless cycle parking on the carriageway and short stay cycle parking on the pavement. It is identified in the City Transport Strategy for Cycle Network improvements by 2035.

Between Philpott Lane and Mincing Lane new developments have created east and west laneways for people walking and wheeling. Further developments in the area could extend these links to Fenchurch Street Station.

London Street is a short two-way street between Mark Lane and Fenchurch Place. It is also partly pedestrianised and used by substantial numbers of people walking to and from Fenchurch Street station. There are dropped kerbs at the junction with Mark Lane but there is no raised junction treatment.

Fenchurch Place is a permissive path and not owned by the City of London Corporation. It provides a taxi rank and drop off point for the station and is one directional southbound with vehicles exiting on to London Street. When the taxi rank is full taxis have been reported as waiting on Fenchurch Street itself. The forecourt is a small public space including seating and planting and a midweek street-food market

## Proposals

### Philpott Lane – Proposal 4

The proposals will explore the potential to:

- Raise the carriageway to pavement level at Brabant Court to make the side street easier to cross.
- Explore widening pavements to meet minimum standards for people walking and wheeling which may involve changing kerbside provision on the street.

### Rood Lane – Proposal 5

The proposals will explore the potential to:

- Reduce through traffic and restrict vehicles to local access only and introduce timed restrictions to motor vehicles between 7am and 7pm Monday to Friday.
- Improve the public realm and the experience of spending time on the street by installing places to sit, and additional cycle parking and dockless cycle and e-scooters hire bays.

### Mincing Lane – Proposal 6

If 2-3 Mincing Lane is redeveloped the City Corporation will seek to negotiate a new laneway through the site south of the Dunster Court permissive path. This would include a raised crossing point linking to Plantation Lane.

The proposals will explore the potential to:

- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.

- Review the amount and location of payment, disabled and motorcycle parking to ensure appropriate provision.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Raise the carriageway to pavement level at Plantation Lane to make the street easier to cross.

#### Mark Lane – Proposal 7

At 50 Fenchurch Street an approved development will create a public space around All Staining Church Tower whilst a potential development at 2-3 Mincing Lane may enable further opportunities for public realm improvements.

The proposals will explore the potential to:

- Raise the carriageway to pavement level between the junction with Fenchurch Street and the existing traffic restriction south of London Street and relocate payment, disabled and dockless cycle parking if feasible.
  - Any changes will be in conjunction with new security measures on Fenchurch Place and Fenchurch Street station if they are required.
- Improve the cycling experience and safety for people cycling.

#### London Street – Proposal 8

The proposals will explore the potential to:

- Raise the carriageway to pavement level at the junction with Mark Lane and at the junction with Fenchurch Place.

#### Fenchurch Place and Fenchurch Street Station Forecourt – Proposal 9

. The proposals will explore the potential to:

- The City Corporation will work in conjunction with the train operating company and the City of London Police in reducing vehicular access to the street if required for increased public security.
- The EC Bid Public Realm Strategy has identified the space as a potential location for public realm improvements including clearer arrival routes, improved planters and seating, and a consolidated area for the street-food market. The City Corporation will support the BID where possible in meeting this objective.

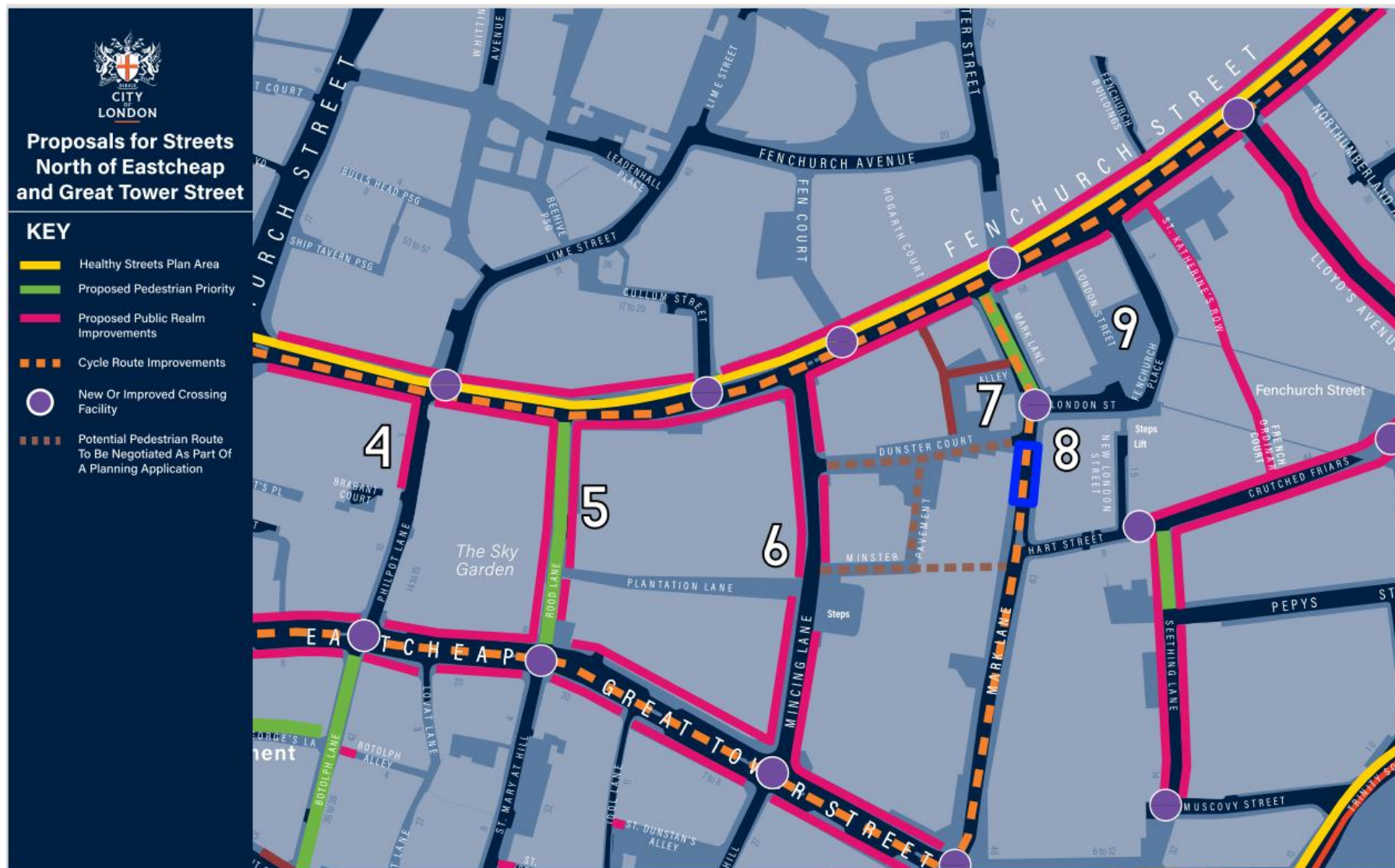


Figure 9 Streets North of Eastcheap and Great Tower Street



## Streets East of Mark Lane – Proposals 10-16

Hart Street, Crutched Friars and Jewry Street form a one-way eastbound route for motor traffic out of the area to Aldgate. Lloyds Avenue, Coopers Row and Trinity Square provide a one-way southbound route for motor vehicles between Fenchurch Street and Byward Street and Tower Hill.

Hart Street and Crutched Friars have an inconsistent carriageway width and there may be opportunities for some pavement widening, but these opportunities may be limited by the need for on street loading for local businesses. The carriageway has been raised to pavement level at the junctions with Mark Lane and New London Street, on the side street crossing at Seething Lane and all arms of the junction of Crutched Friars with Lloyds Avenue, Crosswall and Cooper's Row. There are pubs on the north side of Crutched Friars and under the railway viaduct. East of Lloyds Avenue the western pavement is wide and accommodates some street trees and short stay cycle stands. Crutched Friars is identified in the City Transport Strategy for Cycle Network improvements by 2035.

St. Katherine's Row and French Ordinary Court is a narrow, historic laneway that connects Fenchurch Street to Crutched Friars. Signage for the laneway and uninviting lighting do not make this route through the area obvious to the uninitiated.

Approved redevelopments of 65 Crutched Friars and Boundary House will deliver public realm improvements when implemented. These will include seating, greening and small pavement widenings on Crutched Friars, a small public space on Northumberland Avenue and Rangoon Street will also have public realm improvements.

Jewry Street continues from Crutched Friars to Aldgate. It is also one-way north bound to motor vehicles. There are bi-directional cycle lanes on the eastern side. The western side has a wide pavement with two trees and short stay cycle stands.

On Lloyds Avenue we will be installing SuDS at the northern and southern end of the street along with seating and pavement widening. This will be enabled by relocating existing on-street payment parking, motorbike and dockless and scooter parking.

### St. Katherine's Row and French Ordinary Court – Proposal 10

The proposals will explore the potential to:

- Install improved, well-designed lighting to make it more welcoming and secure.
- Install Legible London signage to improve navigation for people walking and wheeling and promote the street as a key connector between Fenchurch Street and Crutched Friars.

### Hart Street and Crutched Friars – Proposal 11

The proposals will explore the potential to:

- Extend the existing raised junction treatment with New London Street eastwards on Hart Street to the junction with Seething Lane in coordination with the new development at 1 London Street.
- Public realm improvements including widening sections of pavement where there is excess carriageway, introducing seating, planting and trees (where feasible).

#### Lloyds Avenue – Proposal 12

An existing scheme will install SuDS at the northern and southern end of the street along with seating and pavement widening.

#### Northumberland Alley and Carlisle Avenue – Proposal 13

The proposals will explore the potential to:

- Close the carriageway between Crutched Friars and the junction with Carlisle Avenue to motor vehicles or increase pedestrian priority by raising the carriageway to pavement level.
- Carlisle Avenue to be made two-way to motor vehicles.

#### Jewry Street – Proposal 14

The proposals will explore the potential to:

- Improve the public realm by widening sections of pavement, introducing seating, SuDS or in ground planting and trees where feasible and reduce clutter.
- Raise the carriageway to pavement level at India Street, Carlisle Avenue and Saracens Head Yard to make these side streets easier to cross.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.

#### India Street– Proposal 15.

The proposals will explore the potential to:

- Raise the carriageway to pavement level at the junction with Vine Street to make the street easier to cross.
- Accommodate relocated payment parking from Lloyds Avenue.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.

## Crosswall – Proposal 16

The proposals will explore the potential to:

- Raise the carriageway to pavement level at the junction with America Square and Vine Street to make the street easier to cross.
- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.



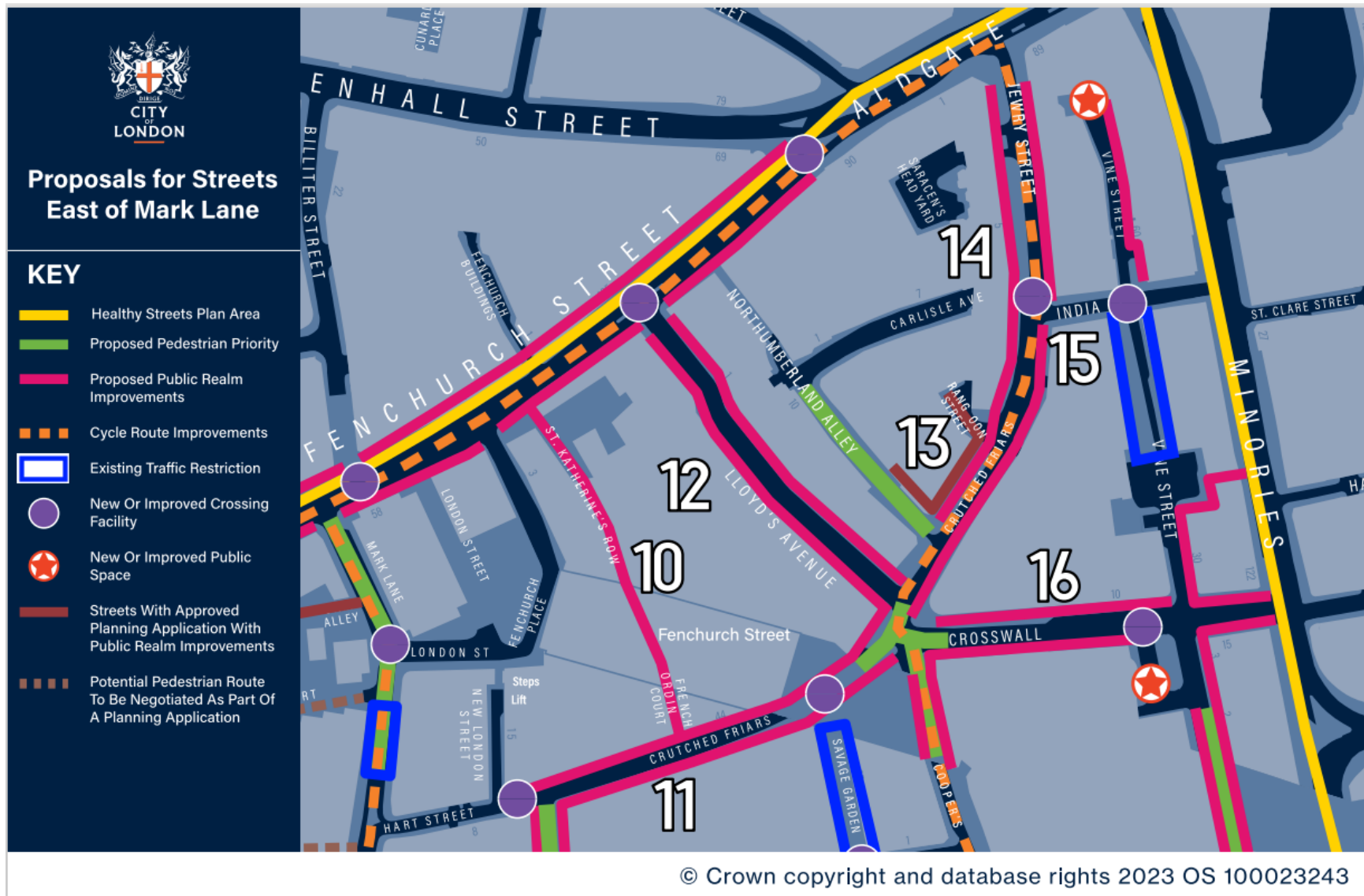


Figure 10 Streets East of Mark Lane

## Vine Street, America Street and Crescent - Proposals 17-20

These streets are a significant gateway into the area for people walking, wheeling from the Tower of London and the Tower Hill Underground Station. Historically, they accommodated a series of small public spaces, and these could be reintroduced.

The Crescent is two directional to traffic and at the southern end vehicles can enter and exit from Hammett Street. With America Square it is a comfortable route for people cycling as traffic volumes are low. The Crescent is currently a hard surfaced carriageway space that is in poor condition but has been identified for improvements in association with the existing hotel and as part of a proposed hotel development at 6-11 Crescent. Midway on the Crescent the Fenchurch Street station viaduct crosses the street and accommodates a café and a small space underneath that does not have a defined function. Pavement widths in this stretch are substandard in width and are in a poor condition. At America Square there is a small gyratory with a public space in the centre that could be expanded.

Vine Street has partly been closed to through traffic with the introduction of a high-quality public space including new paving and tree planting. The stretch north of India Street terminates in a service area and carpark and has very low volumes of motor traffic. It has the potential for a public space.

### Vine Street – Proposal 17

The proposals will explore the potential to:

- Introduce new public spaces at the northern end of Vine Street and south of the hard surfaced area adjoining the recently completed Vine Street public space.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Introduce new architectural feature lighting on the laneway linking Vine Street with Minories.

### America Square and Crescent – Proposal 18

The proposals will explore the potential to:

- Introduce a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street to increase pedestrian priority and improve the comfort and safety of people cycling.
- Raise the carriageway to pavement level under the railway viaduct to increase pedestrian priority.
- Introduce new architectural feature lighting under the railway viaduct.

- Close the western section of America Square to motor vehicles and extend the existing public space into the carriageway.
- Investigate the need for kerbside parking in the area and relocate payment parking to India Street and Hammett Street.
- Introduce a flexible space for events in conjunction with Aldgate Connect BID.

#### Crescent -Proposal - 19

A scheme has been explored to:

- Create a new public space in Crescent, with seating, greening and space for events.
- Relocate disabled parking bays and introduce space for loading to facilitate development via S278 agreements as required.

#### Hammett Street – Proposal 20

The proposals will explore the potential to:

- Introduce a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent.
- Relocate payment parking or dockless cycle parking from America Square or nearby streets to this street.



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Figure 11 Vine Street, America Square and Crescent

## Streets south of Crutched Friars – Proposals 21-23

The streets south of Crutched Friars contain several large hotels and directly to the south is the Tower of London. Cooper's Row and Trinity Square complete the south bound route for motor vehicles between Fenchurch Street and Bayward Street and are also identified in the City Transport Strategy for Cycle Network improvements by 2035.

The Fenchurch Street station viaduct crosses some of the streets and is a dominant architectural feature in the area. Consequently, there are railway arches over footways that have low lighting levels throughout the day and need illumination. The introduction of architectural feature lighting under the viaduct could compliment the local nighttime economy.

Coopers Row accommodates an entrance to the railway platforms above and the southern section includes a taxi rank for two taxis. Payment, motorcycle and blue badge parking is accommodated on Pepys Street and Seething Lane.

Seething Lane at the junction with Byward Lane is closed to traffic and is a public space including planters and external tables and chairs for restaurants. East of the pavement is the landscaped Seething Lane Gardens and on the western side is St Olave, Hart Street, Churchyard. Public realm improvements could improve the setting of both these spaces.

### Coopers Row and Trinity Square – Proposal 21

The proposals will explore the potential to:

- Extend the existing raised crossing point on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall. On Coopers Row to the Fenchurch Street station entrance and on Crutched Friars to the junction with Savage Gardens (subject to sufficient height for tall vehicles).
- Introduce new or improved architectural feature lighting under the railway viaduct.
- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Improve the cycling experience and safety for people cycling.

### Pepys Street – Proposal 22

The proposals will explore the potential to:

- Raise the carriageway to pavement level at the junction with the north and south sections of Savage Gardens to make the street easier to cross.

- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.

### Seething Lane – Proposal 23

The proposals will explore the potential to:

- Raise the junction to pavement level at the junction with Muscovy Street to make the street easier to cross.
- Improve the public realm and the experience of spending time on the street by widening the pavement, installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Raise the carriageway to pavement level between Hart Street and the junction with Pepys Street to increase pedestrian priority.
- Investigate the need for and quantity of motorcycle parking on the street and relocate where appropriate.



Figure 12 Streets south of Crutched Friars

## Streets South of Eastcheap and Great Tower Street – Proposals 24-32

The streets south of Eastcheap and Great Tower Street are narrow running north to south and are mainly closed to motor traffic with small public spaces at the junction with Lower Thames Street.

Running east to west is Monument Street. This comprises three spaces with the eastern and western parts two-way to motor vehicles and in the middle is Monument Square which is a prominent public space including the Monument to the Great Fire of London. The City Corporation aims to relocate the existing public toilets on Monument Square to enable unobstructed views from Lower Thames Street to the Monument.

The eastern and western sections of Monument Street accommodate a TfL cycle docking bay, motorcycle parking, payment parking and disabled parking. A proposed redevelopment of Faryners House will introduce a small public space on its southwest corner if built.

Located between St Dunstons Hill and Idol Lane is St. Dunstan in the East historic church that has been repurposed as a public garden. There are opportunities to enhance the setting of this Grade I listed attraction and improve accessibility for visitors.

Bakers Hall Court is a small square with a tree in the centre which has the potential to accommodate a quiet public space

The area has some opportunities to accommodate relocated kerbside parking from Eastcheap and Great Tower Street if required.

### Fish Street Hill – Proposal 24

The section north of Monument Square is closed to through traffic. TfL are exploring further restricting vehicular access in this section as part of their proposals for Monument junction. The southern section with Monument Street links King William Street with Lower Thames Street.

### Monument Street and Monument Square – Proposal 25

The proposals will explore the potential to:

- Improve the public realm and the experience of spending time on the street by widening the northern pavement, installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Relocate existing payment parking between Boltph Lane and Pudding Lane to the eastern end of Monument Street and Pudding Lane.



- Provide additional cycle parking and dockless cycle and e-scooters hire bays.
- Introduce improved seating and planting to Monument Square where feasible.

#### Pudding Lane – Proposal 26

The proposals will explore the potential to:

- Introduce a one-way motor vehicle restriction north of Monument Street.
- Raise the carriageway to pavement level south of Monument Street to increase pedestrian priority.
- Accommodate relocated payment parking from Monument Street or Eastcheap and Great Tower Street if required.

#### St Georges Lane Proposal - 27

The proposals will explore the potential to:

- Raise the carriageway to pavement level on the section that has not been raised and restrict access to motor vehicles.

#### Boltolph Lane and Botolph Alley – Proposal 28

The proposals will explore the potential to:

- Raise the carriageway to pavement level on all or sections of Boltolph Lane to increase pedestrian priority.
- Introduce new architectural feature lighting at Botolph Alley.

#### St Mary at Hill – Proposal 29

The proposals will explore the potential to:

- Accommodate relocated payment parking from Eastcheap and Great Tower Street or nearby streets if necessary.
- Raise the carriageway to pavement level at the junction with St Dunstons Lane to make this side street easier to cross.

#### St Dunstan's Lane and Idle Lane – Proposal 30

The proposals will explore the potential to:

- Raise the junction to pavement level at the junction of St Dunstan's Lane and Idle Lane to make the street easier to cross.

- Improve accessibility for people walking and wheeling on the pedestrianised section of St Dunstan's Lane.

#### St Dunstan's Hill – Proposal 31

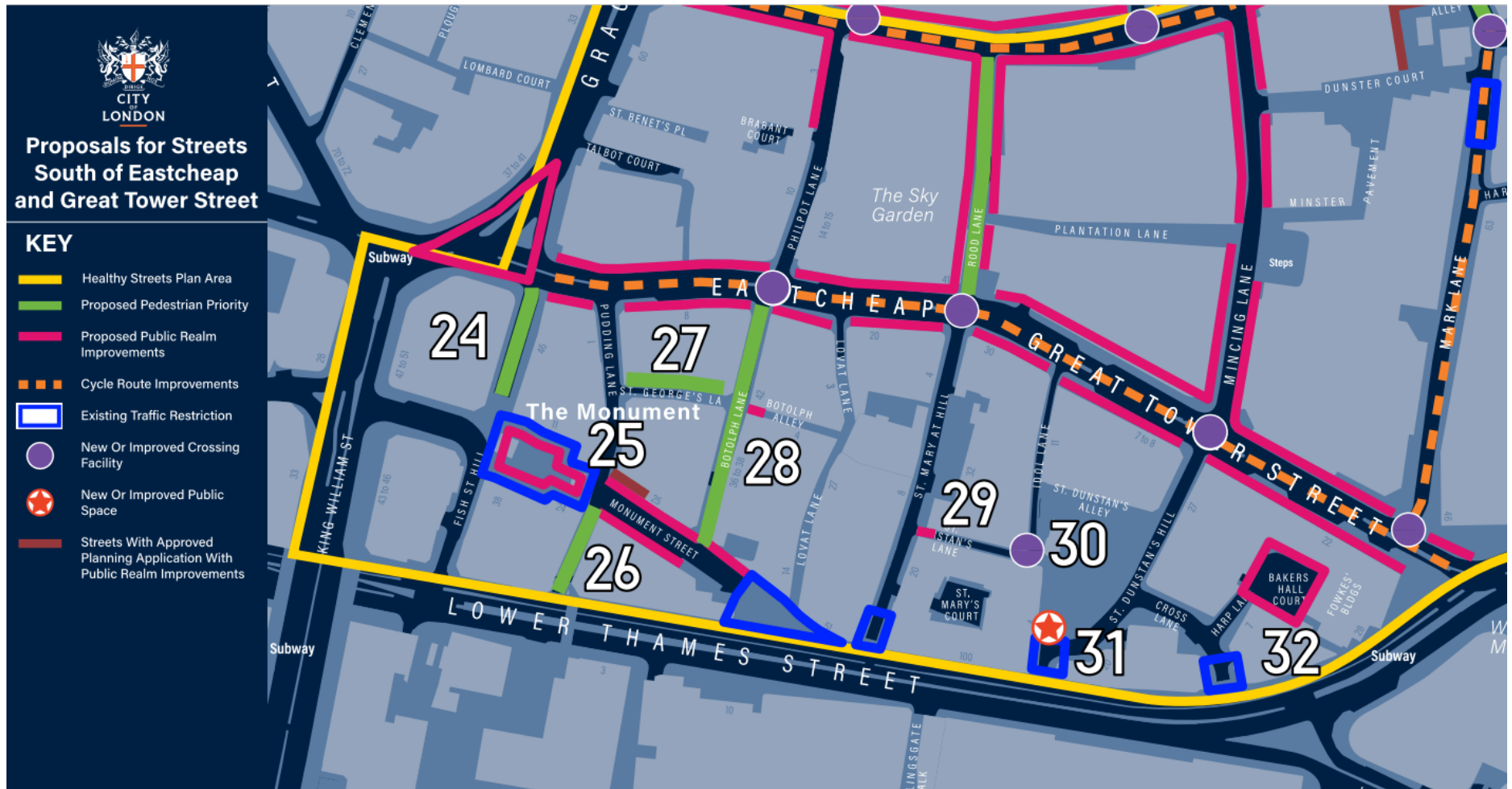
The proposals will explore the potential to:

- Accommodate relocated payment parking from Eastcheap or Great Tower Street or nearby streets if required.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Widen the pavement at the hammerhead to introduce seating, SuDS or in ground planting and trees (where feasible).

#### Cross Lane, and Bakers Hall Court – Proposal 32

The proposals will explore the potential to:

- Accommodate relocated payment parking from Eastcheap or Great Tower Street on Cross Lane if required.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Install further planting and seating around the tree in Bakers Hall Court.



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Figure 13 Streets south of Eastcheap and Great Tower Street

## Ten Year Delivery Plan

The delivery plan identifies schemes that are funded as committed schemes and those that currently do not have funding and therefore are not committed. Implementation dates are the earliest anticipated start dates. Some of the schemes currently listed as not funded may be brought forward if funding becomes available. Some schemes may be implemented incrementally.

### Committed schemes

Proposal number	Proposal	Design development	Anticipated implementation	Dependencies
5	Rood Lane timed closure.	2025	2026	
12	Lloyds Avenue SuDs scheme.	2025	2026	
18	America Square improved public space and traffic management changes.	2026	2027	

The following schemes are not yet committed and are subject to obtaining funding and other approvals.

Proposal number	Proposal	Design development (start)	Anticipated implementation	Dependencies
1	Fenchurch Street pedestrian priority public realm and cycling improvements.	2026	2028	Redevelopments on Fenchurch Street.
3	Eastcheap and Great Tower Street pedestrian priority and public realm and cycling improvements.	2026	2030	
7	Mark Lane pedestrian priority improvements.	2026	2028	The development at 50 Fenchurch Street.

8	London Street pedestrian priority improvements.	2026	2028	The development at 50 Fenchurch Street
9	Fenchurch Place and Fenchurch Street Station forecourt.	2026	2026	The BID and c2c agreeing the scope of works and programme. CoL to assist where appropriate.
11	Hart Street and Crutched Friars pedestrian priority and public realm improvements.	2026	2028	The redevelopment of 1 London Street.
13	Northumberland Alley and Carlisle Avenue pedestrian priority improvements.	2026	2028	The development at 65 Crutched Friars.
16	Crosswall pedestrian priority and public realm improvements.	2026	2028	Potential redevelopment of buildings on Crosswall.
19	Crescent traffic management and new public space.	2026	2030	
20	Hammett Street traffic management change.	2026	2027	Changes to traffic management on America Square and Crescent.
31	St Dunstan's Hill new public space and greening	2026	2027	
Proposal number	Proposal	Design development (start)	Anticipated implementation	Dependencies
1	Aldgate cycle and Vision Zero improvements.	2027	2028	
4	Philpott Lane pedestrian priority and public realm improvements.	2027	2028	Fenchurch Street scheme junction changes.
10	St. Katherine's Row and French Ordinary Court lighting and signage.	2027	2030	
22	Pepys Street pedestrian priority and public realm improvements.	2027	2030	
23	Seething Lane pedestrian priority and public realm improvements.	2027	2029	

30	St Dunstan's Lane and Idle Lane pedestrian priority improvements.	2027	2029	
Proposal number	Proposal	Design development (start)	Anticipated implementation	Dependencies
6	Mincing Lane public realm improvements.	2028	2030	The redevelopment of 2-3 Mincing Lane.
14	Jewry Street pedestrian priority and public realm improvements.	2028	2030	The redevelopment of Boundary House.
15	India Street pedestrian priority improvements.	2028	2029	The redevelopment of Boundary House.
17	Vine Street public realm improvements.	2028	2029	
21	Coopers Row and Trinity Square pedestrian priority and cycling improvements.	2028	2035	Improvements to cycling are programmed in the Transport Strategy by 2035.
28	Boltolph Lane and Botolph Alley pedestrian priority and public realm improvements.	2028	2030	
Proposal number	Proposal	Design development (start)	Anticipated implementation	Dependencies
25	Monument Street and Monument Square public realm improvements.	2029	2031	
26	Pudding Lane pedestrian priority and public realm improvements.	2029	2031	Public Realm changes on Monument Street
27	St Georges Lane pedestrian priority improvements	2029	2030	
29	St Mary at Hill pedestrian priority improvements	2029	2030	
32	Cross Lane, and Bakers Hall Court public realm improvements.	2029	2030	Relocated parking from Eastcheap.

**Table 1: Expenditure to date: Fenchurch Street Area Healthy Streets Plan - 16800509**

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Costs	£85,314	£78,125	£7,189
P&T Fees	£84,686	£54,077	£30,609
<b>TOTAL</b>	<b>£170,000</b>	<b>£132,202</b>	<b>£37,798</b>

**Table 2: Resources required to reach the next Gateway**

Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
P&T Staff Costs	£85,314	£42,811	£128,125
P&T Fees	£84,686	-£17,609	£67,077
<b>TOTAL</b>	<b>£170,000</b>	<b>£25,202</b>	<b>£195,202</b>

**Table 3: Revised Funding Allocation**

Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S106 - 08/01061/FULMAJ - LCE	£1,664		£1,664
S106 - 08/01061/FULMAJ - Transportation	£98,336		£98,336
S106 - 08/01061/FULMAJ - Transportation	£70,000		£70,000
S106 - 06/00214/FULL - LCE		£25,202	£25,202
<b>TOTAL</b>	<b>£170,000</b>	<b>£25,202</b>	<b>£195,202</b>

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**City of London: Projects Procedure Corporate Risks Register**Project name: Fenchurch Street Area Healthy Streets PlanUnique project identifier: PV IDTotal est cost (exc risk) £195202

PM's overall risk rating

Medium

Avg risk pre-mitigation

6.0

Avg risk post-mitigation

4.5

Red risks (open)

0

Amber risks (open)

2

Green risks (open)

0

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)

£0.00

0%

Costed risk as % of total estimated cost of project

Costed risk pre-mitigation (open)

£0.00

0%

" "

Costed risk post-mitigation (open)

£0.00

0%

" "

Costed Risk Provision requested

£0.00

0%

CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (5) H&S/Wellbeing
- (6) Safeguarding
- (7) Innovation
- (8) Technology
- (9) Environmental
- (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
2	6.0	£0.00	0	2	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0

Issues (open)

0

All Issues

0

Open Issues

0

0

0

0

All Issues

0

0

0

0

Cost to resolve all issues  
(on completion)

£0.00

Total CRP used to date

£0.00

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## Page 199

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# Accessibility Walkabout Audit Review: Tower Hill Station to Aldgate

By Transport for All for the City of London Corporation

October 2025

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## Introduction

This report presents observations and recommendations from three participants in an accessibility ‘walkabout’ in the Fenchurch area (see image of map below). The route, as represented by the purple line in the image below, starts from Tower Hill tube station and leads to the City of London. The participants identified key accessibility barriers and suggested improvements to create safer and more inclusive public spaces for disabled people. The report also includes guidance from Transport for All, considering legislative frameworks like the Equality Act 2010, Inclusive Mobility and BS:8300. These principles will ensure future developments are compliant and truly inclusive for disabled people.



Figure 1: Map of the route, from Tower Hill Station to Aldgate

Transport for All’s work is rooted in the Social Model of Disability, understanding that the design of the environment can create barriers that prevent Disabled people to fully access and participate in society. Our lived experience and knowledge of the industry underpin the work we do to close the transport gap for disabled people and advocate for disability justice.

Our membership database enables pan-disability research and consultancy to be undertaken, ensuring that a range of disabled people can contribute to the development of accessible transport. The City of London requested at least one participant to have a mobility impairment, and at least one participant to have a visual impairment.

## UK Legal Frameworks

Here's an overview of UK-specific guidance and legal frameworks to keep in mind when designing or reviewing streets and / or roads, to ensure that accessibility is considered:

Category	Key References	Core Focus
<b>Legal duties</b>	Equality Act 2010, PSED, Highways Act 1980	Accessibility, non-discrimination, safety
<b>Design standards</b>	Inclusive Mobility, BS 8300, Manual for Streets	Inclusive layouts, tactile paving, gradients
<b>Cycling &amp; walking design</b>	LTN 1/20, Healthy Streets Approach	Safe separation, continuity, visibility

Involving disabled people to provide structured feedback on accessibility barriers in the public realm aligns with the duties set out under the Equality Act 2010 and the Public Sector Equality Duty (PSED). These frameworks require local authorities to engage with and consider the needs of disabled people when designing public spaces. Obtaining these lived experience insights therefore supports compliance with legal obligations and ensures that design decisions are evidence-based and inclusive.

## Participant Feedback

### Pavement Accessibility and Surface Conditions

- Lack of tactile paving makes navigation difficult for visually impaired individuals.
- Existing tactile paving is not very effective, as it lacks clear guidance.
- Pavement surfaces are quite slippery, especially in wet conditions, and lack tactile paving.
- The use of fake grass / astro turf further contribute to safety and accessibility concerns, such as disorientation for visually impaired individuals.
- Cobblestone paving has the potential to cause pain for wheelchair users.
  - Some blind and partially sighted individuals may conflate this to tactile paving, causing further confusion and disorientation.
- Rain can make barriers more noticeable and increases slipperiness.

### Recommendations

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- Introduce tactile paving with a slight lip to provide clearer navigational cues.
- Raise the pavement to create a level surface across junctions, reducing trip hazards and improving accessibility.
- Improve surface materials to reduce slipperiness and clearly distinguish pedestrian areas from roads.

## Physical Barriers and Pathway Design

- Plants and narrowing paths create obstacles for pedestrians.
- Lack of clear differentiation between pavement and road increases anxiety and confusion.
- Continuous paving across junctions and well-designed two-way cycle lanes are needed.
- There's a noticeable lack of dropped kerbs / step free crossings, particularly ones that have been maintained to a good standard, leading to a wheelchair user navigating the route on the road, rather than the pavement.
- Proper implementation of dropped kerbs and tactile paving would enhance accessibility.

### Recommendations

- Widen pathways to allow safe and comfortable passing for wheelchair users and those using other mobility aids.
- Ensure the new cycle lane design includes contrasting colours or textures to clearly separate it from the pedestrian area.
- Raise the pavement and implement continuous paving across junctions to support step-free access where dropped kerbs aren't feasible.
- Implement more dropped kerbs consistently, and make sure these are regularly maintained.

## Lighting, Contrast and Visibility

- Poor contrast and inadequate lighting make parts of this route dark and difficult to navigate.
  - Low lighting and visibility during rain exacerbate this.
- Better lighting would improve visibility and reduce hazards in poor weather conditions.

### Recommendations

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House, Lower Charlton Estate, Portmouthe, Taunton, Somerset BA4 5QE

- Improve lighting in the passageway and along key pedestrian routes to enhance visibility and safety.
- Use contrasting colours and materials to clearly differentiate between pedestrian, cycling and motorised areas.

## User Experience

- Lack of tactile paving and poor differentiation between pavement and road increase anxiety for pedestrians.
- Anxiety and safety concerns are heightened by unclear boundaries and dark pedestrian routes.
- The traffic lights near Aldgate only allowed 6 seconds for pedestrians to cross the road safely.
  - These traffic lights did not have any audible cues to signal that it's safe to cross; this is vital for blind and partially sighted individuals.

## Recommendations

- Explore incorporating public art or other design elements to make the area more welcoming, attractive and engaging.
- Maintain a consistent design across commercial and residential areas to improve wayfinding and navigation.
- Lengthen time traffic lights allow for pedestrians to cross the road and add audible signals.

## Key Participant Recommendations

- 1. Introduce consistent tactile paving with a slight lip for better navigational support.**
  - a. Ensures safe navigation for blind and partially sighted people.
  - b. Consistency and correct installation are essential for accessibility.
  - c. Compliant with DfT Guidance on the Use of Tactile Paving Surfaces, BS 8300 and Inclusive Mobility.
- 2. Raise pavements and create level, continuous surfaces across junctions.**
  - a. Minimises trip hazards and supports independent mobility for wheelchair and mobility aid users.
  - b. Ensures smooth transitions and avoids unnecessary level changes.
  - c. Compliant with Inclusive Mobility, BS 8300 and Manual for Streets.

- i. If this is not possible in certain circumstances, ensure that there are contrasted dropped kerbs in place, and that these are regularly maintained so that individuals can cross the road safely and step-free.

### **3. Enhance lighting and contrasts to improve visibility and safety.**

- a. Provides better orientation and reduces anxiety for low-vision and neurodivergent individuals.
- b. Ensures legibility and safe navigation.
- c. Compliant with BS 8300, Inclusive Mobility and the Equality Act 2010.

### **4. Differentiate pedestrian and cycle lanes using contrasting colours and materials.**

- a. Prevents conflicts between cyclists and pedestrians.
- b. Improves spatial awareness for visually impaired users.
- c. Compliant with Manual for Streets, BS 8300 and Inclusive Mobility.

### **5. Integrate public art or design features to enhance the area's visual appeal and user experience, making the area more approachable.**

- a. Makes the area more approachable and enjoyable.
- b. Should not obstruct accessible routes.
- c. Compliant with Manual for Streets, the Equality Act 2010 and PSED.

### **6. Widen pathways to at least 2 metres where possible.**

- a. Allows safe passage for wheelchair users and people with mobility aids.
- b. Compliant with Manual for Streets, BS 8300 and Inclusive Mobility.

### **7. Ensure paving is smooth to avoid trips and falls, reduce disorientation for those who use tactile paving for navigating, as well as avoiding pain when navigating across cobblestone paving using a mobility aid.**

- a. Surfaces should be firm, even, slip-resistant, and non-reflective.
- b. Irregular surfaces like cobbles can create barriers and discomfort.
- c. Compliant with BS 8300, Inclusive Mobility and the Equality Act 2010.

### **8. Lengthen time traffic lights allow for pedestrians to cross the road and add audible signals.**

- a. Provides safe crossing for slower pedestrians, wheelchair users, and visually impaired people.
- b. Includes audible and tactile indicators for confidence and safety.
- c. Compliant with Equality Act 2010, TSRGD (2016), BS 8300 and Inclusive Mobility.

## Summary

The Equality Act 2010 and Public Sector Equality Duty (PSED) state that local authorities, such as the City of London, has a duty to remove barriers and ensure environments are accessible and equitable for disabled users.

Participants highlighted both positive and negative aspects of the area's accessibility. Whilst the quietness of the area was viewed positively, concerns were raised regarding pedestrian navigation and safety, particularly when the lack of traffic noise alongside no tactile paving causes barriers for blind and partially sighted individuals.

Key issues identified included:

- Lack of tactile paving and dropped kerbs / step-free crossing
- Slippery surfaces
- Inadequate lighting
- Poor differentiation between pavement and road surfaces

These factors were reported to cause anxiety and navigation difficulties, particularly where the pedestrian routes were unclear.

Participants recommended improvements such as more dropped kerbs and / or continuous paving across junctions, better lighting and consistent tactile paving to improve the overall accessibility, safety and experience of the area.

## Further Comments from Transport for All

### Improvements to Crossings

#### Continuous paving across junctions vs dropped kerbs

##### **Equality Act 2010, PSED, Inclusive Mobility, BS 8300, Manual for Streets**

Continuous, flush paving that is raised across junctions is generally considered best practice for inclusive design as it provides a smoother, safer and more visible route for all users (if it is well contrasted). Dropped kerbs are still useful in areas where full continuous paving isn't feasible, but these should have clear tactile and visual cues. Combining both where appropriate is often the best approach, with continuous paving for accessibility being the priority, and dropped kerbs in areas where continuous paving is not feasible.



Image 1: Dropped kerb that hasn't been maintained.

Image 2: Paving with no dropped kerb at crossing.

### Dropped kerbs

##### **Equality Act 2010, PSED, Inclusive Mobility, BS 8300, Manual for Streets**

Local authorities have a legal duty to ensure accessible routes across roads. Poorly maintained or missing dropped kerbs can prevent wheelchair, mobility scooter and rollator users from safely accessing pavements. This may constitute a failure to make reasonable adjustments under the Equality Act. Dropped kerbs also need to remain in line with each other to ensure crossing is accessible and safe.

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## Safety

### **Equality Act 2010, BS 8300, Inclusive Mobility**

Infrastructure must not expose disabled people to additional risk when travelling. The lack of accessible crossings forces users into motorised areas, such as roads, which raises concerns with their safety, particularly during busy periods or evenings when there is reduced light.

## Visual contrasts

### **BS 8300, Inclusive Mobility**

Kerb edges should provide visual contrast (e.g. a contrasting strip or tactile surface) to help those with low vision identify the boundary between pavement and road.

## Maintenance

### **Equality Act 2010, PSED, BS 8300, Inclusive Mobility**

Authorities are responsible for not only installation but the ongoing maintenance of accessibility features such as dropped kerbs, continuous paving and tactile paving to ensure they remain safe and usable. Neglect may lead to indirect discrimination.

## Traffic lights

### **Equality Act 2010, PSED, BS 8300, Inclusive Mobility, Manual for Streets, DfT Traffic Signs Regulations and General Directions (TSRGD, 2016)**

Pedestrian crossings must allow sufficient time for all users, including those with mobility impairments, to cross safely. Short crossing times may disproportionately disadvantage disabled and older people. Crossings must include audible cues (beeps) and tactile indicators (rotating cones) to support visually impaired pedestrians. These features should be maintained regularly, and timings should reflect real-world walking speeds; the DfT's recommended design walking speed for signal timing is 1.2 m/s, but many authorities reduce this to 1.0 m/s or lower to improve accessibility.

## Improvements to Pavements

### Pavement widths

#### **Inclusive Mobility, BS 8300, Manual for Streets**

Pedestrian routes should have a minimum clear width of 1.5 metres (ideally 2 metres) with consistent, uncluttered layouts. Widening is essential where street furniture narrows the path to allow wheelchair users and people with mobility aids to pass through safely.

### Surface materials

#### **BS 8300, Inclusive Mobility, Manual for Streets**

Ground surfaces must be firm, even and slip-resistant in all weather conditions. Cobbles and irregular surfaces should be avoided on primary pedestrian routes as they cause pain for wheelchair and mobility aid users and confusion for those relying on tactile cues. Adequate drainage must also be provided to prevent slipperiness in wet weather.

### Pavement distinctions

#### **Manual for Streets, Inclusive Mobility, BS 8300**

Where traffic levels are low or kerbs are less defined, there must be a clear visual and tactile distinction between pedestrian, cycling and motorised areas to support safe navigation for visually impaired users.

### Ramps and slopes

#### **BS 8300, Inclusive Mobility, Manual for Streets**

Gradients should ideally be  $\leq 1:20$ , with level landings and sufficient width (minimum 1.2m clear, ideally 1.5m or more). Tactile paving must be provided at the top and bottom of ramps and slopes for orientation and safety.

### Glare and surface reflections

#### **Equality Act 2010, PSED, BS 8300, Inclusive Mobility**

Wet or glossy paving can produce uncomfortable glare and reflections, particularly in bright sunlight, which can reduce visibility and make navigation more difficult for visually impaired and neurodivergent individuals. Reflective or polished surfaces may also reduce the visibility of hazards or slopes and ramps, increasing the risk of trips and disorientation. The use of matte, non-reflective and slip-resistant surfaces helps maintain visibility and safety in varying weather conditions. Local authorities have a

responsibility to identify and minimise such environmental barriers to ensure public spaces are accessible, inclusive and comfortable for all users.

## **Street furniture and obstructions**

### **Inclusive Mobility, Manual for Streets, BS 8300, DfT Guidance on the Use of Tactile Paving Surfaces**

Pedestrian routes must remain free of obstacles and maintain a minimum clear width of 1.5 metres (ideally 2 metres). Street furniture must be placed consistently and avoid the main pedestrian flow. Visual contrast alone (e.g. yellow stripes) is insufficient; objects should also be detectable by a long cane or positioned to avoid conflict with pedestrians entirely where possible.

## **Safety bollards**

### **Inclusive Mobility, BS 8300, Manual for Streets**

Bollards should only be used where necessary for safety and should be clearly visible, well-contrasted and detectable by a long cane. A minimum clear width of 1.5 metres between bollards is required for wheelchair and mobility scooter access. When poorly placed, bollards can act as barriers or trip hazards for some disabled people. Where bollards are already in place, and are unable to be moved, pathways (including dropped kerbs and tactile paving) must be positioned to ensure clear, unobstructed access to ensure that they don't interfere with crossings or tactile paving zones.

## **E-Cycles**

### **Equality Act 2010, Inclusive Mobility, Traffic Management Act 2004**

Local authorities have a duty to manage highway obstructions. E-cycles must be stored or docked within designated zones to maintain accessible, clutter-free pavements.



Allowing them to block crossings, dropped kerbs or tactile routes can undermine accessibility and create barriers for those navigating the area.



Image 5: Dropped curb with contrasted tactile paving, with no tactile cues on the steep slope on either side.

Image 6: Dropped kerb with no tactile paving.

## Tactile Paving

### **DfT Guidance on the Use of Tactile Paving Surfaces, BS 8300, Inclusive Mobility**

Tactile paving is required to warn blind and partially sighted pedestrians of level changes and assist safe navigation. It must be used consistently and in accordance with DfT standards, including before and after ramps or slopes. Additionally, mixing cobblestone paving with tactile surfaces can confuse visually impaired pedestrians and reduce reliability of tactile warnings for identifying kerbs or crossings. Colour contrast must be considered with tactile cues to warn of hazards and assist visually impaired pedestrians. Tactile paving (typically blister paving) must be installed at pedestrian crossing points to warn visually impaired people of the road edge. The design, colour and placement must follow DfT tactile paving standards.

## **Improvement to Area**

### **Lighting and visibility**

#### **Equality Act 2010, BS 8300, Inclusive Mobility, Manual for Streets**

Public spaces must provide consistent and well-distributed lighting to support visibility and navigation and to reduce anxiety and stress for people with low vision or neurodivergent individuals. Good lighting also supports personal safety; poor or inconsistent lighting can increase the risk of accidents occurring.

### **Neurodiversity and sensory accessibility**

#### **Equality Act 2010, BS 8300, Inclusive Mobility**

Inclusive design must consider sensory accessibility. Inconsistent lighting, irregular texture and confusing boundaries can cause stress or disorientation for neurodivergent users.

### **Consistent layouts**

#### **Equality Act 2010, PSED, BS 8300, Inclusive Mobility, Manual for Streets**

Public spaces should have predictable and continuous layouts, with kerbs, street furniture, crossings, tactile paving and other features placed consistently. Consistent layouts help visually impaired, neurodivergent and mobility-impaired users navigate safely and confidently, reducing the risk of trips, collisions or disorientation.