



Streets and Walkways Sub (Planning and Transportation) Committee

Date: WEDNESDAY, 14 MAY 2025

Time: 2.00 pm

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

Members:

Deputy John Edwards (Chair)	Deputy Tom Sleigh
Deputy Marianne Fredericks	Matthew Waters
Alderman Alison Gowman CBE	Jacqui Webster
Shravan Joshi MBE	Brendan Barns (Ex-Officio Member)
Deborah Oliver	John Foley (Ex-Officio Member)
Hugh Selka	Charles Edward Lord, OBE JP (Ex-Officio Member)

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

NB: Certain matters for information have been marked * and will be taken without discussion, unless the Committee Clerk has been informed that a Member has questions or comments prior to the start of the meeting. These information items have been collated in a supplementary agenda pack and circulated separately.

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

3. **ELECTION OF DEPUTY CHAIRMAN**

To elect a Deputy Chairman in accordance with Standing Order No. 26(6).

For Decision

4. **MINUTES**

To agree the public minutes and summary of the meeting held on 4 February 2025.

For Decision
(Pages 5 - 20)

5. **65 GRESHAM STREET S278 (G3)**

Report of the Executive Director, Environment.

For Decision
(Pages 21 - 76)

6. **40 LEADENHALL STREET (S278) (G6)**

Report of the Executive Director, Environment.

For Decision
(Pages 77 - 100)

7. **BARBICAN GOLDEN LANE HEALTHY NEIGHBOURHOOD PLAN (G5)**

Report of the Executive Director, Environment.

For Decision
(Pages 101 - 350)

8. **LEADENHALL STREET IMPROVEMENTS – CITY CLUSTER VISION
PROGRAMME (G4)**

Report of the Executive Director, Environment.

For Decision
(Pages 351 - 438)

9. ***MOOR LANE ENVIRONMENTAL ENHANCEMENTS**

Report of the Executive Director, Environment.

For Information

10. ***POLICY AND PROJECTS DELEGATED DECISIONS - JANUARY TO MARCH
2025**

Report of the Executive Director, Environment.

For Information

11. ***OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information

12. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB
COMMITTEE**

13. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

14. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

Part 2 - Non-public Agenda

15. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE
SUB COMMITTEE**

16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 4 February 2025

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms - 2nd Floor West Wing, Guildhall on Tuesday, 4 February 2025 at 10.31 am.

Present

Members:

Graham Packham (Chairman)
Deputy John Edwards (Deputy Chairman)
Deputy Randall Anderson
Mary Durcan
Deputy Marianne Fredericks
Deputy Shravan Joshi MBE
Ian Seaton
Brendan Barns (Ex-Officio Member)
John Foley (Ex-Officio Member)
Eamonn Mullally (Ex-Officio Member)

Officers:

Melanie Charalambous	- Environment Department
Gillian Howard	- Environment Department
Ian Hughes	- Environment Department
Bruce McVean	- Environment Department
Tom Noble	- Environment Department
Clarisse Tavin	- Environment Department
George Wright	- Environment Department
Polly Dunn	- Town Clerk's Department

1. APOLOGIES FOR ABSENCE

No apologies were received.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

The Chairman made a declaration of non-pecuniary interests for items 7, 12, and 13. In relation to item 12, the Chairman noted he was a resident in the area.

The Deputy Chairman made a declaration of non-pecuniary interest for item 12 as he was a resident in the area.

3. MINUTES

RESOLVED – That, the public minutes of the previous meeting held on 19 November 2024 were agreed as an accurate record of the meeting.

Matters arising

A Member asked Officers what actions had been taken to respond to the correspondence that Members had received from the National Federation of the Blind UK (NFB) regarding floating bus stops. Officers responded that they would reply to the NFB to arrange a meeting with the committee once the new sub-committees had been elected in May.

Officers confirmed that the Sub-Committee's final decision on floating bus stops would not be made until it had meetings with the groups interested. The Member suggested that in the interim, Officers consider how existing floating bus stops in the City could be improved.

4. ST PAUL'S GYRATORY TRANSFORMATION PROJECT - PHASE 1 (NEW HIGHWAY LAYOUT)

The Sub-Committee considered a Gateway 5: Authority to start work report which sought Member approval to start construction work on the changes to the new highway layout as part of the St Paul's Gyratory transformation project.

With regard to the floating bus stops that were planned to be included in the project, a Member expressed concerns that Belisha beacons would not be effective in slowing down the cyclists.

The Deputy Chairman noted that the success of the City of London Police's Cycle Team could incentivise better behaviour from cyclists, particularly around floating bus stops. Another Member expressed concerns that cyclists might only behave in areas where the Cycle Team was patrolling, and it would not be a permanent fix for the situation. Another Member indicated that the dangers of the floating bus stops needed to be "designed out" as they posed too much of a risk for those with accessibility requirements.

A Member queried whether there was any best-practice, or other design options, for floating bus stops used around the world that could be implemented in this project. Officers noted that TfL had been working closely with the City Corporation, sharing their data and research around the performance of floating bus stops. They noted that this relationship offered the opportunity to feed TfL's findings into the wider schemes on the bus stops.

RESOLVED – That, Members:

1. Approved the General Arrangement designs shown in Appendix 4 of the report and authorise construction of the new highway layout.
2. Approved the £4,864,148 in additional budget for the highway layout.
3. Noted the revised project budget (excluding Greyfriars Square) of £9,433,770 (excluding risk).

4. Noted the total estimated cost of the project at £17.6 million (excluding risk).
5. Approved an additional Costed Risk Provision of £605,000., making a total costed risk of £885,000 (to be drawn down via delegation to Chief Officer).

5. PEDESTRIAN PRIORITY STREETS PROGRAMME – PHASE 1 – CHEAPSIDE

The Sub-Committee considered a Gateway 5: Authority to start work report which requested a decision on making the current experimental traffic order to allow taxis access through the bus gate permanent, and sought authority to start work on the new planters, seating, and greenery as part of the public realm enhancement measures enabled by the bus gate.

A Member sought clarity that the taxi access through the bus gate would only be restricted to licensed black cabs. This was confirmed by Officers.

The Member also expressed concern that proper consultation had not occurred as the consultation results show only 88 responses after being open for 456 days. Officers responded that they had changed their consultation approach since this consultation took place, and they should see much higher response rates for future consultations. Regarding the results of the consultation, Officers explained that it was only gauging opinions on taxis being allowed access through the bus gates and it was not about the overall project, of which the public had already been consulted on. Therefore, the public interest was relatively low.

A Member commented that there should be improvements to make the bus gate signage clearer and more visible, to make the restriction obvious to the public to avoid fines for accidental breaches.

Officers responded that as planned, the signs should be obvious to the public, but they would further examine how this could be improved. The Member also noted that when there were traffic diversions in place, it would need to be clear to the public that the junction would not be available.

RESOLVED – That, Members:

1. Approved making the experimental traffic order on Cheapside permanent to allow taxi access through the bus gate.
2. Authorised the Executive Director Environment to approve the final detailed design of the public realm enhancements.
3. Approved implementation of the construction works for the public realm scheme 4.
4. Approved the requested budget increase of £1.295 million, funded by the approved OSPR allocation.

5. Approved the commuted maintenance budget of £90,000 for the enhanced cleansing of the space and maintenance of the planting on Cheapside.
6. Authorised the Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.

6. MOORGATE CROSSRAIL STATION LINKS – ROPEMAKER STREET JUNCTION IMPROVEMENTS

The Sub-Committee considered a Gateway 5: Authority to start work report which sought Member approval to drawdown a further £1,273,121 to deliver the improvements to the Moorgate/Ropemaker Street junction.

RESOLVED – That, Members:

1. Approved the General Arrangement design, as set out in Appendix 3 of the report, and authorise construction.
2. Approved the virement of funds between the various phases of the MCSL programme as necessary.
3. Approved a budget of £1,198,701 (excluding risk) for phase 4 of MCSL to reach the next Gateway. This excludes the £439,327 already approved for developing the programme.
4. Approved a costed risk provision of £74,420 for this phase.
5. Authorised undertaking the statutory consultation on the Traffic Management Orders to facilitate the works and, subject to no or minor objections, for the Director of City Operations to make the Orders, as per normal delegation.

7. SALISBURY SQUARE DEVELOPMENT HIGHWAY AND PUBLIC REALM WORKS

The Sub-Committee considered a Gateway 3: Options Appraisal report of the Executive Director, Environment which sought Members decision on the recommended option for the Salisbury Square Development Highway and Public Realm Works project.

RESOLVED – That, Members:

1. Approved the recommended option of delivering the highways and public realm work enhancement scheme detailed by the Environment Department, as set out in the Options Appraisal Matrix of the report, to reach the next gateway.
2. Approved the additional budget of £185,000 (staff costs and fees) for the project to reach the next gateway, subject to receipt of funds from the Developer.

3. Noted the total estimated cost of the project at £5 million - £6.5 million (excluding risk).
4. Agreed the reporting approach, as set out in Section 3 of the Option Appraisal Matrix in the report, including the proposal to combine the Gateway 4 and 5 reports.
5. Agreed to undertake the process to prepare the traffic orders and undertake the statutory public consultation to relocate payment, motorcycle, disabled parking in the area in advance of the Gateway 4/5 report.
6. Agreed to undertake the process to prepare the traffic order and undertake the statutory public consultation to implement changes to vehicular movements and loading provision as required in advance of the Gateway 4/5 report.

8. **MUSEUM OF LONDON S278**

The Sub-Committee considered a Gateway 4: Detailed Options Appraisal report which sought approval for the proposed design and requested that Members agree to delegate the decision on the G5 report to the Director of City Operations, subject to funding sources being agreed.

A Member expressed concern about the risk that if the Museum development timelines for handing over the public highways were delayed, therefore delaying the City's programme to start work, the General Market building might not be completed by the scheduled opening.

The Member asked whether the delivery of the site was on schedule. Officers responded that they were still aiming to open the General Market building in June 2026. They noted there may be areas of the General Market that were still under development at that stage.

A Member requested that the project be referred to as the London Museum in the future, to avoid confusion. Officers noted that referring to the project as the Museum of London was legacy from when it started. They reassured the Member that they would refer to the project as the London Museum in the public realm report.

RESOLVED – That, Members:

1. Noted the total estimated cost of the project at £2.93 million - £3.43 million (excluding risk).
2. Noted that the Costed Risk Provision is £0 and that any subsequent Costed Risk Provision will be agreed at Gateway 5 and drawn down.
3. Agreed the design option set out in sections 4 and 5 of Appendix 3 of the report for the S278 work associated with London Museum development.
4. Authorised the undertaking of the necessary statutory traffic order consultations in advance of the Gateway 5 report.

5. Authorised the Executive Director Environment to approve the Gateway 5 should it be needed between now and the next scheduled Streets & Walkways Sub-committee in May 2025, subject to funding being received.
6. Granted authority to enter into a legal agreement for the S278 between City Corporation and the Museum.
7. Authorised a Section 8 order between the City Corporation and TfL for the City Corporation to carry out works on the TfL highway.
8. Authorised agreement with Islington for works on the north side of Charterhouse St.

9. MOOR LANE ENVIRONMENTAL ENHANCEMENTS

The Sub-Committee considered a Gateway 3/4 regular issue report which requested that Members authorise officers to work with the project working group to procure consultants for a design for Moor Lane, and authorise the budget adjustment related to staff costs and fees to be actioned.

A Member commended Officers for the work on the Healthy Streets consultation, noting that it seemed like it was effective and had a good response.

A Member asked whether there had been conversations with the businesses that use Moor Lane to queue vehicles when there was not space on their premises to park the vehicles. Officers responded that there were representatives from all the businesses on Moor Lane in the project working group. They noted if there were issues with traffic management, this would be raised with the relevant businesses.

The Chairman confirmed that access to New Union Street would remain for servicing.

RESOLVED – That, Members:

1. Authorised officers to work with the project Working Group to procure consultants to develop a design for Moor Lane based on a closure to through movement of motor vehicles.
2. Authorised the budget adjustment related to staff costs and fees to be actioned as set out in section 3 and Appendix 3 of the report.

10. CRIPPLEGATE HOUSE, 1 GOLDEN LANE S278 PUBLIC REALM AND HIGHWAY WORKS

The Sub-Committee considered a Gateway 3/4: Options Appraisal report on the public realm and highway works proposed at Cripplegate House.

RESOLVED – That, Members:

1. Approved additional budget of £25,000 for detailed design work, stakeholder engagement, and traffic management changes to reach the next Gateway.
2. Noted the total estimated cost of the project at £500,000- £1 million (excluding risk).
3. Approved Option 1, as set out in the Options Appraisal Matrix in the report, to reach the next gateway.
4. Approved the statutory consultation on the proposed traffic orders in advance of the Gateway 5 report, including making Brackley Street one-way, loading and waiting changes, and changes to parking bays as set out in the report.
5. Agreed that if a Costed Risk Provision is required at the next gateway, it is to be approved and drawn down via delegation to the Chief Officer.

11. CITY CLUSTER PROGRAMME UPDATE REPORT

The Sub-Committee considered a report of the Executive Director, Environment that provided an update on the delivery of the City Cluster programme and sought approval for the allocation of programme funding.

RESOLVED – That, Members:

1. Noted and approved the content of this programme update report.
2. Approved the allocation of programme funding of £45,000 from the S106 obligation of 40 Leadenhall Street for staff costs for the management of the City Cluster programme for the next reporting period.
3. Approved the allocation of programme funding of £40,000 from the S106 obligation of 40 Leadenhall Street to develop and deliver the 'City Views' project in partnership with the Eastern City BID and the London Festival of Architecture.
4. Approved the updated funding strategy for the programme as set out in Appendix 2 of the report.
5. Noted the planned initiation of the Lombard Street/Birchin Lane junction improvements project, fully funded by the Eastern City BID.
6. Noted that a feasibility study will be undertaken to assess improvements to the churchyard at St. Botolph's Bishopsgate to address anti-social behaviour and introduce climate resilience measures, funded from the programme management budget.
7. Noted that a number of small-scale seating and planting improvements are proposed to be carried out across the area, in partnership with the Eastern City BID, as detailed in the report.

12. FLEET STREET AREA PROGRAMME PROGRESS REPORT

The Sub-Committee considered a report of the Executive Director, Environment that provided an update on the delivery of the Fleet Street Area Healthy Streets Plan and sought approval for the allocation of funds for the programme.

A Member noted that this was an area frequented by many pedestrians, particularly in the evenings, and was also an area where many trades vehicles park during the day. The Member asked Officers to consider what could be done to relieve the pressure points where there was a high and varied use of particular street areas.

The Chairman queried how the cost of parking at Baynard House carpark compared to that of on street parking. Officers responded that it was cheaper to park for longer periods in the Baynard House carparks. They also noted there was a 4-hour limit for on street parking so that anyone needing a carpark for the whole day would need to go to a carpark building. Officers said that the lower carpark tariffs were made to incentivise people to use carpark buildings for long-term parking.

In response to a query, Officers noted that traders who need to park all day were generally aware of the cheaper parking rates in carparks, but most deliveries do not take long so they tended use on-street parking and loading zones instead.

A Member noted that with the current parking technology that allows the public to book the carpark online, it should be possible for people to be notified of the nearest long-term carpark available for use.

The Member also asked for assurance that the improvement of the Ludgate Circus Junction was still being considered, in addition to the rest of the redesign on Fleet Street. Officers responded that Ludgate Circus was a TfL junction, so the City Corporation did not have a project for improvements in that area. However, the Fleet Street project would help inform the City Corporation to have conversations with TfL about possible improvements at Ludgate Circus.

The Member suggested that the City Corporation undertook a partnership project with TfL to improve Ludgate Circus, and requested that TfL provided Members with updates as to what work was being done to improve this junction. Officers noted that TfL's current priorities within the Square Mile were focussed on Bishopsgate and Monument junction, but the City Corporation would be encouraging TfL to look at the opportunities for improvement in Ludgate Circus. Officers noted that they would include an update on Ludgate Circus the next time this project was considered by the Sub-Committee.

The Chairman acknowledged that the Fleet Street project gives the Sub-Committee a natural pathway to communicate its concerns about Ludgate Circus with TfL.

The Deputy Chairman noted that the improvements to Ludgate Hill crossing being made as part of the Fleet Street project should address some of the areas of concern within Ludgate Circus as it would help to direct pedestrians away from the junction. Another Member noted that across these projects, wayfinding would be an integral aspect to consider.

A Member sought clarification on recommendation 3 which requested approval for the allocation of £25,000 for staff costs to the programme, which would take the programme budget to £25,000. Officers responded that the programme budget was only the staff costs to run the programme, and all the individual projects had their own project budgets.

RESOLVED – That, Members:

1. Noted the update on the Fleet Street Area Programme and Delivery Plan
2. Agreed that the remaining Section 106 funds of £76,855.95 from the Bream's Buildings and Cursitor Street projects, which are complete, are reallocated to the Fleet Street Area Programme, to be used over the six-year delivery phase, including any interest accrued.
3. Approved the allocation of £25,000 for staff costs from the Section 106 funds allocated to the Fleet Street Area Programme towards the development and management of the Programme over the next 12 months, as set out in Appendix 3 of the report.

13. FLEET STREET COURTS AND LANES G1/2

The Sub-Committee considered a Gateway 2: Project Proposal report which requested approval for the initiation of the project and its budget.

A Member commended the project, noting the history of the lanes and their potential for attracting visitors.

The Chairman requested that Officers carefully consider the lighting that would be used to ensure that it preserves the ambiance of the lanes while still improving the safety. A Member noted that the lighting of these lanes could be easily changed through a computer system.

A Member asked if there was data about the use of the Fleet Street Courts and Lanes. They also asked officers to consider what increase in footfall was expected as a result of these changes, and that this be communicated to the businesses and residents in the area.

RESOLVED – That, Members:

1. Approved the initiation of this project.
2. Approved the budget of £40,000 (staff costs and fees) for the project to reach the next Gateway 3/4, funded from FSQ BID (£15,000) and S106 receipts allocated to the Fleet Street Area Programme (£25,000).
3. Noted the total estimated cost of the project at £500,000 - £600,000 (excluding risk), funded from the FSQ BID and S.106 receipts allocated to the Fleet Street Area Programme.

14. COMBINED SECTION 278 PROJECT INITIATION REPORT

The Sub-Committee considered a Gateway 2: Project Proposal report which made requests to approve the budget for the projects, and grant authorities for entering into Section 278 agreements and advertising Traffic Regulation Orders when required.

A Member was assured that it was an error that Councillors had not been included in the Stakeholders and Consultees list in section 15 of the report.

RESOLVED – That, Members:

1. Approved the budgets for each project, subject to receipt of funds, as set out in the tables in Section 2 of the report.
2. Noted the total estimated costs of the projects (excluding risk) as set out in the Project Briefings in Appendix 1 of the report.
3. Granted authority to negotiate and enter into the individual Section 278 (or equivalent) agreements.
4. Granted authority to advertise Traffic Regulation Orders where required, noting that any objections will be dealt with in the usual way.

15. MIDDLESEX STREET AREA ENHANCEMENT PHASE 2: PETTICOAT LANE MARKET IMPROVEMENTS AND PUBLIC REALM

The Sub-Committee considered a Gateway 6 outcome report which sought the approval of a budget adjustment and agreement to close the project.

RESOLVED – That, Members:

1. Noted the contents of this report.
2. Approved the budget adjustment related to staff costs to be actioned as outlined in Table 2 within section 13 of the report and in table 2 of Appendix 2.
3. Noted the underspend will be reallocated to other projects as part of a S106 allocation report in 2025.
4. Agreed to close this project.

16. ONE CROWN PLACE - SECTION 278 HIGHWAY WORKS

The Sub-Committee considered a Gateway 6 outcome report which sought approval for the project to be closed and for any remaining unspent funds to be returned to the developer.

RESOLVED – That, Members:

1. Approved the content of this Outcome Report and agree for the Project to be closed
2. Agreed to return any remaining unspent funds from the Section 278 Works Payment (along with any accrued interest) to the developer.

17. SPECIAL EVENTS ON THE HIGHWAY

The Sub-Committee considered a report of the Executive Director, Environment which outlined the major special events on the Highway planned for 2025 and sought support from Members for the regular core events listed in Appendix 1 of the report.

The Chairman asked whether there had been any reflection on the Summer of Sports in the City programme in 2024. Officers responded that they received a good report back from the organisers. They also noted that one of the key learnings for the future was to make sure the City Corporation was there to facilitate events that meet the core strategies, rather than just allowing them to happen without the City Corporation's involvement. This was being done by including groups around culture, sport, and Destination City in the consenting process so that event proposers would also need to explain how they would be achieving the City Corporation's aims in running the event.

Officers noted that the organisers produced a helpful report with the learnings from the 2024 events which would inform the proposal for 2025 and help to improve the event. The organisers were also able to compile demographic data about whether the event's visitors were businesses, residents, or tourists of the City of London. Officers said this information would help the City Corporation understand what the benefits of these events were.

A Member expressed concerns that the City Corporation does not seem to communicate these events with the retail and hospitality businesses in the city. The Member queried whether the City Corporation could use Destination City to get these businesses involved with trade for the City's events. Officers agreed and noted that conversations about this point had been happening.

Another Member queried why cycling events were no longer happening in the city. Officers responded that the two events that used to take place in the city were no longer run for various reasons. Ride London was currently paused, and it was unsure whether it would return. Officers noted the City Corporation was open to more formal cycling events returning to the city and they were discussing this with the sports team.

A Member raised that the summary of events in 2024 showed that a longer lead in time before the event was helpful for organisers, as it gave them time to thoroughly publicise the event across City and wider areas. The Member noted that the City Corporation could play a useful role in facilitating this by ensuring the processes were streamlined.

RESOLVED – That, Members:

1. Agreed to support the regular core events programme listed in paragraph 9 and detailed in Appendix 1 of the report.
2. Noted the Benefits in Kind listed in Appendix 4 of the report.

18. *POLICY AND PROJECTS DELEGATED DECISIONS SEPTEMBER TO DECEMBER 2024

The Sub-Committee received a report of the Executive Director, Environment that summarised the decisions relating to Transport and Public Realm projects that had been taken between 1 September and 31 December 2024 under either existing or agreed delegated powers

RESOLVED – That, Members received the report and noted its contents.

19. ***ANTI-TERRORISM TRAFFIC REGULATION ORDER**

The Sub-Committee received a report of the Executive Director, Environment which provided Members with an update on the use of the Anti-Terrorism Traffic Regulation Order in 2024.

RESOLVED – That, Members received the report and noted its contents.

20. ***OUTSTANDING REFERENCES**

The Sub-Committee received a report of the Town Clerk which provided Members with an update on outstanding references.

A Member expressed concern that the next steps for the parapet work in Monument/London Bridge were subject to funding. They queried whether Officers were certain that funding would be approved for the parapet to be prepared. Officers responded that as TfL had not had their budgets confirmed for next year, they could not yet be sure of the funding, but TfL had recognised that this was a priority project.

The Member asked if the Sub-Committee had received an updated risk assessment for the parapet, as there was the risk of pedestrians being injured if it were to fall onto the road below. Officers agreed and noted that this risk was a reason that it was a priority for TfL, because money had to go towards monitoring and maintaining the affected area.

With regard to the Old Jewry Traffic Experiment, a Member asked about how the questions in the public consultation were worded, and whether consultation attracted enough regular members of the public, in addition to responses from Taxi drivers. Officers responded that although they tried to promote public consultation to as wide of an audience as possible, it could be difficult to engage the public in relatively minor changes. Officers also noted that there had been more public consultation at earlier stages, and this consultation was not the only measure that informed decisions on the project.

A Member noted that the data on Old Jewry tends to be slightly skewed, as there were queues on one end for the Chinese Visa Applications Service Centre so pedestrians were not always using the full footway. Officers acknowledged that this was the main area where monitoring was focussed, and where the change would be implemented.

The Member also queried whether it was now time to start looking at Ironmonger Lane alongside Old Jewry now that the passageway was in place.

Officers confirmed they had a funding bid in to fund the rest of Ironmonger Lane which was not covered by section 278 of the Mercer's Scheme.

A Member asked whether the department had a guidance policy for consultations. Officers responded that they believe the quality of consultation was relatively good, but there were areas that could be improved, such as the consultations on smaller schemes. Officers noted that there was not a City Corporation standard, but communication across departments that frequently conduct consultation was important, and they would continue to maintain this connection moving forward.

The Chairman noted the issue that some consultations were misinterpreted as being referenda, resulting in large amounts of template responses. Officers agreed, noting that the volumes of responses could sometimes provide useful indications, the nature of which were provided to the Sub-Committee.

A Member asked when the Sub-Committee would have the opportunity to consult on Bank Junction. Officers responded that the report to the grand committee would set out an engagement and communication strategy and would address how the scheme was going to be consulted on in the course of the project.

RESOLVED – That, Members received the report and noted its contents.

21. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

A Member requested that Officers communicate with the City Corporation's utilities and streets and walkways contractors to consult residents and businesses before they carry out construction work in the area. Officers assured Members that they would ensure to remind residents and Members for utilities work. They also noted that when there were major road closures, the department tended to send additional communications to Members. Officers later noted that the reason for FMConway's failure to notify residents in the example the Member raised was likely as they were minor works that were being completed within the allowed hours. Officers noted that they would check this with the contractor.

The Member also queried whether the new E-bike parking spaces across the city would have a barrier to prevent the bikes falling on to the road, and if not, who would ensure that they were picked up. Officers responded they were not intending to put any physical in the parking spaces, but the parking bay would be with bollards on either side.

Officer noted that if there were any issues with this, they would consider physical barriers, but in previous spaces where they had used corrals, they had not seen a positive effect on the space. Officers indicated that it would be the E-bike operator's responsibility to pick up fallen bikes.

Another Member queried what stage FMConway's corporate structure and take over was at. Officers stated that FMConway had now been in place as a contractor for 2.5 years. They noted that FMConway had recently been subject

to a bid from VINCI Construction which had now been approved. Officers assured the Sub-Committee that FMConway still exist as a company and the family ethos would continue.

A Member suggested that the Sub-Committee appoint a Member to be a liaison on the topic of cycling in the city, given it had become an important and frequently considered subject. The Chairman responded that this would be an interesting idea to consider. Officers noted that having the Chairs of this Sub-Committee and the Planning and Transport Committee involved in meetings with Lime had been helpful. They noted it would be up to the Chairman to consider whether they would want to continue in this liaison role or whether they would like to nominate another committee member to take this on.

A Member provided an update to the Sub-Committee about discussions that had been held with Lime. The Member noted that there had been constructive discussions and Lime had recognised the gaps that needed to be addressed. The Member indicated the work that needed to be done to improve the use of Lime Bikes in the city included; more operational staff in the City to tidy up the bikes, improving their GPS system, creating better infrastructure to support high volumes of bike users, and addressing the over-provision of cycling spaces within buildings.

With regard to the new E-Bike parking bays, a Member asked whether the Lime app would indicate how many spaces were available in a parking area. The Member expressed concerns that if this were not the case, areas around the parking space would become surrounded by bikes.

In response to the issue of over-provision of bike spaces in buildings, the Member suggested that Lime offer corporate packages where employees of the building's businesses could park their Lime bikes within the building. The Member also noted that in the future, bike parking in buildings should be designed to be in an easily accessible, semi-secure area that could be used by the public.

Officers responded that they had taken on board similar comments at other committees, they believe that the actions being taken were proportional to these comments, and engagement with Lime had been effective. Officers noted that as a result they had seen more Lime staff on the streets, proactively fixing issues with their E-Bikes. They also stated that the online reporting mechanism was generating significant numbers of reports from the public that goes directly to the E-Bike providers to deal with the issues. The Officer concluded that the situation was improving, and they were pleased that the Government was considering providing Local Government with more powers to address these issues.

A Member noted that they had seen improvements in the tidiness of the E-Bikes in their commute to Guildhall.

A Member asked whether Officers had evidence that Lime and other providers had been actively improving their end-of-ride process to prevent customers from parking their bikes outside of the designated parking sites. Officers responded that both operators appear to have improved this process. They noted that Officers had tested this process by attempting to park E-Bikes

outside of a bay, and the app did not allow the user to the end their ride in that location. The Officer noted that Lime was using AI to enhance their end-of-ride monitoring which was already proving effective. They also stated that they would be looking at receiving data from Lime about the numbers of fines and warnings issued for improper parking on a more consistent basis.

A Member noted that Lime had committed to setting up a strategic stakeholder group which would involve the City Corporation. The Member noted that this would allow the City Corporation to get information on how Lime was achieving its KPIs to measure how it was performing in the City.

A Member expressed concern that these measures may work within the central City but the problem might persist on the fringes. They noted it was important to ensure that as the issue was resolved within the City, it isn't pushed out to bordering London Boroughs.

22. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Sub-Committee and Officers thanked Giles Radford, who would be leaving the City Corporation, for his contributions to the Sub-Committee's work.

23. EXCLUSION OF THE PUBLIC

The Sub-Committee decided not to exclude the public.

24. NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

There were no non-public questions.

25. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED

There was no non-public urgent business.

The meeting ended at 12.16pm

Chairman

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Committees: Streets and Walkways Sub <i>[for decision]</i> Projects and Procurement Sub <i>[for information]</i>	Dates: 14 May 2025 19 May 2025
Subject: 65 Gresham Street S278 Unique Project Identifier: 12421	Gateway 3: Options Appraisal (Regular)
Report of: Executive Director Environment Report Author: Andrea Moravicova	For Decision
<h2>PUBLIC</h2>	

1. Status update	<p>Project Description: Works to improve the public highway associated with the development at 65 Gresham Street, including the potential pedestrianisation of Aldermanbury to create a new public space, and alternative options to increase pedestrian priority.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): up to £4,169,878</p> <p>Change in Total Estimated Cost of Project (excluding risk): N/A</p> <p>Spend to Date: £78,731</p> <p>Costed Risk Provision Utilised: N/A</p> <p>Slippage: None</p>
2. Next steps and requested decisions	<p>Next Gateway: <i>Gateway 4: Detailed Option Appraisal</i></p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Continue developing the recommended design option(s) through further stakeholder engagement. • Complete any additional surveys and assessments as required. • Conclude the Section 278 agreement negotiations with the developer. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Approve additional budget of £135,000 to reach the next Gateway as set out in Section 3 of this report; 2. Authorise officers to invoice the developer a sum of £135,000 as a reasonable cost necessary to progress to the next gateway (Detailed Options Appraisal), in advance of the full S278 payment to avoid delays to the programme. Any underspend from this additional sum will be carried forward and put towards the full S278 works implementation payment, as agreed with the developer;

	<div>3. Authorise officers, subject to receipt of the requested funds, to progress with detailed designs of the recommended options outlined below and fully funded by Section 278 agreement with the developer of 65 Gresham Street and undertake public consultation.</div> <div>4. Note the revised project budget of £235,000 (excluding risk);</div> <div>5. Note the total estimated cost of the project up to £4,169,878 for Option 1 (excluding risk);</div>																								
<div>3. Resource requirements to reach next Gateway</div>	<div>3.1 Expenditure to date is £78,731. Activities completed include:<ul style="list-style-type: none">• negotiations with the developer regarding these proposals and Section 278 agreement,• appointment of landscape architect and development of the design options,• liaison with officers in Legal, Transportation, Highways, Remembrancers and Guildhall Management teams on design proposals and their wider impact, and• commission and completion of a traffic study and Stage 1 road safety audit of all options, Healthy Streets and COLSAT assessments.</div> <div>3.2 Table 1 below outlines the costs necessary to reach the next Gateway (Detailed Option Appraisal) and includes the spend to date and the sum of £135,000 requested in this report.</div> <div>3.3 The requested funds will cover:<ul style="list-style-type: none">• Approximately 35 hours per month for a period of ten months associated with report writing, completion of Section 278 agreement, stakeholders’ liaison and engagement throughout the technical design ensuring their requirements are considered, and that the overall project is progressed to agreed milestones and budget;• A Highways project engineer, and manager oversight, to establish the technical constraints of the scheme and advise on potential technical and other matters to ensure progress of the design process. This equates to approximately 210 hours over the next ten months.</div> <div>3.4 Table 2 indicates an overall cost estimate of the project, including maintenance, for an implementation of Option 1.</div> <div><table><caption>Table 1: Section 278 funds</caption><thead><tr><th>Item</th><th>Received Funds to date (£)</th><th>Resources required to reach next Gateway (£)</th><th>Revised Budget to next Gateway (£)</th></tr></thead><tbody><tr><td>Staff costs</td><td>50,000</td><td>70,000</td><td>120,000</td></tr><tr><td>Fees</td><td>50,000</td><td>65,000</td><td>115,000</td></tr><tr><td>GRAND TOTAL</td><td>100,000</td><td>135,000</td><td>235,000</td></tr></tbody></table><div><table><caption>Table 2: Estimated overall costs for Option 1</caption><thead><tr><th>Item</th><th>Cost (£)</th><th>Funds/ Source of Funding</th></tr></thead><tbody><tr><td>Staff costs</td><td>247,000</td><td rowspan="2">S.278</td></tr><tr><td>Fees</td><td>168,780</td></tr></tbody></table></div></div>	Item	Received Funds to date (£)	Resources required to reach next Gateway (£)	Revised Budget to next Gateway (£)	Staff costs	50,000	70,000	120,000	Fees	50,000	65,000	115,000	GRAND TOTAL	100,000	135,000	235,000	Item	Cost (£)	Funds/ Source of Funding	Staff costs	247,000	S.278	Fees	168,780
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Item	Cost (£)	Funds/ Source of Funding																							
Staff costs	247,000	S.278																							
Fees	168,780																								

		Works	2,368,558		
		Utilities	1,385,540		
		Maintenance	TBC		
		Total	4,169,878		
	Costed Risk Provision requested for this Gateway: N/A				
4. Overview of project options	4.1	The project aims to deliver a well-functioning street environment that improves the usability and safety of the area for people walking, wheeling and cycling. The scope of the project was outlined within the Section 106 Agreement for the 65 Gresham Street development.			
	4.2	Although unnecessary to make the development acceptable in planning terms, a strong aspiration of the developer is to create a new public space in Aldermanbury. This would require removing vehicle access and relocating vehicle parking and relocating or potentially removing some cycle and dockless parking and TfL cycle provisions from Aldermanbury between Gresham Street and Love Lane, and introducing new seating, planting (where possible) and other features to create a welcoming space.			
	4.3	When developing the design options contained in this report, officers liaised with the developer and various City departments and divisions and considered the existing street layout together with the changes brought by the new development. The officers are also engaging with local stakeholders, such as the St Lawrence Jewry church and the Lord Mayor’s Show representatives, so the design considers and responds to their needs.			
	4.4	Four options have been outlined for Aldermanbury between Gresham Street and Love Lane. These are outlined below and shown in Appendix 3: Option 1 (recommended to progress to next stage of design) – full pedestrianisation of Aldermanbury between Love Lane and access road to Guildhall Yard, and the creation of a new public space featuring additional green infrastructure, seating and public amenities. Option 1 is the developers preferred option. Option 2 (not recommended) - As Option 1, but with an informal cycle path incorporated, maintaining the existing two-way route for cyclists between Love Lane and Gresham Street. Any informal cycle route needs to consider the location of pedestrian entrances. Option 3 (not recommended) - Implementation of pedestrian priority measures in Aldermanbury, such as a raised carriageway and timed traffic restrictions, which will improve the pedestrian environment but stop short of full pedestrianisation. Option 4 (recommended to progress to next stage of design) - Retention of the existing street function with improved pavements and other more modest enhancements.			
	4.5	All four options include: <ul style="list-style-type: none">• changes to the pavements and on-street and cycle parking, dockless parking and TfL cycle hire provisions around the development site on Love Lane, Wood Street and Gresham			

	<p>Street, taking into consideration the proposals for the development at 65 Gresham Street and any approved schemes on adjacent sites;</p> <ul style="list-style-type: none"> • Interpretation of historic elements, including the location of the Roman Wall; • Retention of existing established trees on Aldermanbury; <p>4.6 Minor changes to the junctions around the development are also proposed as part of this project to further improve the walking and wheeling environment in the area. Implementation of Option 1 is likely to require adjustments to the junction of Wood Street and Gresham Street to support the increased number of vehicles accessing this street and people crossing the junction.</p> <p>Traffic implications</p> <p>4.7 Traffic surveys were undertaken in November 2024. The collected data were analysed to assess the impact that the proposed changes to Aldermanbury may have on people walking, wheeling, cycling and driving, and on the neighbouring occupiers and their operations. This assessment concluded that none of the options are forecast to adversely impact traffic flows on the wider network.</p> <p>4.8 The study showed that the closure of Aldermanbury to motor vehicles at any time (Options 1 and 2) or during prescribed hours (Option 3), and additional flows on Wood Street northbound and Love Lane eastbound, would have negligible impact on capacity at the Gresham Street / Wood Street and Wood Street / Love Lane junctions. Impact on loading or servicing of neighbouring premises is also expected to be minimal.</p> <p>4.9 The study also highlighted the demand for crossing points on Aldermanbury away from the current provisions at its junctions with Love Lane and Gresham Street. With approx. 40% of people crossing Aldermanbury away from the Gresham Street junction, the study concluded that Options 1 and 2 would provide the best levels of pedestrian amenity by removing motor (Option 2) or all (Option 1) vehicles from Aldermanbury.</p> <p>4.10 The kerbside occupancy survey shows that the pay for parking bays and disabled parking provision are fully utilised for much of the day during weekdays, and therefore it is intended that the existing parking provision in Aldermanbury is relocated in full nearby.</p> <p>Legal implications</p> <p>4.11 In making determinations in respect of traffic orders or changes to the highway, regard must be had to the duty to secure the efficient use of the road network, avoiding congestion and disruption, and the duty to secure the expeditious convenient and safe movement of traffic, having regard to effect on amenities, as set out Section 122 of the Road Traffic Regulation Act.</p> <p>Equalities implications</p> <p>4.12 Options 1 and 4 have been assessed using the City of London Streets Accessibility Tool (CoLSAT), which enables street designers to identify how street features impact on the different needs of disabled people. The tool recognises that the needs of different groups of disabled people can be contradictory; that improving</p>
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accessibility for one group may decrease accessibility for another. CoLSAT identifies trade-offs that may be needed to ensure no one is excluded from using the City's streets and provides the basis for engagement and discussions to maximise the benefits for all.

4.13 The CoLSAT Summary table below shows the severe (0) and significant (1) issues identified through the CoLSAT assessments of the existing conditions, and the design proposals recommended to be taken forward.

- The desired Option 1 design would quarter the severe (0) and materially reduce the significant (1) accessibility issues present in Aldermanbury.
- Option 4 design has also potential to reduce severe (0) and significant (1) accessibility issues in Aldermanbury, although to a lesser degree than Option 1.

CoLSAT Summary Results Table: Aldermanbury proposals						
	Total 0 scores – severe accessibility issue			Total 1 scores - significant accessibility issues		
	Before	Option 1	Option 4	Before	Option 1	Option 4
Electric Wheelchair user	0	0	0	3	2	2
Manual Wheelchair user	0	0	0	3	1	1
Mobility Scooter user	0	0	0	3	1	1
Walking Aid user	0	0	0	2	0	0
Person with a walking impairment	0	0	0	4	2	4
Person who uses cycle as their primary mobility aid	1	0	0	4	1	1
Long cane user	2	1	2	2	0	1
Guide Dog user	1	0	0	3	2	4
Residual Sight user	0	0	0	1	0	0
Deaf or Hearing impairment	0	0	0	5	1	1
Acquired neurological impairment	0	0	0	4	1	1
Autism/Sensory-processing diversity	0	0	0	1	0	0
Developmental Impairment	0	0	0	4	1	4
Total	4	1	2	39	12	20

The next stage of design will look at addressing the remaining accessibility issues and look at ways to resolve or minimise these wherever possible.

Healthy Streets assessment

4.14 A Healthy Streets Design Check was undertaken on the current arrangements in Aldermanbury and Options 1 and 4 proposals for Aldermanbury (full assessment can be viewed in Appendix 4).

4.15 The results suggest improvement to the area of Aldermanbury after the implementation of the scheme, although two “zero” scores from the current layout in Aldermanbury remain in all proposed designs. These scores relate to the cycle parking provision, which is unlikely to increase within the project area and space for cycling.. The space for cycling in Aldermanbury will be either removed or will remain unchanged. The tables below provide a summary of the potential results should Option 1 or Option 4 be implemented.

The Options 2 and 3 are likely to score lower than Option 1, but could score higher than Option 4, as the restrictions proposed in Options 2 and 3 are expected to reduce convenience of driving short distances, increase green infrastructure and improve junction crossings.

Healthy Street score comparing the existing situation (faded colour) and Option 1 (bold colour)

	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	52	82
Everyone feels welcome	50	83
Easy to cross	50	92
Shade and shelter	67	67
Places to stop and rest	33	50
Not too noisy	47	93
People choose to walk and cycle	50	83
People feel safe	49	87
Things to see and do	78	89
People feel relaxed	50	83
Clean air	50	92

Healthy Street score comparing the existing situation (faded colour) and Option 4 (bold colour)

	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	52	67
Everyone feels welcome	50	72
Easy to cross	50	71
Shade and shelter	67	67
Places to stop and rest	33	50
Not too noisy	47	60
People choose to walk and cycle	50	72
People feel safe	49	72
Things to see and do	78	89
People feel relaxed	50	72
Clean air	50	50

	<p>Outline Programme</p> <p>Key dates:</p> <ul style="list-style-type: none"> • Gateway 4 report – January / February 2026 • Finalise S278 Agreement – February 2026 • Detailed design – March – August 2026 • Gateway 5 report – July 2026 • Draft Construction package – July – September 2026 • Issue Construction package – September 2026 • Pre-construction planning – October – December 2026 • Project construction – Q1-Q3 2027* <p><i>*Project construction will be aligned to the developer's programme</i></p>
5. Recommendation	<p>Option 1 supports Vibrant Thriving Destination outcome of the Corporate Plan by Providing more space for walking and wheeling and making the City's streets more accessible.</p> <p>The cost of Option 1 will determine the developer's appetite for proceeding with the voluntary contribution to deliver it. Should the developer decide to forgo Option 1, Option 4 as the standard S278 scheme will be progressed.</p> <p>It is, therefore, recommended that designs are progressed for Options 1 and 4 outlined in this report while negotiations with the developer and further analysis, surveys and stakeholder engagement is undertaken.</p>
6. Risk	<p><i>6.1 Developer is not satisfied with the upper cost estimate of the project.</i></p> <p>Risk response: accept</p> <p>All options are developed in accordance with the scope defined in Section 106 agreement, and with the developers' ambition communicated at planning stage. All proposed options facilitate the changes necessitated by the re-development at 65 Gresham Street.</p> <p><i>6.2 Lack of internal stakeholders buy-in to the project may impact on delivering the full ambition of the developer.</i></p> <p>Risk response: accept</p> <p>Early liaison with relevant internal stakeholders to gather their requirements and potential impact of proposed options on their operations has been undertaken.</p> <p>All proposed options reflect the feedback received to date and designs of recommended options will be progressed in further liaison with the relevant City teams and departments.</p> <p><i>6.3 Increase in the overall project costs.</i></p> <p>Risk response: reduce</p> <p>Any unforeseen circumstances are likely to increase the cost of the project. Although these costs will be covered by the developer under Section 278 agreement, officers are undertaking all reasonable steps, including ground investigations and other necessary surveys and assessment to ensure the cost estimates are as accurate as possible.</p> <p>Further information available in the Risk Register (Appendix 5) and Options Appraisal Matrix below.</p>

7. Procurement approach	<p>7.1 A landscape consultant has been appointed to develop the proposals presented in this report. It is expected the consultant will progress the chosen design options to RIBA Stage 3 equivalent.</p> <p>7.2 The detailed design is expected to be developed in-house by the Highways team in consultation with the landscape consultant. Specialist consultants may be required to detail any bespoke elements of the scheme.</p> <p>7.3 All construction is expected to be implemented by the City's term contractor and nominated sub-contractor(s) or statutory undertaker as necessary, under the supervision of the Environment Department, and in line with the developer's programme, considering other major works or events planned within the area.</p>
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance Table
Appendix 3	Plans of design options
Appendix 4	ColSATs, Healthy Street Design checks & Equality Analysis
Appendix 5	Risk Register (for recommended option)

Contact

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Options Appraisal Matrix

Option Summary	Option 1	Option 2	Option 3	Option 4
1. Brief description of option	A full pedestrianisation of Aldermanbury between Love Lane and access road to Guildhall Yard, and the creation of a new public space featuring additional green infrastructure, seating and public amenities.	As Option 1, but with an informal cycle path incorporated, maintaining the existing two-way route for cyclists between Love Lane and Gresham Street. Any informal cycle route needs to consider the location of pedestrian entrances.	Implementation of pedestrian priority measures in Aldermanbury, such as a raised carriageway and timed traffic restrictions, which will improve the pedestrian environment but stop short of full pedestrianisation.	Retention of the existing street function with improved footways and other more modest enhancements.
2. Scope and exclusions	<p>All options proposed are consistent with the scope outlined in the Section 106 agreement, and include:</p> <ul style="list-style-type: none"> • Integration of the new development at 65 Gresham Street with public realm on Aldermanbury. • Adjustments to junctions, including installation of raised tabletop, around the development to improve walking and wheeling. • Relocation of the parking provision in Aldermanbury between Gresham Street and Love Lane to neighbouring streets. • Introduction of additional greening on Aldermanbury, where appropriate • Introduction of additional seating. 			
	<ul style="list-style-type: none"> • Closing the street to all vehicles, including cycles, north of access road to Guildhall Yard and south of Love Lane. • Creating civic space at the north end of the closure area 	<ul style="list-style-type: none"> • Closing the street to motorised vehicle north of access road to Guildhall Yard and south of Love Lane. • Creating a civic space at the north end of the closure area 	<ul style="list-style-type: none"> • Closing the street to all vehicle, including cycles north of access road to Guildhall Yard and south of Love Lane, during set times. 	<ul style="list-style-type: none"> • Retaining the street open to through vehicular traffic.
Project Planning				

Option Summary	Option 1	Option 2	Option 3	Option 4
3. Programme and key dates	<p>Overall project: The implementation phase is aligned with the developer's programme and is currently expected to commence in Q1 2027.</p> <p>Key dates:</p> <ul style="list-style-type: none"> • Gateway 4 report – January / February 2026 • Finalise S278 Agreement – February 2026 • Detailed design – March – August 2026 • Gateway 5 report – July 2026 • Draft Construction package – July – September 2026 • Issue Construction package – September 2026 • Pre-construction planning – October – December 2026 • Project construction – Q1-Q3 2027* <p><i>*Project construction will be aligned to the developer's programme</i></p>			
4. Risk implications	<p>Overall project option risk: Low</p> <ol style="list-style-type: none"> 1. Developer is not satisfied with the upper cost estimate of the project. 2. Stakeholders objecting to proposals. 3. Delays to signing Section 278 agreement 4. Programme delays <p>Further information available within the risk register (Appendix 5).</p>			
5. Stakeholders and consultees	<ul style="list-style-type: none"> • City departments and divisions, including Planning & Development, Remembrancer, Chamberlain, Comptroller & City Solicitor, Highways & Special Events team. • Ward Members • Local residents • Local occupiers • Developer team • Lord Mayor's Show organisers 			

Option Summary	Option 1	Option 2	Option 3	Option 4
	<ul style="list-style-type: none"> St Lawrence Jury 			
6. Benefits of option	<p>To a varying degree, all proposed options are envisaged to:</p> <ul style="list-style-type: none"> Address healthy streets requirements and support active travel by improving the walking and wheeling environment in Aldermanbury. Improve the public realm for people walking and wheeling by introducing pavement level crossings at four junctions around the development. Create more welcoming and inclusive space for people to enjoy by maximising the opportunities to enliven the streetscape. Increase greenery where possible, introducing more variety and colour to the planting palette to add interest. This is envisaged to contribute to developing more resilient blue and green corridors through the City of London. Provide an appropriate setting for the Grade 1 listed Guildhall and the new development at 65 Gresham Street, acknowledging the existing and proposed urban form through interpretation of distinct architectural / heritage features in the vicinity. Futureproof the public realm in the vicinity of the Guildhall, potentially improving commercial viability of the corporate asset. 			
	<ul style="list-style-type: none"> Option 1 is deemed to have the most positive impact on people walking and wheeling in a space without vehicular traffic. It also has the highest potential to improving greening and biodiversity in the area. 	<ul style="list-style-type: none"> Option 2 is likely to benefit people walking, wheeling and cycling away from motor vehicles. It has a potential to moderately improve greening and biodiversity. 	<ul style="list-style-type: none"> Option 3 is likely to improve experience of people walking and wheeling when road is closed to vehicular traffic. 	<ul style="list-style-type: none"> Option 4 retains the existing through movement along the street.
7. Disbenefits of option	<ul style="list-style-type: none"> Prohibiting access to all vehicles, diverting traffic to neighbouring streets. 	<ul style="list-style-type: none"> Prohibiting access to motorised vehicles, 	<ul style="list-style-type: none"> Prohibiting access to vehicular traffic at certain times will divert 	<ul style="list-style-type: none"> Option 4 is likely to bring the least opportunities

Option Summary	Option 1	Option 2	Option 3	Option 4
	<ul style="list-style-type: none"> Small potential increase in travel times. 	<div>diverting traffic to neighbouring streets.</div> <ul style="list-style-type: none"> Small potential increase in travel times. Potential conflict between people walking and wheeling and people cycling. 	<div>traffic to neighbouring streets.</div> <ul style="list-style-type: none"> Small potential increase to travel times during the timed closure of Aldermanbury. Implementing Option 3 is likely to result in only moderate improvements to greening. Potential conflict between people walking and wheeling and people cycling during the timed closure. Potential conflict between cycles and other vehicular traffic outside the closure times. Confusion about the closure times. 	<div>for improving greening and biodiversity.</div> <ul style="list-style-type: none"> Potential conflict between vehicles and vulnerable road users.
Resource Implications				
8. Total estimated cost	<p>Likely cost range of project implementation (excluding risk): £3,884,193 (Option 4) - £4,169,878 (Option 1)</p> <ul style="list-style-type: none"> The cost range includes provisions for drainage, street furniture as well as utilities diversions. Each option will attract commuted sums which will be calculated at the next stage of design, and will be presented to committees in the next reporting cycle. 			

Option Summary	Option 1	Option 2	Option 3	Option 4
9. Funding strategy	This project is fully funded through the Section 278 agreement with the developer of 65 Gresham Street. The commuted sums is set to be met by the developer of 65 Gresham Street.			
10. Investment appraisal	None required – scheme is fully funded by the developer through Section 278 agreement.			
11. Estimated capital value/return	N/A			
12. Ongoing revenue implications	Each option will attract commuted sum that accounts for the anticipated replacement of the materials, including street furniture and planting, for 20 years. The commuted sum is set to be met by the developer under Section 278 agreement.			
13. Affordability	Under S106 agreement the developer of 65 Gresham Street has obligation to fund this project in full, provided the costs are reasonable and have the right to commit to a smaller-scale improvements if deemed more cost effective.			
14. Legal implications	<p>A Section 278 agreement will be entered into with the developer to secure payment for the works and comply with an obligation of the Section 106 agreement.</p> <p>Section 122 of the Road Traffic Regulation Act 1984 requires the traffic authority, in exercising its traffic authority functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard for:</p> <ol style="list-style-type: none"> 1. the desirability of securing and maintaining reasonable access to premises. 2. the effect of amenities of any locality and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas 3. national air quality strategy. 4. public service vehicles. 			

Option Summary	Option 1	Option 2	Option 3	Option 4
	<p>5. any other relevant matters.</p> <p>Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to:</p> <ul style="list-style-type: none"> • Eliminate unlawful discrimination, harassment and victimisation • Advance equality of opportunity and • Foster good relations between those who share a protected characteristic (i.e., race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not. <p>As part of the duty to have “due regard” where there is disproportionate impact on a group who share a protected characteristic, the City Corporation should consider what steps might be taken to mitigate the impact, on the basis that it is a proportionate means which has been adopted towards achieving a legitimate aim. To this end, Officers will instruct an independent third party to undertake an Equalities Impact Assessment on the finalised scheme design and make any identified improvements, assuming they are reasonable and possible.</p>			
15. Corporate property implications	The proposed public realm improvements are envisaged to improve the setting of Grade I listed Guildhall complex and are likely to contribute to bettering commercial viability of corporate assets.			
16. Traffic implications	<p>A study was commissioned to determine the impact of proposed changes on the traffic movement in the area. The results suggest that the impact of the proposed changes on traffic flows on the wider network will be minimal.</p> <p>Parking provision will be relocated in full to neighbouring streets.</p>			
	<ul style="list-style-type: none"> • Vehicular traffic, including cycles, will be prohibited from entering the closure area. It will be diverted to neighbouring streets, potentially resulting in 	<ul style="list-style-type: none"> • Motorised traffic, including cycles, will be prohibited from entering the closure area. It will be diverted to neighbouring streets, potentially resulting in 	<ul style="list-style-type: none"> • Vehicular traffic, including cycles will be prohibited from entering the area whilst timed closure is in place. 	<ul style="list-style-type: none"> • Through traffic will continue to use the street as per current arrangements. Parking provisions will be relocated to the neighbouring streets.

Option Summary	Option 1	Option 2	Option 3	Option 4
	slight increase in travel times.	slight increase in travel times.		
17. Sustainability and energy implications	Use of high-quality standard palette materials specified within the City public realm technical manual will contribute to the longevity of the surfaces post construction and better maintenance. The project will endeavour to re-use suitable materials wherever possible.			
18. Equality Impact Assessment	<ul style="list-style-type: none"> The proposals aim to improve accessibility for people walking and wheeling. The relocation of parking provision from Aldermanbury to neighbouring streets will facilitate improvements to pavement widths in all options, however, may negatively impact people with some protected characteristics, who may be more reliant on motor vehicle as a mobility aid. Full Impact assessment will be completed as part of Gateway 5 report. 			
	<ul style="list-style-type: none"> The proposed closure of Aldermanbury may increase the travel times and costs, and therefore negatively impact some people with these protected characteristics, who may be more reliant on a motor vehicle as a mobility aid. 	<ul style="list-style-type: none"> The proposed closure of Aldermanbury may increase the travel times and costs, and therefore negatively impact some people with these protected characteristics, who may be more reliant on a motor vehicle as a mobility aid. 	During the street being closed to vehicular traffic, the proposed closure of Aldermanbury may increase the travel times and costs, and therefore negatively impact some people with these protected characteristics, who may be more reliant on a motor vehicle as a mobility aid.	<ul style="list-style-type: none"> Through access will remain unchanged.
19. Data Protection Impact Assessment	N/A			

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
20. Recommendation	Recommended to be progressed to next stage of design.	<i>Not recommended</i>	<i>Not recommended</i>	Recommended to be progressed to next stage of design.

Project Coversheet

[1] Ownership & Status

UPI: 12421

Core Project Name: 65 Gresham Street S278

Programme Affiliation (if applicable): N/A

Project Manager: Andrea Moravicova

Definition of need: Under the Section 106 Agreement the developer is obligated to fund the required works on the public highway to mitigate the impacts of the new development. This also represents an opportunity to explore options for delivering a new public space and / or a pedestrian priority street in Aldermanbury.

Key measures of success:

- 1) Enhanced public realm on Aldermanbury, between Gresham Street and Love Lane.
- 2) Integrate the new development, including its ground floor uses, with the surrounding public highway.
- 3) Improve walking and cycling conditions to streets in the vicinity of the development.

Expected timeframe for the project delivery: construction to start in Q1 2027 and complete in approximately 12 months.

Key Milestones:

- Gateway 4 report – January / February 2026
- Finalise S278 Agreement – February 2026
- Detailed design – March – August 2026
- Gateway 5 report – July 2026
- Draft Construction package – July – September 2026
- Issue Construction package – September 2026
- Pre-construction planning – October – December 2026
- Project construction – Q1-Q3 2027

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? The overall project duration is unknown but will align with the programme of the development.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

‘Project Briefing’ G1 report (as approved by Chief Officer):

- Total Estimated Cost (excluding risk): £600,000 - £3,600,000
- Costed Risk Against the Project: Not requested at this stage
- Estimated Programme Dates: The overall project duration is unknown but will align with the programme of the development.

Scope/Design:

Deliver improvements to areas of public highway related to the refurbishment of 65 Gresham Street, including Aldermanbury, Love Lane, Wood Street and Gresham Street as defined within S106 agreement.

'Project Proposal' G2 report (as approved by S&W Sub 19 March 2024):

- Total Estimated Cost (excluding risk): £600,000 - £3,600,000
- Resources to reach next Gateway (excluding risk): £100,000
- Spend to date: N/A
- Costed Risk Against the Project: Not requested at this stage
- Estimated Programme Dates: The overall project duration is unknown but will align with the programme of the development.

Scope/Design Change and Impact: None

Total anticipated on-going commitment post-delivery [£]: £600,000 - £1,000,000

Programme Affiliation [£]: N/A

Appendix 2

Table 1: Expenditure to date: 65 Gresham Street - 16800508			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
ENV Servs Staff Costs	20,000	4,980	15,020
P&T Staff Costs	30,000	23,846	6,154
P&T Fees	50,000	49,905	95
TOTAL	100,000	78,731	21,269

Table 2: Resources required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
ENV Servs Staff Costs	20,000	25,000	45,000
P&T Staff Costs	30,000	45,000	75,000
P&T Fees	65,000	65,000	130,000
TOTAL	115,000	135,000	250,000

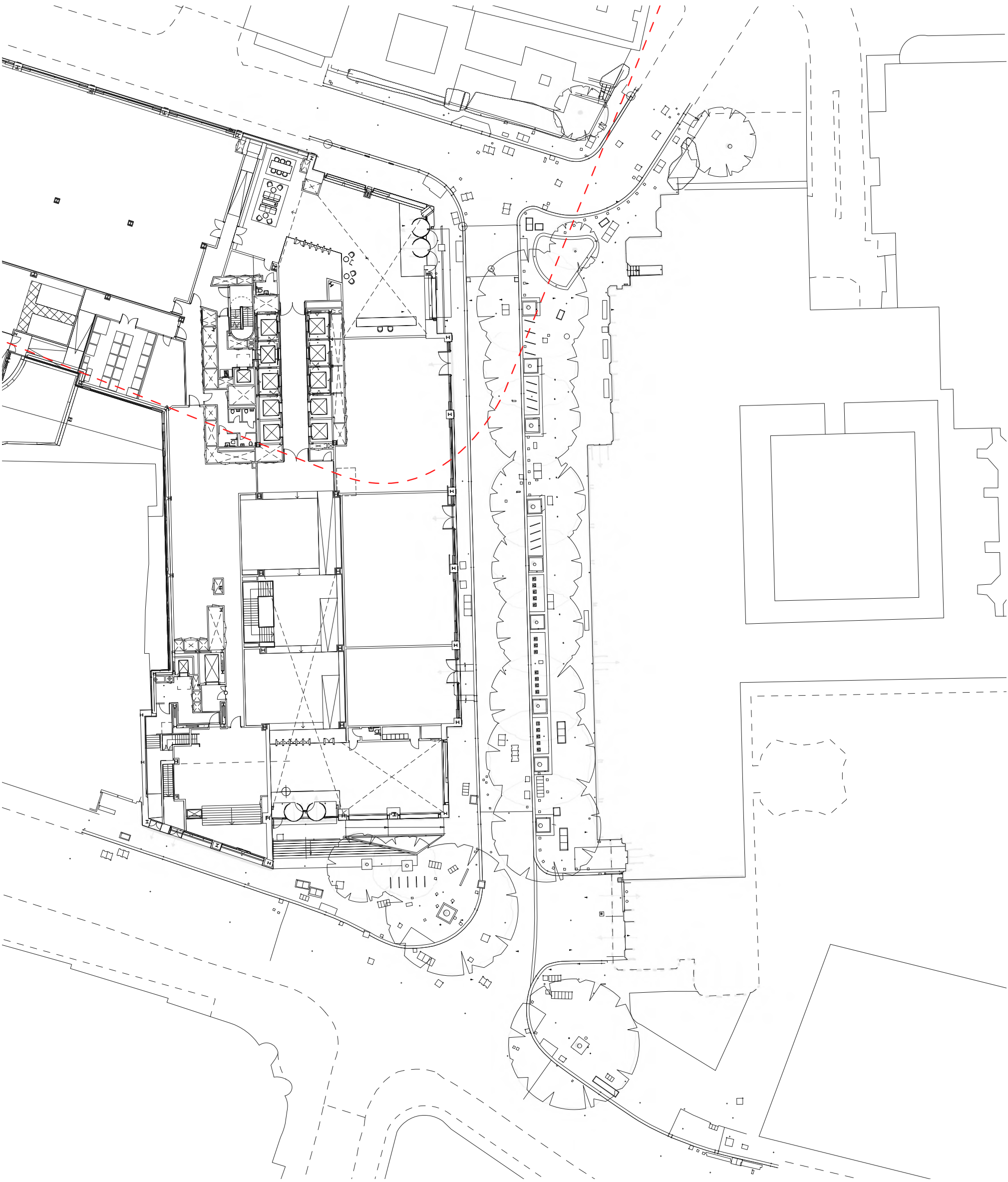
Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
65 Gresham Street S278	100,000	135,000	235,000
TOTAL	100,000	135,000	235,000

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Aldermanbury

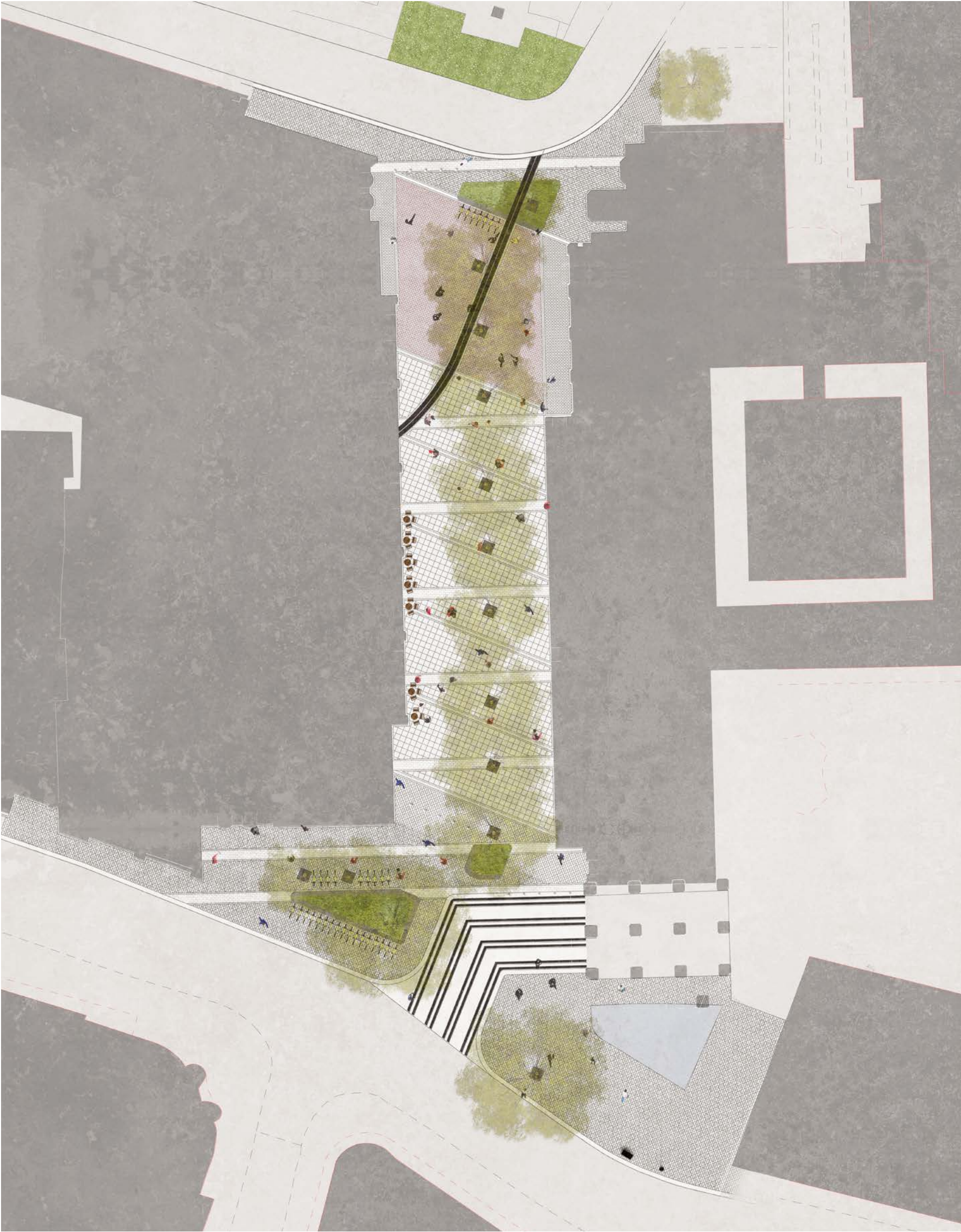
65 Gresham Street S.278 project

Overlay - Location of Roman Wall



Option 1 - recommended

Full Pedestrianisation



Option 01 - Visual 1

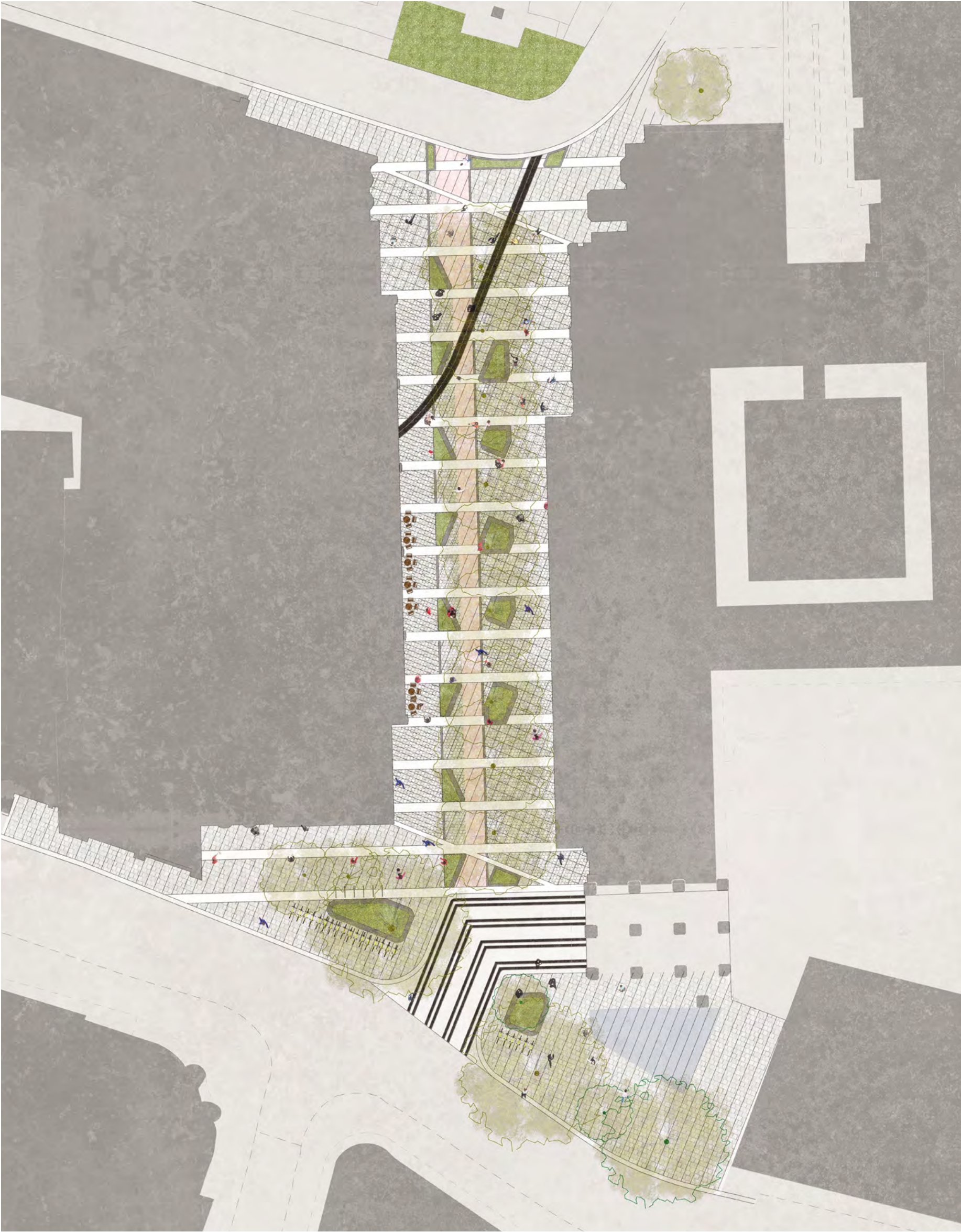


Option - Visual 2



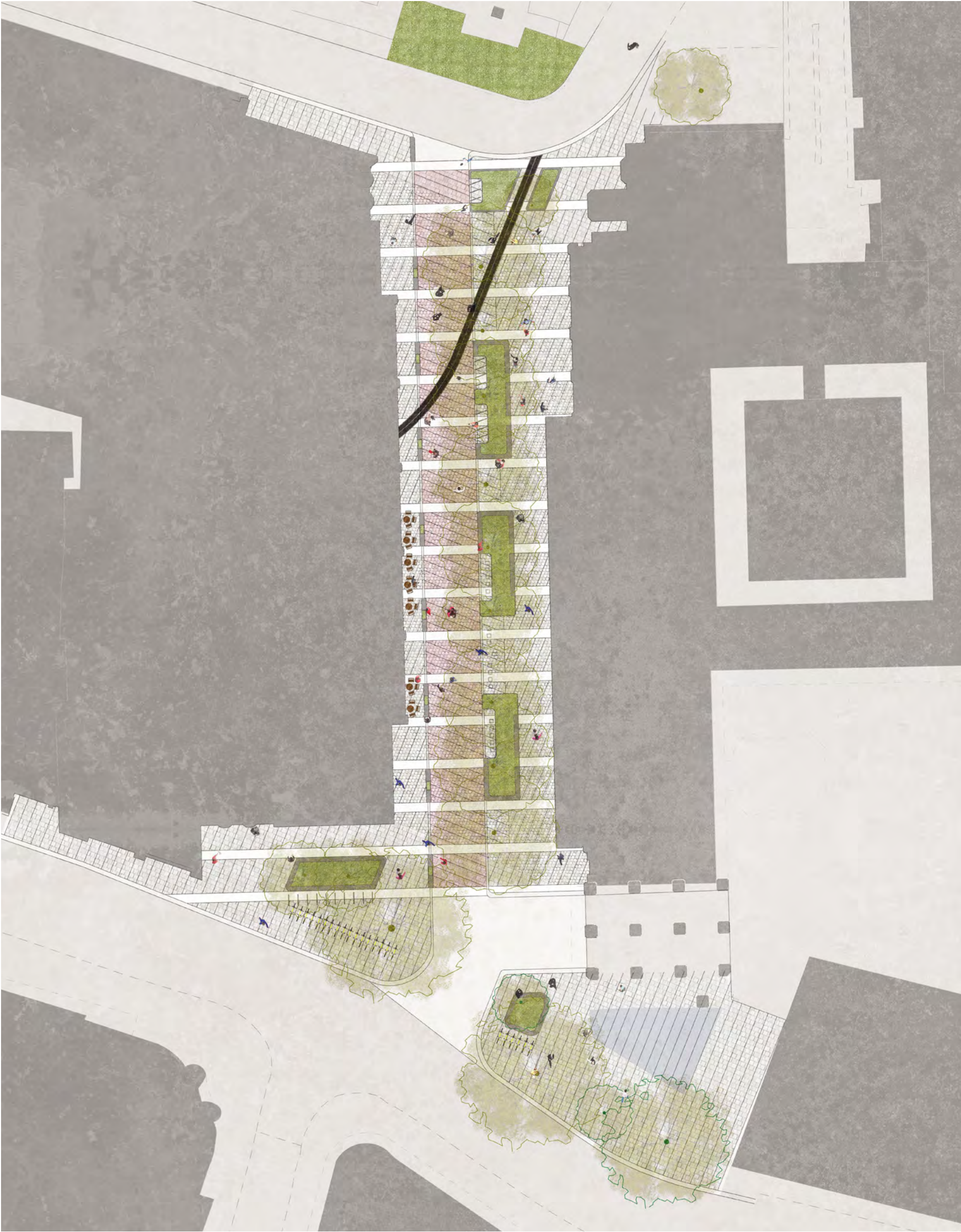
Option 2 - not recommended

(Full Pedestrianisation with Two-Way Cycle Path)



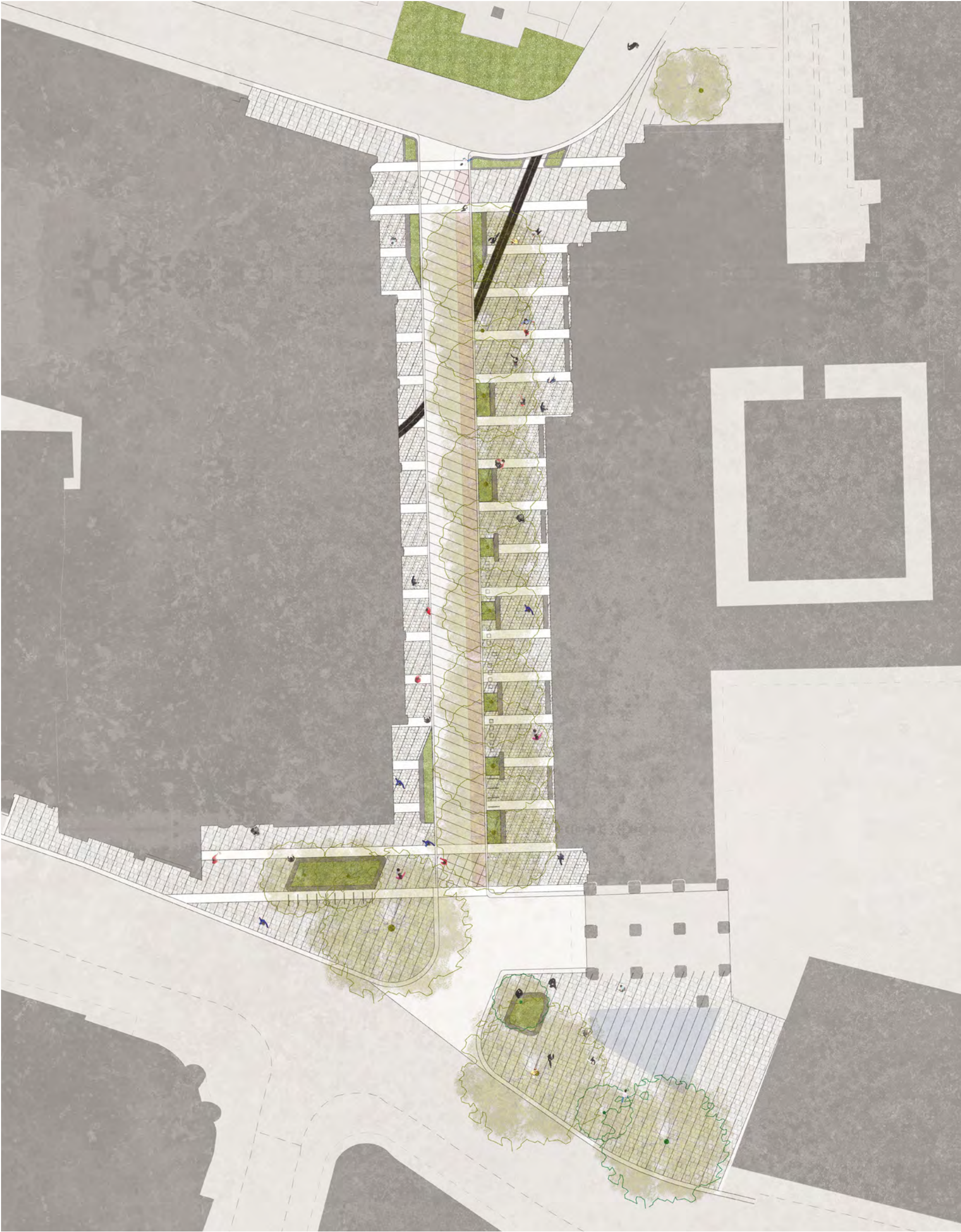
Option 3 - not recommended

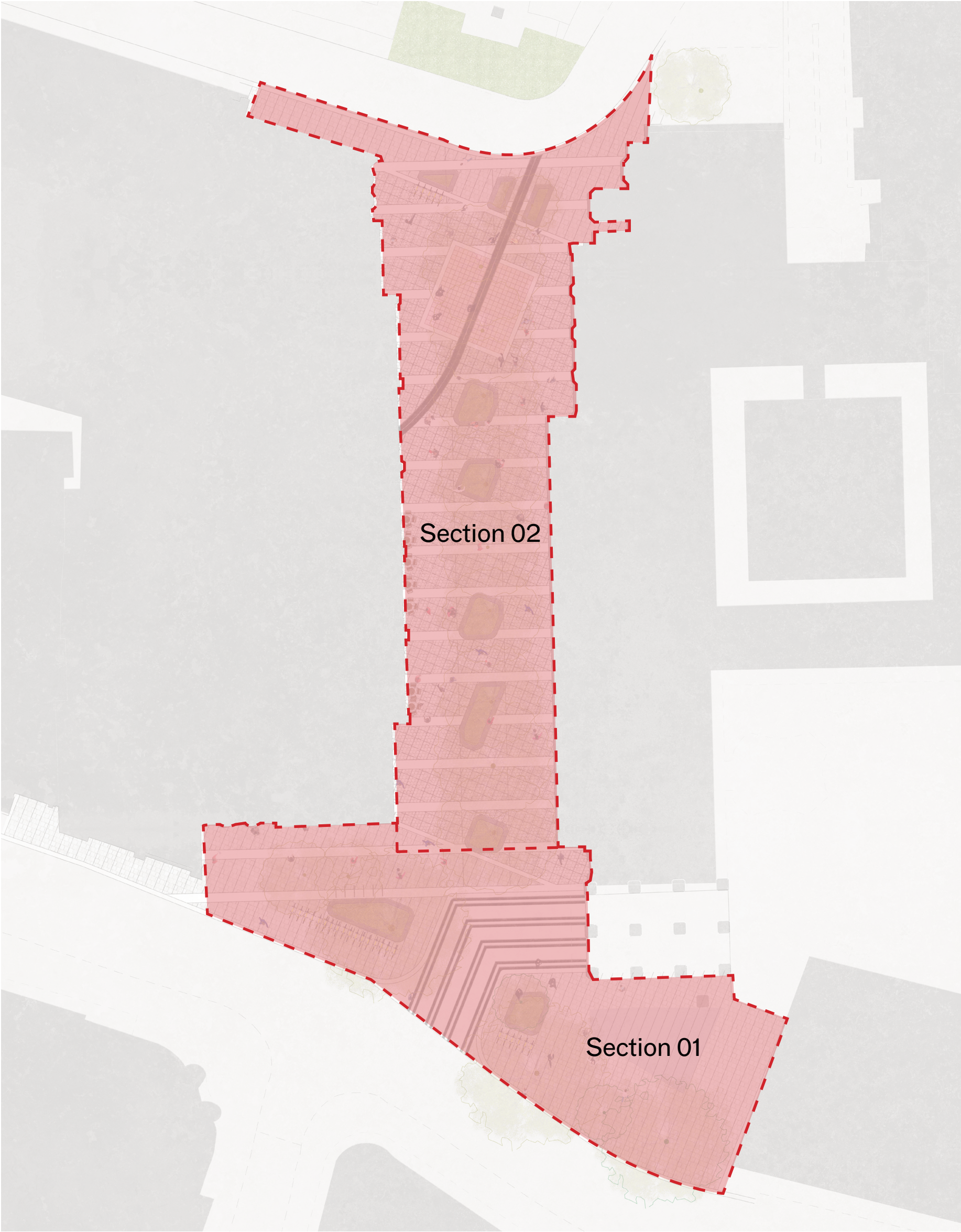
(Pedestrian Priority Measures - raised carriageway & timed closure to vehicles)



Option 4 - recommended

(Retention of Existing Street Function - Improved Footways)





Aldermanbury Sections

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Crossing Point		Comments															
Crossing Type	Uncontrolled crossing > 8m road width	3	2	2	1	2	2	0	2	2	3	1	2	1			
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4			
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	3	1	2		3	3	3	3	4		
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	3	2	2	3	3	3	3	3			
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	3		
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	3	2	2	2	3	3	3	3		
Tactile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	3	3		
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3			
Island Type	No island	2	3	2	2	2	2	2	3	3	2	2	2	3			
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	4	4	3			
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	3	2	3	4			
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	3			
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	3			
Audible (beeping)	No Audible	3	3	3	2	3	3	2	3	2	3	2	3	1			
Count Down	No count down	2	3	3	3	3	3	3	3	3	2	3	3	2			
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3			
Surface Material																	
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	1	2	2	2	1	2	3	3			
Pattern	Pattern in paving	3	3	3	3	3	3	3	2	3	3	3	3	3			
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	3	2	3	2	3	3	3			
Lines	No lines at road edge	3	3	3	3	3	3	3	2	2	2	2	2	2			
Kerb																	
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	3	4	2	4	3	4	3	3	4	3	3			
Kerb Type (moving alongside)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	2	2	2	3	0	1	3	3	2	2	1			
Footway Width																	
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	2	4	3	3	2	2	2	3			
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	3	3			east footway is much wider.
Street Furniture																	
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3			benches and a large planter
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4			
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	4			
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	2	3	3	3	3	3			
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2			stainless steel cycle racks seem to have low tonal contrast with the footway.
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	3			
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	3	3	4	4	4	3	3			
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3			
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3			
Slopes																	
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	2	3	3	3	3	2	3	3			
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4			
Vehicle Access																	
Vehicle Crossover	Crossover level	3	2	2	2	4	2	2	1	2	4	3	3	2			
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3			
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4			
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	2	3	2			
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3			
Bus Stop Location	250 m to 500 m away	3	1	1	2	1	3	2	3	3	1	1	3	3			bus stop on Cheapside o/s 1 New Change
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3			bus stop on Cheapside o/s 1 New Change
Bus Stop Type	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3			
Toilets																	
Accessible Toilets	Within 100 m	4	4	3	4	4	4	3	3	4	4	4	3	3			
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1			Barbican Centre

The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation with the generous assistance of 41 disabled individuals who participated in research interviews.



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 Ross Atkin Associates
  CITY OF LONDON
  urban movement

st n se t on assessment

City of London Street
Accessibility Tool v2.2

Needs Segments:



Crossing Point																	Comments
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	2	3	3	3	2	2	2	3	2	3	2			
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	3	4		
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	3	1	2	3	3	3	3	3	3	4	
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	3	2	2	3	3	3	3	3	3	3	
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	3	3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	2	3	3	3	3	3	
Tactile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	3	3	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3	3	3	
Island Type	No island	2	3	2	2	2	2	2	2	3	2	2	2	3	3	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	4	3	3	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	3	2	3	3	4		
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	3	3	3	
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	3	3	3	
Audible (beeping)	No Audible	3	3	3	2	3	3	2	3	2	3	2	3	1			
Count Down	No count down	2	3	3	3	3	3	3	3	3	2	3	3	2			
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	
Surface Material																	
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	1	2	2	2	1	2	3	3			
Pattern	Pattern in paving	3	3	3	3	3	3	2	2	3	3	3	3	3			
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	3			
Lines	No lines at road edge	3	3	3	3	3	3	2	2	2	2	2	2	2			
Kerb																	
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	3	4	2	4	3	4	3	3	4	3	3			
Kerb Type (moving alongside)	Delimiting kerb 150 mm +	2	2	3	3	2	2	1	3	3	3	3	4	3			
Footway Width																	
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	2	4	3	3	2	2	2	3			east footway is much wider.
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	0	2	0	1	1	1	1	1			
Street Furniture																	
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3			benches and a large planter
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4			
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	4			
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	2	3	3	3	3	3			stainless steel cycle racks seem to have low tonal contrast with the footway.
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2			
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	3			
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	3	3	4	4	4	3	3			
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3			
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3			
Slopes																	
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	2	3	3	3	3	2	3	3			
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4			
Vehicle Access																	
Vehicle Crossover	Crossover level	3	2	2	2	4	2	2	1	2	4	3	3	2			
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3			
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4			
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	2	3	2	3			
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3			
Bus Stop Location	250 m to 500 m away	3	1	1	2	1	3	2	3	3	1	1	3	3			bus stop on Cheapside o/s 1 New Change
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	3			bus stop on Cheapside o/s 1 New Change
Bus Stop Type	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3			
Toilets																	
Accessible Toilets	Within 100 m	4	4	3	4	4	4	3	3	4	4	4	3	3			
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1			Barbican Centre

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ton se ton assessment

City of London Street Accessibility Tool v2.2		Needs Segments:																													
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Total number of 0: 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 1
Total number of 1: 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 2

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ton se ton assessment

City of London Street Accessibility Tool v2.2		Needs Segments:																		
Crossing Point																			Comments	
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4		
Edge Marking	800 mm deep tactile paving edge marking (full width of flush area)	3	3	3	3	1	2	3	3	4	3	3	4	3	3	4	3	3		
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	3	2	2	3	3	3	3	3	3	3	3	3		
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3		
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	3	2	2	2	3	3	3	3	3	3	3		
Tactile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	3	3	3	3	3		
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3	3	3	3	3		
Island Type	No island	2	3	2	2	2	2	2	2	3	2	2	3	2	2	2	3	3		
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	4	4	4	4	4	3	3		
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3	4	3		
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	3	3	3	5	4	3		
Signal (red/green man)	No Signal (zebra)	2	3	3	2	3	3	3	3	3	3	3	3	3	3	3	2	1		
Audible (beeping)	No Audible	3	3	3	2	3	3	2	3	2	3	2	3	2	3	2	3	1		
Count Down	No count down	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2		
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3		
Surface Material																				
Surface Type	Smooth York Stone	3	3	3	3	4	2	4	4	3	3	4	3	3	3	3	3	3	Smooth surface and level York Stone throughout with exception to Pink Granite forming a square and Silver Grey Granite strips Silver Grey Granite strips are present throughout section 02. Pink Granite is present in a form of a square close to the Love Lane junction Higher tonal contrast between York Stone and road surface on Love lane	
Pattern	Pattern in paving	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	3	3		
Contrast with Road Lines	Higher tonal contrast between paving and road Yellow/red/white lines at road edge	3	3	4	4	3	3	3	3	4	3	4	3	4	3	4	4	4		
Kerb																				
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	3	4	2	4	3	4	3	3	4	3	3	4	3	3	3		
Kerb Type (moving alongside)	Delimiting upstand 0 mm to 3 mm (undelineated)	3	4	2	2	2	3	0	1	3	3	2	2	2	1					
Footway Width																				
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	3	4	3	3	4	3	3	4	4	4	The footway width varies between 5m and 15.8m The narrowest unobstructed footway is 1.7m	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	3	3	3	3	3	3		
Street Furniture																				
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3	3	3	3	3	Additional stand alone benches, in material suggested by the City Public Realm ToolKit, are proposed to be installed where possible along the street. Granite benches with a maximum height of 45cm are situated in this section, with stand alone benches also proposed to be introduced where possible. They also act as planters for proposed trees. Some benches/seating act as planters, providing shade. Different material could offer different sensory experience of users. This will be decided in further design development.	
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	3	3	3	4	3	4	3		
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3		
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	3	2	2					
Bench Spacing	Bench within 150 m	3	3	3	4	4	4	3	3	3	3	3	4	4	3					
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	3	3	4	4	4	3	3						
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3						
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	4	3	3	3	4	3	4	3						
Slopes																				
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	2	3	3	3	3	3	2	3	3				There is minimal camber across the footway and remains consistent throughout.	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	3	4	3	4					
Vehicle Access																				
Vehicle Crossover	Crossover level	3	2	2	2	4	2	2	1	2	4	3	3	2					Vehicular access prohibited as section 02 is proposed to be fully pedestrianised No changes to existing conditions No changes to existing conditions No changes to existing conditions No changes to existing conditions Bus stop on Cheapside o/s 1 New Change, no change from existing conditions Bus stop on Cheapside o/s 1 New Change, no change from existing conditions No changes to existing conditions	
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3	3					
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4	4					
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	3	2	3	2					
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3	3					
Bus Stop Location	Within 100 m	3	4	3	4	3	3	4	3	4	3	4	3	4	3					
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3						
Bus Stop Type	Shelter + proper seat	3	3	3	3	4	3	3	4	3	4	3	3	4						
Toilets																				
Accessible Toilets	Within 100 m	4	4	3	4	4	4	3	3	4	4	4	3	3					No changes to existing conditions Barbican Centre, no change from existing condition	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	3						
The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation with the generous assistance of 41 disabled individuals who participated in research interviews.																				

Project

Name of checker

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Name of street

Aldermanbury

Postcode of street

EC2V

Name of street at start junction

Gresham Street

Name of street at end junction

Love Lane

Date of check

01-Apr-25

Responsible Highway Authority

City of London Corporation

Start scoring →

Scoring

Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
	3	2	1	0					
1 Motorised vehicle speed	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	info	2	Metric 1 scores 2. The short stretch of the street and substantially utilised parking facilities along the west kerbline are likely to minimise speeding.	2	Metric 1 scores 2. Option 1 proposes to close the majority of the street to vehicular traffic. Access to Guildhall Yard requires vehicles to slow down when turning from main road and stop at the barriers, which is likely to minimise speeding.
2 Volume of motorised traffic	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	info	3	Metric 2 scores 3. There are less than 199 motorised vehicles using Aldermanbury. Assessed on 15.08.2024 9am - 10am.	3	under Option 1 the volume of vehicles on Aldermanbury will be reduced, as only access to Guildhall Yard will be permitted.
3 Mix of vehicles	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	info	0	Metric 3 scores 0. The proportion of large vehicles at the time of assessment (15.08.2024 9am-10am) was just over 33%	3	In Option 1 vehicular traffic is removed from Aldermanbury b/w access to Guildhall Yard and Love La. Controlled access to Guildhall Yrd is likely to ensure a low number of vehicles in the part of the street b/w Gresham St and Guildhall Yrd.
4 Cycle safety at junctions	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	info	2	Metric 4 scores 2. Junction of Aldermanbury and Love Lane was a part of the assessment area. Two out of 4 potential movements were assessed as green.	3	Metric 4 scores 3. Closing Aldermanbury south of Love Lane to vehicles means two movements available to cycles are assessed as green.
5 Ease of crossing side roads	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	info	3	Metric 5 scores 3. The access to Guildhall yard is only occasionally used, and has a raised table and a tight junction geometry.	3	same as existing arrangements.
6 Ease of crossing between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	info	3	the length of the street that is within the assessment area is less than 100m.	3	

7	Priority of crossing at junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	info	0	crossing facility / level crossing missing at the north section of Aldermanbury.	3	level crossing is proposed to be installed at all junctions around the development, including Love Lane, which is a part of this assessment.
8	Navigation of crossings for people with visual impairments	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	info	0	Metric 8 scores 0. Tactile paving is missing at the dropped kerbs on the north side of the assessed area.	2	Tactile crossing to the City of London standard is proposed to be installed at the proposed junction.
9	Quality of the footway surface	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	info	1	Metric 9 scores 1. There are many minor defects on both footways of the assessed area of the street.	3	
10	Space for walking	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	info	1	Metric 10 scores 1. The usable width of the west footway in Aldermanbury is between 15. and 2m at its narrowest points.	3	For Option 1 metric 10 scores 3. Option 1 proposes to close the majority of the street south of Love Lane to vehicular traffic, allowing people walking and wheeling move freely. In location where vehicles are permitted the minimum unobstructed width for walking in quiet areas is at least 2m, and in busy areas at least 3m.
11	Quality of the carriageway surface	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	info	1	Metric 11 scores 1. There are many minor defects along the full length, including wobbly sets at the raised crossing at the southern end of the assessed area.	3	Metric 11 scores 3. It is proposed that access road to Guildhall Yard and the carriageway at the junction of Aldermanbury and Love Lane will be resurfaced.
12	Space for cycling	At the weakest point the cycle lanes and tracks provided exceed desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths In locations where on-carriageway cycling is appropriate: at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is 3.2-3.9m wide	info	0	Metric 12 scores 0. At the narrowest point of the street the usable width of carriageway is approximately 3.25m wide.	0	

13	Public seating	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	info	3	Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street.	3	Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street, and it is proposed to increase the seating.
14	Cycle parking	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	info	0	double parking of bicycles; no step-free access to the bicycle parking area	0	the numbers of cycle parking facilities are unlikely to increase
15	Trees	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	Assessing the full length of the street, there are no trees on the street	info	2	Metric 15 scores 2. There are mature trees at the east side of the street that provide sufficient shade along the street section being assessed. The height of the buildings also help with providing shade.	2	Metric 15 scores 2. There are mature trees at the east side of the street that provide shade along the street section being assessed. It is proposed to increase the number of trees where possible / appropriate.
16	Green infrastructure	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, only 1 green infrastructure feature on the full length of the street	Assessing the full length of the street, there is no green infrastructure in the public realm	info	2	Metric 16 scores 2. There are two substantial green infrastructure features along the assessment area.	3	Option 1 proposes to introduce low level planting and some new planters in the project area.
17	Lighting	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, there is no street lighting over the footways on this street	info	3	Metric 17 scores 3. Good appropriate lighting is provided throughout the assessment area.	3	
18	Reducing convenience of driving short journeys	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic and there are no parking restrictions	info	1	Metric 18 scores 1. Although there is a provision of parking bays in Aldermanbury, the parking is restricted to four hours with no return within one hour.	3	Metric 18 scores 3. Option 1 proposes to close the street to through traffic at all times.
Are there any bus services running on this street? Yes/No							No		No	
19	Bus stops	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for at least 4 customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop does not have seating and rain and sun protection for at least 4 customers	info				

Healthy Streets Score

Name of street

Aldermanbury

Name of street at start junction

Gresham Street

Name of street at end junction

Love Lane



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	52	82
Everyone feels welcome	50	83
Easy to cross	50	92
Shade and shelter	67	67
Places to stop and rest	33	50
Not too noisy	47	93
People choose to walk and cycle	50	83
People feel safe	49	87
Things to see and do	78	89
People feel relaxed	50	83
Clean air	50	92

Project

Name of checker

Andrea Moravicova

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Name of street

Aldermanbury Option 4

Postcode of street

EC2V

Name of street at start junction

Gresham Street

Name of street at end junction

Love Lane

Date of check

01-Apr-25

Responsible Highway Authority

City of London Corporation

Start scoring →

Scoring

Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
	3	2	1	0					
1 Motorised vehicle speed	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	info	2	Metric 1 scores 2. The short stretch of the street and substantially utilised parking facilities along the west kerbline are likely to minimise speeding.	2	Metric 1 scores 2. Option 4 proposes to reduce carriageway width which is likely to minimise speed along this short stretch of street.
2 Volume of motorised traffic	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	info	3	Metric 2 scores 3. There are less than 199 motorised vehicles using Aldermanbury. Assessed on 15.08.2024 9am - 10am.	3	Metric 2 scores 3. It is expected that the volumes of traffic remain at current levels or will slightly decrease due to removal of parking provisions from this street.
3 Mix of vehicles	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	info	0	Metric 3 scores 0. The proportion of large vehicles at the time of assessment (15.08.2024 9am-10am) was just over 33%	0	It is likely that although the overall number of vehicles in Aldermanbury will decrease, the proportion of large vehicles either stay the same or increases.
4 Cycle safety at junctions	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	info	2	Metric 4 scores 2. Junction of Aldermanbury and Love Lane was a part of the assessment area. Two out of 4 potential movements was assessed as green.	2	Metric 4 scores 2. Aldermanbury will have the same working for through traffic as existing, therefore this score remains the same. 2 out of 4 potential movements was assessed green.
5 Ease of crossing side roads	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	info	3	Metric 5 scores 3. The access to Guildhall yard is only occasionally used, and has a raised table and a tight junction geometry.	3	same as existing arrangements.
6 Ease of crossing between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	info	3	the length of the street that is within the assessment area is less than 100m.	3	same as existing arrangements.
7 Priority of crossing at junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	info	0	crossing facility / level crossing missing at the north section of Aldermanbury.	3	level crossing is proposed to be installed at all junctions around the development, including Love Lane, which is a part of this assessment.

8	Navigation of crossings for people with visual impairments	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	info	0	Metric 8 scores 0. Tactile paving is missing at the dropped kerbs on the north side of the assessed area.	2	Tactile crossing to the City of London standard is proposed to be installed at the proposed junction.
9	Quality of the footway surface	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	info	1	Metric 9 scores 1. There are many minor defects on both footways of the assessed area of the street.	3	Metric 9 scores 3. The footways within the assessment area will be repaved.
10	Space for walking	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	info	1	Metric 10 scores 1. The usable width of the west footway in Aldermanbury is between 15. and 2m at its narrowest points.	3	Metric 10 scores 3. Option proposes to widen the footways, with minimum unobstructed width for walking in quiet areas is at least 2m, and in busy areas at least 3m.
11	Quality of the carriageway surface	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	info	1	Metric 11 scores 1. There are many minor defects along the full length, including wobbly sets at the raised crossing at the southern end of the assessed area.	3	Metric 11 scores 3. It is proposed that access road to Guildhall Yard and the carriageway at the junction of ladermanbury and Love Lane will be resurfaced.
12	Space for cycling	At the weakest point the cycle lanes and tracks provided exceed desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths In locations where on-carriageway cycling is appropriate: at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is 3.2-3.9m wide	info	0	Metric 12 scores 0. At the narrowest point of the street the usable width of carriageway is approximately 3.25m wide.	0	Metric 12 scored 0. The narrowest width of the usable garriageway
13	Public seating	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	info	3	Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street.	3	Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street, and it is proposed to increase the seating.
14	Cycle parking	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	info	0	double parking of bicycles; no step-free access to the bicycle parking area	0	the number of cycle parking facilities is unlikely to increase

15	Trees	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	info	2	Metric 15 scores 2. There are mature trees at the east side of the street that provide sufficient shade along the street section being assessed. The height of the buildings also help with providing shade.	2	Metric 15 scores 2. There are mature trees at the east side of the street that provide shade along the street section being assessed. It is proposed to increase the number of trees where possible and appropriate.
16	Green infrastructure	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, only 1 green infrastructure feature on the full length of the street	info	2	Metric 16 scores 2. There are two substantial green infrastructure features along the assessment area.	3	Metric 16 scores 3. Option 4 proposes to introduce additional small green infrastructures, such as small planter or ground-level planting areas, to the street.
17	Lighting	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	info	3	Metric 17 scores 3. Good appropriate lighting is provided throughout the assessment area.	3	Metric 17 scores 3. The lighting is expected to remain good, providing continuous lighting of all footway areas.
18	Reducing convenience of driving short journeys	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	info	1	Metric 18 scores 1. Although there is a provision of parking bays in Aldermanbury, the parking is restricted to four hours with no return within one hour.	1	Metric 18 scores 1. Although Option 4 proposes to close the street to through traffic at all times.
Are there any bus services running on this street? Yes/No						No		No	
19	Bus stops	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for at least 4 customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers	info				

Healthy Streets Score

Name of street

Aldermanbury

Name of street at start junction

Gresham Street

Name of street at end junction

Love Lane



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	52	67
Everyone feels welcome	50	72
Easy to cross	50	71
Shade and shelter	67	67
Places to stop and rest	33	50
Not too noisy	47	60
People choose to walk and cycle	50	72
People feel safe	49	72
Things to see and do	78	89
People feel relaxed	50	72
Clean air	50	50



TEST OF RELEVANCE: EQUALITY ANALYSIS (EA)

The screening process of using the Test of Relevance template aims to assist in determining whether a full Equality Analysis (EA) is required. The EA template and guidance plus information on the Equality Act and the Public Sector Equality Duty (PSED) can be found on City of London Intranet at: [Equality and Inclusion](#)

Introduction

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have statutory 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
- Foster good relations between people who share a protected characteristic and those who do not.

The characteristics protected by the Equality Act 2010 are:

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

It is also Corporation policy to give voluntary (non-statutory) 'due regard' to the impact upon Social Mobility

What is due regard?

- Statutorily, it involves considering the aims of the duty in a way that is proportionate to the issue at hand.
- Ensuring that real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that it influences the final decision.
- Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Even in cases where it is considered that there are no implications of proposed policy and decision making on the PSED it is good practice to record the reasons why and to include these in reports to committees where decisions are being taken.

It is also good practice to consider the duty in relation to current policies, services and procedures, even if there is no plan to change them.

The Corporation has also adopted a voluntary (non-statutory) due regard of the impact upon social mobility issues. This should be considered generally and, more specifically, against the aims/objectives in the Social Mobility Strategy, 2018-28.

How to demonstrate compliance

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker.
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient Information** - The decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty
- **No delegation** - public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is continuing applying when a policy is developed and decided upon, but also when it is implemented and reviewed.

However, there is no requirement to:

- Produce equality analysis or an equality impact assessment
- Indiscriminately collect diversity data where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make services homogeneous or to try to remove or ignore differences between people.

The key points about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications
- Keep adequate records of the full decision making process

Test of Relevance screening

The Test of relevance screening is a short exercise that involves looking at the overall proposal and deciding if it is relevant to the PSED.

Note: If the proposal is of a significant nature and it is apparent from the outset that a full equality analysis will be required, then it is not necessary to complete the Test of Relevance screening template and the full equality analysis must be completed.

The questions in the Test of Relevance Screening Template to help decide if the proposal is equality relevant and whether a detailed equality analysis is required. The key question is whether the proposal is likely to be relevant to any of the protected characteristics.

Quite often, the answer may not be so obvious and service-user or provider information will need to be considered to make a preliminary judgment. For example, in considering licensing arrangements, the location of the premises in question and the demographics of the area could affect whether section 149 considerations come into play.

There is no one size fits all approach but the screening process is designed to help fully consider the circumstances.

What to do

In general, the following questions all feed into whether an equality analysis is required:

- How many people is the proposal likely to affect?
- How significant is its impact?
- Does it relate to an area where there are known inequalities?

At this initial screening stage, the point is to try to assess obvious negative or positive impact.

If a negative/adverse impact has been identified (actual or potential) during completion of the screening tool, a full equality analysis must be undertaken.

If no negative / adverse impacts arising from the proposal it is not necessary to undertake a full equality analysis.

On completion of the Test of Relevance screening, officers should:

- Ensure they have fully completed and the Director has signed off the Test of Relevance Screening Template.
- Store the screening template safely so that it can be retrieved if for example, Members request to see it, or there is a freedom of information request or there is a legal challenge.
- If the outcome of the Test of Relevance Screening identifies no or minimal impact refer to it in the Implications section of the report and include references to it in the Background Papers when reporting to the Committee or other decision making process.

1. Proposal / Project Title: 65 Gresham Street (Aldermanbury Square)

2. Brief summary (include main aims, proposed outcomes, recommendations / decisions sought):

Improvements to the public realm area in the vicinity of a new development at 2 Aldermanbury Square.

The scope is defined within the associated Section 106 agreement and includes, but is not limited to, improvements to areas of public highway related to the refurbishment of 65 Gresham Street, including Aldermanbury, Love Lane, Wood Street and Gresham Street, to mitigate the impacts as a result of the new development. There is also an opportunity to deliver new public space and / or a pedestrian priority street in Aldermanbury. The proposals also include moving on-street parking facilities to neighbouring streets. The project is to be fully funded by the developer by entering into a Section 278 agreement.

The project aims to:

1. Pedestrian priority and public realm improvements on Aldermanbury, between Gresham Street and Love Lane, subject to affordability and deliverability criteria.
2. Integration of the ground floor uses of the development with the surrounding public highway.
3. Improved walking and cycling conditions to streets in the vicinity of the development.

3. Considering the equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations), indicate for each protected group whether there may be a positive impact, negative (adverse) impact or no impact arising from the proposal:

Protected Characteristic (Equality Group)	Positive Impact	Negative Impact	No Impact	Briefly explain your answer. Consider evidence, data and any consultation.
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Option 1 design proposes to close the street to vehicular traffic, renew the surfaces and raised the section of current carriageway to footway level, and provide raised tables tops at junctions. These changes are likely to benefit older and younger people and children.

				<p>Option 2 design (same as above but allows cycle access within the area closed to motor vehicles through dedicated cycle lane) will likely benefit older people, younger people and children to walk, wheel through the area, although some conflict with people cycling could potentially occur due to this option proposing a cycle route through pedestrianised area.</p> <p>Option 3 design proposes to introduce a time closure of Aldermanbury during the day-time hours, renew the surfaces and raise the carriageway to footway level. These changes are likely to benefit older and younger people and children, however, some benefits may be reduced during the times the road is open to vehicles.</p> <p>It is also acknowledged, that the Options 1, 2 and 3 could potentially impede people with this protected characteristic, as they are more likely to be reliant on using motor vehicle as a mobility aid. This is because closing Aldermanbury to vehicles could potentially increase the travel time and its cost. It should, however, be noted that Aldermanbury currently operates one way northbound, so only northbound movement will be affected.</p> <p>Option 4 will bring benefits to people walking and wheeling by providing level crossing at junctions and widening the west footway in Aldermanbury.</p> <p>Proposal to move on-street parking facilities to neighbouring streets could also potentially impede people who rely on using motor vehicles as a mobility aid, however, the full parking provision is proposed to be relocated nearby, with potential for introducing additional blue badge parking bays to the north of proposed closure area.</p>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>People with mobility impairment will likely benefit from either pedestrianisation of the area or wider pavements in Aldermanbury, renewed surface and level pedestrian crossings in all options.</p> <p>People with vision impairment are also expected to benefit from the same level surface and clear demarcation of changes between road and pavement.</p> <p>It is acknowledged, that the Options 1, 2 and 3 may potentially impede people with mobility impairment, as they are more likely to be reliant on using motor vehicle as a mobility aid. This is because closing Aldermanbury to vehicles could potentially increase the travel time and its</p>

				<p>cost. It should, however, be noted that Aldermanbury currently operates one way northbound, so only northbound movement will be affected.</p> <p>Proposal to move on-street parking facilities to neighbouring streets could also potentially impede people who rely on using motor vehicles as a mobility aid, however, the full parking provision is proposed to be relocated nearby, with potential for introducing additional blue badge parking bays to the north of proposed closure area.</p>
Gender Reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No evidence of impact to gender reassignment was discovered during this exercise.
Marriage and Civil Partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No evidence of impact to gender reassignment was discovered during this exercise.
Pregnancy and Maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Level crossing points, clearly demarcated infrastructure, widened footways, and renewed surfaces are also likely to benefit people with this protected characteristic.</p> <p>However, it is acknowledged, that the Options 1, 2 and 3 may potentially to impede people with mobility impairment, as they are more likely to be reliant on using motor vehicle as a mobility aid. This is because closing Aldermanbury to vehicles could potentially increase the travel time and its cost. It should, however, be noted that Aldermanbury currently operates one way northbound, so only northbound movement will be affected.</p> <p>Proposal to move on-street parking facilities to neighbouring streets could also potentially impede people who rely on using motor vehicles as a mobility aid, however, the full parking provision is proposed to be relocated nearby, with potential for introducing additional blue badge parking bays to the north of proposed closure area.</p>
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No evidence of impact to gender reassignment was discovered during this exercise.
Religion or Belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No evidence of impact to gender reassignment was discovered during this exercise.
Sex (i.e. gender)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No evidence of impact to gender reassignment was discovered during this exercise.

Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No evidence of impact to gender reassignment was discovered during this exercise.
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4. Are there any potential social mobility or wider issues?

Please check appropriate box

Yes

No

Briefly explain your answer:



This project is looking to improve the quality and function of the local public realm for people walking and wheeling. All proposed Options can bring a positive change to the public realm for people with protected characteristics, albeit to a varying extent.

5. There are no negative / adverse impact(s)

Some negative impact could be experienced by people with protected characteristics of age, disability and pregnancy and maternity, who are likely to use motor vehicles as a mobility aid.

6. Are there positive impacts of the proposal on any equality groups or Social Mobility? It is envisaged that the proposals will encourage active travel. It is expected that all people with protected characteristics will benefit from raising the carriageway to the footway level and narrowing the space motor vehicle space to improve the environment and ease of active movement in the area for people walking, wheeling and cycling.

7. As a result of this screening, is a full EA necessary?

Please check appropriate box

Yes

No

Briefly explain your answer:



Yes, at this stage.
The proposed changes seem to have positive or neutral impact on people with protective characteristics who use active mode of transport. However, closing the street to motor vehicles may impede people with protected characteristics of age, disability and pregnancy and maternity, who are more likely to use motor vehicles as a mobility aid due to potential increase in journey times and associated costs.

The option recommended for implementation will be re-assessed prior to Gateway 5.

8. Name of Lead Officer: Andrea Moravicova	Job title: Project Manager	Date of completion: 02/04/2025
Signed off by Department Director:	Name:	Date:

City of London: Projects Procedure Corporate Risks Register

Project name: 65 Gresham Street s278

Unique project identifier: 12421

Total est cost (exc risk) £3600000

Corporate Risk Matrix score table

PM's overall risk rating	Low		Minor impact	Serious impact	Major impact	Extreme impact
Avg risk pre-mitigation	5.6	Likely	4	8	16	32
Avg risk post-mitigation	3.2	Possible	3	6	12	24
Red risks (open)	0	Unlikely	2	4	8	16
Amber risks (open)	8	Rare	1	2	4	8
Green risks (open)	6					

Costed risks identified (All)

£0.00	0%
£0.00	0%
£0.00	0%
£0.00	0%

Costed risk as % of total estimated cost of project

" "

" "

Costed risk pre-mitigation (open)

Costed risk post-mitigation (open)

Costed Risk Provision requested

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
1	3.0	£0.00	0	0	1
2	4.5	£0.00	0	1	1
5	6.4	£0.00	0	4	1
1	4.0	£0.00	0	0	1
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
5	6.2	£0.00	0	3	2

Issues (open)	0
All Issues	0

Open Issues

All Issues

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

Cost to resolve all issues (on completion)

£0.00

Total CRP used to date

£0.00

City of London: Projects Procedure Corporate Risks Register

Project Name: 65 Gresham Street s278			PM's overall risk rating: Low		CRP requested this gateway		£ -		Average unmitigated risk		5.6		Open Risks		14									
Unique project identifier: 12421			Total estimated cost (exec risk): £ 3,600,000		Total CRP used to date		£ -		Average mitigated risk score		3.2		Closed Risks		0									
General risk classification											Mitigation actions							Ownership & Action					Comment(s)	
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues		
R1	2	(3) Reputation	Gateway 1 to 5 - The development is delayed, impacting on project programme and budget	Further time and therefore resource may be required if planned alignment with the development programme is extended.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Early engagement with the developer via the project's communications plan and the planned working group.	£0.00	Possible	Minor	£0.00	3	£0.00		0	22/01/2024		Tom Noble		
R2	2	(2) Financial	Gateway 1 to 6 - Procurement procedures impact negatively on project delivery	Additional resource may be required if there is a delay or issue with a project's procurement of goods or services from external suppliers.	Possible	Minor	3	£0.00	N	B – Fairly Confident	* Map out any resources using the Annual Procurement Plan with the procurement team * Consider early engagement with internal suppliers where required (Highways, Traffic Enforcement, Open Spaces, M&E, etc)	£0.00	Unlikely	Minor	£0.00	2	£0.00		0	22/01/2024		Tom Noble		22/01/24 - The project does carry some risk in this regard as it is proposed to procure external services in the next stage of work. However, this proposed work is standard in nature and therefore no mitigation (other than usual BAU work) is planned.
R3	2	(2) Financial	Gateway 1 to 6 - Inaccurate or incomplete project estimates, including baxters / inflationary issues	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Undertake internal re-estimates prior to each Gateway stage, including discussions with procurement/ finance in regards to external factors such as baxters/ inflation	£0.00	Possible	Minor	£0.00	3	£0.00		0	22/01/2024		Tom Noble		
R4	2	(10) Physical	Gateway 1 to 5 - Utility survey issues lead to increased costs and / or scope of work	At the earlier stages of a project, delays could occur which result in unplanned costs if utility companies don't engage as expected or further topographical or utility surveys are required.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Work with design engineers to work out an appropriate sums to cover utility delays or on-site discoveries. * Consider and budget for trial holes if the location is thought to be particularly difficult.	£0.00	Possible	Serious	£0.00	6	£0.00		0	22/01/2024		Tom Noble		
R5	2	(3) Reputation	Gateway 1 to 6 – Issues with external engagement and buy-in lead to projects delays and / or increased costs.	Further time and therefore resource may be required if planned engagement work with main stakeholders takes longer, requires more work or doesn't go as planned. Also, they may change their requirements for a project which results in abortive work and costs.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Establish the working group as proposed and create a log of their aspirations/ requirements for the project. * Identify key stakeholders through the Communication Plan and ensure regular engagement.	£0.00	Unlikely	Serious	£0.00	4	£0.00		0	22/01/2024		Tom Noble		
R6	2	(3) Reputation	Gateway 1 to 6 – Third party delays impact negatively on project delivery (time and / or costs).	Activities planned by third parties in the project area clash with project-related workstreams, leading to delays to implementing the project deliverables.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Map out key external dependencies and assess their timescales. * Engage early with key identified stakeholders.	£0.00	Unlikely	Serious	£0.00	4	£0.00		0	23/01/2024		Tom Noble		
R7	3	(3) Reputation	Gateway 3 to 5 - Lack of internal stakeholders buy-in to the project may impact on delivering the full ambition of the developer.	lack of buy-in will result in more modest improvements to Aldermanbury, and potential damage to the business relationship with the new occupiers.	Possible	Major	12	£0.00	N	B – Fairly Confident	•Liaise with relevant internal stakeholders to gather their requirements in early stages of the design development. •Develop several design options that still support developer's ambition but also accommodate internal stakeholder's requirements. •Keep development team and internal stakeholders updated on the progress of the project.		Unlikely	Serious	£0.00	4	£0.00		0	21/01/2025		Andrea Moravicova		
R8	3	(10) Physical	Delays to the Section 278 agreement sign-off.	Delays to the project timeline and potential increase of cost.	Possible	Serious	6	£0.00	N	A – Very Confident	Negotiations and close liaison with the developer on designs for the developed options will continue to ensure project associated costs are defined as accurately as possible and Section 278 agreement is finalised before June 2026.	£0.00	Unlikely	Serious	£0.00	4	£0.00		0	21/01/2025		Andrea Moravicova		
R9	3	(1) Compliance/Regulatory	Gateway 3 to 5 - Issues or delays in obtaining any required consents, such as planning or works permits cause delays to project delivery.	It is likely the project may suffer from some form of unplanned delay, additional works and / or costs.	Possible	Minor	3	£0.00	N	B – Fairly Confident	Early engagement with relevant teams and submission of required materials to obtain consent in timely manner, so these can be considered and processed accordingly.	£0.00	Rare	Minor	£0.00	1	£0.00		0	03/02/2025		Andrea Moravicova		

R10	3	(10) Physical	Gateway 3 to 5 - underground conditions prevent the implementation of a desired option.	negative impact on proposed changes to the public highway, delays to the programme.	Possible	Major	12	£0.00	N	B – Fairly Confident		£0.00	Possible	Serious	£0.00	6	£0.00	0	26/03/2025		Andrea Moravicova		
R11	3	(4) Contractual/Partnership	Project design team are unable to attend or do not contribute to key design meetings	Delays to the project, key milestones potentially affected.	Unlikely	Serious	4	£0.00	N	A – Very Confident	Schedule Design team meetings in advance, proposing numerous dates and offering remote connections to the meeting.	£0.00	Rare	Serious	£0.00	2	£0.00	0	26/03/2025		Andrea Moravicova		
R12	3	(10) Physical	Gateway 3 to 6 - Network accessibility before and during construction causes project delay and / or increased costs.	Should part of the road network be or become unavailable when required, this could cause delays and cost increase to the project	Possible	Minor	3	£0.00	N	B – Fairly Confident	Liaise with the traffic management and other highways team to ensure the project's requirements are communicated to them; and apply for the necessary closures well in advance so this can be included in the closures programme.	£0.00	Unlikely	Minor	£0.00	2	£0.00	0	08/04/2025		Andrea Moravicova		
R13	3	(3) Reputation	Accident during construction impacts the project delivery and costs.	An accident involving member(s) of public or a site contractor occurring in or around site will likely result in delays to the project, and reputational damage to the City & its contractors. A potential negative impact of the incident on the developer may impact / damage future business relationship.	Rare	Serious	2	£0.00	N	A – Very Confident	*Ensure site supervision & conduct site visits during construction *Consider regular site visits with the Principal Designer should it become	£0.00	Rare	Serious	£0.00	2	£0.00		08/04/2025		Ben Manku		
R14	3	(10) Physical	Accident during construction impacts the project delivery and costs.	Regardless of whether it will be a member of public or a contractor on site, should an accident occur in or around site delays are likely to occur.	Rare	Major	4	£0.00	N	B – Fairly Confident	*Ensure site supervision & conduct site visits during construction *Consider regular site visits with the Principal Designer should it become	£0.00	Rare	Serious	£0.00	2	£0.00		08/04/2025		Ben Manku		
								£0.00				£0.00			£0.00		£0.00						

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Committees: Corporate Projects Board - <i>for information</i> Streets and Walkways Sub Committee - <i>for decision</i> Projects and Procurement Sub Committee – <i>for information</i>	Dates: 9 April 2025 14 May 2025 19 May 2025
Subject: 40 Leadenhall Street Section 278 highway works (<i>including deferred works from the 52-54 Lime Street S278 Phase 1 and 10 Fenchurch Avenue S278 projects</i>) Unique Project Identifiers: 40 Leadenhall Street: 12293 52-54 Lime Street Phase 1: 11551 10 Fenchurch Avenue: 11552	Gateway 6: Outcome Report Regular
Report of: Executive Director, Environment Report Author: Daniel Laybourn, Transportation and Public Realm projects	For Decision
PUBLIC	

Summary

1. Status update	Project Description: Undertake the required Section 278 highways works in the vicinity of the development at 40 Leadenhall Street and complete the deferred works from 52-54 Lime Street S278 Phase 1 and 10 Fenchurch Avenue S278. RAG Status: Green Risk Status: Low - this project is fully reimbursable (deemed low at previous report) Costed Risk Provision (CRP) Utilised: None Final Outturn Costs: 40 Leadenhall Street S278: £1,002,054 (Inclusive of estimated future carriageway resurfacing costs but excluding Commuted Maintenance) 52-54 Lime Street Phase 1 S278: £323,595 (excluding Commuted Maintenance)
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v.April 2019

	10 Fenchurch Avenue S278: £602,455 (excluding Commuted Maintenance)
2. Next steps and requested decisions	<p>Requested Decisions:</p> <p>Members of Streets and Walkways Sub Committee are asked to:</p> <ol style="list-style-type: none"> 1. Note and approve the content of this outcome report; 2. Authorise Officers to finalise the account for the 40 Leadenhall Street S278 project, following the completion of the approved carriageway resurfacing on Leadenhall Street, Billiter Street and Fenchurch Avenue; 3. Authorise Officers to finalise the accounts for the 52-54 Lime Street Phase 1 and 10 Fenchurch Street S278 projects; 4. Upon verification of the final accounts, authorise the Chamberlain's department to return any unspent section 278 funds to the Developers as stipulated in their respective legal agreements; and 5. Agree to close these three projects.
3. Key conclusions	<p>The Section 278 (S278) works at 40 Leadenhall Street, along with deferred S278 works at 52-54 Lime Street and 10 Fenchurch Avenue, are now substantially complete as per their legal agreements and approved scope of work. These works covered highway areas on Leadenhall Street, Billiter Street (including the new public space there), Fenchurch Street, and Fenchurch Buildings around 40 Leadenhall Street. However, it has not been possible to complete the required carriageway resurfacing on Leadenhall Street, Billiter Street and Fenchurch Street yet, and it is now planned to undertake this in the future. This is further detailed in section 10 of this report.</p> <p>Construction was delayed from September 2023 to January 2024 due to delays at the 40 Leadenhall Street development, but work was eventually completed with no significant impact on stakeholders. Substantial completion was achieved in September 2024, in line with the revised occupation date. The trees on Billiter Street, the final part of the three projects, were planted in December 2024.</p>

Main Report

Design & Delivery Review

4. Design into delivery	<p>As listed in Appendix 2, the proposed designs have successfully met the objectives and benefits established for their respective projects, except for two objectives detailed in section 10 of this report that pertain to greening and carriageway resurfacing.</p> <p>Generally, all three projects have focused on improving pedestrian comfort around their associated areas. This was done not only to accommodate the increase in people walking in the area arising from the new developments but also to enhance the street environment for existing users of the affected streets.</p> <p>The 10 Fenchurch Avenue S278 and 52-54 Lime Street S278 projects received their Gateway 5 approvals in July 2017 and January 2018, respectively. With the 40 Leadenhall development commencing around the same time, a decision was made to defer sections of those projects on Billiter Street that would be impacted by 40 Leadenhall's construction area to avoid extensive abortive works and disruption.</p> <p>Whilst the designs remained largely consistent throughout the lifespan of the projects, efficiencies achieved during the construction phase resulted in financial savings (further details are provided in section 17). As shown in Appendix 3, the scope of each project included the following:</p> <ul style="list-style-type: none">• 10 Fenchurch Avenue S278: The southern end of Billiter Street where a new public space has been created.• 52-54 Lime Street Phase 1 S278: The northern end of Billiter Street at the junction with Leadenhall Street.• 40 Leadenhall Street S278: The public highways on Leadenhall Street, Fenchurch Street, Billiter Street, and adjacent areas not covered by the other two projects. <p>Finally, the effective collaboration between the City's Project Management and Highways teams and FM Conway, the City's term contractor, was instrumental in achieving this successful outcome. During construction, several stakeholder issues were encountered and skilfully addressed by accommodating their needs as much as possible.</p>
5. Options appraisal	<p>The projects were limited in their opportunities to explore different designs due to both the standardised nature of the work and the tangible restrictions around them, such as building lines and the road network. Therefore, alternative options were not explored.</p>

6. Procurement route	The designs were prepared in-house by the City's highways team and the City's term contractor was used to deliver the projects.
7. Skills base	The Project Team had the skills, knowledge, and experience to manage and deliver these projects.
8. Stakeholders	Local stakeholders, such as neighbouring buildings, were engaged throughout the processes and the projects was able to deliver the highways changes to the Stakeholder's satisfaction.

Variation Review

9. Assessment of project against key milestones	Construction was delayed from September 2023 to January 2024 due to setbacks at the 40 Leadenhall Street development. However, the highway works were completed on schedule with the new development's delayed occupancy and did not affect other stakeholders.																								
10. Assessment of project against Scope	<p>The projects met all their objectives listed in Appendix 2 except for two:</p> <ul style="list-style-type: none">Trees on Leadenhall Street and Fenchurch Street could not be added due to utility infrastructure found during construction. As these areas of the highway were behind site hoardings when the S278 project started work, it was not possible to survey these areas and find these utilities. As shown below in table 1, this reduced the Healthy Streets scores for these streets by four points each. However, the new scores are still a good improvement over the previous street scores included in the Gateway 5 report. The City's 'Leadenhall Street Improvements – City Cluster Vision' transformational project is now re-evaluating the feasibility of planting trees in this area of Leadenhall Street. This is using the learning from the 40 Leadenhall S278 project, as the utility apparatus present are now well-documented for City Engineers to work around. <p><u>Table 1: Healthy Streets Scores per Street</u></p> <table><tr><th>Street</th><th>Previous Healthy Streets Score</th><th>G5 Proposed Healthy Streets Score</th><th>Actual/ Current Healthy Streets Score</th></tr><tr><td>Leadenhall St</td><td>54</td><td>66</td><td>62</td></tr><tr><td>Fenchurch St</td><td>60</td><td>72</td><td>68</td></tr><tr><td>Billiter St</td><td>65</td><td>80</td><td>80</td></tr><tr><td>Fen. Buildings</td><td>58</td><td>67</td><td>67</td></tr><tr><td>Average</td><td>59</td><td>71</td><td>69</td></tr></table>	Street	Previous Healthy Streets Score	G5 Proposed Healthy Streets Score	Actual/ Current Healthy Streets Score	Leadenhall St	54	66	62	Fenchurch St	60	72	68	Billiter St	65	80	80	Fen. Buildings	58	67	67	Average	59	71	69
Street	Previous Healthy Streets Score	G5 Proposed Healthy Streets Score	Actual/ Current Healthy Streets Score																						
Leadenhall St	54	66	62																						
Fenchurch St	60	72	68																						
Billiter St	65	80	80																						
Fen. Buildings	58	67	67																						
Average	59	71	69																						

	<ul style="list-style-type: none"> Officers propose deferring the 40 Leadenhall Street S278 project's approved carriageway resurfacing on Leadenhall Street until a later date. This is due to road network availability, the upcoming carriageway resurfacing required for the separate 1 Leadenhall Street S278 project and the City's upcoming transformation project on Leadenhall Street. At the time of writing, proposed dates for this work are still to be confirmed but it will allow for larger sections of the street to be resurfaced at once. This will provide a more coordinated approach, pooling funding alongside other projects with similar commitments to gain greater efficiencies. Resurfacing on Billiter Street and Fenchurch Avenue is due to take place in late September/ early October 2025 as part of the City's Major Resurfacing Programme.
11. Risks and issues	There were no significant issues during the works, so no costed risk drawdowns were needed.
12. Transition to BAU	The project is complete and now managed by the Highways Maintenance and City Gardens teams. The City will claim the necessary maintenance sums during final account verification processes.

Value Review

13. Budget

	Approved Budget	Approved CRP at G5	Final Cost	CRP Used	Amount Unspent
40 Leadenhall St	£1,094,739	£190,000	£1,002,054*	£0	£282,685
52-54 Lime St Phase 1	£395,847	N/A	£323,595	N/A	£72,252
10 Fenchurch Ave.	£621,308	N/A	£602,445	N/A	£18,863

** Inclusive of envisaged costs for the required carriageway resurfacing.*

If applicable, commuted maintenance sums are to be charged to these projects at the point of final account verification. For a more detailed finance breakdown, please see **Appendix 4**.

Please confirm whether the Final Account for this project has been verified – The accounts for these projects have not been verified as of 12 March 2025.

v.April 2019

14. Investment	Not applicable.
15. Assessment of project against SMART objectives	<p>The 40 Leadenhall Street S278 project achieved its smart objectives of:</p> <ul style="list-style-type: none"> • To create additional space for people to walk safely. • To increase the extent of pedestrian-priority streets, in line with the aims of the Transport Strategy. <p>In the G3/4/5 report, the possibility of introducing greening was included but in the end, it was not possible to increase the amount of greenery on Leadenhall Street and Fenchurch Street.</p> <p>Both the 52-54 Lime Street and 10 Fenchurch Avenue S278 projects predate the requirement for SMART objectives but they did achieve their objectives as detailed in section 10 of this report, including the trees and new public space at the southern end of Billiter Street.</p>
16. Key benefits realised	<p>All projects have implemented measures that both improve the environment for people walking and that enhance the public realm. They have also delivered highway changes that accommodates the developments and met the needs of the associated developers.</p>

Lessons Learned and Recommendations

17. Positive reflections	<p>Throughout the project, the project team collaborated effectively with the Developers and their contractors, who were the primary stakeholders. Several overlaps between the City's and Developer's construction schedules were successfully addressed through regular communications among the relevant parties.</p> <p>The three-month construction delay led the developer to requesting that the City started the S278 work on smaller site areas. City Officers, drawing from past S278 projects, maintained the agreed size of work areas but rephased them to align better with the developer's schedule. This avoided cost increases from working on smaller areas and having to regularly 'move off site' until the next small section is ready.</p> <p>Additionally, City Engineers effectively managed the programme and proactively addressed many utility conflicts within the designs during construction, leading to financial savings. They also scrutinised the costs proposed by statutory undertakers at various stages to ensure they accurately reflected their true cost. These savings will be returned to the respective developers in due course.</p> <p>The new public space at the southern end of Billiter Street already appears to be well liked and used by nearby workers and passers-</p>
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	by. The tree planting in this space did present several challenges which were successfully overcome to the benefit of the local area.
18.Improvement reflections	The key lesson identified is the importance for developers to maintain at least two entrances to a building during the fit-out phase of their construction programme, which typically coincides with the City's Section 278 works around the development. In this instance, the loading bays on Fenchurch Buildings were utilised for fitting out the new building. However, access became very restricted for them once the City commenced its work. While localised solutions were implemented on site, City Officers should inform developers as early as possible about the necessity of keeping multiple entrances accessible during the latter stages of construction to minimise potential disruptions caused by the City's highway works surrounding their site.
19.Sharing best practice	Dissemination of information through team and project staff briefings has taken place.
20.AOB	<p>The 52-54 Lime Street and 10 Fenchurch Avenue S278 projects predate the requirement for project coversheets. Therefore, none are included in the appendices of this report.</p> <p>It should be noted, in respect of 40 Leadenhall Street, that under the relevant Section 278 Agreement of 24 January 2023, there is a period of 5 years to commence the Highway Works. Noting that the works have commenced (albeit part are being deferred) this requirement is considered met.</p> <p>The S.278 Agreement also requires the City Corporation to “commence and diligently proceed with and complete” the Highway Works, and to provide regular updates regarding progress and costs in relation to completion of the Highway Works.</p> <p>As such, officers will provide updates to the Owners of the 40 Leadenhall Street site as required and will seek acknowledgement from them that due to the circumstances leading to deferral of the remaining Highway Works the proposed timetable still meets the requirement for works to be completed diligently.</p>

Appendices

Appendix 1a	40 Leadenhall Street S278 Coversheet
Appendix 1b	52/54 Lime Street S278 Coversheet

v.April 2019

Appendix 1c	10 Fenchurch Avenue S278 Coversheet
Appendix 2	Project Objectives
Appendix 3	'All Project' Plan
Appendix 4	Final Project Costs
Appendix 5	Before & After Photos

Contact

Report Author	Daniel Laybourn
Email Address	Daniel.laybourn@cityoflondon.gov.uk

Project Coversheet

[1] Ownership & Status

UPI: 12293

Core Project Name: 40 Leadenhall Street Section 278 highway works

Programme Affiliation (if applicable): n/a

Project Manager: Daniel Laybourn

Definition of need: Should the project not take place, there will be no mechanism through which the highway changes required to accommodate the development can be delivered. Also, the City may need to fund any increases in maintenance liability costs made necessary by the development.

Key measures of success:

- To create additional space for people to walk safely.
- To increase the extent of pedestrian-priority streets, in line with the aims of the Transport Strategy.
- To increase the amount of greenery in the area.
-

Expected timeframe for the project delivery: Project substantially complete apart from the required carriageway resurfacing due to road network access (see G6 report for more details).

Key Milestones: N/A as project is substantially complete.

Are we on track for completing the project against the expected timeframe for project delivery? N/A. Project complete.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 and 'Project Proposal' G2 reports (as approved by PSC on 23/7/21 and via delegation by S&W):

- Total Estimated Cost (excluding risk): £800k - £2m (excluding risk)
- Costed Risk Against the Project: n/a at this stage
- Estimated Programme Dates: G5 in Q4 2022, Construction start in Q2 2023

Scope/Design Change and Impact: Report formalised the project and set up the budgets allowing officers to proceed with the design & evaluation process.

Gateway 3/4/5: Options Appraisal and Authority to Start Work (as approved by Opp Sub and S&W in January 2023):

- Total Estimated cost (excluding risk): £995,111
- Costed Risk Against the Project: £190,000

- Estimated Programme Dates: Construction start in April 2023. Construction end in April 2024

Scope/Design Change and Impact: Report requested the following:

- Approval for the construction budget of £995,111
- Approval for a costed risk provision of £190,000
- Approval to proceed with the included highways design
- Various project management delegations

Total anticipated on-going commitment post-delivery [£]: None. A commuted maintenance sum of £47,135 is to be taken at the time of the final account.

Programme Affiliation [£]: n/a

Project Coversheet

[1] Ownership & Status

UPI: 11551

Core Project Name: 52/54 Lime Street S278 Phase 1

Programme Affiliation (if applicable): n/a

Project Manager: Daniel Laybourn

Definition of need: The completion of Section 278 highway works at 52/54 Lime Street.

Key measures of success:

- Work with the developer to ensure the timely delivery of improvements
- Meet the City's requirements by providing high quality paving funded by the developer
- Introduce a scheme that benefits the public by providing a more adequate and aesthetic space for pedestrians
- Help contribute to the delivery of a better walking environment in the City's insurance district

Expected timeframe for the project delivery: N/A. Construction complete.

Key Milestones: N/A. Construction complete.

Are we on track for completing the project against the expected timeframe for project delivery? N/A. Construction complete.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 and 'Project Proposal' G2 reports

- Total Estimated Cost: £250k exc. Leadenhall Crossing
- Costed Risk Against the Project: n/a. Project predates the requirement for CRP
- Estimated Programme Dates: 2018

Scope/Design Change and Impact: Report formalised the project and set up the budgets allowing officers to proceed with the design & evaluation process.

'Authority to Start Work' G5 (approved via delegation in February 2018)

- Total Estimated Cost: £787,109
- Costed Risk Against the Project: n/a. Project predates the requirement for CRP
- Estimated Programme Dates: Due to construction activity at 40 Leadenhall Street delaying work, completion in 2023/2024

Scope/Design Change and Impact: Approval was granted for construction of the agreed scope of work and budget revisions.

‘Post Gateway 6’ progress report – December 2020

- Total Estimated Cost: £787,109 inclusive of the Leadenhall Street Pedestrian Crossing work.
- Costed Risk Against the Project: n/a. Project predates the requirement for CRP
- Estimated Programme Dates: Carriageway resurfacing in January 2021. Billiter Street works deferred until 2023/24.

Scope/Design Change and Impact: Following the G6 closure of the project following the completion of the substantive works, this report gave an update on the delayed parts of the project and when they might take place.

Gateway 3/4/5: Options Appraisal and Authority to Start Work (as approved by Opp Sub and S&W in January 2023):

- Total Estimated cost (excluding risk): £344,743 excluding Leadenhall Street pedestrian crossing works (£746,005 when the crossing works are included). £40,000 of which was for deferred works and is encompassed in this report.
- Costed Risk Against the Project: None
- Estimated Programme Dates: Construction start in April 2023. Construction end in April 2024

Scope/Design Change and Impact: Report requested the following:

- Approve that the previously approved works which were deferred would be delivered using their existing funding alongside the improvements around 40 Leadenhall Street
- Various project management delegations

Total anticipated on-going commitment post-delivery [£]: None
Programme Affiliation [£]: n/a

Project Coversheet

[1] Ownership & Status

UPI: 11552

Core Project Name: 10 Fenchurch Avenue S278

Programme Affiliation (if applicable): n/a

Project Manager: Daniel Laybourn

Definition of need: Meet the needs of the developer and enhance the City's public realm.

Key measures of success:

- Key highway improvements completed in time for opening of new development.
- Improved pedestrian experience in the area
- Improved pedestrian comfort levels

Expected timeframe for the project delivery: N/A. Construction complete.

Key Milestones: N/A. Construction complete.

Are we on track for completing the project against the expected timeframe for project delivery? N/A. Construction complete.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 and 'Project Proposal' G2 reports (Approved by PSC May 2015):

- Total Estimated Cost: £250k-£600k.
- Costed Risk Against the Project: n/a. project predates CRP.
- Estimated Programme Dates: completion in time for the building's occupation, practical completion, in September '17.

Scope/Design Change and Impact: Report formalised the project and set up the budgets allowing officers to proceed with the design & evaluation process.

'Options Appraisal and Authority to Start Work' G3/4/5 reports (Approved by PSC July 2017):

- Total Estimated Cost (excluding risk): £541,308
- Costed Risk Against the Project: n/a at this stage
- Estimated Programme Dates: Completion by January 2018

Scope/Design Change and Impact: Approval was granted for construction of the agreed scope of work and budget revisions.

'Post Gateway 6' progress report – December 2020

- Total Estimated Cost: £621,267
- Costed Risk Against the Project: n/a. Project predates the requirement for CRP
- Estimated Programme Dates: Billiter Street works deferred until 2023/24.

Scope/Design Change and Impact: Following the G6 closure of the project following the completion of the substantive works, this report gave an update on the delayed parts of the project and when they might take place.

Gateway 3/4/5: Options Appraisal and Authority to Start Work (as approved by Opp Sub and S&W in January 2023):

- Total Estimated cost (excluding risk): £621,267. £184,405 of which was for deferred works and is encompassed in this report.
- Costed Risk Against the Project: None
- Estimated Programme Dates: Construction start in April 2023. Construction end in April 2024

Scope/Design Change and Impact: Report requested the following:

- Approve that the previously approved works which were deferred would be delivered using their existing funding alongside the improvements around 40 Leadenhall Street
- Approval for a budget adjustment
- Various project management delegations

Total anticipated on-going commitment post-delivery [£]: None

Programme Affiliation [£]: n/a

Appendix 2 – Project Objectives

40 Leadenhall Street S278

- Reconstructed footways and any widening on Fenchurch Street, Billiter Street and Fenchurch Buildings;
- A reconstructed and widened footway on Leadenhall Street including works to allow for a potential future pedestrian crossing which delivers part of the City Cluster Vision to make the street a more pedestrian-focused environment;
- Carriageway resurfacing and reprofiling on all affected streets where required;
- Relocation of traffic signal equipment on Fenchurch Street (to be undertaken by Transport for London);
- Alterations to utilities and drainage in the locality of the Development as required to meet the scope of the section 278 work;
- Any security infrastructure that may be deemed necessary; and
- Amended and additional street furniture and/or greening provisions around the Development.

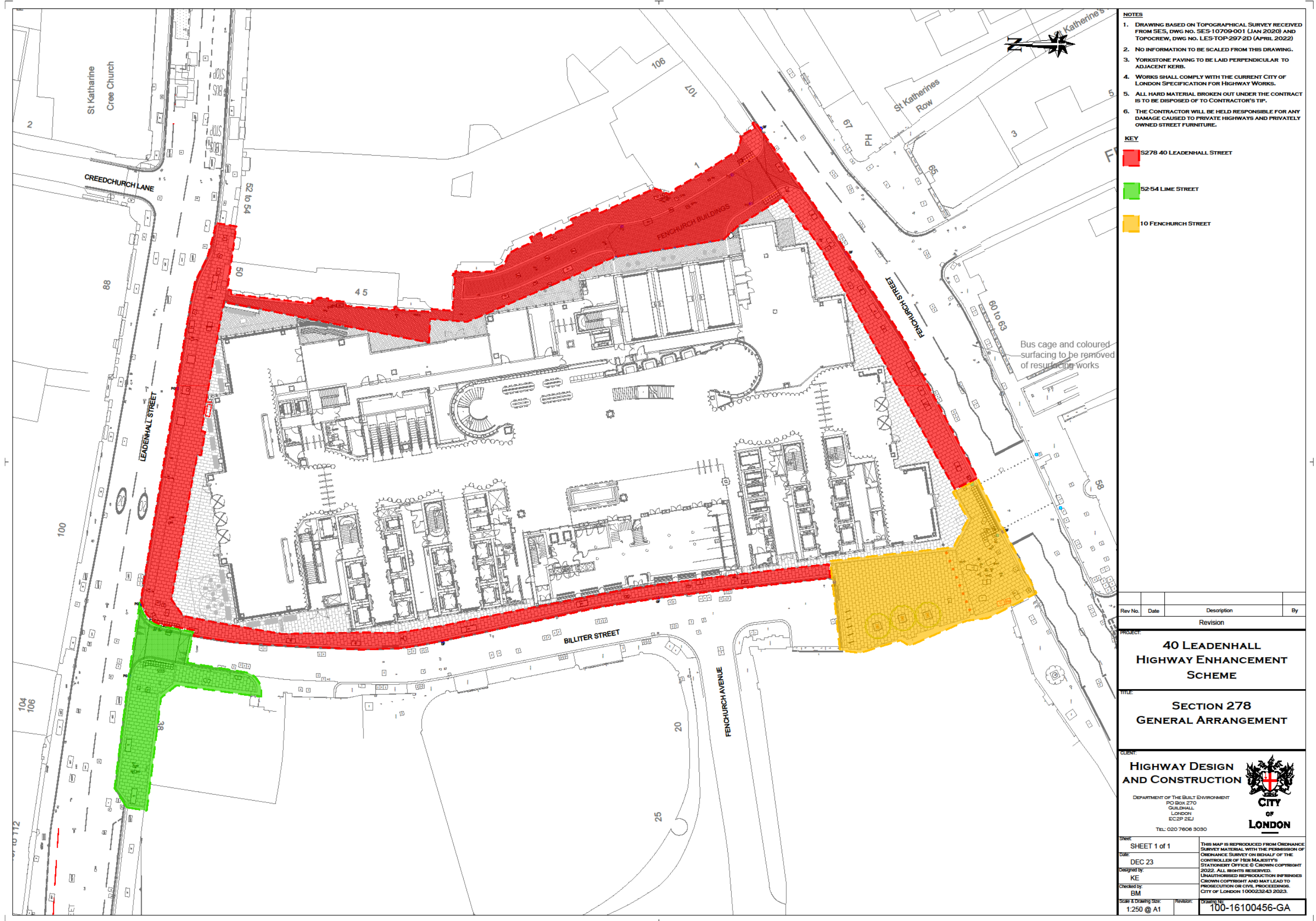
10 Fenchurch Avenue S278

- Wider footways around the perimeter of the site on Fenchurch Street, Billiter Street, Fenchurch Avenue and Fen Court;
- A new passageway between Fenchurch Street and Fenchurch Avenue;
- An improved pedestrian environment on Billiter Street including a new public space at its southern end, resulting in the removal of the motorcycle bays;
- The introduction of York stone paving around the development and in the central passageway;
- New cycle parking, seating and tree planting;
- The introduction of HVM security-rated bollards at either end of the central passageway.

52-54 Lime Street S278

- *‘Highway improvements on Leadenhall Street, Lime Street and Billiter Street to accommodate the new development at 52-54 Lime Street (the Scalpel)’*

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Appendix 4 – Final Project Costs

40 Leadenhall S278 - 16100456			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Evaluation P&T Staff Costs	21,731	21,730	1
Evaluation Highways Staff Costs	34,028	34,027	1
Evaluation Fees	38,584	33,154	5,430
P&T Staff Costs	39,269	37,338	1,931
P&T Fees	31,416	571	30,845
Highways Staff Cost	85,600	85,600	0
Open Spaces Staff Cost	2,000	0	2,000
Works	842,111	604,632	237,479
Contingency	190,000	0	190,000
TOTAL	1,284,739	817,054	467,686

10 Fenchurch Street S278 - 16100323			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Evaluation P&T Staff Costs	34,279	34,279	0
Evaluation Highways	14,973	14,973	0
Evaluation Fees	8,071	8,071	0
P&T Staff Costs	18,894	18,892	2
Highways Staff Cost	86,068	85,969	99
Open Spaces Staff Cost	85	84	1
Works	458,938	440,178	18,760
TOTAL	621,308	602,445	18,863

52-54 Lime Street S278 Phase 1 - 16100324			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Evaluation Highways Staff Costs	44,727	43,793	934
Evaluation P&T Staff Costs	28,410	28,410	0
Evaluation Fees	74,134	65,508	8,626
P&T Staff Costs	9,320	7,905	1,415
P&T Fees	7,277	1,776	5,501
Works	191,599	136,703	54,896
Highways Staff Costs	40,380	39,499	881
TOTAL	395,847	323,595	72,252

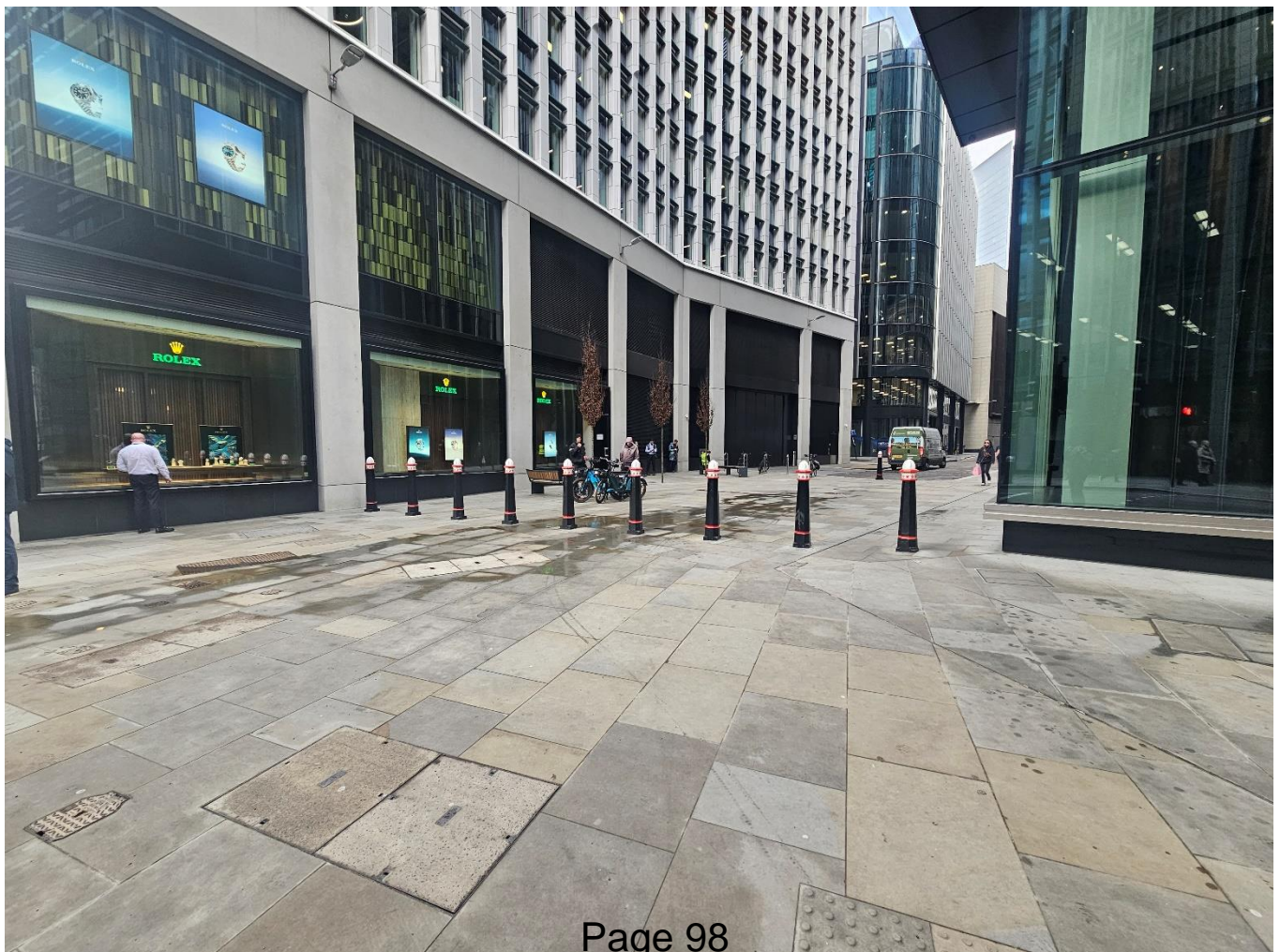
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Appendix 5 – Before & After Photos

Leadenhall Street, looking east. 2015 and 2026



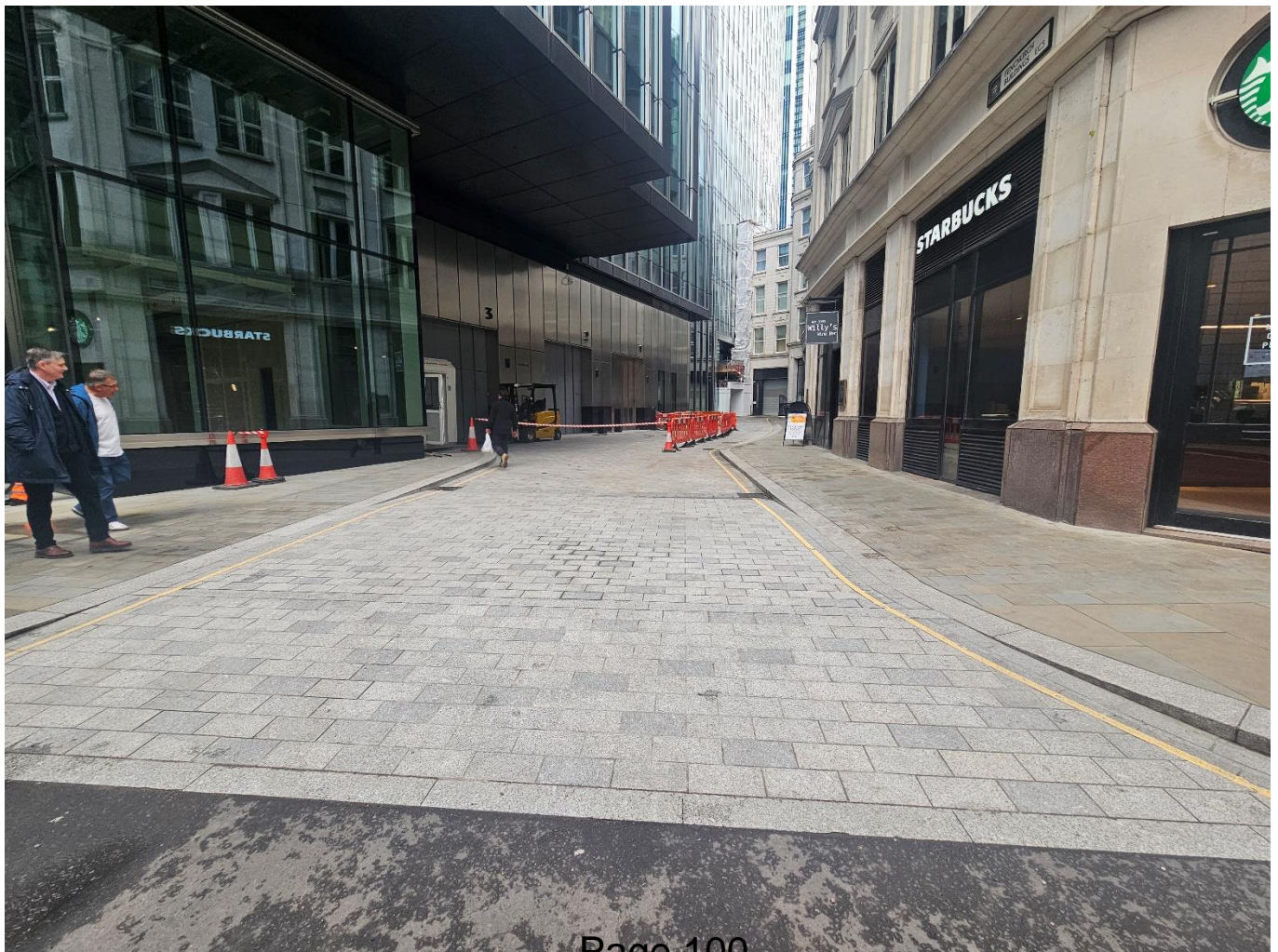
Billiter Street, looking north. 2015 and 2026



Fenchurch Street, looking east. 2015 and 2026



Fenchurch Buildings, looking north. 2015 and 2026



Committees: Streets & Walkways Sub <i>[for decision]</i> Projects & Procurement Sub <i>[for information]</i> Planning & Transportation <i>[for decision]</i>	Dates: 14 May 2025 19 May 2025 8 July 2025
Subject: Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan Unique Project Identifier: 12240	Gateway 5: Regular Authority to start work
Report of: Katie Stewart, Executive Director Environment Report Author: Tom Noble, Transport & Public Realm Projects	For Decision
<h2>PUBLIC</h2>	

1. Status Update	<p>Project Description: The Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan (HNP) will provide a framework for improving air quality and the experience for people walking, wheeling and spending time in the area. This will initially be achieved through traffic management changes, leading to opportunities for public realm improvements.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £283,500</p> <p>Change in Total Estimated Cost of Project (excluding risk): None.</p> <p>Spend to Date: £243,117</p> <p>Costed Risk Provision Utilised: Not applicable</p> <p>Slippage: No slippage against parameters reported at previous Gateway.</p>
2. Requested decisions	<p>Next Steps:</p> <ul style="list-style-type: none"> • Finalise maps and produce a PDF version of the HNP which will be published on the City Corporation website; • Establish a Bunhill, Barbican & Golden Lane (BBGL) programme to coordinate project delivery; • Coordinate bids for funding as required to implement the programme.

	<p>Requested Decisions:</p> <p>Members of Streets & Walkways Sub Committee are requested to:</p> <ol style="list-style-type: none">1. Adopt the Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan, as shown in Appendix 3;2. Approve a budget of £40,383 for staff costs to manage the programme during the next reporting period, as shown in the table in Section 3, with the adjustment shown in Appendix 4;3. Note the total estimated cost of the project at £283,500 (excluding risk). <p>Members of the Planning & Transportation Committee are requested to:</p> <ol style="list-style-type: none">1. Adopt the Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan, as shown in Appendix 3.												
3. Budget	<p>3.1 A total of £40,383 is requested for the ongoing management of the BBGL programme. This will allow for continued liaison with stakeholders and the coordination of funding bids to implement the delivery plan. It is proposed to fund this activity from the underspend on the current HNP project as set out in the table below and in Appendix 4.</p> <table><tr><th>Item</th><th>Reason</th><th>Source of Funding</th><th>Cost (£)</th></tr><tr><td>Management of the BBGL programme</td><td>Stakeholder liaison, reporting, coordinating funding bids</td><td>CIL (underspend from HNP development)</td><td>40,383</td></tr><tr><td>Total</td><td></td><td></td><td>40,383</td></tr></table> <p>Costed Risk Provision requested for this Gateway: None.</p> <p>3.2 The progression of projects that are currently uncommitted are subject to funding being secured. As part of the BBGL programme management, funding opportunities will be explored; any bids for funding will be reported to Resource Allocation Sub Committee and Policy & Resources Committee at the appropriate stage.</p>	Item	Reason	Source of Funding	Cost (£)	Management of the BBGL programme	Stakeholder liaison, reporting, coordinating funding bids	CIL (underspend from HNP development)	40,383	Total			40,383
Item	Reason	Source of Funding	Cost (£)										
Management of the BBGL programme	Stakeholder liaison, reporting, coordinating funding bids	CIL (underspend from HNP development)	40,383										
Total			40,383										
4. Design summary	<p>Project update</p> <p>4.1 The Bunhill, Barbican & Golden Lane HNP sets out potential changes to how motor vehicles use streets in both</p>												

	<p>the City of London and LB Islington to access and move around the area. It also outlines potential improvements for people walking, wheeling, cycling and spending time on streets within the area.</p> <p>4.2 The proposals would support the delivery of various City strategies including the Transport Strategy and Climate Action Strategy and would support the Destination City initiative. The proposals would also support the placemaking aspirations of the Culture Mile BID.</p> <p>4.3 Since the Gateway 4 report was presented to committees in October 2024 a public consultation exercise has been carried out; the results of this engagement are summarised below and the full feedback report is included at Appendix 2.</p> <p>Public consultation</p> <p>4.4 A public consultation exercise on the HNP was undertaken over a six week period during November and December 2024. The consultation was open to anyone with an interest in the area (individuals and groups) and was advertised through a range of media including email, resident newsletters, letter drops, on-street posters and social media.</p> <p>4.5 The consultation was hosted on the Commonplace engagement platform, enabling respondents to comment on individual proposals within the HNP as well as giving overall feedback. Four in-person drop-in sessions were held at various locations across the HNP area, including one session in LB Islington. People were also able to submit feedback via email or telephone.</p> <p>4.6 Over 4,000 responses were recorded on the Commonplace platform and by email, from just over 1,000 individuals (people were able to make multiple contributions).</p> <p>4.7 People who work in the City of London accounted for 41% of respondents; residents accounted for 38%; and leisure visitors accounted for 32%. More than one type of connection could be specified, hence the total being greater than 100%.</p> <p>4.8 Responses to each proposal in the HNP are summarised below. A full engagement feedback report is included at Appendix 2 of this report.</p>
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Beech Street

4.9 Two options were proposed for reducing through traffic in Beech Street. For both options access would be maintained for buses, people cycling and local access to premises directly adjoining the street:

- Option 1: traffic restrictions in both directions to widen pavement on both sides;
- Option 2: traffic restriction in the westbound direction (only) with pavement widening on south side.

4.10 Of 949 responses to these proposals, 71% supported Option 1; 8% supported Option 2; and 21% did not support either option.

Chiswell Street

4.11 The draft HNP plan proposed to explore improvements to the zebra crossing near Bunhill Row, and localised pavement widening enabling the introduction of trees, greenery, seating and cycle parking. These measures would need to be progressed in conjunction with LB Islington as the street sits on the borough boundary.

4.12 Of 838 responses, 78% indicated support; 17% were unsupportive; and 5% were neutral.

Golden Lane

4.13 The draft HNP plan proposed exploring the closure of Golden Lane to through motor traffic at the junction with Beech Street. It is expected that people cycling, emergency services and school buses (serving Richard Cloudesley and Prior Weston schools) would be permitted through the closure. This could allow for pavement widening and other enhancements around the junction.

4.14 Of 508 responses, 80% indicated support; 18% were unsupportive; and 2% were neutral.

4.15 This approach would also require introducing a banned right turn at the eastern end of Fortune Street, at the junction with Whitefriars Street. This would mean any traffic taking a different route due to closures elsewhere (i.e. Beech Street, Golden Lane and / or Bridgewater Street) would not use Fortune Street as an alternative. Any changes to Fortune Street would be led and delivered by LB Islington.

Fann Street

	<p>4.16 The draft HNP plan proposed to explore improvements to the existing traffic gate at the junction of Fore Street and Viscount Street.</p> <p>4.17 Of 488 responses, 82% indicated support; 10% were unsupportive; and 7% were neutral.</p> <p>4.18 Sustainable urban drainage (SuDS) planters are already planned to be introduced further west on Fann Street and so were not included in the consultation proposals.</p> <p><u><i>Bridgewater Street</i></u></p> <p>4.19 The draft HNP plan proposed exploring the full or partial of Bridgewater Street to through motor traffic at the junction with Beech Street. The final arrangement will reflect servicing needs of properties and the need to stop vehicles using this as an alternative route should changes at Golden Lane and / or Beech Street be implemented.</p> <p>4.20 Of 462 responses, 79% indicated support; 14% were unsupportive; and 7% were neutral.</p> <p><u><i>Brackley Street</i></u></p> <p>4.21 The draft HNP plan proposed to convert Brackley Street to one-way westbound for motor vehicles. This would improve vehicle circulation in the area and allow for small areas of pavement widening.</p> <p>4.22 Of 448 responses, 76% indicated support; 12% were unsupportive; and 12% were neutral.</p> <p>4.23 These changes are now expected to be delivered as part of the Section 278 works for the 1 Golden Lane development.</p> <p><u><i>Moor Lane</i></u></p> <p>4.24 The draft HNP plan proposed four options for Moor Lane:</p> <ul style="list-style-type: none"> • Option 1: make Moor Lane one-way southbound for motor vehicles between Silk Street and Fore Street, and remove the existing timed gate restriction; • Option 2: introduce a closure to through motor traffic at the junction with Fore Street, with access retained from Silk Street; • Option 3: introduce a closure to through motor traffic at the junction with Silk Street, with access retained from Fore Street;
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	<ul style="list-style-type: none"> • Option 4: retain existing traffic movements, including the existing timed gate restriction. <p>4.25 The 419 responses were broken down as follows:</p> <ul style="list-style-type: none"> • Option 1: 8% • Option 2: 33% • Option 3: 44% • Option 4: 15% <p>4.26 Based on the response rates it is proposed that a design be progressed for Moor Lane based on a closure to through motor traffic, with the exact location of the closure being subject to further consultation.</p> <p>4.27 A separate report on the existing Moor Lane project, setting out more detail on the next steps, is being presented to Streets & Walkways Sub Committee.</p> <p><u>Moorfields</u></p> <p>4.28 The draft HNP plan proposed to explore traffic changes on Moorfields, north of Moor Place, to make it one-way southbound for motor traffic. These changes could allow pavements to be widened and for seating, greening and cycle parking to be introduced.</p> <p>4.29 Of 308 responses, 83% indicated support; 14% were unsupportive; and 3% were neutral.</p> <p>Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan</p> <p>4.30 The HNP has been updated following public consultation; the final draft is included at Appendix 3.</p> <p>4.31 Given the levels of support for the proposals there are no major changes proposed. A summary of the main changes:</p> <ul style="list-style-type: none"> • Proposals where more than one option was presented (i.e. Beech Street and Moor Lane) have been amended to specify that the preferred option from the consultation responses will be taken forward; • Updates to some proposals where progress has been made in the interim period (e.g. introduction of a dockless cycle and e-scooter parking bay on Fore Street); • Minor adjustments to the description of proposals that may be impacted by nearby development sites
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	<p>or other changes in local context (i.e., Golden Lane, Bridgewater Street, Milton Street, Silk Street).</p> <p>4.32 A ten-year delivery plan has been appended to the HNP which includes projects already underway or which have existing approvals. The delivery plan reflects the level of complexity of projects and takes into account interdependencies with other projects and developments in the area.</p> <p>4.33 Each proposal will be progressed independently through the project procedure and will be subject to further consultation at the appropriate stages. Funding bids and other approvals will be coordinated through the BBGL programme and will be subject to approval by Resource Allocation Sub Committee and Policy & Resources Committee.</p>
5. Delivery team	The programme will be managed by the Transport & Public Realm Projects team. Individual projects emerging from the programme will also be managed by this team, supported by colleagues across the Corporation where appropriate.
6. Programme and key dates	The implementation plan for the programme is appended to the updated HNP shown in Appendix 3.
7. Risks	<p><u>Risk:</u> schemes involving cooperation with London Borough of Islington are delayed due to lack of support or engagement. <u>Approach:</u> reduce – continue engagement with LB Islington and ensure they are involved from an early stage in individual scheme development where appropriate.</p> <p><u>Risk:</u> Funding for individual schemes is not secured. <u>Approach:</u> reduce – identify opportunities for funding as part of the BBGL programme management.</p> <p>A full programme risk register is shown at Appendix 5.</p>
8. Success criteria	<ul style="list-style-type: none"> Increased number of pedestrian priority streets in the area (measured by length) delivered during the lifetime of the HNP; Improved air quality (i.e. reduction in NO₂) on certain streets in the area over the lifetime of the HNP; Increased public amenity (e.g. seating and greening) across the area over the lifetime of the HNP.
9. Progress reporting	An annual programme update report will be presented to committees. Individual projects will be progressed through the project procedure and gateway approval process.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Public engagement feedback report
Appendix 3	Draft final Healthy Neighbourhood Plan (including delivery plan)
Appendix 4	Finance tables
Appendix 5	Risk register

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 12240

Core Project Name: Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan

Programme Affiliation: Bunhill, Barbican & Golden Lane Programme

Project Manager: Stephen Oliver

Definition of need: The Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan (HNP) 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 HNP aligns with draft City Plan 2040, the Barbican Area Strategy, Destination City and Culture Mile Public Realm Vision which identifies the need for public realm improvements in the area. The HNP provides a framework for the transformation of streets and spaces, by way of prioritising people walking and cycling and reducing motor traffic levels. This transformation will also provide for a high-quality public realm environment. This framework will set out proposals to rebalance the street hierarchy, implement traffic management measures and create a more welcoming public realm.

Key measures of success:

- Increased number of pedestrian priority streets in the area (measured by length) delivered during the lifetime of the HNP;
- Improved air quality (i.e. reduction in NO₂) on certain streets in the area over the lifetime of the HNP;
- Increased public amenity (e.g. seating and greening) across the area over the lifetime of the HNP.

Expected timeframe for project delivery: 2025 – 2035

Key Milestones:

- Adoption of HNP: July 2025
- Implementation of individual projects: 2025 – 2035 (subject to funding and approvals)

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? Projects in the Barbican area tend to generate higher levels of media interest. However, to date there has been no significant publicity relating to the HNP.

[2] Finance and Costed Risk

'Project Proposal' G2 report (as approved by PPSC 20/10/2021):

- Total Estimated Cost (excluding risk): £250,000
- Resources to reach next Gateway (excluding risk): £141,000
- Spend to date: £0

- Costed Risk Against the Project: None requested.
- CRP Requested: None.
- CRP Drawn Down: Not applicable.
- Estimated Programme Dates: Nov 2021-2022

‘Outline Options Appraisal’ G3 report (as approved by S&W 04/07/2023):

- Total Estimated Cost (excluding risk): £250,000
- Resources to reach next Gateway (excluding risk): No additional resource
- Spend to date: £65,869
- Costed Risk Against the Project: None requested.
- CRP Requested: None.
- CRP Drawn Down: Not applicable.
- Estimated Programme Dates: Gateway 4 report in summer 2024.

Scope/Design Change and Impact: Slippage to the programme predominantly due to influences of the pandemic preventing data collection and engagement, and negotiations with Islington Council. The original estimated project timeframe for the completion of the HNP was March 2023.

‘Detailed Options Appraisal’ G4 report (as approved by PPSC 21/10/2024):

- Total Estimated Cost (excluding risk): £285,000
- Resources to reach next Gateway (excluding risk): No additional resource
- Spend to date: £180,052
- Costed Risk Against the Project: None requested.
- CRP Requested: None.
- CRP Drawn Down: Not applicable.
- Estimated Programme Dates:
 - Public engagement: November – December 2024
 - Adoption of HNP: May 2025

Total anticipated on-going commitment post-delivery [£]: Not applicable.
Programme Affiliation [£]: The underspend from the delivery of the HNP (£40,383) will be put towards management of the Bunhill, Barbican & Golden Lane Programme for the next reporting period.

Bunhill, Barbican and Golden Lane area Healthy Neighbourhood plan:

Public engagement feedback report



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Independently compiled
by Commonplace for the
City of London Corporation
and Islington Council

March 2025

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Executive summary

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Summary of key findings

The draft Bunhill, Barbican and Golden Lane area Healthy Neighbourhood plan is a framework of projects designed to benefit the comfort and safety of people walking, wheeling and cycling. The plan would change how motor vehicles access and move through the Bunhill, Barbican and Golden Lane area.

A six-week engagement on the draft plan was undertaken across November and December 2024, utilising the Commonplace engagement platform, together with a series of public drop-ins. The engagement – which was open to anyone with a connection to, or interest in the area – collected more than 4,000 contributions. Feedback highlighted support for the draft plan which was both strong and broad.

Over 70% of contributors preferred option 1 for Beech Street. This preference held strong across those using different travel modes and with differing relationships with the City of London – largely underpinned by its ^{perceived} effectiveness in tackling air pollution, enhancing the pedestrian experience, reducing traffic volume and congestion and making cycling safer. Some felt that taxi access should also be excluded from this option.

Option 3 was the preferred route for Moor Lane – with closure at Silk Street - though option 2 – with closure at Fore Street, was not too far behind. Options 2 or 3 were selected by 77% of respondents.

A notable majority of engagement contributors supported the exploration of ideas for other streets – including Chiswell Street, Fann Street, Bridgewater Street, Brackley Street, Aldersgate Street, Fore Street, Wood Street, Silk Street, Ropemaker Street, Milton Street and Moorfields. Again, this support was evident among area users of all types.

80%+ of contributors supported the closure of Golden Lane with Beech Street to through traffic, the widening of the pavement there and the addition of plants, trees and cycle parking at its western side.

Walking and wheeling (including cycling opportunities) improvement proposals in relation to both Fortune Street and Bunhill Row also drew widespread support. As did proposed walking accessibility improvements, child friendly routes, two-way cycling and additional cycle parking in Islington.

Introducing the Bunhill, Barbican and Golden Lane area Healthy Neighbourhood plan and its engagement

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The Bunhill, Barbican and Golden Lane area Healthy Neighbourhood plan

In 2023, the City of London Corporation and Islington Council asked the public what they thought about the streets in the Bunhill, Barbican and Golden Lane area.

Feedback enabled ideas for improvements to the streets to make them a more healthy and pleasant environment. This feedback also said that the vast majority of people (97%) mostly walk to get about the area, though some people are reliant on motor vehicles. The vast majority of people who took part in the 2023 engagement were supportive of the principle of traffic restrictions or changes to street layouts.

A draft Healthy Neighbourhood plan has now been drafted, based on the feedback received.

The Healthy Neighbourhood plan is a framework of projects designed to benefit the comfort and safety of people walking, wheeling and cycling.

The plan would change how motor vehicles access and move through the Bunhill, Barbican and Golden Lane area - based on the principle of creating more space for people walking, wheeling and cycling, and for more trees and greenery. This could be done by reducing the amount of "through traffic" in the area to create more space. This would require changing how motor vehicles access and move around streets in the area.

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

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

Engagement

Utilising the Commonplace engagement platform, a six-week engagement on the draft Healthy Neighbourhood plan ran from Monday 11 November 2024 to Saturday 21 December 2024 (inclusive).

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

Page 118 Engagement included:

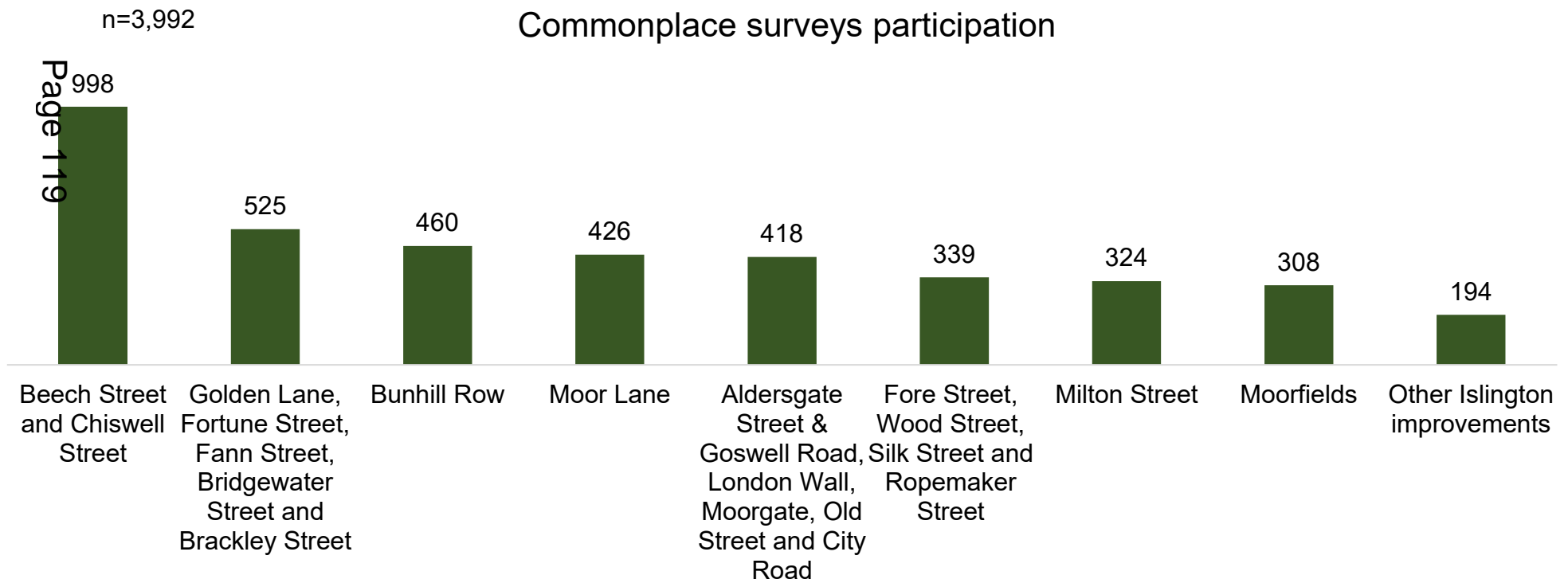
- Pre-engagement meetings with key stakeholders including ward members, residents' groups, Neighbourhood Forum, Barbican Centre, local schools and businesses.
- Promotion in resident newsletters.
- Email communication to resident's groups, stakeholders and interest groups.
- 17,000 leaflets distributed in the wider area.
- 40 on street publicity posters.
- 4 drop-in sessions where the public could discuss the proposals with the project team.
- 1 on-line drop-in session where the public could discuss the proposals with the project team.

Those interested could also email or telephone the project team to give their views.

Engagement contributions

There were over 11,000 visits to the Commonplace engagement pages. The engagement received just under 4,000 Commonplace contributions, made by over 1,000 individuals, across the nine surveys (some individuals made more than one contribution). Contributors included a wide and demographically diverse variety of workers, commuters, visitors, stakeholders, residents and others.

The chart below shows the distribution of Commonplace contributions, spotlighting the highest participation level in relation to the options for Beech Street and Chiswell Street.



Presenting the feedback collected

In presenting the feedback collected, engagement contributions have been collated, analysed, detailed and summarised independently of the City of London Corporation and Islington Council's Project Team. 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.

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Beech Street and Chiswell Street



Beech Street – the proposed options

2023 engagement feedback in relation to Beech Street revealed concerns about air and noise pollution, narrow and crowded pavements forcing people to sometimes walk in the road and longer journey times and restricted access to the carparks if traffic was restricted on Beech Street. Many people also commented on the previous zero-emission traffic scheme and their thoughts on if it should be brought back. Overall views on this were evenly split.

Pavements on Beech Street are uncomfortably narrow for the number of people using them. Pavements could be widened by taking some space from the road if the amount of traffic on Beech Street is reduced enough so that people cycling can safely mix with the lower amounts of traffic without needing cycle lanes. The current cycle lanes could then become pavement space.

People were consulted on two options for reducing through traffic. For both options, access would be maintained for buses, people cycling and local access to the Beech Street carparks and forecourts (including deliveries and taxi pick-ups and drop-offs). Depending on the origin and destination of trips, some vehicle journeys may take longer.

Option 1 - traffic restrictions in both directions to widen pavement on both sides. Option 1 makes more journeys by motor vehicle longer than option 2, but all through traffic would be removed and therefore this option would have a greater benefit for air and noise pollution on Beech Street than option 2.

Of the two options, this option offers:

- the most benefit to people walking and wheeling by providing more space on both sides of the street
- the most benefit to people cycling by reducing motor traffic in both directions
- the most benefit for air quality and noise pollution.

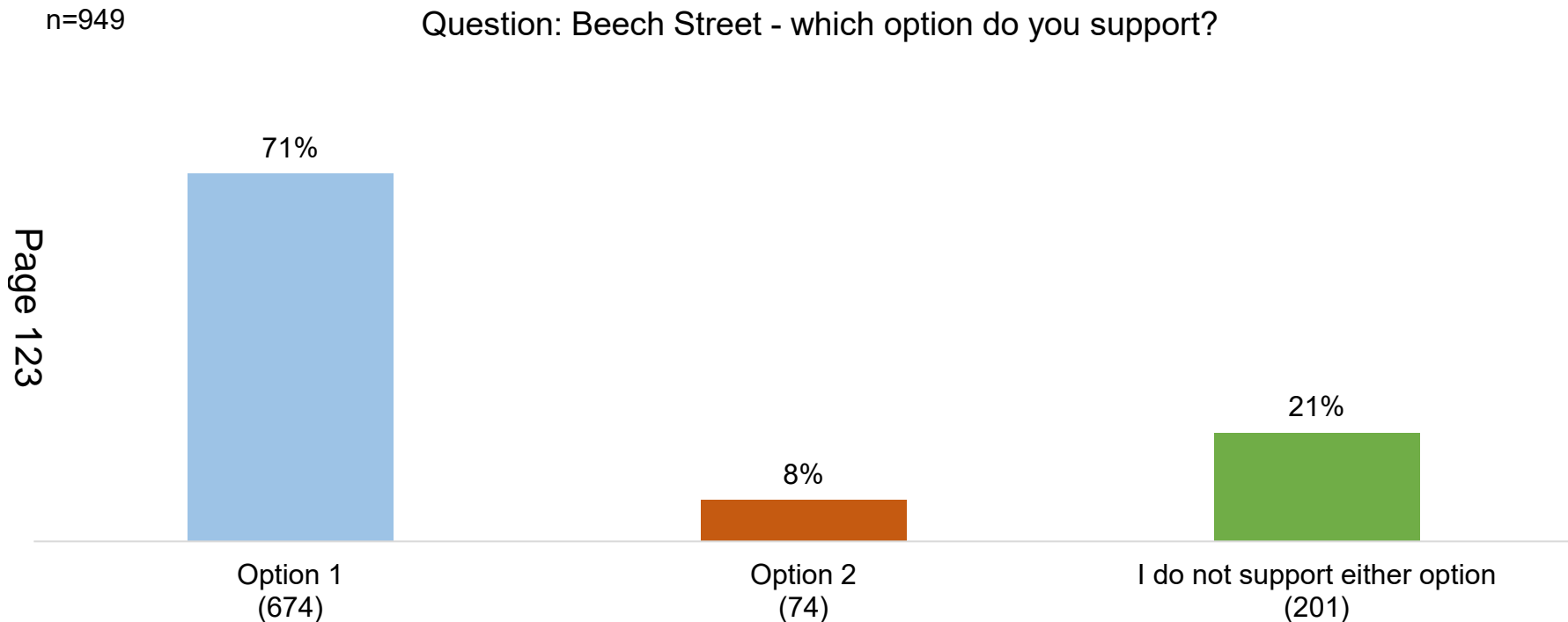
Option 2 – traffic restriction in the westbound direction (only) with pavement widening on south side.

This option offers benefit to people walking and wheeling by providing more space on the south side of the street but none on the north side where the cycle lane will be retained.

Option 2 would have a lesser impact on some vehicle journeys in the area than option 1. Through traffic would only be reduced by 40% and therefore there would be fewer positive benefits for air and noise pollution on Beech Street than option 1.

Support for Beech Street options

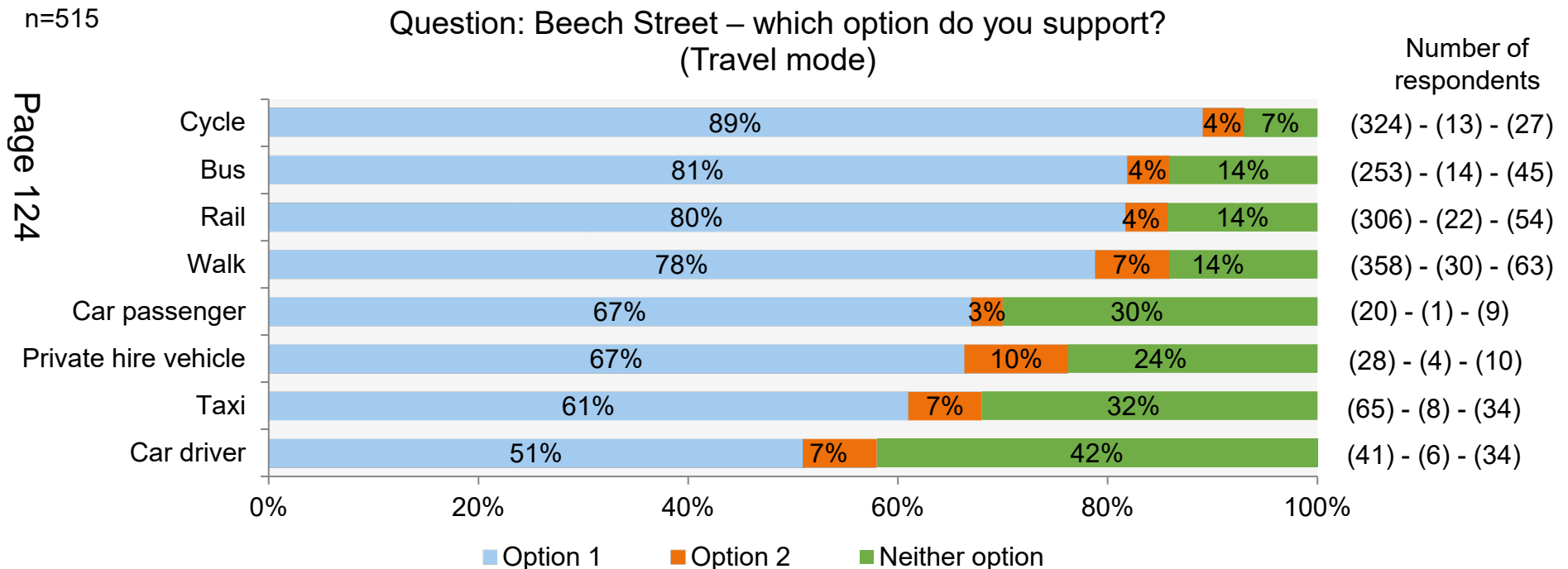
Over 70% of respondents supported option 1 for Beech Street. Option 2 attracted support from just 8% of respondents, while 21% supported neither option.



On the following pages, we see how support for each option varied by respondents' travel mode, their relationship to the City, and long-term, limiting health conditions/disabilities.

How support for Beech Street options varied between how people identified they got around

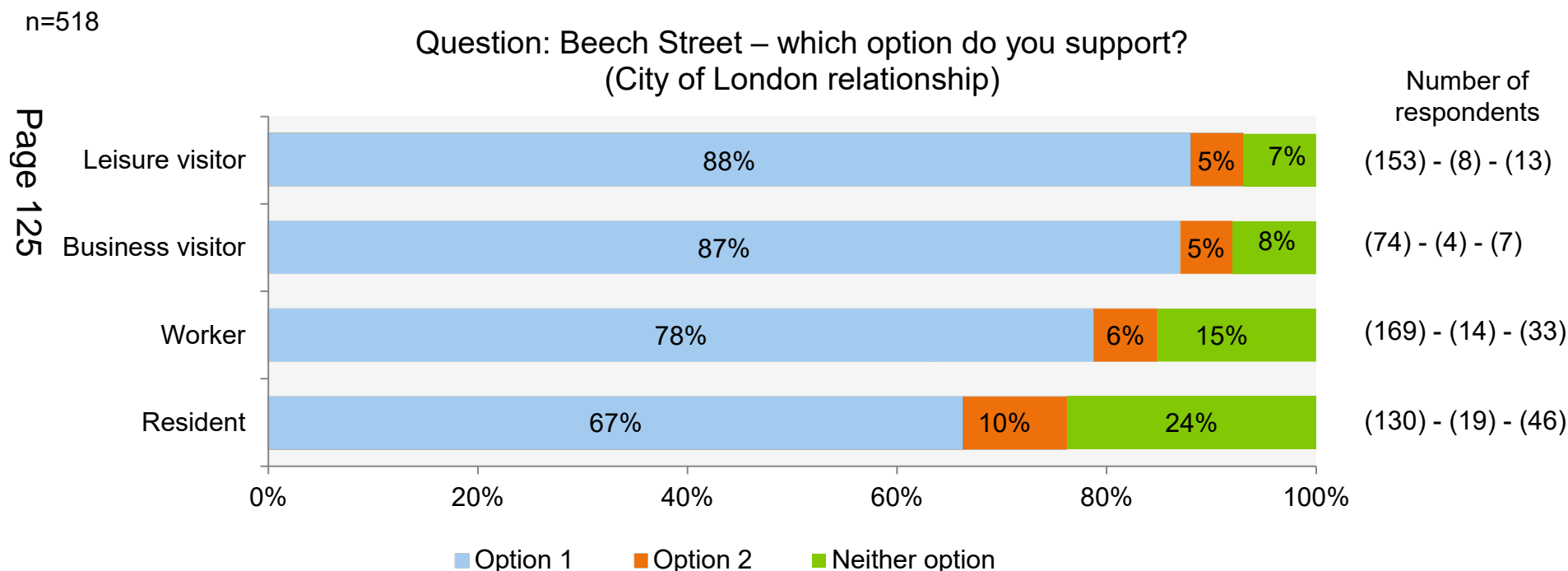
Majority support for option 1 was evident across users of all travel modes. This support peaked among people who identified as a cyclist (89%), with similarly high levels of support among people who identified as bus users (81%), who identified as rail users (80%) and who identified as walkers (78%). In contrast, over 40% of people who identified as car drivers supported neither option, with 32% of people who identified as taxi users and 30% of people who identified as car passengers following suit. However, across each of these groups, more people supported option 1 than option 3. There was very limited support for option 2 across all travel modes. In this chart and subsequent charts of this type, more than one travel mode was often specified.



Note that some travel modes (those who identified as private hire vehicle driver, motorcycle, van/lorry, wheelchair/mobility scooter and other types) lacked a sufficient number of respondents to allow meaningful analysis.

How support for Beech Street options varied according to City of London relationship

Majority support for option 1 was evident across users of all City of London relationship types. This support peaked for leisure visitors (88%), with a similarly high level of support among business visitors (87%). Furthermore, almost 80% of those who worked in the City of London supported option 1, while two-thirds (of residents 67%) also supported option 1. However, note that around a quarter (24%) of residents supported neither option. There was very limited support for option 2 across all relationship types. In this chart and subsequent charts of this type, more than one relationship to the City was often specified.



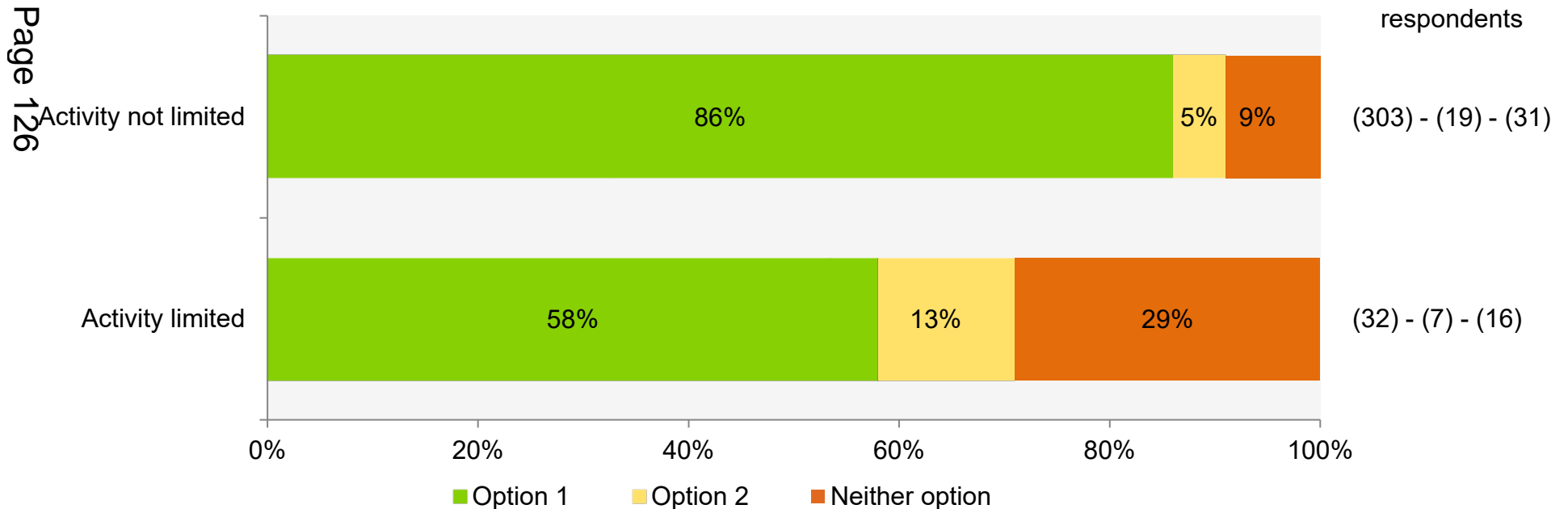
Note that some relationship types (business owners, students, livery companies and driver/riders) lacked a sufficient number of respondents to allow meaningful analysis.

How support for Beech Street options varied in relation to long-term, limiting health conditions/disabilities

Majority support for option 1 was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note that more than three times as many with limited activity as unlimited activity stated that they preferred neither option (29% v. 9%).

n=443

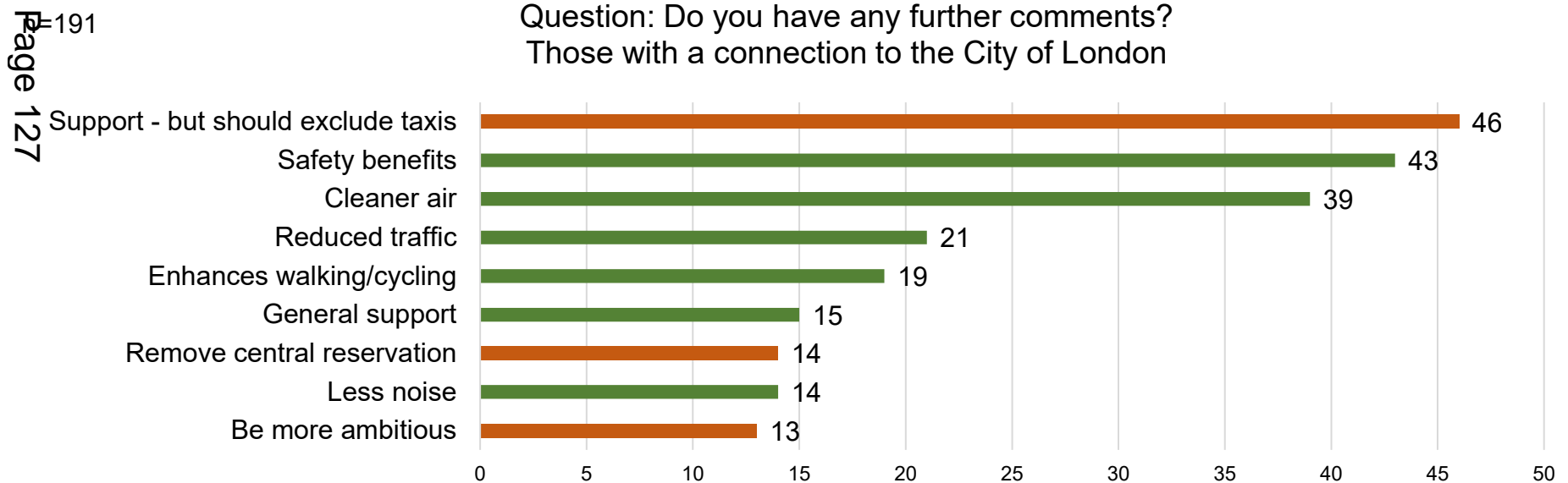
Question: Beech Street – which option do you support?
(Long-term, limiting health conditions/disabilities)



Comments about Beech Street option 1 – by those with a City of London connection

191 respondents with a City of London connection left comments on option 1. Some respondents made more than one comment. Here, we see the top comments underpinning feedback on option 1.

The number one comment associated with option 1 focused on general support, but with a need to also exclude taxis. This was followed by perceptions of improved safety, cleaner air, benefits of reduced traffic generally, a perceived enhancement of the walking/pedestrian experience in the area, and less noise. There were also suggestions to remove the central reservation and be more ambitious – excluding traffic entirely. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures.



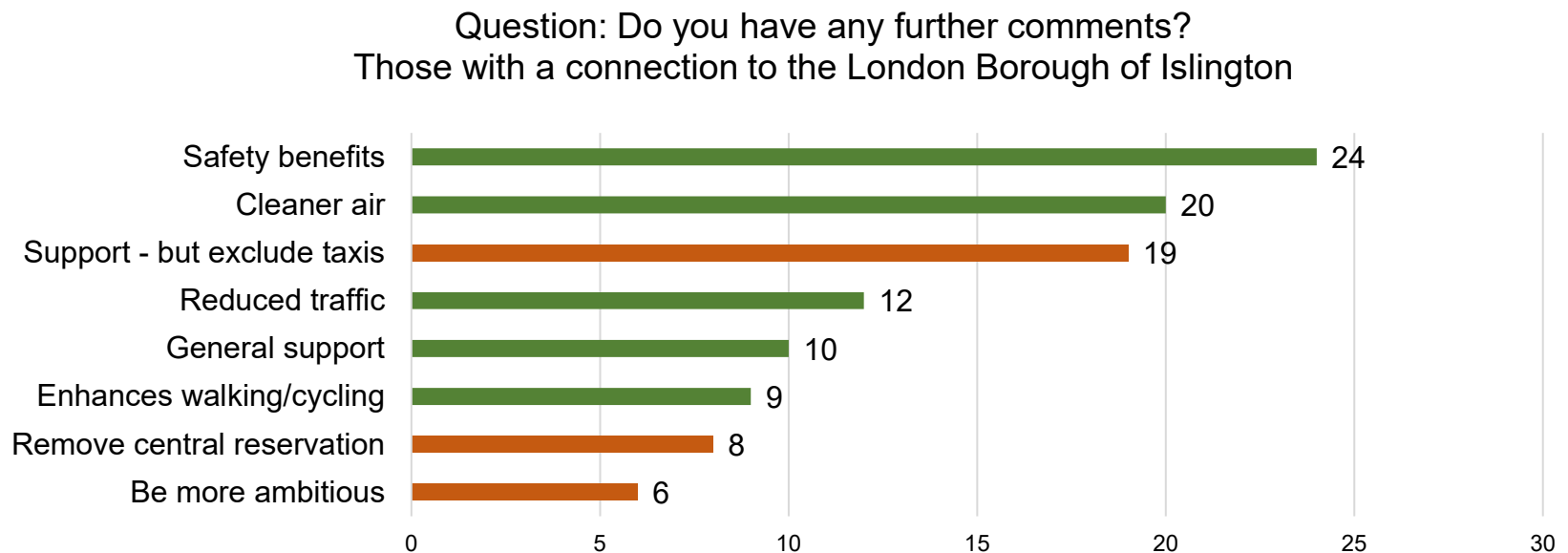
Other comments most commonly focused on a need for improved lighting, allowing taxi access, improving the tunnel aesthetics and reducing the speed of cyclists. (Each made by no more than five respondents).

Comments about Beech Street option 1 – by those with a London Borough of Islington connection

91 respondents with a London Borough of Islington connection left a comment on option 1. Some respondents made more than one comment. Here, we see the main comments underpinning feedback on option 1.

The largest number of comments associated with option 1 focused on safety and decreased pollution benefits, with support by some which included the additional suggestion of excluding taxis. This was followed by reduced traffic benefits in general and enhancing the walking/cycling experience in the area. Again, some respondents suggested removing the central reservation and being more ambitious in excluding all traffic. Categories in green again indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures.

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n=91



Other comments included a need to improve the tunnel lighting and signage, ensure access for deliveries and reduce the speed of cyclists. (Each made by no more than four respondents).

Comments about Beech Street option 2 – by those with a City of London connection

Just 13 respondents with a City of London connection left comments on option 2.

These comments focused on:

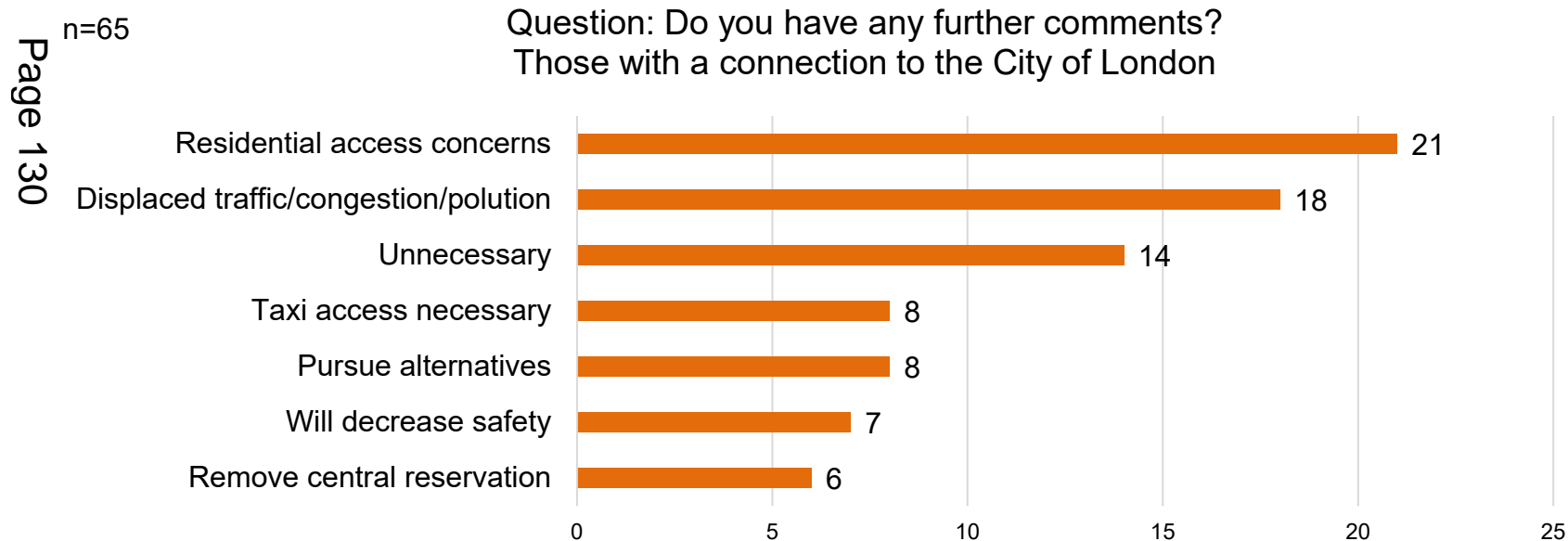
- The benefits of less traffic diversion onto Aldersgate Street.
- Allowing for eastward traffic.
- Potential problems with taxi and deliveries access.
- Concerns about air pollution.
- A preference for a segregated cycle lane (rather than a shared carriageway).
- A need to ensure ventilation is sufficient to extract traffic fumes.
- Simpler than option 1.
- A need to exclude taxis.

Comments on Beech Street option 2 – by those with a London Borough of Islington connection

Just two respondents with a London Borough of Islington connection left comments on option 2.

Comments supporting neither Beech Street option – by those with a City of London connection

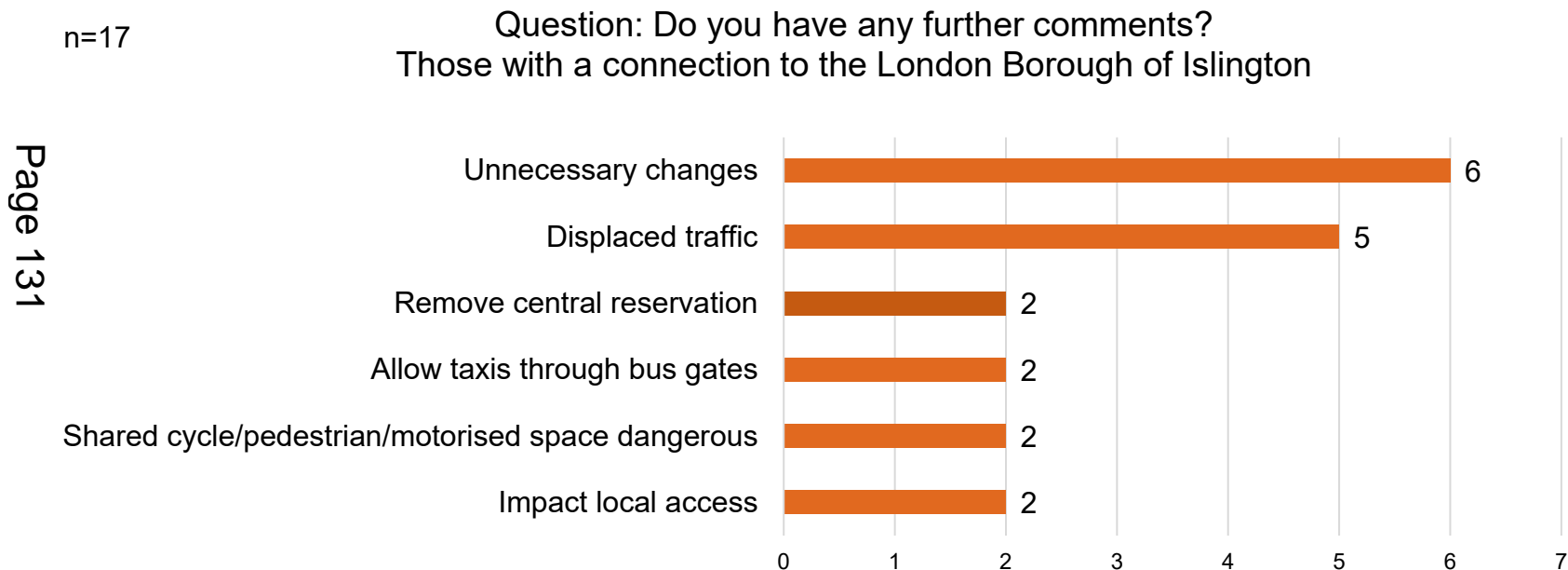
65 respondents with a City of London connection who supported neither option for Beech Street made additional comments. Some respondents made more than one comment. These comments focused on concerns that local access/mobility would be made more difficult; the potential displacement of motor traffic onto other streets/roads with increased air pollution; and perceptions of no need to instigate change – the tunnel was designed for traffic – leave it as it is. Other comments highlighted concerns relating to taxi access, a need to pursue alternatives, issues with decreased safety for pedestrians and cyclists and perceptions of space being wasted by the central reservation.



Other comments – each made by no more than three respondents – included a need to delay this until post-completion of nearby projects, concerns about tunnel prohibition enforcement, and a need to retain cycle lanes and narrow the road.

Comments supporting neither Beech Street option – by those with a London Borough of Islington connection

Just 17 respondents with a London Borough of Islington connection who supported neither option for Beech Street left additional comments. Some respondents made more than one comment. These comments focused on perceptions of the changes being unnecessary, with traffic potentially being displaced onto other streets/roads with increased air pollution.



Other comments – each given by no more than one respondent – included a need to look at road traffic modelling and separate taxi journeys, concerns about tunnel prohibition enforcement, a suggestion to replace the zebra crossing with a pelican crossing at the junction of Silk Street, and a need to retain cycle lanes and narrow the road.

Chiswell Street

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Chiswell Street – the proposed ideas

Previous engagement feedback revealed concerns relating to:

- The safety and comfort of people cycling.
- High motor-vehicle traffic levels.
- The safety and comfort for people walking and cycling across Chiswell Street.

The City of London Corporation and London Borough of Islington could explore improving the zebra crossing near Bunhill Row to make crossing the street easier for people walking and wheeling and cycling.

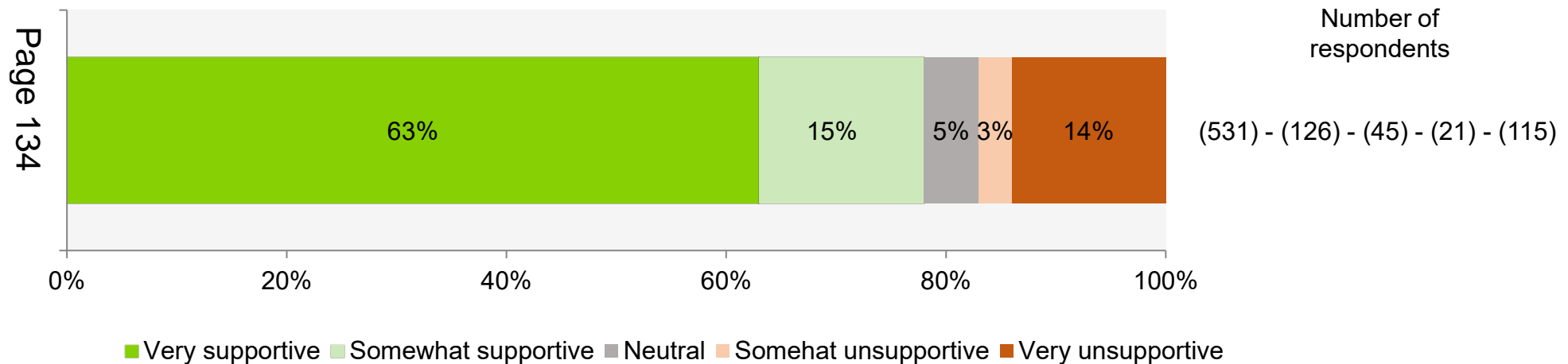
If neither of the Beech Street options were taken forward, they could also explore widening sections of pavement and introducing trees and planting, seating and cycle parking, where possible.

Support for Chiswell Street ideas

Almost 80% of respondents supported the exploration of ideas for Chiswell Street. For many, this support was strong. In contrast, just 17% were unsupportive, with 5% expressing a neutral opinion.

n=838

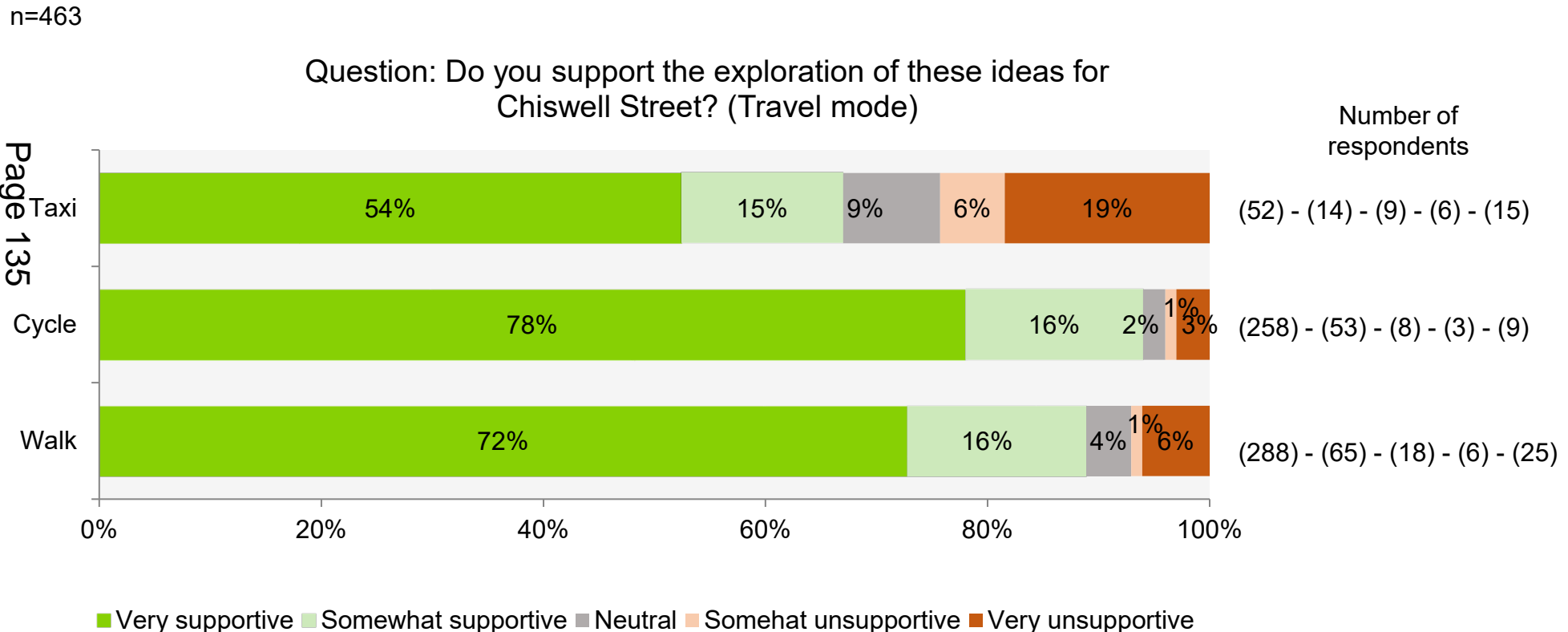
Question: Do you support the exploration of these ideas for Chiswell Street?



On the following pages, we see how support for the ideas for Chiswell Street varied by respondents' travel mode, their relationship to the City, and long-term, limiting health conditions/disabilities.

How support for the exploration of ideas for Chiswell Street varied by how people identified they got around

A majority of both those who identified as cyclists (94%) and those who identified as walkers (88%) supported the exploration of ideas for Chiswell Street – with many strongly supporting this exploration. In contrast, opposition was limited to less than 10% of both groups.

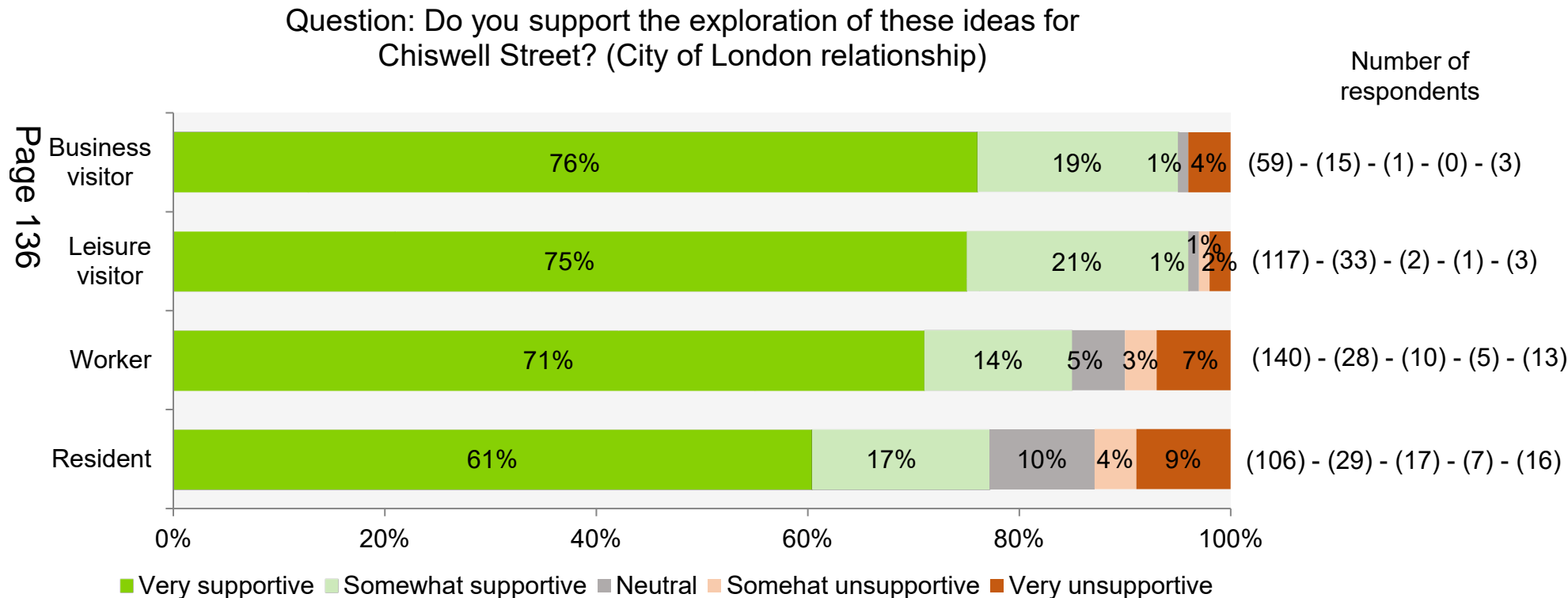


Note that some those identifying as car drivers lacked a sufficient number to allow meaningful analysis.

How support for the exploration of ideas for Chiswell Street varied according to City of London relationship

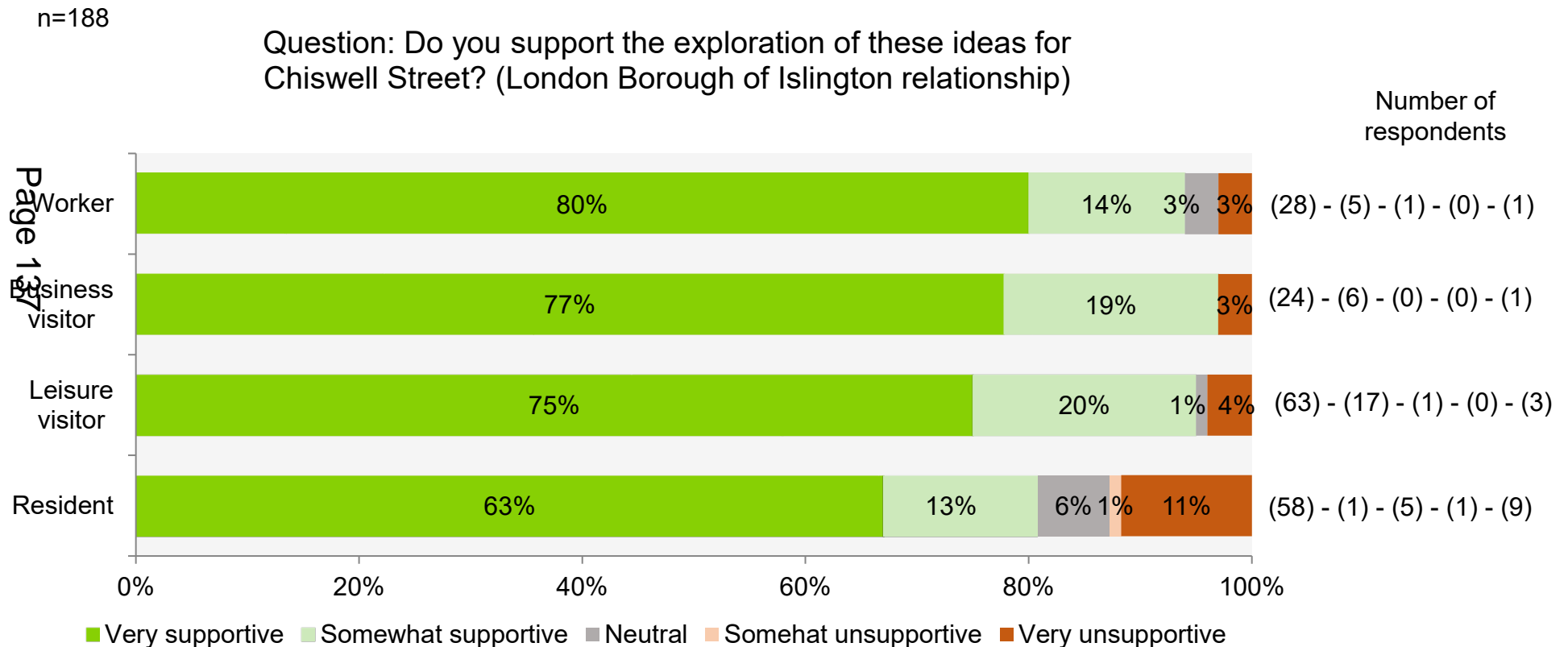
Strong, majority support for the exploration of ideas was evident across all City of London relationship types. Support peaked among business and leisure visitors (95-96%), but was slightly lower among workers (85%) and residents (78%). Again, opposition was very limited.

n=468



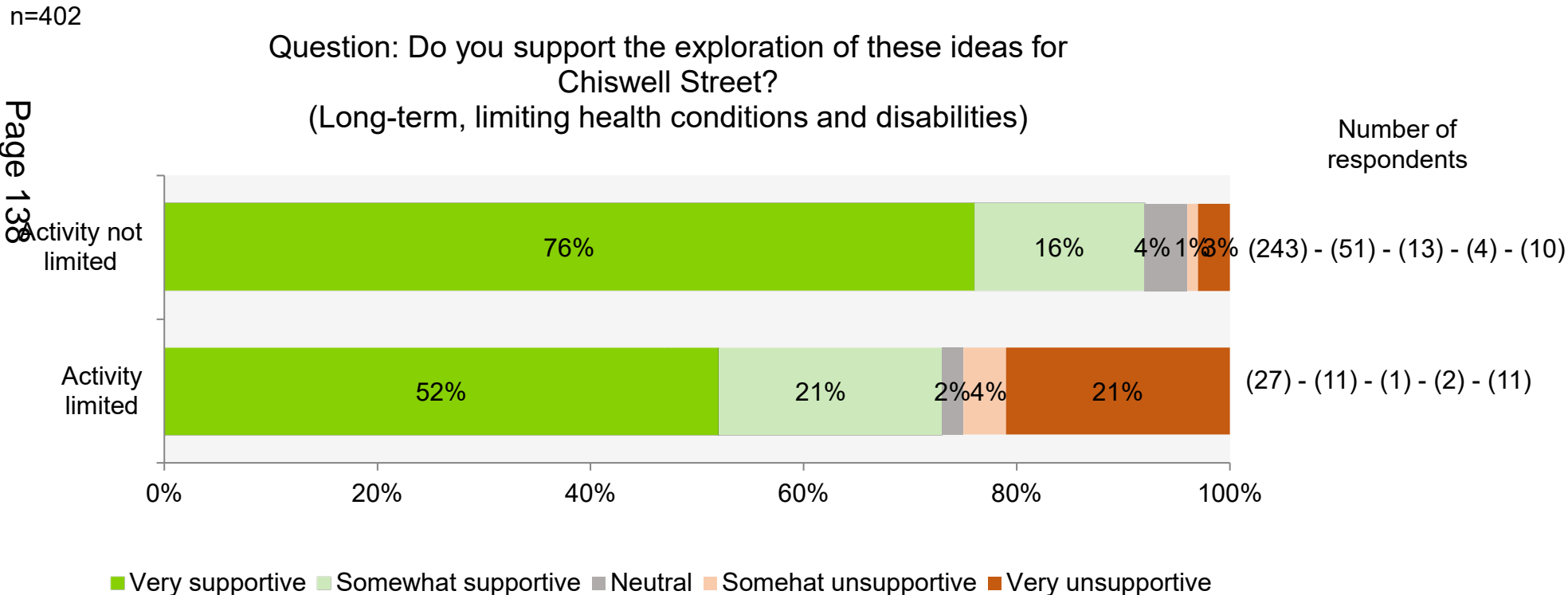
How support for the exploration of ideas for Chiswell Street varied according to London Borough of Islington relationship

Strong, majority support for the exploration of ideas was evident across all London Borough of Islington relationship types. Support peaked among business visitors (96%) and was similarly high among leisure visitors (95%) and workers (94%). It was slightly lower among residents (76%). Again, opposition was very limited.



How support for the exploration of ideas for Chiswell Street varied in relation to long-term, limiting health conditions/disabilities

Majority support for the exploration of ideas for Chiswell Street was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note that a quarter (25%) of those whose activities were limited did not support the exploration of ideas – a figure significantly higher than among those whose activity was not limited (4%).



Golden Lane, Fortune Street, Fann Street, Bridgewater Street and Brackley Street



Golden Lane



Golden Lane proposals

Previous engagement feedback revealed concerns relating to traffic levels, vehicle speeds and road safety, particularly for children in proximity to the local schools. Many people supported making Golden Lane a school street, restricting vehicle movements at certain times of the day and also making improvements to the pavements.

Over 2,000 vehicles a day use Golden Lane. The majority is "through traffic" travelling to Beech Street and Chiswell Street, passing through the area without stopping. Some vehicles exceed the 20mph speed limit.

To improve safety and reduce speeds, closing Golden Lane to through traffic at the junction with Beech Street could be explored. People cycling, the emergency services and school buses servicing Richard Cloudesley and Prior Weston schools would be able to pass through the closure onto Beech Street.

This would solve the speeding issue on Golden Lane more effectively than implementing a school street for limited time periods on weekdays.

It is expected that the only traffic entering Golden Lane will be for resident and business purposes or deliveries, so traffic will be significantly less.

Vehicles would not be able to enter the area from Beech Street and would need to use Old Street and Golden Lane or Mallow Street. Vehicles exiting the area will have to leave via Golden Lane, Whitecross Street or Bunhill Row.

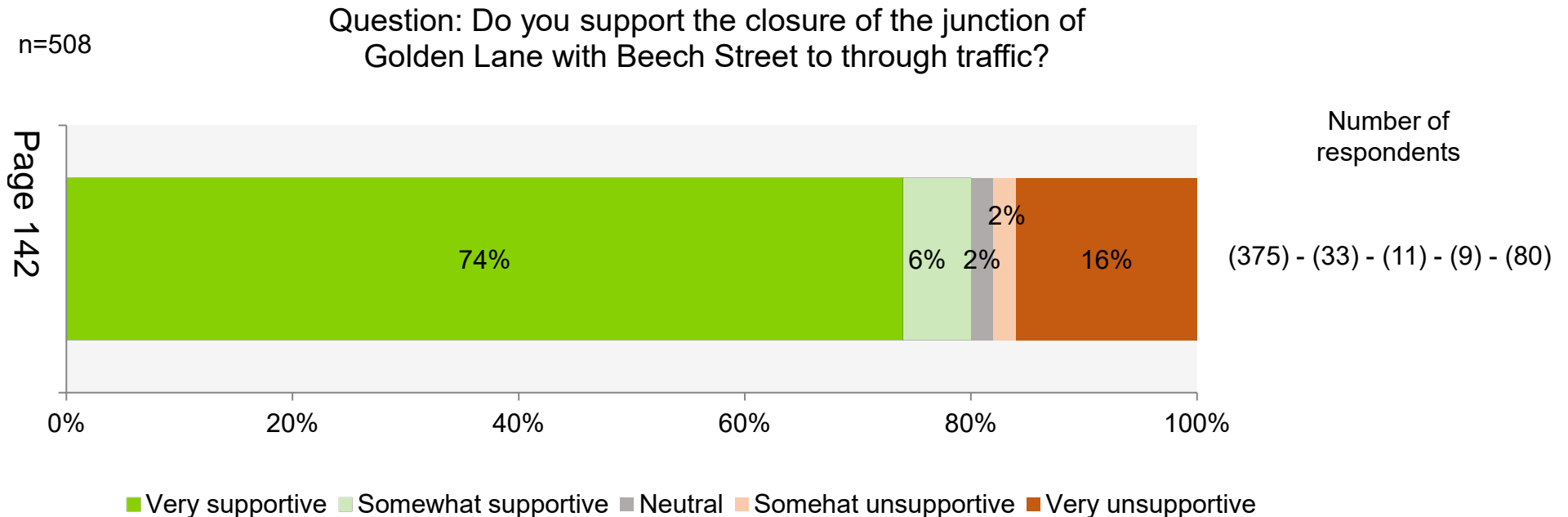
Depending on the origin and destination of trips, some vehicle journeys may take longer.

What could be explored:

- Closing the junction of Golden Lane with Beech Street to through traffic.
- Widening the pavement at the junction.
- Introducing pavement widening, trees and planting, seating and cycle parking on the western side of Golden Lane.

Support for closing the junction of Golden Lane with Beech Street to through traffic

80% of respondents supported closure of the junction of Golden Lane with Beech Street to through traffic. Strong support was expressed by almost three-quarters (74%) of all respondents. In contrast, 18% were unsupportive, with 2% expressing a neutral opinion.



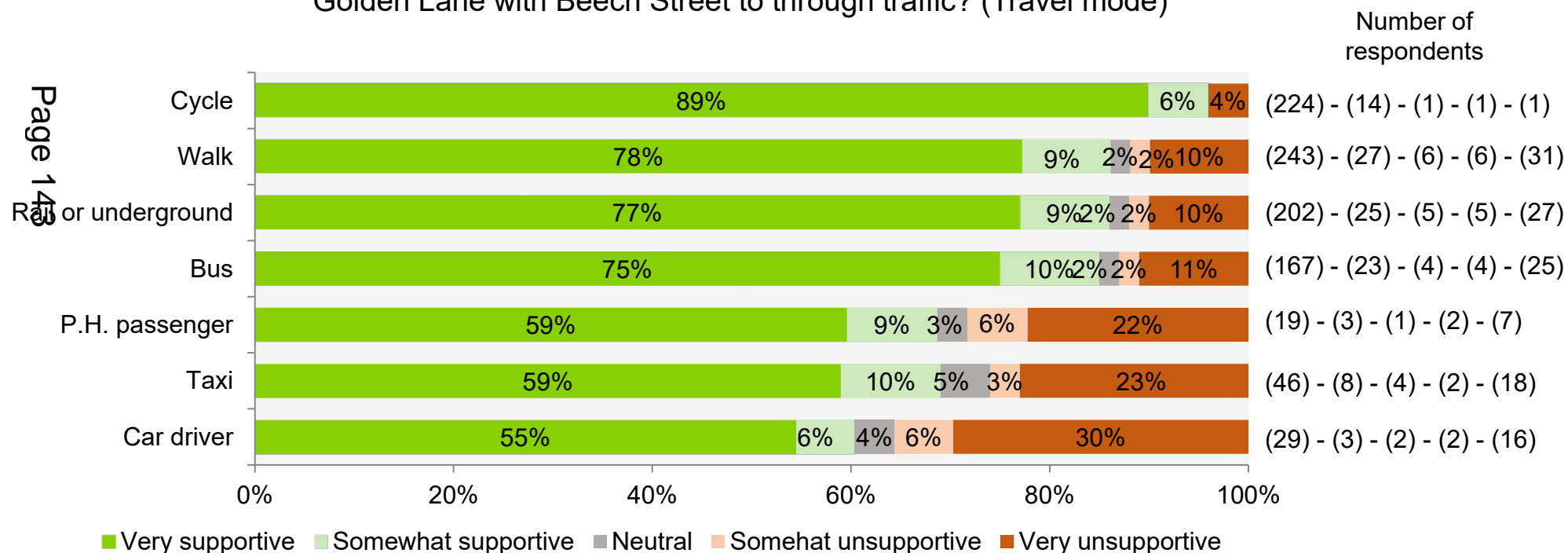
On the following pages, we see how support for the idea of junction closure at Golden Lane/Beech Street varied according to respondents' travel around the area, relationship to the area, and long-term, limiting health conditions/disabilities.

How support for closing the junction of Golden Lane with Beech Street varied by how people identified they got around

Majority support for the closure of the junction of Golden Lane with Beech Street was evident among people travelling by all travel modes. This support peaked among those who identified as cyclists, and was also high among those who identified as walkers, those who identified as using the rail/underground and those who identified as bus users. Opposition was, in contrast, limited. Though note that over a third of those who identified as car drivers did not support the junction closure, with around a quarter of those who identified as private hire vehicle passengers and those who identified as taxi users following suit. However, a majority in both groups were supportive.

n=348

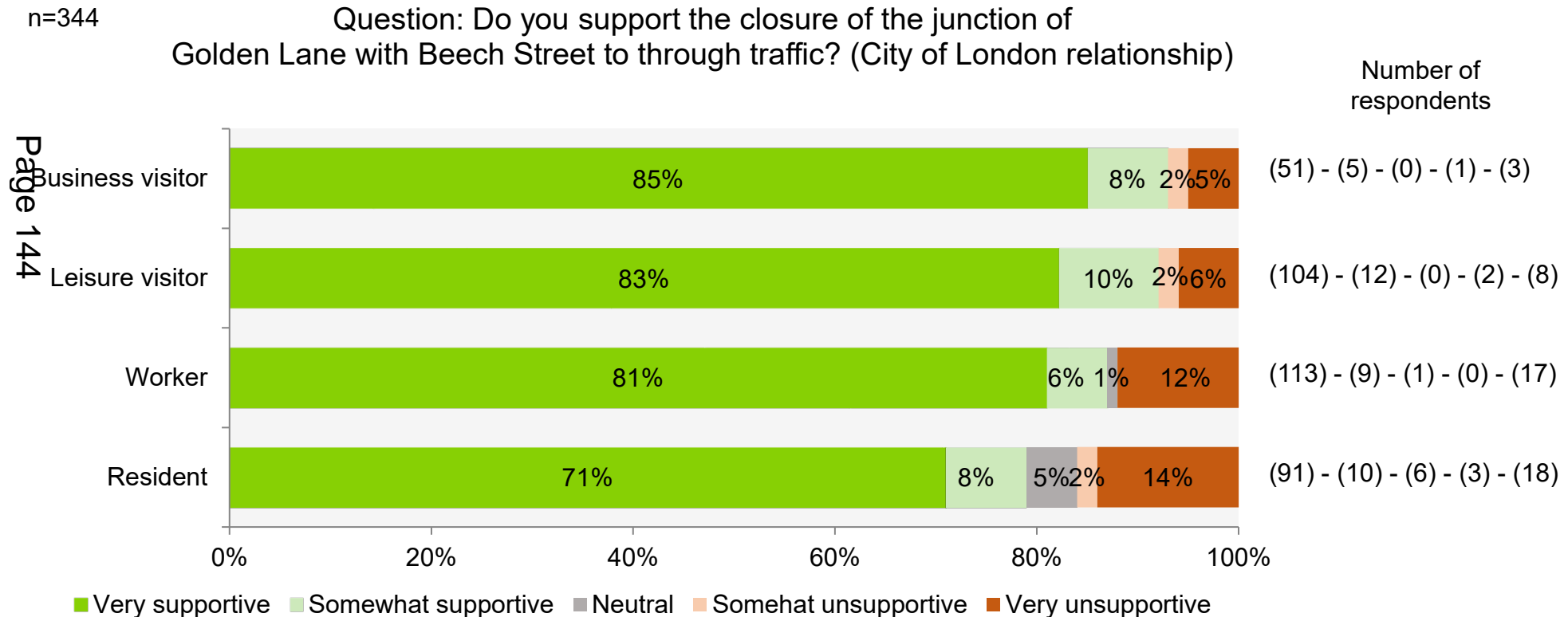
Question: Do you support the closure of the junction of Golden Lane with Beech Street to through traffic? (Travel mode)



Note that some travel modes (those who identified as private hire vehicle drivers, motorcyclists, van/lorry drivers, car passengers, wheelchair or mobility scooter users and other travel mode users) lacked a sufficient number of respondents to allow meaningful analysis.

How support for closing the junction of Golden Lane with Beech Street varied according to City of London relationship

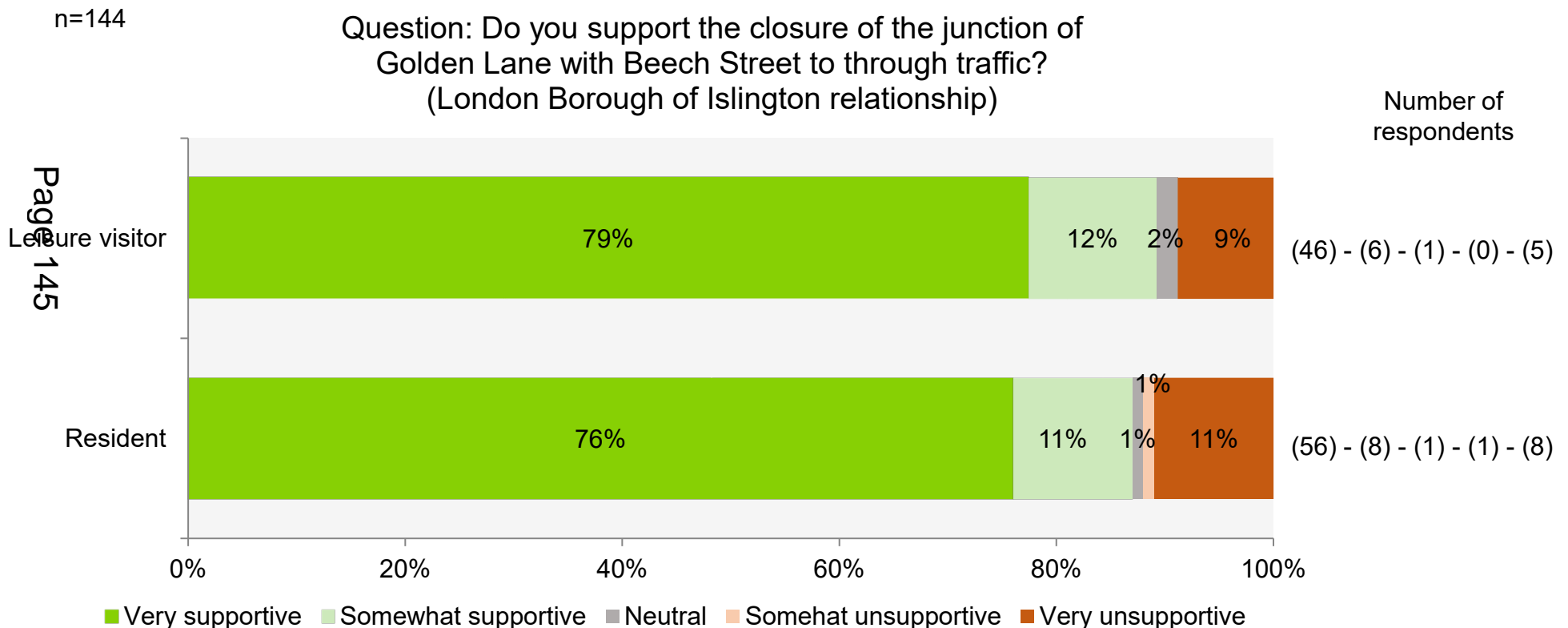
Majority support for the closure of the junction of Golden Lane with Beech Street was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest among business and leisure visitors. In contrast, opposition was far less – peaking among residents, of whom 16% did not support the junction closure.



Note that some relationship types (business owners, livery companies, drivers/riders and students) lacked a sufficient number of respondents to allow meaningful analysis.

How support for closing the junction of Golden Lane with Beech Street varied according to London Borough of Islington relationship

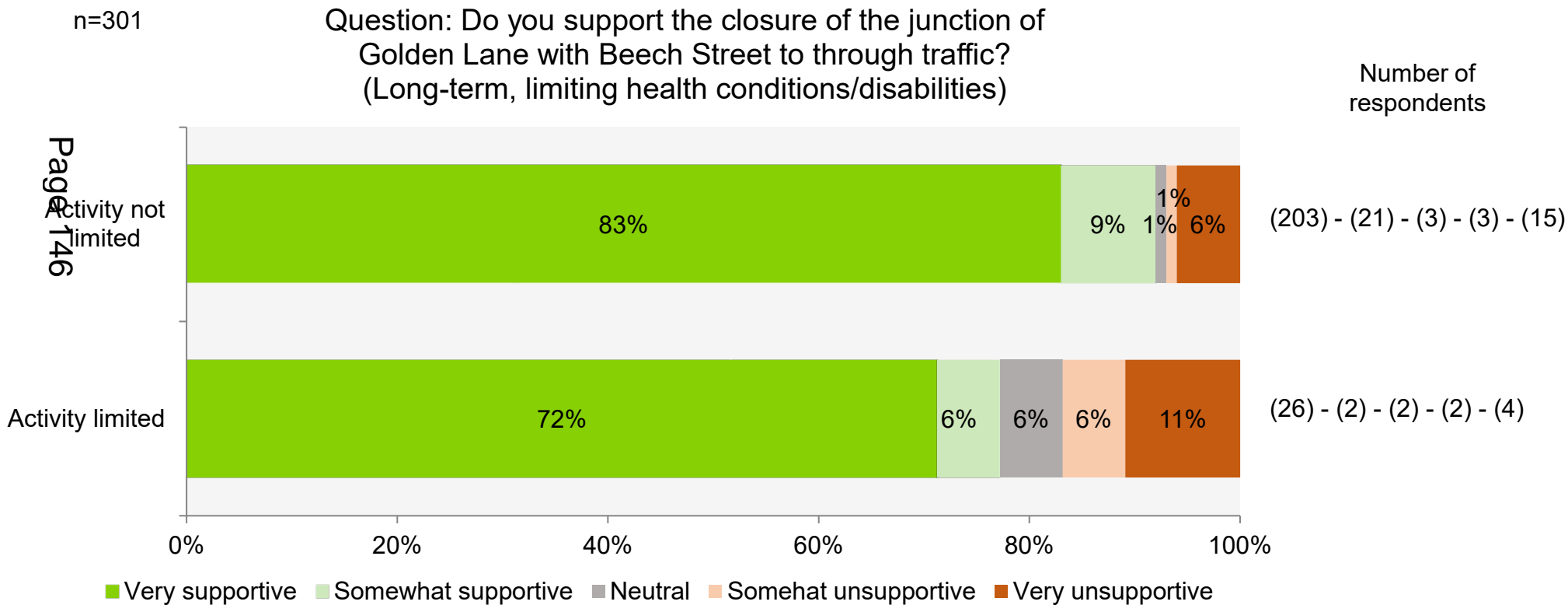
Majority support for the closure of the junction of Golden Lane with Beech Street was evident among both residents of, and leisure visitors to, the London Borough of Islington. This support typically nudged the 90% mark. In contrast, opposition was far less.



Note that some relationship types (workers, business visitors and business owners) lacked a sufficient number of respondents to allow meaningful analysis.

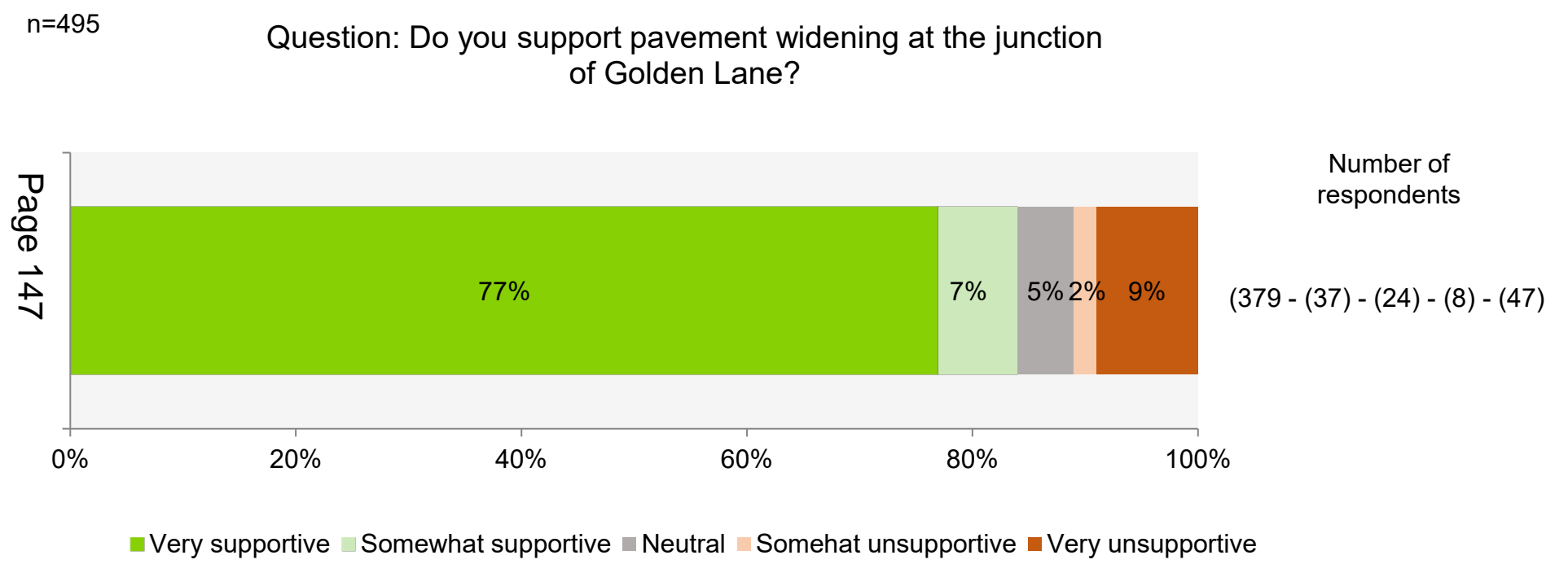
How support for closing the junction of Golden Lane with Beech Street varied in relation to long-term, limiting health conditions/disabilities

Majority support for the closure of the junction of Golden Lane with Beech Street was evident among those whose activity was and was not limited by a long-term, limiting health condition or disability. However, it was stronger among those without a condition.



Support for widening the pavement at the junction of Golden Lane

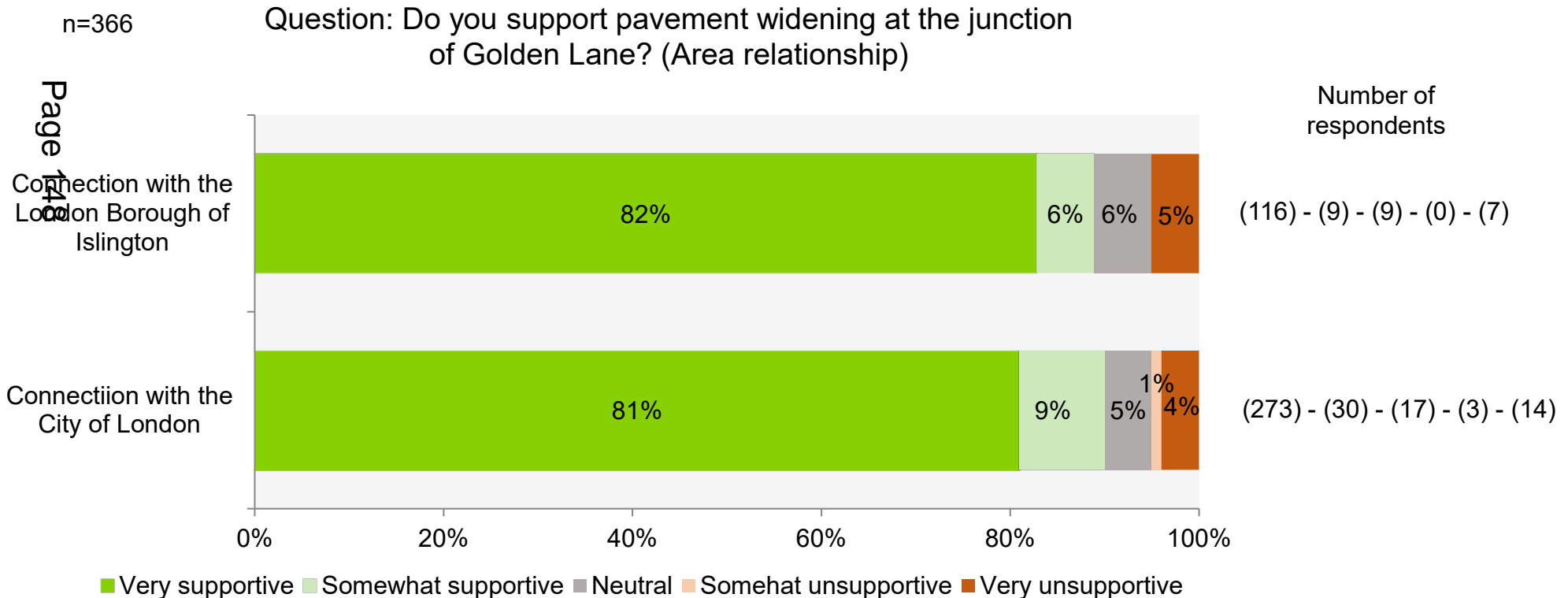
Over 80% of respondents supported pavement widening at the junction of Golden Lane. Strong support was expressed by over three-quarters of all respondents. In contrast, just 11% were unsupportive, with 5% expressing a neutral opinion.



On the following pages, we see how this support varied according to respondents' relationship to the area, and long-term, limiting health conditions/disabilities.

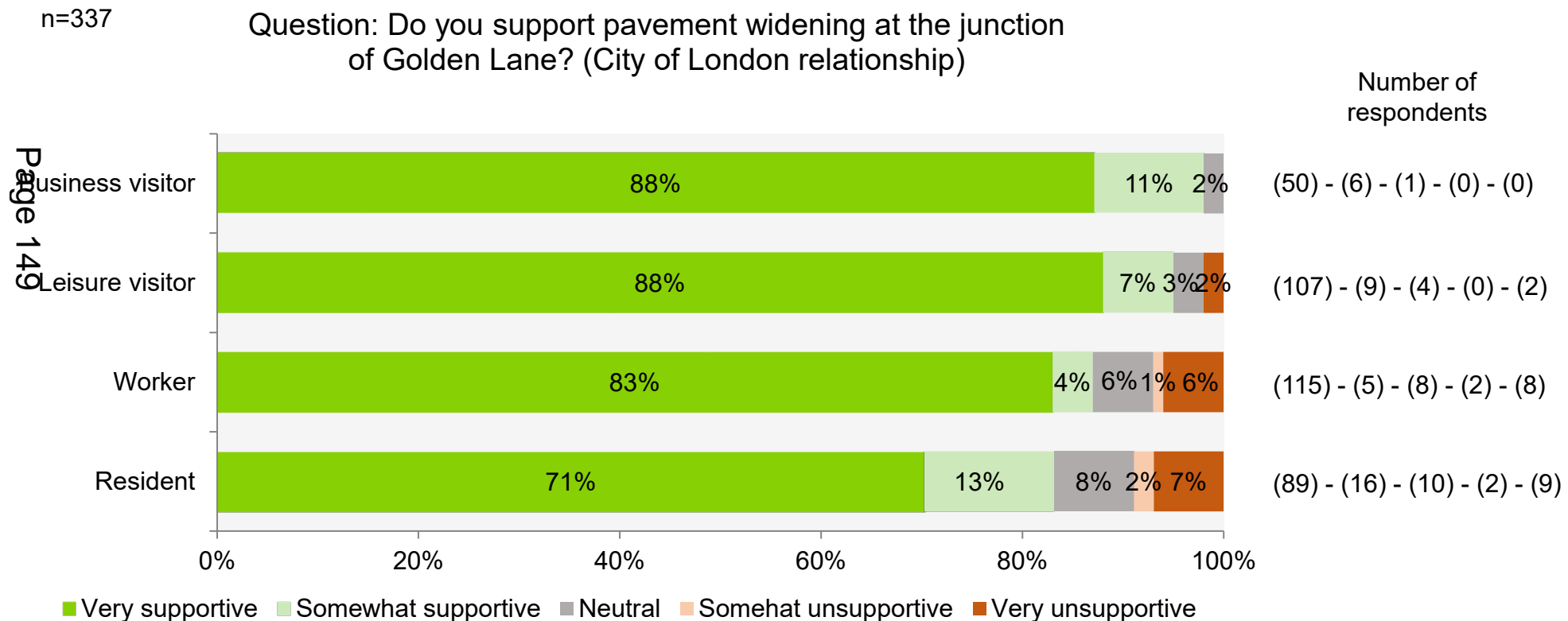
How support for pavement widening at the junction of Golden Lane varied according to area connection

A majority – almost 90% – of both those connected to the City of London or to the Borough of Islington were supportive of pavement widening at the junction of Golden Lane.



How support for pavement widening at the junction of Golden Lane varied according to City of London relationship

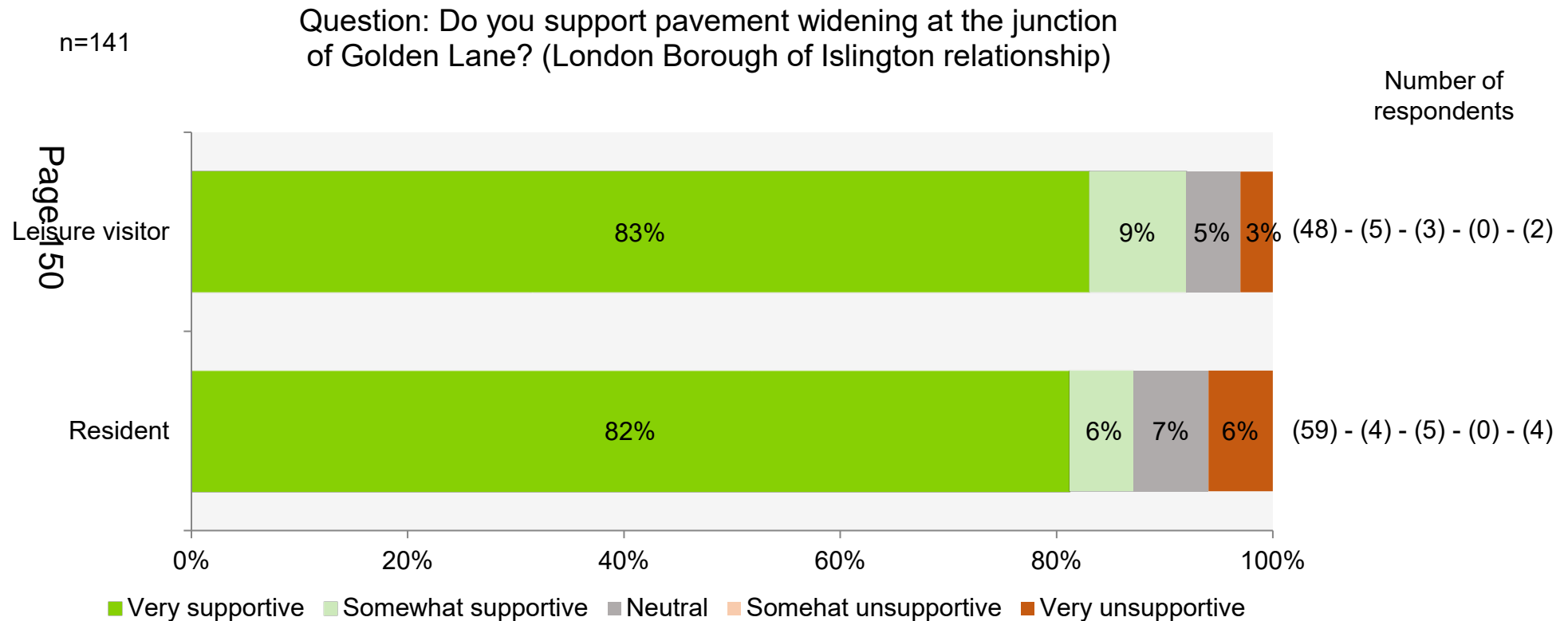
Majority support for pavement widening at the junction of Golden Lane was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest among business and leisure visitors. In contrast, opposition was far less.



Note that some relationship types (business owners, livery companies, drivers/riders and students) lacked a sufficient number of respondents to allow meaningful analysis.

How support for pavement widening at the junction of Golden Lane varied according to London Borough of Islington relationship

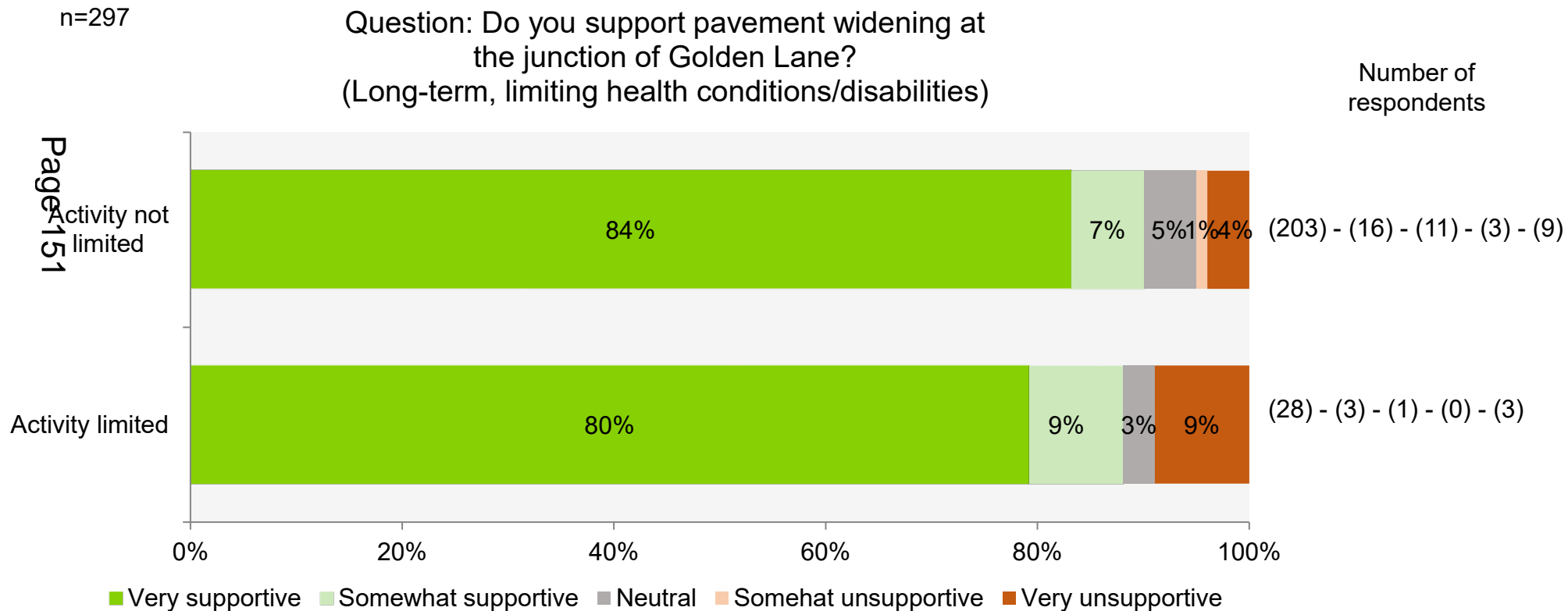
Majority support for pavement widening at the junction of Golden Lane was evident among both residents of, and leisure visitors to the London Borough of Islington. This support typically nudged the 90% mark. In contrast, opposition was far less.



Note that some relationship types (workers, business visitors and business owners) lacked a sufficient number of respondents to allow meaningful analysis.

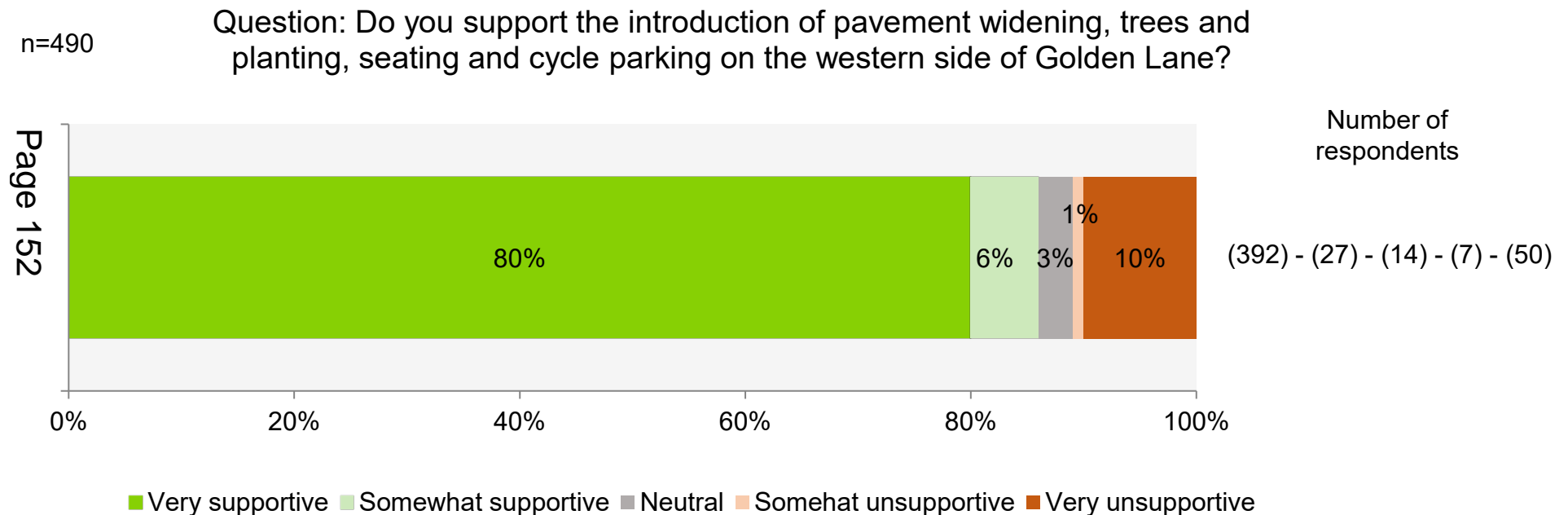
How support for pavement widening at the junction of Golden Lane varied in relation to long-term, limiting health conditions/disabilities

Majority support for pavement widening at the junction of Golden Lane was evident among those whose activity was and was not limited by a long-term, limiting health condition or disability.



Support for widening the pavement with trees, planting and cycle parking at the western side of Golden Lane

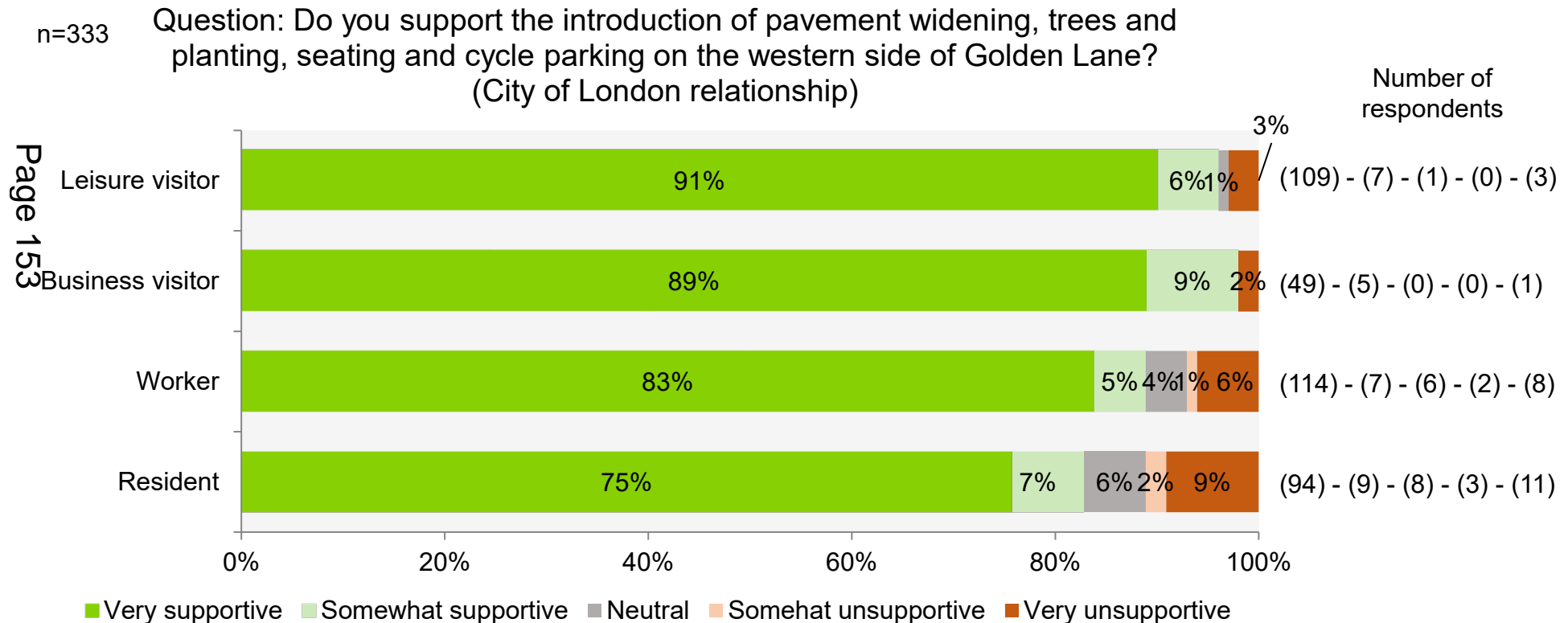
Over 80% of respondents supported pavement widening, planting and cycle parking at Golden Lane. Strong support was expressed by 80% of all respondents. In contrast, just 11% were unsupportive, with 3% expressing a neutral opinion.



On the following pages, we see how this support varied according to respondents' relationship to the area, and long-term, limiting health conditions/disabilities.

How support for widening the pavement with trees, planting and cycle parking at the western side of Golden Lane varied according to City of London relationship

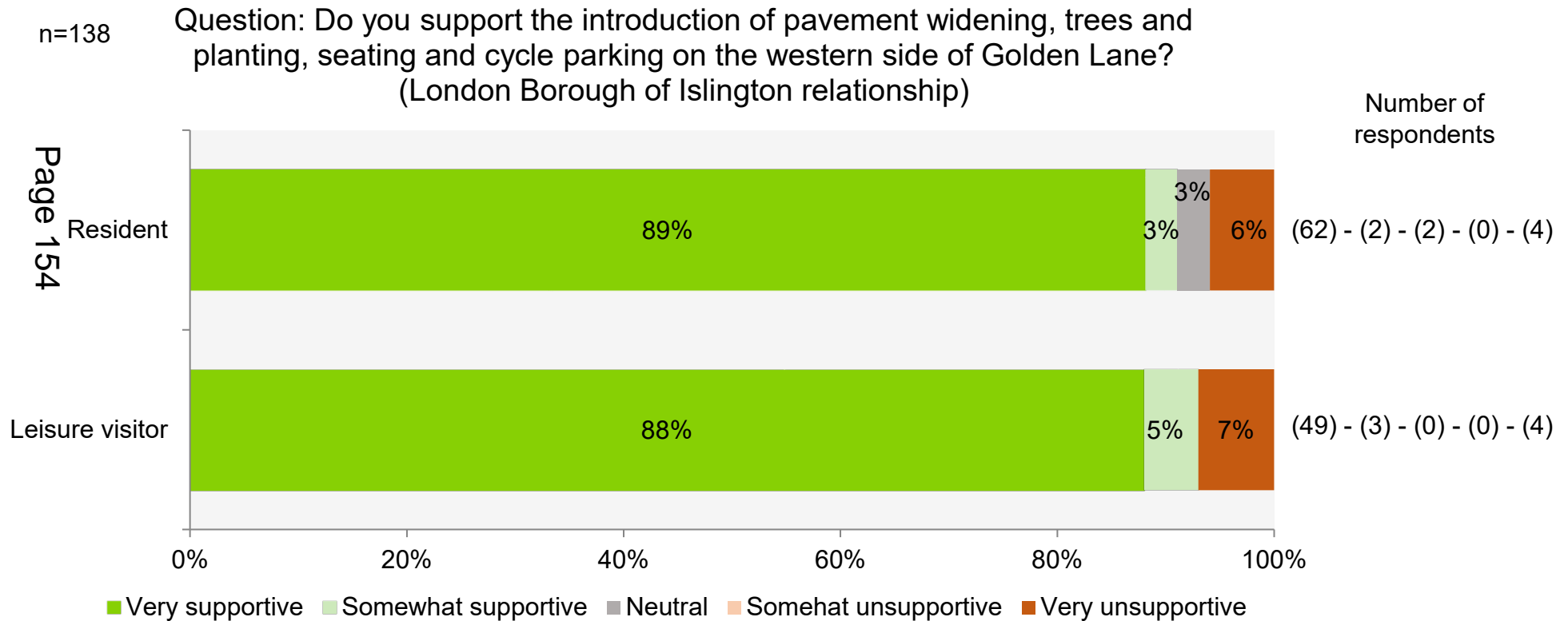
Majority support for these measures was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest among business and leisure visitors. In contrast, opposition was far less – peaking among residents, of whom 11% did not support the junction closure.



Note that some relationship types (business owners, livery companies, drivers/riders and students) lacked a sufficient number of respondents to allow meaningful analysis.

How support for widening the pavement with trees, planting and cycle parking at the western side of Golden Lane varied according to London Borough of Islington relationship

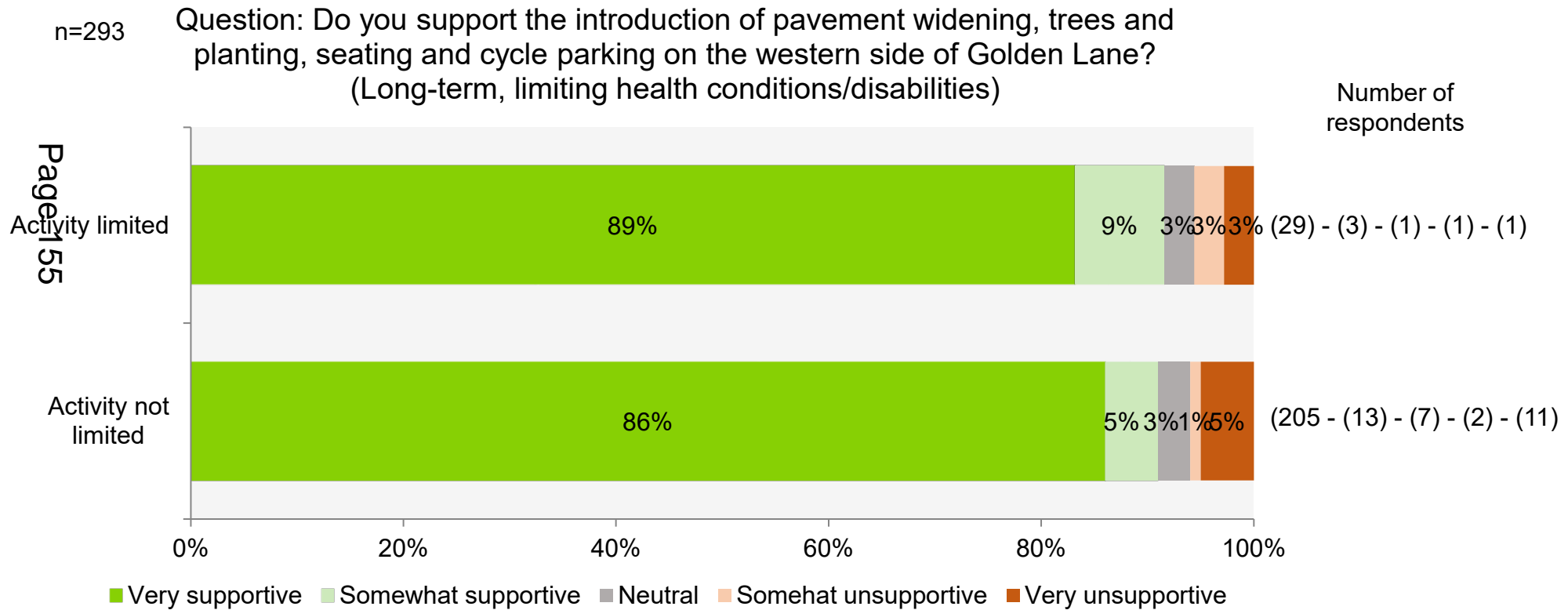
Majority support for these measures was evident among both residents of, and leisure visitors to, the London Borough of Islington. This support typically exceeded the 90% mark, with very limited opposition.



Note that some relationship types (workers, business visitors and business owners) lacked a sufficient number of respondents to allow meaningful analysis.

How support for widening the pavement with trees, planting and cycle parking at the western side of Golden Lane varied in relation to long-term, limiting health conditions/disabilities

Majority support for these measures was evident among those whose activity was and was not limited by a long-term, limiting health condition or disability.



Fortune Street



Fortune Street proposals

Previous engagement revealed concerns about high traffic levels and access for people cycling.

To help create streets that are safer, friendlier and with lower traffic volumes it is proposed to introduce a right turn ban at the eastern end of Fortune Street at the junction with Whitecross Street.

This banned turn would mean any traffic taking a different route because of the proposals on Beech Street, Golden Lane or Bridgewater Street, would not use Fortune Street as an alternative route.

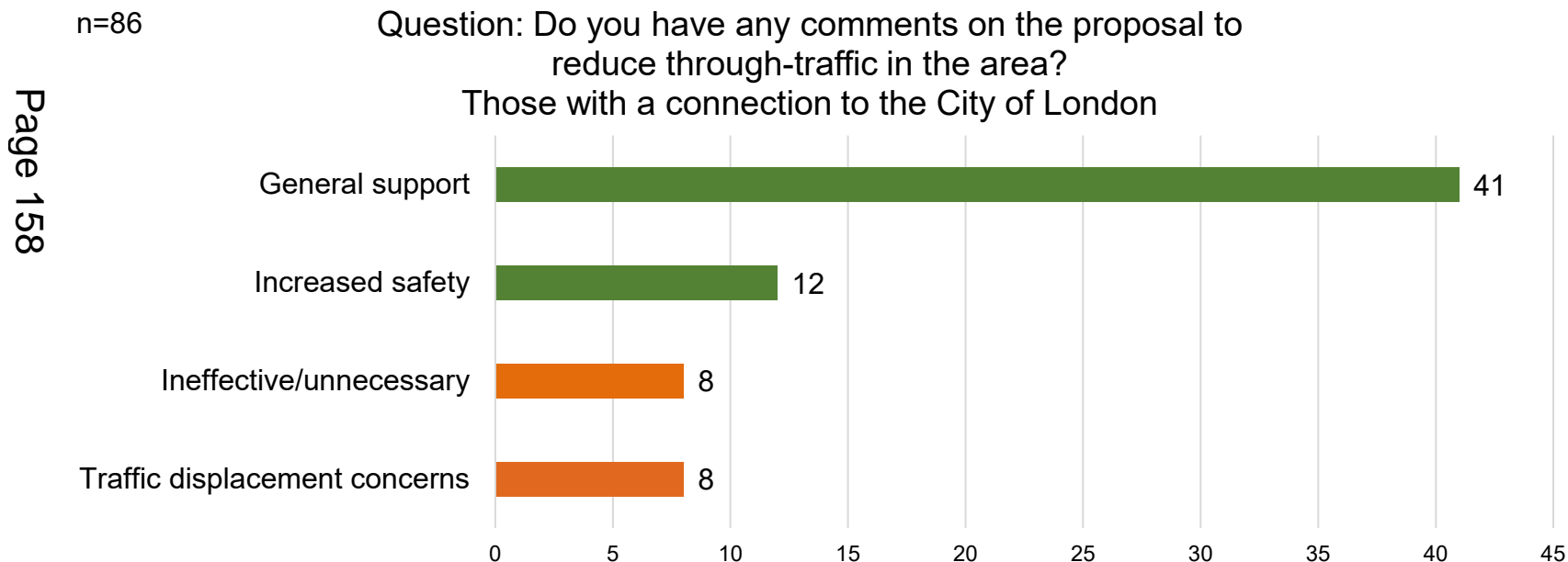
This would create more space for cycling and protect local streets against the risk of displaced traffic from the proposed traffic reduction features on Beech Street, the proposed traffic filter at the southern end of Golden Lane and the no entry to and from Bridgewater Street and Beech Street.

The right turn ban would prevent through-traffic from travelling from Old Street through to Chiswell Street via Golden Lane.

In order to access the area, drivers needing access to roads south of Dufferin Street and east of Whitecross Street would do so via Chiswell Street and drivers needing to access roads north of Dufferin Street and west of Whitecross Street would do so via Golden Lane or Mallow Street.

Comments on the proposal to reduce through-traffic in the Fortune Street area by those with a City of London connection

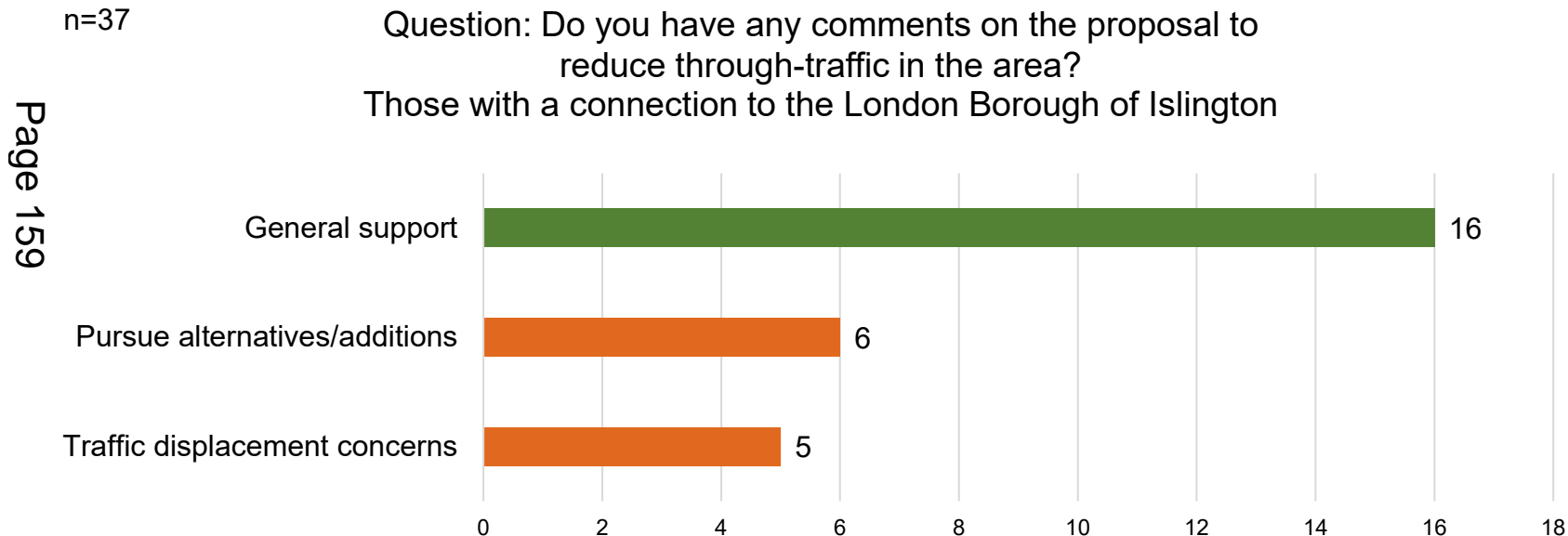
86 respondents with a City of London connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. These comments indicated general support, with views that the reduction of through-traffic would improve safety in the area. In contrast, some respondents regarded the proposal as potentially ineffective/unnecessary, with accompanying concerns about the possible displacement of traffic onto other streets/roads. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns.



Other comments – each made by no more than four respondents – included a call for extended pedestrianisation, a need to improvement pavement surfacing, a need to reduce danger from passing cyclists, to ensure access for taxis and to enforce any measures when in place.

Comments on the proposal to reduce through-traffic in the Fortune Street area by those with a London Borough of Islington connection

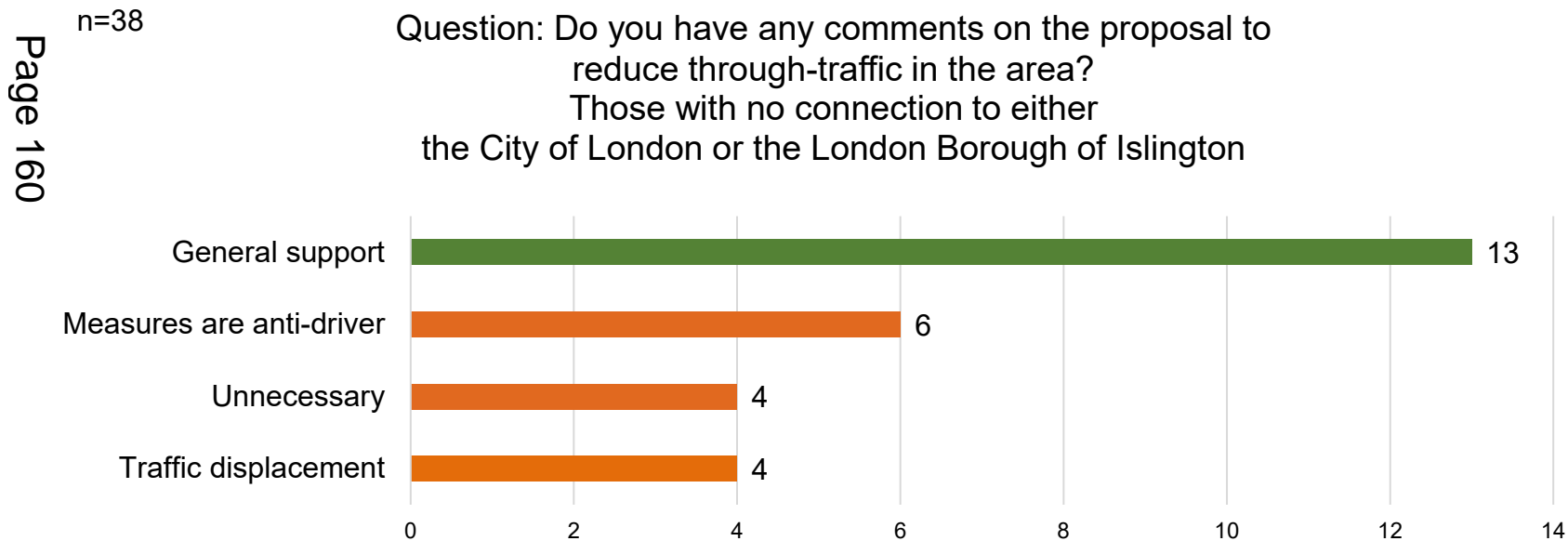
37 respondents with a London Borough of Islington connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. The most frequent comments indicated general support. Concerns focused on the potential displacement of traffic onto other streets/roads, while some respondents suggested alternative measures. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.



Other comments – each made by no more than four respondents – included examples of current danger experienced by those using the area, a need to monitor and enforce measures, to increase greenery and planting, extend and improve paving and to protect access.

Comments on the proposal to reduce through-traffic in the Fortune Street area from others with no connection to either the City of London or the London Borough of Islington

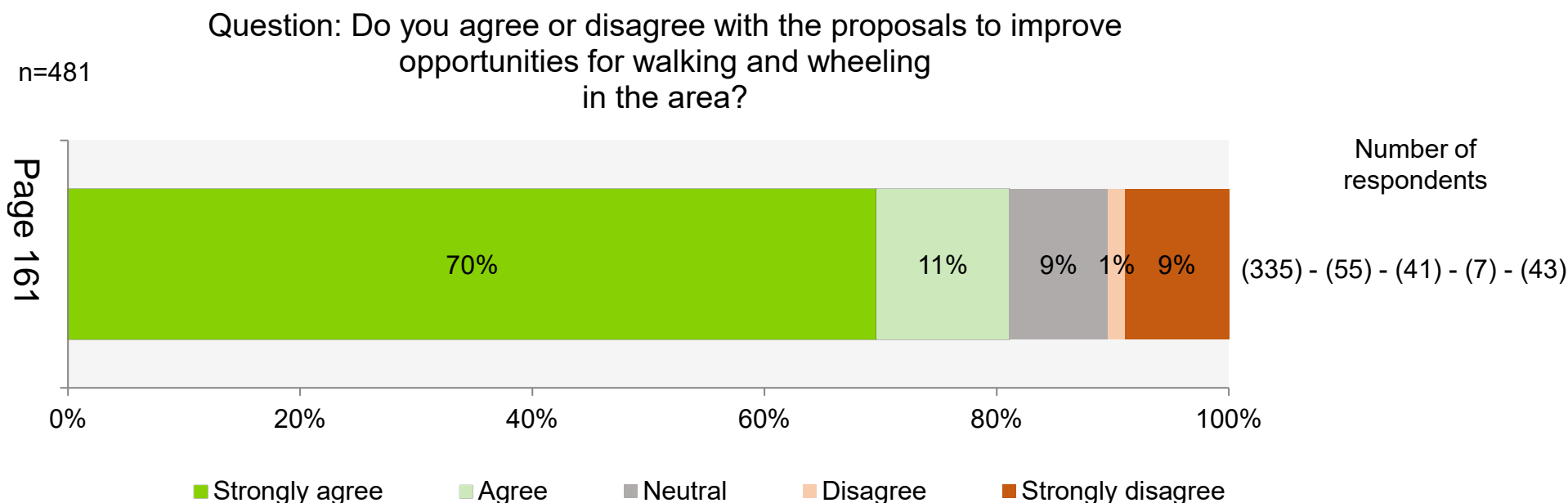
A further 38 respondents with neither a City of London nor London Borough of Islington connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. These comments focused on general support for the proposal. In contrast, the proposal was seen by some as being anti-driver and unnecessary, with traffic potentially being displaced onto other streets/roads. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns.



Other comments – each made by no more than three respondents – included general objections, a perceived need to improvement pavements/surfacing, a need to ensure that taxi access is not impeded and a need to regulate problematic cyclist behaviour.

Agreement with the Fortune Street proposals to improve opportunities for walking and wheeling in the area

81% of respondents agreed with the proposals to improve opportunities for walking and wheeling in the Fortune Street area. A majority of this agreement was strongly expressed. In contrast, just 10% disagreed with the proposals.

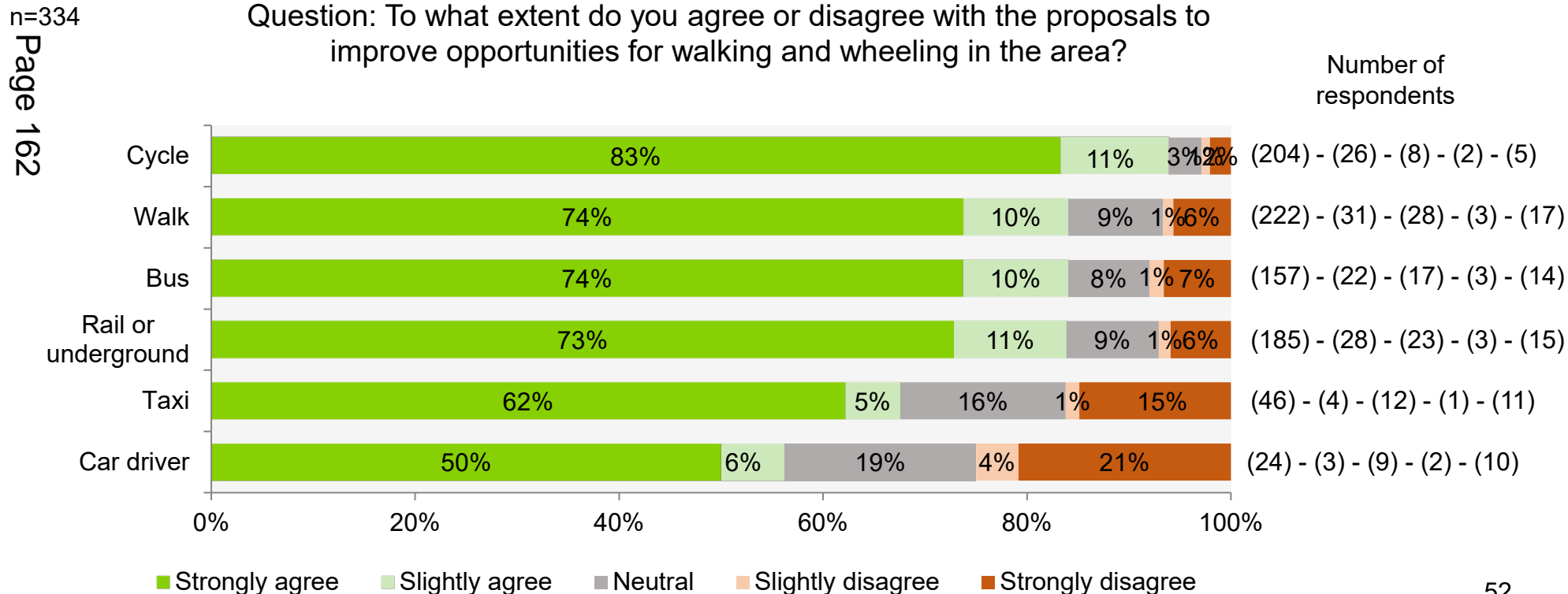


On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.

How agreement with proposals to improve opportunities for walking and wheeling in the area varied by how people identified they got around

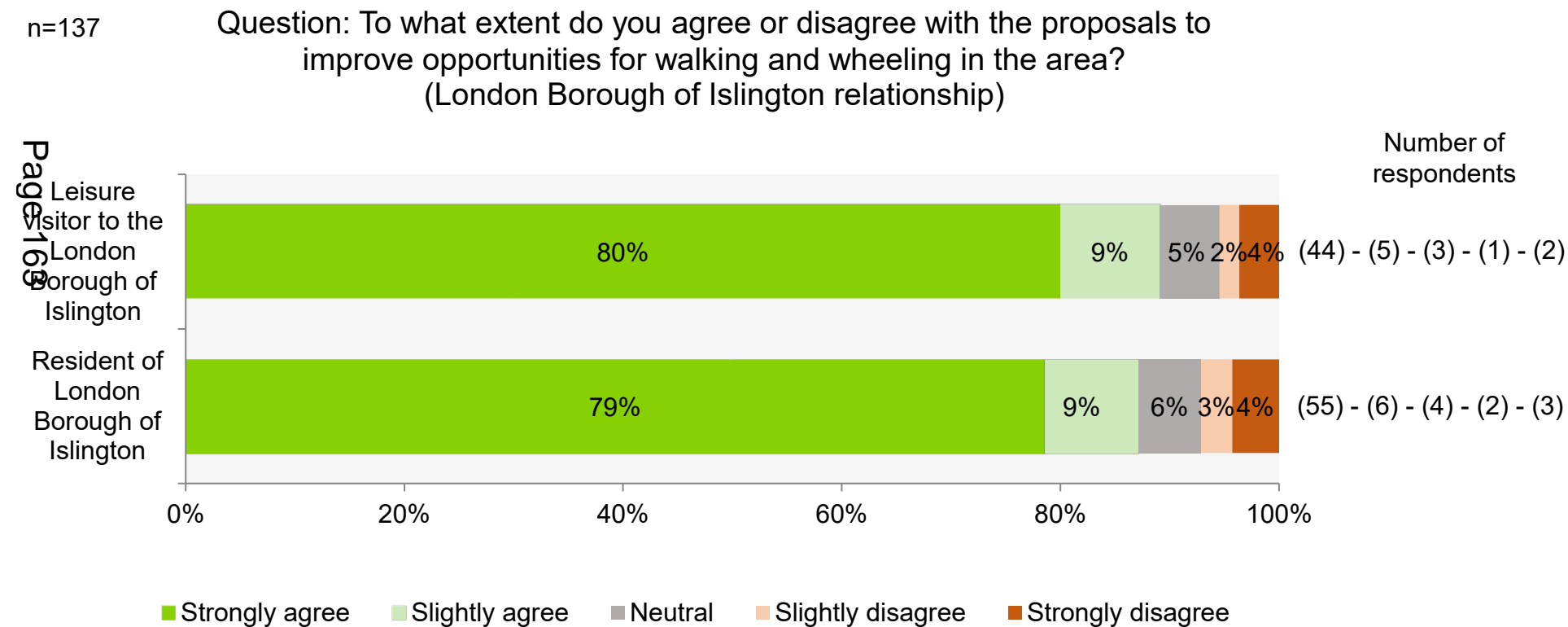
A majority of contributors using every travel mode agreed with the proposals to improve opportunities for walking and wheeling in the area - with many strongly agreeing. Agreement peaked among those who identified as cyclists (94%).

In contrast, disagreement was highest among those who identified as car drivers (25%) and those who identified as taxi users (16%).



How agreement with proposals to improve opportunities for walking and wheeling in the area varied according to London Borough of Islington relationship

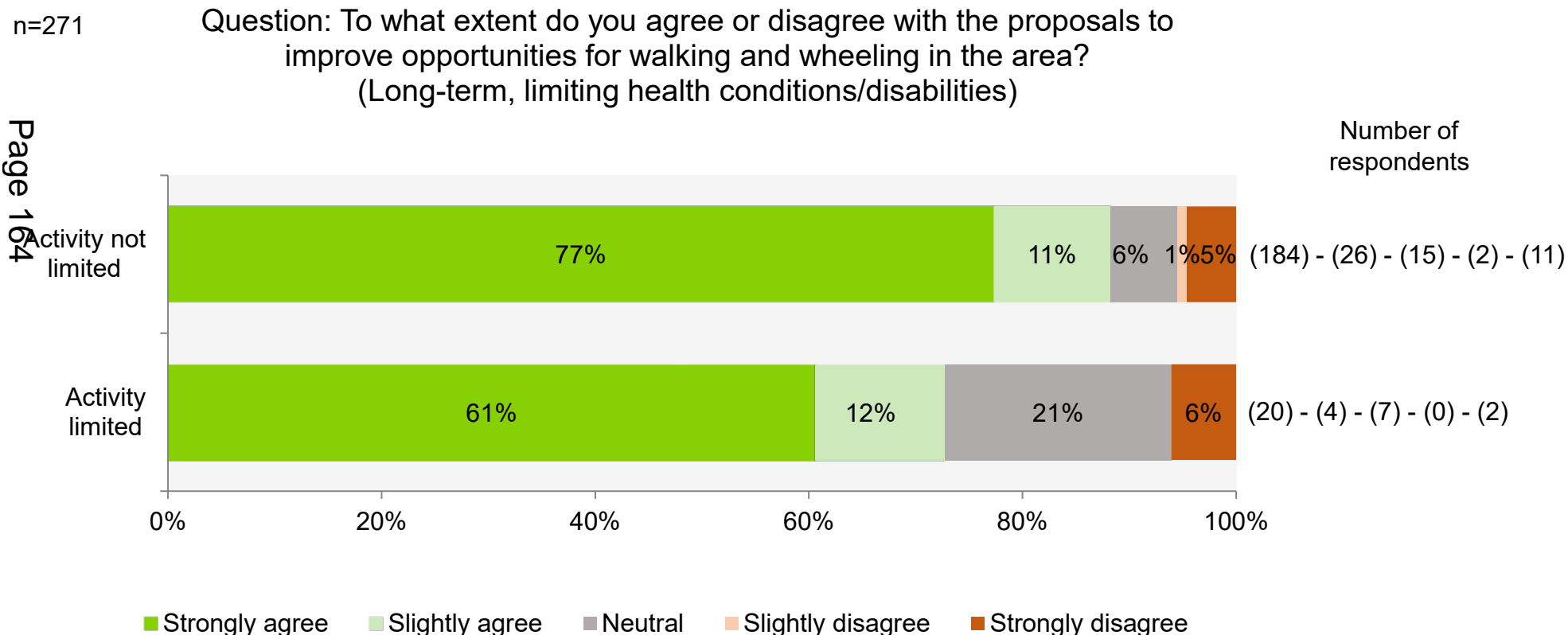
Strong, majority agreement for the proposals to improve opportunities for walking and wheeling in the area was expressed by leisure visitors to (89%) and residents of (88%) the London Borough of Islington. Again, disagreement was comparatively limited.



Note that some relationship types (business owners, business visitors and workers) lacked a sufficient number of respondents to allow meaningful analysis.

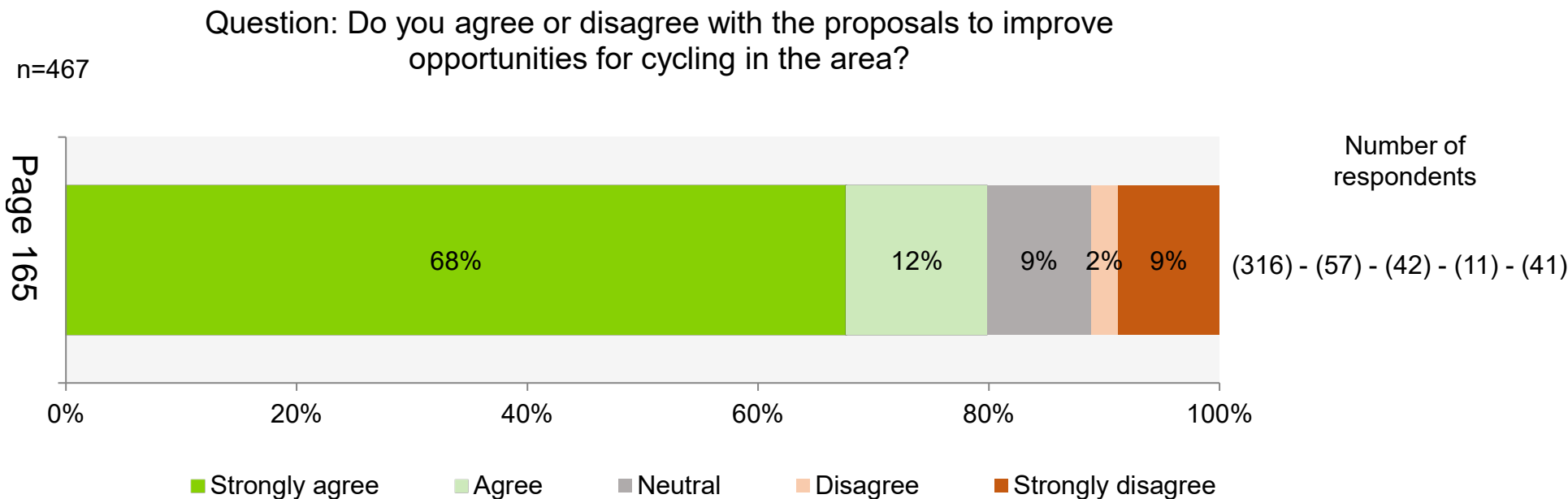
How agreement with the proposals to improve opportunities for walking and wheeling in the area varied in relation to long-term, limiting health conditions/disabilities

Majority agreement for the proposals to improve opportunities for walking and wheeling in the area was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note a higher level of agreement among the latter group.



Agreement with the Fortune Street proposals to improve opportunities for cycling in the area

80% of respondents agreed with the proposals to improve opportunities for cycling in the Fortune Street area. A majority of this agreement was strongly expressed. In contrast, just 11% disagreed with the proposals.

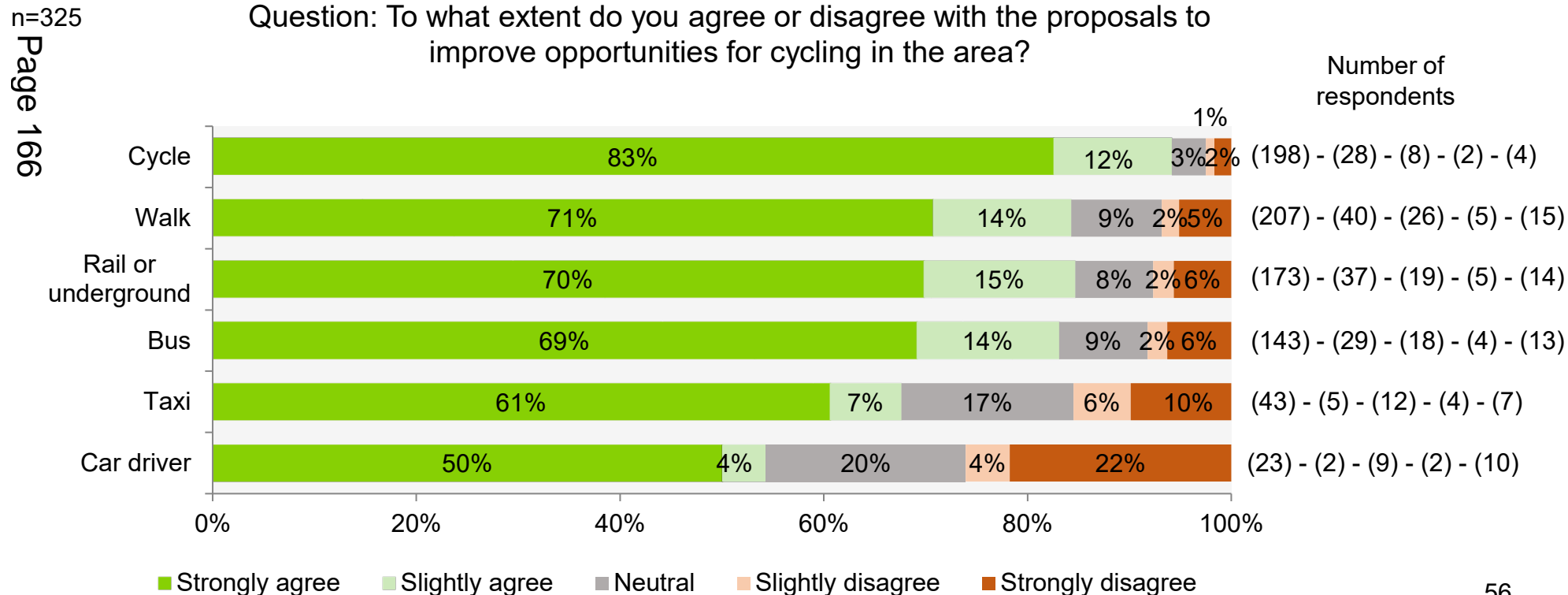


On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.

How agreement with the proposals to improve opportunities for cycling in the area varied by how people identified they got around

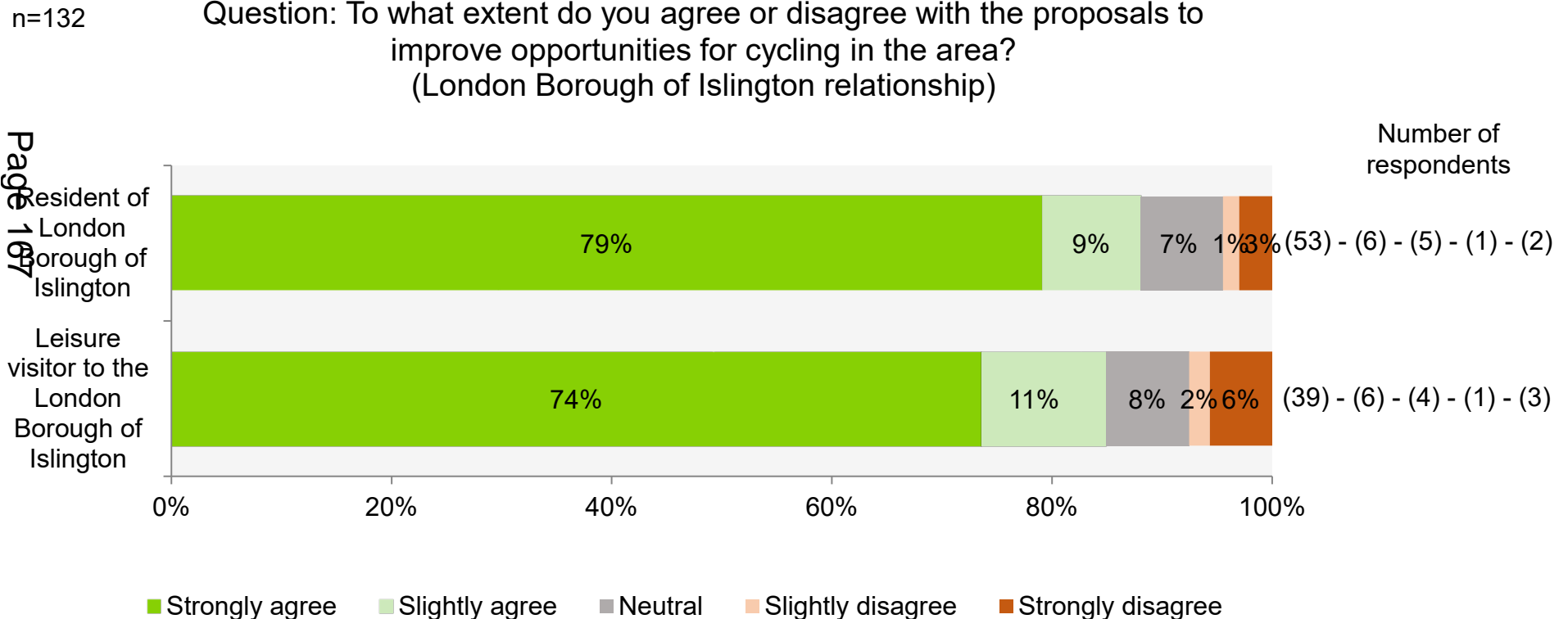
A majority of contributors using every travel mode agreed with the proposals to improve opportunities for cycling in the area - with many strongly agreeing. Agreement peaked among those who identified as cyclists (95%).

In contrast, disagreement was highest among those who identified as car drivers (26%) and those who identified as taxi users (16%).



How agreement with the proposals to improve opportunities for cycling in the area varied according to London Borough of Islington relationship

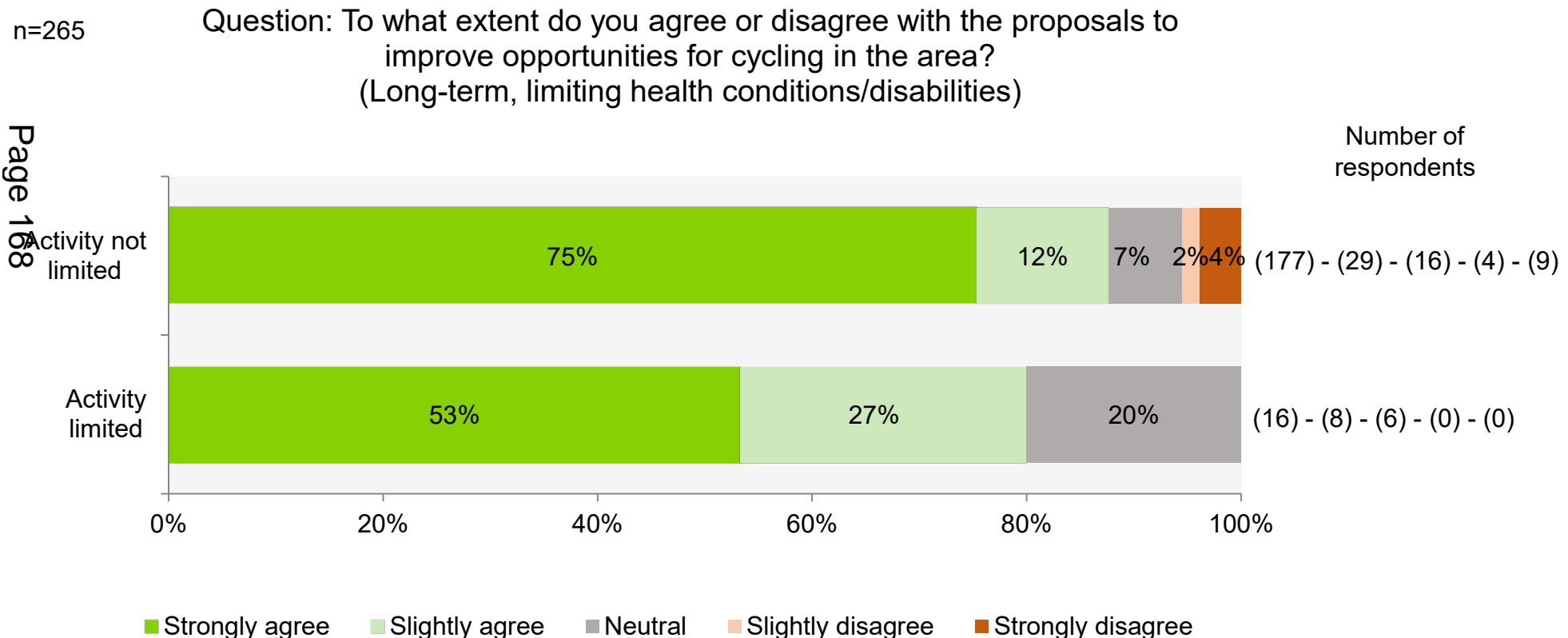
Strong, majority agreement with the proposals to improve opportunities for cycling in the area was expressed by leisure visitors to (88%) and residents of (85%) the London Borough of Islington. Again, disagreement was comparatively limited.



Note that some relationship types (business owners, business visitors and workers) lacked a sufficient number of respondents to allow meaningful analysis.

How agreement with proposals to improve opportunities for cycling in the area varied in relation to long-term, limiting health conditions/disabilities

Majority agreement with the proposals to improve opportunities for cycling in the area was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note a higher level of agreement among the latter group.



Fann Street



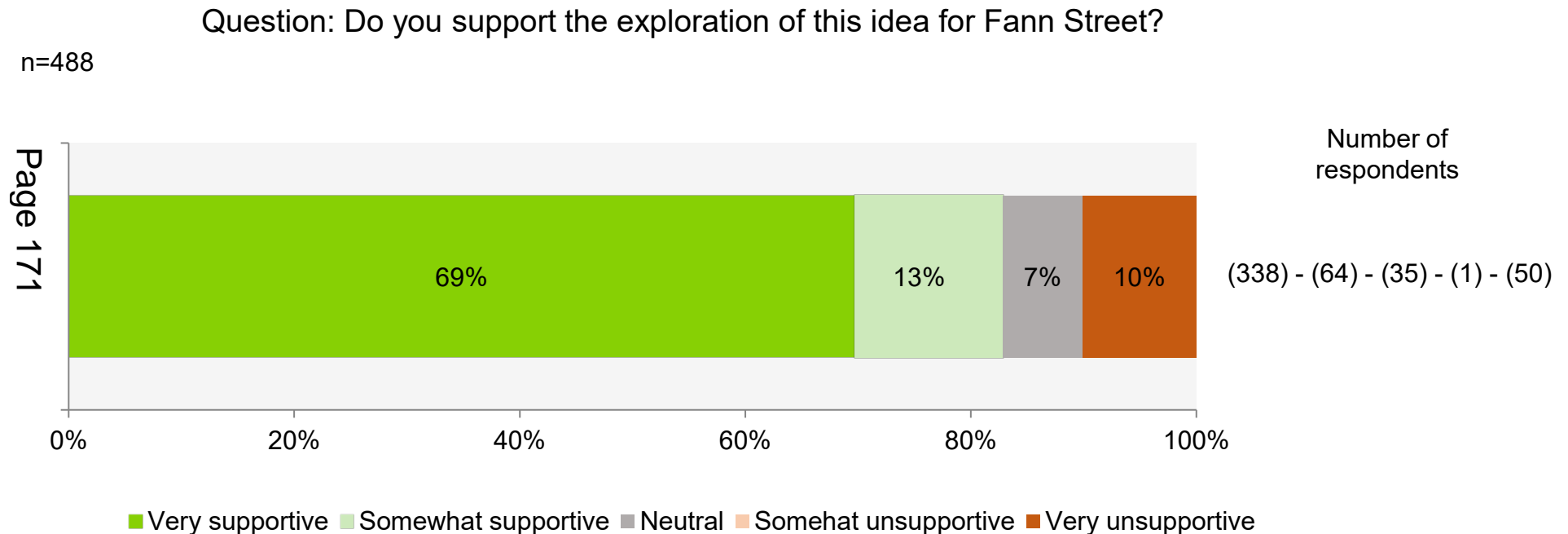
Fann Street proposal

Previous engagement attracted many suggestions to improve the existing traffic restriction gate at the junction with Viscount Street, to reduce conflicts between people cycling and people walking and wheeling and parked vehicles.

Improving the existing traffic filter could be explored.

Support for the Fann Street idea

Over 80% of respondents supported the exploration of this idea for Fann Street. Strong support was expressed by almost 70% of all respondents. In contrast, just 10% were unsupportive, with 7% expressing a neutral opinion.

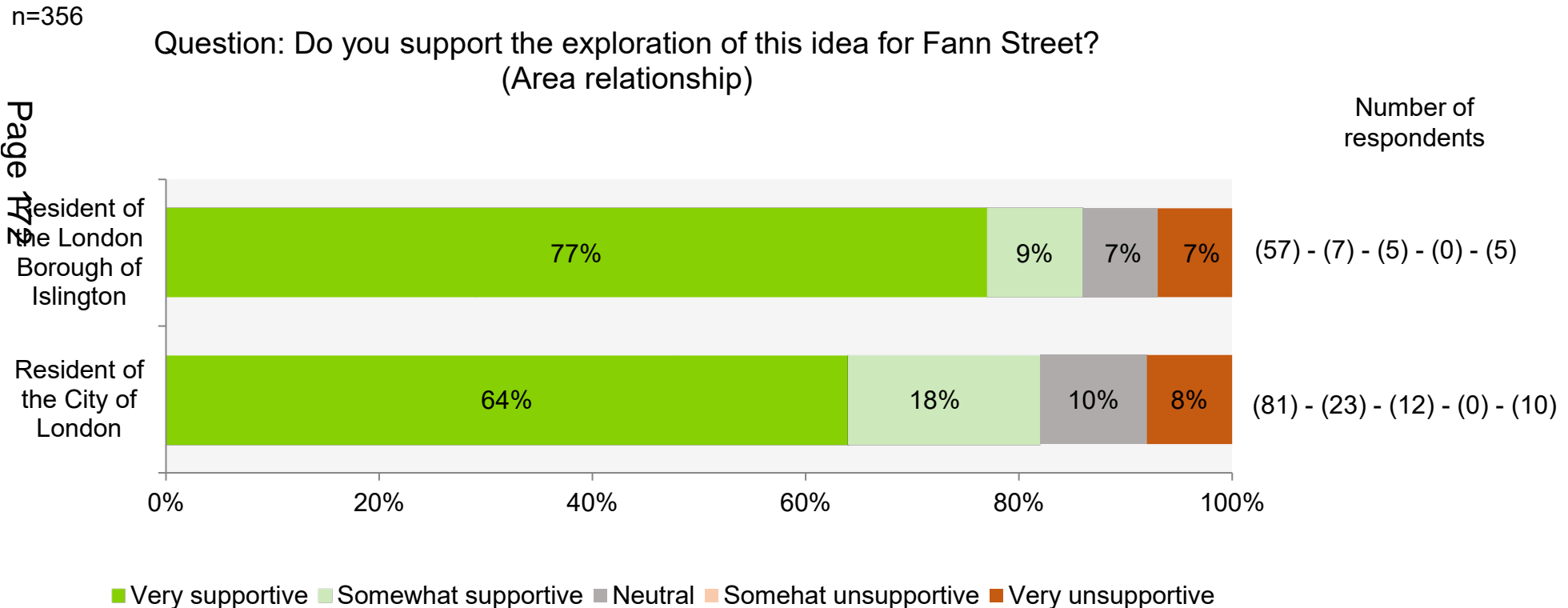


On the following pages, we see how support for the ideas for Fann Street varied according to respondents' relationship to the area.

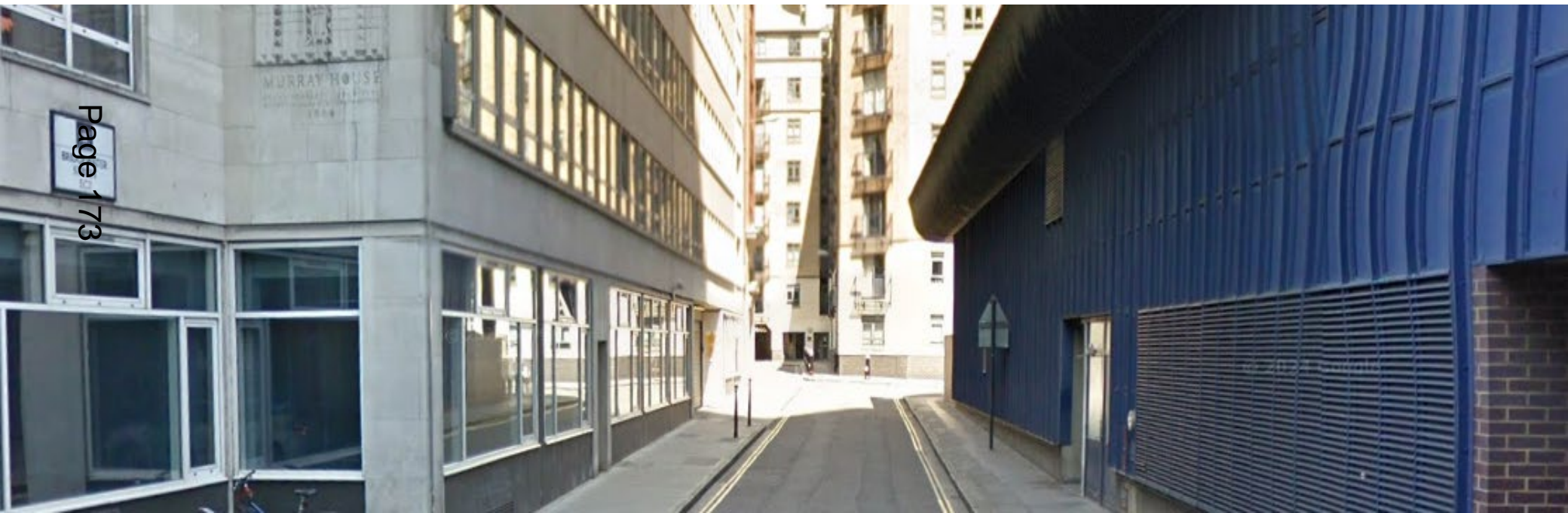
How support for the exploration of the idea for Fann Street varied according to area relationship

Strong, majority support for the exploration of ideas was evident among residents of the London Borough of Islington (86%) and also among residents of the of City of London (82%).

Again, opposition – at just 7% to 8% – was very limited.



Bridgewater Street



Bridgewater Steet proposals

Bridgewater Street is narrow and has low levels of traffic. If Beech Street was closed to through traffic, Bridgewater Street would need to be closed to motor vehicles to stop it becoming a 'alternative route' between Beech Street and Old Street. This was done during the zero-emission street experiment.

Vehicles would not be able to enter the area from Beech Street and would need to use Old Street and Golden Lane. Vehicles exiting the area would have to leave via Golden Lane or Bunhill Row. Depending on the origin and destination of trips, some vehicle journeys may take longer.

What could be explored:

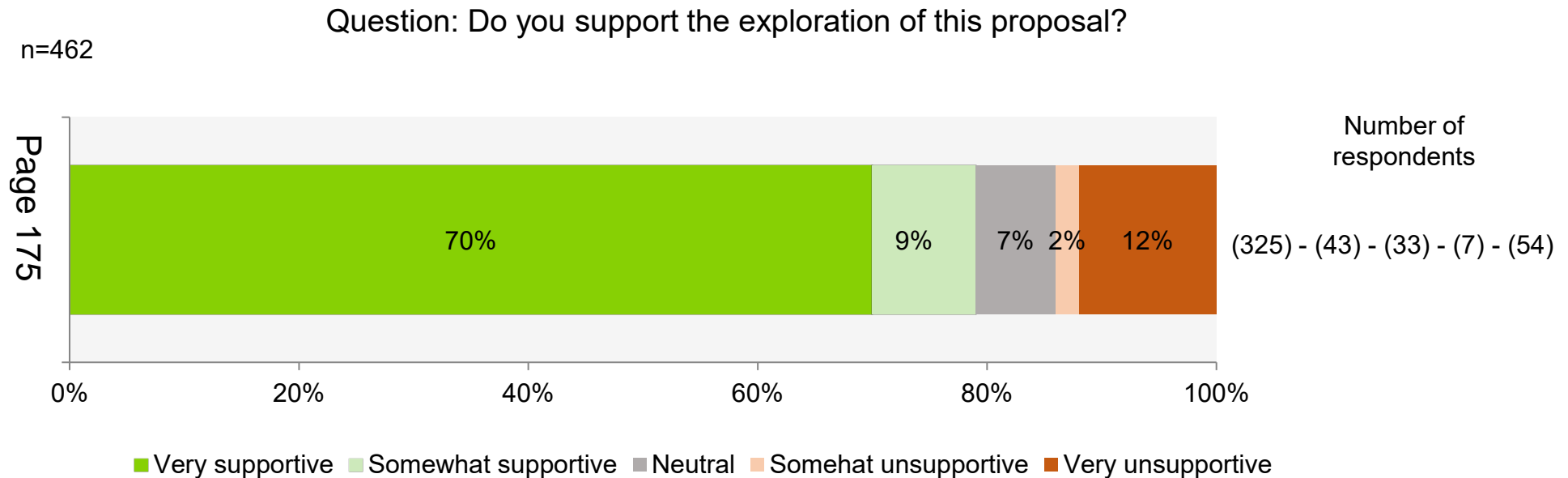
Closing the junction of Bridgewater Street with Beech Street to through traffic.

Using the redundant road space for public realm improvements.

Opportunities for maximising public realm benefits with redevelopment of 45 Beech Street.

Support for Bridgewater Street ideas

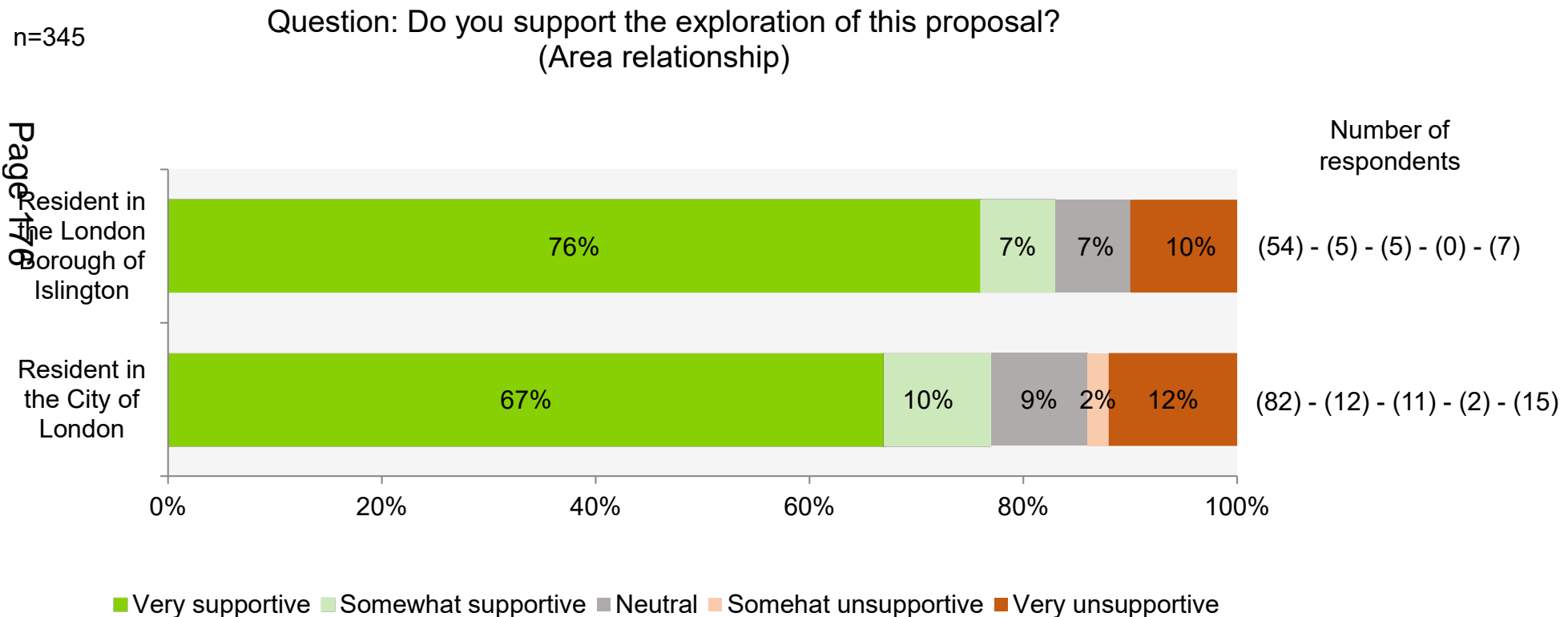
Just under 80% of respondents supported this proposal for Bridgewater Street. Strong support was expressed by 70% of all respondents. In contrast, just 14% were unsupportive, with 7% expressing a neutral opinion.



On the following page, we see how support for the proposal for Bridgewater Street varied according to respondents' relationship to the area.

How support for the exploration of ideas for Bridgewater Street varied according to area relationship

Strong, majority support for the exploration of the proposal was evident among residents of the London Borough of Islington (83%) and also among residents of the of City of London (77%). Again, opposition – at just 10% to 14% – was very limited.



Brackley Street

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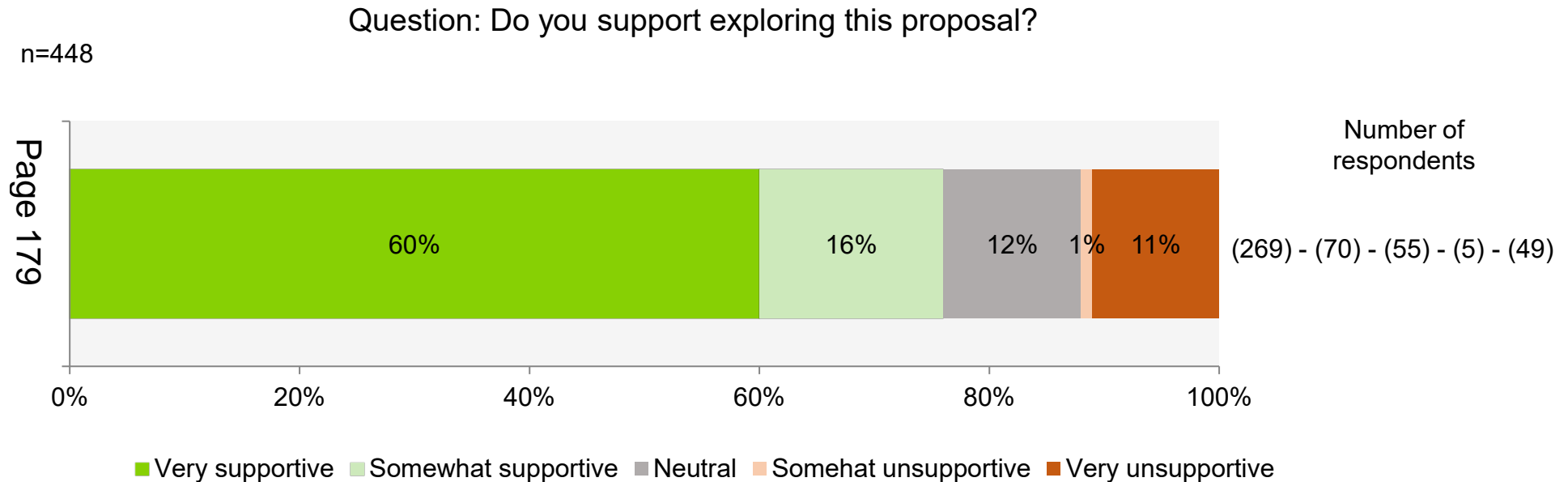


Brackley Steet proposals

Exploration of making Brackley Street one-way to traffic west bound.

Support for Brackley Street ideas

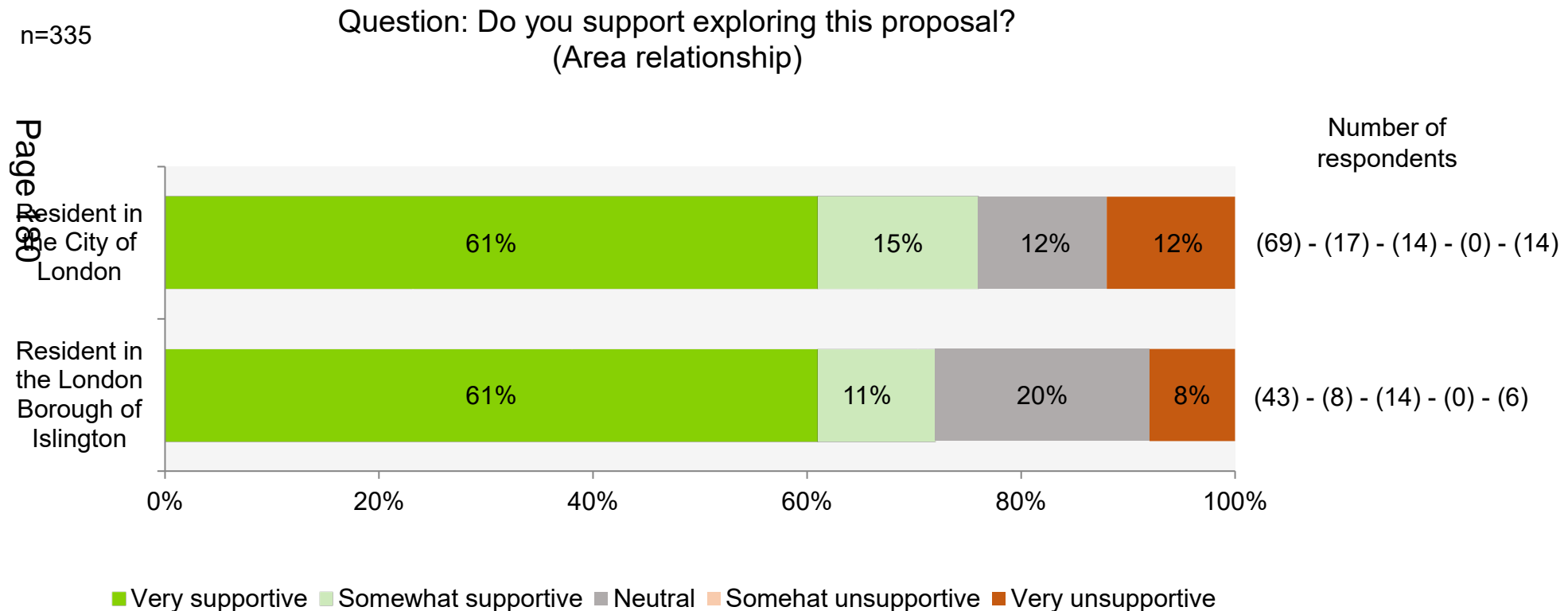
Over three-quarters (76%) of respondents supported the exploration of the proposal for Brackley Street. Strong support was expressed by 60% of all respondents. In contrast, just 12% were unsupportive, with 12% expressing a neutral opinion.



On the following page, we see how support for the ideas for Brackley Street varied according to respondents' relationship to the area.

How support for the exploration of ideas for Brackley Street varied according to area relationship

Majority support for the exploration of ideas for Brackley Street was evident among residents of the City of London (76%) and also residents of the London Borough of Islington (72%). Again, opposition – at just 8% to 12% – was very limited.



Bunhill Row



Bunhill Row proposals

To help create streets that are safer, friendlier and with lower traffic volumes proposals would introduce a camera enforced traffic filter on Bunhill Row, between Lambs Passage and Dufferin Street.

In addition to the traffic filter, it is also proposed to make Errol Street and Lambs Buildings one-way for motor traffic. Traffic filtering schemes are designed to ensure that all addresses that can currently be reached by motor vehicles, can still be reached by motor vehicle once the scheme is in place. Some journeys may however need to take different routes to reach certain addresses.

Traffic filters are normally enforced by traffic cameras. These cameras read vehicle number plates and issue a fine to vehicles which drive through the road closure points without an agreed exemption.

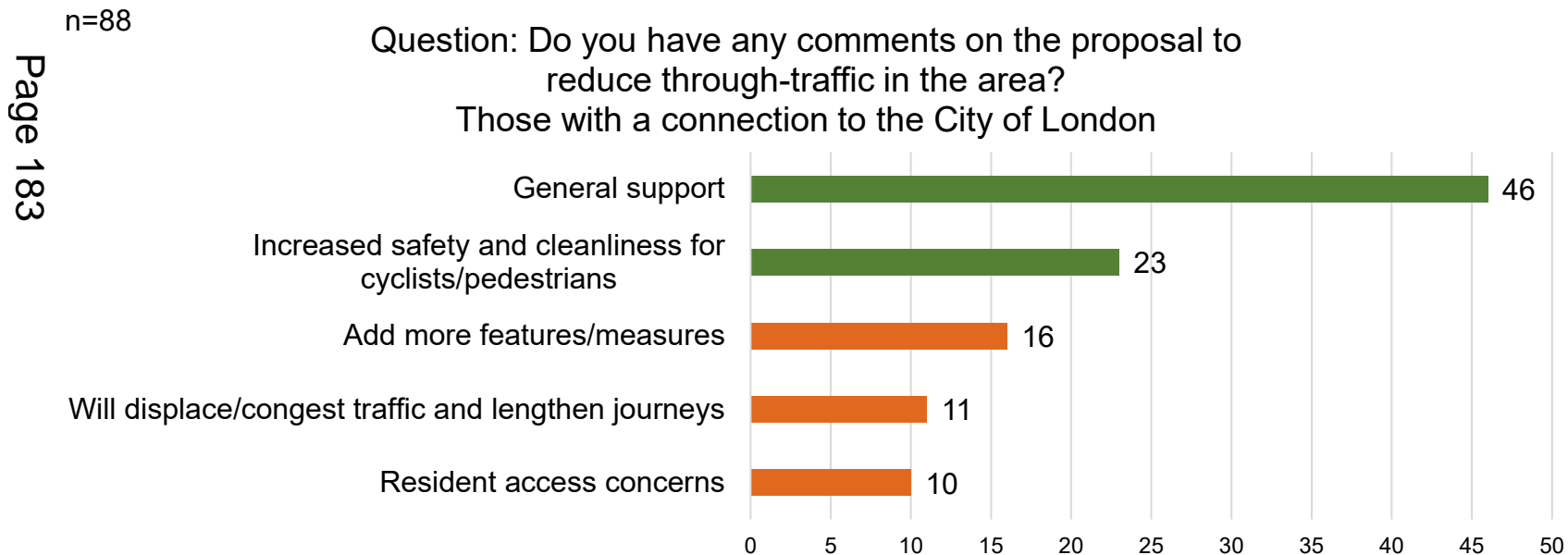
Whilst the proposed filter would prevent through-traffic from travelling from Chiswell Street through to Old Street, it would still allow two-way flow for cycling on Bunhill Row. In order to access the area by motor vehicle, drivers needing access to roads south of Dufferin Street and east of Whitecross Street would do so via Chiswell Street. Drivers needing to access roads north of Dufferin Street and west of Whitecross Street would do so via Golden Lane or Mallow Street.

Exemptions to traffic filters - Islington:

Certain vehicles would be exempt from the camera-enforced traffic filters in order to carry out necessary journeys. These include emergency services vehicles, buses, refuse collection vehicles, Special Educational Needs transport. Exemptions for local Blue Badge holders and people with an Individual Exemption would be offered.

Comments on the proposal to reduce through-traffic in the Bunhill Row area by those with a City of London connection

88 respondents with a City of London connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. These comments focused strongly on general support for the proposal, with accompanying applause for a potentially safer environment. However, some respondents requested additional features and measures – including clear signage, physical barriers, traffic calming, improved pavements and the like. Others expressed concerns related to traffic displacement and congestion, with lengthened journeys and problems with residential access. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.



Other comments – each given by no more than six respondents – included the view that the proposal was unnecessary, with a need to regulate cyclist behaviour, enforce measures and allow taxi access.

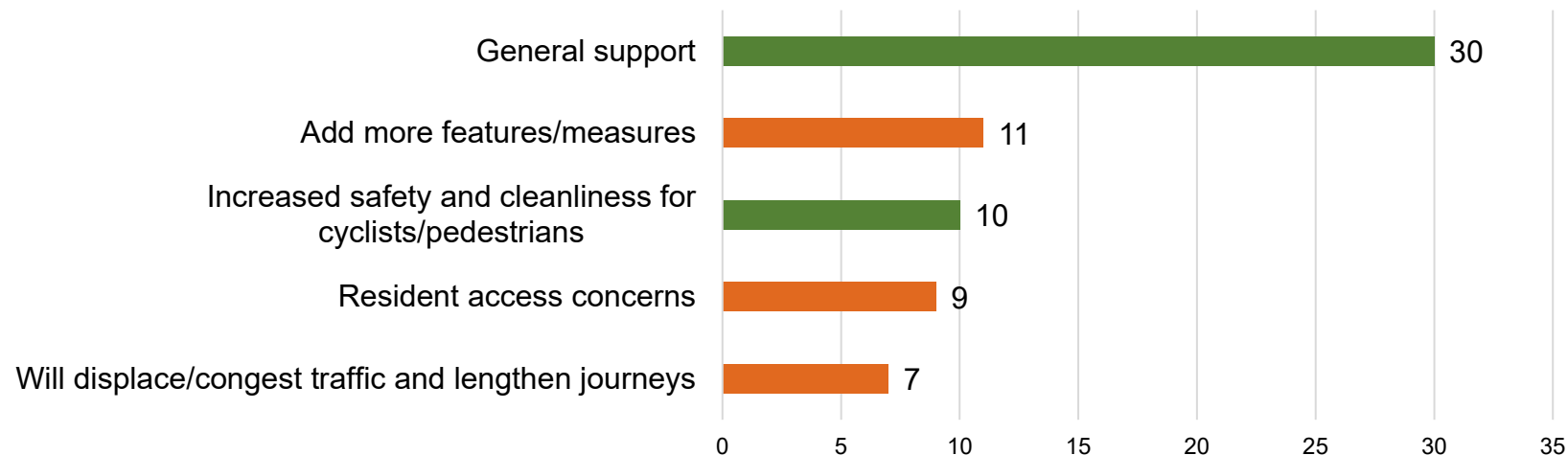
Comments on the proposal to reduce through-traffic in the Bunhill Row area by those with a London Borough of Islington connection

58 respondents with a London Borough of Islington connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. These comments were very similar to those made by those with a City of London connection, focusing on general support and envisaged safety/cleanliness benefits, but with a need to again add the aforementioned measures. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=58

Question: Do you have any comments on the proposal to
reduce through-traffic in the area?
Those with a connection to the London Borough of Islington

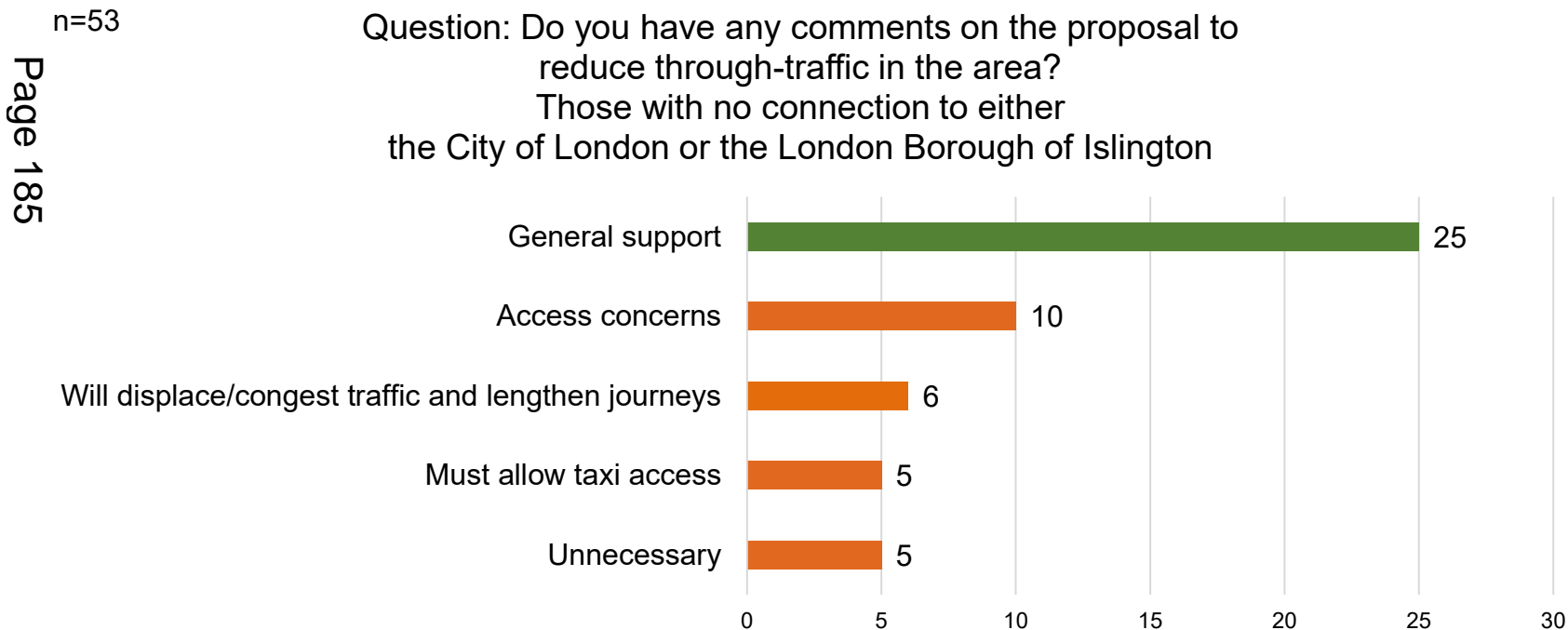
Page 184



Other comments – each given by no more than three respondents – included the view that the proposal was unnecessary, with a need to regulate cyclist behaviour, enforce measures and allow taxi access.

Comments on the proposal to reduce through-traffic in the Bunhill Row area from others with no connection to either the City of London or the London Borough of Islington

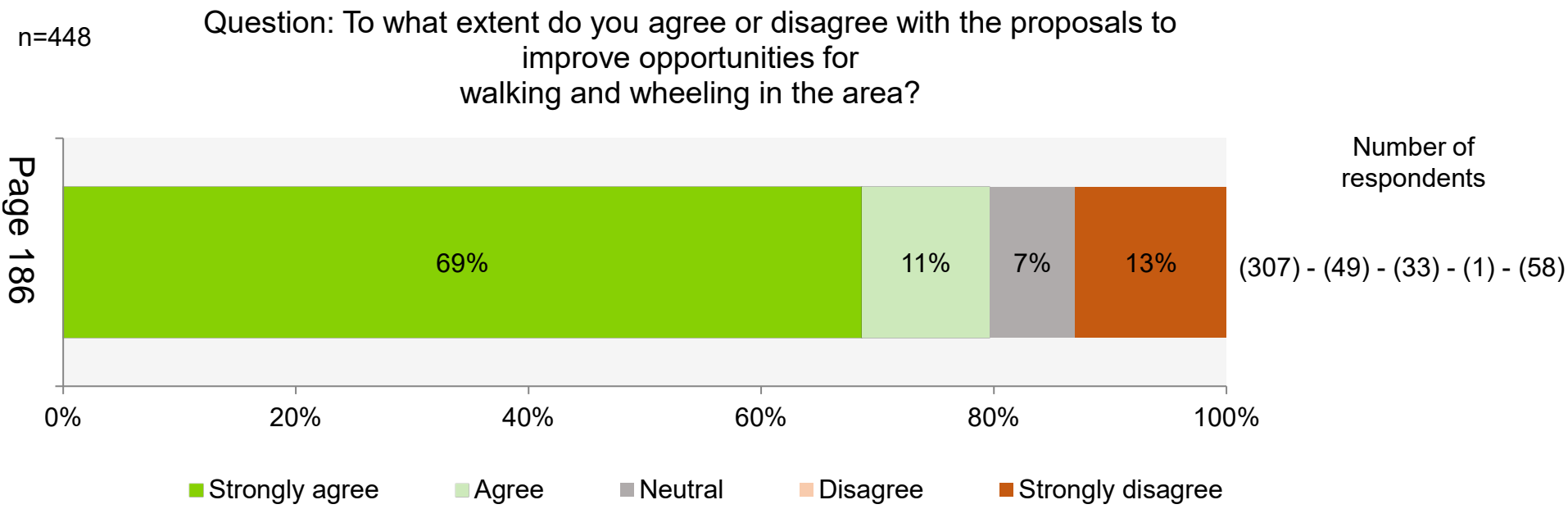
A further 53 respondents with neither a City of London nor London Borough of Islington connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. These comments again focused on general support. However, there were a number of concerns relating to both general and taxi access and potentially displaced and congested traffic, alongside lengthened journeys. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.



Other comments – each given by no more than four respondents – included envisaged safety benefits, a need to regulate cyclist behaviour, enforce measures and a need for additional features/measures.

Agreement with the proposals to improve opportunities for walking and wheeling in the area

80% of respondents agreed with the proposals to improve opportunities for walking and wheeling in the Bunhill Row area. A majority of this agreement was strongly expressed. In contrast, just 13% disagreed with the proposals.

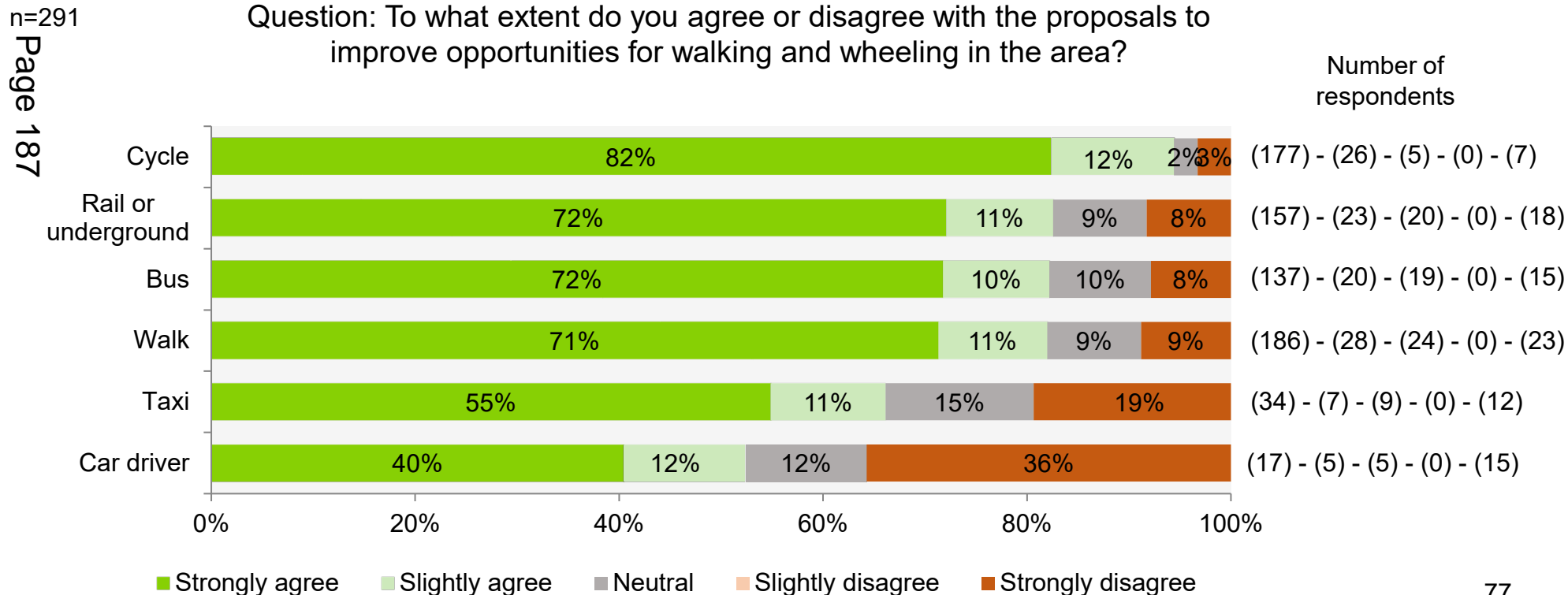


On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.

How agreement with the proposals to improve opportunities for walking and wheeling in the area varied by how people identified they got around

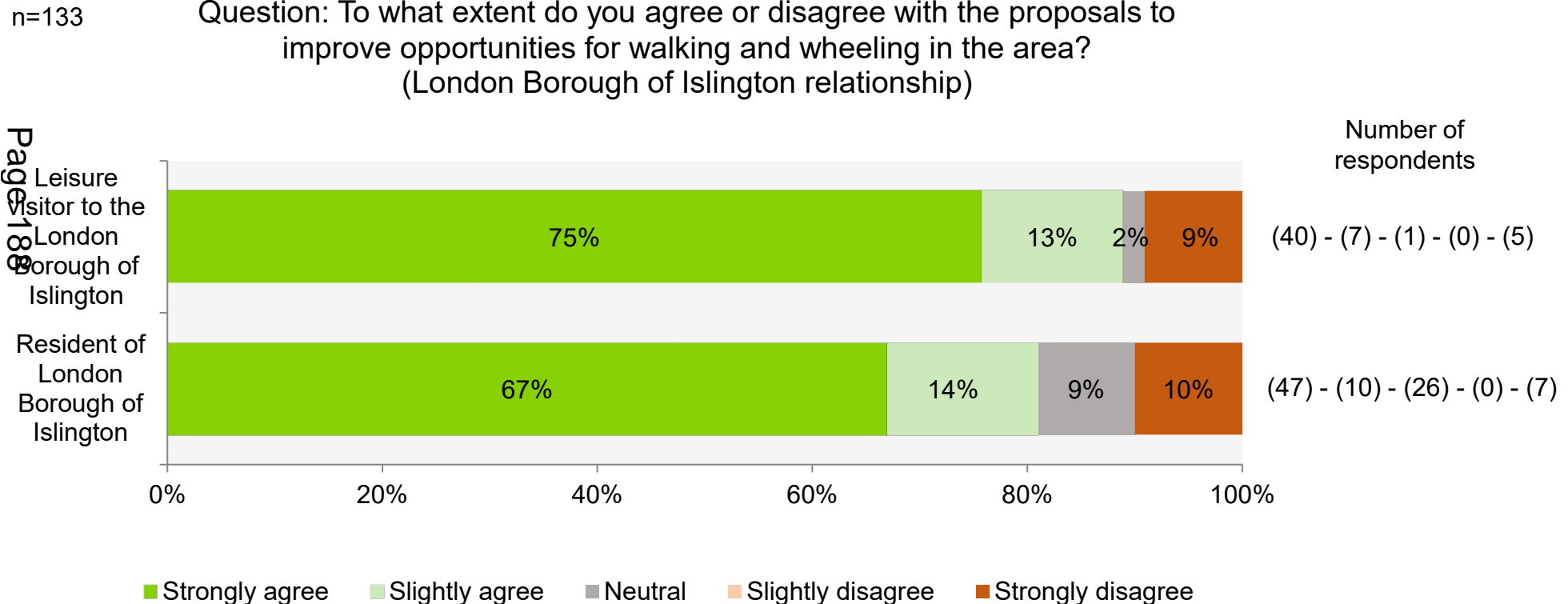
A majority of contributors using every travel mode agreed with the proposals to improve opportunities for walking and wheeling in the area - with many strongly agreeing with these. This agreement peaked among those who identified as cyclists (94%).

In contrast, disagreement was highest among those who identified as car drivers (36%) and those who identified as taxi users (19%).



How agreement with the proposals to improve opportunities for walking and wheeling in the area varied according to London Borough of Islington relationship

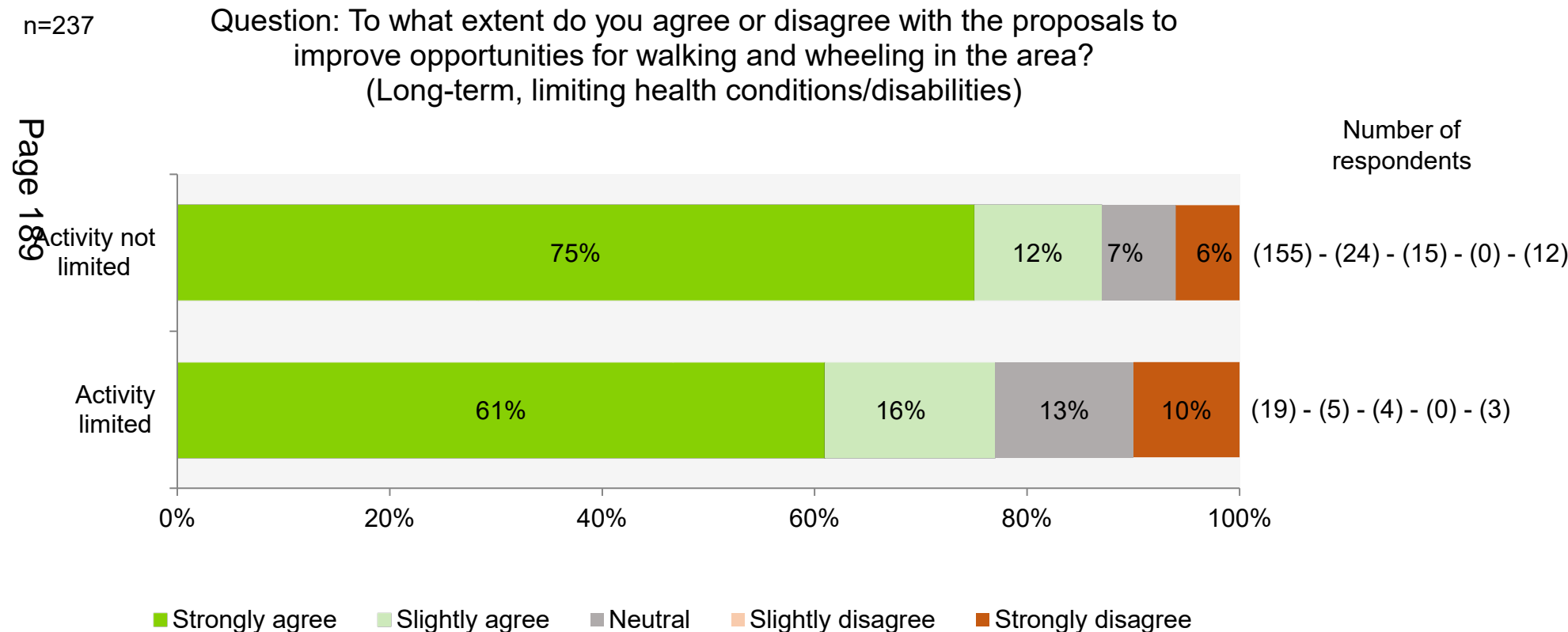
Strong, majority agreement with the proposals to improve opportunities for walking and wheeling in the area was expressed by leisure visitors to (88%) and residents of (81%) the London Borough of Islington. Again, disagreement was comparatively limited.



Note that some relationship types (business owners, business visitors and workers) lacked a sufficient number of respondents to allow meaningful analysis.

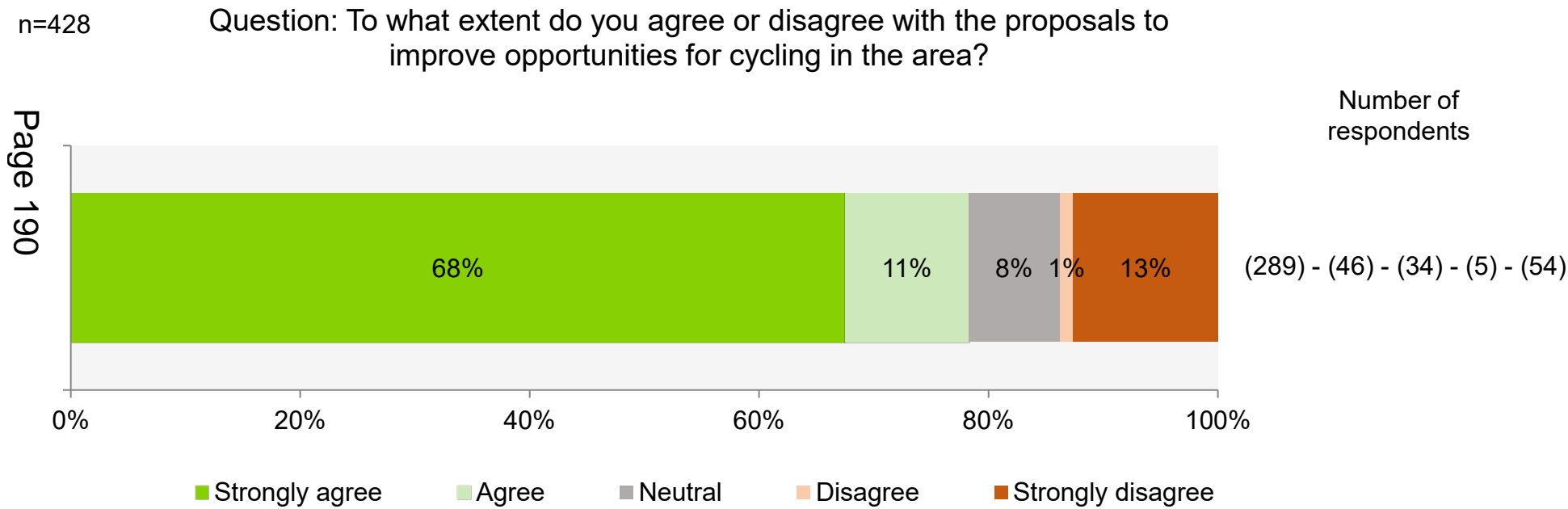
How agreement with the proposals to improve opportunities for walking and wheeling in the area varied in relation to long-term, limiting health conditions/disabilities

Majority agreement with the proposals to improve opportunities for walking and wheeling in the area was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note a higher level of agreement among the latter group.



Agreement with the proposals to improve opportunities for cycling in the area

Just under 80% of respondents agreed with the proposals to improve opportunities for cycling in the Bunhill Row area. A majority of this agreement was strongly expressed. In contrast, just 14% disagreed with the proposals.

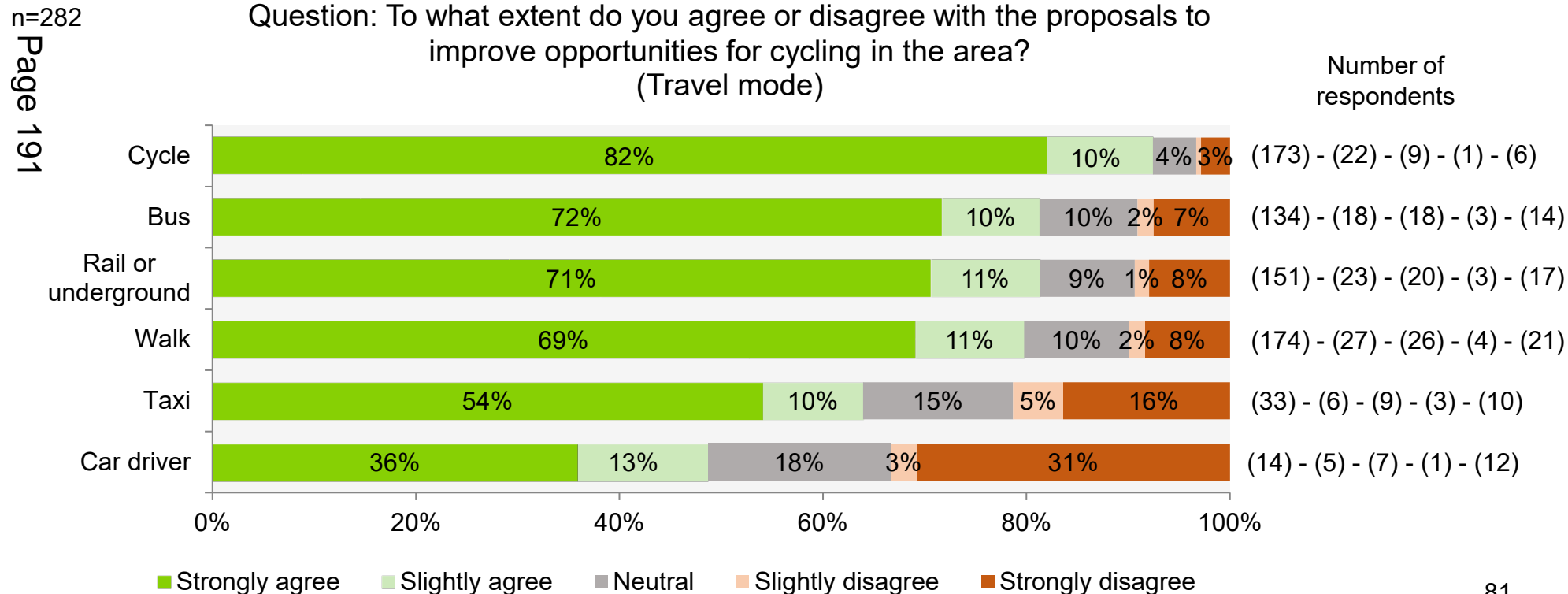


On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.

How agreement with the proposals to improve opportunities for cycling in the area varied by how people identified they got around

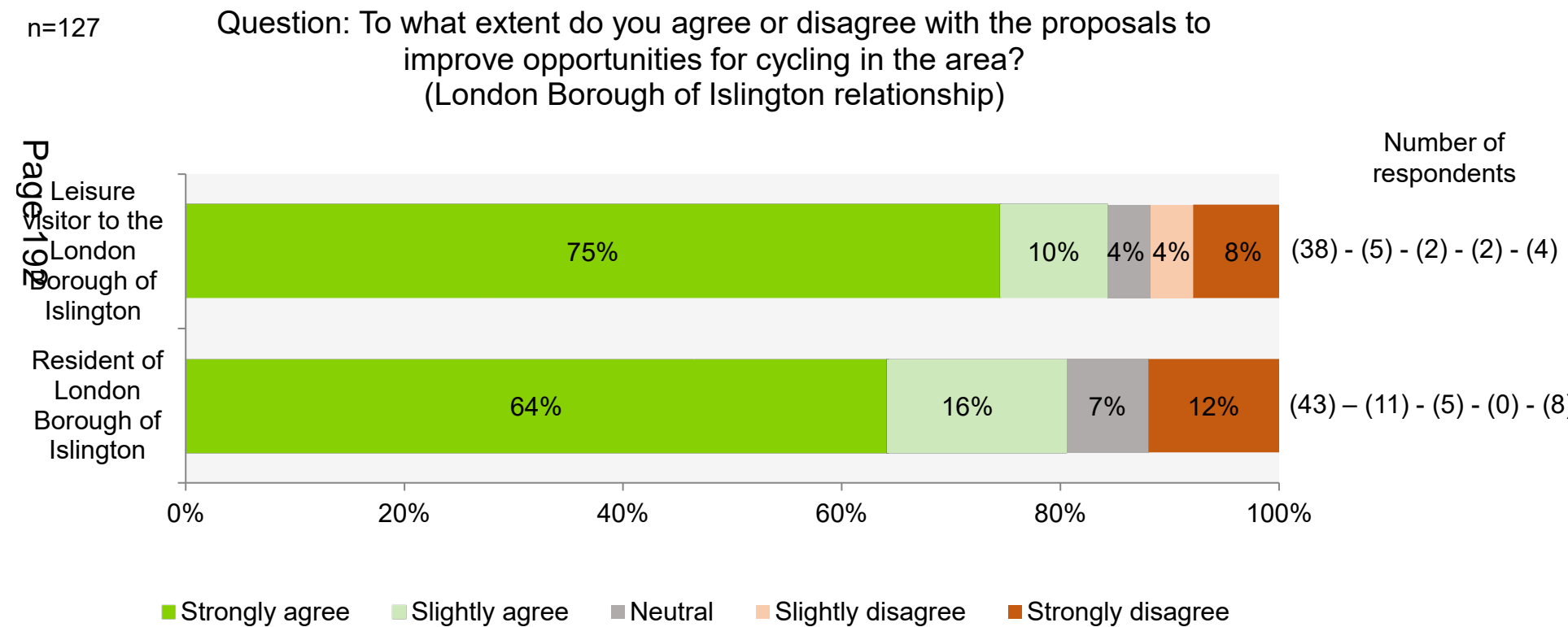
A majority of contributors using every travel mode agreed with the proposals to improve opportunities for walking and wheeling in the area - with many strongly agreeing with these. This agreement peaked among those who identified as cyclists (94%).

In contrast, disagreement was highest among those who identified as car drivers (36%) and those who identified as taxi users (19%).



How agreement with the proposals to improve opportunities for cycling in the area varied according to London Borough of Islington relationship

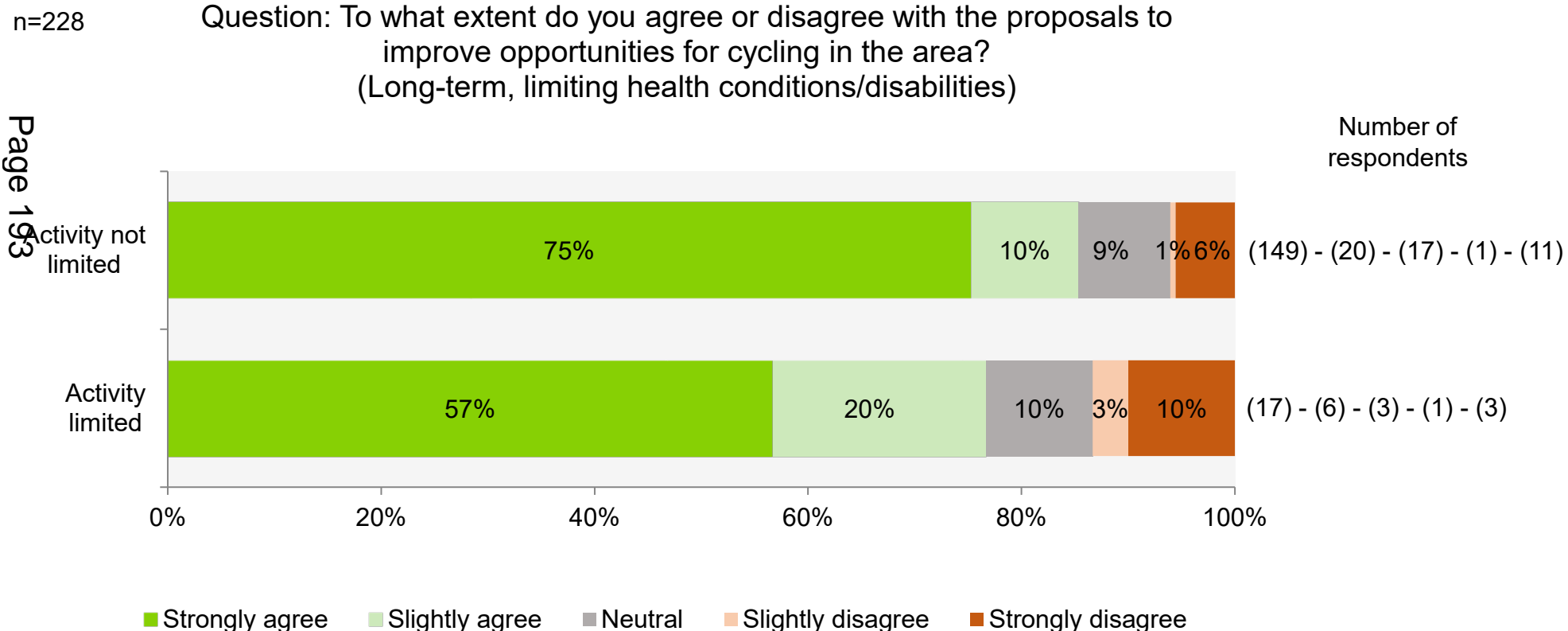
Strong, majority agreement with the proposals to improve opportunities for walking and wheeling in the area was expressed by leisure visitors to (88%) and residents of (81%) the London Borough of Islington. Again, disagreement was comparatively limited.



Note that some relationship types (business owners, business visitors and workers) lacked a sufficient number of respondents to allow meaningful analysis.

How agreement with the proposals to improve opportunities for cycling in the area varied in relation to long-term, limiting health conditions/disabilities

Majority agreement with the proposals to improve opportunities for walking and wheeling in the area was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note a higher level of agreement among the latter group.



Moor Lane



Moor Lane – the background

Previous engagement revealed many concerns related to:

- Traffic levels and congestion, particularly if a traffic restriction on Beech Street is introduced.
- Moor Lane being used by through traffic.

Many people suggested:

- Vehicle restrictions to prevent through traffic; traffic calming and enforcement measures.
- Improved footways or pedestrian access and increased pedestrianisation and seating.
- Improved cycle infrastructure.

• Measures to reduce noise pollution.

• Increased greenery.

On a typical weekday:

- Around 1,500 vehicles a day use Moor Lane.
- More traffic travels north than south.
- 60% of the vehicles are estimated to be driving straight through the area and not stopping.

Like many streets in the City, there are many cables, pipes, tunnels and basements under the pavement which makes it difficult to plant trees. On Moor Lane, there is the tunnel for the Circle Line which means trees can't be planted in the ground between New Union Street and Willoughby House car park ramp.

At this stage it is estimated that keeping the street open to through traffic, even if pavements can be widened by making the street one-way, will offer limited scope for planting trees. It is estimated that the greatest opportunity to plant trees will be in the road space, which can only be achieved by closing the street to through traffic.

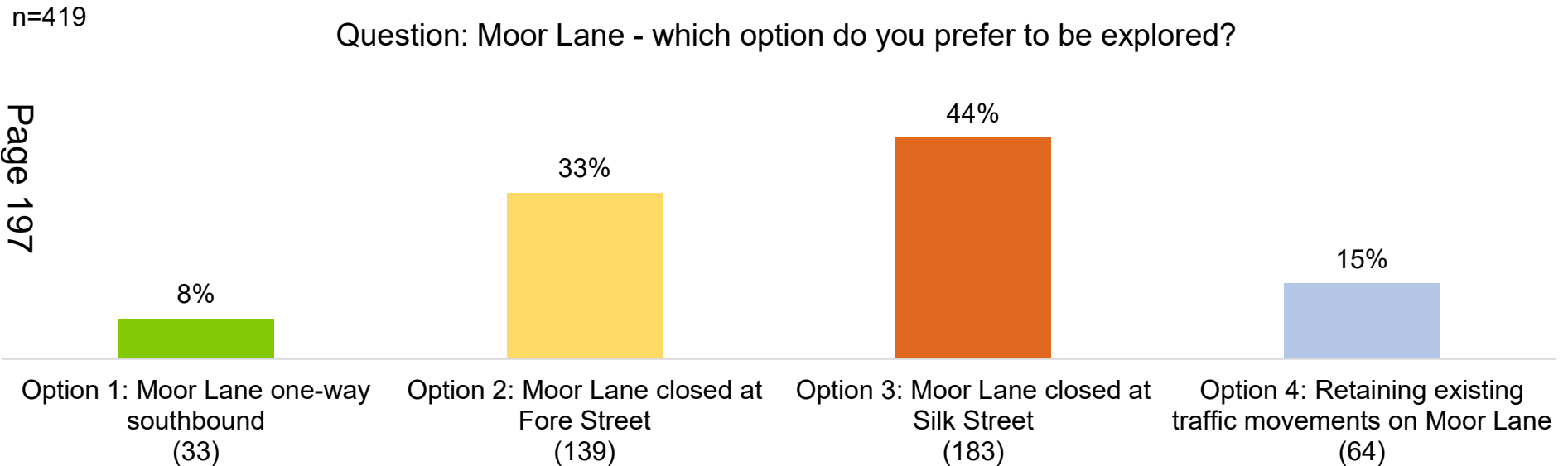
Moor Lane – the four proposal options

- Option 1 - make Moor Lane one-way southbound between Silk Street and Fore Street for motor vehicles. Of the three options, this option offers the largest pavement widening on the western side of Moor Lane. It would require the removal of the timed gate closure at Fore Street and allow vehicles to travel between Moor Lane and Fore Street at all times in a southern direction only (access would not be possible from Fore Street). It is estimated that through traffic would be reduced by half.
- Option 2 - Moor Lane closed to through motor traffic at the junction with Fore Street with a permanent physical closure. This option enables pavement widening on the west side of Moor Lane (but less than option 1) and to make the junction with Fore Street a public space. There would be no through traffic at all times and any disturbance from traffic may be reduced. Traffic on the remainder of the street would be two-way. The only traffic on Moor Lane would be those serving residents and commercial buildings. Motor-vehicles would access the car parks and buildings from Ropemaker Street and Silk Street. People walking, wheeling and cycling could pass through the closure.
- Option 3 - Moor Lane closed to through motor traffic at the junction with Silk Street with a permanent physical closure. This option enables pavement widening on the Willoughby House side of Moor Lane (but less than option 1) and the junction with Silk Street becoming a public space. There would be no through traffic and any disturbance from traffic may be reduced. Traffic on the remainder of the street would be two-way. The only traffic on Moor Lane would be those serving residents and commercial buildings. Motor-vehicles would access the car parks and buildings from Fore Street. People walking, wheeling and cycling could pass through the closure.
- Option 4 - retain existing traffic movements including the existing timed gate restriction. This option enables pavement widening on the Willoughby House side of Moor Lane (but less than option 1) and improvements to the junction with Fore Street. The only restriction to motor vehicles is the existing timed gate closure at Fore Street. People walking, wheeling and cycling could continue to pass around the closure.

Support for Moor Lane options

The most popular option for Moor Lane was option 3: a closure at Silk Street, as selected by 44% of respondents. This was followed by option 2: a closure at Fore Street (33%). Collectively, 77% of respondents supported a closure to through traffic on Moor Lane.

The remaining options, 1 and 4, attracted notably less support.

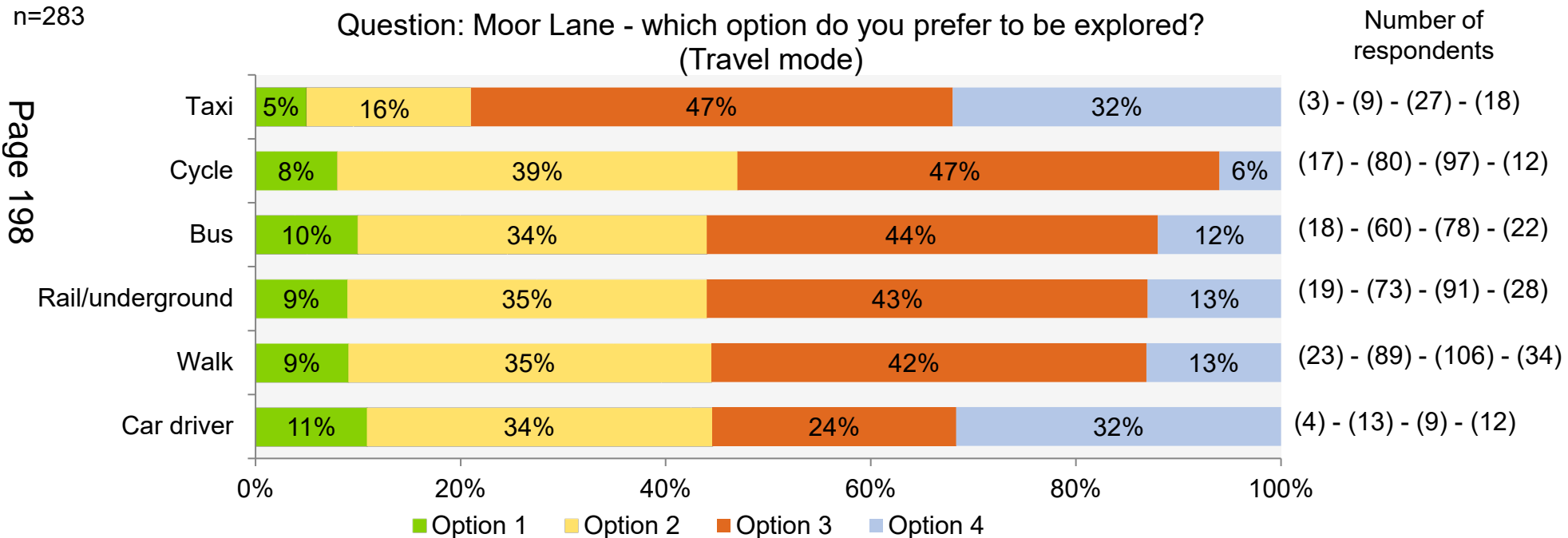


On the following pages, we see how support for each option varied by respondents' travel mode, their relationship to the City and to the Borough of Islington, and long-term, limiting health conditions/disabilities.

How support for Moor Lane options varied by how people identified they got around

As identified on the previous page, options 2 and 3 attracted most support. Across all groups bar car drivers, Option 3 emerged as the preferred option. This support peaked among those who identified as taxi users (47%) and those who identified as cyclists (47%).

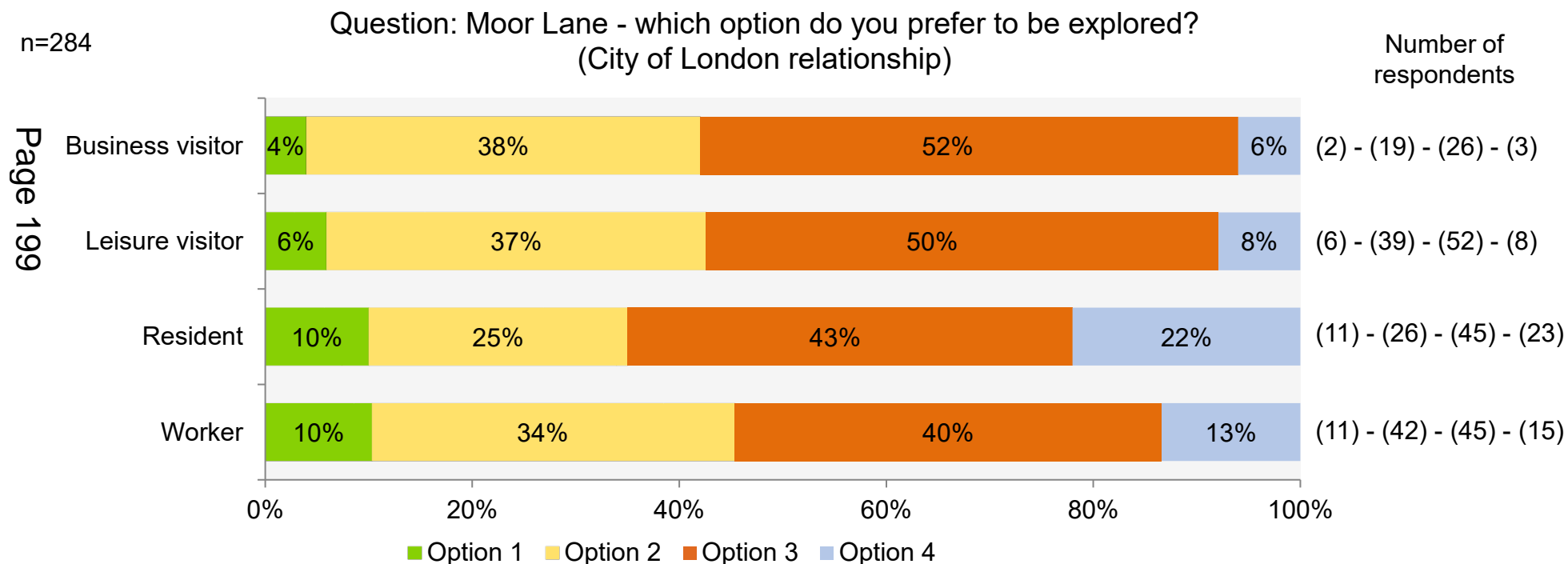
Among those who identified as car drivers, option 4 was most often preferred (32%), ahead of option 3 (24%). There was very limited support for option 1 across all travel modes.



Note that some travel modes (those who identified as private vehicle driver, motorcycle, van/lorry, wheelchair/mobility scooter, car passenger and other types) included insufficient data to allow meaningful analysis.

How support for Moor Lane options varied according to City of London relationship

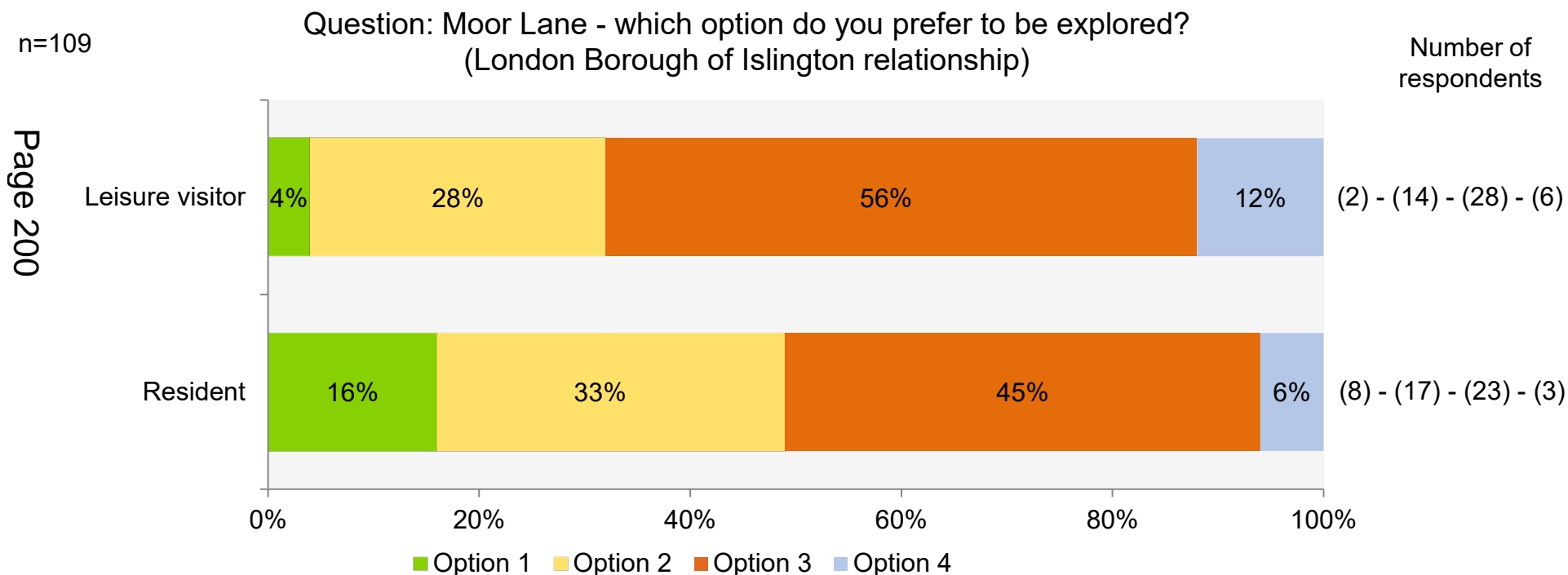
Across all groups, option 3 emerged as the preferred option. This support peaked among those visiting for business (52%) and for leisure (50%).



Note that some relationship types (business owners, students, livery companies and driver/riders) included insufficient data to allow meaningful analysis.

How support for Moor Lane options varied according to London Borough of Islington relationship

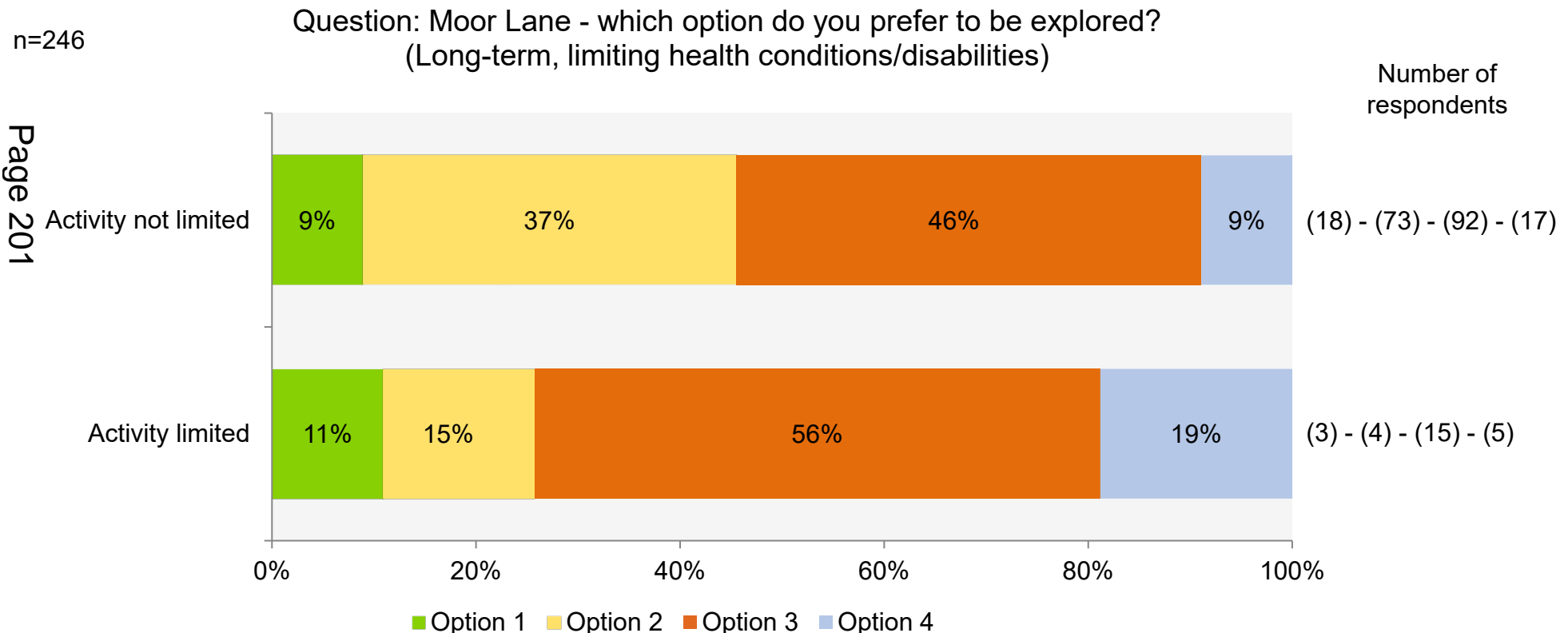
Among both residents of, and leisure visitors to, the London Borough of Islington, option 3 emerged as the preferred option. This support peaked among those visiting for leisure (56%).



Note that some relationship types (workers, business visitors and owners, students, livery companies and driver/riders) included insufficient data to allow meaningful analysis.

How support for Moor Lane options varied in relation to long-term, limiting health conditions/disabilities

Majority support for option 3 was particularly evident among those whose activities were limited by a long-term health condition or disability, and also among those whose activities were not.

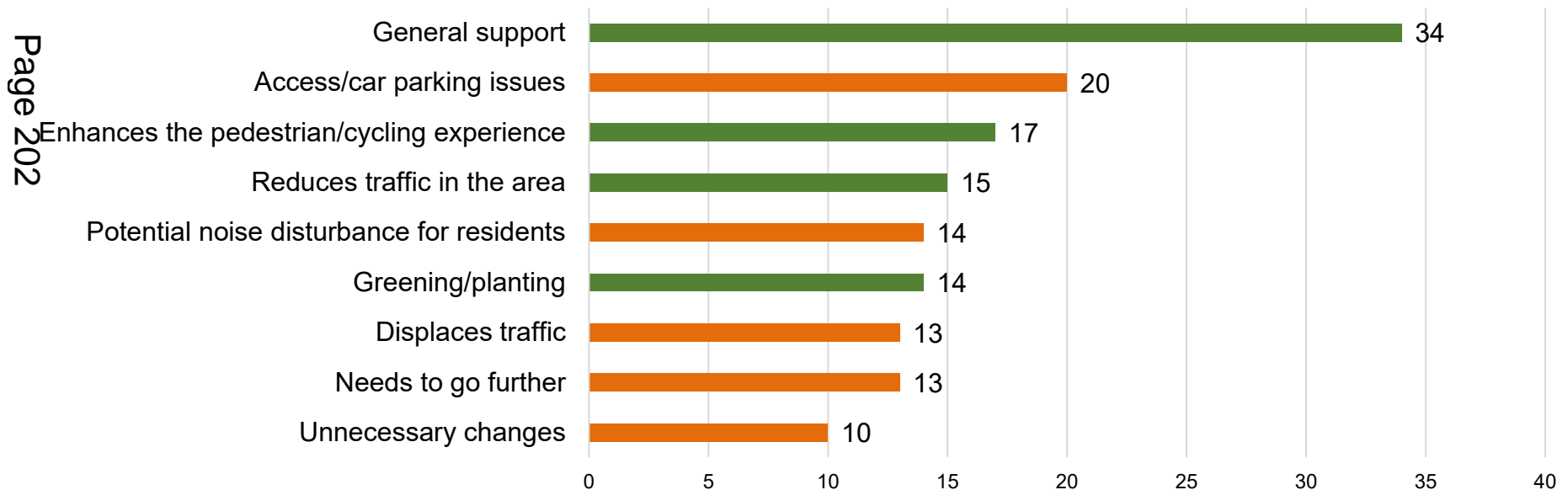


Comments on options for Moor Lane

143 respondents left comments on Moor Lane. Some respondents made more than one comment. Here, we see the main comments underpinning both supportive and critical feedback on the Moor Lane options. Supportive comments focused on general applause for the proposals, with perceptions of an enhanced pedestrian/cycling in a safer public realm with additional greening/planting and reduced traffic. In contrast, concerns most frequently related to access/car parking issues, potential noise disturbance for residents, traffic displacement, and changes felt to be unnecessary. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=143

Question: Do you have any further comments on options for Moor Lane?



Other comments suggested allowing access to taxis, improvements potentially causing longer journeys, anti-social behaviour by those attracted to the area, and opposing views that the changes would increase or decrease air pollution.

Aldersgate Street and Goswell Road, London Wall, Moorgate, Old Street and City Road



Aldersgate Street, Goswell Road, London Wall, Moorgate, Old Street and City Road (boundary streets) – proposed ideas

Previous engagement revealed concerns relating to safety and comfort for people walking, wheeling and cycling on and crossing these streets and the need for improved crossings, wider pavements, more street trees and segregated cycle lanes.

These streets are the boundary of the area. They are designed to carry larger volumes of traffic and opportunities for improvements may be limited due to the space available and the need to continue to accommodate traffic. However, the need for better crossings and safer cycling is recognised.

Opportunities will be explored to improve the existing crossing points for people walking, wheeling and cycling at the junctions of:

Page 204

- Moorgate with London Wall.
- Aldersgate Street with Beech Street and Long Lane.
- On Goswell Road the exploration of introducing a new crossing near the junction with Fann Street.

City Road (south)

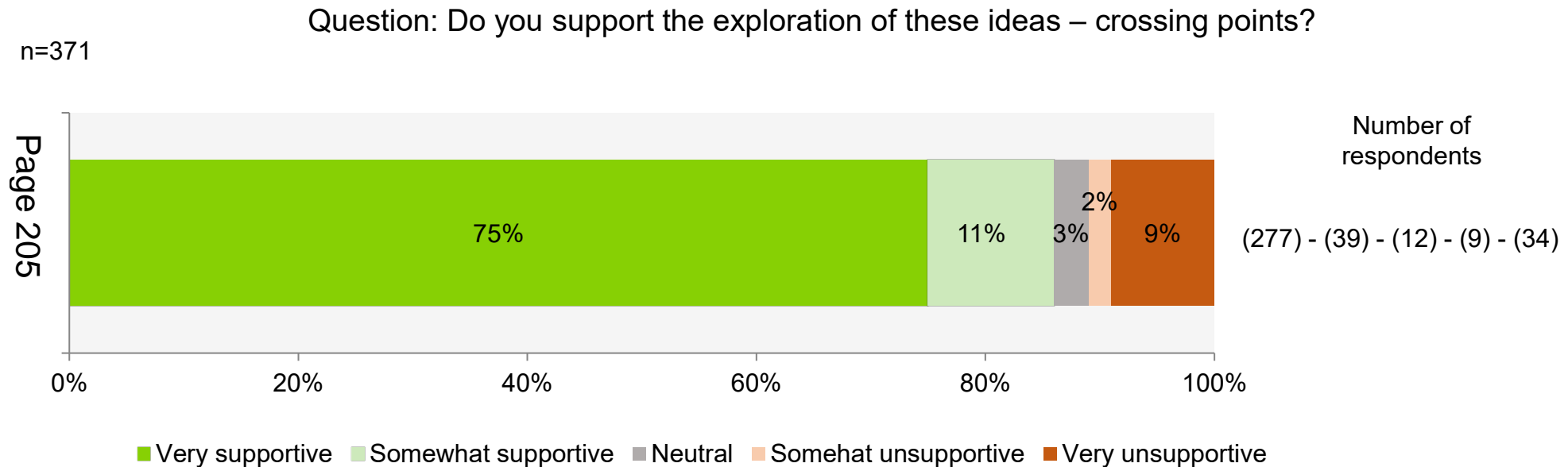
The project team are working with Transport for London to make improvements to bus journey times and reduce delay for bus passengers on City Road, between Lackington Street and Epworth Street. Proposals would introduce a new section of bus lane and make other changes including upgrades to some crossings.

Old Street

The project team are currently working on separate proposals for improvements to Old Street and Clerkenwell Road. These will be brought to public engagement once funding has been allocated and the proposals have been agreed by key partners such as Transport for London.

Support for Aldersgate Street ideas – crossing points

86% of respondents supported the exploration of ideas for Aldersgate Street crossing points. For many, this support was strong. In contrast, just 11% were unsupportive, with 3% expressing a neutral opinion.

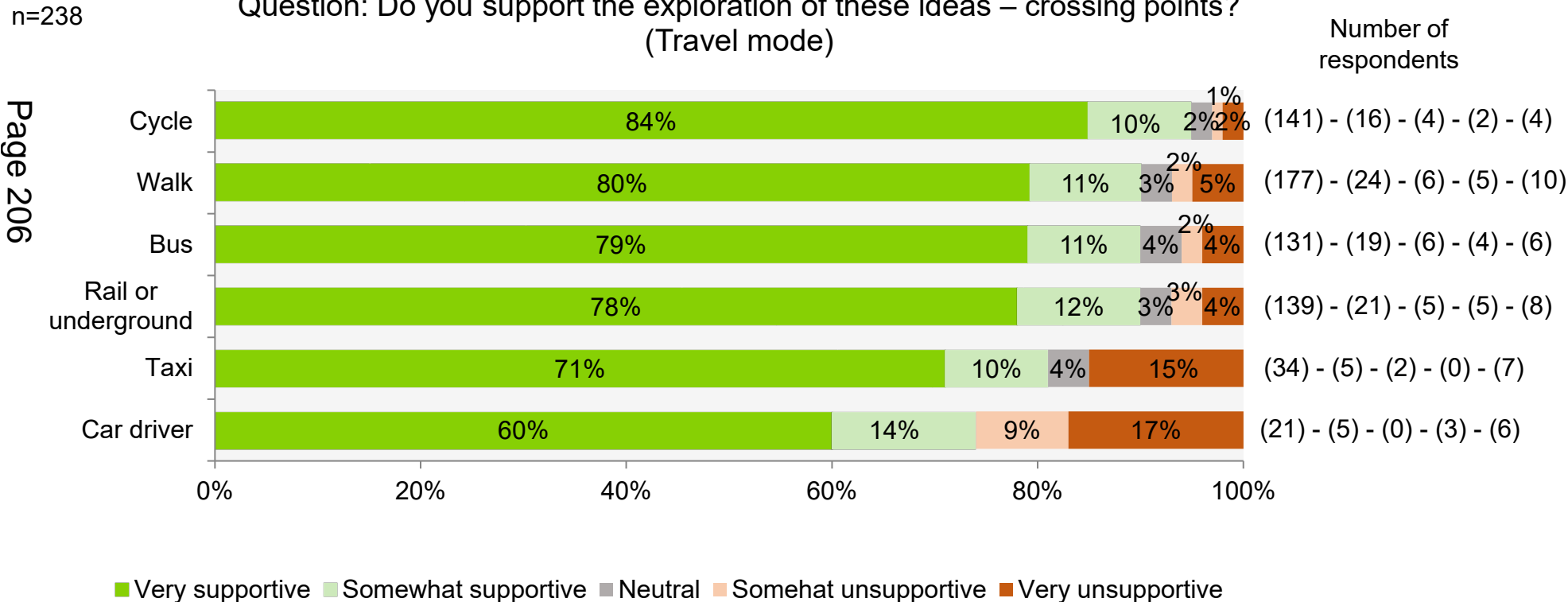


On the following pages, we see how support for the ideas for Aldersgate Street crossing points varied by respondents' travel mode, their residence in the area, and long-term, limiting health conditions/disabilities.

How support for the exploration of ideas for Aldersgate Street crossing points varied by how people identified they got around

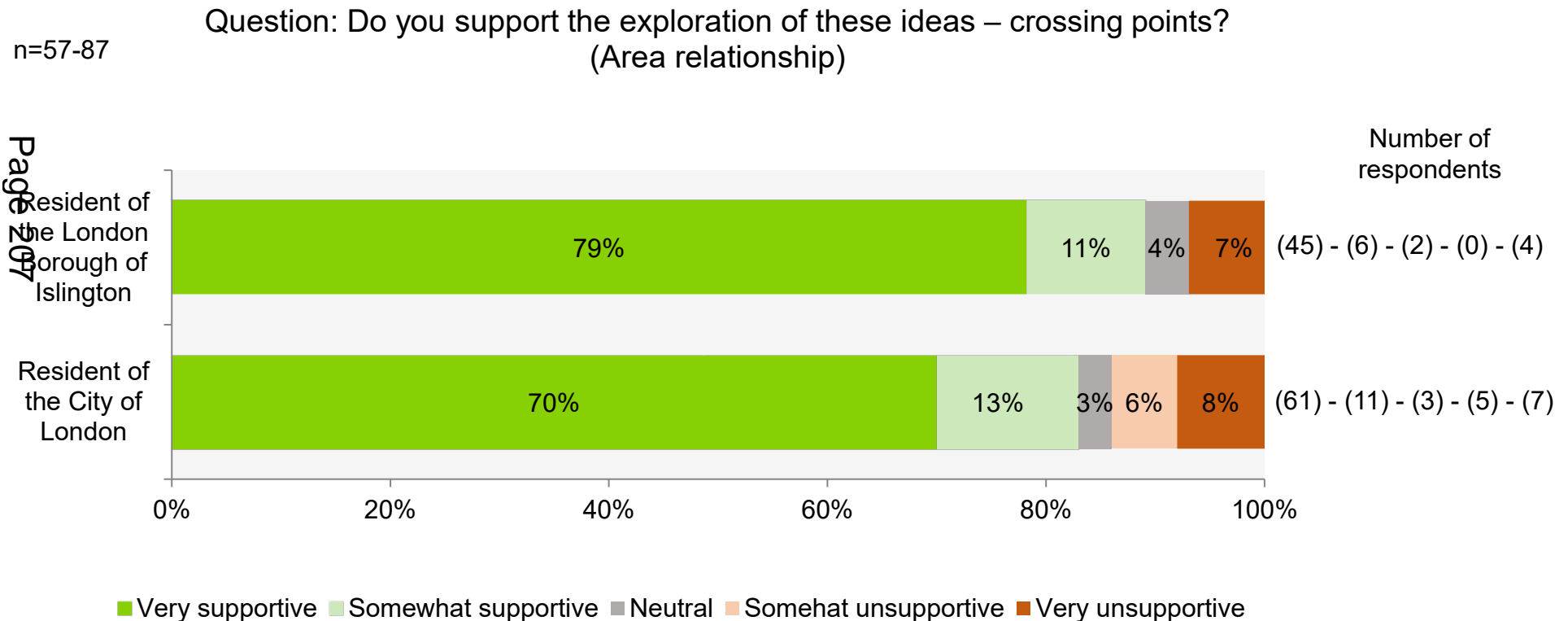
A majority of contributors using every travel mode supported the exploration of ideas for Aldersgate Street crossing points – with many strongly supporting this exploration. This support peaked among those who identified as cyclists (94%), those who identified as walkers (91%), those who identified as bus users (90%) and those who identified as rail/underground users (90%).

In contrast, opposition was highest among those who identified as car drivers (26%) and those who identified as taxi users (15%).



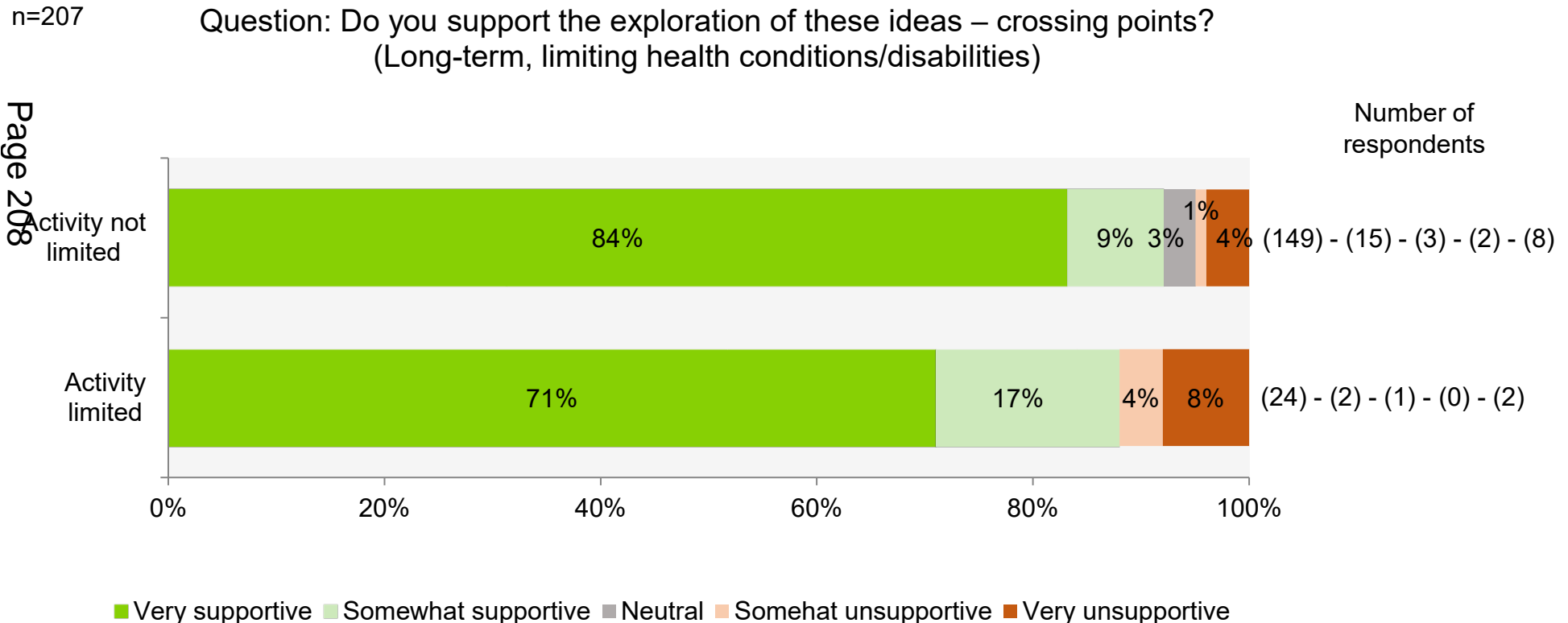
How support for the exploration of ideas for Aldersgate Street crossing points varied according to area residence

Strong, majority support for the exploration of ideas was expressed by residents of the London Borough of Islington (90%) and residents of the City of London (83%). Again, opposition was comparatively limited.



How support for the exploration of ideas for Aldersgate Street crossing points varied in relation to long-term, limiting health conditions/disabilities

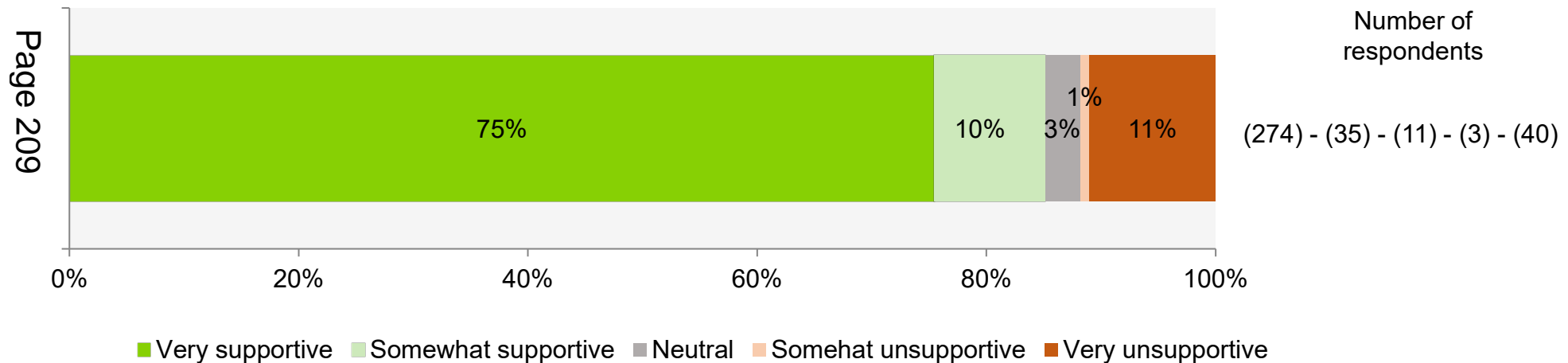
Majority support for the exploration of ideas for Aldersgate Street crossing points was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not.



Support for Aldersgate Street ideas – protected space

85% of respondents supported the exploration of ideas for Aldersgate Street protected space. For many, this support was strong. In contrast, just 12% were unsupportive, with 3% expressing a neutral opinion.

n=363 Question: Do you support the exploration of these ideas - protected space?



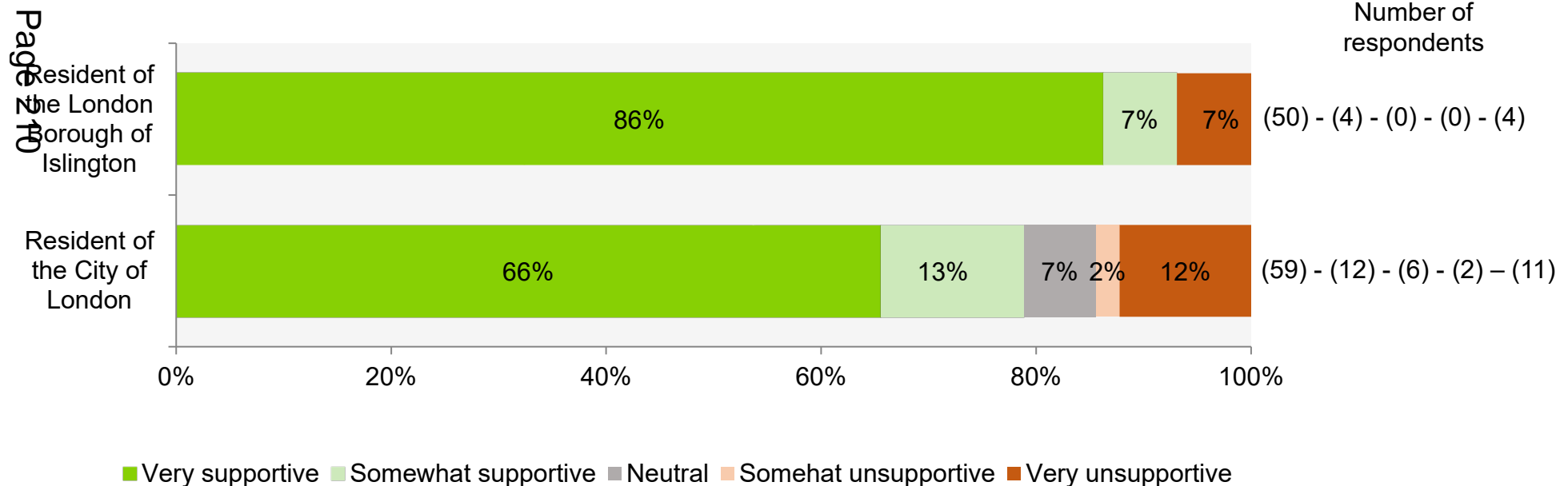
On the following page, we see how support for the ideas for Aldersgate Street protected space varied by respondents' residence in the area.

How support for the exploration of ideas for Aldersgate Street protected space varied according to area residence

Majority support for the exploration of ideas was expressed by residents of the London Borough of Islington (93%) and residents of the City of London (79%). Again, opposition was comparatively limited.

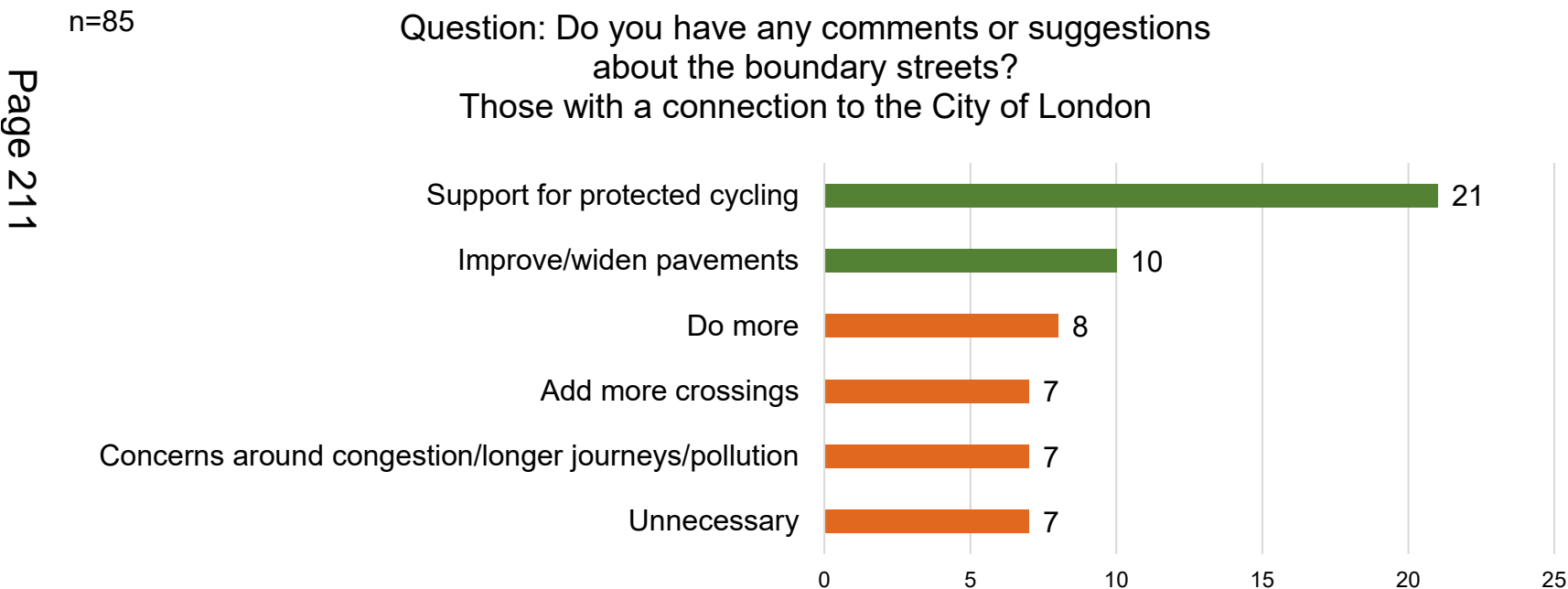
n=58-90

Question: Do you support the exploration of these ideas - protected space?
(Area relationship)



Comments and suggestions on the boundary streets by those with a City of London connection

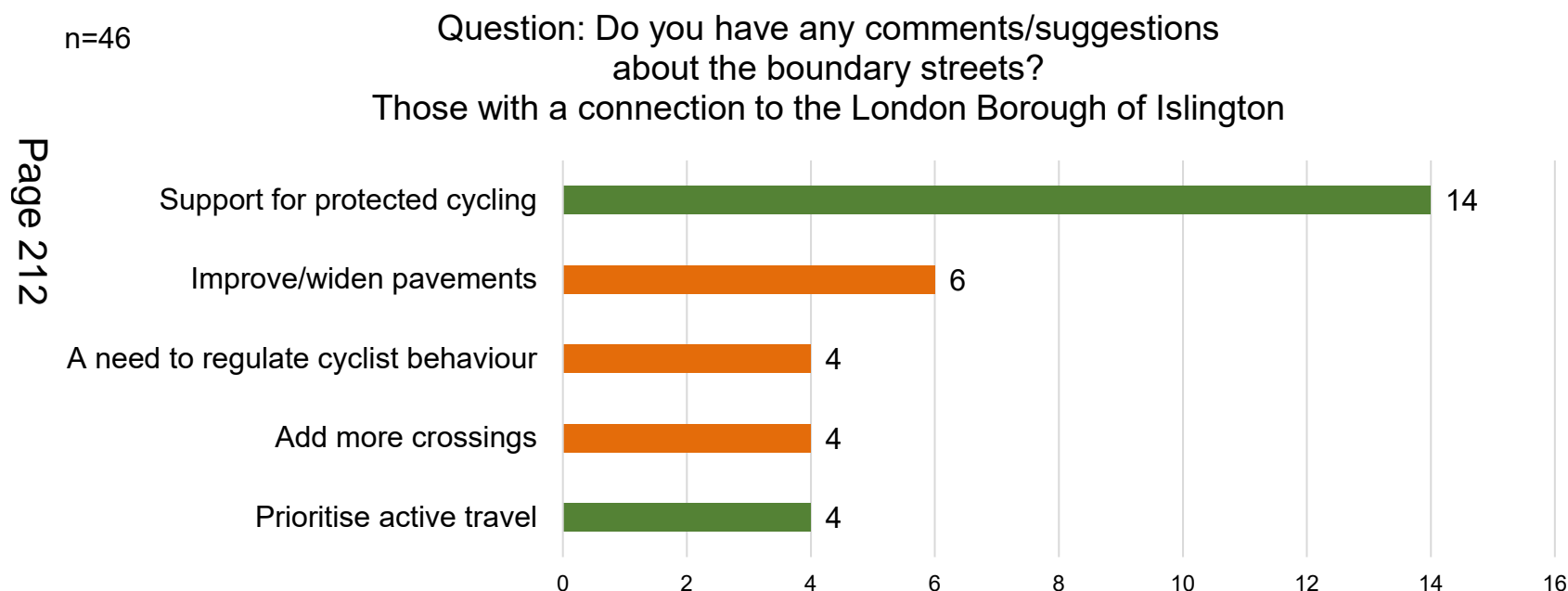
85 respondents with a City of London connection left comments/suggestions on the boundary streets in the area. Some respondents made more than one comment. These comments focused on support for measures to protect cyclists and a need to improve and widen pavements. However, some respondents requested additional features and measures – including an extension of locations and additional crossing points. Others expressed concerns related to traffic congestion, with lengthened journeys and increased air pollution, or regarded the measures as unnecessary. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.



Other comments – each given by no more than five respondents – included general support, a need to regulate cyclist behaviour, a need for additional locations, a need to ensure taxi and residential access and a need to enforce speeding within the area.

Comments and suggestions on the boundary streets by those with a London Borough of Islington connection

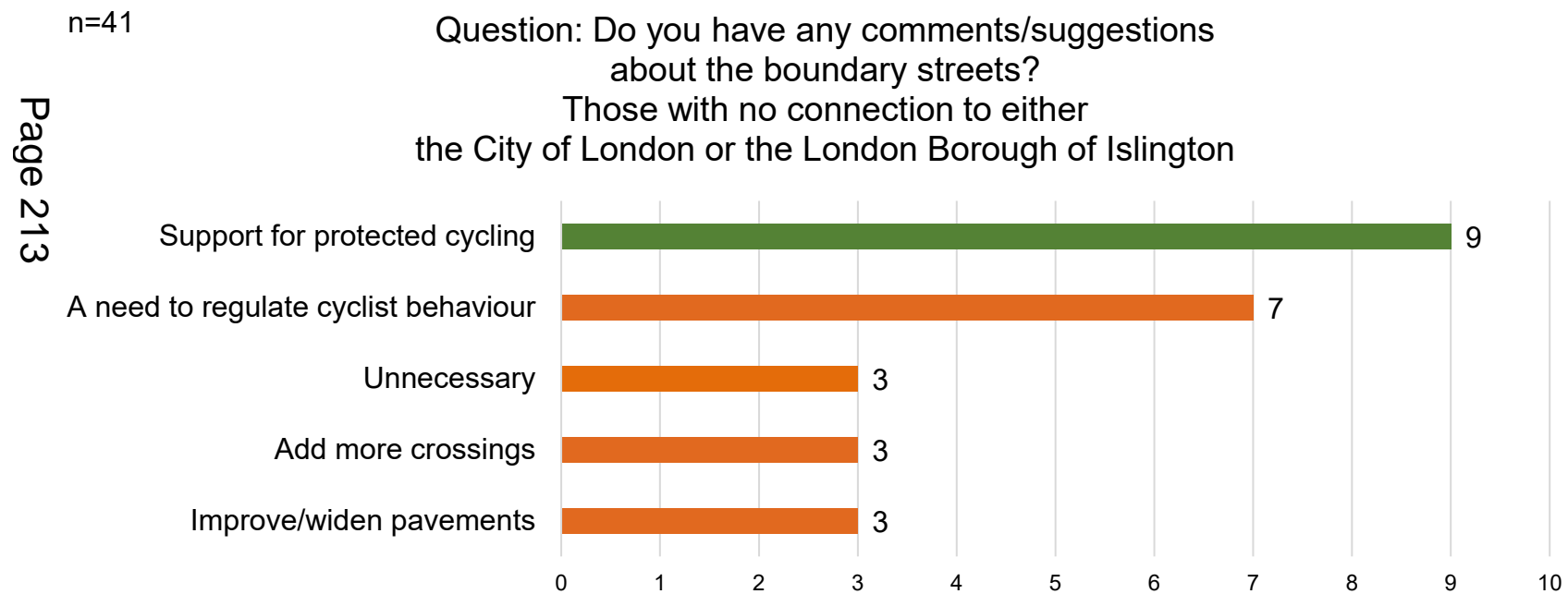
46 respondents with a London Borough of Islington connection left comments on boundary streets in the area. Some respondents made more than one comment. These comments focused on support for measures to protect cyclists. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.



Other comments – each given by no more than three respondents – included concerns relating to increased congestion, journey times and pollution, general support for the measures, a need for more greening and perceptions that the measures were unnecessary.

Comments and suggestions on the boundary streets by others with no connection to either the City of London or the London Borough of Islington

A further 41 respondents with neither a City of London nor London Borough of Islington connection left comments on the boundary streets in the area. Some respondents made more than one comment. These comments focused on support for measures to protect cyclists. However, some respondents requested measures to regulate problematic cyclist behaviour. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.



Other comments – each given by no more than two respondents – included a need to both ensure taxi and residential access, concerns about congestion and lengthened journey times, the impact on local business, a need to add more greenery, to modify traffic light sequencing, to add community spaces and improve public transport.

Fore Street, Wood Street, Silk Street and Ropemaker Street



Fore Street, Wood Street, Silk Street and Ropemaker Street - proposals

Previous engagement findings suggested a need for improvements to these streets, including widened pavements, new trees and planting and more comfortable crossings for people walking and wheeling and improvements for people cycling.

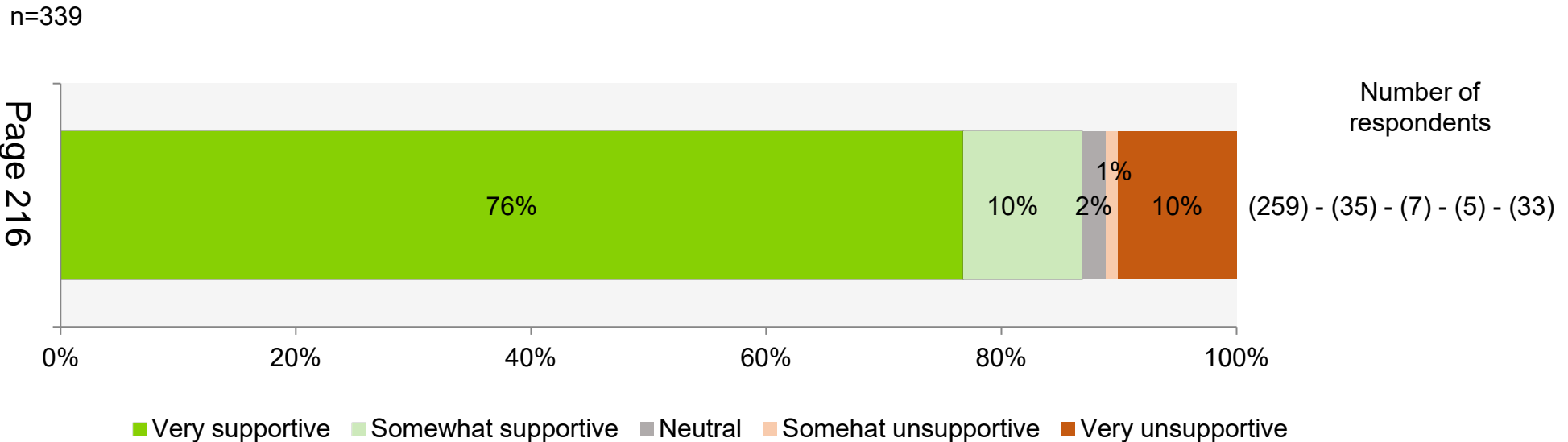
The width of these streets is more than is needed for the amount of traffic that uses them. Pavement widening without changing traffic access or movements could be explored.

If this was done, introducing trees, planting, seating and cycle parking and raising the road at junctions or crossing points to pavement level to improve the comfort and safety of people walking and wheeling would also be explored.

Support for Fore Street, Wood Street, Silk Street and Ropemaker Street ideas

86% of respondents supported the City of London Corporation's exploration of ideas for this area. Strong support was expressed by three-quarters of all respondents. In contrast, just 11% were unsupportive, with 2% expressing a neutral opinion.

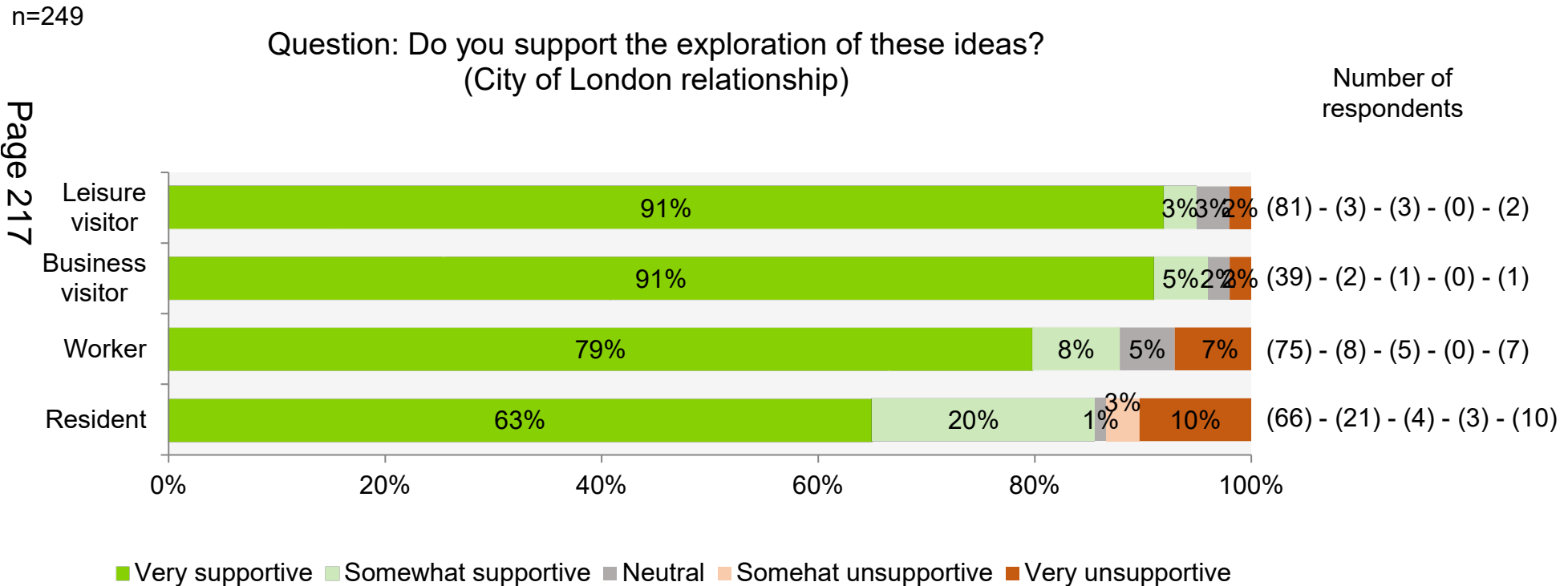
Question: Do you support the exploration of these ideas?



On the following pages, we see how support for the ideas varied according to respondents' relationship to the City, and long-term, limiting health conditions/disabilities.

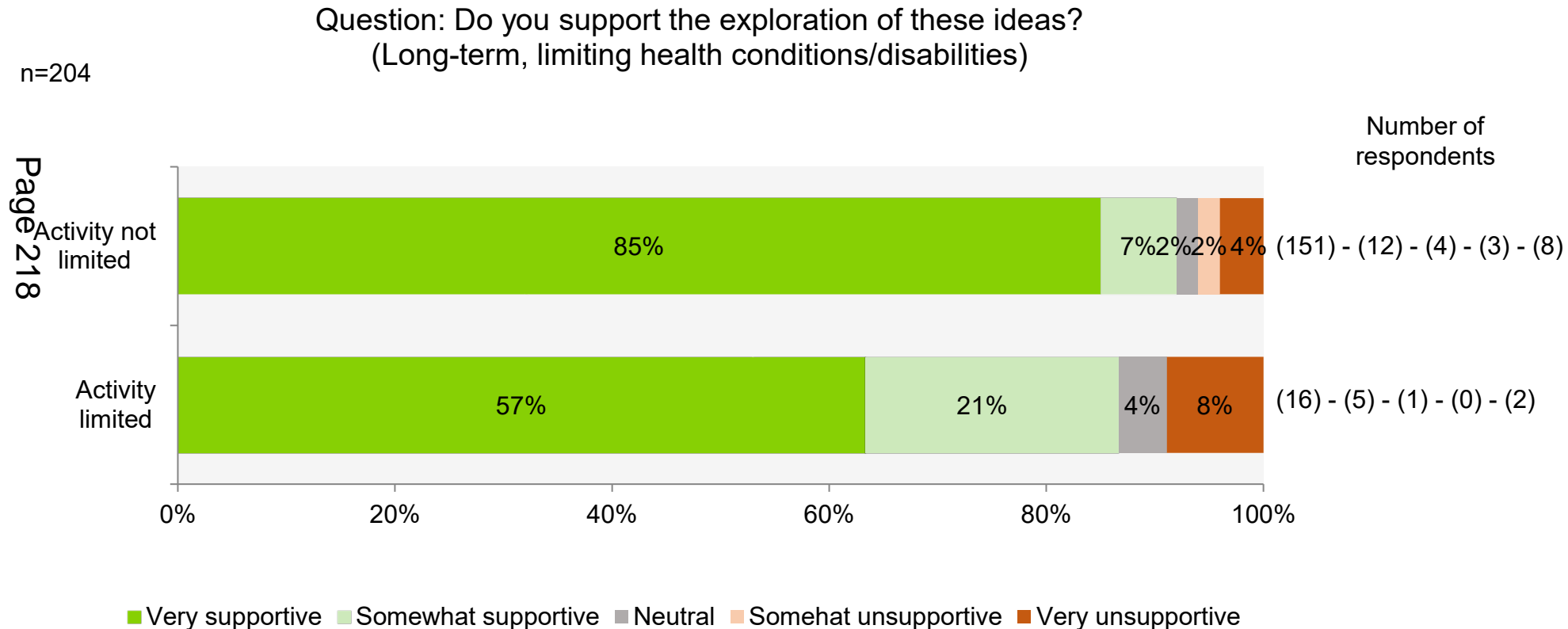
How support for the exploration of ideas for Fore Street, Wood Street, Silk Street and Ropemaker Street varied according to City of London relationship

Strong, majority support for the exploration of ideas in this area was evident across all types of City of London relationship. Support peaked leisure and business visitors (94-96%), and was slightly lower among workers (87%) and residents (83%). Again, opposition was very limited.



How support for the exploration of ideas for Fore Street, Wood Street, Silk Street and Ropemaker Street varied in relation to long-term, limiting health conditions/disabilities

Majority support for the exploration of ideas for this area was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not.



Milton Street



Milton Street - ideas

Milton Street is a short, two-way street used by vehicles delivering and servicing local businesses. It has approximately 1,300 vehicle movements a day with the majority of these travelling southbound.

There are alternative nearby parallel streets such as Silk Street and Finsbury Street that could be used by local traffic, meaning that Milton Street could be changed without affecting traffic journeys.

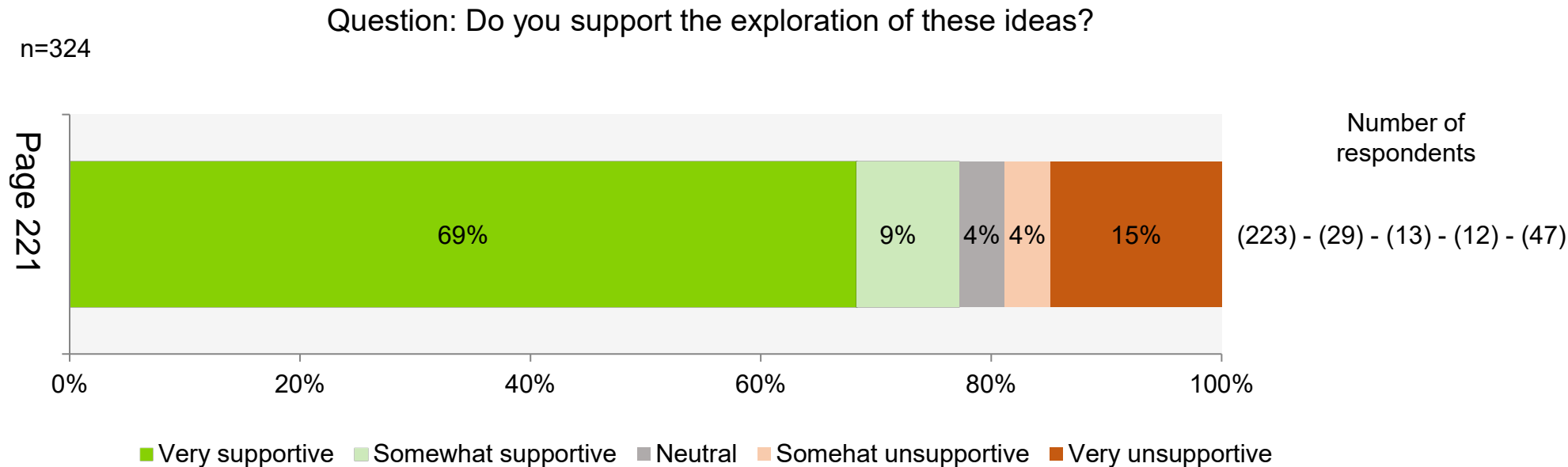
Closing the section of Milton Street to all traffic between Silk Street and The Heron access road to introduce a public space that could include trees, planting and seating, could be explored.

The remainder of the street would remain two-way and would only be used for access to parking and deliveries, vehicles would perform a turn at the Heron access road to exit back onto Chiswell Street.

If the junction of Milton Street with Silk Street was closed to traffic, making this area a public space could be explored.

Support for Milton Street ideas

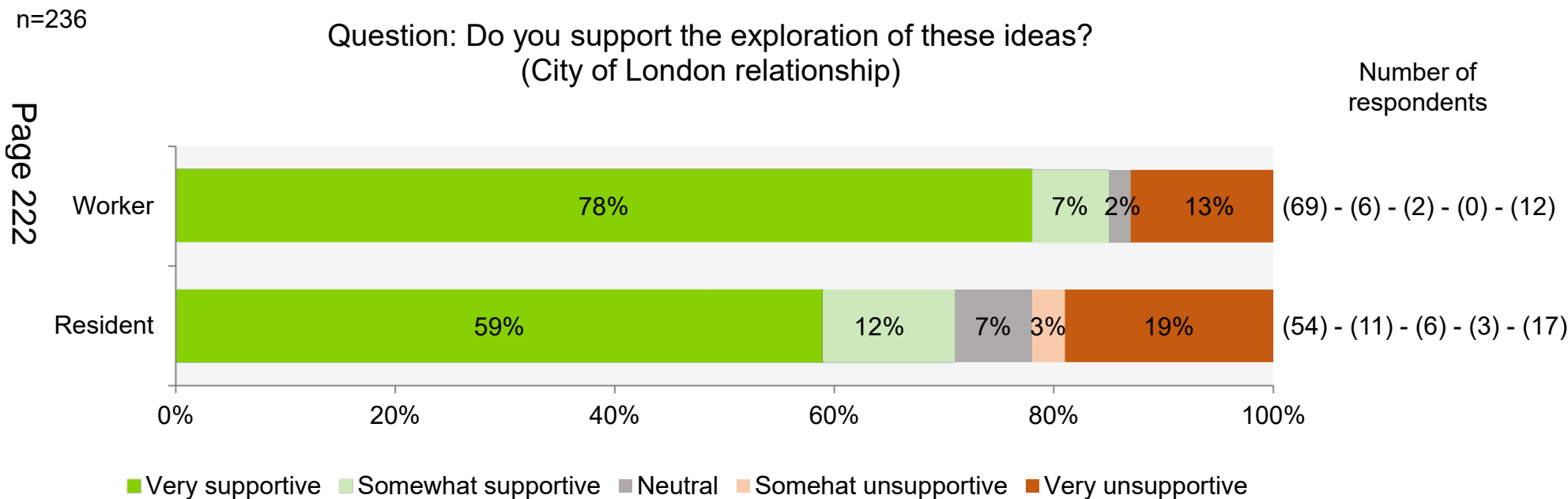
Over three-quarters (76%) of respondents supported the City of London Corporation's exploration of ideas for Milton Street. From many, this support was strong. In contrast, just 19% were unsupportive, with 4% expressing a neutral opinion.



On the following pages, we see how support for the ideas for Milton Street varied according to respondents' relationship to the City, and long-term, limiting health conditions/disabilities.

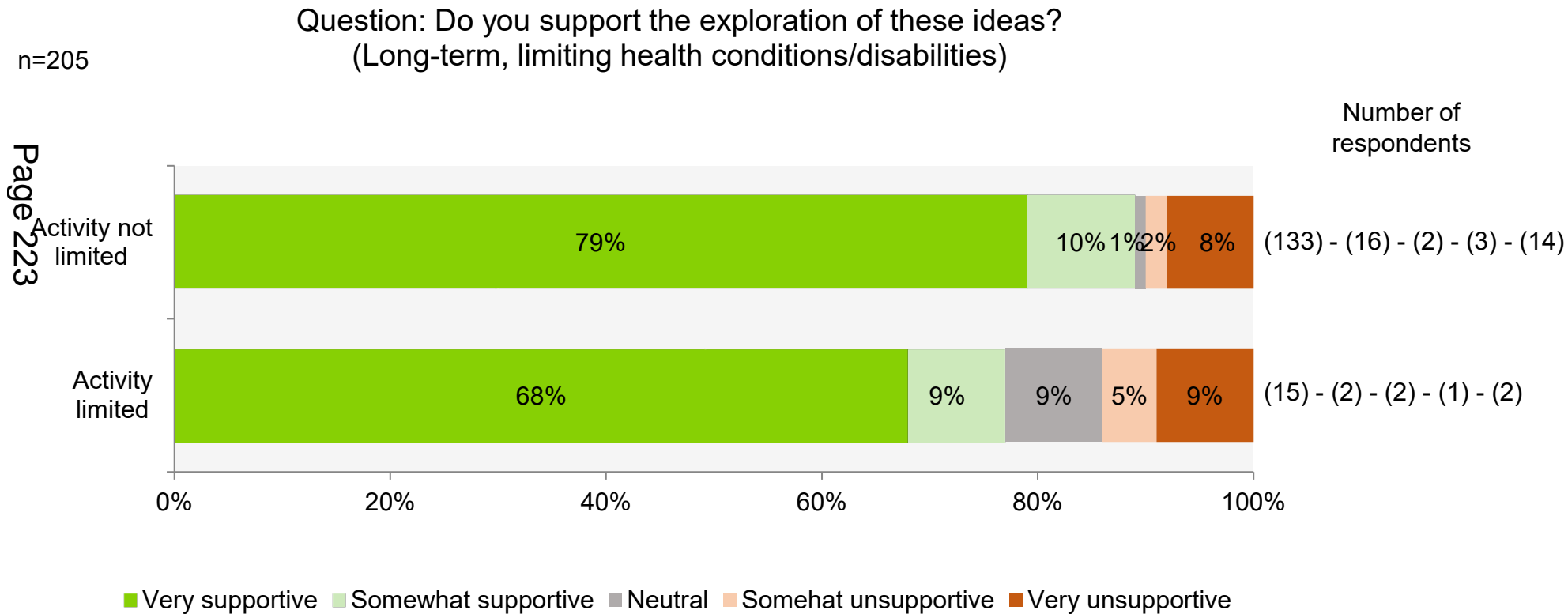
How support for the exploration of ideas for Milton Street varied according to those working and residing in the City of London

Strong, majority support for the exploration of ideas was evident among those residing and working in the City of London. Support peaked among workers (85%), and was slightly lower among residents (71%). Again, opposition was very limited.



How support for the exploration of ideas for Milton Street varied in relation to long-term, limiting health conditions/disabilities

Majority support for the exploration of ideas for Milton Street was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not.



Moorfields



Moorfields – proposed idea

Moorfields is a busy walking route and with Underground and Elizabeth Line station entrances/exits and retail and commercial premises. It also accommodates a large TfL cycle hire station.

The nearby Citipoint development has its service bay on New Union Street which intersects with Moorfields. Delivery vehicles exit the plan area from Moorfields via Moore Place on to Moorgate.

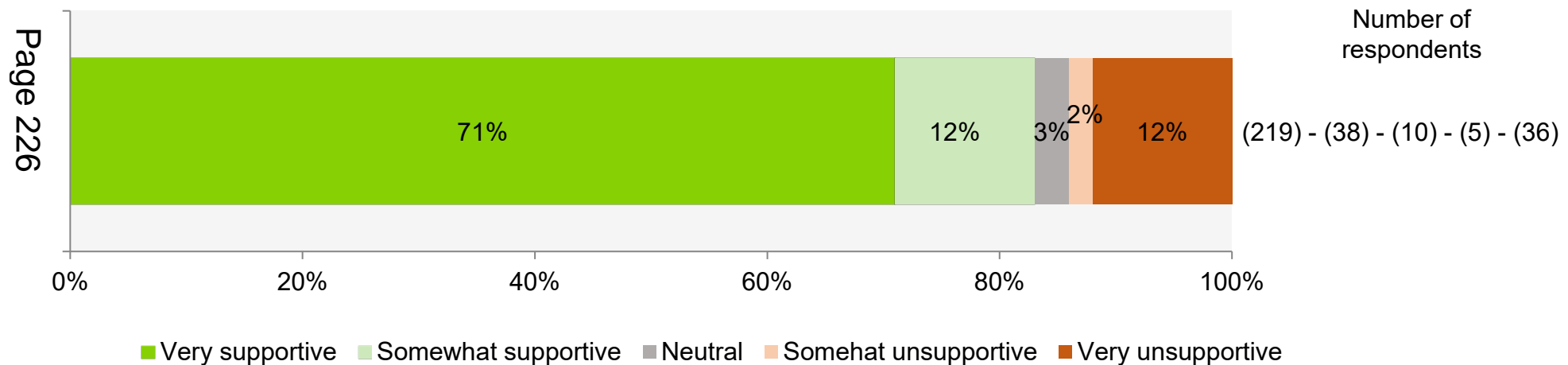
Traffic changes on Moorfields north of Moor Place to make it one-way southbound to motor traffic (two-way for cyclists) could be explored. This would allow the pavements to be widened, and the extra space used for tree planting and greening, seating and short-stay cycle parking.

Support for the Moorfields idea

Over 80% of respondents supported the City of London Corporation's exploration of the idea for Moorfields. Again, from many, this support was strong. In contrast, just 14% were unsupportive, with 3% expressing a neutral opinion.

Question: Do you support this idea for Moorfields?

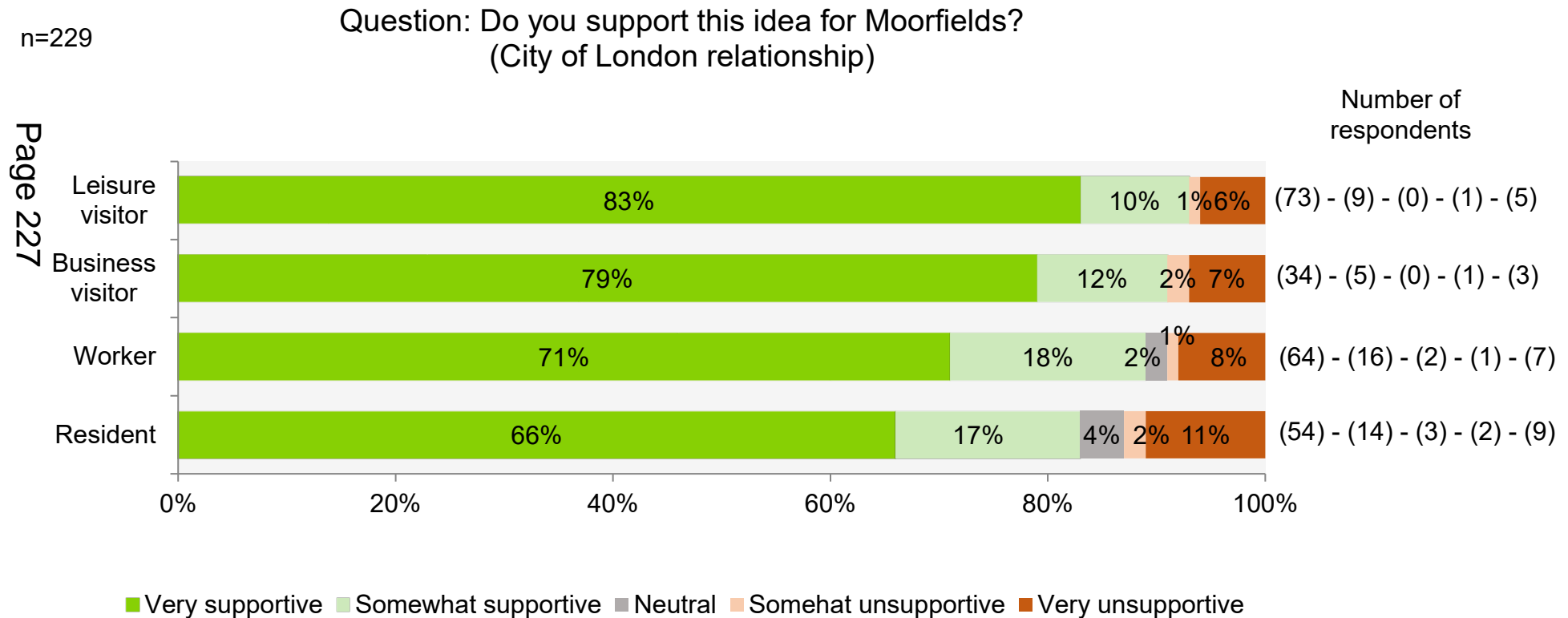
n=308



On the following pages, we see how support for the idea for Moorfields varied according to respondents' relationship to the City, and long-term, limiting health conditions/disabilities.

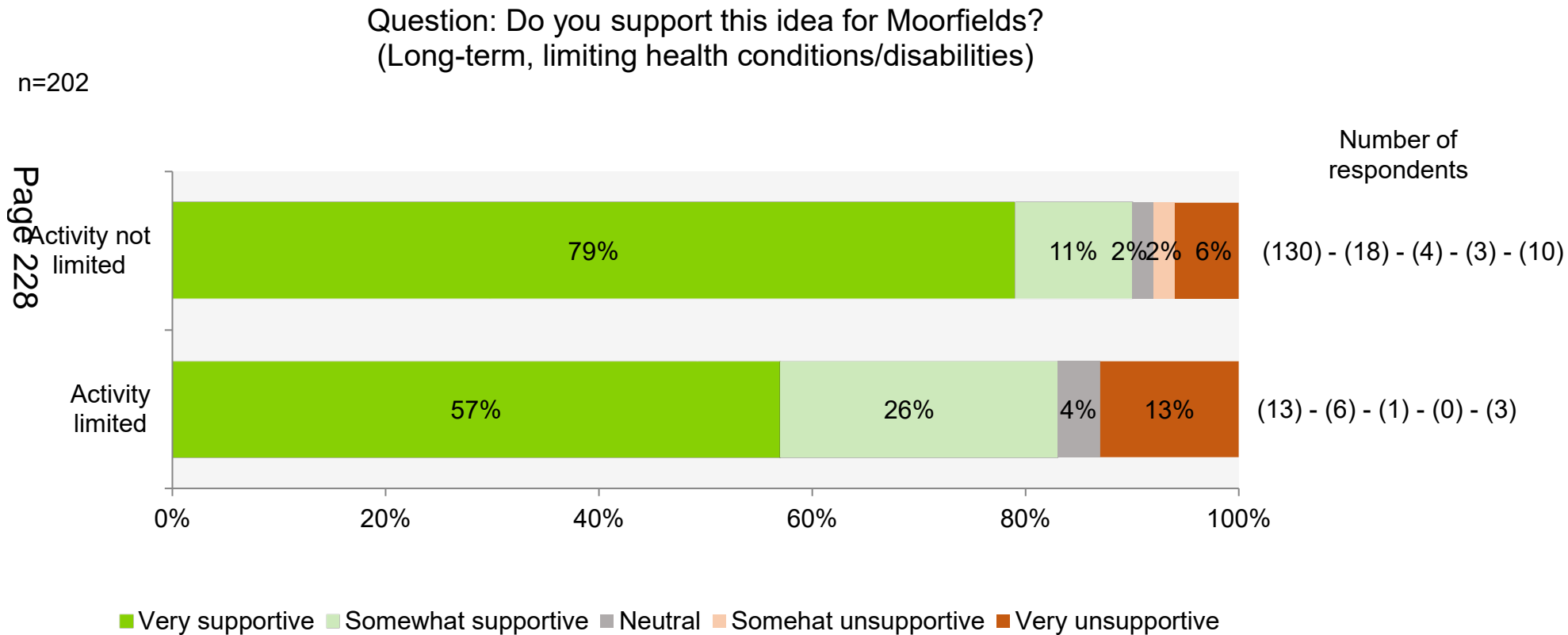
How support for the exploration of the idea for Moorfields varied according to City of London relationship

Strong, majority support for the exploration of the Moorfields idea was evident across all City of London relationship types. Support peaked among business and leisure visitors (91-93%), with similarly high levels of support among workers (89%) and residents (83%). Again, opposition was very limited.



How support for the exploration of the idea for Moorfields varied in relation to long-term, limiting health conditions/disabilities

Majority support for the exploration of ideas for Moorfields was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not.



Other Islington improvements



Other Islington Improvements

Feedback from the Stage 1 engagement undertaken last year, showed that people would like to see more greening throughout the area along with walking and cycling improvements.

The following measures are therefore being proposed:

Trees – potential locations:

- Banner Street, near the junction of Whitecross Street.
- Whitecross Street.

Low-level planting potential locations:

- Golden Lane near junction with Fann Street.
- Whitecross Street (near junction with Old Street, and south of Fortune Street).
- Fortune Street (eastern end).
- Banner Street (near junction with Whitecross Street).

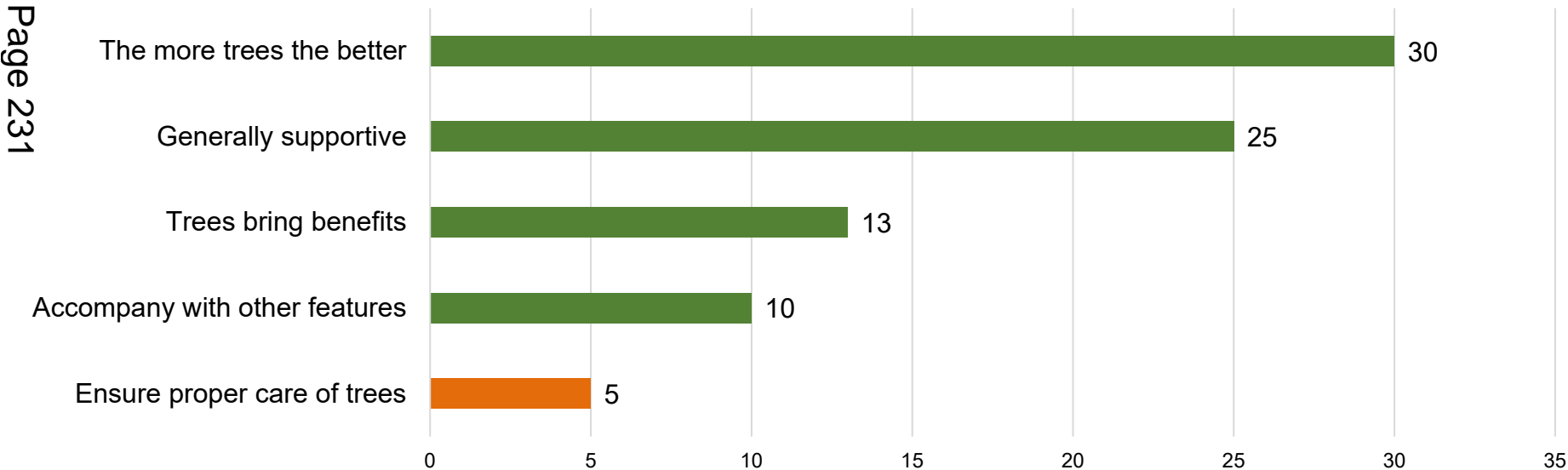
Following an accessibility study, a number of locations where facilities could be improved for those walking in the area have been identified. For example, where dropped kerbs are at an inaccessible height for those with mobility impairments, in wheelchairs or mobility scooters or those with buggies or prams. Resources are not available to address every issue immediately but locations could be prioritised where these issues are most acute and will make significant improvements to useful walking routes. Initial locations for improvements are on:

- Banner Street.
- Fortune Street.
- Dufferin Street.

Comments on proposed locations for tree planting in Islington

70 respondents left comments on the proposed locations for tree planting. Some respondents made more than one comment. Here, we see the main comments underpinning what was clearly majority support for the planting of trees in the proposed locations. A feeling of ‘the more, the better!’ was undoubtedly evident, with respondents extolling the consequent benefits of tree planting. These benefits included rain retention, pollution and noise reduction, shade, aesthetic beauty and the attraction of nature. Other, accompanying features suggested by some respondents included pavement improvements, benches, seating and border planting. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=70 Question: Do you have any comments about the proposed locations for tree planting?



Other comments suggested a need to ensure pedestrian access was not impeded, to explore additional locations and to set up a community meeting to discuss locations. Each specified by just one or two respondents.

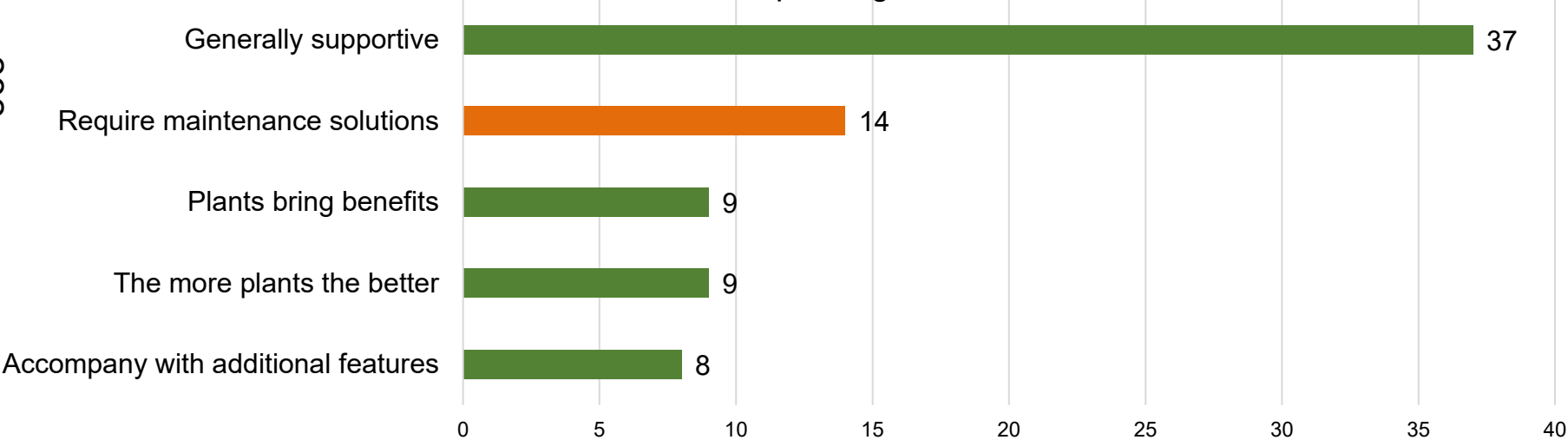
Comments on proposed locations for low-level planting in Islington

70 respondents left comments on the proposed locations for low-level planting. Some respondents made more than one comment. Here, we see the main comments underpinning what was clearly majority support for the planting of trees in the proposed locations. A feeling of general approval was again undoubtedly evident, with many comments in a similar vein to those relating to tree planting – including a need to maximise greenery and reap the benefits of planting. Note that some respondents highlighted a need for a well considered maintenance strategy – either utilising Sustainable Drainage Systems (SuDS) or ensuring a regime of watering and care. Other, accompanying features suggested by some respondents included accompanying street furniture, cycle parking and improved pavements. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=70

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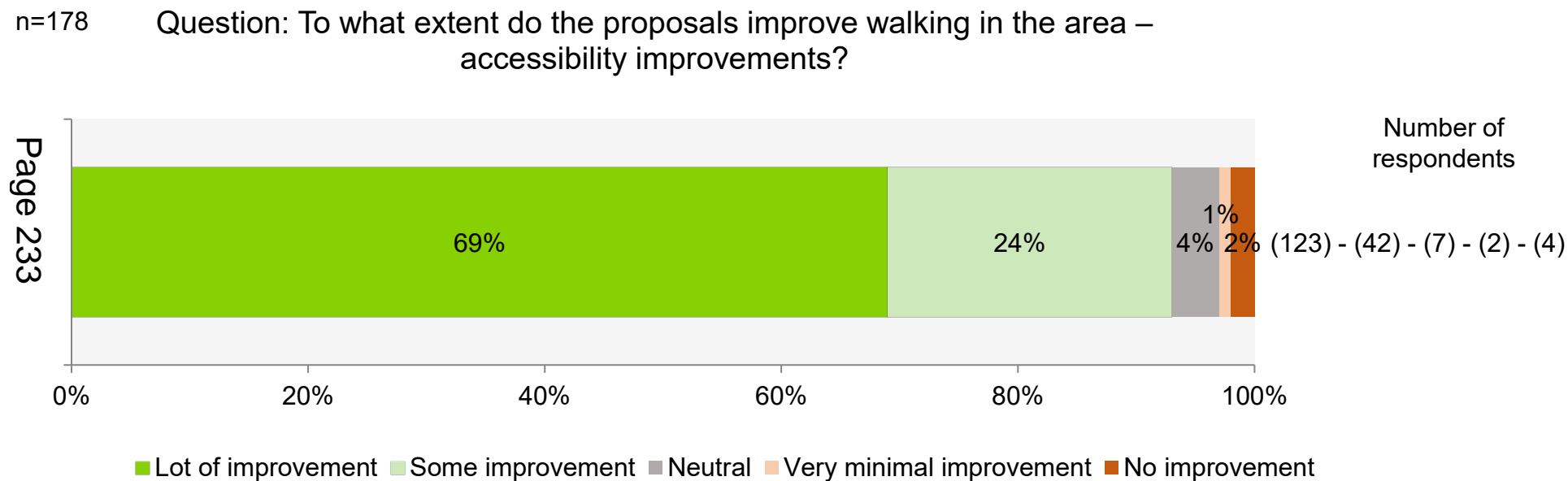
Question: Do you have any comments about the proposed locations for low-level planting?



Other comments included concerns about potentially prohibited pedestrian access, potential problems associated with litter, and a preference for trees. Each specified by no more than seven respondents.

Thoughts on proposals to improve walking in Islington – accessibility improvements

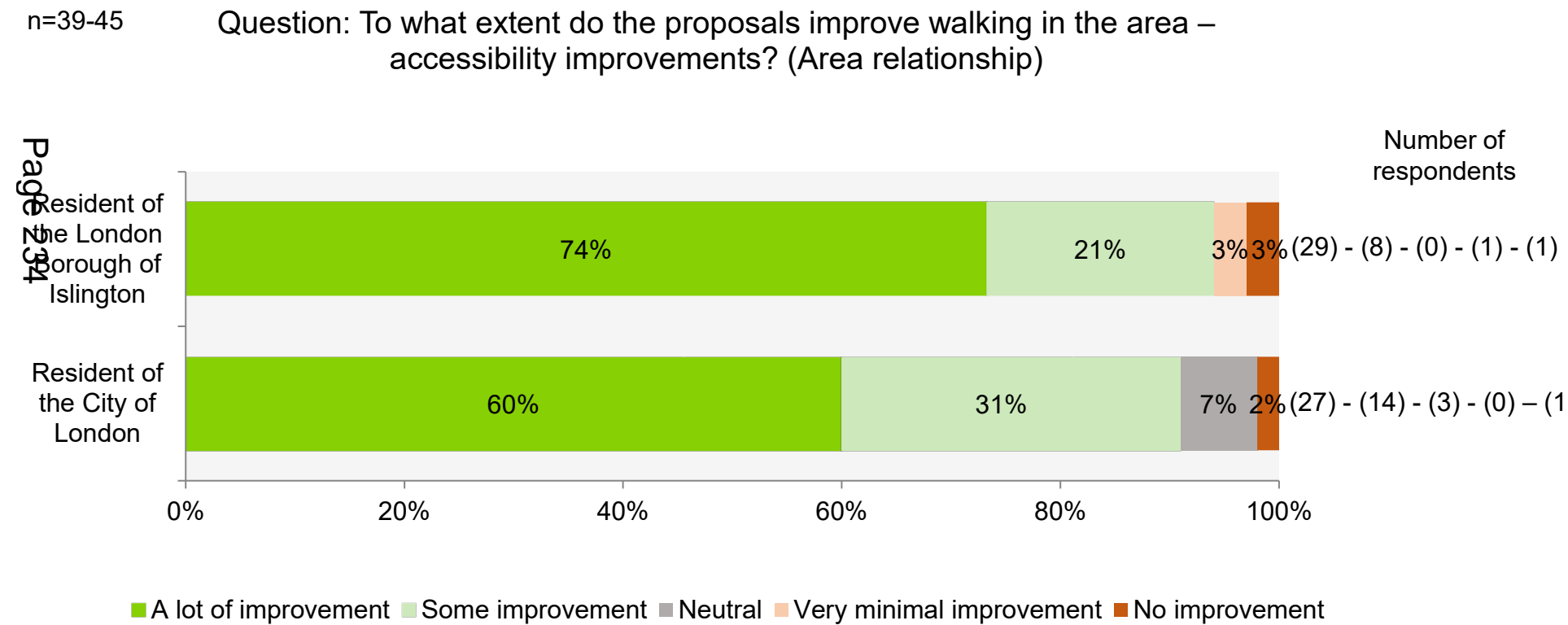
Over 90% of contributors felt that the proposed accessibility improvements would improve walking in the area. Many envisaged a lot of improvement as a result of these potential measures.



On the following page, we see how opinions on the proposed accessibility improvements varied according to respondents’ residence in the area.

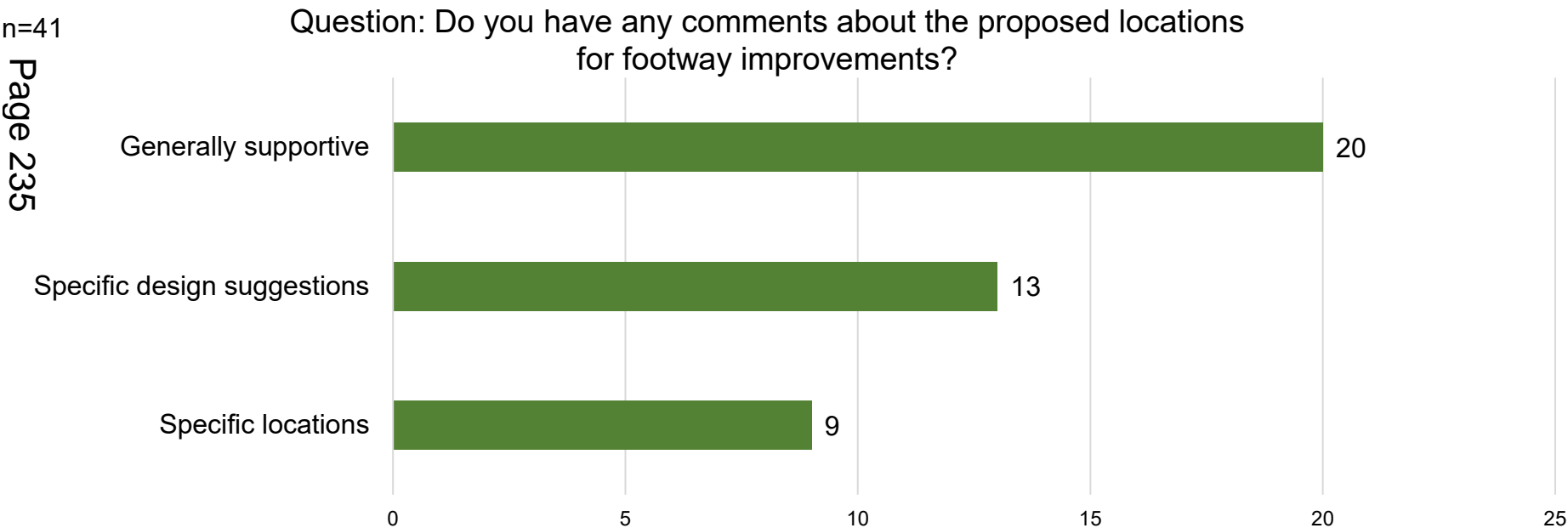
How thoughts on proposals to improve walking in Islington (accessibility improvements) varied according to area residence

Views that the proposed accessibility improvements would improve walking in the area were expressed by both residents of the London Borough of Islington (95%) and residents of the City of London (91%).



Comments on proposed locations for footway improvements in Islington

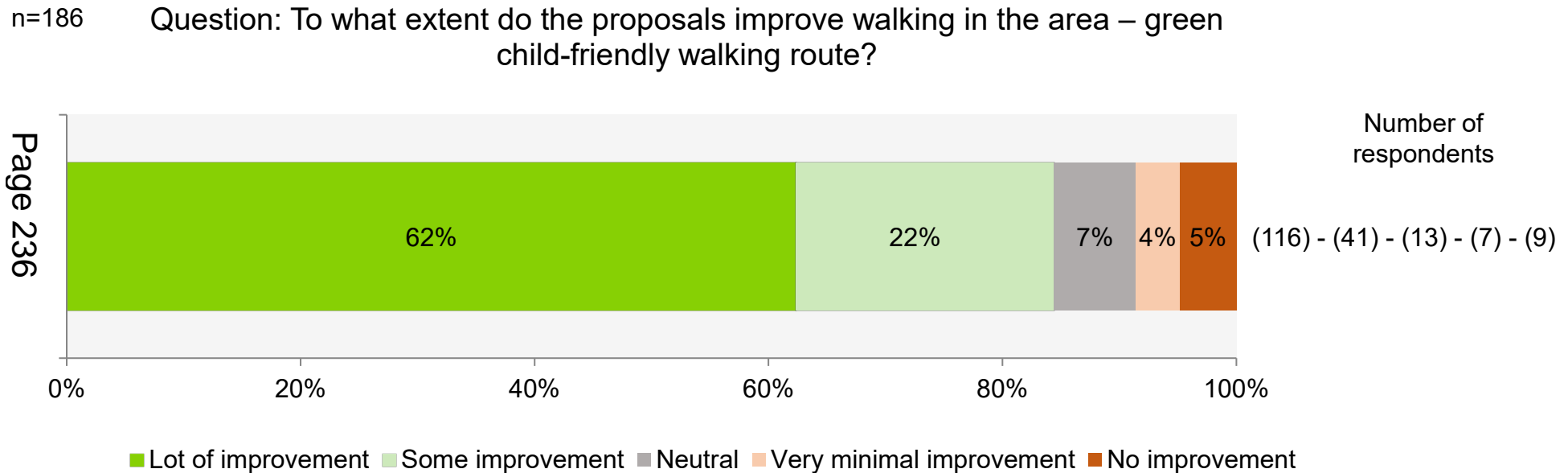
41 respondents left comments on the proposed locations for footway improvements. Some respondents made more than one comment. Here, we see that many comments were supportive of the proposals. A number of respondents made specific design suggestions which they would like to see incorporated. These included simplified designs, raised tables in preference to dropped kerbs, minimised trip hazards, dropped kerbs at all crossing points and continuous footways with Dutch entrance kerbs. Specific locations focused on individual streets/areas considered to be in need of attention.



Other comments included concerns about improvements potentially enabling pavement driving, the cost involved, a need to ban Lime bikes and a need to simplify proposals. Each specified by no more than one or two respondents.

Thoughts on proposals to improve walking in Islington – green child-friendly walking route

Over 80% of contributors felt that the proposed green child-friendly walking route would improve walking in the area. Many envisaged a lot of improvement as a result of these potential measures.



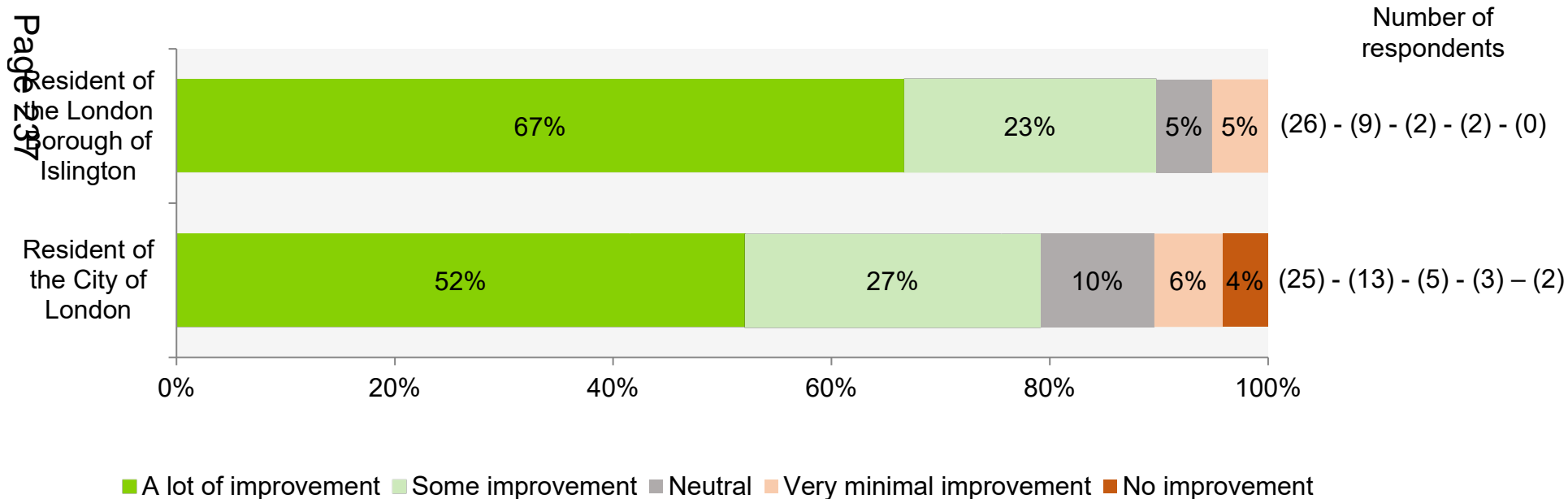
On the following page, we see how opinions on the proposed green child-friendly walking route varied according to respondents' residence in the area.

How thoughts on proposals to improve walking in Islington (green child-friendly walking route) varied according to area residence

Positive views that the proposed green child-friendly walking route would improve walking in the area were expressed by both residents of the London Borough of Islington (90%) and residents of the City of London (79%).

n=39-48

Question: To what extent do the proposals improve walking in the area – green child-friendly walking route? (Area relationship)

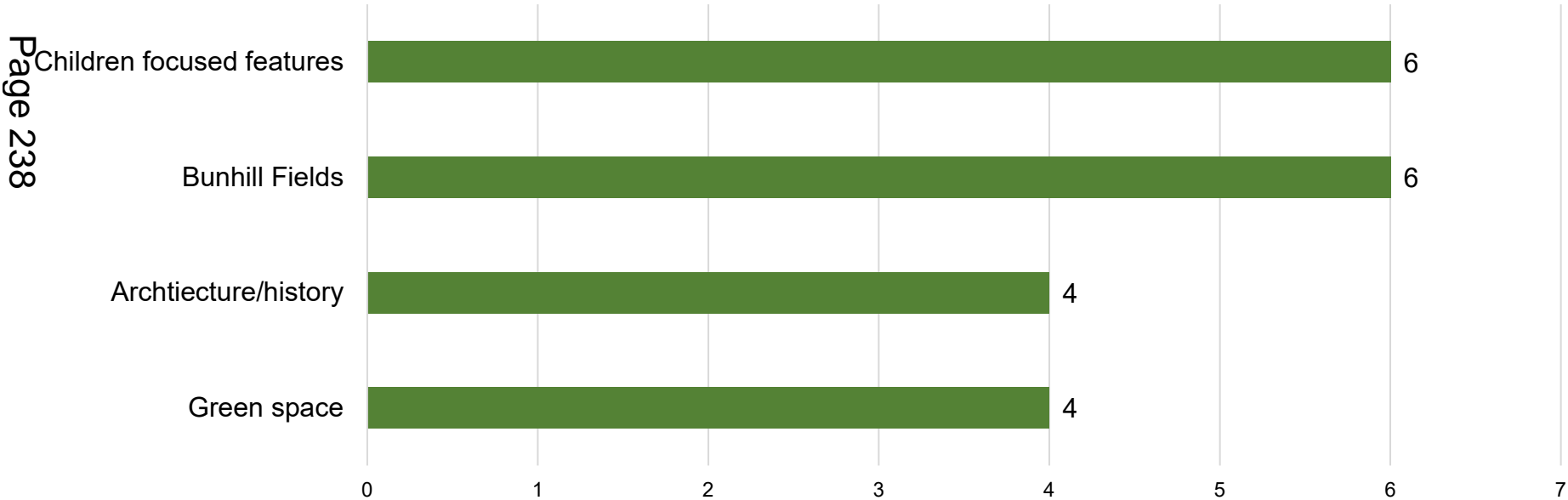


Suggestions as to features which should be highlighted along a green, child-friendly walking route

25 respondents made suggestions as to features which should be highlighted along the route. These most commonly focused on features specifically for children (playgrounds, play areas, etc.) and Bunhill Fields – including the Dissenters’ burial ground. Architectural and historical features, alongside areas of green space, were also suggested.

n=25

Question: What features should we look to highlight along this route?



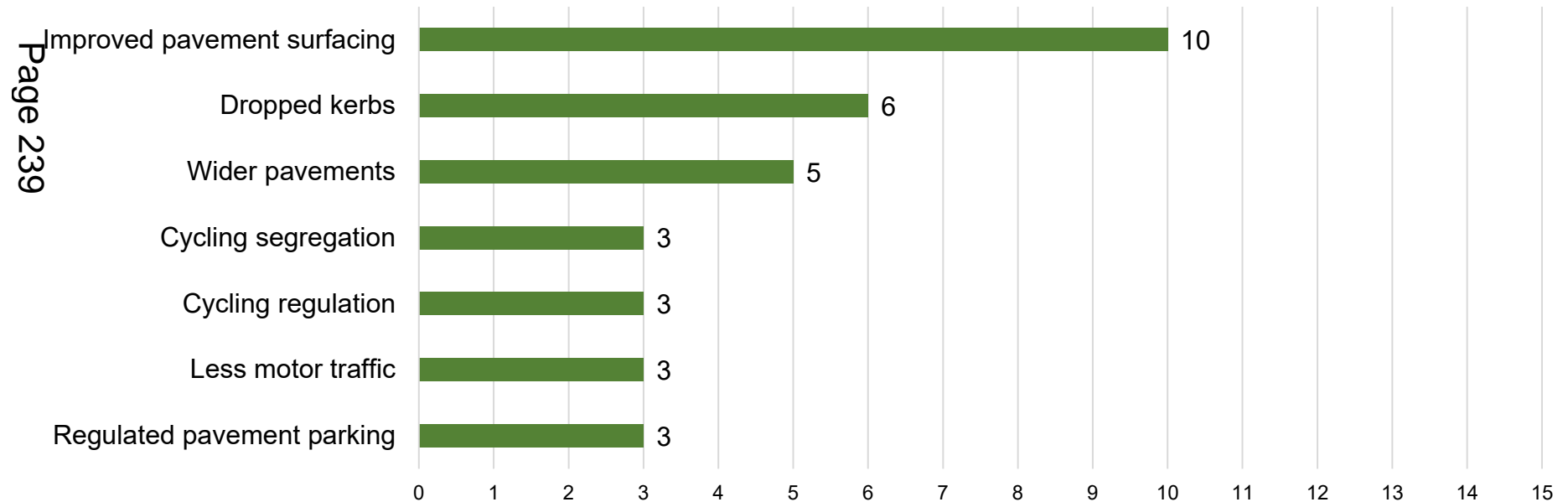
Other suggestions included seating areas, signposting in general, the Barbican Wildlife Garden and park biodiversity and Whitecross Street market. Each given by no more than one or two respondents.

Suggestions as to additional walking, wheeling or other footway improvements on these streets

48 respondents left comments requesting additional walking, wheeling or other footway improvements. Requests for improved pavement surfacing, dropped kerbs, wider pavements, cycling segregation and cycling regulation, alongside less traffic and regulated pavement parking, were all suggested.

n=48

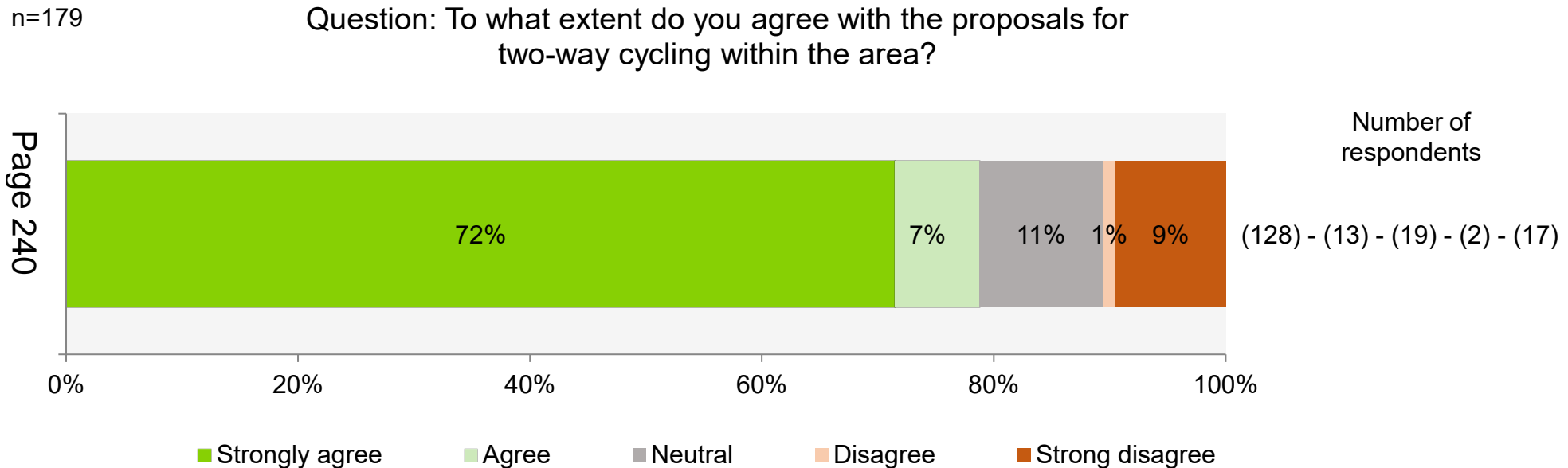
Question: What other walking, wheeling or other footway improvements would you like to see on these streets?



Other comments - each suggested by no more than two respondents – included a need for more greening, lighting, seating, slower traffic, more cycle parking, and bollard and trip hazard removal.

Thoughts on proposals for two-way cycling

Almost 80% of contributors agreed with the proposals for two-way cycling. Many strongly agreed with these potential measures.



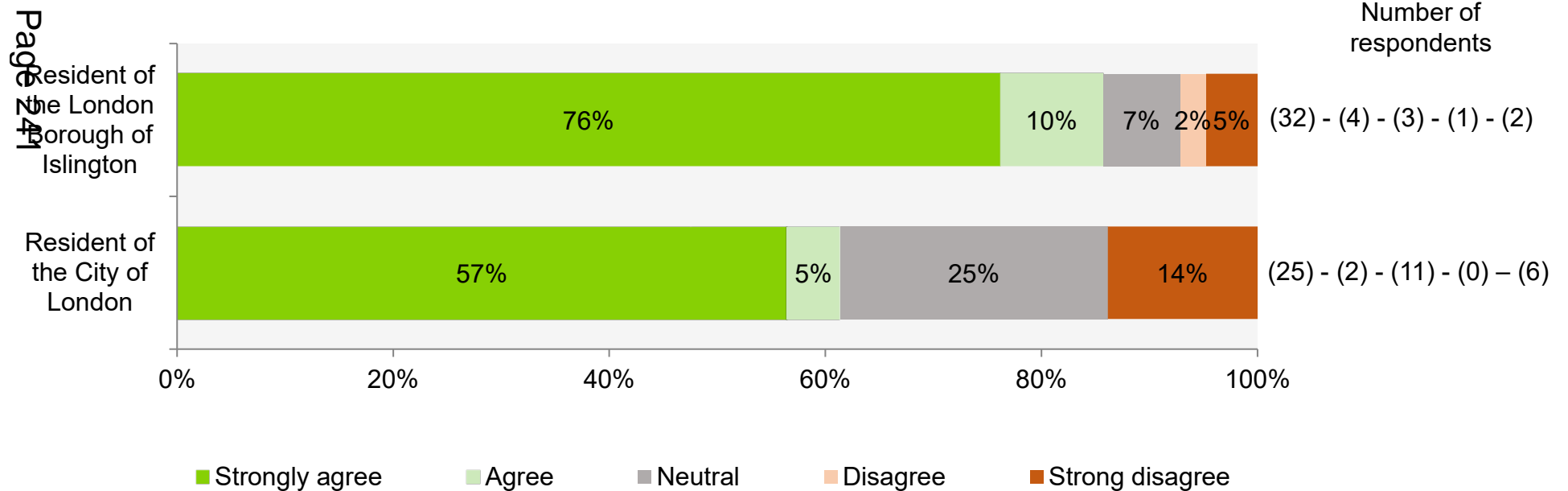
On the following page, we see how opinions on the proposals for two-way cycling varied according to respondents' residence in the area.

How thoughts on proposals for two-way cycling varied according to area residence

Over 80% of residents of the London Borough of Islington agreed with the proposals for two-way cycling. Residents of the City of London expressed lower levels of agreement (62%).

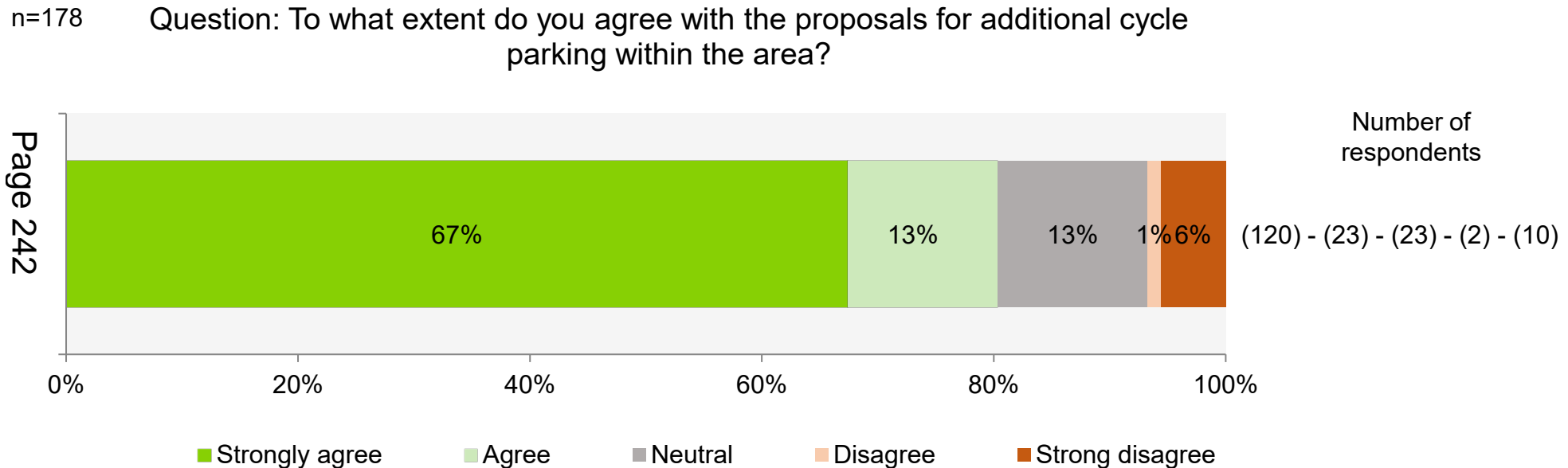
n=42-44

Question: To what extent do you agree with the proposals for two-way cycling within the area? (Area relationship)



Thoughts on proposals for additional cycle parking

80% of contributors agreed with the proposals for additional cycle parking. Many strongly agreed with these potential measures.



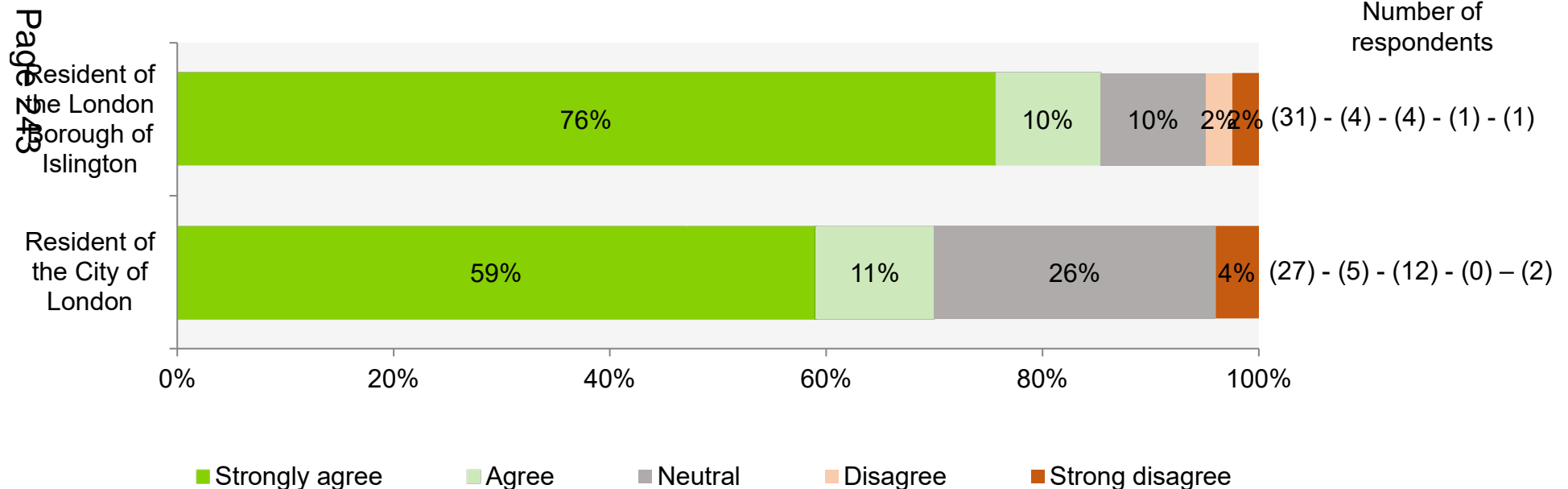
On the following page, we see how opinions on the proposals for additional cycle parking varied according to respondents' residence in the area.

How thoughts on proposals for additional cycle parking varied according to area residence

Over 80% of residents of the London Borough of Islington agreed with the proposals for additional cycle parking. Residents of the City of London expressed lower levels of agreement (70%).

n=41-46

Question: To what extent do you agree with the proposals for additional cycle parking within the area? (Area relationship)



Email, telephone and drop-in feedback



Emails to City of London Corporation from housing groups - 1

Lauderdale Tower House Group Committee

Concern about

- The scheme is not being produced in association with other proposed developments in the area and their potential impact.
- Beech Street must have access at all times for taxis, emergency vehicles, carers, residents, businesses and delivery vehicles, for infirm or disabled residents of Lauderdale Tower, Shakespeare Tower and Cromwell Tower and the low blocks in the area, and for carers, family and friends who may be visiting, and for Lauderdale Tower residents, without possibility of fines as well as access at all times to Lauderdale Place, Defoe House car park and Barbican Centre car park.
- Concerns about previous signage not clear to motor vehicles accessing Beech Street.
- Concerns about diverted traffic increasing congestion.
- Beech Street – retain cycle lanes and maintain road markings.
- Aldersgate Street – clearly defined cycle lanes with road maintenance required, no narrowing of the carriageway.
- Changes must consider the impact on emergency vehicles.

Emails to City of London Corporation from housing groups - 2

Barbican, Golden Lane Neighbourhood Forum

Support for

- Beech Street – support both options with preference for Option 1 provided that other associated measures in the area are implemented at the same time.
- Moor Lane – support limiting traffic and options 2 and 3.
- Golden Lane junction closure – support the closure and associated changes to Fortune Street and Bridgewater Street.
- Aldersgate junction improvements – support improving the junction for improved safety for pedestrians and cyclists, and to deter traffic displaced by making St. John Street one-way northbound.
- Aldersgate traffic reduction – support.

Concern about

- General - funding needs to be provided.
- Not supporting Moorfields one way and Bunhill Row traffic filter.
- Require further proposals for Aldersgate/Goswell crossing and public realm, improving pedestrian crossings and Aldersgate traffic reduction.
- Improving the pedestrian crossings, possibly with raised tables, at the junctions of Chiswell St and Whitecross St, and Chiswell St and Bunhill Row. Both serve high footfall, yet both are currently designed to favour vehicles rather than pedestrians.
- Public realm improvements for Aldersgate Street/Goswell Road and reducing traffic on Aldersgate Street once Islington's proposals for St. John Street are implemented.
- Want limitations for on-street parking.

Emails to City of London Corporation from housing groups - 3

Seddon House Residents Group

Support for

- General - support the plan.
- Beech Street and Chiswell Street – support Option 1a.
- Chiswell Street – support.
- Golden Lane – support.
- Bridgewater and Brackley Street – support.

Concern about

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Proposals for Aldersgate Street are insufficient in scope and priority. Developments in the area have reduced the amenity for residents living near the street. The plan does not meet the observations and proposals in the Cultural Mile BID Public Realm Vision and Strategy. They would like public realm changes to improve the environment for workers and residents including reducing the carriageway width but retain the central reservation.

Emails to City of London Corporation from housing groups - 4

Barbican Association

Support for

- They support the general aims of the plan but the Barbican Association's position on the various options is agnostic. They have left it to individual residents and house groups to make their positions clear on the streets that most closely affect them.
- They have stated that they consider the objectives should be more explicit in making cycling safer for both cyclists and pedestrians with less opportunities for conflict.
- Proposals should do more to reduce the health impact of disturbed sleep by managing street noise at night and early morning (traffic and pedestrian) for relevant streets on the boundaries of the Barbican.

Concern about

- General – need for clear signage and information. Request to provide data of how often Beech Street has been used as a diversion route. Request a plan to manage safe cycling.
- Further engagement is required for changes to traffic management on Moor Lane, Fore Street and Wood Street and the implications for residents.
- Beech Street – they request allowing taxi access to enable residents to flag down taxis, particularly the large number of elderly people in the development.
- Moor Lane – the amenity of residents particularly from noise disturbance needs to be considered. This includes servicing to Tenter House. Support for the removal of the car parking spaces outside City Point. Option 1 is not supported and the residents of the East side of the estate would like further engagement on the likely implications for traffic patterns.

Emails to City of London Corporation from housing groups - 4 - continued

Barbican Association

Concern about

- Aldersgate Street/Goswell Road – needs wider pavements, greening and safer cycling as included in the observations and proposals in the Cultural Mile BID Public Realm Vision and Strategy. Concerns about the overall proposals may mean diverting traffic onto Aldersgate Street/Goswell Road. Making Aldersgate Street/Goswell Road single carriageway in both directions was suggested and would also allow the pavement to be widened at Crescent House.
- Milton Street – delivery and servicing plan for the new development at Milton Gate will be contrary to the proposal to close Milton Street to traffic between Milton Court and Silk Street.
- Concerns about the behaviour of some cyclists and conflicts with pedestrians.

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Emails to City of London Corporation from housing groups - 5

Willoughby House Residents Association

Concern about

- Moor Lane – general concern about public realm and traffic management leading to worsened amenity for residents.
- Moor Lane – Option 1 not supported due to the loss of the barrier and 24/7 through traffic. Potentially support options 2 and 3, but further information and discussion required regarding noise disturbance, impact of deliveries, public spaces and emergency vehicle access.
- Beech Street – concerns and questions regarding how these changes impact Moor Lane traffic.

Emails to City of London Corporation from housing groups - 6

Golden Lane Residents Association

Support for

- Overall support for the plan objectives.
- Beech Street and Chiswell Street – preference for Option 1 but also support for option 2.
- Bridgewater and Brackley Street – support for these proposals.

Concern about

- Golden Lane – would like to see further proposals to reduce the overall carriageway width of Golden Lane and the introduction of traffic calming measures. Also, increase greenery, ensure seating is away from residential buildings and consider additional safe cycle parking.
- Fann Street – would like the extension of the motor traffic restriction closer to the Golden Lane Estate car park exit ramp.
- Goswell Road – suggest narrowing the carriageway, providing more crossing places, removing parking, widening the paved areas, planting trees and ensure seating is away from residential buildings.
- Baltic Street West should be included in the plan for public realm improvements.

Emails to City of London Corporation from residents

Resident 1

Suggestion

- Suggested more seating needed on Beech Street and Chiswell Street.

Resident 2

General concerns

- About increased drive times due to traffic changes particularly at the junction of Moorgate & Ropemaker jnc.
- Moor Lane proposals (including options 2 and 3) will create more congestion at the junction with Chiswell Street and impact other streets.
- Cyclists will benefit more than pedestrians.
- General pavement widenings will cause streets to be blocked when deliveries are made.
- Residents in Speed House should be exempt to any Beech Street restriction.
- Beech Street should be open to taxis.

Resident 3

Concerns about

- Traffic being diverted to other streets by changes.
- The levels of new development in the area and the impact on the local streets.

Feedback to City of London Corporation from business – 1

Representatives of 101 Moorgate

Support for

- Moorfields – support public realm improvements.

Concern about

- Moorfields – object to one-way proposals due to directing traffic to an area with high volumes of pedestrian movements, making the street unhealthier and more dangerous.

Representatives of Citypoint and Milton Gate

Support for

- Beech Street (Proposal 1b) – prefer this proposal to 1a, as it's better for service and delivery vehicle access.
- Chiswell Street – support.
- Silk Street – support.
- Moor Lane (Option 9d) – preferred option as least disruptive.

Concern about

- Beech Street (Proposal 1a) – concerns about traffic restrictions impeding service and delivery vehicle access.
- Milton Street – object to this proposal due to impeding service and waste vehicle access, thereby creating conflict with other road users and reducing safety.
- Ropemaker Street (Proposal 8) – concerns about the impact on servicing and delivery.
- Ropemaker Street (Proposal 8a) – concerns about rerouting vehicles will make it unsafe for pedestrians and cyclists.

Feedback to City of London Corporation from business - 2

Representatives of Citypoint and Milton Gate

Concern about

- Moor Lane (Option 9b) – object due to access restrictions for service and delivery vehicles causing congestion and reducing safety.
- Moor Lane (Option 9c) – object due to access restrictions for service and delivery vehicles, causing congestion on neighbouring streets and increasing noise and air pollution.
- Also concerned about the cumulative impact of the proposals on service vehicle access.

Neutral opinion

- Moor Lane (Option 9a) – neutral opinion.
- Moorfields – neutral opinion.

Feedback to City of London Corporation from business - 3

Representatives of Deutsche Bank

Support for

- Overall support for improvements for people walking and public realm improvements. For all options turning access into the loading bay must be maintained.
- Moor Lane – of the 4 options they prefer the closure at Fore Street (option C).

Concern about

- Option A and B will increase journey times for deliveries from London Wall.
- Option C would be preferable if the traffic restriction would allow delivery vehicles to pass through it.
- Option D would be acceptable if there was sufficient space to turn into the bay.
- Fore Street, Wood Street, and Fore Street Avenue will not impact servicing provided there is sufficient space for turning.

Feedback to City of London Corporation from business - 4

The Brewery, Chiswell Street

Concern for

- The Brewery has a loading bay on Milton Street. Delivery vehicles are a variety of vehicles, ranging from a car to a 40 ft articulated lorry.
- Recent changes to the road layout (e.g. e-scooter bays, extension of curb at the north of Milton Street) have already had an impact on how the street functions and large vehicles have to park at the southern end of Milton Street. Potential developments to add additional loading bays to Milton Gate and One Silk Street may increase congestion on the street.
- Access from Chiswell Street is difficult for large vehicles to turn in / out due to the changes to the road and already tight turning angles. Access is therefore required from Silk Street and large vehicles require two-way access.
- The Brewery do not support the proposal.

Feedback to City of London Corporation from interest groups - 1

City of London Group of the London Cycling Campaign

Support for

- Beech Street – support Option 1 as it has the most benefit for people walking, wheeling and cycling and for air quality. Would prefer to not allow taxi access and to make the right turn into Golden Lane easier for cyclists by removing the central reservation.
- Golden Lane, Fortune Street, Fann Street, Bridgewater Street, Brackley Street – support the closing of the Golden Lane/Beech Street junction, pavement widening and motor traffic reduction proposals.
- Bunhill Row – support the traffic filter and one-way proposals but would also like improvements to the connection into Featherstone Street cycle lane.
- Moor Lane – support both Options 2 or 3, with a preference for Option 3.
- Milton Street – supportive of closing the section of Milton Street between Silk Street and The Heron access road.
- Moorfields – support making traffic changes on Moorfields north of Moor Place to make it one-way.
- Aldersgate Street and Goswell Road, London Wall, Moorgate, Old Street and City Road – would like segregated cycle lanes and support the improved crossing points.

Concern about

- Chiswell Street – further discussion required on the Bunhill/Moor Lane crossing, a directional give-way point on Chiswell Street and the condition of the road surface.
- General requests for road surface maintenance, continuous footways, contraflow cycling in one-way streets, cycle parking and areas for cycle hire.

Feedback to City of London Corporation from interest groups - 2

London Living Streets

Support for

- General – support walking routes.
- Beech Street – strongly support Proposal 1a and taxis should not be exempt.
- Chiswell Street – support reducing the crossing distance, public realm improvements and installation of bus shelters.
- Golden Lane – strongly support closure of junction with Beech Street and public realm improvements.
- Bridgwater Street – support the closure of junction with Beech Street.
- Fann Street – strongly support the walking route improvements.
- Silk Street – support but request public realm improvements and consideration to making the street one way.
- Milton street – support the proposals.
- Ropemaker Street – support the public realm improvements.
- Moor Lane – strongly support proposal 9c.
- Fore Street – strongly support the proposals.
- Wood Street – support the public realm improvements.
- Moorgate – support the proposals.
- London Wall – support the proposals.
- Aldersgate Street – support the proposals for junction improvements and public realm improvements.
- Goswell Road – strongly support but prefer the pedestrian crossing to be south of Fann Street.

Concern about

- Moorfields – request traffic calming measures.

Feedback to City of London Corporation from developers

The developers of 1 Golden Lane

Support for

- Beech Street (Proposal 1) – both options with traffic restrictions will impact building servicing and will increase traffic volumes and congestion on neighbouring streets. Of the two options, option 1b is preferred.
- Brackley Street to become one-way.

Concern about

- The closure of Bridgewater Street at the junction with Beech Street (Proposal 4) – impedes refuse collection and would be dangerous to pedestrians so request that the junction is kept open or closed only at certain hours.
- The closure of Golden Lane junction with Beech Street (Proposal 3) hampers building servicing, increases noise, causes traffic to perform dangerous manoeuvres and increases congestion. Therefore, request it remain open.

The developers of 1 Silk Street

Support for

- Silk Street – generally support the proposals subject to the location of short-stay cycle parking.

Concern about

- Milton Street – concerned that the partial closure will impede delivery and service vehicle access. Support the proposals, subject to further discussion and review.
- Overall objection to the impacts on surrounding streets for the street closures.

Drop-ins feedback to Islington Council - 1

Aldersgate Street

- Crossing is a good idea. East bound traffic.

Baltic Street East / West

- Would like safer walking along Baltic Street East / West. Worried traffic increases here with the proposals, as there is a school along this road.

Banner Street and Dufferin Street

- Hard to walk or push wheelchair on these footways, particularly on the cobblestones. Kerbs too high to push wheelchairs over. More accessibility type improvements requested.

Banner Street / Bunhill Row

- How would get access (will depend on Beech Street options). Make Banner Street two-way, so as to be less restrictive.

Banner Street / Featherstone Street

- Turning movements not great at the junction.

Banner Street / Whitecross Street

- Roads are hazardous with vans / trucks parking everywhere.

Drop-ins feedback to Islington Council - 2

Beech Street

- About closing of Beech Street and effect on south eastern/Barbican bit, densely populated. When zero emission scheme started, traffic got redirected to Wood Street, Fore Street, pollution increased and was going up to people's balconies. In favour of ULEZ etc., but thinks Moor Lane should be shut down entirely. Something else should be done / something else should be shut down, rather than redirecting traffic to Wood Street (7.30am-10am = congestion).
- Buses – how will they be?
- Car park access - prefer option for no traffic on Beech Street.
- Doesn't like idea of Beech Street being restricted.
- Happy to see measures to restrict pigeons with netting and regular cleaning. Leaks are coming from the high walk into the tunnel footway and makes footway slippery.
- Improve look and feel of the tunnel for pedestrians and cyclists.
- Leave as it is – nobody lives in the tunnels. Promote use of high walls instead.
- Pedestrian space - electric bikes are cluttering the pavement. Pavements are too narrow, pedestrian areas are being used by cyclists, especially delivery bikes. Elderly / disabled people cannot use the space and feel restricted. Wider pavements needed in Beech Street, defining it clearly as pedestrian space. Regardless of traffic on Beech Street, cyclists are worse. Drop kerbs are meant to help accessibility for pedestrians, but cyclists are using them to get onto the pavement. Solutions could include: pedestrian priority signage, wayfinding signage, wider pavements, stopping bike hire companies from leaving bikes everywhere.
- Previous consultation, 10% increase in traffic was mentioned at small roundabout. Would like these comments to be brought forward (from last time). Feels that Beech Street is not as bad as people paint it.
- Traffic filter – easier to allow traffic to flow through Beech Street eastbound so that drivers don't have to do lots of twists and turns.

Drop-ins feedback to Islington Council - 3

Beech Street (continued)

- When Beech Street became EV only, his home was overlooking Aldersgate Street, which became much busier.
- Would be more pleasant if it were closed to traffic.

Beech Street / Whitecross Street corner

- Hire Bike Parking – need parking for Lime Bikes.

Bridgewater Street

- How will deliveries turn / egress? How will this be compatible with development at 45 Bridgewater Street?

Bunhill Row

- Adding trees to Bunhill Row - there are already some trees in good condition on the top bit of Bunhill Row above Bunhill Fields.
- Outside 42 – can an upstand be added to the tree pit?
- How will large vehicles service the area with the filter? Make Bunhill Row from Old Street to Dufferin Street two-way and allow right turn from Errol Street to Whitecross Street.

Bunhill Row / Dufferin Street

- Filter on Bunhill Row, businesses on corner. Traffic will be displaced down Fortune Street instead, so make Bunhill Row two-way filter.

Bunhill Row and other filter locations

- Large assumption made about car drivers and all geared up for pedestrians and cyclists. Proposals will create huge detours. Suggestions for traffic do nothing.

Drop-ins feedback to Islington Council - 4

Chequer Street

- Do not remove existing planters as these protect residents exiting properties from cycles / mopeds / motorcycles speeding past. Lime Bikes left at end of the alleyway and Whitecross Street end.
- Need no cycling sign to give people confidence to tell cyclists off or another bollard on the west side of the footpath. Can this be geo-fenced so no e-bike parking at either end?
- Needs cleaning - suggest some interpretation for the wooden section of the street.

Chiswell Street / Moor Lane

- Crossing is very hard to cycle through, even though it is a signed cycle route (C11). CoL SG does not have its own cycle parking.

Coleman Street / London Wall

- Want to avoid Moorgate - will there be protected space? Could a crossing between Fore Street Avenue and Coleman Street be considered?

Corner of Bunhill Row / Lambs Passage

- Bins are too small and it causes rubbish to blow over the street.

Corner of Banner Street / Bunhill Row

- Bins are too small and it causes rubbish to blow over the street.

Dufferin Avenue

- This is a private road.

Drop-ins feedback to Islington Council - 5

Dufferin Street

- Remove all traffic and access for residents only and make area greener, etc. Then make Banner Street two-way.

Errol Street junction Whitecross Street

- Footway in poor condition and a trip hazard to pedestrians.

Fann Street

- Major cycle route – would be good to make this greener, add grass.
- Taxis turning on Fann Street – lots of older people rely on transport and hospital transport.

Fann Street / London Wall

- Duplication of proposals for greening by Culture Mile BID and CoL. Both engaging on the same proposals.

Finsbury Square

- Car park – make a zero emissions hub.
- Honourable Artillery open for the public realm.

Fore Street / Fore Street Avenue

- None of the plans stop people going from London Wall to London Wall, bypassing traffic via Fore Street and Fore Street Avenue.

Drop-ins feedback to Islington Council - 6

Fortune Street

- Add seating, opportunities for colours but do not take away parking.
- Do not take away parking to accommodate planters.
- Fortune Street carriageway made into the park as very busy in the summer. Relocate gates for flat access and council maintenance.
- In favour of the 'green walking' route.
- Incorporate Fortune Street into the park and extend the park. Make the connection between the park and the housing estate. Should not be used for private car storage.
- Need to restrict access from Golden Lane.

Fortune Street Park

- Green walking route to go through Fortune Street Park as nicer than Fortune Street. Work with local schools to find out where kids go.

Drop-ins feedback to Islington Council - 7

General

- Access still needed for elderly / disabled who need access. Multiple big construction project – these need to be co-ordinated.
- Co-ordinate the works to minimise disruption.
- Could we have resident exemptions for the filters, both Bunhill and Barbican residents?
- Cycle lanes – concerned it will lose resident parking and want to keep current level of parking in the area.
- Cycle ways – supportive of contra-flow cycle lanes.
- Deaf Community – lighting is poor, making safety and communication harder for the deaf community to communicate as cannot see hands signing.
- Heavily parked up area – makes it harder to cycle with cars parked on the road.
- Likes filter. Does not want cars to access Beech Street.
- Lime Bikes – going through red lights at signal junctions especially at junction of Bunhill Row. Electric bikes go too fast. Are abandoned in awkward locations, companies should be paying to manage storage of these bikes.
- Lots of residents, need to be sensitive to this. They need to get in and out without paying fines, EV or not.
- More trees – remove parking spaces for more trees, as per Clerkenwell Green.
- Need some photos of what's there now, i.e. Moor Lane.
- Park entrance where filter is – speeds are high. Taxis and deliveries know it is a fast way through the area. Wants to see more greening and trees proposed.
- Recycling – need staff on-street to manage public bins to put in correct bin slots and education needed on wider subject.
- Remove flat paving as is a trip hazard to pedestrians.
- Took part in air quality tests. Tunnel = terrible, other neighbourhoods will suffer from displacement of pollution.
- Views on Welsh Church.
- Will planter style filters be implemented in the area?

Drop-ins feedback to Islington Council - 8

General Filtering

- Emergency Services and Taxis. Beech Street, etc. Vulnerable people need taxis. Fann Street ambulance access.
- These will penalise residents due to inconvenience, not worth it for the benefit of making the area quieter, it is already quiet. Instead, introduce a mini congestion zone or restricted access times on Fortune Street. Will be restrictive for taxis / disabled people.

Golden Lane

- Concerned over sat navs being updated. Golden Lane – how will this be dealt with?
- New school off Golden Lane in tower block. What will parking restrictions be in relation to the school?
- Speeding past school. Existing pedestrian crossing should be wider / pedestrianisation. At the park stop bikes and scooters being able to whiz onto road. Introduce school street on Golden Lane.
- Traffic speed on Golden Lane and air quality on Beech Street are issues.
- Traffic u-turning at southern end of Golden Lane – unless signed, Golden Lane will get traffic driving to Beech Street and having to turn around. Signing needed at Fann Street to advise that Golden Lane is a no-through road.

Golden Lane / Beech Street

- Noise at junction when closed. Repairing poor quality footways and carriageways.

Golden Lane and Bunhill Row

- In favour of proposed filters.

Golden Lane Estate

- Parking on Fann Street for deliveries / access. Not pushing traffic onto Golden Lane – speeds are a problem. E-bikes hire bikes.

Drop-ins feedback to Islington Council - 9

Goswell Road

- Subsidence of columns, paving slabs sinking from columns edge of pavement. Crescent Road caused by bus vibrations. Would be good if changed to a cycle lane.

Goswell Road / Old Street at junctions of Golden Lane and Whitecross Street

- Worried cyclists will not stop at traffic lights. Danger to pedestrians crossing these junctions.

Lambs Passage Catholic Church

- Would be good to improve this area.

Lauderdale Place

- Pre-scheme taxi access to hospital, timing of limit for passing through too quickly. Issue with accessibility and blue badge holders. Lack of trust that exemptions / mitigations will work. Omission on drawing of right turn into Lauderdale Place, should be able to comment on.

London Wall

- Cannot access if ban turn is implemented.
- Cycle crossing needed by bio-diversity corridor as it is difficult to cross.
- Development at south-west roundabout – when roads are shut if Beech Street is shut then traffic will be at a standstill.

Mallow Street / Featherstone Street

- Confusing junction layout – make the cycle lane simpler. Remove a couple of parking bays on Featherstone Street.

Drop-ins feedback to Islington Council - 10

Moor Lane

- Barrier on Moor Lane / Fore Street junction. Not everyone has that luxury.
- Closure of Moor Lane – position of closure. Garages – space for loading / unloading on Fann Street / Wood Street.

Moor Lane / Fore Street / Wood Street

- Gate – timings are not clear. Events where everything gets shut unclear of time, etc. Planters are not maintained. Need to be watered, so worried about this in the current proposals.

Old Street

- Banned right turn at Old Street needs lifting. Overall diversion / circulation routes are too restrictive / too long. Prefer permit scheme previously (Zero Emission Scheme).
- Cycling is horrible along this road – provide improvements.

Old Street Station

- Access longer to get out of standing when disabled, too crowded and too many shops.

Planning applications

- 23/01304FULEA, 23/01277/LBC, 23/01276/LBC – construction traffic from these planning applications combined with these proposals impacts the area.

Ropemaker Street / Moor Lane Access

- Citipoint – 5 people.
- Cycles using alleyway including mopeds / motorcycles – put in measures to prevent them from using alleyway.

Drop-ins feedback to Islington Council - 11

Silk Street development

- Concerned proposals will not be compatible with this. Need both to work together, LBI and CoL to work out what solution works.

Whitecross Street

- Banned right turn into Fortune Street – would like exemptions on Fortune Street.
- Bins are too small and it causes rubbish to blow over the street.
- Could Whitecross Street be two-way for cycling outside market hours?
- Hire bike parking – busy junction, hire bikes block road and footway.
- More trees, especially on Whitecross Street.
- Properties above Errol Street – cannot access properties with the banned right turn without going around the houses – make Bunhill Row two-way.
- When market is operational, how to access Waitrose.

Whitecross Street / Chiswell Street

- Development on corner – can this be a source of potential funding? Currently it is not good to cross Chiswell Street – what is the aspiration of the developer? Also, need something to deter vehicles / sat navs directing people to the Barbican Centre and stopping at the junction of Silk Street where they cannot see the entrance.

Whitecross Street / Silk Street

- Busy zebra crossing – improve flashing lights / beacons.

Drop-ins feedback to Islington Council - 12

Whole project

- Baltic Street West is a model for the area and Banner Street and should be replicated for more trees and quietening of roads. Will push traffic to boundary roads and will make these worse.
- More cycle parking stands needed across the project area.
- More greening where possible, especially where traffic restricted, i.e. Bunhill Row.

Wood Street / Fore Street

- Currently used as a cut-through traffic to avoid London Wall – these plans will not stop this. Ban all cars except deliveries.

Email feedback to Islington Council

Bunhill Row / Dufferin Street

Concerns

- I live on Bunhill Row. The proposed plans appear to mean no access for my car beyond Dufferin Street (since Bunhill Row is one-way northbound). Could you please explain how would I access my property in my car as the plans currently stand, say if driving from the west via Long Lane? (Currently would be straight over Aldersgate to Beech Street and left into Bunhill Row). The exemptions that I see so far do not include local resident exemptions (other than those with Blue Badges). I think almost all of my objections to the plan would be resolved by permitting exemptions for local residents, as the previous low traffic scheme through Beech Street and around the area did.

Featherstone Street

Concerns

- I am 79, my wife 75; we live in Featherstone Street and have a car, not least for heavy shopping at Waitrose in Whitecross Street. It's already difficult to get home from the South and South West, involving driving up Bunhill Row, right on Old Street, right on Mallow, right on Featherstone. How will we do it if we can't get past The Artillery Arms?

Email feedback to Islington Council

Finsbury Leisure Centre

Concerns

- Do not make any changes to Finsbury Leisure Centre. I've played football there regularly since 1997. In the last couple of years, a lot of the guys I used to play with have stopped due to age/injuries but younger guys have joined our group and we've kept our weekly game going. We like the leisure centre as it is and want it to stay as it is.
- The centre has been a haven for myself and others growing up in the Finsbury area. It allowed myself and others to steer away from gangs and have a safe growing up environment.

General

Support

- 273 We strongly support the aims of the plan to greatly improve the area for residents, workers and visitors, making it pleasanter to walk and encouraging people to walk more and further. The area around the Barbican is an unpleasant environment for pedestrians full of dull, excessively wide 'service' roads; these proposals will be transformative. We are delighted to see the green walking route through Fann Street, Fortune Street and Dufferin Street, and the new crossing of Goswell Road/Aldersgate Street. We are keen to see these improvements as part of a walking route to Faringdon Station via Carthusian Street; to achieve this a crossing slightly south of Fann Street would be our preferred option. We strongly support the proposals for Fore Street and Wood Street which could produce another green walking route from Moorgate station to Cheapside and St. Paul's. We support the closure of Moor Lane at its junction with Silk Street and the creation of a new public space as well as improvements to Silk Street to create a more appealing approach to the Barbican. We strongly support Proposal 1a for Beech Street. We strongly support the closure of Golden Lane at its junction with Beech Street.

Email feedback to Islington Council

General (continued)

Support

- Beech Street: we strongly support Proposal 1a, i.e. a restriction to through traffic on Beech Street in both directions between the junction with Aldersgate Street and the junction with Silk Street, except for buses, people cycling and access to the carpark (and forecourts) entrances and exits on Beech Street and the Barbican Centre loading bays. We urge the City Corporation and Islington Council to reject Proposal 1b, which would involve significant levels of motor traffic and pollution, making the street unpleasant to pedestrians and a worrying health risk; it will discourage walking. Taxis should not be exempt.
- Chiswell Street. We support: reducing the crossing distance at the zebra crossing, extensive public realm improvements, and the installation of bus shelters.
- Golden Lane. We support the closure of the street at its junction with Beech Street, and extensive pavement widening, seating, planting and trees and the relocation of parking.
- Bridgwater Street improvements. We support the closure of Bridgewater at its junction with Beech Street.
- Fann Street. We strongly support these proposals to improve this important walking route. It would be preferable if the new pedestrian crossing were south of Fann Street across Aldersgate Street. This would be a vital part of a walking route from Faringdon Station along Carthusian Street and onto Fann Street and so to Bunhill Fields and the Old Street area.
- Silk Street. We support the proposals, but we note that Silk Street is a major pedestrian access to the Barbican for people walking from Moorgate station to the Barbican Arts Centre. The section of the street east of Milton Street is unattractive and requires improvement, including planting. Consideration should be given to making the street one way.
- Milton Street. We support the proposals.

Email feedback to Islington Council

General (continued)

Support

- Ropemaker Street. We support the proposed public realm improvements and pavement widening.
- Moor Lane. We strongly support proposal 9c, namely the closure of Moor Lane to motor traffic at its junction with Silk Street, the creation of a new public space there and pavement widening.
- Fore Street. We strongly support the proposals, and agree that there is a major opportunity to widen pavements, narrow the carriageway, introduce planting and turn this dull, unattractive 'service' road into an attractive street to walk along. It could be part of an excellent walking route from Moorgate station to St. Paul's via Wood Street. Consideration should be given to creating an attractive area where the former Cripplegate used to stand.
- Wood Street. We support proposals for public realm improvements, especially as they could be part of a walking route from Moorgate Station to Cheapside and St. Paul's, as mentioned above.
- Moorfields. The key factor on Moorfields is to improve the link from Moorgate Station to Citipoint Plaza, and to make that section of Moorfields feel less like a road. Traffic calming measures should be introduced to enhance the safety of pedestrians.
- Moorgate. We support the proposals for Moorgate.
- London Wall. We support the proposals for London Wall.
- Aldersgate Street. Aldersgate Street is unnecessarily wide for the amount of traffic so there is the ample space for the proposals for pavement widening, planting, benches and cycle lanes. We support the proposals for improving the junction at Beech Street and Long Lane.
- Goswell Road. We strongly support the proposals, but we believe that a crossing just south of Fann Street in Aldersgate Street would be on a better pedestrian desire line than one north of Fann Street in Goswell Road.

Email feedback to Islington Council

General (continued)

Concerns

- I am concerned that there is no specific proposal relating to London Wall, and would like you to provide me with further details of what is now contemplated on London Wall, as there were no details provided. Furthermore, I was led to believe that the Corporation of London intends to close King Edward Street in between the former BT HQ and the Bank of America building / Barts Hospital, so all plans or decisions relating to that location are relevant. Vehicle access to Monkwell Square is being progressively compromised, this detriment needs to be part of the assessment of any decisions about Beech Street. I think that all of your options relating to the Beech Street underpass have detrimental costs including greater inconvenience, traffic dispersal to London Wall and reduced access to residents of Monkwell Square and Wallside. I think these costs have been under-estimated, the likelihood of reductions in traffic over-estimated as almost all access is unavoidable, or will be tolerated by anyone seeking to access the area. As a resident, I require unrestricted access at all times to my property for vehicles.
- Concern about the proposals for alterations to the southern end of St. John Street. If these proposals are adopted unamended, we foresee the following permanent impacts on Charterhouse Square and therefore Florin Court. 1. Traffic flow and air quality: The proposed removal of traffic from St. John Street, will prevent all traffic from turning north - we believe that Carthusian Street / Charterhouse Square and Long Lane will become the main north and eastern routes of exit from the Smithfield Market area as a result. Long Lane access is difficult for larger commercial vehicles due to sharp turns and street parking. With an increase in working from home, the greater proportion of the local resident population will suffer noise and air pollution impacts under these proposals. Carthusian Street is closed to traffic twice a day during school terms by the City of London.

Email feedback to Islington Council

General (continued)

Concerns

- Under these proposals therefore, an ever-larger chunk of traffic will need to pass down Long Lane at those times, a street which is already susceptible to two-way traffic jams. Importantly, these issues will be exacerbated by the closure to traffic of the Barbican underpass proposed by the Corporation of London, choking off the means of exit from Long Lane by 1/3. The proposals will result in more traffic being stuck in the areas the plans are aiming to clean up, resulting in more concentrated road traffic air pollution, rather than improving it. **2. Pedestrian safety:** Charterhouse Square has a primary school, elderly residents within Florin Court and an Almshouse which, by definition, caters to the frail. In addition, it is one of two main points of access for the Barbican entrance to the Jubilee Line. The Square, Florin Court and the Charterhouse are all tourist destinations of one kind or another. Increasing the road traffic in this area will increase the hazards to both pedestrians and cyclists alike, a disproportionate number of whom may be less able or less familiar with the local area and its risks. What is needed is a holistic view into traffic management across the entire district so that the bigger picture is clear. Improvements to our lived environment are clearly a good thing, but the proposals seem to be heading in an unfortunate direction as a result of a piecemeal approach and the risk is that the result won't deliver the ambitions of either the Islington or Corporation of London Councils or the local stakeholders. Florin Court is a freehold of over 100 flat owners and has an active board of directors alongside a number of residents well qualified to engage meaningfully and practically with both Islington Council and the Corporation of London to make a plan which delivers long term improvements to this exciting and emerging London district. We would urge you to make the requisite changes to the scheme.

Email feedback to Islington Council

General (continued)

Concerns

- If the traffic and pollution levels are severe enough in Bunhill Ward for the majority of the roads to be closed to through traffic, as per the proposals, why is it OK to push these cars/traffic onto the surrounding roads? Is the traffic/pollution on Bunhill Row, Moor Lane, etc. currently so bad that it warrants closing these roads to through traffic? I would guess the majority of vehicles in Bunhill Ward are taxi drivers, delivery drivers and construction vehicles. These are working folk using the area out of necessity. The "different routes" as described in the scheme proposal literature would be severely convoluted due to the area being cut off from cars. Do you think this is fair? On the drawings it looks like a banned left turn could be implemented from South Place to Moorgate. Is this correct, if so, what is the reason for this change? What will be the determining factor(s) in traffic filters being introduced on Bunhill Row, Beech Street, Moor Lane, etc.? How much consideration will be given to taxis (black cabs) being given through access in the same way as buses on Beech Street? Taxis provide a valuable service to the residents of Bunhill Ward but this seems to be overlooked/not considered.

Acknowledgements and next steps

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Thank you to everyone that took the time to share their views on the draft Healthy Neighbourhood plan for the Bunhill, Barbican and Golden Lane area

There were over 11,000 visits to the Commonplace engagement website, and just under 4,000 Commonplace contributions were received, alongside drop-in attendance, emails and phone calls.

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

The City of London Corporation and Islington Council 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.

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Appendix 1: Engagement 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 engagement 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 engagements, 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 engagement, and also being unable to compare participant demographics with a baseline profile (as the engagement was open to anyone).

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

Additional notes

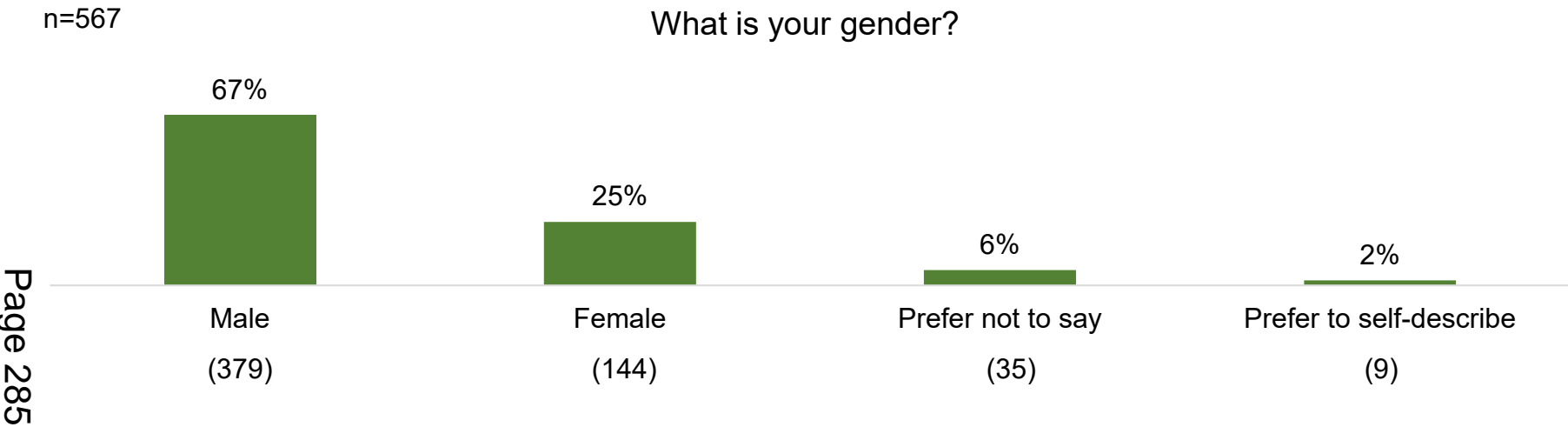
- The number of responses to each question is shown as n=x. This number refers to the total number of people who responded to the question. For this reason, n numbers change throughout the report, as some respondents did not answer all questions.
- Numbers are also provided in addition to percentages 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 - overall



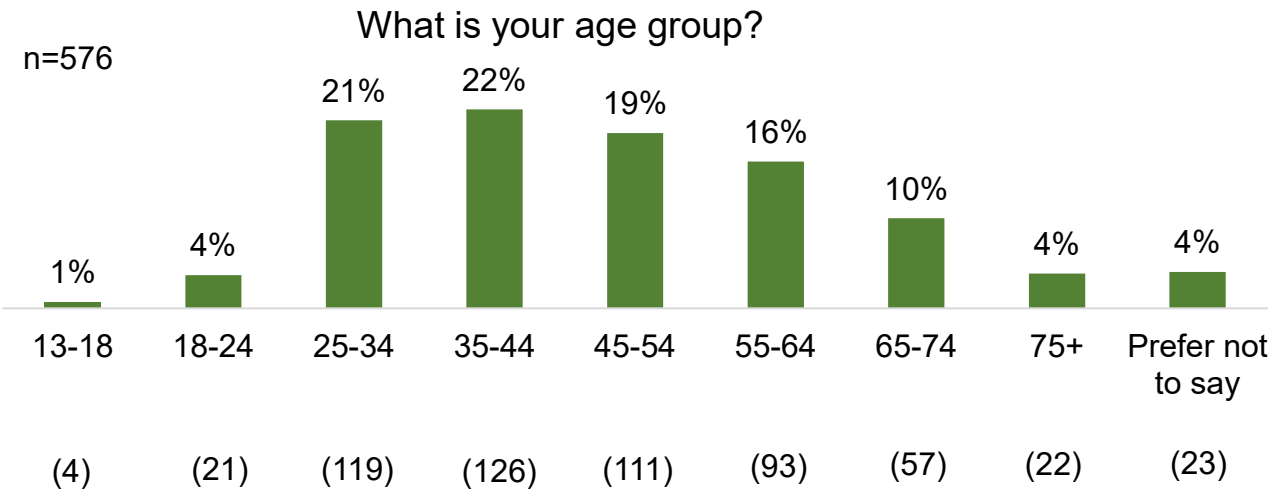
Gender: overall

A majority of engagement contributors (67%) described themselves as a male. 25% described themselves as female, 6% preferred not to say and 2% preferred to self-describe.



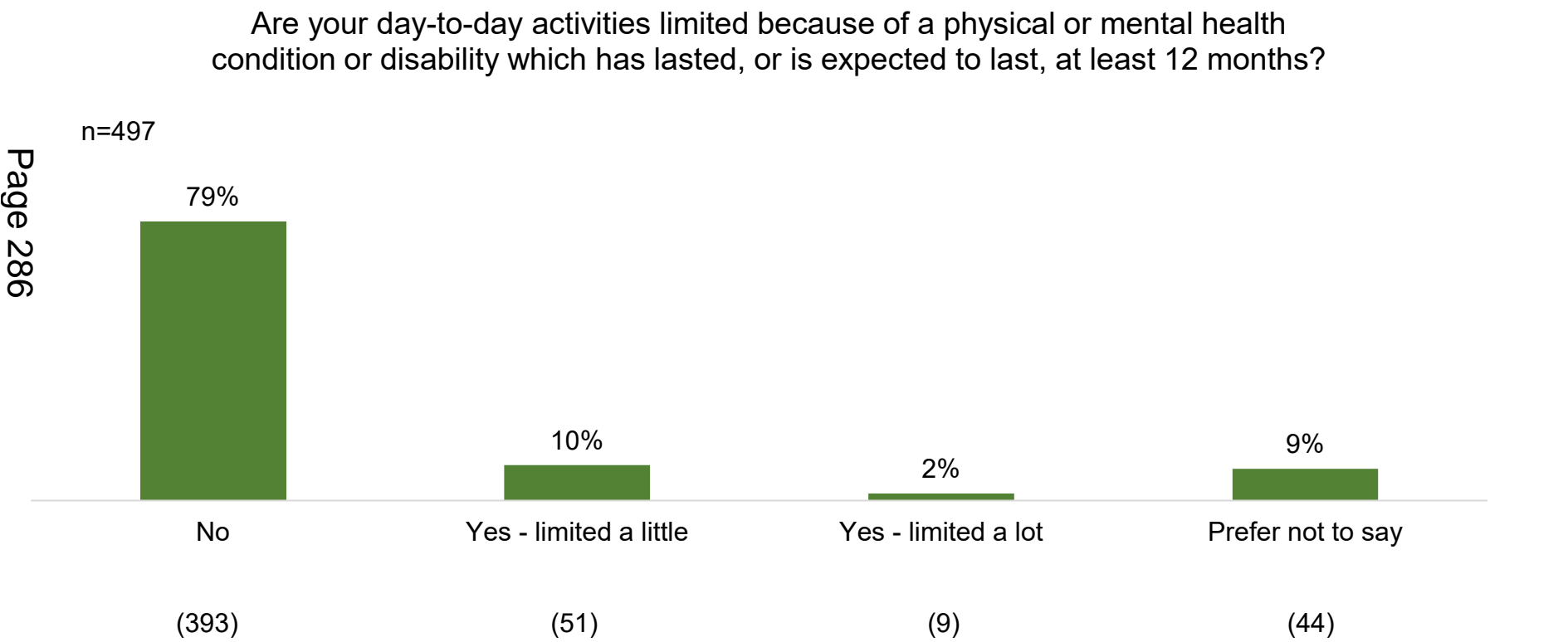
Age group: overall

The age of engagement contributors ranged from 13 to 75+, with a wide spread of ages represented.



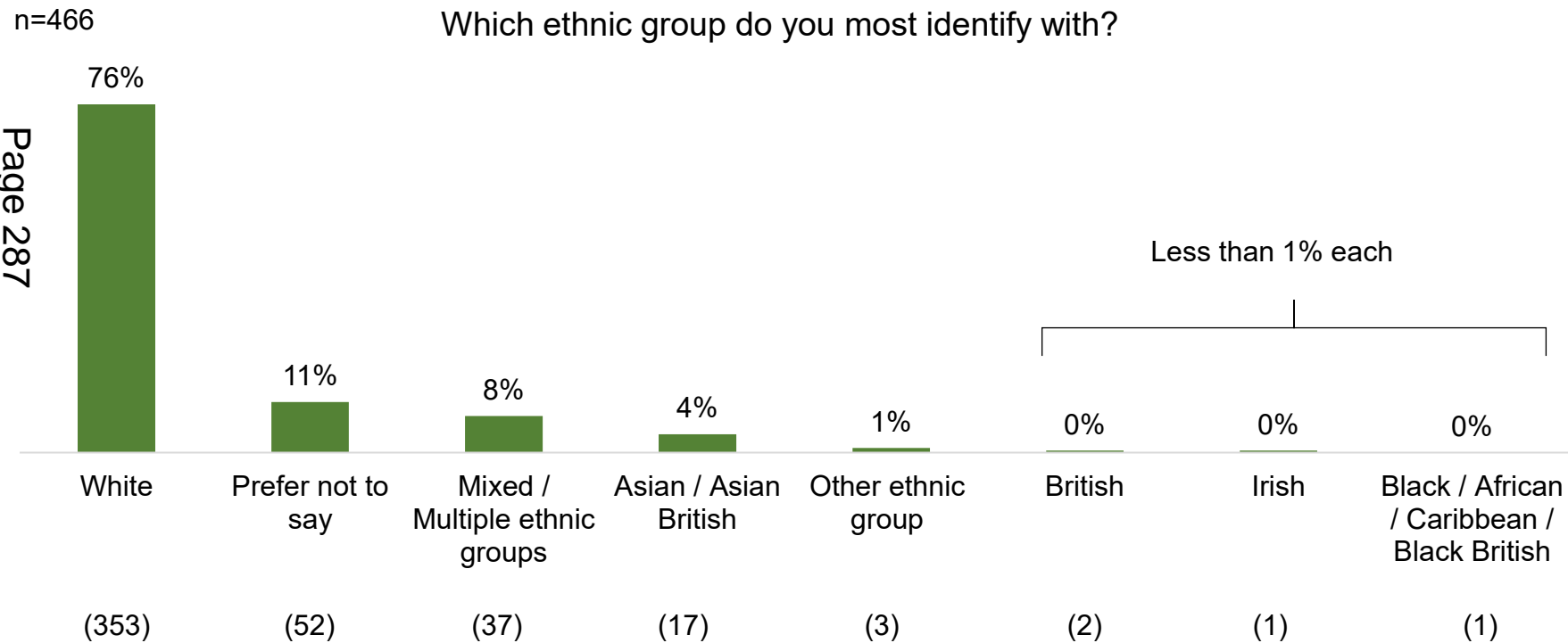
Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months: overall

12% of engagement contributors indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.



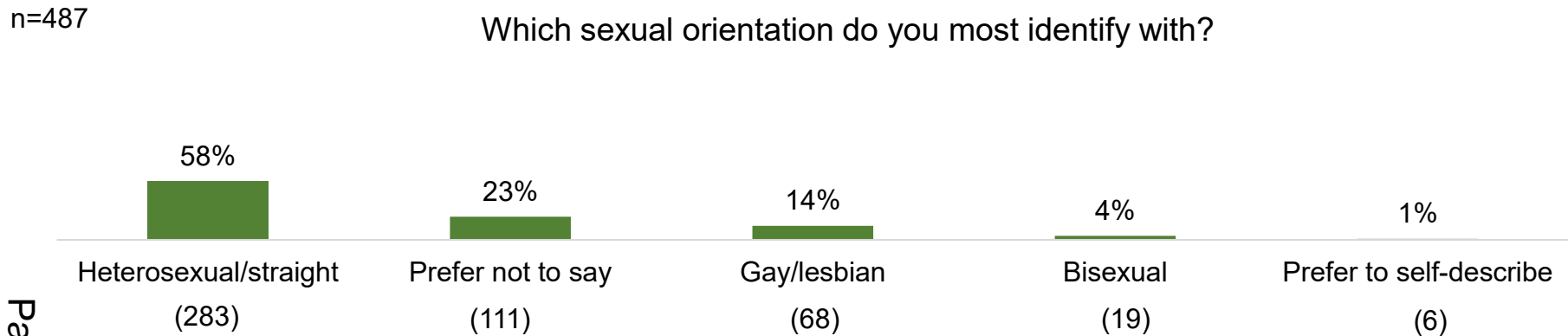
Ethnicity: overall

Over three-quarters (76%) of engagement contributors described their ethnicity as White, with 13% of another ethnicity – most frequently mixed or multiple ethnic groups.



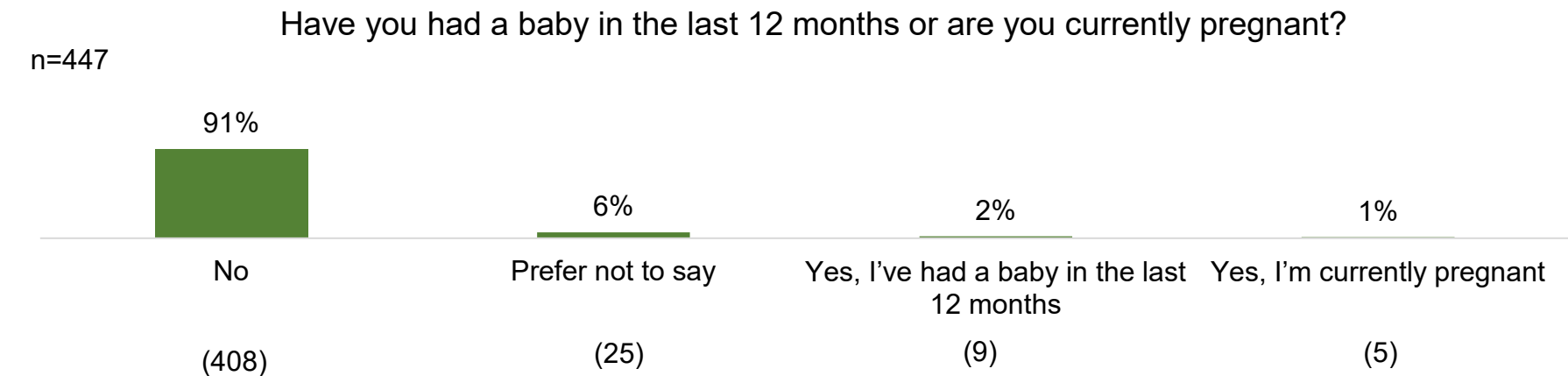
Sexuality: overall

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



Pregnancy: overall

91% of engagement respondents were not pregnant, nor had given birth in the last 12 months.



Household income: overall

Some engagement contributors chose not to specify their household’s annual income.

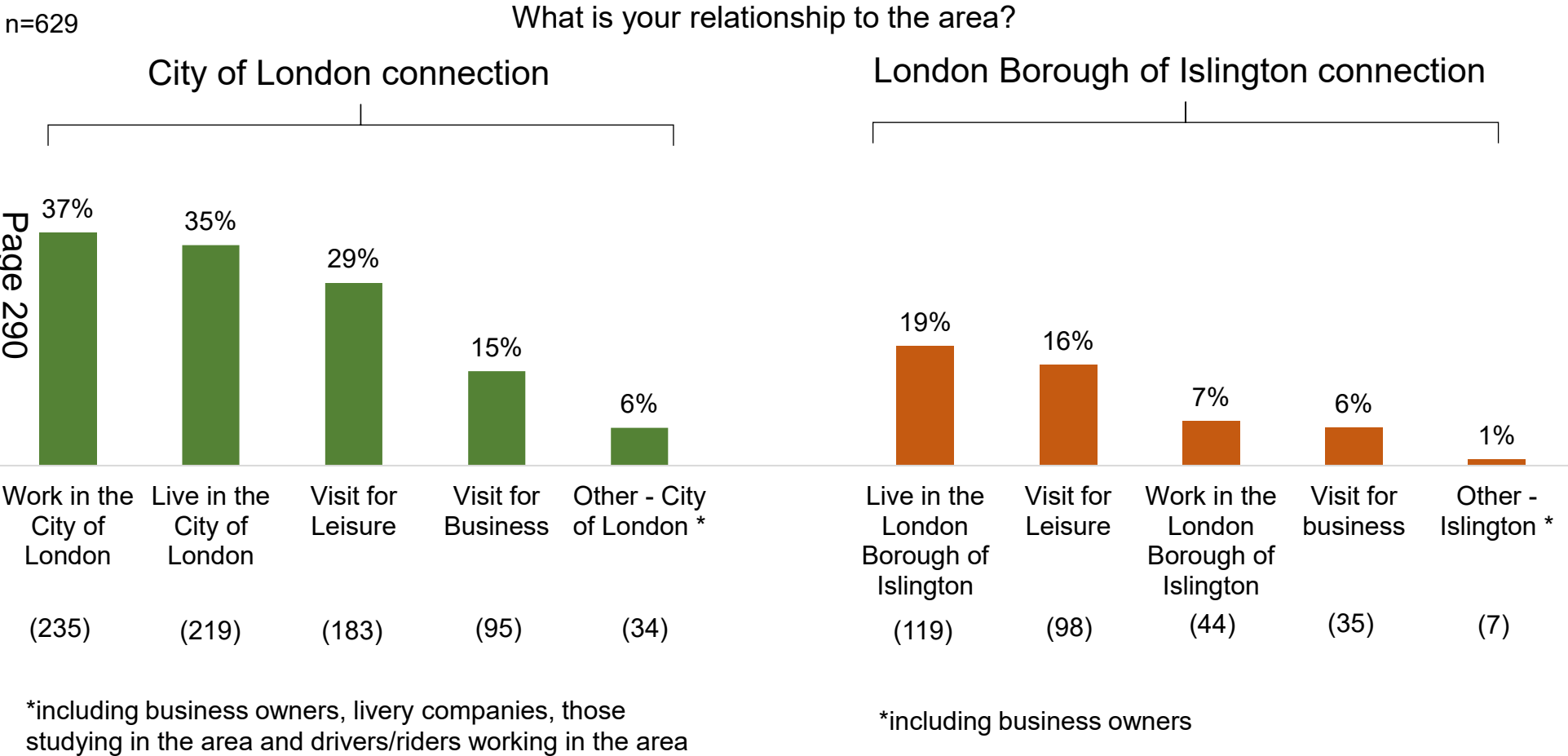
Among those who did, 36% were in the £100,000+ bracket.

n=404 What is your household’s approximate annual income (before taxes and deductions)?



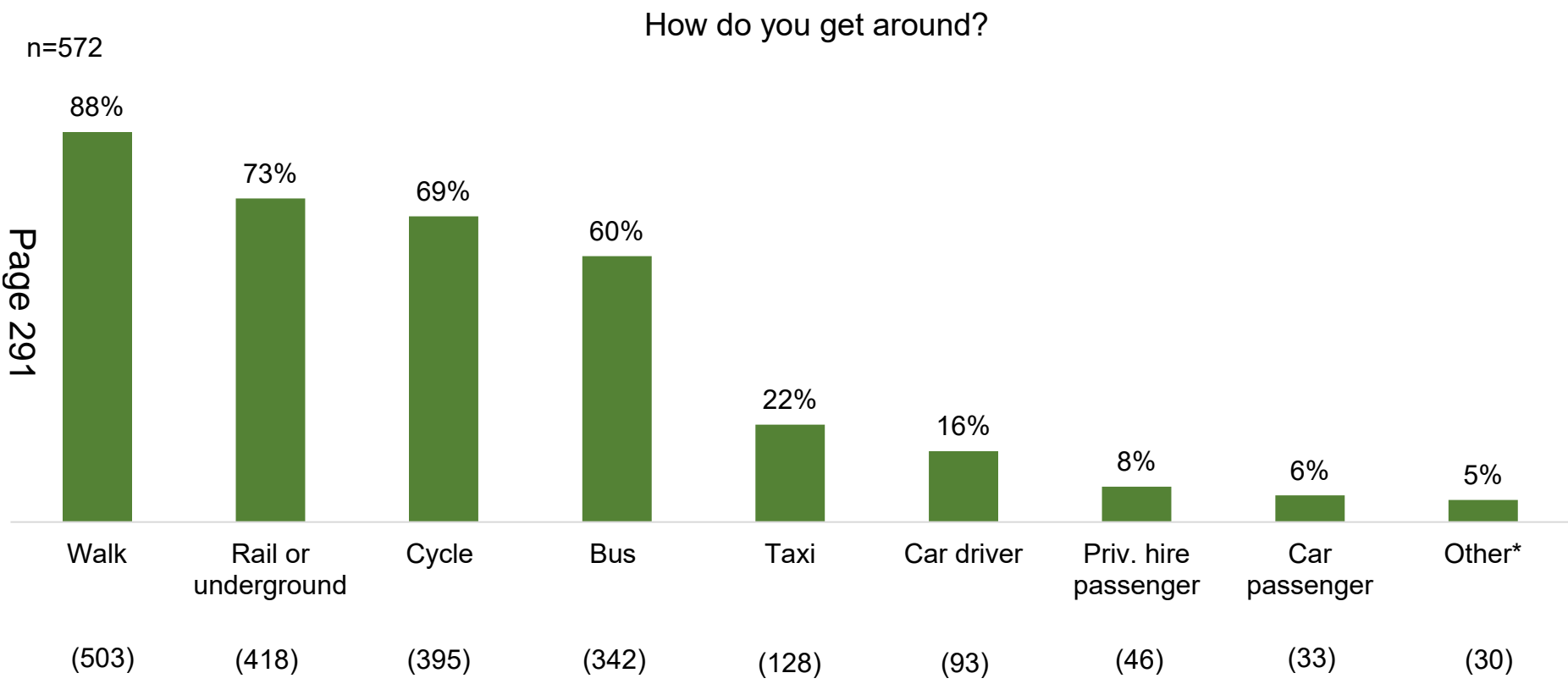
Area connection: overall

The engagement attracted people contributors with a wide range of area connections. 91% of contributors detailed a connection with the City of London, while 38% detailed a connection with the London Borough of Islington. These more commonly focused on worker, residents and visitors for leisure. More than one area connection could be specified by contributors.



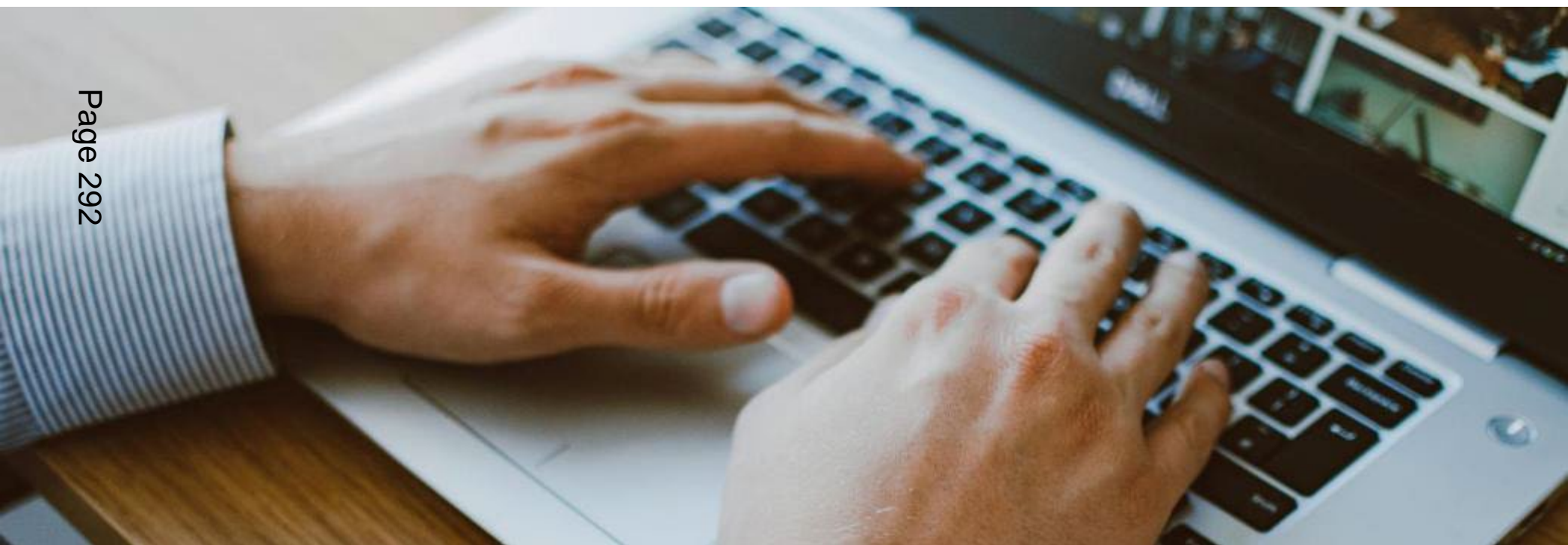
Travelling around in the area: overall

Contributors were frequently walking (88%), using the rail or underground (73%), cycling (69%) and/or using the bus (60%) to move around the area. More than one type of travel could be specified by contributors.



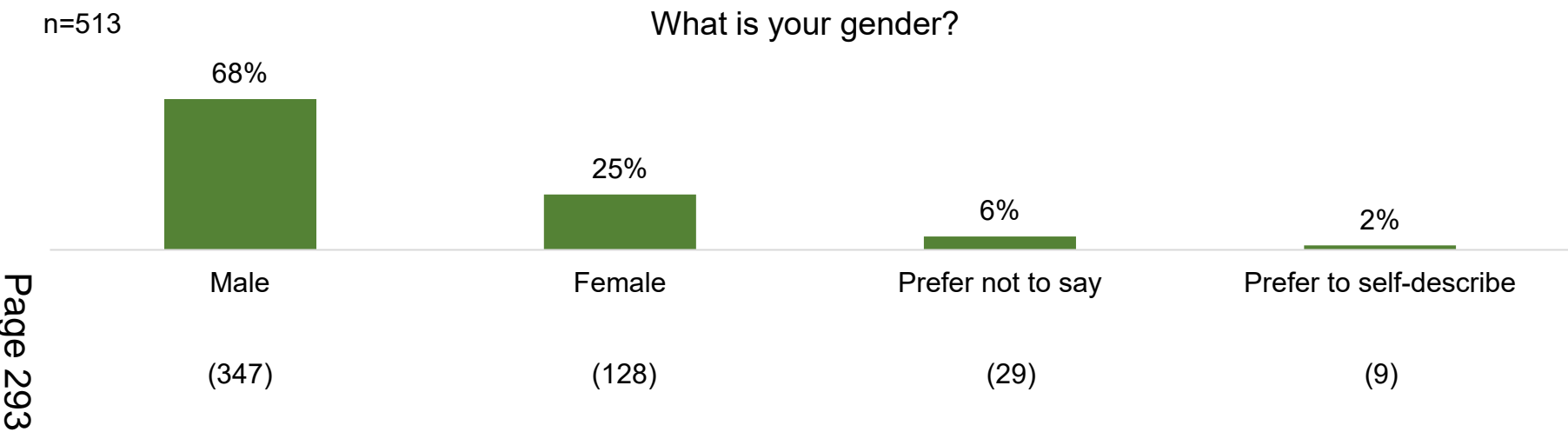
* Other travel modes (each specified by fewer than 3% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle, van or lorry, wheelchair or mobility scooter and other unspecified travel modes.

Appendix 3: Demographics - those identifying with the City of London



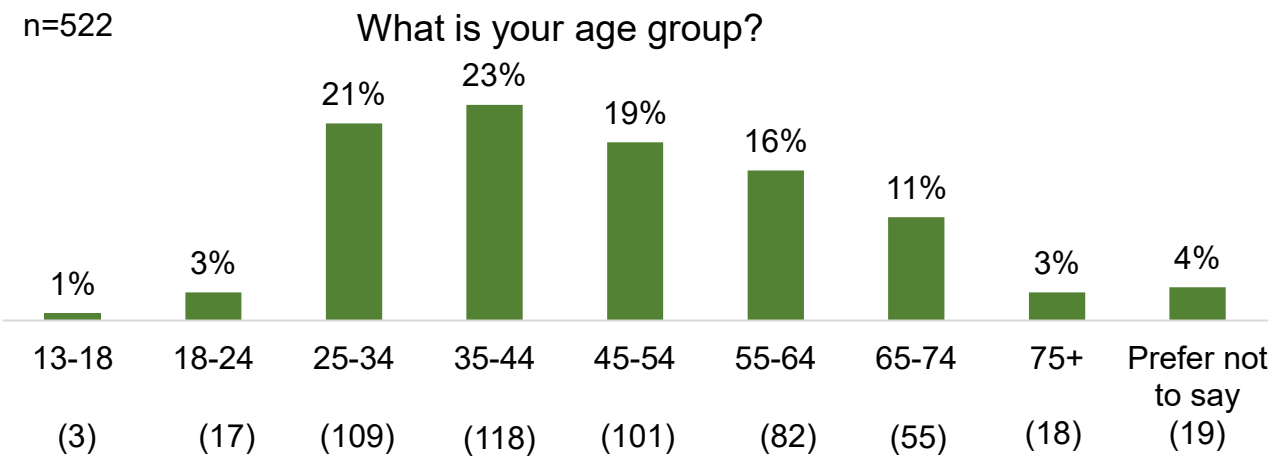
Gender: those identifying with the City of London

A majority of engagement contributors (68%) who identified with the City of London described themselves as a male. 25% described themselves as female, 6% preferred not to say and 2% preferred to self-describe.



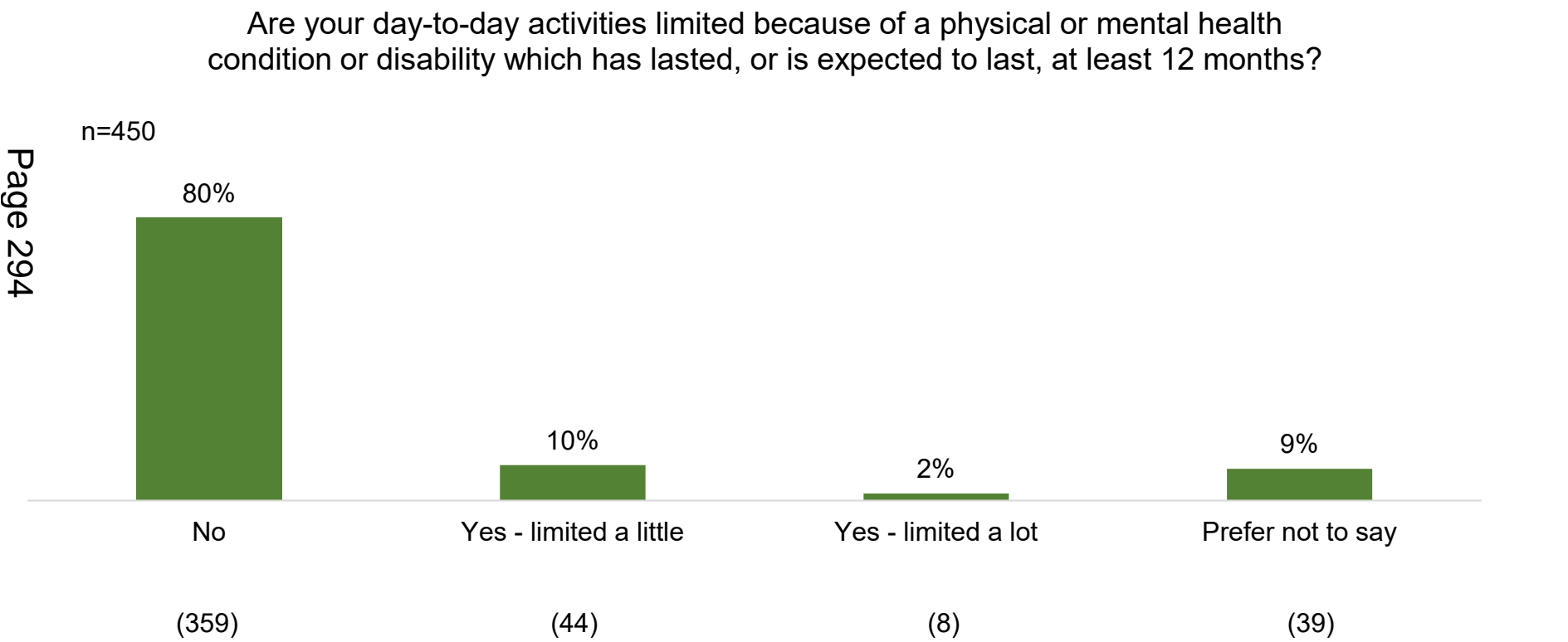
Age group: those identifying with the City of London

The age of engagement contributors who identified with the City of London ranged from 13 to 75+, with a wide spread of ages represented.



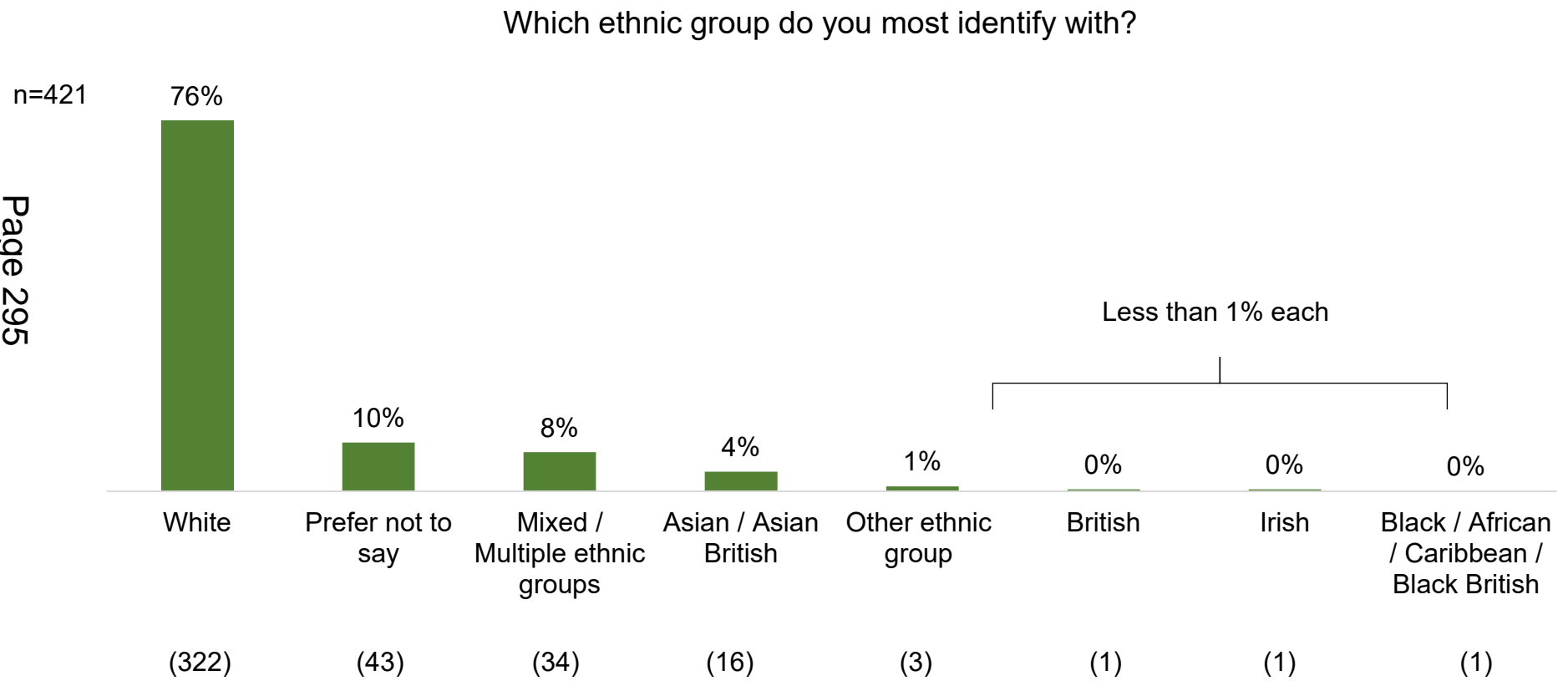
Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months: those identifying with the City of London

12% of engagement contributors who identified with the City of London indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.



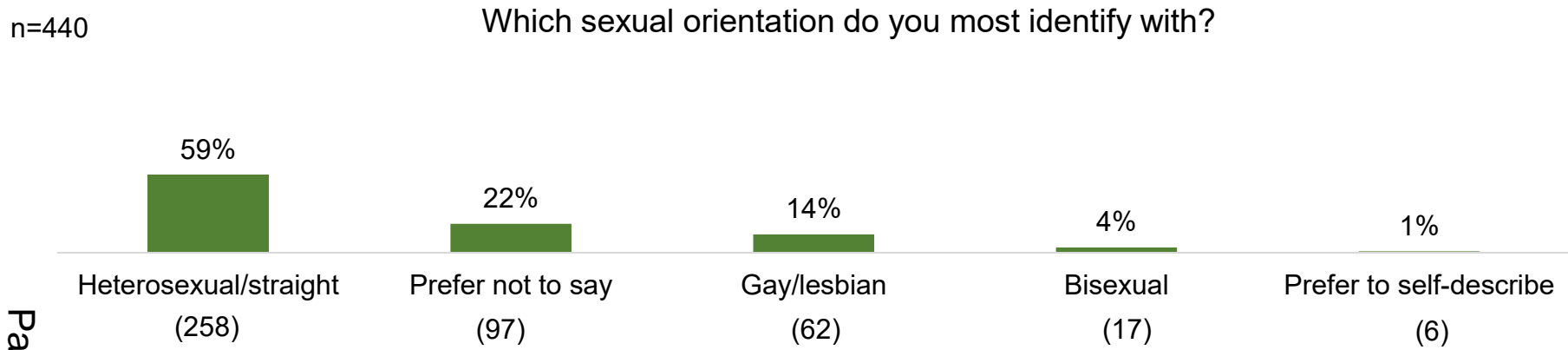
Ethnicity: those identifying with the City of London

Almost 80% of engagement contributors who identified with the City of London described their ethnicity as White, with 13% of another, different ethnicity – most frequently mixed or multiple ethnic groups.



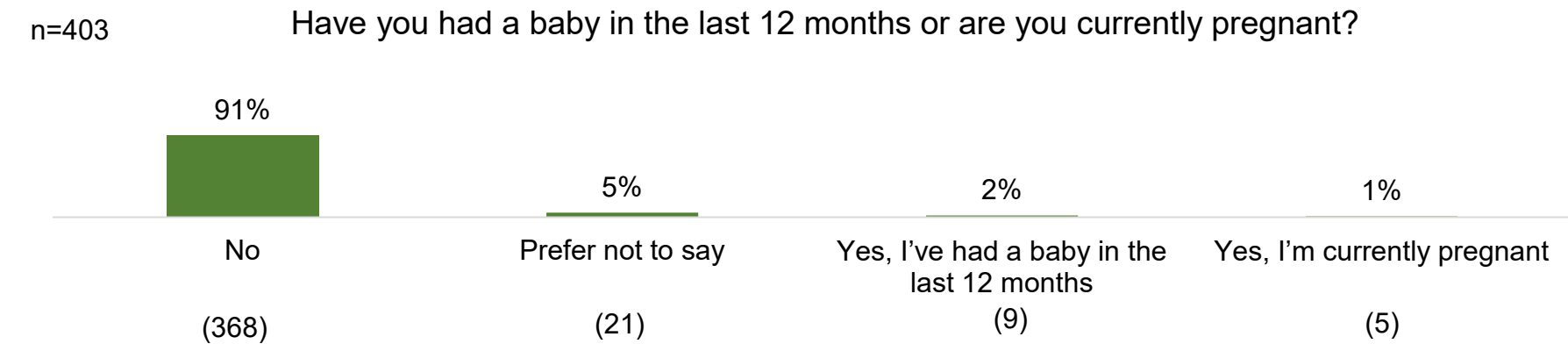
Sexuality: those identifying with the City of London

Just under 60% of engagement who identified with the City of London contributors identified as heterosexual/straight.



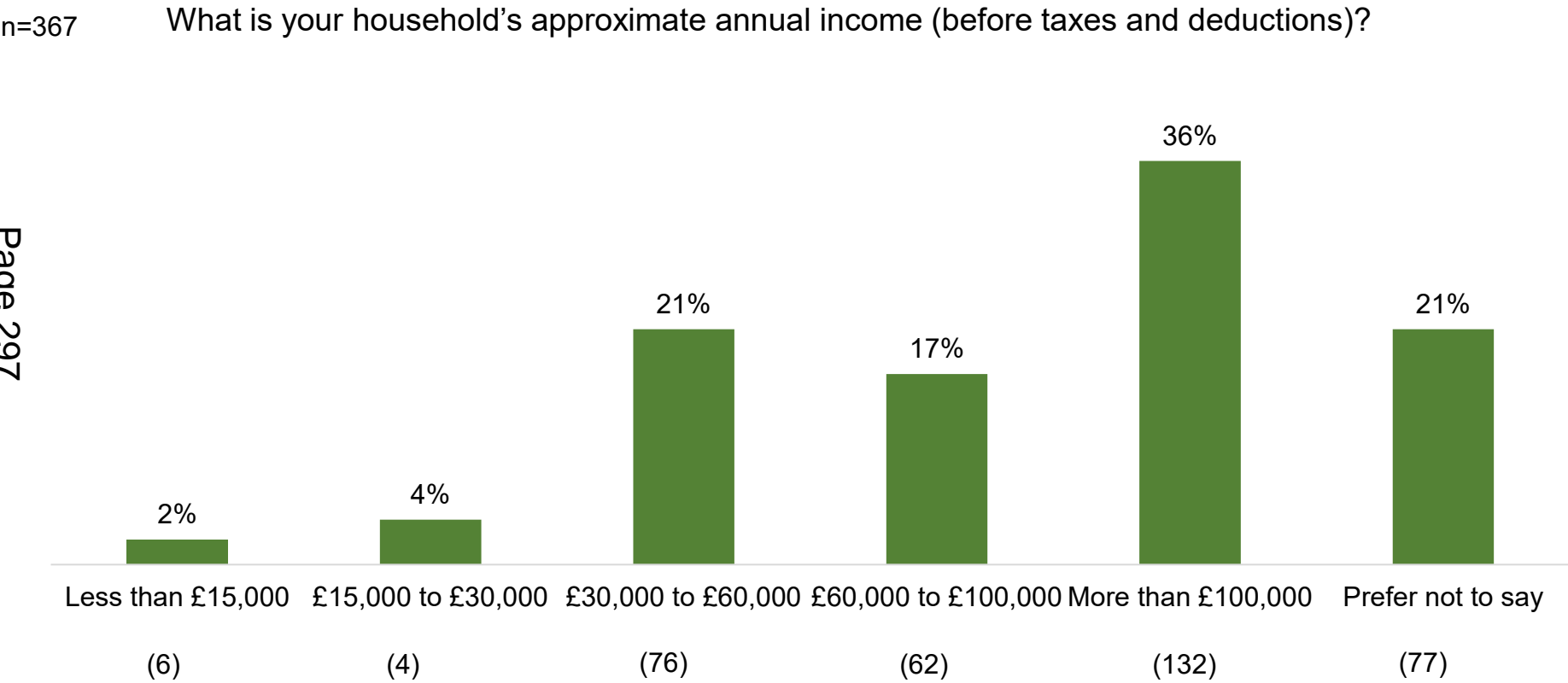
Pregnancy: those identifying with the City of London

91% of engagement respondents who identified with the City of London were not pregnant, nor had given birth in the last 12 months.



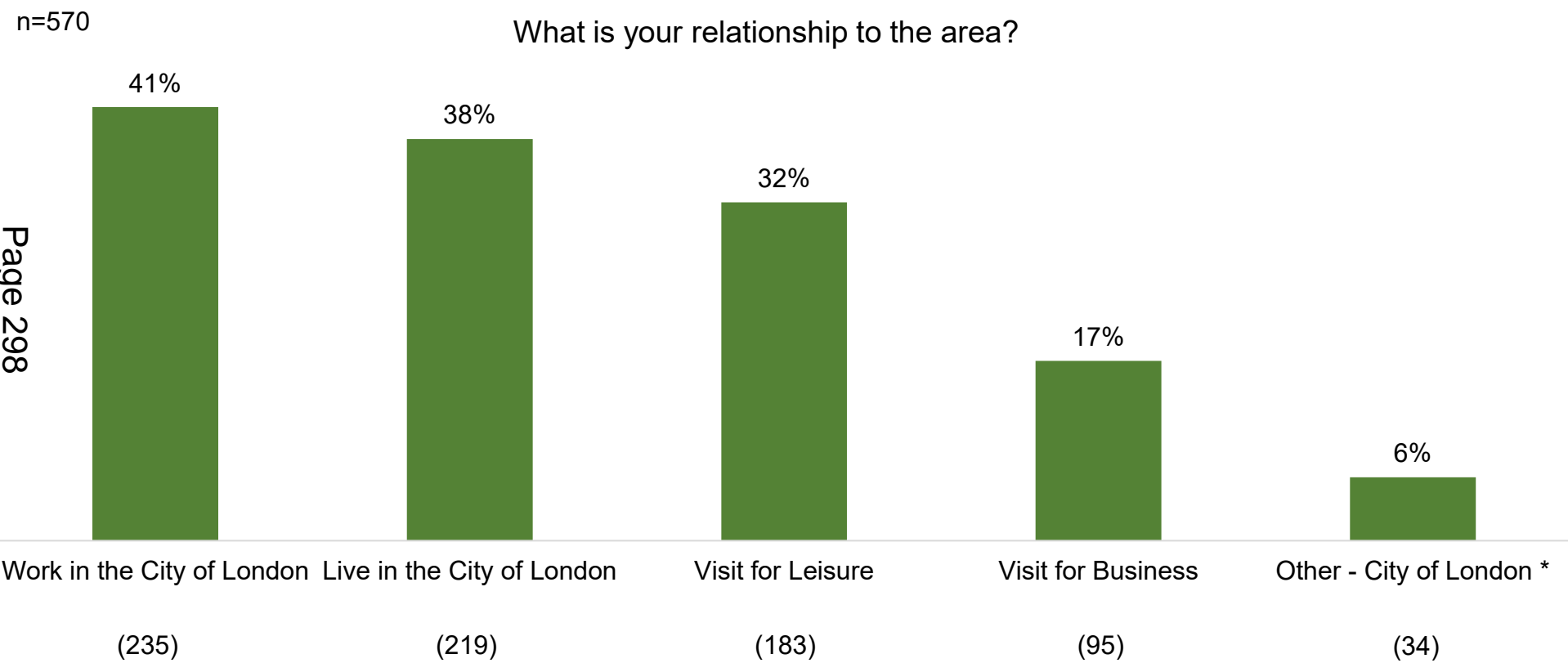
Household income: those identifying with the City of London

Some engagement contributors who identified with the City of London chose not to specify their household’s annual income. Among those who did, 36% were in the £100,000+ bracket.



Area connection: those identifying with the City of London

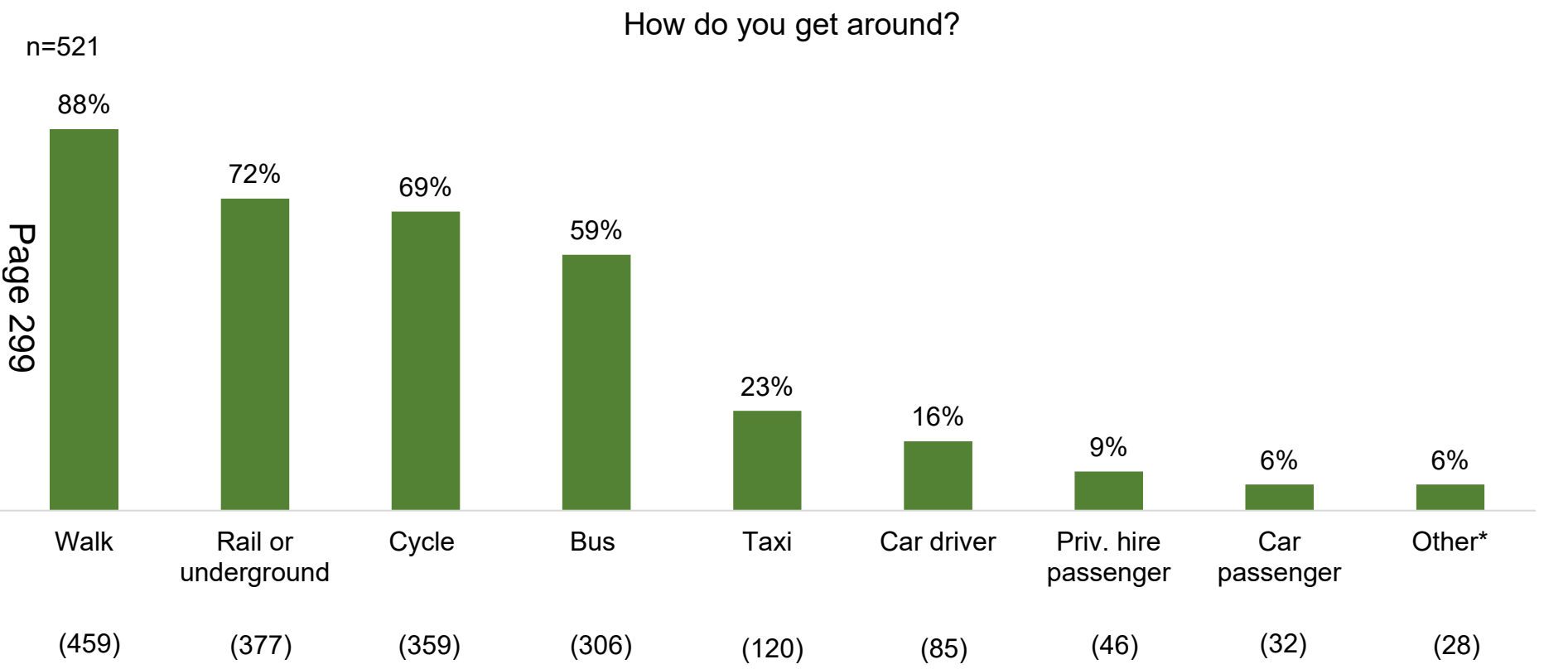
41% of contributors who identified with the City of London had a connection through working there. More than one area connection could be specified by contributors.



*including business owners, livery companies, those studying in the area and drivers/riders working in the area

Travelling around in the area: those identifying with the City of London

Contributors who identified with the City of London were frequently walking (88%), using the rail or underground (72%), cycling (69%) and/or using the bus (59%) to move around the area. More than one type of travel could be specified.



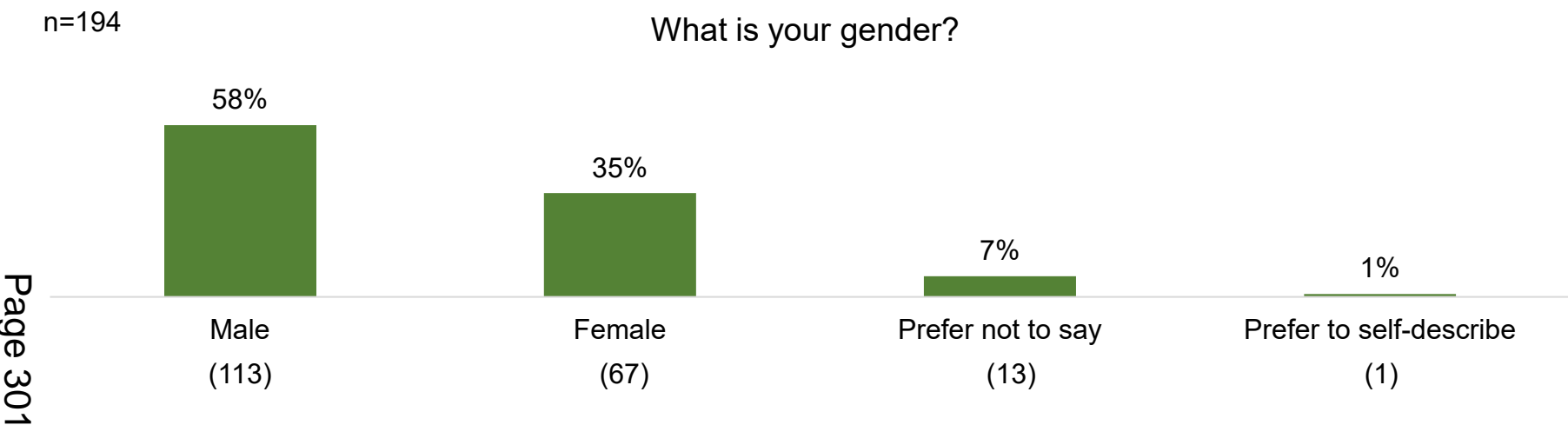
* Other travel modes (each specified by fewer than 3% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle, van or lorry, wheelchair or mobility scooter and other unspecified travel modes.

Appendix 4: Demographics - those residing in the City of London



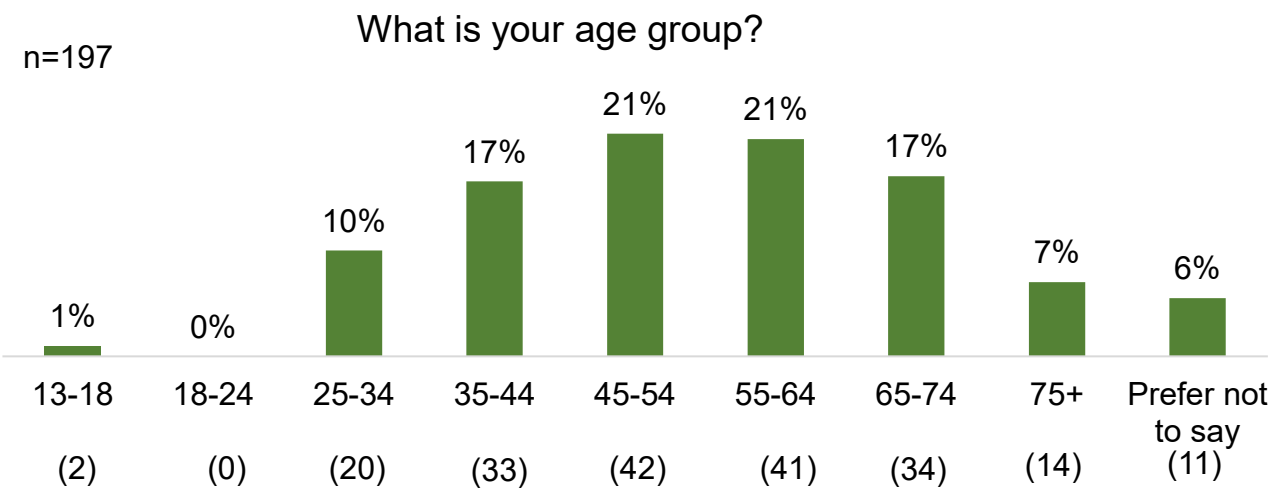
Gender: those residing in the City of London

A majority of engagement contributors (58%) who resided in the City of London described themselves as a male. 35% described themselves as female, 7% preferred not to say and 1% preferred to self-describe.



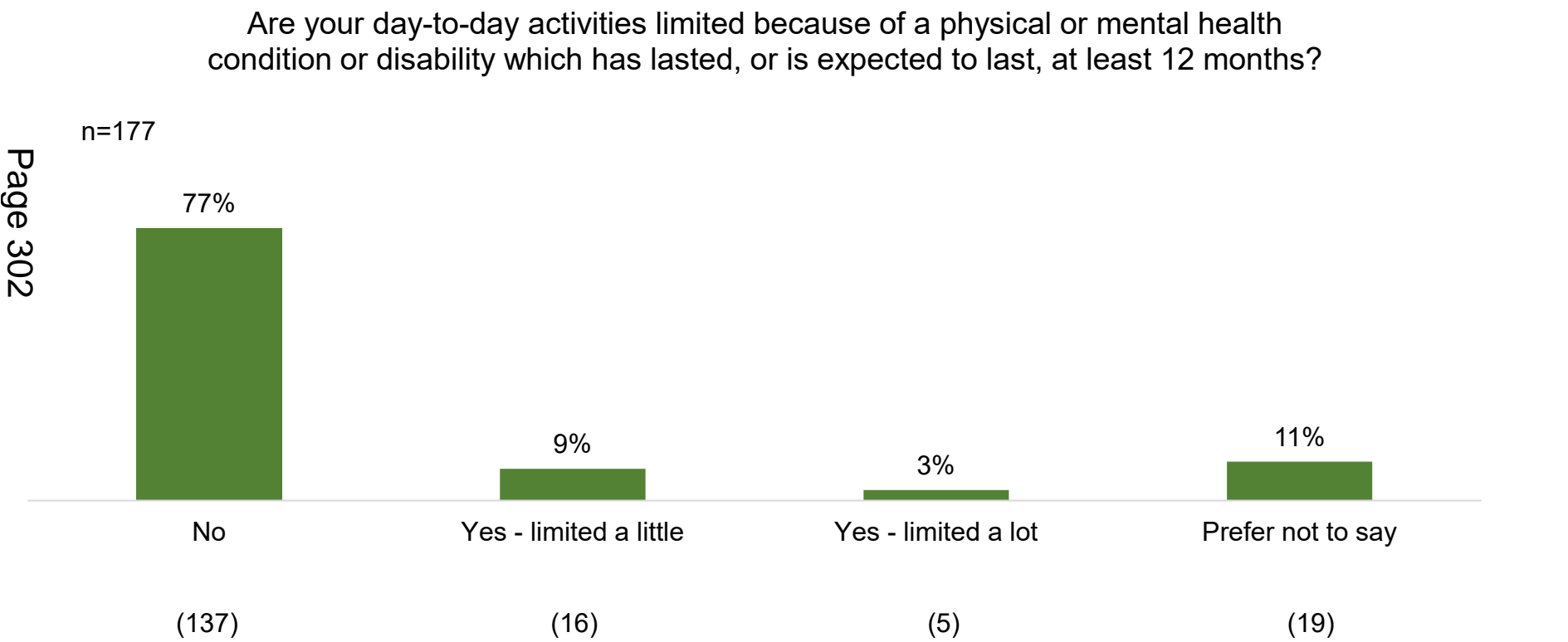
Age group: those residing in the City of London

The age of engagement contributors who resided in the City of London ranged from 13 to 75+, with a wide spread of ages represented.



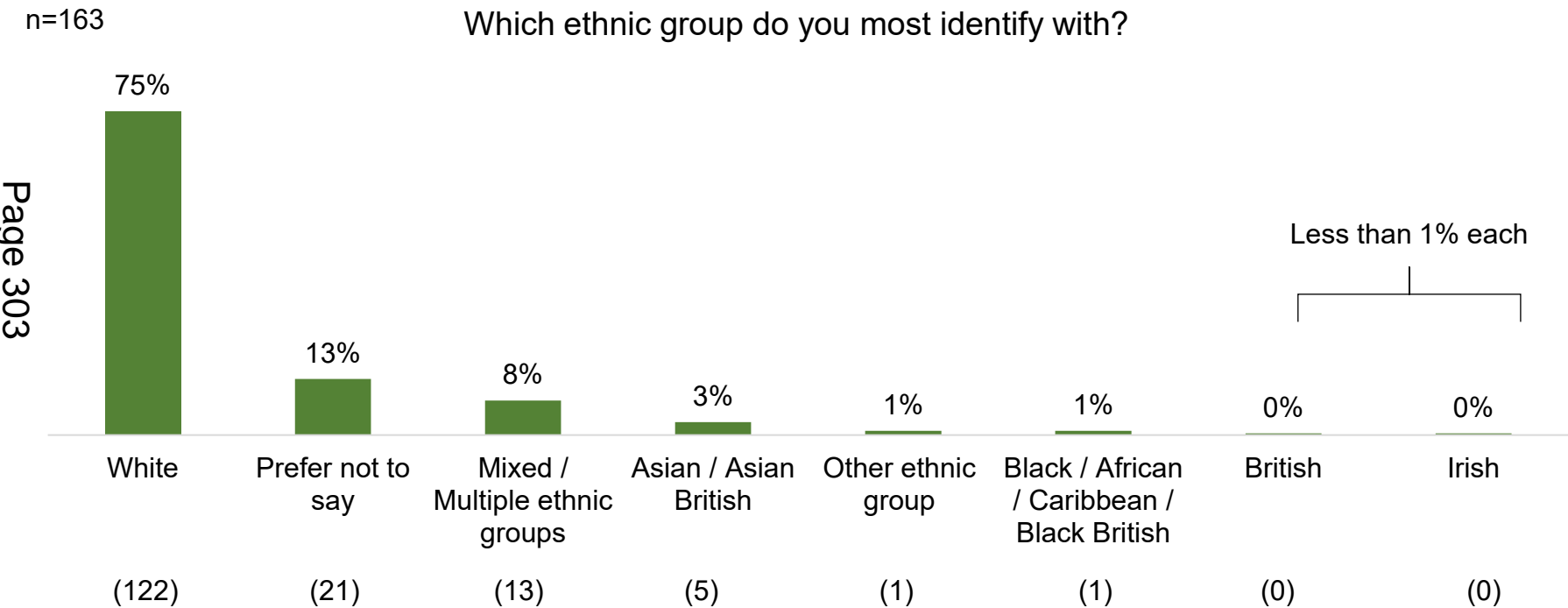
Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months: those residing in the City of London

12% of engagement contributors who resided in the City of London indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.



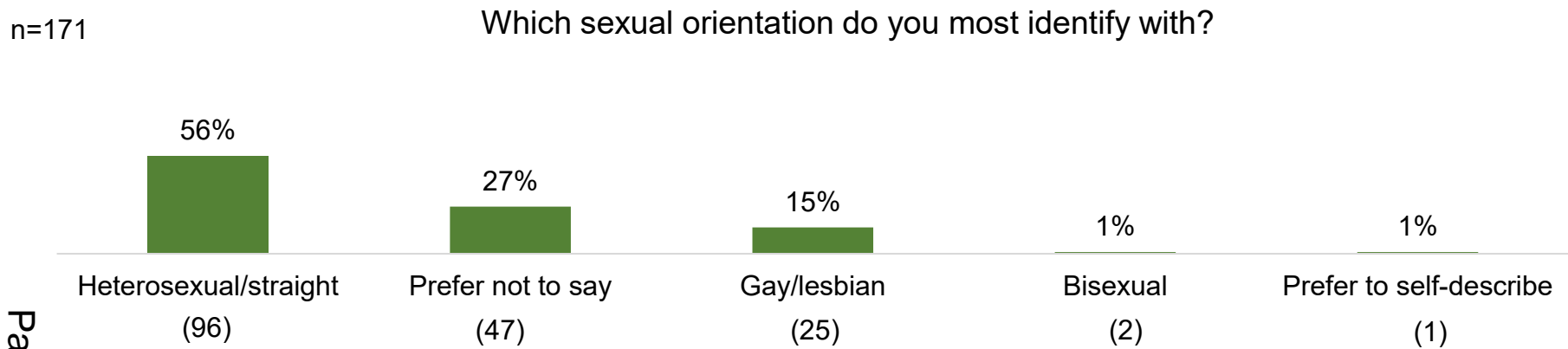
Ethnicity: those residing in the City of London

Three quarters (75%) of engagement contributors who resided in the City of London described their ethnicity as White, with 12% of another, different ethnicity – most frequently mixed or multiple ethnic groups.



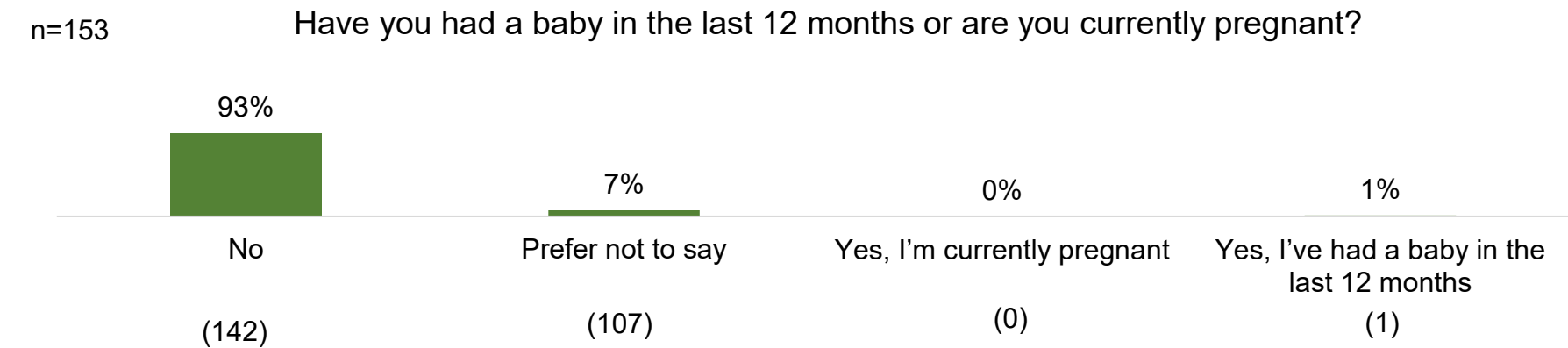
Sexuality: those residing in the City of London

Just under 60% of engagement contributors who resided in the City of London identified as heterosexual/straight.



Pregnancy: those residing in the City of London

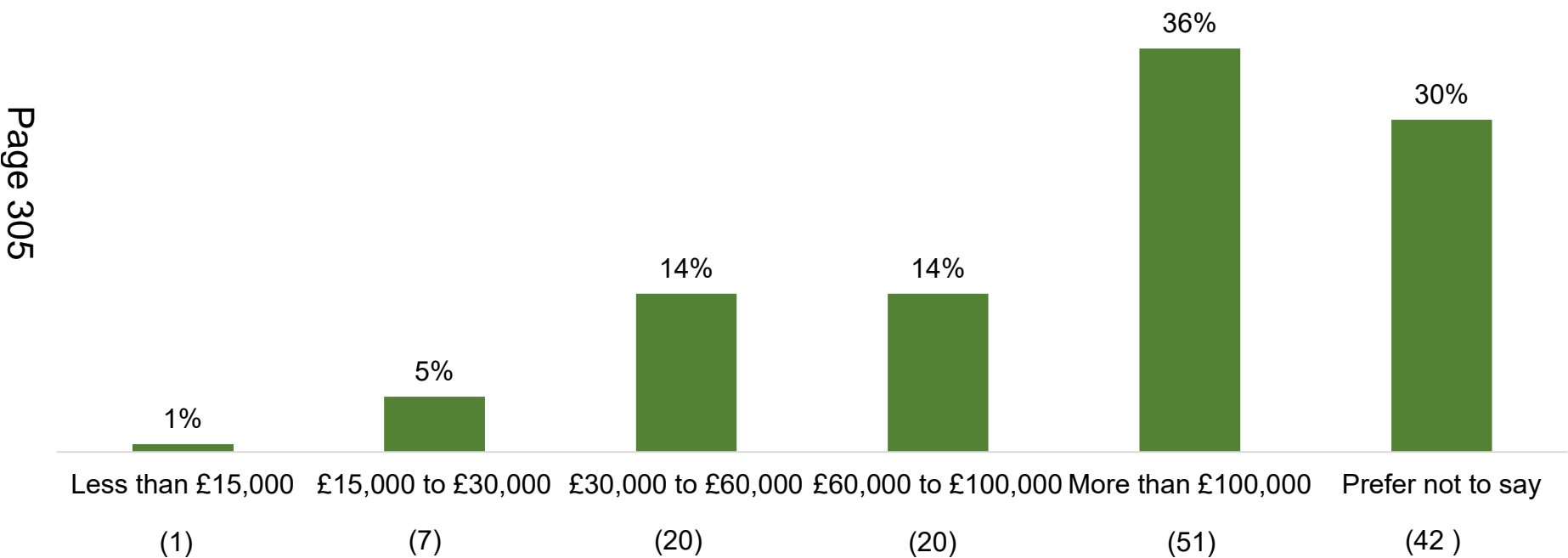
93% of engagement respondents were not pregnant, nor had given birth in the last 12 months.



Household income: those residing in the City of London

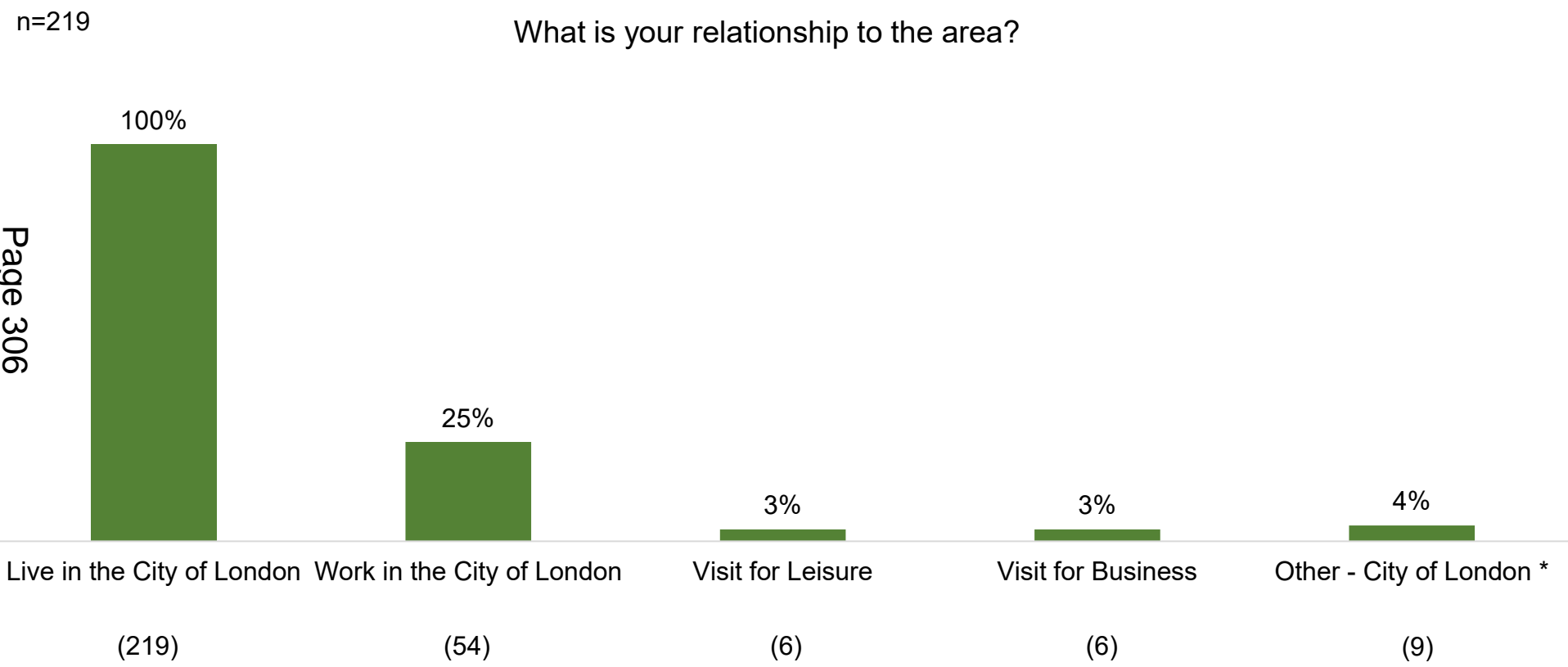
Some engagement contributors who resided in the City of London chose not to specify their household’s annual income. Among those who did, 36% were in the £100,000+ bracket.

n=141 What is your household’s approximate annual income (before taxes and deductions)?



Area connection: those residing in the City of London

25% of contributors who reside in the City of London also work there. More than one area connection could be specified by contributors.



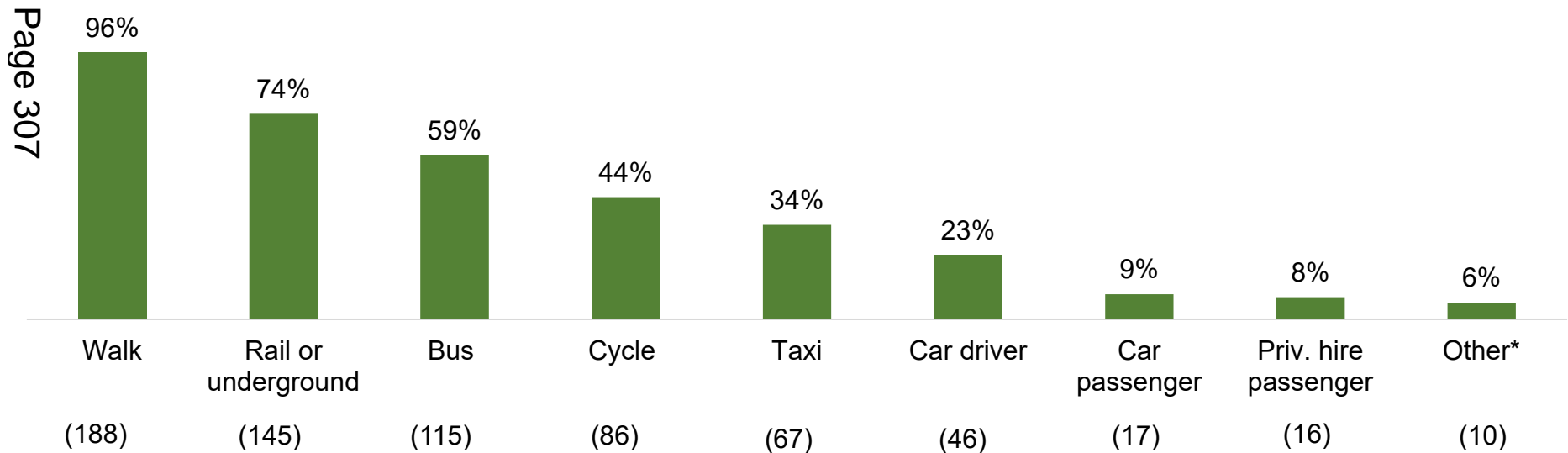
*including business owners, livery companies and those studying in the area

Travelling around in the area: those residing in the City of London

Contributors who resided in the City of London were frequently walking (96%), using the rail or underground (74%), using the bus (59%) and/or cycling (44%) to move around the area. More than one type of travel could be specified by contributors.

n=196

How do you get around?



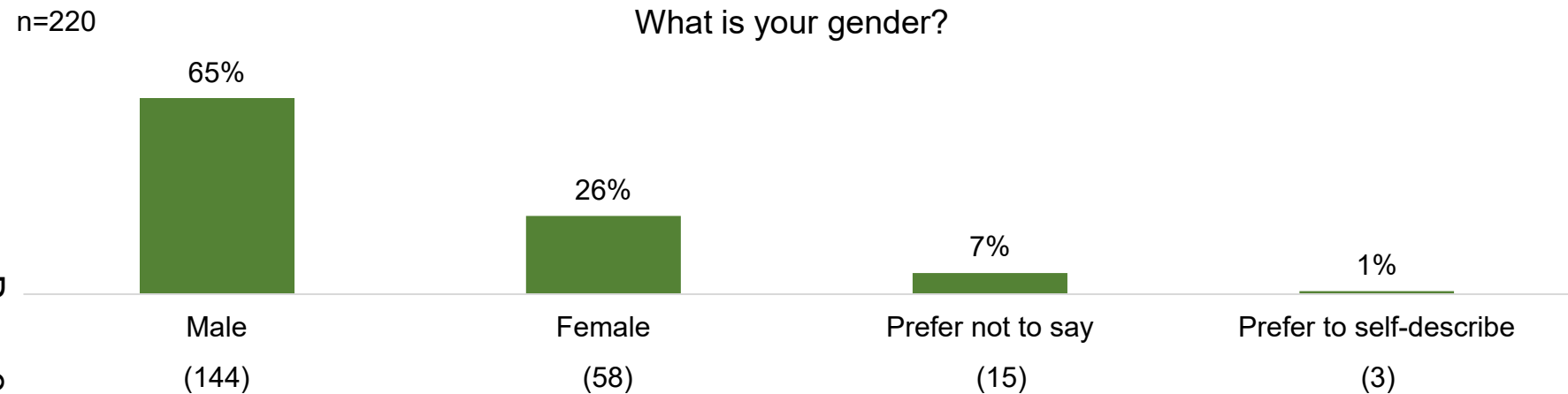
* Other travel modes (each specified by fewer than 3% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle and other unspecified travel modes.

Appendix 5: Demographics - those identifying with the London Borough of Islington



Gender: those identifying with the London Borough of Islington

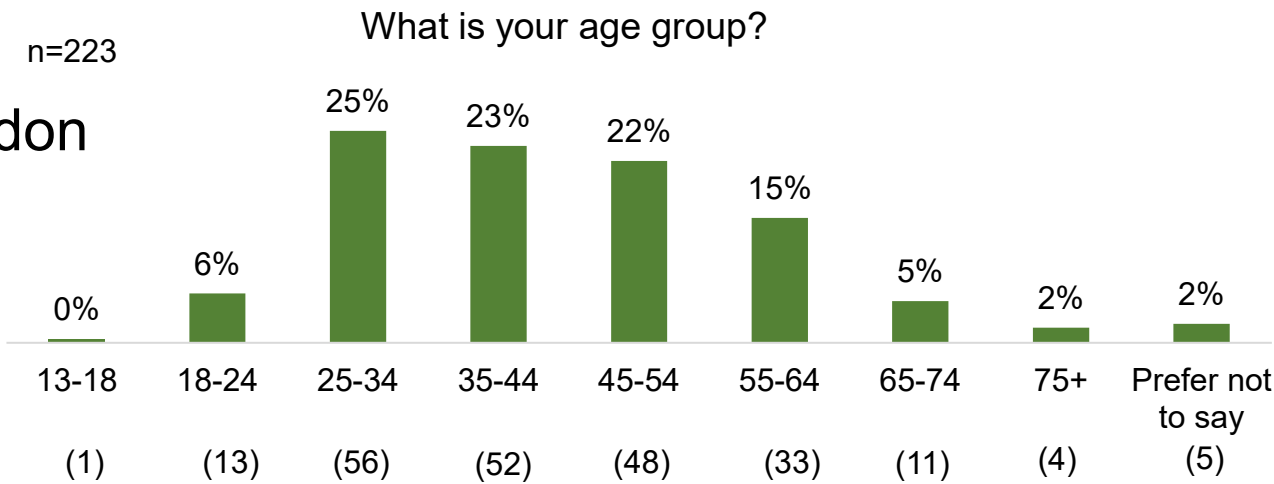
A majority of engagement contributors (65%) who identified with the London Borough of Islington described themselves as a male. 26% described themselves as female, 7% preferred not to say and 1% preferred to self-describe.



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Age group: those identifying with the London Borough of Islington

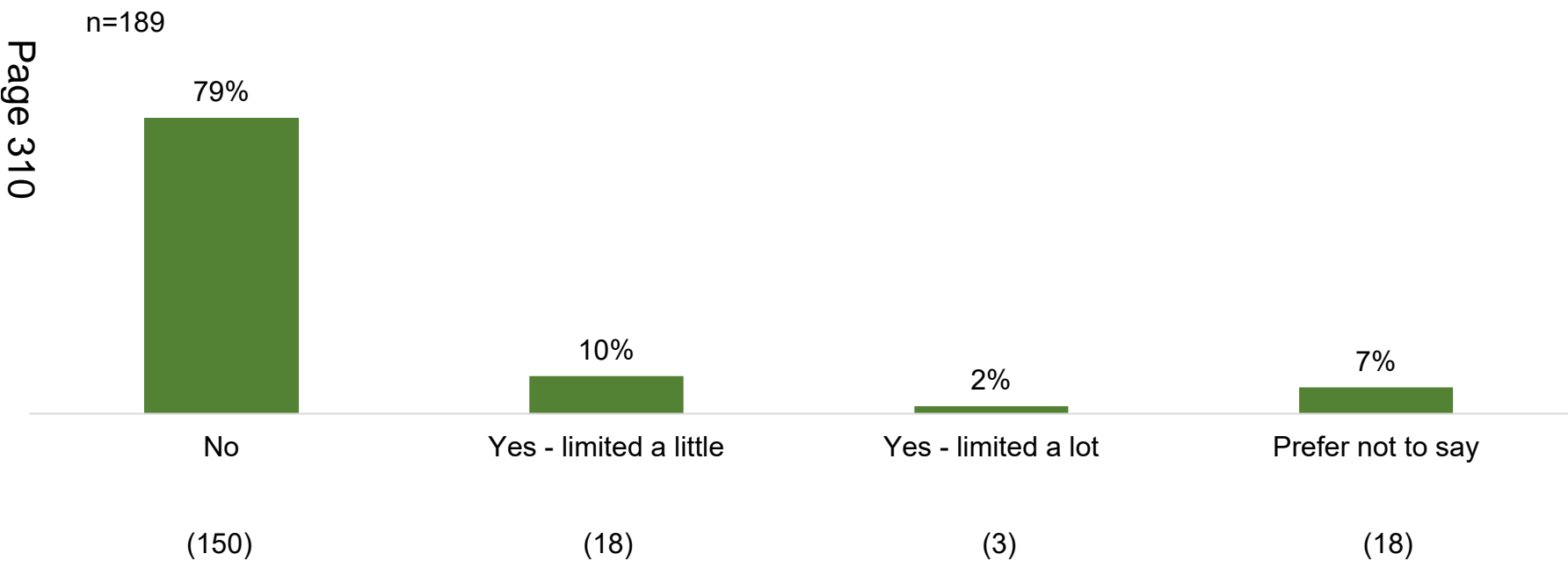
The age of engagement contributors who identified with the London Borough of Islington ranged from 13 to 75+, with a wide spread of ages represented.



Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months: those identifying with the London Borough of Islington

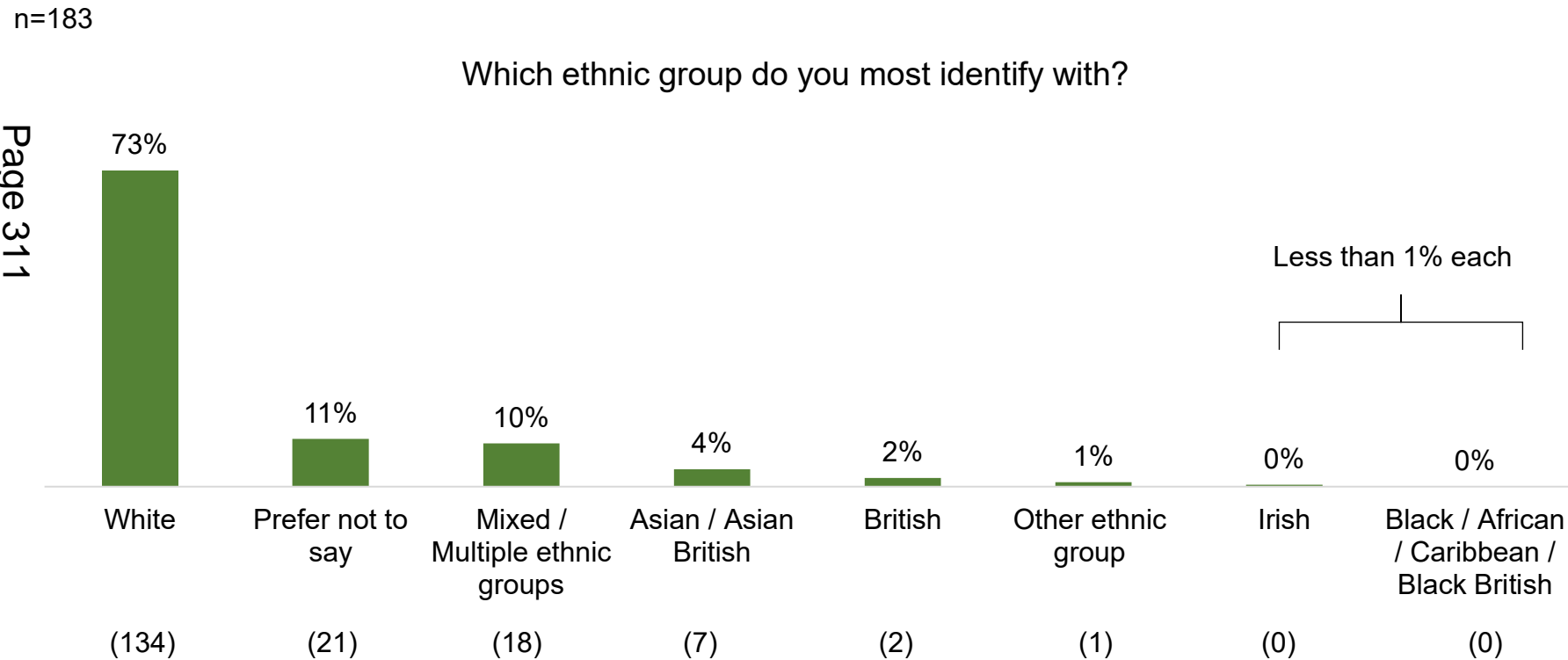
12% of engagement contributors who identified with the London Borough of Islington indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.

Are your day-to-day activities limited because of a physical or mental health condition or disability which has lasted, or is expected to last, at least 12 months?



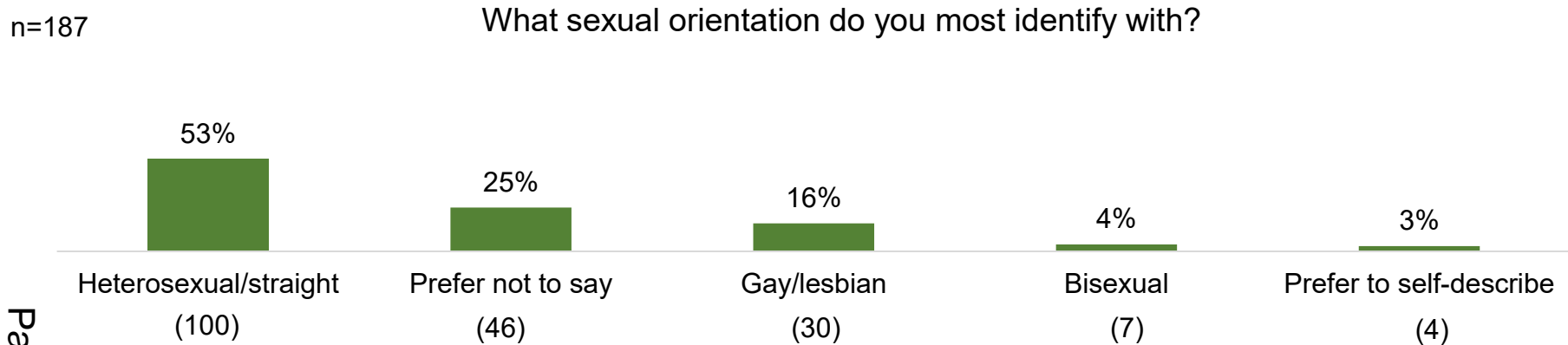
Ethnicity: those identifying with the London Borough of Islington

Over 70% of engagement contributors who identified with the London Borough of Islington described their ethnicity as White, with 17% of another, different ethnicity – most frequently mixed or multiple ethnic groups.



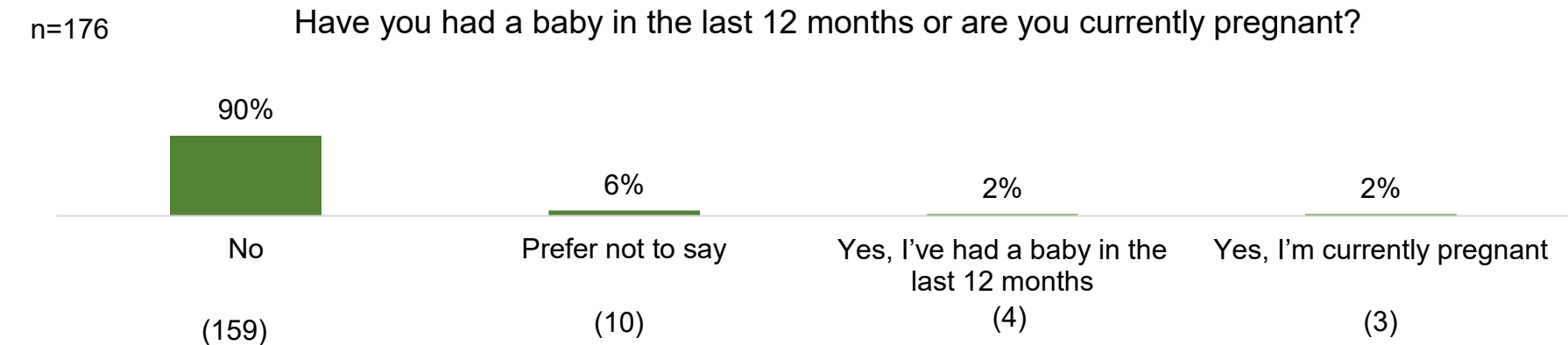
Sexuality: those identifying with the London Borough of Islington

Just over 50% of engagement contributors who identified with the London Borough of Islington identified as heterosexual/straight.



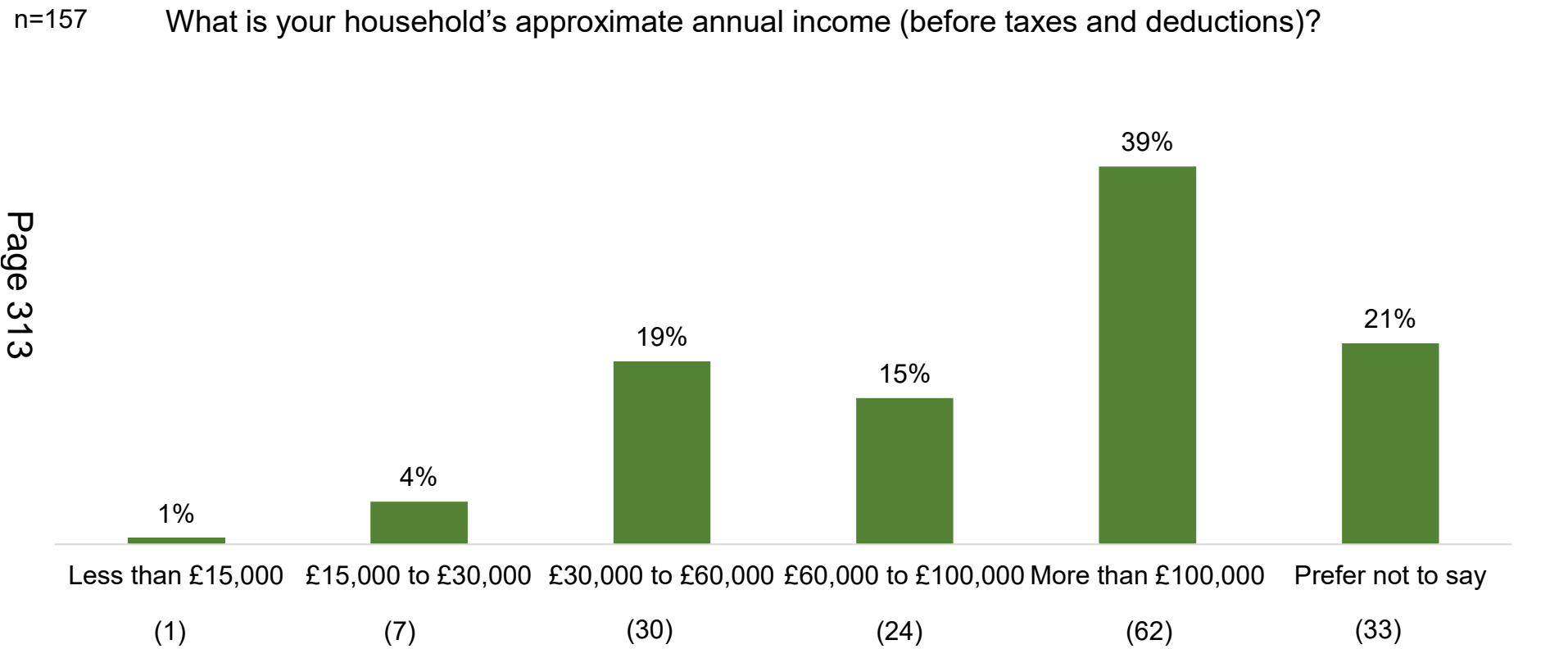
Pregnancy

90% of engagement respondents who identified with the London Borough of Islington were not pregnant, nor had given birth in the last 12 months.



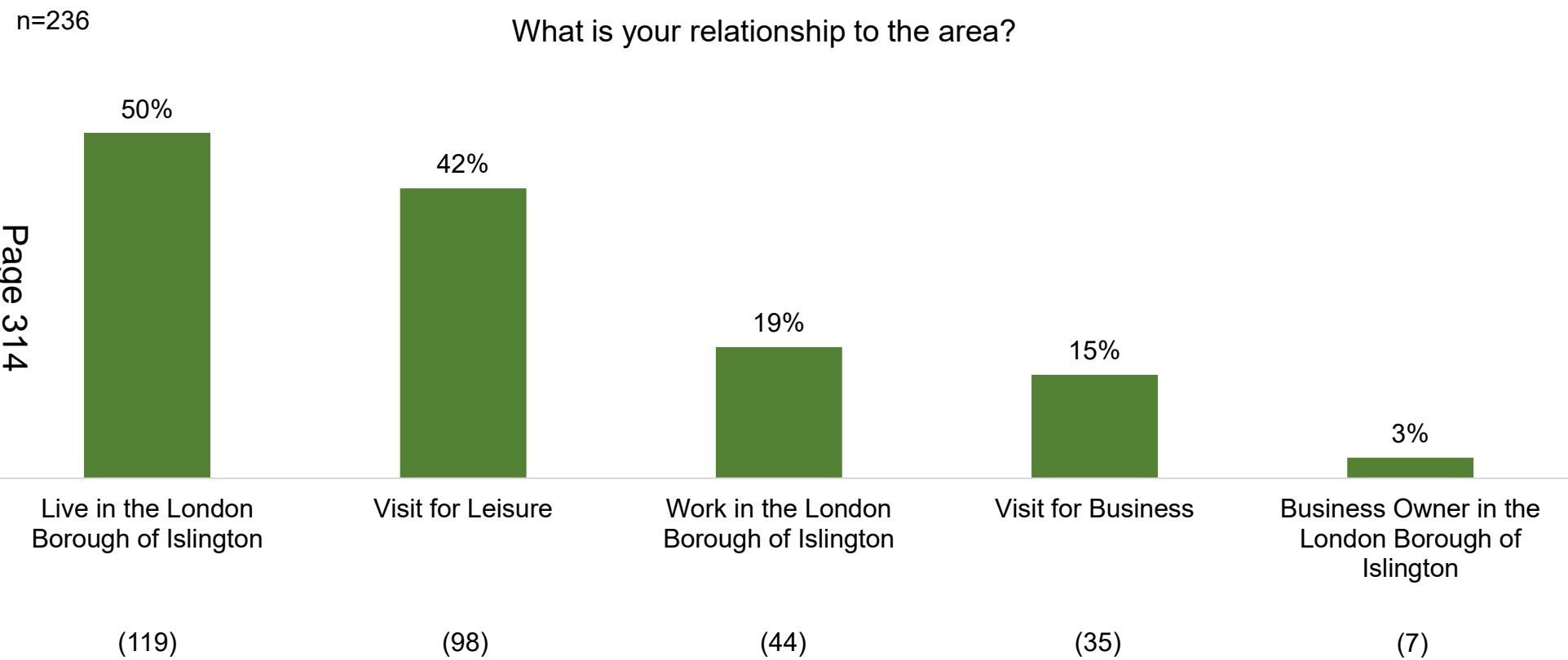
Household income: those identifying with the London Borough of Islington

Some engagement contributors who identified with the London Borough of Islington chose not to specify their household's annual income. Among those who did, 39% were in the £100,000+ bracket.



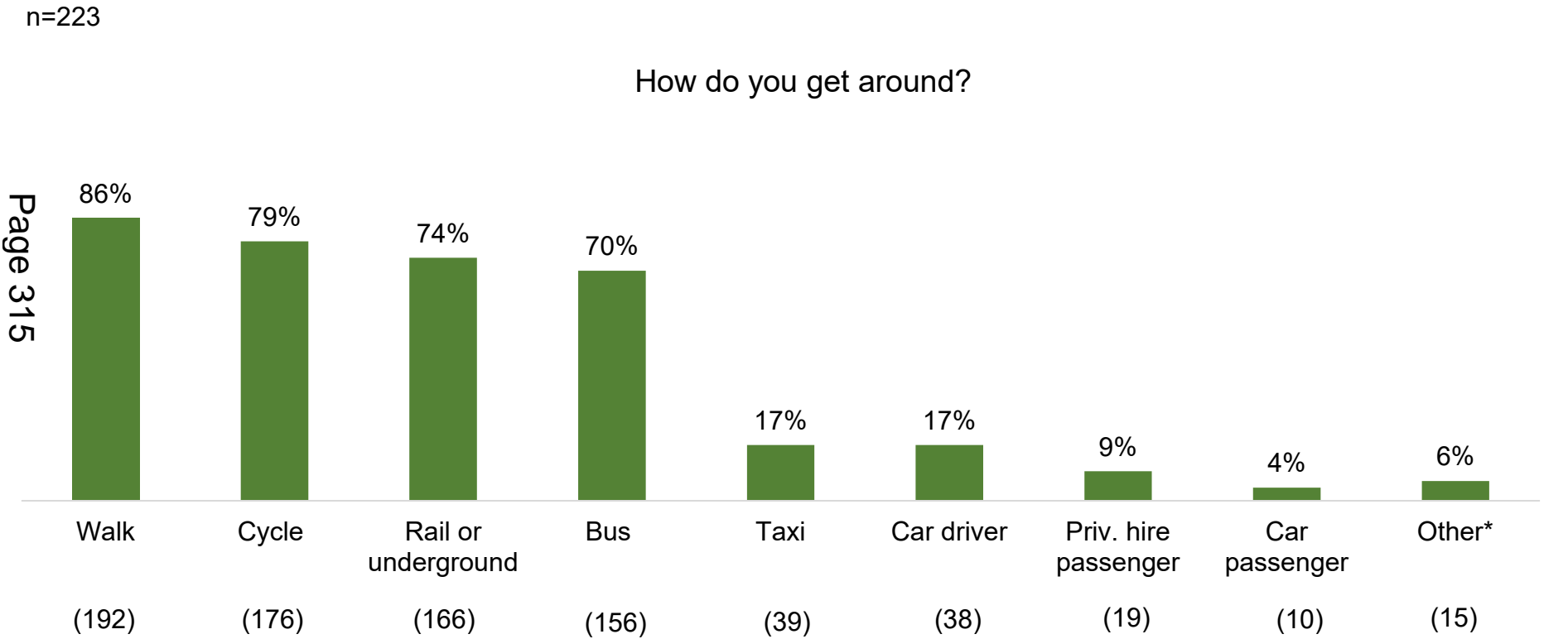
Area connection: those identifying with the London Borough of Islington

50% of contributors who identified with the London Borough of Islington had a connection through living there. More than one area connection could be specified by contributors.



Travelling around in the area: those identifying with the London Borough of Islington

Contributors who identified with the London Borough of Islington were frequently walking (86%), cycling (79%), using the rail or underground (74%) and/or using the bus (70%) to move around the area. More than one type of travel could be specified by contributors.



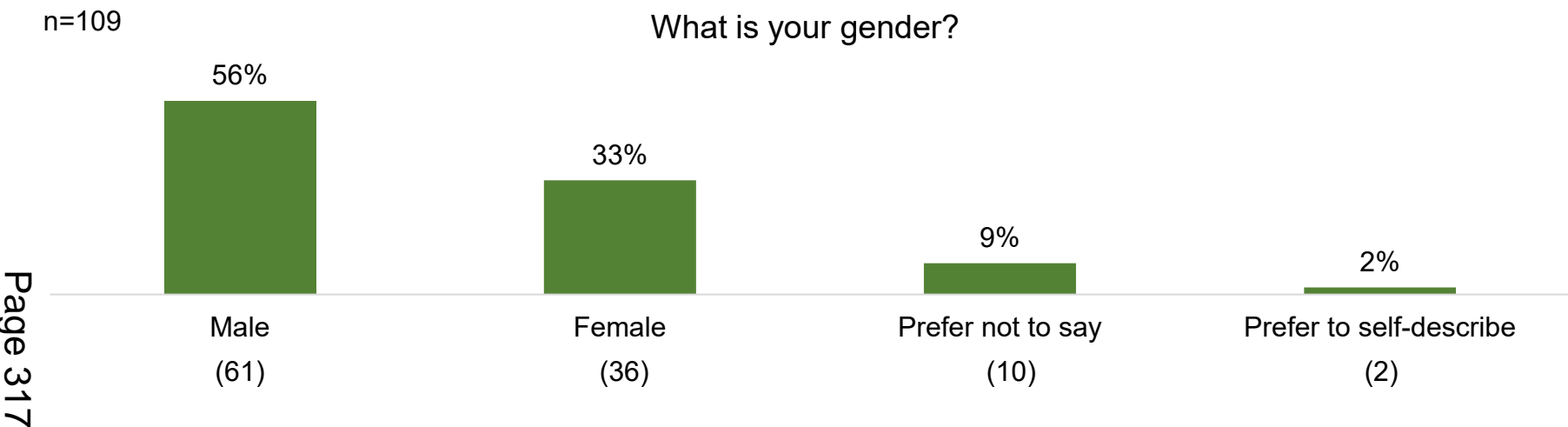
* Other travel modes (each specified by fewer than 4% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle, wheelchair or mobility scooter and other unspecified travel modes.

Appendix 6: Demographics - those residing in the London Borough of Islington



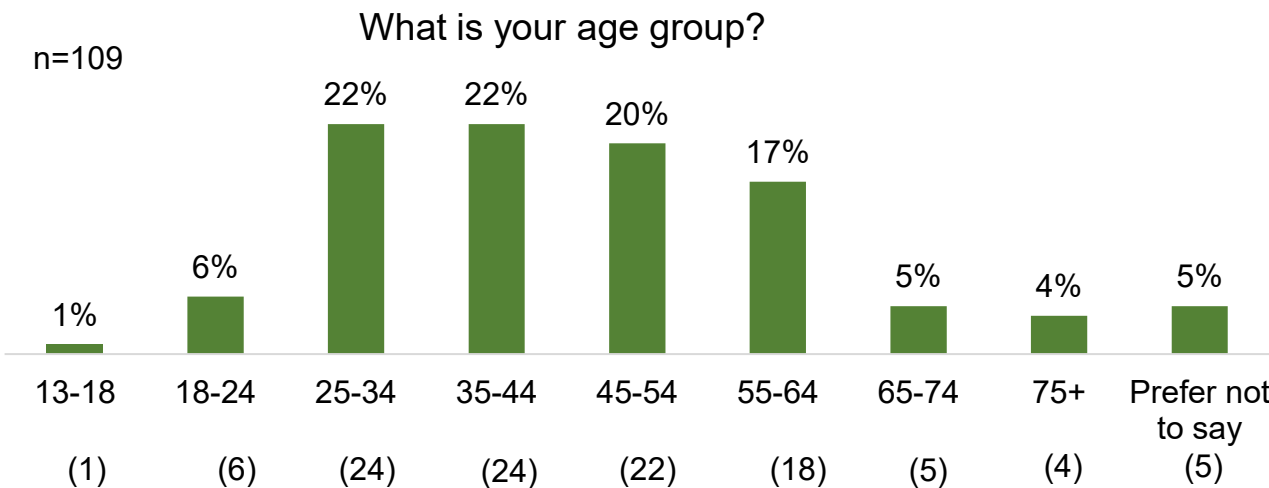
Gender: those residing in the London Borough of Islington

A majority of engagement contributors (56%) who resided in the London Borough of Islington described themselves as a male. 33% described themselves as female, 9% preferred not to say and 2% preferred to self-describe.



Age group: those residing in the London Borough of Islington

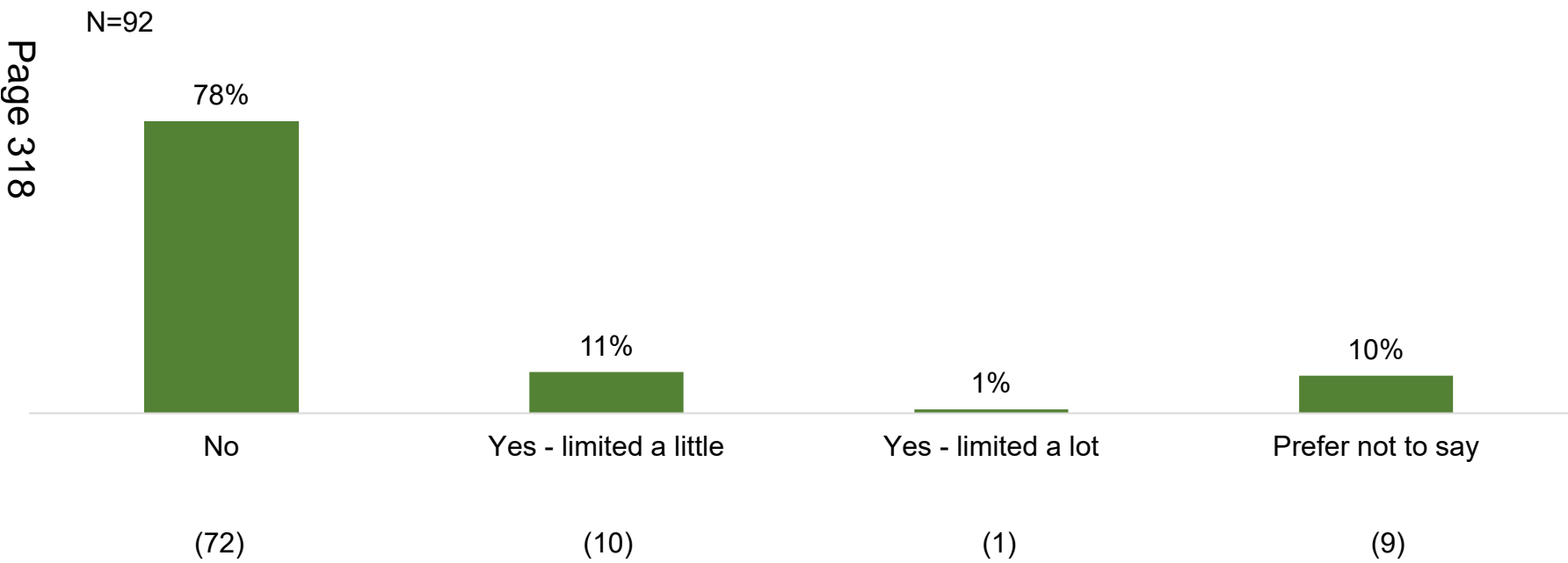
The age of engagement contributors who resided in the London Borough of Islington ranged from 13 to 75+, with a wide spread of ages represented.



Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months: those residing in the London Borough of Islington

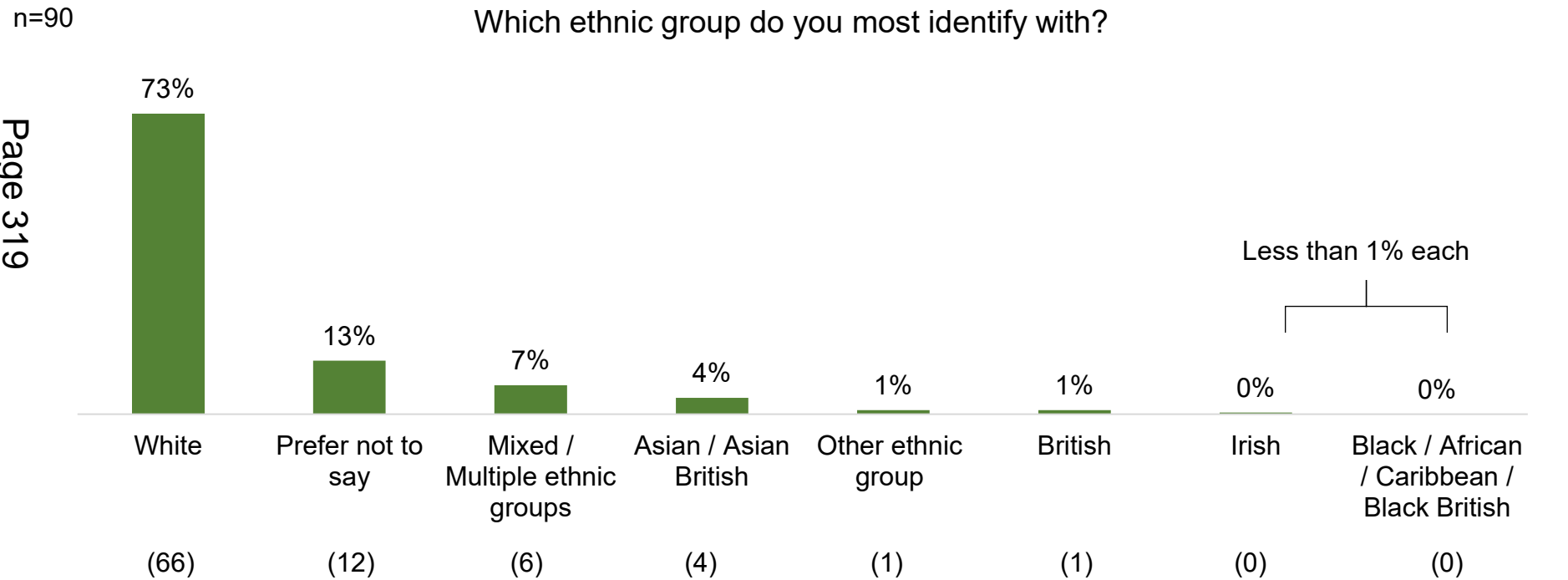
12% of engagement contributors who resided in the London Borough of Islington indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.

Are your day-to-day activities limited because of a physical or mental health condition or disability which has lasted, or is expected to last, at least 12 months?



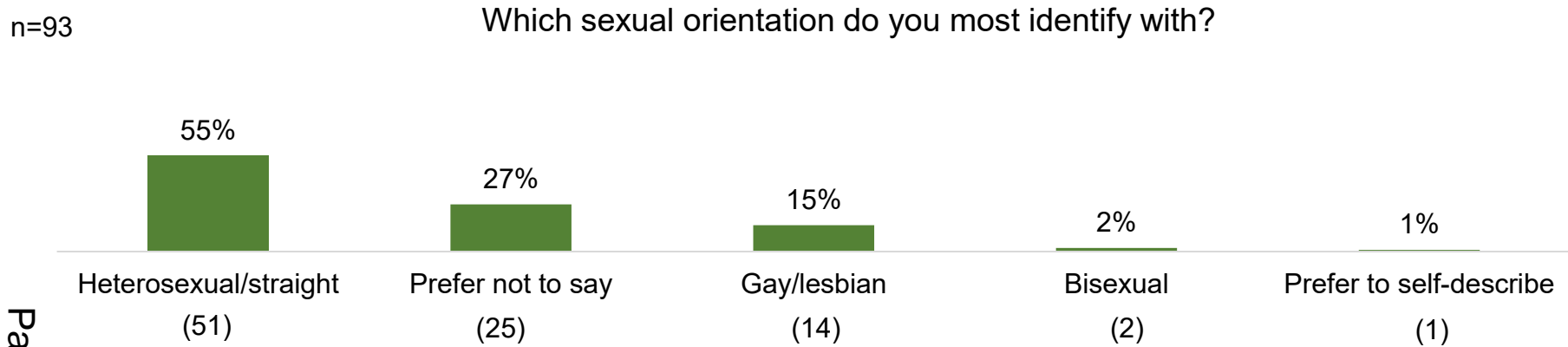
Ethnicity: those residing in the London Borough of Islington

Over 70% of engagement contributors who resided in the London Borough of Islington described their ethnicity as White, with 13% of another, different ethnicity – most frequently mixed or multiple ethnic groups.



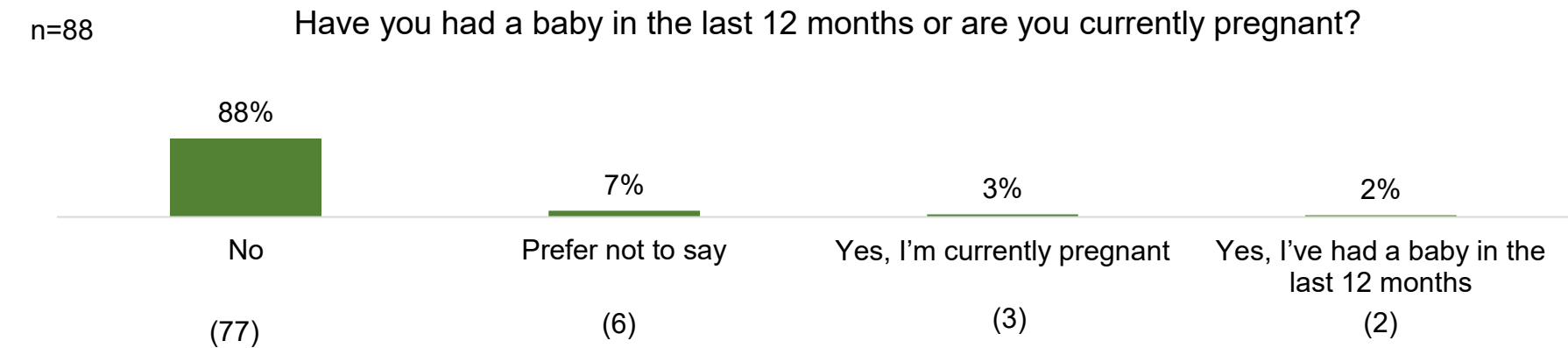
Sexuality: those residing in the London Borough of Islington

Just under 60% of engagement contributors who resided in the London Borough of Islington identified as heterosexual/straight.



Pregnancy: those residing in the London Borough of Islington

88% of engagement respondents who resided in the London Borough of Islington were not pregnant, nor had given birth in the last 12 months.



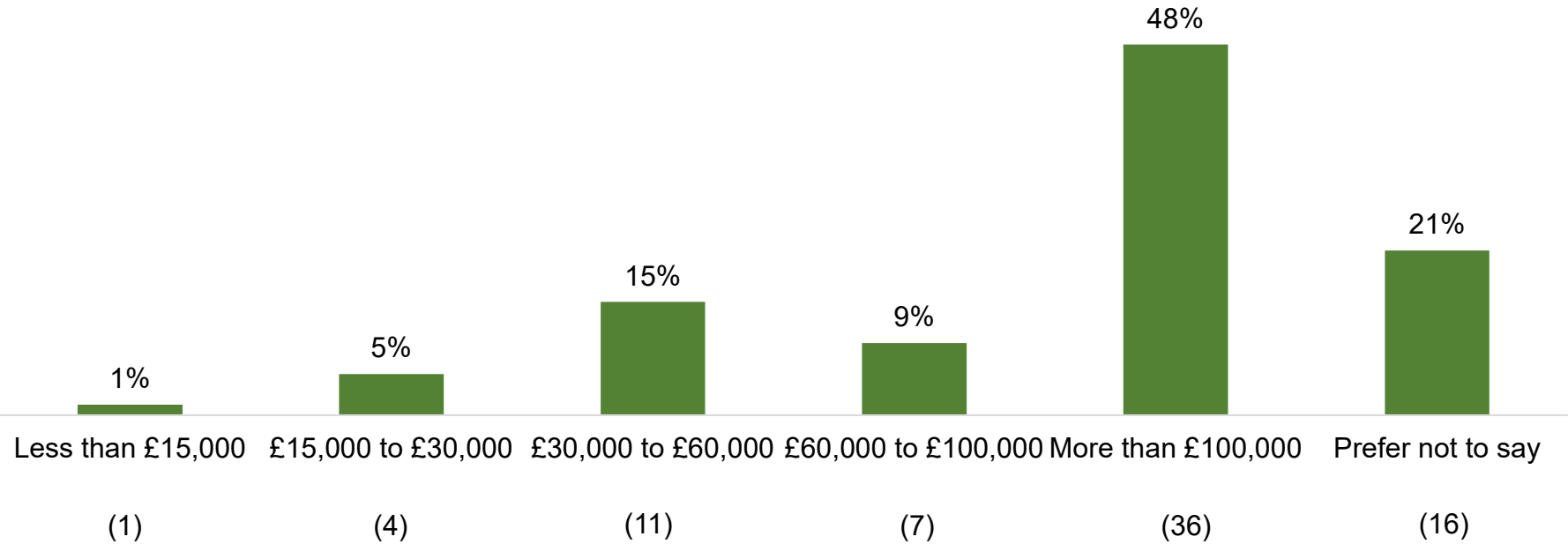
Household income: those residing in the London Borough of Islington

Some engagement contributors who resided in the London Borough of Islington chose not to specify their household's annual income. Among those who did, almost half (48%) were in the £100,000+ bracket.

n=75

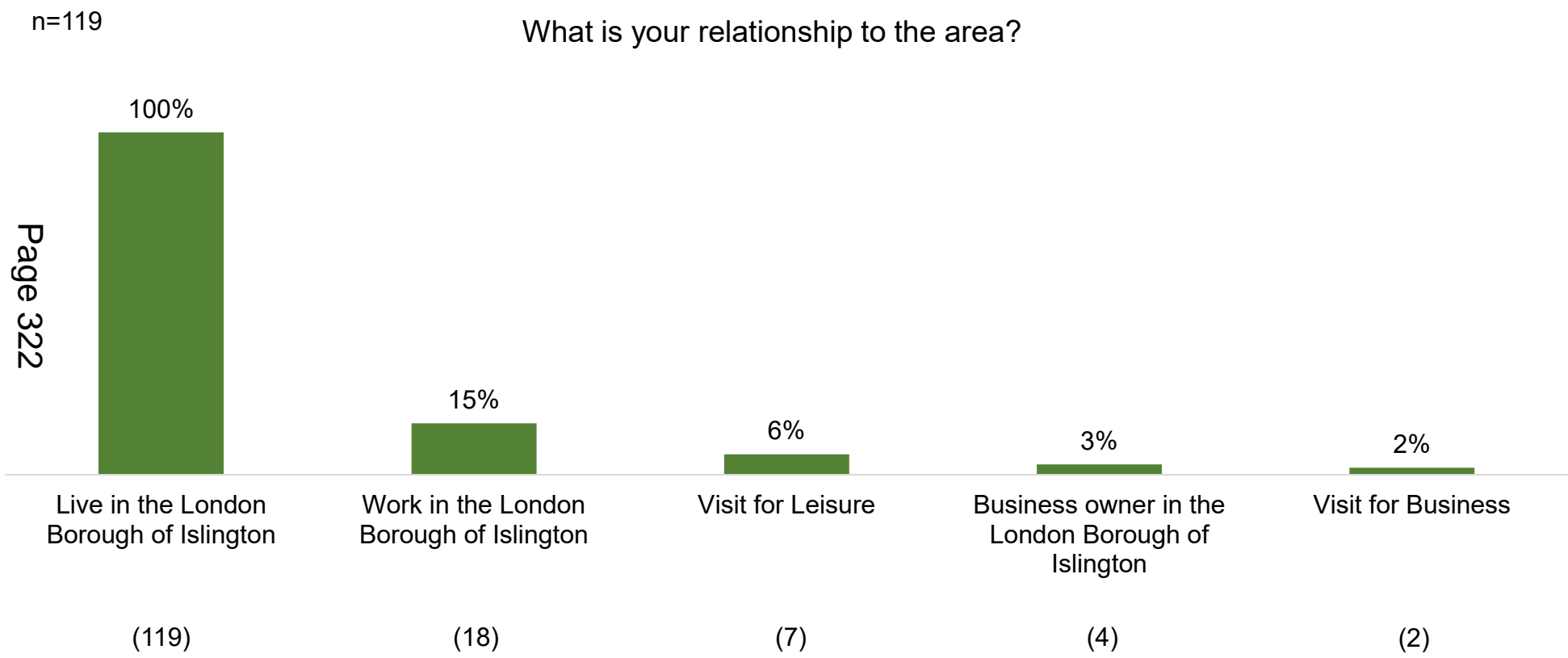
What is your household's approximate annual income (before taxes and deductions)?

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Area connection: those residing in the London Borough of Islington

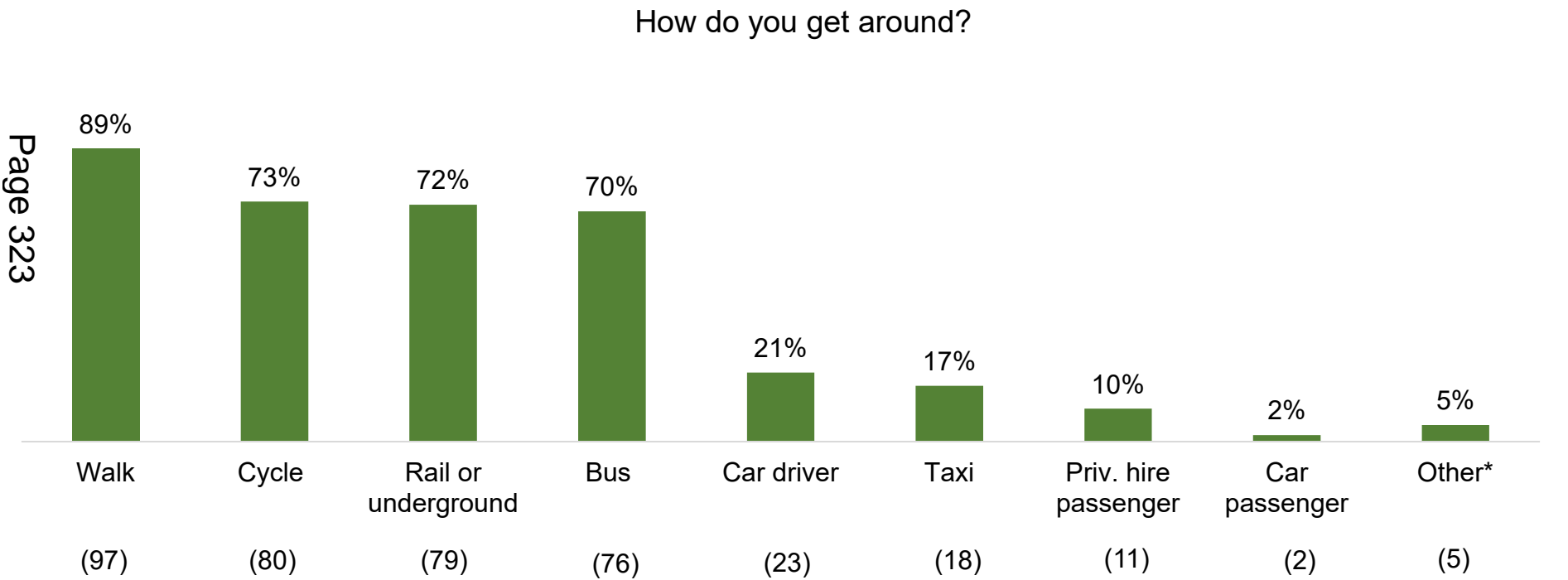
15% of contributors who reside in the London Borough of Islington also work there. More than one area connection could be specified by contributors.



Travelling around in the area: those residing in the London Borough of Islington

Contributors who resided in the London Borough of Islington were frequently walking (89%), cycling (73%), using the rail or underground (72%) and/or using the bus (70%) to move around the area. More than one type of travel could be specified by contributors.

n=109



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* Other travel modes (each specified by fewer than 3% of contributors) included private hire vehicle as a driver (e.g. Uber), wheelchair or mobility scooter and other unspecified travel modes.



Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan

Introduction

This Healthy Neighbourhood Plan for the Bunhill, Barbican and Golden Lane area has been developed by the City of London Corporation and Islington Council.

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

The proposals will improve the quality of streets and public spaces, and the attractiveness of the area for living, working or studying in and as a leisure destination. It will also enhance the world-class cultural identity of the Barbican Centre and the Guildhall School of Music and Drama by making streets safer and more pleasant places to spend time.

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

The Bunhill, Barbican and Golden Lane area

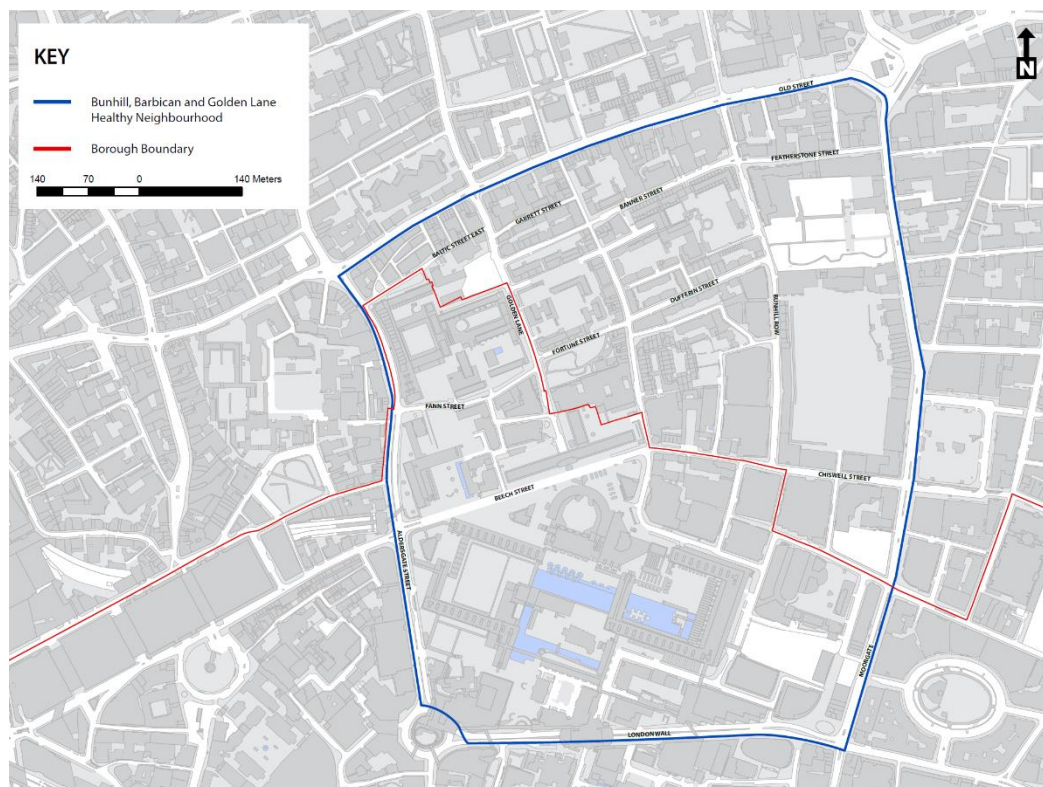


Figure 1: The Bunhill, Barbican & Golden Lane area

The plan area comprises three neighbourhoods within the Bunhill, Barbican and Golden Lane area bounded by London Wall to the south, Aldersgate Street/Goswell Road to the west, Old Street to the north, and City Road/Moorgate to the west.

The neighbourhoods, and streets within them, straddle the border between the London Borough of Islington and the City. The City Corporation and Islington Council have worked in partnership to take an area-wide approach to ensure the proposals are complimentary and work together.

As well as a concentration of homes and learning and cultural institutions, the area also has a mix of offices. These range from large corporate headquarters to buildings suitable for small and medium sized businesses, creative enterprises and start-ups and some retail.

The opening of the Elizabeth Line, linking to national rail and Underground lines, has made the area one of the most accessible locations by public transport in the country.

Within the plan area there are opportunities to make walking and wheeling easier, more comfortable and safer, and to create pedestrian priority by redesigning streets and managing motor-vehicle access. The plan also considers the opportunities created by making changes to traffic to improve the public realm and create new restful spaces with trees and greenery. Where possible we will improve walking routes and permeability as part of new developments.

Street roles within the area

The boundary streets within the City 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.

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.

Alignment with City Corporation strategies

Supporting delivery of the City of London Transport Strategy

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

- The Square Mile’s streets are great places to walk, 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
- Improved 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

Alignment with the emerging City Plan 2040

The area covered by the plan includes part of the Smithfield and Barbican Key Area of Change as set out in the emerging City Plan 2040. The Key Area of Change includes the Barbican and Golden Lane Estates which are home to the highest number of residents in the Square Mile. A Neighbourhood Area and Neighbourhood Forum for the Barbican and Golden Lane area were designated by the City Corporation on 18 July 2023 to represent resident and business groups.

The Healthy Neighbourhood Plan will support the delivery of the Key Area of Change objectives:

- The implementation of public realm enhancement and transport schemes and greater activation of streets, providing improved amenity, design and movement, for the benefit of workers, residents and visitors.
- The need to improve air quality to protect the health of the public, including the comparatively large resident population.
- The creation of a distinctive look and feel for the area, which allows for the provision of art installations and activity in the public realm in appropriate locations.

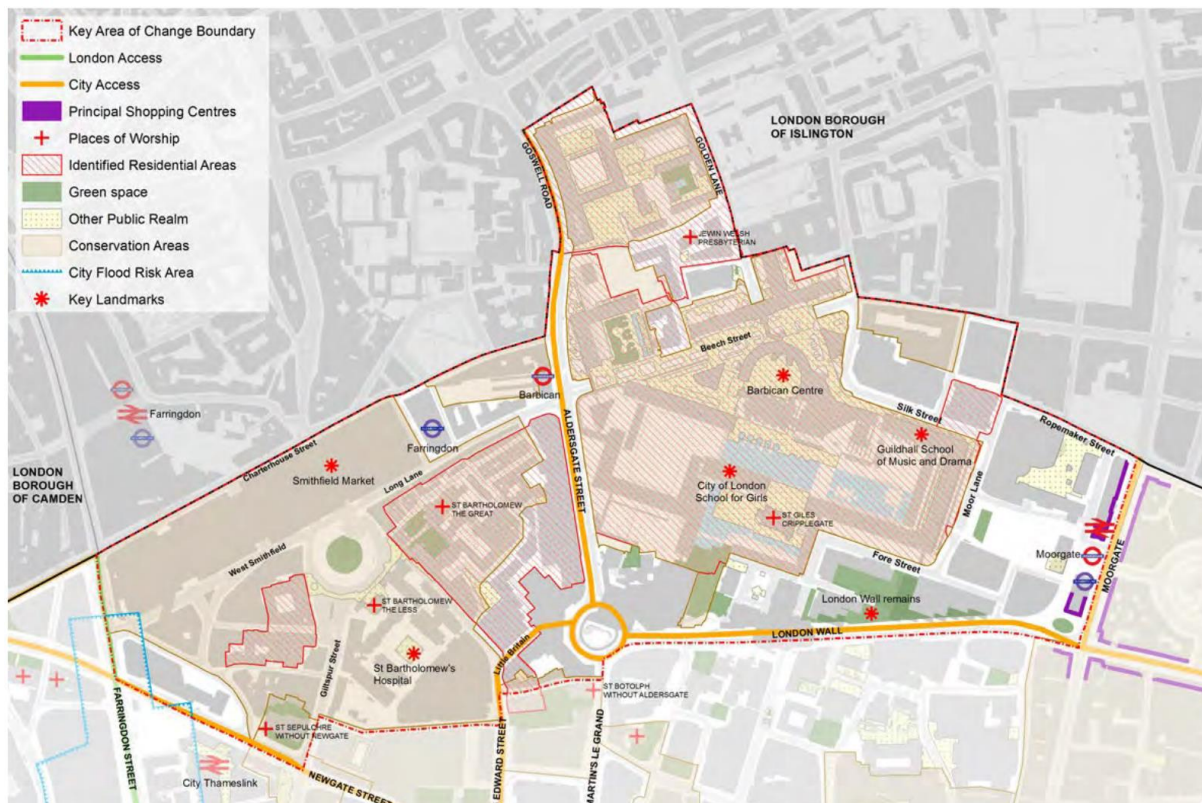


Figure 2: Smithfield and Barbican Key Area of Change

Supporting delivery of City Corporation Strategies

The Plan supports delivery of the City Corporation's Climate Action Strategy and Destination City initiative by transforming the quality and resilience of its streets and public spaces and making them more comfortable for people walking, wheeling and cycling to travel and spend time in. The Plan also supports the City Corporation's Corporate Plan outcomes of vibrant thriving destinations and flourishing public spaces.

Supporting the Culture Mile Business Improvement District (BID)

The plan also supports and facilitates the Culture Mile BID's aspirations for the enhancement of the area. The BID has developed their own Public Realm vision and strategy that identifies a range of projects building upon the area's culture to make it a major destination for visitors. The BID will be a key partner as we develop and deliver the proposals in this plan.

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, London Borough of Islington and Transport for London.

Public and stakeholder engagement

In 2023, we sought people's views on the objectives of the Healthy Neighbourhood Plan, and the challenges and opportunities they saw for the area.

Our online survey asked for people's level of support for the objectives of a Healthy Neighbourhood Plan, overall, over 200 people shared their views:

- 81% (115) of respondents supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase space for people *walking*."
- 67% (115) supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase space for people *cycling*."
- 89% (102) supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase *on-street trees, planting and places for people to stop and rest*."
- 88% (101) supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to *improve local air quality and noise levels*."

In 2024 we carried out a consultation on the draft Healthy Neighbourhood Plan. The consultation attracted 1,070 respondents who made 4,012 contributions. In addition, we had written submissions from individual residents, resident groups, business owners, developers and action groups. Feedback highlighted support for the draft plan which was both strong and broad.

Overall, feedback indicated high levels of support for the proposals and the final version of the plan is largely the same as the draft consulted on. The consultation included options for Beech Street and Moor Lane. Based on the feedback received these have now been narrowed down to a preferred option to be developed further.

For Beech Street over 70% of contributors preferred Option 1 which restricted through traffic in both directions. This preference was expressed across different travel modes and differing relationships with the City of London – largely underpinned by its perceived effectiveness in tackling air pollution, enhancing the walking and wheeling experience, reducing traffic volumes and congestion and making cycling safer.

Moor Lane had four options and 77% of respondents supported a closure to through traffic at either the junction with Silk Street or the junction with Fore Street.

A notable majority of respondents supported the proposals for other streets – including Chiswell Street, Fann Street, Bridgewater Street, Brackley Street, Aldersgate Street, Fore Street, Wood Street, Silk Street, Ropemaker Street, Milton Street and Moorfields. Again, this support was evident among area users of all types. Over 80% respondents supported the closure of Golden Lane to through

traffic, and the widening of the pavement there and the addition of plants, trees and cycle parking at its western side of the street.

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.

Working with local stakeholders

We have been engaging with the Culture Mile BID, the Barbican and Golden Lane Neighbourhood Forum, the Barbican Association, the Barbican Centre and other stakeholders and partners to prioritise, develop and deliver these changes.

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 height, or dropped kerbs are installed, to make crossing the street easier for people walking.
- 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.
- Safer 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 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.
- Raised entrances to side streets, car parks and loading bay entrances – where the pavement is a continuous height 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 possible.
- Seating – to give people a place to stop and rest and in suitable locations to enable people to socialise.
- Sustainable Urban Drainage (SuDS) – a system of using planting as a way 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.

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.

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

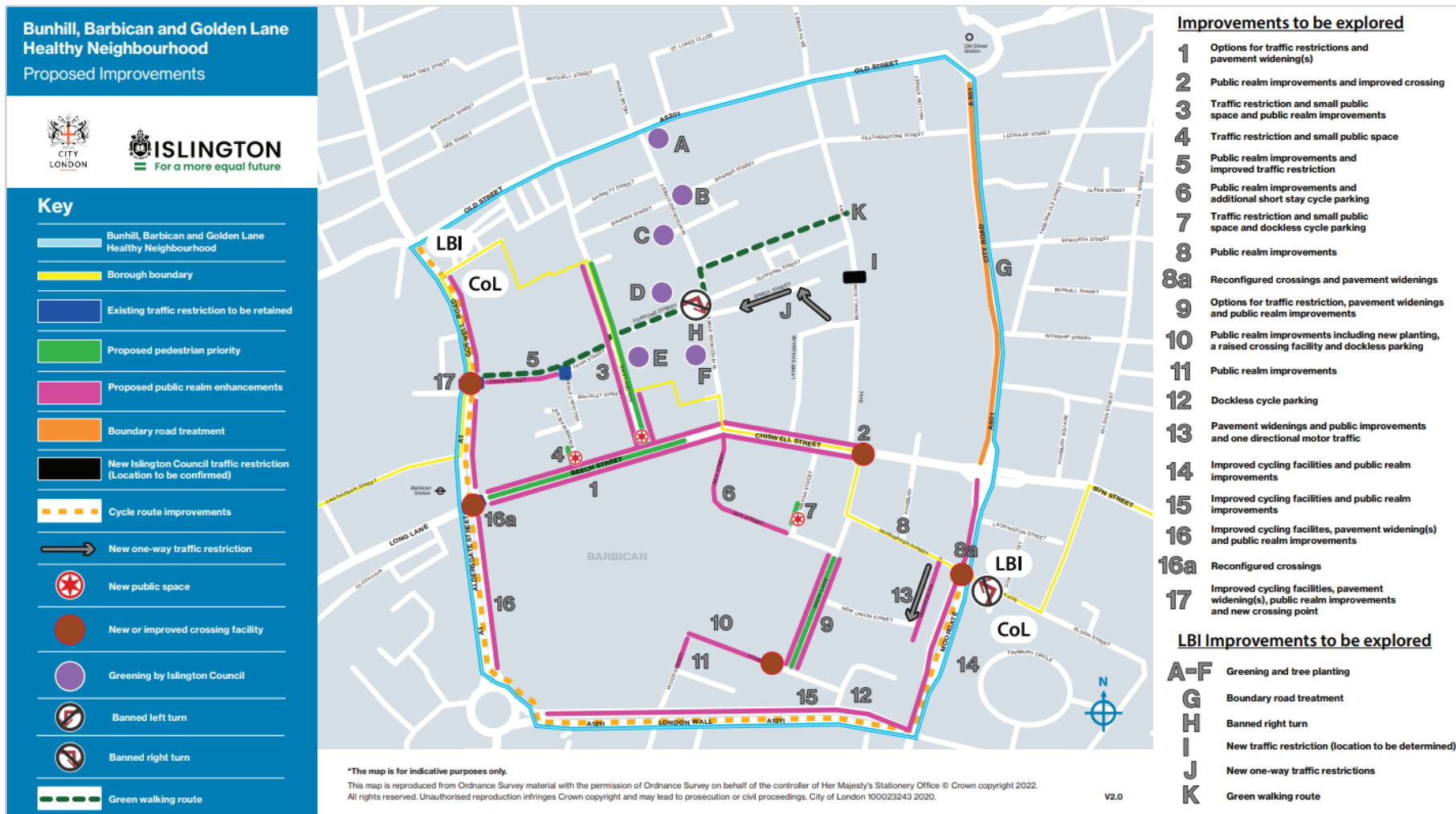


Figure 3: Proposals Plan

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 and, if required, that streets can be reopened to through traffic if streets elsewhere are temporarily closed.

Beech Street and Chiswell Street

Beech Street and Chiswell Street are the main east and west traffic route within the plan area and are used by the only bus route (route 153). Chiswell Street is a shared boundary street with Islington Council.

Reducing motor traffic on Beech Street and Chiswell Street will create opportunities to improve the comfort and safety for people walking, wheeling and cycling in this area. Air quality and potentially bus journeys will also benefit. For people travelling by motor vehicles some journeys may be longer.

Beech Street - Proposal 1: (Figure 4)

Explore the potential to introduce a restriction to through traffic on Beech Street in both directions between the junction with Aldersgate Street and the junction with Silk Street, except for buses, people cycling and access to the carpark (and forecourts) entrances and exits on Beech Street and the Barbican Centre loading bays.

- This measure will significantly reduce the amount of traffic on Beech Street.
- Traffic levels will be low enough for people to feel safe cycling without the need for cycle lanes.
- Pavements could be widened on both sides of the street, using the space created by removing the cycle lanes.
- The junctions of Bridgewater Street and Golden Lane would be closed to motorised traffic, with associated public realm improvements. Traffic access to the area north of Beech Street would be via Old Street and Golden Lane.
- The removal of the central reservation on Beech Street will be investigated so that more space could be created to further widen the pavements.
- Exemptions for taxis will be considered prior to any change being implemented.
- Enforcement of the restriction will be by Automatic Numberplate Recognition Cameras (ANPR). If necessary, enforcement can be suspended temporarily, for example if London Wall needs to be closed for street works.






Bunhill, Barbican and Golden Lane Healthy Neighbourhood

Proposal 1

Beech Street will be closed to through motor traffic in both directions

- Buses and cyclists will not be restricted
- Local access to the car parks and forecourts accessed from Beech Street will be maintained. This will include parking, deliveries / servicing and taxi pick up / drop off
- Through access for taxis to be explored
- Eastbound access from Shakespeare and Defoe House will be allowed
- Bridgewater Street and Golden Lane will be closed to through motor traffic at junction with Beech Street.
- Widening the pavements on both sides of Beech Street will be explored to increase space for people walking and wheeling.
- The Beech Street restriction will be enforced by Automatic Numberplate Recognition Cameras (ANPR).

KEY

-  Existing central reservation
-  Pavement widening
-  Permitted turning movement
-  Traffic restriction to through traffic
-  End of road closed to motor vehicles except for local buses (open to cyclists)

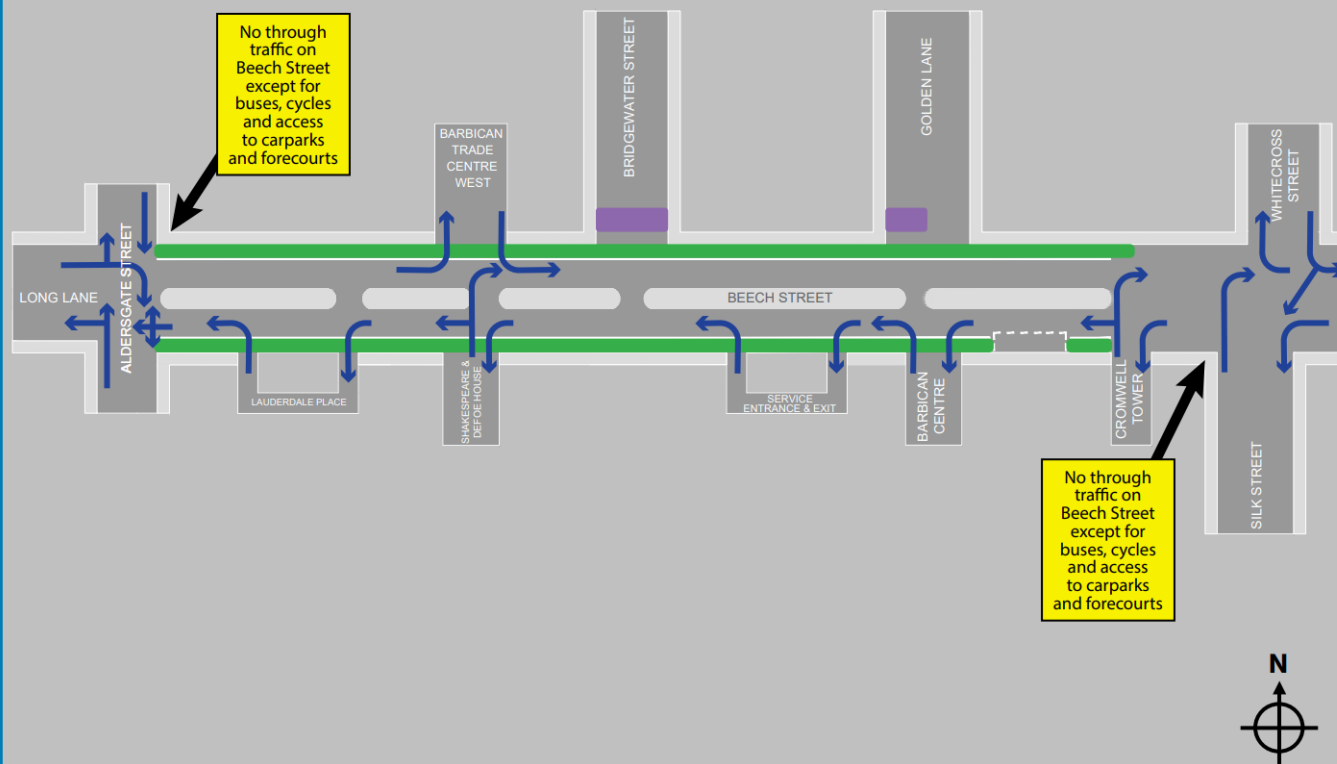


Figure 4: Beech Street (Proposal 1)

Chiswell Street (Proposal 2)

Chiswell Street is a shared street between the City and Islington Council.

Proposals that will be explored:

- Improvements to the zebra crossing to improve the comfort and safety of people walking, wheeling and cycling. Opportunities to be explored include reducing the crossing distance by widening the pavement and narrowing the carriageway. If traffic were to be reduced on the Beech Street / Chiswell Street corridor, we'd explore a directional give-way point, similar to the measure on Basinghall Avenue.
- Public realm improvements including, sections of pavement widening, seating, planting and trees (where feasible).
- Formalising loading and servicing for local businesses.
- The introduction of bus shelters at the bus stops (if pavements are widened).

The Golden Lane Neighbourhood

Golden Lane (Proposal 3)

Golden Lane is a street shared between the City and Islington Council. It is a direct link between Old Street and Beech Street. It is the route for vehicles travelling into the area north of Beech Street, but also for through traffic travelling east and south of Beech Street.

This is mainly a residential street. There are entrances to three schools, the City of London Primary Academy Islington (COLPAI), Richard Cloudsley and Prior Western Primary School, and Fortune Street Park. It also has car parking, dockless and TfL cycle parking.

Traffic speeds on Golden Lane exceed the 20mph speed limit. The average speed for the majority (85%) of vehicles is 22.5mph (a standard measure used to determine a street's 'design speed'). Opportunities will be explored to introduce appropriate measures to reduce traffic speeds to within the limit.

Additional dockless cycle and e-scooter parking was introduced in 2025.

Proposals that will be explored:

- Creating a safer, more pleasant environment for people walking, wheeling, cycling and spending time on Golden Lane by reducing traffic volumes through a closure to motor traffic. More investigation will be undertaken to determine the best location for the traffic restriction and to maximise public realm benefits. The restriction will still be open to people cycling and buses servicing Richard Cloudsley and Prior Western Primary School.
- Public realm improvements on the west side of Golden Lane including, sections of pavement widening, seating, planting and trees and the relocation of parking.

In order to close Golden Lane to motor traffic the proposed right turn ban at the eastern end of Fortune Street is required to stop through traffic travelling to Chiswell Street through the Bunhill area.

If Golden Lane is not closed to motor traffic measures such as traffic calming may be required to reduce traffic speeds. Public realm improvements will still be explored but the scope of these may be reduced.

Bridgewater Street improvements and Brackley Street (Proposal 4)

Bridgewater Street provides a minor access street from Beech Street to the residential areas of Viscount Street and Fann Street. If it closed, access to these streets will be from the junction of Old Street and Golden Lane. Brackley Street is currently two-way and has a narrow carriageway width.

Proposals that will be explored:

- The full or partial closure of Bridgewater Street to motor traffic at the junction with Beech Street. The final arrangement will reflect servicing needs of properties and the need to avoid this street being used to bypass any restrictions on Golden Lane.
- Public realm improvements at the junction with Beech Street to create a small public space that could be coordinated with the redevelopment of 45 Beech Street.
- Raising the carriageway to pavement height.
- Making Brackley Street one-way to motor traffic.

Fann Street (Proposal 5)

Fann Street is an east to west link between Goswell Road and Golden Lane and is a well-used route for people walking, wheeling and cycling. Previous engagement identified concerns about the existing motor-traffic restriction near the junction with Viscount Street and conflicts between people walking and cycling.

In 2025 additional parking for dockless bicycles and e-scooters was installed.

Proposals that will be explored:

- Public realm improvements including sustainable drainage systems, planting and trees.
- The reconfiguration of the junction with Goswell Road and the introduction of a raised, continuous pavement across Fann Street with tactile paving.
- Reconfiguration of the existing traffic restriction at the junction with Viscount Street to improve the comfort and safety of people walking and wheeling whilst maintaining access for people cycling.

On other streets in this area, we will explore opportunities to introduce planting and trees, raising the carriageway to pavement level and tactile paving where appropriate and the removal of redundant street clutter.

Barbican Neighbourhood (streets south of Beech Street)

Silk Street (Proposal 6)

Silk Street is a low-traffic street with a good number of trees. It features the main entrances to the Barbican Centre and the Guildhall School of Music and Drama as well as entrances and exits to some car parks of the Barbican Estate. It is the main access route for vehicles servicing the Barbican Centre. The loading bay opposite 1 Silk Street is used for off-site broadcasting. It has a significant number of short-stay cycle stands that are well used during the day and evenings. At the junction with Beech Street the right-hand turn is currently banned.

Proposals that will be explored:

- Raising the existing zebra crossing at the junction with Chiswell Street to pavement height.
- Raising the junction with Milton Street to pavement level to make the street easier to cross.
- Introduce places for people to sit.
- Additional short-stay cycle parking.

New development opportunities in the area including the enhancements to the Barbican Centre; and 1 Silk Street and Milton Gate on Chiswell Street may provide opportunities for wider improvements. However, the street needs to remain two-way for servicing of the Barbican Centre.

Milton Street (Proposal 7)

Milton Street is a short, two-way street used by vehicles delivering and servicing local businesses, including the Heron and the Music and Drama School. There are parking bays, kerbside bays for loading, and parking for dockless bike and e-scooter hire including additional spaces introduced in 2025.

Proposals that will be explored:

- Public realm improvements and traffic management changes whilst meeting servicing requirements of local businesses.

Ropemaker Street (Proposal 8)

Ropemaker Street is a shared boundary street with Islington Council. It is one of the main eastern routes into the project area for motor traffic and people cycling. It also has substantial numbers of people walking and wheeling between Moorgate,

Liverpool Street, Bunhill Row and the Barbican. Additional dockless cycle and e-scooter parking was installed in 2025.

Proposals that will be explored:

- Public realm improvements including the installation of a continuous pavement and tactile paving at the junction with Moorfields and a raised junction treatment at the junction with Moor Lane to make the street easier to cross and additional places for people to sit.

The junction of Moorgate with Ropemaker Street and South Place (Proposal 8a)

The City Corporation has developed a new design for the junction to improve conditions for people crossing the street. The left-hand turn from Moorgate into Ropemaker Street would be banned and those vehicles instead turn left into Chiswell Street. This change allows crossing distances for people walking and wheeling to be shortened and a new diagonal crossing to be introduced. Pavements would also be widened. This scheme is expected to be implemented in 2025.



Figure 5: Ropemaker Street, Moorgate, Finsbury Pavement and South Place Junction crossing improvements (the red bus is on Finsbury Pavement)

Moor Lane (Proposal 9)

Moor Lane north of the junction with Ropemaker Street is one-way north bound for motor traffic. The section is a shared boundary street with Islington Council and a popular route for people walking, wheeling and cycling through the area.

South of the junction with Ropemaker Street, Moor Lane is two-way. Local access is required to entrances and exits to the Barbican Estate car parks on the west side and servicing and delivery facilities on the opposite side. At the junction with Fore Street there is a traffic restriction (in the form of a gate) to vehicles that operates between 11pm and 7am Monday to Friday and on weekends and bank holidays.

Some improvements have been made to Moor Lane in recent years such as the temporary Moor Lane community garden and new trees and planters on the eastern side as part of the works for 21 Moorfields.

Underneath Moor Lane between New Union Street and the access ramp to Willoughby House and Brandon Mews are London Underground structures, which means it is not possible to plant trees in the ground on this part of the street.

Proposals that will be explored:

- A closure to through traffic – the exact location of the closure will be subject to further consultation. Access to premises will be retained and cycling will remain two-way.
- Public realm improvements – the nature and extent of improvements will be dependent on the location of the vehicle closure and will also be subject to further consultation but is likely to include tree planting and other greenery, pavement widening and other pedestrian priority measures.

Fore Street (Proposal number 10)

Fore Street along with Wood Street and Fore Street Avenue is the southern access into the plan area from London Wall. It has a wide carriageway for the amount of traffic using it. There is potential for the street to be narrowed and the pavements widened. Local access is required to entrances and exits to Barbican Estate car parks, City of London Girls School, St Giles Cripplegate Church and St Giles Terrace. Local access is also required to servicing and delivery facilities for developments on London Wall.

Fore Street has pay-and display parking on the north side and coach parking and a TfL cycle-hire station on the south side. Additional dockless cycle and e-scooter parking was introduced in 2025.

Proposals that will be explored:

- Public realm improvements including narrowing the carriageway to enable planting and trees, pavement widening and places for people to rest.
- Relocate street parking spaces.
- A raised crossing to improve pedestrian priority and the comfort, accessibility and safety for people crossing Fore Street between London Wall Place and Moor Lane.

Wood Street (Proposal number 11)

Wood Street is the main gateway into the area for traffic arriving from the south and south-east. It is a wide carriageway that has potential to be narrowed in places.

Proposals that will be explored:

- Public realm improvements including pavement widening to allow planting and trees and places for people to sit.

Fore Street Avenue (Proposal number 12)

Fore Street Avenue intersects with London Wall and traffic can enter and exit the plan area at this location. The streets' main function is to provide vehicle access to loading and servicing bays for surrounding large developments. Consultation feedback indicated that east bound traffic used it as a short cut to avoid traffic queues on London Wall. More recent traffic data indicates that this is no longer a regular problem, however, the City will continue to monitor the issue. Additional dockless cycle and e-scooter parking was introduced in 2025.

Moorfields (Proposal number 13)

Moorfields features Underground and Elizabeth line station entrances/exits and retail and commercial premises. It also accommodates a large TfL cycle hire station. The nearby Citipoint development has its service bay on New Union Street which intersects with Moorfields. Delivery vehicles exit the plan area from Moorfields via Moore Place on to Moorgate.

Proposals that will be explored:

- Public realm improvements including a raised carriageway, new paving, greening and tree planting, seating and short-stay cycle parking.
- Traffic management changes to make Moorfield one-way southbound to motor traffic.

Area Boundary Streets

On the streets that form the boundary of the project area, we will investigate improving the experience of people walking, wheeling, cycling and the public realm.

These streets typically carry larger volumes of traffic and opportunities for improvements may be limited due to the space available and the need to continue to accommodate traffic.

Eastern Boundary

Moorgate (Proposal number 14)

Moorgate connects London Wall with Old Street and is the eastern boundary of the plan area. Large numbers of people cycling use Moorgate south of Ropemaker Street. It is also the busiest street for people walking and wheeling in the plan area.

Moorgate is identified in the Transport Strategy for proposed Phase 2 cycle network improvements (by 2035) and a proposed priority location for safer streets improvements.

Proposals that will be explored:

- The potential to improve the cycling experience and reduce road danger by introducing protected space for people cycling.
- Improved signal priorities for cyclists at the junctions with Moorgate and London Wall.
- Public realm improvements including a widened pavement on the western side.

Southern Boundary

London Wall (Proposal number 15)

London Wall is the southern boundary of the plan area. It is an important east west route for traffic in the City, including bus services and large numbers of people cycling, walking and wheeling.

Proposals that will be explored:

- The potential to improve the cycling experience and safety by introducing protected space for people cycling.
- Introduce places for people to sit and bus shelters at the bus stops.
- Explore opportunities at the Moorgate and London Wall junction to improve conditions for people walking, wheeling and cycling and provide for appropriate vehicle turning movements.

Western Boundary

Aldersgate Street (Proposal number 16)

Aldersgate Street forms the western boundary of the plan area and the Barbican Estate. It is a wide street with two traffic lanes north bound and a central reservation including street lighting and a Police check point. The south-bound carriageway has an advisory cycle lane, and the street is well used by people cycling. The Barbican Estate has substantial trees on the eastern side which contribute to the amenity of the street.

Proposals that will be explored:

- The potential to improve the cycling experience and safety by introducing protected space for people cycling.
- Removing the central reservation and improving the lighting provision for the pavements.
- Widened pavements to provide more space and comfort for people walking and wheeling and places for people to sit.
- Public realm improvements, greening and tree planting and places for people to sit.

The junction of Aldersgate with Beech Street and Long Lane (Proposal number 16a)

Barbican Underground station is located at the junction with Long Lane, Beech Street and Goswell Road. Footfall is particularly high, and the junction is busy and complex with poor legibility for people walking to the Barbican Centre. In the Transport Strategy this junction is proposed as a priority Safer Street site.

Proposals that will be explored:

- Reconfiguring crossings for people walking and wheeling to increase priority and improve comfort and safety.
- Improving signal priorities for people cycling at the junction.

Goswell Road (Proposal number 17)

Goswell Road forms the western boundary of the Golden Lane Estate and is a shared street between the City and Islington. On the eastern side, the Golden Lane Estate has a parade of shops with an overhang of residential flats above. It also has pay-and-display parking and, to the south, there is a TfL cycle-hire station.

A continuation of Aldersgate Street, Goswell Road at its widest comprises two traffic lanes in both directions and a central reservation containing the street lighting. Given the activities on either side of the street, it has insufficient crossing facilities for people walking and wheeling.

Proposals that will be explored:

- The potential to improve the cycling experience and safety by introducing protected space for people cycling.
- Removing the central reservation and improving the lighting provision for the pavements.
- Widened pavements to provide more space and comfort for people walking and wheeling.
- Public realm improvements including greening and tree planting and places for people to sit.
- A new controlled crossing facility to improve the safety of people walking to and from Fann 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.

Committed schemes

Proposal number	Proposal	Design development	Anticipated implementation	Dependencies
4	Brackley Street	2025	2026	Subject to Traffic Management statutory consultation
5	Fann Street (public realm improvements)	2025	2026	Subject to local consultation
8a & 14	The junction of Moorgate with Ropemaker and South Place. (junction improvements and right turn ban into Ropemaker Street)	2025	2025	
9	Moor Lane (public realm improvements and traffic management changes).	2025	2026	Subject to local consultation

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

Proposal number	Proposal	Earliest anticipated design development	Earliest anticipated implementation	Dependencies
13	Moorfields (public realm improvements, protected space for people cycling and one-way traffic restriction)	2025	2026	The scheme needs to be coordinated with the redevelopment of Tenter House

15	London Wall (junction improvements and protected space for people cycling).	2025	2028	Subject to new developments, changes to traffic management in the wider area and traffic modelling
1	Beech Street (restriction to through traffic)	2026	2028	Subject to new developments and changes to traffic management in the wider area and traffic modelling
2	Chiswell Street (improvements to the crossing and public realm improvements).	2026	2028	The extent of changes are partly dependent on if the Beech Street scheme is implemented and the LB of Islington as it is a shared street
3	Golden Lane (restriction to through traffic and public realm improvements).	2026	2027	The scheme is dependent on the Fortune Street right hand turn ban being implemented by the LB of Islington
4	Bridgewater Street (traffic restrictions and installation of a public space).	2026	2028	The scheme needs to be coordinated with the redevelopment of 45 Beech Street
16 & 16a	Aldersgate Street (junction improvements, improved crossings, protected space for cycling and public realm improvements).	2026	2035	Beech Street, Vision Zero the redevelopment of London Wall West and the LB of Islington
17	Goswell Road (improved crossing protected space for cycling and public realm improvements).	2026	2035	Beech Street, Vision Zero and the redevelopment of

				London Wall West and the LB of Islington
5	Fann Street (junction and traffic restriction improvements).	2027	2028	
6	Silk Street (raised junction treatment at Milton Street)	2031	2033	Any public realm improvements are partly dependent on local developments
7	Milton Street (public realm improvements and changes to traffic management)	2031	2033	Any public realm improvements are partly dependent on redevelopments on the street
10	Fore Street (public realm improvements)	2031	2034	
11	Wood Street (public realm improvements)	2031	2034	

Appendix 4

Table 1: Spend to Date: Barbican and Golden Lane Healthy Streets Plan - 16800459

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Costs	148,200	119,162	29,038
P&T Fees	135,300	123,955	11,345
TOTAL	283,500	243,117	40,383

Table 2: Resources Required to reach the next Gateway

Description	Approved Budget (£)	Adjustments (£)	Revised Budget (£)
P&T Staff Costs	148,200	11,345	159,545
P&T Fees	135,300	(11,345)	123,955
TOTAL	283,500	-	283,500

Table 3: Funding Strategy

Funding Source	Current Funding Allocation (£)
CIL	250,000
Islington Council Contribution	33,500
TOTAL	283,500

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Appendix 5

City of London: Projects Procedure Corporate Risks Register

Project name: Bunhill, Barbican and Golden Lane HNP

Unique project identifier: 12240

Total est cost (exc risk) £283500

PM's overall risk rating

Medium

Avg risk pre-mitigation

6.6

Avg risk post-mitigation

4.7

Red risks (open)

0

Amber risks (open)

5

Green risks (open)

2

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
1	8.0	£0.00	0	1	0
2	5.0	£0.00	0	1	1
2	9.0	£0.00	0	2	0
2	5.0	£0.00	0	1	1
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

Open Issues

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

All Issues

0

All Issues

Cost to resolve all issues
(on completion)

£0.00

Total CRP used to date

£0.00

City of London: Projects Procedure Corporate Risks Register

Project Name:			Bunhill, Barbican and Golden Lane HNP					PM's overall risk rating:			Medium		CRP requested this gateway		£ -		Average unmitigated risk		6.6		Open Risks		7									
Unique project identifier:			12240					Total estimated cost (exc risk):			£ 283,500		Total CRP used to date		£ -		Average mitigated risk score		4.7		Closed Risks		4									
General risk classification											Mitigation actions											Ownership & Action										
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Redised & moved to ISSUES	Comment(s)									
R1	3	(4) Contractual/Partnership	The City and Islington Council do not agree traffic management changes in the project area.	A wider area Healthy neighbourhood plan will not be produced.	Possible	Serious	6	£0.00			Regular officer working group meetings between the two councils will coordinate proposals. Significant issues will be reported to management and Members if required.	£0.00	Possible	Serious	£0.00	6	£0.00		22/05/2023	Gillian Howard	Stephen Oliver											
R2	3	(3) Reputation	Stakeholder groups such as local residents associations or schools do not support proposed changes to traffic management.	Engagement with local stakeholders will be continued.	Possible	Major	12	£0.00			The project team will engage with representatives of the community and the schools as the proposed designs develop.	£0.00	Unlikely	Major	£0.00	8	£0.00		24/07/2020	Gillian Howard	Stephen Oliver											
R3	3	(3) Reputation	The proposals do not meet the expectations of stakeholders.	Stakeholder support for the project will not be forthcoming	Possible	Serious	6	£0.00			Consultation on the draft proposals will articulate the benefit of the proposals and concerns will be taken on board.	£0.00	Possible	Serious	£0.00	6	£0.00		24/07/2020	Gillian Howard	Stephen Oliver	01/01/2025	Public engagement indicated support for the proposals in the Plan.									
R4	3	(1) Compliance/Regulatory	Changes in political leadership within the City, LB or TfL.	The project is no longer supported or withdrawn.	Unlikely	Major	8	£0.00			Informing members of the City and LB of the progress and benefits of the project and identifying in the Transport Strategy delivery plan.	£0.00	Rare	Major	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver											
R5	3	(4) Contractual/Partnership	Issues or delays in approvals for any required modelling.	Delays and possible increase to project programme.	Unlikely	Serious	4	£0.00			Early and regular meetings with TfL to understand their approval procedures.	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver											
R8	3	(4) Contractual/Partnership	Some or all of further data that is required cannot be collected due to survey companies having no capacity to deliver the services.	Delay and possible increased cost to project programme.	Unlikely	Serious	4	£0.00			Procure the services as an open tender to increase the possibility of a company able to undertake the surveys, and complete the procurement exercise as early as possible.	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver	01/01/2025	All surveys for the HNP completed and draft Plan produced accordingly.									
R9	3	(2) Financial	Insufficient funds or loss of funding source.	Will delay project progression or result in the cancellation of the project.	Possible	Serious	6	£0.00			Investigate further funding options or reduce the scope of the project.	£0.00	Possible	Serious	£0.00	6	£0.00		24/07/2020	Gillian Howard	Stephen Oliver	01/04/2025	Funding has been sufficient to progress to adoption of the Plan.									
R10	3	(1) Compliance/Regulatory	Brexit or external factors affect labour costs.	Higher or lower costs for consultancy services	Unlikely	Serious	4	£0.00			Review each cost at HNP stage	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver	01/04/2025	Funding has been sufficient to progress to adoption of the Plan.									
R11	3	(3) Reputation	Insufficient funds for the projects identified in the plan	Objectives of the Transport Strategy and the Climate Action Strategy will not be met.	Possible	Serious	6	£0.00			Identify funding opportunities as the plan is developed. Proposals will reflect these opportunities.	£0.00	Possible	Minor	£0.00	3	£0.00		24/07/2020	Gillian Howard	Stephen Oliver											

Committees: Streets and Walkways Sub-committee (For Decision) Project and Procurement Sub-committee (For Information) Planning and Transportation Committee (For Decision) Court of Common Council (For Decision)	Dates: 14 May 2025 19 May 2025 08 July 2025 24 July 2025
Subject: Leadenhall Street Improvements – City Cluster Vision Programme Unique Project Identifier: 12295	Gateway 4: Detailed Options Appraisal (Complex)
Report of: Katie Stewart, Executive Director, Environment Report Author: Daniel Laybourn, Transport & Public Realm Projects, City Operations	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: Improvements on Leadenhall Street to enhance the experience of walking, wheeling and cycling. To include pavement widening, new and improved crossings, public realm enhancements, greening and seating. This project will also help mitigate the impact of new developments on the City's street network and aligns with the City Cluster Vision, Transport Strategy, and Climate Action Strategy.</p> <p>RAG Status: Amber (no change from previous)</p> <p>Risk Status: Medium (no change from previous)</p> <p>Total Estimated Cost of Project (excluding risk): £7-8.5m</p> <p>Change in Total Estimated Cost of Project (excluding risk): None.</p> <p>Spend to Date: £375,367 as of 16 April 2025</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage: Due to the delayed implementation of the Section 278 scheme at 1 Leadenhall, the start of construction of this project is likely to slip by approx. 3 months to January 2026 so that it follows on from the S278 work.</p>
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<p>2. Next steps and requested decisions</p>	<p>Next Gateway: <i>(if approved)</i> Gateway 5 Detailed Design and Approval to Start Work.</p> <p>Next Steps:</p> <p>Continue the construction design and estimating process, further confirming the greening, street furniture and historical interpretation designs in preparation for the next report. Begin detailed construction planning with stakeholders.</p> <p>Requested Decisions:</p> <p>Members of the Planning and Transportation Committee and Streets and Walkways Sub-committee are asked to:</p> <ol style="list-style-type: none"> 1. Note the Public Consultation results, summarised in Section 4 of this report and contained in full in Appendix 2; 2. Approve the scheme design for Leadenhall Street shown in Appendix 3; 3. Approve the progression of the required Traffic Management Orders required for the scheme up to the end of the 'Notice of Intent' stage; and 4. The submission of a Gateway 4b report to the Court of Common Council in July 2025.
<p>3. Resource requirements to reach next Gateway</p>	<p>No additional funding is required to reach the next Gateway. More detailed financial information, including spend to date, can be found in Appendix 4.</p> <p>Costed Risk Provision requested for this Gateway: None. No funds have been allocated for the Risk Register in Appendix 5. The risks for work prior to construction are minimal and will be addressed through regular project activities.</p>
<p>4. Public Consultation Feedback</p>	<p>Public Consultation:</p> <p>A nine-week public consultation, held between December 2024 and February 2025, gathered responses from more than 200 people with over 1500 visits to the Commonplace consultation website. It included drop-in sessions in local venues, on-street information totems, a project webpage and a leaflet drop in the local area to help gather stakeholders' opinions.</p> <p>Highlights of the consultation are below with the full analysis in Appendix 2.</p> <p>Overall, the proposals were met with positive feedback, with 70% (161) of respondents expressing support. Many appreciated the potential for a more welcoming and visually appealing environment for people walking and wheeling.</p> <p>However, 20% (47) of people were not satisfied with the proposals, concerns were raised in the free text section</p>

regarding the impact on people cycling, with some advocating for dedicated and protected cycle lanes to improve safety.

The proposals for changing vehicle waiting and loading arrangements were largely welcomed with 70% (155) happy or satisfied with the proposals. 13% (28) were unhappy or dissatisfied, with these views seemingly evenly spread between age, mode of travel and relationship to the City. Concerns raised related to taxi access (14 comments) and the adequacy of the proposed loading space (10 comments).

Specific elements of the plans, such as new and improved crossings, gained positive support from respondents with 81% (171) believing the proposals were appropriate and in the right locations. Seating and greening garnered strong support for the approach consulted on with 84% (81) of respondents positive. Some negative comments were received which related to five comments around the space this would take up and five comments not wanting to integrate art.

In terms of the historical interpretation proposed to be incorporated into the design were particularly popular, with nearly 90% (78) expressing support and praising the designs.

The full consultation report can be seen in **Appendix 2**.

In response to issues raised in the consultation:

Protected space for cycling: As stated in the previous report to committee, traffic volumes (approx. 490 vehicles in the peak hour periods, weekdays between 8-9am and 5-6pm) lend themselves to mixing people cycling and motor vehicles in the same lane(s). However, the London Cycling Design Standards and national Department for Transport guidelines do suggest separate cycle lanes should be provided due to the average daily traffic flows (approx. 6400 vehicles). Given the carriageway widths and the need to prioritise people walking and wheeling along, widening the pavements is necessary and considered the priority in the design. Providing cycle and traffic lanes in both directions, in addition to pavement widening, is not viable.

The proposal includes 3.2m-wide traffic lanes in both directions, in line with guidance with mixing motor vehicles and people cycling. This approach has been used elsewhere in the City and maximises the potential for pavement widening. In turn, this provides a suitable width for traffic lanes that discourage unsafe overtaking of people cycling.

Waiting and loading: Initial project surveys focused on current vehicle waiting and loading patterns, and an assessment was conducted to determine the additional impacts of the planned developments. This formed the basis of the proposals.

	<p>In response to the consultation feedback and feedback from taxi representatives, the inset timed loading bay at the western end of the street (outside no. 12 Leadenhall St) has been amended to also function as a two-bay taxi rank between 7pm to 5am. This accommodates taxi ranking needs during off-peak loading and pedestrian traffic hours. It effectively replaces the existing two-bay taxi rank on the opposite side of the street, current operational hours of 7am-7pm, which is planned to be removed. Whilst this would be separate to the experimental traffic order at Bank Junction, it could accommodate whatever is determined there.</p> <p>Overall, the design was well received, and comments will be taken on board in further design work. The largest number of comments received were around space for people cycling vs space for people walking and wheeling. The recommendation is to continue with a design that focuses on space for people walking and wheeling as it is not possible to do both well.</p>
<p>5. Overview of project options</p>	<p>The scheme design, shown in Appendix 3 and visualised in Appendix 7, has undergone further development following the public consultation and further ground condition surveys. This refinement aims to help deliver a world-class street, meeting project objectives and aligning with stakeholder and policy visions. The design features:</p> <ul style="list-style-type: none"> • A narrowed 6.4m-wide carriageway, enabling the provision of significantly wider pavements throughout. • Raised pedestrian crossings, designed to create a continuous, level surface between the carriageway and pavements in areas with high footfall. • Inset loading bays, located to accommodate waiting and loading requirements, with the western bay proposed as a part-time taxi rank (as mentioned in section 4, subject to statutory consultation). • Revised bus stop locations and sizes, optimised for the proposed highway modifications and now agreed with Transport for London. • Design elements that help to deliver security measures in alignment with the Easter City Cluster Security programme, as Leadenhall Street also forms part of that programme's scope. <p><u>Greening, sustainable drainage systems (SuDs) and public realm design</u></p> <p>After analysing the data collected from trial holes, potential tree planting locations were identified, grouping them into continuous runs where possible. These locations have been submitted to utility companies for diversion cost estimations. It is estimated that planting 25+ trees along the street is possible. Officers will</p>

conduct a cost-benefit analysis to finalise the tree planting plan once diversion costs are known. Following the utility assessment, officers will then look to place planters in locations where tree planting is not feasible or is cost prohibitive.

Ground drainage tests, known as percolation tests, for SuDS on Leadenhall Street confirmed excellent subsurface drainage. Consequently, officers are now evaluating the use of 'Hydrorock' material to construct one large and connected SuDS network throughout the street. A system using this porous woven-rock and load-bearing material would not only support the future trees but also serve as a foundation for the proposed planters whilst reducing the runoff into surface water drainage systems, reducing maintenance requirements and helping mitigate against flood risks.

Planter design and historical & cultural interpretation

With 78 public consultation respondents commenting positively about the proposals to celebrate the area's history within the scheme design, LDA landscape architects have been recommissioned to refine the planter designs and integrate historical and cultural interpretations. To ensure these interpretations are accurate and relevant, a working group has been formed. This group comprises of City Officers with expertise in local history and representatives from the EC BID. They will collaborate closely with LDA throughout the detailed design development. This will help create a lasting design that authentically reflects the surrounding area.

Based on the work undertaken to date, it is anticipated that three to five planters will be installed along the street, primarily in wider sections of the pavement. After confirming maintenance and accessibility requirements, it's expected that the planters will be constructed from Granite, a high-quality and robust material commonly used in similar City installations that helps to minimise maintenance costs. Reclaimed hardwood is proposed to be used for seating on the edges of the planters. Historical and cultural interpretations are likely to be achieved through engravings on the granite surface. Officers will also look to include tactile elements, such as engraved metal plates bonded to the top surfaces, to enhance the variety of elements to make it more inclusive.

Security and other street furniture

As this project will be delivering public realm elements along Leadenhall Street that could also act as security measures (such as the planters and benches) for the pavements, it will be working in tandem with the Easter City Cluster Security programme, as Leadenhall Street also forms part of that programme's scope.

	<p><u>Healthy Streets and City of London Street Accessibility Tool (CoLSAT)</u></p> <p>The design process for this scheme has been actively shaped by considerations regarding Healthy Streets principles and improvements to the CoLSAT scores. The baseline performance of the existing street and the scores of the proposed scheme design are provided in Appendix 6. Leadenhall Street already performs relatively well on accessibility but the current Healthy Streets assessment scores poorly for traffic composition (likely due to recent construction activity on the street), a lack of crossing points, footway and road surface quality, available footway space and lack of cycle parking & greening. The final scheme design will be reassessed, and the results detailed in the next Committee report.</p>
<p>6. Recommendation</p>	<p>Members of the Planning and Transportation Committee and Streets and Walkways Sub-committee are asked to:</p> <ol style="list-style-type: none"> 1. Note the Public Consultation results, summarised in Section 4 of this report and contained in full in Appendix 2; 2. Approve the scheme design for Leadenhall Street shown in Appendix 3; 3. Approve the progression of the required Traffic Management Orders required for the scheme up to the end of the 'Notice of Intent' stage; and 4. The submission of a Gateway 4b report to the Court of Common Council in July 2025. <p>If approved, the project team will immediately begin two parallel workstreams:</p> <p><u>Gateway 4b Report Preparation</u></p> <p>For projects exceeding £5 million, a Gateway 4b report is required. The team will collaborate with colleagues to prepare this report for submission to the Court of Common Council in July 2025.</p> <p><u>Scheme Design and Construction Planning</u></p> <p>The project team will continue scheme design and construction planning, aiming for a consolidated Gateway 4c/5 report submission in Autumn 2025. This work will also encompass:</p> <ul style="list-style-type: none"> • Refining utility diversion estimates through further collaboration with utility companies. • Commissioning and conducting Equalities Impact Assessments and Road Safety Audits through third-party providers. • Engaging in ongoing discussions with Transport for London regarding their Traffic Management Act

	<p>Notification (TMAN) process and the necessary road diversions/closures for construction.</p> <ul style="list-style-type: none"> • Working with colleagues from the Eastern City Cluster Security project to ensure the scheme design meets their requirements. • Initiating the development of traffic orders as dictated by the scheme design. This will involve progressing to the "Notice of Intent" stage, where the City's plans are formally announced, and statutory consultation takes place. Following Gateway 4c/5 approval and subject to the consultation outcomes, the "Notice of Making" process will be executed, finalising and enacting the new traffic orders. <p>This revised project timeline aligns with the delayed Section 278 construction at the 1 Leadenhall Street development, which this project was originally scheduled to follow. While the precise reasons for their delays remain unknown, it is common for large-scale developments to experience such delays. Maintaining the original project schedule and undertaking two simultaneous City-led construction schemes on Leadenhall Street was considered. However, the potential risks, including resource constraints and the complexities of managing adjacent projects with differing timelines, outweighed any potential benefits.</p> <p><u>Stakeholder Engagement</u></p> <p>Officers will continue to update stakeholders on the project via the City Cluster's Programme Board meetings and engagement with the EC BID. Regarding broader public engagement this will be limited until the next stage of work. Specific details regarding the timing and format of future public engagement activities will be outlined in the subsequent committee report.</p> <p><u>Project Governance</u></p> <p>At the time of writing, this project adheres to the City's established project governance procedures. However, given the pending implementation of a revised governance framework, it is conceivable that subsequent changes to the project's reporting and approvals may be necessary. In the event of such changes, the project's reporting and approval processes will be amended to reflect the updated framework</p>
<p>7. Risk & Legal implications</p>	<p><u>Risk</u></p> <p>As the project moves forward to construction, the risk profile is expected to be like other City highway projects. However, due to the project's size, the eventual risk sum based on previous projects is expected to be around £1 million. This will need to be accommodated within the available funding and so a Costed Risk Register will be developed alongside the final iterations of the scheme design to ensure it is affordable. This</p>

register will then be submitted for approval as part of the next Gateway report.

No funds are currently allocated for the Risk Register in **Appendix 5**. The risks of work prior to construction are minimal and will be addressed through regular project activities. Looking forward, the construction stage will carry the highest risk profile of the entire project as is normal for highway projects. The top four risks are most likely to be:

- Increased costs arising from the current financial climate and inflation that results in contractual cost uplifts and other supplier costs increases;
- Additional utility diversionary works being required despite trial holes and radar survey work having been undertaken;
- Unforeseen technical/ engineering issues occurring that require additional costs to rectify; and
- Supply chain issues relating to the Yorkstone footway paving.

Legal

In exercising the City Corporation's functions as traffic authority and taking a decision, the City are required to comply with the duty in Section 122 of the Road Traffic Regulation Act which requires the traffic authority, in exercising its traffic authority functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to:

- a. the desirability of securing and maintaining reasonable access to premises.
 - b. the effect of amenities of any locality.
- (bb) national air quality strategy.
(c) public service vehicles.
(d) any other relevant matters.

Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations between those who share a protected characteristic (i.e., race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not.

As part of the duty to have "due regard" where there is disproportionate impact on a group who share a protected

	<p>characteristic, the City Corporation should consider what steps might be taken to mitigate the impact, on the basis that it is a proportionate means which has been adopted towards achieving a legitimate aim. To this end, Officers will instruct an independent third party to undertake an Equalities Impact Assessment on the finalised scheme design and make any identified improvements, assuming they are reasonable and possible.</p> <p>Finally, Leadenhall Street forms part of the Strategic Road Network and therefore the project will need Transport for London's authority to proceed under the Traffic Management Act Notification (TMAN) process. Officers are already working on this with TfL.</p>
8. Procurement strategy	<p>The design and project management will continue to be handled by the internal team of officers and engineers in the City Operations division. The city's current term contractor (FM Conway) will undertake the eventual construction work. Any other third-party engagement will follow standard procurement rules as appropriate, or the Transport and public realm framework contract.</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Consultation Report
Appendix 3	Scheme Design
Appendix 4	Project Financial Information
Appendix 5	Risk Register
Appendix 6	CoLSAT and Healthy Streets Assessments
Appendix 7	Scheme Visualisation

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 12295

Core Project Name: Leadenhall Street Improvements

Programme Affiliation: City Cluster Vision (formally known as the Eastern City Cluster Programme)

Project Manager: Daniel Laybourn

Definition of need:

Pre COVID-19 pavement crowding was an issue in many parts of the City and, without change, was forecast to increase as the City's working population increased. Pavement crowding is still expected to be an issue in the future despite the impacts of COVID-19 including safely accommodating the increase in footfall resulting from new developments, particularly in the City Cluster. This has implications for:

- Safety – as people are often forced to walk in the carriageway and are at greater risk of being involved in a collision.
- Accessibility – some disabled people will be uncomfortable and potentially excluded by too narrow or overcrowded pavements
- Emissions reduction – the Climate Action Strategy identifies pedestrian priority and improved pedestrian comfort as necessary conditions for Net Zero by 2050

The 2017 City Streets survey found that 84% of people thought the City's pavements were overcrowded, 60% thought that people walking were given too small a share of street space and 65% thought the needs of people walking were underprioritised.

Walking is the main mode of travel in the Square Mile. 90% of on-street journeys that start or finish in the Square Mile are walked, including walking to and from public transport. Walking is the most common form of transport for disabled Londoners, with 78% reporting they walk at least once a week. 65% of disabled Londoners consider the condition of pavements to be a barrier to walking more frequently.

The Climate Action Strategy identifies pedestrian priority and improved pedestrian comfort as necessary conditions for Net Zero by 2050.

The Eastern City Cluster Vision was adopted in April 2019. The vision shows two options for significant change on Leadenhall Street providing greater space for people walking and cycling and opportunities for greening. This proposal is also included in the Eastern City Cluster Programme reporting received regular by Committees

During the COVID-19 pandemic in 2020, several temporary on-street interventions were implemented to enable social distancing and provide more space for people choosing to walk and cycle. A report was taken to Planning and Transportation Committee in April seeking approval to close this project and retain some of the measures as experimental schemes across several programmes. This pedestrian priority programme will incorporate the largest portion of the on-street changes in its first year of delivery.

Key measures of success:

- Whether businesses can still meet their delivery and access needs
- Journey times are not significantly impacted on surrounding streets
- Pedestrian and cycle comfort levels improve

Expected timeframe for the project delivery/ Key Milestones:

Assuming the Gateway 4b submission to CoCo in July 2025 and May/ July 2025 request to consolidate the Gateway 4c and 5 reports is approved, the key dates going forward would be:

- Gateway 4c/ 5 in Autumn 2025
- Construction start in early 2026 following completion of the construction work at 1 Leadenhall Street.

Are we on track for completing the project against the expected timeframe for project delivery? Yes. In May 2022, the project's scope was increased to focus on transforming Leadenhall Street rather than smaller changes to the street. The City Cluster Area programme update in September 2023 detailed the revised next steps.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No.

[2] Finance and Costed Risk**Headline Financial, Scope and Design Changes:****'Project Briefing & Proposal' G1/2 report (as approved by PSC 23/7/21):**

- Total Estimated Cost (excluding risk): £480-550k
- Requested budget: £218k
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
 - **Overall programme:** July 2021 – Summer 2024
 - **Key dates:**
 - Gateway 1 /2 July 2021
 - Gateway 3/4 September/ October 2021
 - Gateway 5 (Delegated) November 2021
 - Progress Reporting Summer 2022
 - Progress Reporting/ Gateway 5 at Summer 2023 (end of potential experimental period)

Scope/Design Change and Impact: Project initiation that requested authority to review available data, undertake stakeholder engagement, progress design options, develop a monitoring strategy and proceed with third party approvals.

G2 Issue report (Approved via delegated authority in February 2022)

- Total Estimated Cost (excluding risk): £480-550k
- Resources to reach next Gateway (excluding risk): no additional budget requested.
- Spend to date: £14,339 (as of 25/2/22)
- Costed Risk Against the Project: N/A
- CRP Requested: N/A

- CRP Drawn Down: N/A
- Estimated Programme Dates: TBC. A report will follow in May 2022 detailing project slippage.

Scope/Design Change and Impact: Short report requesting an update to the current Fees expenditure description (which is 'Equalities Assessments, Road Safety Audits, surveys, Traffic Modelling consultancy costs, Topo surveys and utilities investigations') to include "highway and public realm concept design work to be undertaken by third parties" to enable an outline design to be developed for Leadenhall Street based on the City Cluster Vision.

G2 Issue report (as approved by S&W and OPP sub-committees in May 2022)

- Total Estimated Cost of Project (excluding risk): £480-£550k
- Resources to reach next Gateway (excluding risk): no additional budget requested.
- Spend to date: £38,187 as of 18th March 2022
- Costed Risk Against the Project: None. A Costed Risk Provision ("CRP") of £57,000 is being requested as part of this report.
- CRP Drawn Down: None
- Estimated Programme Dates: TBC. Delivery of substantive on-street changes will have slipped from Summer 2023 to at least Summer 2024 due to the requested refocusing of the project.

Scope/Design Change and Impact: Short report requesting:

- A change in project delivery timescales
- Amendments to the agreed budget (within the previously agreed overall amount)
- A change in the project title to better reflect the revised scope.
- Delegated authority to implement a bus gate on Leadenhall Street should any changes with TfL's Bishopsgate traffic reduction experimental scheme require it.

City Cluster Area – programme update (including Leadenhall Street Improvements, as approved by S&W in September 2023)

Scope/Design Change and Impact: The Leadenhall Street elements of this report requested:

- Approval to progress further with the highways & public realm design
- Approve a budget increase from £173k to £391k, funded by 20 Fenchurch Street S106 monies
- An addition of a works budget line to allow on-street trial holes
- An update to the project's risk register following the outcome of TfL's Bishopsgate traffic experiment.

G3 Outline Options Appraisal report (as approved by S&W in November 2024)

- Total Estimated Cost of Project (excluding risk): £7-8.5m
- Resources to reach next Gateway (excluding risk): £295,000
- Spend to date: £286,586 as of 14 October 2024.
- Costed Risk Against the Project: None.
- CRP Drawn Down: None

- Estimated Programme Dates: Based on the proposed approvals programme, construction would start in Autumn 2025.

Report requested:

- Noting the revised project budget of **£686,000** (excluding risk);
- The approval of the principles of the highway and public realm design and the proposed way forward to develop it;
- The approval of a Public Consultation and Engagement exercise to be undertaken based on the design and principles set out in the report, and the final detail to be agreed with the Director of City Operations;
- Agreement to the reporting approach, including the proposal to combine the Gateway 4 and 5 reports; and
- Noting the project's total estimated cost range of £8m- £9.5m (inclusive of costed risk and any maintenance sums) and the funding strategy

Total anticipated on-going commitment post-delivery [£]: TBC
Programme Affiliation [£]: £15million (City Cluster Vision Programme)

Transforming Leadenhall Street

Public consultation feedback report

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Independently compiled by
Commonplace for the City
of London Corporation

February 2025

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Executive summary



Summary of key findings

The City of London Corporation has produced proposals to create a more welcoming and sustainable environment on Leadenhall Street to enhance the experience of people walking, wheeling and cycling.

A nine-week consultation on the proposals was undertaken from December 2024 to February 2025, utilising the Commonplace consultation platform, together with a series of public drop-ins. The consultation – which was open to anyone with a connection to, or interest in the area – received more than 400 contributions from over 200 individuals.

The Leadenhall Street proposals attracted positive feedback from a majority of consultation contributors. 70% expressed a favourable view of the overall proposals, with positivity evident among respondents of all ages, travel modes and differing relationships with the City of London. These were views which were frequently underpinned by the perceived benefits of the proposals in relation to an enhanced pedestrian experience in a more welcoming and aesthetically pleasing environment. However, note a pocket of feedback which focused on concerns about the impact and effectiveness of the proposals on cyclists – particularly in relation to reduced and shared road space. This was a view that advocated a re-design of the street with designated and protected cycle lanes to fundamentally improve cyclist safety.

Specific proposals for waiting and loading were also applauded by 70%+, though again note some concerns relating to kerbside taxi access and a need for additional loading space.

Proposals for both the new and amended crossings, together with seating and greening, attracted increased applause from more than 80% of respondents – with a clear and undoubted level of support in evidence, again, across many demographic groupings.

Furthermore, proposals to celebrate the area's history via design interpretation attracted an even higher level of support – nudging the 90% mark – with accompanying comments praising what were seen as innovative and characterful example designs.

Introducing the Leadenhall Street proposals and their consultation



The proposals to transform Leadenhall Street

The City of London Corporation aims to enhance the experience of people walking, wheeling and cycling on Leadenhall Street. To create a more welcoming and sustainable environment, the proposals would:

- Increase the width of the pavements along the street by up to three metres.
- Improve crossings and add new crossing points. These would be raised to make them more accessible.
- Introduce trees and planters to green the street, provide shade and absorb rainwater.
- Add seating for people to stop and rest.
- Celebrate the rich history of the area by incorporating historical references into planters and seating.

The proposals include new and amended waiting and loading restrictions along the length of the street, including:

- Page 370
- No waiting, parking, loading or unloading at any time on Leadenhall Street to help ensure the flow of traffic. This will be marked by double yellow lines and double yellow kerb markings.
 - Allowing waiting and loading to still take place it is proposed to install waiting and loading bays outside 80, 107 and 12 Leadenhall Street.
 - Removing the taxi rank outside 145 Leadenhall Street to allow the pavement to be widened.

The proposals for new and amended crossings are:

- The signal-controlled pedestrian crossing layout at the St Mary Axe junction will be redesigned, reducing the crossing distances while retaining the raised carriageway.
- Raising the carriageway so that it is flush with the pavement at the junctions of Billiter Street and Creechurch Lane. This will provide both step free informal crossings and act as traffic calming.
- Improving the signal-controlled pedestrian crossing layout near the junction with Aldgate High Street, including raising the carriageway to pavement level at the crossing.

The proposals to transform Leadenhall Street

A layout of proposed changes can be accessed by clicking [here](#).

Proposals align with the City Corporation's City Cluster Vision (PDF), Transport Strategy, Climate Action Strategy, and the Eastern City Business Improvement District Public Realm Vision.



Engagement and consultation

Utilising the Commonplace engagement platform, a nine-week consultation on the draft proposals to transform Leadenhall Street ran from Monday 9 December 2024 to Sunday 9 February 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 proposals in overall terms, in addition to their individual elements.

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.

Engagement prior and during the consultation included:

- Pre-engagement meetings with key stakeholders including ward members and the EC BID via the overarching City Cluster's Programme Board.
- Light promotion of the consultation on social media.
- A project webpage.
- Leaflets distributed in the local area.
- Three on-street information totems.
- Three drop-in sessions where the public could discuss the proposals with the project team.

Those interested could also email or telephone the project team to give their views.

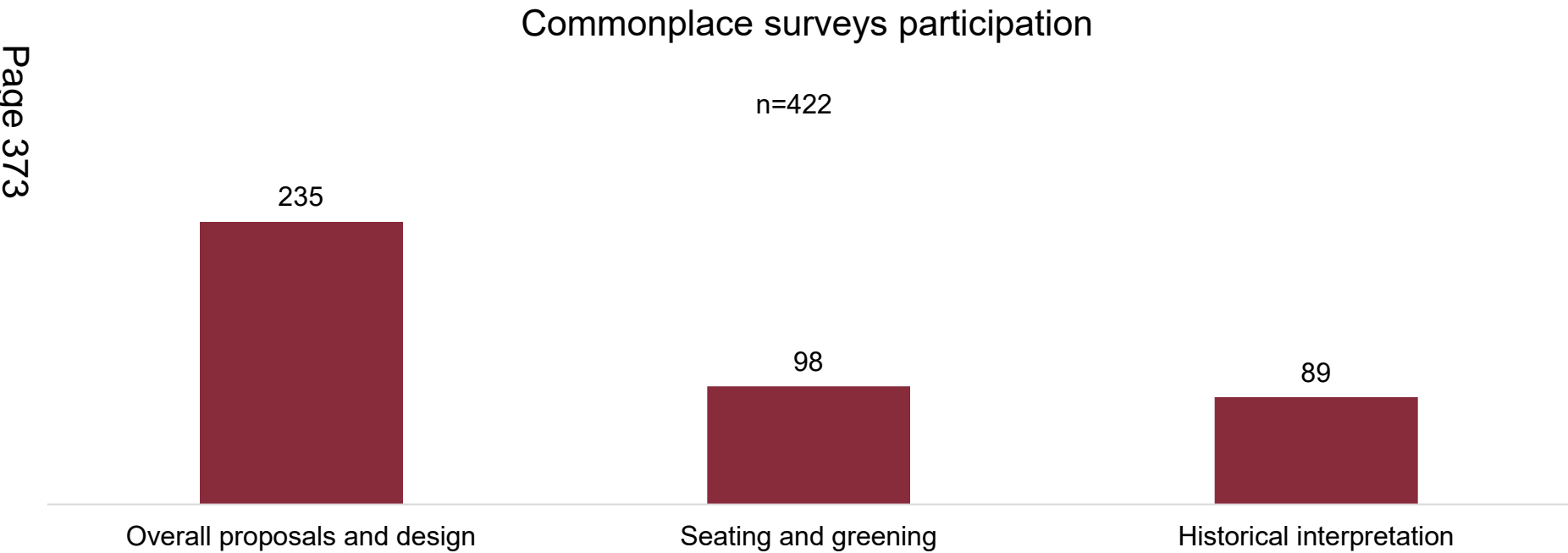
The consultation was not intended to be a referendum or 'vote' of any kind, but rather a process for exploring perceptions and collecting feedback.

Consultation contributions

There were over 1,500 visits to the Commonplace consultation pages.

The consultation received 422 Commonplace contributions, made by over 200 individuals, across the three surveys (some individuals made more than one contribution). Contributors included a wide and demographically diverse variety of workers, commuters, visitors, stakeholders, residents and others.

The chart below shows the distribution of Commonplace contributions, spotlighting the highest participation level in relation to the overall proposals and design.



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 the proposals overall and individually, using the Commonplace data as the main statistical focus of this feedback.

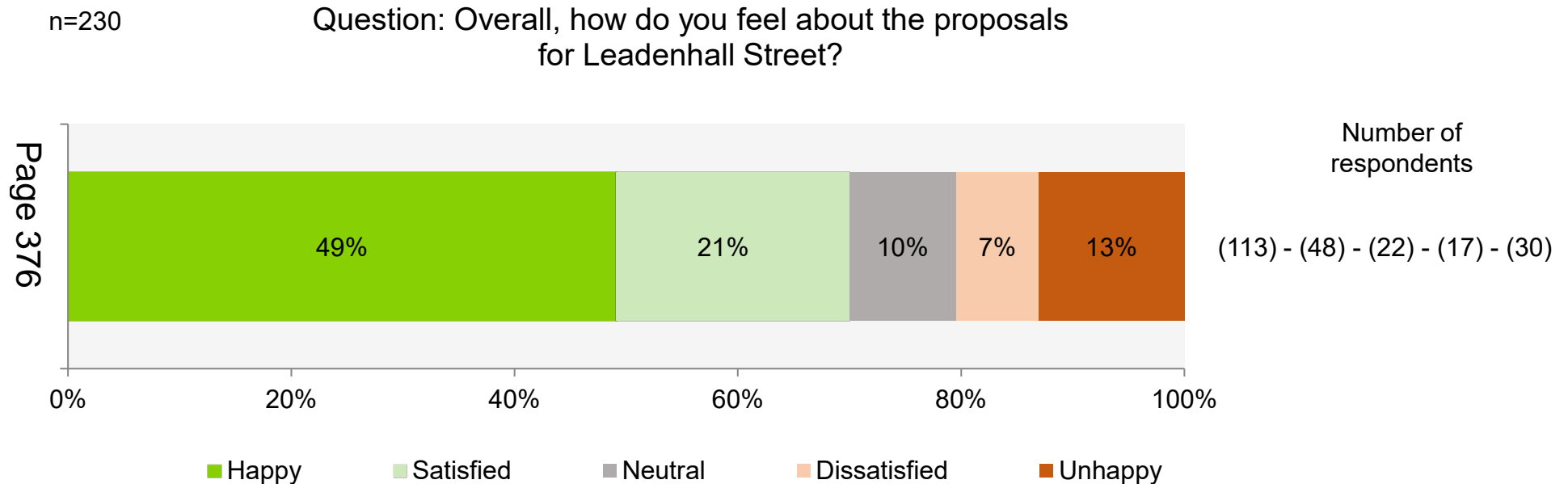
Prior to reading this report, please refer to the notes attached as [Appendix One](#), which provide important explanatory information on the analysis and presentation of findings.

Views on the overall proposals



Views on the overall proposals

70% of respondents were positive about the proposals. For many, this view was “happy”. In contrast, just 20% were dissatisfied or unhappy, with 10% expressing a neutral opinion.

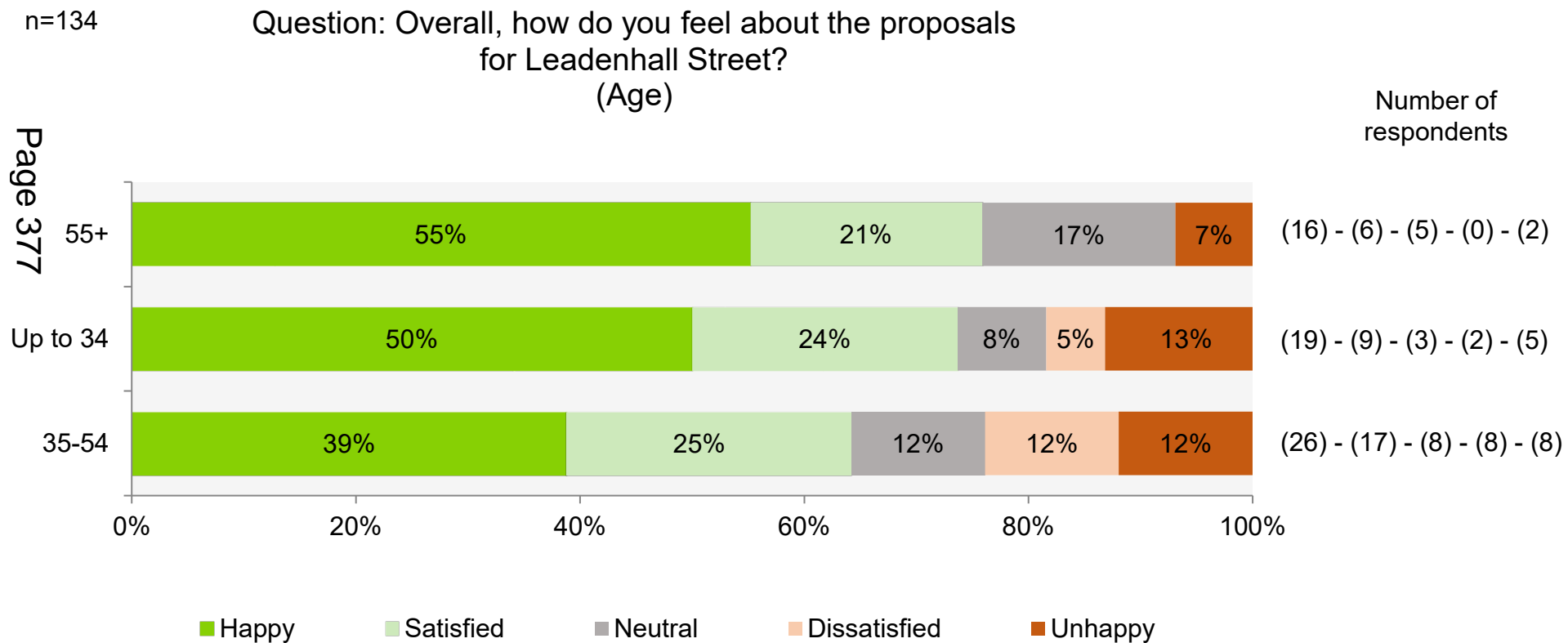


On the following pages, we see how views on the overall proposals varied by contributors' age, travel mode and their relationship to the City.

How views on the overall proposals varied in relation to respondent age

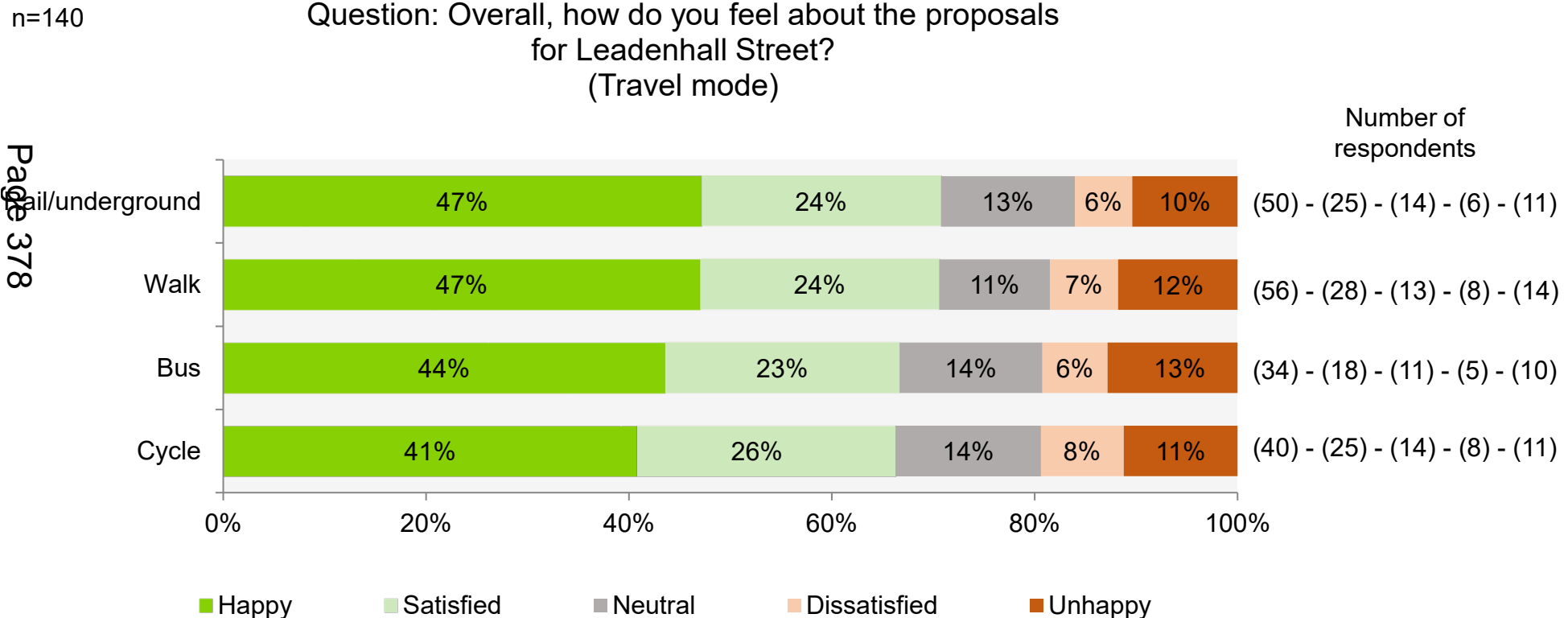
A majority of respondents in each age group were positive about the overall proposals.

Critical views were most prevalent among those aged 35-54, with almost a quarter (24%) being dissatisfied or unhappy.



How views on the overall proposals varied in relation to how respondents identified they got around the area

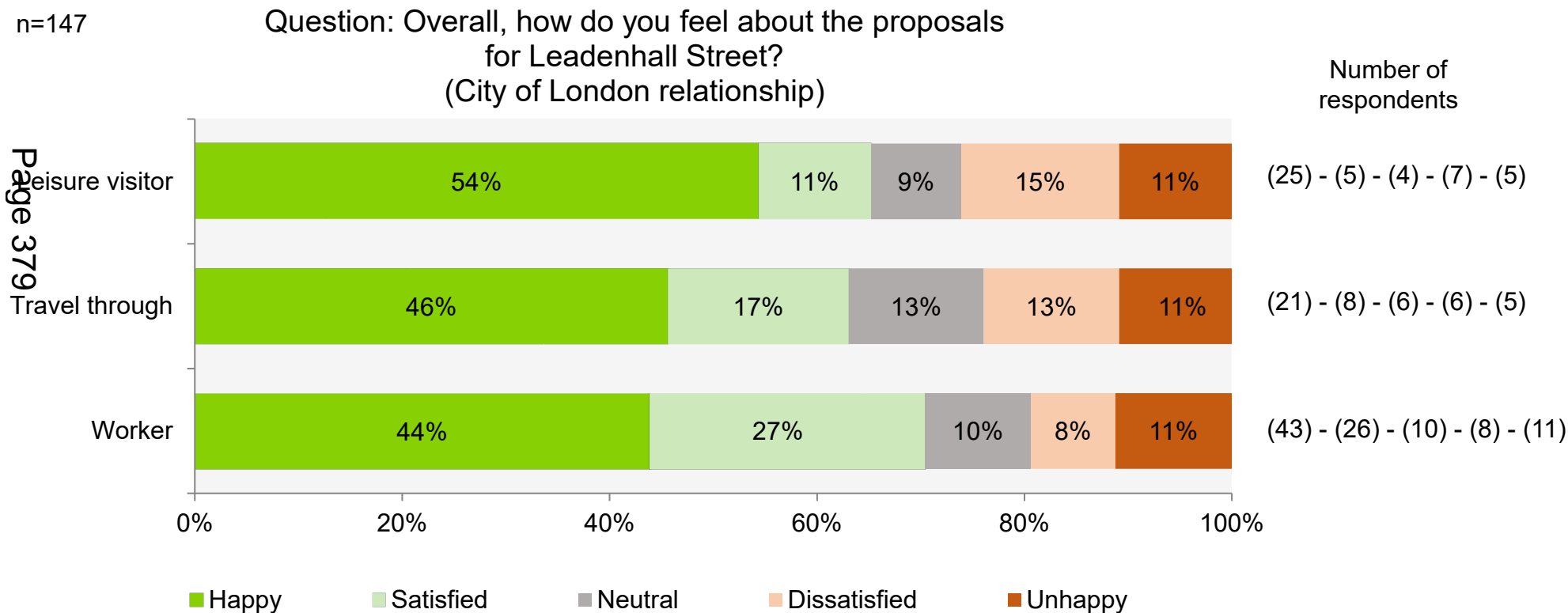
Positive views on the overall proposals were evident among a majority of respondents identifying as travelling by each travel mode, peaking among those identifying as using the rail/underground and walking (both 71% positive). In contrast, critical views were far less evident.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and others) lacked a sufficient number of respondents to allow meaningful analysis.

How views on the overall proposals varied according to City of London relationship

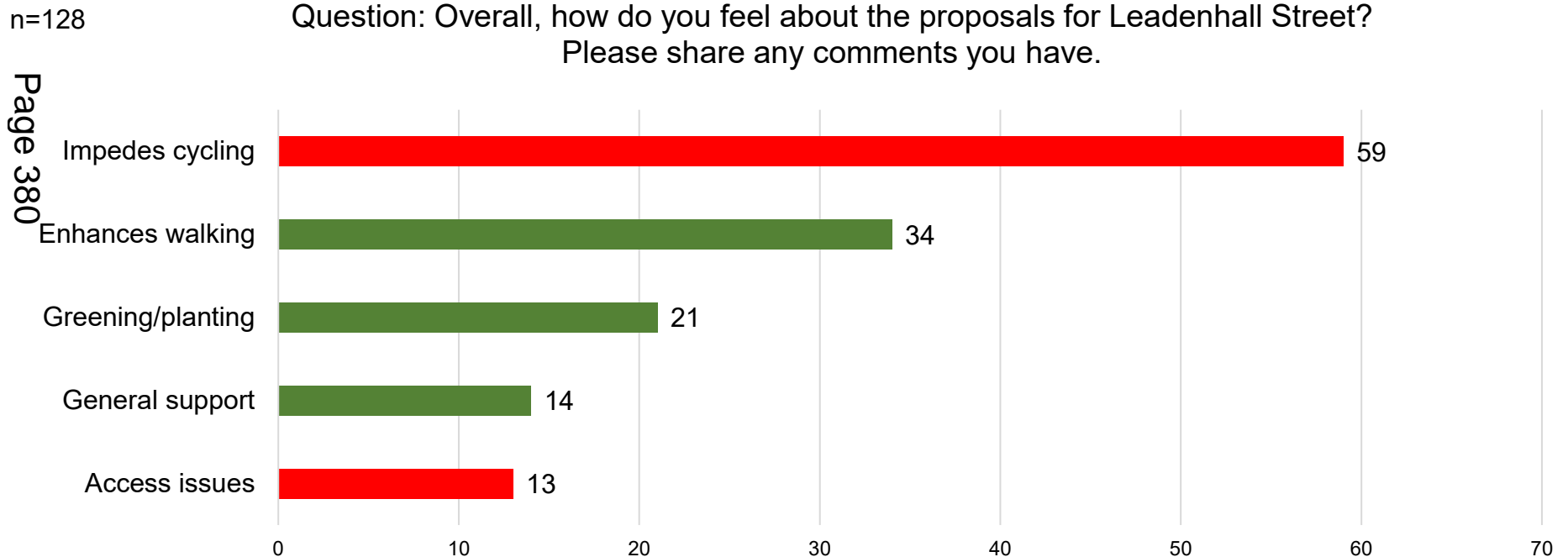
A majority of leisure visitors, workers and those travelling through the area were positive about the overall proposals. Positivity peaked among workers (71%). In contrast, around 19-26% of respondents in each group were critical.



Note that some relationship types (residents, business visitors, business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Comments on the overall proposals for Leadenhall Street

128 respondents left comments on the overall proposals for Leadenhall Street. Some respondents left more than one comment. Here, we see the main comments underpinning both supportive and critical feedback on the Leadenhall Street proposals. Supportive comments focused on feelings that the proposals enhanced the pedestrian experience with accompanying greening/planting, along with general applause for the proposals. In contrast, concerns were concentrated on the impact on cyclists, particularly in relation to reduced road space and shared space with motorised vehicles. Categories in green indicate supporting comments and perceived benefits. Those in red indicate concerns/criticisms.



Other comments (each specified by small numbers of respondents) expressed concerns on potentially negative effects for taxi access, the general impact of reduced road space and the view that changes were unnecessary.

Additional comments and suggestions on the proposals for Leadenhall Street

A further 58 additional comments were made on the overall proposals and designs for Leadenhall Street. A number of these comments focused on a perceived need for segregated cycle lanes and increased cycling safety within the street:

- Segregate motor vehicles and cyclists with designated and protected cycle lanes.
- Ensure cycling safety is fundamentally embedded/designed within the proposals – taking advice from cycling safety experts.

Others included:

- Ensure accessibility for disabled and older people is not overlooked.
- Ensure traffic light sequencing does not cause cyclists to wait for long periods unnecessarily.
- Be generous with mature and evergreen planting and greening.
- Minimise street 'clutter'.
- Reinstate traffic islands on Leadenhall Street.
- Separate cyclists from pedestrians.
- Reconsider designs with a 'less is more' approach.
- Remove all private cars at Bank junction.
- Consider the addition of bus priority schemes.
- Explore narrower pavement widths.
- Include more seating areas, together with street furniture reflective of the City's classical architectural heritage.
- Retain (or ideally improve) the cycle crossing between Lime Street and St Mary Axe.
- Reconsider the need/place for the play school style of street furniture on Creechurch Lane.
- Tackle the ever-expanding Lime bike bay - encroaching on pedestrian space.
- Introduce a modal filter or bus gate on the street to reduce traffic to appropriate levels for a cycleway.
- Ensure effective policing of hire bikes.
- Add more taxi rank and road access for taxis, plus the improvement of permissible taxi turns at junctions.

The waiting and loading proposals



The waiting and loading proposals

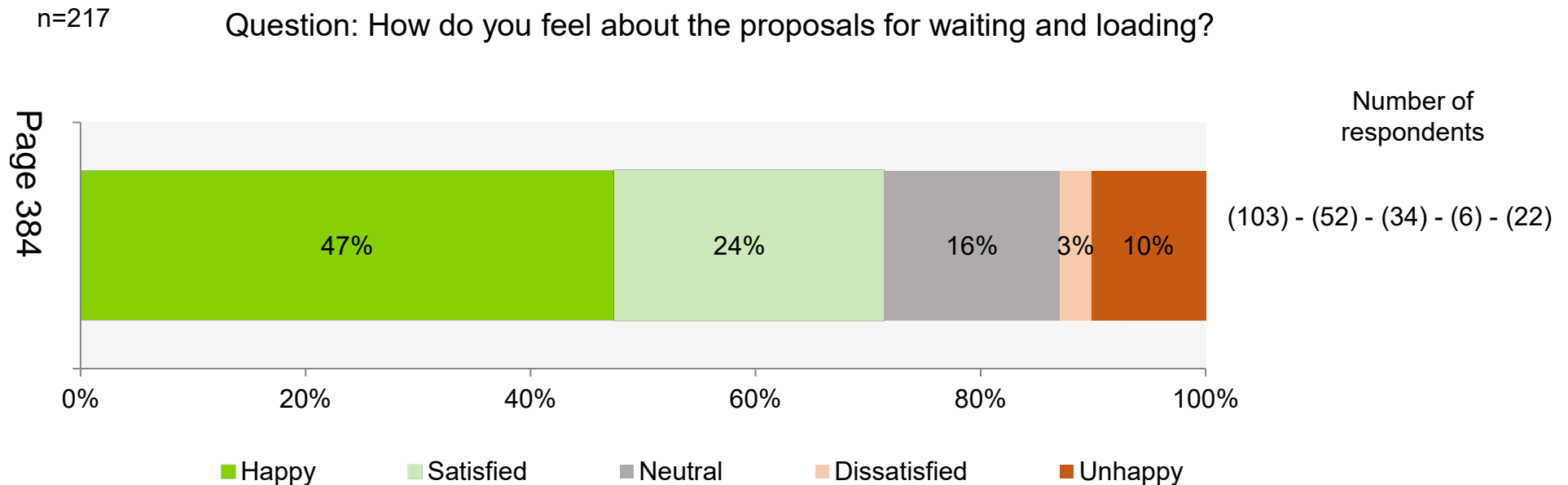
Proposals include new and amended waiting and loading restrictions along the length of the street:

- No waiting, parking, loading or unloading at any time on Leadenhall Street to help ensure the flow of traffic. This will be marked by double yellow lines and double yellow kerb markings.
- Allowing waiting and loading to still take place, proposing installing waiting and loading bays outside 80, 107 and 12 Leadenhall Street.
- Removing the taxi rank outside 145 Leadenhall Street to allow the pavement to be widened.

Views on the proposals for waiting and loading

Over 70% of respondents expressed a positive view about the waiting and loading proposals. For almost half, this view was a “happy” one.

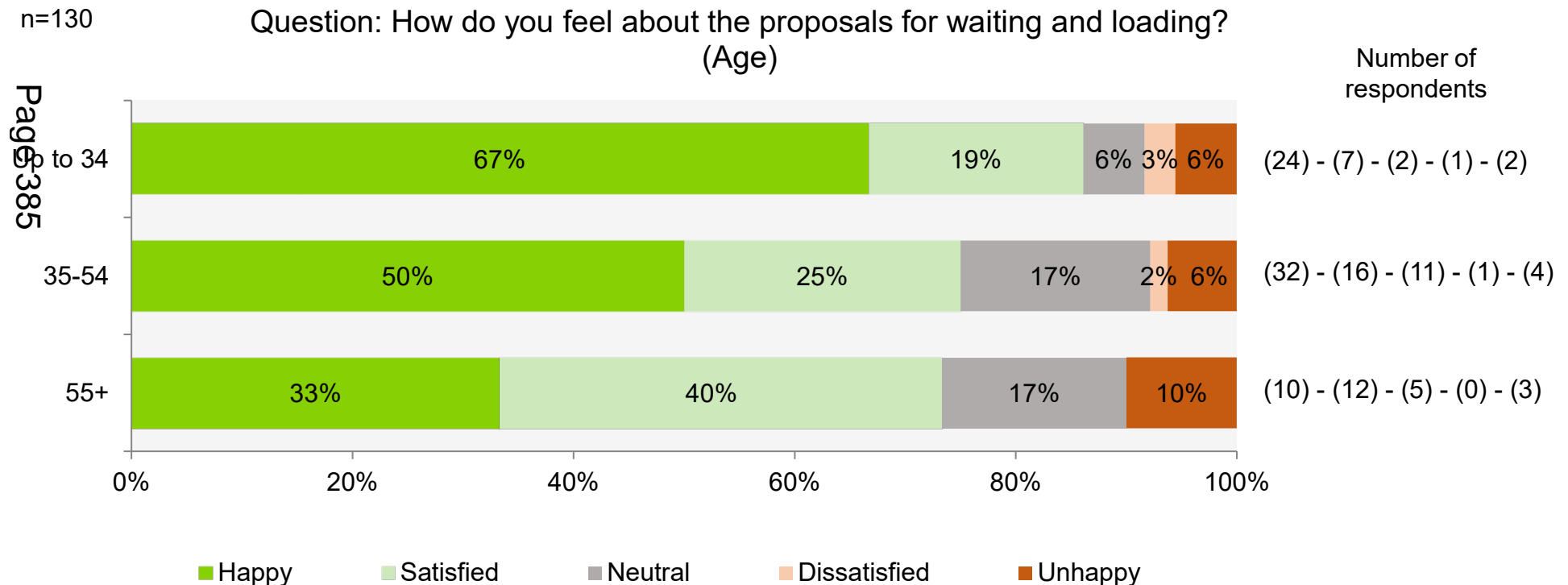
In contrast, just 13% were dissatisfied or unhappy, with 16% expressing a neutral opinion.



On the following pages, we see how views varied by respondents' age, travel mode and their relationship to the City.

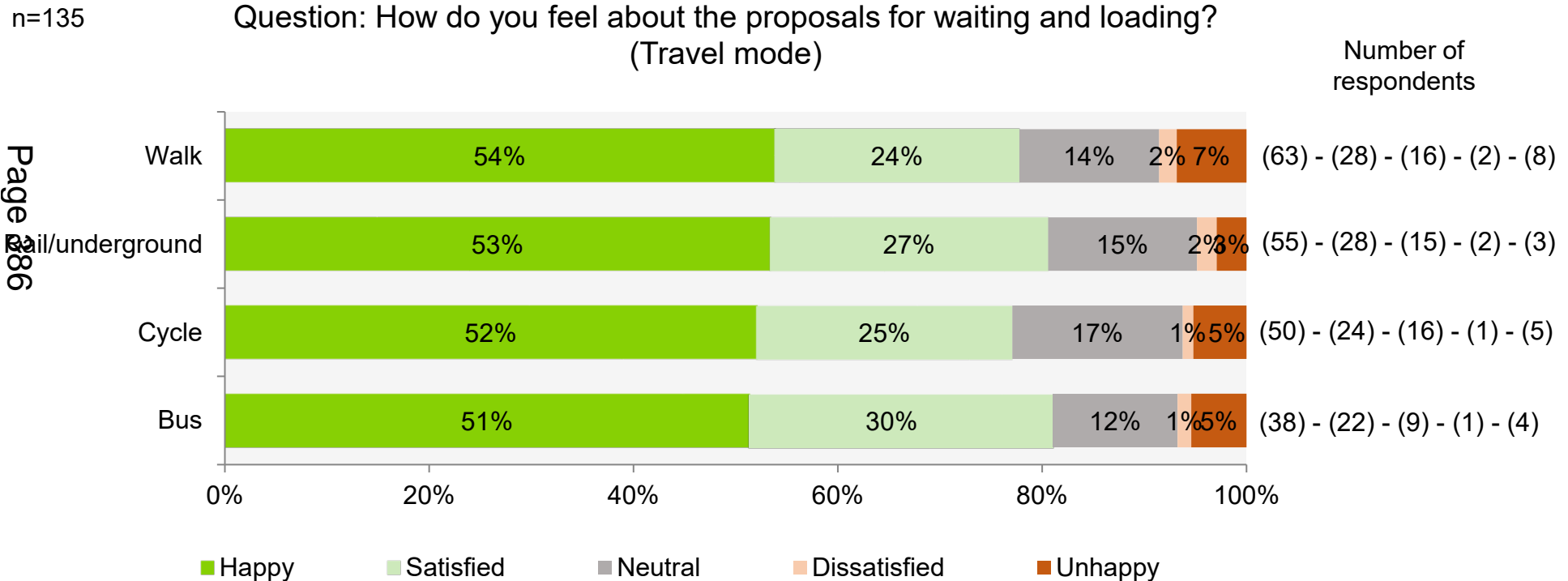
How views on the proposals for waiting and loading varied in relation to respondent age

A majority of respondents in each age group were positive about the proposals for waiting and loading. Those aged up to 34 were most positive, with over two-thirds (67%) being “happy”. Negative views were expressed by just 8-10% of respondents.



How views on the proposals for waiting and loading varied in relation to how respondents identified they got around the area

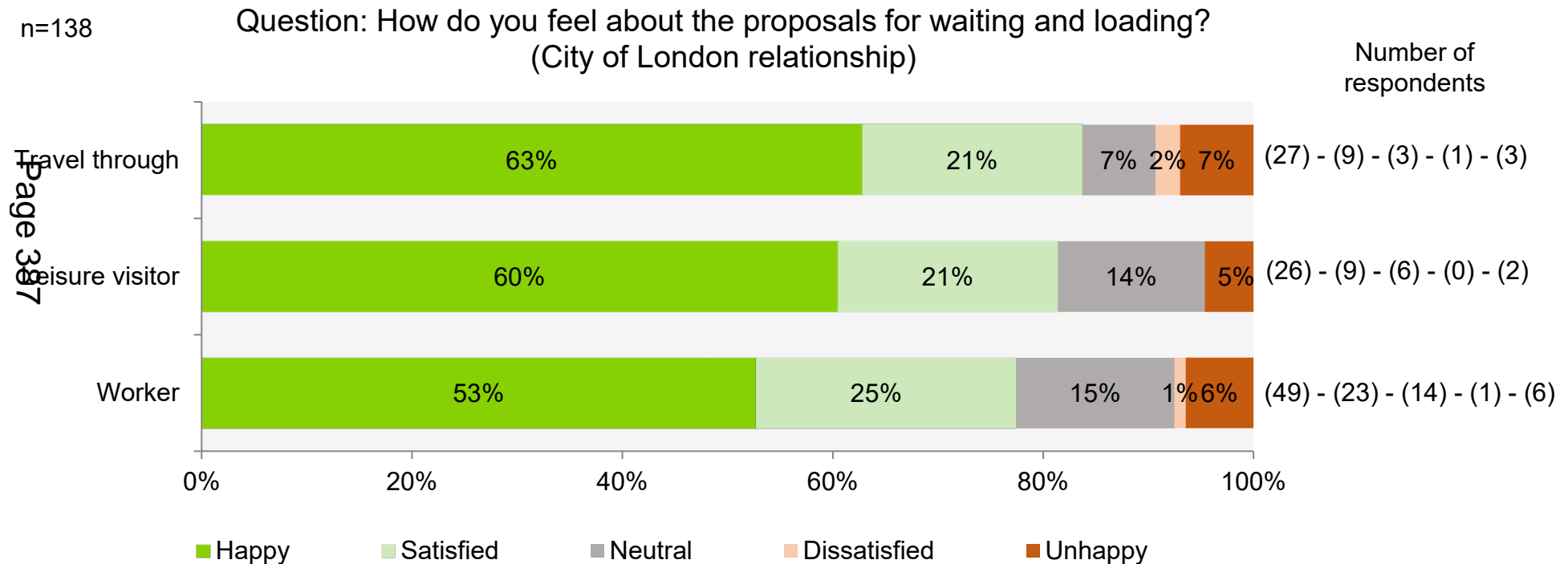
Positive views on waiting and loading proposals were evident among people travelling by all travel modes, with more than half in every category being “happy”. In contrast, negative views were expressed by just 5-9% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

How views on the proposals for waiting and loading varied according to City of London relationship

Over three-quarters of those travelling through, visiting for leisure and working in the City of London were positive about the overall proposals. Negative views were expressed by just 5-9% of respondents.



Note that some relationship types (residents, business visitors, business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

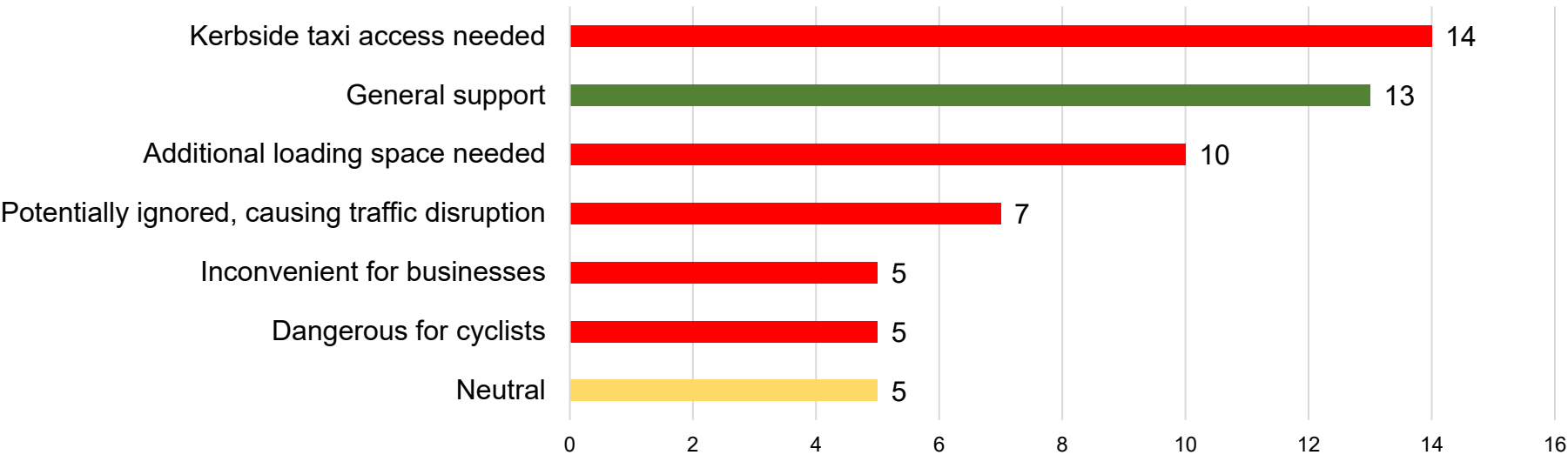
Comments on the waiting and loading proposals

Respondents were invited to comment specifically on reasons for disagreement with the waiting and loading proposals. Despite this focus on disagreement, 13 of the 63 comments received were supportive of the proposals, and a further five were neutral opinions. Of the remaining 45 comments, most (14) stressed the need for kerbside taxi access, with additional other comments about businesses requiring additional loading space, restrictions potentially being ignored in practice (causing disruption), general inconvenience for businesses and the proposals creating potential hazards for cyclists. Categories in green indicate supporting comments and perceived benefits. Those in red indicate concerns/criticisms and those in orange indicate a neutral opinion.

n=63

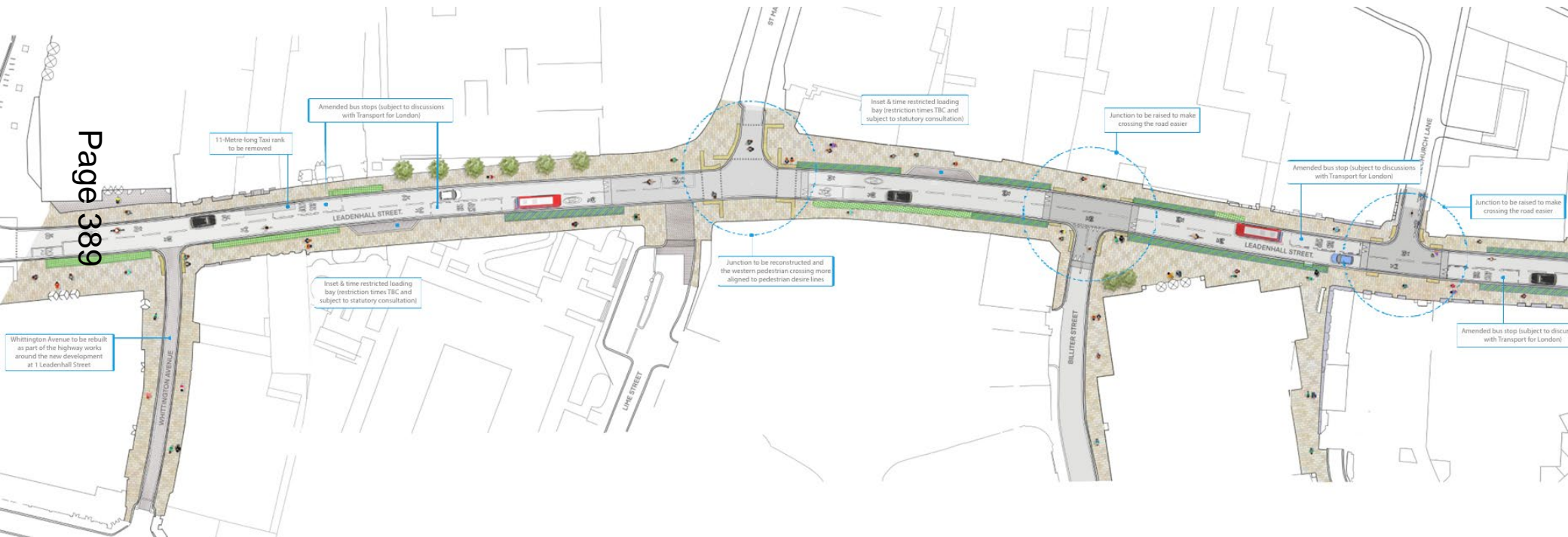
Question: Please explain your answer if you do not agree with some/any of the waiting and loading proposals

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Additional comments received from small numbers of respondents remarked on using red line stopping restrictions, implementing a restricted parking zone, the scale of the architect drawings and noise at loading bays.

The new and amended crossings proposals



The new and amended crossings proposals

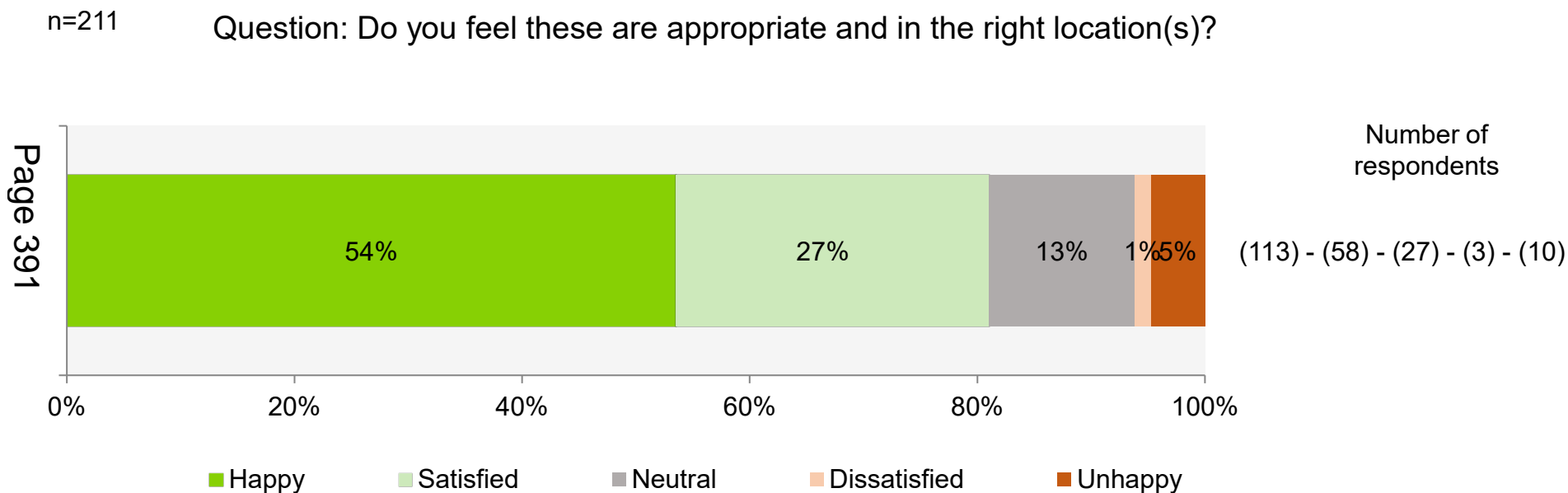
Proposals for new and amended crossings are:

- Redesign of the signal-controlled pedestrian crossing layout at the St Mary Axe junction, reducing the crossing distances while retaining the raised carriageway.
- Raising the carriageway so that it is flush with the pavement at the junctions of Billiter Street and Creechurch Lane. This will provide both step-free informal crossings and act as traffic calming.
- Improving the signal-controlled pedestrian crossing layout near the junction with Aldgate High Street, including raising the carriageway to pavement level at the crossing.

Views on the proposed locations of new and amended crossings

Over 80% of respondents were positive about the proposed locations of new and amended crossings. For over half, this view was “happy”.

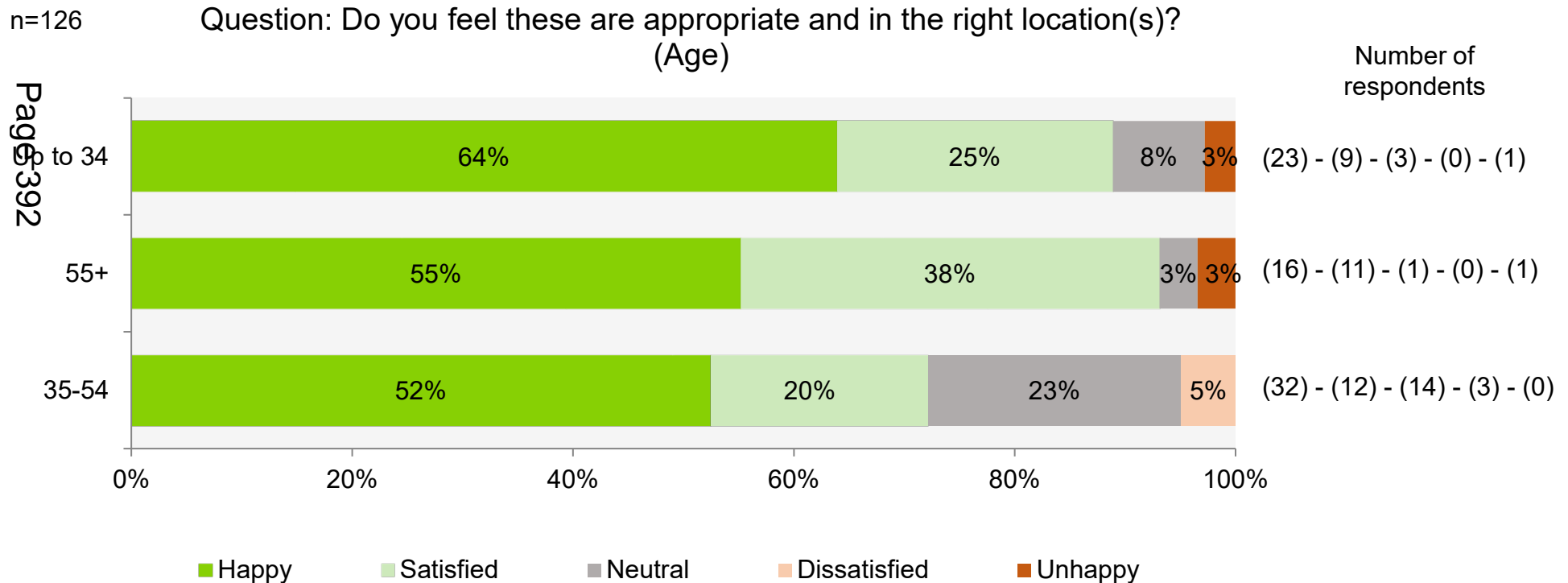
In contrast, just 6% were dissatisfied or unhappy, with 13% expressing a neutral opinion.



On the following pages, we see how views varied by respondents' age, travel mode and their relationship to the City.

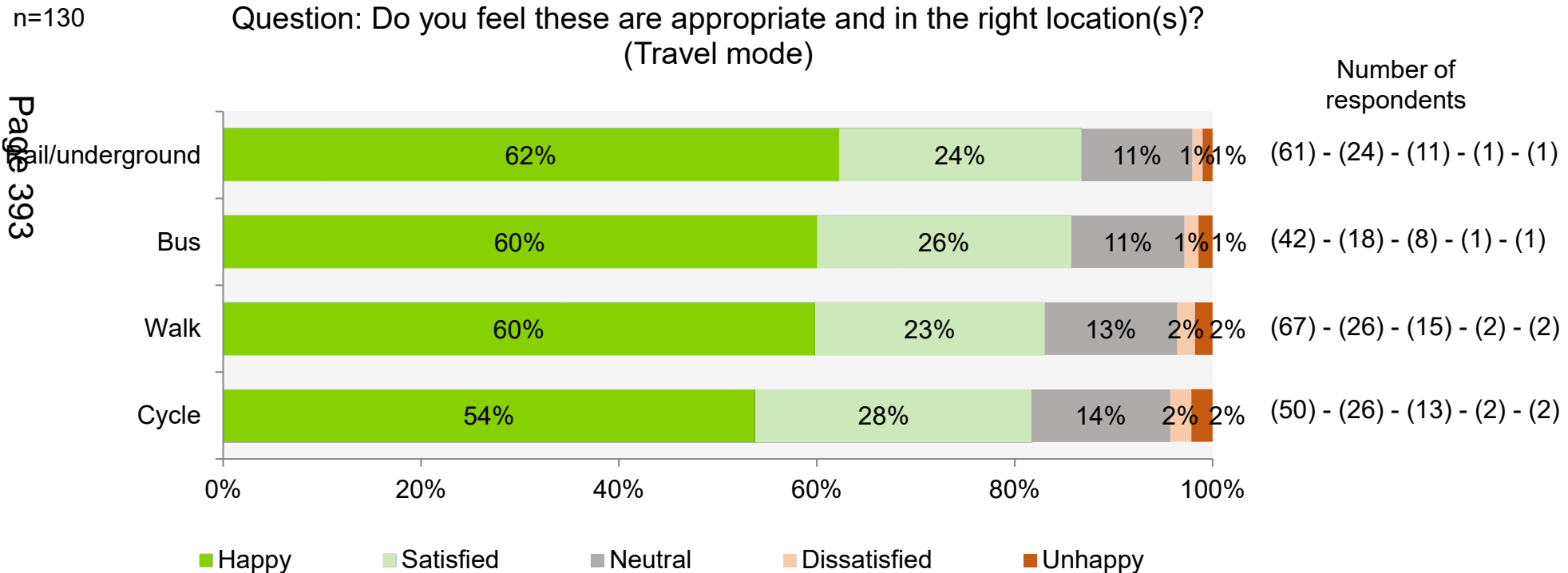
How views on the proposed locations of new and amended crossings varied in relation to respondent age

Over 70% of all respondents in each age group were positive about the location of proposed new and amended crossings. Those aged 55+ were most positive, with over 90% being “happy” or “satisfied”. Negative views were expressed by just 3-5% of respondents.



How views on the proposed locations for new and amended crossings varied in relation to how respondents identified they got around the area

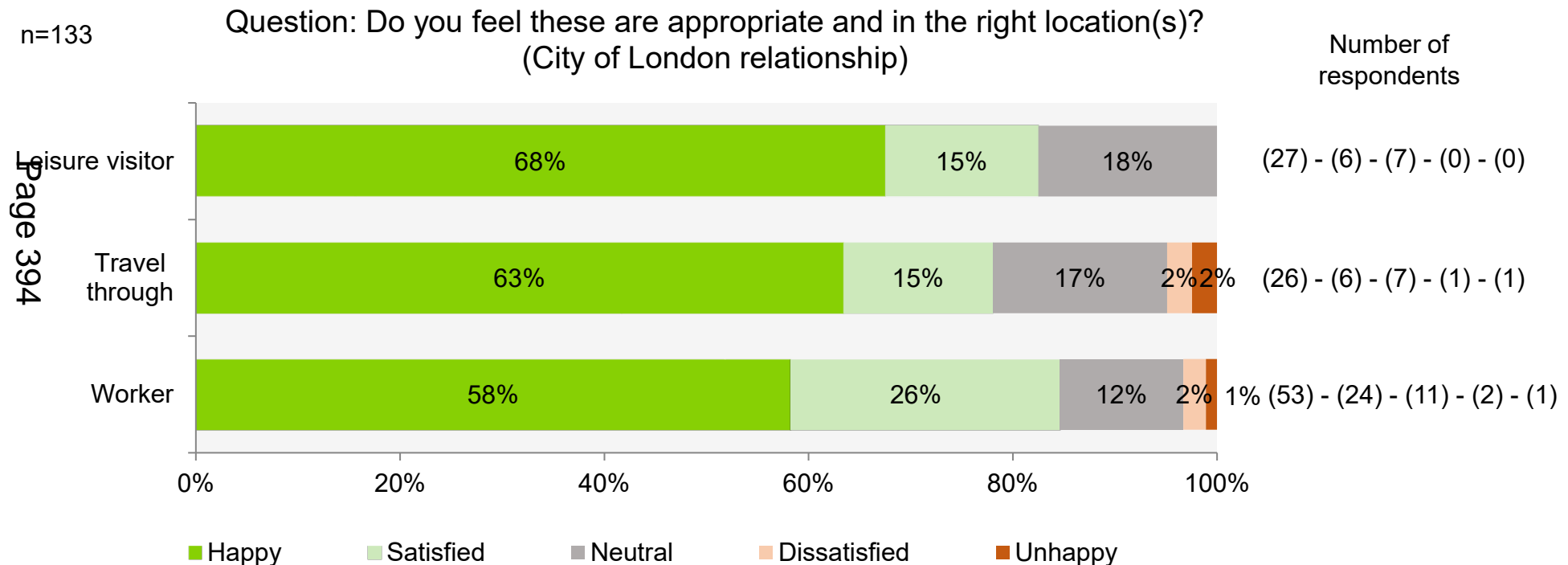
Positive views on the proposed locations of new and amended crossings were evident among respondents travelling by all travel modes shown, with over 80% in every category being “happy” or “satisfied”. Negative views were expressed by just 2-4% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

How views on the proposed locations for new and amended crossings varied according to City of London relationship

Around 80% of respondents within each of the relationship types shown were positive about the proposed locations for new and amended crossings. Negative views were expressed by less than 5% of respondents.



Note that some relationship types (residents, business visitors, business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Comments on proposals for new and amended crossings

Respondents were again invited to comment specifically on disagreement with the new and amended crossings proposals, with the question “Please explain your answer if you do not agree with some/any of the crossing proposals”. Despite this focus on disagreement, 16 of the 38 comments received were actually supportive of the proposals, whilst another two felt they were unclear and one considered that there was nothing wrong with the existing layout.

The remaining 19 comments made a variety of specific and wide-ranging points, as follows:

- The entrance to Creechurch Lane is surprisingly busy with vehicles swinging across the junction at speed. Any further measures to control that would be helpful.
- A need to add cameras with the aim of monitoring cyclists breaking the red lights.
- A need to ensure that pedestrians understand that they are stepping onto the road. Sometimes the delineation is not clear.
- Consider super-crossing details at junction with St Mary Axe, along with careful positioning of traffic lights to allow sufficient width for crossing.
- Clarity needed in relation to the new route for cyclists coming north up Lime Street and turning right onto Leadenhall to head east, and if that causes conflict/potential collisions – with potential issues with visibility to multiple angles at once for both pedestrians and cyclists.
- Beneficial for pedestrians or those in wheelchairs, but lacking in relation to cyclist provision.
- Consider cyclists when reducing crossing distances. Islands in the road are a good way to make pedestrians safer.
- Potential conflict between cyclists and pedestrians.
- Consider continuous pavements on junctions.
- Increased cycle traffic may make pedestrian crossing more hazardous around Creechurch Lane.

Comments on proposals for new and amended crossings (continued)

- Install zebra crossings which give priority to pedestrians, giving them sufficient time to cross.
- Reconsider the need for St Mary Axe junction being signal-controlled.
- Appearance of tactile pavement layouts is messy – rationalise if possible.
- Creechurch Lane is now a conservation area; rather than just raising the junction area, raise the whole road as the narrow, high pavements are not people friendly and many resort to walking in the road.
- Concerns about the ability of raised tables to calm traffic.
- Poor designs.
- Include protected cycle lanes.

The seating and greening proposals

Opportunity for integrated art

Page 397



Opportunity for integrated art



The seating and greening proposals

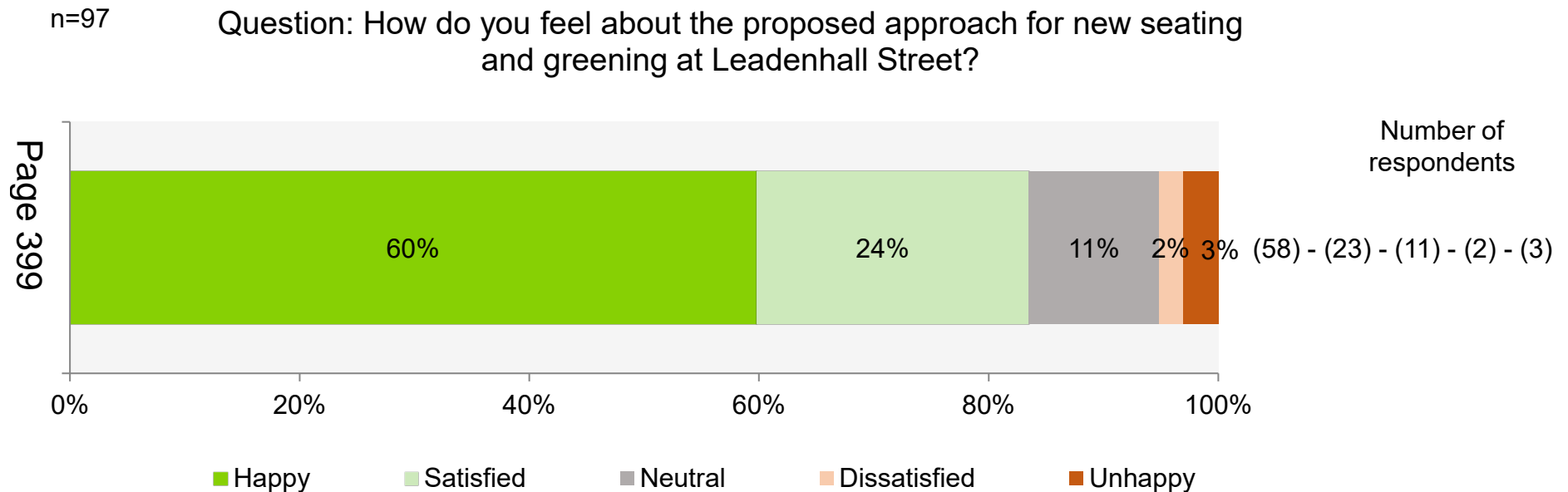
Measures to make Leadenhall Street a more enjoyable place for people to spend time include:

- Planting more trees and retaining existing ones.
- Planters with integrated benches, some stand-alone benches and seats.
- Other street furniture such as cycle parking, street signage, and bollards will be spaced and designed with all users in mind.

Views on the proposals for new seating and greening

Over 80% of respondents were positive about the proposals for new seating and greening. For 60%, this view was “happy”.

In contrast, just 5% were dissatisfied or unhappy, with 11% expressing a neutral opinion.

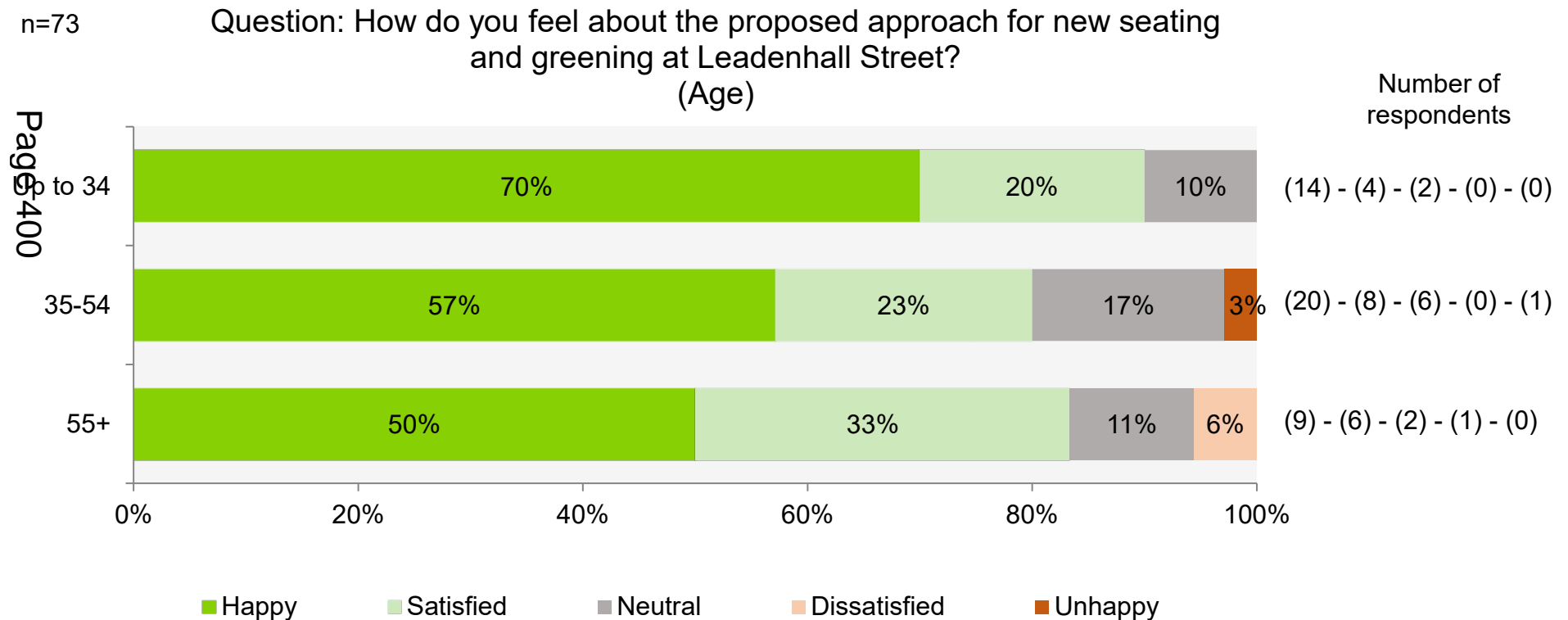


On the following pages, we see how agreement varied by respondents' age and travel mode. Analysis by relationship to the City of London is not available as there were insufficient numbers of respondents.

How views on the proposals for new seating and greening varied in relation to respondent age

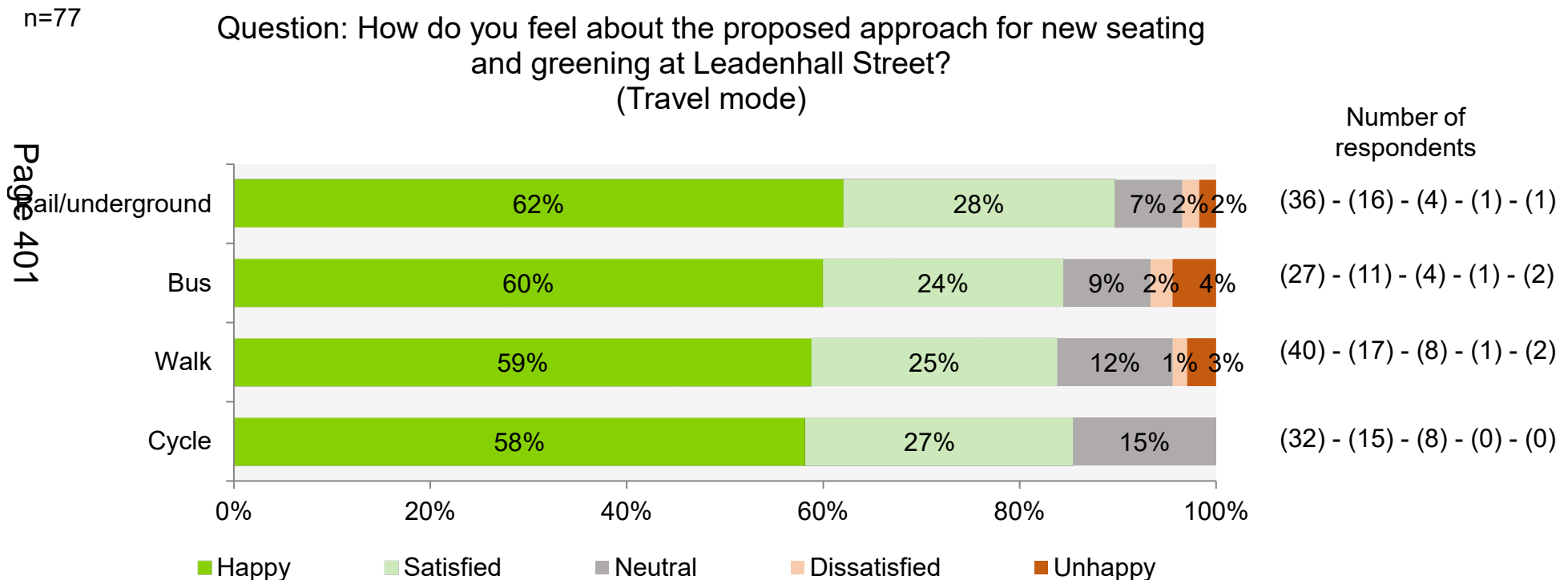
80%+ of all age groups were positive about the proposals for seating and greening. Those aged up to 34 were most positive, with 90% being “happy” or “satisfied”.

In contrast, negative views were expressed by just 3-6% of respondents.



How views on the proposals for new seating and greening varied in relation to how respondents identified they got around the area

Positive views on the proposals for new seating and greening were evident among respondents getting around the area by all travel modes shown, with over 80% in every category being “happy” or “satisfied”. In contrast, negative views were expressed by just 4-6% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

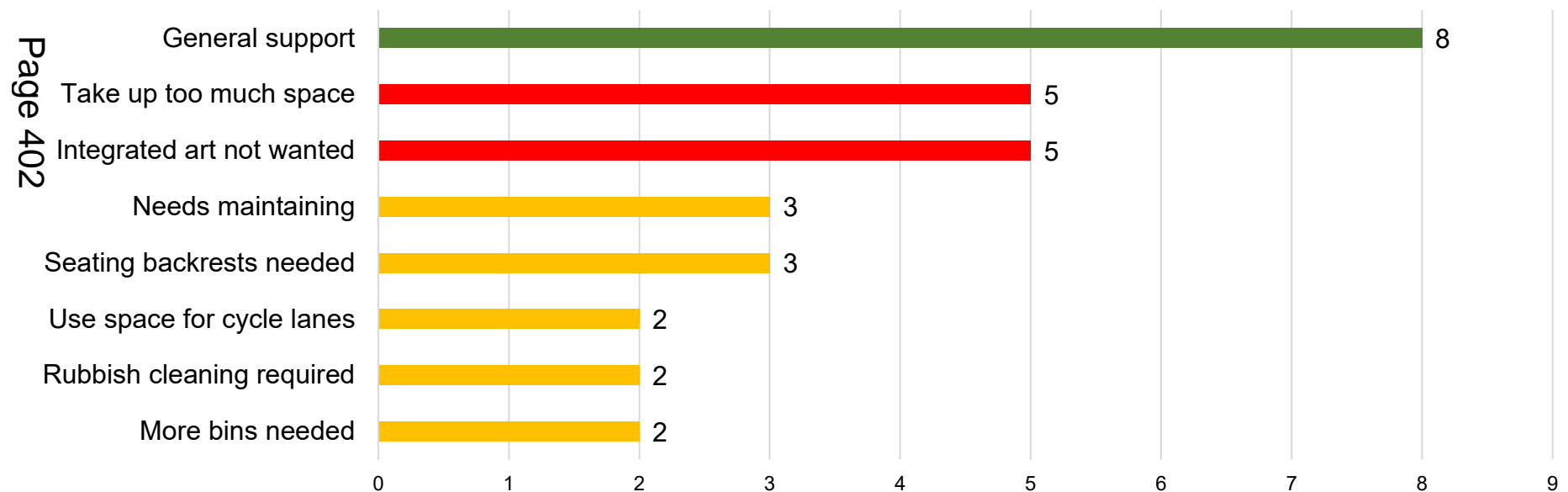
Comments on the proposals for new seating and greening

Respondents were invited to comment on the seating and greening proposals. 42 respondents took this opportunity. Some comments received were of a generally supportive nature (8), whilst others remarked on specific issues/suggestions, such as taking up too much space (5) or integrated art not being needed (5).

Categories in green indicate supporting comments. Those in red indicate concerns/criticisms and those in orange indicate a neutral opinion.

n=42

Question: Please share any comments you have



Other comments made focused on individual aspects/effects of the proposals, e.g. allow usage by skateboarders, add more trees, add more seats, etc.

The historical interpretation proposals

Page 403



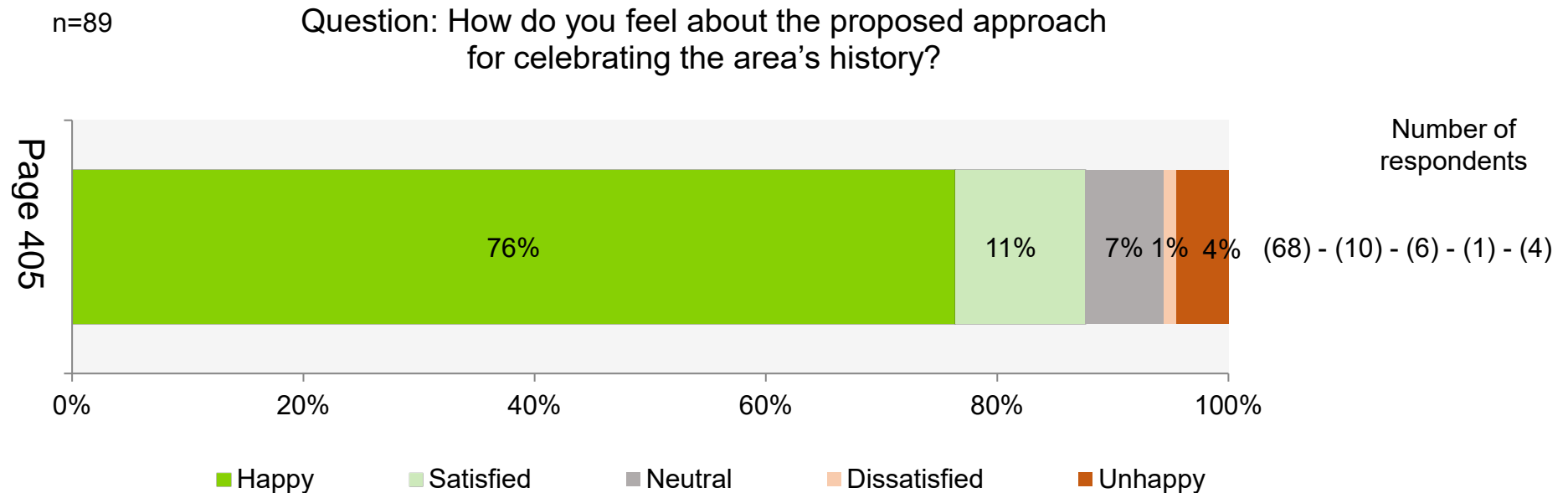
The historical interpretation proposals

Leadenhall Street is a site of cultural significance and many notable events throughout history have taken place there. The Leadenhall Street Roman mosaic, the Guild Church of St Katharine Cree (the oldest surviving building in the area), and the nearby home of William Shakespeare are situated amongst contemporary architectural icons such as the Leadenhall Building and Lloyd's building.

To celebrate the rich history and cultural significance of the area, it is proposed that references will be incorporated into the designs of the planters and seating.

Views on the proposed approach to celebrating the area's history

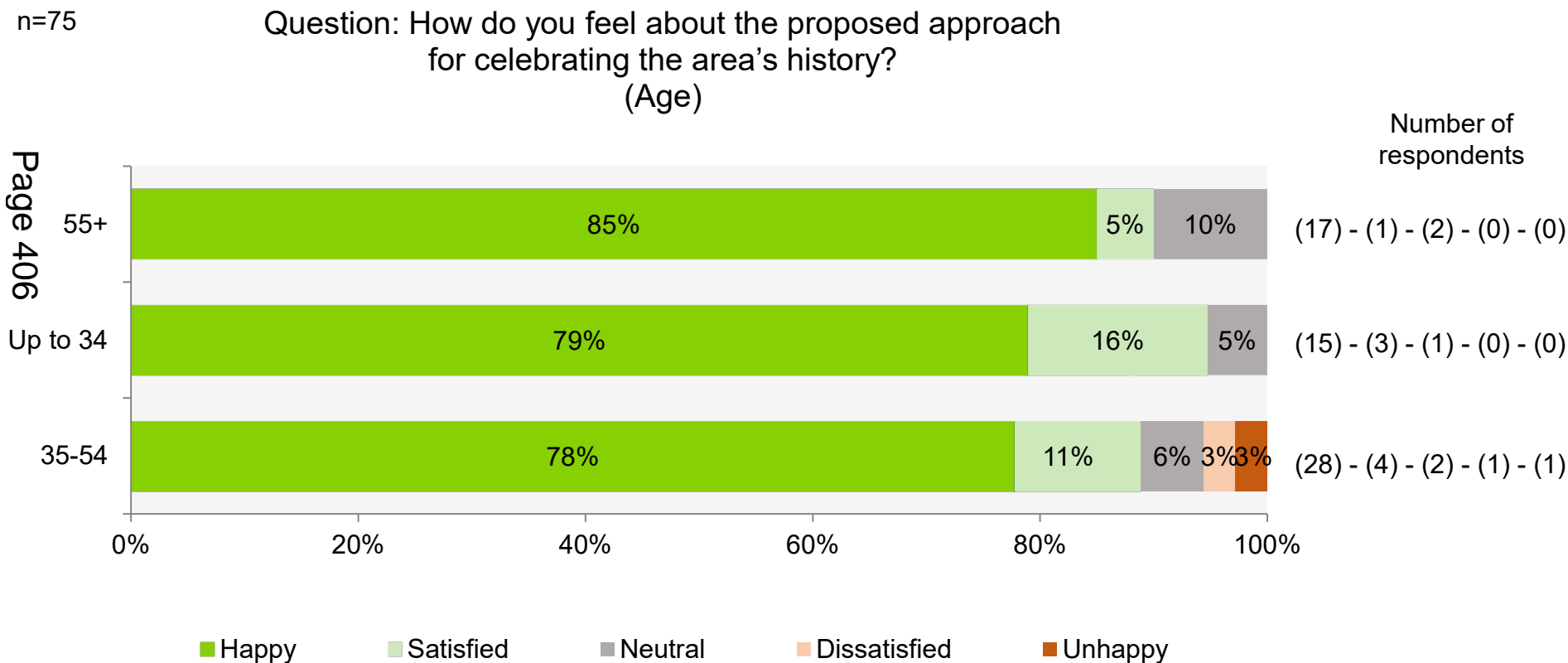
Almost 90% of respondents were positive about the proposals to celebrate the area's history. For more than three-quarters (76%), this view was "happy". In contrast, just 5% were dissatisfied or unhappy, with 11% expressing a neutral opinion.



On the following pages, we see how views on historical celebration proposals varied by respondents' age and travel mode. Analysis by their relationship to the City is not available as there were insufficient numbers of respondents.

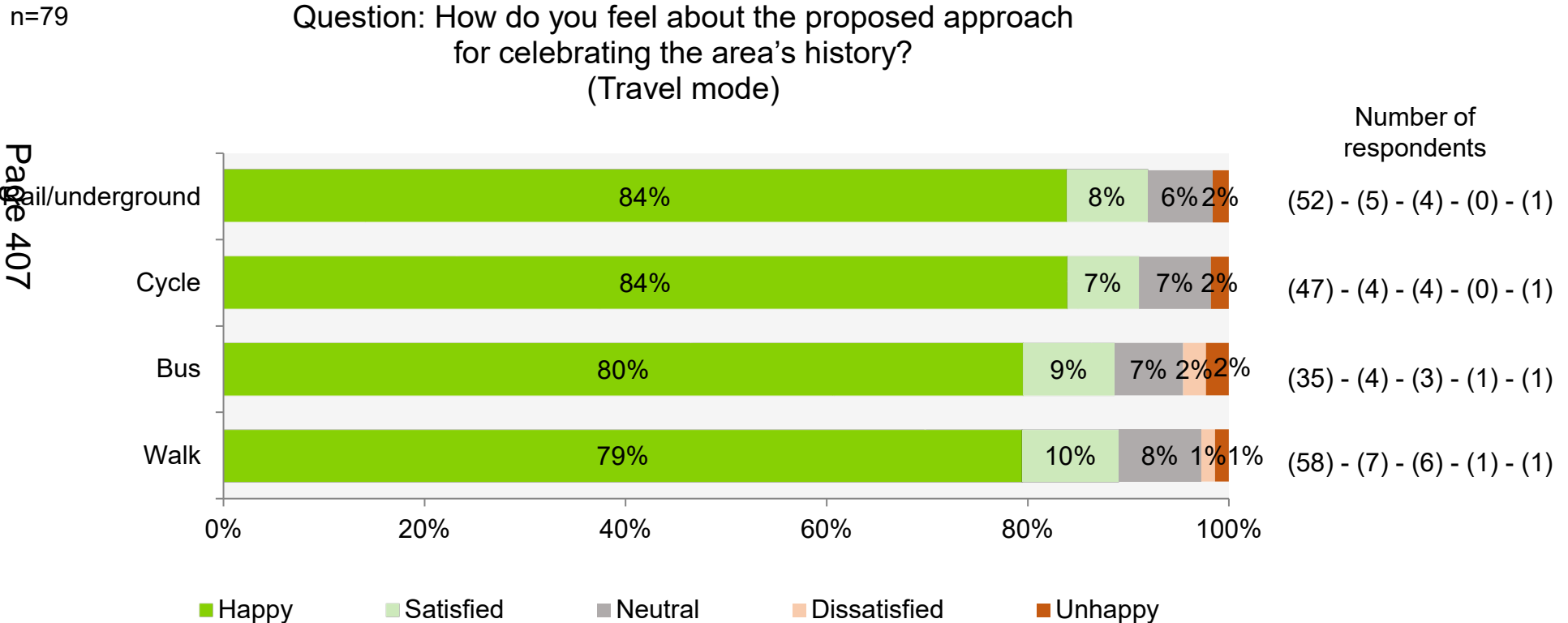
How views on the proposed approach for celebrating the area’s history varied in relation to respondent age

Over 80% of respondents of all ages were positive about the proposals to celebrate the area’s history. Those aged up to 34 were most positive, with 95% being “happy” or “satisfied”. In contrast, negative views were expressed by just 6% of those aged 35-54.



How views on the proposed approach for celebrating the area's history varied in relation to how respondents identified they got around the area

Positive opinions about the proposed approach for celebrating the area's history were evident among respondents identifying as travelling by all travel modes shown, with over 80% in every category being "happy" or "satisfied". In contrast, negative views were expressed by just 2-4% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

Comments on the proposed approach for celebrating the area's history

There were 36 responses to the invitation to “Please share any comments you have”. 24 of these comments were of a generally supportive and complimentary nature, such as “Love it! Really innovative”, “Brings the past to life!” and “This is a great way to add more character!”.

Remaining comments made specific suggestions as follows:

- Prioritise metallic and etched images.
- Vertical, small-footprint bases allowing reading of maps and/or texts by pedestrians who are standing, would lessen the need for ground-level space whilst still allowing viewing of the maps/texts.
- Unnecessary and would increase congestion.
- Similar signage should be rolled out across the City to help people navigate the wonderful network of alleyways.
- Utilise wood for benches – to lessen cold seating.
- Ensure designs are skater-friendly.
- Alleyway markers look good. The planter tops look tacky and will date quickly. The best way to bring the history of the street to life would be to incorporate traditionally styled street furniture rather than the proposed designs which will look dated in a year or two.
- Celebrate the City churches more. For example, John Stowe, the sixteenth century chronicler who wrote the Survey of London was buried at St Andrew Undershaft.
- Avoid planters.
- Spend more on the functionality of proposed planters/benches.
- If focusing on historical interpretation, commit every development in the Square Mile to buy into this ethos.
- Source some of those 'lost' histories, not just the well-known stories. The City's history is not just that of the guilds and the rich people. Explore the working-class cultures of the people who have lived and worked in the Square Mile.

Email feedback



Feedback via email

There were two pieces of feedback via email. One from a London based cycling campaign group and the other from a planning consultancy representing a leaseholder/developer within the Leadenhall Street area.

Their feedback highlighted the following:

- Some support for the City of London's proposals to transform Leadenhall Street.
- Suggested removal of a planter to the north of the development on the southern side of Leadenhall Street, to ensure optimal pedestrian comfort levels - with compensatory planting potentially to Whittington Avenue or elsewhere within the Leadenhall Street corridor.
- Disappointment that the proposals focus on shared space for people cycling alongside motor vehicles – potentially leading to cyclists feeling and being unsafe.
- Concerns around the assumption that shared space will be within traffic volumes of under 200 vehicles per hour. This assumption was felt to be set in the context of several new and upcoming construction projects which it was felt would result in a situation contra to the stated aim of the proposals - to enhance the experience of people ... cycling.
- A lack of ambition in the context of Vision Zero.
- A need to consider further measures to reinforce that people cycling have priority over vehicles.

Acknowledgements and next steps

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Thank you to everyone that took the time to share their views on the draft proposals for the plans to transform Leadenhall Street

There were over 1,500 visits to the Commonplace consultation website, and over 400 contributions were received, alongside drop-in attendance and emails.

The City of London Corporation would like to express their appreciation for this input on the proposals to transform Leadenhall Street. The feedback received was both helpful and informative to the development of the plan.

The City of London Corporation will continue to keep you updated as the project develops.

The design will be finalised and construction is intended to commence in autumn 2025.

If you have any questions in the interim, please do not hesitate to contact the project team.

Appendix 1: Consultation notes

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The quality and reliability of the data collected

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 respondent 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 snap-shot of opinion.

Additional notes

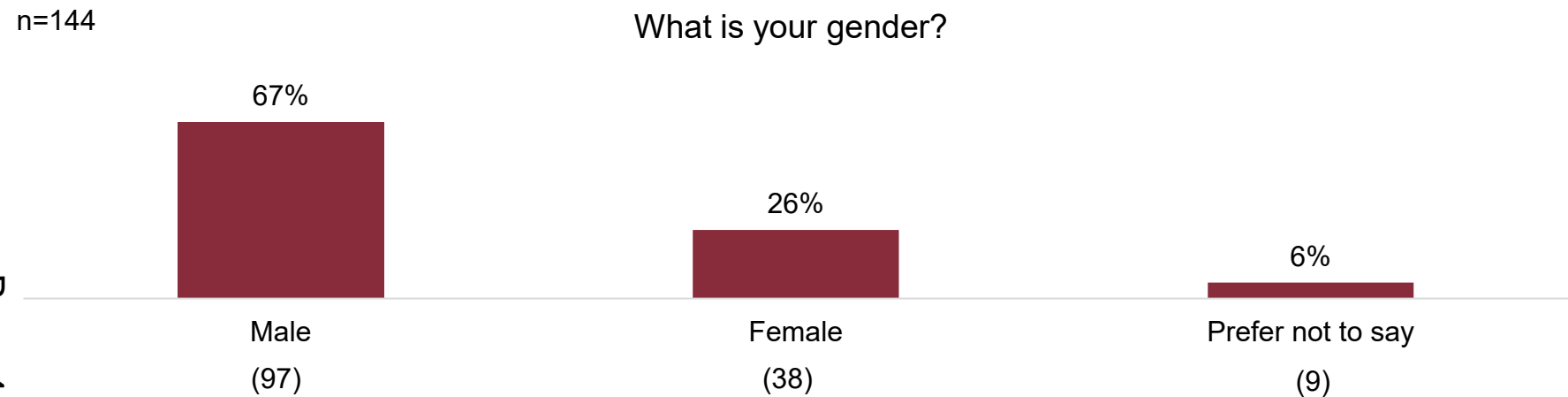
- The number of responses to each question is shown as n=x. This number refers to the total number of people who responded to the question. For this reason, n numbers change throughout the report, as some respondents did not answer all questions.
- Numbers are also provided in addition to percentages in all charts. These are shown either underneath, or alongside the categories on the horizontal chart axis.
- Percentages have been rounded and may therefore not total exactly 100. Percentages have also been calculated excluding missing responses.
- Some respondents 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 averages (calculated including responses from those who gave no demographic information) appearing to be misaligned with demographic sub-group averages.
- 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 respondents 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.

Appendix 2: Demographics



Gender

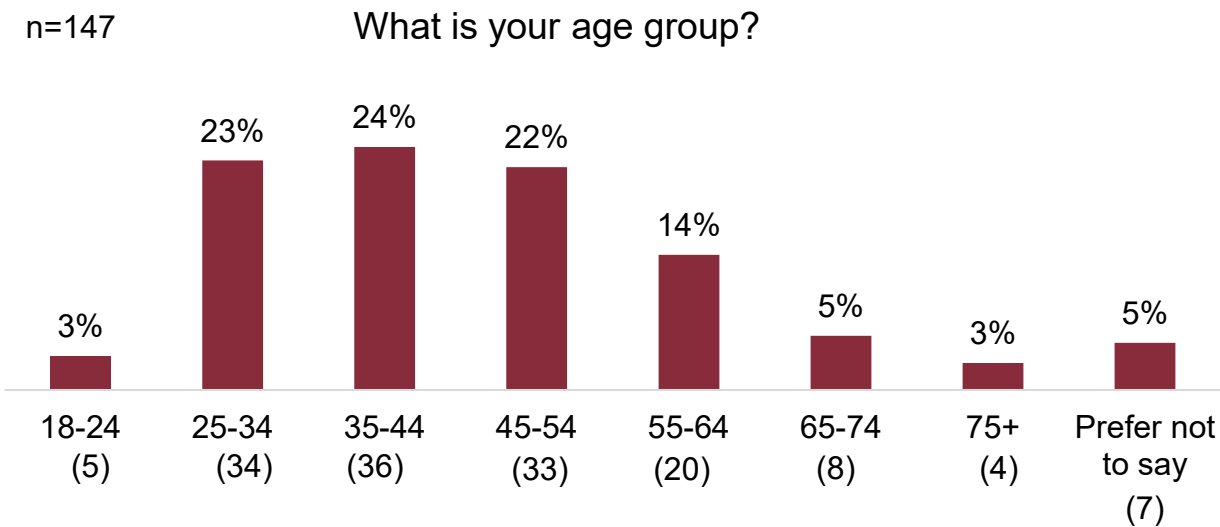
A majority of consultation respondents (67%) described themselves as a male. 26% described themselves as female and 6% preferred not to say.



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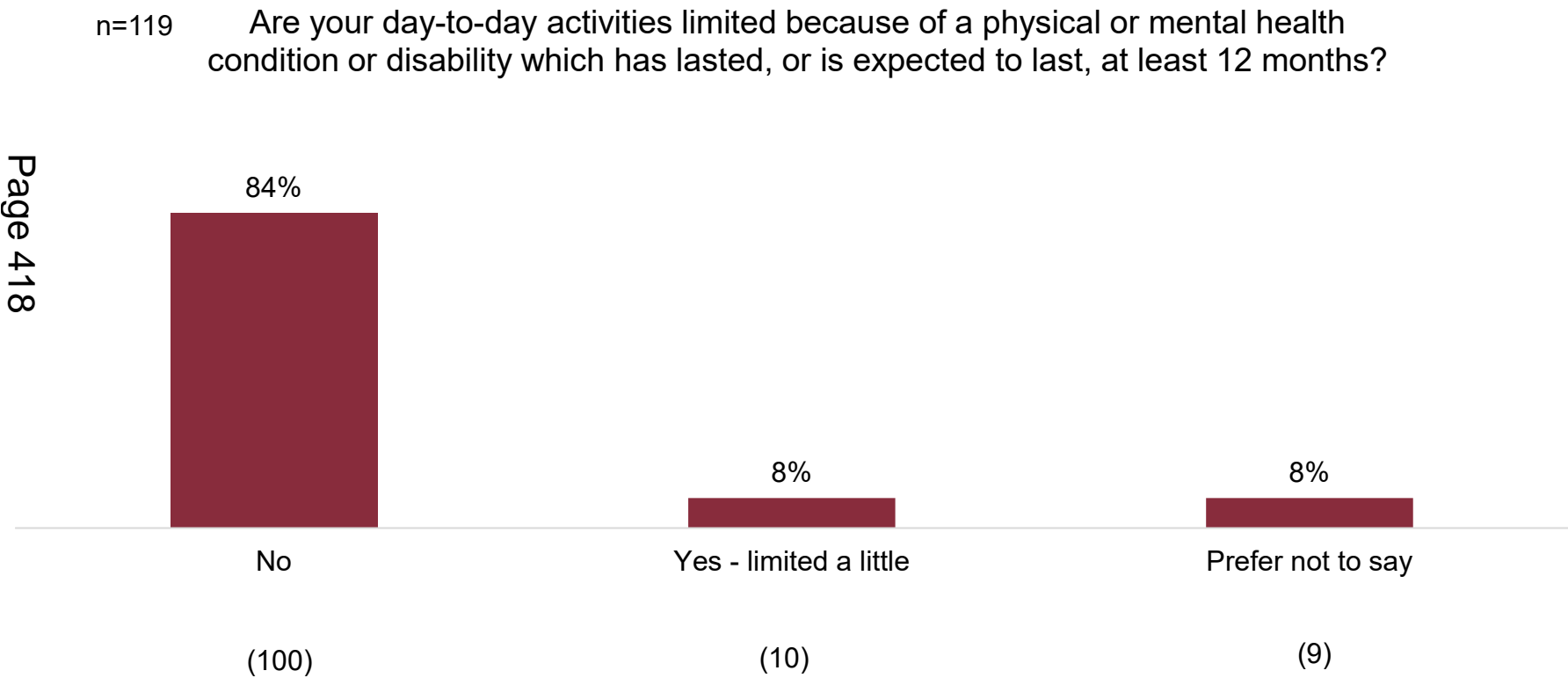
Age group

The age of consultation respondents ranged from 18 to 75+, with a wide spread of ages represented.



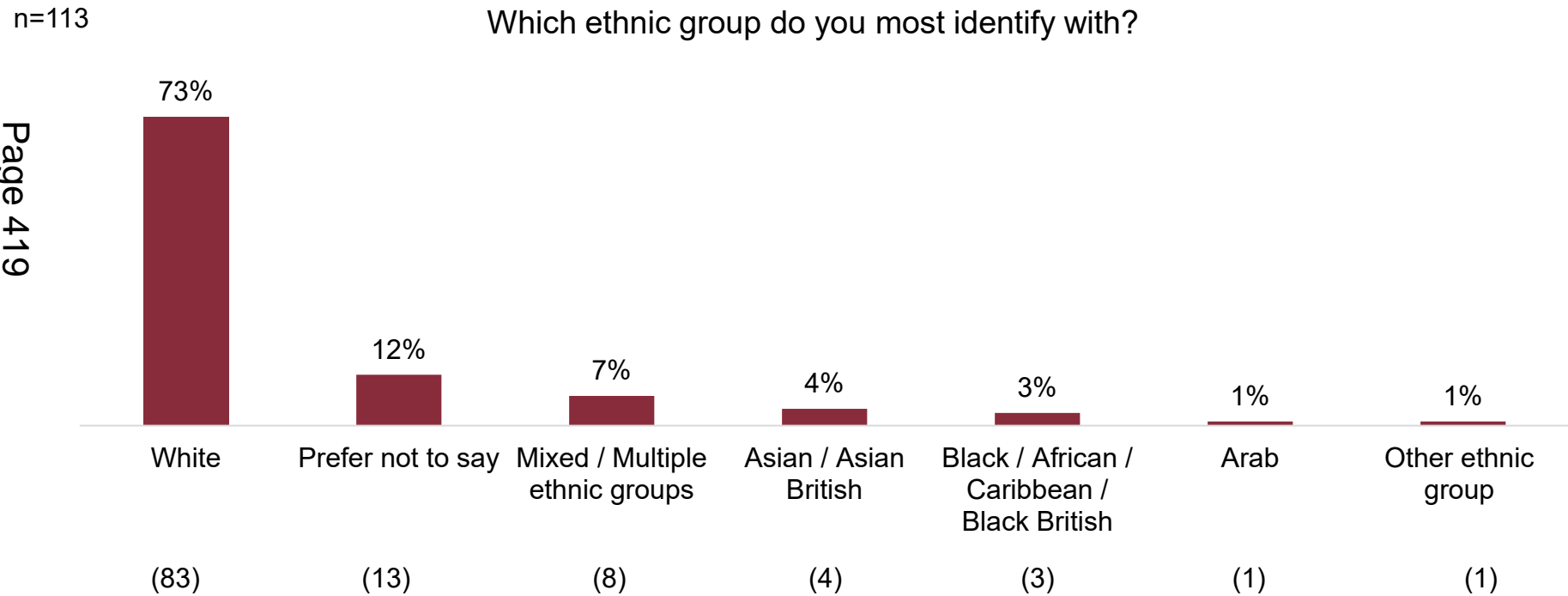
Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months

8% of consultation respondents indicated a limitation of their day-to-day activities due to a long-term physical or mental health condition or disability.



Ethnicity

Over 70% of consultation respondents described their ethnicity as White, with 16% of a different ethnicity – most frequently including mixed or multiple ethnic groups.

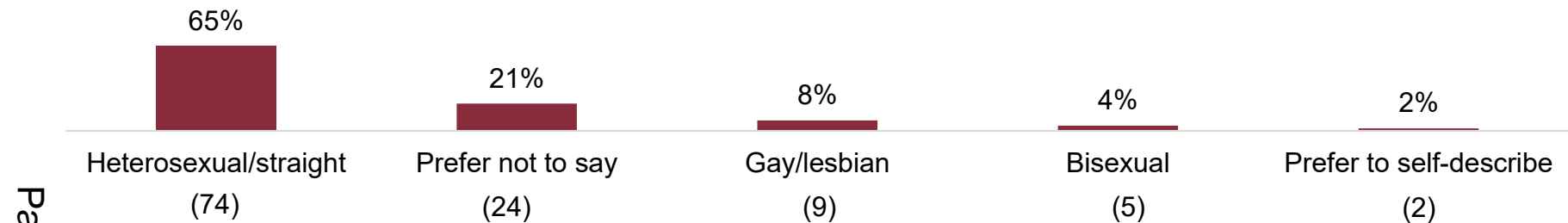


Sexuality

Almost two-thirds (65%) of consultation respondents identified as heterosexual/straight. 21% preferred not to say. 8% were gay or lesbian, 4% were bisexual and 2% preferred to self-describe.

n=114

What sexual orientation do you most identify with?



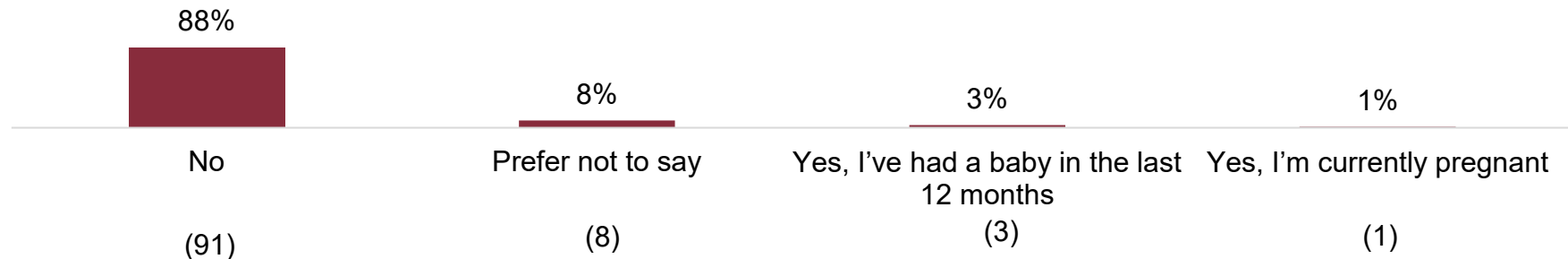
Page 120

Pregnancy

88% of consultation respondents were not pregnant, nor had given birth in the last 12 months.

n=103

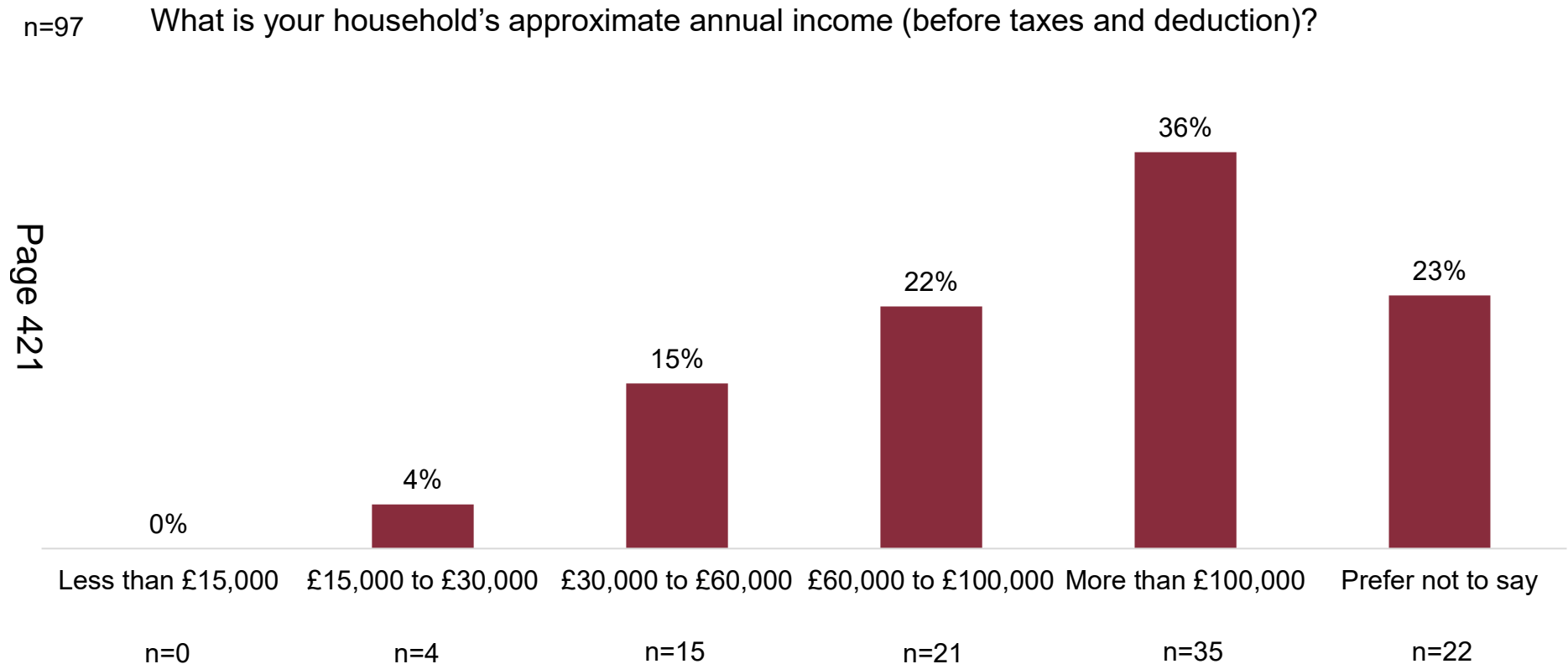
Have you had a baby in the last 12 months or are you currently pregnant?



Household income

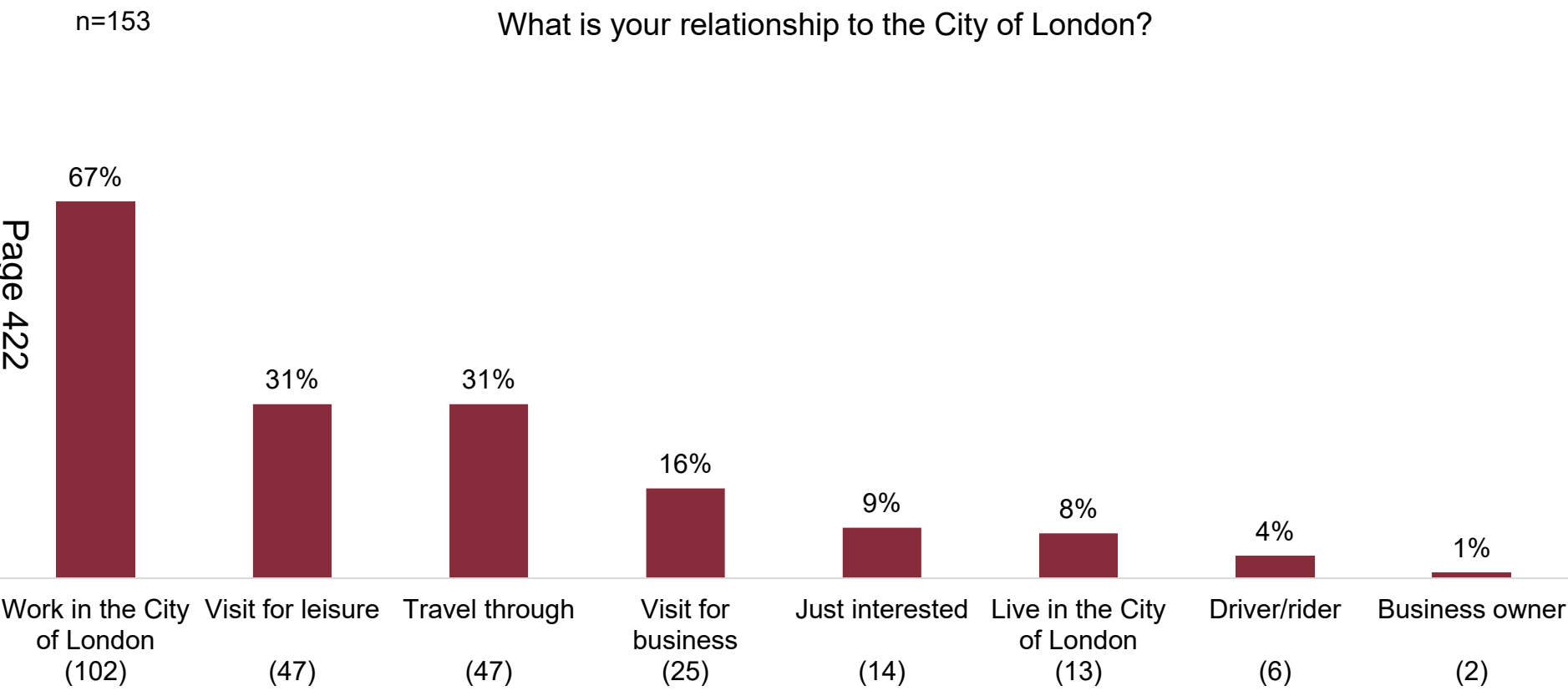
Some consultation respondents chose not to specify their household's annual income.

Among those who did, 36% were in the £100,000+ bracket.



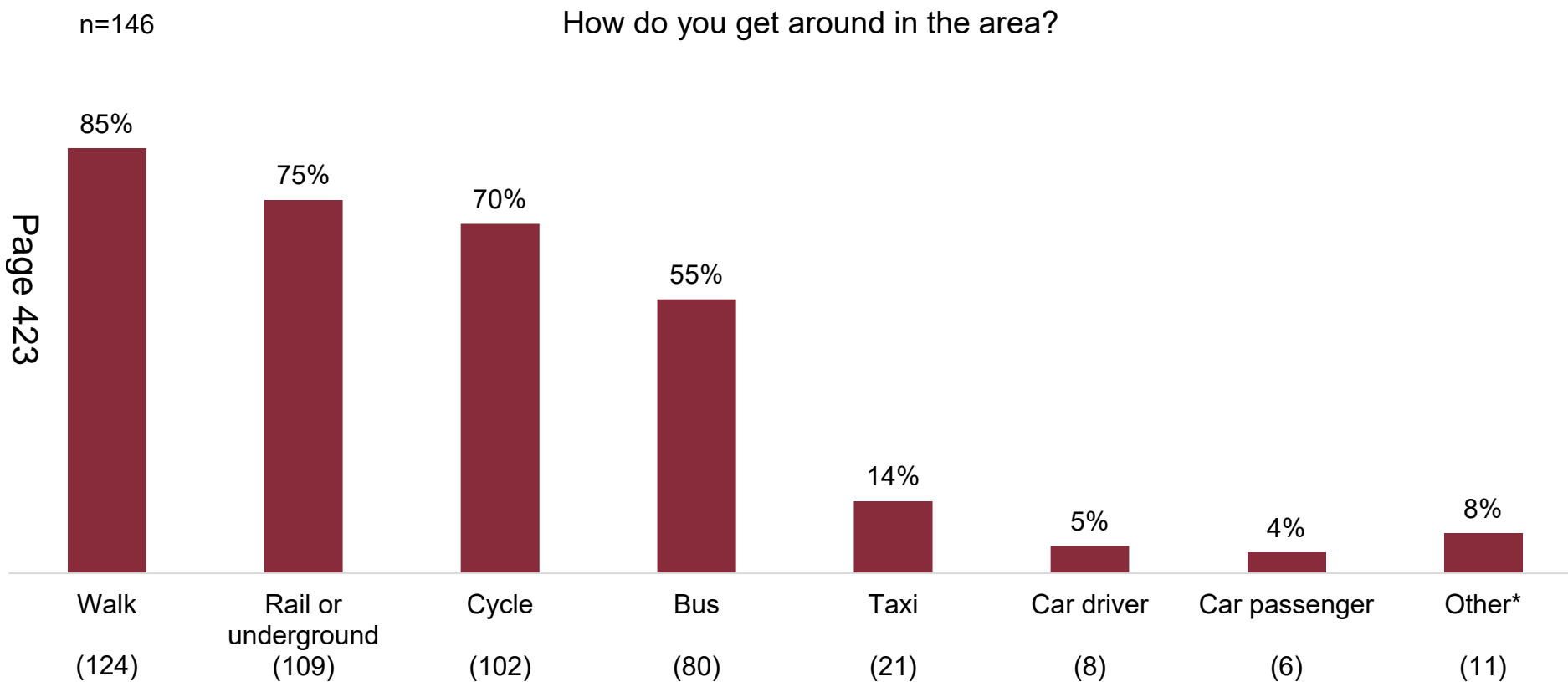
Area connection

The consultation attracted respondents with a wide range of area connections. 67% of respondents worked in the City of London and almost a third were leisure visitors and/or travelled through. More than one area connection could be specified by respondents.

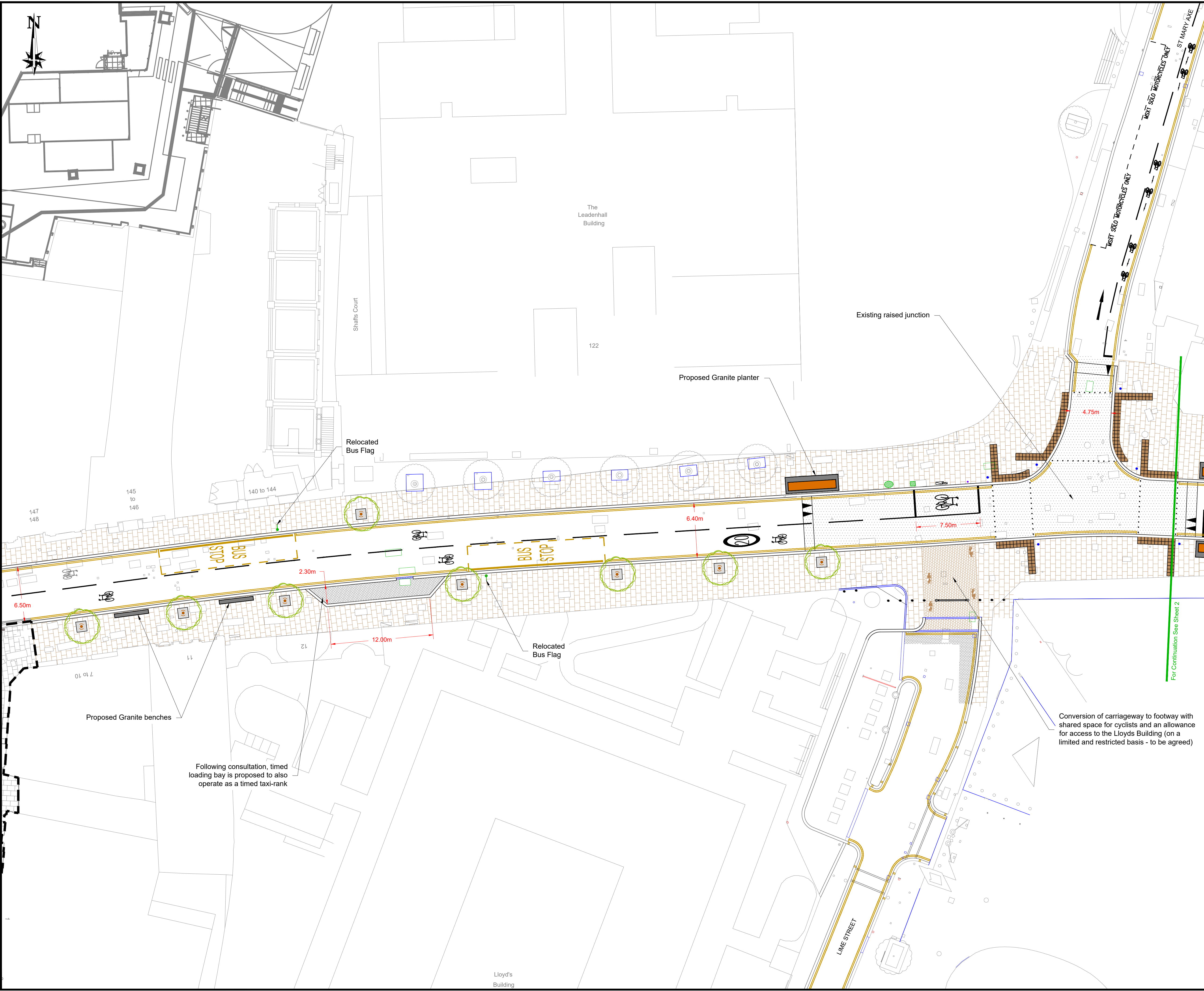


Travelling around in the area

Respondents frequently identified as walking (85%), using the rail or underground (75%), cycling (70%), and/or using the bus (55%) to move around the area. More than one type of travel could be specified.



* Other travel modes (each specified by fewer than 4% of respondents) included private hire vehicle as a passenger (e.g. Uber), motorcycle, van or lorry, wheelchair or mobility scooter and other unspecified travel modes.



Notes:

- No information to be scaled from this drawing.
- Works shall comply with the current City of London Specification for Highway works.

KEY

- 300 x 200 fine picked silver grey granite kerb
- 150 x 300 fine picked silver grey granite kerb
- Proposed 63mm thick (600mm x varied) Scoutmoor Yorkstone paving
- Proposed 25mm thick mastic surfacing (Footway specification)
- Proposed 150mm thick (150 x 300mm) 2 Colour Mix Granite Setts with Mid-Grey boarder
- Proposed HRA Carriageway surfacing
- Proposed 63mm thick (400mm x 400mm) Scoutmoor Tactile Paving
- Proposed City of London C3 Bollard
- Proposed sign / sign & post
- Proposed traffic signal
- Proposed bus flag
- Proposed street trees

TITLE:

Appendix three - scheme design


TITLE:

General Arrangement Plan

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIRONMENT
PO BOX 270
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030



CITY OF LONDON

Sheet: SHEET 1 of 3

Date: Apr 2025

Designed by: SR

Checked by: BM / DL

Scale & Drawing Size: 1:200@A1

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Revision:

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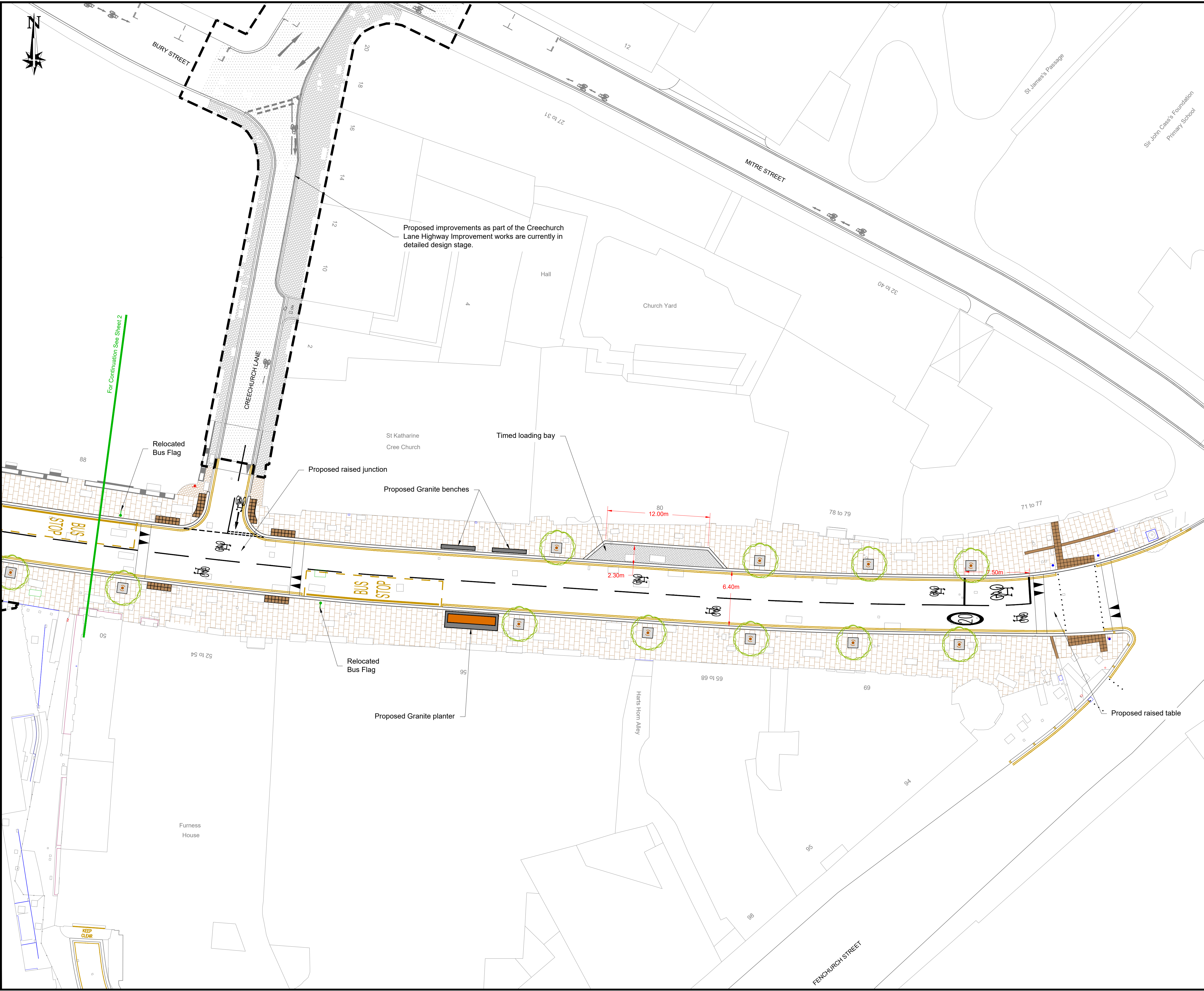
CLIENT:

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AND CONSTRUCTION**

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TEL: 020 7606 3030

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Date: Apr 2025	
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Scale & Drawing Size: 1:200@A1	
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TITLE: General Arrangement Plan

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Revision:

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Appendix 4 – Project Financial Information

Table 1: Expenditure to Date - 16800455: Leadenhall Street Improvements CCV			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	95,200	51,003	44,197
Legal Staff Costs	1,000	-	1,000
P&T Staff Costs	168,800	95,187	73,613
P&T Fees	386,000	196,314	189,686
Trial Works	35,000	32,863	2,137
TOTAL	686,000	375,367	310,633

Table 2: Funding Strategy	
Funding Source	Amount (£)
ReVeAL EU Funding	22,660
S106 - 04/00111/FULEIA - Leadenhall Street 122 - Transport	18,949
S106 - 04/00878/FULEIA - Lime Street 51 - LCEIW	2,933
S106 - 06/01123/FULEIA - Pinnacle - LCEIW	673,720
S106 - 08/01061/FULMAJ - 20 Fenchurch Street - Transport	257,655
S106 - 09/00450/FULMAJ - Bevis Marks 6 - Transport	19,838
S106 - 11/00854/FULEIA - Fenchurch Street 120 - Transportation	99,993
S106 - 13/01004/FULEIA - 40 Leadenhall Street - LCE	2,138,591
S106 - 13/01004/FULEIA - 40 Leadenhall Street - Transport	195,340
S106 - 13/01082/FULMAJ - Mitre Square - LCEIW	60,321
CIL	5,400,000
EC BID	610,000
TOTAL	9,500,000

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City of London: Projects Procedure Corporate Risks Register

Project Name:			Leadenhall Street Improvements - City Cluster Vision				PM's overall risk rating:		Medium		CRP requested this gateway		£		-		Average unmitigated risk		2.4		Open Risks		11						
Unique project identifier:			12295		Total estimated cost (exec risk):							£		8,000,000		Total CRP used to date		£		-		Average mitigated risk score		1.0		Closed Risks		0	
General risk classification																													
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigation actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification on post-mitigation	Costed Impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)						
R1	2	(3) Reputation	Delays or vacation of worksite due to external events and/ or occurrences	Should such an event happen, a number of possibilities could occur: * Change in project scope * Change in project resources * Change in project delivery timescales * Pause to project whilst situation is assessed	Unlikely	Minor	2		N	B – Fairly Confident	* Work as a team to scenario plan at an early stage to estimate costs and impacts of high, medium and low occurrences. * Budget and programme slack to account for likely low impact events		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23- The project is still in the early stages of planning meaning that this risk is very minor. The project team will continue to assess and mitigate against such risk as part of its BAU processes.						
R2	2	(11) Compliance/Regulatory	Issues or delays in any required consents which cause delay to project delivery	If there was to be any delay in the arrival of any required consents, such as planning permissions, TMOs, Permits, discharge of conditions, heritage, TfL, etc; its likely the project may suffer from some form of unplanned delay, additional work and/ or costs.	Unlikely	Minor	2		N	B – Fairly Confident	* Map out the required consents with project team and continually monitor & update throughout the project * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - No change. This scheme will require 3rd party approvals by Transport for London. Normal BAU processes will mitigate however.						
R3	Page 431	(1) Compliance/Regulatory	Judicial Review, which leads to project delay/ further costs	Should judicial review occur at this early stage, its certain this would have major implications on project delivery. Extra legal advice could also be required to deal with the situation.	Rare	Serious	2		N	B – Fairly Confident	* Consider legal advice. This could be the internal teams or external advice such as QCs if necessary. * Should judicial review be a distinct probability, establish a very detailed and concise project plan, programme and design log which details change and the reasons why. * Reaffirm statutory documentation requirements via internal advice. * Ensure and check that any public advertisements are in place as required (and replaced if needed)		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - No change. Although we can ensure all due processes are followed, a JR can occur during the traffic order process and will need to go through the Court process for determination. Fully compliant processes which are documented and made public may reduce the likelihood of an individual or organisation making a JR claim						
R4		2	(10) Physical	Accessibility and/ or security concerns lead to project change that in-turn results in additional resources being required to compensate.	Further changes to the project's design and scope may be required if accessibility concerns are raised.	Possible	Minor	3		N	B – Fairly Confident	* Regular reviews of designs (especially just prior to Gateways) in liaison with specialist groups and contacts * Regular meetings with associated projects and programmes		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - Accessibility will be assessed during the design phases using the CoL accessibility tool. This is a new BAU process which will help to mitigate this risk. Also the project is working alongside the relevant security project which will help to ensure synergies are maintained.					
R5		2	(4) Contractual/Partnership	TfL buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL buses didn't go as planned. Also, they may change their requirements for a project.	Possible	Minor	3		N	B – Fairly Confident	* Ensure early engagement with TfL buses in the design phase so they can consult internally * Design the scheme to minimise bus impacts or attempt to provide a benefit so TfL buses are more inclined to help fund the project.		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - BAU project discussions have already taken place with TfL buses. Its expected these discussions will be sufficient to mitigate any potential associated risks.					
R6		2	(8) Technology	Modelling issues (results and implications, issues with the delivery, buy-in, required re-runs, etc)	Modelling can play a major role in defining a project and confirming its viability. Any issues could have many different and combined outcomes where additional resource may be required to rectify. Also, further modelling may be required following consultation if design changes needed.	Unlikely	Minor	2		N	B – Fairly Confident	* Early engagement with TfL to identify requirements, their timescales and costs * Ensure information & data requirements for modelling are agreed and scooped out fully * Regular engagement with design and modelling consultants		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - Minor decrease in pre-mitigation risk values due to the potential bus gate no longer being required. Transformational scheme is not expected to require any modelling.					
R7		2	(2) Financial	Lack of available skilled staff resource being available which leads to delays	Additional resource may be required for a number of reasons i.e. new and unplanned requirement identified, loss of team member, etc	Possible	Minor	3		N	B – Fairly Confident	* Resource plan at least two Gateway stages forward in an effort to locate resources as early as possible * Use existing framework contracts where possible		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - The transportation framework is in place to cover resource requirements should there be any issues.					
R8	2	(3) Reputation	issue(s) with external engagement and buy-in lead to additional resources being required to compensate	Further time and therefore resource may be required if planned engagement work with local external stakeholders didn't go as planned. These issues could arise from the public consultation results.	Possible	Minor	3		N	B – Fairly Confident	* Early identification and engagement with key stakeholders using the City Cluster Vision Programme Stakeholder Engagement plan and established communication routes * Consider specific working groups should it be required.		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - No change. This risk is thought to be low and will be tracked in partnership with the City Cluster Vision Programme which this project is a part of.						

R9	2	(4) Contractual/Partnership	Project supplier delays, productivity or resource issues impacts negatively on project delivery	Referring both to internal and external suppliers to projects, alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed for whatever reason.	Rare	Minor	1		N	B – Fairly Confident	* Arrange construction planning meeting with term contractor just prior to construction to ensure that resources are available (i.e. construction pack from them is received in good time)		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - At this stage, a very low risk which will be monitored up to G5.
R10	2	(10) Physical	Utility and utility survey issues lead to increased costs/ scope of works	At the earlier stages of a project, delays could occur which result unplanned costs if utility companies don't engage as expected. Also, extra resource would be needed if further surveys are required. During construction, any issues with required utility companies could result in extra resources being required.	Possible	Minor	3		N	B – Fairly Confident	* Work with design engineers to work out an appropriate sums to cover utility delays or on-site discoveries. *Quite minor construction works required for this project so risk should be limited.		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - utility surveys have taken place and Leadenhall St has already been heavily surveyed in the past. Both these points lead to a low risk score at this time.
R12	2	(4) Contractual/Partnership	Third party delays impacts negatively on project delivery (time & costs)	A CoL project may require a third party to complete its work before it can proceed. Should this work be delayed in anyway, its likely to impact (time and cost-wise) on a project.	Unlikely	Minor	2		N	A – Very Confident	* Include regular meetings with the developer and local stakeholders * Include some slack in the programme to absorb low-level delays		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - at this stage, this risk is low but will become more important at the subsequent stages of work. Also, its more likely than not that these risks will be monitored by their own individual projects (most likely S278) which can then feed into this project and the City Cluster Vision Programme.

Healthy Streets Score

Name of street
Leadenhall St

Name of street at start junction
Bishopsgate/ Gracechurch St

Name of street at end junction
Aldgate High Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	25	48
Everyone feels welcome	26	53
Easy to cross	46	54
Shade and shelter	0	17
Places to stop and rest	7	40
Not too noisy	33	60
People choose to walk and cycle	26	53
People feel safe	36	56
Things to see and do	11	44
People feel relaxed	26	53
Clean air	42	50



Crossing Point		Comments															
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	4	4	3		
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	3	4		
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	3	1	2	3	3	3	3	3	4		
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	3	4	3	3	2	2	4	4			
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3			
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	2	3	3	3			
Tactile Paving Stem Length	Tactile stem > 0.5 m from building line	3	3	3	3	4	3	2	3	3	3	3	4	3			
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3			
Island Type	No island	2	3	2	2	2	2	2	2	3	2	2	2	3			
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	4	4	3			
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3		3	2	1	3	3	3	3	2	3	3			
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	3			
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	3			
Audible (beeping)	No Audible	3	3	2	3	3	2	3	2	3	2	3	2	3	1		
Count Down	Count down	4	3	4	4	4	4	3	3	3	4	4	4	4			
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3			
Surface Material																	
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	1	2	2	2	1	2	3	3			
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	4	3			
Contrast with Road	Higher tonal contrast between paving and road	3	3	4	4	3	3	3	3	4	3	4	3	4			
Lines	yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4			
Kerb																	
Kerb Type (crossing over)	Crossing Upstand 0 mm to 3 mm + 800 tactile paving	4	3	3	4	2	4	3	4	3	3	4	3	3			
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	3	4	3			
Footway Width																	
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	2	4	3	3	2	2	2	2	3		
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	0	2	0	1	1	1	1	1			
Street Furniture																	
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3			
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4			
Temporary Items	Temporary, obstructions, Chapter 8	2	1	2	2	2	2	1	1	2	2	2	1	1			
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	3			
Contrast	High tonal contrast with paving	3	3	4	3	3	4	3	4	4	3	3	3	3			
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	3			
Bench Design	Benches without backrests or arms	3	3	3	2	1	3	3	3	2	2	3	3	3			
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3			
Bench Sensory Experience	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	3	2	3	1	3			
Slopes																	
Gradient (in direction of travel)	Gradient < 1/50	3	4	3	4	3	4	3	3	4	3	4	3	3			
Camber (across footway)	Camber 1/20 to 1/50	3	2	1	3	3	1	3	3	3	3	3	3	3			
Vehicle Access																	
Vehicle Crossover	No crossover	3	3	3	3	3	4	3	3	3	3	3	3	3			
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	2	3	3	3	3	3	3	2	1		
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4			
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	3	3	2		
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3			
Bus Stop Location	100 m to 250 m away	3	3	3	3	2	3	3	3	3	2	3	3	3			
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3			
Bus Stop Type	Flag only	3	3	3	3	1	3	3	3	3	1	3	2	2			
Toilets																	
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	3	4		
Changing Places Toilets	Within 500 m	3	4	3	3	3	4	3	3	3	3	3	4	4			

Published June 2024	<p>The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation with the generous assistance of 41 disabled individuals who participated in research interviews.</p>	 <p>Ross Atkin Associates</p>		
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