



## Planning and Transportation Committee

**Date:** TUESDAY, 8 JULY 2025

**Time:** 1.45 pm (or at the rising of the Planning Applications Sub-Committee, whichever is later)

**Venue:** LIVERY HALL - GUILDHALL

**Members:**

Deputy Tom Sleigh (Chair)	Charles Edward Lord, OBE JP
Shravan Joshi MBE (Deputy Chair)	Antony Manchester
Tana Adkin KC	Tim McNally
Samapti Bagchi	Sophia Mooney
Matthew Bell	Deputy Alastair Moss
Deputy Emily Benn	Alderwoman Jennette Newman
Deputy John Edwards	Deborah Oliver
Anthony David Fitzpatrick	Deputy Henry Pollard
Deputy Marianne Fredericks	Alderman Simon Pryke
Alderman Alison Gowman CBE	Deputy Nighat Qureishi
Alderman Prem Goyal CBE	Gaby Robertshaw
Deputy Madush Gupta	Hugh Selka
Josephine Hayes	Naresh Hari Sonpar
Deputy Jaspreet Hodgson	William Upton KC
Amy Horscroft	Matthew Waters
Philip Kelvin	Jacqui Webster
Alderwoman Elizabeth Anne King, BEM JP	

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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**

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

### **3. MINUTES**

To agree the public minutes and summary of the meeting held on 6 May 2025.

**For Decision**  
(Pages 7 - 16)

### **4. WARDMOTE RESOLUTION**

To consider the Resolution from the Ward of Cripplegate.

**For Decision**  
(Pages 17 - 18)

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

Report of the Executive Director, Environment.

**For Decision**  
(Pages 19 - 106)

### **6. BUNHILL, BARBICAN & GOLDEN LANE HEALTHY NEIGHBOURHOOD PLAN**

Report of the Executive Director, Environment.

**For Decision**  
(Pages 107 - 356)

### **7. \* DISTRICT SURVEYORS ANNUAL REPORT**

Report of the Executive Director, Environment.

**For Information**

8. **\* ENVIRONMENT DEPARTMENT HIGH-LEVEL BUSINESS PLAN 2024/25 - YEAR-END PROGRESS REPORT**

Report of the Executive Director, Environment.

**For Information**

9. **\* REVENUE OUTTURN 2024/25**

Report of the Executive Director, Environment & the Chamberlain.

**For Information**

10. **\* RISK MANAGEMENT UPDATE REPORT**

Report of the Executive Director, Environment.

**For Information**

11. **\* QUARTERLY PUBLIC LIFT & ESCALATOR REPORT - APRIL TO JUNE 2025**

Report of City Surveyor.

**For Information**

12. **\* STREETS AND WALKWAYS SUB-COMMITTEE DRAFT MINUTES**

To note the Draft Minutes of the Streets and Walkways Sub-Committee Meeting held on 14 May 2025

**For Information**

13. **\* REPORT OF ACTION TAKEN**

Report of the Town Clerk.

**For Information**

14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

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



16. **EXCLUSION OF THE PUBLIC**

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

**For Decision**

**Part 2 - Non-public Agenda**

17. **LONDON WALL CAR PARK - VENTILATION, ELECTRICAL, FIRE ALARM AND SPRINKLER WORKS**

Report of the City Surveyor.

**For Decision**  
(Pages 357 - 384)

18. **\* CITIGEN AND HEAT NETWORK ZONING – PREFERRED WAY FORWARD**

Report of the City Surveyor and Executive Director of Property.

**For Information**

19. **\* DEBT ARREARS - ENVIRONMENT DEPARTMENT, (P&T) COMMITTEE**

Report of the Executive Director, Environment.

**For Information**

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

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

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## **PLANNING AND TRANSPORTATION COMMITTEE**

**Tuesday, 6 May 2025**

**Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 9.00 am**

### **Present**

#### **Members:**

Deputy Tom Sleigh (Chair)	Charles Edward Lord, OBE JP
Shravan Joshi MBE (Deputy Chair)	Antony Manchester
Tana Adkin	Timothy James McNally
Matthew Bell	Deputy Alastair Moss
Deputy Emily Benn	Sophia Mooney
Deputy John Edwards	Deborah Oliver
Deputy Marianne Fredericks	Deputy Henry Pollard
Alderman Alison Gowman CBE	Alderman Simon Pryke
Alderman Prem Goyal, OBE	Deputy Nighat Qureishi
Deputy Madush Gupta	Gaby Robertshaw
Josephine Hayes	Naresh Hari Sonpar
Deputy Jaspreet Hodgson	William Upton KC
Amy Horscroft	Jacqui Webster
Philip Kelvin	Matthew Waters
Alderwoman Elizabeth Anne King, BEM JP	

#### **Officers:**

Katie Stewart	- Executive Director, Environment
Polly Dunn	- Assistant Town Clerk
Matt Baker	- Environment Department
Ian Hughes	- Environment Department
Rob McNicol	- Environment Department
Bruce McVean	- Environment Department
Gwyn Richards	- Environment Department
Gordon Roy	- Environment Department
Samantha Tharme	- Environment Department
John Cater	- Town Clerk's Department
Ben Dunleavy	- Town Clerk's Department

#### **1. APOLOGIES**

At the beginning of the meeting, Alderman Alison Gowman, as senior Member present, was moved into the Chair.

Apologies for absence were received from Anthony Fitzpatrick.

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

There were no declarations of interest.

3. **ORDER OF THE COURT OF COMMON COUNCIL**

The Committee received the Order of the Court of Common Council dated 25 April 2025.

4. **ELECTION OF CHAIRMAN**

The Committee proceeded to elect a Chair in accordance with Standing Order No. 28.

The Town Clerk informed the Committee that Deputy Marianne Fredericks and Deputy Tom Sleigh had both expressed a willingness to serve, and that a ballot was therefore necessary.

A ballot having been taken, votes were cast as follows:

Deputy Marianne Fredericks	- 8
Deputy Tom Sleigh	- 14

Deputy Tom Sleigh, having received the majority of votes, was duly elected as Chair for the ensuing year and took the Chair. Addressing the Committee, he thanked Members for their support, thanked those Members no longer on the Committee for their service, and welcomed new Members.

5. **ELECTION OF DEPUTY CHAIRMAN**

The Committee proceeded to elect a Deputy Chair in accordance with Standing Order No. 29.

Shravan Joshi, as the only Member expressing their willingness to serve, was duly elected as Deputy Chairman for the ensuing year.

The Chief Commoner, Deputy Henry Pollard, moved a Vote of Thanks to Shravan Joshi, the immediate past Chairman.

RESOLVED UNANIMOUSLY, that –

Members of the Planning and Transportation Committee wish to place on record their heartfelt appreciation to

SHRAVAN JOSHI MBE

for his outstanding leadership and transformative contributions during his three-year tenure as Chairman of the Planning & Transportation Committee.

Under SHRAVAN's visionary guidance, the planning landscape has been significantly enhanced. His commitment to fostering a pro-growth and pro-development culture has resulted in a consistent increase in planning permissions, including 12 new tall buildings, with 1 Undershaft standing as the tallest in Western Europe at over 309 metres. These developments have added over 800,000sqm of Grade A workspace, reinforcing the City's international stature and meeting the high demand from occupiers.

SHRAVAN's tenure has also seen a remarkable diversification of the City's ecosystem, with a substantial rise in hotels, co-living, and student accommodations. His efforts have transformed the public realm, introducing new pocket parks, civic spaces, public gardens and 14 new pedestrian routes. Notably, the planning permissions granted during his chairmanship have garnered numerous awards, including the National Planning Permission of the Year for Friary Court.

SHRAVAN has been instrumental in integrating cultural and heritage destinations into planning permissions, creating a vibrant 7-day Destination City. These include the Migration Museum, the London Tunnels, and several elevated public roof gardens and terraces. His leadership in sustainability has been groundbreaking, with initiatives like the City's first Sustainability SPD and the Heritage Retrofit Toolkit.

Moreover, SHRAVAN has successfully navigated the new City Plan through the Committee and addressed the Examination in Public. His efforts have led to the establishment of the City Business Investment Unit, promoting the City as a prime location for development and investment.

SHRAVAN's tenure has been marked by a proactive approach to digital planning, securing major government funding to develop a truly digital planning service. His vision and dedication have left an indelible mark on the City's planning landscape.

We are immensely grateful for Shravan's exceptional service and wish him continued success in all his future endeavours.

Thank you, SHRAVAN, for your remarkable contributions.

6. **MINUTES**

The public minutes and non-public summary of the meeting held on 18 February 2025 were approved as an accurate record.

7. **APPOINTMENT OF SUB-COMMITTEES**

Members received a report of the Town Clerk concerning the appointment of Sub-Committees.

Deputy Marianne Fredericks, noting the Sub-Committees importance, the status of the Local Plan and the fact that there was only one additional Member seeking to join it over the limit, moved that the composition of the Local Plans Sub-Committee be increased by one. This was seconded by the Chief Commoner, and agreed by the Committee.

The Town Clerk informed Members that no Member had expressed an interest in the position of Chair for the Local Plans Sub-Committee. The Chair noted the convention that the Chair of the Planning and Transportation Committee also chaired this Sub-Committee, and Members agreed with his proposal that this be continued.

RESOLVED, that – the Committee:

- a) Appoints the following Members to the Streets and Walkways Sub-Committee for the ensuing year and approves its terms of reference detailed at Appendix A to the report

Deputy John Edwards

Deputy Marianne Fredericks

Alderman Alison Gowman

Deborah Oliver

Hugh Selka

Matthew Waters

Jacqui Webster

- b) Appoints the following Members to the Streets and Walkways Sub-Committee for the ensuing year and approves its terms of reference detailed at Appendix A to the report

Deputy Marianne Fredericks

Deputy John Edwards

Alderwoman Elizabeth King

Deputy Alastair Moss

Hugh Selka

Jacqui Webster

- c) Approves the Planning Applications Sub-Committee terms of reference detailed at Appendix A to this report
- d) Elects Deputy John Edwards to be Chair of the Streets and Walkways Sub-Committee and note that the Deputy Chair of the Sub-Committee will be elected by the Sub-Committee at its first meeting; and
- e) Elect Deputy Tom Sleight, as Chair of the Appointing Committee, to be Chair of the Local Plans Sub-Committee and note that the Deputy Chair of the Sub-Committee will be elected by the Sub-Committee at its first meeting.

8. **TRANSPORT STRATEGY: 2024/25 ANNUAL REPORT, 2025/26 - 2030/31 DELIVERY PLAN AND CITY STREETS 2025 SUMMARY REPORT**

The Chair informed the Committee that he would bring the report circulated as a supplementary paper to be considered as item 8 on the agenda. Members received a report of the Executive Director, Environment, concerning the Transport Strategy.

Officers introduced the report and presented the Committee with an overview of the Strategy and the work done against the Delivery Plan.

The following points were considered during discussion:

- A Member asked who was responsible for administering cargo bike grants from the Greater London Authority, as businesses in their wards had faced difficulty in applying for them. In reply, officers said that the grants were funded from the Mayor's Air Quality Fund. There were a limited number of grants available in each round of bidding, and officers undertook to follow up with the Member on the specific case mentioned.
- Officers undertook to explore ways to improve access from Fann Street to the Golden Lane Leisure Centre, and committed to picking up how City Corporation projects with consequences for the wider public realm would be included in future iterations of the Delivery Plan.
- A Member asked officers to consider what measures could be taken to ensure that freight coming into the Square Mile to support known projects came outside of peak hours
- The City Corporation would be delivering around 1,500 additional e-bike parking spaces by the end of 2025. Officers set out how enforcement action was carried out, and Members noted that they would work with e-bike operators to manage and move bikes where necessary. Officers emphasised the importance of maintaining good relationships with operators while waiting for new legislation which would enhance enforcement powers. Further information on the number of monthly trips undertaken by e-bike would be shared with the Streets & Walkways Sub-Committee. Officers were keen to explore introducing cycle facilities with cycle tracks, and a Member encouraged them to consider how to introduce alternative cycle facilities rather than creating and trying to enforce non-cycle zones. There were 146 new private cycle parking spaces, and Members noted that the increase in cycling had seen more private cyclists than e-bike users.
- A Member noted that their constituents in the Ward of Langbourn faced difficulties in getting taxis and asked if the measures to reduce motor vehicle traffic as set out in the Strategy may have been too effective. In reply, officers said more space and priority needed to be given to pedestrians and noted that there were fewer taxis in central London as a whole. The traffic control experiment at Bank Junction would begin in July.
- It was noted that officers had constructive relationships with the BIDs.
- In response to a question from a Member as to whether the City Corporation was monitoring river traffic and usage of Blackfriars Pier, officers said that statistics on this were obtained through TfL, and they could speak to TfL to gain further information.
- A Member asked officers what could be done to resolve accessibility issues caused by floating bus islands. In reply, officers said that these islands were part of the TfL network, who were looking at updating them. A consultation on the Aldgate – Blackfriars Cycleway had been undertaken in the Spring, with a report coming to the July meeting of the Street's & Walkways Sub-Committee. A briefing session to allow Sub-Committee Members to hear from street users would be held in advance of this.
- The City Corporation had a constructive relationship with TfL, supported through regular quarterly meetings between TfL, the Chair of the Committee

and senior officers. Officers remained the most appropriate venue through which Members could contact TfL.

RESOLVED, that – the report be received and its contents noted.

9. **SMITHFIELD MARKET BRIEF**

Members considered a report of the Executive Director, Environment, concerning Smithfield Market.

Following a question from a Member, officers said that a communications draft would be developed, and the results of wider consultation shared with the Committee. The planning brief would be returned to P&T for assessment, and then subject to planning consultation.

A Member raised concerns, on behalf of an absent Member, that attempting a planning brief for the Market in advance of a planning brief and overarching cultural strategy for the wider area was premature, and risked decisions being made without sufficient context. In reply, officers said that the Brief was a supplementary planning document which translated the policy set out in the Local Plan to this specific site. It was a common tool across London and other local authorities. Officers provided assurance that other City Corporation strategies would be considered.

A Member noted the buildings delineated in red in the report, and asked officers how they could ensure that the future of the area was broad and inclusive of the public realm. In reply, officers said that the red line denoted Smithfield Market. They could look at the interface but noted there was not scope for comprehensive redevelopment. The Member encouraged officers to consider how wide they could go, noting the criticality of the public realm to the project. Officers replied that there was also a public realm strategy. Members agreed that this would need to work in tandem with the Smithfield Market brief.

RESOLVED, that – Members approve the commencement of a draft Smithfield Market Planning Brief.

10. **BUILDING CONTROL CHARGES REPORT 2025/26**

Members considered a report of the Executive Director, Environment, concerning building control charges.

A Member, noting reports from residents on the Barbican Estate on the length of time it could take to get building control and safety regulator approval for works, asked for further information on the current performance metrics. In reply, officers acknowledged that the process could be lengthy but noted that this was outside of the control of the District Surveyor's team; works in buildings such as the Barbican Estate properties required approval from the Building Safety Regulator ('the Regulator'). Officers were working with the Regulator at a national level to try to improve this, and recently the latter had granted consent that applications they received for works in the Barbican Estate, once validated, would be allocated to the City Corporation's building control team. They hoped that this would lead to a decrease in the waiting period. Similar negotiations had begun



to achieve a similar outcome for the Golden Lane Estate. A regular report on the metrics would normally be submitted to the July Committee meeting.

RESOLVED, that – Members approve Option 3 and agree a new “City of London Building Regulations Charges Scheme No 8: 2025” and a new “Building Control Miscellaneous Charges No 6: 2025.

**11. DISCONTINUANCE OF THE CITY WALKWAY**

Members considered a report of the Executive Director, Environment concerning the City Walkway.

RESOLVED, that – Members:

a) Subject to:

- i. the implementation of planning permission (Registered No. 23/00469/FULEIA) for the redevelopment of 55 and 65 Old Broad Street, EC2M 1RX; and
- ii. completion of the bridge removal agreement; and
- iii. completion of an agreement between the owners of 55 and 65 Old Broad Street and 99 Bishopsgate;

resolve to rescind the resolution of the Court of Common Council dated 17th July 1986 so as to discontinue the City Walkway footbridge over Wormwood Street shown cross hatched yellow on the drawing entitled The City Walkway Footbridge and numbered 7146-A03-FPA-ZZZ-100L-DR-A-990014-P01 at Appendix 1 of this report (“the City Walkway Footbridge”) in accordance with the resolution set out in Appendix 2 to this report.

- b) Delegate to the City Operations Director (City Streets and Spaces) authority to insert an appropriate date for the resolution to come into force.
- c) Delegate to the City Operations Director (City Streets and Spaces) the authority to negotiate and agree the heads of terms and to enter into an agreement with all relevant parties for the removal and disposal of the City Walkway Footbridge.

**12. \*QUARTERLY PUBLIC LIFT & ESCALATOR REPORT – JANUARY TO MARCH 2025**

Members received a report of the City Surveyor concerning public lifts and escalators in the Square Mile.

A Member asked for further information on the Tower Place Public Lift, which had been out of service for a considerable period of time. It was now functional again, but the Member asked what lessons had been learned to ensure quicker resolution to any similar issues in the future. In reply, officers said that this incident had been due to a specific issue with the lift; routine maintenance had been extended due to an electrical fault.

The Member also noted that the City Corporation had occasionally required construction of a lift as part of the public benefit when granting planning consent. These were often operated by the building and thus were not fully public. The lift

at Fenchurch Street Place could only be accessed by request, while the lift at Mansion House Station had been fenced off. This negated their use as public realm benefits, and the Member encouraged officers to ensure that the lifts were completely accessible and could be used.

Officers said that they had seen a marked improvement in the lifts following recent investment and continued maintenance, but acknowledged the point made on the importance of the availability of lifts in the City. Following the experience of Fenchurch Street Place, any new development was subject to a legal agreement under section 106 to ensure its continued maintenance.

Officers also provided an update on the status of the escalators at 125 Alban Gate; the new managing agent at 125 Alban Gate had confirmed that they were about to commence an 18-month programme to renovate these escalators.

RESOLVED, that – the report be received and its contents noted.

13. **\*STREETS AND WALKWAYS SUB-COMMITTEE DRAFT MINUTES**

The public minutes and non-public summary of the Streets and Walkways Sub-Committee meeting on 4 February 2025 were noted.

14. **\*REPORT OF ACTION TAKEN**

Members received a report of the Town Clerk concerning action taken between meetings.

RESOLVED, that – the report be received and its contents noted.

15. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

There were no questions.

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

The Chair informed the Committee that he would be writing to congratulate Claudia Kenyatta and Emma Squire on their appointment as the Chief Executive of Historic England.

17. **EXCLUSION OF THE PUBLIC**

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

18. **NON-PUBLIC MINUTES**

The non-public minutes of the meeting held on 11 February 2025 were approved as a correct record.

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

There were no questions.

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

There was no other business.

21. **CONFIDENTIAL MINUTES**

The confidential minutes of the meeting held on 11 February were approved as a correct record in the non-public session.

**The meeting closed at 10.20 am**

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Chairman

**Contact Officer: Ben Dunleavy**  
**Ben.Dunleavy@cityoflondon.gov.uk**

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## **Text of Wardmote Resolution**

### **1. “This Cripplegate Wardmote:**

- i) Notes that several Members of the Court of Common Council have been appointed Lead Members including for Climate Action and Sustainability. However, there is no Lead Member for Urban Greening and Biodiversity, despite the importance of the same to residents, workers, students and visitors, as well as to wildlife, within the Square Mile. Despite this importance, there are areas with significant biodiversity deprivation, as acknowledged in the draft City Plan 2040. Its Chapter 12 - Open Spaces and Green Infrastructure – specifically includes both Urban Greening and Biodiversity;
- ii) Agrees that increasing Urban Greening and Biodiversity benefits the health and wellbeing of residents, workers, students and visitors, particularly in areas of deficiency in access to public open space. Also, such increase in other areas will improve their health and wellbeing; and
- iii) Resolves to request the Court of Common Council to appoint a Lead Member for Urban Greening and Biodiversity charged with ensuring City Corporation takes all necessary steps to increase urban greening and biodiversity enhancement independently of any requirements for the same in planning applications and other development proposals.

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<b>Committees:</b> 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)	<b>Dates:</b> 14 May 2025 19 May 2025 08 July 2025 24 July 2025
<b>Subject:</b> Leadenhall Street Improvements – City Cluster Vision Programme  <b>Unique Project Identifier:</b> 12295	<b>Gateway 4:</b> <b>Detailed Options Appraisal (Complex)</b>
<b>Report of:</b> Katie Stewart, Executive Director, Environment  <b>Report Author:</b> Daniel Laybourn, Transport & Public Realm Projects, City Operations	<b>For Decision</b>
<h2>PUBLIC</h2>	

<b>1. Status update</b>	<p><b>Project Description:</b> 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><b>RAG Status:</b> Amber (no change from previous)</p> <p><b>Risk Status:</b> Medium (no change from previous)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> £7-8.5m</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> None.</p> <p><b>Spend to Date:</b> £375,367 as of 16 April 2025</p> <p><b>Costed Risk Provision Utilised:</b> None</p> <p><b>Slippage:</b> 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><b>2. Next steps and requested decisions</b></p>	<p><b>Next Gateway:</b> <i>(if approved)</i> Gateway 5 Detailed Design and Approval to Start Work.</p> <p><b>Next Steps:</b></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><b>Requested Decisions:</b></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"> <li>1. Note the Public Consultation results, summarised in Section 4 of this report and contained in full in <b>Appendix 2</b>;</li> <li>2. Approve the scheme design for Leadenhall Street shown in <b>Appendix 3</b>;</li> <li>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</li> <li>4. The submission of a Gateway 4b report to the Court of Common Council in July 2025.</li> </ol>
<p><b>3. Resource requirements to reach next Gateway</b></p>	<p>No additional funding is required to reach the next Gateway. More detailed financial information, including spend to date, can be found in <b>Appendix 4</b>.</p> <p><b>Costed Risk Provision requested for this Gateway:</b> None. No funds have been allocated for the Risk Register in <b>Appendix 5</b>. The risks for work prior to construction are minimal and will be addressed through regular project activities.</p>
<p><b>4. Public Consultation Feedback</b></p>	<p><b>Public Consultation:</b></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 <b>Appendix 2</b>.</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>



	<p>regarding the impact on people cycling, with some advocating for dedicated and protected cycle lanes to improve safety.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>The full consultation report can be seen in <b>Appendix 2</b>.</p> <p><u>In response to issues raised in the consultation:</u></p> <p><b>Protected space for cycling:</b> 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.</p> <p>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.</p> <p><b>Waiting and loading:</b> 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>
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	<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><b>5. Overview of project options</b></p>	<p>The scheme design, shown in <b>Appendix 3</b> and visualised in <b>Appendix 7</b>, 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"> <li>• A narrowed 6.4m-wide carriageway, enabling the provision of significantly wider pavements throughout.</li> <li>• Raised pedestrian crossings, designed to create a continuous, level surface between the carriageway and pavements in areas with high footfall.</li> <li>• 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).</li> <li>• Revised bus stop locations and sizes, optimised for the proposed highway modifications and now agreed with Transport for London.</li> <li>• 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.</li> </ul> <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 <b>Appendix 6</b>. 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 &amp; greening. The final scheme design will be reassessed, and the results detailed in the next Committee report.</p>
<p><b>6. Recommendation</b></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"> <li>1. Note the Public Consultation results, summarised in Section 4 of this report and contained in full in <b>Appendix 2</b>;</li> <li>2. Approve the scheme design for Leadenhall Street shown in <b>Appendix 3</b>;</li> <li>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</li> <li>4. The submission of a Gateway 4b report to the Court of Common Council in July 2025.</li> </ol> <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"> <li>• Refining utility diversion estimates through further collaboration with utility companies.</li> <li>• Commissioning and conducting Equalities Impact Assessments and Road Safety Audits through third-party providers.</li> <li>• Engaging in ongoing discussions with Transport for London regarding their Traffic Management Act</li> </ul>

	<p>Notification (TMAN) process and the necessary road diversions/closures for construction.</p> <ul style="list-style-type: none"> <li>• Working with colleagues from the Eastern City Cluster Security project to ensure the scheme design meets their requirements.</li> <li>• 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.</li> </ul> <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><b>7. Risk &amp; Legal implications</b></p>	<p><b><u>Risk</u></b></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>
<b>8. Procurement strategy</b>	<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**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Consultation Report
<b>Appendix 3</b>	Scheme Design
<b>Appendix 4</b>	Project Financial Information
<b>Appendix 5</b>	Risk Register
<b>Appendix 6</b>	CoLSAT and Healthy Streets Assessments
<b>Appendix 7</b>	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



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# 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 38
- 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:

- Page 40
- 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.

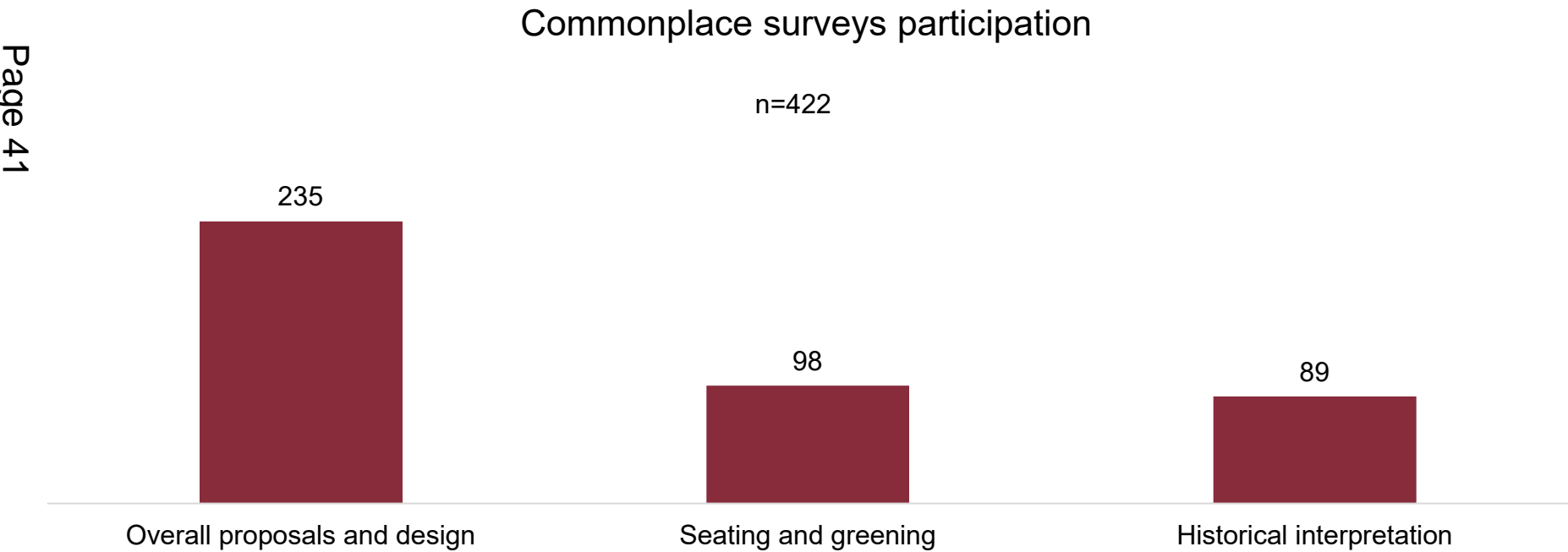
The consultation was not intended to be a referendum or 'vote' of any kind, but rather a process for exploring perceptions and collecting feedback.

# 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.

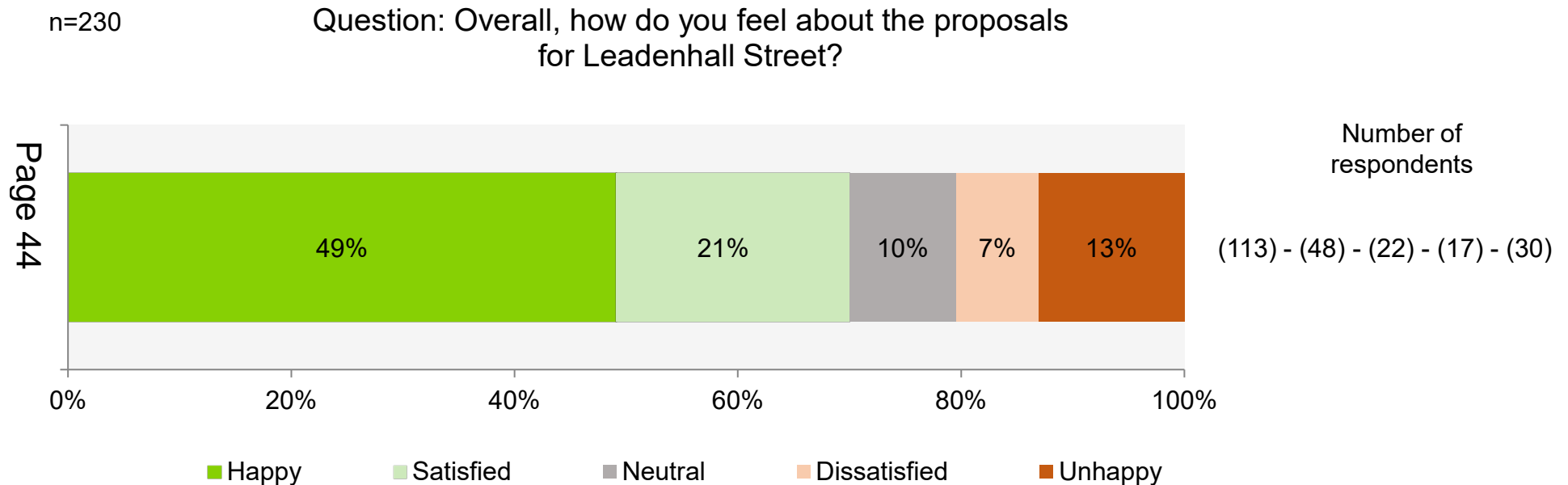


# Views on the overall proposals



# 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.



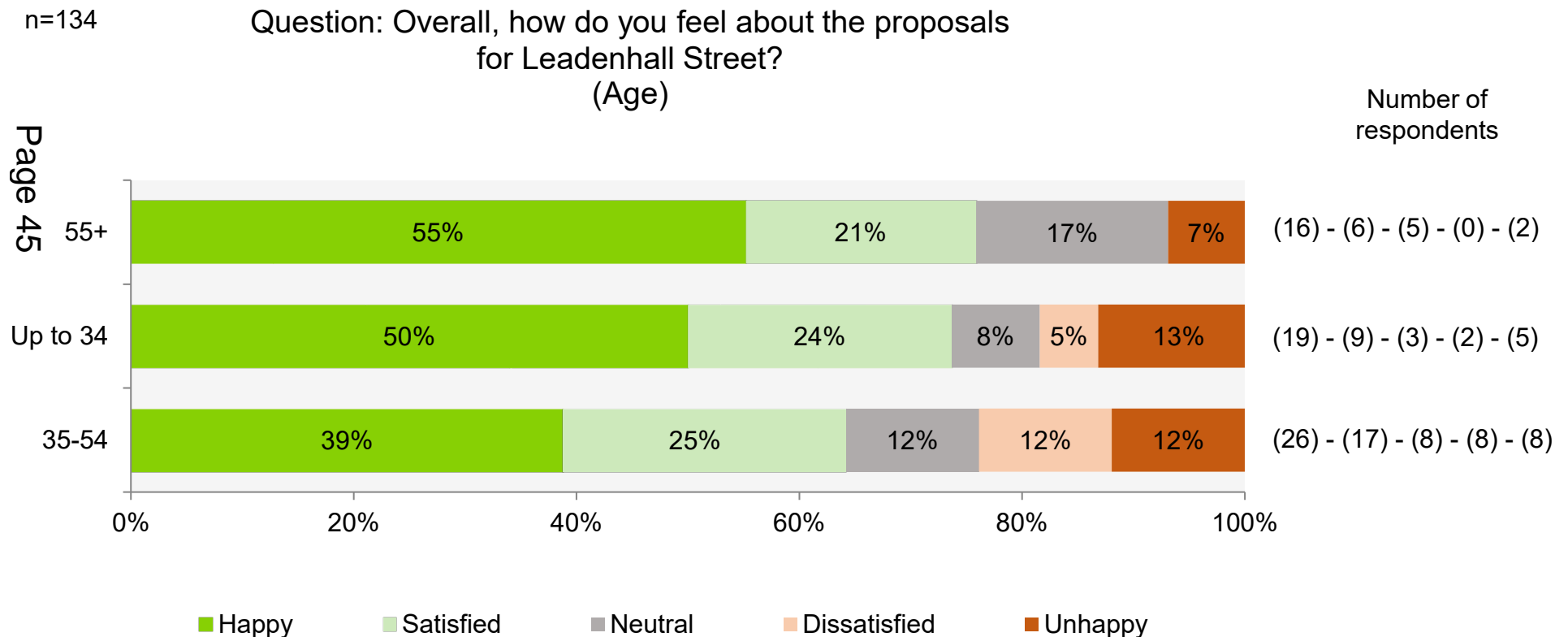
On the following pages, we see how views on the overall proposals varied by contributors' age, travel mode and their relationship to the City.



# How views on the overall proposals varied in relation to respondent age

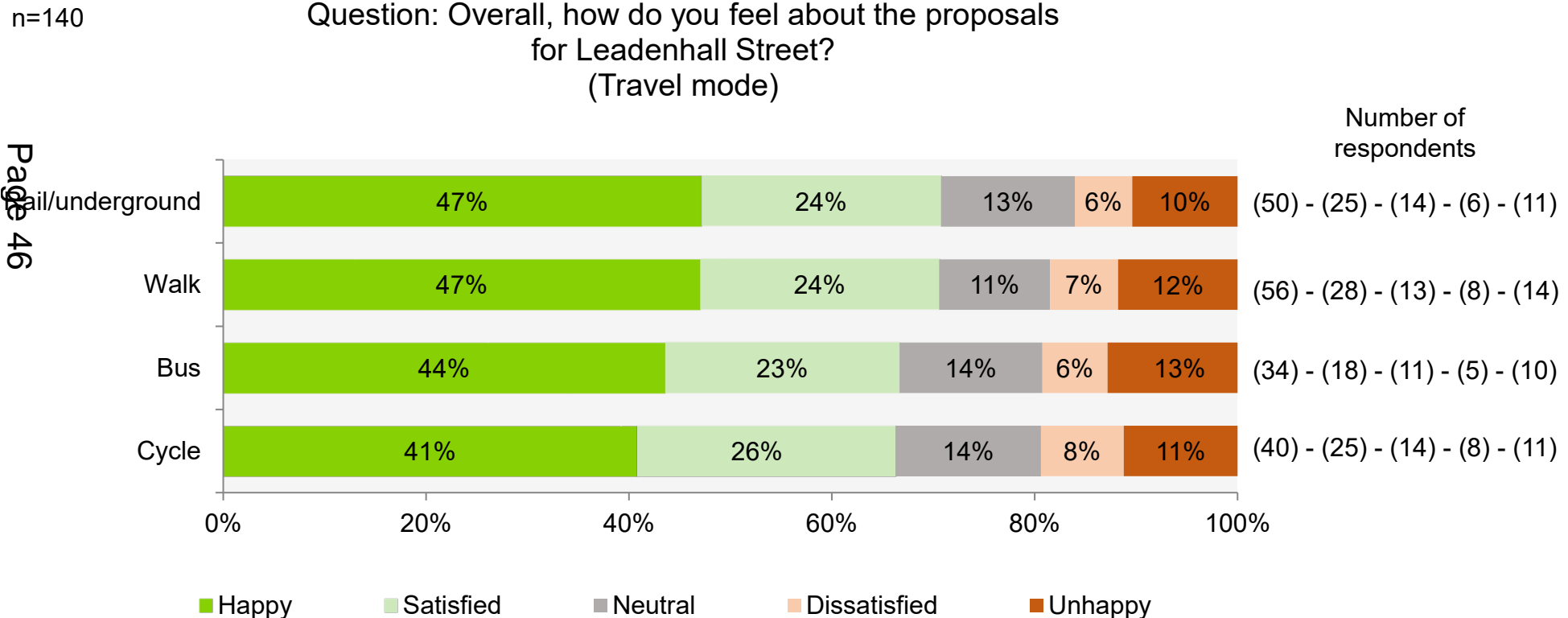
A majority of respondents in each age group were positive about the overall proposals.

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

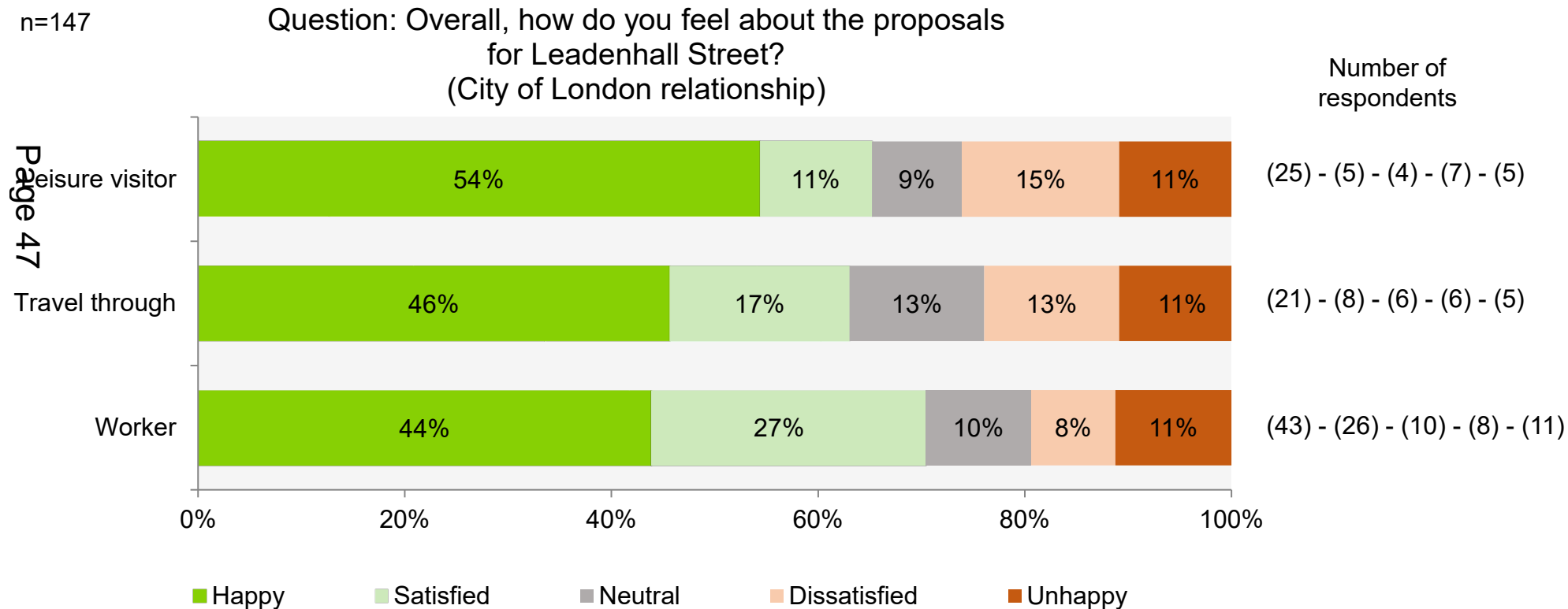
Positive views on the overall proposals were evident among a majority of respondents identifying as travelling by each travel mode, peaking among those identifying as using the rail/underground and walking (both 71% positive). In contrast, critical views were far less evident.



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.

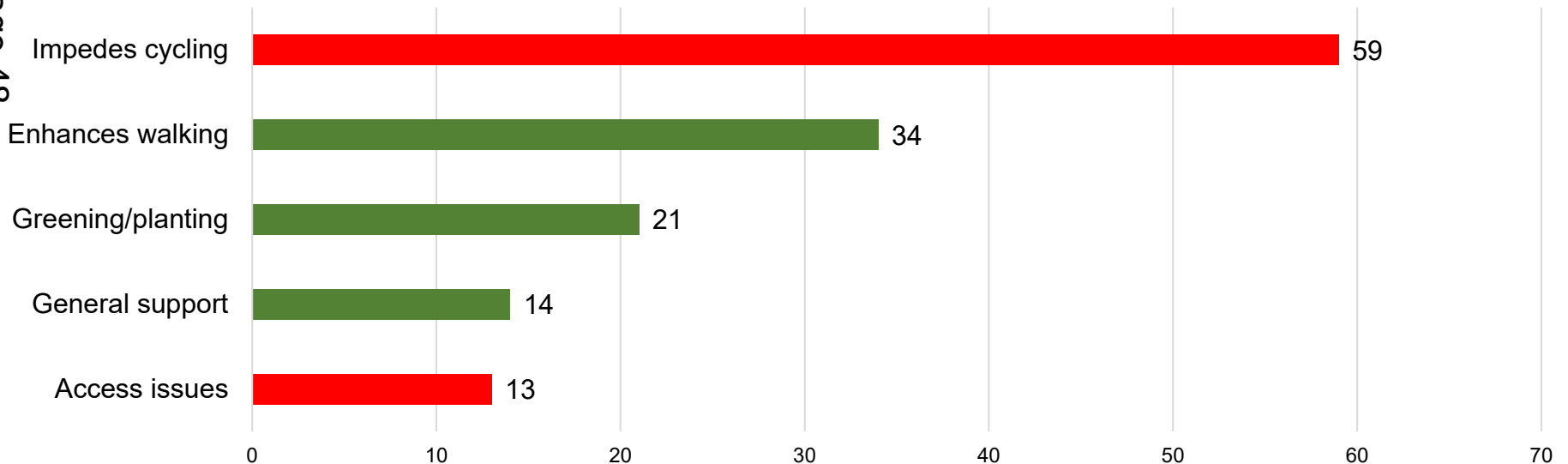
# Comments on the overall proposals for Leadenhall Street

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.

n=128

Question: Overall, how do you feel about the proposals for Leadenhall Street?  
Please share any comments you have.

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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

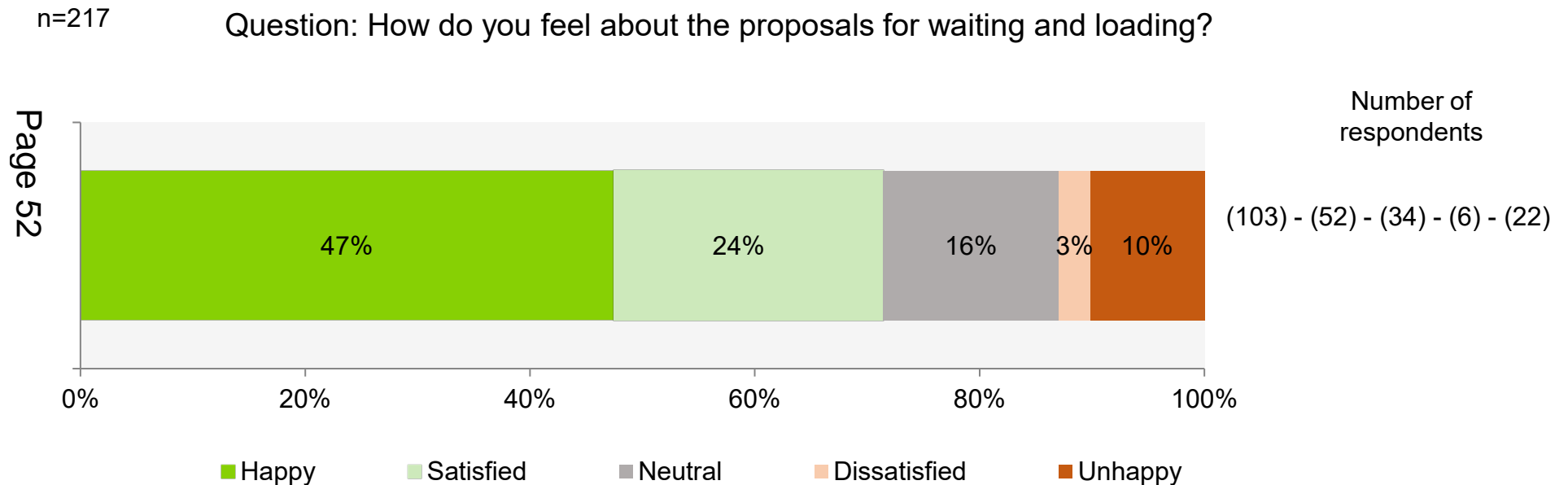
Proposals include new and amended waiting and loading restrictions along the length of the street:

- 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.

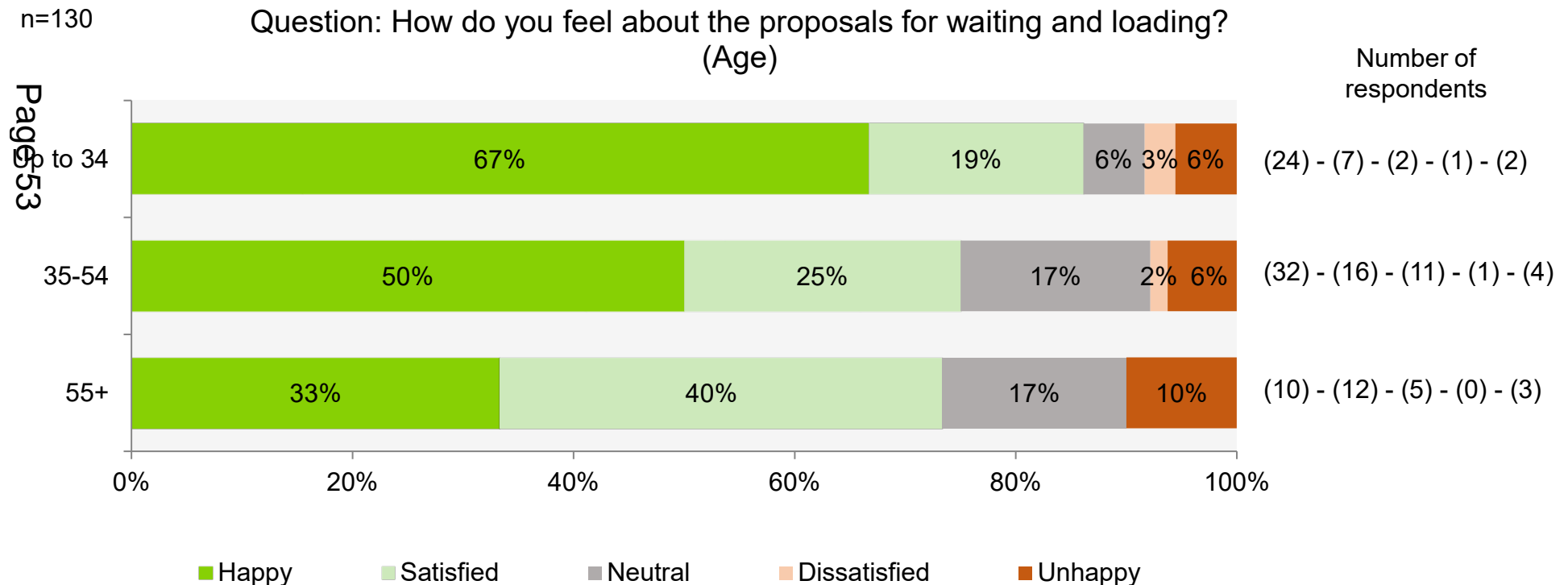


On the following pages, we see how views varied by respondents' age, travel mode and their relationship to the City.



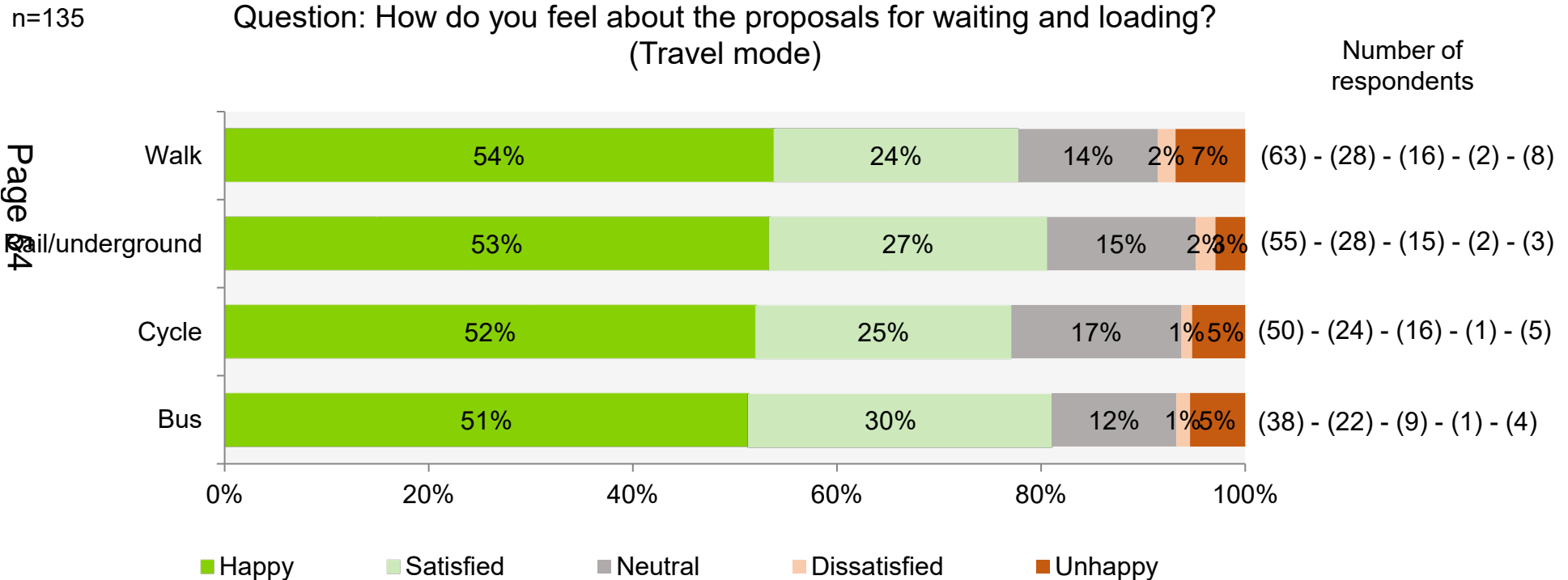
# How views on the proposals for waiting and loading varied in relation to respondent age

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

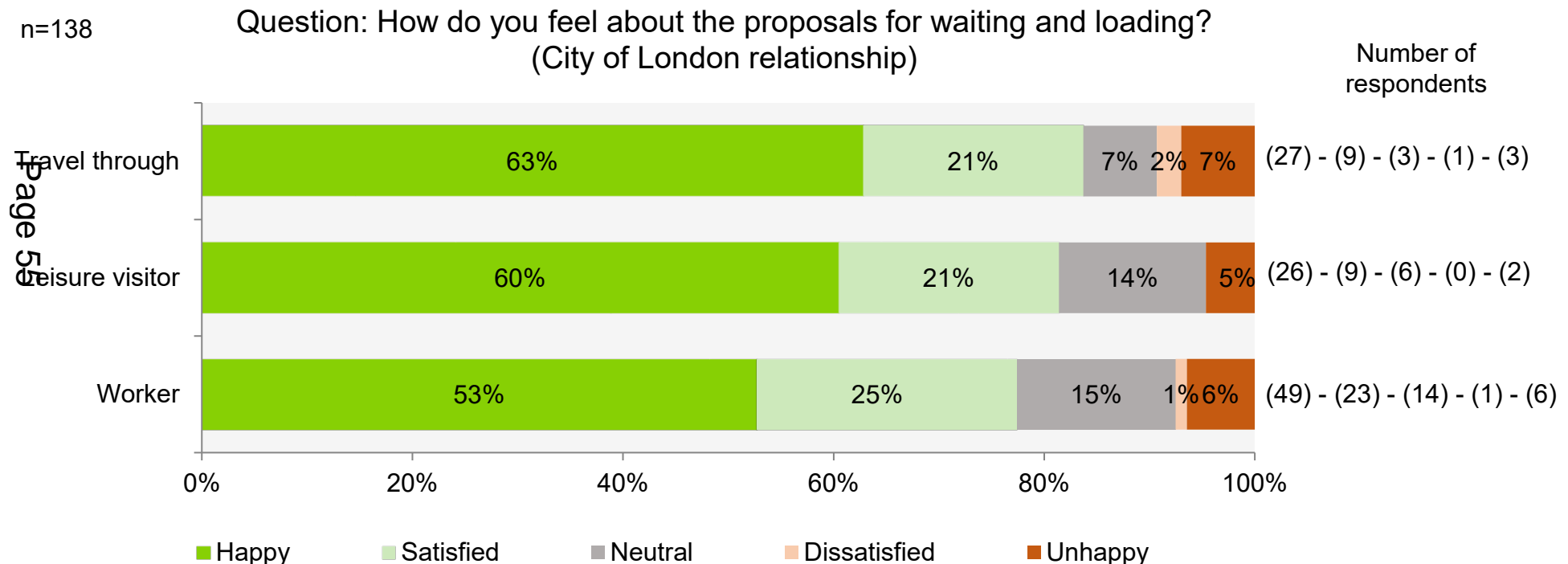
Positive views on waiting and loading proposals were evident among people travelling by all travel modes, with more than half in every category being “happy”. In contrast, negative views were expressed by just 5-9% of respondents.



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.

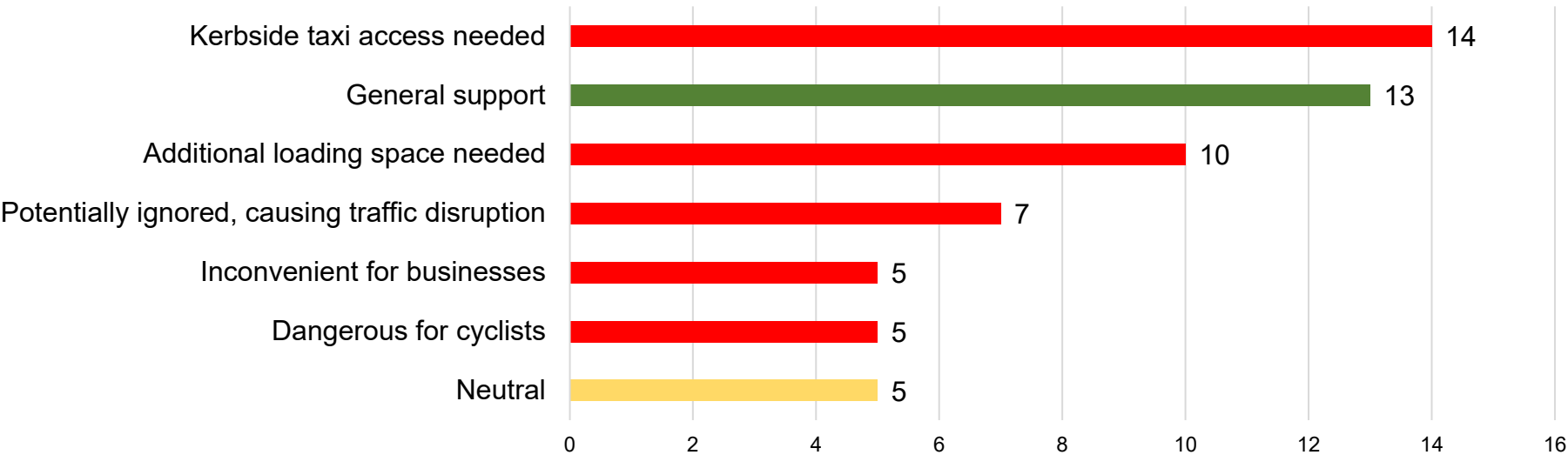
# Comments on the waiting and loading proposals

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

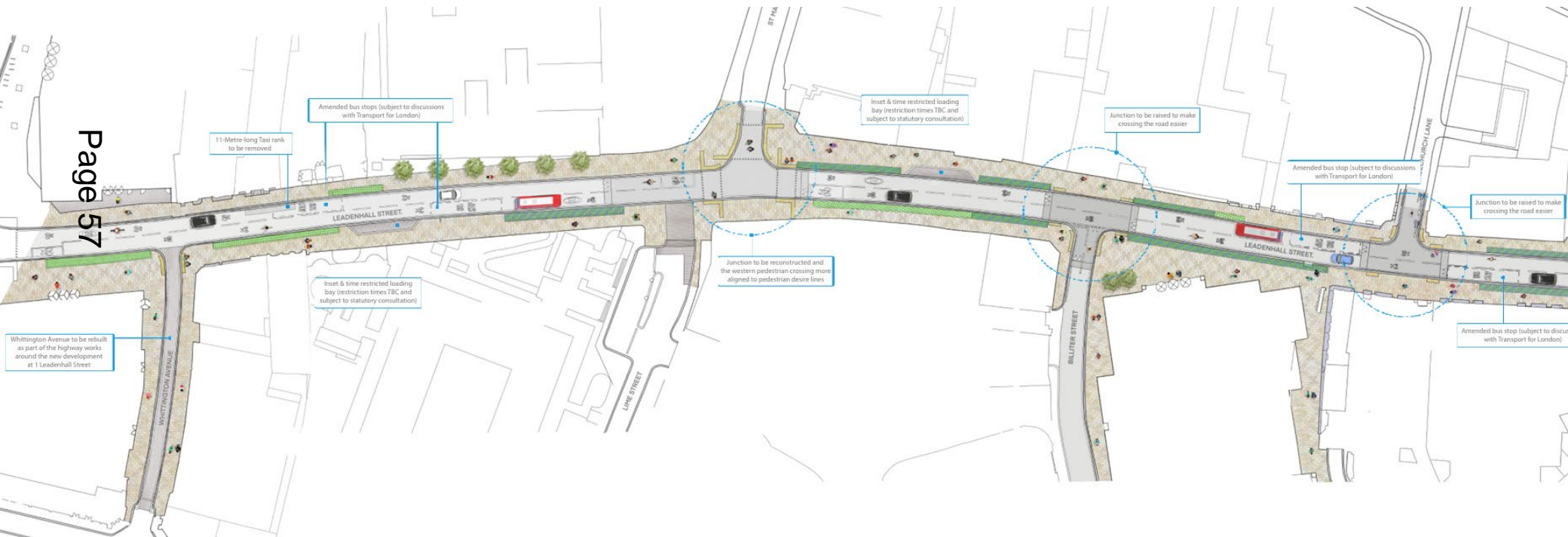
Question: Please explain your answer if you do not agree with some/any of the waiting and loading proposals

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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

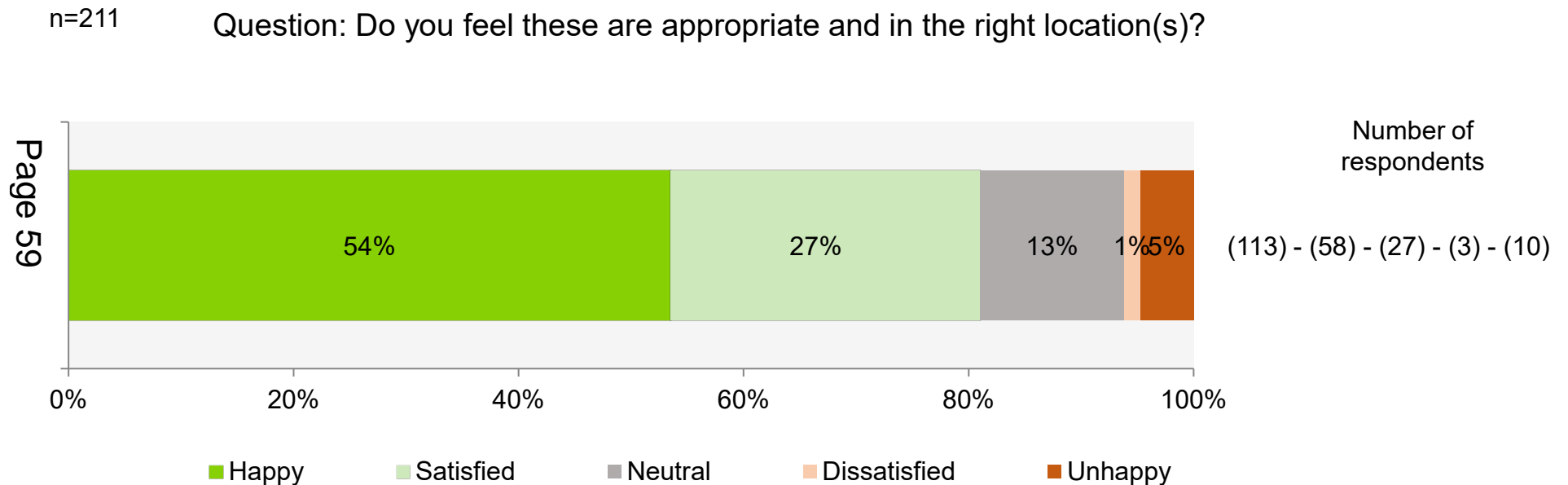
Proposals for new and amended crossings are:

- 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”.

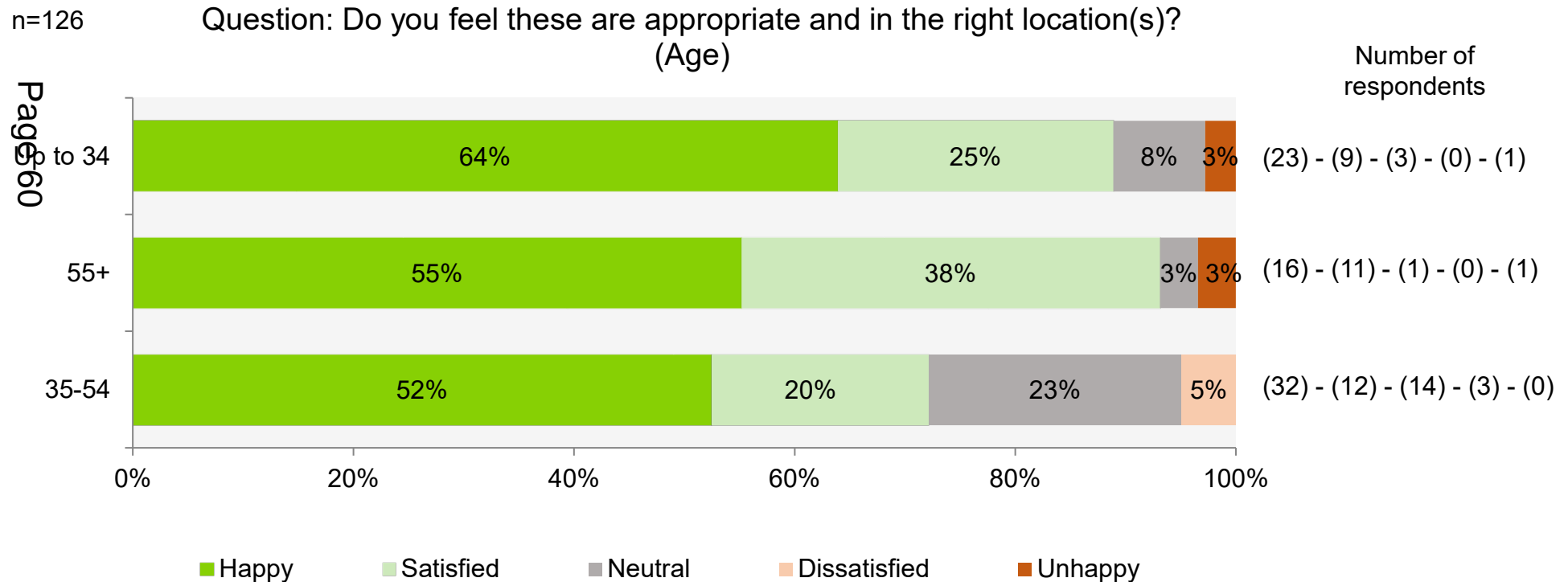
In contrast, just 6% were dissatisfied or unhappy, with 13% expressing a neutral opinion.



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

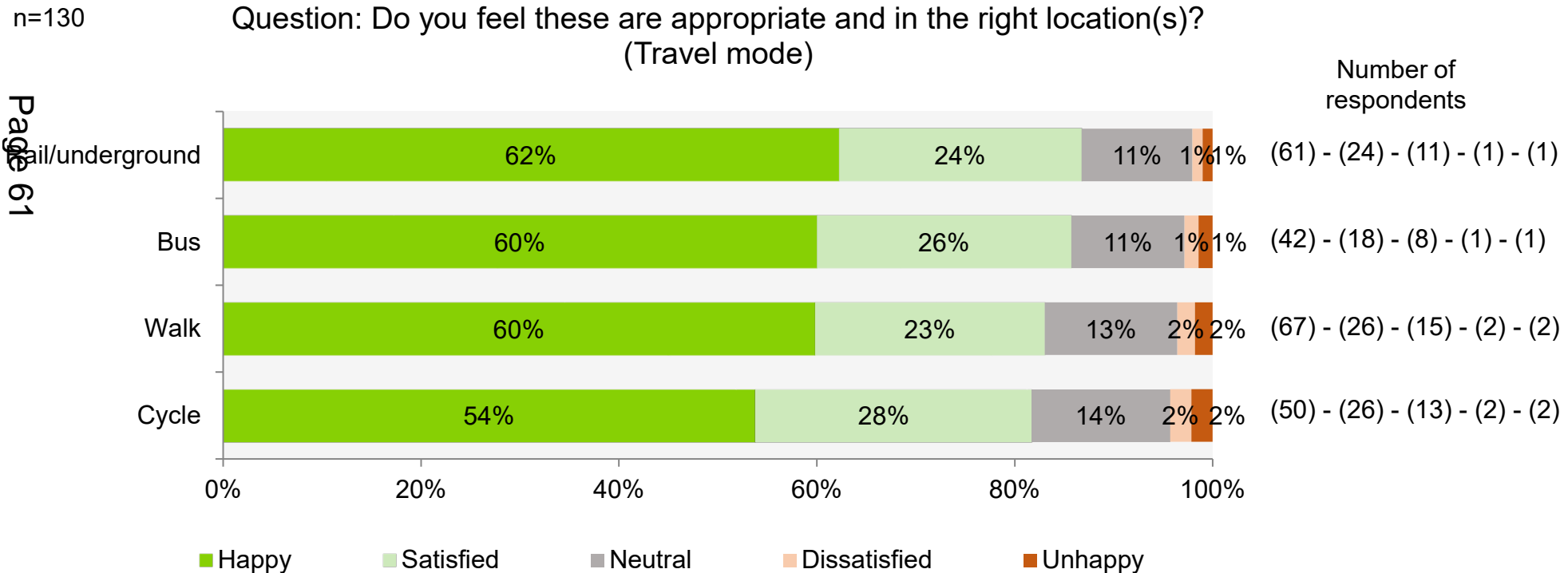
Over 70% of all respondents in each age group were positive about the location of proposed new and amended crossings. Those aged 55+ were most positive, with over 90% being “happy” or “satisfied”. Negative views were expressed by just 3-5% of respondents.





# How views on the proposed locations for new and amended crossings varied in relation to how respondents identified they got around the area

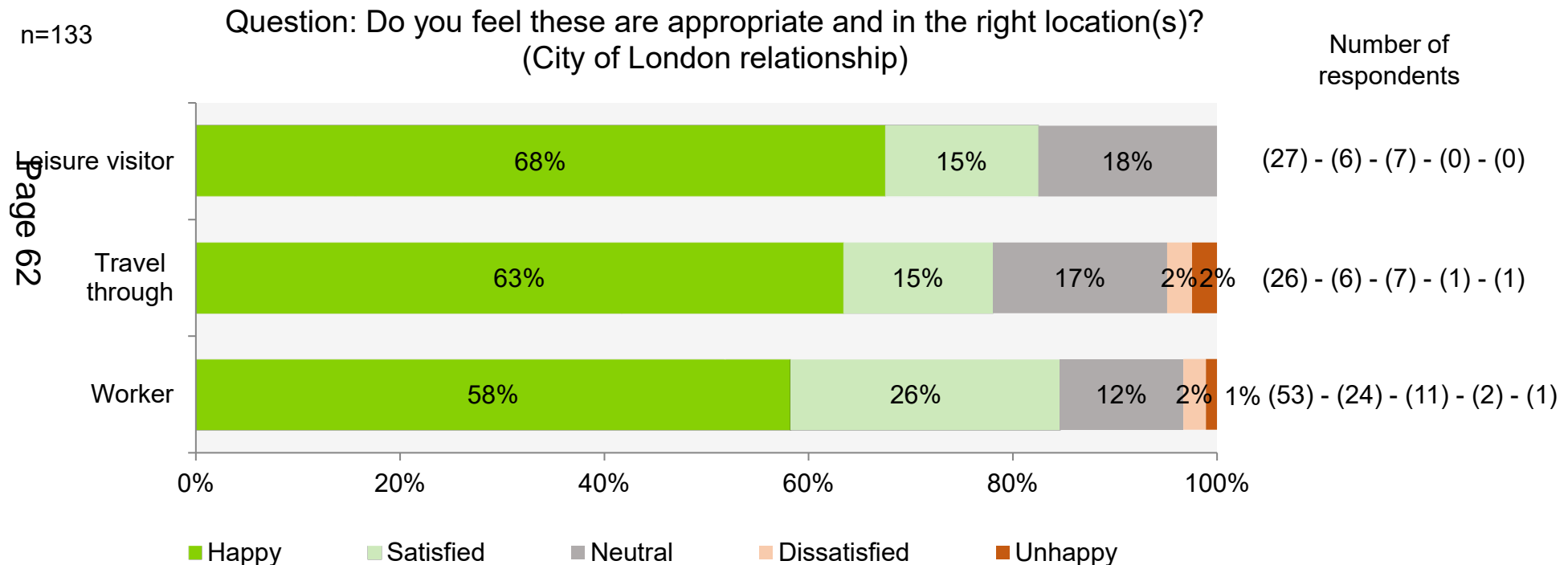
Positive views on the proposed locations of new and amended crossings were evident among respondents travelling by all travel modes shown, with over 80% in every category being “happy” or “satisfied”. Negative views were expressed by just 2-4% of respondents.



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

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Opportunity for integrated art



# The seating and greening proposals

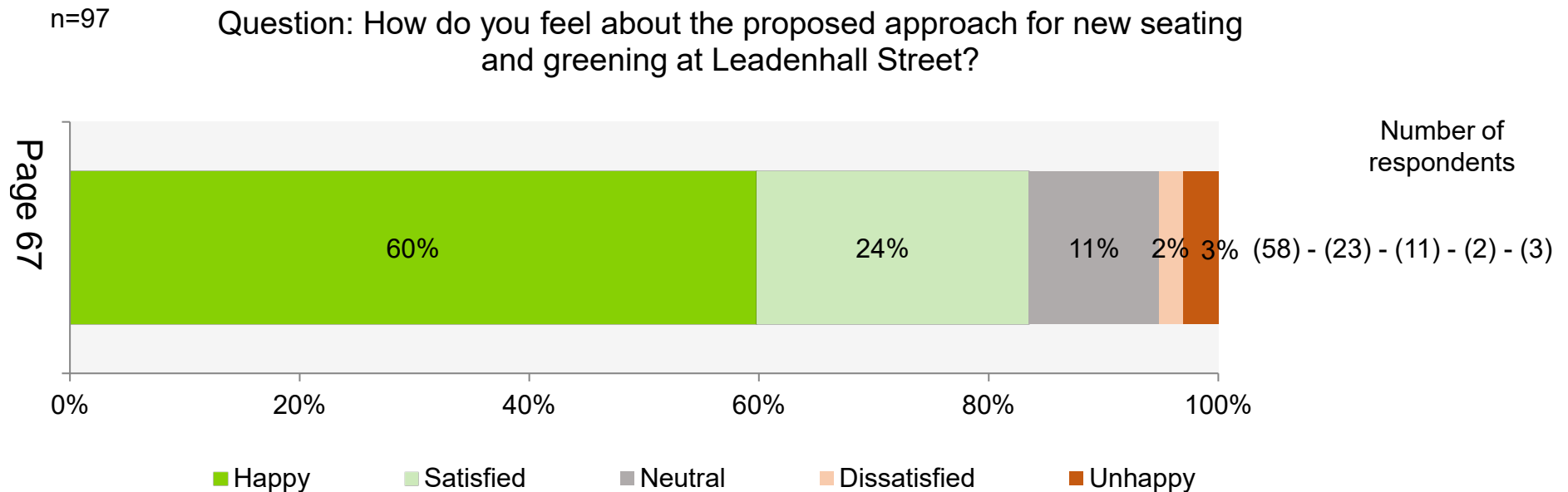
Measures to make Leadenhall Street a more enjoyable place for people to spend time include:

- 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.

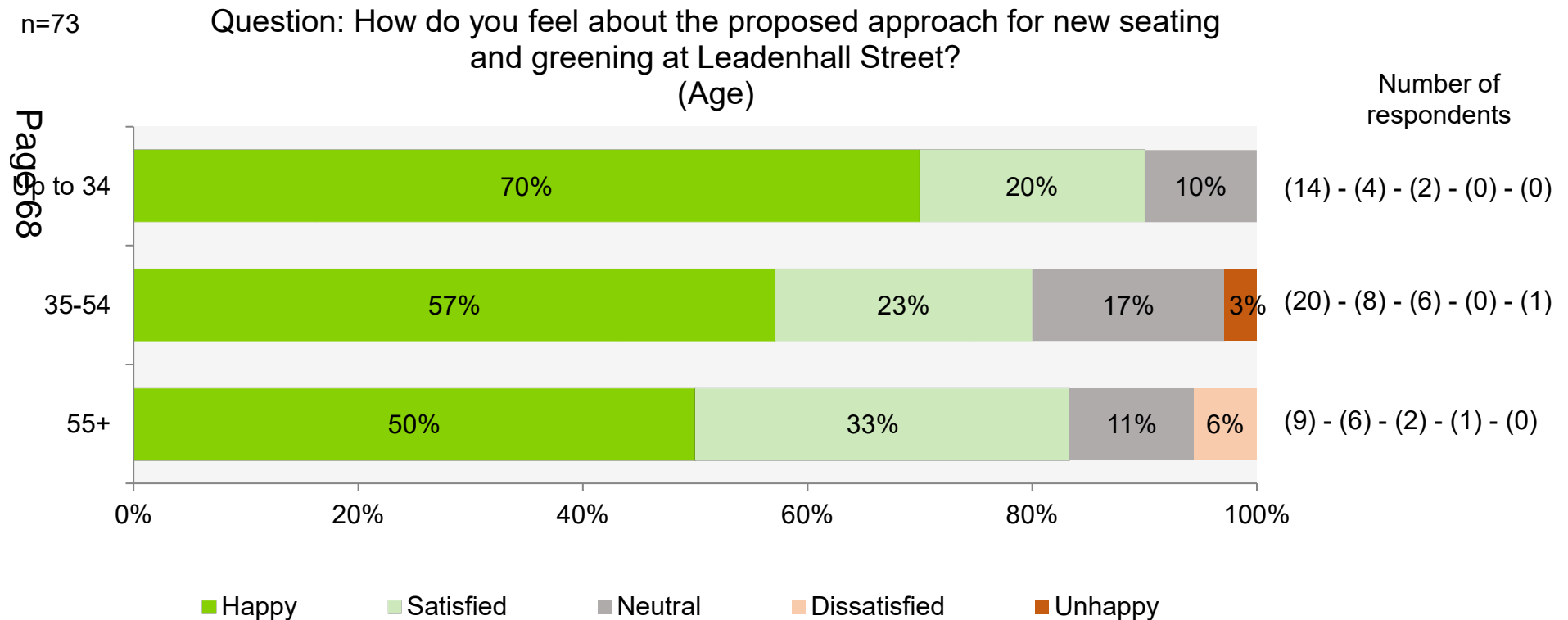


On the following pages, we see how agreement varied by respondents' age and travel mode. Analysis by relationship to the City of London is not available as there were insufficient numbers of respondents.

# 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”.

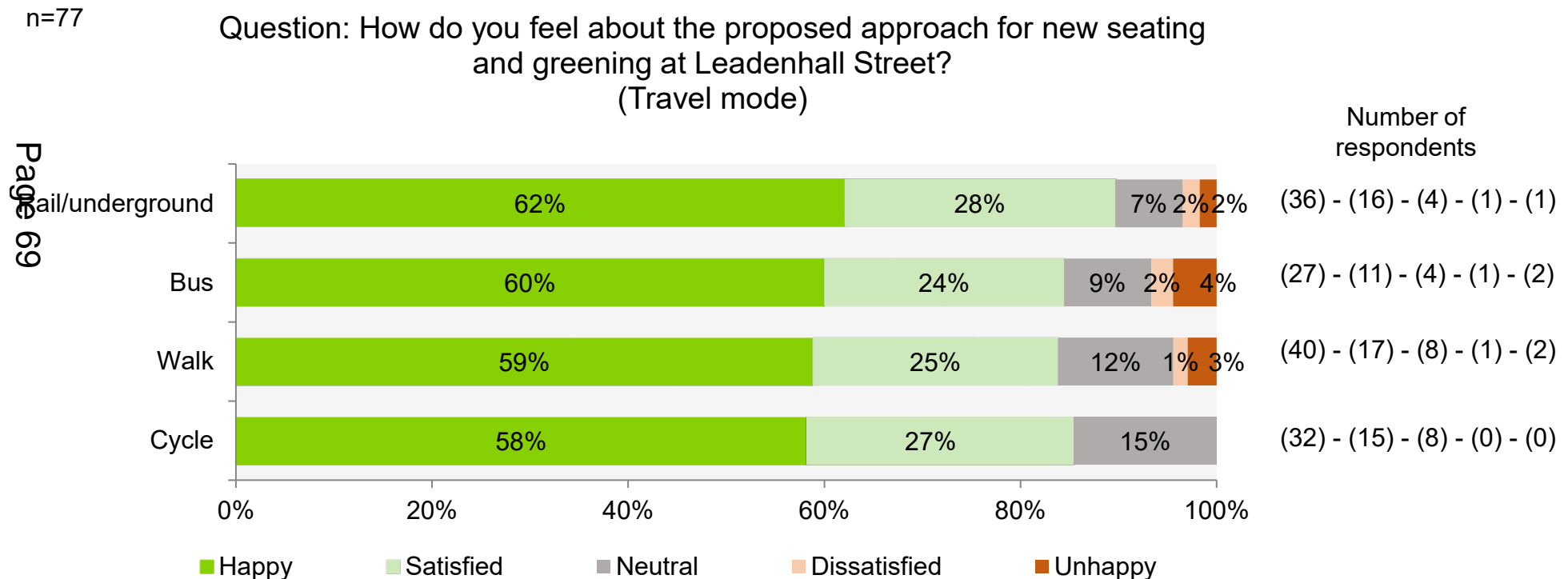
In contrast, negative views were expressed by just 3-6% of respondents.





# 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.

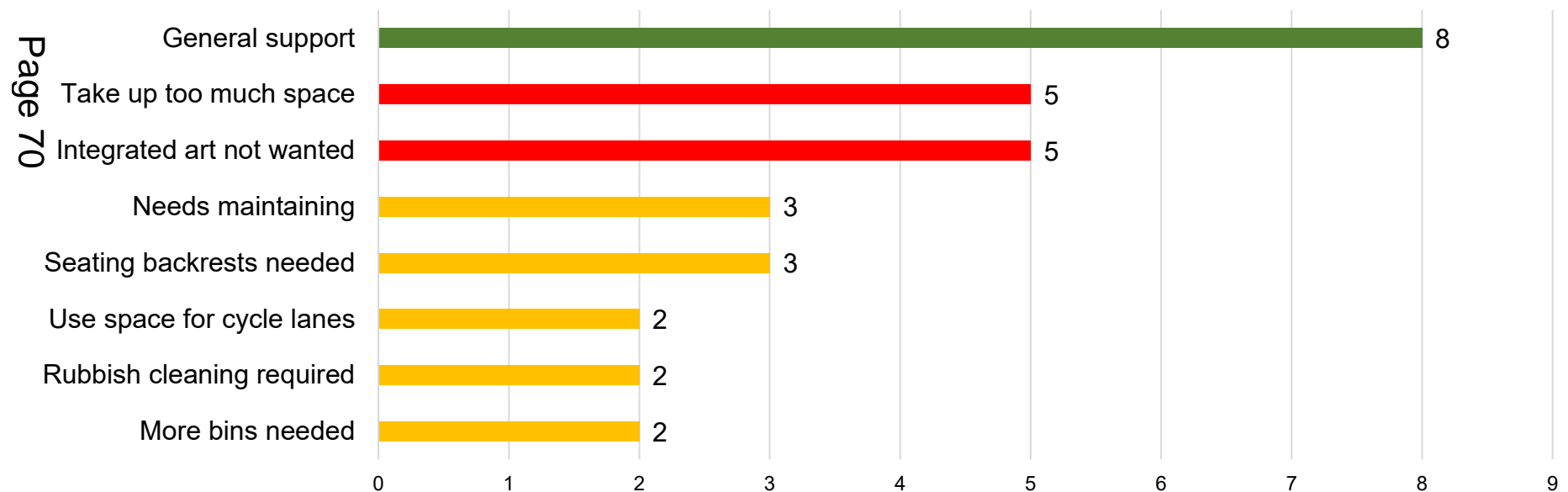
# Comments on the proposals for new seating and greening

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

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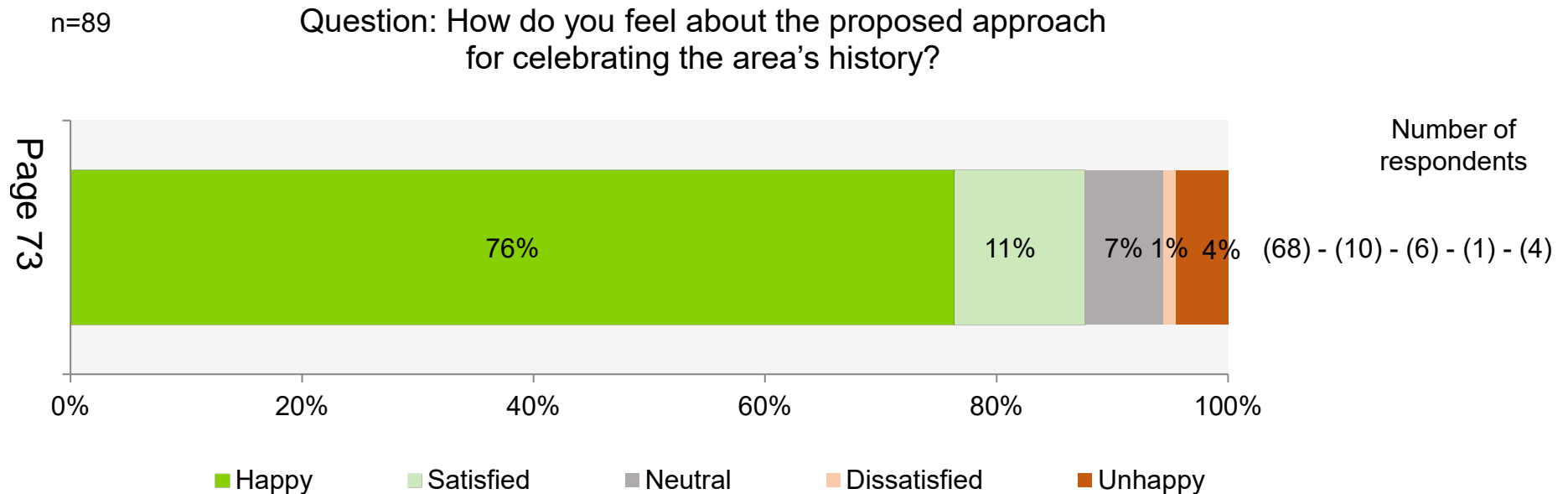
# The historical interpretation proposals

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

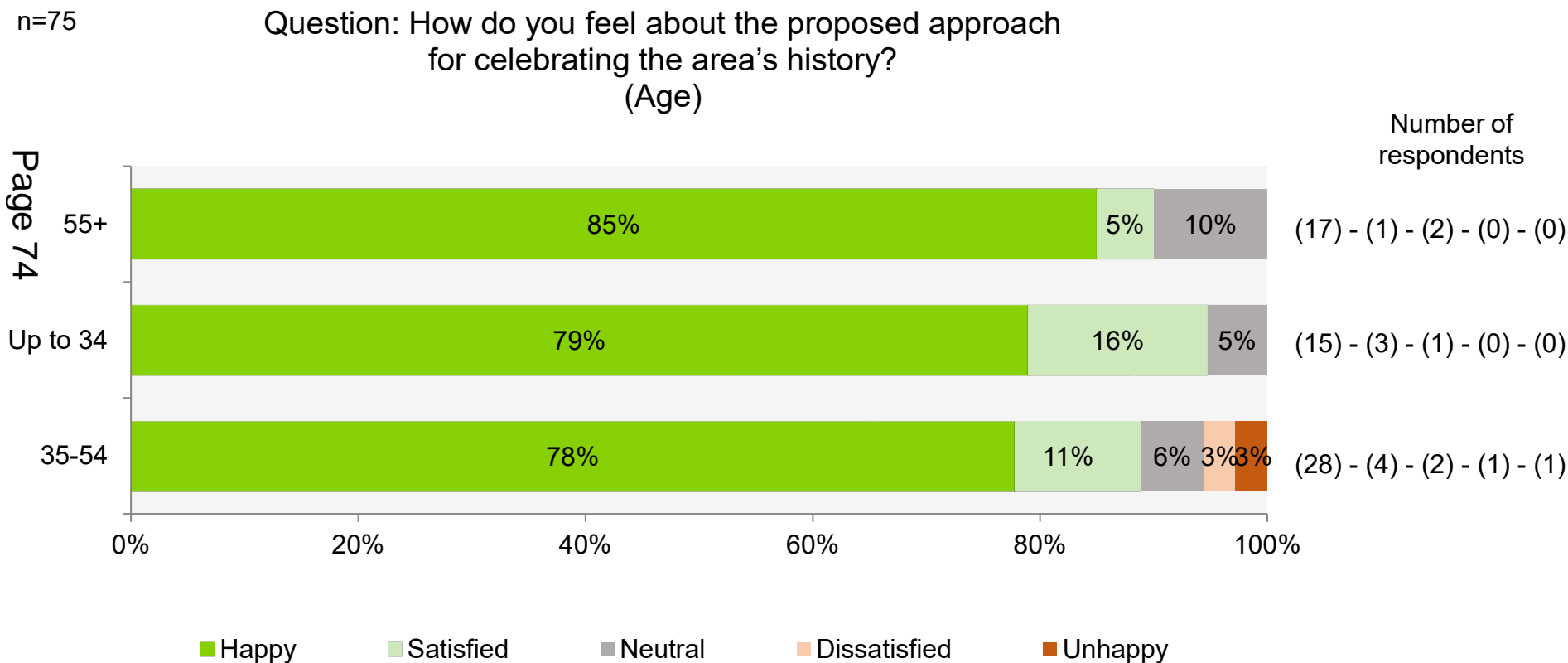
Almost 90% of respondents were positive about the proposals to celebrate the area's history. For more than three-quarters (76%), this view was "happy". In contrast, just 5% were dissatisfied or unhappy, with 11% expressing a neutral opinion.



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.

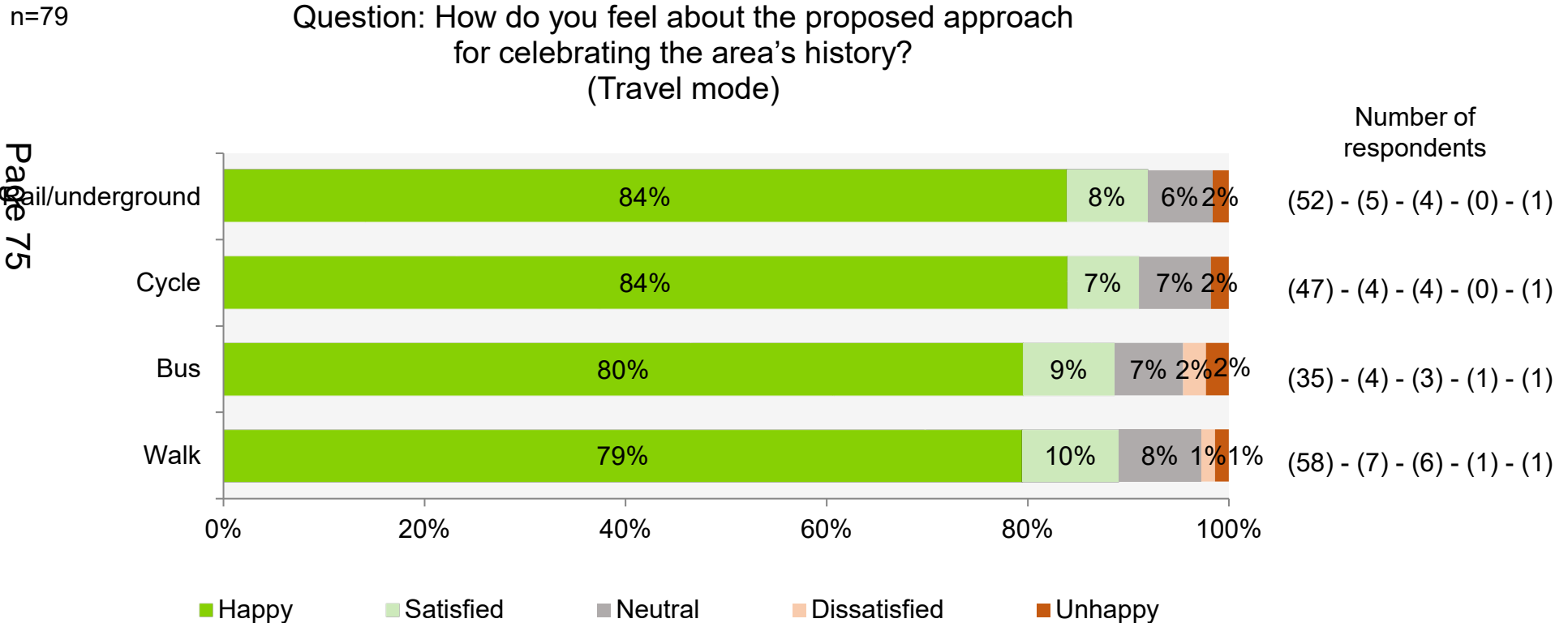
# How views on the proposed approach for celebrating the area’s history varied in relation to respondent age

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



# 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

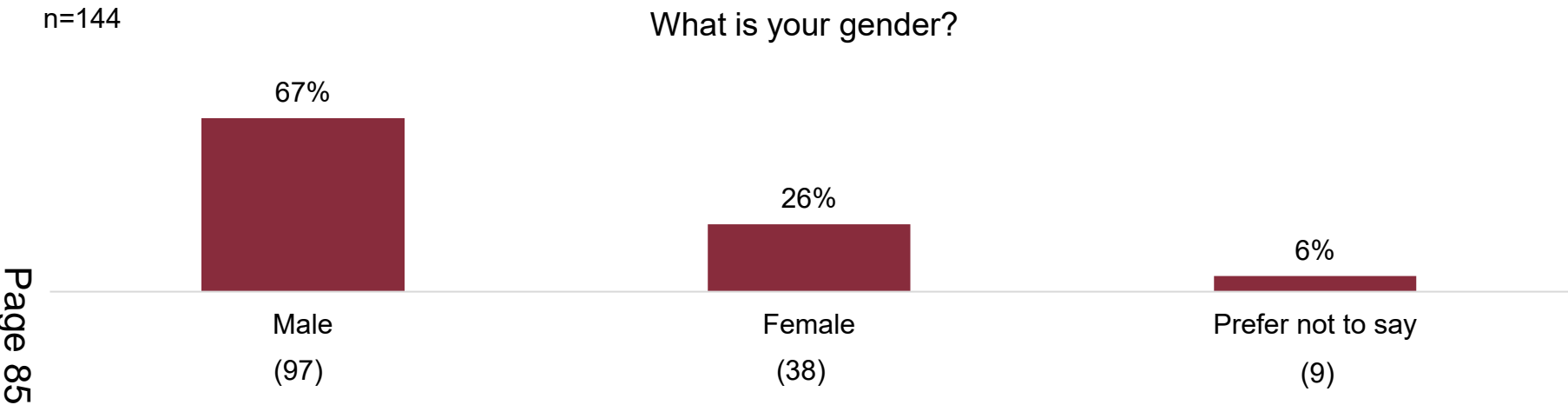


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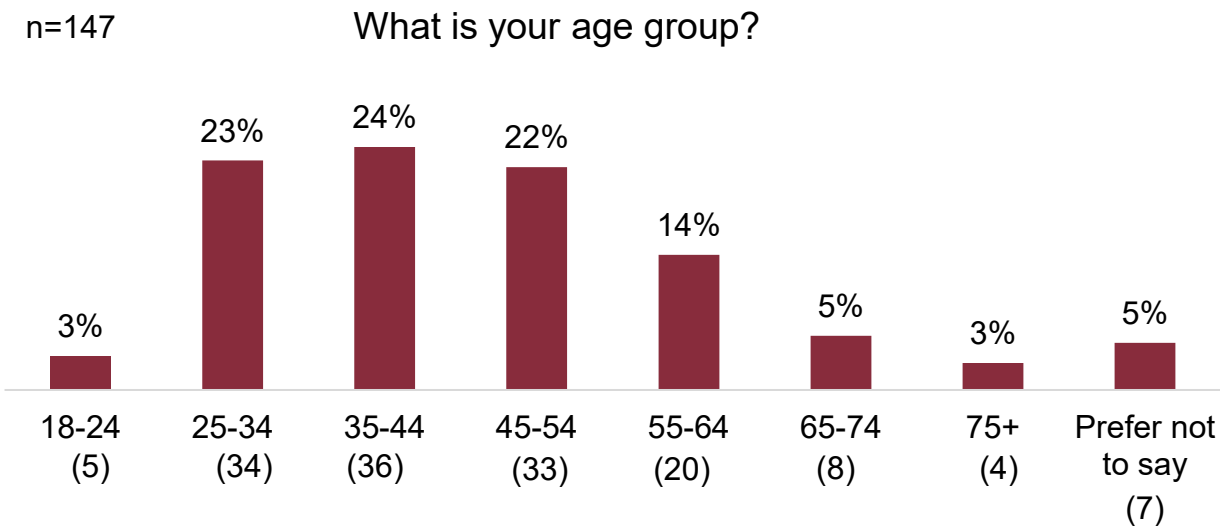
# Gender

A majority of consultation respondents (67%) described themselves as a male. 26% described themselves as female and 6% preferred not to say.



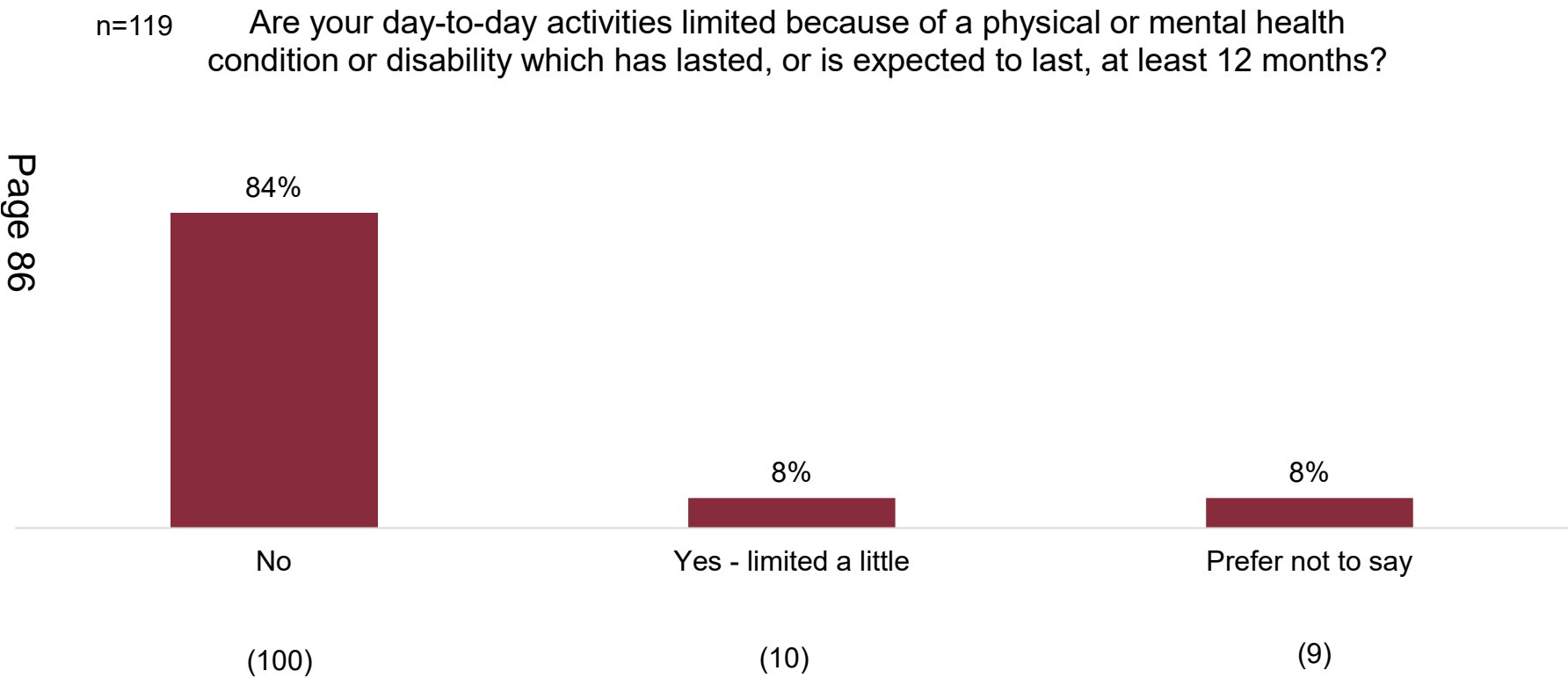
# Age group

The age of consultation respondents ranged from 18 to 75+, with a wide spread of ages represented.



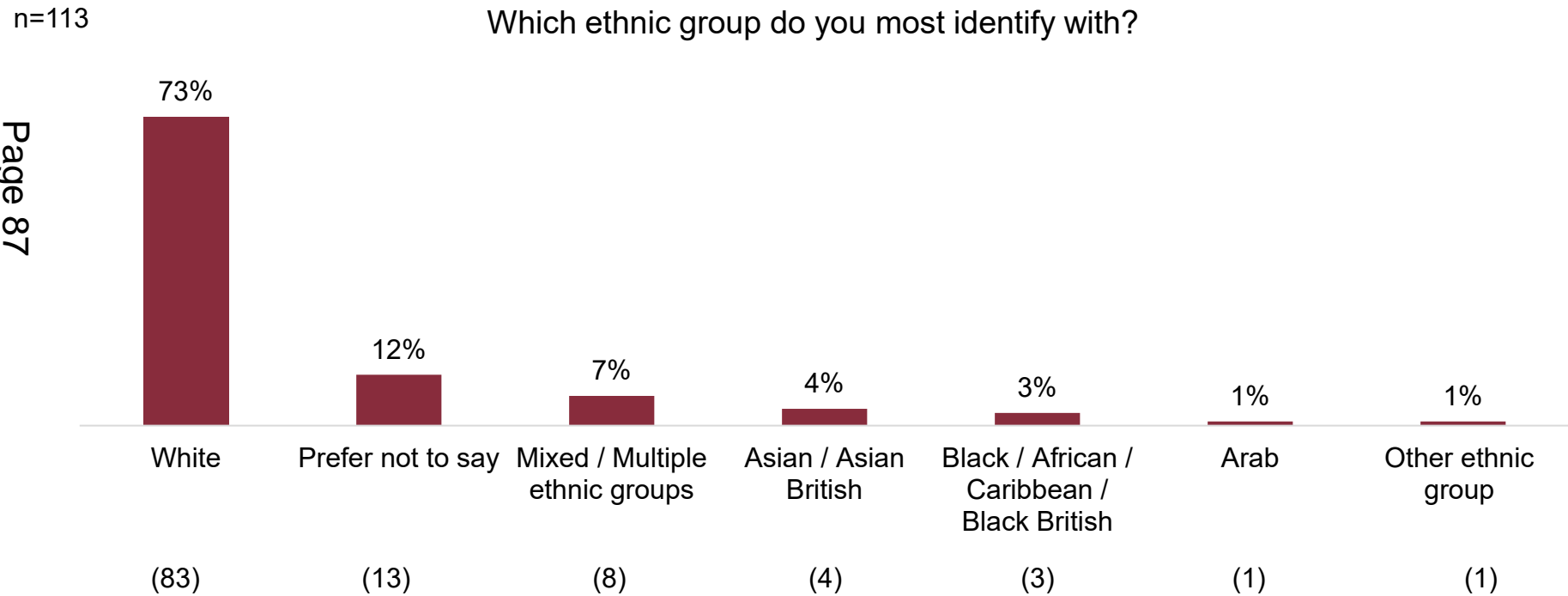
# Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months

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.



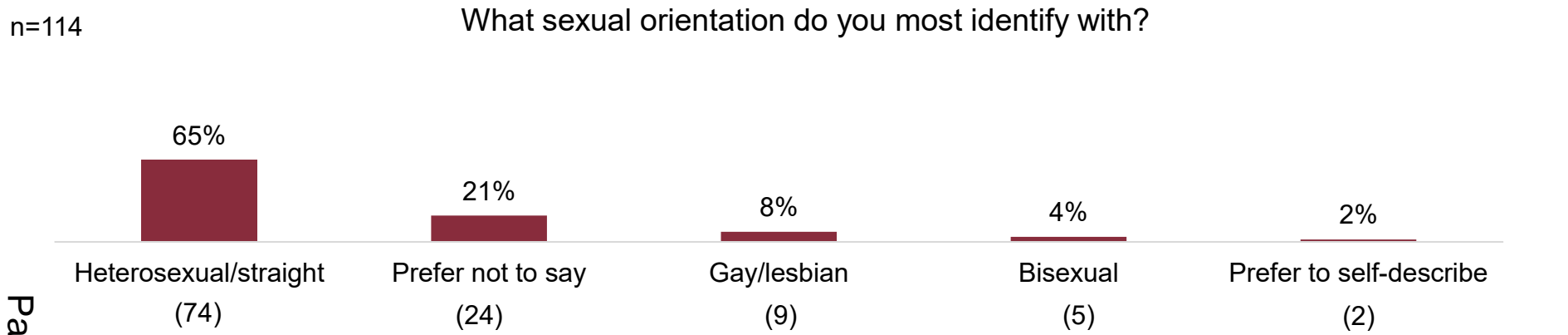
# Ethnicity

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.



# Pregnancy

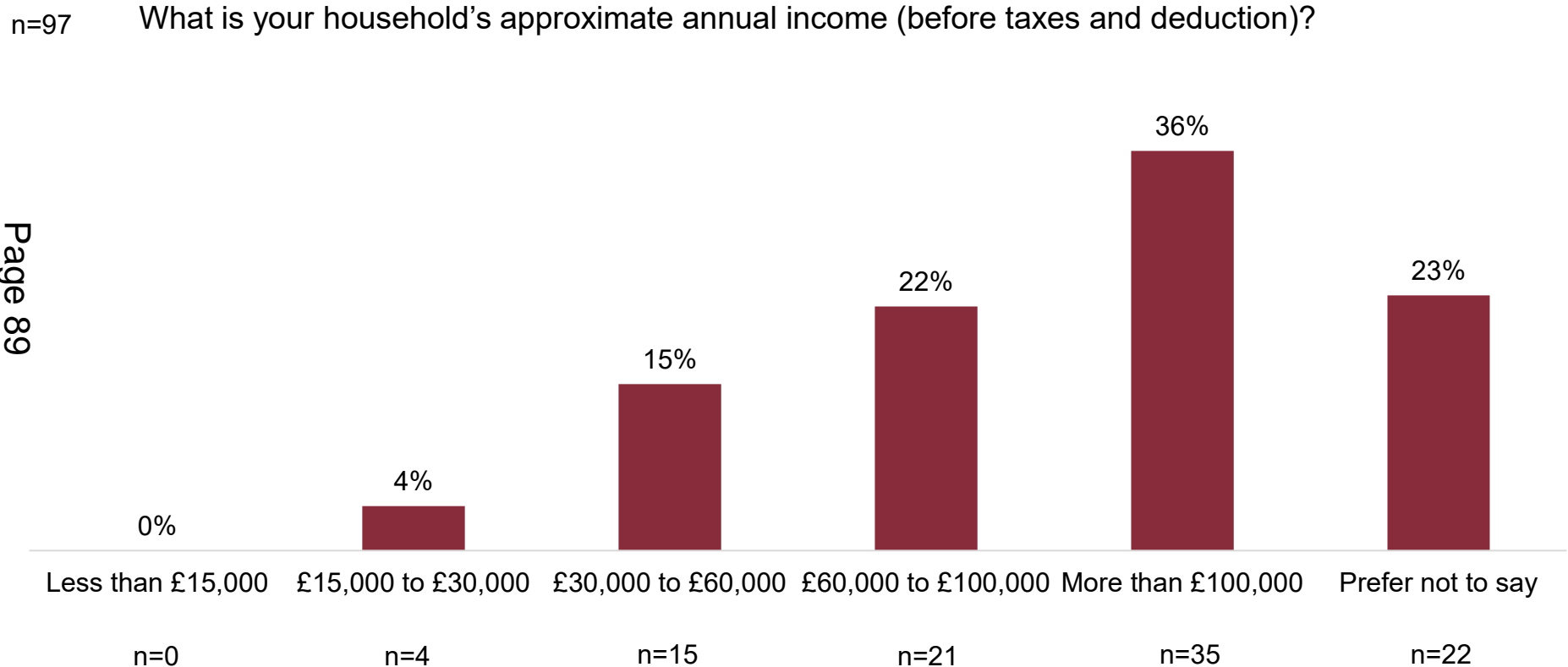
88% of consultation respondents were not pregnant, nor had given birth in the last 12 months.



# Household income

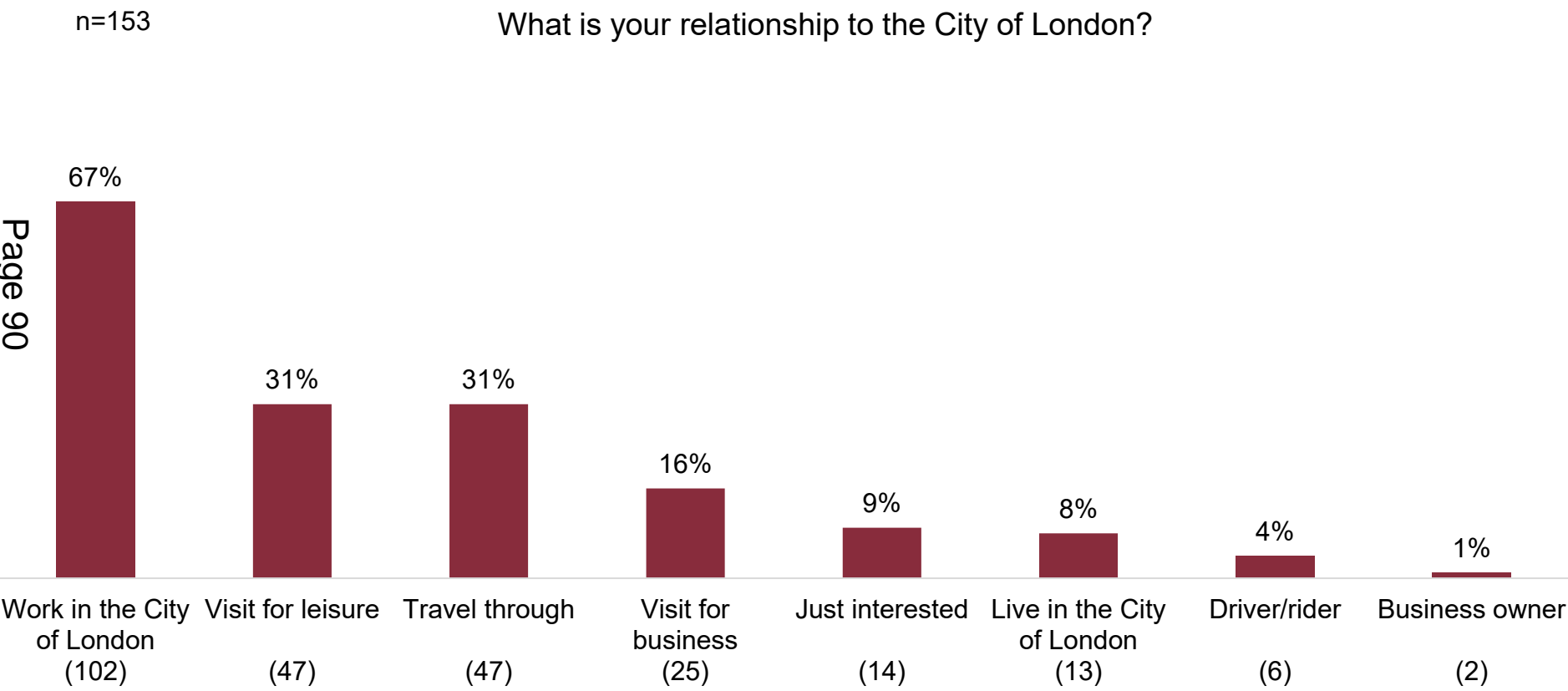
Some consultation respondents chose not to specify their household's annual income.

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



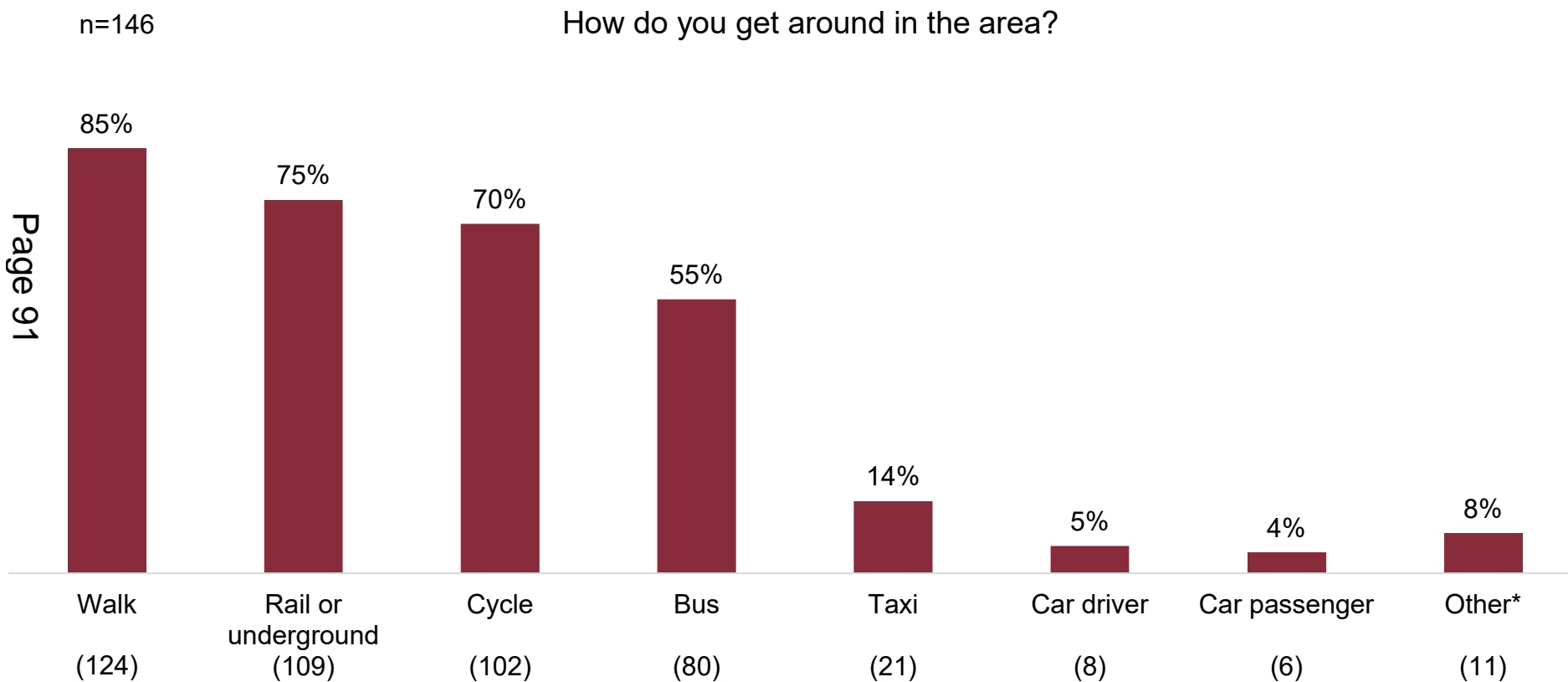
# Area connection

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

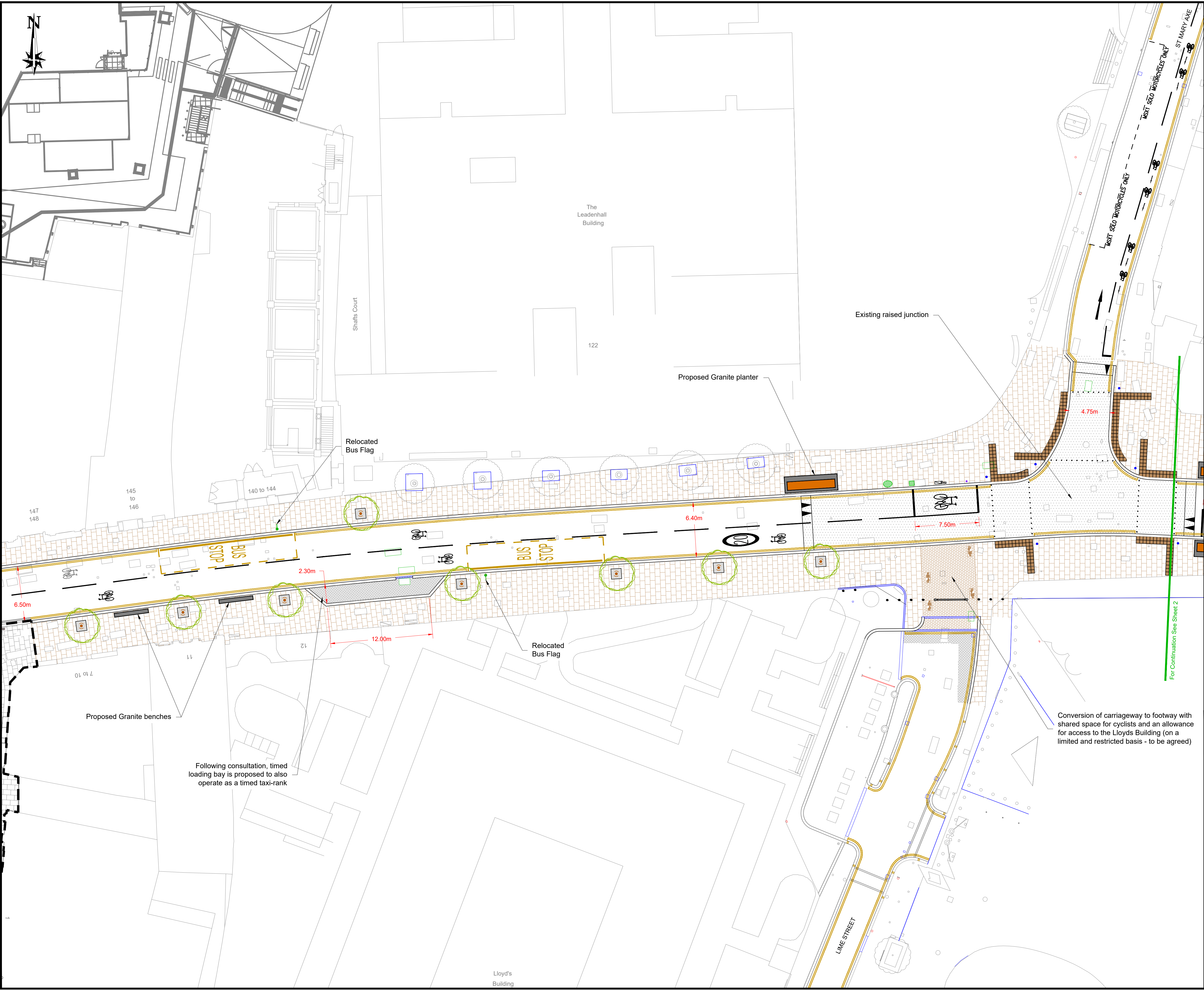
Respondents frequently identified as walking (85%), using the rail or underground (75%), cycling (70%), and/or using the bus (55%) to move around the area. More than one type of travel could be specified.



\* 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:

1. No information to be scaled from this drawing.
2. 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

Revision:

Drawing No: 100/16800455/CR

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scheme design

**TITLE:**

General Arrangement Plan

**CLIENT:**

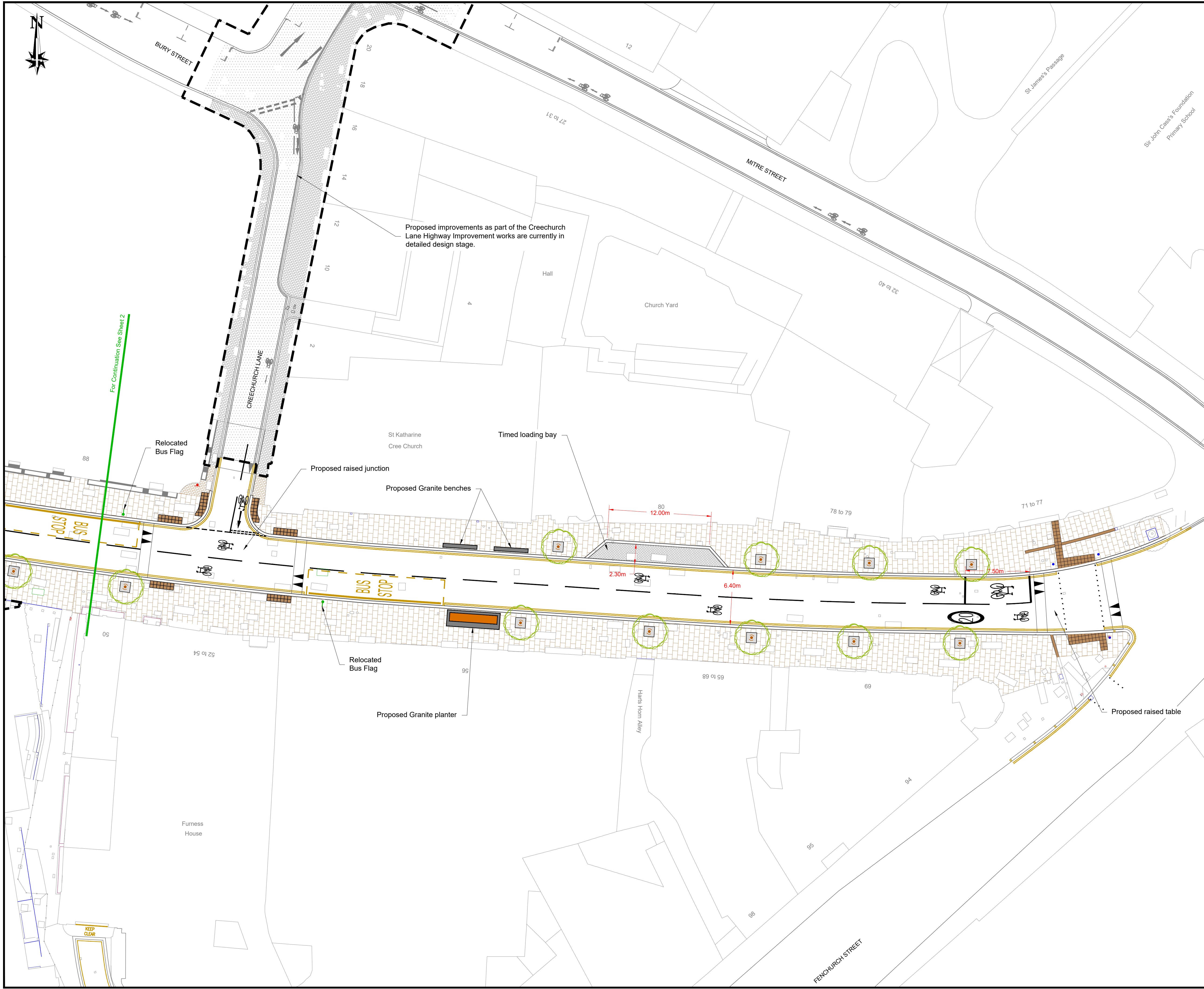
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AND CONSTRUCTION**

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GUILDHALL  
LONDON  
EC2P 2EJ  
TEL: 020 7606 3030

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Date: <b>Apr 2025</b>	
Designed by: <b>SR</b>	
Checked by: <b>BM / DL</b>	
Scale & Drawing Size: <b>1:200@A1</b>	
Revision:	Drawing No: <b>100/16800455/CR</b>





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**CITY OF LONDON**

Sheet:	SHEET 3 of 3	<p>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT 2006. ALL RIGHTS RESERVED. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF LONDON 100023243 2008.</p>	
Date:	Apr 2025		
Designed by:	SR		
Checked by:	BM / DL		
Scale & Drawing Size:	1:200@A1		
Revision:		Drawing No:	100/16800455/CR

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<b>Table 1: Expenditure to Date - 16800455: Leadenhall Street Improvements CCV</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Expenditure (£)</b>	<b>Balance (£)</b>
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
<b>TOTAL</b>	<b>686,000</b>	<b>375,367</b>	<b>310,633</b>

<b>Table 2: Funding Strategy</b>	
<b>Funding Source</b>	<b>Amount (£)</b>
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
<b>TOTAL</b>	<b>9,500,000</b>

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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 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	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 99	(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

Leadenhall Street - CoLSAT assessment of existing street  
3 October 2024

City of London Street  
Accessibility Tool v2.2

Needs Segments:



Crossing Point		Comments															
Crossing Type	Controlled crossing (any road width)	4	4	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	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	3	4
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	3	4	3	3	2	2	4	4	4	4	4
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	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	3
Tactile Paving Stem Length	Tactile stem > 0.5 m from building line	3	3	3	3	4	3	2	3	3	3	3	3	4	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
Island Type	No island	2	3	2	2	2	2	2	2	3	2	2	2	3	3	3	3
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	4	4	3	3	3	3
Kerb Drop Slope	Kerb drop 1/8, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3	3	3	2	1	3	3	3	3	3	2	3	3	3	3
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	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	4	4	4	3
Audible (beeping)	No Audible	3	3	3	2	3	3	2	3	2	3	2	3	1	1	1	1
Count Down	Count down	4	3	4	4	4	4	3	3	3	4	4	4	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	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	3	3	3
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	4	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	3	4	4
Lines	yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4	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	3	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	3	3	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	3	3
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	0	2	0	1	1	1	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	3	3	3
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4	3	4	4
Temporary Items	Temporary, obstructions, Chapter 8	2	1	2	2	2	2	1	1	2	2	2	1	1	1	1	1
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	4	3	3	3	3	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	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	3	3	3
Bench Design	Benches without backrests or arms	3	3	3	2	1	1	3	3	2	2	3	3	3	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	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	3	3	3
Slopes																	
Gradient (in direction of travel)	Gradient < 1/50	3	4	3	4	3	4	3	3	4	3	4	3	3	3	3	3
Camber (across footway)	Camber 1/20 to 1/50	3	2	1	3	3	1	3	3	3	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	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	2	1	1	1	1
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	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	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	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	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	3	3	3
Bus Stop Type	Flag only	3	3	3	3	1	3	3	3	3	1	3	2	2	2	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	4	4
Changing Places Toilets	Within 500 m	3	4	3	3	3	4	3	3	3	3	3	3	4	4	4	4

Published June 2024

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.

ra Ross Atkin Associates





Crossing Point		4 4 4 4 4 4 4 4 4 4 4 4 4 3														Comments	
Crossing Type	Controlled crossing (any road width)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	1	2	3	3	3	3	3	3	4	
Edge Marking	800 mm deep tactile paving edge marking (partial width)	2	3	3	3	1	3	4	3	3	2	2	4	4	3		
Tactile Paving Back Edge	Straight back edge	3	3	3	3	3	3	3	3	3	2	3	3	3	3		
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	2	2	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	Tactile stem > 0.5 m from building line	3	3	3	3	4	3	2	3	3	3	3	3	4	3		
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	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	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	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	4		
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3	3		
<b>Surface Material</b>																	
Surface Type	Smooth York Stone	3	3	3	3	4	2	4	4	3	3	4	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			
<b>Kerb</b>																	
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			
<b>Footway Width</b>																	
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	3	4	3	3	4	4			
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	3	3			
<b>Street Furniture</b>																	
Position	Street furniture > 0.5 m from kerb	3	3	2	3	3	2	2	3	3	2	2	3	3			
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	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 within 150 m	3	3	3	4	4	4	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	4	3	3			
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3			
<b>Slopes</b>																	
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			
<b>Vehicle Access</b>																	
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			
Taxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3	3	3	3	3	3	1	3	4	3	3	3			
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			
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			
<b>Toilets</b>																	
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	4			
Changing Places Toilets	Within 500 m	3	4	3	3	3	4	3	3	3	3	3	4	4			

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<b>Committees:</b> Streets & Walkways Sub <i>[for decision]</i> Projects & Procurement Sub <i>[for information]</i> Planning & Transportation <i>[for decision]</i>	<b>Dates:</b> 14 May 2025 19 May 2025 8 July 2025
<b>Subject:</b> Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan  <b>Unique Project Identifier:</b> 12240	<b>Gateway 5:</b> <b>Regular Authority to start work</b>
<b>Report of:</b> Executive Director Environment  <b>Report Author:</b> Tom Noble, Transport & Public Realm Projects	<b>For Decision</b>
<h1>PUBLIC</h1>	

<b>1. Status Update</b>	<p><b>Project Description:</b> The Bunhill, Barbican &amp; 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><b>RAG Status:</b> Green (Green at last report to Committee)</p> <p><b>Risk Status:</b> Low (Low at last report to committee)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> £283,500</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> None.</p> <p><b>Spend to Date:</b> £243,117</p> <p><b>Costed Risk Provision Utilised:</b> Not applicable</p> <p><b>Slippage:</b> No slippage against parameters reported at previous Gateway.</p>
<b>2. Requested decisions</b>	<p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Finalise maps and produce a PDF version of the HNP which will be published on the City Corporation website;</li> <li>• Establish a Bunhill, Barbican &amp; Golden Lane (BBGL) programme to coordinate project delivery;</li> <li>• Coordinate bids for funding as required to implement the programme.</li> </ul>

	<p><b>Requested Decisions:</b></p> <p>Members of Streets &amp; Walkways Sub Committee are requested to:</p> <ol style="list-style-type: none"><li>1. Adopt the Bunhill, Barbican &amp; Golden Lane Healthy Neighbourhood Plan, as shown in Appendix 3;</li><li>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;</li><li>3. Note the total estimated cost of the project at £283,500 (excluding risk).</li></ol> <p>Members of the Planning &amp; Transportation Committee are requested to:</p> <ol style="list-style-type: none"><li>1. Adopt the Bunhill, Barbican &amp; Golden Lane Healthy Neighbourhood Plan, as shown in Appendix 3.</li></ol>												
<b>3. Budget</b>	<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><b>Total</b></td><td></td><td></td><td>40,383</td></tr></table> <p><b>Costed Risk Provision requested for this Gateway: None.</b></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 &amp; 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	<b>Total</b>			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										
<b>Total</b>			40,383										
<b>4. Design summary</b>	<p><b>Project update</b></p> <p>4.1 The Bunhill, Barbican &amp; 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><b>Public consultation</b></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"> <li>• Option 1: make Moor Lane one-way southbound for motor vehicles between Silk Street and Fore Street, and remove the existing timed gate restriction;</li> <li>• Option 2: introduce a closure to through motor traffic at the junction with Fore Street, with access retained from Silk Street;</li> <li>• Option 3: introduce a closure to through motor traffic at the junction with Silk Street, with access retained from Fore Street;</li> </ul>
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	<ul style="list-style-type: none"> <li>• Option 4: retain existing traffic movements, including the existing timed gate restriction.</li> </ul> <p>4.25 The 419 responses were broken down as follows:</p> <ul style="list-style-type: none"> <li>• Option 1: 8%</li> <li>• Option 2: 33%</li> <li>• Option 3: 44%</li> <li>• Option 4: 15%</li> </ul> <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 &amp; 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><b>Bunhill, Barbican &amp; Golden Lane Healthy Neighbourhood Plan</b></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"> <li>• 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;</li> <li>• 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);</li> <li>• Minor adjustments to the description of proposals that may be impacted by nearby development sites</li> </ul>
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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 &amp; Resources Committee.</p>
<b>5. Delivery team</b>	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.
<b>6. Programme and key dates</b>	The implementation plan for the programme is appended to the updated HNP shown in Appendix 3.
<b>7. Risks</b>	<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>
<b>8. Success criteria</b>	<ul style="list-style-type: none"> <li>Increased number of pedestrian priority streets in the area (measured by length) delivered during the lifetime of the HNP;</li> <li>Improved air quality (i.e. reduction in NO<sub>2</sub>) on certain streets in the area over the lifetime of the HNP;</li> <li>Increased public amenity (e.g. seating and greening) across the area over the lifetime of the HNP.</li> </ul>
<b>9. Progress reporting</b>	An annual programme update report will be presented to committees. Individual projects will be progressed through the project procedure and gateway approval process.

## **Appendices**

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

## **Contact**

<b>Report Author</b>	Tom Noble
<b>Email Address</b>	tom.noble@cityoflondon.gov.uk

# 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 NO<sub>2</sub>) 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



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.

# Bunhill, Barbican and Golden Lane Healthy Neighbourhood - Draft Proposals

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Bunhill, Barbican and Golden Lane Healthy Neighbourhood

Proposed Improvements



CITY OF LONDON



ISLINGTON

For a more equal future

Key

 Bunhill, Barbican and Golden Lane Healthy Neighbourhood

 Borough boundary

 Existing traffic restriction to be retained

 Proposed pedestrian priority

 Proposed public realm enhancements

 Boundary road treatment

 New Islington Council traffic restriction (Location to be confirmed)

 Cycle route improvements

 New one-way traffic restriction

 New public space

 New or improved crossing facility

 Greening by Islington Council

 Banned left turn

 Banned right turn

 Green walking route



\*The map is for indicative purposes only.  
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V2.0

## Improvements to be explored

- 1 Options for traffic restrictions and pavement widening(s)
- 2 Public realm improvements and improved crossing
- 3 Traffic restriction and small public space and public realm improvements
- 4 Traffic restriction and small public space
- 5 Public realm improvements and improved traffic restriction
- 6 Public realm improvements and additional short stay cycle parking
- 7 Traffic restriction and small public space and dockless cycle parking
- 8 Public realm improvements
- 8a Reconfigured crossings and pavement widenings
- 9 Options for traffic restriction, pavement widenings and public realm improvements
- 10 Public realm improvements including new planting, a raised crossing facility and dockless parking
- 11 Public realm improvements
- 12 Dockless cycle parking
- 13 Pavement widenings and public improvements and one directional motor traffic
- 14 Improved cycling facilities and public realm improvements
- 15 Improved cycling facilities and public realm improvements
- 16 Improved cycling facilities, pavement widening(s) and public realm improvements
- 16a Reconfigured crossings
- 17 Improved cycling facilities, pavement widening(s), public realm improvements and new crossing point

## LBI Improvements to be explored

- A-F Greening and tree planting
- G Boundary road treatment
- H Banned right turn
- I New traffic restriction (location to be determined)
- J New one-way traffic restrictions
- K Green walking route

# 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 124 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.

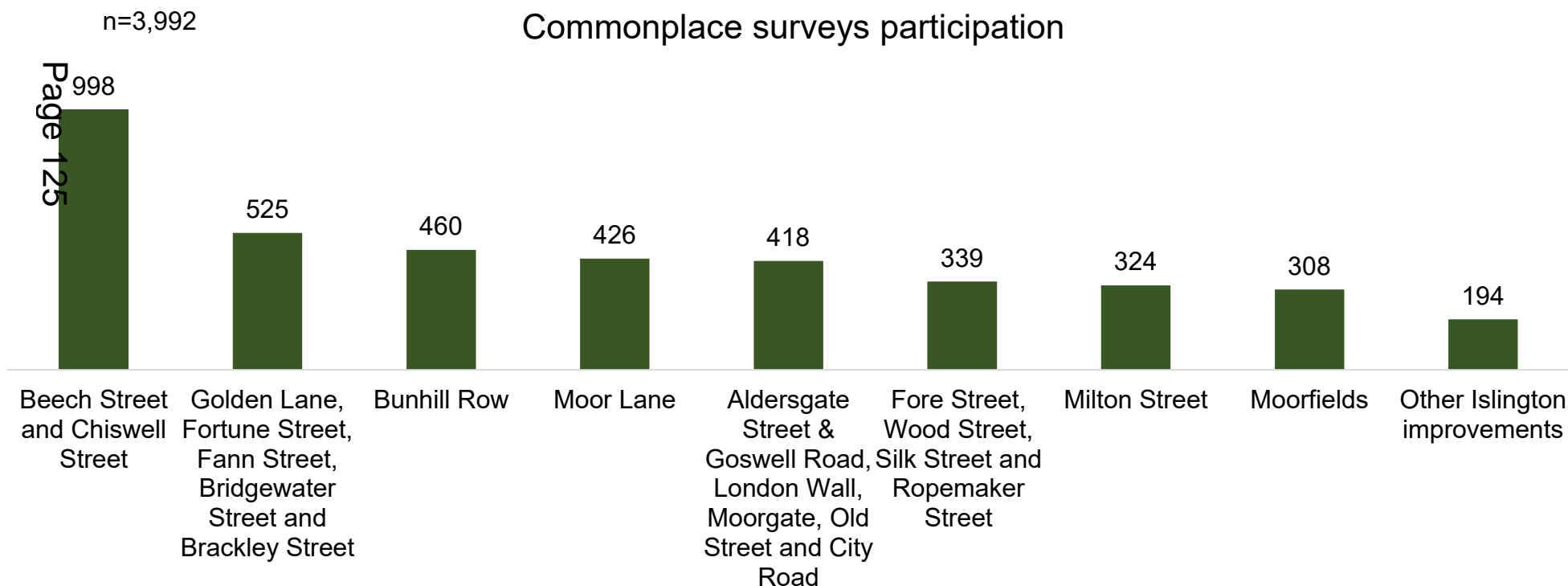
Those interested could also email or telephone the project team to give their views.



# 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.

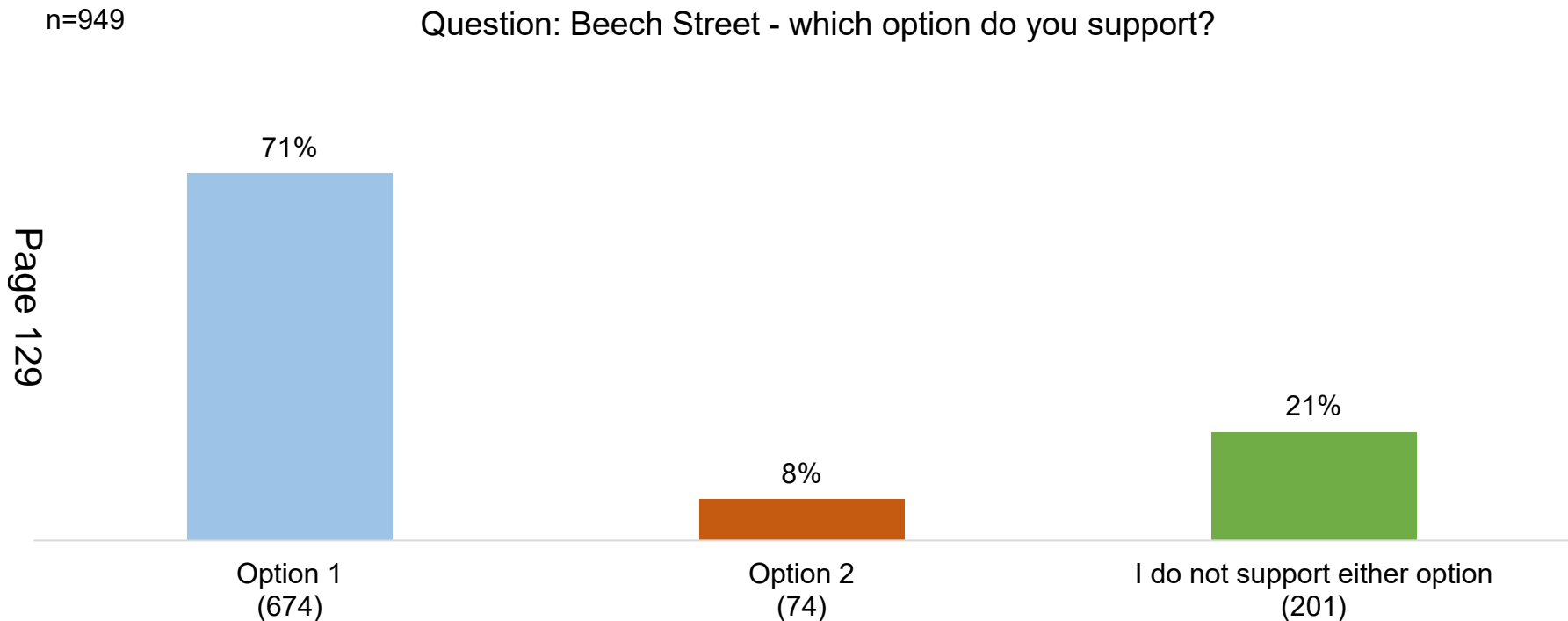
Option 2 – traffic restriction in the westbound direction (only) with pavement widening on south side.

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

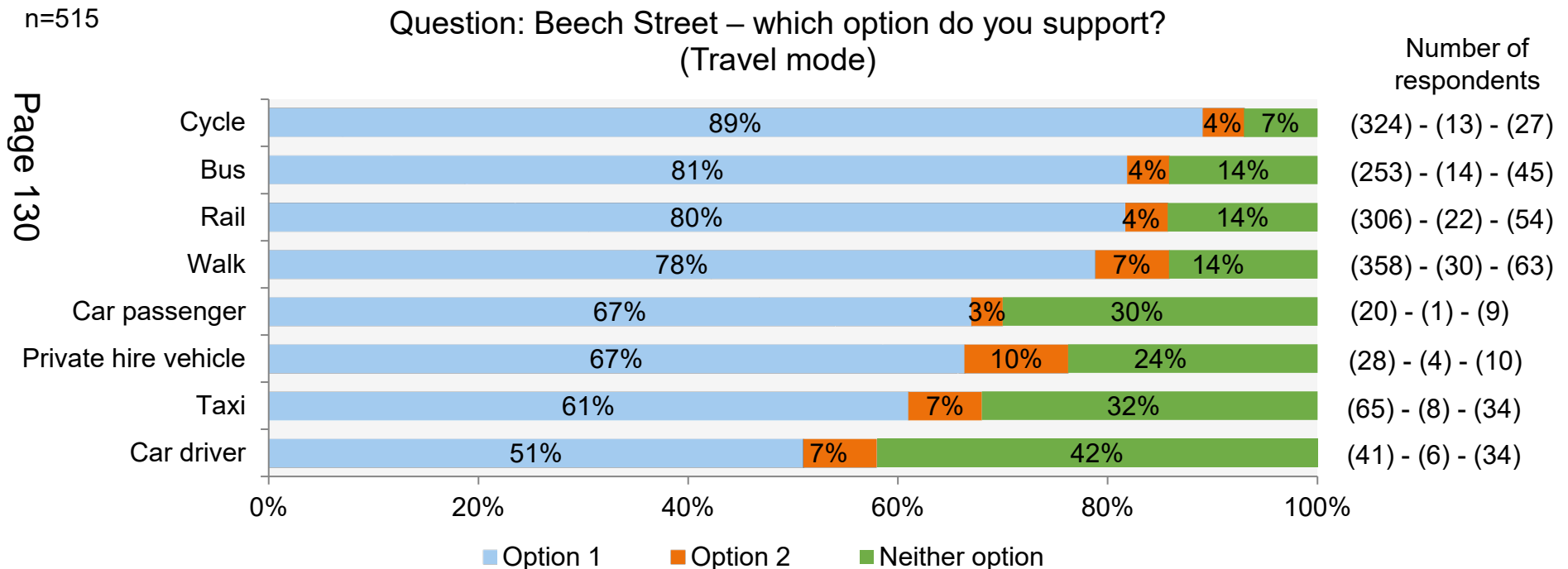
Over 70% of respondents supported option 1 for Beech Street. Option 2 attracted support from just 8% of respondents, while 21% supported neither option.



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

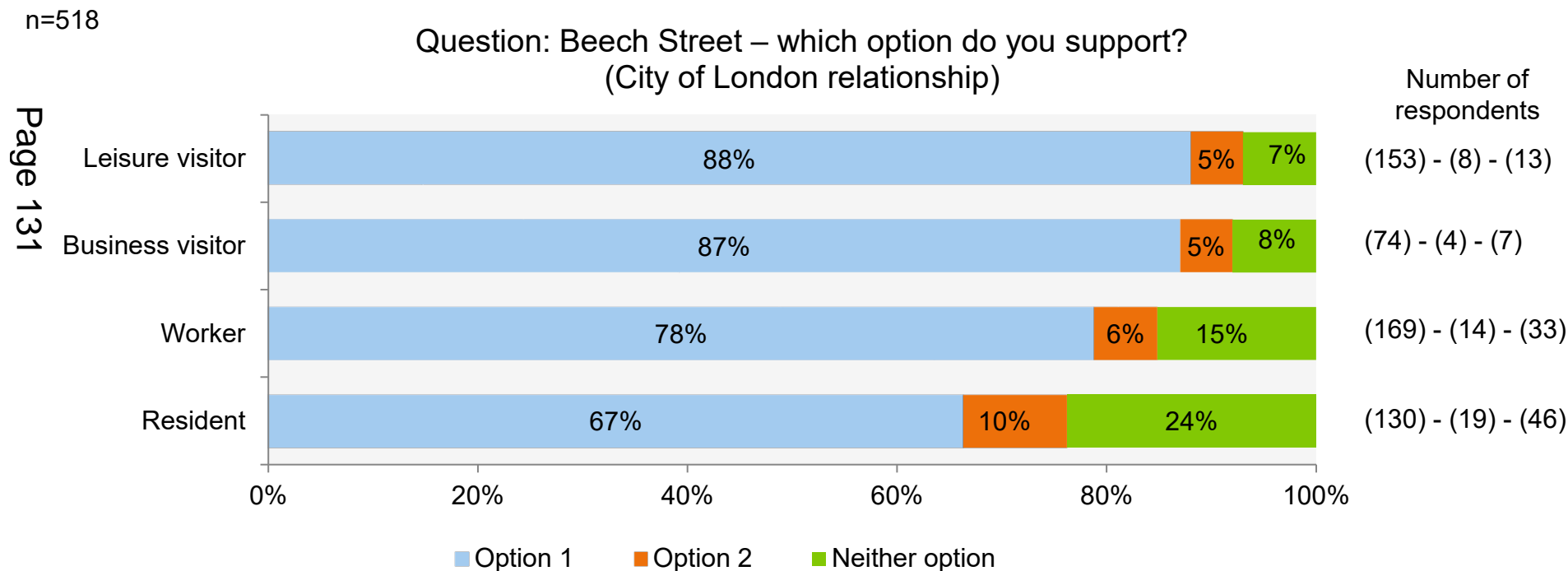
Majority support for option 1 was evident across users of all travel modes. This support peaked among people who identified as a cyclist (89%), with similarly high levels of support among people who identified as bus users (81%), who identified as rail users (80%) and who identified as walkers (78%). 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.



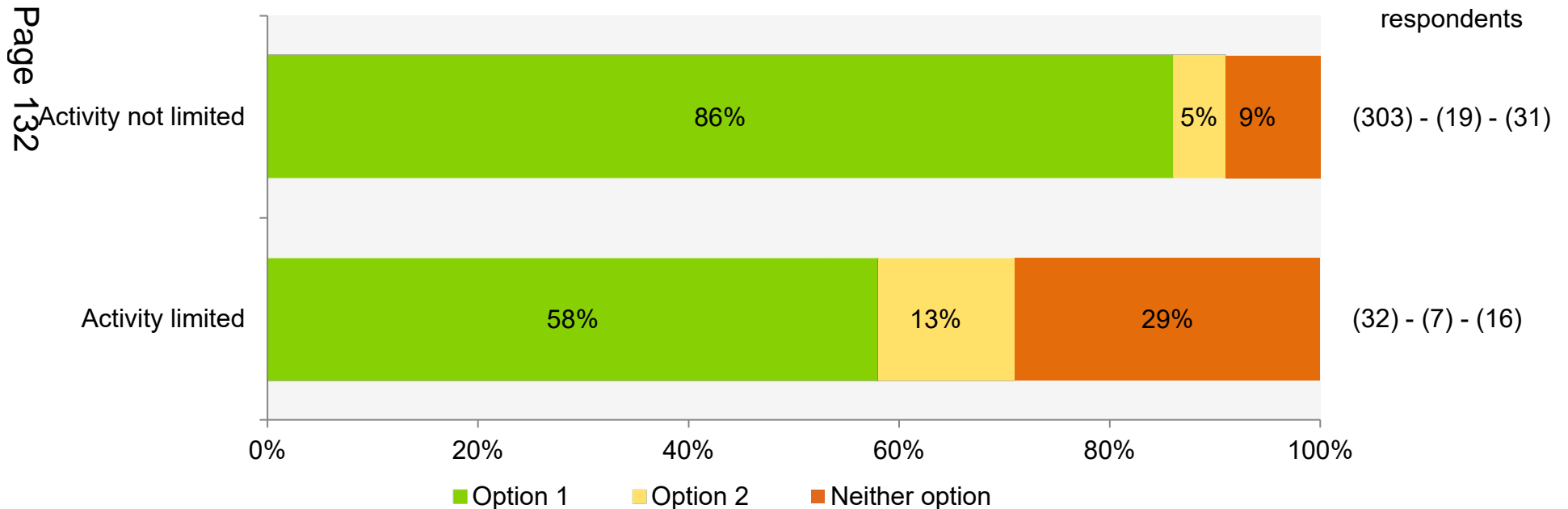
Note that some relationship types (business owners, students, livery companies and driver/riders) lacked a sufficient number of respondents to allow meaningful analysis.

# 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)

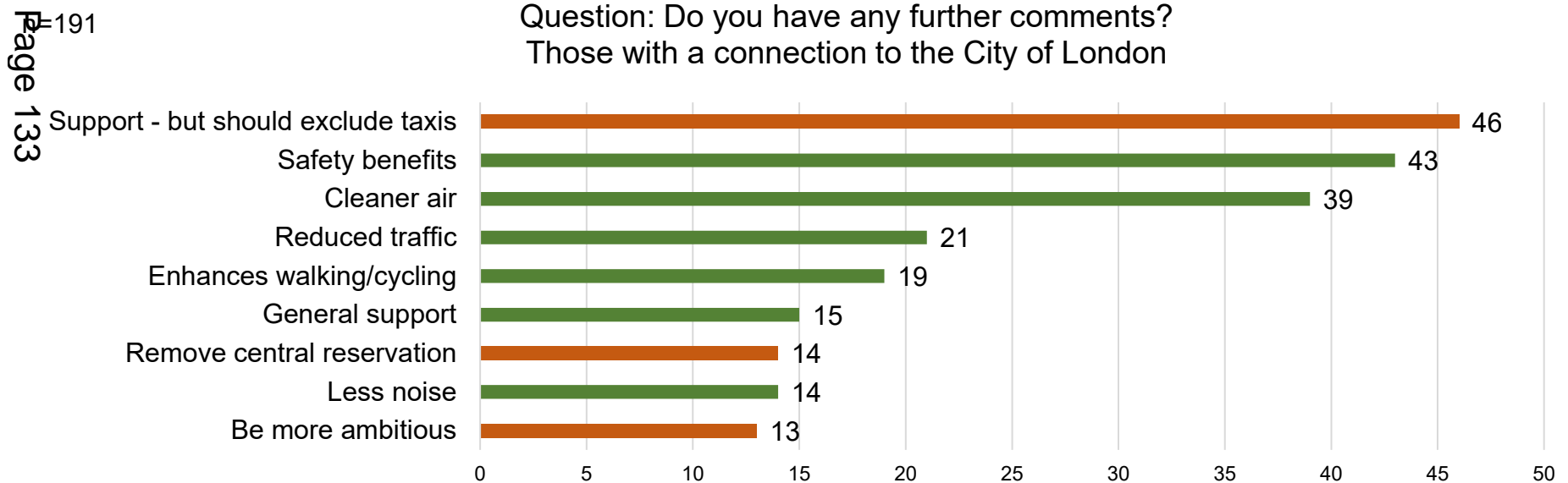




# Comments about Beech Street option 1 – by those with a City of London connection

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.



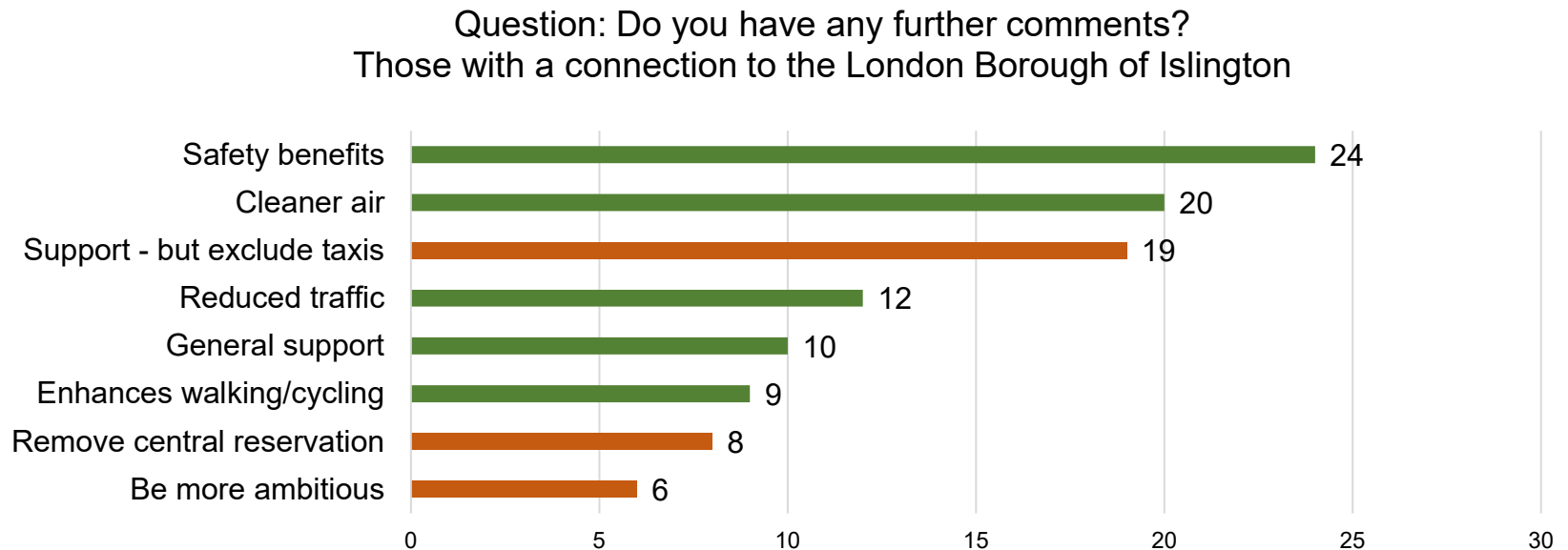
Other comments most commonly focused on a need for improved lighting, allowing taxi access, improving the tunnel aesthetics and reducing the speed of cyclists. (Each made by no more than five respondents).

# 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.

Page 134  
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.

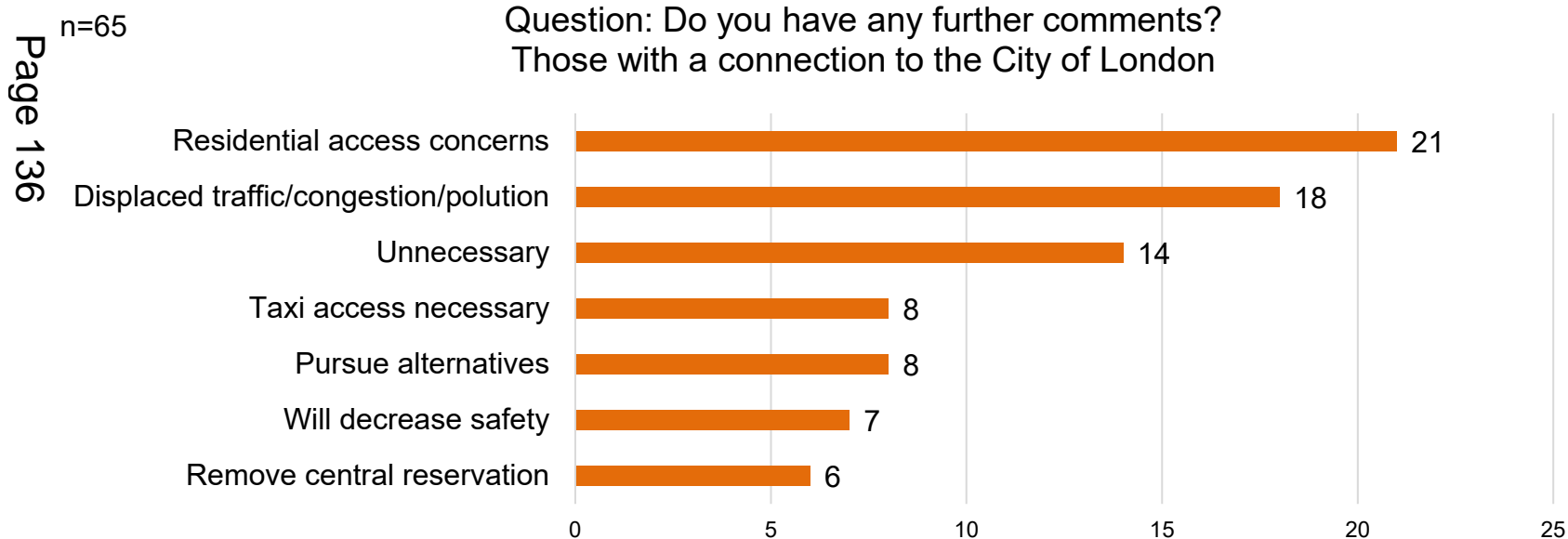
Page 135

# 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

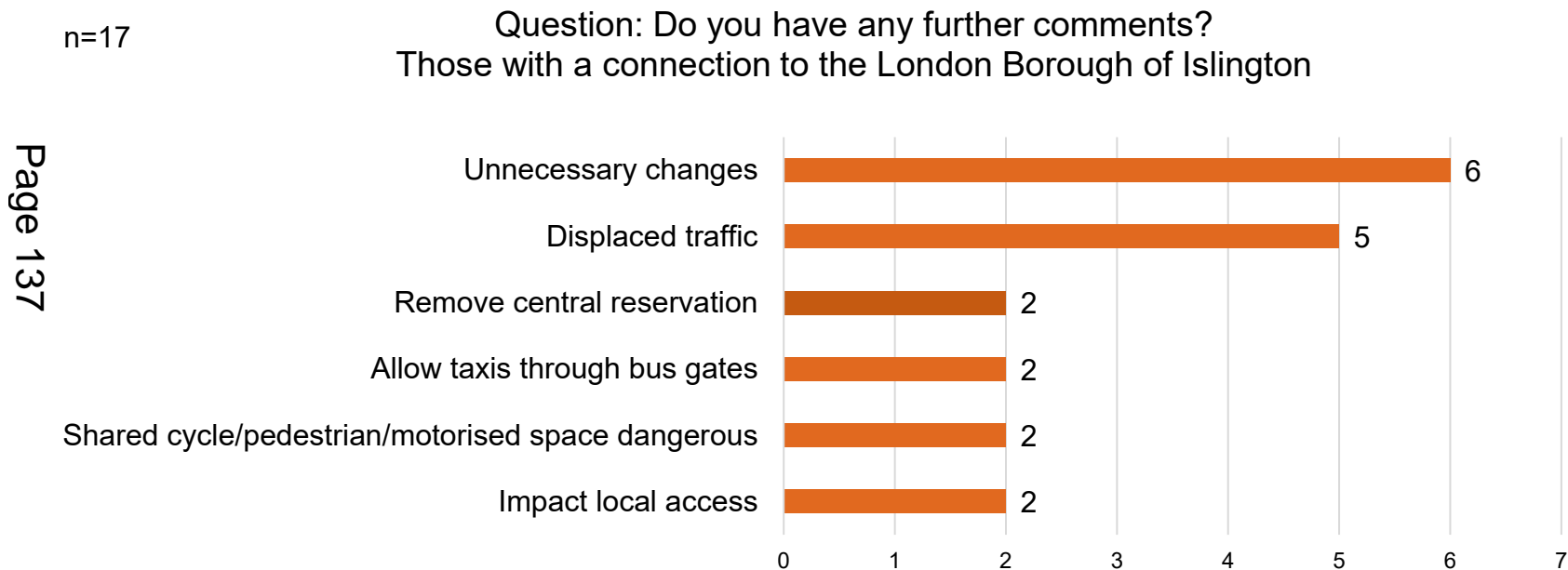
65 respondents with a City of London connection who supported neither option for Beech Street made additional comments. Some respondents made more than one comment. These comments focused on concerns that local access/mobility would be made more difficult; the potential displacement of motor traffic 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



# 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.

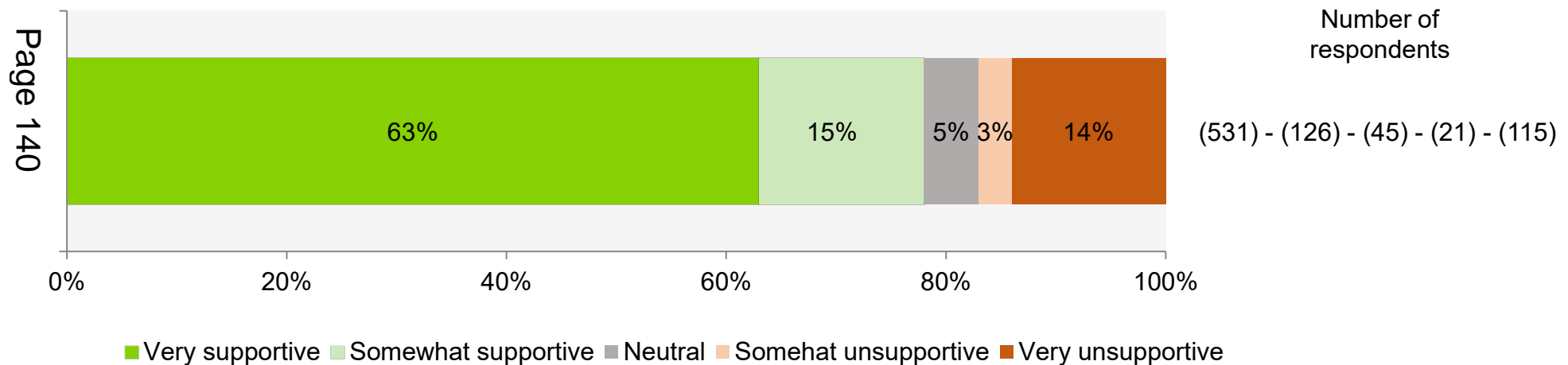
If neither of the Beech Street options were taken forward, they could also explore widening sections of pavement and introducing trees and planting, seating and cycle parking, where possible.

# 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?

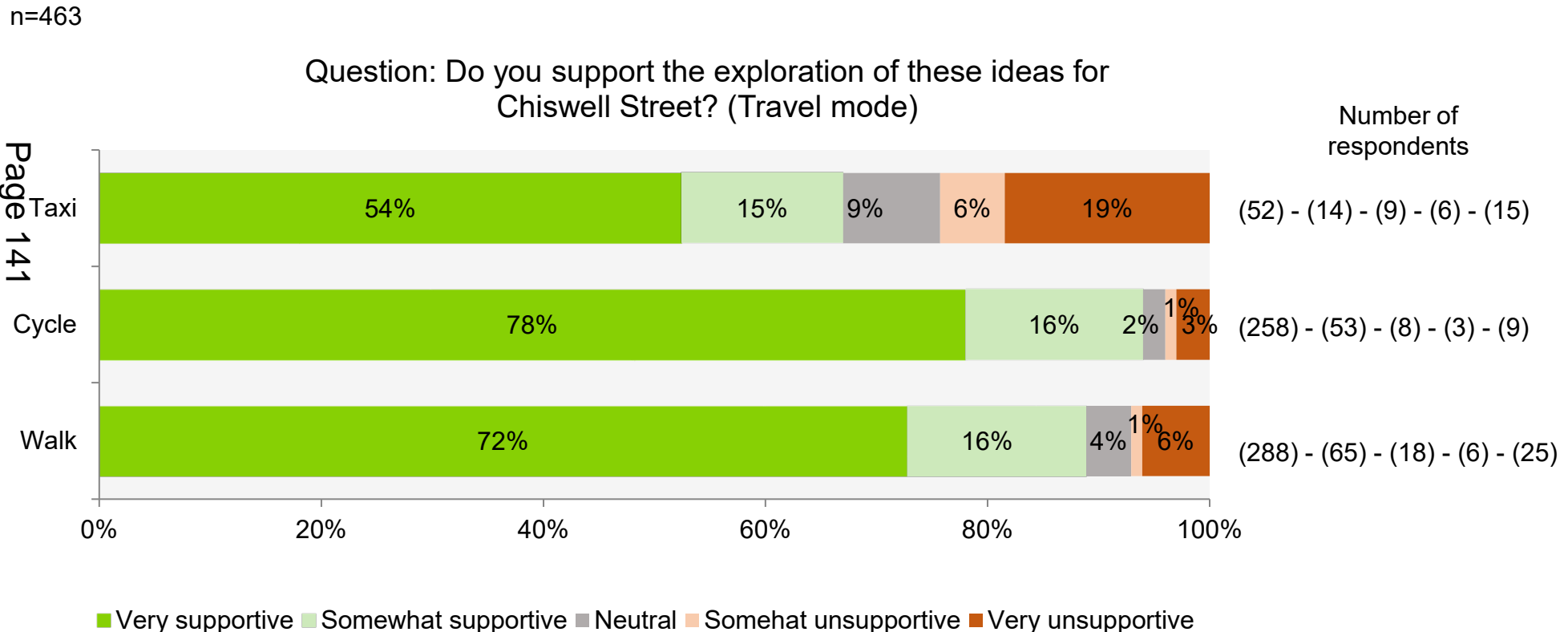


On the following pages, we see how support for the ideas for Chiswell Street varied by respondents' travel mode, their relationship to the City, and long-term, limiting health conditions/disabilities.



# 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.

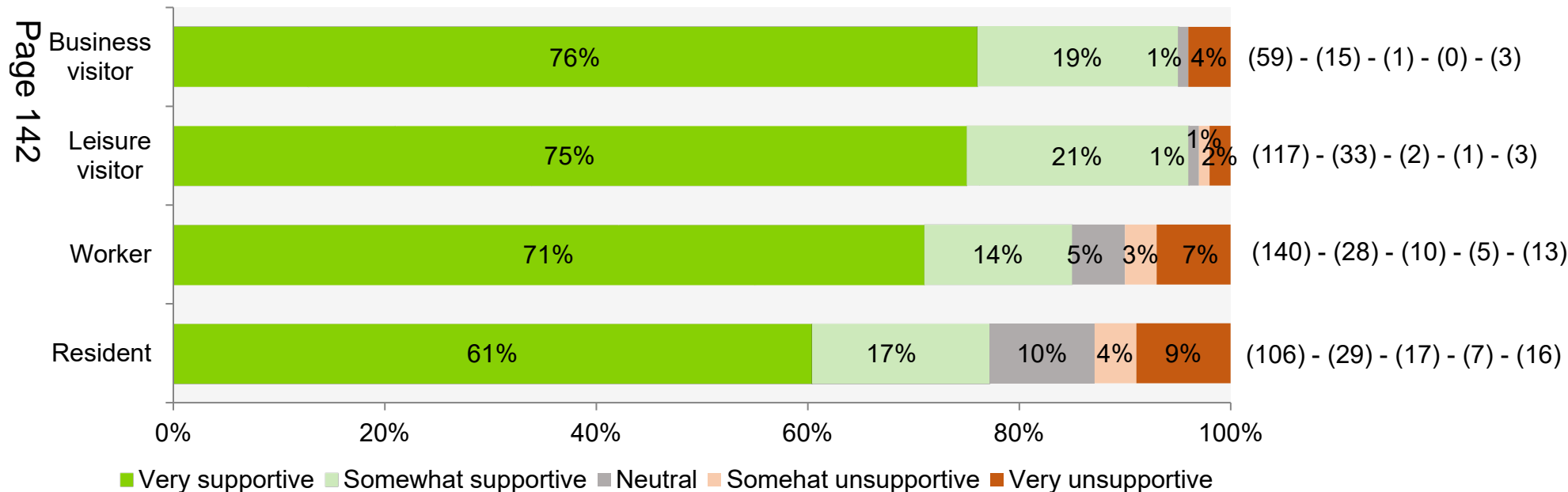
# How support for the exploration of ideas for Chiswell Street varied according to City of London relationship

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

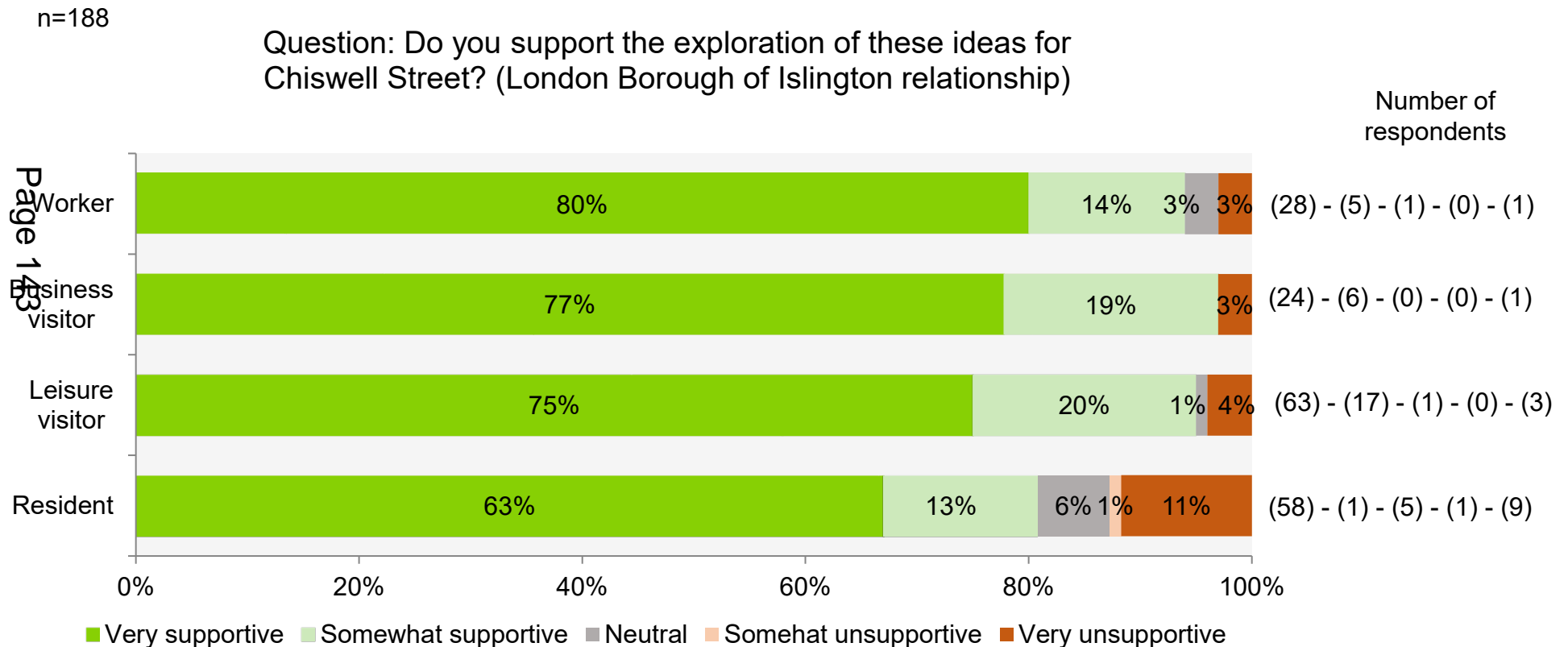
Question: Do you support the exploration of these ideas for Chiswell Street? (City of London relationship)

Number of respondents



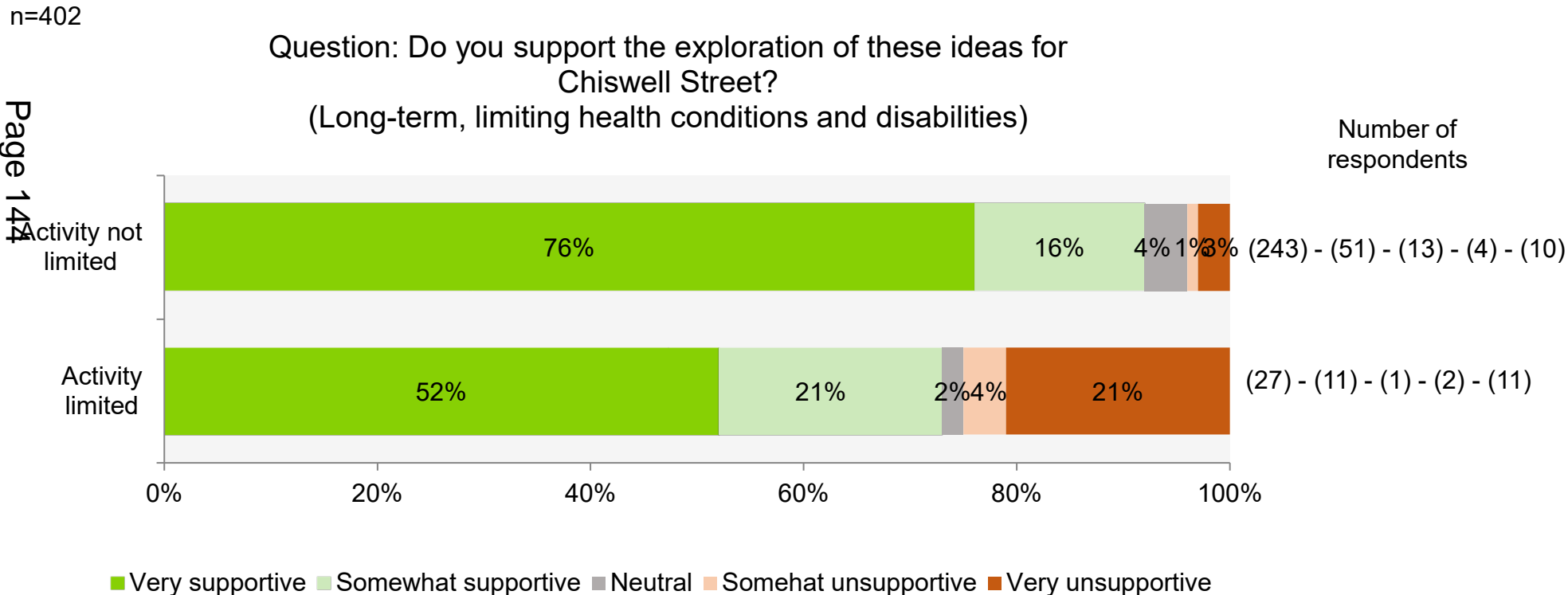
# How support for the exploration of ideas for Chiswell Street varied according to London Borough of Islington relationship

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.

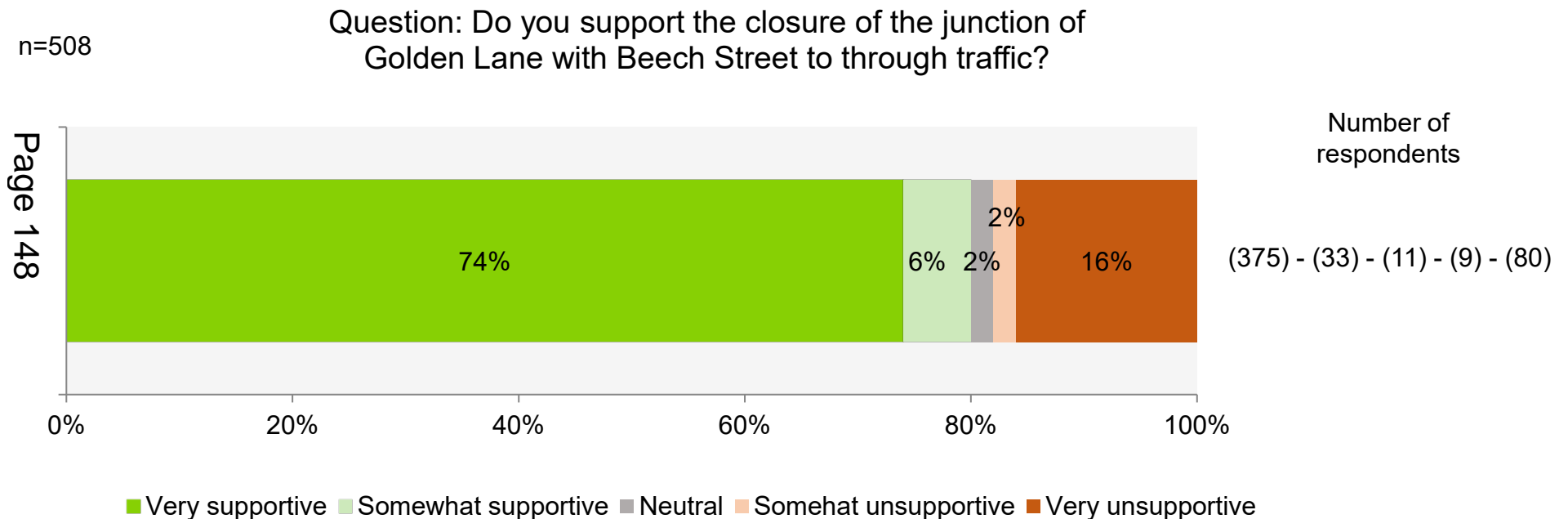
Depending on the origin and destination of trips, some vehicle journeys may take longer.

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.

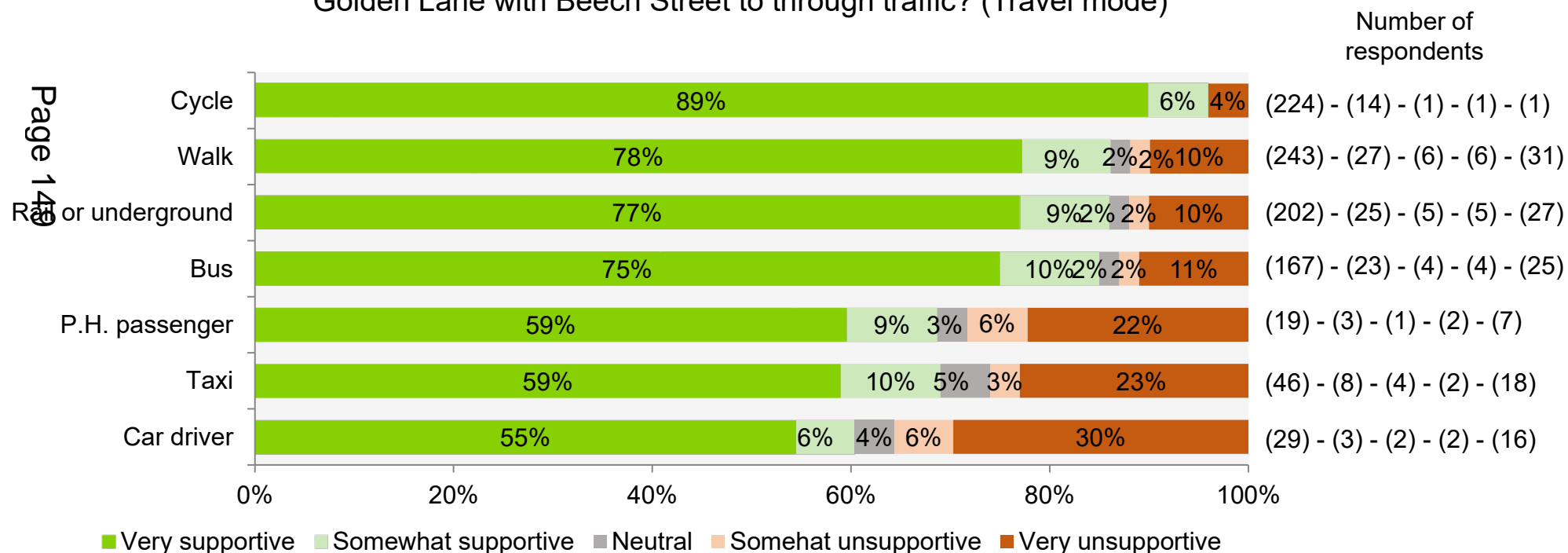


# How support for closing the junction of Golden Lane with Beech Street varied by how people identified they got around

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

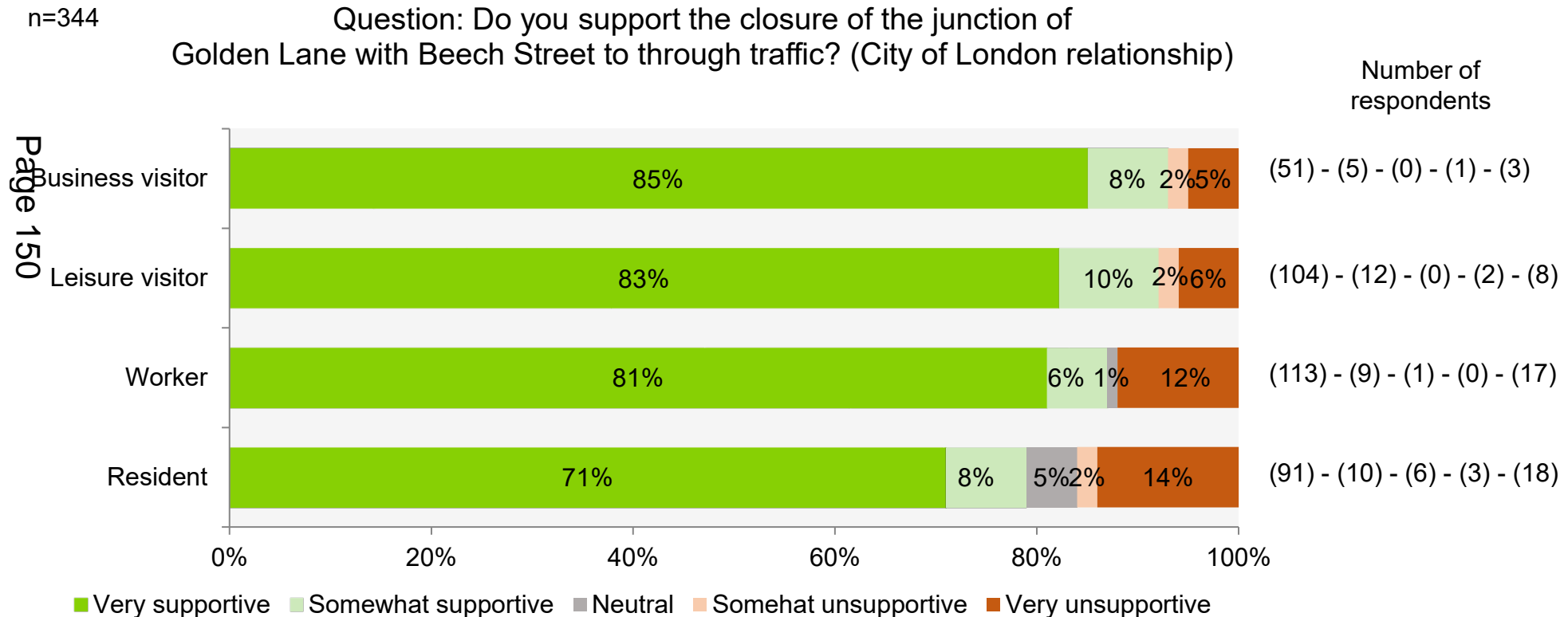
Question: Do you support the closure of the junction of Golden Lane with Beech Street to through traffic? (Travel mode)



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

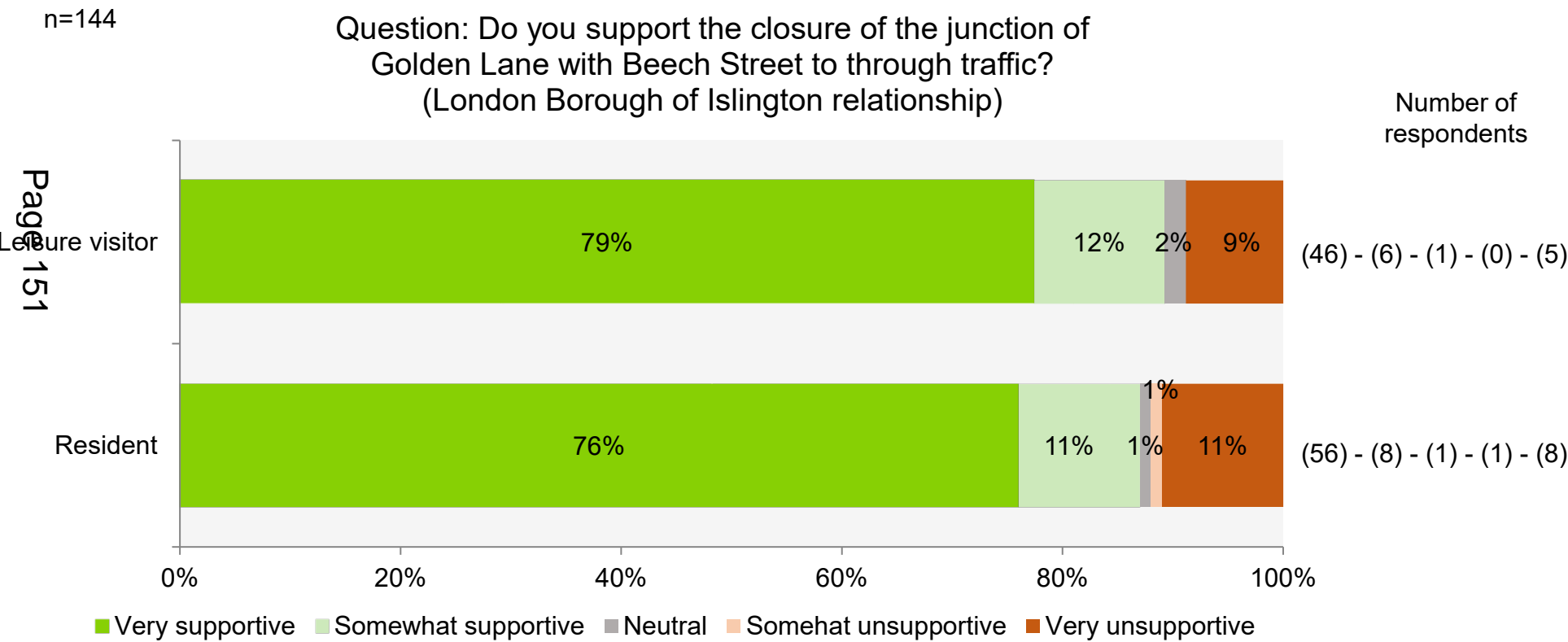
Majority support for the closure of the junction of Golden Lane with Beech Street was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest among business and leisure visitors. In contrast, opposition was far less – peaking among residents, 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

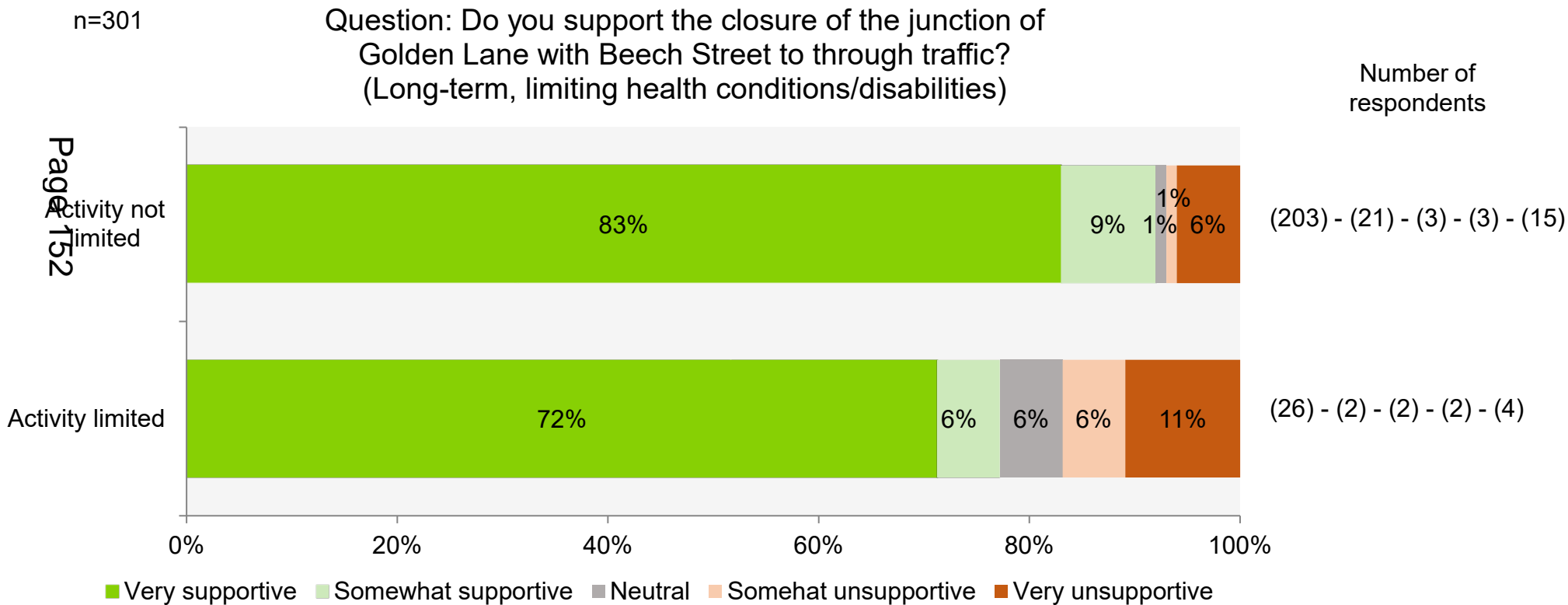
Majority support for the closure of the junction of Golden Lane with Beech Street was evident among both residents of, and leisure visitors to, the London Borough of Islington. This support typically nudged the 90% mark. In contrast, opposition was far less.



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

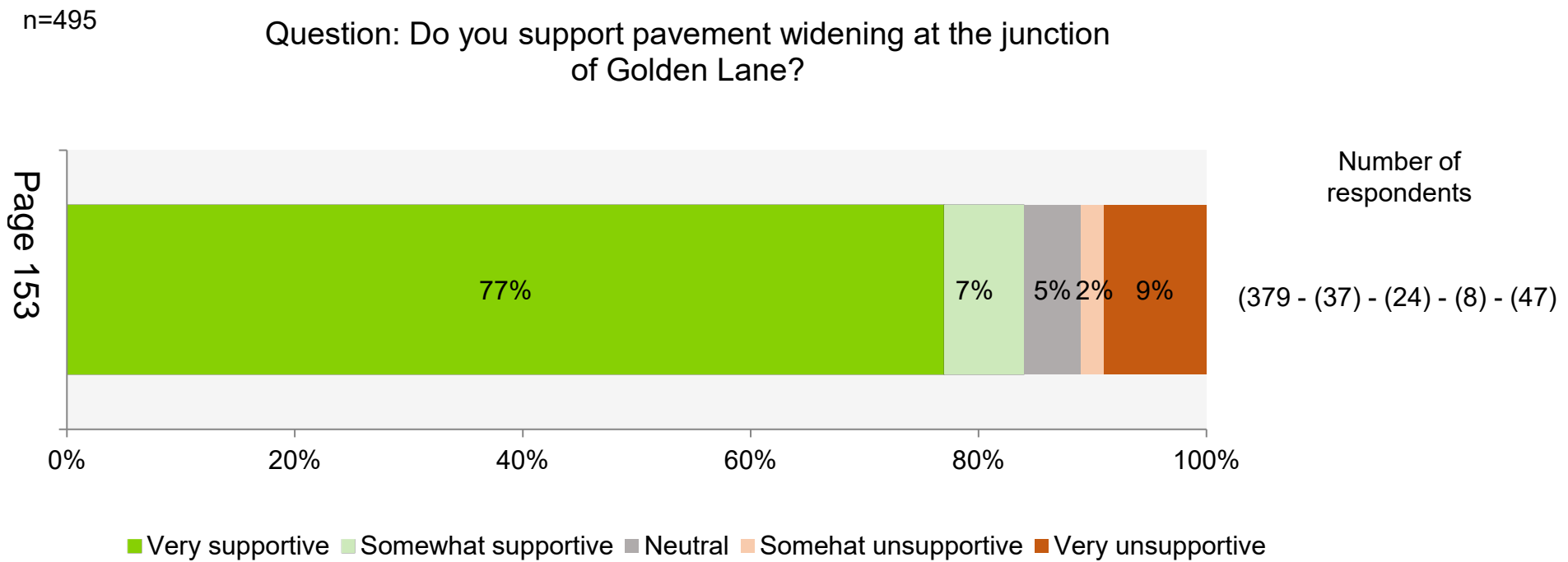
# How support for closing the junction of Golden Lane with Beech Street varied in relation to long-term, limiting health conditions/disabilities

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

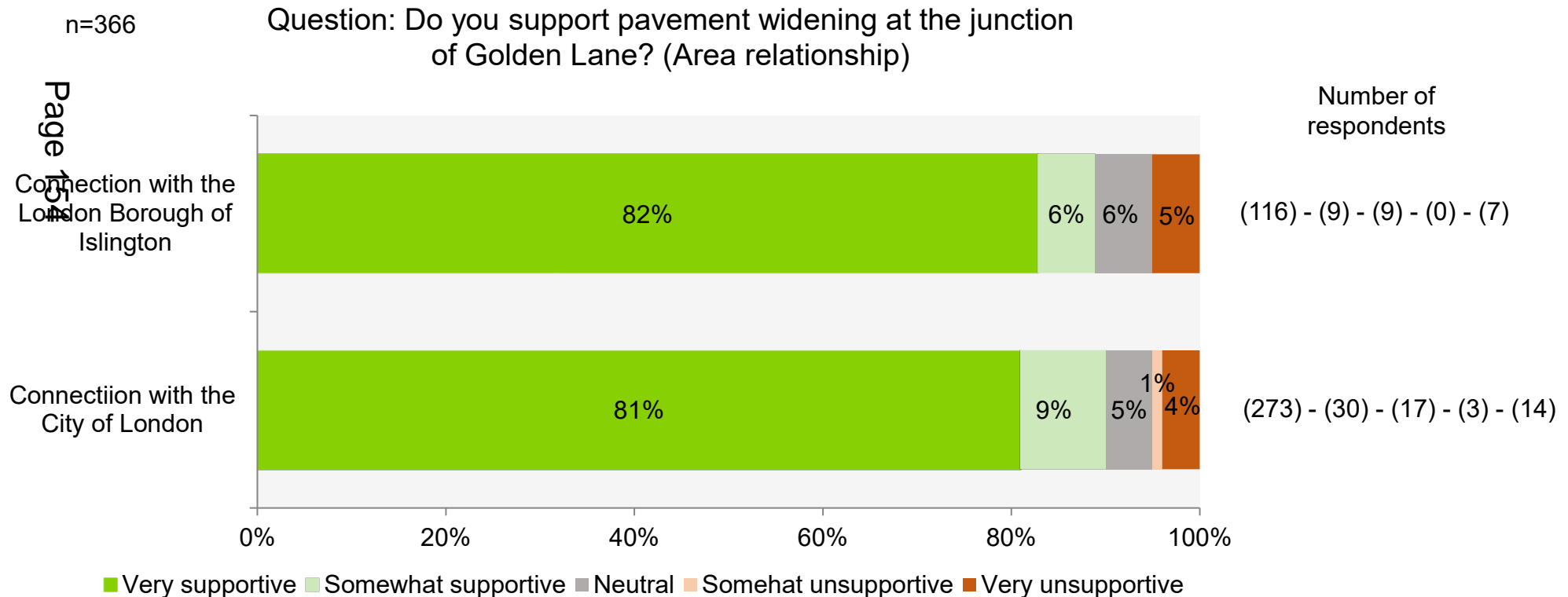
Over 80% of respondents supported pavement widening at the junction of Golden Lane. Strong support was expressed by over three-quarters of all respondents. In contrast, just 11% were unsupportive, with 5% expressing a neutral opinion.



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

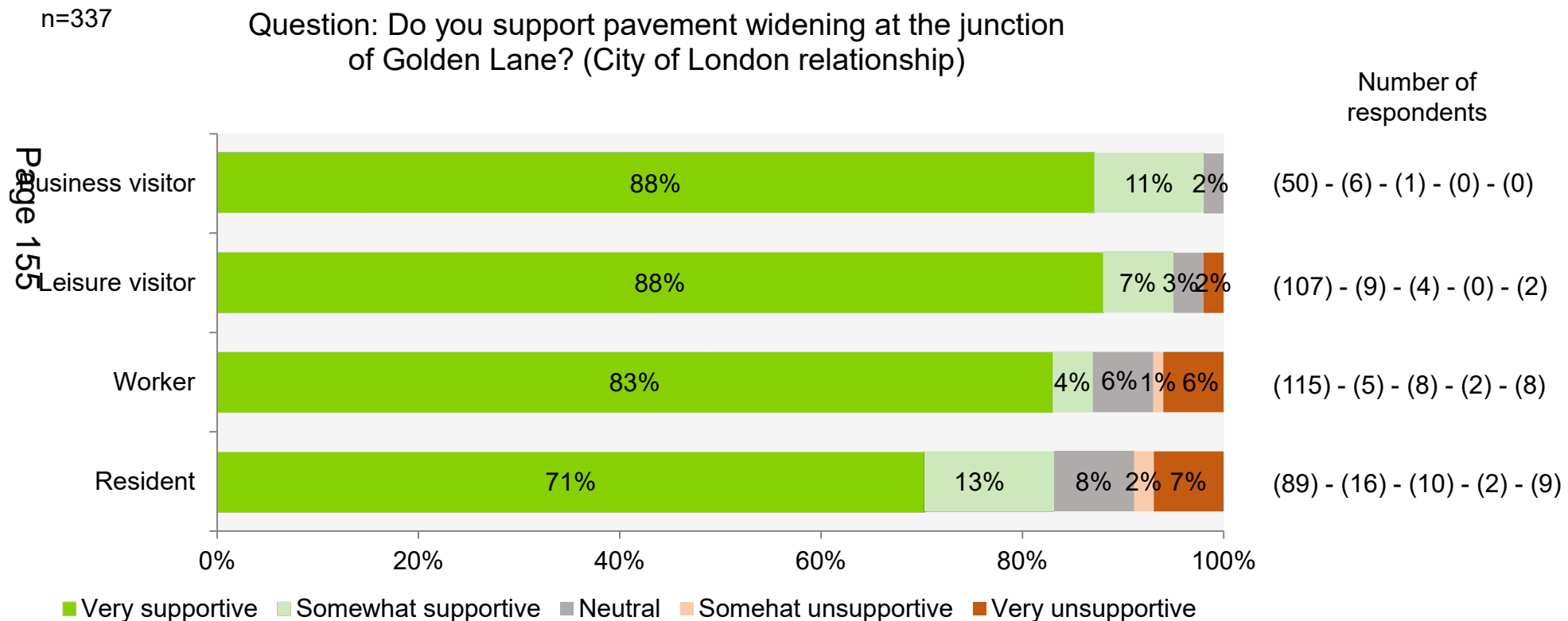
# How support for pavement widening at the junction of Golden Lane varied according to area connection

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

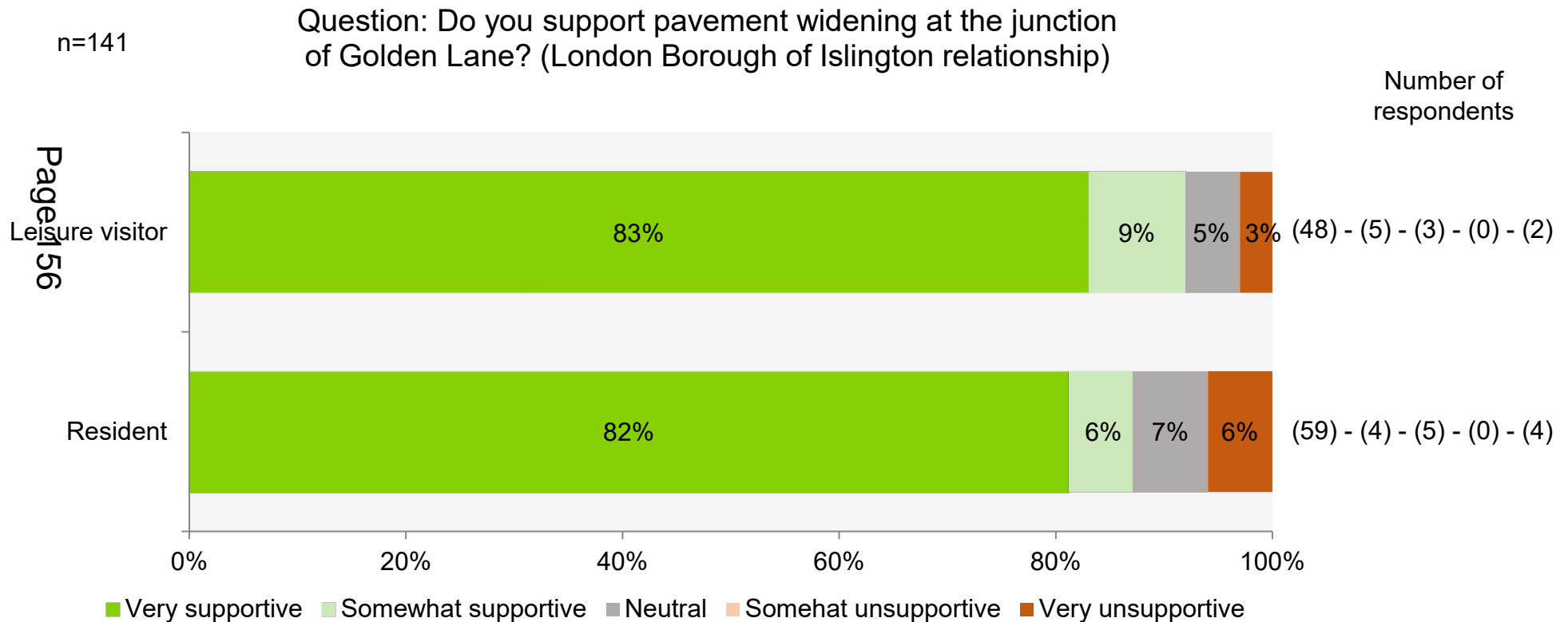
Majority support for pavement widening at the junction of Golden Lane was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest among business and leisure visitors. In contrast, opposition was far less.



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.

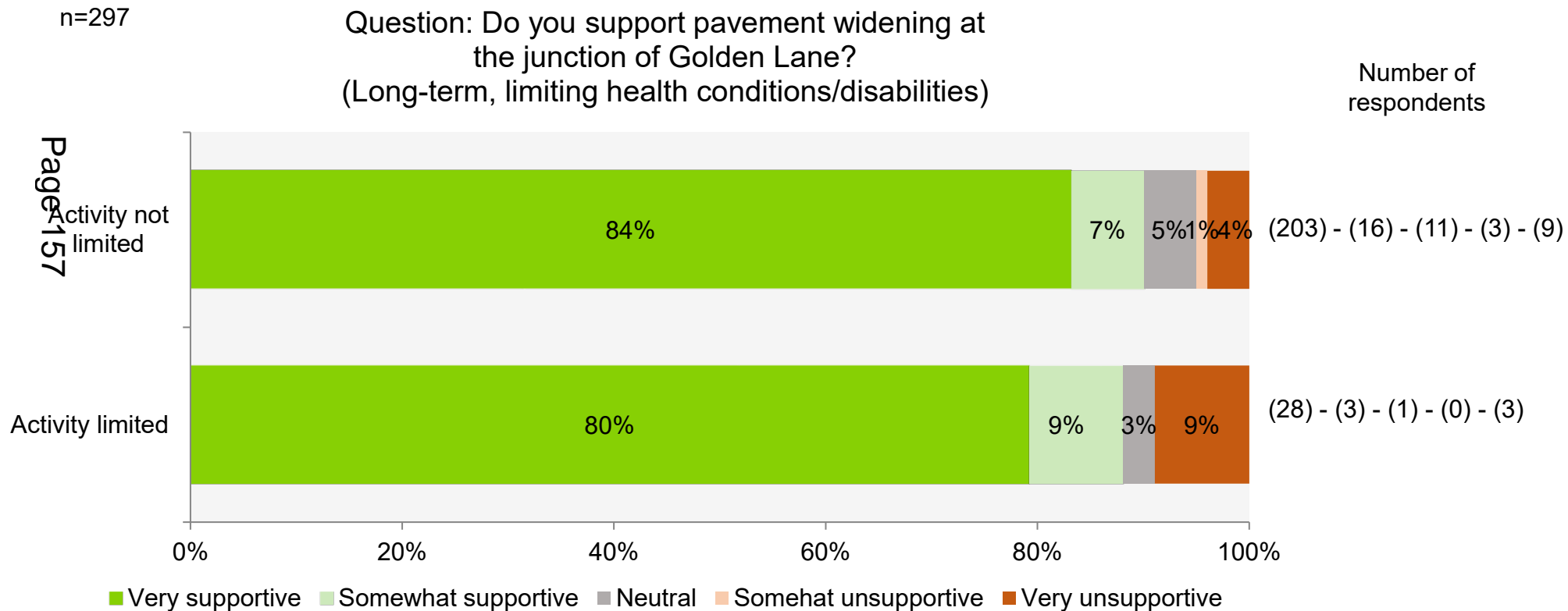


Note that some relationship types (workers, business visitors and business owners) lacked a sufficient number of respondents to allow meaningful analysis.



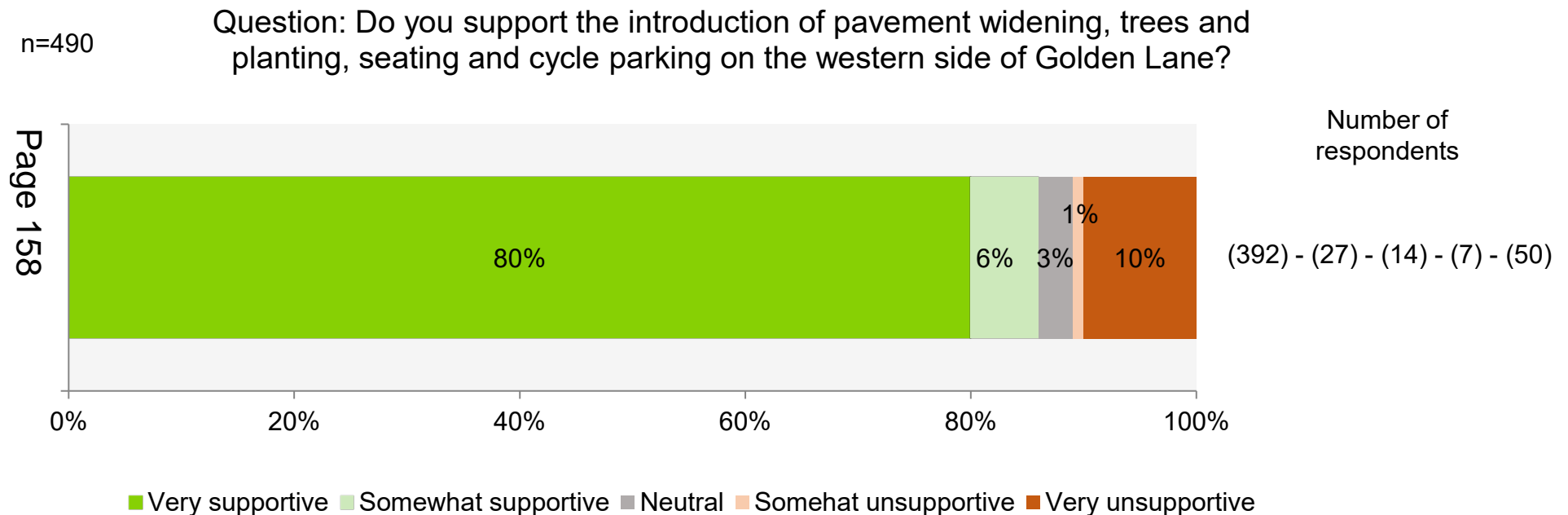
# How support for pavement widening at the junction of Golden Lane varied in relation to long-term, limiting health conditions/disabilities

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

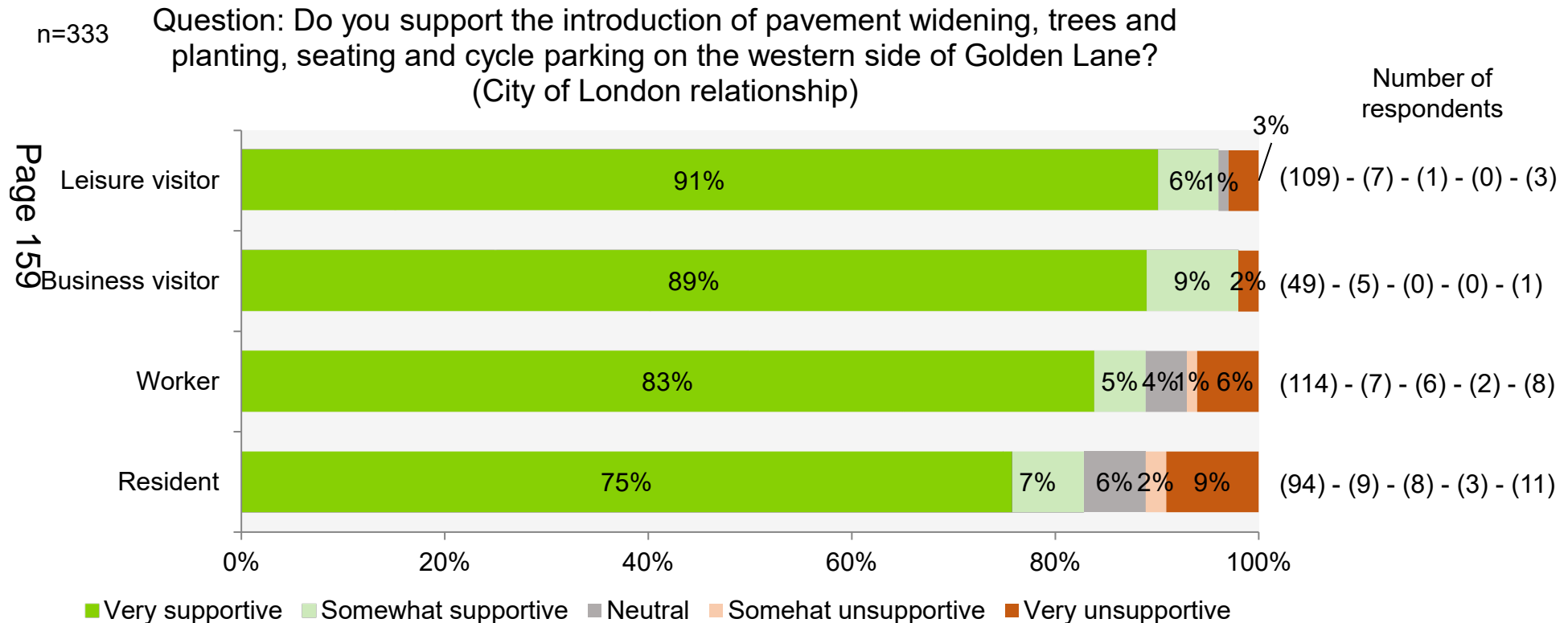
Over 80% of respondents supported pavement widening, planting and cycle parking at Golden Lane. Strong support was expressed by 80% of all respondents. In contrast, just 11% were unsupportive, with 3% expressing a neutral opinion.



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

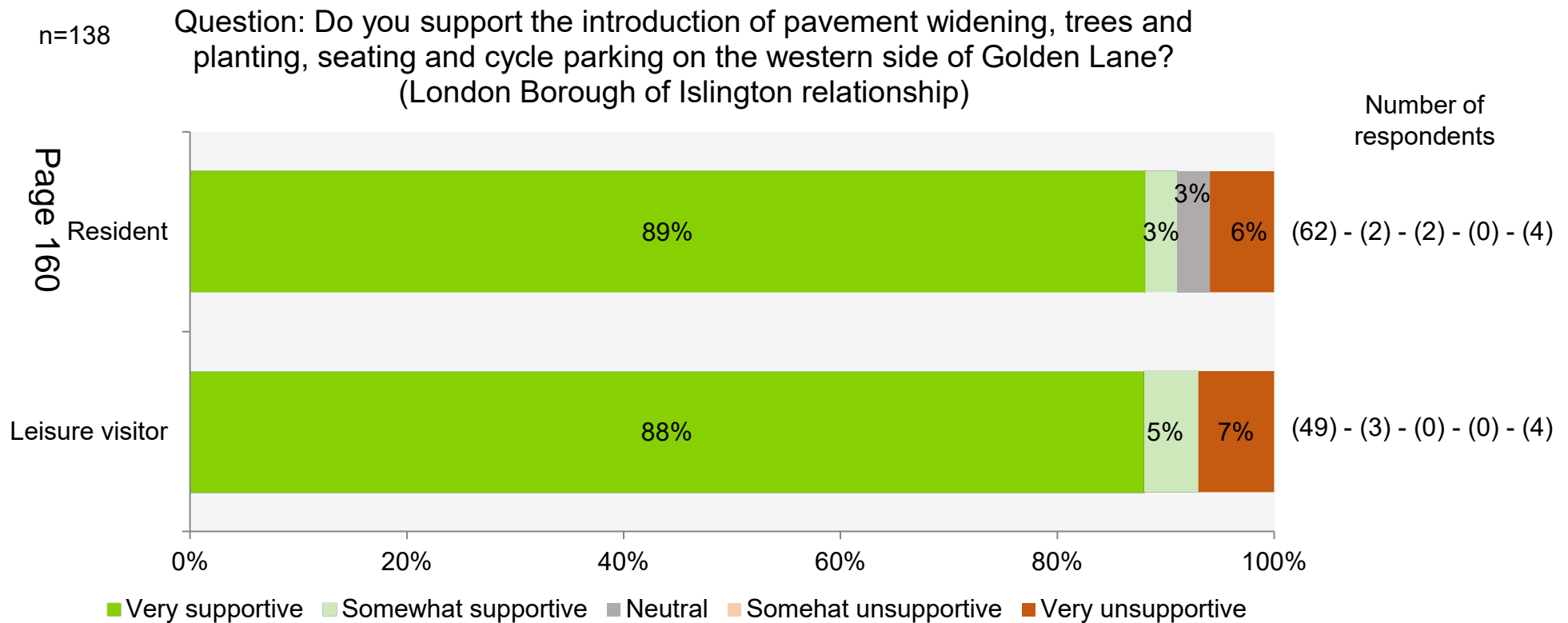
Majority support for these measures was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest among business and leisure visitors. In contrast, opposition was far less – peaking among residents, of whom 11% did not support the junction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

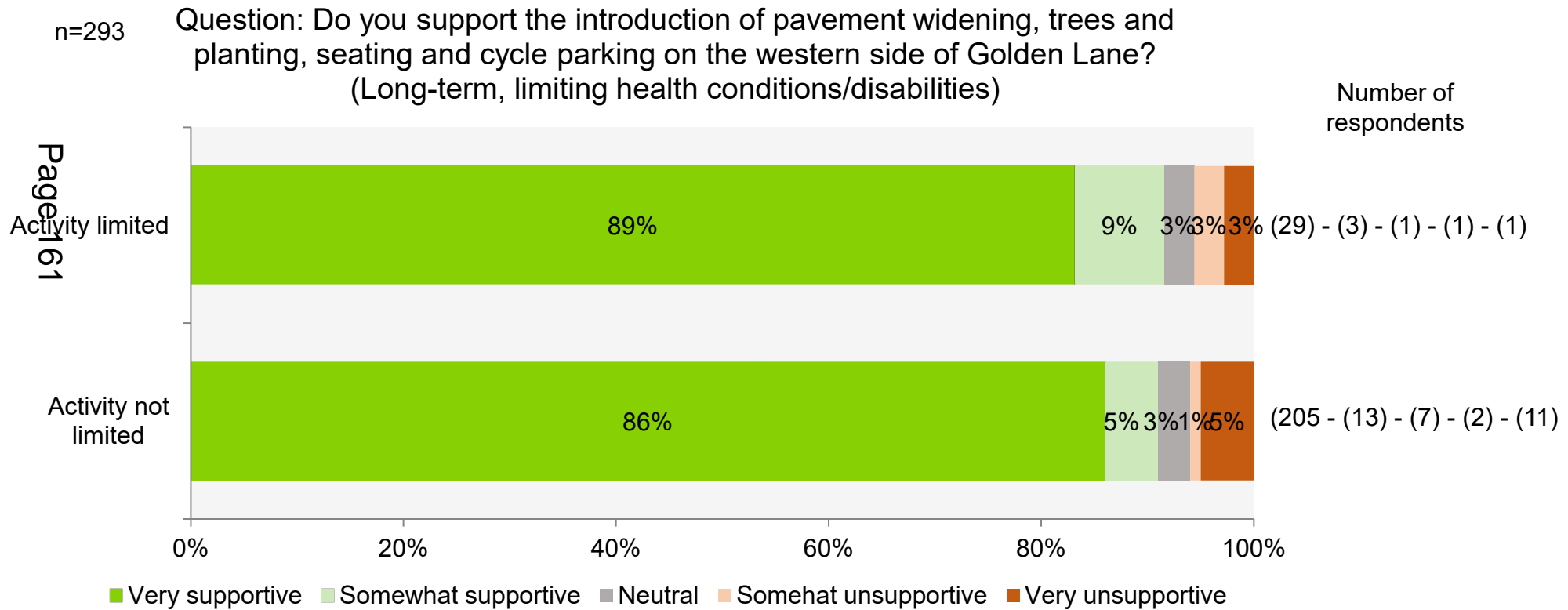
Majority support for these measures was evident among both residents of, and leisure visitors to, the London Borough of Islington. This support typically exceeded the 90% mark, with very limited opposition.



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.

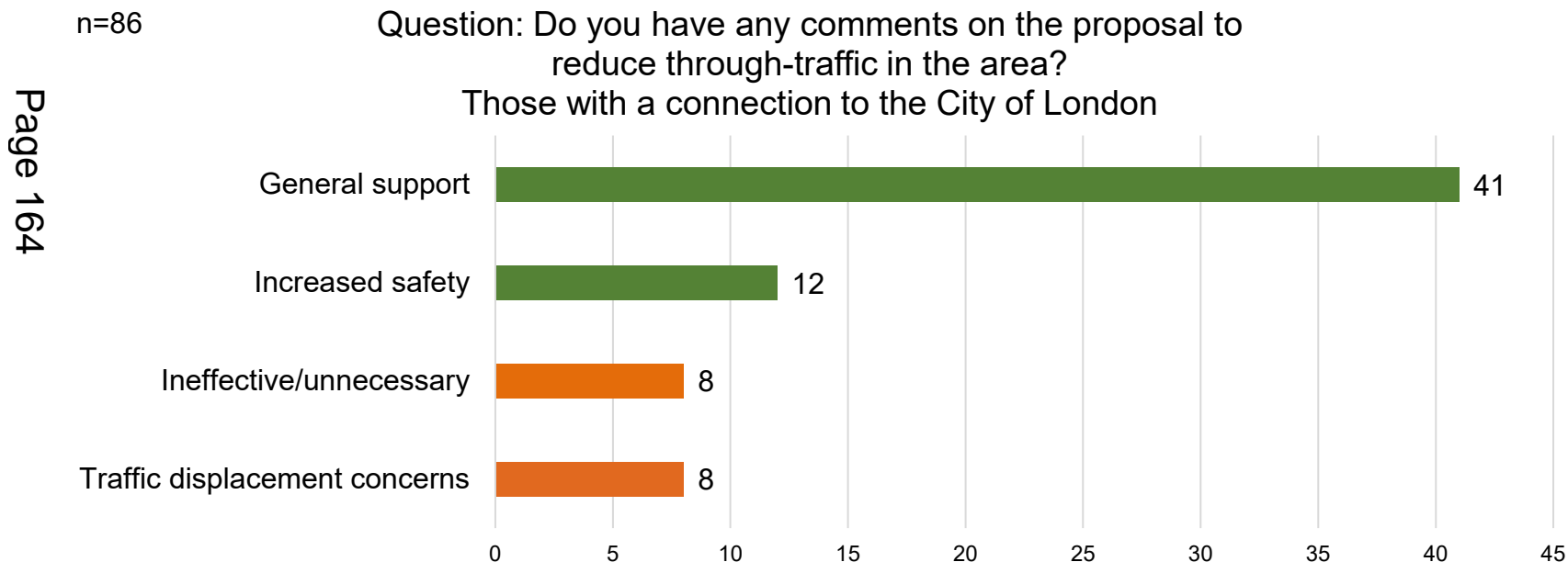
This would create more space for cycling and protect local streets against the risk of displaced traffic from the proposed traffic reduction features on Beech Street, the proposed traffic filter at the southern end of Golden Lane and the no entry to and from Bridgewater Street and Beech Street.

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.

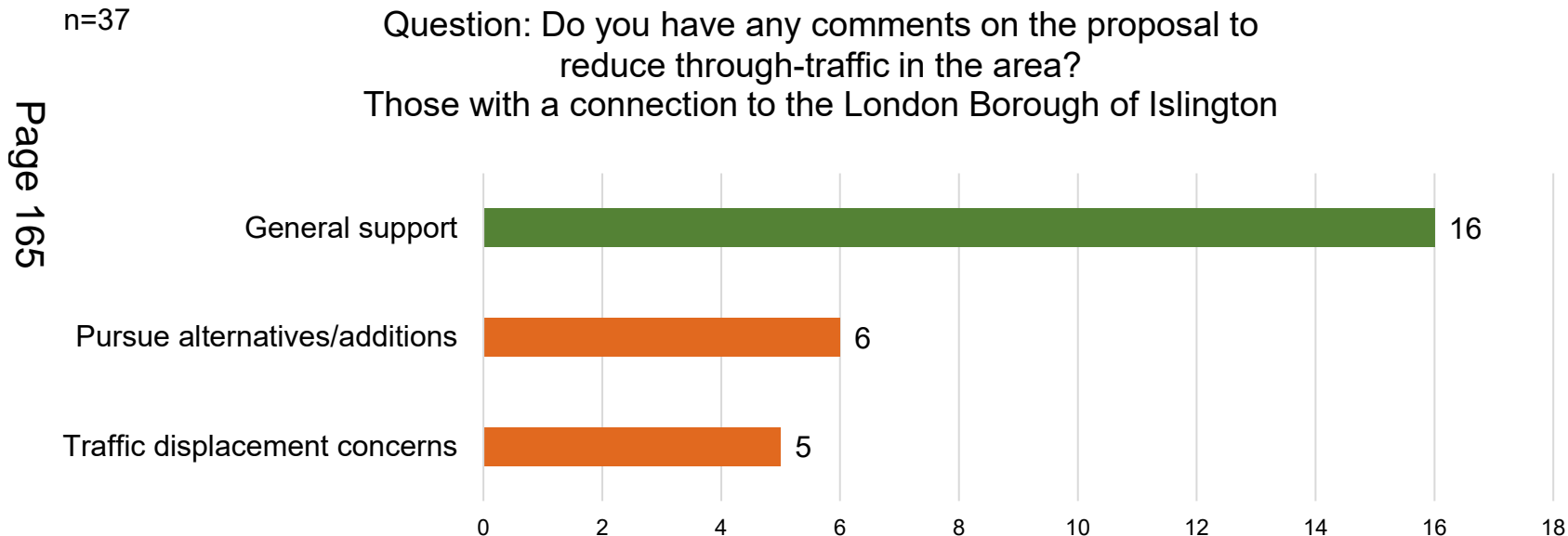


Other comments – each made by no more than four respondents – included a call for extended pedestrianisation, a need to improvement pavement surfacing, a need to reduce danger from passing cyclists, to ensure access for taxis and to enforce any measures when in place.



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

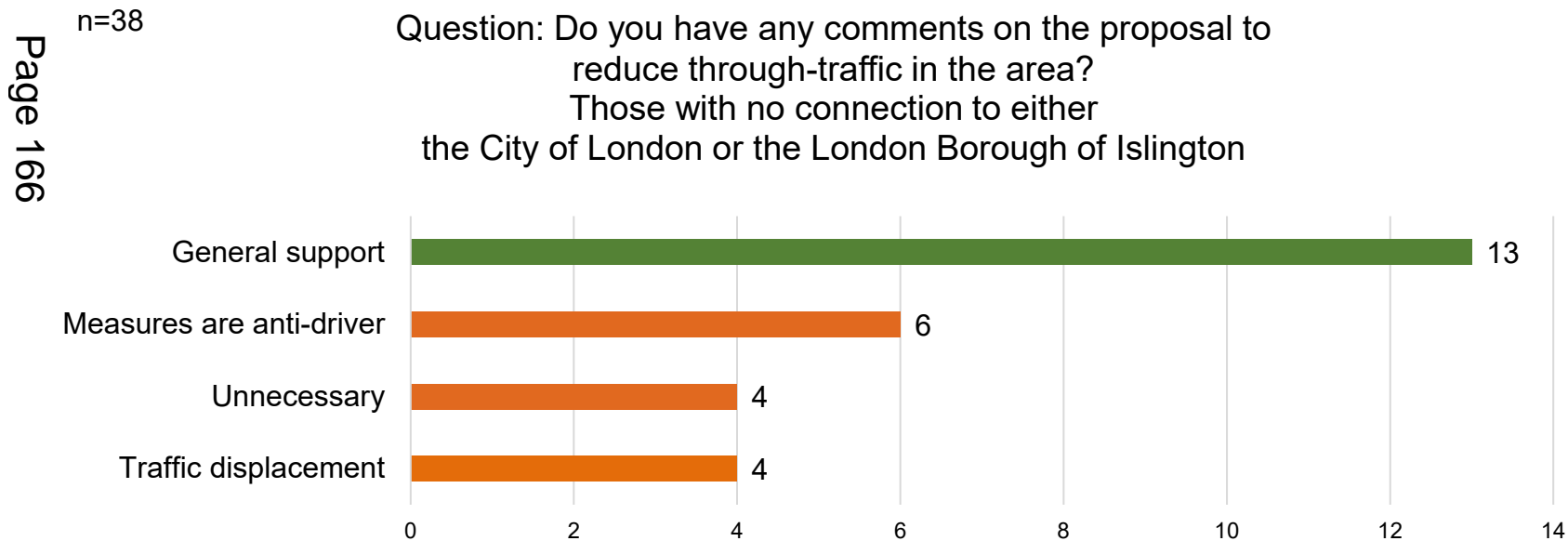
37 respondents with a London Borough of Islington connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. The most frequent comments indicated general support. Concerns focused on the potential displacement of traffic onto other streets/roads, 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

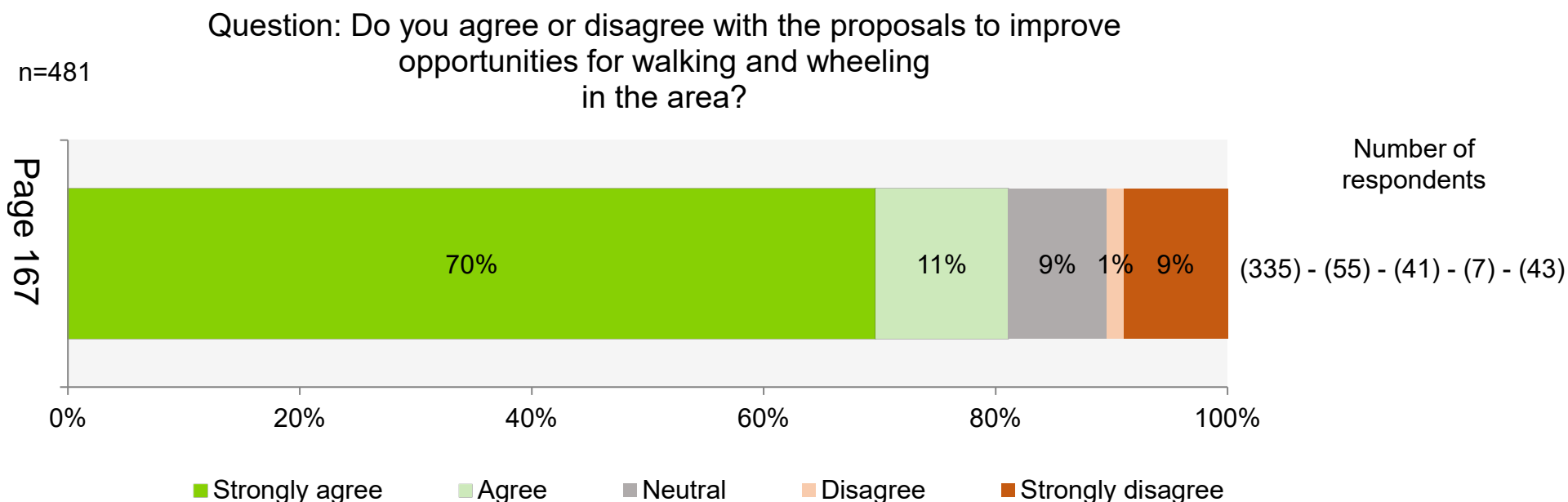
A further 38 respondents with neither a City of London nor London Borough of Islington connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. These comments focused on general support for the proposal. In contrast, the proposal was 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.

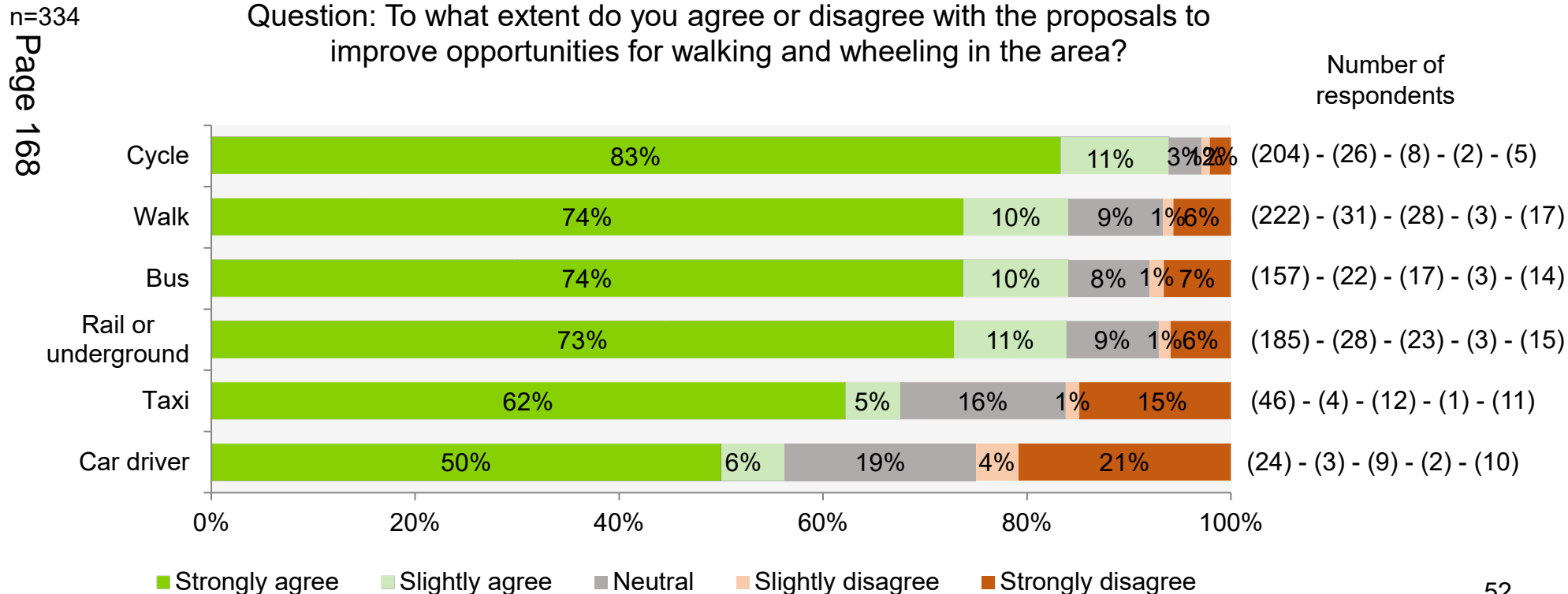


On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.

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

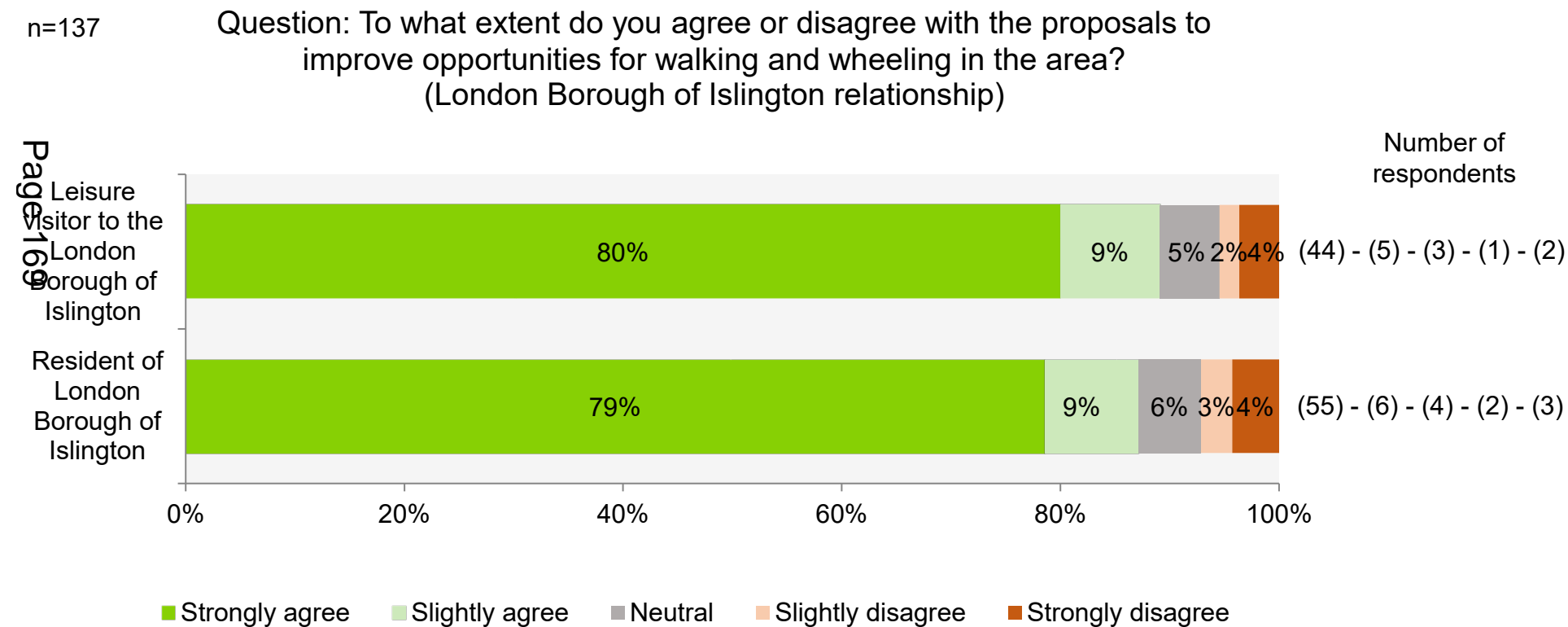
A majority of contributors using every travel mode agreed with the proposals to improve opportunities for walking and wheeling in the area - with many strongly agreeing. Agreement peaked among those who identified as cyclists (94%).

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

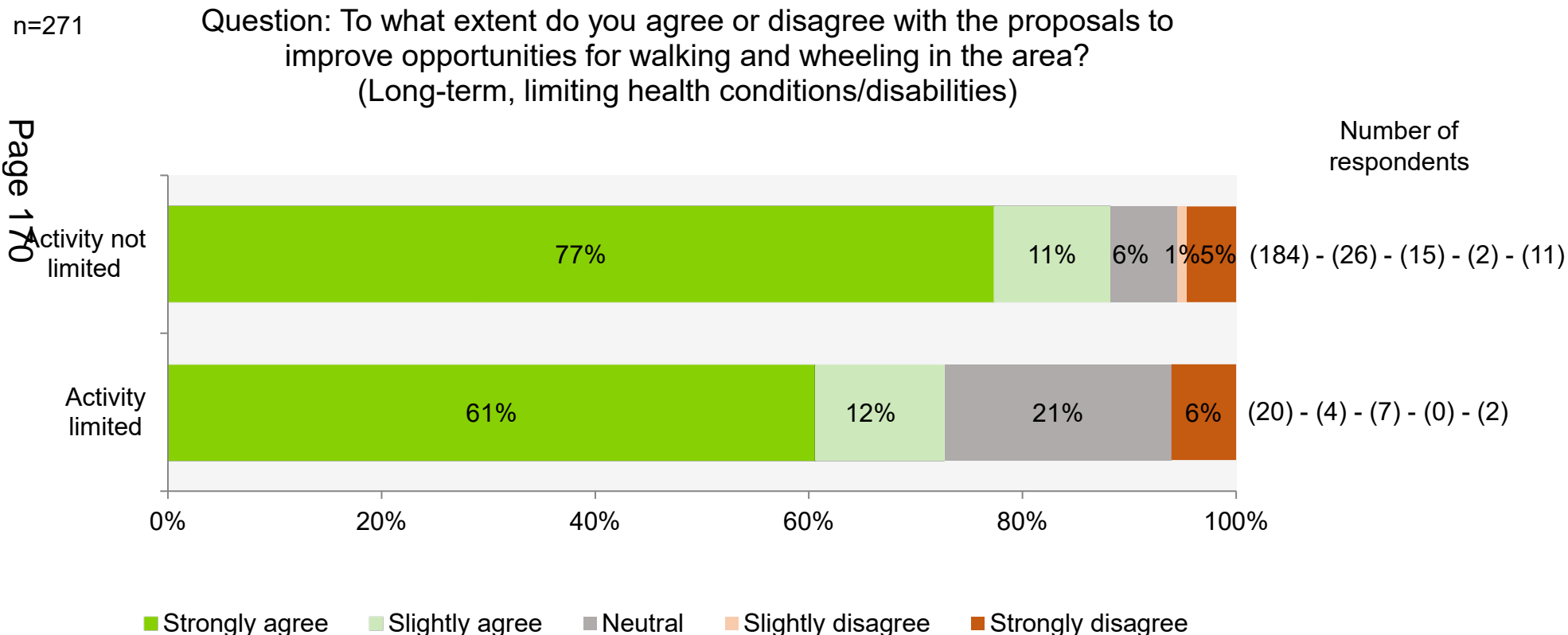
Strong, majority agreement for the proposals to improve opportunities for walking and wheeling in the area was expressed by leisure visitors to (89%) and residents of (88%) the London Borough of Islington. Again, disagreement was comparatively limited.



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

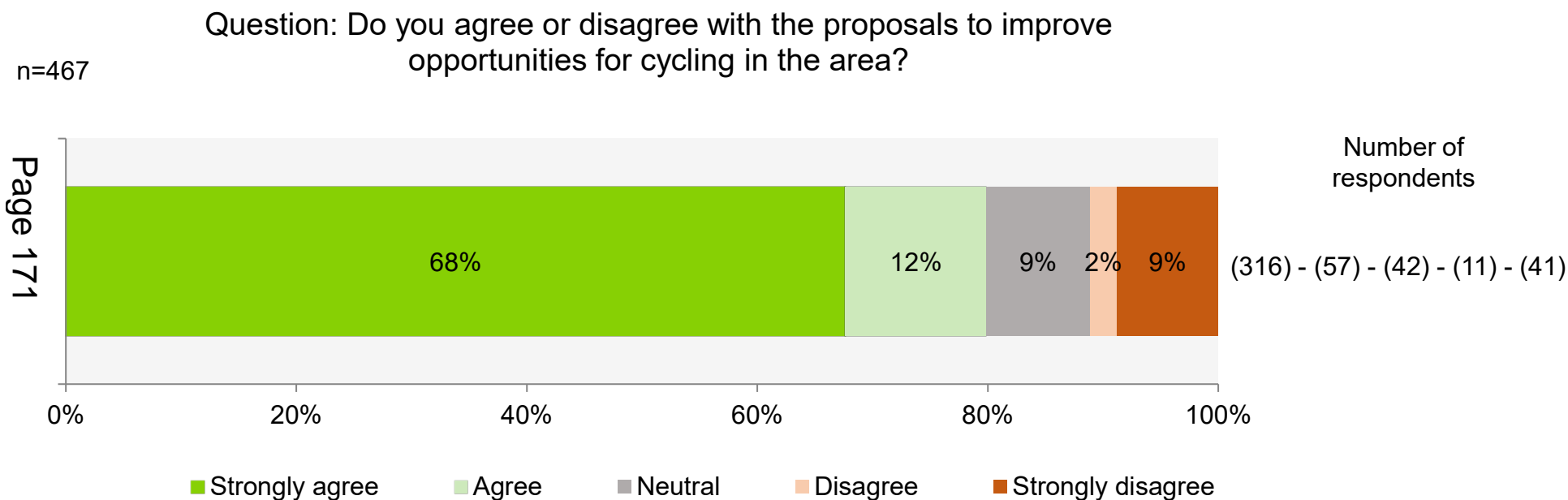
# How agreement with the proposals to improve opportunities for walking and wheeling in the area varied in relation to long-term, limiting health conditions/disabilities

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.

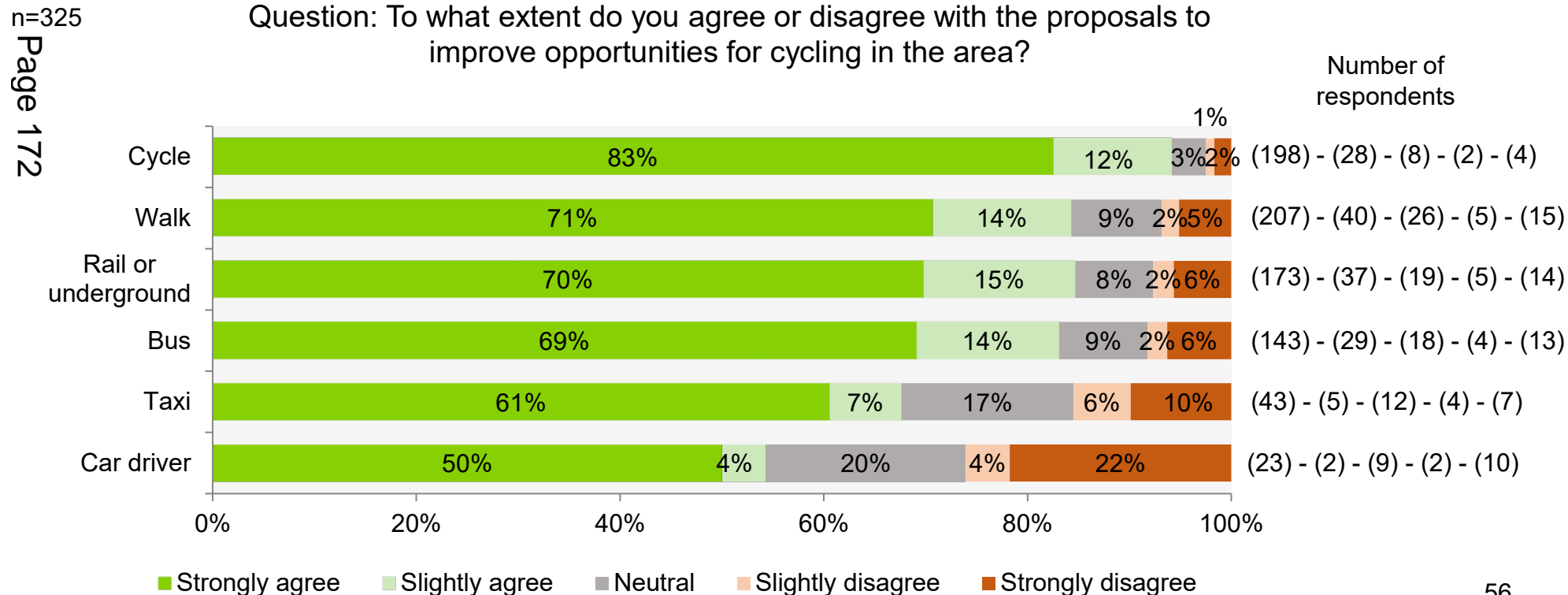


On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.

# 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%).

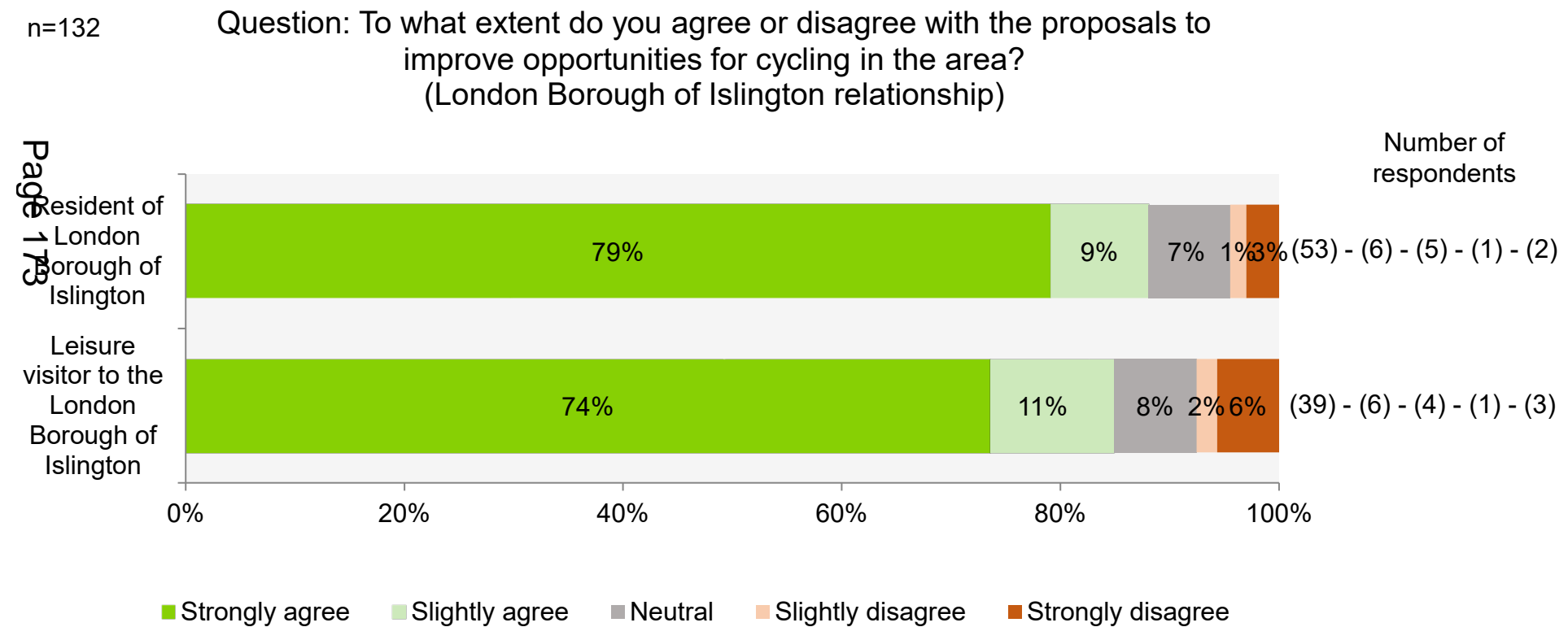
In contrast, disagreement was highest among those who identified as car drivers (26%) and those who identified as taxi users (16%).





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

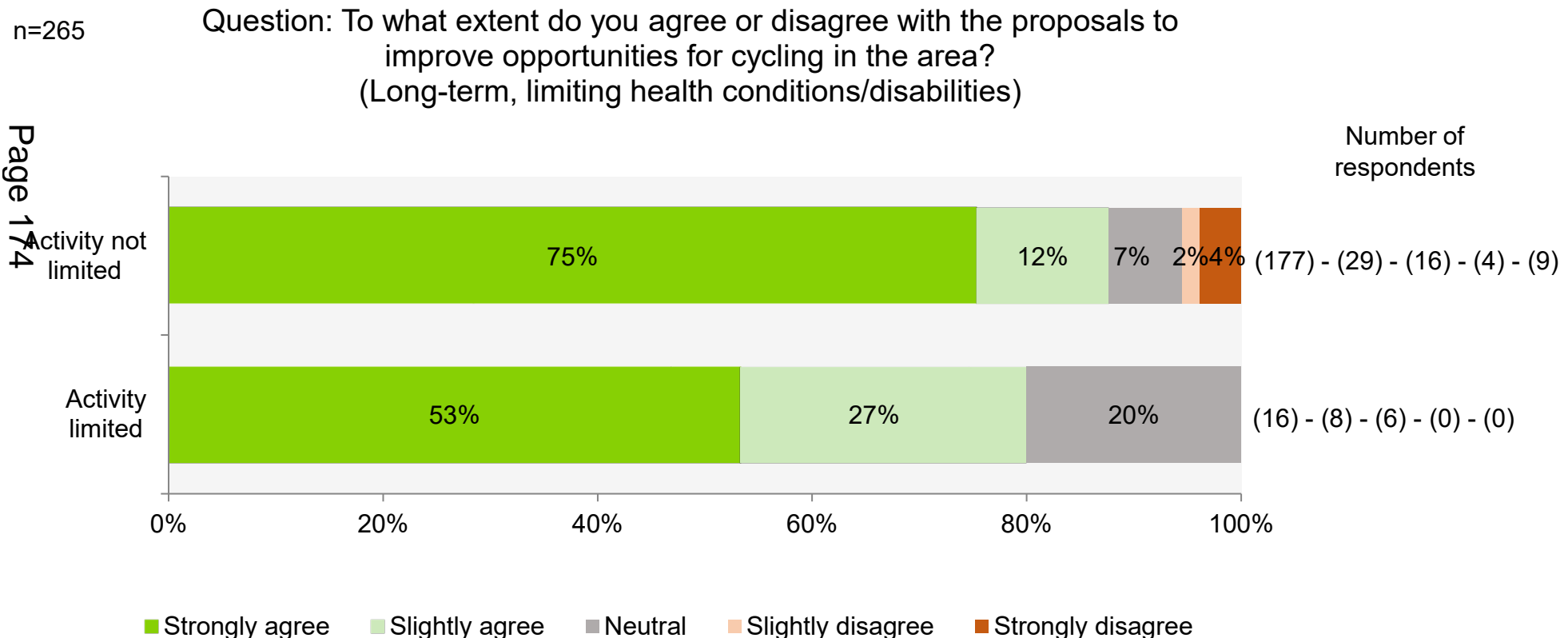
Strong, majority agreement with the proposals to improve opportunities for cycling in the area was expressed by leisure visitors to (88%) and residents of (85%) the London Borough of Islington. Again, disagreement was comparatively limited.



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



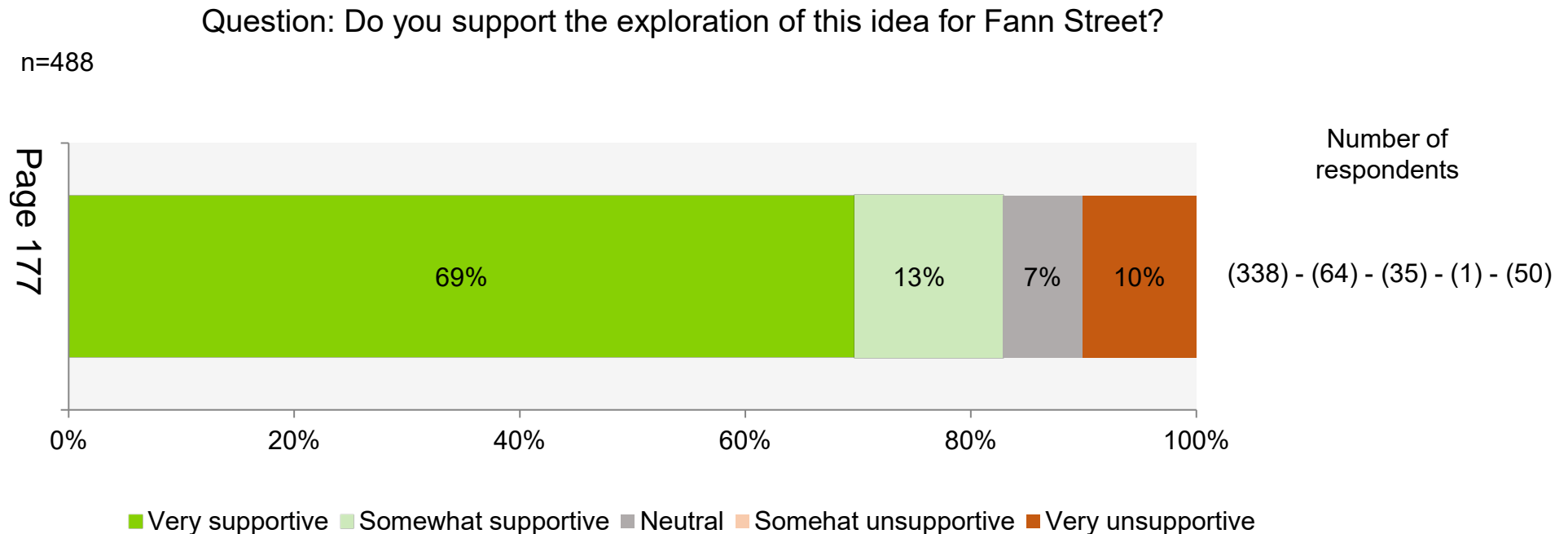
# Fann Street proposal

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.

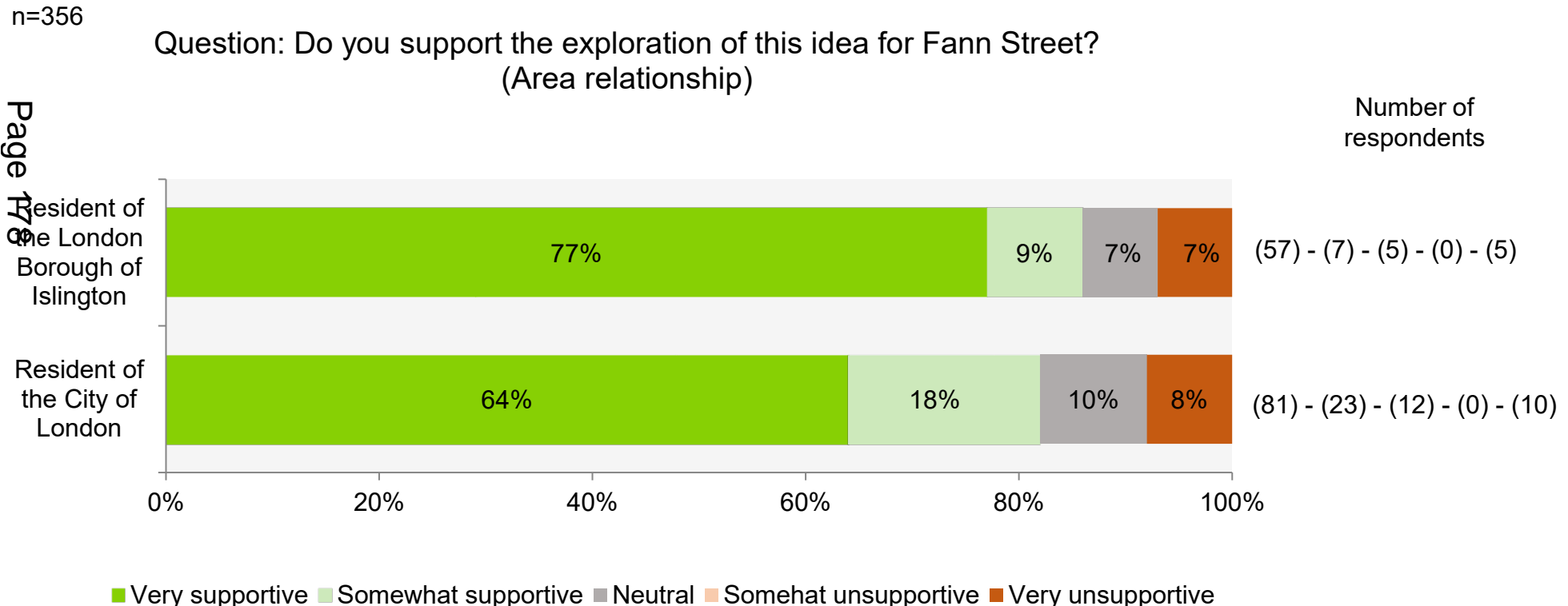


On the following pages, we see how support for the ideas for Fann Street varied according to respondents' relationship to the area.

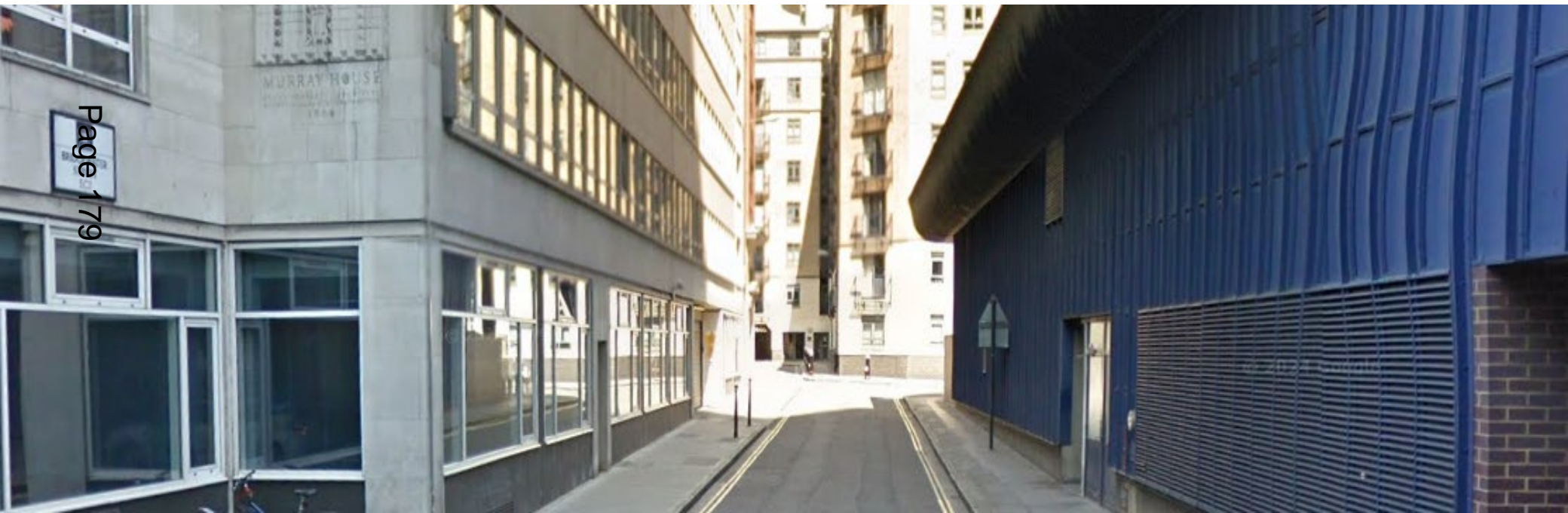
# How support for the exploration of the idea for Fann Street varied according to area relationship

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.

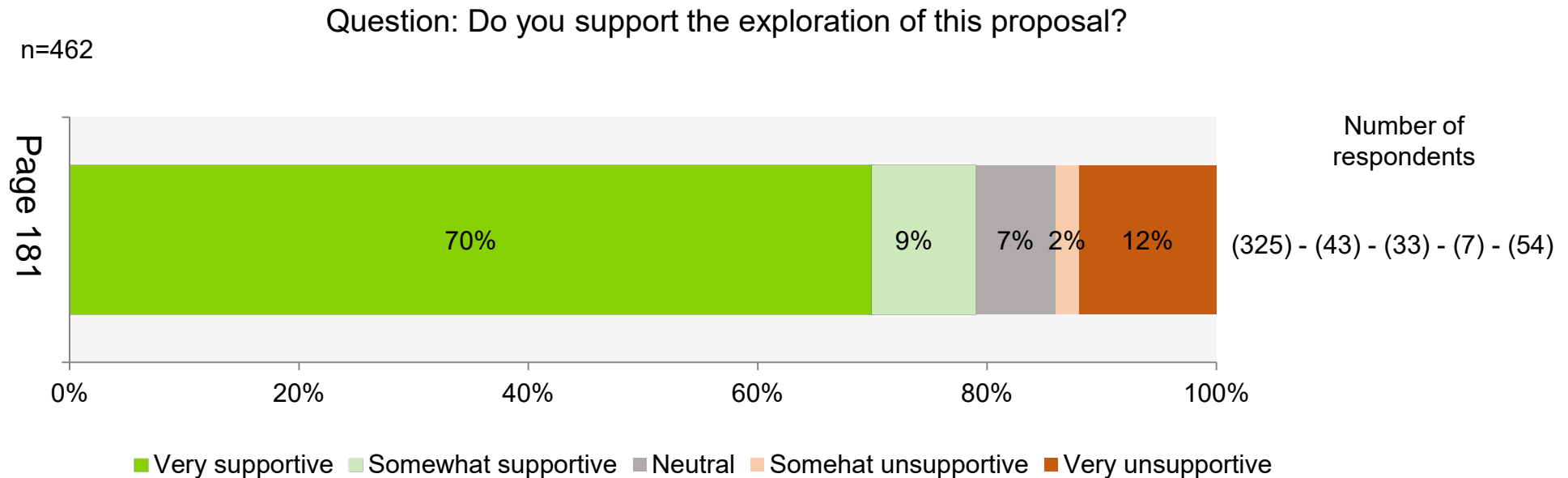
Opportunities for maximising public realm benefits with redevelopment of 45 Beech Street.

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# Support for Bridgewater Street ideas

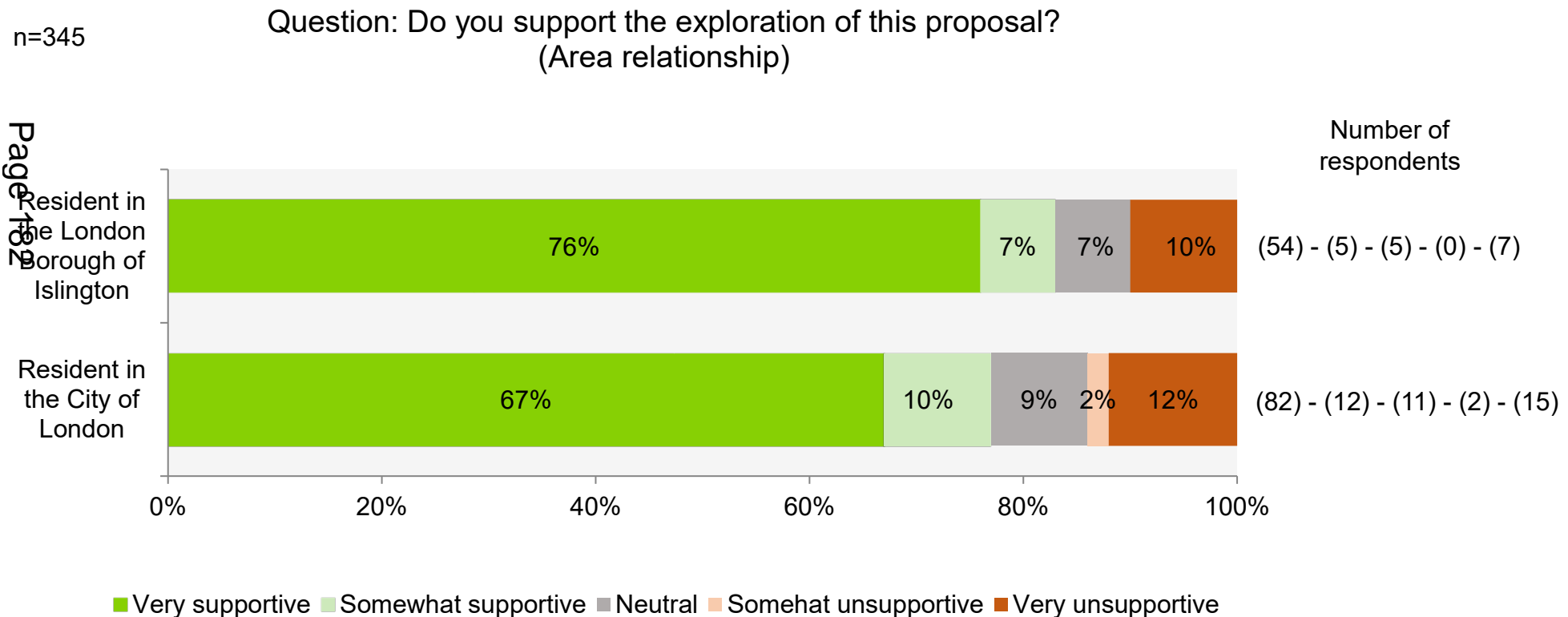
Just under 80% of respondents supported this proposal for Bridgewater Street. Strong support was expressed by 70% of all respondents. In contrast, just 14% were unsupportive, with 7% expressing a neutral opinion.



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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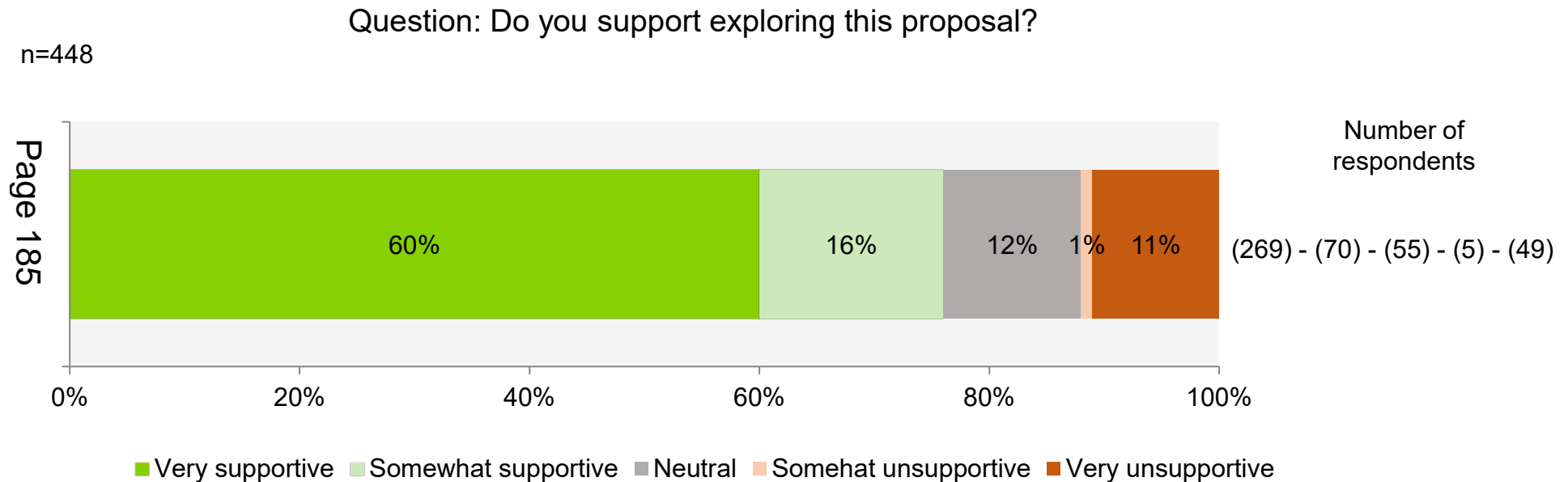


# Brackley Steet proposals

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

# Support for Brackley Street ideas

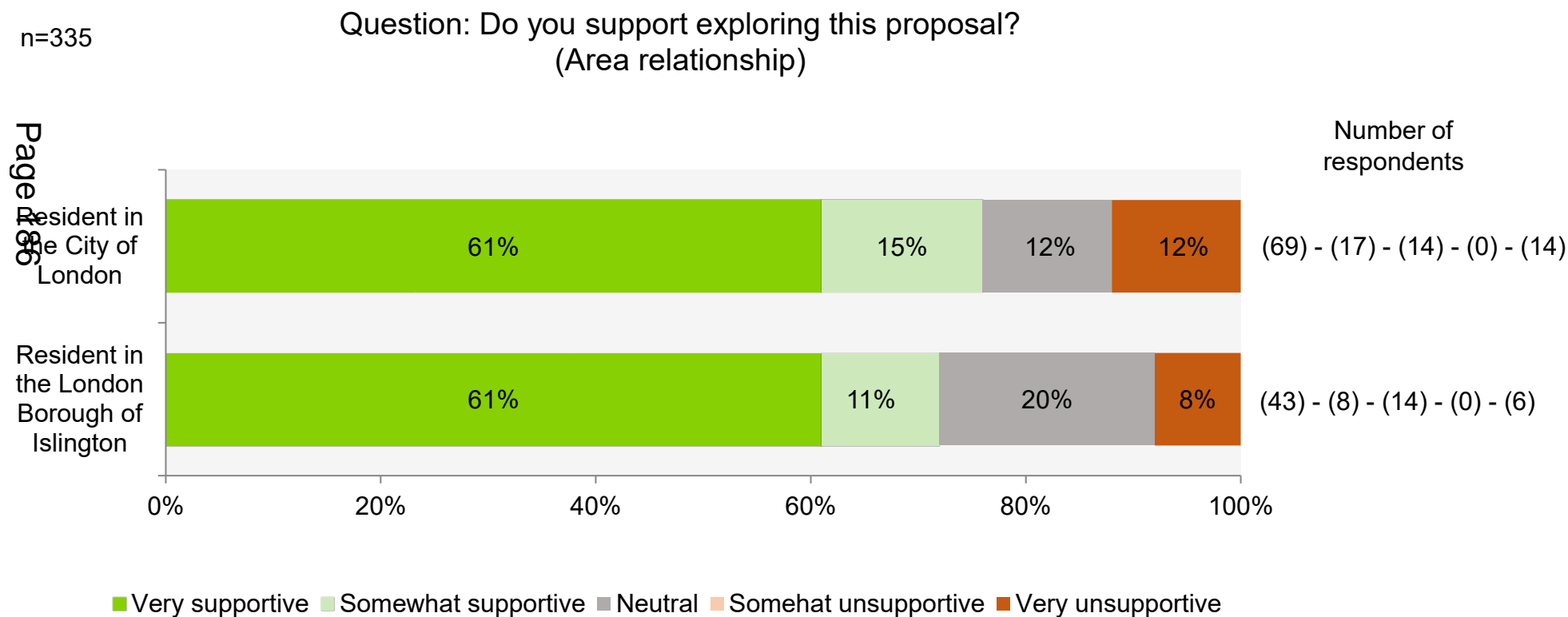
Over three-quarters (76%) of respondents supported the exploration of the proposal for Brackley Street. Strong support was expressed by 60% of all respondents. In contrast, just 12% were unsupportive, with 12% expressing a neutral opinion.



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 of 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.

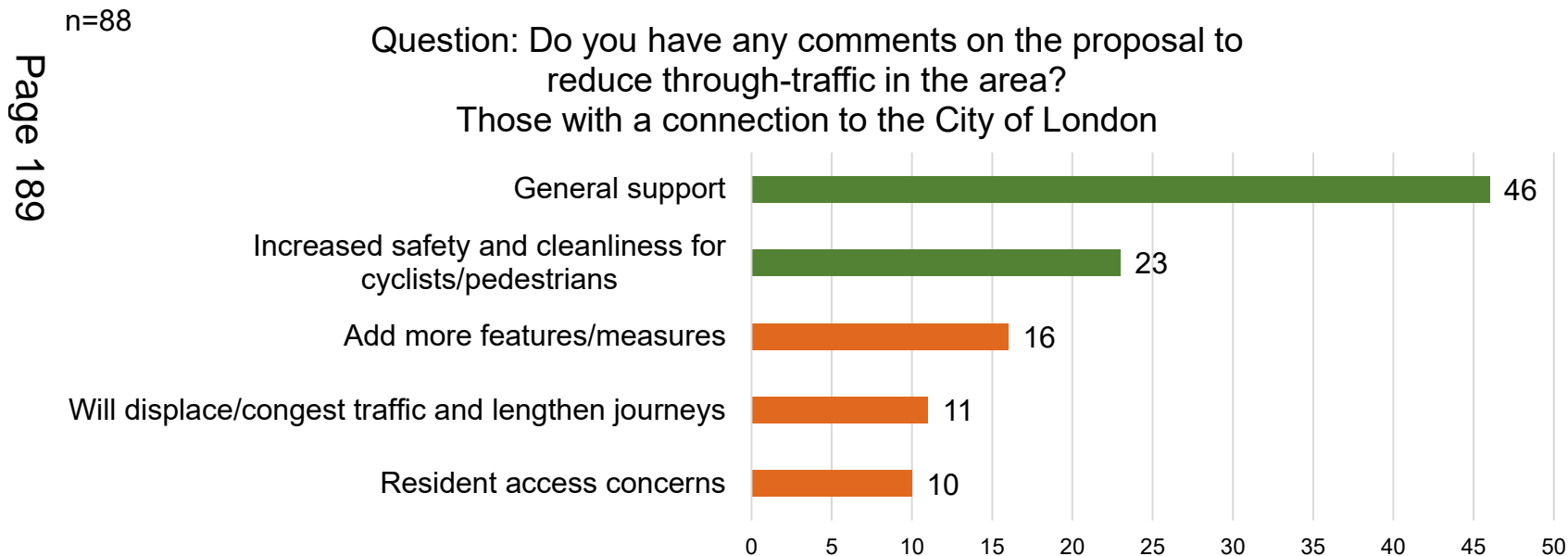
## Exemptions to traffic filters - Islington:

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.

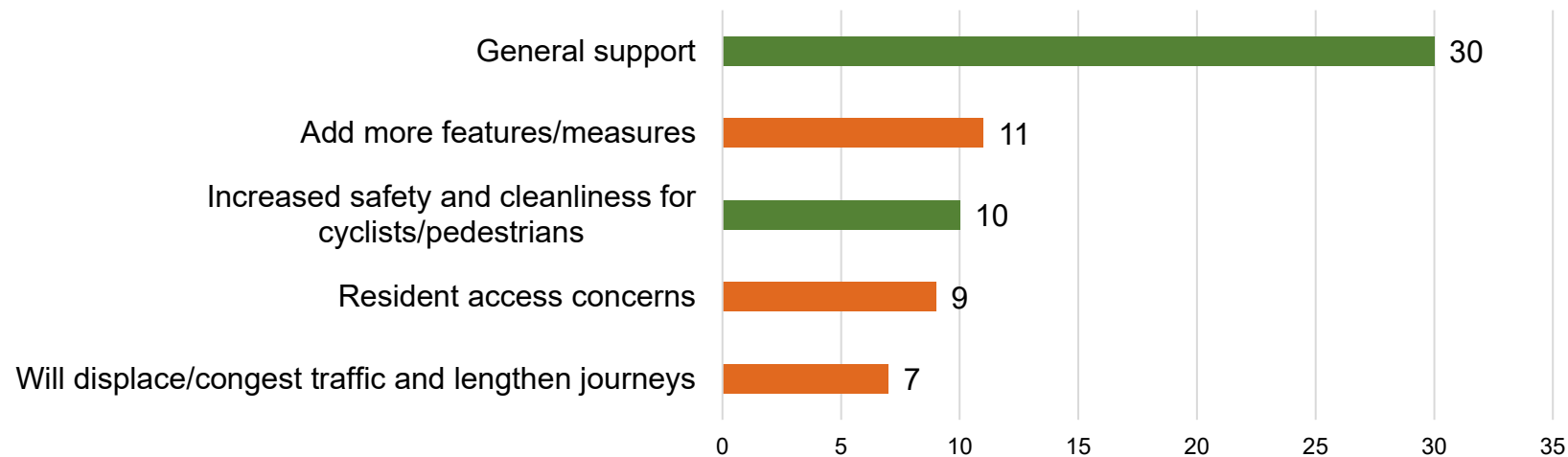
# Comments on the proposal to reduce through-traffic in the Bunhill Row area by those with a London Borough of Islington connection

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

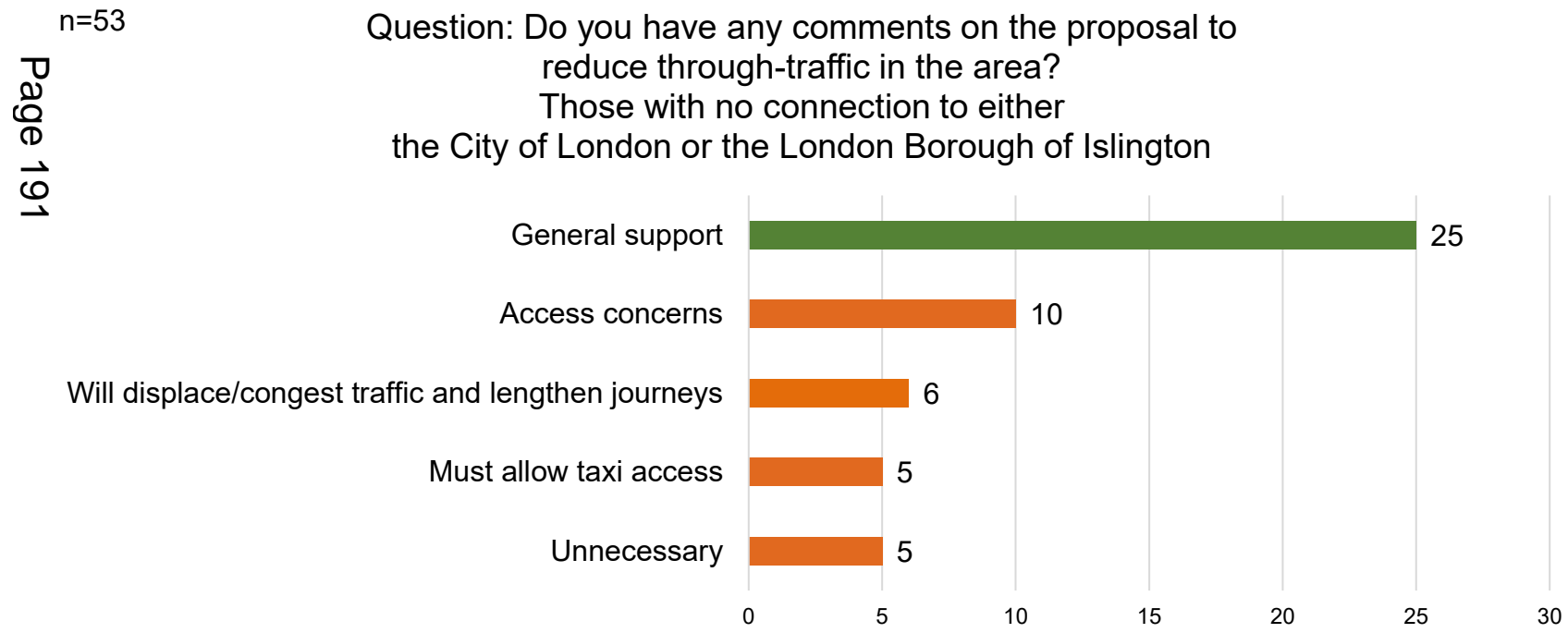
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Other comments – each given by no more than three respondents – included the view that the proposal was unnecessary, with a need to regulate cyclist behaviour, enforce measures and allow taxi access.

# 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.

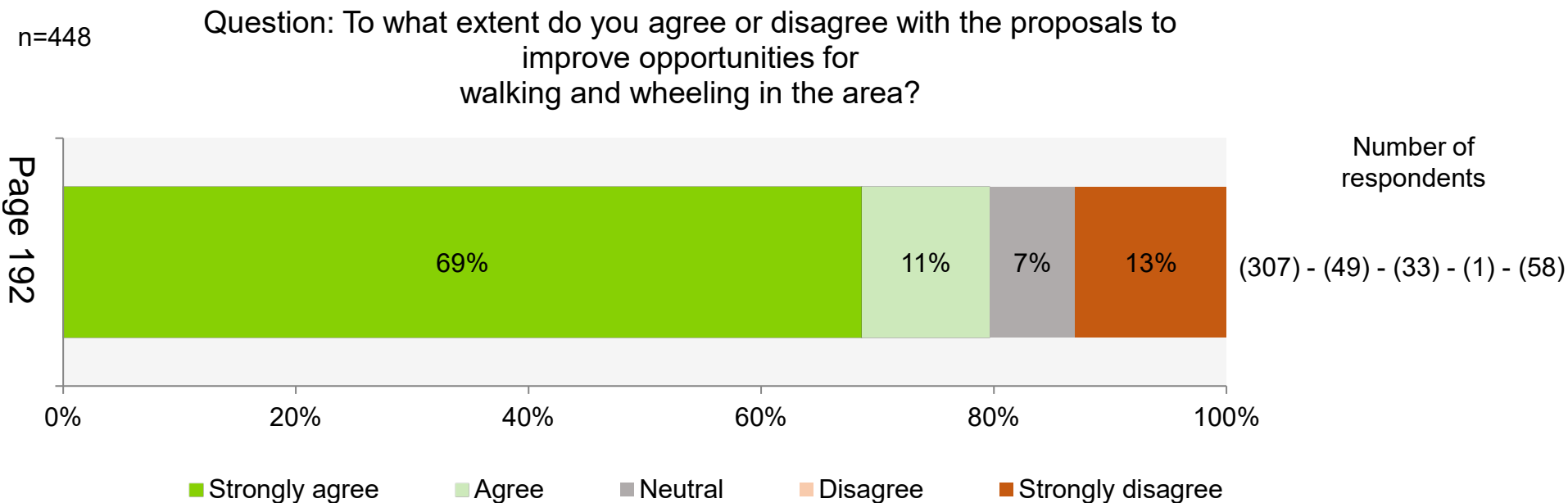


Other comments – each given by no more than four respondents – included envisaged safety benefits, a need to regulate cyclist behaviour, enforce measures and a need for additional features/measures.

75

# 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.

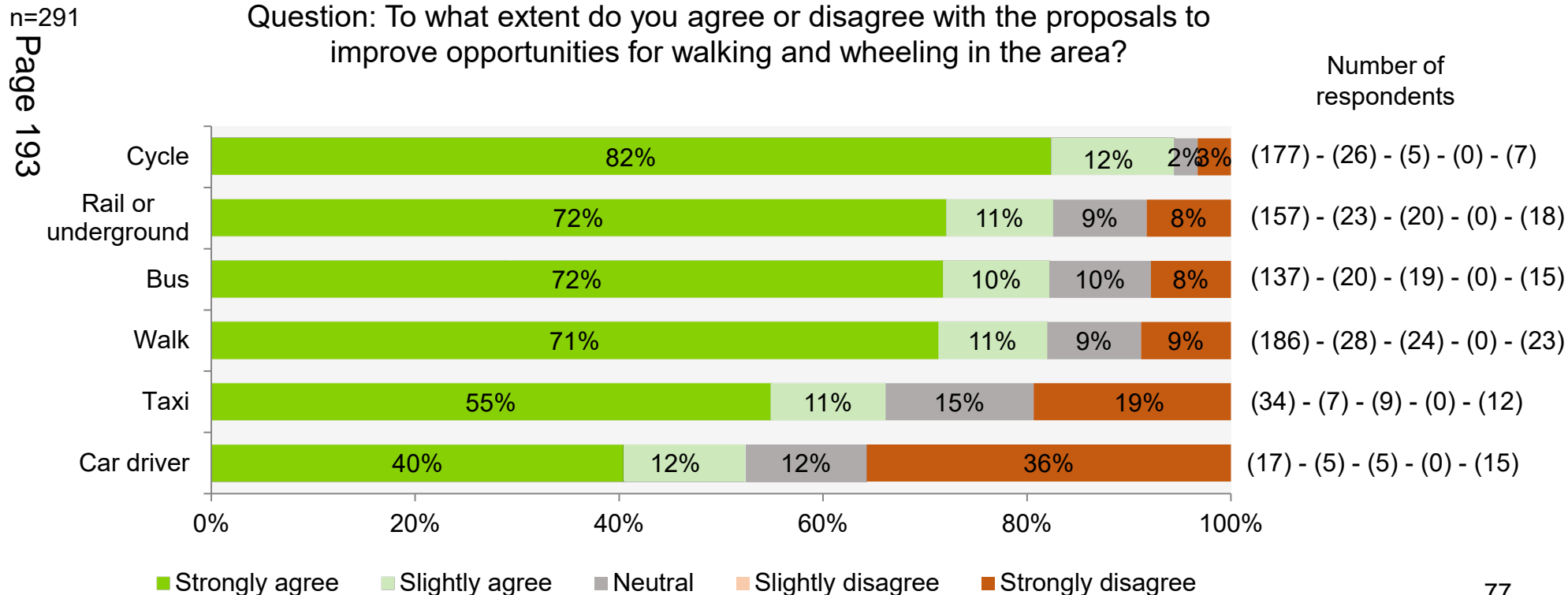


On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.

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

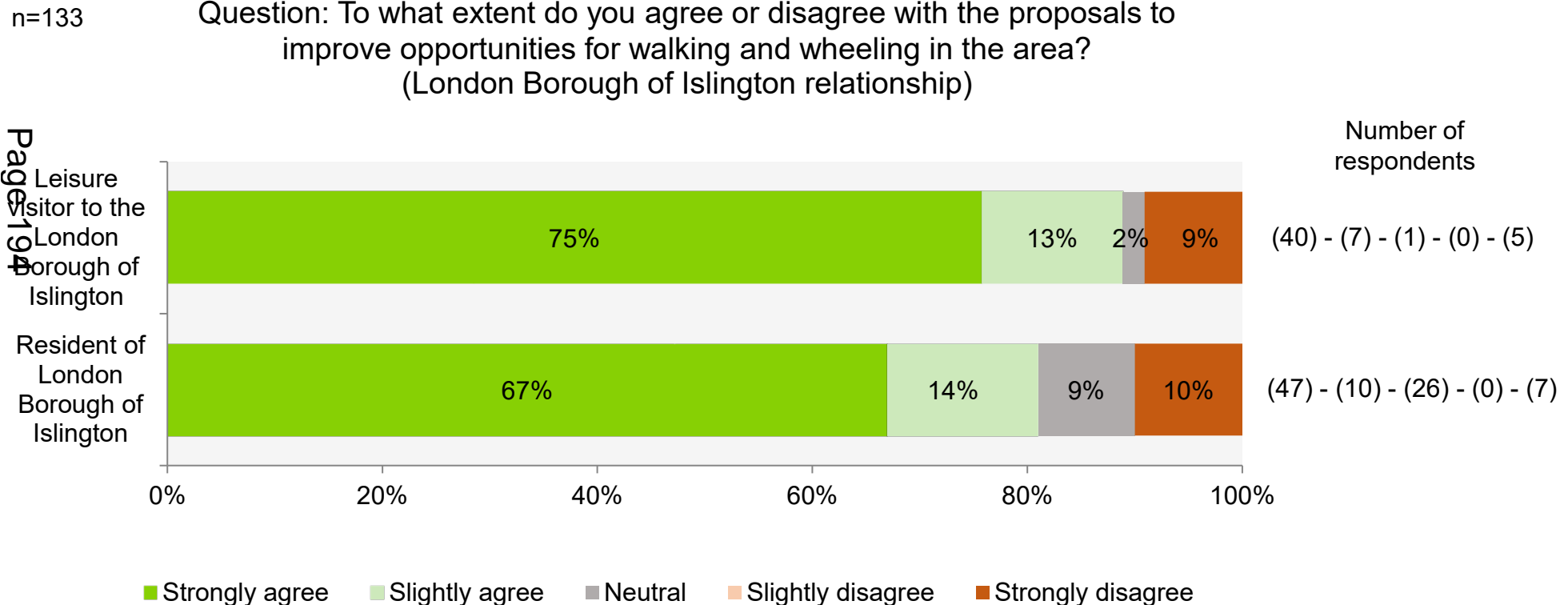
A majority of contributors using every travel mode agreed with the proposals to improve opportunities for walking and wheeling in the area - with many strongly agreeing with these. This agreement peaked among those who identified as cyclists (94%).

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

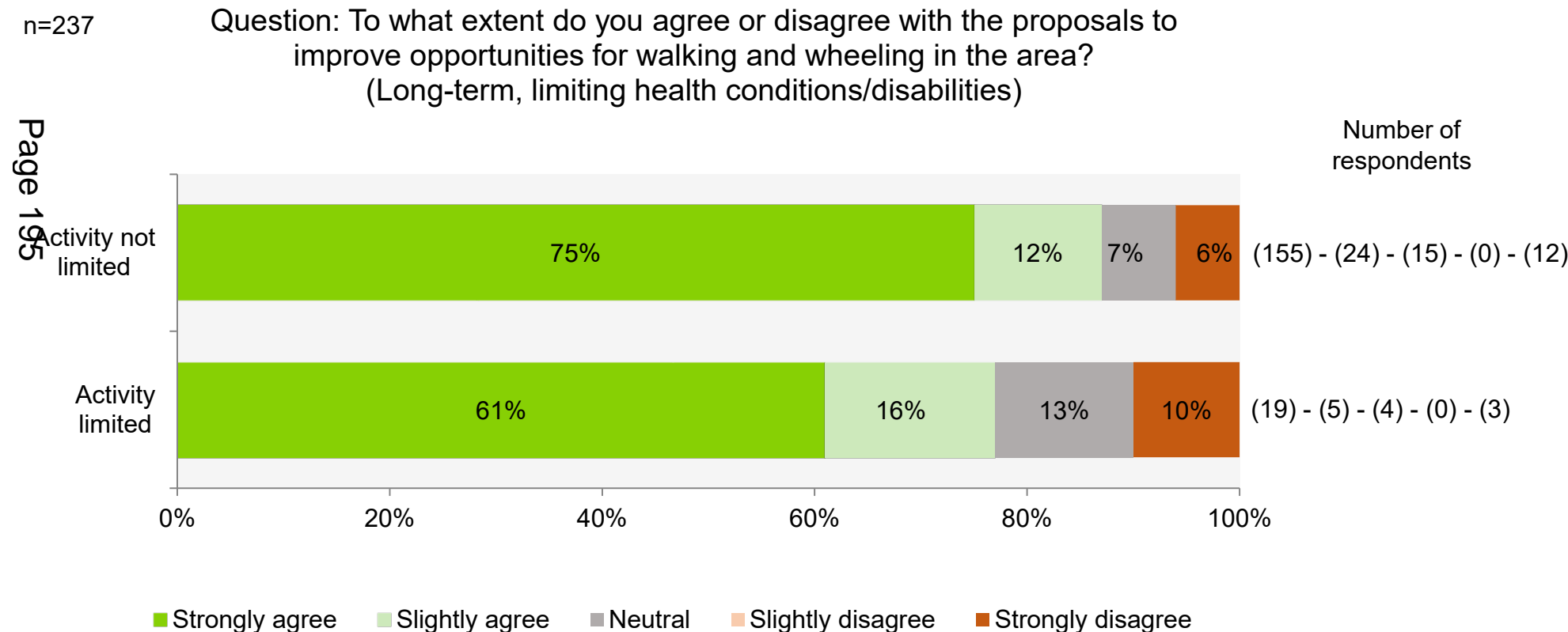
Strong, majority agreement with the proposals to improve opportunities for walking and wheeling in the area was expressed by leisure visitors to (88%) and residents of (81%) the London Borough of Islington. Again, disagreement was comparatively limited.



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

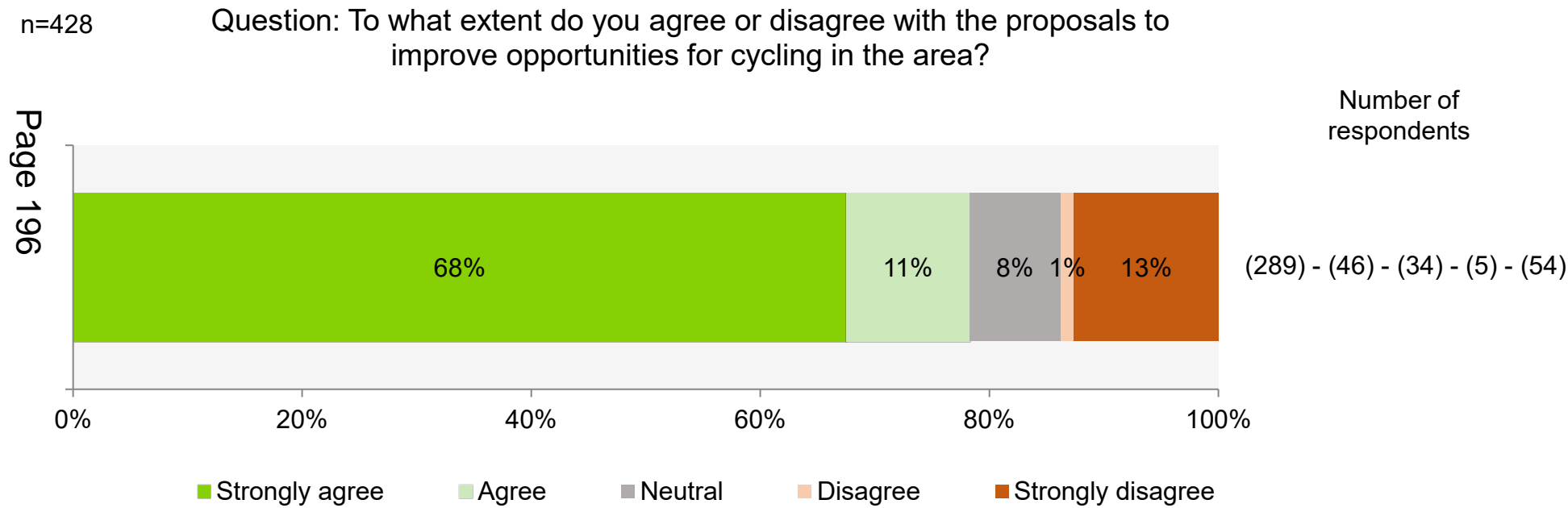
# How agreement with the proposals to improve opportunities for walking and wheeling in the area varied in relation to long-term, limiting health conditions/disabilities

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.



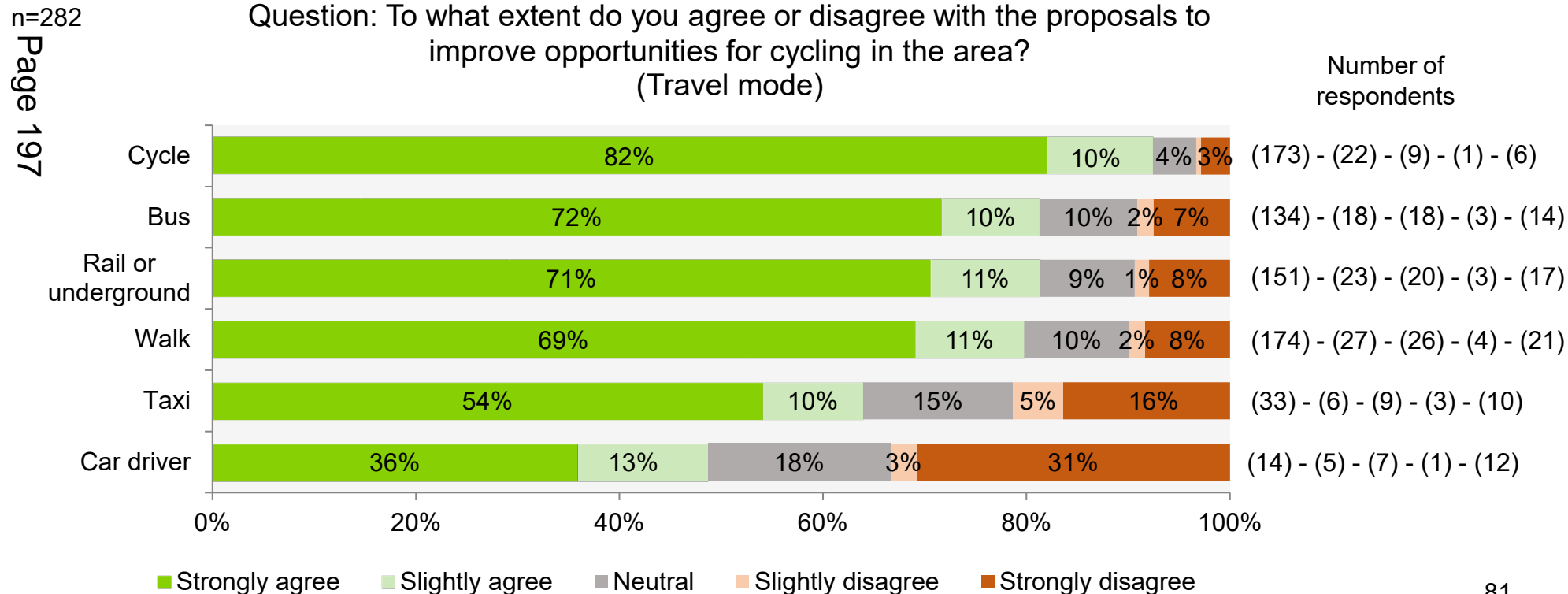
On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.



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

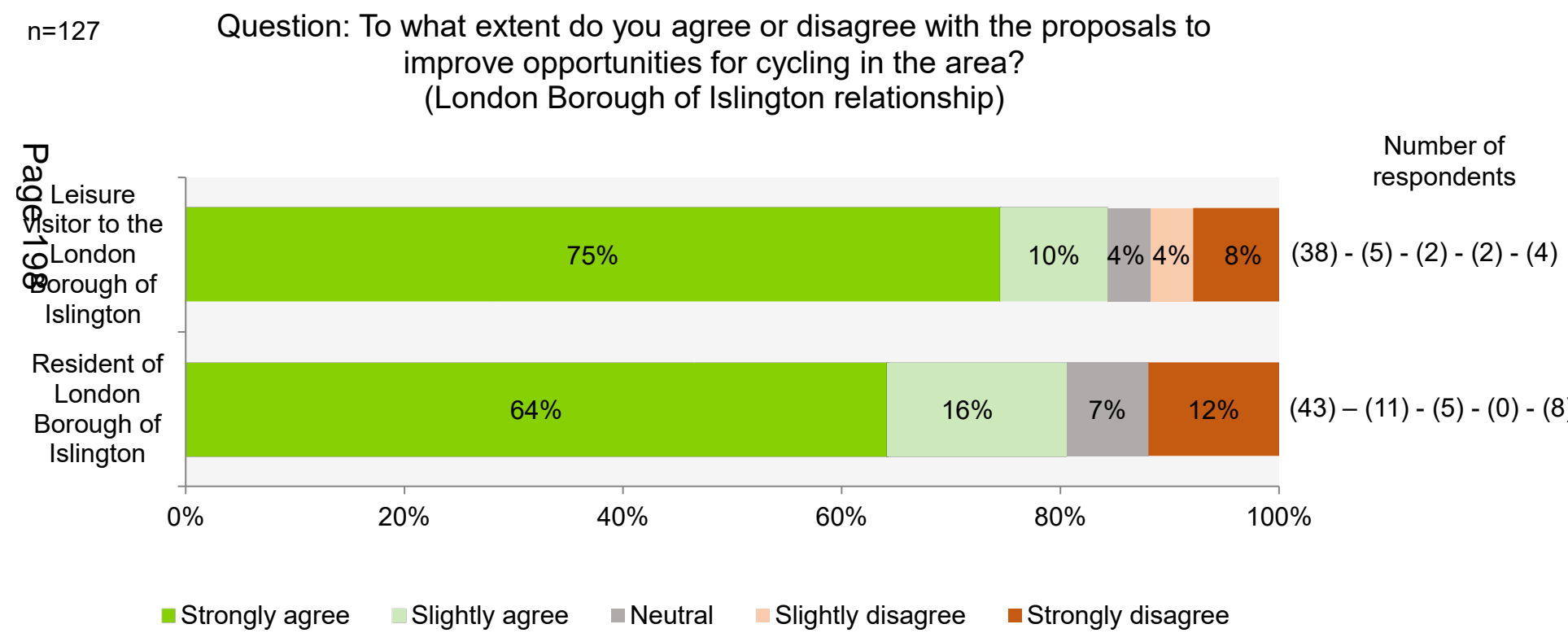
A majority of contributors using every travel mode agreed with the proposals to improve opportunities for walking and wheeling in the area - with many strongly agreeing with these. This agreement peaked among those who identified as cyclists (94%).

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.

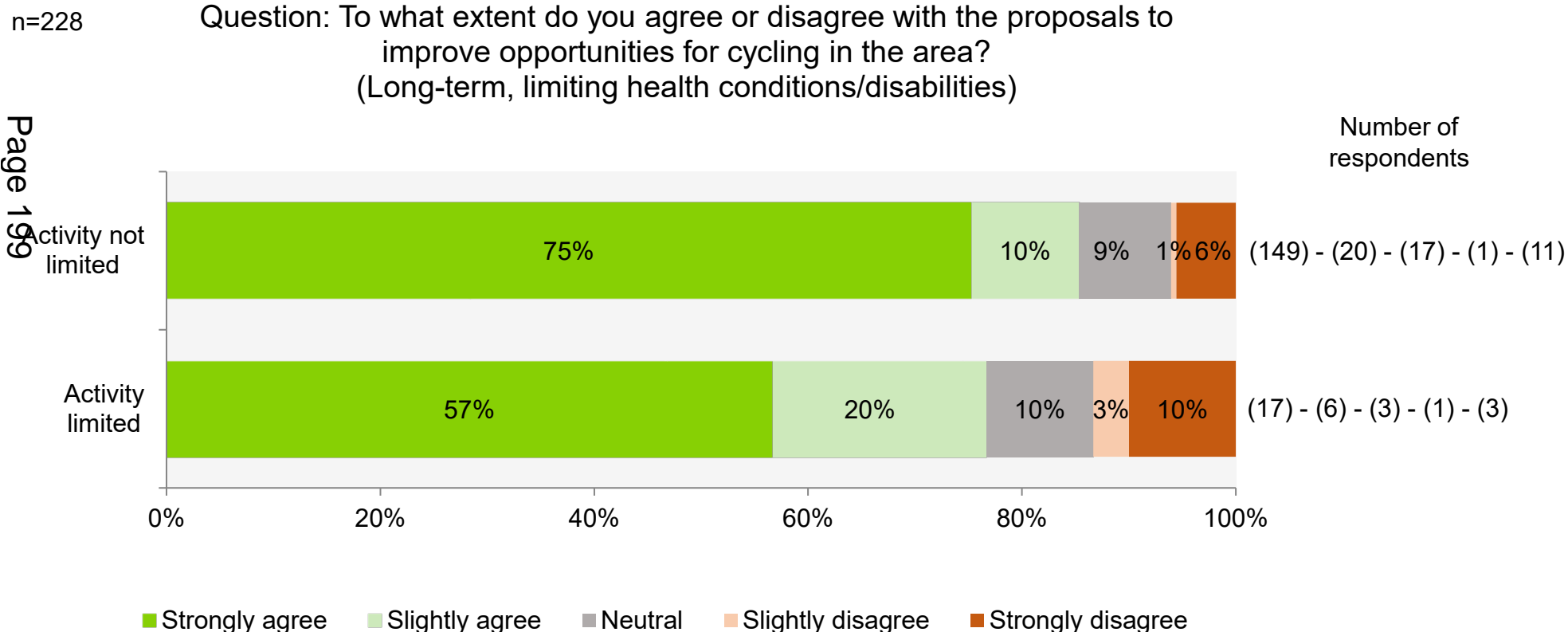


Note that some relationship types (business owners, business visitors and workers) lacked a sufficient number of respondents to allow meaningful analysis.

82

# 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.

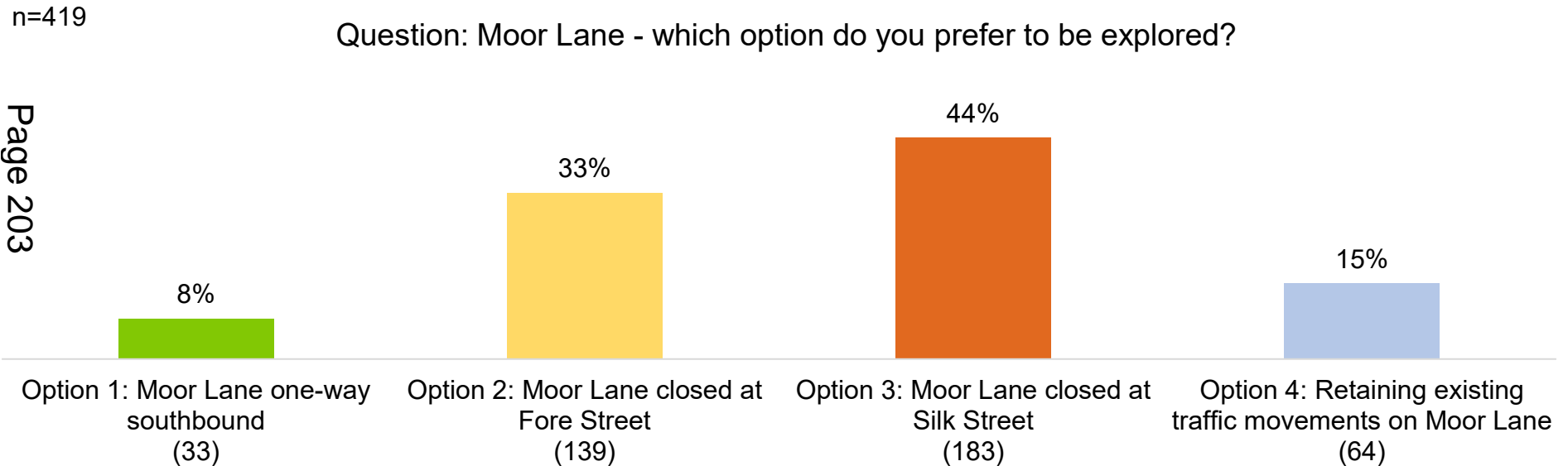
# Moor Lane – the four proposal options

- 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.

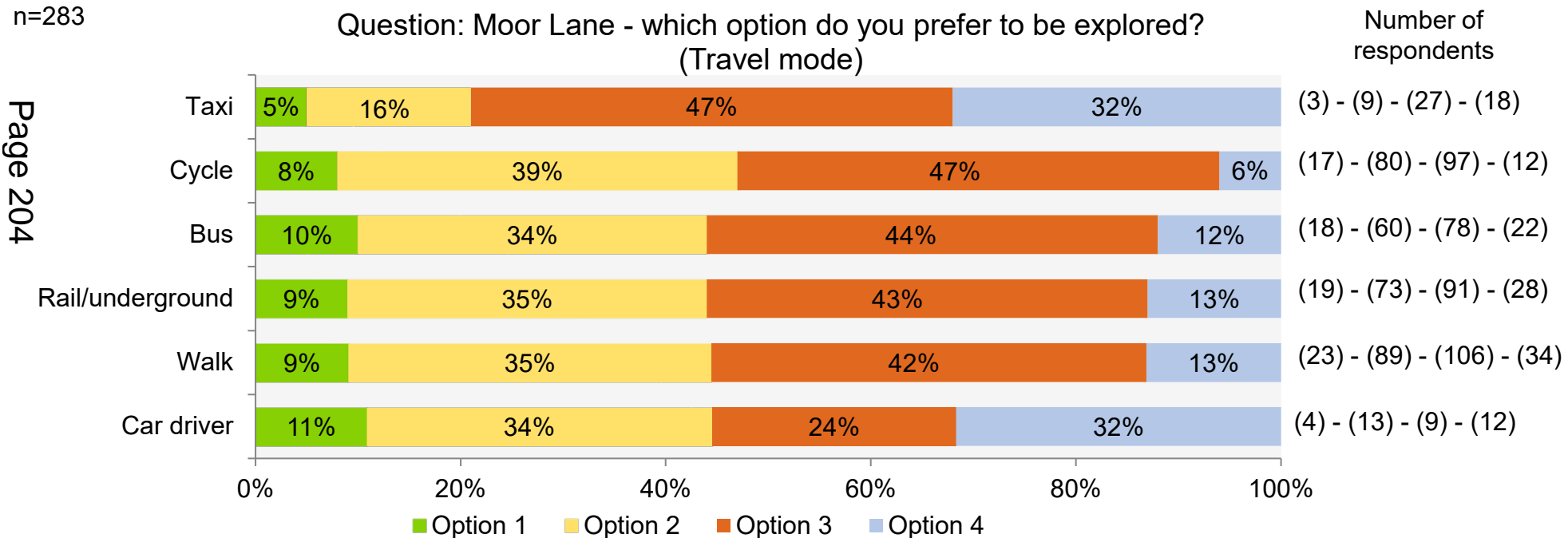


On the following pages, we see how support for each option varied by respondents' travel mode, their relationship to the City and to the Borough of Islington, and long-term, limiting health conditions/disabilities.

# 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.

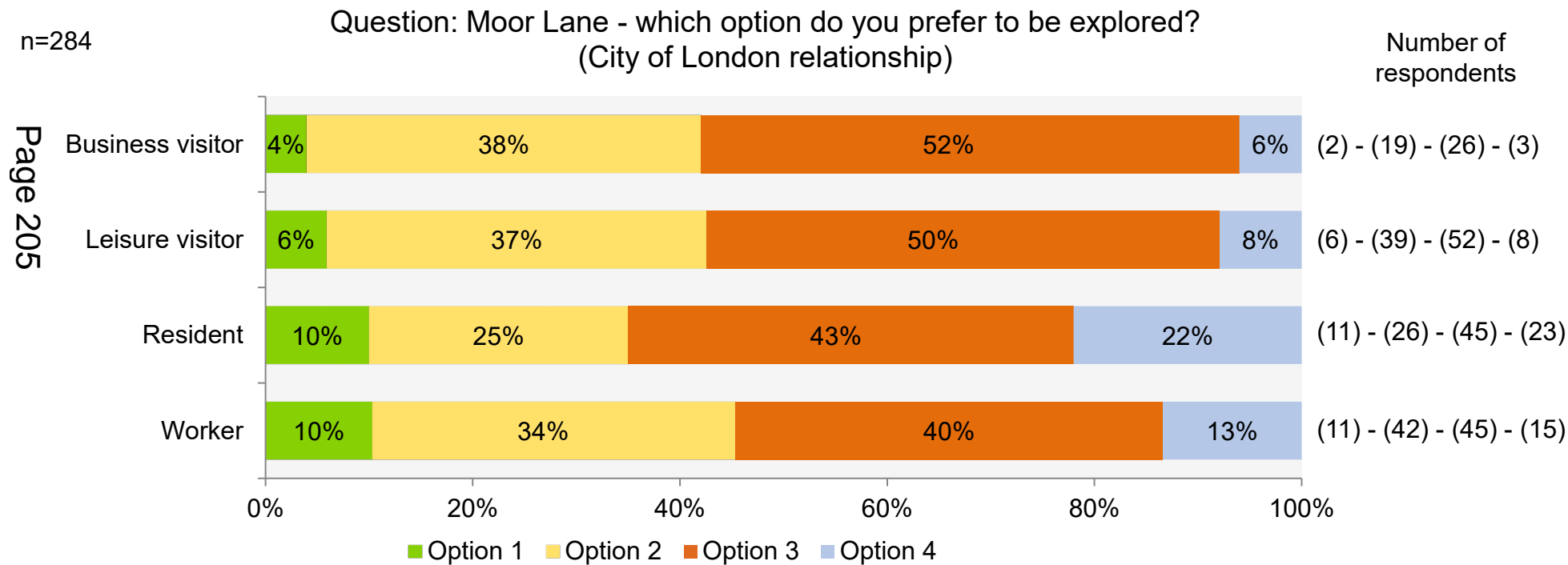


Note that some travel modes (those who identified as private vehicle driver, motorcycle, van/lorry, wheelchair/mobility scooter, car passenger and other types) included insufficient data to allow meaningful analysis.



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

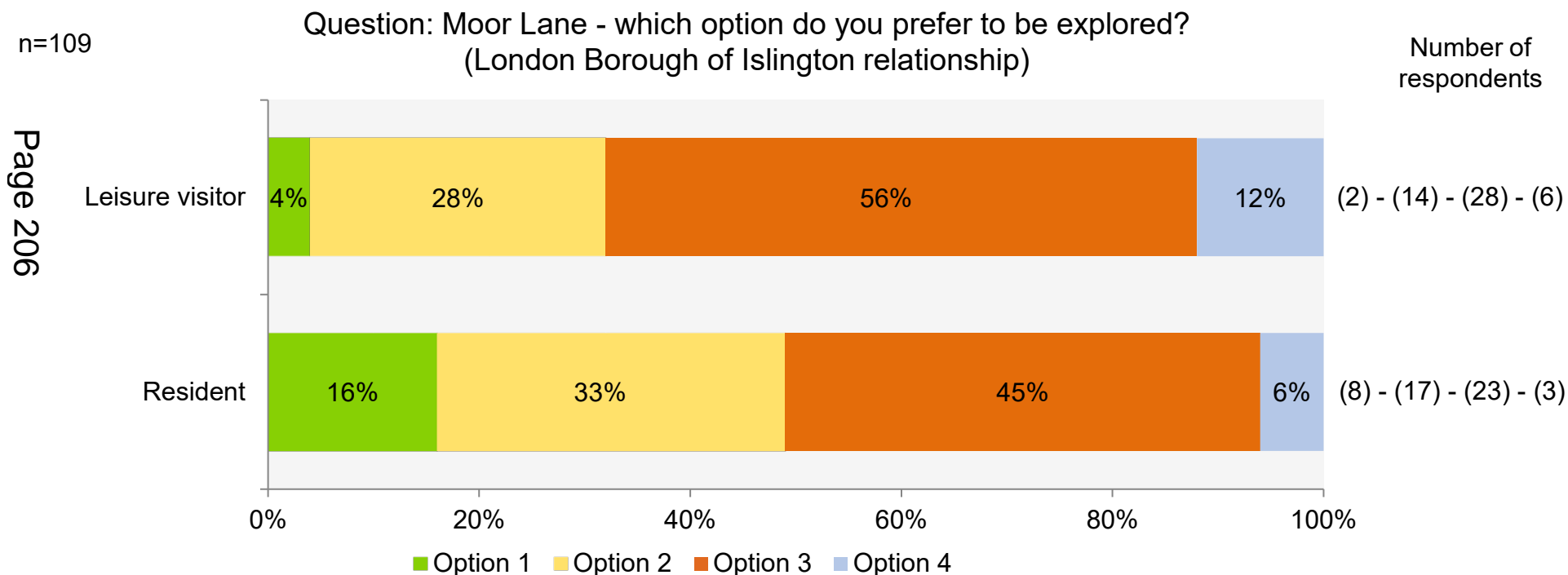
Across all groups, option 3 emerged as the preferred option. This support peaked among those visiting for business (52%) and for leisure (50%).



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

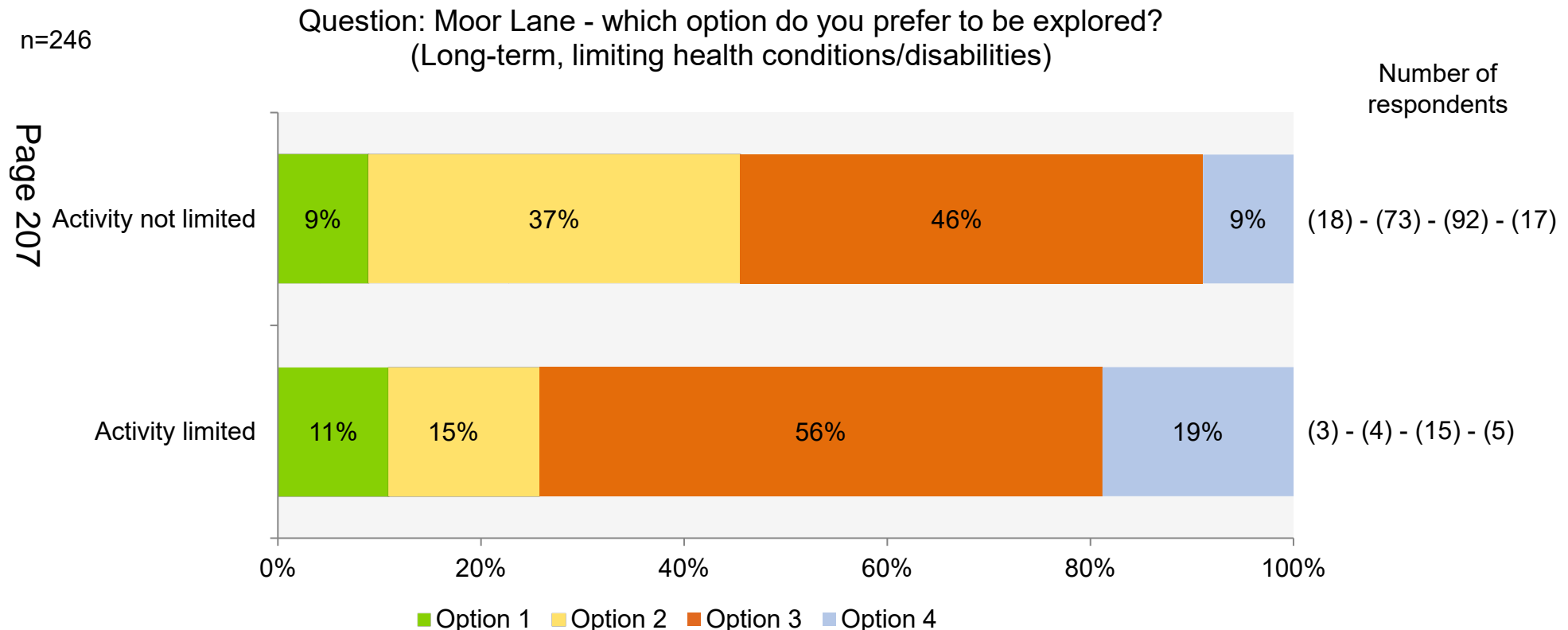
Among both residents of, and leisure visitors to, the London Borough of Islington, option 3 emerged as the preferred option. This support peaked among those visiting for leisure (56%).



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.

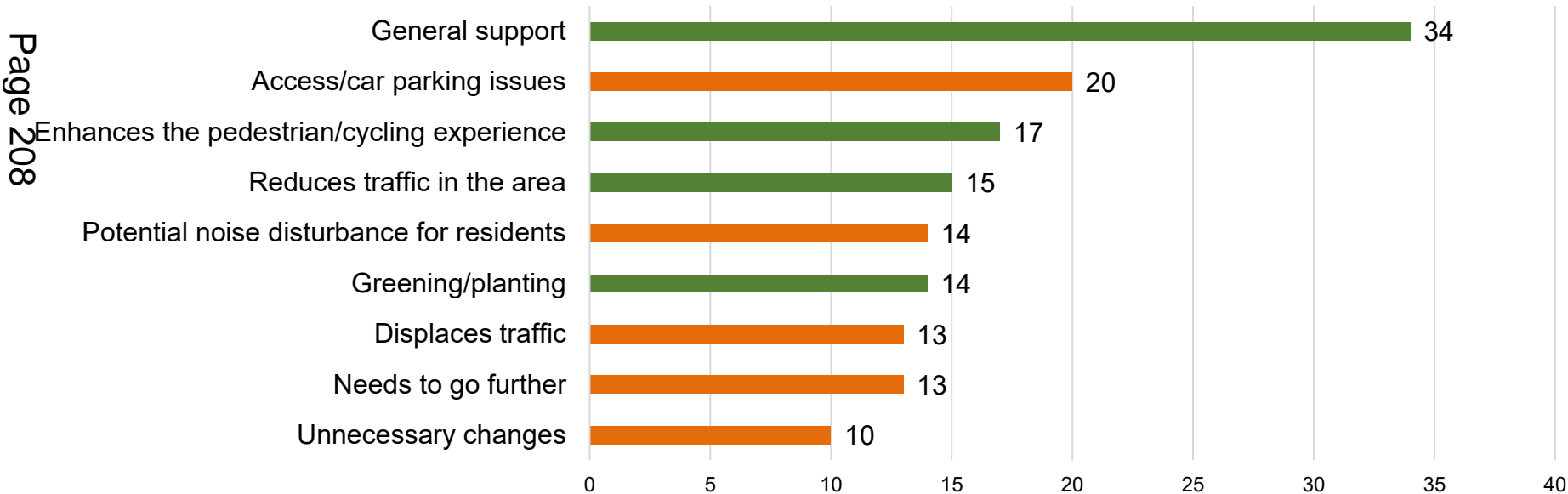


# Comments on options for Moor Lane

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 210

- 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)

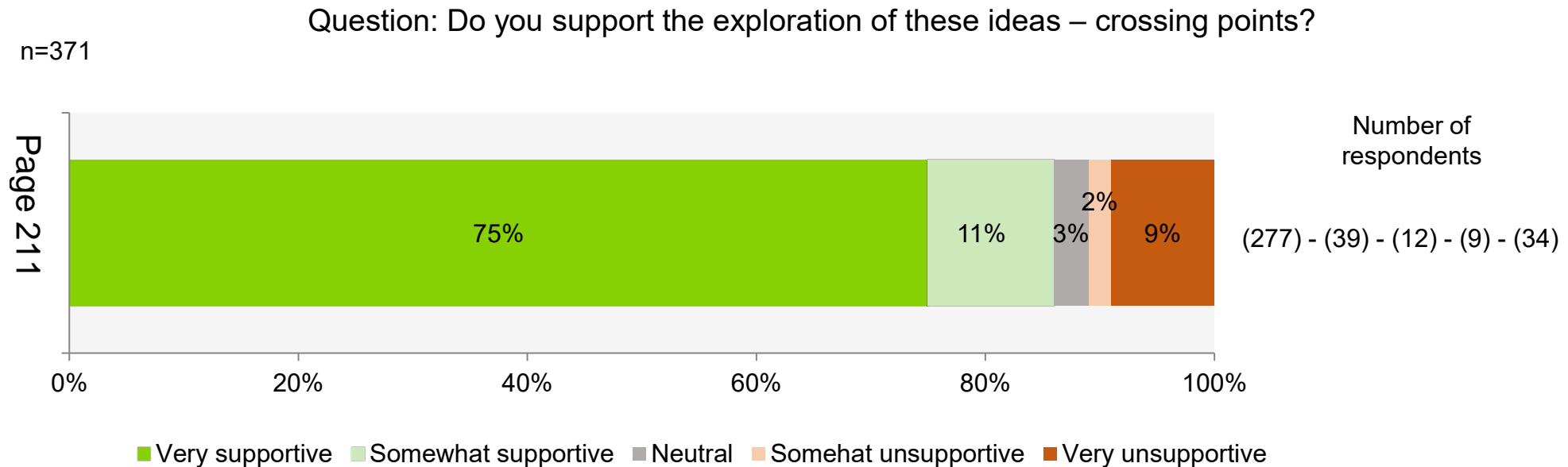
The project team are working with Transport for London to make improvements to bus journey times and reduce delay for bus passengers on City Road, between Lackington Street and Epworth Street. Proposals would introduce a new section of bus lane and make other changes including upgrades to some crossings.

## 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.

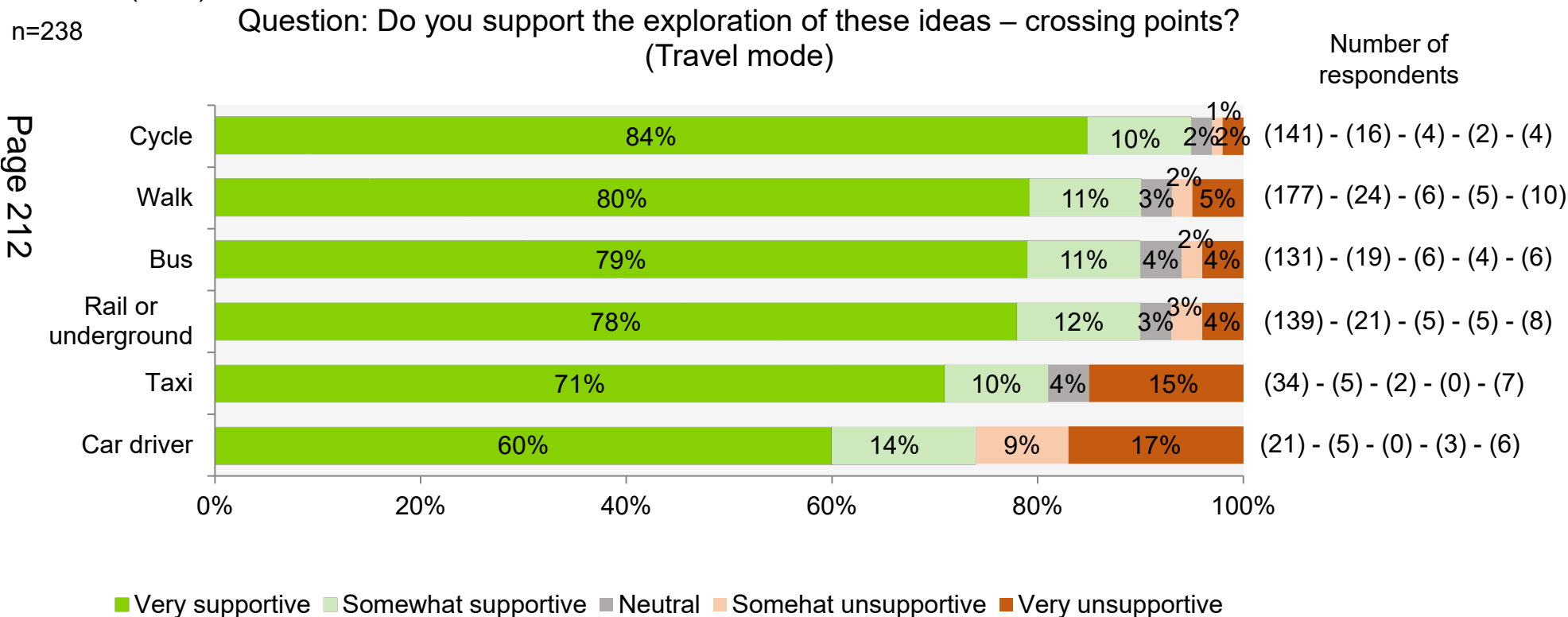


On the following pages, we see how support for the ideas for Aldersgate Street crossing points varied by respondents' travel mode, their residence in the area, and long-term, limiting health conditions/disabilities.

# 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%).

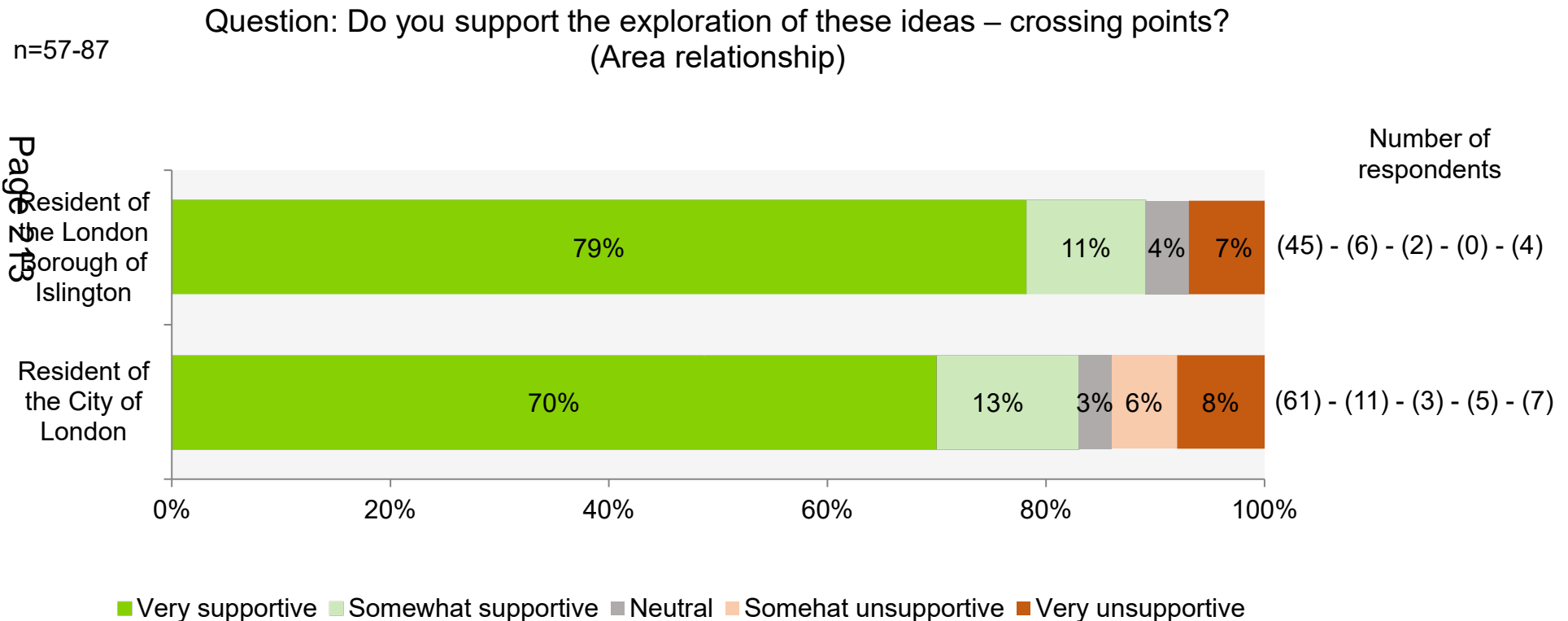
In contrast, opposition was highest among those who identified as car drivers (26%) and those who identified as taxi users (15%).





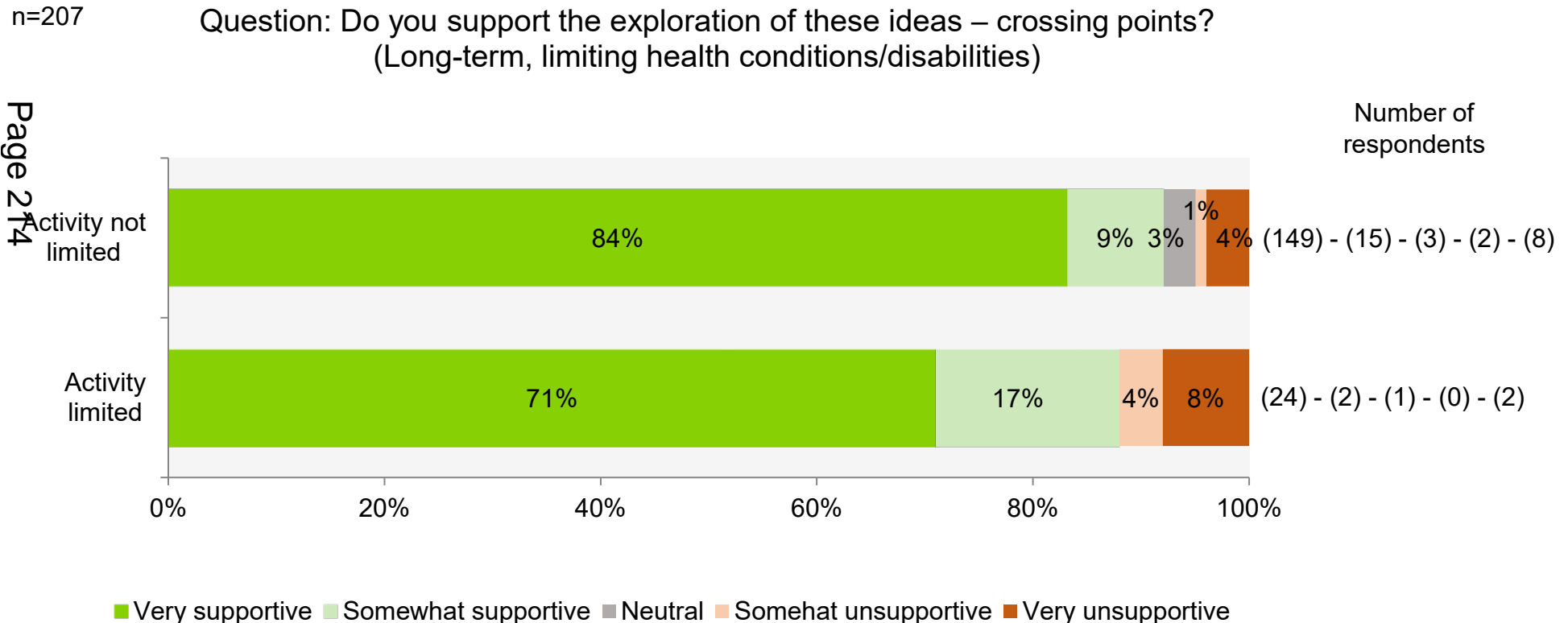
# How support for the exploration of ideas for Aldersgate Street crossing points varied according to area residence

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

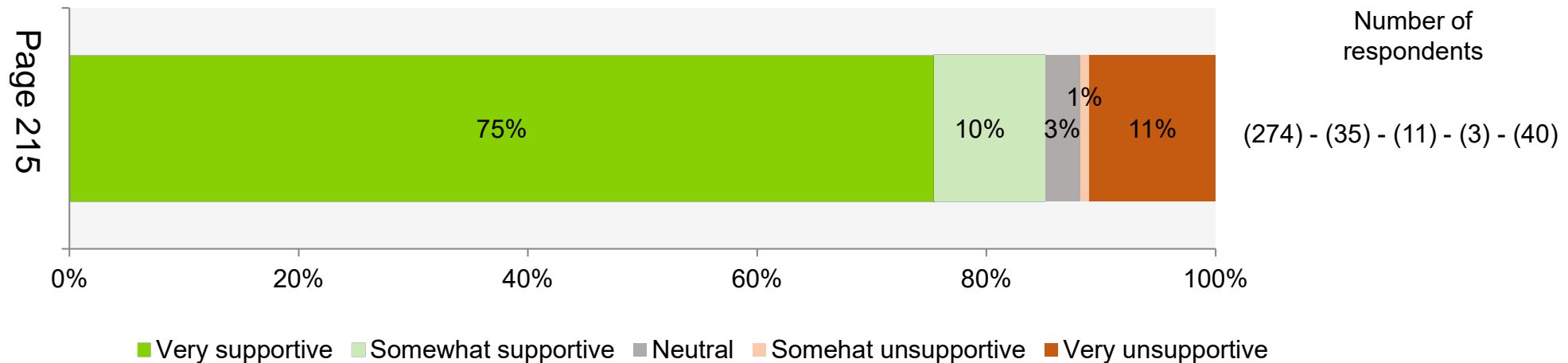
Majority support for the exploration of ideas for Aldersgate Street crossing points was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not.



# 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?



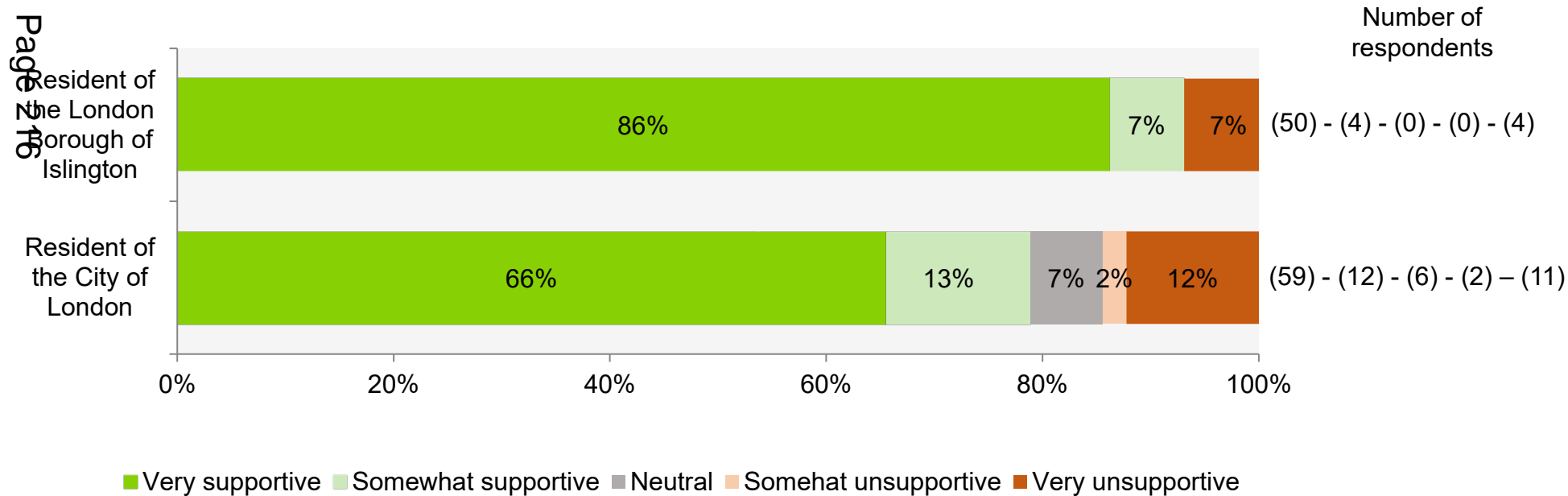
On the following page, we see how support for the ideas for Aldersgate Street protected space varied by respondents' residence in the area.

# 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.

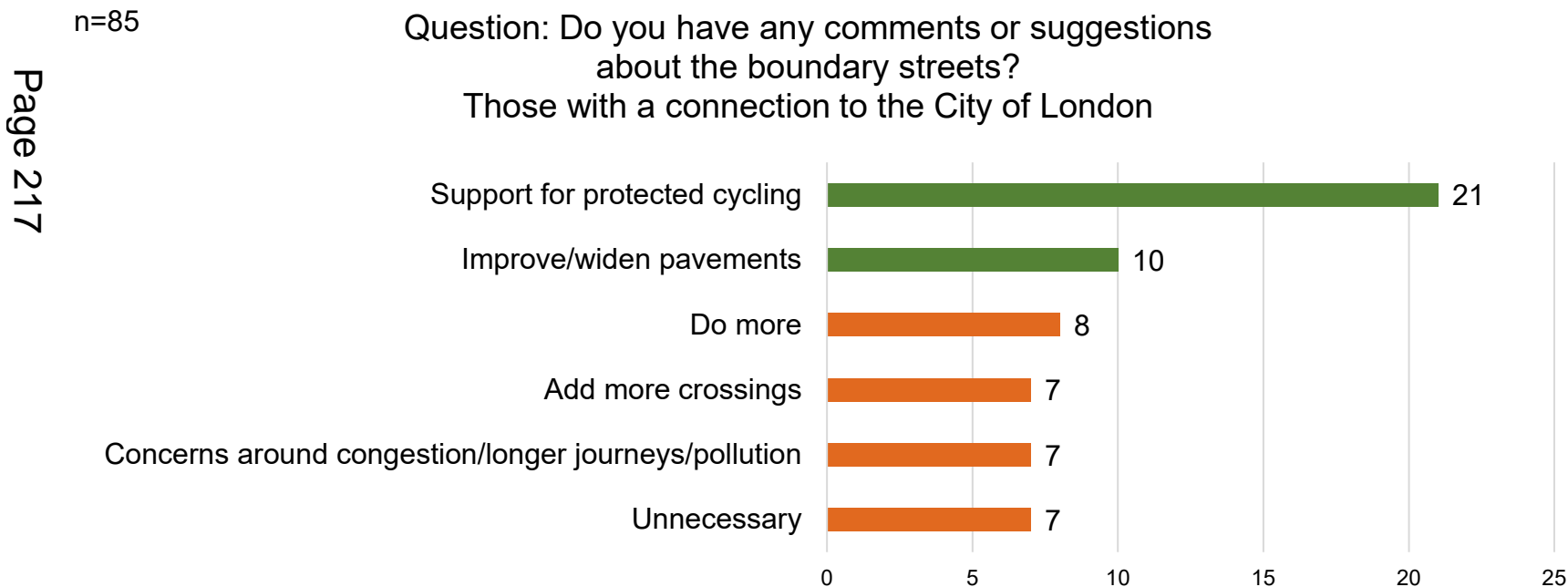
n=58-90

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

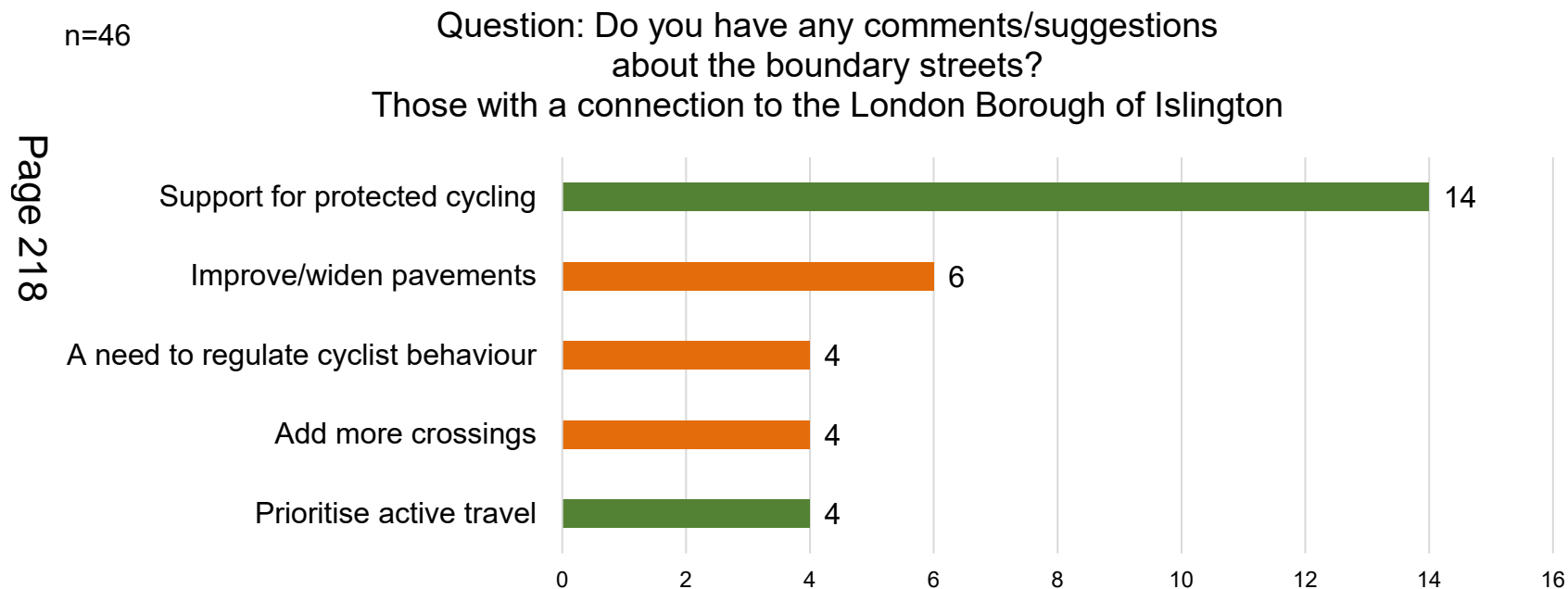
85 respondents with a City of London connection left comments/suggestions on the boundary streets in the area. Some respondents made more than one comment. These comments focused on support for measures to protect cyclists and a need to improve and widen pavements. However, some respondents requested 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

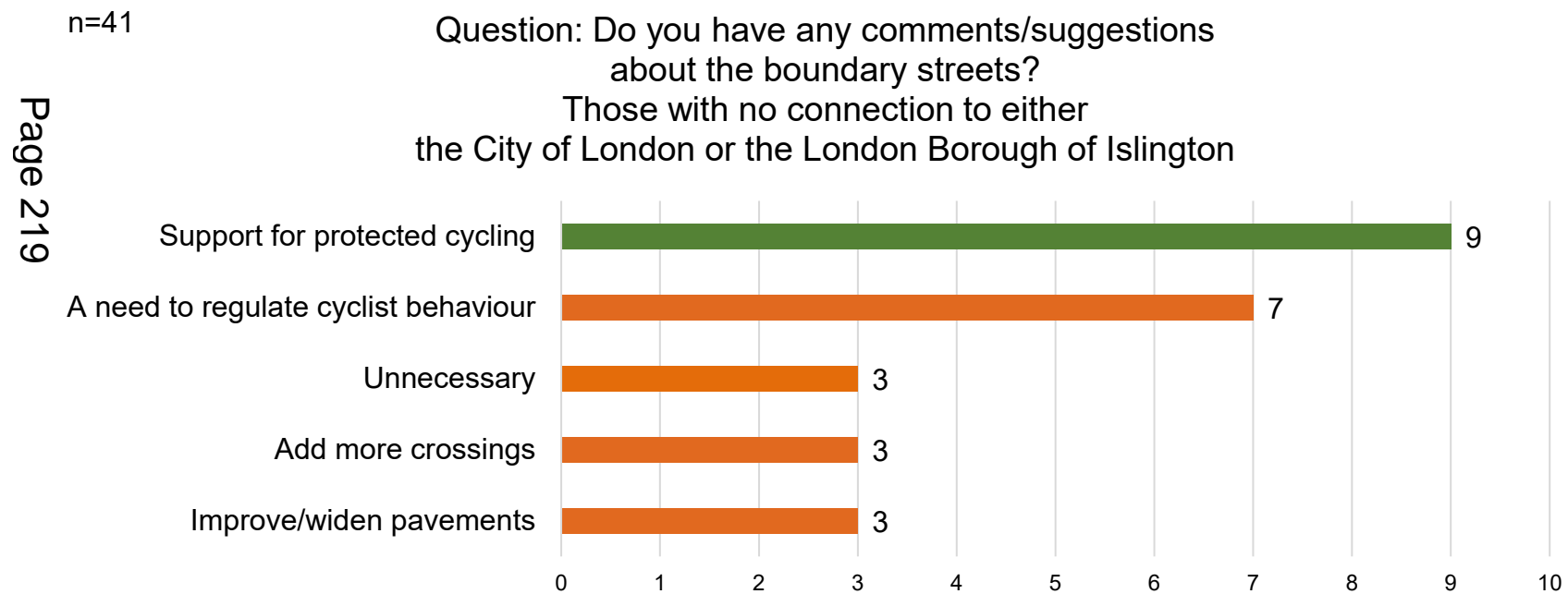
46 respondents with a London Borough of Islington connection left comments on boundary streets in the area. Some respondents made more than one comment. These comments focused on support for measures to protect cyclists. Categories in green indicate supporting comments and perceived benefits, while those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

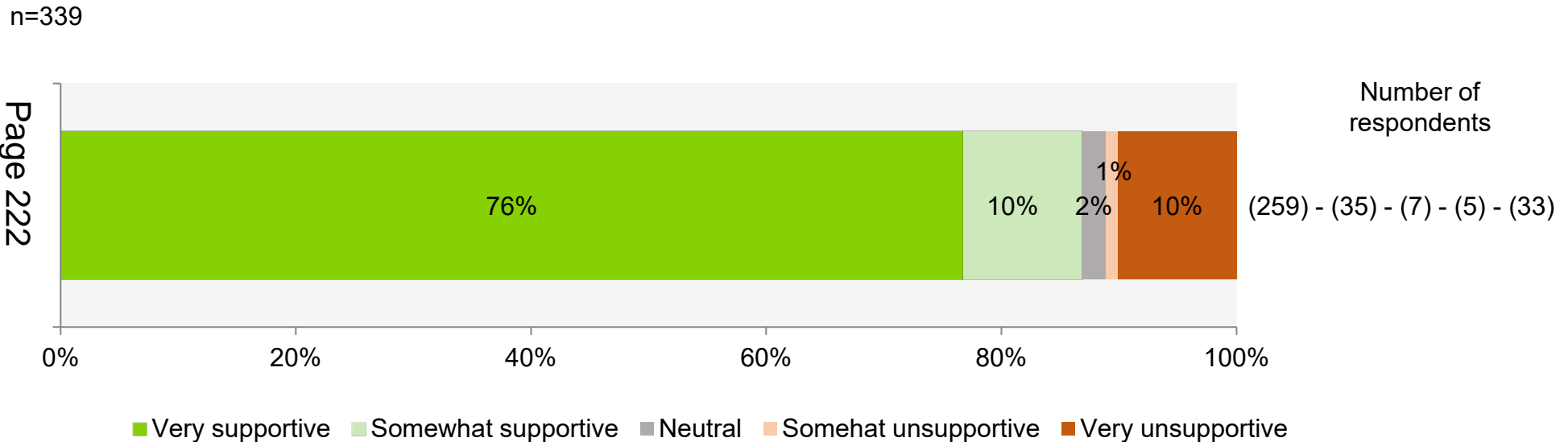
The width of these streets is more than is needed for the amount of traffic that uses them. Pavement widening without changing traffic access or movements could be explored.

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.

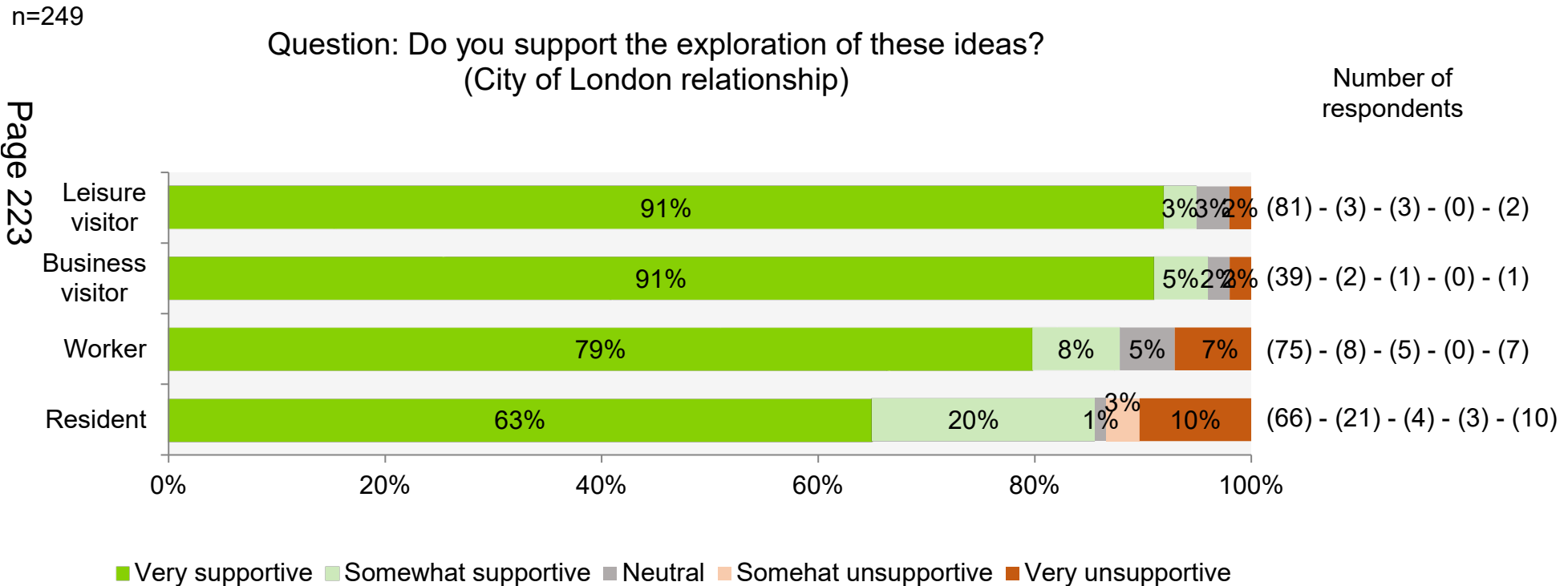
Question: Do you support the exploration of these ideas?



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.

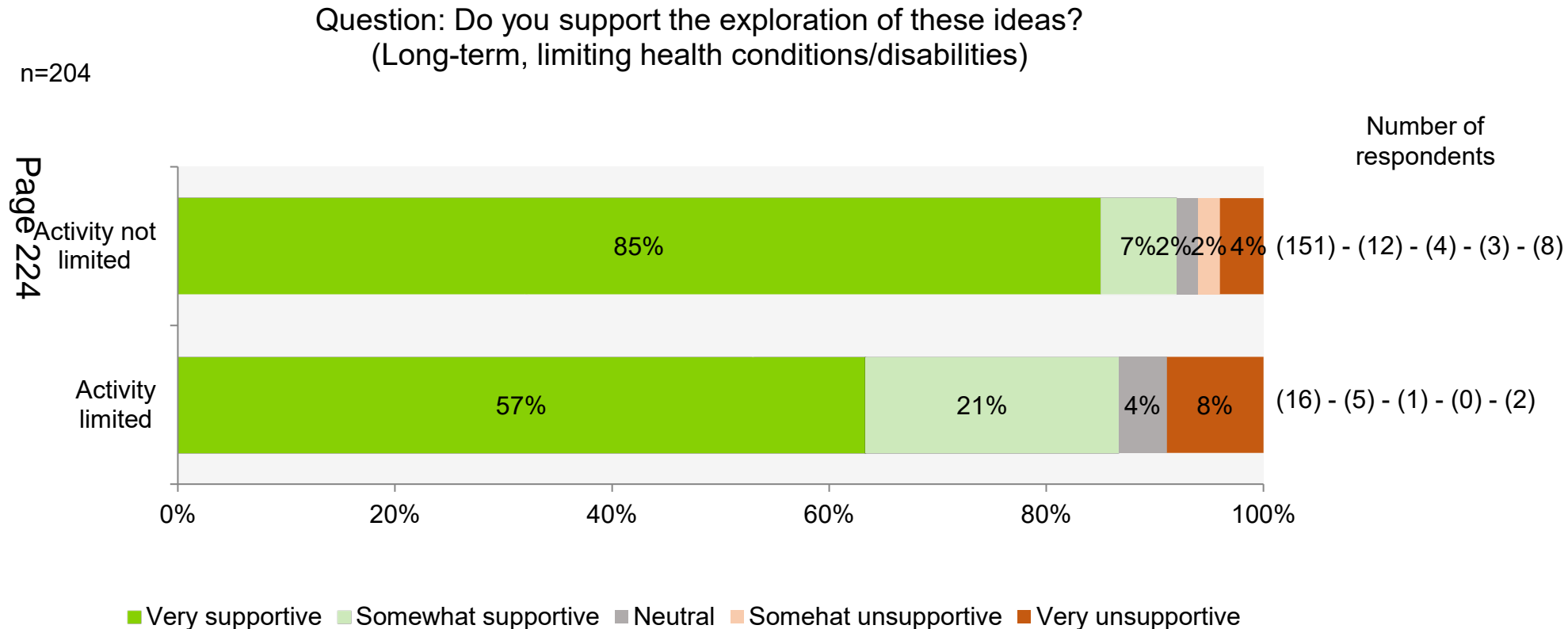
# How support for the exploration of ideas for Fore Street, Wood Street, Silk Street and Ropemaker Street varied according to City of London relationship

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.

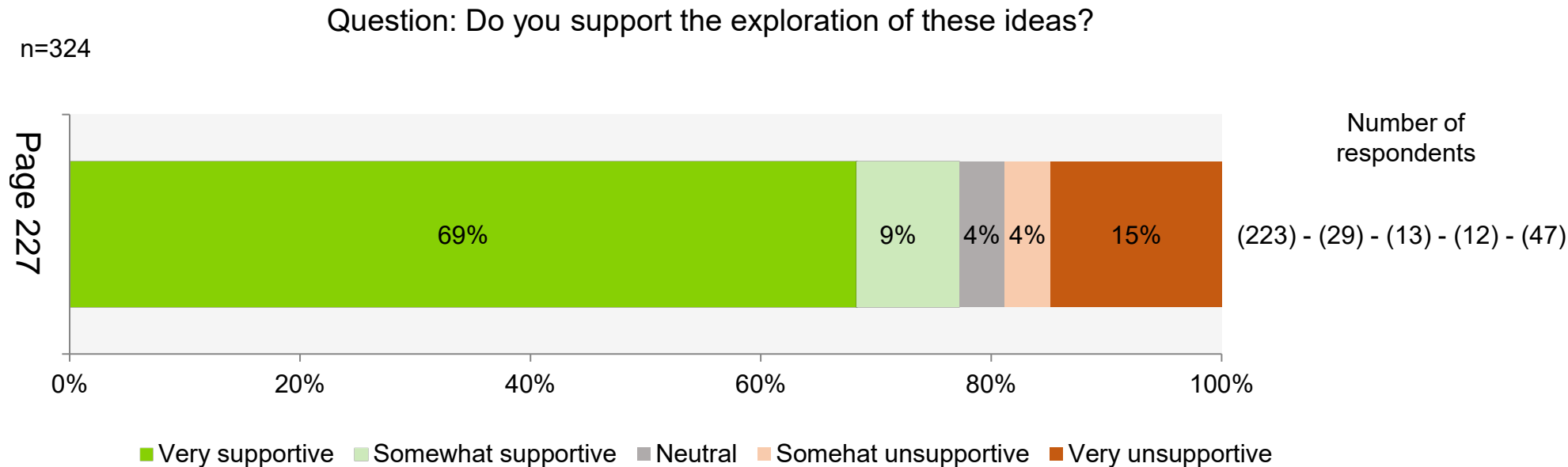
Closing the section of Milton Street to all traffic between Silk Street and The Heron access road to introduce a public space that could include trees, planting and seating, could be explored.

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

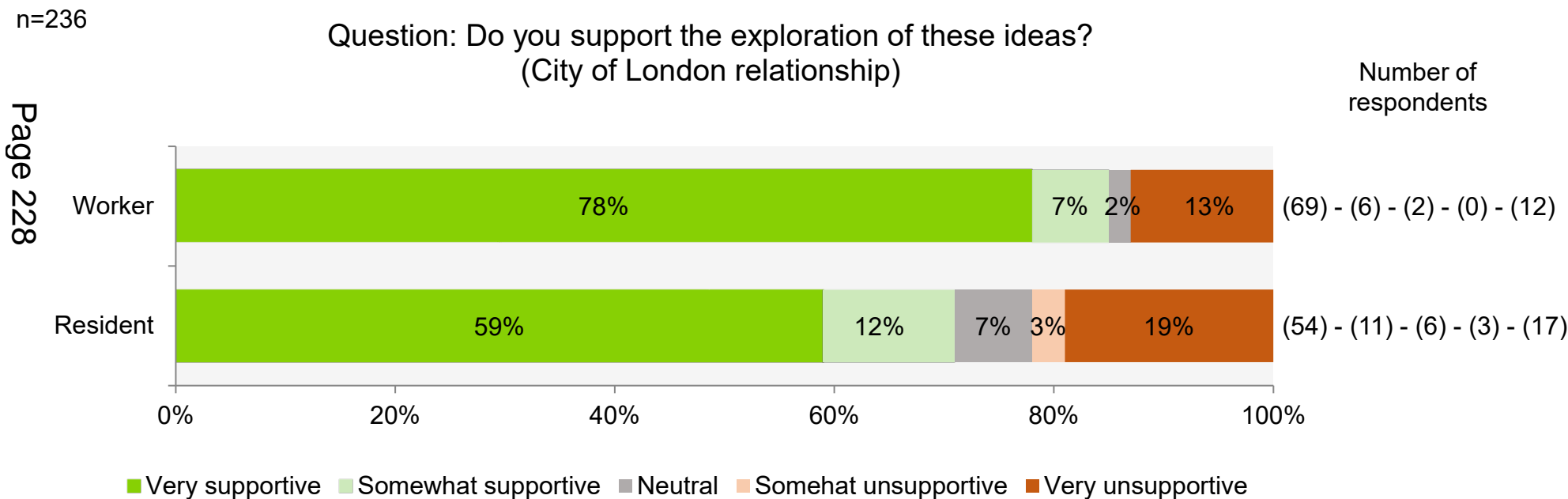
Over three-quarters (76%) of respondents supported the City of London Corporation's exploration of ideas for Milton Street. From many, this support was strong. In contrast, just 19% were unsupportive, with 4% expressing a neutral opinion.



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

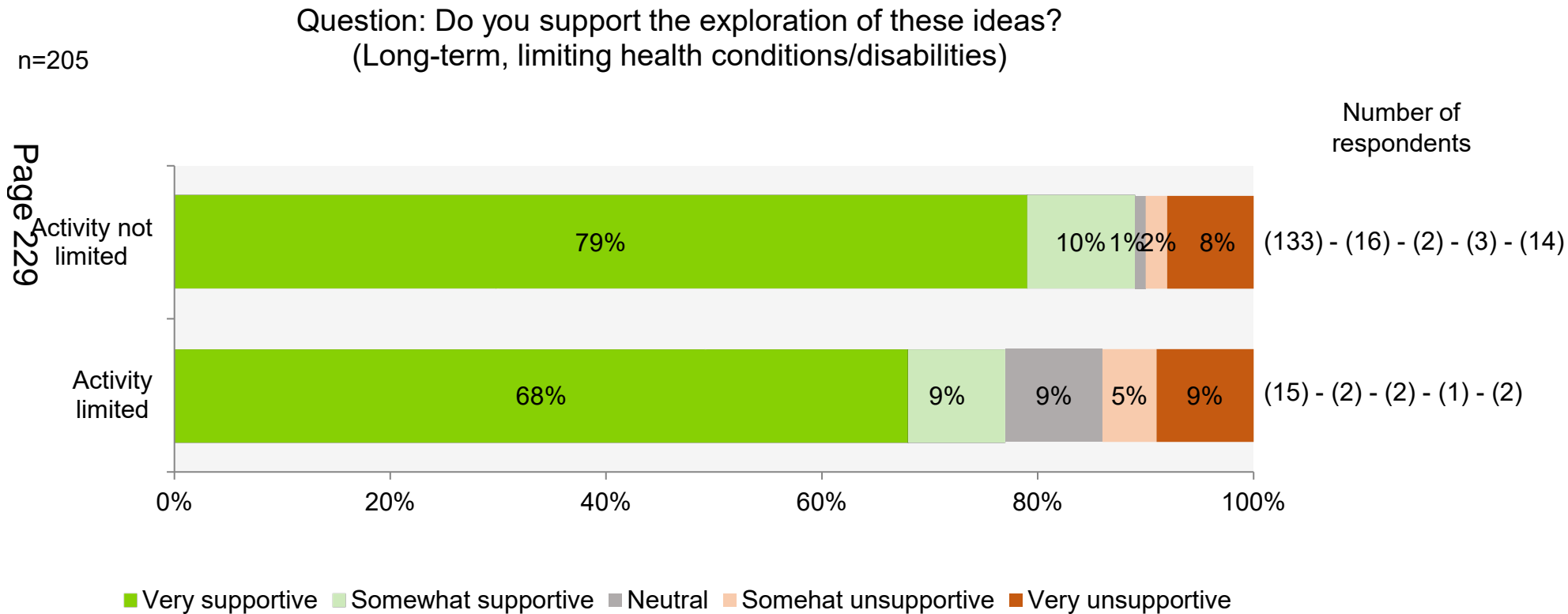
Strong, majority support for the exploration of ideas was evident among those residing and working in the City of London. Support peaked among workers (85%), and was slightly lower among residents (71%). Again, opposition was very limited.





# 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

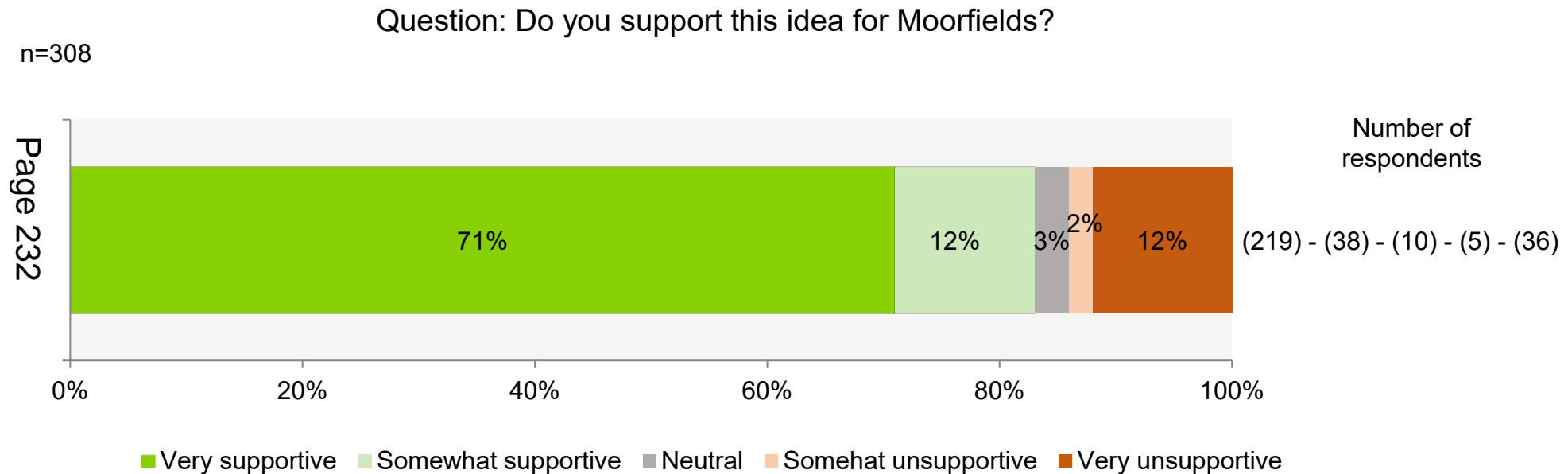
Moorfields is a busy walking route and with Underground and Elizabeth Line station entrances/exits and retail and commercial premises. It also accommodates a large TfL cycle hire station.

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

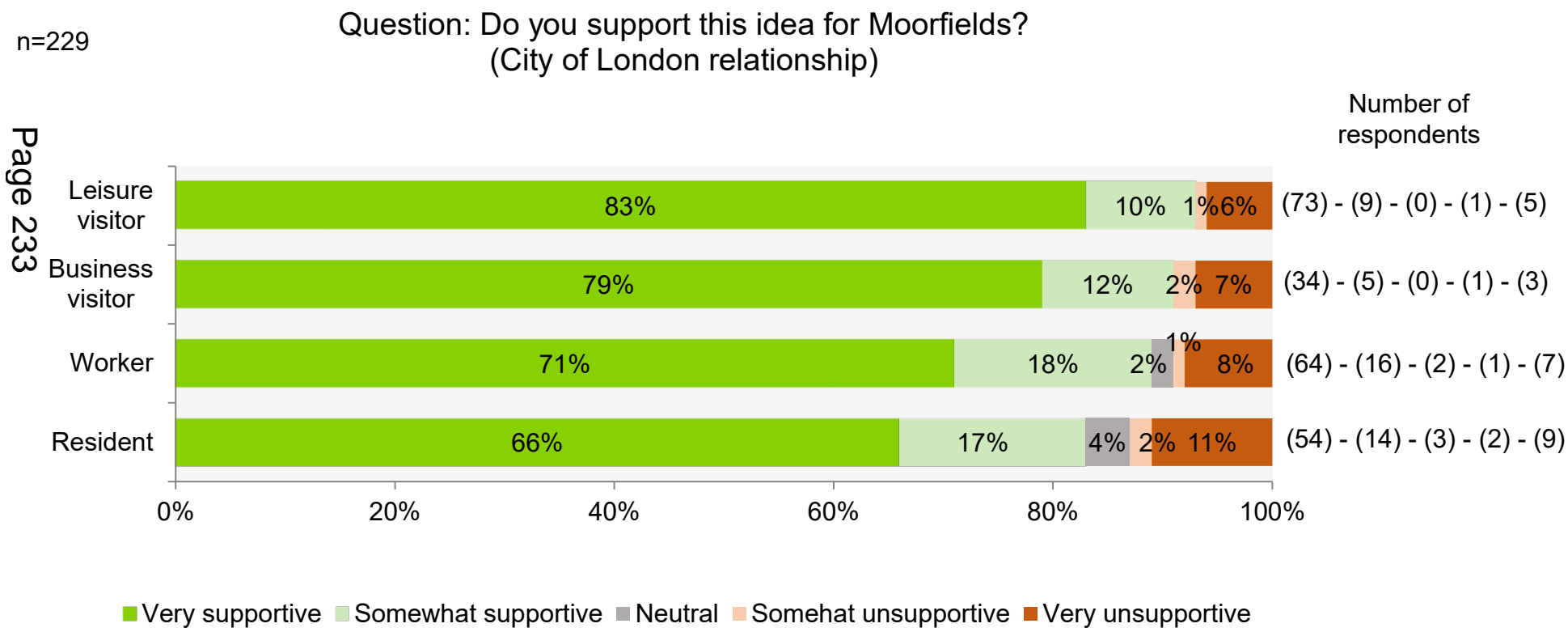
Over 80% of respondents supported the City of London Corporation's exploration of the idea for Moorfields. Again, from many, this support was strong. In contrast, just 14% were unsupportive, with 3% expressing a neutral opinion.



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.

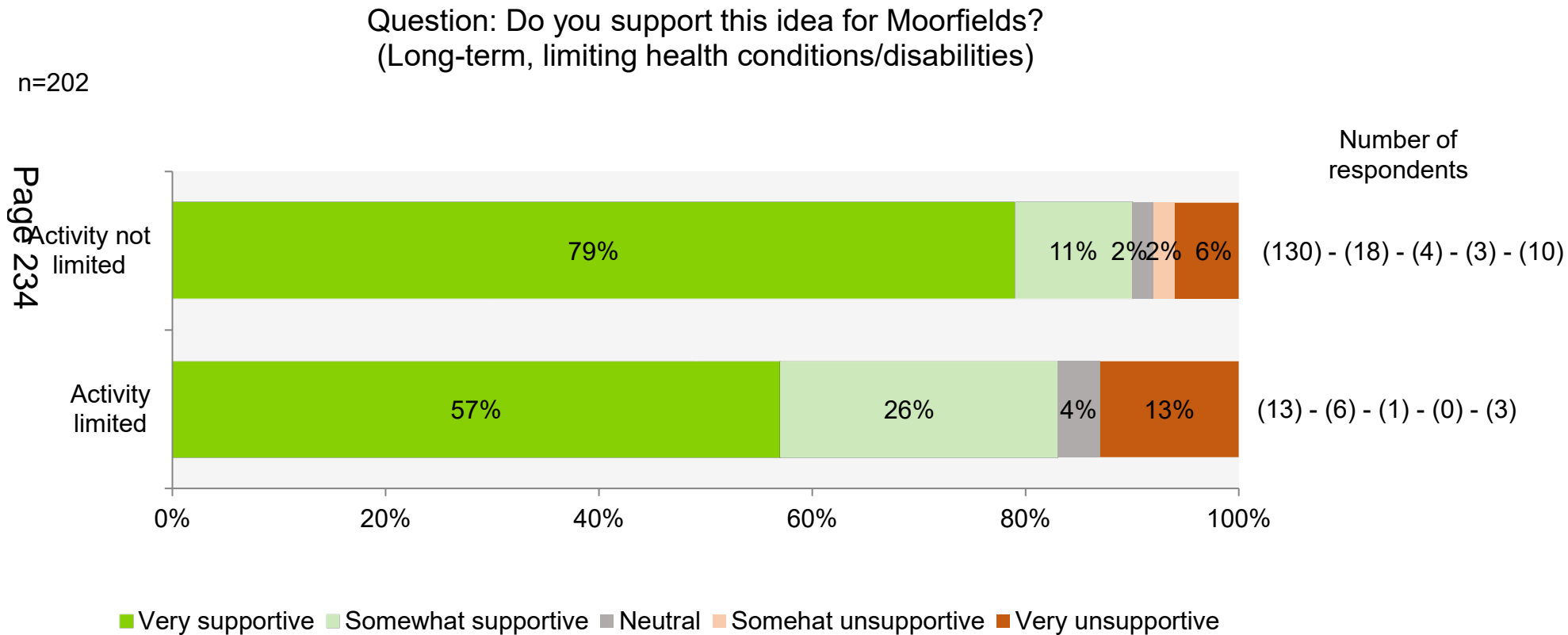
# How support for the exploration of the idea for Moorfields varied according to City of London relationship

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:

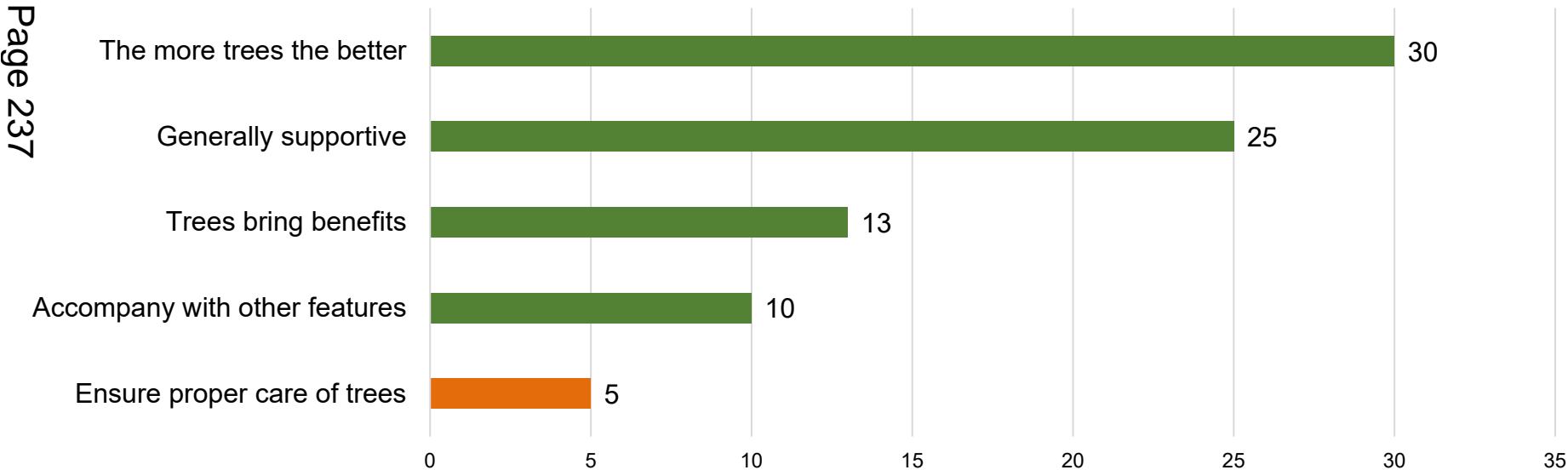
- Banner Street.
- Fortune Street.
- Dufferin Street.



# 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.

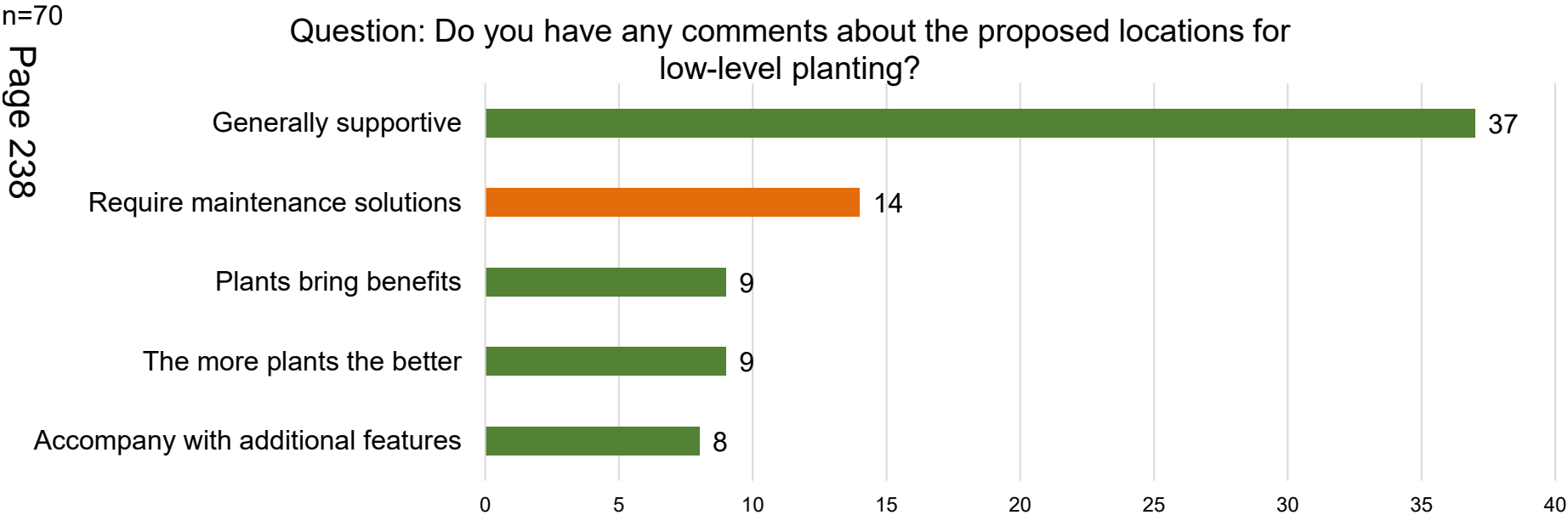
n=70      Question: Do you have any comments about the proposed locations for tree planting?



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.



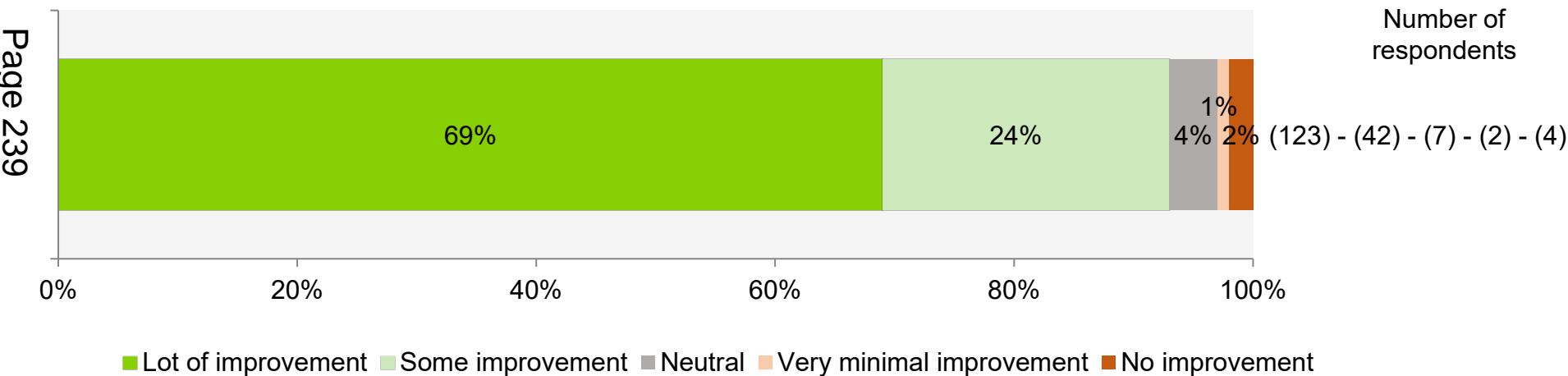
Other comments included concerns about potentially prohibited pedestrian access, potential problems associated with litter, and a preference for trees. Each specified by no more than seven respondents.

# 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.

n=178

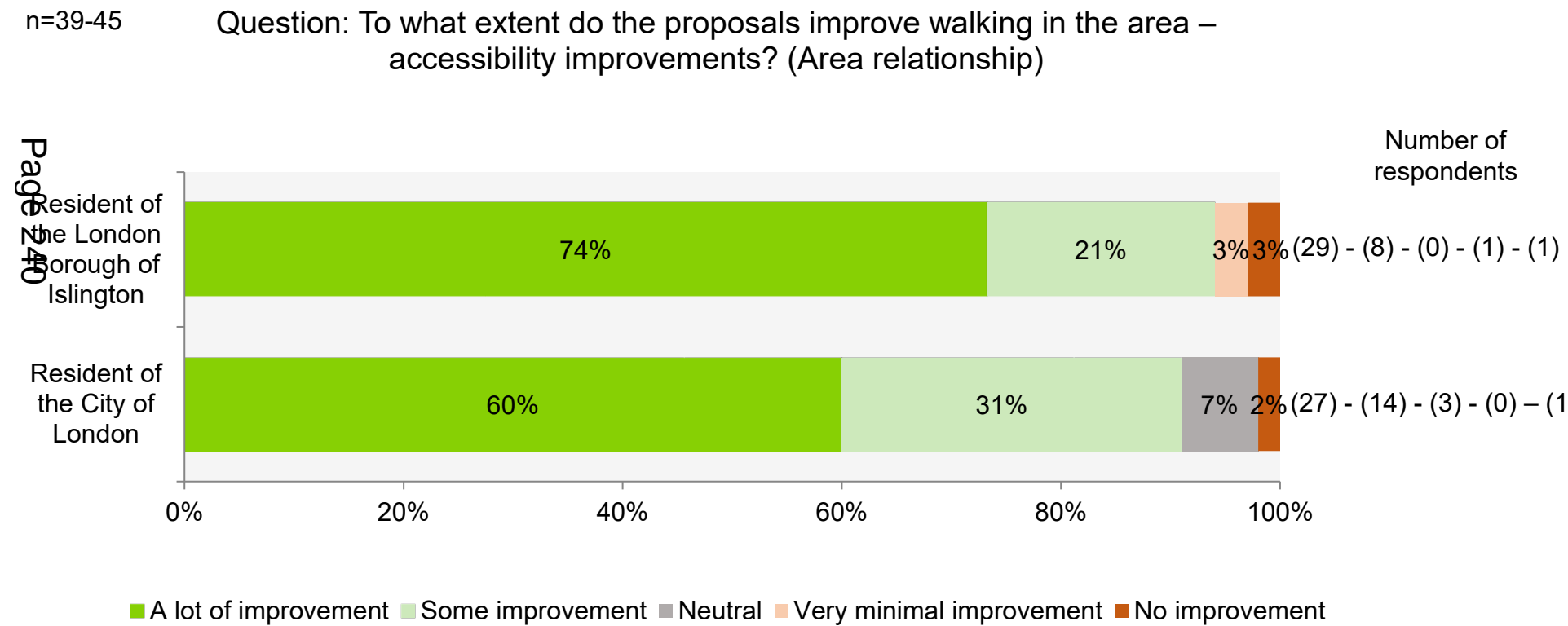
Question: To what extent do the proposals improve walking in the area – accessibility improvements?



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

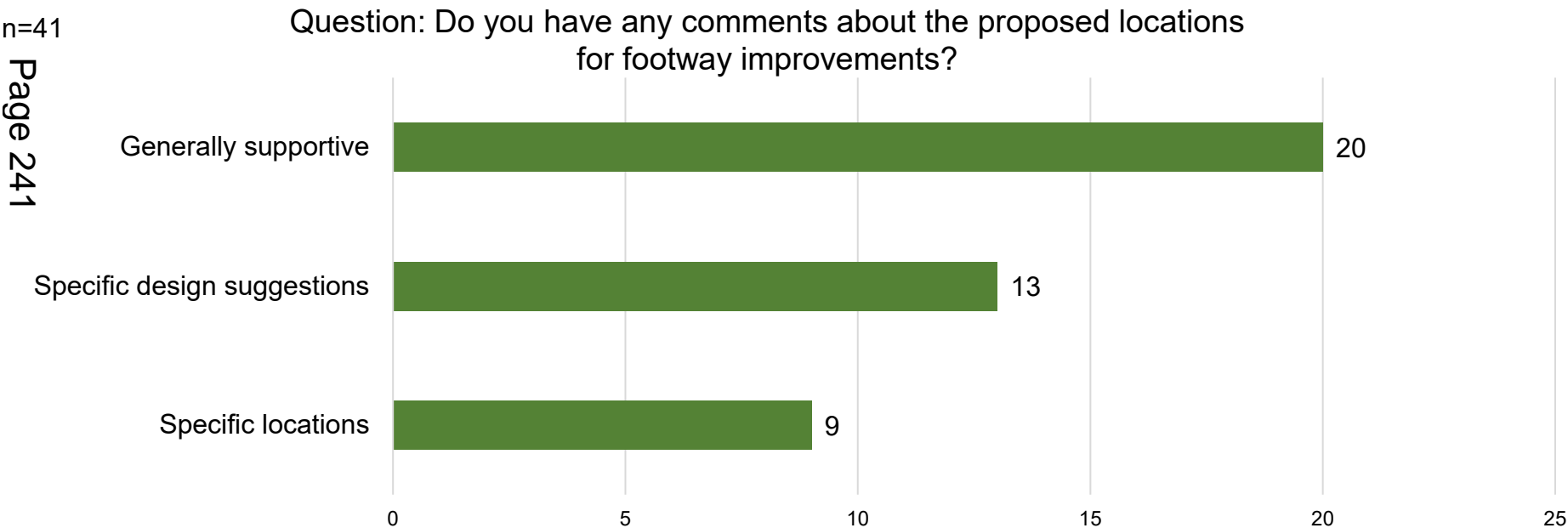
# How thoughts on proposals to improve walking in Islington (accessibility improvements) varied according to area residence

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

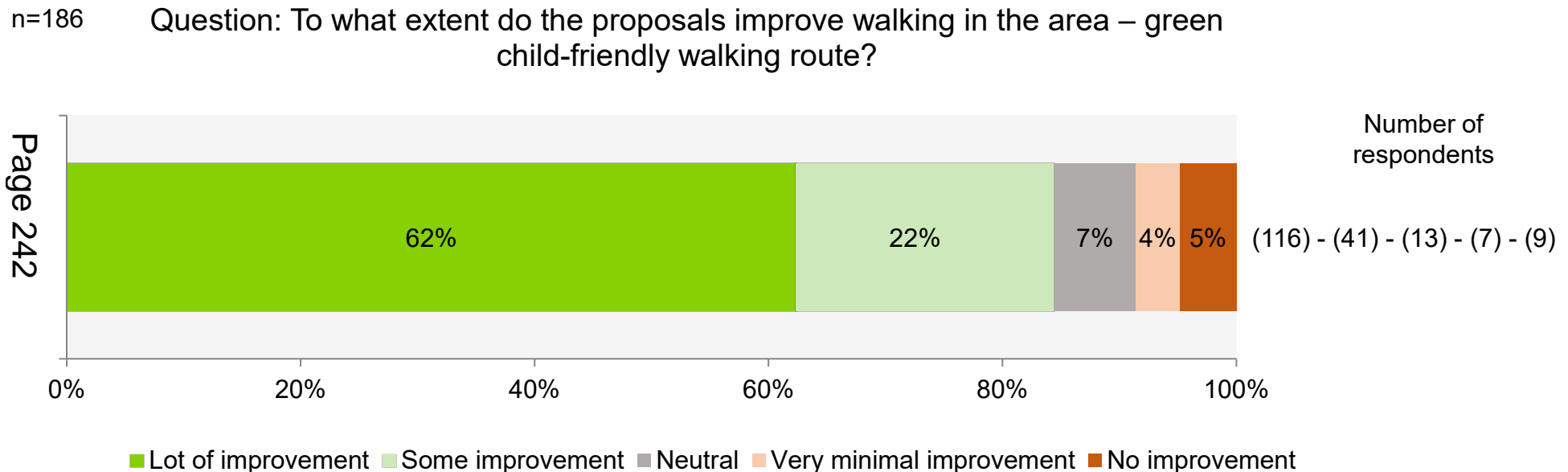
41 respondents left comments on the proposed locations for footway improvements. Some respondents made more than one comment. Here, we see that many comments were supportive of the proposals. A number of respondents made specific design suggestions which they would like to see incorporated. These included 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.



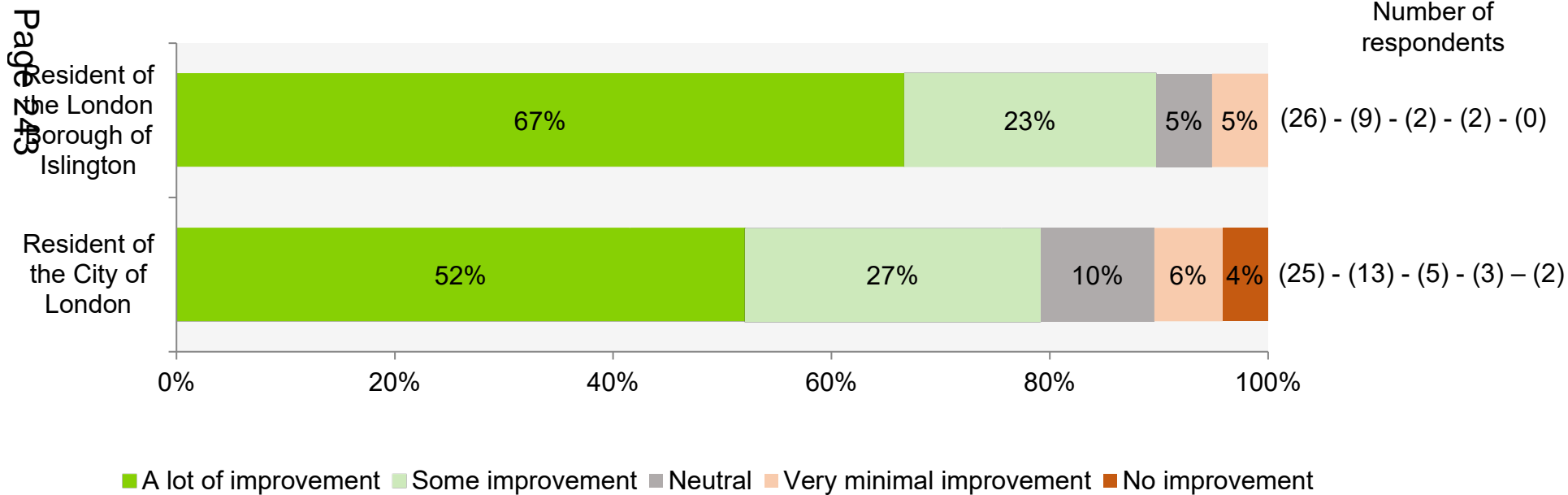
On the following page, we see how opinions on the proposed green child-friendly walking route varied according to respondents' residence in the area.

# 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)

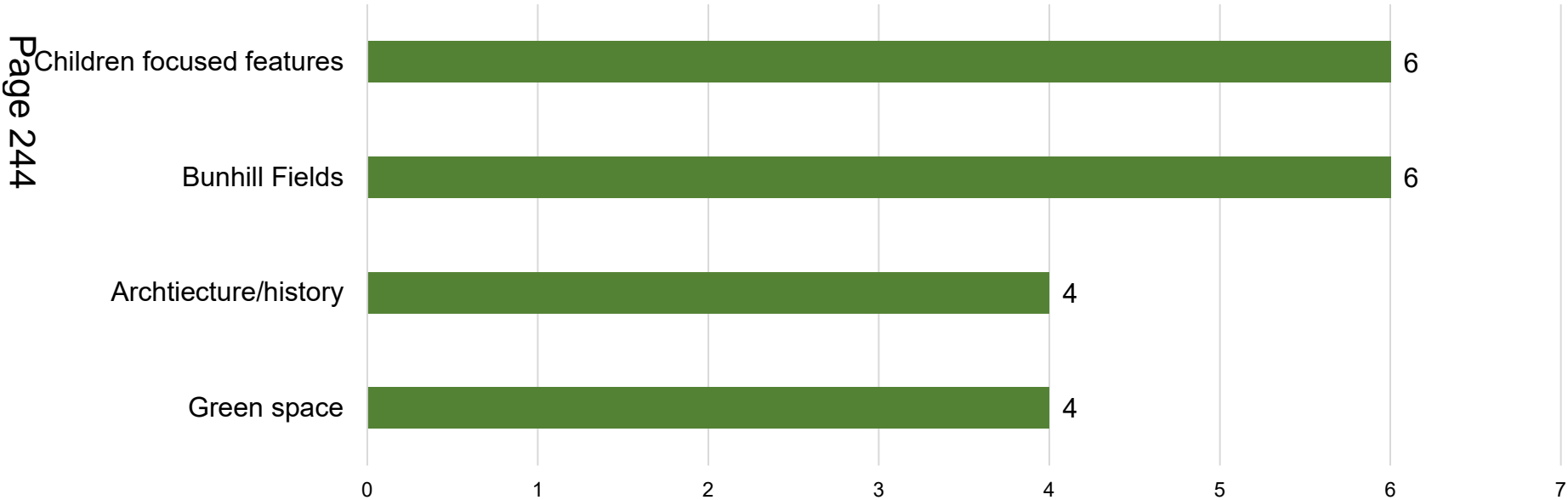


# Suggestions as to features which should be highlighted along a green, child-friendly walking route

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?

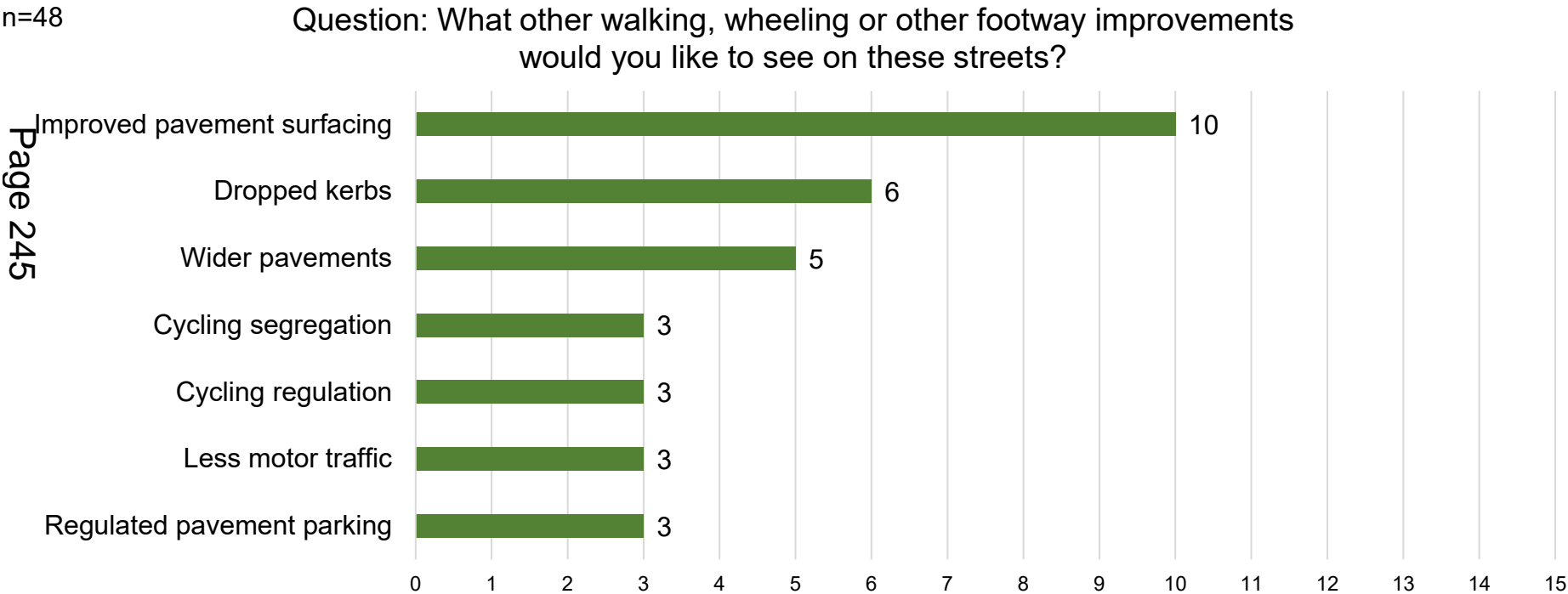


Other suggestions included seating areas, signposting in general, the Barbican Wildlife Garden and park biodiversity and Whitecross Street market. Each given by no more than one or two respondents.



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

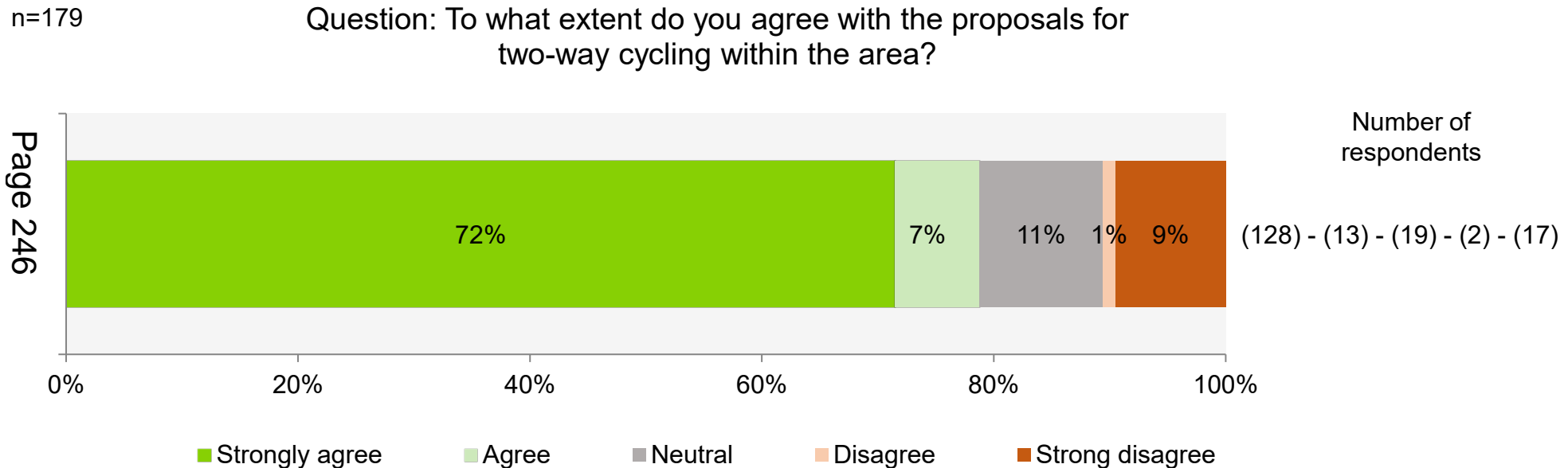
48 respondents left comments requesting additional walking, wheeling or other footway improvements. Requests for improved pavement surfacing, dropped kerbs, wider pavements, cycling segregation and cycling regulation, alongside less traffic and regulated pavement parking, were all suggested.



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.



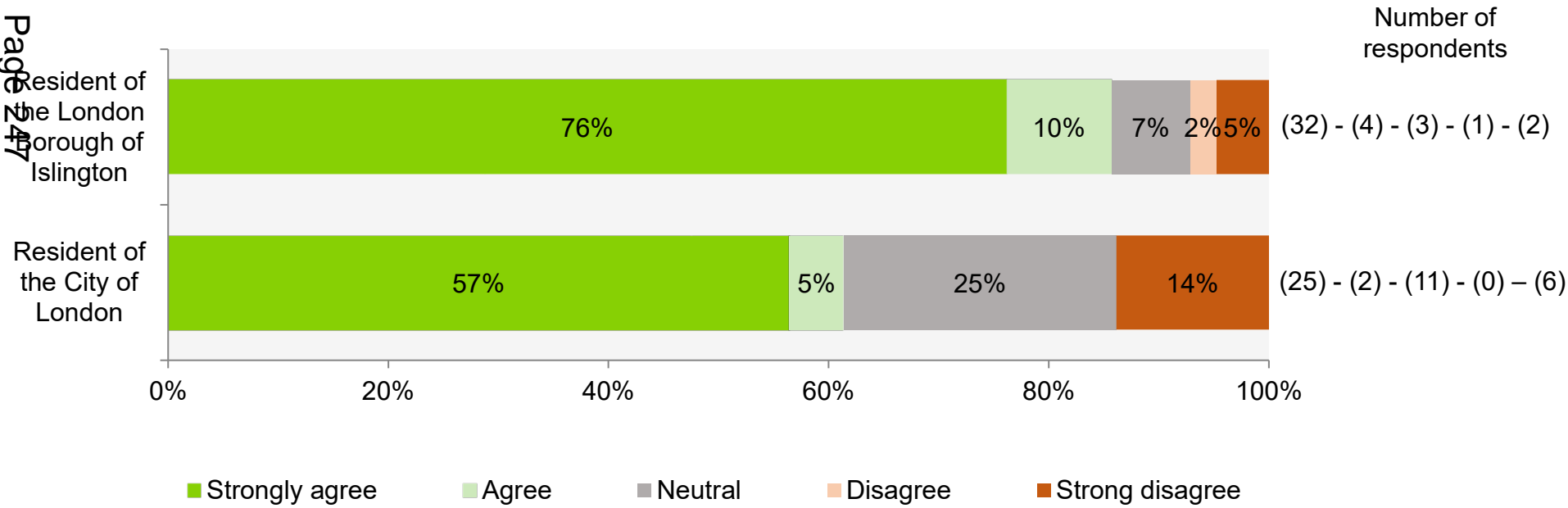
On the following page, we see how opinions on the proposals for two-way cycling varied according to respondents' residence in the area.

# 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%).

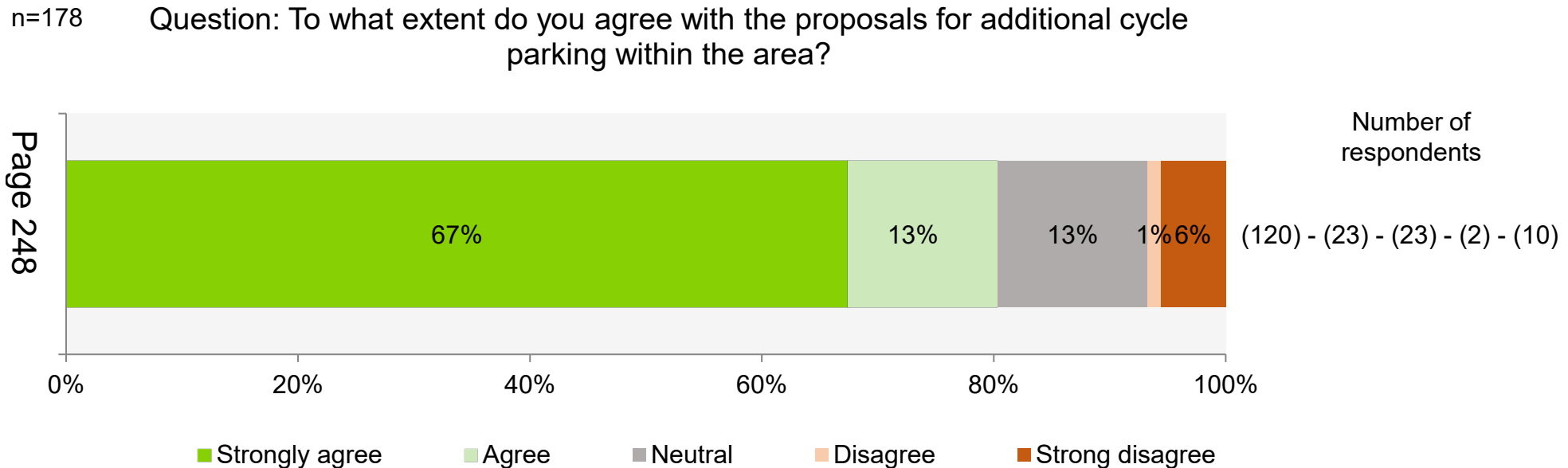
n=42-44

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.



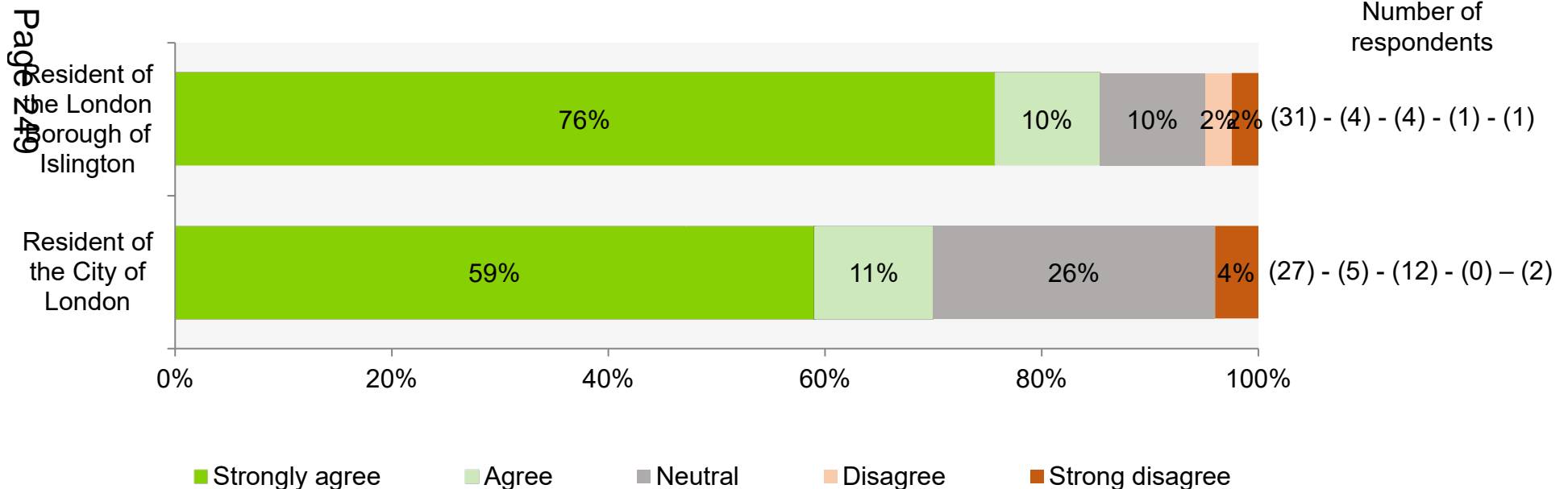
On the following page, we see how opinions on the proposals for additional cycle parking varied according to respondents' residence in the area.

# 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



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# 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

Page 253

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

- 279 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

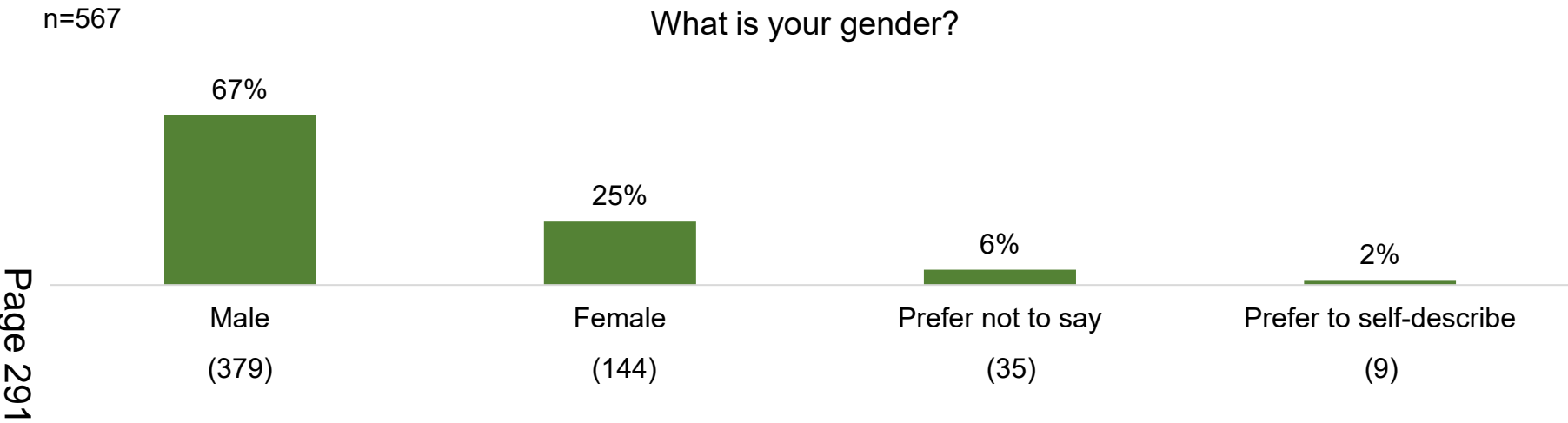
- The number of responses to each question is shown as n=x. This number refers to the total number of people who responded to the question. For this reason, n numbers change throughout the report, as some respondents did not answer all questions.
- Numbers are also provided in addition to percentages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



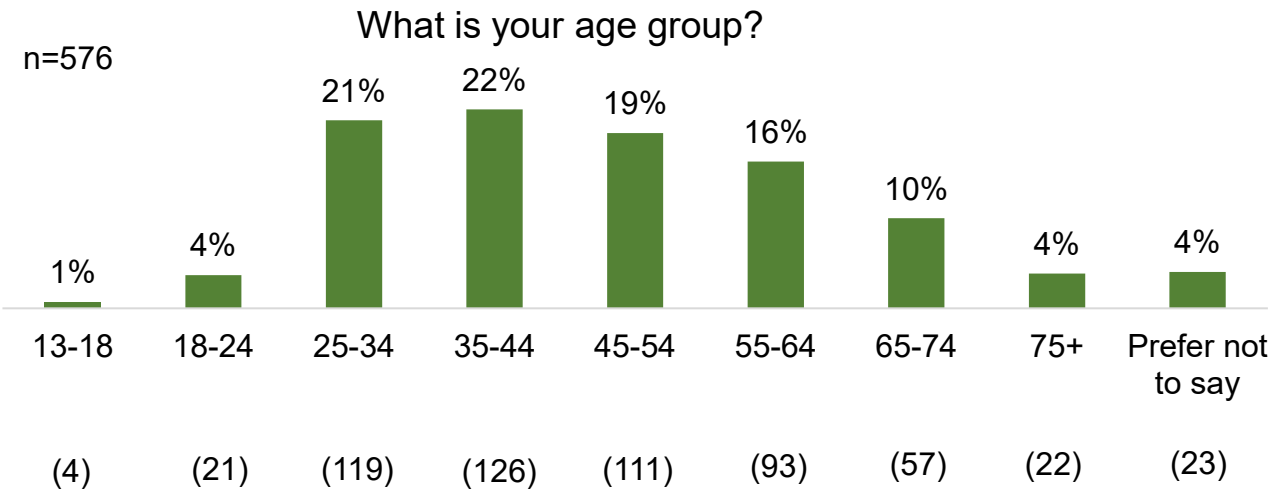
# Gender: overall

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.



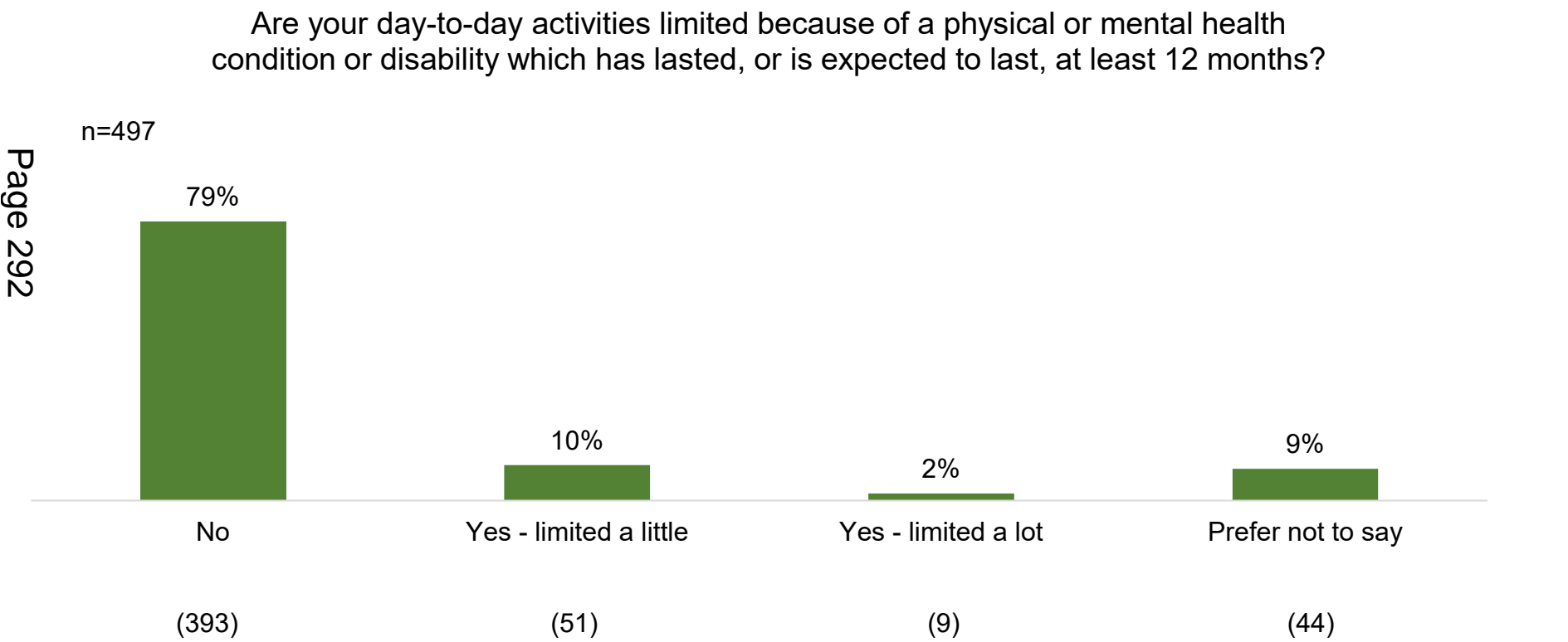
# Age group: overall

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

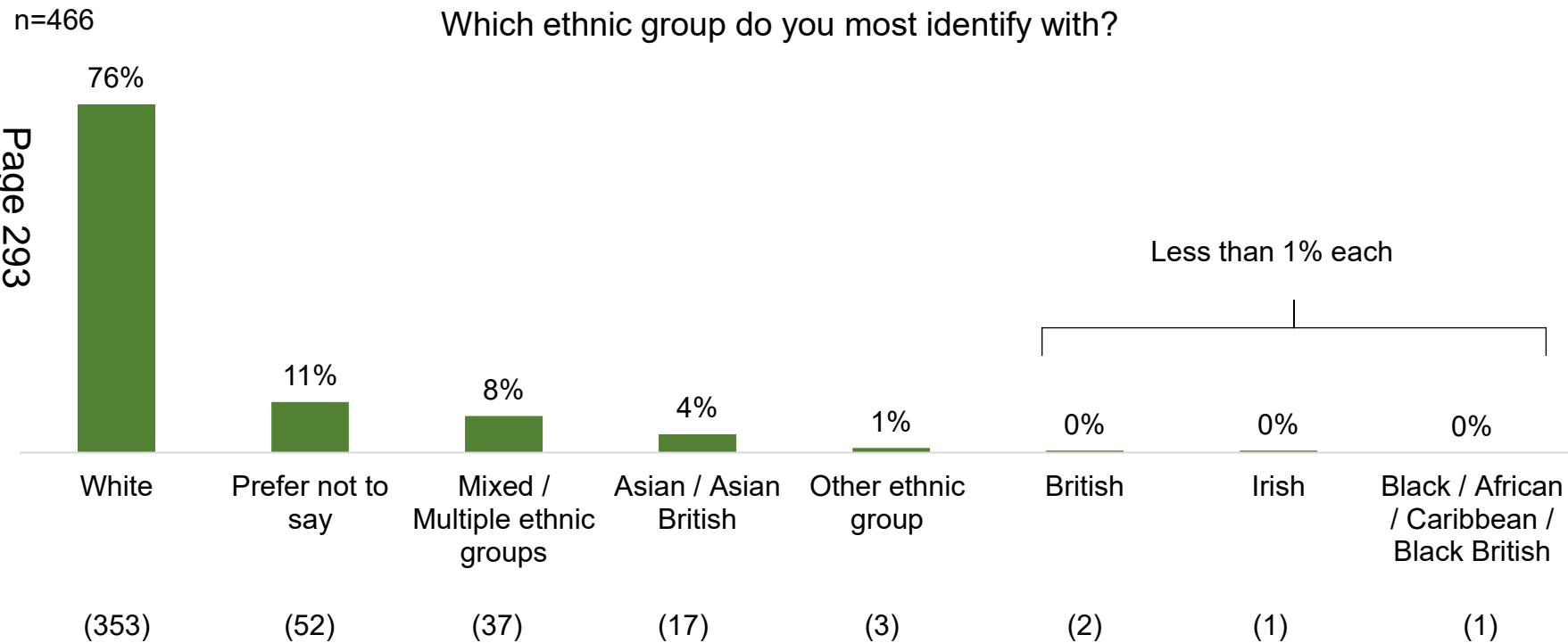
12% of engagement contributors indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.





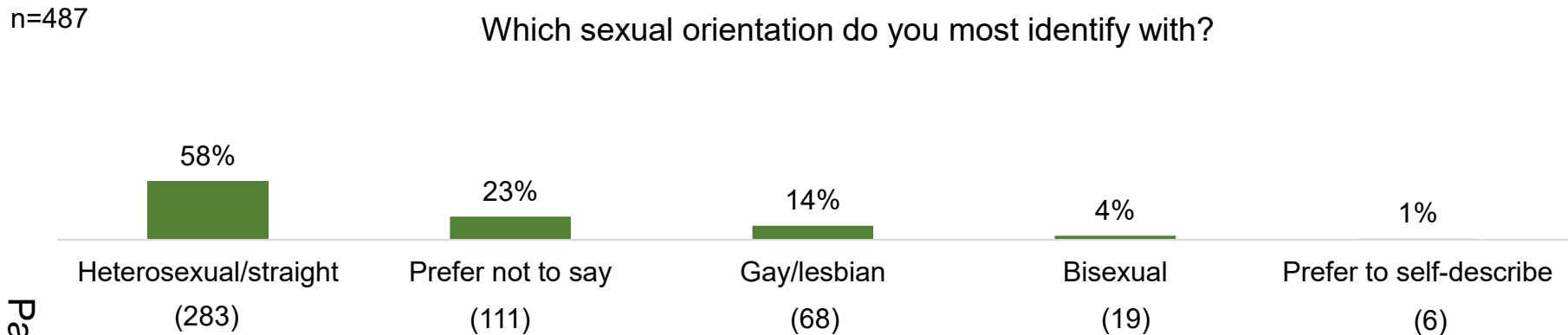
# Ethnicity: overall

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



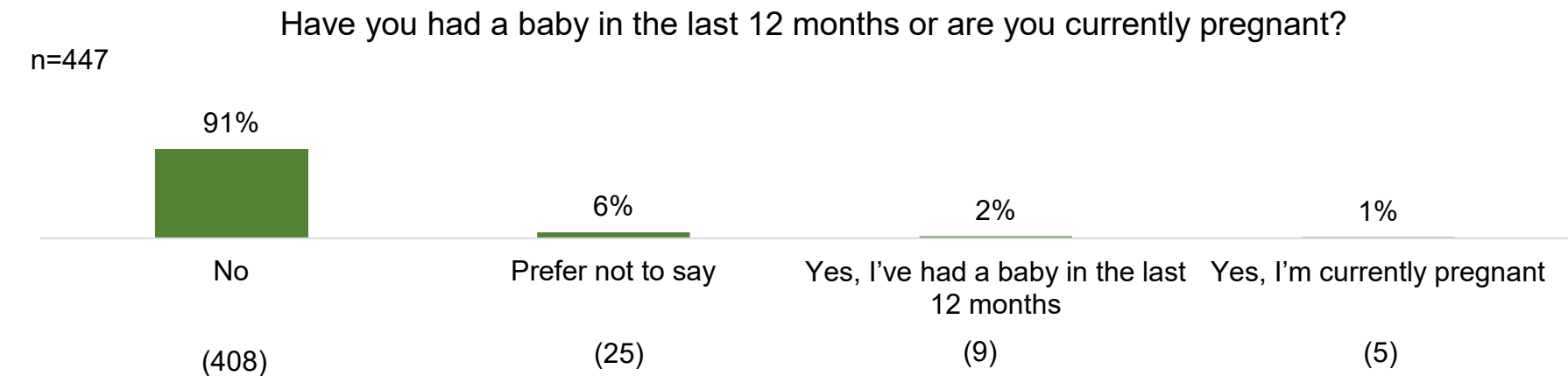
# Sexuality: overall

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)?

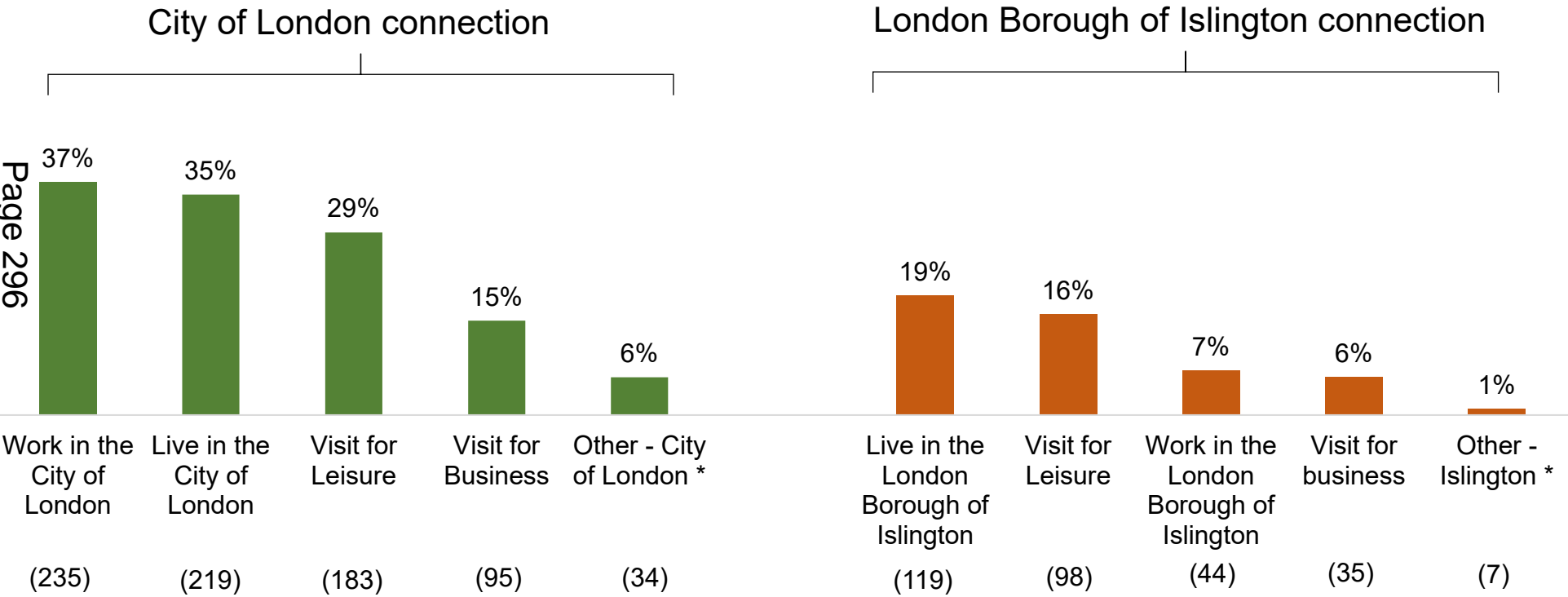


# Area connection: overall

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.

n=629

What is your relationship to the area?

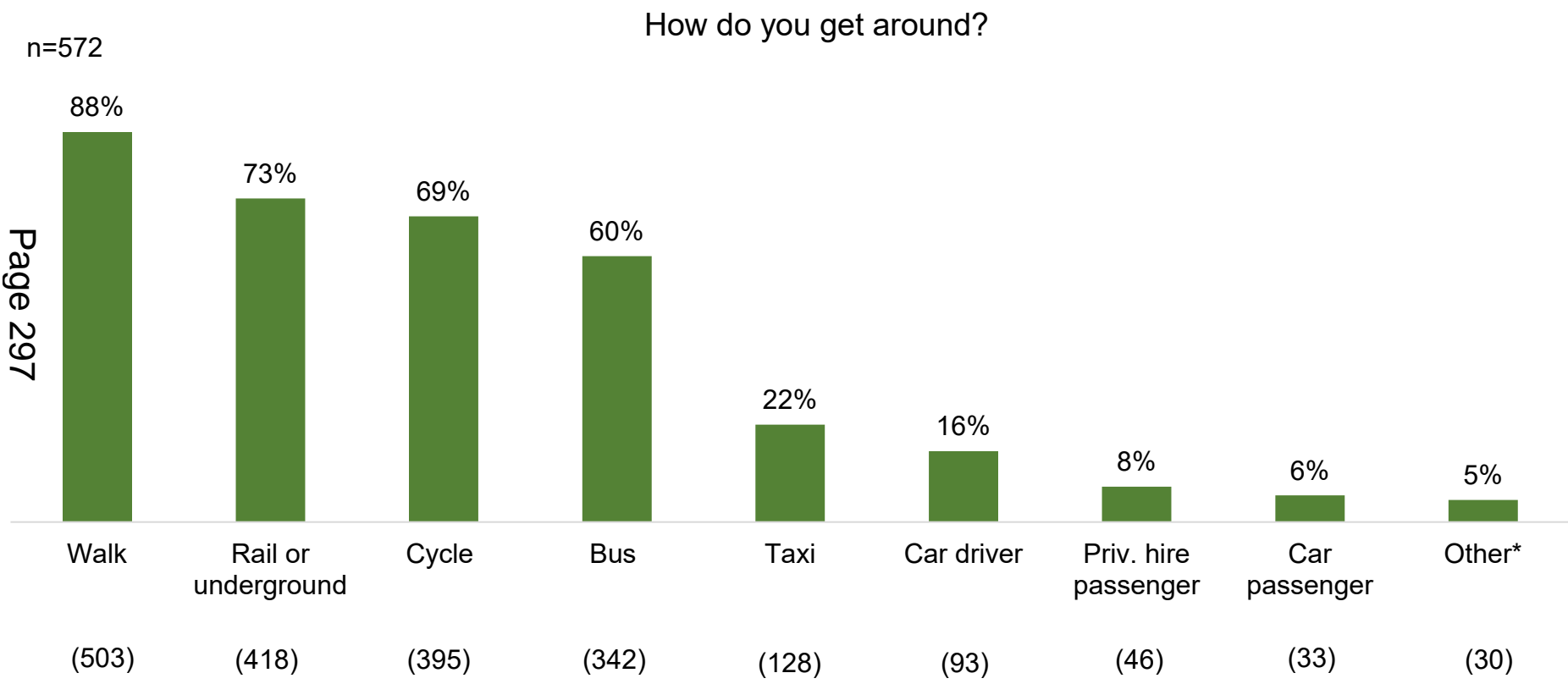


\*including business owners, livery companies, those studying in the area and drivers/riders working in the area

\*including business owners

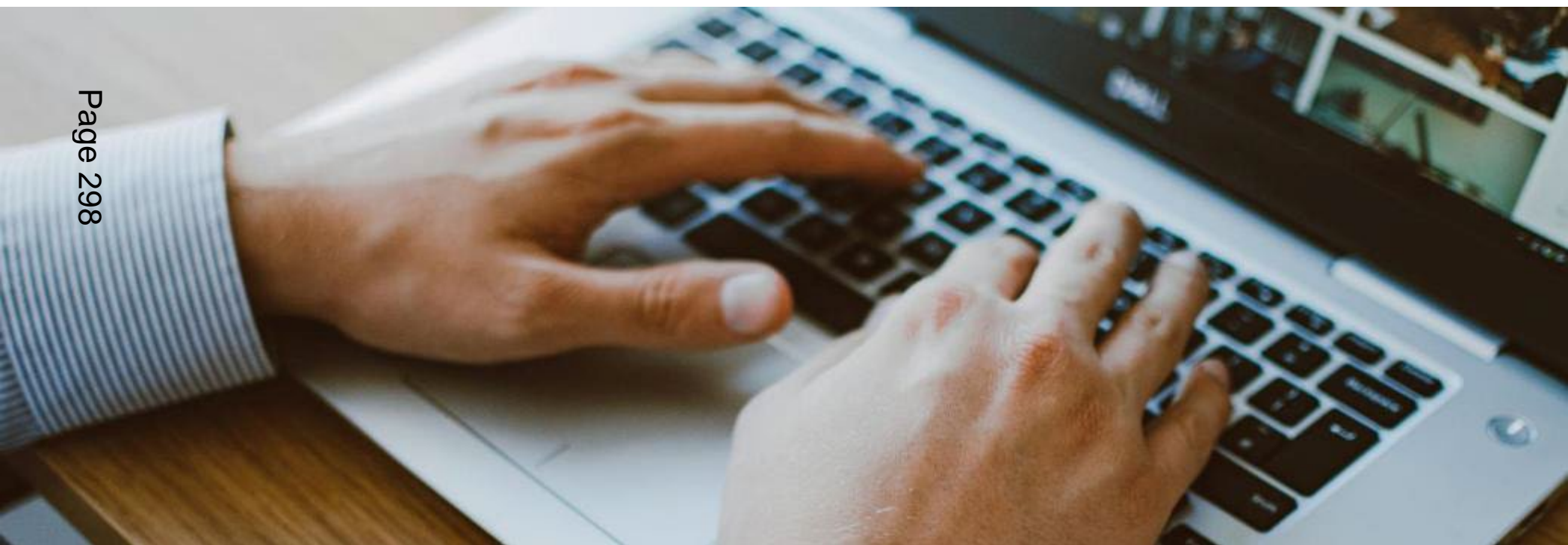
# Travelling around in the area: overall

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.



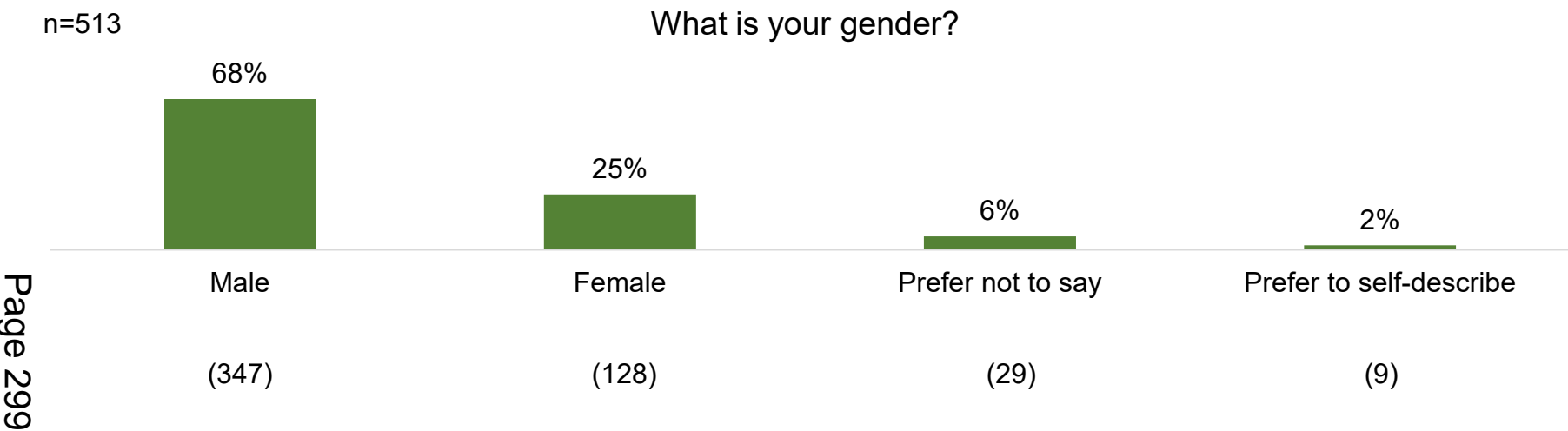
\* Other travel modes (each specified by fewer than 3% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle, van or lorry, wheelchair or mobility scooter and other unspecified travel modes.

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



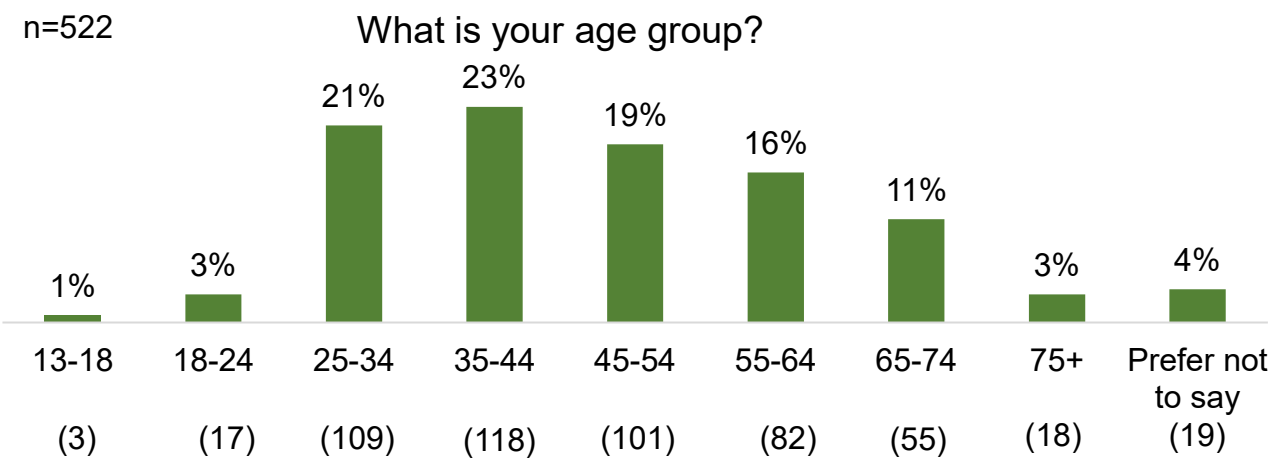
# Gender: those identifying with the City of London

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.



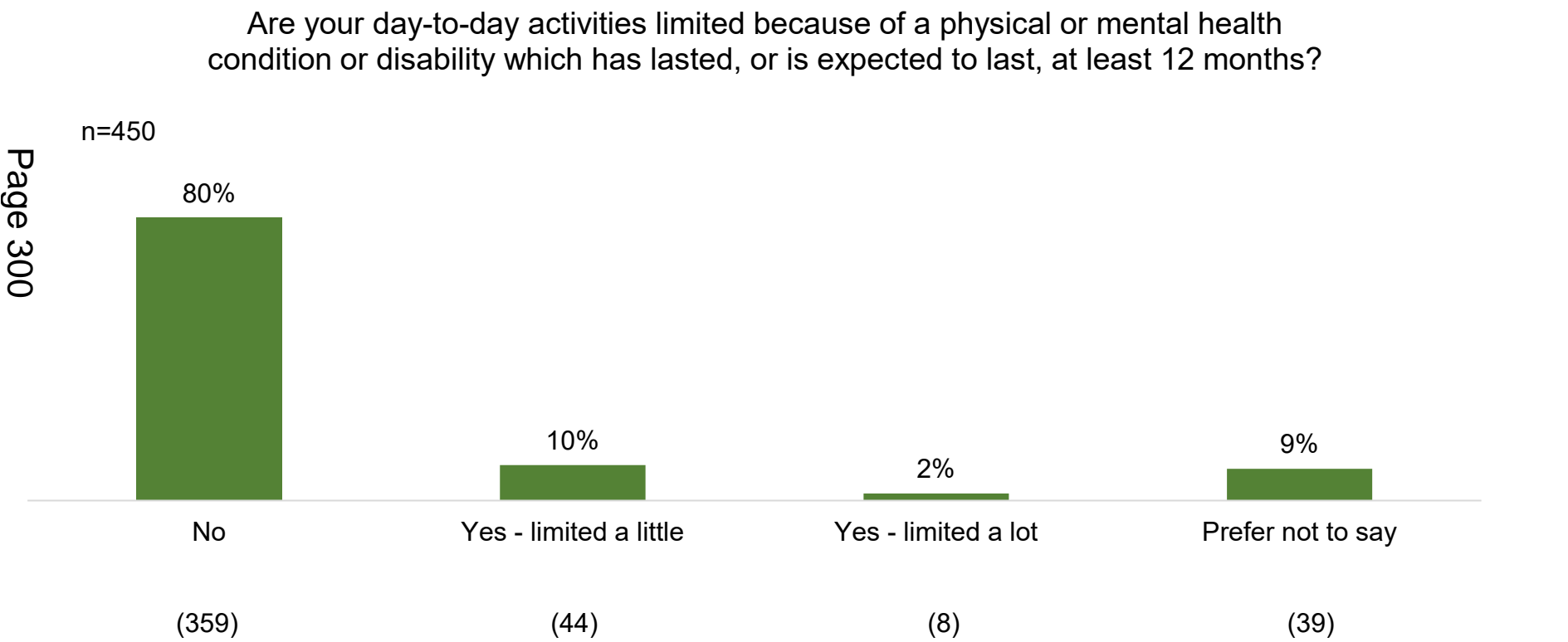
## Age group: those identifying with the City of London

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

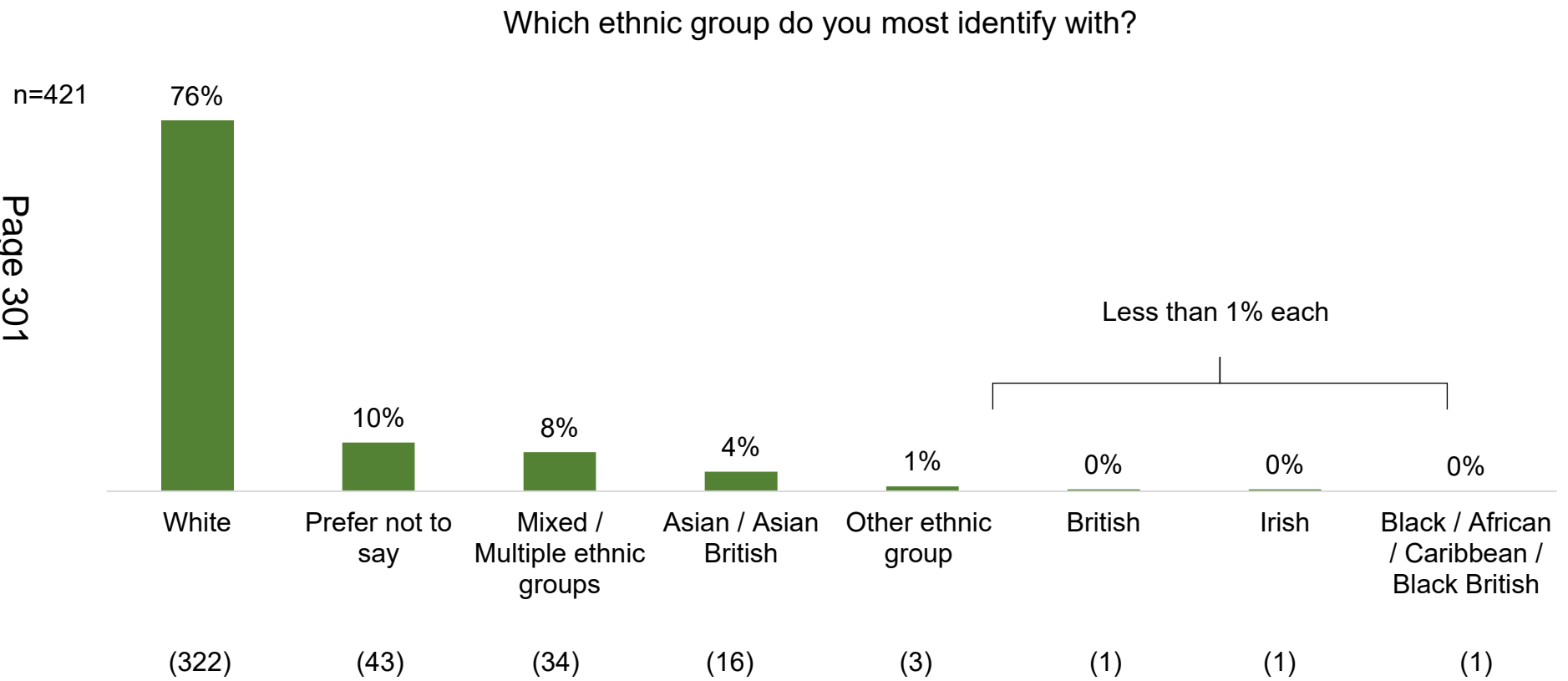
12% of engagement contributors who identified with the City of London indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.





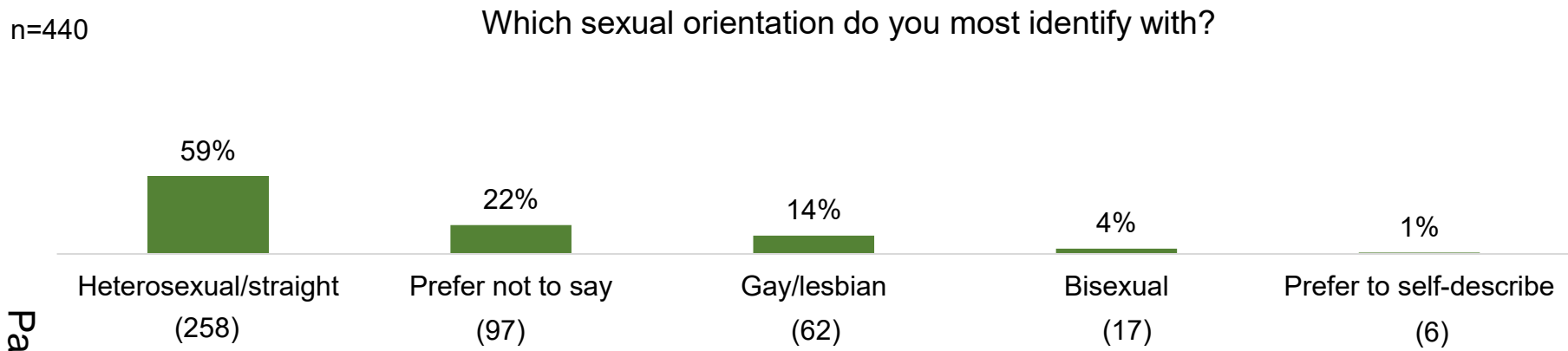
# Ethnicity: those identifying with the City of London

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.



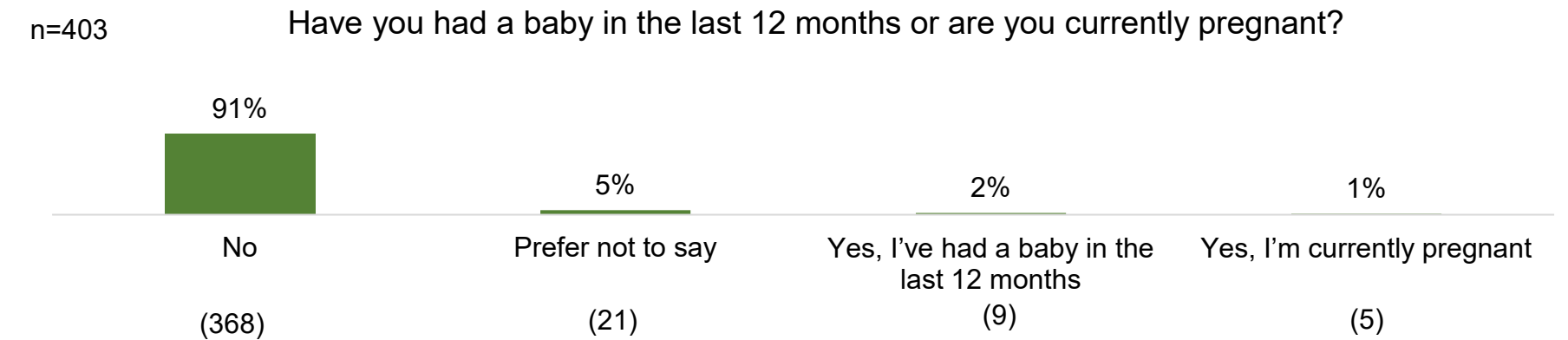
# Sexuality: those identifying with the City of London

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.

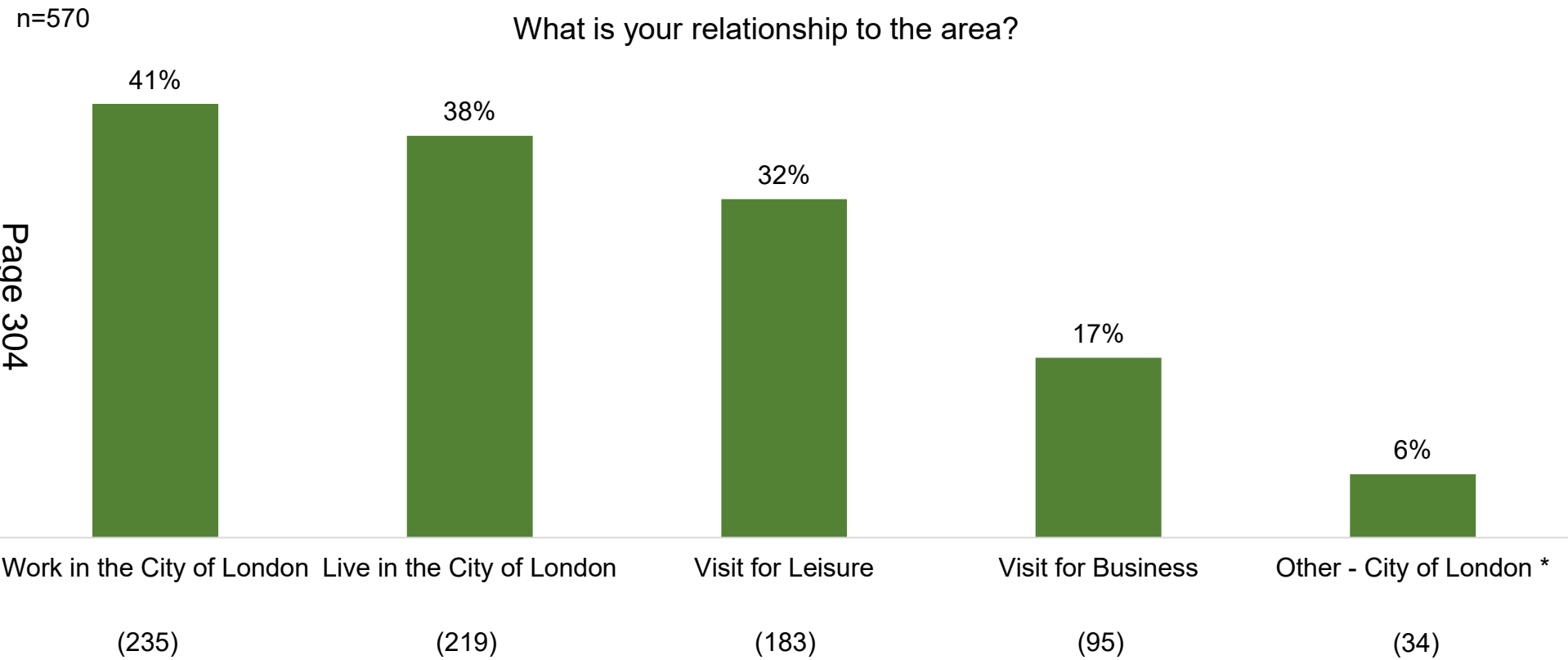
n=367

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



# Area connection: those identifying with the City of London

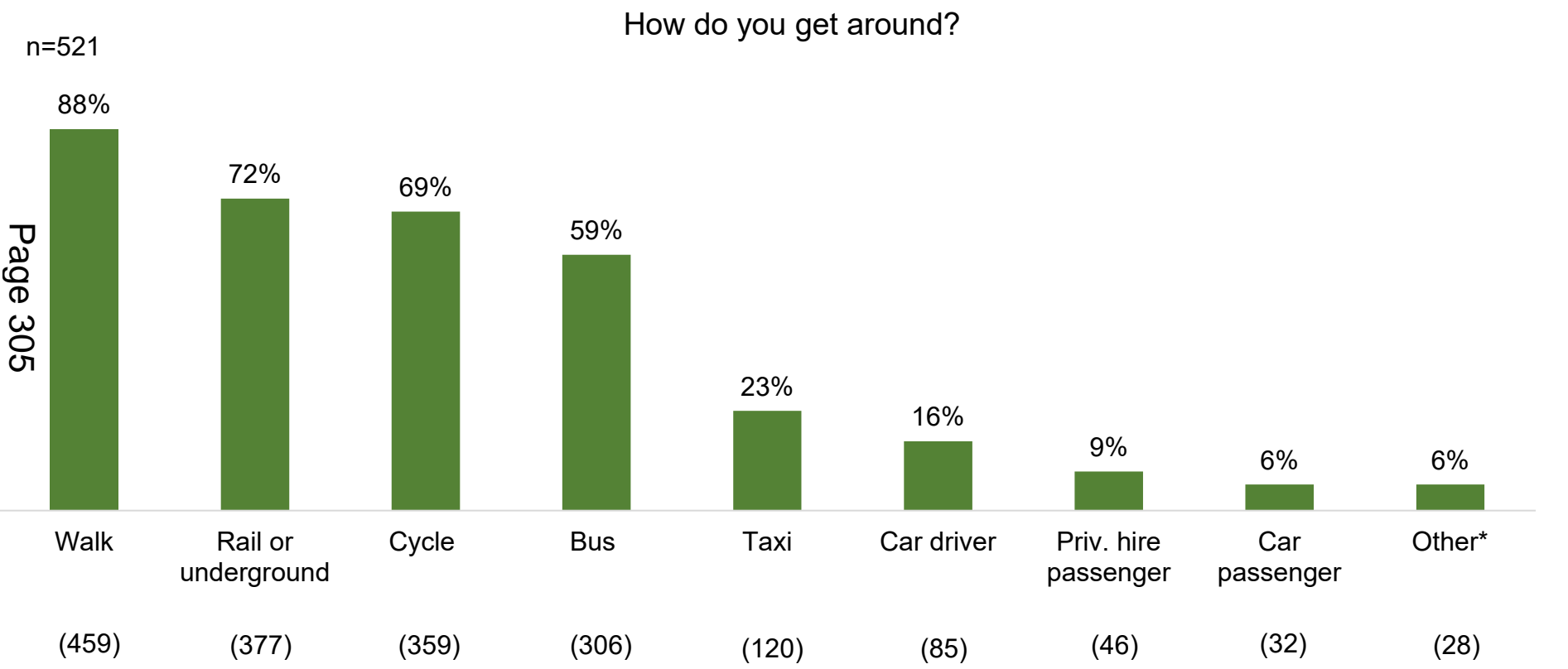
41% of contributors who identified with the City of London had a connection through working there. More than one area connection could be specified by contributors.



\*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.



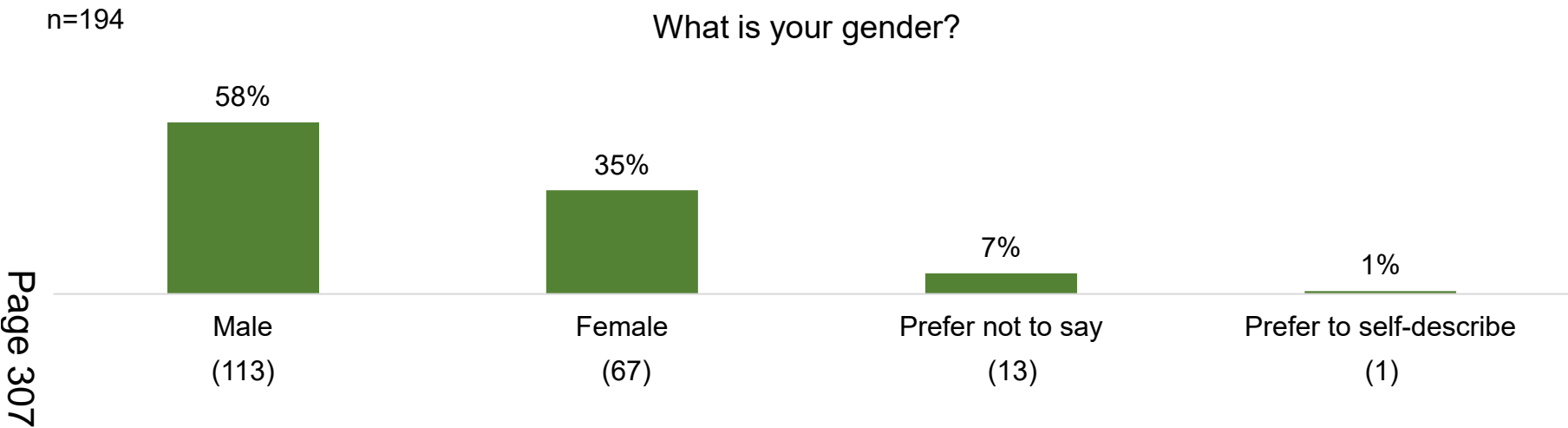
\* Other travel modes (each specified by fewer than 3% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle, van or lorry, wheelchair or mobility scooter and other unspecified travel modes.

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



# Gender: those residing in the City of London

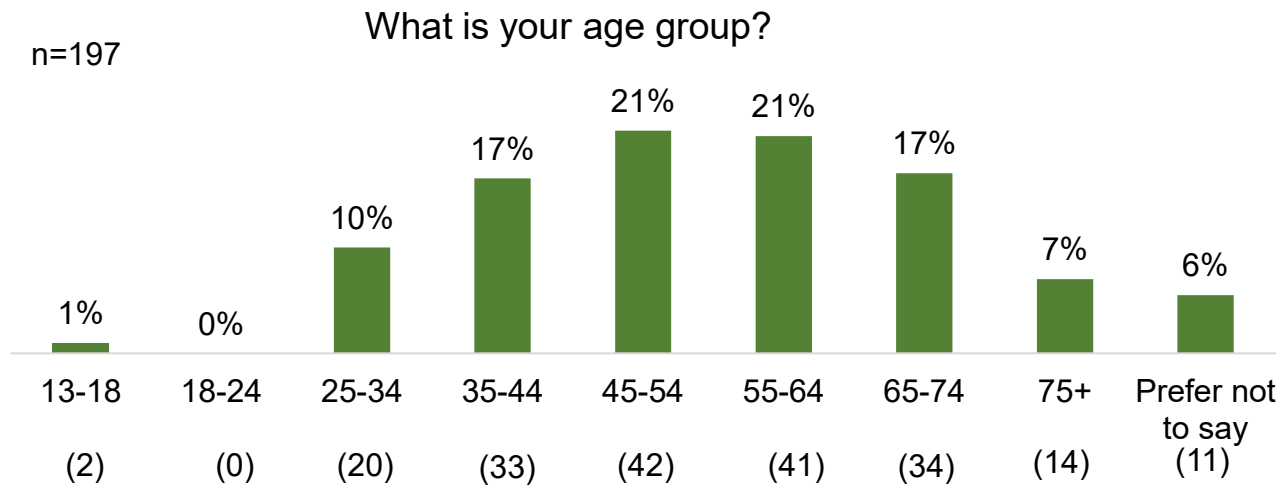
A majority of engagement contributors (58%) who resided in the City of London described themselves as a male. 35% described themselves as female, 7% preferred not to say and 1% preferred to self-describe.



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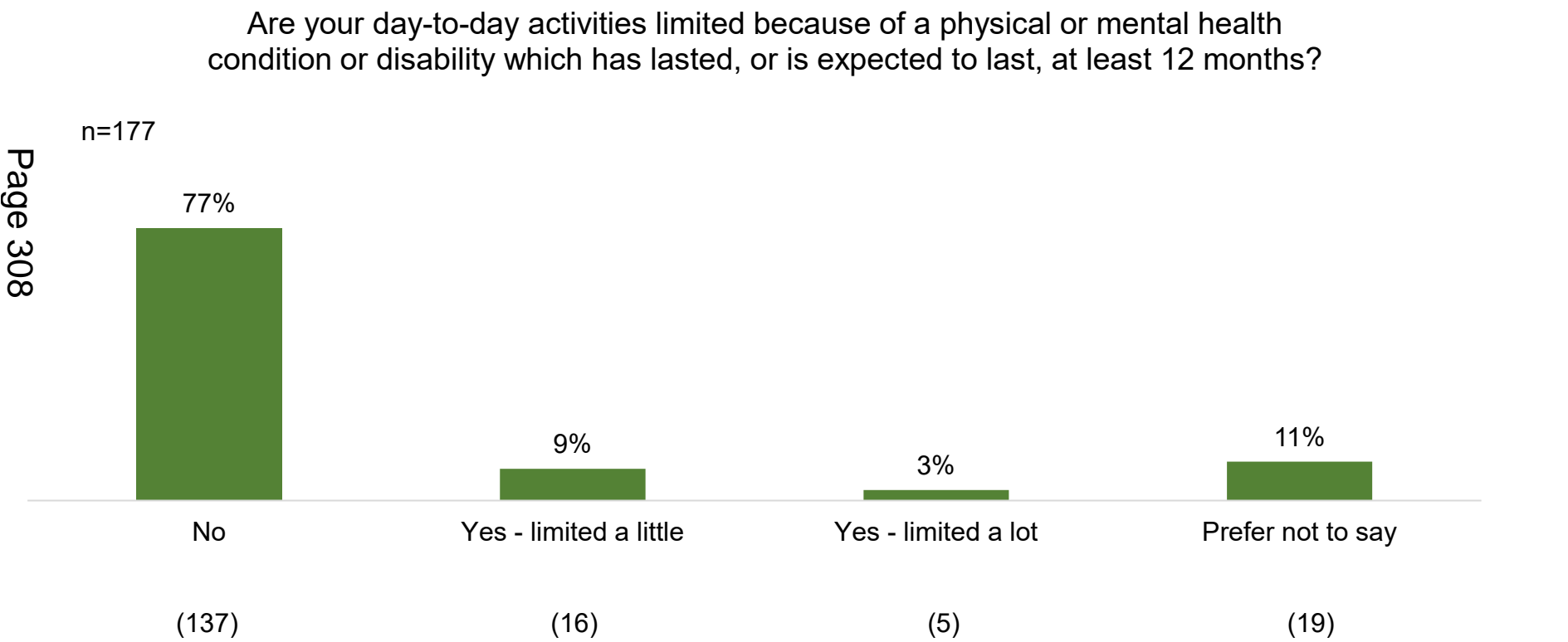
# Age group: those residing in the City of London

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

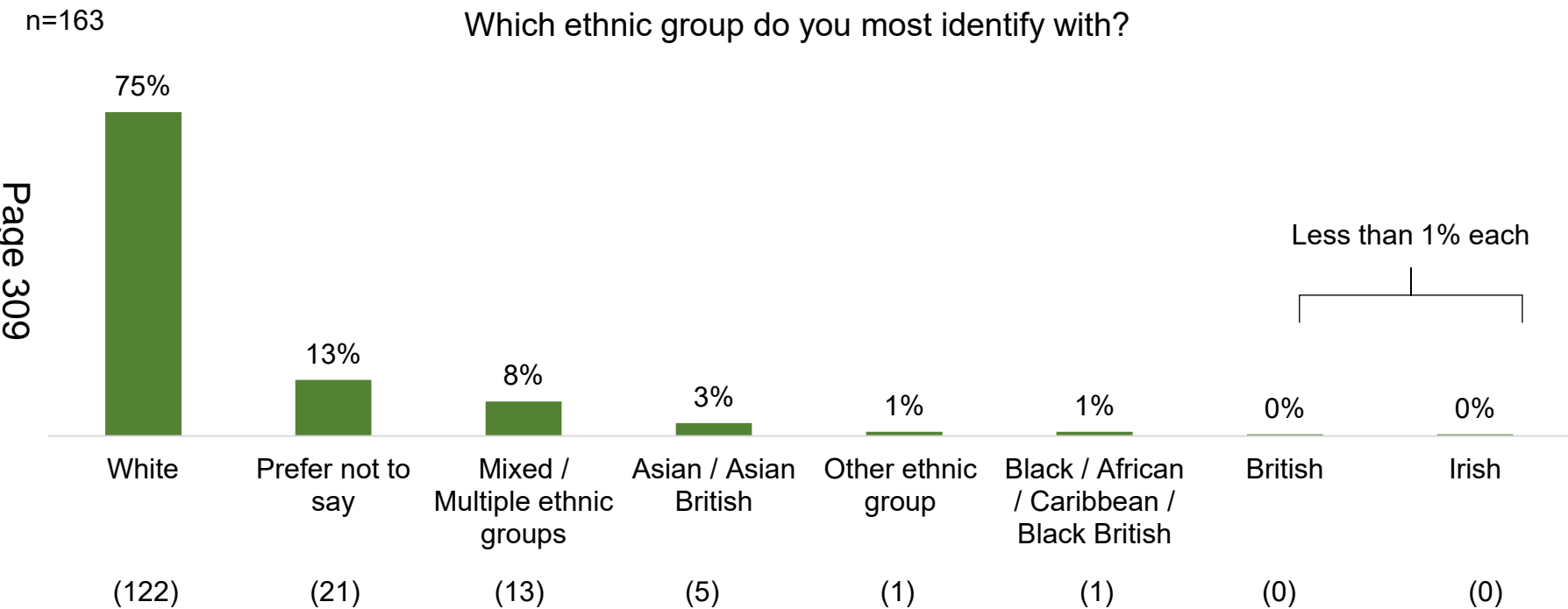
12% of engagement contributors who resided in the City of London indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.





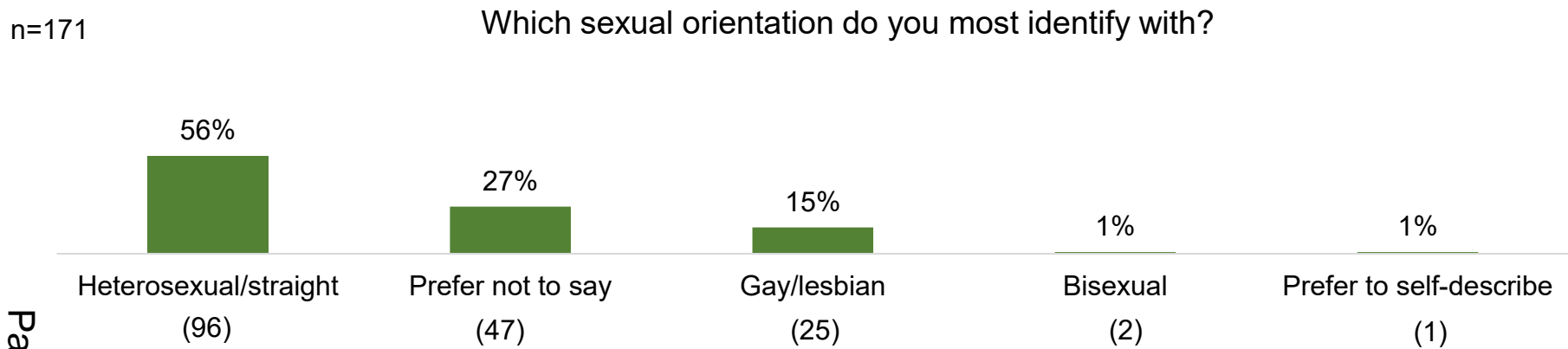
# Ethnicity: those residing in the City of London

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.



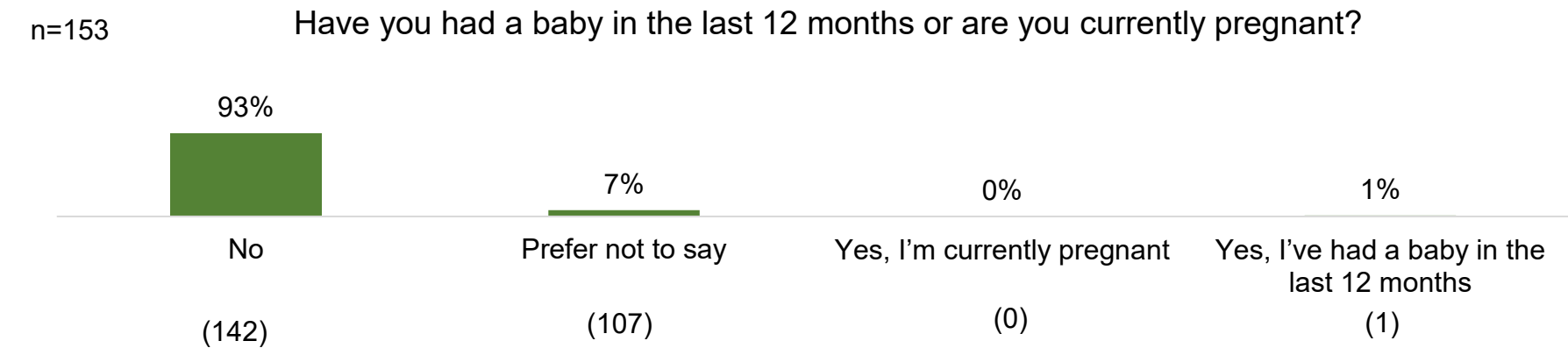
# Sexuality: those residing in the City of London

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

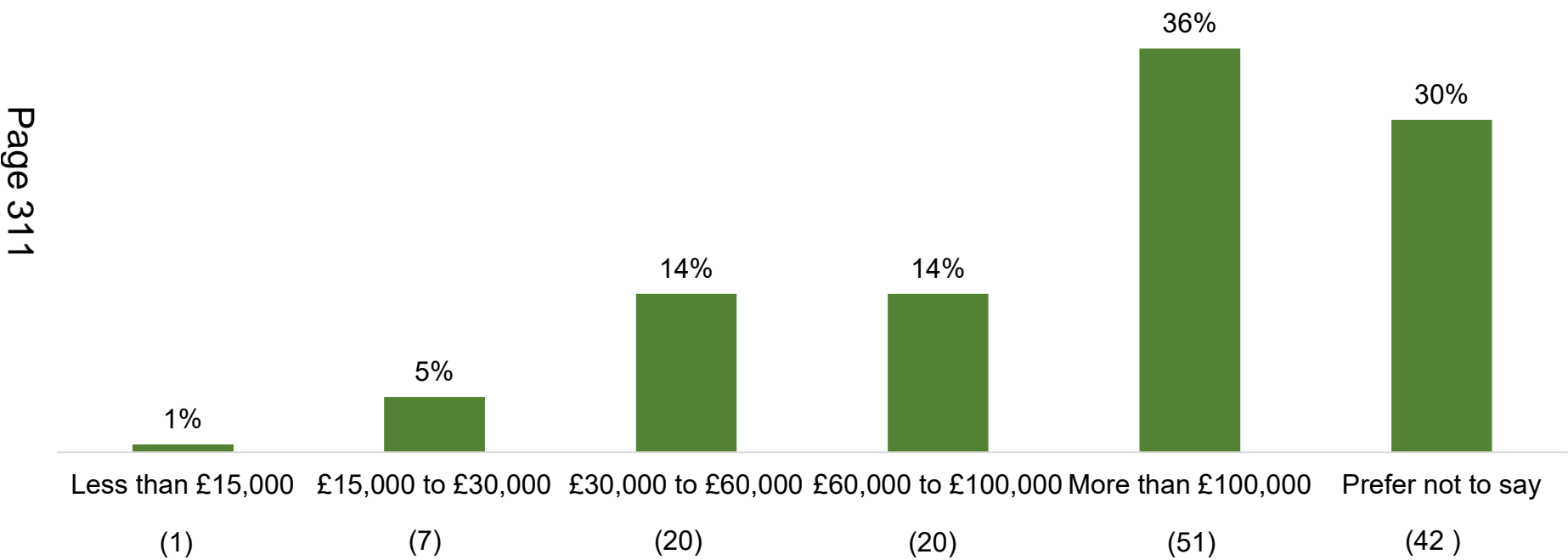
93% of engagement respondents were not pregnant, nor had given birth in the last 12 months.



# Household income: those residing in the City of London

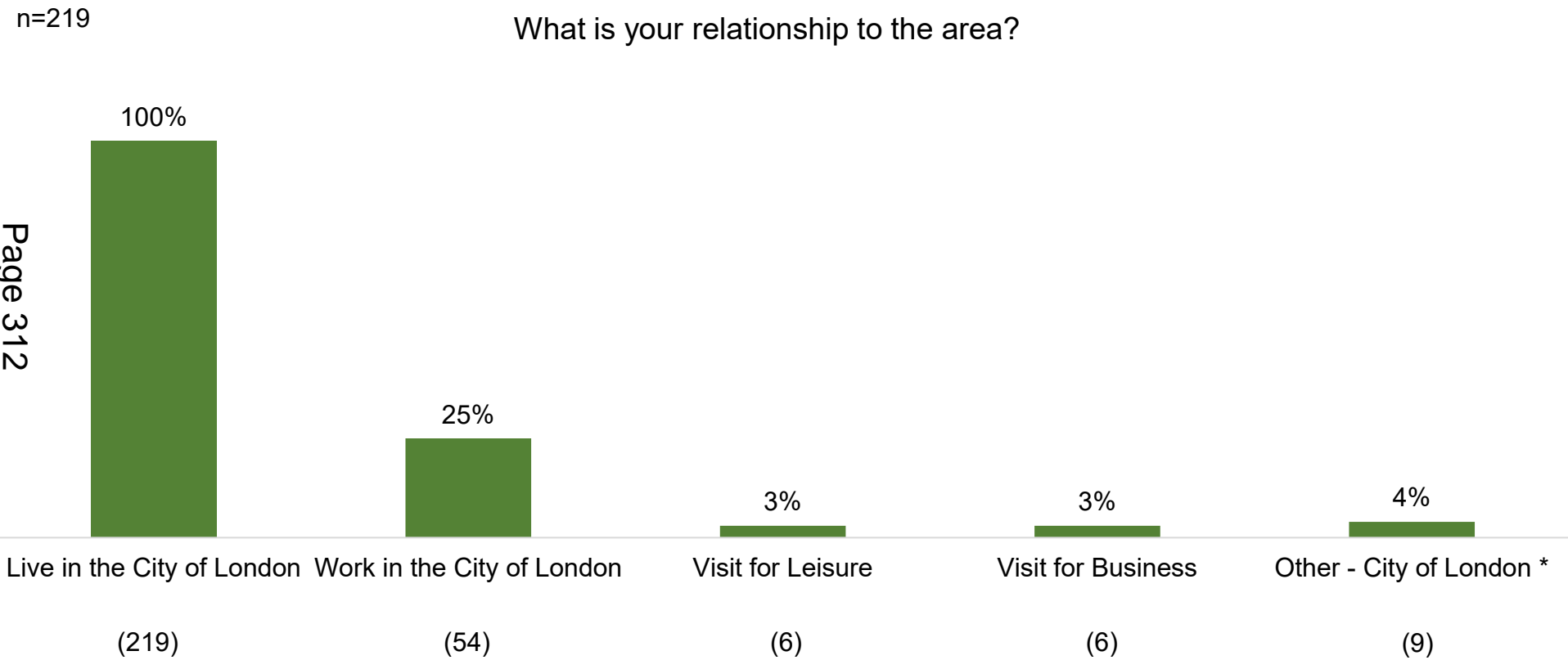
Some engagement contributors who resided in the City of London chose not to specify their household’s annual income. Among those who did, 36% were in the £100,000+ bracket.

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.



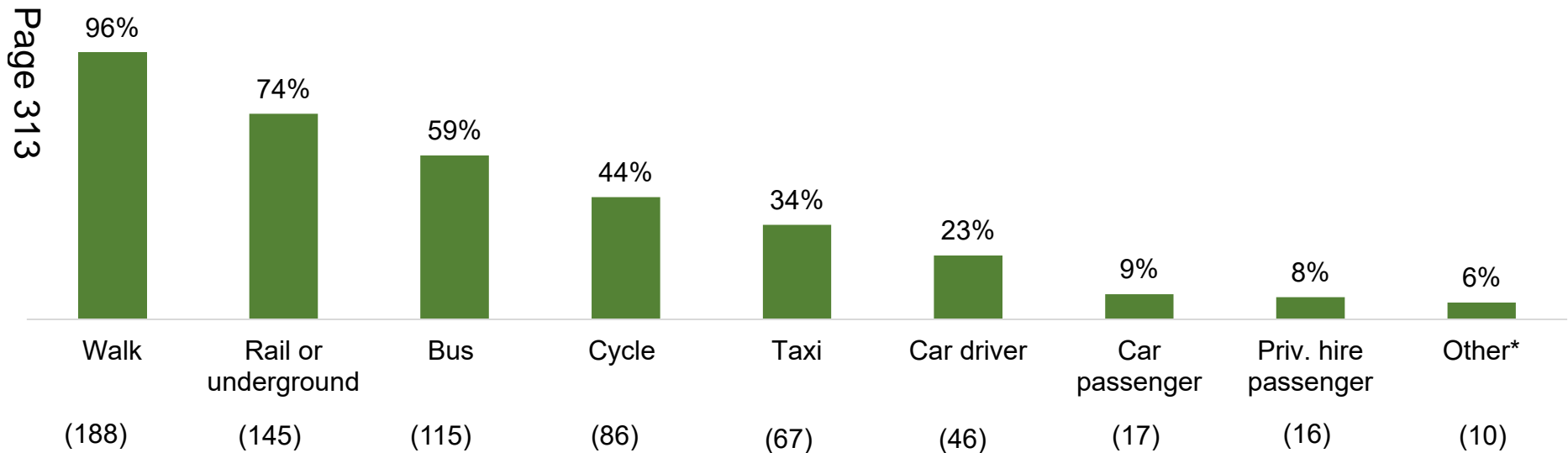
\*including business owners, livery companies and those studying in the area

# 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?



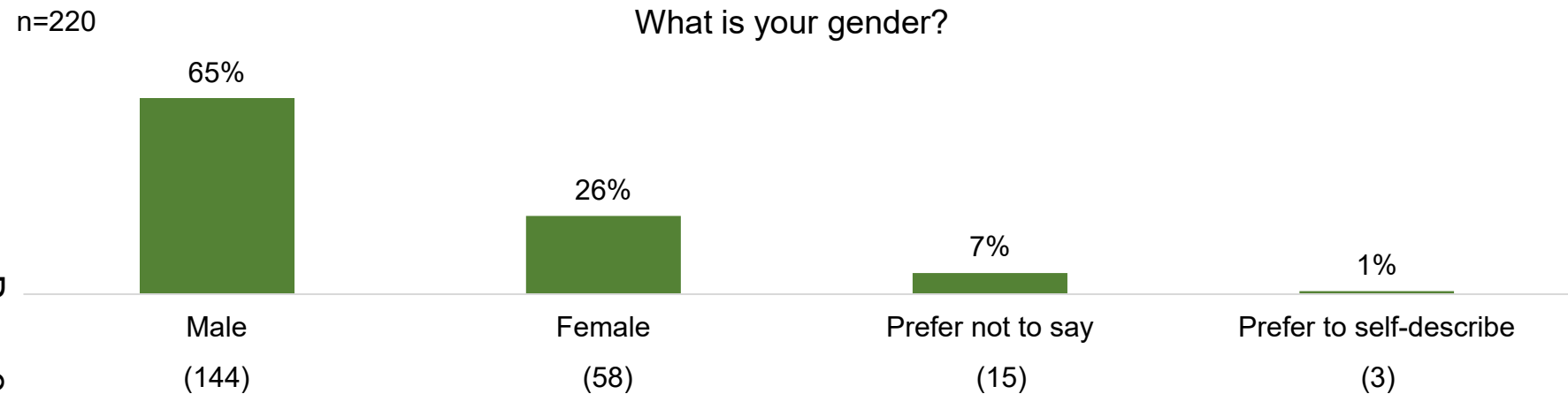
\* Other travel modes (each specified by fewer than 3% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle and other unspecified travel modes.

## Appendix 5: Demographics - those identifying with the London Borough of Islington



# Gender: those identifying with the London Borough of Islington

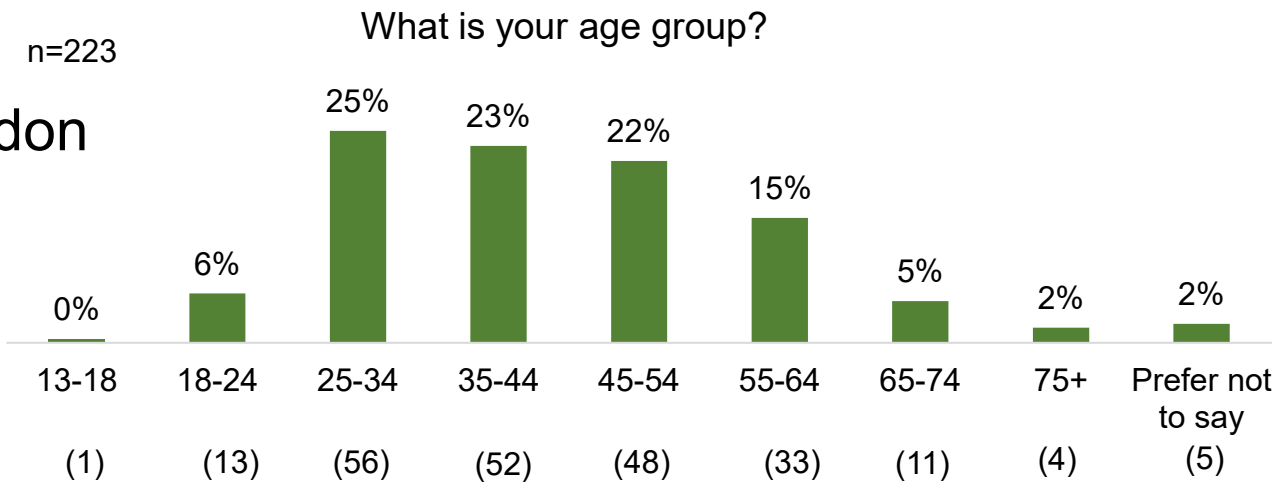
A majority of engagement contributors (65%) who identified with the London Borough of Islington described themselves as a male. 26% described themselves as female, 7% preferred not to say and 1% preferred to self-describe.



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# Age group: those identifying with the London Borough of Islington

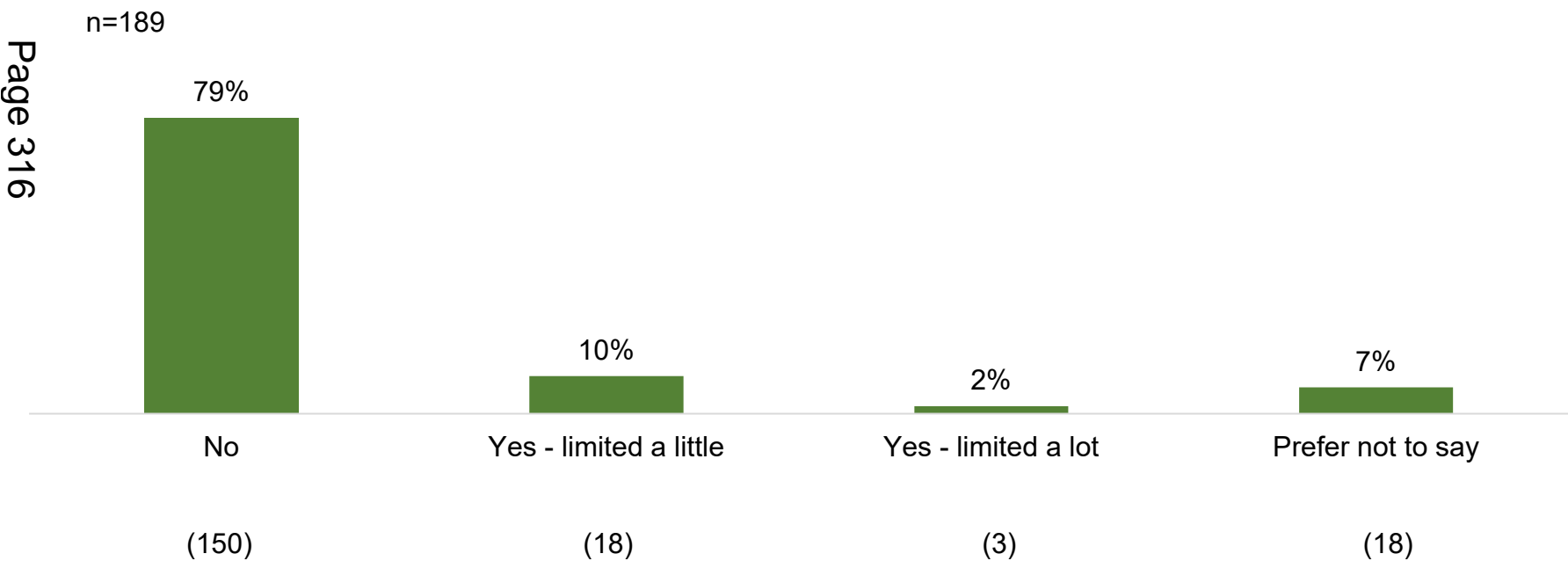
The age of engagement contributors who identified with the London Borough of Islington ranged from 13 to 75+, with a wide spread of ages represented.



# 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.

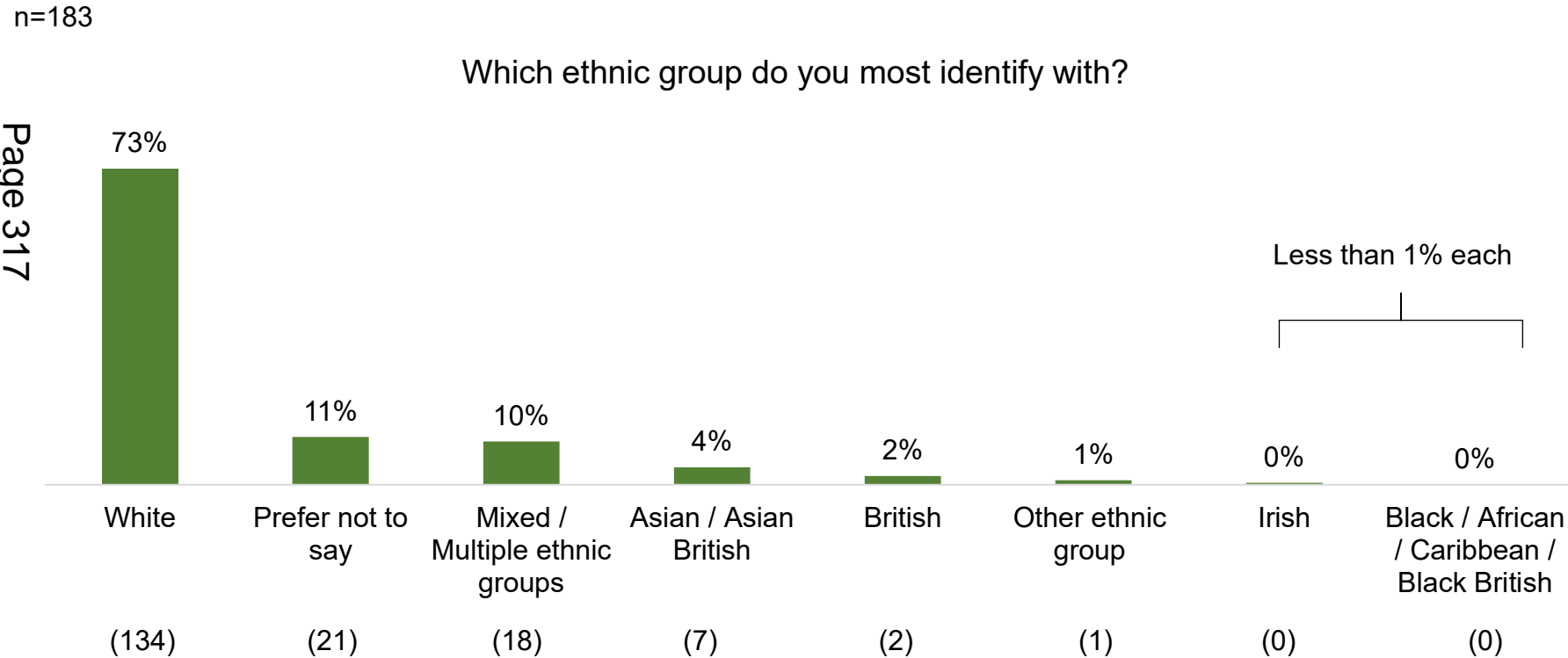
Are your day-to-day activities limited because of a physical or mental health condition or disability which has lasted, or is expected to last, at least 12 months?





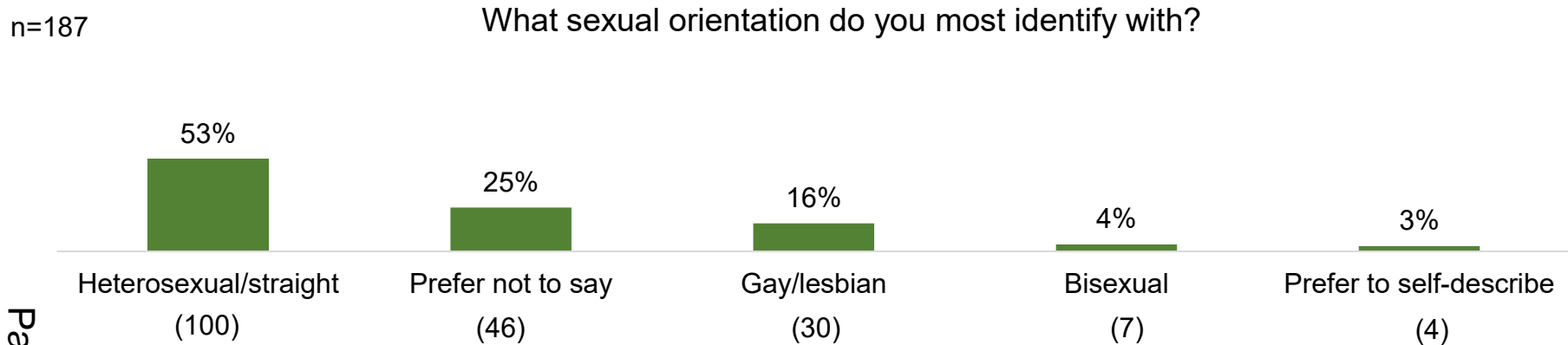
# Ethnicity: those identifying with the London Borough of Islington

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.



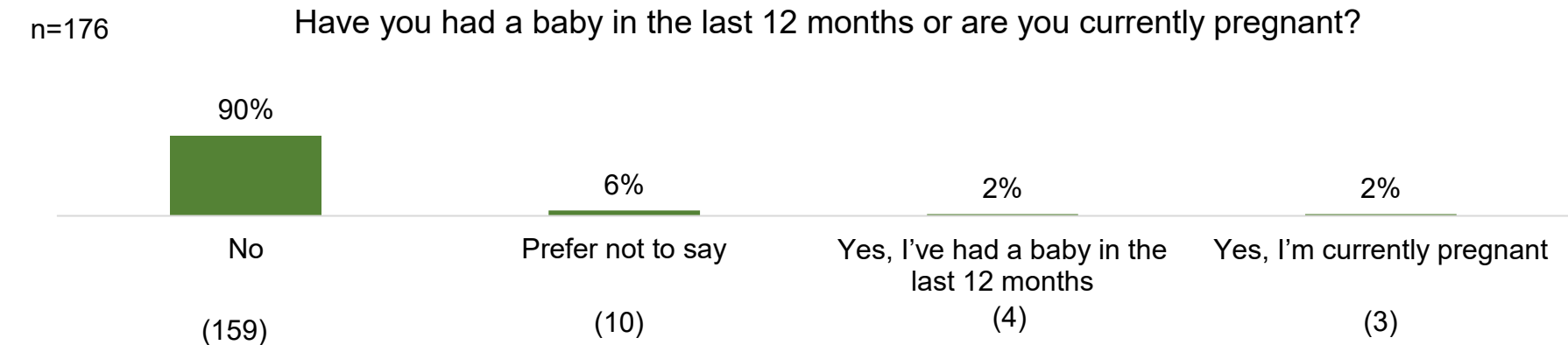
# Sexuality: those identifying with the London Borough of Islington

Just over 50% of engagement contributors who identified with the London Borough of Islington identified as heterosexual/straight.



## Pregnancy

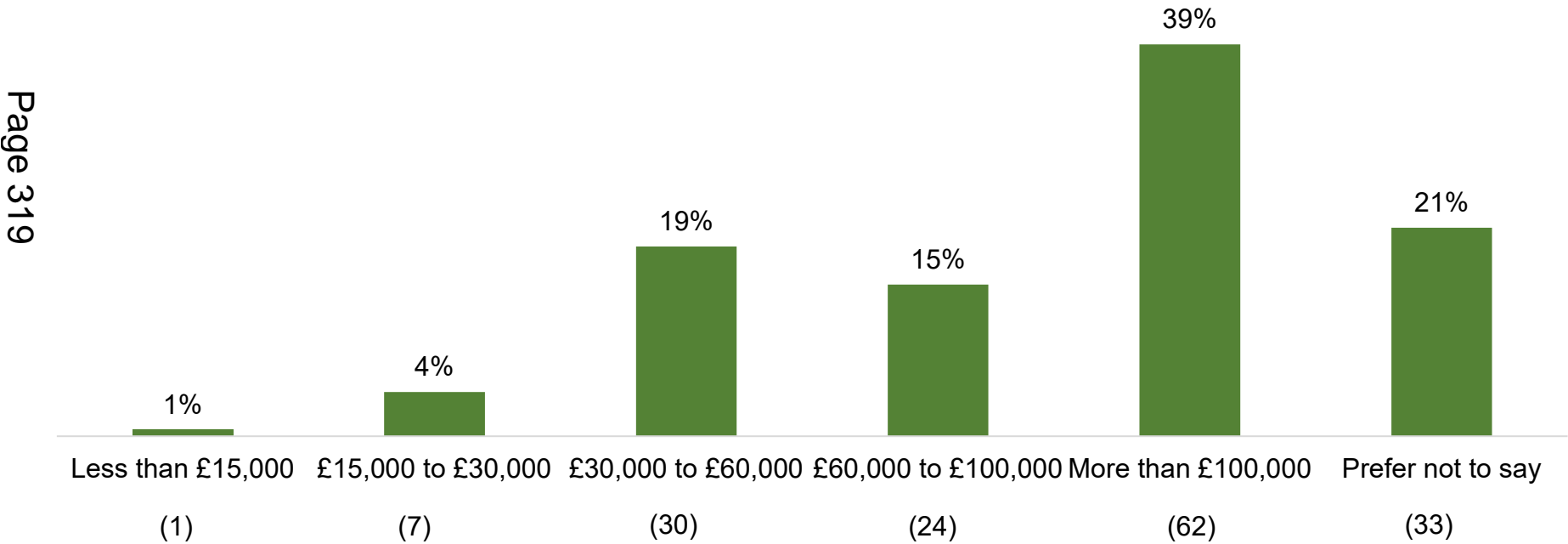
90% of engagement respondents who identified with the London Borough of Islington were not pregnant, nor had given birth in the last 12 months.



# Household income: those identifying with the London Borough of Islington

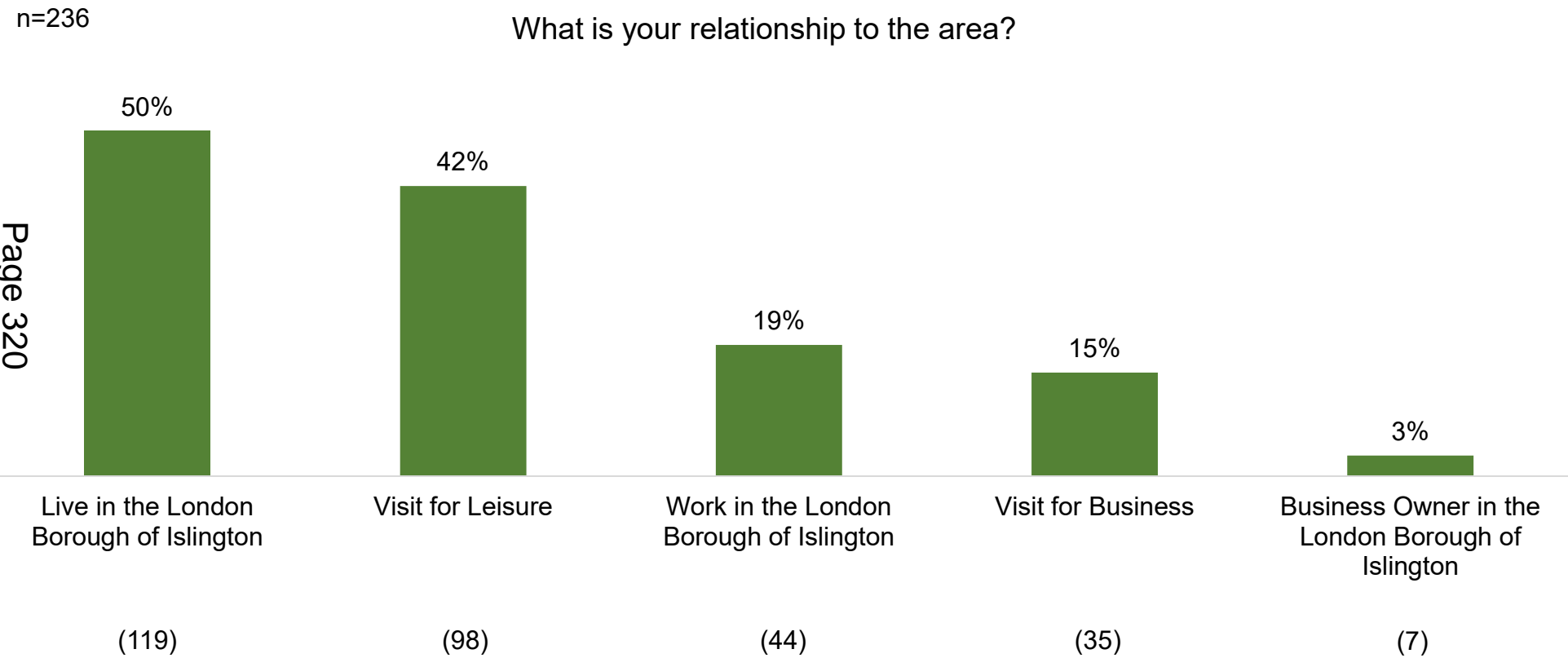
Some engagement contributors who identified with the London Borough of Islington chose not to specify their household's annual income. Among those who did, 39% were in the £100,000+ bracket.

n=157      What is your household's approximate annual income (before taxes and deductions)?



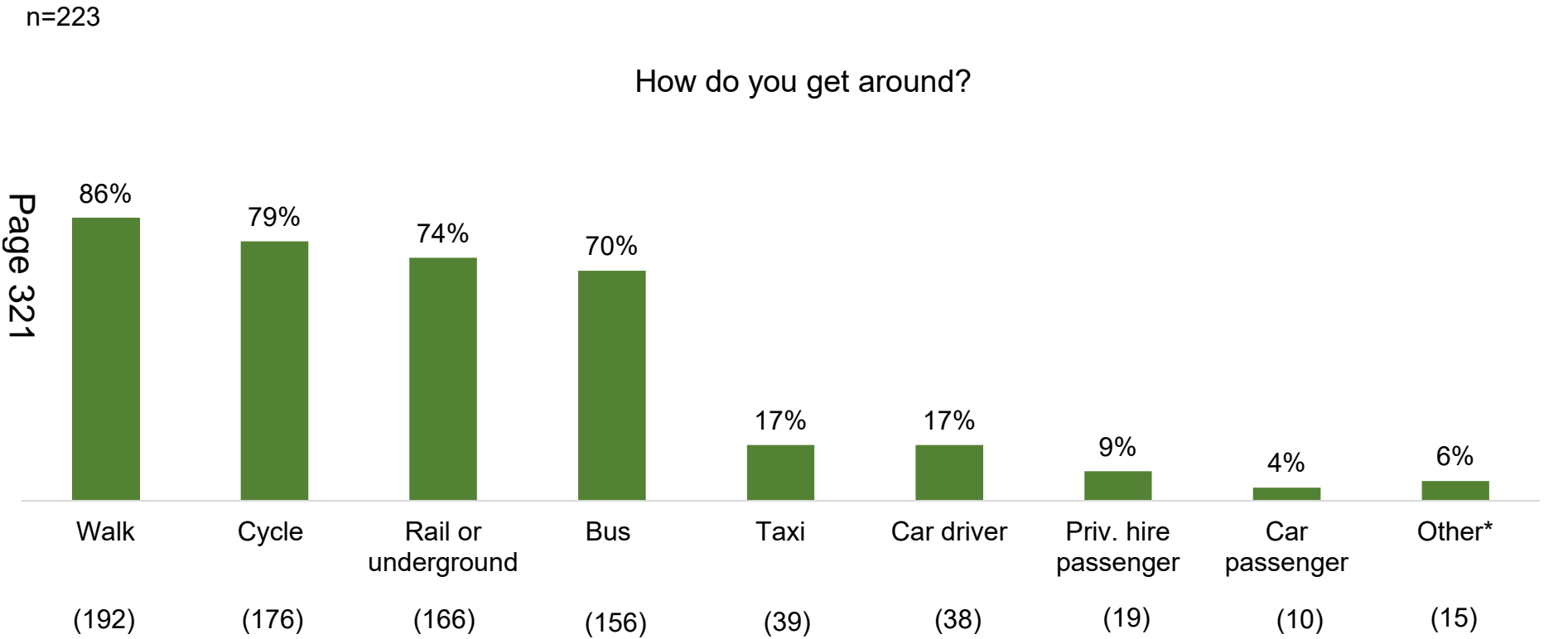
# Area connection: those identifying with the London Borough of Islington

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.



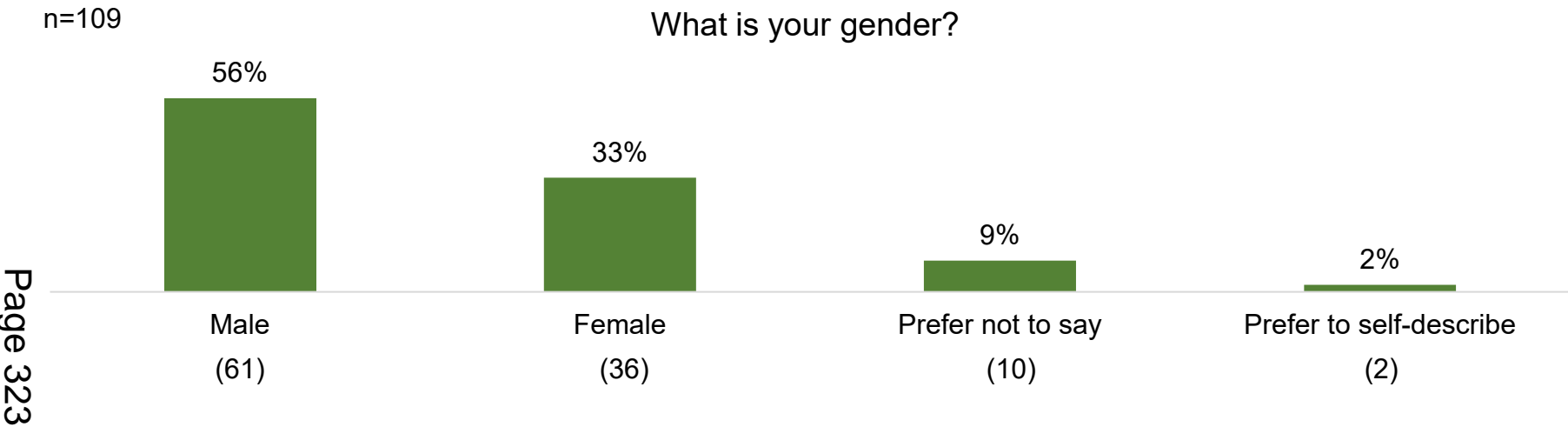
\* Other travel modes (each specified by fewer than 4% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle, wheelchair or mobility scooter and other unspecified travel modes.

## Appendix 6: Demographics - those residing in the London Borough of Islington



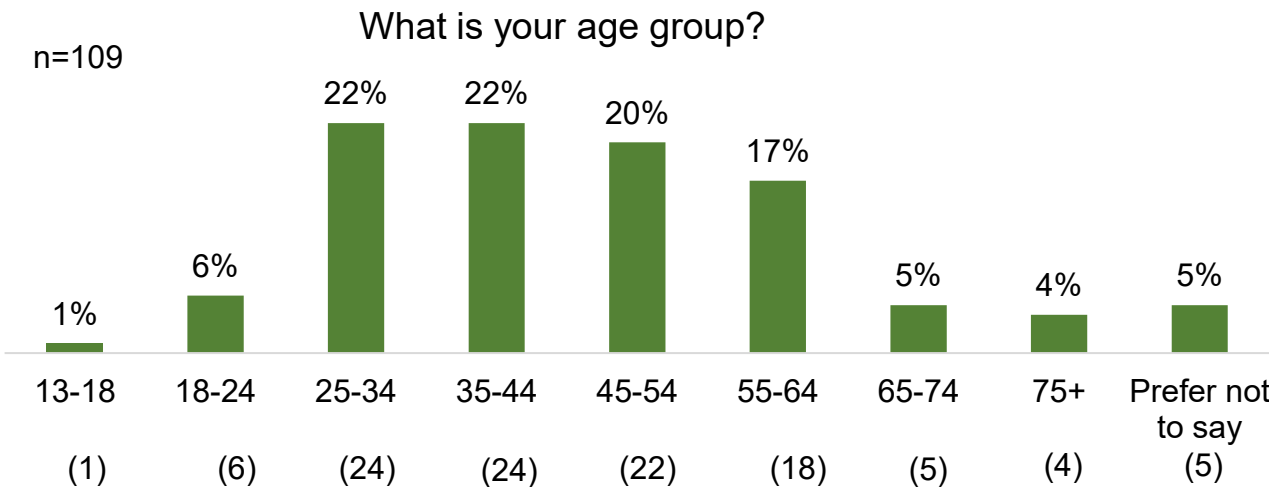
# Gender: those residing in the London Borough of Islington

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

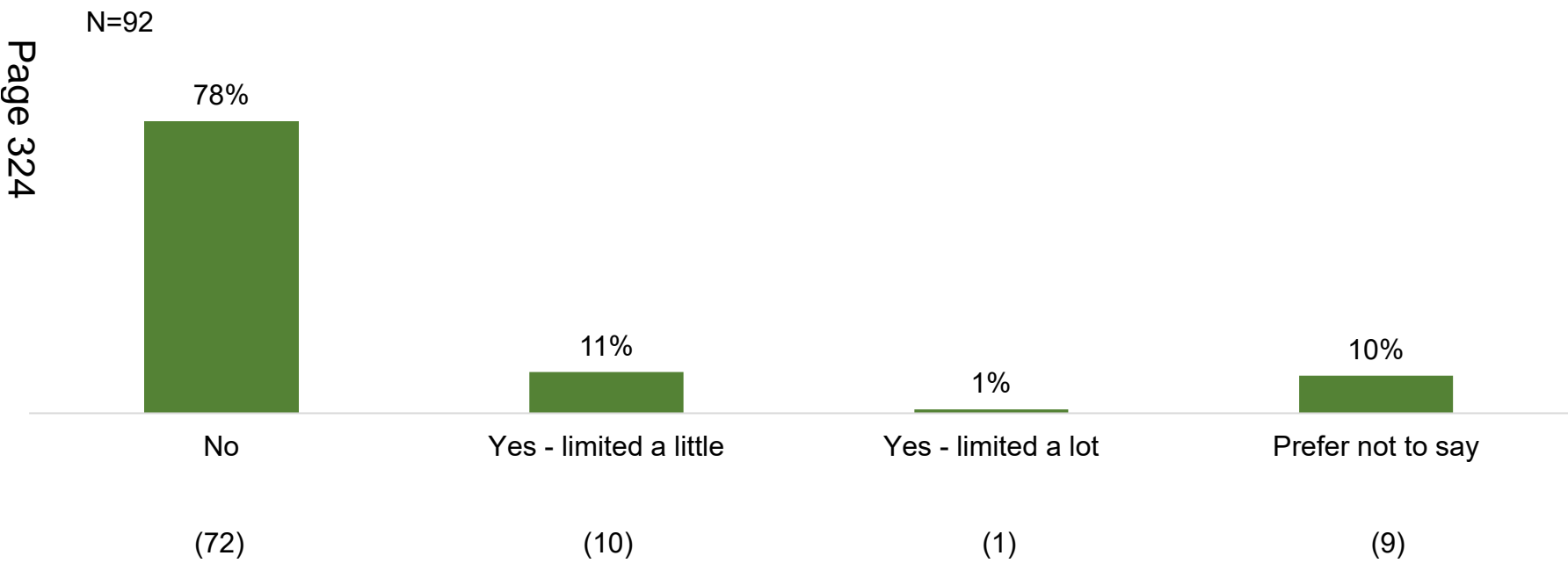
The age of engagement contributors who resided in the London Borough of Islington ranged from 13 to 75+, with a wide spread of ages represented.



# 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.

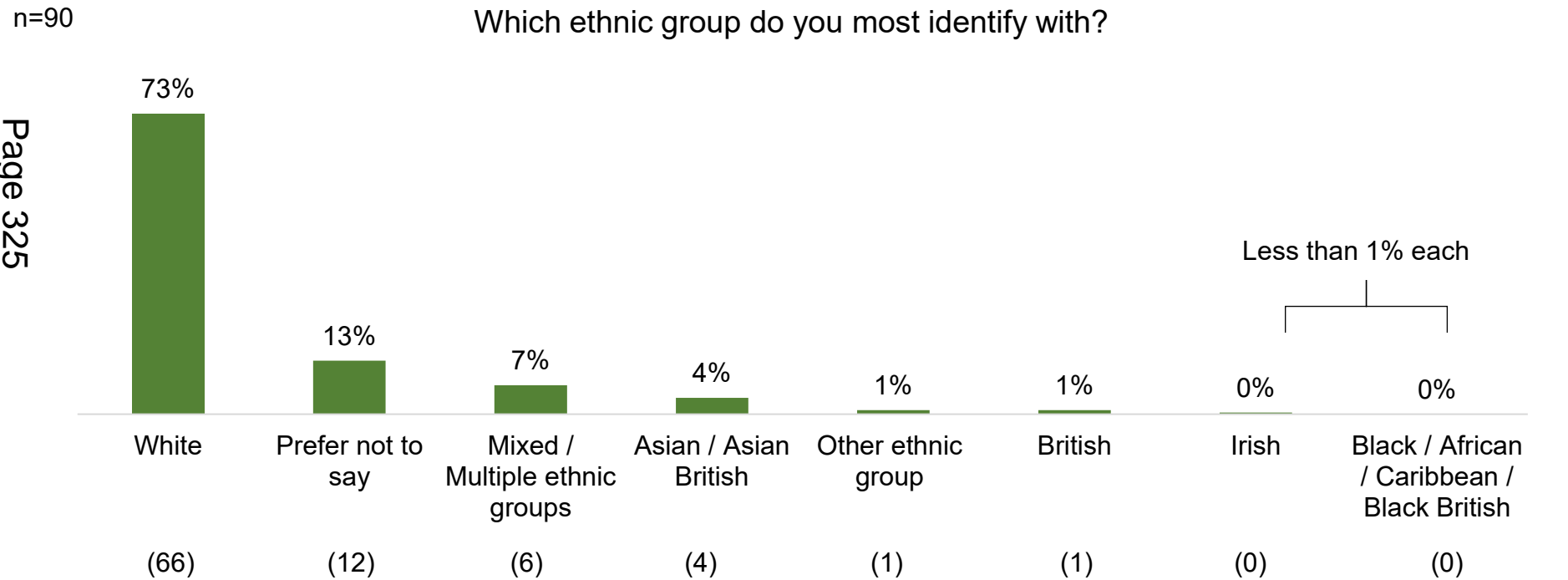
Are your day-to-day activities limited because of a physical or mental health condition or disability which has lasted, or is expected to last, at least 12 months?





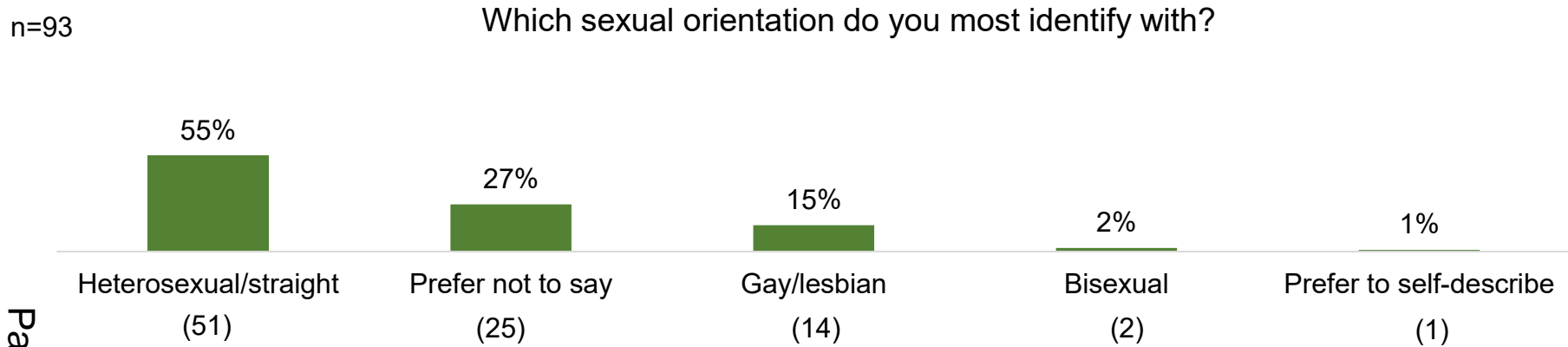
# Ethnicity: those residing in the London Borough of Islington

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.



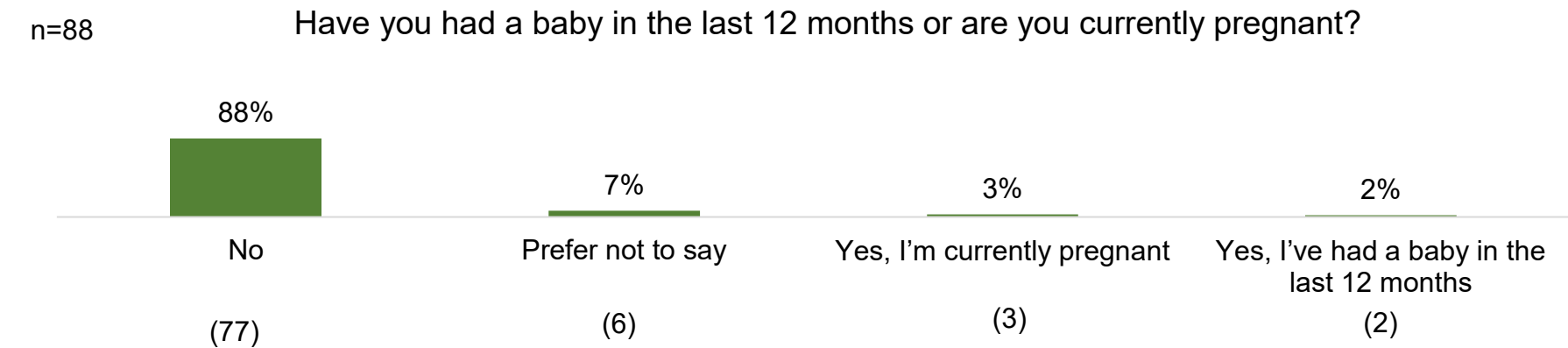
# Sexuality: those residing in the London Borough of Islington

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

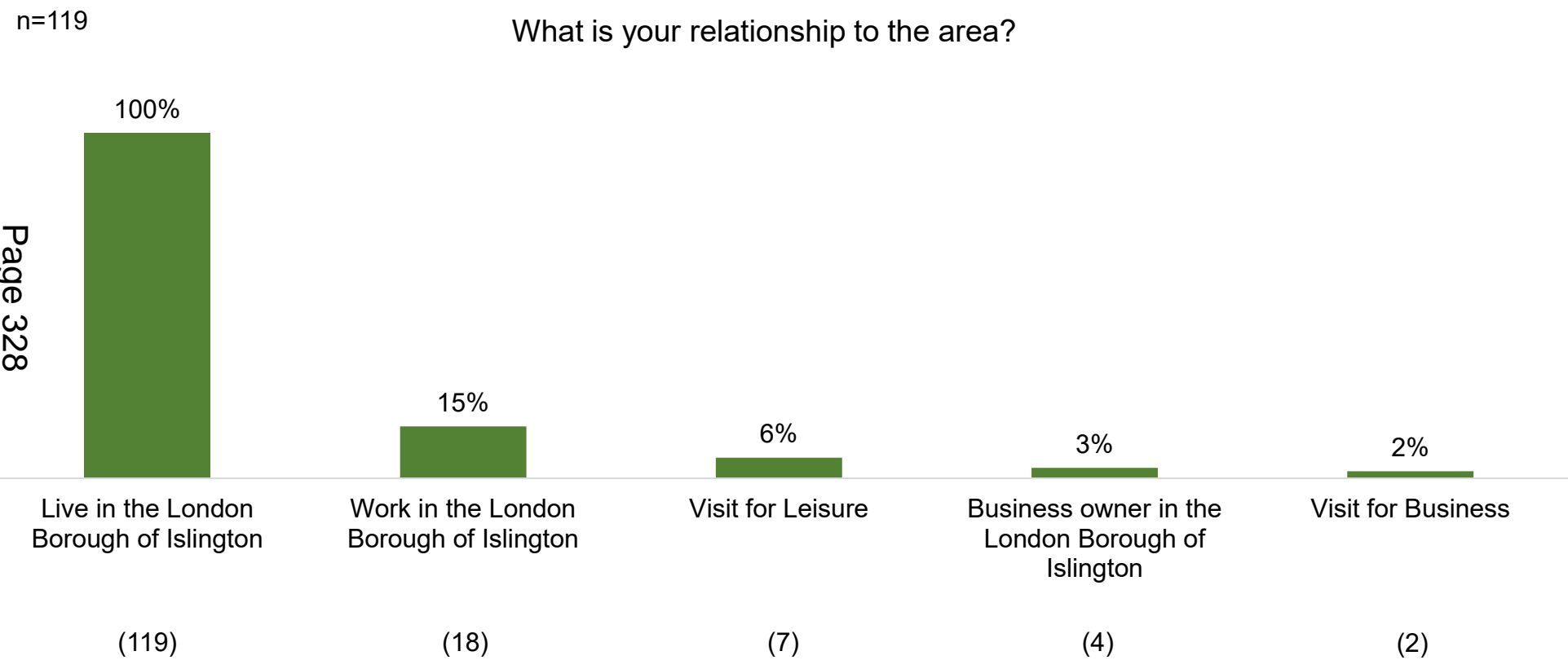
What is your household's approximate annual income (before taxes and deductions)?

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# Area connection: those residing in the London Borough of Islington

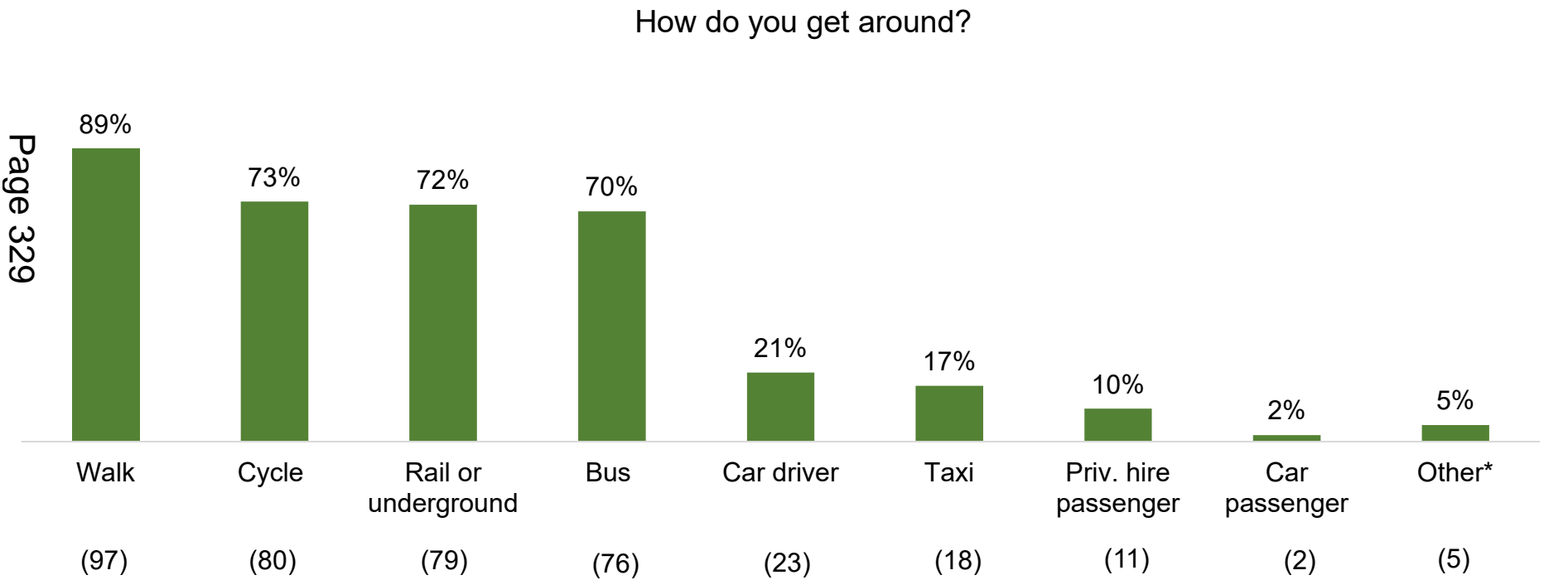
15% of contributors who reside in the London Borough of Islington also work there. More than one area connection could be specified by contributors.



# 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



\* 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

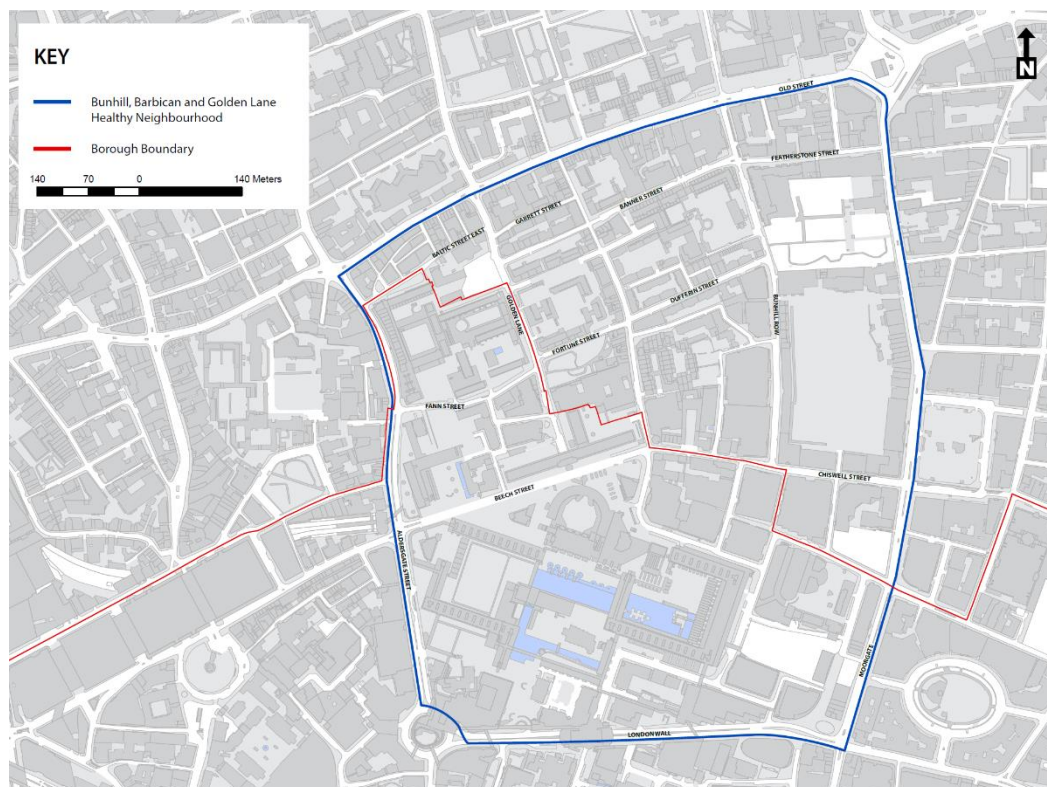


Figure 1: The Bunhill, Barbican & Golden Lane area

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.

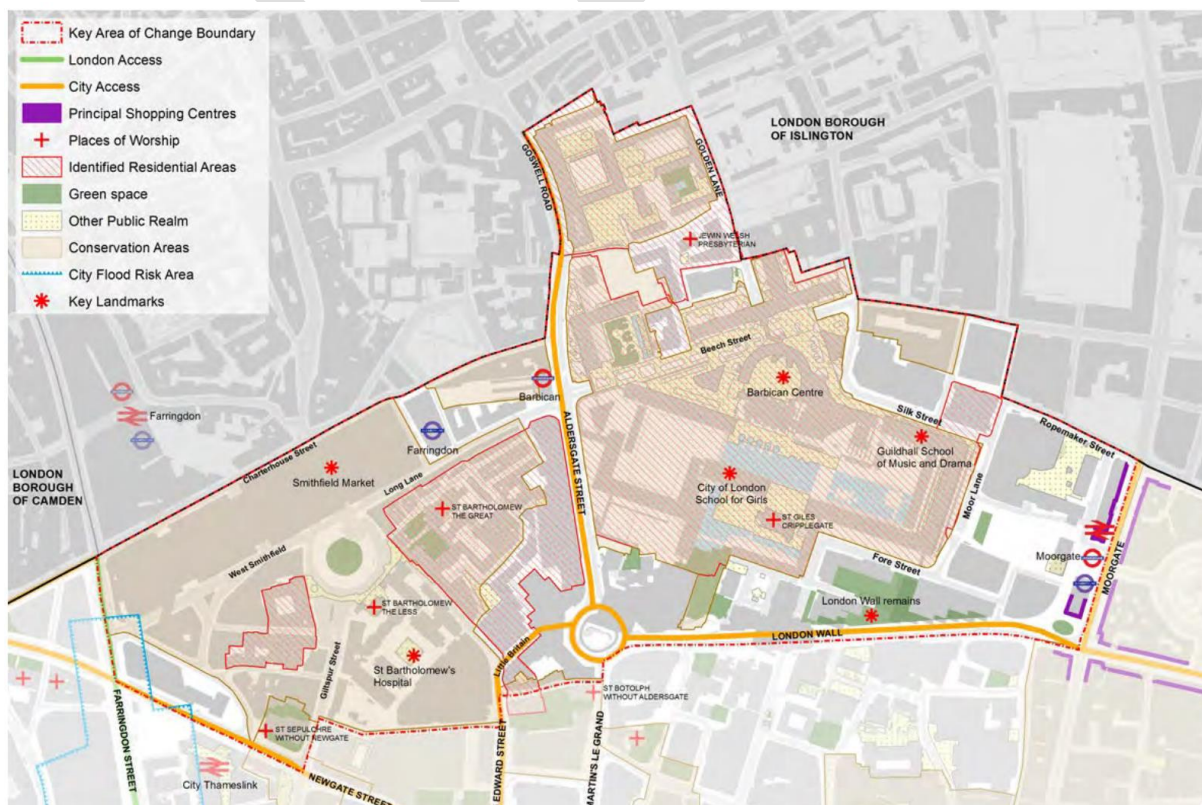


Figure 2: Smithfield and Barbican Key Area of Change

## 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.



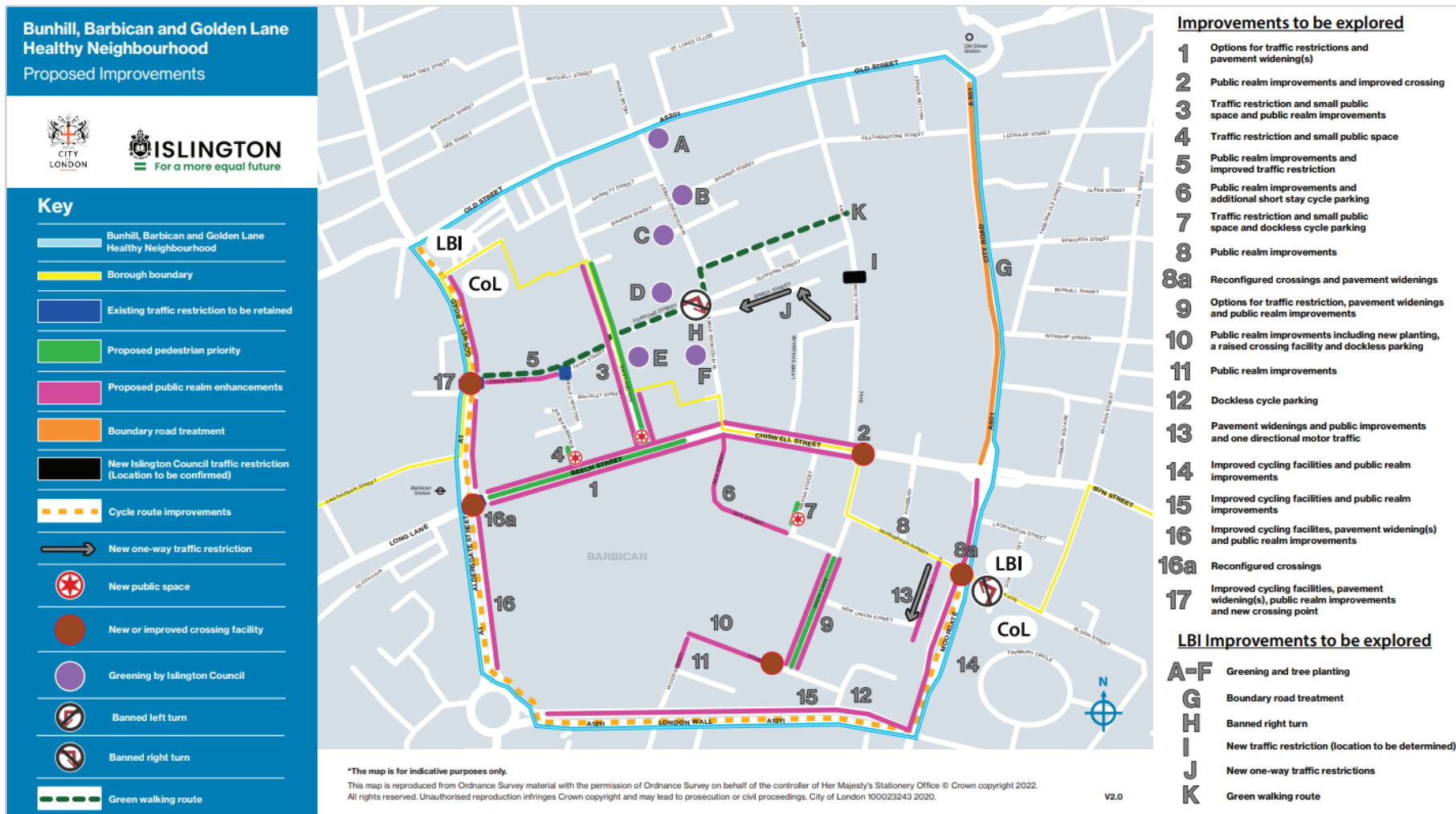


Figure 3: Proposals Plan

## 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 carparks 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)

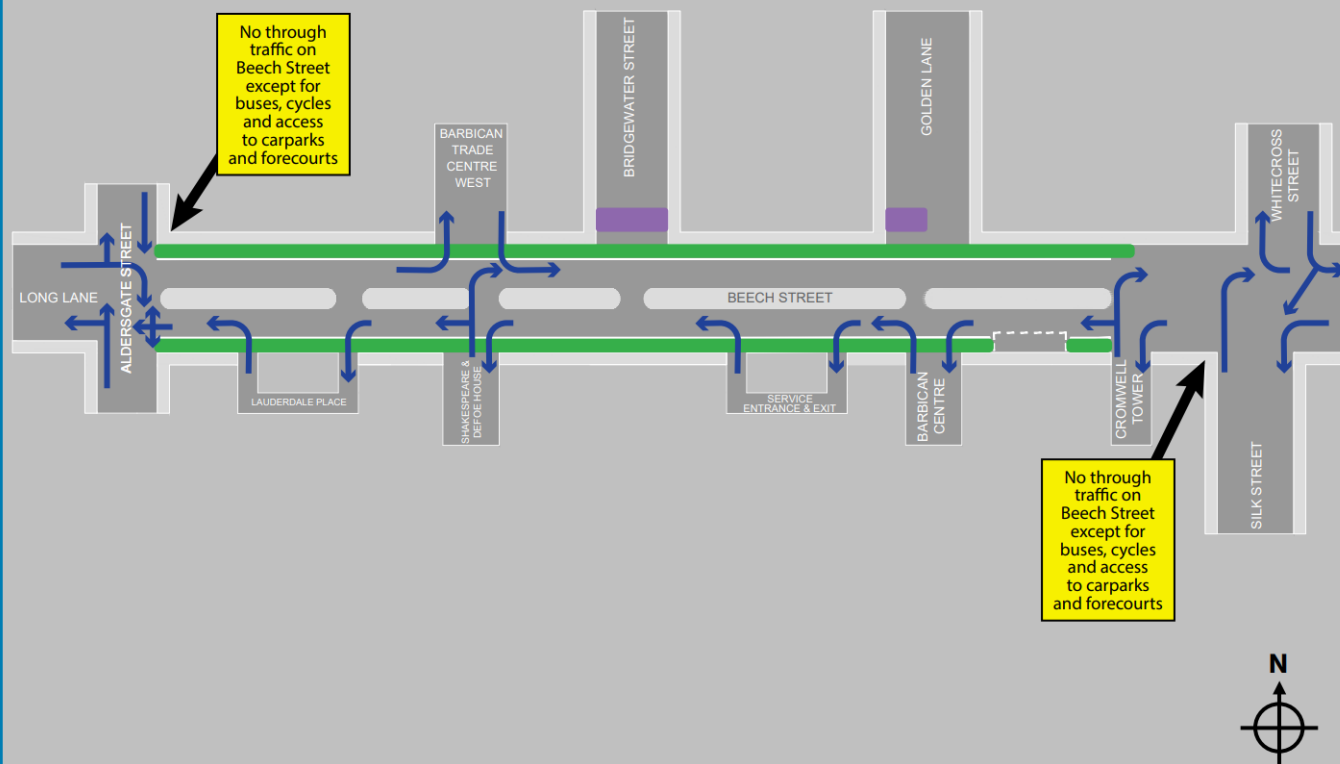


Figure 4: Beech Street (Proposal 1)

## 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 carparks 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
<b>TOTAL</b>	<b>283,500</b>	<b>243,117</b>	<b>40,383</b>

**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
<b>TOTAL</b>	<b>283,500</b>	<b>-</b>	<b>283,500</b>

**Table 3: Funding Strategy**

Funding Source	Current Funding Allocation (£)
CIL	250,000
Islington Council Contribution	33,500
<b>TOTAL</b>	<b>283,500</b>

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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												
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/ Reallocated & 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		



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