

# Bunhill, Barbican and Golden Lane Healthy Neighbourhood Engagement Findings Final Report

May 2023



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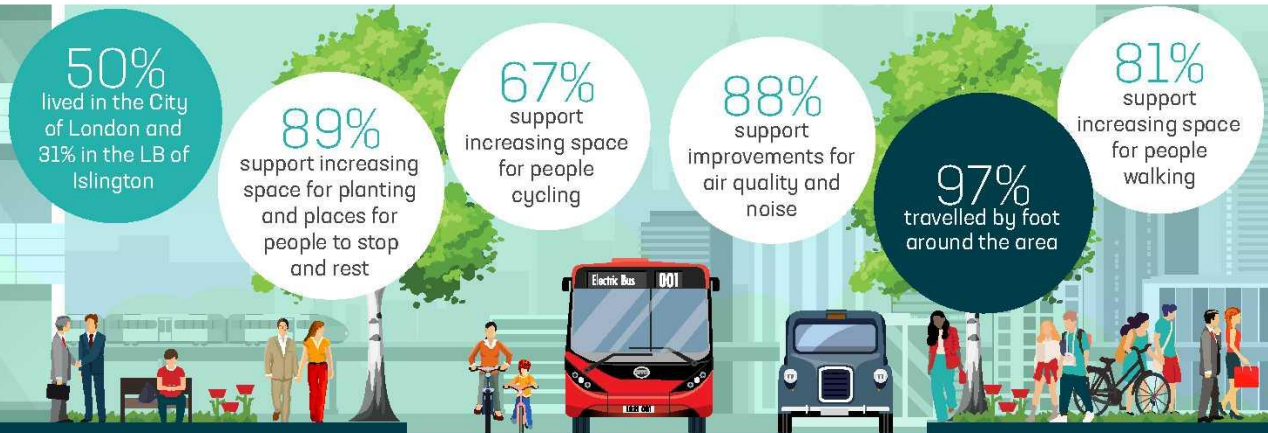
SYSTRA

# Bunhill, Barbican and Golden Lane Healthy Neighbourhood

## Engagement Findings

The City of London Corporation and London Borough of Islington are working together to create a cleaner, greener, and healthier neighbourhood in the Bunhill, Barbican and Golden Lane area. This report presents the findings from an engagement exercise capturing public views on the issues and opportunities that changes to the Bunhill, Barbican and Golden Lane neighbourhood should address. The engagement was live between 14th January 2023 - 6th March 2023, and a total of 205 responses were received via an online survey and direct emails. Feedback was also collected at public drop-in sessions.

**SYSTRA**



Number of respondents providing feedback:

Feedback on streets mainly focused on:

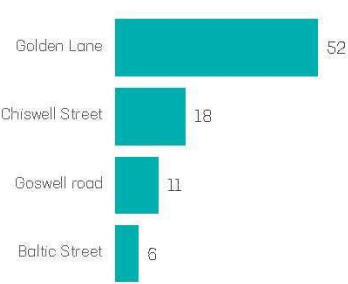
### Barbican & Golden Lane neighbourhood



### Bunhill neighbourhood



### Cross-neighbourhood streets



Barbican & Golden Lane neighbourhood	Bunhill neighbourhood	Cross-neighbourhood streets
Vehicle restriction improvements	Cycle access concerns and improvements	Road safety concerns
Congestion and traffic level concerns	Pedestrian footway and crossing improvements	Vehicle restriction improvements
Improvements to cycle access	Road safety concerns	Congestion and traffic level concerns
		Pedestrian footway and crossing improvements

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## Introduction

# Introduction

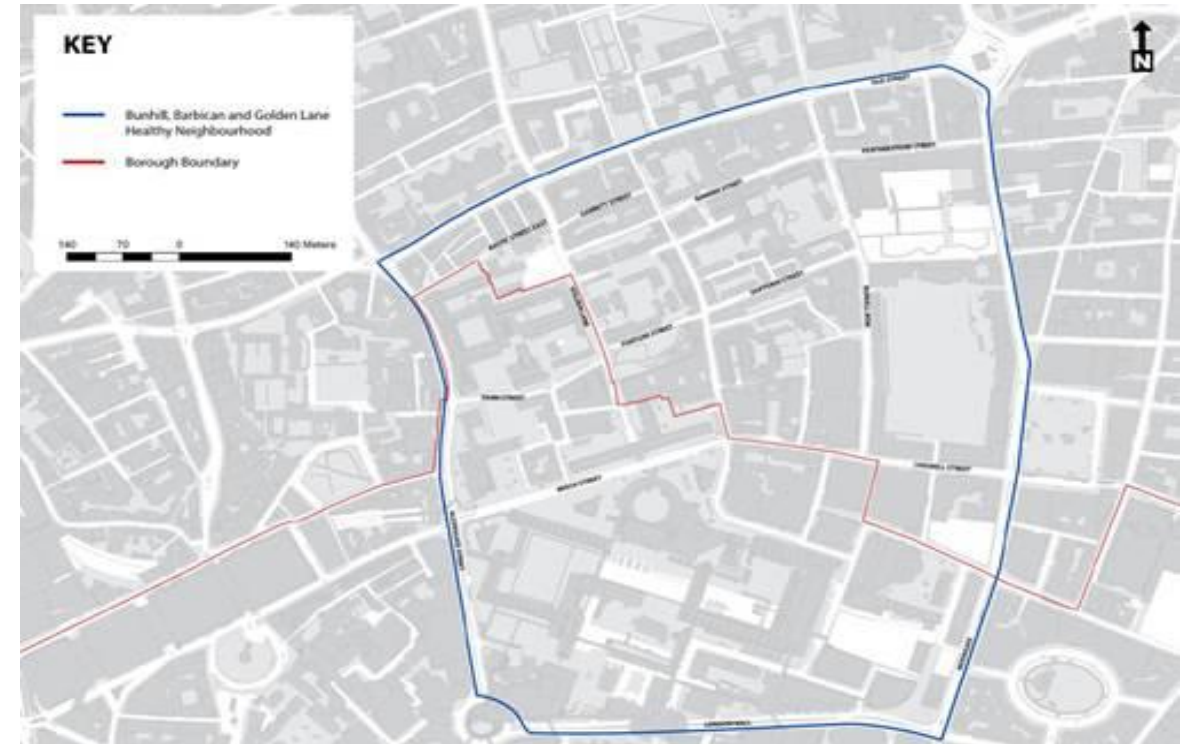
## Background to the engagement

The City of London Corporation (“The City”) and Islington Council (“LB of Islington”) are working together to create a cleaner, greener, and healthier neighbourhood in the Bunhill, Barbican and Golden Lane area. They are exploring the potential to make changes to streets and spaces to create more pleasant places and make it easier and safer to walk and cycle.

The City commissioned **SYSTRA** to design, host, analyse and report on an engagement exercise capturing public views on the issues and opportunities that changes to the Bunhill, Barbican and Golden Lane neighbourhood should address. The engagement exercise also captured level of support for traffic restrictions or changes to street layouts.

This report outlines the findings of this engagement which ran between 16<sup>th</sup> January 2023 – 6<sup>th</sup> March 2023.

The findings from this engagement exercise will be used by the City and LB of Islington to support the development of a healthy neighbourhood plan for the area.



# Introduction

## Response channels

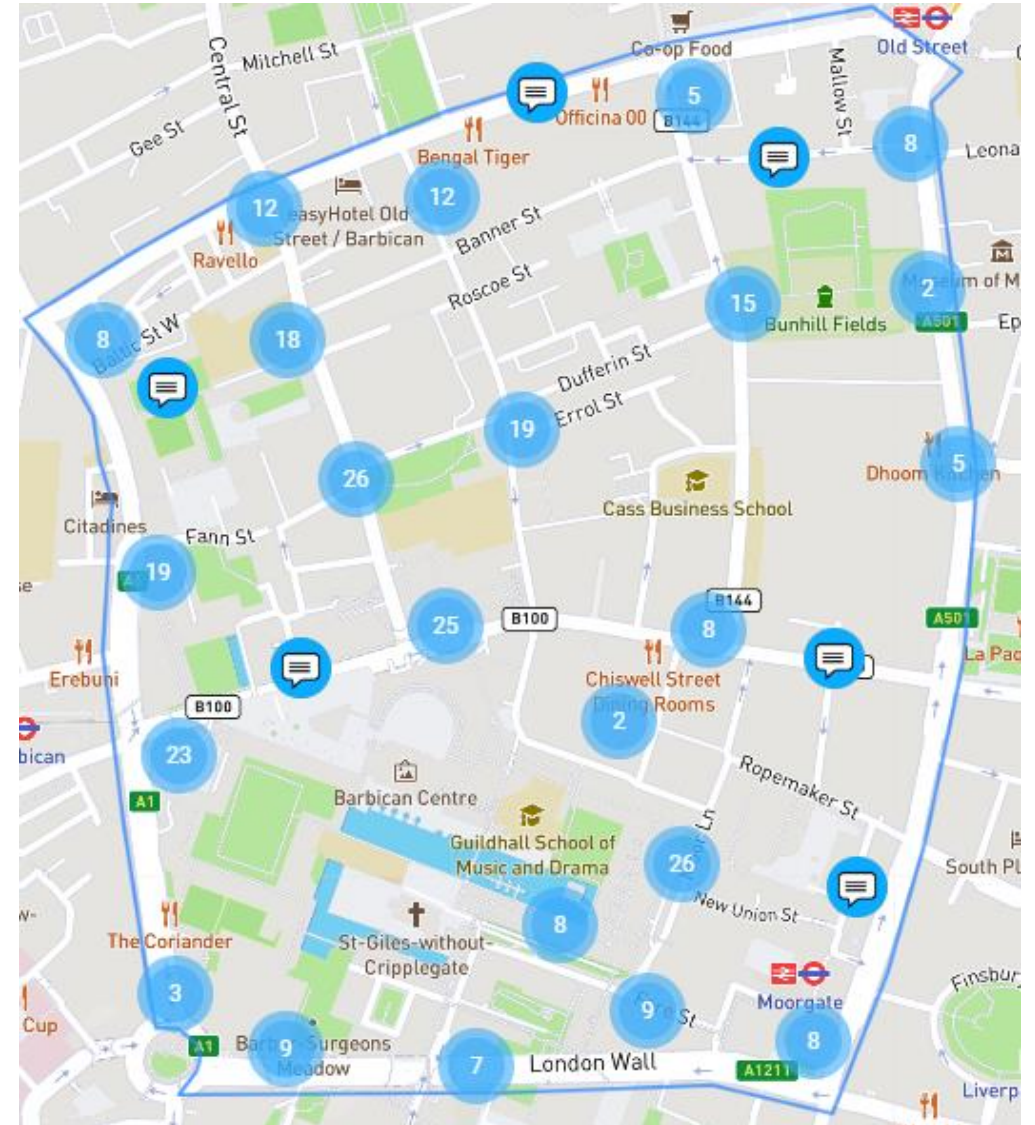
The engagement exercise was predominantly delivered using **PlaceChangers**, an interactive online map-based engagement tool. An interactive map highlighted the boundary for the full Bunhill, Barbican and Golden Lane area. Respondents were provided with the opportunity to leave feedback on the map by adding ideas on what does not work well in the area and on how the area could be improved (see image). A total of 895 ideas were provided on the interactive online map.

After adding ideas to the map, respondents were asked to complete a short online survey that captured:

- Demographic questions;
- Usual travel around the area; and
- Level of support for traffic restrictions or changes to street.

As well as collecting feedback on the online map, responses were provided via **email**. The total number of respondents taking part in the engagement exercise via the online map and email was **205** (189 online map respondents and 16 email respondents). The feedback received via these response channels have been analysed and reported on together.

Feedback was also collected at **public drop-in sessions**. This feedback has been analysed and reported on separately, and is shown in dark green call-out boxes throughout this report.



# Introduction

## Respondents per street

The table here shows the total number of respondents providing feedback on individual streets via the online map and email.

Beech Street received the highest response, with 69 respondents leaving feedback on the street. This was followed by Golden Lane (52 respondents), Old Street (40 respondents) and Moor Lane (37 respondents).

Neighbourhood	Street Name	Number of respondents providing feedback
Barbican and Golden Lane	Beech Street	69
	Moor Lane	37
	Fann Street	31
	Aldersgate Street	30
	Barbican Estate	25
	London Wall	24
	Fore Street	19
	Moorgate	15
	Fore Street Avenue	6
	New Union Street	5
	Silk Street	4
	Cripplegate Street	3
Bunhill	Old Street	40
	Whitecross Street	24
	Fortune Street	18
	Bunhill Row	16
	City Road	16
	Fortune Street Park	14
	Errol Street	10
	Banner Street	9
	Featherstone Street	9
	Bunhill Fields	9
	Leonard Street	8
	Dufferin Street	4
	Roscoe Street	4
	Chequer Street	2
	Garrett Street	2
Cross-neighbourhood Streets	Golden Lane	52
	Chiswell Street	18
	Goswell Road	11
	Baltic Street	6

# Introduction

## Analysis and Reporting approach

All data was cleaned and analysed using statistical analysis software, SPSS. All **closed questions** within the online survey were tabulated and chi-square statistical tests were run to assess whether there were variations in survey answers between different groups of respondents.

Respondents' **open-text comments** on the streets and public spaces in the area were read and analysed in detail, with each sentiment allocated to a code. These codes (and their relationships) are known as the 'coding framework'. Coding ensures all ideas and points raised by respondents are captured and reported on.

Views on individual streets and public spaces are reported separately in this report, with codes grouped together to identify key themes under the headings of **concerns**, **support** and **suggested improvements**. Themes have been outlined in order of prevalence and are colour coded as above. Anonymised verbatim quotes are used to illustrate the points made.

It should be noted that feedback collected during public drop-in sessions was grouped together by street and assigned to streets based on the location of post-it notes on a printed map. It is therefore not possible to link drop-in data back to individual respondents or exact locations. For these reasons, data from the drop-in sessions has been analysed and reported on separately for this report. Drop-in session data is highlighted in **dark green** call-out boxes throughout this report. Note, feedback was not provided on all streets during the public drop-in sessions.

As with all analysis of engagement exercise data, it should be noted that:

- The sample of respondents is self-selecting and therefore the findings do not aim to be representative of the City population or road user groups;
- The base sizes for each question vary, as not all questions were compulsory to answer;
- The engagement survey included some multiple response questions (MRQ), for which participants could select more than one response. These are signified through use of 'MRQ' in relevant figure headings;
- The views and opinions reported are the views and perceptions of respondents and are not necessarily factually correct;
- The engagement process cannot be seen as a 'vote' and we do not attempt to draw conclusions based on the number of people offering positive or negative comments toward the schemes; and
- The open text data provided by respondents was self-selecting, meaning respondents could choose whether or not to provide a more detailed comment. Whilst this approach ensures the views and opinions of different types of people are heard, the detail provided cannot be taken to be representative of the respondent sample, the City population, the LB of Islington population, or of road user groups.



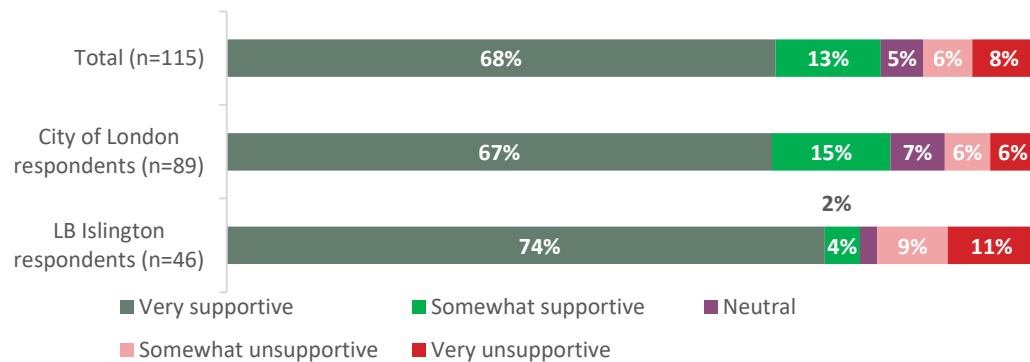
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**Support for  
interventions**

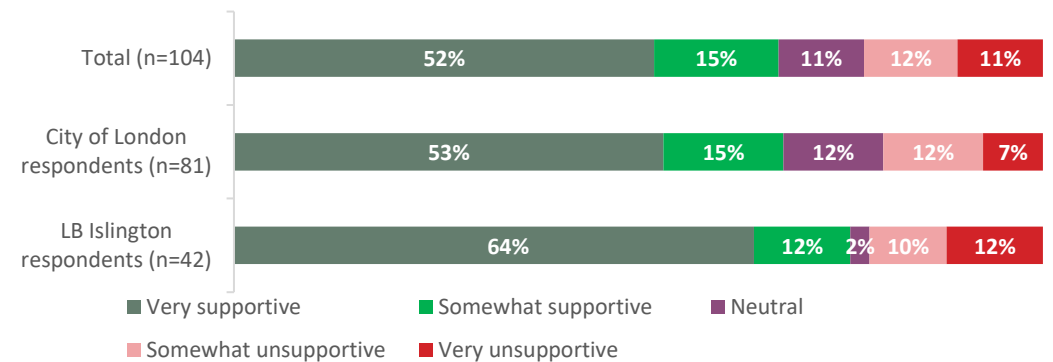
# Is there support for traffic restrictions or changes to street layouts?

Respondents to the online survey were asked about the extent to which they are supportive of traffic restrictions or changes to street layouts which may increase some journey times to increase space for people walking and cycling, on-street trees, plants and places for people to stop and rest, and improve local air quality and noise levels.

Overall, the majority of respondents were supportive of changes that increase space for people walking (81% overall; 82% City of London; 78% LB of Islington). A slightly lower proportion were supportive of changes that increase space for people cycling (67% overall; 68% City of London; 76% LB of Islington). Level of support did not significantly differ between City of London and LB of Islington respondents.



In principle, to what extent are you supportive or unsupportive of traffic restrictions or changes to street layouts which may increase some journey times in order to increase space for people walking?\*



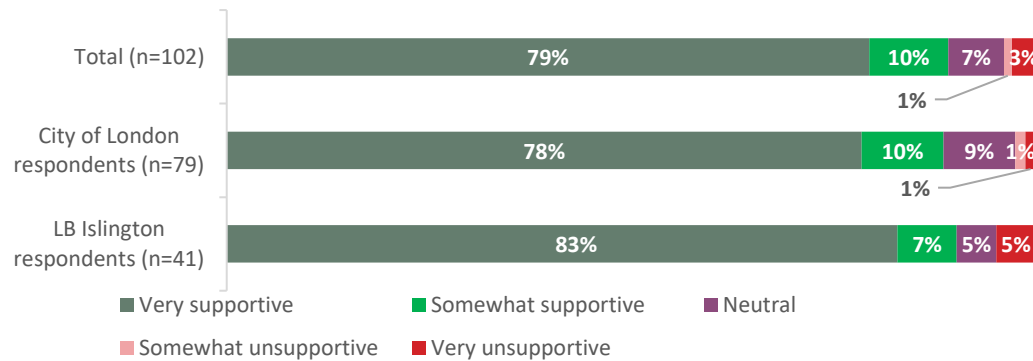
In principle, to what extent are you supportive or unsupportive of traffic restrictions or changes to street layouts which may increase some journey times in order to increase space for people cycling?\*

\* Note, not all respondents to the online engagement survey chose to answer these questions. Respondents could also fall into both the 'City of London respondent' and 'LB Islington respondent' categories, due to the multiple response nature of the question.

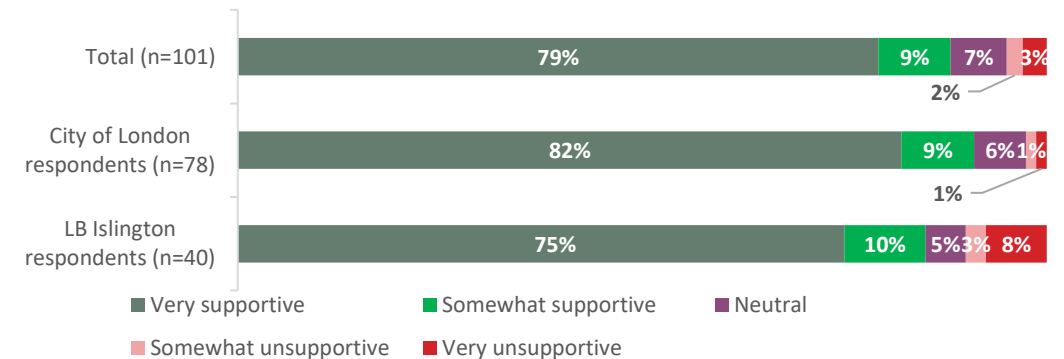
# Is there support for traffic restrictions or changes to street layouts?

The majority of respondents were supportive of changes that increase space for on-street trees, planting and places for people to stop and rest (89% overall; 88% City of London; 90% LB of Islington). Findings did not significantly differ between City of London and LB of Islington respondents.

Respondents showed similar levels of support for changes that improve local air quality and noise levels (88% overall; 91% City of London; 85% LB of Islington). Level of support did not significantly differ between City of London and LB of Islington respondents.



In principle, to what extent are you supportive or unsupportive of traffic restrictions or changes to street layouts which may increase some journey times in order to increase space for on-street trees, planting and places for people to stop and rest?\*



In principle, to what extent are you supportive or unsupportive of traffic restrictions or changes to street layouts which may increase some journey times in order to improve local air quality and noise levels?\*

\* Note, not all respondents to the online engagement survey chose to answer these questions. Respondents could also fall into both the 'City of London respondent' and 'LB Islington respondent' categories, due to the multiple response nature of the question.

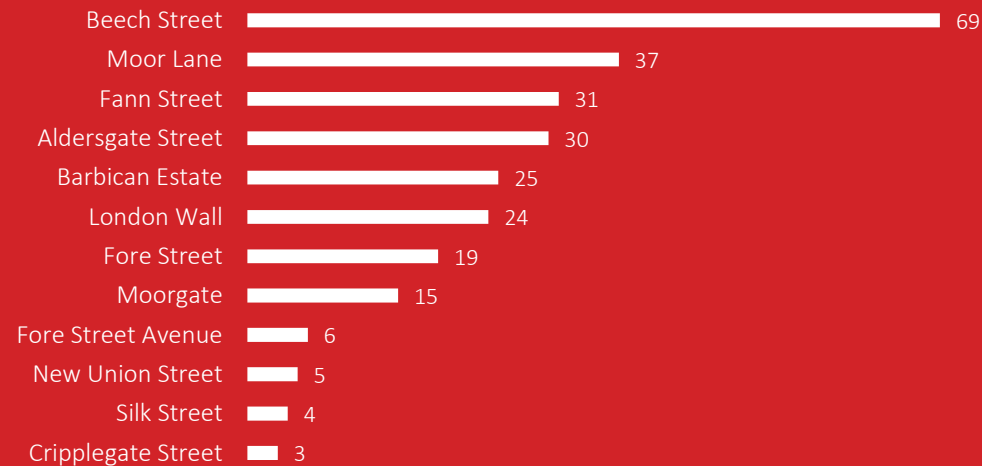
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**Feedback on the  
Barbican & Golden  
Lane  
neighbourhood**

# Feedback on the Barbican & Golden Lane neighbourhood

Respondents were provided with the opportunity to leave feedback on the **Barbican and Golden Lane neighbourhood**, including feedback on what does not work well currently, as well as ideas on how the area could be improved.

The remainder of this chapter provides an overview of the feedback provided at street level. The chart below shows the total number of respondents providing feedback on individual streets via the online map and email.



Number of respondents providing feedback on Barbican and Golden Lane neighbourhood streets (MRQ)

*Note, respondents could also provide feedback on as many or few streets as they liked*

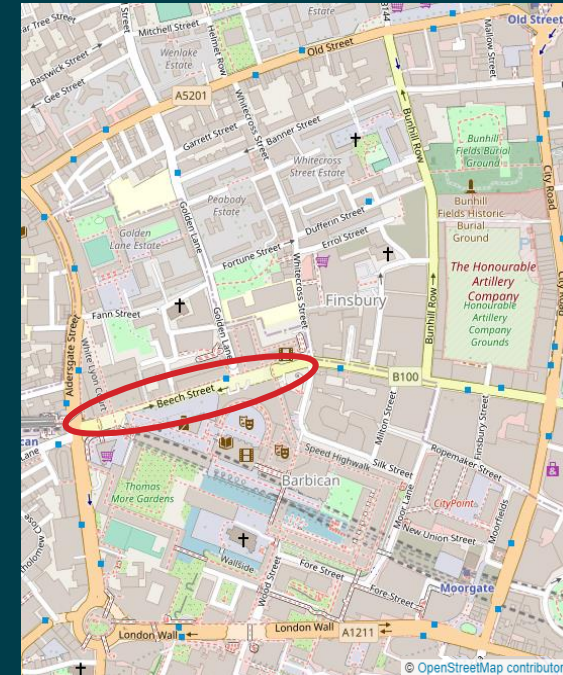
# Beech Street

Of the 205 respondents to the engagement exercise, **69 respondents** provided feedback on **Beech Street**.

A large proportion of comments on Beech Street included **concerns** for air quality within the tunnel, as well as concerns that the proposed vehicle restrictions for Beech Street\* could lead to increased journey times, restrict access for older and disabled people, and displace congestion and pollution to surrounding streets. Other concerns focused on:

- Current pedestrian footway or access, including concerns for narrow pavements, poorly placed signage and planting and unsafe pedestrian crossing points;
- Current cycle access;
- Road safety on Beech Street, specifically regarding unsafe cycling, and narrow footpaths forcing pedestrians into the road;
- Traffic levels on Beech Street now and as the number of zero emission vehicles increases;
- Access for taxis being restricted by the proposed Beech Street scheme, causing increased journey times and costs;
- Resident access being restricted by the proposed Beech Street scheme;
- Vehicle speeds on Beech Street; and
- Noise pollution on Beech Street.

*“By restricting motor vehicles you’re restricting the disabled, elderly etc. Rerouting traffic does not improve air quality or congestion it merely increases it on surrounding streets!”*



*“The air quality in the tunnel is unacceptable for pedestrians.”*

\* It is proposed that only zero-emission capable vehicles will be able to drive through Beech Street without stopping. However, the Golden Lane junction with Beech Street would remain open to all vehicles travelling down Golden Lane into Beech Street. It is anticipated that this would increase motor vehicle traffic from 1,800 to 3,000 vehicles a day on Golden Lane.

# Beech Street

Despite concerns, some comments either **supported** the proposed vehicle restriction on Beech Street

or **suggested** that the proposed vehicle restriction on Beech Street should be expanded, with some calling for all motor vehicles to be banned from entering the street to improve air quality and reduce noise pollution.



Additionally, comments included **suggestions** for:

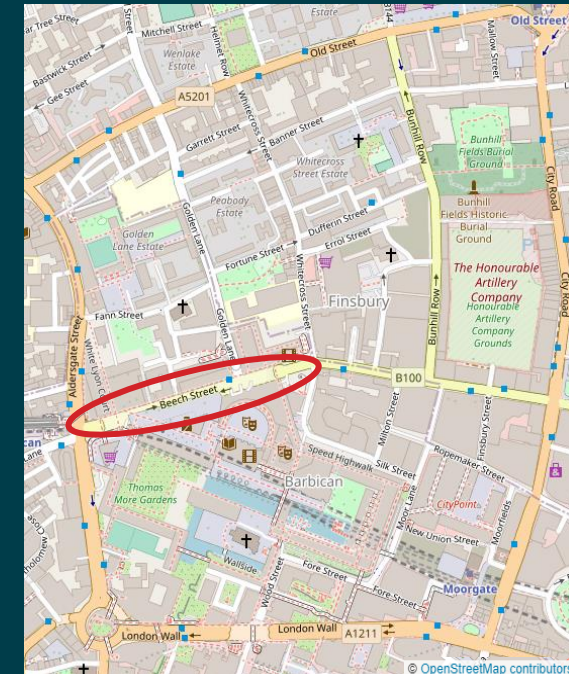
- Improved pedestrian access, footways, or crossings, and increased pedestrianisation, including widening the pavement on the south side of the tunnel;
- Traffic calming and speed measures, including speed enforcement and modal filters;
- Updated cycling infrastructure, specifically segregated cycle lanes and improved crossings. Some comments also suggested removing cycle access and cycle lanes due to concerns about dangerous cycling;
- Improved road signage for the proposed traffic restriction on Beech Street, including ensuring this does not block pedestrian access;
- Improved public realm, such as street cleaning, removal of graffiti and additional planting; and
- Improved street lighting.

The **key themes** identified for Beech Street were: concerns for air quality; vehicle restriction improvements; and concerns for vehicle restrictions.

Feedback from the public drop-in sessions was similar to the above, as well as suggestions to allow access for Barbican Centre visitors, visitors to local markets, and deliveries if the proposed vehicle restriction on Beech Street is implemented.

*“Restricting all motor vehicles on Beech Street is a must!”*

*“Adding trees and greening to replace parking would be the best option.”*



*“Cycles and scooters are the greatest source of danger to pedestrians and should be excluded from use of Beech St and Golden Lane.”*

# Moor Lane

Of the 205 respondents to the engagement exercise, **37 respondents** provided feedback on **Moor Lane**.

Many comments on Moor Lane included **concerns** for traffic levels or congestion due to rat-running, particularly if the proposed traffic restriction on Beech Street is introduced. Concerns were also raised about the planters and maintenance of the pocket park on Moor Lane, despite some comments offering support for park.

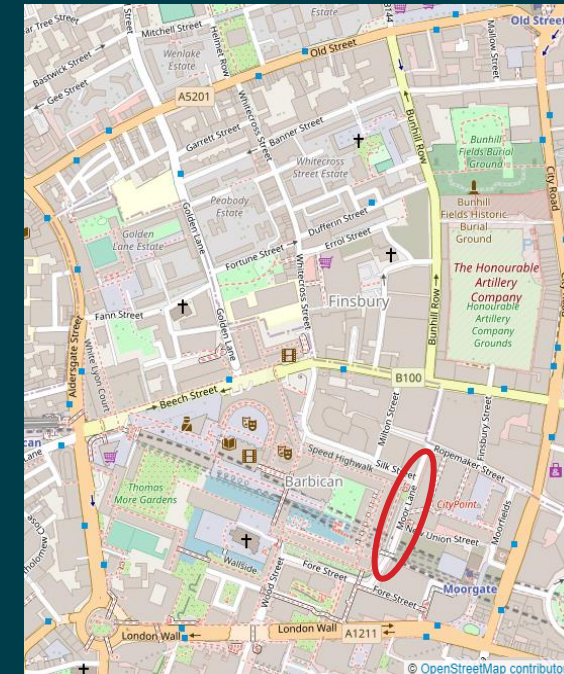
Concerns in relation to the following were also common: road safety at the junction with London Wall; air quality; cycle and pedestrian access; noise pollution; cycle and pedestrian crossings; vehicle speeds; seating; and vehicle parking.

A large proportion of comments **suggested improvements** to the pocket park on Moor Lane, specifically suggestions to increase the greenery. Additionally, suggestions were made to introduce:

- Vehicle restrictions to prevent rat-running on Moor Lane;
- Traffic calming and enforcement measures, such as speed cameras and chicanes, although some comments suggested traffic levels and speeds are already at appropriate levels;
- Improved footways or pedestrian access and increased pedestrianisation;
- New cycling infrastructure, including segregated cycle lanes, improved crossings and early release lights for people who cycle at the junction with Bunhill Row;
- Measures to reduce noise pollution, including restricting access to loud vehicles; and
- Increased seating in green spaces.



*“Increasingly, with the traffic restrictions elsewhere, [Moor Lane] is being used as a rat run making it dangerous for pedestrians and cyclists and creating significant pollution issues for adjacent residents.”*



*“Traffic calming should be urgently introduced e.g. speed cameras, ideally at 15mph, and/or a chicane similar to Aldersgate Street southbound.”*



# Moor Lane

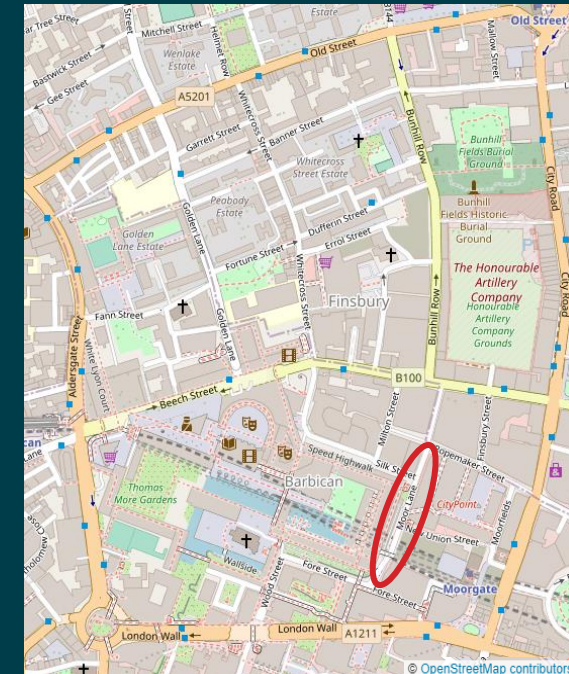
Some comments included **suggestions** for the removal of:

- The pocket park, or just the seating within the pocket park, due to littering;
- Vehicle parking on Moor Lane, despite some support for retaining parking; and
- Traffic calming measures.

The **key themes** identified for Moor Lane were: improvements to the pocket park; concerns for traffic levels and congestion; and vehicle restriction improvements.

Feedback from the public drop-in sessions was similar to the above, including suggestions for: vehicle restrictions to be made permanent; increased greenery; widened pavements; and increased access to Moor Lane for deliveries. Concerns around people cycling on pavements were also common.

*“The garden in the metal pots is a fantastic, vibrant green space with year-round colour and interest - that should be cherished and retained.”*

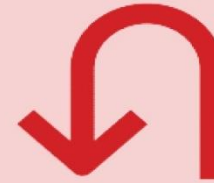


*“Please do not add seats as this leads to more mess from people leaving food & drink packaging debris after their snack.”*

# Fann Street

Of the 205 respondents to the engagement exercise, **31 respondents** provided feedback on **Fann Street**.

A large proportion of comments on Fann Street included **concerns** about the following: road safety, particularly vehicles making U-turns on Fann Street; cycle access and lanes; pedestrian footways, access and crossings; vehicle parking and restrictions; road signage; air quality and noise concerns; and restricted access to the Barbican Wildlife Garden.



**Suggested improvements** included allowing access to the Barbican Wildlife Garden and GLE roof garden, as well as:

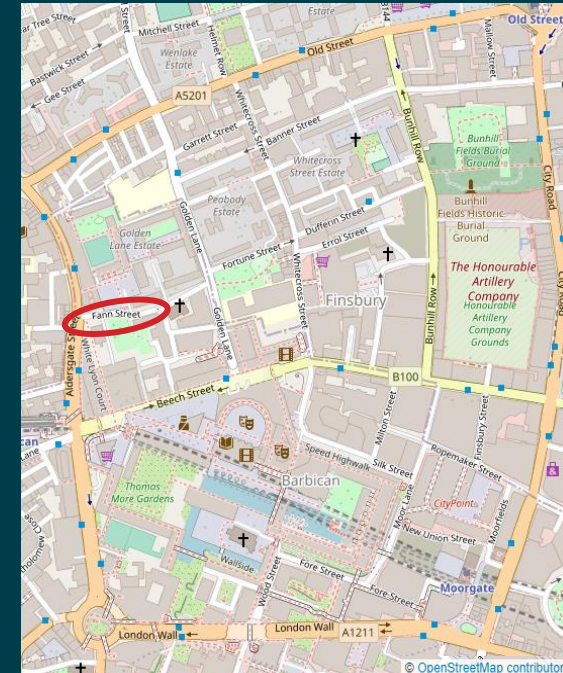
- Introducing segregated cycle lanes to improve the safety of people who cycle and encourage cycling, particularly for access to Long Lane;
- Discouraging vehicles making U-turns on Fann Street;
- Removal of vehicle parking, as well as increased vehicle parking; and
- Removal of vehicle restrictions.

Comments also included suggestions to leave existing access to parks and vehicle parking availability as they are.

The **key themes** identified for Fann Street were: improvements to park and green space access; concerns for traffic levels or congestion; and vehicle restriction improvements.

Feedback from the public drop-in sessions included support for the additional seating added behind the Denizon area.

*“Can we finally get something done about drivers U turning in Fann St? Dangerous for pedestrians and cyclists.”*



*“Segregated cycle/mobility infrastructure would allow those on bikes, e-scooters and electric wheelchairs to safely travel to the larger cycle network. Without this, it's not safe, and this lack of safety encourages car use.”*

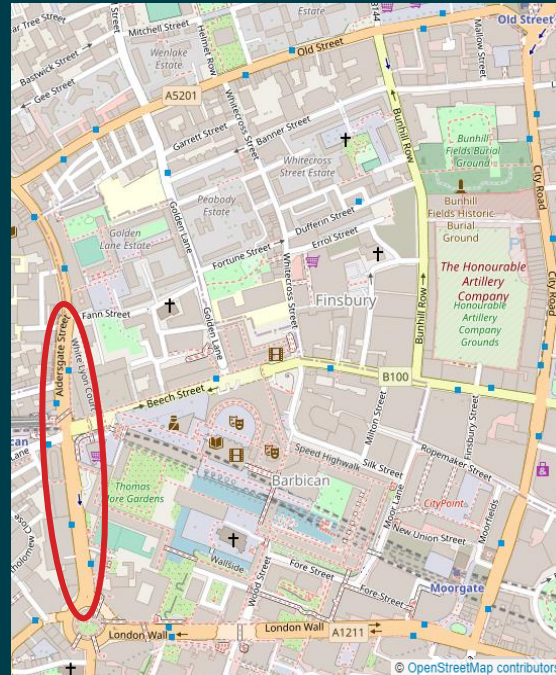
# Aldersgate Street

Of the 205 respondents to the engagement exercise, **30 respondents** provided feedback on **Aldersgate Street**.

A large proportion of comments on Aldersgate Street included **concerns** about access and crossings for people who walk and cycle, in addition to road safety concerns for these road users, in particular for people who cycle at the junction with Beech Street. Concerns related to light or noise pollution, traffic levels, congestion, air quality, planting, or vehicle restrictions were also common.

**Improvements** to the current cycle lanes and access, including support for segregated cycle lanes, and early release lights for people who cycle, were suggested, in addition to:

- Improved cycle crossing, specifically a safer way to cross at the junction with Beech Street;
- Measures to reduce noise pollution, such as noise cameras;
- Improved pedestrian footway or access, such a wider pavements;
- Improvements to vehicle restrictions and parking, including better parking enforcement;
- Introduction of traffic calming measures, specifically reducing the street to one lane of traffic in each direction;
- Improved pedestrian crossings, specifically providing a crossing to cross Aldersgate Street at Fann Street;
- Increased planting; and
- Improved air quality



*“People cycling turning right into Aldersgate from Beech Street and heading north are often in conflict with pedestrians crossing from Barbican station.”*

A smaller number of comments were also made **in support of** existing cycle access measures and vehicle restrictions.

The **key themes** identified for Aldersgate Street were: concerns for road safety; concerns for cycle access; and improvements to cycle access.

*“Segregated cycle lanes around junctions, perhaps including holding traffic at lights, and cycles getting their own lights.”*

# Barbican Estate

Of the 205 respondents to the engagement exercise, **25 respondents** provided feedback on **Barbican Estate**.

A large proportion of comments on Barbican Estate **suggested improvements** to pedestrian footway or access around the Estate, including better maintenance, adding stairs from Defoe Place to street level and maintaining lifts for people with mobility issues. Additionally, comments suggested:

- Increased planting and access to parks for nearby residents;
- Improved cycle access, specifically creating safer cycle routes and adding cycle lanes. However, some comments asked for cycle access to be removed at podium level;
- Improved pedestrian crossings, including a small proportion of comments suggesting that a crossing be added over the Barbican lake, with others recognising that this could disturb wildlife or promote antisocial behaviour;
- Improved street lighting;
- Replacing vehicle parking with greenery;
- Additional seating; and
- Improved air quality.

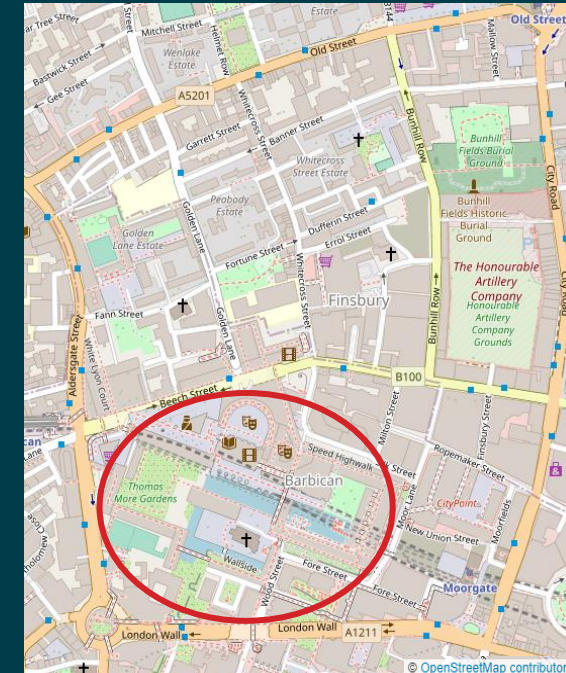
Many comments included **concerns** about noise pollution, planting, air quality, and access to parks for non-residents.

Some comments also included **support for** existing access to parks, pedestrian footways and crossings, and planting.

The **key themes** identified for Barbican Estate were: improvements to pedestrian footway or access; improvements to planting; and support for current park access.

Feedback from the public drop-in sessions included suggestions to increase greenery and widen footways.

*“A new planting scheme outside Cromwell tower that is inviting and aids the management of air pollution.”*



*“Highwalks are an important part of the City street network. But they are treated as much less important than ground level streets. Need better maintenance, and proper allocation of City funds.”*

# London Wall

Of the 205 respondents to the engagement exercise, **24 respondents** provided feedback on **London Wall**.

A large proportion of comments on London Wall included **concerns**. Concerns were specifically raised in relation to: cycle access and cycle lanes causing congestion; road safety; pedestrian footways, access and crossings; traffic levels; vehicle restrictions; vehicle speeds; air quality; and planting.

Many comments **suggested improvements** to cycle lanes and access on London Wall, including adding additional connected, segregated cycle lanes to improve the safety of people who cycle, as well as introducing the following measures:

- Improved pedestrian footways, access and crossings, including making crossings safer through improved signage for drivers;
- Traffic calming and enforcement using speed cameras;
- Introducing vehicle restrictions, including making London Wall access-only;
- Pedestrianisation;
- Increased planting; and
- Improved road signage.



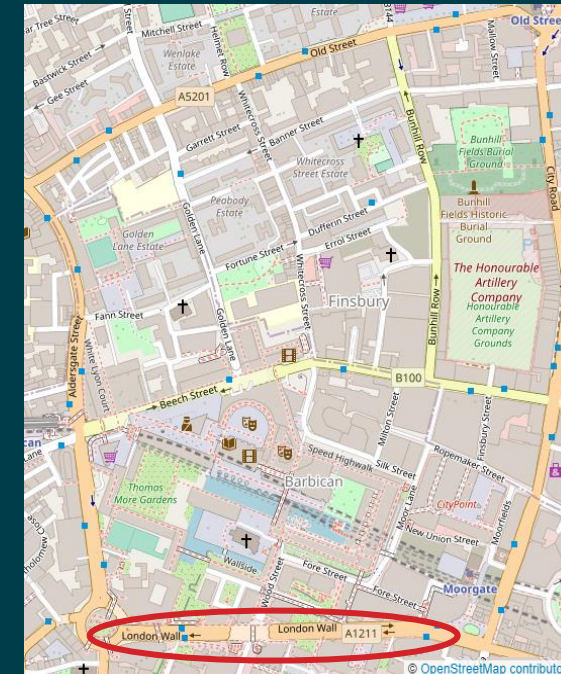
Comments also included suggestions that vehicle speeds, cycle access, and traffic levels are already at appropriate levels. There was also a comment suggesting that cycle lanes be removed.

The **key themes** identified for London Wall were: concerns for road safety; and improvements to cycle lanes.

Feedback from the public drop-in sessions was similar to the above, including suggestions for traffic calming measures and measures to reduce rat-running as a result of the proposed traffic restriction on Beech Street.

*“You have added a cycle lane west to east it has caused a constant traffic jam and considerably more pollution.”*

*“Vehicles often drive far too fast here - could you introduce a 20mph speed camera?”*



*“Plant more trees, particularly on grim, pedestrian unfriendly stretches of road such as London Wall.”*

# Fore Street

Of the 205 respondents to the engagement exercise, **19 respondents** provided feedback on **Fore Street**.

A large proportion of comments on Fore Street included a **concern** about traffic levels on Fore Street due to rat running. Additionally, rat running was thought to be at risk of increasing, should the proposed changes to Beech Street be introduced. Concerns for air quality, road safety, and light or noise pollution were also common.

A smaller number of comments included concerns related to cycle and pedestrian access, cycle lanes or crossings, vehicle speeds, vehicle parking, and seating or planting.

Many comments **suggested improvements** to the proposed vehicle restriction on Beech Street to reduce rat-running on Fore Street, in addition to:

- Increased planting to promote biodiversity;
- Introducing traffic calming measures and reducing traffic levels;
- New cycling infrastructure, specifically segregating cycle lanes; and
- Improved pedestrians footways or access and increasing pedestrianisation.

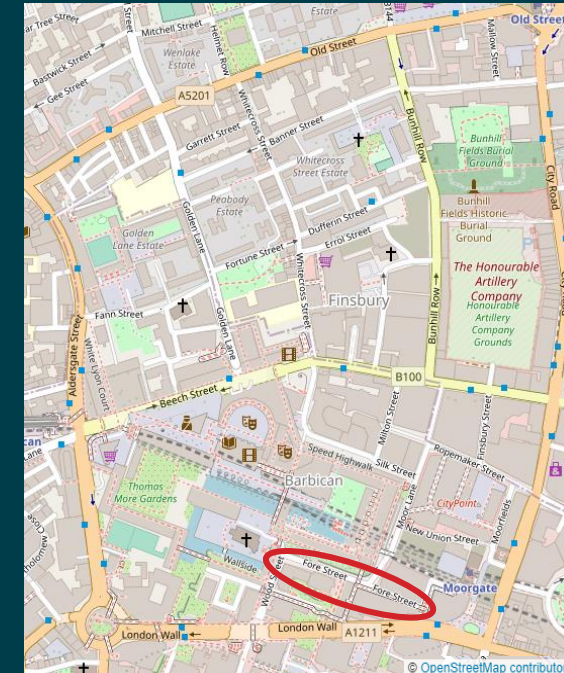


Comments also included **positive sentiments** relating to proposed vehicle restrictions on Beech Street and their anticipated impact on noise pollution and road safety on Fore Street.

The **key themes** identified for Fore Street were: vehicle restriction improvements; and concerns for traffic levels or congestion.

Feedback from the public drop-in sessions was similar to the above, including suggestions for the following to be introduced: prioritising walking and cycling access through widening pavements; providing segregated cycle lanes; and increasing greenery.

*“At the moment it is a dangerous ‘rat run’ for traffic trying to just skip traffic on the surrounding trunk roads.”*



*“This is part of the Biodiversity corridor. Needs less through traffic and more trees.”*

# Moorgate

Of the 205 respondents to the engagement exercise, **15 respondents** provided feedback on **Moorgate**.

A large proportion of comments on Moorgate included **concerns** around cycle lanes, including cycle lanes creating congestion and taking up pedestrian space. Concerns related to pedestrian footways being too narrow and pedestrian crossings were also common, in addition to concerns related to: traffic levels; vehicle restrictions; and road safety.

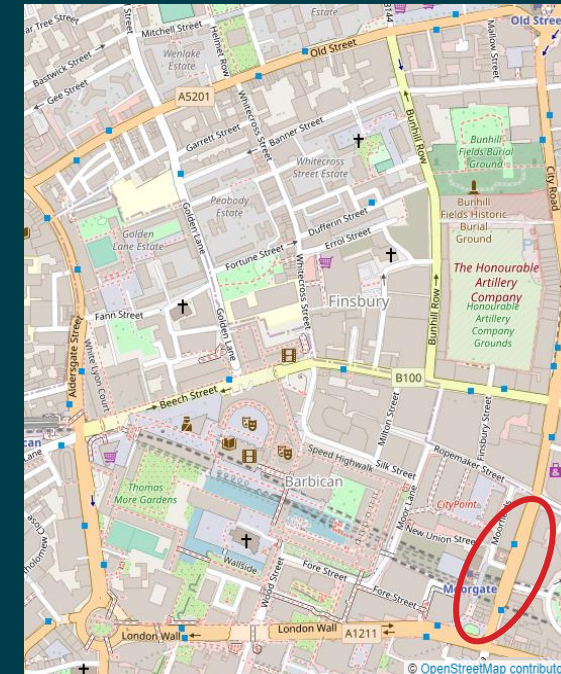
Many comments **suggested improvements** to cycle access and safety for people who cycle, specifically creating permanent segregated cycle lanes. Suggestions to introduce the following were also common:

- Improved pedestrian footways and access, including resurfacing pedestrian footways;
- Improved road safety, specifically for pedestrians coming into conflict with people who cycle on pavements;
- Increased planting;
- Traffic calming measures, such as carriageway narrowing; and
- Improvements to road surfaces and the public realm through maintaining and cleaning roads and pavements.

Some comments also included **support for** existing segregated cycle lanes, road safety levels (due to increased number of cycle lanes), pedestrianisation, and vehicle restrictions.

The **key themes** identified for Moorgate were: concerns around cycle lanes; and improvements to cycle lanes or segregation.

*“Creating permanent cycle lanes will improve the safety for everyone involved. It’s a no-brainer.”*



*“The street is very wide and could be downgraded as a powered traffic route and improved by resurfacing and tree planting.”*

# Fore Street Avenue

Of the 205 respondents to the engagement exercise, **6 respondents** provided feedback on **Fore Street Avenue**.

Comments on Fore Street Avenue **suggested improvements** to pedestrian access, specifically through maintaining lifts for disabled access. Additionally, comments suggested:

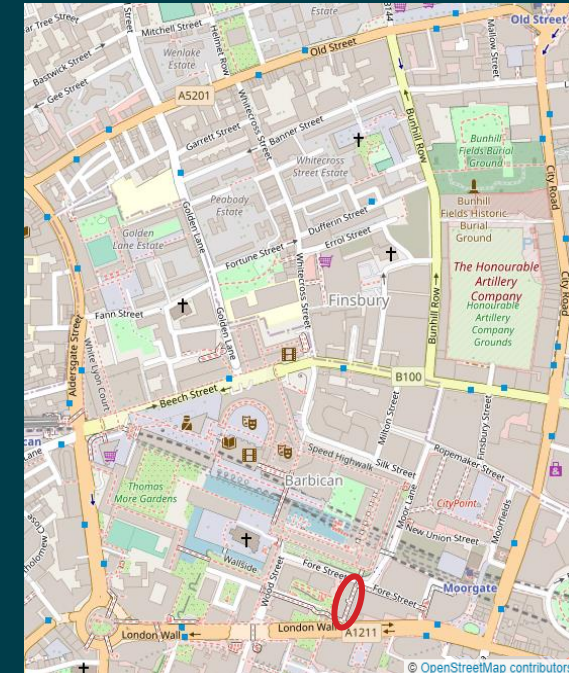
- Revisions to the proposed vehicle restriction on Beech Street to prevent rat-running on Fore Street Avenue, including making Fore Street Avenue access-only;
- Pedestrianisation; and
- Increased planting.

A smaller number of comments included **concerns** about traffic levels, congestion, pedestrian footway or access, air quality and road safety.

The **key themes** identified for Fore Street Avenue were: concerns for traffic levels or congestion; vehicle restriction improvements; and improvements to pedestrian access.

Feedback from the public drop-in sessions was similar to the above, including suggestions for the following to be introduced: prioritising walking and cycling access through widening pavements and increasing greenery. An additional concern was raised around how deliveries will be made following implementation of the Beech Street proposals, as well as a suggestion that vehicle parking should be increased on Fore Street Avenue.

*“The lift next to Schroders has been out of action for weeks. Makes disabled access impossible.”*



*“This off-run onto London Wall should be permanently closed, to prevent dangerous and polluting ‘rat-running’ from Fore Street, Wood Street and Moor Lane.”*



# New Union Street

Of the 205 respondents to the engagement exercise, 5 respondents provided feedback on New Union Street.

Comments on New Union Street **suggested improvements** to the current vehicle restriction and removal of vehicle parking, specifically restricting all deliveries to the CitiPoint building. Additionally, comments suggested:

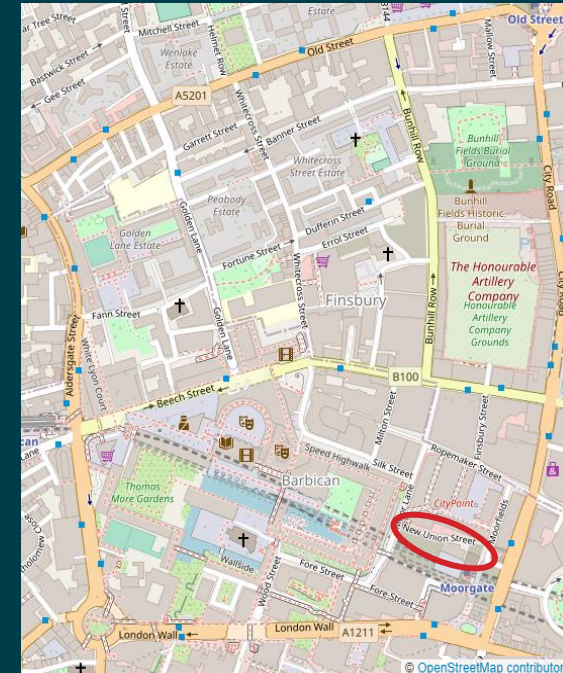
- Improved cycle and pedestrian access through New Union Street; and
- Measures to reduce noise pollution and improve air quality.

A smaller number of comments included **concerns** about access for pedestrians and people who cycle due to high numbers of kerbside deliveries, as well as concerns about the noise and air pollution and road safety risks caused by deliveries.

The **key themes** identified for New Union Street were: vehicle restriction improvements; and removal of vehicle parking.



*“CitiPoint deliveries are a real problem. Noise, nuisance, parking of lorries on the Cycle Route.”*



*“Volume and number of deliveries is also increasing significantly adding to traffic congestion, pollution as well as increased danger to pedestrians and cyclists.”*

# Silk Street

Of the 205 respondents to the engagement exercise, **4 respondents** provided feedback on **Silk Street**.

Comments on Silk Street included **concerns** for the effects of the proposed vehicle restriction on Beech Street, particularly regarding residents access. Concerns related to the following were also common: lack of planting and seating; on-street vehicle parking; noise pollution due to engine idling and loading/unloading; and traffic levels.

Expanding the proposed vehicle restriction for Beech Street to include restrictions to through traffic on Silk Street was **suggested**, in addition to increasing enforcement against idling. Additionally, comments suggested:

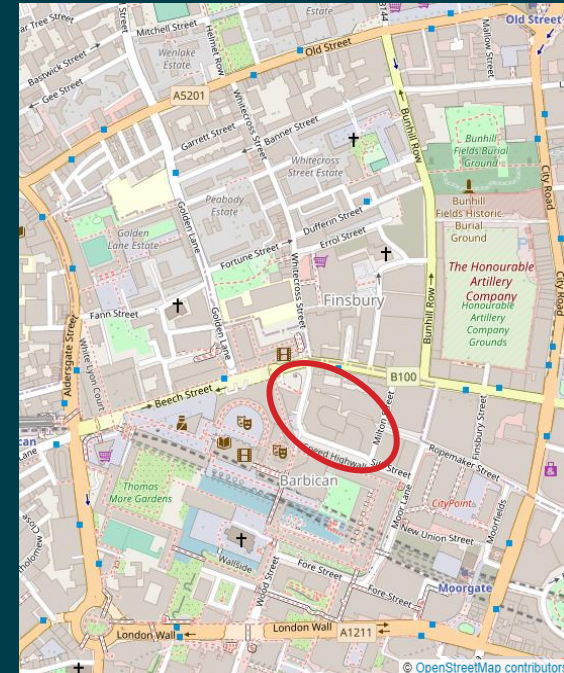
- Measures to reduce congestion and traffic levels, for example introducing a low traffic neighbourhood; and
- Increased planting on the northern side of Silk Street.

The **key themes** identified for Silk Street were: vehicle restriction improvements; and measures to reduce traffic levels or congestion.



Feedback from the public drop-in sessions included a suggestion to maintain access for emergency services via car parks, and to maintain access between offices on Barbican Estate.

*“Silk Street has wide pavements - particularly on the northern side - that would be ideal for increased greening.”*



# Cripplegate Street

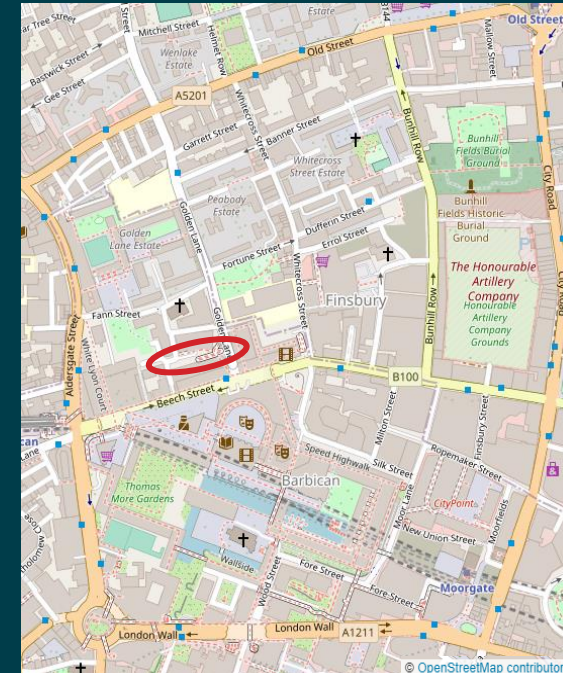
Of the 205 respondents to the engagement exercise, **3 respondents** provided feedback on Cripplegate Street.

Suggested improvements on Cripplegate Street were all related to cycling, including:

- Support for maintaining cycle access, or improving cycle access to Bridgewater Street; and
- Suggestions to restrict cycle access onto the Barbican Podium from Cripplegate Street.

There were no other comments on Cripplegate Street.

*“Cycling on Podium level is a growing problem exacerbated by the increase in electric bikes [...]. Can this access point be reviewed to make it unattractive for bikes.”*



*“Ridiculous restricting bikes. They don’t pollute - don’t make noise.”*

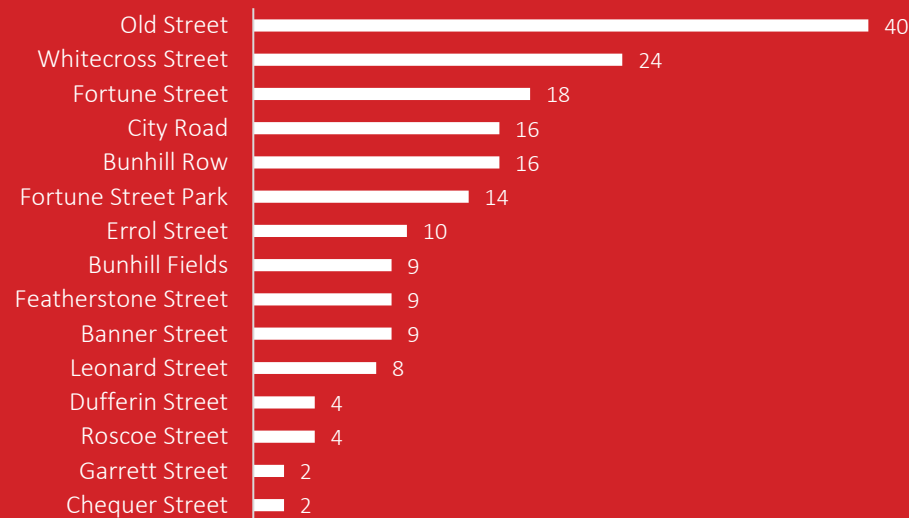
**4**

**Feedback on the  
Bunhill  
neighbourhood**

# Feedback on the Bunhill neighbourhood

Respondents were provided with the opportunity to leave feedback on the **Bunhill neighbourhood**, including feedback on what does not work well currently, as well as ideas on how the area could be improved.

The remainder of this chapter provides an overview of the feedback provided at street level. The chart below shows the total number of respondents providing feedback on individual streets via the online map and email.



Number of respondents providing feedback on Bunhill neighbourhood streets (MRQ)

*Note, respondents could also provide feedback on as many or few streets as they liked*

# Old Street

Of the 205 respondents to the engagement exercise, **40 respondents** provided feedback on **Old Street**.

A large proportion of comments on Old Street included **concerns** about traffic levels, congestion, road safety and cycle access. These were often raised in relation to the safety of active travel modes. Concerns related to pedestrian access, pedestrian crossing, vehicle restriction, vehicle speeds, light or noise pollution, and air quality were also common.

**Suggested improvement** comments supported the introduction of vehicle restrictions, including preventing right-hand turns from Old Street into Golden Lane, in addition to:

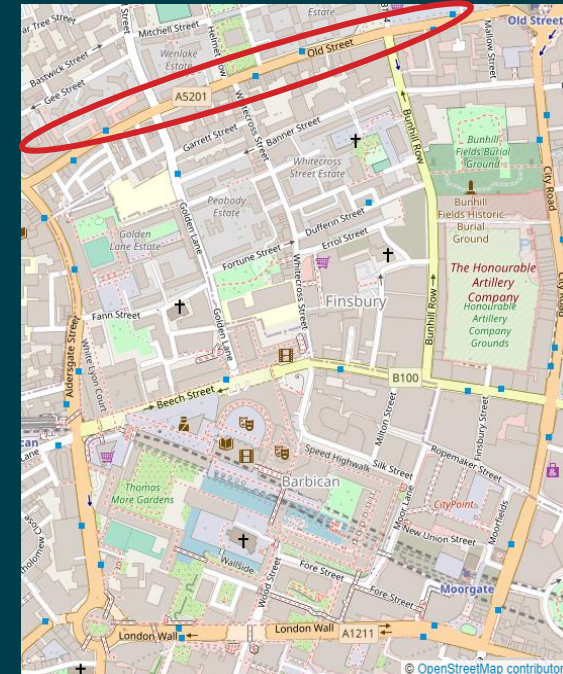
- New cycling infrastructure, including cycle lanes and early release signals and protected spaces at junctions;
- Improved pedestrian crossing, including a more direct crossing between Old Street and Charterhouse buildings;
- Improved pedestrian or footway access, including increasing pedestrian safety from people who cycle using the pavement;
- Pedestrianising Old Street;
- Removal of vehicle parking; and
- Introduction of planting, specifically street trees.



The **key themes** identified for Old Street were: concerns for traffic levels or congestion; and concerns for road safety.

Feedback from the public drop-in sessions included concerns for traffic levels, congestion, road safety and vehicle restrictions, similar to the above. Those attending the drop-in session recognised that the proposed vehicle restrictions on Beech Street will increase traffic levels on Old Street, making it more dangerous for all road users. Feedback also included suggestions to improve cycle crossings, specifically near Whitecross Street.

*“I use this crossing daily and cyclists travel at speed (faster than any traffic) and rarely stop at the lights. I have almost been hit by cyclists many times.”*



*“Either the road should be pedestrianised or blocked at one end, or the on-street parking should be removed to increase the width of the pavement.”*

# Whitecross Street

Of the 205 respondents to the engagement exercise, **24 respondents** provided feedback on **Whitecross Street**.

A large proportion of comments on Whitecross Street included **improvements** to vehicle restrictions and cycle access, often raised in relation to adding exemptions for people who cycle to be able to cycle on this street. Additionally, comments suggested:

- Improved pedestrian footway or access, including widening pavements and pedestrianising the street;
- Improved public realm, including the activation of shops and enhancements to public outdoor areas, including planting;
- Introduction of traffic calming, including narrowing roads;
- New cycling infrastructure, specifically contraflow cycle lanes; and
- Improved road surface.

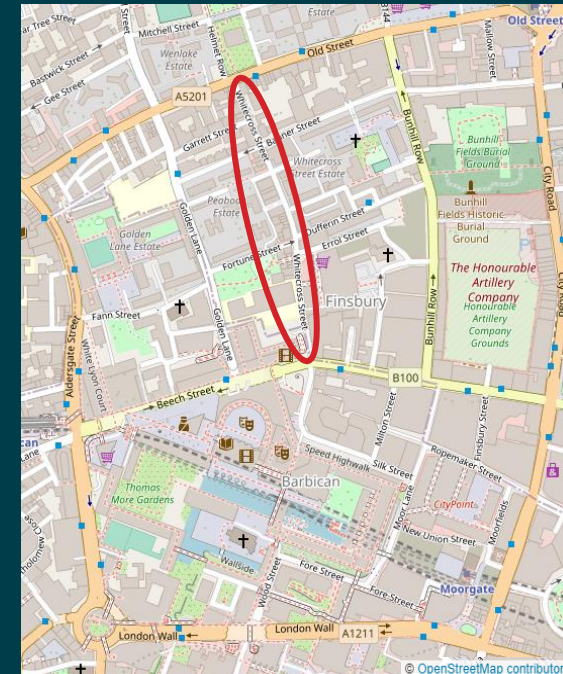
**Concerns** about current pedestrian footway or access, including dangerous paving in some areas, were also common, and a smaller number of comments included concerns for vehicle speeds, cycle access, and road signage.



The **key themes** identified for Whitecross Street were: vehicle restriction improvements; and improvements to cycle access.

Feedback from the public drop-in sessions obtained the following suggestions for Whitecross Street: Extending market hours to reduce conflict between market traders and heavy traffic; improving access to wellbeing facilities, particularly for market traders; providing parking spaces for market traders; improving road signage for the market; and adding segregated cycle lanes. Those attending the drop-in sessions also showed concern for road surfaces, specifically drainage issues and damaged surfaces in the pedestrianised area, and road safety in relation to the conflict between market traders unpacking/packing their stalls and heavy traffic.

*“There are no safe north/south passages in the area, so cycling along Whitecross Street is currently the least bad way. It would be good to make this route legal.”*



*“Pedestrianising the street permanently would be a welcome change for residents and visitors to the local area.”*

*“The road is here far too wide, leading to motorists driving at unsafe speed.”*

# Fortune Street

Of the 205 respondents to the engagement exercise, **18 respondents** provided feedback on **Fortune Street**.

A large proportion of comments on Fortune Street included **suggestions** to introduce vehicle restrictions on the street, including limiting traffic on Fortune Street to zero emissions capable vehicles, making the street access only, or introducing permit holders only controls. Additionally, comments suggested:

- New cycling infrastructure, including two-way cycle lanes, although some suggested that cycle lanes should be avoided;
- Improved road surface;
- Improved pedestrian footway or access, including prioritising pedestrians over people who cycle;
- Introducing a Low Traffic Neighbourhood with exemptions for residents and deliveries; and
- Introducing pedestrianisation, specifically pedestrianising Fortune Street up to the park gate and the gate to the Peabody Estate.



Many comments included **concerns** about current cycle and pedestrian access, traffic levels, congestion, road signage, road safety, vehicle restriction and traffic calming.

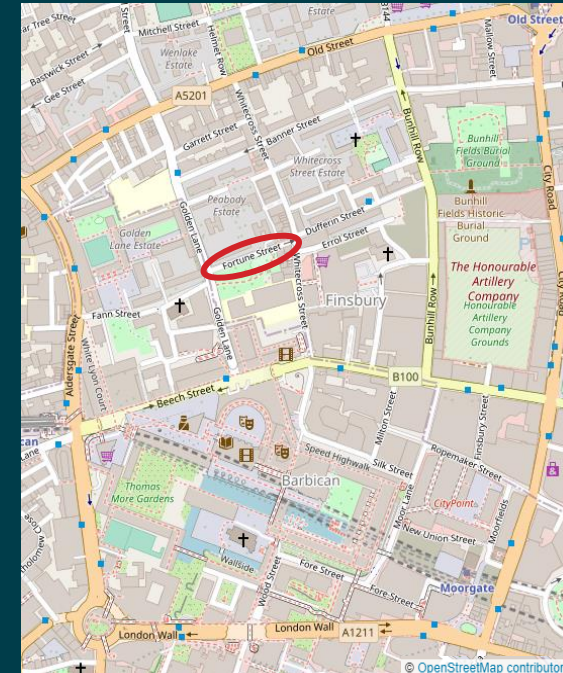
A smaller number of comments were also made in **support** of the current provision for people who cycle.

The **key themes** identified for Fortune Street were: vehicle restriction improvements; improvements to cycle access; and concerns for pedestrian footway or access.

Feedback from the public drop-in sessions recognised that the proposed vehicle restrictions will increase congestion on Fortune Street, and suggested that exemptions be introduced, such as for residents living on the street. Other suggestions included: Extending the park boundary; improving public realm, including the introduction of more planting and seating; adding cycle lanes; and improving the current pavements.

*“Limit traffic to zero emissions on Fortune Street [...], except for resident access.”*

*“[Fortune Street] should cater for the kids that LIVE here, pedestrians and local cars not everything should cater for bikes!”*



*“Too narrow. Especially with access to all cars after the Beech Street scheme is introduced, as I predict an increase in rat run road traffic.”*



# City Road

Of the 205 respondents to the engagement exercise, **16 respondents** provided feedback on **City Road**.

A large proportion of comments on City Road included **concerns** about cycle and pedestrian crossings and road safety. These concerns were largely raised in relation to the current Toucan crossing, which respondents felt brought pedestrians and people who cycle into conflict. Concerns related to current cycle and pedestrian access, traffic levels and congestion were also common.



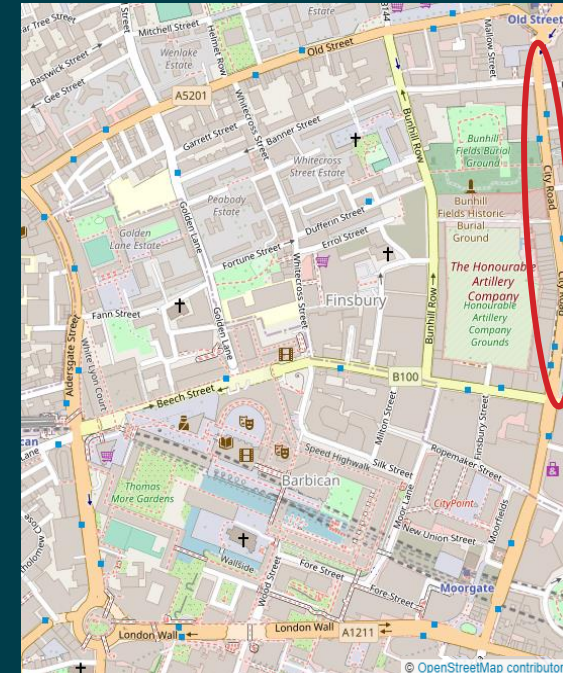
Many comments **suggested improvements** to the current pedestrian and cycle crossings, including replacing the Toucan crossing with separate crossings for pedestrians and people who cycle, although some comments suggested that the existing crossing works well. Additionally, comments suggested:

- New cycling infrastructure, including cycle lanes;
- Removal of vehicle parking;
- Improved cycle access, including creating safe turns for people who cycle turning into Worship Street;
- Improved enforcement of speed limits, specifically adding speed cameras;
- Improved pedestrian footway or access, including creating Low Traffic Neighbourhoods; and
- Improved access to wellbeing facilities in the evening.

The **key themes** identified for City Road were: concerns for cycle crossings; and concerns for road safety.

Feedback from the public drop-in sessions was similar to the above, including concerns for cycle and pedestrian crossings and road safety, in relation to pedestrians coming into conflict with people who cycle at crossings. Feedback also included positive sentiments related to current cycle lanes, specifically referring to the Quietway cycle route at the junction between Featherstone Street and Leonard Street.

*“It’s [referring to the Toucan crossing] quite confusing and dangerous for pedestrians, as cyclists essentially need to cross it on the diagonal to get from one cycle lane to the other. This makes it not quite safe for either cyclists or pedestrians.”*



*“A busy road, would like to cycle down to London bridge but wouldn't do this as its busy, add speed cameras and remove any parking spaces.”*

# Bunhill Row

Of the 205 respondents to the engagement exercise, **16 respondents** provided feedback on **Bunhill Row**.

A large proportion of comments on Bunhill Row included **suggestions** to improve cycle lanes, specifically suggesting that a segregated cycle lane should be added and that the existing Southbound cycle lane should be improved to make it more visible to all road users. Additionally, comments suggested:

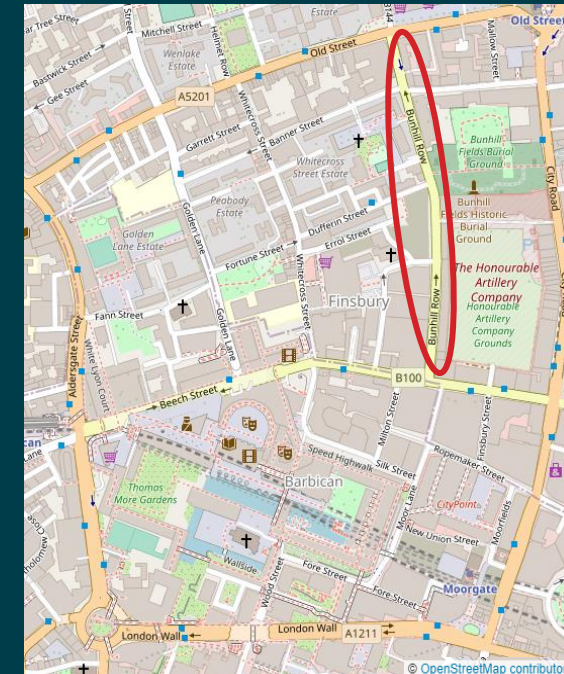
- Improved cycle access, including improving cycle crossings and adding a segregated left turn for people who cycle onto Chiswell Street;
- Improved current pedestrian footways or access, specifically fixing the current drainage issues;
- Introduction of a modal filter on Bunhill Row to restrict access to private vehicles; and
- Introduction of planting, with some comments referring to the positive impact this can have on air quality and traffic calming.

**Concerns** about current cycle lanes, in particular the lack of safe cycle routes on this street, were common, as well as concerns regarding traffic levels, congestion, current pedestrian footways or access, park access, vehicle speeds, planting and cycle crossing.

The **key themes** identified for Bunhill Row were: improvements to cycle lanes or segregation; improvements to cycle crossings; and concerns for pedestrian footway or access.

Feedback from the public drop-in sessions included concerns about current pedestrian access and crossings, specifically the lack of dropped kerbs. Concerns about vehicle parking and cycle access were also common. Those attending the drop-in session suggested the following be introduced on Bunhill Row: Dropped kerbs; shared parking bays; and segregated cycle lanes.

*“The Southbound cycle lane is a bit weird since it kinda’ turns left but there’s also a straight on option. But cars from Featherstone street rarely give way as it’s not obvious to them there’s a contraflow bike lane heading south. It’d be better if this was made \*much\* clearer.”*



*“There are very few safe cycle/mobility routes in the area, especially for those that are more vulnerable and less visible to motorists.”*

# Fortune Street Park

Of the 205 respondents to the engagement exercise, **14 respondents** provided feedback on Fortune Street Park.

A large proportion of comments on Fortune Street Park included **suggestions to improve** the planting and maintenance of the park, including appointing a park keeper. Additionally, comments suggested improvements to street lighting, specifically on the pavement outside the southern corner of the park.

A smaller number of comments also mentioned **concerns** for anti-social behaviour, street lighting, cycle access, planting and traffic levels.

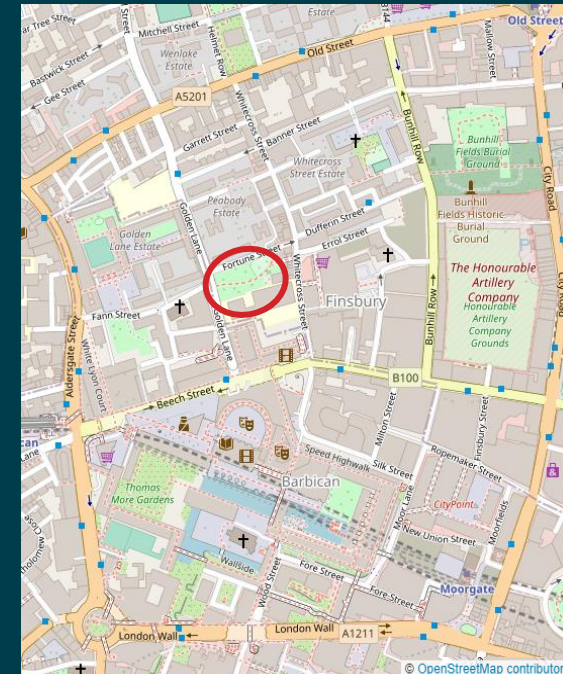
The **key themes** identified for Fortune Street Park were: improvements to planting; and improvements to park access routes.



Those attending the public drop-in sessions expressed positive sentiments in relation to the accessible playground on Fortune Street.

*“Tidy up the park, and make it more user friendly, including by appointing park keepers to look after planting, pruning, mowing etc [...]”*

*“Better street lighting or CCTV could help local residents feel safer at this end of the street [South corner].”*



*“Park is so heavily used that the relatively small grass area gets worn away and becomes a dust bowl / mud bath every year.”*

# Errol Street

Of the 205 respondents to the engagement exercise, **10 respondents** provided feedback on **Errol Street**.

Comments on Errol Street included **improvements** to planting and public realm, specifically in relation to improving the appearance of the Waitrose forecourt with the addition of greenery, play spaces and food stalls. Additionally, comments suggested:

- New cycling infrastructure, including cycle lanes;
- Improved cycle parking, particularly in front of Waitrose;
- Improved pedestrian footway or access, including widening the pavements;
- Removal of vehicle parking, although some comments noted that parking is necessary for residents on this street; and
- Providing more Source London electric vehicle charge points.



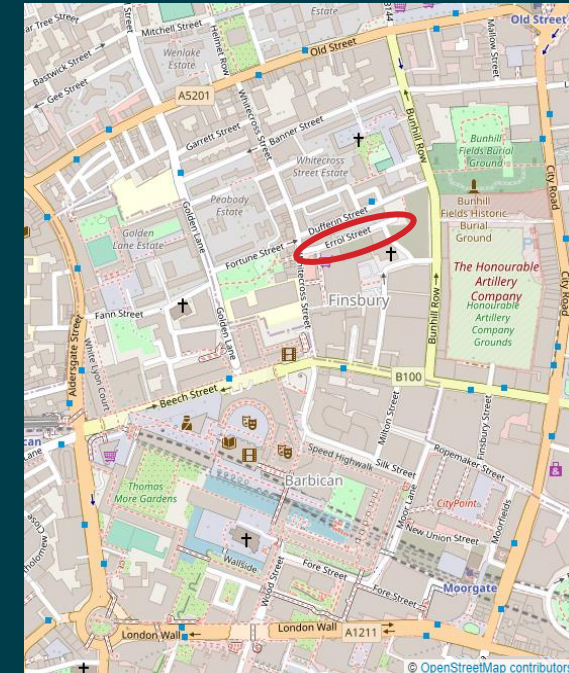
Some comments also **praised** the installation of trees and hedge plants on Errol Street, and others noted that ongoing maintenance of this installation had been poor.

A smaller number of comments included **concerns** about vehicle parking and light or noise pollution.

The **key themes** identified for Errol Street were: improvements to planting; and improvements to public realm.

*“The area in front of Waitrose should be activated with a play space, food stalls, shops, etc..”*

*“It would be nice to discourage car use by removing the car parking spaces and widening the pavements or adding cycle lanes”*



*“The new space with trees and yew hedges looked great when it was installed last year but most of the hedge plants have died. They need replacing and maintaining.”*

# Bunhill Fields

Of the 205 respondents to the engagement exercise, **9 respondents** provided feedback on **Bunhill Fields**.

Comments on Bunhill Fields were made on current park access, with views split in terms of whether the current access hours are appropriate or not.

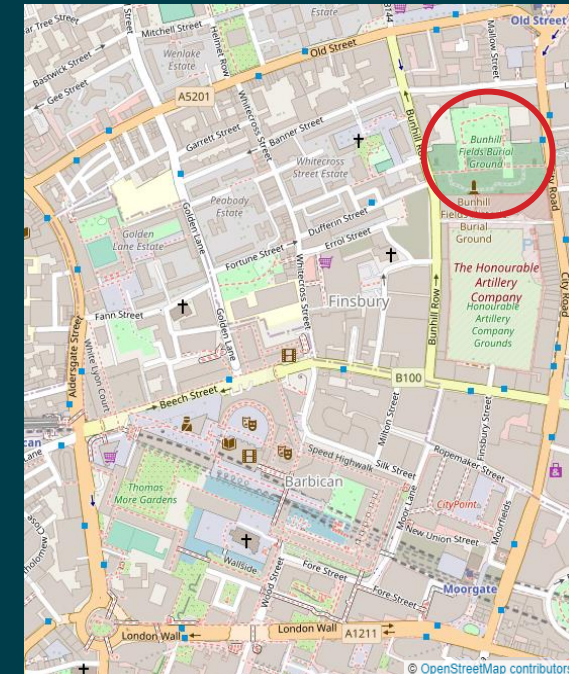
A smaller number of comments related to **suggested improved** street lighting, particularly on the pedestrian path.

Additionally, comments included **concerns** about dog fouling.

The **key themes** identified for Bunhill Fields were: support for current park access; concerns for park access; and improvements to pedestrian footway or access routes.



*“I disagree with leaving Bunhill fields open after dusk. There is no lighting and it is quite intimidating when it is dark. Moreover, this is a precious and historic part of London.”*



*“Dogs off the lead are a real problem - they can be very intimidating - there are often several off the lead at the same time... dogs should be banned from the site or confined to a designated area.”*

# Featherstone Street

Of the 205 respondents to the engagement exercise, **9 respondents** provided feedback on Featherstone Street.

Comments on Featherstone Street included **concerns** about cycle crossing, road safety and road signage. Concerns related to cycle lanes and vehicle parking were also raised, but were less common.

Comments **suggested** that Featherstone Street be made access only, i.e. closed to through traffic. Additionally, comments suggested:

- Improved cycle access and infrastructure, including making the existing contraflow cycle lane continuous and improving signage at cycle crossings;
- Improved road surface, specifically resurfacing the street;
- Introduction of traffic calming measures; and
- Removal of vehicle parking.

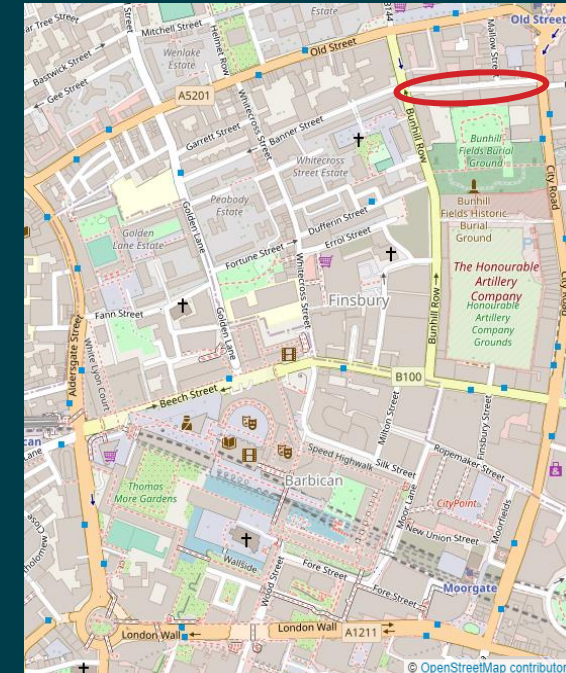


A smaller number of comments included **praise** for the closing of Featherstone Street at the junction with City Road during construction work, in addition to the current cycle access and crossings.

The **key themes** identified for Featherstone Street were: concerns for road safety; and concerns for cycle crossing.

Feedback from the public drop-in sessions obtained the following suggestions for Featherstone Street: Improving the surface of the current pedestrian footway; introducing priority for people who cycle turning into Featherstone Street from Bunhill Row; adding speed bumps to slow down traffic; improving road signage and markings. Those attending the drop-in session also showed concern for traffic levels and congestion at the junction with Manor Street, and for the lack of road signage for people who cycle needing to cross junctions.

*“C11 needs much better demarcation travelling south where it crosses Featherstone Street. Those cycling are directed into the path of oncoming traffic which is not always expecting anything coming southbound.”*



*“Agree that Featherstone St should be access only or have traffic calming measures in place.”*

# Banner Street

Of the 205 respondents to the engagement exercise, **9 respondents** provided feedback on **Banner Street**.

Comments on Banner Street included a **concern** about road signage, particularly due to road signage not highlighting that the street allows for two-way cycle traffic. Concerns for traffic levels, pedestrian crossings, vehicle speeds and road safety were also common.

Vehicle restrictions were **suggested** for Banner Street to increase the safety of residents and visitors, in addition to the introduction of:

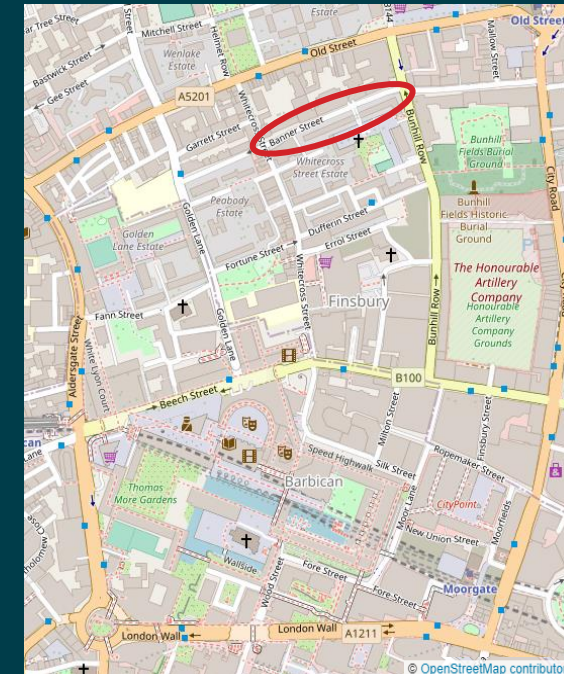
- New cycling infrastructure, including contraflow cycle lanes;
- Improved pedestrian crossings; and
- Traffic calming measures, including reducing the width of the lanes at the junction with Bunhill Row.

The **key themes** identified for Banner Street were: concerns for road signage; and concerns for traffic levels or congestion.

Feedback from the public drop-in sessions recognised the danger faced by pedestrians on this street, specifically due to the vehicle parking on both sides of the street and the two-way cycle flow at the junction with Bunhill Row. Those attending the drop-in session suggested that vehicle restrictions could be introduced, in particular restricting access to this street during peak hours. Other suggestions included providing more parking for residents.

*“There are a number of signs in the designated area which are missing ‘Except Cycles’ placards.”*

*“Motorists often use this local street as a high-speed thoroughfare in attempt to avoid traffic on the main roads.”*



*“Contraflow cycle lane needed on Banner Street, this would link up with the existing contraflow on Featherstone Street.”*

# Leonard Street

Of the 205 respondents to the engagement exercise, **8 respondents** provided feedback on Leonard Street.

Comments on Leonard Street included **concerns** about cycle and pedestrian crossings and road safety, in particular pedestrians and people who cycle coming into conflict at the junction with Featherstone Street. A smaller number of comments included concerns related to cycle and pedestrian access, cycle lane or segregation, vehicle parking, road markings and planting.

**Improvements** to cycle access on Leonard Street, specifically introducing cycle lanes, were suggested, in addition to:

- Pedestrianisation of Leonard Street;
- New road signage, particularly to indicate that people who cycle should dismount when cycling on the footpath; and
- Introduction of planting, specifically at the east end of Featherstone Street.

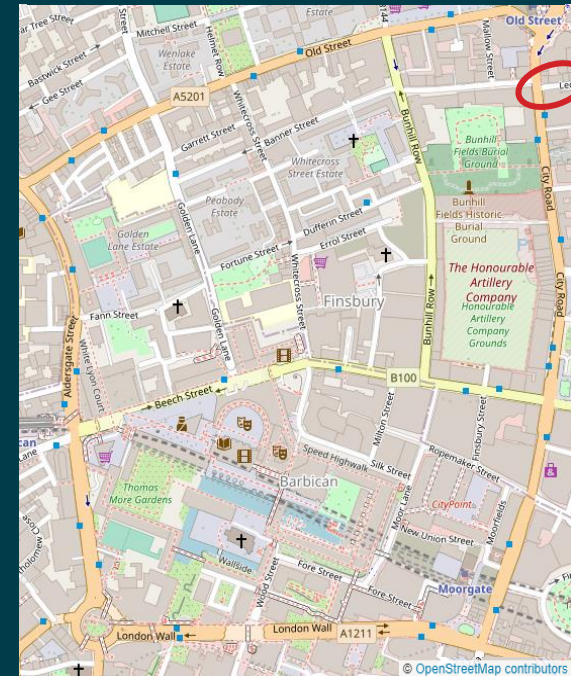
A smaller number of comments were also made **in support of** cycle access, suggesting that the current cycle access on this street is sufficient.



The **key themes** identified for Leonard Street were: concerns for road safety; and concerns for cycle crossing.

Those attending the public drop-in sessions showed concern for pedestrian crossings, particularly in relation to parked cars reducing visibility, with suggestions to improve this including the introduction of cycle parking or planting near the crossing to prevent cars from parking there and improve sightlines. Other suggestions provided in the feedback include providing docking stations and cycle share facilities.

*“The junction between Featherstone Street and Leonard Street is dangerous for both pedestrians and cyclists. The paving and street markings are inconsistent and it’s not clear where they should be standing / riding.”*



*“Leonard St should be closed to vehicles and made only for pedestrians and cyclists.”*



# Dufferin Street

Of the 205 respondents to the engagement exercise, **4 respondents** provided feedback on [Dufferin Street](#).

Comments on Dufferin Street included **concerns** about cycle and pedestrian access and vehicle speeds, particularly in relation to the danger faced by people who walk and cycle on this street as a result of motorists driving at high speeds. A small number of comments also included concerns for vehicle restrictions, vehicle parking, and road safety.

Comments **suggested** that Dufferin Street should be pedestrianised, with access-only exemptions for vehicles. Pedestrianisation was considered necessary to increase safety and air quality for residents and workers of the area, and to prevent this street being used by through traffic. Additionally, comments suggested:

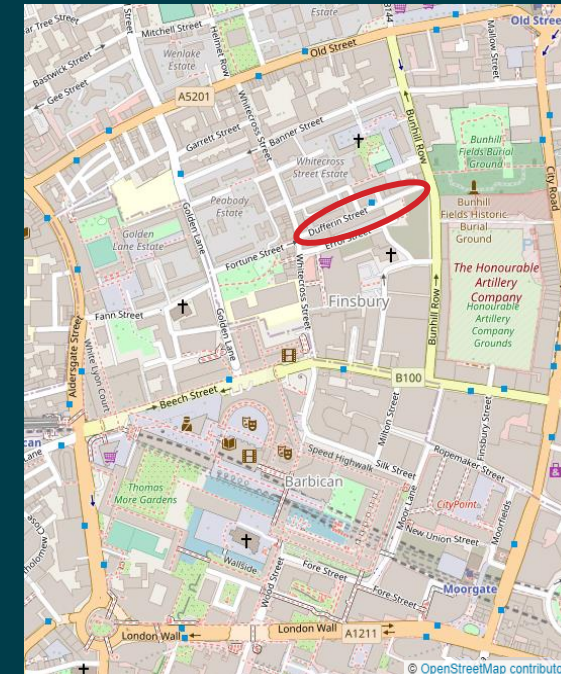
- Improved road surfaces, including repairing damaged speed bumps along this street;
- Removal of vehicle parking; and
- Improved cycle and pedestrian crossings.



The **key themes** identified for Dufferin Street were: concerns for cycle access; and suggestions that the street should be pedestrianised.

Feedback from the public drop-in sessions obtained the following suggestions for Dufferin Street: Vehicle restrictions to make the street access only; introducing more planting and greenery; introducing a one-way traffic flow to calm traffic. Feedback also included concerns for vehicle parking, specifically that the street is not wide enough for having parking spaces on both sides of the road.

*“Most residents and visitors do not use private motor vehicles and try to safely walk or cycle along the local streets while motorists use them to drive at unsafe speeds.”*



*“Worth considering [referring to pedestrianising the street] as private cars, taxis, delivery vehicles, trade vehicles, etc. are likely to use these smaller lanes as cut throughs more and more given the increasing restrictions are placed on the main roads.”*

# Roscoe Street

Of the 205 respondents to the engagement exercise, **4 respondents** provided feedback on **Roscoe Street**.

Comments on Roscoe Street included **suggestions for improvements** to pedestrian and cycle access, specifically suggesting that the narrow gates on the West end of the street be removed. Additionally, comments suggested:

- Removal of vehicle parking; and
- Introduction of planting.

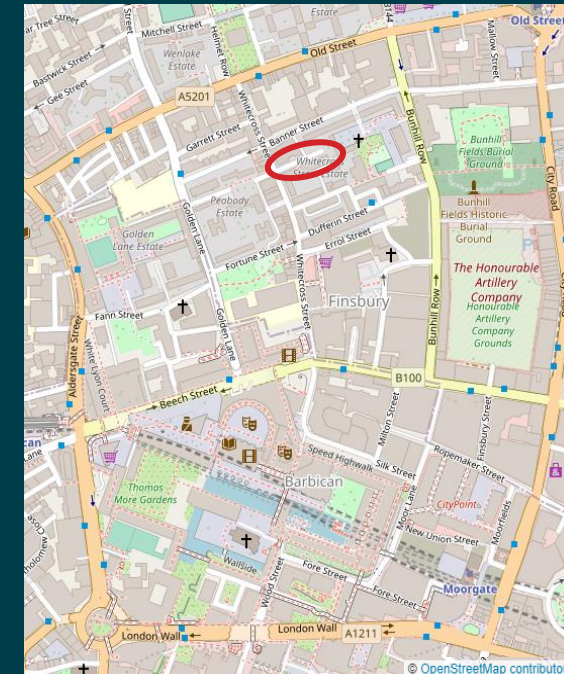
A smaller number of comments were made in **support** of existing pedestrian access, specifically the current footway providing a safe East to West connection.

The **key themes** identified for Roscoe Street were: concerns for cycle access; and improvements to pedestrian footway or access.



Feedback from the public drop-in sessions obtained the following suggestions for Roscoe Street: Install a pocket park; and re-open the street to through traffic.

*“A massive unused area just to allow for a few spaces to park. Rationalise this space, reduce parking and use the area for greenspace / better cycle - ped connectivity.”*



*“Useful way for pedestrians to go east/west while avoiding dangerous motorists driving at unsafe speeds [...]. However, the barriers are old and difficult to navigate with a buggy, or with a large crowd of children, or for those using wheelchairs.”*

# Garrett Street

Of the 205 respondents to the engagement exercise, 2 respondents provided feedback on Garrett Street.

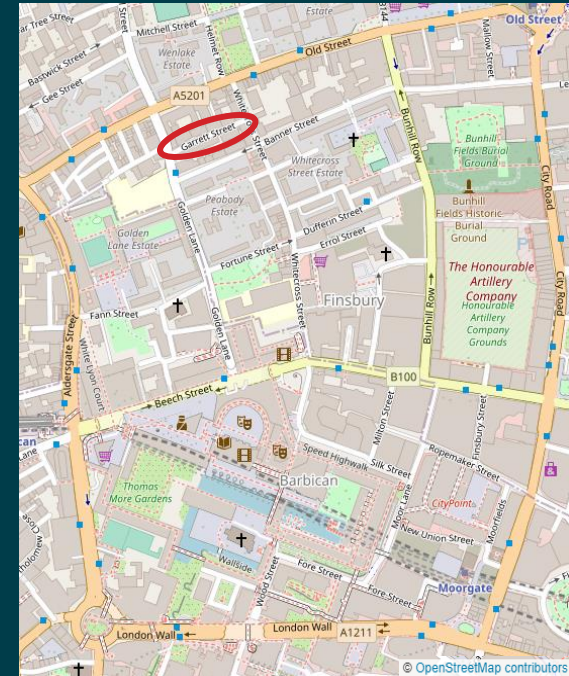
Feedback on Garrett Street was divided into:

Concerns about current pedestrian footway or access, specifically pavements being narrow and obstructed; and

Vehicle restriction **suggestions**, specifically limiting traffic on Garrett Street to zero emission vehicles only, with exemptions for residents.

There were no other comments on Garrett Street.

*“The pavements are very narrow and often blocked with sacks and other rubbish, and are narrowed by signs.”*



# Chequer Street

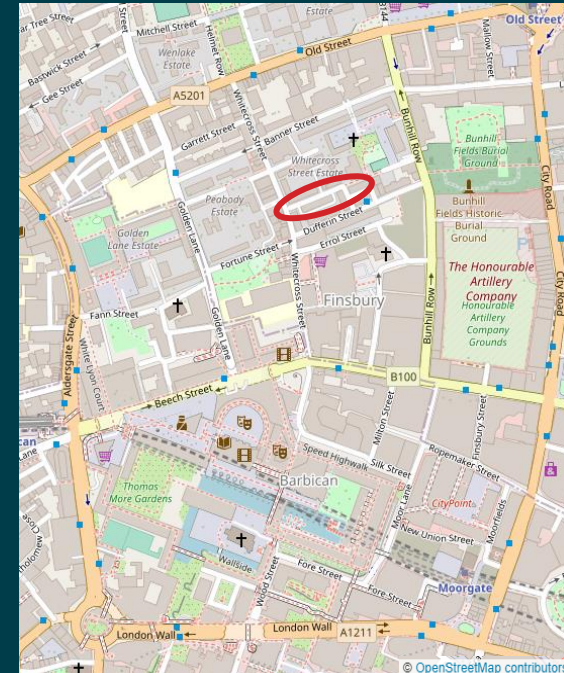
Of the 205 respondents to the engagement exercise, 2 respondents provided feedback on Chequer Street.

Feedback on Chequer Street was divided into:

**Concerns** for current cycle access, specifically due to planting creating obstruction at the junction with Whitecross Street; and

**Suggestions** to improve cycle access on Chequer Street, through use of dropped kerbs at the junction with Whitecross Street.

There were no other comments on Chequer Street.



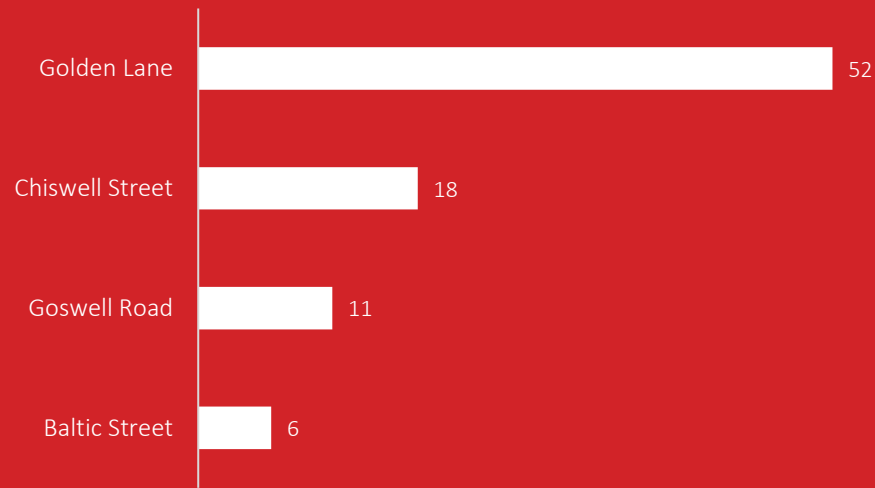
**5**

**Feedback on cross-  
neighbourhood  
streets**

# Feedback on cross-neighbourhood streets

Respondents were provided with the opportunity to leave feedback on **cross-neighbourhood streets**, including feedback on what does not work well currently, as well as ideas on how the area could be improved.

The remainder of this chapter provides an overview of the feedback provided at street level. The chart below shows the total number of respondents providing feedback on individual streets via the online map and email.



Number of respondents providing feedback on cross-neighbourhood streets (MRO)  
*Note, respondents could also provide feedback on as many or few streets as they liked*

# Golden Lane



Of the 205 respondents to the engagement exercise, **52 respondents** provided feedback on **Golden Lane**.

A large proportion of comments on Golden Lane included **concerns** about road safety, traffic levels, congestion and vehicle speeds. These concerns were often raised in consideration of those attending schools and residing on the street, especially those travelling by active travel modes. Additionally, several comments noted that road safety, traffic levels and vehicle speeds would be worsened by the traffic changes proposed for Beech Street, which joins Golden Lane at the southern end.

Vehicle parking, air, light and noise pollution and scarcity of planting were also concerns raised in a small number of comments.

Many comments suggested that Golden Lane could be **improved** by introducing restrictions on vehicle movements, such as School Streets closures, restricting parking and vehicle speeds and introducing traffic calming measures. It was felt that these measures would need to be supported by clear signage. Additionally, comments suggested:

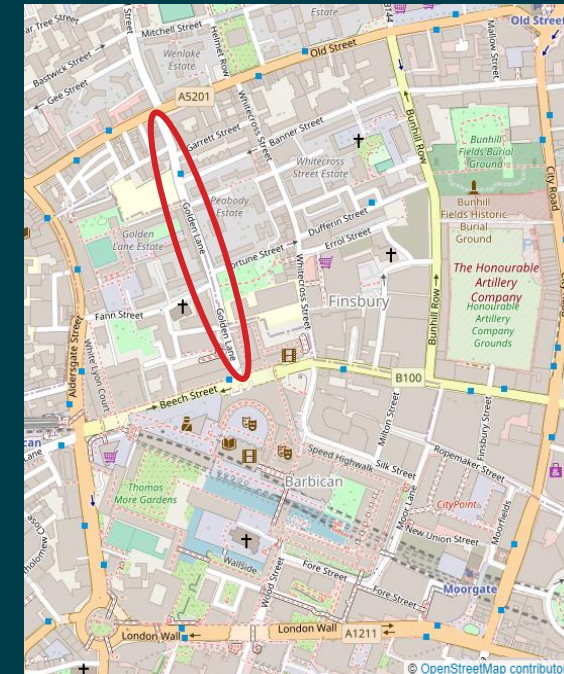
- Improvements to pedestrian footways and crossings;
- The introduction of greening and planting, including into the Golden Lane Estate;
- Improvements to cycling infrastructure including improved cycle parking; and
- Road re-surfacing.

The **key themes** identified for Golden Lane were: vehicle restriction improvements; concerns for road safety; and concerns for traffic levels or congestion.

Those attending the drop-in sessions also showed concern for vehicle speeds and road safety on Golden Lane, noting that these issues could be worsened by the proposed traffic changes on Beech Street. In line with the above, the following suggested improvements were proposed for Golden Lane: restricting vehicle movements, speeds and parking, especially at school drop-off and pick-up times; improved cycle infrastructure, including cycle parking; increased greening and planting; improved crossing facilities; and road re-surfacing.

*“The Beech Street plans will increase fast moving traffic in Golden Lane.”*

*“Reducing speeds by narrowing roads with greenery would be safer as well as aesthetically pleasing.”*



*“Golden Lane should be a school street. Traffic calming measures are needed; the carriageway should be made narrower at the pedestrian crossing outside Fortune Street Park.”*

# Chiswell Street

Of the 205 respondents to the engagement exercise, **18 respondents** provided feedback on **Chiswell Street**.

A large proportion of comments on Chiswell Street included a **concern** about access for people who cycle, specifically in relation to the current design of the cycle lane and unsafe cycle crossing behaviours. Concerns related to pedestrian access, road safety, vehicle speeds and traffic levels and congestion were also common.

**Improvements** to the current cycling infrastructure were frequently suggested, including:

- The introduction of a segregated and protected cycle lane;
- Improved cycle crossing facilities; and
- Increased provision of cycle parking.

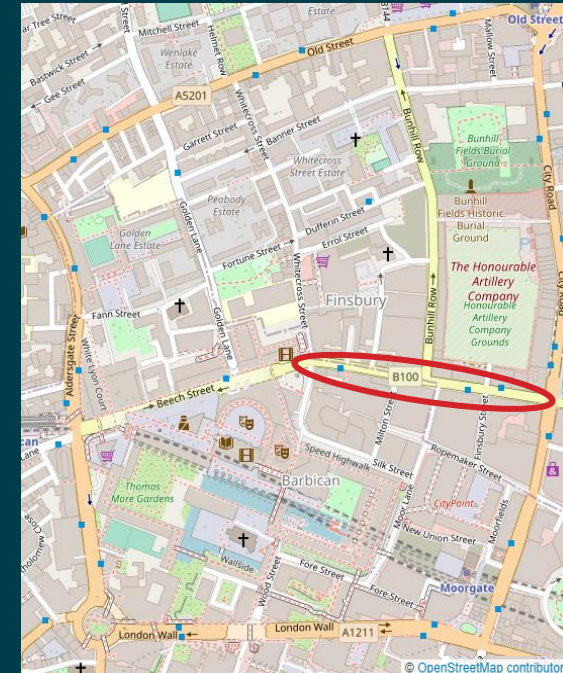


Measures to restrict vehicular access, such as a bus gate, and to reduce vehicle speeds were also suggested.

The **key themes** identified for Chiswell Street were: concerns for cycle lane or segregation; improvements to cycle lane or segregation; and vehicle restriction improvements.

Feedback from the public drop-in sessions was similar to the above, including suggestions that the following be introduced on Chiswell Street: Segregated cycle lanes; improved crossing facilities for both people who cycle and pedestrians; and vehicle restrictions to prioritise active travel modes.

*“Cycling along Chiswell St is very uncomfortable. The cycle lanes are narrow to non-existent, the traffic is fast.”*



*“Maybe a bus gate so that only cycles and buses are allowed through. No one should need to drive a car through this area.”*



# Goswell Road

Of the 205 respondents to the engagement exercise, **11 respondents** provided feedback on [Goswell Road](#).

A large proportion of comments on Goswell Road included access **concerns** about pedestrians and people who cycle, specifically due to blind spots caused by vehicle parking and loading and unloading, often making it unsafe to cross this street.

Relatedly, concerns for road safety, vehicle parking and speeds and traffic levels and congestion were also common.

**Suggested improvements** to Goswell Road included:

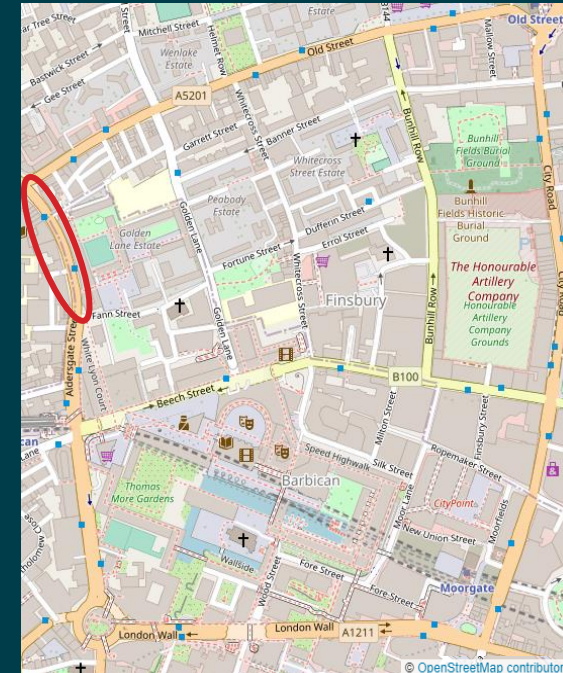
- Introducing planting along Goswell Road and into the Golden Lane Estate;
- Restricting vehicle movements and parking, especially by larger vehicles;
- Introducing a segregated cycle lane; and
- Improving the pedestrian footway and access.



The **key themes** identified for Goswell Road were: improvements to planting; and concerns for pedestrian footway or access.

Feedback from the public drop-in sessions obtained the following suggestions for Goswell Road: Vehicle restrictions to prioritise active travel modes; changes to waste collection times to reduce noise impacts for residents; and introducing 'no idling' signage to encourage improved loading and unloading behaviours by taxis and HGVs.

*"It's dangerous for families walking to school. The delivery trucks create blind spots for crossing the street safely."*



*"This area is a bit of a paved wasteland. Making this area more green through planting would be fantastic."*

# Baltic Street (East & West)

Of the 205 respondents to the engagement exercise, **6 respondents** provided feedback on **Baltic Street**.

Comments on Baltic Street included **concerns** about road safety, traffic levels, congestion or air quality.

Comments on Baltic Street included a **suggestion for improvement**. Improvements to the current pedestrian footways or access, including pavement widening and improved crossings, were put forward, in addition to:

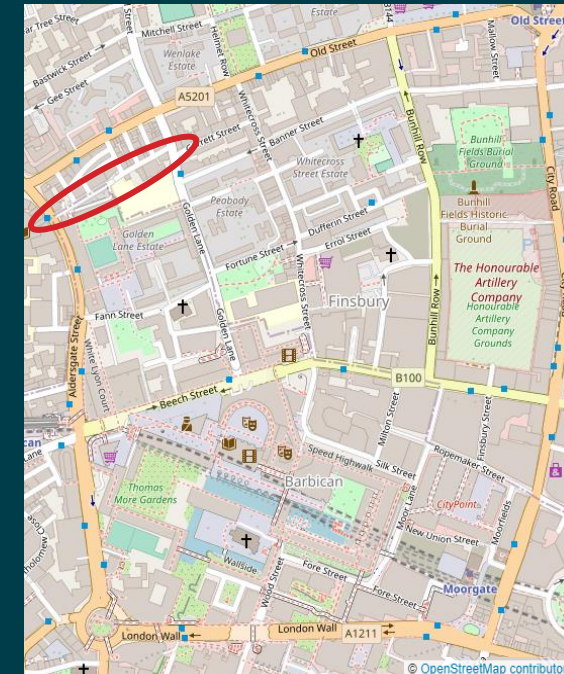
- Improved vehicle restrictions and traffic calming, specifically at the division between Baltic Street East and West;
- Removal and improved enforcement of illegal parking;
- New cycling infrastructure, including cycle lanes and segregation;
- Introduction of seating and planting; and
- Improved road signage and road markings.



The **key themes** identified for Baltic Street were: concerns for road safety; improvements to pedestrian footway or access; and concerns for traffic levels or congestion.

Feedback from the public drop-in sessions recognised that the entrance to the school on Baltic Street is often very busy. Those attending the drop-in session suggested that vehicle restrictions could be introduced on Baltic Street to introduce a School Street scheme.

*“This area needs to be safer because there is a school entrance. Suggestion to raise crossing, add zebra stripes and signage to give clear pedestrian priority.”*



*“Widen the footpaths on Baltic Street E to make them more usable for families. Barely fit two people abreast on them.”*

**6**

**General Feedback**

# General feedback on the neighbourhoods

Of the 205 respondents to the engagement exercise, **14 respondents** provided **general feedback** on the full neighbourhood area.

Much of the general feedback focused on **concerns** about area-wide road safety, traffic levels and congestion, pedestrian footways and access and air quality.

A small minority of comments made **suggestions** for area-wide schemes focused on improvements to:

- Cycling infrastructure in the area, including cycle parking;
- Pedestrian footways and crossings;
- Traffic levels, congestion, vehicle parking and vehicle speeds; and
- Planting and greening.

General feedback received during the public drop-in sessions included the following suggestions for the full neighbourhood area: increased planting and greening; improved pedestrian footways and crossings; and introduction of vehicle restrictions to prioritise active travel.

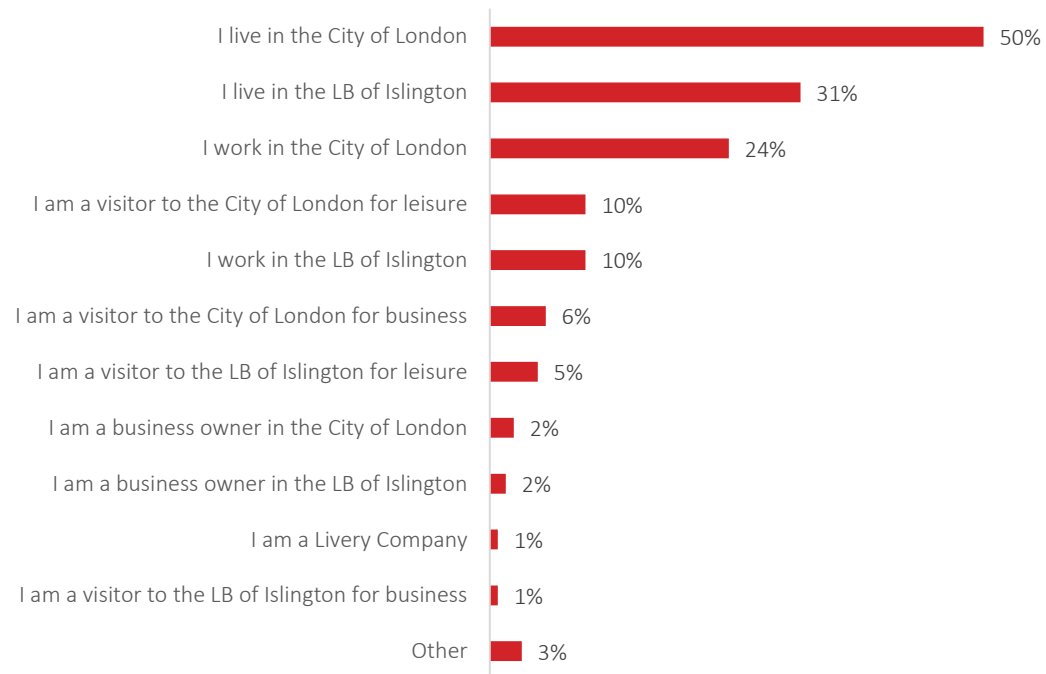
**7**

**Online Survey  
Respondent  
Profile**

# Who responded to the online survey?

Those responding to the online engagement exercise survey were asked to provide detail on their relationship to the area and their demographics. All questions were voluntary.

Of those providing detail on their relationship to the area, half (50%) live in the City of London, and nearly a third (31%) in Islington. Around a quarter work in the City of London (24%).



What is your relationship to the Bunhill, Barbican and Golden Lane neighbourhood? (MRQ; Base: 124)\*

\* Note, not all respondents to the online engagement survey chose to answer this question. Respondents could also provide more than one answer so the percentages do not add up to 100%

# Demographics of survey respondents

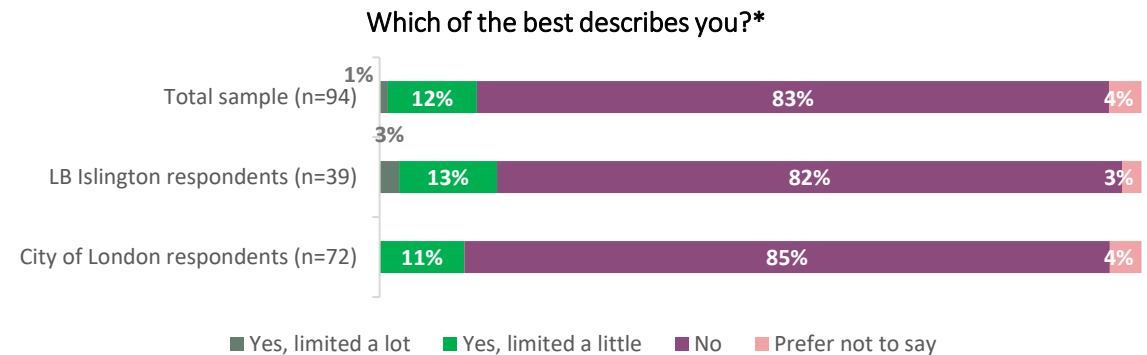
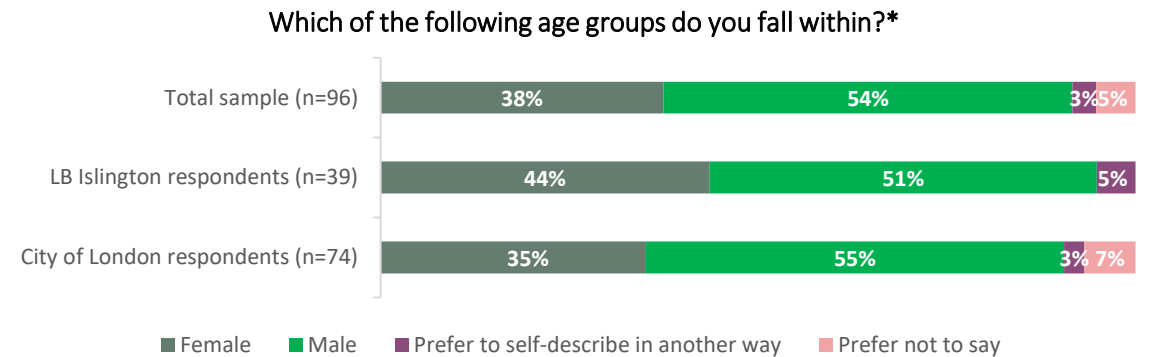
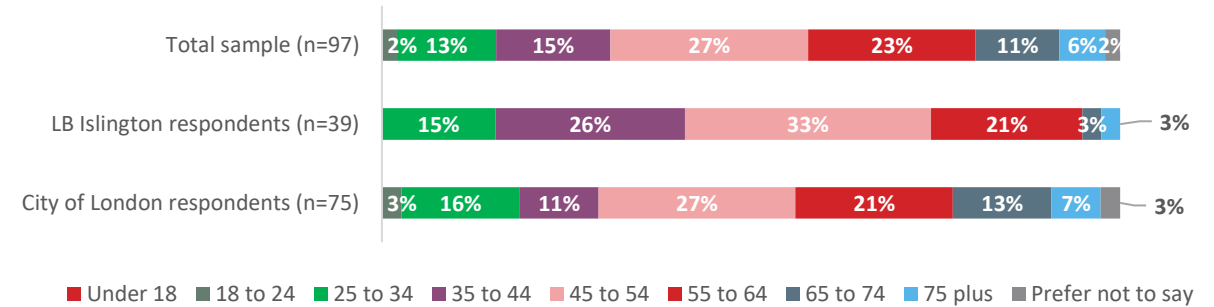
Those responding to the online engagement survey were asked to provide detail on their relationship to the area and their demographics. All questions were voluntary.

Around a quarter of all respondents fell within the 45 to 54 age bracket (27%), and a slightly smaller proportion fell into the 55 to 64 age bracket (23%). A slightly higher proportion of LB of Islington respondents reported being under the age of 55, compared to City of London respondents.

Over half of all respondents identified as male (54%), compared to around two in five who identified as female (38%). A slightly higher proportion of LB of Islington respondents identified as female.

The majority of all respondents reported that their day-to-day activities are not limited because of a health problem or disability (83%). A slightly higher proportion of LB of Islington residents reported a health problem or disability that limits their day-to-day activities (16%).

Demographics did not significantly differ between City of London and LB of Islington respondents.



\* Note, not all respondents to the online engagement survey chose to answer these questions. Respondents could also fall into both the 'City respondent' and 'Islington respondent' categories, due to the multiple response nature of the question shown on the previous page.

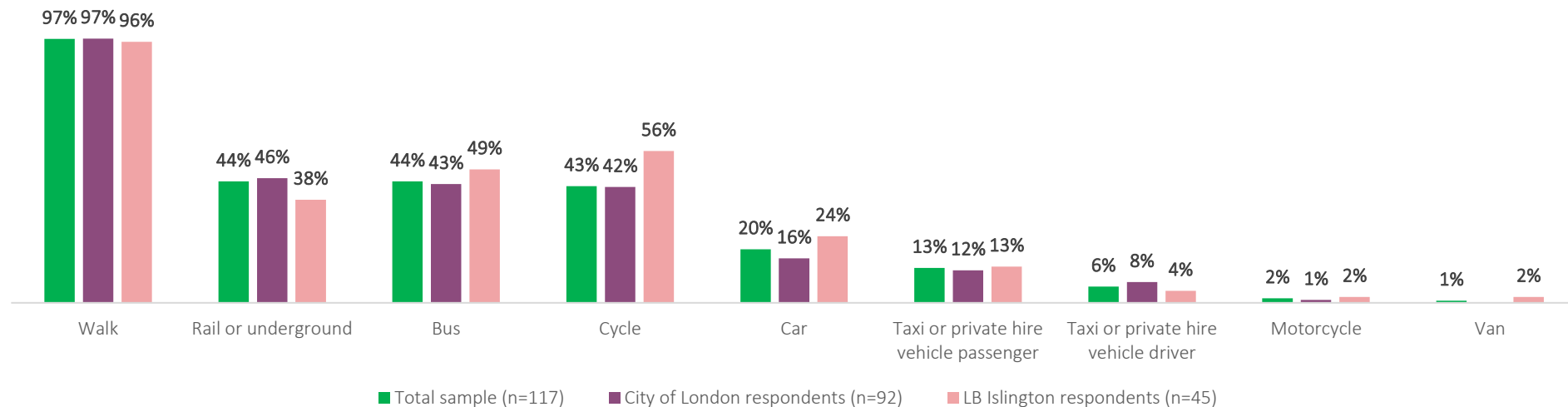
Are your day-to-day activities limited because of a health problem or disability?\*

# How do respondents travel around the Bunhill, Barbican and Golden Lane Neighbourhood?

Those responding to the online engagement survey were asked to provide detail on their travel behaviour around the neighbourhood area.

The majority of all respondents reported walking around the Bunhill, Barbican and Golden Lane area (97%), and just under half reported travelling by rail or underground (44%), bus (44%) and cycling (43%). Use of bus and cycling was slightly higher amongst LB of Islington respondents (49%, 56%) compared to the overall sample, whilst the rail or underground use of LB of Islington respondents was slightly lower (38%).

Travel behaviour did not significantly differ between City of London and LB of Islington respondents.



How do you normally travel around the area? (MRQ)\*

\* Note, not all respondents to the online engagement survey chose to answer these questions. Respondents could also fall into both the 'City respondent' and 'Islington respondent' categories, due to the multiple response nature of the question.



8

## Conclusions

# Conclusions

## This report

The City and LB of Islington are working together to create a cleaner, greener, and healthier neighbourhood in the Bunhill, Barbican and Golden Lane area.

This report presents the findings from an engagement exercise capturing public views on the issues and opportunities that changes to the Bunhill, Barbican and Golden Lane neighbourhood should address. Views were captured via an interactive online map-based engagement tool (189 respondents), email (16 respondents) and public drop-in sessions.

The findings from this engagement will support the development of an area-wide healthy neighbourhood plan.

## Level of support

Those providing feedback via the interactive online map were asked about the extent to which they were supportive of traffic restrictions or changes to street layouts which may increase some journey times in order to improve:

- Space for people walking;
- Space for people cycling;
- On-street trees, planting and places for people to stop and rest; and
- Local air quality and noise levels.

Level of support was high across all categories and was greatest for changes that would increase planting and places for people to stop and rest (89%) followed by improvements to local air quality and noise (88%), space for people walking (81%) and space for people cycling (67%).

# Conclusions

## Street-level feedback

The streets with the largest response were:

- Beech Street (69 respondents);
- Golden Lane (52 respondents);
- Old Street (40 respondents); and
- Moor Lane (37 respondents).

The most common themes across each of the neighbourhood areas are shown in the table below:

Barbican & Golden Lane neighbourhood	Bunhill neighbourhood	Cross-neighbourhood streets
Vehicle restriction improvements	Cycle access concerns and improvements	Road safety concerns
Congestion and traffic level concerns	Pedestrian footway and crossing improvements	Vehicle restriction improvements
Improvements to cycle access	Road safety concerns	Congestion and traffic level concerns
		Pedestrian footway and crossing improvements

Additionally, the proposed vehicle restriction on Beech Street was perceived to have a large impact on other streets in the Bunhill, Barbican and Golden Lane area due to anticipated displacement of traffic and pollution, highlighting the importance of a healthy neighbourhood plan for the full area.

**SYSTRA**  
S Y S T R A . C O . U K