

Fleet Street Area - Healthy Streets Plan: Consultation Findings

Independently Compiled by Commonplace for the City of London



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The Healthy Streets Plan

About the Project

The Healthy Streets Approach is a framework for embedding public health in transport, public realm, and planning. It is based on 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 Fleet Street Area Healthy Streets Plan will apply this approach across the neighbourhoods adjoining Fleet Street and Ludgate Hill and make the streets accessible, engaging and safe places for people to walk, cycle and spend time.

The Fleet Street Area Healthy Streets Plan

The Healthy Streets Plan for the Fleet Street area sets out an integrated approach to improving the public realm and managing traffic to support the delivery of many outcomes identified in:

- The City of London Transport Strategy.
- **The City Corporation's Climate Action Strategy and Destination City initiative.**
- The Fleet Street & Ludgate Key Area of Change identified in the emerging Local Plan 2040.
- **The Fleet Street Quarter BID's aspirations for the enhancement of the area.**



Where is the Healthy Streets Plan?

The plan divides the area into five neighbourhoods:

- Chancery Lane
- Fleet Street & Lanes
- Old Bailey
- Carter Lane & Ludgate
- Whitefriars.

Each has individual character and opportunities for improvement and each is bounded by streets that accommodate motor vehicles that have a destination not in the immediate vicinity.

Within the five neighbourhoods the streets are primarily used for the first or final part of a journey, providing access for motor vehicles to properties.



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- Key**
- London Access Streets**
(as identified by the City Corporation Transport Strategy)
- 1 New Bridge Street and Farringdon Street corridor
 - 2 The Embankment
- City Access Streets**
(as identified by the City Corporation Transport Strategy)
- 3 Fleet Street
 - 4 New Fetter Lane and Fetter Lane (south)
 - 5 Holborn and Holborn Viaduct corridor
 - 6 Queen Victoria Street
- Primary Resilience Network**
- 7 Ludgate Hill

What Does the Healthy Streets Plan Comprise?

The plan identifies in these five neighbourhoods' opportunities to make walking and cycling 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 new spaces and walking routes negotiated by the Corporation as part of developments. These changes and improvements will interlink and encourage people to explore the neighbourhoods and help discover existing public spaces and businesses and encourage further activation and investment in these neighbourhoods.

Within the plan there are a series of proposals which include:

- Pedestrian Priority Improvements
- Public Realm Improvements
- Cycle Improvements
- Loading and Servicing



Further details of these proposals can be found in each of the [neighbourhood sections](#) of this report.

Consultation Methodology

A six week consultation on the Fleet Street Area Healthy Streets Plan ran from Tuesday 9th May 2023 to Tuesday 20th June 2023 (inclusive).

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

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

Those interested could also use the Commonplace online platform, which invited people to view and comment on the five sets of neighbourhood proposals. Participants could leave feedback and comments on as many neighbourhoods as they wished, with the choice of providing feedback by responding to the questions asked, and/or leaving comments as **necessary. They could alternatively, or additionally, 'agree' with comments already submitted and publicly visible. This was done by simply liking a comment by clicking a 'thumbs up' icon.**

Participants could also click on a particular neighbourhood within an interactive map, with the ability to drop a pin within the project area and leave comments relating to this particular location.

This report presents the findings of the consultation.

Executive Summary

The Fleet Street Area Healthy Streets proposals have been designed to make the streets within neighbourhoods adjoining Fleet Street and Ludgate Hill more accessible, engaging and safer places for people to walk, cycle and spend time.

A six week consultation was hosted via the online Commonplace engagement platform, across May/June 2023, gathering over 800 comments and agreements from over 600 participants. These participants included a wide and diverse variety of workers, business owners, visitors, residents and others - all of whom were interested in the area and the proposed improvements.

Overall views on the proposals were notably positive, with support eclipsing criticism by a ratio of more than 3:1. Across each of the five neighbourhoods in focus, a majority of consultation participants gave positive/mostly positive feedback about the proposals. This positive feedback peaked in relation to the Carter Lane & Ludgate neighbourhood proposals (81% positive overall feedback). However, high levels of positivity (68%-72%) were also evident in relation to the proposals for each of the other four neighbourhoods. This positivity is underpinned by a number of common themes, including views that the proposals will increase pedestrian and cyclist priority, improve safety and the ambience of neighbourhoods, encourage active and sustainable travel and improve air quality.

It's important to note that some concerns were expressed. Some business owners in the Chancery Lane, Carter Lane & Ludgate, and Whitefriars neighbourhoods have issues with proposed pedestrian priority improvements, parking and loading changes, changes to kerbside parking, restrictions to through traffic, and public space potentially being prioritised over direct motor access. Note also, that some taxi users disagree with the permanency of experimental/potential changes in the Chancery Lane and Fleet Street & Lanes neighbourhoods. Further concerns question the need for changes, the potential impact on accessibility for businesses, workers and those with health/mobility issues, and traffic displacement and congestion.

However, these are concerns set in the wider context of notable applause for the proposals.

Headline Findings

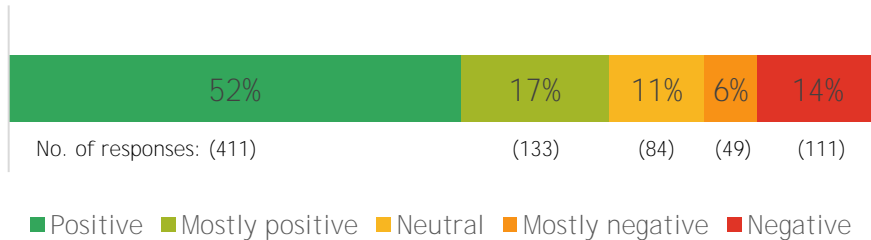
The consultation received a total of more than 820 commonplace comments and agreements with comments.

597 respondents
598 comments
224 agreements

An additional 5 responses were received via email.

Overall Sentiment Across All 5 Neighbourhoods

Overall Sentiment Across All 5 Neighbourhoods



Proposals for the Fleet Street & Lanes neighbourhood attracted the highest number of comments.

- Fleet Street & Lanes: 126 comments
- Chancery Lane: 113 comments
- Whitefriars: 105 comments
- Old Bailey: 86 comments
- Carter Lane & Ludgate: 78 comments

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

Almost 70% of consultation participants expressed a **POSITIVE** opinion on the proposed improvements and changes to the 5 neighbourhoods.

In contrast, just 20% expressed a **NEGATIVE** opinion.

On the following page, we see how overall sentiment varied across each of the five neighbourhoods.

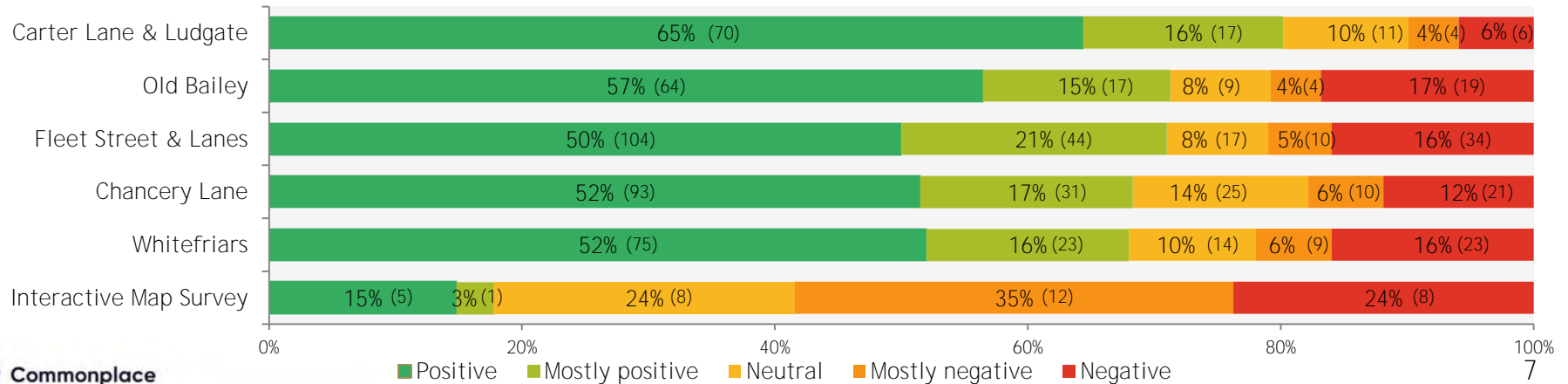
Sentiment Across Each of the Five Neighbourhoods

Across each of the five neighbourhoods, a majority of consultation participants expressed a positive/mostly positive sentiment about the Healthy Streets proposals. The most positive response was received in relation to the Carter Lane & Ludgate proposals, with 81% expressing a positive/mostly positive sentiment, and just 8% expressing a negative/mostly negative sentiment.

High levels of positivity were also evident in relation to each of the other four proposals - including Old Bailey proposals (72%), the Fleet Street & Lanes proposals (71%), the Chancery Lane proposals (69%) and the Whitefriars proposals (68%).

In sharp contrast, the interactive map survey recorded a much lower level of positive opinion (18%).

Overall Sentiment Across Each of the 5 Neighbourhoods
(actual number of responses shown in brackets)



Headline Findings Across Each of the Five Neighbourhoods

Chancery Lane



Strong levels of agreement with the proposed improvements for pedestrian priority (78% agree), public realm (83% agree), cycling (78% agree) and permanency of experimental changes (82% agree). Slightly lower levels of agreement (though still a majority) in relation to the parking and loading changes (66% agree).
Some key pockets of disagreement - some business owners disagree with pedestrian priority improvements, while half disagree with parking and loading changes. Disagreement and uncertainty from some taxi users is evident in relation to the permanency of experimental changes.

Similarly strong levels of agreement with the proposed improvements for pedestrian priority (76% agree), public realm (81% agree), cycling (73% agree) and potential changes (83% agree). Slightly lower levels of agreement (though still a majority) in relation to the parking and loading changes (66% agree).

Just one key pocket of disagreement - some taxi users disagree with potential changes in this neighbourhood.



Fleet Street & Lanes

Old Bailey



Again, strong levels of agreement with the proposed improvements for pedestrian priority (78% agree), public realm (86% agree) and cycling (70% agree).

No key pockets of disagreement.

Headline Findings Across Each of the Five Neighbourhoods

Carter Lane & Ludgate



Notably strong levels of agreement with the proposed improvements for pedestrian priority (86% agree), public realm (92% agree) and cycling (81% agree).

Just one key pocket of disagreement - opinion among business owners split in relation to pedestrian priority improvements.

Strong levels of agreement with the proposed improvements for pedestrian priority (78% agree), public realm (84% agree), changes to kerbside parking (67%-73% agree) and cycling improvements (67% agree).

70% feel that there is currently sufficient motor vehicle access in the neighbourhood for businesses and residents. 60% would like to see restrictions to through traffic, with almost 80% requesting public space takes priority over direct motor access.

Some key pockets of disagreement - some business owners disagree with, or express uncertainty about, pedestrian priority improvements, and changes to kerbside parking (including restricting permitted traffic movements on Tallis Street/Carmelite Street).

Some business owners also feel that motor vehicle access is definitely or possibly lacking for businesses and residents, and have accompanying concerns about a potential restriction of through traffic, with a majority preferring direct motor access over public space.



Whitefriars

Chancery Lane Neighbourhood



Chancery Lane Neighbourhood Pedestrian Priority Improvements

We will improve the priority, comfort and safety of people walking in the neighbourhood. We will explore opportunities to:

- Raise the carriageway to pavement levels at junctions with side streets and at loading bay entrances.
- Restrict some motor vehicles during the morning, lunchtime and evening peak times to improve the priority of people walking.
- Restrictions could be on streets accessed from the junction of Fetter Lane and Breams Buildings. This could include **Fetter Lane (north of Bream's Buildings), Breams Buildings, Norwich Street, Tooks Court, Furnival Street and Cursitor Street.**
- Improve where people cross on New Fetter Lane between Plough Place and Bartlett Court: and between Bartlett Passage and Thavies Inn House.

Chancery Lane Neighbourhood
Pedestrian Priority Improvements
How do you feel about this proposal?



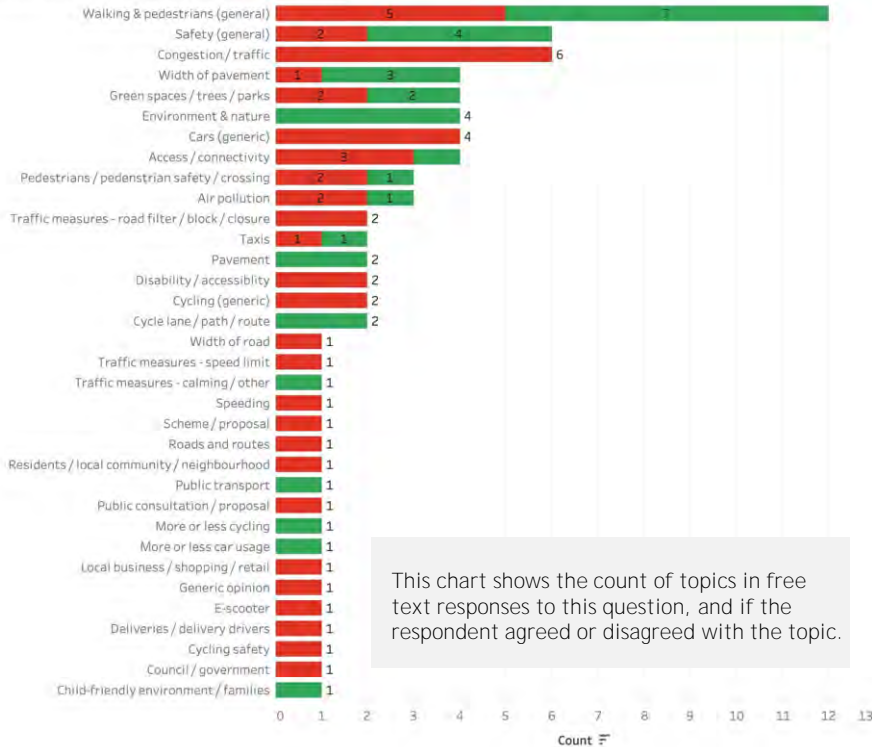
Almost 80% of consultation participants **AGREED** with the proposed pedestrian priority improvements for the Chancery Lane neighbourhood.

Note: business owners were a little more critical of these improvements, with just 40% who **AGREED**, compared to 60% who **DISAGREED**.

Chancery Lane Neighbourhood Pedestrian Priority Improvements

Why do you agree / disagree with the measures?

Pedestrian priority, Chancery Lane Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Agree Disagree

The Themes Underpinning Views



- Creating a more accessible, pleasant, safer and liveable/usable environment.
- Creating an improved working environment.
- **Enhancing the area's aesthetics via greenery.**
- Optimising the pedestrian experience, minimising motor dominance.
- Improving air quality.



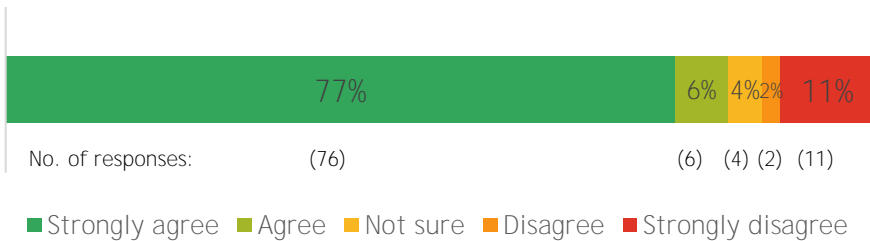
- Creating a less safe environment.
- Impeding those with mobility issues reliant on transport.
- Displacing traffic to surrounding routes/roads.
- Impeding workers, businesses and deliveries.
- Neglecting the issue of dangerous cyclists.

Chancery Lane Neighbourhood Public Realm Improvements

We will improve the streets and spaces by making them more attractive, comfortable and enjoyable to spend time in.
We will explore opportunities to:

- Introduce more trees, planting, seating and Legible London signs and maps where possible; and improve paving.
- Introduce new or improved small public spaces at Tooks Court, the northern end of Fetter Lane and Breems Buildings.

Chancery Lane Neighbourhood
Public Realm Improvements
How do you feel about this proposal?

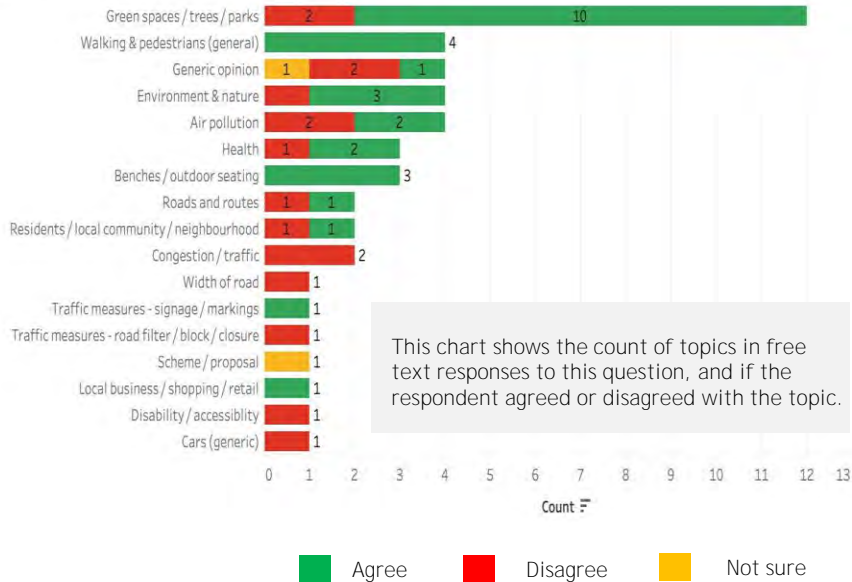


Over 80% of consultation participants **AGREED** with the proposed public realm improvements for the Chancery Lane neighbourhood.

Chancery Lane Neighbourhood Public Realm Improvements

Why do you agree / disagree with the measures?

Public Realm Improvements, Chancery Lane Neighbourhood



The Themes Underpinning Views



- Improving mental health and well-being via increased greenery and spaces/seating to pause.
- Improving air quality.
- **Improving the area's aesthetics.**
- Increasing foot traffic to local businesses.
- Improving safety.
- Encouraging active travel.
- Improving biodiversity.



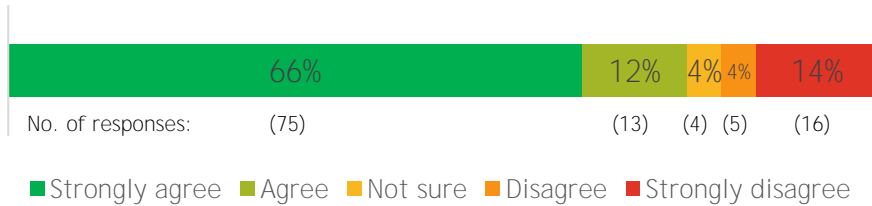
- Making unnecessary changes.
- Impeding disabled access.
- Restricting courier access.
- Making changes at the expense of drivers - at the core of **the city's economy.**

Chancery Lane Neighbourhood Cycling Improvements

We will improve the comfort and safety of people cycling. We will explore opportunities to:

- Extend the existing cycle contraflow on Chancery Lane south to Fleet Street.
- Maximise the traffic signal priorities for cyclists on Fetter Lane and New Fetter Lane at the junctions with Fleet Street and Holborn Circus.
- Introduce protected space for cyclists on Holborn.
- Introduce additional cycle parking and dockless cycle and e-scooter hire bays.

Chancery Lane Neighbourhood
Cycling Improvements
How do you feel about this proposal?

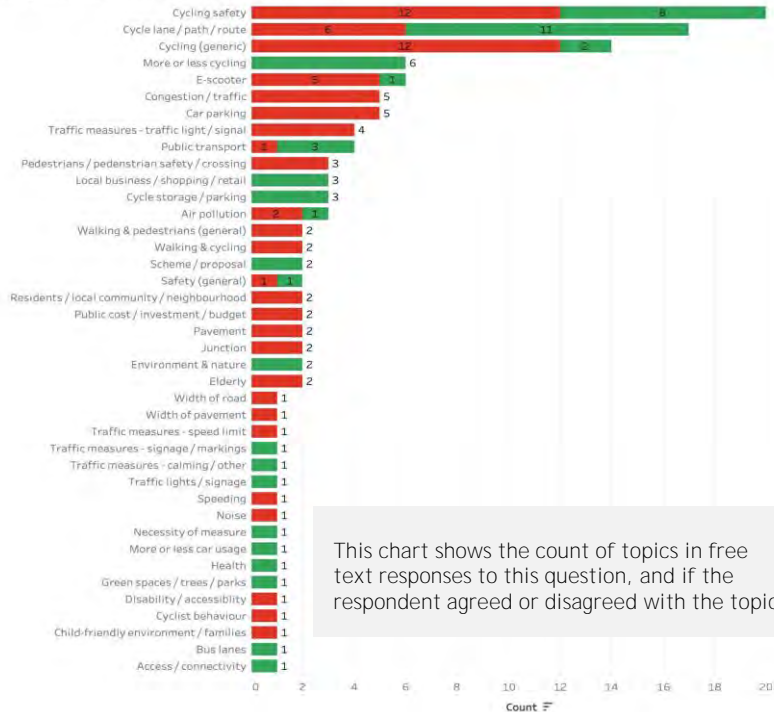


Again, there was a high level of support for these proposed improvements, with almost 80% of consultation participants who **AGREED** with the proposed cycling improvements for the Chancery Lane neighbourhood.

Chancery Lane Neighbourhood Cycling Improvements

Why do you agree / disagree with the measures?

Cycling Improvements, Chancery Lane Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Agree Disagree

The Themes Underpinning Views



- Increasing cycling safety and appeal.
- Promoting a people-friendly, liveable city.
- Improving access to local businesses.
- Protecting and segregating cyclist space.
- Promoting sustainable transport.
- Consider more cycling improvements.



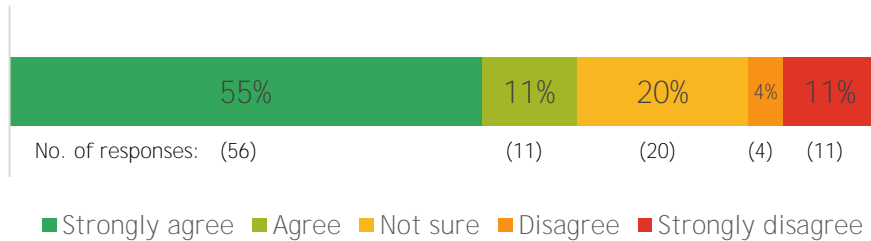
- Neglecting the issue of irresponsible/unsafe cyclists.
- Impeding essential motor vehicle business travel.
- Displacing motor traffic to neighbouring roads/routes.
- Prioritising cycling to the detriment of non-cyclists.
- Introducing unnecessary/unjustifiable changes.

Chancery Lane Neighbourhood Parking and Loading Changes

To enable greater pedestrian priority, wider pavements and more trees, planting and seating; the relocation of some kerbside parking may be required. We will explore:

- Relocating motorcycle and blue badge parking on Fetter Lane (north of Bream's Buildings), and Tooks Court.

Chancery Lane Neighbourhood
Parking & Loading Changes
How do you feel about this proposal?



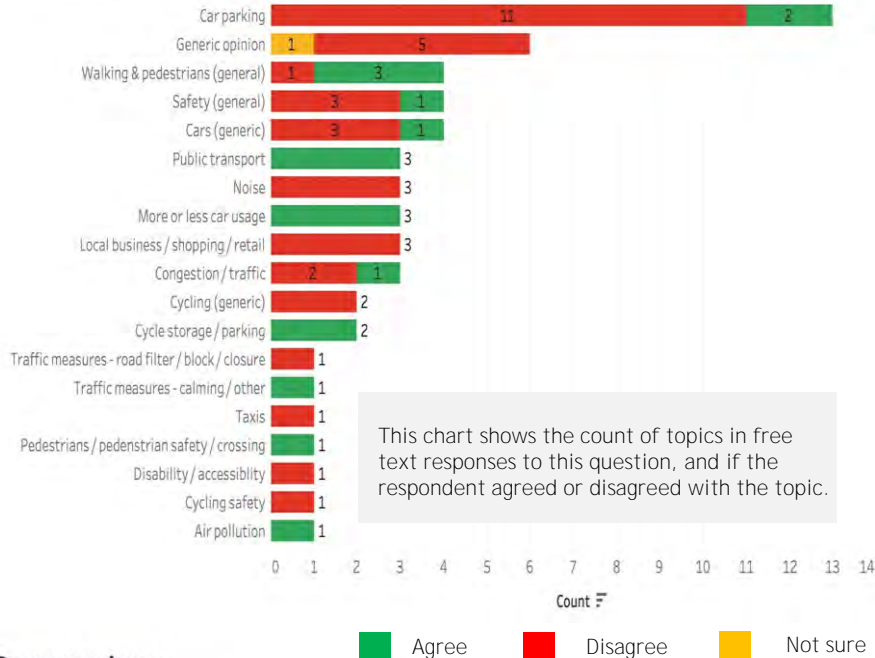
Around two-thirds (66%) of consultation participants **AGREED** with these proposed changes.
Just 15% **DISAGREED**.

Note: business owners were a little more divided in their opinion. 5 business owners responded and 3 **DISAGREED** with the proposal.

Chancery Lane Neighbourhood Parking and Loading Changes

Why do you agree / disagree with the measures?

Parking and Loading, Chancery Lane Neighbourhood



The Themes Underpinning Views



- Creating people-oriented, pleasant streets.
- Reducing traffic.
- Reducing parking space.
- Promoting/prioritising walking and cycling.
- Retaining Blue Badge provision.
- Increasing pedestrian/cyclist safety.
- Improving air quality.



- Reducing car parking space.
- Impeding local business/trade/deliveries.
- Making unnecessary changes.
- Displacing motor traffic to neighbouring roads/routes.

Chancery Lane Neighbourhood Potential Changes

Chancery Lane has had experimental changes introduced. We are exploring opportunities to make permanent changes that could include:

- Retaining the timed restriction for motor vehicles.
- Widening the pavement on the eastern side and installing more seating.
- Formalising kerbside loading arrangements.

Chancery Lane Neighbourhood
Potential Changes
How do you feel about this proposal?



Again, over 80% of consultation participants **AGREED** with these proposed permanent changes.

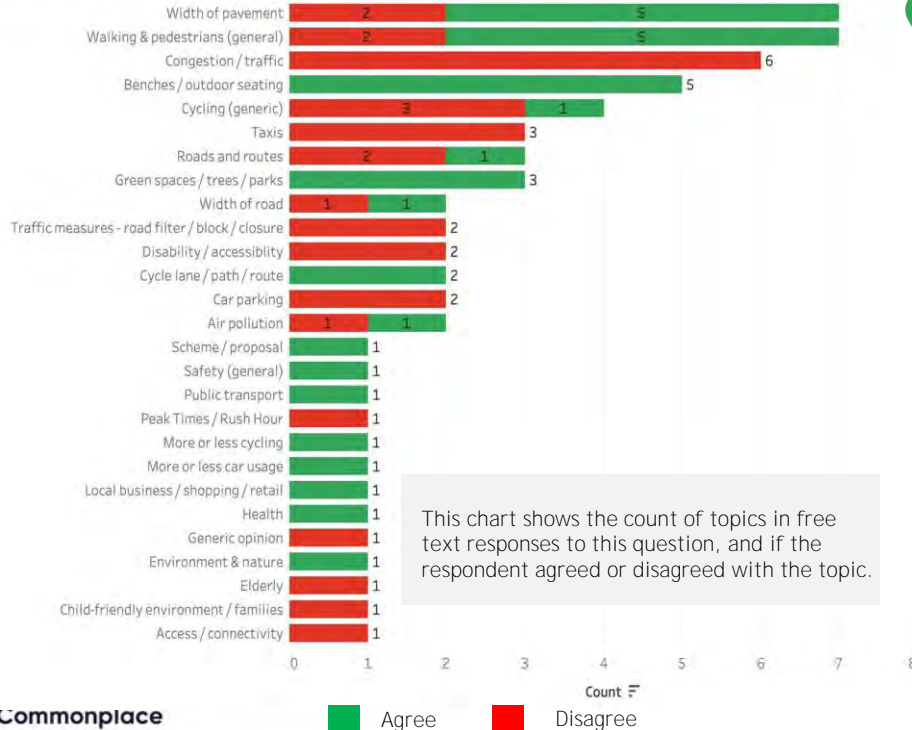
Note: there was also majority agreement among *all* three business owners who responded.

In contrast, opinion among taxi users was more divided. Of the 11 taxi users who responded, 6 **AGREED** with the permanent changes, 4 **DISAGREED** and 1 was **UNCERTAIN**.

Chancery Lane Neighbourhood Potential Changes

Why do you agree / disagree with the measures?

Potential changes to Chancery Lane Neighbourhood



The Themes Underpinning Views



- Widening of pavements.
- Increasing area hospitality/trade.
- Providing area seating.
- Enhancing cycling experience.
- Improving pedestrian priority.
- Preventing flood damage.
- Improving air quality.
- Reducing motor traffic and its dominance.
- Making the area more liveable/pleasant.



- Displacing traffic to nearby neighbourhoods/routes.
- Impedes taxis/loading vehicles.
- Increasing taxi journey lengths/fares for passengers.
- Impeding local trade/commerce/deliveries.

Selected Comments About Chancery Lane Neighbourhood Proposals



Supporting Comments

“Taking back motor dominance is always a good thing”.

“The area will become safer, greener and an altogether more liveable neighbourhood”.

“As someone who walks through this area regularly, I think this is a great idea”.

“It’s great to see imaginative improvements in the public realm and new green spaces”.

“More active transport is a good thing!”.

“Let’s reduce car usage to a minimum”.



“The closure of Chancery Lane would be seriously damaging to the road network”.

“Restricting motor vehicles from relatively quiet roads creates more congestion on the surrounding roads, where people are more likely to walk, shop and cycle”.

“There are now fewer cyclists on the streets and prioritising traffic lights for them will cause more congestion for motor vehicles who need to go about their working business”.

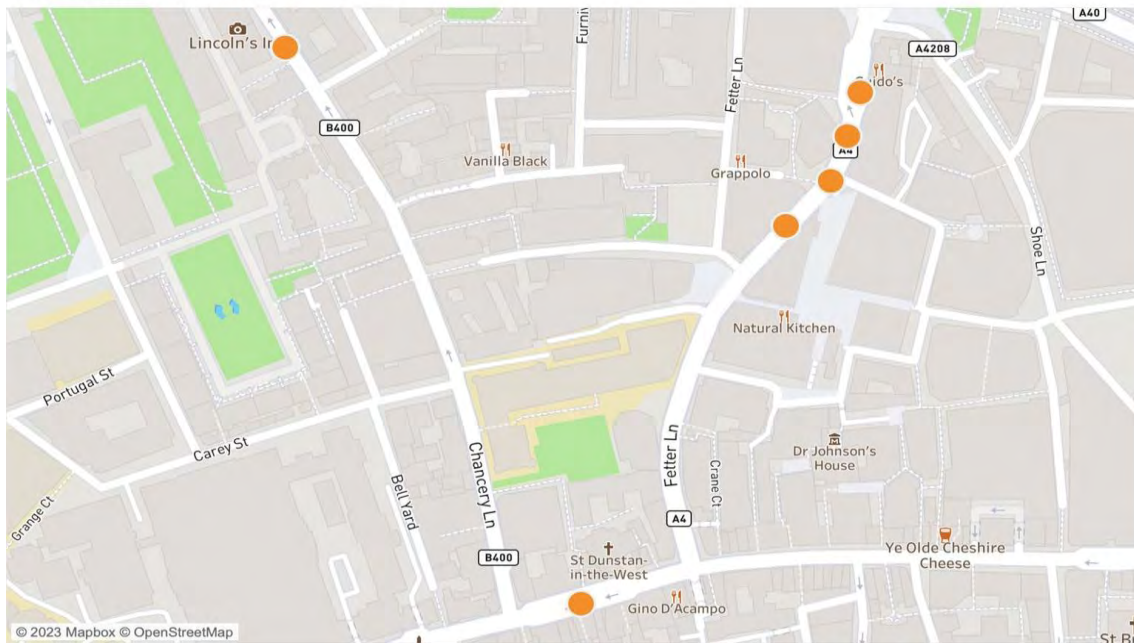
Opposing Comments



Chancery Lane Neighbourhood - Interactive Map Comments

Where have you dropped your pin?

Chancery Lane Neighbourhood



There were 6 comments made about the Chancery Lane neighbourhood via the interactive map.

These focused on the areas highlighted with orange pins on this map.

Comments related to walking (3), cycling (3) and traffic (2).

They included a mix of positive (1), neutral (2) and negative (3) comments.

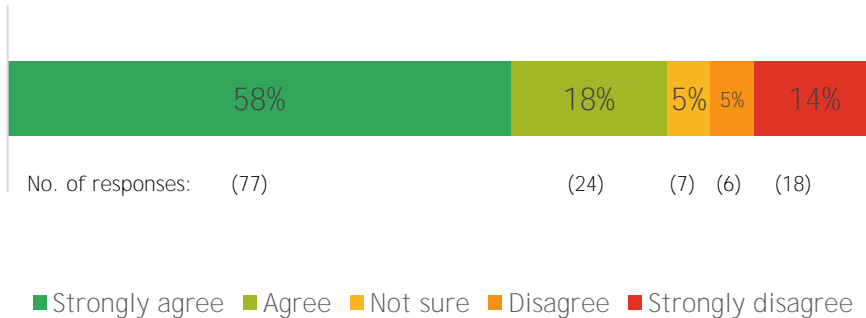
Fleet Street & Lanes Neighbourhood



Fleet Street & Lanes Neighbourhood Pedestrian Priority Improvements

We will explore introducing motor vehicle restrictions on Shoe Lane south of the junction with Little New Street at lunchtimes and weekends to enable on street activities.

Fleet Street & Lanes Neighbourhood
Pedestrian Priority Improvements
How do you feel about this proposal?

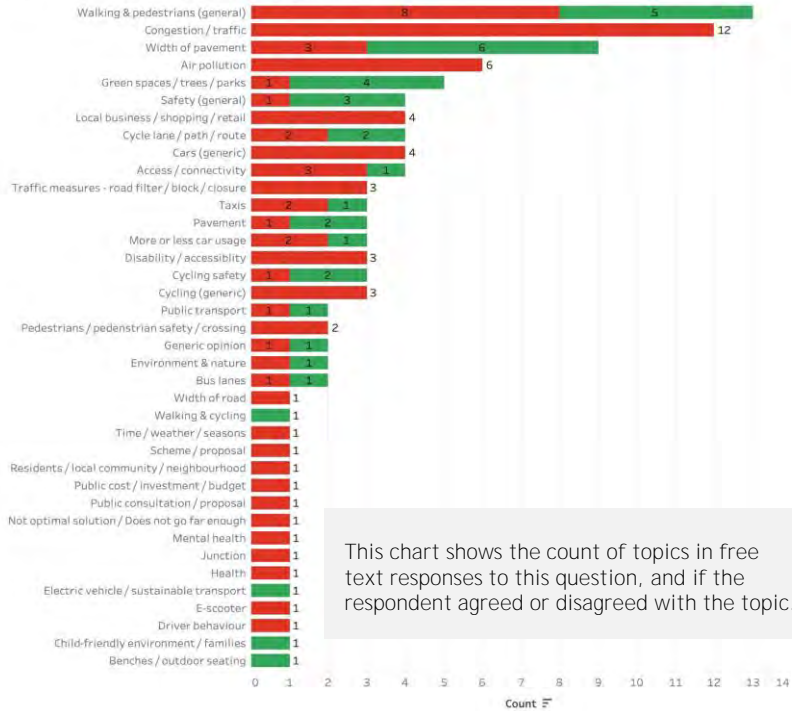


Over three-quarters (76%) of consultation participants **AGREED** with the proposed pedestrian priority improvements for the Fleet Street & Lanes neighbourhood.

Fleet Street & Lanes Neighbourhood Pedestrian Priority Improvements

Why do you agree / disagree with the measures?

Pedestrian priority, Fleet Street and Lanes Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree ■ Disagree

The Themes Underpinning Views



- Improving pedestrian space, safety and priority.
- Increasing footfall for local businesses.
- Encouraging more street-life.
- Promoting active travel.
- Improving public health and well-being.
- Reducing motor traffic/dominance.
- Improving the visitor and worker experience.
- Improving air quality.
- Consider further improvements.



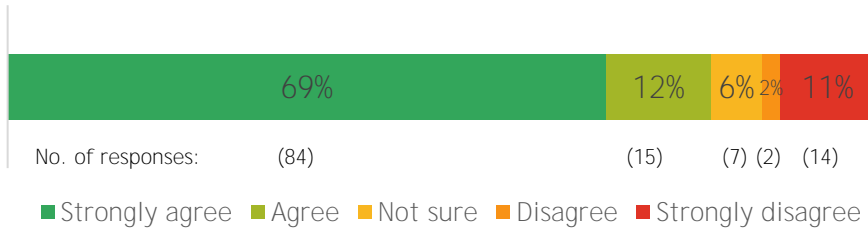
- Generally impeding access.
- Increasing traffic congestion/air pollution.
- Impeding disabled accessibility.
- Impeding local business/trade.
- Damaging to bus routes.
- Making unnecessary changes.

Fleet Street & Lanes Neighbourhood Public Realm Improvements

We will improve the streets and spaces by making them more attractive, comfortable and enjoyable to spend time in. We will explore opportunities to:

- Introduce more trees, planting, seating and Legible London signs and maps where possible; and improve paving.

Fleet Street & Lanes Neighbourhood
Public Realm Improvements
How do you feel about this proposal?

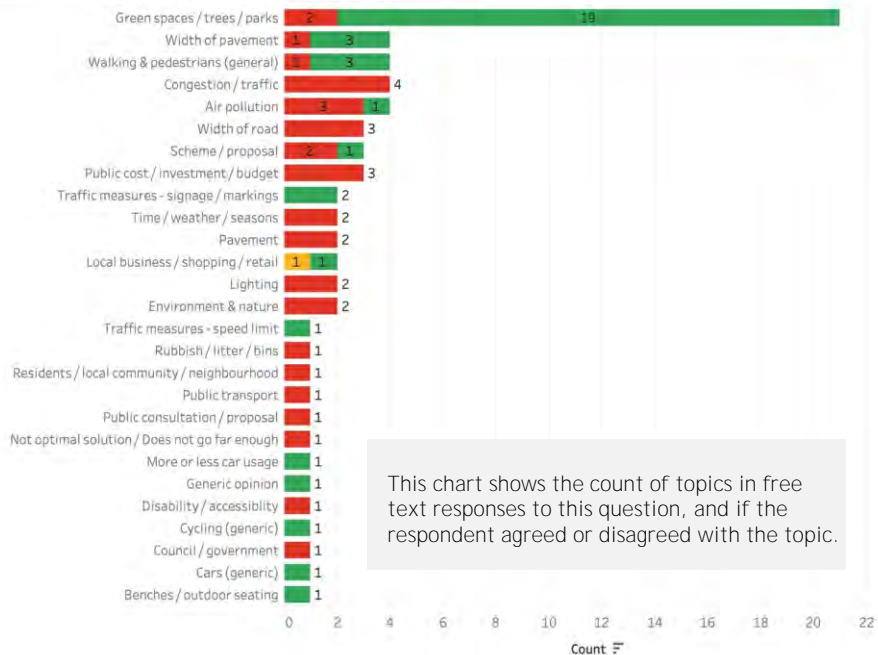


Over 80% of consultation participants **AGREED** with the proposed public realm improvements for the Fleet Street & Lanes neighbourhood.

Fleet Street & Lanes Neighbourhood Public Realm Improvements

Why do you agree / disagree with the measures?

Public Realm Improvements, Fleet Street and Lanes Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree
 ■ Disagree
 ■ Not sure

The Themes Underpinning Views



- Increasing greenery in the area.
- Enhancing area aesthetics and enjoyment.
- Improving air quality.
- Widening pedestrian space.
- Encouraging footfall to local businesses.
- Addressing climate change issues.
- Creating a people, not car-dominated neighbourhood.
- Consider widening/increasing scope of improvements.



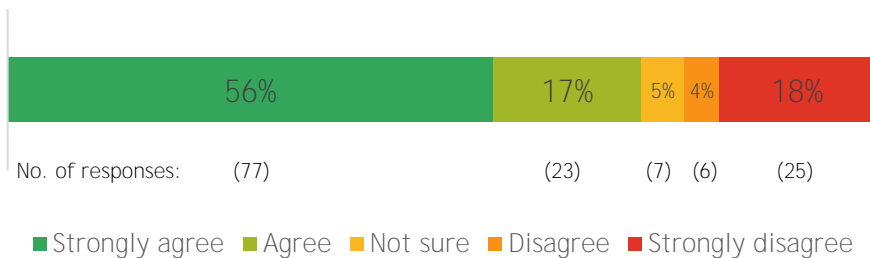
- Making unnecessary changes.
- Narrowing space for road users.
- Increasing congestion and air pollution.
- Wasting public monies.
- Providing insufficient information on proposals.

Fleet Street & Lanes Neighbourhood **Cycling** Improvements

We will improve the comfort and safety of people cycling. We will explore opportunities to:

- Introduce dedicated space on Holborn Viaduct and Newgate Street for people cycling and maximise the traffic signal priorities for cyclists at the junctions with Holborn Circus and Old Bailey and Giltspur Street and Warwick Lane.
- Introduce dedicated space, and maximise traffic signal priorities for people cycling on Fleet Street.
- Introduce additional cycle parking and dockless cycle and e-scooter hire bays.

Fleet Street & Lanes Neighbourhood
Cycling Improvements
How do you feel about this proposal?

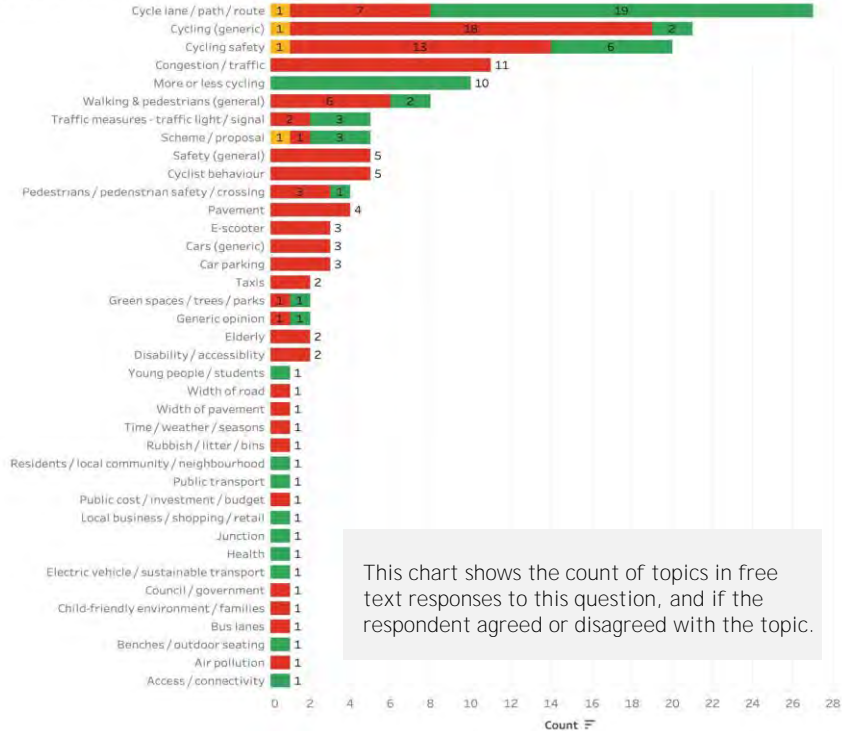


Almost three-quarters (73%) of consultation participants **AGREED** with the proposed cycling improvements for the Fleet Street & Lanes neighbourhood.

Fleet Street & Lanes Neighbourhood **Cycling** Improvements

Why do you agree / disagree with the measures?

Cycling Improvements, Fleet Street and Lanes Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Agree Disagree Not sure

The Themes Underpinning Views



- Prioritising cycling.
- Providing a safer/easier/protected cycling experience.
- Encouraging more sustainable/active travel.
- Addressing climate change issues.
- Consider widening/increasing the scope of improvements.



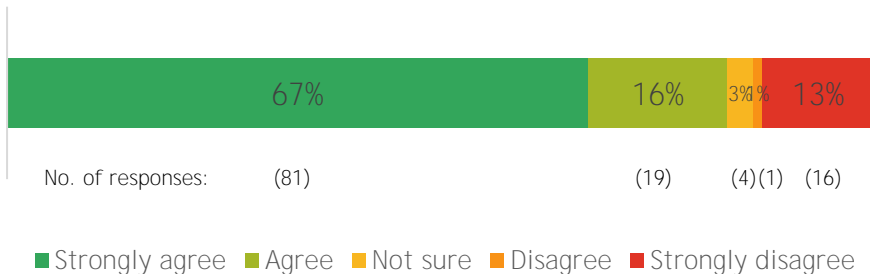
- Prioritising cycling to the detriment of other road users.
- Displacing traffic to neighbouring roads/routes.
- Congesting traffic.
- Neglecting the issue of dangerous cyclists.
- Making unnecessary changes.

Fleet Street Neighbourhood Potential Changes

We will make Fleet Street a more comfortable and attractive street for people walking and make changes that support the local businesses. We will explore opportunities to:

- Maximise pavement space where possible and introduce new planting and seating.
- Introduce new on street loading facilities for businesses.
- Improve where people cross on Fleet Street between Salisbury Court and Shoe Lane.

Fleet Street & Lanes Neighbourhood
Potential Changes
How do you feel about this proposal?



Over 80% of consultation participants **AGREED** with the potential changes for the Fleet Street & Lanes neighbourhood.

Note: pedestrians were in **STRONG AGREEMENT** with these potential changes, with the vast majority indicating support.

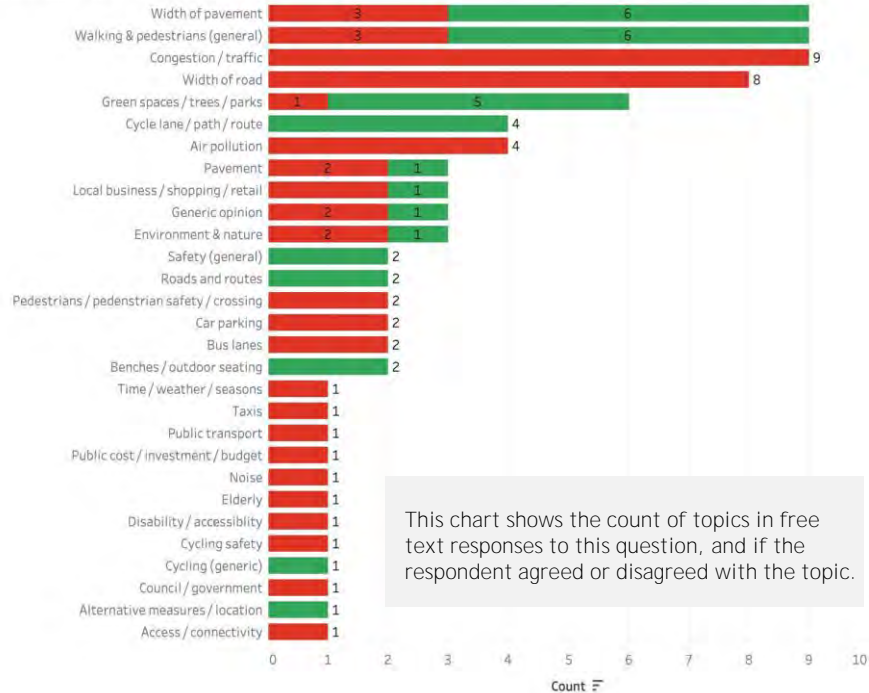
AGREEMENT was also evident from business owners. 4 of the 6 business owners who responded **AGREED** with the potential changes.

In contrast, there was more opposition from taxi users, with 9 **DISAGREEING** with the potential changes, compared to 5 who **AGREED**. 2 were **UNCERTAIN**.

Fleet Street & Lanes Neighbourhood Potential Changes

Why do you agree / disagree with the measures?

Potential changes to Fleet Street



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Agree

Disagree

The Themes Underpinning Views



- Improving the pedestrian experience/accessibility/safety.
- Advantages from pavement widening.
- Consider widening the scope of changes.
- Increasing air quality.
- Improving area aesthetics.
- Increasing greenery.
- Protecting vulnerable users of the neighbourhood.
- Increasing footfall to local businesses.



- Unnecessary widening of pavements.
- Increasing congestion.
- Increasing air pollution.
- Wasting public monies.
- Neglecting to acknowledge that Fleet Street is a thoroughfare not a destination.
- Making unnecessary changes.

Selected Comments About Fleet Street & Lanes Neighbourhood Proposals

Supporting Comments

“Let’s promote active travel and discourage the use of ever larger and more dangerous private vehicles”.

“There are too many motor vehicles in this area and too little pedestrian priority”.

“Trees and greenery will make the area much nicer to be in”.

“Why on earth would I not want a “more attractive, comfortable and enjoyable” public realm? I feel like it’s a battleground with the motor vehicle at the moment”.

“We have to respond to the climate emergency and make our city more liveable at the same time”.



*“Public realm improvements **NARROW** the space available for pedestrians. This is not an improvement! Narrow space available to vehicles, **don’t force pedestrians into conflict with cyclists!**”.*

“I’m not in favour of prioritising cycling to the detriment of other road users”.

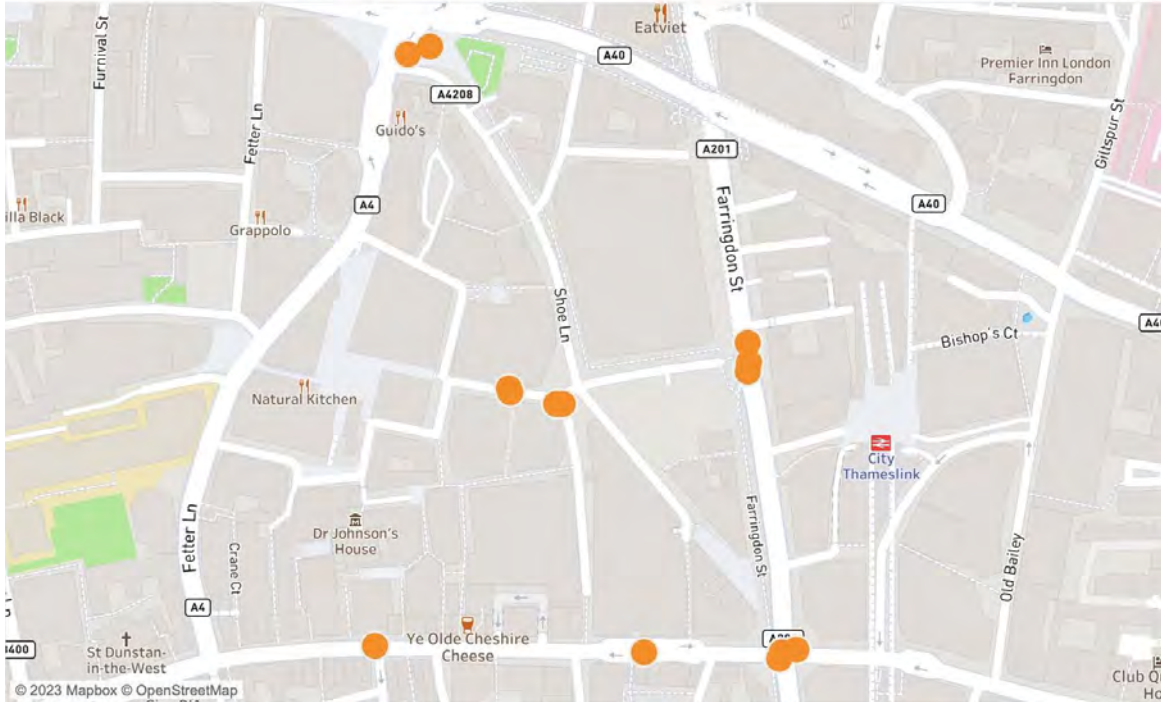
*“All these proposals will do is slow traffic to a crawl. What is the point of improving pedestrian space when the environment will be so unpleasant because of the permanent traffic jam. Fleet Street is not a destination - **it’s a thoroughfare and should be treated as such**”.*

Opposing Comments

Fleet Street & Lanes Neighbourhood - Interactive Map Comments

Where have you dropped your pin?

Fleet street and Lanes Neighbourhood



There were 14 comments made about the Fleet Street & Lanes neighbourhood via the interactive map.

These focused on the areas highlighted with orange pins on this map.

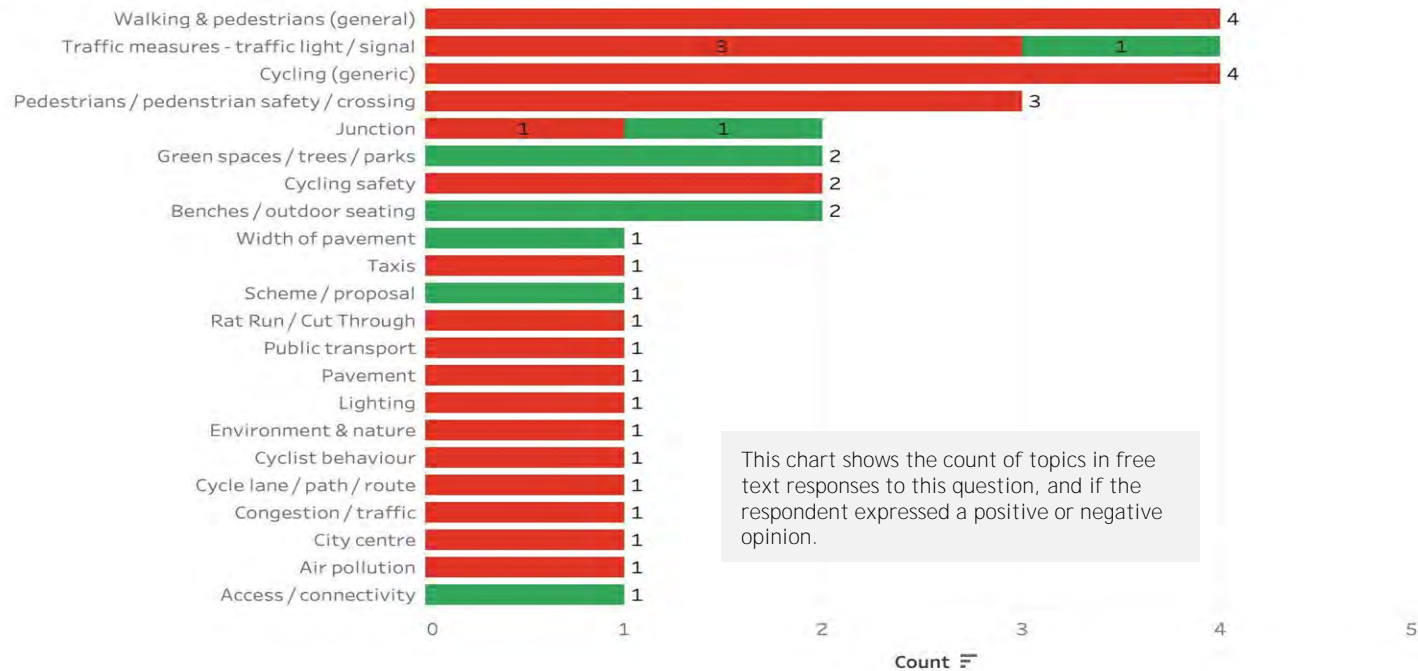
Comments related to walking (7), cycling (7), street trees and planting (5) footways (4) and other areas (9, each of 2 or less).

They included a mix of positive (2), neutral (4) and negative (8) comments.

Fleet Street & Lanes Neighbourhood Experience Improvements

What will improve your experience in the area?

Fleet Street and Lanes Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent expressed a positive or negative opinion.

Old Bailey Neighbourhood

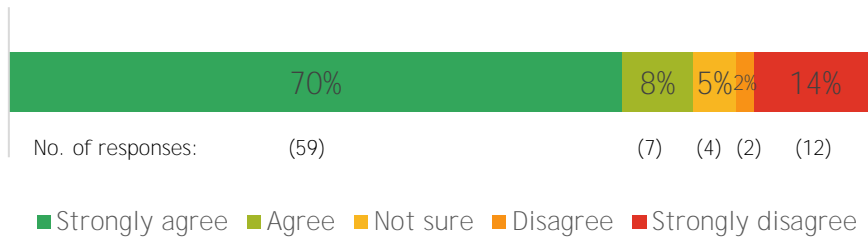


Old Bailey Neighbourhood Pedestrian Priority Improvements

We will improve the priority, comfort and safety of people walking in the neighbourhood. We will explore opportunities to:

- Restrict some motor vehicles on Old Bailey, south of the junction with Limeburner Lane during the morning, lunchtime and evening peak times.
- Access would be maintained for emergency vehicles, local access to the Central Criminal Court, the City of London Coroners Court and local businesses, access for taxis drop-off/pick-up's and bicycles.
- Raise the carriageway to pavement level on Limeburner Lane at the junction with Fleet Place.
- Improve where people cross on Ludgate Hill between Pageantmaster Court and Old Bailey.

Old Bailey Neighbourhood
Pedestrian Priority Improvements
How do you feel about this proposal?

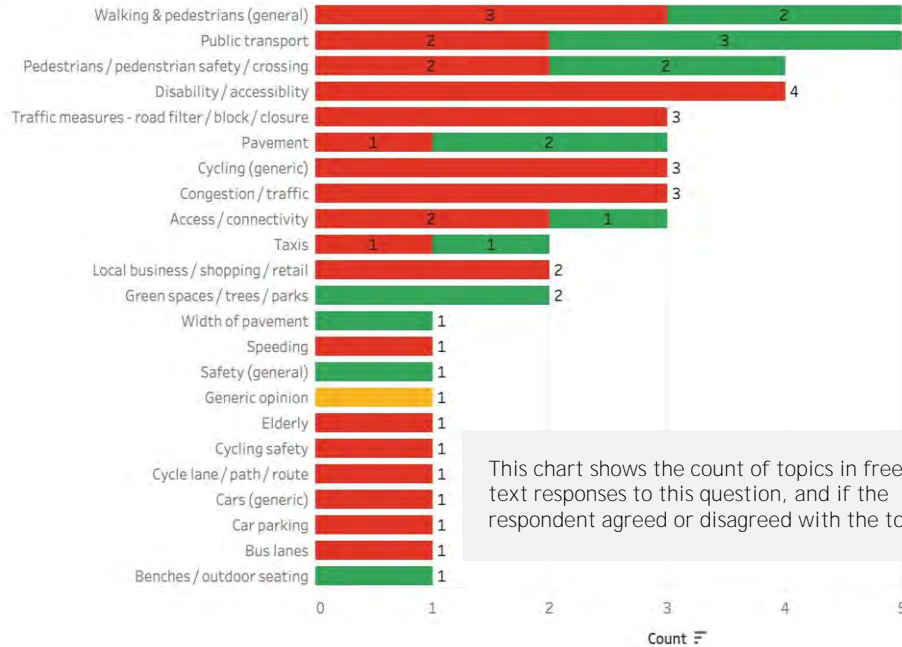


Over three-quarters (78%) of consultation participants **AGREED** with the proposed pedestrian priority improvements for the Old Bailey neighbourhood.

Old Bailey Neighbourhood Pedestrian Priority Improvements

Why do you agree / disagree with the measures?

Pedestrian priority, Old Bailey Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree
 ■ Disagree
 ■ Not sure

The Themes Underpinning Views



- Improving pedestrian space/safety.
- Giving pedestrians/cyclists priority.
- Making the area more vibrant/interesting.
- Promoting active travel.
- Increasing footfall for local businesses.
- Reducing motor traffic.
- Consider widening the scope of improvements.
- Returning the area to people.



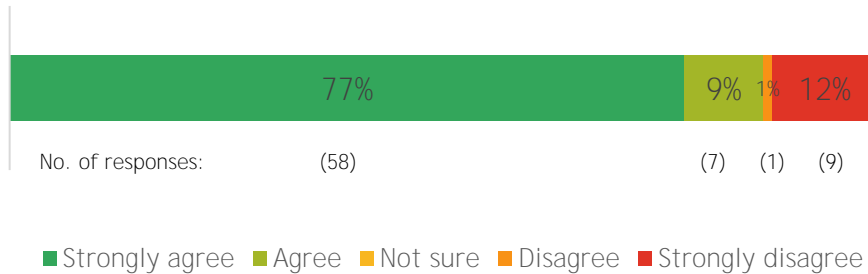
- Impeding local business/trade/collections/deliveries.
- Increasing congestion and air pollution.
- Making unnecessary changes.
- Displacing traffic onto neighbouring roads/routes.
- Damaging bus routes.
- Impeding those with mobility issues/disabilities.

Old Bailey Neighbourhood Public Realm Improvements

We will improve the streets and spaces by making them more attractive, comfortable and enjoyable to spend time in.
We will explore opportunities to:

- Introduce more trees, planting, seating and Legible London signs and maps where possible on Old Bailey.
- Reallocating carriageway to widened pavements where possible, on Ludgate Hill and on Old Bailey south of Limeburner Lane.

Old Bailey Neighbourhood
Public Realm Improvements
How do you feel about this proposal?

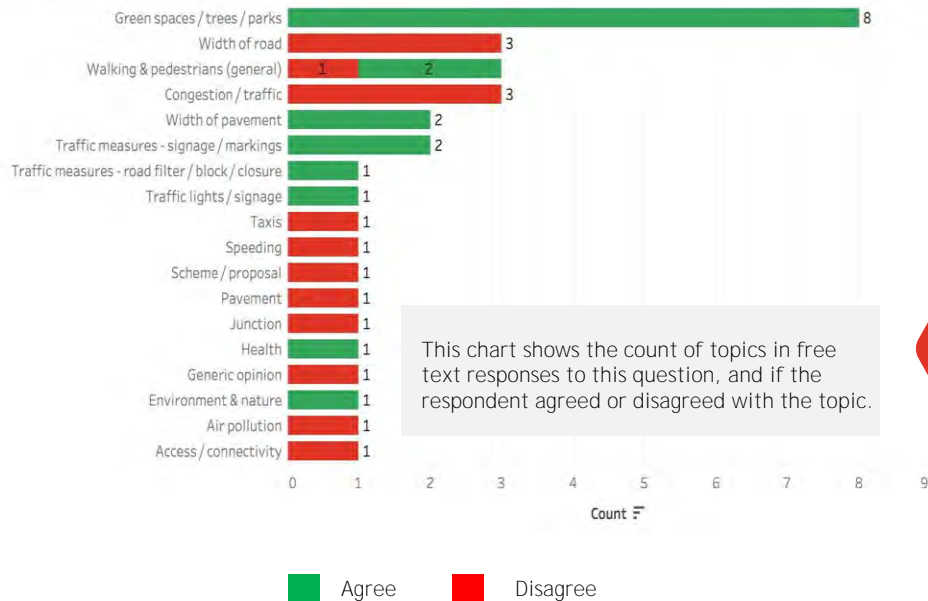


Over 80% of consultation participants **AGREED** with the proposed public realm improvements for the Old Bailey neighbourhood.

Old Bailey Neighbourhood Public Realm Improvements

Why do you agree / disagree with the measures?

Public Realm Improvements, Old Bailey Neighbourhood



The Themes Underpinning Views



- Increasing area greenery.
- Improving area aesthetics.
- Giving pedestrians priority.
- Widening of pavements.
- Reducing car dominance.
- Increasing area enjoyment.



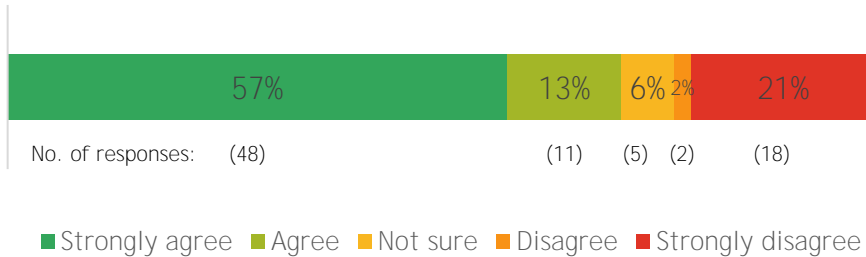
- Narrowing the roads.
- Limiting road access for cars/taxis.
- Making unnecessary changes.

Old Bailey Neighbourhood **Cycling** Improvements

We will improve the comfort and safety of people cycling. We will explore opportunities to:

- Introduce dedicated space for people cycling on Ludgate Hill.
- Improve the existing cycle facilities on Old Bailey and the cycle contraflow on Limeburner Lane.
- Introduce additional cycle parking and dockless cycle and e-scooter hire bays.

Old Bailey Neighbourhood
Cycling Improvements
How do you feel about this proposal?

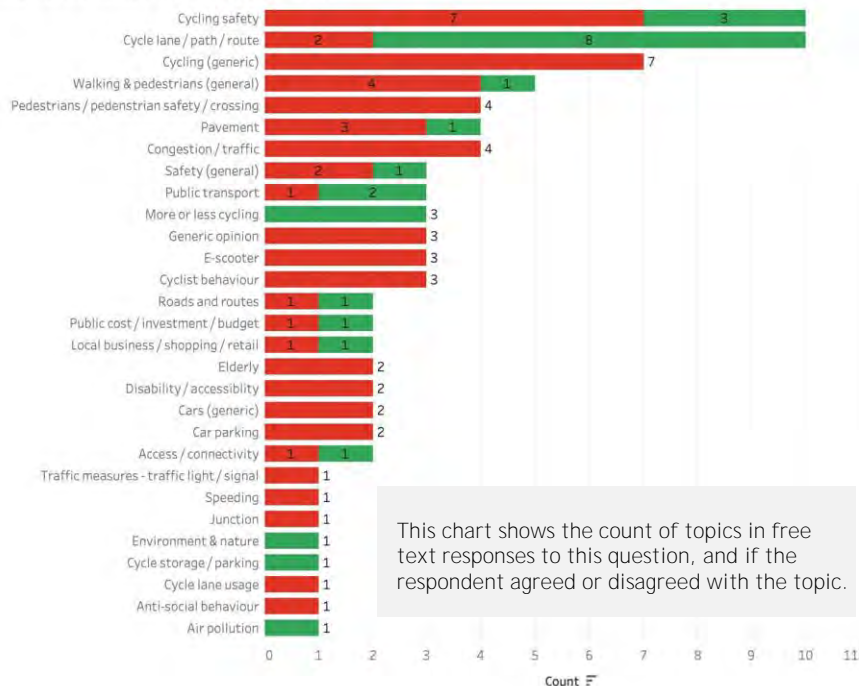


70% of consultation participants **AGREED** with the proposed cycling improvements for the Old Bailey neighbourhood.

Old Bailey Neighbourhood **Cycling** Improvements

Why do you agree / disagree with the measures?

Cycling Improvements, Old Bailey Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree

■ Disagree

The Themes Underpinning Views



- Prioritising/protecting cyclist safety.
- Rebalancing car domination.
- Improving footfall to local businesses.
- Encouraging cycling.



- Displacing traffic to neighbouring roads/routes.
- Congesting bus travel.
- Impeding business/trade/commerce.
- Making unnecessary changes.
- Encouraging idling cars.
- Insufficient information on proposals.

Selected Comments About Old Bailey Neighbourhood Proposals



Supporting Comments

“Reducing car dominance will make the area safer to travel through and more pleasant to visit”.

“The street is fairly drab at the moment. More plants would help improve the look and feel of the area”.

“Private cars should be kept out of the city as much as possible. Space should be dedicated to pedestrians, cyclists, buses and finally black cabs, where necessary”.

“Improvements for pedestrian safety are welcome”.

“Anything that reduces the weight of cars is good.”



“Roads need to be kept open to cars and taxis. There are schools nearby and closing the roads will hamper pick ups by grandparents who are disabled”.

“When will anyone ever learn that not everyone can cycle or walk or is willing to. Trips to the airport or home to South London are in a taxi, not by walking or cycling”.

“Will shift traffic elsewhere, pushing pollution onto other people”.

“Less space for traffic means idling cars!!!”.

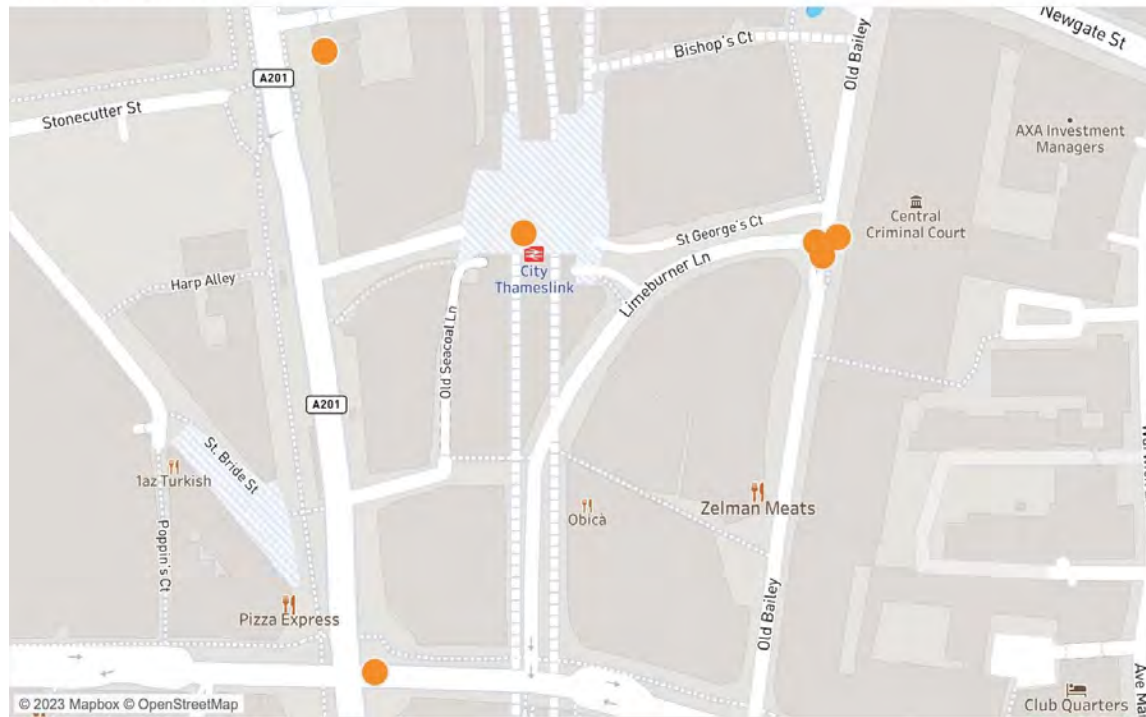
Opposing Comments



Old Bailey Neighbourhood - Interactive Map Comments

Where have you dropped your pin?

Old Bailey Neighbourhood



There were 7 comments made about the Old Bailey neighbourhood via the interactive map.

These focused on the areas highlighted with orange pins on this map.

Comments on a range of subjects were recorded. These included walking (3), traffic (2), personal safety (2) and cycling (2).

They included a mix of positive (2), neutral (1) and negative (4) comments.

Old Bailey Neighbourhood Experience Improvements

What will improve your experience in the area?

Old Bailey Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent expressed a positive or negative opinion.

Carter Lane and Ludgate Neighbourhood

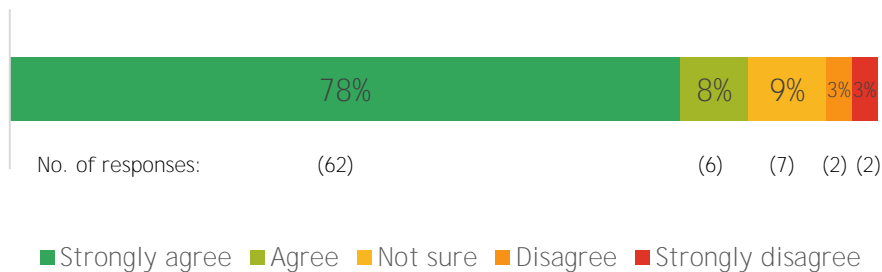


Carter Lane and Ludgate Neighbourhood Pedestrian Priority Improvements

We will improve the priority, comfort and safety of people walking in the neighbourhood. We will explore opportunities to:

- Change permitted traffic movements on Addle Hill, St Andrew's Hill and Deans Court.
- Extend the existing Carter Lane timed motor vehicle traffic restriction to include Ludgate Broadway.
- Raise the carriageway to pavement levels on Pilgrim Street and at the side street junctions with Carter Lane with and at loading bay entrances.
- Improve where people cross on Victoria Street at the junction with Blackfriars Lane.

Carter Lane & Ludgate Neighbourhood
Pedestrian Priority Improvements
How do you feel about this proposal?



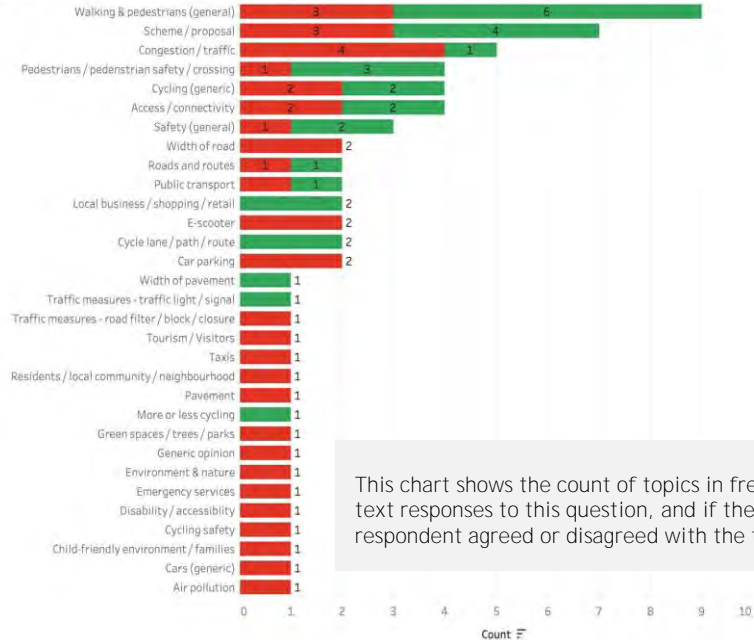
Over 80% of consultation participants **AGREED** with the proposed pedestrian priority improvements for the Carter Lane & Ludgate neighbourhood.

Note: Opinion among the 3 business owners who responded was more evenly divided, with equal proportions split between **AGREEMENT**, **DISAGREEMENT** and **UNCERTAINTY**.

Carter Lane and Ludgate Neighbourhood Pedestrian Priority Improvements

Why do you agree / disagree with the measures?

Pedestrian priority, Carter Lane and Ludgate Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree

■ Disagree

The Themes Underpinning Views



- Reducing motor traffic.
- Making the area more welcoming.
- Giving pedestrians/cyclists priority.
- Improving pedestrian safety.



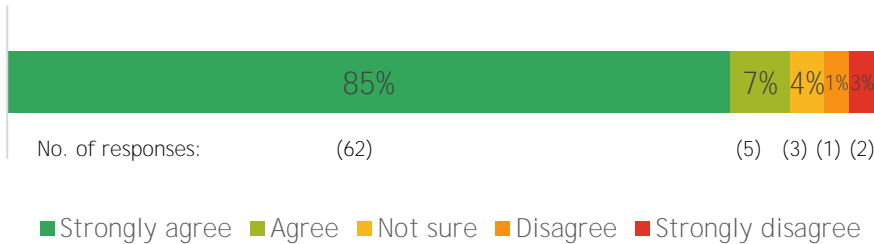
- Displacing traffic to neighbouring roads/routes.
- Making unnecessary changes.
- Impeding trade deliveries.
- Impeding driver and taxi accessibility.

Carter Lane and Ludgate Neighbourhood Public Realm Improvements

We will improve the streets and spaces by making them more attractive, comfortable and enjoyable to spend time in. We will explore opportunities to:

- Introduce more trees, planting, seating and Legible London signs and maps where possible; and improve paving.
- Introduce small public spaces on Ludgate Broadway, St Andrew's Hill, Playhouse Yard and the platform over the railway at Apothecary Street.

Carter Lane & Ludgate Neighbourhood
Public Realm Improvements
How do you feel about this proposal?

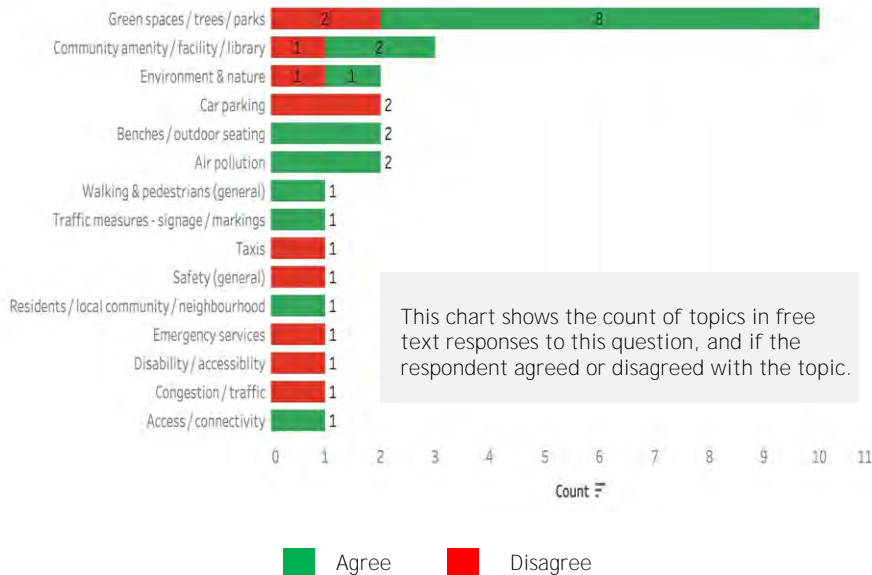


Over 90% of consultation participants **AGREED** with the proposed public realm improvements for the Carter Lane & Ludgate neighbourhood.

Carter Lane and Ludgate Neighbourhood Public Realm Improvements

Why do you agree / disagree with the measures?

Public Realm Improvements, Carter Lane and Ludgate Neighbourhood



The Themes Underpinning Views



- Increasing greenery.
- Consider widening scope of proposals.
- Attracting increased area usage - encouraging a **'destination' rather than a 'thoroughfare' feel.**
- Improving area enjoyment for residents, workers and visitors.
- Improving mental well-being.
- Improving air quality.



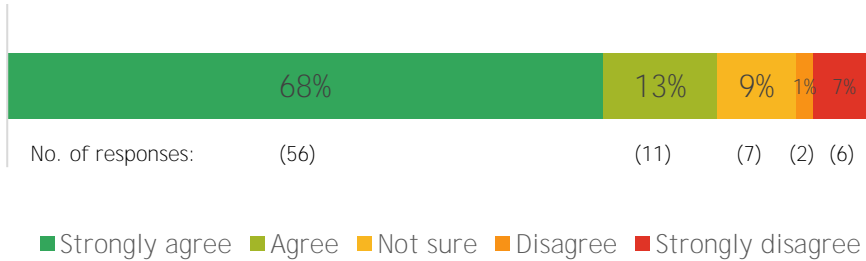
- Removing parking spaces.
- Impeding business.
- Potentially impeding emergency services access.
- Potentially impeding wheelchair users and those with visual impairments.

Carter Lane and Ludgate Neighbourhood **Cycling** Improvements

We will improve the comfort and safety of people cycling. We will explore opportunities to:

- Introduce dedicated space for people cycling on Queen Victoria Street and maximise the traffic signal priorities for cyclists at the junctions with New Bridge Street and Puddleduck.
- Introduce additional cycle parking and dockless cycle and e-scooter hire bays.

Carter Lane & Ludgate Neighbourhood
Cycling Improvements
How do you feel about this proposal?

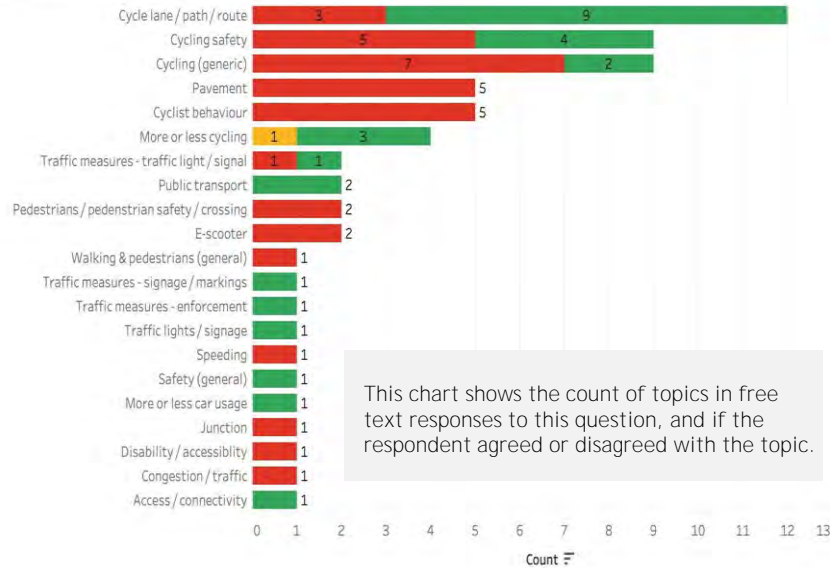


Over 80% of consultation participants **AGREED** with the proposed cycling improvements for the Carter Lane & Ludgate neighbourhood.

Carter Lane and Ludgate Neighbourhood Cycling Improvements

Why do you agree / disagree with the measures?

Cycling Improvements, Carter Lane and Ludgate Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree
 ■ Disagree
 ■ Not sure

The Themes Underpinning Views



- Creating and connecting a cycle super highway.
- Prioritising cyclist safety.
- Creating dedicated, protected spaces for cyclists.
- Encouraging/diversifying cycling.



- Giving cyclists excessive priority to the detriment of drivers.
- Unnecessary changes.
- Risking pedestrian safety with the potential encouragement of more cyclists.
- Displacing traffic to neighbouring roads/routes.

Selected Comments About Carter Lane & Ludgate Neighbourhood Proposals

Supporting Comments

“The area has far more pedestrians than motorists”.

“I’m sick of nearly being run over!”.

I’m a resident in Carter Lane with young children. I strongly agree with prioritising the comfort and safety of pedestrians - a fantastic proposal!”.

“These improvements will be wonderful for the enjoyment not only of residents, but workers and visitors too. I can only hope they are implemented ASAP!”.

“More active transport and less cars are needed in London!”.

“The proposals follow others around the country, so many of which have completely destroyed the historic character of the places in which they’ve been imposed”.

“The proposals affect my job. There is already less places to load and unload as a courier. I am also disabled and struggling enough with walking long distances”.

“Will just shift traffic elsewhere...pushing pollution onto other people”.

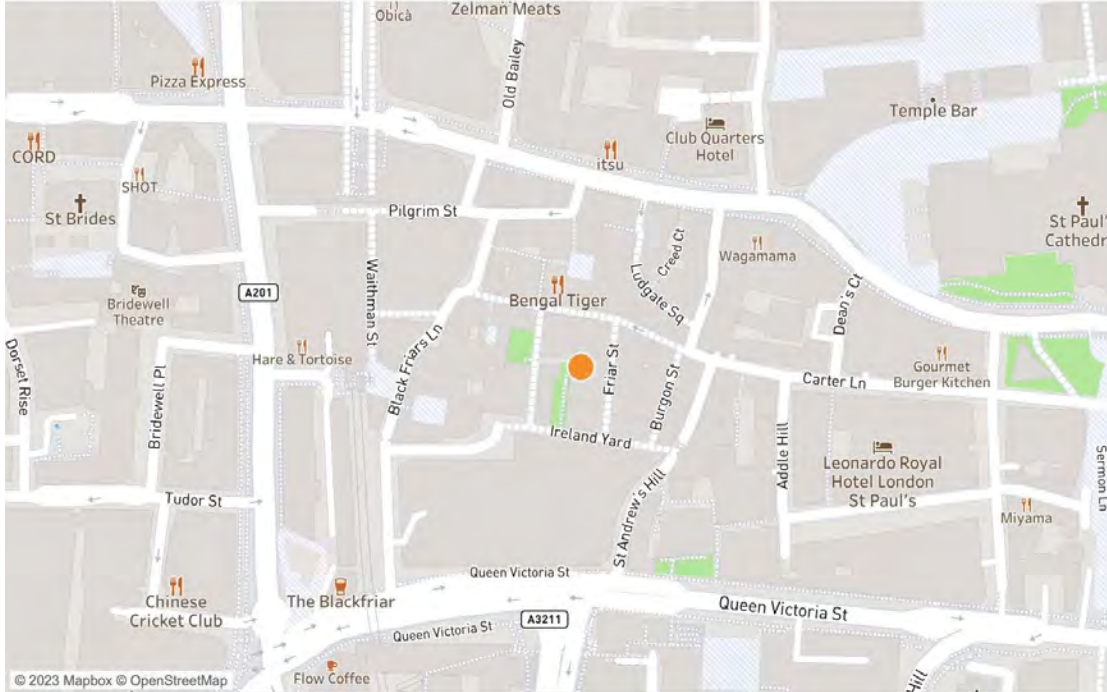
Opposing Comments



Carter Lane & Ludgate Neighbourhood - Interactive Map Comments

Where have you dropped your pin?

Carter Lane and Ludgate Neighbourhood



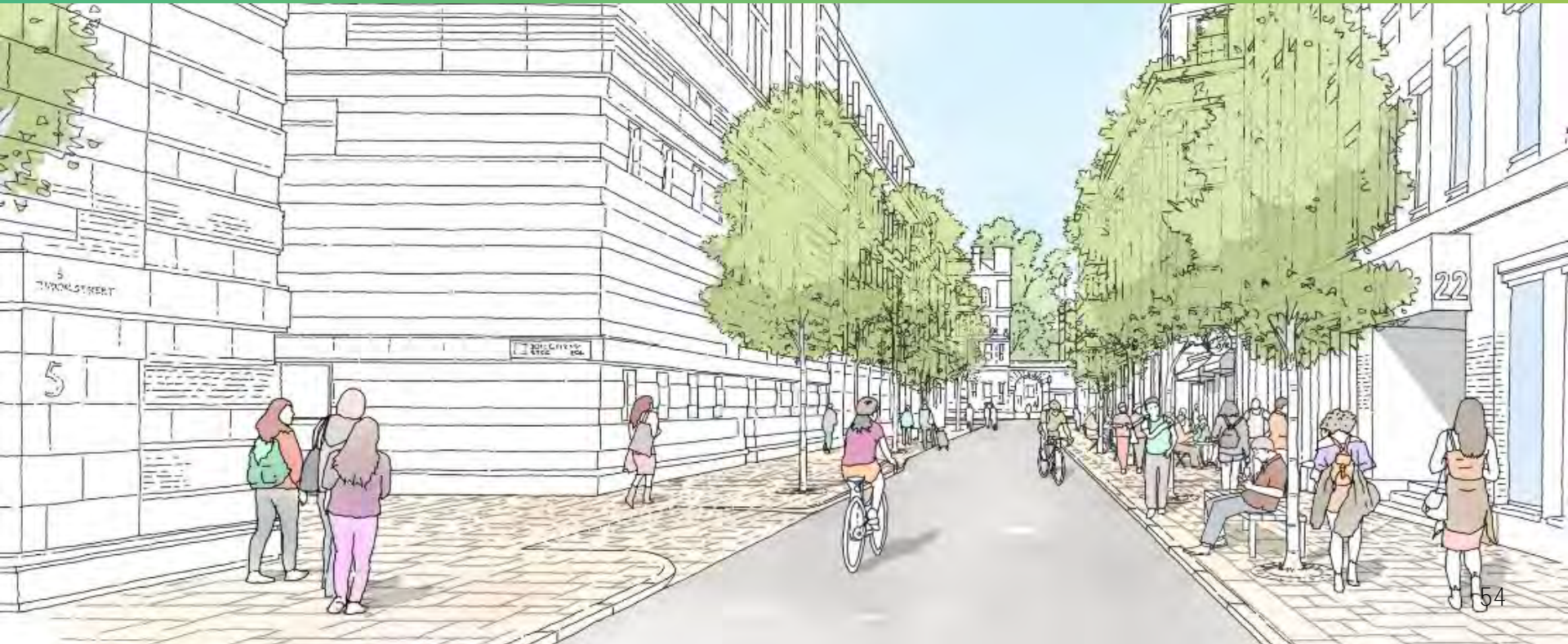
There was 1 comment made about the Carter Lane & Ludgate neighbourhood via the interactive map.

This focused on the area highlighted with an orange pin on this map.

This comment related to local businesses, shopping and retail (1), walking (1), street trees and planting (1), seating and benches (1) and air quality (1).

The sentiment of the comment was neutral.

Whitefriars Neighbourhood

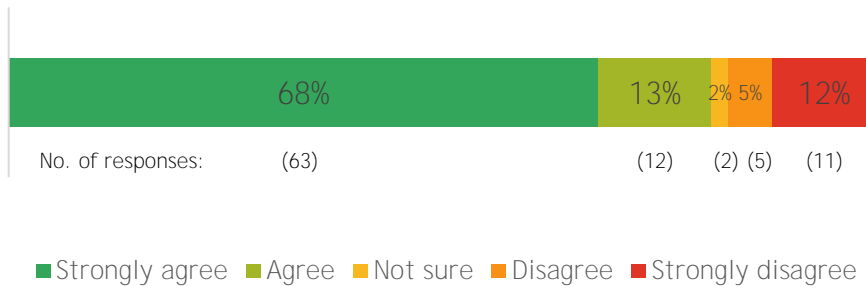


Whitefriars Neighbourhood Pedestrian Priority Improvements

We will improve the priority, comfort and safety of people walking in the neighbourhood. We will explore opportunities to:

- Raise the carriageway to pavement levels at junctions with side streets and at loading bay entrances.
- Improve where people cross on Tudor Street.
- Restrict motor vehicles travelling north on Dorset Rise and Salisbury Rise between the junctions with Hutton Street and Fleet Street.

Whitefriars Neighbourhood
Pedestrian Priority Improvements
How do you feel about this proposal?



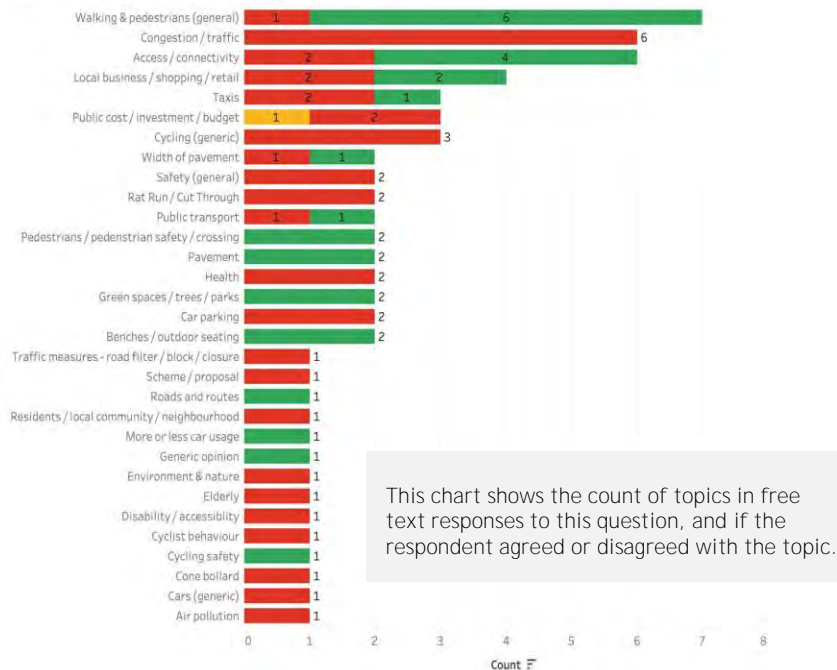
Over 80% of consultation participants **AGREED** with the proposed pedestrian priority improvements for the Whitefriars neighbourhood.

Note: While a majority of residents **AGREED** with the pedestrian priority improvement, opinion expressed by the 9 business owners who responded was more divided. 3 **AGREED**, 5 **DISAGREED** and 1 was **UNCERTAIN**.

Whitefriars Neighbourhood Pedestrian Priority Improvements

Why do you agree / disagree with the measures?

Pedestrian priority, Whitefriars Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

The Themes Underpinning Views



- Rebalancing/reducing car dominance.
- Prioritising pedestrians.
- Improving pedestrian safety.
- Improving area ambience.
- Improving air quality.
- Increasing area footfall and trade.
- Promotes active travel.



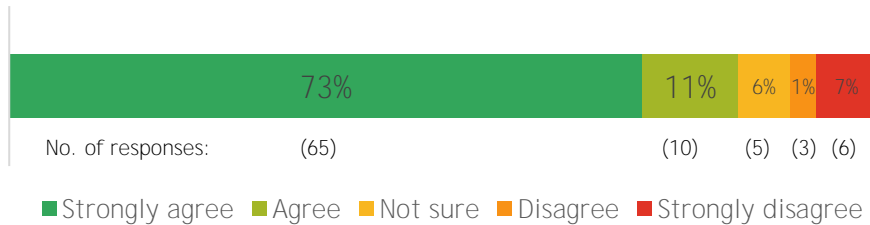
- Increasing congestion and standstill traffic.
- Increasing air pollution.
- Impeding those with health/mobility issues.
- Restricting worker access.
- Making unnecessary changes.
- Wasting public monies.

Whitefriars Neighbourhood Public Realm Improvements

We will improve the streets and spaces by making them more attractive, comfortable and enjoyable to spend time in. We will explore opportunities to:

- Widen the pavements on Tudor Street .
- Introduce more trees, planting, seating and Legible London signs and maps where possible; and improve paving.
- Introduce a small public space on Bridewell Place.

Whitefriars Neighbourhood
Public Realm Improvements
How do you feel about this proposal?



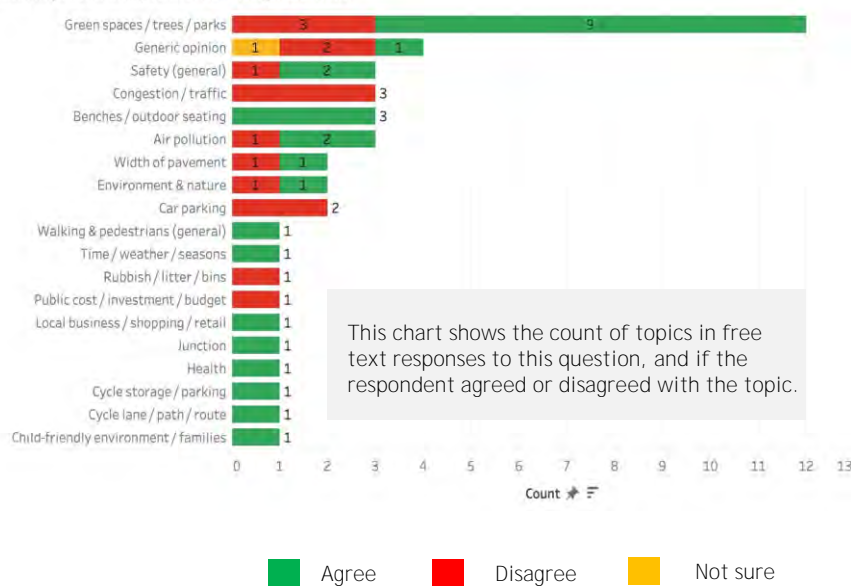
Over 80% of consultation participants **AGREED** with the proposed public realm improvements for the Whitefriars neighbourhood.

Note: A similarly high percentage (over 70%) of residents **AGREED** with the proposed public realm improvements.

Whitefriars Neighbourhood Public Realm Improvements

Why do you agree / disagree with the measures?

Public Realm Improvements, Whitefriars Neighbourhood



The Themes Underpinning Views



- Increasing greenery.
- Enhancing area ambience.
- Improving air quality.
- Providing social areas.
- Improving air quality.
- Promoting active travel.
- Addressing climate change issues.
- Increasing pedestrian safety.



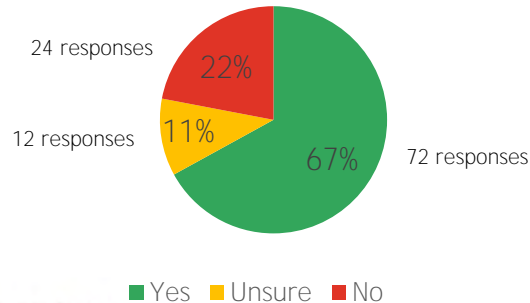
- Wasting public monies.
- Making unnecessary changes.
- Displaying a lack of vision.
- Impeding worker access.
- Requiring more detail.

Whitefriars Neighbourhood Changes to Kerbside Parking

Changes to kerbside parking and some vehicle movements could allow greater pedestrian priority and public realm improvements. We will explore:

- One directional motor traffic on Tallis Street and Carmelite Street between Tallis Street and Tudor Street to enable kerbside parking to be relocated from other streets.

Whitefriars Neighbourhood
Changes to Kerbside Parking
Do you support changes to permitted traffic
movements on Tallis Street and Carmelite Street?



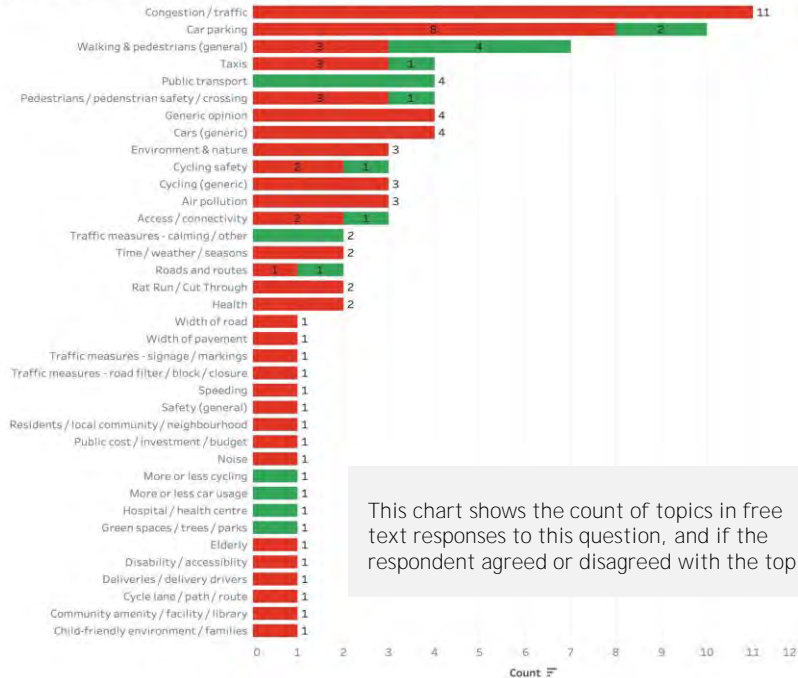
Two out of every three consultation participants (67%) **SUPPORTED** changes to permitted traffic movements on Tallis Street and Carmelite Street.

Note: Residents were more likely than business owners to **SUPPORT** these changes. Among the 9 business owners who responded, 3 **SUPPORTED** the changes, 4 **OPPOSED** the changes and 2 were **UNCERTAIN**.

Whitefriars Neighbourhood Changes to Kerbside Parking

Why do you agree / disagree with the measures?

Changes to Kerbside Parking, Whitefriars Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree ■ Disagree

The Themes Underpinning Views



- Rebalancing car dominance and giving pedestrians priority.
- Addressing climate change issues.
- Improving pedestrian/cyclist safety.
- Improving pedestrian/cyclist access/movement.
- Improving air quality.
- Encouraging cycling.



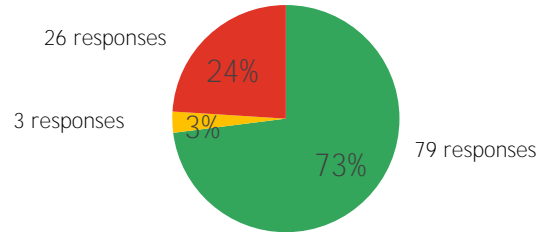
- Reducing car parking space.
- Displacing traffic to neighbouring roads/routes.
- Making unnecessary changes.
- Increasing congestion.
- Impeding worker access.

Whitefriars Neighbourhood Changes to Kerbside Parking

Changes to kerbside parking and some vehicle movements could allow greater pedestrian priority and public realm improvements. We will explore:

- Reducing kerbside parking in the area to enable greater pedestrian priority, wider pavements and more trees, planting and seating to be introduced.

Whitefriars Neighbourhood
Changes to Kerbside Parking
Do you support reducing kerbside parking to
enable greater pedestrian priority and other
improvements?



Just under three-quarters (73%) of consultation participants **SUPPORTED** the reduction of kerbside parking to enable greater pedestrian priority and other improvements.

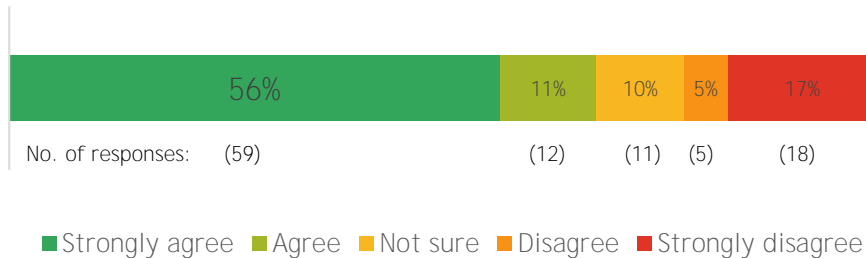
Note: A majority of residents were highly supportive of this proposed kerbside parking reduction. Of the 9 business owners who responded, 3 expressed **SUPPORT** for these changes, 5 **OPPOSED** the changes and 1 was **UNCERTAIN**.

Whitefriars Neighbourhood Cycling Improvements

We will improve the comfort and safety of people cycling. We will explore opportunities to:

- Introduce a new cycle contraflow on Dorset Rise and Salisbury Court.
- Improve the existing cycle contraflows on Bouverie and Whitecross Street.
- Introduce additional cycle parking and dockless cycle and e-scooter hire bays.

Whitefriars Neighbourhood
Cycling Improvements
How do you feel about this proposal?

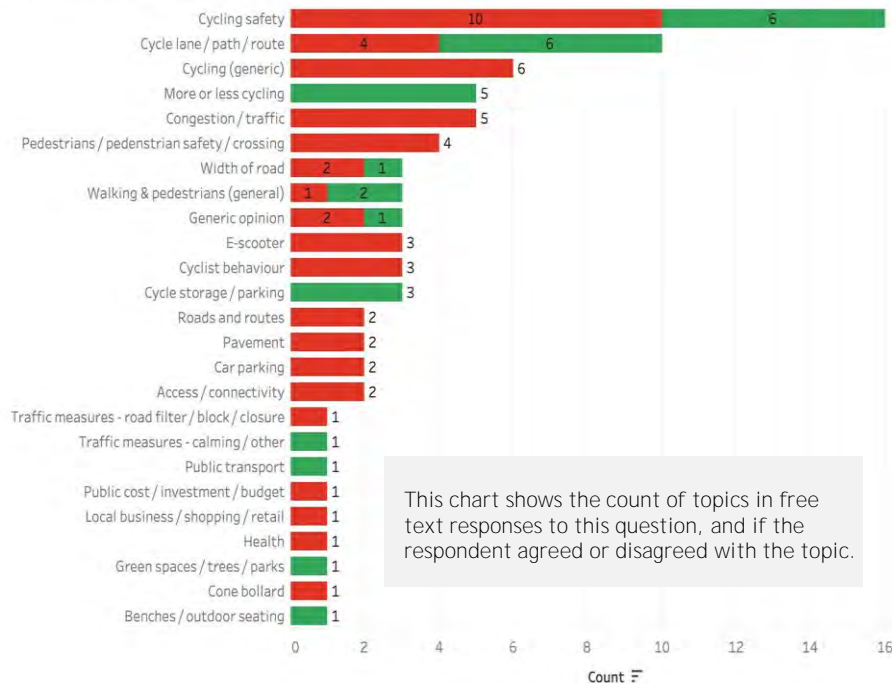


Around two-thirds (67%) of consultation participants **AGREED** with the proposed cycling improvements for the Whitefriars neighbourhood.

Whitefriars Neighbourhood Cycling Improvements

Why do you agree / disagree with the measures?

Cycling Improvements, Whitefriars Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Reasons Underpinning Views



- Increasing cyclist safety.
- Increasing cycling movement/accessibility/protection.
- Prioritising cyclists.
- Encouraging cycling and active transport.
- Rebalancing car domination.
- Consider widening the scope of proposals.



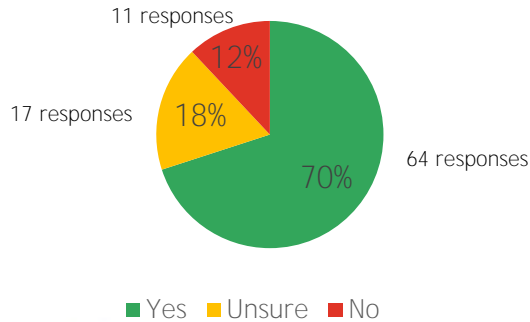
- Further eroding road space.
- Increasing congestion.
- Displacing traffic to neighbouring roads/routes.
- Wasting public monies.
- Neglecting to address the issue of dangerous cycling.
- Making unnecessary changes.

Whitefriars Neighbourhood - Access

We are currently investigating access into the Whitefriars Neighbourhood for motor vehicles to make sure it is sufficient for businesses and residents in the neighbourhood. To help inform our investigations do you consider:

- Access into the neighbourhood for motor vehicles is sufficient for businesses and residents in the area?

Whitefriars Neighbourhood Access
Is access into the neighbourhood for motor vehicles sufficient for businesses and residents in the area?



70% of consultation participants currently felt that there was sufficient motor vehicle access into the neighbourhood for both businesses and residents.

Note: The vast majority of residents felt that this access was sufficient.

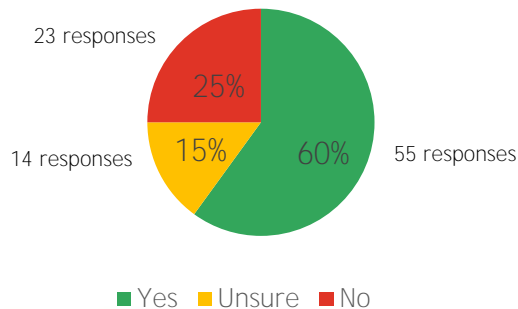
Of the 9 business owners who responded, 5 felt that this access was sufficient, and 4 felt that it was not sufficient.

Whitefriars Neighbourhood - Access

We are currently investigating access into the Whitefriars Neighbourhood for motor vehicles to make sure it is sufficient for businesses and residents in the neighbourhood. To help inform our investigations do you consider:

- That through traffic in the area is a problem and think restrictions should be introduced to reduce it?

Whitefriars Neighbourhood Access
Is through traffic in the area a problem requiring the introduction of restrictions to reduce it?



A majority (60%) of consultation participants felt that through traffic in the area was a problem, requiring reduction via restrictions.

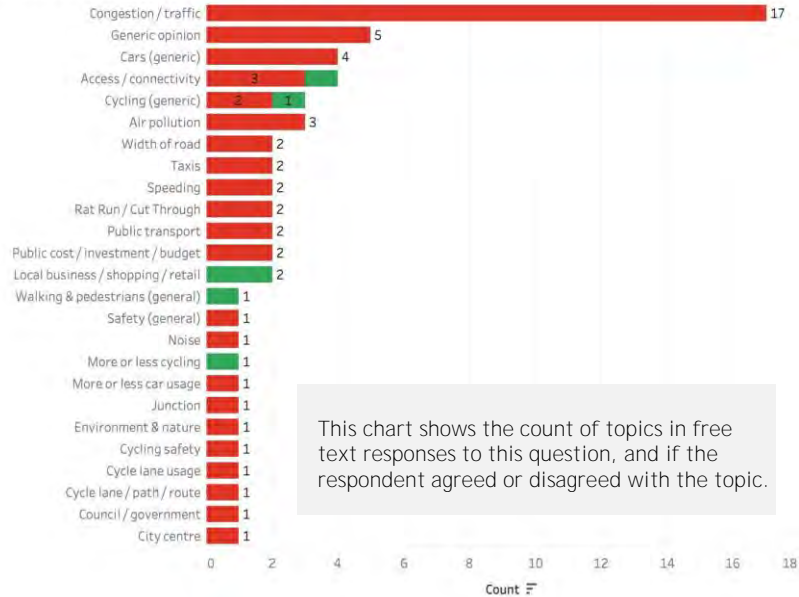
Note: A majority of residents **SUPPORTED** through traffic restrictions.

Of the 9 business owners who responded, 2 **SUPPORTED** through traffic restrictions and 7 **OPPOSED** them.

Whitefriars Neighbourhood Access

Why do you agree / disagree with the measures?

Access into and out of the Whitefriars Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree ■ Disagree

The Themes Underpinning Views



- Reducing motor traffic and car dominance.
- Restricting through traffic to main roads.
- Very little traffic currently evident.
- Improving air quality.

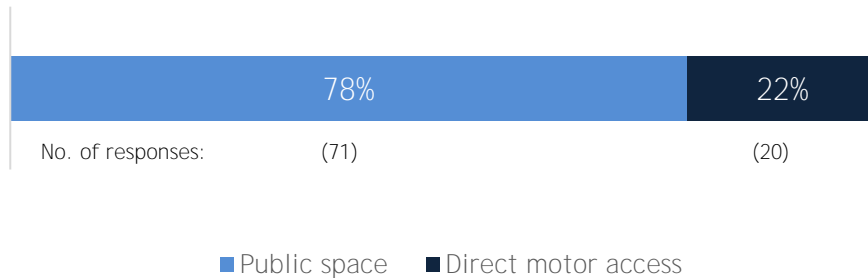


- Creating congestion.
- Making unnecessary changes.
- Impeding essential thoroughfare traffic and parking.

Whitefriars Neighbourhood - Potential Small Public Space

At the southern end of Temple Avenue, a small public space could be created. Temple Avenue, however, may be required to enable direct vehicle access into the neighbourhood from the Victoria Embankment.

Whitefriars Neighbourhood
Based on the above, what should be prioritised?



Almost 80% of consultation participants felt that public space should take priority over direct motor access in this area.

Note: this feeling was particularly strong among residents and workers.

Of the 8 business owners who responded, 3 felt that public space should be prioritised, while 5 felt that direct motor access should be prioritised.

Selected Comments About Whitefriars Neighbourhood Proposals

Supporting Comments

“The area is very busy and some roads attract more vehicular traffic than others so prioritising pedestrians here is important”.

“We have a climate emergency and a need to get people out of cars and into active travel options whether possible”.

“I support these changes as pedestrians should be a priority - especially with the need to increase active transport in addition to the use of public transport”.

“More needs done to support safe cycling”.

“I think that street tree planting should be maximised”.

“Cars and drivers have had it their way far too long. Reclaim the streets”.



“We are losing too much road space. London was built for the horse and cart”.

“We have lost enough road space as it is. Why don't you just ban all motor vehicles altogether then see all business leave London and people losing jobs?”.

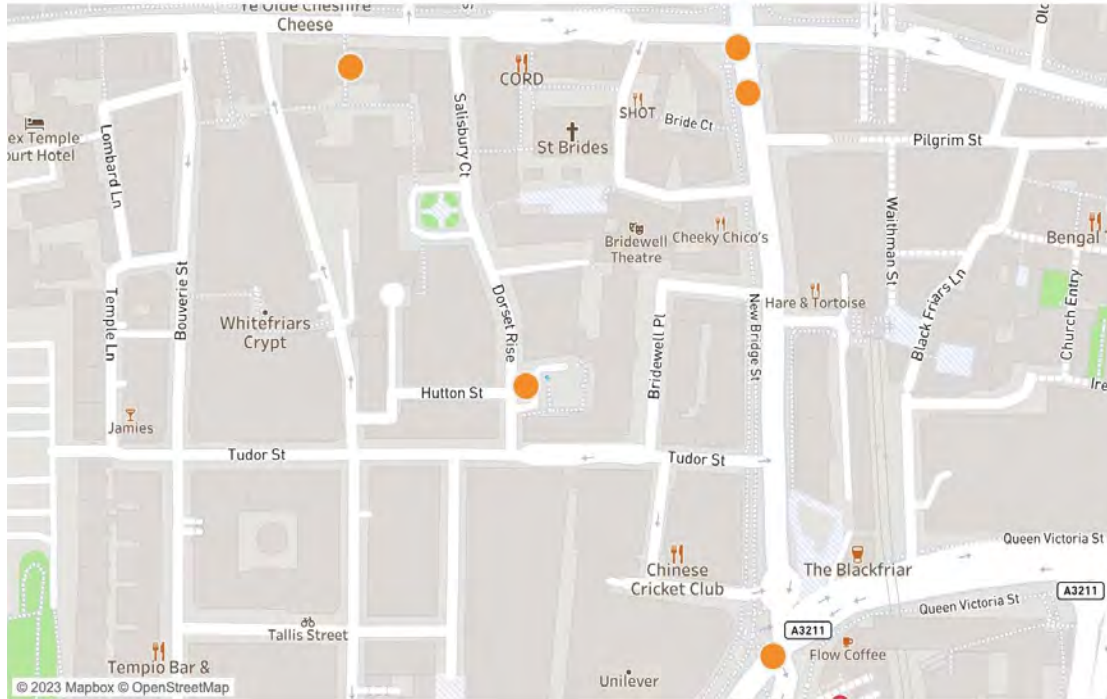
“Not everyone can walk or cycle. By taking more road space it will mean more standstill traffic - not very wise for one of the financial capitals of the world”.

Opposing Comments

Whitefriars Neighbourhood - Interactive Map Comments

Where have you dropped your pin?

Whitefriars Neighbourhood



There were 5 comments made about the Whitefriars neighbourhood via the interactive map.

These focused on the areas highlighted with orange pins on this map.

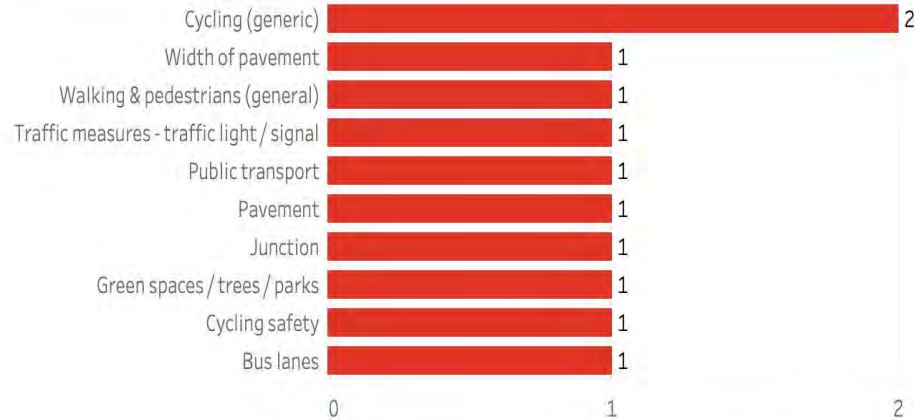
Comments related to walking (3), cycling (3), traffic (2) and other subjects (3, each just 1 comment).

They included 1 positive and 4 negative comments.

Whitefriars Neighbourhood - Experience Improvements

What will improve your experience in the area?

Whitefriars Neighbourhood



■ Negative

This chart shows the count of topics in free text responses to this question, and if the respondent expressed a positive or negative opinion.

Email Responses

In addition to the Commonplace survey feedback, a total of 5 emails were received.

These included:

2 responses from the London Cycling Campaign. These responses demonstrated general support for the proposals, particularly for dedicated space for cycling on City Access Streets:

- The Chancery Lane Neighbourhood - support for proposals but concern about no protected space on Fetter Lane.
- Fleet Street and Lanes Neighbourhood - support for proposals but concern about no protective space on Fleet Street. If space is not available a bus gate should be considered as an alternative.
- Old Bailey Neighbourhood - support for proposals but concern about traffic speeds on Limeburner Lane - require protected space for cyclists or changes to the carriageway to restrict vehicle speeds.
- Carter Lane and Ludgate Neighbourhood - support for proposals, particularly Queen Victoria Street.
- Whitefriars Neighbourhood - support for proposals.

1 response received from London Living Streets. They support the proposals but recommend:

- Investigating Old Bailey north of Limeburner Lane having traffic restrictions.
- Fleet Street having a bus gate to restrict through traffic.

Email Responses

2 email responses were also received from individuals:

#1

- **The project area should be extended to include St Paul's cathedral, Blackfriars and their child's school.**
- Blackfriars Station needs internal cycle storage.
- Cycle improvements on Queen Victoria should be prioritised.
- A pedestrian crossing on Upper Thames Street should be installed (outside project area).

#2

- The Healthy Streets Plan should not be produced before the new Transport Strategy is published.
- **Increased walking and cycling will not improve people's health.**
- Cyclists are more of a threat to pedestrians than motor vehicles.
- Priorities of the plan should be street maintenance and carriageway and pavement space not be given temporary road closures for building work and street clutter.
- Changes should be made at the junction of Temple Avenue and New Bridge Street.
- Bouverie Street should have seating introduced for people queuing at the Polish Consulate. Cyclists should be made to use Temple Avenue.
- Cycle lanes are not required, and cyclists should not have any priority over other forms of traffic.
- Pavements should not be widened if they are going to accommodate trees, seating and cycle stands.

Acknowledgements and Next Steps

Grateful acknowledgments are extended to all those who took the time to participate in the consultation.

How the Consultation Findings Will Be Used

There will be additional engagement and consultation opportunities in the future, as the plan and individual projects are developed.

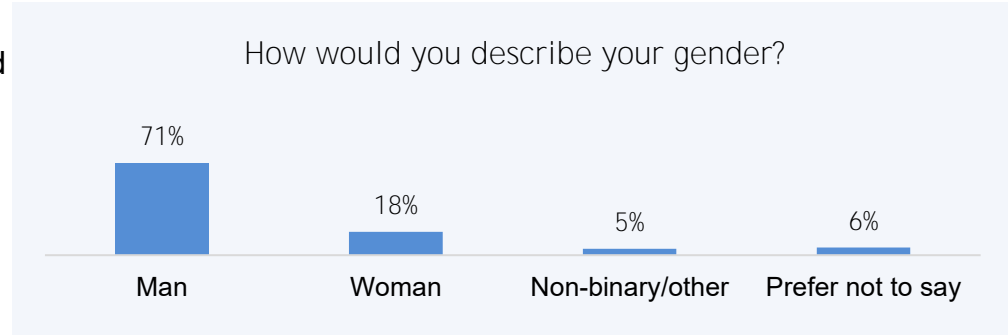


Appendix: Consultation Participants



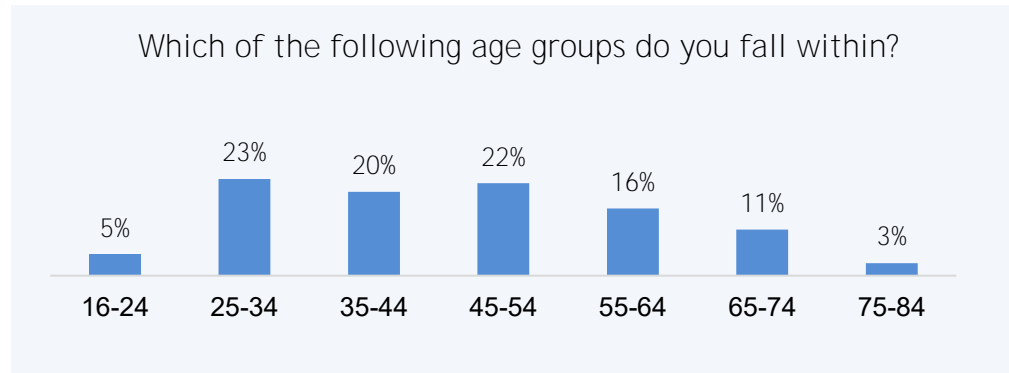
Overall: Gender

A majority of consultation participants (71%) described themselves as a man.



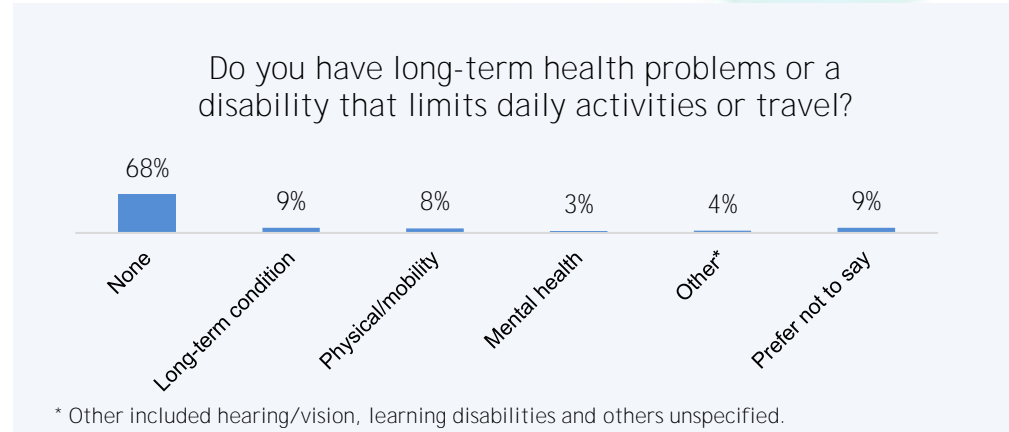
Overall: Age Group

The age of consultation participants ranged from 16 to 75+, with a wide spread of ages represented – typically aged 25-54.



Overall: Disability

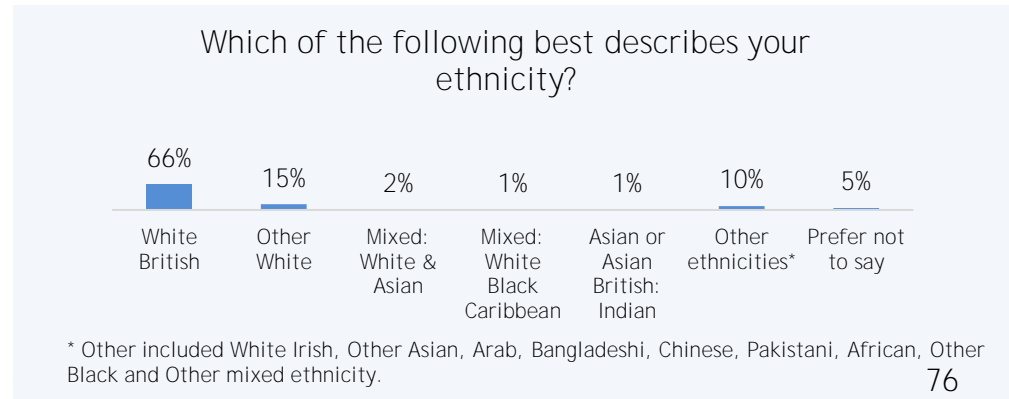
24% of consultation participants indicated that they had a long-term health problem or a disability which limited their daily activities or travel.



Overall: Ethnicity

66% of consultation participants described their ethnicity as White British, with 35% of another, different ethnicity.

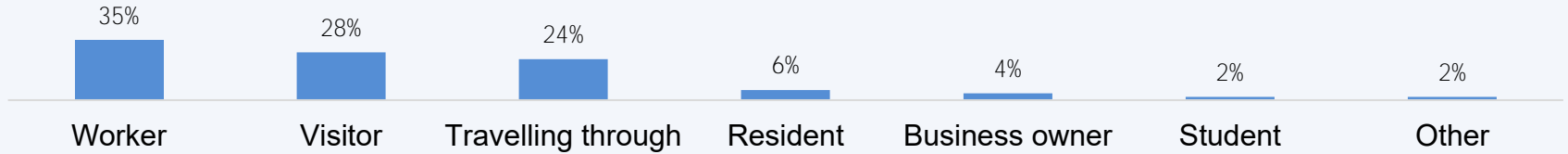
13 different other ethnicities were specified, giving the consultation a rich diversity of participation.



Overall: Area Relationship

Workers (35%), visitors (28%) and those travelling through the area (24%) were the three main relationship types to the area.

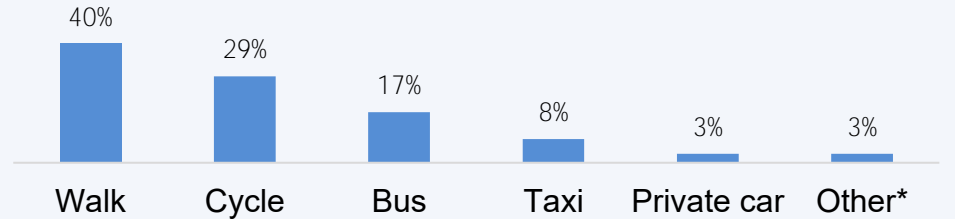
What is your relationship to the Fleet Street area?



Overall: Usual Travel

Walking (40%) and cycling (29%) were the most frequent travel modes in, or through, the area.

How do you usually travel in, or through, this area?

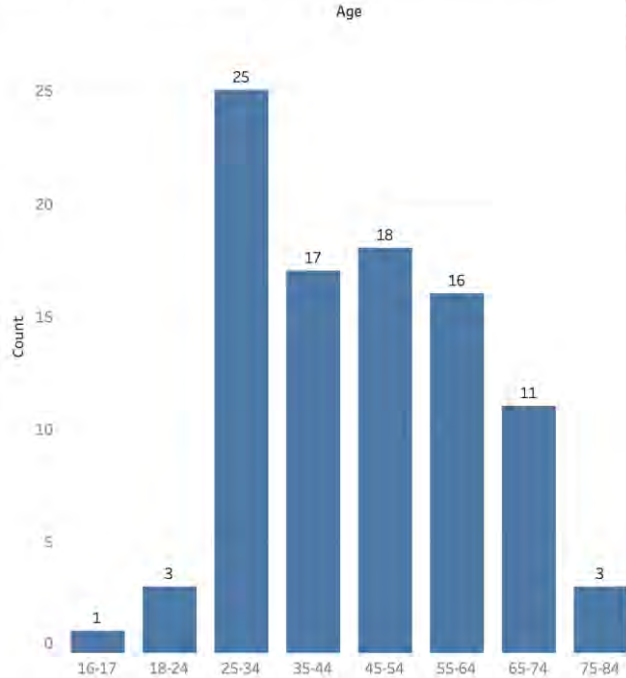


* Other included powered two-wheeler, commercial vehicle, motorcycle, wheelchair, tube and train.

Chancery Lane Neighbourhood - Consultation Participants

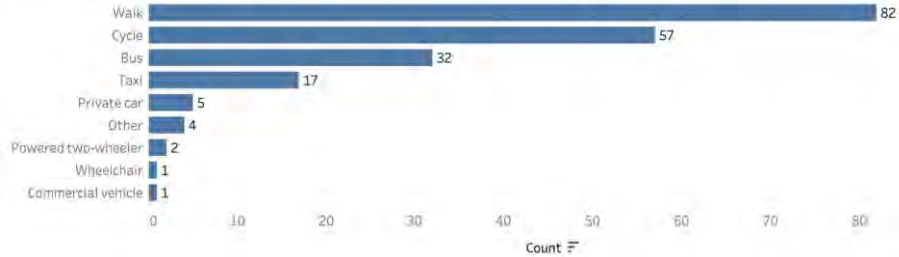
Which of the following age groups do you fall within?

Chancery Lane Neighbourhood

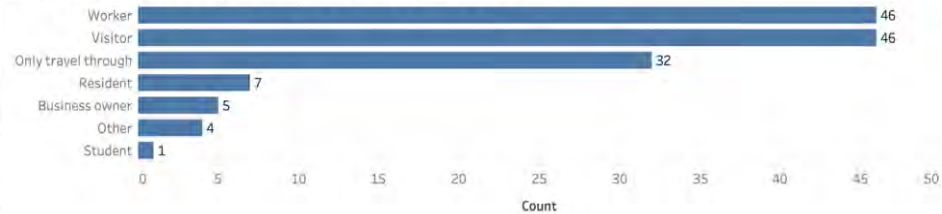


How do you usually travel in or through this area? (Select all that apply)

Chancery Lane Neighbourhood



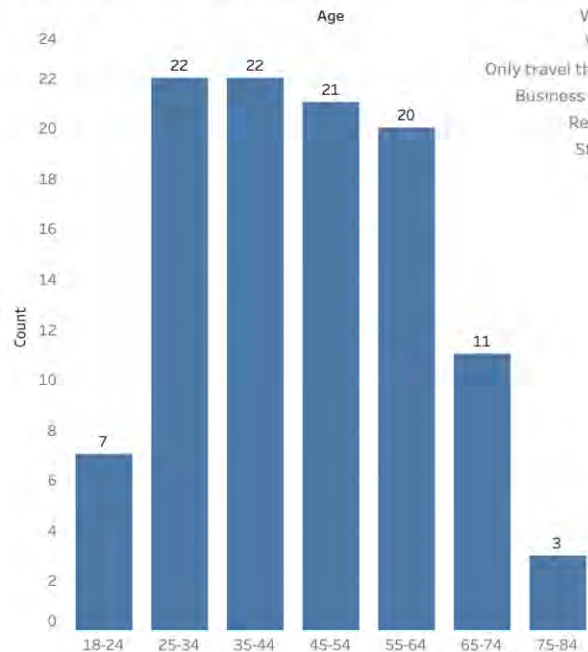
What is your relationship to the Chancery Lane area?



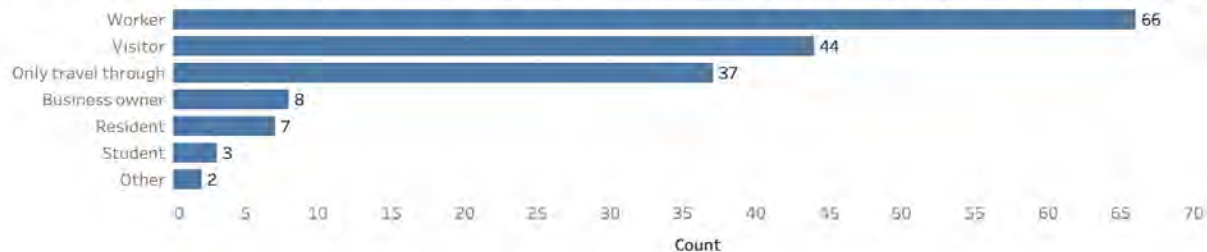
Fleet Street and Lanes Neighbourhood - Consultation Participants

Which of the following age groups do you fall within?

Fleet Street and Lanes Neighbourhood

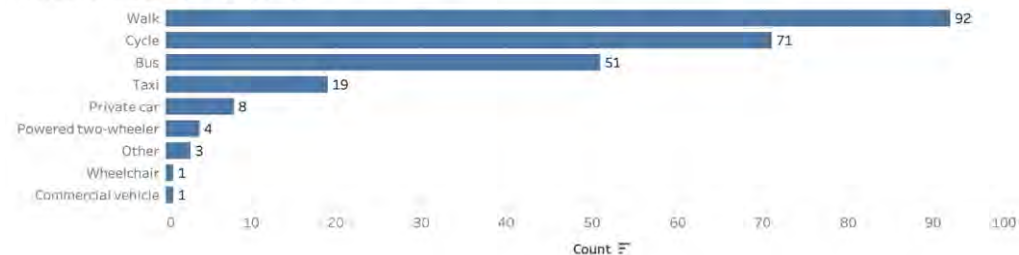


What is your relationship to the Fleet Street and Lanes neighbourhood? (Select all that apply)



How do you usually travel in or through this area? (Select all that apply)

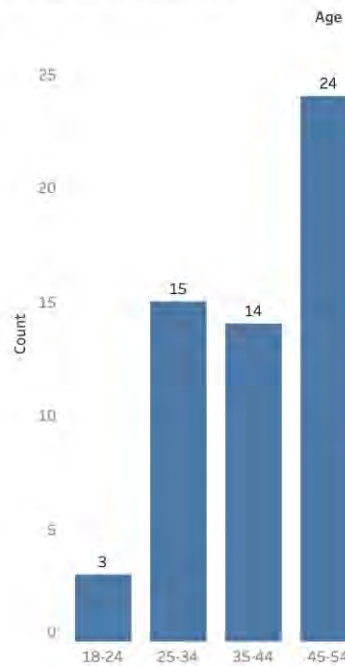
Fleet Street and Lanes Neighbourhood



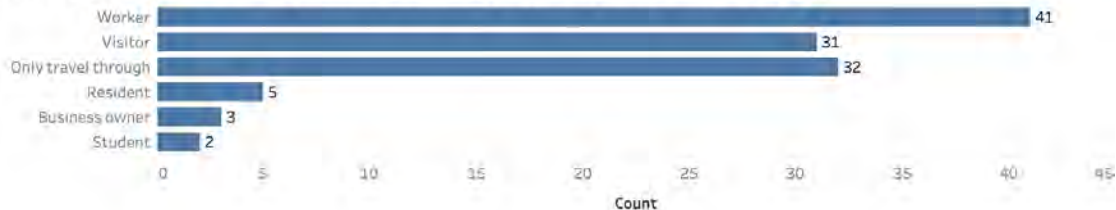
Old Bailey Consultation Neighbourhood - Participants

Which of the following age groups do you fall within?

Old Bailey Neighbourhood

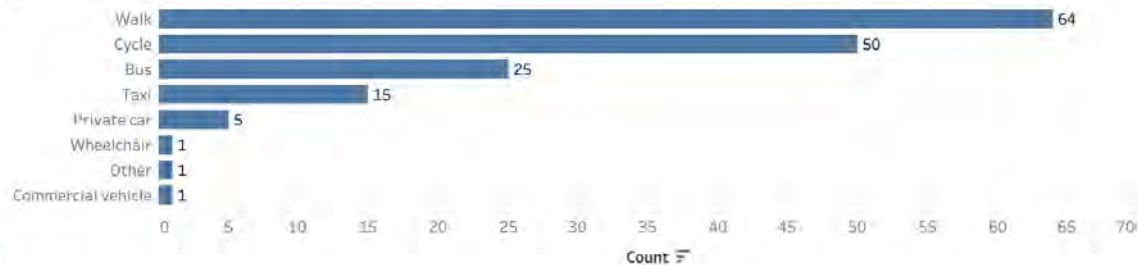


What is your relationship to the Old Bailey area? (Select all that apply)



How do you usually travel in or through this area? (Select all that apply)

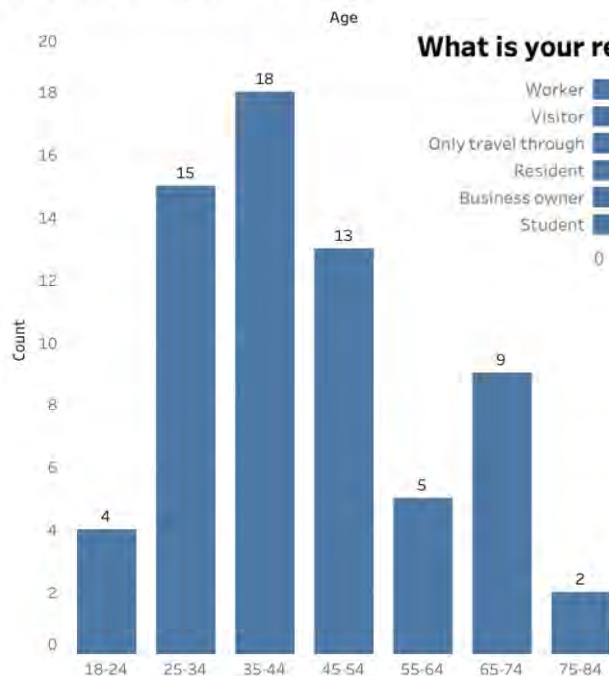
Old Bailey Neighbourhood



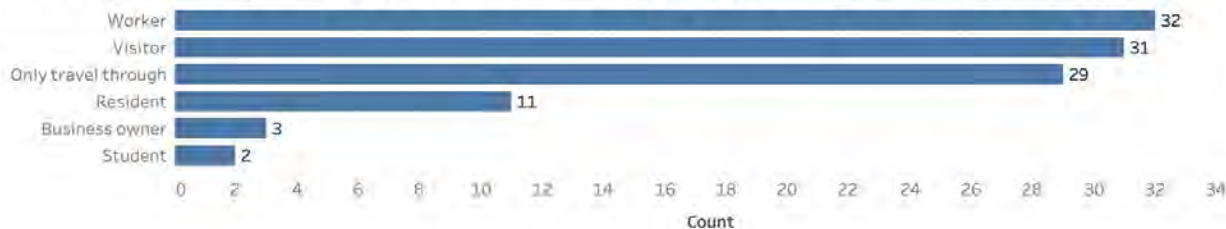
Carter Lane & Ludgate Neighbourhood - Consultation Participants

Which of the following age groups do you fall within?

Carter Lane and Ludgate Neighbourhood

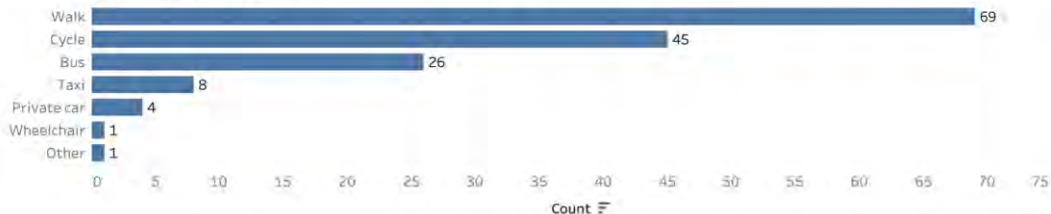


What is your relationship to the Carter Lane and Ludgate area? (Select all that apply)



How do you usually travel in or through this area? (Select all that apply)

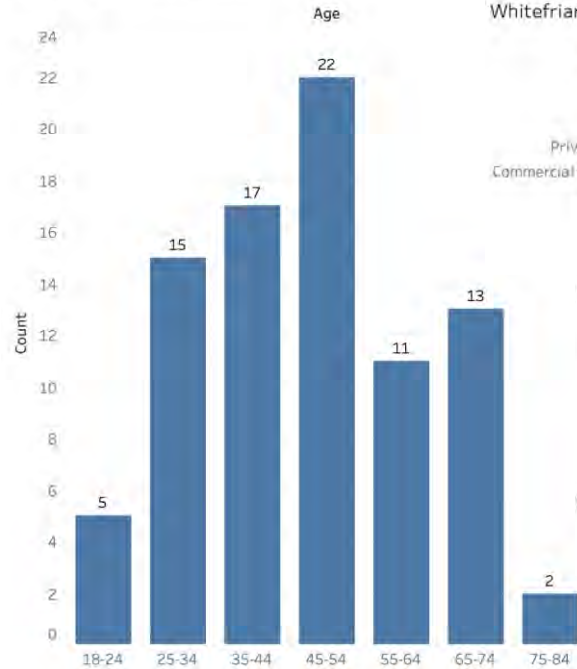
Carter Lane and Ludgate Neighbourhood



Whitefriars Neighbourhood - Consultation Participants

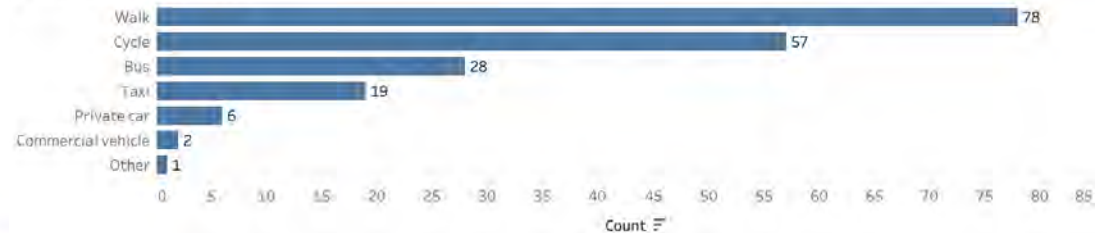
Which of the following age groups do you fall within?

Whitefriars Neighbourhood



How do you usually travel in or through this area? (Select all that apply)

Whitefriars Neighbourhood



What is your relationship to the Whitefriars area? (Select all that apply)

