

Liverpool Street Area Healthy Streets Plan: Report of Consultation Findings



Independently Compiled by
Commonplace for the
City of London Corporation



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The Liverpool Street Area Healthy Streets Plan

About the Project

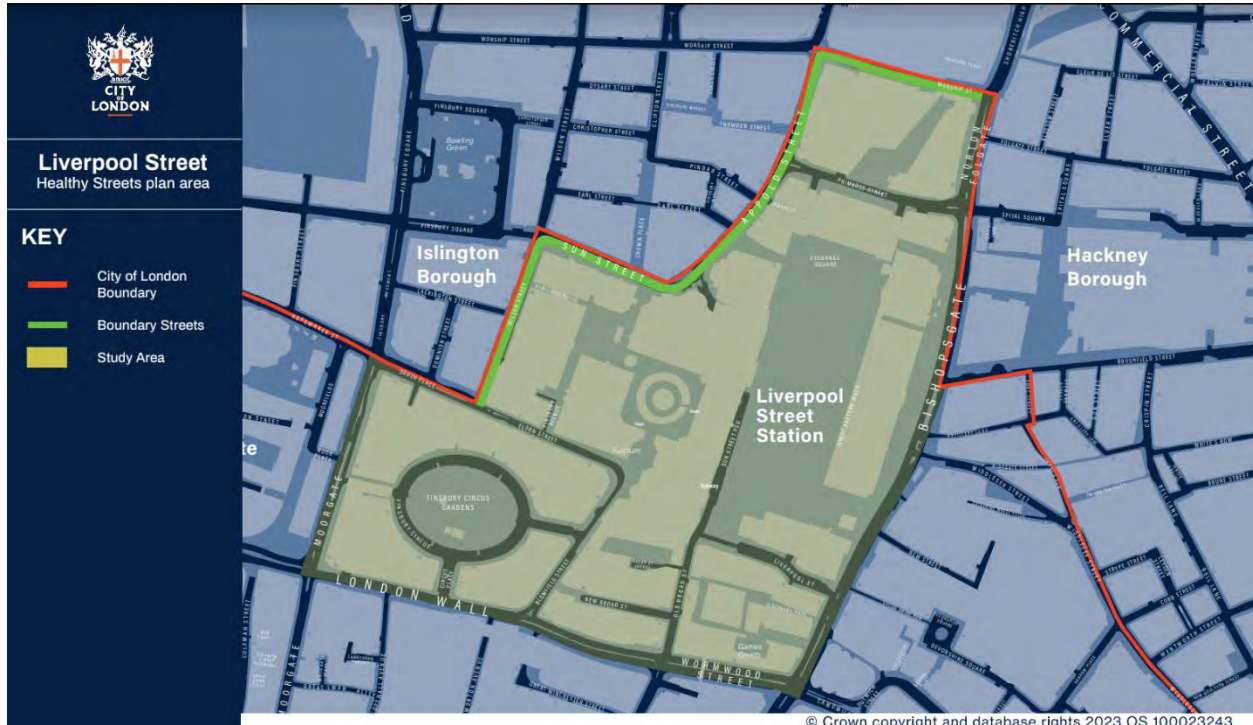
The City of London Corporation are producing a Healthy Streets Plan to provide a framework for improvements to the streets and spaces in the area around Liverpool Street station.

The aim is to make streets and public spaces more accessible, engaging and safer places for people to walk, cycle and spend time.

This Healthy Streets Plan for the area around Liverpool Street 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 Liverpool Street Key Area of Change identified in the emerging Local Plan 2040.

Liverpool Street Healthy Streets Plan Area



Improving the Streets Around Liverpool Street Station

The plan considers opportunities for improvement to the streets around Liverpool Street station. Within this area, streets are primarily used for the first or final part of a journey, providing access for motor vehicles to properties and Liverpool Street Station.

The Liverpool Street area is a dynamic part of the City of London, home to one of London's busiest transport hubs and increasingly a destination for leisure as well as workers and visitors.

The area is experiencing a period of transformational change, with potential new developments in the area bringing larger numbers of users and competing demands for streets and public spaces.

The plan identifies 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 that could be created by new developments in the area. These, alongside a changing leisure and retail offer and the Elizabeth Line, further increase the existing need to provide more space for people walking and cycling through the area.

Consultation Methodology

An online consultation on the proposals ran from Wednesday 18th October to Monday 18th December 2023 (inclusive). The consultation was open to anyone (group or individual), whether a resident, business owner, worker, or visitor with an interest in the area.

Hosted on the Commonplace platform, the consultation was designed to gain a detailed understanding of public opinion on the proposals.

Participants could respond to the questions asked, and/or leave comments as necessary. They could **alternatively, or additionally, 'agree' with comments already submitted and publicly visible.**

An interactive map provided a further opportunity to comment.

Note: All percentages have been rounded and may therefore not total exactly 100%.

Executive Summary

A Healthy Streets Plan - providing a framework of improvements to the streets and public spaces in the area around Liverpool Street station - is currently being produced by the City of London Corporation. The Healthy Streets approach aims to increase accessibility, safety and engagement, encouraging people to walk, cycle and spend time in the area.

This report presents the results of a public consultation on the Healthy Streets Plan. The consultation - hosted via the online Commonplace engagement platform - ran from mid October-December 2023 and gathered the views of over 100 respondents. These respondents included a variety of workers, commuters, visitors, residents and others - all of whom were interested in proposals for the area.

Across ALL four areas of work, a majority of consultation participants gave positive/mostly positive feedback on the proposals. This positive feedback peaked in relation to the proposals for public realm improvements (91% positive feedback) and cycling (82% positive feedback). A high level of positivity was also evident in relation to the proposals for kerbside activity (75%) and pedestrian priority (74%).

Positivity was frequently underpinned by applause for the proposals and their commonly perceived benefits in terms of enhancing the pedestrian and cyclist experience, improving safety, encouraging active and sustainable travel and reducing motor dominance.

In contrast, minority criticism included concerns that the proposals were unnecessary, causing a potentially negative impact on buses/taxis, congestion and city productivity. Each of these concerns was expressed by a very small number of consultation participants.

Headline Findings

103 individual respondents participated in the consultation.

103 respondents

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

The pedestrian priority proposals attracted the highest number of respondents.

- Pedestrian priority: 55 respondents
- Cycling: 48 respondents
- Public realm improvements: 32 respondents
- Kerbside activity: 21 respondents

A further 27 respondents left comments via an interactive map of the area.



Image of current condition of Broad Street looking North.

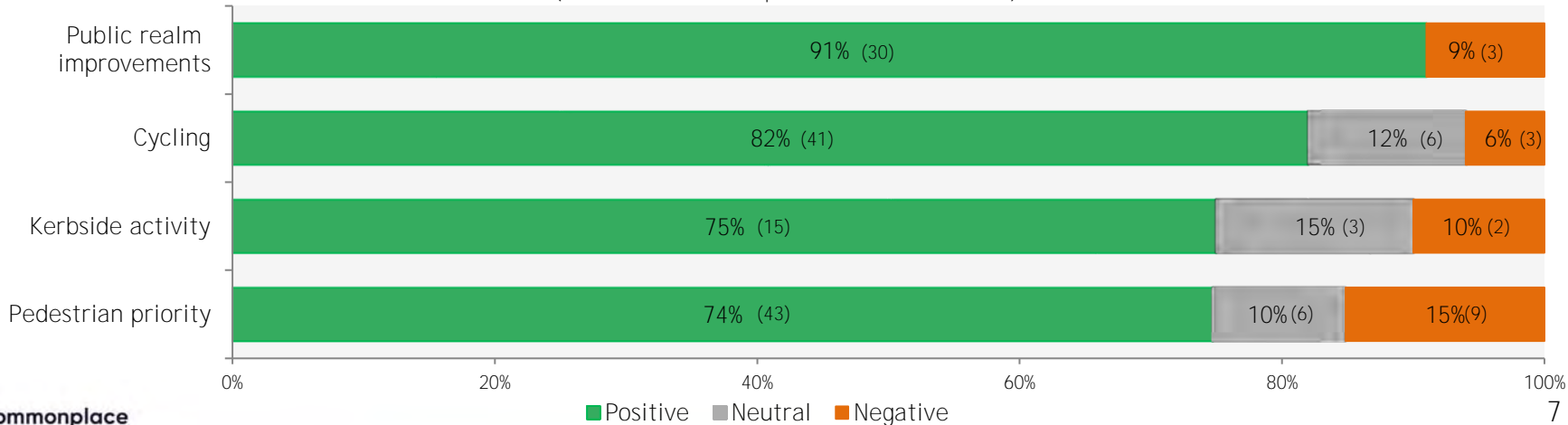
Feedback on Each of the Areas of Work

Feedback showed that *a majority of consultation participants expressed a positive sentiment* about each of the proposed areas of work. The most positive response was in relation to the proposed public realm improvements, with over 90% expressing a positive sentiment.

High levels of positivity were also evident in relation to the proposals for cycling (82%), kerbside activity (75%) and pedestrian priority (74%).

Feedback on Each of the Areas of Work

(actual number of responses shown in brackets)



Feedback on Pedestrian Priority Proposals

Image: Indicative proposal - Blomfield Street (looking north)



Pedestrian Priority Proposals

To improve the priority, comfort and safety of people walking in the area, the City of London Corporation will explore opportunities to:

Improve existing crossings on:

- Bishopsgate at the junction of Wormwood Street and Camomile Street; improve the convenience for people walking and cycling, including exploring the potential for a diagonal crossing.
- London Wall at the junction with Old Broad Street and Blomfield Street; including exploring the potential for diagonal crossings at Old Broad Street.
- Moorgate at the junctions with London Wall, Ropemaker Street and South Place.

Raise the carriageway to pavement levels at crossing points for people walking on:

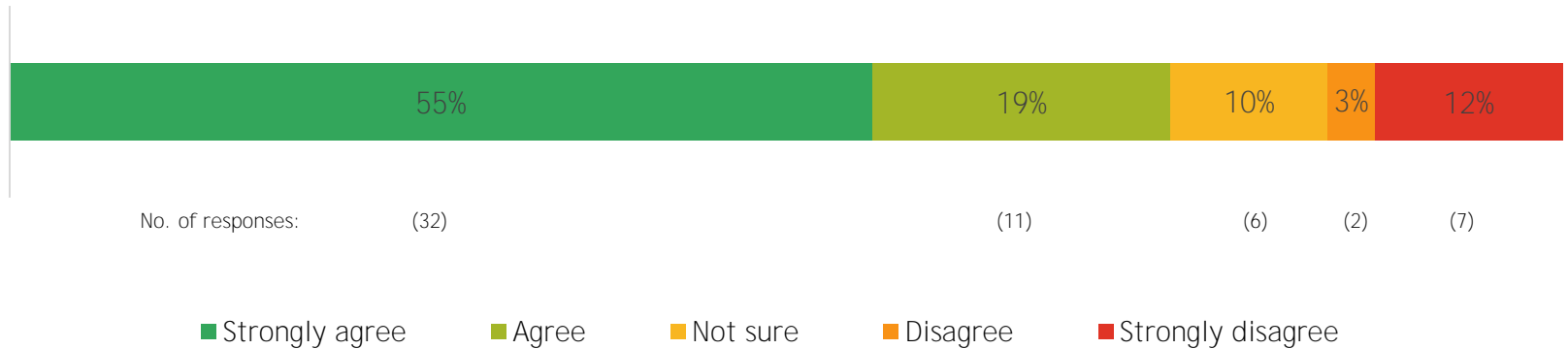
- Liverpool Street at the junction with Bishopsgate.
- Finsbury Circus eastern arm at the junction with Blomfield Street.
- At the entrances to Finsbury Circus gardens; improve the public realm around entrances to the gardens and provide accessible crossings points to access these.
- At junctions with side streets and loading bay entrances on: Old Broad Street, South Place at the junction with Dominion Street.

Feedback on the Pedestrian Priority Proposals

74% of consultation participants **AGREED** with the pedestrian priority proposals.

In contrast, just 15% **DISAGREED** with the proposals.

How do you feel about the pedestrian priority proposals?



Agreement and Disagreement with the Pedestrian Priority Proposals

Positive and Negative Feedback



- Prioritising walking and facilities for pedestrians via long overdue proposals.
- Reducing and deprioritising motor dominance in an area which has more pedestrians than drivers.
- Providing a safer, more protected road crossing experience.
- Locations identified are appropriate.
- Wormwood Street is currently not pedestrian friendly - improvements particularly welcome at this location.



- Adversely affecting the ability to work.
- Unnecessary - not a budgetary priority and area is currently largely pedestrianised.
- Signalled crossings not giving pedestrians walking priority.
- Requiring additional detail/information on the proposal and its benefits.
- Concerns that taxi/bus services will be negatively affected/slowed.

Additional Suggestions for/Accompaniments to the Pedestrian Priority Proposals

- Crossings of London Wall should do more to rebalance pedestrian vs. vehicle priority to 'tame' what is currently an unpleasant environment, rather than be a standard pelican-type crossing out of the book.
- Be more ambitious in prioritising walking.
- At the right turn slip lane at Blomfield, the junction could be further narrowed from that shown in the indicative proposal. Reduce all of London Wall - Wormwood - Camomile down to one lane in each direction. Widen pavements and add protected cycle tracks.
- Install a wider pavement and zebra crossing, in addition to narrower road space at this junction.
- Further reduce carriageway surfacing.
- Minimise cycles - either ridden or dumped - on pavements.
- Address the pavement around the 2 Finsbury Avenue site - requiring an immediate opening - closure makes it very difficult to walk and cycle in the area.
- Alter wait and crossing times via SCOOT. Any crossing away from a junction should be a zebra crossing which gives actual priority to people walking.

Feedback on Cycling Proposals

Image: Indicative proposal - Blomfield Street (looking south)



Cycling Proposals

The City of London Corporation will improve the comfort and safety of people cycling.

They will explore opportunities to:

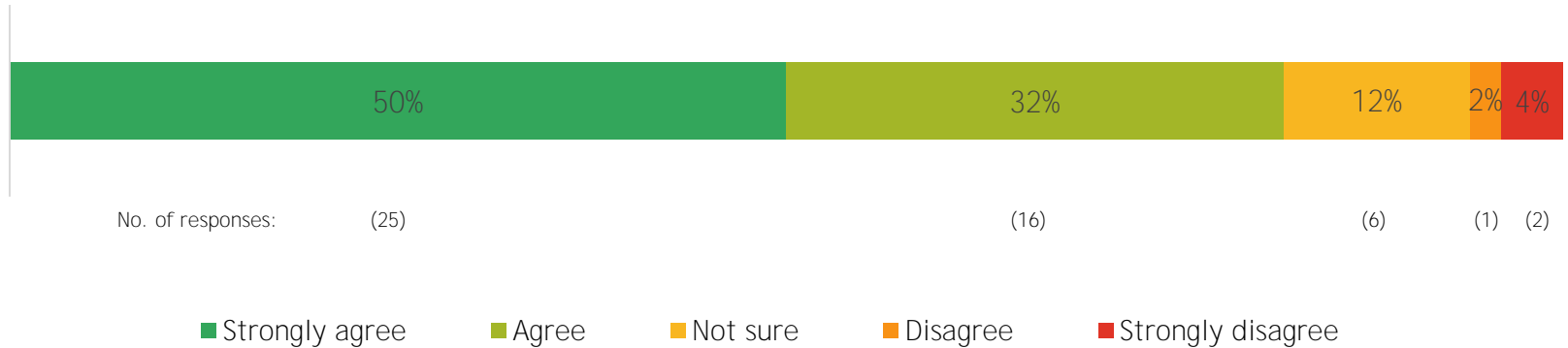
- Introduce dedicated space for cycling on London Wall and Moorgate.
- Introduce a new cycle contraflow on Blomfield and Eldon Street.
- Make the southern section of Wilson Street one-way with a cycle contra-flow.
- Increase the provision of cycle parking and dockless cycle and e-scooter hire bays on Bishopsgate, Primrose Street, Finsbury Circus, Blomfield Street, Eldon Street, South Place, Sun Street, Appold Street and Worship Street.

Feedback on the Cycling Proposals

82% of consultation participants **AGREED** with the cycling proposals.

In contrast, just 6% **DISAGREED** with the proposals.

How do you feel about the cycling proposals?



Agreement and Disagreement with the Cycling Proposals

Positive and Negative Feedback



- An encouraging and ambitious proposal.
- Making cycling safer via dedicated spaces and increased provision of protected and marked cycle lanes.
- Improved permeability for cycling via contraflows.
- Important in the context of health and climate benefits.
- Reducing motor dominance.
- Encouraging active travel.
- Reducing air pollution.
- Addressing a lack of cycle parking.



- Cycle lanes require physical segregation - painted road markings are not infrastructure.
- Requiring additional detail/information on the proposal and its benefits.
- Increasing traffic and congestion.
- Negatively impacting city productivity.
- Concerns that bus services will be negatively affected/slowed.

Additional Suggestions for/Accompaniments to the Cycling Proposals

- Carefully consider management of the cycle routes in the area. Best practice is to have dedicated cycle lanes that are clearly marked for all street users. Another point to bear in mind (if following the Waltham Forest practice of separate lanes, with some shared-use pedestrian and cycle paths) is to make sure there are either substantial or non-existent lips between the different paths, as low lips of 1cm to 3cm are dangerous for cyclists.
- Provide better cycle access to Finsbury Circus on the west side.
- Network London Wall and Moorgate cycling with other routes.
- Physically segregate cycle lanes, rather than just paint on the roadway.
- Consider redesigning the intersection of Blomfield and London Wall - consider making the westbound traffic on London Wall stop further east to allow cyclists travelling south on Blomfield Street to cycle straight across to Great Winchester Street. Many southbound cyclists now use the pedestrian crossing to get to Great Winchester Street and then go southbound on Old Broad Street.
- Implement additional cycling improvements - including designated and protected cycle lanes - on Bishopsgate.
- Ensure adherence to the Department for Transport's design guidance LTN 1/20 for all layouts, and that all new cycle tracks are mandatory, with no car parking or loading allowed at any time.
- Provide a cycle crossing over Bishopsgate at Liverpool Street/Devonshire Row. This would provide a safe alternative to the very busy Camomile - Wormwood - London Wall Route. It is also more convenient for cyclists heading to and from Liverpool Street station.

Feedback on Public Realm Improvement Proposals

Image: Indicative proposal - Finsbury Circus



Public Realm Improvement Proposals

The City of London Corporation will improve streets and spaces to make them more attractive, comfortable and enjoyable places to spend time in. They will explore opportunities to:

- Widen pavements to increase space for people walking and consider tree planting, seating and reducing street clutter on Bishopsgate, London Wall, Moorgate, Old Broad Street, Blomfield, Eldon Street and Primrose Street.

Create a high-quality public space on Liverpool Street.

- Raising the carriageway to footway level and integrating any retained taxi ranks or loading facilities.
- Reviewing cycle parking available in the station and the surrounding area.
- Providing opportunities for seating along the north and south edges of the street.
- Decluttering the street by consolidating and removing redundant street furniture.
- Increasing greening and tree planting.

Public Realm Improvement Proposals

Finsbury Circus - The City of London Corporation is delivering improvements to the Finsbury Circus Gardens. To complement these improvements, they will explore the potential to:

- Create new and improved public realm around entrances to the gardens and provide accessible crossings points to access these.
- Review and reduce car parking around the gardens with greening and seating where appropriate, reallocate some parking bays to cycle parking and dockless cycle and scooter bays.
- Re-landscape the western arm, introducing climate resilience measures, seating, and planting.
- Improve the public realm on the eastern arm of Circus and provide a space for cycle parking and dockless cycle and scooter bays.

Working in partnership with Islington and Hackney Council they will explore opportunities to improve:

- South Place, Sun Street, Appold Street and Worship Street.
- Walking routes to and from Liverpool Street station.

Public Realm Improvement Proposals

Image: Current view - Finsbury Circus



Image: Indicative proposal - Finsbury Circus

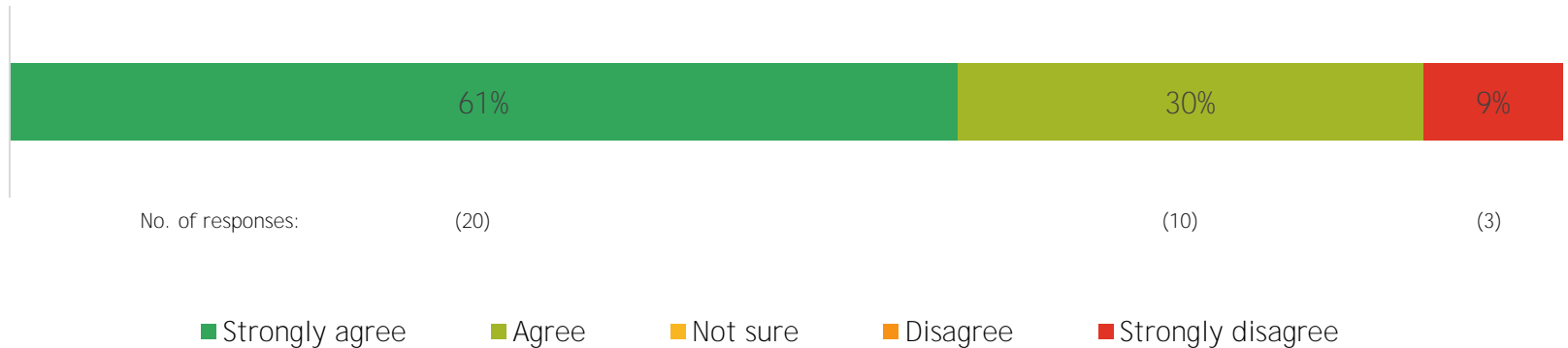


Feedback on Public Realm Improvement Proposals

91% of consultation participants **AGREED** with the public realm improvement proposals.

In contrast, just 9% **DISAGREED** with the proposals.

How do you feel about the public realm proposals?



Agreement and Disagreement with the Public Realm Improvement Proposals

Positive and Negative Feedback



- Emphasising active travel.
- Decluttering the streets.
- Improving the pedestrian experience.
- Aesthetically pleasing.
- Reducing motor dominance.
- Greening streets.
- Raising the carriageway.
- Additional footpath space welcomed on Bishopsgate.



- Concerns that cycle storage reduces pedestrian space, with pavements being routinely blocked by poorly parked cycles and cargo bikes.
- Proposals appear to conflict with the proposed redevelopment of Liverpool Street station.
- Concerns that bus services will be negatively affected/slowed.

Additional Suggestions for/Accompaniments to Public Realm Improvement Proposals

- Close the eastern arm of Finsbury Circus.
- Close the short street entirely to traffic.
- Design Bishopsgate so that it isn't just used as a parking lot for the police.
- As the bus gate massively reduces traffic in the area, bus lanes would be redundant/able to be removed.
- Remove the median so that cyclists can pass stationary buses - not currently the case with the temporary build outs.
- At the western arm of Finsbury Circus, please provide cycle access through the space.
- Improve further by narrowing the entrance to the side street, and eliminating the swept corners. One lane in/out would free additional space for street trees, and further improve pedestrian safety.
- Ensure litter bins are provided.

Feedback on Kerbside Activity Proposals

Image: Indicative proposal - Broad Street looking north



Kerbside Activity Proposals

Changes to kerbside parking and loading could allow for greater kerbside activity improvements.

Working with Transport for London, the City of London Corporation will explore:

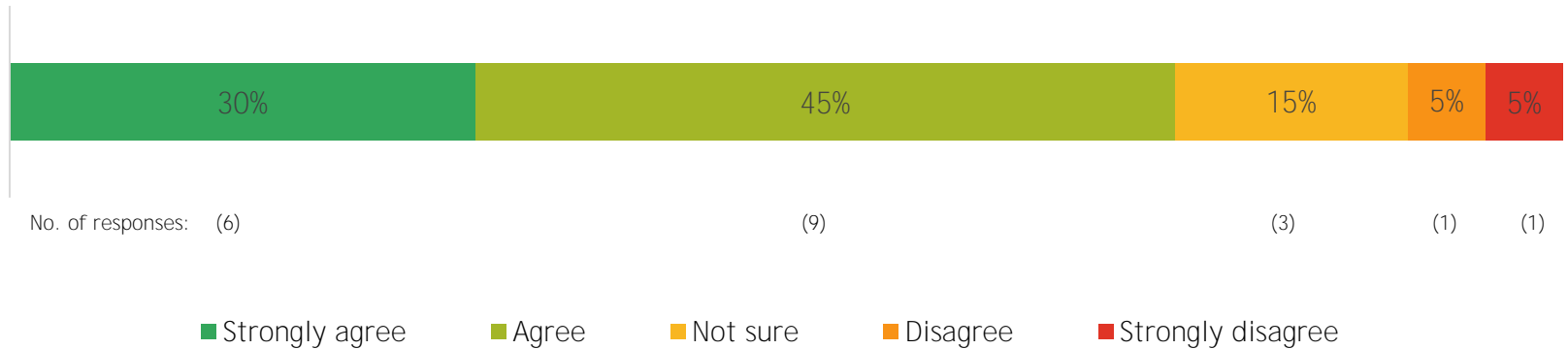
- On South Place, Finsbury Circus and Old Broad Street review parking and loading arrangements and consider loading bays set into the pavement to maximise space for people walking when not in use.
- On Bishopsgate and South Place, new taxi ranks and opportunities to formalise private hire and taxi pick up and drop off close to the station.

Feedback on the Kerbside Activity Proposals

75% of consultation participants **AGREED** with the kerbside activity proposals.

In contrast, just 10% **DISAGREED** with the proposals.

How do you feel about the kerbside activity proposals?



Agreement and Disagreement with the Kerbside Activity Proposals

Positive and Negative Feedback



- Removing disproportionate danger and nuisance to pedestrians caused by unloading taxis and vans.
- Improving, simplifying and optimising walkability.
- Removing loading bays from pavements.



- Requiring additional detail/information on the proposal and its benefits.

Additional Suggestions for/Accompaniments to the Kerbside Activity Proposals

- Install wider pavements.
- Provide new space for taxis restricted to electric vehicles only.

Acknowledgements and Next Steps

Thank you to everyone that took the time to share their views about our proposals.

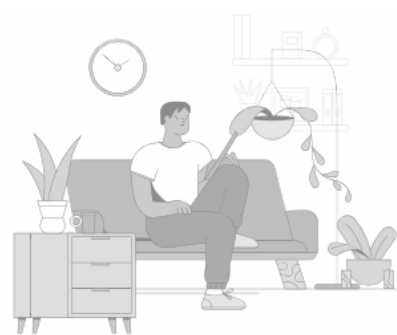
Almost 1,400 people visited the consultation website and over 100 people gave us their views on the project proposals.

Between 74% and 91% of respondents were supportive of the proposals and we received many helpful and positive comments.

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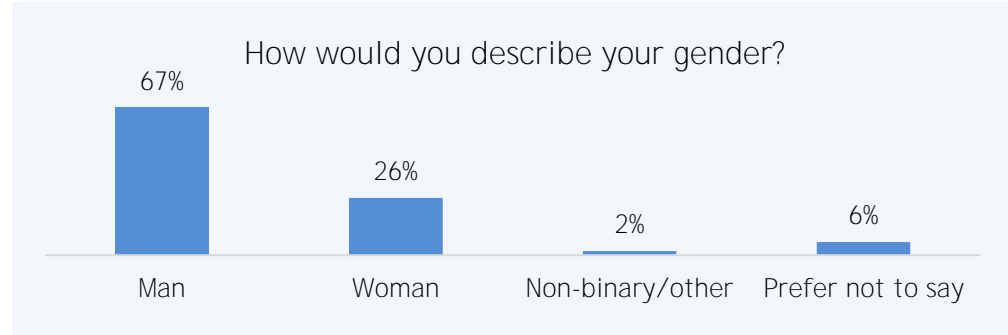
The City of London Corporation will continue to keep you updated as the project develops. If you have any questions in the interim, please do not hesitate to contact the [project team](#).

Appendix: Consultation Participants



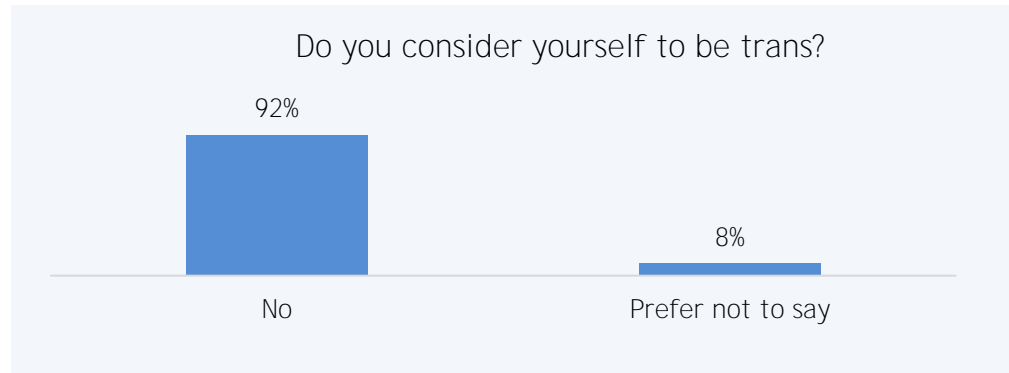
Overall: Gender

A majority of consultation participants (67%) described themselves as a man. 26% were women, with 2% non-binary. 6% preferred not to say.



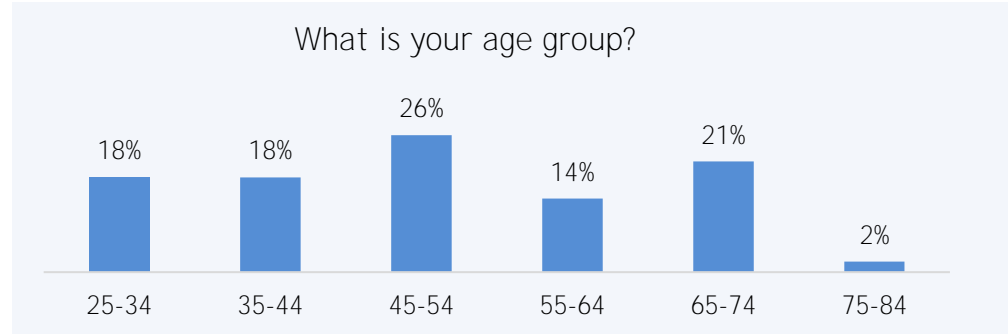
Overall: Trans

No consultation participants considered themselves to be trans.



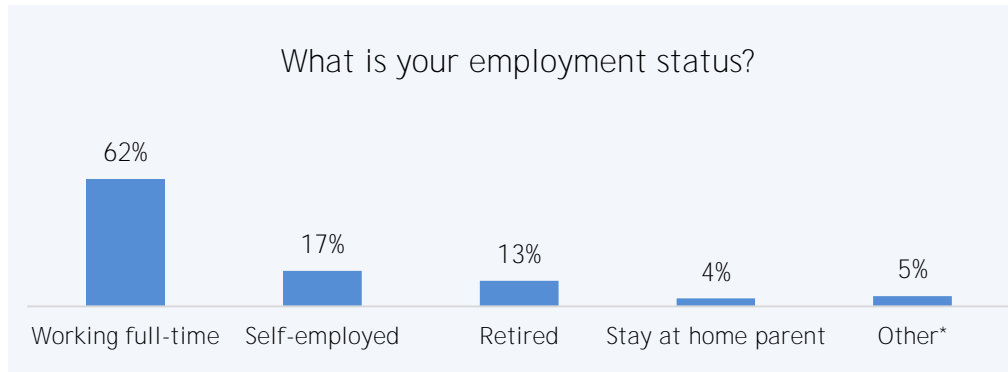
Overall: Age Group

The age of consultation participants ranged from 25 to 75+, with a wide spread of ages represented.



Overall: Employment Status

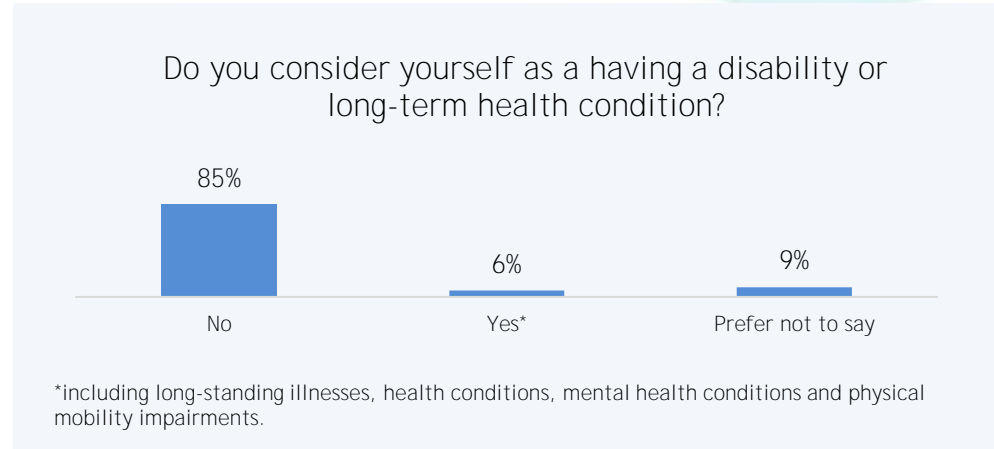
Consultation participants were typically working full-time (62%).



*including working part-time, a combination of categories, volunteering and studying.

Overall: Disability

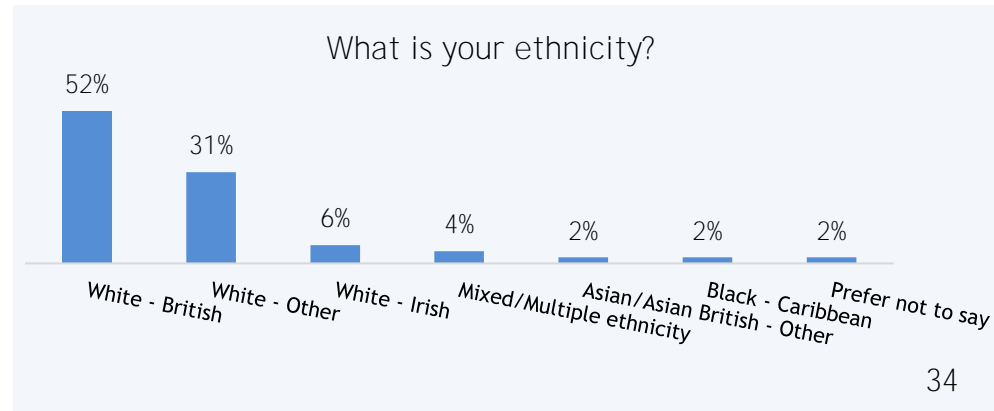
6% of consultation participants indicated that they had a disability or long-term health condition.



Overall: Ethnicity

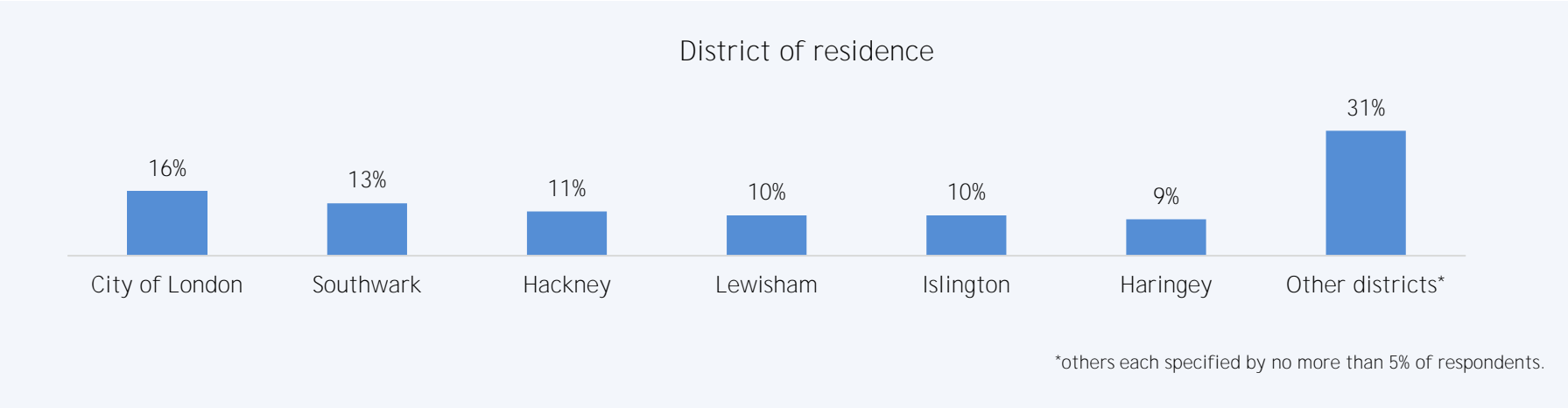
Just over half (52%) of consultation participants described their ethnicity as White British, with 46% of another, different ethnicity - most frequently White Other.

4 additional ethnicities were specified, giving the consultation a rich diversity of participation.



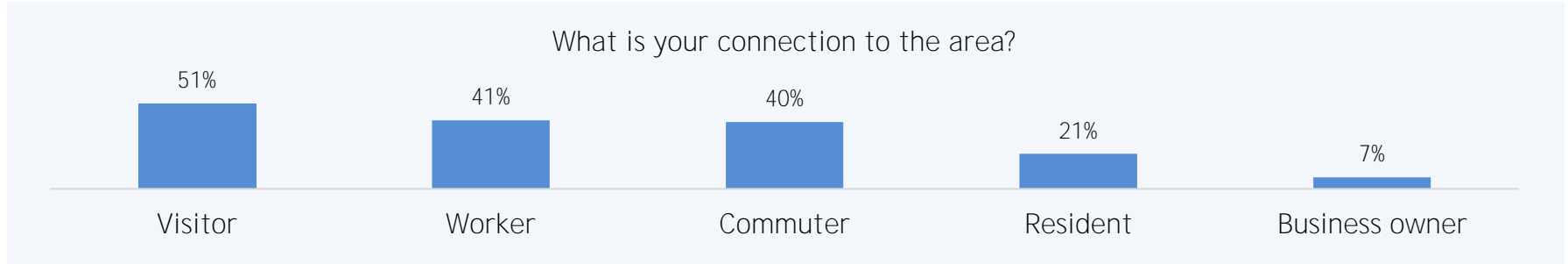
Overall: District

Consultation participants were most frequently residents of the City of London, Southwark, Hackney, Lewisham, Islington and Haringey. However, many others were resident outside of these districts.



Overall: Area Connection

Area visitors (51%), workers (41%) and commuters (40%) were the three main connection types to the area.



Overall: Usual Travel

Walking (95%), cycling (67%) and bus usage (40%) were the most frequent travel modes in, or around, the area.

More than one area connection and/or travel mode could be specified by participants.

