

Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan

Introduction

This Healthy Neighbourhood Plan for the Bunhill, Barbican and Golden Lane area has been developed by the City of London Corporation and Islington Council.

It sets out potential changes to how motor vehicles use streets in both the City of London and Islington to access and move around the area. It also outlines potential improvements for people walking, wheeling, cycling and spending time on streets within the City.

The proposals will improve the quality of streets and public spaces, and the attractiveness of the area for living, working or studying in and as a leisure destination. It will also enhance the world-class cultural identity of the Barbican Centre and the Guildhall School of Music and Drama by making streets safer and more pleasant places to spend time.

The Healthy Neighbourhood Plan provides the framework for future investment in the area. Individual projects within the plan will be subject to further public consultation, feasibility, detailed design and the City Corporation's approval processes.

The Bunhill, Barbican and Golden Lane Area

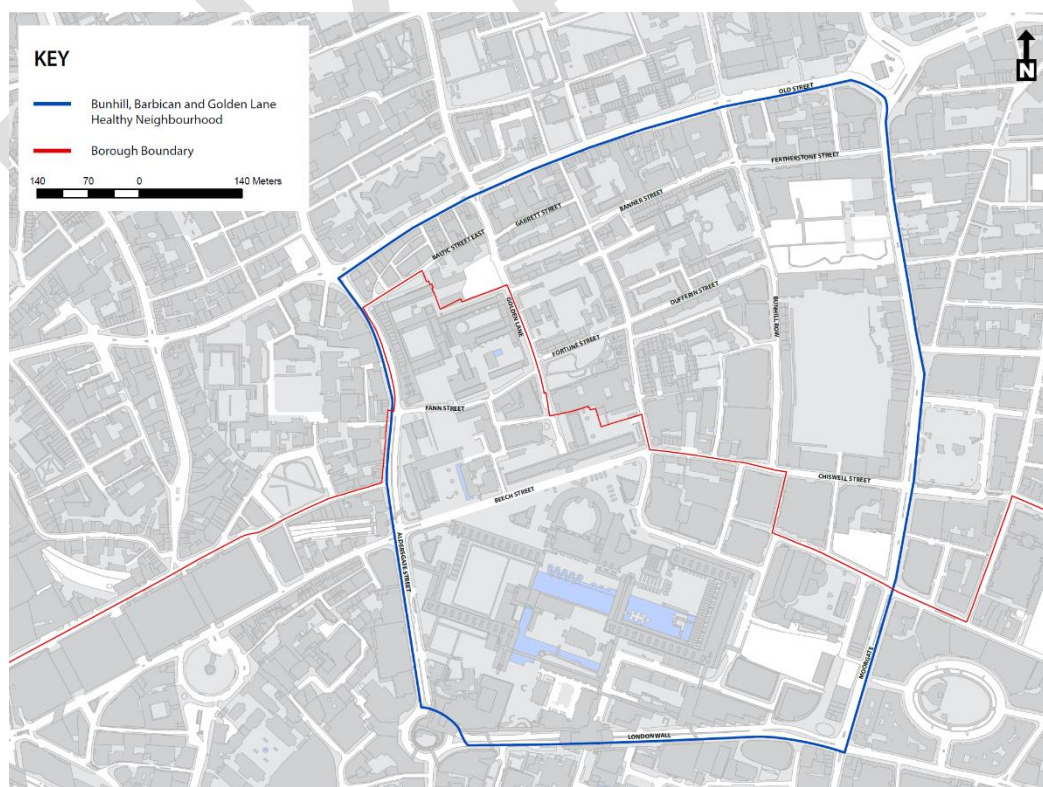


Figure 1: The Bunhill, Barbican and Golden Lane Healthy Neighbourhood area.

The plan area comprises three neighbourhoods within the Bunhill, Barbican and Golden Lane area bounded by London Wall to the south, Aldersgate Street / Goswell Road to the west, Old Street to the north, and City Road / Moorgate to the west.

The neighbourhoods, and streets within them, straddle the border between the LB of Islington and the City. The City Corporation and Islington Council have worked in partnership to take an area-wide approach to ensure the proposals are complimentary and work together.

As well as a concentration of homes and learning and cultural institutions, the area also has a mix of offices. These range from large corporate headquarters to buildings suitable for small and medium sized businesses, creative enterprises and start-ups and some retail.

The opening of the Elizabeth Line, linking to national rail and tube lines, has made the area one of the most accessible locations by public transport in the country.

Within the plan area there are opportunities to make walking and wheeling easier, more comfortable and safer, and to create pedestrian priority by redesigning streets and managing motor-vehicle access. The plan also considers the opportunities created by making changes to traffic to improve the public realm and create new restful spaces with trees and greenery. Where possible we will improve walking routes and permeability as part of new developments.

Street roles within the area

The boundary streets within the City are defined by the City of London Transport Strategy street hierarchy as “City access” streets. This means they are the preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations.

All other streets within the City part of the plan area are classified as “Local access” streets. These streets are primarily used for the first or final part of a journey, providing access for motor vehicles to properties.

All streets, regardless of their classification, are used by people walking, wheeling and cycling and may also be part of the bus network.

Alignment with City Corporation strategies

Supporting delivery of the City of London Transport Strategy

This Healthy Neighbourhood Plan sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following City of London Transport Strategy outcome:

- The Square Mile’s streets are great places to walk, wheel and spend time
- Street space is used more efficiently and effectively

- The Square Mile is accessible to all
- People using our streets and public spaces are safe and feel safe
- Improved experience of riding cycles and scooters in the City
- The Square Mile's air and streets are cleaner and quieter
- Delivery and servicing are more efficient, and impacts are minimised
- Our street network is resilient to changing circumstances
- Emerging transport technologies benefit the Square Mile
- The Square Mile benefits from better transport

Alignment with the emerging City Plan 2040

The area covered by the plan includes part of the Smithfield and Barbican Key Area of Change as set out in the emerging City Plan 2040. The Key Area of Change includes the Barbican and Golden Lane Estates which are home to the highest number of residents in the Square Mile. A Neighbourhood Area and Neighbourhood Forum for the Barbican and Golden Lane area were designated by the City Corporation on 18 July 2023 to represent resident and business groups.

The Healthy Neighbourhood Plan will support the delivery of the Key Area of Change objectives:

- The implementation of public realm enhancement and transport schemes and greater activation of streets, providing improved amenity, design and movement, for the benefit of workers, residents and visitors.
- The need to improve air quality to protect the health of the public, including the comparatively large resident population.
- The creation of a distinctive look and feel for the area, which allows for the provision of art installations and activity in the public realm in appropriate locations.

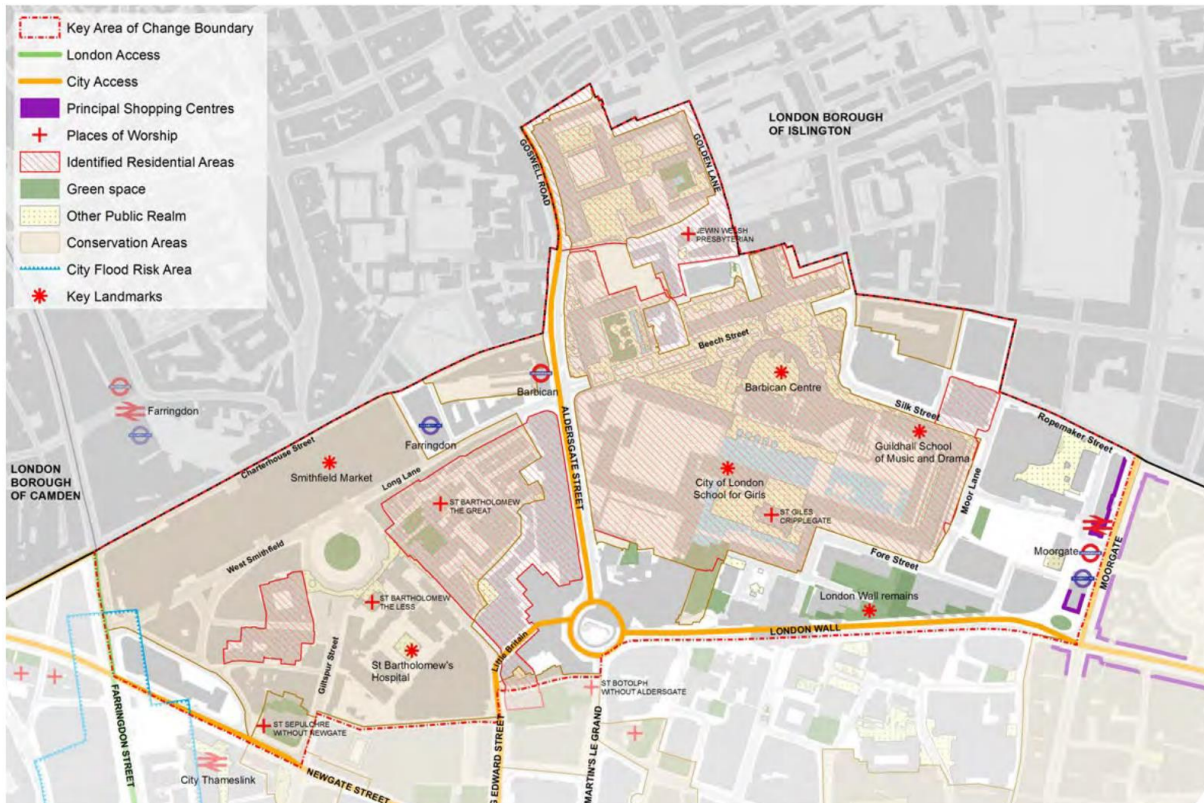


Figure 2: Smithfield and Barbican Key Area of Change

Supporting delivery of City Corporation Strategies

The Plan supports delivery of the City Corporation’s Climate Action Strategy and Destination City initiative by transforming the quality and resilience of its streets and public spaces and making them more comfortable for people walking, wheeling and cycling to travel and spend time in. The Plan also supports the City Corporation’s Corporate Plan outcomes of vibrant thriving destinations and flourishing public spaces.

Supporting the Culture Mile Business Improvement District (BID)

The plan also supports and facilitates the Culture Mile BID’s aspirations for the enhancement of the area. The BID has developed their own Public Realm vision and strategy that identifies a range of projects building upon the area’s culture to make it a major destination for visitors. The BID will be a key partner as we develop and deliver the proposals in this plan.

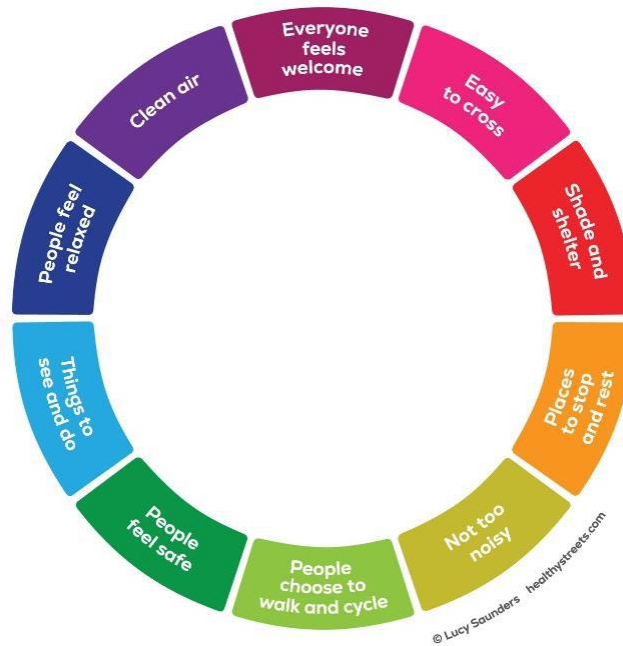


Figure 3: Culture Mile BID Public Realm vision

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The Healthy Streets Approach

The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm, and planning. The Approach is based on 10 evidence-based Healthy Streets Indicators that capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, and for supporting social and economic activity.



The Healthy Streets Approach will be applied across the street network with the aim of making all streets accessible, engaging and safer for people to walk, cycle and spend time. The approach to achieving this may vary depending on the type of street and local context.

The Healthy Streets Approach has been adopted and recognised by the City of London Corporation, London Borough of Islington and Transport for London.

Public and stakeholder engagement

In 2023, we sought people's views on the objectives of the Healthy Neighbourhood Plan, and the challenges and opportunities they saw for the area. The proposals in this document are at concept stage and have been developed using feedback provided from this early public engagement.

Feedback was gathered at drop-in events and via an on-line engagement portal, which was promoted widely and open for six weeks.

Our online survey asked for people's level of support for the objectives of a Healthy Neighbourhood Plan, overall, over 200 people shared their views:

- 81% (115) of respondents supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase space for people *walking*."
- 67% (115) supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase space for people *cycling*."
- 89% (102) supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase *on-street trees, planting and places for people to stop and rest*."
- 88% (101) supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to *improve local air quality and noise levels*."

The engagement also received comments highlighting issues with individual streets. In particular comments were received about:

- Beech Street, including poor air quality, poor safety for people walking and cycling due to the width of the pavements as well as noise from vehicles, particularly at night.
- Moor Lane, Fore Street and Silk Street, including concerns that these streets could become a route for additional traffic between London Wall and Chiswell Street if Beech Street was restricted.
- Golden Lane, including concerns about traffic speeds, poor air quality outside schools and opportunities for greening and improving the environment for people walking and cycling.

Working with local stakeholders

We have been engaging with the Culture Mile BID, the Barbican and Golden Lane Neighbourhood Forum, the Barbican Association, the Barbican Centre and other stakeholders and partners to prioritise, develop and deliver these changes.

Individual projects within the plan will be subject to further consultation and the City Corporation's approval processes, including streets where changes to traffic movements are proposed.

Glossary and key to the Healthy Neighbourhood proposals plan

Pedestrian priority improvements aim to make crossing and walking and wheeling along a street safer, and could include:

- Traffic restrictions – where a street or junction is closed as a through route for motor vehicles, is just for local access or is made one-way.
- Timed closures – where streets are closed to some vehicles at the busiest times for people walking and wheeling.
- New crossing facilities – either formal, such as traffic signal-controlled crossings or zebra crossings; or informal where the carriageway is raised to pavement height, or dropped kerbs are installed, to make crossing the street easier for people walking.
- Streets with existing filters for motor vehicles and timed restrictions - existing streets where some motor vehicle movements are restricted for all or some of the day.
- Safer Streets Priority Locations – are locations designated in the City of London Transport Strategy for priority measures to improve the safety of people walking, cycling and riding motorcycles and mopeds.

Public realm improvements to make walking and wheeling easier and more pleasant may comprise one or more of the following:

- Pavement widening – where the carriageway is narrowed to increase space for people walking and wheeling and provide space for other improvements such as trees and street furniture.
- Pavement resurfacing – where pavements are repaired or upgraded.
- Raised junctions – where the carriageway is raised to the same level as the pavement to make it easier to cross the street, slow traffic and make people crossing more visible. Tactile paving is used to mark the crossing.
- Raised entrances to side streets, carparks and loading bay entrances – where the pavement is a continuous height to make it easier for people walking and wheeling to cross. Tactile paving would be used to mark junctions and road crossing points.
- Tree planting and greening which will usually be directly into the ground, with planters and pots only used in locations where this is not possible.
- Seating – to give people a place to stop and rest and in suitable locations to enable people to socialise.
- Sustainable Urban Drainage (SuDS) – a system of using planting as a way to absorb storm water and release it slowly to help prevent localised flooding.

- Small public spaces – where carriageway or parking spaces are changed into areas with seating and planting.
- Designated parking for dockless bicycles and e-scooters – spaces where people using dockless bikes or hired e-scooters are required to park. This helps to prevent bikes and e-scooters being left in ways that cause an obstruction.

Cycle improvements to make streets safer and attractive for people to cycle, may comprise one or more of the following:

- Segregated space – cycles lanes
- Maximising traffic signal timings – changing traffic lights at junction to give people cycling priority over motor vehicles.
- Contraflow cycle lanes – where cycle lanes allow people to ride in the opposite direction to motor vehicle traffic.
- As well as the proposals in the plan, the City will continue to refresh or repair paving, install tactile paving and remove redundant street furniture, where appropriate.

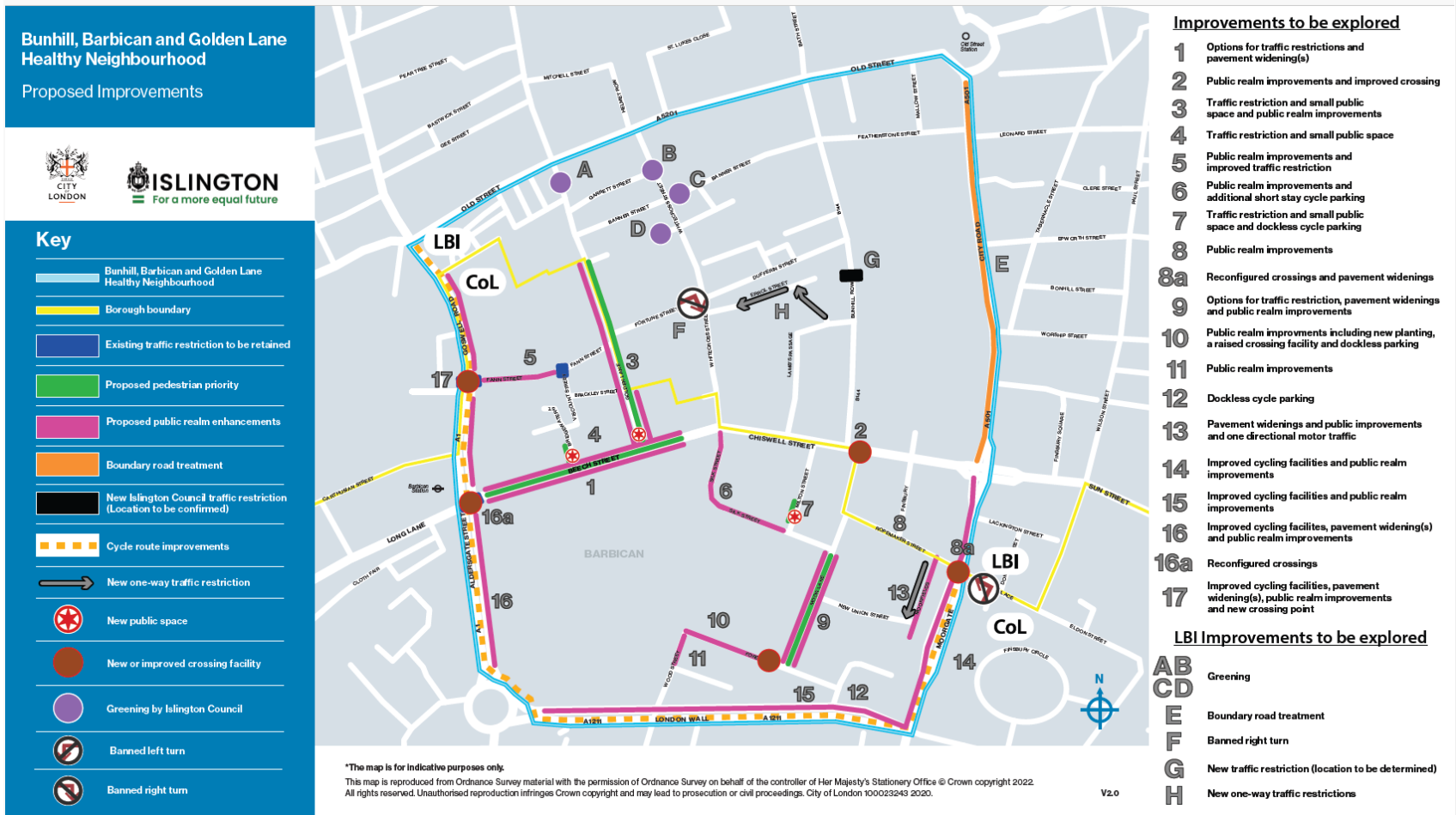


Figure 4: Proposals Plan

Proposals

The proposals within this plan comprise both traffic management changes and public realm improvements. The extent and ambition of public realm changes is partly dependent on reducing and reallocating carriageway space.

Where streets are closed or through traffic is restricted, we will ensure that access for emergency vehicles is maintained and, if required, that streets can be reopened to through traffic if streets elsewhere are temporarily closed.

Beech Street and Chiswell Street

Beech Street and Chiswell Street are the main east and west traffic route within the plan area and are used by the only bus route (route 153).

Data collected in 2024 indicates that there are over 6,000 motor vehicle movements a day on Beech Street (both directions combined). Of these, two thirds travelled through the area without stopping. We have also nearly 4,000 cycle movements a day and nearly 12,000 people walking.

Beech Street is currently a poor environment for people walking and wheeling. Pavements that are very narrow, particularly the southern side and can get crowded at busy times.

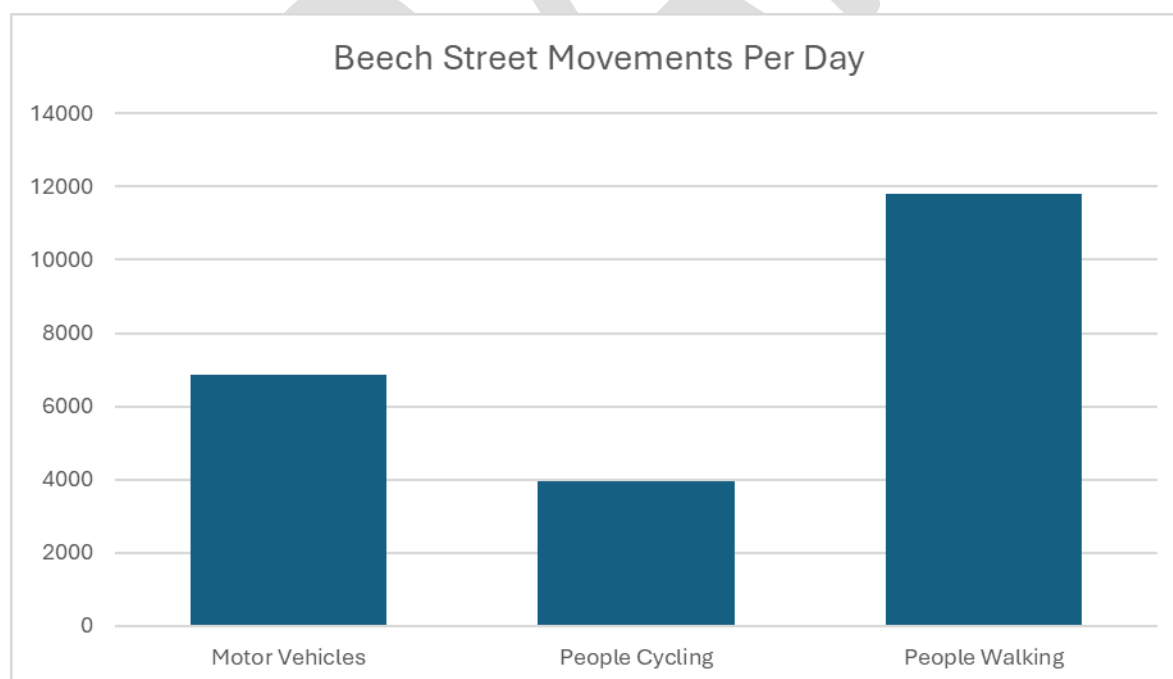


Figure 5: Beech Street Movements

Historically Beech Street has suffered from poor air quality. From March 2020 to September 2021, a zero-emission traffic experiment was trialled that restricted traffic to:

- zero emission vehicles,
- buses,
- people cycling and,
- vehicles accessing Barbican estate car parks directly from Beech Street

Whilst the results of the experiment were significantly impacted by the pandemic, levels of nitrogen dioxide (NO₂) in Beech Street decreased by more than comparable streets, and we learned many lessons regarding how people understood the restriction and its benefits and disbenefits. A public consultation following the conclusion showed that opinions on whether to retain the zero-emission street permanently were evenly split. Air quality has improved on Beech Street compared to 2019 due to wider improvements in London air quality and vehicles becoming cleaner.

Chiswell Street is a shared boundary street with Islington Council. It has substantial numbers of people walking along it with crowded pavements at peak times. The zebra crossing on Chiswell Street near the junction with Moor Lane and Bunhill Row is particularly busy.

Reducing motor traffic on Beech Street and Chiswell Street will create opportunities to improve the comfort and safety for people walking, wheeling and cycling in this area. Air quality and potentially bus journeys will also benefit. For people travelling by motor vehicles some journeys may be longer.

Proposals that will be explored:

Beech Street -Proposal 1a: (Figure 6)

Introduce a restriction to through traffic on Beech Street in both directions between the junction with Aldersgate Street and the junction with Silk Street, except for buses, people cycling and access to the carpark (and forecourts) entrances and exits on Beech Street and the Barbican Centre loading bays.

- This measure will significantly reduce the amount of traffic on Beech Street.
- Traffic levels will be low enough for people to feel safe cycling without the need for cycle lanes.
- Pavements could be widened on both sides of the street, using the space created by removing the cycle lanes.
- The junctions of Bridgewater Street and Golden Lane would be closed to motorised traffic, with associated public realm improvements. Traffic access to the area north of Beech Street would be via Old Street and Golden Lane.
- The removal of the central reservation on Beech Street will be investigated so that more space could be created to further widen the pavements.
- Exemptions for taxis will be considered prior to any change being implemented.

- Enforcement of the restriction will be by Automatic Numberplate Recognition Cameras (ANPR). If necessary, enforcement can be suspended temporarily, for example if London Wall needs to be closed for street works.

OR

Beech Street - Proposal 1b (Figure 7)

Make Beech Street one way eastbound between the junction with Aldersgate Street and the junction with Silk Street, except for buses, local access and cyclists and access to the carpark (and forecourts) entrances and exits on Beech Street and the Barbican Centre loading bays

- This measure will significantly reduce the amount of traffic on the Beech Street westbound lane so that people cycling can safely travel with traffic without the need for cycle lanes, and the narrow pavement on the south side of the street could be widened.
- Overall, traffic volumes in Beech Street would be roughly halved.
- The junctions of Bridgewater Street and Golden Lane would be closed to motorised traffic, with associated public realm improvements. Traffic access to the area north of Beech Street would be via Old Street and Golden Lane.
- Exemptions for taxis will be considered prior to any change being implemented.
- Enforcement of the restriction will be by Automatic Numberplate Recognition Cameras (ANPR).

For both options, some people travelling by motor vehicles may experience longer journeys and will have to use boundary streets.






Bunhill, Barbican and Golden Lane Healthy Neighbourhood

Proposal 9a

Beech Street will be closed to through motor traffic in both directions

- Buses and cyclists will not be restricted
- Local access to the carparks and forecourts accessed from Beech Street will be maintained. This will include parking, deliveries / servicing and taxi pick up / drop off
- Through access for taxis to be explored
- Eastbound access from Shakespeare and Defoe House will be allowed
- Bridgewater Street and Golden Lane will be closed to through motor traffic at junction with Beech Street.
- Widening the pavements on both sides of Beech Street will be explored to increase space for people walking and wheeling.
- The Beech Street restriction will be enforced by Automatic Numberplate Recognition Cameras (ANPR).

KEY

-  Existing central reservation
-  Pavement widening
-  Permitted traffic movement
-  Traffic restriction to through traffic
-  End of road closed to motor vehicles (open to cyclists)

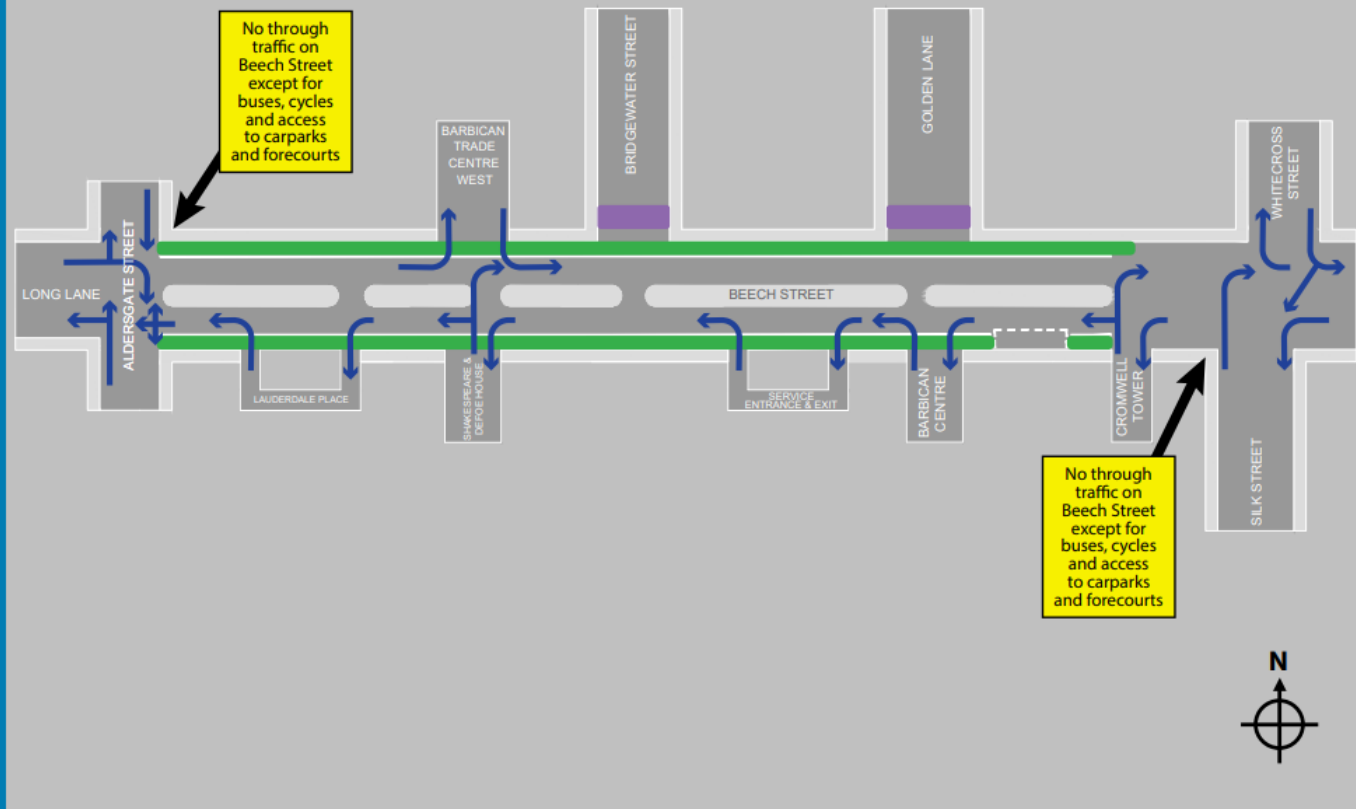


Figure 6: Beech Street Option 1a







Bunhill, Barbican and Golden Lane Healthy Neighbourhood

Proposal 9b

Beech Street will be closed to west bound through motor traffic

- All traffic will be allowed to drive eastbound (from Aldersgate Street) on Beech Street.
- Buses and cyclists will not be restricted.
- Local access to the carparks and forecourts accessed from Beech Street will be maintained. This will include parking, deliveries / servicing and taxi pick up / drop off.
- Through access for westbound taxis to be explored.
- Eastbound access from Shakespeare and Defoe House will be allowed.
- Bridgewater Street and Golden Lane will be closed to through motor traffic at junction with Beech Street.
- Widening the pavements on the south side of Beech Street will be explored to increase space for people walking and wheeling.
- The Beech Street restriction will be enforced by Automatic Numberplate Recognition Cameras (ANPR).

KEY

-  Existing central reservation
-  Pavement widening
-  Permitted traffic movement
-  Traffic restriction to through traffic
-  End of road closed to motor vehicles (open to cyclists)
-  Permitted traffic movement (all vehicles and cycle lane retained)

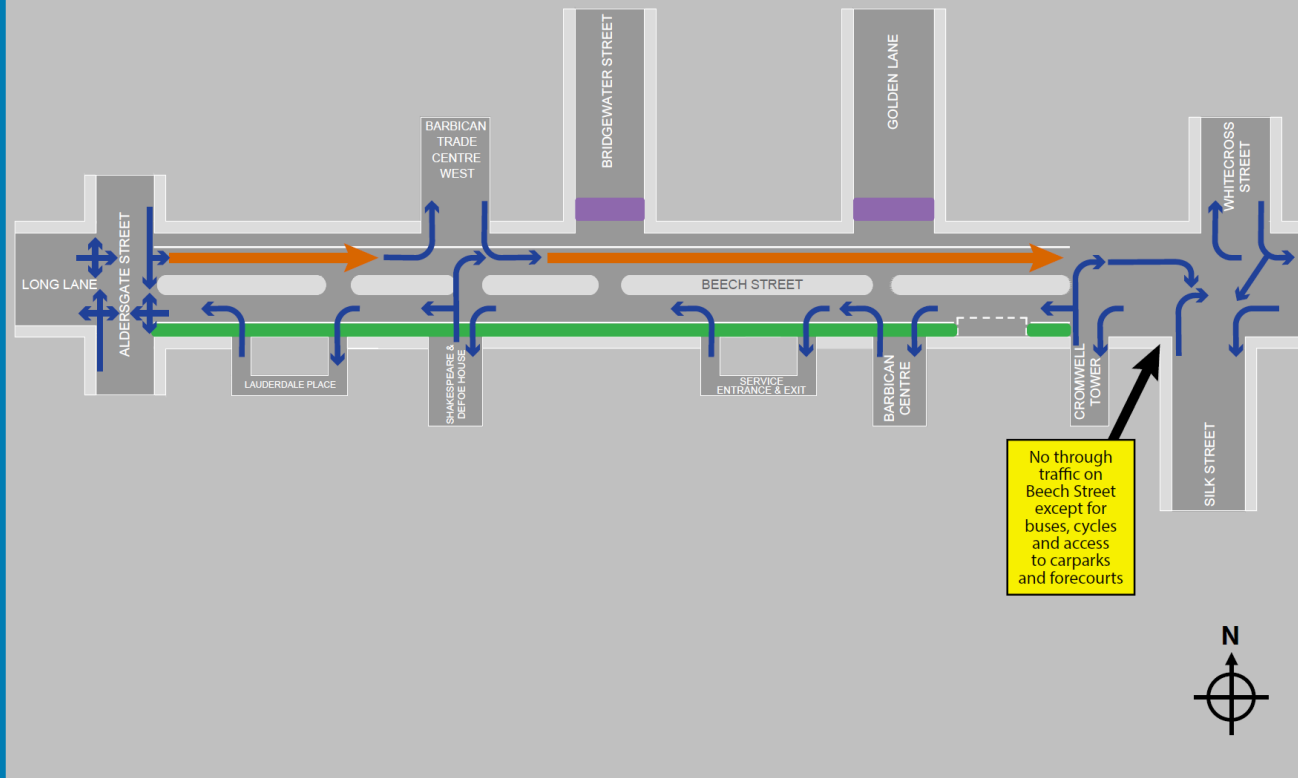


Figure 7: Beech Street Option 1b

Chiswell Street (Proposal 2)

Chiswell Street is a shared street between the City and Islington Council.

Proposals that will be explored:

- Improvements to the zebra crossing to improve the comfort and safety of people walking, wheeling and cycling. Opportunities to be explored include reducing the crossing distance by widening the pavement and narrowing the carriageway. If traffic were to be reduced on the Beech Street / Chiswell Street corridor, we'd explore a directional give-way point, similar to the measure on Basinghall Avenue.
- Public realm improvements including, sections of pavement widening, seating, planting and trees (where feasible).
- Formalising loading and servicing for local businesses.
- The introduction of bus shelters at the bus stops (if pavements are widened).

The Golden Lane Neighbourhood

Golden Lane (Proposal 3)

Golden Lane is a street shared between the City and Islington Council. It is a direct link between Old Street and Beech Street. It is the route for vehicles travelling into the area north of Beech Street, but also for through traffic travelling east and south of Beech Street. Motor vehicle movements are over 2000 a day. It is also a popular route for people cycling, with over 1,200 movements a day.

This is mainly a residential street. There are entrances to three schools, the City of London Primary Academy Islington (COLPAI), Richard Cloudsley and Prior Western Primary School, and Fortune Street Park. It also has car parking, dockless and TfL cycle parking.

Traffic speeds on Golden Lane exceed the 20mph speed limit. The average speed for the majority (85%) of vehicles is 22.5mph (a standard measure used to determine a street's 'design speed'). Opportunities will be explored to introduce appropriate measures to reduce traffic speeds to within the limit.

Proposals that will be explored:

- Creating a safer, more pleasant environment for people walking, wheeling, cycling and spending time on Golden Lane by reducing traffic volumes through a closure to motor traffic at the junction with Beech Street.
- Public realm improvements at the junction of Golden Lane and Beech Street utilising the surplus road space from the junction closure.
- Public realm improvements on the west side of Golden Lane including, sections of pavement widening, seating, planting and trees and the relocation of parking.

In order to close Golden Lane to motor traffic the proposed right turn ban at the eastern end of Fortune Street is required to stop through traffic travelling to Chiswell Street through the Bunhill area.

If Golden Lane is not closed to motor traffic at the junction with Beech Street measures such as traffic calming may be required to reduce traffic speeds. Public realm improvements will still be explored but the scope of these may be reduced.

Bridgewater Street improvements and Brackley Street (Proposal 4)

Bridgewater Street provides a minor access street from Beech Street to the residential areas of Viscount Street and Fann Street. If it closed, access to these streets will be from the junction of Old Street and Golden Lane. Brackley Street is currently two-way and has a narrow carriageway width.

Proposals that will be explored:

- The closure of Bridgewater Street to motor traffic at the junction with Beech Street.
- Public realm improvements at the junction with Beech Street to create a small public space that could be coordinated with the redevelopment of 45 Beech Street.
- Raising the carriageway to pavement height.
- Making Brackley Street one-way to motor traffic.

Fann Street (Proposal 5)

Fann Street is an east to west link between Goswell Road and Golden Lane and is a well-used route for people walking, wheeling and cycling. It has an existing motor-traffic restriction near the junction with Viscount Street.

Proposals that will be explored:

- Public realm improvements including sustainable drainage systems, planting and trees.
- The reconfiguration of the junction with Goswell Road and the introduction of a raised, continuous pavement across Fann Street with tactile paving.
- Reconfiguration of the existing traffic restriction at the junction with Viscount Street to improve the comfort and safety of people walking and wheeling whilst maintaining access for people cycling.

On other streets in this area, we will explore opportunities to introduce planting and trees, raising the carriageway to pavement level and tactile paving where appropriate and the removal of redundant street clutter.

Barbican Neighbourhood, (Streets South of Beech Street)

Silk Street (Proposal 6)

Silk Street is a low-traffic street with a good number of trees. It features the main entrances to the Barbican Centre and the Guildhall School of Music and Drama as well as entrances and exits to some carparks of the Barbican Estate. It is the main access route for vehicles servicing the Barbican Centre. The loading bay opposite 1 Silk Street is used for off-site broadcasting. It has a significant number of short-stay cycle stands that are well used during the day and evenings. At the junction with Beech Street the right-hand turn is currently banned.

Proposals that will be explored:

- Raising the existing zebra crossing at the junction with Chiswell Street to pavement height.
- Raising the junction with Milton Street to pavement level to make the street easier to cross.
- Introduce places for people to sit.
- Additional short-stay cycle parking.

New development opportunities in the area including the enhancements to the Barbican Centre; and 1 Silk Street and Milton Gate on Chiswell Street may provide opportunities for wider improvements.

Milton Street (Proposal 7)

Milton Street is a short, two-way street used by vehicles delivering and servicing local businesses, including the Heron and the Music and Drama School. There are parking bays, kerbside bays for loading, and parking for dockless bike and e-scooter hire.

Proposals that will be explored:

- The closure of Milton Street to motor traffic between Silk Street and The Heron access road.
- Public realm improvements in the closed part of the street to create a small public space that could be coordinated with the redevelopment of 1 Silk Street.
- Additional dockless cycle and e-scooter parking.

Ropemaker Street (Proposal 8)

Ropemaker Street is a shared boundary street with Islington Council. It is one of the main eastern routes into the project area for motor traffic and people cycling. It also has substantial numbers of people walking and wheeling between Moorgate, Liverpool Street, Bunhill Row and the Barbican.

Proposals that will be explored:

- Public realm improvements including the installation of a continuous pavement and tactile paving at the junction with Moorfields and a raised junction treatment at the junction with Moor Lane to make the street easier to cross.
- The installation of short stay and dockless cycle and e-scooter parking and places for people to sit.

The junction of Moorgate with Ropemaker Street and South Place (Proposal 8a)

The City Corporation has developed a new design for the junction to improve conditions for people crossing the street. The left-hand turn from Moorgate into Ropemaker Street would be banned and those vehicles instead turn left into Chiswell Street. This change allows crossing distances for people walking and wheeling to be shortened and a new diagonal crossing to be introduced. Pavements would also be widened. This scheme is expected to be implemented in 2025.

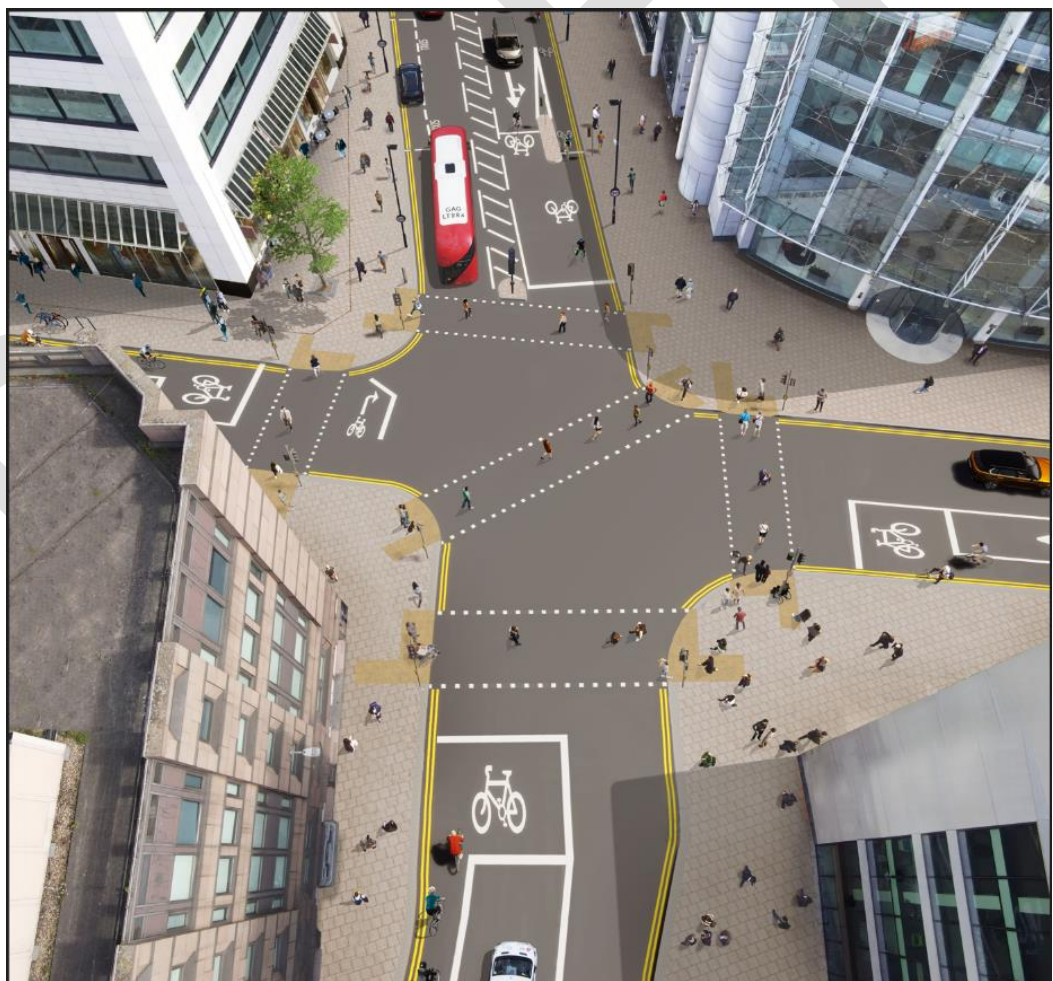


Figure 8: Ropemaker Street, Moorgate, Finsbury Pavement and South Place Junction crossing improvements (The red bus is on Finsbury Pavement)

Moor Lane

Moor Lane north of the junction with Ropemaker Street is one-way north bound for motor traffic. The section is a shared boundary street with Islington Council and a popular route for people walking, wheeling and cycling through the area.

South of the junction with Ropemaker Street, Moor Lane is two-way. Local access is required to entrances and exits to the Barbican Estate car parks on the west side and servicing and delivery facilities on the opposite side. At the junction with Fore Street there is a traffic restriction (in the form of a gate) to vehicles that operates between 11pm and 7am Monday to Friday and on weekends and bank holidays.

Some improvements have been made to Moor Lane in recent years such as the temporary Moor Lane community garden and new trees and planters on the eastern side as part of the works for 21 Moorfields.

Underneath Moor Lane between New Union Street and the access ramp to Willoughby House and Brandon Mews are London Underground structures, which means it is not possible to plant trees in the ground on this part of the street. Some pavement widening on the western side of Moor Lane is possible with the existing traffic arrangements. However, a one-way traffic restriction or a closure at either the junction with Silk Street or Fore Street would enable greater public realm enhancements.

(Planters would have to be moveable if they are located above the London Underground structures and therefore their size will be restricted).

The following options have different impacts on motor vehicle journey times. All the options (including retaining the timed gate closure and making no further traffic changes) enable widening pavements and public realm improvements but the opportunity for the extent of the improvements varies depending on the traffic management changes.

For all the options, the below changes will be explored. The exact extent of these changes will be determined as designs are developed.

- Widening of the western pavement between New Union Street and Fore Street and the possible introduction of planters (subject to underground constraints) and places for people to sit.
- The introduction of planting on the western side of the timed gate at the junction with Fore Street.
- A pavement build out on the western side of Fore Street at the junction with Moor Lane.
- The removal or relocation of some or all the of eastern side car parking outside of Citipoint. Their removal or relocation may allow additional pavement space and one or more trees and planting or a loading space.

Option proposals that will be explored:

Moor Lane Option 9a (Figure 9)

Moor Lane south of the junction with Silk Street could be made one-way southbound to motor vehicles (but two-way for people cycling) and the existing timed gate removed.

Motor vehicle journey impact:

- This option would enable traffic to travel between Moor Lane and Fore Street at all times in a southbound direction only. Journeys from Wood Street and Fore Street will be longer, and vehicles will have to enter the area from the junction of Moorgate with Chiswell Street.

Public realm changes that would be explored:

- This option maximises the potential for widening of the pavement on the western side of Moor Lane compared to all the other options as less carriageway is required for motor traffic.

Or:

Moor Lane Option 9b (Figure 10)

Moor Lane could be closed to through motor traffic at the junction with Fore Street with a permanent physical closure. The street would remain open to people cycling.

Motor vehicle journey impact:

- This option would reduce through motor traffic on Moor Lane but allow two-way local access to car parks and commercial buildings from and to Ropemakers Street, Chiswell Street and Silk Street. Journeys from Wood Street and Fore Street will be longer, and vehicles will have to enter the area from the junction of Moorgate with Chiswell Street.

Public realm changes that would be explored:

- Pavement widening on the western side of Moor Lane could be achieved but this would be less than under Option 9a.
- At the junction with Fore Street carriageway could be used to create a public space.

Moor Lane Option 9c (Figure 11)

Moor Lane could be closed to through motor traffic at the junction with Silk Street with a permanent physical closure. The street would remain open to people cycling.

Motor vehicle journey impact:

- This option would reduce through motor traffic on Moor Lane but allow local access to car parks and commercial buildings from Fore Street. Journeys from Silk Street, Chiswell Street and Ropemakers Street will be longer, and vehicles will have to enter the area from the junction of London Wall and Wood Street.

Public realm changes that would be explored:

- Pavement widening on the western side of Moor Lane could be achieved but this would be less than under Option 9a.
- This option would enable the introduction of a public space and pavement widenings at the Silk Lane junction and these would be more extensive than the Fore Street public space in Option 9b.

Maintain the existing traffic restriction at the junction with Fore Street Option 9d (Figure 12)

If none of the above options were to be implemented, improvements could still be made and the time restriction hours at the existing gate could be changed.

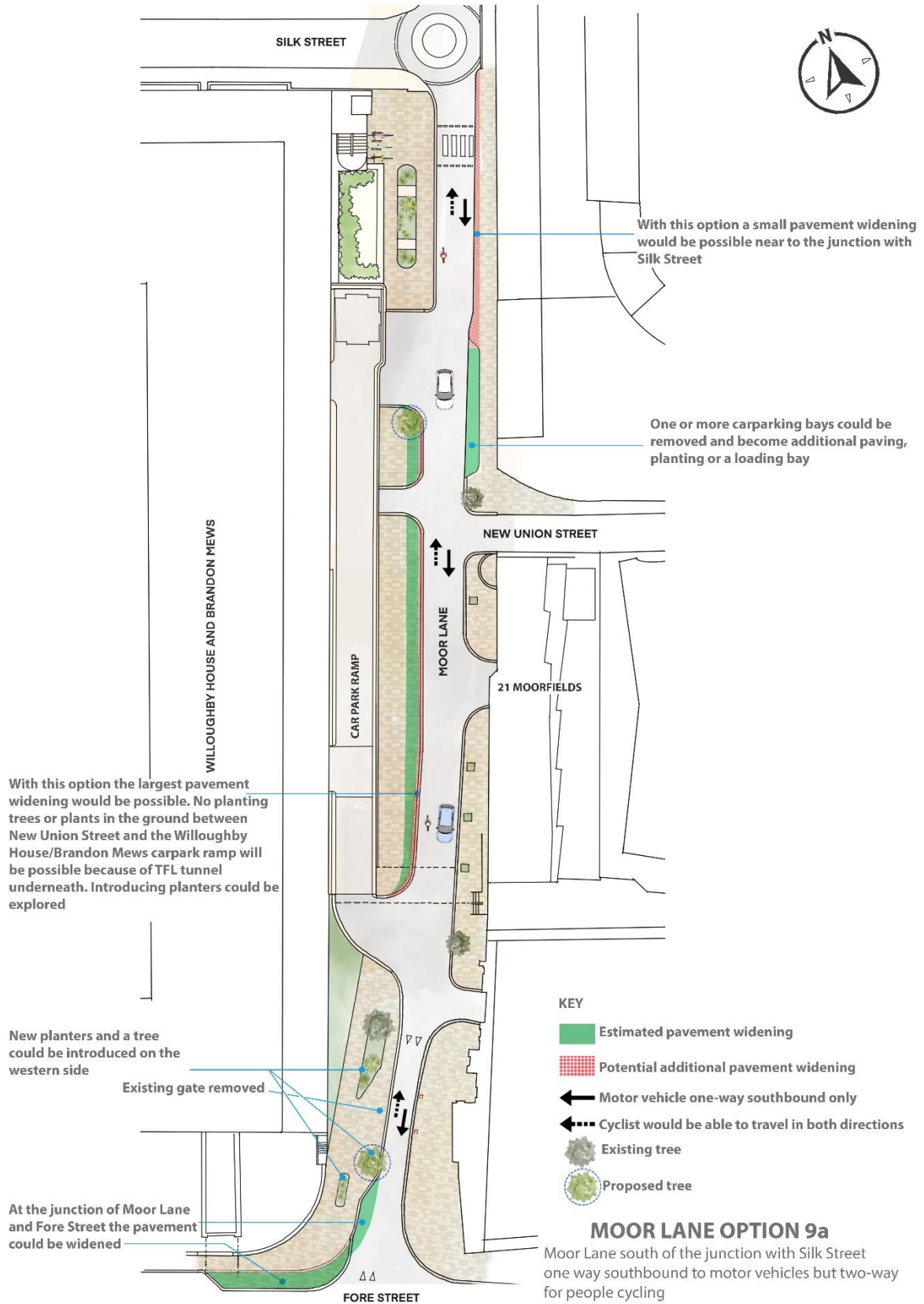


Figure 9: Moor Lane Option 9a

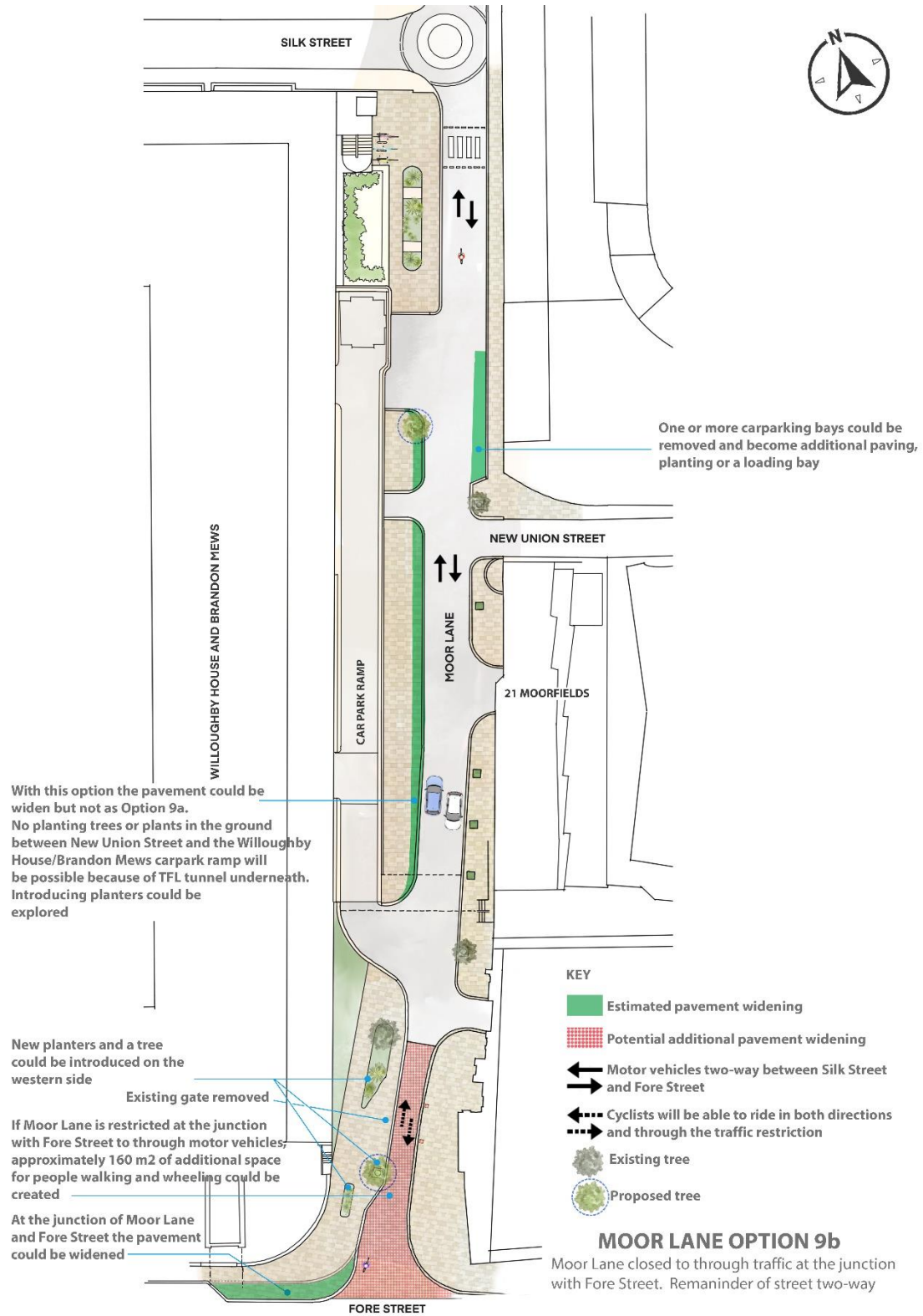


Figure 10: Moor Lane Option 9b

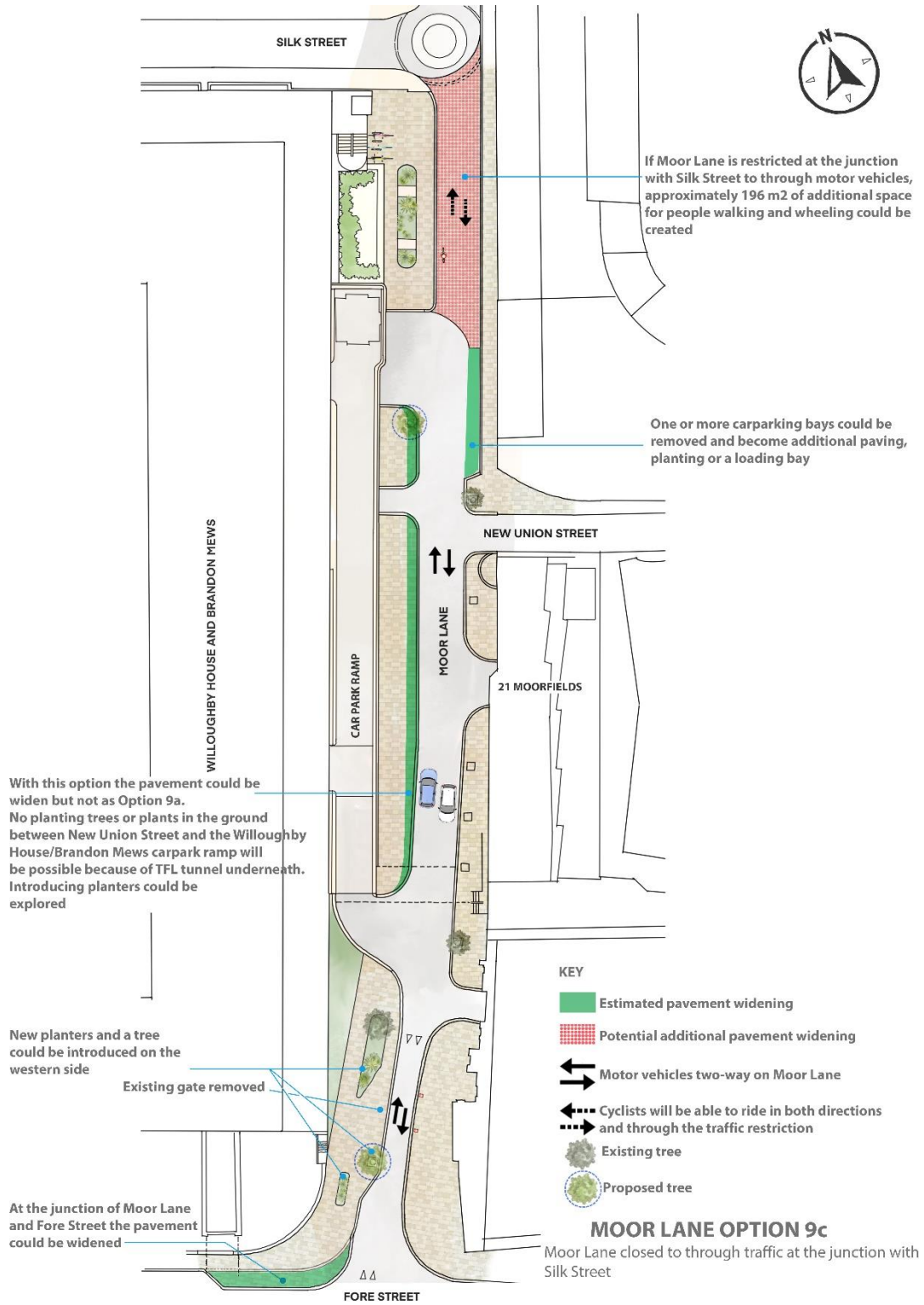


Figure 11: Moor Lane Option 9c

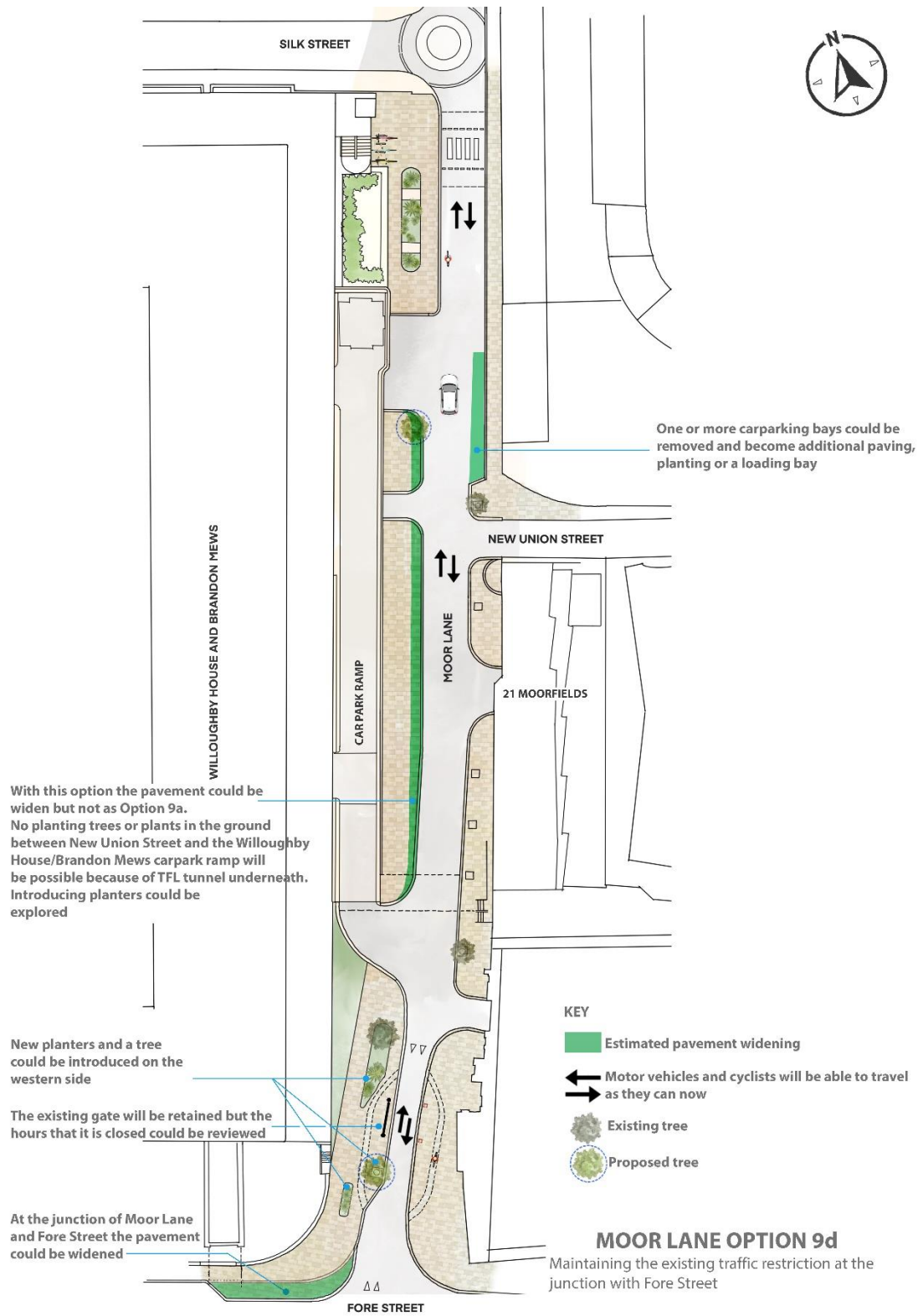


Figure 12: Moor Lane Option 9d

Fore Street (Proposal number 10)

Fore Street along with Wood Street and Fore Street Avenue is the southern access into the plan area from London Wall. It has a wide carriageway for the amount of traffic using it. There is potential for the street to be narrowed and the pavements widened. Local access is required to entrances and exits to Barbican Estate carparks, City of London Girls School, St Giles Cripplegate Church and St Giles Terrace. Local access is also required to servicing and delivery facilities for developments on London Wall.

Fore Street has pay-and-display parking on the north side and coach parking and a TfL cycle-hire station on the south side.

Proposals that will be explored:

- Public realm improvements including narrowing the carriageway to enable planting and trees, pavement widening and places for people to rest.
- Relocate parking spaces.
- A raised crossing to improve pedestrian priority and the comfort, accessibility and safety for people crossing Fore Street between London Wall Place and Moor Lane.
- The installation of cycle parking and dockless cycle and e-scooter parking.

Wood Street (Proposal number 11)

Wood Street is the main gateway into the area for traffic arriving from the south and south-east. It is a wide carriageway that has potential to be narrowed in places.

Proposals that will be explored:

- Public realm improvements including pavement widening to allow planting and trees and places for people to sit.

Fore Street Avenue (Proposal number 12)

Fore Street Avenue intersects with London Wall and traffic can enter and exit the plan area at this location. The streets' main function is to provide vehicle access to loading and servicing bays for surrounding large developments. Consultation feedback indicated that east bound traffic used it was used as a short cut to avoid traffic queues on London Wall. More recent traffic data indicates that this is no longer a regular problem, however, the City will continue to monitor the issue.

Proposals that will be explored:

- The installation of dockless cycle and e-scooter parking.

Moorfields (Proposal number 13)

Moorfields features Underground and Elizabeth line station entrances/exits and retail and commercial premises. It also accommodates a large TfL cycle hire station. The nearby Citipoint development has its service bay on New Union Street which intersects with Moorfields. Delivery vehicles exit the plan area from Moorfields via Moore Place on to Moorgate.

Proposals that will be explored:

- Public realm improvements including a raised carriageway, new paving, greening and tree planting, seating and short-stay cycle parking.
- Traffic management changes to make Moorfield one-way southbound to motor traffic.

Area Boundary Streets

On the streets that form the boundary of the project area, we will investigate improving the experience of people walking, wheeling, cycling and the public realm. These streets typically carry larger volumes of traffic and opportunities for improvements may be limited due to the space available and the need to continue to accommodate traffic.

Eastern Boundary

Moorgate (Proposal number 14)

Moorgate connects London Wall with Old Street and is the eastern boundary of the plan area. Large numbers of people cycling use Moorgate south of Ropemaker Street. It is also the busiest street for people walking and wheeling in the plan area.

Moorgate is identified in the Transport Strategy for proposed Phase 2 cycle network improvements (by 2035) and a proposed priority location for safer streets improvements.

Proposals that will be explored:

- The potential to improve the cycling experience and reduce road danger by introducing protected space for people cycling. This would include banning the left-turns into Ropemakers Street for motor vehicles.
- Improved signal priorities for cyclists at the junctions with Moorgate and London Wall.
- Public realm improvements including a widened pavement on the western side.

Southern Boundary

London Wall (Proposal number 15)

London Wall is the southern boundary of the plan area. It is an important east west route for traffic in the City, including bus services and large numbers of people cycling, walking and wheeling.

Proposals that will be explored:

- The potential to improve the cycling experience and safety by introducing protected space for people cycling.
- Introduce places for people to sit and bus shelters at the bus stops.
- Explore opportunities at the Moorgate and London Wall junction to improve conditions for people walking, wheeling and cycling and provide for appropriate vehicle turning movements.

Western Boundary

Aldersgate Street (Proposal number 16)

Aldersgate Street forms the western boundary of the plan area and the Barbican Estate. It is a wide street with two traffic lanes north bound and a central reservation including street lighting and a Police check point. The south-bound carriageway has an advisory cycle lane, and the street is well used by people cycling. The Barbican Estate has substantial trees on the eastern side which contribute to the amenity of the street.

Proposals that will be explored:

- The potential to improve the cycling experience and safety by introducing protected space for people cycling.
- Removing the central reservation and improving the lighting provision for the pavements.
- Widened pavements to provide more space and comfort for people walking and wheeling and places for people to sit.
- Public realm improvements, greening and tree planting and places for people to sit.

The junction of Aldersgate with Beech Street and Long Lane (Proposal number 16a)

Barbican Underground station is located at the junction with Long Lane, Beech Street and Goswell Road. Footfall is particularly high, and the junction is busy and complex with poor legibility for people walking to the Barbican Centre. In the Transport Strategy this junction is proposed as a priority Safer Street site.

Proposals that will be explored:

- Reconfiguring crossings for people walking and wheeling to increase priority and improve comfort and safety.
- Improving signal priorities for people cycling at the junction.

Goswell Road (Proposal number 17)

Goswell Road forms the western boundary of the Golden Lane Estate and is a shared street between the City and Islington. On the eastern side, the Golden Lane Estate has a parade of shops with an overhang of residential flats above. It also has pay-and-display parking and, to the south, there is a TfL cycle-hire station.

A continuation of Aldersgate Street, Goswell Road at its widest comprises two traffic lanes in both directions and a central reservation containing the street lighting. Given the activities on either side of the street, it has insufficient crossing facilities for people walking and wheeling.

Proposals that will be explored:

- The potential to improve the cycling experience and safety by introducing protected space for people cycling.
- Removing the central reservation and improving the lighting provision for the pavements.
- Widened pavements to provide more space and comfort for people walking and wheeling.
- Public realm improvements including greening and tree planting and places for people to sit.
- A new controlled crossing facility to improve the safety of people walking to and from Fann Street.