

Appendix 3

Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan

Introduction

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

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

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

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

The Bunhill, Barbican and Golden Lane area

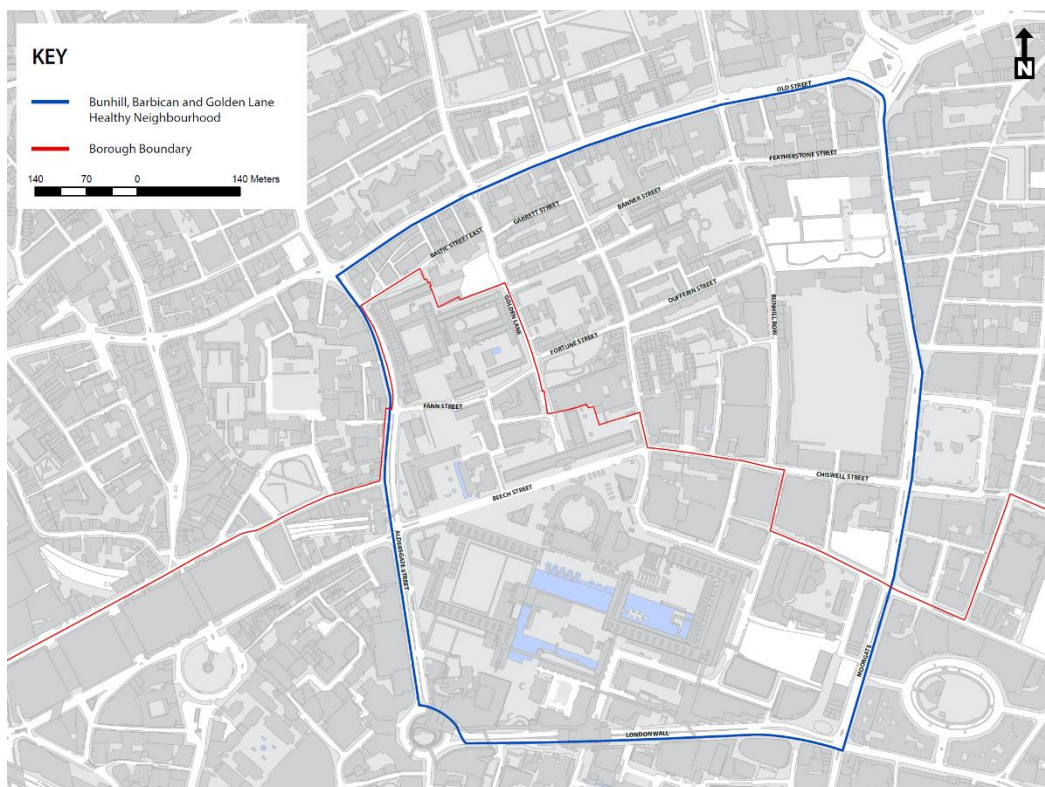


Figure 1: The Bunhill, Barbican & Golden Lane area

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

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

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

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

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

Street roles within the area

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

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

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

Alignment with City Corporation strategies

Supporting delivery of the City of London Transport Strategy

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

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

- The Square Mile is accessible to all
- People using our streets and public spaces are safe and feel safe
- Improved experience of riding cycles and scooters in the City
- The Square Mile's air and streets are cleaner and quieter
- Our street network is resilient to changing circumstances
- The Square Mile benefits from better transport connections

Alignment with the emerging City Plan 2040

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

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

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

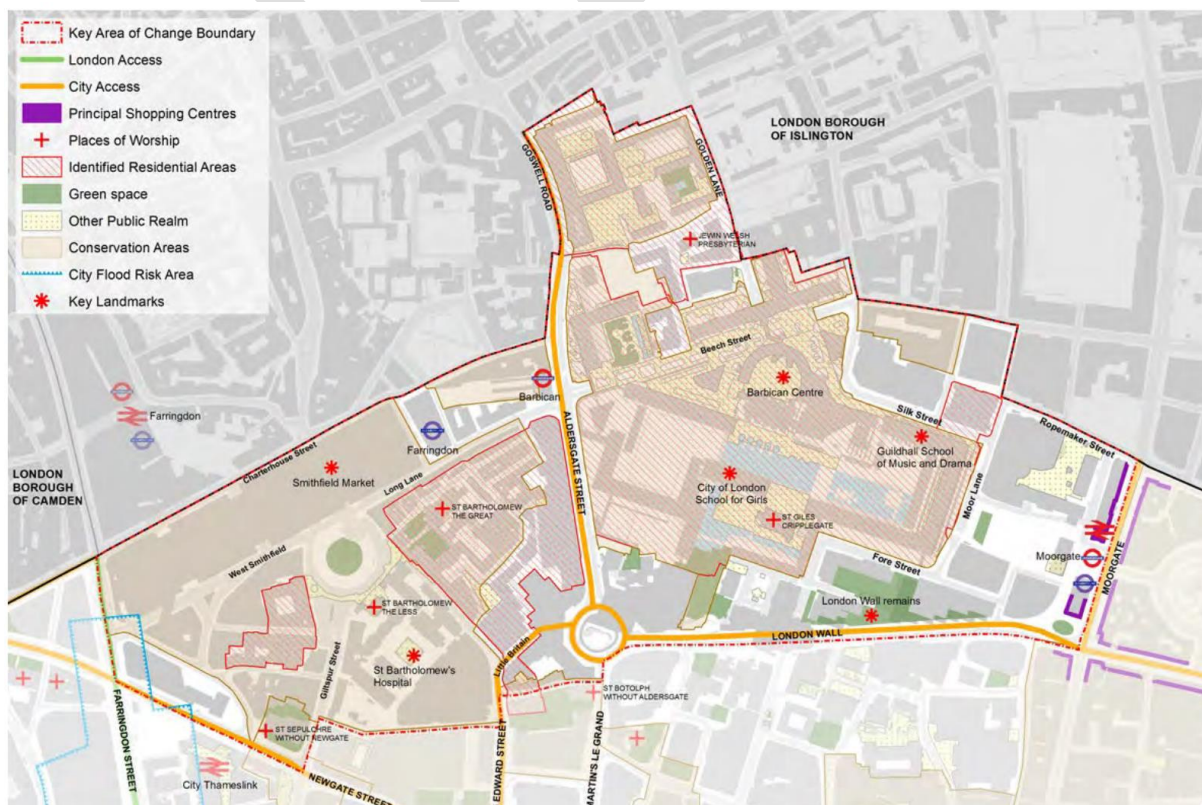


Figure 2: Smithfield and Barbican Key Area of Change

Supporting delivery of City Corporation Strategies

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

Supporting the Culture Mile Business Improvement District (BID)

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

The Healthy Streets Approach

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



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

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

Public and stakeholder engagement

In 2023, we sought people's views on the objectives of the Healthy Neighbourhood Plan, and the challenges and opportunities they saw for the area.

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

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

In 2024 we carried out a consultation on the draft Healthy Neighbourhood Plan. The consultation attracted 1,070 respondents who made 4,012 contributions. In addition, we had written submissions from individual residents, resident groups, business owners, developers and action groups. Feedback highlighted support for the draft plan which was both strong and broad.

Overall, feedback indicated high levels of support for the proposals and the final version of the plan is largely the same as the draft consulted on. The consultation included options for Beech Street and Moor Lane. Based on the feedback received these have now been narrowed down to a preferred option to be developed further.

For Beech Street over 70% of contributors preferred Option 1 which restricted through traffic in both directions. This preference was expressed across different travel modes and differing relationships with the City of London – largely underpinned by its perceived effectiveness in tackling air pollution, enhancing the walking and wheeling experience, reducing traffic volumes and congestion and making cycling safer.

Moor Lane had four options and 77% of respondents supported a closure to through traffic at either the junction with Silk Street or the junction with Fore Street.

A notable majority of respondents supported the proposals for other streets – including Chiswell Street, Fann Street, Bridgewater Street, Brackley Street, Aldersgate Street, Fore Street, Wood Street, Silk Street, Ropemaker Street, Milton Street and Moorfields. Again, this support was evident among area users of all types. Over 80% respondents supported the closure of Golden Lane to through

traffic, and the widening of the pavement there and the addition of plants, trees and cycle parking at its western side of the street.

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

Working with local stakeholders

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

Glossary and key to the Healthy Neighbourhood proposals plan

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

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

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

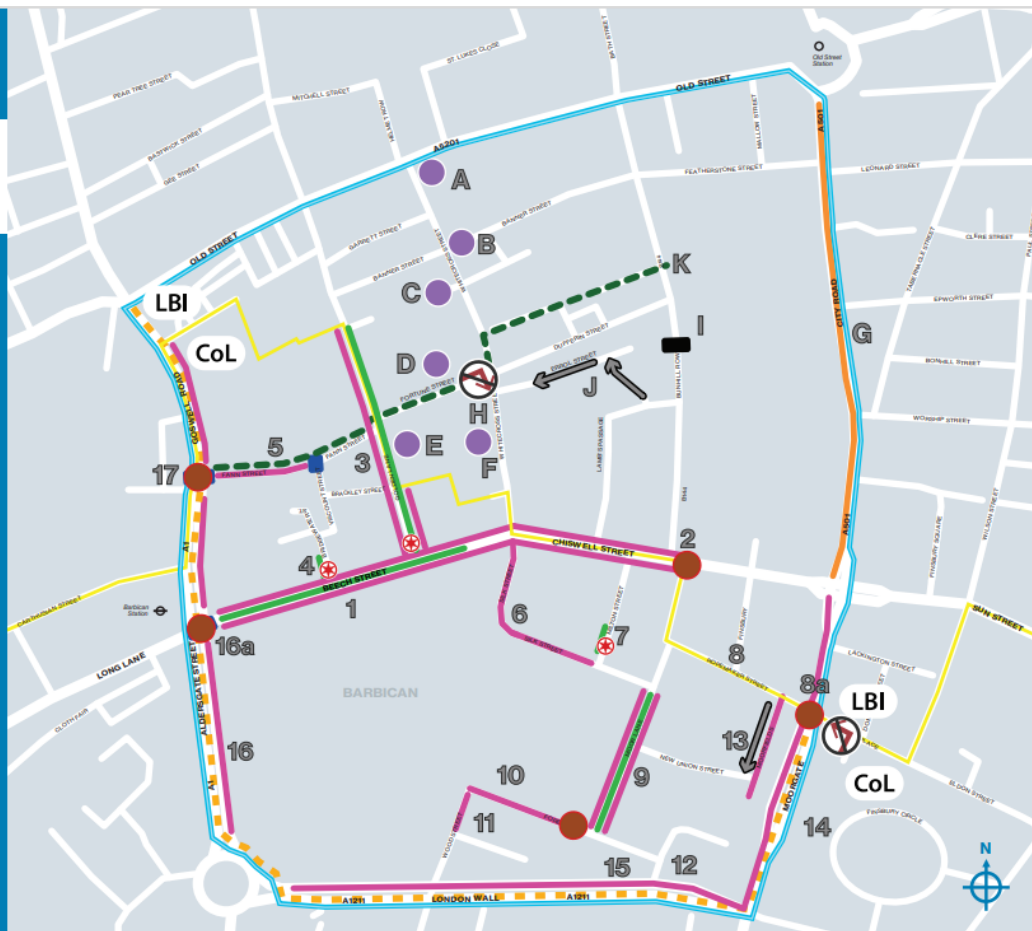
- Pavement widening – where the carriageway is narrowed to increase space for people walking and wheeling and provide space for other improvements such as trees and street furniture.
- Pavement resurfacing – where pavements are repaired or upgraded.
- Raised junctions – where the carriageway is raised to the same level as the pavement to make it easier to cross the street, slow traffic and make people crossing more visible. Tactile paving is used to mark the crossing.
- Raised entrances to side streets, car parks and loading bay entrances – where the pavement is a continuous height to make it easier for people walking and wheeling to cross. Tactile paving would be used to mark junctions and road crossing points.

- Tree planting and greening which will usually be directly into the ground, with planters and pots only used in locations where this is not possible.
- Seating – to give people a place to stop and rest and in suitable locations to enable people to socialise.
- Sustainable Urban Drainage (SuDS) – a system of using planting as a way to absorb storm water and release it slowly to help prevent localised flooding.
- Small public spaces – where carriageway or parking spaces are changed into areas with seating and planting.
- Designated parking for dockless bicycles and e-scooters – spaces where people using dockless bikes or hired e-scooters are required to park. This helps to prevent bikes and e-scooters being left in ways that cause an obstruction.

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

- Segregated space – cycles lanes
- Maximising traffic signal timings – changing traffic lights at junction to give people cycling priority over motor vehicles.
- Contraflow cycle lanes – where cycle lanes allow people to ride in the opposite direction to motor vehicle traffic.

As well as the proposals in the plan, the City will continue to refresh or repair paving, install tactile paving and remove redundant street furniture, where appropriate.



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Improvements to be explored

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

LBI Improvements to be explored

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

Figure 3: Proposals Plan

Proposals

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

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

Beech Street and Chiswell Street

Beech Street and Chiswell Street are the main east and west traffic route within the plan area and are used by the only bus route (route 153). Chiswell Street is a shared boundary street with Islington Council.

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

Beech Street - Proposal 1: (Figure 4)

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

- This measure will significantly reduce the amount of traffic on Beech Street.
- Traffic levels will be low enough for people to feel safe cycling without the need for cycle lanes.
- Pavements could be widened on both sides of the street, using the space created by removing the cycle lanes.
- The junctions of Bridgewater Street and Golden Lane would be closed to motorised traffic, with associated public realm improvements. Traffic access to the area north of Beech Street would be via Old Street and Golden Lane.
- The removal of the central reservation on Beech Street will be investigated so that more space could be created to further widen the pavements.
- Exemptions for taxis will be considered prior to any change being implemented.
- Enforcement of the restriction will be by Automatic Numberplate Recognition Cameras (ANPR). If necessary, enforcement can be suspended temporarily, for example if London Wall needs to be closed for street works.






Bunhill, Barbican and Golden Lane Healthy Neighbourhood

Proposal 1

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

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

KEY

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

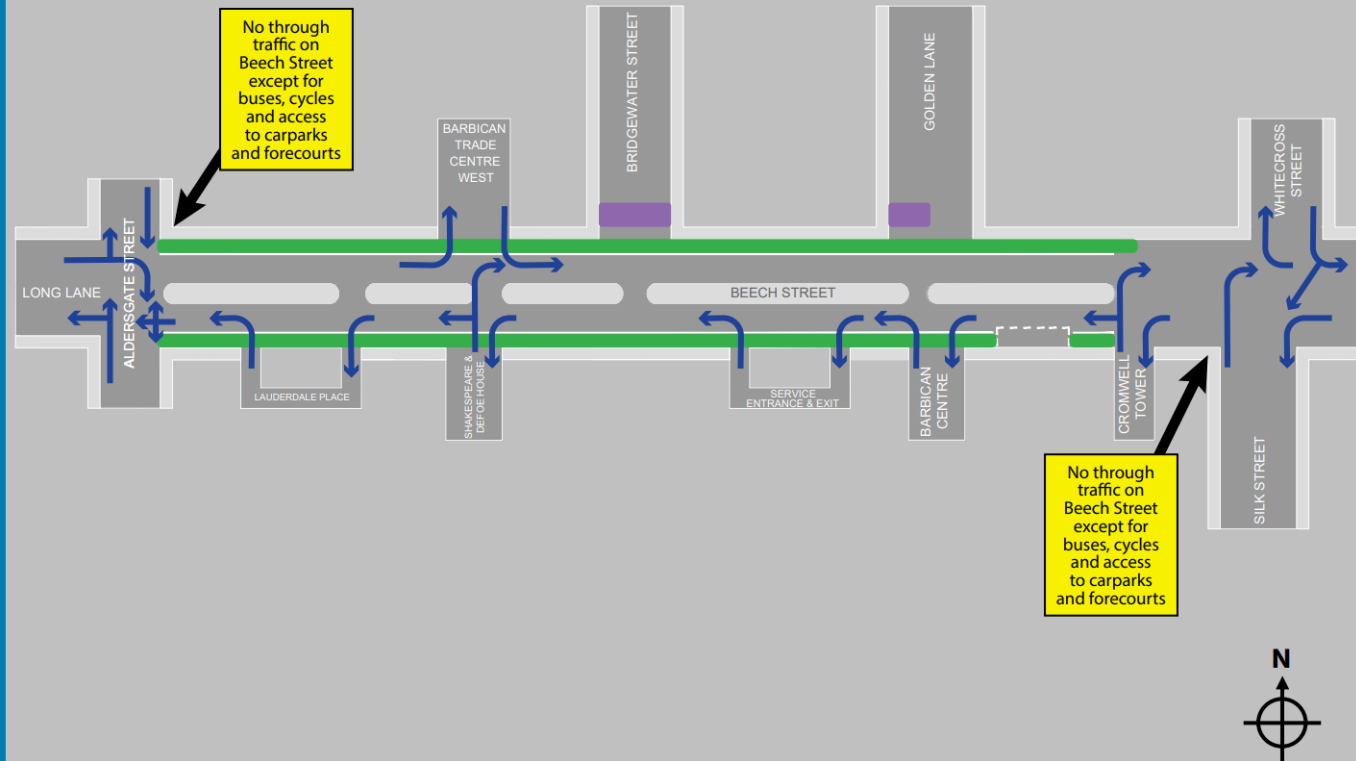


Figure 4: Beech Street (Proposal 1)

Chiswell Street (Proposal 2)

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

Proposals that will be explored:

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

The Golden Lane Neighbourhood

Golden Lane (Proposal 3)

Golden Lane is a street shared between the City and Islington Council. It is a direct link between Old Street and Beech Street. It is the route for vehicles travelling into the area north of Beech Street, but also for through traffic travelling east and south of Beech Street.

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

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

Additional dockless cycle and e-scooter parking was introduced in 2025.

Proposals that will be explored:

- Creating a safer, more pleasant environment for people walking, wheeling, cycling and spending time on Golden Lane by reducing traffic volumes through a closure to motor traffic. More investigation will be undertaken to determine the best location for the traffic restriction and to maximise public realm benefits. The restriction will still be open to people cycling and buses servicing Richard Cloudsley and Prior Western Primary School.
- Public realm improvements on the west side of Golden Lane including, sections of pavement widening, seating, planting and trees and the relocation of parking.

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

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

Bridgewater Street improvements and Brackley Street (Proposal 4)

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

Proposals that will be explored:

- The full or partial closure of Bridgewater Street to motor traffic at the junction with Beech Street. The final arrangement will reflect servicing needs of properties and the need to avoid this street being used to bypass any restrictions on Golden Lane.
- Public realm improvements at the junction with Beech Street to create a small public space that could be coordinated with the redevelopment of 45 Beech Street.
- Raising the carriageway to pavement height.
- Making Brackley Street one-way to motor traffic.

Fann Street (Proposal 5)

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

In 2025 additional parking for dockless bicycles and e-scooters was installed.

Proposals that will be explored:

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

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

Barbican Neighbourhood (streets south of Beech Street)

Silk Street (Proposal 6)

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

Proposals that will be explored:

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

New development opportunities in the area including the enhancements to the Barbican Centre; and 1 Silk Street and Milton Gate on Chiswell Street may provide opportunities for wider improvements. However, the street needs to remain two-way for servicing of the Barbican Centre.

Milton Street (Proposal 7)

Milton Street is a short, two-way street used by vehicles delivering and servicing local businesses, including the Heron and the Music and Drama School. There are parking bays, kerbside bays for loading, and parking for dockless bike and e-scooter hire including additional spaces introduced in 2025.

Proposals that will be explored:

- Public realm improvements and traffic management changes whilst meeting servicing requirements of local businesses.

Ropemaker Street (Proposal 8)

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

Liverpool Street, Bunhill Row and the Barbican. Additional dockless cycle and e-scooter parking was installed in 2025.

Proposals that will be explored:

- Public realm improvements including the installation of a continuous pavement and tactile paving at the junction with Moorfields and a raised junction treatment at the junction with Moor Lane to make the street easier to cross and additional places for people to sit.

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

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

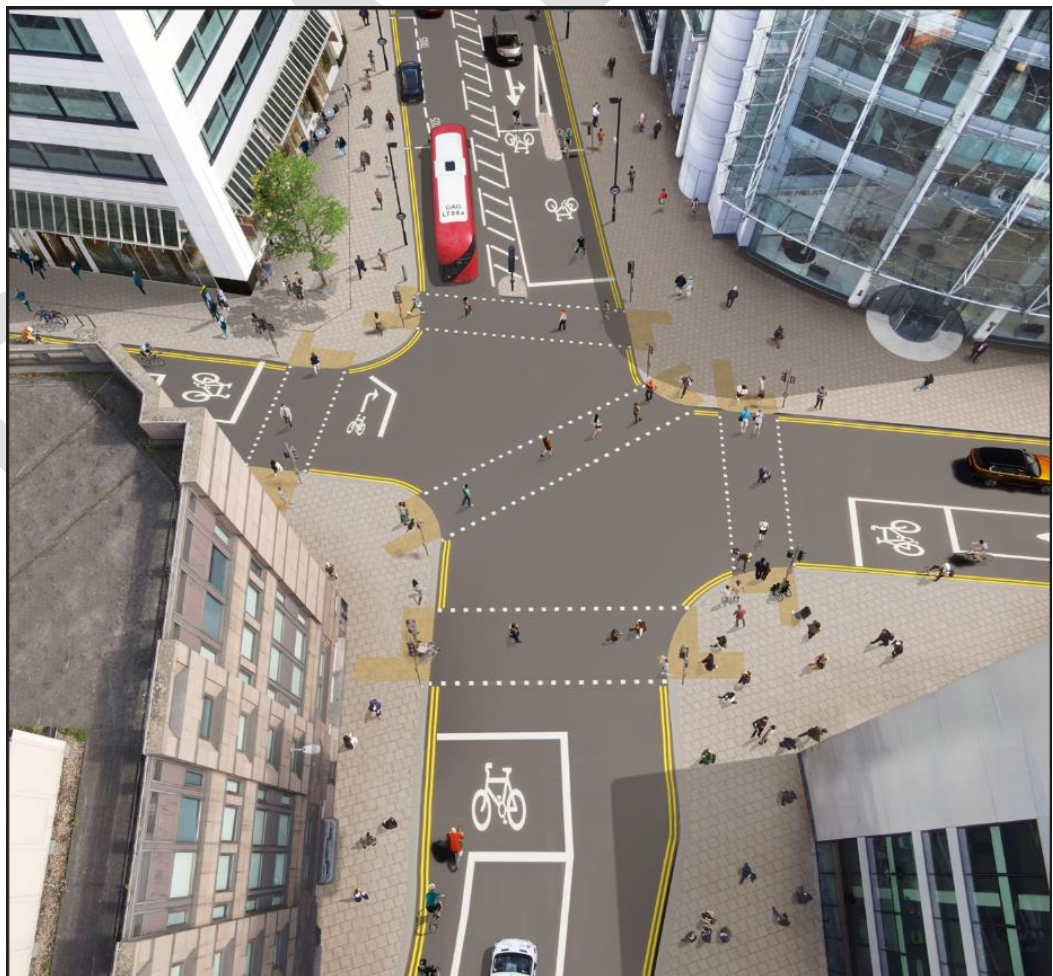


Figure 5: Ropemaker Street, Moorgate, Finsbury Pavement and South Place Junction crossing improvements (the red bus is on Finsbury Pavement)

Moor Lane (Proposal 9)

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

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

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

Underneath Moor Lane between New Union Street and the access ramp to Willoughby House and Brandon Mews are London Underground structures, which means it is not possible to plant trees in the ground on this part of the street.

Proposals that will be explored:

- A closure to through traffic – the exact location of the closure will be subject to further consultation. Access to premises will be retained and cycling will remain two-way.
- Public realm improvements – the nature and extent of improvements will be dependent on the location of the vehicle closure and will also be subject to further consultation but is likely to include tree planting and other greenery, pavement widening and other pedestrian priority measures.

Fore Street (Proposal number 10)

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

Fore Street has pay-and display parking on the north side and coach parking and a TfL cycle-hire station on the south side. Additional dockless cycle and e-scooter parking was introduced in 2025.

Proposals that will be explored:

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

Wood Street (Proposal number 11)

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

Proposals that will be explored:

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

Fore Street Avenue (Proposal number 12)

Fore Street Avenue intersects with London Wall and traffic can enter and exit the plan area at this location. The streets' main function is to provide vehicle access to loading and servicing bays for surrounding large developments. Consultation feedback indicated that east bound traffic used it as a short cut to avoid traffic queues on London Wall. More recent traffic data indicates that this is no longer a regular problem, however, the City will continue to monitor the issue. Additional dockless cycle and e-scooter parking was introduced in 2025.

Moorfields (Proposal number 13)

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

Proposals that will be explored:

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

Area Boundary Streets

On the streets that form the boundary of the project area, we will investigate improving the experience of people walking, wheeling, cycling and the public realm.

These streets typically carry larger volumes of traffic and opportunities for improvements may be limited due to the space available and the need to continue to accommodate traffic.

Eastern Boundary

Moorgate (Proposal number 14)

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

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

Proposals that will be explored:

- The potential to improve the cycling experience and reduce road danger by introducing protected space for people cycling.
- Improved signal priorities for cyclists at the junctions with Moorgate and London Wall.
- Public realm improvements including a widened pavement on the western side.

Southern Boundary

London Wall (Proposal number 15)

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

Proposals that will be explored:

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

Western Boundary

Aldersgate Street (Proposal number 16)

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

Proposals that will be explored:

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

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

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

Proposals that will be explored:

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

Goswell Road (Proposal number 17)

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

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

Proposals that will be explored:

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

Ten Year Delivery Plan

The delivery plan identifies schemes that are funded as committed schemes and those that currently do not have funding and therefore are not committed. Implementation dates are the earliest anticipated start dates. Some of the schemes currently listed as not funded may be brought forward if funding becomes available.

Committed schemes

Proposal number	Proposal	Design development	Anticipated implementation	Dependencies
4	Brackley Street	2025	2026	Subject to Traffic Management statutory consultation
5	Fann Street (public realm improvements)	2025	2026	Subject to local consultation
8a & 14	The junction of Moorgate with Ropemaker and South Place. (junction improvements and right turn ban into Ropemaker Street)	2025	2025	
9	Moor Lane (public realm improvements and traffic management changes).	2025	2026	Subject to local consultation

The following schemes are not yet committed and are subject to obtaining funding and other approvals.

Proposal number	Proposal	Earliest anticipated design development	Earliest anticipated implementation	Dependencies
13	Moorfields (public realm improvements, protected space for people cycling and one-way traffic restriction)	2025	2026	The scheme needs to be coordinated with the redevelopment of Tenter House

15	London Wall (junction improvements and protected space for people cycling).	2025	2028	Subject to new developments, changes to traffic management in the wider area and traffic modelling
1	Beech Street (restriction to through traffic)	2026	2028	Subject to new developments and changes to traffic management in the wider area and traffic modelling
2	Chiswell Street (improvements to the crossing and public realm improvements).	2026	2028	The extent of changes are partly dependent on if the Beech Street scheme is implemented and the LB of Islington as it is a shared street
3	Golden Lane (restriction to through traffic and public realm improvements).	2026	2027	The scheme is dependent on the Fortune Street right hand turn ban being implemented by the LB of Islington
4	Bridgewater Street (traffic restrictions and installation of a public space).	2026	2028	The scheme needs to be coordinated with the redevelopment of 45 Beech Street
16 & 16a	Aldersgate Street (junction improvements, improved crossings, protected space for cycling and public realm improvements).	2026	2035	Beech Street, Vision Zero the redevelopment of London Wall West and the LB of Islington
17	Goswell Road (improved crossing protected space for cycling and public realm improvements).	2026	2035	Beech Street, Vision Zero and the redevelopment of

				London Wall West and the LB of Islington
5	Fann Street (junction and traffic restriction improvements).	2027	2028	
6	Silk Street (raised junction treatment at Milton Street)	2031	2033	Any public realm improvements are partly dependent on local developments
7	Milton Street (public realm improvements and changes to traffic management)	2031	2033	Any public realm improvements are partly dependent on redevelopments on the street
10	Fore Street (public realm improvements)	2031	2034	
11	Wood Street (public realm improvements)	2031	2034	