

# Transforming Leadenhall Street

## Public consultation feedback report



Independently compiled by  
Commonplace for the City  
of London Corporation

February 2025

# Contents (and quick hyperlinks)

<a href="#">Executive summary</a>	<a href="#">3-4</a>
<a href="#">Introducing the Leadenhall Street proposals and their consultation</a>	<a href="#">5-10</a>
<a href="#">Commonplace feedback</a>	<a href="#">11-44</a>
<a href="#">The overall proposals</a>	<a href="#">11-17</a>
<a href="#">The waiting and loading proposals</a>	<a href="#">18-24</a>
<a href="#">The new and amended crossings proposals</a>	<a href="#">25-32</a>
<a href="#">The seating and greening proposals</a>	<a href="#">33-38</a>
<a href="#">The historical interpretation proposals</a>	<a href="#">39-44</a>
<a href="#">Email feedback</a>	<a href="#">45-46</a>
<a href="#">Acknowledgements and next steps</a>	<a href="#">47-48</a>
<a href="#">Appendix 1: Consultation notes</a>	<a href="#">49-51</a>
<a href="#">Appendix 2: Demographics</a>	<a href="#">52-59</a>

# Executive summary



# Summary of key findings

The City of London Corporation has produced proposals to create a more welcoming and sustainable environment on Leadenhall Street to enhance the experience of people walking, wheeling and cycling.

A nine-week consultation on the proposals was undertaken from December 2024 to February 2025, utilising the Commonplace consultation platform, together with a series of public drop-ins. The consultation – which was open to anyone with a connection to, or interest in the area – received more than 400 contributions from over 200 individuals.

The Leadenhall Street proposals attracted positive feedback from a majority of consultation contributors. 70% expressed a favourable view of the overall proposals, with positivity evident among respondents of all ages, travel modes and differing relationships with the City of London. These were views which were frequently underpinned by the perceived benefits of the proposals in relation to an enhanced pedestrian experience in a more welcoming and aesthetically pleasing environment. However, note a pocket of feedback which focused on concerns about the impact and effectiveness of the proposals on cyclists – particularly in relation to reduced and shared road space. This was a view that advocated a re-design of the street with designated and protected cycle lanes to fundamentally improve cyclist safety.

Specific proposals for waiting and loading were also applauded by 70%+, though again note some concerns relating to kerbside taxi access and a need for additional loading space.

Proposals for both the new and amended crossings, together with seating and greening, attracted increased applause from more than 80% of respondents – with a clear and undoubted level of support in evidence, again, across many demographic groupings.

Furthermore, proposals to celebrate the area's history via design interpretation attracted an even higher level of support – nudging the 90% mark – with accompanying comments praising what were seen as innovative and characterful example designs.

# Introducing the Leadenhall Street proposals and their consultation



# The proposals to transform Leadenhall Street

The City of London Corporation aims to enhance the experience of people walking, wheeling and cycling on Leadenhall Street. To create a more welcoming and sustainable environment, the proposals would:

- Increase the width of the pavements along the street by up to three metres.
- Improve crossings and add new crossing points. These would be raised to make them more accessible.
- Introduce trees and planters to green the street, provide shade and absorb rainwater.
- Add seating for people to stop and rest.
- Celebrate the rich history of the area by incorporating historical references into planters and seating.

The proposals include new and amended waiting and loading restrictions along the length of the street, including:

- No waiting, parking, loading or unloading at any time on Leadenhall Street to help ensure the flow of traffic. This will be marked by double yellow lines and double yellow kerb markings.
- Allowing waiting and loading to still take place it is proposed to install waiting and loading bays outside 80, 107 and 12 Leadenhall Street.
- Removing the taxi rank outside 145 Leadenhall Street to allow the pavement to be widened.

The proposals for new and amended crossings are:

- The signal-controlled pedestrian crossing layout at the St Mary Axe junction will be redesigned, reducing the crossing distances while retaining the raised carriageway.
- Raising the carriageway so that it is flush with the pavement at the junctions of Billiter Street and Creechurch Lane. This will provide both step free informal crossings and act as traffic calming.
- Improving the signal-controlled pedestrian crossing layout near the junction with Aldgate High Street, including raising the carriageway to pavement level at the crossing.

# The proposals to transform Leadenhall Street

A layout of proposed changes can be accessed by clicking [here](#).

Proposals align with the City Corporation's City Cluster Vision (PDF), Transport Strategy, Climate Action Strategy, and the Eastern City Business Improvement District Public Realm Vision.



# Engagement and consultation

Utilising the Commonplace engagement platform, a nine-week consultation on the draft proposals to transform Leadenhall Street ran from Monday 9 December 2024 to Sunday 9 February 2025 (inclusive).

The consultation was open to anyone (group or individual), whether a resident, business owner, worker or visitor, with an interest in the area. Those interested could use the Commonplace online platform, which invited people to view and comment on the proposals in overall terms, in addition to their individual elements.

Contributors could leave feedback and comments on as many proposals as they wished, with the choice of providing feedback by responding to the questions asked, and/or leaving comments as necessary.

Engagement prior and during the consultation included:

- Pre-engagement meetings with key stakeholders including ward members and the EC BID via the overarching City Cluster's Programme Board.
- Light promotion of the consultation on social media.
- A project webpage.
- Leaflets distributed in the local area.
- Three on-street information totems.
- Three drop-in sessions where the public could discuss the proposals with the project team.

Those interested could also email or telephone the project team to give their views.

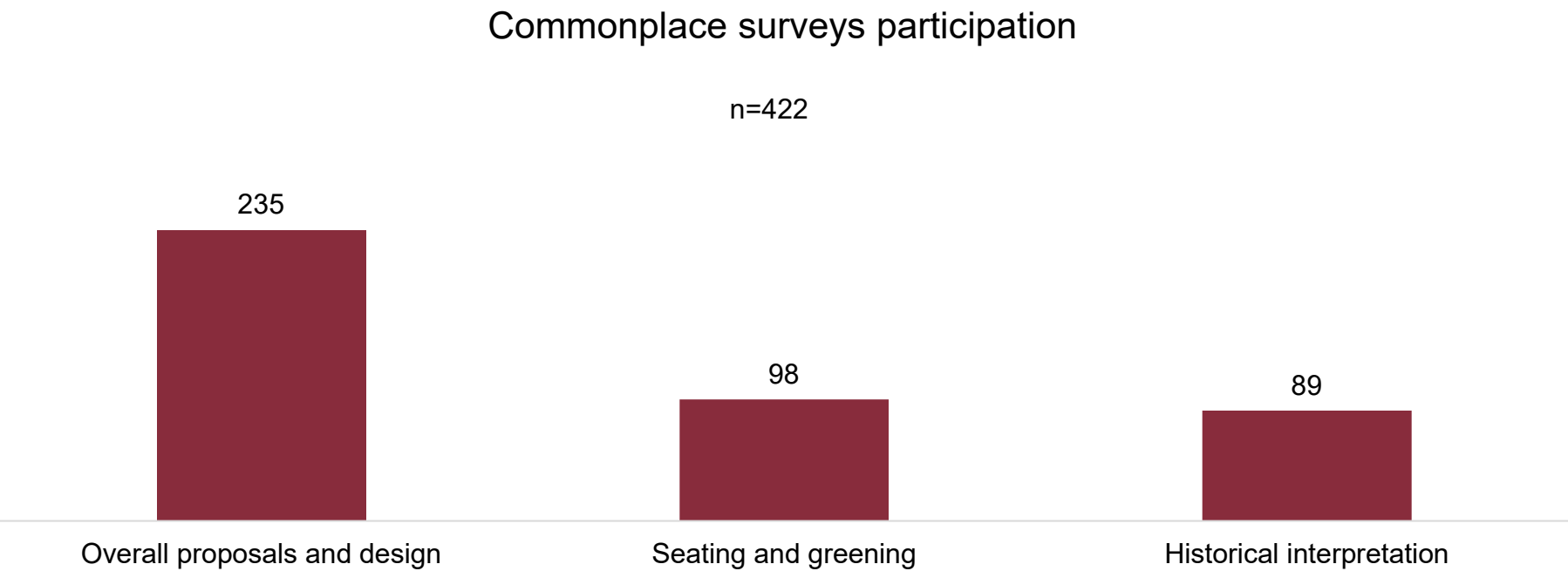
The consultation was not intended to be a referendum or 'vote' of any kind, but rather a process for exploring perceptions and collecting feedback.

# Consultation contributions

There were over 1,500 visits to the Commonplace consultation pages.

The consultation received 422 Commonplace contributions, made by over 200 individuals, across the three surveys (some individuals made more than one contribution). Contributors included a wide and demographically diverse variety of workers, commuters, visitors, stakeholders, residents and others.

The chart below shows the distribution of Commonplace contributions, spotlighting the highest participation level in relation to the overall proposals and design.



# Presenting the feedback collected

In presenting the feedback collected, consultation contributions have been collated, analysed, detailed and summarised independently of the City of London Corporation. This ensures a clear impartiality of consideration and presentation.

Feedback has been collated by the proposals overall and individually, using the Commonplace data as the main statistical focus of this feedback.

Prior to reading this report, please refer to the notes attached as [Appendix One](#), which provide important explanatory information on the analysis and presentation of findings.

## Views on the overall proposals

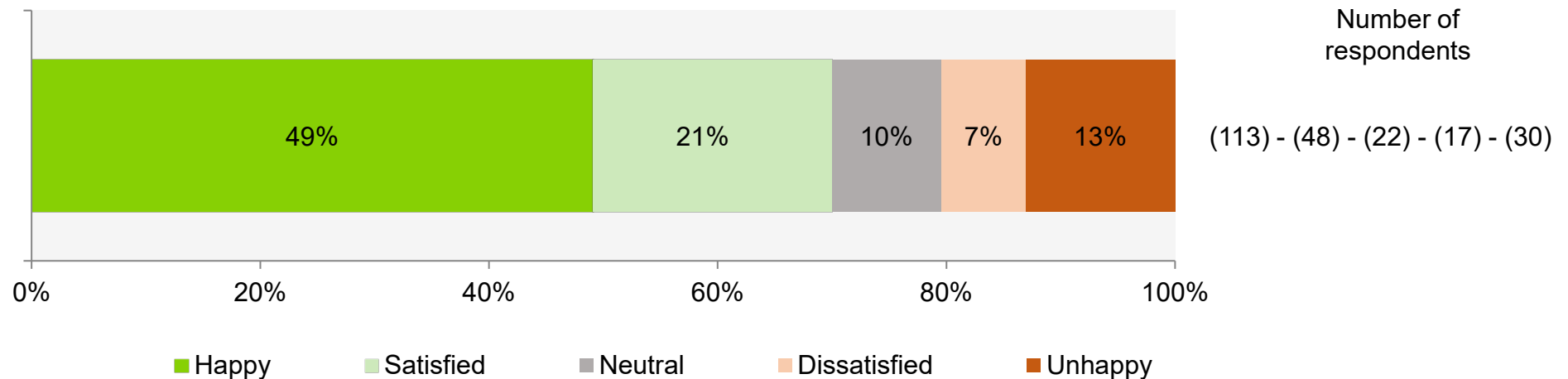


# Views on the overall proposals

70% of respondents were positive about the proposals. For many, this view was “happy”. In contrast, just 20% were dissatisfied or unhappy, with 10% expressing a neutral opinion.

n=230

Question: Overall, how do you feel about the proposals for Leadenhall Street?

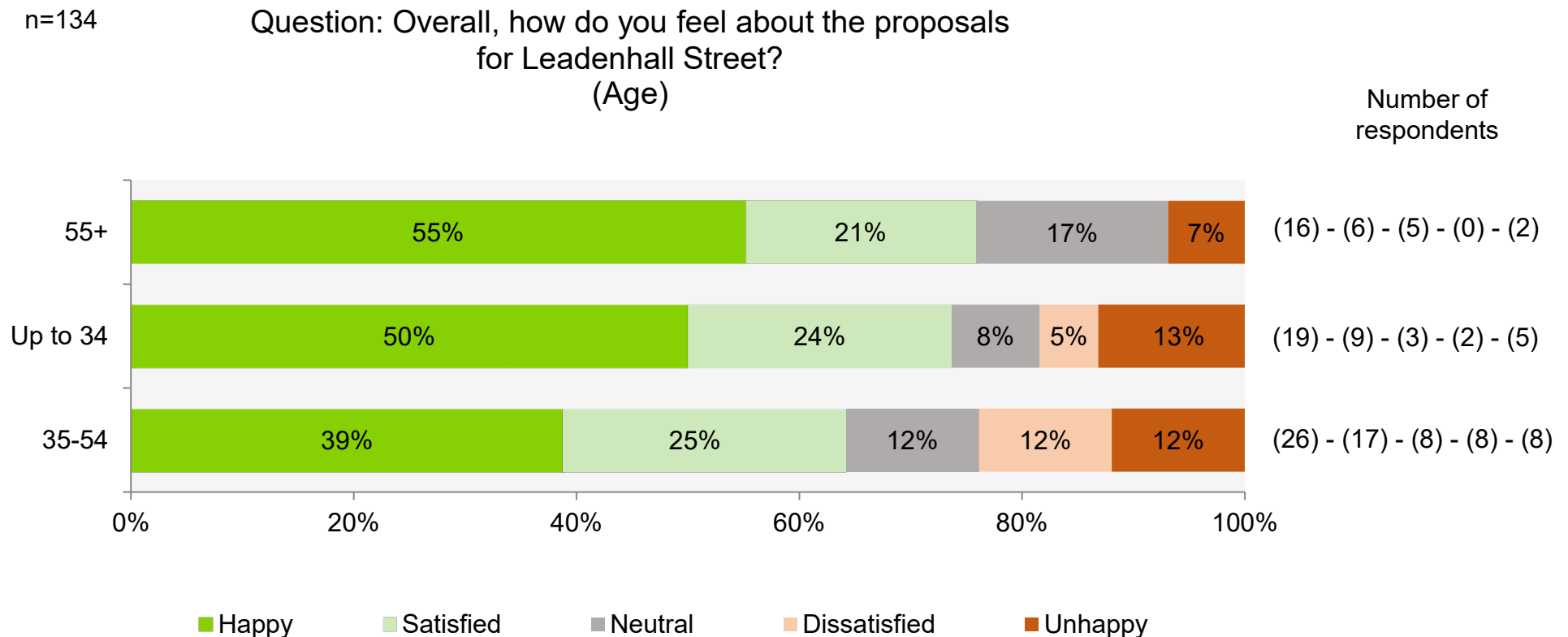


On the following pages, we see how views on the overall proposals varied by contributors' age, travel mode and their relationship to the City.

# How views on the overall proposals varied in relation to respondent age

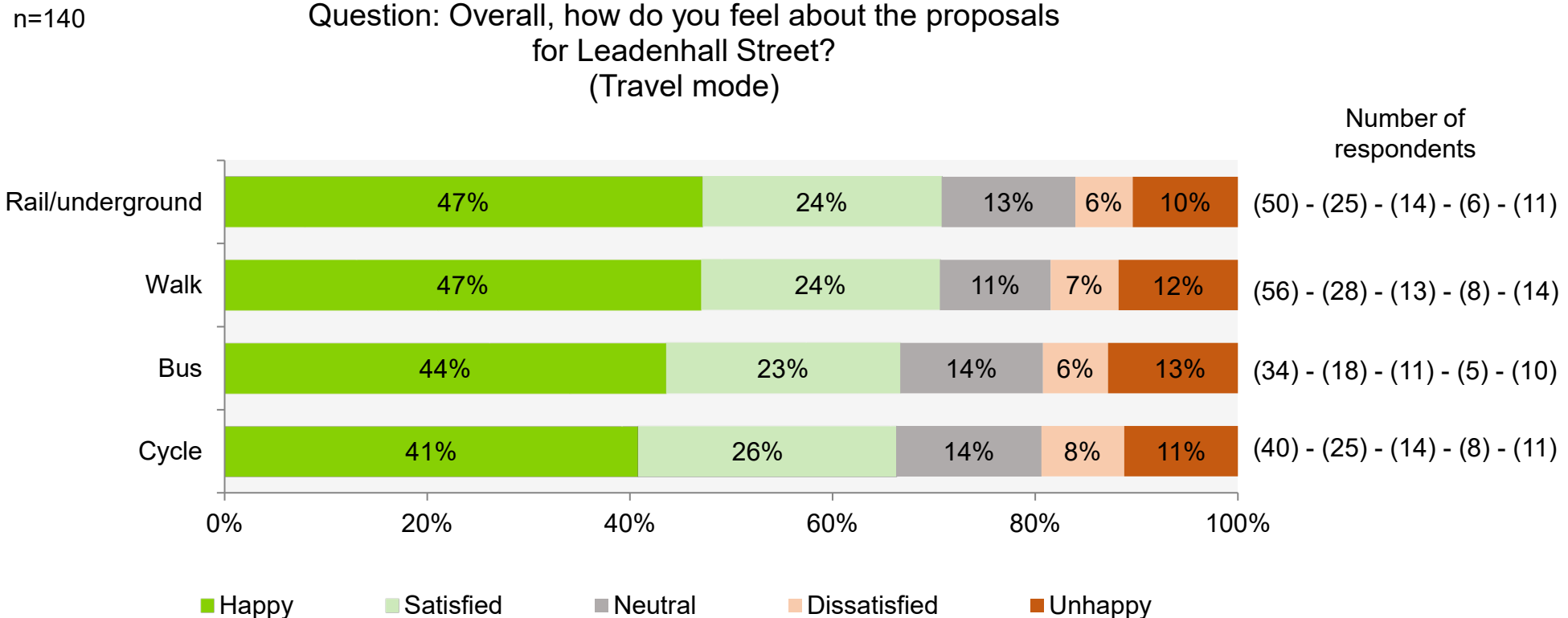
A majority of respondents in each age group were positive about the overall proposals.

Critical views were most prevalent among those aged 35-54, with almost a quarter (24%) being dissatisfied or unhappy.



# How views on the overall proposals varied in relation to how respondents identified they got around the area

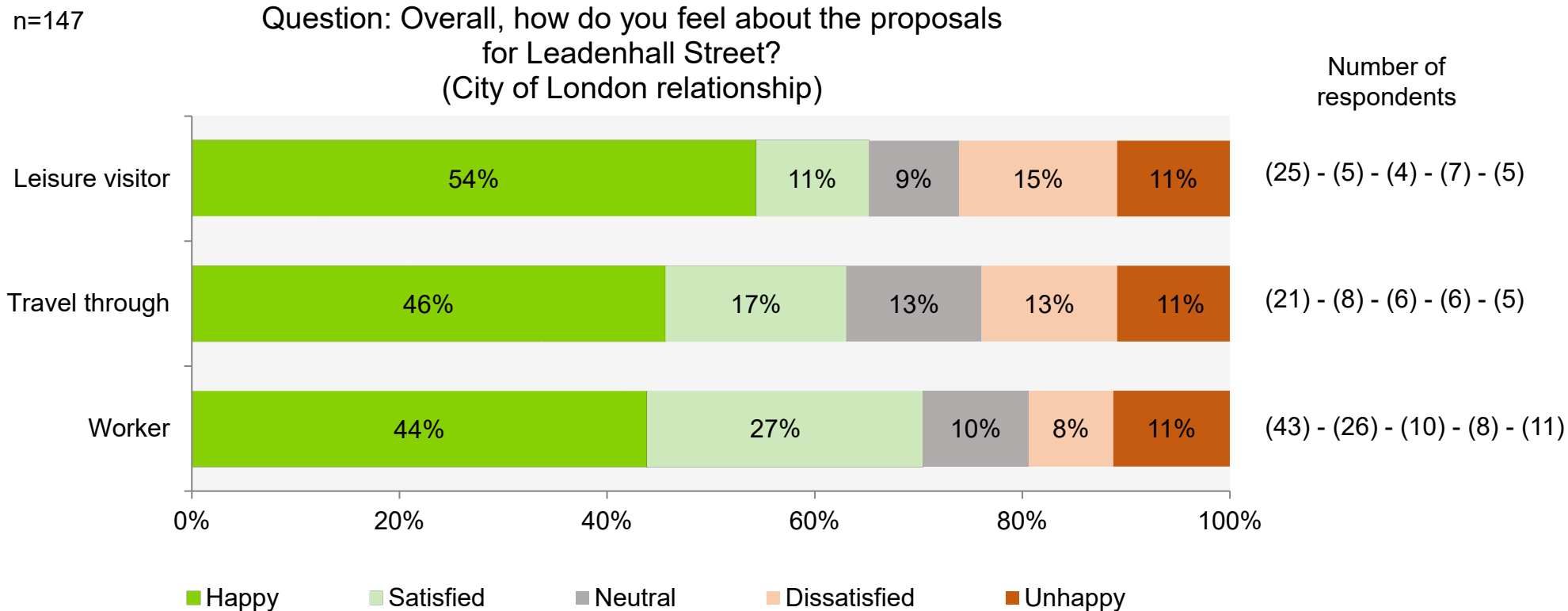
Positive views on the overall proposals were evident among a majority of respondents identifying as travelling by each travel mode, peaking among those identifying as using the rail/underground and walking (both 71% positive). In contrast, critical views were far less evident.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and others) lacked a sufficient number of respondents to allow meaningful analysis.

# How views on the overall proposals varied according to City of London relationship

A majority of leisure visitors, workers and those travelling through the area were positive about the overall proposals. Positivity peaked among workers (71%). In contrast, around 19-26% of respondents in each group were critical.



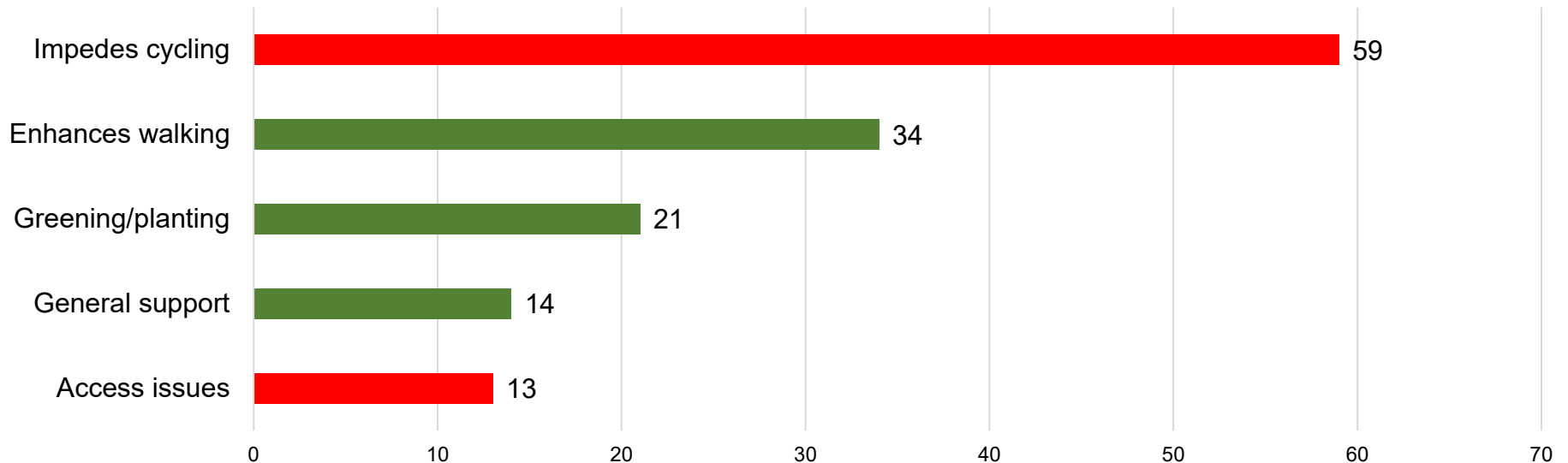
Note that some relationship types (residents, business visitors, business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

# Comments on the overall proposals for Leadenhall Street

128 respondents left comments on the overall proposals for Leadenhall Street. Some respondents left more than one comment. Here, we see the main comments underpinning both supportive and critical feedback on the Leadenhall Street proposals. Supportive comments focused on feelings that the proposals enhanced the pedestrian experience with accompanying greening/planting, along with general applause for the proposals. In contrast, concerns were concentrated on the impact on cyclists, particularly in relation to reduced road space and shared space with motorised vehicles. Categories in green indicate supporting comments and perceived benefits. Those in red indicate concerns/criticisms.

n=128

Question: Overall, how do you feel about the proposals for Leadenhall Street?  
Please share any comments you have.



Other comments (each specified by small numbers of respondents) expressed concerns on potentially negative effects for taxi access, the general impact of reduced road space and the view that changes were unnecessary.

# Additional comments and suggestions on the proposals for Leadenhall Street

A further 58 additional comments were made on the overall proposals and designs for Leadenhall Street. A number of these comments focused on a perceived need for segregated cycle lanes and increased cycling safety within the street:

- Segregate motor vehicles and cyclists with designated and protected cycle lanes.
- Ensure cycling safety is fundamentally embedded/designed within the proposals – taking advice from cycling safety experts.

Others included:

- Ensure accessibility for disabled and older people is not overlooked.
- Ensure traffic light sequencing does not cause cyclists to wait for long periods unnecessarily.
- Be generous with mature and evergreen planting and greening.
- Minimise street 'clutter'.
- Reinstate traffic islands on Leadenhall Street.
- Separate cyclists from pedestrians.
- Reconsider designs with a 'less is more' approach.
- Remove all private cars at Bank junction.
- Consider the addition of bus priority schemes.
- Explore narrower pavement widths.
- Include more seating areas, together with street furniture reflective of the City's classical architectural heritage.
- Retain (or ideally improve) the cycle crossing between Lime Street and St Mary Axe.
- Reconsider the need/place for the play school style of street furniture on Creechurch Lane.
- Tackle the ever-expanding Lime bike bay - encroaching on pedestrian space.
- Introduce a modal filter or bus gate on the street to reduce traffic to appropriate levels for a cycleway.
- Ensure effective policing of hire bikes.
- Add more taxi rank and road access for taxis, plus the improvement of permissible taxi turns at junctions.

# The waiting and loading proposals



# The waiting and loading proposals

Proposals include new and amended waiting and loading restrictions along the length of the street:

- No waiting, parking, loading or unloading at any time on Leadenhall Street to help ensure the flow of traffic. This will be marked by double yellow lines and double yellow kerb markings.
- Allowing waiting and loading to still take place, proposing installing waiting and loading bays outside 80, 107 and 12 Leadenhall Street.
- Removing the taxi rank outside 145 Leadenhall Street to allow the pavement to be widened.

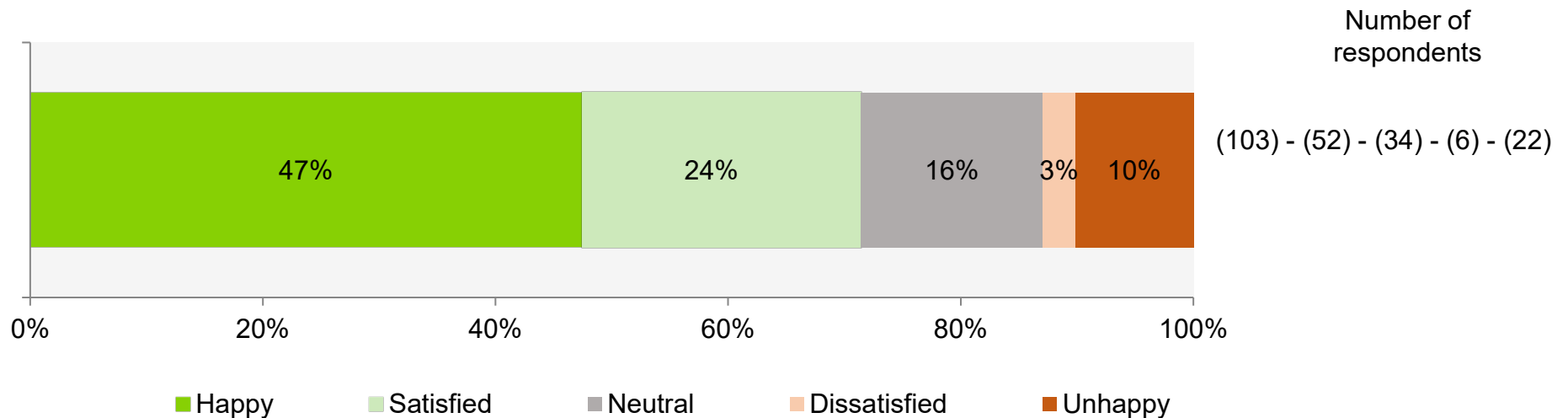
# Views on the proposals for waiting and loading

Over 70% of respondents expressed a positive view about the waiting and loading proposals. For almost half, this view was a “happy” one.

In contrast, just 13% were dissatisfied or unhappy, with 16% expressing a neutral opinion.

n=217

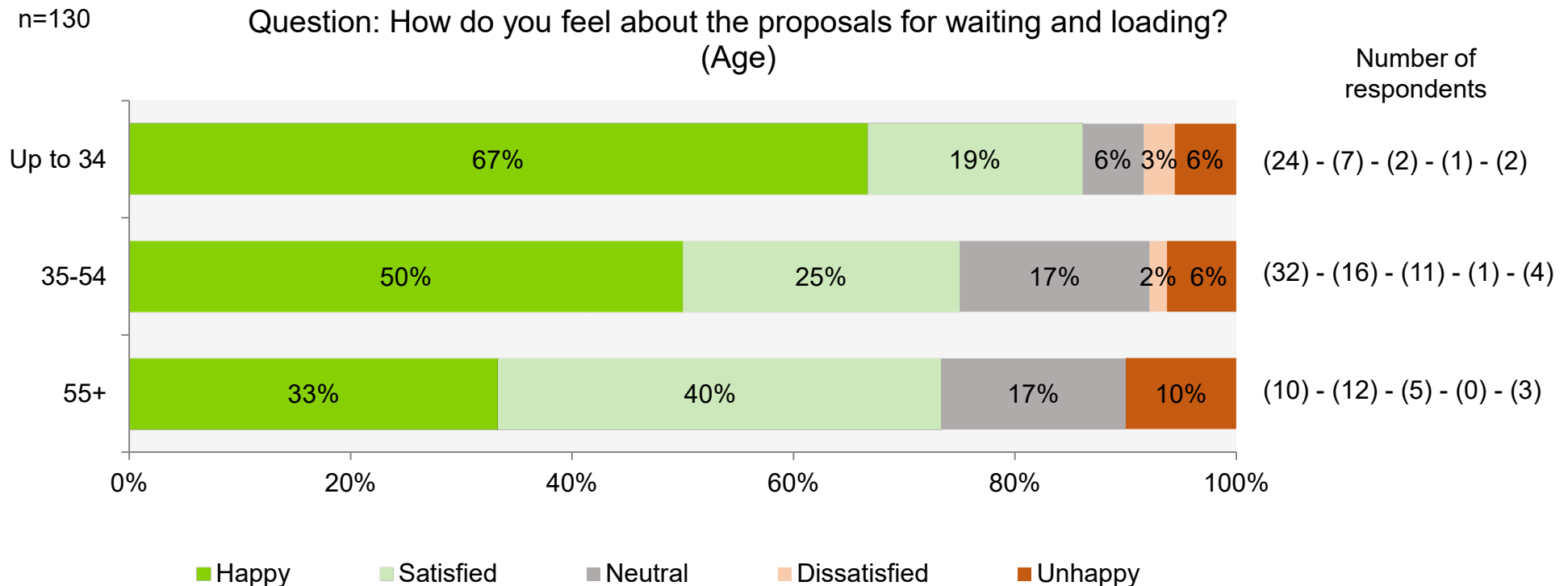
Question: How do you feel about the proposals for waiting and loading?



On the following pages, we see how views varied by respondents' age, travel mode and their relationship to the City.

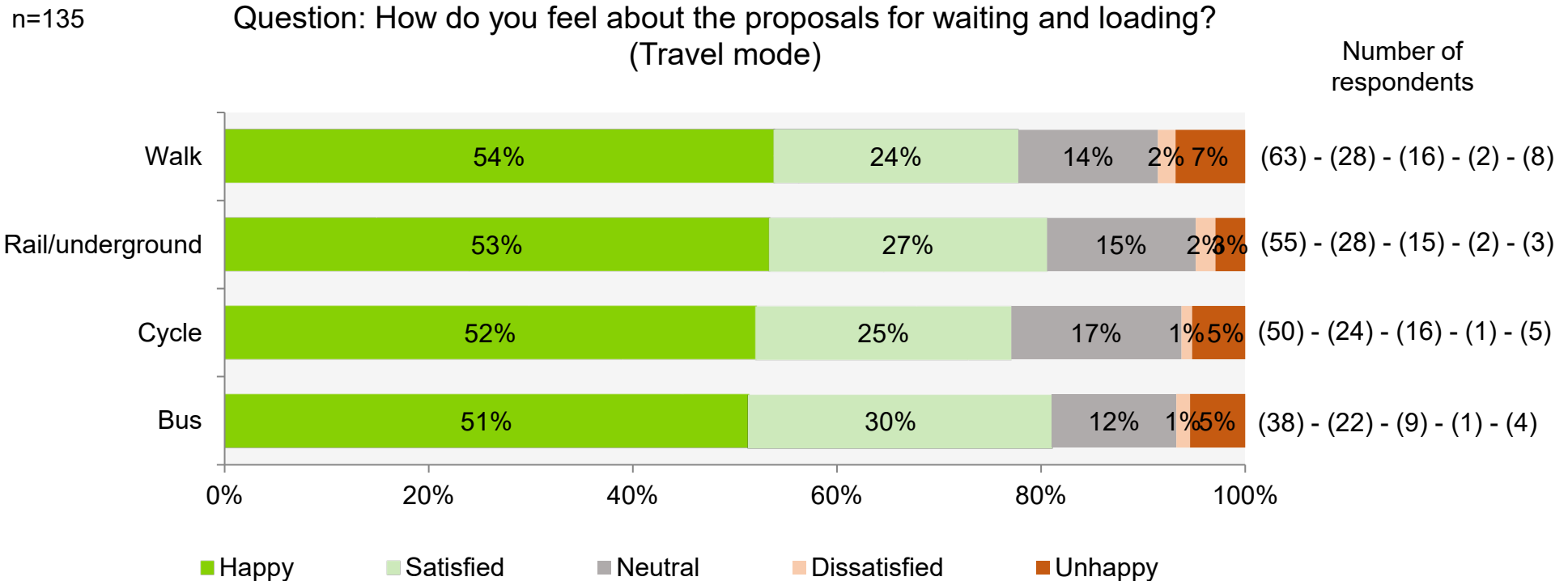
# How views on the proposals for waiting and loading varied in relation to respondent age

A majority of respondents in each age group were positive about the proposals for waiting and loading. Those aged up to 34 were most positive, with over two-thirds (67%) being “happy”. Negative views were expressed by just 8-10% of respondents.



# How views on the proposals for waiting and loading varied in relation to how respondents identified they got around the area

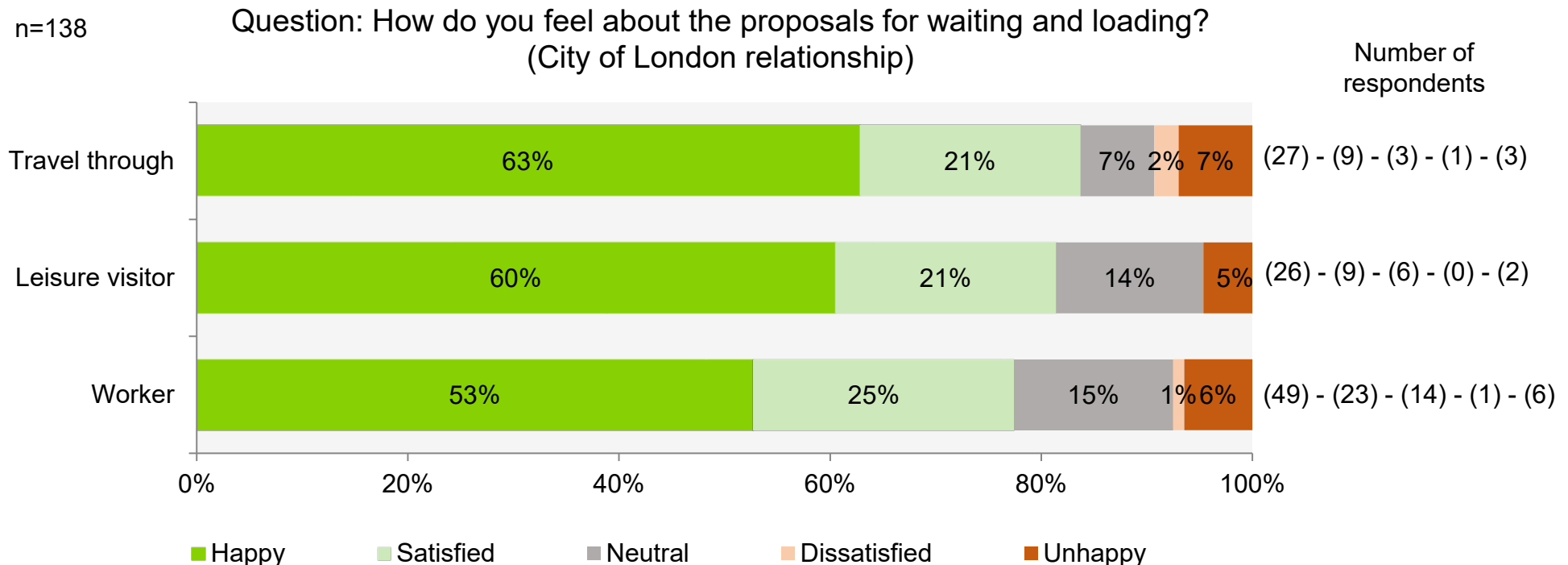
Positive views on waiting and loading proposals were evident among people travelling by all travel modes, with more than half in every category being “happy”. In contrast, negative views were expressed by just 5-9% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

# How views on the proposals for waiting and loading varied according to City of London relationship

Over three-quarters of those travelling through, visiting for leisure and working in the City of London were positive about the overall proposals. Negative views were expressed by just 5-9% of respondents.

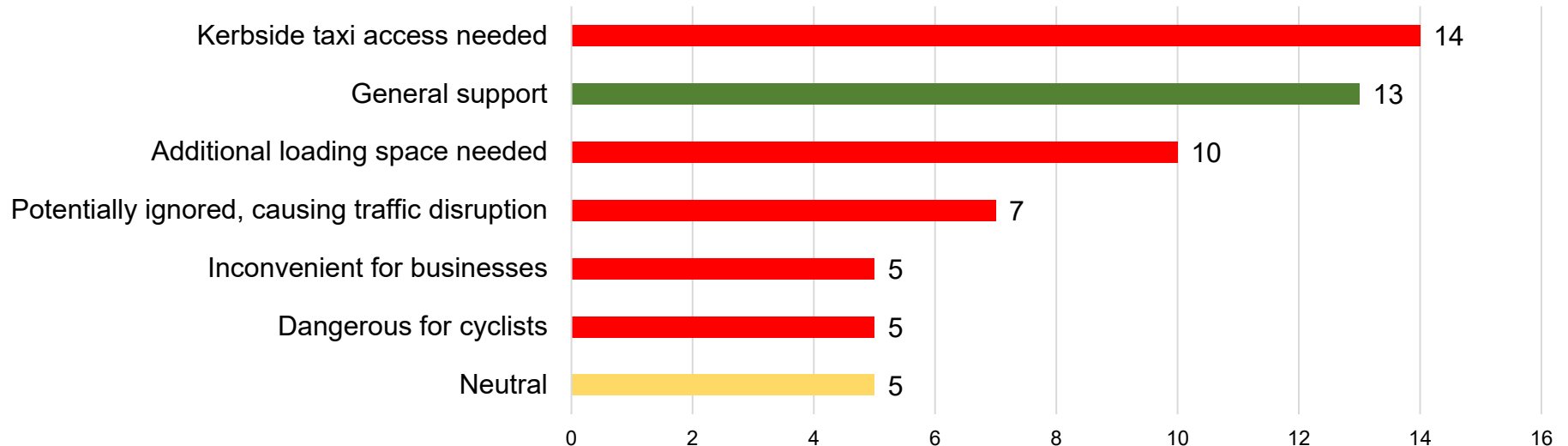


Note that some relationship types (residents, business visitors, business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

# Comments on the waiting and loading proposals

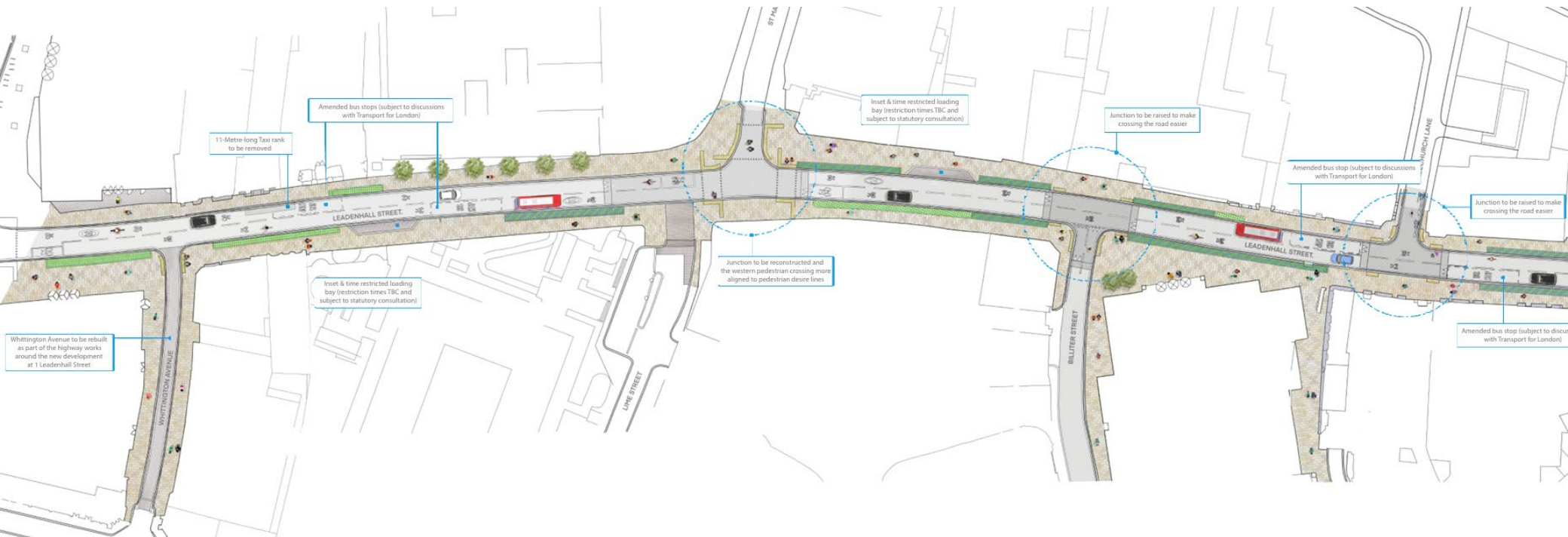
Respondents were invited to comment specifically on reasons for disagreement with the waiting and loading proposals. Despite this focus on disagreement, 13 of the 63 comments received were supportive of the proposals, and a further five were neutral opinions. Of the remaining 45 comments, most (14) stressed the need for kerbside taxi access, with additional other comments about businesses requiring additional loading space, restrictions potentially being ignored in practice (causing disruption), general inconvenience for businesses and the proposals creating potential hazards for cyclists. Categories in green indicate supporting comments and perceived benefits. Those in red indicate concerns/criticisms and those in orange indicate a neutral opinion.

n=63      Question: Please explain your answer if you do not agree with some/any of the waiting and loading proposals



Additional comments received from small numbers of respondents remarked on using red line stopping restrictions, implementing a restricted parking zone, the scale of the architect drawings and noise at loading bays.

# The new and amended crossings proposals



# The new and amended crossings proposals

Proposals for new and amended crossings are:

- Redesign of the signal-controlled pedestrian crossing layout at the St Mary Axe junction, reducing the crossing distances while retaining the raised carriageway.
- Raising the carriageway so that it is flush with the pavement at the junctions of Billiter Street and Creechurch Lane. This will provide both step-free informal crossings and act as traffic calming.
- Improving the signal-controlled pedestrian crossing layout near the junction with Aldgate High Street, including raising the carriageway to pavement level at the crossing.

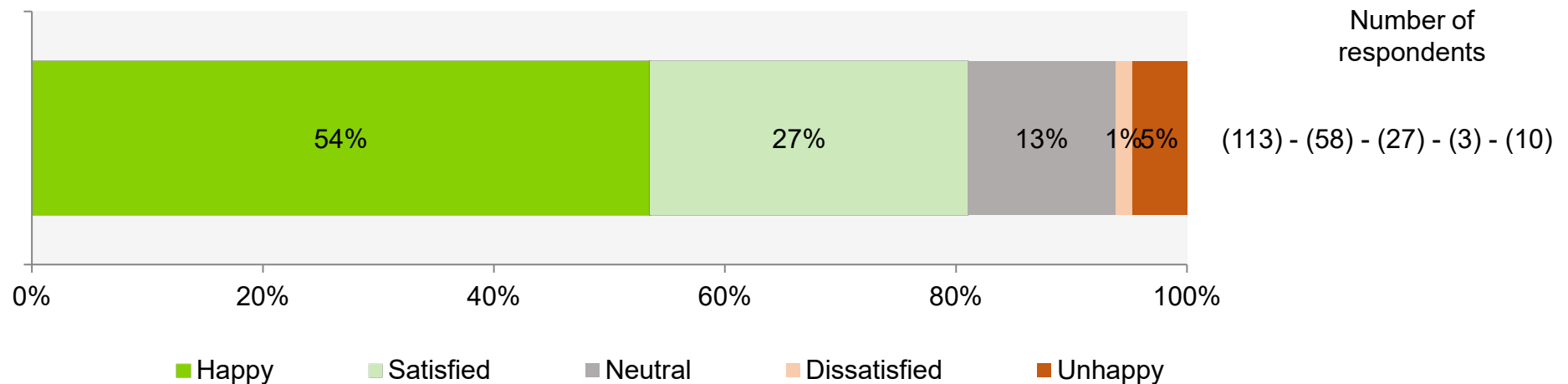
# Views on the proposed locations of new and amended crossings

Over 80% of respondents were positive about the proposed locations of new and amended crossings. For over half, this view was “happy”.

In contrast, just 6% were dissatisfied or unhappy, with 13% expressing a neutral opinion.

n=211

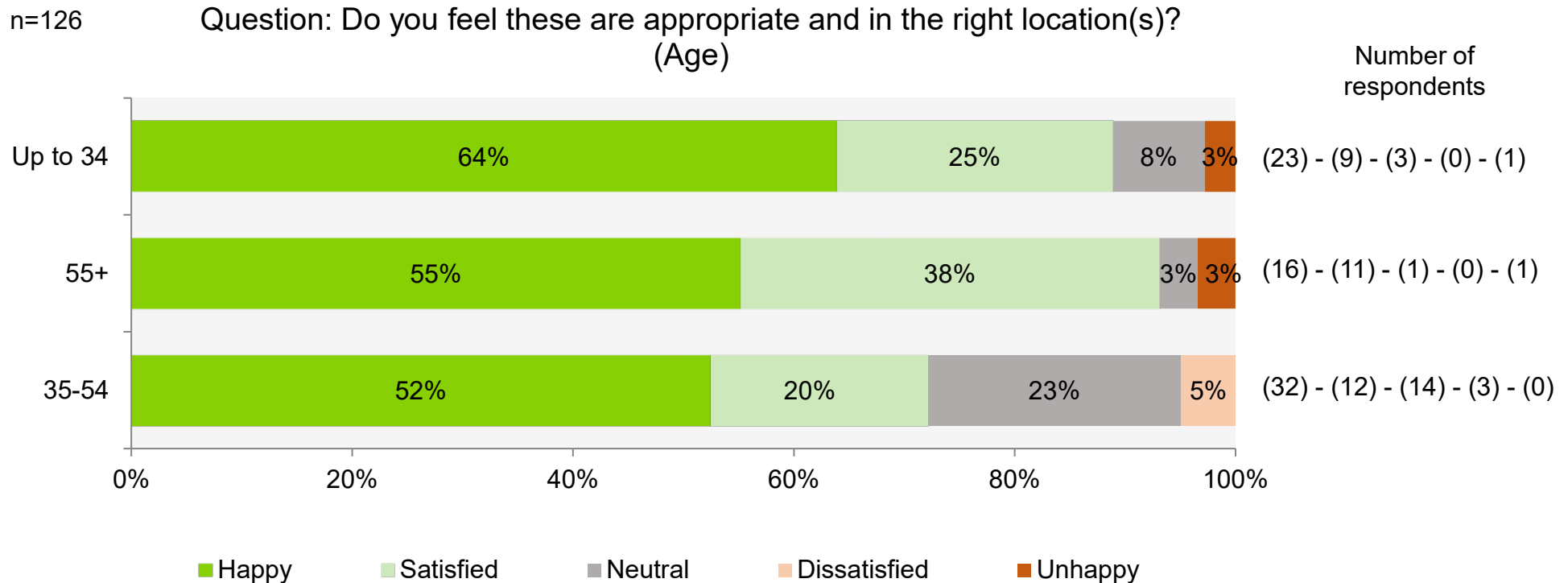
Question: Do you feel these are appropriate and in the right location(s)?



On the following pages, we see how views varied by respondents' age, travel mode and their relationship to the City.

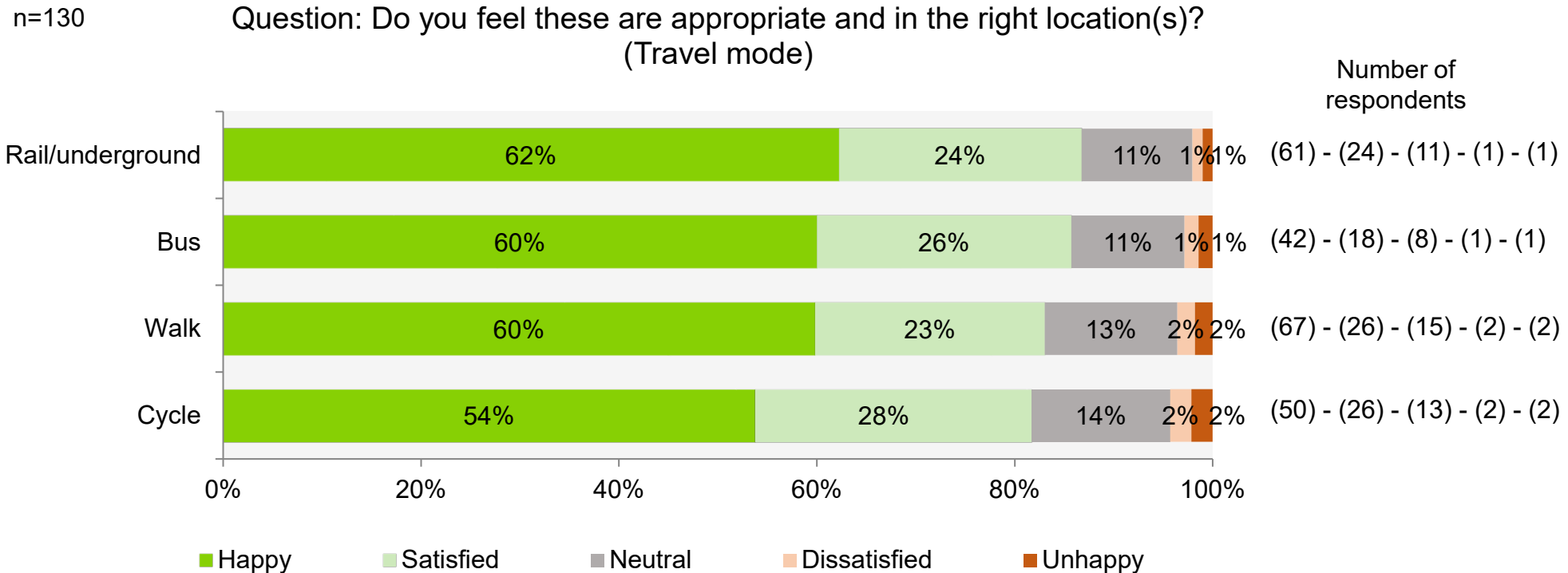
# How views on the proposed locations of new and amended crossings varied in relation to respondent age

Over 70% of all respondents in each age group were positive about the location of proposed new and amended crossings. Those aged 55+ were most positive, with over 90% being “happy” or “satisfied”. Negative views were expressed by just 3-5% of respondents.



# How views on the proposed locations for new and amended crossings varied in relation to how respondents identified they got around the area

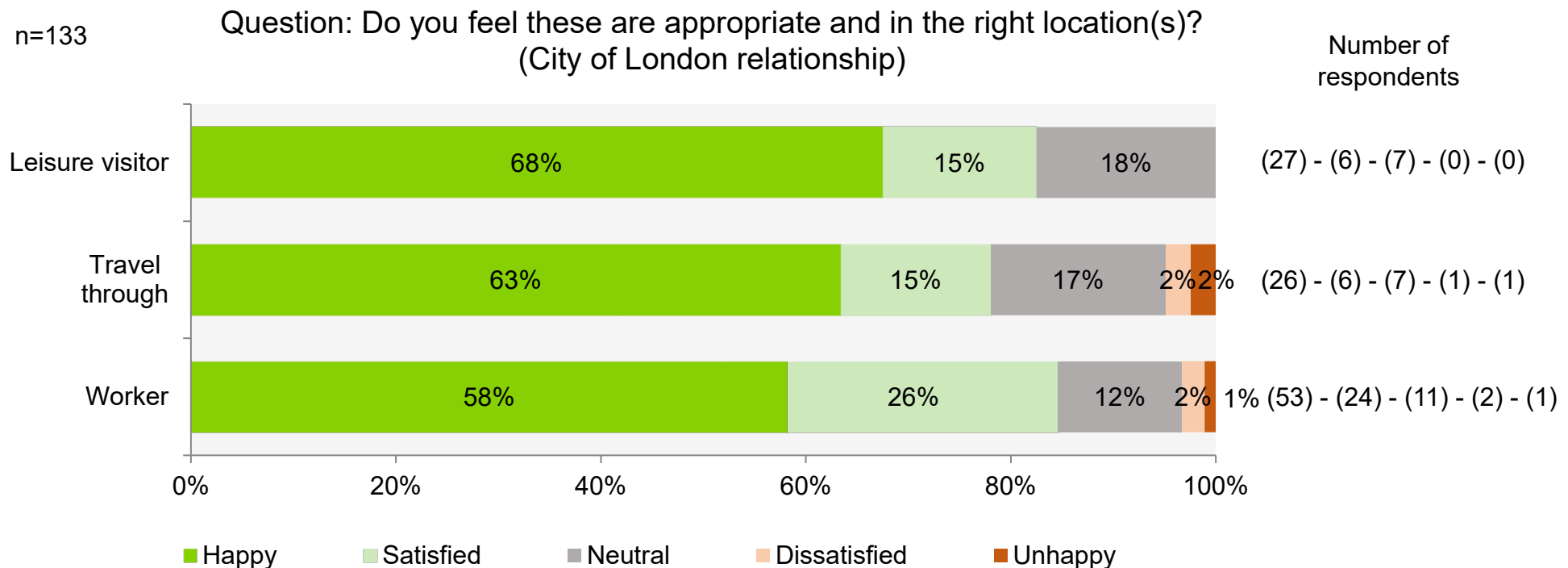
Positive views on the proposed locations of new and amended crossings were evident among respondents travelling by all travel modes shown, with over 80% in every category being “happy” or “satisfied”. Negative views were expressed by just 2-4% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

# How views on the proposed locations for new and amended crossings varied according to City of London relationship

Around 80% of respondents within each of the relationship types shown were positive about the proposed locations for new and amended crossings. Negative views were expressed by less than 5% of respondents.



Note that some relationship types (residents, business visitors, business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

# Comments on proposals for new and amended crossings

Respondents were again invited to comment specifically on disagreement with the new and amended crossings proposals, with the question “Please explain your answer if you do not agree with some/any of the crossing proposals”. Despite this focus on disagreement, 16 of the 38 comments received were actually supportive of the proposals, whilst another two felt they were unclear and one considered that there was nothing wrong with the existing layout.

The remaining 19 comments made a variety of specific and wide-ranging points, as follows:

- The entrance to Creechurch Lane is surprisingly busy with vehicles swinging across the junction at speed. Any further measures to control that would be helpful.
- A need to add cameras with the aim of monitoring cyclists breaking the red lights.
- A need to ensure that pedestrians understand that they are stepping onto the road. Sometimes the delineation is not clear.
- Consider super-crossing details at junction with St Mary Axe, along with careful positioning of traffic lights to allow sufficient width for crossing.
- Clarity needed in relation to the new route for cyclists coming north up Lime Street and turning right onto Leadenhall to head east, and if that causes conflict/potential collisions – with potential issues with visibility to multiple angles at once for both pedestrians and cyclists.
- Beneficial for pedestrians or those in wheelchairs, but lacking in relation to cyclist provision.
- Consider cyclists when reducing crossing distances. Islands in the road are a good way to make pedestrians safer.
- Potential conflict between cyclists and pedestrians.
- Consider continuous pavements on junctions.
- Increased cycle traffic may make pedestrian crossing more hazardous around Creechurch Lane.

# Comments on proposals for new and amended crossings (continued)

- Install zebra crossings which give priority to pedestrians, giving them sufficient time to cross.
- Reconsider the need for St Mary Axe junction being signal-controlled.
- Appearance of tactile pavement layouts is messy – rationalise if possible.
- Creechurch Lane is now a conservation area; rather than just raising the junction area, raise the whole road as the narrow, high pavements are not people friendly and many resort to walking in the road.
- Concerns about the ability of raised tables to calm traffic.
- Poor designs.
- Include protected cycle lanes.

# The seating and greening proposals

Opportunity for integrated art



Opportunity for integrated art



# The seating and greening proposals

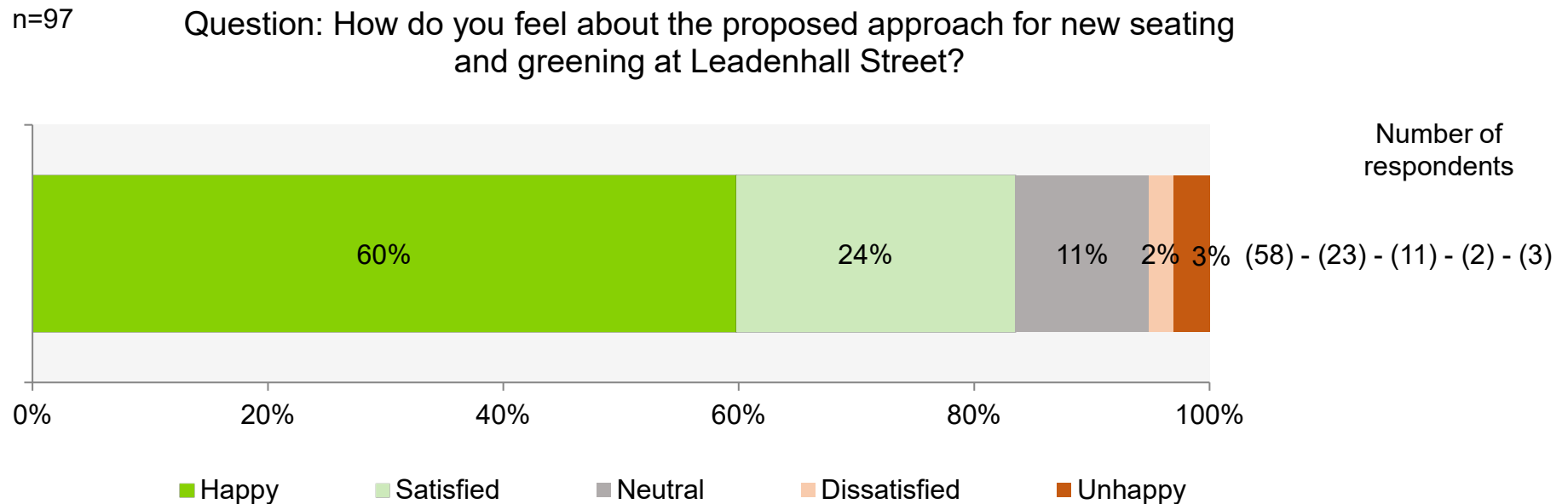
Measures to make Leadenhall Street a more enjoyable place for people to spend time include:

- Planting more trees and retaining existing ones.
- Planters with integrated benches, some stand-alone benches and seats.
- Other street furniture such as cycle parking, street signage, and bollards will be spaced and designed with all users in mind.

# Views on the proposals for new seating and greening

Over 80% of respondents were positive about the proposals for new seating and greening. For 60%, this view was “happy”.

In contrast, just 5% were dissatisfied or unhappy, with 11% expressing a neutral opinion.

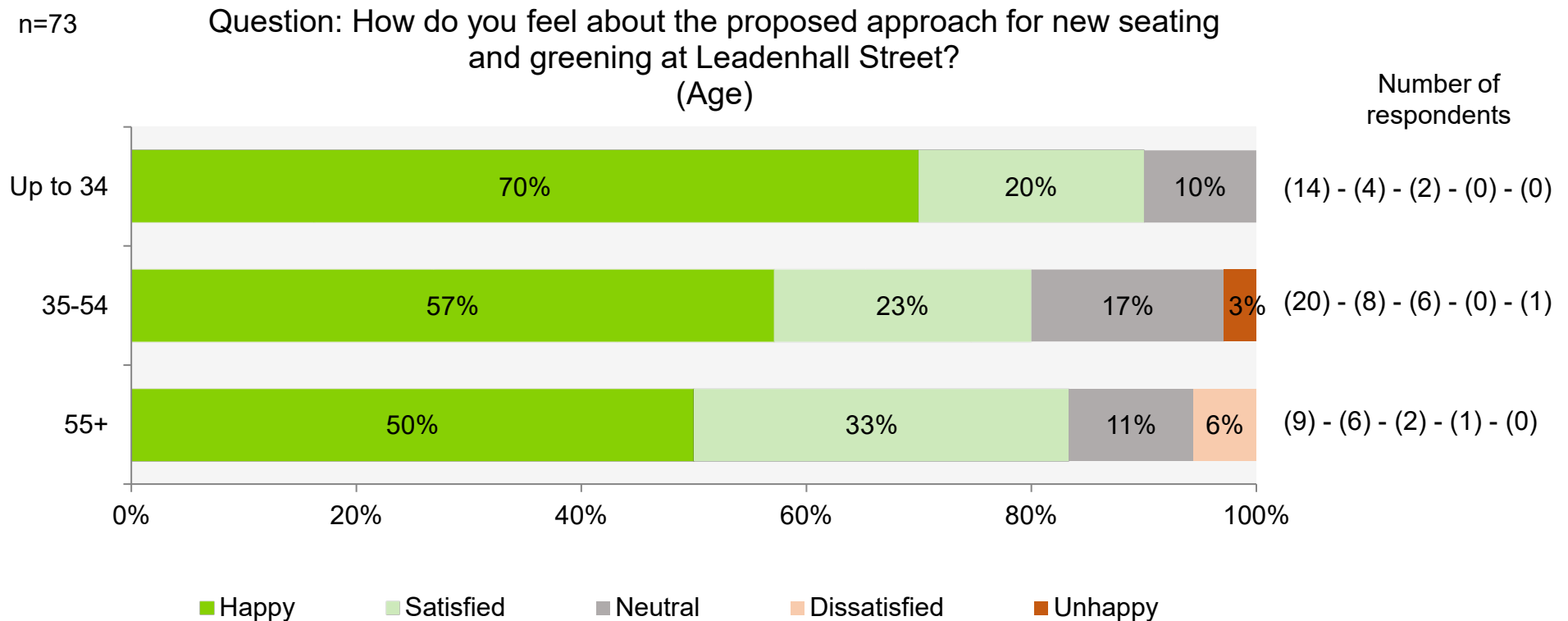


On the following pages, we see how agreement varied by respondents' age and travel mode. Analysis by relationship to the City of London is not available as there were insufficient numbers of respondents.

# How views on the proposals for new seating and greening varied in relation to respondent age

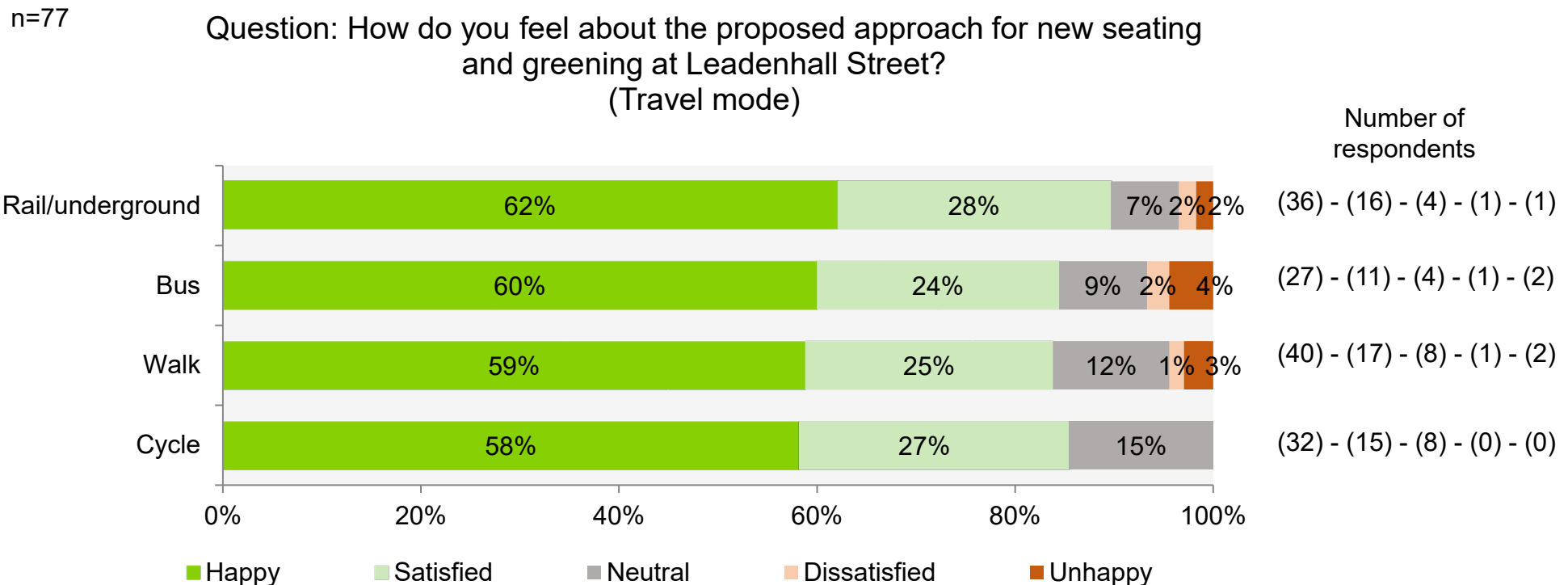
80%+ of all age groups were positive about the proposals for seating and greening. Those aged up to 34 were most positive, with 90% being “happy” or “satisfied”.

In contrast, negative views were expressed by just 3-6% of respondents.



# How views on the proposals for new seating and greening varied in relation to how respondents identified they got around the area

Positive views on the proposals for new seating and greening were evident among respondents getting around the area by all travel modes shown, with over 80% in every category being “happy” or “satisfied”. In contrast, negative views were expressed by just 4-6% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

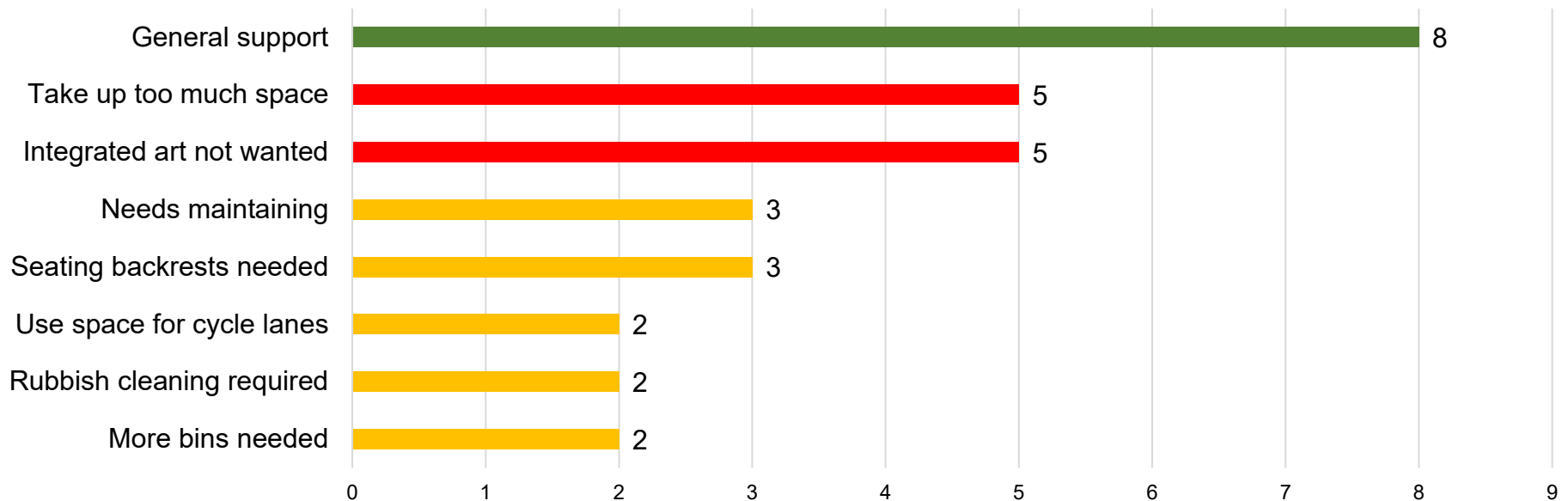
# Comments on the proposals for new seating and greening

Respondents were invited to comment on the seating and greening proposals. 42 respondents took this opportunity. Some comments received were of a generally supportive nature (8), whilst others remarked on specific issues/suggestions, such as taking up too much space (5) or integrated art not being needed (5).

Categories in green indicate supporting comments. Those in red indicate concerns/criticisms and those in orange indicate a neutral opinion.

n=42

Question: Please share any comments you have



Other comments made focused on individual aspects/effects of the proposals, e.g. allow usage by skateboarders, add more trees, add more seats, etc.

# The historical interpretation proposals



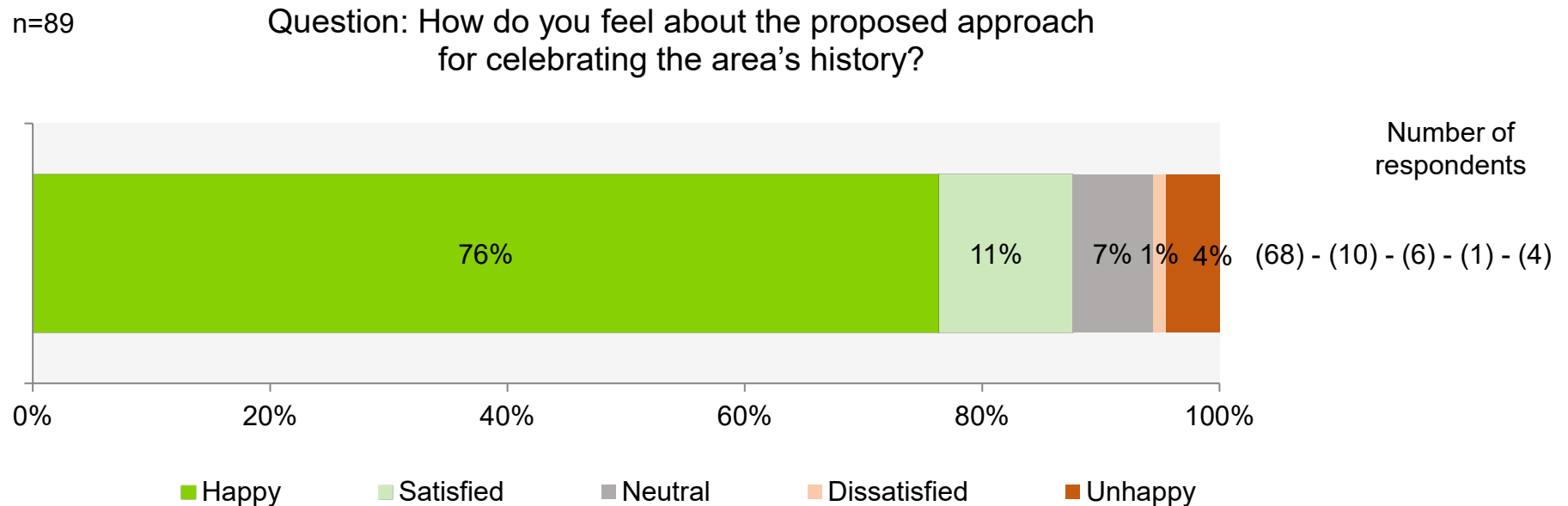
# The historical interpretation proposals

Leadenhall Street is a site of cultural significance and many notable events throughout history have taken place there. The Leadenhall Street Roman mosaic, the Guild Church of St Katharine Cree (the oldest surviving building in the area), and the nearby home of William Shakespeare are situated amongst contemporary architectural icons such as the Leadenhall Building and Lloyd's building.

To celebrate the rich history and cultural significance of the area, it is proposed that references will be incorporated into the designs of the planters and seating.

# Views on the proposed approach to celebrating the area's history

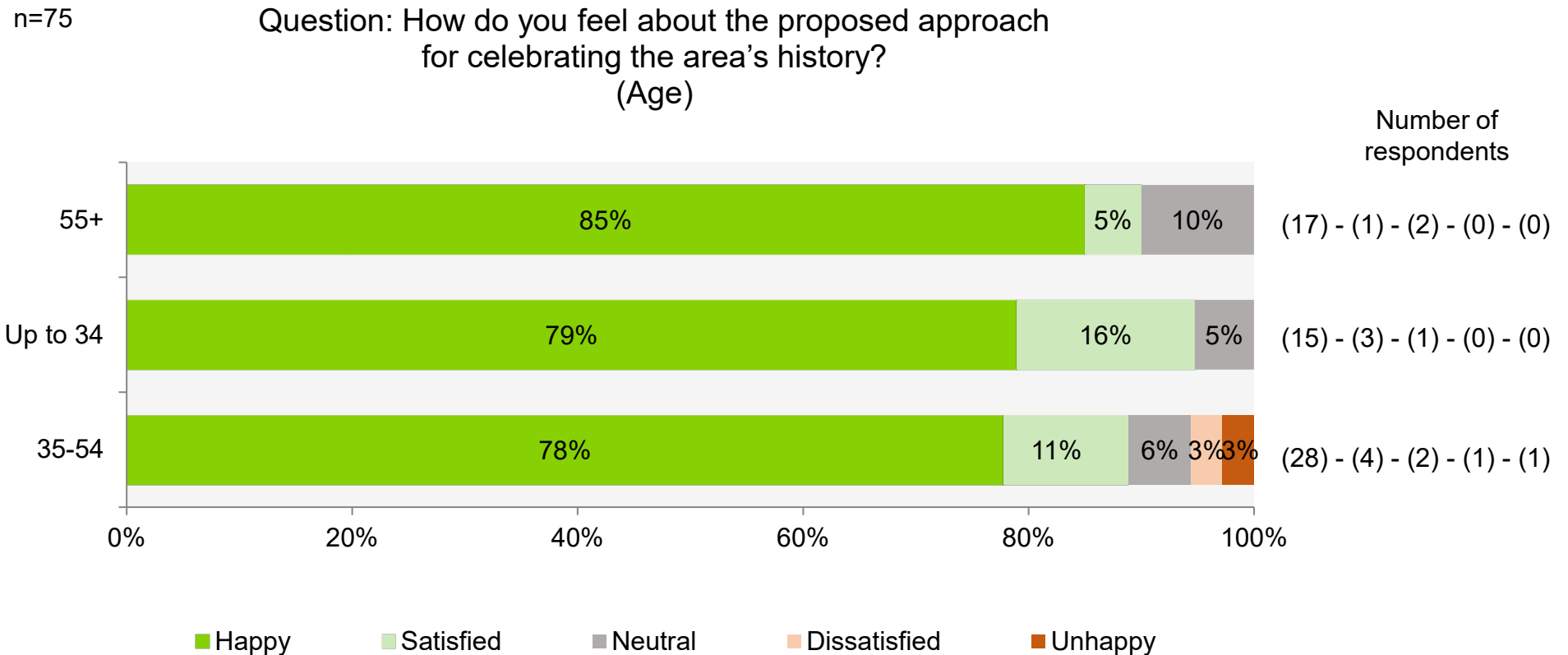
Almost 90% of respondents were positive about the proposals to celebrate the area's history. For more than three-quarters (76%), this view was "happy". In contrast, just 5% were dissatisfied or unhappy, with 11% expressing a neutral opinion.



On the following pages, we see how views on historical celebration proposals varied by respondents' age and travel mode. Analysis by their relationship to the City is not available as there were insufficient numbers of respondents.

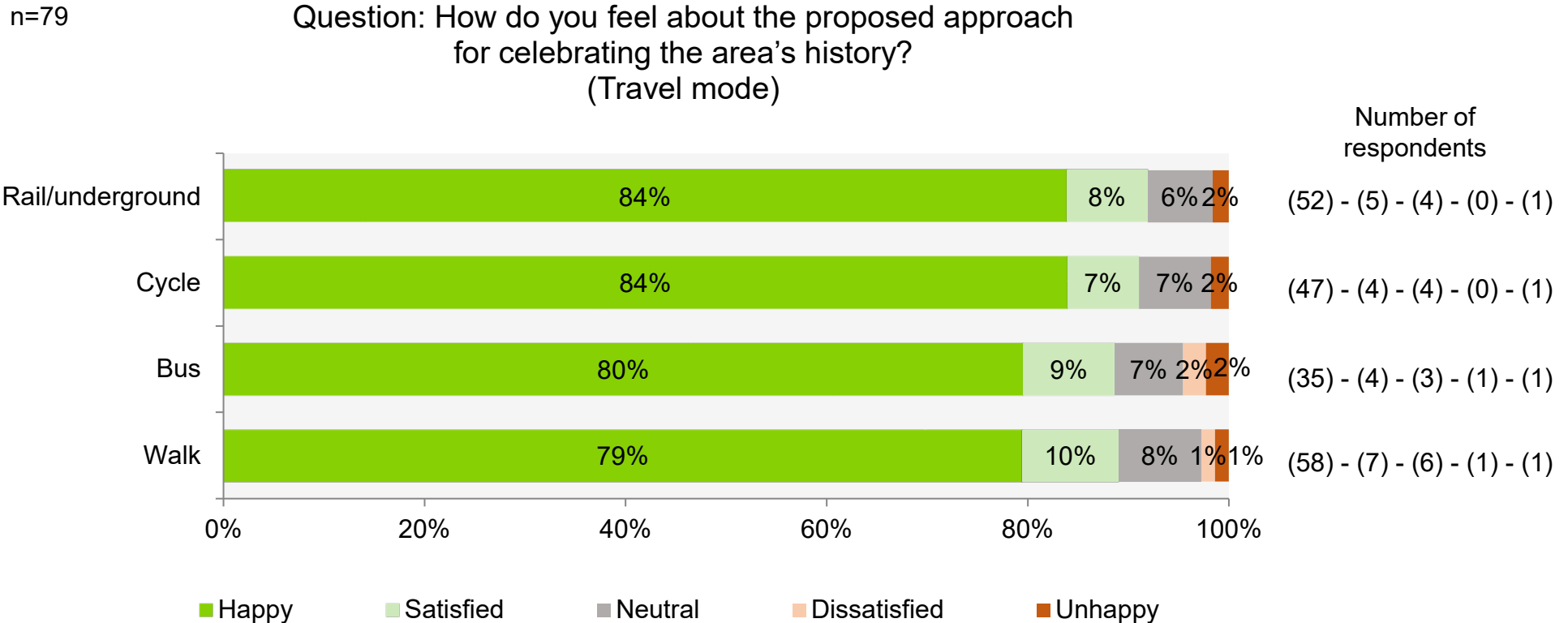
# How views on the proposed approach for celebrating the area's history varied in relation to respondent age

Over 80% of respondents of all ages were positive about the proposals to celebrate the area's history. Those aged up to 34 were most positive, with 95% being "happy" or "satisfied". In contrast, negative views were expressed by just 6% of those aged 35-54.



# How views on the proposed approach for celebrating the area's history varied in relation to how respondents identified they got around the area

Positive opinions about the proposed approach for celebrating the area's history were evident among respondents identifying as travelling by all travel modes shown, with over 80% in every category being "happy" or "satisfied". In contrast, negative views were expressed by just 2-4% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

# Comments on the proposed approach for celebrating the area's history

There were 36 responses to the invitation to “Please share any comments you have”. 24 of these comments were of a generally supportive and complimentary nature, such as “Love it! Really innovative”, “Brings the past to life!” and “This is a great way to add more character!”.

Remaining comments made specific suggestions as follows:

- Prioritise metallic and etched images.
- Vertical, small-footprint bases allowing reading of maps and/or texts by pedestrians who are standing, would lessen the need for ground-level space whilst still allowing viewing of the maps/texts.
- Unnecessary and would increase congestion.
- Similar signage should be rolled out across the City to help people navigate the wonderful network of alleyways.
- Utilise wood for benches – to lessen cold seating.
- Ensure designs are skater-friendly.
- Alleyway markers look good. The planter tops look tacky and will date quickly. The best way to bring the history of the street to life would be to incorporate traditionally styled street furniture rather than the proposed designs which will look dated in a year or two.
- Celebrate the City churches more. For example, John Stowe, the sixteenth century chronicler who wrote the Survey of London was buried at St Andrew Undershaft.
- Avoid planters.
- Spend more on the functionality of proposed planters/benches.
- If focusing on historical interpretation, commit every development in the Square Mile to buy into this ethos.
- Source some of those 'lost' histories, not just the well-known stories. The City's history is not just that of the guilds and the rich people. Explore the working-class cultures of the people who have lived and worked in the Square Mile.

# Email feedback



# Feedback via email

There were two pieces of feedback via email. One from a London based cycling campaign group and the other from a planning consultancy representing a leaseholder/developer within the Leadenhall Street area.

Their feedback highlighted the following:

- Some support for the City of London's proposals to transform Leadenhall Street.
- Suggested removal of a planter to the north of the development on the southern side of Leadenhall Street, to ensure optimal pedestrian comfort levels - with compensatory planting potentially to Whittington Avenue or elsewhere within the Leadenhall Street corridor.
- Disappointment that the proposals focus on shared space for people cycling alongside motor vehicles – potentially leading to cyclists feeling and being unsafe.
- Concerns around the assumption that shared space will be within traffic volumes of under 200 vehicles per hour. This assumption was felt to be set in the context of several new and upcoming construction projects which it was felt would result in a situation contra to the stated aim of the proposals - to enhance the experience of people ... cycling.
- A lack of ambition in the context of Vision Zero.
- A need to consider further measures to reinforce that people cycling have priority over vehicles.

# Acknowledgements and next steps



# Thank you to everyone that took the time to share their views on the draft proposals for the plans to transform Leadenhall Street

There were over 1,500 visits to the Commonplace consultation website, and over 400 contributions were received, alongside drop-in attendance and emails.

The City of London Corporation would like to express their appreciation for this input on the proposals to transform Leadenhall Street. The feedback received was both helpful and informative to the development of the plan.

The City of London Corporation will continue to keep you updated as the project develops.

The design will be finalised and construction is intended to commence in autumn 2025.

If you have any questions in the interim, please do not hesitate to contact the project team.

# Appendix 1: Consultation notes



# The quality and reliability of the data collected

In considering the quality and reliability of the data collected, there are a number of salient points to bear in mind.

Firstly, the consultation was self-selecting, and as such, the data should be regarded as a snap-shot of possible or indicative opinion on the proposals, rather than a systematically sampled data-set. As is typical of online consultations, this self-selection may have resulted in a bias of participation by those with particular views or concerns.

Secondly, what is also uncertain, is the degree of statistical accuracy - particularly related to quoted percentages. This is in the context of the self-selection nature of the consultation, and also being unable to compare respondent demographics with a baseline profile (as the consultation was open to anyone).

When interpreting the findings within this report, they should therefore be regarded as an indicative snap-shot of opinion.

## Additional notes

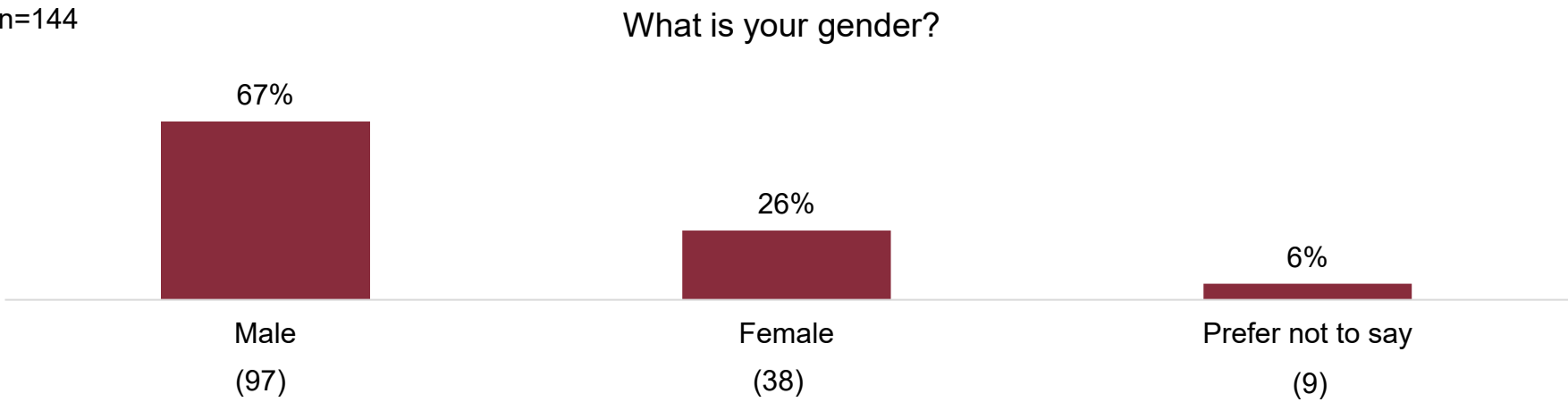
- The number of responses to each question is shown as n=x. This number refers to the total number of people who responded to the question. For this reason, n numbers change throughout the report, as some respondents did not answer all questions.
- Numbers are also provided in addition to percentages in all charts. These are shown either underneath, or alongside the categories on the horizontal chart axis.
- Percentages have been rounded and may therefore not total exactly 100. Percentages have also been calculated excluding missing responses.
- Some respondents did not provide demographic information or answer all survey questions. The impact of this is two-fold. Firstly, it restricts analyses by sub-groups. Secondly, it can result in overall averages (calculated including responses from those who gave no demographic information) appearing to be misaligned with demographic sub-group averages.
- Commonplace data was analysed by a range of demographic variables, where there were sufficient numbers to enable this to be meaningful. Notable differences in the views of respondents with varying demographic characteristics are highlighted throughout the report.
- In addition to selecting options or providing a level of support on proposed ideas, some respondents also provided accompanying commentary to explain the reason for their opinion. This yielded qualitative information to analyse and consider.

## Appendix 2: Demographics



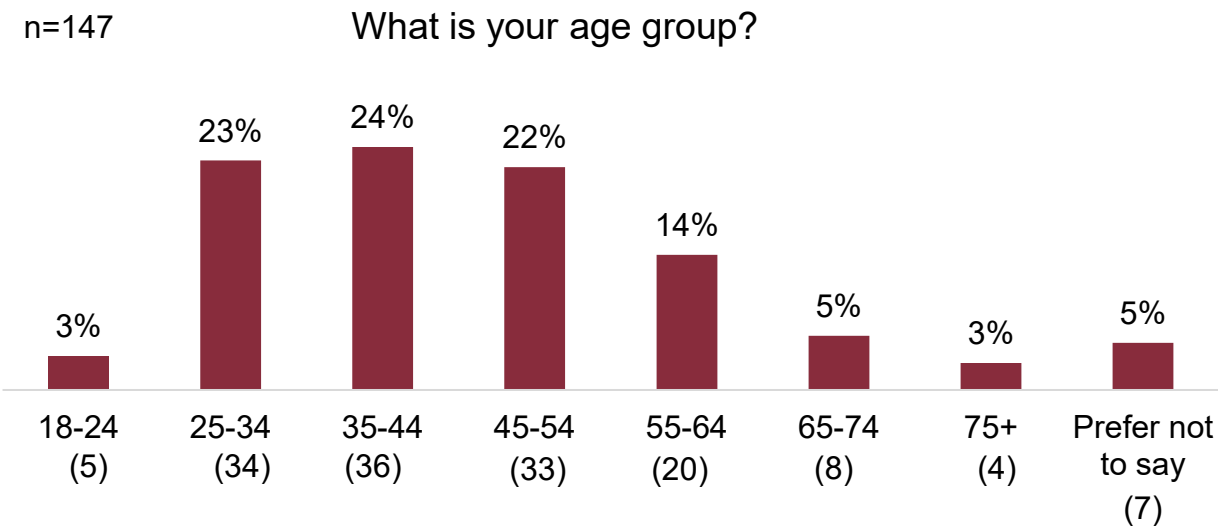
# Gender

A majority of consultation respondents (67%) described themselves as a male. 26% described themselves as female and 6% preferred not to say.



# Age group

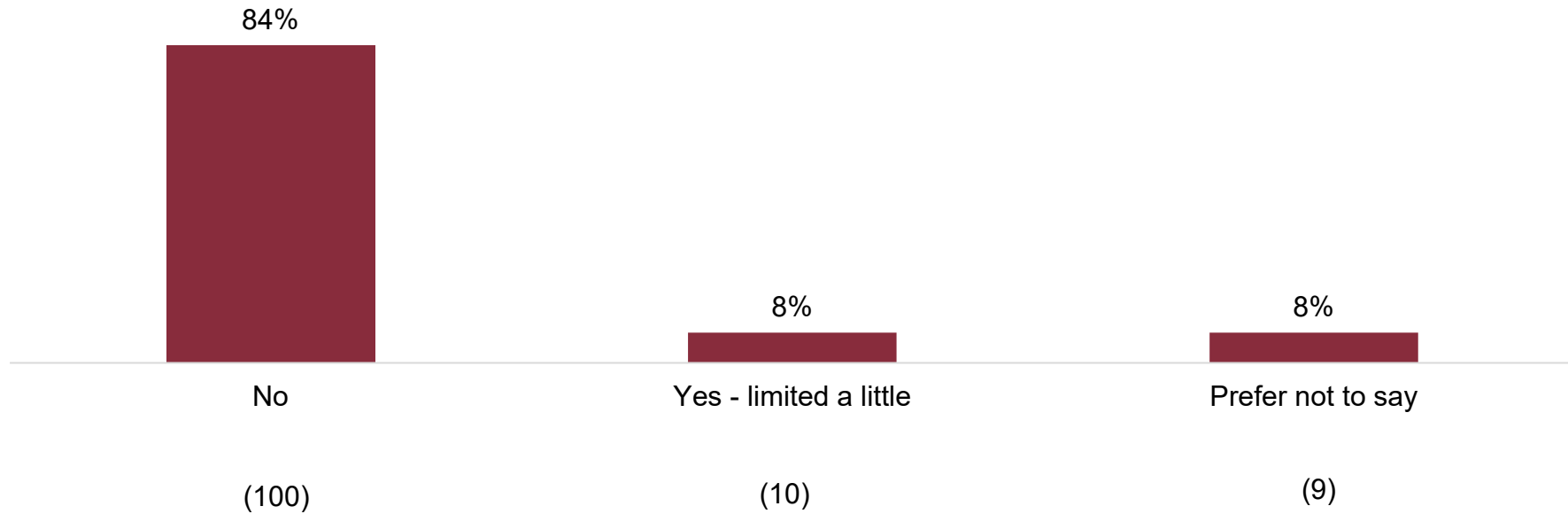
The age of consultation respondents ranged from 18 to 75+, with a wide spread of ages represented.



# Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months

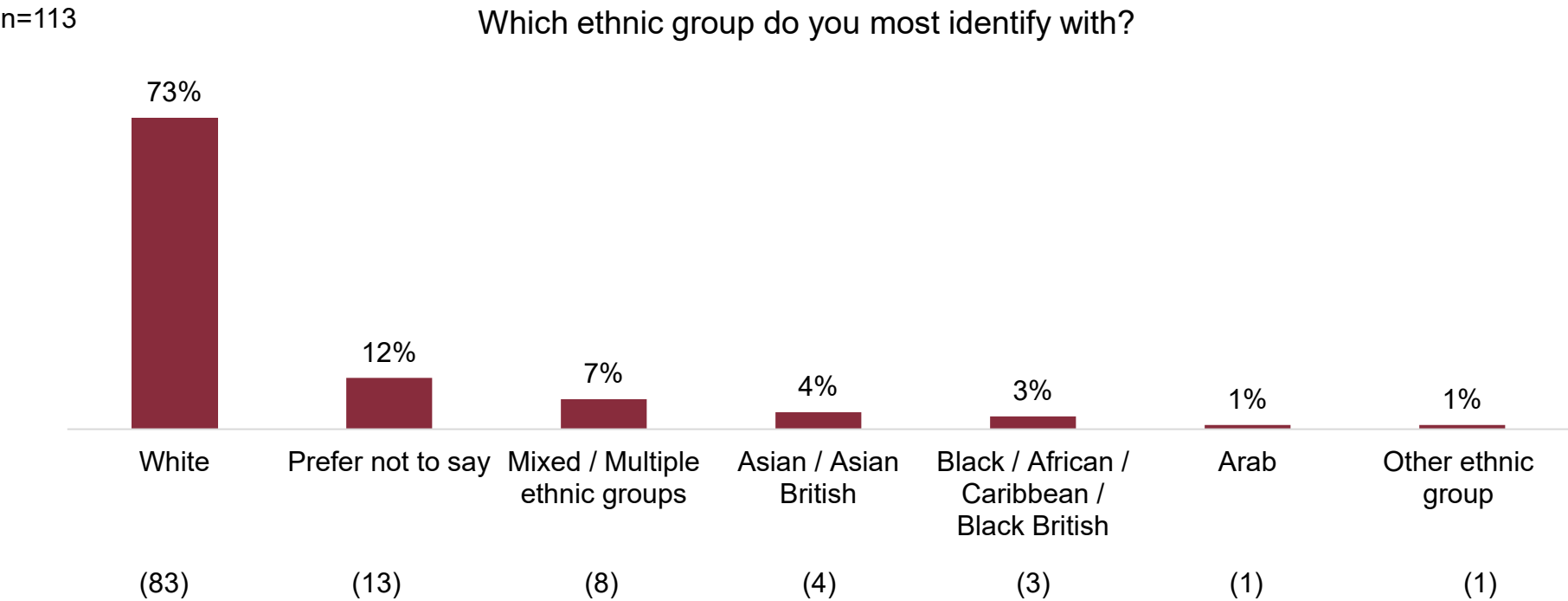
8% of consultation respondents indicated a limitation of their day-to-day activities due to a long-term physical or mental health condition or disability.

n=119      Are your day-to-day activities limited because of a physical or mental health condition or disability which has lasted, or is expected to last, at least 12 months?



# Ethnicity

Over 70% of consultation respondents described their ethnicity as White, with 16% of a different ethnicity – most frequently including mixed or multiple ethnic groups.

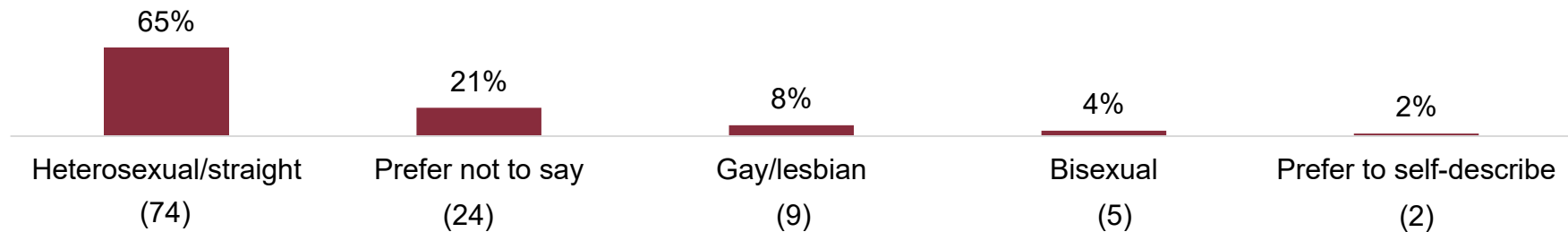


## Sexuality

Almost two-thirds (65%) of consultation respondents identified as heterosexual/straight. 21% preferred not to say. 8% were gay or lesbian, 4% were bisexual and 2% preferred to self-describe.

n=114

What sexual orientation do you most identify with?

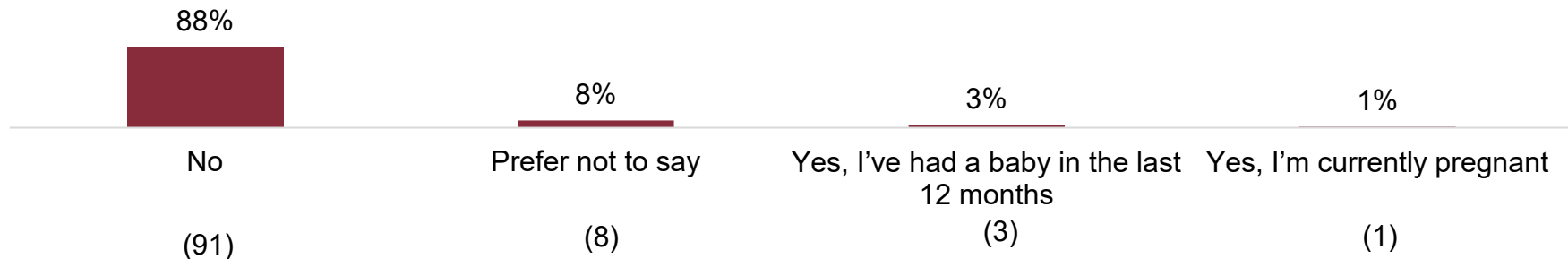


## Pregnancy

88% of consultation respondents were not pregnant, nor had given birth in the last 12 months.

n=103

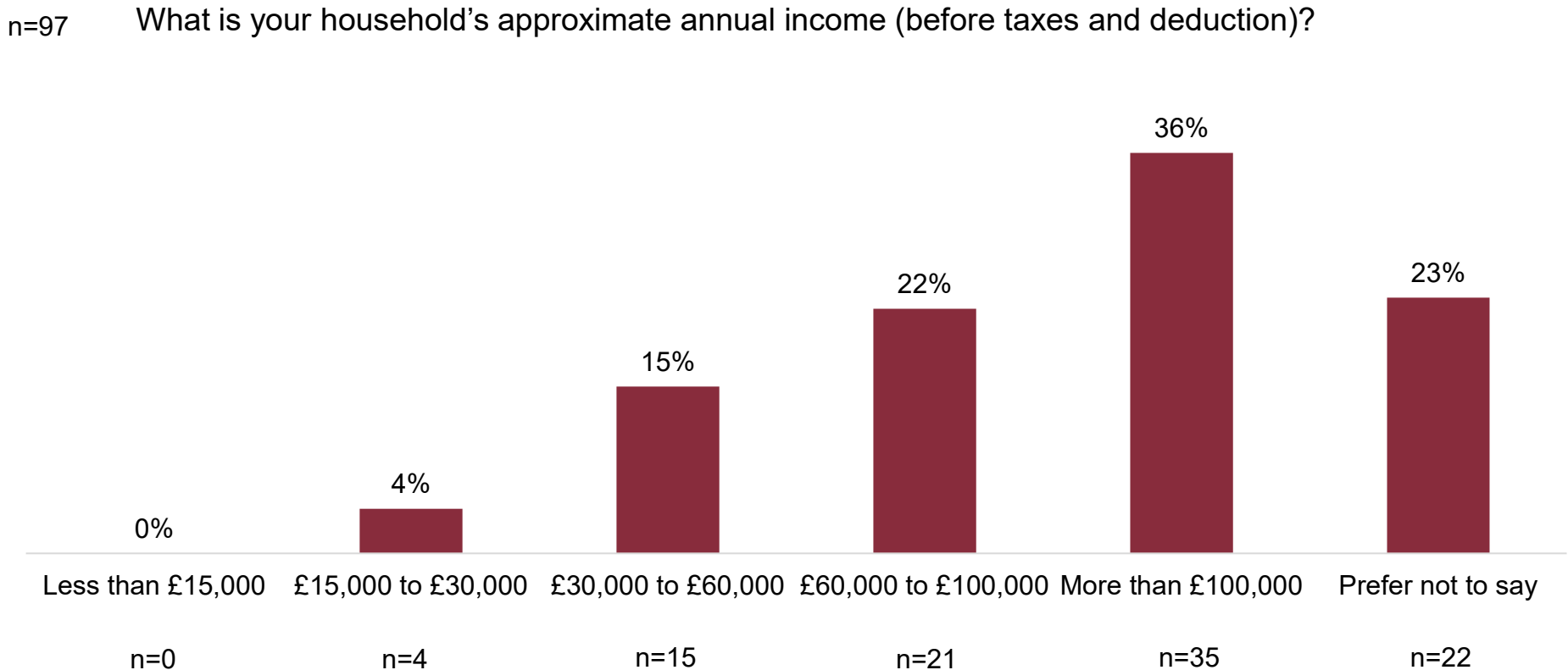
Have you had a baby in the last 12 months or are you currently pregnant?



# Household income

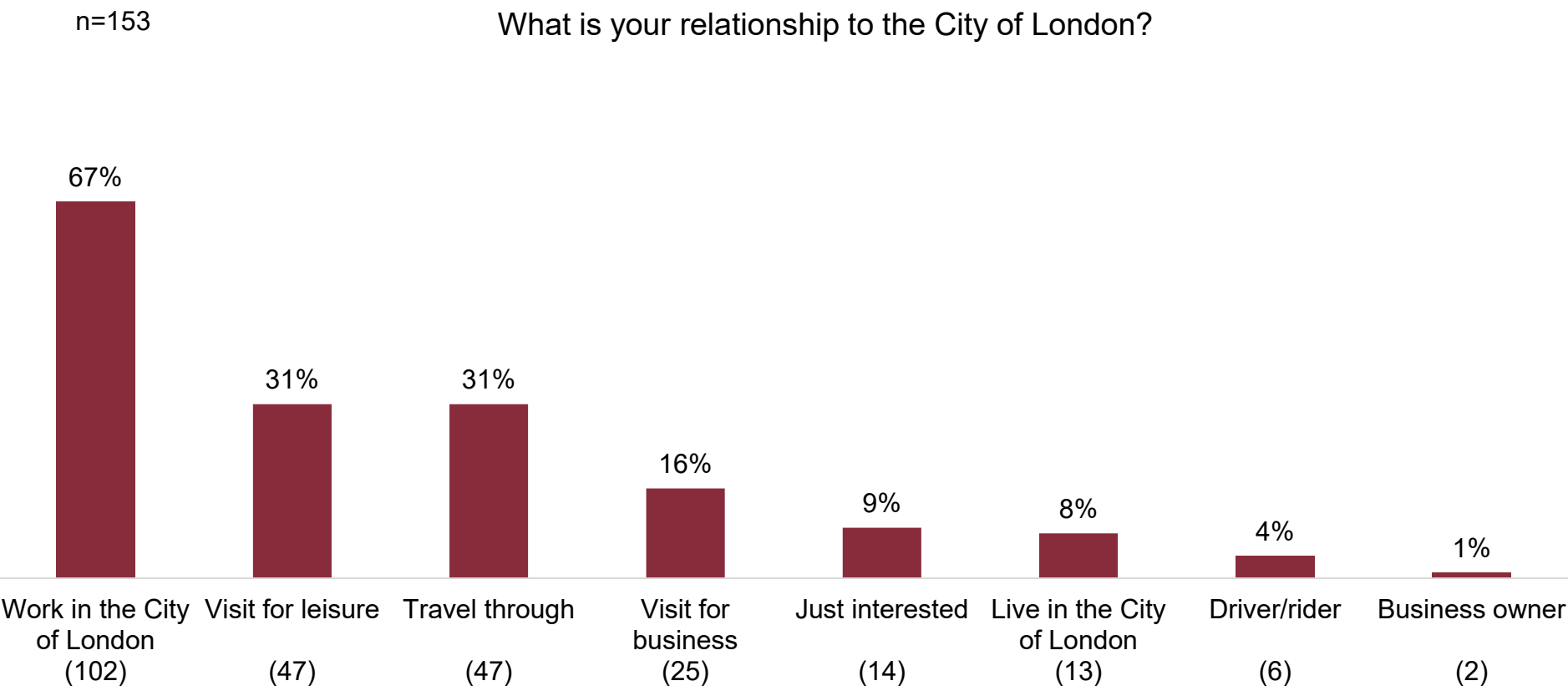
Some consultation respondents chose not to specify their household's annual income.

Among those who did, 36% were in the £100,000+ bracket.



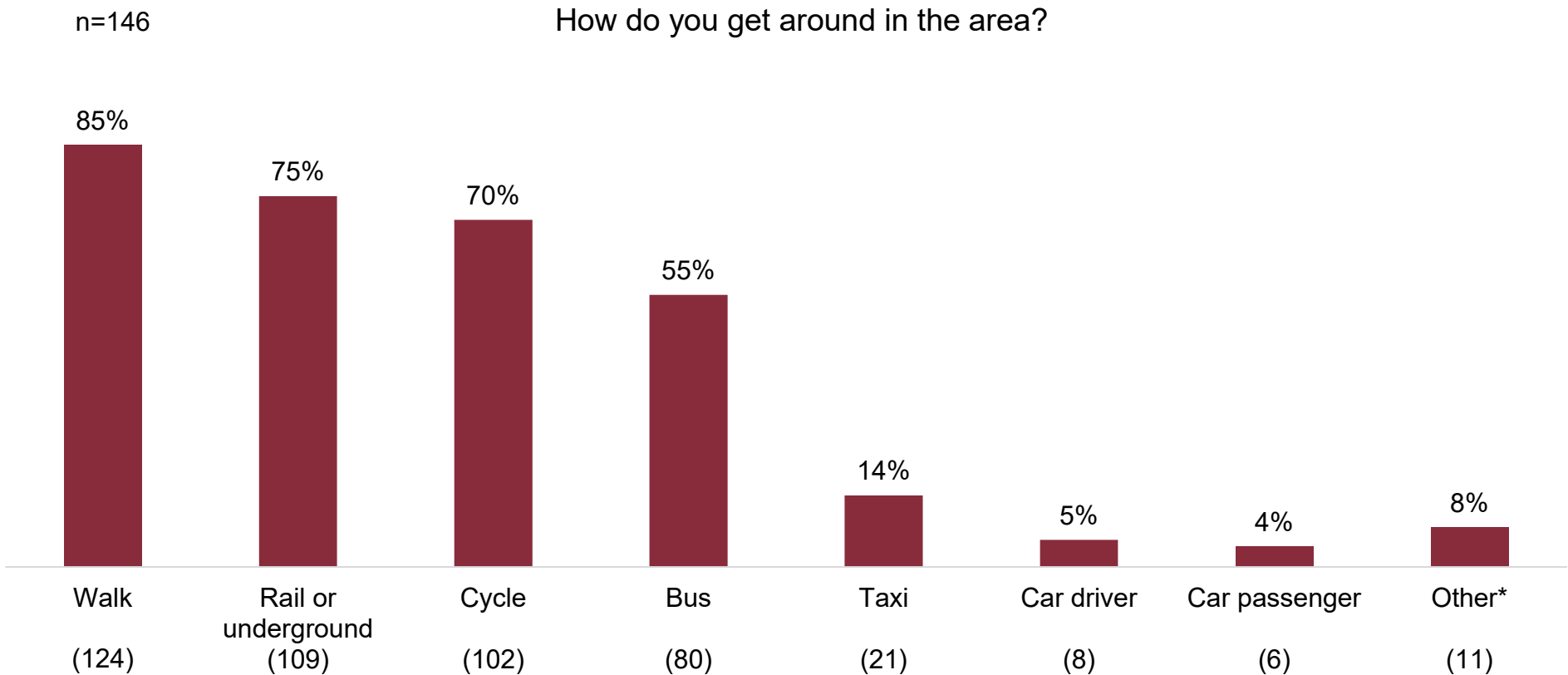
# Area connection

The consultation attracted respondents with a wide range of area connections. 67% of respondents worked in the City of London and almost a third were leisure visitors and/or travelled through. More than one area connection could be specified by respondents.



# Travelling around in the area

Respondents frequently identified as walking (85%), using the rail or underground (75%), cycling (70%), and/or using the bus (55%) to move around the area. More than one type of travel could be specified.



\* Other travel modes (each specified by fewer than 4% of respondents) included private hire vehicle as a passenger (e.g. Uber), motorcycle, van or lorry, wheelchair or mobility scooter and other unspecified travel modes.

