

Bunhill, Barbican and Golden Lane area Healthy Neighbourhood plan:

Public engagement feedback report



Independently compiled
by Commonplace for the
City of London Corporation
and Islington Council

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Executive summary



Summary of key findings

The draft Bunhill, Barbican and Golden Lane area Healthy Neighbourhood plan is a framework of projects designed to benefit the comfort and safety of people walking, wheeling and cycling. The plan would change how motor vehicles access and move through the Bunhill, Barbican and Golden Lane area.

A six-week engagement on the draft plan was undertaken across November and December 2024, utilising the Commonplace engagement platform, together with a series of public drop-ins. The engagement – which was open to anyone with a connection to, or interest in the area – collected more than 4,000 contributions. Feedback highlighted support for the draft plan which was both strong and broad.

Over 70% of contributors preferred option 1 for Beech Street. This preference held strong across those using different travel modes and with differing relationships with the City of London – largely underpinned by its perceived effectiveness in tackling air pollution, enhancing the pedestrian experience, reducing traffic volume and congestion and making cycling safer. Some felt that taxi access should also be excluded from this option.

Option 3 was the preferred route for Moor Lane – with closure at Silk Street - though option 2 – with closure at Fore Street, was not too far behind. Options 2 or 3 were selected by 77% of respondents.

A notable majority of engagement contributors supported the exploration of ideas 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.

80%+ of contributors supported the closure of Golden Lane with Beech Street to through traffic, the widening of the pavement there and the addition of plants, trees and cycle parking at its western side.

Walking and wheeling (including cycling opportunities) improvement proposals in relation to both Fortune Street and Bunhill Row also drew widespread support. As did proposed walking accessibility improvements, child friendly routes, two-way cycling and additional cycle parking in Islington.

Introducing the Bunhill, Barbican and Golden Lane area Healthy Neighbourhood plan and its engagement



The Bunhill, Barbican and Golden Lane area Healthy Neighbourhood plan

In 2023, the City of London Corporation and Islington Council asked the public what they thought about the streets in the Bunhill, Barbican and Golden Lane area.

Feedback enabled ideas for improvements to the streets to make them a more healthy and pleasant environment. This feedback also said that the vast majority of people (97%) mostly walk to get about the area, though some people are reliant on motor vehicles. The vast majority of people who took part in the 2023 engagement were supportive of the principle of traffic restrictions or changes to street layouts.

A draft Healthy Neighbourhood plan has now been drafted, based on the feedback received.

The Healthy Neighbourhood plan is a framework of projects designed to benefit the comfort and safety of people walking, wheeling and cycling.

The plan would change how motor vehicles access and move through the Bunhill, Barbican and Golden Lane area - based on the principle of creating more space for people walking, wheeling and cycling, and for more trees and greenery. This could be done by reducing the amount of "through traffic" in the area to create more space. This would require changing how motor vehicles access and move around streets in the area.

A full draft of the Healthy Neighbourhood plan can be found [here](#).

A map of the proposed traffic measures and project boundary is shown overleaf.

V2.0

Engagement

Utilising the Commonplace engagement platform, a six-week engagement on the draft Healthy Neighbourhood plan ran from Monday 11 November 2024 to Saturday 21 December 2024 (inclusive).

The engagement 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 individual elements of the Healthy Neighbourhood plan and its measures. 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. The engagement was not intended to be a referendum or 'vote' of any kind, but rather a process for exploring perceptions.

Engagement included:

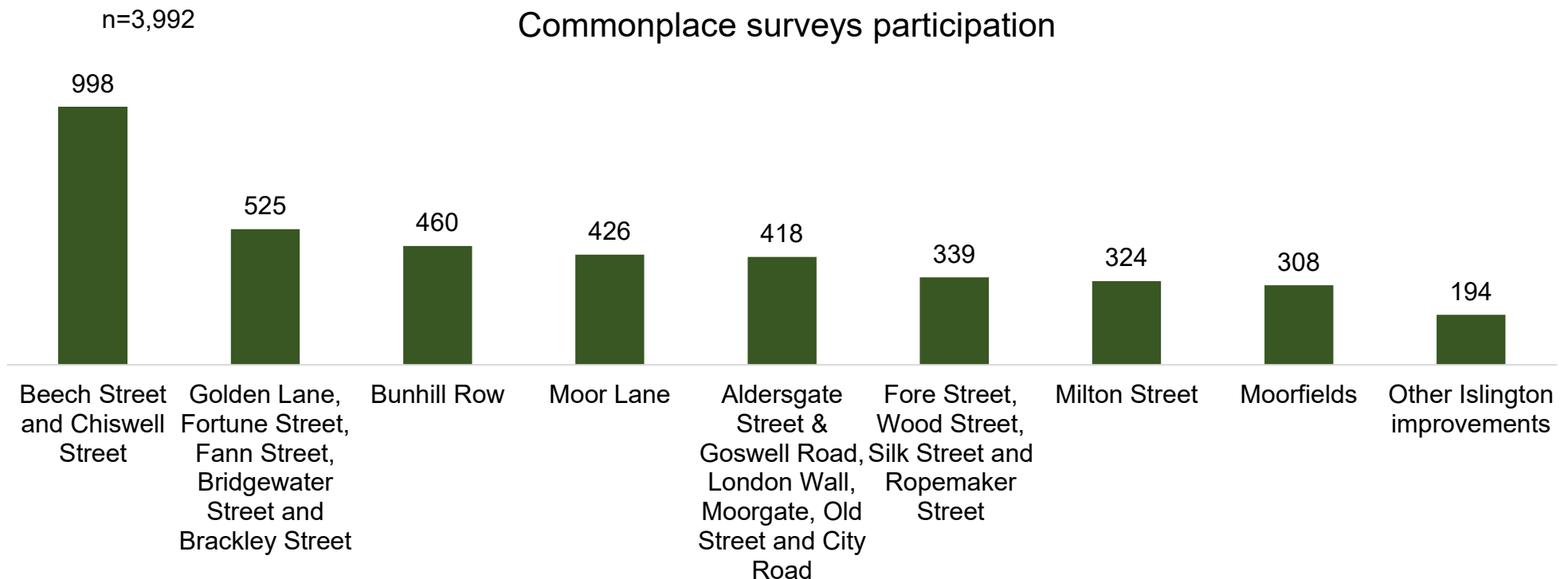
- Pre-engagement meetings with key stakeholders including ward members, residents' groups, Neighbourhood Forum, Barbican Centre, local schools and businesses.
- Promotion in resident newsletters.
- Email communication to resident's groups, stakeholders and interest groups.
- 17,000 leaflets distributed in the wider area.
- 40 on street publicity posters.
- 4 drop-in sessions where the public could discuss the proposals with the project team.
- 1 on-line drop-in session 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.

Engagement contributions

There were over 11,000 visits to the Commonplace engagement pages. The engagement received just under 4,000 Commonplace contributions, made by over 1,000 individuals, across the nine 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 options for Beech Street and Chiswell Street.



Presenting the feedback collected

In presenting the feedback collected, engagement contributions have been collated, analysed, detailed and summarised independently of the City of London Corporation and Islington Council's Project Team. This ensures a clear impartiality of consideration and presentation.

Feedback has been collated by each of the proposed area options/measures, 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.



Beech Street and Chiswell Street



Beech Street – the proposed options

2023 engagement feedback in relation to Beech Street revealed concerns about air and noise pollution, narrow and crowded pavements forcing people to sometimes walk in the road and longer journey times and restricted access to the carparks if traffic was restricted on Beech Street. Many people also commented on the previous zero-emission traffic scheme and their thoughts on if it should be brought back. Overall views on this were evenly split.

Pavements on Beech Street are uncomfortably narrow for the number of people using them. Pavements could be widened by taking some space from the road if the amount of traffic on Beech Street is reduced enough so that people cycling can safely mix with the lower amounts of traffic without needing cycle lanes. The current cycle lanes could then become pavement space.

People were consulted on two options for reducing through traffic. For both options, access would be maintained for buses, people cycling and local access to the Beech Street carparks and forecourts (including deliveries and taxi pick-ups and drop-offs). Depending on the origin and destination of trips, some vehicle journeys may take longer.

Option 1 - traffic restrictions in both directions to widen pavement on both sides. Option 1 makes more journeys by motor vehicle longer than option 2, but all through traffic would be removed and therefore this option would have a greater benefit for air and noise pollution on Beech Street than option 2.

Of the two options, this option offers:

- the most benefit to people walking and wheeling by providing more space on both sides of the street
- the most benefit to people cycling by reducing motor traffic in both directions
- the most benefit for air quality and noise pollution.

Option 2 – traffic restriction in the westbound direction (only) with pavement widening on south side.

This option offers benefit to people walking and wheeling by providing more space on the south side of the street but none on the north side where the cycle lane will be retained.

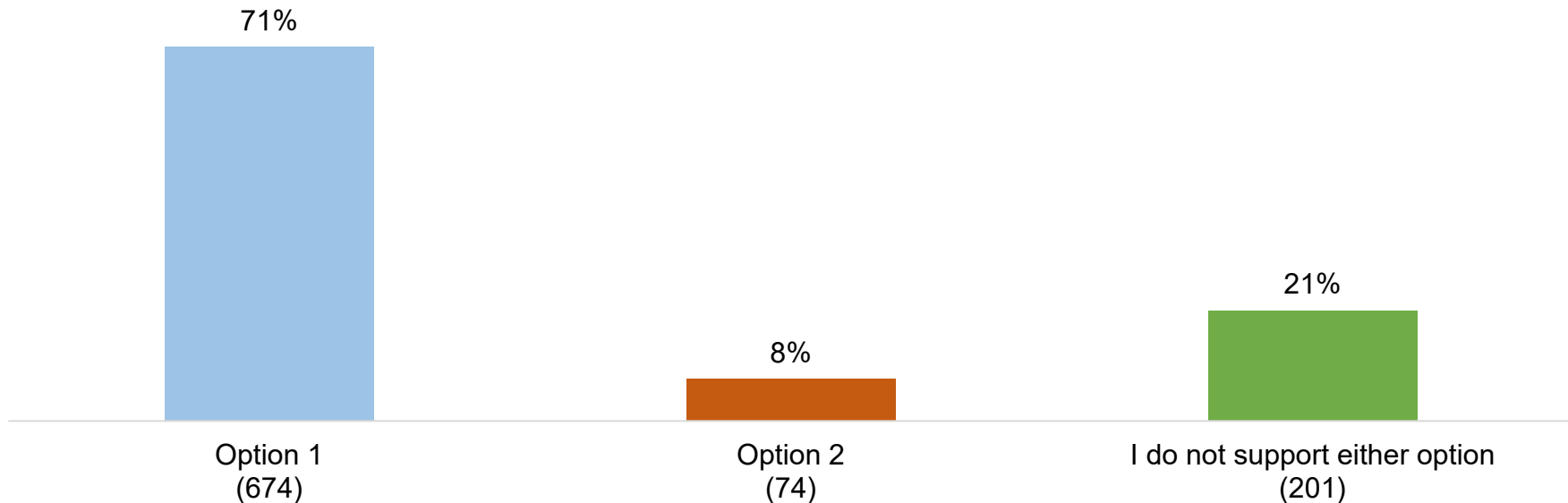
Option 2 would have a lesser impact on some vehicle journeys in the area than option 1. Through traffic would only be reduced by 40% and therefore there would be fewer positive benefits for air and noise pollution on Beech Street than option 1.

Support for Beech Street options

Over 70% of respondents supported option 1 for Beech Street. Option 2 attracted support from just 8% of respondents, while 21% supported neither option.

n=949

Question: Beech Street - which option do you support?



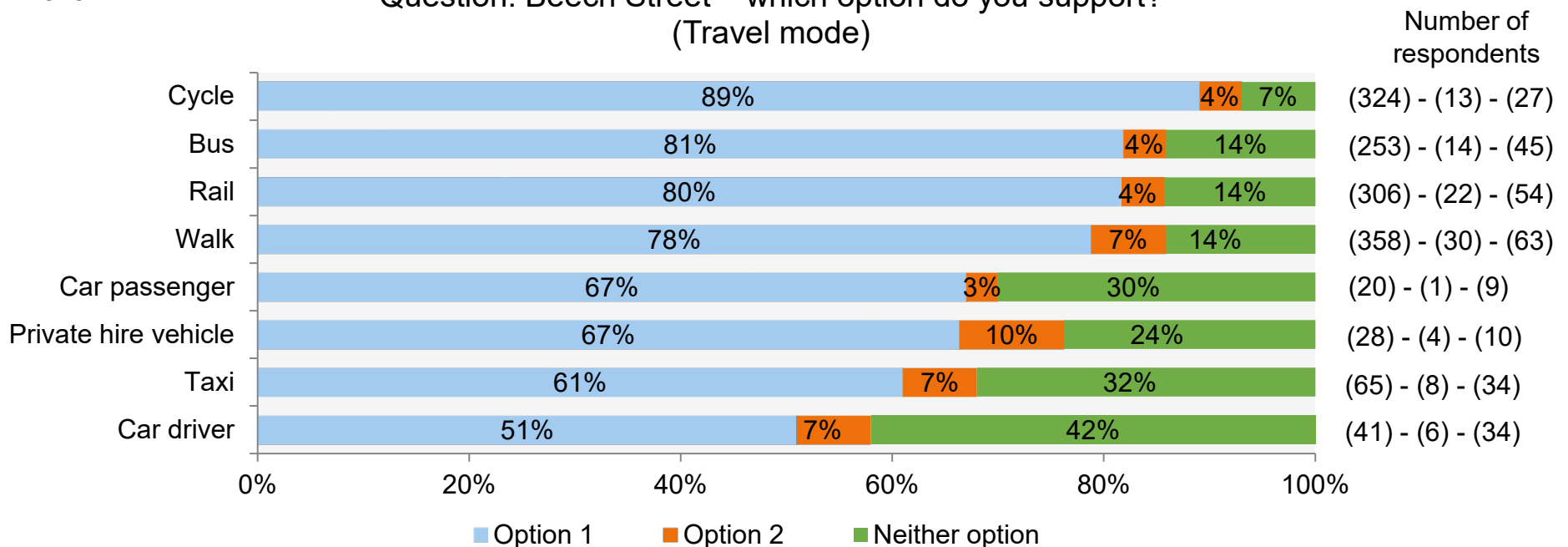
On the following pages, we see how support for each option varied by respondents' travel mode, their relationship to the City, and long-term, limiting health conditions/disabilities.

How support for Beech Street options varied between how people identified they got around

Majority support for option 1 was evident across users of all travel modes. This support peaked among people who identified as a cyclist (89%), with similarly high levels of support among people who identified as bus users (81%), who identified as rail users (80%) and who identified as walkers (78%). In contrast, over 40% of people who identified as car drivers supported neither option, with 32% of people who identified as taxi users and 30% of people who identified as car passengers following suit. However, across each of these groups, more people supported option 1 than option 3. There was very limited support for option 2 across all travel modes. In this chart and subsequent charts of this type, more than one travel mode was often specified.

n=515

Question: Beech Street – which option do you support?
(Travel mode)

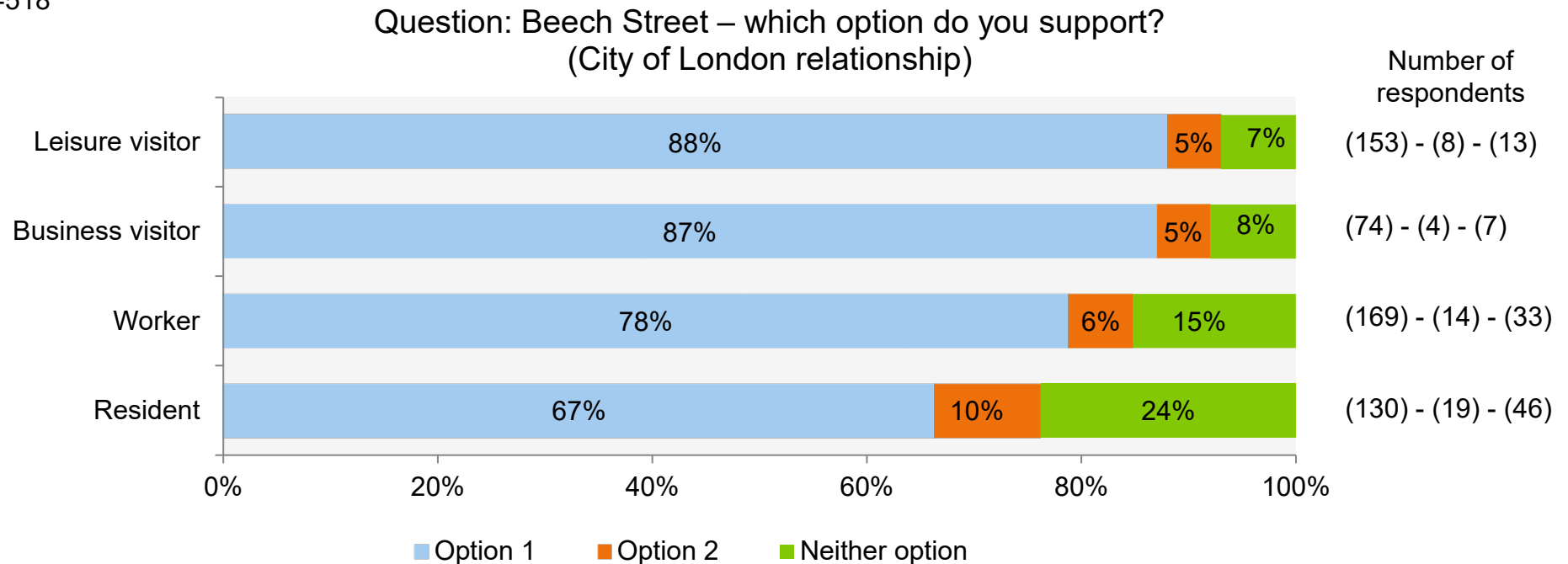


Note that some travel modes (those who identified as private hire vehicle driver, motorcycle, van/lorry, wheelchair/mobility scooter and other types) lacked a sufficient number of respondents to allow meaningful analysis.

How support for Beech Street options varied according to City of London relationship

Majority support for option 1 was evident across users of all City of London relationship types. This support peaked for leisure visitors (88%), with a similarly high level of support among business visitors (87%). Furthermore, almost 80% of those who worked in the City of London supported option 1, while two-thirds (of residents 67%) also supported option 1. However, note that around a quarter (24%) of residents supported neither option. There was very limited support for option 2 across all relationship types. In this chart and subsequent charts of this type, more than one relationship to the City was often specified.

n=518

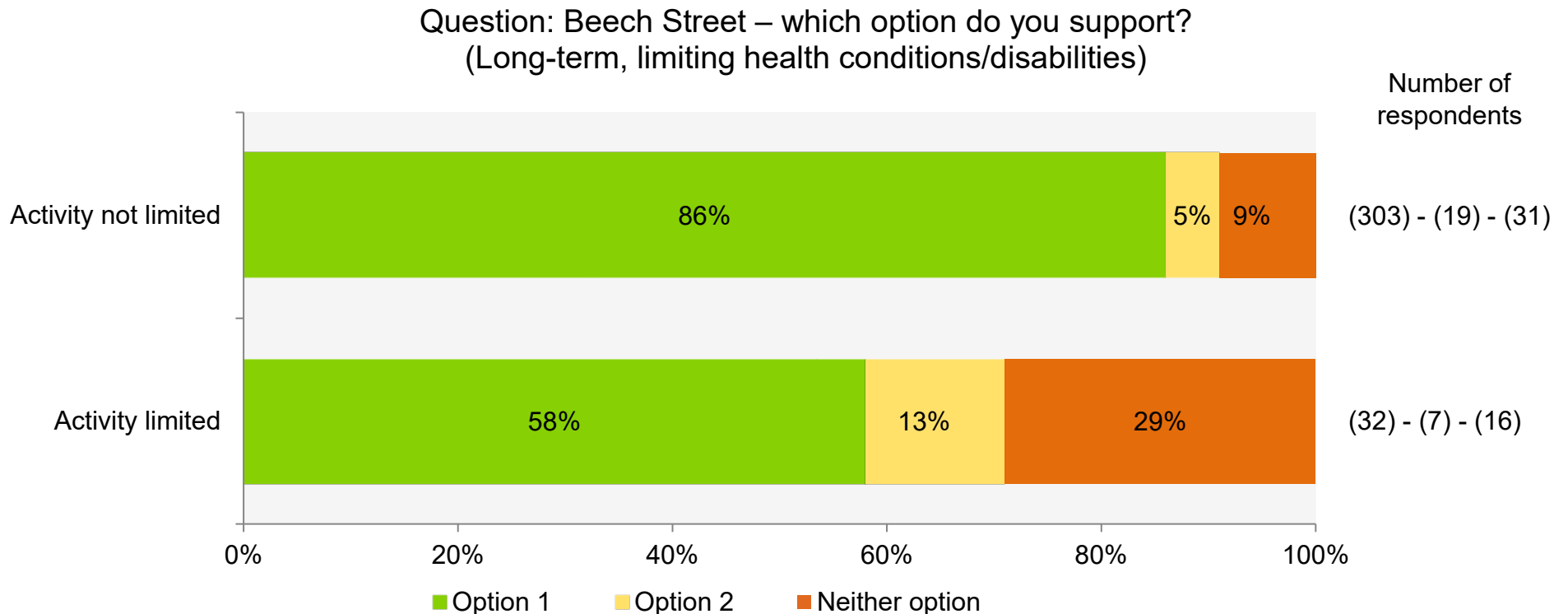


Note that some relationship types (business owners, students, livery companies and driver/riders) lacked a sufficient number of respondents to allow meaningful analysis.

How support for Beech Street options varied in relation to long-term, limiting health conditions/disabilities

Majority support for option 1 was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note that more than three times as many with limited activity as unlimited activity stated that they preferred neither option (29% v. 9%).

n=443



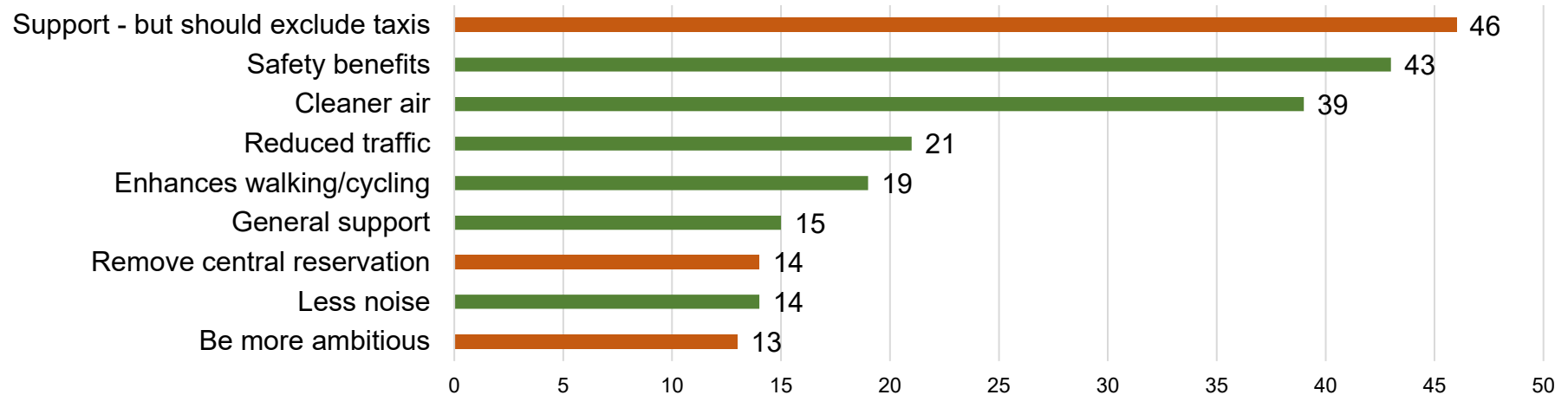
Comments about Beech Street option 1 – by those with a City of London connection

191 respondents with a City of London connection left comments on option 1. Some respondents made more than one comment. Here, we see the top comments underpinning feedback on option 1.

The number one comment associated with option 1 focused on general support, but with a need to also exclude taxis. This was followed by perceptions of improved safety, cleaner air, benefits of reduced traffic generally, a perceived enhancement of the walking/pedestrian experience in the area, and less noise. There were also suggestions to remove the central reservation and be more ambitious – excluding traffic entirely. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures.

n=191

Question: Do you have any further comments?
Those with a connection to the City of London



Other comments most commonly focused on a need for improved lighting, allowing taxi access, improving the tunnel aesthetics and reducing the speed of cyclists. (Each made by no more than five respondents).

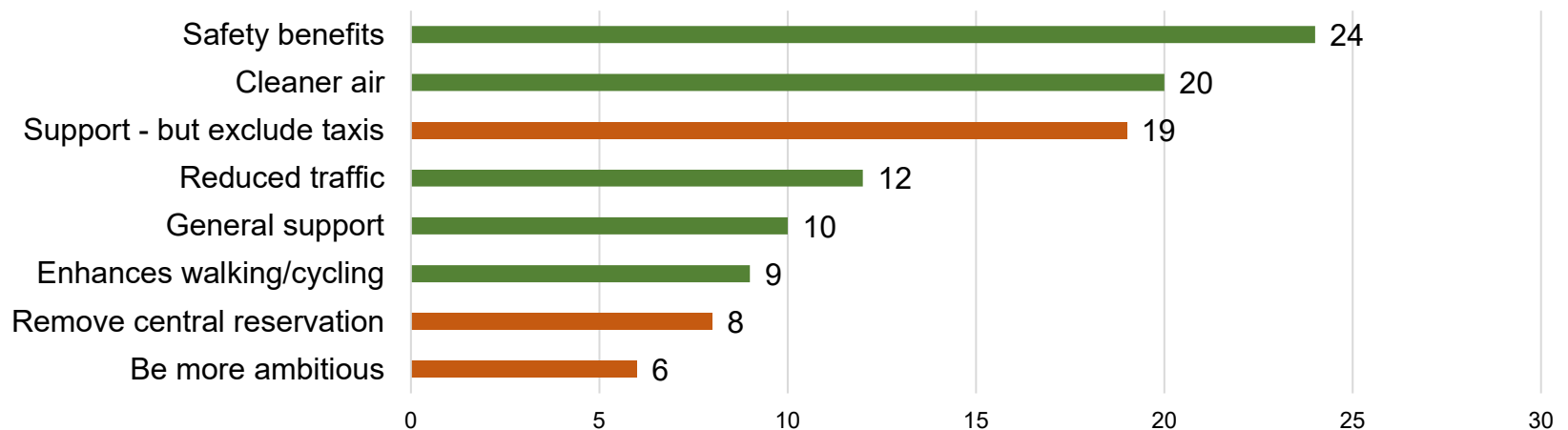
Comments about Beech Street option 1 – by those with a London Borough of Islington connection

91 respondents with a London Borough of Islington connection left a comment on option 1. Some respondents made more than one comment. Here, we see the main comments underpinning feedback on option 1.

The largest number of comments associated with option 1 focused on safety and decreased pollution benefits, with support by some which included the additional suggestion of excluding taxis. This was followed by reduced traffic benefits in general and enhancing the walking/cycling experience in the area. Again, some respondents suggested removing the central reservation and being more ambitious in excluding all traffic. Categories in green again indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures.

n=91

Question: Do you have any further comments?
Those with a connection to the London Borough of Islington



Other comments included a need to improve the tunnel lighting and signage, ensure access for deliveries and reduce the speed of cyclists. (Each made by no more than four respondents).

Comments about Beech Street option 2 – by those with a City of London connection

Just 13 respondents with a City of London connection left comments on option 2.

These comments focused on:

- The benefits of less traffic diversion onto Aldersgate Street.
- Allowing for eastward traffic.
- Potential problems with taxi and deliveries access.
- Concerns about air pollution.
- A preference for a segregated cycle lane (rather than a shared carriageway).
- A need to ensure ventilation is sufficient to extract traffic fumes.
- Simpler than option 1.
- A need to exclude taxis.

Comments on Beech Street option 2 – by those with a London Borough of Islington connection

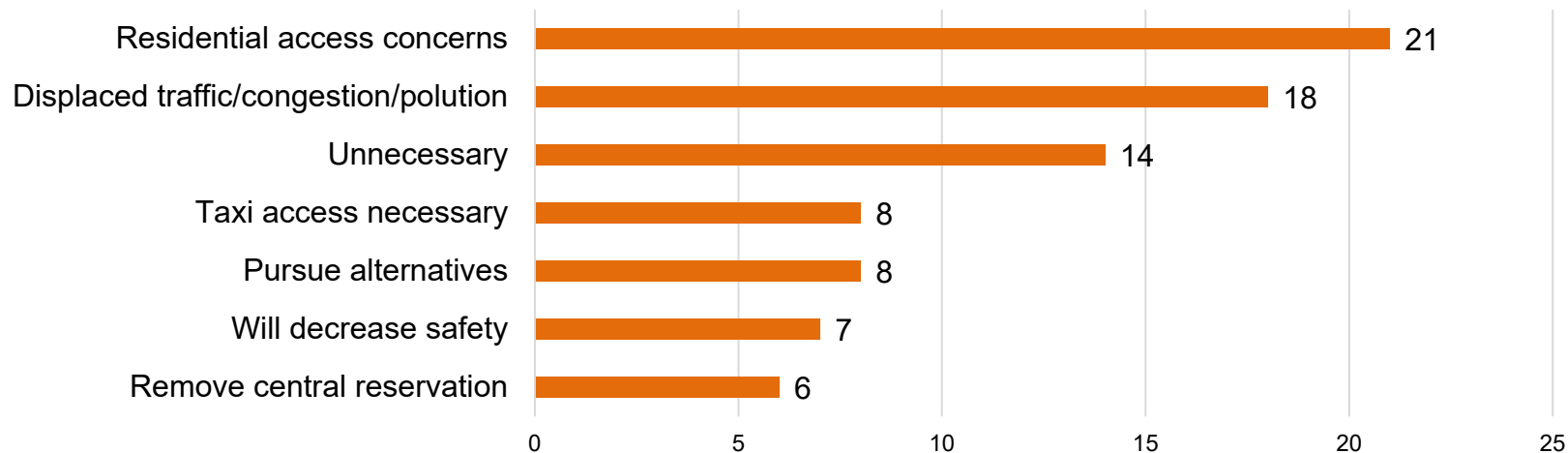
Just two respondents with a London Borough of Islington connection left comments on option 2.

Comments supporting neither Beech Street option – by those with a City of London connection

65 respondents with a City of London connection who supported neither option for Beech Street made additional comments. Some respondents made more than one comment. These comments focused on concerns that local access/mobility would be made more difficult; the potential displacement of motor traffic onto other streets/roads with increased air pollution; and perceptions of no need to instigate change – the tunnel was designed for traffic – leave it as it is. Other comments highlighted concerns relating to taxi access, a need to pursue alternatives, issues with decreased safety for pedestrians and cyclists and perceptions of space being wasted by the central reservation.

n=65

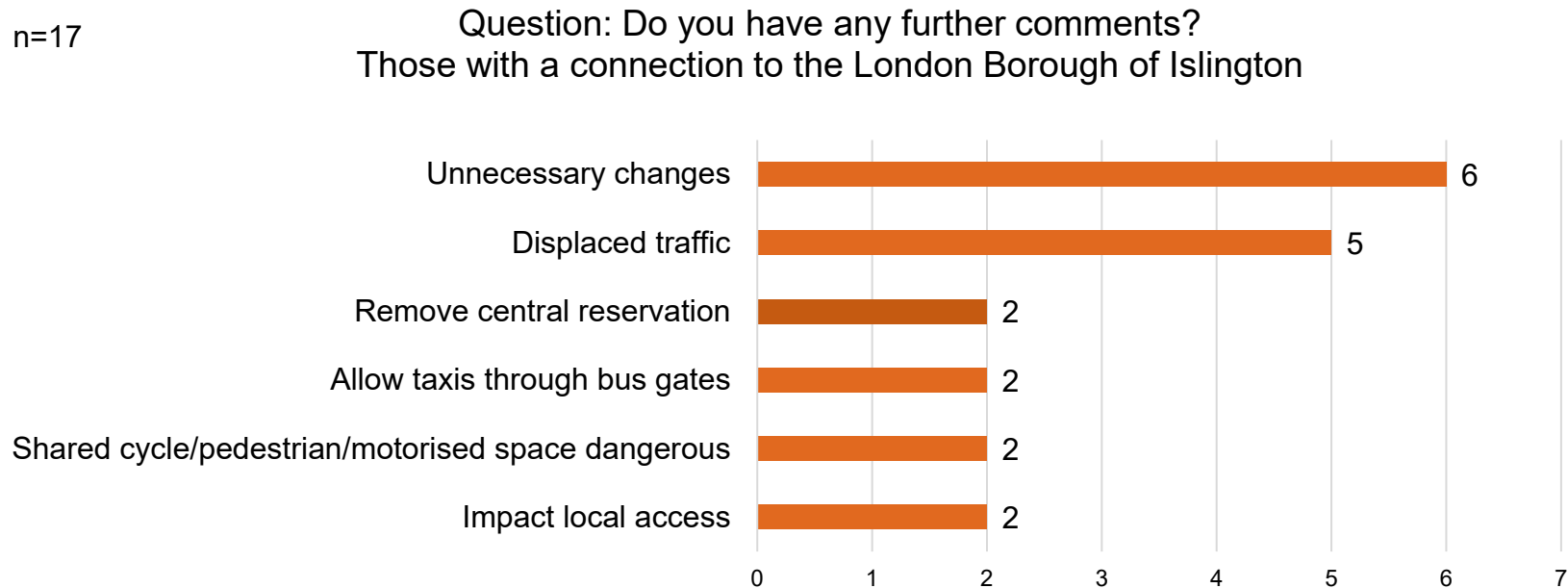
Question: Do you have any further comments?
Those with a connection to the City of London



Other comments – each made by no more than three respondents – included a need to delay this until post-completion of nearby projects, concerns about tunnel prohibition enforcement, and a need to retain cycle lanes and narrow the road.

Comments supporting neither Beech Street option – by those with a London Borough of Islington connection

Just 17 respondents with a London Borough of Islington connection who supported neither option for Beech Street left additional comments. Some respondents made more than one comment. These comments focused on perceptions of the changes being unnecessary, with traffic potentially being displaced onto other streets/roads with increased air pollution.



Other comments – each given by no more than one respondent – included a need to look at road traffic modelling and separate taxi journeys, concerns about tunnel prohibition enforcement, a suggestion to replace the zebra crossing with a pelican crossing at the junction of Silk Street, and a need to retain cycle lanes and narrow the road.

Chiswell Street



Chiswell Street – the proposed ideas

Previous engagement feedback revealed concerns relating to:

- The safety and comfort of people cycling.
- High motor-vehicle traffic levels.
- The safety and comfort for people walking and cycling across Chiswell Street.

The City of London Corporation and London Borough of Islington could explore improving the zebra crossing near Bunhill Row to make crossing the street easier for people walking and wheeling and cycling.

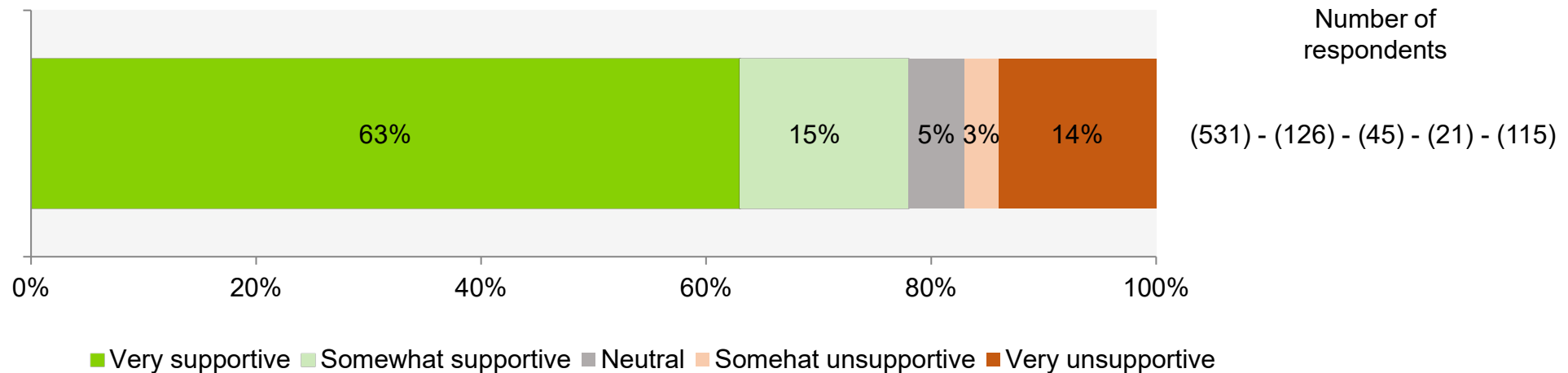
If either of the Beech Street options were taken forward, they could also explore widening sections of pavement and introducing trees and planting, seating and cycle parking, where possible.

Support for Chiswell Street ideas

Almost 80% of respondents supported the exploration of ideas for Chiswell Street. For many, this support was strong. In contrast, just 17% were unsupportive, with 5% expressing a neutral opinion.

n=838

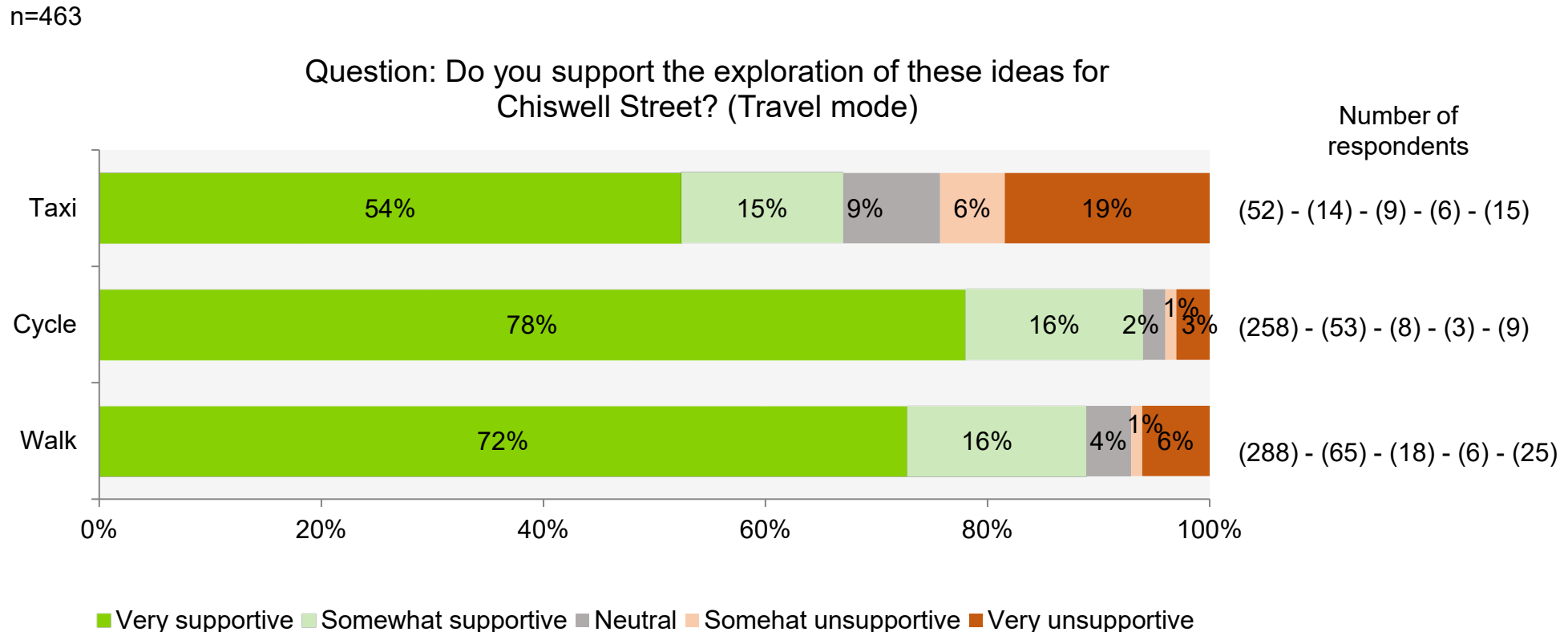
Question: Do you support the exploration of these ideas for Chiswell Street?



On the following pages, we see how support for the ideas for Chiswell Street varied by respondents' travel mode, their relationship to the City, and long-term, limiting health conditions/disabilities.

How support for the exploration of ideas for Chiswell Street varied by how people identified they got around

A majority of both those who identified as cyclists (94%) and those who identified as walkers (88%) supported the exploration of ideas for Chiswell Street – with many strongly supporting this exploration. In contrast, opposition was limited to less than 10% of both groups.

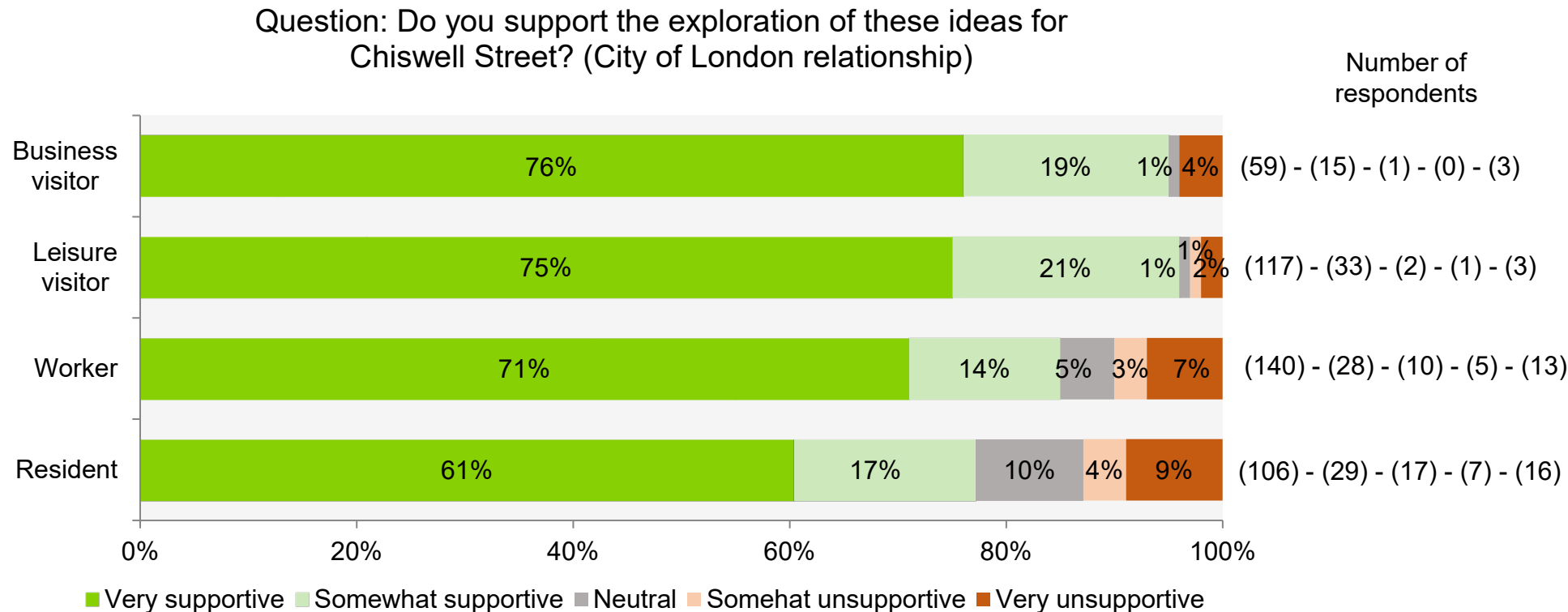


Note that some those identifying as car drivers lacked a sufficient number to allow meaningful analysis.

How support for the exploration of ideas for Chiswell Street varied according to City of London relationship

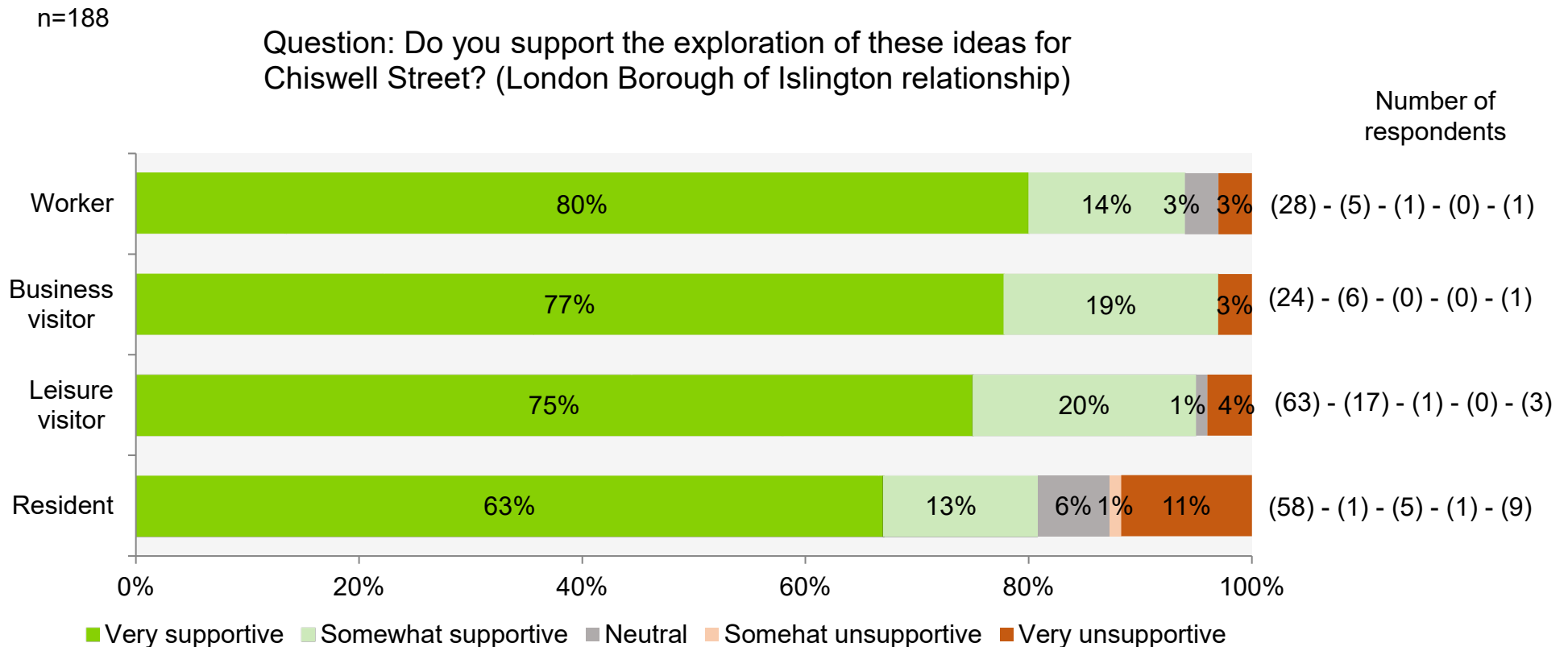
Strong, majority support for the exploration of ideas was evident across all City of London relationship types. Support peaked among business and leisure visitors (95-96%), but was slightly lower among workers (85%) and residents (78%). Again, opposition was very limited.

n=468



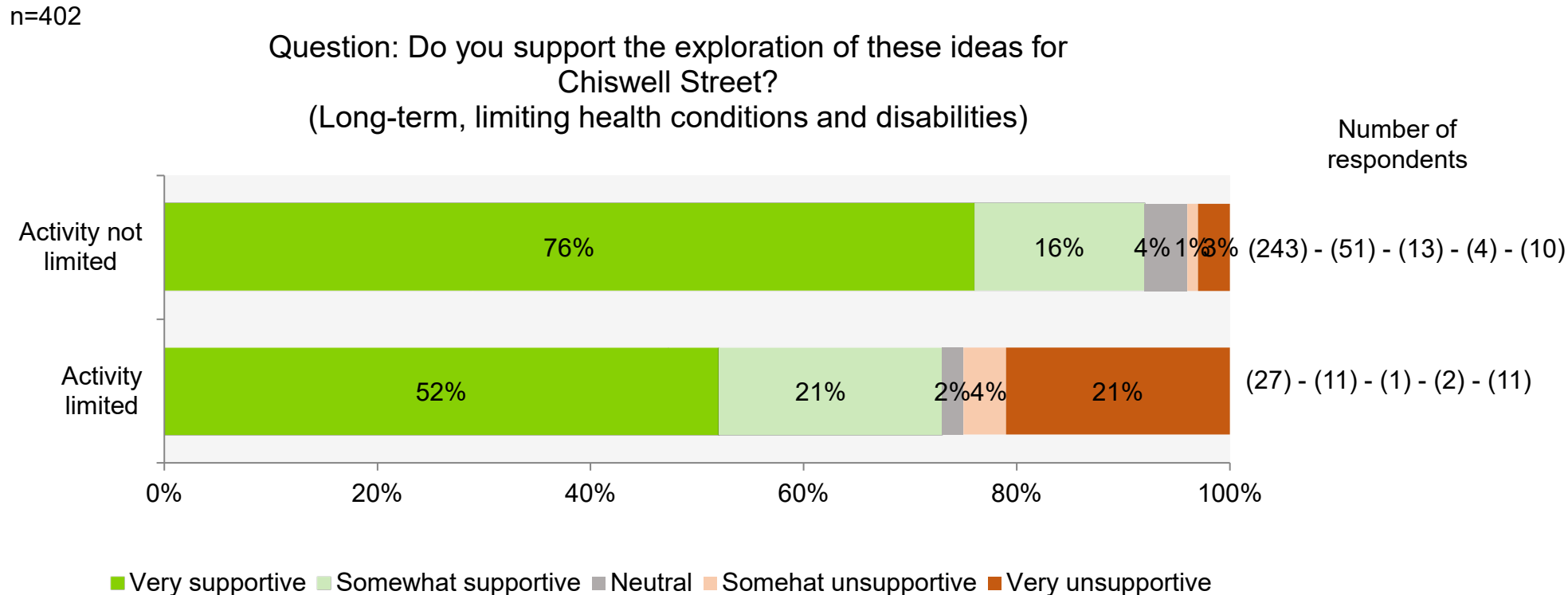
How support for the exploration of ideas for Chiswell Street varied according to London Borough of Islington relationship

Strong, majority support for the exploration of ideas was evident across all London Borough of Islington relationship types. Support peaked among business visitors (96%) and was similarly high among leisure visitors (95%) and workers (94%). It was slightly lower among residents (76%). Again, opposition was very limited.



How support for the exploration of ideas for Chiswell Street varied in relation to long-term, limiting health conditions/disabilities

Majority support for the exploration of ideas for Chiswell Street was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note that a quarter (25%) of those whose activities were limited did not support the exploration of ideas – a figure significantly higher than among those whose activity was not limited (4%).



Golden Lane, Fortune Street, Fann Street, Bridgewater Street and Brackley Street



Golden Lane



Golden Lane proposals

Previous engagement feedback revealed concerns relating to traffic levels, vehicle speeds and road safety, particularly for children in proximity to the local schools. Many people supported making Golden Lane a school street, restricting vehicle movements at certain times of the day and also making improvements to the pavements.

Over 2,000 vehicles a day use Golden Lane. The majority is "through traffic" travelling to Beech Street and Chiswell Street, passing through the area without stopping. Some vehicles exceed the 20mph speed limit.

To improve safety and reduce speeds, closing Golden Lane to through traffic at the junction with Beech Street could be explored. People cycling, the emergency services and school buses servicing Richard Cloudesley and Prior Weston schools would be able to pass through the closure onto Beech Street.

This would solve the speeding issue on Golden Lane more effectively than implementing a school street for limited time periods on weekdays.

It is expected that the only traffic entering Golden Lane will be for resident and business purposes or deliveries, so traffic will be significantly less.

Vehicles would not be able to enter the area from Beech Street and would need to use Old Street and Golden Lane or Mallow Street. Vehicles exiting the area will have to leave via Golden Lane, Whitecross Street or Bunhill Row.

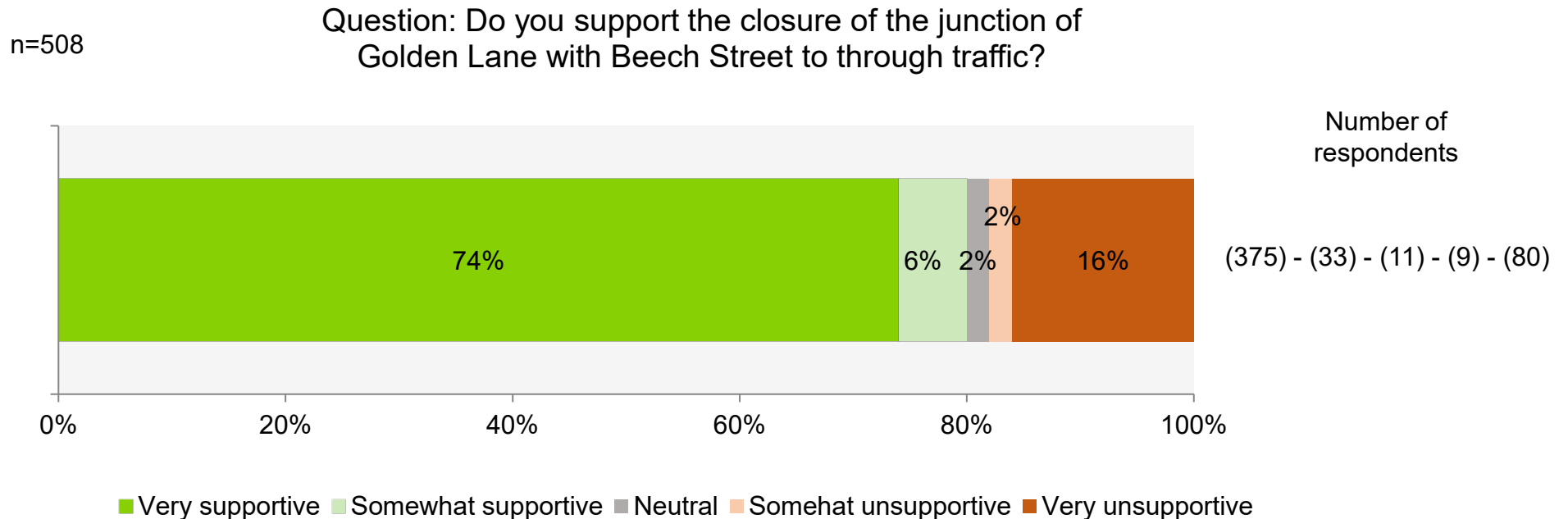
Depending on the origin and destination of trips, some vehicle journeys may take longer.

What could be explored:

- Closing the junction of Golden Lane with Beech Street to through traffic.
- Widening the pavement at the junction.
- Introducing pavement widening, trees and planting, seating and cycle parking on the western side of Golden Lane.

Support for closing the junction of Golden Lane with Beech Street to through traffic

80% of respondents supported closure of the junction of Golden Lane with Beech Street to through traffic. Strong support was expressed by almost three-quarters (74%) of all respondents. In contrast, 18% were unsupportive, with 2% expressing a neutral opinion.



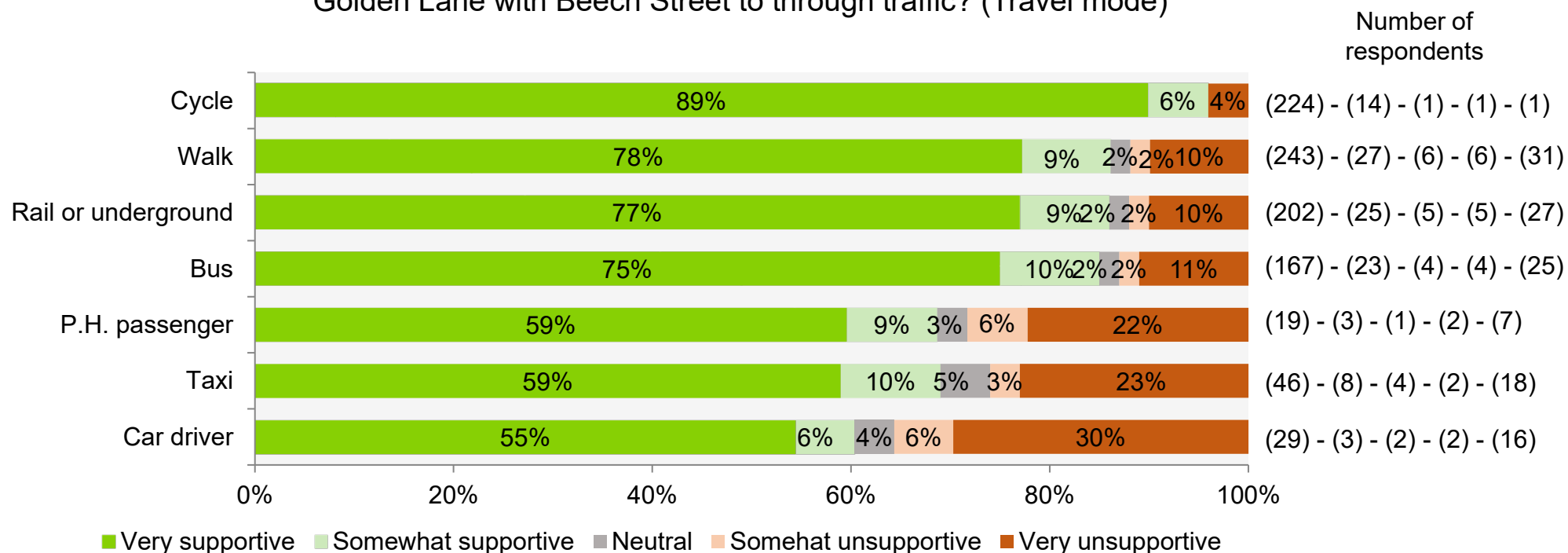
On the following pages, we see how support for the idea of junction closure at Golden Lane/Beech Street varied according to respondents' travel around the area, relationship to the area, and long-term, limiting health conditions/disabilities.

How support for closing the junction of Golden Lane with Beech Street varied by how people identified they got around

Majority support for the closure of the junction of Golden Lane with Beech Street was evident among people travelling by all travel modes. This support peaked among those who identified as cyclists, and was also high among those who identified as walkers, those who identified as using the rail/underground and those who identified as bus users. Opposition was, in contrast, limited. Though note that over a third of those who identified as car drivers did not support the junction closure, with around a quarter of those who identified as private hire vehicle passengers and those who identified as taxi users following suit. However, a majority in both groups were supportive.

n=348

Question: Do you support the closure of the junction of Golden Lane with Beech Street to through traffic? (Travel mode)



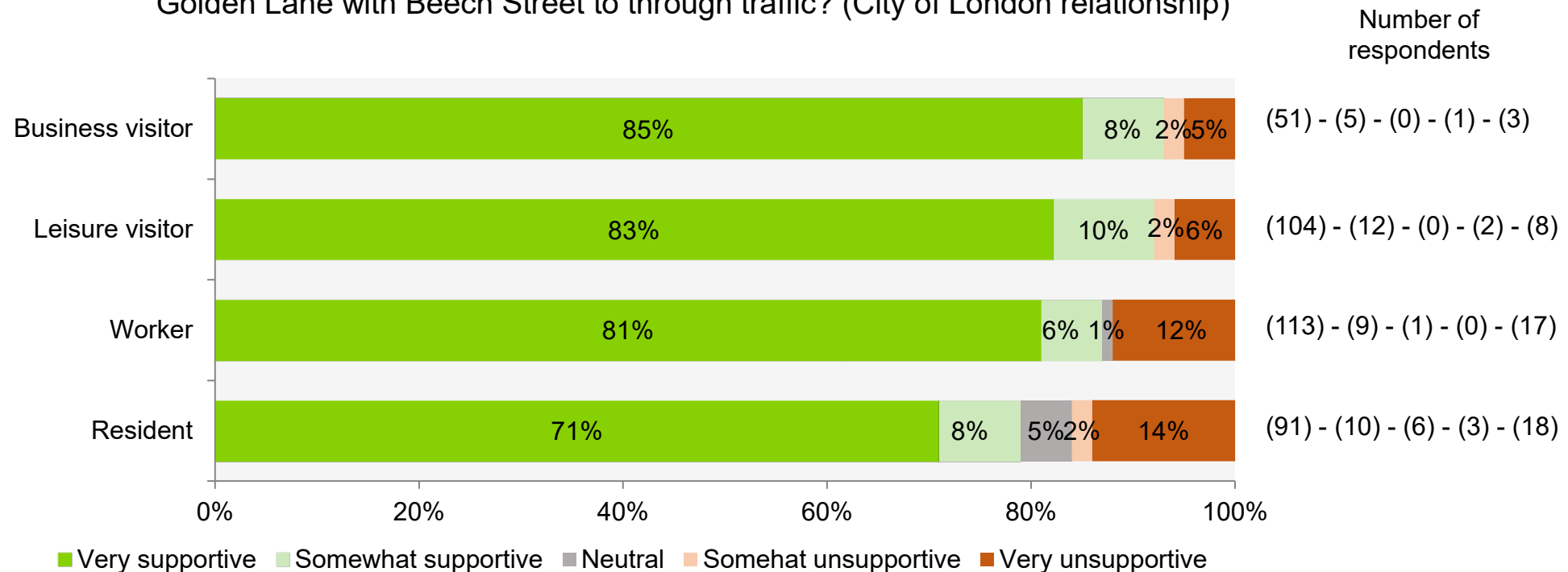
Note that some travel modes (those who identified as private hire vehicle drivers, motorcyclists, van/lorry drivers, car passengers, wheelchair or mobility scooter users and other travel mode users) lacked a sufficient number of respondents to allow meaningful analysis.

How support for closing the junction of Golden Lane with Beech Street varied according to City of London relationship

Majority support for the closure of the junction of Golden Lane with Beech Street was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest among business and leisure visitors. In contrast, opposition was far less – peaking among residents, of whom 16% did not support the junction closure.

n=344

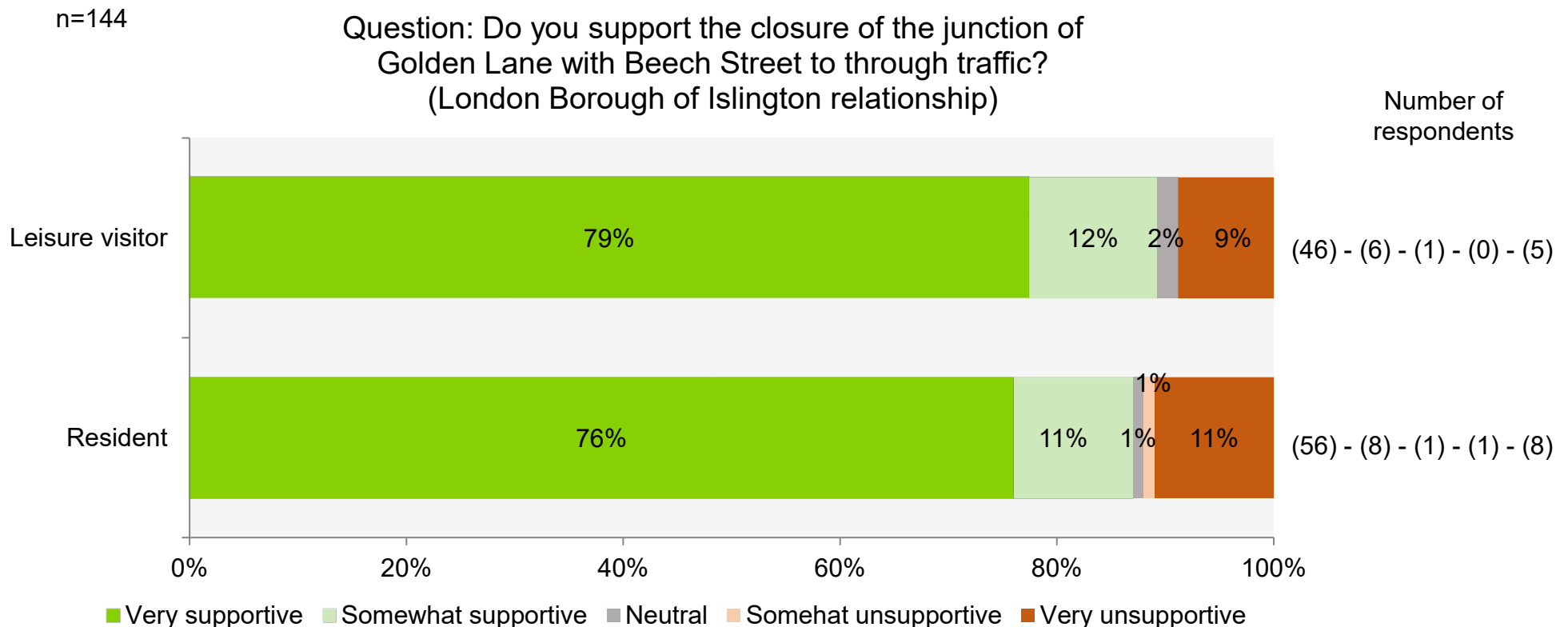
Question: Do you support the closure of the junction of Golden Lane with Beech Street to through traffic? (City of London relationship)



Note that some relationship types (business owners, livery companies, drivers/riders and students) lacked a sufficient number of respondents to allow meaningful analysis.

How support for closing the junction of Golden Lane with Beech Street varied according to London Borough of Islington relationship

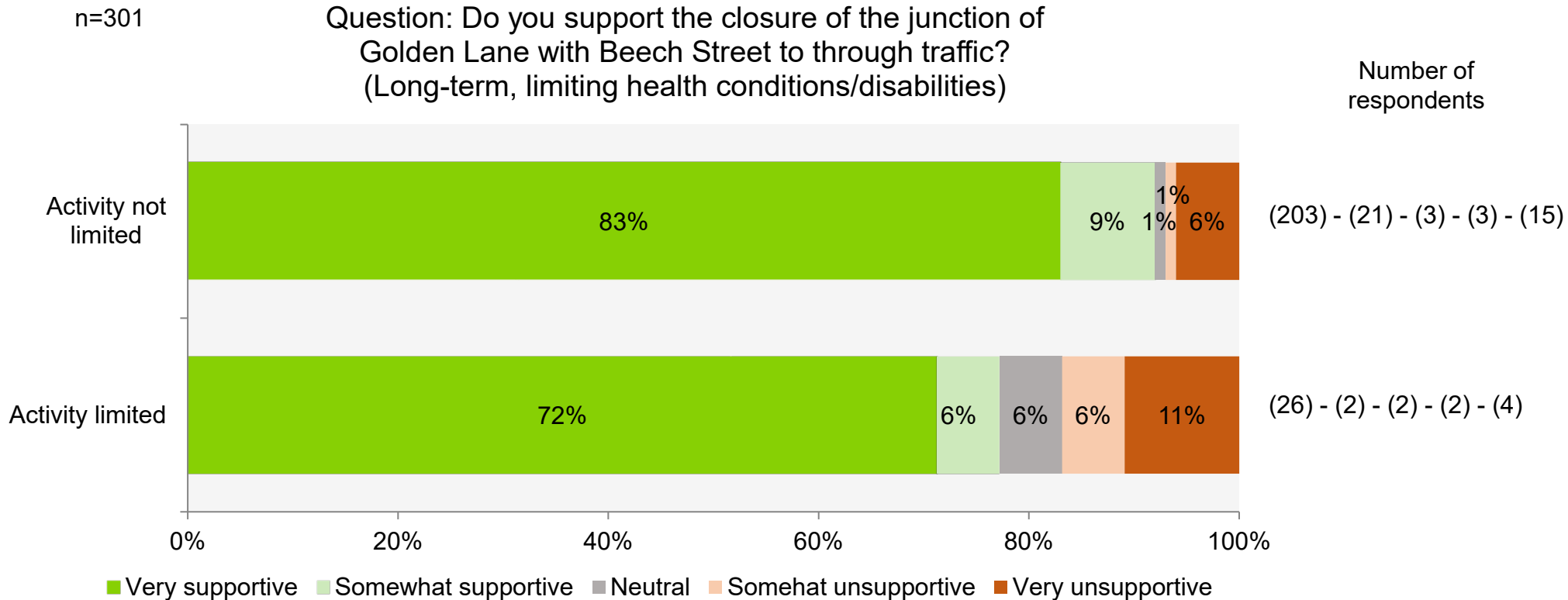
Majority support for the closure of the junction of Golden Lane with Beech Street was evident among both residents of, and leisure visitors to, the London Borough of Islington. This support typically nudged the 90% mark. In contrast, opposition was far less.



Note that some relationship types (workers, business visitors and business owners) lacked a sufficient number of respondents to allow meaningful analysis.

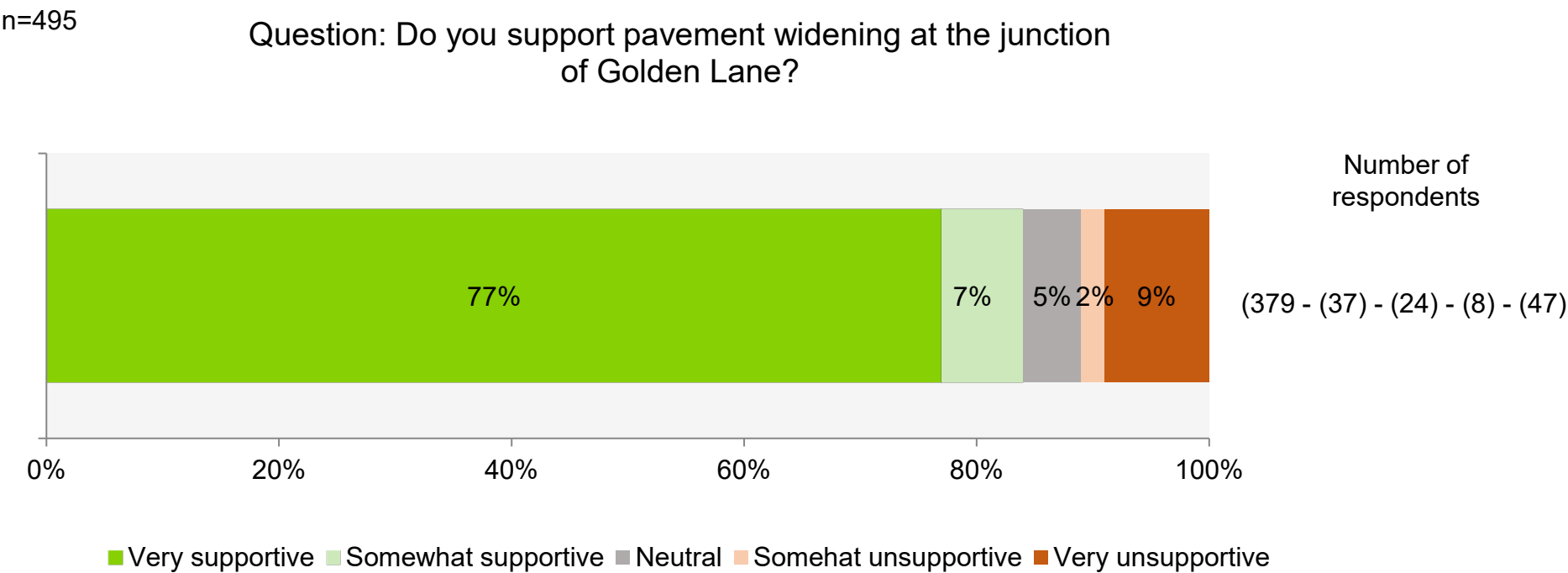
How support for closing the junction of Golden Lane with Beech Street varied in relation to long-term, limiting health conditions/disabilities

Majority support for the closure of the junction of Golden Lane with Beech Street was evident among those whose activity was and was not limited by a long-term, limiting health condition or disability. However, it was stronger among those without a condition.



Support for widening the pavement at the junction of Golden Lane

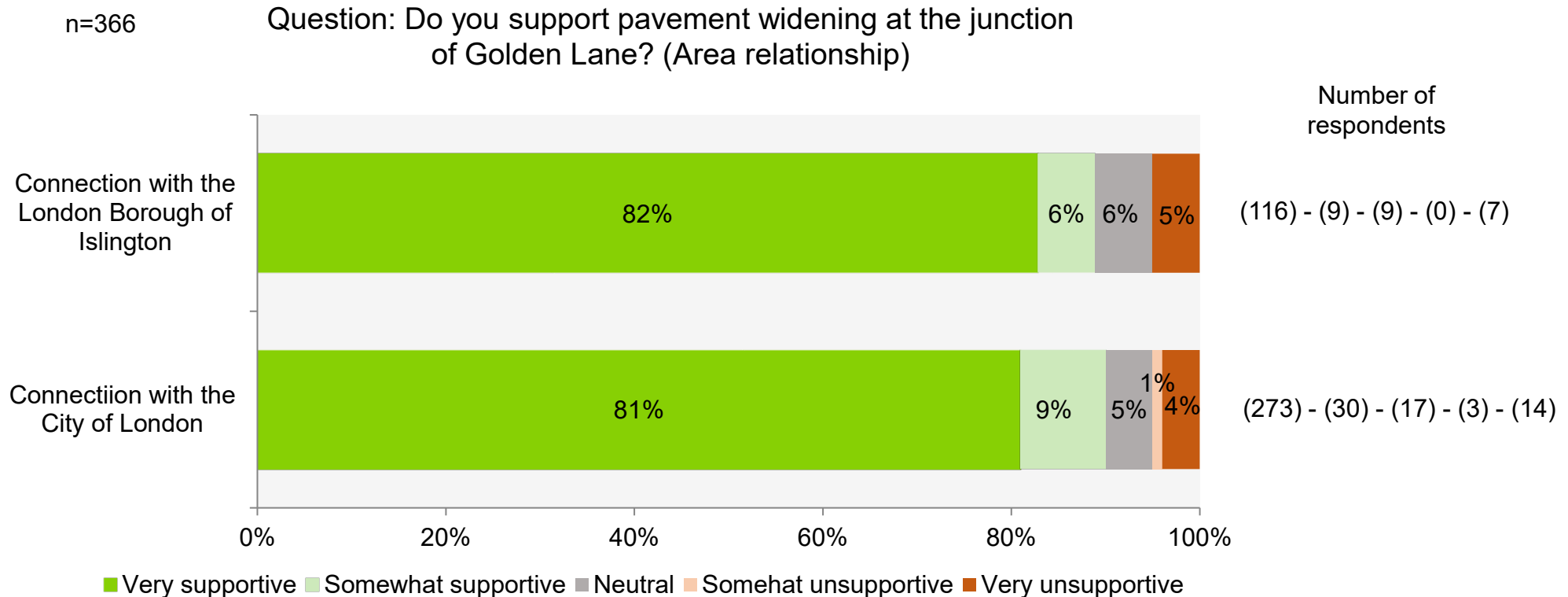
Over 80% of respondents supported pavement widening at the junction of Golden Lane. Strong support was expressed by over three-quarters of all respondents. In contrast, just 11% were unsupportive, with 5% expressing a neutral opinion.



On the following pages, we see how this support varied according to respondents' relationship to the area, and long-term, limiting health conditions/disabilities.

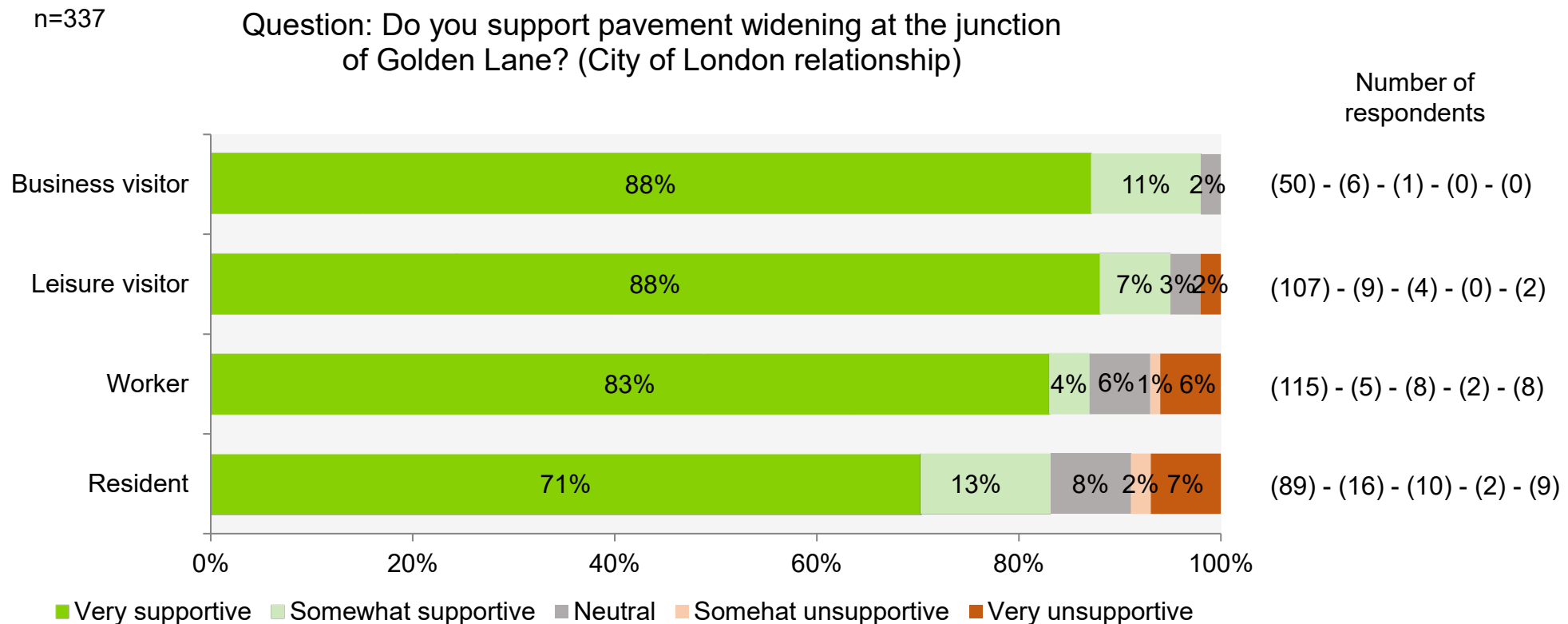
How support for pavement widening at the junction of Golden Lane varied according to area connection

A majority – almost 90% – of both those connected to the City of London or to the Borough of Islington were supportive of pavement widening at the junction of Golden Lane.



How support for pavement widening at the junction of Golden Lane varied according to City of London relationship

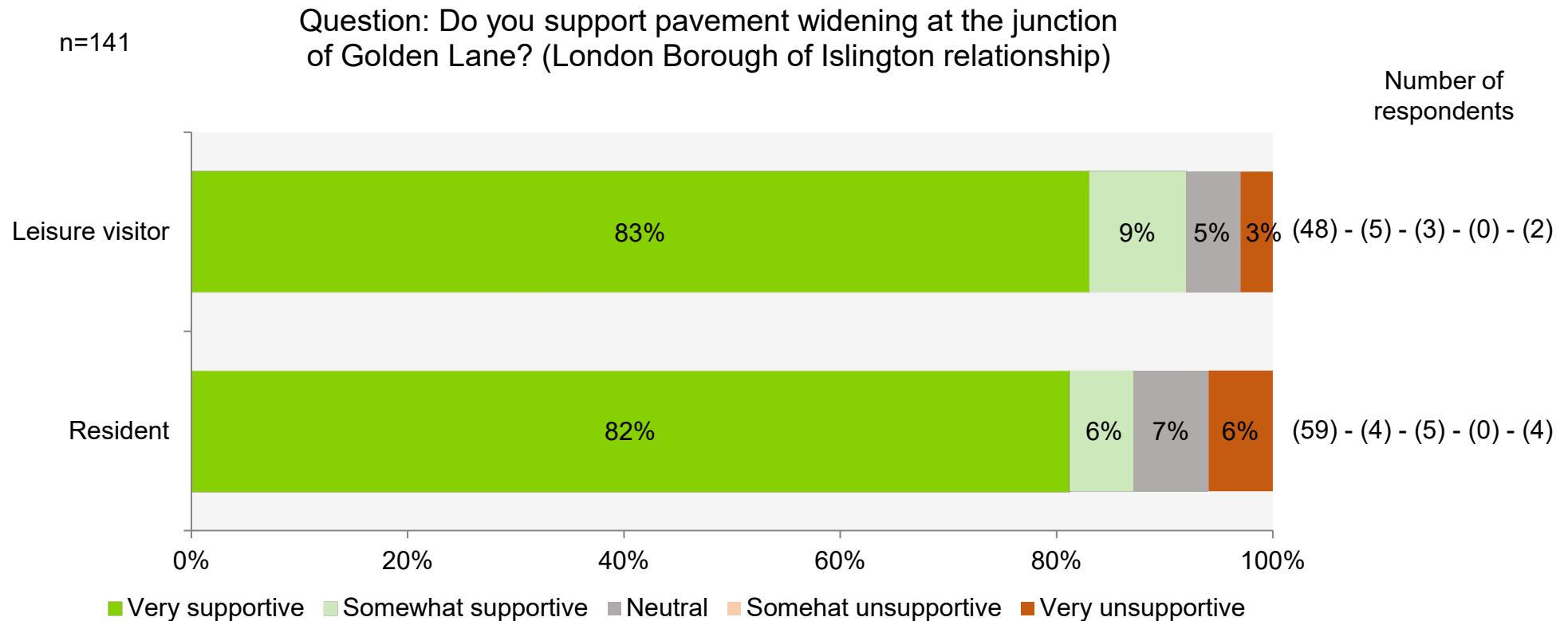
Majority support for pavement widening at the junction of Golden Lane was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest among business and leisure visitors. In contrast, opposition was far less.



Note that some relationship types (business owners, livery companies, drivers/riders and students) lacked a sufficient number of respondents to allow meaningful analysis.

How support for pavement widening at the junction of Golden Lane varied according to London Borough of Islington relationship

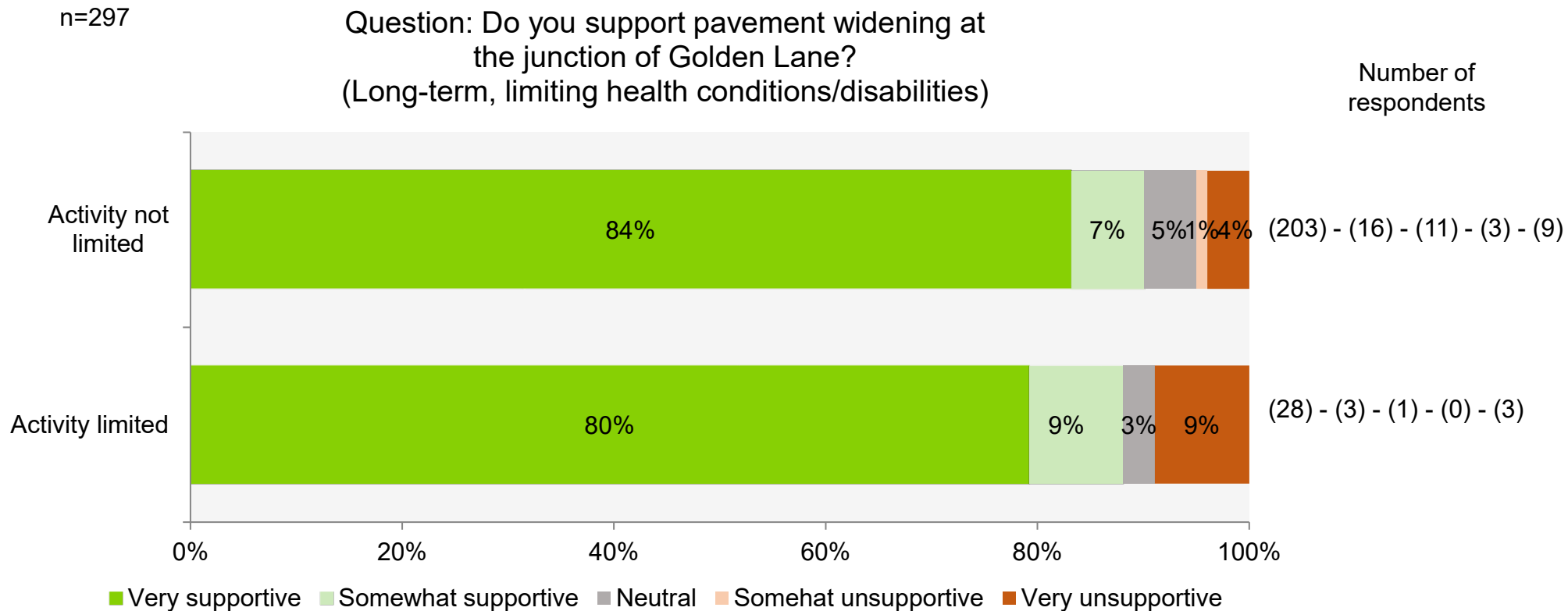
Majority support for pavement widening at the junction of Golden Lane was evident among both residents of, and leisure visitors to the London Borough of Islington. This support typically nudged the 90% mark. In contrast, opposition was far less.



Note that some relationship types (workers, business visitors and business owners) lacked a sufficient number of respondents to allow meaningful analysis.

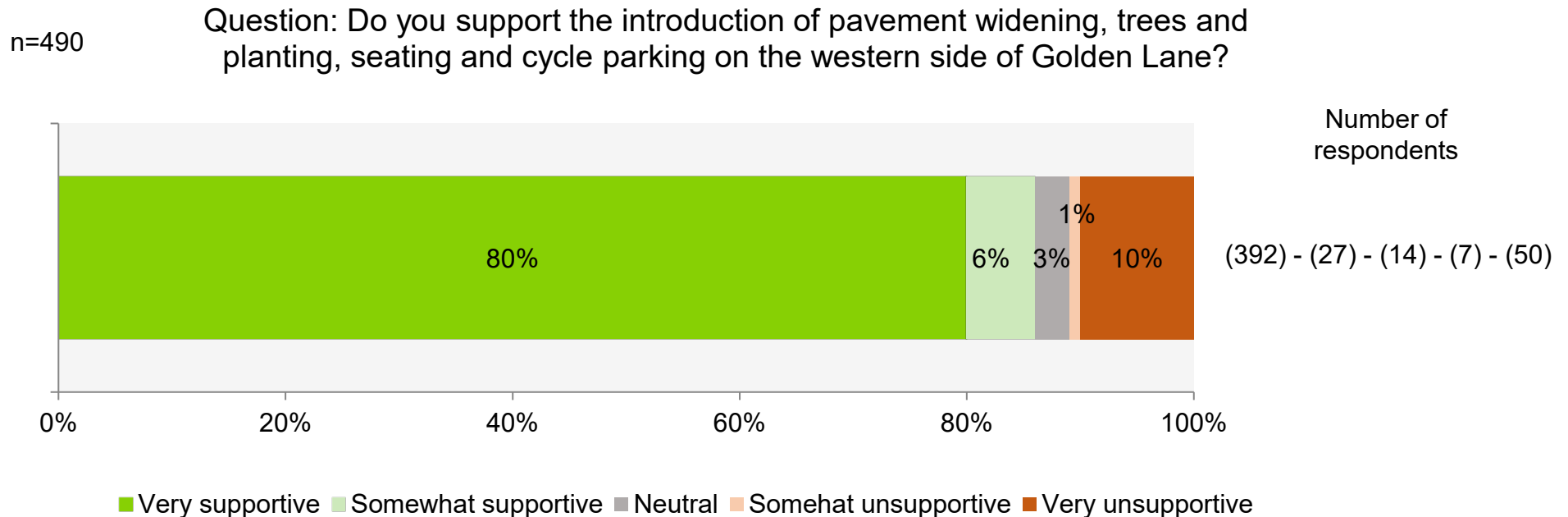
How support for pavement widening at the junction of Golden Lane varied in relation to long-term, limiting health conditions/disabilities

Majority support for pavement widening at the junction of Golden Lane was evident among those whose activity was and was not limited by a long-term, limiting health condition or disability.



Support for widening the pavement with trees, planting and cycle parking at the western side of Golden Lane

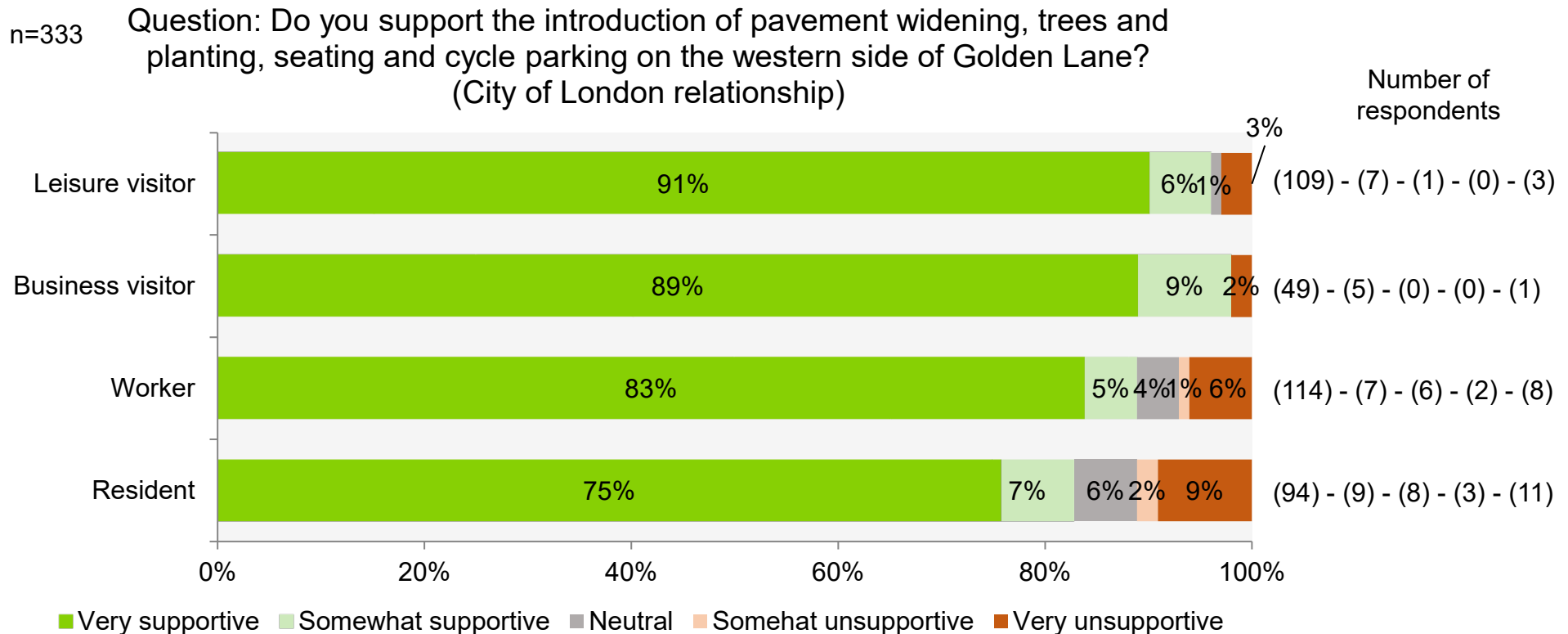
Over 80% of respondents supported pavement widening, planting and cycle parking at Golden Lane. Strong support was expressed by 80% of all respondents. In contrast, just 11% were unsupportive, with 3% expressing a neutral opinion.



On the following pages, we see how this support varied according to respondents' relationship to the area, and long-term, limiting health conditions/disabilities.

How support for widening the pavement with trees, planting and cycle parking at the western side of Golden Lane varied according to City of London relationship

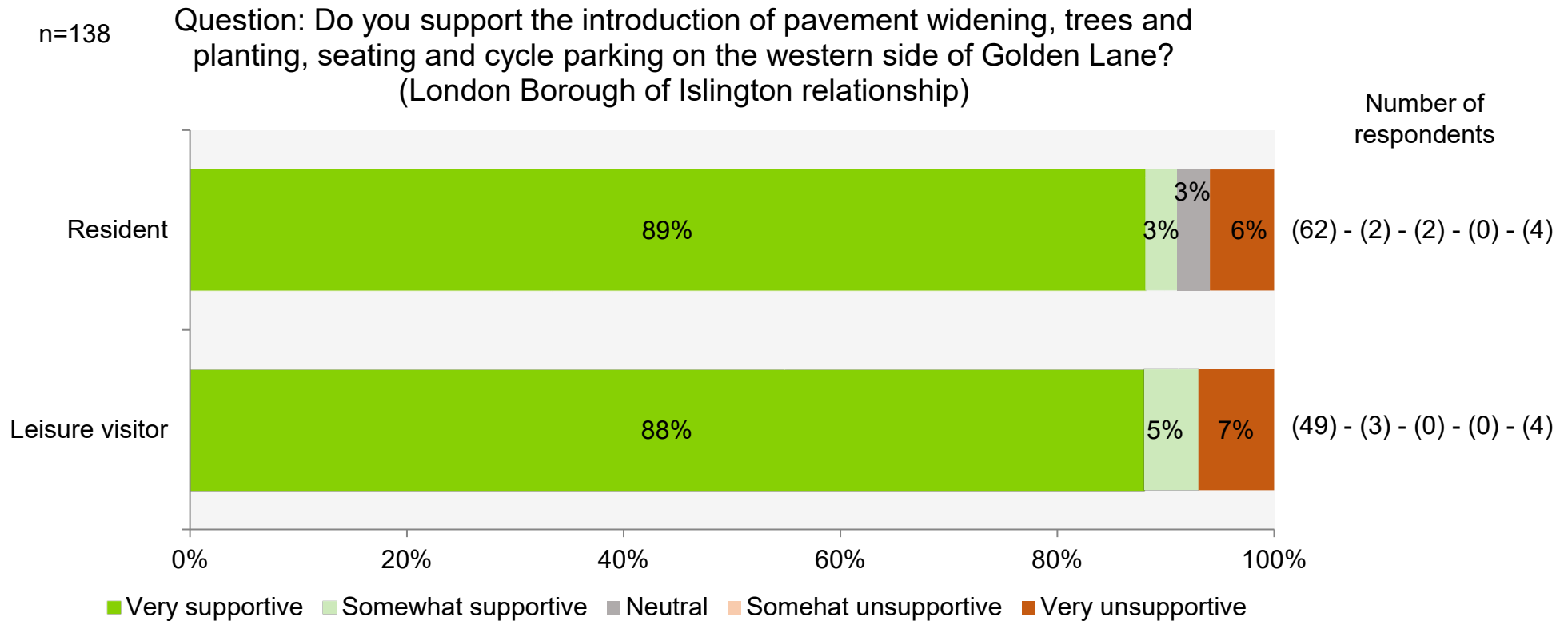
Majority support for these measures was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest among business and leisure visitors. In contrast, opposition was far less – peaking among residents, of whom 11% did not support the junction closure.



Note that some relationship types (business owners, livery companies, drivers/riders and students) lacked a sufficient number of respondents to allow meaningful analysis.

How support for widening the pavement with trees, planting and cycle parking at the western side of Golden Lane varied according to London Borough of Islington relationship

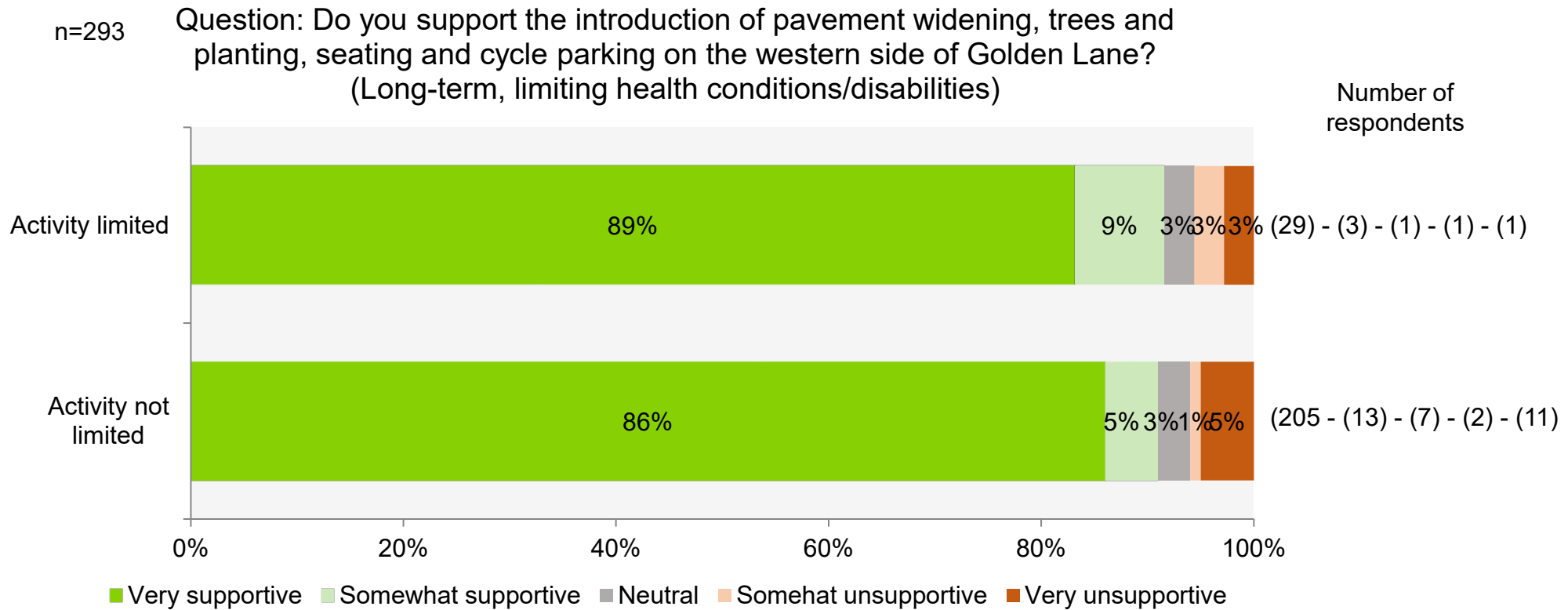
Majority support for these measures was evident among both residents of, and leisure visitors to, the London Borough of Islington. This support typically exceeded the 90% mark, with very limited opposition.



Note that some relationship types (workers, business visitors and business owners) lacked a sufficient number of respondents to allow meaningful analysis.

How support for widening the pavement with trees, planting and cycle parking at the western side of Golden Lane varied in relation to long-term, limiting health conditions/disabilities

Majority support for these measures was evident among those whose activity was and was not limited by a long-term, limiting health condition or disability.



Fortune Street



Fortune Street proposals

Previous engagement revealed concerns about high traffic levels and access for people cycling.

To help create streets that are safer, friendlier and with lower traffic volumes it is proposed to introduce a right turn ban at the eastern end of Fortune Street at the junction with Whitecross Street.

This banned turn would mean any traffic taking a different route because of the proposals on Beech Street, Golden Lane or Bridgewater Street, would not use Fortune Street as an alternative route.

This would create more space for cycling and protect local streets against the risk of displaced traffic from the proposed traffic reduction features on Beech Street, the proposed traffic filter at the southern end of Golden Lane and the no entry to and from Bridgewater Street and Beech Street.

The right turn ban would prevent through-traffic from travelling from Old Street through to Chiswell Street via Golden Lane.

In order to access the area, drivers needing access to roads south of Dufferin Street and east of Whitecross Street would do so via Chiswell Street and drivers needing to access roads north of Dufferin Street and west of Whitecross Street would do so via Golden Lane or Mallow Street.

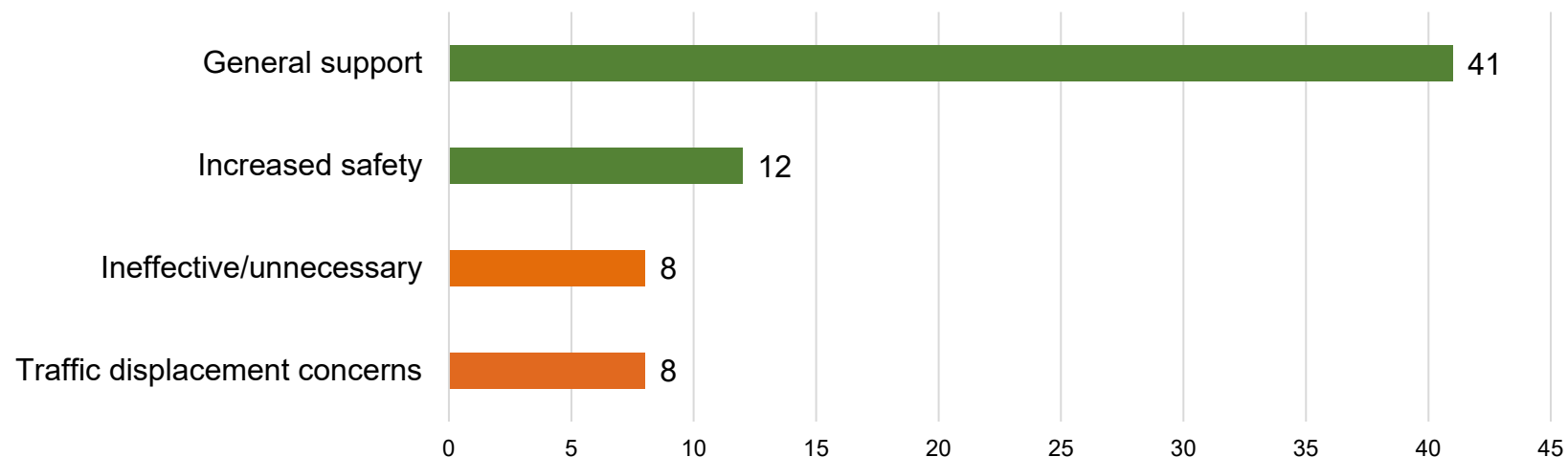
Comments on the proposal to reduce through-traffic in the Fortune Street area by those with a City of London connection

86 respondents with a City of London connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. These comments indicated general support, with views that the reduction of through-traffic would improve safety in the area. In contrast, some respondents regarded the proposal as potentially ineffective/unnecessary, with accompanying concerns about the possible displacement of traffic onto other streets/roads. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns.

n=86

Question: Do you have any comments on the proposal to reduce through-traffic in the area?

Those with a connection to the City of London



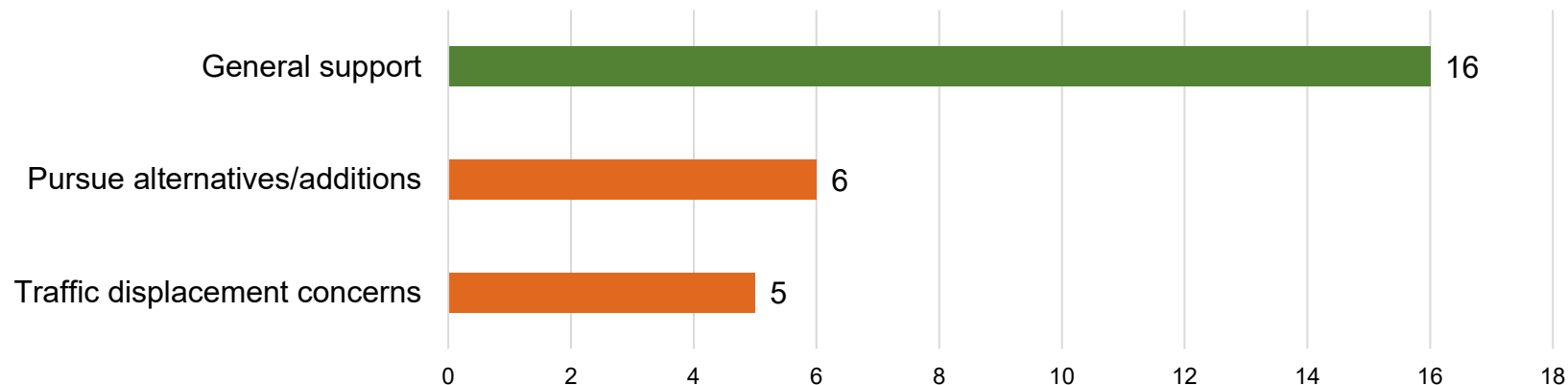
Other comments – each made by no more than four respondents – included a call for extended pedestrianisation, a need to improve pavement surfacing, a need to reduce danger from passing cyclists, to ensure access for taxis and to enforce any measures when in place.

Comments on the proposal to reduce through-traffic in the Fortune Street area by those with a London Borough of Islington connection

37 respondents with a London Borough of Islington connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. The most frequent comments indicated general support. Concerns focused on the potential displacement of traffic onto other streets/roads, while some respondents suggested alternative measures. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=37

Question: Do you have any comments on the proposal to
reduce through-traffic in the area?
Those with a connection to the London Borough of Islington



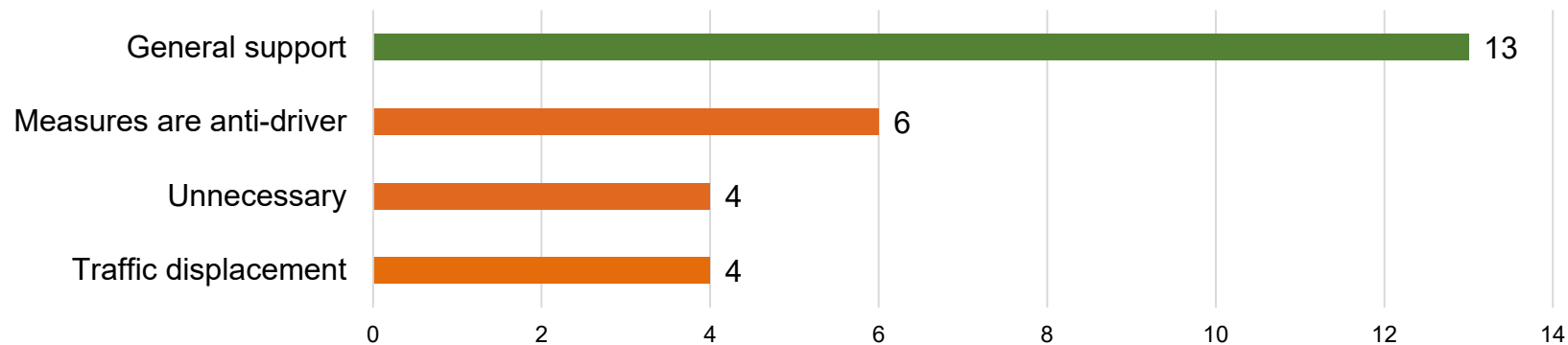
Other comments – each made by no more than four respondents – included examples of current danger experienced by those using the area, a need to monitor and enforce measures, to increase greenery and planting, extend and improve paving and to protect access.

Comments on the proposal to reduce through-traffic in the Fortune Street area from others with no connection to either the City of London or the London Borough of Islington

A further 38 respondents with neither a City of London nor London Borough of Islington connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. These comments focused on general support for the proposal. In contrast, the proposal was seen by some as being anti-driver and unnecessary, with traffic potentially being displaced onto other streets/roads. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns.

n=38

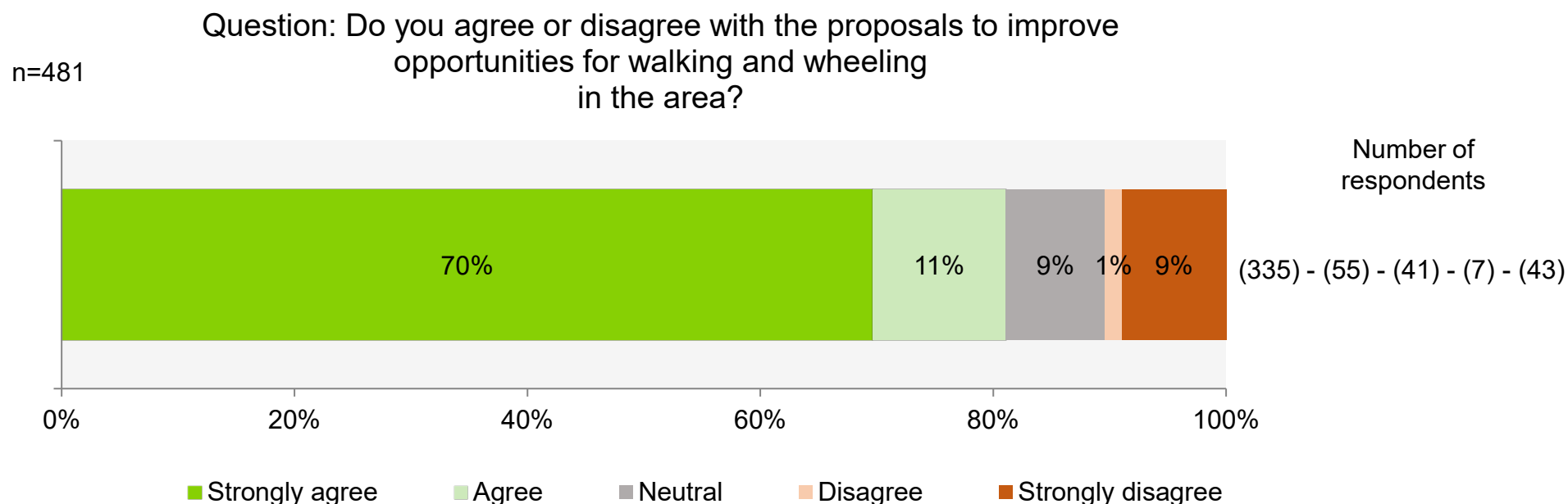
Question: Do you have any comments on the proposal to reduce through-traffic in the area?
Those with no connection to either the City of London or the London Borough of Islington



Other comments – each made by no more than three respondents – included general objections, a perceived need to improvement pavements/surfacing, a need to ensure that taxi access is not impeded and a need to regulate problematic cyclist behaviour.

Agreement with the Fortune Street proposals to improve opportunities for walking and wheeling in the area

81% of respondents agreed with the proposals to improve opportunities for walking and wheeling in the Fortune Street area. A majority of this agreement was strongly expressed. In contrast, just 10% disagreed with the proposals.

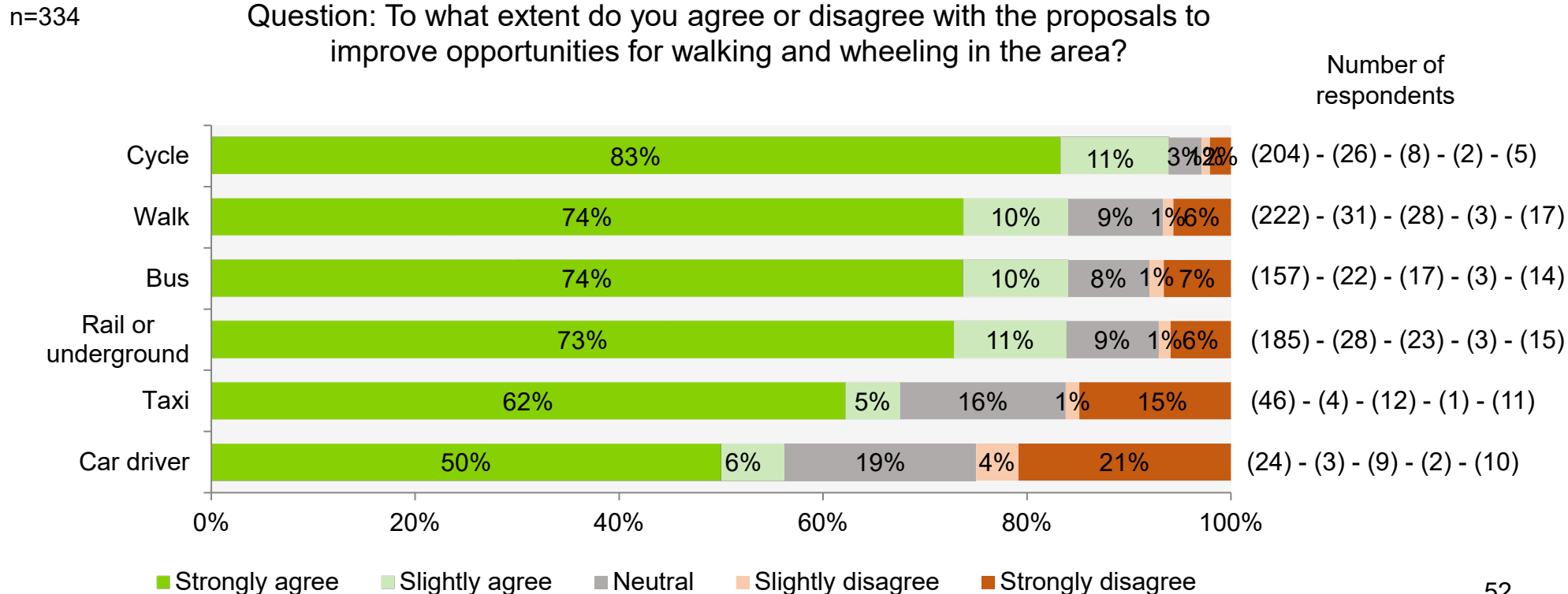


On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.

How agreement with proposals to improve opportunities for walking and wheeling in the area varied by how people identified they got around

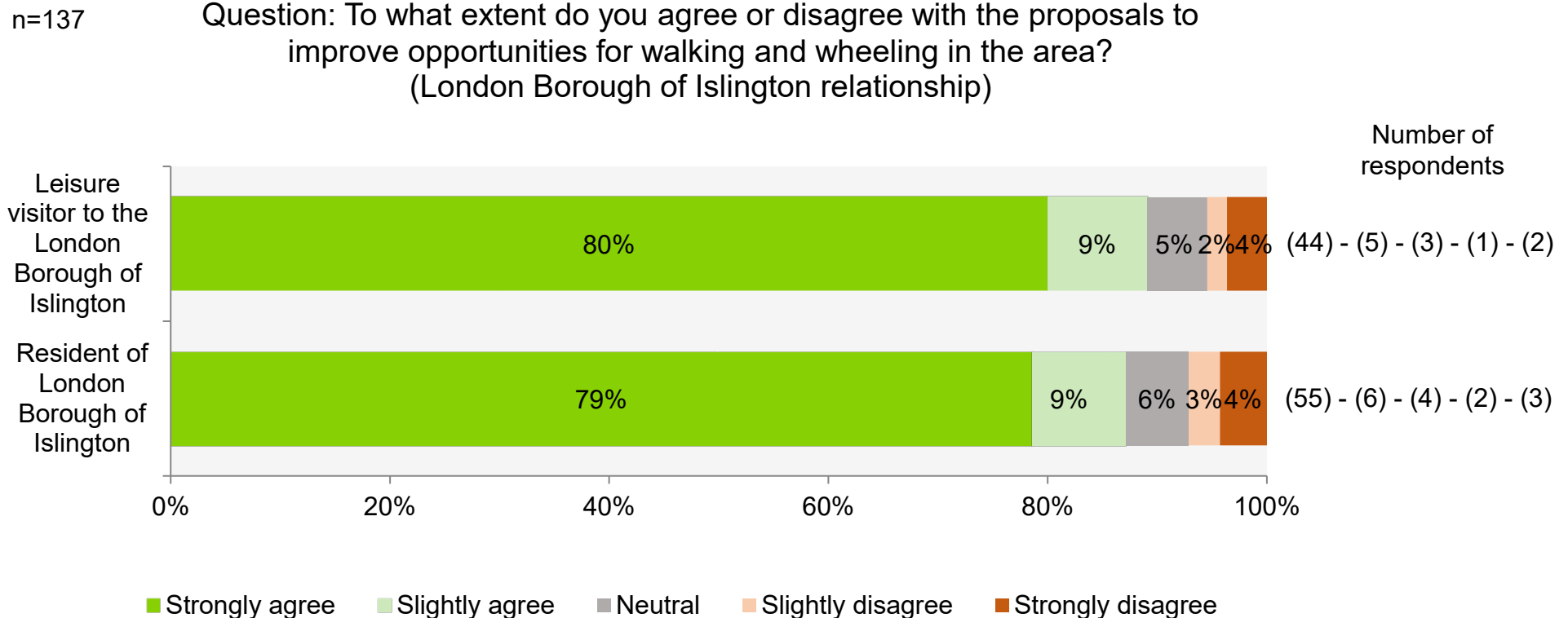
A majority of contributors using every travel mode agreed with the proposals to improve opportunities for walking and wheeling in the area - with many strongly agreeing. Agreement peaked among those who identified as cyclists (94%).

In contrast, disagreement was highest among those who identified as car drivers (25%) and those who identified as taxi users (16%).



How agreement with proposals to improve opportunities for walking and wheeling in the area varied according to London Borough of Islington relationship

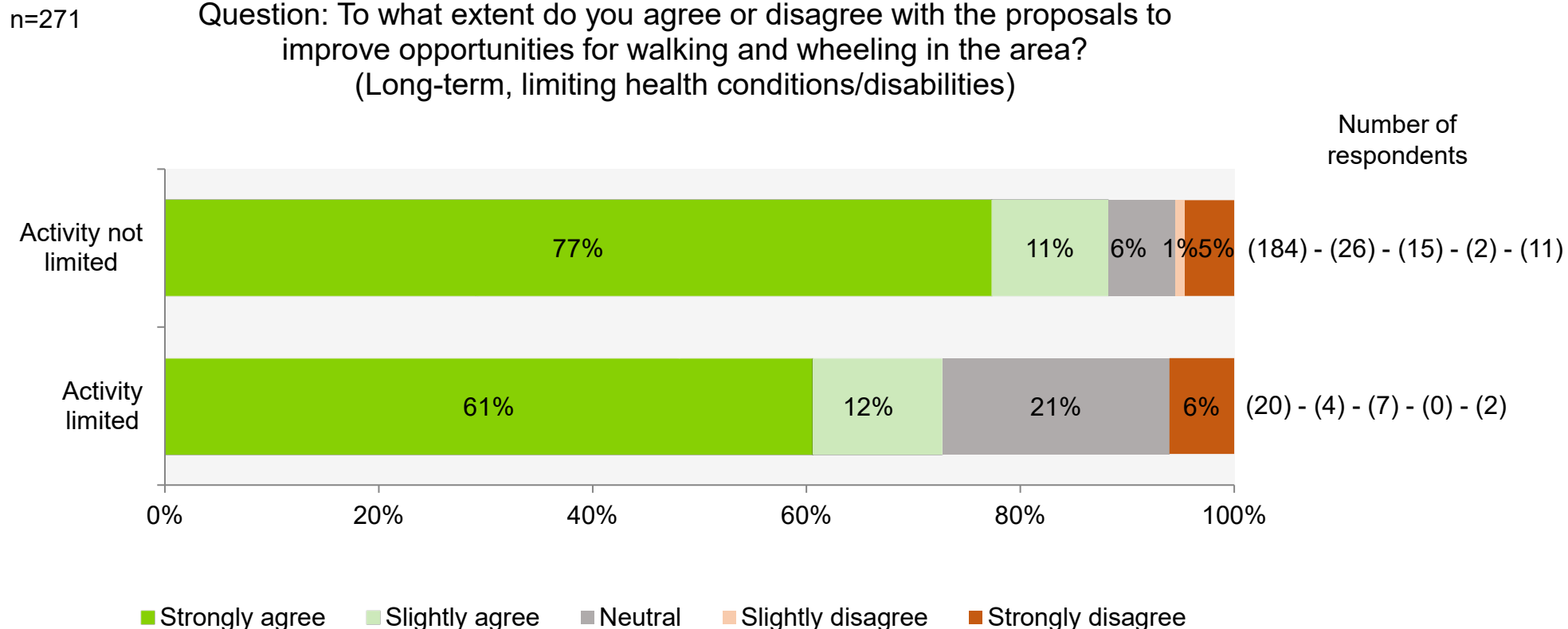
Strong, majority agreement for the proposals to improve opportunities for walking and wheeling in the area was expressed by leisure visitors to (89%) and residents of (88%) the London Borough of Islington. Again, disagreement was comparatively limited.



Note that some relationship types (business owners, business visitors and workers) lacked a sufficient number of respondents to allow meaningful analysis.

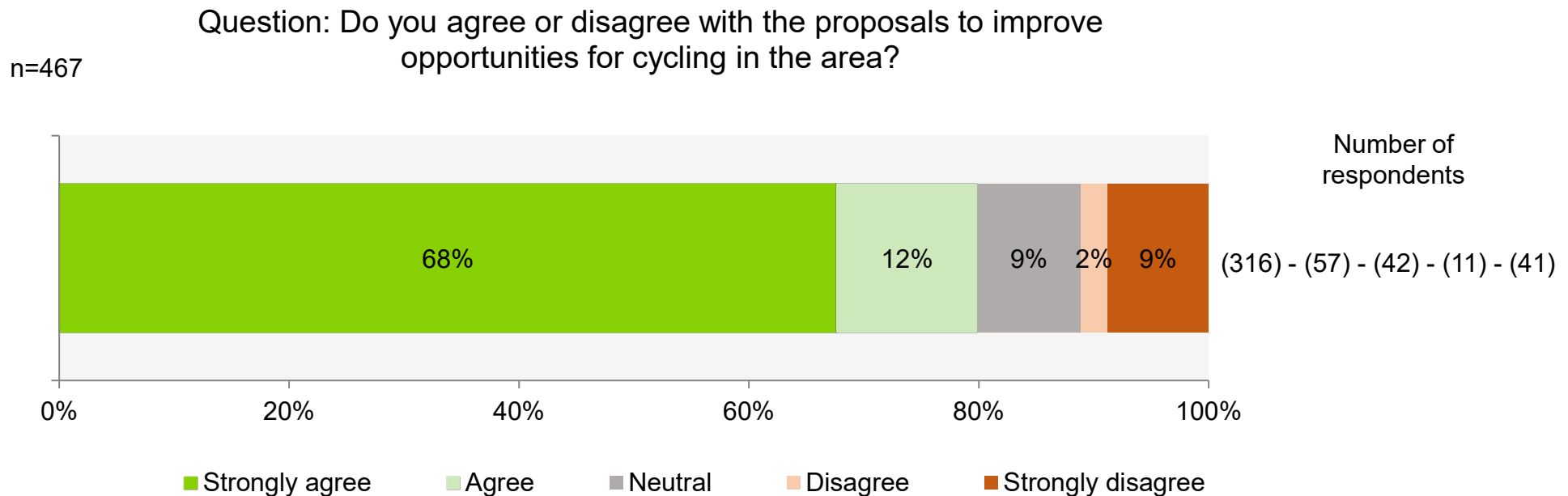
How agreement with the proposals to improve opportunities for walking and wheeling in the area varied in relation to long-term, limiting health conditions/disabilities

Majority agreement for the proposals to improve opportunities for walking and wheeling in the area was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note a higher level of agreement among the latter group.



Agreement with the Fortune Street proposals to improve opportunities for cycling in the area

80% of respondents agreed with the proposals to improve opportunities for cycling in the Fortune Street area. A majority of this agreement was strongly expressed. In contrast, just 11% disagreed with the proposals.

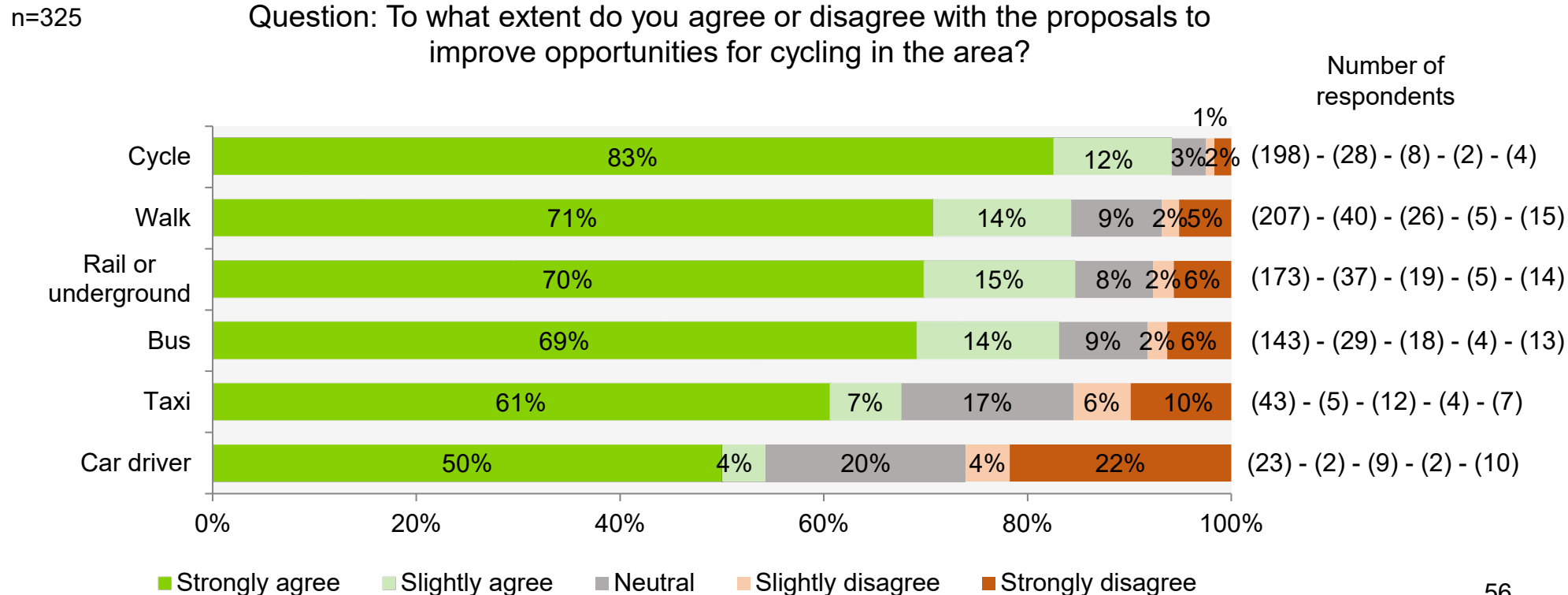


On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.

How agreement with the proposals to improve opportunities for cycling in the area varied by how people identified they got around

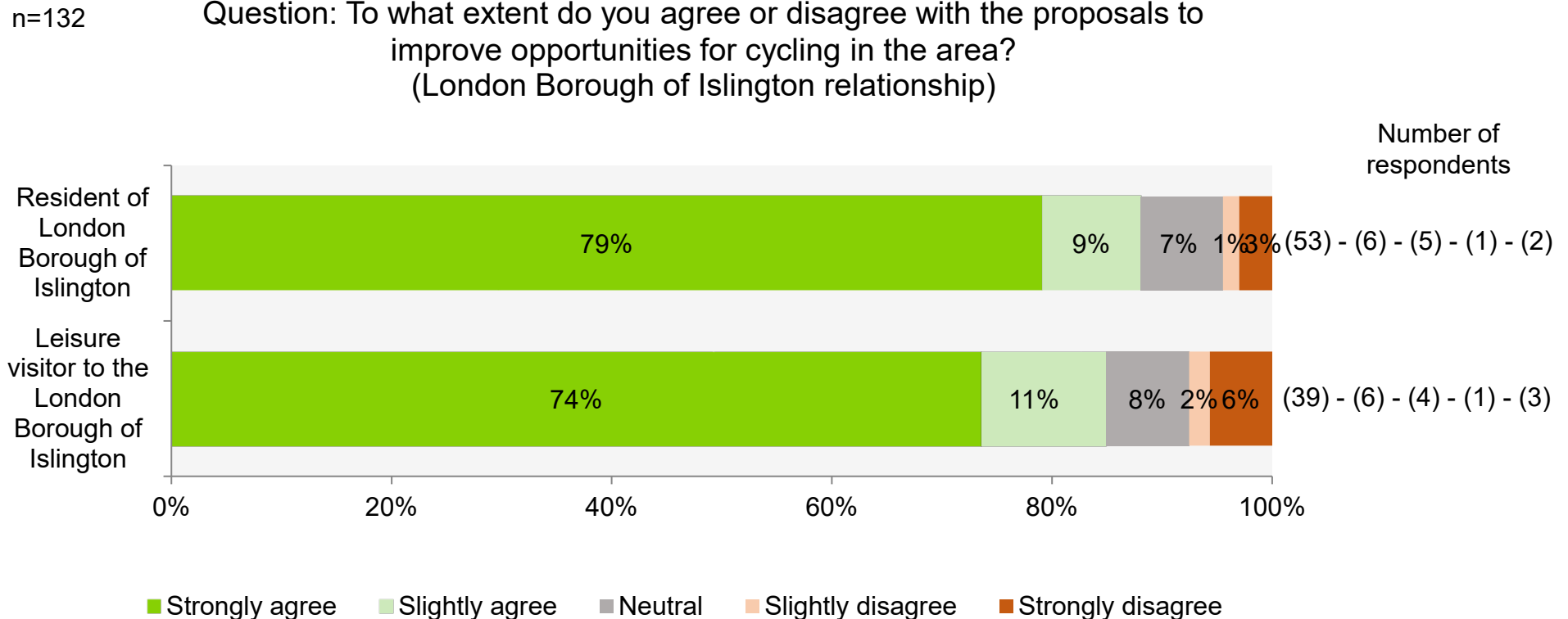
A majority of contributors using every travel mode agreed with the proposals to improve opportunities for cycling in the area - with many strongly agreeing. Agreement peaked among those who identified as cyclists (95%).

In contrast, disagreement was highest among those who identified as car drivers (26%) and those who identified as taxi users (16%).



How agreement with the proposals to improve opportunities for cycling in the area varied according to London Borough of Islington relationship

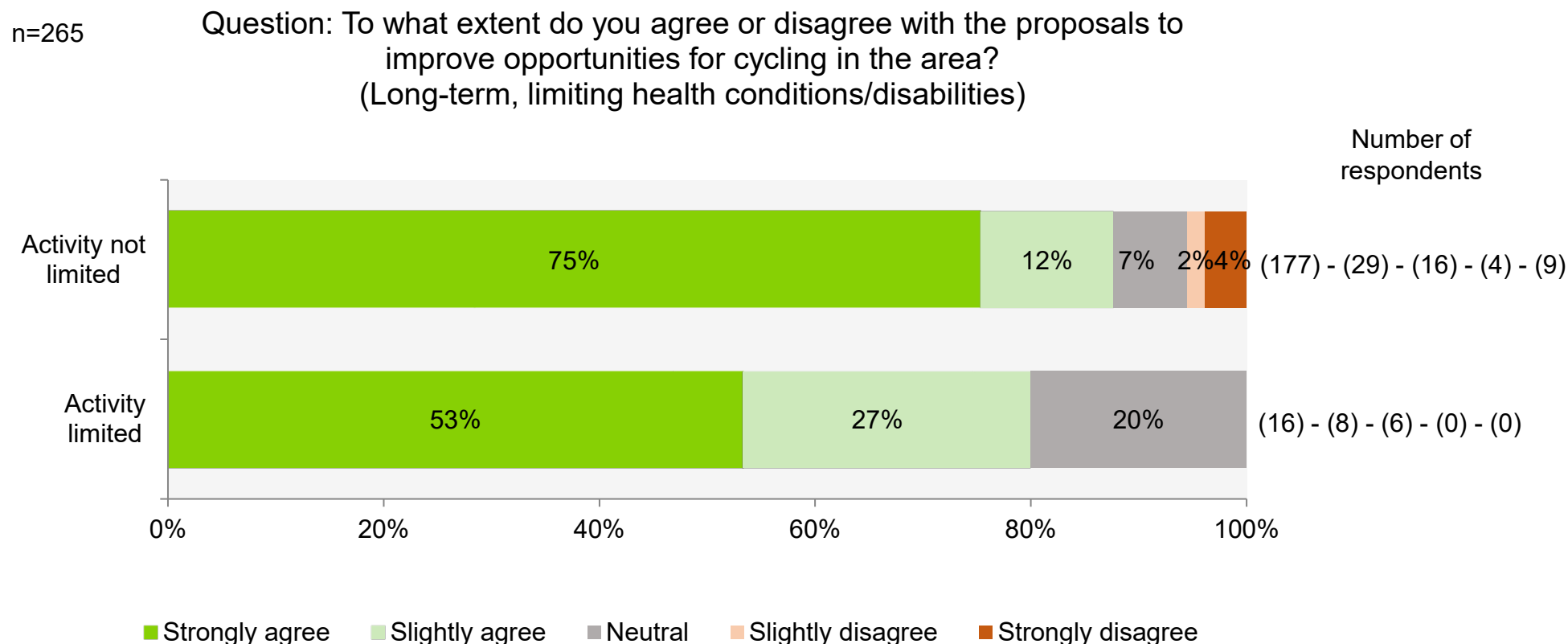
Strong, majority agreement with the proposals to improve opportunities for cycling in the area was expressed by leisure visitors to (88%) and residents of (85%) the London Borough of Islington. Again, disagreement was comparatively limited.



Note that some relationship types (business owners, business visitors and workers) lacked a sufficient number of respondents to allow meaningful analysis.

How agreement with proposals to improve opportunities for cycling in the area varied in relation to long-term, limiting health conditions/disabilities

Majority agreement with the proposals to improve opportunities for cycling in the area was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note a higher level of agreement among the latter group.



Fann Street



Fann Street proposal

Previous engagement attracted many suggestions to improve the existing traffic restriction gate at the junction with Viscount Street, to reduce conflicts between people cycling and people walking and wheeling and parked vehicles.

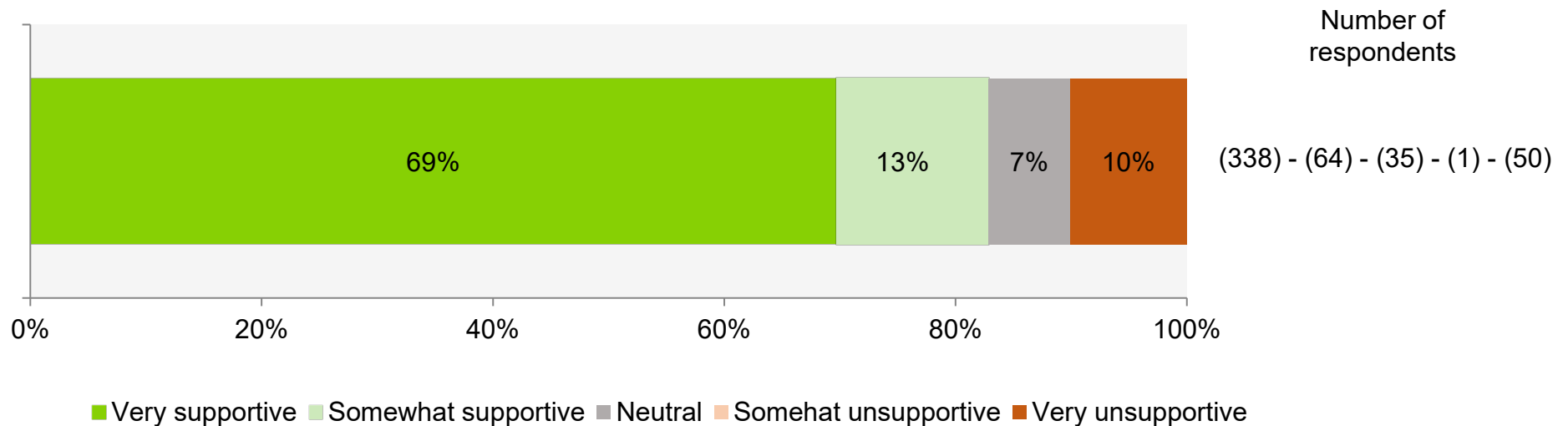
Improving the existing traffic filter could be explored.

Support for the Fann Street idea

Over 80% of respondents supported the exploration of this idea for Fann Street. Strong support was expressed by almost 70% of all respondents. In contrast, just 10% were unsupportive, with 7% expressing a neutral opinion.

Question: Do you support the exploration of this idea for Fann Street?

n=488



On the following pages, we see how support for the ideas for Fann Street varied according to respondents' relationship to the area.

How support for the exploration of the idea for Fann Street varied according to area relationship

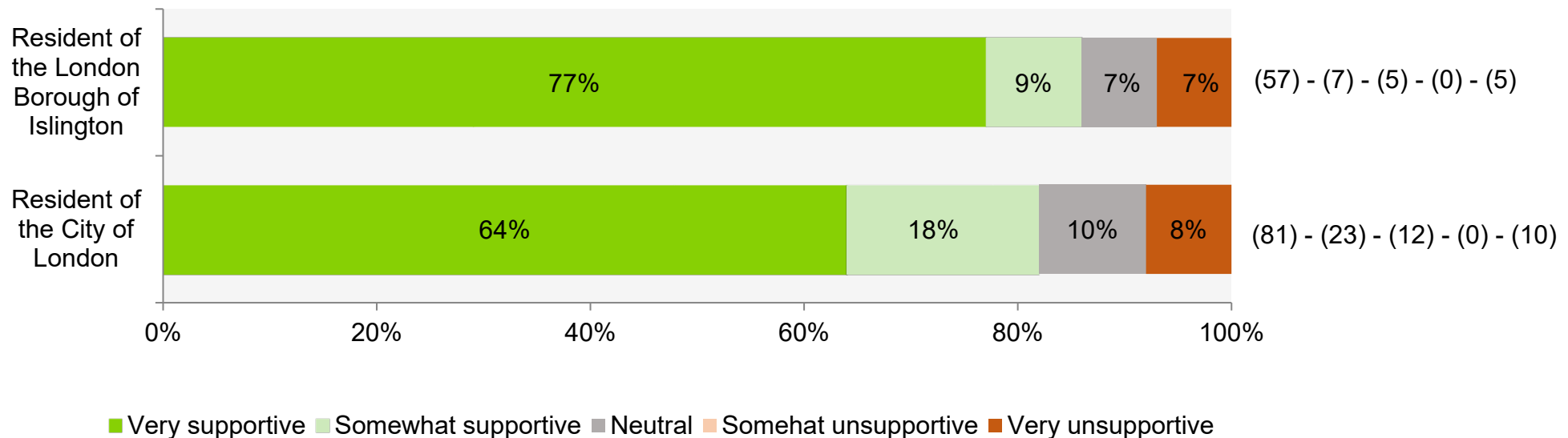
Strong, majority support for the exploration of ideas was evident among residents of the London Borough of Islington (86%) and also among residents of the of City of London (82%).

Again, opposition – at just 7% to 8% – was very limited.

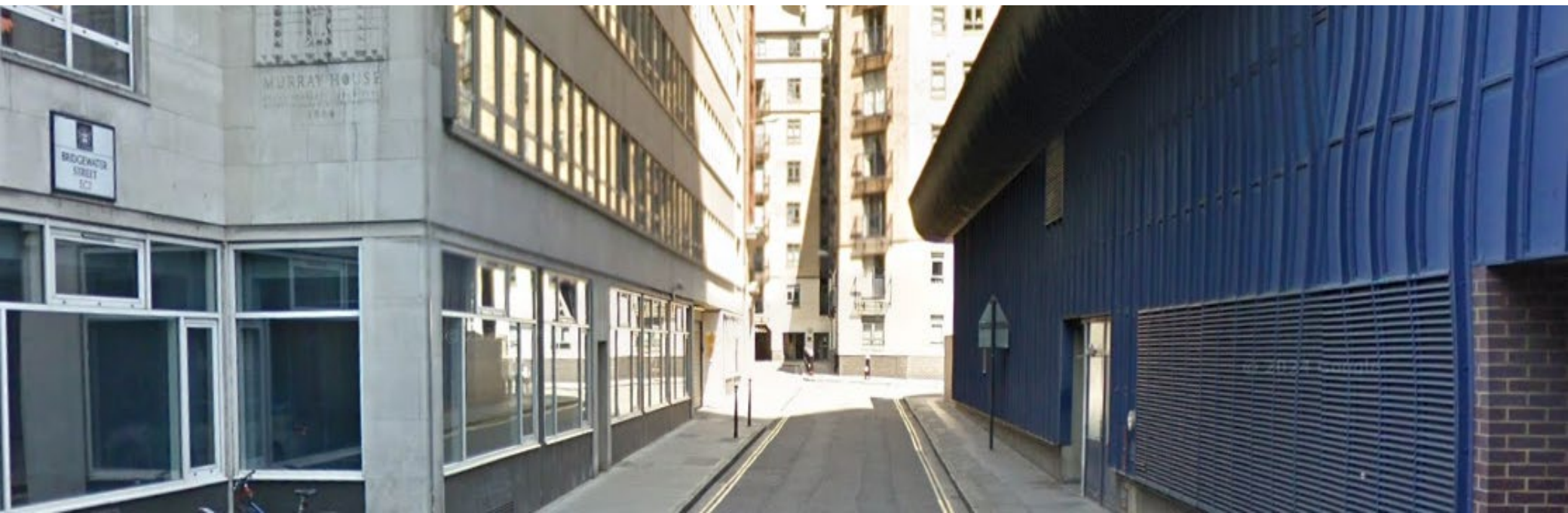
n=356

Question: Do you support the exploration of this idea for Fann Street?
(Area relationship)

Number of
respondents



Bridgewater Street



Bridgewater Steet proposals

Bridgewater Street is narrow and has low levels of traffic. If Beech Street was closed to through traffic, Bridgewater Street would need to be closed to motor vehicles to stop it becoming a 'alternative route' between Beech Street and Old Street. This was done during the zero-emission street experiment.

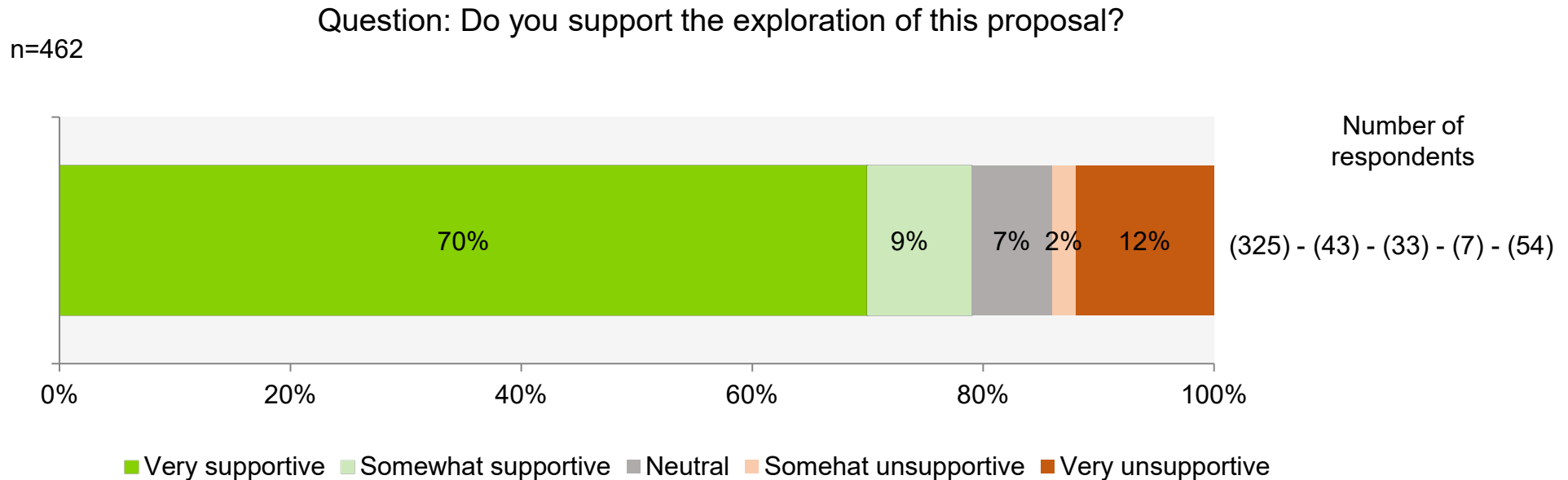
Vehicles would not be able to enter the area from Beech Street and would need to use Old Street and Golden Lane. Vehicles exiting the area would have to leave via Golden Lane or Bunhill Row. Depending on the origin and destination of trips, some vehicle journeys may take longer.

What could be explored:

- Closing the junction of Bridgewater Street with Beech Street to through traffic.
- Using the redundant road space for public realm improvements.
- Opportunities for maximising public realm benefits with redevelopment of 45 Beech Street.

Support for Bridgewater Street ideas

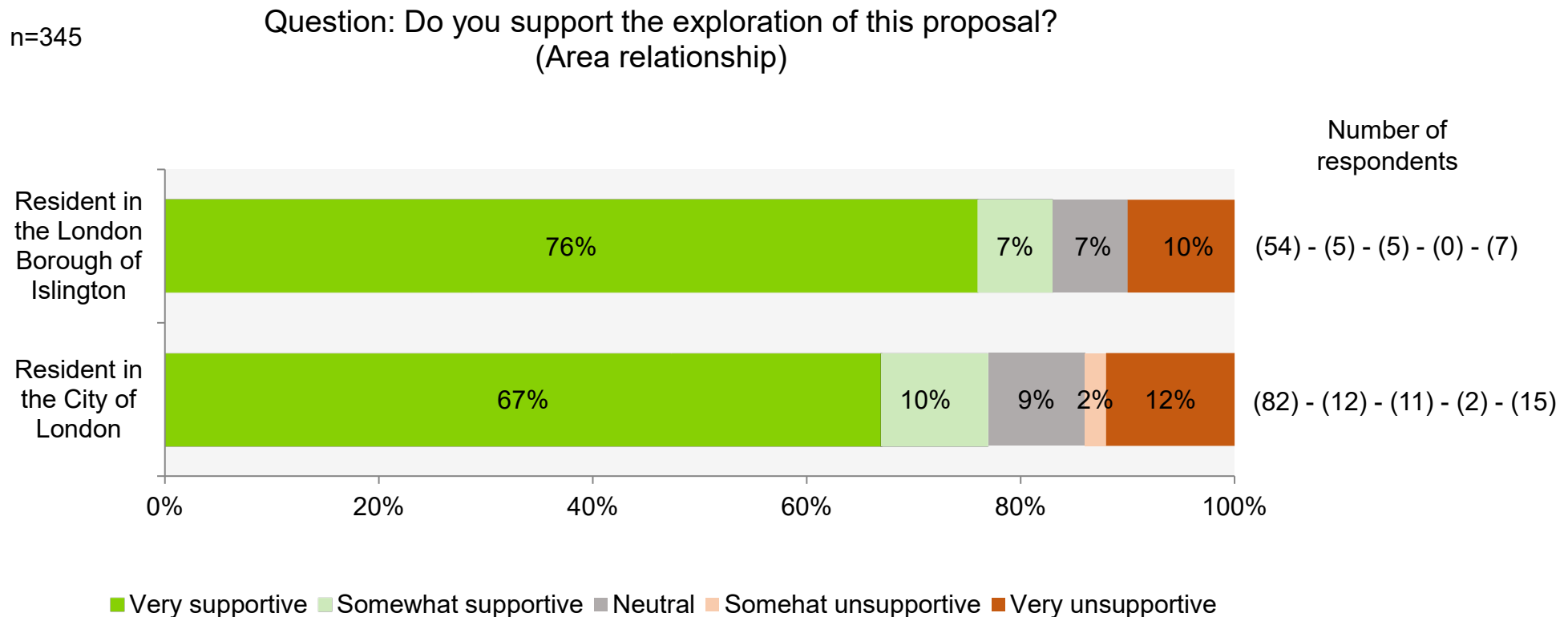
Just under 80% of respondents supported this proposal for Bridgewater Street. Strong support was expressed by 70% of all respondents. In contrast, just 14% were unsupportive, with 7% expressing a neutral opinion.



On the following page, we see how support for the proposal for Bridgewater Street varied according to respondents' relationship to the area.

How support for the exploration of ideas for Bridgewater Street varied according to area relationship

Strong, majority support for the exploration of the proposal was evident among residents of the London Borough of Islington (83%) and also among residents of the of City of London (77%). Again, opposition – at just 10% to 14% – was very limited.



Brackley Street

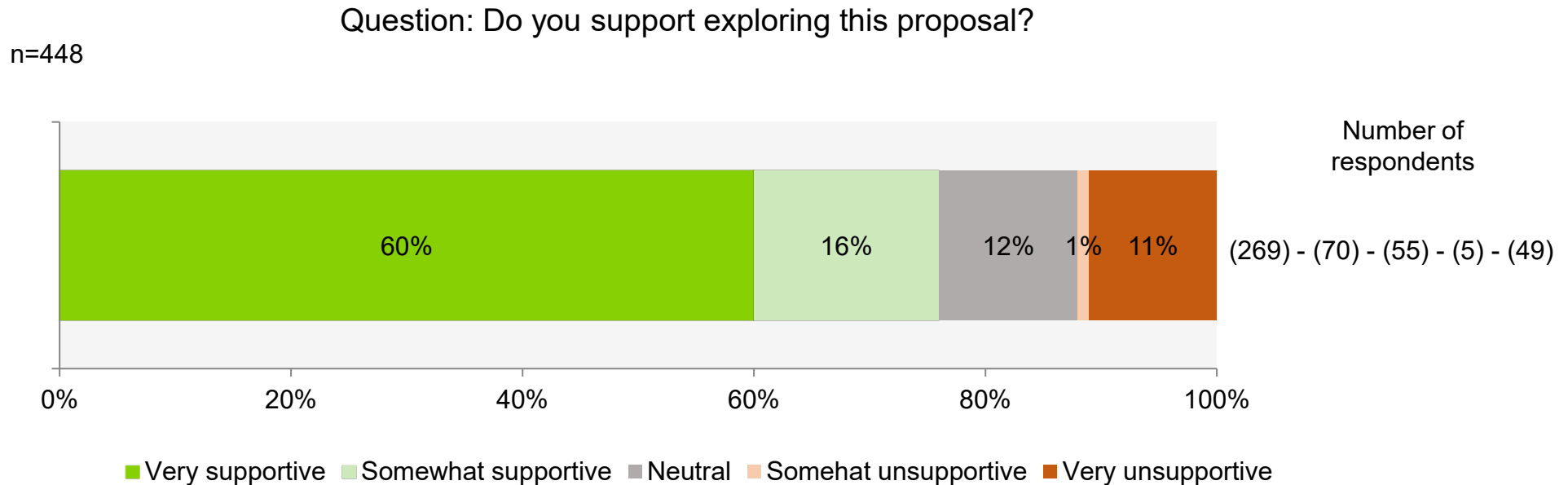


Brackley Steet proposals

Exploration of making Brackley Street one-way to traffic west bound.

Support for Brackley Street ideas

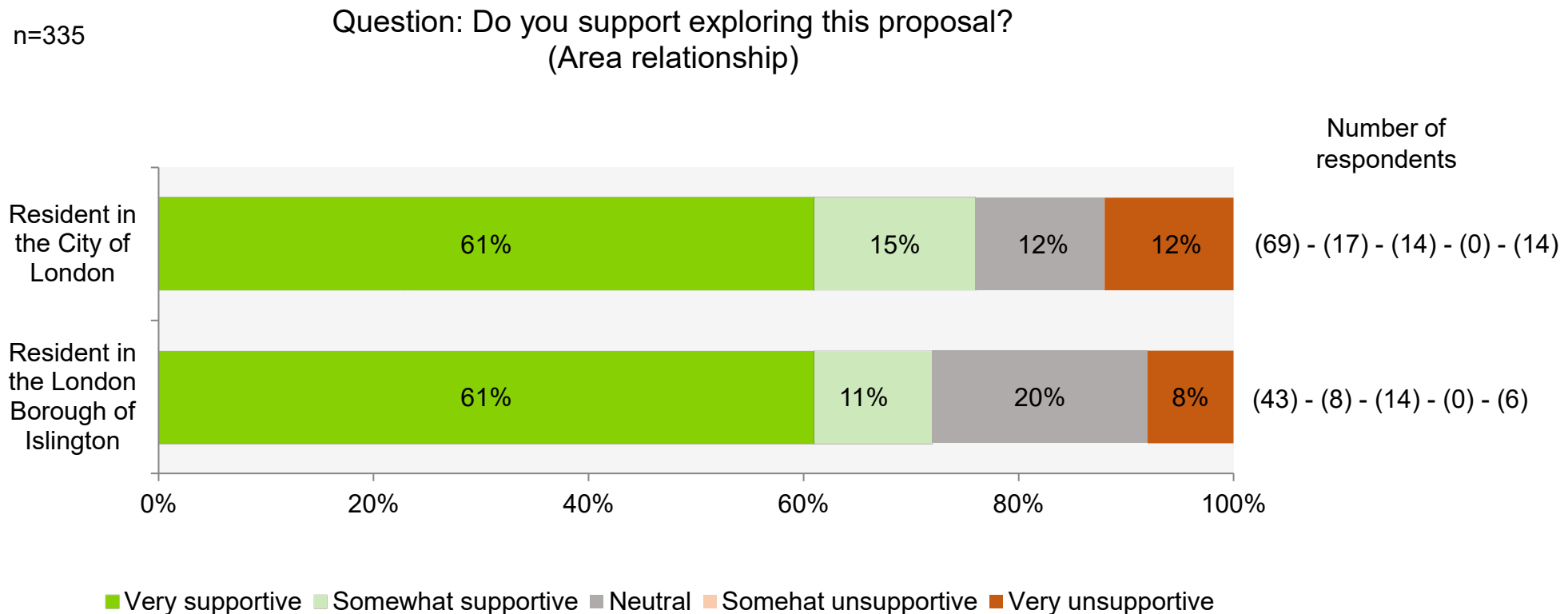
Over three-quarters (76%) of respondents supported the exploration of the proposal for Brackley Street. Strong support was expressed by 60% of all respondents. In contrast, just 12% were unsupportive, with 12% expressing a neutral opinion.



On the following page, we see how support for the ideas for Brackley Street varied according to respondents' relationship to the area.

How support for the exploration of ideas for Brackley Street varied according to area relationship

Majority support for the exploration of ideas for Brackley Street was evident among residents of the City of London (76%) and also residents of the London Borough of Islington (72%). Again, opposition – at just 8% to 12% – was very limited.



Bunhill Row



Bunhill Row proposals

To help create streets that are safer, friendlier and with lower traffic volumes proposals would introduce a camera enforced traffic filter on Bunhill Row, between Lambs Passage and Dufferin Street.

In addition to the traffic filter, it is also proposed to make Errol Street and Lambs Buildings one-way for motor traffic. Traffic filtering schemes are designed to ensure that all addresses that can currently be reached by motor vehicles, can still be reached by motor vehicle once the scheme is in place. Some journeys may however need to take different routes to reach certain addresses.

Traffic filters are normally enforced by traffic cameras. These cameras read vehicle number plates and issue a fine to vehicles which drive through the road closure points without an agreed exemption.

Whilst the proposed filter would prevent through-traffic from travelling from Chiswell Street through to Old Street, it would still allow two-way flow for cycling on Bunhill Row. In order to access the area by motor vehicle, drivers needing access to roads south of Dufferin Street and east of Whitecross Street would do so via Chiswell Street. Drivers needing to access roads north of Dufferin Street and west of Whitecross Street would do so via Golden Lane or Mallow Street.

Exemptions to traffic filters - Islington:

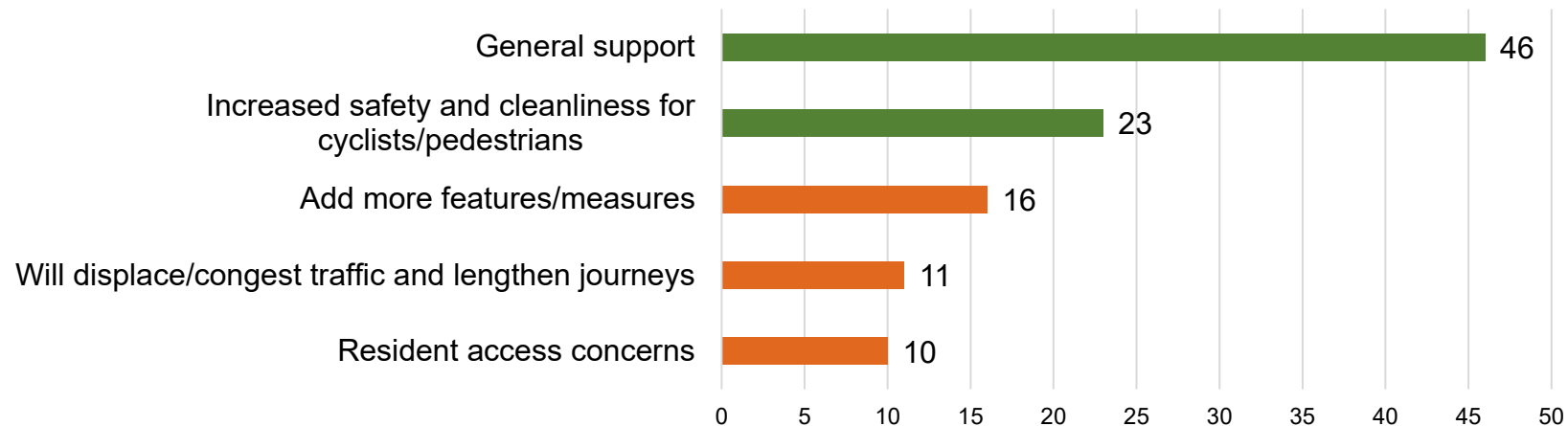
Certain vehicles would be exempt from the camera-enforced traffic filters in order to carry out necessary journeys. These include emergency services vehicles, buses, refuse collection vehicles, Special Educational Needs transport. Exemptions for local Blue Badge holders and people with an Individual Exemption would be offered.

Comments on the proposal to reduce through-traffic in the Bunhill Row area by those with a City of London connection

88 respondents with a City of London connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. These comments focused strongly on general support for the proposal, with accompanying applause for a potentially safer environment. However, some respondents requested additional features and measures – including clear signage, physical barriers, traffic calming, improved pavements and the like. Others expressed concerns related to traffic displacement and congestion, with lengthened journeys and problems with residential access. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=88

Question: Do you have any comments on the proposal to
reduce through-traffic in the area?
Those with a connection to the City of London



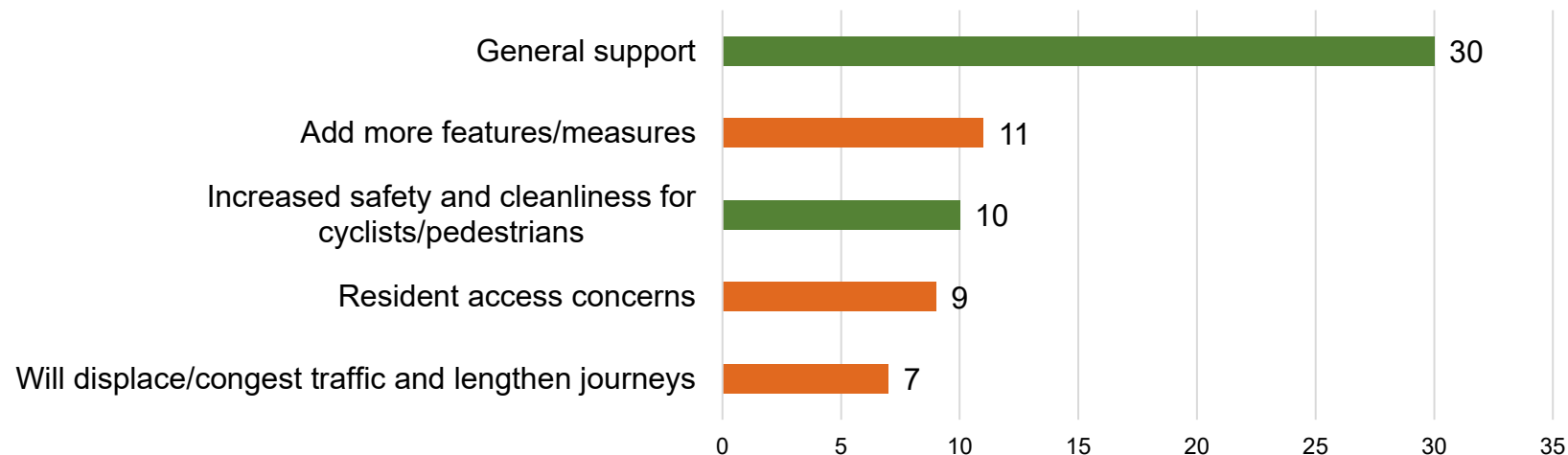
Other comments – each given by no more than six respondents – included the view that the proposal was unnecessary, with a need to regulate cyclist behaviour, enforce measures and allow taxi access.

Comments on the proposal to reduce through-traffic in the Bunhill Row area by those with a London Borough of Islington connection

58 respondents with a London Borough of Islington connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. These comments were very similar to those made by those with a City of London connection, focusing on general support and envisaged safety/cleanliness benefits, but with a need to again add the aforementioned measures. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=58

Question: Do you have any comments on the proposal to
reduce through-traffic in the area?
Those with a connection to the London Borough of Islington



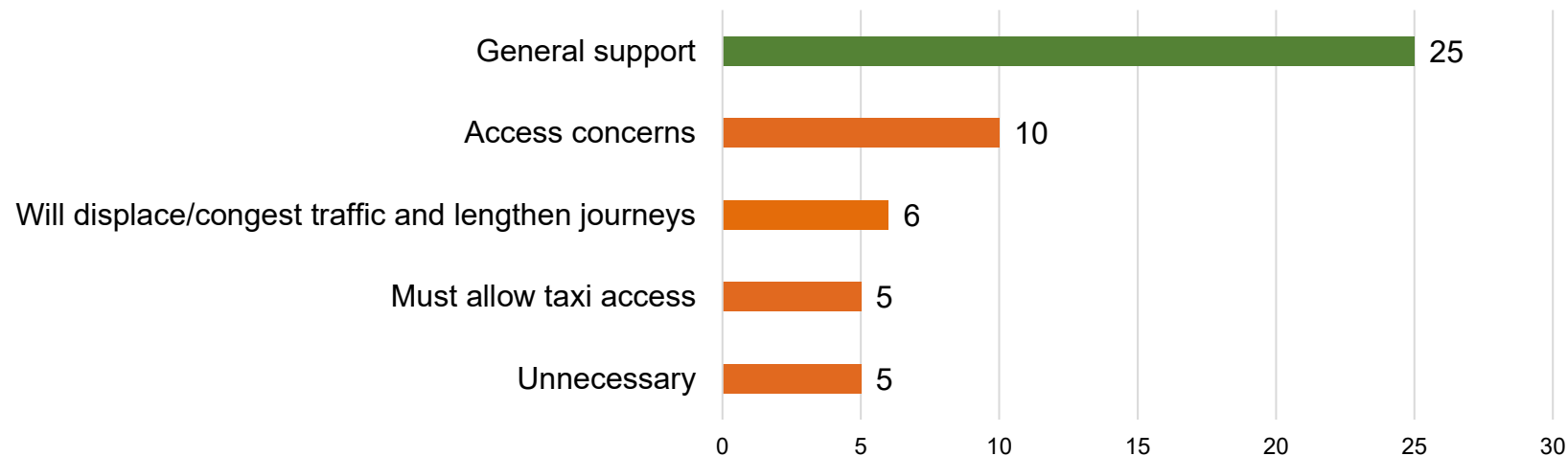
Other comments – each given by no more than three respondents – included the view that the proposal was unnecessary, with a need to regulate cyclist behaviour, enforce measures and allow taxi access.

Comments on the proposal to reduce through-traffic in the Bunhill Row area from others with no connection to either the City of London or the London Borough of Islington

A further 53 respondents with neither a City of London nor London Borough of Islington connection left comments on the proposal to reduce through-traffic in the area. Some respondents made more than one comment. These comments again focused on general support. However, there were a number of concerns relating to both general and taxi access and potentially displaced and congested traffic, alongside lengthened journeys. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=53

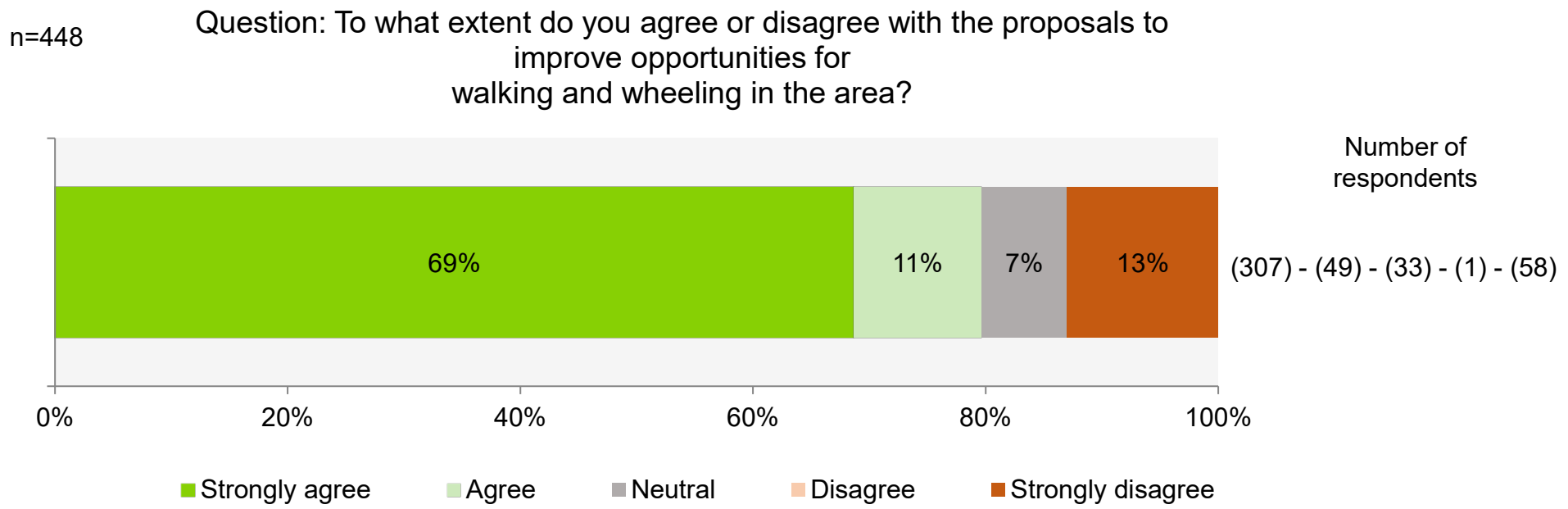
Question: Do you have any comments on the proposal to reduce through-traffic in the area?
Those with no connection to either the City of London or the London Borough of Islington



Other comments – each given by no more than four respondents – included envisaged safety benefits, a need to regulate cyclist behaviour, enforce measures and a need for additional features/measures.

Agreement with the proposals to improve opportunities for walking and wheeling in the area

80% of respondents agreed with the proposals to improve opportunities for walking and wheeling in the Bunhill Row area. A majority of this agreement was strongly expressed. In contrast, just 13% disagreed with the proposals.

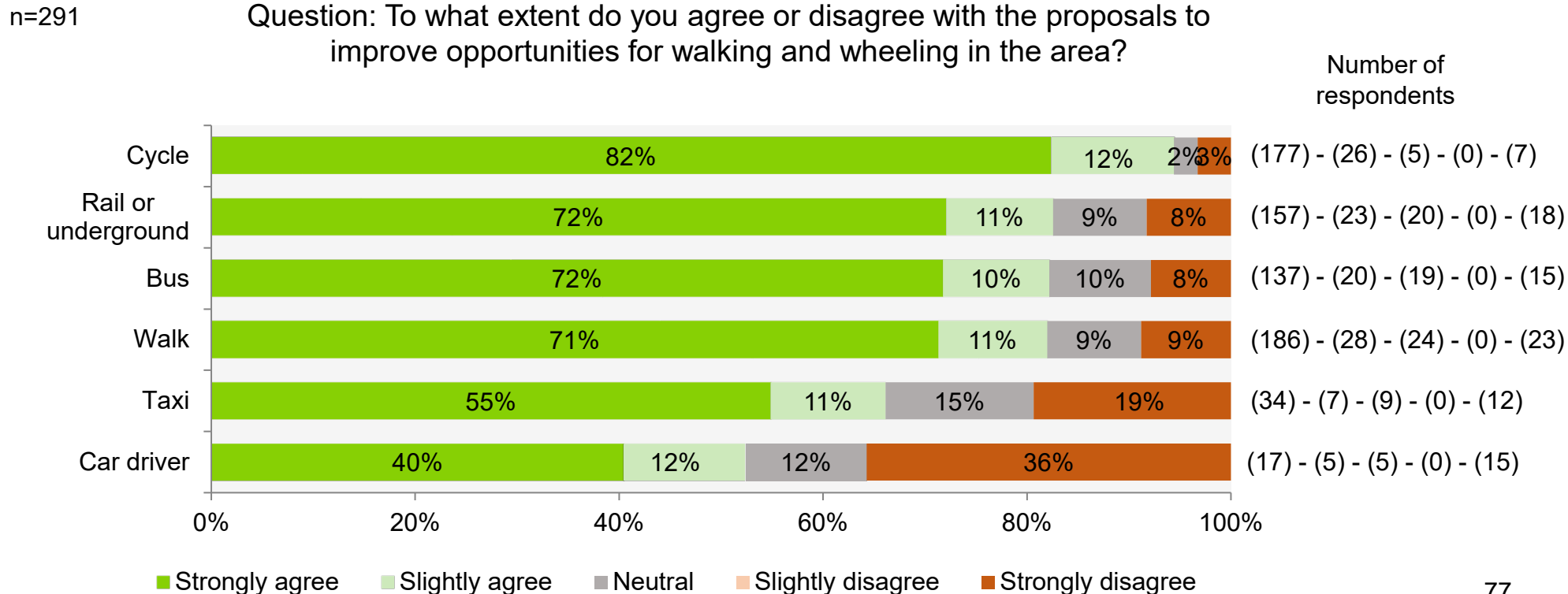


On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.

How agreement with the proposals to improve opportunities for walking and wheeling in the area varied by how people identified they got around

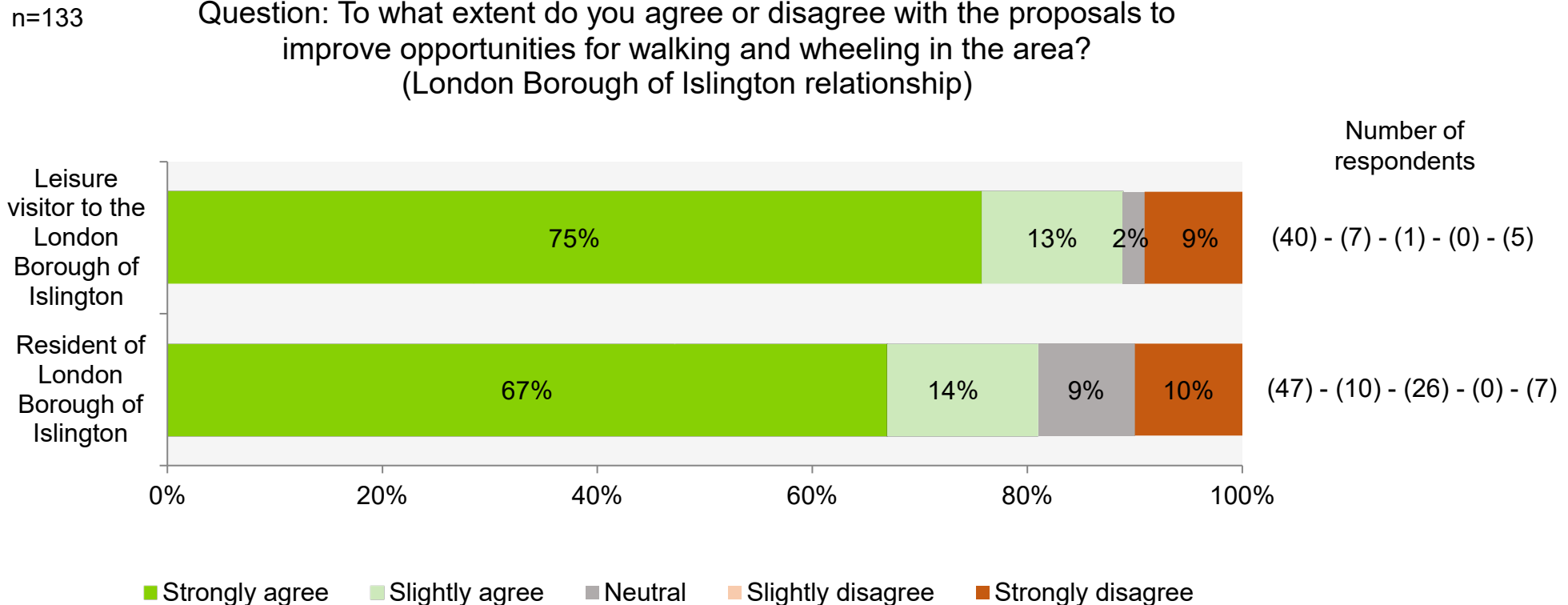
A majority of contributors using every travel mode agreed with the proposals to improve opportunities for walking and wheeling in the area - with many strongly agreeing with these. This agreement peaked among those who identified as cyclists (94%).

In contrast, disagreement was highest among those who identified as car drivers (36%) and those who identified as taxi users (19%).



How agreement with the proposals to improve opportunities for walking and wheeling in the area varied according to London Borough of Islington relationship

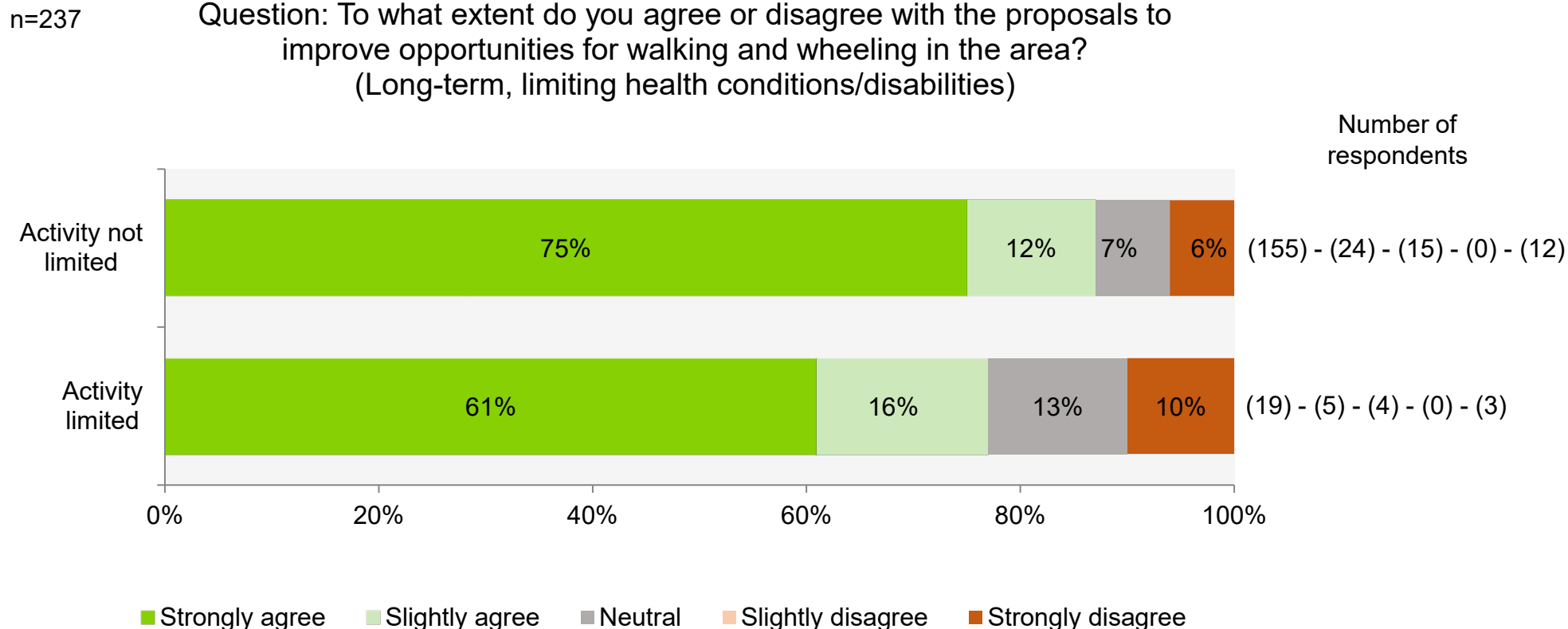
Strong, majority agreement with the proposals to improve opportunities for walking and wheeling in the area was expressed by leisure visitors to (88%) and residents of (81%) the London Borough of Islington. Again, disagreement was comparatively limited.



Note that some relationship types (business owners, business visitors and workers) lacked a sufficient number of respondents to allow meaningful analysis.

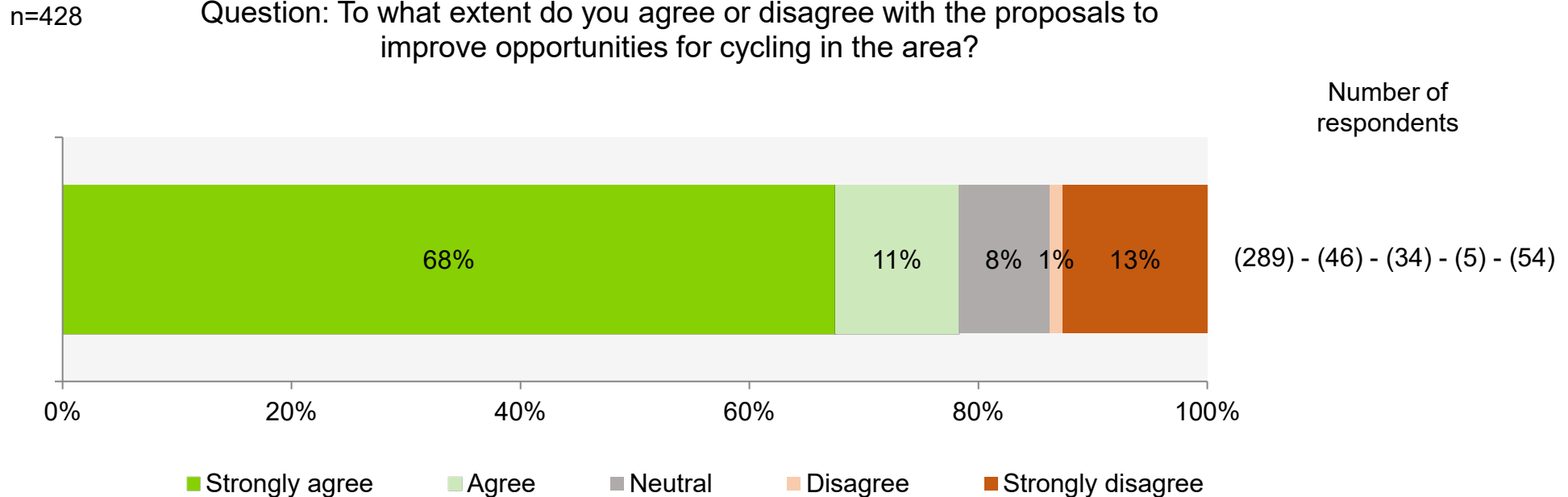
How agreement with the proposals to improve opportunities for walking and wheeling in the area varied in relation to long-term, limiting health conditions/disabilities

Majority agreement with the proposals to improve opportunities for walking and wheeling in the area was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note a higher level of agreement among the latter group.



Agreement with the proposals to improve opportunities for cycling in the area

Just under 80% of respondents agreed with the proposals to improve opportunities for cycling in the Bunhill Row area. A majority of this agreement was strongly expressed. In contrast, just 14% disagreed with the proposals.

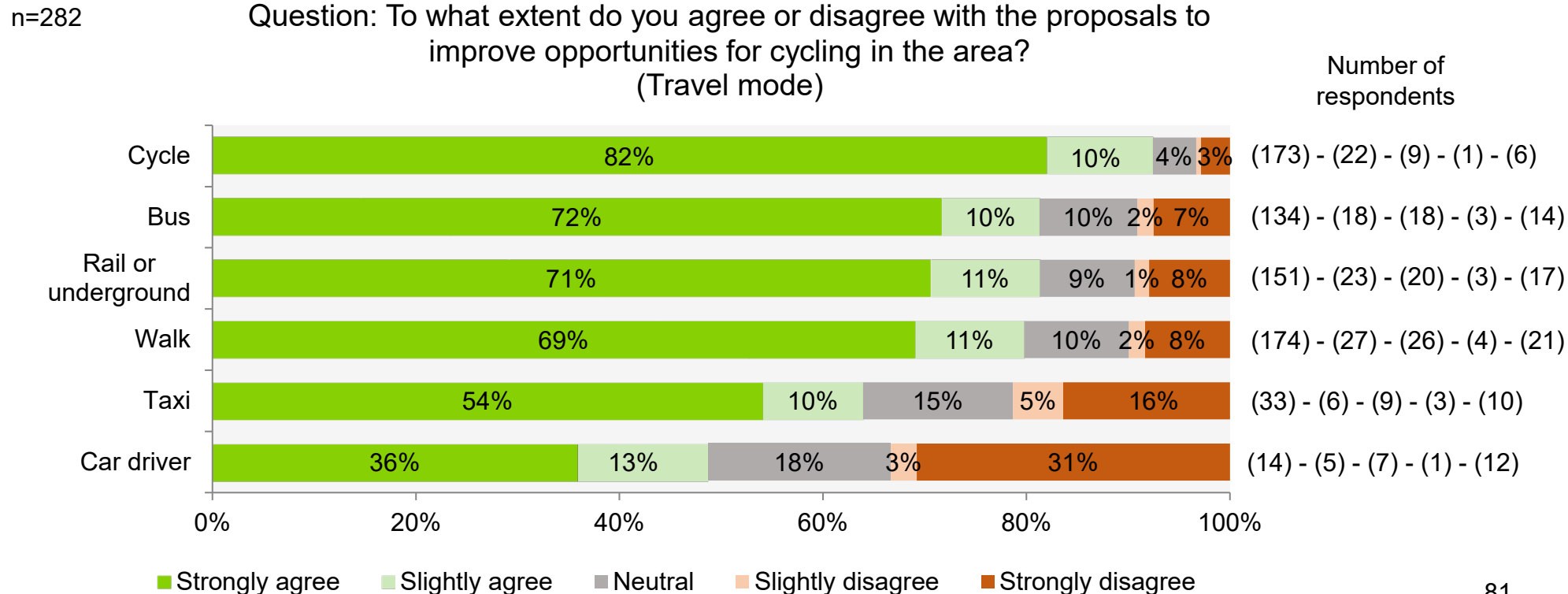


On the following pages, we see how views varied by respondents' travel mode, London Borough of Islington relationship and long-term, limiting health conditions/disabilities.

How agreement with the proposals to improve opportunities for cycling in the area varied by how people identified they got around

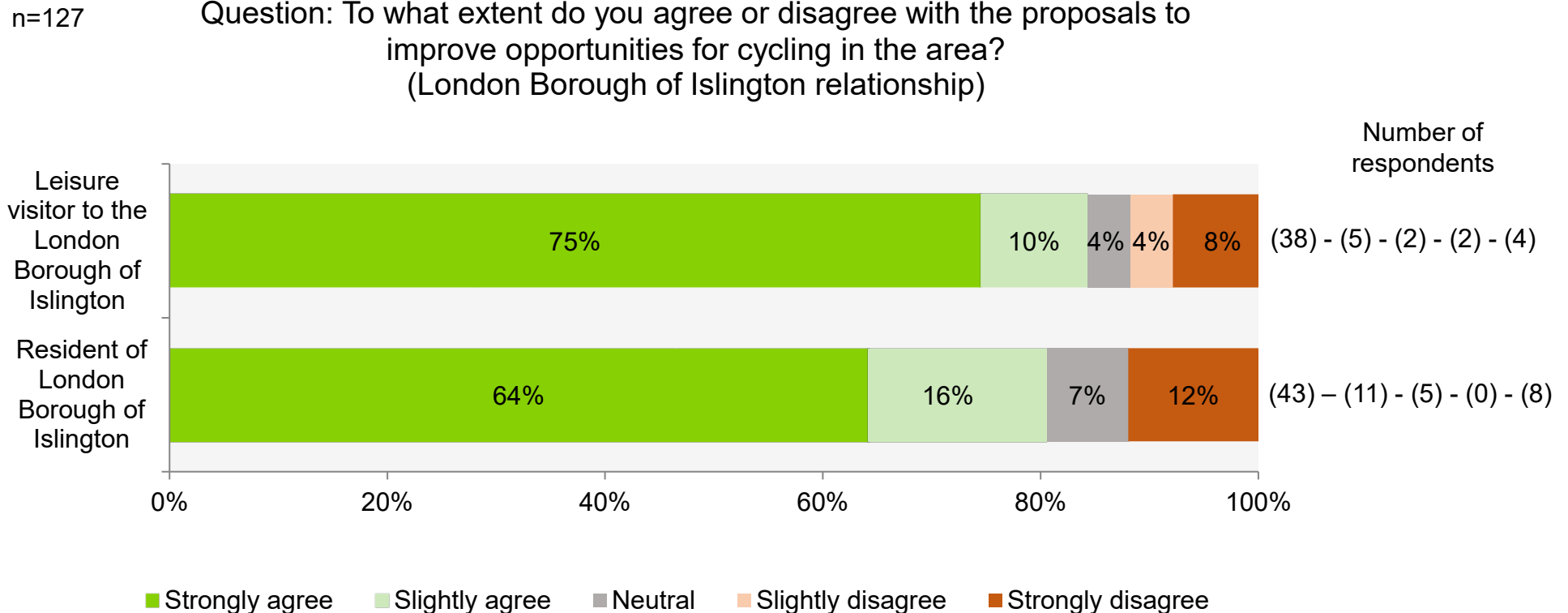
A majority of contributors using every travel mode agreed with the proposals to improve opportunities for walking and wheeling in the area - with many strongly agreeing with these. This agreement peaked among those who identified as cyclists (94%).

In contrast, disagreement was highest among those who identified as car drivers (36%) and those who identified as taxi users (19%).



How agreement with the proposals to improve opportunities for cycling in the area varied according to London Borough of Islington relationship

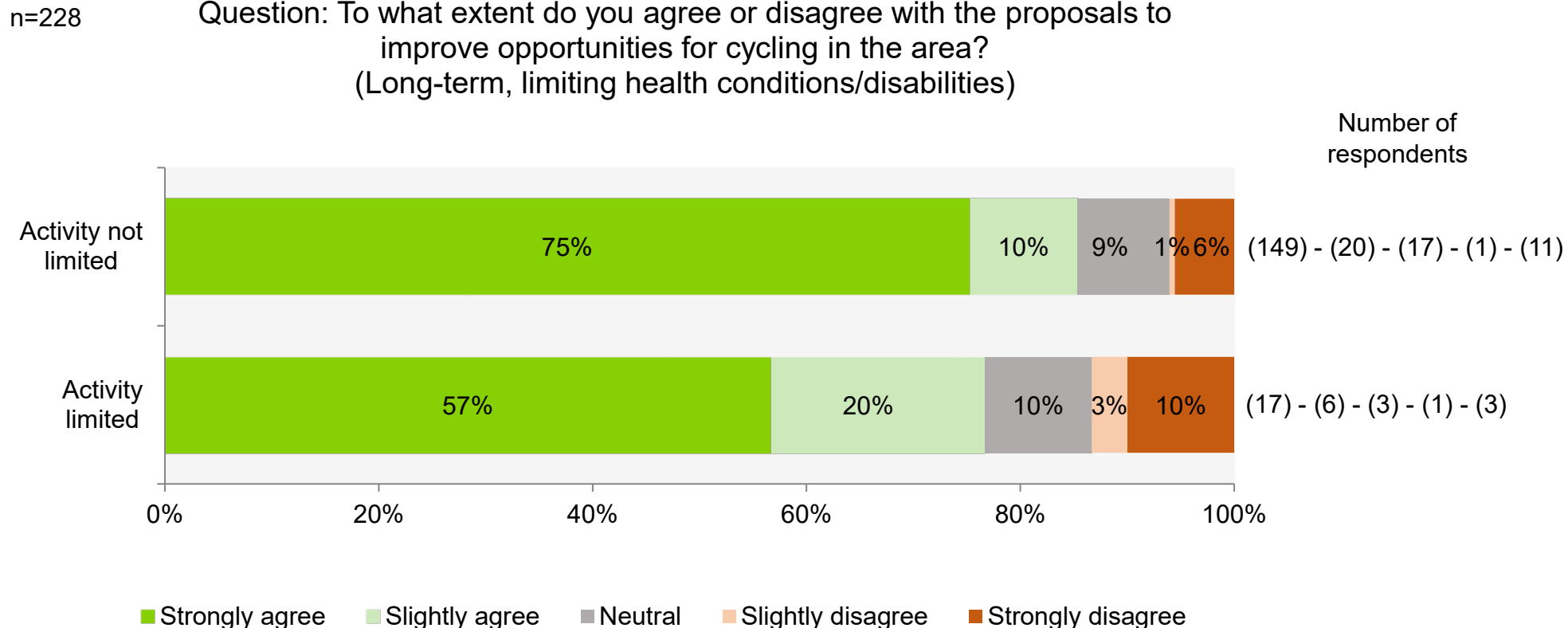
Strong, majority agreement with the proposals to improve opportunities for walking and wheeling in the area was expressed by leisure visitors to (88%) and residents of (81%) the London Borough of Islington. Again, disagreement was comparatively limited.



Note that some relationship types (business owners, business visitors and workers) lacked a sufficient number of respondents to allow meaningful analysis.

How agreement with the proposals to improve opportunities for cycling in the area varied in relation to long-term, limiting health conditions/disabilities

Majority agreement with the proposals to improve opportunities for walking and wheeling in the area was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not. However, note a higher level of agreement among the latter group.



Moor Lane



Moor Lane – the background

Previous engagement revealed many concerns related to:

- Traffic levels and congestion, particularly if a traffic restriction on Beech Street is introduced.
- Moor Lane being used by through traffic.

Many people suggested:

- Vehicle restrictions to prevent through traffic; traffic calming and enforcement measures.
- Improved footways or pedestrian access and increased pedestrianisation and seating.
- Improved cycle infrastructure.
- Measures to reduce noise pollution.
- Increased greenery.

On a typical weekday:

- Around 1,500 vehicles a day use Moor Lane.
- More traffic travels north than south.
- 60% of the vehicles are estimated to be driving straight through the area and not stopping.

Like many streets in the City, there are many cables, pipes, tunnels and basements under the pavement which makes it difficult to plant trees. On Moor Lane, there is the tunnel for the Circle Line which means trees can't be planted in the ground between New Union Street and Willoughby House car park ramp.

At this stage it is estimated that keeping the street open to through traffic, even if pavements can be widened by making the street one-way, will offer limited scope for planting trees. It is estimated that the greatest opportunity to plant trees will be in the road space, which can only be achieved by closing the street to through traffic.

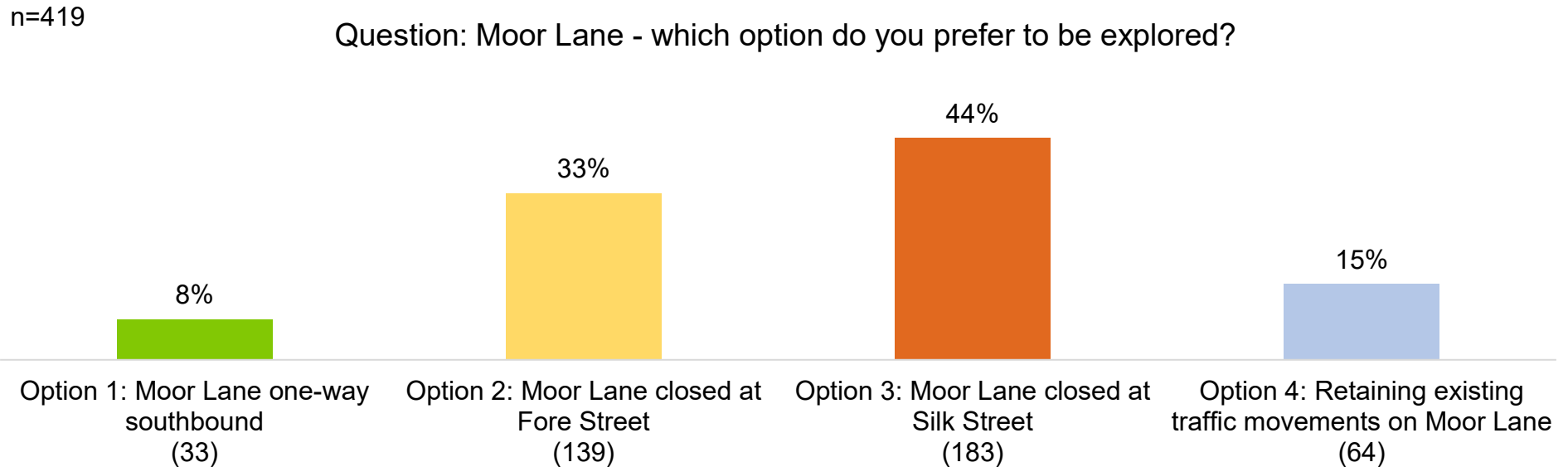
Moor Lane – the four proposal options

- Option 1 - make Moor Lane one-way southbound between Silk Street and Fore Street for motor vehicles. Of the three options, this option offers the largest pavement widening on the western side of Moor Lane. It would require the removal of the timed gate closure at Fore Street and allow vehicles to travel between Moor Lane and Fore Street at all times in a southern direction only (access would not be possible from Fore Street). It is estimated that through traffic would be reduced by half.
- Option 2 - Moor Lane closed to through motor traffic at the junction with Fore Street with a permanent physical closure. This option enables pavement widening on the west side of Moor Lane (but less than option 1) and to make the junction with Fore Street a public space. There would be no through traffic at all times and any disturbance from traffic may be reduced. Traffic on the remainder of the street would be two-way. The only traffic on Moor Lane would be those serving residents and commercial buildings. Motor-vehicles would access the car parks and buildings from Ropemaker Street and Silk Street. People walking, wheeling and cycling could pass through the closure.
- Option 3 - Moor Lane closed to through motor traffic at the junction with Silk Street with a permanent physical closure. This option enables pavement widening on the Willoughby House side of Moor Lane (but less than option 1) and the junction with Silk Street becoming a public space. There would be no through traffic and any disturbance from traffic may be reduced. Traffic on the remainder of the street would be two-way. The only traffic on Moor Lane would be those serving residents and commercial buildings. Motor-vehicles would access the car parks and buildings from Fore Street. People walking, wheeling and cycling could pass through the closure.
- Option 4 - retain existing traffic movements including the existing timed gate restriction. This option enables pavement widening on the Willoughby House side of Moor Lane (but less than option 1) and improvements to the junction with Fore Street. The only restriction to motor vehicles is the existing timed gate closure at Fore Street. People walking, wheeling and cycling could continue to pass around the closure.

Support for Moor Lane options

The most popular option for Moor Lane was option 3: a closure at Silk Street, as selected by 44% of respondents. This was followed by option 2: a closure at Fore Street (33%). Collectively, 77% of respondents supported a closure to through traffic on Moor Lane.

The remaining options, 1 and 4, attracted notably less support.

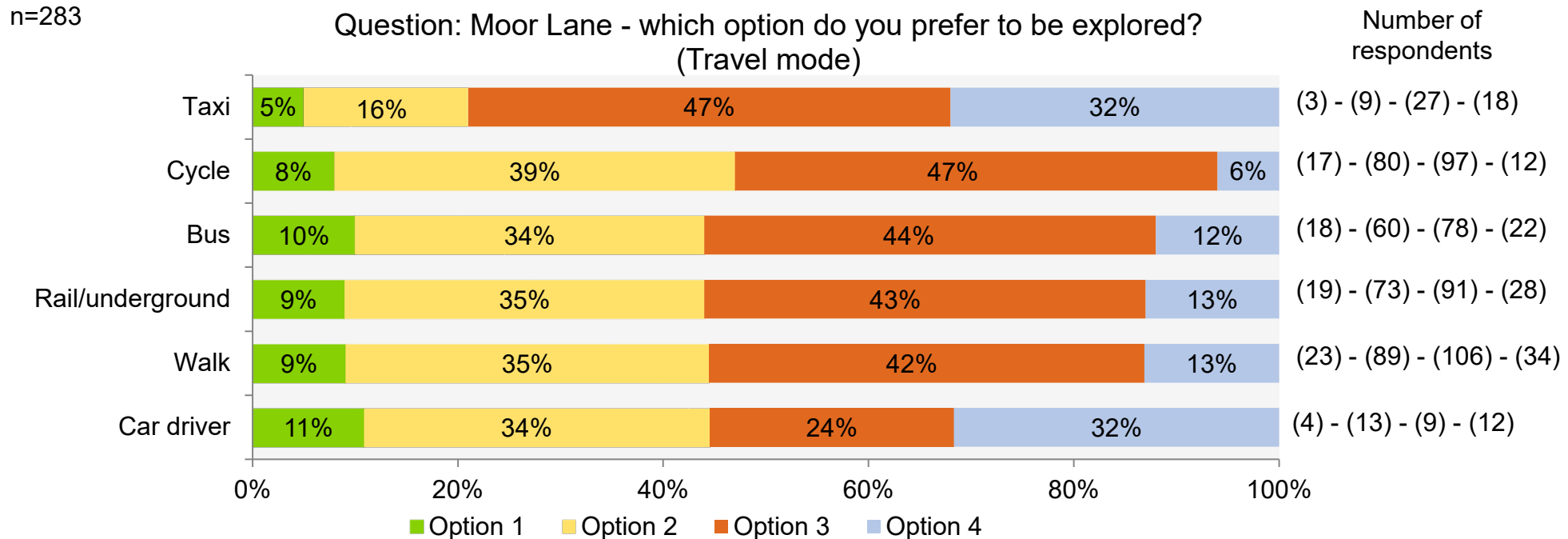


On the following pages, we see how support for each option varied by respondents' travel mode, their relationship to the City and to the Borough of Islington, and long-term, limiting health conditions/disabilities.

How support for Moor Lane options varied by how people identified they got around

As identified on the previous page, options 2 and 3 attracted most support. Across all groups bar car drivers, Option 3 emerged as the preferred option. This support peaked among those who identified as taxi users (47%) and those who identified as cyclists (47%).

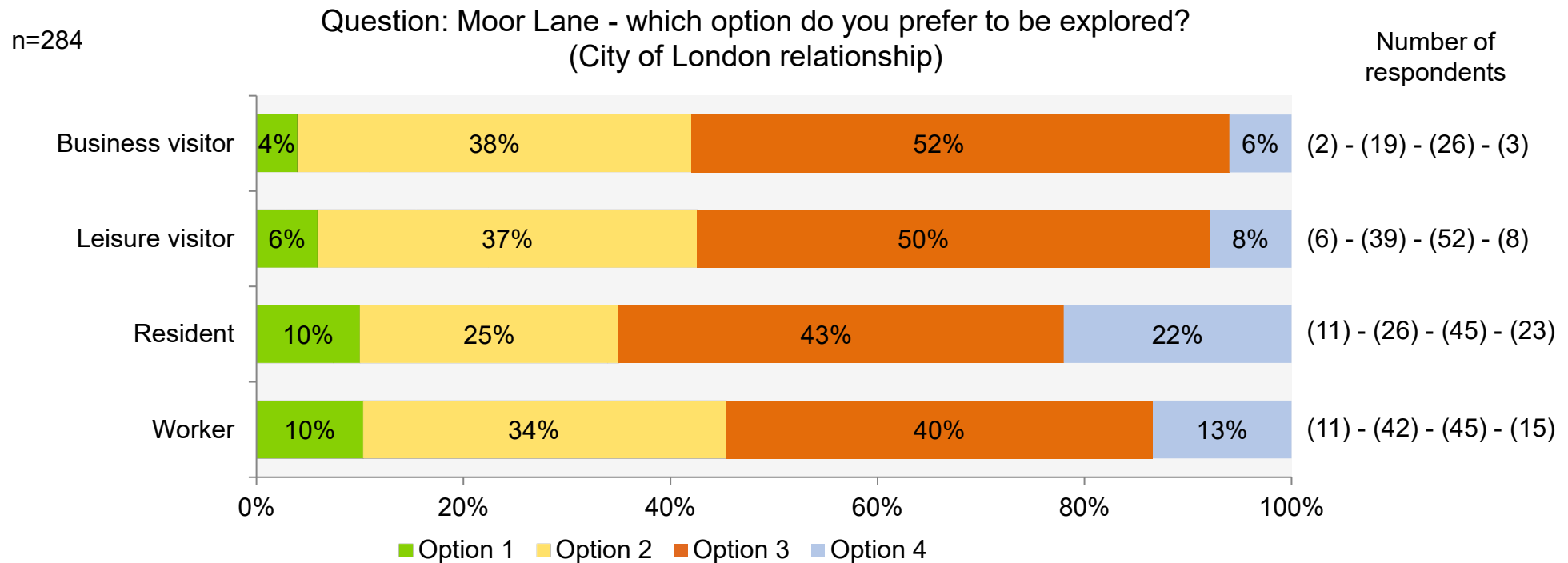
Among those who identified as car drivers, option 4 was most often preferred (32%), ahead of option 3 (24%). There was very limited support for option 1 across all travel modes.



Note that some travel modes (those who identified as private vehicle driver, motorcycle, van/lorry, wheelchair/mobility scooter, car passenger and other types) included insufficient data to allow meaningful analysis.

How support for Moor Lane options varied according to City of London relationship

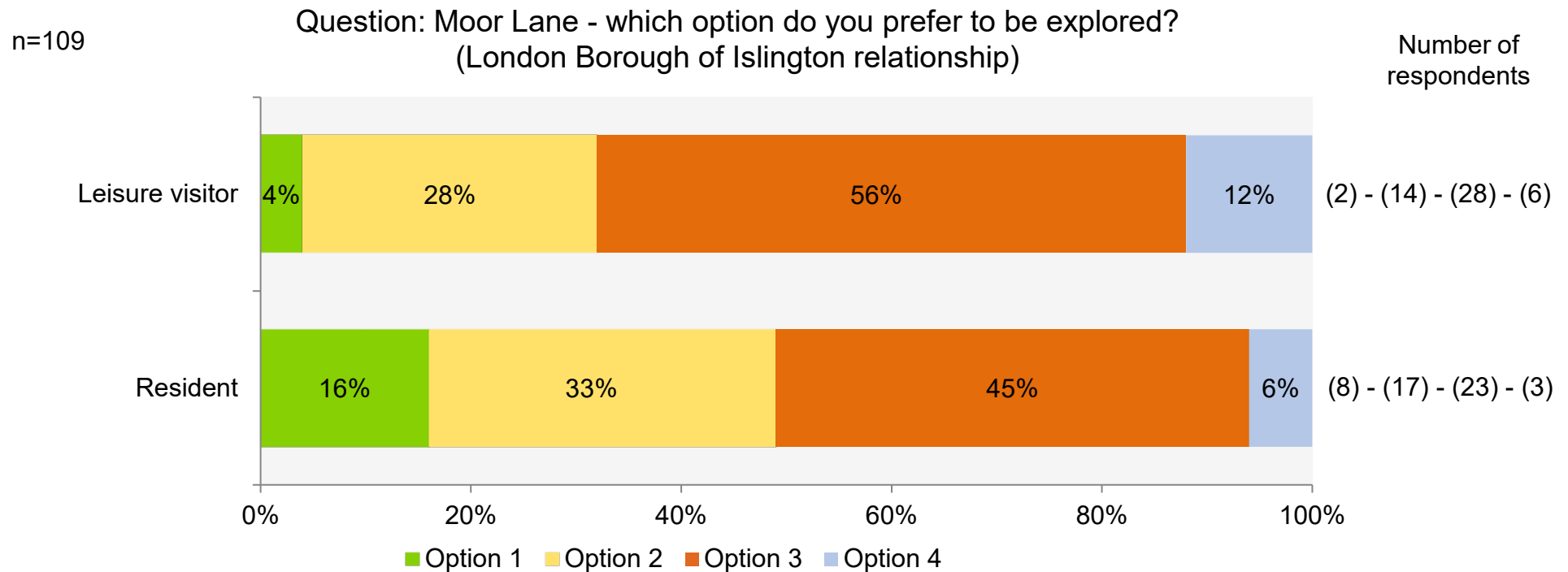
Across all groups, option 3 emerged as the preferred option. This support peaked among those visiting for business (52%) and for leisure (50%).



Note that some relationship types (business owners, students, livery companies and driver/riders) included insufficient data to allow meaningful analysis.

How support for Moor Lane options varied according to London Borough of Islington relationship

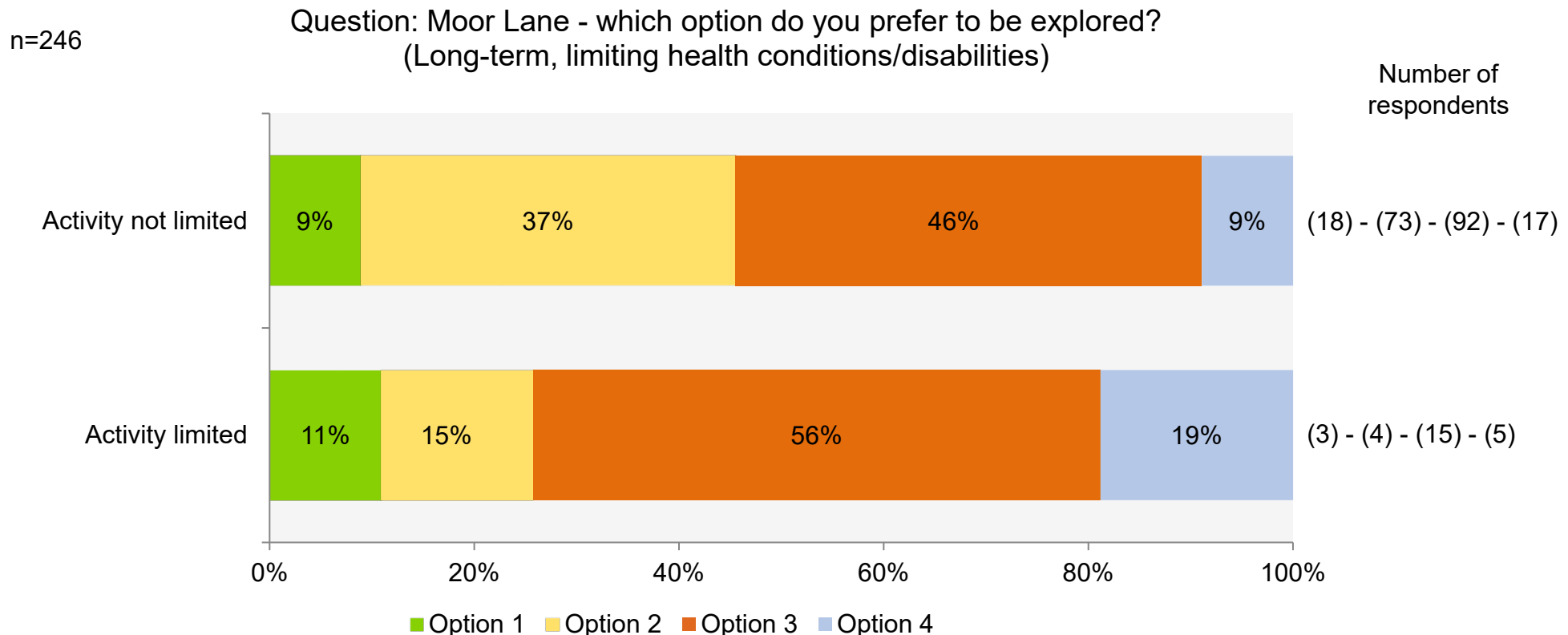
Among both residents of, and leisure visitors to, the London Borough of Islington, option 3 emerged as the preferred option. This support peaked among those visiting for leisure (56%).



Note that some relationship types (workers, business visitors and owners, students, livery companies and driver/riders) included insufficient data to allow meaningful analysis.

How support for Moor Lane options varied in relation to long-term, limiting health conditions/disabilities

Majority support for option 3 was particularly evident among those whose activities were limited by a long-term health condition or disability, and also among those whose activities were not.

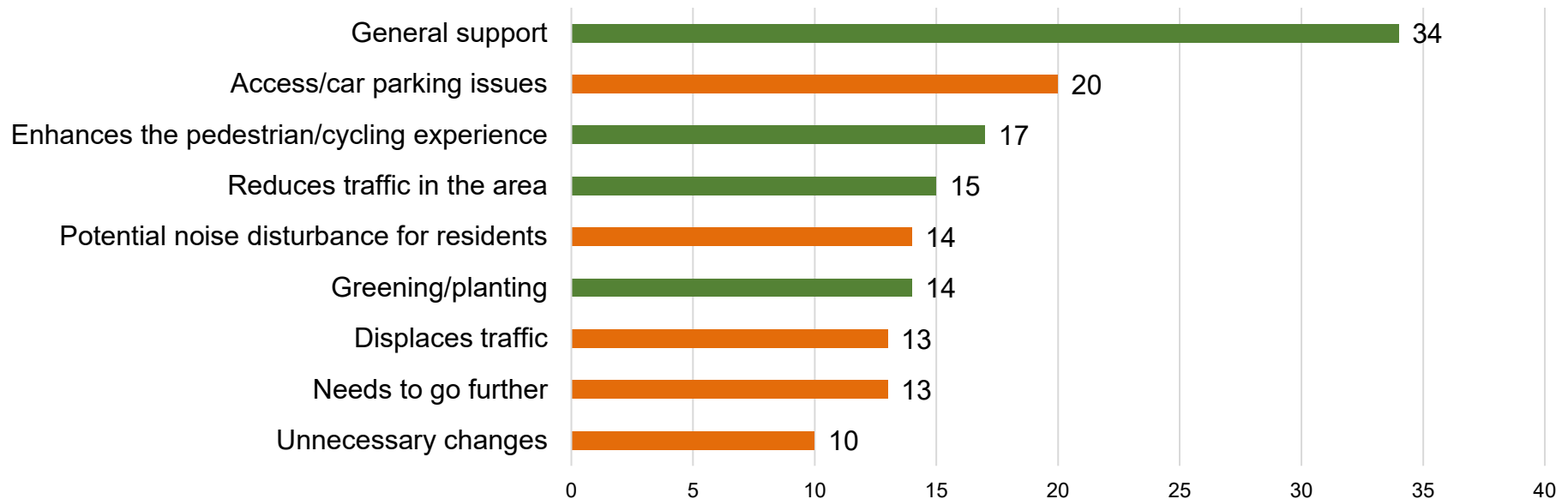


Comments on options for Moor Lane

143 respondents left comments on Moor Lane. Some respondents made more than one comment. Here, we see the main comments underpinning both supportive and critical feedback on the Moor Lane options. Supportive comments focused on general applause for the proposals, with perceptions of an enhanced pedestrian/cycling in a safer public realm with additional greening/planting and reduced traffic. In contrast, concerns most frequently related to access/car parking issues, potential noise disturbance for residents, traffic displacement, and changes felt to be unnecessary. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=143

Question: Do you have any further comments on options for Moor Lane?



Other comments suggested allowing access to taxis, improvements potentially causing longer journeys, anti-social behaviour by those attracted to the area, and opposing views that the changes would increase or decrease air pollution.

Aldersgate Street and Goswell Road, London Wall, Moorgate, Old Street and City Road



Aldersgate Street, Goswell Road, London Wall, Moorgate, Old Street and City Road (boundary streets) – proposed ideas

Previous engagement revealed concerns relating to safety and comfort for people walking, wheeling and cycling on and crossing these streets and the need for improved crossings, wider pavements, more street trees and segregated cycle lanes.

These streets are the boundary of the area. They are designed to 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. However, the need for better crossings and safer cycling is recognised.

Opportunities will be explored to improve the existing crossing points for people walking, wheeling and cycling at the junctions of:

- Moorgate with London Wall.
- Aldersgate Street with Beech Street and Long Lane.
- On Goswell Road the exploration of introducing a new crossing near the junction with Fann Street.

City Road (south)

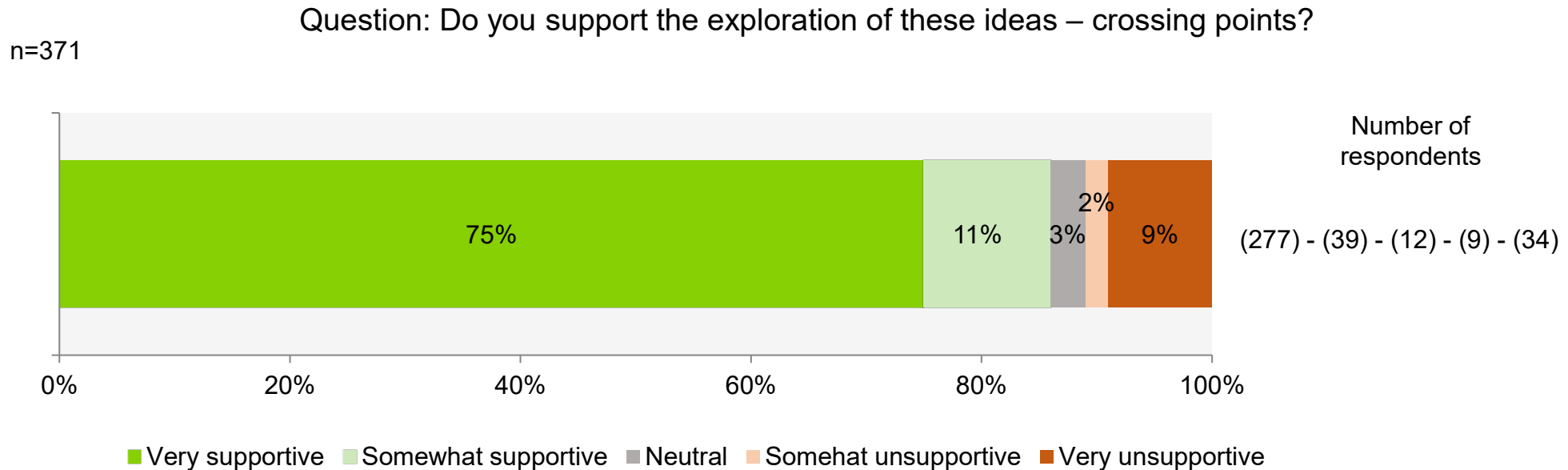
The project team are working with Transport for London to make improvements to bus journey times and reduce delay for bus passengers on City Road, between Lackington Street and Epworth Street. Proposals would introduce a new section of bus lane and make other changes including upgrades to some crossings.

Old Street

The project team are currently working on separate proposals for improvements to Old Street and Clerkenwell Road. These will be brought to public engagement once funding has been allocated and the proposals have been agreed by key partners such as Transport for London.

Support for Aldersgate Street ideas – crossing points

86% of respondents supported the exploration of ideas for Aldersgate Street crossing points. For many, this support was strong. In contrast, just 11% were unsupportive, with 3% expressing a neutral opinion.



On the following pages, we see how support for the ideas for Aldersgate Street crossing points varied by respondents' travel mode, their residence in the area, and long-term, limiting health conditions/disabilities.

How support for the exploration of ideas for Aldersgate Street crossing points varied by how people identified they got around

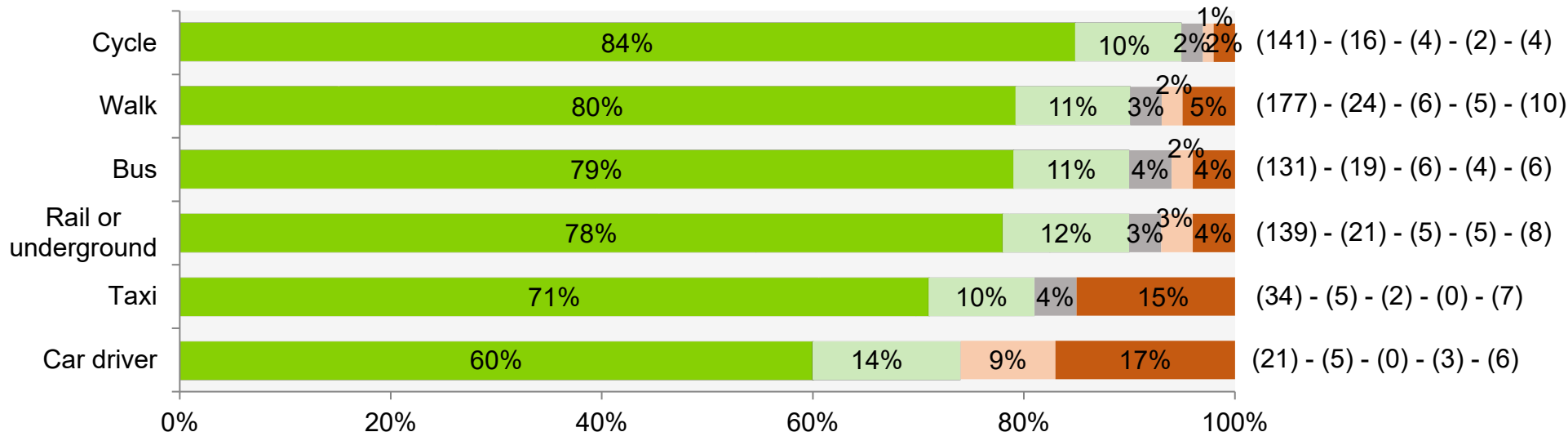
A majority of contributors using every travel mode supported the exploration of ideas for Aldersgate Street crossing points – with many strongly supporting this exploration. This support peaked among those who identified as cyclists (94%), those who identified as walkers (91%), those who identified as bus users (90%) and those who identified as rail/underground users (90%).

In contrast, opposition was highest among those who identified as car drivers (26%) and those who identified as taxi users (15%).

n=238

Question: Do you support the exploration of these ideas – crossing points?
(Travel mode)

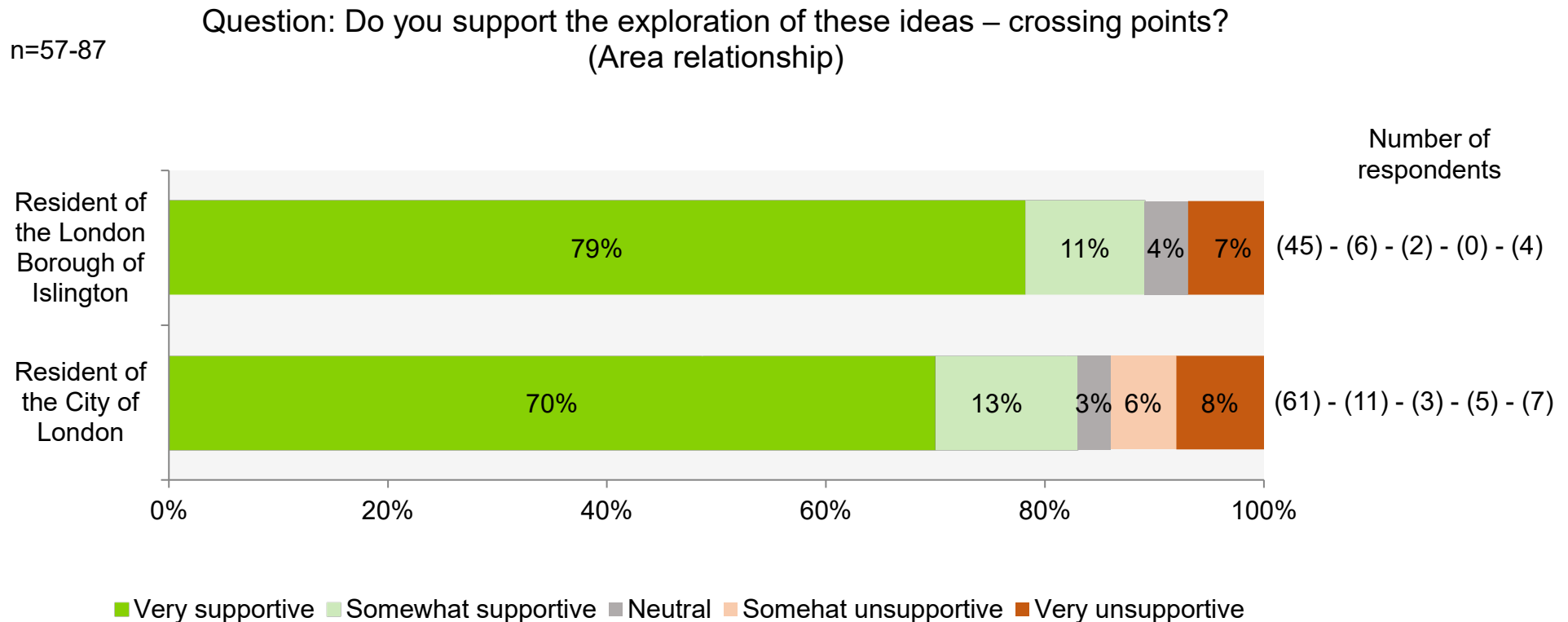
Number of
respondents



■ Very supportive ■ Somewhat supportive ■ Neutral ■ Somewhat unsupportive ■ Very unsupportive

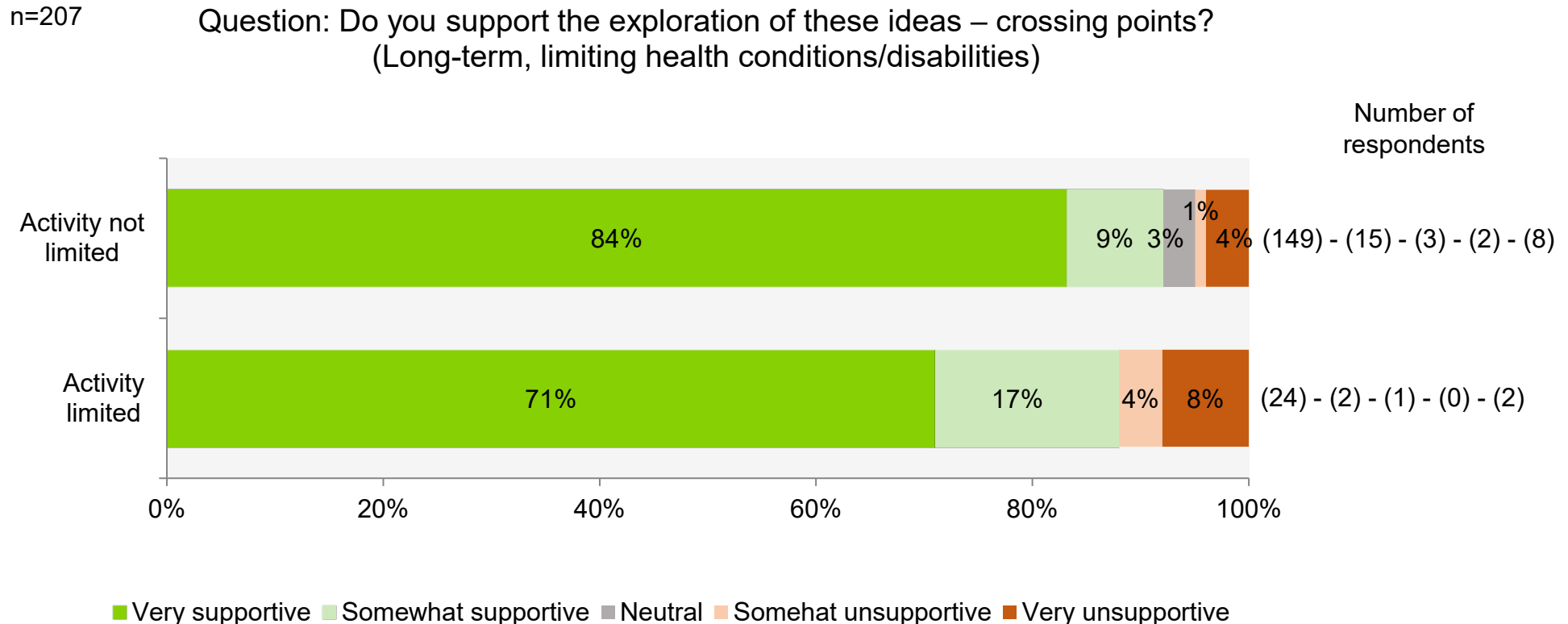
How support for the exploration of ideas for Aldersgate Street crossing points varied according to area residence

Strong, majority support for the exploration of ideas was expressed by residents of the London Borough of Islington (90%) and residents of the City of London (83%). Again, opposition was comparatively limited.



How support for the exploration of ideas for Aldersgate Street crossing points varied in relation to long-term, limiting health conditions/disabilities

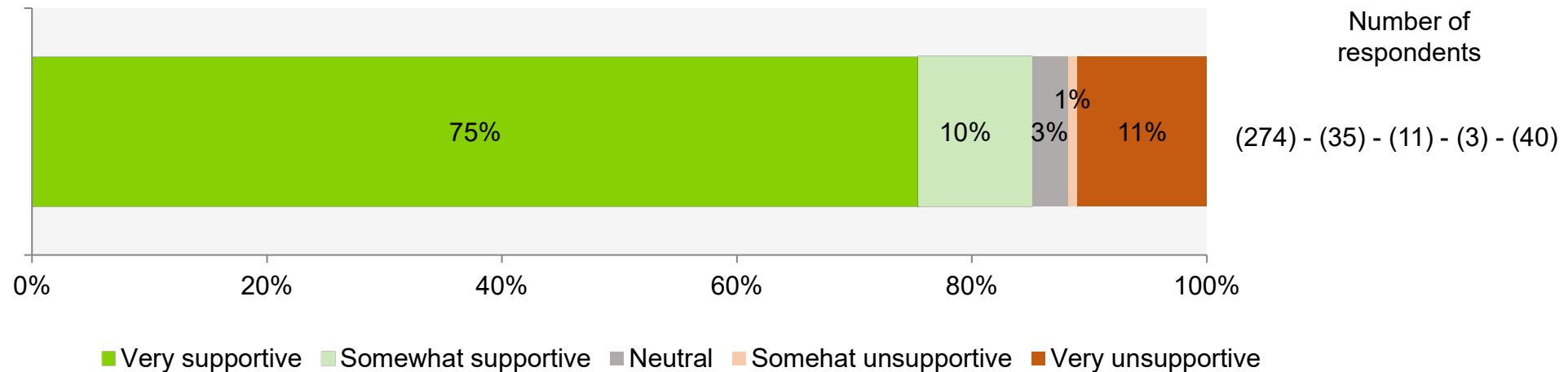
Majority support for the exploration of ideas for Aldersgate Street crossing points was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not.



Support for Aldersgate Street ideas – protected space

85% of respondents supported the exploration of ideas for Aldersgate Street protected space. For many, this support was strong. In contrast, just 12% were unsupportive, with 3% expressing a neutral opinion.

n=363 Question: Do you support the exploration of these ideas - protected space?



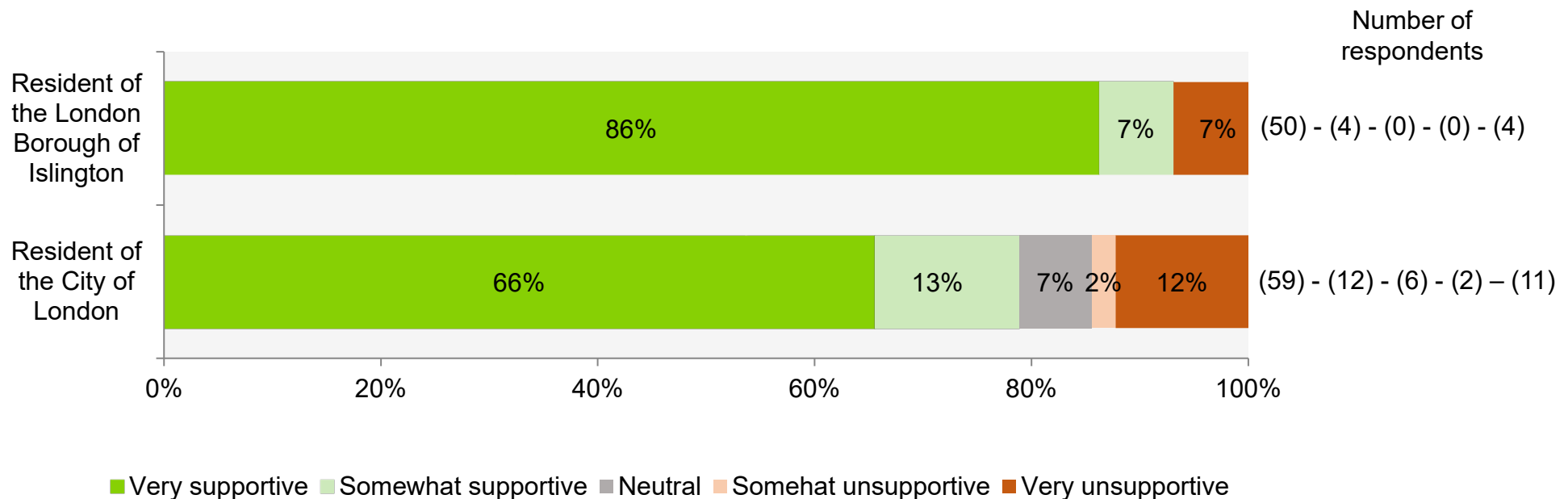
On the following page, we see how support for the ideas for Aldersgate Street protected space varied by respondents' residence in the area.

How support for the exploration of ideas for Aldersgate Street protected space varied according to area residence

Majority support for the exploration of ideas was expressed by residents of the London Borough of Islington (93%) and residents of the City of London (79%). Again, opposition was comparatively limited.

n=58-90

Question: Do you support the exploration of these ideas - protected space?
(Area relationship)



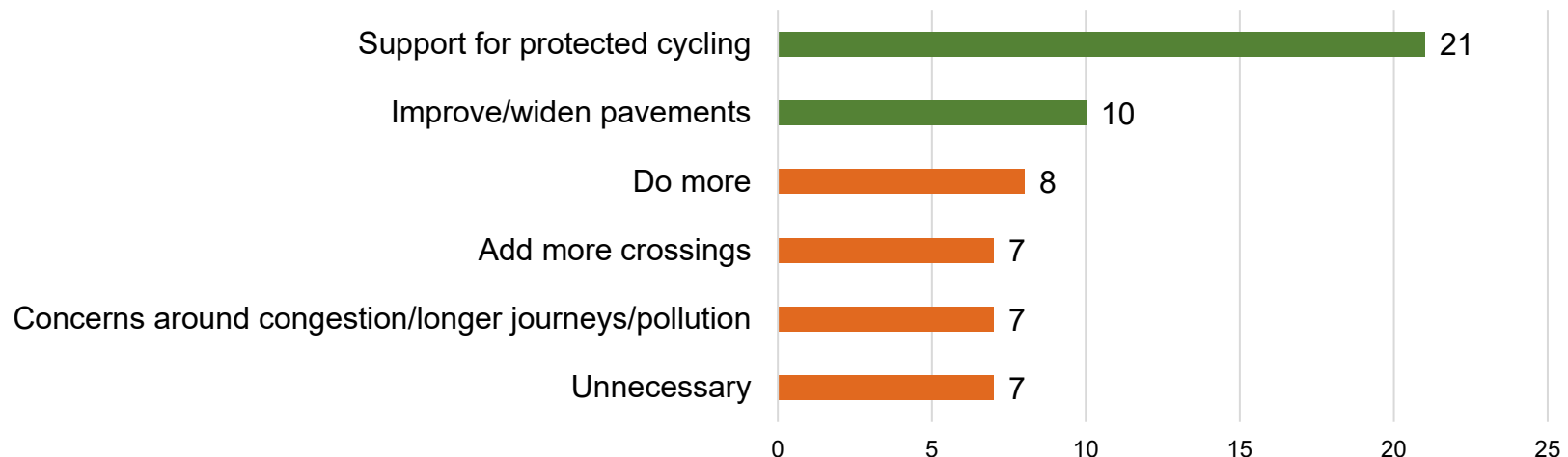
Comments and suggestions on the boundary streets by those with a City of London connection

85 respondents with a City of London connection left comments/suggestions on the boundary streets in the area. Some respondents made more than one comment. These comments focused on support for measures to protect cyclists and a need to improve and widen pavements. However, some respondents requested additional features and measures – including an extension of locations and additional crossing points. Others expressed concerns related to traffic congestion, with lengthened journeys and increased air pollution, or regarded the measures as unnecessary. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=85

Question: Do you have any comments or suggestions about the boundary streets?

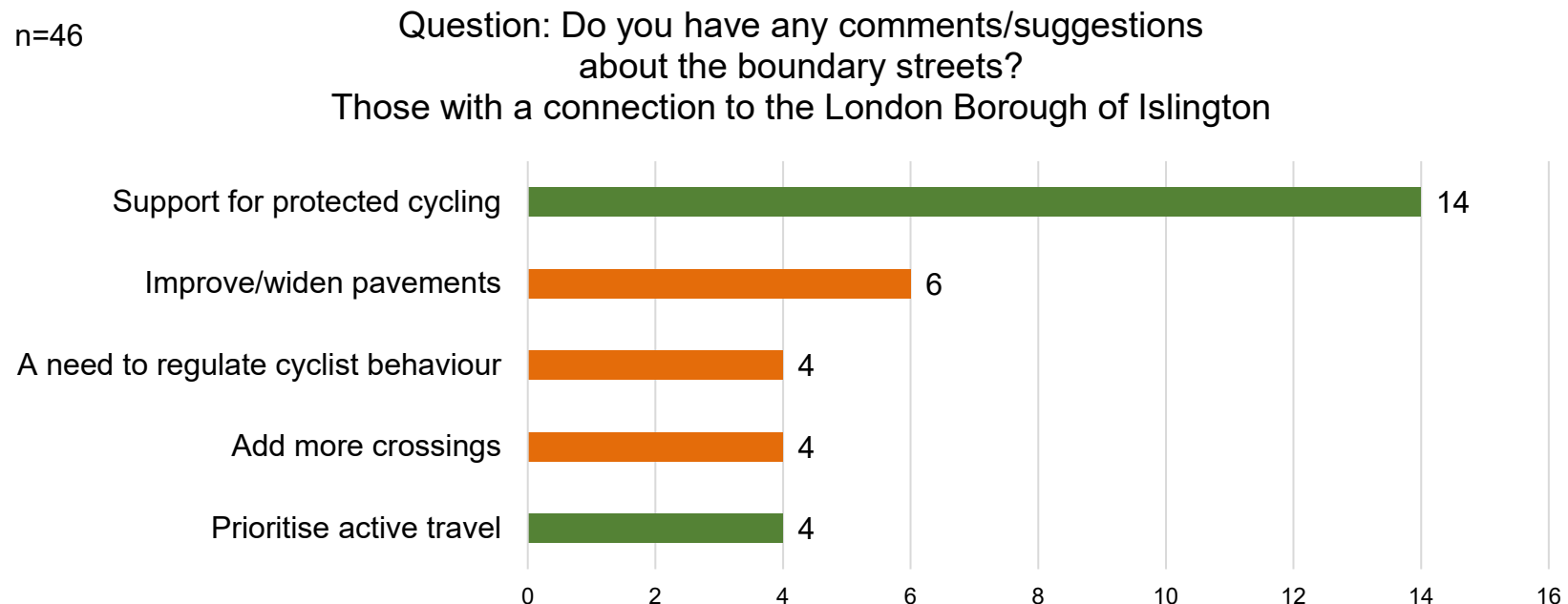
Those with a connection to the City of London



Other comments – each given by no more than five respondents – included general support, a need to regulate cyclist behaviour, a need for additional locations, a need to ensure taxi and residential access and a need to enforce speeding within the area.

Comments and suggestions on the boundary streets by those with a London Borough of Islington connection

46 respondents with a London Borough of Islington connection left comments on boundary streets in the area. Some respondents made more than one comment. These comments focused on support for measures to protect cyclists. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.



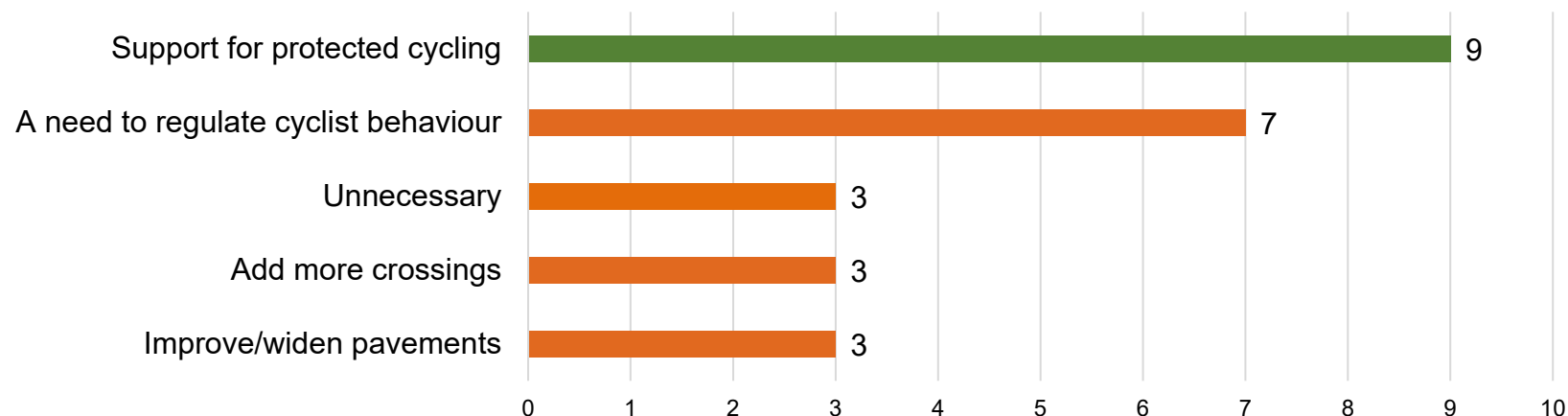
Other comments – each given by no more than three respondents – included concerns relating to increased congestion, journey times and pollution, general support for the measures, a need for more greening and perceptions that the measures were unnecessary.

Comments and suggestions on the boundary streets by others with no connection to either the City of London or the London Borough of Islington

A further 41 respondents with neither a City of London nor London Borough of Islington connection left comments on the boundary streets in the area. Some respondents made more than one comment. These comments focused on support for measures to protect cyclists. However, some respondents requested measures to regulate problematic cyclist behaviour. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=41

Question: Do you have any comments/suggestions about the boundary streets?
Those with no connection to either the City of London or the London Borough of Islington



Other comments – each given by no more than two respondents – included a need to both ensure taxi and residential access, concerns about congestion and lengthened journey times, the impact on local business, a need to add more greenery, to modify traffic light sequencing, to add community spaces and improve public transport.

Fore Street, Wood Street, Silk Street and Ropemaker Street



Fore Street, Wood Street, Silk Street and Ropemaker Street - proposals

Previous engagement findings suggested a need for improvements to these streets, including widened pavements, new trees and planting and more comfortable crossings for people walking and wheeling and improvements for people cycling.

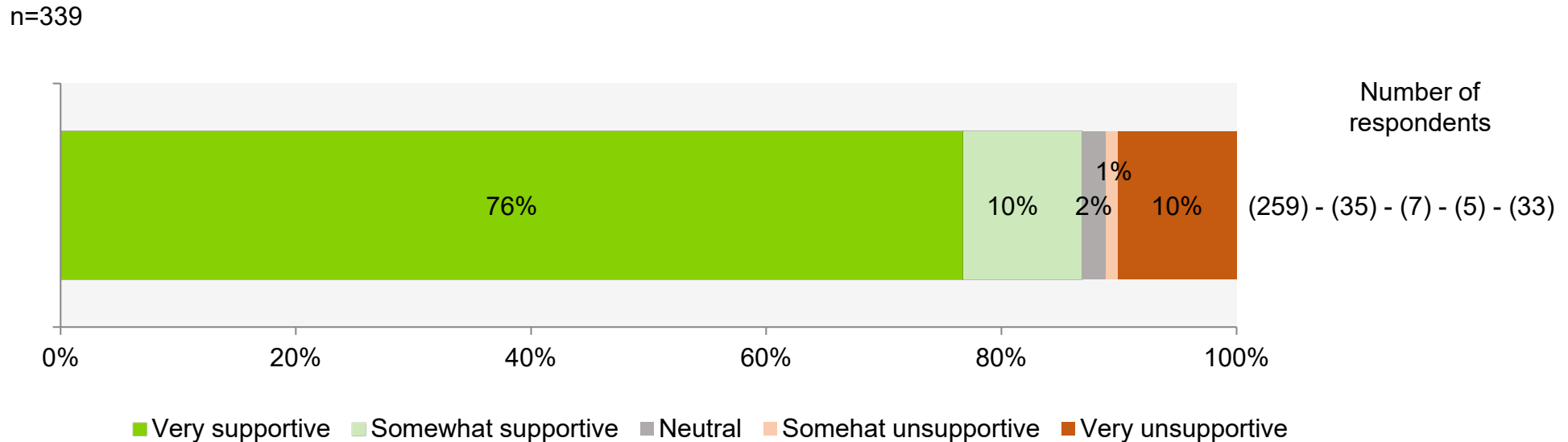
The width of these streets is more than is needed for the amount of traffic that uses them. Pavement widening without changing traffic access or movements could be explored.

If this was done, introducing trees, planting, seating and cycle parking and raising the road at junctions or crossing points to pavement level to improve the comfort and safety of people walking and wheeling would also be explored.

Support for Fore Street, Wood Street, Silk Street and Ropemaker Street ideas

86% of respondents supported the City of London Corporation's exploration of ideas for this area. Strong support was expressed by three-quarters of all respondents. In contrast, just 11% were unsupportive, with 2% expressing a neutral opinion.

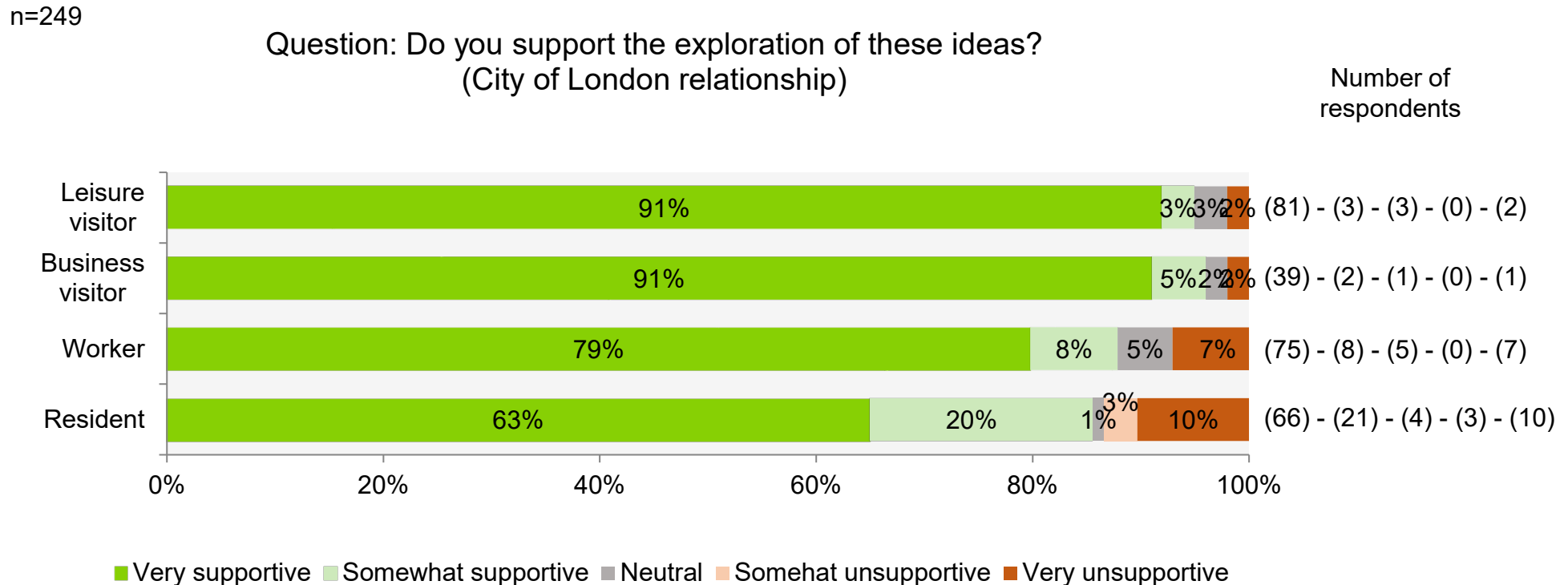
Question: Do you support the exploration of these ideas?



On the following pages, we see how support for the ideas varied according to respondents' relationship to the City, and long-term, limiting health conditions/disabilities.

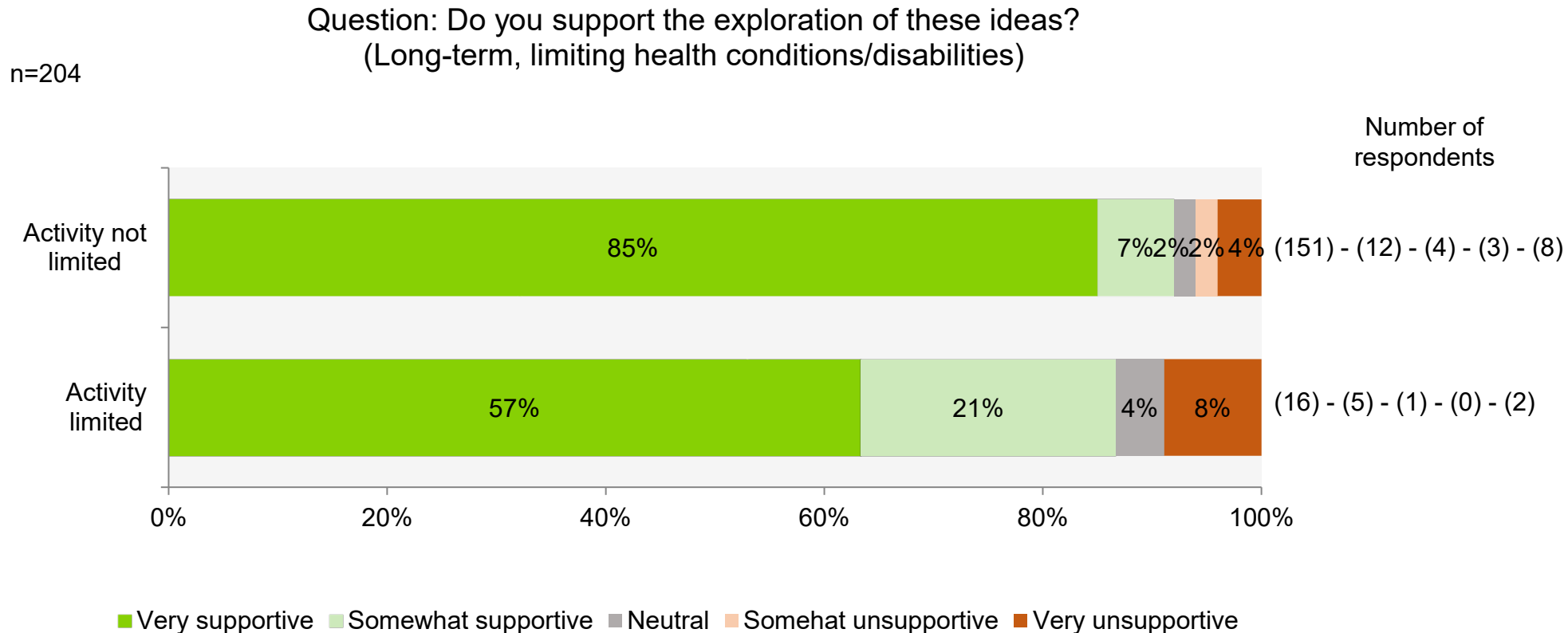
How support for the exploration of ideas for Fore Street, Wood Street, Silk Street and Ropemaker Street varied according to City of London relationship

Strong, majority support for the exploration of ideas in this area was evident across all types of City of London relationship. Support peaked leisure and business visitors (94-96%), and was slightly lower among workers (87%) and residents (83%). Again, opposition was very limited.



How support for the exploration of ideas for Fore Street, Wood Street, Silk Street and Ropemaker Street varied in relation to long-term, limiting health conditions/disabilities

Majority support for the exploration of ideas for this area was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not.



Milton Street



Milton Street - ideas

Milton Street is a short, two-way street used by vehicles delivering and servicing local businesses. It has approximately 1,300 vehicle movements a day with the majority of these travelling southbound.

There are alternative nearby parallel streets such as Silk Street and Finsbury Street that could be used by local traffic, meaning that Milton Street could be changed without affecting traffic journeys.

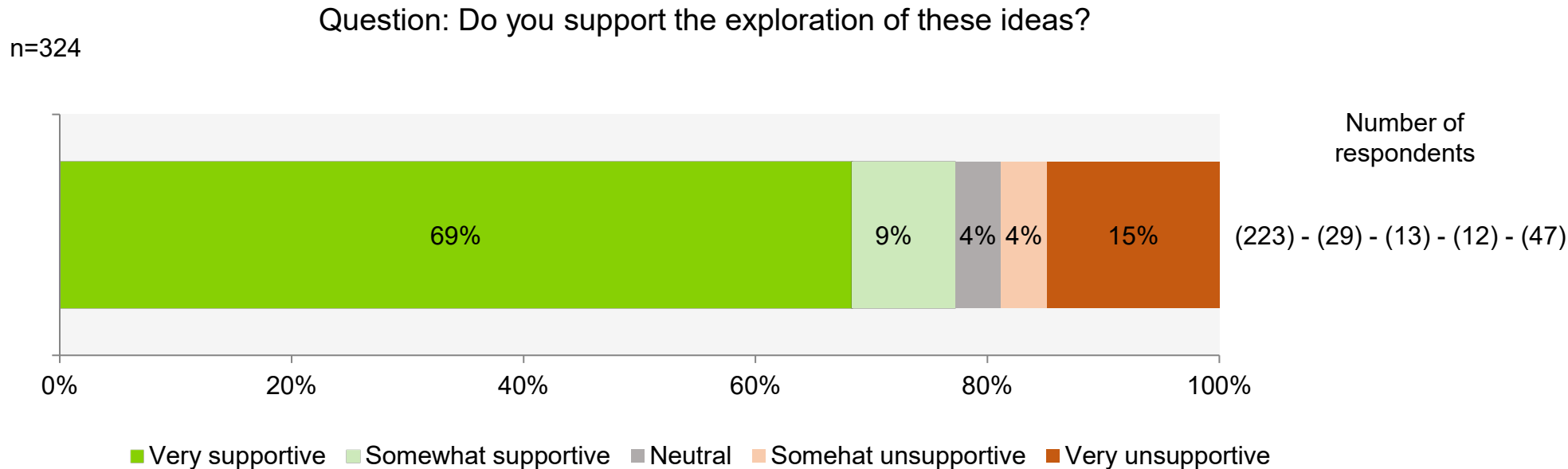
Closing the section of Milton Street to all traffic between Silk Street and The Heron access road to introduce a public space that could include trees, planting and seating, could be explored.

The remainder of the street would remain two-way and would only be used for access to parking and deliveries, vehicles would perform a turn at the Heron access road to exit back onto Chiswell Street.

If the junction of Milton Street with Silk Street was closed to traffic, making this area a public space could be explored.

Support for Milton Street ideas

Over three-quarters (76%) of respondents supported the City of London Corporation's exploration of ideas for Milton Street. From many, this support was strong. In contrast, just 19% were unsupportive, with 4% expressing a neutral opinion.



On the following pages, we see how support for the ideas for Milton Street varied according to respondents' relationship to the City, and long-term, limiting health conditions/disabilities.

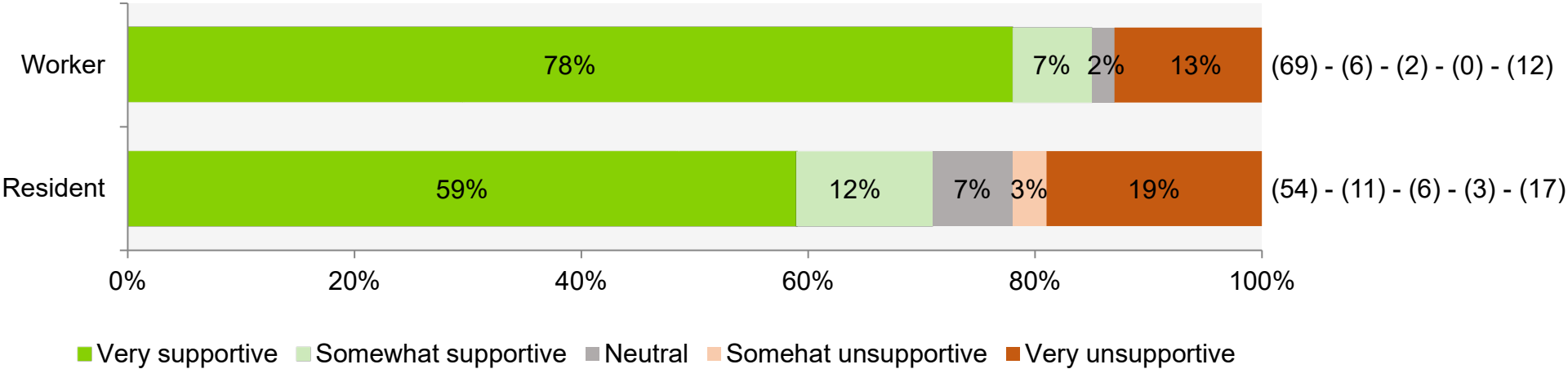
How support for the exploration of ideas for Milton Street varied according to those working and residing in the City of London

Strong, majority support for the exploration of ideas was evident among those residing and working in the City of London. Support peaked among workers (85%), and was slightly lower among residents (71%). Again, opposition was very limited.

n=236

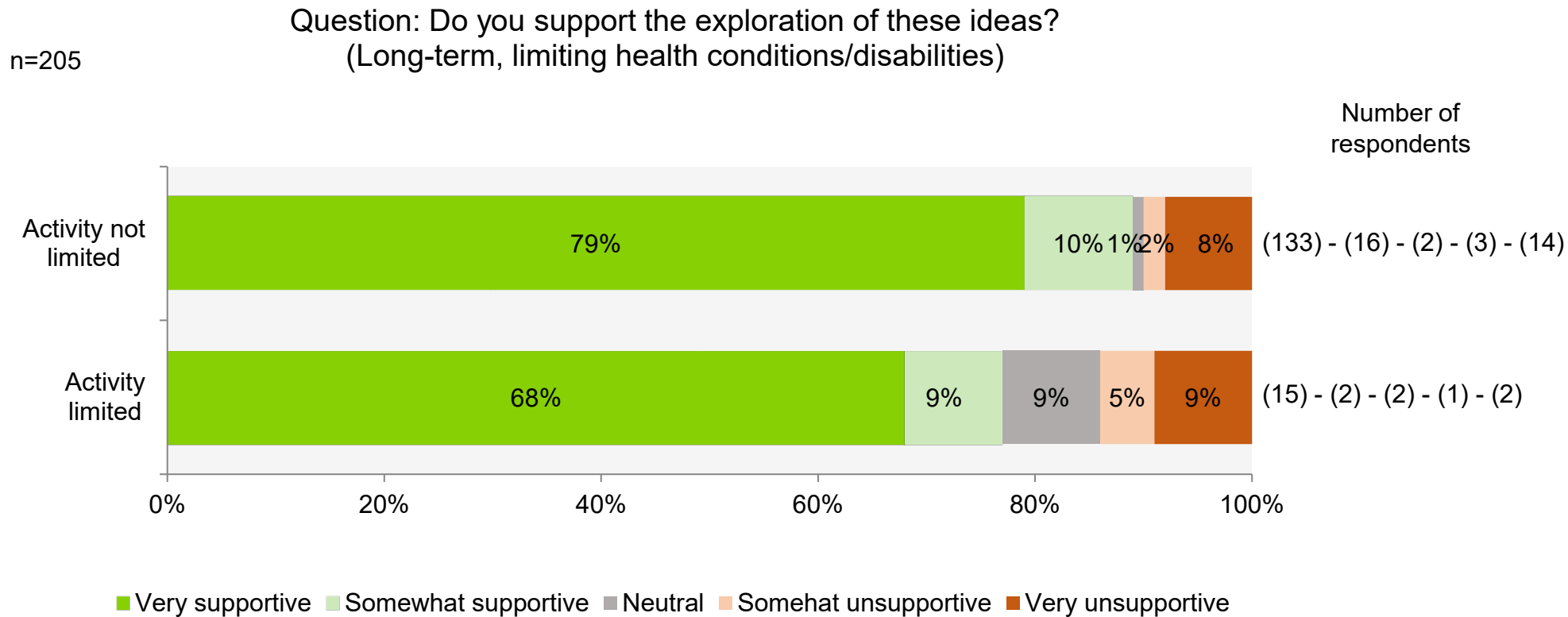
Question: Do you support the exploration of these ideas?
(City of London relationship)

Number of
respondents



How support for the exploration of ideas for Milton Street varied in relation to long-term, limiting health conditions/disabilities

Majority support for the exploration of ideas for Milton Street was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not.



Moorfields



Moorfields – proposed idea

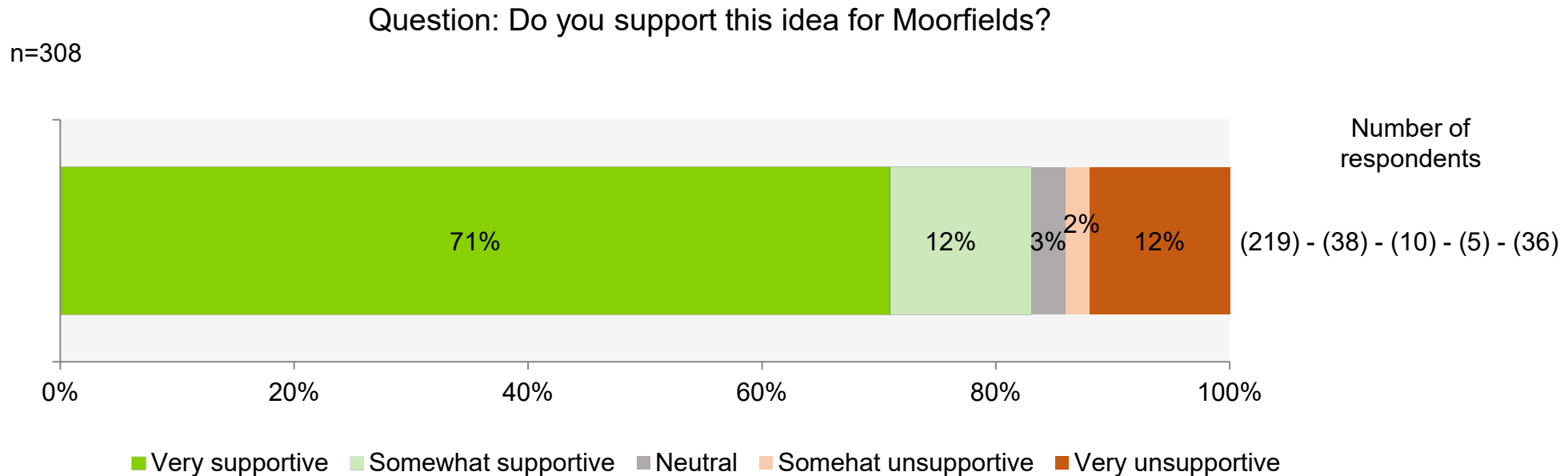
Moorfields is a busy walking route and with Underground and Elizabeth Line station entrances/exits and retail and commercial premises. It also accommodates a large TfL cycle hire station.

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.

Traffic changes on Moorfields north of Moor Place to make it one-way southbound to motor traffic (two-way for cyclists) could be explored. This would allow the pavements to be widened, and the extra space used for tree planting and greening, seating and short-stay cycle parking.

Support for the Moorfields idea

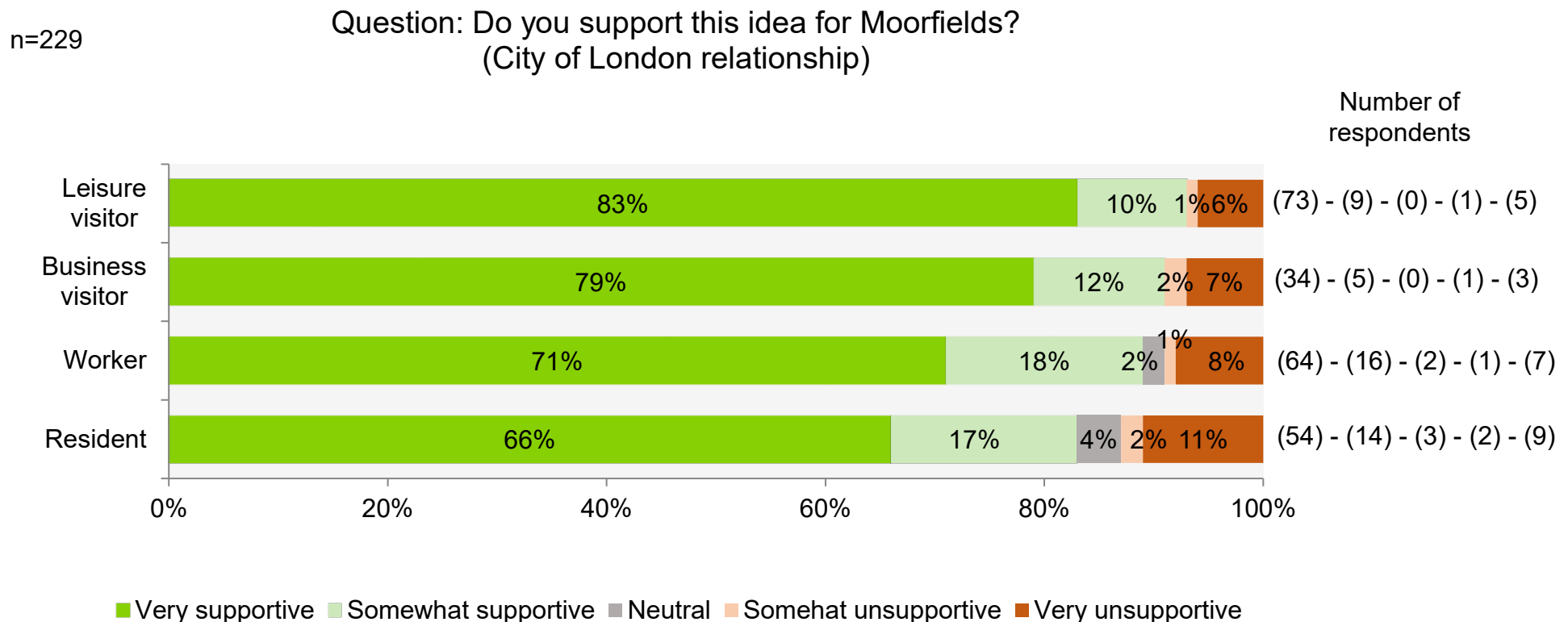
Over 80% of respondents supported the City of London Corporation's exploration of the idea for Moorfields. Again, from many, this support was strong. In contrast, just 14% were unsupportive, with 3% expressing a neutral opinion.



On the following pages, we see how support for the idea for Moorfields varied according to respondents' relationship to the City, and long-term, limiting health conditions/disabilities.

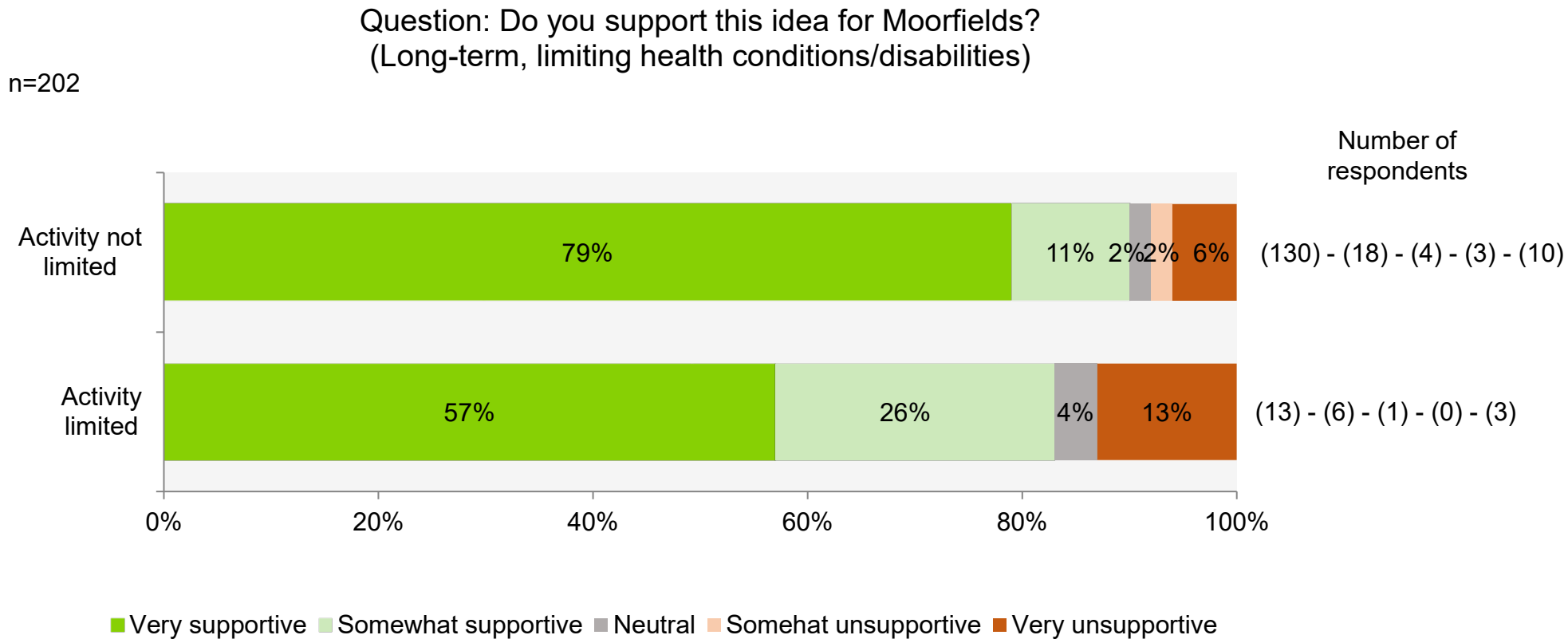
How support for the exploration of the idea for Moorfields varied according to City of London relationship

Strong, majority support for the exploration of the Moorfields idea was evident across all City of London relationship types. Support peaked among business and leisure visitors (91-93%), with similarly high levels of support among workers (89%) and residents (83%). Again, opposition was very limited.



How support for the exploration of the idea for Moorfields varied in relation to long-term, limiting health conditions/disabilities

Majority support for the exploration of ideas for Moorfields was evident among those whose activities were limited by a long-term health condition or disability and those whose activities were not.



Other Islington improvements



Other Islington Improvements

Feedback from the Stage 1 engagement undertaken last year, showed that people would like to see more greening throughout the area along with walking and cycling improvements.

The following measures are therefore being proposed:

Trees – potential locations:

- Banner Street, near the junction of Whitecross Street.
- Whitecross Street.

Low-level planting potential locations:

- Golden Lane near junction with Fann Street.
- Whitecross Street (near junction with Old Street, and south of Fortune Street).
- Fortune Street (eastern end).
- Banner Street (near junction with Whitecross Street).

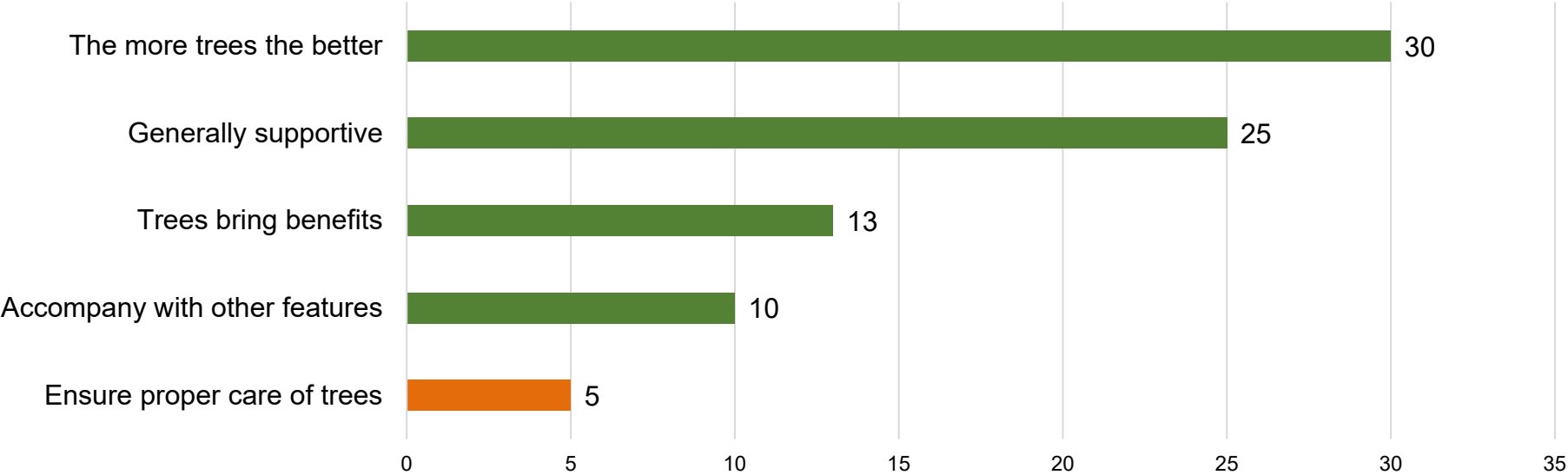
Following an accessibility study, a number of locations where facilities could be improved for those walking in the area have been identified. For example, where dropped kerbs are at an inaccessible height for those with mobility impairments, in wheelchairs or mobility scooters or those with buggies or prams. Resources are not available to address every issue immediately but locations could be prioritised where these issues are most acute and will make significant improvements to useful walking routes. Initial locations for improvements are on:

- Banner Street.
- Fortune Street.
- Dufferin Street.

Comments on proposed locations for tree planting in Islington

70 respondents left comments on the proposed locations for tree planting. Some respondents made more than one comment. Here, we see the main comments underpinning what was clearly majority support for the planting of trees in the proposed locations. A feeling of ‘the more, the better!’ was undoubtedly evident, with respondents extolling the consequent benefits of tree planting. These benefits included rain retention, pollution and noise reduction, shade, aesthetic beauty and the attraction of nature. Other, accompanying features suggested by some respondents included pavement improvements, benches, seating and border planting. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=70 Question: Do you have any comments about the proposed locations for tree planting?



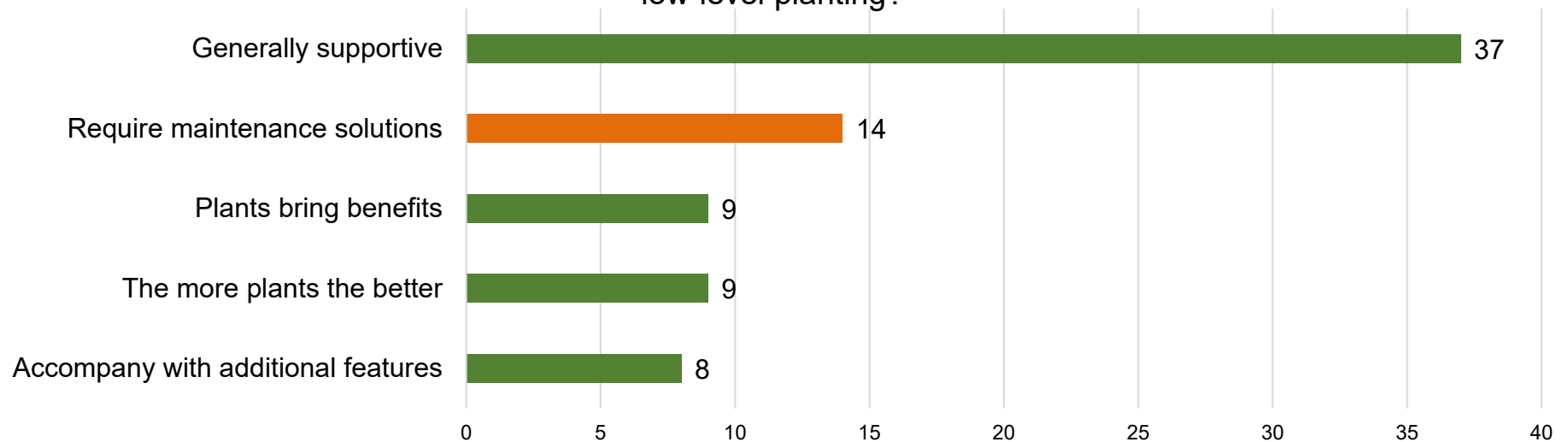
Other comments suggested a need to ensure pedestrian access was not impeded, to explore additional locations and to set up a community meeting to discuss locations. Each specified by just one or two respondents.

Comments on proposed locations for low-level planting in Islington

70 respondents left comments on the proposed locations for low-level planting. Some respondents made more than one comment. Here, we see the main comments underpinning what was clearly majority support for the planting of trees in the proposed locations. A feeling of general approval was again undoubtedly evident, with many comments in a similar vein to those relating to tree planting – including a need to maximise greenery and reap the benefits of planting. Note that some respondents highlighted a need for a well considered maintenance strategy – either utilising Sustainable Drainage Systems (SuDS) or ensuring a regime of watering and care. Other, accompanying features suggested by some respondents included accompanying street furniture, cycle parking and improved pavements. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate concerns or a perceived need for additional measures.

n=70

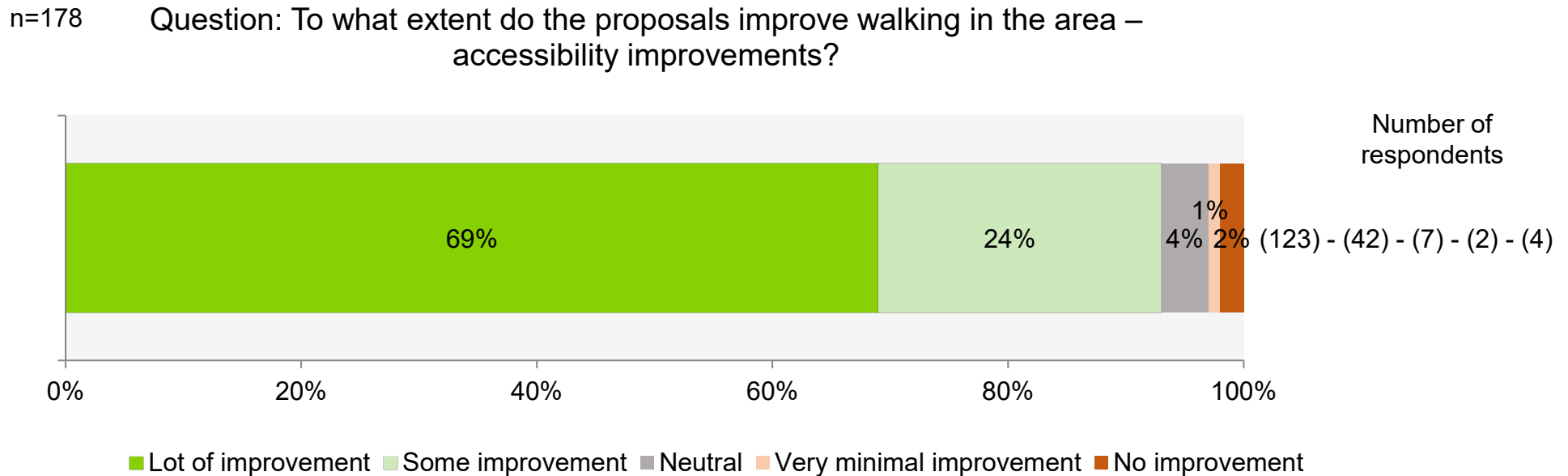
Question: Do you have any comments about the proposed locations for low-level planting?



Other comments included concerns about potentially prohibited pedestrian access, potential problems associated with litter, and a preference for trees. Each specified by no more than seven respondents.

Thoughts on proposals to improve walking in Islington – accessibility improvements

Over 90% of contributors felt that the proposed accessibility improvements would improve walking in the area. Many envisaged a lot of improvement as a result of these potential measures.



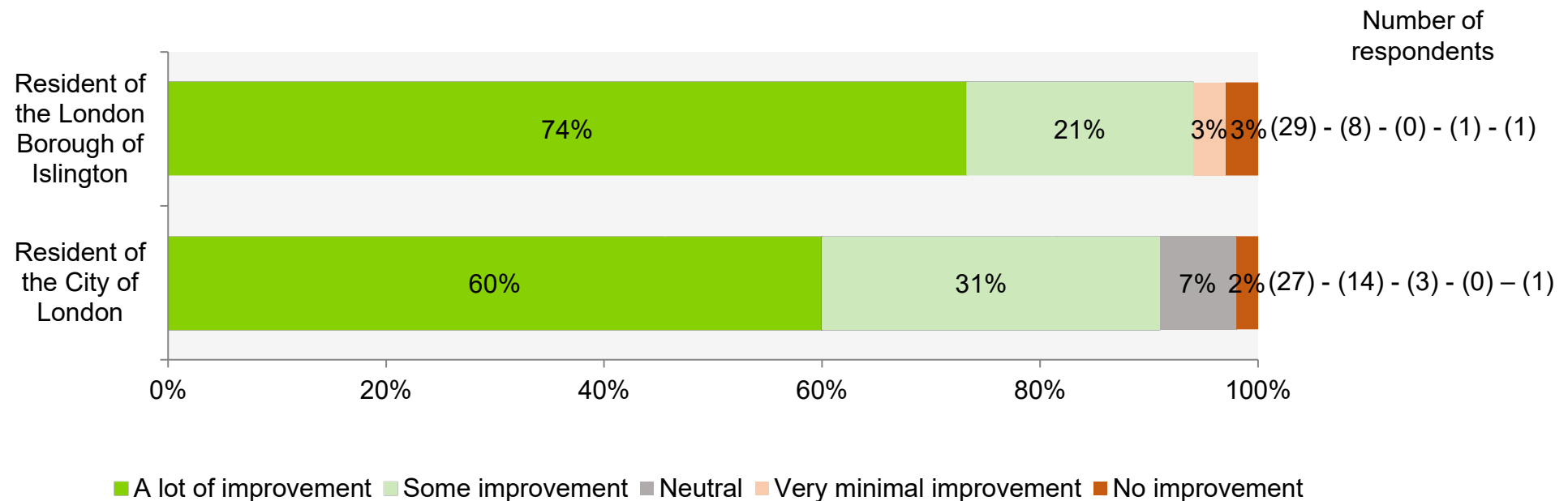
On the following page, we see how opinions on the proposed accessibility improvements varied according to respondents' residence in the area.

How thoughts on proposals to improve walking in Islington (accessibility improvements) varied according to area residence

Views that the proposed accessibility improvements would improve walking in the area were expressed by both residents of the London Borough of Islington (95%) and residents of the City of London (91%).

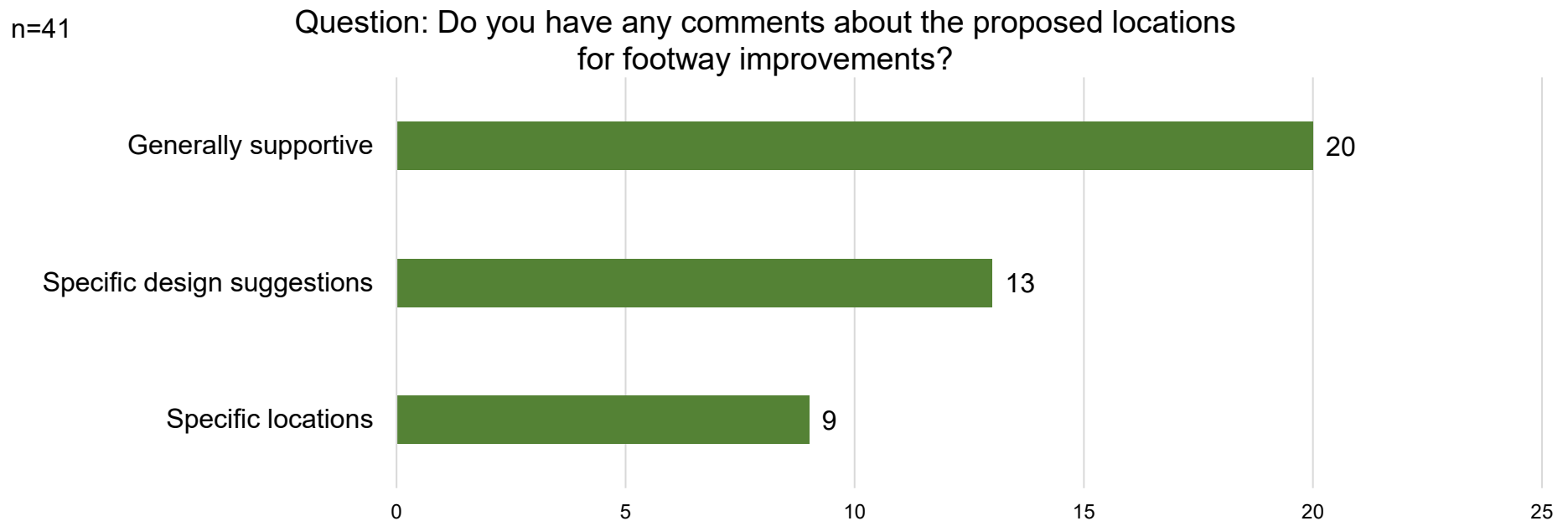
n=39-45

Question: To what extent do the proposals improve walking in the area – accessibility improvements? (Area relationship)



Comments on proposed locations for footway improvements in Islington

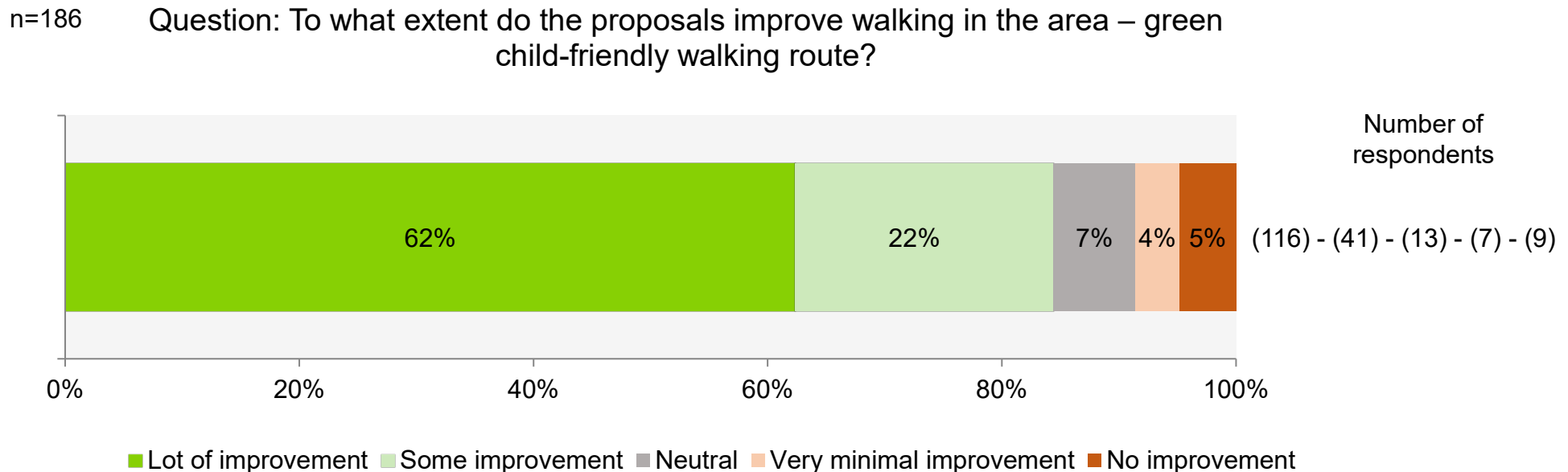
41 respondents left comments on the proposed locations for footway improvements. Some respondents made more than one comment. Here, we see that many comments were supportive of the proposals. A number of respondents made specific design suggestions which they would like to see incorporated. These included simplified designs, raised tables in preference to dropped kerbs, minimised trip hazards, dropped kerbs at all crossing points and continuous footways with Dutch entrance kerbs. Specific locations focused on individual streets/areas considered to be in need of attention.



Other comments included concerns about improvements potentially enabling pavement driving, the cost involved, a need to ban Lime bikes and a need to simplify proposals. Each specified by no more than one or two respondents.

Thoughts on proposals to improve walking in Islington – green child-friendly walking route

Over 80% of contributors felt that the proposed green child-friendly walking route would improve walking in the area. Many envisaged a lot of improvement as a result of these potential measures.



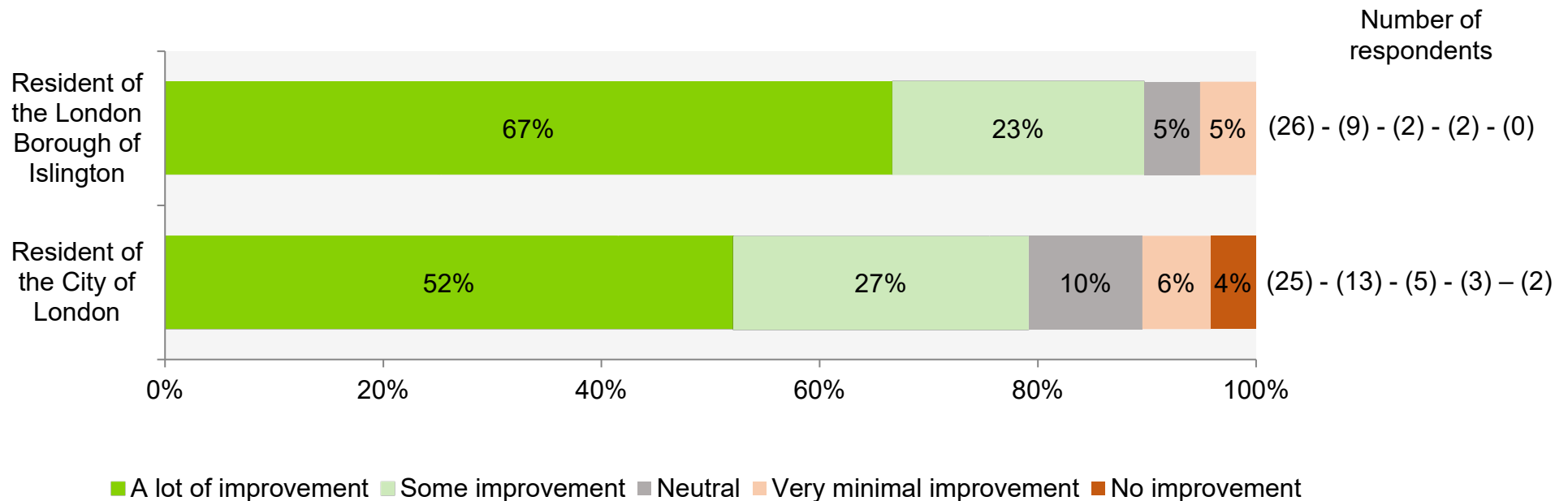
On the following page, we see how opinions on the proposed green child-friendly walking route varied according to respondents' residence in the area.

How thoughts on proposals to improve walking in Islington (green child-friendly walking route) varied according to area residence

Positive views that the proposed green child-friendly walking route would improve walking in the area were expressed by both residents of the London Borough of Islington (90%) and residents of the City of London (79%).

n=39-48

Question: To what extent do the proposals improve walking in the area – green child-friendly walking route? (Area relationship)

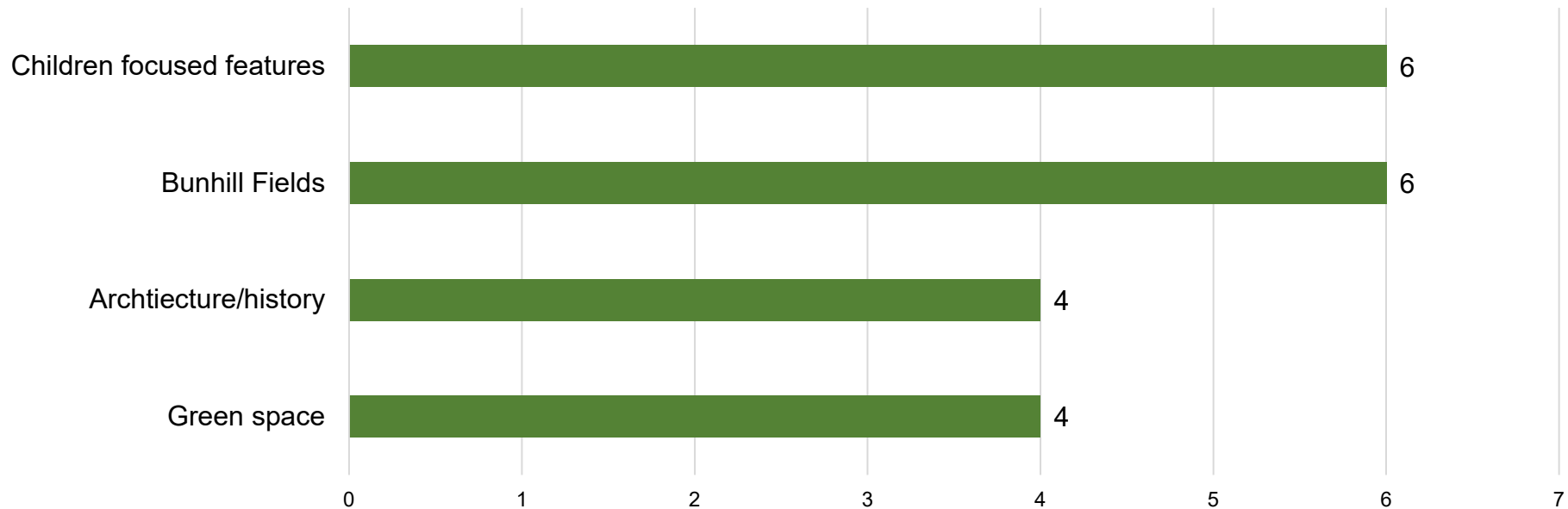


Suggestions as to features which should be highlighted along a green, child-friendly walking route

25 respondents made suggestions as to features which should be highlighted along the route. These most commonly focused on features specifically for children (playgrounds, play areas, etc.) and Bunhill Fields – including the Dissenters' burial ground. Architectural and historical features, alongside areas of green space, were also suggested.

n=25

Question: What features should we look to highlight along this route?



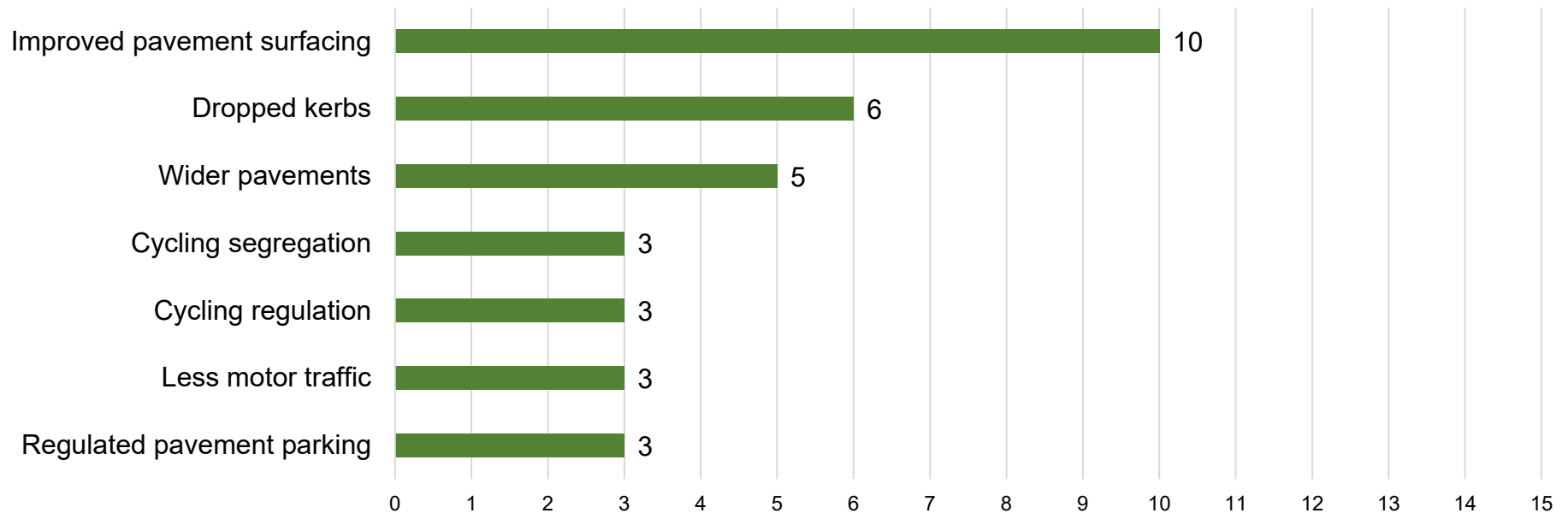
Other suggestions included seating areas, signposting in general, the Barbican Wildlife Garden and park biodiversity and Whitecross Street market. Each given by no more than one or two respondents.

Suggestions as to additional walking, wheeling or other footway improvements on these streets

48 respondents left comments requesting additional walking, wheeling or other footway improvements. Requests for improved pavement surfacing, dropped kerbs, wider pavements, cycling segregation and cycling regulation, alongside less traffic and regulated pavement parking, were all suggested.

n=48

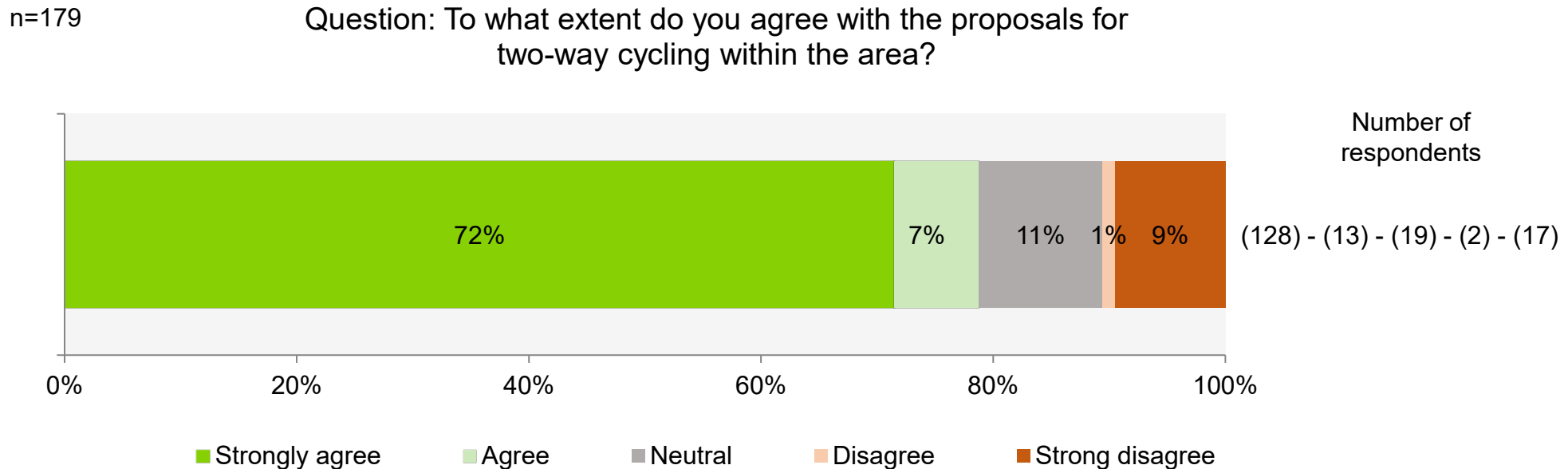
Question: What other walking, wheeling or other footway improvements would you like to see on these streets?



Other comments - each suggested by no more than two respondents – included a need for more greening, lighting, seating, slower traffic, more cycle parking, and bollard and trip hazard removal.

Thoughts on proposals for two-way cycling

Almost 80% of contributors agreed with the proposals for two-way cycling. Many strongly agreed with these potential measures.



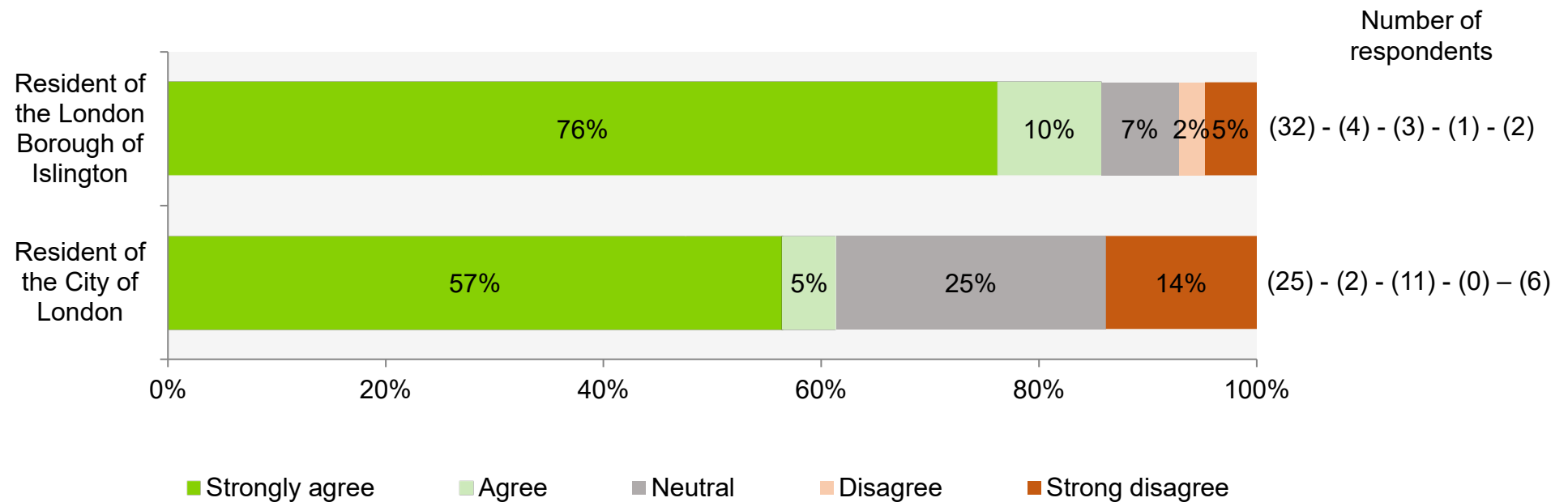
On the following page, we see how opinions on the proposals for two-way cycling varied according to respondents' residence in the area.

How thoughts on proposals for two-way cycling varied according to area residence

Over 80% of residents of the London Borough of Islington agreed with the proposals for two-way cycling. Residents of the City of London expressed lower levels of agreement (62%).

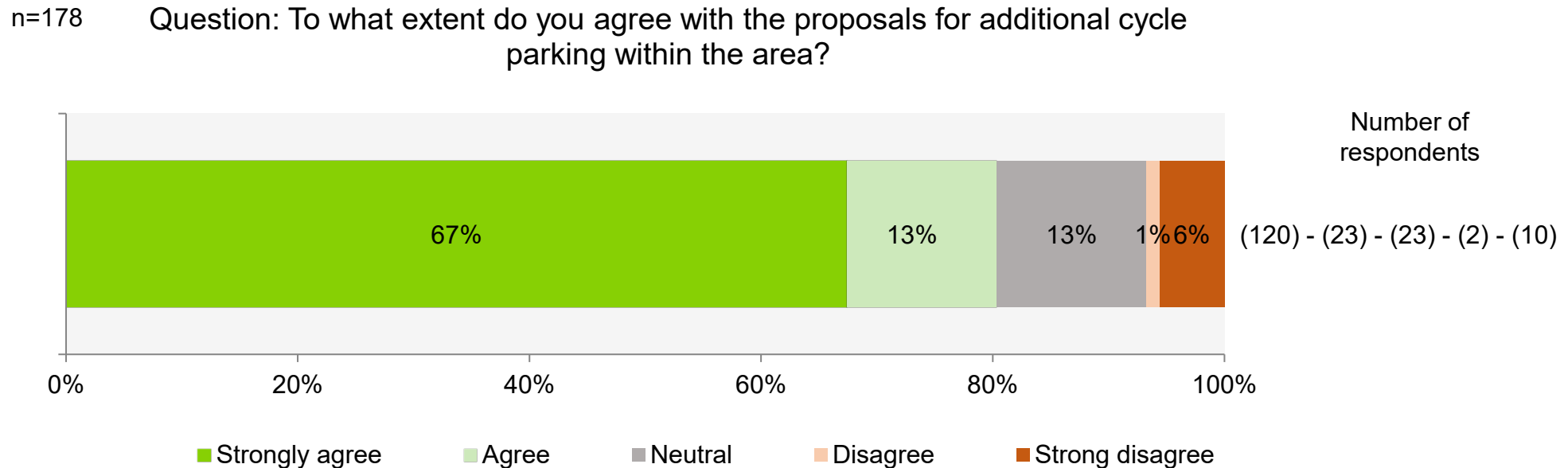
n=42-44

Question: To what extent do you agree with the proposals for two-way cycling within the area? (Area relationship)



Thoughts on proposals for additional cycle parking

80% of contributors agreed with the proposals for additional cycle parking. Many strongly agreed with these potential measures.



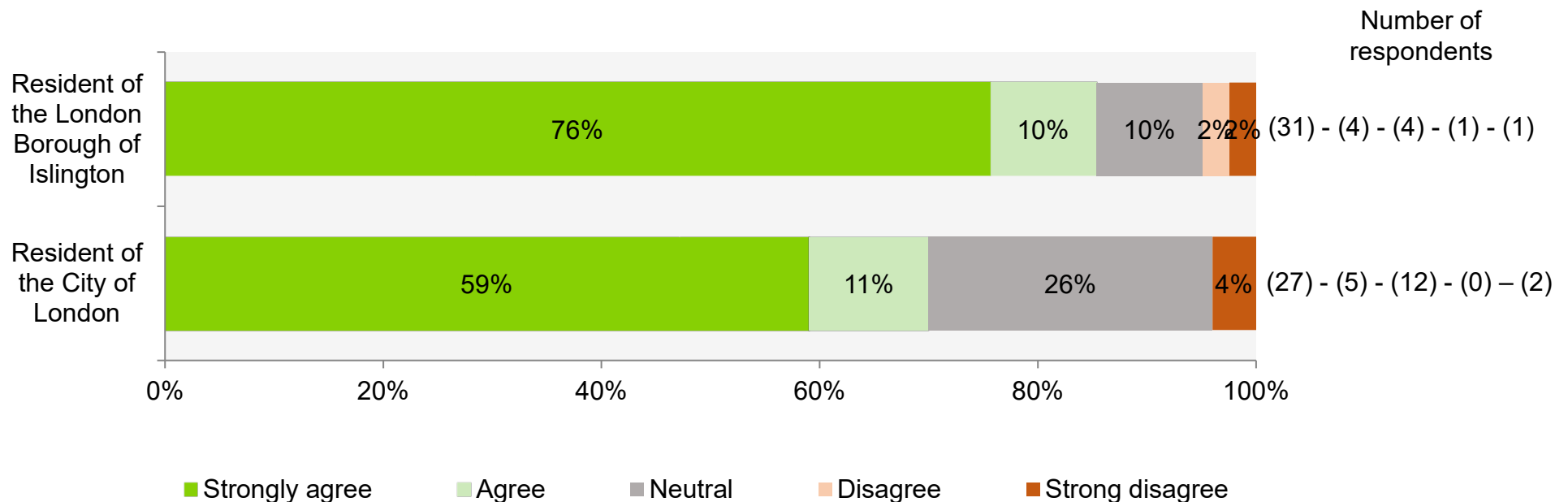
On the following page, we see how opinions on the proposals for additional cycle parking varied according to respondents' residence in the area.

How thoughts on proposals for additional cycle parking varied according to area residence

Over 80% of residents of the London Borough of Islington agreed with the proposals for additional cycle parking. Residents of the City of London expressed lower levels of agreement (70%).

n=41-46

Question: To what extent do you agree with the proposals for additional cycle parking within the area? (Area relationship)



Email, telephone and drop-in feedback



Emails to City of London Corporation from housing groups - 1

Lauderdale Tower House Group Committee

Concern about

- The scheme is not being produced in association with other proposed developments in the area and their potential impact.
- Beech Street must have access at all times for taxis, emergency vehicles, carers, residents, businesses and delivery vehicles, for infirm or disabled residents of Lauderdale Tower, Shakespeare Tower and Cromwell Tower and the low blocks in the area, and for carers, family and friends who may be visiting, and for Lauderdale Tower residents, without possibility of fines as well as access at all times to Lauderdale Place, Defoe House car park and Barbican Centre car park.
- Concerns about previous signage not clear to motor vehicles accessing Beech Street.
- Concerns about diverted traffic increasing congestion.
- Beech Street – retain cycle lanes and maintain road markings.
- Aldersgate Street – clearly defined cycle lanes with road maintenance required, no narrowing of the carriageway.
- Changes must consider the impact on emergency vehicles.

Emails to City of London Corporation from housing groups - 2

Barbican, Golden Lane Neighbourhood Forum

Support for

- Beech Street – support both options with preference for Option 1 provided that other associated measures in the area are implemented at the same time.
- Moor Lane – support limiting traffic and options 2 and 3.
- Golden Lane junction closure – support the closure and associated changes to Fortune Street and Bridgewater Street.
- Aldersgate junction improvements – support improving the junction for improved safety for pedestrians and cyclists, and to deter traffic displaced by making St. John Street one-way northbound.
- Aldersgate traffic reduction – support.

Concern about

- General - funding needs to be provided.
- Not supporting Moorfields one way and Bunhill Row traffic filter.
- Require further proposals for Aldersgate/Goswell crossing and public realm, improving pedestrian crossings and Aldersgate traffic reduction.
- Improving the pedestrian crossings, possibly with raised tables, at the junctions of Chiswell St and Whitecross St, and Chiswell St and Bunhill Row. Both serve high footfall, yet both are currently designed to favour vehicles rather than pedestrians.
- Public realm improvements for Aldersgate Street/Goswell Road and reducing traffic on Aldersgate Street once Islington's proposals for St. John Street are implemented.
- Want limitations for on-street parking.

Emails to City of London Corporation from housing groups - 3

Seddon House Residents Group

Support for

- General - support the plan.
- Beech Street and Chiswell Street – support Option 1a.
- Chiswell Street – support.
- Golden Lane – support.
- Bridgewater and Brackley Street – support.

Concern about

- Proposals for Aldersgate Street are insufficient in scope and priority. Developments in the area have reduced the amenity for residents living near the street. The plan does not meet the observations and proposals in the Cultural Mile BID Public Realm Vision and Strategy. They would like public realm changes to improve the environment for workers and residents including reducing the carriageway width but retain the central reservation.

Emails to City of London Corporation from housing groups - 4

Barbican Association

Support for

- They support the general aims of the plan but the Barbican Association's position on the various options is agnostic. They have left it to individual residents and house groups to make their positions clear on the streets that most closely affect them.
- They have stated that they consider the objectives should be more explicit in making cycling safer for both cyclists and pedestrians with less opportunities for conflict.
- Proposals should do more to reduce the health impact of disturbed sleep by managing street noise at night and early morning (traffic and pedestrian) for relevant streets on the boundaries of the Barbican.

Concern about

- General – need for clear signage and information. Request to provide data of how often Beech Street has been used as a diversion route. Request a plan to manage safe cycling.
- Further engagement is required for changes to traffic management on Moor Lane, Fore Street and Wood Street and the implications for residents.
- Beech Street – they request allowing taxi access to enable residents to flag down taxis, particularly the large number of elderly people in the development.
- Moor Lane – the amenity of residents particularly from noise disturbance needs to be considered. This includes servicing to Tenter House. Support for the removal of the car parking spaces outside City Point. Option 1 is not supported and the residents of the East side of the estate would like further engagement on the likely implications for traffic patterns.

Emails to City of London Corporation from housing groups - 4 - continued

Barbican Association

Concern about

- Aldersgate Street/Goswell Road – needs wider pavements, greening and safer cycling as included in the observations and proposals in the Cultural Mile BID Public Realm Vision and Strategy. Concerns about the overall proposals may mean diverting traffic onto Aldersgate Street/Goswell Road. Making Aldersgate Street/Goswell Road single carriageway in both directions was suggested and would also allow the pavement to be widened at Crescent House.
- Milton Street – delivery and servicing plan for the new development at Milton Gate will be contrary to the proposal to close Milton Street to traffic between Milton Court and Silk Street.
- Concerns about the behaviour of some cyclists and conflicts with pedestrians.

Emails to City of London Corporation from housing groups - 5

Willoughby House Residents Association

Concern about

- Moor Lane – general concern about public realm and traffic management leading to worsened amenity for residents.
- Moor Lane – Option 1 not supported due to the loss of the barrier and 24/7 through traffic. Potentially support options 2 and 3, but further information and discussion required regarding noise disturbance, impact of deliveries, public spaces and emergency vehicle access.
- Beech Street – concerns and questions regarding how these changes impact Moor Lane traffic.

Emails to City of London Corporation from housing groups - 6

Golden Lane Residents Association

Support for

- Overall support for the plan objectives.
- Beech Street and Chiswell Street – preference for Option 1 but also support for option 2.
- Bridgewater and Brackley Street – support for these proposals.

Concern about

- Golden Lane – would like to see further proposals to reduce the overall carriageway width of Golden Lane and the introduction of traffic calming measures. Also, increase greenery, ensure seating is away from residential buildings and consider additional safe cycle parking.
- Fann Street – would like the extension of the motor traffic restriction closer to the Golden Lane Estate car park exit ramp.
- Goswell Road – suggest narrowing the carriageway, providing more crossing places, removing parking, widening the paved areas, planting trees and ensure seating is away from residential buildings.
- Baltic Street West should be included in the plan for public realm improvements.

Emails to City of London Corporation from residents

Resident 1

Suggestion

- Suggested more seating needed on Beech Street and Chiswell Street.

Resident 2

General concerns

- About increased drive times due to traffic changes particularly at the junction of Moorgate & Ropemaker jnc.
- Moor Lane proposals (including options 2 and 3) will create more congestion at the junction with Chiswell Street and impact other streets.
- Cyclists will benefit more than pedestrians.
- General pavement widenings will cause streets to be blocked when deliveries are made.
- Residents in Speed House should be exempt to any Beech Street restriction.
- Beech Street should be open to taxis.

Resident 3

Concerns about

- Traffic being diverted to other streets by changes.
- The levels of new development in the area and the impact on the local streets.

Feedback to City of London Corporation from business – 1

Representatives of 101 Moorgate

Support for

- Moorfields – support public realm improvements.

Concern about

- Moorfields – object to one-way proposals due to directing traffic to an area with high volumes of pedestrian movements, making the street unhealthier and more dangerous.

Representatives of Citypoint and Milton Gate

Support for

- Beech Street (Proposal 1b) – prefer this proposal to 1a, as it's better for service and delivery vehicle access.
- Chiswell Street – support.
- Silk Street – support.
- Moor Lane (Option 9d) – preferred option as least disruptive.

Concern about

- Beech Street (Proposal 1a) – concerns about traffic restrictions impeding service and delivery vehicle access.
- Milton Street – object to this proposal due to impeding service and waste vehicle access, thereby creating conflict with other road users and reducing safety.
- Ropemaker Street (Proposal 8) – concerns about the impact on servicing and delivery.
- Ropemaker Street (Proposal 8a) – concerns about rerouting vehicles will make it unsafe for pedestrians and cyclists.

Feedback to City of London Corporation from business - 2

Representatives of Citypoint and Milton Gate

Concern about

- Moor Lane (Option 9b) – object due to access restrictions for service and delivery vehicles causing congestion and reducing safety.
- Moor Lane (Option 9c) – object due to access restrictions for service and delivery vehicles, causing congestion on neighbouring streets and increasing noise and air pollution.
- Also concerned about the cumulative impact of the proposals on service vehicle access.

Neutral opinion

- Moor Lane (Option 9a) – neutral opinion.
- Moorfields – neutral opinion.

Feedback to City of London Corporation from business - 3

Representatives of Deutsche Bank

Support for

- Overall support for improvements for people walking and public realm improvements. For all options turning access into the loading bay must be maintained.
- Moor Lane – of the 4 options they prefer the closure at Fore Street (option C).

Concern about

- Option A and B will increase journey times for deliveries from London Wall.
- Option C would be preferable if the traffic restriction would allow delivery vehicles to pass through it.
- Option D would be acceptable if there was sufficient space to turn into the bay.
- Fore Street, Wood Street, and Fore Street Avenue will not impact servicing provided there is sufficient space for turning.

Feedback to City of London Corporation from business - 4

The Brewery, Chiswell Street

Concern for

- The Brewery has a loading bay on Milton Street. Delivery vehicles are a variety of vehicles, ranging from a car to a 40 ft articulated lorry.
- Recent changes to the road layout (e.g. e-scooter bays, extension of curb at the north of Milton Street) have already had an impact on how the street functions and large vehicles have to park at the southern end of Milton Street. Potential developments to add additional loading bays to Milton Gate and One Silk Street may increase congestion on the street.
- Access from Chiswell Street is difficult for large vehicles to turn in / out due to the changes to the road and already tight turning angles. Access is therefore required from Silk Street and large vehicles require two-way access.
- The Brewery do not support the proposal.

Feedback to City of London Corporation from interest groups - 1

City of London Group of the London Cycling Campaign

Support for

- Beech Street – support Option 1 as it has the most benefit for people walking, wheeling and cycling and for air quality. Would prefer to not allow taxi access and to make the right turn into Golden Lane easier for cyclists by removing the central reservation.
- Golden Lane, Fortune Street, Fann Street, Bridgewater Street, Brackley Street – support the closing of the Golden Lane/Beech Street junction, pavement widening and motor traffic reduction proposals.
- Bunhill Row – support the traffic filter and one-way proposals but would also like improvements to the connection into Featherstone Street cycle lane.
- Moor Lane – support both Options 2 or 3, with a preference for Option 3.
- Milton Street – supportive of closing the section of Milton Street between Silk Street and The Heron access road.
- Moorfields – support making traffic changes on Moorfields north of Moor Place to make it one-way.
- Aldersgate Street and Goswell Road, London Wall, Moorgate, Old Street and City Road – would like segregated cycle lanes and support the improved crossing points.

Concern about

- Chiswell Street – further discussion required on the Bunhill/Moor Lane crossing, a directional give-way point on Chiswell Street and the condition of the road surface.
- General requests for road surface maintenance, continuous footways, contraflow cycling in one-way streets, cycle parking and areas for cycle hire.

Feedback to City of London Corporation from interest groups - 2

London Living Streets

Support for

- General – support walking routes.
- Beech Street – strongly support Proposal 1a and taxis should not be exempt.
- Chiswell Street – support reducing the crossing distance, public realm improvements and installation of bus shelters.
- Golden Lane – strongly support closure of junction with Beech Street and public realm improvements.
- Bridgwater Street – support the closure of junction with Beech Street.
- Fann Street – strongly support the walking route improvements.
- Silk Street – support but request public realm improvements and consideration to making the street one way.
- Milton street – support the proposals.
- Ropemaker Street – support the public realm improvements.
- Moor Lane – strongly support proposal 9c.
- Fore Street – strongly support the proposals.
- Wood Street – support the public realm improvements.
- Moorgate – support the proposals.
- London Wall – support the proposals.
- Aldersgate Street – support the proposals for junction improvements and public realm improvements.
- Goswell Road – strongly support but prefer the pedestrian crossing to be south of Fann Street.

Concern about

- Moorfields – request traffic calming measures.

Feedback to City of London Corporation from developers

The developers of 1 Golden Lane

Support for

- Beech Street (Proposal 1) – both options with traffic restrictions will impact building servicing and will increase traffic volumes and congestion on neighbouring streets. Of the two options, option 1b is preferred.
- Brackley Street to become one-way.

Concern about

- The closure of Bridgewater Street at the junction with Beech Street (Proposal 4) – impedes refuse collection and would be dangerous to pedestrians so request that the junction is kept open or closed only at certain hours.
- The closure of Golden Lane junction with Beech Street (Proposal 3) hampers building servicing, increases noise, causes traffic to perform dangerous manoeuvres and increases congestion. Therefore, request it remain open.

The developers of 1 Silk Street

Support for

- Silk Street – generally support the proposals subject to the location of short-stay cycle parking.

Concern about

- Milton Street – concerned that the partial closure will impede delivery and service vehicle access. Support the proposals, subject to further discussion and review.
- Overall objection to the impacts on surrounding streets for the street closures.

Drop-ins feedback to Islington Council - 1

Aldersgate Street

- Crossing is a good idea. East bound traffic.

Baltic Street East / West

- Would like safer walking along Baltic Street East / West. Worried traffic increases here with the proposals, as there is a school along this road.

Banner Street and Dufferin Street

- Hard to walk or push wheelchair on these footways, particularly on the cobblestones. Kerbs too high to push wheelchairs over. More accessibility type improvements requested.

Banner Street / Bunhill Row

- How would get access (will depend on Beech Street options). Make Banner Street two-way, so as to be less restrictive.

Banner Street / Featherstone Street

- Turning movements not great at the junction.

Banner Street / Whitecross Street

- Roads are hazardous with vans / trucks parking everywhere.

Drop-ins feedback to Islington Council - 2

Beech Street

- About closing of Beech Street and effect on south eastern/Barbican bit, densely populated. When zero emission scheme started, traffic got redirected to Wood Street, Fore Street, pollution increased and was going up to people's balconies. In favour of ULEZ etc., but thinks Moor Lane should be shut down entirely. Something else should be done / something else should be shut down, rather than redirecting traffic to Wood Street (7.30am-10am = congestion).
- Buses – how will they be?
- Car park access - prefer option for no traffic on Beech Street.
- Doesn't like idea of Beech Street being restricted.
- Happy to see measures to restrict pigeons with netting and regular cleaning. Leaks are coming from the high walk into the tunnel footway and makes footway slippery.
- Improve look and feel of the tunnel for pedestrians and cyclists.
- Leave as it is – nobody lives in the tunnels. Promote use of high walls instead.
- Pedestrian space - electric bikes are cluttering the pavement. Pavements are too narrow, pedestrian areas are being used by cyclists, especially delivery bikes. Elderly / disabled people cannot use the space and feel restricted. Wider pavements needed in Beech Street, defining it clearly as pedestrian space. Regardless of traffic on Beech Street, cyclists are worse. Drop kerbs are meant to help accessibility for pedestrians, but cyclists are using them to get onto the pavement. Solutions could include: pedestrian priority signage, wayfinding signage, wider pavements, stopping bike hire companies from leaving bikes everywhere.
- Previous consultation, 10% increase in traffic was mentioned at small roundabout. Would like these comments to be brought forward (from last time). Feels that Beech Street is not as bad as people paint it.
- Traffic filter – easier to allow traffic to flow through Beech Street eastbound so that drivers don't have to do lots of twists and turns.

Drop-ins feedback to Islington Council - 3

Beech Street (continued)

- When Beech Street became EV only, his home was overlooking Aldersgate Street, which became much busier.
- Would be more pleasant if it were closed to traffic.

Beech Street / Whitecross Street corner

- Hire Bike Parking – need parking for Lime Bikes.

Bridgewater Street

- How will deliveries turn / egress? How will this be compatible with development at 45 Bridgewater Street?

Bunhill Row

- Adding trees to Bunhill Row - there are already some trees in good condition on the top bit of Bunhill Row above Bunhill Fields.
- Outside 42 – can an upstand be added to the tree pit?
- How will large vehicles service the area with the filter? Make Bunhill Row from Old Street to Dufferin Street two-way and allow right turn from Errol Street to Whitecross Street.

Bunhill Row / Dufferin Street

- Filter on Bunhill Row, businesses on corner. Traffic will be displaced down Fortune Street instead, so make Bunhill Row two-way filter.

Bunhill Row and other filter locations

- Large assumption made about car drivers and all geared up for pedestrians and cyclists. Proposals will create huge detours. Suggestions for traffic do nothing.

Drop-ins feedback to Islington Council - 4

Chequer Street

- Do not remove existing planters as these protect residents exiting properties from cycles / mopeds / motorcycles speeding past. Lime Bikes left at end of the alleyway and Whitecross Street end.
- Need no cycling sign to give people confidence to tell cyclists off or another bollard on the west side of the footpath. Can this be geo-fenced so no e-bike parking at either end?
- Needs cleaning - suggest some interpretation for the wooden section of the street.

Chiswell Street / Moor Lane

- Crossing is very hard to cycle through, even though it is a signed cycle route (C11). CoL SG does not have its own cycle parking.

Coleman Street / London Wall

- Want to avoid Moorgate - will there be protected space? Could a crossing between Fore Street Avenue and Coleman Street be considered?

Corner of Bunhill Row / Lambs Passage

- Bins are too small and it causes rubbish to blow over the street.

Corner of Banner Street / Bunhill Row

- Bins are too small and it causes rubbish to blow over the street.

Dufferin Avenue

- This is a private road.

Drop-ins feedback to Islington Council - 5

Dufferin Street

- Remove all traffic and access for residents only and make area greener, etc. Then make Banner Street two-way.

Errol Street junction Whitecross Street

- Footway in poor condition and a trip hazard to pedestrians.

Fann Street

- Major cycle route – would be good to make this greener, add grass.
- Taxis turning on Fann Street – lots of older people rely on transport and hospital transport.

Fann Street / London Wall

- Duplication of proposals for greening by Culture Mile BID and CoL. Both engaging on the same proposals.

Finsbury Square

- Car park – make a zero emissions hub.
- Honourable Artillery open for the public realm.

Fore Street / Fore Street Avenue

- None of the plans stop people going from London Wall to London Wall, bypassing traffic via Fore Street and Fore Street Avenue.

Drop-ins feedback to Islington Council - 6

Fortune Street

- Add seating, opportunities for colours but do not take away parking.
- Do not take away parking to accommodate planters.
- Fortune Street carriageway made into the park as very busy in the summer. Relocate gates for flat access and council maintenance.
- In favour of the 'green walking' route.
- Incorporate Fortune Street into the park and extend the park. Make the connection between the park and the housing estate. Should not be used for private car storage.
- Need to restrict access from Golden Lane.

Fortune Street Park

- Green walking route to go through Fortune Street Park as nicer than Fortune Street. Work with local schools to find out where kids go.

Drop-ins feedback to Islington Council - 7

General

- Access still needed for elderly / disabled who need access. Multiple big construction project – these need to be co-ordinated.
- Co-ordinate the works to minimise disruption.
- Could we have resident exemptions for the filters, both Bunhill and Barbican residents?
- Cycle lanes – concerned it will lose resident parking and want to keep current level of parking in the area.
- Cycle ways – supportive of contra-flow cycle lanes.
- Deaf Community – lighting is poor, making safety and communication harder for the deaf community to communicate as cannot see hands signing.
- Heavily parked up area – makes it harder to cycle with cars parked on the road.
- Likes filter. Does not want cars to access Beech Street.
- Lime Bikes – going through red lights at signal junctions especially at junction of Bunhill Row. Electric bikes go too fast. Are abandoned in awkward locations, companies should be paying to manage storage of these bikes.
- Lots of residents, need to be sensitive to this. They need to get in and out without paying fines, EV or not.
- More trees – remove parking spaces for more trees, as per Clerkenwell Green.
- Need some photos of what's there now, i.e. Moor Lane.
- Park entrance where filter is – speeds are high. Taxis and deliveries know it is a fast way through the area. Wants to see more greening and trees proposed.
- Recycling – need staff on-street to manage public bins to put in correct bin slots and education needed on wider subject.
- Remove flat paving as is a trip hazard to pedestrians.
- Took part in air quality tests. Tunnel = terrible, other neighbourhoods will suffer from displacement of pollution.
- Views on Welsh Church.
- Will planter style filters be implemented in the area?

Drop-ins feedback to Islington Council - 8

General Filtering

- Emergency Services and Taxis. Beech Street, etc. Vulnerable people need taxis. Fann Street ambulance access.
- These will penalise residents due to inconvenience, not worth it for the benefit of making the area quieter, it is already quiet. Instead, introduce a mini congestion zone or restricted access times on Fortune Street. Will be restrictive for taxis / disabled people.

Golden Lane

- Concerned over sat navs being updated. Golden Lane – how will this be dealt with?
- New school off Golden Lane in tower block. What will parking restrictions be in relation to the school?
- Speeding past school. Existing pedestrian crossing should be wider / pedestrianisation. At the park stop bikes and scooters being able to whiz onto road. Introduce school street on Golden Lane.
- Traffic speed on Golden Lane and air quality on Beech Street are issues.
- Traffic u-turning at southern end of Golden Lane – unless signed, Golden Lane will get traffic driving to Beech Street and having to turn around. Signing needed at Fann Street to advise that Golden Lane is a no-through road.

Golden Lane / Beech Street

- Noise at junction when closed. Repairing poor quality footways and carriageways.

Golden Lane and Bunhill Row

- In favour of proposed filters.

Golden Lane Estate

- Parking on Fann Street for deliveries / access. Not pushing traffic onto Golden Lane – speeds are a problem. E-bikes hire bikes.

Drop-ins feedback to Islington Council - 9

Goswell Road

- Subsidence of columns, paving slabs sinking from columns edge of pavement. Crescent Road caused by bus vibrations. Would be good if changed to a cycle lane.

Goswell Road / Old Street at junctions of Golden Lane and Whitecross Street

- Worried cyclists will not stop at traffic lights. Danger to pedestrians crossing these junctions.

Lambs Passage Catholic Church

- Would be good to improve this area.

Lauderdale Place

- Pre-scheme taxi access to hospital, timing of limit for passing through too quickly. Issue with accessibility and blue badge holders. Lack of trust that exemptions / mitigations will work. Omission on drawing of right turn into Lauderdale Place, should be able to comment on.

London Wall

- Cannot access if ban turn is implemented.
- Cycle crossing needed by bio-diversity corridor as it is difficult to cross.
- Development at south-west roundabout – when roads are shut if Beech Street is shut then traffic will be at a standstill.

Mallow Street / Featherstone Street

- Confusing junction layout – make the cycle lane simpler. Remove a couple of parking bays on Featherstone Street.

Drop-ins feedback to Islington Council - 10

Moor Lane

- Barrier on Moor Lane / Fore Street junction. Not everyone has that luxury.
- Closure of Moor Lane – position of closure. Garages – space for loading / unloading on Fann Street / Wood Street.

Moor Lane / Fore Street / Wood Street

- Gate – timings are not clear. Events where everything gets shut unclear of time, etc. Planters are not maintained. Need to be watered, so worried about this in the current proposals.

Old Street

- Banned right turn at Old Street needs lifting. Overall diversion / circulation routes are too restrictive / too long. Prefer permit scheme previously (Zero Emission Scheme).
- Cycling is horrible along this road – provide improvements.

Old Street Station

- Access longer to get out of standing when disabled, too crowded and too many shops.

Planning applications

- 23/01304FULEA, 23/01277/LBC, 23/01276/LBC – construction traffic from these planning applications combined with these proposals impacts the area.

Ropemaker Street / Moor Lane Access

- Citipoint – 5 people.
- Cycles using alleyway including mopeds / motorcycles – put in measures to prevent them from using alleyway.

Drop-ins feedback to Islington Council - 11

Silk Street development

- Concerned proposals will not be compatible with this. Need both to work together, LBI and CoL to work out what solution works.

Whitecross Street

- Banned right turn into Fortune Street – would like exemptions on Fortune Street.
- Bins are too small and it causes rubbish to blow over the street.
- Could Whitecross Street be two-way for cycling outside market hours?
- Hire bike parking – busy junction, hire bikes block road and footway.
- More trees, especially on Whitecross Street.
- Properties above Errol Street – cannot access properties with the banned right turn without going around the houses – make Bunhill Row two-way.
- When market is operational, how to access Waitrose.

Whitecross Street / Chiswell Street

- Development on corner – can this be a source of potential funding? Currently it is not good to cross Chiswell Street – what is the aspiration of the developer? Also, need something to deter vehicles / sat navs directing people to the Barbican Centre and stopping at the junction of Silk Street where they cannot see the entrance.

Whitecross Street / Silk Street

- Busy zebra crossing – improve flashing lights / beacons.

Drop-ins feedback to Islington Council - 12

Whole project

- Baltic Street West is a model for the area and Banner Street and should be replicated for more trees and quietening of roads. Will push traffic to boundary roads and will make these worse.
- More cycle parking stands needed across the project area.
- More greening where possible, especially where traffic restricted, i.e. Bunhill Row.

Wood Street / Fore Street

- Currently used as a cut-through traffic to avoid London Wall – these plans will not stop this. Ban all cars except deliveries.

Email feedback to Islington Council

Bunhill Row / Dufferin Street

Concerns

- I live on Bunhill Row. The proposed plans appear to mean no access for my car beyond Dufferin Street (since Bunhill Row is one-way northbound). Could you please explain how would I access my property in my car as the plans currently stand, say if driving from the west via Long Lane? (Currently would be straight over Aldersgate to Beech Street and left into Bunhill Row). The exemptions that I see so far do not include local resident exemptions (other than those with Blue Badges). I think almost all of my objections to the plan would be resolved by permitting exemptions for local residents, as the previous low traffic scheme through Beech Street and around the area did.

Featherstone Street

Concerns

- I am 79, my wife 75; we live in Featherstone Street and have a car, not least for heavy shopping at Waitrose in Whitecross Street. It's already difficult to get home from the South and South West, involving driving up Bunhill Row, right on Old Street, right on Mallow, right on Featherstone. How will we do it if we can't get past The Artillery Arms?

Email feedback to Islington Council

Finsbury Leisure Centre

Concerns

- Do not make any changes to Finsbury Leisure Centre. I've played football there regularly since 1997. In the last couple of years, a lot of the guys I used to play with have stopped due to age/injuries but younger guys have joined our group and we've kept our weekly game going. We like the leisure centre as it is and want it to stay as it is.
- The centre has been a haven for myself and others growing up in the Finsbury area. It allowed myself and others to steer away from gangs and have a safe growing up environment.

General

Support

- We strongly support the aims of the plan to greatly improve the area for residents, workers and visitors, making it pleasanter to walk and encouraging people to walk more and further. The area around the Barbican is an unpleasant environment for pedestrians full of dull, excessively wide 'service' roads; these proposals will be transformative. We are delighted to see the green walking route through Fann Street, Fortune Street and Dufferin Street, and the new crossing of Goswell Road/Aldersgate Street. We are keen to see these improvements as part of a walking route to Faringdon Station via Carthusian Street; to achieve this a crossing slightly south of Fann Street would be our preferred option. We strongly support the proposals for Fore Street and Wood Street which could produce another green walking route from Moorgate station to Cheapside and St. Paul's. We support the closure of Moor Lane at its junction with Silk Street and the creation of a new public space as well as improvements to Silk Street to create a more appealing approach to the Barbican. We strongly support Proposal 1a for Beech Street. We strongly support the closure of Golden Lane at its junction with Beech Street.

Email feedback to Islington Council

General (continued)

Support

- Beech Street: we strongly support Proposal 1a, i.e. 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. We urge the City Corporation and Islington Council to reject Proposal 1b, which would involve significant levels of motor traffic and pollution, making the street unpleasant to pedestrians and a worrying health risk; it will discourage walking. Taxis should not be exempt.
- Chiswell Street. We support: reducing the crossing distance at the zebra crossing, extensive public realm improvements, and the installation of bus shelters.
- Golden Lane. We support the closure of the street at its junction with Beech Street, and extensive pavement widening, seating, planting and trees and the relocation of parking.
- Bridgewater Street improvements. We support the closure of Bridgewater at its junction with Beech Street.
- Fann Street. We strongly support these proposals to improve this important walking route. It would be preferable if the new pedestrian crossing were south of Fann Street across Aldersgate Street. This would be a vital part of a walking route from Faringdon Station along Carthusian Street and onto Fann Street and so to Bunhill Fields and the Old Street area.
- Silk Street. We support the proposals, but we note that Silk Street is a major pedestrian access to the Barbican for people walking from Moorgate station to the Barbican Arts Centre. The section of the street east of Milton Street is unattractive and requires improvement, including planting. Consideration should be given to making the street one way.
- Milton Street. We support the proposals.

Email feedback to Islington Council

General (continued)

Support

- Ropemaker Street. We support the proposed public realm improvements and pavement widening.
- Moor Lane. We strongly support proposal 9c, namely the closure of Moor Lane to motor traffic at its junction with Silk Street, the creation of a new public space there and pavement widening.
- Fore Street. We strongly support the proposals, and agree that there is a major opportunity to widen pavements, narrow the carriageway, introduce planting and turn this dull, unattractive 'service' road into an attractive street to walk along. It could be part of an excellent walking route from Moorgate station to St. Paul's via Wood Street. Consideration should be given to creating an attractive area where the former Cripplegate used to stand.
- Wood Street. We support proposals for public realm improvements, especially as they could be part of a walking route from Moorgate Station to Cheapside and St. Paul's, as mentioned above.
- Moorfields. The key factor on Moorfields is to improve the link from Moorgate Station to Citipoint Plaza, and to make that section of Moorfields feel less like a road. Traffic calming measures should be introduced to enhance the safety of pedestrians.
- Moorgate. We support the proposals for Moorgate.
- London Wall. We support the proposals for London Wall.
- Aldersgate Street. Aldersgate Street is unnecessarily wide for the amount of traffic so there is the ample space for the proposals for pavement widening, planting, benches and cycle lanes. We support the proposals for improving the junction at Beech Street and Long Lane.
- Goswell Road. We strongly support the proposals, but we believe that a crossing just south of Fann Street in Aldersgate Street would be on a better pedestrian desire line than one north of Fann Street in Goswell Road.

Email feedback to Islington Council

General (continued)

Concerns

- I am concerned that there is no specific proposal relating to London Wall, and would like you to provide me with further details of what is now contemplated on London Wall, as there were no details provided. Furthermore, I was led to believe that the Corporation of London intends to close King Edward Street in between the former BT HQ and the Bank of America building / Barts Hospital, so all plans or decisions relating to that location are relevant. Vehicle access to Monkwell Square is being progressively compromised, this detriment needs to be part of the assessment of any decisions about Beech Street. I think that all of your options relating to the Beech Street underpass have detrimental costs including greater inconvenience, traffic dispersal to London Wall and reduced access to residents of Monkwell Square and Wallside. I think these costs have been under-estimated, the likelihood of reductions in traffic over-estimated as almost all access is unavoidable, or will be tolerated by anyone seeking to access the area. As a resident, I require unrestricted access at all times to my property for vehicles.
- Concern about the proposals for alterations to the southern end of St. John Street. If these proposals are adopted unamended, we foresee the following permanent impacts on Charterhouse Square and therefore Florin Court. 1. Traffic flow and air quality: The proposed removal of traffic from St. John Street, will prevent all traffic from turning north - we believe that Carthusian Street / Charterhouse Square and Long Lane will become the main north and eastern routes of exit from the Smithfield Market area as a result. Long Lane access is difficult for larger commercial vehicles due to sharp turns and street parking. With an increase in working from home, the greater proportion of the local resident population will suffer noise and air pollution impacts under these proposals. Carthusian Street is closed to traffic twice a day during school terms by the City of London.

Email feedback to Islington Council

General (continued)

Concerns

- Under these proposals therefore, an ever-larger chunk of traffic will need to pass down Long Lane at those times, a street which is already susceptible to two-way traffic jams. Importantly, these issues will be exacerbated by the closure to traffic of the Barbican underpass proposed by the Corporation of London, choking off the means of exit from Long Lane by 1/3. The proposals will result in more traffic being stuck in the areas the plans are aiming to clean up, resulting in more concentrated road traffic air pollution, rather than improving it. **2. Pedestrian safety:** Charterhouse Square has a primary school, elderly residents within Florin Court and an Almshouse which, by definition, caters to the frail. In addition, it is one of two main points of access for the Barbican entrance to the Jubilee Line. The Square, Florin Court and the Charterhouse are all tourist destinations of one kind or another. Increasing the road traffic in this area will increase the hazards to both pedestrians and cyclists alike, a disproportionate number of whom may be less able or less familiar with the local area and its risks. What is needed is a holistic view into traffic management across the entire district so that the bigger picture is clear. Improvements to our lived environment are clearly a good thing, but the proposals seem to be heading in an unfortunate direction as a result of a piecemeal approach and the risk is that the result won't deliver the ambitions of either the Islington or Corporation of London Councils or the local stakeholders. Florin Court is a freehold of over 100 flat owners and has an active board of directors alongside a number of residents well qualified to engage meaningfully and practically with both Islington Council and the Corporation of London to make a plan which delivers long term improvements to this exciting and emerging London district. We would urge you to make the requisite changes to the scheme.

Email feedback to Islington Council

General (continued)

Concerns

- If the traffic and pollution levels are severe enough in Bunhill Ward for the majority of the roads to be closed to through traffic, as per the proposals, why is it OK to push these cars/traffic onto the surrounding roads? Is the traffic/pollution on Bunhill Row, Moor Lane, etc. currently so bad that it warrants closing these roads to through traffic? I would guess the majority of vehicles in Bunhill Ward are taxi drivers, delivery drivers and construction vehicles. These are working folk using the area out of necessity. The "different routes" as described in the scheme proposal literature would be severely convoluted due to the area being cut off from cars. Do you think this is fair? On the drawings it looks like a banned left turn could be implemented from South Place to Moorgate. Is this correct, if so, what is the reason for this change? What will be the determining factor(s) in traffic filters being introduced on Bunhill Row, Beech Street, Moor Lane, etc.? How much consideration will be given to taxis (black cabs) being given through access in the same way as buses on Beech Street? Taxis provide a valuable service to the residents of Bunhill Ward but this seems to be overlooked/not considered.

Acknowledgements and next steps



Thank you to everyone that took the time to share their views on the draft Healthy Neighbourhood plan for the Bunhill, Barbican and Golden Lane area

There were over 11,000 visits to the Commonplace engagement website, and just under 4,000 Commonplace contributions were received, alongside drop-in attendance, emails and phone calls.

The City of London Corporation and Islington Council would like to express their appreciation for this input to the Healthy Neighbourhood plan. The feedback received was both helpful and informative to the development of the plan.

The City of London Corporation and Islington Council will continue to keep you updated as the project develops. If you have any questions in the interim, please do not hesitate to contact the project team.



Appendix 1: Engagement notes



The quality and reliability of the collected data

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

Firstly, the engagement 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 engagements, 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 engagement, and also being unable to compare participant demographics with a baseline profile (as the engagement 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

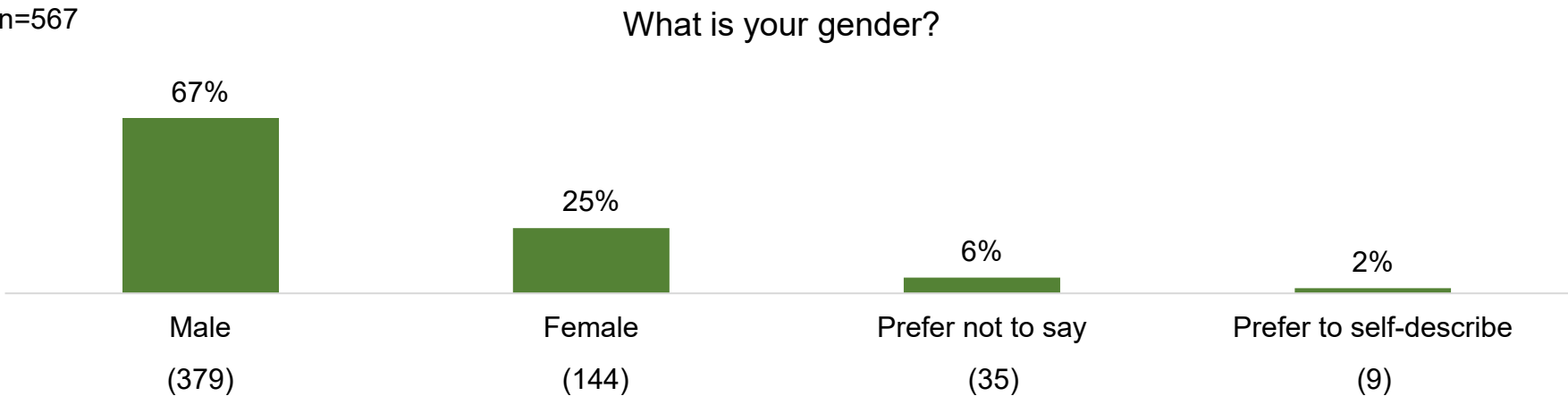
- The number of responses to each question is shown as n=x. This number refers to the total number of people who responded to the question. For this reason, n numbers change throughout the report, as some respondents did not answer all questions.
- Numbers are also provided in addition to percentages in all charts. These are shown either underneath the horizontal chart axis, or to the right of the chart.
- Percentages have been rounded and may therefore not total exactly 100. Percentages have also been calculated excluding missing responses.
- Some contributors 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 findings (calculated including responses from those who gave no demographic information) appearing to be misaligned with demographic sub-group findings.
- 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 contributors 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.
- Some images used are courtesy of Google Earth.

Appendix 2: Demographics - overall



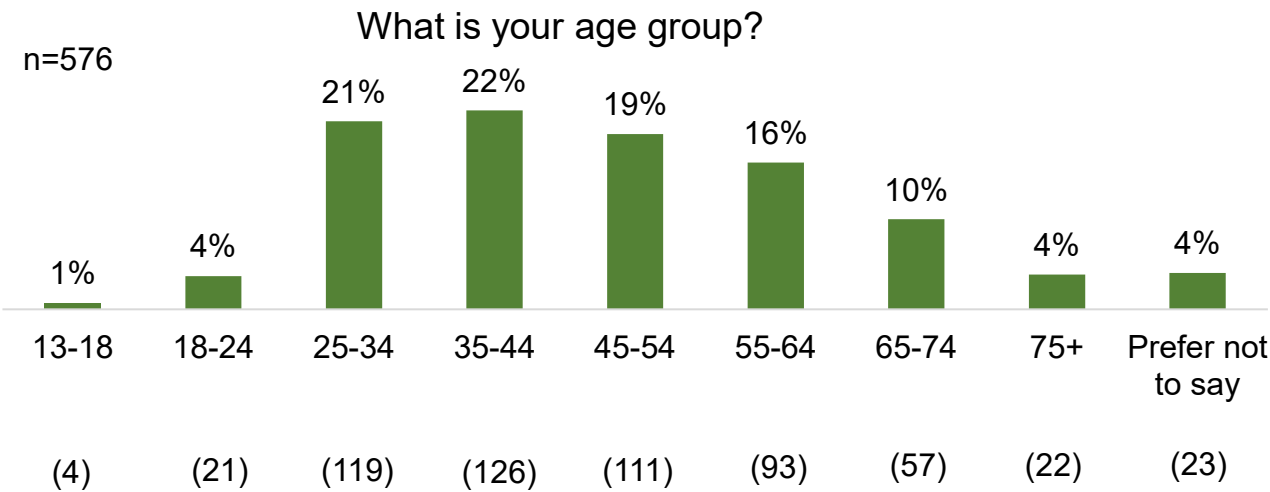
Gender: overall

A majority of engagement contributors (67%) described themselves as a male. 25% described themselves as female, 6% preferred not to say and 2% preferred to self-describe.



Age group: overall

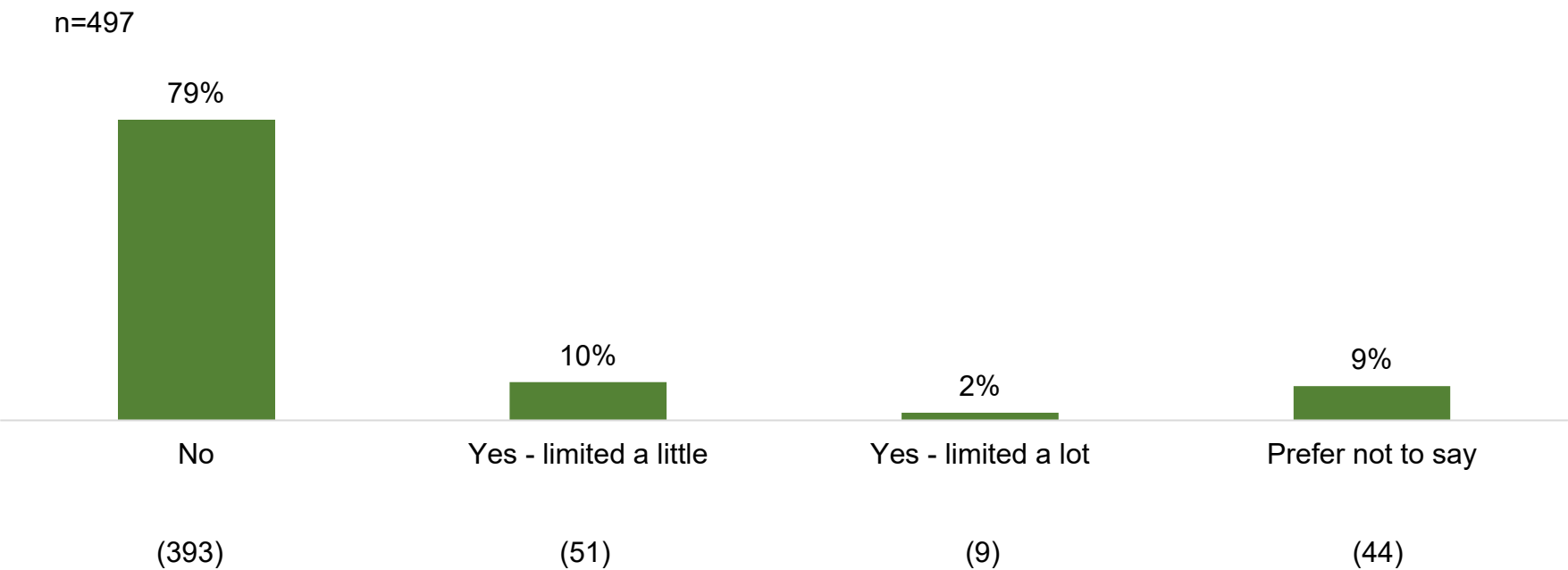
The age of engagement contributors ranged from 13 to 75+, with a wide spread of ages represented.



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

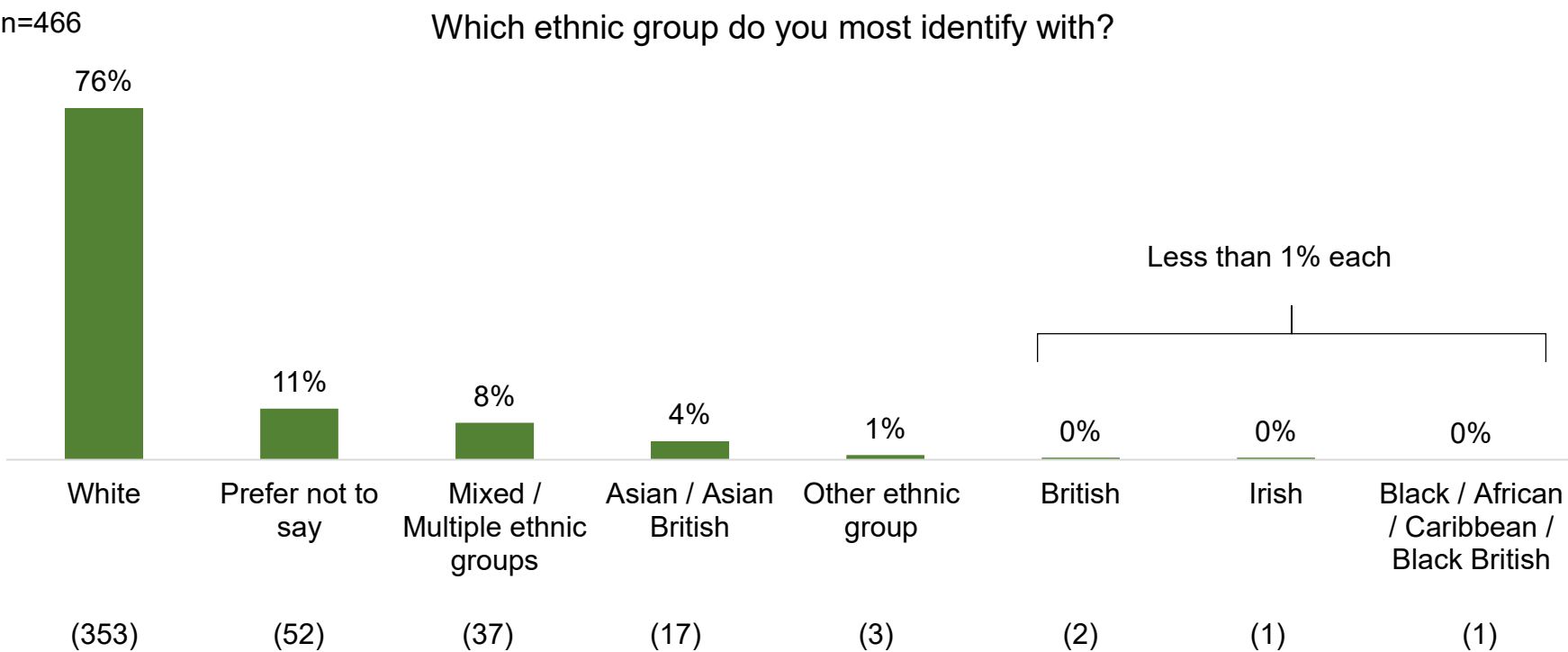
12% of engagement contributors indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.

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?



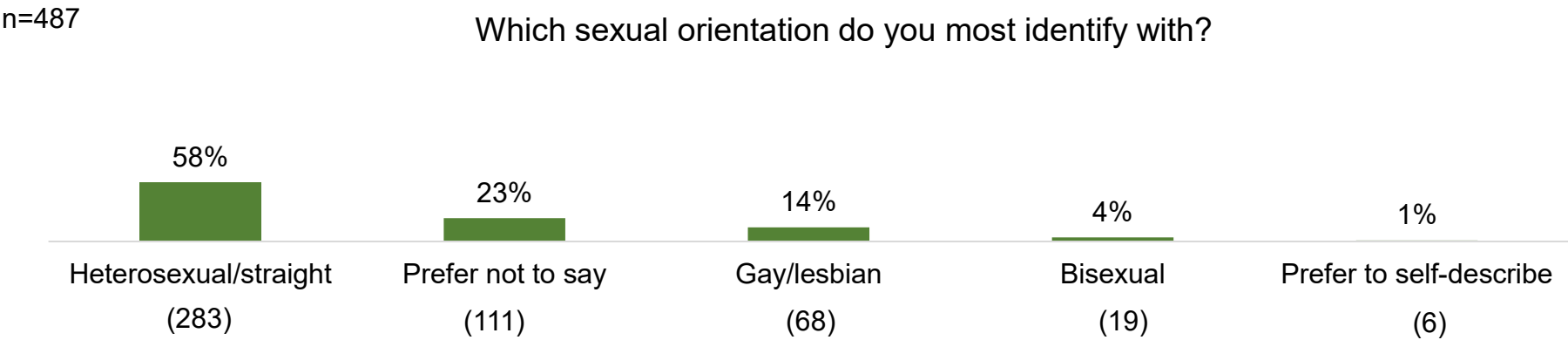
Ethnicity: overall

Over three-quarters (76%) of engagement contributors described their ethnicity as White, with 13% of another ethnicity – most frequently mixed or multiple ethnic groups.



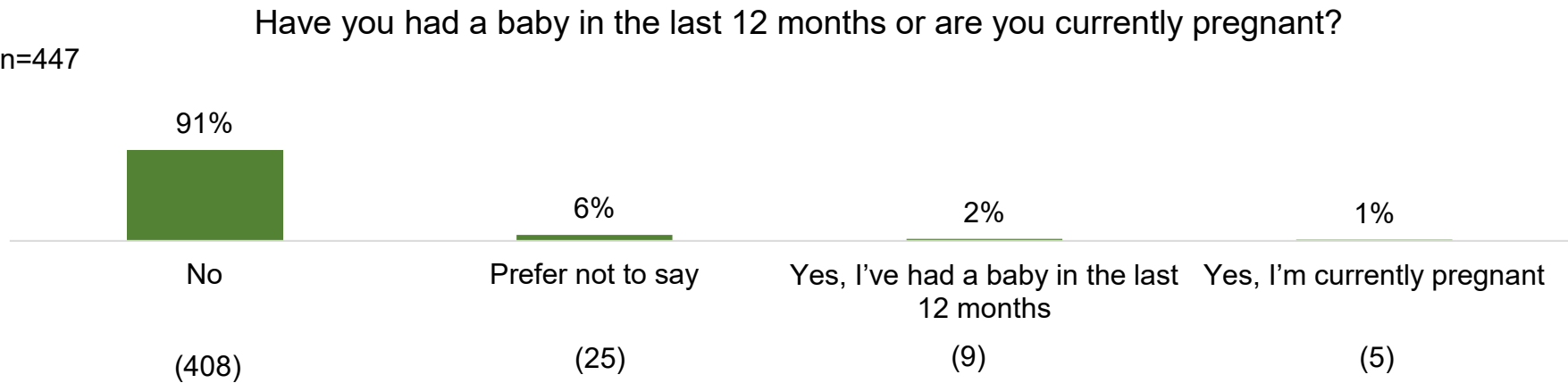
Sexuality: overall

Just under 60% of engagement contributors identified as heterosexual/straight.



Pregnancy: overall

91% of engagement respondents were not pregnant, nor had given birth in the last 12 months.



Household income: overall

Some engagement contributors chose not to specify their household's annual income.

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

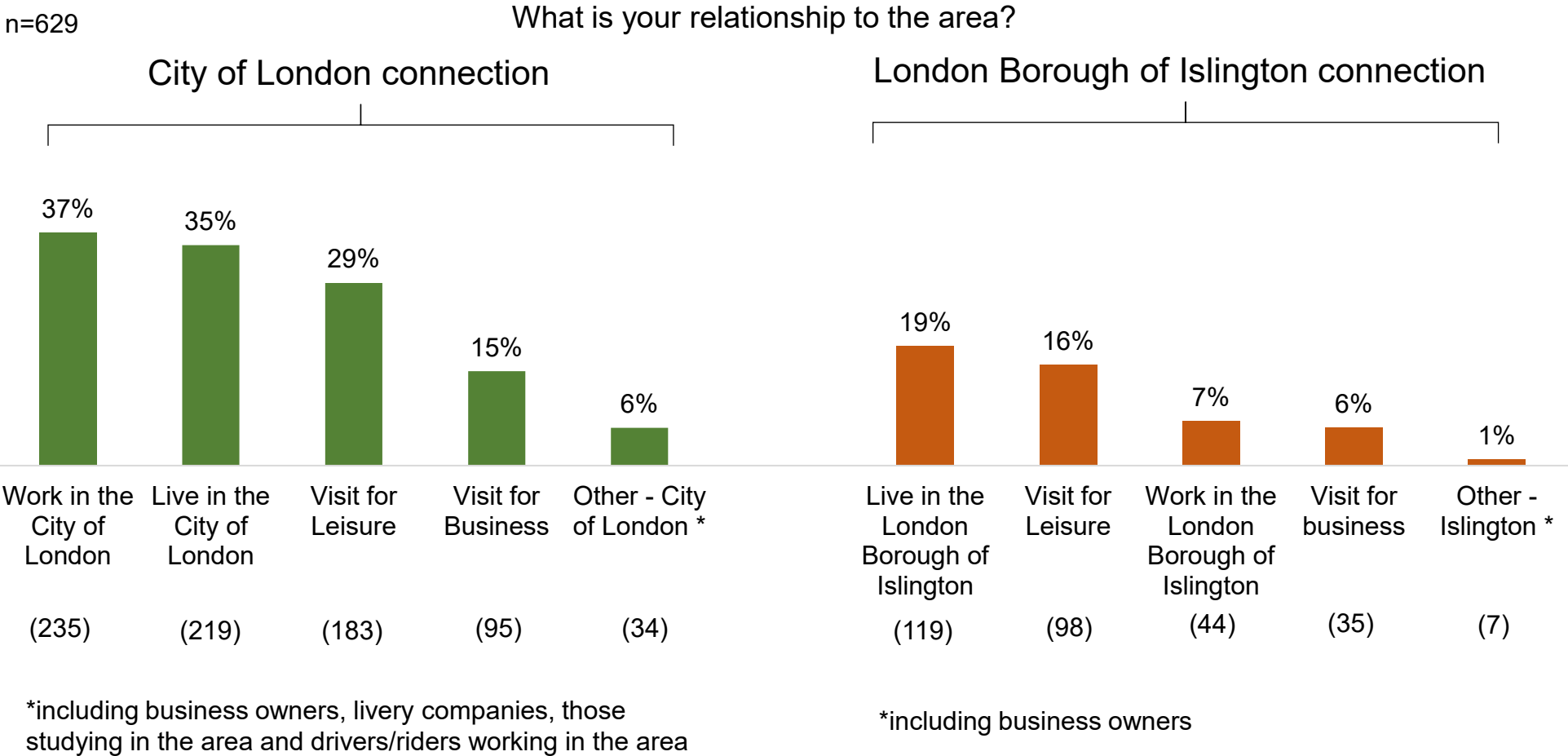
n=404

What is your household's approximate annual income (before taxes and deductions)?



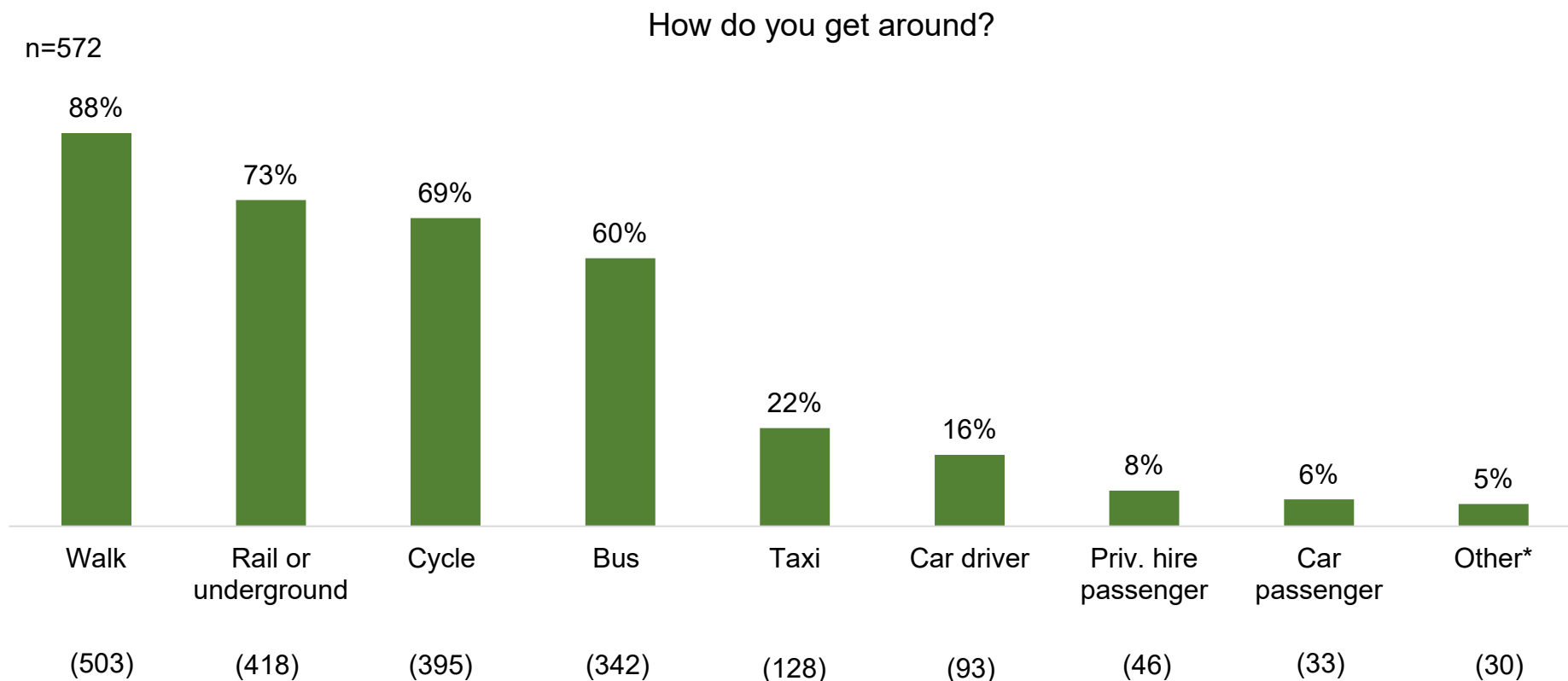
Area connection: overall

The engagement attracted people contributors with a wide range of area connections. 91% of contributors detailed a connection with the City of London, while 38% detailed a connection with the London Borough of Islington. These more commonly focused on worker, residents and visitors for leisure. More than one area connection could be specified by contributors.



Travelling around in the area: overall

Contributors were frequently walking (88%), using the rail or underground (73%), cycling (69%) and/or using the bus (60%) to move around the area. More than one type of travel could be specified by contributors.



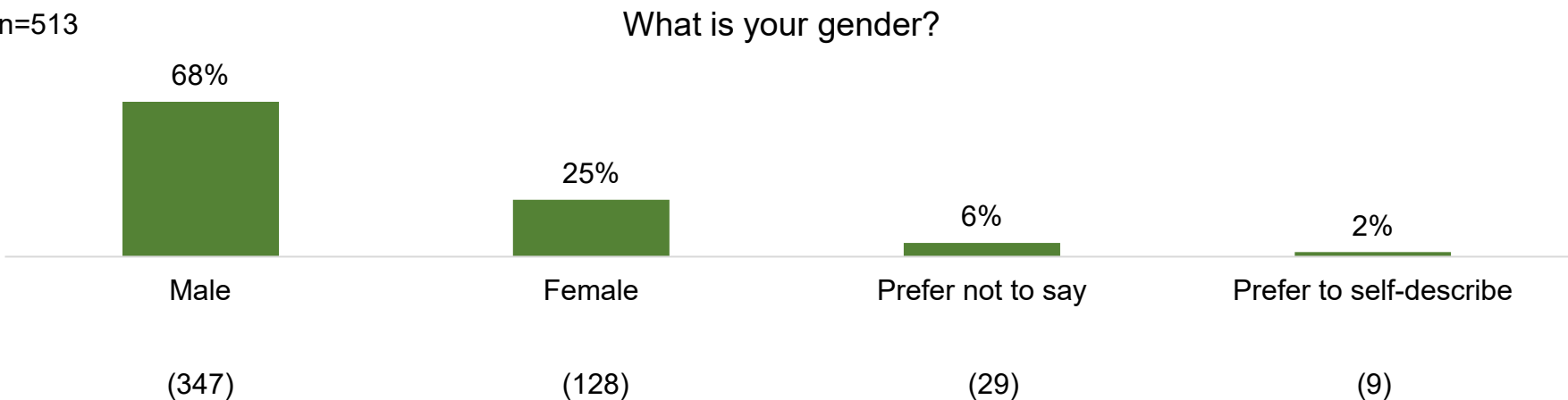
* Other travel modes (each specified by fewer than 3% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle, van or lorry, wheelchair or mobility scooter and other unspecified travel modes.

Appendix 3: Demographics - those identifying with the City of London



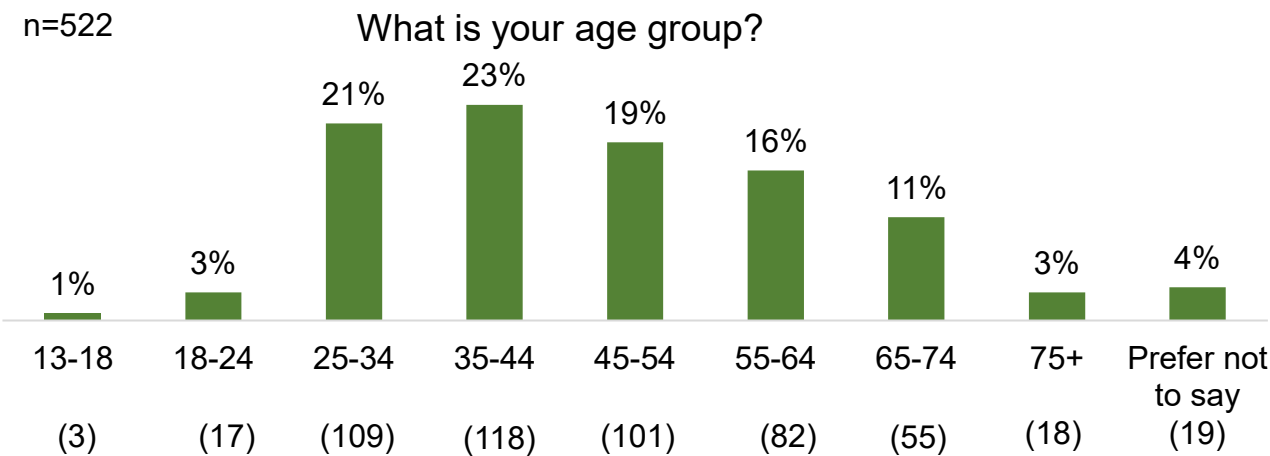
Gender: those identifying with the City of London

A majority of engagement contributors (68%) who identified with the City of London described themselves as a male. 25% described themselves as female, 6% preferred not to say and 2% preferred to self-describe.



Age group: those identifying with the City of London

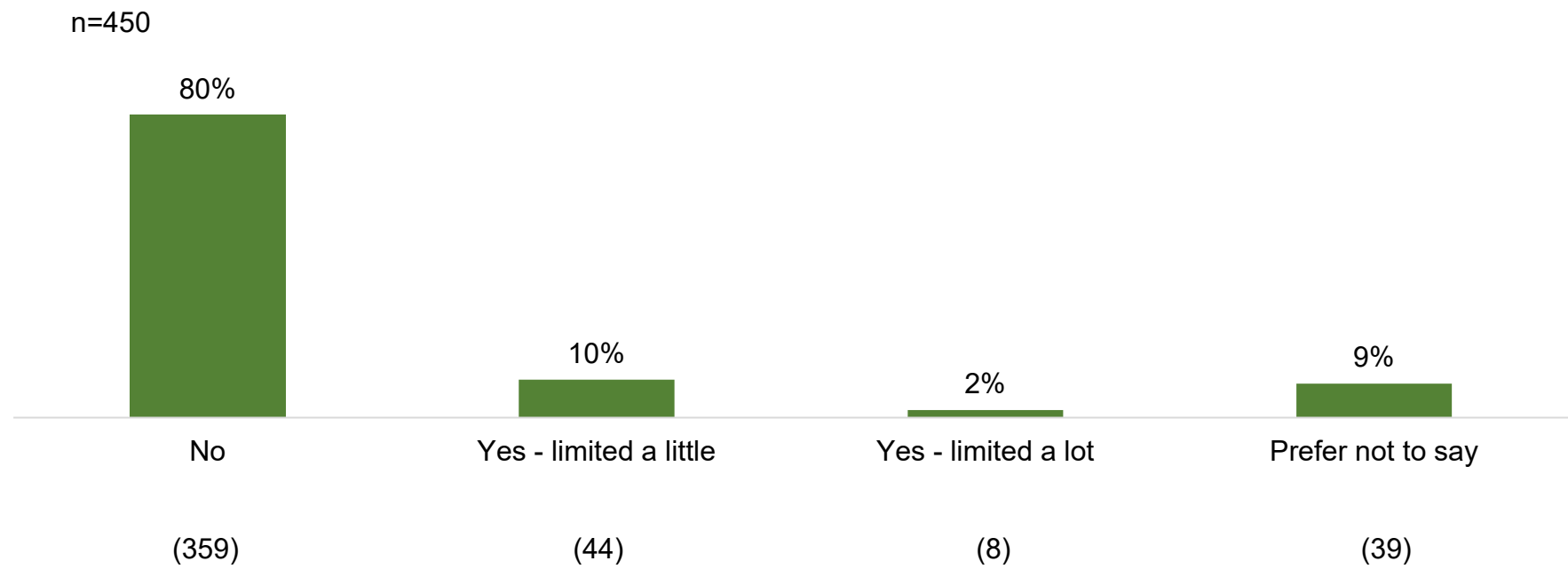
The age of engagement contributors who identified with the City of London ranged from 13 to 75+, with a wide spread of ages represented.



Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months: those identifying with the City of London

12% of engagement contributors who identified with the City of London indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.

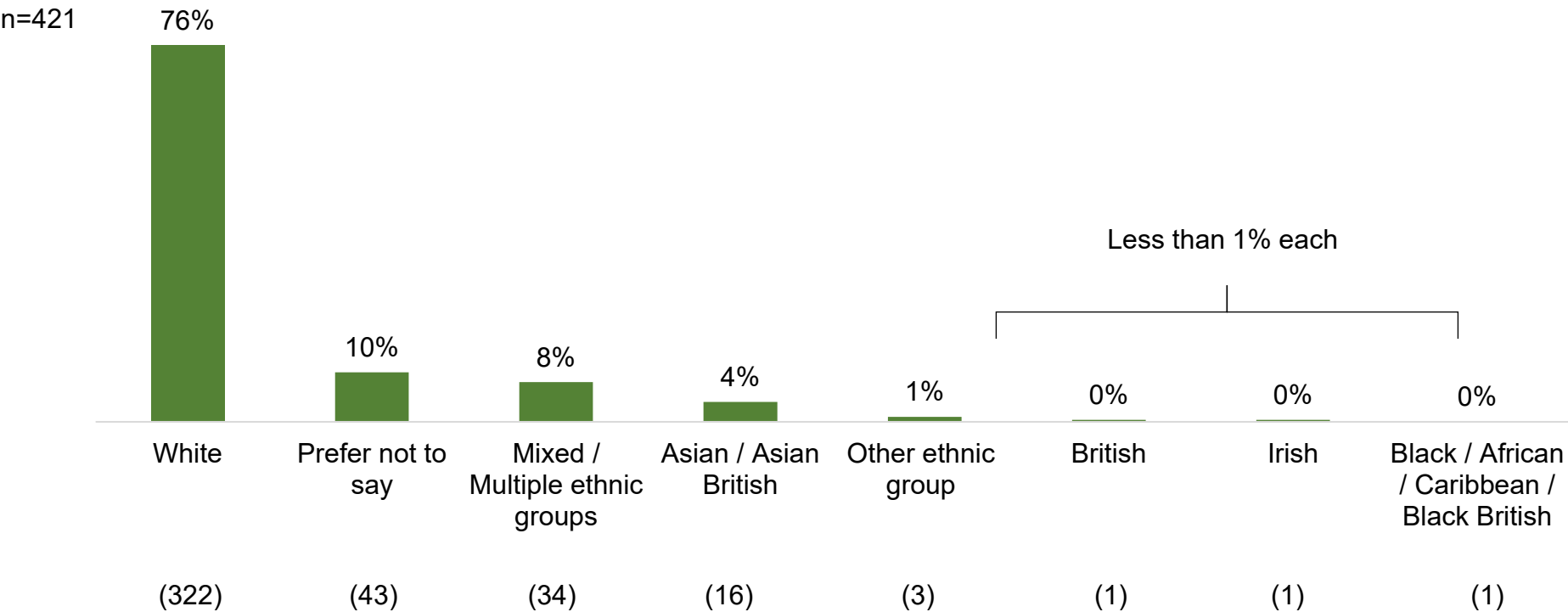
Are your day-to-day activities limited because of a physical or mental health condition or disability which has lasted, or is expected to last, at least 12 months?



Ethnicity: those identifying with the City of London

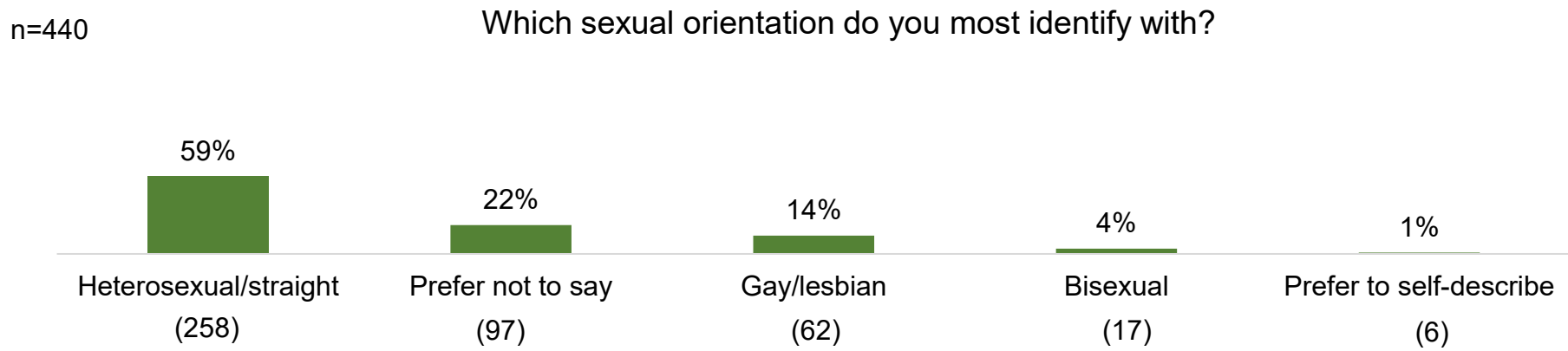
Almost 80% of engagement contributors who identified with the City of London described their ethnicity as White, with 13% of another, different ethnicity – most frequently mixed or multiple ethnic groups.

Which ethnic group do you most identify with?



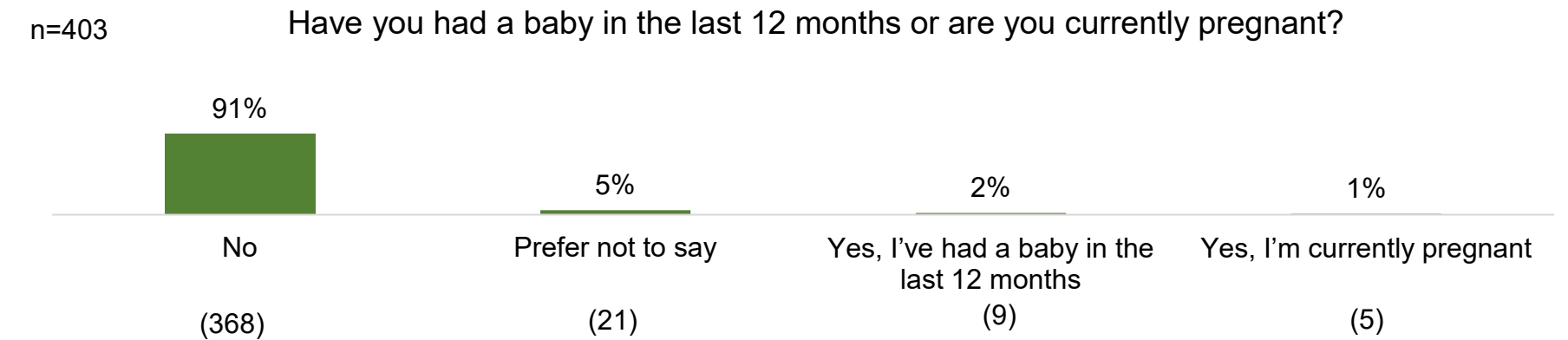
Sexuality: those identifying with the City of London

Just under 60% of engagement who identified with the City of London contributors identified as heterosexual/straight.



Pregnancy: those identifying with the City of London

91% of engagement respondents who identified with the City of London were not pregnant, nor had given birth in the last 12 months.



Household income: those identifying with the City of London

Some engagement contributors who identified with the City of London chose not to specify their household's annual income. Among those who did, 36% were in the £100,000+ bracket.

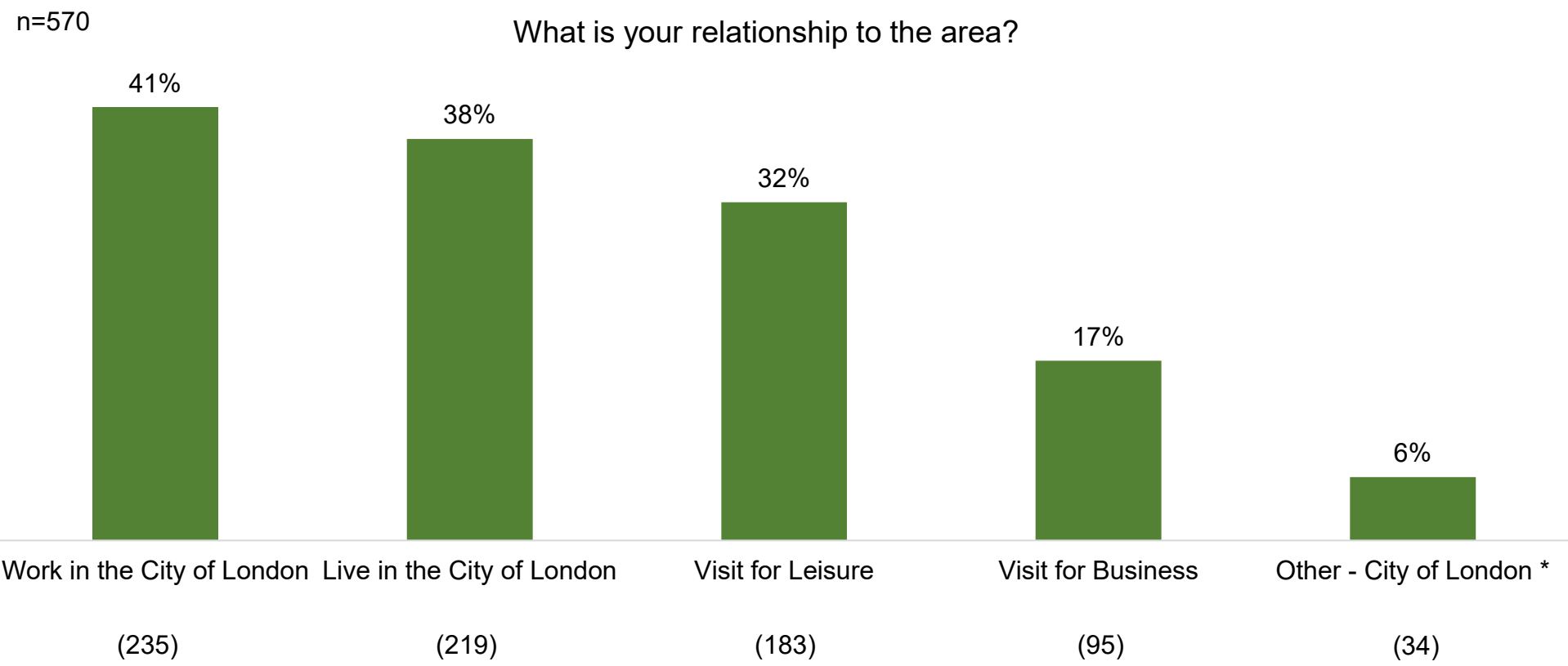
n=367

What is your household's approximate annual income (before taxes and deductions)?



Area connection: those identifying with the City of London

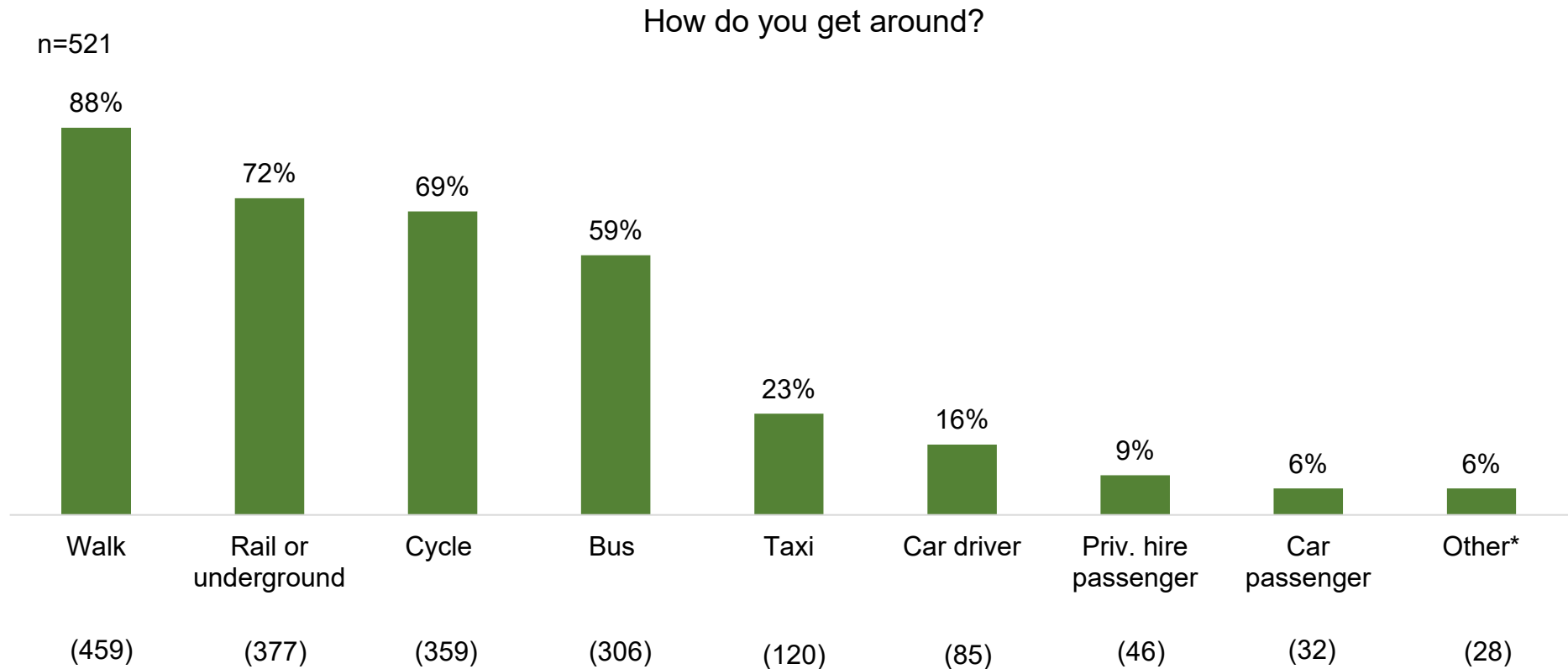
41% of contributors who identified with the City of London had a connection through working there. More than one area connection could be specified by contributors.



*including business owners, livery companies, those studying in the area and drivers/riders working in the area

Travelling around in the area: those identifying with the City of London

Contributors who identified with the City of London were frequently walking (88%), using the rail or underground (72%), cycling (69%) and/or using the bus (59%) to move around the area. More than one type of travel could be specified.



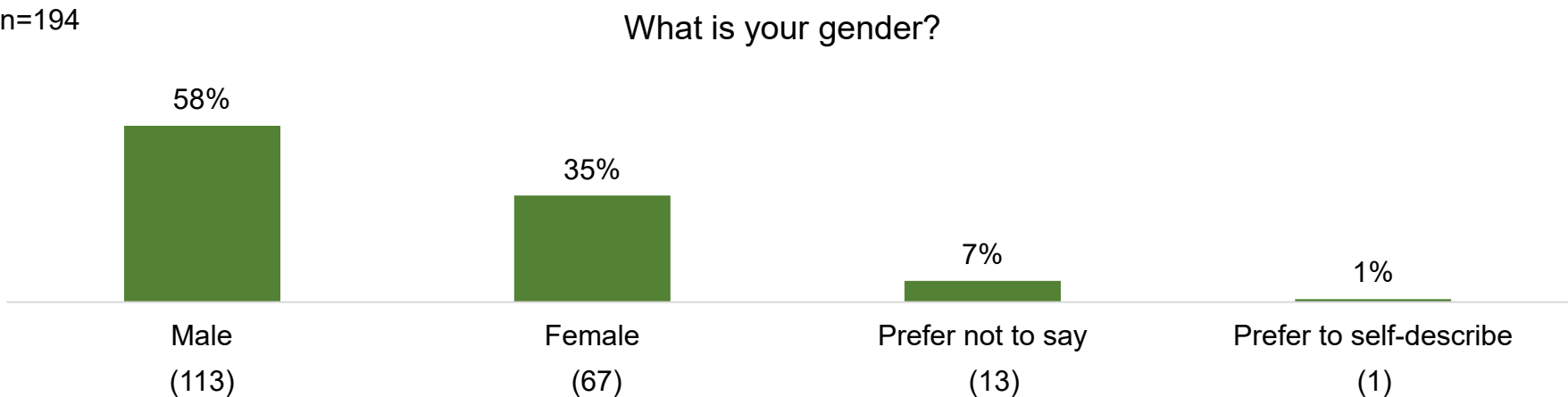
* Other travel modes (each specified by fewer than 3% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle, van or lorry, wheelchair or mobility scooter and other unspecified travel modes.

Appendix 4: Demographics - those residing in the City of London



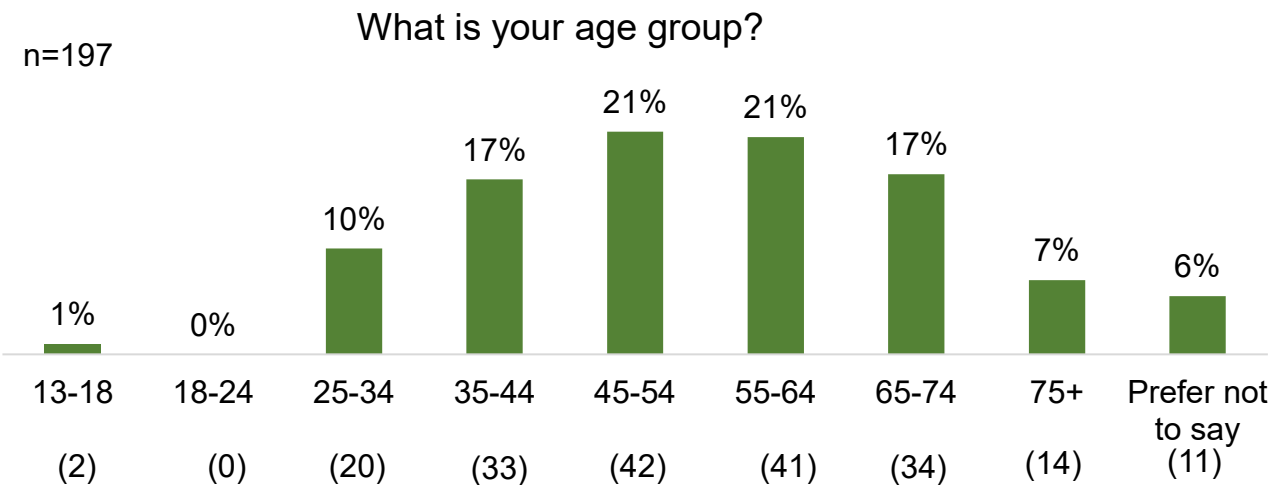
Gender: those residing in the City of London

A majority of engagement contributors (58%) who resided in the City of London described themselves as a male. 35% described themselves as female, 7% preferred not to say and 1% preferred to self-describe.



Age group: those residing in the City of London

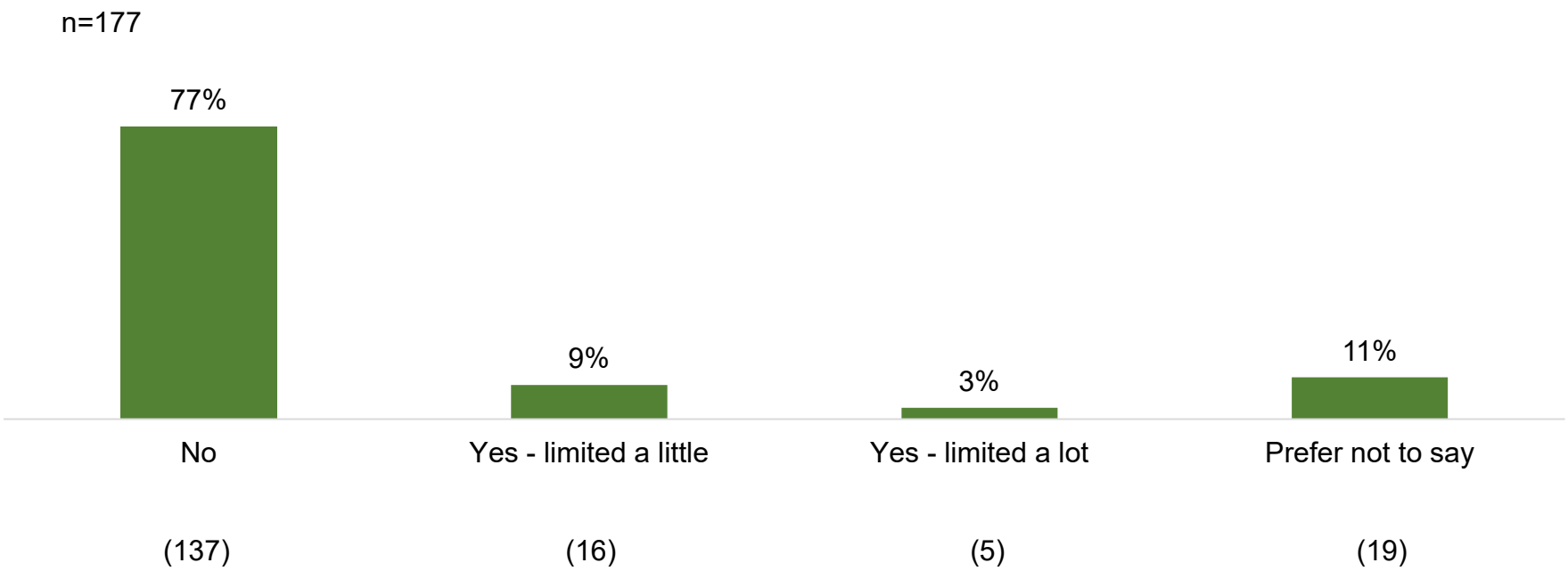
The age of engagement contributors who resided in the City of London ranged from 13 to 75+, with a wide spread of ages represented.



Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months: those residing in the City of London

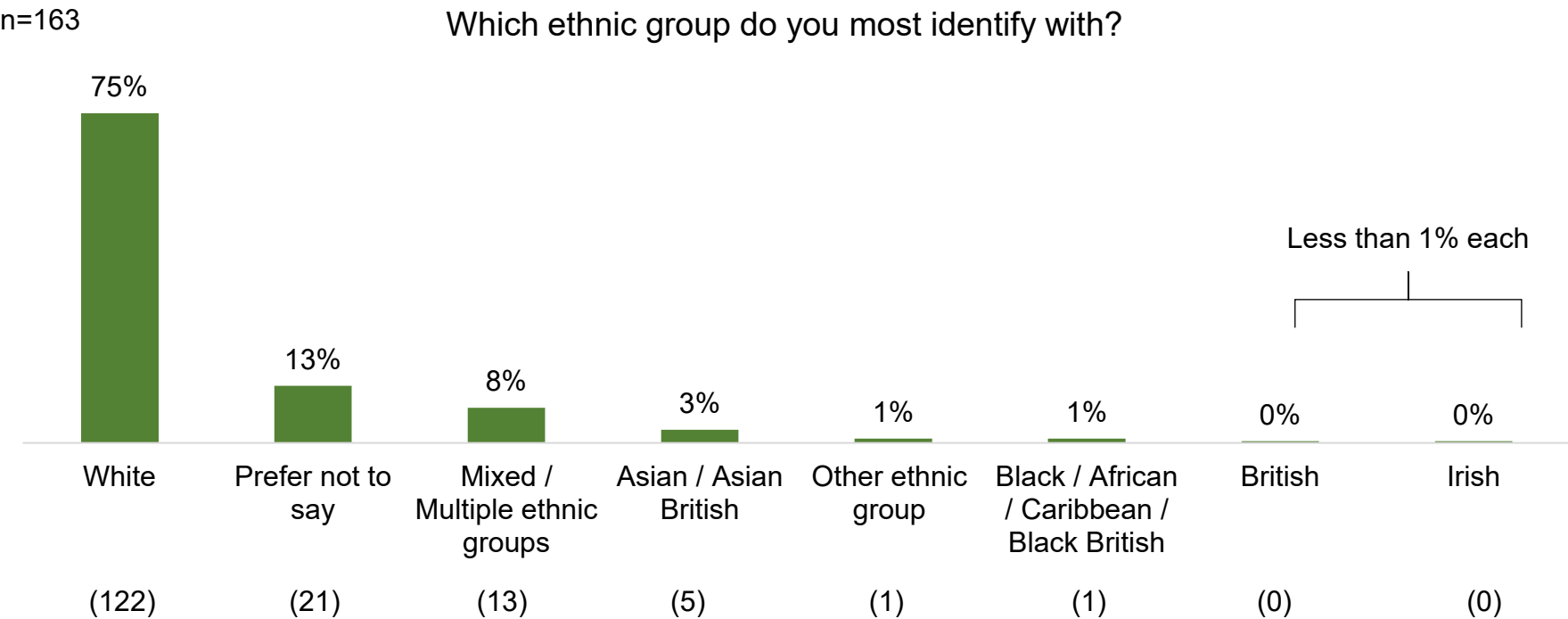
12% of engagement contributors who resided in the City of London indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.

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?



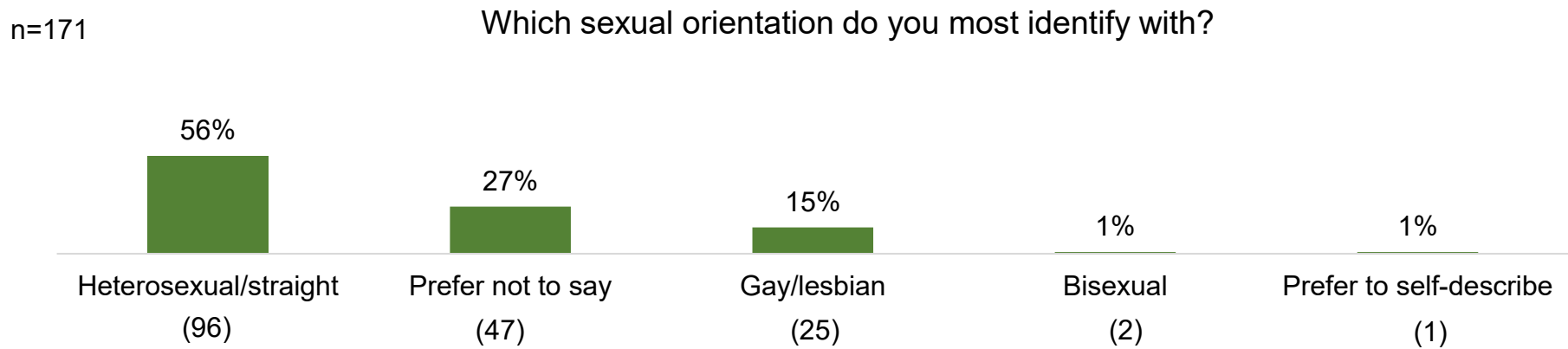
Ethnicity: those residing in the City of London

Three quarters (75%) of engagement contributors who resided in the City of London described their ethnicity as White, with 12% of another, different ethnicity – most frequently mixed or multiple ethnic groups.



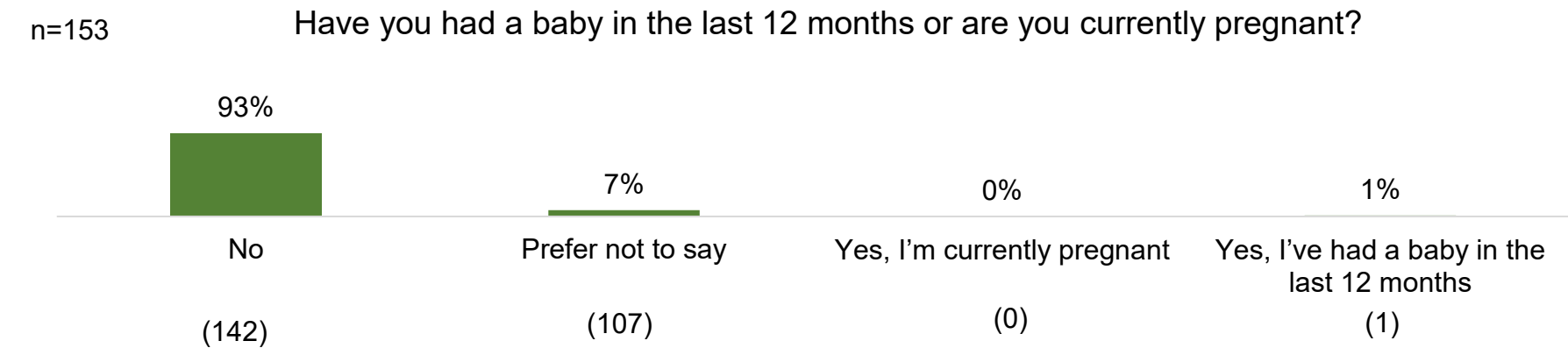
Sexuality: those residing in the City of London

Just under 60% of engagement contributors who resided in the City of London identified as heterosexual/straight.



Pregnancy: those residing in the City of London

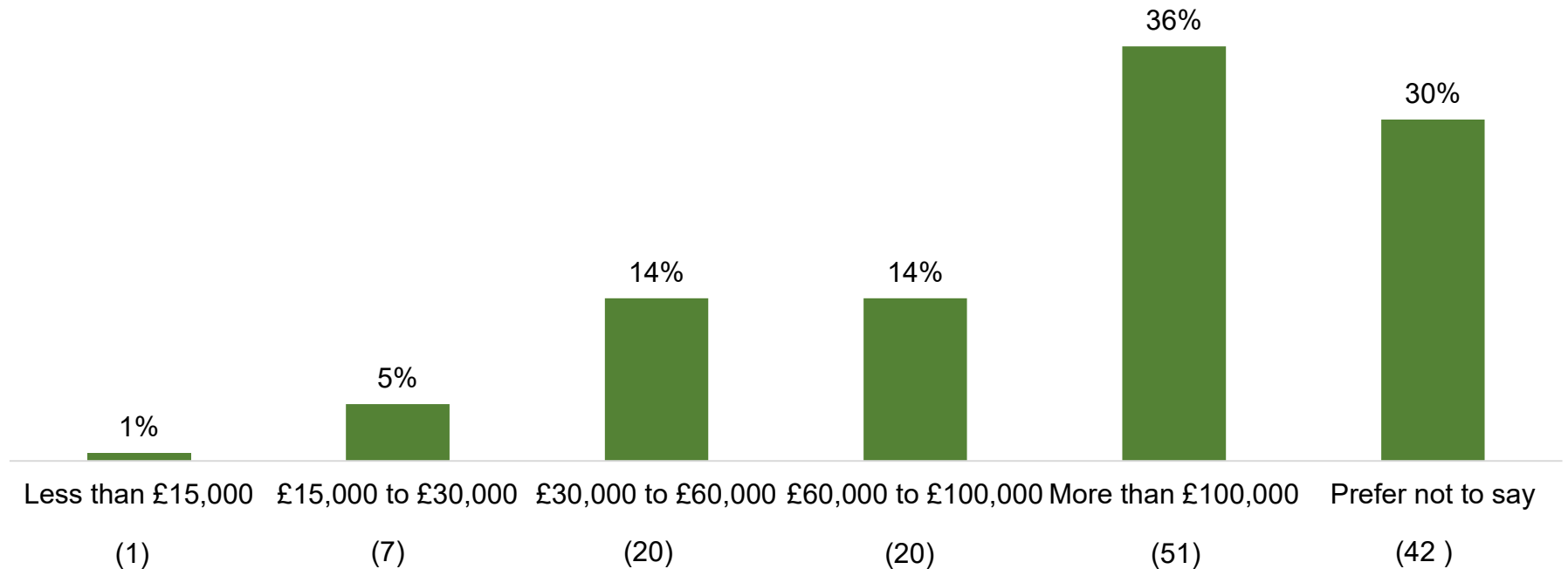
93% of engagement respondents were not pregnant, nor had given birth in the last 12 months.



Household income: those residing in the City of London

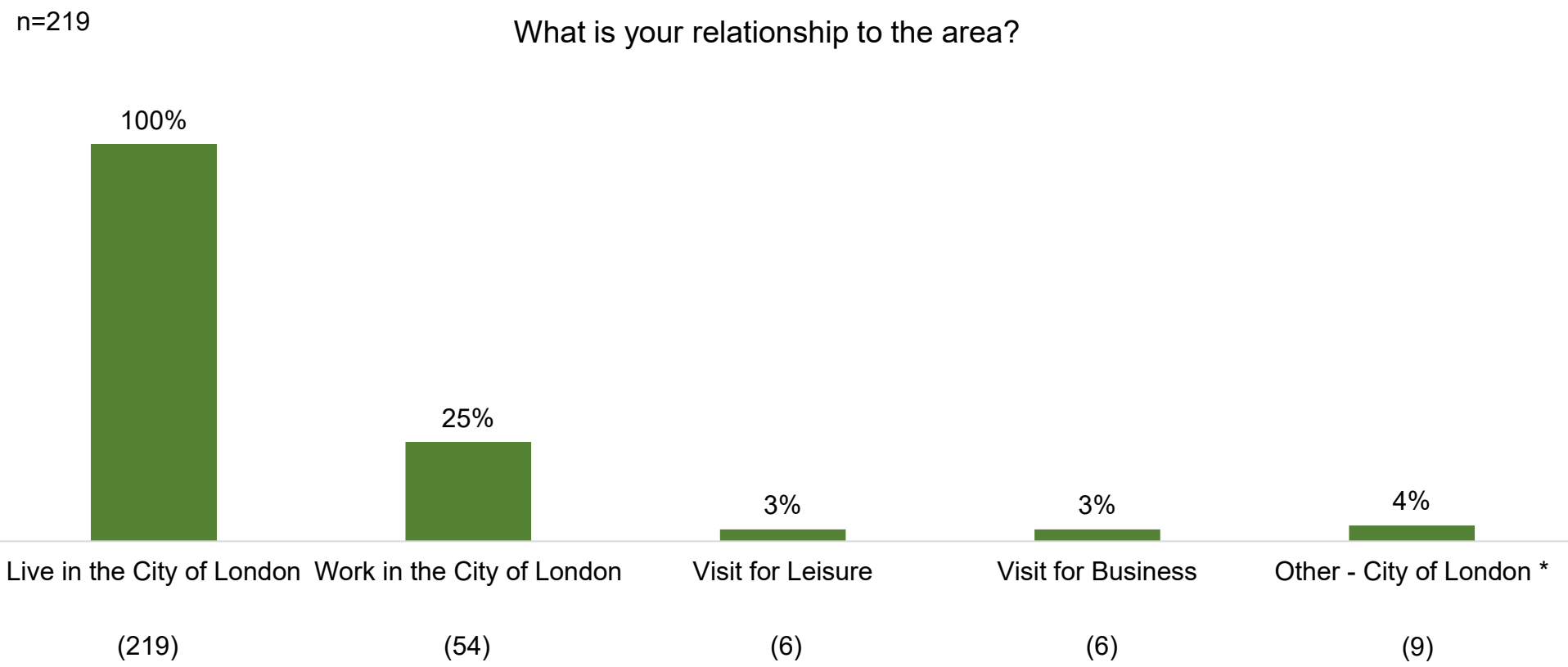
Some engagement contributors who resided in the City of London chose not to specify their household's annual income. Among those who did, 36% were in the £100,000+ bracket.

n=141 What is your household's approximate annual income (before taxes and deductions)?



Area connection: those residing in the City of London

25% of contributors who reside in the City of London also work there. More than one area connection could be specified by contributors.



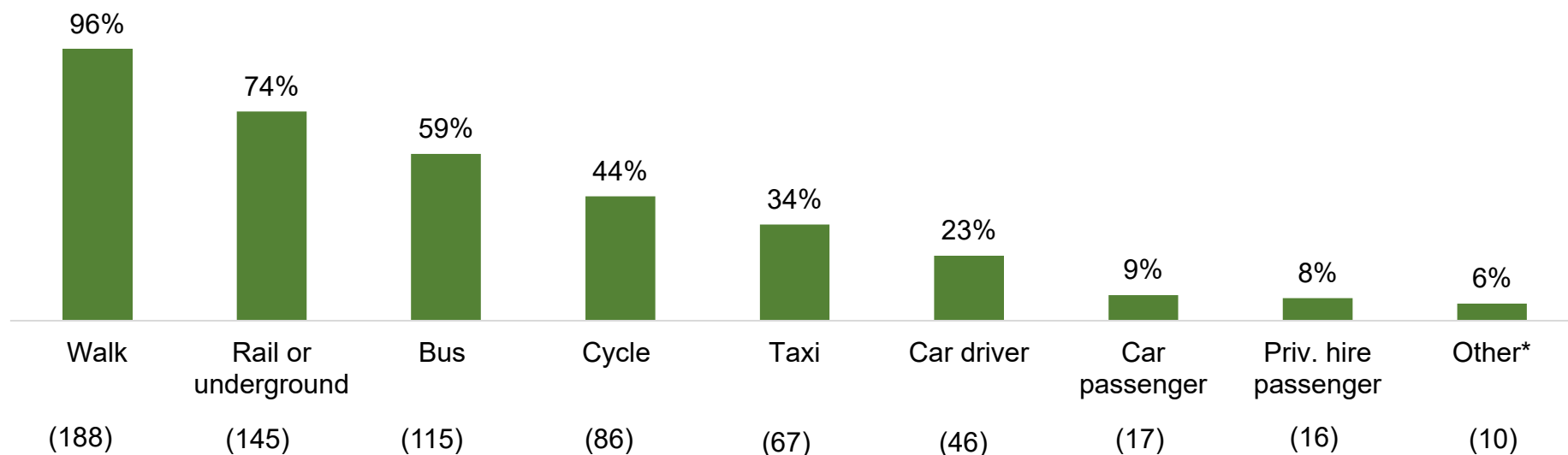
*including business owners, livery companies and those studying in the area

Travelling around in the area: those residing in the City of London

Contributors who resided in the City of London were frequently walking (96%), using the rail or underground (74%), using the bus (59%) and/or cycling (44%) to move around the area. More than one type of travel could be specified by contributors.

n=196

How do you get around?



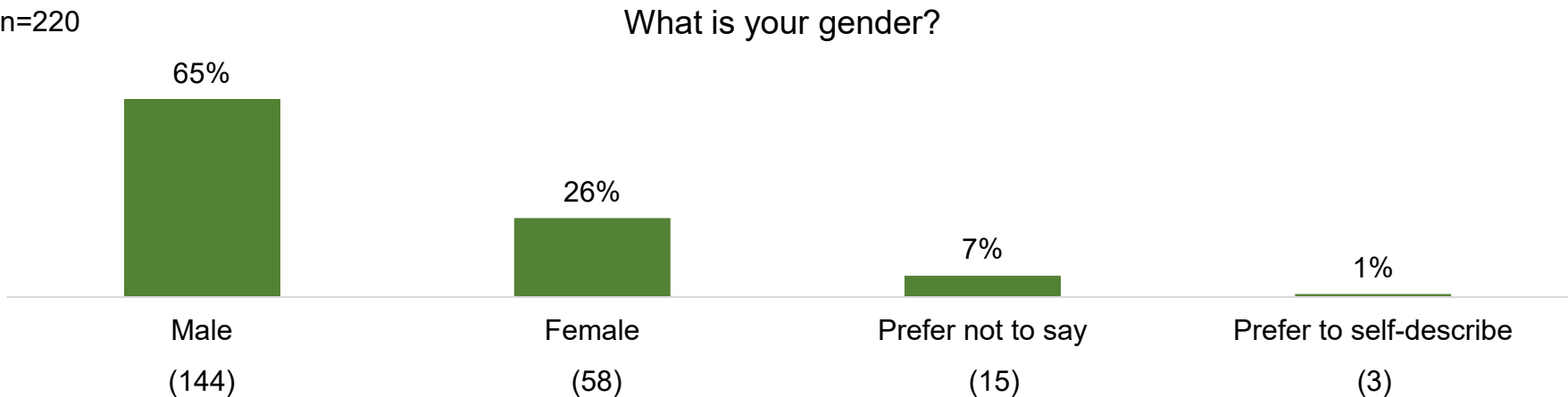
* Other travel modes (each specified by fewer than 3% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle and other unspecified travel modes.

Appendix 5: Demographics - those identifying with the London Borough of Islington



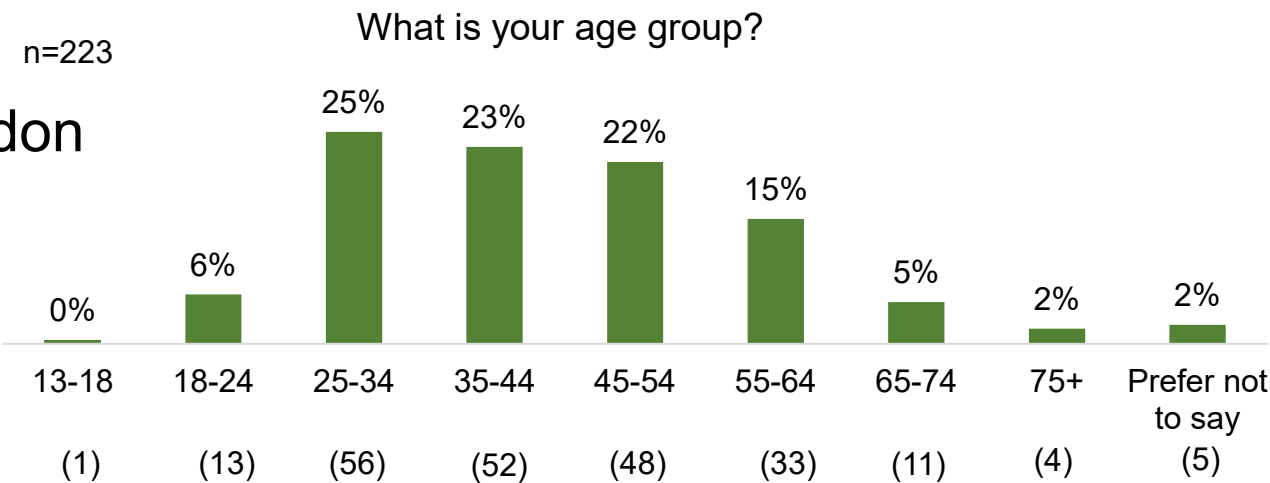
Gender: those identifying with the London Borough of Islington

A majority of engagement contributors (65%) who identified with the London Borough of Islington described themselves as a male. 26% described themselves as female, 7% preferred not to say and 1% preferred to self-describe.



Age group: those identifying with the London Borough of Islington

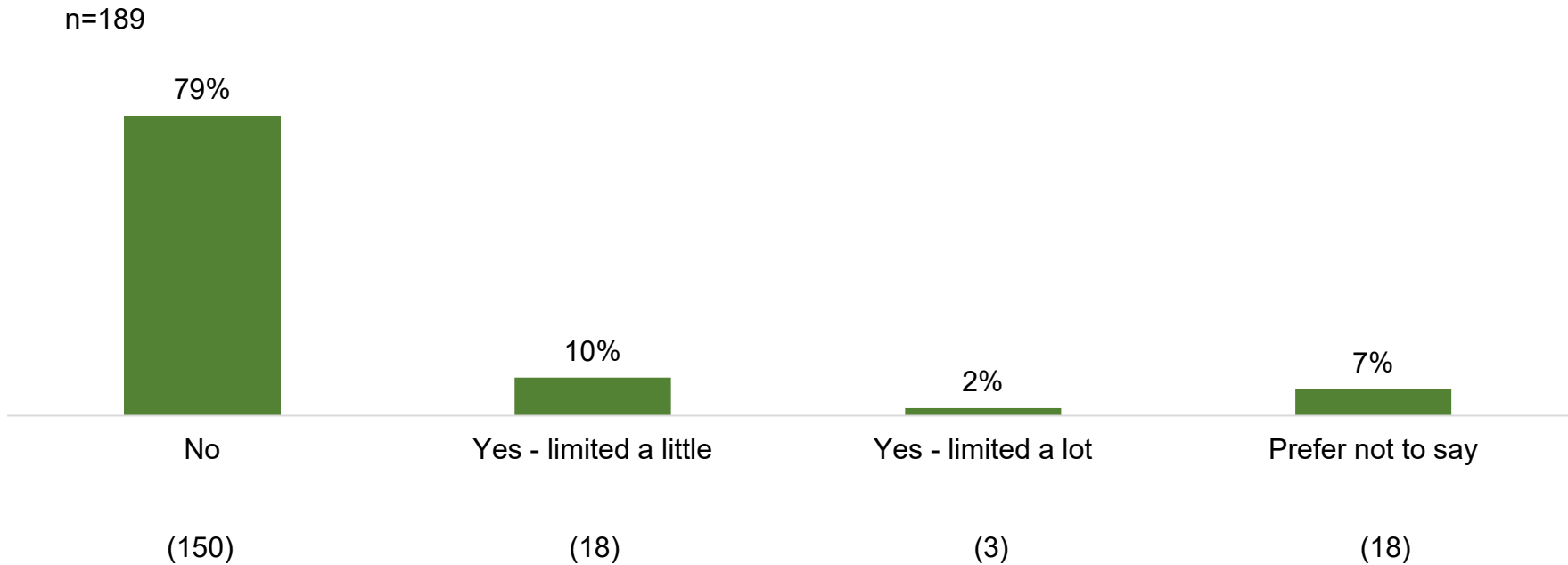
The age of engagement contributors who identified with the London Borough of Islington ranged from 13 to 75+, with a wide spread of ages represented.



Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months: those identifying with the London Borough of Islington

12% of engagement contributors who identified with the London Borough of Islington indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.

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?

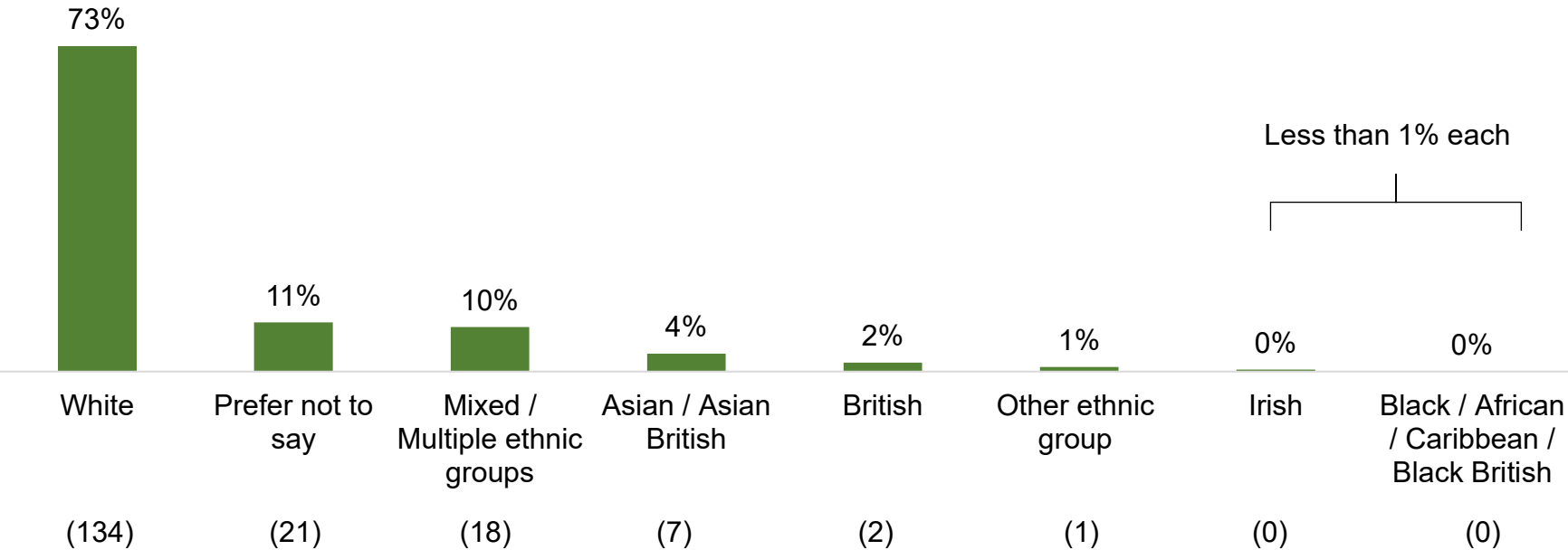


Ethnicity: those identifying with the London Borough of Islington

Over 70% of engagement contributors who identified with the London Borough of Islington described their ethnicity as White, with 17% of another, different ethnicity – most frequently mixed or multiple ethnic groups.

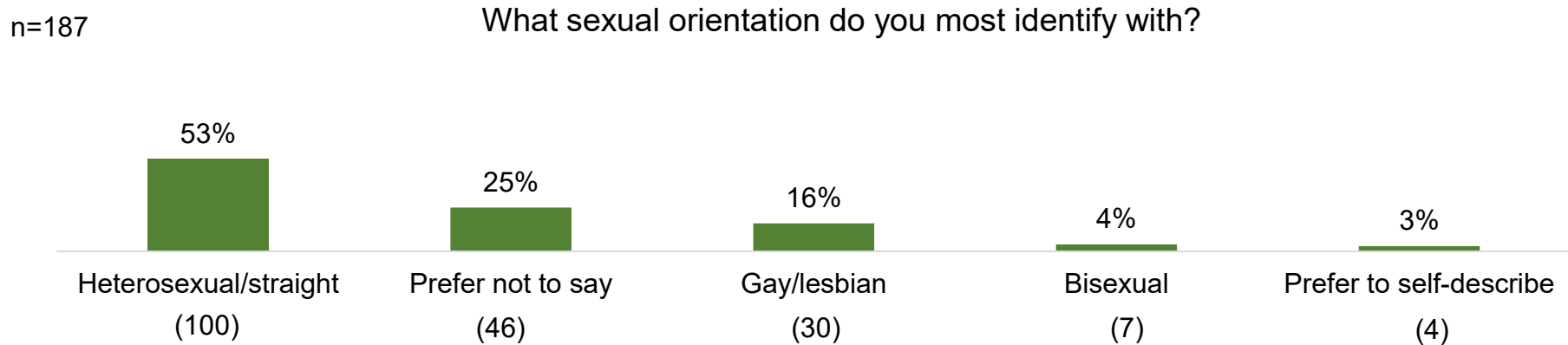
n=183

Which ethnic group do you most identify with?



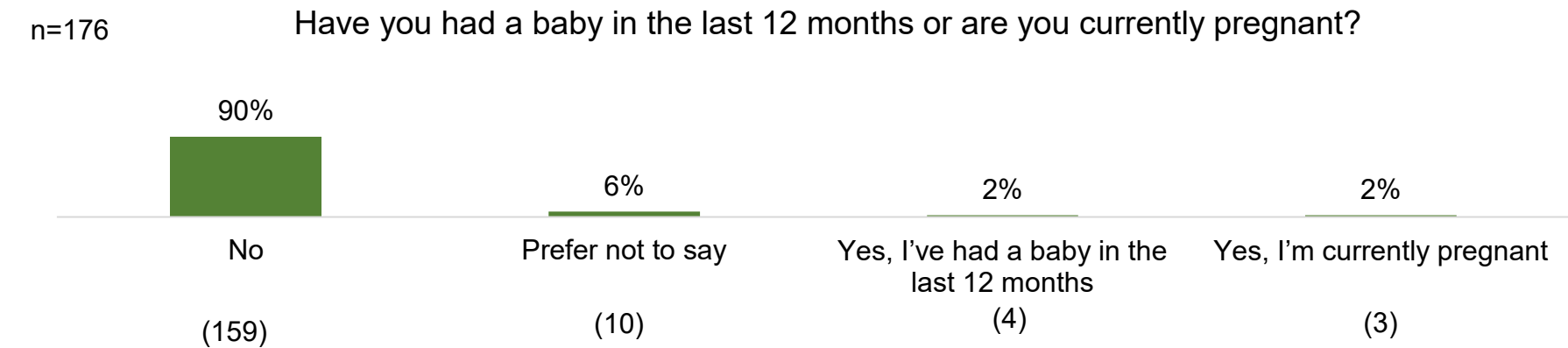
Sexuality: those identifying with the London Borough of Islington

Just over 50% of engagement contributors who identified with the London Borough of Islington identified as heterosexual/straight.



Pregnancy

90% of engagement respondents who identified with the London Borough of Islington were not pregnant, nor had given birth in the last 12 months.



Household income: those identifying with the London Borough of Islington

Some engagement contributors who identified with the London Borough of Islington chose not to specify their household's annual income. Among those who did, 39% were in the £100,000+ bracket.

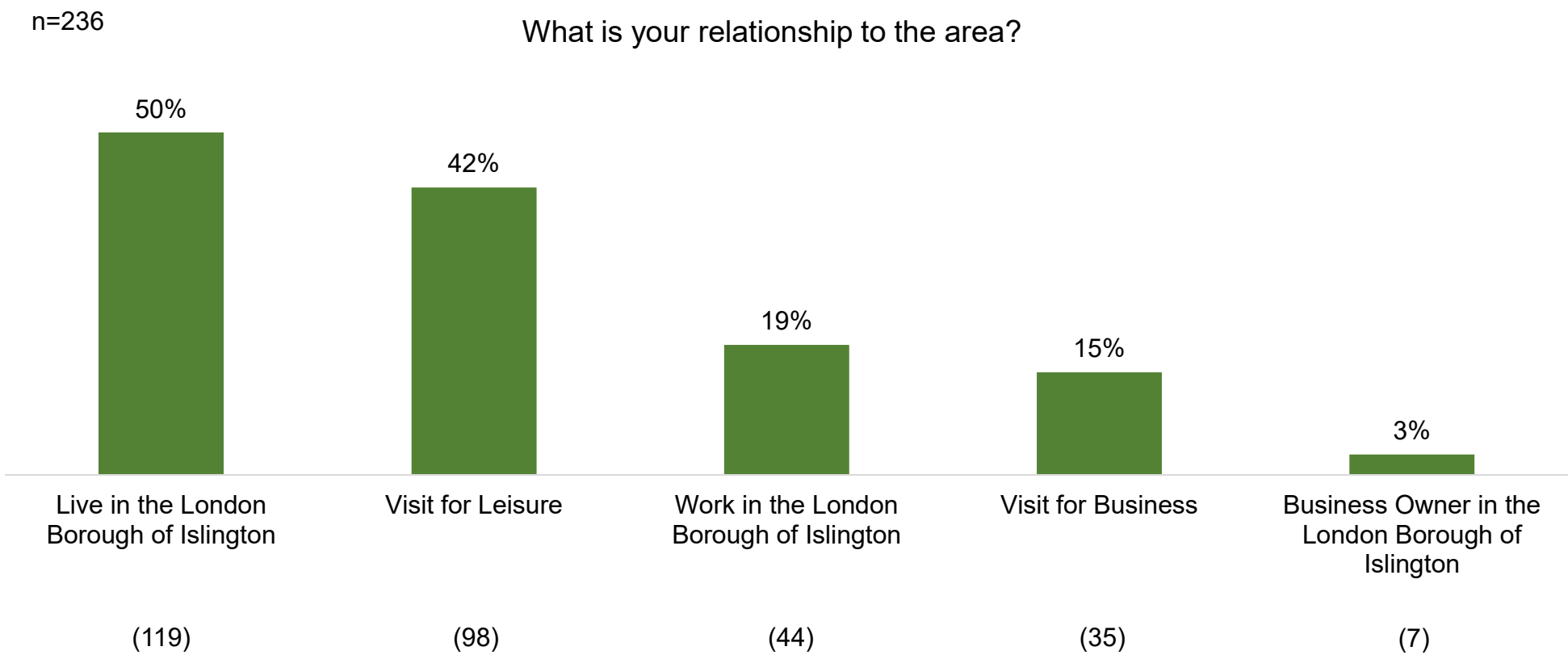
n=157

What is your household's approximate annual income (before taxes and deductions)?



Area connection: those identifying with the London Borough of Islington

50% of contributors who identified with the London Borough of Islington had a connection through living there. More than one area connection could be specified by contributors.

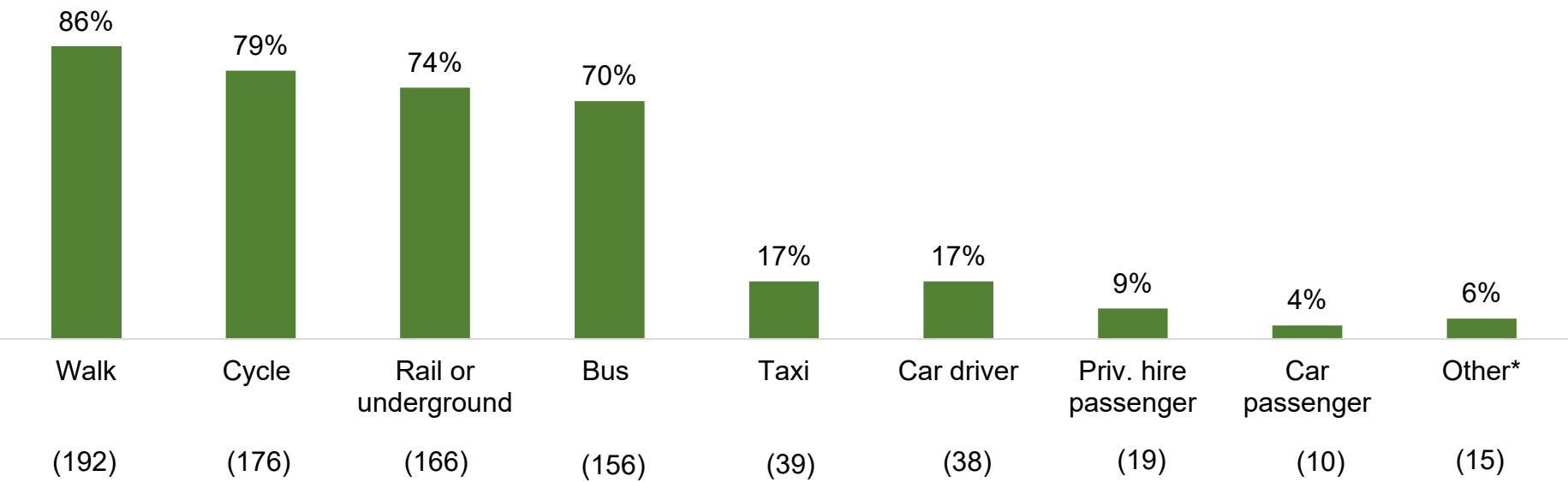


Travelling around in the area: those identifying with the London Borough of Islington

Contributors who identified with the London Borough of Islington were frequently walking (86%), cycling (79%), using the rail or underground (74%) and/or using the bus (70%) to move around the area. More than one type of travel could be specified by contributors.

n=223

How do you get around?



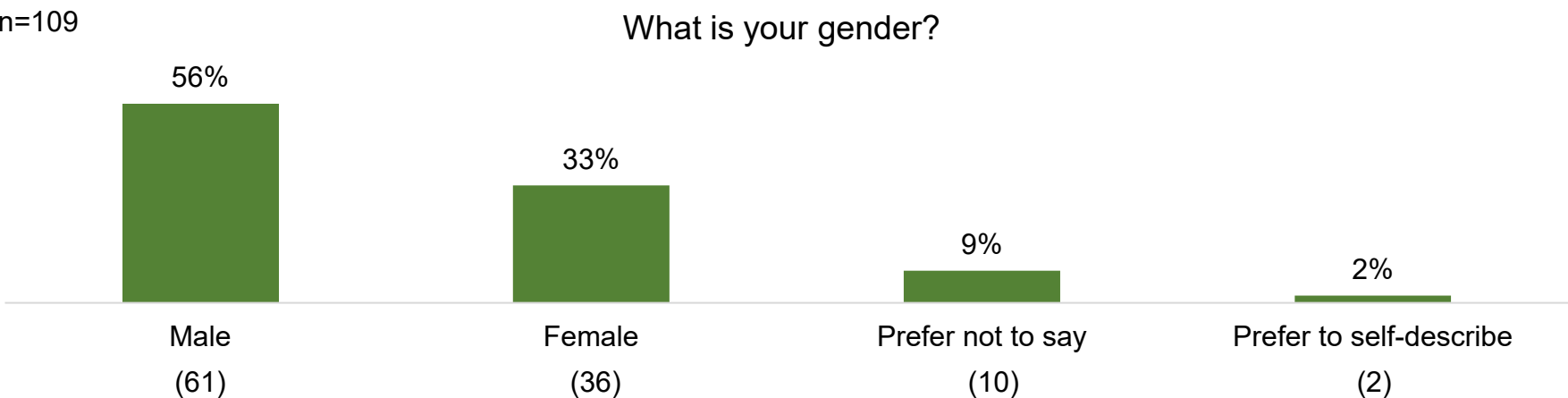
* Other travel modes (each specified by fewer than 4% of contributors) included private hire vehicle as a driver (e.g. Uber), motorcycle, wheelchair or mobility scooter and other unspecified travel modes.

Appendix 6: Demographics - those residing in the London Borough of Islington



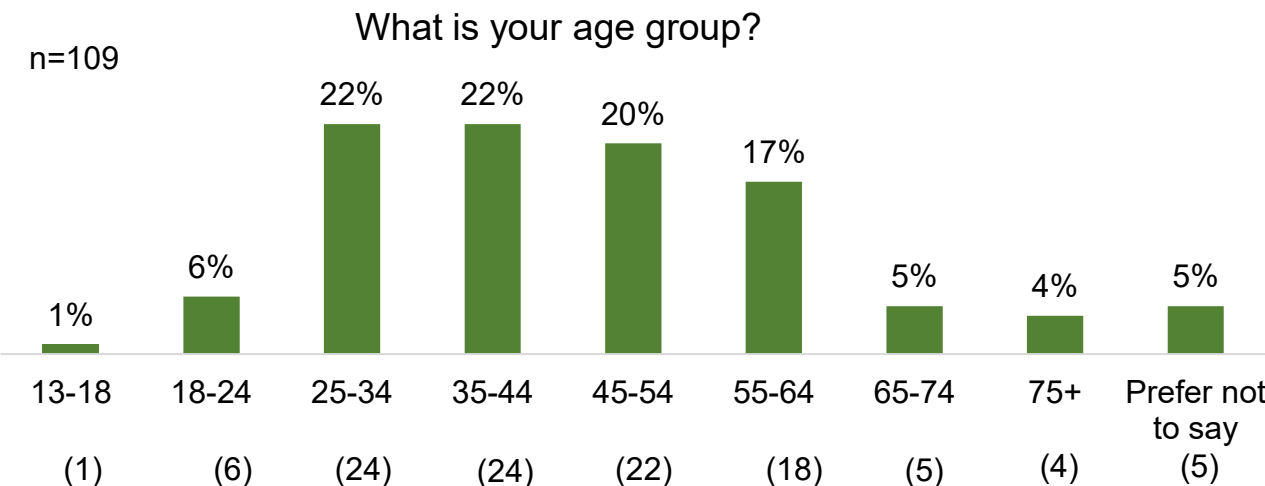
Gender: those residing in the London Borough of Islington

A majority of engagement contributors (56%) who resided in the London Borough of Islington described themselves as a male. 33% described themselves as female, 9% preferred not to say and 2% preferred to self-describe.



Age group: those residing in the London Borough of Islington

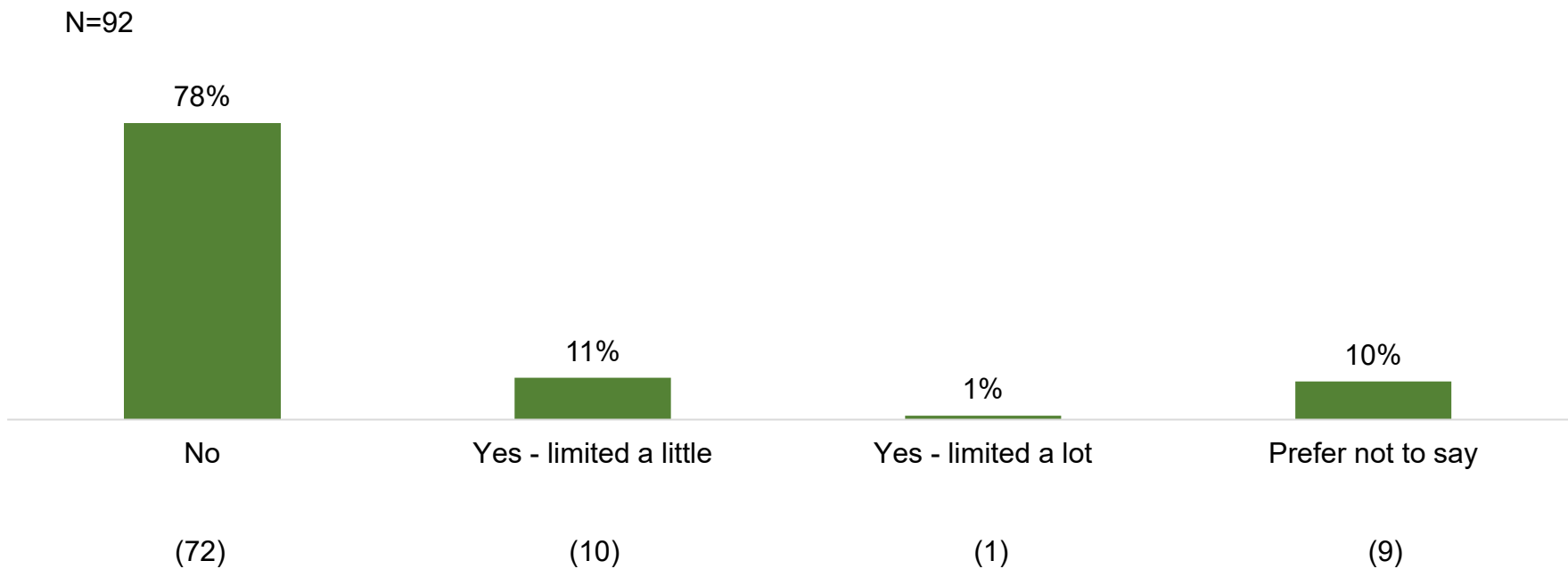
The age of engagement contributors who resided in the London Borough of Islington ranged from 13 to 75+, with a wide spread of ages represented.



Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months: those residing in the London Borough of Islington

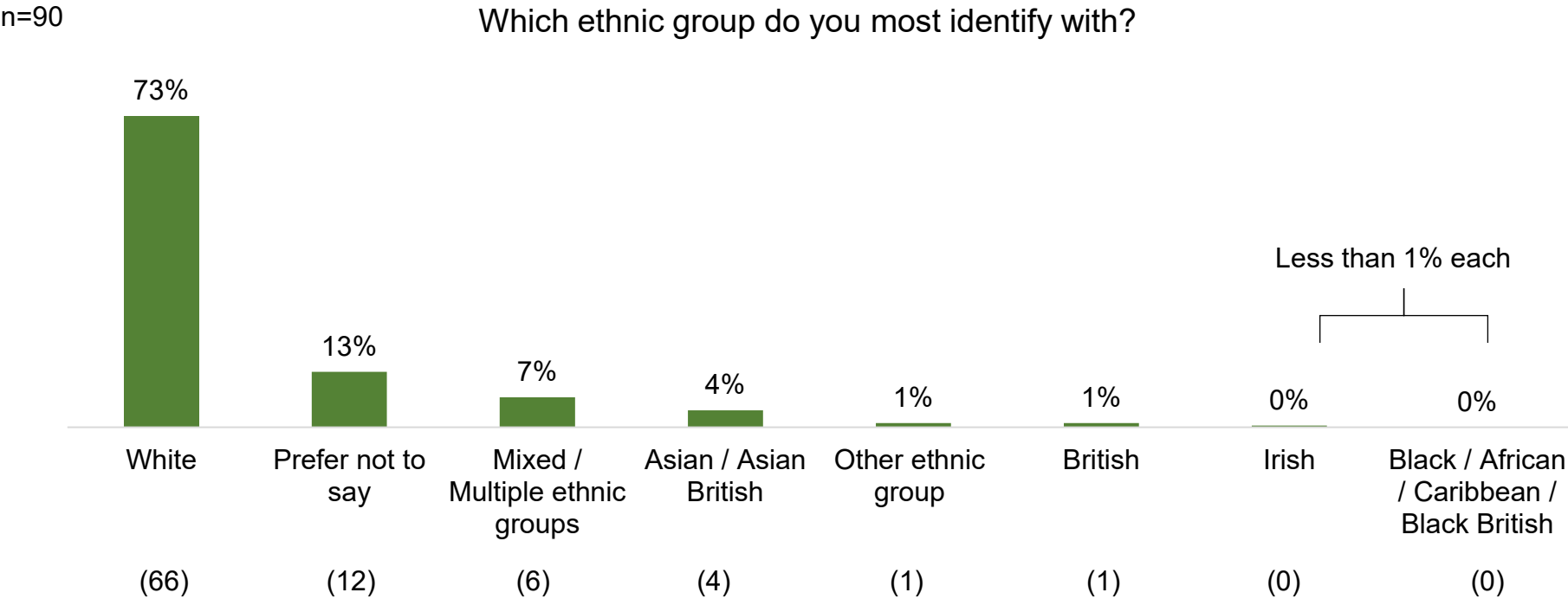
12% of engagement contributors who resided in the London Borough of Islington indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability.

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?



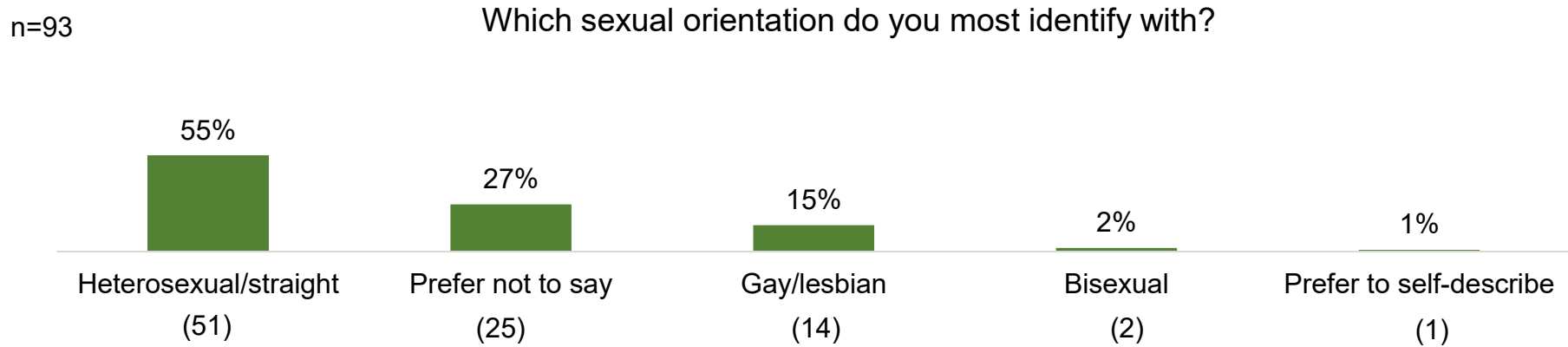
Ethnicity: those residing in the London Borough of Islington

Over 70% of engagement contributors who resided in the London Borough of Islington described their ethnicity as White, with 13% of another, different ethnicity – most frequently mixed or multiple ethnic groups.



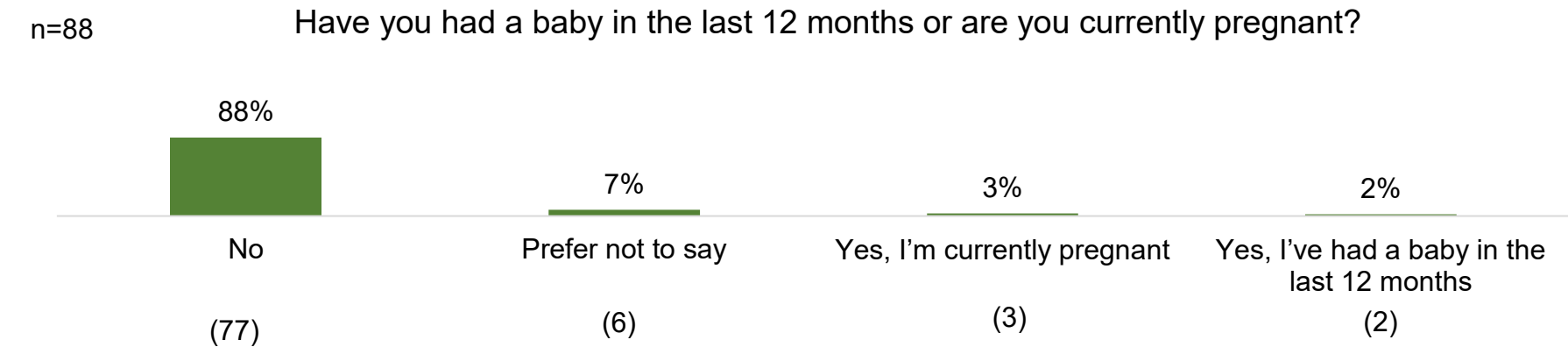
Sexuality: those residing in the London Borough of Islington

Just under 60% of engagement contributors who resided in the London Borough of Islington identified as heterosexual/straight.



Pregnancy: those residing in the London Borough of Islington

88% of engagement respondents who resided in the London Borough of Islington were not pregnant, nor had given birth in the last 12 months.

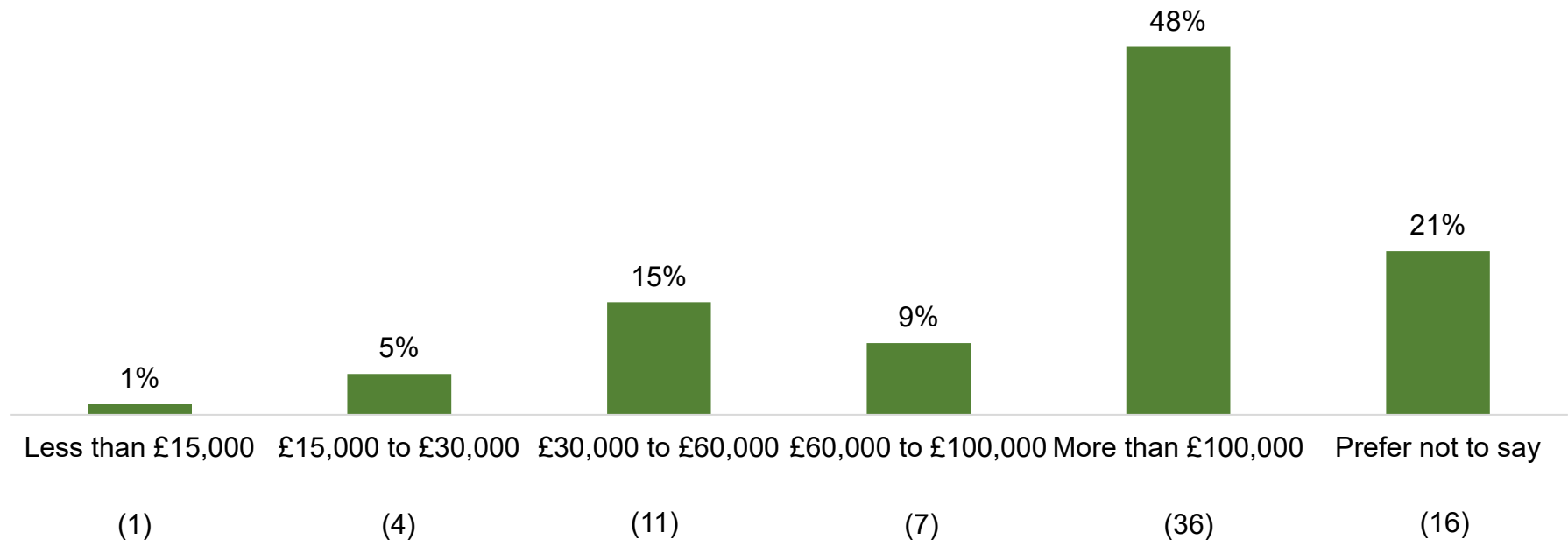


Household income: those residing in the London Borough of Islington

Some engagement contributors who resided in the London Borough of Islington chose not to specify their household's annual income. Among those who did, almost half (48%) were in the £100,000+ bracket.

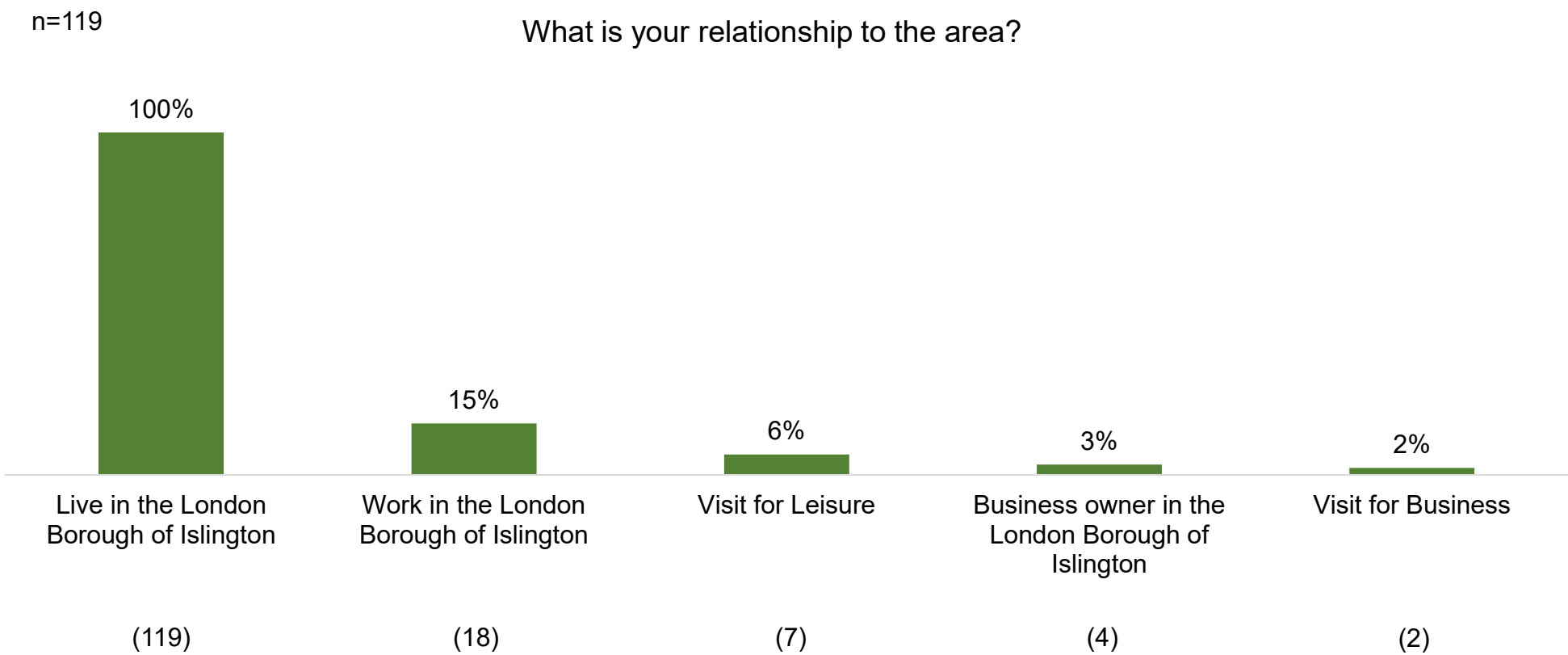
n=75

What is your household's approximate annual income (before taxes and deductions)?



Area connection: those residing in the London Borough of Islington

15% of contributors who reside in the London Borough of Islington also work there. More than one area connection could be specified by contributors.

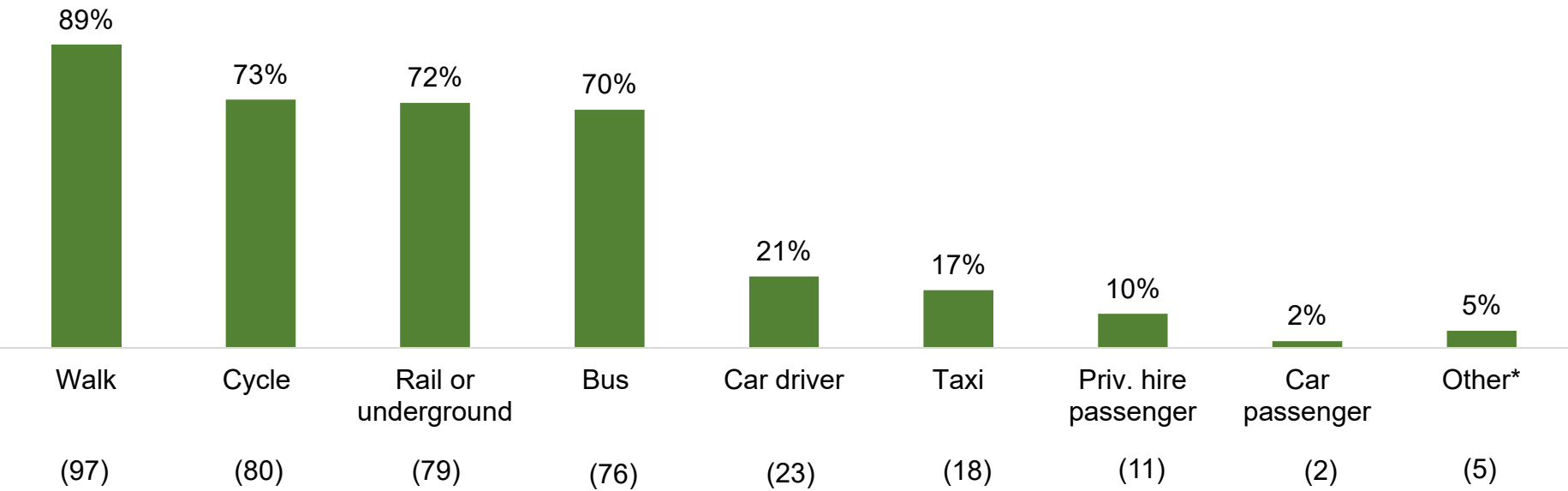


Travelling around in the area: those residing in the London Borough of Islington

Contributors who resided in the London Borough of Islington were frequently walking (89%), cycling (73%), using the rail or underground (72%) and/or using the bus (70%) to move around the area. More than one type of travel could be specified by contributors.

n=109

How do you get around?



* Other travel modes (each specified by fewer than 3% of contributors) included private hire vehicle as a driver (e.g. Uber), wheelchair or mobility scooter and other unspecified travel modes.

