

Aldgate to Blackfriars Bridge cycleway proposals

Public consultation feedback report



Independently compiled by
Commonplace for the City
of London Corporation

February 2025

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Executive summary



Summary of key findings

The City of London Corporation, working with Transport for London, has produced proposals for a high-quality east-west cycle route linking Aldgate to Blackfriars. The aim is to make cycling along the route safe, more attractive and more accessible.

A nine-week consultation on the proposals was undertaken from December 2024 to February 2025, utilising the Commonplace consultation platform, together with a series of public drop-ins. The consultation – which was open to anyone with a connection to, or interest in the area – collected feedback from more than 1,200 respondents.

This feedback highlighted agreement with the proposals which was both strong and broad. Almost 80% of respondents agreed with the proposals – with almost two-thirds voicing strong agreement. Majority agreement was evident across those using different travel modes and with differing relationships with the City of London.

Agreement was particularly high among younger respondents (aged up to 54) and those identifying as public transport users and pedestrians. Note also that over 70% of those identifying as car users and taxi users agreed with the proposals. Those working and travelling through the area, were also notably supportive of the proposals.

Similarly high levels of support were evident in relation to the proposals for Queen Victoria Street West (83% supporting), Queen Victoria Street East (88%) and Aldgate (81%).

Common themes, threading across each of the proposals, focused on perceptions of the benefits of a safer environment in which cycling and walking was both encouraged and enabled via a strengthened cycle infrastructure and improved walking and wheeling experience. Respondents often detailed difficulties experienced – particularly as cyclists – while currently travelling through these areas. In this context, their agreement and support was frequently offered on the basis of both envisaged personal gain and perceived area improvement. A number of practical suggestions for enhancement of the proposals were made – with some respondents suggesting extended or alternative measures alongside their overall support. In contrast, criticism of the proposals was far less evident.

Introducing the Aldgate to Blackfriars Bridge cycleway proposals and their consultation



Queen Victoria Street looking east



Queen Victoria Street looking east

The Aldgate to Blackfriars Bridge cycleway proposals

The City of London Corporation is working to improve the experience of cycling, walking and wheeling on the City's streets. Working with Transport for London, the proposal is for a high-quality east-west cycle route linking Aldgate to Blackfriars. The aim is to make cycling along the route safe, more attractive and more accessible. The cycleway would connect with five other routes at Aldgate (C2), Queen Street (C1 and CS7) and Blackfriars (C3 and C6), and City destinations such as the City Cluster.

At Aldgate:

Proposed improvements would include:

- An eastbound cycle lane protected with flexible posts on Aldgate
- New raised side street crossings for cycling, walking and wheeling on Duke's Place and Houndsditch
- Upgrading the eastbound cycle lane with traffic island separators on St Botolph Street
- A new eastbound bus stop by-pass for cycling incorporating a raised zebra crossing on St Botolph Street

Between Aldgate and Queen Street:

- On Cornhill, Bank Junction and the eastern end of Queen Victoria Street, traffic levels are low due to the traffic restrictions at Bank Junction and Bishopsgate. No changes are proposed on these streets as part of the cycleway.
- Improvements to Leadenhall Street are being developed and under consultation as part of a separate City of London project.

Further improvements on Aldgate and Aldgate High Street are also being explored and would be delivered separately.

The Aldgate to Blackfriars Bridge cycleway proposals

Queen Victoria Street between Queen Street and New Bridge Street:

On these streets, it is proposed that people cycling would be separated from general traffic by:

- Single lane cycle tracks protected by traffic island separators or flexible posts.
- A two-way cycle track protected with traffic island separators.
- Dedicated traffic light stages or early 'green' traffic lights for cycling to separate people cycling from general traffic at junctions.

Bus stops:

Three bus stop bypasses are included in these proposals. These allow people cycling to pass between the bus stop and the pavement. These have been designed according to TfL's Accessible Bus Stop Design Guidance and TfL's Guidance Note - Pedestrian Crossings at Bus Stop Bypasses. They will include a raised zebra crossing and a large waiting area of pavement space on either side of the cycle track.

The locations of the bus stops bypasses include:

- St Botolph Street - Bus Stop B.
- Queen Victoria Street (Millennium Bridge) – Bus Stop SG.
- Queen Victoria Street (Blackfriars) – Bus Stop A.

The Aldgate to Blackfriars Bridge cycleway proposals

Walking and wheeling:

The proposals include a number of improvements to make walking and wheeling (such as wheelchairs, mobility scooters and rollators) safer, easier and more accessible along the route. This includes raised side-street crossings at Duke's Place and Houndsditch and straight-across traffic-light-controlled crossings on Queen Victoria Street at Puddle Dock and St Andrew's Hill. The improved crossings are in addition to the subways at Puddle Dock which are being retained.

The pavements on Queen Victoria Street at St Peter's Hill will need to be narrowed to 4.2 metres wide to accommodate the two-way cycle track. Our assessment suggests that the comfort of people waiting to cross would not be impacted and crowding will be avoided by retaining the default 'green person' traffic light for people crossing at St Peter's Hill (between the Millenium Bridge and St Paul's). This means that people generally can cross the road without waiting or after only a short wait.

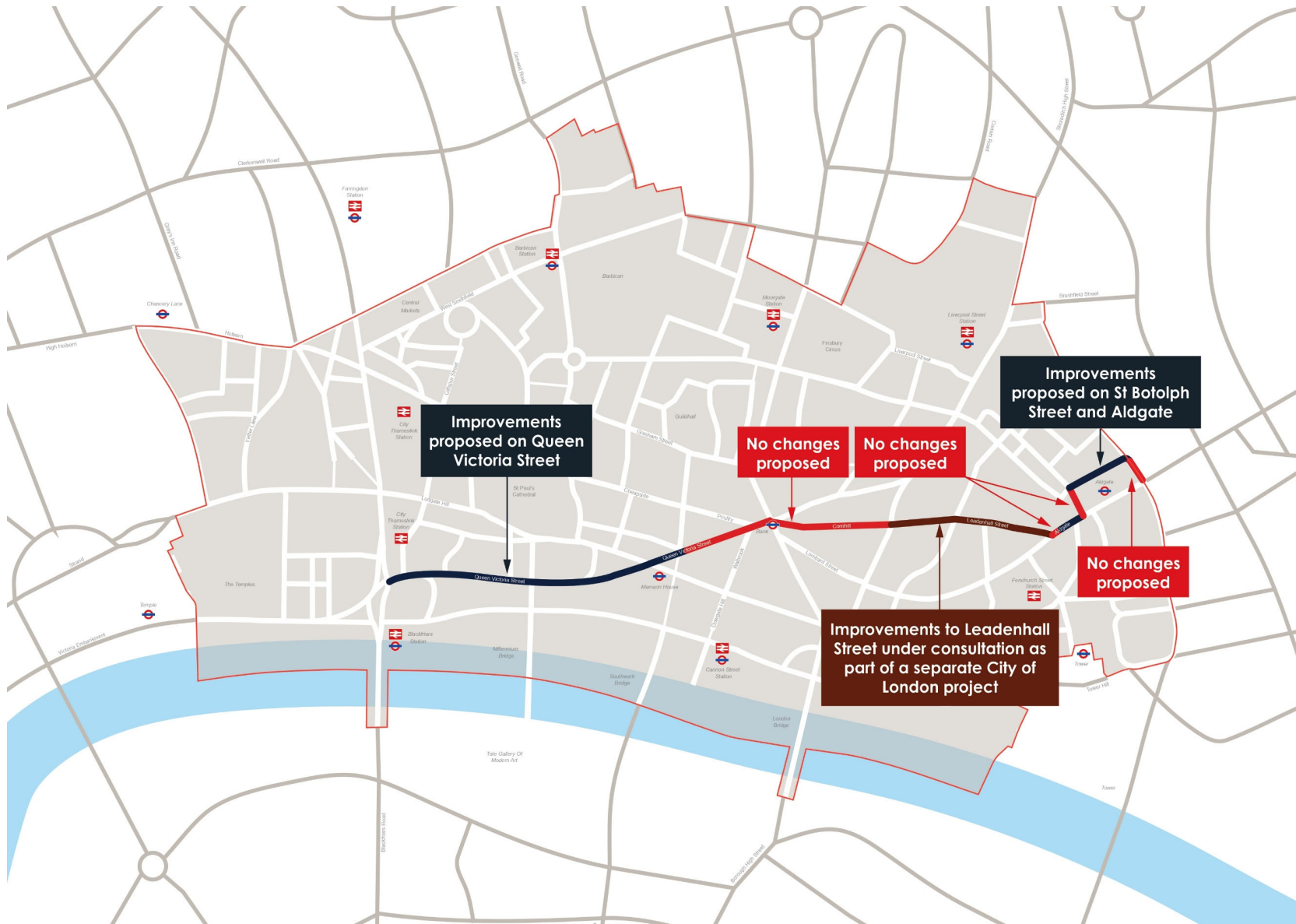
Pavements on Queen Victoria Street between Cannon Street and Queen Street would be widened by up to 2.3 metres on both the north and south sides, providing more space for people walking and wheeling.

An overarching map of the proposals is shown overleaf.

Please click these links to see more detailed plans for:

[Queen Victoria Street West](#)
[Queen Victoria Street East](#)
[Aldgate](#)

Aldgate to Blackfriars Bridge cycleway plan



Engagement and consultation

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

The consultation was open to anyone (group or individual), whether a resident, business owner, worker or visitor, with an interest in the area. Those interested could use the Commonplace online platform, which invited people to view and comment on the individual elements of the proposals. Respondents 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 consultation was not intended to be a referendum or 'vote' of any kind, but rather a process for exploring perceptions.

Engagement prior and during the consultation included:

- Pre-engagement meetings with key stakeholders, including affected local occupiers, London Cycling Campaign and Transport for London.
- Promotion via Business Improvement Districts.
- Email communication to stakeholders and interest groups.
- 2,100 leaflets distributed along the cycle route.
- 30 on street publicity posters.
- 3 drop-in sessions where the public could discuss the proposals with the project team.

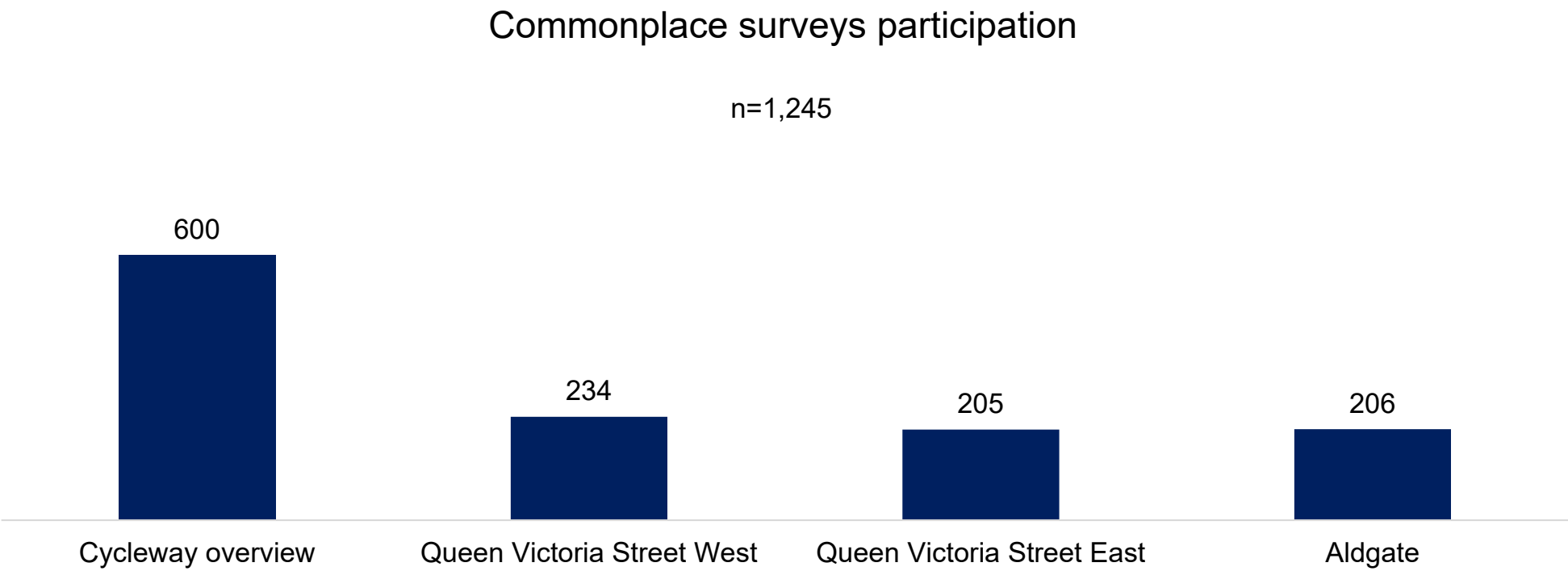
Those interested could also email or telephone the project team to give their views.

Consultation contributions

There were over 6,500 visits to the Commonplace consultation pages.

The consultation received over 1,200 Commonplace contributions, made by over 560 individuals, across the four surveys (some individuals made more than one contribution). Respondents 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 cycleway overview.



Presenting the collected feedback

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

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

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



The proposed changes overall

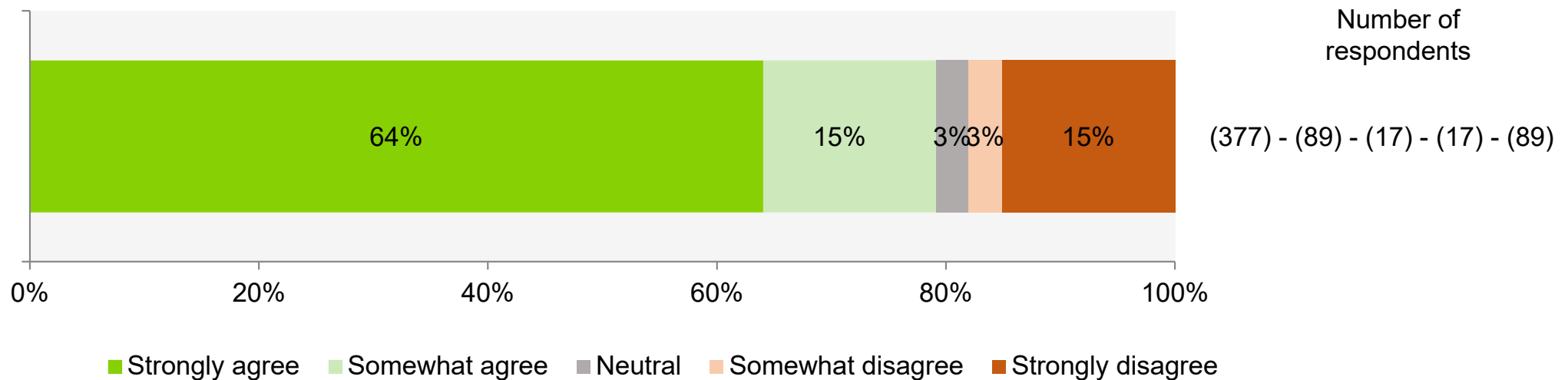


Agreement with proposed changes overall

Just under 80% of respondents agreed with the proposed changes in overall terms. For many, this support was strong. In contrast, just 18% disagreed, with 3% expressing a neutral opinion.

n=589

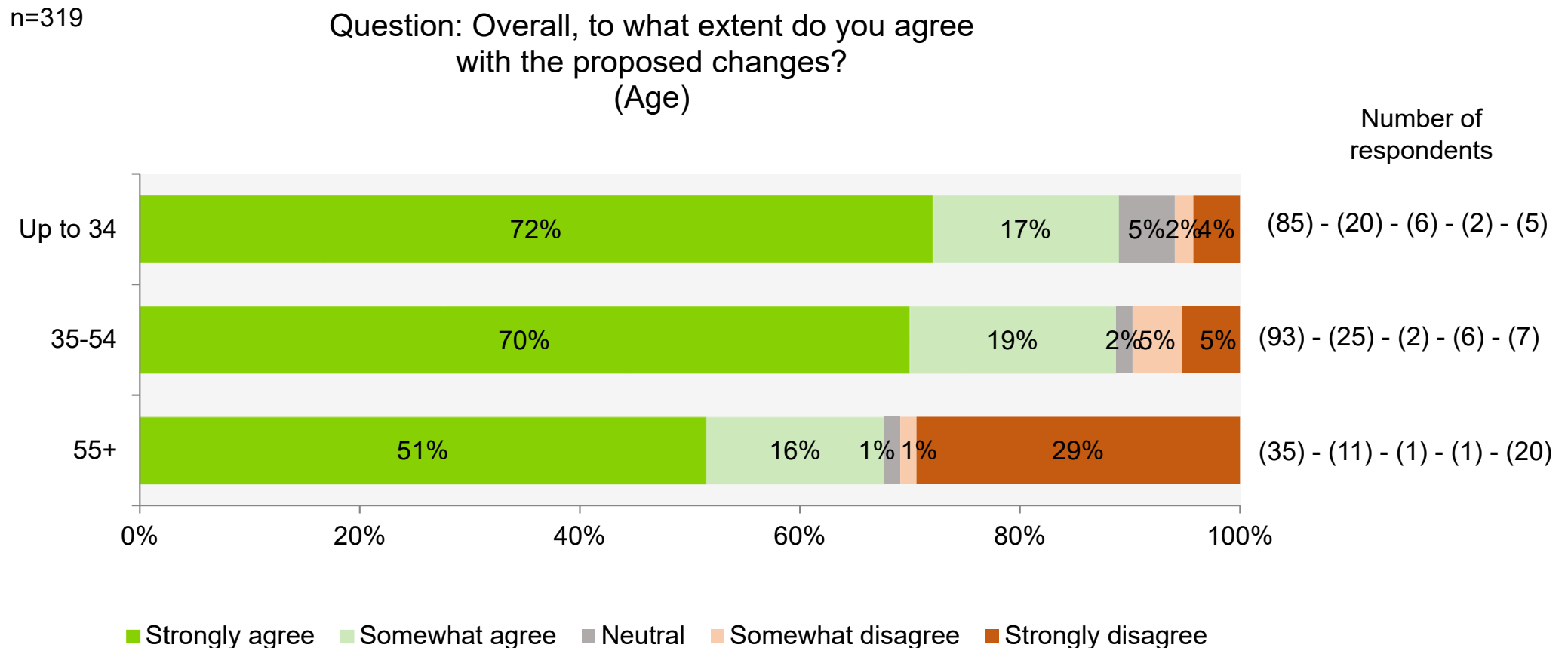
Question: Overall, to what extent do you agree with the proposed changes?



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

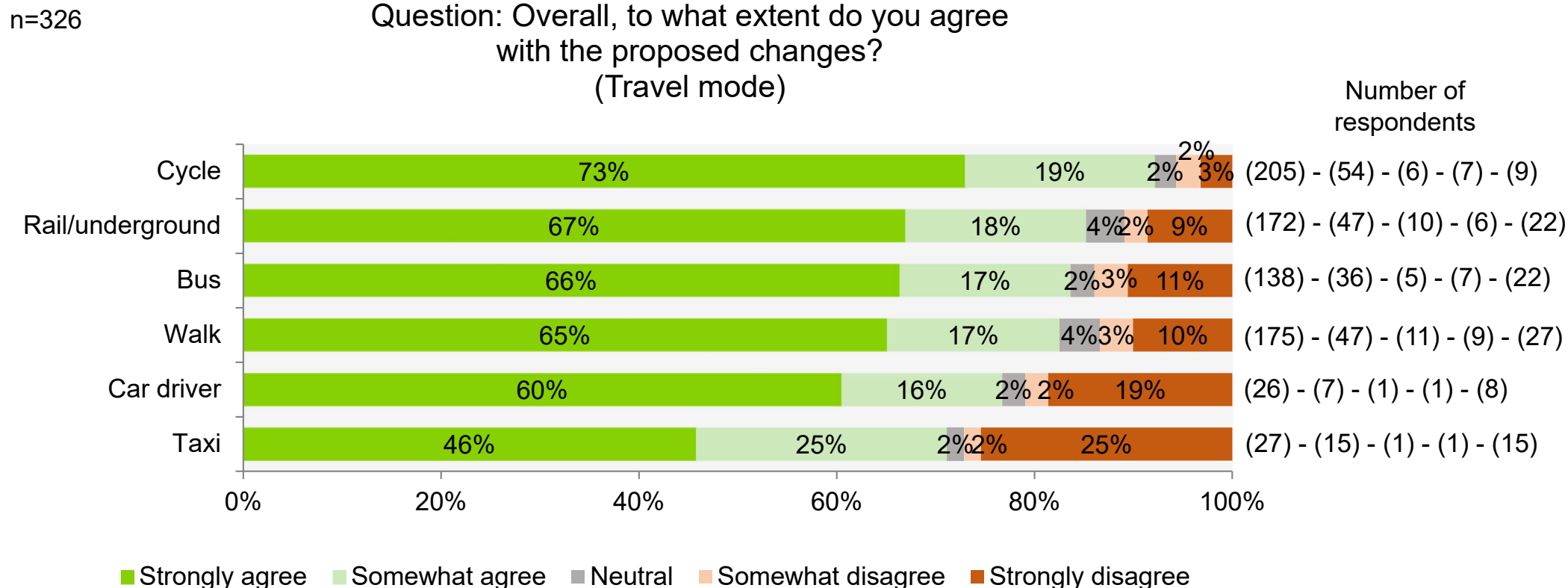
How agreement with the proposed changes overall varied in relation to respondent age

A majority of all age groups agreed with the proposed changes overall. However, strong disagreement, at 29% was notably higher among those aged 55+.



How agreement with the proposed changes overall varied in relation to how respondents identified they got around the area

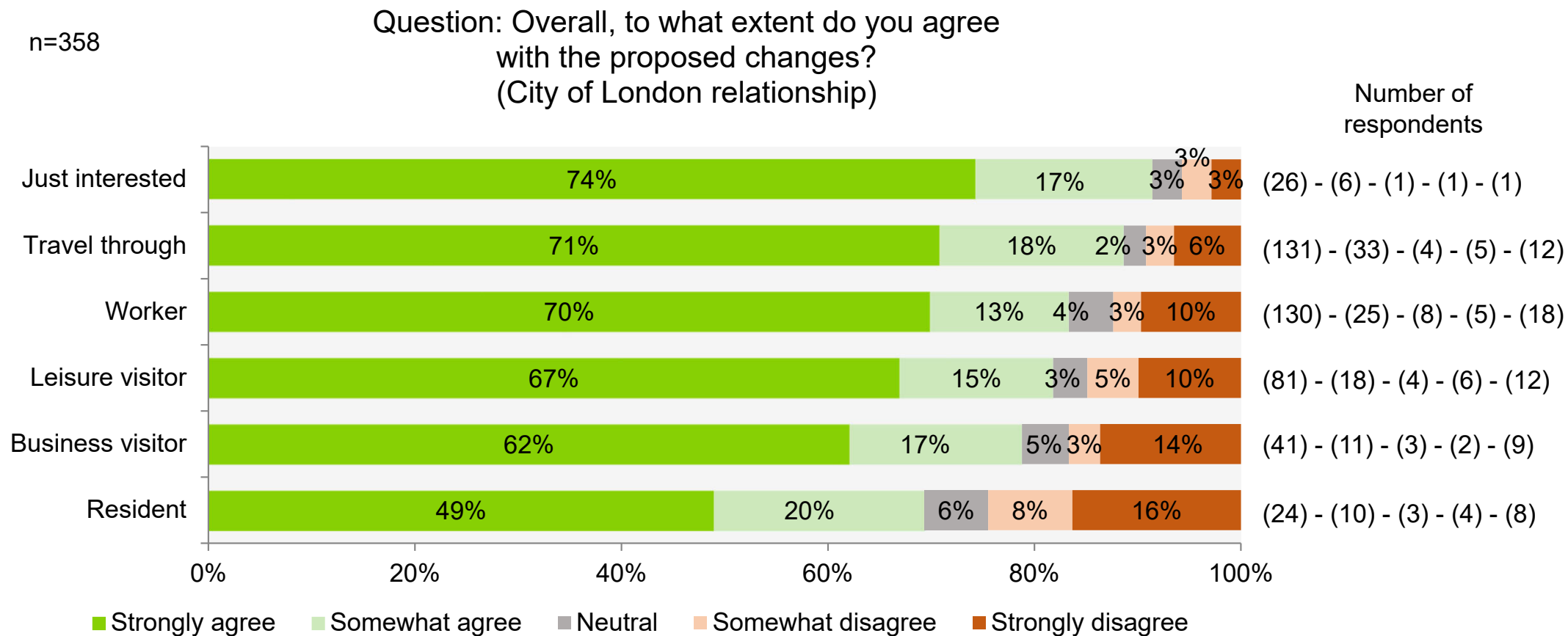
Majority agreement with the proposed changes overall was evident among people travelling by all travel modes. This support peaked among those identifying as a cyclists (92%), and was also high among those identifying as using the rail/underground (85%), those identifying as bus users (84%) and those identifying as walkers (82%). Opposition was, in contrast, limited. Though note that over 20% of those identifying as car drivers and those identifying as taxi users disagreed with the proposed changes.



Note that some travel modes (private hire vehicle driver and passengers, 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 agreement with the proposed changes overall varied according to City of London relationship

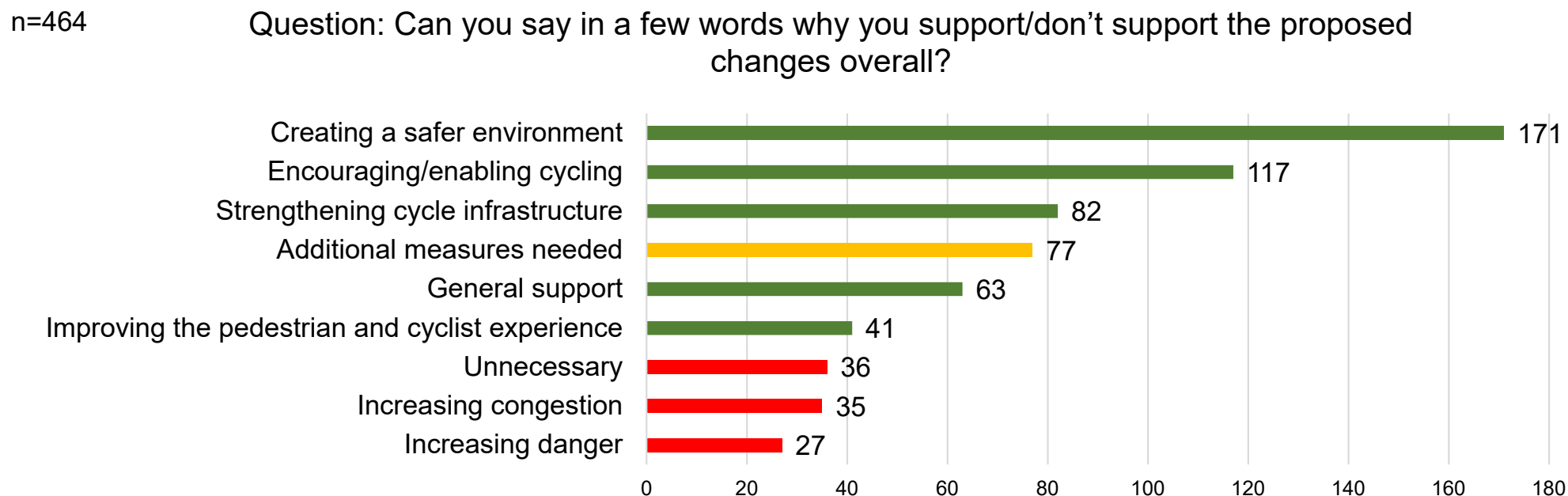
Majority agreement with the overall proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst those just interested in the scheme and those passing through. In contrast, opposition was far less – peaking among residents, of whom 24% disagreed with the proposed changes.



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

Proposed changes overall - what underpins views

464 respondents left comments on the proposed changes overall. Some respondents made more than one comment. Here, we see the top comments made. The number one comment associated with the proposed changes focused on the creation of a safer environment. This was accompanied by support for cycling being encouraged/more effectively enabled, alongside a strengthened cycle infrastructure. Concerns most frequently focused on the measures felt to be unnecessary/a waste of money, potentially increasing traffic congestion and increasing danger for pedestrians. Categories in green indicate supporting comments and perceived benefits. Those in orange indicate a perceived need for additional measures (see overleaf) and those in red indicate concerns/criticisms.



Other comments most commonly focused on a perceived need to address dominant/unlawful cyclist behaviour, applause for the reprioritisation of space away from motor vehicles, and perceptions of improved air quality. (Each made by no more than 23 respondents).

Proposed changes overall – additional measures suggested

77 respondents identified additional measures which they felt to be necessary. These included:

- Segregated lanes throughout designs (for example, including westbound to Blackfriars).
- More safety work at junctions throughout, for example, inclusion of the junction adjacent to Blackfriars Station.
- A need to replace flexi wands with more substantial (concrete), permanent bollards.
- Rethink of floating bus stop designs in light of safety concerns for pedestrians.
- A cycle gate going west into the junction with Blackfriars Bridge at the far west end of the scheme.
- Repositioning in front of Aldgate Station.
- A connection from Tower Hill to Bank.
- Cyclops or Dutch style light-controlled junctions.
- Queen Victoria Street should be one narrow lane.
- The inclusion of greening/planting to coexist and mutually enhance the designs.
- Tackling Aldgate High Street.
- Increased differentiation between cycleways and footways.
- Traffic calming measures on Cornhill.
- Integration with Cycleway 6.
- A need to adopt a more radical approach generally.

Queen Victoria Street West proposals



Queen Victoria Street West cycleway proposals

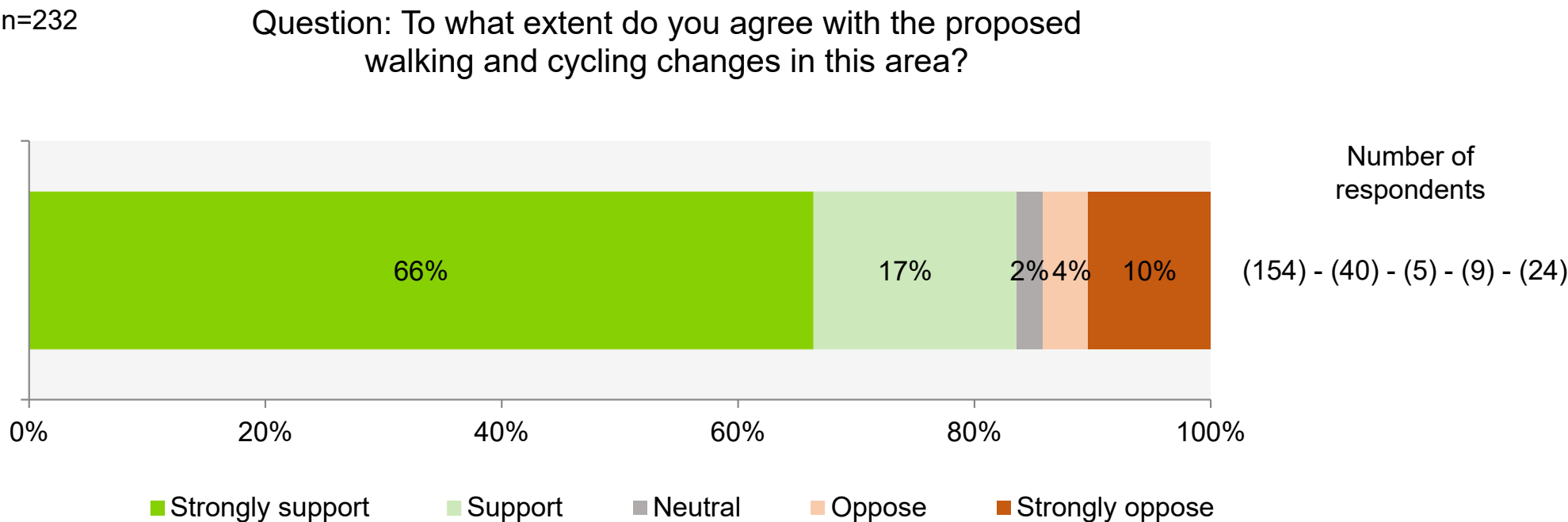
On this section it is proposed to:

- Install an eastbound protected cycle lane between New Bridge Street and Puddle Dock including a bus stop bypass with a raised table zebra crossing and large waiting area at Stop A.
- Remove the left-turn traffic lane from Puddle Dock to make it easier and quicker for people to cross.
- Modify traffic lights to separate people cycling, walking and driving at the junction of Puddle Dock and Queen Victoria Street.
- Install a two-way protected cycle lane along Queen Victoria Street east of Puddle Dock including a bus stop bypass with a raised table zebra crossing and large waiting area at bus stop SG.
- Relocate two disabled parking bays, the taxi rank and two coach parking bays from the north to the south side of Queen Victoria Street.
- Narrow some pavements to 4.2 metres to make space for the new layout near St Peter's Hill.

A detailed plan of proposals can be accessed by clicking [here](#).

Queen Victoria Street West - support for the proposed walking and cycling changes

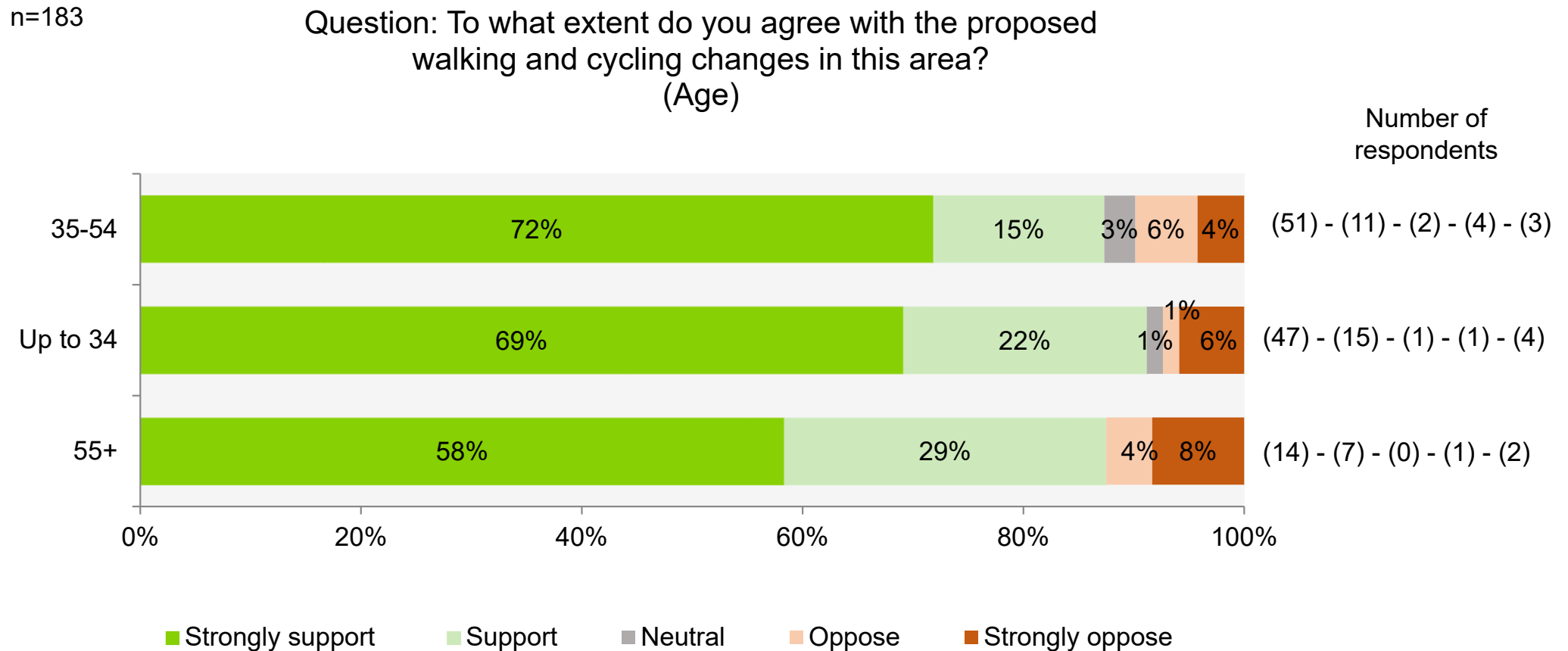
Over 80% of respondents supported the proposed walking and cycling changes. For many, this support was strong. In contrast, just 14% opposed, with 2% expressing a neutral opinion.



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

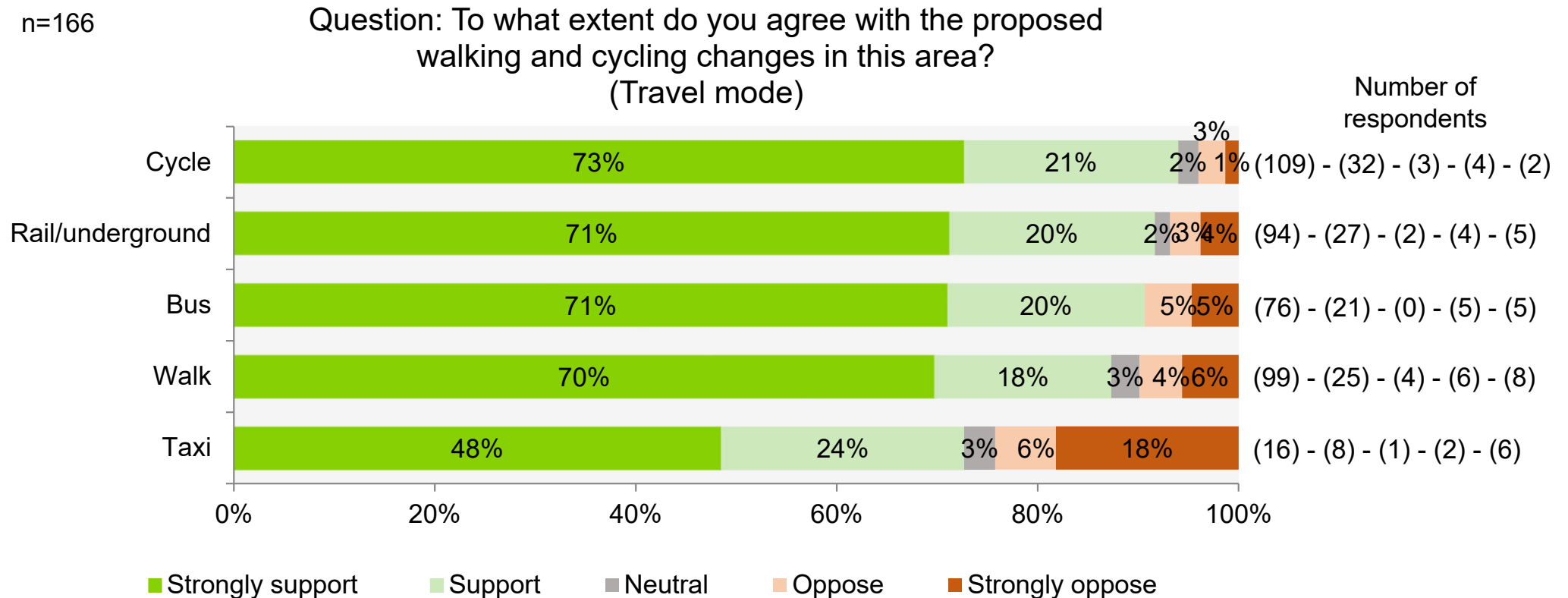
Queen Victoria Street West - how support for the proposed walking and cycling changes varied in relation to respondent age

A majority of each age group supported the walking and cycling proposals. In contrast, opposition was limited to just 7%-12%.



Queen Victoria Street West - how support for the proposed walking and cycling changes varied in relation to how respondents identified they got around the area

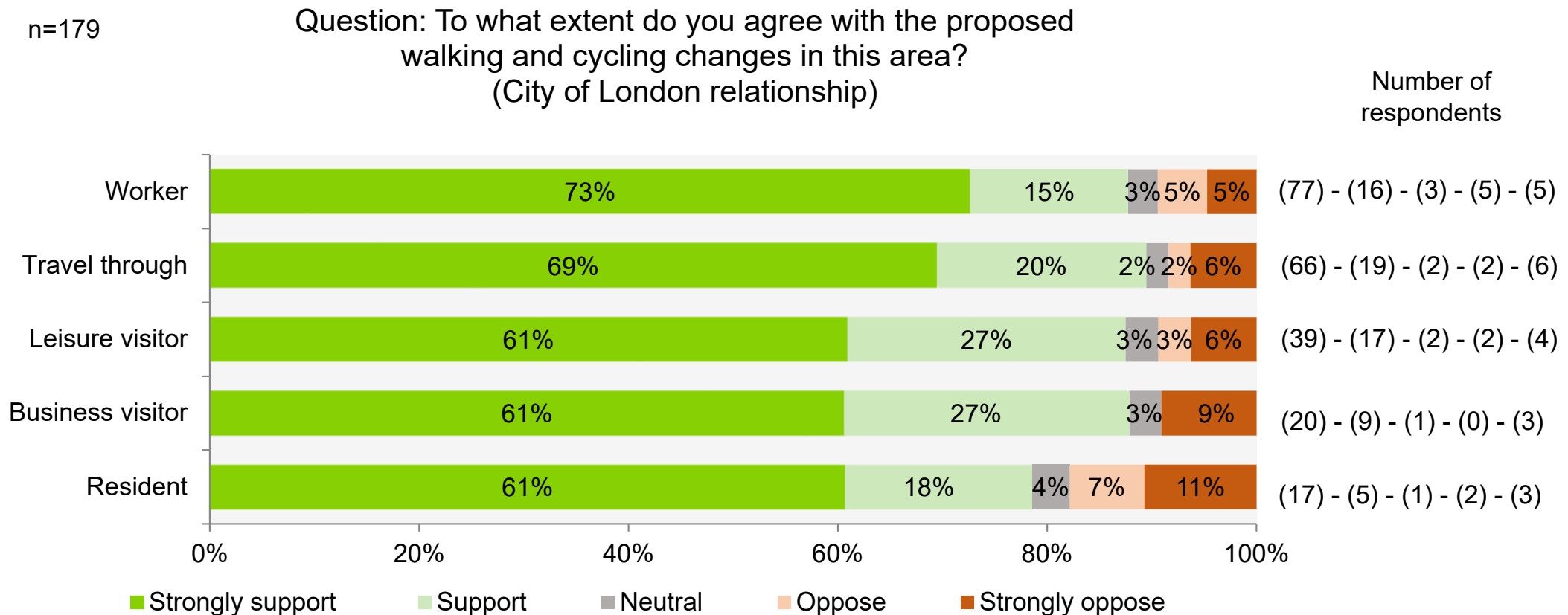
Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among those identifying as cyclists at 94%, and was also high among those identifying as using the rail/underground, those identifying as bus users and those identifying as walkers. Opposition was, in contrast, limited. Though note that 24% of those identifying as taxi users opposed the proposed changes.



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

Queen Victoria Street West - how support for the proposed walking and cycling changes varied in relation to City of London relationship

Majority support for the proposed changes was evident among respondents of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst those working and those passing through. In contrast, opposition was far less – peaking among residents, of whom 18% opposed the proposed changes.



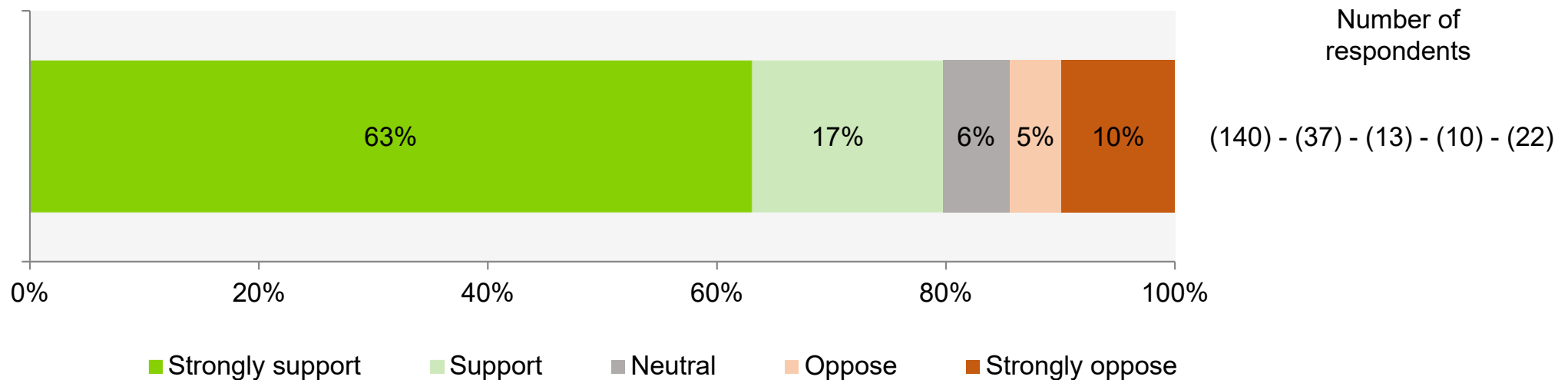
Note that some relationship types (business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Queen Victoria Street West - support for the proposed changes to parking, loading and kerbside access (including at bus stops)

80% of respondents supported the proposed changes to parking, loading and kerbside access (including at bus stops). For many, this support was strong. In contrast, just 15% opposed, with 6% expressing a neutral opinion.

n=222

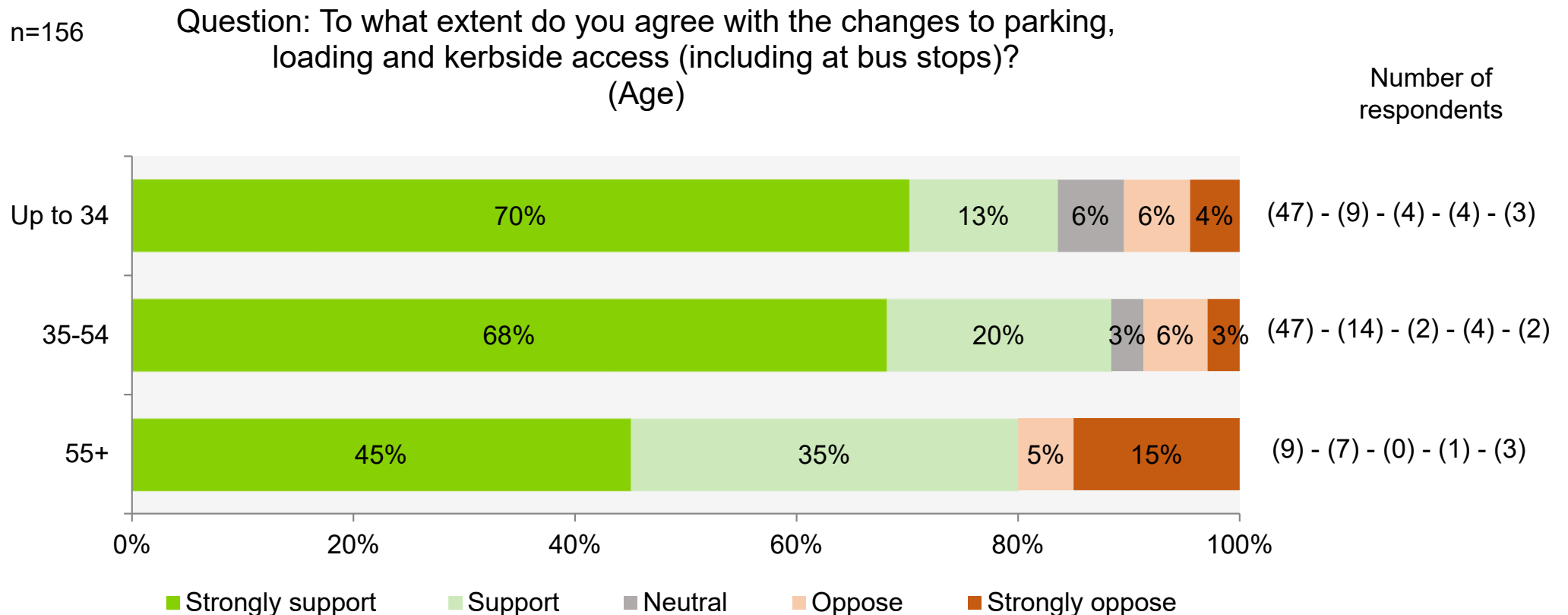
Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)?



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

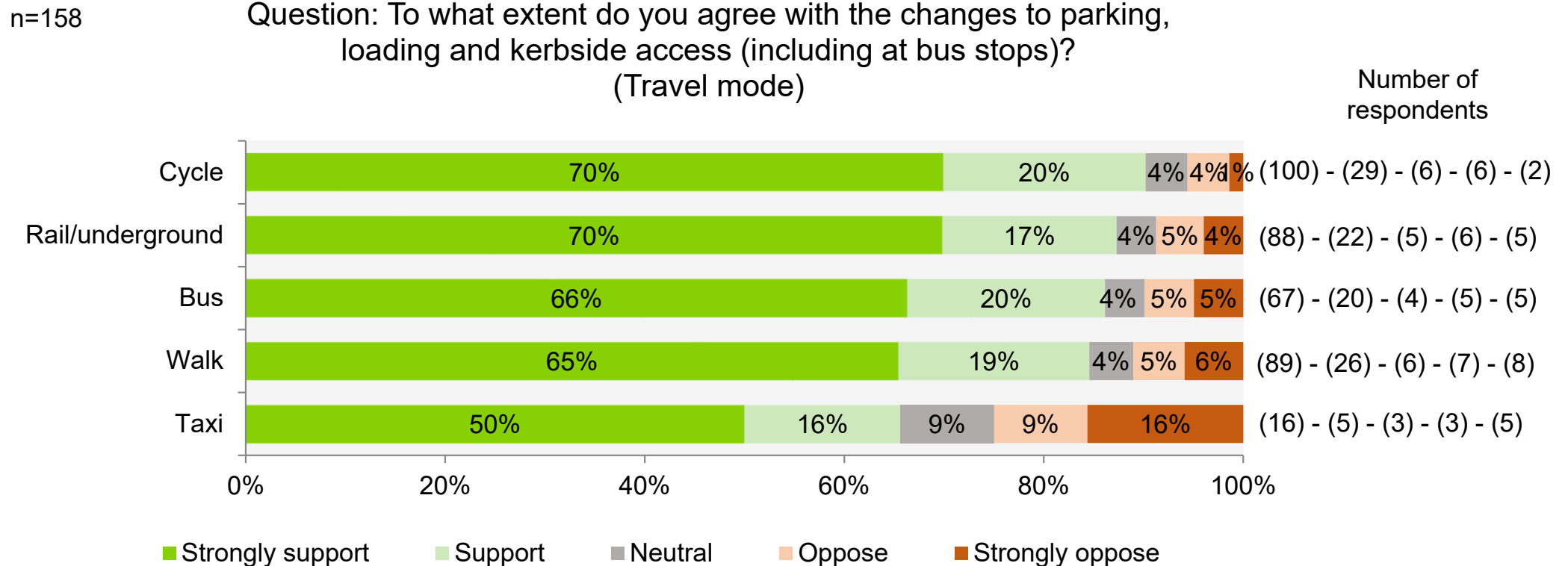
Queen Victoria Street West - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to respondent age

A majority of all age groups supported the walking and cycling proposals. Opposition, at 20%, was highest among those aged 55+.



Queen Victoria Street West - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to how respondents identified they got around the area

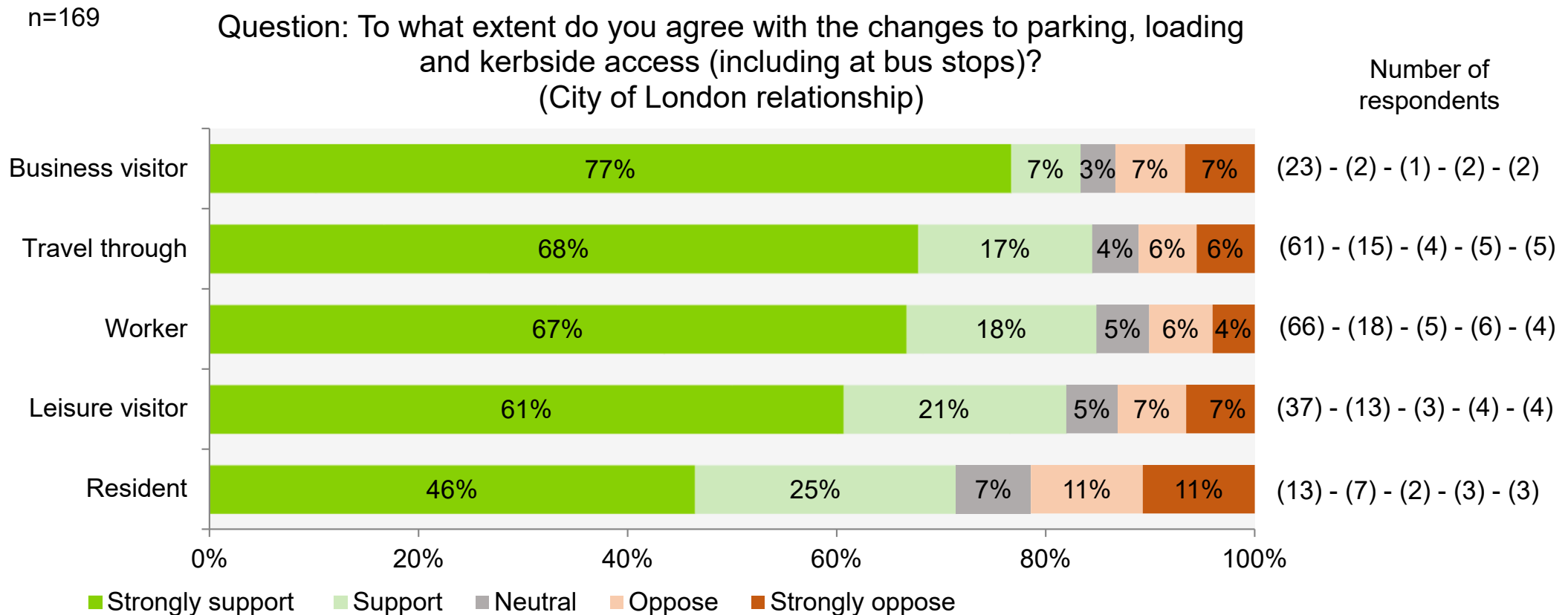
Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among those identifying as cyclists at 90%, and was also high among those identifying as using the rail/underground, those identifying as bus users and those identifying as walkers. Opposition was, in contrast, limited. Though note that 25% of those identifying as taxi users opposed the proposed changes.



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

Queen Victoria Street West - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied according to City of London relationship

Majority support for the proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst business visitors and those passing through. In contrast, opposition was far less – peaking among residents, of whom 22% opposed the proposed changes.



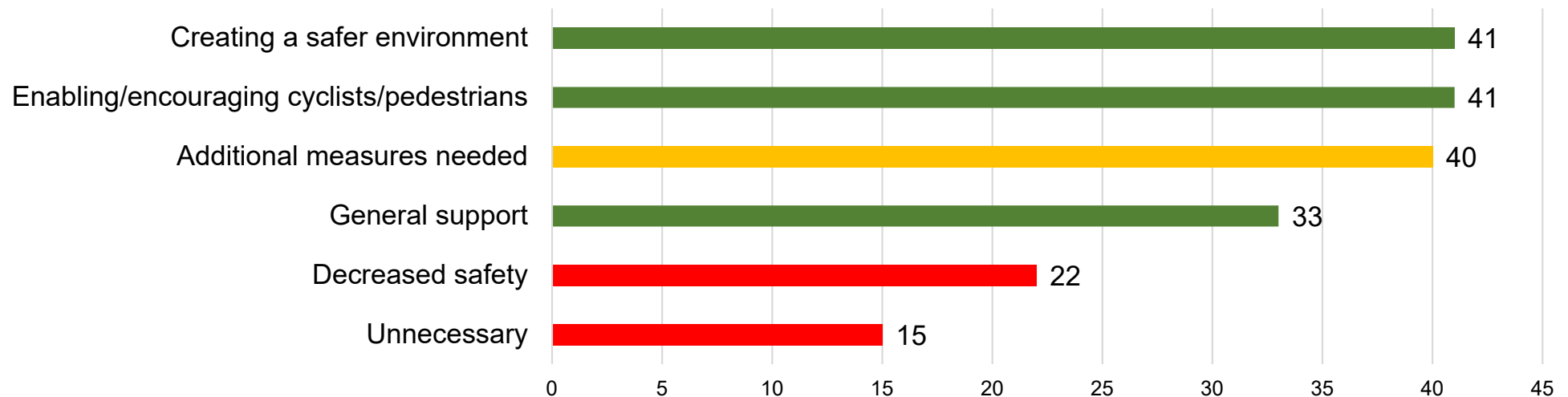
Note that some relationship types (business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Queen Victoria Street West - what underpins views

149 respondents left comments on the proposed Queen Victoria Street West changes. Some respondents made more than one comment. Here, we see the top comments made. The most frequent comments focused on the feeling that the proposals would create a safer environment (particularly for cyclists) and one which enabled both cyclists and pedestrians. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures (see overleaf). Categories in red indicate concerns/criticisms.

n=149

Question: Can you say in a few words why you support/don't support the proposed changes to Queen Victoria Street West?



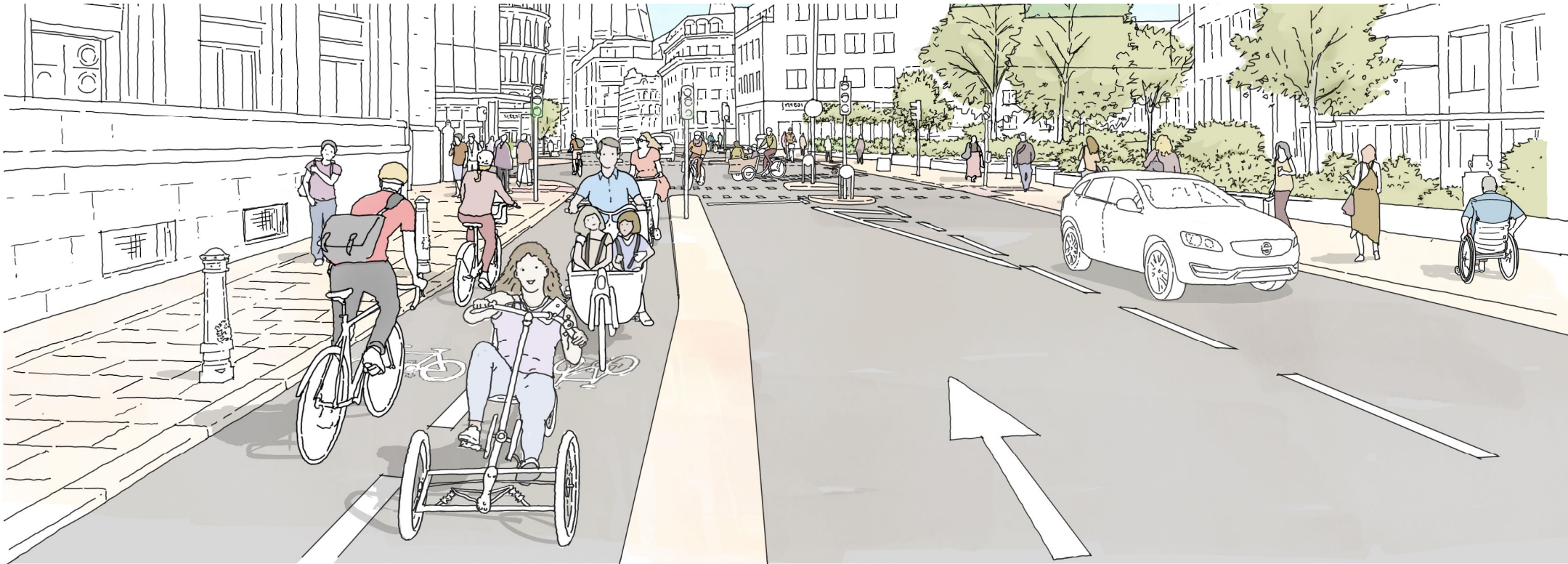
Other comments most commonly focused on concerns relating to increased traffic congestion, accessibility, dangers caused by cyclists, and economic impact. (Each made by no more than four respondents).

Queen Victoria Street West– additional measures suggested

40 respondents identified additional measures which they felt to be necessary. These included:

- Separate cycle tracks on either side of Queen Victoria Street. Or, if space is an issue, stepped or wand cycle tracks.
- Integration with Upper and Lower Thames Street and continued protection up to cycleway 6 and cycleway 3.
- The two-way track on Queen Victoria Street should continue uninterrupted westbound on the north side to directly connect with C6 at Blackfriars.
- Help cyclists going westbound through the Queen Victoria Street/New Bridge Street junction – perceived as a highly dangerous junction. Develop a two-way cycle track across the junction, separating cyclists from motor traffic.
- Separate signals for cyclists and pedestrians and cars, as they do in the Netherlands.
- Remove a vehicle traffic lane (and make it one way) to make way for the cycle lane, rather than reducing the width of the pavement.
- Be more ambitious with designs. For example, the White Lion Hill slip road needs much more dramatic action to kerb lines. Traffic is speeding up after the crossing when travelling west and turning left into White Lion Hill, cutting across cyclists.
- Western most taxi rank is not required as there is one within a short walk.
- Loading bays on the western part should be monitored by camera and limited to ten minutes maximum.
- Enforce car speed limits.
- The removal of the left-turn traffic lane from Puddle Dock to make it easier and quicker for people to cross restricts access to the taxi rank and the ability to drop passengers at Blackfriars station when travelling from Lower Thames Street. Consider a taxi exemption.
- Removal of bus bypasses – felt to be discriminatory to visually impaired people.
- Clarification of sufficient space to permit the safe loading and unloading of licensed taxi/Black Cabs passengers.
- Ensure cyclists obey the rules of the road.

Queen Victoria Street East proposals



Queen Victoria Street East cycleway proposals

On this section it is proposed to:

- Install a two-way protected cycle lane along Queen Victoria Street east of Puddle Dock and continuing to Friday Street.
- Modify the police stopping bay.
- Modify traffic lights to separate people cycling, walking and driving at the junction of Friday Street and Queen Victoria Street.
- Relocate two coach parking bays from the northern side of Queen Victoria Street to the eastern side of Friday Street.
- Install a westbound protected cycle lane between Queen Street and Friday Street.
- Install an eastbound protected cycle lane between Friday Street and Cannon Street and improve cycling conditions eastbound between Cannon Street and Queen Street.
- Modify traffic lights to separate people cycling, walking and driving at the junction of Cannon Street and Queen Victoria Street.
- Make pavements up to 2.3 metres wider (up to 70% increase) on Queen Victoria Street between Cannon Street and Queen Street creating more space for walking and wheeling.

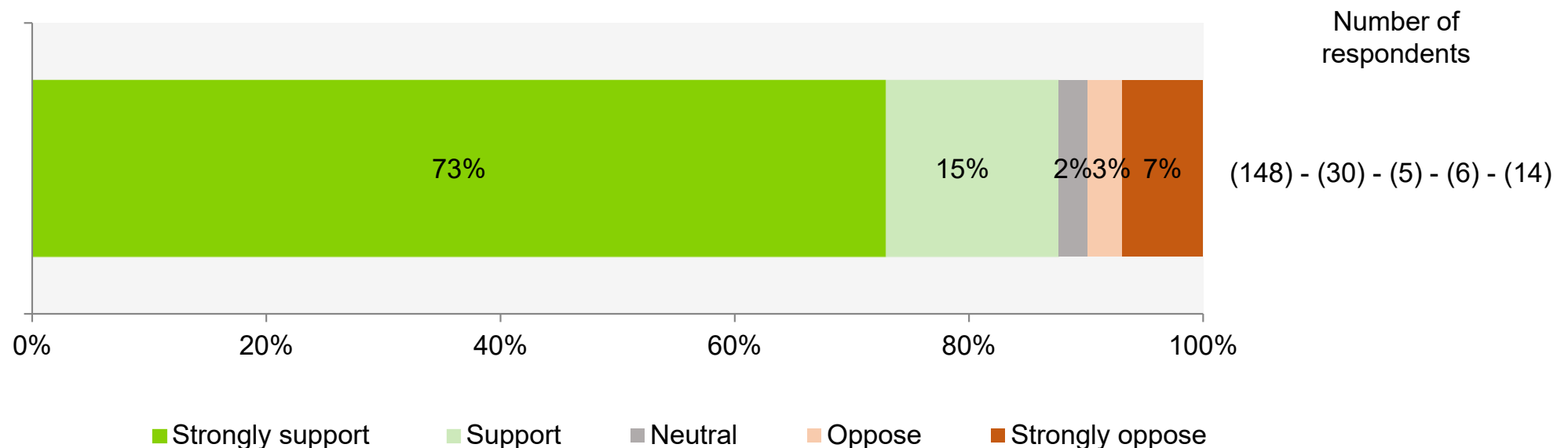
A detailed plan of proposals can be accessed by clicking [here](#).

Queen Victoria Street East - support for the proposed walking and cycling changes

Almost 90% of respondents supported the proposed walking and cycling changes. For many, this support was strong. In contrast, just 10% opposed, with 2% expressing a neutral opinion.

n=203

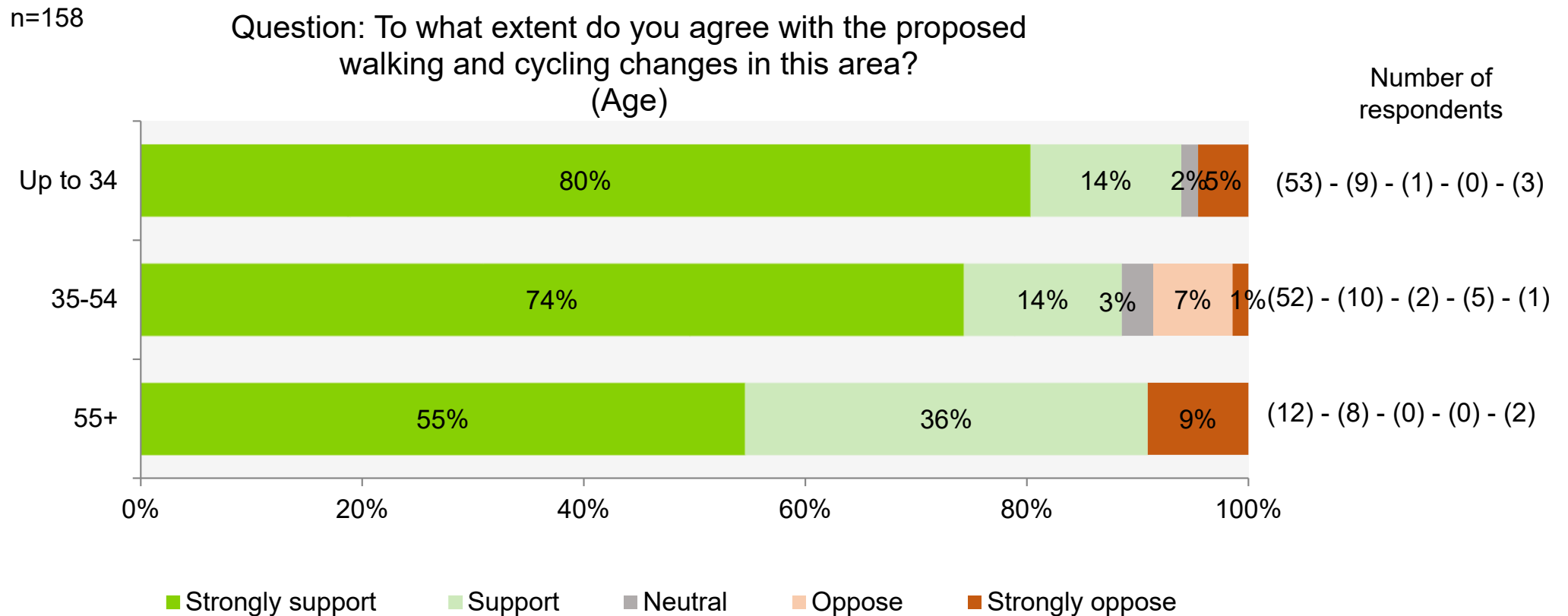
Question: To what extent do you agree with the proposed walking and cycling changes in this area?



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

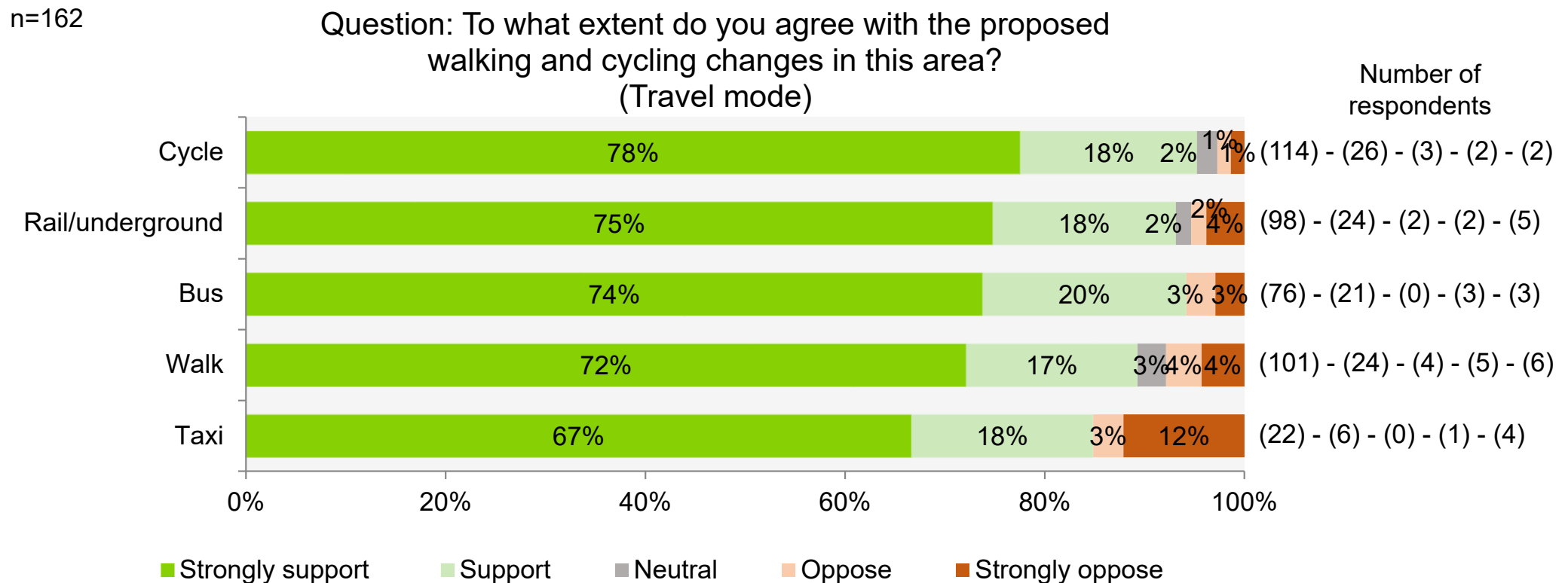
Queen Victoria Street East - how support for the proposed walking and cycling changes varied in relation to respondent age

A majority of all age groups supported the walking and cycling proposals, with opposition at just 5-9%.



Queen Victoria Street East - how support for the proposed walking and cycling changes varied in relation to how respondents identified they got around the area

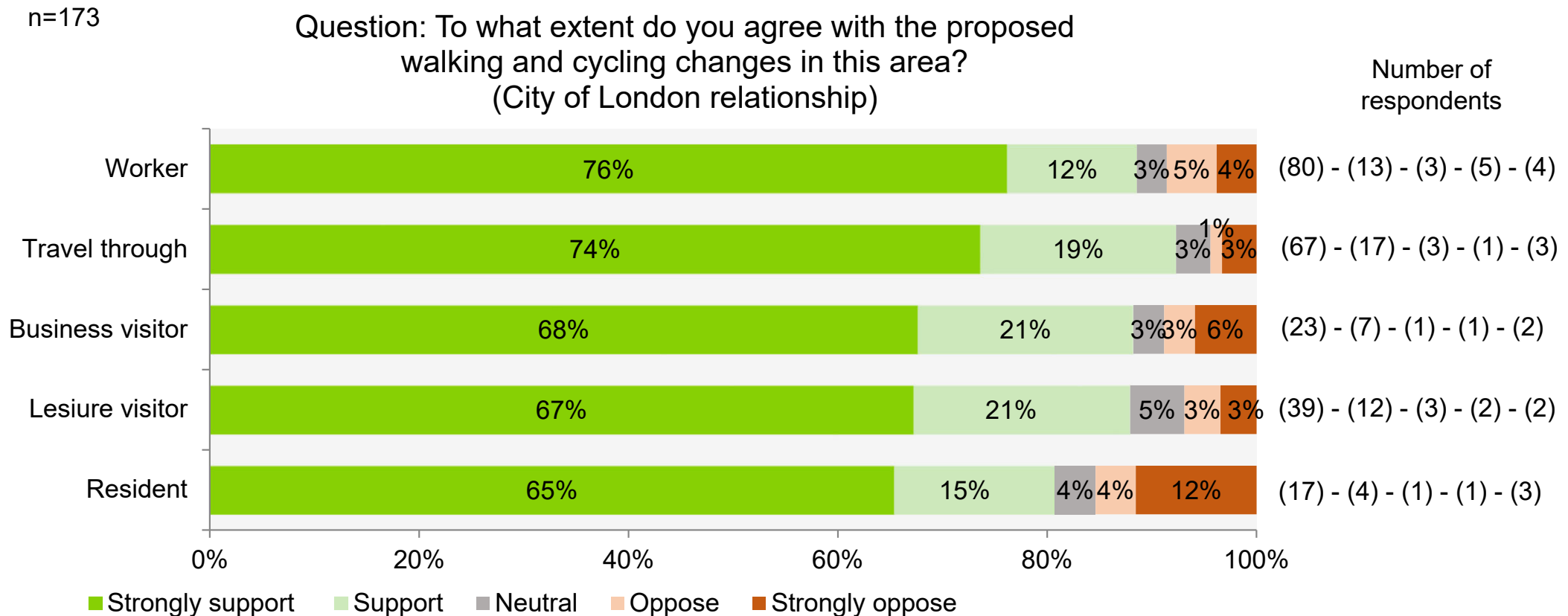
Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among cyclists at 96%, and was also high among those using the rail/underground, bus users and walkers. Opposition was, in contrast, limited. Though note that 15% of taxi users opposed the proposed changes.



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

Queen Victoria Street East - how support for the proposed walking and cycling changes varied in relation to City of London relationship

Majority support for the proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst workers and those passing through. In contrast, opposition was far less – peaking among residents, of whom 16% opposed the proposed changes.



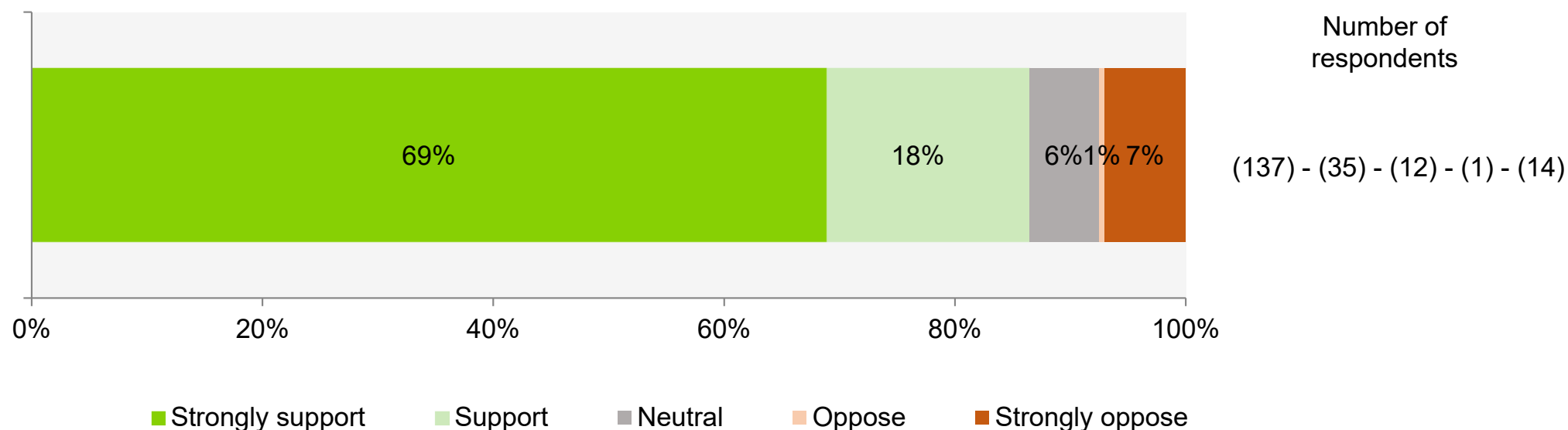
Note that some relationship types (business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Queen Victoria Street East - support for the proposed changes to parking, loading and kerbside access (including at bus stops)

Almost 90% of respondents supported the proposed changes to parking, loading and kerbside access (including at bus stops). For many, this support was strong. In contrast, just 8% disagreed, with 6% expressing a neutral opinion.

n=199

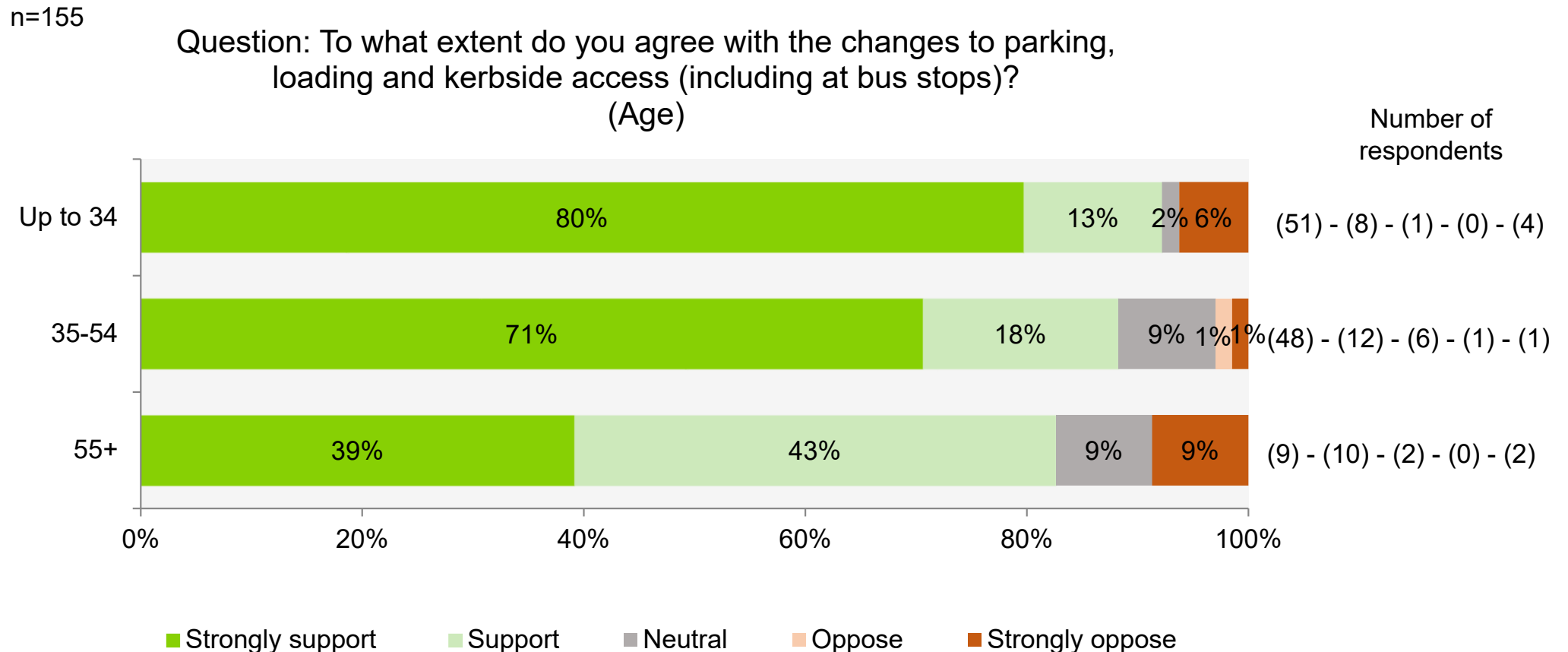
Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)?



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

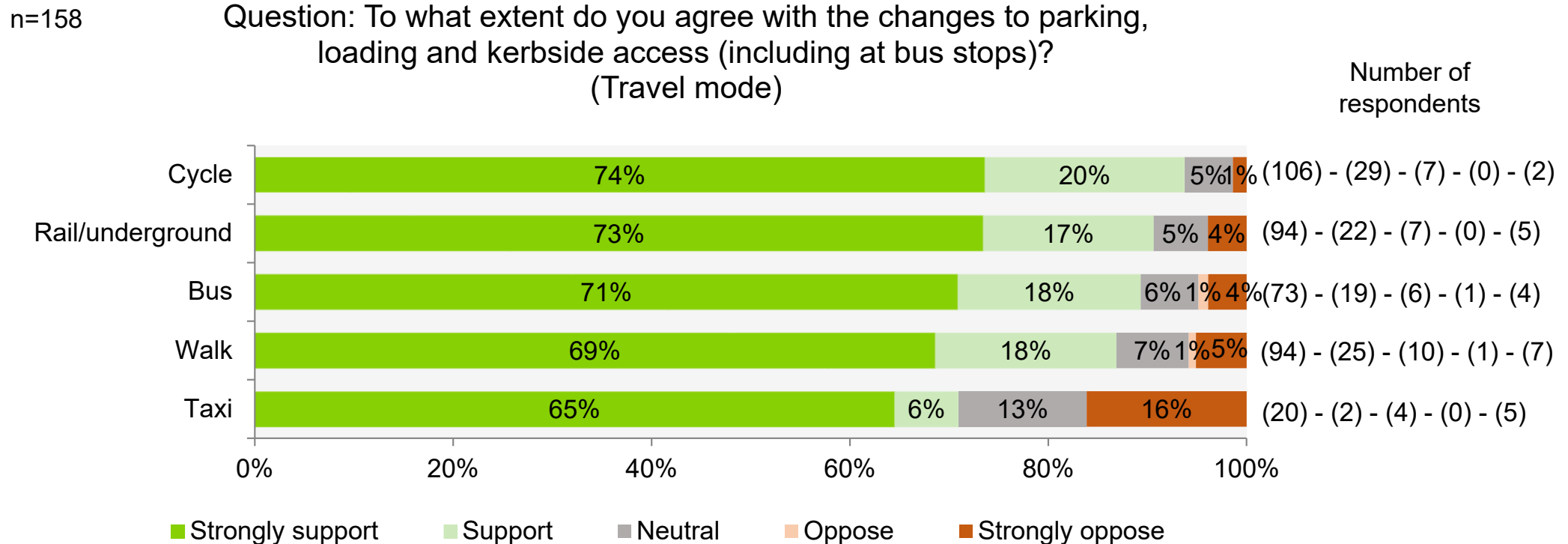
Queen Victoria Street East - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to respondent age

A majority of all age groups supported the walking and cycling proposals, with opposition at just 2-9%.



Queen Victoria Street East - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to how respondents identified they got around the area

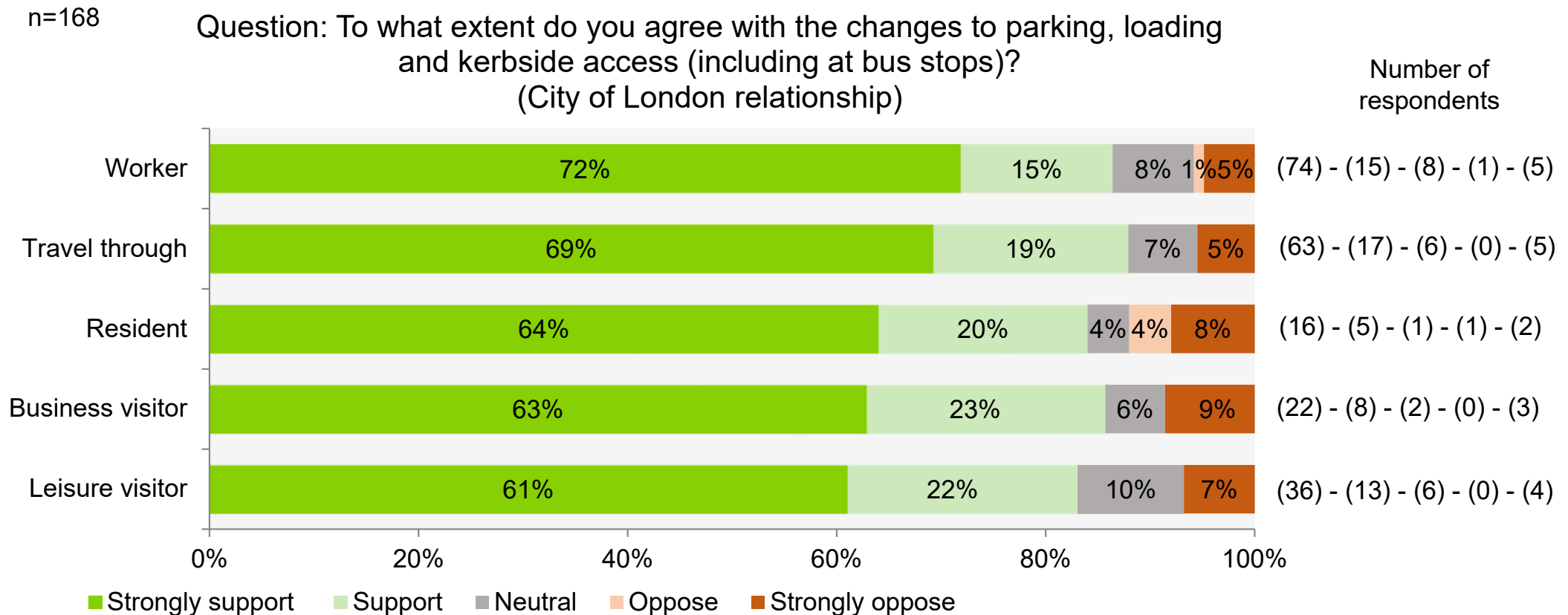
Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among cyclists at 94%, and was also high among those using the rail/underground, bus users and walkers. Opposition was, in contrast, limited, peaking with taxi drivers at 16%.



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

Queen Victoria Street East - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to respondent relationship to the City

Majority support for the proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst workers and those passing through. In contrast, opposition was far less at between 5-12%.



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

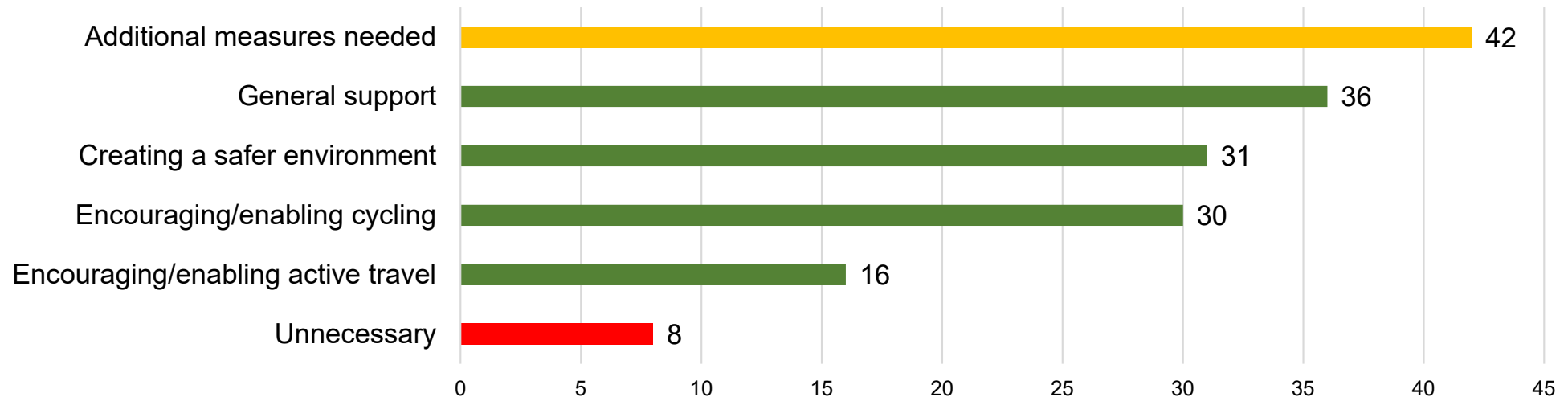
Queen Victoria Street East - what underpins views

121 respondents left comments on the proposed Queen Victoria Street (East) changes. Some respondents made more than one comment. Here, we see the top comments made. The most frequent comments suggested a need for additional measures (see overleaf). This was followed by general support for the proposals, which were felt would create a safer environment (particularly for cyclists) and one which enabled both cyclists and pedestrians. Some respondents felt that the changes were unnecessary/a waste of money.

Categories in green indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures (see overleaf). Categories in red indicate concerns/criticisms.

n=121

Question: Can you say in a few words why you support/don't support the proposed changes to Queen Victoria Street East?



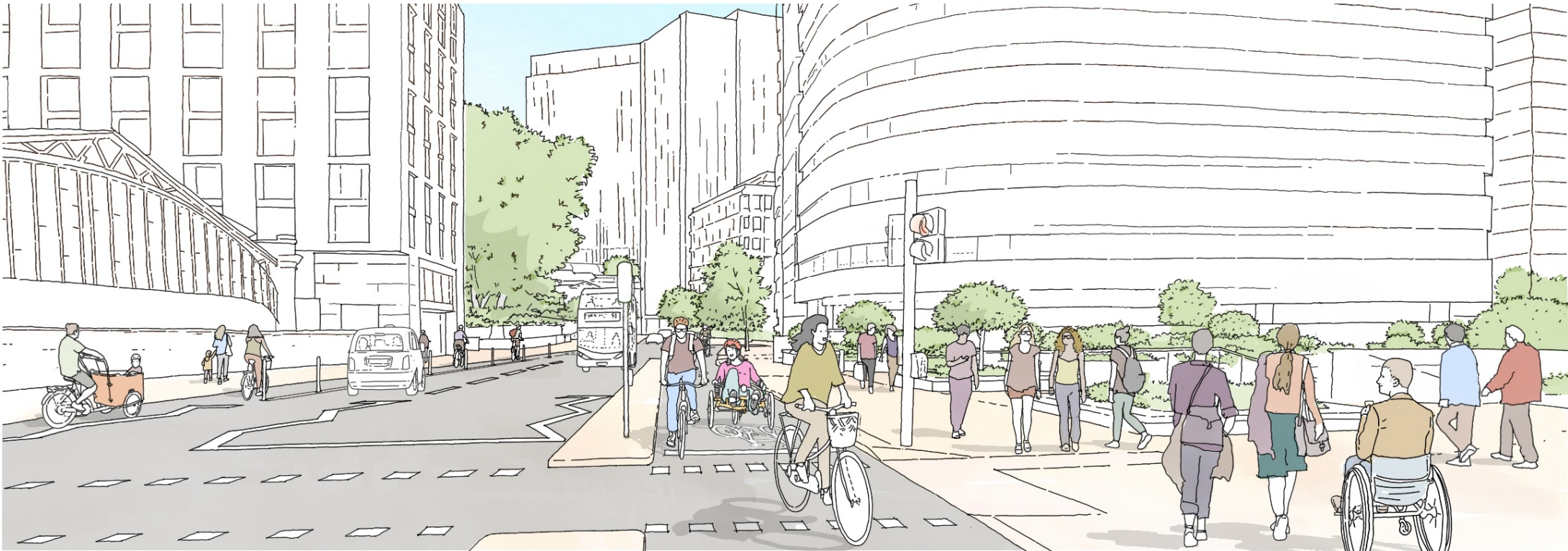
Other comments most commonly focused on the potential benefits of reduced motor traffic and better air quality, with some concerns relating to increased traffic congestion, pedestrian danger and accessibility. (Each made by no more than five respondents).

Queen Victoria Street East – additional measures suggested

42 respondents identified additional measures which they felt to be necessary. These included:

- Replacement of advisory cycle marking with mandatory cycle marking outside of Mansion House Station.
- Clarity on why two-way protected cycleways are split into two for the easterly section.
- Wider cycleways.
- Simpler traffic signalling.
- Replacement of cycle gates with advanced stop lines or a hold the left approach.
- Improvements to junctions at Cannon Street and on the eastern end of route.
- Replacement of multi-stage pedestrian crossings with direct crossings.
- Access to Lambeth Hill from the cycleway.
- Providing segregated cycleways across the whole route.
- Additional greening.
- Keep cyclists on the same side of the road and reduce signal phasing.
- The two-way cycle track could start earlier in Queen Victoria Street to cater for cyclists from Bread Street.
- Clarity on whether the stretch between Queen Victoria Street and Cannon Street is a pavement or a cycle lane.
- Closure of Bow Lane to motorised traffic (other than rubbish collection or police).
- Preventing dangerous cyclist behaviour (i.e. jumping red lights).
- A need to replace flexi wands with more substantial (concrete), permanent bollards.
- Increased signage of how to connect this route to the route a block south – making it easier to get from Queen Victoria Street to the cycleway along the river.

Aldgate proposals



Aldgate cycleway proposals

On this section it is proposed to:

- Install flexible posts along the eastbound cycle lane on Aldgate and add a cycle access from Aldgate onto the Aldgate Square cycle track.
- Install new raised table crossings for walking and cycling at Duke's Place and Houndsditch.
- Retain the shared walking and cycling space between Duke's Place and Houndsditch.
- Install traffic island separators along the eastbound cycle lane on St Botolph Street and a bus stop bypass at Stop B with a raised table zebra crossing and large waiting area.
- Retain the westbound cycle lane protected with flexible posts on St Botolph Street.

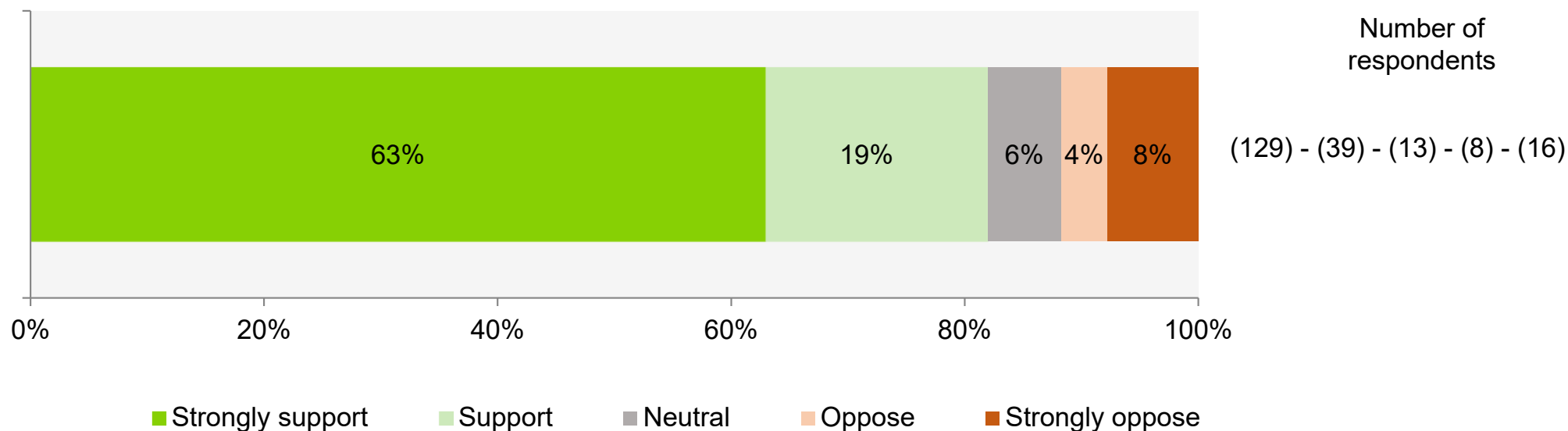
Further improvements on Aldgate and Aldgate High Street are also being explored and would be delivered separately.

A detailed plan of proposals can be accessed by clicking [here](#).

Aldgate - support for the proposed walking and cycling changes

Over 80% of respondents supported the proposed walking and cycling changes. For many, this support was strong. In contrast, just 12% disagreed, with 6% expressing a neutral opinion.

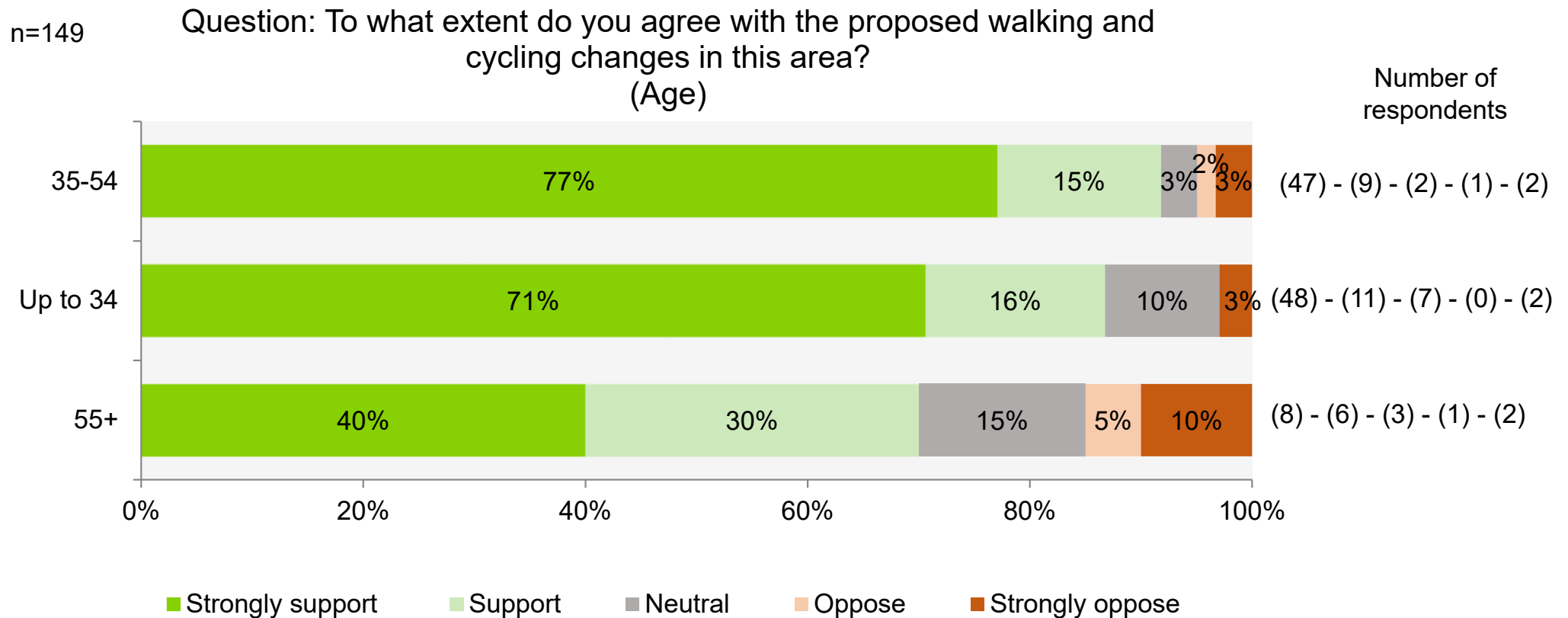
n=205 Question: To what extent do you agree with the proposed walking and cycling changes in this area?



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

Aldgate - how support for the proposed changes to walking and cycling varied in relation to respondent age

A majority of all age groups supported the walking and cycling proposals, with opposition at just 3-15%.

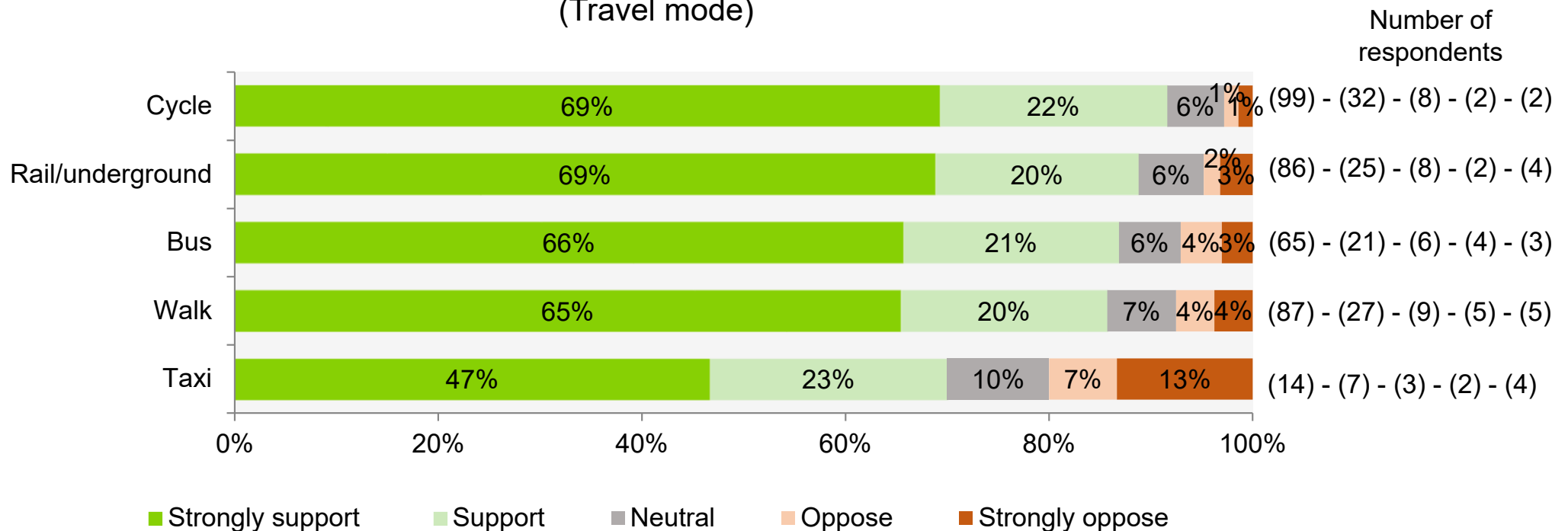


Aldgate - how support for the proposed walking and cycling changes varied in relation to how respondents identified they got around the area

Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among cyclists at 91%, and was also high among those using the rail/underground, bus users and walkers. Opposition was, in contrast, limited. Though note that 20% of taxi users opposed the proposed changes.

n=157

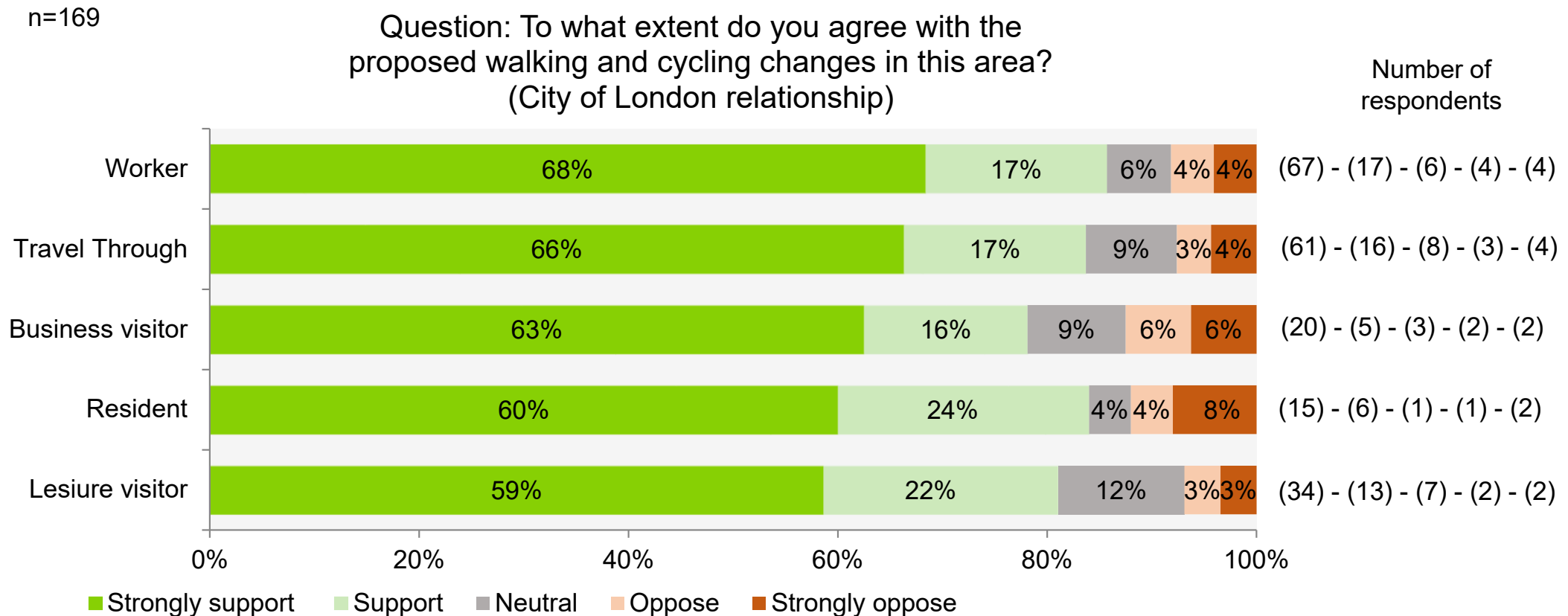
Question: To what extent do you agree with the proposed walking and cycling changes in this area?
(Travel mode)



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

Aldgate - how support for the proposed walking and cycling changes varied according to City of London relationship

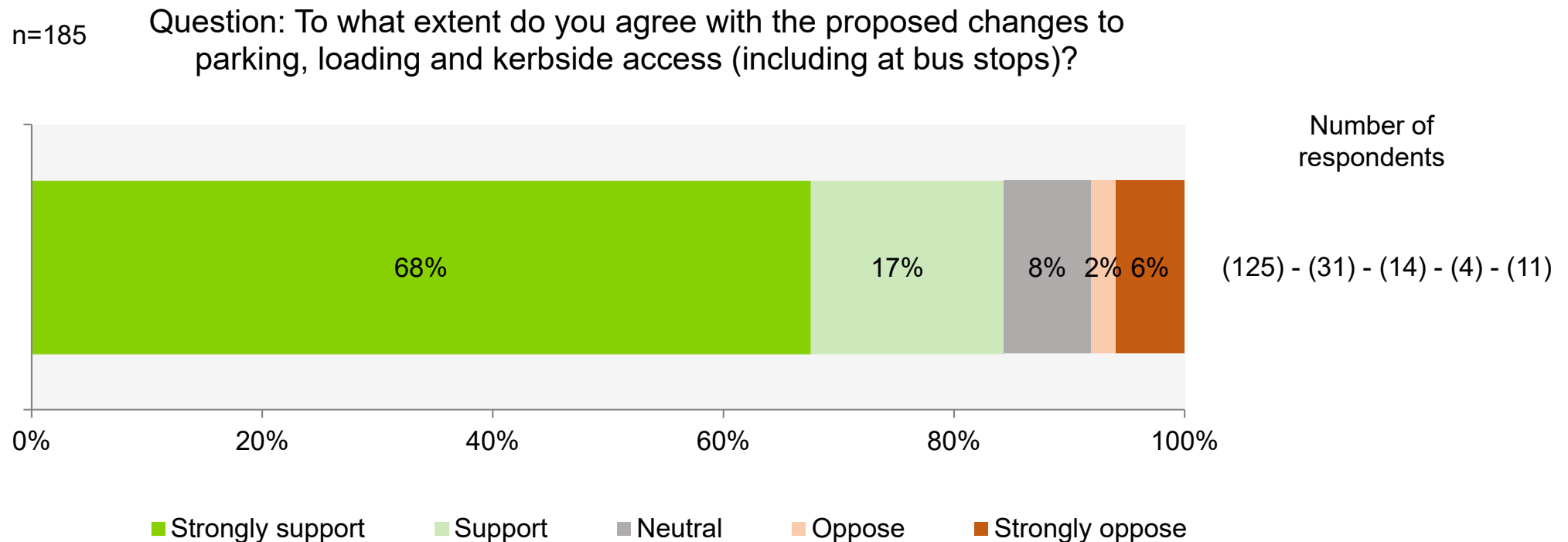
Majority support for the proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst workers and those passing through. In contrast, opposition was far less, at between 6-12%.



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

Aldgate - support for the proposed changes to parking, loading and kerbside access (including at bus stops)

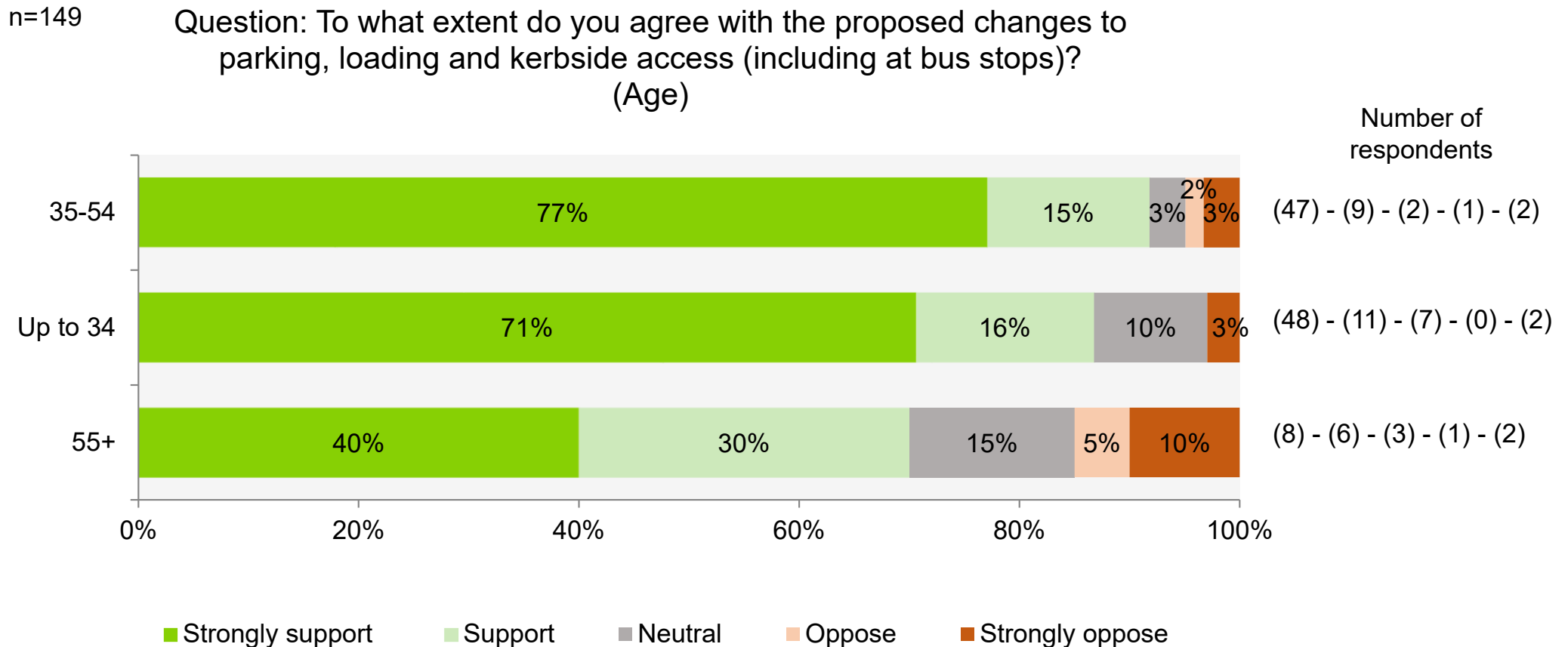
85% of respondents agreed with the proposed changes to parking, loading and kerbside access (including at bus stops). For many, this support was strong. In contrast, just 8% disagreed, with another 8% expressing a neutral opinion.



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

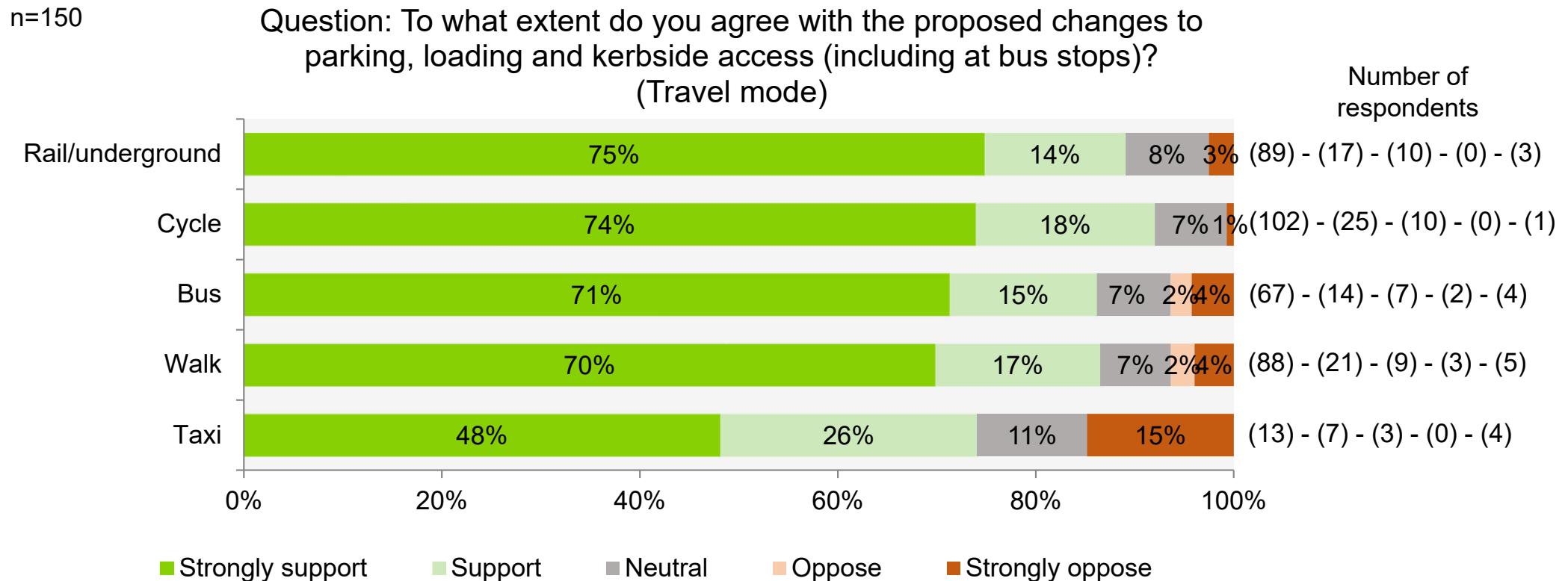
Aldgate - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to respondent age

A majority of all age groups supported the walking and cycling proposals, with opposition at just 3-15%.



Aldgate - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied in relation to how respondents identify they got around the area

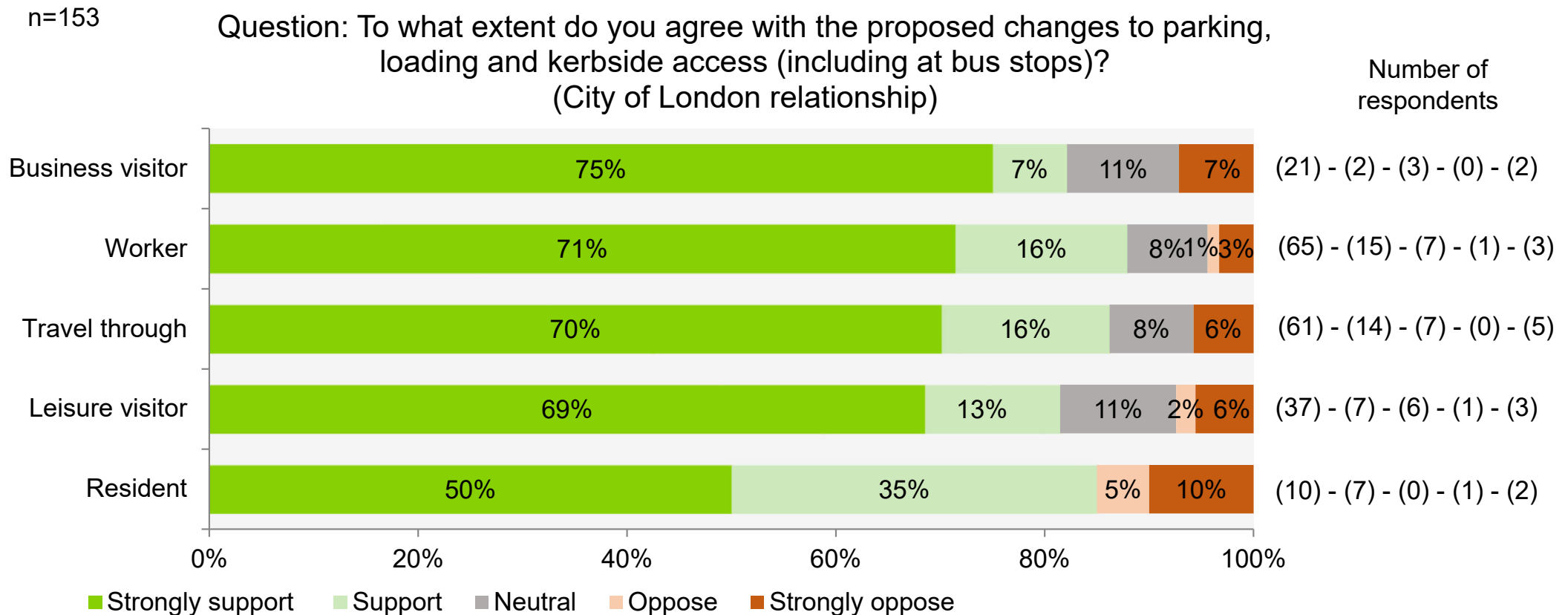
Majority support for the proposed changes was evident among people travelling by all travel modes. This support peaked among rail/underground users at 89%, and was also high among cyclists, bus users and walkers. Opposition was, in contrast, limited at between 1-15%.



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

Aldgate - how support for the proposed changes to parking, loading and kerbside access (including at bus stops) varied according to City of London relationship

Majority support for the proposed changes was evident among people of all relationship types with the City of London. This support typically exceeded 80% and was highest amongst business visitors and workers. In contrast, opposition was far less at between 4-15%.



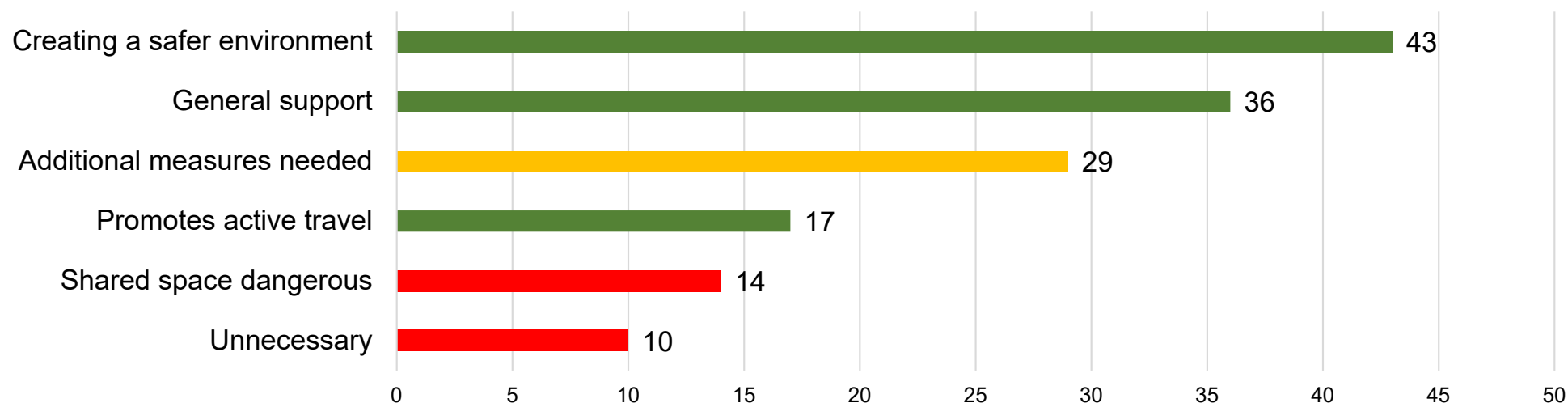
Note that some relationship types (business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Aldgate - what underpins views

134 respondents left comments on the proposed Aldgate changes. Some respondents made more than one comment. Here, we see the top comments made. The number one comment focused on perceptions of a safer environment for cyclists. This was followed by general applause for the proposals which were felt to promote active travel modes, though with some suggesting a need for additional measures (see overleaf). The two most frequent concerns focused on danger associated with shared cycle/pedestrian space and shared cycle/motor traffic space, and the feeling that the proposals were unnecessary. Categories in green indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures (see overleaf). Categories in red indicate concerns/criticisms.

n=134

Question: Can you say in a few words why you support/don't support the proposed changes to Aldgate?



Other comments most commonly focused on applause for additional cycling infrastructure, but with a perceived need to tackle dominant/dangerous cyclist behaviour, potentially increased congestion and a decline in local commerce. (Each made by no more than seven respondents).

Aldgate - what underpins views on the proposed changes overall – additional measures suggested

29 respondents identified additional measures which they felt to be necessary. These included:

- Additional protection on the cycle lane through Aldgate park to segregate from pedestrians.
- Cycle lane segregation from motor traffic.
- A need to replace flexi wands with more substantial (concrete), permanent bollards.
- Improving the connection via Jewry Street to the CS3.
- Lowering the Aldgate Square two-way cycle track so it is at a different level to the surrounding pavements.
- Extending Aldgate corridor improvements more than just in St Botolph Street, particularly with the bus stops in Aldgate (westbound).
- A need to adopt a more radical approach generally.
- A need to rethink the use of bike gates, which are felt to be over-run with vehicular (particularly delivery) traffic.
- Wider cycle lane tracks.
- Addressing safety concerns at the turn from Aldgate in Leadenhall.
- Addressing a bigger problem South East towards Tower Bridge.
- Continuous pavements across the bus station and across the entire Aldgate High Street southside.
- Improve pedestrian cycle lane markings where St Botolph Street meets Aldgate High Street.
- Opportunity to create more permanent protection westbound in St Botolph street.
- Tackling the Mansell Street/Aldgate junction in terms of improving safety.
- Use of zebra crossings.
- A need to ensure connectivity with the remainder of the City.

Drop-in and email feedback



Feedback via drop-in sessions and emails

There were 16 contributors to the consultation via the drop-in sessions and email. These contributors included both individuals and organisations. Their feedback – leaving aside general consultation queries – highlighted the following:

- Support for what are seen as much needed proposals.

Concerns related to:

- Queen Victoria Street East - a crossover being needed rather than separate tracks on each side of the street. The latter potentially causing wayfinding difficulties and problems with traffic not clearing the lights and blocking the cycleway.
- Cycle gates on Queen Victoria Street and Cannon Street preventing a clear cycling run through the junction, with potential confusion for cyclists.
- A lack of improvement to Bank – Cornhill – Leadenhall Street - with a continuation of cyclist/vehicular traffic shared space under the assumption of fewer than 200 vehicles per hour. However, forthcoming development and the reopening of Bank junction to black cabs will result in increased traffic levels leading to more vulnerable road users feeling exposed and bullied by this large volume of traffic.
- Gaps within the scheme chiefly at each end of the route where the connections to C2 and C3/C6 are considered to be poor.
- The mixing of cycle and vehicular traffic on the Cornhill/Leadenhall falling short in ambitions for Vision Zero 2040.
- The convoluted Aldgate section of cycleway could cause many cyclists to opt for a more dangerous route.

Feedback via drop-in sessions and emails

Concerns continued...

- A major safety hazard westbound on St Botolph Street - taking the lane around the non-bypassed bus stop and merging with traffic at the bend is required in order to then turn back south across the square - so this section remains dangerous.
- Potential water ingress and contents damage to His Majesty's College of Arms library, potentially caused by physical works.
- The busy access point associated with His Majesty's College of Arms College gates/courtyard – potentially blocking the cycleway for several minutes at a time.
- Rising noise/pollution levels for residents in the dwelling at the front and side of His Majesty's College of Arms, along Godliman Street and its junction with Queen Victoria Street.
- The impact that the changes to coach parking will have upon the ability to safely and efficiently manage the off-site games programme of the City of London School – with twice daily, between two and five coaches conveying in excess of 100 pupils between the main site on Queen Victoria Street and the school's sports field. With concerns specifically related to increased construction traffic and congestion, road closures, limited and distanced coach bay parking and drop-off/pick-up locations.

Feedback via drop-in sessions and emails

Suggestions/requests:

- Ensure that consultation visuals are representative of real life (for example, showing users of Santander bikes and e-bikes).
- Make the Equality Impact Assessment for the project available.
- Clarify how the development and the movement of the coach parking will be impacted by the Puddle Dock development proposals, currently in the early stages of neighbourhood consultation.
- Revisit the design of the very short section of two-way cycle track on the east side of St Martin's le Grand at its southern end followed by a "cross-over".
- Revisit the number of pedestrian crossing points near St Paul's underground station - at four, compared with three at present.
- In the context of the Air Quality Strategy 2025-2030, a need to ensure that there is not an increase in traffic on the junction of Queen Victoria Street / Cannon Street as a result of any changes, with accompanying measures to reduce traffic and /or smooth traffic at this junction.

Acknowledgements and next steps



Thank you to everyone that took the time to share their views on the draft proposals for a safer cycle route between Aldgate and Blackfriars Bridge

There were over 6,500 visits to the Commonplace consultation website, and over 1,200 Commonplace contributions were received, alongside drop-in attendance, emails and phone calls.

The City of London Corporation would like to express their appreciation for this input to the Aldgate to Blackfriars Bridge cycleway. The feedback received was both helpful and informative to the development of the plan.

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

Appendix 1: Consultation notes



The quality and reliability of the data collected

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

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

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

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

Additional notes

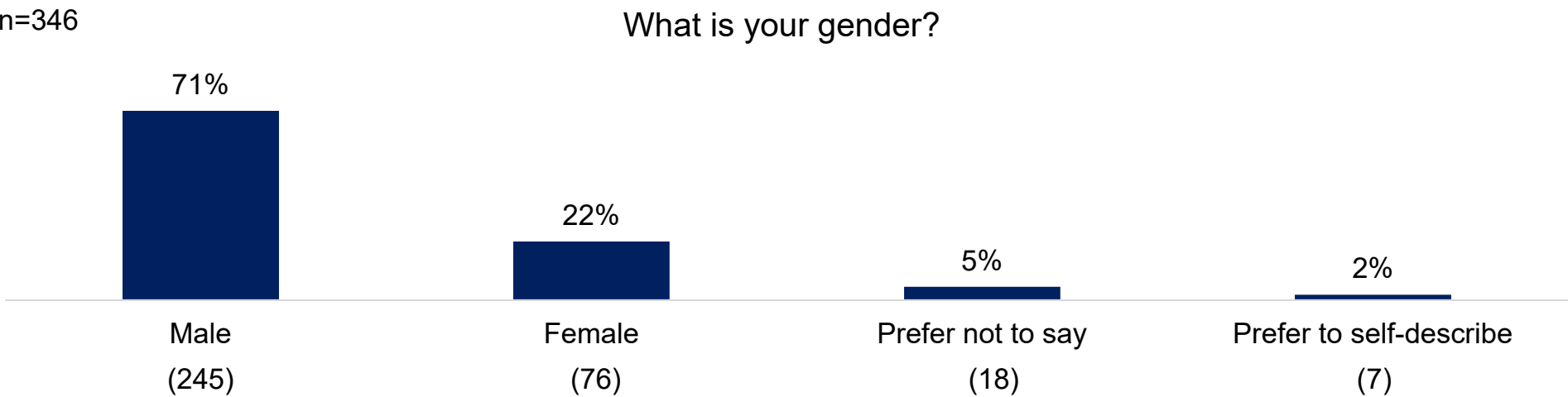
- The number of responses to each question is shown as n=x. This number refers to the total number of people who responded to the question. For this reason, n numbers change throughout the report, as some respondents did not answer all questions.
- Numbers are also provided in addition to percentages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

Appendix 2: Demographics



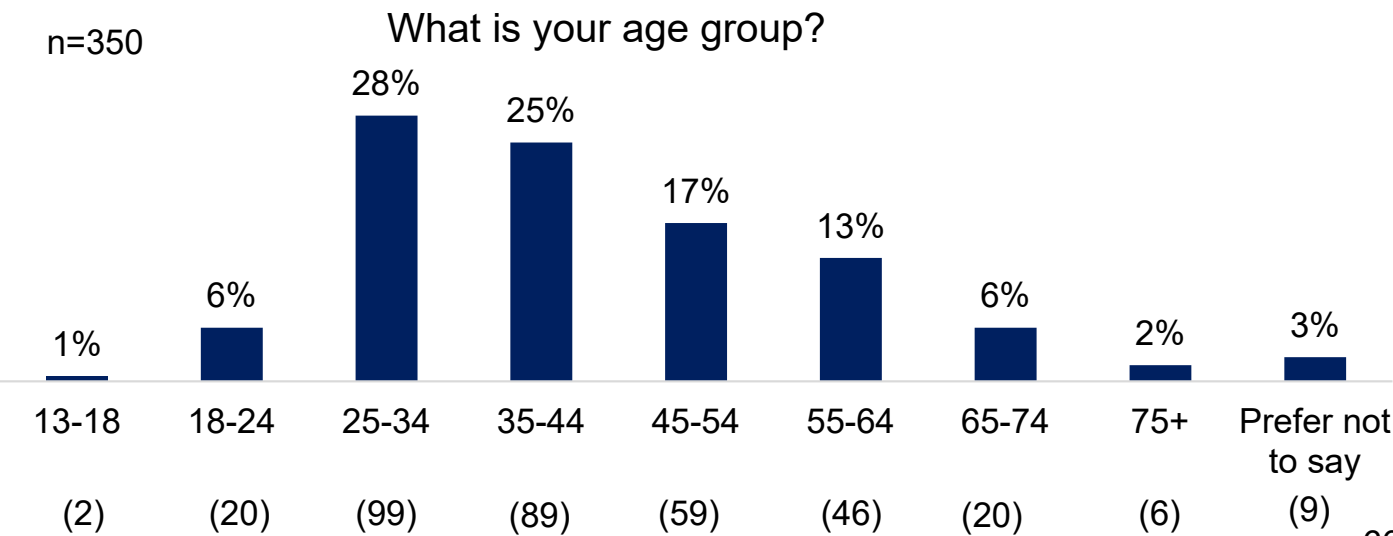
Gender

A majority of consultation respondents (71%) described themselves as a male. 22% described themselves as female, 5% preferred not to say and 2% preferred to self-describe.



Age group

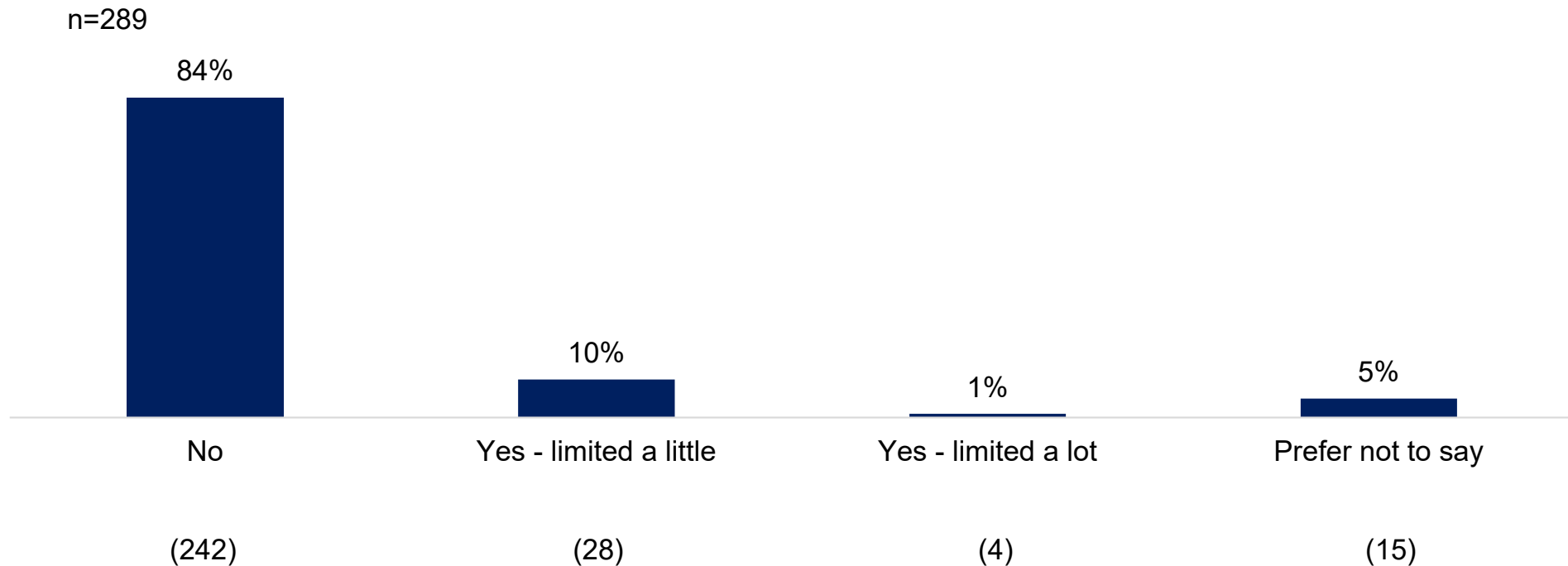
The age of consultation respondents ranged from 13 to 75+, with a wide spread of ages represented.



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

11% of consultation respondents 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?

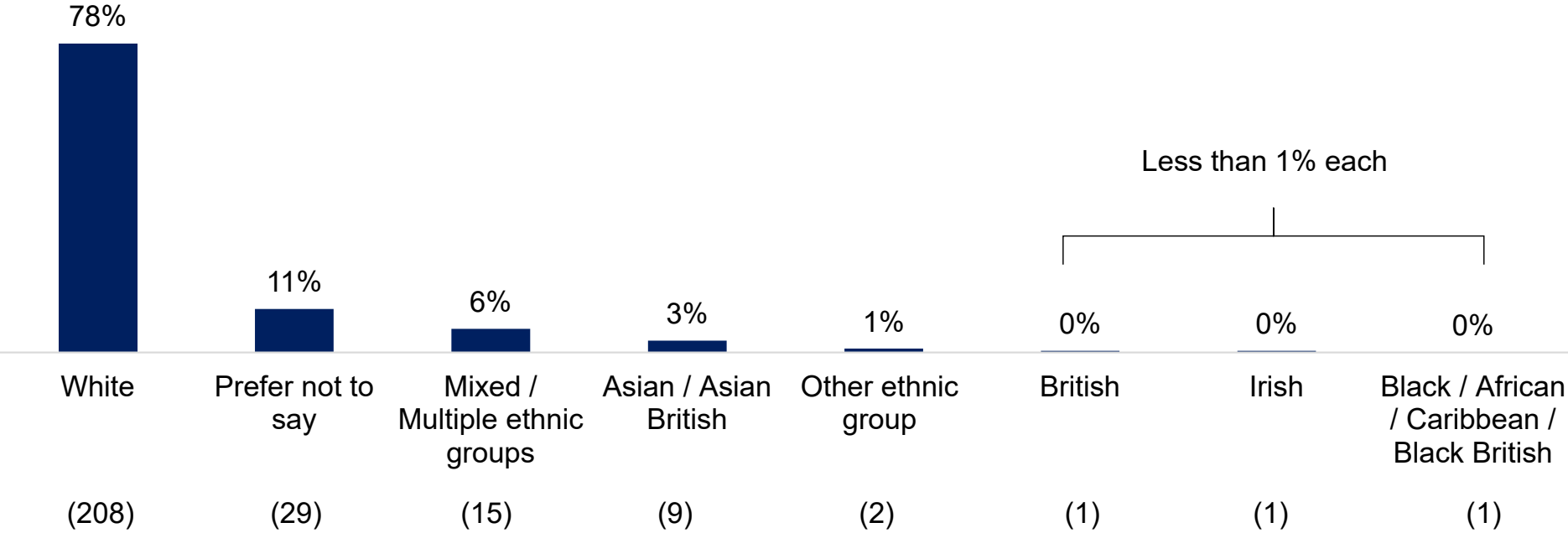


Ethnicity

Almost 80% of consultation respondents described their ethnicity as White, with 10% of another, different ethnicity – most frequently mixed or multiple ethnic groups.

n=266

Which ethnic group do you most identify with?

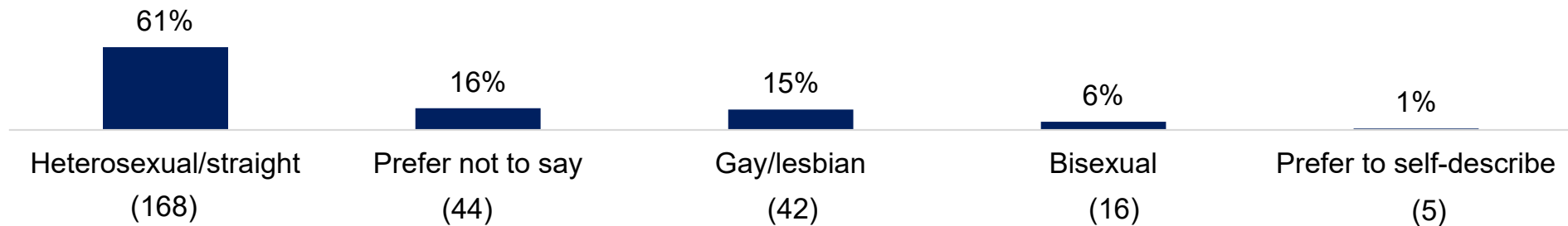


Sexuality

Just over 60% of consultation respondents identified as heterosexual/straight. 16% preferred not to say. 15% were gay or lesbian; 6% were bisexual and 1% preferred to self-describe.

n=275

What sexual orientation do you most identify with?

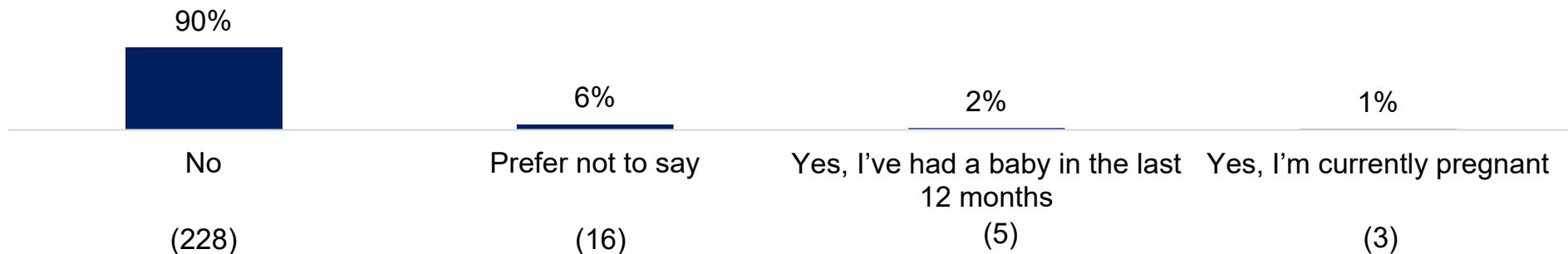


Pregnancy

90% of consultation respondents were not pregnant, nor had given birth in the last 12 months.

n=252

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



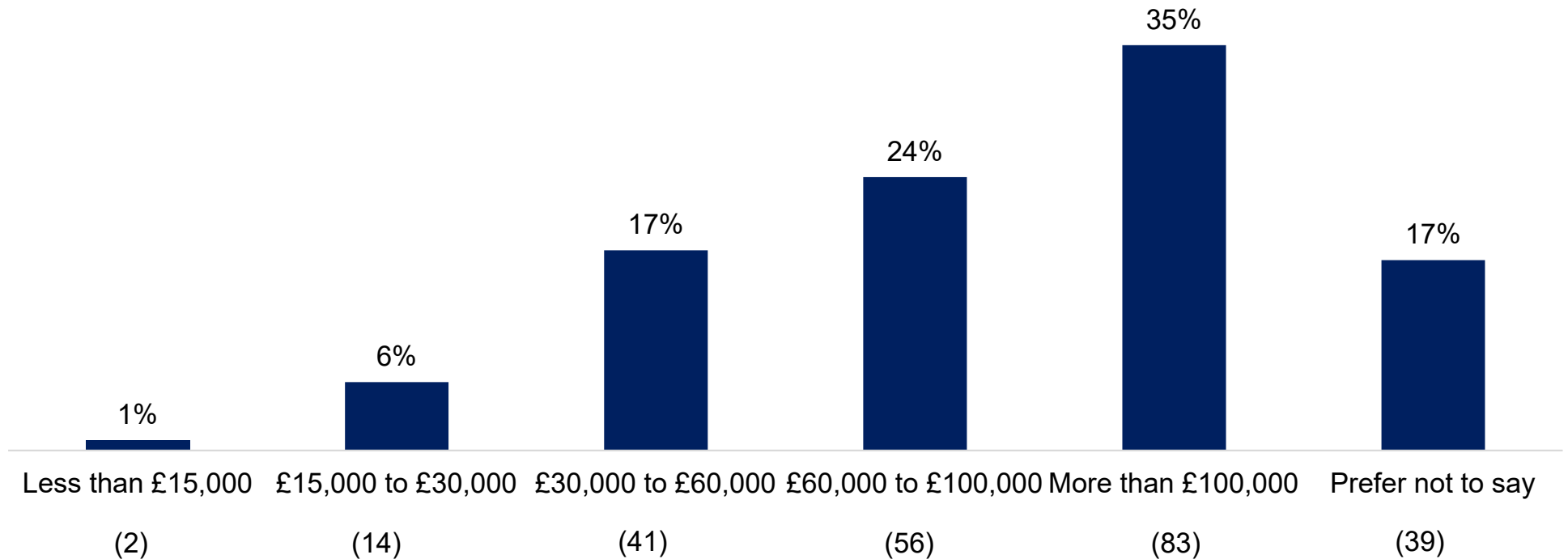
Household income

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

Among those who did, 35% were in the £100,000+ bracket.

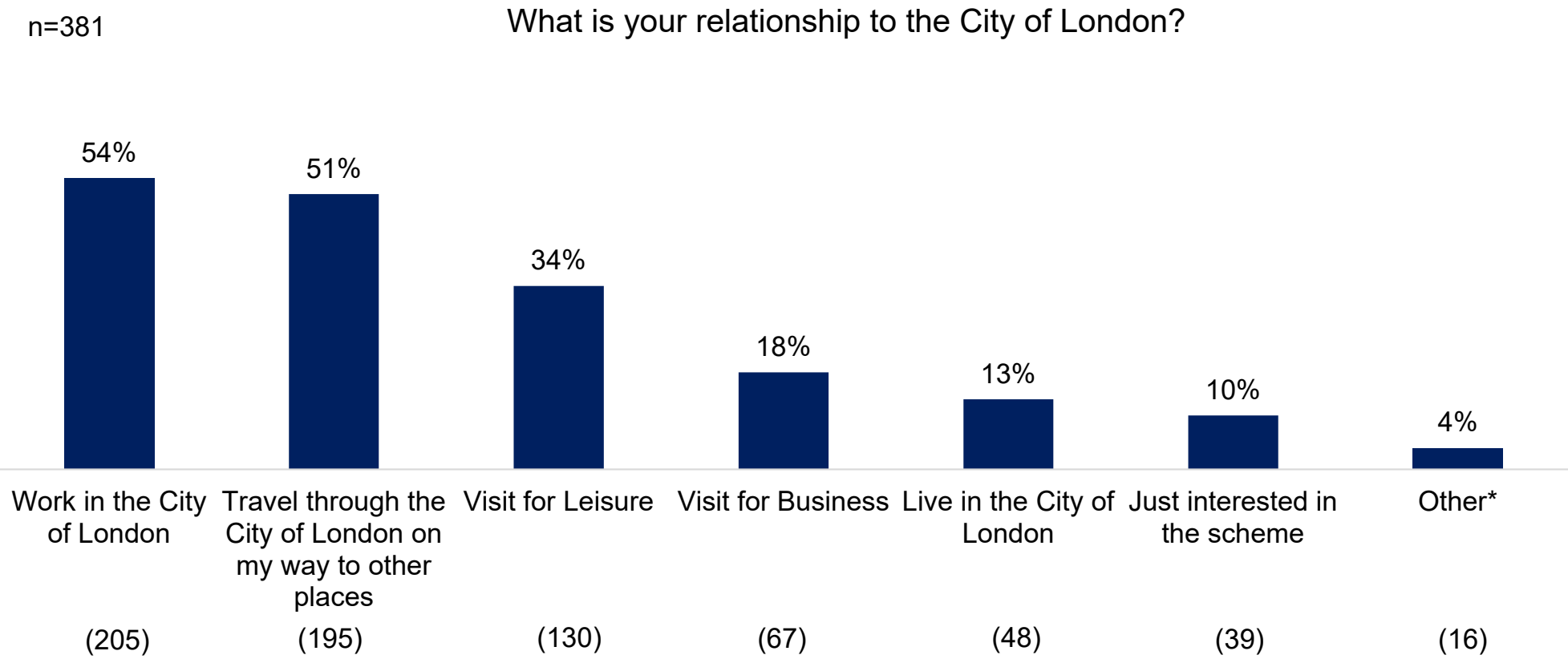
What is your household's approximate annual income (before taxes and deduction)?

n=235



Area connection

The consultation attracted respondents with a wide range of area connections. More than half of respondents worked in the area (54%) or travelled through the City of London on their way to other places (51%). More than one area connection could be specified by respondents.



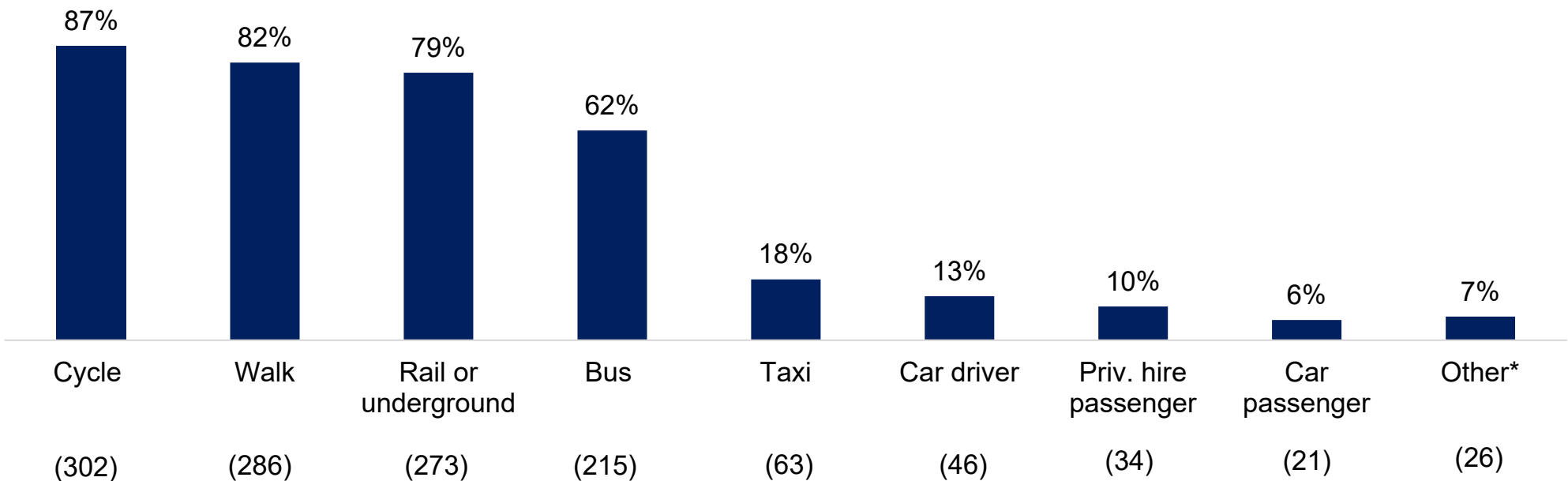
* Including business owners, those studying in the area and drivers/riders working in the area

Travelling around in the area

Respondents were frequently cycling (87%), walking (82%), using the rail or underground (79%) and/or using the bus (62%) to move around the area. More than one type of travel could be specified by respondents.

n=347

How do you get around?



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

Non-cyclist views on the proposed changes overall



Please note:

Many respondents – over 400 – did not specify how they got around the area.

Among those who did, the number who DID NOT cycle was comparatively small (90). However, some of this group did not answer some of the questions asked, further reducing the number of responses.

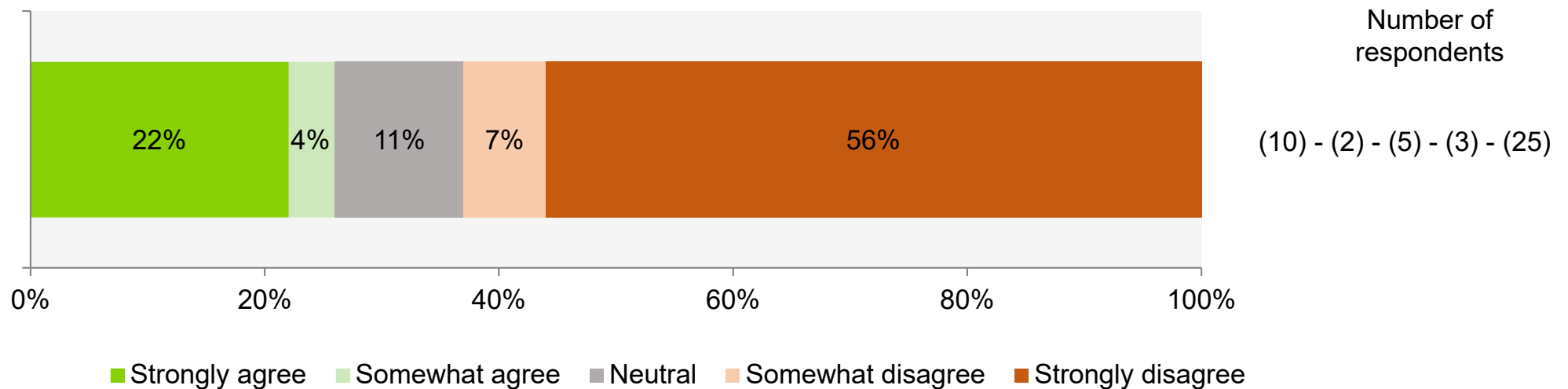
For this reason, it is advised that the findings shown from page 4 onwards are too small to give any confidence in their message.

Agreement with proposed changes overall – **non-cyclists**

Over 60% of non-cycling respondents disagreed with the proposed changes in overall terms. For many, this disagreement was strong. In contrast, just 26% agreed, with 11% expressing a neutral opinion.

n=45

Question: Overall, to what extent do you agree with the proposed changes?



Non-cyclist views on the Queen Victoria Street West proposals

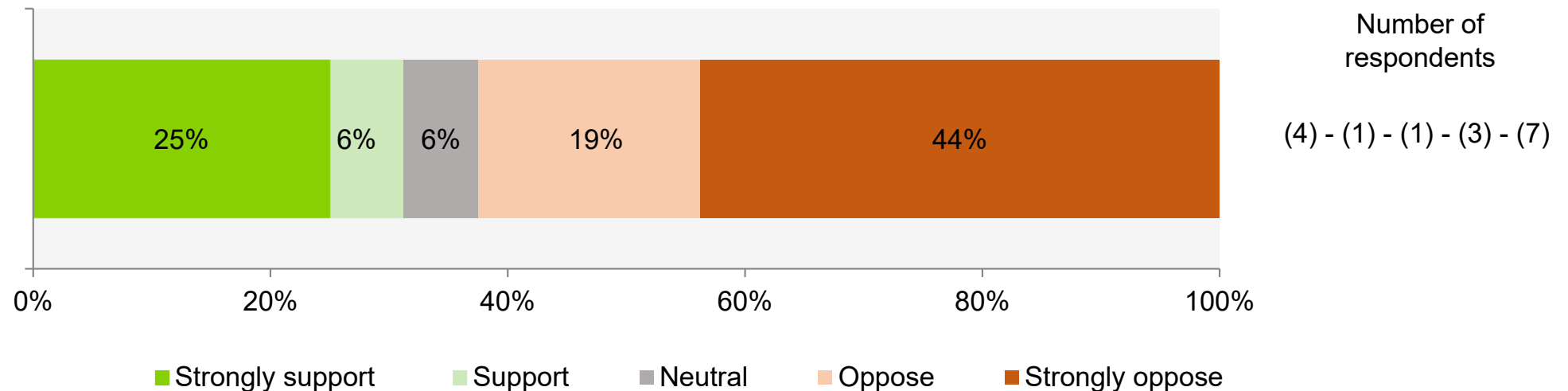


Queen Victoria Street West - support for the proposed walking and cycling changes – **non-cyclists**

63% of the small number of non-cycling respondents who gave their view opposed the proposed walking and cycling changes. For many, this opposition was strong. In contrast, just 31% voiced support, with 6% expressing a neutral opinion.

n=16

Question: To what extent do you agree with the proposed walking and cycling changes in this area?

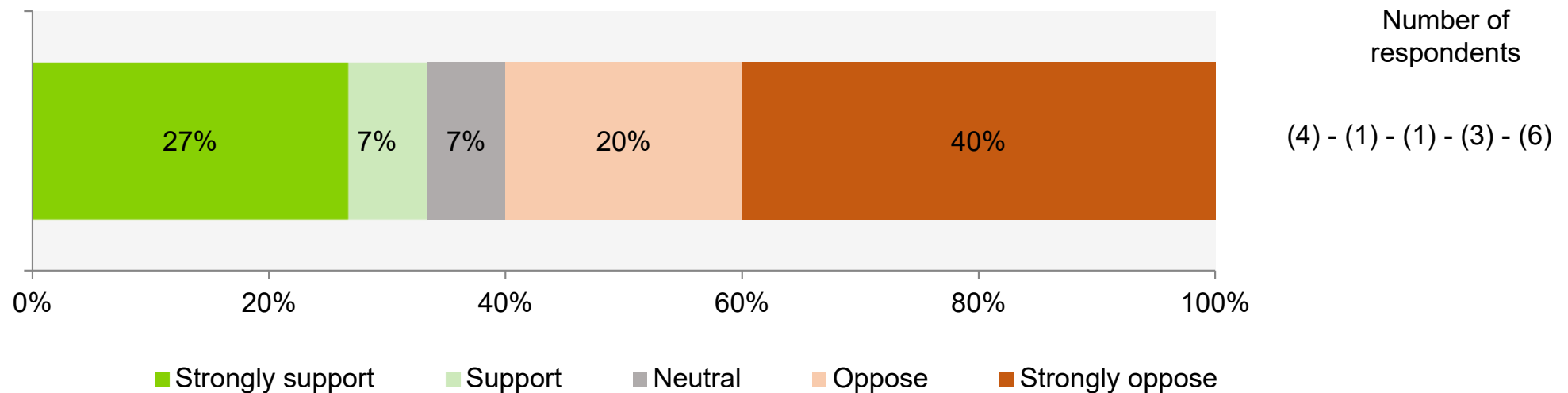


Queen Victoria Street West - support for the proposed changes to parking, loading and kerbside access (including at bus stops) – **non-cyclists**

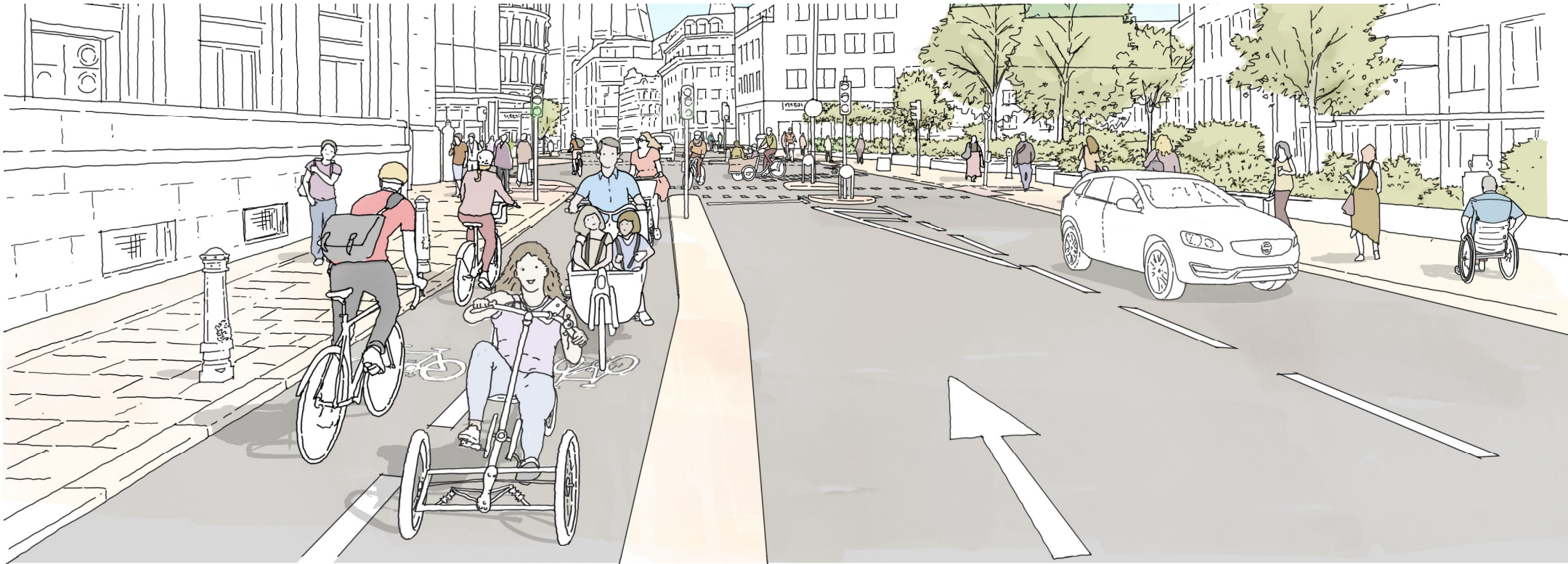
60% of the small number of non-cycling respondents who gave their view opposed the proposed changes to parking, loading and kerbside access (including at bus stops). In contrast, 34% supported the proposed changes, with 7% expressing a neutral opinion.

n=15

Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)?



Non-cyclist views on Queen Victoria Street East proposals

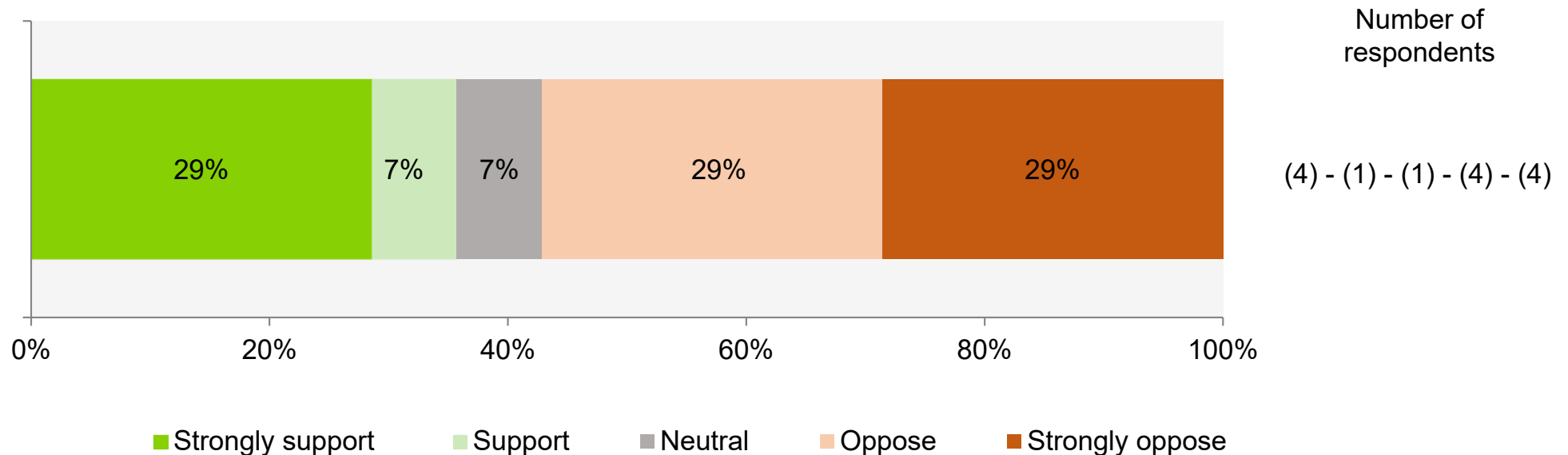


Queen Victoria Street East - support for the proposed walking and cycling changes – **non-cyclists**

Almost 60% of the small number of non-cycling respondents who gave their view opposed the proposed walking and cycling changes. In contrast, 36% supported the proposals, with 7% expressing a neutral opinion.

n=14

Question: To what extent do you agree with the proposed walking and cycling changes in this area?

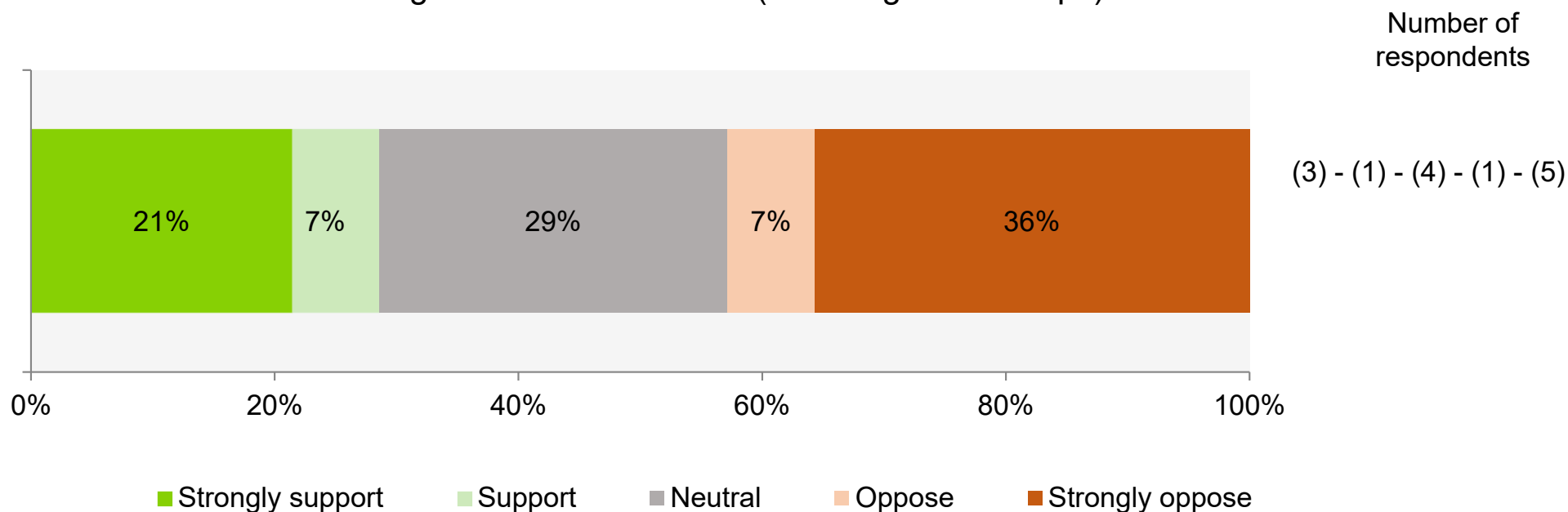


Queen Victoria Street East - support for the proposed changes to parking, loading and kerbside access (including at bus stops) – **non-cyclists**

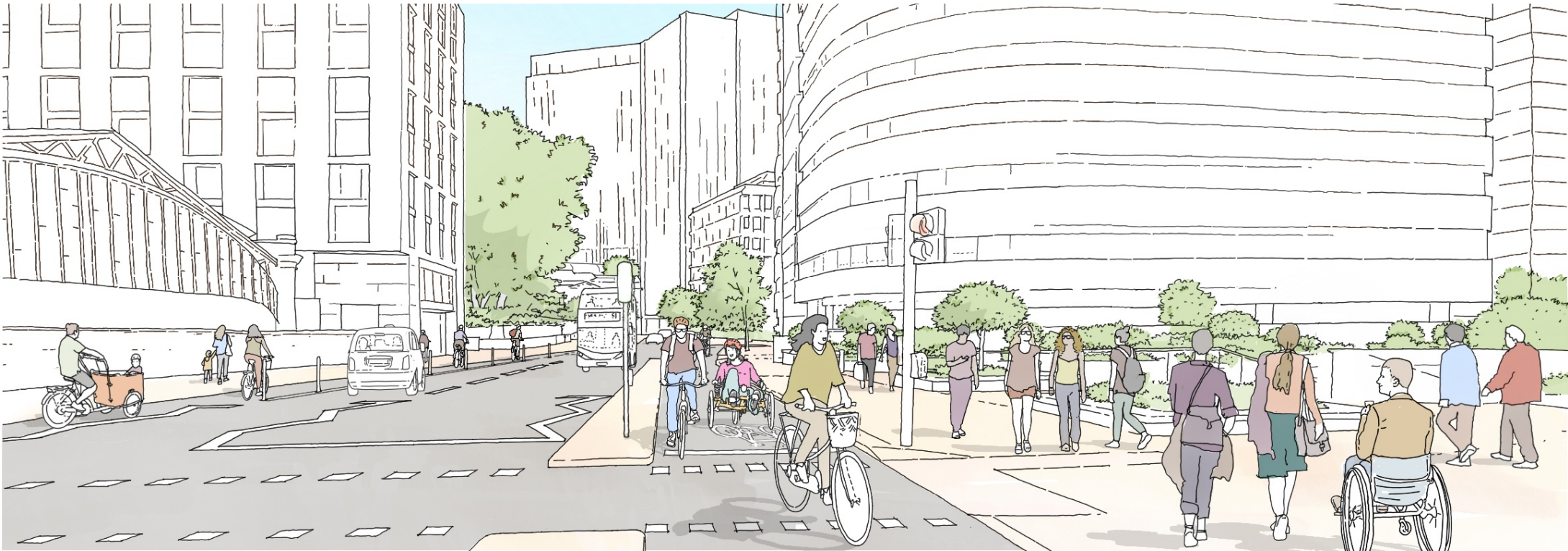
Among non-cycling respondents, views were divided. Just under 30% supported the proposed changes to parking, loading and kerbside access (including at bus stops), with a similar figure expressing a neutral view. However, 43% opposed the changes.

n=14

Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)?



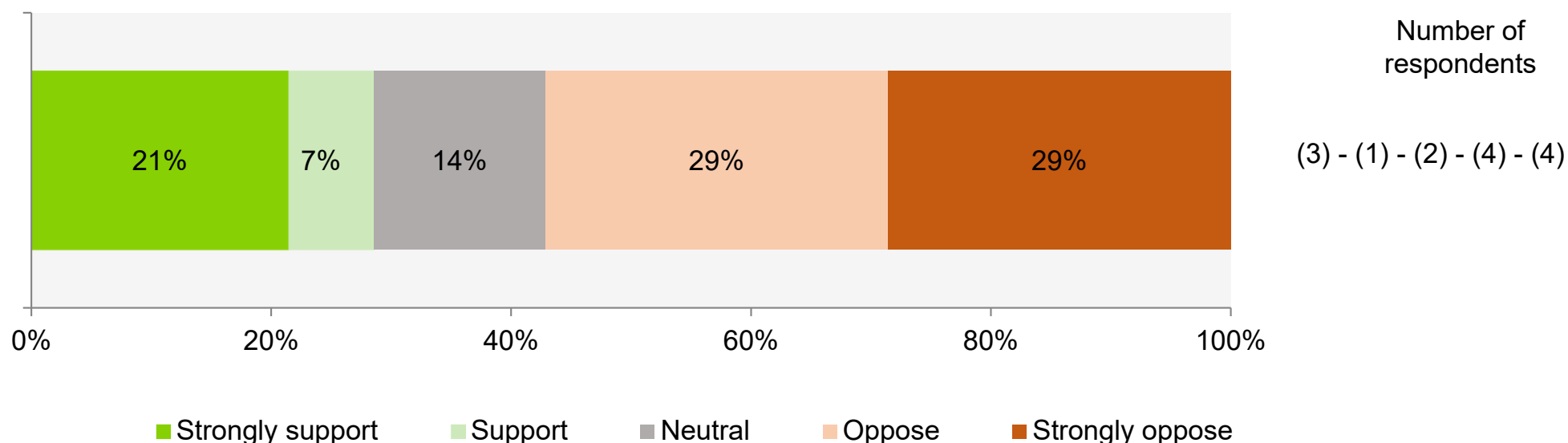
Non-cyclist views on Aldgate proposals



Aldgate - support for the proposed walking and cycling changes – **non-cyclists**

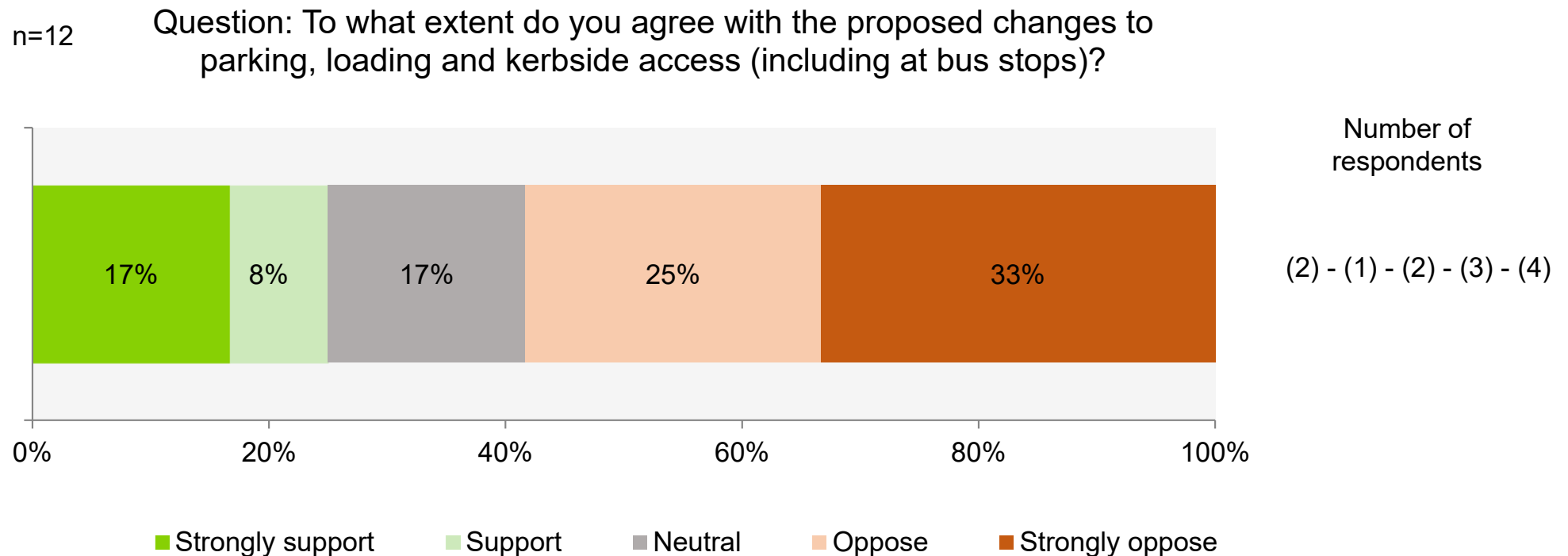
Among non-cycling respondents, views again were divided. Just under 30% supported the proposed walking and cycling changes, with 14% expressing a neutral view. However, 58% opposed the changes.

n=14 Question: To what extent do you agree with the proposed walking and cycling changes in this area?



Aldgate - support for the proposed changes to parking, loading and kerbside access (including at bus stops) – **non-cyclists**

Almost 60% of non-cycling respondents opposed the proposed changes to parking, loading and kerbside access (including at bus stops). In contrast, just 25% voiced support, while 17% expressed a neutral opinion.



Unspecified travel mode – views on the proposed changes overall



Please note:

Many respondents – over 400 – did not specify how they got around the area.

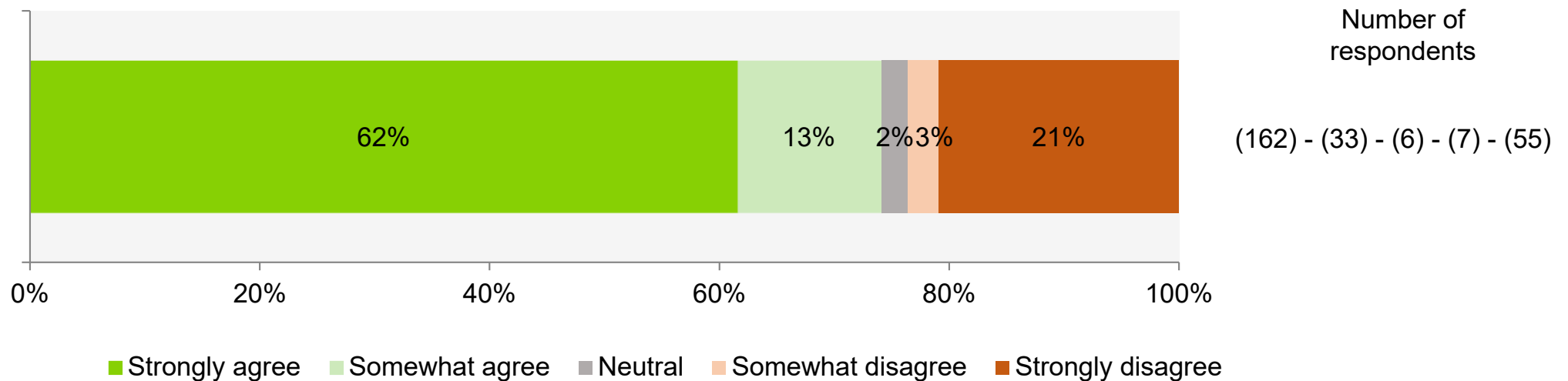
However, some of this group did not answer some of the questions asked, reducing the number of responses.

Agreement with proposed changes overall – **unspecified travel mode**

Three-quarters of respondents who did not specify a travel mode agreed and who gave their view, agreed with the proposed changes in overall terms. For many, this agreement was strong. In contrast, just 24% disagreed, with 2% expressing a neutral opinion.

n=263

Question: Overall, to what extent do you agree with the proposed changes?



Unspecified travel mode – views on the Queen Victoria Street West proposals

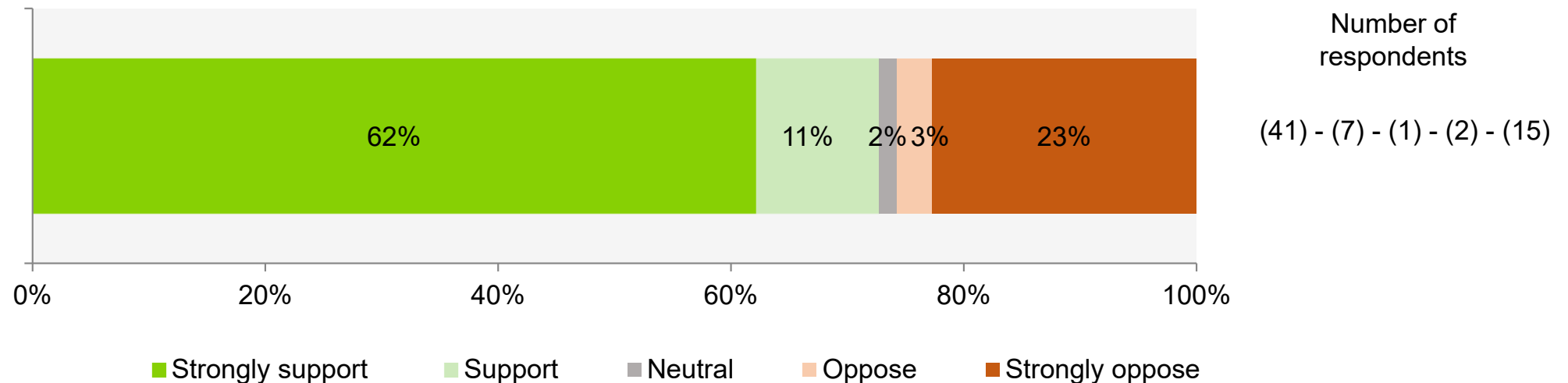


Queen Victoria Street West - support for the proposed walking and cycling changes – **unspecified travel mode**

73% of respondents who did not specify a travel mode and who gave their view, supported the proposed walking and cycling changes. For many, this support was strong. In contrast, just 26% voiced opposition, with 2% expressing a neutral opinion.

n=66

Question: To what extent do you agree with the proposed walking and cycling changes in this area?

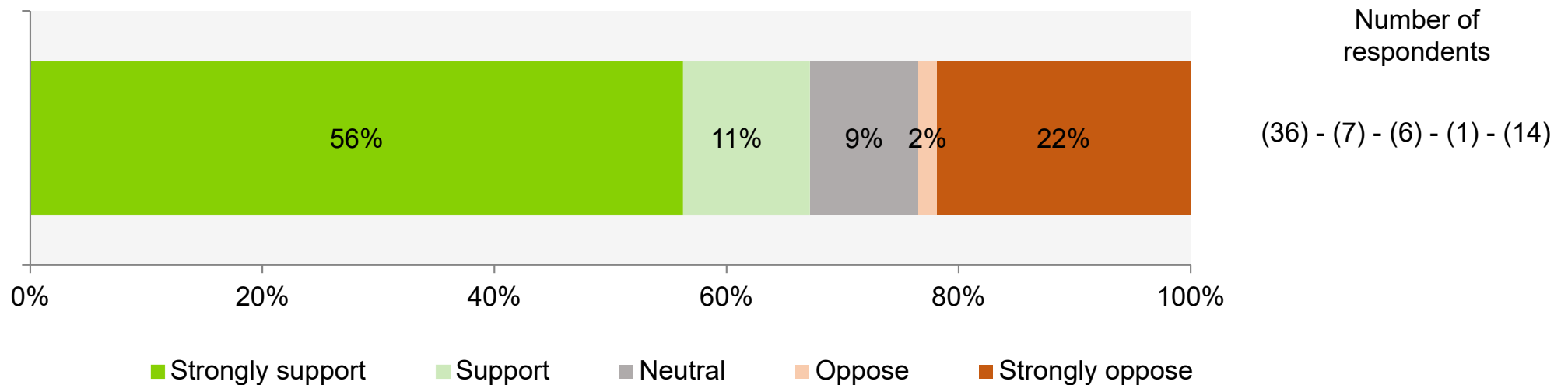


Queen Victoria Street West - support for the proposed changes to parking, loading and kerbside access (including at bus stops) - **unspecified travel mode**

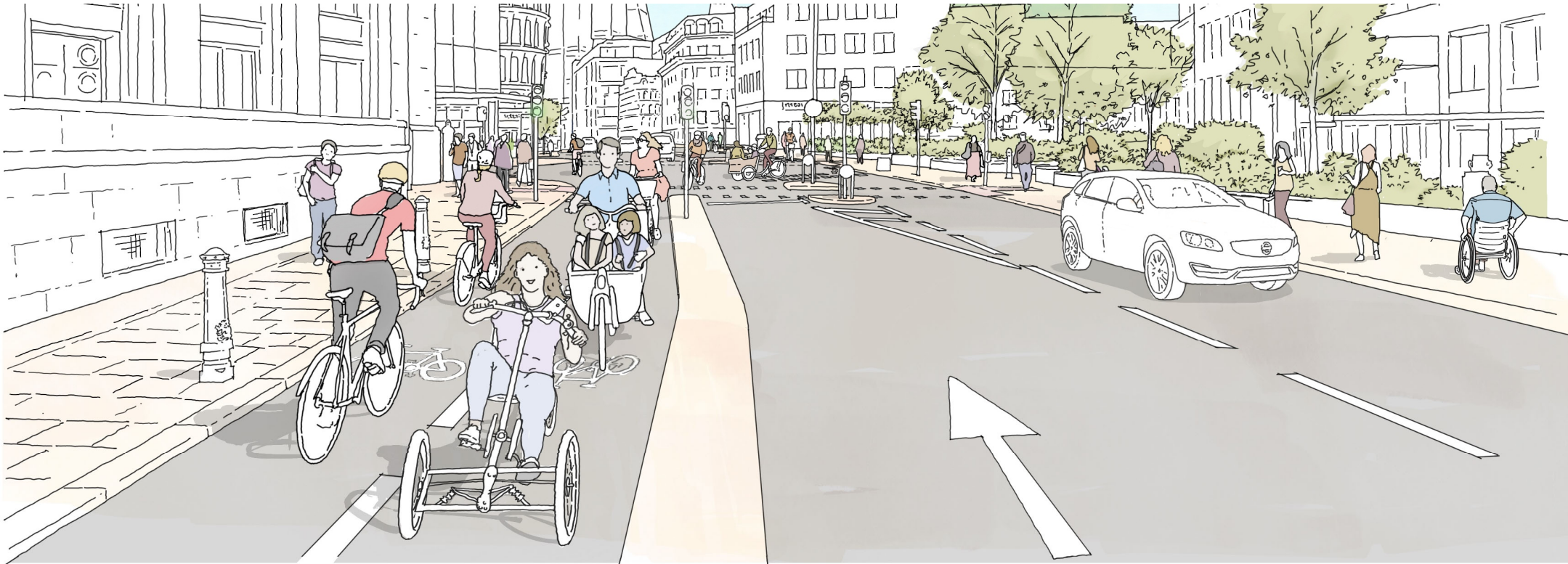
67% of respondents who did not specify a travel mode and who gave their view, supported the proposed changes to parking, loading and kerbside access (including at bus stops). In contrast, 24% opposed the proposed changes, with 9% expressing a neutral opinion.

n=64

Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)?



Unspecified travel mode – views on Queen Victoria Street East proposals

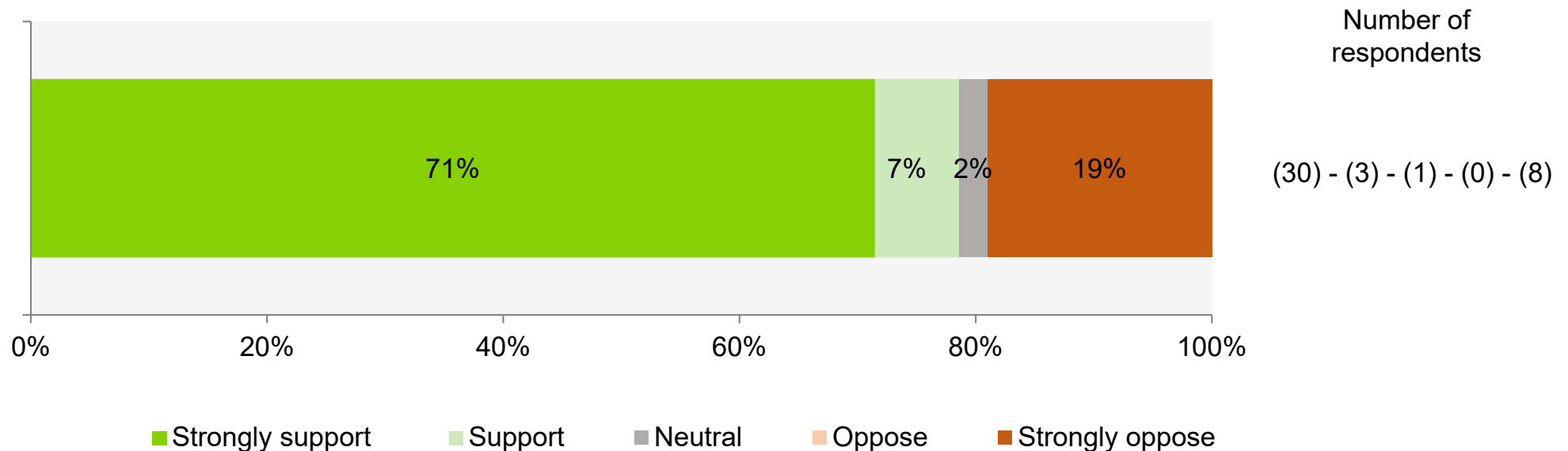


Queen Victoria Street East - support for the proposed walking and cycling changes - **unspecified travel mode**

Over three-quarters (78%) of respondents who did not specify a travel mode and who gave their view, supported the proposed walking and cycling changes. In contrast, 19% opposed the proposals, with 2% expressing a neutral opinion.

n=42

Question: To what extent do you agree with the proposed walking and cycling changes in this area?

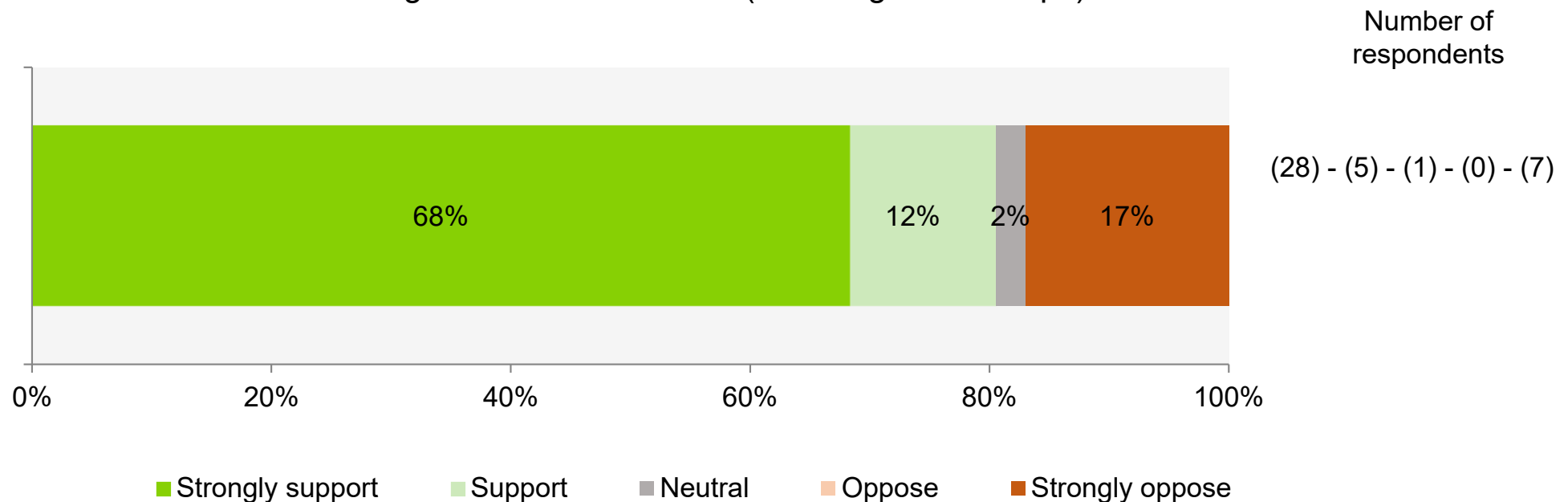


Queen Victoria Street East - support for the proposed changes to parking, loading and kerbside access (including at bus stops) – **unspecified travel mode**

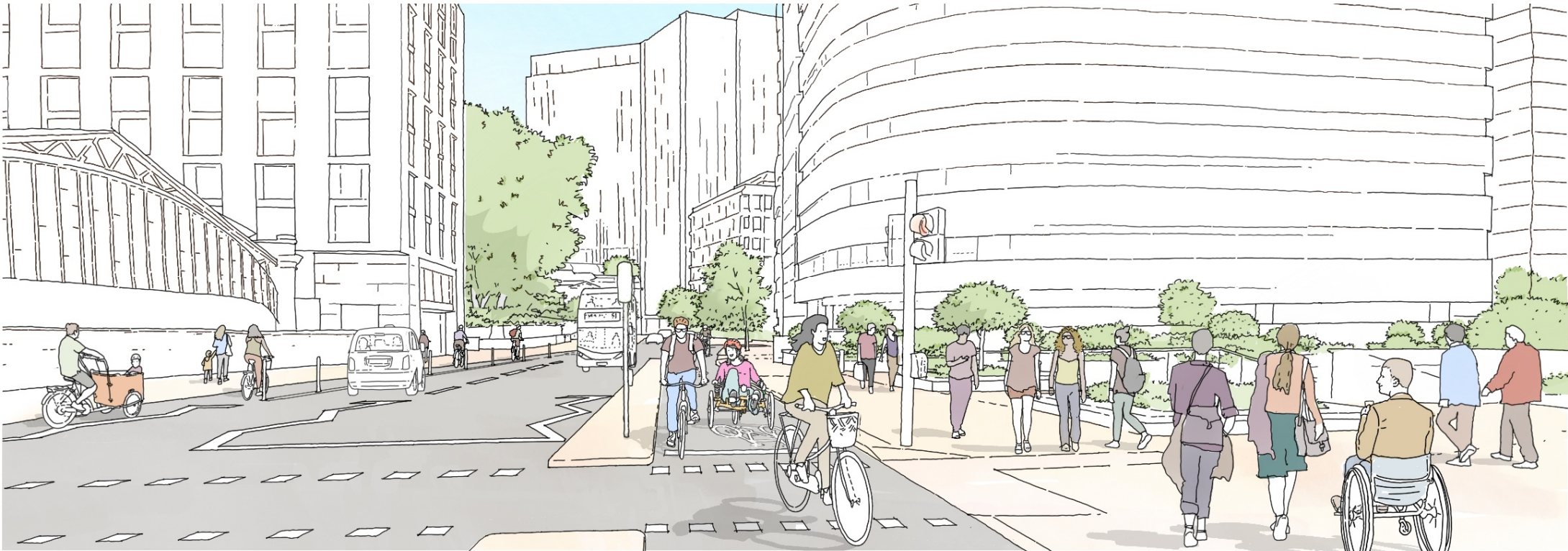
80% of respondents who did not specify a travel mode and who gave their view, supported the proposed changes to parking, loading and kerbside access (including at bus stops). In contrast, 17% opposed the proposals, with 2% expressing a neutral opinion.

n=41

Question: To what extent do you agree with the changes to parking, loading and kerbside access (including at bus stops)?



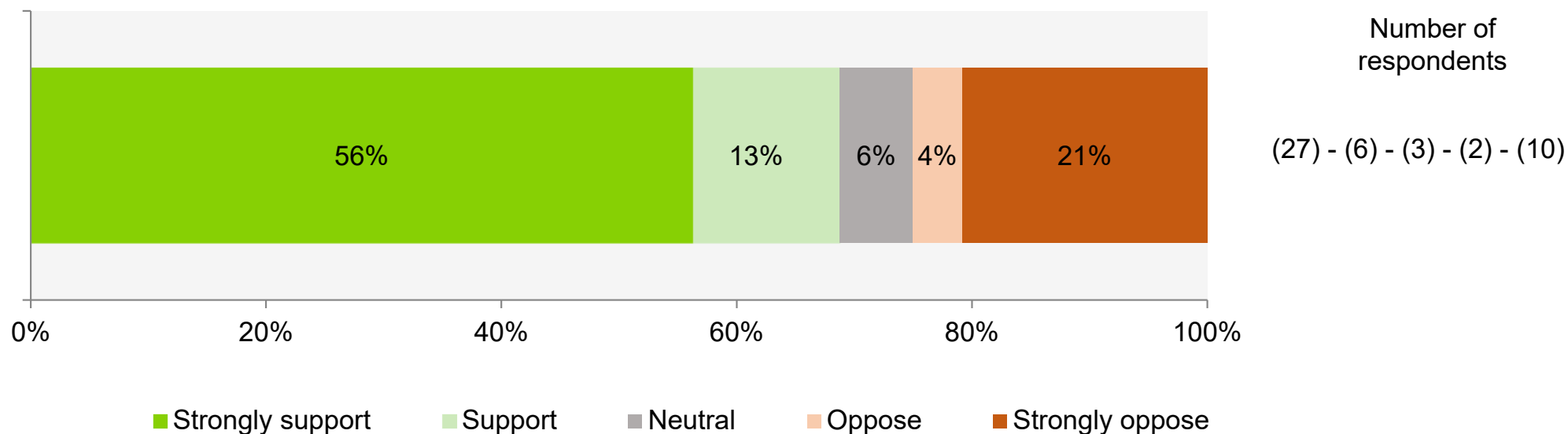
Unspecified travel mode – views on Aldgate proposals



Aldgate - support for the proposed walking and cycling changes – unspecified travel mode

Over two-thirds (69%) of respondents who did not specify a travel mode and who gave their view, supported the proposed walking and cycling changes. In contrast, 25% opposed the proposals, with 6% expressing a neutral opinion.

n=48 Question: To what extent do you agree with the proposed walking and cycling changes in this area?



Aldgate - support for the proposed changes to parking, loading and kerbside access (including at bus stops) – **unspecified travel mode**

Almost three-quarters (74%) of respondents who did not specify a travel mode and who gave their view, supported the proposed changes to parking, loading and kerbside access (including at bus stops). In contrast, just 20% voiced opposition, while 6% expressed a neutral opinion.

