

Fenchurch Street Area Healthy Streets Plan:

Public consultation feedback report



Independently compiled
by Commonplace for the
City of London Corporation

November 2025

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Executive summary



Summary of key findings

- The City of London Corporation undertook public consultation on the draft Fenchurch Street Area Healthy Streets Plan from 22 September to 24 October 2025. The consultation - designed to gather views on proposals to improve public realm quality, walking and cycling conditions, safety, and local amenity in the area south of Fenchurch Street - generated close to 2,900 visits to the Commonplace site, with almost 570 subsequent contributions.
- As the consultation was self selecting, findings represent an indicative snapshot, rather than a representative sample. However, responses consistently demonstrate strong community and stakeholder appetite for safer, greener, and more accessible streets, supporting the City Corporation's strategic objectives. Overall, feedback indicates high levels of cross-cutting support for proposals – particularly evident among those who identify as walking and/or cycling. Respondents strongly endorse plans to widen pavements, introduce greening and seating, enhance crossing facilities, and formalise loading arrangements to support local businesses, while improving safety and accessibility for people walking and wheeling.
- On Fenchurch Street and Aldgate, 90% supported pavement widening and streetscape improvements and improved crossing points, with fewer than 10% in opposition. Similarly, on Eastcheap and Great Tower Street, around 90% supported pavement widening and greening, improved crossing points and improved comfort and safety for cyclists.
- Support remained consistently strong across proposals for other areas and streets, including raised crossings, public realm improvements and motor vehicle access restrictions. More than 90% supported improvements on London Street and Mincing Lane to prioritise those walking and wheeling. Public realm enhancements, such as new public space on St Dunstan's Hill and planting on Bakers Hall Court, also received broad support.
- Key stakeholder feedback recognised the plan's alignment with City's transport strategy objectives, together with the potential benefits of improved pedestrian environment and cycling facilities. Transport for London highlighted design considerations for bus operations, accessibility, and cycle parking, emphasising coordination on key bus and rail corridors. Developer representatives expressed overall support while seeking assurance on continued access to loading bays and active construction sites. Advocacy groups welcomed public realm improvements, while encouraging further ambition on reducing through-traffic and enabling more protected cycling routes.

Introducing the **Fenchurch Street Area** **Healthy Streets Plan** and its consultation



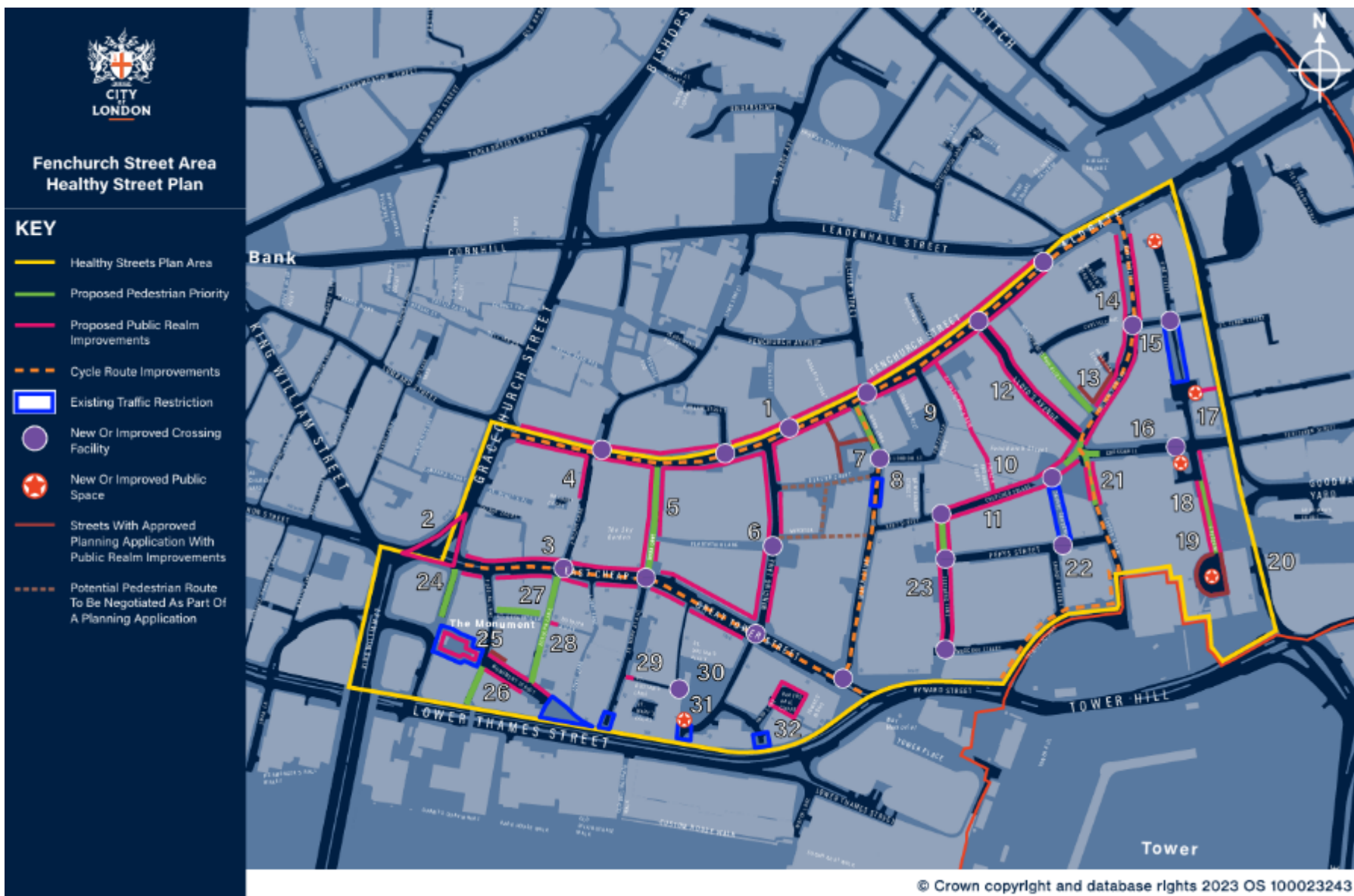
The Fenchurch Street Area Healthy Streets Plan

- The Fenchurch Steet Area Healthy Streets Plan sets out an approach by the City of London Corporation to improving the public realm and managing traffic in the area south of Fenchurch Street.
- This area is bounded by Fenchurch Street to the north, Lower Thames Street to the south, the A10 (Gracechurch Street and King William Street) to the west and Minories to the east.
- The plan details potential changes to how motor vehicles use streets to access and move around the area. It also outlines potential improvements for people walking, wheeling, cycling and spending time on streets in the area.
- The proposals are designed to improve the quality of streets and public spaces, and the attractiveness of the area for living, working and as a leisure destination - making these streets safer and more pleasant places to spend time.

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

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

Fenchurch Street Area Healthy Streets Plan - boundary



Prior to consultation

Prior to the consultation period:

- **Members briefings were held for both ward members and Streets and Walkways Sub-Committee members.**
- **Emails were sent notifying the start of the consultation.**
- **Presentations were also made to the Aldgate Connect BID and the Eastern City Partnership and the Eastern City Public Realm Steering Group.**

Consultation

Utilising the Commonplace consultation platform, a five-week consultation on the draft Healthy Streets plan subsequently ran from Monday 22 September 2025 to **Friday** 24 October 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 Healthy Streets 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.

Accompanying the consultation

The consultation launch was accompanied by:

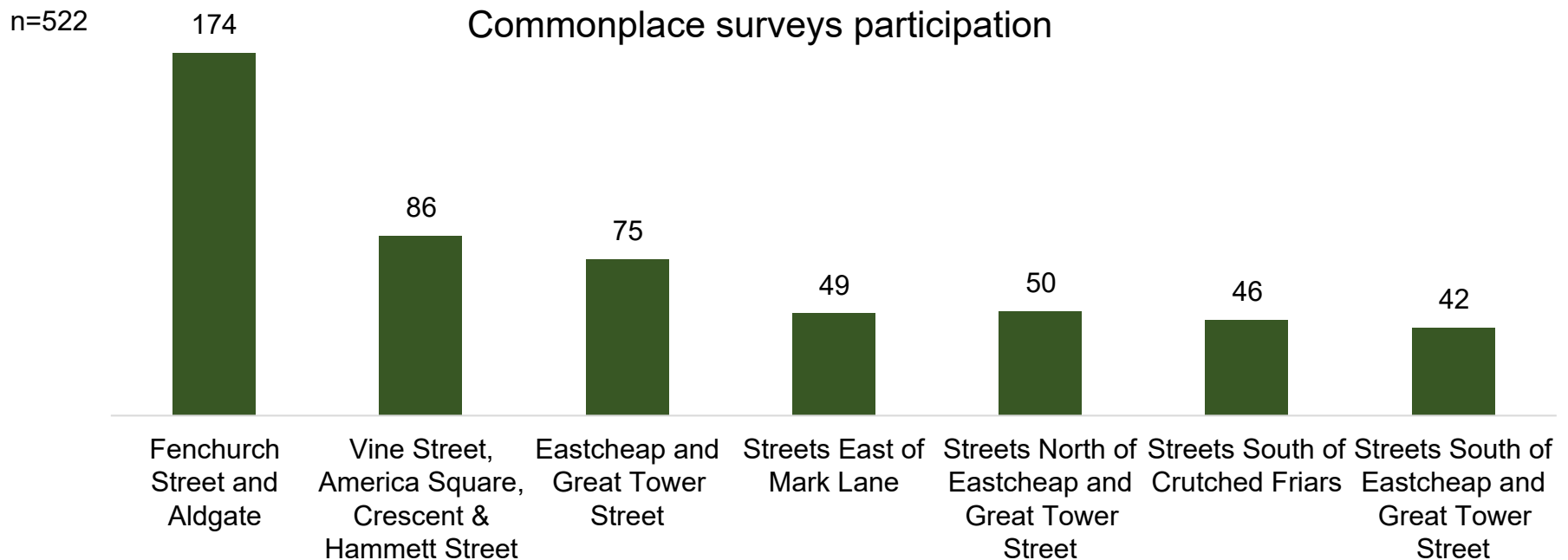
- **A letter drop to all properties inside the plan area and nearby, 50 on street posters and a 2-metre-high graphic on a tower installed by Aldgate Connect on Vine Street and a 6m wide promotional panel on America Square displaying images of the proposals.**
- **Emails sent to all the hospitality businesses, churches and the planning agents representing recent developers for planning applications.**
- **Emails sent to an existing consultation database of statutory and advisory consultees including TfL and the train operator C2C.**
- **The BID's promoted the consultation to their members and requested they circulate the consultation to staff.**
- **A series of social media promotions were carried out by Commonplace who hosted the consultation platform.**
- **Four in-person drop-in sessions - three lunch time and one evening in different locations across the area. To maximise exposure two were held outside on the street.**
- **People were also able to submit feedback via email.**

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

Consultation contributions

There were almost 2,900 visits to the Commonplace consultation pages. The consultation received 522 Commonplace contributions, made by 167 individuals, across the seven surveys (some individuals made more than one contribution).

The chart below shows the distribution of Commonplace contributions, spotlighting the highest participation level in relation to Fenchurch Street and Aldgate.



Presenting the feedback collected

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

Feedback has been collated by 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.

Fenchurch Street and Aldgate



Fenchurch Street and Aldgate - proposals

- On Fenchurch Street, the width of the carriageway varies, and, in some stretches, is wider than it needs to be. Some of the stretches of pavement are not comfortable for people walking and wheeling, especially during rush hours and at lunchtime. A consistent carriageway width could enable pavement widening and other improvements, including trees, planting and seating. It would also improve the comfort of people walking and wheeling, and make the street easier to cross.
- On Aldgate, opportunities to improve the comfort and safety for people cycling and improvements to make the street safer for all users are being explored.

Proposal 1 - On Fenchurch Street, exploring:

- Widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking.
- Improving the crossing points to give more priority to people walking and wheeling and improve their comfort and safety.
- Opportunities to improve comfort and safety for people cycling.
- Formalising loading arrangements to benefit both local businesses and people walking and wheeling.

Fenchurch Street and Aldgate:

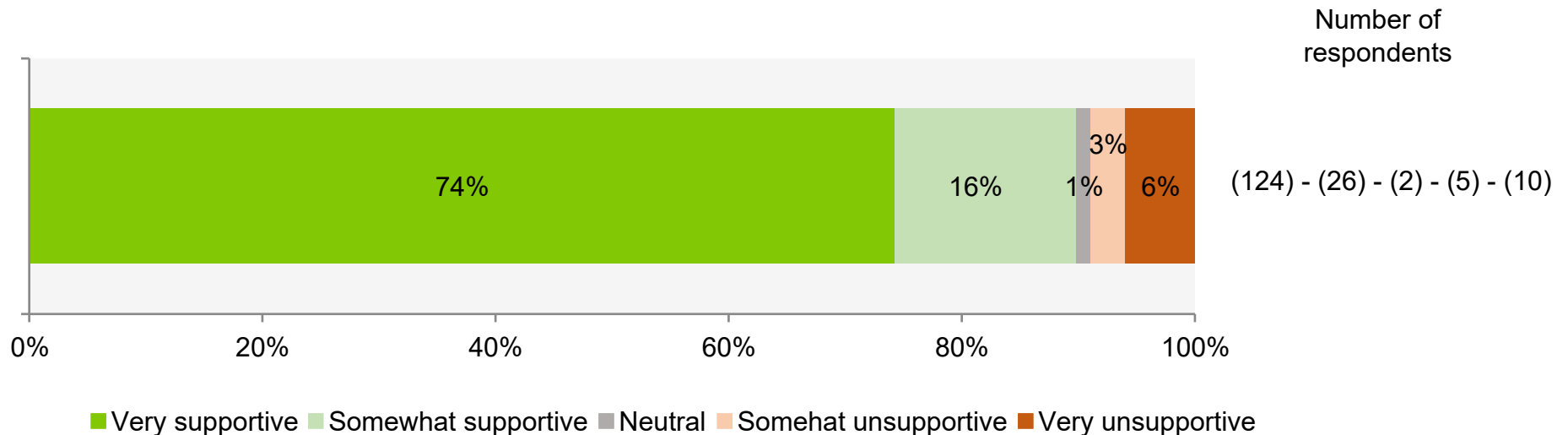
Widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking

There was a high level of support (90%) for the proposal to widen pavements and introduce trees, planting, seating and additional cycle parking. Many were strongly supportive.

In contrast, fewer than 10% of respondents did not support this proposal.

n=167

Question: Do you support widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking?



On the following page, we see how support varied by respondents' travel mode.

Fenchurch Street and Aldgate:

How support for widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking varied by how people identified they got around

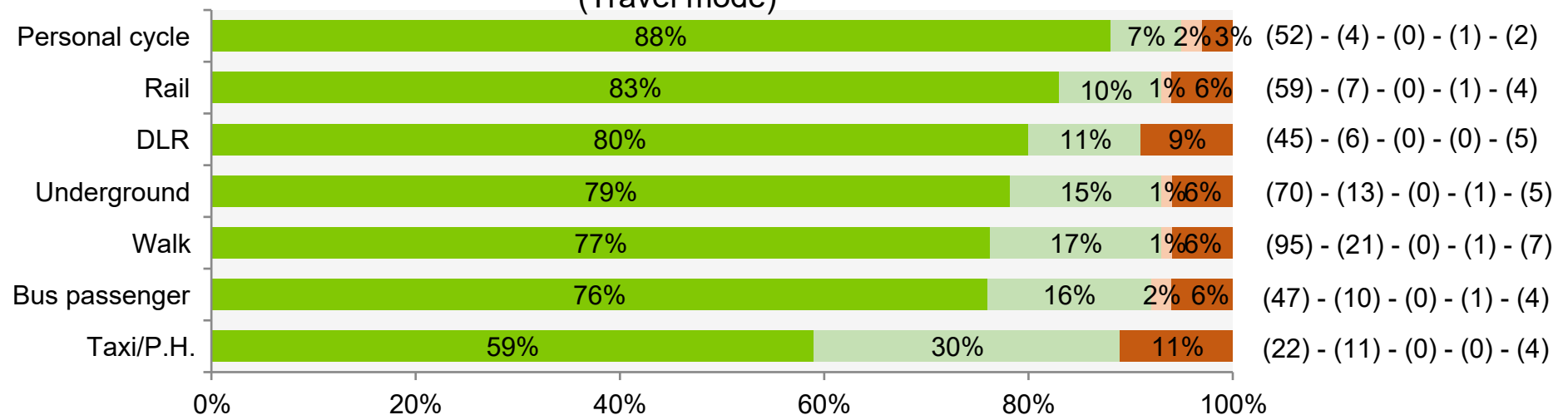
In each of the travel mode categories with sufficient participants to enable analysis, a majority supported widening pavements, introducing trees, planting and additional cycle parking. Support peaked among those who identified as using a personal cycle (95%).

In contrast, opposition was limited to less than 12% in each travel mode category.

n=37-124

Question: Do you support widening pavements, introducing trees (where feasible), planting, seating and additional cycle parking?
(Travel mode)

Number of
respondents



Very supportive Somewhat supportive Neutral Somewhat unsupportive Very unsupportive

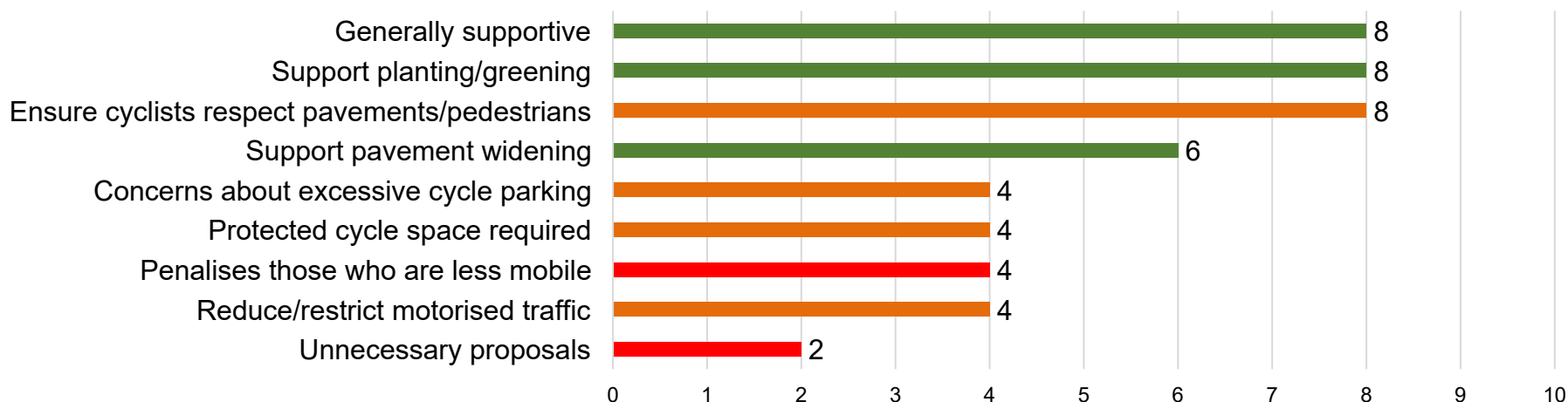
Fenchurch Street and Aldgate:

Comments about the Fenchurch Street pavements and public realm and proposals to improve them for people walking or wheeling

52 respondents left comments about the proposals to improve pavements and public realm on Fenchurch Street. Some respondents made more than one comment. In this and all other charts, categories in green indicate supporting comments and perceived benefits, while those in orange indicate a perceived need for additional measures. Categories in red indicate concerns or queries.

The top three comments focused on general and planting support, alongside a perceived need to ensure cyclists respect pedestrian space.

n=52 Question: Do you have any comments about the Fenchurch Street pavements and public realm and proposals to improve them for people walking or wheeling?



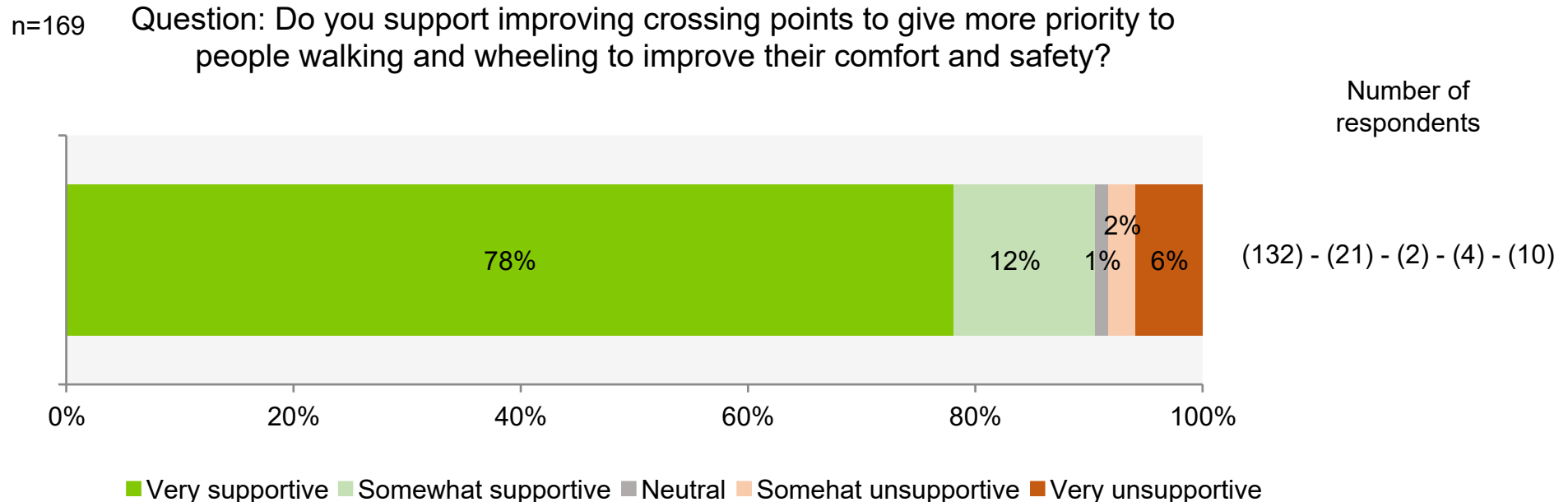
Other comments included consideration of a one-way system and/or a bus gate, a perceived need to tackle hazardous deliveries, ensuring bus/taxi access, concerns about emergency services access, a need to separate cyclists from pedestrians, tackling the wind tunnel effect and spending funds on other priorities. (Each made by no more than one respondent).

Fenchurch Street and Aldgate:

Improving the crossing points to give more priority to people walking and wheeling and improve their comfort and safety

There was again a high level of support (90%) for the proposal to improve crossing points, prioritising the comfort and safety of those walking and wheeling. Many were again strongly supportive.

In contrast, fewer than 10% of respondents did not support this proposal.



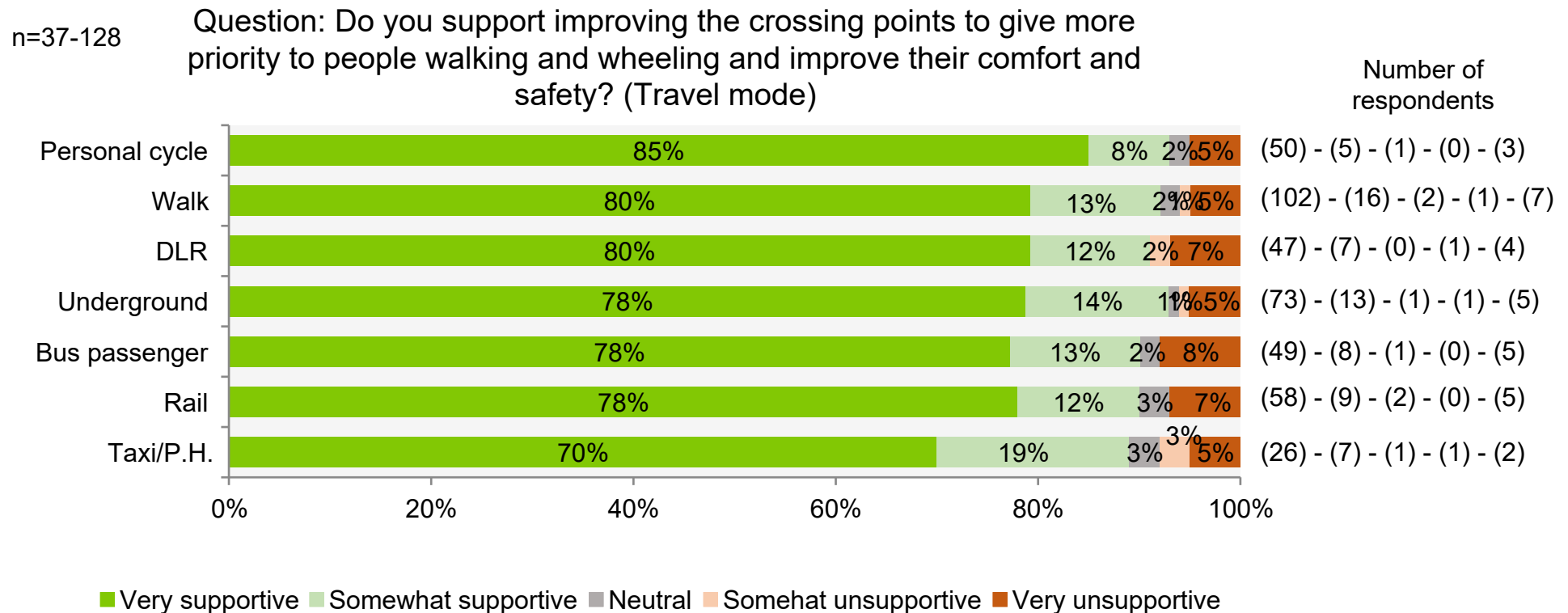
On the following page, we see how support varied by respondents' travel mode.

Fenchurch Street and Aldgate:

How support for improving crossing points to prioritise people walking and wheeling varied by how people identified they got around

In each of the travel mode categories with sufficient participants to enable analysis, a majority supported improved crossing points. Support again peaked among those who identified as using a personal cycle (93%).

In contrast, opposition was again limited to less than 10% in each travel mode category.



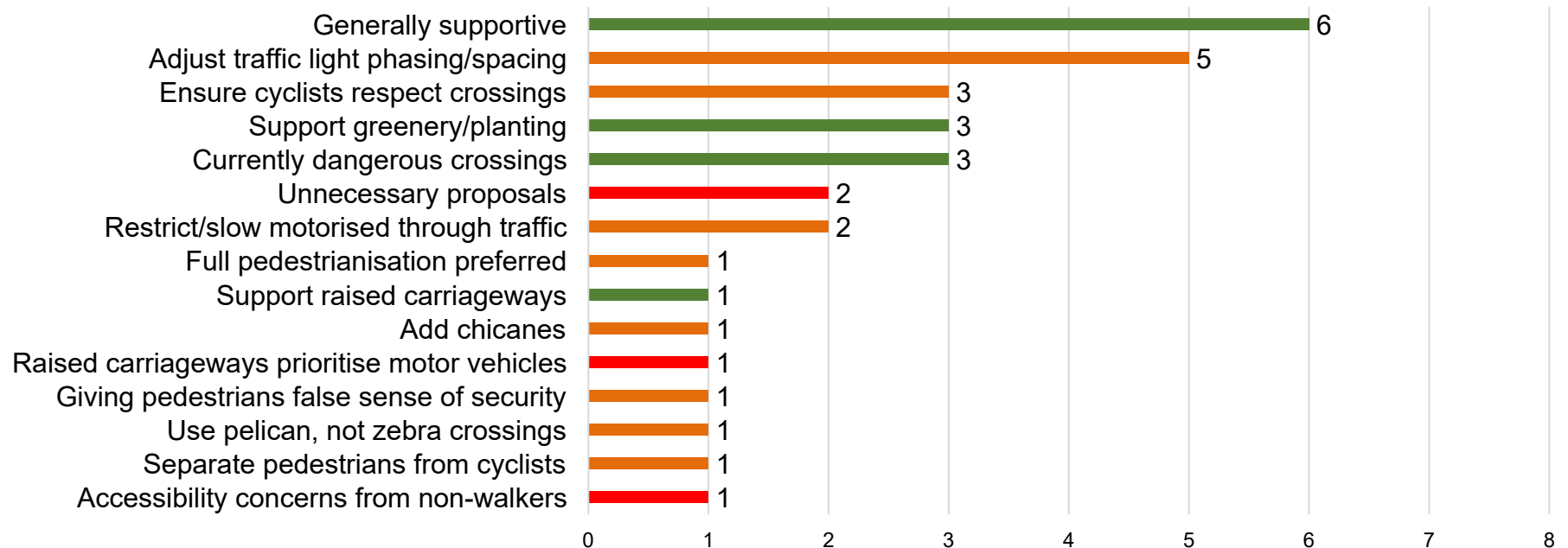
Fenchurch Street and Aldgate:

Comments about the Fenchurch Street crossings and proposals to improve them for people walking or wheeling

31 respondents left comments on the proposals to improve Fenchurch Street crossings. Some respondents made more than one comment. Here, we see all comments, with a number of supportive comments sitting alongside additional suggestions for improvement - most frequently including rephrasing traffic light sequencing to facilitate easier crossing.

n=31

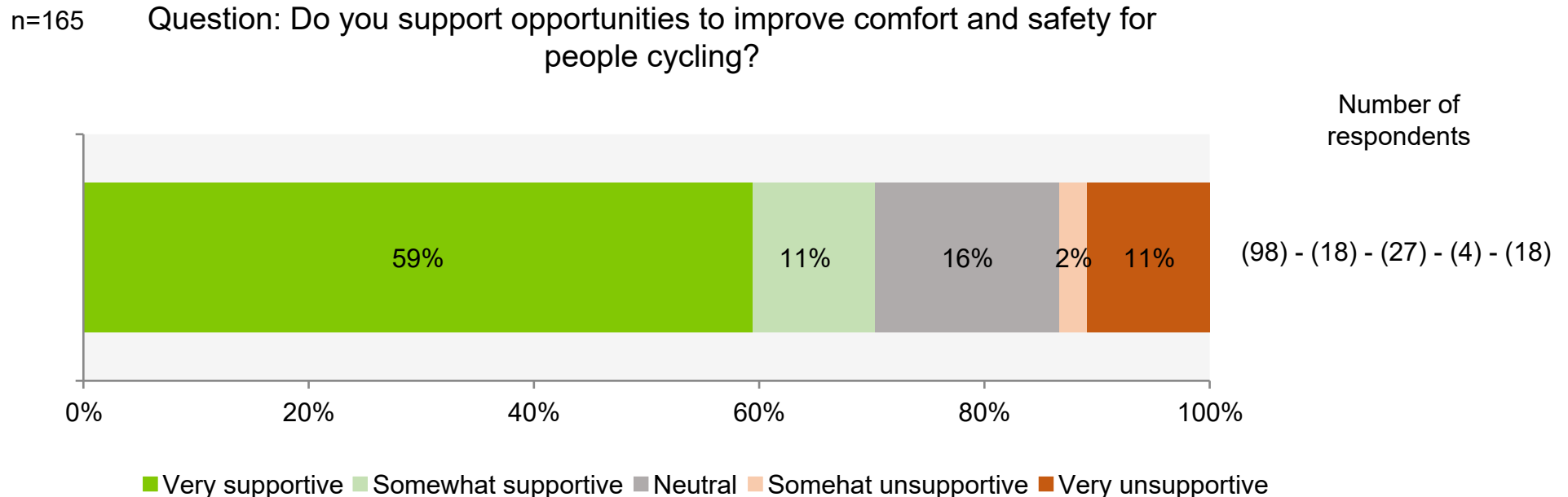
Question: Do you have any comments about the Fenchurch Street crossings and proposals to improve them for people walking or wheeling?



Fenchurch Street and Aldgate: Opportunities to improve comfort and safety for people cycling

70% of respondents supported the proposed improvements to cyclist comfort and safety - with many being very supportive.

In contrast, just 13% of respondents did not support this proposal.



On the following page, we see how support varied by respondents' travel mode.

Fenchurch Street and Aldgate:

How support for opportunities to improve comfort and safety for people cycling varied by how people identified they got around

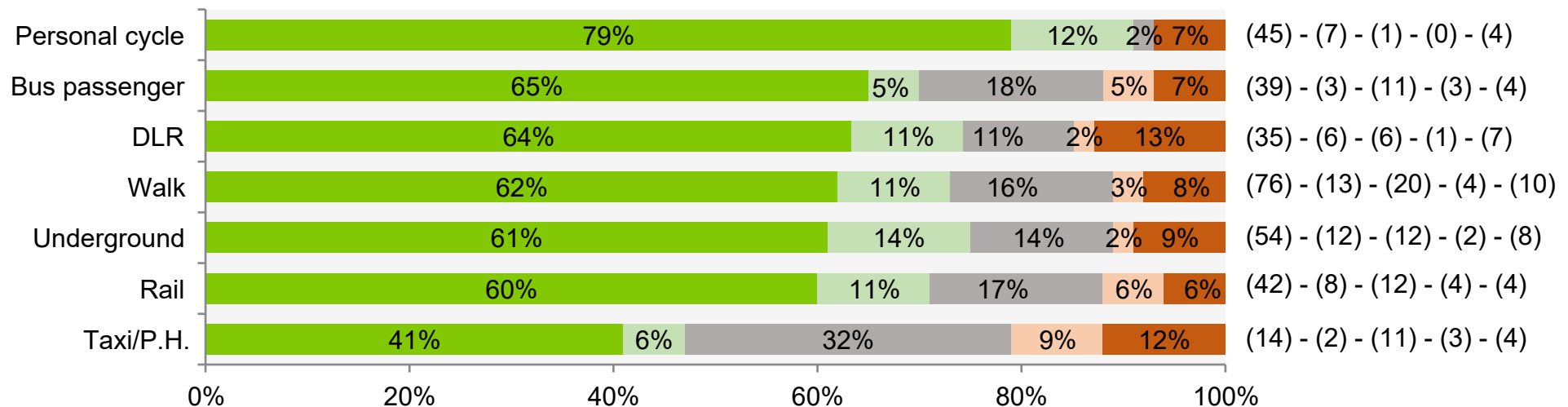
In most travel mode categories with sufficient participants to enable analysis, a majority supported improved comfort and safety for people cycling. The exception was those identifying as using a taxi or private hire vehicle - either as a driver or passenger. Support again peaked among those who identified as using a personal cycle (91%).

In contrast, opposition was comparatively limited, though notable at 21% of taxi/private hire vehicle users.

n=34-123

Question: Do you support improving comfort and safety for people cycling?
(Travel mode)

Number of
respondents



Very supportive Somewhat supportive Neutral Somewhat unsupportive Very unsupportive

Fenchurch Street and Aldgate:

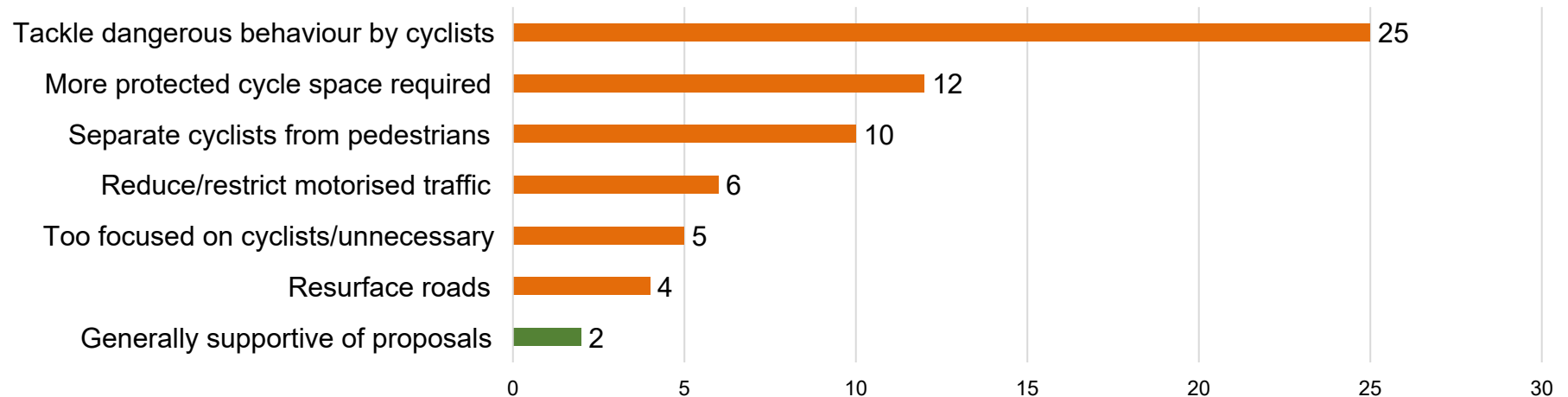
Comments about cycling on Fenchurch Street

61 respondents left comments about cycling on Fenchurch Street. Some respondents made more than one comment.

By far the most frequent comment made was a perceived need to address cycling behaviour which is seen as dangerous to pedestrians. This was followed by a perceived need to provide safe space specifically for cyclists, with an accompanying request from pedestrians to separate them from cyclists.

n=61

Question: Do you have any comments about cycling on Fenchurch Street?



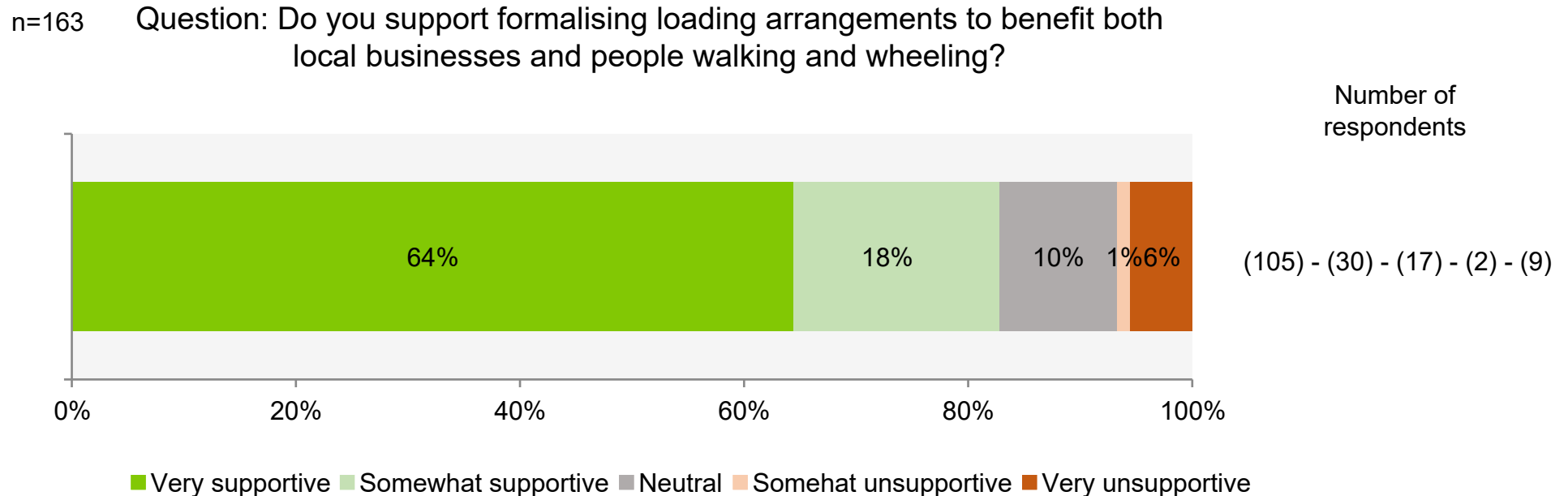
Other comments included a need for firmer controls on e-bike cycling bays, consideration of modal filters one-way streets and connected cycle routes, and ensuring kerbside access for taxis and people who are visually impaired. (Each made by no more than one respondent).

Fenchurch Street and Aldgate:

Formalising loading arrangements to benefit both local businesses and people walking and wheeling

There was an accompanying high level of support (82%) for the proposal to formalise loading arrangements to benefit both businesses and those walking and wheeling.

In contrast, just 7% of respondents did not support this proposal.



On the following page, we see how support varied by respondents' travel mode.

Fenchurch Street and Aldgate:

How support for formalising loading arrangements to benefit both local businesses and people walking and wheeling varied by how people identified they got around

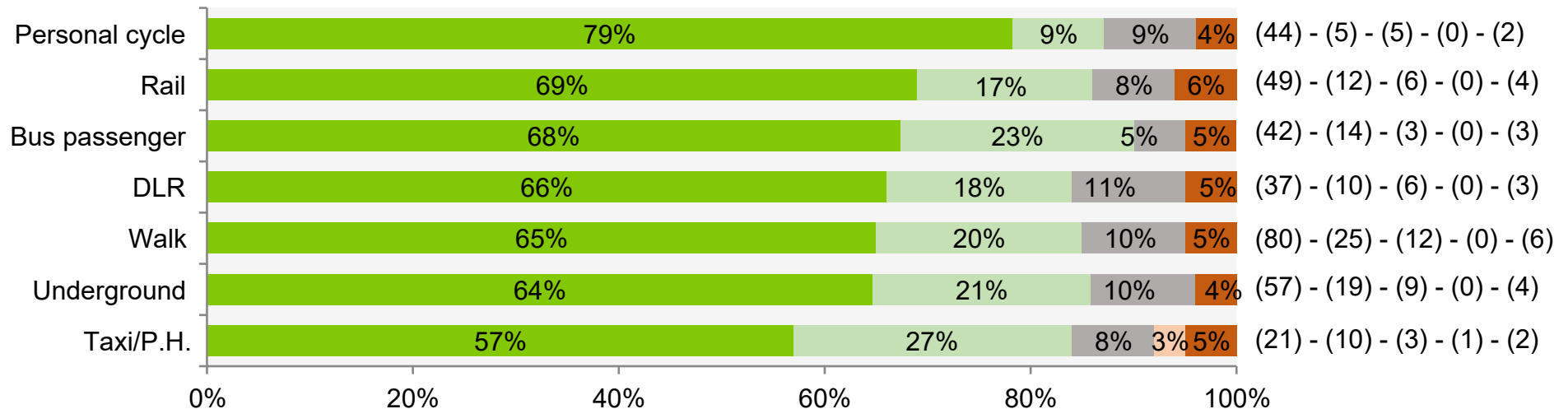
In all travel mode categories with sufficient participants to enable analysis, a majority supported formalising loading arrangements. Support again peaked among those who identified as using a personal cycle (88%).

In contrast, opposition was comparatively limited, with less than 10% across each travel mode.

n=37-123

Question: Do you support formalising loading arrangements to benefit both local businesses and people walking and wheeling? (Travel mode)

Number of respondents



Very supportive Somewhat supportive Neutral Somewhat unsupportive Very unsupportive

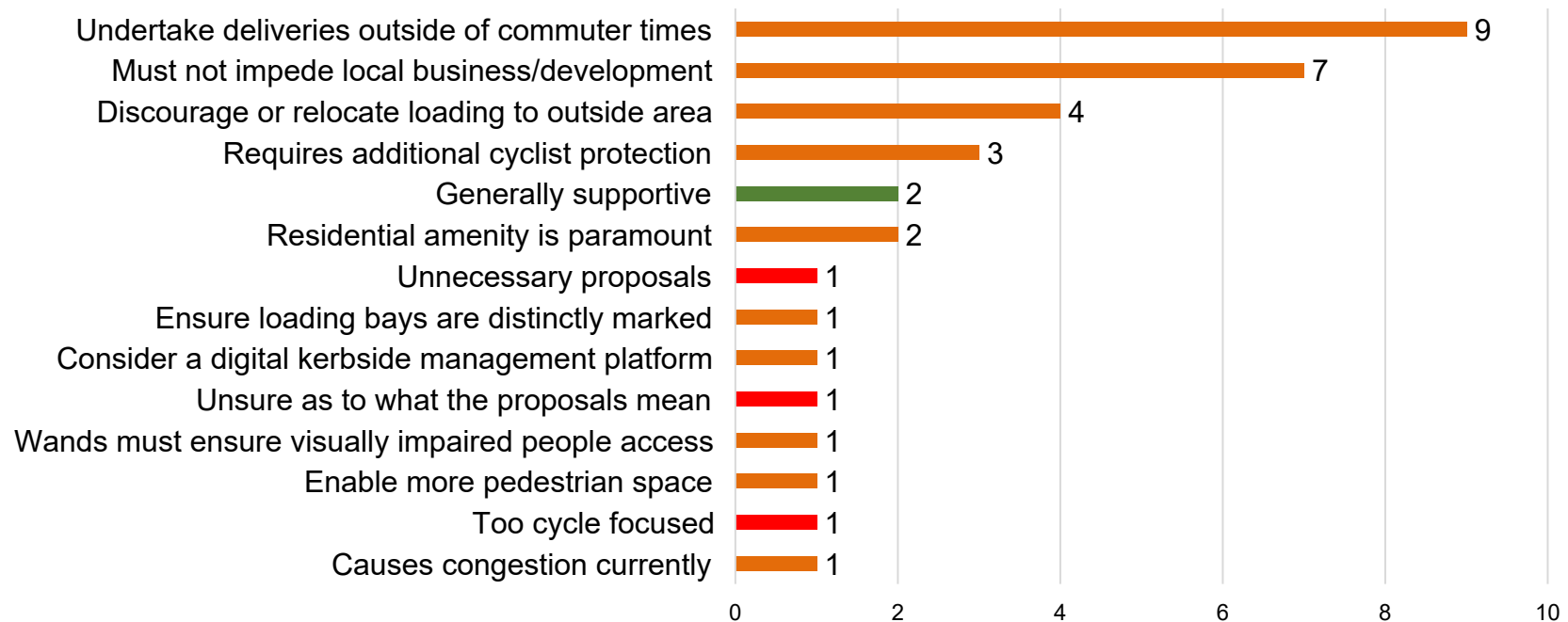
Fenchurch Street and Aldgate:

Comments about loading and deliveries on Fenchurch Steet

35 respondents left comments on loading and deliveries on Fenchurch Street. Here, we see all comments made, with the top suggestion being that deliveries should be made outside of rush hour/commuter times. However, a number of respondents expressed concerns that provision must be made for deliveries and loading to local business and development.

n=35

Question: Do you have any comments about loading and deliveries on Fenchurch Street?



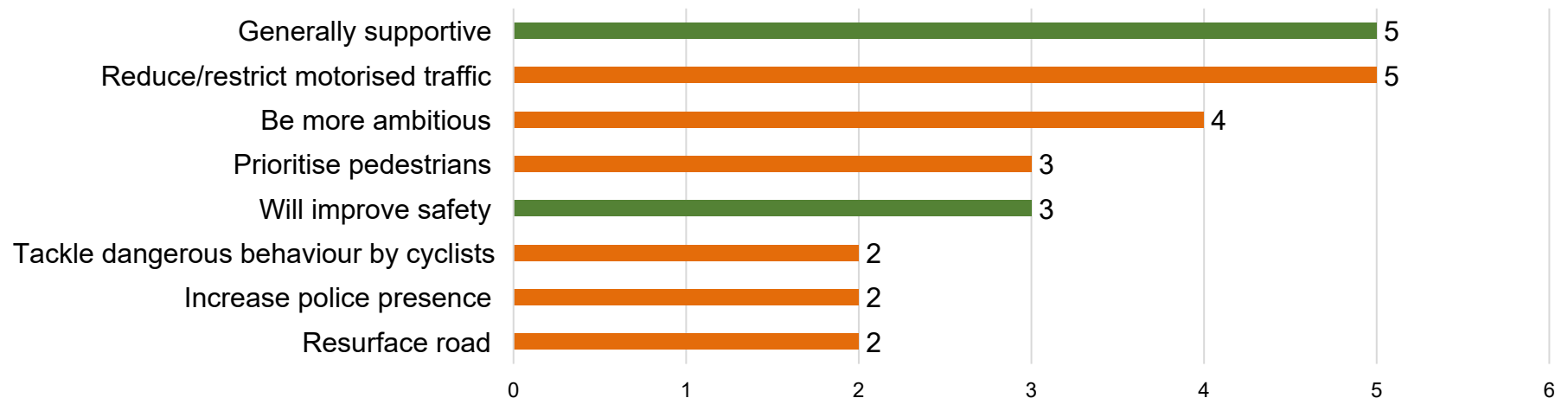
Fenchurch Street and Aldgate:

Other comments about Fenchurch Steet in general

39 respondents left additional comments on Fenchurch Street. Some respondents made more than one comment. The most numerous improvements requested focused on a need to be more ambitious, while reducing and restricting motorised through traffic.

n=39

Question: Do you have any comments about Fenchurch Street in general?



There was a very disparate selection of additional comments - each made by just one or two respondents. These included a perceived need to tackle tall buildings blocking out light, provide more taxis, provide further explanation of 'wheeling', consider emergency services access, utilise more pelican crossings, include more outdoor seating, install SuDS, tackle the wind tunnel effect caused by the Walkie Talkie building, and ensure Fenchurch Street plays a wider role in urban movement from east to west.

Eastcheap and Great Tower Street



Eastcheap and Aldgate - draft proposals

- Eastcheap and Great Tower Street form an important gateway into the City and provide a link between the visitor attractions of the Tower of London, the Monument to the Great Fire of London and the Sky Garden at 20 Fenchurch Street. There is a concentration of retail, restaurants, pubs and bars on these streets.
- Carriageway space varies, and, in some stretches, it is wider than is necessary, while some pavements are too narrow for the number of people walking and wheeling, especially during rush hours and at lunchtime. There are opportunities to widen pavements and make the street easier to cross. Public realm improvements would also make these streets more attractive and benefit the local economy both day and night.
- Gracechurch Street and King William Street south of the Cannon Street junction are managed by Transport for London (TfL). TfL are developing proposals to improve Monument junction and to widen pavements and improve crossings on Gracechurch Street. (Proposal 2).

Proposal 3 - On Eastcheap and Great Tower Street exploring:

- Widening pavements, introduce trees (where feasible), planting, seating and cycle parking.
- Improving the crossing points to give more priority to people walking and wheeling and improve their comfort and safety.
- Opportunities to improve the comfort and safety for people cycling.
- Formalising loading arrangements to benefit both local businesses and people walking and wheeling.
- Reviewing the amount and location of kerbside parking to ensure appropriate provision, but to also enable more space for people walking and wheeling and public realm improvements.

Eastcheap and Great Tower Street:

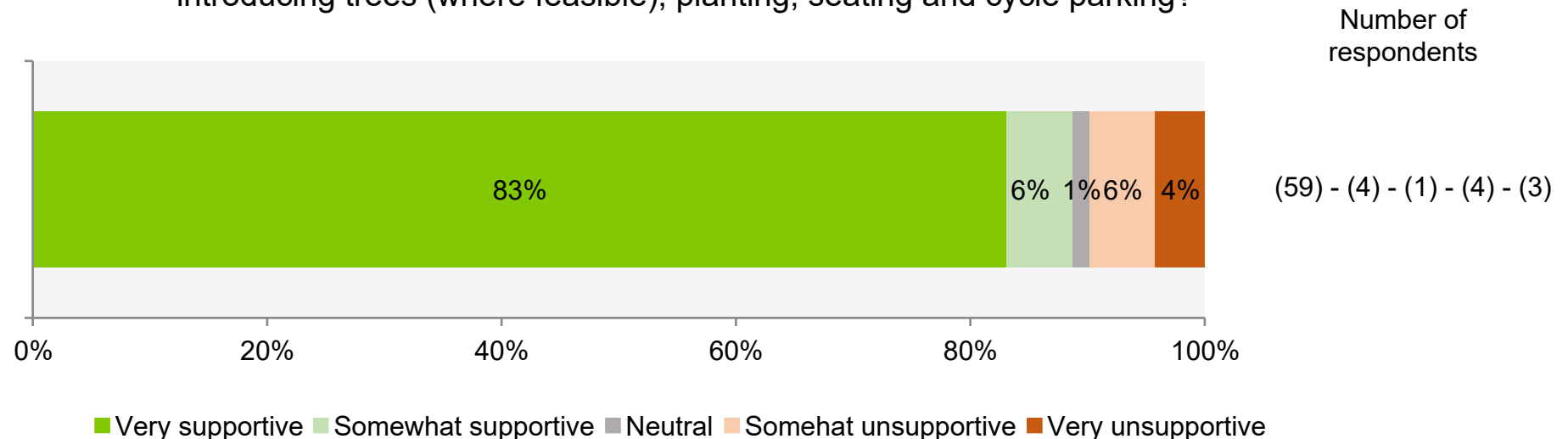
Widening pavements, introducing trees (where feasible), planting, seating and cycle parking

There was a high level of support (89%) for the proposal to widen pavements and introduce trees, planting, seating and cycle parking.

In contrast, just 10% of respondents did not support this proposal.

n=71

Question: Do you support the exploration of widening pavements, introducing trees (where feasible), planting, seating and cycle parking?



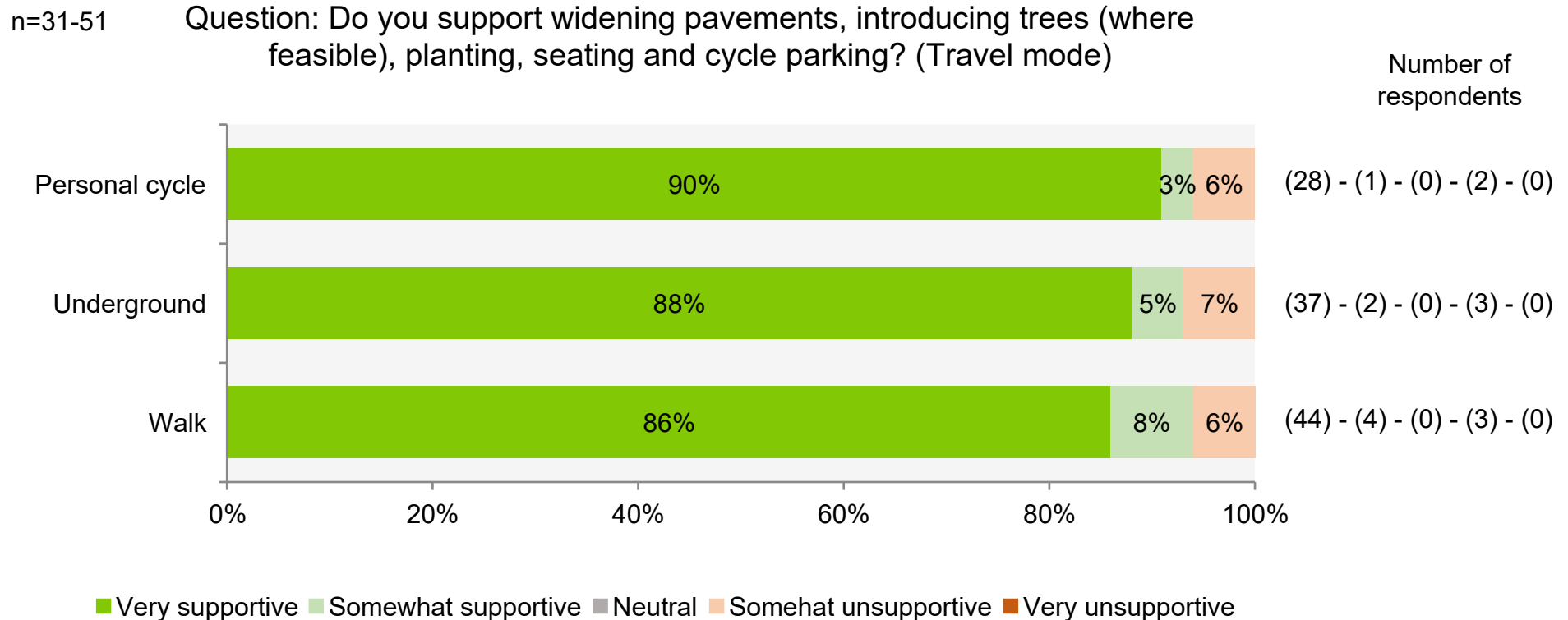
On the following page, we see how support for this proposal varied by respondents' travel mode.

Eastcheap and Great Tower Street:

How support for widening pavements, introducing trees (where feasible), planting, seating and cycle parking varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported widening pavements, introducing trees (where feasible), planting, seating and cycle parking. Support again peaked among those who identified as using a personal cycle (93%).

In contrast, opposition was comparatively limited, with less than 10% across each travel mode.



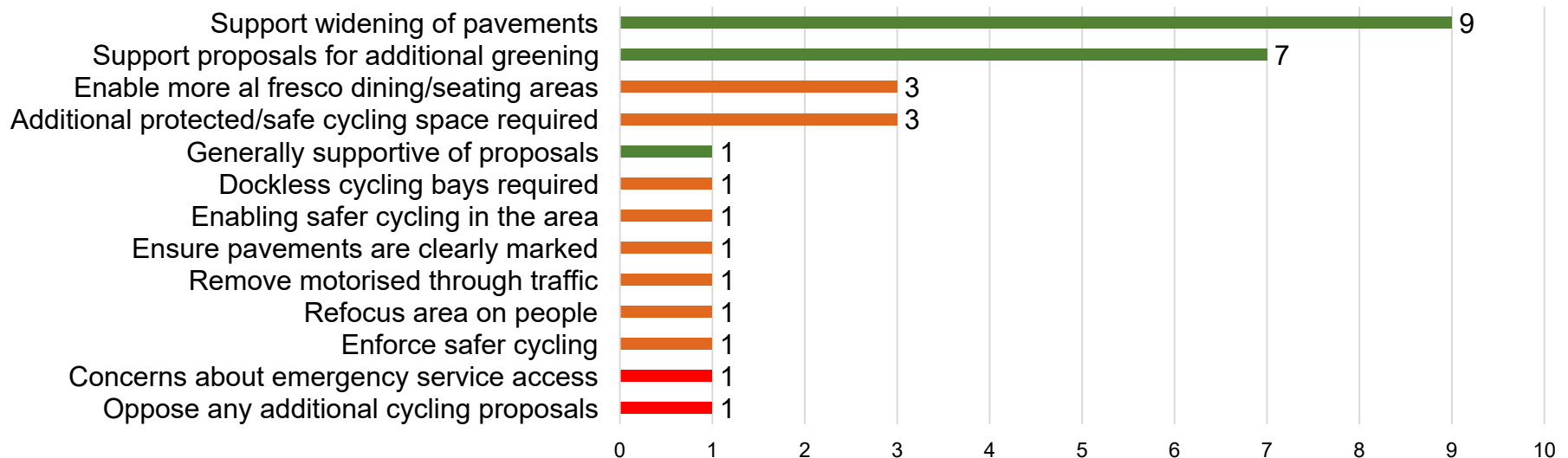
Eastcheap and Great Tower Street:

Comments about the Eastcheap and Great Tower Street pavements and public realm proposals to improve them for people walking or wheeling

19 respondents left comments about pavement and public realm proposals in the area. Some respondents made more than one comment. Here, we see all comments made, with a focus on support for widened pavements and additional greening.

n=19

Question: Do you have any comments about the Eastcheap and Great Tower Street pavements and public realm proposals to improve them for people walking or wheeling?

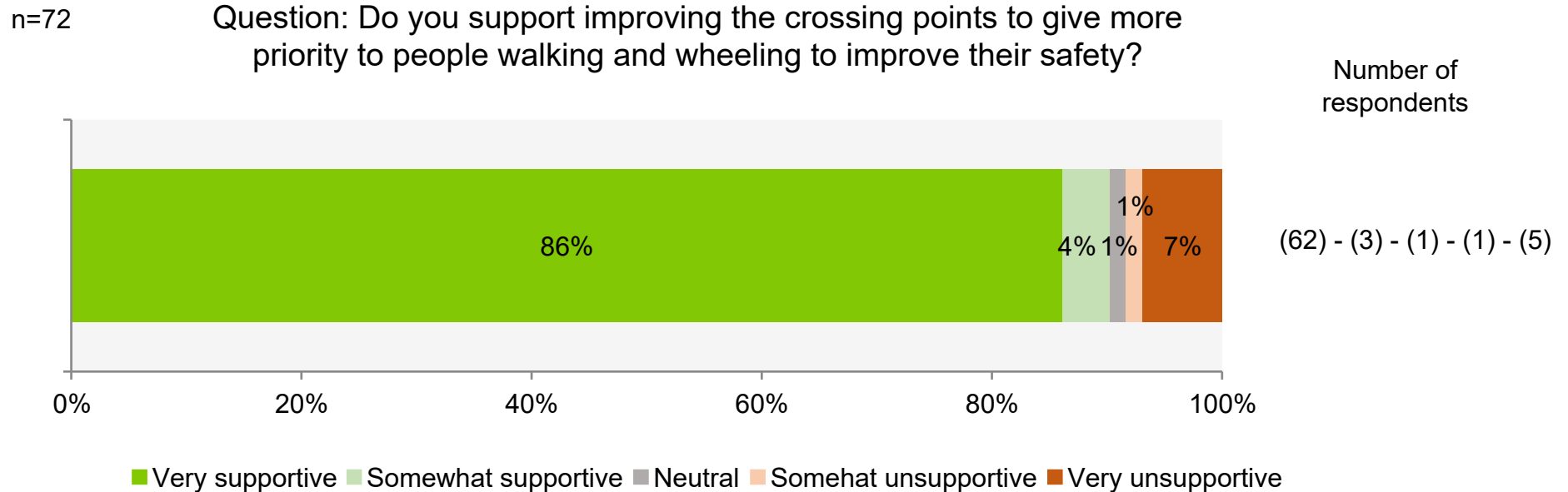


Eastcheap and Great Tower Street:

Improving the crossing points to give more priority to people walking and wheeling to improve their safety

90% of respondents supported crossing point improvement - prioritising and improving the safety of those walking and wheeling. For many, this support was strong.

In contrast, just 8% were unsupportive.



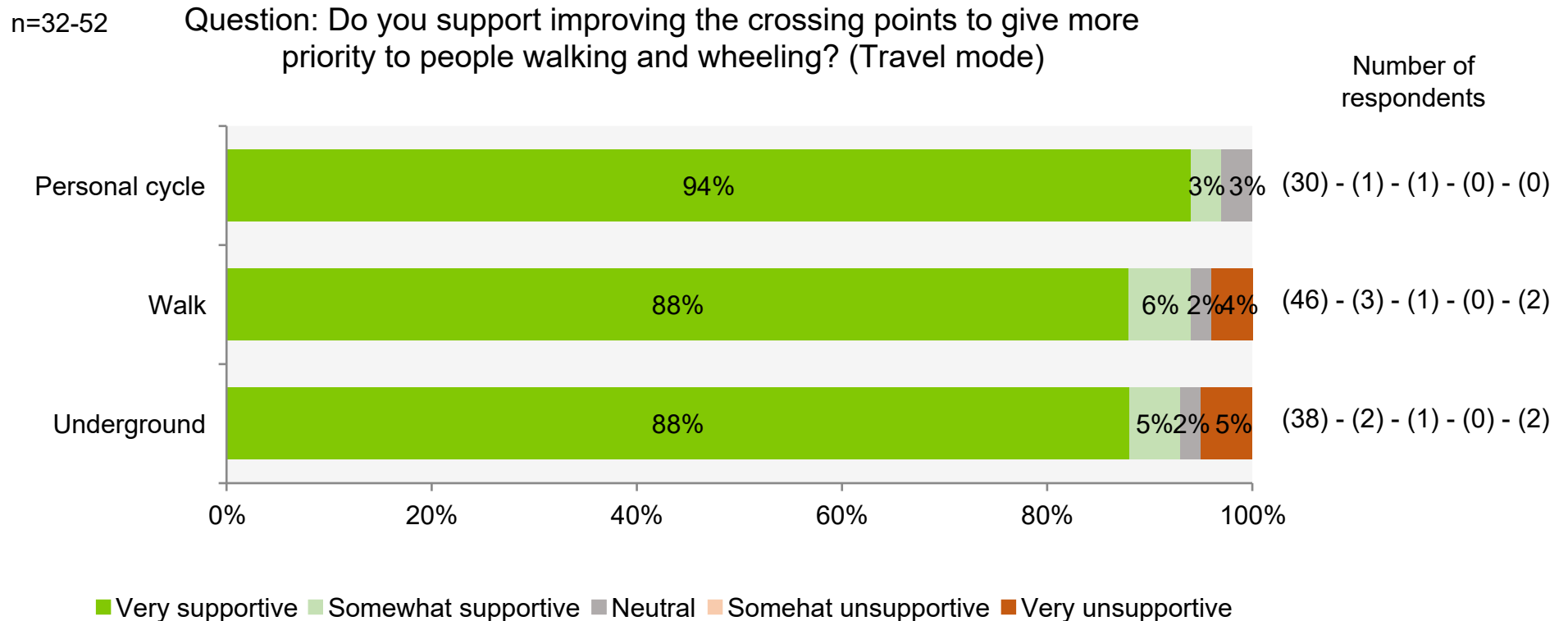
On the following page, we see how support for this proposal varied by respondents' travel mode.

Eastcheap and Great Tower Street:

How support for improving the crossing points to give more priority to people walking and wheeling to improve their safety varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported improving the crossing points to give more priority to people walking and wheeling. Support again peaked among those who identified as using a personal cycle (97%).

In contrast, opposition was comparatively limited, with less than 10% across each travel mode.



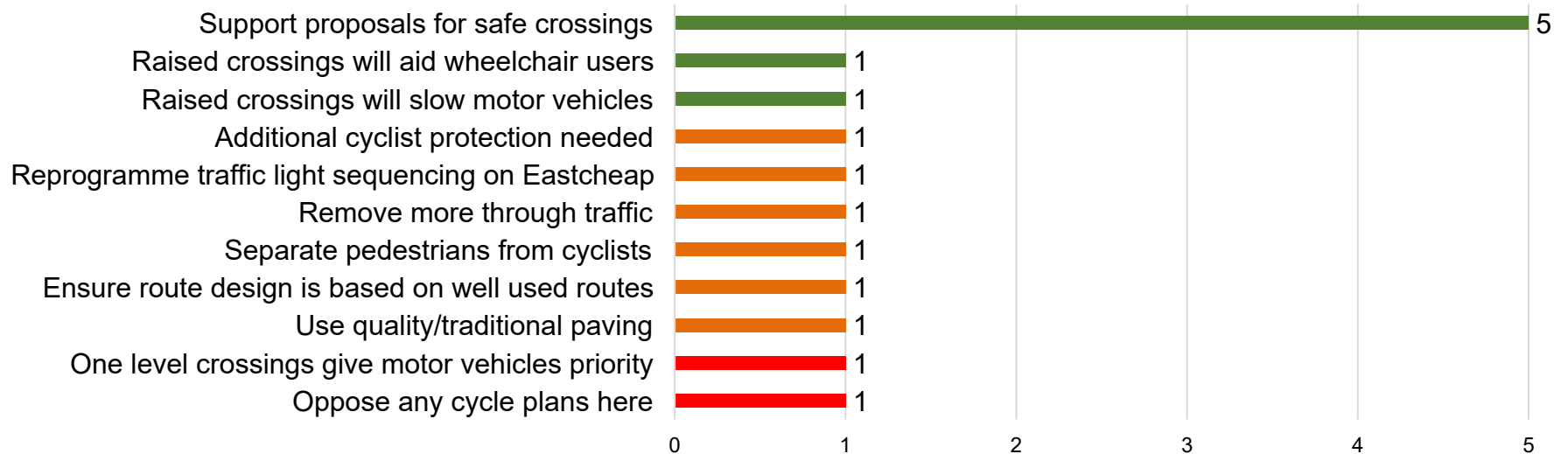
Eastcheap and Great Tower Street:

Comments about the Eastcheap and Great Tower Street crossings and proposals to improve them for people walking or wheeling

14 respondents left comments about proposed improvements to the area's crossings. Some respondents made more than one comment. Here, we see all comments made with the most frequent comments underlining support for these proposals.

n=14

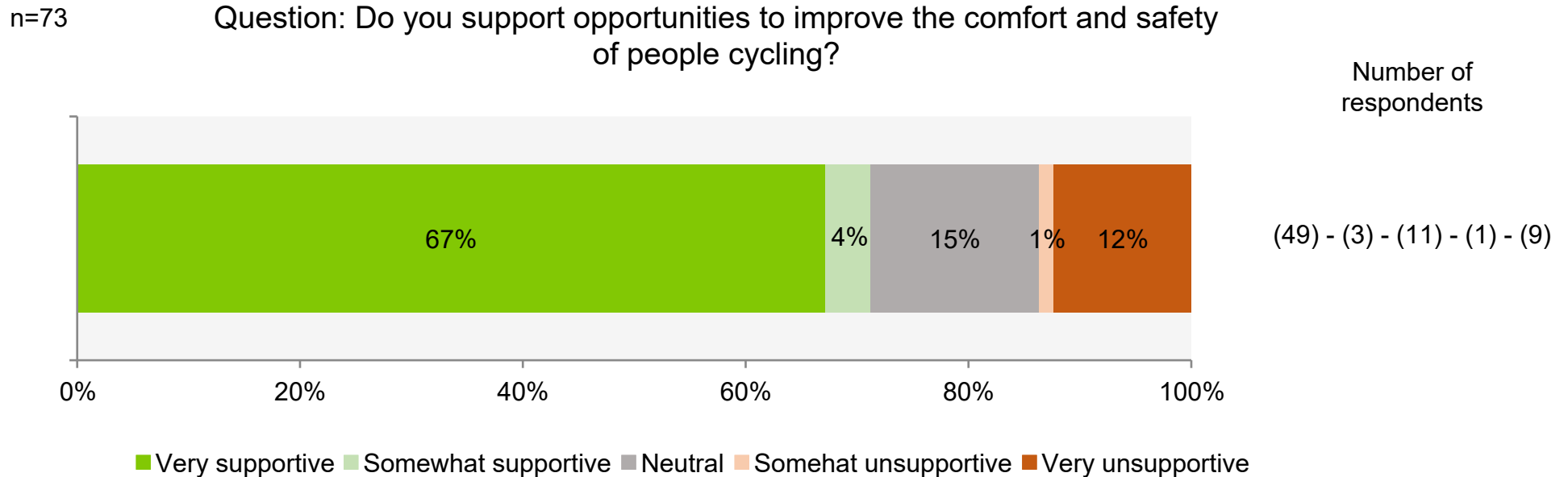
Question: Do you have any comments about the Eastcheap and Great Tower Street crossings and proposals to improve them for people walking or wheeling?



Eastcheap and Great Tower Street: Improving the comfort and safety of people cycling

Over 70% of respondents supported the comfort and safety improvements for cyclists. For two-thirds, this support was strong.

In contrast, just 13% were unsupportive, with 15% expressing a neutral opinion.



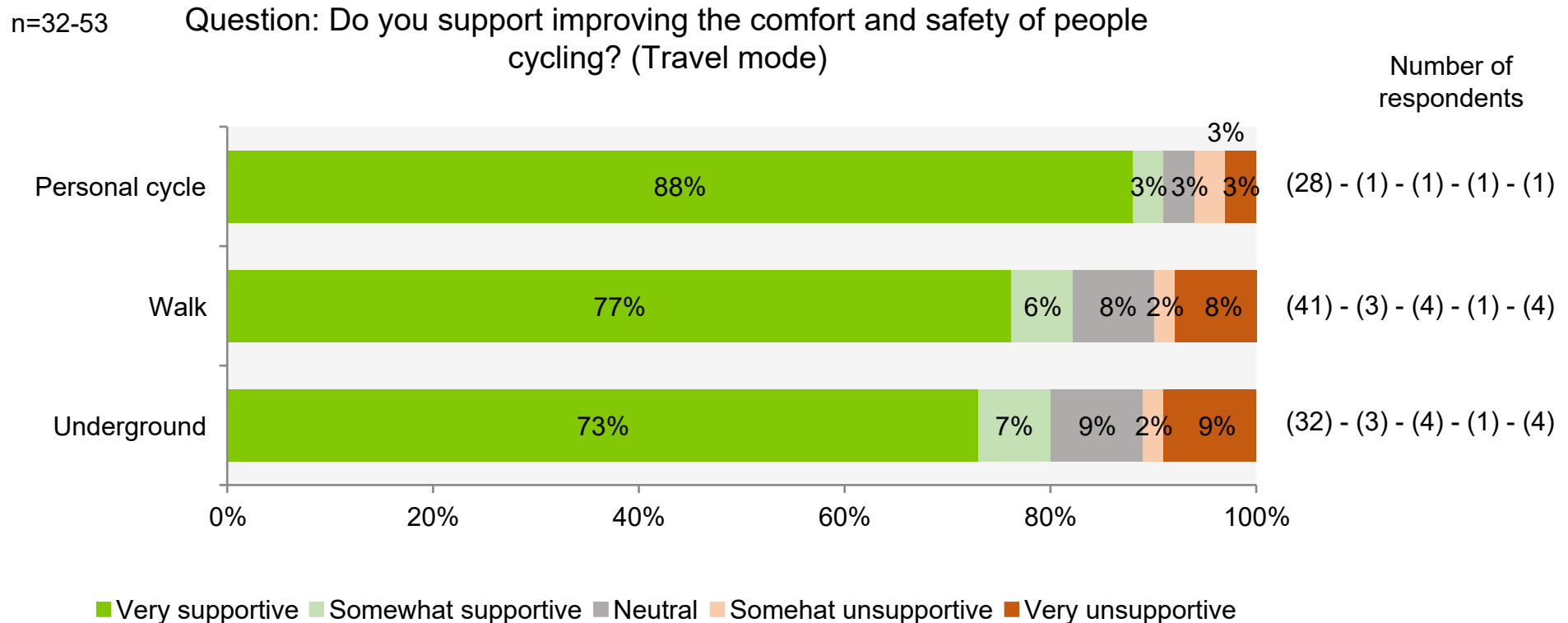
On the following page, we see how support for this proposal varied by respondents' travel mode.

Eastcheap and Great Tower Street:

How support for improving the comfort and safety of people cycling varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported improving the comfort and safety of people cycling. Support again peaked among those who identified as using a personal cycle (91%).

In contrast, opposition was comparatively limited, with less than 12% across each travel mode.



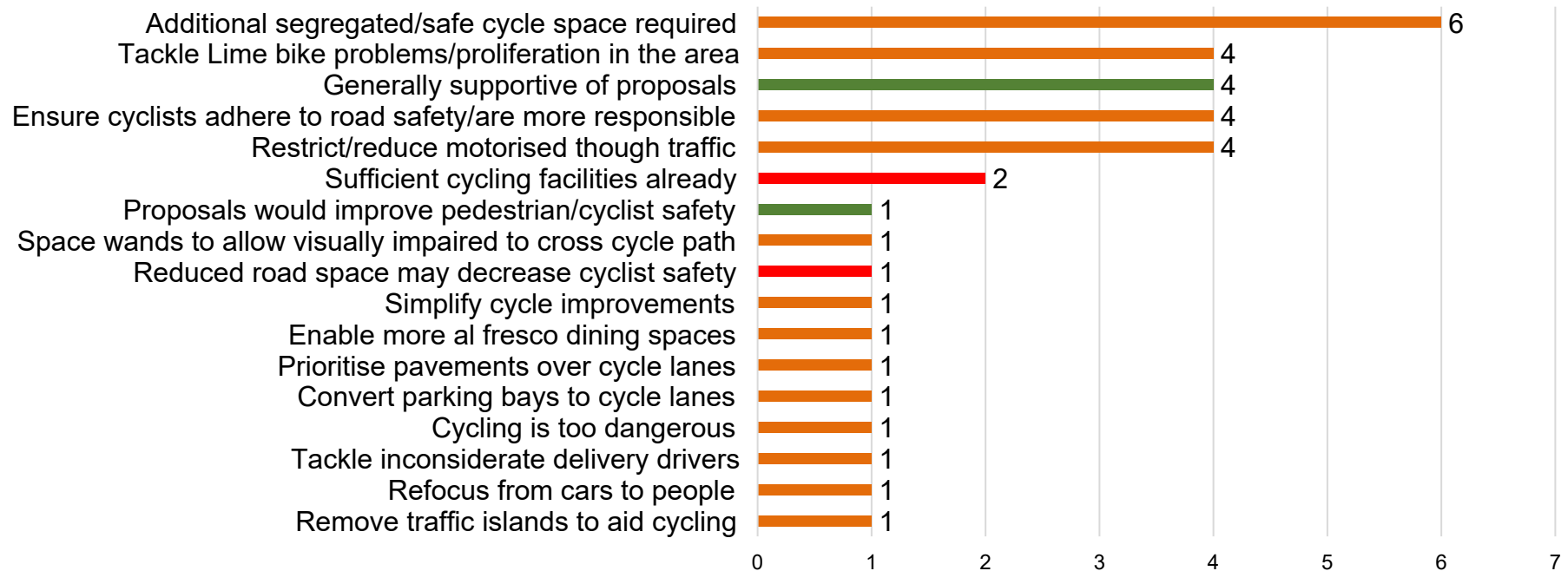
Eastcheap and Great Tower Street:

Comments about cycling on Eastcheap and Great Tower Street

26 respondents left comments about cycling on Eastcheap and Great Tower Street. Some respondents made more than one comment. Here, we see the wide breadth of comments made, of which the most common focused on a perceived need for safe and segregated cycle space.

n=26

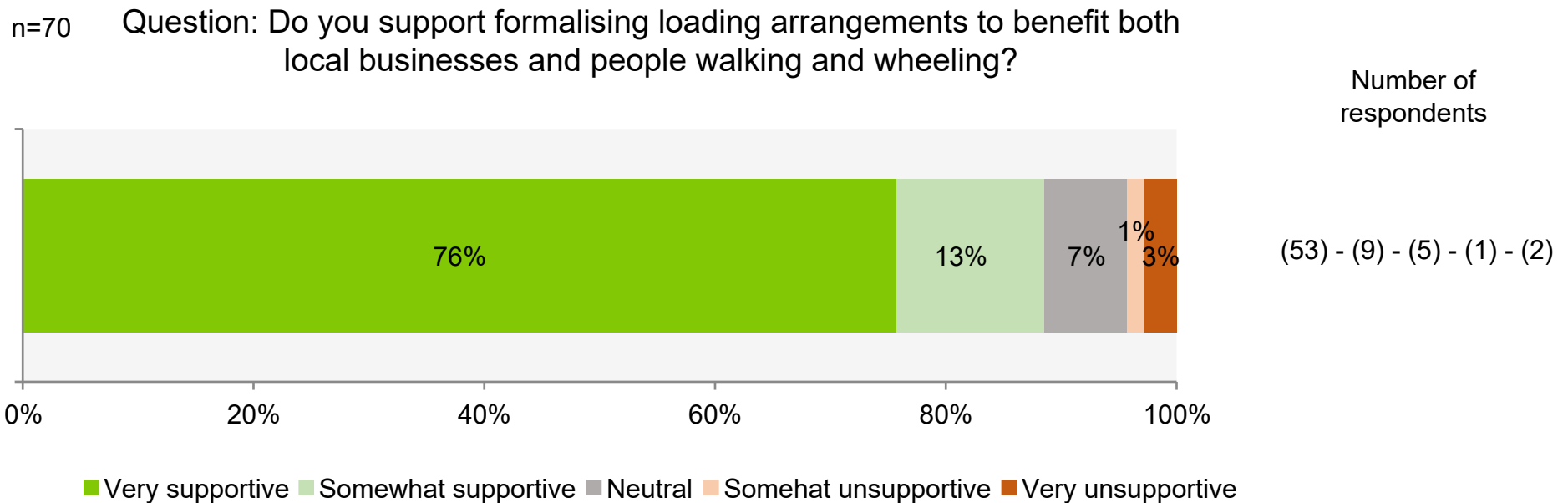
Question: Do you have any comments about cycling on Eastcheap and Great Tower Street?



Eastcheap and Great Tower Street:

Formalising loading arrangements to benefit both local businesses and people walking and wheeling

Almost 90% of respondents supported formalised loading arrangements. For many, this support was strong. In contrast, just 4% were unsupportive, with 7% expressing a neutral opinion.



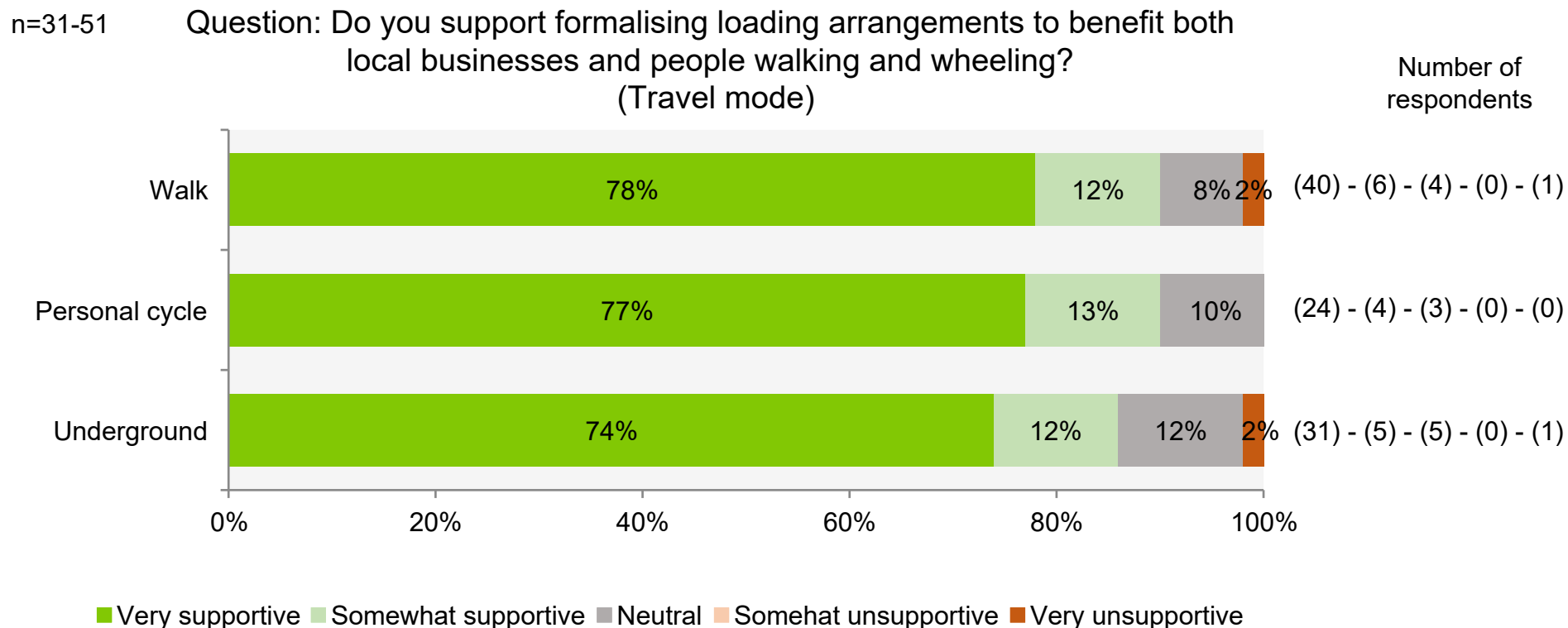
On the following page, we see how support for this proposal varied by respondents' travel mode.

Eastcheap and Great Tower Street:

How support for formalising loading arrangements to benefit both local businesses and people walking and wheeling varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported formalising loading arrangements to benefit both local businesses and people walking and wheeling. Support peaked among those who identified as walking (90%) and using a personal cycle (90%).

In contrast, opposition was very limited across each travel mode.



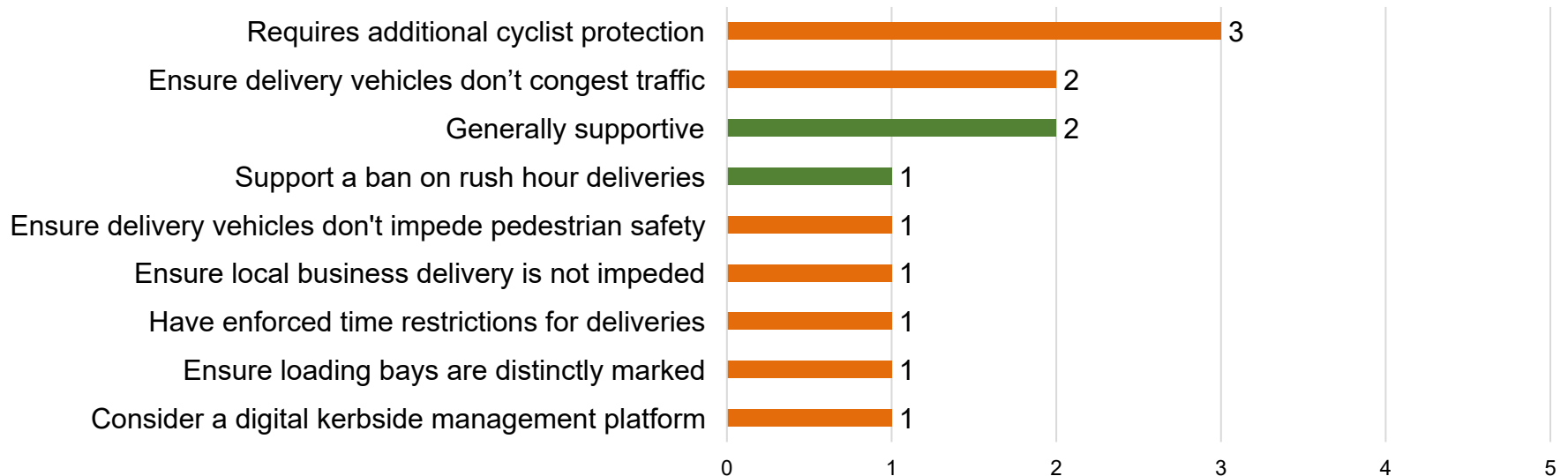
Eastcheap and Great Tower Street:

Comments about loading and deliveries on Eastcheap and Great Tower Street

12 respondents left comments about loading and deliveries on Eastcheap and Great Tower Street. Some respondents made more than one comment. Here, we see all comments made, with a need for additional cyclist protection emerging again as the most frequent comment.

n=12

Question: Do you have any comments about loading and deliveries on Eastcheap and Great Tower Street?



Eastcheap and Great Tower Street:

Reviewing the amount and location of kerbside parking to ensure appropriate provision but also to enable more space for people walking and wheeling and public realm improvements

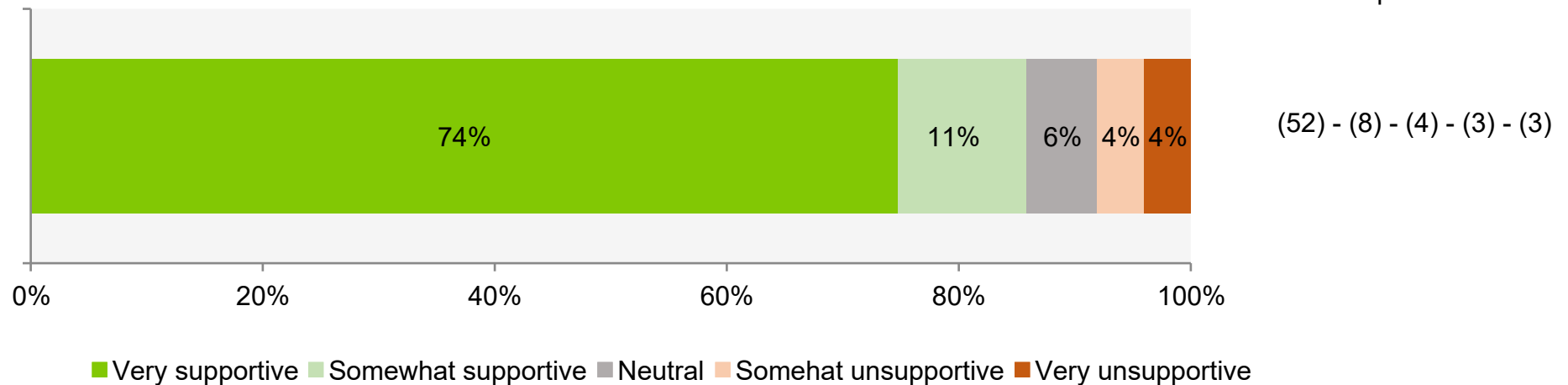
85% of respondents supported a review of kerbside parking, with many expressing strong support.

In contrast, just 8% were unsupportive.

n=70

Question: Do you support reviewing the amount and location of kerbside parking to ensure appropriate provision but also to enable more space for people walking and wheeling and public realm improvements?

Number of respondents



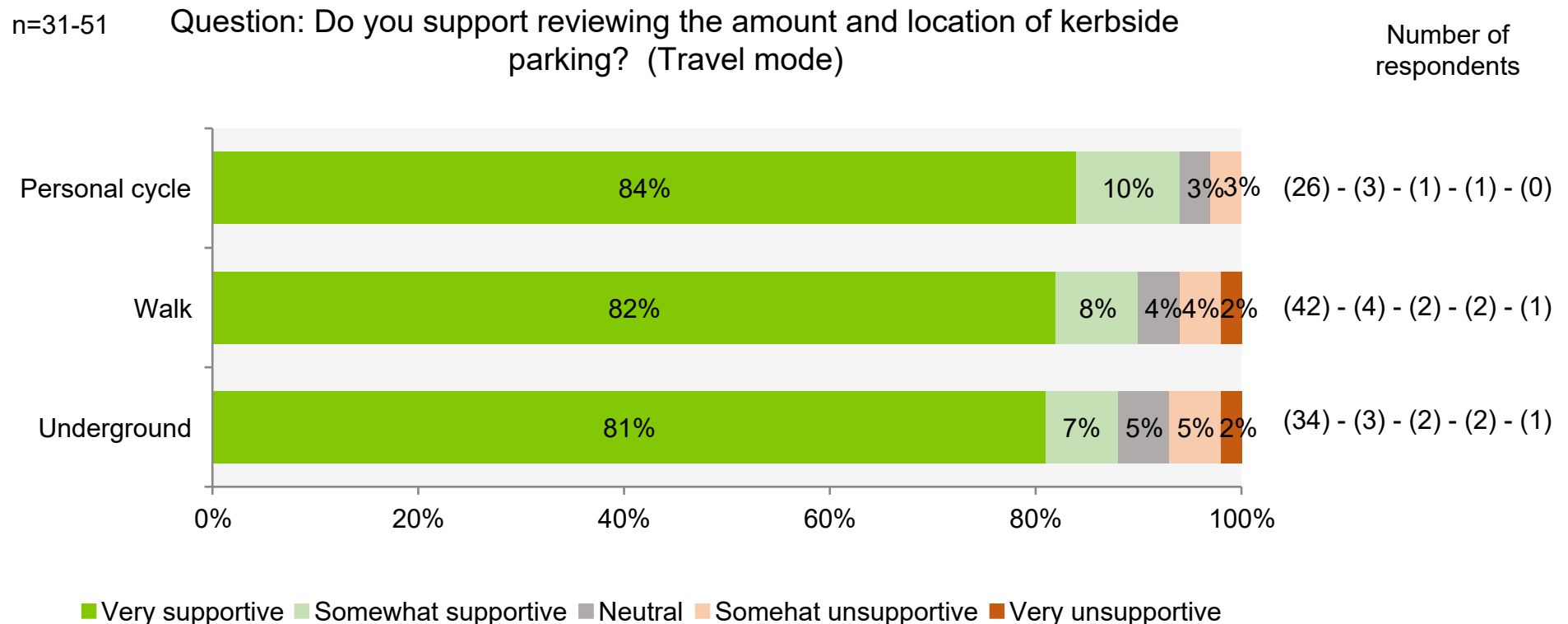
On the following page, we see how support for this proposal varied by respondents' travel mode.

Eastcheap and Great Tower Street:

How support for reviewing the amount and location of kerbside parking varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported reviewing the amount and location of kerbside parking. Support again peaked among those who identified as using a personal cycle (94%).

In contrast, opposition was very limited across each travel mode.



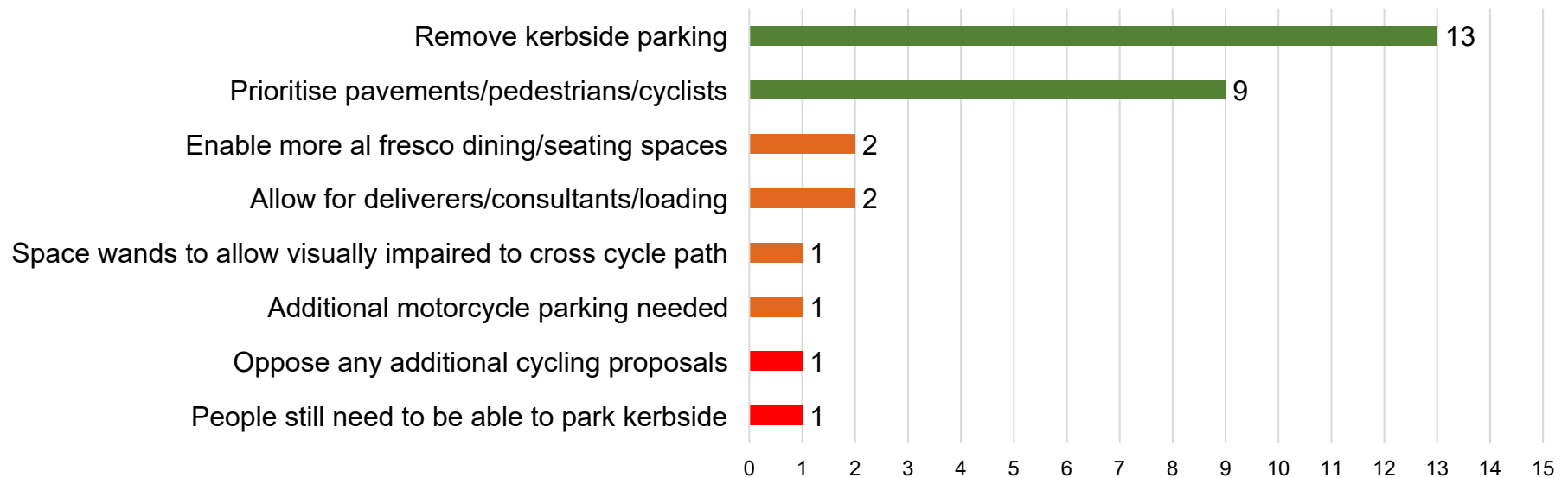
Eastcheap and Great Tower Street:

Comments about kerbside parking on these streets

26 respondents left comments about kerbside parking on the area's streets. Some respondents made more than one comment. Here, we see all comments made, with a clear focus on a perceived need to remove kerbside parking from these streets.

n=26

Question: Do you have any comments about kerbside parking on these streets?



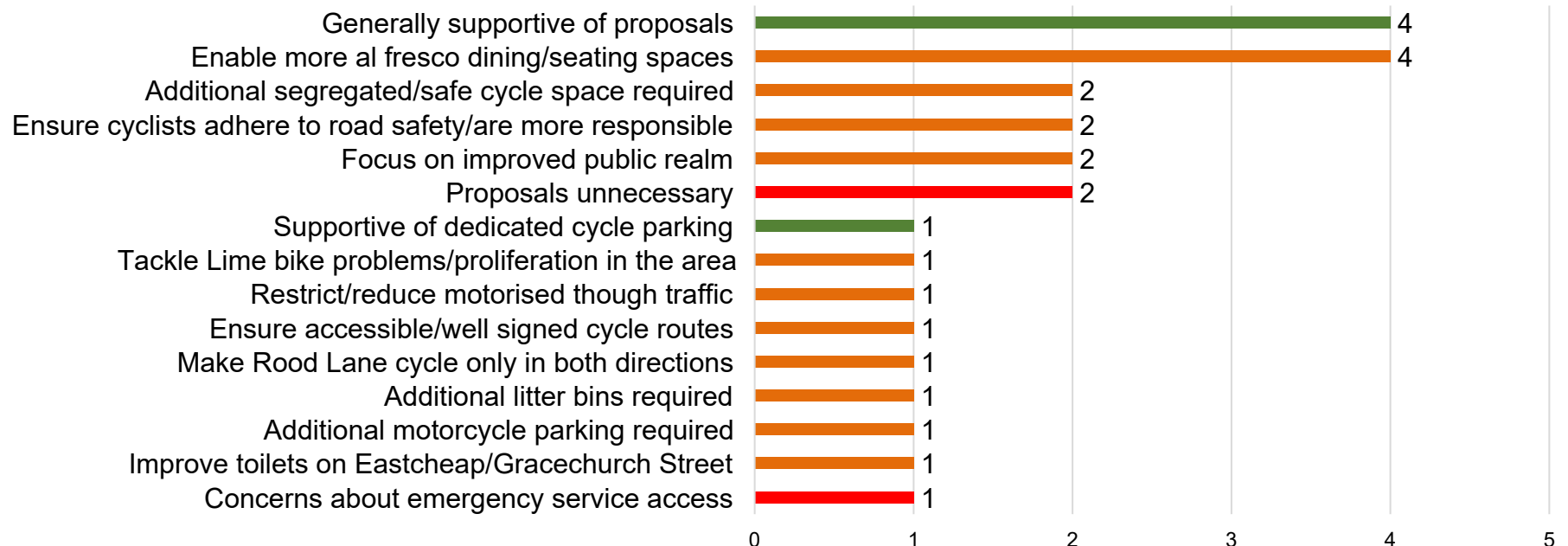
Eastcheap and Great Tower Street:

Additional comments about Eastcheap and Great Tower Steet in general

20 respondents left additional comments on Eastcheap and Great Tower Street. Some respondents made more than one comment. Here, we see the wide breadth of all comments made, with many ideas for additional enhancement and improvement in the area - including enabling more al fresco dining/seating space, additional safe spaces for cyclists and improved public realm, and a need to ensure that cyclists travel through the area responsibly.

n=20

Question: Do you have any comments about Eastcheap and Great Tower Steet in general?



Streets North of Eastcheap and Great Tower Street

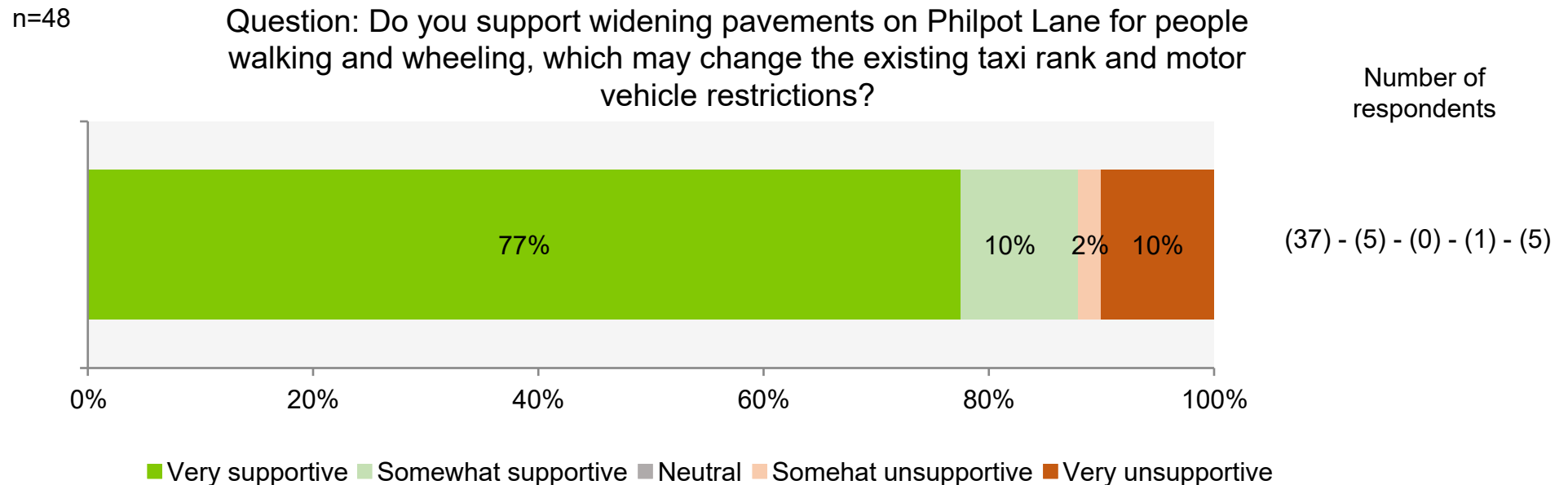


Streets North of Eastcheap and Great Tower Street - draft proposals

- The streets between Eastcheap and Great Tower Street and Fenchurch Street provide links for motor vehicles and for people walking, wheeling and cycling. There is a commitment to closing Rood Lane to motor vehicles between 7am and 7pm on weekdays to improve the comfort/safety of people walking, wheeling and cycling. (Proposal 5 on the plan). Where development opportunities arise, it is proposed to work with developers to create new walking routes to make it easier to walk and wheel through the area. It is also proposed to assist the Aldgate Connect Business Improvement District (BID) and c2c and Network Rail Fenchurch Place to make improvements to the forecourt area in front of Fenchurch Street station (in private ownership). (Proposal 9 on the plan). It is also proposed to explore giving more priority for people walking and wheeling to and from the station.
- Proposal 4 - On Philpot Lane, exploring widening pavements for people walking and wheeling. This may involve changing the existing taxi rank and motor vehicle waiting restrictions.
- Proposal 6 - On Mincing Lane, exploring introducing a crossing point raised to pavement level at Plantation Lane to give more priority to people walking and wheeling and improve their comfort and safety. Improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.
- Proposal 7 - On Mark Lane, exploring raising the carriageway to pavement level on the northern section between Fenchurch Street and the existing traffic restriction to give more priority to people walking and wheeling and improve their comfort and safety. Reviewing the amount and location of parking to ensure appropriate provision while enabling public realm improvements.
- Proposal 8 - On London Street, exploring raising the carriageway to pavement level at the junction with Mark Lane and Fenchurch Place to give more priority to people walking and wheeling and improve their comfort and safety.

Streets North of Eastcheap and Great Tower Street: Widening pavements on Philpot Lane for people walking and wheeling (which may involve changing the existing taxi rank and motor vehicle waiting restrictions)

Almost 90% of respondents supported pavement widening on Philpot Lane. For many this support was strong. In contrast, just 12% were unsupportive.



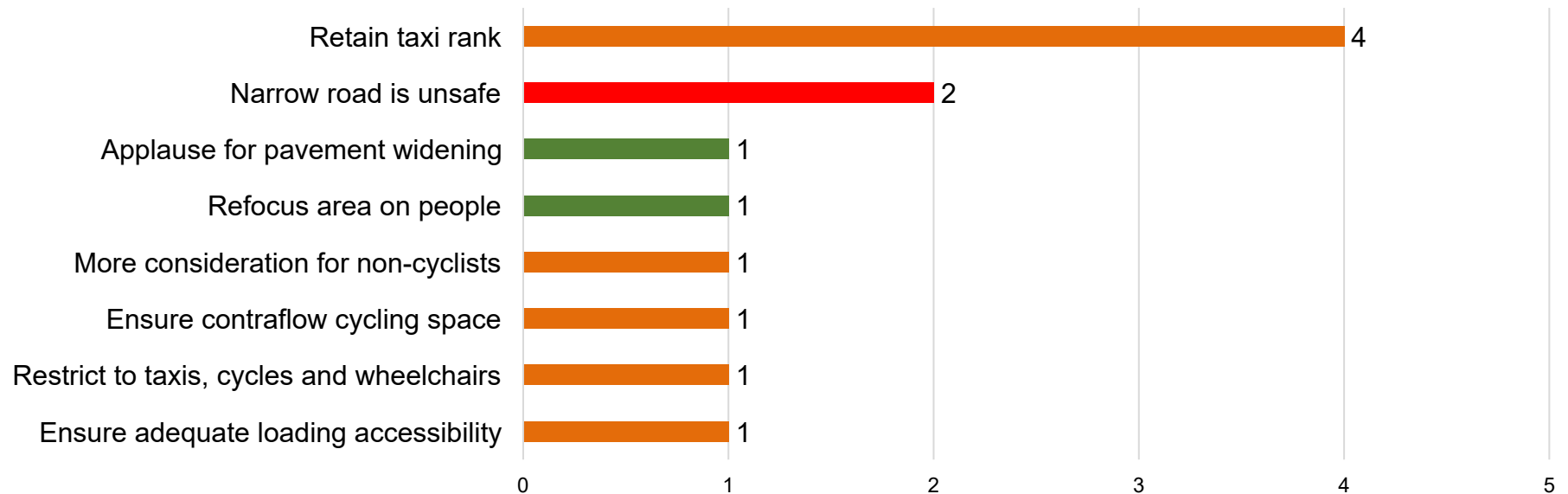
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street: Comments about Philpot Lane

10 respondents left comments about Philpot Lane. Some respondents made more than one comment. Here, we see all comments made - the most frequent being to retain the taxi rank.

n=10

Question: Do you have any comments about Philpot Lane?

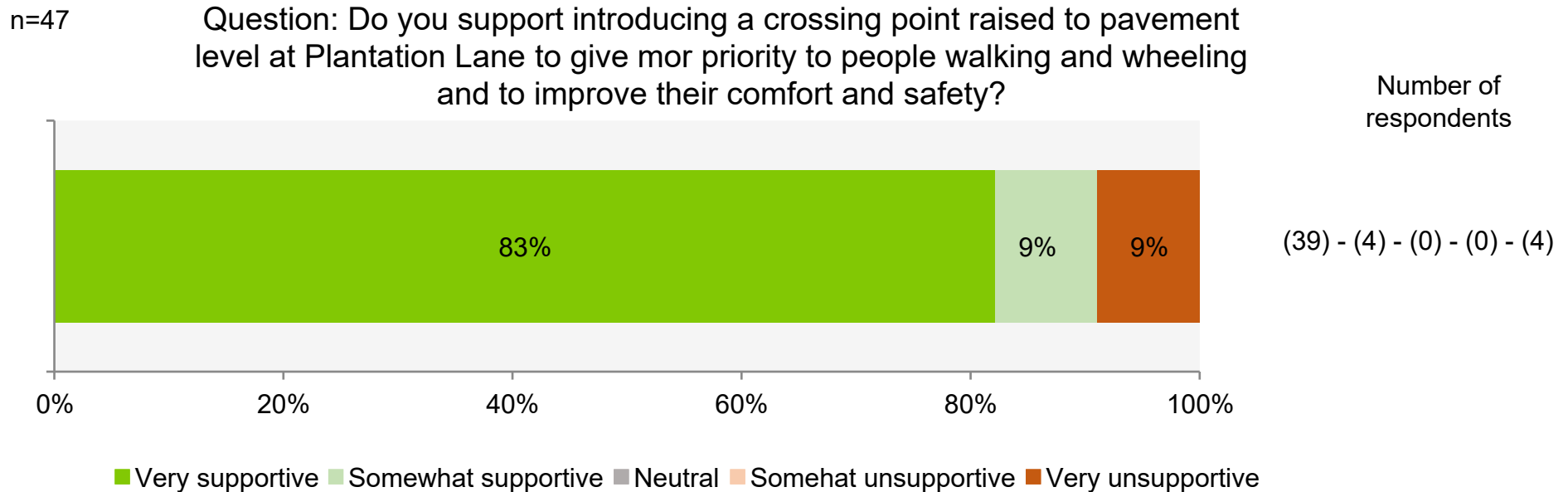


Streets North of Eastcheap and Great Tower Street:

On Mincing Lane, introducing a crossing point raised to pavement level at Plantation Lane to give more priority to people walking and wheeling and improve their comfort and safety

Over 90% of respondents supported the introduction of a crossing point on Mincing Lane - with the vast majority expressing strong support for this proposal.

In contrast, just 9% were unsupportive.

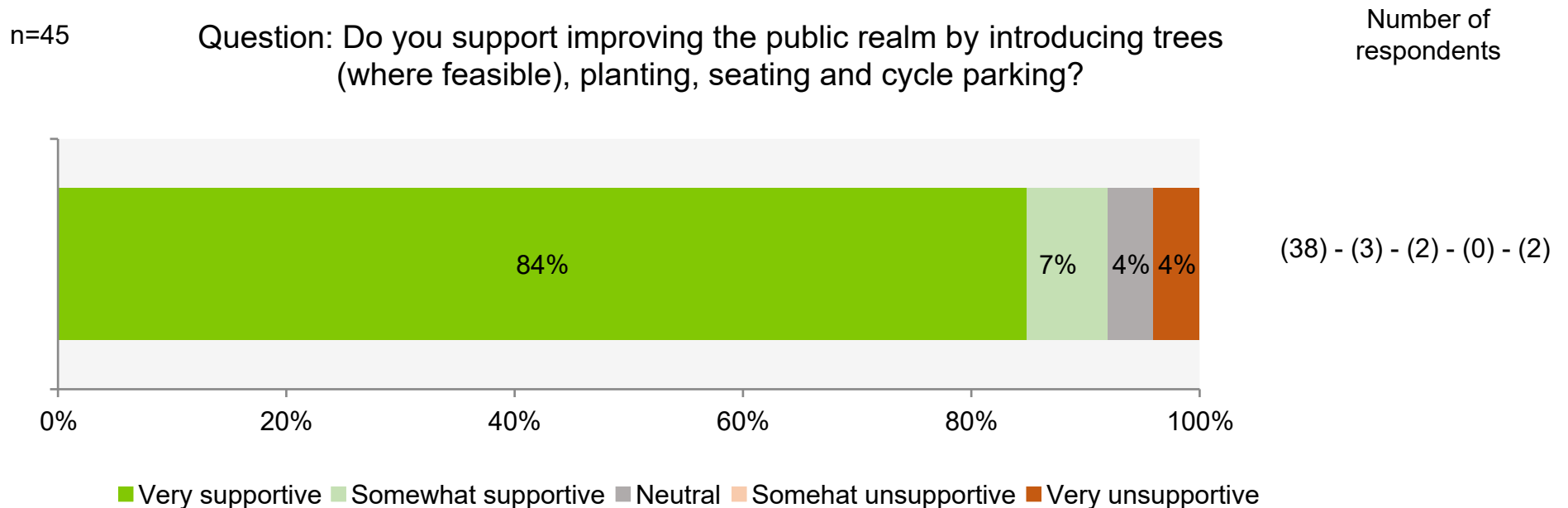


Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street: Improving the public realm by introducing trees (where feasible), planting, seating and cycle parking

Over 90% of respondents supported the public realm improvements as described. For many, this support was strong.

In contrast, just 4% were unsupportive.



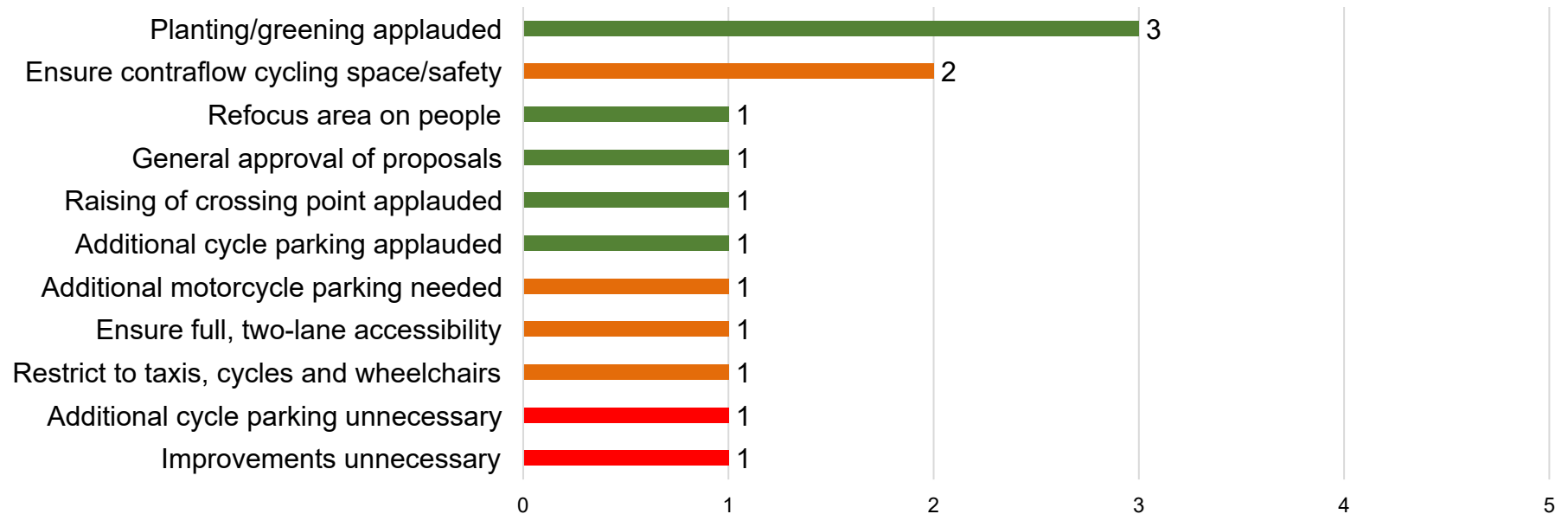
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street: Comments about Mincing Lane

12 respondents left comments about Mincing Lane. Some respondents made more than one comment. Here, we see all comments made, with a number of respondents applauding the proposals for this area.

n=12

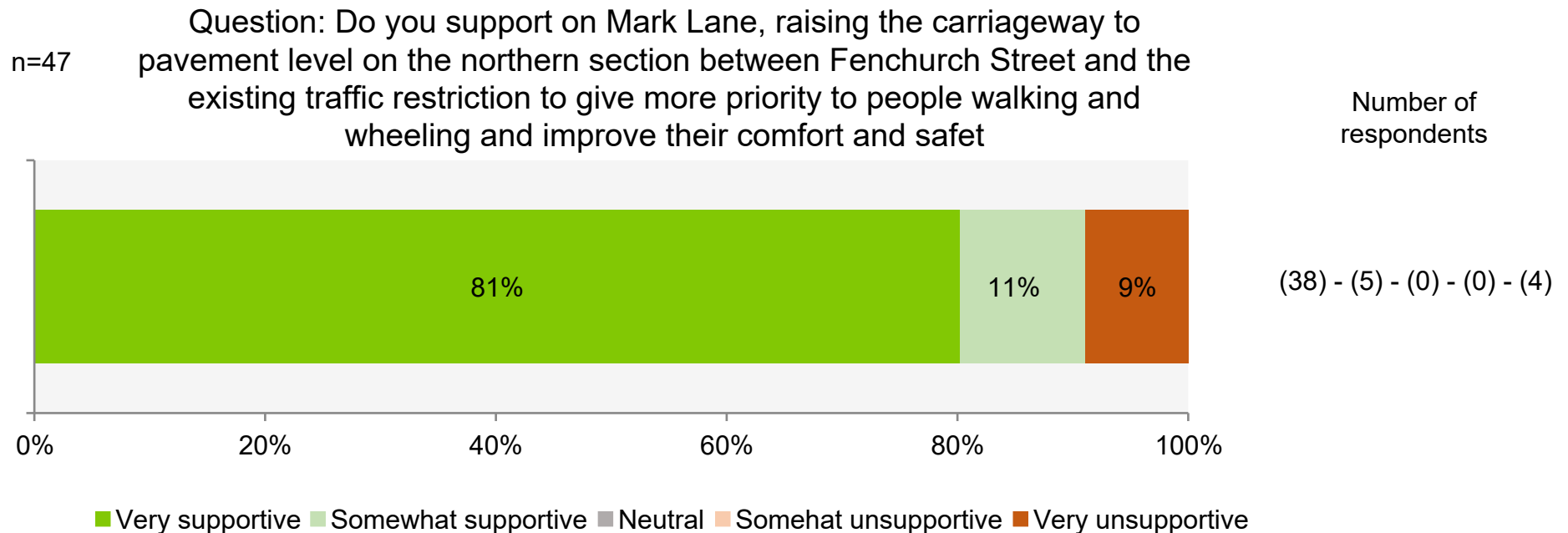
Question: Do you have any comments about Mincing Lane?



Streets North of Eastcheap and Great Tower Street:

On Mark Lane, raising the carriageway to pavement level on the northern section between Fenchurch Street and the existing traffic restriction to give more priority to people walking and wheeling and improve their comfort and safety

Over 90% of respondents supported raising the carriageway on Mark Lane. For many, this support was strong. In contrast, just 9% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

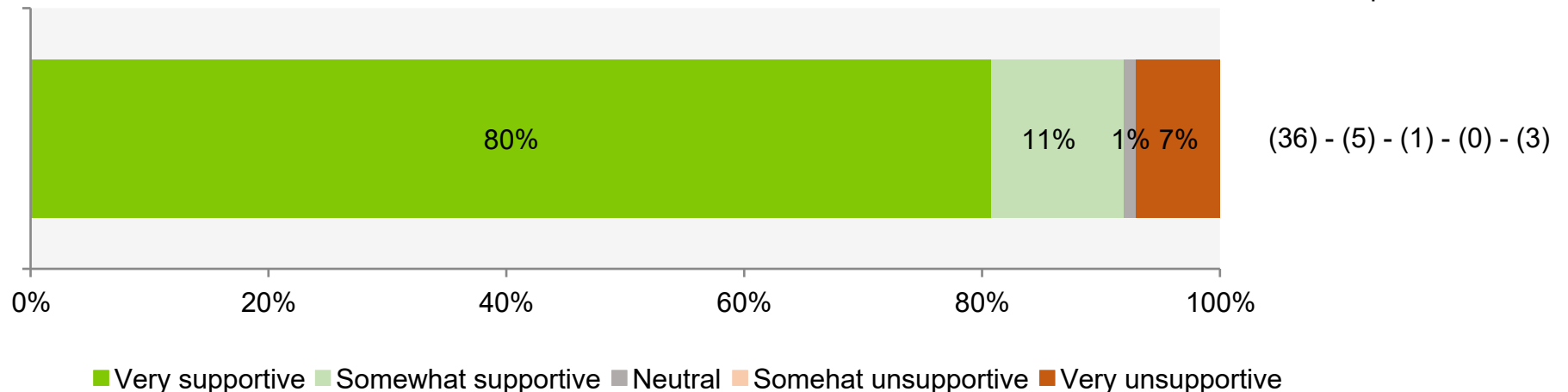
Streets North of Eastcheap and Great Tower Street: Reviewing the amount and location of parking to ensure appropriate provision while enabling public realm improvements

Over 90% of respondents supported a review of the amount and location of parking to ensure appropriate provision while enabling public realm improvements. In contrast, just 7% were unsupportive.

n=45

Question: Do you support reviewing the amount and location of parking to ensure appropriate provision while enabling public realm improvements?

Number of
respondents



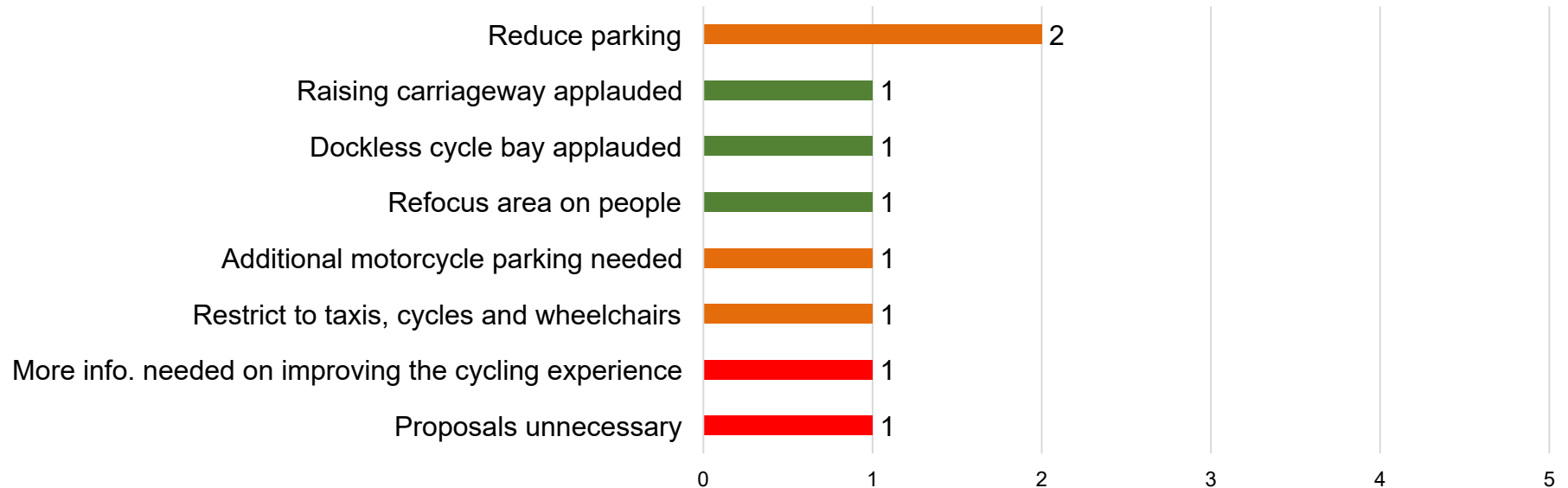
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street: Comments about Mark Lane

Just eight respondents left comments about Mark Lane. Some respondents made more than one comment. Here, we see all comments made, spanning a combination of support for the proposals, with additional suggestions, concerns and queries.

n=8

Question: Do you have any comments about Mark Lane?

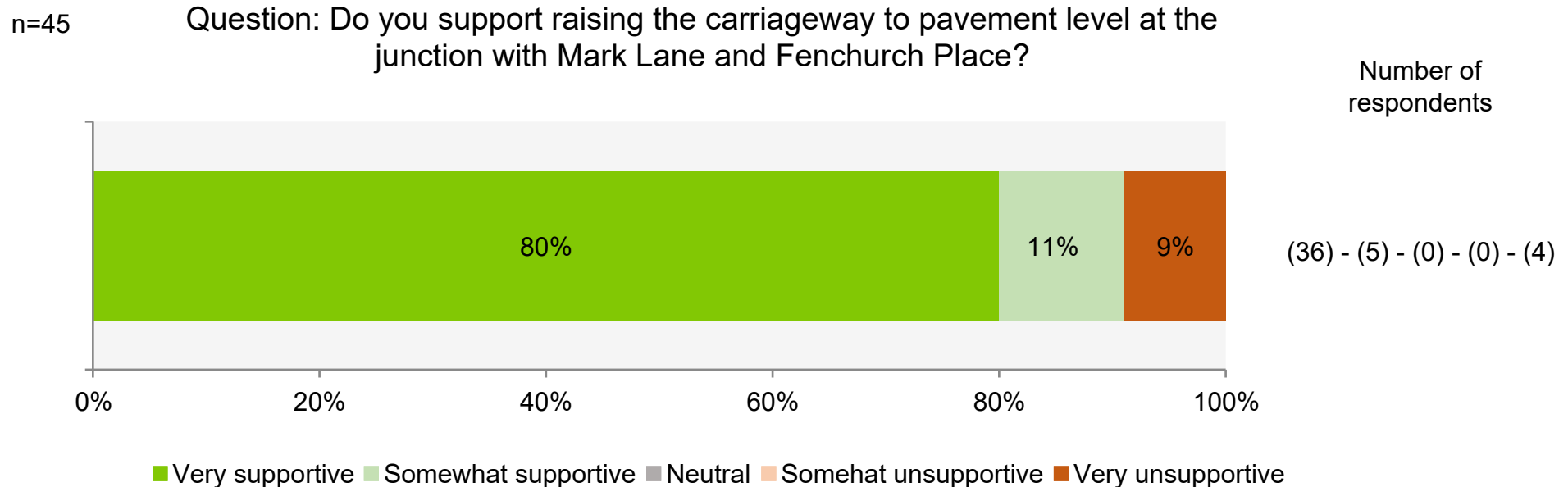


Streets North of Eastcheap and Great Tower Street:

On London Street, raising the carriageway to pavement level at the junction with Mark Lane and Fenchurch Place to give more priority to people walking and wheeling and improve their comfort and safety

Over 90% of respondents supported raising the carriageway to pavement level on London Street at the junction of Mark Lane/Fenchurch Place. For many, this support was strong.

In contrast, just 9% were unsupportive.



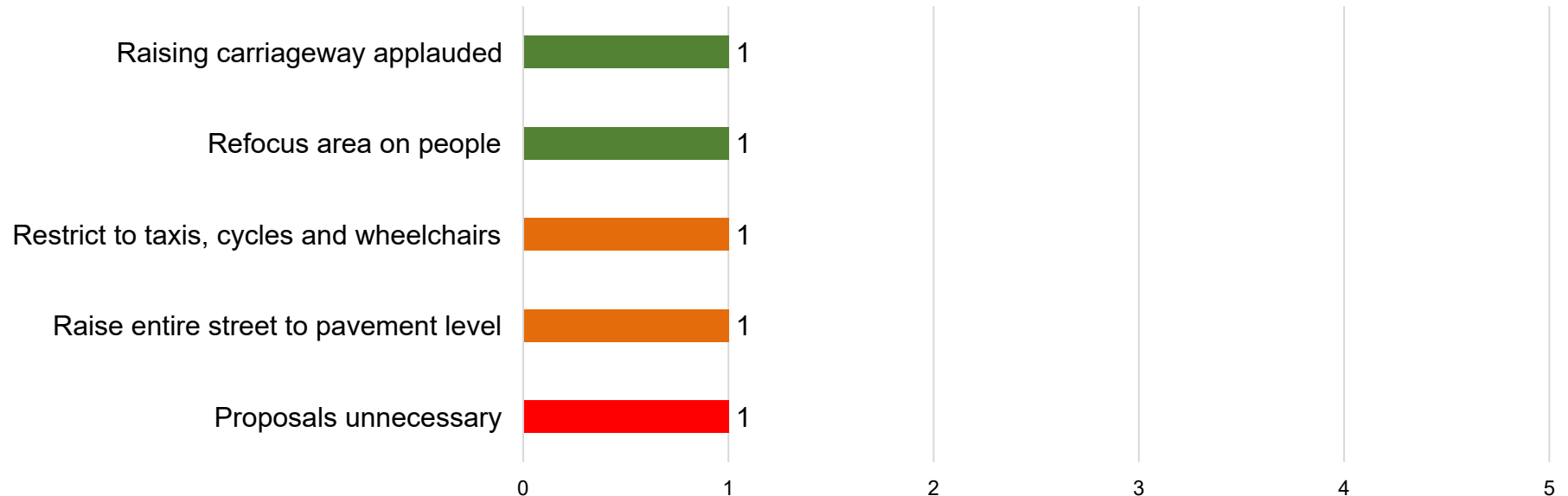
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street: Comments about London Street

Just five respondents left comments about London Street. Some respondents made more than one comment. Here, we see all comments made.

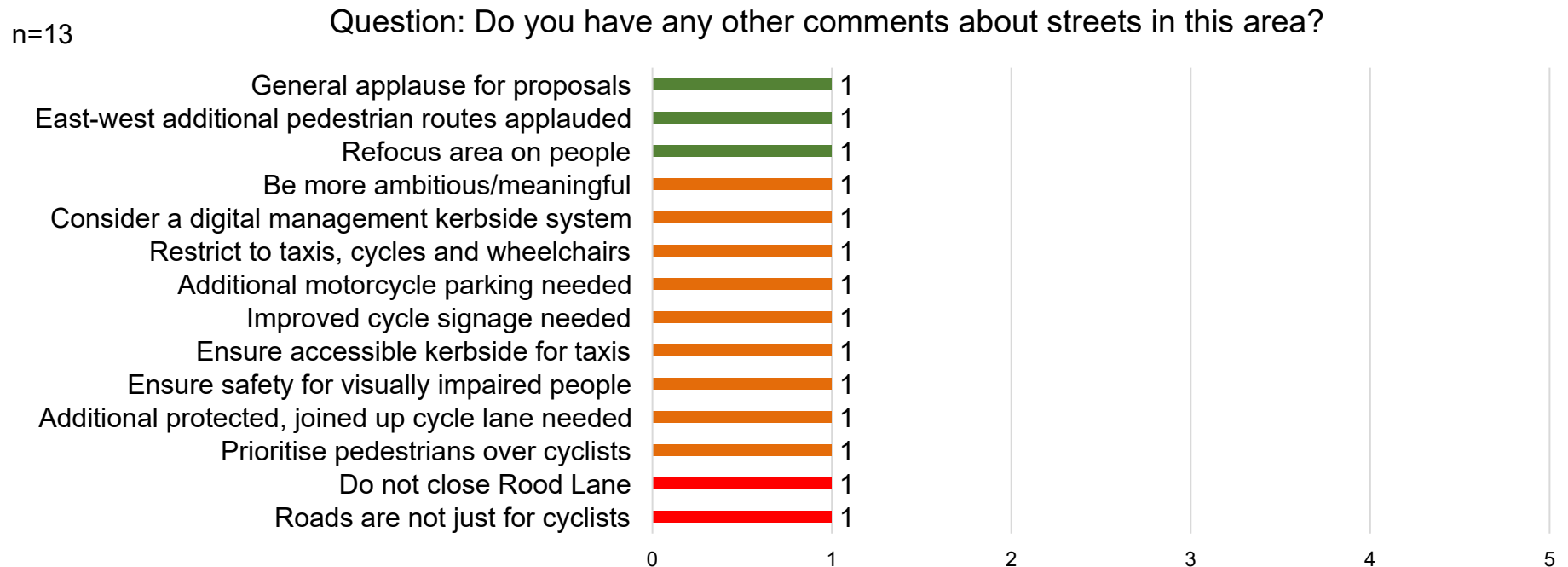
n=5

Question: Do you have any comments about London Street?



Streets North of Eastcheap and Great Tower Street: Additional comments about streets in this area

13 respondents left additional comments about streets in the area. Comments were disparate in nature, with no clear themes emerging.



Streets East of Mark Lane



Streets East of Mark Lane - draft proposals

Lloyds Avenue is already being improved via the installation of in ground planters that absorb rainwater, while also widening pavements and installing new seating (Proposal 12 on the plan).

Proposal 10 - On St. Katherine's Row and French Ordinary Court, exploring the installation of improved lighting and Legible London signage to improve navigation.

Proposal 11 - On Hart Street and Crutched Friars exploring widening pavements, introducing trees (where feasible), planting and seating and raise the carriageway in places to pavement level to give more priority to people walking and wheeling and improve their comfort and safety.

Proposal 13 - On Northumberland Alley exploring closing the carriageway between Crutched Friars and the junction with Carlisle Avenue to motor vehicles and/or raising the carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety. Carlisle Avenue would be made two-way to motor vehicles to maintain vehicle access.

Proposal 14 - On Jewry Street, exploring widening pavements, introducing trees (where feasible), planting and seating and more cycle parking. Also exploring raising the carriageway to pavement level at the side street junctions with India Street, Carlisle Avenue and Saracens Head Yard to give more priority to people walking and wheeling and improve their comfort and safety.

Proposal 15 - On India Street, exploring raising the carriageway to pavement level at the junction with Vine Street to give more priority to people walking and wheeling and improve their comfort and safety.

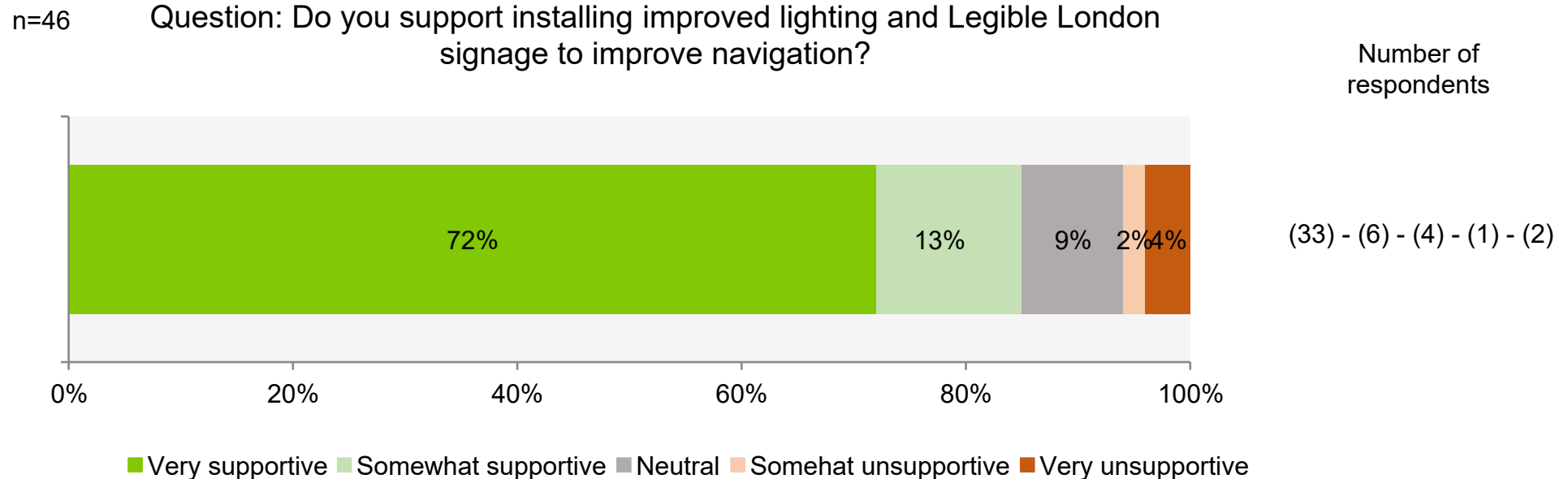
Proposal 16 - On Crosswall, exploring improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.

Streets East of Mark Lane:

On St. Katherine's Row and French Ordinary Court, installing improved lighting and Legible London signage to improve navigation

85% of respondents supported improved lighting installation and Legible London signage to aid navigation. For many, this support was strong.

In contrast, just 6% were unsupportive, with 9% expressing a neutral opinion.



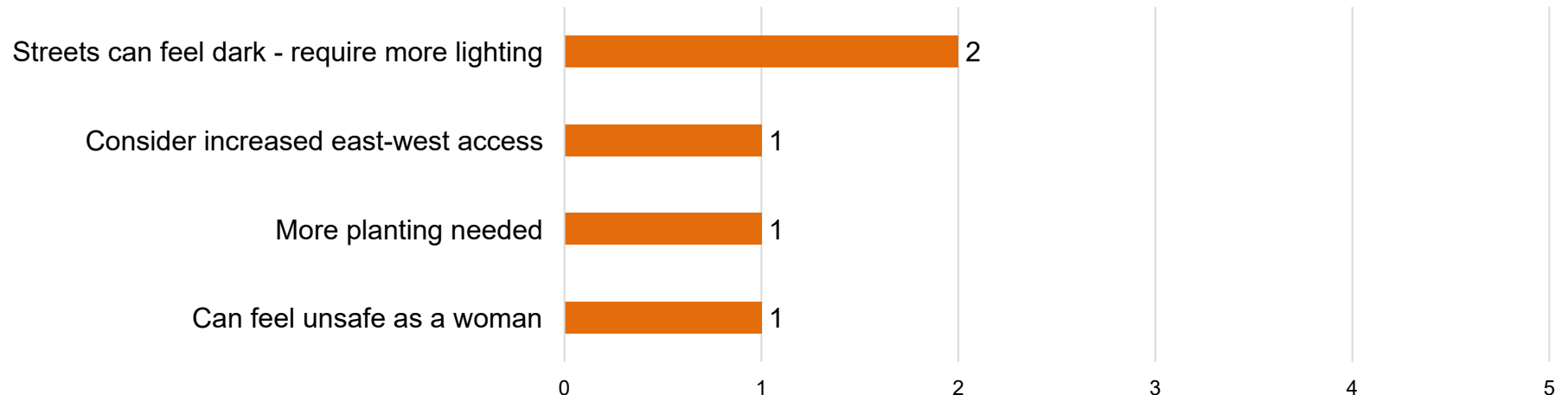
Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets North of Eastcheap and Great Tower Street: Concerns about personal security and ease of walking and wheeling on St. Katherine's Row and French Ordinary Court

Just four respondents detailed concerns about personal security and ease of walking and wheeling on St/ Katherine's Row and French Ordinary Court. Some respondents made more than one comment.

Here we see all feedback given.

n=4 Question: Please share any concerns about personnel security and ease of walking and wheeling on St. Katherine's Row and French Ordinary Court



Streets East of Mark Lane:

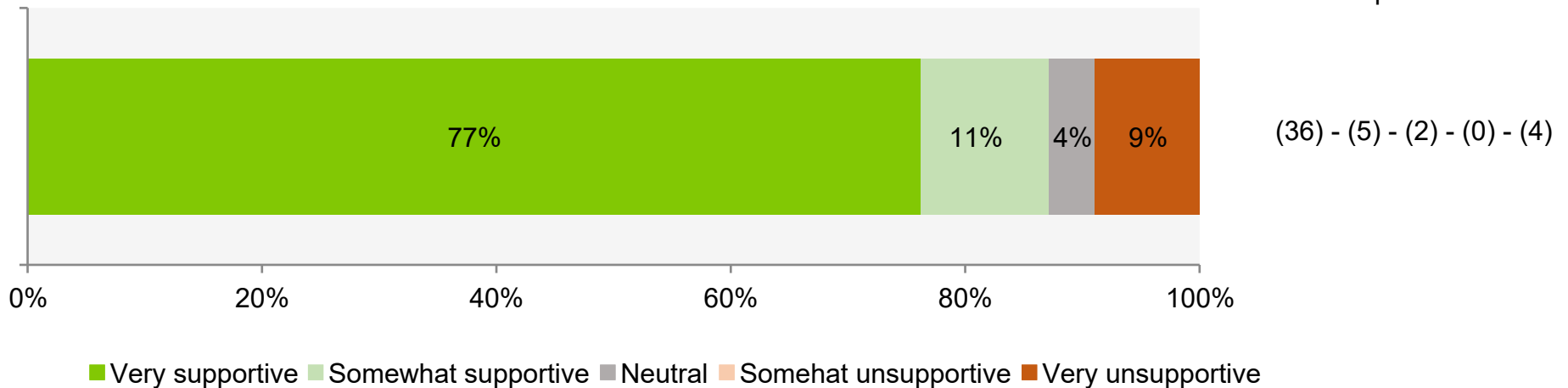
On Hart Street and Crutched Friars, widening pavements, introducing trees (where feasible), planting and seating and raising the carriageway in places to pavement level to give more priority to people walking and wheeling and improve their comfort and safety

Close to 90% of respondents supported pavement widening with accompanying tree planting, seating and carriage raising on Hart Street and Crutched Friars. For many, this support was strong. In contrast, just 9% were unsupportive.

n=47

Question: Do you support the exploration of widening pavements, introducing trees (where feasible), planting, seating and cycle parking?

Number of respondents



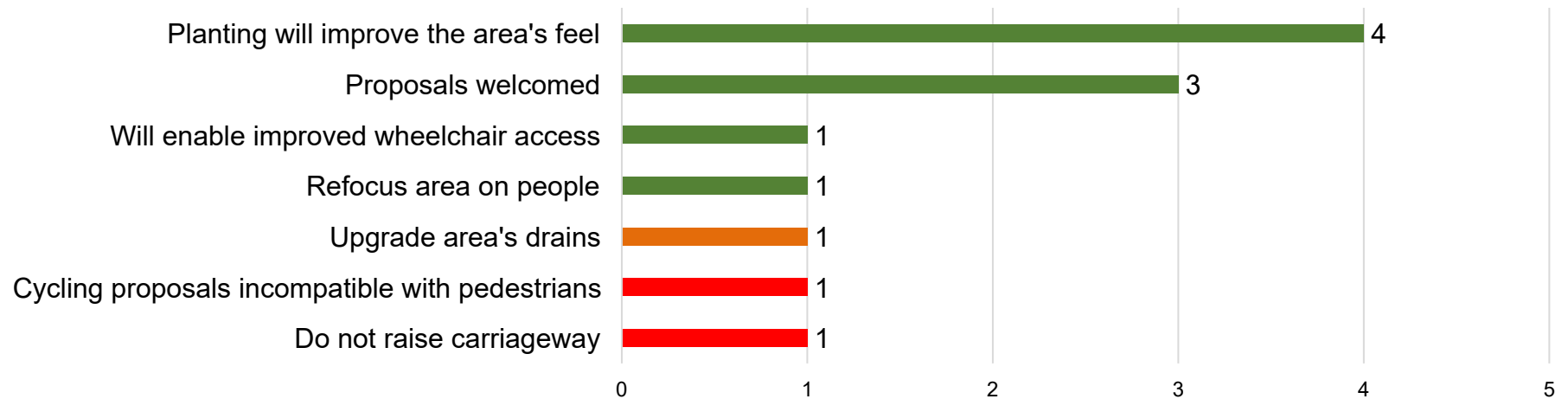
Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane:

Comments about Hart Street and Crutched Friars

Eight respondents left comments about Hart Street and Crutched Friars. Some respondents made more than one comment. Here, we see all feedback given, with the most frequent responses welcoming the proposals and specifically applauding planting and greening of the area.

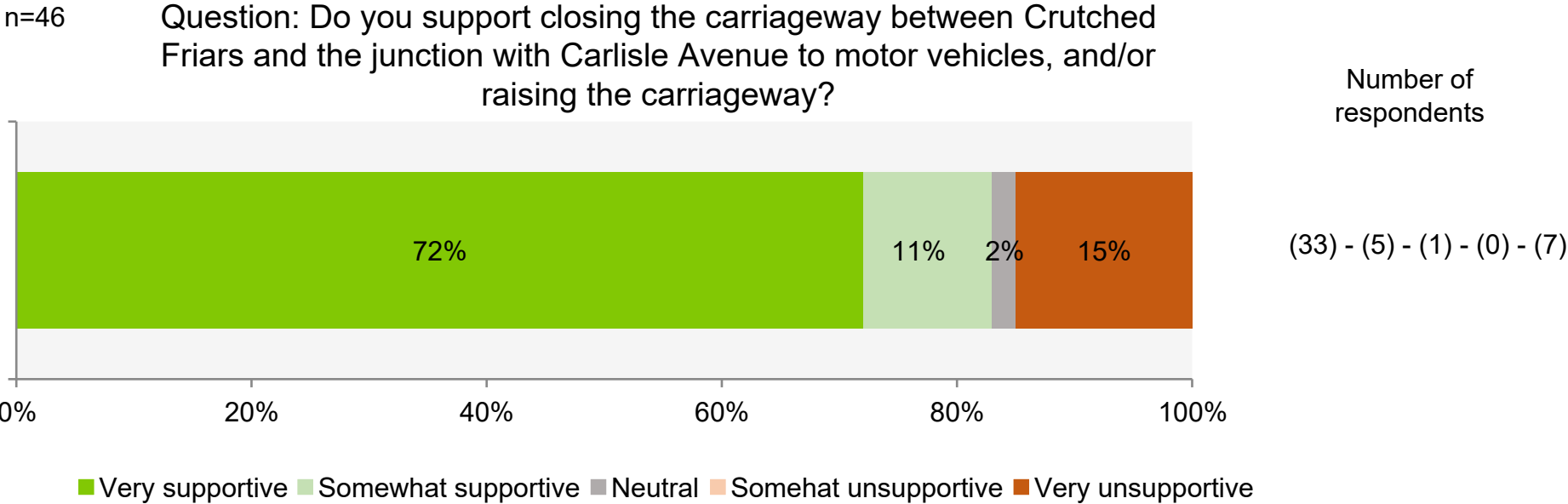
n=8 Question: Do you have any comments about Hart Street and Crutched Friars?



Streets East of Mark Lane:

On Northumberland Alley, closing the carriageway between Crutched Friars and the junction with Carlisle Avenue to motor vehicles and/or raising the carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety. Carlisle Avenue would be made two-way to motor vehicles to maintain vehicle access

Over 80% of respondents supported this proposal. For many, this support was strong. In contrast, just 15% were unsupportive.



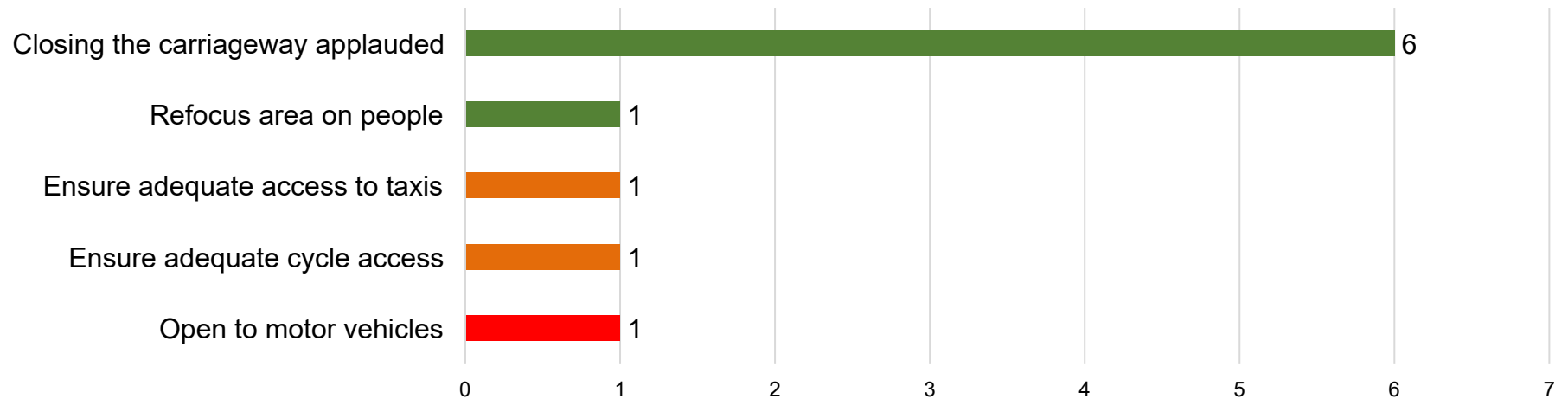
Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane: Comments about Northumberland Alley

10 respondents left comments on Northumberland Alley. Here, we see all feedback given, with an emphasis on applause for closure of the carriageway.

n=10

Question: Do you have any comments about Northumberland Alley?

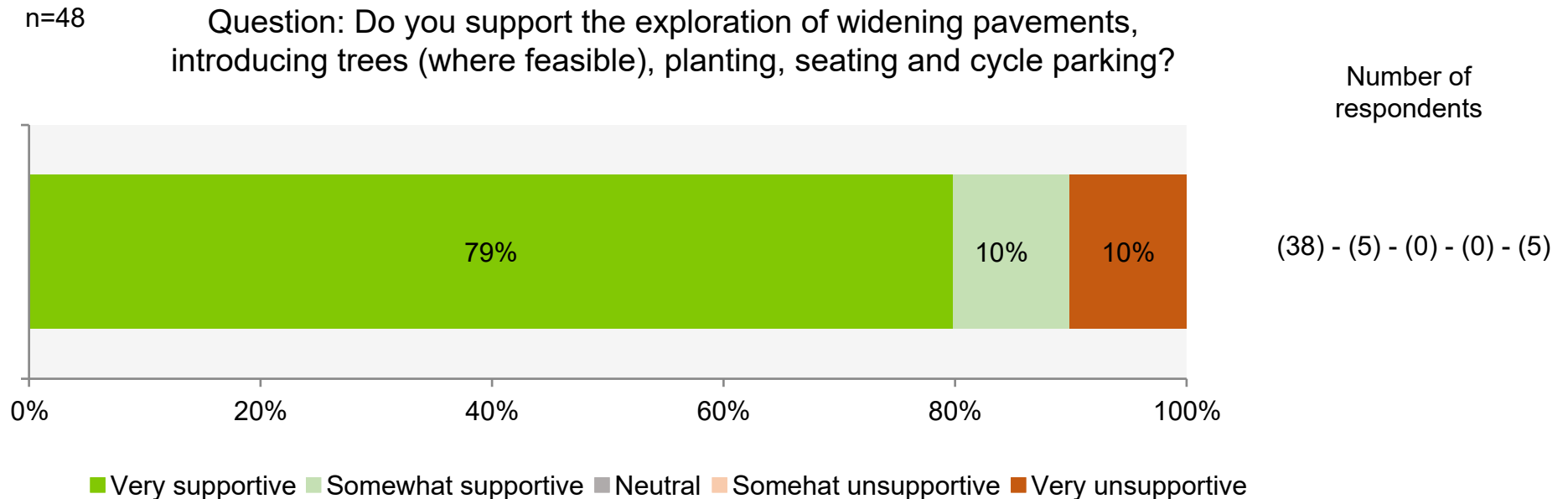


Streets East of Mark Lane:

On Jewry Street, widening pavements, introducing trees (where feasible), planting and seating and more cycle parking

Almost 90% of respondents supported the widening of pavements on Jewry Street with accompanying planting, seating and cycle parking. For many, this support was strong.

In contrast, just 10% were unsupportive.



Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane:

On Jewry Street, raising the carriageway to pavement level at the side street junctions with India Street, Carlisle Avenue and Saracens Head Yard to give more priority to people walking and wheeling and improve their comfort and safety

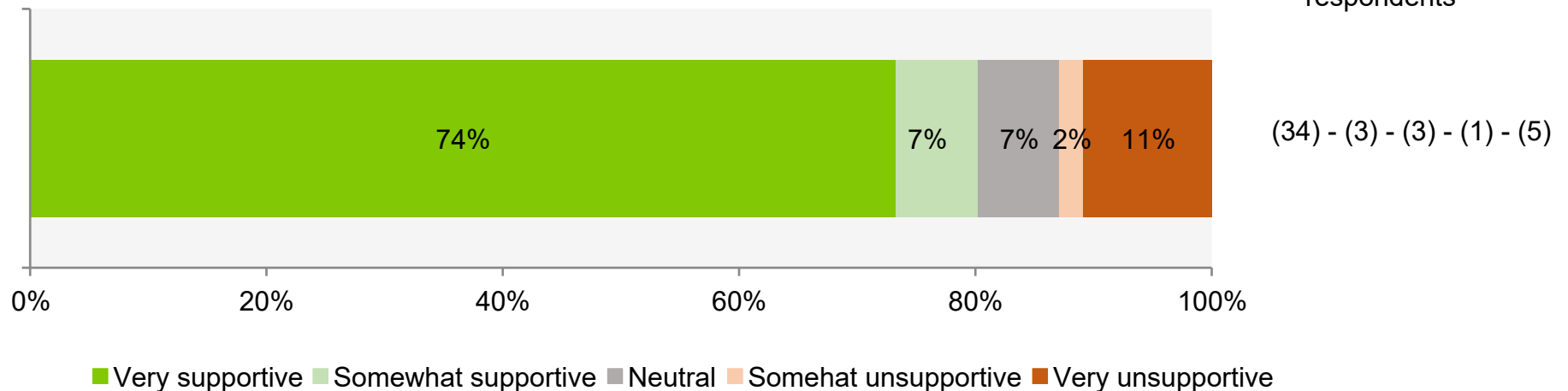
Just over 80% of respondents supported raising the carriageway to pavement level at the side street junctions with India Street, Carlisle Avenue and Saracens Head Yard. For many, this support was strong.

In contrast, just 13% were unsupportive.

n=46

Question: Do you support raising the carriageway to pavement level at the side street junctions with India Street, Carlisle Avenue and Saracens Head Yard to give more priority to people walking and wheeling?

Number of respondents



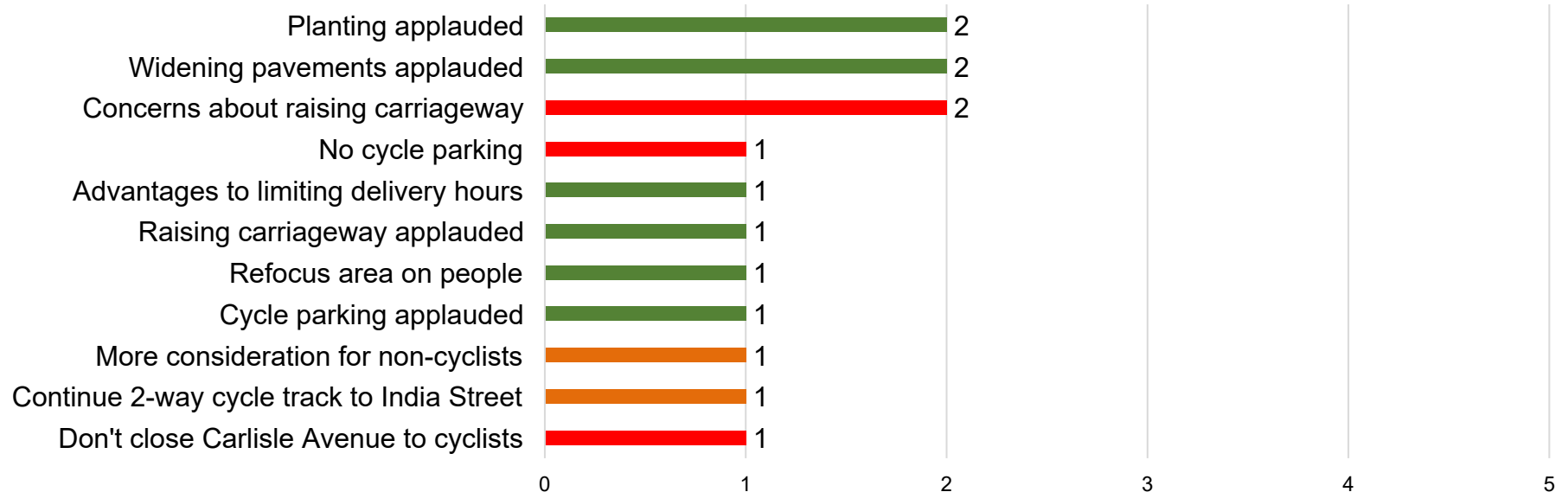
Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane: Comments about Jewry Street

10 respondents left comments about Jewry Street. Some respondents made more than one comment. Here, we see all feedback given, spanning a combination of support, additional suggestions for improvement, and concerns.

n=10

Question: Do you have any comments about Jewry Street?



Streets East of Mark Lane:

On India Street, raising the carriageway to pavement level at the junction with Vine Street to give more priority to people walking and wheeling and improve their comfort and safety

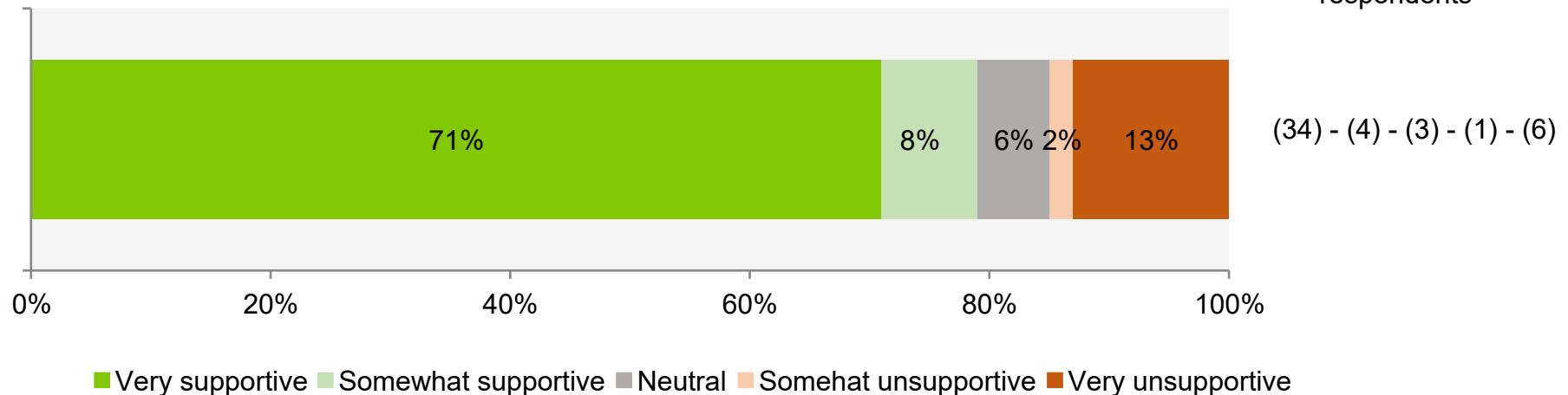
Almost 80% of respondents supported raising the carriageway to pavement level at the junction with Vine Street to give more priority to people walking and wheeling and improve their comfort and safety. For many, this support was strong.

In contrast, just 15% were unsupportive.

n=48

Question: Do you support raising the carriageway to pavement level at the junction with Vine Street to give more priority to people walking and wheeling?

Number of respondents



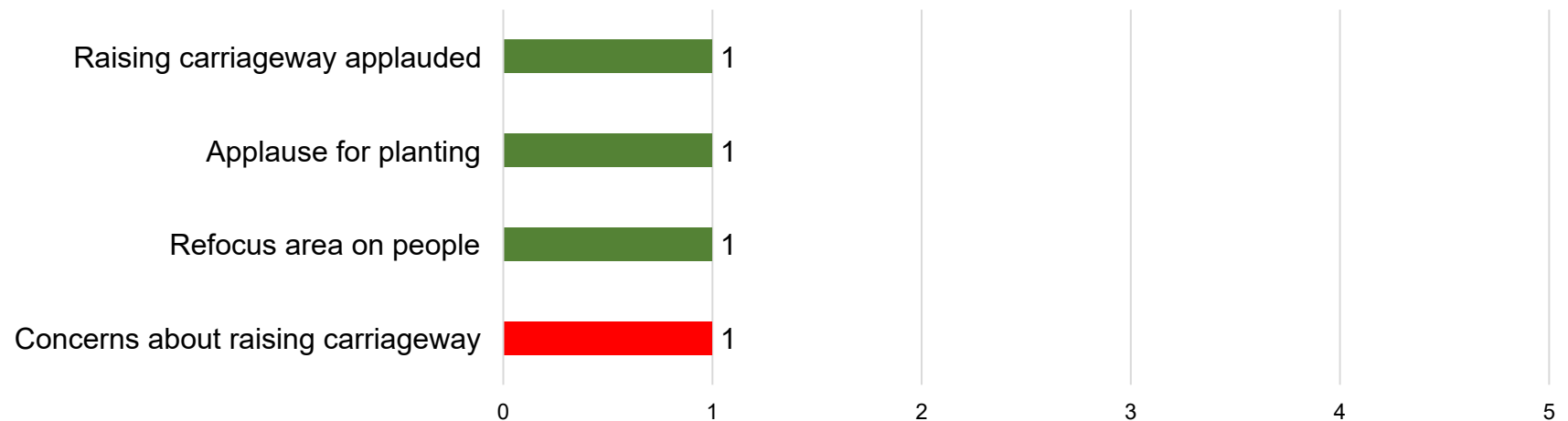
Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane: Comments about India Street

Just four respondents left comments about India Street. Here, we see all feedback given.

n=4

Question: Do you have any comments about India Street?



Streets East of Mark Lane:

On Crosswall, improving the public realm by introducing trees (where feasible), planting, seating and cycle parking

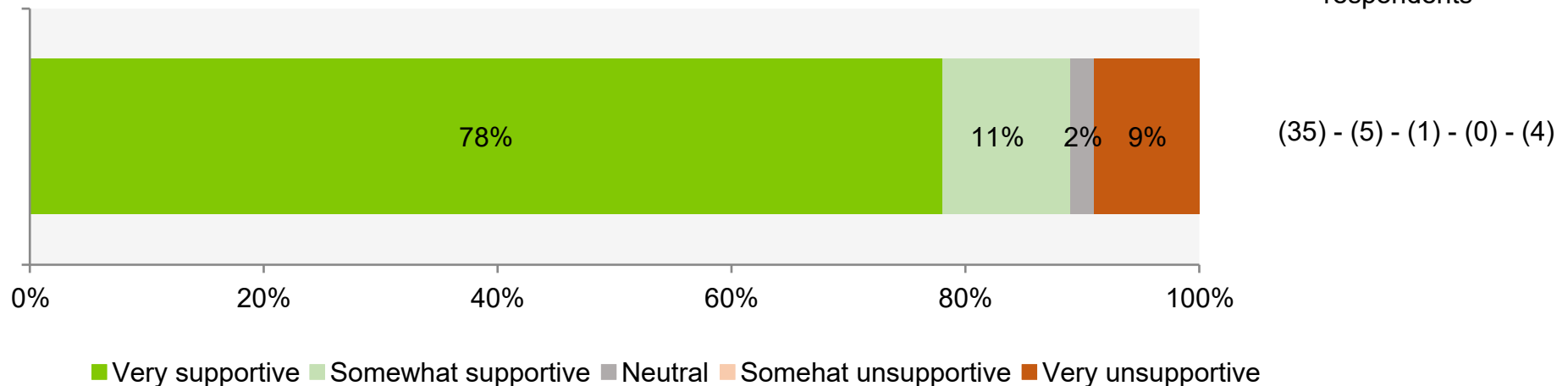
Almost 90% of respondents supported public realm improvements - with trees, seating and cycle parking.

In contrast, just 9% were unsupportive.

n=45

Question: Do you support on Crosswall, improving the public realm by introducing trees (where feasible), planting, seating and cycle parking?

Number of respondents



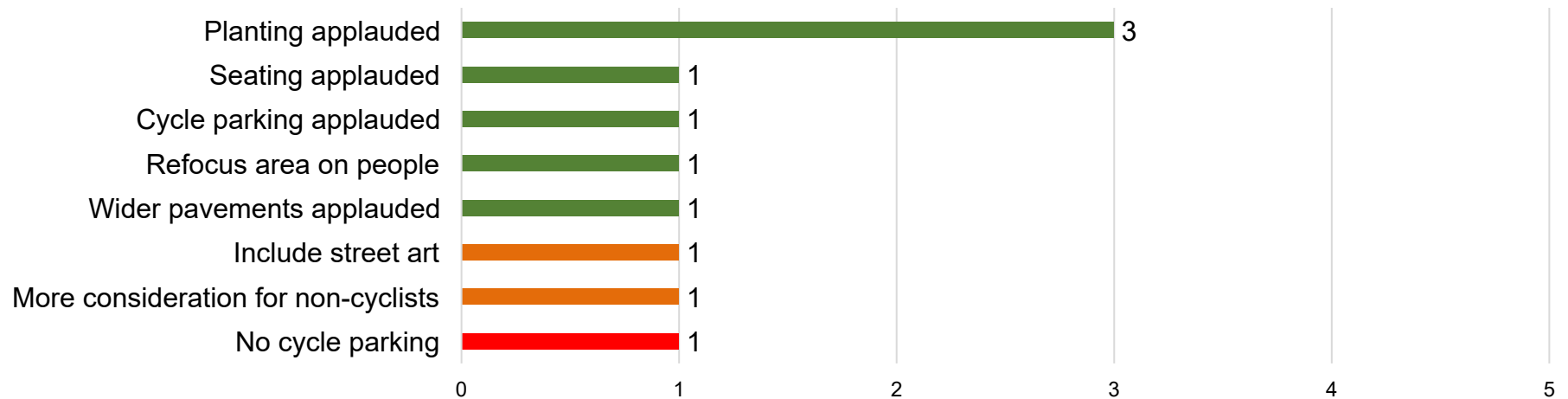
Due to low response numbers, we are not able to see how support for proposals within this area varied by respondents' travel mode.

Streets East of Mark Lane: Comments about Crosswall

Eight respondents left comments about Crosswall. Some respondents made more than one comment. Here, we see all feedback given - with a number of respondents applauding the proposals for Crosswall.

n=8

Question: Do you have any comments about Crosswall?



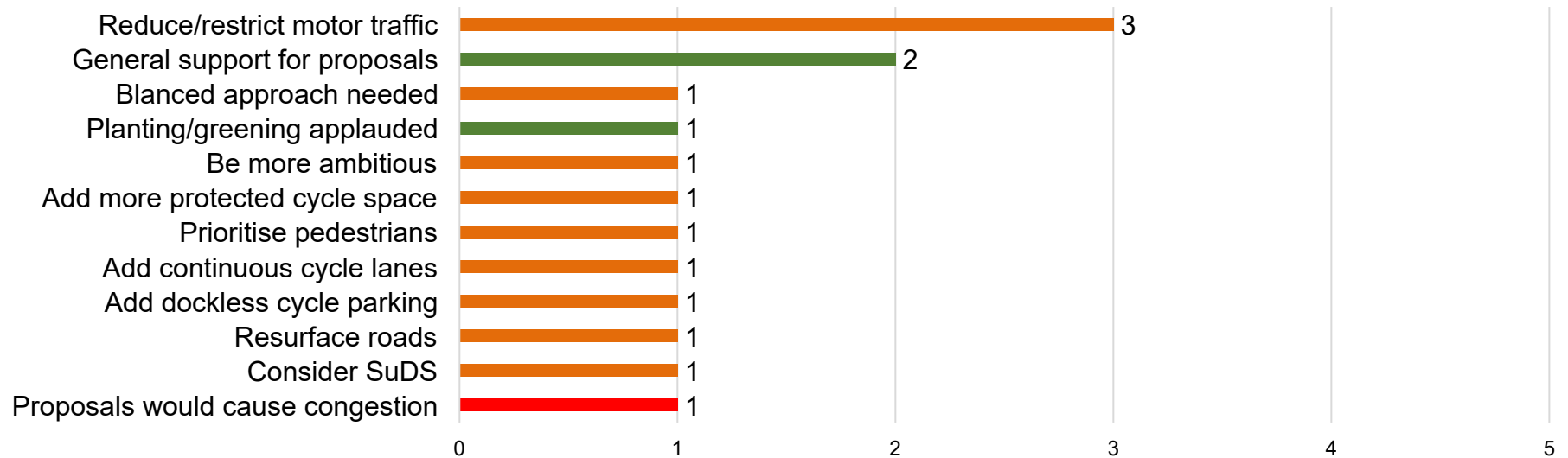
Streets East of Mark Lane:

Comments about streets in this area in general

12 respondents left comments about streets in the area in general. Some respondents made more than one comment. Here, we see all feedback given.

n=12

Question: Do you have any comments about streets in this area in general?



Vine Street, America Square, Crescent and Hammett Street



Vine Street, America Square, Crescent and Hammett Street - draft proposals

These streets are an important gateway into the project area, particularly for visitors from the Tower of London. Historically the area had a series of public spaces which could be reintroduced.

Proposal 17 - On Vine Street, exploring introducing new public spaces at the northern end and south of the hard surfaced area adjoining the recently completed Vine Street public space. The spaces could include trees (where feasible), planting, seating (where appropriate) and cycle parking. Also exploring the introduction of new architectural feature lighting on the laneway linking Vine Street with Minories to make it more welcoming.

Proposal 18 - On America Square and Crescent, exploring introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street to give more priority to people walking and wheeling and improve the comfort and safety of people cycling. Also raising the carriageway to pavement level under the railway viaduct to give more priority to people walking and wheeling and improve their comfort and safety. Additionally, introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID. Also extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating. Also, raising the carriageway to pavement level in conjunction with these changes to give more priority to people walking and wheeling and improve their comfort and safety around this public space.

Proposal 19 - On Crescent, exploring the creation of a new public space at the southern end, with seating, greening and space for events.

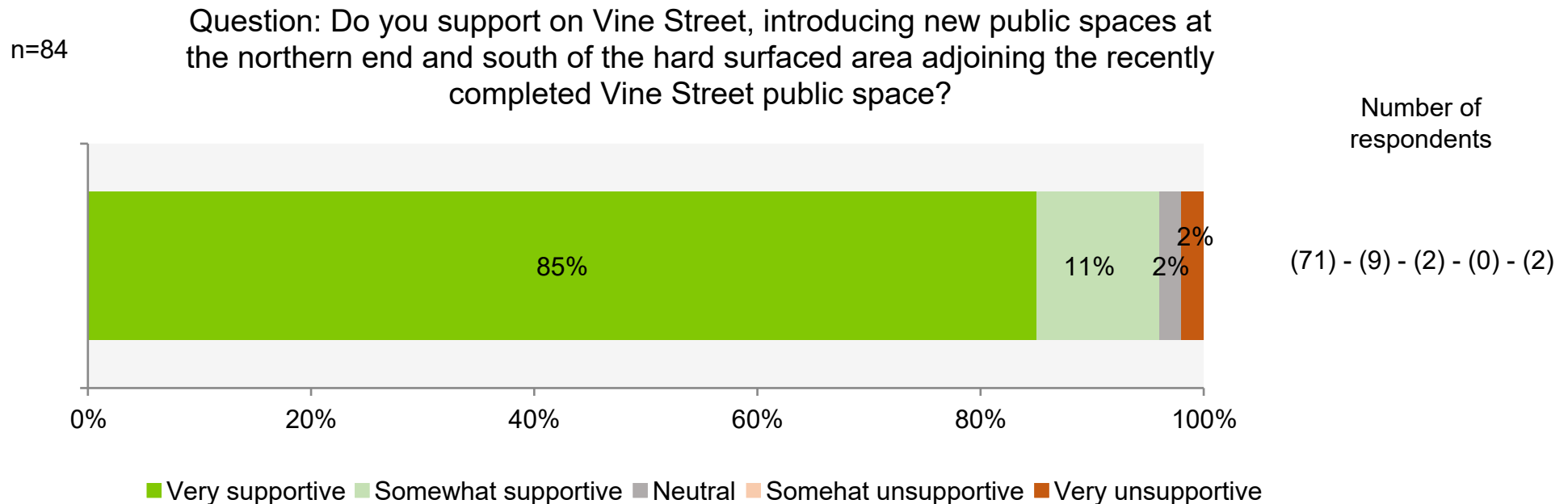
Proposal 20 - On Hammett Street, exploring the introduction of a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent.

Vine Street, America Square, Crescent and Hammett Street:

On Vine Street, introducing new public spaces at the northern end and south of the hard surfaced area adjoining the recently completed Vine Street public space. The spaces could include trees (where feasible), planting, seating (where appropriate) and cycle parking

The vast majority (96%) of respondents supported the potential introduction of public spaces at the northern and southern end of Vine Street. For most, this support was strong.

In contrast, just 2% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode.

Vine Street, America Square, Crescent and Hammett Street:

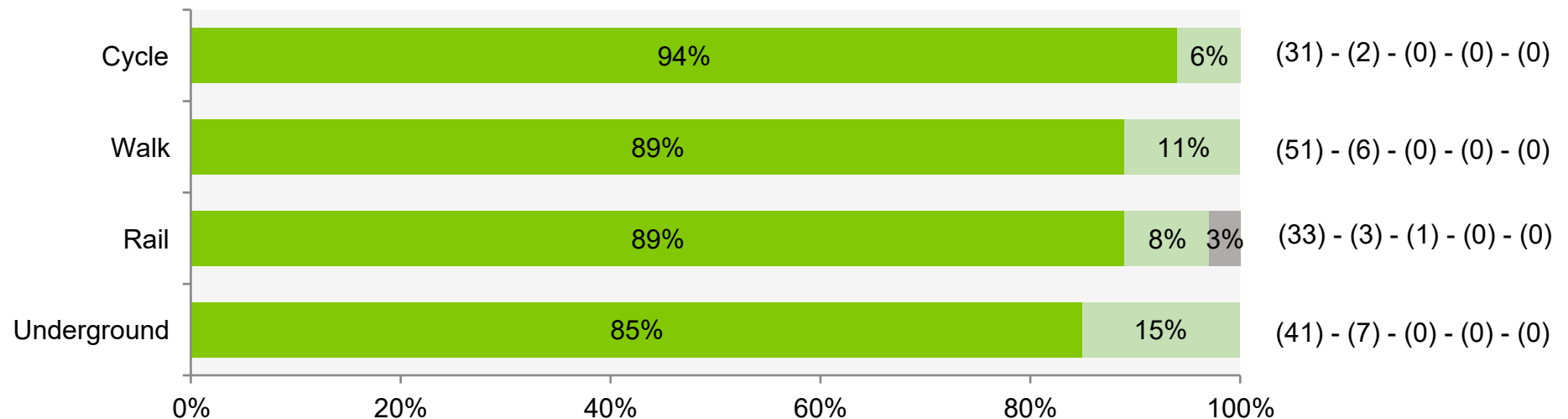
How support for on Vine Street introducing new public spaces at the northern end and south of the hard surfaced area adjoining the recently completed Vine Street public space varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, the vast majority supported the introduction of new public spaces in the described location. Support peaked among those who identified as using a cycle (94%).

n=33-57

Question: Do you support on Vine Street introducing new public spaces at the northern end and south of the hard surfaced area adjoining the recently completed Vine Street public space? (Travel mode)

Number of respondents



Very supportive Somewhat supportive Neutral Somehat unsupportive Very unsupportive

Vine Street, America Square, Crescent and Hammett Street:

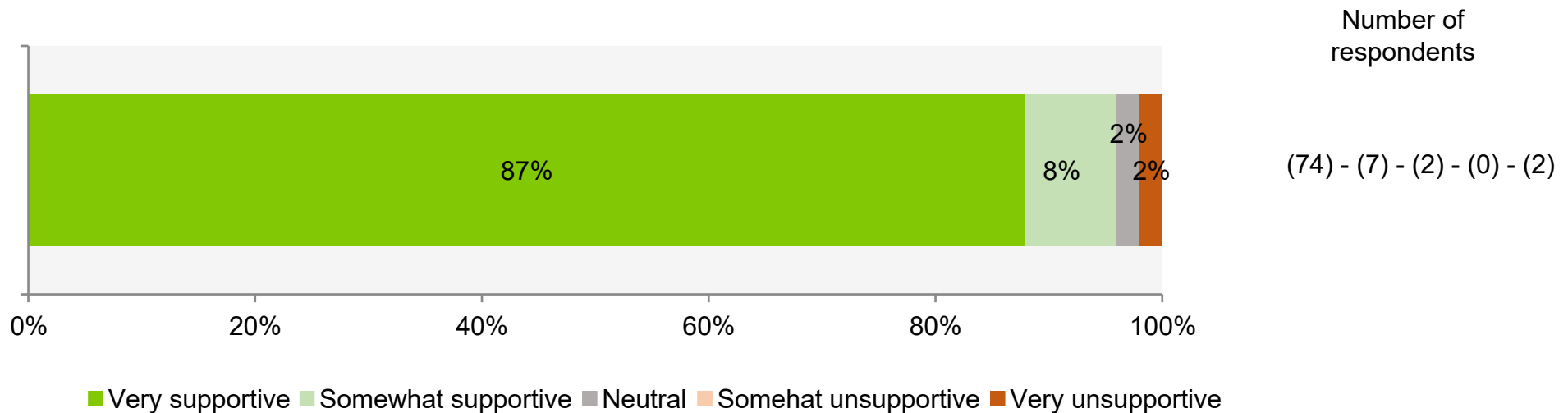
On Vine Street, introducing new architectural feature lighting on the laneway linking Vine Street with Minorities to make it more welcoming

The vast majority (95%) of respondents supported the potential introduction of new architectural feature lighting as described. For most, this support was strong.

In contrast, just 2% were unsupportive.

n=85

Question: Do you support introducing new architectural feature lighting on the laneway linking Vine Street with Minorities to make it more welcoming?

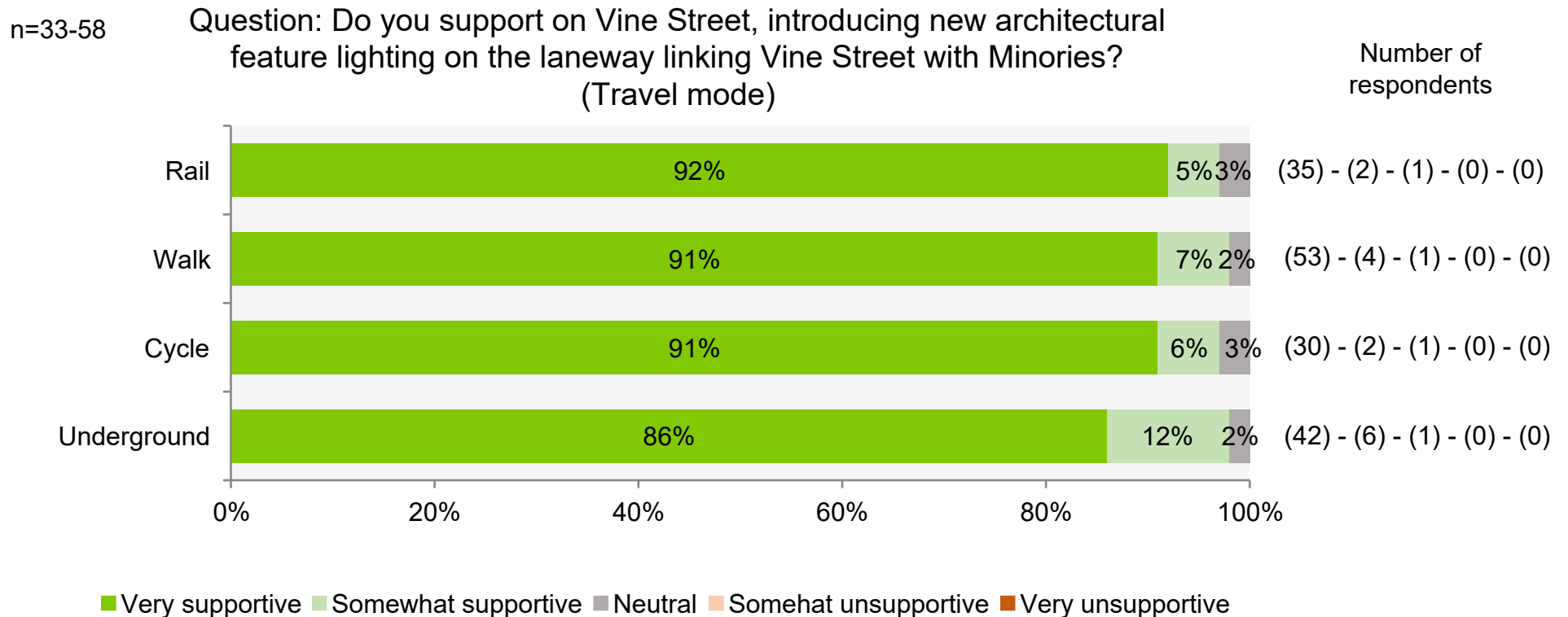


On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:

How support for on Vine Street, introducing new architectural feature lighting on the laneway linking Vine Street with Minorities to make it more welcoming varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, the vast majority supported the introduction of new architectural feature lighting in the described location. Support consistently exceeded 90% across each of the travel mode categories shown.

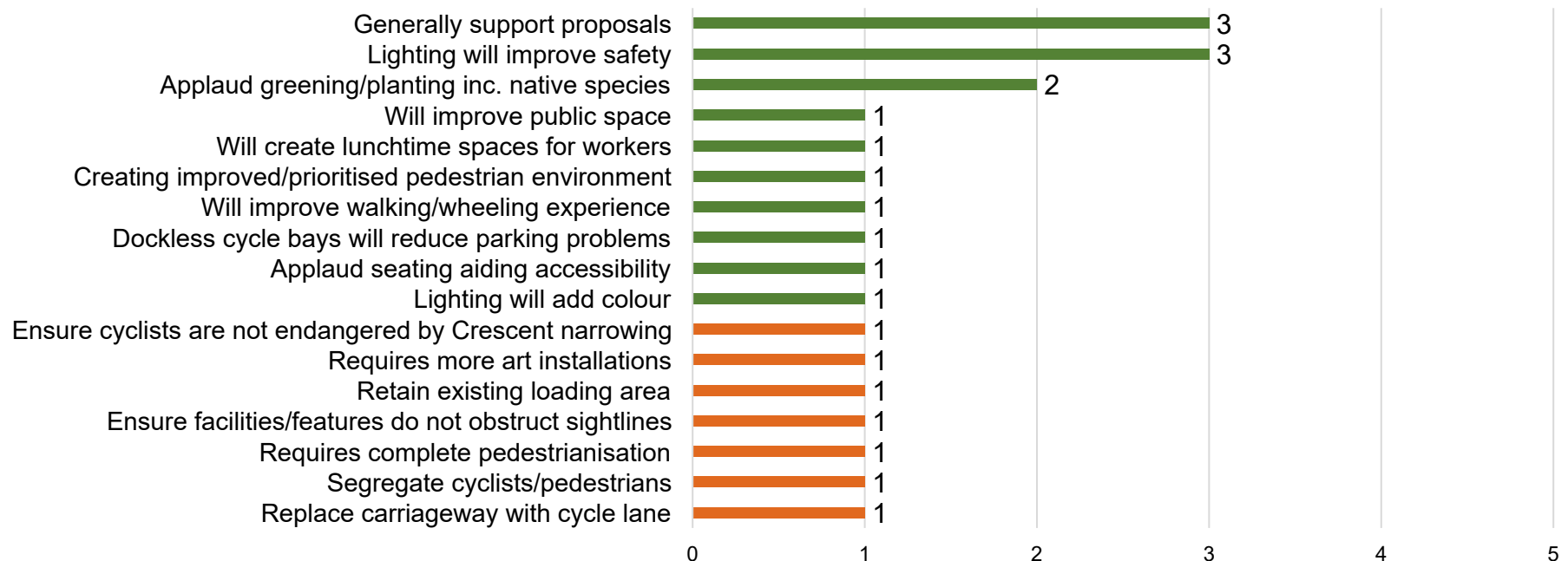


Vine Street, America Square, Crescent and Hammett Street: Comments about the public realm of Vine Street and proposals to introduce new public spaces and improved lighting in the laneway

18 respondents left comments about the public realm of Vine Street and proposals to introduce new public spaces and improved lighting in the laneway. Some respondents made more than one comment. Many of these underlined support expressed for the proposals.

n=18

Question: Do you have any comments about the public realm of Vine Street and proposals to introduce new public spaces and improved lighting in the laneway?



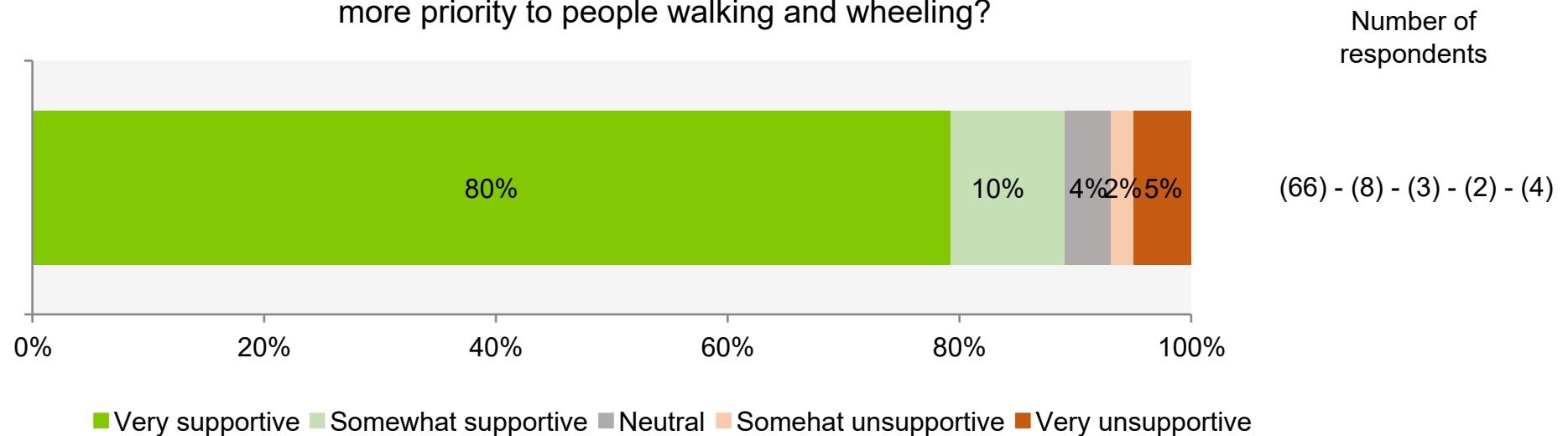
Vine Street, America Square, Crescent and Hammett Street:

On America Square and Crescent, introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street to give more priority to people walking and wheeling and improve the comfort and safety of people cycling

90% of respondents supported a one-way motor vehicle restriction and cycle contraflow as described. For many, this support was strong. In contrast, just 7% were unsupportive.

n=83

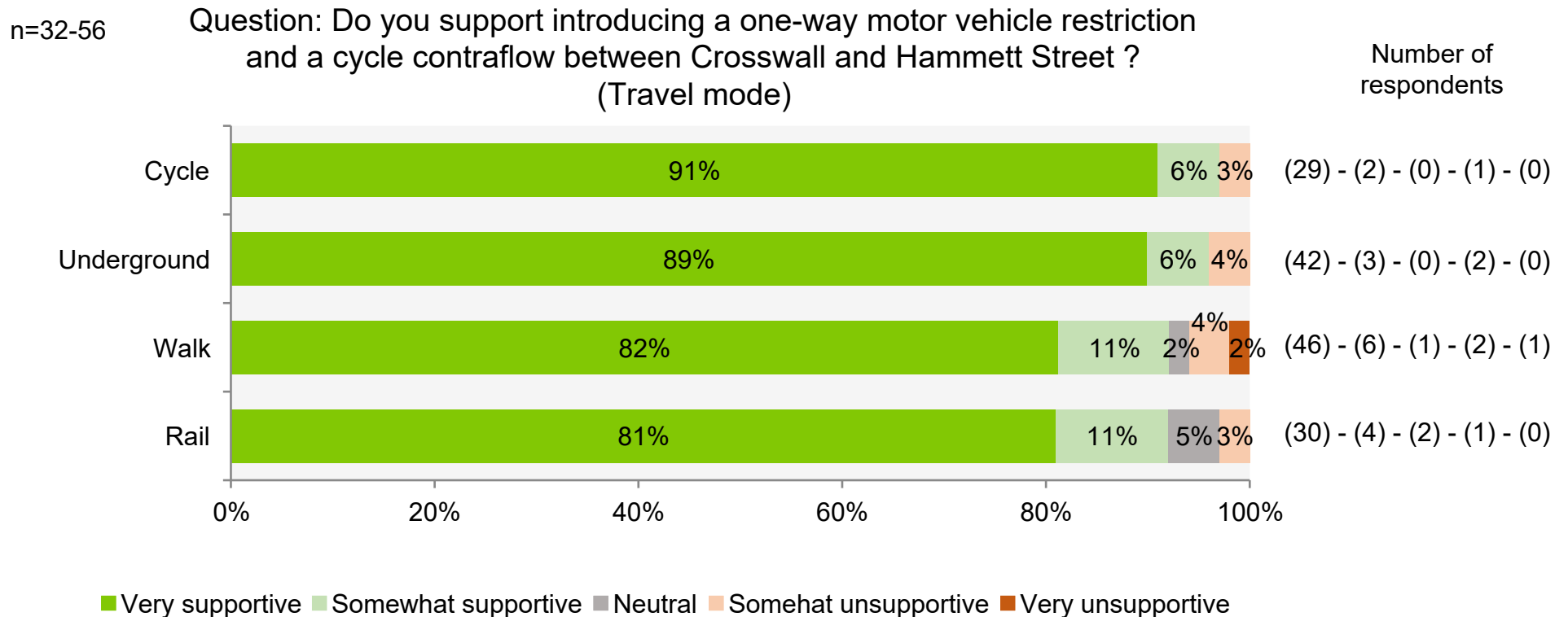
Question: Do you support introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street to give more priority to people walking and wheeling?



On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street: How support for introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, over 80% supported introducing a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street.

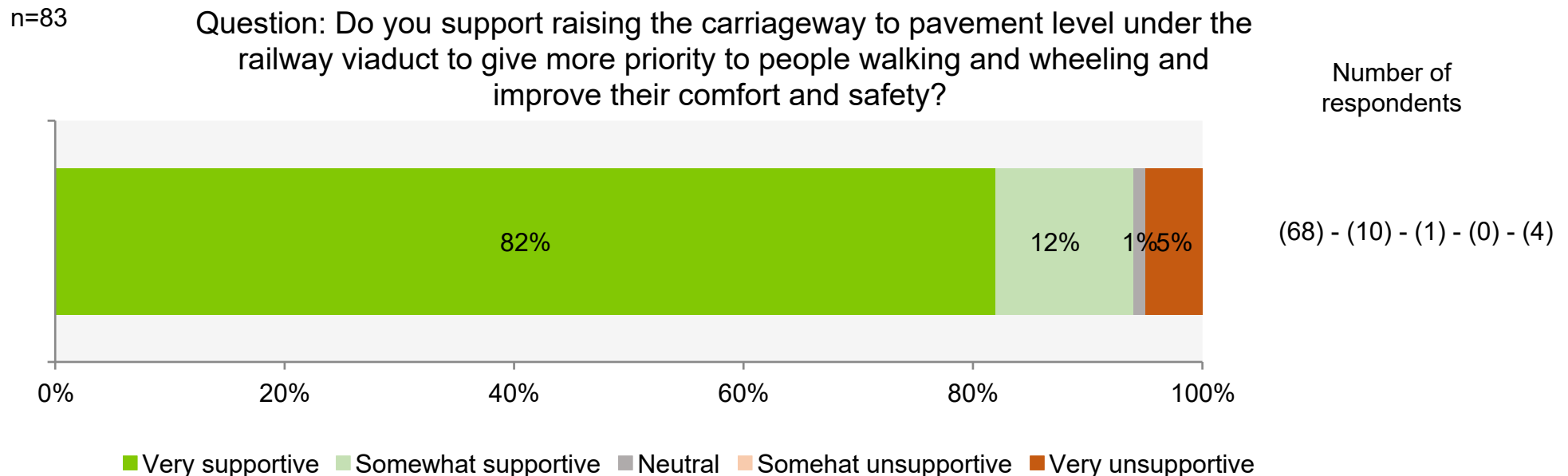


Vine Street, America Square, Crescent and Hammett Street:

On America Square and Crescent under the railway viaduct to give more priority to people walking and wheeling and improve their comfort and safety

The vast majority (94%) of respondents supported raising the carriageway to pavement level under the railway viaduct to give more priority to people walking and wheeling.

In contrast, just 5% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:

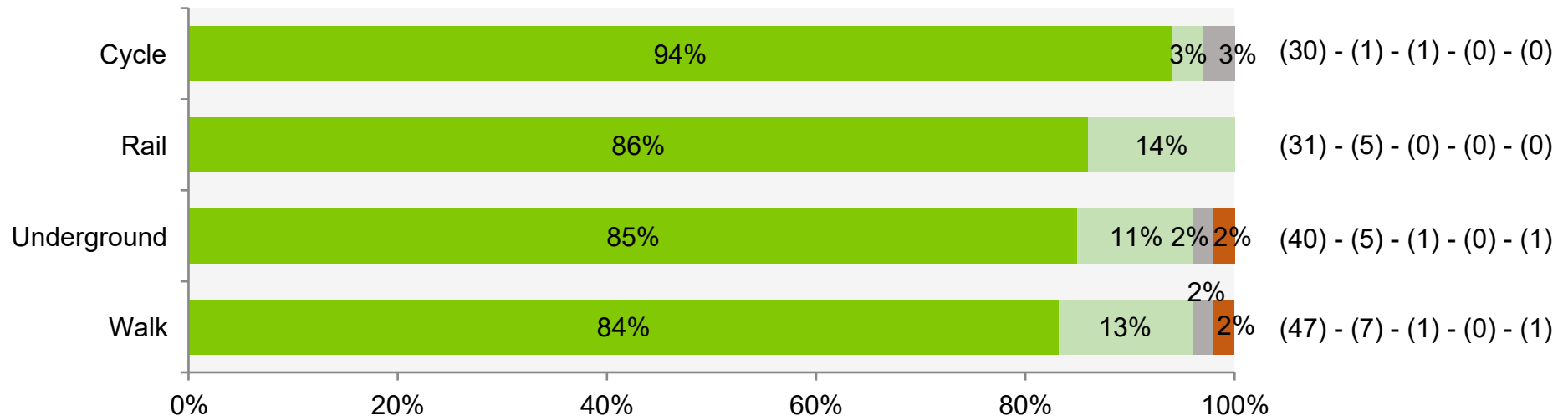
How support for on America Square and Crescent raising the carriageway to pavement level under the railway viaduct varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported raising the carriageway to pavement level under the railway viaduct on America Square and Crescent. Support peaked among those who identified as using a cycle (94%).

n=32-56

Question: Do you support on America Square and Crescent raising the carriageway to pavement level under the railway viaduct?
(Travel mode)

Number of respondents



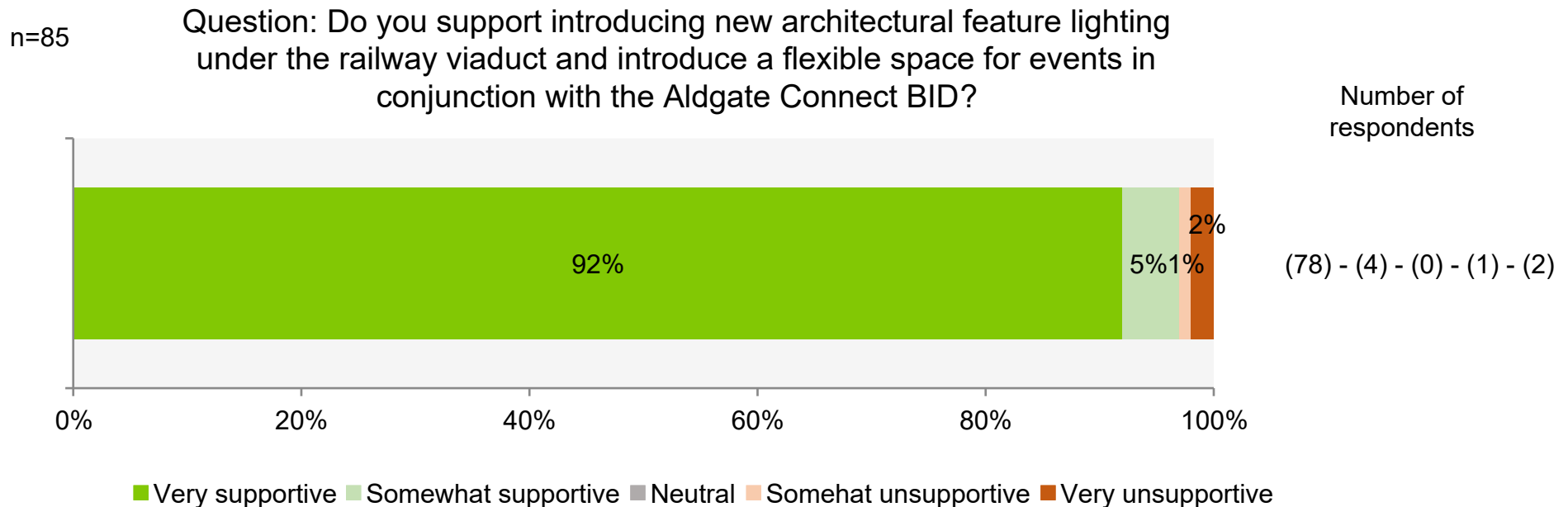
Very supportive Somewhat supportive Neutral Somewhat unsupportive Very unsupportive

Vine Street, America Square, Crescent and Hammett Street:

On America Square and Crescent introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID

Almost all (97%) respondents supported introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID. For most, this support was strong.

In contrast, just 3% were unsupportive.

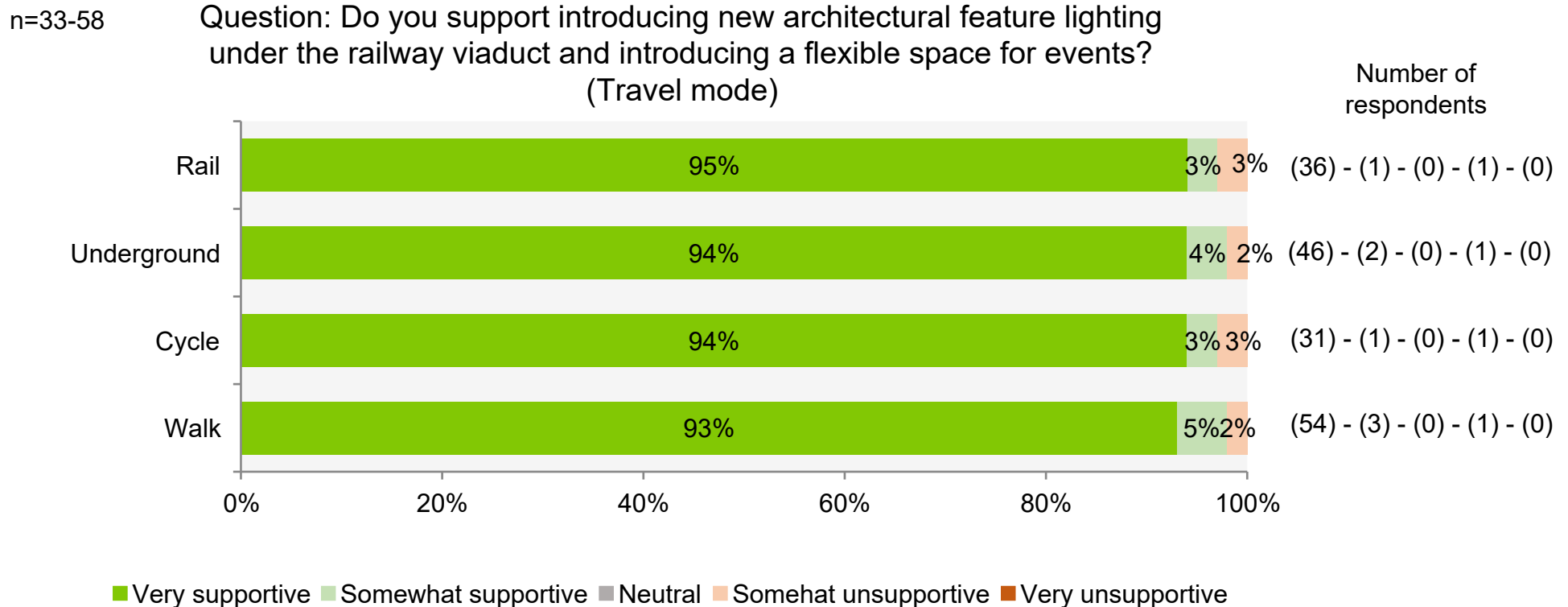


On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:

How support for on America Square and Crescent introducing new architectural feature lighting under the railway viaduct and introduce a flexible space for events in conjunction with the Aldgate Connect BID varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, the vast majority supported the introduction of new architectural feature lighting and creation of a flexible events space as described.

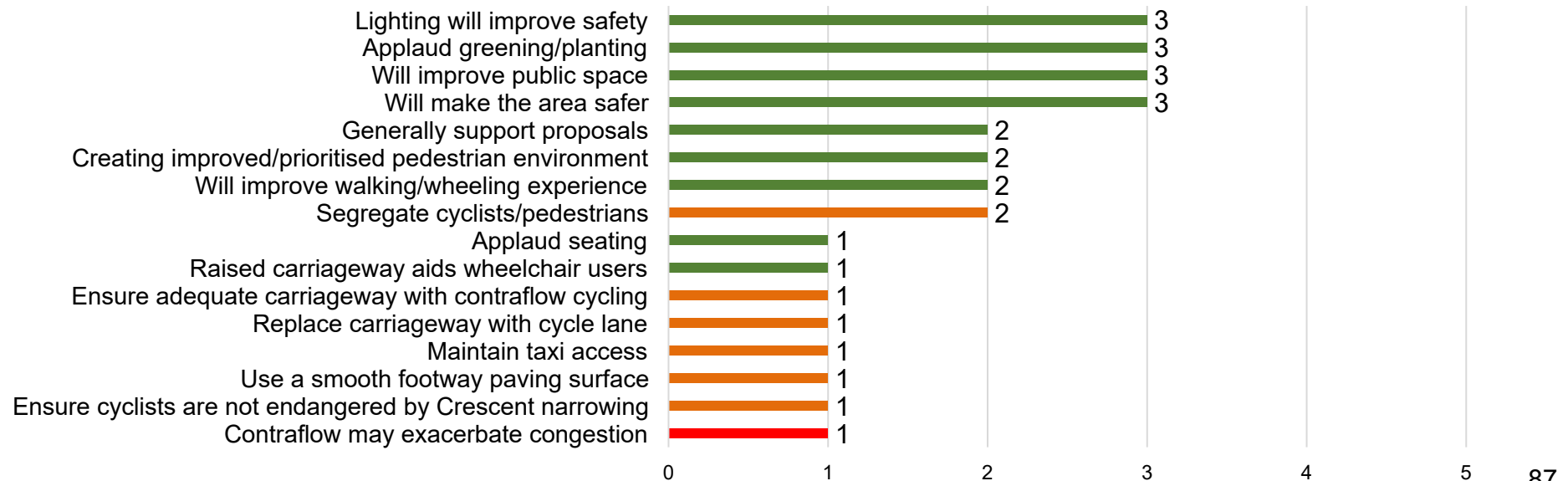


Vine Street, America Square, Crescent and Hammett Street: Comments about traffic on America Square Crescent and Hammett Street and the ease of walking, wheeling and cycling on these streets and the space under the railway viaduct

20 respondents left comments about traffic on America Square Crescent and Hammett Street and the ease of walking, wheeling and cycling on these streets and the space under the railway viaduct. Some respondents made more than one comment. Again, many of these comments were supportive of the proposals to improve the walking and wheeling experience in the area.

n=20

Question: Do you have any comments about traffic on America Square Crescent and Hammett Street and the ease of walking, wheeling and cycling on these streets and the space under the railway viaduct?



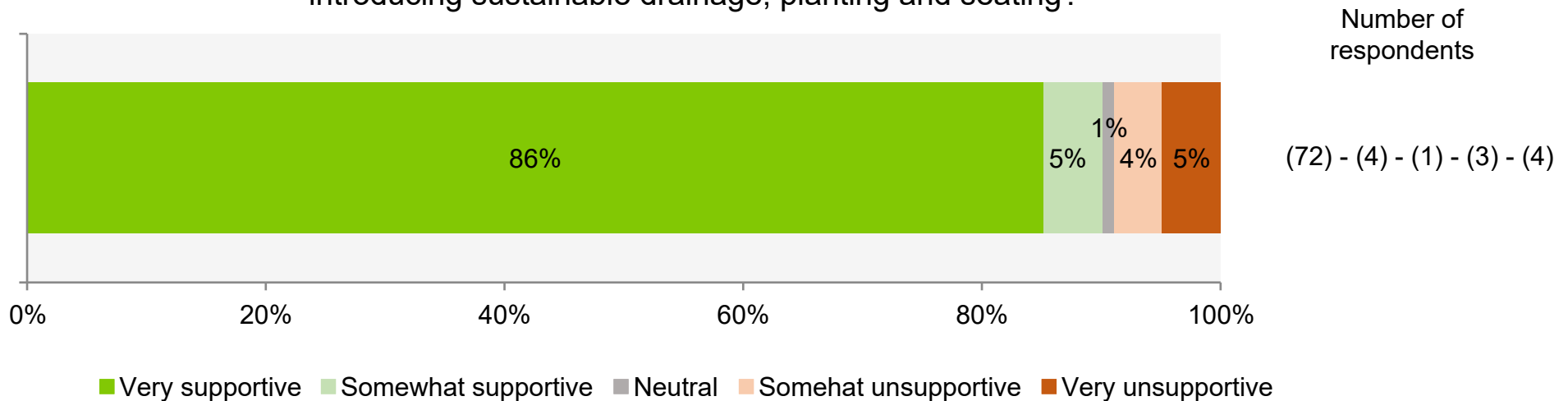
Vine Street, America Square, Crescent and Hammett Street: Extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating

Over 90% of respondents supported a potential extension of the public space on America Square, with an accompanying closure of the square to motor vehicles and the introduction of sustainable drainage, planting and seating. For many, this support was strong.

In contrast, just 9% were unsupportive.

n=84

Question: Do you support extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating?

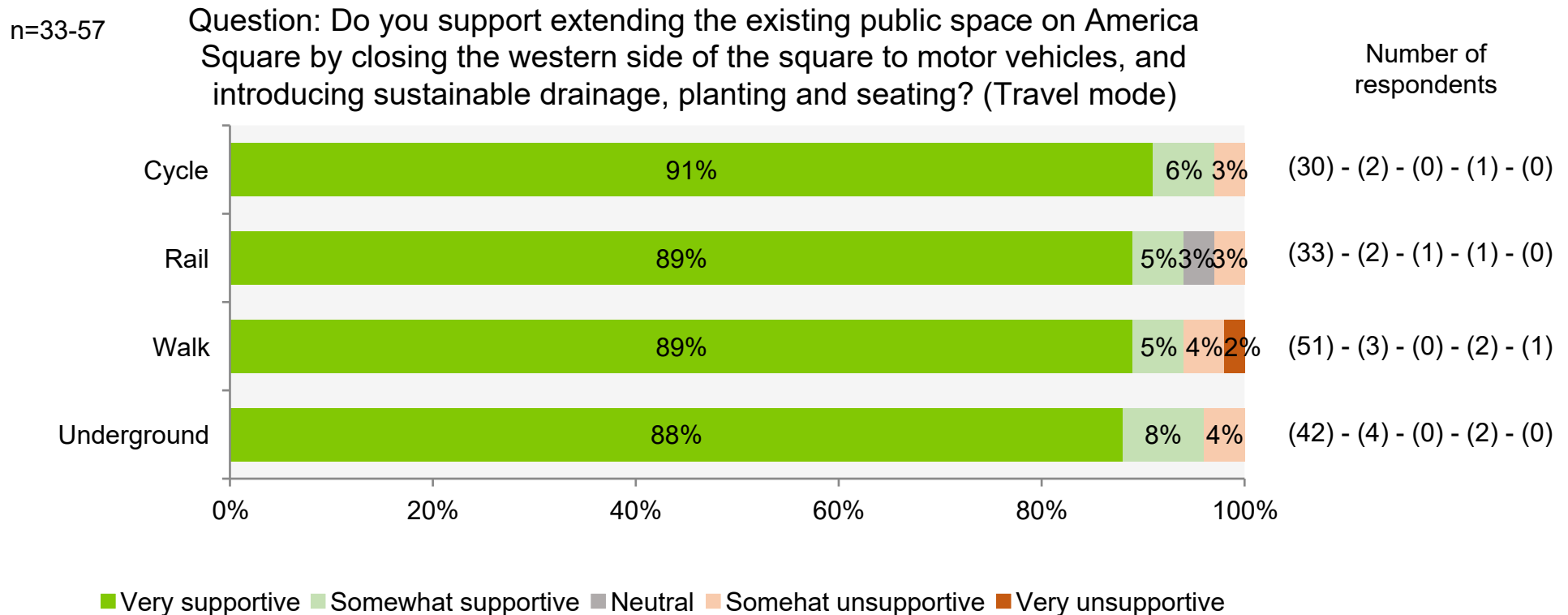


On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:

How support for extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported extending the existing public space on America Square by closing the western side of the square to motor vehicles, and introducing sustainable drainage, planting and seating.

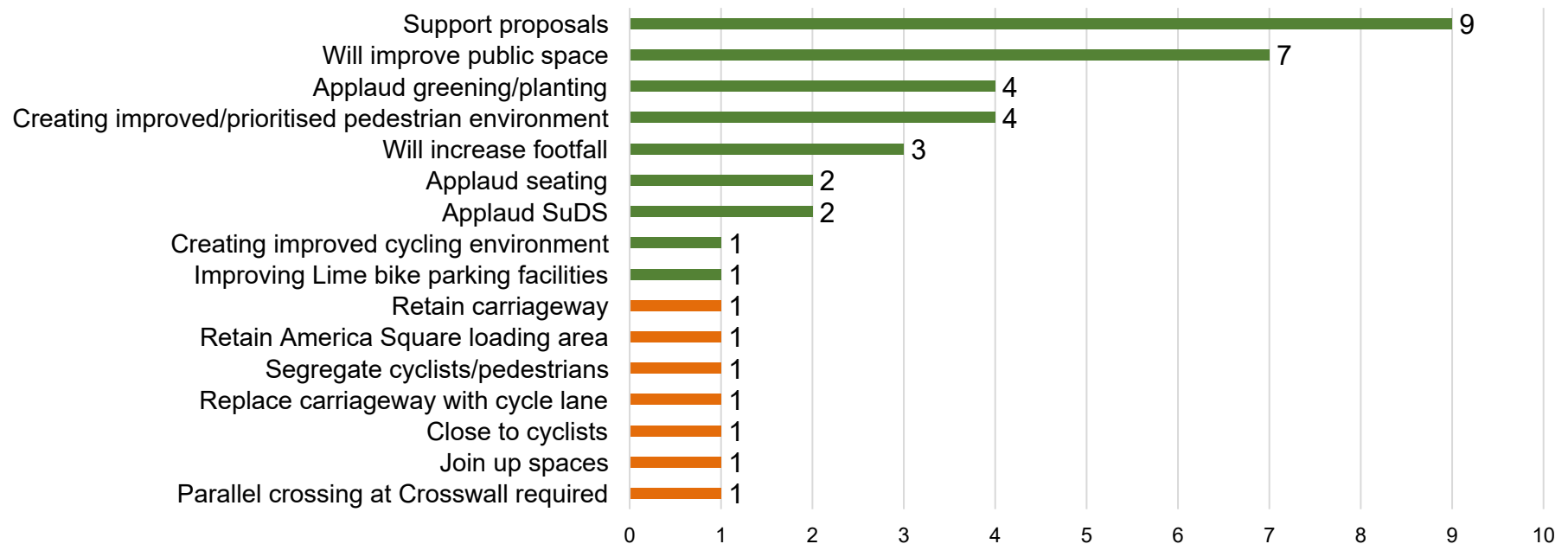


Vine Street, America Square, Crescent and Hammett Street: Comments about proposals to improve the existing public space on America Square

21 respondents left comments about proposals to improve the existing public space on America Square. Some respondents made more than one comment. Again, the majority of comments made demonstrated support for the proposals, with applause for potential improvements to the public space and the pedestrian environment, together with increased footfall, seating and the introduction of greenery and planting.

n=21

Question: Do you have any comments about proposals to improve the existing public space on America Square?



Vine Street, America Square, Crescent and Hammett Street:

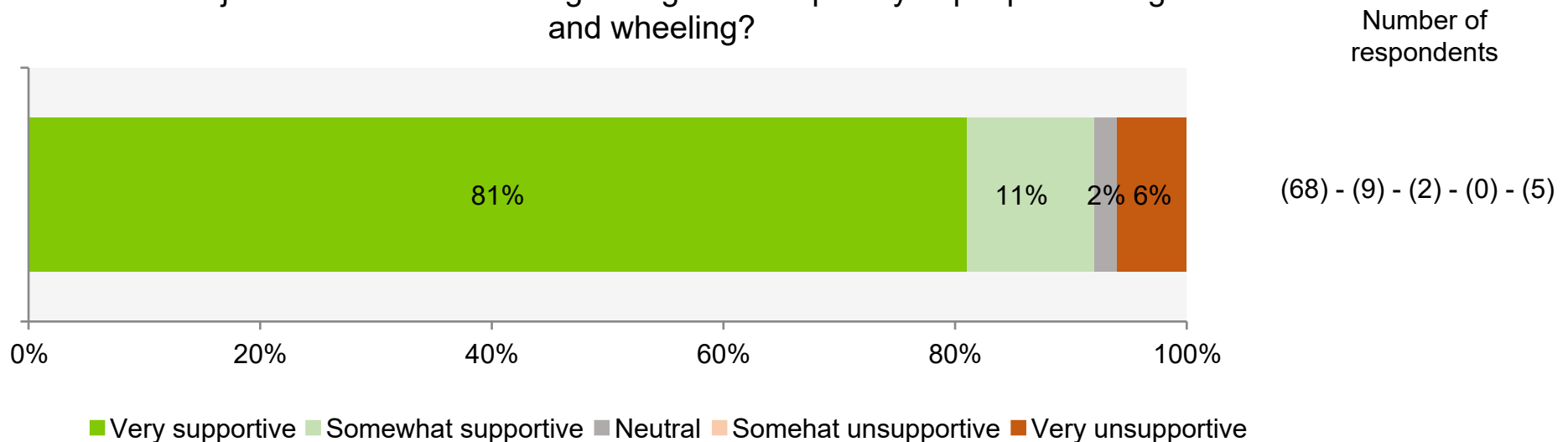
On America Square and Crosswall, the carriageway could be raised to pavement level in conjunction with these changes to give more priority to people walking and wheeling and improve their comfort and safety around this public space

Over 90% of respondents supported the carriageway being raised to pavement level in conjunction with these changes to give more priority to people walking and wheeling. For many, this support was again strong.

In contrast, just 6% were unsupportive.

n=84

Question: Do you support the carriageway being raised to pavement level in conjunction with these changes to give more priority to people walking and wheeling?



On the following page, we see how support for this proposal varied by respondents' travel mode

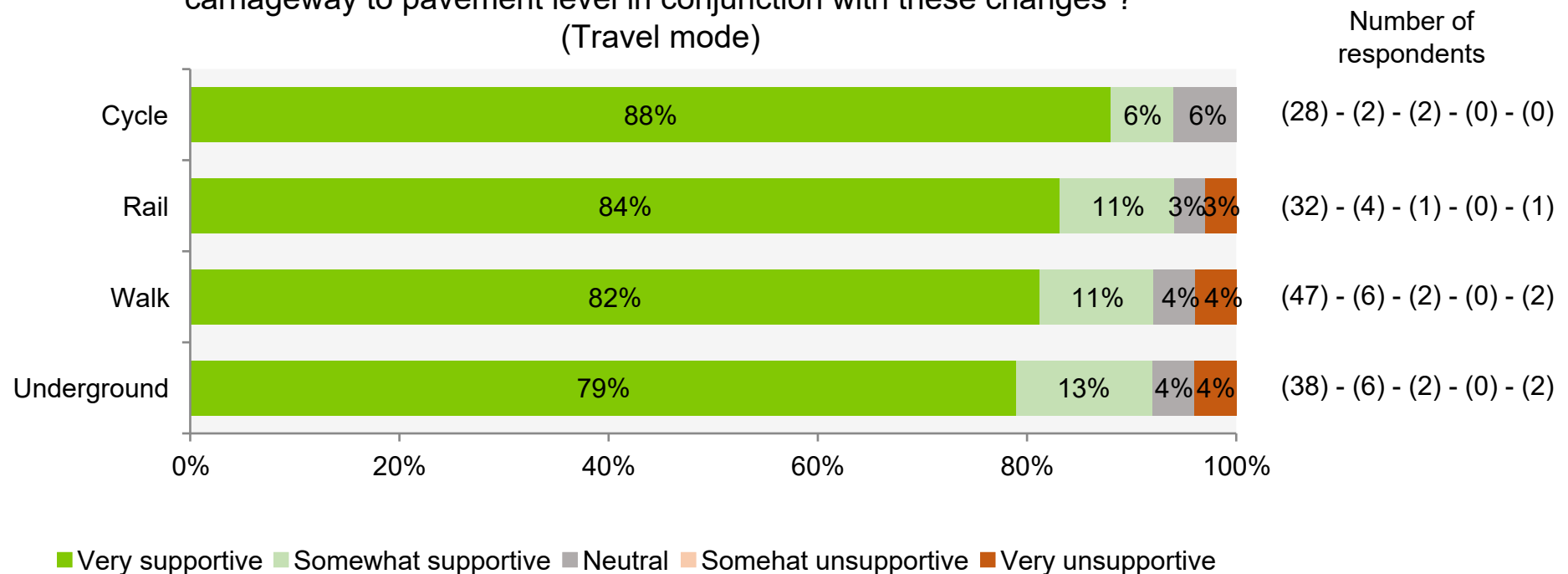
Vine Street, America Square, Crescent and Hammett Street:

How support for on America Square and Crosswall, raising the carriageway to pavement level in conjunction with these changes varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported raising the carriageway on America Square and Crosswall to pavement level. Support peaked among those who identified as using a personal cycle (94%). In contrast, opposition was comparatively limited, with less than 10% across travel modes.

n=32-57

Question: Do you support on America Square and Crosswall, raising the carriageway to pavement level in conjunction with these changes ?
(Travel mode)

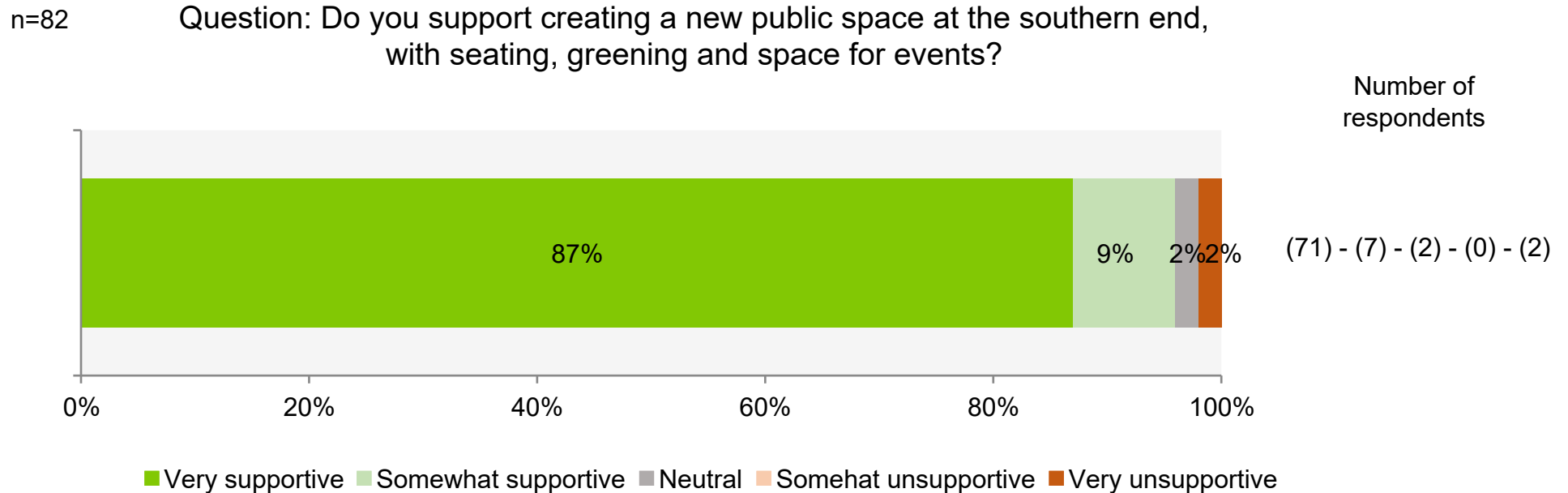


Vine Street, America Square, Crescent and Hammett Street:

On Crescent, creating a new public space at the southern end, with seating, greening and space for events

Almost all respondents (96%) supported the creation of a new public space at the southern end, with seating, greening and space for events. For most, this support was strong.

In contrast, just 2% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:

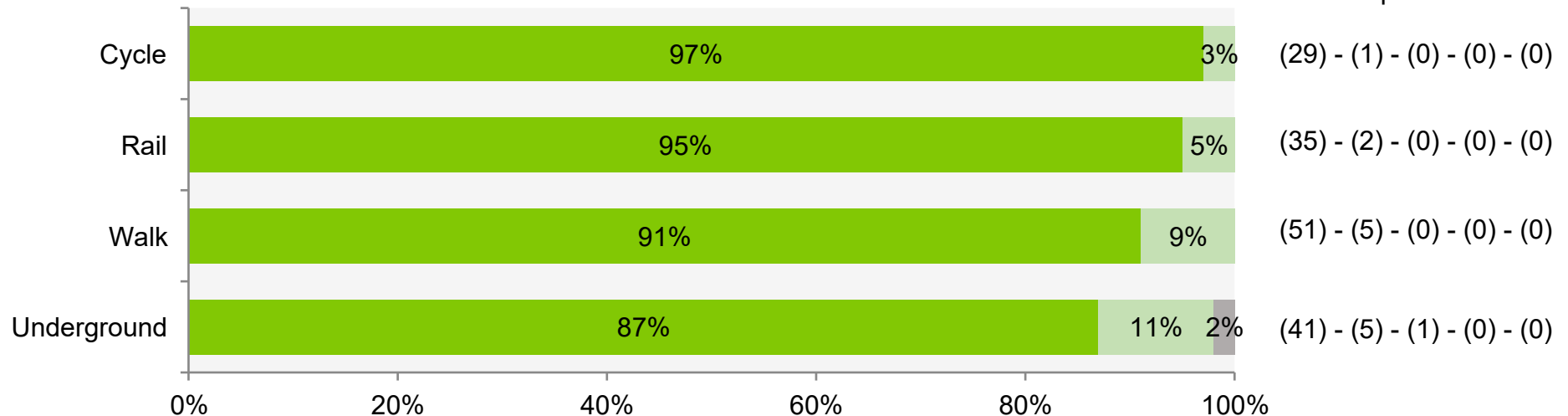
How support for on Crescent, creating a new public space at the southern end, with seating, greening and space for events varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported the creation of a new public space at the southern end of Crescent.

n=30-56

Question: Do you support on Crescent, creating a new public space at the southern end, with seating, greening and space for events?
(Travel mode)

Number of
respondents



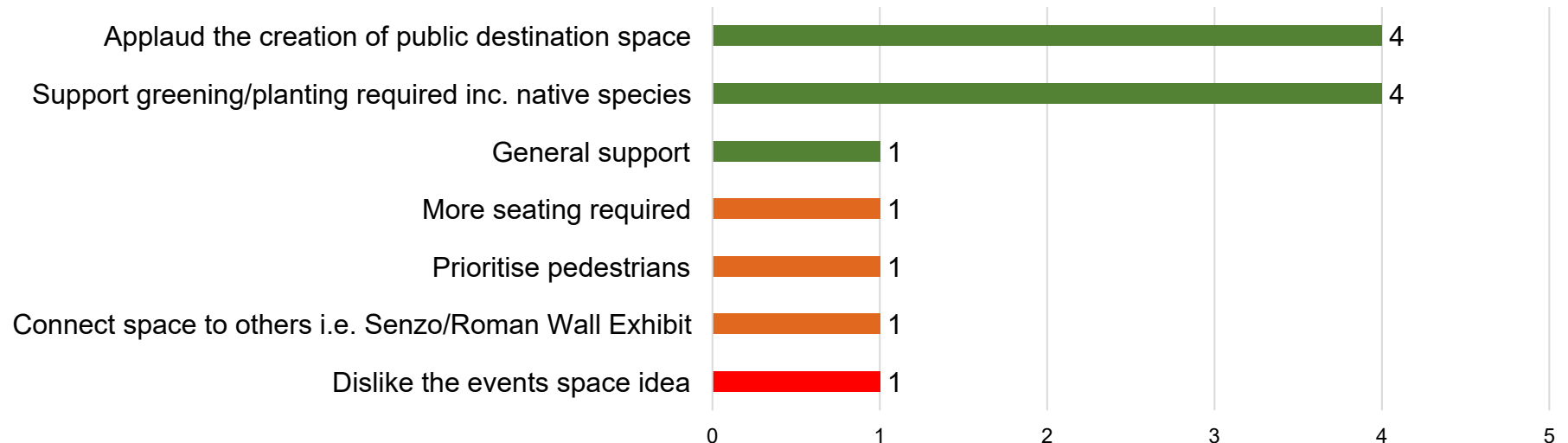
Very supportive Somewhat supportive Neutral Somewhat unsupportive Very unsupportive

Vine Street, America Square, Crescent and Hammett Street: Comments about proposals to improve the existing public space on Crescent

13 respondents left comments about proposals to improve the existing public space on Crescent. Some respondents made more than one comment. Again, many comments expressed support for the proposals.

n=13

Question: Do you have any comments about proposals to improve the existing public space on Crescent?

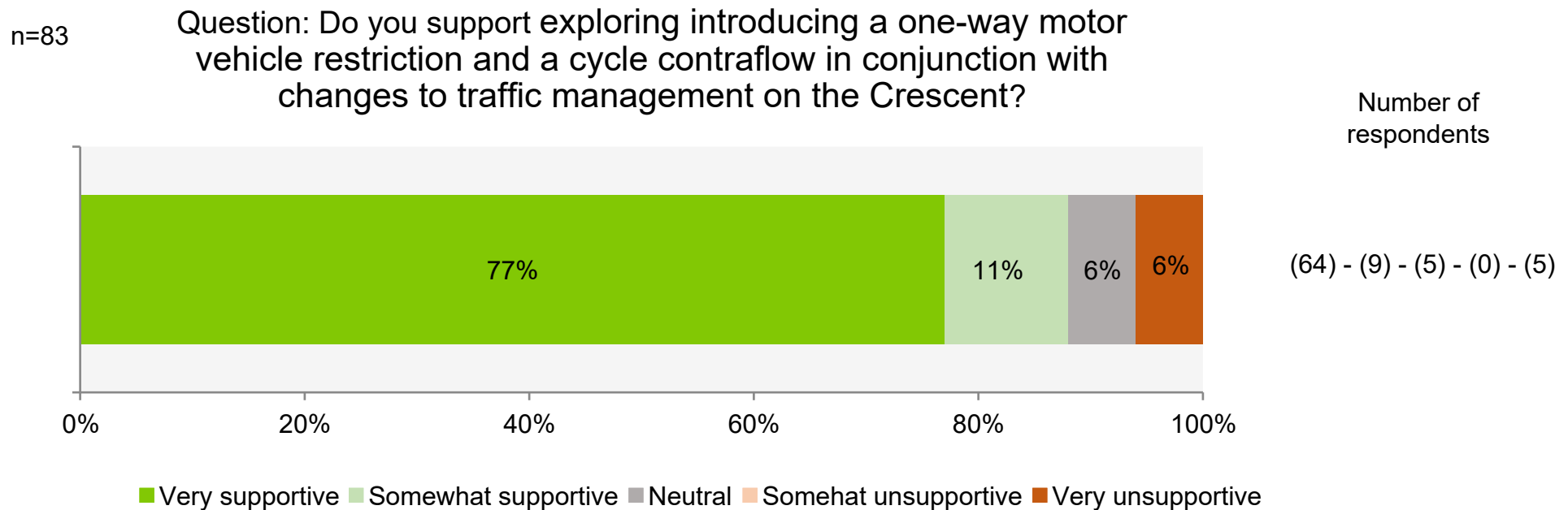


Vine Street, America Square, Crescent and Hammett Street:

On Hammett Street, exploring introducing a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent

Almost 90% of respondents supported a one-way motor vehicle restriction on Hammett Street with a cycle contraflow and traffic management changes on the Crescent. For most, this support was strong.

In contrast, just 6% were unsupportive.



On the following page, we see how support for this proposal varied by respondents' travel mode

Vine Street, America Square, Crescent and Hammett Street:

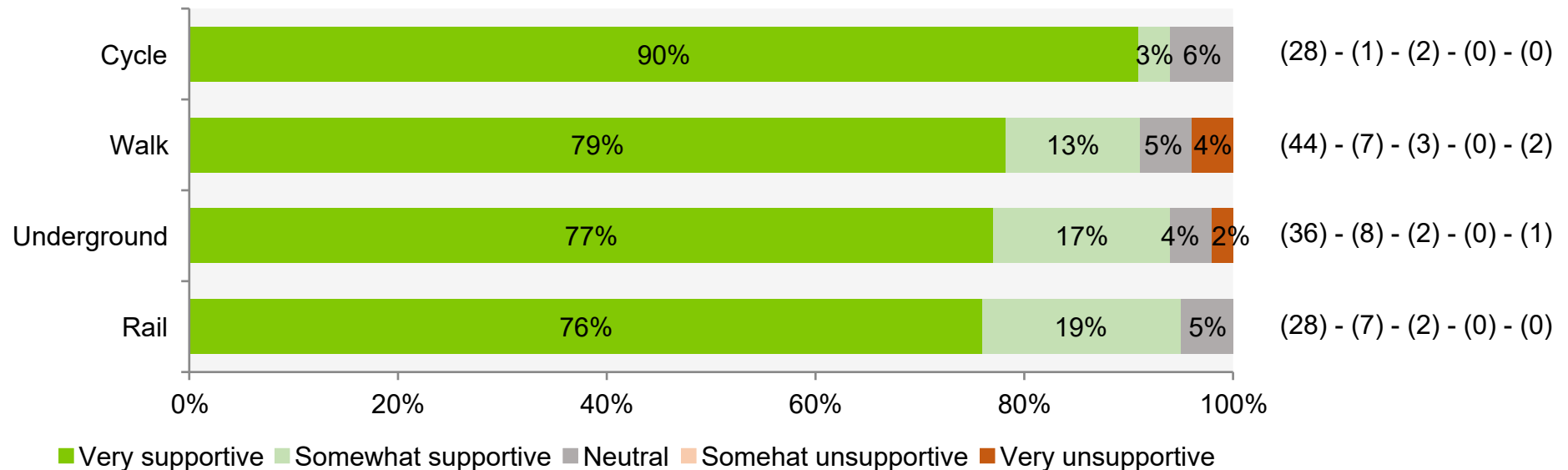
How support for on Hammett Street, exploring introducing a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent varied by how people identified they got around

In all travel mode categories with sufficient participants to enable analysis, a majority supported the introduction of a one-way motor vehicle restriction on Hammett Street, together with a cycle contraflow and traffic management on the Crescent.

n=31-56

Question: Do you support on Hammett Street, exploring introducing a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent?
(Travel mode)

Number of respondents

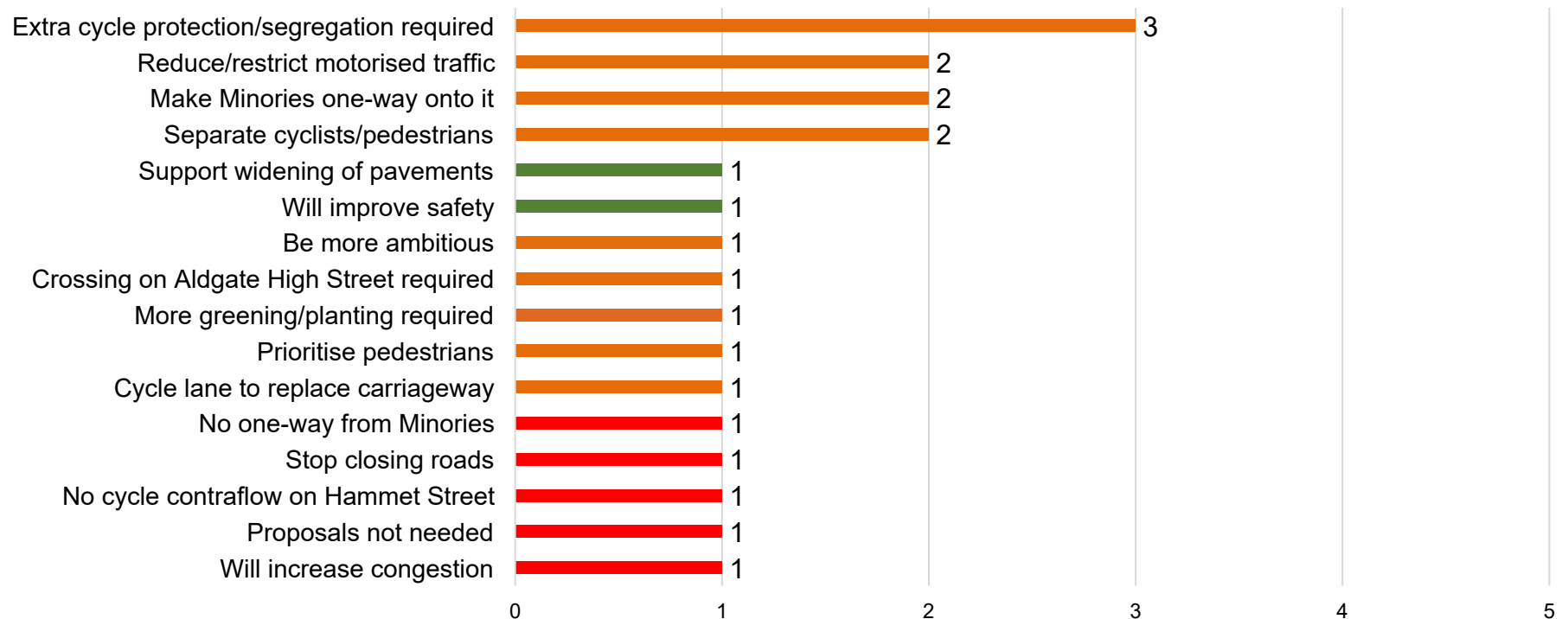


Vine Street, America Square, Crescent and Hammett Street: Comments about streets in the area in general

13 respondents left comments about streets in the area in general. Some respondents made more than one comment. Here we see all comments made, largely with a number of suggestions, mixed with some concerns.

n=13

Question: Do you have any comments about proposals to improve the existing public space on Crescent?



Streets South of Crutched Friars



Streets South of Crutched Friars - draft proposals

The Fenchurch Street station railway viaduct crosses several streets in this area and is a major architectural feature. New architectural lighting under the viaduct could complement the local evening economy and make the area more attractive and welcoming.

On Coopers Row, there is an entrance to Fenchurch Street station which could be made easier to access and more welcoming. Seething Lane Gardens is a well-used public space which could be improved if kerbside parking were rearranged.

Proposal 21 - On Coopers Row exploring extending the existing raised crossing points on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall to give more priority to people walking and wheeling and improve their comfort and safety. Also introducing new or improved lighting under the railway viaduct. Additionally improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.

Proposal 22 - On Pepys Street exploring raising the carriageway to pavement level at the junction with Savage Gardens to give more priority to people walking and wheeling and improve their comfort and safety. Also improving the public realm by introducing trees (where feasible), planting, seating and cycle parking.

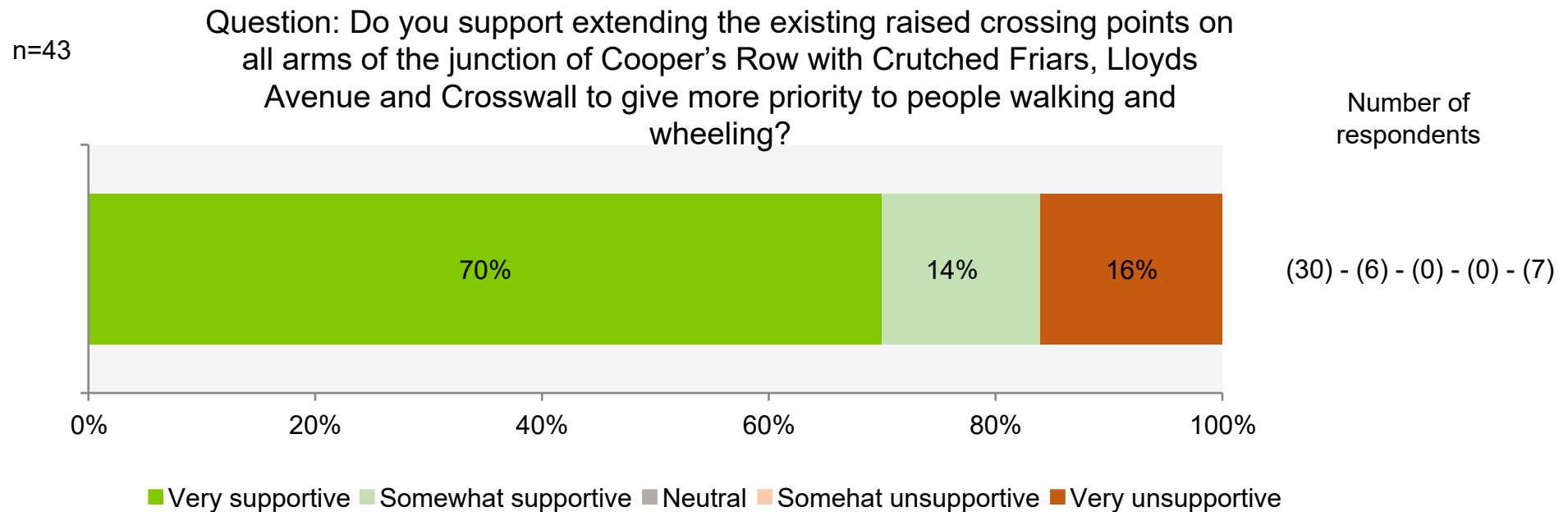
Proposal 23 - On Seething Lane exploring raising the junction to pavement level at the junction with Muscovy Street to give more priority to people walking and wheeling and improve their comfort and safety. Also improving the public realm by widening the pavement, introducing trees (where feasible), or in ground planting and seating. This could be achieved by reviewing the need for and quantity of parking. Also raising the carriageway to pavement level between Hart Street and the junction with Pepys Street to give more priority to people walking and wheeling and improve their comfort and safety.

Streets South of Crutched Friars:

On Coopers Row, extending the existing raised crossing points on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall to give more priority to people walking and wheeling and improve their comfort and safety

84% of respondents supported extending the existing raised crossing points on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall. For many, this support was strong.

In contrast, just 16% were unsupportive.



Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

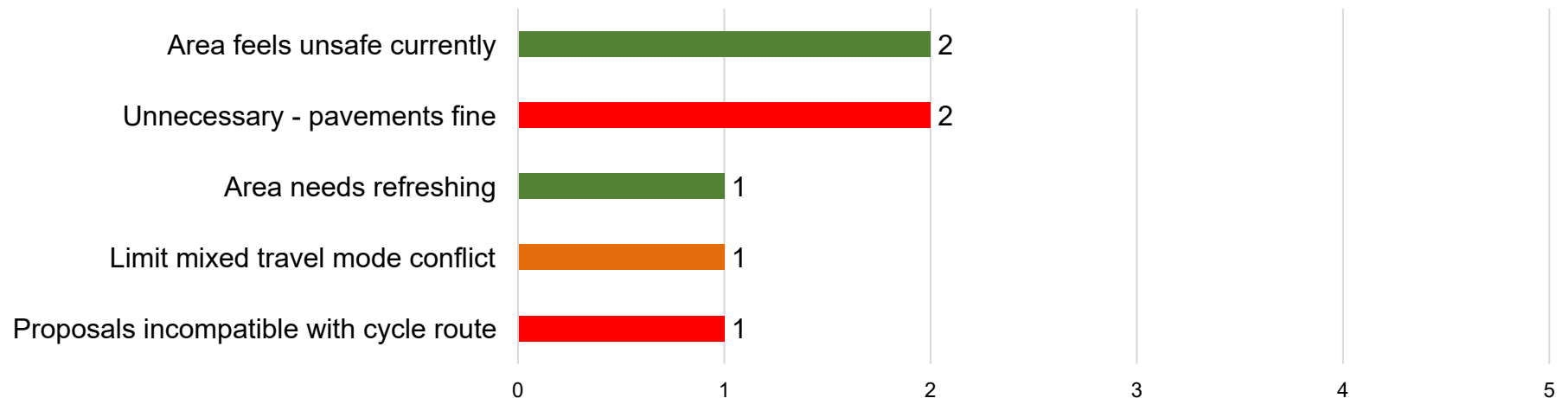
Streets South of Crutched Friars:

Comments about the pavements under the railway viaducts at the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall

7 respondents left comments on these pavements. Here we see all feedback given.

n=7

Question: Do you have any comments about the pavements under the railway viaducts at the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall?

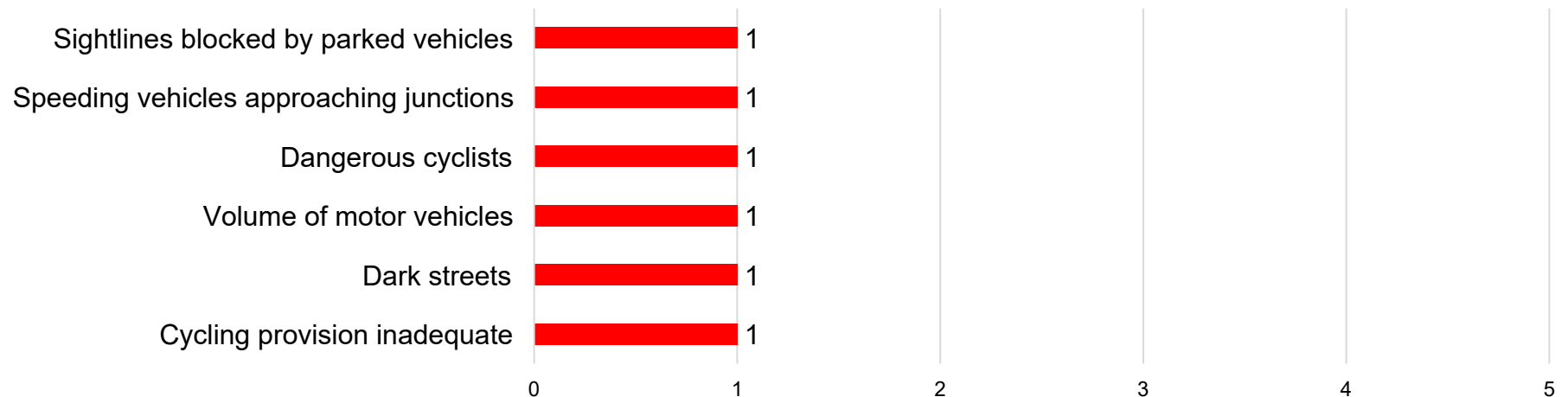


Streets South of Crutched Friars:

Concerns about personal security and crossing these streets for people walking and wheeling

4 respondents left comments about their personal security/crossing these streets for people walking and wheeling. Some respondents made more than one comment. Here, we see all personal security concerns expressed.

n=4 Question: Do you have any concerns about personal security and crossing these streets for people walking and wheeling?



Streets South of Crutched Friars:

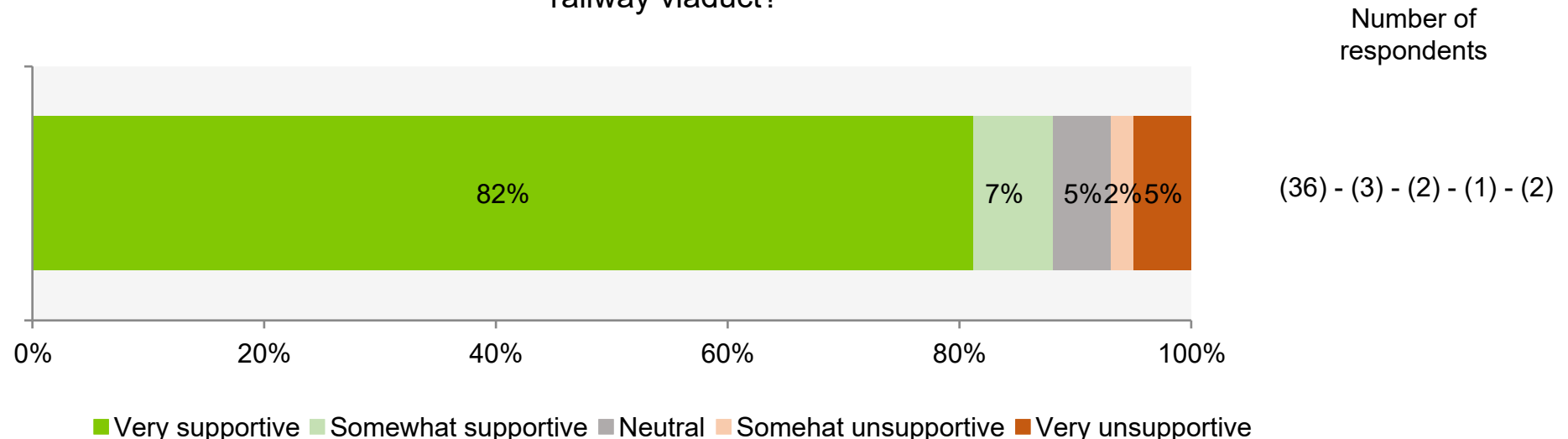
Introducing new or improved lighting under the railway viaduct

Almost 90% of respondents supported the potential introduction of new/improved lighting under the railway viaduct. Many expressed strong support.

In contrast, just 7% were unsupportive.

n=44

Question: Do you support introducing new or improved lighting under the railway viaduct?



Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:

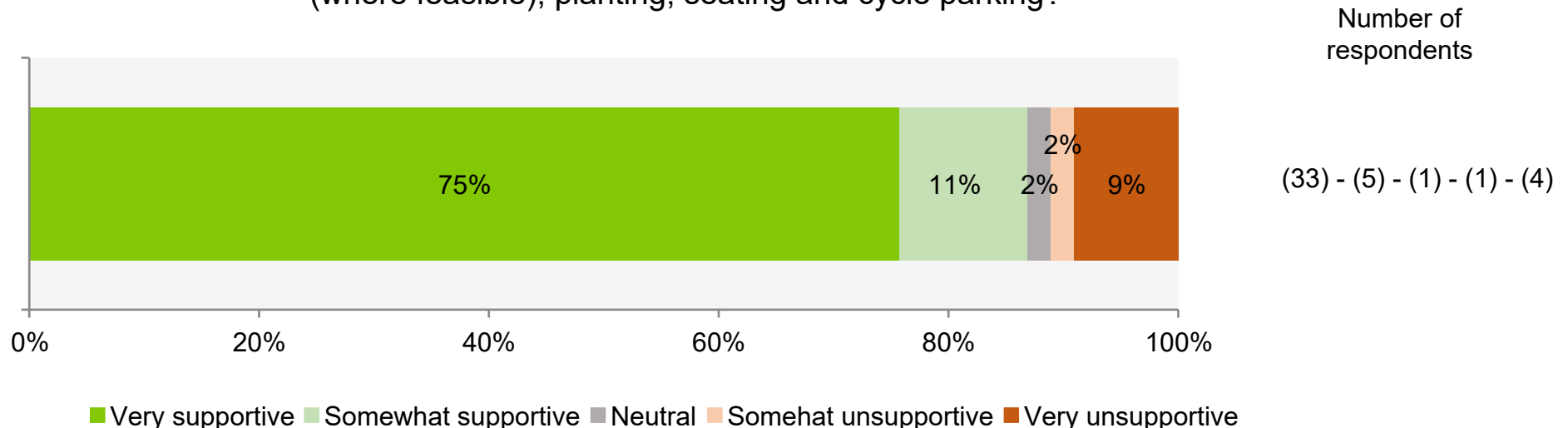
Improving the public realm on Cooper's Row by introducing trees (where feasible), planting, seating and cycle parking

86% of respondents supported improving the public realm by introducing trees, planting, seating and cycle parking. For many, this support was strong.

In contrast, just 11% were unsupportive.

n=44

Question: Do you support improving the public realm by introducing trees (where feasible), planting, seating and cycle parking?



Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

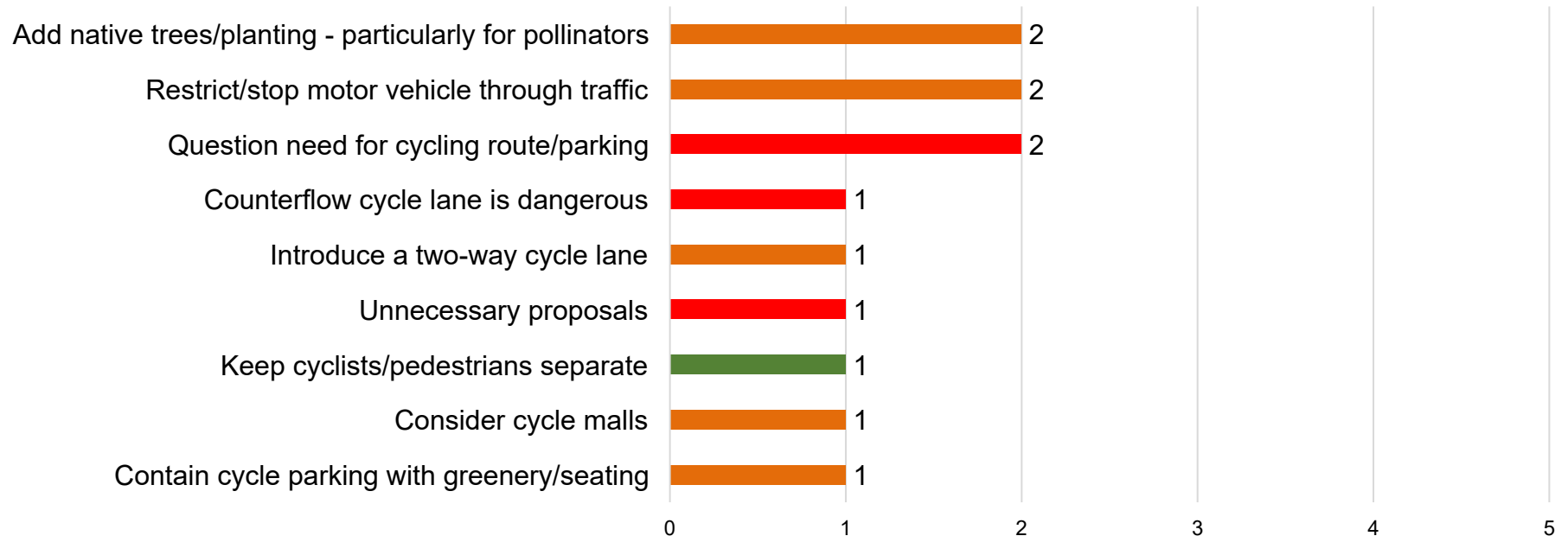
Streets South of Crutched Friars: Comments about Coopers Row

10 respondents left comments about Coopers Row. Some respondents made more than one comment.

Here we see all feedback given, largely focusing on additional suggestions for improvement in Coopers Row.

n=10

Question: Do you have any comments about Coopers Row?



Streets South of Crutched Friars:

On Pepys Street, raising the carriageway to pavement level at the junction with Savage Gardens to give more priority to people walking and wheeling and improve their comfort and safety

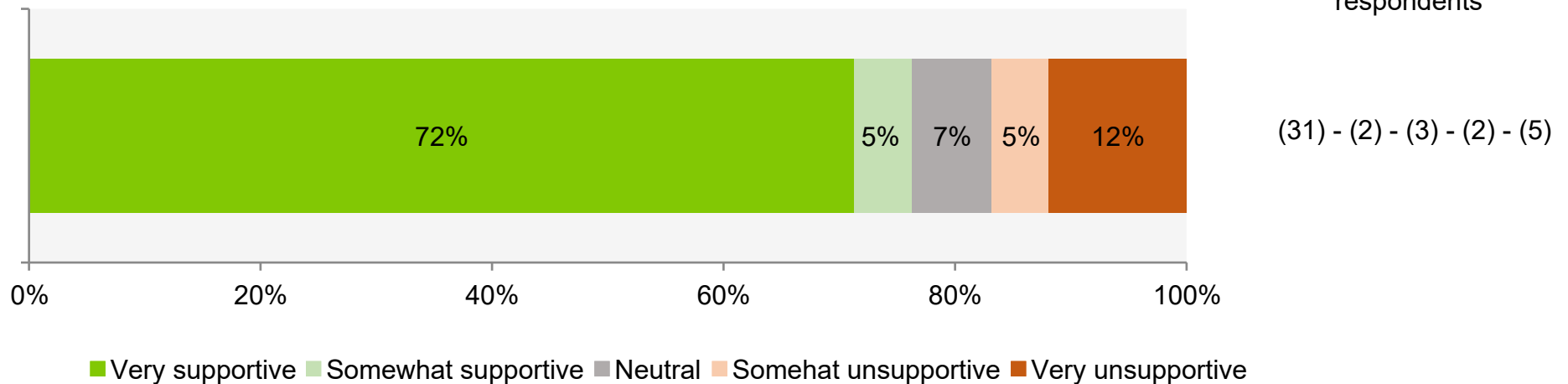
Almost 80% of respondents supported raising the carriageway to pavement level at the junction with Savage Gardens to give more priority to people walking and wheeling. Again, for many, this support was strong.

In contrast, just 17% were unsupportive.

n=43

Question: Do you support raising the carriageway to pavement level at the junction with Savage Gardens to give more priority to people walking and wheeling?

Number of respondents



Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:

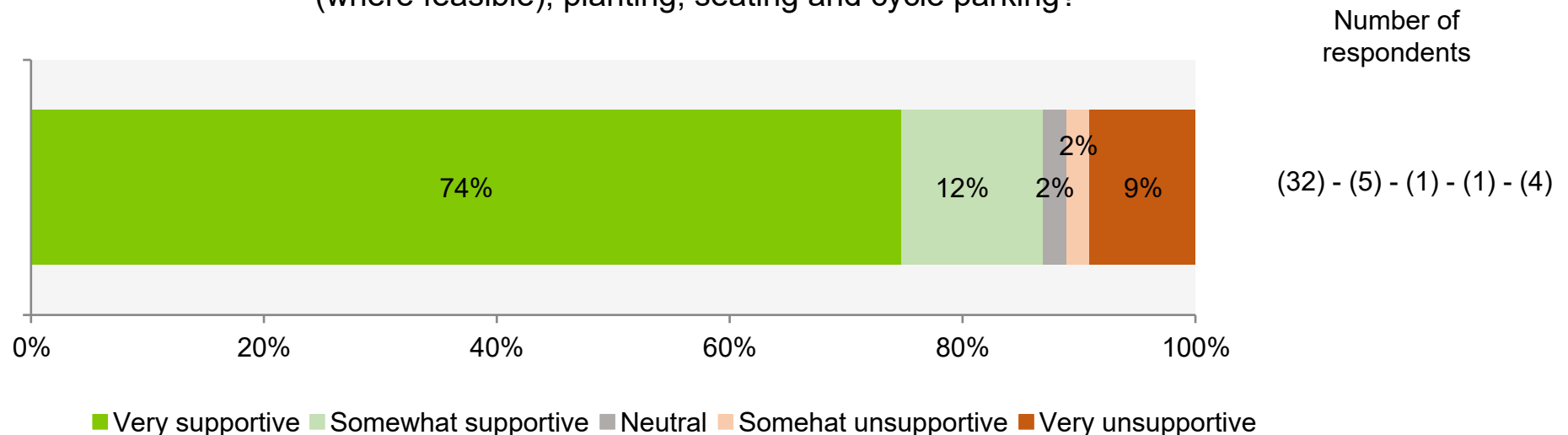
Improving the public realm on Pepys Street by introducing trees (where feasible), planting, seating and cycle parking

86% of respondents supported public realm improvements with tree planting, seating and cycle parking. Again. Strong support was expressed by many.

In contrast, just 11% were unsupportive.

n=43

Question: Do you support improving the public realm by introducing trees (where feasible), planting, seating and cycle parking?



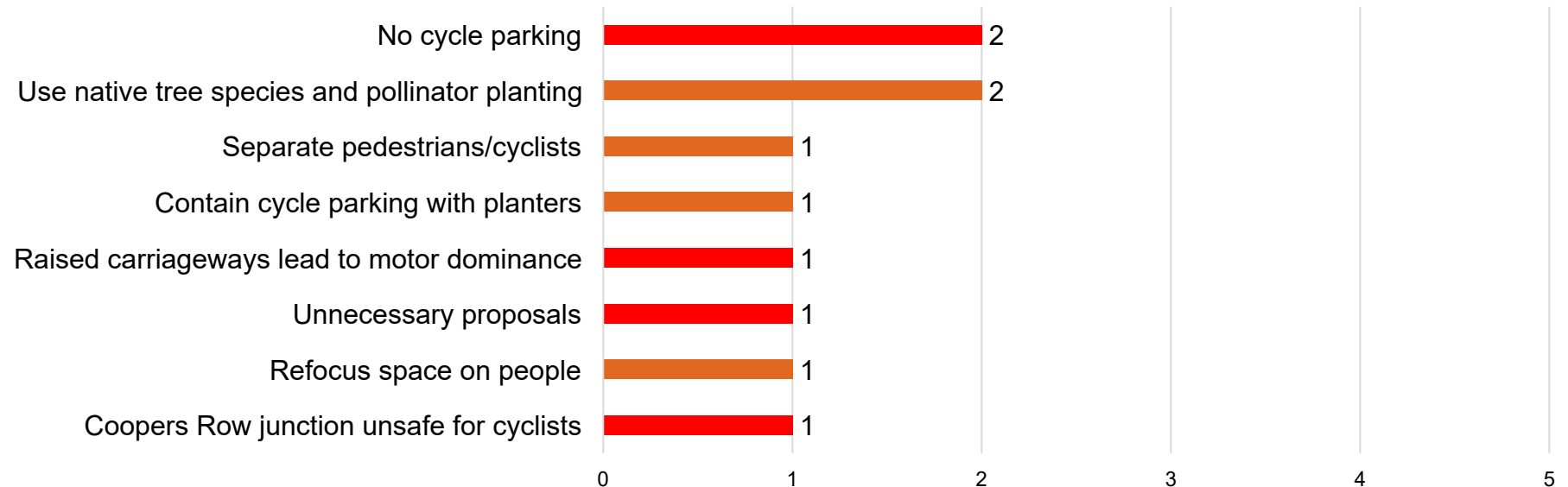
Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars: Comments about Pepys Street

10 respondents left comments on Pepys Street. Here, we see all comments made.

n=10

Question: Do you have any comments about Pepys Street?



Streets South of Crutched Friars:

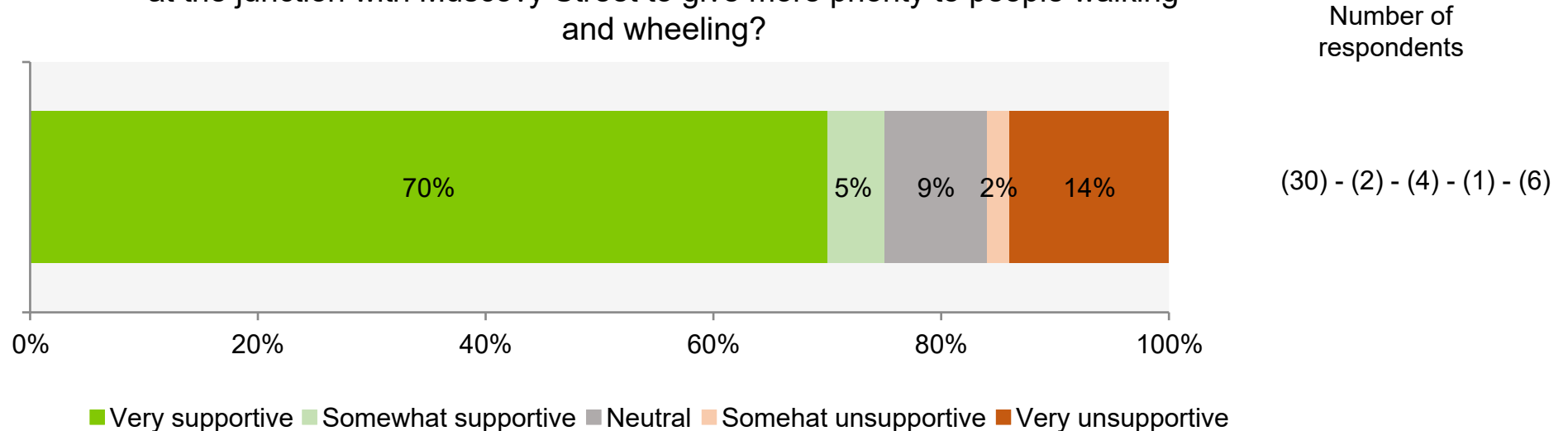
On Seething Lane, exploring raising the junction to pavement level at the junction with Muscovy Street to give more priority to people walking and wheeling and improve their comfort and safety

Three-quarters (75%) of respondents supported the potential raising of the junction to pavement level at the junction of Muscovy Street. Again, for many, this support was strong.

In contrast, just 16% were unsupportive.

n=43

Question: Do you support exploring raising the junction to pavement level at the junction with Muscovy Street to give more priority to people walking and wheeling?



Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:

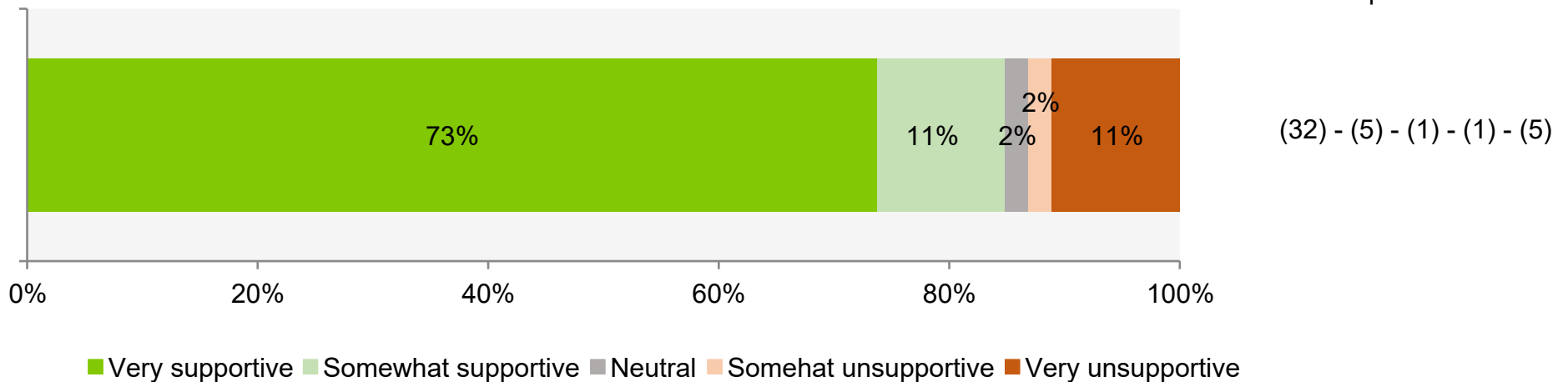
Improving the public realm by widening the pavement, introducing trees (where feasible), or in ground planting and seating. This could be achieved by reviewing the need for and quantity of parking

84% of respondents supported the described public realm improvements. Many strongly supported this. In contrast, just 13% were unsupportive.

n=44

Question: Do you support improving the public realm by widening the pavement, introducing trees (where feasible), or in ground planting and seating?

Number of respondents



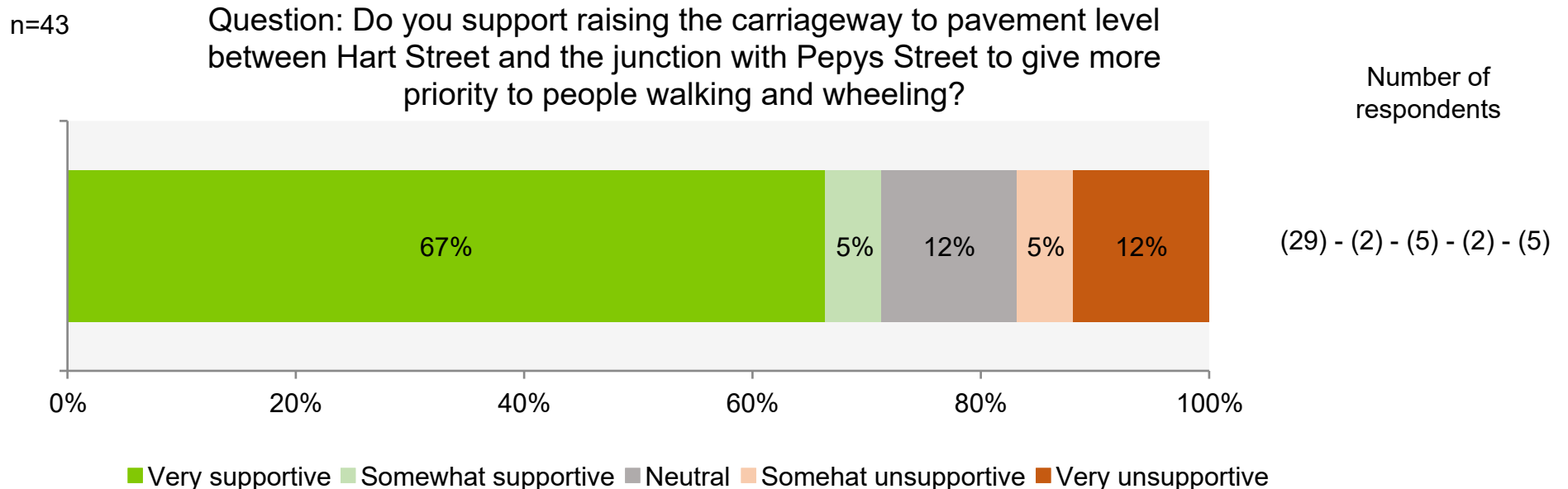
Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:

Raising the carriageway to pavement level between Hart Street and the junction with Pepys Street to give more priority to people walking and wheeling and improve their comfort and safety

Over 70% of respondents supported raising the carriageway to pavement level between Hart Street and the junction with Pepys Street to prioritise people walking and wheeling.

In contrast, just 17% were unsupportive.



Due to low response numbers, we are not able to see how support for proposals in this area varied by respondents' travel mode.

Streets South of Crutched Friars:

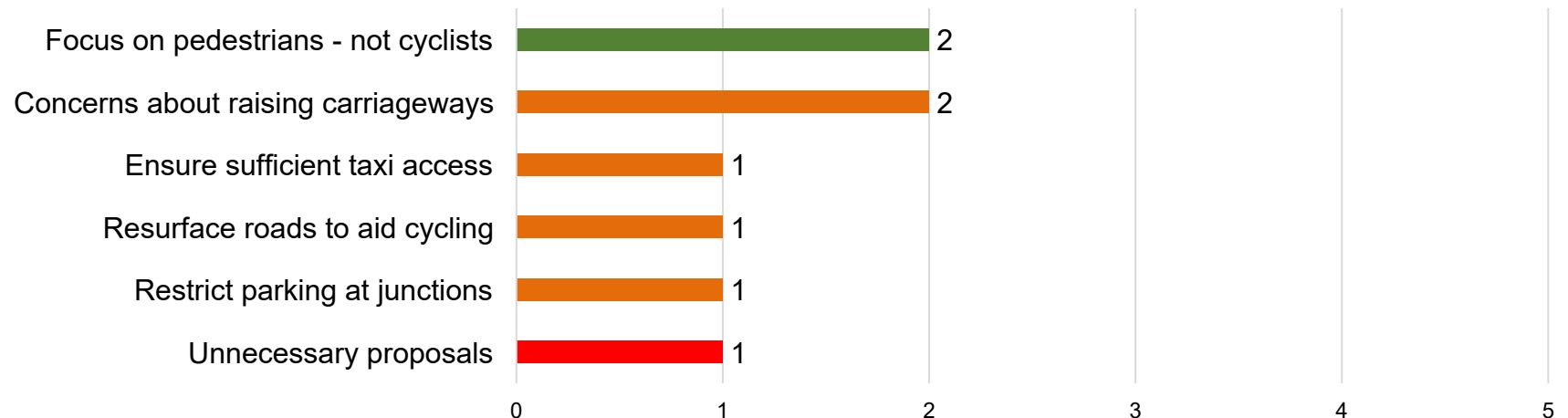
Comments about making it easier to cross for people walking and wheeling and improving the public realm by changing parking arrangements

7 respondents left comments about making it easier to cross for people walking and wheeling and improving the public realm by changing parking arrangements. Some respondents made more than one comment.

Here, we see all comments made.

n=7

Question: Do you have any comments about making it easier to cross for people walking and wheeling and improving the public realm by changing parking arrangements?



Streets South of Crutched Friars:

Other comments about Seething Lane Gardens

Just two respondents left comments about Seething Lane Gardens.

These comments focused on a perceived need to:

- Restrict motorised through traffic - giving public space back to those wheeling and walking.
- Enhance the garden area - using trees, shrubs and rainwater flower beds to improve aesthetics and air quality.

Streets South of Crutched Friars:

Other comments about the streets in this area

12 respondents left comments about streets in the area. Some respondents made more than one comment. Here, we see all comments made.

n=12

Question: Do you have any other comments about the streets in this area?



Streets South of Eastcheap and Great Tower Street



Streets South of Eastcheap and Great Tower Street - draft proposals

Many of these streets already restrict motor vehicles travelling between Lower Thames Street and Eastcheap and Great Tower Street. There are opportunities to increase pedestrian priority on these streets. TfL are exploring further restricting motor vehicles on Fish Street Hill. (Proposal 24 on the plan).

There are also opportunities to introduce small public spaces where there is excess carriageway space or where parking can be relocated.

Proposal 25 - On Monument Street, exploring widening the northern pavement by relocating parking, introducing trees (where feasible), planting and seating and providing additional cycle parking.

Proposals 26, 28, 29 and 30 - On Pudding Lane, St Georges Lane, Botolph Lane, St Mary at Hill, St Dunstan's Lane and the junction with Idle Lane exploring raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety.

Proposal 27 - On St Georges Lane, exploring restricting motor vehicles to all the street and raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety.

Proposal 31 - On St Dunstan's Hill, exploring at the southern end, introducing a new public space with trees, planting and seating and additional cycle parking.

Proposal 32 - On Bakers Hall Court, exploring introducing more seating and planting.

Streets South of Eastcheap and Great Tower Street:

On Monument Street, widening the northern pavement by relocating parking, introducing trees (where feasible), planting and seating and providing additional cycle parking

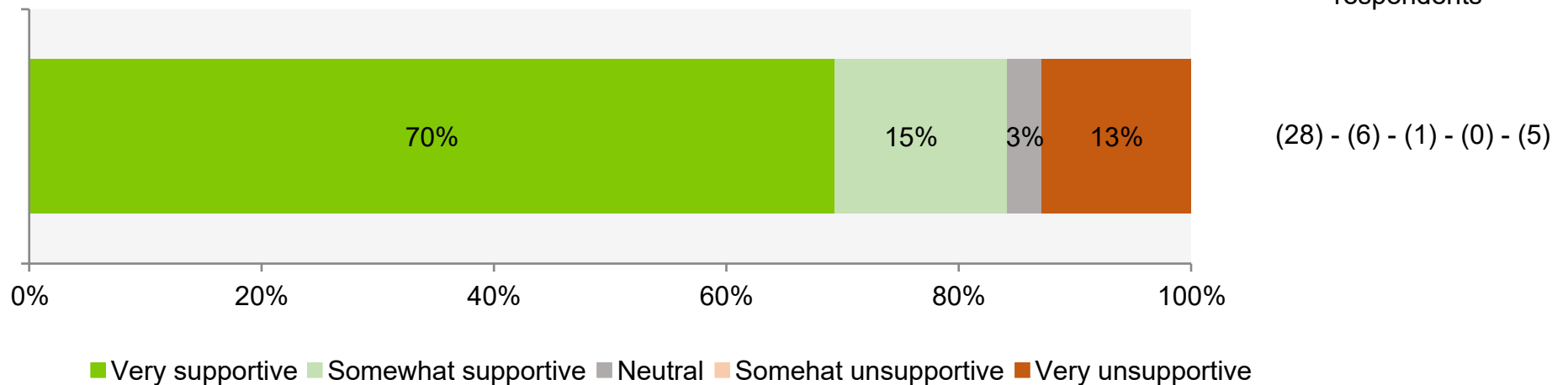
85% of respondents supported the exploration of northern pavement widening, with the accompanying introduction of trees, planting, seating and cycle parking in this area. For many, this support was strong.

In contrast, just 13% were unsupportive.

n=40

Question: Do you support the exploration of widening pavements, introducing trees (where feasible), planting, seating and cycle parking?

Number of respondents

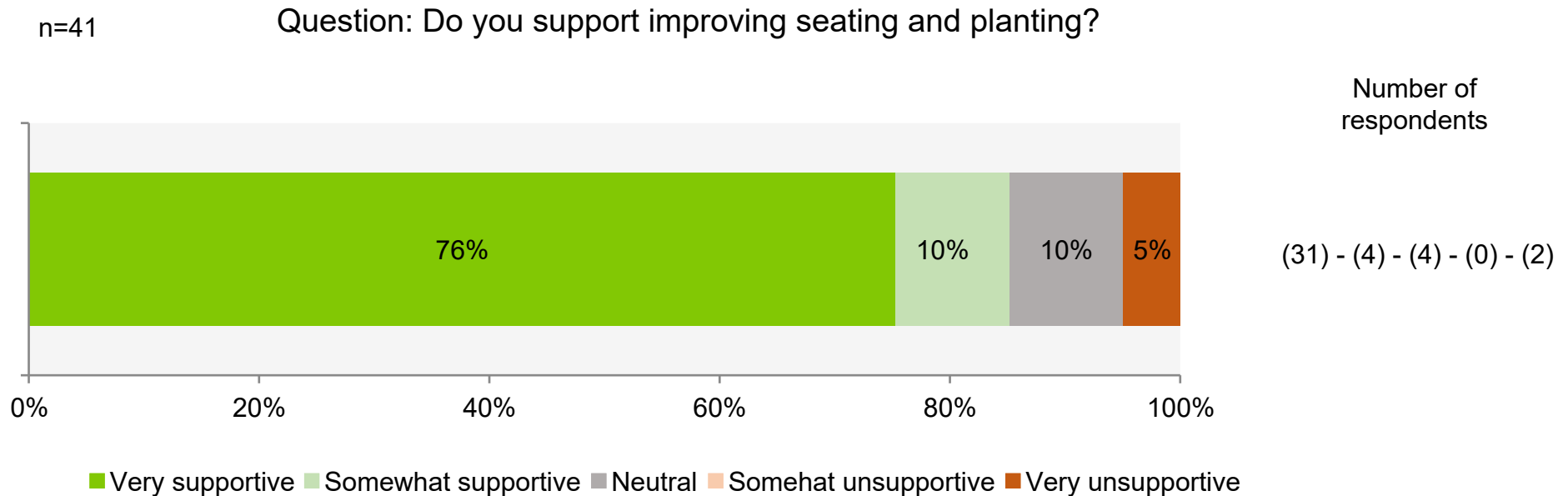


Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street: Improving seating and planting

86% of respondents supported the potential improvement of seating and planting. Again, for many, this support was strong.

In contrast, just 5% were unsupportive.

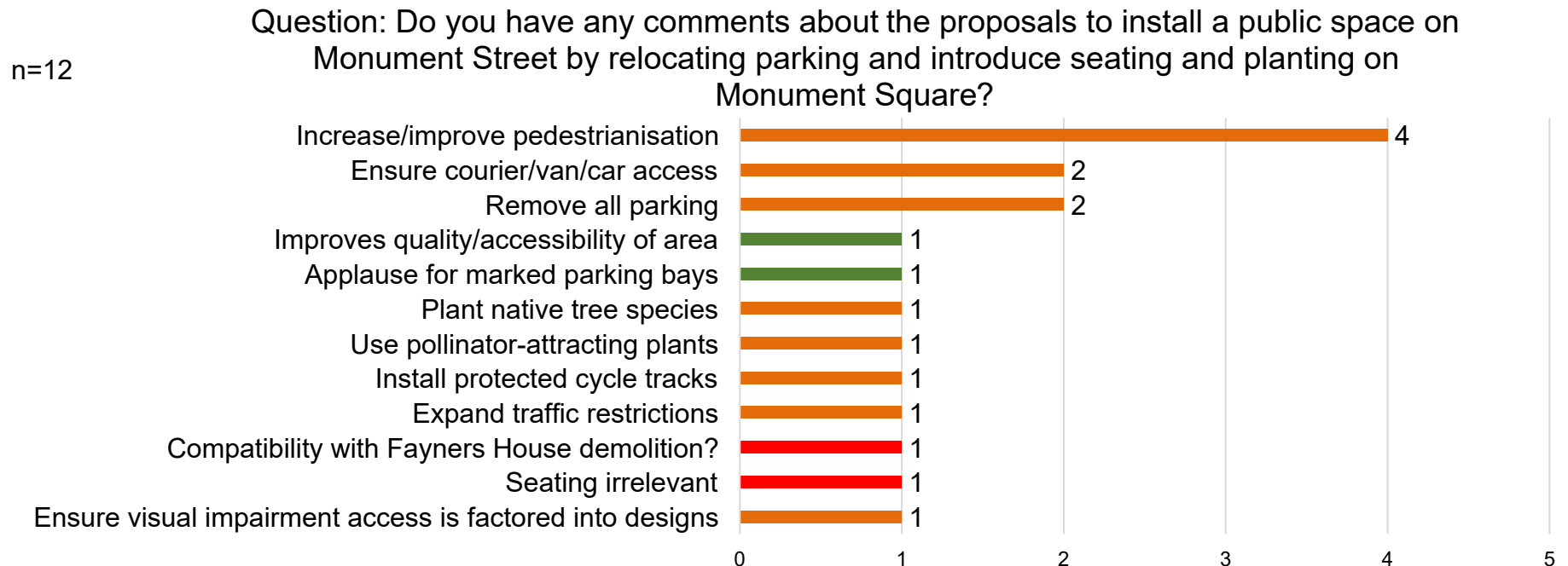


Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street: Comments about the proposals to install a public space on Monument Street by relocating parking and introduce seating and planting on Monument Square

12 respondents left comments on these proposals. Some respondents made more than one comment. Here, we see all feedback given.

The number one comment associated with this proposal suggested greater ambition in relation to pedestrianisation and public space.



Streets South of Eastcheap and Great Tower Street:

On Pudding Lane, St Georges Lane, Botolph Lane, St Mary at Hill, St Dunstan's Lane and the junction with Idle Lane, raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety

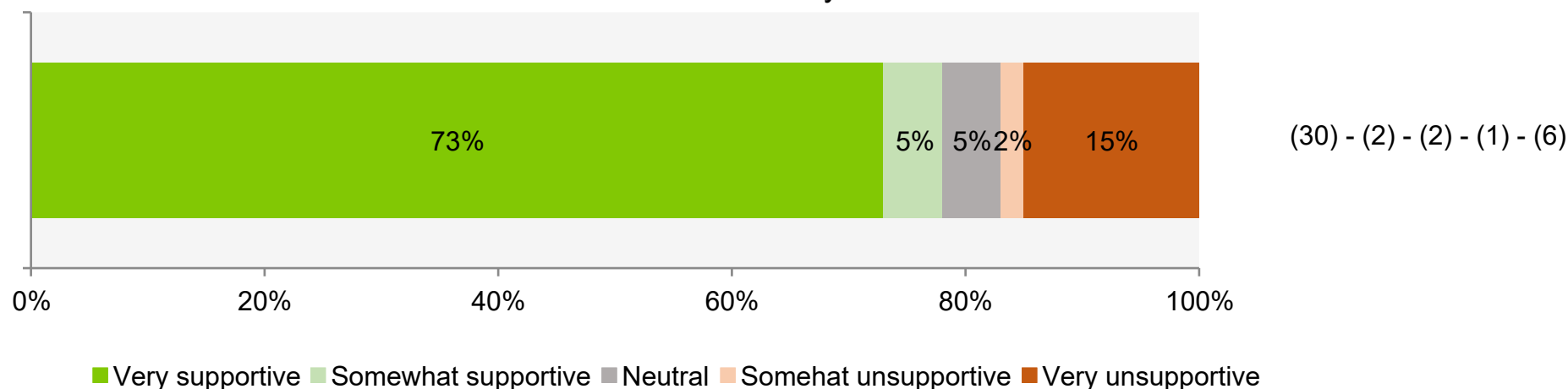
Almost 80% of respondents supported the raising of carriageway section to prioritise those walking and wheeling. For many, this support was strong.

In contrast, just 17% were unsupportive.

n=41

Question: Do you support raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety?

Number of respondents



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street:

Comments about making Pudding Lane, St Georges Lane, Botolph Lane, St Mary at Hill, St Dunstan's Lane and the junction with Idle Lane easier for people walking and wheeling

13 respondents left comments on this proposal. Some respondents made more than one comment. Here, we see all feedback given - with a number of suggestions for additional measures.

n=13

Question: Do you have any comments about the proposals to make Pudding Lane, St Georges Lane, Botolph Lane, St Mary at Hill, St Dunstan's Lane and the junction with Idle Lane easier for people walking and wheeling?

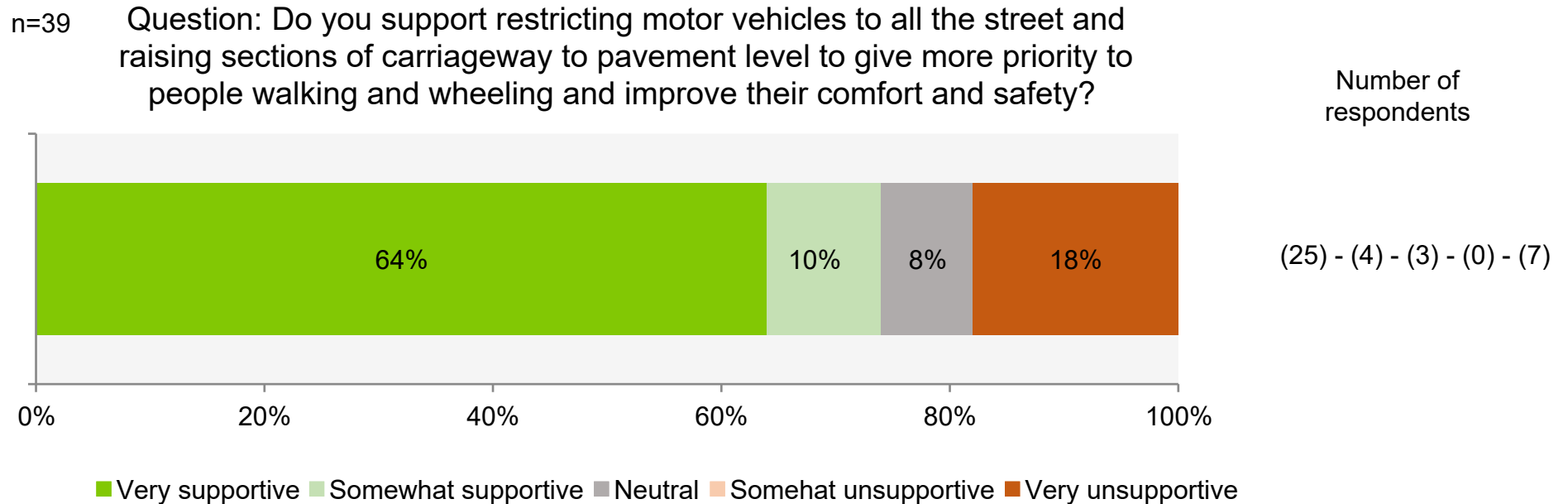


Streets South of Eastcheap and Great Tower Street:

On St Georges Lane, restricting motor vehicles to all the street and raising sections of carriageway to pavement level to give more priority to people walking and wheeling and improve their comfort and safety

Almost three-quarters (74%) of respondents supported restricting motor vehicles to all the street and raising sections of carriageway to pavement level.

In contrast, just 18% were unsupportive.



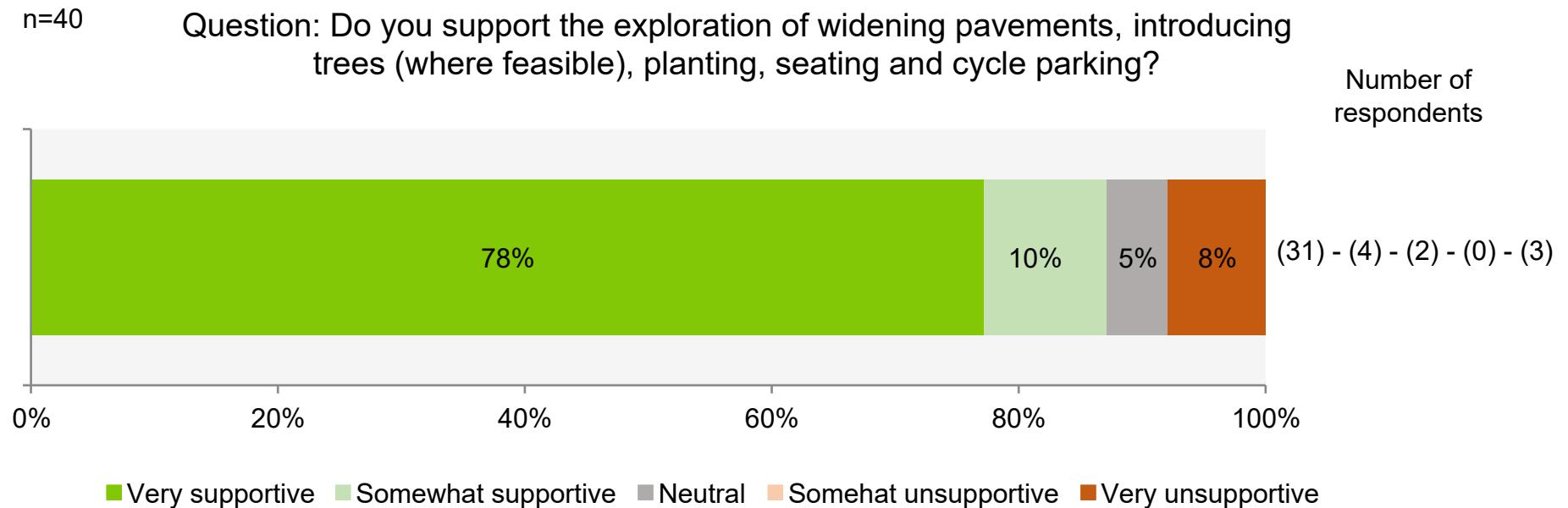
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street:

On St Dunstan's Hill, at the southern end, introducing a new public space with trees, planting and seating and additional cycle parking

The potential introduction of a new public space at the southern end of St Dunstan's Hill proved very popular. - drawing support from almost 90% of respondents.

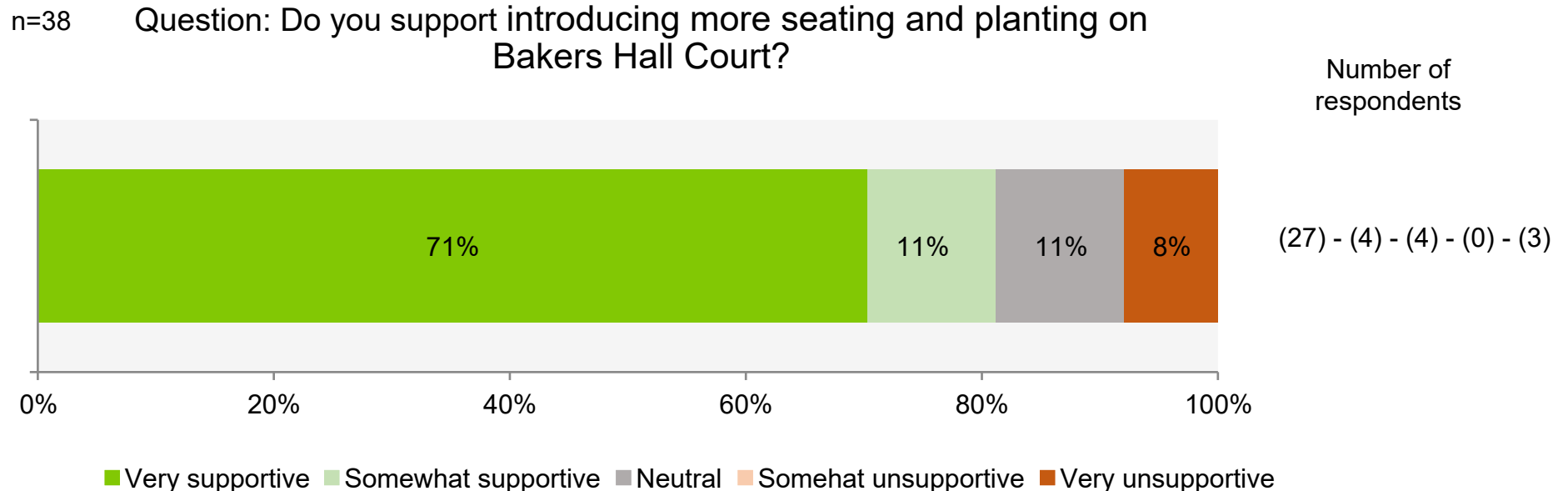
In contrast, fewer than 10% were unsupportive.



Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street: On Bakers Hall Court, introducing more seating and planting

Over 80% of respondents supported the introduction of additional seating and planting on Bakers Hall Court.
In contrast, just 8% were unsupportive.



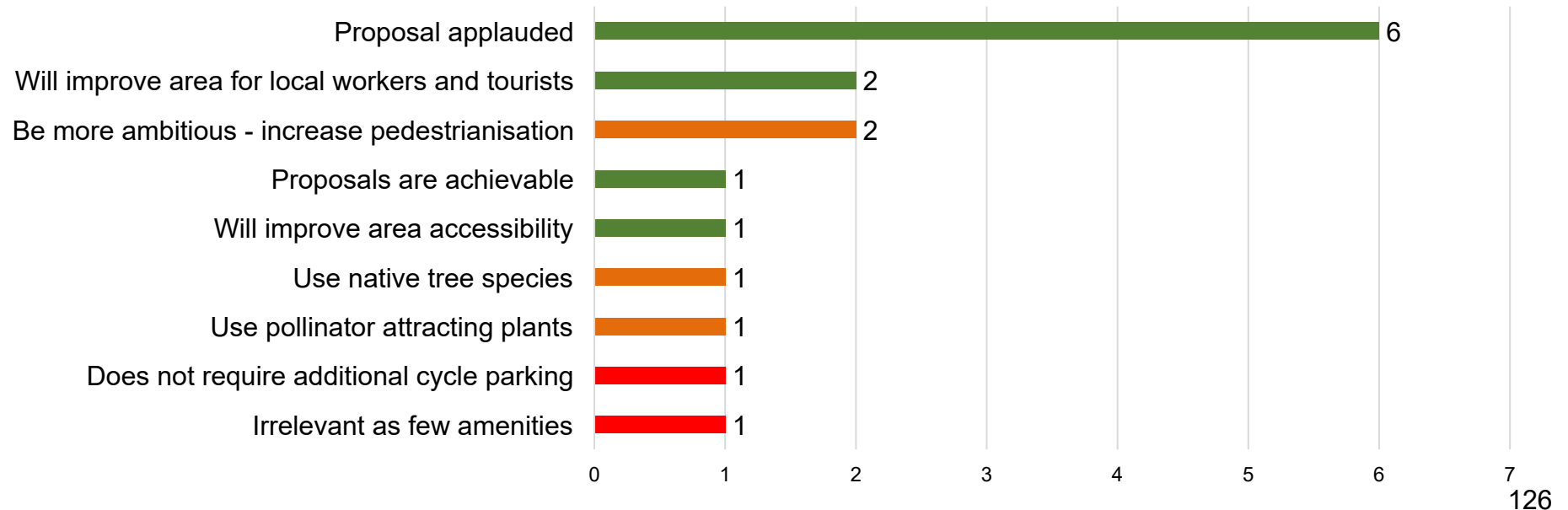
Due to low response numbers, we are not able to see how support for this proposal varied by respondents' travel mode.

Streets South of Eastcheap and Great Tower Street: Comments about proposals to install a public space on St Dunstan's Hill and seating in Bakers Hall Court

11 respondents left comments on this proposal - of which more than half indicated support. Some respondents made more than one comment. Here, we see all feedback given.

n=11

Question: Do you have any comments about proposals to install a public space on St Dunstan's Hill and seating in Bakers Hall Court?

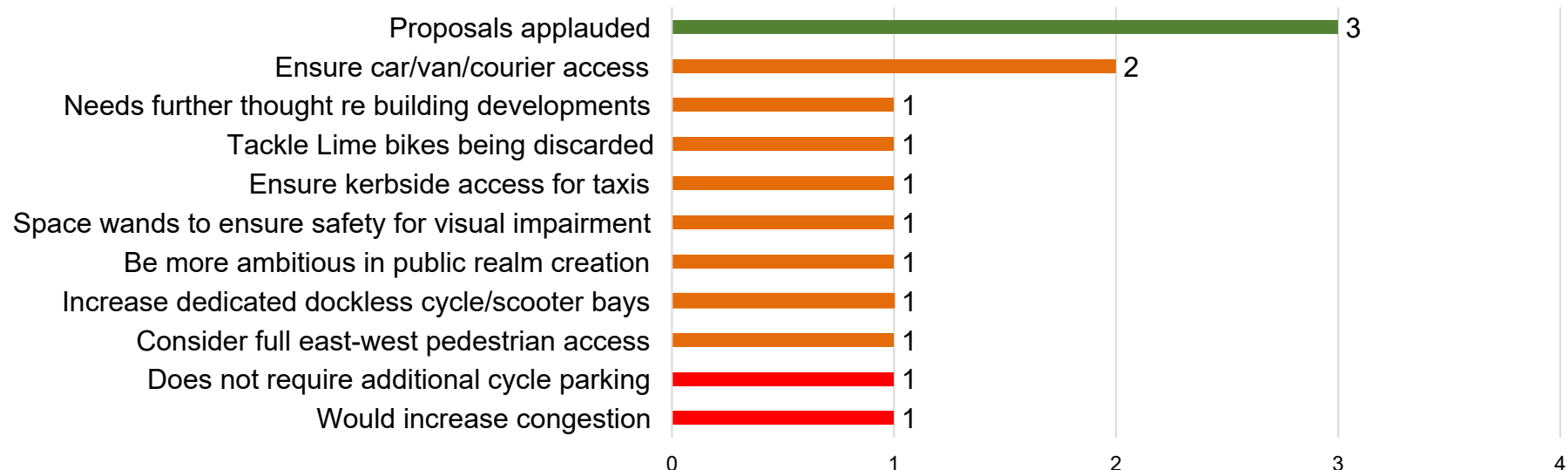


Streets South of Eastcheap and Great Tower Street: Other comments about streets in this area in general

Nine respondents left additional comments about streets in this area. Some respondents made more than one comment. Comments were diverse, ranging from applause for the proposals to suggestions for additional measures. Here, we see all feedback given.

n=9

Question: Do you have any other comments about streets in this area?



Email, telephone and drop-in feedback



Emails to City of London Corporation - 1

Campaign groups representations

City of London Group - LCC Campaign response

General comments:

- The City has failed to grasp the opportunity to reduce private motor traffic and journeys and enable significant further 'mode shift' to cycling.
- They welcomed all the efforts to improve the streetscape, planting, SuDS, etc. and increase cycle parking provision which are detailed in the proposals. Many carriageways in the City are uneven and worn so carriageway improvement also needs to be a general aim.

Proposal 1 - Fenchurch Street

- If there is no room for segregated space for cycling then traffic reduction and restrictions on through traffic need to be proposed.
- For those continuing their cycle journeys west into Lombard Street the approach to the ASL at Gracechurch Street is difficult and needs more space and a feeder lane.

Emails to City of London Corporation - 2

Campaign groups representations

Proposal 3 - Eastcheap and Great Tower Street

- It is welcomed that Eastcheap-Old Tower Street is a route designated for cycle network improvements in the City of London Transport Strategy.
- A high-quality scheme which protects people cycling for the entire length of the route from cycleway C3 on Byward Street to Monument Junction and on to King William Street and Bank Junction designed in conjunction with TfL. This should include stretches where space is tight.
- They consider that Eastcheap gets a lot of London Access traffic (through traffic) when it is classified as a City Access Street but there is nothing in these proposals to reduce traffic.
- Access to the ASL on the approaches to Monument Junction (and at the preceding pedestrian crossing) need to be improved.

Proposal 4 - Philpot Lane

- Contraflow cycling can already be difficult due to the large number of parked vans.

Proposal 5 - Rood Lane

- Rood Lane should be considered as part of a safer Eastcheap/Rood Lane/Lombard St/Bank Junction cycle route to allow people with a lower appetite for risk to avoid Monument Junction.
- A timed closure is welcome, but this should be a permanent closure to through traffic.
- Raising the entire carriageway to pavement level should be considered as there is currently not enough room on the carriageway for a cycle and vehicle to pass.

Emails to City of London Corporation - 3

Campaign groups representations

Proposal 7 - Mark Lane

- Access from Great Tower Street into Mark Lane for people cycling needs improving. The right turn is usually blocked by queuing eastbound traffic, as is the right turn out of Mark Lane into Great Tower Street.

Proposal 18 - America Square

- Support for the proposal to introduce a one-way motor vehicle restriction and a cycle contraflow and the closure of the western section of America Square to motor vehicles.

Proposal 20 - Hammett Street

- Support the proposal to introduce a one-way motor vehicle restriction and a cycle contraflow.

Proposals 21-23 - Streets south of Crutched Friars/Trinity Square/Coopers Row/Crutched Friars/Jewry Street

- Improvements are needed for access to/from cycleway C3 around Trinity Sq. Traffic/parking reduction and restrictions on through traffic are required.

Emails to City of London Corporation - 4

Campaign groups representations

LCC Response

- The London Cycling Campaign strongly supports the detailed consultation response submitted by our local branch in the City of London.
- To meet the aims of the City of London's Transport Strategy, through traffic needs to be excluded and road danger reduced by the introduction of protected cycle lanes where traffic volumes still exceed 200 vehicles per hour.
- Support proposals to reduce traffic and introduce cycling contraflows and increased cycle parking including shared hire bikes. Allocation of such spaces and coordination with cycle hire firms to ensure efficient distribution and collection can help reduce incidents of hire cycles blocking pavements.

Emails to City of London Corporation - 5

Representation on behalf of developers

Newark on behalf of Hygie SPV S.À RL (50 Fenchurch Street)

- Stated that the S.278 works forming part of the planning application at 50 Fenchurch Street should be fully reflected in the finalised Plan, but also crucially these highway works are allowed to progress unhindered by the progression of the Healthy Streets potential works.

DP9 on behalf of Aviva Investors (130 Fenchurch Street)

- Aviva are highly supportive of the initiatives in the Plan and support its aspirations to improve the public realm and manage traffic in Fenchurch Street. These aspirations align with Aviva's development at 130 Fenchurch Street.

Urbanest (35 Vine Street) (submitted via Commonplace survey)

- Strongly supportive of the ambition to make the wider area more pedestrian, cycle, and wheelchair-friendly, creating safer, more accessible, and more pleasant streets for everyone.
- As the developer and operator of the Urbanest City building and the Museum, Urbanest feel that a well-designed and collaborative implementation of the Healthy Streets Plan including improvements to the public realm and connectivity will make the location more attractive to prospective students and museum visitors, while enhancing the overall micro-environment.
- They are also encouraged by the plan's potential to reduce collision risks, calm traffic, and promote active travel, objectives that align closely with their own sustainability goals.

Emails to City of London Corporation - 6

Representation on behalf of developers

DP9 on behalf of Brookfields Properties Uk (30 Fenchurch Street)

General support

- We welcome that the Plan intends to provide a framework for improvements to streets and public realm in the area.
- We support the aim of prioritising pedestrian comfort, safety and accessibility, in line with the wider Transport Strategy of the City of London and also involving coordination with TfL.
- We appreciate the commitment to early stakeholder and community engagement.

Comments about access and deliveries

- Access needs to be maintained 24 hours a day to the 30 Fenchurch Street loading bay and to shops and businesses on Rood Lane.

Comments about additional cycle stands

- We would request that any consideration of additional cycle stands on Rood Lane or Fenchurch Street be carefully reviewed in light of existing large numbers of dockless bikes been parked in front of fire escapes and laying on the pavement having been blown over. Appropriate management or enforcement measures should be put in place to prevent obstructions.

Emails to City of London Corporation - 7

Transport operators

**TfL Rob Edwards | Lead Sponsor - Borough LIPs North Safe & Healthy Streets Investment Planning
Surface Transport**

- No overall concerns.

General comments were made about:

- High footfall levels in the City and the impact of Covid on general work patterns.
- Increasingly high levels of cycling and impacts of dockless bikes parked on pavements.
- The TLRN and its role needs to be acknowledged.
- Permeability of Lower Thames Street.
- Improvements to the Crescent welcomed.
- The BID's adding value would be welcome.
- Raised carriageway elements welcomed but some care is needed in terms of EQIA especially clarity for blind and partially sighted people.
- Paving on Fenchurch Street is pretty narrow at points particularly on the north side.
- Informal pedestrian crossings are being delivered in Westminster City Council.
- Large amount of uncontrolled refuge style crossings in the area and it is good that this has been picked up in report.
- Some of the cycle contraflows are on narrow streets with considerable traffic levels. Discussing these with local cycling groups could be beneficial.
- The introduction of SuDS is welcome.

Emails to City of London Corporation - 8

Transport operators

TfL Cycling

- They suggested combined uplift of >20,000-30,000 new employees in this area when all the new developments are fully let. Perhaps 5-10% will be cyclists so that would be perhaps +2,000-3,000 roaming around the immediate area in the AM peak.

TfL Buses

- On Eastcheap/Great Tower Street TfL need ideally 3.2m wide lanes for buses and to ensure any raised crossings are suitable for buses, i.e. 1:20 ramps. There is also some bus safety research being undertaken on the proximity of raised crossings to bus stops to determine whether there is a safety risk of slips, trips and falls when passengers are accessing/egressing their seats. There are two pairs of stops on Eastcheap/Great Tower Street. Any changes to the stops would also need to ensure accessibility requirements were fully accounted for.
- Fenchurch Street is used as a diversionary route and therefore needs to be designed accordingly for buses.

TfL Urban Design

- These proposals are very positive.
- Detailed design should include a variety of plants and permeable paving.

Emails to City of London Corporation - 9

Transport operators

c2c Rail Operators on behalf of Fenchurch Street Station

- They acknowledged the consultation and stated that they considered that they had no plans to change the access or security measures.

Acknowledgements and next steps



Thank you to everyone that took the time to share their views on the draft Fenchurch Street Area Healthy Streets Plan

There were almost 2,900 visits to the Commonplace consultation website, almost 570 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 Healthy Streets plan. The feedback received was both helpful and informative to the development of the plan.

Providing the framework for future investment in the area, the Healthy Streets Plan and its individual projects will be subject to further public consultation, feasibility, detailed design and the City Corporation's approval processes.

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 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 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 snapshot of opinion.

Additional notes

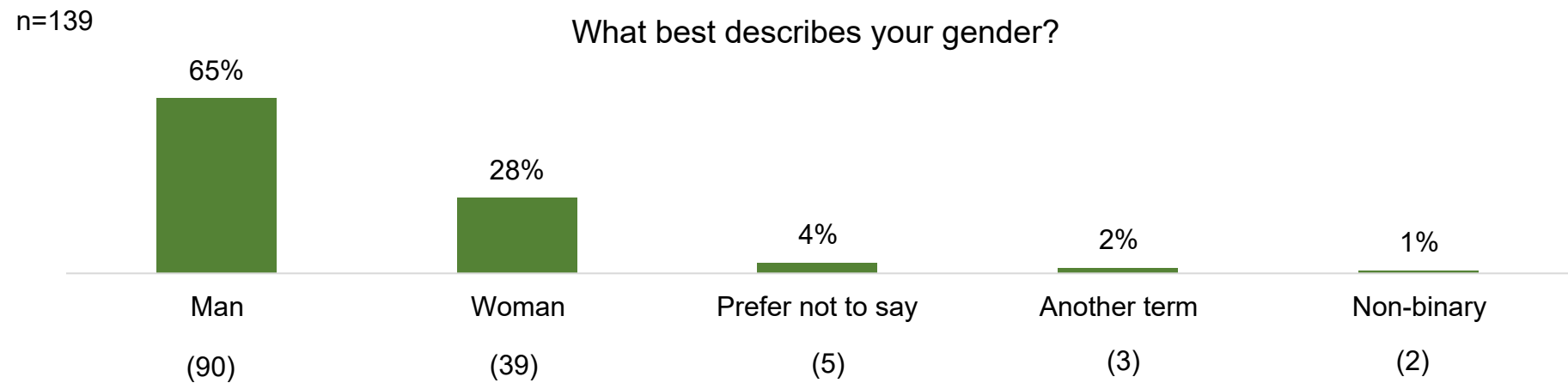
- The number of responses to each question is shown as n=x. This number refers to the total number of people who responded to the question. For this reason, n numbers change throughout the report, as some respondents did not answer all questions.
- Numbers are also provided in addition to percentages 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



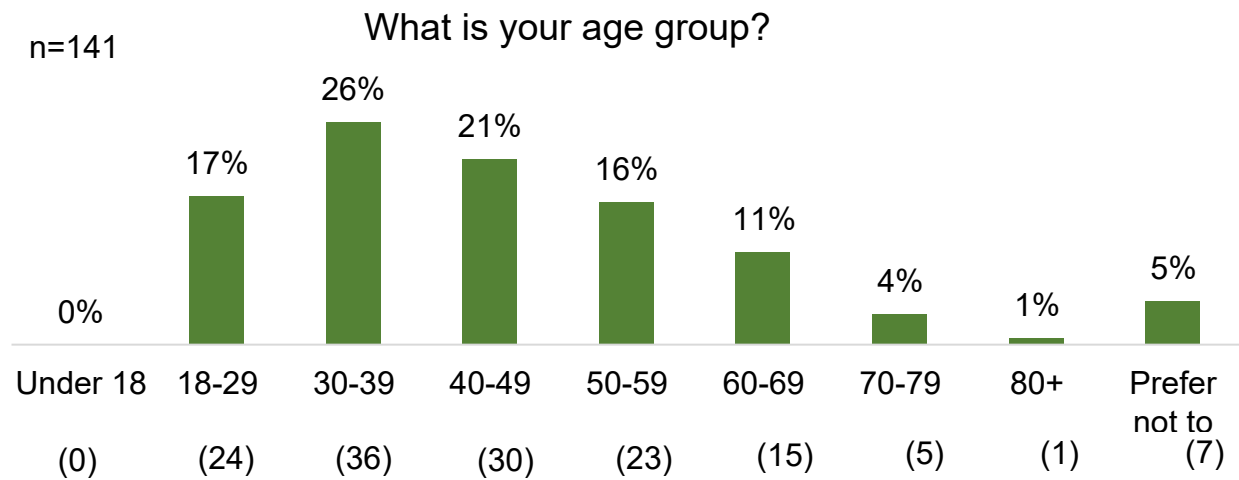
Gender

A majority of consultation contributors (65%) described themselves as a man. 28% described themselves as a woman, 4% preferred not to say, 2% described themselves as another term and 1% as non-binary.



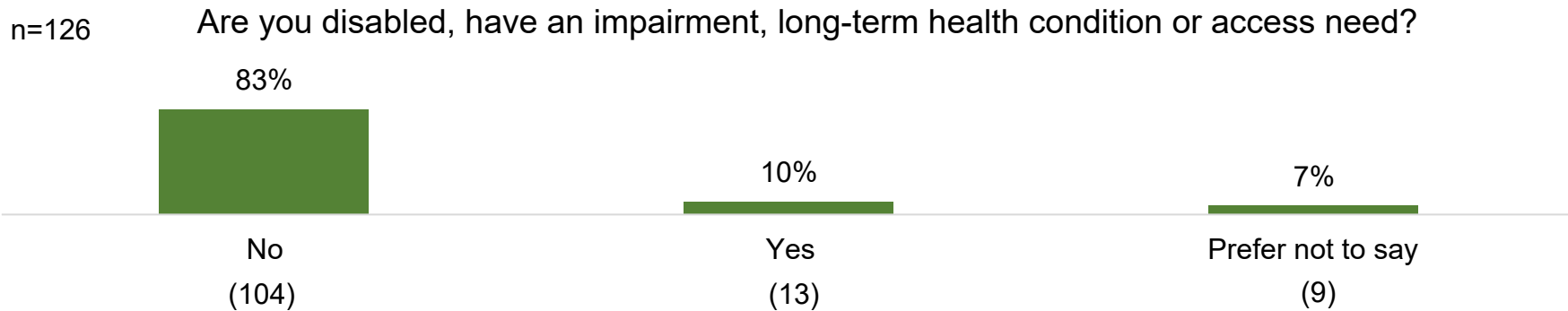
Age group

The age of consultation contributors ranged from 18 to 80+, with a wide spread of ages represented.



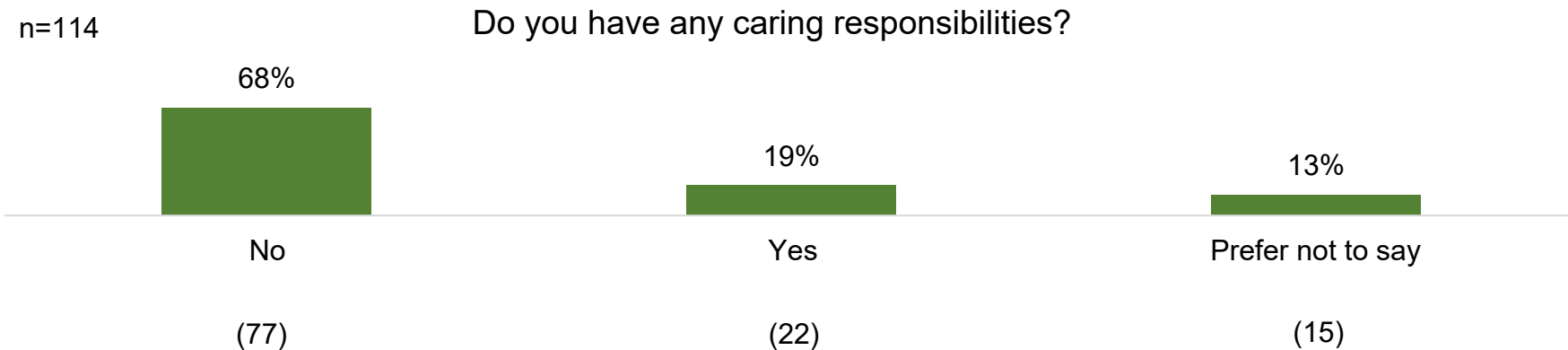
Incidence of disabilities, impairments and long-term health conditions

10% of consultation contributors indicated that they had a disability, impairment or long-term health condition or access need.



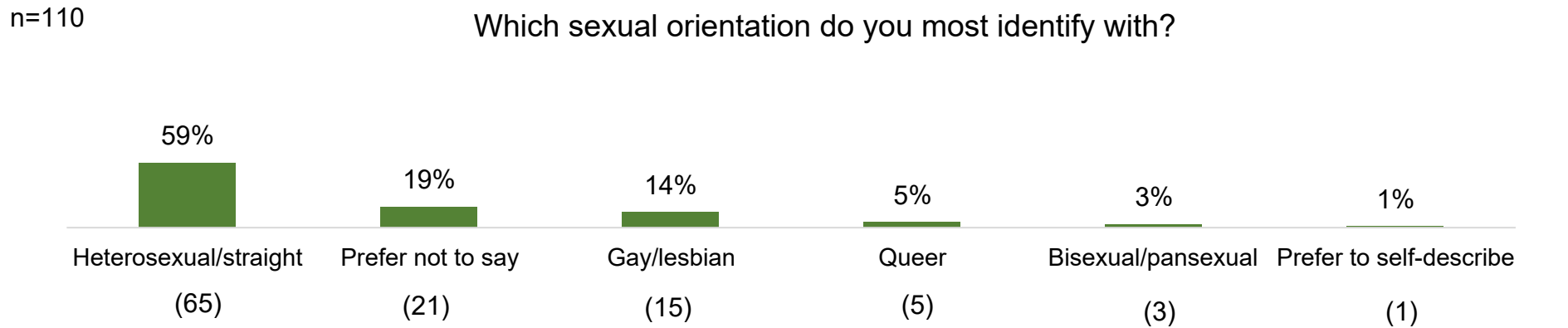
Caring responsibilities

19% of consultation contributors indicated that they had caring responsibilities.



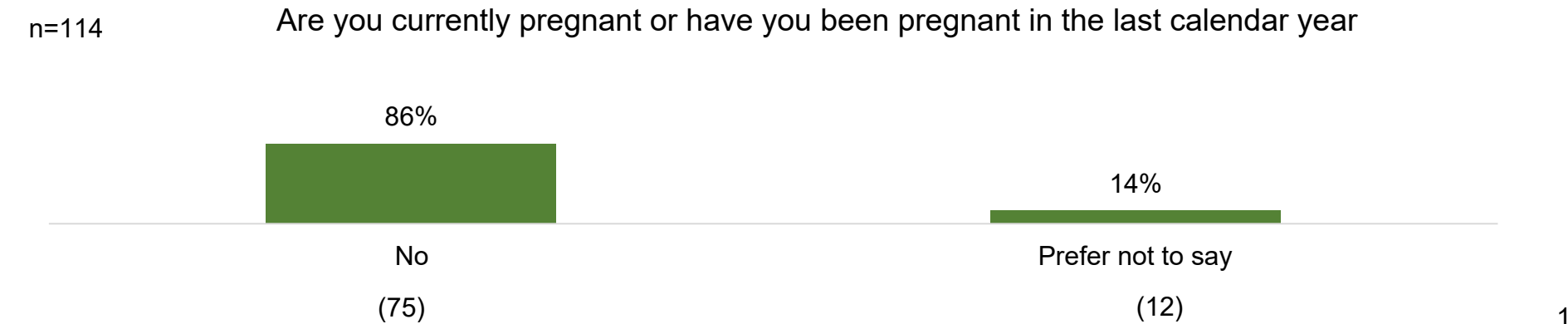
Sexuality

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



Pregnancy

No consultation contributors were pregnant, nor had been pregnant in the calendar year.

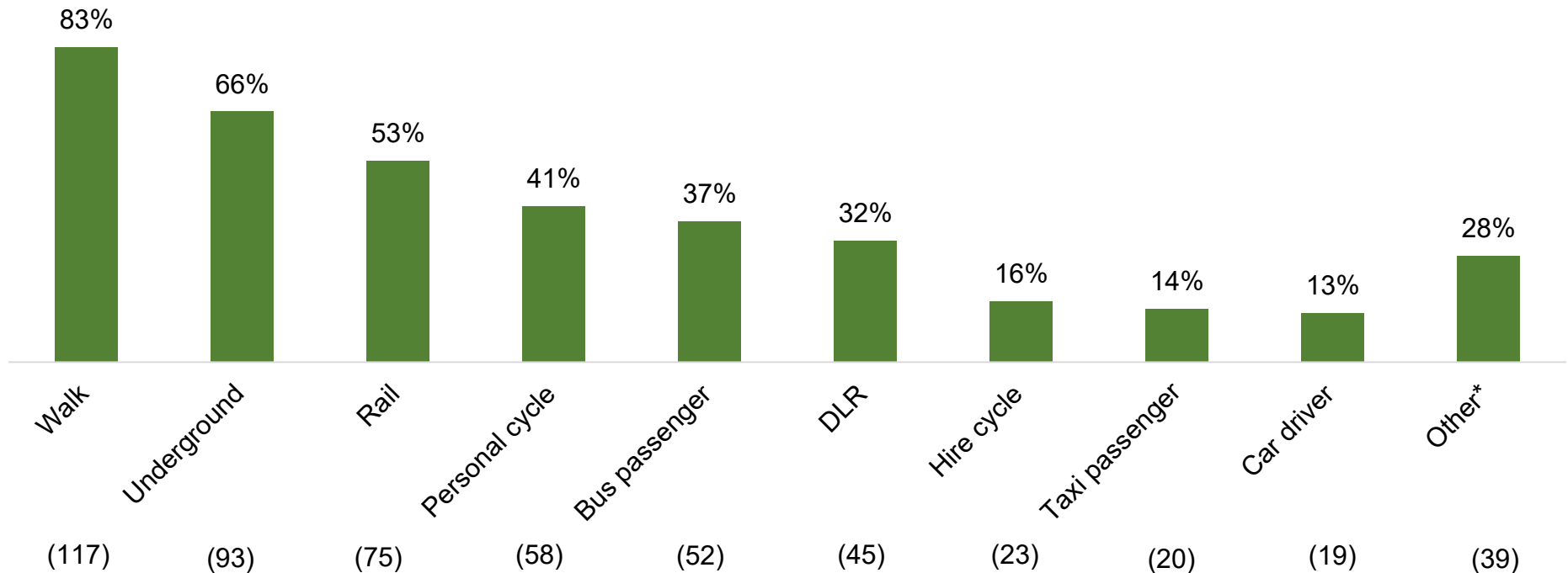


Travelling around in the area

Contributors were frequently walking (83%), using the underground (66%) or rail (53%), cycling (41%) and/or using the bus (37%) or DLR (32%) to move around the area. More than one type of travel could be specified by contributors.

n=141

How do you get around?



* Other travel modes (each specified by fewer than 10% of contributors) included private hire vehicle passenger (8%), car passenger (8%), taxi driver (4%), private hire vehicle driver (3%), hire e-scooter (3%), motorcycle (2%) and adaptable cycle (1%).

