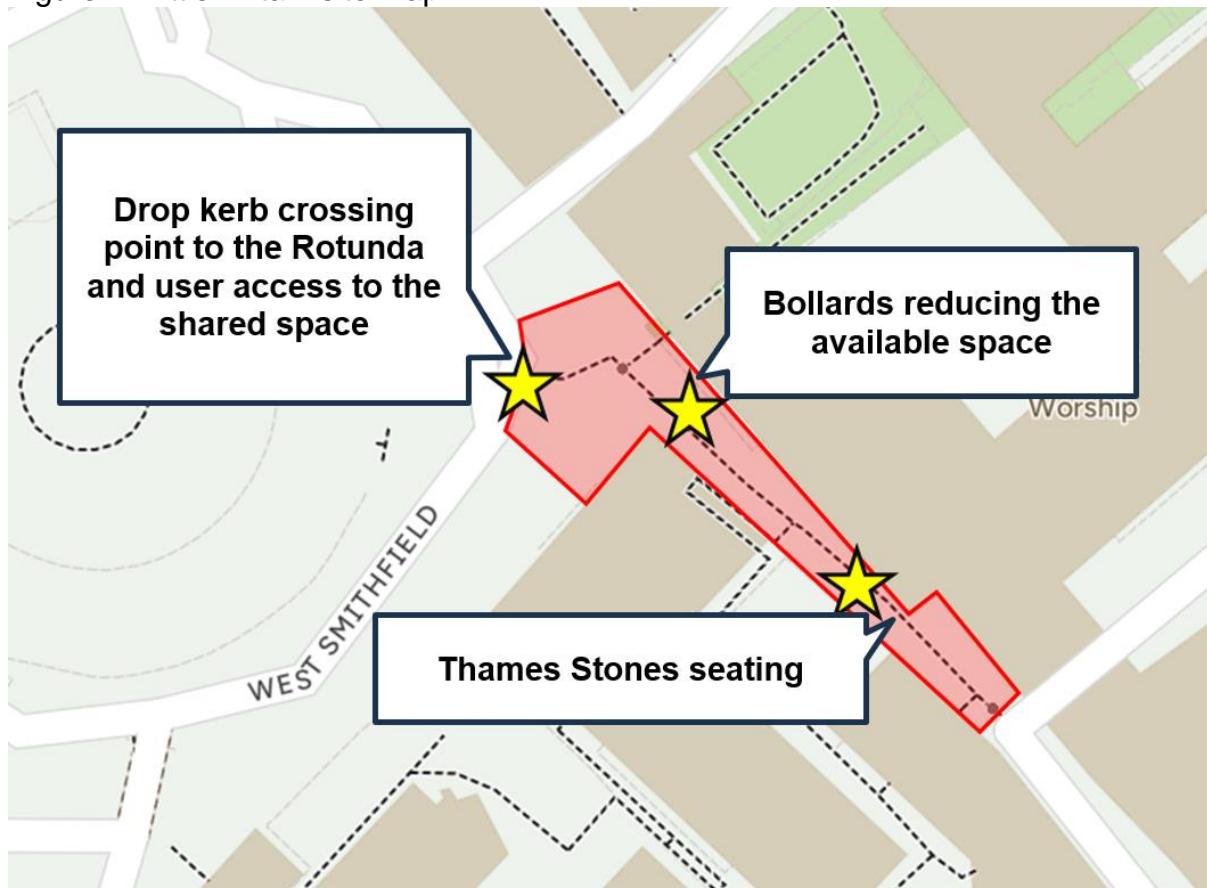


Site summaries

Quantitative and observational data collected from four shared spaces across Little Britain, Moorfields, and Queen Street (including Cannon Street crossing) was assessed against six criteria to inform how different factors impacted different user experiences.

1. Little Britain Assessment

Figure 1: Little Britain site map



Comfort

The average cycling speed through Little Britain is 12mph, increasing to 12.3mph during peak hours and is the lowest of the four shared spaces assessed. A likely contributing factor for the lower speed could be because it is narrower than the other sites and therefore riders' perception of their speed is greater.

The Little Britain shared space scored a PCL of 'A' during the peak periods which is above the minimum recommended comfort level of 'B+' and indicates the shared space provides plenty of room for people to walk, wheel and cycle at a speed and route of their choice.

Safety

Most interactions in the shared space between people walking and cycling fell within the minor categories of A or B, involving only slight adjustments to speed or direction to pass one another. These are generally to be expected when walking and wheeling on busy pavements. No interactions were recorded at grade D (taking sudden action) or above. Over two thirds (68% of 103 total interactions) occurred during peak hours, and overall are proportionately very low, involving just 3.2% of all users of the shared space – assuming all interactions occur between two users.

Layout

Through the central axis of the space there is a row of street lighting columns and temporary seating as part of the Thames Stones installation. The south-western side is fronted by St Barts Hospital buildings, while the north-eastern side features various active frontages. Most public realm elements, including seating, tree planting, and cycle racks, are concentrated at the northern end. A wine bar at 56 West Smithfield has licensed outdoor tables and chairs that take up space on the footway where the path narrows. From there, a row of bollards runs across the space to the corner of the hospital building, in addition to a primary row of bollards along the kerbside.

Awareness

Signs are affixed to bollards at entry points of the Little Britain shared space to communicate that people walking and cycling share the space. Overall, site survey observations recorded that users are generally aware of people walking and cycling within the space.

Accessibility

The Little Britain shared space provides an accessible walking and cycling route between West Smithfield and the central section of Little Britain by Bartholomew Close. The space provides a smooth and level surface which is fully accessible and is wide enough to accommodate mobility aids. However, at the northern end of Little Britain, a concentration of public realm features and the behaviour it encourages like congregating and cycle parking reduces the available space and may present accessibility challenges for some users.

Interactions were observed on West Smithfield between people walking, wheeling and cycling, as all users utilise the same standard width (2.4 metres) drop-kerb for accessing and exiting the shared space. The drop-kerb is also part of an informal crossing point to the Smithfield Rotunda Garden and forms part of a cycleway route.

Usability

Overall, the routes chosen by people walking and cycling through the shared space were evenly distributed across. However, during peak hours, people cycling tended to concentrate along the north-eastern side.

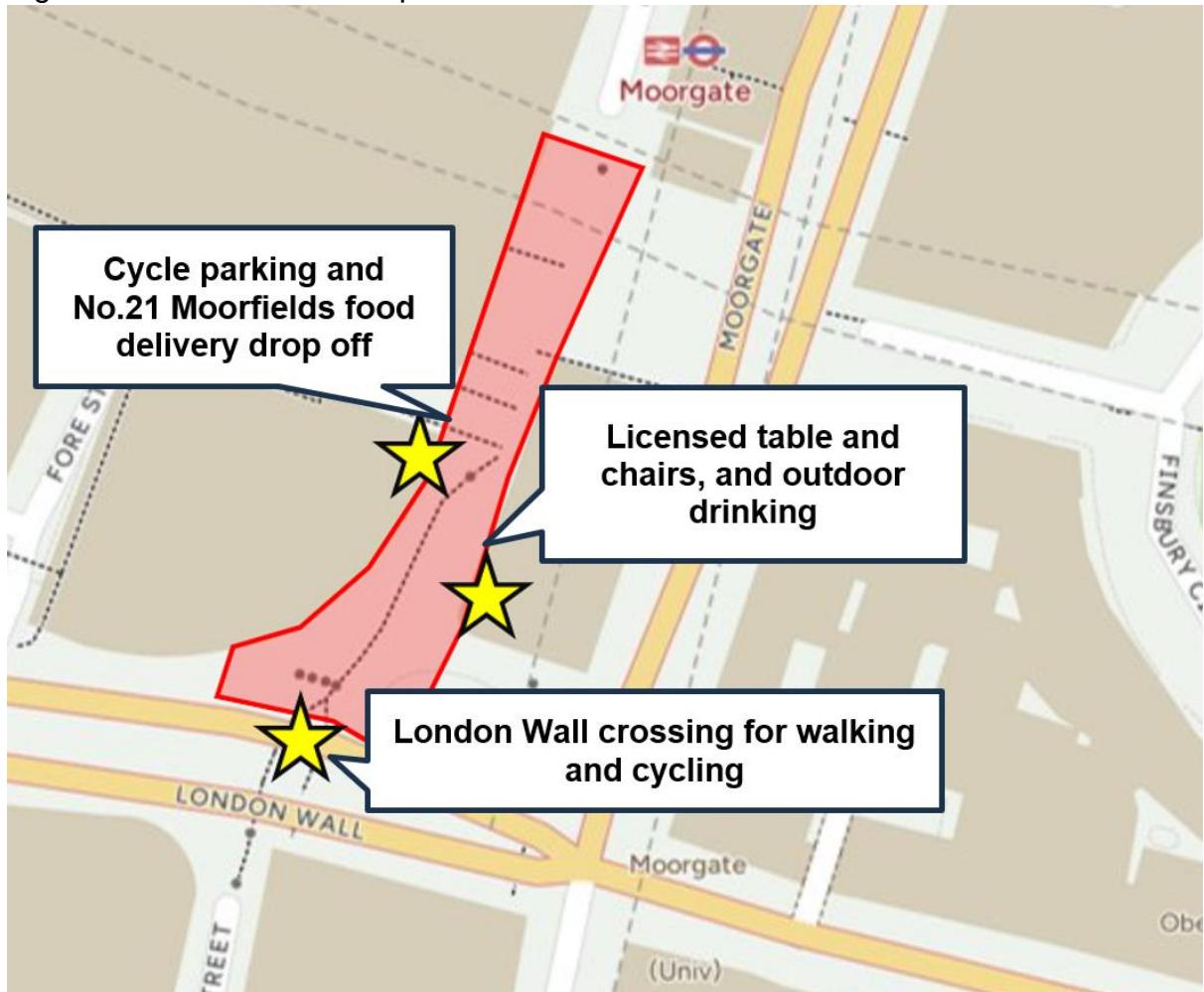
Opportunities for improvement

Overall, the review shows that the Little Britain shared space is functioning well, and no major interventions are required. However, minor measures could be considered to improve conditions for various users, such as enhancing accessibility at the drop kerb on West Smithfield. Rationalisation of street furniture could also be considered, including removing any bollards that may no longer be needed.

Additionally, the planned relocation of the Thames Stones seating to its permanent location in King Edward Square will create a more flexible space.

2. Moorfields Assessment

Figure 2: Moorfields site map



Comfort

Moorfields has the highest number of users of the four shared areas assessed where the number of people walking (99.2%) significantly outweigh the number of people cycling (0.8%). The average cycling speed through the shared space is 13.4mph and increases to 13.6mph during peak hours.

The Moorfields shared space scored a PCL of 'A-' during the peak period which is above the minimum recommended comfort level of 'B+' for a Transport Interchange. This indicates the shared space provides plenty of room for people to walk, wheel and cycle at the speed and the route of their choice.

Safety

Most interactions between people walking and cycling were within the minor categories of A or B, involving only slight adjustments in speed or direction to pass. The frequency and nature of these are generally to be expected between people walking and wheeling on busy pavements.

The presence of people drinking outside the public house and constraining available passing space is correlated with a notable increase in minor interactions during the evening peak (49 per hour, compared with an average of 17 per hour). In addition to the evening peak, almost two thirds of daily interactions (64% of 299) occurred during peak hours. There were two interactions recorded D or above during the three-day survey period. One was a grade E which required a user to suddenly stop, and the other was a grade H - a very low speed collision between a person walking southbound towards London Wall and a person cycling northbound from the crossing on London Wall. A key contributory factor for the collision was a lack of attentiveness. However, neither user involved appeared to be injured, and all continued with their journeys. Overall, the rate of interactions is proportionately very low, involving just 1.9% of all users of the shared space.

Layout

As mentioned in the accessibility section, the shared space is very wide and uncluttered. Moorgate Station has an entrance at No.21 Moorfields which opens onto the shared space and generates high volumes of people walking through it.

Awareness

Signage advising people that Moorfields is a shared space is provided on the bollards by the London Wall crossing and at the northern end by Moor Place. As a result, the signage is not visible from Moorgate Station for people entering in the middle of the shared space. Additionally, due to a low proportion of people cycling the shared space designation may not be fully recognised by the much higher volumes of people walking.

Accessibility

The Moorfields shared space provides an accessible route for walking and cycling between London Wall and Moor Place. It features a wide, smooth, and level surface that is fully accessible. Overall, the space is very wide and uncluttered despite the installation of public seating, licensed tables and chairs, bollards, and landscaping. As a result, the risk of accessibility issues for users is low. However, accessibility challenges may arise when the space becomes more constrained due to outdoor drinkers utilising the space fronting the cafés and public house.

Usability

Overall, people walking make use of the entire available space during peak hours. The predominant movement is north-south or vice versa, but there is also a significant east-west movement through the space. This is a significantly lower proportion of people cycling in this shared space compared to other sites and the routes taken by people cycling is less defined. This is likely due to people cycling needing to navigate around people walking. The most defined route shown by people cycling is by the cycle parking racks and food delivery drop-off for No.21 Moorfields.

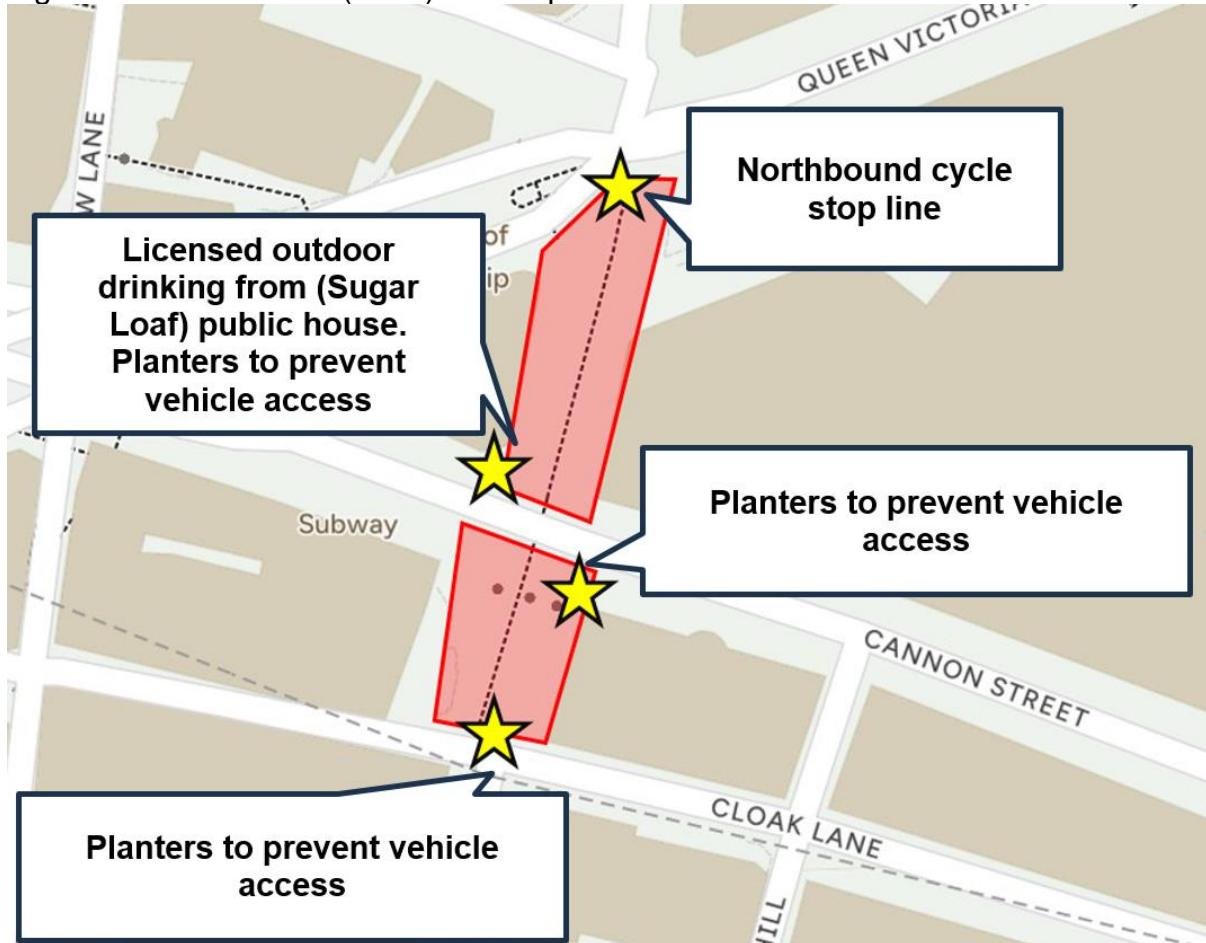
Opportunities for improvement

Overall, the review shows that the Moorfields shared space is functioning well, and no major interventions are required. However, minor measures could be considered to improve conditions for walking, wheeling, and cycling, such as clearer messaging on shared spaces and user priority. In addition, the impact of outdoor drinking may need

to be reviewed if accessibility issues emerge as demand for space increases for all users.

3. Queen Street (north) Assessment

Figure 3: Queen Street (north) site map



Comfort

Queen Street (north) has the second highest number of users of the four shared areas assessed behind Moorfields. During the peak hour there is approximately a 50/50 split between people walking and cycling. The average cycling speed through the shared space is 15.5mph, reducing to 15.3mph during peak hour.

The Queen Street (north) shared space scored a PCL of 'A+' during the peak period which is above the minimum recommended comfort level of 'B+'. This indicates the shared space provides plenty of space for people to walk, wheel and cycle at the speed and route of their choice.

Safety

The site survey found that the vast majority of interactions between users were very minor, involving only slight adjustments in speed or direction to pass. Most interactions occurred during peak hours, accounting for two thirds of daily interactions (67% of 206), only occurring between 3.4% of total users of the space.

Of the seven slightly more severe recorded interactions, five occurred along Queen Street between Cannon Street and Cloak Lane, all involving a person walking or cycling suddenly altering course to avoid a collision with another user stopping in front. Most of these interactions took place during the morning peak. On-street observations also noted that some users appeared to be using mobile phones while moving through the area, which would reduce attentiveness and may have contributed to the observed interactions.

Layout

The Queen Street (north) shared space is wide and largely uncluttered which is intersected by the Cannon Street toucan crossing. Bollards and planters have been installed to prevent motorised vehicle access into the space. At the northern end, there is a stop line for people cycling northbound to safely travel through the junction at Queen Victoria Street.

Awareness

At the section north of Cannon Street, signs affixed to bollards are provided at entry points to communicate that people walking and cycling share the space. In addition, repeated markings are engraved into the paving along the central path of the shared area. Overall, site survey observations recorded that users are generally aware people walking and cycling mix in the space, supported by both the signage and the consistent presence of both users.

The section south of Cannon Street has more discreet signage communicating the walking and cycling mix. Despite this, site observations showed that users are generally aware of how the space operates, largely due to the consistent volume of people cycling through.

Accessibility

The Queen Street (north) shared space provides an accessible walking and cycling route between Queen Victoria Street and Cloak Lane, intersected by the signalised toucan crossing on Cannon Street. It features a wide, smooth, and level surface that is fully accessible. Overall, the space is generous and generally uncluttered, despite the presence of bollards and licensed tables and chairs. However, accessibility challenges may occur near the planters by the toucan crossing and during the evening peak, when outdoor drinkers utilise the space fronting the public house (Sugar Loaf) which reduces the available space for users to pass each other.

Usability

The mapping of walking and cycling movements showed activity from all directions. Most people walking tended to follow the most direct routes between the crossings on Cannon Street and Queen Victoria Street, and to and from the pavements south of Cloak Lane. As a result, people cycling generally travelled through the centre of the space, but due to the high volumes of all users, cycle movements were spread widely across the shared area to utilise the available space.

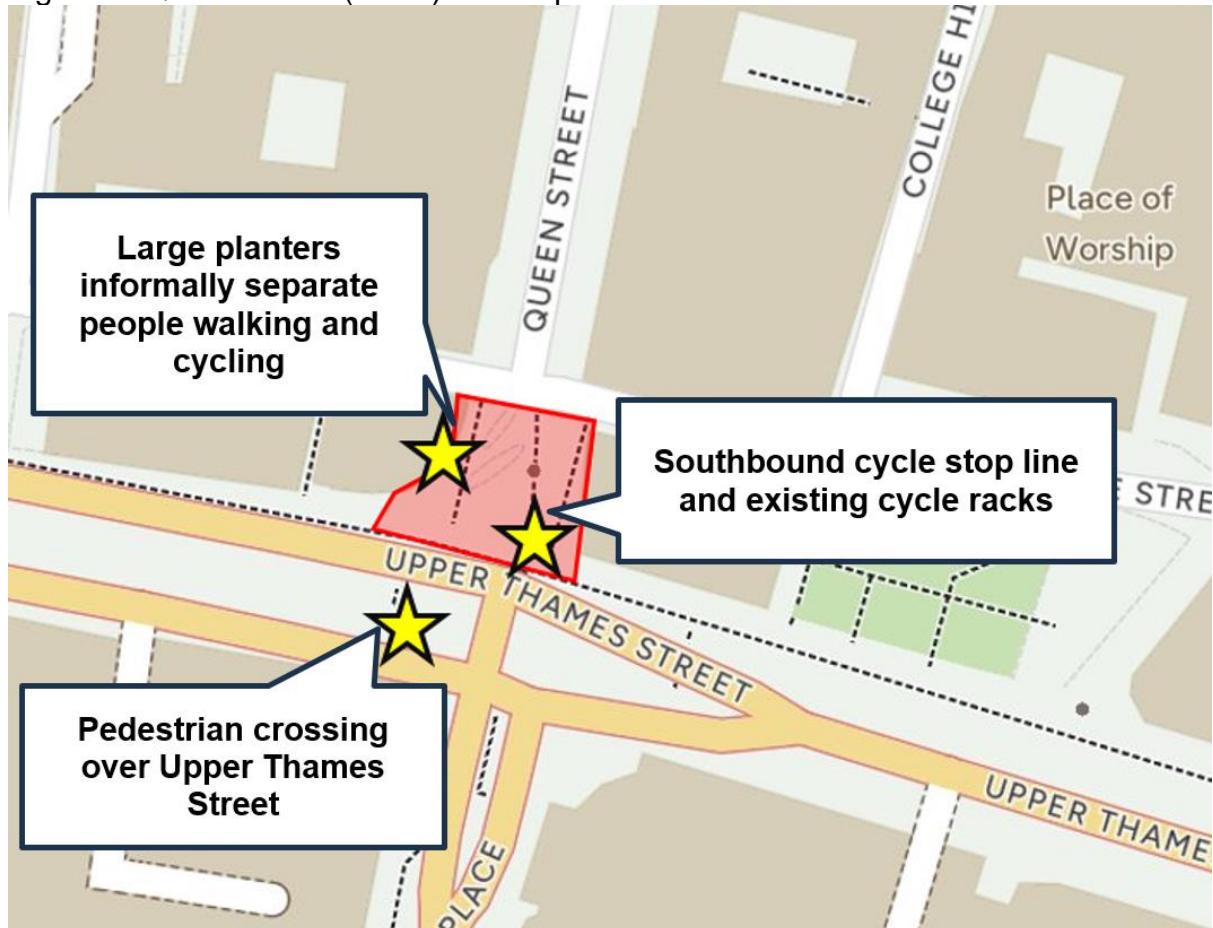
Opportunities for improvement

Overall, the review shows that the Queen Street (north) shared space functions reasonably well and does not require major intervention. However, a number of minor measures could be considered to further improve conditions for walking, wheeling, and

cycling, including clearer messaging about shared use and user priority. Alternatives to the planters used to restrict motorised vehicle access could also be explored to enhance accessibility and increased the available space. In addition, the impact of outdoor drinking may need to be monitored and reviewed should accessibility issues arise as demand for space increases for all users.

4. Queen Street (south) Assessment

Figure 4: Queen Street (south) site map



Comfort

Queen Street (south). During the peak hour there is approximately a 50/50 split between people walking and cycling. The average cycling speed through the shared space is 13.5mph, increasing to 13.8mph during peak hour.

The Queen Street (south) shared space scored a PCL of 'A' during the peak period which is above the minimum recommended comfort level of 'B+'. This indicates the shared space provides plenty of space for people to walk, wheel and cycle at the speed and route of their choice.

Safety

Queen Street (south) recorded the lowest number of interactions of the four areas assessed. An average of 81 interactions per day were observed during the site survey, all of which were very minor (graded A or B) and involved only slight adjustments in speed or direction to pass. The majority of interactions (85% of 81) occurred during peak hours and only occurring between 1.2% of total users of the space.

However, on-street observations also identified a significant proportion of people cycling southbound and joining Upper Thames Street (Cycleway 3) were jumping the red traffic signals at the cycle stop line on Queen Street or the adjacent pedestrian crossings on Upper Thames Street.

Layout

The Queen Street (south) shared space contains two large planters, bollards, and cycle racks. As a result, the space is more constrained than the northern section and creates a natural separation where people walking tend to keep to the sides of the shared space towards the Upper Thames Street pedestrian crossings, while people cycling channel through the centre of the shared space where the cycle stop line is located and the carriageway section of Queen Street is located further northbound.

Awareness

The space being shared use in Queen Street (south) is less obvious than the northern end due to user groups being more influenced by the layout and desire lines toward the crossing than the limited visible signage. Survey observations also recorded that some users appeared surprised by people cycling through the area, further suggesting that the designation of this space is unclear. More prominent messaging about the shared space operation could therefore help to improve user awareness.

Accessibility

The Queen Street (south) shared space provides a smooth and level accessible walking and cycling route between Queen Street and Upper Thames Street. However, at peak times, the combination of high volumes of people cycling through the centre and features such as the large planters, bollards, and cycle racks may make the space more challenging to navigate for some users.

Useability

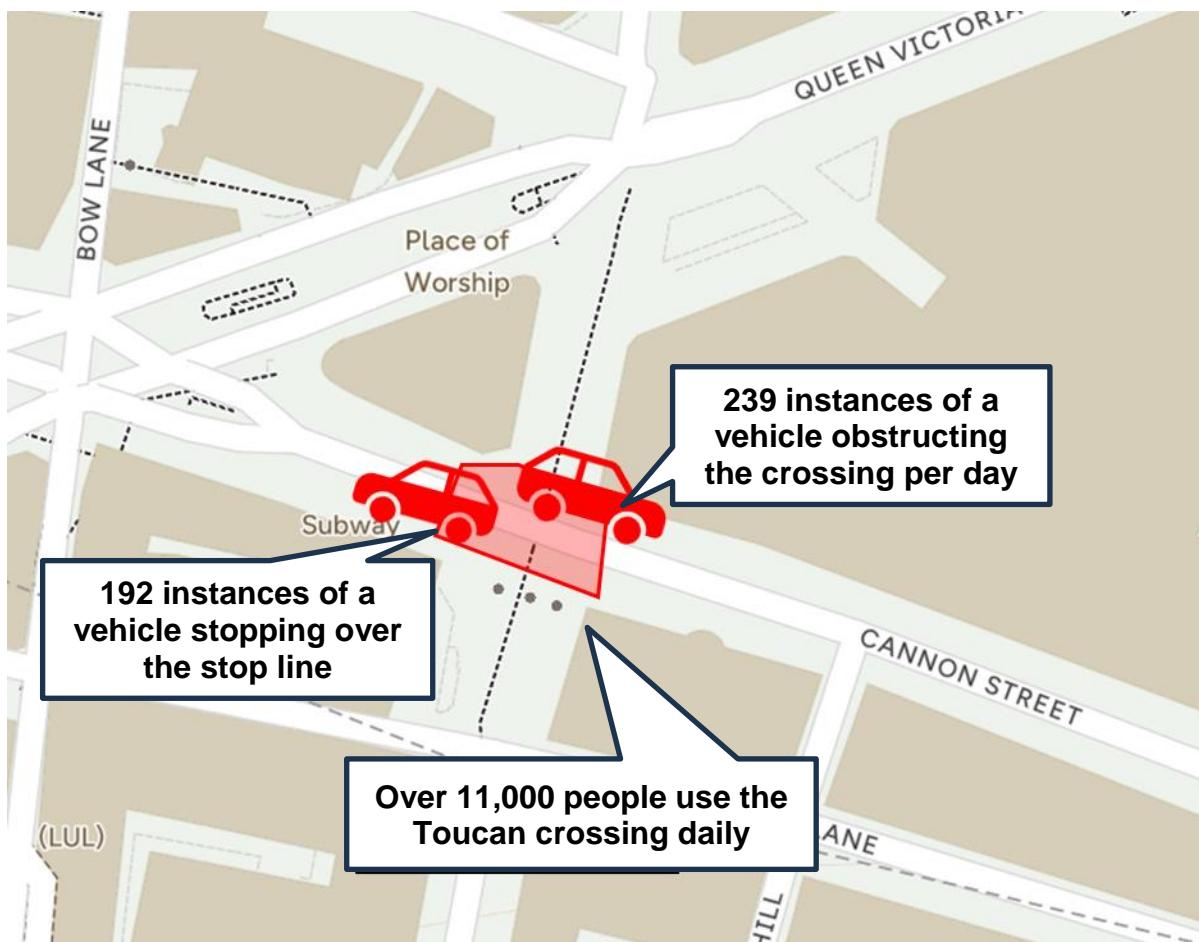
The mapping of walking and cycling movements showed the large planters generally acts as a separation between people walking and cycling. People walking tend to follow the western edge of the shared space toward the western crossing on Upper Thames Street, while people cycling follow a central path through the space toward the stop line.

Opportunities for improvement

Overall, the review shows that the Queen Street (south) shared space functions well and does not require major intervention. However, a number of minor measures could be considered to further improve conditions for walking, wheeling, and cycling, including clearer messaging about shared use and user priority. In addition, rationalisation of street furniture such as bollards and cycle racks could be considered as demand for space increases for all users.

5. Cannon Street Crossing Assessment

Figure 5: Cannon Street crossing site map



An additional investigation was undertaken at the Cannon Street Toucan crossing on Queen Street. The crossing function was assessed, including the impact of queuing vehicles on Cannon Street obstructing the crossing which can lead to reduced comfort and usability for people walking and cycling.

The survey found that, on an average day (7am–midnight), there were over 11,000 users of the crossing. During this period, 192 instances were recorded of vehicles stopping over the white stop line and 239 instances of vehicles obstructing the crossing during the green person phase.

Vehicle obstruction at the crossing reduces the effective width available for users to cross safely. This can lead to overcrowding during the green person phase, making it more difficult for users to anticipate each other's movements, making conflict more likely. As a result, levels of comfort and confidence may be reduced, and accessibility challenges may arise for some users.

The survey showed that 41% of people walking crossed informally during the red person phase. This suggests that some users feel comfortable crossing outside the green person phase, likely influenced by the observed low vehicle speeds on Cannon Street.

An average of three interactions per day were recorded at the crossing during the survey. All but one were very minor (graded A or B), involving only slight adjustments in speed or direction. One interaction was graded E and required a sudden stop.

A separate review of TfL's collision database identified one injury collision involving users of the Toucan crossing in the most recent three-year period (September 2022 to August 2025). This collision occurred in 2025, involving two people cycling. However, note that data for 2025 is provisional and subject to verification.

To reduce the likelihood of queuing vehicles obstructing the crossing, a review of traffic signal timings at the adjacent Queen Victoria Street junction could be considered. This could help improve vehicle progression along Cannon Street and may reduce the frequency of vehicle queuing across the crossing to improve safety.