

Key Issues and considerations

Fleet Street, Ludgate Hill, St Paul's Churchyard, Cannon Street, Queen Victoria Street, Eastcheap & Great Tower Street.

- The proposal along this corridor will remove carriageway space and reallocate it to pedestrians and cyclists. This may affect capacity along the route. Additionally, with the bus and cycle only proposal in Newgate Street, additional traffic will be diverted onto this corridor.
- Along Fleet St, St Paul's Churchyard and Queen Victoria Street, it will mean the removal of the bus lane which could reduce bus priority/increase bus journey times.
- Along Eastcheap and Great Tower Street, waiting, loading and parking spaces may need to be amended or removed to allow more space to be reallocated.

Holborn Viaduct & Newgate Street.

- The proposed no vehicles except buses and cycles restriction on Newgate Street will remove through traffic from this corridor and divert general traffic of which most will use the Fleet Street / Ludgate Hill / St Paul's Churchyard / Cannon Street corridor. The impacts of this is will need to be monitored. Access to premises will be maintained.
- The proposal will significantly improve bus and cycle priority.

Chancery Lane.

- The proposed closure will remove through traffic from using this street. However, as access is maintained either directly from Chancery Lane or via nearby routes, the impacts of the closure is not anticipated to be significant. The volume of traffic diverted to other routes is also not anticipated to be significant as it is used mostly as a local access street.

King Street, Queen Street, Gresham Street, Lothbury, Bartholomew Lane and Moorgate (south).

- The proposed one-way system will remove a significant amount of traffic away from the Bank area. However, motor vehicle access will still be maintained via Gresham Street, Cannon Street or Threadneedle Street to the east. Outside of the 7am – 7pm Monday to Friday, access through the Bank junction will be available from most directions.
- The introduction of the one-way system will allow more, and safer spaces to be allocated for people walking and cycling. However, provisions for loading servicing, drop of and pick may need to be accommodated where possible.
- Provisions for cyclists will be greatly improved as contra-flow cycling will be incorporated on all one-way sections.
- Bus priority along Moorgate would also be significantly improved as buses will be permitted to travel southbound, while general traffic will be prohibited.

Cheapside, Poultry, Eldon Street, Blomfield Street, Moorfields, Lime Street, Cullum Street and Liverpool St.

- The proposals in these streets is intended to remove through traffic during the operational hours. Access to off-street premises will be permitted as well as for loading (Moorfields), buses (Eldon St and Bloomfield St) and taxis

(Liverpool St) to others streets where necessary. This will provide safer streets for walking and cycling. It may also be necessary to remove or reallocate parking, waiting and loading provisions but where possible spaces for servicing will need to be considered to cater for local occupiers that do not benefit from off-street facilities.

Old Jewry.

- At the southern end of Old Jewry, the footways are very narrow and has very high pedestrian density. The previous proposal did not go far enough to provide safer spaces for pedestrians. This proposal to close off the southern section to motor vehicles will therefore allow a much safer space for people walking and cycling. The northern section will be converted to two way enable access/egress from/to Gresham Street.

Dukes Place, Bevis Marks, Camomile Street, Houndsditch, Outwich Street, Aldgate, Aldgate High Street, Fenchurch Street Jewry Street and Crutched Friars.

- The proposal in these streets is to reallocate more space for walking and improve cycling wherever possible. To achieve this, it may be necessary to remove parking bays and places for loading and servicing. To ensure local needs are accommodated, it will be necessary to consider alternative provisions wherever possible.

Cooper's Row.

- The proposal to introduce an advisory 5mph speed limit with pedestrian priority signs should allow a much safer space for people walking and cycling.

King William Street.

- With the Bank restrictions and the Phase 1 no access into Lombard Street, King William Street is effectively used only as a local serving street (except for buses and cycles). The proposal to restrict access for this purpose would therefore make this clearer to motorists. Additionally, HGV's should be discouraged to enter, as turning around to exit would be challenging.

Devonshire Row, Devonshire Square, Cutler Street and White Kennett Street.

- The proposal to close White Kennett Street will remove a large proportion of motor vehicles using these streets, thereby providing safer spaces for walking and cycling. Access, parking and loading can still take place, but local diversions will be necessary.
- For access to Harrow Place, it will be necessary to convert a section of Middlesex Street to two-way so that access can be made via a short diversion via Stoney Lane and Gravel Lane. Access will need to be reconsidered when the Middlesex Street market is re-opened. This could include suspending the closure of White Kennett Street during market hours.

Charterhouse Street and Carthusian Street.

- The proposal will retain the current temporary one-way eastbound arrangement but modified to enable contra-flow cycling.
- To reallocate more space for pedestrians, it may be necessary to remove or reduce parking and loading may be reduced.
- These changes will be dependent on the development programme.