

Appendix 6. Indicative sketches for the public realm for Option 1

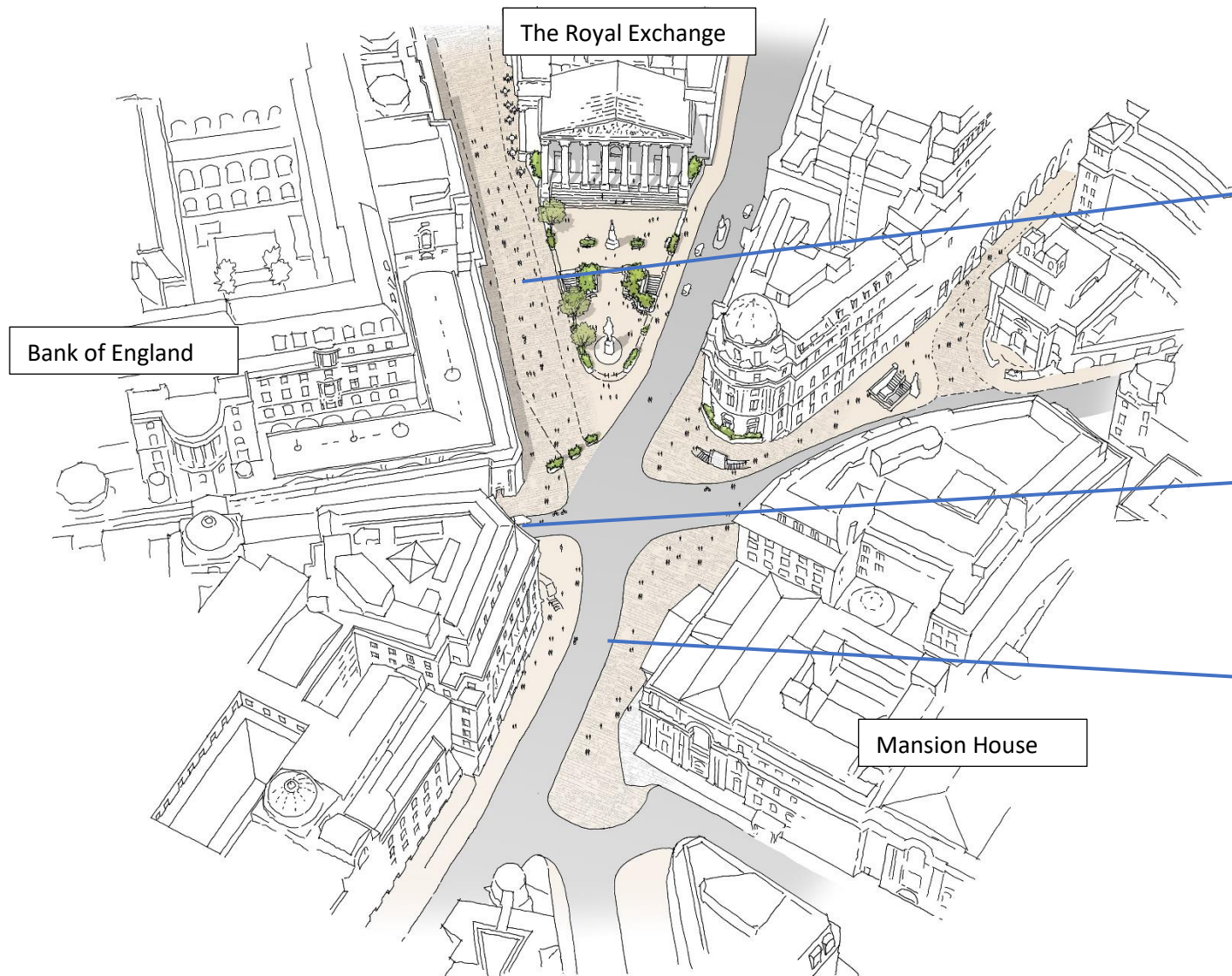


Image 1: Ariel view

Showing a simplified junction layout. The detail of how vehicles may operate on the grey carriageway areas is not shown and is subject to further work.

Threadneedle street

- shown as closed to motor vehicles.
- Detail of how pedestrians and Cyclists utilise this space is to follow in the next piece of work.

Princes Street

- Intended to operate as a single lane bi directional shuttle for buses and cycles to allow tightening of this approach.

Mansion House Street

- Wider footways narrowing the carriageway
- Large footway directly outside of the Mansion House

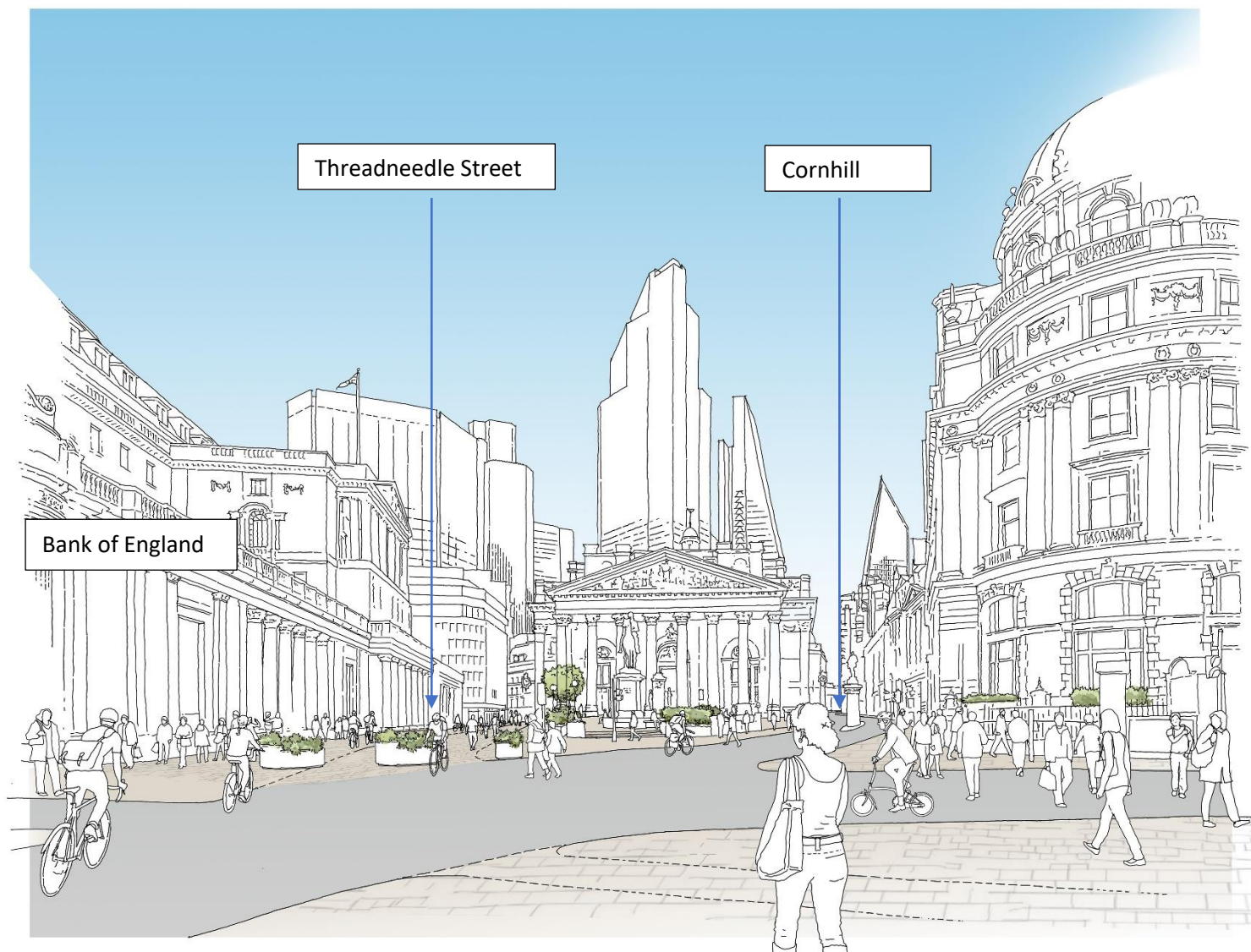


Image 2:

View across the Bank junction looking to the east.

An indication of the proposed reduced carriageway widths and proposed alignments for option 1.

Looking towards Threadneedle Street which would be pedestrians and cyclists only in option 1. Creating a much larger area linking into the existing Royal Exchange garden.

Exploration of how cyclists and pedestrians interact on Threadneedle Street will be undertaken at the next stage of design



Image 3

View looking up Queen Victoria Street towards the Bank junction.

Indicative ideas of seating and greening that may be able to be accommodated on widened footways.

In traffic terms, only cyclists can enter or exit the junction from/on to Queen Victoria Street.

Limited servicing traffic for Bucklersbury and Walbrook is intended to be accommodated.