

Committees: Streets and Walkways Sub - <i>for information</i> Projects Sub – <i>for information</i>	Dates: 15 October 2020 21 October 2020
Subject: Pedestrian Priority Streets Programme Unique Project Identifier: <i>NA</i>	Progress Report
Report of: Director of the Built Environment Report Author: Maria Curro, Major Projects & Programmes	For Information
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: The City of London’s Transport Strategy, approved in May 2019, seeks to enhance City streets and make them great places to walk and spend time. The Transport Strategy proposes to put the needs of people walking first through a host of measures, with a focus on increasing the number of pedestrianised or pedestrian priority streets. Since the development of the Transport Strategy, a programme of works has been developed to bring forward pedestrian priority schemes.</p> <p>RAG Status: NA</p> <p>Risk Status: NA</p> <p>Total Estimated Cost of Project (excluding risk): NA</p> <p>Spend to Date: NA</p> <p>Costed Risk Provision Utilised: NA</p>
2. Key points to note	<p>Key Points:</p> <ol style="list-style-type: none"> 1. The City of London’s Transport Strategy, approved in May 2019, seeks to enhance the City’s streets and make them great places to walk and spend time. The Transport Strategy puts the needs of people walking first through a host of measures, with a focus on increasing the number of pedestrianised or pedestrian priority streets. 2. Since the development of the Transport Strategy, a programme of works has been identified to bring forward pedestrian priority schemes over the coming years. In addition to these, there are many schemes which enhance the pedestrian environment and experience, but which do not provide the priority element to pedestrians.

3. Reporting period	<i>May 2019 – October 2020</i>
4. Progress to date	<p>Background</p> <ol style="list-style-type: none"> 1. Walking is, and will remain, the main way that people travel around the City. At any given time throughout the day, more people walk than travel by any other mode of transport. 2. Over 90% of on-street journeys that start/finish in the City are entirely or partially walked (pre-COVID-19 data). The completion of the Elizabeth Line, coupled with ongoing building development, is expected to result in additional pedestrian movements on City streets. 3. The City of London’s Transport Strategy proposes to increase the number of pedestrianised or pedestrian priority streets from 25 kilometres at present, to 35 kilometres by 2030. By 2044, at least 55 kilometres will be pedestrian priority and will account for half of all streets (by length). The City’s Climate Action Strategy also highlights that a network of pedestrian priority streets will help achieve the strategy’s objective of working towards net zero emissions. 4. Pedestrian priority streets are defined as streets which act with pedestrian movement as the primary priority which may provide access for some motor vehicles at certain times of the day (timed restrictions); all vehicles, including cycles, will be expected to give way to people walking; and in certain instances, streets will be fully pedestrianised. 5. To support the Transport Strategy’s ambition in enhancing the pedestrian environment, a programme of works has been identified to bring forward pedestrian priority schemes over the coming years. There are also enhancement schemes which may provide wider footways and improved pedestrian comfort levels and experience of a street, but which do not meet the criteria for a pedestrian priority street. <p>Current Position</p> <ol style="list-style-type: none"> 6. The pedestrian priority programme includes a range of schemes that enhance the pedestrian environment and align to the pedestrian enhancement aims and objectives set out in the Transport Strategy. 7. Table 1 provides a summary of the pedestrian priority streets that have been delivered since May 2019. 8. A plan showing the location of these schemes can be found in Appendix A. <p>Table 1: Pedestrian Priority Streets Programme (Completed)</p>

Project Name	Location	Pedestrian priority description	Completion Status	Completion Date	Distance/length of Pedestrian Priority (estimated)
Shoe Lane Quarter	Stonecutter Street	Access only route with shared surface	Completed	2019	75m
Finsbury Circus Western Arm	Finsbury Circus/Moorgate	Arm closed to all vehicles	Closed (enhancements to be completed in 2020)	2019	55m
60-70 St Mary Axe	St Mary Axe	Pedestrianised stretch of street	Completed	2019	46m
100 Bishopsgate	Bishopsgate	New area of City walkway opened	Completed	2020	161m
Total (estimate)					337m (.34km)

Pedestrian Prioritisation Schemes – Completed

Shoe Lane Quarter

9. Shoe Lane Quarter was dominated by high vehicular traffic. A safety and public realm study identified that the highway layout and traffic volumes created an unsafe environment for vulnerable road users. The highway network was redesigned to create an access only route, ensuring a reduction in traffic within the area.
10. Key public realm improvements included footway widening along Shoe Lane to reduce crossing distances and raising the carriageway to footway level to enable more frequent pedestrian crossings. Other improvements included installing pedestrian lighting under the Shoe Lane viaduct and large-scale planting around the Goldman Sachs building.

Finsbury Circus Western Arm

11. The Finsbury Circus Western Arm scheme sought to enhance the pedestrian amenity and enliven the space following the removal of the Crossrail construction offices in September 2019.
12. To improve the pedestrian environment, Members requested that the western arm be permanently closed to vehicular traffic. A traffic order was put into place in September 2019 which prohibited motorised vehicles from accessing the space. To facilitate the ease of pedestrian movement, raised tables at either end of the street have been designed, with the raised table at the Moorgate/Finsbury Circus western arm side complete.

13. The project was on hold due to ground settlement issues at the western arm. These issues have recently been resolved and Crossrail have released the main site back to the City. The Project Manager is working with the Highways Team to determine when the project can recommence.

60 – 70 St Mary Axe

14. As part of the 60-70 St Mary Axe development, the northern section of St Mary Axe (between Bevis Marks and Houndsditch) was pedestrianised to create a more welcoming and safer environment.

15. To further enhance the pedestrianisation of this area, substantial new urban greening and infrastructure was included. This included three large planters, seating, improved lighting throughout the area and a water refill point. Cycle access was retained within the area as it forms an important part of the north-south cycle connection.

100 Bishopsgate

16. The 100 Bisphosphate development provided the opportunity to enhance the pedestrian environment and provide additional facilities. The development created a new building footprint. A secure city walkway was developed through the site, replacing a former highway link. The new city walkway replaced an existing and limited walkway, adding 80m of pedestrian priority space.

17. This new city walkway provides a more direct access and permeability to surrounding streets, including Bishopsgate, Camomile Street and St Mary Axe. The city walkway path was open to the public March 2020.

Pedestrian Prioritisation Schemes – In Development

18. Table 2 provides a summary of the pedestrian priority streets which are currently under construction, with planned delivery for 2020/2021.

19. A full description of each scheme, as well as a map showing location, can be found in Appendix B.

Table 2: Pedestrian Priority Streets Programme (In Development)

Project Name	Location	Key Enhancements	Completion Date	Distance/length of Pedestrian Priority (approx.)
Liverpool Street and Moorgate Crossrail Enhancement s - Phase 1	Liverpool Street and Moorfields	<ul style="list-style-type: none"> Introduction of pedestrian space at Moorfields and Liverpool Street 	2020	96m/60m

	2-6 Cannon Street	Distaff Lane	<ul style="list-style-type: none"> • Footway resurfacing • Raised carriageway made flush with footway • Enhanced garden space 	2020	625m
	Bartholomew Close and Little Britain Enhancement	Bartholomew Close and Little Britain	<ul style="list-style-type: none"> • Introduction of pedestrianised space on the south side of Bartholomew Close • Raised carriageway made flush with footway • Introduction of new greening 	2020	20m
	Puddle Dock	Puddle Dock/Up per Thames Street	<ul style="list-style-type: none"> • Enhanced north-south pedestrian route • New footway space • Pedestrianisation of existing slip road 	2020/2021	50m
	35 Vine Street	Vine Street	<ul style="list-style-type: none"> • Introduction of pedestrianised space • Carriageway made level with footway • Enhanced greening 	2020/2021	50m
	St Mary Axe Timed Experimental Closure	St Mary Axe	<ul style="list-style-type: none"> • Timed closure to vehicles (on hold due to Covid-19 recovery measure installed) 	2020/2021 (on hold)	240m
	Bank Bypass Walking Routes (Birchin Lane, Abchruch Lane, Nicholas Lane, Finch Lane)		<ul style="list-style-type: none"> • Enhanced and accessible north-south walking routes • Direct link to surrounding stations • Carriageway made level with footway • <i>Project currently on hold due to funding</i> 	2020/2021	100m
	100 Minories	Minories	<ul style="list-style-type: none"> • Introduction of pedestrianised space at Crescent • Improved green space, with seating and lighting • Introduction of north-south walking route at Vine-Street 	2020/2021	32m

		development		
Charterhouse Square School Street	Charterhouse Street/ Charterhouse Square	<ul style="list-style-type: none"> • Timed closure to motor vehicles at school start and end times 	2020/ 2021	70m
Petticoat Lane	Middlesex Street	<ul style="list-style-type: none"> • Narrowed carriageway • Carriageway made level with footway • More welcoming environment for traders/visitors • Introduced a public plaza 	2021	125m
Mark Lane (Phase 2)	New London Street	<ul style="list-style-type: none"> • Experimental Traffic order to prohibit motor vehicles made permanent 	2021	40m
Mark Lane (Phase 2)	Mark Lane	<ul style="list-style-type: none"> • Footway widening • Introduction of pedestrianised space • Greening/seating 	2021	15m
Total estimate				1,517m (1.5km)

Pedestrian Prioritisation Schemes – Future Development

20. Table 3 provides a summary of the pedestrian priority streets which are planned for delivery post 2022.

21. A plan showing the location of these schemes can be found in Appendix C.

Table 3: Pedestrian Priority Streets Programme (Future Development)

Project Name	Location	Completion Status	Completion Date	Distance/length of Pedestrian Priority (estimated)
All Change at Bank	Bank Junction	Future Development	2022/2023	350m

10 Fenchurch Avenue	Fenchurch Avenue	Future Development	2024	30m
Total (estimate)				380m (0.38km)

All Change at Bank

22. The All Change at Bank project seeks to deliver a simplified junction arrangement to better accommodate the needs of all road users, with a focus on pedestrians. The level of specific pedestrian priority is yet to be determined, but the design will provide an improved pedestrian experience on the approach to and through the junction

23. The project is investigating the potential closure or further restrictions of two to three arms of the junction approaches which will provide more space to pedestrian movement.

10 Fenchurch Avenue

24. 10 Fenchurch Avenue was completed in 2018 and includes a large open air, roof top public space that is free to access.

25. Improvements include a central passageway through the development, providing a new connection between Fenchurch Street and Fenchurch Avenue, as well as wider Yorkstone footways around the perimeter of the site on Fenchurch Street, Billiter Street, Fenchurch Avenue and Fen Court. New trees have been planted on Fen Court and Fenchurch Street.

26. The southern section of Billiter Street has also been pedestrianised but due to a neighbouring development the re-paving in Yorkstone is on hold 2024.

Longer-Term Future Schemes Under Development 2022+

27. The Transport Strategy outlines longer-term schemes that focus on pedestrian enhancements and possible pedestrian priority measures. These schemes are in the early stages of development and planning, but when complete may create pedestrian-focused environments which are safer and more accessible.

28. The location of these schemes can be found in Appendix D.

Beech Street Transport and Public Realm Improvements

29. Beech Street is a key movement route for pedestrian and provides vehicle access to the Barbican Estate and Barbican Centre and a through route between Moorgate and Farringdon.

30. Beech Street is characterised by having a high volume of

pedestrians and poor air quality. To address this, an experimental traffic order is currently in place for a period of up to 18 months. The experiment is to allow only zero emissions vehicles to travel along Beech Street.

31. This provides the opportunity, should the experiment be made permanent, to enhance the pedestrian environment and explore further pedestrian priority measures.

Liverpool Street and Moorgate Crossrail Enhancements

32. The Crossrail station at Liverpool Street and Moorgate is expected to be operational by 2021 (pre-Covid-19). The opening of this station, coupled with new commercial developments within the area, is expected to result in a significant increase in pedestrian movements.

33. Phase 1 of the Liverpool Street and Moorgate Crossrail enhancement schemes focus on pedestrian improvements to facilitate pedestrian access immediately to/from the station. This phase of work is currently under construction.

34. Phase 2 of the Liverpool Street and Moorgate Crossrail enhancement schemes focuses on the wider area further afield from the stations, ensuring the pedestrian environment facilitates accessible, safe and direct onward travel.

35. Phase 2 is in the early development phase. Recent work includes collecting pedestrian, cyclist and motor vehicle data and determining pedestrian comfort levels for all footways. Early design options to enhance pedestrian safety at crossings and working closely with TfL to outline the appropriate pedestrian modelling method.

36. Future considerations for Phase 2 may include investigating pedestrian priority spaces, such as the identification of pedestrianised areas. Other considerations may include traffic reduction schemes that allow for pedestrian enhancements, such as footway buildouts and opportunities for greening.

Healthy Streets Plans

37. Healthy Streets Plans (HSPs) aim to create streets that are pleasant, safe and attractive and which work to remove any barriers to that prevent people using them.

38. HSPs will be developed using the Transport Strategy's proposed street hierarchy, a range of traffic management tools and in consultation with local residents, businesses and other stakeholders.

39. Common to all HSPs is the overarching objective to reduce motorised traffic volumes, allowing for future works to focus on pedestrian priority and enlivening the pedestrian space.

40. City Cluster and Fenchurch Street HSP: This HSP will be delivered in two phases, with the first focusing on the City Cluster area. There are currently detailed proposals for streetscape and public realm improvements, outlined within the City Cluster Vision. Leadenhall Street is identified as a principal street for pedestrian priority and public realm enhancements.
41. Fenchurch Street is identified as a major street that will benefit from enhancements. Future proposals for this area will need to be linked to any proposed capacity upgrades to Fenchurch Street Station and master planning for the wider area.
42. Barbican and Smithfield HSP: The Barbican and Smithfield HSP will be delivered as two separate HSPs. The Barbican HSP will be delivered through the Beech Street Transport and Public Realm Improvements scheme.
43. The Smithfield HSP is in the early design phase, with initial concept designs options for the Smithfield area linked with the relocation of the Museum of London. It is envisioned that these options will include different levels of pedestrian priority, including some pedestrianisation.
44. Traffic movements within the area are being assessed, to determine the possibility of road closures.
45. Temple and Fleet Street HSP: This HSP is in the early stages of development and will focus on enhancements to Fleet Street and Temples area including the interaction with the Fleet Street Estate Project.

Complementary Programme of Work

46. A programme of complementary pedestrian-focused events has also been developed, with the purpose to provide an understanding of how pedestrian-focused streets can look and feel.

Car Free Days and Weekends

47. Car free days and weekends focus on creating streets that are only open for traffic free activities. Car free days and weekends provide the opportunity to temporarily use existing streets to encourage and promote walking, cycling and on-street community events and activities.
48. The first car free day was held on September 22nd 2019. Almost 27km of streets were closed to traffic, most of which was in the City. City staff from all departments participated in all car free day organising committees. The day attracted over 70,000 people including 25,000 children. The City organised a range of engaging events including walking tours, Play Streets and guided cycle

rides.

49. Despite the extent of the street closures, which included London Bridge and Tower Bridge (except for buses), traffic impacts were relatively limited and lower than expected.

50. It is anticipated that there will be future Car Free days which can build on the 2019 experience.

Lunchtime Streets

51. The Lunchtime Streets programme was launched in 2019, with a focus on providing space for people using the streets over the lunchtime period during the summer months. Lunchtime Streets temporarily closes a street and removes all motor traffic during the lunchtime peak pedestrian travel period.

52. The Lunchtime Street events are used to measure the effects on and perceptions of the local community in reducing motorised traffic, creating pedestrian only spaces and improving the streetscape.

53. The first Lunchtime Street event was trialled in May 2019 at St Mary Axe. Feedback indicated that 95 of 100 respondents who attended supported the trial and supported making St Mary Axe traffic free at lunchtime. Since the initial trial, four more Lunchtime Streets events took place at St Mary Axe and Chancery Lane in 2019.

54. Other Lunchtime Streets dates are currently being reviewed.

55. Car Free Days and Weekends and Lunchtime Streets are currently on hold due to COVID-19. However, it is expected that these events will resume in 2021.

COVID-19 Transport Recovery Programme

56. As part of the Phase 1 and 2 COVID-19 transport recovery programme, 12 streets have been identified to be pedestrian priority. These streets have had measures to enhance the pedestrian environment and experience. Motorists can only use these streets for access to off-street premises only.

57. For these streets, a range of measures will be utilised to enhance the pedestrian space. These measures include temporarily reallocating carriageway space and the suspension of parking bays to introduce parklets, moveable seating and other green infrastructure.

58. Other measures include extending the hours of existing timed street closures, creating a more pedestrian-focused environment.

59. The location of these schemes, including a description of

	<p>work, can be found in Appendix E.</p> <p>Conclusion</p> <p>60. Walking is the main way people travel within the City and it is expected that the number of people walking will only increase with the opening of the Elizabeth Line. To ensure that City streets are able to meet the existing and future needs of people walking, a pedestrian priority programme of works has been identified and is currently being taken forward.</p> <p>61. By 2030, the City aims to increase pedestrian priority or pedestrianised streets by 10km. When taking into consideration completed, in development and future pedestrian schemes to date, 2220m of pedestrian priority space has or is currently planned to be delivered (excluding the longer-term plans). This accounts for 22% of the 10km increase set in the Transport Strategy.</p> <p>62. The pedestrian priority streets programme aligns with the Corporate Strategy in contributing to a flourishing society and shaping outstanding environments.</p> <p>63. The pedestrian priority streets programme also works to achieve the net zero vision set out for the Department of the Built Environment, with the aim of creating streets that inspire and delight, are well-connected and accessible, and are healthy and attractive.</p>
5. Next steps	<p>1. Continue to monitor and identify pedestrian priority streets in line with the Transport Strategy and report back as necessary.</p>

Appendices

Appendix A	Pedestrian Prioritisation Programme Locations (Developed)
Appendix B	Pedestrian Prioritisation Programme Locations (In Development)
Appendix C	Pedestrian Prioritisation Programme Locations (Future Development)
Appendix D	Long Term Future Schemes Under Development
Appendix E	COVID-19 Transport Recovery Programme

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