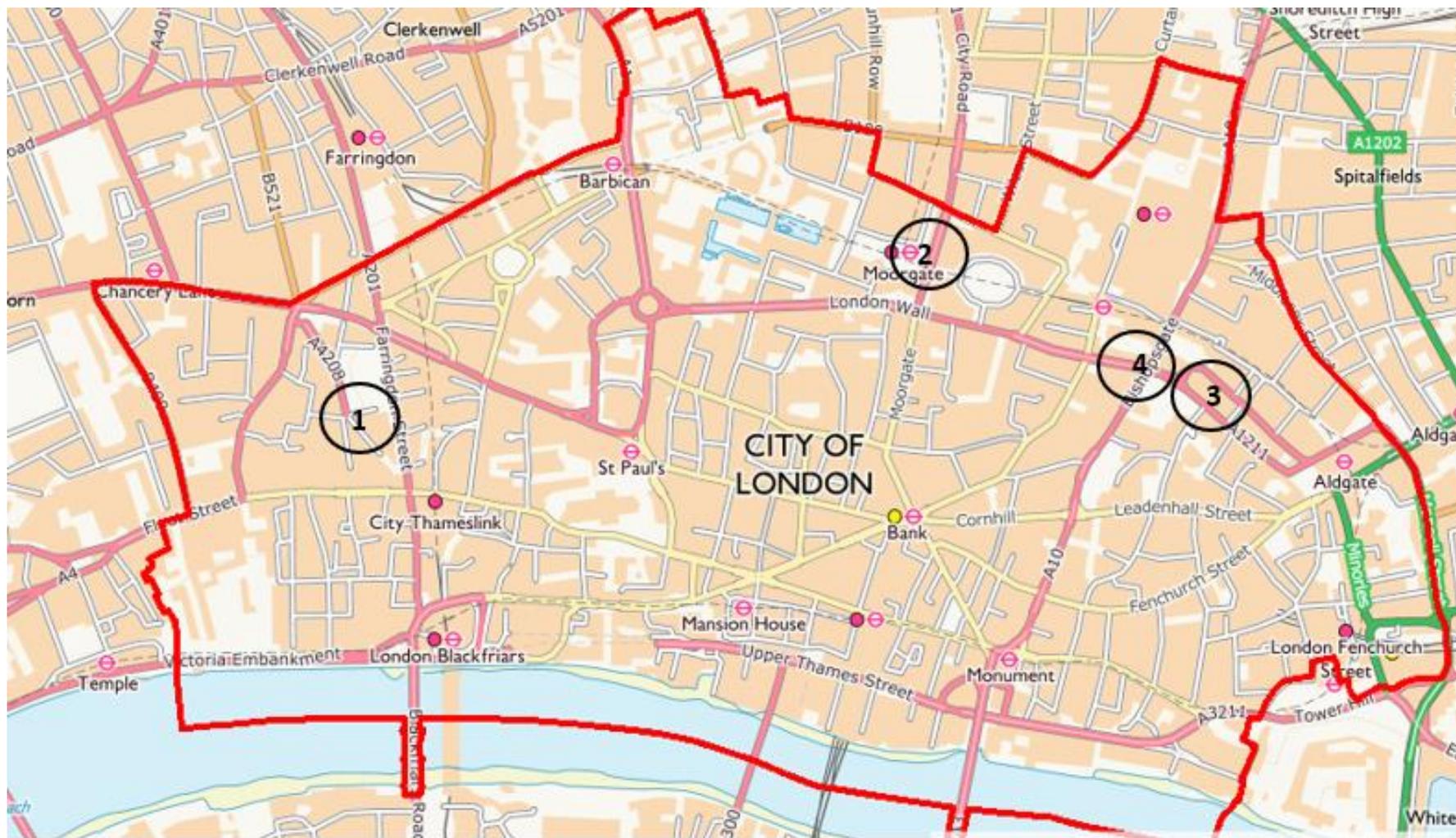


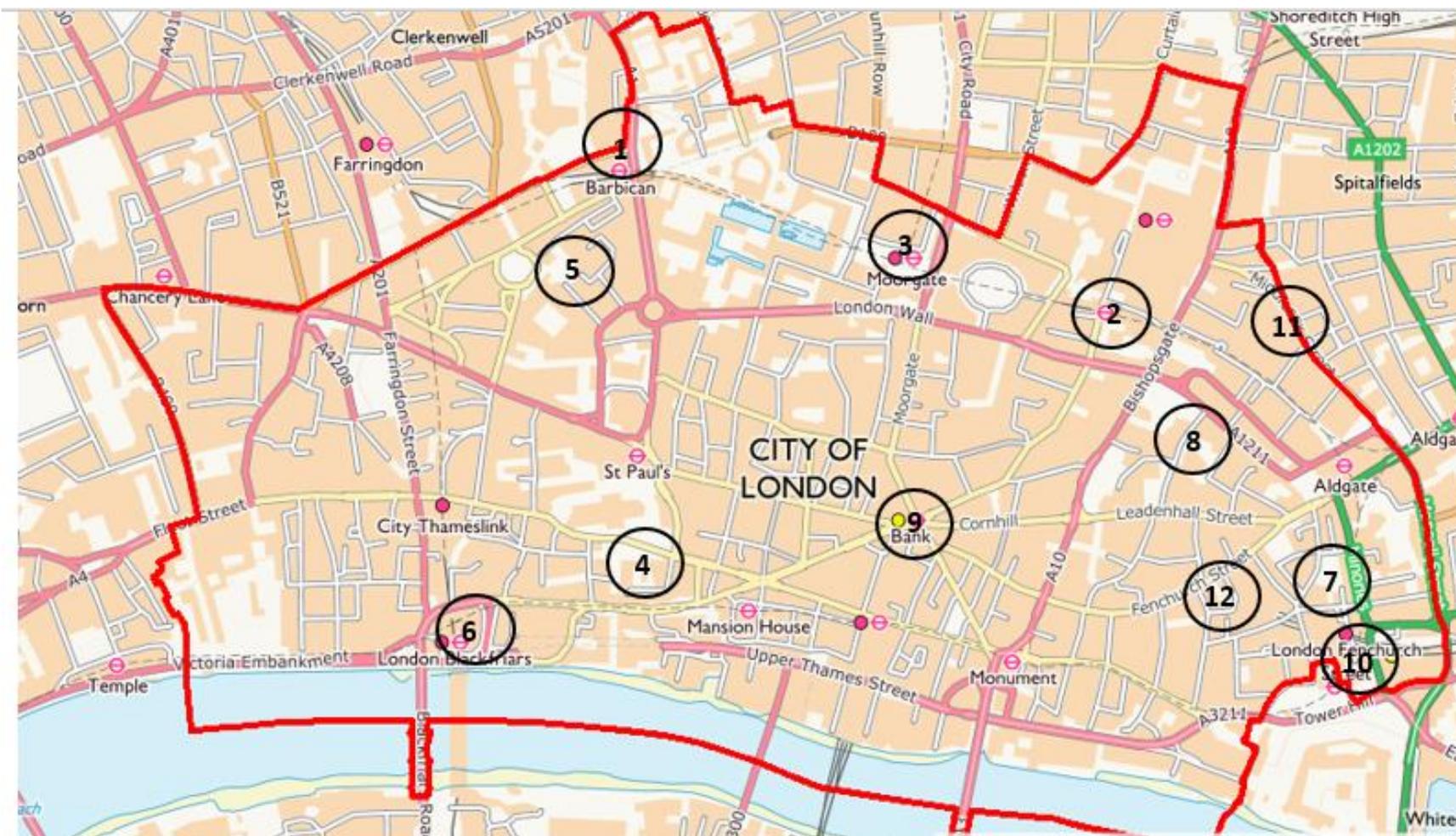
Appendix A: Pedestrian Prioritisation Programme Locations (Completed)



1. Shoe Lane Quarter
2. Finsbury Circus Western Arm

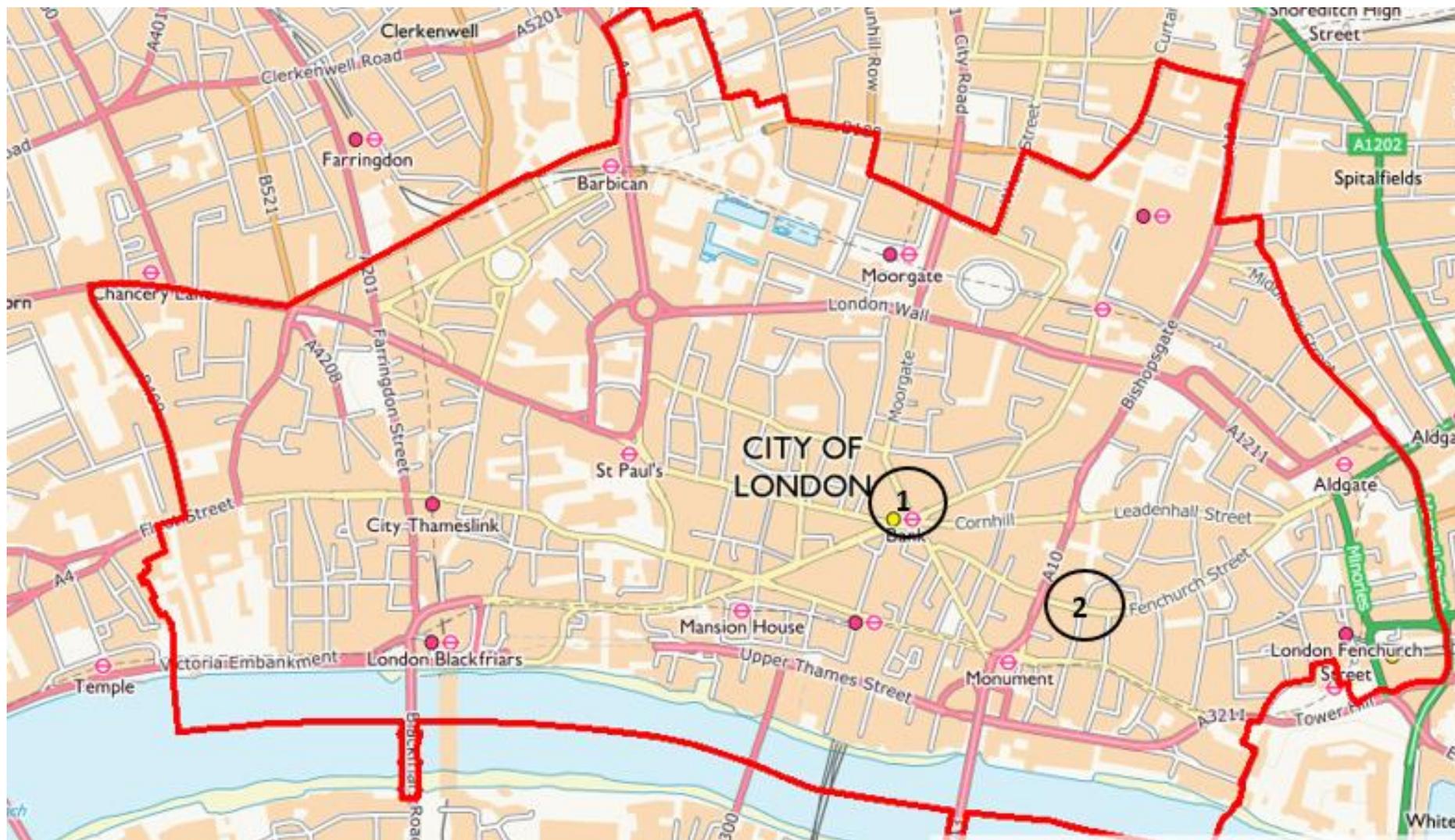
3. 60-70 St Mary Axe
4. 100 Bishopsgate

Appendix B: Pedestrian Prioritisation Programme Locations (In Development)



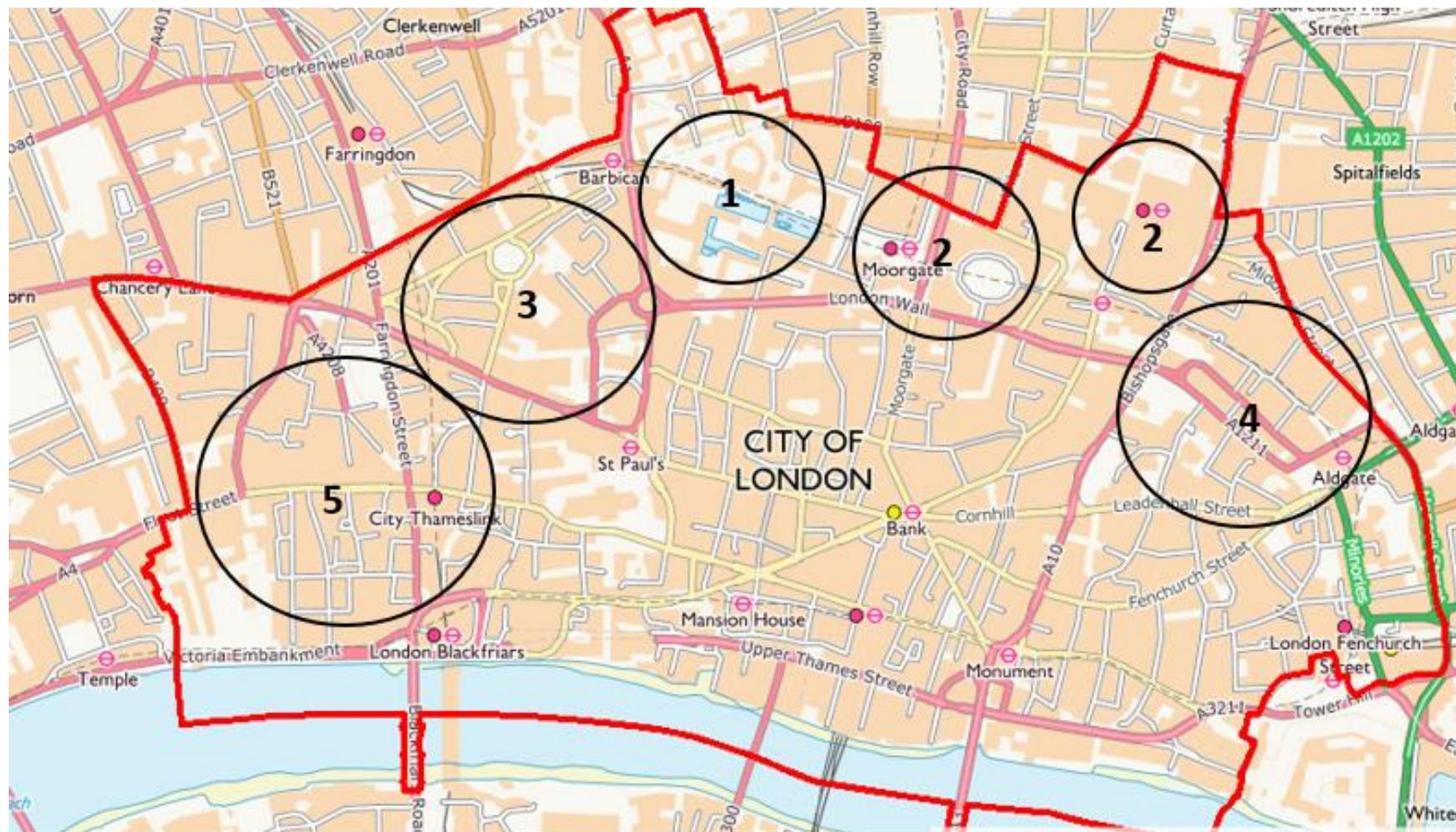
- | | | |
|---|---|-------------------------------|
| 1. Charterhouse Square School Street | 5. Bartholomew Close and Little Britain | 9. Bank Bypass Walking Routes |
| 2. Liverpool Street Crossrail Enhancement – Phase 1 | 6. Puddle Dock | 10. 100 Minories |
| 3. Moorgate Crossrail Enhancement – Phase 1 | 7. 35 Vine Street | 11. Petticoat Lane |
| 4. 2-6 Cannon Street | 8. St Mary Axe Timed Closure | 12. Mark Lane (Phase 2) |

Appendix C: Pedestrian Prioritisation Programme Locations (Future Developments)



1. All Change At Bank
2. 10 Fenchurch Avenue

Appendix D: Long Term Future Schemes Under Development



1. Beech Street and Public Realm Improvements
2. Liverpool Street and Moorgate Crossrail Enhancements
3. Barbican and Smithfield HSP

4. City Cluster and Fenchurch Street HSP
5. Temple and Fleet Street HSP

Appendix E: COVID-19 Transport Recovery Programme

No.	Location (street name)	Description	Proposed changes	Impact
1.	West Smithfield (rotunda)	Pedestrian routes to/from Farringdon and Barbican stations	Street furniture, moveable seats, and planters	Reallocation of carriageway space
2.	Cheapside	Busy shopping area with high concentration of food and retail outlets. Proximity to visitor destinations.	To be delivered following Phase 1 implementation. Provide space for moveable seats and planters.	Reallocation of carriageway space
3.	Chancery Lane (Carey Street to Southampton Buildings)	Busy shopping area with high concentration of retail and food outlets	Create space to provide for parklets, moveable seats	Reallocation of carriageway space
4.	Carter Lane (Creed Lane to Ludgate Broadway)	High concentration of retail and food outlets, narrow footways	Introduction of moveable seats and planters	Extension of timed closure to 7am – 7pm and possible reallocation of carriageway space
5.	Coleman Street (Great Bell Alley to Coleman Street building)	High concentration of retail and food outlets, narrow footways	Provide space for parklets, greening and moveable seats	Suspension of up to two parking bays
6.	Bow Lane and Watling Street	Busy shopping area with restaurants in narrow streets, busy pedestrian routes and proximity to visitor destinations	Extension of timed closure to 7am – 7pm and possible reallocation of carriageway space	Possible suspension of up to one parking bay
7.	Harrow Place	Proximity to market and food outlets	Provide space for parklets, greening and moveable seats	Possible suspension of up to two parking bays
8.	City Cluster Area (exact locations to be determined)	High pedestrian flows and area with high concentration of workers. Footways are already crowded at peak times.	Complement measures from Phase 1-2 proposals. Create more space and introduce parklets, moveable seats and planters.	Reallocation of carriageway space and suspension of up to three parking bays

9.	Old Jewry	Busy pedestrian route connecting underground stations. Proximity to Bank area and Moorgate.	Complement measures from Phase 1-2 proposals. Provide space for moveable seats and planters.	Suspension of up to one parking bay, reduction on carriageway space
10.	Whitecross (within City's boundary)	Proximity to food markets, and visitor destinations	Provide space for up to two parklets	Reallocation of carriageway space
11.	Long Lane (Aldersgate Street to Lindsey Street)	Pedestrian route to/from Farringdon East and Barbican stations, proximity to Culture Mile area, and visitor destinations	Creating additional space for pedestrians and introduce parklets and planters	Suspension of up to two parking bays
12.	Wood Street (Cheapside to Goldsmith Street)	Busy shopping area with high concentration of retail and food outlets. Proximity to visitor destination.	Provide space for up to two parklets	Reallocation of carriageway space

Pedestrian Priority Streets Programme (In Development): Full Project Outline

Liverpool Street and Moorgate Crossrail Enhancements - Phase 1

1. Phase 1 of Liverpool Street and Moorgate Crossrail enhancements focuses on the immediate area surrounding the stations. Enhancements focus on improving pedestrian access to/from the stations, as well as accommodate the expected increase in footfall.
2. Parts of Moorfields (south side) have been pedestrianised to improve access to/from Moorgate Crossrail station. The western end of Liverpool Street, between Old Board Street and Eldon Street, has been pedestrianised to improve access to/from Liverpool Street Crossrail station.

2 – 6 Cannon Street

3. The 2-6 Cannon Street scheme provided the opportunity to improve Distaff Lane. The works focused on raising a section of carriageway to footway level to create a more welcoming pedestrian environment. The carriageway works were completed in early 2019.
4. The next phase of work, to be implemented in October 2020, includes re-landscaping the garden space between Old Change House and Nicholas Cole Abbey Church. Additional works will be undertaken south of Nicholas Cole Abbey on Queen Victoria Street, which will involve resurfacing the footway in Yorkstone and enhancing local greening.

Bartholomew Close and Little Britain Enhancements

5. This enhancement scheme aims to create a new public space on the south side of Bartholomew Close through the closure of the southern-most junction with Little Britain.
6. The public space, adjacent to the new office development, will incorporate planting and seating areas with high quality Yorkstone paving and lighting.
7. Other paving improvements are also proposed throughout parts of Little Britain and Bartholomew Close where the carriageway will be raised to footway level to improve accessibility and ease of movement for pedestrians and cyclists. Additional greenery in the area will help mitigate noise and air pollution, as well as support local biodiversity.

Puddle Dock

8. Pedestrian routes to and from Blackfriars Pier are limited to east-west movements only, making it difficult for pedestrians to access the City directly from the Pier. The Puddle Dock improvement project will introduce a new north-south pedestrian route between Blackfriars Pier and Queen Victoria Street.
9. The scheme will introduce a western footway along the southern section of Puddle Dock. In the northern section, the current slip road will be converted to a new and enhanced pedestrian space.
10. To complete the north-south pedestrian route, an accessible pedestrian crossing over Upper Thames Street is required. As Upper Thames Street

is part of the Transport for London (TfL) Road Network, the crossing will be delivered by TfL in July 2020.

35 Vine Street

11. The 35 Vine Street development will provide a mix-use office space within the Aldgate area.
12. An enhanced public space around the site will see the development of a pedestrian priority space on Vine Street as motor vehicles will no longer be permitted within this area. The pedestrianised space will be located between India Street and the corner of 130 Vine Street.
13. The existing carriageway will be raised to footway level and repaved with Yorkstone. Eight new trees will also be planted along Vine Street.
14. This new space will provide a fitting link to the new pedestrian walkway between Vine Street and Crutched Friars, from which a section of the Roman Wall is visible.

St. Mary Axe Timed Closure

15. St Mary Axe is one of the busiest pedestrian streets in the Eastern Cluster and is characterised by narrow and overcrowded footways. There are over 5,000 pedestrians using St Mary Axe per the proposed closure periods of 08:00 – 09:30 and 16:30 – 18:30.
16. The St Mary Axe timed closure scheme will, if approved, introduce an experimental timed closure to motor vehicles during the morning and evening peak periods along the street. The experiment will provide immediate improvements to the comfort and safety of pedestrians walking on St Mary Axe ahead of any longer-term streetscape change or extended timed closure being investigated.
17. The proposed experiment will allow the City to 'live trial' a timed closure and to monitor the impact on vehicle access to local businesses. It will also provide the opportunity to monitor and assess benefits, including enhanced pedestrian and cyclist safety and flows and improvements to local air quality.

Bank Bypass Walking Routes

18. The Bank Bypass project focuses on improvements to a number of streets within the Bank junction area, namely Birchin Lane, Abchurch Lane, Nicholas Lane and Finch Lane.
19. As identified in the Bank area enhancement strategy, these lanes offer pedestrians north-south walking routes and act as alternative walking routes to Bank junction.
20. Key lanes within the project are Nicholas Lane, Birchin Lane and Finch Lane. These lanes provide the most direct north-south walking routes, linking Cannon Street to the south and Liverpool Street to the north.
21. Birchin Lane, Phase 1 of the project, included a raised carriageway creating an enhanced and accessible walking route and was completed in 2016.

22. Abchurch Lane, Nicholas Lane and Finch Lane, Phase 2 of the project, are currently unfunded and have not been taken forward. Phase 2 will work to enhance the pedestrian environment and create an accessible walking route. These improvements will further offer improvements in the immediate vicinity of the new Bank Station entrance/exit.

100 Minorities

23. The 100 Minorities scheme includes the pedestrianisation of Crescent, which will create a new green space. The green space will further include seating and lighting improvements.

24. A new north-south walking route through the development on Vine Street will be a central feature of the scheme and will include widened footways and a raised carriageway to improve walking routes and accessibility.

Petticoat Lane Market, Middlesex Street

25. The City of London and the LB Tower Hamlets are working together to improve Petticoat Lane Market. The overall aim of the scheme is to provide enhanced facilities for traders and visitors.

26. A central feature of the scheme is to change the overall layout of Middlesex Street, by narrowing the carriageway and raising it to create a flush surface with the surrounding footway pavements.

27. The concept design is now complete, and the overall project completion is due in 2021.

Mark Lane (Phase 2 A and B)

28. The Mark Lane public realm enhancement scheme is a central focus of the Fenchurch and Monument Street Area Enhancement Strategy.

29. This scheme seeks to facilitate and enhance the north-south pedestrian movements across the area and improve the pedestrian experience when travelling to/from Fenchurch Street Station.

30. Phase 1 of the scheme focused on resurfacing the footway at the 70 Mark Lane development and reinstating the Traffic and Environmental Zone (Ring of Steel), which was removed to accommodate access to the development site.

31. Further phases of the scheme will focus on pedestrian improvements along New London Street, a passage off Hart Street, characterised by narrow footways whereby pedestrians use the carriageway.

32. To address this, a vehicular traffic experimental closure is currently in place, and made permanent in April 2020.

33. Future phases of the scheme will focus on significant pedestrian enhancements along Mark Lane, north of Hart Street, including footway widening and new planting and seating.

34. As the Ring of Steel is located here as an entry point, the proposed designs include an option which closes this stretch of road to all vehicular traffic, creating a pedestrianised space.

Charterhouse School Street

35. The Charterhouse School Street scheme will introduce a timed closure for motor vehicles outside Charterhouse Square School at school start and end times. This will provide a safer and cleaner environment for school pupils and parents outside the school and encourage walking and cycling.