

Committee(s):	Date(s):	Item no.
Planning & Transportation Court of Common Council	12/05/2015 21/05/2015	
Subject: Cheapside and Guildhall Area Enhancement Strategy – Adoption of Strategy		
Report of: Director of Built Environment	Public	
Wards: Cheap, Bassishaw, Vintry, Aldersgate, Dowgate, Castle Baynard, Cordwainer, Coleman Street and Walbrook.		
<u>Summary</u>		
<p>This report seeks approval for the adoption of the updated Cheapside and Guildhall Area Enhancement Strategy and to inform Members of the results of public consultation and the subsequent revisions to the strategy. Copies of the strategy are available in the Members' Reading Room.</p>		
<p>The City has adopted several Area Enhancement Strategies as mechanisms for delivering public realm improvements in areas of significant change as outlined on the plan in Appendix 1. The Cheapside and Guildhall Area Strategy covers a larger geographical area than the original 2008 strategy that was focussed on Cheapside itself and includes the St Paul's/Museum of London Gyrotory Streets as well as the Courts and Lanes to the south of Cheapside. A plan of the strategy area is included in Appendix 2.</p>		
<p>The Cheapside and Guildhall Area Enhancement Strategy covers the public realm and transportation network in the area, identifies current challenges, considers future demand and sets out a framework for improvements. Its key aims include:</p> <ul style="list-style-type: none"> • To better connect transport nodes, the retail centre and cultural attractions. • To improve accessibility and way-finding to create easy-to-navigate and pleasant walking routes; • To introduce more greenery and create more public space for pedestrians to enjoy, away from traffic and pollution; • To improve road safety, particularly for vulnerable road users. 		
<p>To ensure the strategy is responsive to the needs of the local stakeholders and the wider City community, a comprehensive public consultation exercise was undertaken from 15th October to 31st December 2014 and over 500 responses have been received. Following the analysis of the consultation responses, several minor changes have been made to the strategy which relate to:</p> <ul style="list-style-type: none"> • The key role of the St Paul's/Museum of London gyrotory re-design project in strengthening the connection between St Paul's Cathedral to the south and the Cultural Hub area to the north; • Emphasising the aim of improving air quality; • The importance of highlighting the variety and wealth of heritage and conservation assets in the area; • The prioritisation of the projects identified within the strategy. 		
<p>A delivery plan for the projects identified is included in the final strategy. The prioritisation takes into account the City's policies and strategies, results of the public consultation and benefit to the wider City community. Projects have been ranked as high, medium or low priority accordingly.</p>		
<p>The total cost of all the projects contained in the delivery plan (Appendix 4) is estimated up</p>		

to £34m. It is anticipated that their implementation will be funded from Transport for London's various grant programmes, Section 278 and Section 106/Community Infrastructure Levy (CIL) contributions from existing and future developments. Further funding will also be sought from external parties where appropriate.

The strategy projects will be initiated according to priority level and progressed as appropriate funding is identified and released.

Recommendation

It is recommended that:

- (i) The draft Cheapside and Guildhall Area Enhancement Strategy be adopted.

Main Report

Context

1. The City faces the challenge of delivering sustainable long-term economic growth to support the London and national economies, whilst providing for population growth and protecting and improving the environment and quality of life. The City is expected to see continued economic, employment and population growth in the medium to longer term. It is anticipated that employment will have grown by 15% and that the City population will have increased by 35% by 2026 – Source: The City of London Local Plan (2015). Of particular relevance to the strategy area are the following Local Plan policy areas:

<i>CS6 Cheapside and St Paul's</i>	<i>CS15 Sustainable Development and Climate Change</i>
<i>CS10 Design</i>	<i>CS16 Public Transport Streets and Walkways</i>
<i>CS11 Visitors, Arts and Culture</i>	<i>CS18 Flood Risk</i>
<i>CS12 Historic Environment</i>	<i>CS19 Open Spaces and Recreation</i>
<i>CS13 Protected Views</i>	<i>CS20 Retailing</i>

2. The Cheapside and Guildhall Area Enhancement Strategy sets out the City's vision for transportation and public realm improvements over the next 5 to 10 years. It provides a framework which enables proposals to be coordinated and prioritised in order to make the best use of available funds. This allows the City to plan for future growth in line with the City's Local Plan policies. The strategy will be reviewed within 5 years of adoption to ensure the document remains current within an evolving policy and development context.
3. The strategy further assists in meeting the following Corporate Plan's Strategic Aims:
 - 'To support and promote the City as the world leader in international finance and business services' by ensuring that the 'space between the buildings' is fit for purpose, high quality, able to accommodate future growth and attract continued investment.
 - 'To provide modern, efficient and high quality local services and policing within the square mile for workers, residents, and visitors whilst delivering sustainable outcomes' by providing a functional local environment that

supports sustainable transport and promotes the cultural and historic identity of the City.

4. As the 4th largest cultural funder in the UK, the City is committed to promoting and enhancing its extensive cultural offer. The City's vision for 2017 is to see the City identified as a cultural quarter in its own right, alongside its status as a financial centre (City's Cultural Strategy 2012-17). A Cultural Hub is being developed north of the strategy area and encompasses the Barbican Centre, the Guildhall School of Music & Drama and the Museum of London etc.
5. The analysis of the strategy area has taken into account the potential impact of upcoming major developments and infrastructure projects, including:
 - Bloomberg Place development to the south of the area strategy;
 - St Bart's Hospital and Bart's Close mixed-use re-developments to the north-west;
 - The development sites on London Wall, including London Wall Place (to include nearly an acre of new public space);
 - The Bank Junction Improvement Project to the east and the Crossrail Farringdon East and Moorgate stations creating new public transport connections north of the strategy area.

Strategy Background:

6. The Cheapside and Guildhall area has undergone a dramatic transformation over the last decade with a series of major developments evolving the built form and more than doubling the retail and commercial/office floor space. Street enhancement schemes delivered through the original 2008 Cheapside Area Strategy focused on improving and extending the public realm mainly along Cheapside and its adjoining streets and lanes.
7. The scope of the original Guildhall Area Strategy adopted in 2011 focussed solely on the Guildhall complex and Yard.
8. The review of the Cheapside Area Enhancement Strategy was first approved by Members in December 2012 and has been funded through the Section 106 contributions from the 100 Cheapside and 120 Cheapside redevelopments.
9. The initiation of the St Paul's/Museum of London Gyrotory Project prompted a change request to extend the strategy boundary to include the Guildhall area, the gyrotory streets and the Courts and Lanes south of Cheapside in order to provide a more comprehensive plan for the wider area and address those streets and spaces that were not covered by the original strategies.
10. In July 2014, Members approved the change of scope together with the request to go out to public consultation on the draft strategy document.

Strategy: Key Strategic Aims

To better connect transport nodes, the retail centre and cultural attractions.

11. There is a need to increase footway capacity and improve pedestrian links between transport, retail, culture and employment clusters, ahead of the anticipated growth in the numbers of workers and visitors to the area, particularly in view of Crossrail .

To improve accessibility and way-finding to create easy-to-navigate and pleasant walking routes

12. Accessibility is restricted, particularly in the network of medieval lanes where there is often insufficient space for wheelchairs on footways. In addition, some of the existing open spaces have stepped entrances.
13. Way-finding can be challenging, particularly for pedestrians entering the strategy area from the south of the river and St Paul's Underground station. The visitor experience is hindered by the lack of visual clues between St Paul's Cathedral and the Museum of London and the barriers formed by the wide carriageways.

To introduce more greenery and create more public space for pedestrians to enjoy, away from traffic and pollution

14. The strategy area has few public spaces and many of these either have hard landscaping or are not designed to make the best use of the space available. There are very few street trees in the area and many streets are overly wide or dominated by traffic which increases pollution.

To improve road safety, particularly for vulnerable road users.

15. Following the completion of the Cheapside street enhancements, traffic speeds have reduced with a reduction in injury collisions. This benefit is being further supported by the introduction of the 20mph speed limit in July 2014 as part of the City's Road Danger Reduction Plan.
16. Over the last two years however, the number of accidents has increased for vulnerable road users due to a larger number of cyclist casualties, particularly at the junctions highlighted in purple on the map in Appendix 3.
17. Wide carriageways and shortage of crossing points along St Martin's Le Grand, Gresham Street, Queen Victoria Street and Cannon Street (highlighted in green on the map in Appendix 3), together with the inadequate footway widths of the narrow north-south lanes, create potential conflict between pedestrian, cyclists and motor vehicles.
18. To the west of the strategy area, the complexity of the gyratory system make it difficult to navigate safely especially for cyclists and pedestrians causing further risk of conflict between pedestrians, cyclists and motor vehicles.

Implementation Framework and Funding Strategy

19. The Strategy sets out a raft of proposals to deliver necessary improvements. All projects within the strategy will be initiated in accordance with the Corporation's committee governance procedures. Each proposal will be subject to detailed option analysis and further comprehensive consultation and engagement with all relevant stakeholders.
20. Officers have identified 5 Key Opportunity Areas within the strategy boundary:
 - i. St Paul's/Museum of London Gyratory Streets,
 - ii. East-West Streets,
 - iii. Lanes to the North,
 - iv. Lanes to the South,
 - v. Open Spaces.
21. Proposals have been identified within each Key Opportunity Area. They are prioritised to achieve the objectives of Strategy. The projects are grouped into High, Medium and Low priority categories accordingly and are set out in Appendix 4.
22. High Priority proposals include all gyratory streets enhancement projects related to the re-design of the St Paul's/Museum of London Gyratory at an estimated cost of up to £12m. The Medium Priority proposals anticipated cost up to £13m and the Low Priority projects up to £9m.
23. Three projects included within the Strategy have already been initiated. These projects have been reported to the relevant Committees separately and include: St Paul's/Museum of London Gyratory re-design, Senator House Garden-85 Queen Victoria Street re-design (currently approved but awaiting a decision by the adjacent developer to implement) and environmental enhancements adjacent to 71 Queen Victoria Street (completed in April 2015).
24. It is anticipated that the majority of the funding for improvement projects contained in the strategy will be provided via Section 278, Section 106/Community Infrastructure Levy (CIL) contributions from future developments within the area in addition to bids to Transport for London where appropriate. If full funding for the strategy cannot be sourced, the projects categorised as 'low priority' will not be initiated.
25. The Cheapside Initiative, a voluntary business and property owner partnership, has been active in promoting and supporting the needs of businesses in the area since 2007. It is due to become a Business Improvement District (BID) on 11th May 2015 following a successful ballot - results returned an 84% yes vote by business voters and an 89% yes vote by rateable value. Many of the aspirations of the Cheapside BID accord with the objectives of the area enhancement strategy and City officers will work closely with the BID to develop projects in a coordinated manner. There may also be opportunities for funding for projects from the BID.

Public Consultation Exercise

26. To ensure the strategy was responsive to the needs of the City community, a comprehensive public consultation exercise was undertaken from 23rd October to 31st December 2014.

27. The consultation was carefully targeted to ensure that the views of relevant stakeholder groups were gathered including pedestrians, cyclists, motorists, City of London Members, residents, visitors and shoppers, local occupiers and businesses, workers, livery companies, St Paul's Cathedral and local churches, Cultural Institutions, including the Barbican Centre and Museum of London.
28. A variety of consultation methods listed below were utilised to ensure a broad coverage and engagement:

Type of engagement	Activities
Publicity	On-street information node signs throughout the strategy area providing link to the Cheapside and Guildhall Area Enhancement Strategy webpage.
	Leaflets were distributed to main office buildings' receptions to distribute widely to workers.
	Hard copies of the draft Strategy were made available for information in the Guildhall Library, the Guildhall North Wing (Planning reception), the Barbican Centre and the Museum of London.
Events	10 exhibitions held by City of London Officers at the Museum of London and One New Change using a mobile display showcasing the draft strategy key proposals – these were held to raise awareness of the Consultation and answer any questions on proposals.
	Exhibition of the draft strategy's key objectives and proposals at the Cheapside Initiative's Business Improvement District launch held at the Mercers' Hall in November 2014.
Internet	The Cheapside and Guildhall Area Enhancement Strategy webpage on the City of London website with a link to return comments on the draft strategy via e-mail.
	Online SNAP surveys on the Cheapside and Guildhall Area Enhancement Strategy webpage
Social Media	Posts on the City of London Facebook page, VisitTheCity Facebook page, the @CityofLondon Twitter account and the @VisitTheCity Twitter account
Press	Article in the City Resident Magazine (hard copy, Issue 33 – Autumn/Winter 2014)
	Article in the City View online Magazine (October 2014 edition)
Letters	Mail-out of letters containing the consultation brochure to all residents and occupiers in the strategy area
	Mail-out of letters containing the consultation brochure to all relevant statutory agencies
Emails	To all Ward Members within the consultation area boundary
	Businesses listed in the strategy area
	City of London E-shot to external parties and email sent to all City networks
Pedestrian Surveys	On-street surveys carried out by Living Streets at the Guildhall, Mansion House, Cheapside, St Paul's and the Museum of London.
Meetings	Stakeholder meetings were held with main stakeholders, incl. Livery Companies, St Paul's Cathedral and Museum of London.

29. A total of 513 submissions were received. These have been collated and are available in the Members' Reading Room together with the final version of the strategy document.

Responses to the Public Consultation and proposed changes to the Strategy

30. Of the 513 responses, 226 were received via the online SNAP survey, 201 were received through the on-street questionnaires, 26 by email, 10 by leaflets, 9 by letters and 41 responses were collected as feedback at exhibition events.

31. The overall response to the strategy has been very positive and the proposals have largely been well received. Many respondents provided detailed comments that have assisted in enhancing the accuracy of the strategy document and in refining the projects identified in the delivery plan. These will also be extremely valuable and will be taken into consideration as and when projects are initiated.

32. Only minor revisions were required to the draft strategy following the public consultation exercise. This suggests that the wider public opinion reflected the outcome of the pre-consultation workshops and meetings undertaken with Members and officers and of the informal stakeholder liaison throughout the development stage.

33. All the responses have been assessed and reviewed, and the feedback received is summarised further below.

Strategic Aims and Themes

34. The online survey asked respondents to rank the strategic aims in order of importance with the resulting top four as follows:

- i. To improve air quality
- ii. To reduce traffic dominance
- iii. To improve road safety for all modes of transport
- iv. To create more space for pedestrians

The objectives of the strategy have been adjusted to reflect these priorities.

35. The analysis of the responses has led to the identification of the following headline themes for improvements in the area:

- Traffic reduction and calming.
- Enhanced cycle and pedestrian safety and more space for cyclists and pedestrians;
- Improved links between transport, retail, employment, leisure and visitor attractions clusters;
- Better way-finding and enhanced information signage on heritage assets.
- More greenery – trees and planting;

Cycling

36. An important theme highlighted through the online survey responses and in several emails, leaflets and letters, was the importance of improved cycling safety and facilities, particularly in the East-West streets (104 on-line respondent) and the St Paul's/Museum of London Gyratory (48 on-line responses). The following key areas have been identified:

- Concerns were expressed about cycle safety on streets and in shared areas with pedestrians;
- Requests were made for segregated cycle lanes and for more space for cyclists on the streets. Several respondents expressed a preference for this approach instead of the Cheapside approach of narrowed carriageways.
- Suggestions were made about using the strategy as an opportunity to make the City more cycle-friendly and encouraging more people to cycle.

The detailed responses to the consultation will be used to inform the detailed designs of the individual projects; as they are initiated and brought forward.

37. The numbers of cyclists in this area, like the rest of the City, continues to grow. The infrastructure to support cycling throughout London is changing rapidly. The Mayor of London is building many new Cycle Superhighways and the City is constructing Quietways; with others in central London. As a result, the best facilities to use are still evolving.

Road safety and walking

38. Road safety for all modes of transport was ranked as essential by 42% of the online survey respondents and a total of 96% (219 respondents) supported it as a key strategic objective. A significant number of comments referenced the increase of crossing points on desire lines, particularly at the junctions of Gresham Street and St Martin's Le Grand. The junctions highlighted in purple on the map in Appendix 3 have also been identified for improvement in Road Safety.

39. Most of the comments gathered during public consultation events and on-site surveys were in favour of increasing space for pedestrians and especially widening footways wherever possible.

40. A significant number of comments related to creating enjoyable walking routes. The following were suggested:

- (i) Paternoster square to Postman Park - 43 respondents;
- (ii) Improved links to St Bartholomew's Hospital and the residential clusters to the north via an improved setting for Christ Church Greyfriars Gardens - 21 respondents.

Improved links between transport, retail, employment, leisure and visitor attractions clusters

41. The majority of online respondents were in favour of the St Paul's/Museum of London Gyratory Project, including the creation of new areas of public space. A third of the respondents provided additional comments in support of strengthening the connections between Cheapside retail and St Paul's to the south and the Cultural Hub to the north.

42. Of the online responses, when asked which aspects they would like to see in the area in relation to the St Paul's/Museum of London Gyratory Project, the most popular responses were as follows, ranked in order of preference:

1. Trees

2. Seating
3. Planting
4. Wider footways
5. Cycle facilities
5. More pedestrian crossings

43. Although the way-finding theme did not score high in the online survey, a number of specific comments were made through the on-site surveys on the need to improve way-finding in the Museum of London area and around St Paul's to assist visitors and tourists. Many suggested the introduction of historic information displays. This theme has therefore been maintained as a strategy objective as it also supports the City's Local Plan's strategic objective CS6 and the aims of the Cultural Hub.

Pollution reduction and more greenery

44. 98% of the online respondents felt that improving the air quality was essential. This has therefore been given greater priority in the strategy.
45. Improving greenery across strategy area was identified as important to essential by 92% of online respondents. It also came out as a popular theme across all the consultation methods. Several respondents also mentioned the benefits of greenery for creating a more enjoyable pedestrian environment, particularly in the context of the proposals for the St Pauls'/Museum of London Gyrotory project.

Other comments and additional minor changes to the strategy

46. Minor changes to the delivery plan have been made, including grouping projects under the St Paul's/Museum of London Gyrotory Project and the addition of Ironmonger Lane improvements.
47. The importance of heritage assets has been further emphasised across the strategy document and the delivery plan. Detailed feedback provided during the public consultation on the matter will also be of great use proposals in the vicinity of heritage assets are progressed.
48. Changes to the Policy Context section have been made to reflect the adoption of the Local Plan in January 2015 which now supersedes the Core Strategy. Minor amendments to the historic context section have been made to enhance the accuracy of the strategy following feedback from the Archaeology Trust.
49. An Equality Impact Assessment (EQIA) has been carried out for the Strategy and it is considered to have positive impacts upon all users of the City's streets and spaces. The full EQIA is attached in the strategy appendices.
50. Feedback from the consultation will be used to inform the design briefs for individual proposals as they are progressed. The schemes contained in the delivery plan will be subject to further consultation at initiation and development stage. Any necessary measures such as traffic orders will follow statutory consultation processes. Projects over £50,000 will also follow the City's Project Procedure and approval process.

Financial Implications

51. Member's approved the use of £65,761 funded from 100 Cheapside and 120 Cheapside S106 agreements to review and progress the development of this area strategy. The cost breakdown is shown in Table 1 below.

Table 1: Cheapside and Guildhall Area Strategy Budget (including consultation costs)

	Approved Budget (£)	Expenditure & Commitments to date (£)	Remaining (£)
Fees	28,103	28,039	64
Staff Costs	37,658	37,513	145
TOTAL	65,761	65,552	209

Conclusion

52. The Cheapside and Guildhall Area Enhancement Strategy is based on clear evidence of need and requirements for future sustainable growth. The document sets out a framework for the improvement of the streets and public realm in the area.

53. The Strategy has been revised following the the public consultation to ensure the document reflects the needs of the City community. It sets out a delivery plan (Appendix 4) which identifies the projects arising from the strategy, prioritises them and indicates the funding strategy for delivery.

Appendices

Appendix 1: CoL Area Enhancement Strategies Map

Appendix 2: Cheapside and Guildhall Enhancement Strategy Boundary Plan

Appendix 3: Junctions/crossings identified for improvement and proposed public realm enhancements

Appendix 4: Delivery Plan

Background Paper

Pre-consultation report 14th July 2014.

Author

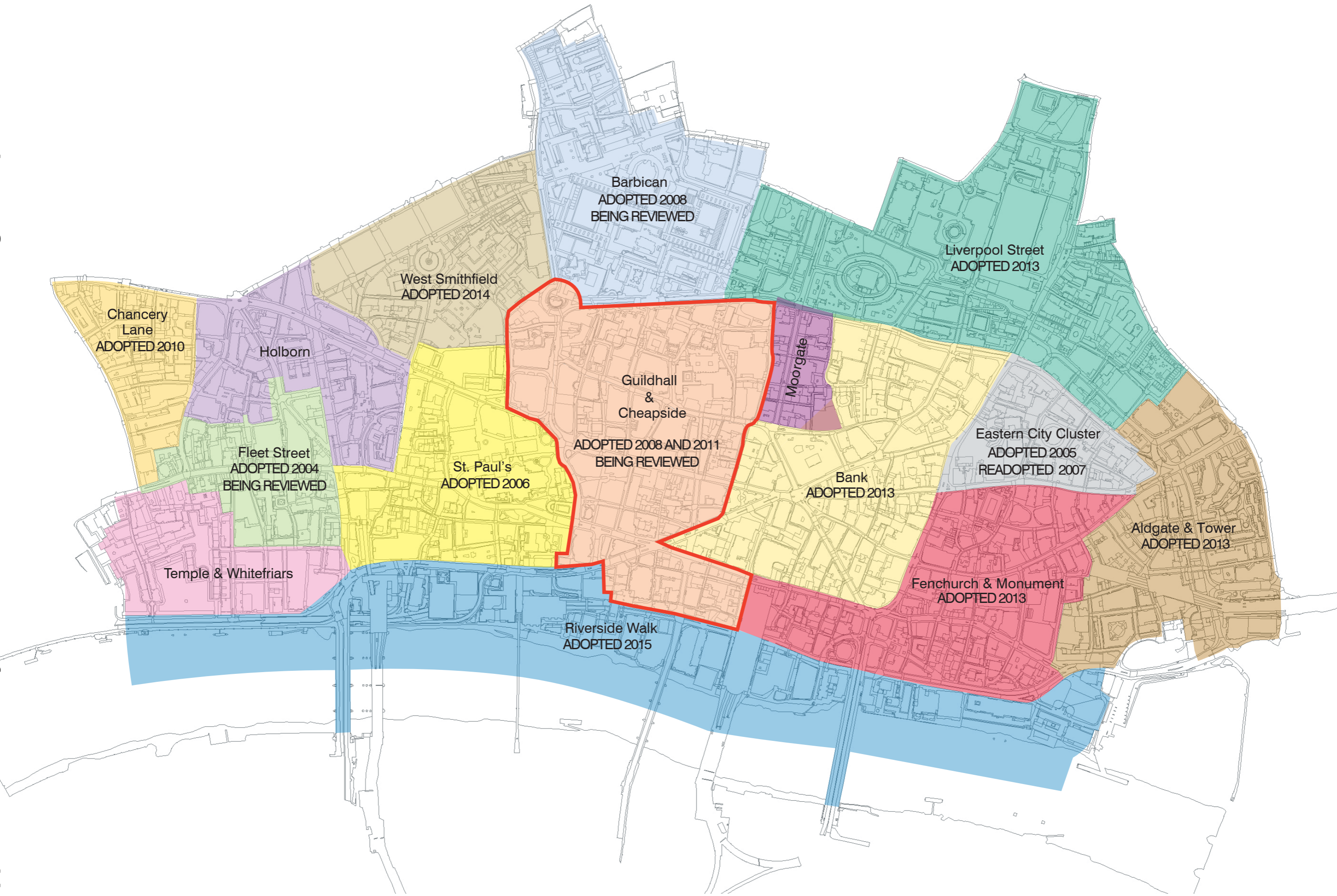
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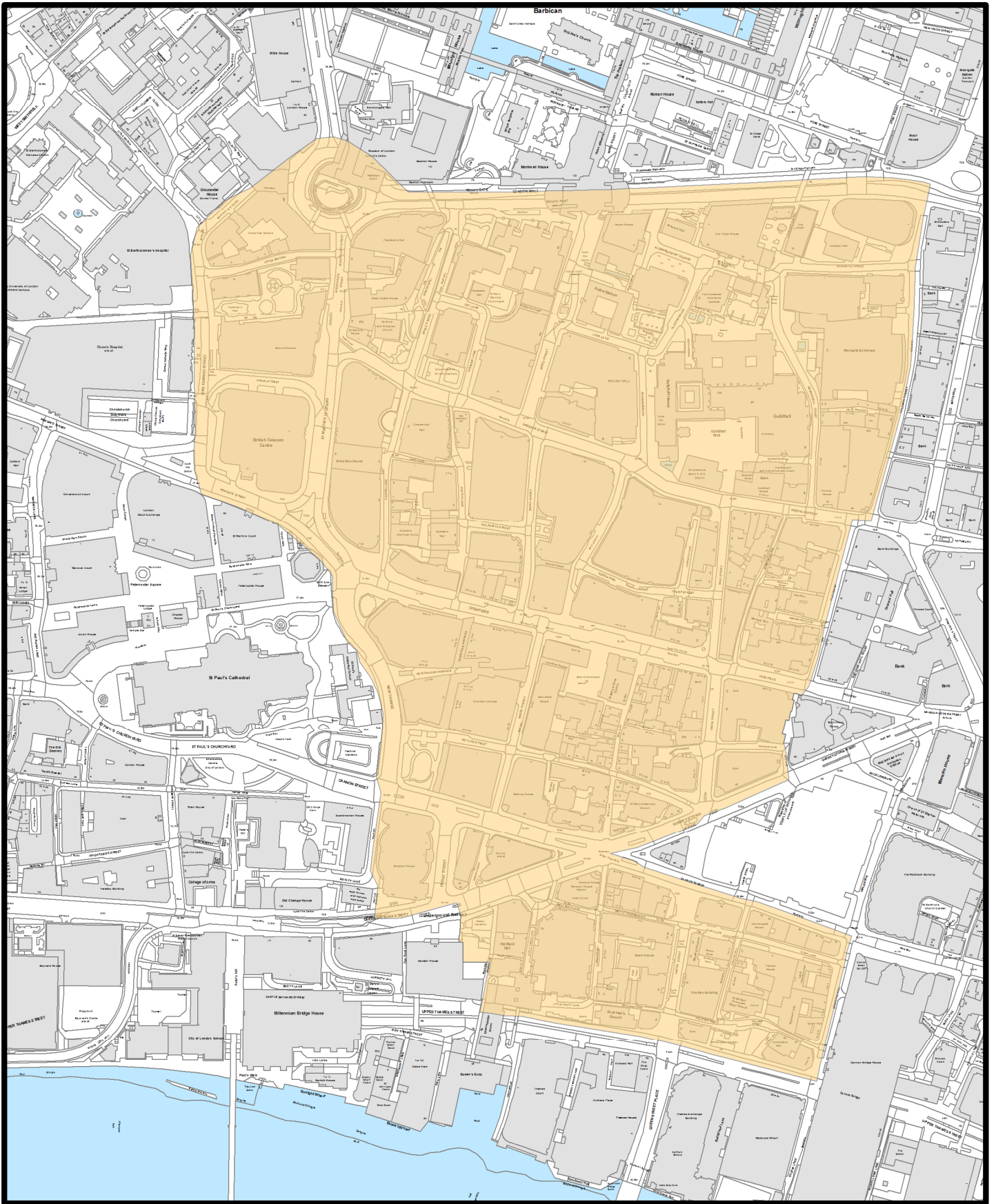
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Appendix 1 – The City of London Area Enhancement Strategies Map

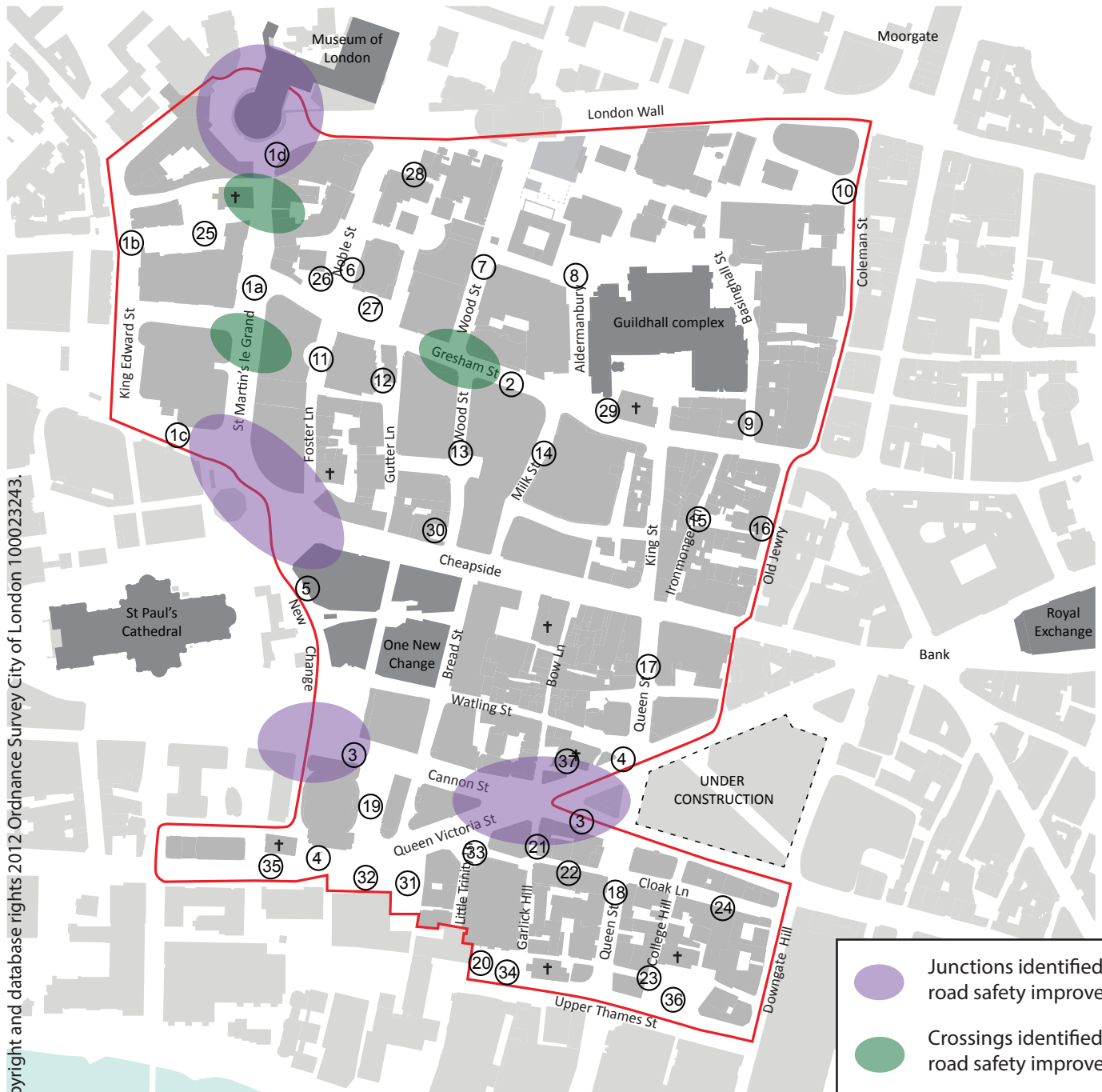


Appendix 2 – Cheapside and Guildhall Strategy Boundary



Cheapside & Guildhall Strategy Area

Appendix 3 – Junctions/crossings identified for improvement and proposed public realm enhancements



Junctions identified for road safety improvement
 Crossings identified for road safety improvement

Gyratory Streets

- 1a) St Martin's Le Grand
- 1b) King Edward Street/Montague Street
- 1c) Newgate Street
- 1d) Rotunda

Other main streets

- 2) Gresham Street
- 3) Cannon Street including Mansion House subway
- 4) Queen Victoria Street
- 5) New Change

Streets and Lanes to the north of Cheapside

- 6) Noble Street (between Gresham Street and Oat Lane)
- 7) Wood Street (north of Gresham Street)
- 8) Love Lane/Aldermanbury
- 9) Basinghall Street

- 10) Coleman Street
- 11) Foster Lane (part- north)
- 12) Gutter Lane (part- north)
- 13) Wood Street (south of Gresham Street)
- 14) Milk Street (part)
- 15) Ironmonger Lane
- 16) Old Jewry & Frederick's Place

Courts and Lanes to the south of Cheapside

- 17) Queen Street (between Queen Victoria Street and Cheapside)
- 18) Queen Street (between Cloak Lane and Skinners Lane)
- 19) Friday Street
- 20) Little Trinity Lane
- 21) Garlick Hill
- 22) Great St Thomas Apostle
- 23) College Hill
- 24) Cloak Lane (between College Hill and Dowgate Hill)

Open Spaces

- 25) Postman's Park
- 26) St Anne and St Agnes Churchyard
- 27) Churchyard of St Zachary
- 28) St Olave Silver Street
- 29) Entrance to Guildhall Yard by St Lawrence Jewry
- 30) St Peter Cheap Churchyard
- 31) Cleary Gardens
- 32) 85 Queen Victoria Street
- 33) Little Trinity Lane/Great Trinity Lane junction
- 34) Little Trinity Lane/St James's Church
- 35) Distaff Lane Churchyard
- 36) Whittington Gardens
- 37) St Mary Aldermay Churchyard and Alleyway

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Appendix 4: Delivery Plan

(The costs are estimates, based on similar schemes and current industry rates for comparable works).

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
St Paul's / Museum of London Gyratory								
<p>1 Gyratory Streets</p> <ul style="list-style-type: none"> St Martin's Le Grand <ul style="list-style-type: none"> • Opportunity to remove gyratory and introduce two-way working where possible; • Footpath widening where possible; • Improved/raised pedestrian crossings; • Improved cycle provision; • Raised entry treatments at side streets; • Protect views to St Paul's; • Maintain and extend kerbs, paving, setts to comply with City's material palette; • Yorkstone throughout for overall continuity; • Street tree planting on extended footway subject to utility locations; • Improve signage especially to highlight the route to Museum of London & Barbican Centre; • Feature lighting/artwork to highlight route to Museum of London & Barbican Centre; • Reduce street clutter; • Opportunity for seating. King Edward Street / Montague Street <ul style="list-style-type: none"> • Opportunity to remove gyratory and introduce two-way working where possible; • Footpath widening where possible; • Improved/raised pedestrian crossings; • improved cycle provision; • Raised entry treatments at side streets; • Protect views to St Paul's Cathedral; • Maintain and extend kerbs, paving, setts to comply with City's material palette; • Yorkstone throughout for overall continuity; • Street tree planting on extended footway subject to utility locations; • Review signage; • Reduce street clutter; • Opportunity for seating. 	Aldersgate, Farringdon Within, Cheap	High	£3-5m	S106 CIL TfL	Original Roman route that led to Aldersgate; Became part of the gyratory during post-war redevelopment of the City. Partially within the Postman's Park Conservation Area.	Carriageway width varies from 15m to 6.5m. Footway widths vary and are generally between 6 - 3m with some wider sections. Pedestrian flows are low to moderate, increasing during peak hours. Traffic flows are based on signal phases.	Yorkstone paving on western footway throughout generally in good condition. Eastern footway has asphalt surfacing along majority of the length with the last section at the Museum of London rotunda in Yorkstone and granite - part of the One London Wall scheme. There are two instances of cycle parking on the western footway. The types of cycle stands are different in each lot. Street lighting is to highway standard and mounted on buildings. Fingerposts for wayfinding are located at the mid-way junctions with a node point within the One London Wall scheme at the northern end. Street furniture is limited to the new City litterbins on the eastern footway. Some street trees.	St Martin's Le Grand is part of the gyratory system to the north of St Paul's Cathedral. It is the City of London's aspiration to remove or modify the gyratory and introduce two-way working where possible to help facilitate a reduction of traffic speeds and creation of a more suitable public realm.
			£3-5m		Widened substantially and made part of the gyratory system during the post-war redevelopment of the City. Partially within the Postman's Park Conservation Area.	Carriageway varies between 6.5 to 7.2m, widening to 9m+ in the section between Newgate and Angel Street. Footway widths vary between 2.5 to 7.8m creating sections with low levels of pedestrian comfort. Pedestrian flows along King Edward Street are in the medium range.	Yorkstone paving on eastern footway throughout generally in good condition. Western footway has asphalt surfacing along the northern half of the street's length. Three London Plane trees on the western footway close to Newgate Street. Some cycle parking stands and a Barclays Cycle Hire Station located just south of Postman's Park. Street lighting is to highway standard with columns along the majority of the street length. Bust of Sir Rowland Hill who campaigned for a comprehensive reform of the postal system is located midway on the western footway.	King Edward Street is part of the gyratory system to the north of St Paul's Cathedral. It is the City of London's aspiration to remove or modify the gyratory and introduce two-way working where possible to help facilitate a reduction of traffic speeds and creation of a more suitable public realm.

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
<ul style="list-style-type: none"> Newgate Street • Opportunity for new public space through removal of gyratory and introduction of two-way working where possible; • Footpath widening where possible; • Improved setting for Christchurch Greyfriars; • Improved/raised pedestrian crossings; • Improved cycle provision; • Raised entry treatments at side streets; • Maintain and extend kerbs, paving, setts to comply with City's material palette; • Yorkstone throughout for overall continuity; • Street tree planting on extended footway subject to utility locations; • Review signage; • Reduce street clutter; • Opportunity for seating. 			£3-5m		Original Roman route leading to New Gate on the western London wall. The eastern end forms part of the post-war gyratory system.	Carriageway varies between 13 to 10.5m with flow of traffic from east to west on this stretch. The south side footway experiences higher pedestrian flows and provides low level of pedestrian comfort. The area around St Paul's Station tends to get especially crowded and there is high crossing demand at the junction with Cheapside and St Martin's Le Grand.	Paving is mainly in Yorkstone and in good condition. Asphalt over structure by St Paul's Station. Three trees on the northern footway close to the junction with St Martin's Le Grand. Five telephone booths. An underground vent located on the central island. Wayfinding node point near the station entrance and a finger post at the corner with St Martin's Le Grand. Street lighting is building mounted on the southern side and mast lights on the northern footway.	Newgate Street is part of the gyratory system to the north of St Paul's Cathedral. It is the City of London's aspiration to remove or modify the gyratory and introduce two-way working where possible to help facilitate a reduction of traffic speeds and creation of a more suitable public realm.
<ul style="list-style-type: none"> Rotunda • Opportunity to remove gyratory and introduce two-way working / connect Rotunda to footway; • Improved/raised pedestrian crossings; • improved cycle provision; • Raised entry treatments at side streets; • Maintain and extend kerbs, paving, setts to comply with City's material palette; • Yorkstone throughout for overall continuity; • Street tree planting on extended footway subject to utility locations; • Review signage, highlighting access to Museum of London; • Reduce street clutter; • Improve sections through buildings in terms of lighting, paving and overall environment. 			£3-5m		Formed as part of the new road system introduced during post-war reconstruction.	No ground level access to the Museum of London.	Yorkstone paving on footways in good condition; Some tree planting done as part of the One London Wall scheme. Street lighting is a combination of building mounted (on the outer edge) and column mounted on the inner pavement. A Barclays cycle hire station is located in the section covered by the Museum of London building.	The Rotunda is part of the gyratory system to the north of St Paul's Cathedral. This area has an unwelcoming and isolated feel due to the lack of ground level active frontage especially in the covered section. It is the City of London's aspiration to remove or modify the gyratory and introduce two-way working where possible to help facilitate a reduction of traffic speeds and creation of a more suitable public realm.

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
Other main streets								
<p>2 Gresham Street</p> <p>Rationalise street in manner similar to Cheapside with:</p> <ul style="list-style-type: none"> • inset parking bays; • Resurface carriageway entire length; • Yorkstone paving on footways; • Raised side road entry treatments; • New street trees where possible; • Cycle stands. 	Basinghall, Aldersgate, Cheap, Coleman Street	Medium	£750k-1m	S106 CIL	<p>Created in 1845 by widening and amalgamating Cateaton Street, Maiden Lane, St. Anne's Lane and Lad Lane.</p> <p>Parts of Gresham Street fall within the Foster Lane and Guildhall Conservation Areas.</p>	<p>Carriageway varies between 8.5 to 11.35m through the entire length and includes kerbside parking for cars and motorcycles.</p> <p>A taxi rank is located at the western end of the street.</p> <p>This street sees regular car traffic generated by the businesses located here. Footway widths vary greatly ranging between 6.5 to 1.5m with pinch points occurring in a number of locations.</p> <p>There is pedestrian and vehicular presence throughout the working day, with pedestrian numbers observed to be increasing substantially during the peak times.</p>	<p>Most footway sections are paved with Yorkstone with some intermittent sections having asphalt surfacing. Raised entry treatments with granite setts to most side roads. Carriageway surface is patchy and uneven along entire length.</p> <p>Tree planting and greenery occurs along the St Anne and St Agnes Churchyard and the Churchyard of St John Zachary and the entrance to St Lawrence Jewry. Limited tree planting elsewhere.</p> <p>Wayfinding includes finger posts at the junctions with St Martin's Le Grand, King Street and Noble Street, and a map point at the junction with Aldermanbury.</p> <p>Seating is available in the planted space at the entrance to St Lawrence Jewry and in the two churchyards.</p> <p>Street lighting is mainly building mounted.</p>	
<p>3 Cannon Street</p> <ul style="list-style-type: none"> • Yorkstone paving on footways throughout; • Tree planting where footway widths and ground conditions permit. • Improvements to the Mansion House subway that crosses under Cannon Street/Queen Victoria Street junction. 	Bread street, Cordwainer, Walbrook, Candlewick	Medium	£500-750K	S106 S278 CIL TfL	<p>Originally an ancient riverside track, first recorded in 1183 as Candlewriethstret – the street of the candlewrights. Widened and extended in 1840s to link the Monument to St Paul's Churchyard.</p> <p>Cannon Street borders the Bow Lane and Queen Street Conservation Areas.</p>	<p>Major street with fairly constant traffic and bus routes.</p> <p>Carriageway width about 10m widening to about 14m to accommodate right turn lanes and central reserves at junctions.</p> <p>Varying footways widths generally above 3m and without any identifiable pinch points within the Strategy area.</p> <p>Medium pedestrian flows observed, increasing to high between Cannon Street and Mansion House stations during peak hours.</p> <p>The Mansion House subway provides a traffic free pedestrian link to Mansion House station from across the busy Cannon Street / Queen Victoria Street junction.</p>	<p>Mix of Yorkstone and asphalt surfacing to footways, typically the footways closer to St Paul's Cathedral are in Yorkstone. At the Queen Street junction, granite paving from the Queen Street scheme extends to the kerb.</p> <p>Very limited tree planting - three trees located towards St Paul's Churchyard.</p> <p>Cycle parking is distributed in a number of locations.</p> <p>Wayfinding in the form of fingerposts and node points is positioned at the main junctions and destinations such as Bow Lane.</p> <p>Mansion House subway is in need of improvements - lacking in signage, hidden entrance from Bow Lane.</p>	The Bow Lane entrance to Mansion House subway will be improved as part of the redevelopment proposals for 39-53 Cannon Street.

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
<p>4 Queen Victoria Street</p> <ul style="list-style-type: none"> • Rationalise carriageway lane widths to gain space for footway widening at junction with Cannon Street especially around 30 Cannon Street; • Yorkstone paving on footways throughout; • Tree planting where footway widths and ground conditions permit; • Enhance green space along street frontages; • Opportunities for seating; • Enhance Wayfinding. 	Bread Street, Cordwainer, Vintry	Medium	£500-750K	S106 S278 CIL TfL	<p>Built in 1860s to provide a direct approach to the central banking district.</p> <p>A small section of Queen Victoria Street cuts through the Bow Lane Conservation Area.</p>	<p>Major street with fairly constant traffic and includes buses. Carriageway width 13.5 to 16m. Varying footways are 3m+ with a pinch point of below 3m at the corner of 30 Cannon Street between toilet block entrance and kerb.</p> <p>Medium pedestrian flows observed, increasing to high between Bank and Mansion House stations at peak hours.</p> <p>A taxi rank, loading bays are located in the central carriageway lane between the Cannon Street and Queen Street junctions.</p>	<p>Mix of Yorkstone and asphalt surfacing to footways.</p> <p>A few green spaces such as Cleary Gardens, Senator House frontage, the planter at the corner of Bread Street and the planter at the junction of Little and Great Trinity Lanes provide some greening.</p> <p>Wayfinding includes a single finger post at the junction with Cannon Street.</p>	
<p>5 New Change</p> <ul style="list-style-type: none"> • Reduce carriageway lanes to required widths; • Widen footways where possible; • Relocate lamp columns to back of footway if possible on western footway to create a clear pedestrian movement route. • Improve planting at sunken open space at junction with Cheapside; • Enhance Wayfinding. 	Bread Street	Medium	£1-2m	S106 CIL TfL	<p>New Change was built after the WWII bomb destruction in the area, which resulted in the obliteration of the medieval Old Change.</p> <p>New Change forms the easternmost boundary of the St Paul's Cathedral Conservation Area.</p> <p>It also forms part of the Lord Mayor's Show Route.</p>	<p>Carriageway width varies between 15 to 11.5m, being wider towards the northern end. Traffic is not excessive and appears in spurts based on signal phases.</p> <p>Footways are generally between 2.5 to 3.5m with a few pinch points.</p> <p>Medium pedestrian flows observed during peak times.</p>	<p>Yorkstone paving throughout in good condition.</p> <p>Substantial tree planting, continuous along the western footway and three on the eastern footway near the junction with Cheapside. Tree positions are back of footway along some sections and kerbside along others.</p> <p>Kerbside street lighting columns along the western footway.</p>	<p>Back of footway trees combined with kerbside street lighting columns substantially reduce the width of movement zone in some sections of the western footway.</p> <p>New Change forms part of the Lord Mayor's Show Route therefore any proposals for reducing carriageway lane widths need to take this into consideration.</p>

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
Streets and Lanes to the North								
<p>6 Noble Street (between Gresham Street and Oat Lane)</p> <ul style="list-style-type: none"> • Raise carriageway with granite setts surfacing between the two churchyards to create a better link between them; • Opportunity to enhance the St Anne and St Agnes Churchyard green space and improve pedestrian movement. 	Bassishaw, Aldersgate	Medium	£250-500K	S106 CIL	Part of the Medieval road network running alongside part of the original London wall. The northern section has been enhanced as part of the building development in that area in recent years. Partially within the Foster Lane Conservation Area.	Carriageway width 6.5m and includes taxi parking. 2.5m footway along the Churchyard of St John Zachary widening to almost 4m along the building frontage. The western footway is 3.5m wide along the St Anne and St Agnes Churchyard frontage and is diverted through the secluded seating area by a kerbside planter.	Yorkstone paving on footways in good condition. North of Oat Lane the carriageway and cul-de-sac have granite setts with raised service entry to One London Wall finished in Yorkstone setts. A very green street with the churchyards and the sunken open space with remains of the London wall along One London Wall.	The secluded seating area hampers direct pedestrian movement along the western footway. The lack of raised entry treatment at the Gresham Street end creates a break in pedestrian movement along Gresham Street at this street junction, causing the road to distinctly separate the two churchyards.
<p>7 Wood Street (north of Gresham Street)</p> <ul style="list-style-type: none"> • Inset parking to create an improved entry from Gresham Street; • Raise carriageway in front of Police building to link to public realm around tower; • Tree planting on widened footway at entry if possible; • Remove tree in front of the tower to provide a clear view of the tower from Gresham Street; • Install interpretation panel with history of church tower. 	Bassishaw, Cripplegate	Medium	£750K - 1m	S106 CIL	Part of the medieval road network running north off Cheapside up to the London wall. The tower on a traffic island in the middle of the street is all that remains of the church of St Alban that was located here.	Wide carriageway and narrow footways between Gresham Street and the church tower island. Raised entry treatment with refuge island. Kerbside car and motorcycle parking along both sides where carriageway is widest.	Yorkstone paving in good condition; Raised table at entry from Gresham Street with granite setts. Trees, on either side of the church tower (north and south façades).	A clear view to the tower from Gresham Street is hampered by the tree at the entrance and the car and motorcycle parking. There is no reference of any kind to the history of the tower.
<p>8 Love Lane / Aldermanbury (North)</p> <ul style="list-style-type: none"> • Extend raised carriageway treatment currently at the northern end of Aldermanbury to all three arms of the Aldermanbury / Love Lane junction; • All asphalt footways to be finished with Yorkstone paving; • Improvement to planting, plus new seating for green space by Guildhall car park entrance. 	Bassishaw	Low	£250-500K	S106 CIL	Part of the medieval road network.	6.5 - 6m wide carriageway with kerb side parking for police vehicles. Southern footway is narrow at 1.5m width. Northern footway is minimum 2m wide. Fairly low pedestrian movement observed.	Mostly Yorkstone paving in good condition however the footway around St Mary Aldermanbury's Garden is in asphalt. Some green spaces including St Mary Aldermanbury's Garden.	
<p>9 Basinghall Street</p> <ul style="list-style-type: none"> • Consider raising the carriageway in the southern section from Gresham Street to Guildhall Yard entry to help highlight this route to Guildhall Yard; • Improve footway paving to standard size units. 	Bassishaw	Low	£250-500K	S106 CIL	A Medieval street that forms the eastern boundary of the Guildhall complex and includes an entry to the Yard.	Narrow one-way road with narrow footways and traffic going south, exiting into Gresham Street.	Yorkstone paving to footways however the paving sizes differ from small to medium through the different footway sections. Asphalt to carriageway. Some street trees towards the northern end in association with adjacent open spaces.	

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
10 Coleman Street <ul style="list-style-type: none"> Consider widening the eastern footway at the north end of Coleman Street to include some more street tree planting. 	Bassishaw, Coleman Street	Low	£100-250K	S106 CIL	A Medieval street, currently a one-way road that runs from Gresham Street to London Wall. The church of St. Stephen Coleman Street used to stand at the southern end of the street, on the western side, until it was completely destroyed in the Blitz. The church was not rebuilt.	Narrow one-way road with narrow footways and traffic going north. Northern end is closed off to traffic (no exit on to London Wall) and linked to the Moorgate open space by a signalised crossing across London Bridge. Thus the northern section is a well used pedestrian route.	Footways are predominantly paved in Yorkstone with the exception of a small stretch of eastern footway at towards London Wall. The last section of carriageway towards London Wall is paved in granite setts and raised to carriageway level. Two street trees exist towards the northern end, in the eastern footway.	
11 Foster Lane (part - north) <ul style="list-style-type: none"> Raised entry treatment at Gresham Street end; Consider extending granite setts treatment through entire length of carriageway. 	Cheap	Medium	£250-500K	S106 CIL	A medieval lane leading from Cheapside to Gresham Street. The southern half of Foster Lane was recently enhanced as part of the Cheapside enhancement works. Foster Lane forms the western boundary of the Foster lane Conservation Area.	Narrow lane with narrow footways and carriageway. No footway along the western edge between Gresham Street and Carey Lane. Substandard footway on eastern side in the section south of Carey Street. Medium pedestrian flows observed at peak times.	Yorkstone to footway. Granite setts to carriageway from Cheapside up to St Martin's House forecourt. Beyond that the carriageway is in asphalt. Raised entry treatment at the Cheapside end. Street lighting is wall mounted and to highway standard except for the historic gas lamp columns along the Goldsmiths' Company Hall.	
12 Gutter Lane (part - north) <ul style="list-style-type: none"> Raised entry treatment at Gresham Street end; Consider extending raised carriageway with granite setts through the entire one-way section from Gresham Street; Replace asphalt surfacing of footways where it occurs with Yorkstone paving. 	Cheap	Low	£500-750K	S106 CIL	Narrow medieval lane leading north from Cheapside. Saddlers' Hall is located here. Gutter Lane is partially located within the Foster Lane Conservation Area.	Gutter Lane has narrow entries from Cheapside and Gresham Street and is mainly used as service access for the larger buildings. Footways are extremely narrow at the entry sections down to less than 0.5m at pinch points. Fairly low pedestrian flows observed, increasing during lunch time.	Mainly Yorkstone paving with some instances of asphalt to footways. Paving slab sizes vary from section to section. Carriageway is in asphalt with a raised entry treatment in granite setts at the Cheapside end. Two trees in private land planted to screen an alfresco dining area near the northern end. Flower boxes in the Saddlers' House and Wax Chandlers' Hall windows provide some colour. Street lighting is wall mounted and to highway standard.	
13 Wood Street (south of Gresham Street) <ul style="list-style-type: none"> Rationalise carriageway width to 6m allowing for footway widening where possible; Yorkstone to footways throughout; Raised entry treatment at Gresham Street end; Consider continuing granite setts to carriageway as existing at the Cheapside end through the whole carriageway up to Gresham Street; Ramped entry to St Peter Cheap Churchyard. 	Bassishaw	Medium	£500-750K	S106 CIL	Part of the medieval road network running north off Cheapside up to the London wall.	Narrow lane between Cheapside and Gresham Street with carriageway varying between 7 to 4m. Average 3m wide eastern footway. The western footway is narrower with some pinch points of less than 1.5m width. This is a busy street for pedestrian movement at peak times especially lunch time.	Yorkstone paving to footways with some instances of asphalt. A private open space with raised planters and water body opposite the junction with Goldsmith Street and the St Peter Cheap churchyard with it's single massive tree provide some greening.	The southern end of Wood Street was enhanced as part of the Cheapside enhancement works. The St Peter Cheap space is frequented by smokers and has been locally labelled as 'Ashtray Park'. Improvements are required, the Cheapside Initiative study 'Opportunities for Greening Cheapside' published in May 2012 proposes a green wall to the facade of the building to the back.

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
14 Milk Street (part) <ul style="list-style-type: none"> Replace asphalt surfacing of footways where it occurs with Yorkstone paving. 	Cheap	Low	£50-100K	S106 CIL	Medieval street / one of the 'selds' associated with the market at Cheapside.	Service access with entry from Gresham Street only. Minimum 5m wide carriageway with 2.5 to 2m wide footways. Observed to be a fairly well used pedestrian route during peak times.	Yorkstone paved footways with a short stretch of asphalt at the northern end on the western side. Raised entry treatment with granite setts at the Cheapside end and granite setts to carriageway from Cheapside to a little beyond Russia Row. Rest of the carriageway up to Gresham Street is in asphalt. Few street trees in the pedestrianised entry from Cheapside along with block seating. Wall mounted street lighting to highway standard.	The southernmost section leading into Cheapside was recently pedestrianised and enhanced as part of the Cheapside enhancement works.
15 Ironmonger Lane <ul style="list-style-type: none"> Raise carriageway to footway level as a walking route Introduce traffic management, subject to studies to restrict vehicle access while allowing access to essential servicing Promote the use of the additional space for the retails to provide al fresco dining subject to Tables and Chairs Licensing. 	Cheap	Medium	£250K-500K	S106 CIL TfL	Until the Great Fire of London in 1666, Ironmonger Lane was one of only two accesses to the Guildhall (the other being Lawrence Lane), a matter which made the travel of dignitaries difficult as two vehicles could not pass each other. The problem was alleviated after the fire when King Street was added by Christopher Wren to provide an additional access to Cheapside	Narrow one-way road with narrow footways and traffic going south. Medium pedestrian flows observed at peak times.	Footways are predominantly paved in Yorkstone. The carriageway is paved in granite.	
16 Old Jewry <ul style="list-style-type: none"> Raised entry treatment with granite setts at Gresham Street end and at junction with Frederick's Place; At Frederick's Place, consider extending granite setts in carriageway to junction with Old Jewry. Replace asphalt surfacing of footways where it occurs with Yorkstone paving. 	Cheap, Walbrook	Low	£750K-1m	S106 CIL	Area of the City mainly or exclusively populated by Jews until their expulsion from England in 1290. Now a one-way street linking Cheapside/Poultry to Gresham Street. Old Jewry is part of the boundary between Guildhall and Bank Conservation Areas.	High to medium pedestrian flows observed at AM and PM peak times. Footway widths are adequate with a few pinch points. The carriageway is about 7m wide between Gresham Street and the turning into Frederick's Place. This section also includes kerb side parking. The entry from Cheapside is narrower with a single lane carriageway and narrow footways. The street is one-way from Cheapside to Gresham Street.	A mix of asphalt and Yorkstone on pavements. Carriageway is in asphalt and has a patchy appearance. Raised entry treatment at the Cheapside end with granite setts. Four potted plants and a couple of window boxes at the Brown's restaurant provide the only greenery along this street. Lighting is wall mounted and to highway standards. Frederick's Place has Yorkstone on pavements and granite setts in carriageway except over a short stretch at it's junction with Old Jewry, where the carriageway is in asphalt.	

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
Streets and Lanes to the South								
17 Queen Street (between Queen Victoria Street and Cheapside) <ul style="list-style-type: none"> Rationalise carriageway lane widths to minimum required and improve cycle lanes to standard widths; Enforce no parking to keep cycle lanes free of parked vehicles. 	Cordwainer	High	£250-500K	S106 CIL TfL	Created as a new thoroughfare together with King Street after the Great Fire of 1666 to provide a ceremonial link between Guildhall and the River Thames. This section of Queen Street forms the eastern boundary of the Bow Lane Conservation Area.	Standard footway widths of 2.5 to 3m. 9m+ wide carriageway includes cycle lanes on either side. High pedestrian and cyclist flows observed.	Yorkstone paving on footways as part of the recent Cheapside enhancement works. Asphalt carriageway with granite channels. Highway standard, wall mounted street lighting.	Cycle lanes are of sub-standard widths. Cycle lanes are generally occupied by parked vehicles. Queen Street is currently being taken forward as part of TfL's Central London Grid proposals for cycling.
18 Queen Street (between Cloak Lane and Skinners Lane) <ul style="list-style-type: none"> Replace the single column mounted street light with wall mounted if possible; Resurface carriageway with antiskid surface enhancements to improve surface conditions for cyclists and improve links with pedestrian/cyclists shared areas; Extend footway to align with outer edge of Cycle Hire station at southern end of Queen Street / junction with Skinner Lane. 	Vintry	High	£250-500K	S106 CIL TfL	Created as a new thoroughfare together with King Street after the Great Fire of 1666 to provide a ceremonial link between Guildhall and the River Thames. This section of Queen Street is within the Queen Street Conservation Area.	9m+ wide carriageway, which includes a Barclays Cycle Hire station along the western kerb and car parking along the eastern kerb. Standard footways between 2.5 to 3m widths. High pedestrian as well as cyclist flows observed.	Yorkstone on footways in good condition. Carriageway is in asphalt and has a patchy appearance. Street lighting is to highway standard and wall mounted, with a single column mounted lantern on the western footway.	The sections at the ends of this stretch have been turned into enhanced pedestrian/ cyclists shared spaces in recent times. Queen Street is currently being taken forward as part of TfL's Central London Grid proposals for cycling.
19 Friday Street <ul style="list-style-type: none"> Rationalise carriageway lane widths to minimum required; Improve crossings from Friday Street over Cannon Street & Queen Victoria Street for cyclists; Widen footway space possibly on one side to create public space with seating; Replace dying trees and ensure appropriate improvements to tree pits; Replace older cycle stands on eastern footway with the current standard City of London preferred stands to match the stands on the western footway. 	Vintry	Medium	£750K - 1m	S106 CIL	A street of medieval origin, the church of St Matthew was located here during the middle ages. The area suffered damage during WWII and the street was built over by the New Change Buildings in the 1950s.	This is a short street linking into Cannon Street and Queen Victoria Street and signalled at both ends. Three lanes of traffic, two southbound and one northbound. Carriageway is wider than required for three lanes at about 10.7m. Wide eastern footway varying from 5.4 to 6.9m in width. Western footway is 4m at narrowest point. Friday Street is part of the marked cycle route in the Strategy area.	Asphalt paving to footways and carriageway. Street trees on both footways. Cycle Parking on both footways. Wall mounted street lighting to highway standards.	A number of the street trees are dying and will require replacing with appropriate improvements to the tree pits. Cycle stands are of different types, the ones on the eastern footway should be considered for replacing with the current standard City of London preferred stands to match the stands on the western footway.
20 Little Trinity Lane <ul style="list-style-type: none"> Consideration of covered section as part of any future building redevelopment opportunities; Enhancement of open spaces; Introduce wayfinding at the Queen Victoria Street end to highlight link to Riverside Walk. 	Vintry	Low	£250-500K	S106 CIL	Part of the medieval network of lanes in this area.	More of an access route with low levels of pedestrian flows observed, pedestrians mainly walk this route during lunch time to use the seating area in front of St James's Church and as a link to the riverside via the footbridge leading across Upper Thames Street to Queenhithe.	Yorkstone paving to footways and old granite setts to carriageway. Open space outside St James's Church entrance includes mature trees and shrub planters along the edge to Upper Thames Street. Eleven wooden benches are placed along the periphery of the space.	This is an important pedestrian link to the Riverside Walk via the footbridge across Upper Thames Street. This needs to be highlighted at the Queen Victoria Street end.

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
21 Garlick Hill <ul style="list-style-type: none"> • Reduce 4m carriageway of one-way section off Cannon Street to 3m and widen footways; • Yorkstone paving on footways; • Raised entry treatment at Cannon Street end; • Consider raising entire carriageway between Cannon Street and the staggered junction with Gt. Trinity Lane and Gt St Thomas Apostal including junction arms and surfacing to enhance pedestrian movement; • Consider introducing wayfinding at the Cannon Street end to highlight the pedestrian link to the Riverside Walk via Little Trinity Lane. 	Vintry	Medium	£500-750K	S106 CIL	Historic lane originally leading down to the Thames, Garlick Hill retains its historic width and alignment and has been enhanced by old granite setts to the carriageway. Garlic Hill forms the western boundary of the Queen Street Conservation Area.	Narrow lane with a 4m carriageway reducing to about 2m going south. Footways are sub-standard and observed to experience medium pedestrian flows during the AM and PM peak times.	The southern narrower section has Yorkstone on footways and old granite setts on carriageway. The northern wider section has asphalt on footways and carriageway. High number of bollards to prevent vehicular over run on footways. Wall mounted street lighting.	Provides a pedestrian link to the Riverside Walk via Little Trinity Lane and the pedestrian bridge across Upper Thames Street.
22 Great St Thomas Apostle <ul style="list-style-type: none"> • Consider raised carriageway to enhance pedestrian movement. 	Castle Baynard	Low	£500-750K	S106 CIL	Narrow historic lane within the medieval network of lanes in this area located within the Queen Street Conservation Area.	One-way street just wide enough for a single vehicle to pass through. Mainly used by service vehicles. Medium pedestrian flows observed during AM and PM peak times, generated by Cannon Street Station. Narrow footways at less than 2m widths.	Yorkstone paving to footways; asphalt carriageway with raised section in granite setts at the Queen Street end. Wall mounted street lighting to highway standards.	
23 College Hill <ul style="list-style-type: none"> • Raised entry treatment at Cannon Street end; • Yorkstone paving on footways currently surfaced in asphalt; • Repair existing granite setts in carriageway at northern end of narrower carriageway. 	Dowgate, Vintry	Low	£250-500K	S106 CIL	Medieval lane that still retains a historic appearance and character. Located within the Queen Street Conservation Area.	Narrow lane with a 4m carriageway reducing from mid-way to about 2m going south. Footways are sub-standard and appear to experience low pedestrian flows.	Eastern footway in the section between Cloak Lane and Cannon Street is in asphalt. All other footways have Yorkstone paving. The narrower carriageway in in old granite setts with a patch of asphalt to it's northern end. The wider carriageway is in asphalt. Bollards in the narrower section. Wall mounted street lighting.	
24 Cloak Lane (between College Hill and Dowgate Hill) <ul style="list-style-type: none"> • Yorkstone paving to footways; • Consider raised carriageway to enhance pedestrian movement. 	Dowgate	Low	£500-750K	S106 CIL	Part of the Medieval network of lanes in this area, located within the Queen Street Conservation Area.	One-way street with kerbside parking along northern footway. Medium pedestrian flows observed during AM and PM peak times, generated by Cannon Street Station. Narrow footways at less than 2m widths.	Asphalt paving to footways and carriageway. Wall mounted street lighting to highway standards.	

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
Open Spaces								
25 Postman's Park <ul style="list-style-type: none"> • Provide entrance onto Little Britain to improve access; • The memorial has potential for continuation; • Improve lighting. 	Aldersgate	Low	£100-250K	S106 CIL	Opened as a park in 1880 on the site of former churchyard and burial ground of St Botolph's Aldersgate church. Expanded over the next 20 years to incorporate the burial grounds of Christ Church Greyfriars and St Leonard, Foster Lane, together with the site of housing demolished during the widening of Little Britain in 1880. Includes the Memorial to Heroic Self Sacrifice established in 1900 by George Frederic Watts. Part of the Postman's Park Conservation Area.	2618 sq.m with two entrances, provides a green link between King Edward Street and St Martin's Le Grand. Very popular as a lunch time destination.	Yorkstone footpaths in good condition. Well laid out lawns, variety of planting and mature trees. Well distributed seating.	Improve access and link with other open spaces in the vicinity.
26 St Anne and St Agnes Churchyard <ul style="list-style-type: none"> • Improve connection to Churchyard of St John Zachary through improvements to Noble Street. (See also Noble Street); • Enhance sitting area in terms of pedestrian movement, types of seating and plant species; • Include quiet sitting areas away from traffic; • Lift tree canopies; • Improve lighting; • Open up views to church facade. 	Aldersgate	Medium	£500-750K	S106 CIL	Medieval church rebuilt by Sir Christopher Wren following destruction during the Great Fire. Extensively restored following WWII damage and the churchyard was extended. A garden was created in the early 1970s with an area of lawn with some tombstones near the church, low walls surrounding it and a good variety of trees. When Noble Street was widened the churchyard garden was united with public gardens to the north to create one public open space with seating and shrubbery. Located within the Foster Lane Conservation Area.	Popular coffee break and lunchtime destination for the people working nearby.	Yorkstone paving could be improved along the edges of pathways. Low brick planter along kerb within the northern part of open space; timber benches. Low level lighting. Variety of shrubs and plants, planting and lawn areas in need of refurbishment. Mature trees with low branches creating a dense and dark space.	Separated from the Churchyard of St John Zachary by Noble Street. The enhancement of Noble Street with a raised carriageway would better connect the two churchyards.

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
<p>27 Churchyard of St John Zachary</p> <ul style="list-style-type: none"> • Improve connection to St Anne and St Agnes Churchyard through improvements to Noble Street. (See also Noble Street); • Consider ways to make fully accessible. 	Bassishaw	Low	£100-250K	S106 CIL	Also known as the Goldsmiths' Garden, located on the site of the churchyard and medieval church of St John Zachary, which was damaged in the Great Fire. First laid out as a garden in 1941 and redesigned in later years. The former churchyard is to the west, a raised garden with a number of gravestones and trees. Steps lead down to the excavated site of the church, laid out as a sunken garden with lawn, hard surround and seating against the retaining wall. A central fountain was installed in 1995 and a sculpture relocated from New Street Square in 2009. Located within the Foster Lane Conservation Area.	Popular lunchtime retreat for people working nearby. The sunken section is particularly popular being the sunny side.	Multi-level garden includes mature trees, benches, lawn and a fountain. The sunken area has a square lawn area with a central fountain and Yorkstone paved paths to periphery lined with benches. There are no trees in the sunken area, providing a sunny space. The raised entrance area has mature trees and a variety of planting creating a shaded space.	Could be better connected to St Anne and St Agnes Churchyard through enhancement of Noble Street. Due to steps leading to the various levels, the churchyard is not fully accessible.
<p>28 St Olave Silver Street</p> <ul style="list-style-type: none"> • Open up the sunny areas especially the north-west corner to create seating areas where users can enjoy the sun; • Lift tree canopies; • Improve lighting. 	Bassishaw	Medium	£100-250K	S106 CIL	Former site of St Olave Church destroyed in the Great Fire of London 1666.	This secluded green space provides some outdoor seating that may be popular with the lunch time crowd frequenting the eatery in the adjoining building. The space is excessively shaded due to its north facing aspect and the trees within the space.	Brickwork planters and high hedges enclose a lawn area with pathways in Yorkstone paving with some timber benches.	The trees and adjoining buildings create excessive shading.
<p>29 Entrance to Guildhall Yard by St Lawrence Jewry</p> <ul style="list-style-type: none"> • Redesign layout to create a more direct visual and physical link to Guildhall Yard. 	Cheap	Medium	£50-100K	S106 CIL	Located between the Guildhall West Wing reception, and the entrance to St. Lawrence Jewry Church, this area is one of the gateways into the Guildhall Yard and forms a forecourt to the church of St Lawrence Jewry, which is the official church of the Lord Mayor of London and the City of London Corporation. Damaged in the Great Fire of 1666, the church was rebuilt by Sir Christopher Wren. It was again seriously damaged in 1940 and again rebuilt to Wren's design. The open space is part of the Guildhall Conservation Area.	The pond area is one of the main entry points to the Guildhall Yard, however the current layout, although well used as a public amenity, creates barriers to movement. The design intentions have been compromised by changes to the Guildhall building and the servicing access through to the Yard. The pedestrian access has been limited to narrow sections of pavement between a private vehicular access road and the pond itself. The pond is of high biodiversity value and currently provides a popular amenity and sitting area.	Yorkstone paving with granite setts on the entry to Guildhall Yard. Limestone block seating is arranged around the pond which has limestone edging. All of the paving and street furniture is in good condition. The pond has a good mix of vegetation and aquatic life. Hedges separate the pond and seating area from the street and a single street tree further defines the outer edge of the space.	The entry into Guildhall Yard from this corner is restricted by this open space arrangement and the current rebuilt access/egress. CoL are keen to enhance the layout to resolve these issues.

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
30 St Peter Cheap Churchyard <ul style="list-style-type: none"> • Reclaim space through design improvements to encourage use by all user groups; • Improve accessibility by creating a ramped entry; • Improve paving; • Improve planting variety to improve biodiversity. 	Cheap	Medium	50-100K	S106 CIL	Garden on the site of the medieval church of St Peter Cheap, also called West Cheap, which burnt down in the Great Fire in 1666 and was not rebuilt. The railings on the boundary with Wood Street date from 1712, with an inset plaque of St Peter. The churchyard was laid out as a public garden in the C19th and has a large plane tree that William Wordsworth referred to in his poem, 'The Reverie of Poor Susan' (<i>London Gardens Online</i>).	Overlooked on three sides, this sheltered garden is tucked away from view. Very popular as a smokers retreat, locally known as 'Ashtray Park'.	Largely paved with Yorkstone. A number of benches are distributed throughout. A number of low raised beds, each planted with a tree fern. One mature plane tree.	The St Peter Cheap space is frequented by smokers and has been locally labelled as 'Ashtray Park'. Improvements are required, the Cheapside Initiative study 'Opportunities for Greening Cheapside' published in May 2012 proposes a green wall to the facade of the building to the back.
31 Cleary Gardens <p>Enhance gardens by creating a more open layout with:</p> <ul style="list-style-type: none"> • a greater range of plant species to improve biodiversity; • improved access from Queen Victoria Street; <p>the creation of an alternative pedestrian route through the garden, away from the busy traffic on Queen Victoria Street;</p> <ul style="list-style-type: none"> • improved access arrangements within gardens; • improved paving; • more seating; • improved signage. 	Vintry	Medium	£250-500K	S106 CIL	A terraced garden originally created following bomb damage in WWII in an area that originally housed Roman baths. In the Middle Ages vintners used the site for trading and growing vines. Re-landscaped in 1985-88 with pergolas on a number of levels, paved areas and seating, sloping lawn and a wide variety of planting. Garden re-furnished In 2007. The open space is partially located on railway structure.	The frontage with Queen Victoria Street is poorly connected visually and changes of level provide difficult access arrangements.	Mixture of paving materials, timber pergola, steps and planting/lawn areas.	Improved access and better visual connection with Queen Victoria Street would provide enhanced use and linkage to the inner seating area. Potential to improve linkage to green space in front of Senator House.
32 85 Queen Victoria Street <p>Enhance green space with:</p> <ul style="list-style-type: none"> • Lawn, shrub planting and trees where structure allows; • Lighting; • Art work; • Seating. 	Vintry	Medium	£250-500K	S106 External funding / private developer	Provided in conjunction with early development of 85 Queen Victoria Street, now Senator House. Partially over railway structure.	Underused green space perceived as private space. Limited public use.	Lawn areas with mature trees. Paved access to Senator House.	Potential to improve to enhance public use.
33 Little Trinity Lane / Great Trinity Lane junction <ul style="list-style-type: none"> • Removal of existing planter; • Improving access across the island to Great and Little Trinity Lanes; • Appropriate planting including trees to increase biodiversity; • Introduction of lighting, seating and paving on island; • Raised carriageways on Great and Little Trinity Lanes to improve access to public space and calm traffic. 	Vintry	Medium	250-500K	S106 CIL	Part of the Medieval network of lanes in this area.	Lack of footway hence access around planter. No seating or usable green space. Existing planting is of exotic variety.	Yorkstone paving to Queen Victoria Street footway and granite setts to Little Trinity Lane / Great Trinity Lane carriageway around planter. Raised planter defined by low wall. Exotic variety of planting.	Consider enhancements to the junction to create a public space with green elements and seating to replace the island/planter and improve access arrangements.

Area of Intervention / Proposals	Ward	Priority	Cost	Funding Source	Historic Character	Need/capacity	Condition/materials	Comments
<p>34 Little Trinity Lane / St James's Church</p> <p>Enhance open space to create an extended green area with:</p> <ul style="list-style-type: none"> • A greater range of plant species to improve biodiversity; • Informal seating layout with more individual seats; • Improved signage to guide people to pedestrian bridge leading to Riverside Walk; • A clear route leading to the pedestrian bridge steps. 	Vintry	Medium	250-500K	S106 CIL	Part of the Medieval network of lanes in this area.	Part of the link to the Riverside Walk via footbridge across Upper Thames Street linking to High Timber Street. Fairly well used lunchtime retreat.	Yorkstone paving to footways and old granite setts to carriageway. Planters are defined by low walls. Good variety of planting including some mature trees. Seating is a mix of timber benches and cast iron and timber benches. Paving and seating require upgrading. A sculpture is also located here. Some bollards protect the footway from vehicular overrun at the bend in the road alignment.	This open space / outdoor seating area is the landing point for the footbridge leading to the Riverside Walk. A finger post at the start of the steps to the foot bridge provide directions however there is no indication from Queen Victoria Street and Cannon Street that this link exists.
<p>35 Distaff Lane Churchyard</p> <ul style="list-style-type: none"> • Review opportunity to enhance / improve planting and increase biodiversity; • Improve lighting/consider up lighting the church façade. 	Bread Street	Low	50-100K	S106 CIL	Churchyard associated with the Guild Church of St Nicholas Cole Abbey, a medieval church located between Distaff Lane and Queen Victoria Street.	Open space associated with the adjacent building has seating and could be a popular lunchtime sitting area especially frequented by patrons of the lunchtime eatery located here.	The space associated with the adjacent building has Yorkstone with a central area in granite setts with granite planters, two centrally planted trees and stone benches along the periphery against the wall of the church. The space is in good condition. The unused paved area and planters along the southern facade of the church could be improved.	The open space and planters along the southern façade of the church could be uplifted.
<p>36 Whittington Gardens</p> <ul style="list-style-type: none"> • Introduce ramped access into gardens from College Street. 	Dowgate	Medium	50-100K	S106 CIL	Named after Lord Mayor Richard Whittington, who rebuilt the church of St Michael Paternoster Royal at his own expense in 1409. The Corporation of London acquired the site in 1955. The garden was laid out in 1960 with a largely paved area in the west and grass, flower beds and trees in the east.	The garden with lawn areas and an arrangement of wooden benches is accessible from Upper Thames Street as well as College Street and is a popular lunchtime seating area.	The open space includes a largely paved area in the west and grass, flower beds and trees in the east. A small fountain was erected in the west section in the late 1960s. The eastern section is surrounded by hedges creating a secluded green space.	The entry from College Street is stepped and therefore not fully accessible.
<p>37 Churchyard and alley along the southern façade of St Mary Aldermary Church</p> <ul style="list-style-type: none"> • Create ramps along one side to make the spaces fully accessible; • Improve damaged edging to footway along Queen Victoria Street; • Improve lighting within the alleyway, consider up lighting the church façade. 	Cordwainer	Low	£100-250K	S106 CIL	The Church of St Mary Aldermary is the oldest church in the City dedicated to Mary and was first mentioned in 1080. The church was rebuilt in 1510-28 and 1626-29 however largely destroyed in the Great Fire and rebuilt by Wren in the Gothic revival style. It is now a Grade I listed structure.	The space is fairly wide and leads to side entries into the church.	Yorkstone paving. A kiosk is located within this paved area, built against the church wall and facing Queen Victoria Street.	Stepped areas leading to alleyway connecting to Bow Lane create accessibility issues for some. Insufficient lighting.