



Projects and Procurement Sub-Committee – Information (Starred) Pack

Date: THURSDAY, 4 SEPTEMBER 2025
Time: 3.45 pm
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members:

Deputy Benjamin Murphy (Chairman)	Deputy Anne Corbett
Philip Woodhouse (Deputy Chairman)	Alderman Timothy Hailes JP
Simon Burrows	Stephen Hodgson
Deputy Timothy Butcher	Deputy Andrien Meyers

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

5. ***GW3 - TEMPLE AVENUE PUBLIC REALM IMPROVEMENTS**

Report of the Executive Director, Environment.

For Information
(Pages 53 - 86)

6. ***GW3/4 - FENCHURCH STREET AREA HEALTHY STREETS PLAN**

Report of the Executive Director, Environment.

For Information
(Pages 87 - 144)

Committees: Streets and Walkways Sub – For decision Projects & Procurement Sub Committee - For information	Dates: 22 July 2025 4 September 2025
Subject: Temple Avenue public realm improvements (Cool Streets and Greening programme and Fleet Street area Programme) Cool Streets and Greening Phase 4: 12267	Gateway 3: Outline options appraisal - regular
Report of: Executive Director Environment Report Author: Maria Herrera – Transport and Public Realm Projects, City Operations	For Information
<h1>PUBLIC</h1>	

1. Status update	Project Description: The project includes public realm improvements, climate resilience measures, greening and accessibility enhancements to Temple Avenue. The objective is to provide a high-quality public space and to create a green corridor between the new Thames Tideway public space to the south and the emerging transformation of Fleet Street to the north. This project has been identified as a high priority project following the completion of the Fleet Street Area Healthy Streets Plan in 2023. The project is funded by various sources including the Cool Streets and Greening programme and section 106 contributions. The project includes the following elements: <ul style="list-style-type: none"> • Public realm, accessibility, and walking improvements to include the removal of vehicle traffic at the southern end of the street, the creation of a new public space and provision of raised crossing points where feasible. • A permanent design to replace the temporary parklets installed in 2021/2, as part of the Covid19 response.
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	<ul style="list-style-type: none"> • Relocation of disabled parking bays and a motorcycle bay to a nearby location to provide space for trees, planting, and climate resilience measures. • The introduction of seating adjacent to the new planting areas to provide space for people to rest. • Cycle access through the street will be maintained. <p>Context</p> <p>The 2023 Fleet Street Area Healthy Streets Plan consultation included a proposal exploring a public space at the southern end of Temple Avenue, balanced against increased access for motor vehicles from the Embankment. Of the 91 responses received, 71 (78%) supported the public space, with strong support from residents and workers in the area. Support for public realm improvements including additional trees and planting in the Whitefriars area was also strong, with 80% of respondents in support.</p> <p>The Thames Tideway project, which is due to complete in Autumn 2025, will introduce a significant new public space south of Temple Avenue. The project will include a foreshore terrace, and will open new views of St Paul's Cathedral, the Southbank, and the river. It is expected that this project will lead to an increase in people walking and wheeling in the area.</p> <p>A similar pedestrian priority project has already been delivered in John Carpenter Street, completed in 2016. John Carpenter Street offers a proven example of the benefits of pedestrian-priority design. The transformed public space has become a vibrant local hub, welcoming residents, workers, and visitors alike. It is now a go-to lunchtime spot, regularly animated by a thriving street food market and a variety of community-driven social events. The success of this initiative demonstrates the potential for creating lively, inclusive urban spaces that foster connection and wellbeing.</p> <p>RAG Status: Green</p> <p>Risk Status: Low</p> <p>Total Estimated Cost of Projects (excluding risk): £750k - £900K (detailed design and construction)</p> <p>Change in Total Estimated Cost (excluding risk): £150k additional contribution from the Cool Streets and Greening programme has been earmarked for the delivery of this project to fund additional greening including maintenance for 20 years.</p> <p>Spend to Date: £27,801 (staff costs and fees)</p>
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	<p>Funding source: Cool Streets and Greening programme (OSPR), and the Fleet Street Area Programme Section 106 contributions.</p> <p>Costed Risk Provision Utilised: NA</p> <p>Slippage: NA</p>																								
2. Next steps and requested decisions	<p>Next Gateway: Gateway 4 - Detailed options appraisal – Autumn 2025.</p> <p>Next Steps:</p> <ul style="list-style-type: none">• Undertake a public consultation and further engagement with stakeholders and occupiers in Autumn 2025.• Organise trial holes as required to confirm the accuracy of the radar survey for planting purposes.• Obtain further data on the use of the street through on-street observation and surveys.• Complete detailed design options appraisal following completion of the consultation. <p>Requested Decisions:</p> <p>1. Agree that the 2 options are taken forward, with a public consultation exercise on the options to be undertaken in Autumn 2025.</p> <p>2. Note the estimated revised project budget of £750-900k (excluding risk).</p>																								
3. Resource requirements to reach next Gateway	<table><tr><th colspan="4">Table 1: Spend to date</th></tr><tr><th>Description</th><th>Approved Budget (£)</th><th>Expenditure (£)</th><th>Balance</th></tr><tr><td>Env Servs Staff Costs</td><td>20,000</td><td>1,635</td><td>18,365</td></tr><tr><td>P&T Staff Costs</td><td>35,000</td><td>9,726</td><td>25,274</td></tr><tr><td>P&T Fees</td><td>25,000</td><td>16,440</td><td>8,560</td></tr><tr><td>TOTAL</td><td>80,000</td><td>27,801</td><td>52,199</td></tr></table>	Table 1: Spend to date				Description	Approved Budget (£)	Expenditure (£)	Balance	Env Servs Staff Costs	20,000	1,635	18,365	P&T Staff Costs	35,000	9,726	25,274	P&T Fees	25,000	16,440	8,560	TOTAL	80,000	27,801	52,199
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<p data-bbox="172 1229 464 1301">4. Overview of project options</p>	<p data-bbox="531 1216 1437 1288">Two options have been considered, both options include the following elements:</p> <ul data-bbox="531 1323 1437 1910" style="list-style-type: none"> -Introduction of trees and planters, to enhance the street and deliver climate resilience measures. - Permanent improvements and wider pavements to replace the temporary parklets that were installed in 2021/22. - Improved crossings by installing raised tables and, where not achievable, dropped kerbs at desire lines. - Relocation of four disabled bays and a motorcycle parking bay to a nearby street. - Removal of vehicle access to Temple Avenue south from Tallis Street to the junction with Victoria Embankment. - Access maintained for emergency vehicles and maintenance. 										

Option 1:

The proposal includes a 3-metre-wide dedicated cycle lane at carriageway level, clearly defined by a kerb. This design delivers a separation between people walking and cycling.

Option 2:

This option would establish a pedestrian-priority public space with no separation between people walking and cycling. The flexible nature of the space would enable it to be used for community events, cultural programming, and outdoor recreational activities.

Equality Impact Assessment (EQIA) overview:

As part of the proposed changes, disabled parking bays will be relocated. There will be no net loss in the number of disabled bays provided. The relocated bays will remain in close proximity to the existing location ensuring continued accessibility for Blue Badge holders.

One area of potential impact is the reduced ability for vehicles to drop off or pick up passengers directly at building entrances along the southern end Temple Avenue. While this may affect individuals who rely on door-to-door access, alternative nearby drop-off points will be considered within the design to mitigate this impact and maintain inclusive access wherever possible.

The accessibility impacts of the two options will be further considered during the detailed design process.

Engagement:

Early engagement has been undertaken with local occupiers and stakeholders through the consultation on the Healthy Streets Plan for the Fleet Street Area. Positive feedback was received for the consideration of a new public space at the southern end of Temple Avenue.

In addition, engagement has taken place with Ward Members from Castle Baynard to provide an overview of the project and its objectives. The feedback received was positive, with support being expressed for Option 2 of the design proposals. This feedback will be considered as the project progresses.

The two design options will be presented during a planned public consultation exercise this autumn to ensure that local needs and servicing requirements are fully understood.

Vehicular access considerations:

The proposed design options maintain flexibility to accommodate emergency vehicle access or maintenance related access when required. This can be achieved through the use of removable bollards and other adaptable features,

	ensuring both safety and operational functionality, while preserving the character of the pedestrian-priority space
5. Recommendation	It is proposed that both design options are taken forward for public consultation and further development. Feedback gathered during this process will inform a detailed options appraisal. Following the consultation, a comprehensive report, including a recommended option, will be presented to Members for consideration and approval.
6. Risk	<p>The main risks are as follows:</p> <ul style="list-style-type: none"> Underground conditions impact on project scope and cost and, greening interventions may need to be adapted in certain locations. Mitigation: Underground radar surveys have been carried out to determine the feasibility of the scheme and has informed the location of the trees and planters. Construction sites in the area impact programme; On-going development construction in the area has the potential to affect or delay the project. Mitigation: Liaise with Highways team to ensure impacts of nearby construction sites are managed and stakeholders informed. Objection to traffic orders could impact the design and scope of the project. Mitigation: Initial consultation has been undertaken with local occupiers with positive responses and further engagement is planned as the designs are developed. Subject to the outcome of the statutory consultation on parking changes, it may be possible to incorporate minor amendments whilst still meeting the objectives of the project. <p>Further information is available in the risk register in the appendix 2.</p> <p>Costed Risk Provision Utilised at Last Gateway: None requested at previous gateway report.</p> <p>Change in Costed Risk: NA</p> <p>Costed Risk requested: Any required costed risk provision will be allocated at Gateway 5. This report recommends Executive Director delegation to approve and draw down the funds.</p> <p>Further information is available in the Risk Register (Appendix 2) and Options Appraisal matrix.</p>

7. Procurement approach	<p>It is anticipated that all works will be undertaken by the City's Highways term contractor, FM Conway's.</p> <p>The design work is proposed to be carried out by external consultants, in collaboration with the Highways team and the Transportation & Public realm team. There may also be a requirement for additional external consultants to be appointed, subject to scope and resourcing.</p>

Appendices

Appendix 1	Project cover Sheet
Appendix 2	Risk Register
Appendix 3	General arrangement plan
Appendix 4	Visuals of the proposed improvements
Appendix 5	Plan of area for public consultation

Contact

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Telephone Number	07526 201100

Options Appraisal Matrix

Option Summary	Option 1	Option 2 -
<p>1. Brief description of option</p>	<p>The proposed street improvement includes the integration of a dedicated cycle lane measuring three metres in width. This lane would be clearly delineated using contrasting paving materials and defined by a kerb upstand and level change, ensuring visual and physical separation from pedestrian areas.</p> <p>This option also includes the following:</p> <ul style="list-style-type: none"> -Introduction of trees and planters, to enhance the street and delivery climate resilience measures. - Permanent improvements and wider pavements to replace the temporary parklets that were installed in 2021/22. - Improved pedestrian crossings by considering raised tables and where not achievable, dropped kerbs at desire lines will be explored. - Relocation of four disabled bays and a motorcycle parking bay to a nearby street. - Create of a pedestrian priority street environment. 	<p>The proposed design incorporates a shared pedestrian and cycle space without a dedicated cycle lane. This approach aims to promote a calm and inclusive environment by encouraging slower cycling speeds and greater awareness among all users. To support this objective, the use of passive design interventions—such as strategically placed benches, planters, and surface treatments—would be considered. These elements not only enhance the aesthetic and functional quality of the space, but also serve to subtly moderate cyclist behaviour, ensuring a safer and more comfortable experience for pedestrians.</p> <p>This option also includes the following:</p> <ul style="list-style-type: none"> -Introduction of trees and planters, to enhance the street and delivery climate resilience measures. - Permanent improvements and wider pavements to replace the temporary parklets that were installed in 2021/22. - Improved pedestrian crossings by considering raised tables and where not

Option Summary	Option 1	Option 2 -
	<p>- Removal of vehicle access to Temple Avenue south from Tallis Street to the junction with Victoria Embankment. Access for emergency vehicles will be permitted and integrated within the design.</p>	<p>achievable, dropped kerbs at desire lines will be explored.</p> <p>- Relocation of four disabled bays and a motorcycle parking bay to a nearby street.</p> <p>- Create of a pedestrian priority street environment.</p> <p>- Removal of vehicle access to Temple Avenue south from Tallis Street to the junction with Victoria Embankment. Access for emergency vehicles will be permitted and integrated within the design.</p>
2. Scope and exclusions	The scheme involves alterations to public highway and excludes any changes to the TLRN.	As per Option 1.
Project Planning		
3. Programme and key dates	<p>September - December 2025:</p> <ul style="list-style-type: none"> • Undertake consultation with stakeholders. <p>Organise trial holes as required to confirm the accuracy of the radar survey to confirm tree planting.</p> <ul style="list-style-type: none"> • Complete detailed design options appraisals following completion of the consultation. 	As per Option 1.

Option Summary	Option 1	Option 2 -
	<ul style="list-style-type: none"> • Undertake Healthy Streets Design Check and COLSAT of current street condition and proposed improvements. • Prepare detailed options appraisal report. 	
<p>4. Risk implications</p>	<p>Overall project option risk: Low</p> <ul style="list-style-type: none"> • Underground Conditions: Unknown or complex underground infrastructure may affect the project's scope and increase construction costs. • Local Construction Activity: Ongoing construction in the surrounding area could impact the project timeline and coordination. • Traffic Order Objections: Potential objections to proposed traffic orders may influence the final design and scope of the scheme. • Pedestrian–Cyclist Interactions: The introduction of a dedicated cycle lane may lead to increased 	<p>Overall project option risk: Low</p> <ul style="list-style-type: none"> • Underground Conditions: Unknown or complex underground infrastructure may affect the project's scope and increase construction costs. • Local Construction Activity: Ongoing construction in the surrounding area could impact the project timeline and coordination. • Traffic Order Objections: Potential objections to proposed traffic orders may influence the final design and scope of the scheme. • Pedestrian–Cyclist Interactions: The introduction of shared walking and cycling space may lead to conflict for pedestrians, particularly in the absence of clear visual cues or differentiated

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2 -</i>
	cycling speeds, raising the potential for conflicts with pedestrians.	paving materials to demarcate movement zones.
5. Stakeholders and consultees	<p>External consultees:</p> <p>Officers have already carried out initial engagement with the Fleet Street Area Working Group.</p> <p>Further engagement is planned with residents, local businesses and occupiers.</p> <p>Internal consultees:</p> <ul style="list-style-type: none"> • Ward Members (ongoing engagement) • City of London Environment Department officers (including Highways, Cleansing, City Gardens). 	As per Option 1.
6. Benefits of option	<p>This option will deliver an improved street environment with a balanced approach, prioritising cycle movement, and providing pavements for people walking and wheeling.</p> <p>Greenery and tree planting will support the City's Climate Action Strategy by</p>	<p>This proposal will transform the street by delivering a high-quality public space that provides a pedestrian priority space, enhancing accessibility and a safer walking environment, whilst maintaining cycle access.</p> <p>The design introduces a shared pedestrian and cycle-friendly environment, incorporating</p>

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2 -</i>
	<p>enhancing biodiversity, improving air quality, and contributing to urban cooling.</p> <p>Thoughtfully designed seating areas will be incorporated throughout the scheme, creating welcoming spaces for rest, social interaction, and community use—fostering a more inclusive and vibrant public realm.</p>	<p>benches and planters that serve both as placemaking features and as passive measures to moderate cycling speeds.</p> <p>This holistic approach ensures a safe, inclusive, and welcoming space for all users. Greening and tree planting form a key component of the scheme, contributing to the objectives of the City's Climate Action Strategy by enhancing biodiversity, improving air quality, and mitigating urban heat. Seating areas will provide opportunities for rest and social interaction, encouraging people to spend time in the space and fostering a sense of community.</p> <p>The design responds directly to stakeholder aspirations, ensuring the area remains attractive, vibrant, and supportive of the local economy.</p> <p>A high standard of design quality will be maintained, with careful consideration given to the historic context and the presence of nearby listed buildings, ensuring that the new public realm complements and enhances the character of the area.</p>

Option Summary	Option 1	Option 2 -
7. Disbenefits of option	The inclusion of a dedicated cycle lane, defined by a level change and a kerb upstand, will introduce a visual and physical demarcation within the public space. While this approach supports efficient and uninterrupted cycling, it also introduces a visual and physical barrier that may affect the accessibility, permeability, and flexibility of the space, and could create a safety issue due to increased cycling speeds.	A shared pedestrian and cycle-friendly space will prioritise pedestrian movement while allowing cyclists to navigate the space with care and consideration. This approach fosters a more inclusive and flexible public realm, where the design encourages slower cycling speeds and greater awareness of other users. By removing rigid segregation, the space promotes a sense of shared responsibility and enhances the overall experience for all users, supporting a safer and more sociable environment.
Resource Implications		
8. Total estimated cost	Likely cost range (excluding risk): £750-900k.	Likely cost range (excluding risk): £750-900k.
9. Funding strategy	£500k - Cool Streets and Greening Programme, inclusive of an additional £150K that has been earmarked for greening and associated maintenance costs.	As per Option 1.

Option Summary	Option 1	Option 2 -
	£400k - S106 contributions in the local area as part of the Fleet Street Area Programme.	
10. Investment appraisal	NA	NA
11. Estimated capital value/return	NA	NA
12. Ongoing revenue implications	Revenue implications for highways and soft landscaping maintenance, and cleansing will be confirmed at the next Gateway and will be included within the project budget.	As per Option 1.
13. Affordability	The project is fully funded.	As per Option 1.
14. Legal implications	None.	As per Option 1.
15. Corporate property implications	None.	As per Option 1.
16. Traffic implications	Proposed changes in parking provision and kerb side loading would be subject to statutory consultation processes.	As per Option 1.

Option Summary	Option 1	Option 2 -
17. Sustainability and energy implications	<p>It is anticipated that all materials will be sustainably sourced in line with the City's Term contractor procurement guidelines.</p> <p>Climate Change resilience measures and planting will be considered as part of the design development.</p> <p>The south part of Temple Avenue is in the City flood risk zone. This means that designs will need to carefully consider the topography of the street network and drainage available as well as opportunities for increased greening to mitigate the issues.</p>	As per Option 1.
18. IS implications	NA	As per Option 1.
19. Equality Impact Assessment	<p>A test of relevance will be undertaken during the next stage of work which will inform whether a full assessment is required.</p> <p>The City of London Streets Accessibility Tool will be used to undertake a baseline assessment and review the proposed design.</p>	As per Option 1.

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2 -</i>
20. Data Protection Impact Assessment	<i>NA</i>	As per Option 1.
21. Recommendation	<i>Both Options are recommended to be taken forward for public consultation</i>	

Project Coversheet

[1] Ownership & Status

UPI:

Core Project Name: Temple Avenue area improvements

Programme Affiliation (if applicable): Cool Streets and Greening Phase 4 - Fleet Street Area Programme.

Project Manager: Maria Herrera – Transport and Public Realm projects, Environment Department.

Definition of need:

This project seeks to rebalance the streetscape to provide a pedestrian priority public space with the integration of planting and seating. This scheme is looking to improve the overall quality of the street environment by relocating the existing parking bays to a nearby street.

Key measures of success:

- People are safe and feel safe
- People have equal opportunities to enrich their lives and reach their full potential.
- We have clean air, land and water and a thriving and sustainable natural environment
- Our spaces are secure, resilient and well maintained.

Expected timeframe for the project delivery: 8-10 months, subject to statutory consultation on traffic orders. Gateway 6 is estimated for Q4 2026-27.

Key Milestones:

Sept-Dec 2025:

- Further engagement with stakeholders and occupiers to be undertaken.
- Organise trial holes as required to confirm the accuracy of the radar survey.
- Complete detailed options appraisal report.
- Submit Gateway 4 report - Recommended option

Jan-March 2026:

- Draft traffic management orders and commence statutory public consultation.
- Produce detailed design drawings for costing
- Submit G5 report – Authority to Start work

Are we on track for completing the project against the expected timeframe for project delivery?

Yes.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

No media attention.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes: Update relevant section post report approval. Add multiple entries to relevant box if issues reports are approved. Note this section is to tell the 'project story' of how we reached the current position outlined in the main report.

'Project Briefing' Gateway 1-2 report as approved by:

Project developed as part of the wider programme of works from the:
Climate Action Strategy, Cool Streets and Greening Programme – Phase 4

Committees:

Projects and Procurement Sub (for information)
Streets and Walkways Sub (for decision)

Dates:

November 2024

- Total Estimated Cost (excluding risk): £500-£650k
- Costed Risk Against the Project: None at this stage.
- Estimated Programme Dates: Gateway 5 Q4-2025-26.

Scope/Design Change and Impact: NA

'Options Appraisal and Design' G3-4 report (PENDING; submitted for approval May 2024)

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

'Authority to start Work' G5 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]:Not yet known.

Programme Affiliation [£]:Climate Action Strategy – delivery

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City of London: Projects Procedure Corporate Risks Register																								
Project Name: Temple Avenue Improvements					PM's overall Low					CRP requested this autumn £900,000					Average 4.0					Open Risks 7				
Unique project identifier:					Total estimated £900,000					Total CRP used £-					Average 3.6					Closed Risks 0				
General risk classification																								
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)	
R1	2	(10) Physical	Project impacted by nearby developments.	There is a possibility that the project programme could be impacted by nearby developments adjacent to the project area which has a historic planning permission. Timescales for delivery of those projects is yet unknown.	Likely	Minor	4	£0.00			Keep in regular contact with stakeholders and planning colleagues and be informed of any changes to their programme and take actions accordingly.	£0.00	Likely	Minor	£0.00	4	£0.00		10/08/2023	DBE	Maria Herrera			
R2	2	(10) Physical	A delay in establishing alternative parking provision for the removal of bays.	To deliver the full scope of benefits parking bays need to be relocated from Creechurch Lane to the local area. If this wasn't completed, the project is unable to progress with a feasible design.	Unlikely	Serious	4	£0.00	N		Alternative parking provision has been identified and initial consultation undertaken. This information will be progress through local consultation with stakeholders and statutory traffic management orders.	£0.00	Unlikely	Minor	£0.00	2	£0.00		10/08/2023	DBE	Maria Herrera			
R3	2	(4) Contractual/Partnership	Procurement of materials causes delays on project delivery.	A significant delay to the receipt of materials will impact the programme for implementation.	Unlikely	Serious	4	£0.00	N		Agree priorities with the Col. Chamberlain and maintain dialogue with Highways Manager/ Term Contractor to establish procurement targets to inform the programme and meet stakeholders expectations.	£0.00	Likely	Minor	£0.00	4	£0.00		10/08/2023	DBE	Maria Herrera			
R4	2	(5) H&S/Wellbeing	Noisy Works	Noisy Works could generate complaints from local occupiers and delay the programme.	Likely	Minor	4	£0.00	N		Noisy works times will be agreed with Environmental Health Officers and communicated with local occupiers. Flexibility is also built in to allow for these times to be altered.	£0.00	Possible	Minor	£0.00	3	£0.00		10/08/2023	DBE	Maria Herrera			
R5	2	(4) contractual / partnership	Stakeholder support is not secured.	The project includes the review of current parking and loading provision, which could change the current vehicular traffic flows.	Possible	Serious	6	£0.00	N		The Col. team will undertake close consultation with local occupiers to ensure their needs are accounted for as well as the needs to the functionality of the streets.	£0.00	Possible	Serious	£0.00	6	£0.00		10/08/2023	DBE	Maria Herrera			
R5	2	(9) Environmental	The design requires changes due to the need to provide a dedicated cycle lane.	The desing could be perceived as fragmented if a dedicated cycle lane is integrated, potentially causing cyclists to increase speeds.	Possible	Minor	3	£0.00	N		The desing would be evaluated taking into account the feedback from the consultation and local needs, alongside a risk assessment of the local use of the space.	£0.00	Possible	Minor	£0.00	3	£0.00		10/08/2023	DBE	Maria Herrera			
R6	2	(2) Financial	Funding is not sufficient to deliver the project.	The project funding is confirmed and options can be considered if there is shortage.	Possible	Minor	3	£0.00	N		A funding shortage would mean that alternative materials would need to be discussed to achieve cost efficiency, whilst delivering on the objectives of the Climate Action Strategy.	£0.00	Possible	Minor	£0.00	3	£0.00		10/08/2023	DBE	Maria Herrera			

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Appendix.

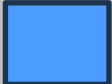




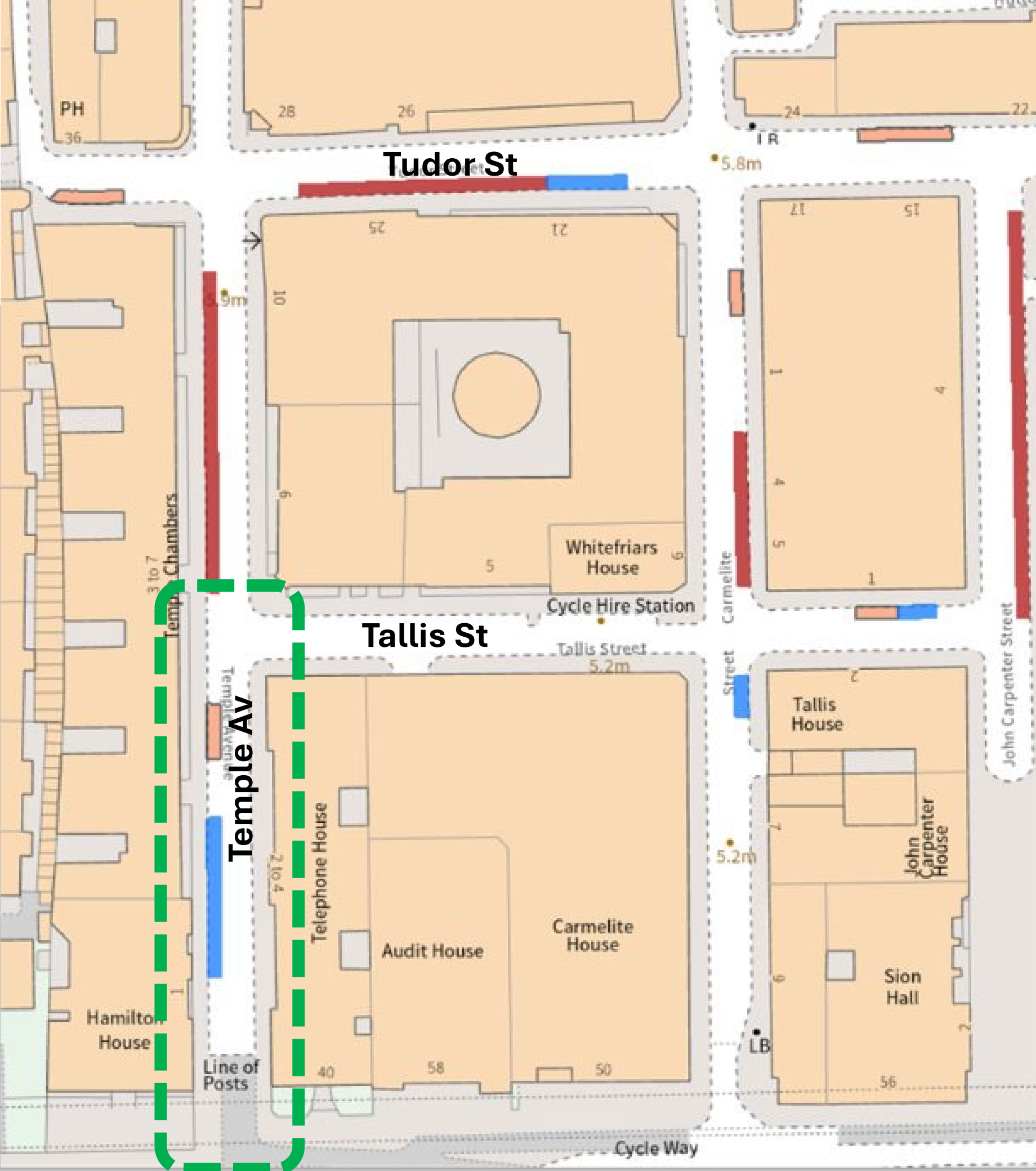
Temple Avenue - General arrangement plan

Visuals

Temple Avenue Project scope

Current parking provision:

-  4 disabled parking bays
-  6m Motorcycle bay
-  Project scope



Temple Avenue

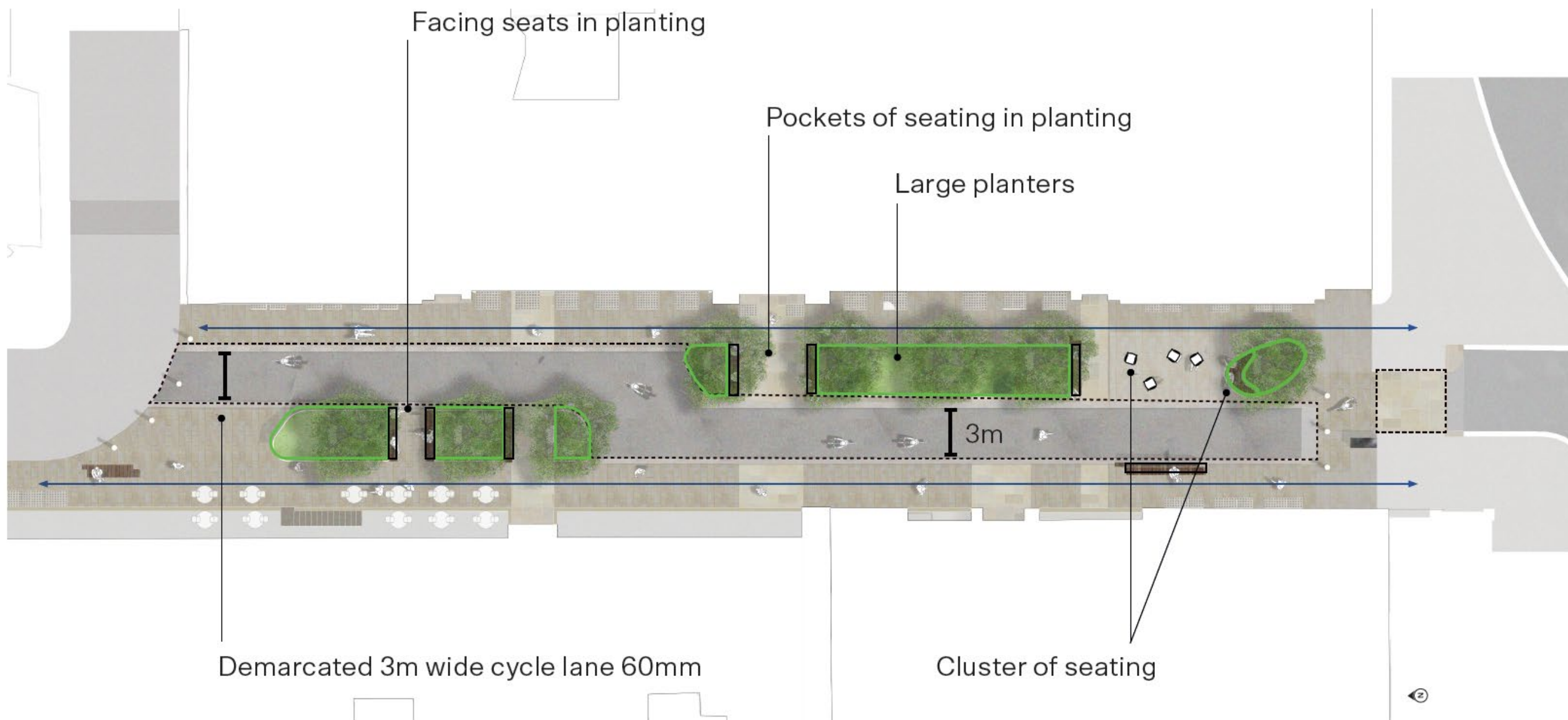
Current site condition



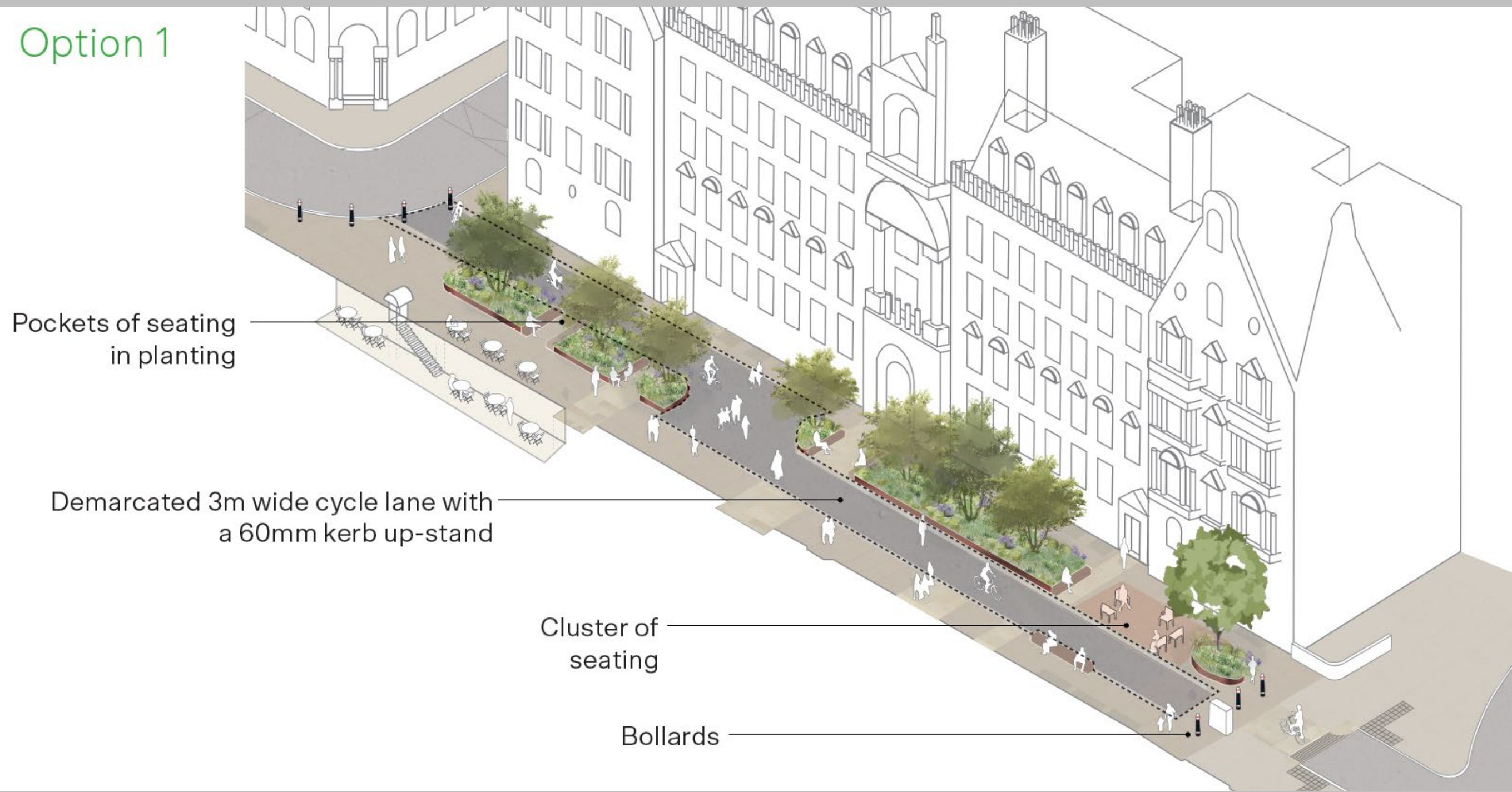


Option 1

Option 1 - Seating and planting



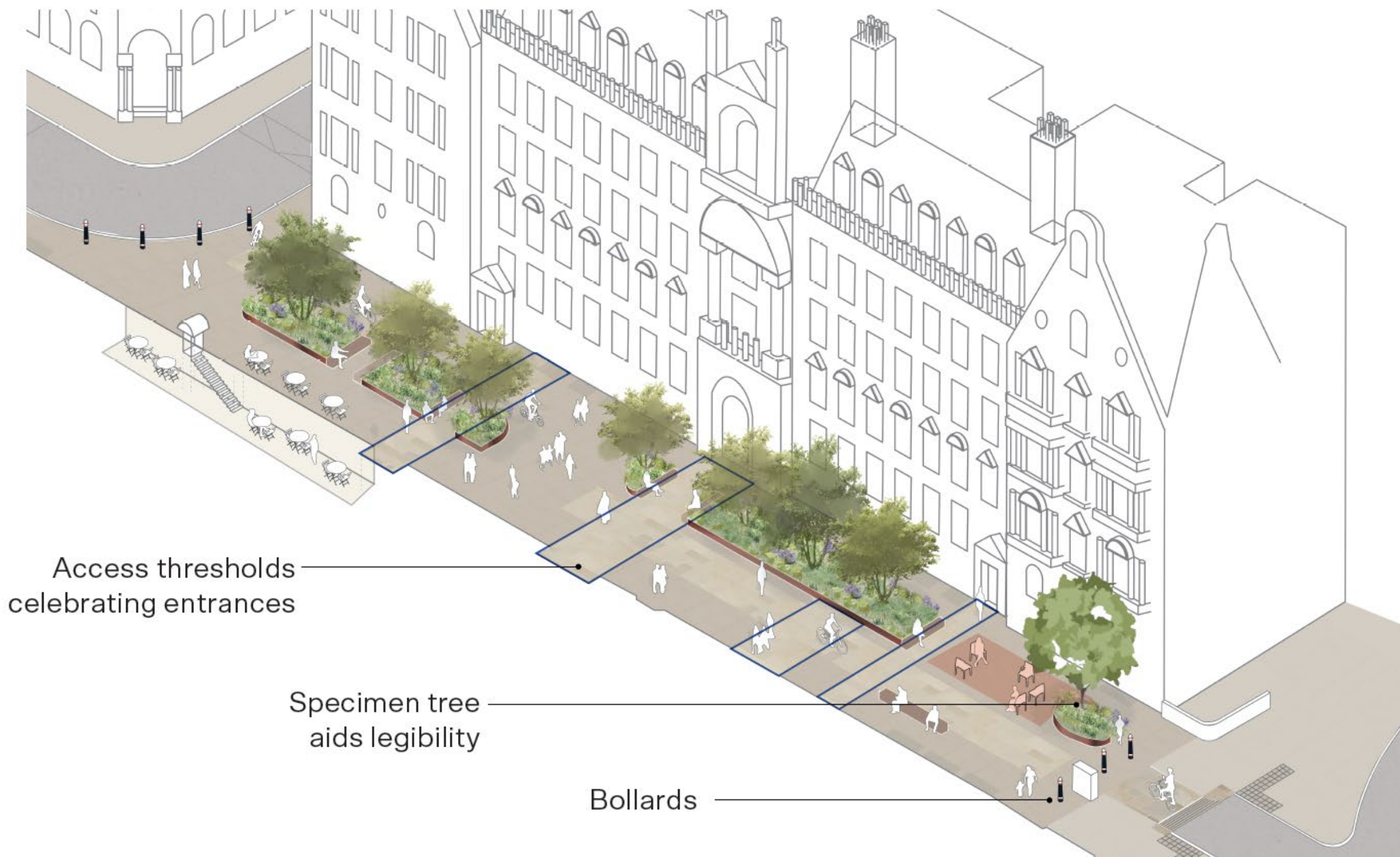
Option 1



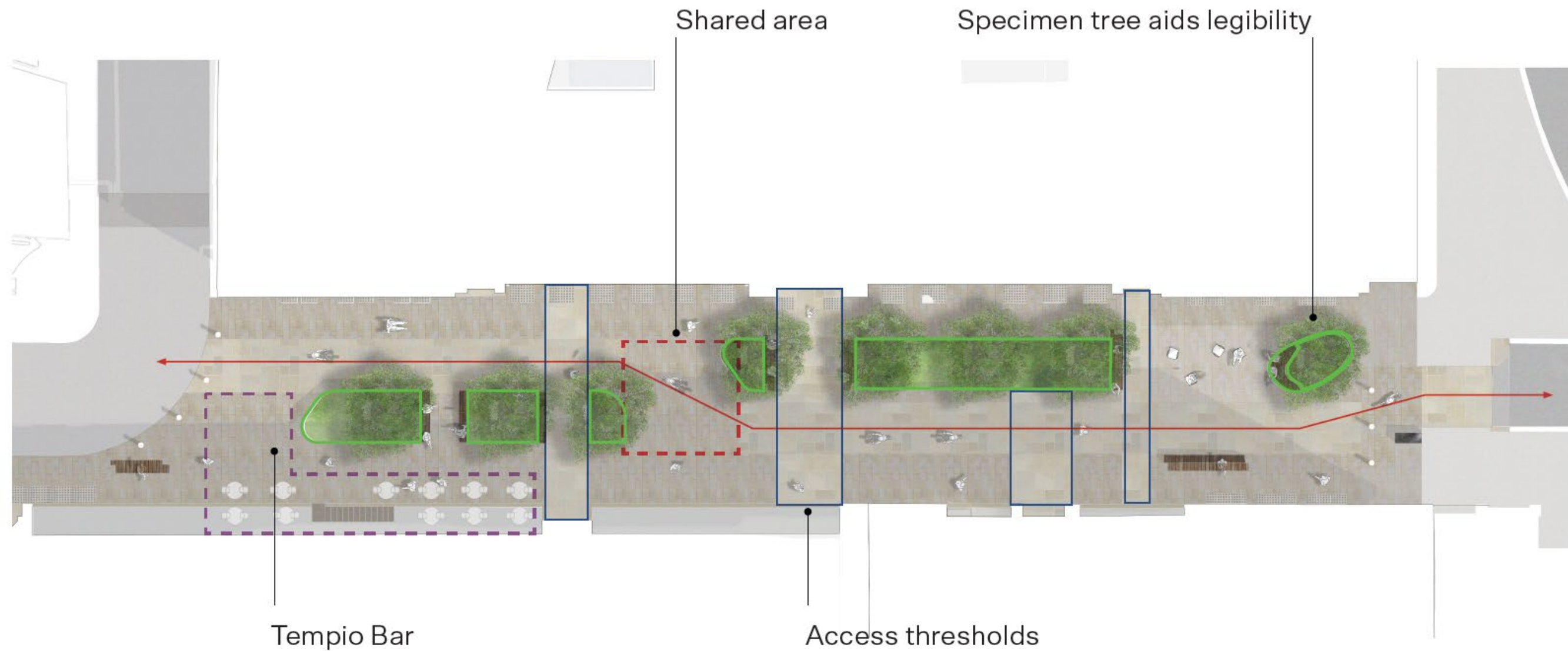


Option 2

Option 2



Option 2 - Shared space for walking and cycling

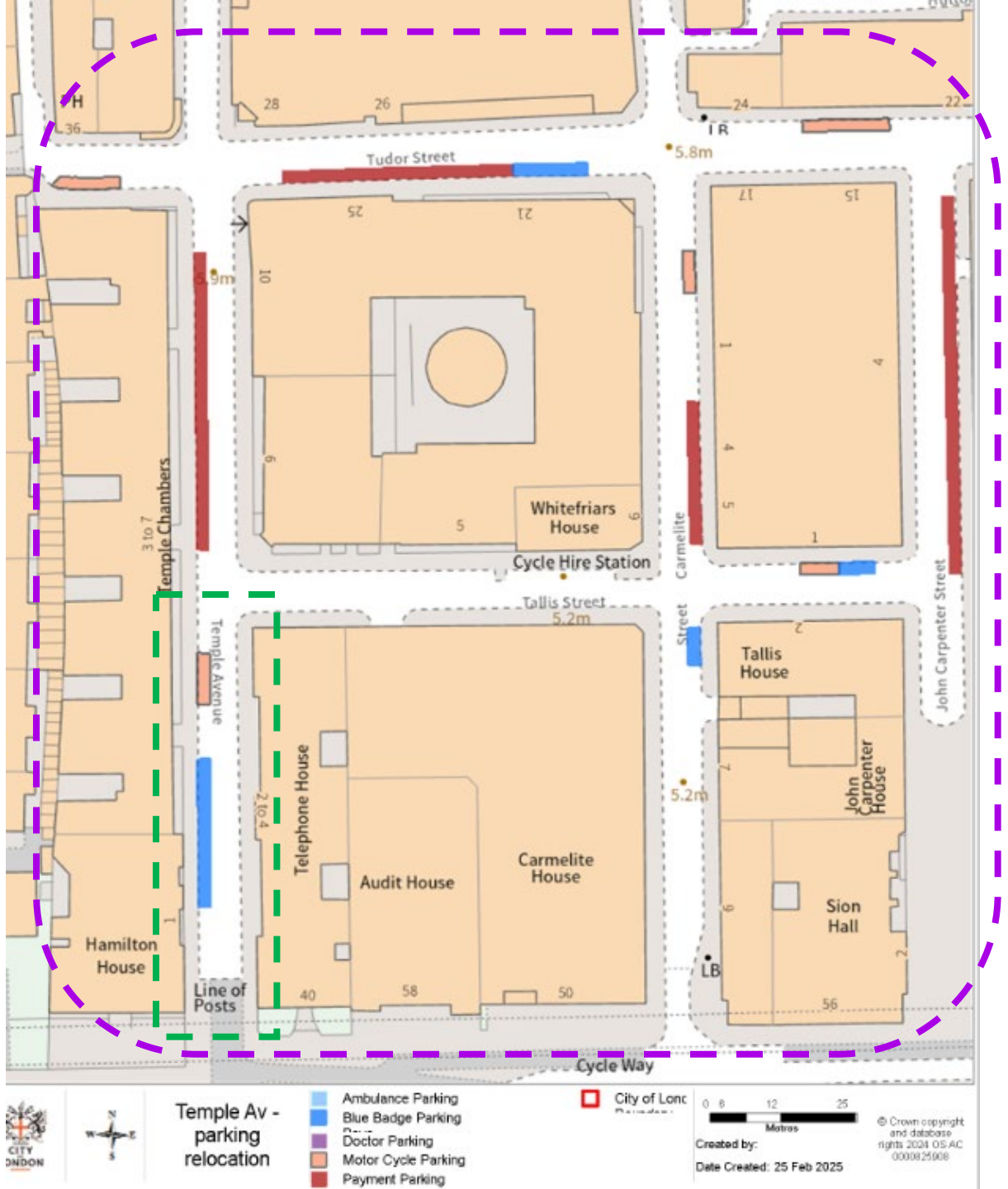




Appendix 5:
Public consultation

Temple Avenue
project scope.

Plan of area for
public
consultation



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Committees: Streets and Walkways Sub-Committee - for Decision Projects and Procurement Sub-Committee – for Information	Dates: 22 July 2025 4 September 2025
Subject: Fenchurch Street Area Healthy Streets Plan Unique Project Identifier: 12422	Gateway 3/4: Options Appraisal (Regular)
Report of: Executive Director Environment Report Author: Stephen Oliver, Policy and Projects, City Operations	For Information
PUBLIC	

<p>1 Status update</p>	<p>Background</p> <p>The Fenchurch Street Area Healthy Streets Plan (HSP) will provide a framework for improvements to the streets and public realm in the area. The proposals will reflect the aspirations of stakeholders, including the Eastern City and Aldgate Connect Business Improvements Districts (BIDs), and the opportunities arising from development. Developing the plan has included testing the feasibility of any proposals which includes traffic management changes. The first phase of work to prepare a draft set of proposals for consultation is complete and the subject of this report.</p> <p>Subject to approval, the draft plan will form the basis for public consultation starting in September 2025. The responses from the consultation and the traffic and pedestrian modelling work will enable a final plan to be prepared for Committee approval. The final Plan will include a series of proposed projects and a programme for implementation. After this, funding bids will be submitted for projects, which once initiated will be subject to additional consultation and approvals.</p> <p>The purpose of this report is to:</p> <ul style="list-style-type: none"> • Seek Member approval to consult on the draft Fenchurch Street Area Healthy Streets Plan in appendix 4. <p>RAG Status: Green at last report to Committee</p> <p>Risk Status: Low at last report to Committee</p> <p>Total Estimated Cost of Project (excluding risk): £240,000</p> <p>Change in Total Estimated Cost of Project (excluding risk): Increase/Decrease of £0 since last report to Committee</p> <p>Spend to Date: £87,216.</p> <p>Costed Risk Provision Utilised: £0</p> <p>Slippage: <i>Any delays/issues impacting cost/quality/scope/time</i></p>
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<p>2 Next steps and requested decisions</p>	<p>Next Gateway: <i>Gateway 5: Authority to Start Work</i></p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Public and stakeholder consultation on the draft Plan in September 2025. • Analysis of feedback to further inform the proposals and the prioritisation of projects. • Final Plan including a delivery plan presented to Committee in December 2025. • Establish a Fenchurch Street area programme board to coordinate project delivery. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. That additional budget of £70,000 is approved to reach the next Gateway funded from S106 deposits as set out in Appendix 3. 2. Note the total estimated cost of the project at £170,000 (excluding risk). 3. Approve the draft Fenchurch Street Area Healthy Streets Plan (Appendix 4) for public and stakeholder consultation in September 2025.
--	--

3

Resource requirements to reach next Gateway

For recommended option 1:

Item	Reason	Funds/ Source of Funding	Cost (£)
P & T staff costs	Project Management, stakeholder engagement and area analysis.	S106	£40,000
P & T fees	Consultation portal and publicity materials and consultancy services	S106	£30,000
Total			£70,000

Project management time consists of on average 2 and a half days a week of officer time to prepare and implement public consultation on the opportunities and proposals and drafting of the G5 report on the consultation findings.

Costed Risk requested for this Gateway: None

<p>4 Overview of project</p>	<p>Project update:</p> <p>4.1 Since the Gateway 2 Report was presented to Committee in March 2024, traffic and pedestrian data has been collected for streets in the project area. Consultants have been appointed to develop concept options for public realm changes on Eastcheap and Great Tower Street and America Square. Consultant studies have also been produced for changes to traffic management for the northern end of Mark Lane and to assess existing parking and loading use and the feasibility of relocating some of the spaces.</p> <p>The draft Healthy Streets Plan</p> <p>4.2 The draft Plan sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes:</p> <ul style="list-style-type: none"> • The Square Mile's streets are great places to walk, wheel and spend time • Street space is used more efficiently and effectively • The Square Mile is accessible to all • People using our streets and public spaces are safe and feel safe • Improved experience of riding cycles and scooters in the City • The Square Mile's air and streets are cleaner and quieter • Our street network is resilient to changing circumstances • The Square Mile benefits from better transport connections. <p>4.3 The proposals will support delivery of the City Corporation's Climate Action Strategy and the Destination City initiative. The proposals also support both of the Business Improvement Districts' (BIDS) Area Based Strategies and the objectives of the City Cluster and Aldgate, Tower and Portsoken key area of change and the Thames Policy area.</p>
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	<p>4.4 The proposals in the plan aim to improve the safety and comfort for people walking, wheeling and cycling within the area and surrounding neighbourhoods. Potential improvements include making some streets pedestrian priority with improved crossings and the carriageway raised to pavement height. Public realm improvements including widened pavements, tree planting, sustainable drainage (SuDs), places for people to rest and parking for cycles and dockless cycles and e-scooters. Proposals from this Plan are intended to integrate with new developments in the area and public realm changes secured as part of Section 106 and Section 278 agreements.</p> <p>Proposals to be explored include:</p> <ul style="list-style-type: none"> • On Fenchurch Street, Eastcheap and Great Tower Street: Pavement widening, public realm improvements including places to sit and socialise, SuDs or in ground planting and trees where feasible and new or improved crossings. • For Crescent and America Square: Changes to traffic management and parking to increase pedestrian priority and create new public spaces. • Changes to traffic management on Fenchurch Place and Mark Lane to improve public safety in front of the station and to increase pedestrian space or create a larger public space adjoining All Hallows Staining Church Tower. • New public spaces on Vine Street and St Dunstan's Hill and Monument Street. • Raising junctions, crossings and sections of carriageway to pavement levels to improve pedestrian priority where feasible. • Relocating on street parking in the area to enable pavement widening and public realm improvements. • New architectural feature lighting under railway viaduct arches and laneway entrances. <p>Public consultation</p> <p>4.5 The consultation will present these opportunities for change and gather feedback</p>
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	<p>from people who live, work and visit the area, as well as businesses and other stakeholders.</p> <p>4.6 It is proposed to use the same engagement platform we have used for other recent consultations. This allows the public can comment on the proposals that they are interested in and highlight issues and opportunities. The consultation will be promoted via a letter to all businesses and residents in the area along with online and on-street promotion publicising the consultation and a series of drop-in engagement sessions. Ward Members and the BID's will continue to be engaged as the detail develops. The BID's will also be notifying their members of the consultation.</p> <p>4.7 Officers will also be offering guided walks around the area in partnership with the local BIDs in order to gather views on the proposals.</p> <p>4.8 Engagement with TfL will also be undertaken on the proposed changes where required.</p> <p>After consultation</p> <p>4.9 The feedback from the consultation will help to establish the likely support for the various interventions and identify further changes that people might like to see. The intention is to establish the framework to inform a delivery plan of proposed changes for the area which will be presented to Members for final approval.</p> <p>4.10 The final Plan will propose a prioritised programme of projects. Further funding will be sought to initiate these projects from both external and internal funding streams, such as any new Section 106 Agreements, CIL, and On Street Parking Reserve or where practical to include projects in any new S278 schemes. In addition, working in partnership with the BID and local businesses all other opportunities for partner funding opportunities will be explored.</p>
--	--

5 Recommended option	<p>5.1 It is recommended that the details of the draft Healthy Streets Plan in Appendix 4 is taken forward to public consultation to seek views of the local communities as the next step of the plan's development.</p>
6 Risk	<p>6.1 Risks identified and their mitigation are:</p> <ul style="list-style-type: none"> Public Consultation response does not support the Plan and/or proposed interventions requiring more time and further consultation to be undertaken. <p>The consultation will articulate the benefits of the proposals and criticisms will be taken on board for the final plan.</p> <ul style="list-style-type: none"> The proposals do not meet the objectives and aspirations of the BID's. <p>The BID's have been engaged with prior to public consultation and their aspirations and objectives have been included in the draft plan.</p> <ul style="list-style-type: none"> The proposals that are identified in the Healthy Streets Plan may not be affordable. <p>This is highly likely. The project team will engage with the Planning Department to seek funding from developers where appropriate and the BID's.</p> <p>Further information available in the Risk Register (Appendix 2) and Options Appraisal.</p>
7 Procurement approach	<p>7.1 For the Consultation portal Commonplace are the Corporations contractor for public consultation exercises</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Funding tables
Appendix 4	Draft Fenchurch Street Area Healthy Streets Plan

Contact

Report Author	Stephen Oliver
Email Address	Stephen.oliver@cityoflondon.gov.uk
Telephone Number	

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Project Coversheet

[1] Ownership & Status

UPI:

Core Project Name: Fenchurch Street Area Healthy Streets Plan

Programme Affiliation (if applicable):

Project Manager: Stephen Oliver

Definition of need:

The Fenchurch Street Area Healthy Streets Plan is a key deliverable of the City's Transport Strategy and further supports the Climate Action Strategy in developing spaces that are climate resilient. The Healthy Streets Plan also aligns with the ambitions for the area, as set out in the Draft City Plan 2040 . The Fenchurch Street area has seen significant change and will continue to experience significant increases in the number of people walking and cycling in the area and was therefore identified to need a Healthy Streets Plan.

In March 2024, a Gateway 2 report approved the Fenchurch Street Area Healthy Streets Plan project area and funding for Project Management and Consultancy Fees.

The Healthy Streets Plan will identify and develop proposals for schemes, outlining the required network changes and creating a high-quality public realm for all those who live, work, and visit the area.

The draft Healthy Streets Plan will identify temporary and interim changes to the function of the highway network. The proceeding phases will deliver the required infrastructure changes to achieve the medium and long-term objectives of the proposals. These proceeding phases will be set-up as individual Healthy Streets Plan projects, following the completion of the first phase.

Key measures of success:

- A tested and recommended phasing schedule for the projects that will comprise the Fenchurch Street Area Healthy Streets Plan The identification of the number of pedestrian priority streets that can be delivered (measured by length) in the area
- An indication of increased public realm either through pavement widenings or new public spaces created

Expected timeframe for the project delivery: 22 months (March 2024 to Jan 2026).

- **Key Milestones:** Revised-
 - Traffic and pedestrian data collection – April 2024 to March 2025
 - Gateway 3/4 June /July 2024
 - Stakeholder Consultation – September 2025 (6 weeks)
 - Plan preparation October to - November 2025

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- Gateway 5 report to committee – December 2025

Are we on track for completing the project against the expected timeframe for project delivery? Yes

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

<If so what and how?>

No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 report (as approved by Chief Officer 26th Jan. 2024):

- Total Estimated Cost (excluding risk): £200,000 to £240,000
- Costed Risk Against the Project: None
- Estimated Programme Dates: March 2024 – January 2025

Scope/Design Change and Impact:

'Project Proposal' G2 report (as approved by PSC 19 March 2024):

- Total Estimated Cost (excluding risk): £255,006.20
- Resources to reach next Gateway (excluding risk) £100,000
- Spend to date: £0
- Costed Risk Against the Project: None requested
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: March 2024 – January 2025

Scope/Design Change and Impact:

'Options Appraisal and Design' G3-4 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates : January 2021 - May 2023

Scope/Design Change and Impact:

'Authority to start Work' G5 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project:

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- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]: Individual projects would be initiated following the adoption of the HSP and delivery plan. <Current Range> Programme Affiliation [£]:N/A

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City of London: Projects Procedure Corporate Risks Register

Project name: Fenchurch Street Area Healthy Streets Plan

Unique project identifier: PV ID

Total est cost (exc risk) £240000

PM's overall risk rating	Medium
Avg risk pre-mitigation	5.3
Avg risk post-mitigation	5.4
Red risks (open)	0
Amber risks (open)	6
Green risks (open)	3

Corporate Risk Matrix score table				
	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)	£0.00	0%	Costed risk as % of total estimated cost of project
Costed risk pre-mitigation (open)	£0.00	0%	" "
Costed risk post-mitigation (open)	£0.00	0%	" "
Costed Risk Provision requested	£0.00	0%	CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (5) H&S/Wellbeing
- (6) Safeguarding
- (7) Innovation
- (8) Technology
- (9) Environmental
- (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
2	6.0	£0.00	0	1	1
2	6.0	£0.00	0	2	0
3	6.0	£0.00	0	3	0
2	3.0	£0.00	0	0	2
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0

Issues (open)0

All Issues0

Cost to resolve all issues (on completion)£0.00

Open Issues

All Issues

Total CRP used to date£0.00

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

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Appendix 3 Funding Tables (Fenchurch Street Area Healthy Streets Plan)

Table 1: Spend to date -			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Costs	45,314	37,143	8,171
P&T Fees	54,686	50,073	4,613
TOTAL	100,000	87,216	12,784

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
P&T Staff Costs	45,314	40,000	85,314
P&T Fees	54,686	30,000	84,686
TOTAL	100,000	70,000	170,000

Table 3 Funding Source		
S106	20 Fenchurch Street	240,000

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Fenchurch Street Area Healthy Streets Plan

Introduction

This Healthy Streets Plan sets out an integrated approach to improving the public realm and managing traffic in the area south of Fenchurch Street.

It sets out potential changes to how motor vehicles use streets to access and move around the area. It also outlines potential improvements for people walking, wheeling, cycling and spending time on streets in the area.

The proposals will improve the quality of streets and public spaces, and the attractiveness of the area for living, working and as a leisure destination. They will make streets safer and more pleasant places to spend time.

The Healthy Streets Plan provides the framework for future investment in the area. Individual projects within the plan will be subject to further public consultation, feasibility, detailed design and the City Corporation's approval processes.

The Fenchurch Street Area Healthy Streets Plan

The Plan covers the area bounded by Fenchurch Street to the north, Lower Thames Street to the south, the A10 (Gracechurch Street and King William Street) to the east and Minories to the west. It adjoins the City Cluster Healthy Streets Plan area.

Land use and heritage

The area will undergo substantial change in the coming years as a result of emerging and consented development proposals. This includes several large office developments, particularly on Fenchurch Street and Gracechurch Street. The area also includes key heritage assets including the Monument to the Great Fire of London, St Dunstons in the East Church Garden, and parts of London Wall. It also adjoins the Tower of London. Other attractions include the Sky Garden at 20 Fenchurch Street and new developments in the area will create more public spaces and viewing galleries. In amongst these uses there are also concentrations of residential.

Eastcheap has a significant nighttime economy with many pubs and restaurants. In the eastern part of the area the leisure and nighttime uses are complimented by several hotels. The railway viaducts on the approach to Fenchurch Street station create a very different character compared to the rest of the City and with creative and improved lighting could further support the nighttime economy by making the area more inviting and attractive.

The location and transport infrastructure of the area make it a significant gateway into the City for commuters and visitors. Footfall is therefore significant and will increase as new developments are completed. The streets and public space need to accommodate this increasing demand for people walking and wheeling.

Public transport

Public transport includes Fenchurch Street railway station and an entrance and exit to Monument Underground station. Both of these are gateways into the City for commuters and visitors. Eastcheap has bus services for east and west travel, whilst Gracechurch Street and Minories adjoining the plan area have north and south services. On Lower Thames Street there is the C3 cycleway which connects with the C2 cycleway to the east at Mansell Street and the C4 cycleway at London Bridge.

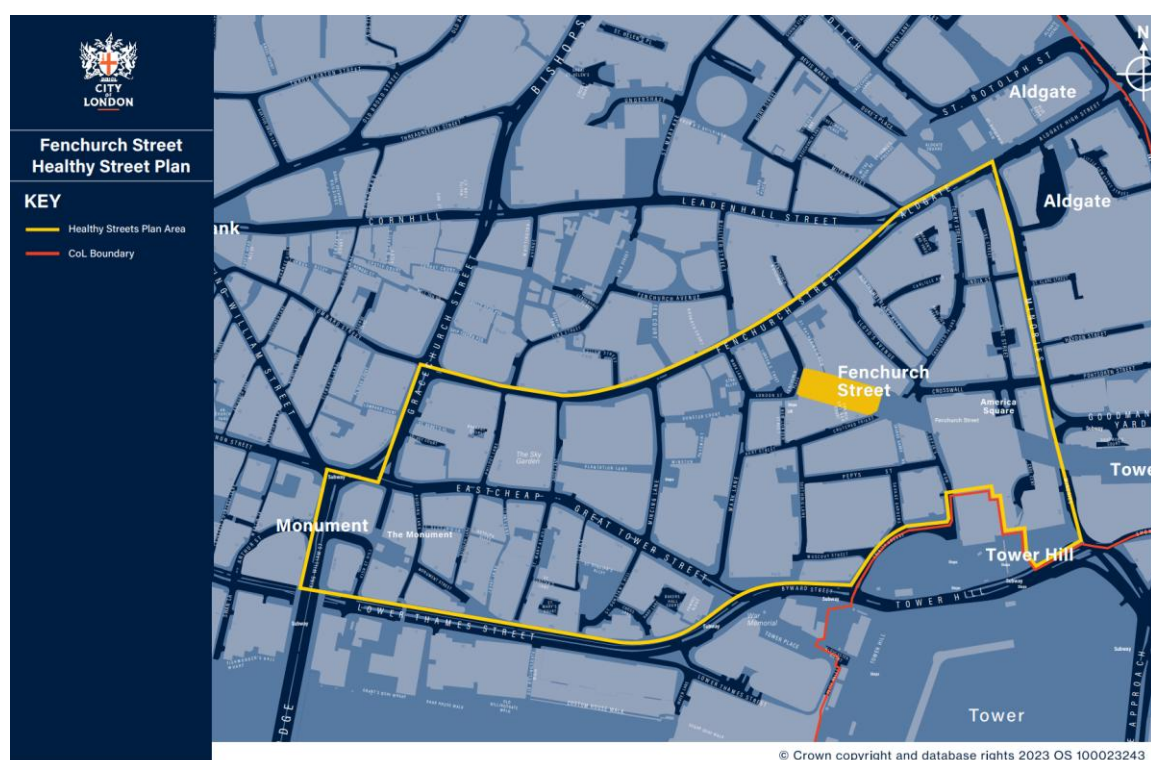


Figure 1: Fenchurch Street Healthy Streets Plan area.

Alignment with City Corporation strategies

Supporting delivery of the City of London Transport Strategy

The Plan supports the delivery of the following City of London Transport Strategy outcomes:

- The Square Mile's streets are great places to walk, wheel and spend time
- Street space is used more efficiently and effectively
- The Square Mile is accessible to all
- People using our streets and public spaces are safe and feel safe
- Improve the experience of riding cycles and scooters in the City
- The Square Mile's air and streets are cleaner and quieter
- Our street network is resilient to changing circumstances
- The Square Mile benefits from better transport connections

Street roles within the area

Fenchurch Street, Gracechurch Street and East Cheap and Great Tower Street are defined by the City of London Transport Strategy street hierarchy as “City access” streets. This means they are the preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations. Lower Thames Street is defined as a “London access” street which accommodates motor vehicles that do not have a destination in or immediately adjacent to the Square Mile.

All other streets within the City part of the plan area are classified as “Local access” streets. These streets are primarily used for the first or final part of a journey, providing access for motor vehicles to properties.

All streets, regardless of their classification, are used by people walking, wheeling and cycling and may also be part of the bus network.

Supporting delivery of City Corporation’s Corporate Plan

The Plan supports the City Corporation’s Corporate Plan outcomes of vibrant thriving destinations and flourishing public spaces. The Plan also supports delivery of the City Corporation’s Climate Action Strategy and Destination City initiative. The proposals will transform the quality of streets and public spaces and, alongside new developments, they will help create a vibrant area of the Square Mile that is a great place to work and a thriving leisure destination, including at night-time and weekends.

Alignment with the emerging City Plan 2040

The area covered by the plan adjoins The Thames Policy Area and incorporates part of the City Cluster Key Area of Change and the Aldgate, Tower and Portsoken Key Area of Change identified in the draft City Plan 2040.

The Thames Policy Area identifies Lower Thames Street as a significant barrier to movement for people walking and wheeling between the River Thames and the wider City. The policy area aims to improve existing and introduce new crossing points across Lower Thames Street to increase movement between the riverside and the rest of the City, particularly to the Monument and Leadenhall Market.

Within the area comprising the Healthy Streets Plan the policy:

- Identifies Philpott Lane, Monument Street and Mincing Lane as pedestrian routes to enhance.
- It also seeks where feasible to introduce additional greening and open space and enhance the surroundings of the Tower of London.

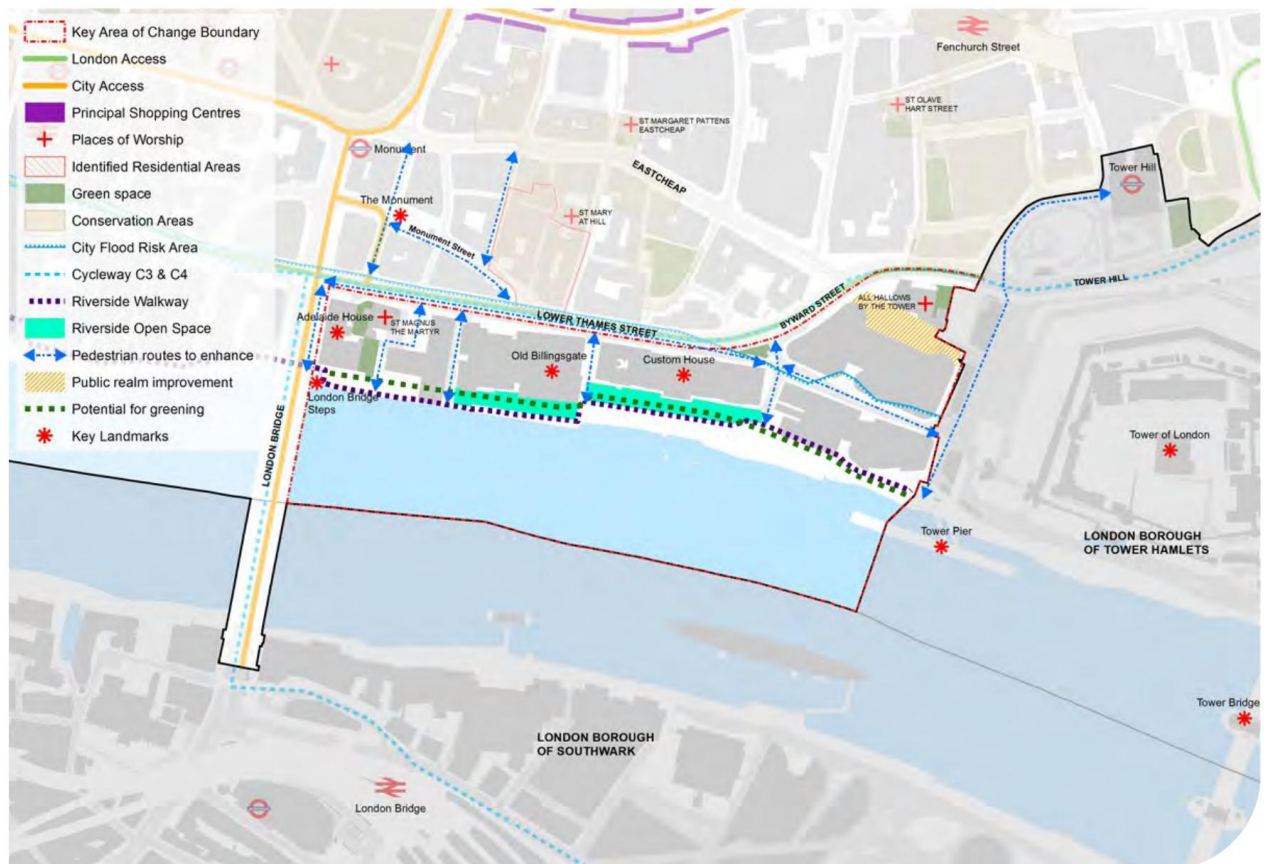


Figure 2 Thames Policy area

The City Cluster Key Area of Change aims to deliver a high-quality public realm, maintaining the quality of the microclimate and increasing urban greening and activating streets, spaces and public realm at the ground floor and improving wayfinding through the streets and alleys.

Within the area comprising the Healthy Streets Plan the policy:

- Identifies Fenchurch Street as a Principal Shopping Street and Fenchurch Street and Gracechurch Street as major streets to enhance.

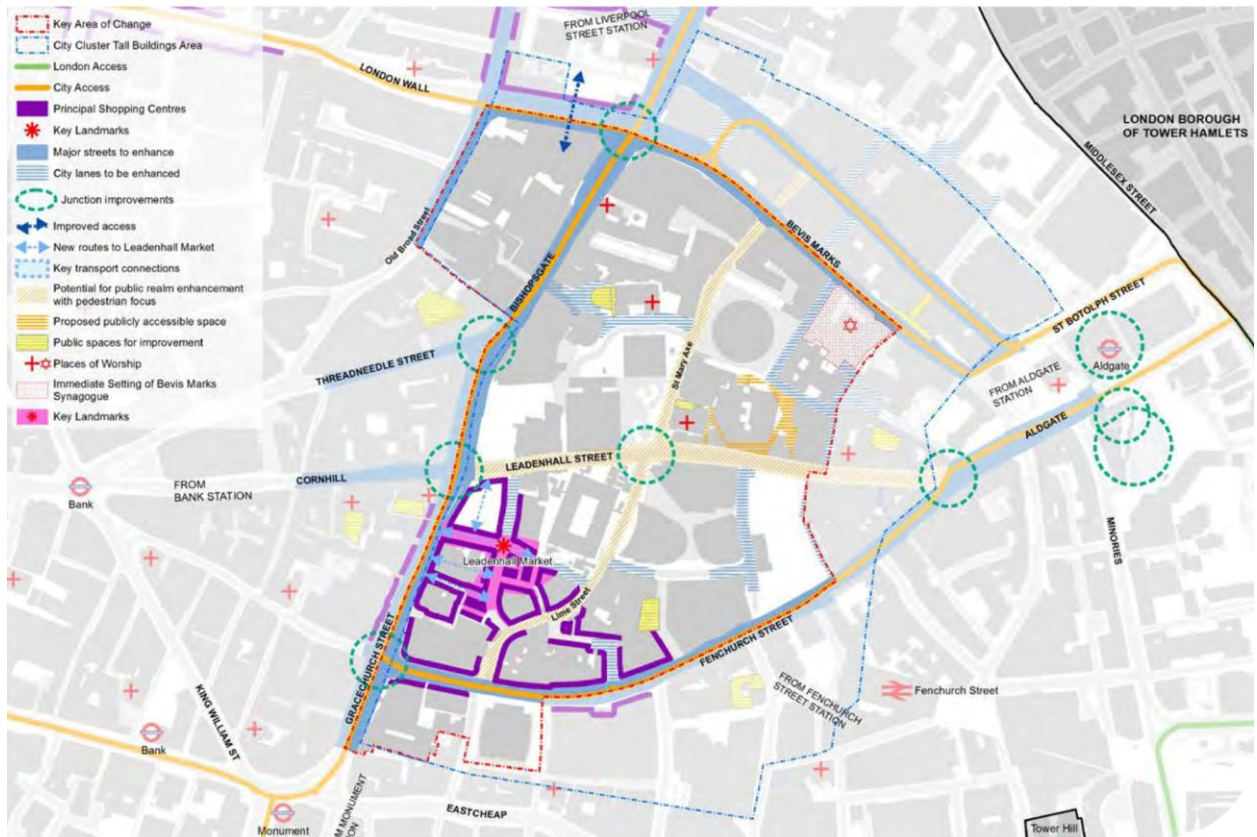


Figure 3 City Cluster Key Area of Change

The Aldgate, Tower and Portsoken Key Area of Change identifies that there is currently little to entice visitors going to the Tower of London to explore this part of the City more widely and therefore public realm works in this area should seek opportunities to enhance the immediate surroundings of the World Heritage Site.

Within the area comprising the Healthy Streets Plan the policy:

- Identifies Vine Street and the Crescent for public realm Improvements and Crosswall and India Street as key pedestrian routes to enhance.



Figure 4 Aldgate, Tower and Portsoken Key Area of Change

These objectives within the Key Areas of Change will be met by proposals in this plan that make walking and wheeling easier, more comfortable and safer, and increasing pedestrian priority by redesigning streets and managing motor-vehicle access. The plan also considers the opportunities to improve the public realm and create new restful spaces with trees and greenery created by making changes to traffic in the area. Where possible we will improve existing and create new walking routes as part of new developments.

New developments in the area

Within and close to the area there are several new developments that are permitted or being considered. Some of these will contribute to public realm improvements. These are identified in Figure 5.



Figure 5 new development sites

Working with local stakeholders

We will work with the Eastern City Business Improvement District and Aldgate Connect Business Improvement District, and other stakeholders and partners to prioritise, develop and deliver these changes. Individual projects within the plan will be subject to further consultation and the City Corporation's approval processes, including streets where changes to traffic movements are proposed.

The Healthy Streets Approach

The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm, and planning. The Approach is based on 10 evidence-based Healthy Streets Indicators that capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, and for supporting social and economic activity.



The Healthy Streets Approach will be applied across the street network with the aim of making all streets accessible, engaging and safer for people to walk, cycle and spend time. The approach to achieving this may vary depending on the type of street and local context.

The Healthy Streets Approach has been adopted and recognised by the City of London Corporation and Transport for London.

Glossary and Key to the Healthy Neighbourhood Proposals Plan.

Pedestrian priority improvements aim to make crossing and walking and wheeling along a street safer, and could include:

- Traffic restrictions – where a street or junction is closed as a through route for motor vehicles, is just for local access or is made one-way.
- Timed closures – where streets are closed to some vehicles at the busiest times for people walking and wheeling.
- New crossing facilities – either formal, such as traffic signal-controlled crossings or zebra crossings; or informal where the carriageway is raised to pavement level, or dropped kerbs are installed, to make crossing the street easier for people walking.
- Raised junctions – where the carriageway is raised to the same level as the pavement to make it easier to cross the street, slow traffic and make people crossing more visible. Tactile paving is used to mark the crossing.
- Streets with existing filters for motor vehicles and timed restrictions - existing streets where some motor vehicle movements are restricted for all or some of the day.
- Safe Streets Priority Locations – are locations designated in the City of London Transport Strategy for priority measures to improve the safety of people walking, cycling and riding motorcycles and mopeds.

Public realm improvements to make walking and wheeling easier and more pleasant may comprise one or more of the following:

- Pavement widening – where the carriageway is narrowed to increase space for people walking and wheeling and provide space for other improvements such as trees and street furniture.
- Pavement resurfacing – where pavements are repaired or upgraded.
- Raised entrances to side streets, carparks and loading bay entrances – where the pavement is a continuous level to make it easier for people walking and wheeling to cross. Tactile paving would be used to mark junctions and road crossing points.
- Tree planting and greening which will usually be directly into the ground, with planters and pots only used in locations where this is not feasible.
- Seating – to give people a place to stop and rest and in suitable locations to enable people to socialise.
- Sustainable Drainage Systems (SuDS) – a system of using planting to absorb storm water and release it slowly to help prevent localised flooding.
- Small public spaces – where carriageway or parking spaces are changed into areas with seating and planting.

- Designated parking for dockless bicycles and e-scooters – spaces where people using dockless bikes or hired e-scooters are required to park. This helps to prevent bikes and e-scooters being left in ways that cause an obstruction.
- New or architectural feature lighting- lighting under railway arches or in laneways to make these spaces more interesting and engaging.

Cycle improvements to make streets safer and attractive for people to cycle, may comprise one or more of the following:

- Segregated space – cycles lanes
- Maximising traffic signal timings – changing traffic lights at junction to give people cycling priority over motor vehicles.
- Contraflow cycle lanes – where cycle lanes allow people to ride in the opposite direction to motor vehicle traffic.

Vision Zero is the City Corporations' ambition to eliminate all transport related deaths and serious injuries.

Proposals

The proposals within this plan comprise both traffic management changes and public realm improvements. The extent and ambition of public realm changes is partly dependent on reducing and reallocating carriageway space.

Where streets are closed or through traffic is restricted, we will ensure that access for emergency vehicles is maintained. Where appropriate, streets will be designed to be reopened to through traffic if streets elsewhere are temporarily closed. New traffic restrictions will also be reviewed to ensure access for residents, disabled people and people with access requirements, such as heavy luggage or injuries and illness.

As well as the proposals in the plan, the City Corporation will continue to refresh or repair paving, install tactile paving and remove redundant street furniture, where appropriate.

Throughout the project area Legible London signage will be reviewed to ensure that wayfinding is sufficient to help visitors access the increasing leisure opportunities that the Fenchurch Street area has to offer.

The proposals are shown on Figure 6.

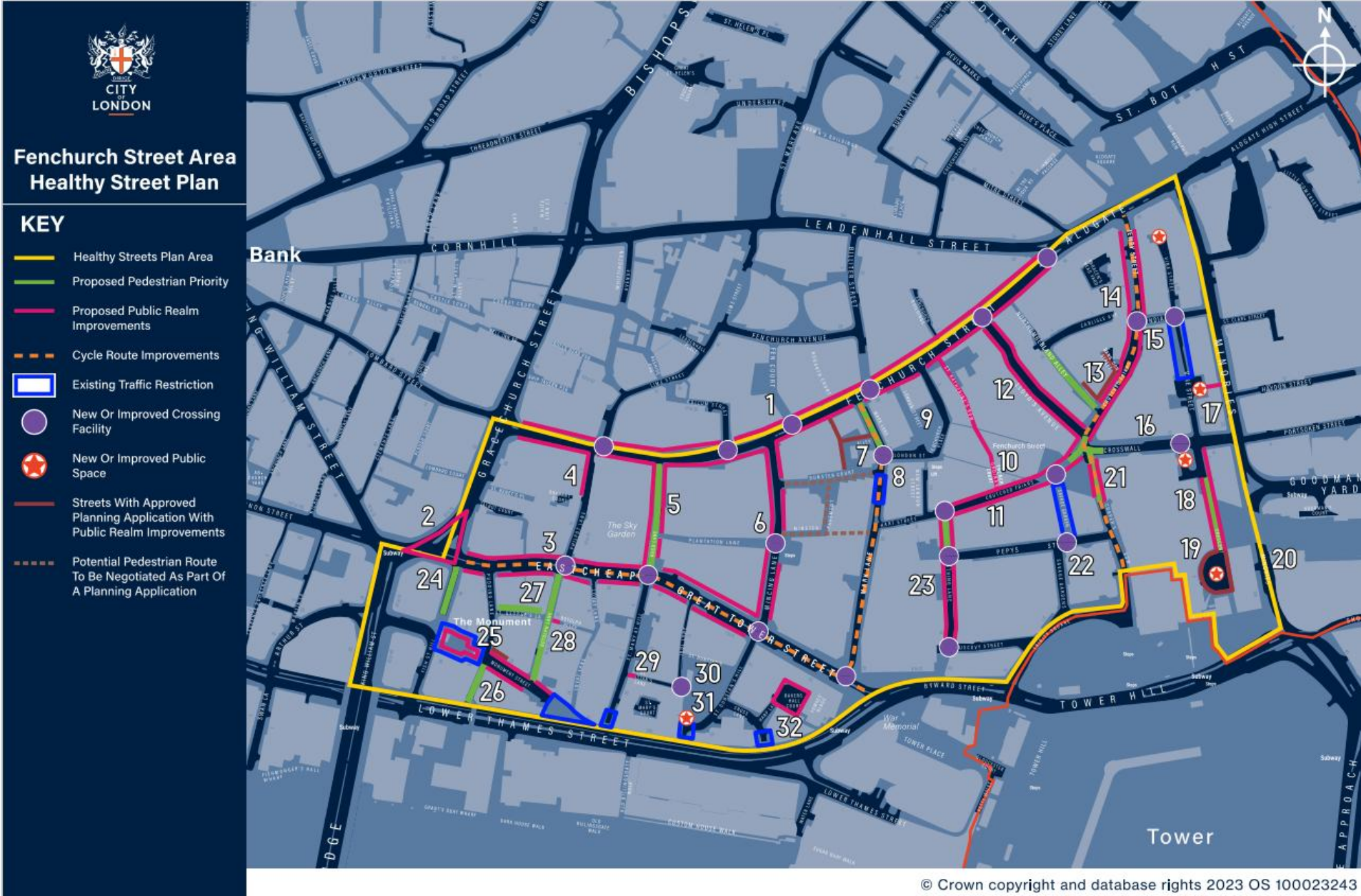


Figure 6 Fenchurch Street Area Proposals

- 1 Improvements to crossings, widened pavements and the public realm.
- 2 TfL improvements to the junctions and crossings.
- 3 Improvements to crossings, widened pavements and improvements to the public realm, review the need for kerbside parking and loading and the police check point and protected space for cyclists.
- 4 Public realm improvements and review the need for kerbside provision.
- 5 Timed traffic restriction and public realm improvements.
- 6 Improvements to the crossing at Plantation Lane and the public realm and review the need for kerbside parking.
- 7 Pedestrian priority and public realm improvements and improvements for people cycling.
- 8 Improvement to pedestrian priority.
- 9 Public realm improvements and security measures.
- 10 Improved lighting and signage.
- 11 Pedestrian priority and public realm improvements.
- 12 Pedestrian priority and public realm and improvements.
- 13 Pedestrian priority improvements and changes to traffic management.
- 14 Public realm improvements
- 15 Pedestrian priority improvements and investigate kerbside parking changes.
- 16 Pedestrian priority and public realm changes and additional cycle parking.

- 17 New public spaces and lighting on the laneway.
- 18 Pedestrian priority and public realm improvements including a new public space and lighting and changes to traffic management and kerbside parking.
- 19 Public realm improvements.
- 20 Changes to kerbside parking and traffic management.
- 21 Pedestrian priority, public realm and lighting improvements and improvements to people cycling.
- 22 Pedestrian priority and public realm improvements.
- 23 Pedestrian priority and public realm improvements and changes to kerbside parking.
- 24 Changes to traffic management.
- 25 Public realm improvements and investigate changes to kerbside parking.
- 26 Pedestrian priority improvements and changes to traffic management and kerbside parking.
- 27 Pedestrian priority improvements.
- 28 Pedestrian priority improvements and new lighting
- 29 and changes to kerbside parking.
- 30 Pedestrian priority improvements.
- 31 New public space and investigate kerbside parking changes.
- 32 Public realm improvements and changes to kerbside parking.

Fenchurch Street – Proposal 1

Fenchurch Street is identified as a City access street in the City of London Transport Strategy. The Strategy also identifies the junctions of Fenchurch Street and Lime Street and Fenchurch Street and Mincing Lane as locations for Vision Zero proposed priority safe streets improvements.

Fenchurch Street is the boundary street between the City Cluster Healthy Streets Plan Area and this plan area. Several large commercial developments have been recently completed or are in the development pipeline. Alongside new developments new paving and tree planting and places to sit have been introduced, however Fenchurch Street falls still short of many Healthy Streets indicators. This is because pavements are narrow in stretches, the volume of traffic is relatively high, and there are inadequate crossings. There is also a lack of seating, greenery and shade.

The carriageway width currently varies, and this provides scope for widening pavements. Footfall data from 2022 recorded peak hour movements (8AM to 9AM and 5PM to 6PM) of over 3000 people walking and wheeling. The data also recorded that the street was popular for people cycling with over 3000 movements a day. Current kerb alignments are insufficient to enable segregated cycle facilities and narrowing pavements to create additional carriageway space is not appropriate. There are no regular bus services but there is westbound stop for commuter coaches just east of Billiter Street and an eastbound stop opposite Lloyds Avenue.

The proposals will explore the potential to:

- Widen sections of pavements to provide more space for people walking and to achieve a minimum pedestrian comfort level of B+, based on current and future demand.
- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Install new or improve existing crossings by raising the carriageway to pavement level to make the street easier to cross.
- Raising the carriageway to pavement level at all side streets to make these street easier to cross.
- Formalise loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.
- Improve the cycling experience and safety for people cycling whilst recognising limitations on highway space.

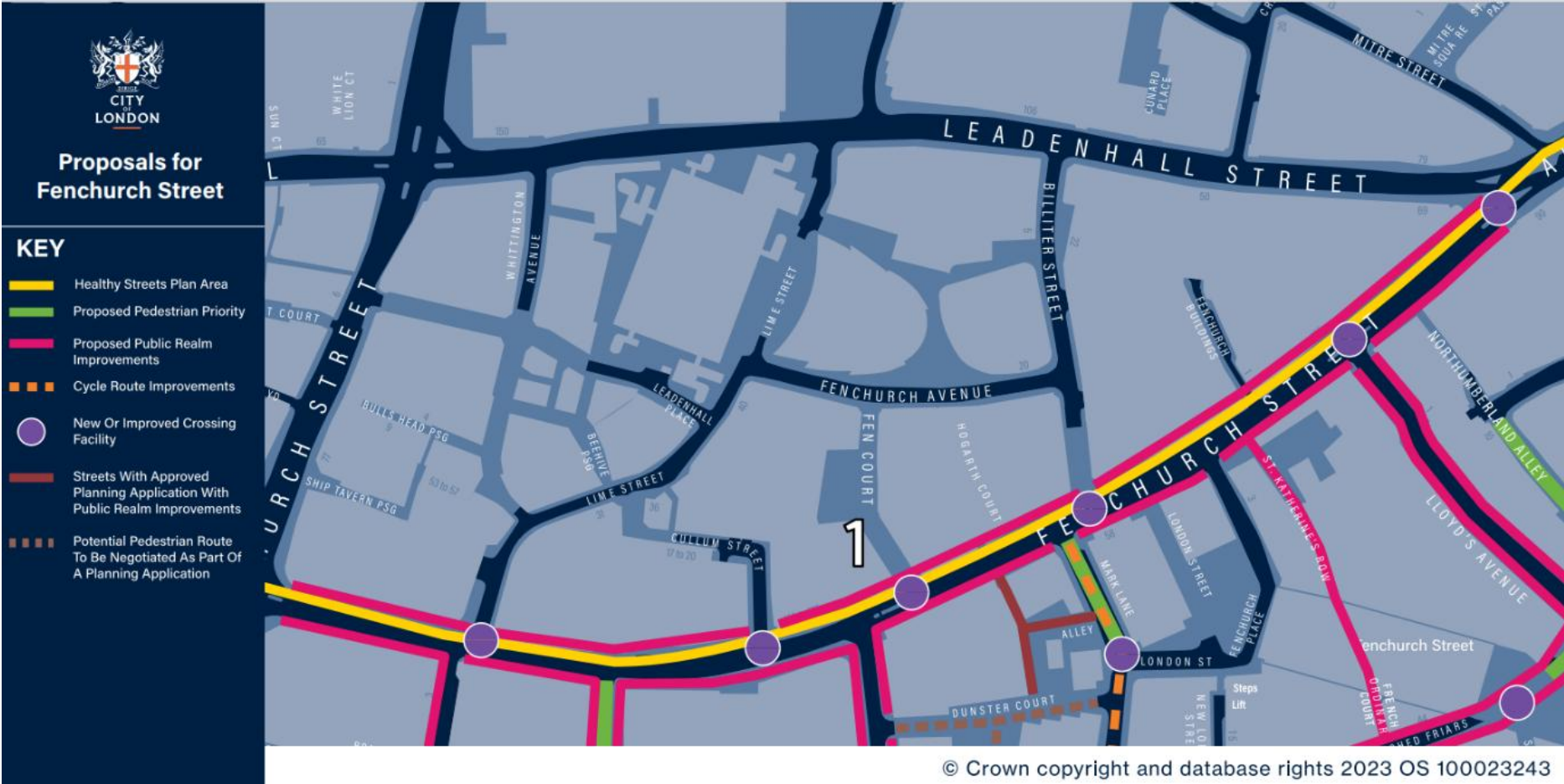


Figure 7 Fenchurch Street Proposals

Gracechurch Street (A10) and King William Street (A3) - Proposal 2

Gracechurch Street and King William Street south of the Cannon Street junction are managed by Transport for London (TfL) and they form part of the TfL Road Network. TfL are developing proposals to improve Monument junction where these streets and Eastcheap and Cannon Street meet and to widen pavements and improve crossings on Gracechurch Street. Proposed redevelopments on Gracechurch Street will also improve the public realm if implemented.

Eastcheap and Great Tower Street – Proposal 3

Eastcheap and Great Tower Street are identified as City access streets in the City of London Transport Strategy. They are an important gateway into the City and provide a link for people walking and wheeling between the visitor attractions of the Tower of London, the Monument to the Great Fire of London, and the nearby St Dunstons in the East Church Garden and the Sky Garden at 20 Fenchurch Street.

Along their length there is a concentration of retail, restaurants, pubs and bars. This is also a bus corridor. At several locations it has payment and blue badge parking, and motorcycle parking at the eastern end. There is also a TfL cycle docking station and dockless cycle parking. Loading bays are located on the southern side.

The carriageway is wide and there is potential for this to be narrowed, and pavements widened. This is a popular street for people walking and wheeling with the highest footfall between Monument underground station and Philpott Lane where 2024 data recorded over 10,000 people crossing the street in the peak hours between 08.00 and 09.00 and 17.00 and 18.00.

TfL are developing proposals to change the junction of Eastcheap with the A10 (Monument junction) and any City Corporation proposals will need to be developed in conjunction with these changes. At the junction with the A10 and with Byward Street there is a controlled crossing. Crossing points with central refuges for people walking are located to the west of Pudding Lane, Rood Lane, to the East of Philpott Lane and to the east and west of Mincing Lane. The refuges are less than 2 metres in width.

The data indicates this is also an important route for people cycling with over 3000 movements a day and it is identified in the City Transport Strategy for Cycle Network improvements by 2035.

At the eastern end of Great Tower Street there are opportunities to improve the public realm and crossing facilities. On the northern side these will be introduced if 47-50 Mark Lane is redeveloped.

The proposals will explore the potential to:

- Widen sections of pavements to provide more space for people walking and to achieve a minimum pedestrian comfort level of B+ where feasible.
- Install new or improve crossings by raising the carriageway to pavement level or enlarge existing pedestrian refuges, to make the street easier to cross.
- Improve the existing pedestrian crossings at the junction of Great Tower Street and Lower Thames Street, rationalise signals and reduce street clutter.
- Raise the carriageway to pavement level at the junctions with Philpott Lane, Botolph Lane, Lovat Lane, St Mary at Hill, to make these side streets easier to cross.
- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Review the amount and location of payment, disabled and motorcycle parking to ensure appropriate provision and the potential for changes to support more space for people walking and wheeling and public realm improvements.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Improve the cycling experience and safety by introducing protected space for people cycling.
- Retain and improve existing bus stops where feasible.
- Remove the Police check point at the eastern end of Great Tower Street.
- Formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.



Figure 8 Eastcheap and Great Tower Street Proposals

Streets north of Eastcheap and Great Tower Street – Proposals 4-9

The streets linking Eastcheap and Great Tower Street with Fenchurch Street are local access streets that are primarily one-way to motor traffic with contraflow cycle lanes.

Philpott Lane is one-way northbound and has the highest traffic levels with over 3000 motor vehicle movements a day and these are predominantly turning east at the junction with Fenchurch Street. Monitoring of this traffic indicates that over 40% of the vehicles are not continuing to Aldgate but are re-entering and serving the plan area via the streets that are south bound from Fenchurch Street. The western side of the street has some retail units and cafes that require on street servicing and deliveries. The eastern side accommodates a taxi rank for four taxis. Closing Philpott Lane to through traffic is not considered practical because of the potential impacts for access to the eastern part of the neighbourhood.

Philpott Lane is also a well-used route for people walking and wheeling between Monument Underground station and Lime Street and by visitors to the Sky Garden which has its entrance on the eastern side of the street. People cycling number over 1000 movements a day of which almost half are using the southbound contraflow cycle lane.

Rood Lane is southbound for motor vehicles with a northbound cycle contraflow. New developments on the street have enabled pavement widening on the northern section and the carriageway is raised to pavement level. The entire carriageway has been surfaced in granite setts to promote pedestrian priority. There is scope for seating and more cycle stands on the northern stretch. The street has some trees on the western side and a series of planters on the eastern side that need refreshing or replacing.

Mincing Lane is one-way southbound for motor vehicles with a northbound cycle contraflow. On the eastern side it has payment, motorcycle and blue badge parking bays and a taxi rank. At the northern end there is some dockless and short stay cycle parking on the carriageway. Pavements are comfortable in width but there are no trees, planting or formal seating. There are raised crossing treatments at both the north and south ends of the street.

Mark Lane is one-way northbound between Great Tower Street and Hart Street. Between Hart Street and Dunster Court there is an existing restriction to motor vehicles. People cycling can travel through the restriction in both directions. North of Dunster Court Mark Lane is two-way. There is payment and blue badge parking on sections of the street without loading bay entrances. At the northern end there is some dockless cycle parking on the carriageway and short stay cycle parking on the pavement. It is identified in the City Transport Strategy for Cycle Network improvements by 2035.

Between Philpott Lane and Mincing Lane new developments have created east and west laneways for people walking and wheeling. Further developments in the area could extend these links to Fenchurch Street Station.

London Street is a short two-way street between Mark Lane and Fenchurch Place. It is also partly pedestrianised and used by substantial numbers of people walking to and from Fenchurch Street station. There are dropped kerbs at the junction with Mark Lane but there is no raised junction treatment.

Fenchurch Place is a permissive path and not owned by the City of London Corporation. It provides a taxi rank and drop off point for the station and is one directional southbound with vehicles exiting on to London Street. When the taxi rank is full taxis have been reported as waiting on Fenchurch Street itself. The forecourt is a small public space including seating and planting and a midweek street-food market

Proposals

Philpott Lane – Proposal 4

The proposals will explore the potential to:

- Raise the carriageway to pavement level at Brabant Court to make the side street easier to cross.
- Explore widening pavements to meet minimum standards for people walking and wheeling which may involve changing kerbside provision on the street.

Rood Lane – Proposal 5

The proposals will explore the potential to:

- Reduce through traffic and restrict vehicles to local access only and introduce timed restrictions to motor vehicles between 7am and 7pm Monday to Friday.
- Improve the public realm and the experience of spending time on the street by installing places to sit, and additional cycle parking and dockless cycle and e-scooters hire bays.

Mincing Lane – Proposal 6

If 2-3 Mincing Lane is redeveloped the City Corporation will seek to negotiate a new laneway through the site south of the Dunster Court permissive path. This would include a raised crossing point linking to Plantation Lane.

The proposals will explore the potential to:

- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.

- Review the amount and location of payment, disabled and motorcycle parking to ensure appropriate provision.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Raise the carriageway to pavement level at Plantation Lane to make the street easier to cross.

Mark Lane – Proposal 7

At 50 Fenchurch Street an approved development will create a public space around All Staining Church Tower whilst a potential development at 2-3 Mincing Lane may enable further opportunities for public realm improvements.

The proposals will explore the potential to:

- Raise the carriageway to pavement level between the junction with Fenchurch Street and the existing traffic restriction south of London Street and relocate payment, disabled and dockless cycle parking if feasible.
 - Any changes will be in conjunction with new security measures on Fenchurch Place and Fenchurch Street station if they are required.
- Improve the cycling experience and safety for people cycling.

London Street – Proposal 8

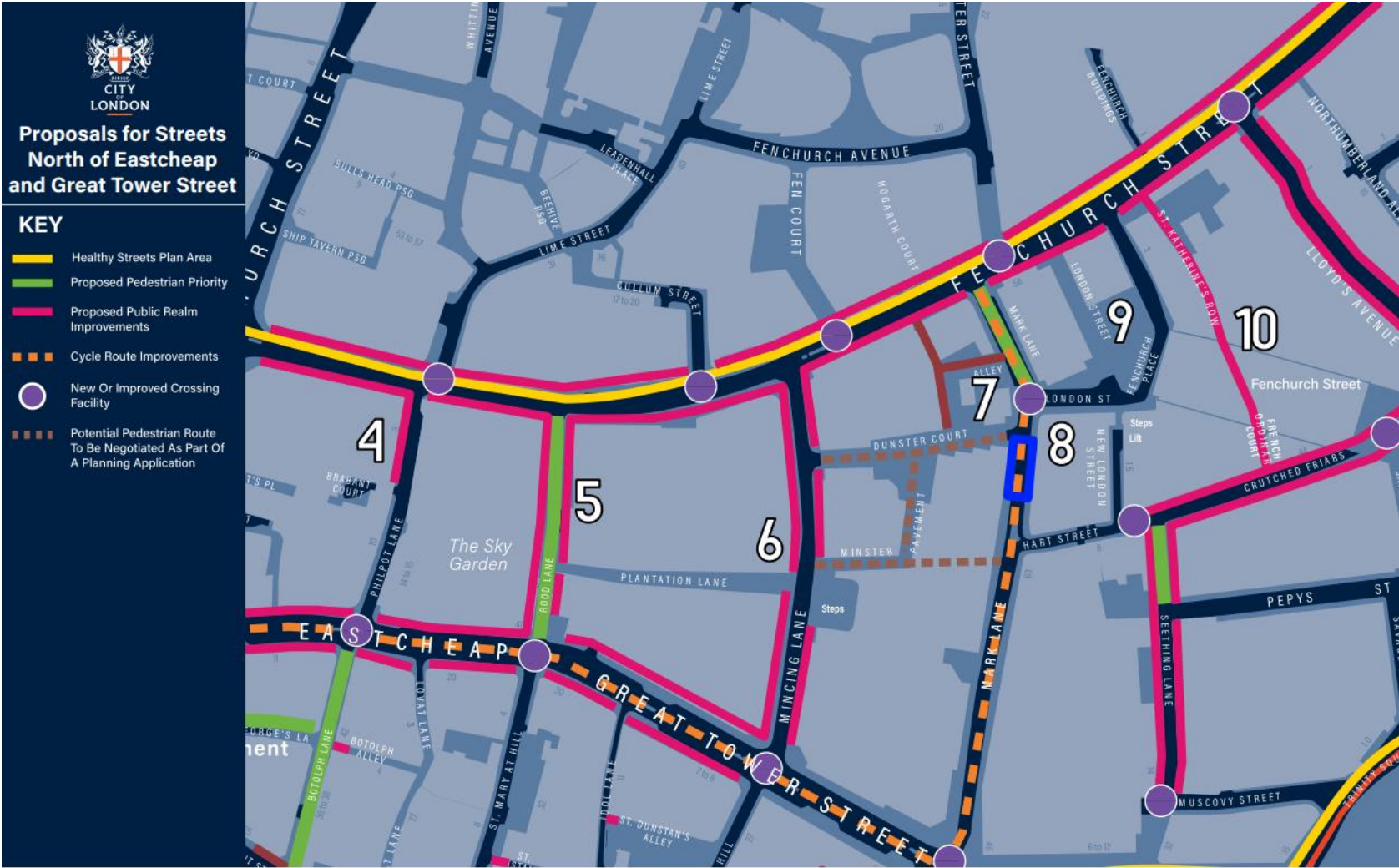
The proposals will explore the potential to:

- Raise the carriageway to pavement level at the junction with Mark Lane and at the junction with Fenchurch Place.

Fenchurch Place and Fenchurch Street Station Forecourt – Proposal 9

. The proposals will explore the potential to:

- The City Corporation will work in conjunction with the train operating company and the City of London Police in reducing vehicular access to the street if required for increased public security.
- The EC Bid Public Realm Strategy has identified the space as a potential location for public realm improvements including clearer arrival routes, improved planters and seating, and a consolidated area for the street-food market. The City Corporation will support the BID where possible in meeting this objective.



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Figure 9 Streets North of Eastcheap and Great Tower Street

Streets East of Mark Lane – Proposals 10-16

Hart Street, Crutched Friars and Jewry Street form a one-way eastbound route for motor traffic out of the area to Aldgate. Lloyds Avenue, Coopers Row and Trinity Square provide a one-way southbound route for motor vehicles between Fenchurch Street and Byward Street and Tower Hill.

Hart Street and Crutched Friars have an inconsistent carriageway width and there may be opportunities for some pavement widening, but these opportunities may be limited by the need for on street loading for local businesses. The carriageway has been raised to pavement level at the junctions with Mark Lane and New London Street, on the side street crossing at Seething Lane and all arms of the junction of Crutched Friars with Lloyds Avenue, Crosswall and Cooper's Row. There are pubs on the north side of Crutched Friars and under the railway viaduct. East of Lloyds Avenue the western pavement is wide and accommodates some street trees and short stay cycle stands. It is identified in the City Transport Strategy for Cycle Network improvements by 2035.

St. Katherine's Row and French Ordinary Court is a narrow, historic laneway that connects Fenchurch Street to Crutched Friars. Signage for the laneway and uninviting lighting do not make this route through the area obvious to the uninitiated.

Approved redevelopments of 65 Crutched Friars and Boundary House will deliver public realm improvements when implemented. These will include seating, greening and small pavement widenings on Crutched Friars, a small public space on Northumberland Avenue and Rangoon Street will also have public realm improvements.

Jewry Street continues from Crutched Friars to Aldgate. It is also one-way north bound to motor vehicles. There are bi-directional cycle lanes on the eastern side. The western side has a wide pavement with two trees and short stay cycle stands.

On Lloyds Avenue we will be installing SuDS at the northern and southern end of the street along with seating and pavement widening. This will be enabled by relocating existing on-street payment parking, motorbike and dockless and scooter parking.

St. Katherine's Row and French Ordinary Court – Proposal 10

The proposals will explore the potential to:

- Install improved, well-designed lighting to make it more welcoming and secure.
- Install Legible London signage to improve navigation for people walking and wheeling and promote the street as a key connector between Fenchurch Street and Crutched Friars.

Hart Street and Crutched Friars – Proposal 11

The proposals will explore the potential to:

- Extend the existing raised junction treatment with New London Street eastwards on Hart Street to the junction with Seething Lane in coordination with the new development at 1 London Street.
- Public realm improvements including widening sections of pavement where there is excess carriageway, introducing seating, planting and trees (where feasible).

Lloyds Avenue – Proposal 12

An existing scheme will install SuDS at the northern and southern end of the street along with seating and pavement widening.

Northumberland Alley and Carlisle Avenue – Proposal 13

The proposals will explore the potential to:

- Close the carriageway between Crutched Friars and the junction with Carlisle Avenue to motor vehicles or increase pedestrian priority by raising the carriageway to pavement level.
- Carlisle Avenue to be made two-way to motor vehicles.

Jewry Street – Proposal 14

The proposals will explore the potential to:

- Improve the public realm by widening sections of pavement, introducing seating, SuDS or in ground planting and trees where feasible and reduce clutter.
- Raise the carriageway to pavement level at India Street, Carlisle Avenue and Saracens Head Yard to make these side streets easier to cross.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.

India Street– Proposal 15.

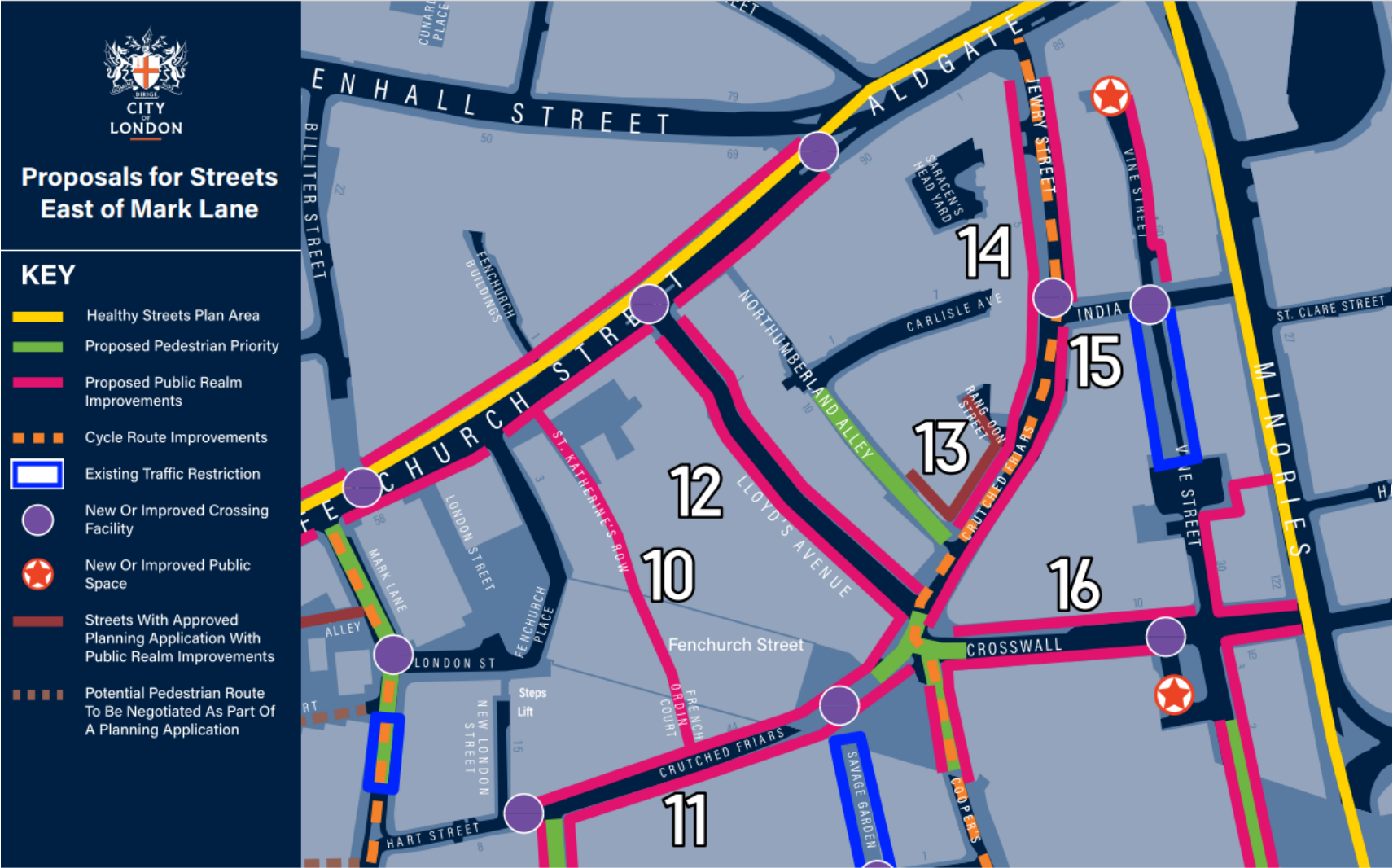
The proposals will explore the potential to:

- Raise the carriageway to pavement level at the junction with Vine Street to make the street easier to cross.
- Accommodate relocated payment parking from Lloyds Avenue.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.

Crosswall – Proposal 16

The proposals will explore the potential to:

- Raise the carriageway to pavement level at the junction with America Square and Vine Street to make the street easier to cross.
- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.



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Figure 10 Streets East of Mark Lane

Vine Street, America Street and Crescent - Proposals 17-20

These streets are a significant gateway into the area for people walking, wheeling from the Tower of London and the Tower Hill Underground Station. Historically, they accommodated a series of small public spaces, and these could be reintroduced.

The Crescent is two directional to traffic and at the southern end vehicles can enter and exit from Hammett Street. With America Square it is a comfortable route for people cycling as traffic volumes are low. The Crescent is currently a hard surfaced carriageway space that is in poor condition but has been identified for improvements in association with the existing hotel and as part of a proposed hotel development at 6-11 Crescent. Midway on the Crescent the Fenchurch Street station viaduct crosses the street and accommodates a café and a small space underneath that does not have a defined function. Pavement widths in this stretch are substandard in width and are in a poor condition. At America Square there is a small gyratory with a public space in the centre that could be expanded.

Vine Street has partly been closed to through traffic with the introduction of a high-quality public space including new paving and tree planting. The stretch north of India Street terminates in a service area and carpark and has very low volumes of motor traffic. It has the potential for a public space.

Vine Street – Proposal 17

The proposals will explore the potential to:

- Introduce new public spaces at the northern end of Vine Street and south of the hard surfaced area adjoining the recently completed Vine Street public space.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Introduce new architectural feature lighting on the laneway linking Vine Street with Minories.

America Square and Crescent – Proposal 18

The proposals will explore the potential to:

- Introduce a one-way motor vehicle restriction and a cycle contraflow between Crosswall and Hammett Street to increase pedestrian priority and improve the comfort and safety of people cycling.
- Raise the carriageway to pavement level under the railway viaduct to increase pedestrian priority.
- Introduce new architectural feature lighting under the railway viaduct.

- Close the western section of America Square to motor vehicles and extend the existing public space into the carriageway.
- Investigate the need for kerbside parking in the area and relocate payment parking to India Street and Hammett Street.
- Introduce a flexible space for events in conjunction with Aldgate Connect BID.

Crescent -Proposal - 19

A scheme has been explored to:

- Create a new public space in Crescent, with seating, greening and space for events.
- Relocate disabled parking bays and introduce space for loading to facilitate development via S278 agreements as required.

Hammett Street – Proposal 20

The proposals will explore the potential to:

- Introduce a one-way motor vehicle restriction and a cycle contraflow in conjunction with changes to traffic management on the Crescent.
- Relocate payment parking or dockless cycle parking from America Square or nearby streets to this street.



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Figure 11 Vine Street, America Square and Crescent

Streets south of Crutched Friars – Proposals 21-23

The streets south of Crutched Friars contain several large hotels and directly to the south is the Tower of London. Cooper's Row and Trinity Square complete the south bound route for motor vehicles between Fenchurch Street and Bayward Street and are also identified in the City Transport Strategy for Cycle Network improvements by 2035.

The Fenchurch Street station viaduct crosses some of the streets and is a dominant architectural feature in the area. Consequently, there are railway arches over footways that have low lighting levels throughout the day and need illumination. The introduction of architectural feature lighting under the viaduct could compliment the local nighttime economy.

Coopers Row accommodates an entrance to the railway platforms above and the southern section includes a taxi rank for two taxis. Payment, motorcycle and blue badge parking is accommodated on Pepys Street and Seething Lane.

Seething Lane at the junction with Byward Lane is closed to traffic and is a public space including planters and external tables and chairs for restaurants. East of the pavement is the landscaped Seething Lane Gardens and on the western side is St Olave, Hart Street, Churchyard. Public realm improvements could improve the setting of both these spaces.

Coopers Row – Proposal 21

The proposals will explore the potential to:

- Extend the existing raised crossing point on all arms of the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall. On Coopers Row to the Fenchurch Street station entrance and on Crutched Friars to the junction with Savage Gardens (subject to sufficient height for tall vehicles).
- Introduce new or improved architectural feature lighting under the railway viaduct.
- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Improve the cycling experience and safety for people cycling.

Pepys Street – Proposal 22

The proposals will explore the potential to:

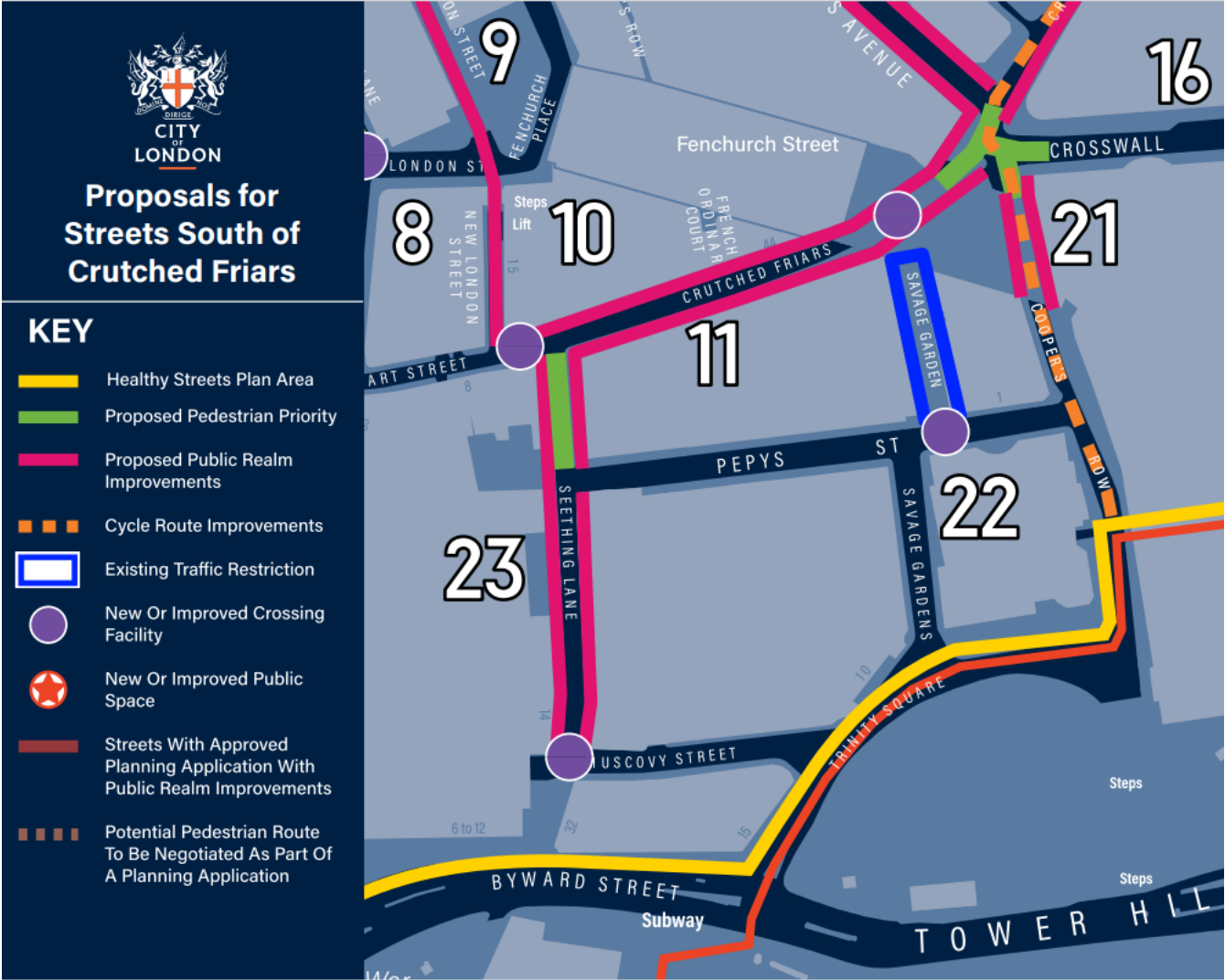
- Raise the carriageway to pavement level at the junction with the north and south sections of Savage Gardens to make the street easier to cross.

- Improve the public realm and the experience of spending time on the street by installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.

Seething Lane – Proposal 23

The proposals will explore the potential to:

- Raise the junction to pavement level at the junction with Muscovy Street to make the street easier to cross.
- Improve the public realm and the experience of spending time on the street by widening the pavement, installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Raise the carriageway to pavement level between Hart Street and the junction with Pepys Street to increase pedestrian priority.
- Investigate the need for and quantity of motorcycle parking on the street and relocate where appropriate.



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Figure 12 Streets south of Crutched Friars

Streets South of Eastcheap and Great Tower Street – Proposals 24-32

The streets south of Eastcheap and Great Tower Street are narrow running north to south and are mainly closed to motor traffic with small public spaces at the junction with Lower Thames Street.

Running east to west is Monument Street. This comprises three spaces with the eastern and western parts two-way to motor vehicles and in the middle is Monument Square which is a prominent public space including the Monument to the Great Fire of London. The City Corporation aims to relocate the existing public toilets on Monument Square to enable unobstructed views from Lower Thames Street to the Monument.

The eastern and western sections of Monument Street accommodate a TfL cycle docking bay, motorcycle parking, payment parking and disabled parking. A proposed redevelopment of Faryners House will introduce a small public space on its southwest corner if built.

Located between St Dunstons Hill and Idol Lane is St. Dunstan in the East historic church that has been repurposed as a public garden. There are opportunities to enhance the setting of this Grade I listed attraction and improve accessibility for visitors.

Bakers Hall Court is a small square with a tree in the centre which has the potential to accommodate a quiet public space

The area has some opportunities to accommodate relocated kerbside parking from Eastcheap and Great Tower Street if required.

Fish Street Hill – Proposal 24

The section north of Monument Square is closed to through traffic. TfL are exploring further restricting vehicular access in this section as part of their proposals for Monument junction. The southern section with Monument Street links King William Street with Lower Thames Street.

Monument Street and Monument Square – Proposal 25

The proposals will explore the potential to:

- Improve the public realm and the experience of spending time on the street by widening the northern pavement, installing places to sit, incorporating SuDS or in ground planting and trees (where feasible) and reducing clutter.
- Relocate existing payment parking between Boltoph Lane and Pudding Lane to the eastern end of Monument Street and Pudding Lane.

- Provide additional cycle parking and dockless cycle and e-scooters hire bays.
- Introduce improved seating and planting to Monument Square where feasible.

Pudding Lane – Proposal 26

The proposals will explore the potential to:

- Introduce a one-way motor vehicle restriction north of Monument Street.
- Raise the carriageway to pavement level south of Monument Street to increase pedestrian priority.
- Accommodate relocated payment parking from Monument Street or Eastcheap and Great Tower Street if required.

St Georges Lane Proposal - 27

The proposals will explore the potential to:

- Raise the carriageway to pavement level on the section that has not been raised and restrict access to motor vehicles.

Boltolph Lane and Botolph Alley – Proposal 28

The proposals will explore the potential to:

- Raise the carriageway to pavement level on all or sections of Boltolph Lane to increase pedestrian priority.
- Introduce new architectural feature lighting at Botolph Alley.

St Mary at Hill – Proposal 29

The proposals will explore the potential to:

- Accommodate relocated payment parking from Eastcheap and Great Tower Street or nearby streets if necessary.
- Raise the carriageway to pavement level at the junction with St Dunstons Lane to make this side street easier to cross.

St Dunstan's Lane and Idle Lane – Proposal 30

The proposals will explore the potential to:

- Raise the junction to pavement level at the junction of St Dunstan's Lane and Idle Lane to make the street easier to cross.

- Improve accessibility for people walking and wheeling on the pedestrianised section of St Dunstan's Lane.

St Dunstan's Hill – Proposal 31

The proposals will explore the potential to:

- Accommodate relocated payment parking from Eastcheap or Great Tower Street or nearby streets if required.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Widen the pavement at the hammerhead to introduce seating, SuDS or in ground planting and trees (where feasible).

Cross Lane, and Bakers Hall Court – Proposal 32

The proposals will explore the potential to:

- Accommodate relocated payment parking from Eastcheap or Great Tower Street on Cross Lane if required.
- Introduce additional cycle parking and dockless cycle and e-scooters hire bays.
- Install further planting and seating around the tree in Bakers Hall Court.

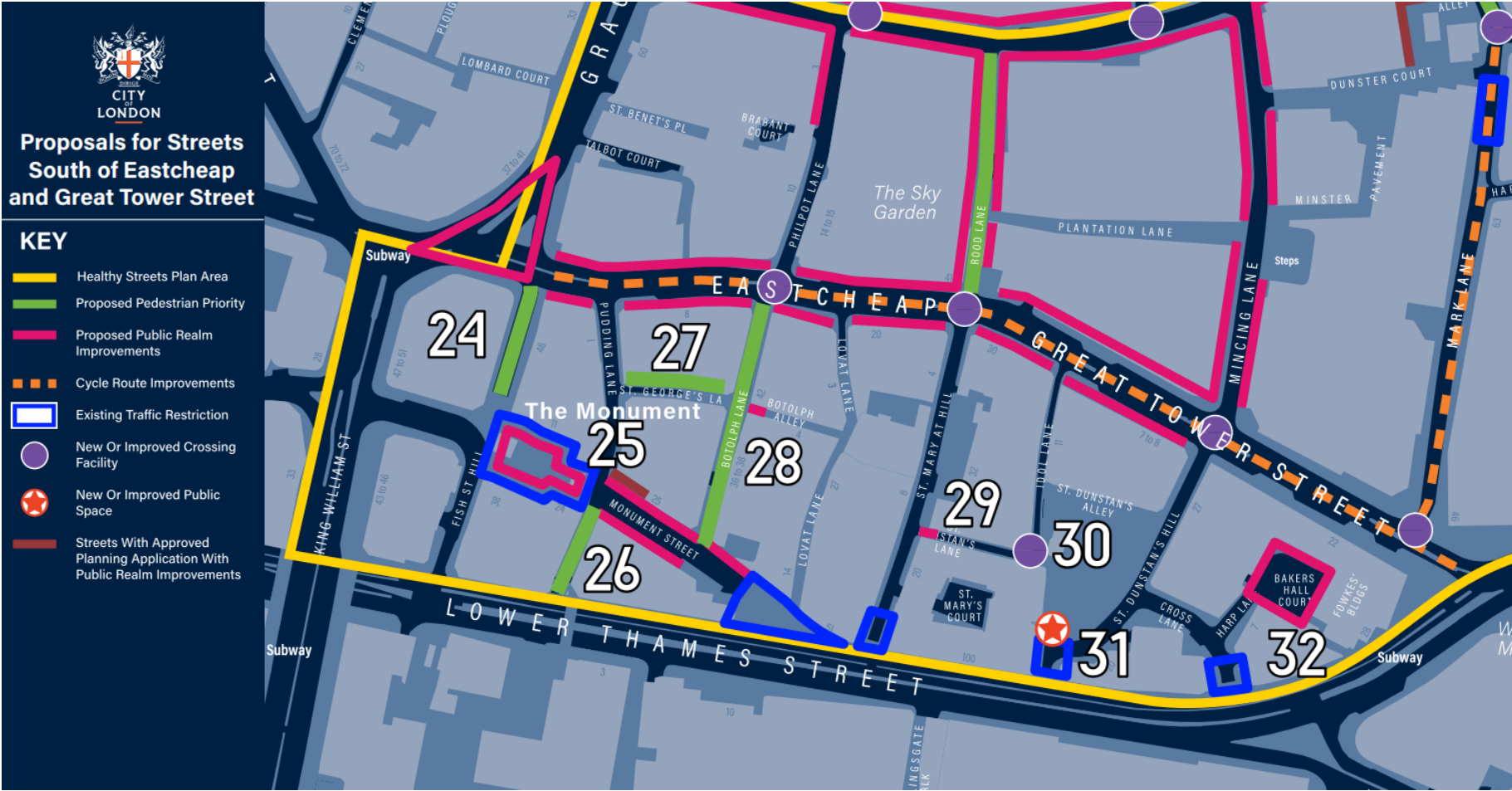


Figure 13 Streets south of Eastcheap and Great Tower Street

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