

Appendix 8

Phase 3: proposals for intervention (12 streets)						
No.	Location (street name)	Description	Current footway widths	Ped flow	Proposed changes	Impact
1.	West Smithfield (rotunda)	Pedestrian routes to-from Farringdon and Barbican stations.	2-3m average	Med flow 1000-2000 p/hr	Street furniture, moveable seats and planters.	Reallocation of carriageway space.
2	Cheapside *	Busy shopping area with high concentration of retail and food outlets. Proximity to visitor destinations.	2-3m average	High ped flow 2000-p/hr	To be delivered following Phase 1 implementation. Provide space for moveable seats and planters.	Reallocation of carriageway space.
3	Chancery lane (Carey Street to Southampton Buildings) *	Busy shopping area with high concentration of retail and food outlets.	Less than 2 m	High ped flow 2000-p/hr	Create space to provide for parklets, moveable seats.	Reallocation of carriageway space.
4	Carter Lane (Creed Lane to Ludgate Broadway)	High concentration of retail and food outlets, narrow footways.	Variable, Less than 2 m	High ped flow 2000-p/hr	Introduction of moveable seats and planters	Extension of timed closure to 7am-7pm and possible reallocation of carriageway space.
5	Coleman Street (Great Bell Alley to Coleman Street Buildings) *	High concentration of retail and food outlets, narrow footways.	Less than 2 m, variable.	High ped flow 2000-p/hr at peak times.	Provide space for parklets, greening and moveable seats.	Suspension of up to two parking bays.
6	Bow Lane and Watling Street	Busy shopping area with restaurants in narrow streets, busy pedestrian routes and proximity to visitor destinations.	Less than 2 m	High ped flow	Extension of timed closure to 7am-7pm and provide space for moveable seats and planters.	Possible suspension of up to one parking bay.
7	Harrow Place*	Proximity to market and food outlets.	Less than 2 m	Med ped flow	Provide space for parklets, greening and moveable seats.	Suspension of up to two parking bays.

8	City Cluster Area (exact locations to be determined)	High pedestrian flows and area with high concentration of workers. Footways are already crowded at peak times.	Variable, Less than 2 m	High ped flow 2000- p/hr	Complement measures from Phase 1-2 proposals. Create more space and introduce parklets, moveable seats and planters.	Reallocation of carriageway space and suspension of up to three parking bays.
9	Old Jewry *	Busy pedestrian route connecting underground stations. Proximity to Bank area and Moorgate.	2-3m average	Med ped flow	Complement measures from Phase 1-2. Provide space for moveable seats and planters.	Suspension of up to one parking bay, reduction on carriageway space.
10	Whitecross (within City's boundary)	Proximity to food markets, and visitor destinations.	2-3m average	Med ped flow	Provide space for up to two parklets.	Reallocation of carriageway space.
11	Long Lane (Aldersgate Street to Lindsey Street)	Pedestrian routes to-from Farringdon East and Barbican stations, proximity to Culture Mile area, and visitor destination.	Less than 2 m	Med flow 1000-2000 p/hr	Creating additional space for pedestrians and introduce parklets and planters.	Suspension of up to 2 parking bays.
12	Wood Street (Cheapside to Goldsmith Street)	Busy shopping area with high concentration of retail and food outlets. Proximity to visitor destinations.	Variable, Less than 2 m	Med ped flow	Provide space for up to two parklets.	Reallocation of carriageway space.

*complementing measures implemented in Tier 1 streets – Phase 1-2