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## 1. Introduction

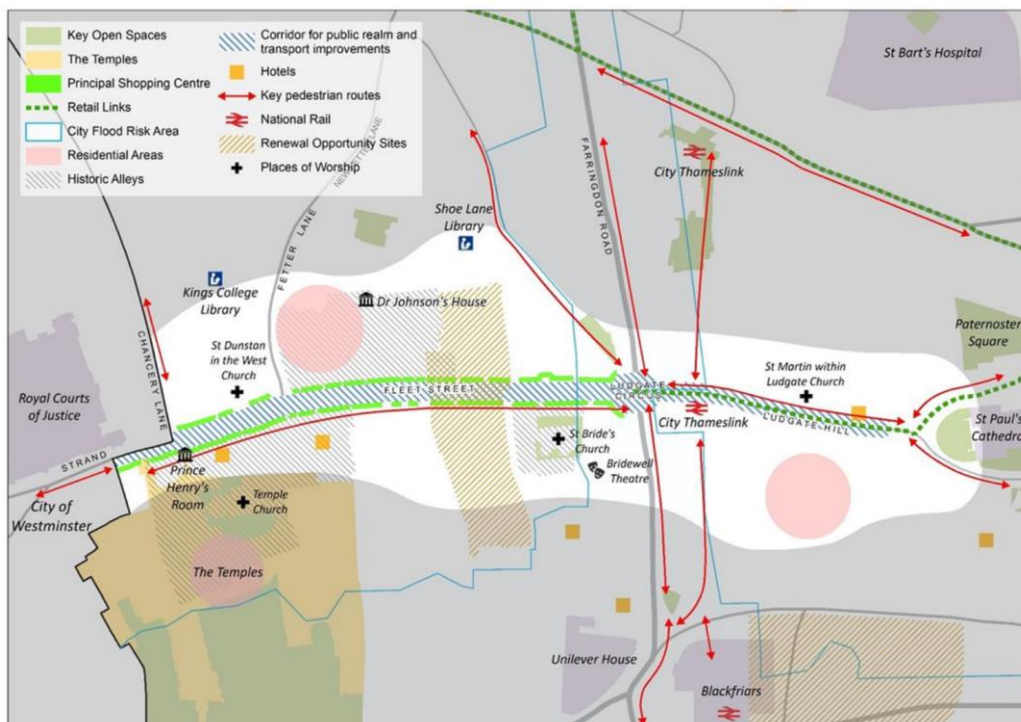
This Healthy Streets Plan for the Fleet Street area sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following City of London Transport Strategy outcomes:

- The Square Mile's streets are great places to walk 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.
- More people choose to cycle.
- The Square Mile's air and streets are cleaner and quieter.
- Delivery and servicing are more efficient, and impacts are minimised.
- Our street network is resilient to changing circumstances.

The Plan 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.

The area covered by the plan incorporates the Fleet Street and Ludgate Key Area of Change identified in the draft City Plan 2040 and responds to the significant development underway and planned in the area.

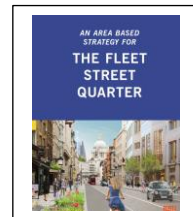
Figure 1 The Fleet Street and Ludgate Key Area



The plan sets out a framework of investment and improvement including public realm improvements. This includes supporting and facilitating the Fleet Street Quarter BID's aspirations for the enhancement of the area contained in their Placemaking and Public Realm Strategy. The BID will be a key partner as we develop and deliver the proposals in the plan. This Healthy Streets Plan does not include proposals for privately owned spaces but we will explore opportunities to support private land owners and the BID in their efforts to improve publicly accessible spaces.

**Fleet Street Quarter- Placemaking and Public Realm Strategy** The Fleet Street Quarter BID's strategy for the area is based on:

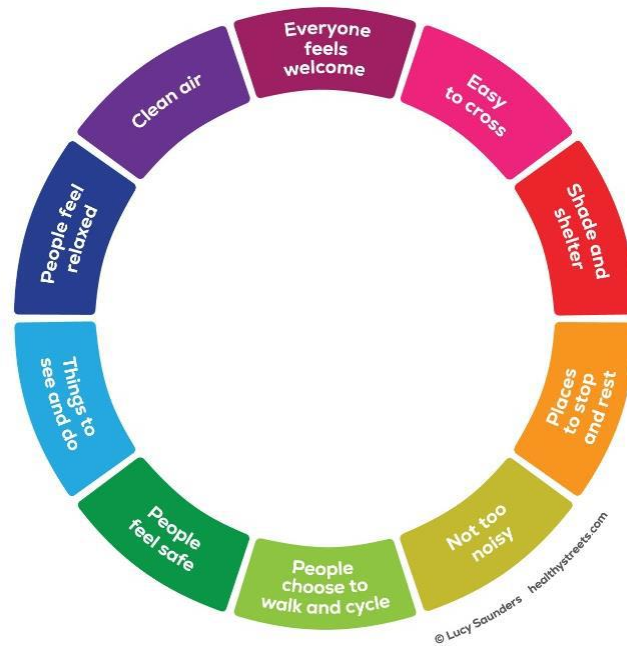
- Enhancing connections for people walking and cycling.
- Nurturing the public realm to make it safer, more vibrant and inclusive.
- Enhancing Biodiversity.
- Driving activity to create a lively environment to attract visitors.



It aims to re-invigorate the area into becoming a memorable, sustainable and vibrant part of London that is welcoming, inclusive, supportive of a variety of uses, while providing a high-quality public realm for the area's remarkable history and future.

## 2. 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 safe places for people to walk, cycle and spend time. The approach to achieving this may vary depending on the type of street and local context.

### 3. Fleet Street Area Healthy Streets Plan area

The plan area has been divided into five neighbourhoods:

- 1/ Chancery Lane neighbourhood
- 2/ Fleet Street and the Lanes neighbourhood
- 3/ Old Bailey neighbourhood
- 4/ Carter Lane and Ludgate neighbourhood
- 5/ Whitefriars neighbourhood

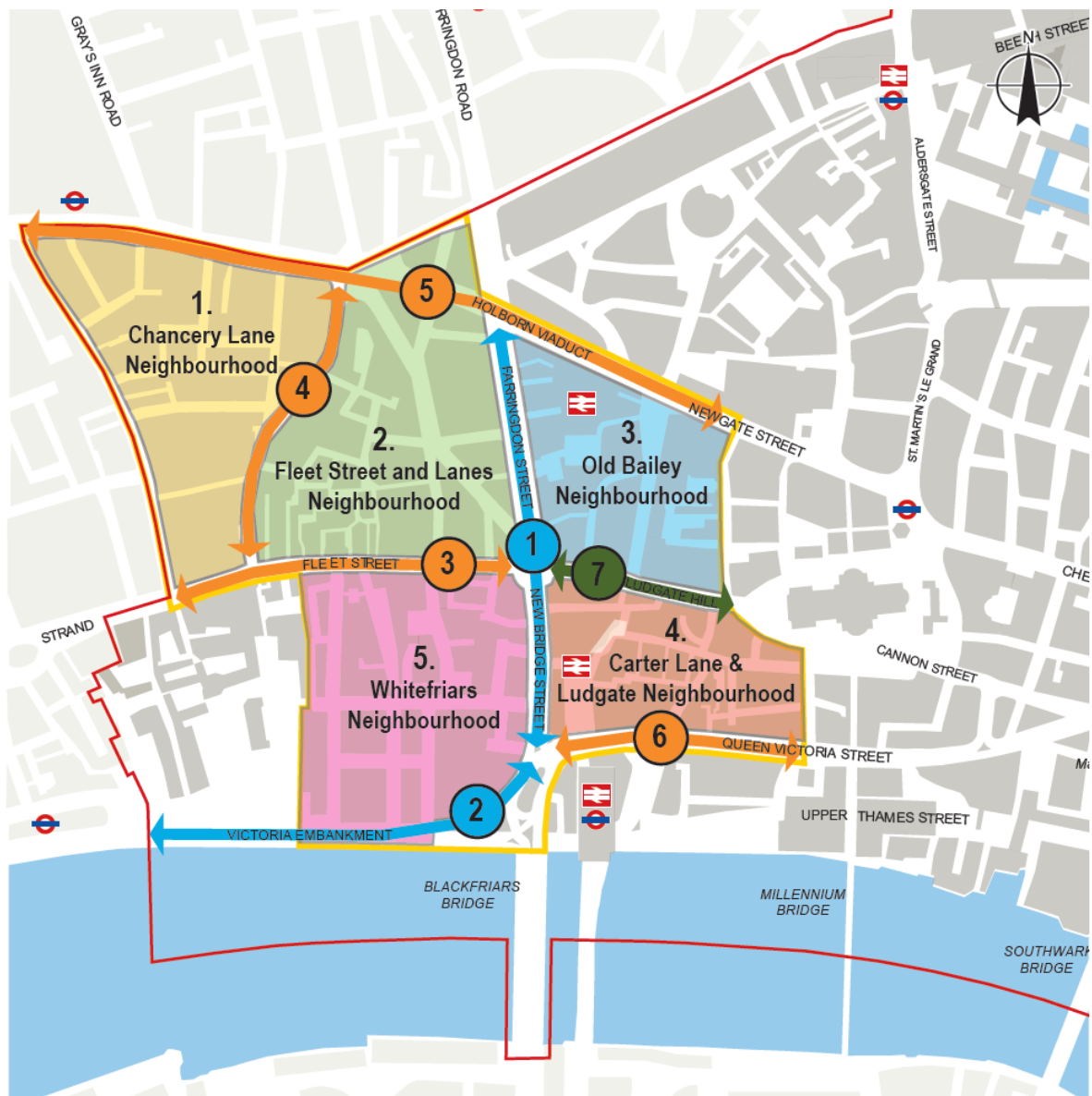
Each of these is bounded by streets that are defined by the street hierarchy set out in the Transport Strategy as London access and City access streets. The London access streets are New Bridge Street, Farringdon Street and Victoria Embankment. These are streets that need to accommodate motor vehicles that do not have a destination in or immediately adjacent to the Square Mile. These streets are managed by Transport for London (TfL). The City access streets are Fleet Street, Fetter Lane/New Fetter Lane, Queen Victoria Street and High Holborn. These are streets that are intended to be used by motor vehicles travelling around but not through the Square Mile or to destinations that are immediately adjacent.

All streets within the five neighbourhoods are classified as Local access streets. These are streets primarily used for the first or final part of a journey, providing access for motor vehicles to properties.

In each of the five neighbourhoods there are opportunities to make walking easier, more comfortable and safer, and to create pedestrian priority by redesigning streets and managing motor vehicle access. The plan also considers the opportunities created by new spaces and walking routes proposed as part of developments.

Improvements to existing streets and spaces and the changes to be created as part of new developments will encourage people to explore the neighbourhoods and their unique characters. This will help people discover existing public spaces and businesses and encourage further activation and investment in these neighbourhoods.

Figure 2 - The Fleet Street Area Healthy Streets five neighbourhoods and London and City Access:



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**Key**

- |  |   |
|--|---|
| <p><b>London Access Streets</b><br/>(as identified by the City Corporation Transport Strategy)</p> <ul style="list-style-type: none"> <li>① New Bridge Street and Farringdon Street corridor</li> <li>② The Embankment</li> </ul> <p><b>City Access Streets</b><br/>(as identified by the City Corporation Transport Strategy)</p> <ul style="list-style-type: none"> <li>③ Fleet Street</li> <li>④ New Fetter Lane and Fetter Lane (south)</li> </ul> | <ul style="list-style-type: none"> <li>⑤ Holborn and Holborn Viaduct corridor</li> <li>⑥ Queen Victoria Street</li> </ul> <p><b>Primary Resilience Network</b></p> <ul style="list-style-type: none"> <li>⑦ Ludgate Hill</li> </ul> |
|--|---|

Figure 3 – The Fleet Street Area Proposed Improvements Within the Five Neighbourhoods.



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- |   |   |
|---|---|
| <p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="color: green;">—</span> Proposed pedestrian priority streets with restricted access to vehicles</li> <li><span style="color: blue;">—</span> Streets with existing filters to vehicles or time restricted access.</li> <li><span style="color: magenta;">—</span> Streets proposed for public realm improvements<br/>(Including pavement widening, raised carriageway, junction or crossing treatments, new seating, SUDs, planting &amp; trees, and cycle parking).</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: grey;">—</span> Cycle route improvement</li> <li><span style="color: brown;">—</span> Streets with approved planning applications with public realm improvements.</li> <li><span style="color: yellow;">—</span> Healthy Streets Plan area</li> <li><span style="color: red;">▲</span> New or improved public spaces</li> <li><span style="color: green;">●</span> Improved crossing facility</li> <li><span style="color: brown;">▲</span> New public space created from approved planning application</li> </ul> |
|---|---|



## 4. Proposals

This section sets out the potential improvements that we will seek to deliver, and, where necessary, the changes to traffic movement, parking and loading that might be required to deliver these improvements. We will work with TfL, the Fleet Street Quarter BID, and other stakeholders and partners to develop and deliver these changes. Individual projects will be subject to feasibility, detailed design and consultation and the City Corporation's approval processes.

### 4.1. Chancery Lane Neighbourhood

**Walking and public spaces:** The area has a variety of routes available for people walking between Holborn and Fleet Street and between Chancery Lane and New Fetter Lane. Within the neighbourhood some pavements are narrow, and many streets do not perform well against the Healthy Streets indicators due to pavement quality and a lack of trees and seating. On the northern part of Fetter Lane in particular, there are high numbers of people walking at peak times.

The neighbourhood has high quality public spaces at Plough Place and at the Rolls Buildings fronting New Fetter Lane and the St Dunstan in the West Burial Ground also provides a valuable open space. A new pocket park with planting and seating has been installed at the western end of Cursitor Street.

**Traffic management:** The central area of the Chancery Lane neighbourhood is already largely closed to through traffic. Motor vehicles can only enter the area from Fetter Lane and exit via Fetter Lane and Furnival Street.

**Cycling:** On the Local access streets low traffic levels make the neighbourhood a safe and comfortable environment for people cycling.

**Cycle and scooter hire and parking:** Existing short stay cycle parking appears well used. There are two TfL cycle hire docks in the neighbourhood but there are limited facilities for dockless cycle parking or e-scooters hire.

#### 4.1.1. Proposals to be explored.

Within the Chancery Lane neighbourhood, we will explore the potential to:

- Improve any areas of poor-quality paving, reduce clutter by removing any unnecessary street furniture and signage, and install additional Legible London maps and signs to make it easier for people to find their way around.
- Provide additional cycle parking and dockless cycle and e-scooter hire bays.
- Provide more priority and space for people walking and improve accessibility on the northern part of Fetter Lane, Breems Buildings, Norwich Street, Furnival Street and Cursitor Street by raising junctions, side streets and loading bay entrances and raising carriageway on streets with very narrow pavements.

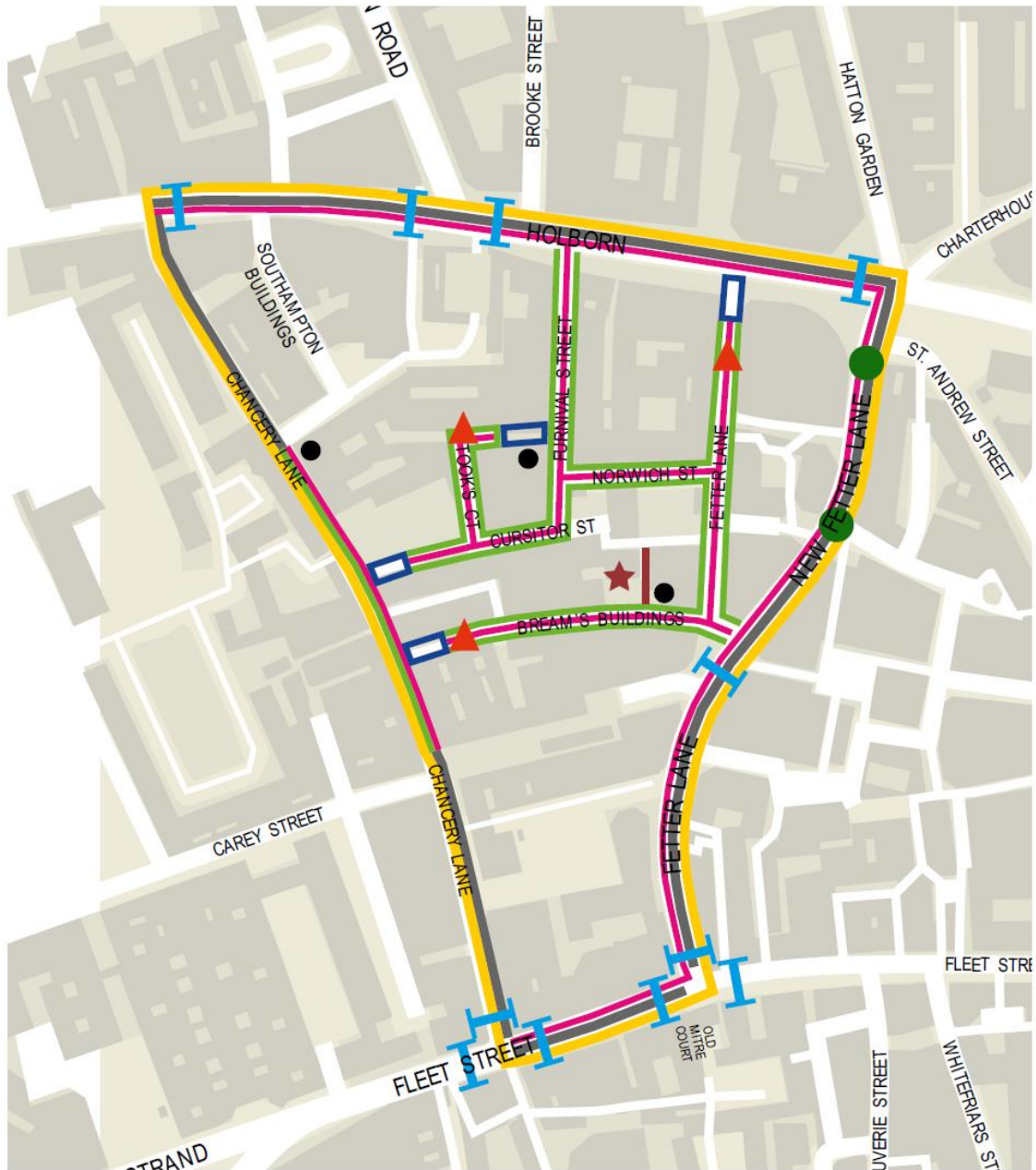


- On Fetter Lane, Tooks Court and Breams Buildings explore the opportunities to create small public spaces that include seating, planting and trees.
- Refresh the planting and seating in the St Dunstan in the West Burial Ground.
- On the northern part of Fetter Lane, Breams Buildings, Norwich Street, Furnival Street and Cursitor Street we will explore a timed restriction for motor vehicles during the busiest times of day when people are walking.
- Review existing on street parking.
- Liaise with the City of Westminster and LB Camden on the potential to improve the experience of walking, cycling and spending time on Chancery Lane by:
  - Introducing a timed restriction for motor vehicles.
  - Improving the existing cycle contraflow on Chancery Lane and exploring extending this to Fleet Street.
  - Widening pavements and installing more seating, planting and trees.
  - Formalising kerbside loading arrangements.

Details of all the proposals can be found in Table 1 –Chancery Lane Neighbourhood proposals to be explored.

Figure 4 - Chancery Lane Neighbourhood Proposed Changes

CHANCERY LANE NEIGHBOURHOOD



- |            |   |   |
|------------|---|---|
| <b>Key</b> | Neighbourhood Area  | Streets proposed for public realm improvements (Including pavement widening, raised junctions, crossings and side street entrances, new seating, SUDs, planting and trees and cycle parking). |
|            | Proposed pedestrian priority streets with restricted access to vehicles | Cycle route improvement   |
|            | Public realm improvement as part of planning permission                 | New or improved public spaces   |
|            | New pedestrian route  | Existing zebra or controlled crossing   |
|            | Streets with existing filters to vehicles or time restricted access.    | New or improved crossing facility   |
|            |   | Potential additional Legible London   |

## 4.2. Fleet Street and Lanes Neighbourhood

**Walking and public spaces:** Pavements and carriageway have recently been substantially upgraded with high quality materials and raised carriageway treatments. However, there are few trees and limited seating.

High-quality public spaces have been created at the western end of St Brides Street, and in the New Street Square development. The laneways off Fleet Street provide several intimate public spaces.

Consented major developments at Thavies Inn Court and Stonecutter Lane will create new high-quality spaces and improve the walking experience on St Andrews Street, the southern section of Shoe Lane and St Brides Street. These improvements will also create opportunities for activation such as lunchtime and weekend events.

During the consultation some respondents noted concerns about low lighting levels contributing to negative perceptions of personal security in some of the laneways north of Fleet Street.

**Cycling:** Within the neighbourhood low traffic levels provide a safe and comfortable environment for people cycling.

**Cycle and scooter hire and parking:** Existing short stay cycle parking is mainly located on the periphery of the neighbourhood and appears well used. There are two TfL cycle hire docks in the neighbourhood but there are few facilities for parking dockless cycles or e-scooters.

**Traffic management:** Traffic access is limited to streets off New Fetter Lane with associated low traffic levels for access and servicing.

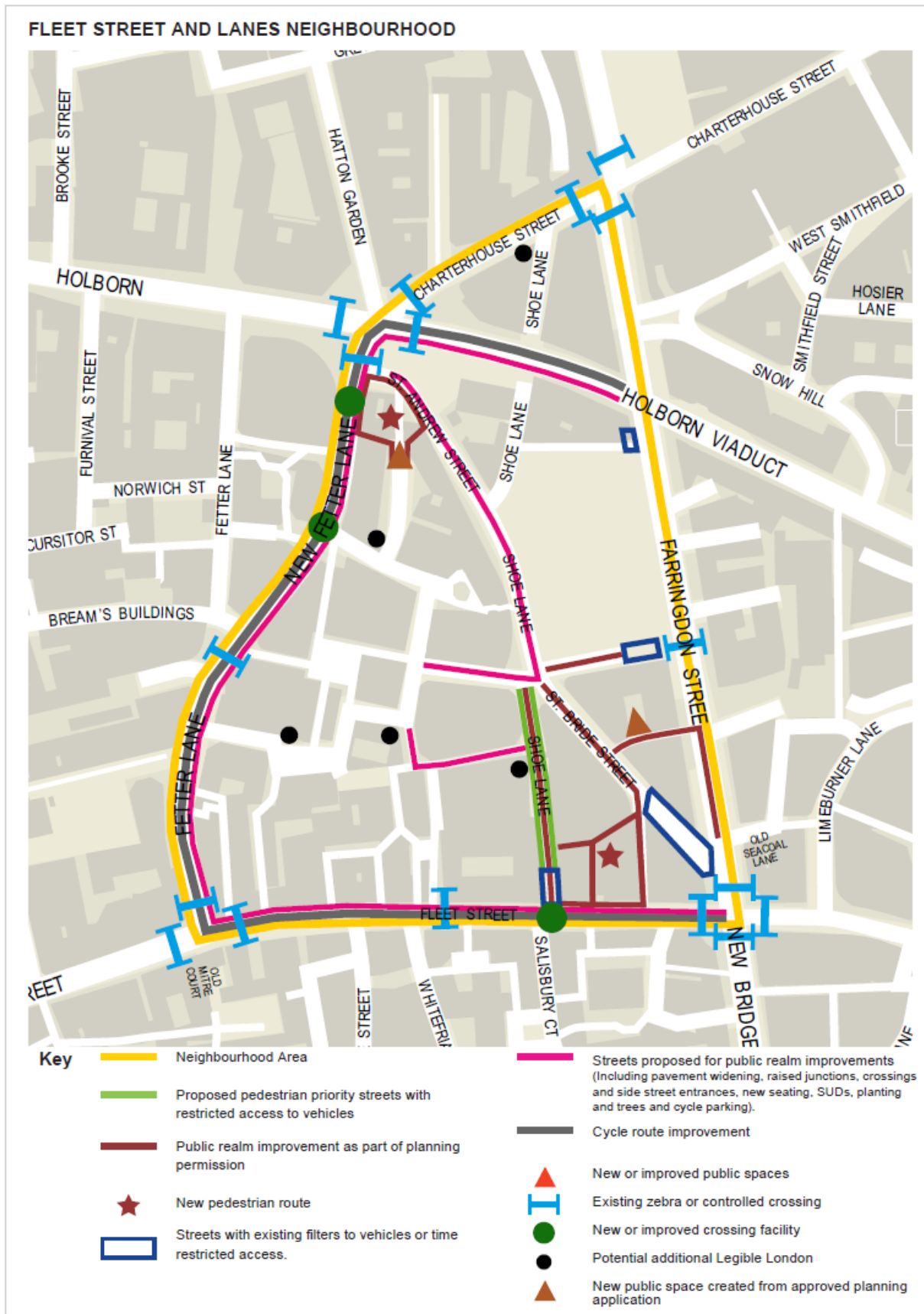
### 4.2.1. Proposals to be explored.

Within the Fleet Street and Lanes Neighbourhood we will explore the potential to:

- Improve the public realm and experience of spending time on Shoe Lane, Little New Street, St Andrews Street, Wine Court and Gunpowder Square by installing new seating, sustainable drainage (SuD's), or in ground planting and trees.
- Refresh the planting and seating in the garden of St Andrew Church Holborn.
- Make the area easier to navigate by installing additional Legible London maps and signs on Shoe Lane, Little New Street, St Andrews Street and Wine Court.
- Give more priority to people walking and support activations by introducing timed restrictions for motor traffic at lunchtimes and weekends on Shoe Lane.
- Improve lighting levels in the laneways.
- Provide additional cycle parking and dockless cycle and e-scooter hire bays.
- Restricting motor traffic between Little New Street and Shoe Lane if traffic changes on Fleet Street are expected to increase potential for through traffic.
- Introduce a pay and display parking space in Gough Square.

Details of all the proposals can be found in Table 2–Fleet Street and the Lanes Neighbourhood proposals to be explored.

Figure 5 - Fleet Street and Lanes Neighbourhood Proposed Changes



### 4.3. Old Bailey Neighbourhood

**Walking and public spaces:** Old Bailey is the route for people walking north-south, but in places on its eastern side has a narrow pavement. The western side includes new and improved public spaces, but relatively few trees. People can walk east-west via the private Fleet Place development which has a publicly accessible lift to Farringdon Street near to Old Fleet Lane. The Fleet Place development also provides laneways north and south and a valuable public space, although poor wayfinding means that its full potential is not obvious to people unfamiliar with the area. A consented major development on Farringdon Street and Holborn Viaduct will provide a publicly accessible lift which will create an accessible connection between these two streets.

**Cycling:** Cycle facilities on Old Bailey and a contraflow on Limeburner Lane ensure the area is accessible to people cycling.

**Cycle and scooter hire and parking:** Cycle parking is limited to locations to the periphery of the area. There is no TfL cycle hire docking stations and limited parking for dockless cycles and e-scooters.

**Traffic management:** Old Bailey at the junction with Limeburner Lane has a point closure restricting south bound traffic movements and Limeburner Lane is one-way south bound. Despite this, both streets, which are classified as local access streets, are currently used by through traffic.

#### 4.3.1. Proposals to be explored.

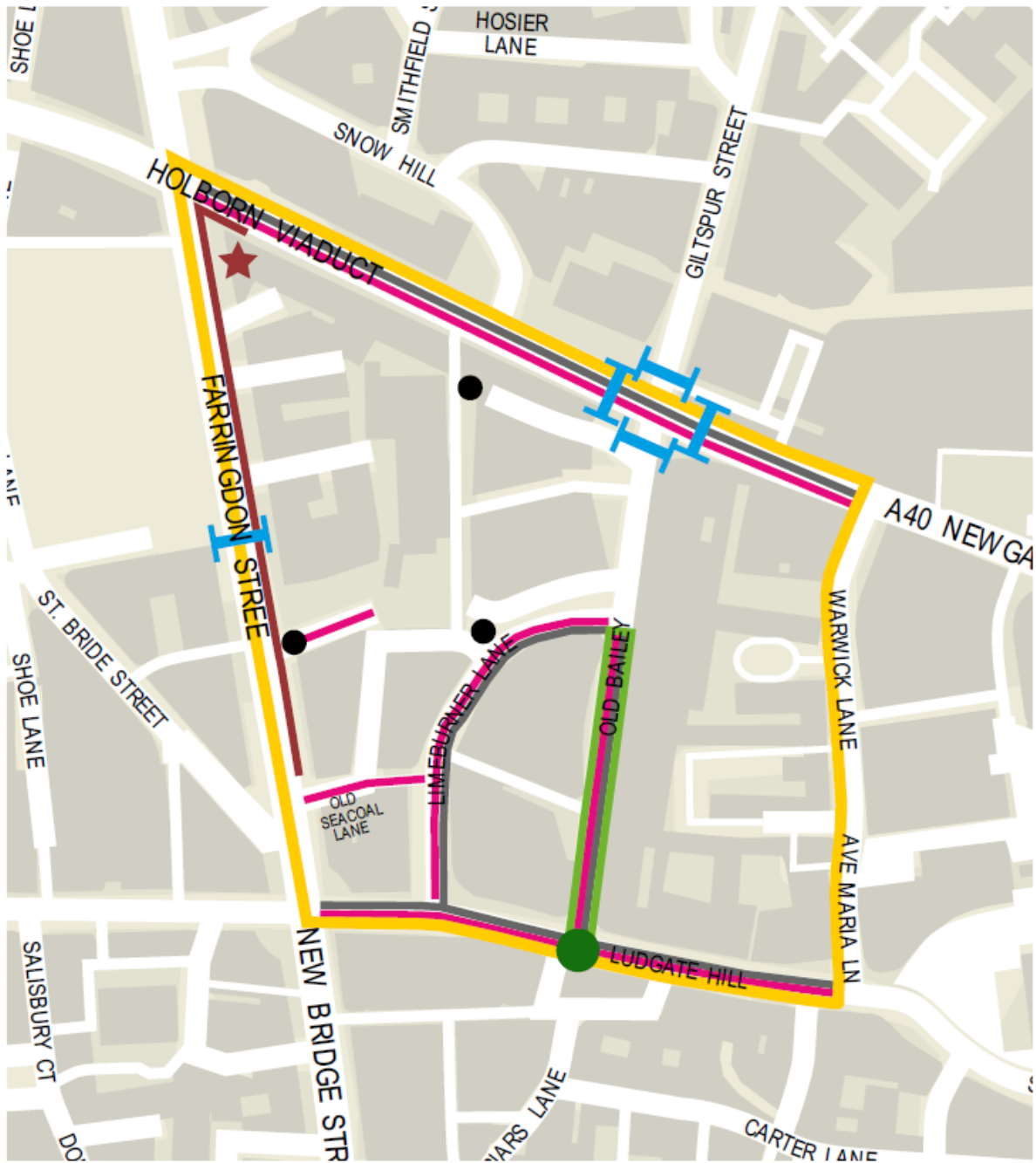
Within the Old Bailey Neighbourhood, we will explore the potential to:

- Improve accessibility and give more priority to people walking on Old Bailey south of the junction with Limeburner Lane by:
  - Reducing through traffic or restricting vehicles to local access only.
  - Widening pavements or by raising the carriageway, SuD's or in ground planting and tree planting and additional seating.
- Improve accessibility on Limeburner Lane at the junction with Fleet Place by raising the crossing point.
- Make the area easier to navigate by installing additional Legible London maps and signs.
- Retain and improve the cycle facilities on the southern part of Old Bailey and Limeburner Lane.
- Provide additional cycle parking and dockless cycle and e-scooter hire bays in the area.
- Install a feature lighting installation under Holborn Viaduct.

Details of all the proposals can be found in Table 3 –Old Bailey Neighbourhood proposals to be explored.



OLD BAILEY NEIGHBOURHOOD



<b>Key</b>	Neighbourhood Area	Streets proposed for public realm improvements (Including pavement widening, raised junctions, crossings and side street entrances, new seating, SUDs, planting and trees and cycle parking).
	Proposed pedestrian priority streets with restricted access to vehicles	Cycle route improvement
	Public realm improvement as part of planning permission	New or improved public spaces
	New pedestrian route	Existing zebra or controlled crossing
	Streets with existing filters to vehicles or time restricted access.	New or improved crossing facility
		Potential additional Legible London

Figure 6 - Old Bailey Neighbourhood Proposed Changes



#### 4.4. Carter Lane and Ludgate Neighbourhood

**Walking and public spaces:** Blackfriars Lane, Ludgate Broadway and Pageantmaster Court provide walking links from Blackfriars Station but crossing facilities on Queen Victoria Street and Ludgate Hill are limited and require improvement. Carter Lane west of Burgon Street is a pedestrian zone and is closed to vehicles between 9am and 6pm. Step free access between the neighbourhood and New Bridge Street is possible with a public lift on Pilgrim Street but is not well sign posted.. The lack of active frontages on Waithman Street and Pilgrim Street may mean that these streets do not always feel safe paces to walk. Blackfriars Lane south of Playhouse Yard provides a poor-quality environment for people walking and does not encourage the use of this as a route from Queen Victoria Street.

Ludgate Broadway has temporary seating and planting installed as part of the City Corporation's Covid-19 response. The platform over the Thameslink railway lines between the two flights of stairs at Apothecary Street will be improved with seating and planting as part of a development in the area.

**Cycling:** Existing traffic restrictions make the neighbourhood comfortable for cycling although the people walking and cycling may compete for space on narrow lanes.

**Cycle and scooter hire and parking:** Cycle parking is limited to locations on the periphery of the area. There is one TfL cycle hire docking station, but no dockless cycle and e-scooter hire parking.

**Traffic Management:** Existing traffic management and permanent traffic restrictions restrict all vehicle movements in the neighbourhood to local access only.

##### 4.4.1. Proposals to be explored

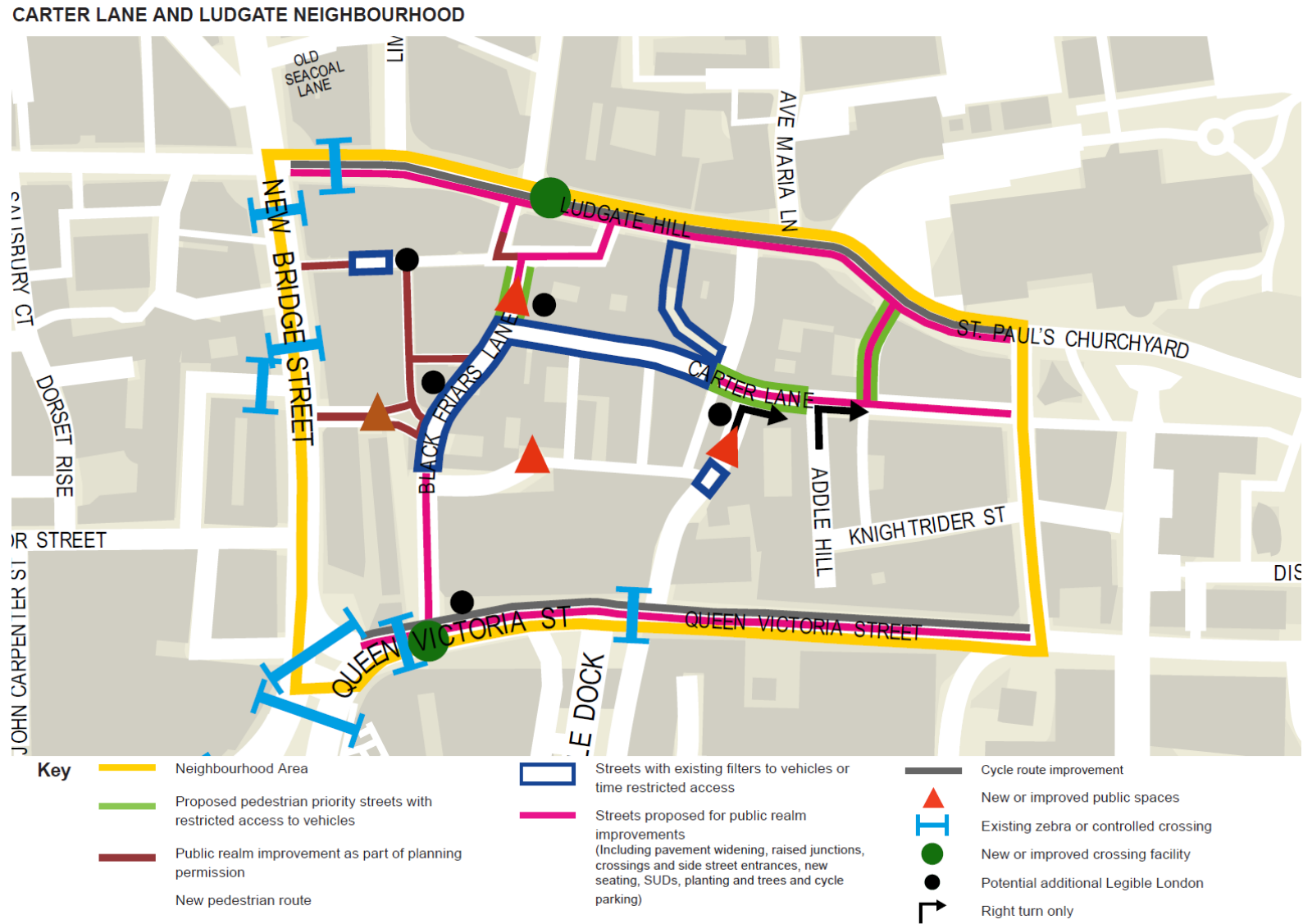
Within the Carter Lane and Ludgate Neighbourhood we will explore the potential to:

- Improve accessibility and give more priority to people walking by raising the carriageway on streets with very narrow pavements and low traffic levels, including Carter Lane, Pageantmaster Court, Pilgrim Street, Blackfriars Lane and Ludgate Broadway. Where raising the carriageway is not possible or appropriate junctions and crossing will be raised to pavement level.
- Improve the public realm and the experience of spending time on streets by installing seating, SuD's or in ground planting and trees where space permits on Ludgate Broadway, Blackfriars Lane, St Andrew's Hill and Playhouse Yard and Waithman Street.
- Install a public realm art intervention on the wall on Blackfriars Lane between Queen Victoria Street and Playhouse Yard.
- Improve signage to make it easier to find the pedestrian lift on Pilgrim Street.
- Refresh the planting and seating in the churchyard of St Anne Blackfriars and St Anne Blackfriars Ireland Yard.

- Additional cycle parking on Blackfriars Lane and, Ludgate Broadway and cycle parking and dockless cycle and e-scooter hire parking on the eastern part of Carter Lane.
- Extend the timed traffic restrictions for motor vehicles on Carter Lane to cover Ludgate Broadway.
- Introduce additional restricted turns on Addle Hill, St Andrew's Hill and Dean's Court to reduce through traffic in the area.
- Review and formalise on-street loading to support proposals to provide more space for people walking and public realm improvements.

Details of all the proposals can be found in Table 4 – Carter Lane and Ludgate Neighbourhood proposals to be explored.

Figure 7 – Carter Lane and Ludgate Neighbourhood Proposed Changes



## 4.5. Whitefriars Neighbourhood

**Walking and public spaces:** The neighbourhood's grid of streets provides a range of options for people walking through the area. There has been very little public realm improvement in the area in recent years. However, the Salisbury Court development will create new step free laneways between Whitefriars Streets and Salisbury Court and improve the quality of the public realm on surrounding streets.

Generally, streets currently lack raised side-street entrances and junctions and Bouverie Street and Whitefriars Street have narrow pavements in some places. There is limited planting and few trees. St Brides Churchyard is the main public space along with the recently created public space at the southern end of John Carpenter Street.

**Cycling:** The neighbourhood is bordered by cycleways on Victoria Embankment and New Bridge Street, with Tudor Street providing a connection between these routes. Both Bouverie and Whitecross Street have cycle contraflows which are also well used. There is a generally good environment for cycling due to low vehicle levels and speeds.

**Cycle and scooter hire and parking:** Cycle parking in the area is well used. There are two TfL cycle hire docking stations in the neighbourhood but few bays for dockless cycle or e-scooter hire.

**Traffic Management:** While access is limited neighbourhood is permeable to through traffic and currently need to remain so due to there being no right turn at the junction of Fleet Street and New Bridge Street. There is no vehicular access into the area from the Embankment but from 2024 vehicles exiting via Carmelite Street will be able to head both east and west.

### 4.5.1. Proposals to be explored.

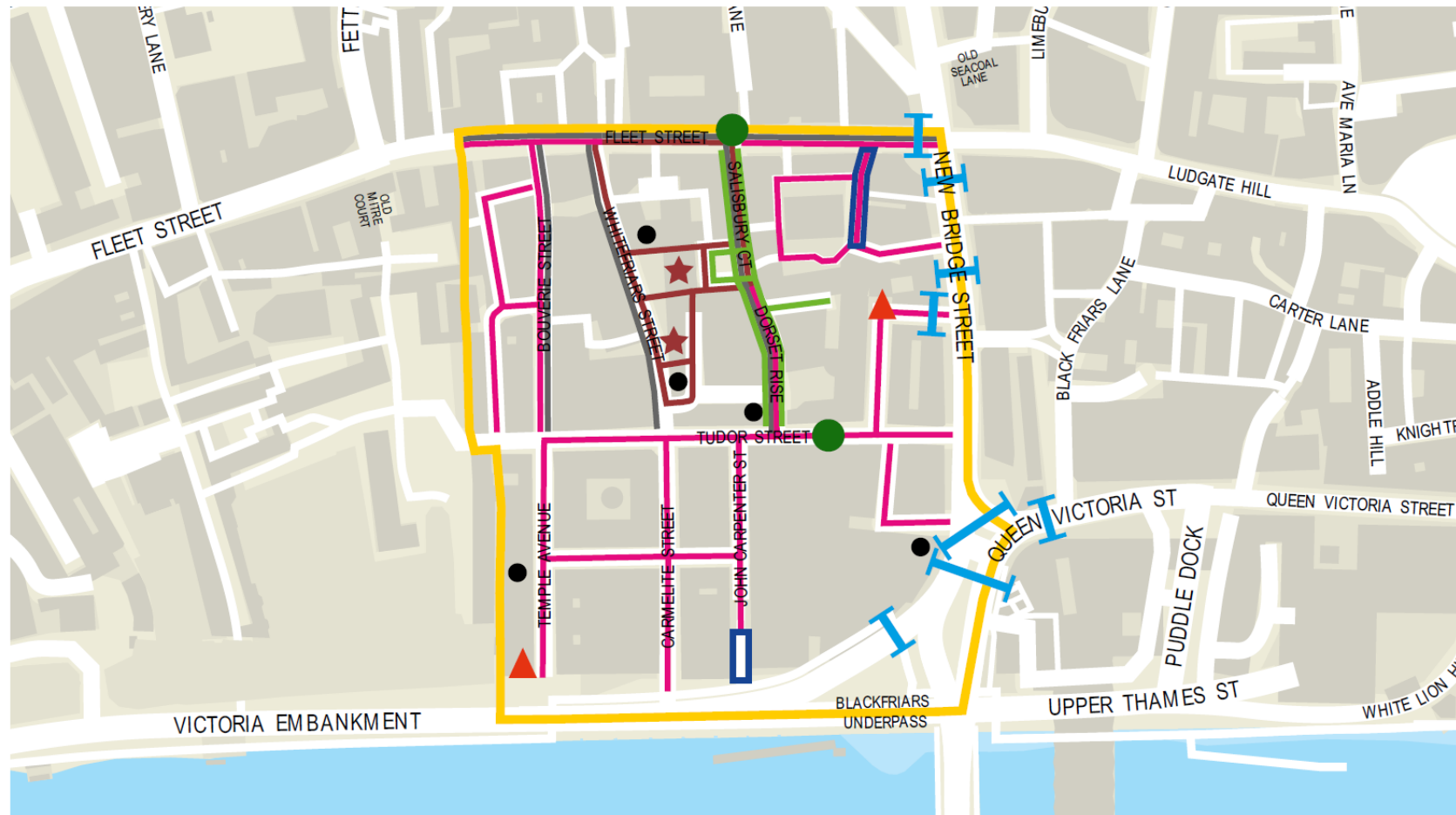
- Improve the quality and accessibility of the walking route between Blackfriars Station and Fleet Street and Shoe Lane by raising junctions and crossings to pavement level and installing trees, planting seating and additional Legible London on Watergate, Kingscote Street, Tudor Street, Dorset Rise and Salisbury Court. . This improved route would link with a potential new crossing on Fleet Street to connect with Shoe Lane.
- Improve the experience of walking and spending time on Tudor Street by widening pavements, raising junctions, crossings and loading bay entrances to pavement level and installing seating, SuDs or in ground planting and trees. This would include reviewing the need for or change to the City of London Police check point to support improvements for people walking and cycling.
- Improve accessibility and give more priority to people walking by raising the carriageway on Temples Lane, Lombard Lane and Pleydell Court and Bride Lane.
- Upgrade the paving and raise crossings, junctions and loading bay entrances on Bouverie Street.
- On Bridewell Place explore the opportunities to create a small public space that includes seating, planting and trees.

- Install seating, SuD's or in ground planting and trees on Temple Avenue, Tallis Street, Carmelite Street, John Carpenter Street, and refresh the planting and seating in St Brides Churchyard.
- Provide additional cycle parking and dockless cycle and e-scooter hire bays, including on Tudor Street, Temple Avenue, John Carpenter Street, Carmelite Street, Tallis Street and Dorset Rise.
- Retain and improve existing cycle contraflows on Bouverie and Whitecross Street and introduce cycle contraflow on Dorset Rise and Salisbury Court.
- Review the amount and location of payment, disabled and motorcycle parking to ensure appropriate provision and the potential for changes to support the provision of more space for people walking and public realm improvements.
- Continue to monitor and review motor traffic passing through the neighbourhood.

Details of all the proposals can be found in Table 4 – Whitefriars Neighbourhood proposals to be explored.

Figure 9 - Whitefriars Neighbourhood Proposed Changes

**WHITEFRIARS NEIGHBOURHOOD**



- |            |   |  |                                       |
|------------|---|--|---------------------------------------|
| <b>Key</b> | Neighbourhood Area  | Streets with existing filters to vehicles or time restricted access  | Cycle route improvement               |
|            | Proposed pedestrian priority streets with restricted access to vehicles | Streets proposed for public realm improvements (Including pavement widening, raised junctions, crossings and side street entrances, new seating, SUDs, planting and trees and cycle parking) | New or improved public spaces         |
|            | Public realm improvement as part of planning permission                 |  | Existing zebra or controlled crossing |
|            | New pedestrian route  |  | New or improved crossing facility     |
|            |   |  | Potential additional Legible London   |

## 5. Streets between neighbourhoods

The streets between the various neighbourhoods are classified as London access and City access in the City of London Transport Strategy. The extent of change possible on these streets will be dependent on the need to accommodate vehicle movement, including for buses. It is accepted that the need to improve the comfort and safety of people walking and cycling and enhance the public realm may impact on motor traffic.

### 5.1. Fleet Street and Ludgate Hill

**Strategic policy:** Fleet Street and Ludgate Hill are identified in the Transport Strategy for walking improvements (2019-2030), proposed Phase 2 cycle network improvements, and a potential bus priority corridor. The corridor forms part of the Lord Mayor's Show processional route and has planning controls protecting views of St Pauls Cathedral. The Fleet Street and Ludgate Key Area of Change also identifies Fleet Street as a Principal Shopping Centre.

**Walking and public spaces:** Pedestrian comfort levels in some locations along the corridor are below B+ and peak time overcrowding will increase when consented developments in the area are completed. There is no planting, few places to sit, and the bus stops do not have shelters. Pavement conditions are poor in places. There are several formal crossing points at the main junctions. However, a well-used crossing point between Salisbury Court and Shoe Lane has no facilities.

**Cycling:** There are no dedicated cycling facilities on Fleet Street and on Ludgate Hill there are advisory cycle lanes. The junctions have advanced stop lines. In many places the carriageway is in poor condition. Pavement widths preclude cycle parking along the corridor.

**Kerbside loading:** Kerbside loading and servicing is time restricted. There are no inset loading bays.

**Police check points:** There are Police check points at both ends of Fleet Street and on Ludgate Hill, west of Limeburner Lane.

**Collison locations:** Collison 'hotspots' have been identified at the junctions of Fleet Street with Bouverie Street and Chancery Lane, with New Bridge Street and the junction of Ludgate Hill and Old Bailey.

#### 5.1.1. Proposals to be explored.

On Fleet Street and Ludgate Hill, we will explore the potential to:

- Widen pavements to provide more space for people walking and to achieve a minimum pedestrian comfort level of B+, based on current and future demand.
- Install seating, SuD's or in ground planting and trees (where they do not impact on the processional route and views of St Pauls Cathedral) and



reduce clutter by rationalising signage and removing any redundant signage.

- Install new crossings on Fleet Street to link Salisbury Court and Shoe Lane and on Ludgate Hill between Pageantmaster Court and Old Bailey.
- Improve the existing crossing at the junction of Fetter Lane and Fleet Street.
- Improve the cycling experience and safety, recognising the ability to provide dedicated space for people cycling may be limited by the need to widen pavements and accommodate bus stops and loading.
- Retain and improve existing bus stops. Maximise opportunities for bus priority and journey time improvements without the bus lane which would need to be removed to facilitate pavement widening.
- Review the City of London Police check point facilities on Fleet Street and Ludgate Hill to support improvements for people walking and cycling.
- Review and address collision clusters and hotspots identified in the Vision Zero Action Plan.
- Formalise loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.
- Continue to work with TfL to improve the comfort and safety of people crossing at Ludgate Circus.

## 5.2. New Fetter Lane and Fetter Lane

**Strategic policy:** The New Fetter Lane and Fetter Lane corridor is identified in the Transport Strategy for proposed Phase 2 cycle network improvements by 2035.

**Walking and public spaces:** The pavements of New Fetter Lane and Fetter Lane corridor are generally wide but there are few trees and places to rest. There is only one formal crossing point but at peak times popular crossing points are between Plough Place and Bartlett Court and between Bartlett Passage and Thavies Inn House.

**Cycling:** People cycling have no protected space, and there are no bus routes on this corridor. There is advanced cycle stop lines at the junctions with Holborn Circus and Fleet Street. There is limited dockless cycle parking at Rolls Building.

**Kerbside loading:** Kerbside loading and servicing is time restricted. Businesses at the southern end of Fetter Lane have kerbside servicing during the day.

**Police check points:** There is a Police check points at the northern end of New Fetter Lane.

**Collision locations:** Collision 'hotspots' have been identified at the junction of New Fetter Lane and Bartlett Court.

### 5.2.1. Proposals to be explored

On New Fetter Lane and Fetter Lane we will explore the potential to:

- Improve the walking experience and public realm by installing seating, SuD's or in ground planting and trees where space permits and removing redundant signage to reduce clutter.
- Raise all side streets and loading bay entrances to give more priority to people walking and improve accessibility.
- Improve crossing points between Plough Place and Bartlett Court and between Bartlett Passage and Thavies Inn House.
- Improve the cycling experience and safety including reviewing signal priorities for cyclists at the junctions with Holborn Circus and Fleet Street.
- Review of the City of London Police check point facilities to support improvements for people walking and cycling.
  - Review and address collision clusters and hotspots identified in the Vision Zero Action Plan.

### 5.3. Holborn, Holborn Viaduct

**Strategic policy:** Holborn is a shared boundary street with the LB Camden and improvements will be identified and carried out in partnership with them. The Holborn and Holborn Viaduct corridor has been identified in the Transport Strategy for Phase 2 cycle network improvements by 2035.

**Walking and public spaces:** At the junction with New Fetter Lane high quality public spaces have been created. The pavements on the rest of Holborn and Holborn Viaduct lacks this quality with no trees and only bus stop shelters provide the opportunity to rest. Not all the side roads have continuous pavement treatments.

**Cycling:** There is no dedicated or protected space for people cycling although they can use bus lanes. On the south side of Holborn and Holborn Viaduct these incorporate with an advisory cycle lane. All arms of Holborn Circus have advanced cycle stop lines. Considerable cycle parking is available on the central island of Holborn, but none is available for dockless cycles and e-scooter hire parking.

**Kerbside loading:** Kerbside loading and servicing is time restricted. There are no inset loading bays.

**Police check points:** There is a Police check point on Holborn Viaduct.

**Collison locations:** Collison 'hotspots' have been identified at Holborn Circus and New Gate Street with Warwick Lane.

#### 5.3.1. Proposals to be explored.

On Holborn and Holborn Viaduct we will explore the potential to:

- Improve the walking experience and public realm by widening pavements, installing seating, SuD's or in ground planting and trees and removing redundant signage to reduce clutter.
- Raise all side streets and loading bay entrances to give more priority to people walking and improve accessibility.

- Improve the cycling experience and safety by introducing protected space for people cycling. Improve signal priorities for people cycling at the junctions with Holborn Circus and Old Bailey and Giltspur Street and Warwick Lane.
- Provide additional short stay and dockless cycle and e-scooter hire parking.
- Review of the City of London Police check point facilities to support improvements for people walking and cycling.
- Review and address collision clusters and hotspots identified in the Vision Zero Action Plan.
- Formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use
- Retain and improve existing bus stops.

#### 5.4. Queen Victoria Street

**Strategic policy:** Queen Victoria Street has been identified in the Transport Strategy for Phase 1 cycle network improvements by 2028.

**Walking and public spaces:** The pavements on both sides of Queen Victoria are wide and generally have high quality paving. There are some street trees but no places to rest.. Not all the side roads have continuous pavement treatments.

**Cycling:** There are only short advisory cycling lanes at the west end of Queen Victoria Street. There is a TfL cycle hire docking stations and some cycle parking.

**Kerbside loading:** Commercial uses fronting Queen Victoria do not appear to require kerbside servicing.

**Collision locations:** A collision ‘hotspots’ have been identified at the junction of Queen Victoria Street and New Bridge Street.

##### 5.4.1. Proposals to be explored.

On Queen Victoria Street we will explore the potential to:

- Improve the walking experience and public realm by installing seating, SuD’s or in ground planting and trees where space permits and removing redundant signage to reduce clutter.
- Raise all side streets and loading bay entrances to give more priority to people walking and improve accessibility.
- Improve the safety and experience of people cycling by providing protected space for people cycling. Install additional cycle parking and dockless cycle and e-scooter hire parking.
- Review and address collision clusters and hotspots identified in the Vision Zero Action Plan.

Details of all the proposals can be found in Table 6 –City Access Streets - proposals to be explored.

#### 5.5. London Access Streets

New Bridge Street and Farringdon Street corridor and the Victoria Embankment Street are part of the Transport for London Road Network (TLRN) and are managed by TfL. On these streets the Corporation will work in partnership with TfL to identify opportunities for improvements, including addressing collision hotspots identified in the Vision Zero Action Plan.

Table 1 –Chancery Lane Neighbourhood - proposals to be explored.

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependencies
<b>CL1 -Chancery Lane</b>	<p>Widened pavement between Carey Street and Southampton Buildings. New seating, SuDs or in ground planting and trees. Removal of redundant street clutter. Continuous pavement treatment at the junction with Southampton Buildings.</p> <p>Extend the cycle contraflow between Holborn and Fleet Street. Additional short stay cycle and dockless parking and parking for e-scooters.</p>	<p>Timed restriction for motor traffic. Exemptions: local access, cycles, emergency vehicles and taxis. Formalised kerbside loading.</p> <p>Camera enforcement at Carey Street and north of Southampton Buildings</p>	Formalise loading	By 2026	Chancery Lane Experimental Traffic Changes.
<b>CL2 Junction of Bream’s Building and Fetter Lane (north).</b>	Continuous pavement crossing at the junction of Fetter Lane, New Fetter Lane and Brems Buildings	<p>(ii) Introduction of a time restriction for motor vehicles at the junction of Fetter Lane and Bream’s Buildings. Restrictions could apply to: Fetter Lane (north of Bream’s Buildings), , Norwich Street, Tooks Court, Furnival Street and Cursitor Street. Exemptions: local access, cycles, emergency vehicles and taxis.</p>	Review on street parking.	<p>(i) By 2024</p> <p>(ii) By 2026</p>	
<b>CL3 -Fetter Lane (North section)</b>	<p>New small public space including seating, and planters at the northern end.</p> <p>Localised pedestrian priority interventions including raised junctions and crossing points Continuous pavement treatment and tactile paving over loading bay entrances. and new paving where required. Removal of redundant street clutter.</p>		Relocation of motorcycle parking to create public space.	By 2025	

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependencies
	Additional short stay cycle and dockless parking and parking for e-scooters				
<b>CL4 -Norwich Street</b>	Localised pedestrian priority interventions including raised junctions and crossing points Continuous pavement treatment and tactile paving over loading bay entrances. and new paving where required Removal of redundant street clutter			By 2026	
<b>CL5 -Furnival Street</b>	Localised pedestrian priority interventions including raised junctions and crossing points Continuous pavement treatment and tactile paving over loading bay entrances. and new paving where required Removal of redundant street clutter.			By 2024	
<b>CL6 -Bream's Buildings</b>	(i) New small public space including seating, and planters at the western end.  (ii) Localised pedestrian priority interventions including raised junctions and crossing points Continuous pavement treatment and tactile paving over loading bay entrances. and new paving where required Removal of redundant street clutter		Possible small relocation of disabled parking .	(i) By 2025  (ii) By 2026	
<b>CL7 -Took's Court</b>	New small public space including seating, and planters.		Explore relocation of motorcycle parking.	By 2025	The new public space is dependent on relocating the motorcycle parking.
<b>CL8 - Southampton Buildings</b>	Additional Legible London.		Possible additional motorcycle parking.	By 2025	

Table 2 - Fleet Street and the Lanes Neighbourhood - proposals to be explored.

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependencies
<b>FSL1 -Shoe Lane</b>	New seating, SuDs or in ground planting and trees.	(i) Potential for timed restriction for motor traffic at lunchtimes and weekends.  (ii) Traffic restriction between Shoe Lane and Little New Street..	None	(i) By 2028  (ii) By 2026	CA1 – Changes to traffic management on Fleet Street and New Fetter Lane may require additional restrictions on Shoe Lane at the junction with Little New Street. Completion of major developments in the area and reduction in construction traffic.



<b>FSL2 -Little New Street</b>	New seating, SuDs or in ground planting and trees.			By 2028	Completion of major developments in the area and reduction in construction traffic.
<b>FSL3 -St Andrew Street</b>	New seating, SuDs or in ground planting and trees.			By 2028	Completion of major developments in the area and reduction in construction traffic.
<b>FSL4 -Wine Office Court</b>	New seating and Legible London			By 2028	Anticipated developments in the area will include improving this site.
<b>FSL5 -Gun Powder Square</b>	Additional planting.			By 2028	Anticipated developments in the area will include improving this site
<b>FSL6 -East Harding Street</b>	Additional Legible London			By 2025	
<b>FSL7 -West Harding Street</b>	Additional Legible London			By 2025	
<b>FSL8 -Thavies Inn</b>	Additional Legible London			By 2025	
<b>FSL9 -Gough Square</b>	Additional pay and display parking			By 2025	

Table 3 - Old Bailey Neighbourhood - proposals to be explored.

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependencies
<b>OB1 -Old Bailey (south of Limeburner Lane)</b>	(i) Widened pavements or raised carriageway and new paving. New seating, SuDs, or in planting and trees. In ground infrastructure for on street activation.  (ii) Additional on street short stay and dockless cycle and e-scooter parking.	Measures to reduce traffic south of Limeburner Lane including filtering north bound traffic to restrict it to local access only. Retain and improve the cycle facility on the southern part of Old Bailey.		(i) Feasibility and design by 2025  (i) Implementation by 2027  (ii) By 2026	OB2 and OB3 – if alternative north and south traffic movements are feasible on Limeburner Lane and Warwick Lane.
<b>OB2 -Junction of Warwick Lane and Newgate Street</b>		Explore changes to permitted traffic turning movements and required junction improvements.		(i) Feasibility and design by 2025  (i) Implementation by 2027	OB1 and OB3 – changes to the junction only required if OB1 and OB2 are implemented.
<b>OB3 -Limeburner Lane</b>	(i) Raised junction and crossing point. Additional on street short stay and dockless cycle and e-scooter parking.  (ii) Additional Legible London.	Explore changes to traffic priorities. Retain and improve the cycle contraflow on the southern part of and Limeburner Lane or possible change to the direction of the cycle contraflow subject to traffic management options.		(i) Feasibility and design by 2025  (i) Implementation by 2027  (ii) By 2026	OB2 – Warwick Lane.
<b>OB4 -Old Fleet Lane</b>	(i) Additional Legible London.  (ii) Continuous pavement treatment and tactile paving over entrance.			(i) By 2026  (ii) By 2027	
<b>OB5 -Old Seacoal Lane</b>	Raised carriageway and new surfacing			By 2027	
<b>OB6 -Fleet Place</b>	Additional Legible London.			By 2026	
<b>OB7-Farringdon Street / Holborn Viaduct</b>	Feature lighting under viaduct			By 2026	

Table 4 Carter Lane and Ludgate Neighbourhood - proposals to be explored.

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependencies
<b>CL1 -Carter Lane (Between Burgon Street and Godliman Street)</b>	(i) Potential raised carriageway and new surfacing in keeping with Carter Lane east of Burgon Street or localised pedestrian priority intervention including raised junctions or crossing points.  (ii) New seating, SuDs or in ground planting, and trees. Removal of redundant street clutter. New short stay and dockless cycle parking and e-scooter parking.			(i) By 2026  (ii) By 2025	
<b>CL2 -St Andrew's Hill</b>	New tree planting			(i) By 2024	
<b>CL3 -Addle Hill and St Andrew's Hill.</b>		Left turn ban. Enforced by signage.		(i) By 2024	
<b>CL4 -Dean's Court</b>	(i) Raised carriageway and new surfacing.	(ii) No entry from St Paul's Churchyard. Enforced by signage.		(i) By 2026  (ii) By 2024	
<b>CL5 -Ludgate Broadway</b>	New public space including raised carriageway and new surfacing. New seating, SuDs or in ground, planting, and trees. Removal of redundant street clutter.	Potential for the Carter Lane timed restriction for motor traffic extended to include Ludgate Broadway. Exemptions: local access, cycles, emergency vehicles, taxis, access for disabled drop-off/pick-up and disabled parking. Enforced by signage.		By 2025	
<b>CL6 - Pageantmaster Court and Pilgrim Street</b>	(i) Raised carriageway and new surfacing or a raised junction. (ii) Additional signage to the Pilgrim Street lift.			(i) By 2025  (ii) By 2026	

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependencies
<b>CL7 -Blackfriars Lane</b>	(i) Art installation on the wall adjoining the railway lines on Blackfriars Lane between Queen Victoria Street and Playhouse Yard. SuDs and in ground planting if feasible. Removal of redundant street clutter Additional Legible London.  (ii) Continuous pavement treatment at the southern end.			(i) By 2026  (ii) By 2024	
<b>CL8 -St Anne Blackfriars and St Anne Blackfriars Ireland Yard.</b>	Refresh planting and seating.			By 2025	
<b>CL9 -Underside of railway bridge over Queen Victoria Street</b>	Feature lighting to illuminate under the bridge.			By 2026	
<b>CL10.- Blackfriars Court</b>	Refresh planting and seating. Close underpass entrance and find alternative use.			By 2026	

Table 5 –Whitefriars Neighbourhood - proposals to be explored.

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependencies
<b>W1 -Watergate and Kingscote</b>	Improvements including SuDs or in ground planting and trees at the junction of Watergate with New Bridge Street. Legible London.	.	Explore the possible removal of payment parking (1-2 spaces).	By 2026	Public realm improvements are dependent on relocating parking.

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependencies
<b>W2 -Tudor Street</b>	<p>New crossing facility to link between Kingscote Street and Dorset Rise. . Continuous paving, raised crossing treatments over all side street junctions. Review of the City of London Police check point facilities.</p> <p>Pavement widening to enable new seating, SuDs or in ground planting and street trees. New short stay and dockless cycle parking and e-scooter parking.</p>		Explore the possible relocation of 6 payment parking spaces and 3 taxi waiting spaces.	<p>Design, optioneering and feasibility 2024</p> <p>Implementation by 2026</p>	Public realm improvements are dependent on relocating parking.
<b>W3 -Dorset Rise and Salisbury Court</b>	<p>Between Hutton Street and Tudor Street, a raised junction or crossing point or, a raised carriageway and new surfacing between Tudor Street and the raised carriageway treatment for the Salisbury Court development.</p> <p>New seating, SuDs or new planting and street trees. New short stay and dockless cycle parking and e-scooter parking. Legible London.</p>	North bound traffic restriction north of Hutton Street. Cycle contraflow	<p>Explore the relocation of motorcycle parking opposite Dorset Buildings and near the junction with Tudor Street.</p> <p>On Salisbury Court removal of doctors parking bay and reallocation as a loading bay.</p>	By 2026	
<b>W4 -Bouverie Street</b>	Pavement improvements, continuous pavement treatments on side roads and removal redundant of street clutter.	Cycle contraflow retained and improvements investigated.		By 2026	
<b>W5 -Temple Avenue</b>	Potential new open space at the southern end with new seating, SuDs or in ground planting and trees. New short stay and dockless cycle parking and e-scooter parking. . Legible London.		Explore the possible relocation of blue badge parking.	By 2025	
<b>W6 -Bridewell Place</b>	New public space including new seating, SuDs or in ground planting and trees.			By 2025	

<b>Street</b>	<b>Potential public realm improvements</b>	<b>Potential changes to traffic management and access.</b>	<b>Potential changes to loading and parking</b>	<b>Expected Implementation</b>	<b>Dependencies</b>
<b>W7 -Tallis Street</b>	(i) Continuous pavement treatment.  (ii) New seating, planting and trees, SuDs or in ground planting. New short stay and dockless cycle parking and e-scooter parking.		Explore the introduction of further payment and blue badge parking.	(i) By 2024  (ii) By 2026	
<b>W8 -Carmelite Street</b>	Continuous pavement treatment. New seating, planting and trees, SuDs or in ground planting. New short stay and dockless cycle parking and e-scooter parking.		Explore the introduction of further payment and blue badge parking.	By 2026	
<b>W9 -John Carpenter Street</b>	Continuous pavement treatment. New seating, SuDs or in ground planting, trees, new short stay and dockless cycling and e-scooter parking.		Explore the possible loss of payment parking.	By 2026	Relocation of payment parking.
<b>W10 -Temple Lane and Lombard Lane</b>	Raised carriageway and new surfacing.			By 2027	
<b>W11 -Bride Lane</b>	Raised carriageway and new surfacing.			Implementation by 2026	
<b>W12 -St Brides Avenue and Churchyard</b>	Improved planting and seating.			Implementation by 2025	

Table 6 –City Access Streets - proposals to be explored.

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement	Programme of Improvements	Dependencies
<b>CA1 -Fleet Street</b>	Widened and improved pavements, new seating, SuDs, or in ground planting, and trees. Removal of redundant street clutter.  Installation of additional short stay cycle and dockless cycle parking	Removal of east bound bus lane.  Protected space for people cycling. Improved signal priorities for cyclists at the junctions with Fetter Lane Whitefriars Street. .	Formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.  Changes to traffic priorities at the junctions with Fetter Lane and Ludgate Circus to benefit bus performance.  Review of the east and west City of London Police check point facilities.	A new pedestrian crossing between Salisbury Court and Shoe Lane.  Safety improvements at the junction of Fleet Street and Fetter Lane.  A review of collision locations identified in the Vision Zero Action Plan. .	Feasibility and design 2024  Implementation by 2026	Removal of the Police check points.
<b>CA2 -Ludgate Hill (Primary Resilience Network Street).</b>	Widened and improved pavements, new seating. Removal of redundant street clutter.  Installation of additional short stay cycle and dockless cycle parking	Protected space for people cycling. .	Formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.  Changes to traffic priorities at the junctions with Ludgate Circus to benefit bus performance.  Review of the City of London Police check point facilities.	A new pedestrian crossing facility between Pageantmaster Court and Old Bailey.  A review of collision locations identified in the Vision Zero Action Plan. .	Feasibility and design 2024  Implementation by 2026	OB1 Old Bailey and OB3 Limehouse Lane. The crossing between Pageantmaster Court and Old Bailey may require fewer turning movements into Old Bailey.
<b>CA3- New Fetter Lane</b>	Improved pavements, new seating, Sud's, or in ground	Improved signal priorities for cyclists at the junctions with	Review of the City of London Police check point facilities.	New pedestrian crossing facilities between Plough Place	Feasibility and design 2025	

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement	Programme of Improvements	Dependencies
	planting and trees. Removal of redundant street clutter.	Holborn Circus and Fleet Street.  Installation of additional short stay cycle and dockless cycle parking.		and Bartlett Court; and between Bartlett Passage and Thavies Inn House. A review of collision locations identified in the Vision Zero Action Plan.	Implementation by 2030	
<b>CA4 -Holborn / Holborn Viaduct</b>	Improved pavements, new seating, SuD's, or in ground planting and trees. Removal of redundant street clutter.	Protected space for people cycling. Improved signal priorities for cyclists at the junctions with Holborn Circus and Old Bailey and Giltspur Street and Warwick Lane.  Installation of additional short stay cycle and dockless cycle parking.	Review of the City of London Police check point facilities.	A review of collision locations identified in the Vision Zero Action Plan.	Implementation by 2035	CA1 -Fleet Street. Changes to east bound traffic movements may increase traffic at Holborn Circus.
<b>CA5 -Queen Victoria Street</b>	New seating, SuD's or in ground planting and trees. Removal of redundant street clutter.	Protected space for people cycling. Improved signal priorities for cyclists at the junctions with New Bridge Street and Puddleduck.  Installation of additional short stay cycle and dockless cycle parking.		A review of collision locations identified in the Vision Zero Action Plan.	Feasibility and design 2026  Implementation by 2028	