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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.

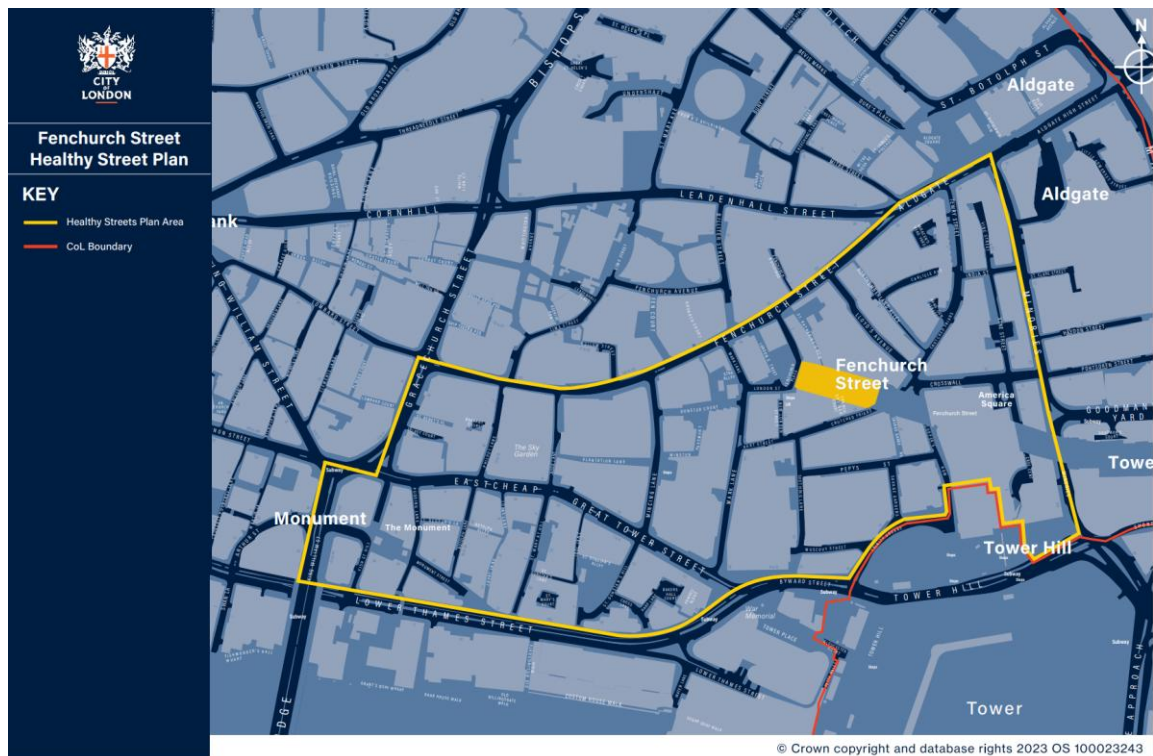


Figure 1: Fenchurch Street Healthy Streets Plan area.

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.

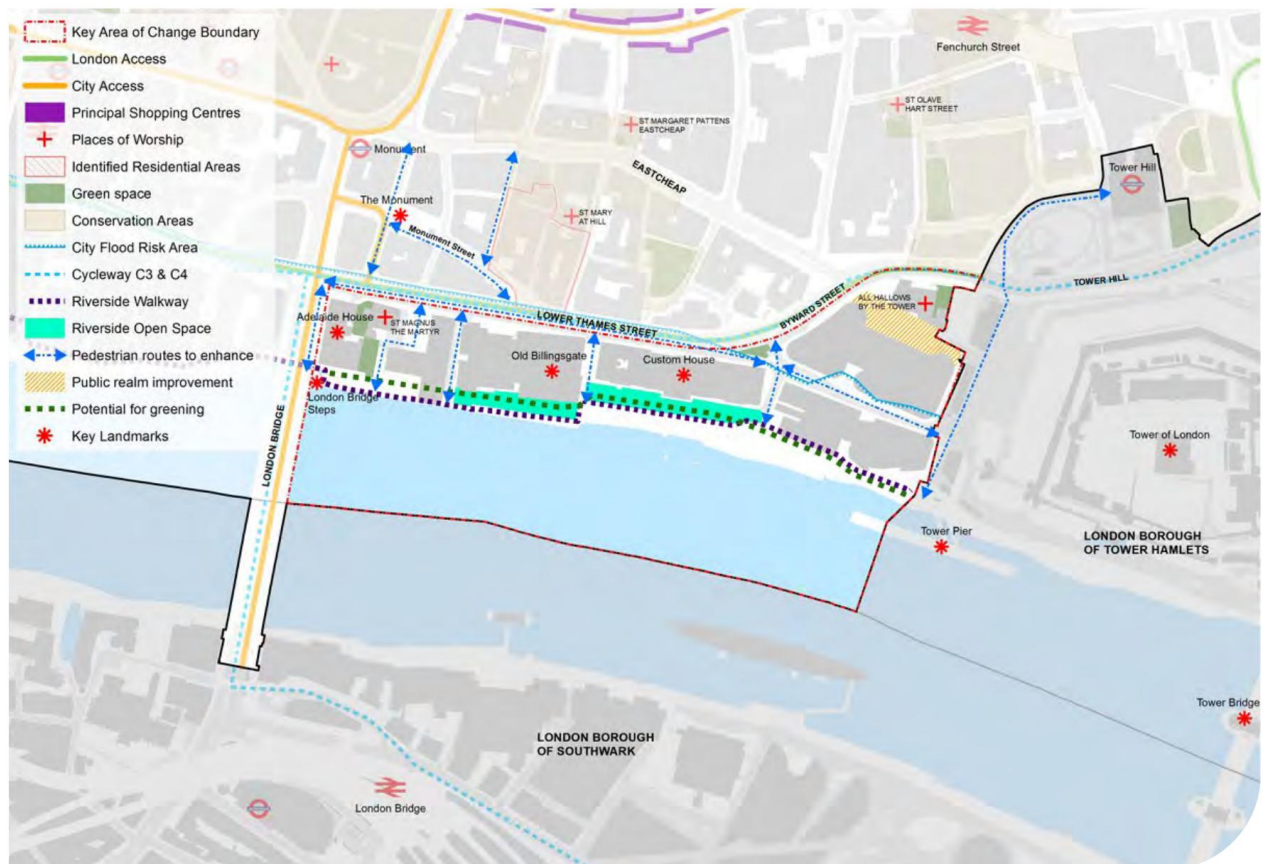


Figure 2 Thames Policy area

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.

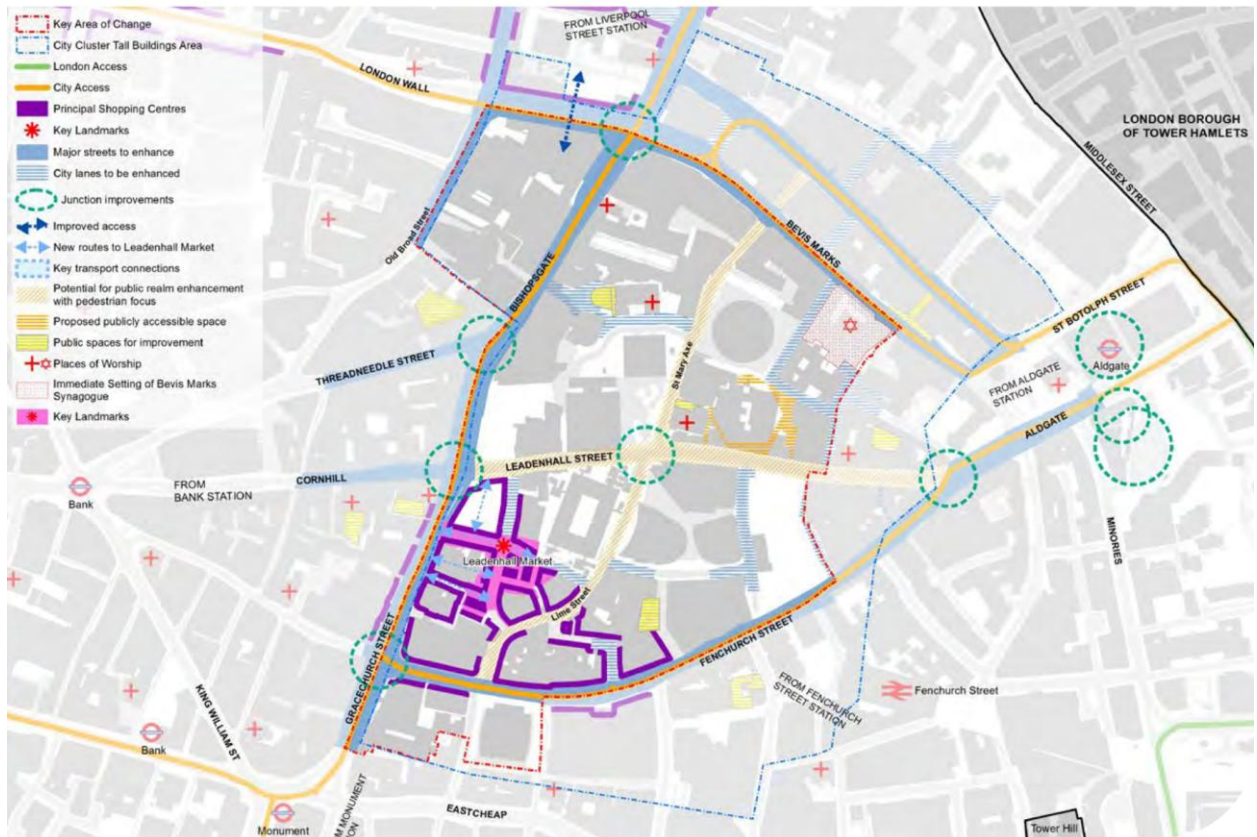


Figure 3 City Cluster Key Area of Change

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.



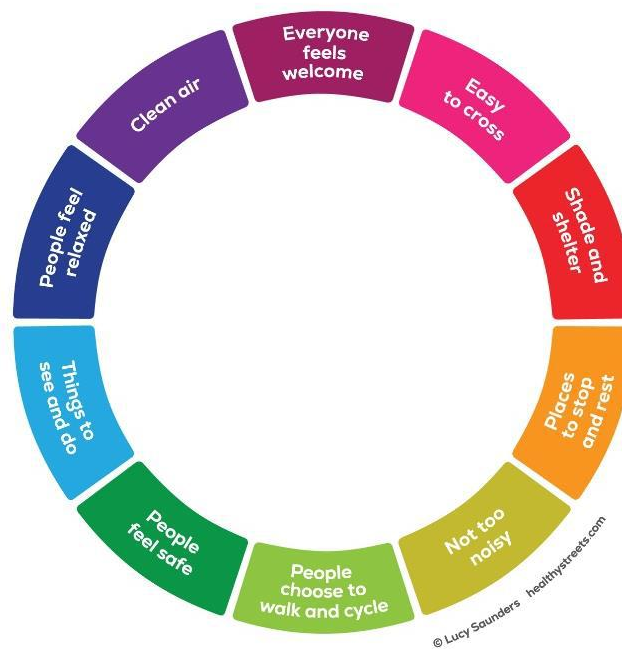
Figure 5 new development sites

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.

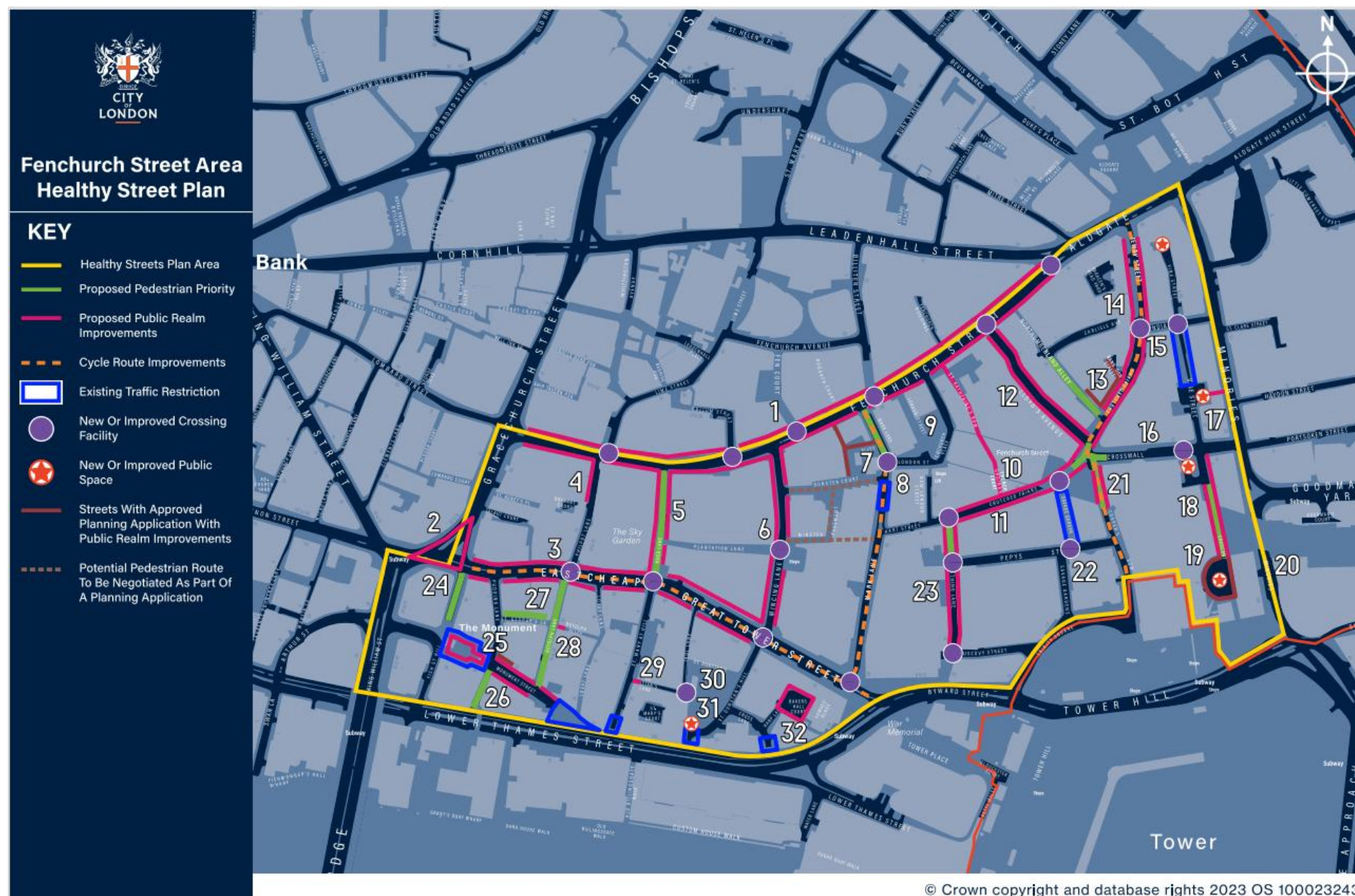


Figure 6 Fenchurch Street Area Proposals

- 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.

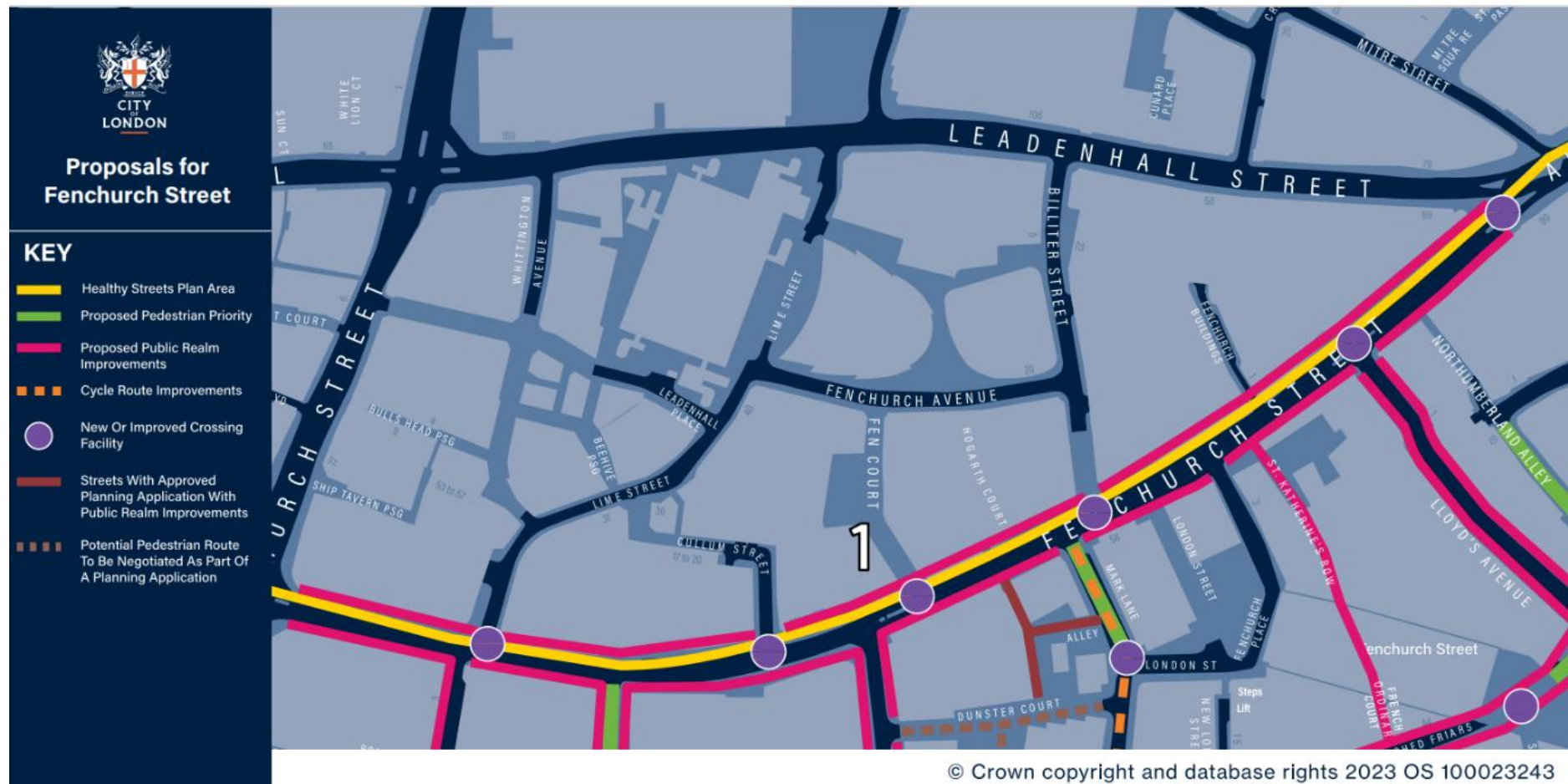


Figure 7 Fenchurch Street Proposals

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.

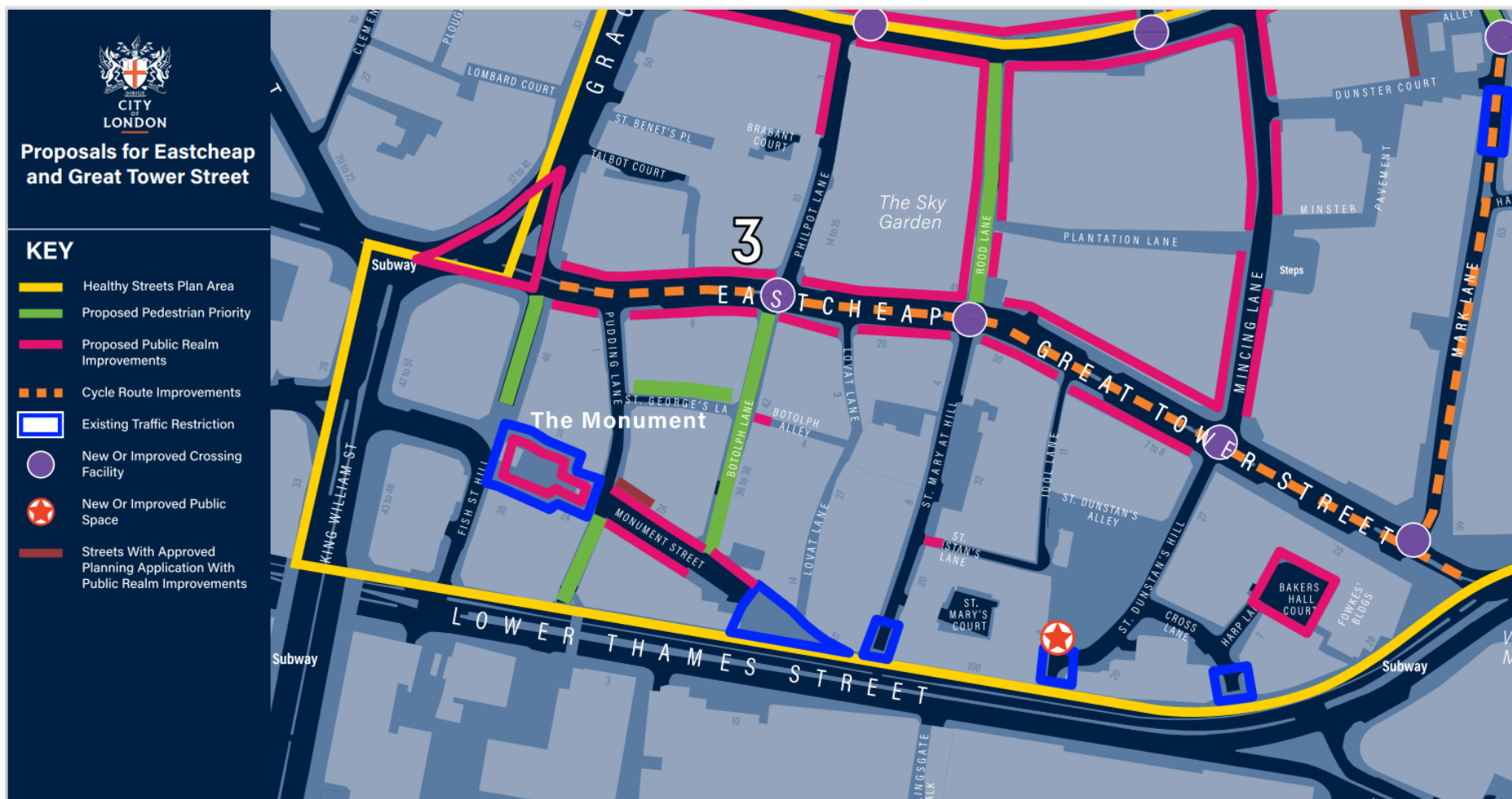
TfL are developing proposals to change the junction of Eastcheap with the A10 (Monument junction) and any City Corporation proposals will need to be developed in conjunction with these changes. At the junction with the A10 and with Byward Street there is a controlled crossing. Crossing points with central 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.



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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

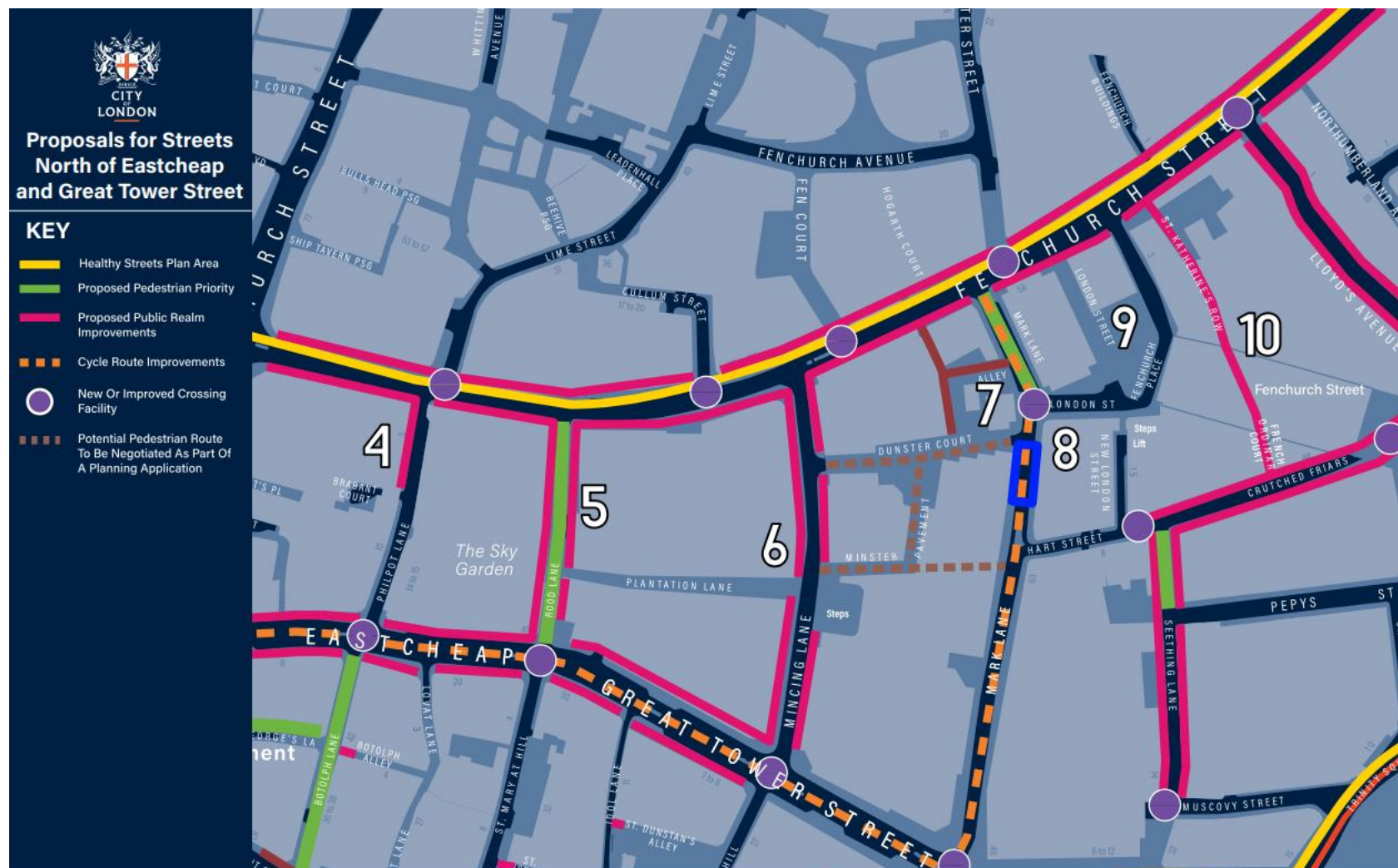
The proposals will explore the potential to:

- 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.

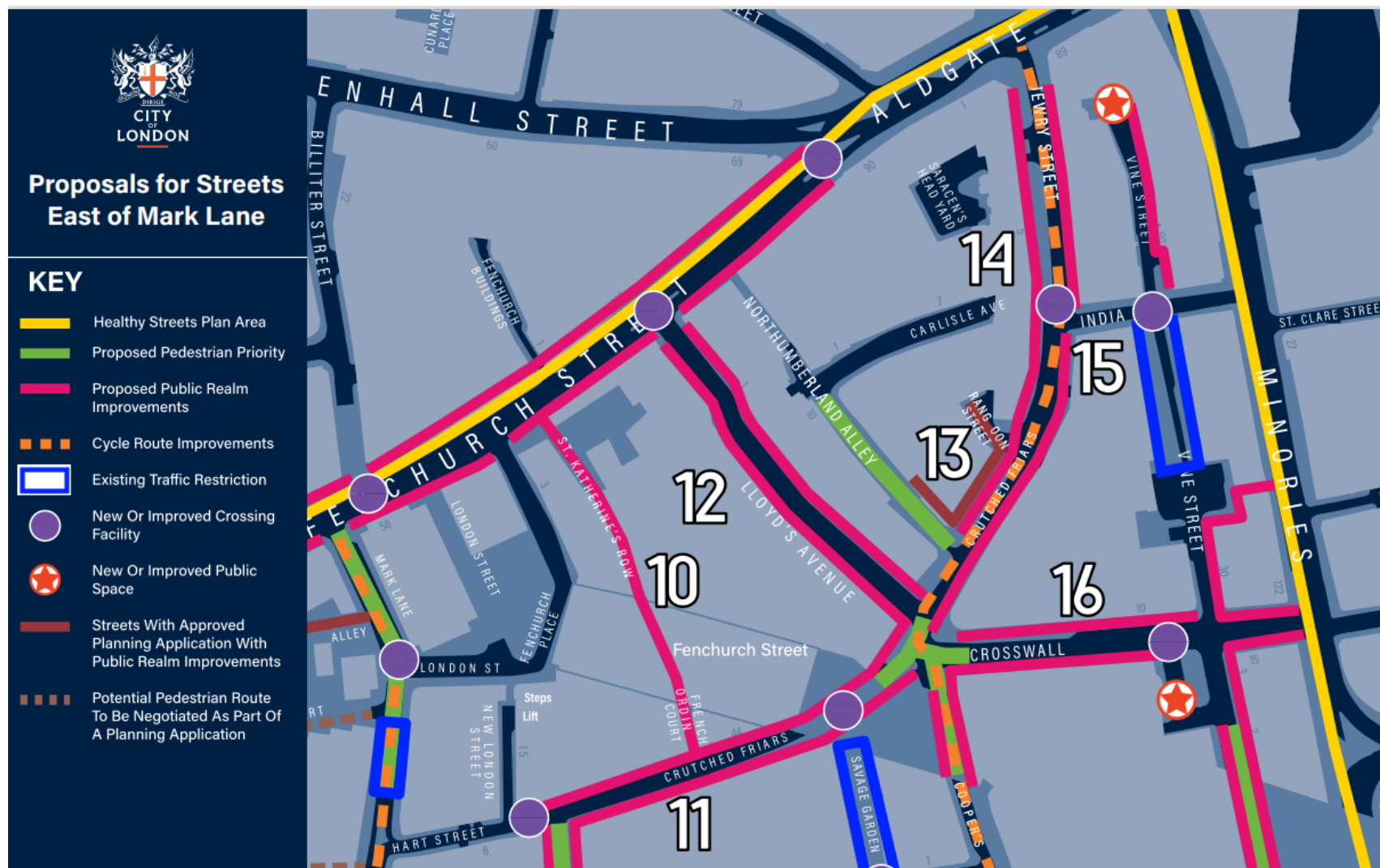
The proposals will explore the potential to:

- 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.

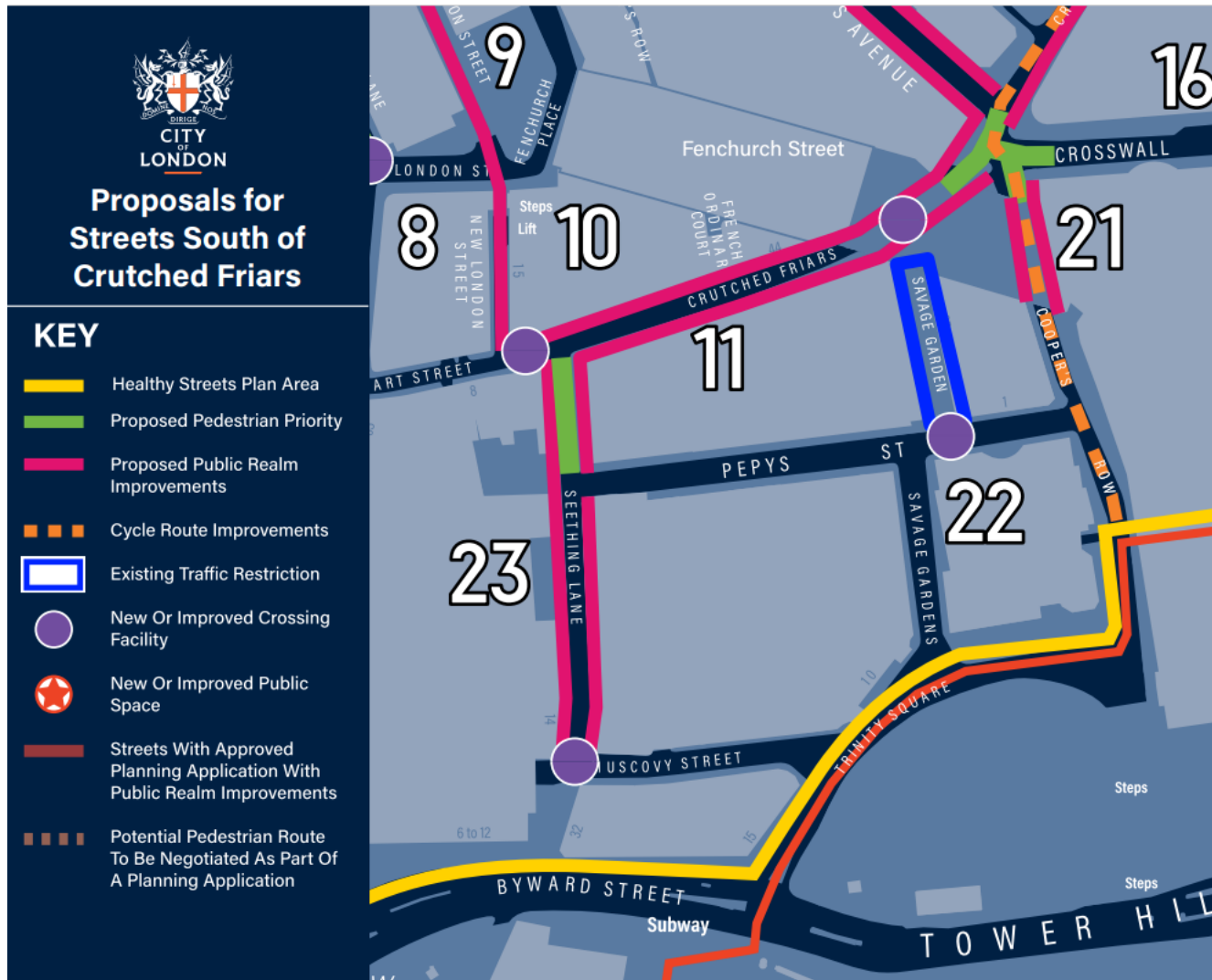


Figure 12 Streets south of Crutched Friars

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 Boltph 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.

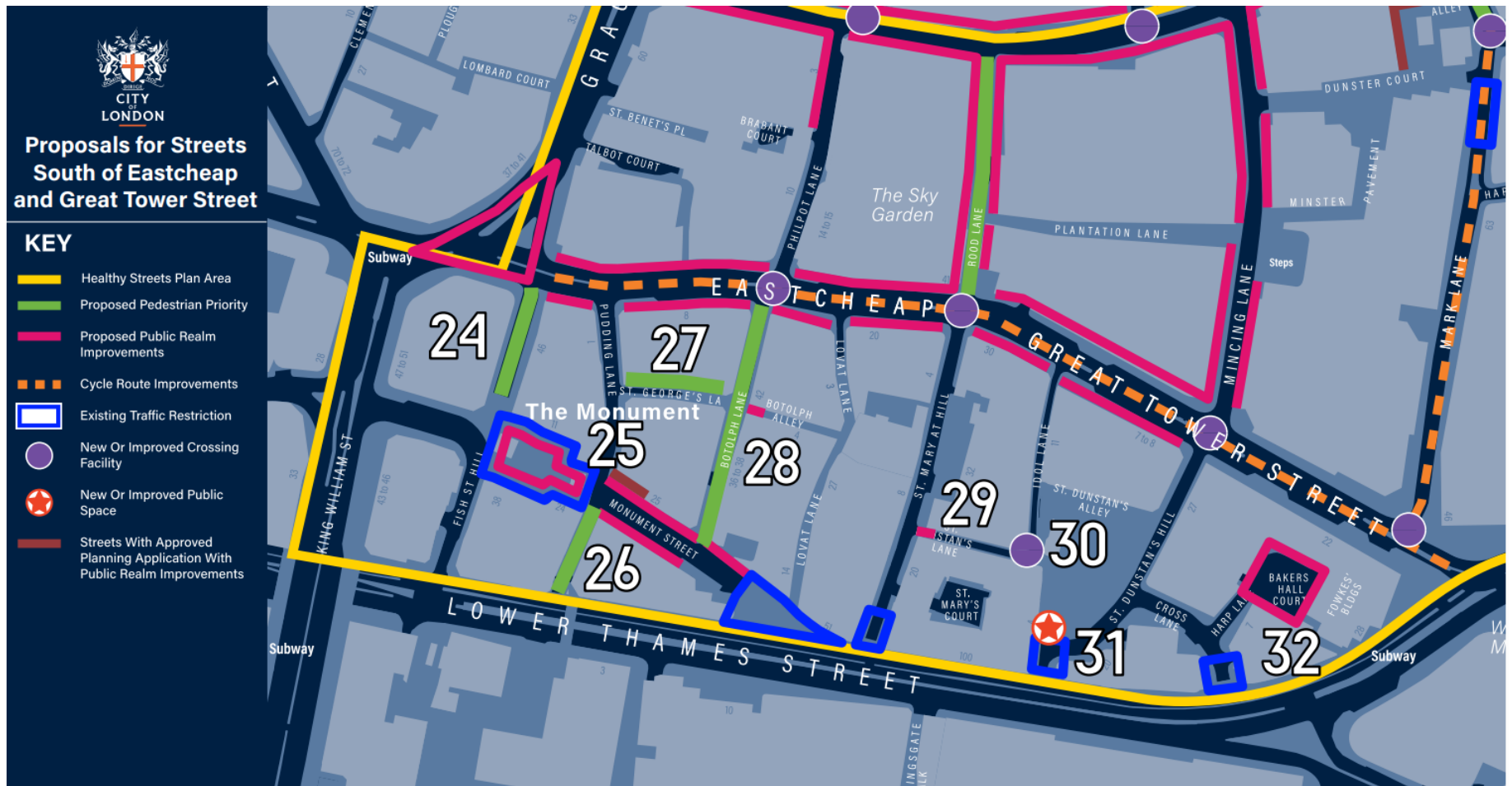


Figure 13 Streets south of Eastcheap and Great Tower Street

