Full list of proposed scheme features

1. Original London Street paving retained
2. Replacement tree planted, black and white 'Round Table' paving design reinstated
3. Cobbles taken up from Bedford Street relaid along building line and steps
4. Plain to be defined and resurfaced in stone paving, including architectural lighting
5. Bollards to prevent vehicle access to London Street (other than emergency)
6. Bike dock location
7. Existing parking relocated, area relaid as pedestrian surface in stone paving. New public plain to include additional seating, and replacement commemorative seat
8. Existing planter removed, area for street furniture
9. Existing tree and protected block surfacing surround retained and adapted to include lighting
10. New loading bay integrated into footway
11. New street trees (subject to utilities)
12. Redundant bus shelters removed from Bank Plain
13. New blue badge (disabled) parking bay
14. New lighting columns incorporating 'London Street' signage
15. Extended pay and display provision
16. Existing loading bay to become blue badge parking bay
17. Designated motorcycle parking bay

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Queen Street

Existing crossing converted to Toucan for improved link between Queens Street and London Street and widened to pick up pedestrians from Prince of Wales to London Street

Public realm enhancements to Bank Street and contraflow cycling

Existing Bedford Street paving taken back to line as shown

St Andrews Hill

London Street

Bank Plain

Bank Plain repaved to link with Prince of Wales Road

Bedford Street

Opie Street paving retained

Cobbles taken up from Bedford Street relaid along building line and steps

Opie Street

Bank Street

London Street

New entry treatment detail flush crossover in blockwork to emphasise pedestrian route

Taxi/drop off bay intergrated into footway

Existing designated bays removed, markings removed from surfacing

Castle Meadow

Upper King Street Leading to Prince of Wales Road

Improved signage/wayfinding to link Prince of Wales Road to market via London Street