



Publica

BARBICAN & GOLDEN LANE
AREA STRATEGY

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August 2015





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FOREWORD

The Barbican and Golden Lane area in the north–west of the City of London is a remarkable example of the richness and variety of the Square Mile. The remains of the Roman wall, cutting-edge commercial architecture, churches, livery halls and ambitious post-war regeneration sit side by side, requiring a particularly holistic approach to changes affecting property, cultural output and the public realm.

The Square Mile is also a district that is experiencing and expecting significant growth. Greater London’s population is set to reach 10 million by 2031 and, given the arrival of Crossrail in 2019, local developments like London Wall Place, and the adjacency of technology businesses at Silicon Roundabout, the City can expect to see ever more increasing demands placed on its public realm and road network.

The City’s success to date has been rooted in its ability to adapt and change and it is this spirit that is reflected in this area strategy. The City’s aspiration for its cultural hub is based around the offer of leading arts and cultural organisations and it is currently investigating major potential developments in the area. It is hoped that these will help to enhance the City’s reputation as a leader in the world of arts and culture for years to come. The public realm is also expected to play an important role in helping to connect different elements of the cultural hub into a cohesive and memorable experience for all.

The development of this area strategy has been a significant undertaking. Proposals in the strategy strike a balance between the needs of residents, workers and visitors, support for cultural hub development, and protecting the values and unique qualities of the listed Barbican and Golden Lane estates and gardens. Many ideas and issues have been identified across a number of related areas of interest.

Key to this work has been the contributions of residents, cultural institutions, local landowners, businesses, visitors and members of the public. The process of preparing this area strategy has provided an important opportunity for people to identify issues, concerns and aspirations for the area, as well as a platform for everyone to share perspectives and ideas. As a result, some very interesting proposals have emerged from the significant amount of public feedback received.

I am sure that the commitment and energy put into the production of the Barbican and Golden Lane Area Strategy by local communities and visitors will provide a major contribution towards creating a liveable, accessible, prosperous and vibrant future for this important City district.

Mark Boleat

Chairman of the Policy and Resources Committee
City of London



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INTRODUCTION & VISION FOR THE AREA

OVERVIEW

The Square Mile is a uniquely dynamic environment and one of the world's oldest and most prestigious financial districts. A large part of the City of London's success has been in its ability to adapt and evolve to meet the changing needs of the market economy. However, over the next 20 years the City can expect a level of demand on its infrastructure and environment that is unprecedented in its 886 year history.

London's current population of 8.4 million is expected to reach 10 million in the next 15 years. Every day, 420,000 commuters flow into the Square Mile – a rate that is currently unmatched anywhere else in the United Kingdom. With the opening of Crossrail in 2019, that rate is expected to increase more than any other location in Greater London.

Businesses have informed the City that salary packages and office environments are no longer sufficient to ensure competitiveness. The quality of the physical environment is playing an increasing role in corporate decisions about where to locate offices, mainly due to feedback from the workforce.

The City is fortunate in offering a unique physical environment and a character that contrasts cutting-edge development with ancient history. It has also retained much of its medieval, pedestrian-scale street network, placing it in an excellent position to support Mayoral priorities to increase walking and cycling. Locations developed in the post-war era such as the Barbican and Golden Lane area, have their own memorable and unique qualities and architecture.

The Cultural Strategy, adopted by the City in 2012 also sets out the priority to develop "a vision for the City's identity as a cultural hub, strengthened in its own right, alongside its status as a financial centre." This vision is also supported by policies in the Local Plan. Importantly, the cultural hub has the potential to make a significant contribution towards meeting the future recruitment needs of businesses, alongside making the area attractive for residents and visitors.

As a preferred place to do business, the Square Mile is well placed to adapt and maintain its position as a leading financial centre. However, given the expected increase in worker numbers, the overarching challenge for the City is to continue responding to changes in the market economy while safeguarding those qualities that make it a place that is unique and attractive to everyone.

THE CITY'S VISION FOR THE AREA

The inside of the Barbican and Golden Lane estates will continue to provide an oasis of calm tranquillity. The area surrounding the Barbican and Golden Lane estates will include major access and wayfinding improvements to the Barbican Centre, a new potential role for Beech Street, new play facilities near Golden Lane estate, a new quarter between Moorfields and the Barbican estate and more amenity planting to London Wall and Aldersgate Street.

The area will become much easier to navigate and much more pleasant to visit for all users. There will be more amenity planting and trees installed in streets and public spaces and existing green spaces will be easier to access.

Beech Street will be transformed into the front door of the Barbican Centre and prioritise pedestrian and cyclist needs. Cultural activity will become much more visible and provide a creative and playful visual contrast to the façades of nearby commercial buildings.

The physical improvements in the surrounding area will also provide an enhanced setting that makes other forms of commercial and cultural development feasible. This secondary development will help further expand the appeal and variety of experiences on offer, including dining, shopping, small live performance venues and one-off special interest events and exhibitions.

The strategy seeks to transform the area's vehicle-dominated highways into pleasant streets for all users, while protecting and enhancing the

valued tranquillity found within the Barbican and Golden Lane estates. Projects focus on issues identified as problematic for the area, improving wayfinding for all users, enhancing the presence of cultural institutions within the district and ensuring the best possible integration of upcoming transformational changes such as Crossrail and new building developments. Above all, the vision seeks to retain and enhance the area's special and distinctive character, ensuring that the quality of all its spaces matches that of its architecture, heritage and facilities. These aims are expressed through the objectives, recommendations and proposals set out in chapter 3.

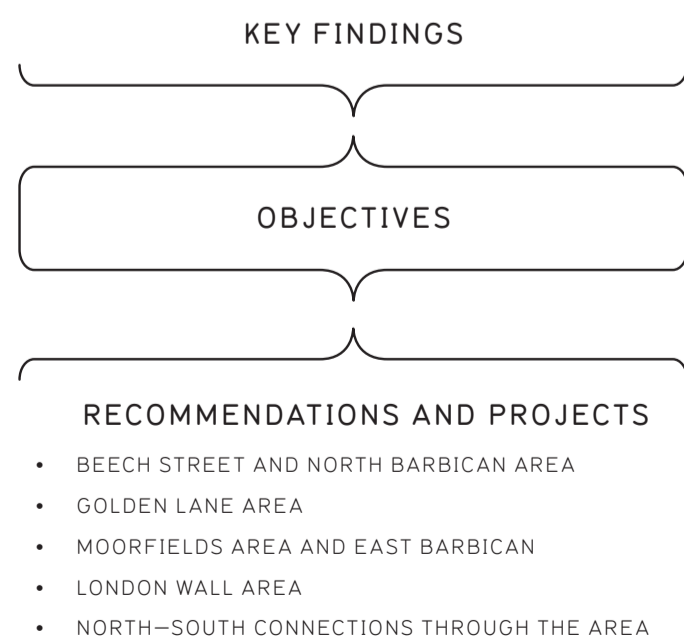
The vision for the Barbican and Golden Lane area responds to the identified priorities for the district in a coherent and holistic manner. The strategy area is a singular and extraordinary urban mix: internationally renowned residential estates and world-class cultural institutions are set within Europe's leading financial centre. Unique in its range of users, spatial qualities, biodiversity and heritage, it is imperative that these valued characteristics are respected, embraced and championed through a joined-up and careful approach to change. Many of this strategy's recommendations are interdependent and it will be crucial to take a holistic approach when developing proposals to their next stages. These should be led by outstanding practitioners, sensitive to this wider context. The feasibility of all projects will require careful consideration, and detailed briefs will need to be developed for each.

PROCESS OF DEVELOPING THE STRATEGY

This strategy forms one of a series of 16 area enhancement strategies that are produced and updated by the City every five to ten years. Together they set out a coordinated vision and framework for coordinated public realm improvements across the Square Mile. The Barbican and Golden Lane Area Strategy supersedes the 2008 Barbican Area Enhancement Strategy. It has been expanded in scope to include the spaces within both the Barbican and Golden Lane estates, the streets and highways that surround them and consideration of the needs and aspirations of the cultural hub.

This strategy is supported by a comprehensive, transparent and inclusive, two-stage engagement process, a detailed contextual and spatial analysis of the district, independent review and technical studies. The first stage of engagement involved gathering information and identifying key issues and opportunities through a series of stakeholder workshops, public drop in sessions, questionnaires and user interviews. The second stage involved consulting on the draft strategy and provided access to the evidence base that supported recommendations in the area strategy.

Outcomes of the information gathering stage were summarised into 15 key findings which were developed further into 5 overarching objectives. The four programmes of work identified by consultants (see diagram below) each contain projects that were assessed against the objectives and are included in a delivery plan at the back of this document. Each project is accompanied by estimates of cost, delivery timing and priority.



INTRODUCTION & VISION FOR THE AREA

The five objectives are as follows:

- 1 PRESERVE THE EXISTING QUALITIES AND VALUES OF THE AREA, INCLUDING THE HISTORIC ENVIRONMENT
- 2 MEET THE NEEDS OF RESIDENTS, REGULAR VISITORS AND WORKERS
- 3 MEET THE NEEDS OF INFREQUENT VISITORS
- 4 IMPROVE THE QUALITY OF OUTDOOR STREETS AND SPACES, REDUCING ROAD DANGER AND RETAINING NETWORK RESILIENCE
- 5 ENHANCE THE PRESENCE OF THE CULTURAL HUB

THIS DOCUMENT

1. Introduction and vision for the Barbican and Golden Lane area

This chapter introduces the strategy and sets out the overarching vision for the district. The vision brings together objectives, recommendations and proposed projects into a holistic picture of how proposals might be delivered and what the area could be in the future.

2. Summary of Key Findings

This chapter summarises the first stage of information gathering undertaken for the Barbican and Golden Lane Area Strategy. It provides the basis on which the area strategy was developed. The full key findings are contained within chapter 1 of the supporting Evidence Base document (see below).

3. Objectives, recommendations and projects

This chapter sets out the five overarching objectives that will be used to guide future improvements to the district's public realm, alongside recommendations and proposed projects for identified spaces across the strategy area. It concludes with the strategy's proposed delivery plan and a tabulation of projects that includes estimates of cost, delivery timing and priority.

SUPPORTING EVIDENCE BASE

The evidence base that supports the strategy consists of two documents. These documents are referenced within this report and should be consulted to fully contextualise this strategy's recommendations:

Evidence Base

The Evidence Base document consolidates the detailed information, research and analysis from which the strategy's recommendations and proposals have been formulated. It comprises the 15 key findings set out in full, alongside the body of work that informed them and appendices of supporting information.

It includes a record of the project's first-stage stakeholder and public consultation programme alongside a wider area spatial and contextual appraisal of the Barbican and Golden Lane area.

Vision for the City of London Cultural Hub

This document sets out the vision for the City of London cultural hub, developed by consultants, alongside the City of London, its cultural partners and stakeholders and undertaken concurrently to the development of this strategy. It sets out the collective aspirations for the district's future as a key cultural destination, expressed by its cultural stakeholders and institutions.

The work to articulate the cultural hub vision was informed by a series of three workshops, undertaken in November and December 2014. The report comprises the principal workshop findings, alongside the vision, set out as a series of values and principles and further supporting information relating to the wider cultural context.



INTRODUCTION & VISION FOR THE AREA

Overarching vision for the Barbican and Golden Lane area



The diagram above represents the future vision for the Barbican and Golden Lane area. It provides an indicative visualisation of the strategy's aspirations for the area as a whole, illustrates proposed projects for specific locations and shows the spatial relationships between them. *Please note, the strategy delivery plan also contains projects that may not directly result in physical outcomes, for example, the commissioning of a wayfinding audit and strategy. These are not illustrated above but are described in full within chapter 3.*



BARBICAN & GOLDEN LANE AREA STRATEGY

2 • SUMMARY OF KEY FINDINGS

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SUMMARY OF KEY FINDINGS

This chapter sets out a concise summary of the key area findings developed from work undertaken between June and December 2014 to inform this strategy's recommendations and proposals. The findings are derived from a detailed contextual and spatial study of the Barbican and Golden Lane area, alongside analysis of the first-stage engagement and consultation exercises

undertaken. The findings can be found in full within chapter 1, Key Findings of the supporting Evidence Base document. The fifteen key findings are set out below. The remaining pages in this chapter provide a summarised explanation of each finding.

- 1 A MIXED NEIGHBOURHOOD
A variety of uses, unusual within the City of London
- 2 THE BARBICAN'S IMPENETRABLE EDGES
The condition of the estate's perimeter
- 3 TRANQUILLITY AND GREENERY
Valued peaceful places, green spaces and planting
- 4 THE LAKESIDE TERRACE
A successful civic space
- 5 UNIQUE CONDITION OF THE HIGHWALKS
- 6 COMPLICATED WAYFINDING, POOR ARRIVAL EXPERIENCE
A confusing environment lacking clear entry points
- 7 LIMITED AND COMPROMISED NORTH-SOUTH ROUTES THROUGH THE AREA
- 8 HERITAGE VALUE OF THE BUILT ENVIRONMENT
Demonstrating London's layered history, from Roman origins to present day
- 9 WORLD-CLASS CULTURAL OFFER INADEQUATELY REPRESENTED IN THE PUBLIC REALM
- 10 INCONSISTENCY IN CONDITION AND UPKEEP OF HARD SPACES WITHIN THE ESTATES
- 11 BEECH STREET
A hostile and polluted pedestrian environment
- 12 A MULTITUDE OF CAR PARKS AND SUBTERRANEAN SPACES THAT AFFECT THE PUBLIC REALM
- 13 LONDON WALL AND ALDERSGATE STREET
A vehicle-centric environment no longer fit for purpose
- 14 COMPROMISED CONNECTIONS TO SURROUNDING AREAS AND NEIGHBOURHOODS
- 15 RAPIDLY CHANGING SURROUNDINGS
The impact of Crossrail and other planned development

SUMMARY OF KEY FINDINGS

1 A MIXED NEIGHBOURHOOD

A variety of uses, unusual within the City of London

Both the Barbican and Golden Lane estates were designed and built to include civic, cultural and neighbourhood amenity. As a result, compared to other parts of the City of London, the area is remarkably mixed in use, with housing, schools, leisure and sports centres, cultural institutions, livery companies, shops and churches, alongside offices and commercial premises. A multitude of unusual building adjacencies give public spaces a distinct civic character, and a range of users, of all ages, can be found comfortably sharing and appropriating spaces, while many of the area's streets and highwalks offer unexpected glimpses of learning and creative processes. This mix of uses extends the area's life through the day, week and weekend. Engagement responses highlighted the sense of community and pride found in each of the estates and the wealth of clubs, groups and activities that take place. However, they made clear that each estate is distinct, with few links existing between the two residential communities of Barbican and Golden Lane.



“It's a special combination of buildings, spaces, amenities – and people”

2 THE BARBICAN'S IMPENETRABLE EDGES

The condition of the estate's perimeter

While the Golden Lane estate is permeable and well integrated with surrounding streets, the Barbican estate's edges are fortress-like and severe. Unlike other areas of the City that are bustling with the activity of shop fronts and office entrances, the Barbican's streets are lined by impenetrable walls that in many cases conceal car parks and servicing spaces. At street level, the Barbican was planned for vehicles rather than pedestrians, and the result is an area that is highly impermeable, with extensive blank frontages and limited street-level activity along its main perimeter: Aldersgate Street, Silk Street, Moor Lane and Fore Street. Beech Street, one of the area's primary east-west routes, is covered by the podium level of the Barbican estate for a greater part of its length. The lack of hierarchy between front and back streets makes for a disorienting pedestrian landscape. This condition of the area makes it feel unwelcoming, particularly to visitors, a circumstance that was noted in many engagement responses.

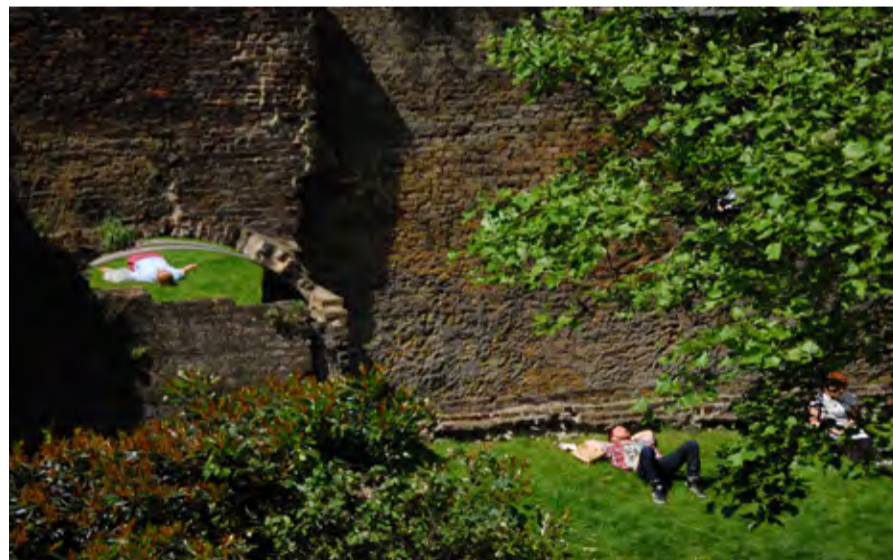
“The south end of Aldersgate Street is a grim soulless canyon. The buildings give the impression that they're turning their back on the pedestrian”



3 TRANQUILLITY AND GREENERY

Valued peaceful places, green spaces and planting

The Barbican and Golden Lane area is the City of London's greenest and most biodiverse, with four of the City's five Sites of Borough Importance for Nature Conservation (SBINC) within the strategy area. The Barbican's unique and extraordinary natural landscape is an integral part of its character, and the Barbican estate is designated Grade II* in the English Heritage Register of Historic Parks and Gardens for the special interest of its landscape. A variety of spaces with distinct qualities, many with a strong relationship to water, can be found in the strategy area. The character of these spaces changes dramatically with the seasons. Although the majority of the district's green spaces are closed to the public, private gardens are often visible from public spaces, streets or highwalks offering visual amenity. Unexpected glimpses of greenery add interest and soften the character of surrounding public spaces throughout the seasons. Many engagement respondents highlighted these qualities as the district's key assets, with several suggesting them as their favourite feature of the Barbican and Golden Lane area.



“The Barbican is an oasis, peaceful and spacious, hidden in the motion and noise of the city”

4 THE LAKESIDE TERRACE

A successful civic space

Despite being invisible from the street, the Lakeside Terrace is the area's most successful public space, cited by many as the location they most associate with the district. The terrace is enclosed by the Barbican Centre, its café and the lake, and provides a variety of both intimate and communal spaces for enjoyment by the public. The Lakeside Terrace does not provide a through-route but rather a pedestrian destination, and despite often bustling with activity it is a space characterised by a leisurely pace. This is a place where a variety of public life can be observed throughout the day.

SUMMARY OF KEY FINDINGS



“When you see the Lakeside Terrace,
you know you’ve arrived”

5 UNIQUE CONDITION OF THE HIGHWALKS

The post-war vision for a highwalk network across the City was never fully realised. However, the highwalks (sometimes referred to as pedways or City walkways) remain an intrinsic feature of the Barbican estate. They offer dramatic vistas across the estate’s open spaces and unexpected long views to City destinations beyond. The highwalks provide a circuit of mostly-sheltered pedestrian routes above traffic, offering a different pedestrian experience to that of the street. They are popular with those familiar to the area, although the streets remain busier throughout the day and week. Only a small proportion of the highwalks are well used as routes, and aside from this, the remainder of the estate’s podium levels provide vast amounts of open space, much of it is lacking in identity and function. This condition is highly unusual within the City of London.

The layout of the highwalks means they do not provide direct routes across the estate, making them hard to move around instinctively. While destinations are often visible, the routes to them are not, resulting in a disorienting environment. Many engagement responses, particularly those from visitors, suggested that the highwalk network is unwelcoming, confusing and can feel unsafe, particularly at night. Conversely, those familiar with the district highlighted that the highwalks and podium provide a safe and traffic-free environment for children to play.



“The Barbican highwalks are an integral part of
the Barbican estate. They are a great way to get
from A to B without traffic”

6 COMPLICATED WAYFINDING, POOR ARRIVAL EXPERIENCE

A confusing environment lacking clear entry points

The streets and spaces around Barbican and Moorgate stations provide a poor welcome to the area and to the cultural institutions within it, with pedestrians met by busy junction and blank walls on arrival. Beech Street — although unpleasant — provides a direct route to the east, and as a result has become the default link between Barbican station and the Barbican Centre’s Silk Street entrance and cinemas, the GSMD and Milton Court. Wayfinding in the Barbican area is notoriously difficult. The area’s complex, three-dimensional urban configuration, with numerous levels, highwalks and few streets at ground level, makes for a disorienting built environment that is difficult to navigate intuitively. Many podium-level spaces lack a distinctive function or identity, making them indistinguishable to unknowing visitors. As a result, pedestrians who are not familiar with the area rely on signage to find their way. The Barbican’s numerous wayfinding systems and graphic identities can be confusing, particularly as outdated signs and old branding identities have not been removed. Signposts frequently offer podium and street-level route alternatives, and the lack of hierarchy and clarity between these means that adjacent signs to the same destination may point in opposite directions. The Yellow Line, painted on the ground to demarcate routes, was introduced to guide audiences to the Barbican Centre when it opened in 1982. Many sections of it have since been removed, and piecemeal maintenance over time has resulted in a line that is interrupted and inconsistent in quality. Moreover, the route of the Yellow Line has not been updated to reflect recent changes to the highwalk network.

Engagement respondents widely acknowledged that wayfinding through the area is problematic and signage to key destinations unhelpful. Responses highlighted that there is a lack of confidence in highwalk routes, the area’s signage and wayfinding systems. As a result, many users avoid the Barbican estate altogether, preferring to remain on the area’s perimeter streets, which, though less confusing, are considered to provide a poor welcome to visitors. Many additionally referred to unused structures or entrances including the ‘Yellow Shed’ exhibition hall entrance on Ben Jonson Place; the closed podium level entrances to the Barbican’s library, art gallery and conservatory; the transparent roof structure on Brandon Mews and the Museum of London rotunda, as ‘obsolete’ or ‘red herrings’ and the causes of considerable impediment to ease of navigation.



“I can see it, but I can’t reach it”

“The stair and bridge at Barbican station form a
major entry point to both the Barbican estate and
the Barbican Centre which is uninviting, obscure to
say the least and completely unfitting...”

SUMMARY OF KEY FINDINGS

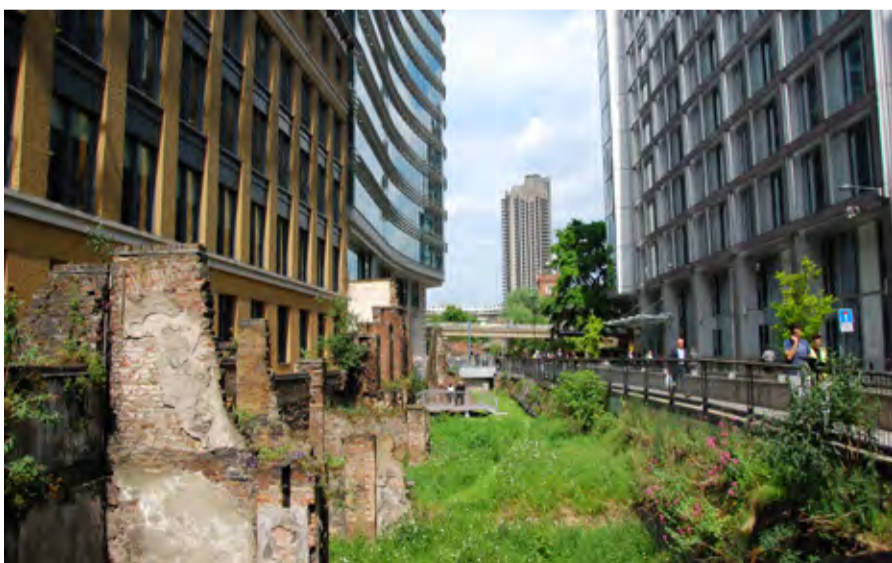
7 LIMITED AND COMPROMISED NORTH-SOUTH ROUTES THROUGH THE AREA

The roads that bound the Barbican's perimeter form routes that continue beyond the strategy area and connect into the wider network of streets. However, the estate's lack of interior streets and the impenetrable character of its edges result in a generally impermeable environment, and very few street-level routes cross the strategy area. Open vistas across the interior of the estate, particularly at podium level, mean that destinations like the Lakeside Terrace, GSMD and St Giles' church are visible from long distances across the estate, with clear desire lines between these. However, the Barbican lake restricts north-south movement through the area, with only one public podium-level crossing via Gilbert Bridge. Although this bridge is prominent, the street-level routes and access points to it are not. As a result, many of the estate's interior spaces are disconnected from each other, and the Barbican Centre and Lakeside Terrace are not easy to access from London Wall and City locations to the south. Engagement responses revealed that there is a desire for better north-south connections through the area, with several respondents expressing frustration at difficulties experienced when attempting to traverse the district in a north-south direction.

*"Everything is within five minutes,
but only if you can find it"*

8 HERITAGE VALUE OF THE BUILT ENVIRONMENT *Demonstrating London's layered history, from Roman origins to present day*

The Barbican and Golden Lane area has an unparalleled archaeological and built heritage and is home to an extraordinary concentration of listed buildings and heritage attractions. Engagement responses revealed that this aspect of the district is greatly valued, in particular the two estates themselves, with several respondents suggesting they should be better embraced and celebrated as destination cultural attractions in their own right. Much of the area is listed for its special architectural and historic interest, including both the Golden Lane estate (Grade II and Grade II*) and the Barbican complex (Grade II), with the Barbican landscape also designated Grade I Registered Landscape in 2003. Designed by architects Chamberlin, Powell and Bon, and the result of extensive redevelopment following bomb damage in 1940, both estates are established 20th-century architectural icons. In addition, the Roman and medieval city wall still has a strong presence in the area today. Its remains are a Scheduled Ancient Monument and can be traced along Noble Street, across the Barber-Surgeons' Garden and through the Barbican estate to St Alphege Gardens.



"From AD43 on, every manifestation of London's physical development is here from Roman architecture to sixties visionary thinking, medieval street layouts to financial skyscrapers. A topography unique in London"

9 WORLD-CLASS CULTURAL OFFER INADEQUATELY REPRESENTED IN THE PUBLIC REALM

Although the area is home to a cluster of internationally renowned cultural institutions, their entrances, setting and surrounding public realm do little to celebrate the quality of their cultural programmes. The main entrance to the GSMD, for example, is set back from Silk Street and accessed via a ramp that is also used by service vehicles. A number of entrances, most notably to the Museum of London, are located at podium level and cannot be seen from surrounding streets, while many of what were once entrances to cultural venues are now unused, having been closed over time. Considering the cultural function of many of the buildings, there are also few instances of art within the public realm, resulting in streets and spaces that are broadly disassociated from the cultural buildings they support. Despite incredibly positive perceptions of the area's cultural offer, engagement responses acknowledged that the setting, approach and arrival experience to the area's cultural attractions are problematic, do not meet the needs or expectations of today's cultural audiences and are hampered by the surrounding public realm.



"The whole area needs rethinking. The entrance to the Barbican and the Museum are both difficult to find. Two huge buildings with peculiar entrances. I like proud buildings with grand entrances – a more confident approach"

10 INCONSISTENCY IN CONDITION AND UPKEEP OF HARD SPACES WITHIN THE ESTATES

Great care from residents and cultural institutions is evident in both the Barbican and Golden Lane estates. However, some of the hard spaces within are in poor condition. This is the case in both Golden Lane and, to a lesser extent, the Barbican estate. Engagement responses, notably those from residents, cited that some spaces within each estate are considered poorly maintained or in need of repair. It was felt that this is out of keeping with each estate's listing and of detriment to their heritage value, particularly in the case of Golden Lane. Within the Barbican estate, locations highlighted included Defoe Place, Lauderdale Place and Frobisher Court. Within the Golden Lane estate, responses were split between comments regarding maintenance and suggestions for specific spaces, including the forecourt of Great Arthur House, the sunken children's play area and the street environment of Goswell Road alongside Crescent House. The level of maintenance was negatively compared with other City of London spaces, or with the Barbican estate.

SUMMARY OF KEY FINDINGS



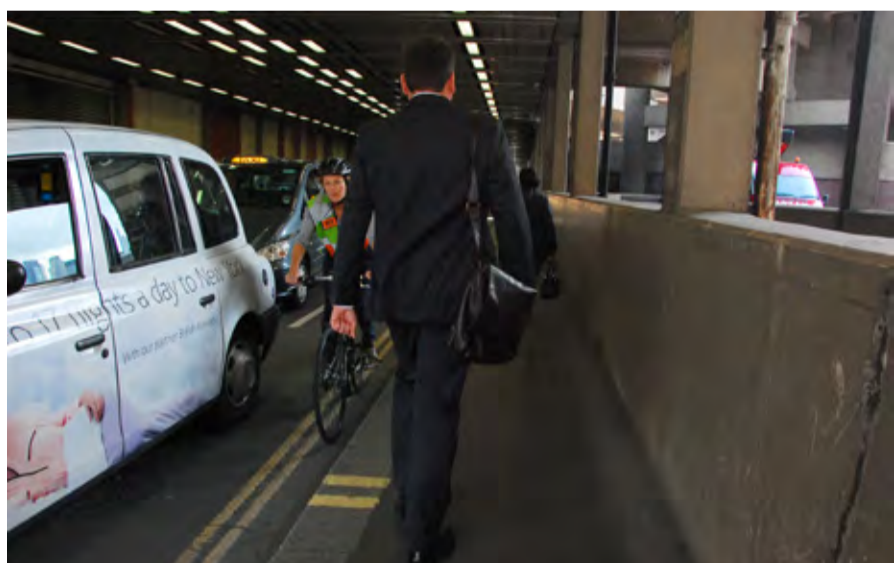
“Golden Lane is a publicly accessible estate, yet the quality of many of the public spaces is way below that of other City locations”

11 BEECH STREET

A hostile and polluted pedestrian environment

Beech Street is the only direct, east-west street-level route through the strategy area, and a very well-used pedestrian route linking Barbican station to the Barbican Centre and GSMD facilities. It is likely to carry even more pedestrians when the planned Farringdon East Crossrail exit opens on Long Lane in 2019. Designed for vehicular movement, Beech Street offers a poor pedestrian environment. The covered street is frequently congested with vehicles and suffers from high air pollution levels, making it a particularly poor location for a bus stop. Pedestrian volumes on the narrow pavements are so high during peak times that people walk in the carriageway, at times stepping into the path of oncoming cyclists.

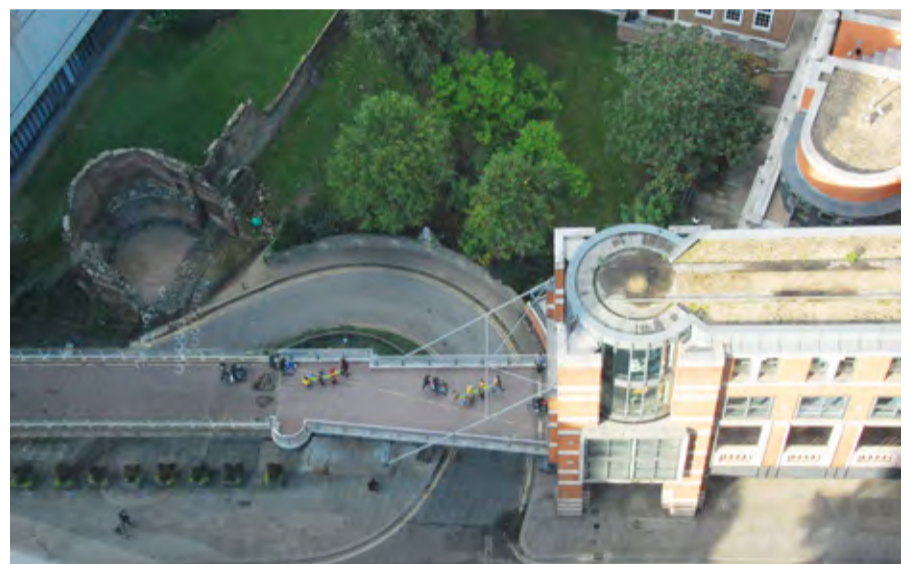
Beech Street emerged as a significant issue for users, with many engagement respondents citing it as the worst, or most problematic, part of the entire area, and the most in need of change or improvement. Particular issues cited included its narrow pavements, poor state of cleanliness and repair and high levels of air pollution. Many also referenced conflict between cars, pedestrians and cyclists. While highlighting problems, several respondents also suggested potential improvements to Beech Street. These included introducing retail uses along its length, better lighting, the removal or part-removal of its roof to allow in daylight, and public art to animate the route and aid wayfinding.



“Beech Street tunnel — the Barbican’s walk of shame. This must be one of the ugliest streets in the whole of Europe”

12 A MULTITUDE OF CAR PARKS AND SUBTERRANEAN SPACES THAT AFFECT THE PUBLIC REALM

The abundance of car parks and associated vehicular entrances in the Barbican and Golden Lane area has a detrimental effect on the public realm, resulting in streets with limited active uses and where vehicle infrastructure dominates the setting of cultural institutions and residential spaces. This is particularly the case on Beech Street, Silk Street, Moor Lane and along parts of Fann Street. There is additionally a vast amount of fragmented subterranean space in the area, some of which is particularly problematic. As an example, the subterranean space on London Wall contains remains of the Roman and medieval city wall that are lost among parked cars and invisible to the general public. The car park’s steep access ramp forces pedestrians to walk in the carriageway, but remains the primary route used by those accessing the Barber-Surgeons’ Garden.



“The route into the museum from the underground car park...it’s all very concrete and ugly, but cool things like the old ruins by the car park entrance are hidden”

13 LONDON WALL AND ALDERSGATE STREET

A vehicle-centric environment no longer fit for purpose

London Wall was built in 1959 — before the Barbican estate — as part of a wider gyratory system. The dual carriageway was designed for fast-moving traffic, while pedestrians were expected to use the proposed network of highwalks or pedways. Aldersgate Street, though a much older thoroughfare, was adapted at its southern end to incorporate the junction with London Wall at the Museum of London rotunda. The nature in which City streets are used has changed dramatically, and in July 2014 a 20mph speed limit was implemented across almost all of the City of London (as part of a Road Danger Reduction Plan). The result is that both London Wall and Aldersgate Street, roads that continue to prioritise vehicles rather than cyclists and pedestrians, are no longer fit for purpose. However, pedestrian counts show that both streets are very well used. London Wall has pockets of greenery along its length. However, the road creates a severance between these spaces and also interrupts the line of the Roman and medieval city wall. Aldersgate Street, lined by the walls of the Barbican estate on one side, and large office blocks on the other, is an unwelcoming pedestrian route with little to punctuate the monotony of walls or building façades. A City of London project to explore the introduction of two-way traffic to the St Paul’s gyratory system is underway, alongside a traffic impact assessment of the wider street network. This will consider the one-way system currently in place between St Paul’s and the Museum of London rotunda, in addition to Aldersgate Street and London Wall which meet it to the north and east. Engagement responses highlighted that London Wall and Aldersgate Street are considered hostile pedestrian environments, unappealing and uncomfortable to traverse.



“The separation between cars and pedestrians near the Museum of London is at an unhelpful extreme. Access at pavement level with an announcement of arrival would be brilliant”

14 COMPROMISED CONNECTIONS TO SURROUNDING AREAS AND NEIGHBOURHOODS

Although the Barbican estate’s perimeter streets connect to a wider network of longer routes beyond, the area remains relatively disconnected from surrounding neighbourhoods. Pedestrian connections to neighbouring areas are compromised, particularly by London Wall, Aldersgate Street and Beech Street, wide thoroughfares designed for vehicle priority that act as a perceptual barrier. The St Paul’s gyratory system and the Museum of London rotunda are detrimental to the pedestrian environment and obstruct a direct but underused route to St Paul’s Cathedral, Millennium Bridge and Bankside beyond. The arrival of Crossrail to the east and west of the area in 2019 has the potential to transform the way these longer routes are perceived, and to increase their use and visibility. Engagement responses revealed that those familiar with the area recognise its value as a well-connected place, within easy walking distance of many central London neighbourhoods. However, the prevailing perception from other user groups is that the district (and particularly the Barbican estate) is difficult to access, and cut off from neighbouring places.

“The make-up of the City is changing. People want the street life and diversity that City fringe locations offer, Old Street, Clerkenwell; we’re right next to them here”



“Create a daytime tourist route from St Paul’s, via the Museum of London to the Barbican. Make a better evening link to Clerkenwell, so people can combine a Barbican visit with dinner at a nice restaurant”

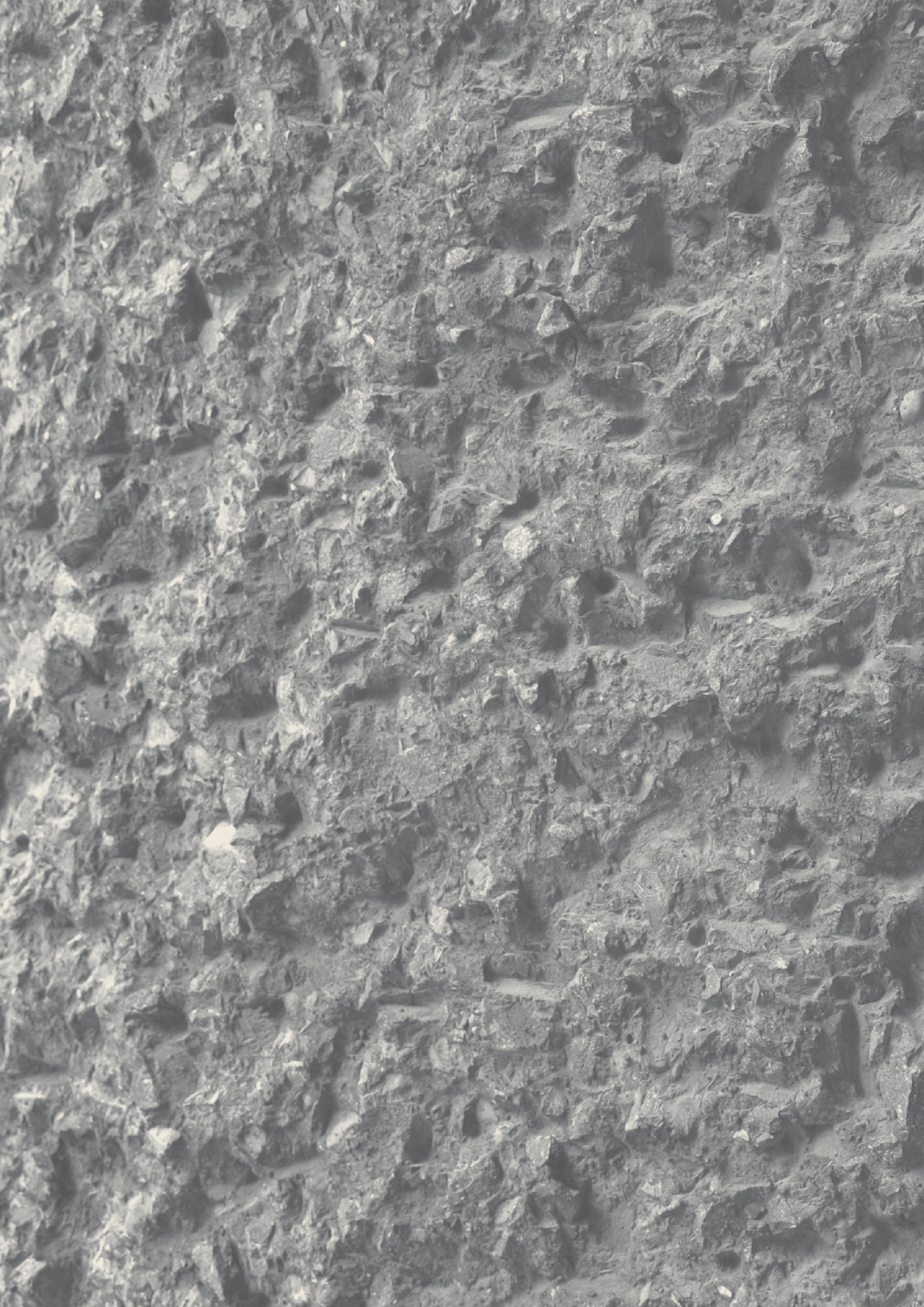
15 RAPIDLY CHANGING SURROUNDINGS

The impact of crossrail and other planned development

In recent years the area around the Barbican and Golden Lane estates has seen considerable change, with developments reshaping the character at its edges, particularly to the east and south. New residential developments have replaced offices, while cultural projects have transformed one of the Barbican’s exhibition halls into a cinema with a café and restaurant, and created the GSMD’s Milton Court building, a world-class performing-arts venue. The arrival of Crossrail in 2019 is expected to transform the surroundings of the new station exits and is already prompting further development and regeneration, not least with its associated Over Station Developments (OSDs). The increased pedestrian numbers that Crossrail will bring is expected to exacerbate some of the existing challenges faced by the area’s streets and spaces. The public realm around Barbican station is already congested, an issue that, unless tackled, is likely to worsen with the increase in pedestrian numbers walking towards Aldersgate Street and Beech Street. The potential removal of St Paul’s gyratory (subject to traffic assessments) will unlock the potential of London Wall and Aldersgate Street. Furthermore, the construction of commercial offices at London Wall Place (completion expected in 2016) will see new gardens introduced at street level on London Wall. The City’s aspirations to develop a cultural hub in the area, endorsed by its Local Plan (2015) and cultural and visitor strategies, will also have a significant impact on development and change.



“Crossrail is the catalyst that will drive change. What that means for this area, nobody’s quite sure”



BARBICAN & GOLDEN LANE AREA STRATEGY

3 • OBJECTIVES, RECOMMENDATIONS &
PROJECTS

Publica

3.1 INTRODUCTION

STRUCTURE OF THIS CHAPTER

This chapter comprises three sections. The first sets out the strategy's five overarching objectives for the Barbican and Golden Lane area. Developed with the City of London, these respond directly to the 15 key findings arising from Publica's work (see chapter 1 Summary of Key Findings, and Key Findings chapter within the supporting Evidence Base document). Objective 5 additionally takes into consideration the emerging vision for the City of London cultural hub and the findings from the related visioning process (see separate, supporting document, Vision for the City of London Cultural Hub).

The second section of this chapter comprises proposed projects and recommendations for specific locations and spaces within the strategy area. These are grouped into proposed projects for four geographic locations across the district: Beech Street and the north Barbican area; the Golden Lane area; the Moorfields area and east Barbican; and the London Wall area. A fifth group sets out proposals relating to improving the north–south connection through the strategy area. For each grouping, an overview diagram and map together illustrate the strategy's broad vision and contextualise the proposed projects, indicating their location and relationship to each other. These are supported by additional drawings which illustrate how recommendations for key locations might manifest if taken forward.

The final section comprises the City of London's proposed delivery plan for the Barbican and Golden Lane Area Strategy, and a prioritised tabulation of the projects and recommendations set out in this chapter. These have been organised into four work streams, determined by the City of London, and cross-referenced with the five overarching objectives for the area set out in section 3.2

KEY FINDINGS



OBJECTIVES

RECOMMENDATIONS AND PROJECTS

- BEECH STREET AND NORTH BARBICAN AREA
- GOLDEN LANE AREA
- MOORFIELDS AREA AND EAST BARBICAN
- LONDON WALL AREA
- NORTH–SOUTH CONNECTIONS THROUGH THE AREA

3.2 OBJECTIVES FOR THE BARBICAN AND GOLDEN LANE AREA

The following five objectives for the Barbican and Golden Lane area have been developed with the City of London in response to the 15 key findings arising from Publica's wider area survey work and from the engagement and consultation exercises undertaken in the summer and autumn of 2014 (see chapters 1 – 3 of the supporting Evidence Base document). Objective 5 has been additionally informed by the findings arising from work to develop a vision for the City of London cultural hub (see supporting document, Vision for the City of London Cultural Hub). These objectives provide a broad overview of the key priorities for the area.

1 PRESERVE THE EXISTING QUALITIES AND VALUES OF THE AREA, INCLUDING THE HISTORIC ENVIRONMENT

Respect and celebrate the area's historic layers, quiet spaces, biodiversity and iconic architecture, and embrace its function as a working neighbourhood

The Barbican and Golden Lane area is a working neighbourhood with a rich variety of uses, including two residential communities, cultural buildings, schools, community facilities, student accommodation and businesses. Proposals should respect the neighbourhood's mix and function, paying special attention to any potential increases in noise and lighting levels. The area also has many tranquil open spaces that are valued by residents and visitors alike; this strategy seeks to embrace and enhance their calm qualities. Proposals must ensure that any increases in activity occur in appropriate locations, carefully considering the impact potential projects may have on quiet and green spaces and their biodiversity. In line with the Biodiversity Action Plan, the City's aspiration is to protect and enhance biodiversity, which is already abundant in many of the area's spaces. The Barbican and Golden Lane area offers good opportunities to encourage further biodiversity and additionally engage the public to promote learning. This could potentially be undertaken in partnership with local schools and resident groups who already care for the area's wildlife, for example the Fann Street Wildlife Garden group.

The strategy is rooted in the unique characteristics of the area. Proposals seek to celebrate the district's distinctive urban qualities and reveal its layered history, from its Roman origins to its icons of 20th and 21st century architecture. Partnering with the Museum of London could provide the best way to recognise and accentuate these features within the public realm. In highlighting the area's special architectural identity and the heritage value of its built environment, new interventions should be of the highest quality and consider the original design intent of Chamberlin, Powell and Bon (the architects of the Barbican and Golden Lane estates), also referring to the Golden Lane Listed Building Management Guidelines (2013) and the Barbican Listed Building Management Guidelines: Volume I (2012), Volume II (2012) and Volume IV (2015) as appropriate.

The Barbican's highwalk network is a unique feature of the district, and is wholly intrinsic to its identity and function. It provides public, traffic-free routes through the area and dramatic vistas across the Barbican estate. Although access to the highwalks and key routes across them requires improvement in many places (including highlighting and signposting), care should be taken to ensure that this remains an environment that encourages individual discovery.

2 MEET THE NEEDS OF RESIDENTS, REGULAR VISITORS AND WORKERS

Enhance the qualities of two exceptional residential neighbourhoods and improve routes for daily users

The strategy seeks to improve well used pedestrian routes, both through the area and to neighbourhoods beyond. Places of transport interchange and arrival will also require careful consideration, particularly the setting and clarity of bus stops and station exits, including those of the planned Crossrail stations at Farringdon East and Liverpool Street West.

The districts to the south, east and west of the Barbican and Golden Lane area are all undergoing considerable change, with new building developments and

the future arrival of Crossrail affecting streets and spaces. Some of the area's principal roads, such as Beech Street, are in need of drastic improvement to address the current poor quality of their pedestrian environments, while London Wall is already set to undergo significant change and will require environmental improvements. The existing north-south route between Silk Street and Wood Street, across the Barbican lake, is a clear pedestrian desire line. Although extremely well used by those familiar with it, work is required to enhance its clarity and quality. Other options should also be explored to improve north-south connectivity through the Barbican area, carefully considering the potential impact this may have on successful and valued spaces like the Lakeside Terrace and St Giles' Terrace and subject to/in line with any future proposals for the Museum of London site. Improvements to the condition and visibility of connections to the highwalk network would also have a welcome, positive effect on the public realm.

The strategy aims to embrace and enhance the character and qualities of the district's established neighbourhoods, particularly in the Golden Lane area, which connects several residential estates. Streets in this area are already relatively calm and the City's aspiration is to improve conditions for all users, prioritising pedestrians and cyclists. While the importance of strategic east-west routes across the City should be acknowledged, space for vehicles could be reduced and minimised on many streets, subject to detailed traffic studies. This is particularly important in the context of air quality, as the City of London is committed to reducing exposure to air pollutants as well as reducing emissions. Golden Lane and Fann Street are particularly valuable local routes and have great potential as green spines that embrace connections and views to green spaces such as Fortune Street Park and Fann Street Wildlife Garden. The accessibility of these routes and their safety for children are paramount, particularly as they connect different residential estates, green spaces, schools and community buildings. Golden Lane links the City of London and the London Borough of Islington, and design proposals in this area will require a joined-up, cross-borough approach.

Play is an integral part of residential neighbourhoods, and the Barbican and Golden Lane area calls for exciting and distinctive play spaces and amenities that are welcoming to both local and visiting children and young people. Proposals should cater to the wide range of ages in this district, creating spaces that are accessible to all. Overall, opportunities should be sought across the area to share neighbourhood amenities and to identify potential, additional facilities to meet the needs of residents and community groups, including possible locations for a community centre for Barbican residents.

3 MEET THE NEEDS OF INFREQUENT VISITORS

Create a welcoming, exciting and distinctive pedestrian environment that is supported by a clear and coherent wayfinding strategy

The objective is to create a welcoming arrival experience into the district, with a public realm that is distinctive and of the highest quality. The City's aspiration is for a public realm that celebrates the cultural assets and historical layers of this unique area, supports and encourages life at different times of the day and week, and leaves visitors with a positive and memorable first impression.

Physical changes have the potential to improve intuitive wayfinding across the area by opening up important views and clearly highlighting entrances to cultural venues and access points to the highwalk network. Beech Street, Silk Street, St Martin's le Grand and Wood Street all have the potential to become

3.2 OBJECTIVES FOR THE BARBICAN AND GOLDEN LANE AREA

animated pedestrian routes and gateways for those arriving into the area. Alongside these clear arrival routes, both estates must retain their distinctive character to ensure they provide a special environment that invites exploration.

In addition to public realm and architectural projects, the strategy calls for a coherent and carefully considered wayfinding audit, review and strategy that addresses the need to guide visitors to key destinations from nearby stations (including planned Crossrail exits) and surrounding neighbourhoods. Links between cultural institutions should be highlighted, with public art and curated content considered along important routes.

4 IMPROVE THE QUALITY OF OUTDOOR STREETS AND SPACES, REDUCING ROAD DANGER AND RETAINING NETWORK RESILIENCE

Transform the area's streets for pedestrians and cyclists and fulfil the potential of open spaces

The strategy aspires to transform the vehicle-dominated streets of the Barbican and Golden Lane area into a welcoming, distinctive and accessible environment that prioritises pedestrians and cyclists over vehicles. This aspiration aligns with the City of London's Road Danger Reduction Plan (2013) and with planned changes such as the proposed removal of the St Paul's gyratory. It is proposed that, where the possibility exists, options are reviewed to reduce the impact and presence of transport arteries, exploring the potential of closing Beech Street to traffic and reducing vehicle spaces on London Wall, Aldersgate Street and Golden Lane. These streets have great potential to transform the way the entire area functions and is perceived. Beech Street is already the first point of arrival into the area for many visitors and regular users, and improving its quality is of utmost priority ahead of the arrival of Crossrail in 2019. Similarly, London Wall already links a network of green spaces; improvements could transform this important connecting street into a pleasurable, green route.

The area's streets also suffer from the detrimental effect of extensive blank frontages, many associated with car parking and servicing spaces. Opportunities should be sought to introduce active frontages to those streets currently characterised by blank frontages, looking to stimulate and support more street life and activity through retail and cultural uses.

Although many of the area's spaces, for example the residents' gardens and Lakeside Terrace, are highly valued and well used, several others remain underused and have great latent potential. Outside the estates, this includes spaces like the Barber-Surgeons' Garden, Monkwell Square and Cripplegate Street, and within them, spaces like Lauderdale Place and the eastern forecourt of Great Arthur House. Programming could help to give underused spaces a distinct identity, aid wayfinding and improve the pedestrian experience, though the location and impact of activity will require careful consideration. The strategy strives to ensure that the quality of the area's public realm matches the phenomenal quality of both estates' architecture. To meet this ambition, a review is proposed into the condition of all spaces within the estates, improving paving and other hard surfaces where necessary, using high-quality materials in line with Chamberlin, Powell and Bon's original design intent and with relevant listed building management guidelines.

Above all, it is critical that the distinctiveness of this area is celebrated and harnessed through public realm enhancements and design proposals that are delivered to the highest quality.

5 ENHANCE THE PRESENCE OF THE CULTURAL HUB

Distinguish the area as a welcoming cultural district and a focal point for creativity in the City of London

The desire to develop the Barbican and Golden Lane area into a neighbourhood distinguished by its cultural offer is a key cultural policy driver for the City of London, while a number of the area's cultural institutions have their own ambitious aspirations for improving the visitor experience for their audiences and

capitalising on the arrival of Crossrail in 2019.

This strategy's ambition is to sensitively represent the area's cultural assets within the public realm, in order that the district's public character celebrates its wealth of cultural provision. It aspires to provide an appropriate setting for the world-class cultural institutions, programmes and built heritage in the area, and in doing so meet the needs of today's cultural audiences, alongside those of the City's business, resident and student communities. Transforming the visitor arrival experience through better clarity of routes between key attractions, and stations and gateways into the neighbourhood, improved wayfinding and signage through the district, and developing an animated and welcoming street-level pedestrian environment, will be essential to achieving this vision. The mixed character, lived cultural practices and creative capital of the area's local communities already distinguish this part of the City of London. There is significant potential to capitalise on these existing assets by better recognising and championing the informal cultural activity that takes place throughout the area outside of established cultural programmes: in public spaces, civic buildings, educational facilities, commercial premises and residential dwellings. The area's cultural institutions, large and small, should be actively encouraged to take on custodianship of local public spaces and, where suitable, programme cultural activities to animate the public realm and foster an environment of creative production. The entrances to key cultural institutions, including the Barbican Centre and the Guildhall School of Music & Drama and any future cultural use that may be proposed for the Museum of London site, should be celebrated with greater public prominence, to provide a clear sense of civic welcome into the area, while opportunities to improve visibility of the creative activities that take place within institutions should be embraced and explored.

The desire to celebrate the area as a cultural neighbourhood, articulated as a policy priority by the City of London, should underpin and inform wider decision-making about its future and, in doing so, raise the area's profile and ambition. This aim should be an important determining factor in assessing the character of new developments; in the commissioning of practitioners and partners chosen to deliver interventions or built projects and the methods for doing so (eg open competition, partnership with creative organisation); and in considering the introduction of new uses within the area, which should seek to support the district as a place of cultural production, diversity and excellence, and reflect its much-valued mixed character and distinctiveness.

The strategy recognises that raising the profile of the cultural hub will require both physical interventions in line with the wider vision for improving the area's public realm, and, crucially, the establishment of a clear governance structure to take ownership of the cultural hub concept and guide coordinated action. The aspiration is for the City, its cultural partners and stakeholders to work together to refine the cultural hub vision, determine priorities informed by this strategy's wider vision for the district, and set a forward programme for collaborative action aimed at strengthening and celebrating the area's exemplary cultural offer.

Please also see stand-alone supporting document, Vision for the City of London Cultural Hub

3.3 RECOMMENDATIONS AND PROJECTS

Overview

The pages following comprise the recommendations and proposed projects for specific locations and spaces across the Barbican and Golden Lane area. These build upon the five overarching objectives set out in the previous section, and respond to the strategy's 15 key findings (see chapter 1 Summary of Key Findings, and Key Findings chapter within the supporting Evidence Base document). The indicative spatial proposals relating to the development of the cultural hub have been incorporated into these recommendations, and respond to both the 15 key findings and additional findings of research and engagement undertaken with cultural stakeholders. More details on these cultural findings can be found in the separate supporting document, Vision for the City of London Cultural Hub.

Recommendations and projects have been organised into five, broadly geographic groupings as follows:

- Beech Street and north Barbican area
- Golden Lane area
- Moorfields and east Barbican area
- London Wall area
- North–south connection through the area

Please note that some recommendations are repeated within several of the above categories as they relate to area-wide considerations (for example, wayfinding across the district). Throughout this section proposals are referenced using a colour-coded numbering system that relates to the City of London's delivery plan for the area strategy, and the four work streams, A to D, that form its framework (see section 3.4). These work streams are set out below alongside the assigned colour and letter key that has been used to locate proposals geographically and in the context of the City of London's work streams.

CITY OF LONDON WORK STREAMS:

- A BEECH STREET
- B SPACES OUTSIDE THE BARBICAN AND GOLDEN LANE ESTATES
- C SPACES WITHIN THE BARBICAN AND GOLDEN LANE ESTATES
- D WAYFINDING AND ARRIVAL

FURTHER STUDIES REQUIRED

In addition to the projects set out in this chapter, the survey and engagement processes identified a number of issues that were outwith of the scope of this study and which will require further investigation and attention. These are likely to inform and affect projects going forward, and include:

- Full signage and wayfinding audit and strategy
- Further air quality studies of streets and spaces in the area
- Survey of subterranean space/car parks and their use
- Traffic studies (underway)
- Studies of noise to Barbican estate flats from use of public spaces
- Wind studies, particularly in spaces within the Barbican estate
- Lighting audit and strategy for the area, considering sensitive and energy-efficient lighting proposals that respect and enhance the architectural setting and positively contribute to the character of the area by night
- Art strategy for the area (potentially in partnership with local cultural institutions), considering the role of art in wayfinding, play and in helping to reinforce a sense of place

FURTHER ISSUES TO BE CONSIDERED

There are also several other ongoing projects that will require consideration going forward, many of them in development at the time of completion of this document. These are likely to have a significant impact on the future scope and delivery of projects, and include:

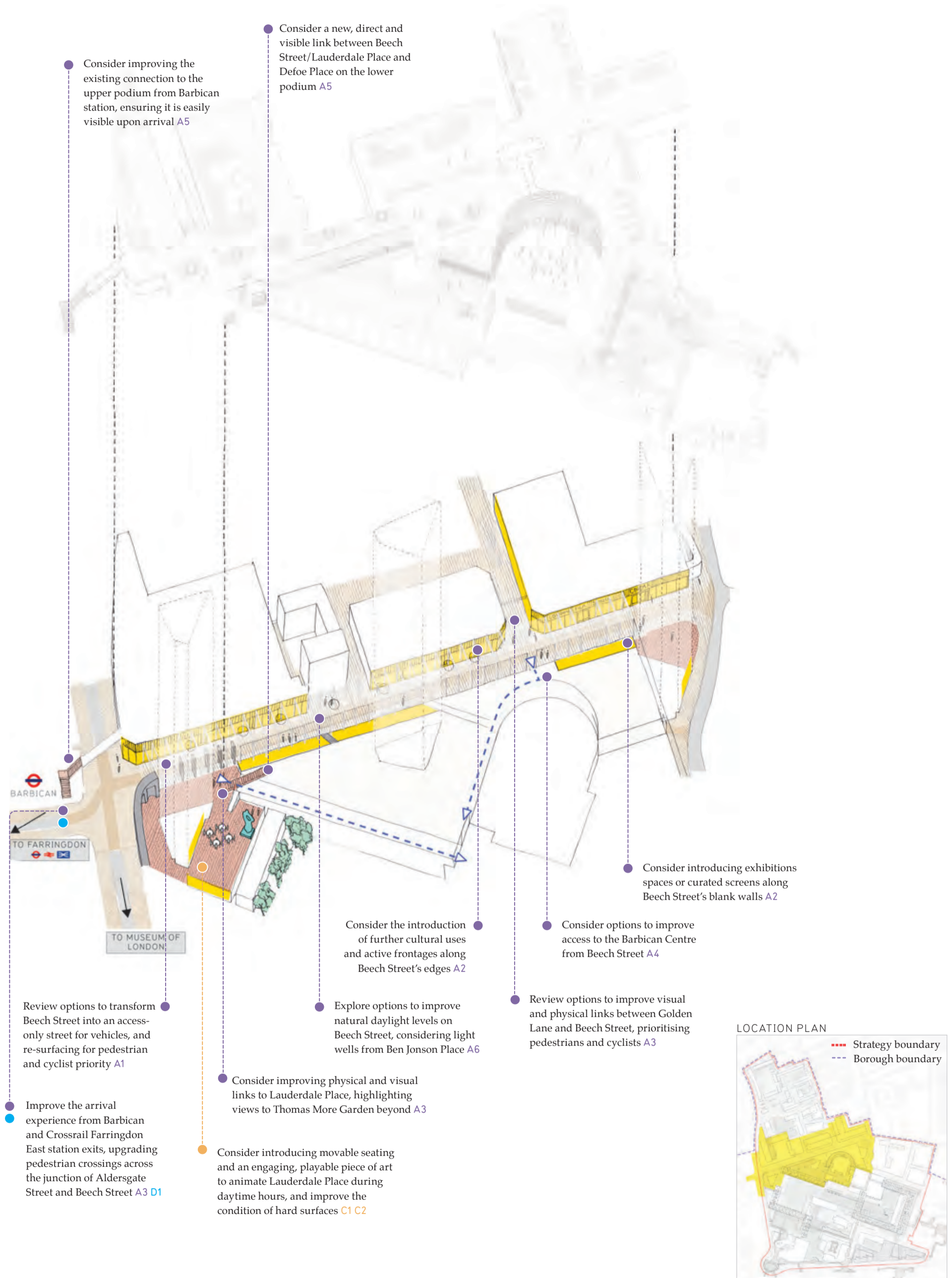
- Future plans and aspirations of the City of London's cultural hub (projects and proposals will evolve beyond this report)
- The planned relocation of the Museum of London and future proposals for Museum of London site
- The potential relocation of the Barbican/City libraries within the Barbican Centre
- Future plans and access strategy of the Barbican Centre
- The redevelopment and design of Exhibition Hall 1 for the London Film School's 2017 relocation
- The potential redevelopment of Barbican Exhibition Hall 2
- The redevelopment of the 21 Moorfields site
- The redevelopment of the former Barbican YMCA on Fann Street
- The planned school and residential site on the former Richard Cloudesley school site on Golden Lane
- Any future development plans for Smithfield Market
- The integration of Crossrail public realm works
- The proposed removal of St Paul's gyratory
- Improvements to London Wall associated with the construction of London Wall Place
- Transport for London plans for the area, including the aspirations of London Buses, wider strategic walking routes, Legible London signage and plans for Barbican underground station
- Proposed City of London Cycle Grid
- Plans and aspirations of the London Borough of Islington, including development, walking and cycle routes and signage
- Aspirations for a community centre for Barbican residents
- Aspirations for a memorial at the Christchurch Greyfriars site
- Aspirations for a memorial in the Barber-Surgeons' Garden

PROCUREMENT STRATEGY

The Barbican and Golden Lane area is unusual and distinctive in its qualities and mix. The strategy calls for distinctive proposals that are designed and delivered to the highest quality. Consider, therefore, developing an ambitious procurement strategy that enables and encourages exceptional, bold and sensitive proposals to be commissioned for the area's streets and spaces. Develop clear and ambitious briefs and consider, for example, partnering with cultural institutions or running architectural competitions to identify the most appropriate practitioners for each project.

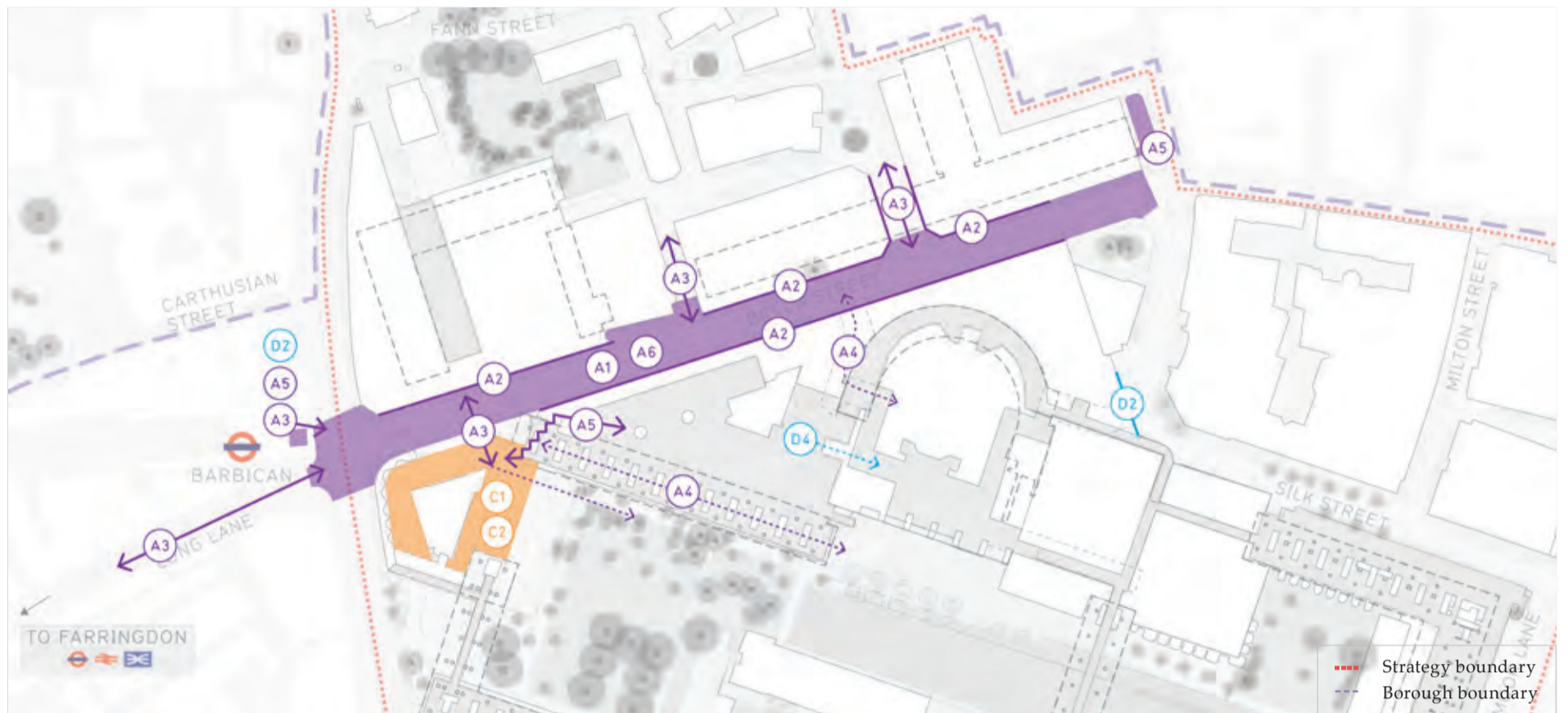
3.3 RECOMMENDATIONS AND PROJECTS

Beech Street and north Barbican area: street level



3.3 RECOMMENDATIONS AND PROJECTS

Beech Street and north Barbican area: street level



● A BEECH STREET

A1 PRIORITISE PEDESTRIANS AND CYCLISTS

Explore opportunities to transform and resurface Beech Street to create a pedestrian and cycle-friendly street and to reduce current levels of air pollution. Consider removing through-traffic to make Beech Street an access-only street (subject to detailed traffic studies), ensuring that clear resident car park access is maintained and considering the impact of any re-routed traffic through a strategic transport assessment. Explore options to retain the 153 bus route along Beech Street, but seek opportunities to relocate the bus stop from Beech Street to a more appropriate and pedestrian-friendly location, for example on Chiswell Street.

A2 ANIMATE BLANK EDGES ALONG BEECH STREET WITH ACTIVE USES

Investigate options to introduce further active uses along Beech Street's edges to add interest and variety to the street. In particular, explore opportunities to introduce additional, appropriate cultural activity, for example exhibition spaces or creative workspace studios (subject to studies of car park spaces, and acoustic studies to ensure minimum noise impact to residents). On blank walls, explore options to introduce changing exhibition spaces, public art or screens with curated content, partnering with the area's cultural institutions.

A3 IMPROVE LINKS TO SURROUNDING STREETS AND SPACES AND THE ARRIVAL EXPERIENCE FROM NEARBY STATIONS

Explore opportunities to improve physical and visual connections from Beech Street to Lauderdale Place, Golden Lane and Bridgewater Street, through public realm improvement works, considering highlighting views to green spaces and greenery. In particular, consider options to open up and accentuate the dramatic views to Lauderdale Place and Thomas More Garden beyond.

Improve the arrival experience from Barbican underground and Farringdon East Crossrail station exits, building on the work undertaken in the West Smithfield Area Strategy. Consider the clarity of views from station exits, particularly to Beech Street and Lauderdale Place, and improve both street-level connections and those to the highwalk network. Improve pedestrian crossings at the junction of Aldersgate Street, Long Lane and Beech Street, exploring options for an adequately sized raised table. Consider introducing new signage in appropriate locations as part

of a wider wayfinding review, audit and strategy. *Please note that concerns regarding any potential impact on current noise and footfall levels will be considered and addressed during the project initiation stages.* See also [C1](#) [D1](#)

A4 IMPROVE PEDESTRIAN ACCESS TO THE BARBICAN CENTRE FROM BEECH STREET

Explore the feasibility and impact of introducing new entrances to the Barbican Centre from Beech Street, in conjunction with the Barbican Centre, also considering how this might affect the use of and need for the current Silk Street entrance. Additionally consider improving the route through the Barbican Centre car park to provide a more pedestrian-friendly access point.

A5 IMPROVE CONNECTIONS TO THE HIGHWALKS

Existing connections

Explore opportunities to improve existing connections between Beech Street and the highwalks. Consider using lighting and special architectural treatments to ensure these connections are distinctive and welcoming. In particular, consider ways to improve the quality of the existing stair connecting Barbican station and the upper podium, ensuring it is clearly visible from the station exit.

New connections

Consider opportunities to introduce new, clearly visible access points between Beech Street and the upper and lower podium, reviewing potential locations along the full length of the street. Ensure fully accessible alternatives are considered. Explore the feasibility of introducing a new, direct access point connecting Beech Street and Lauderdale Place to Defoe Place on the lower podium, leading directly to the Barbican Centre's western entrance (provided this is re-opened). Consider introducing new signage in appropriate locations as part of a wider wayfinding review, audit and strategy. See also [A3](#) [B6](#) [D1](#)

A6 IMPROVE LIGHTING AND MAXIMISE NATURAL LIGHT IN BEECH STREET

Consider commissioning an ambitious and distinctive lighting scheme for Beech Street, that reflects its importance as an arrival route to many of the area's cultural venues. Additionally, explore options to improve natural light levels on the street and investigate the feasibility of introducing lightwells in carefully considered locations along Ben Jonson Place (directly above Beech Street), appraising the impact on the listed landscape. See also [A1](#)

3.3 RECOMMENDATIONS AND PROJECTS

Beech Street and north Barbican area: street level

● C SPACES WITHIN THE BARBICAN AND GOLDEN LANE ESTATES

C1 ENCOURAGE DAYTIME USE OF LAUDERDALE PLACE

Introduce further daytime uses to Lauderdale Place, a gateway into the Barbican estate from the east, to strengthen the current arrival experience from Barbican underground station (via Beech Street). Consider introducing temporary, movable seating during the summer months (in the daytime only), to animate the space outside the existing retail unit. Explore the potential to introduce a playable art installation/sculpture in the space. Investigate opportunities to introduce active uses or otherwise animate the Barbican estate office's blank frontages. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes will be considered and addressed during the project initiation stages.* See also A3

C2 IMPROVE THE CONDITION OF HARD SPACES WITHIN THE ESTATES

Explore ways to improve the condition of hard surfaces within both the Barbican and Golden Lane estates, ensuring the use of appropriate materials and craftsmanship that reflect their listed status and heritage value. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes will be considered and addressed during the project initiation stages.*

— D WAYFINDING AND ARRIVAL

D1 COMMISSION AN AREA-WIDE WAYFINDING REVIEW AND STRATEGY

Conduct a full review and audit of wayfinding and signage across the area (including the Yellow Line) that also considers the potential of technology driven solutions (for example a smartphone mapping application). Furthermore, consider commissioning a signage strategy, developed in conjunction with the area's cultural institutions, TfL, Crossrail and neighbouring local authorities. Consider plans to regularly review wayfinding, ensuring provision is made for future management and maintenance of signage, in order that it is coherently updated over time. *Please note outcomes from the wayfinding review and strategy many result in suggestions for physical improvements that will be delivered holistically as part of area improvement projects.*

D2 IMPROVE THE VISIBILITY OF THE AREA'S CULTURAL VENUES

Explore ways to improve the visibility and setting of cultural venues and their entrances. Improve the visibility of the GSMD, Museum of London and Barbican Centre's entrances, taking into consideration the views along approaching streets. Ensure any potential designs create improved, clear and direct connections to the highwalks. *Please note, concerns*

regarding any potential increase in light pollution levels will be considered and addressed during the project initiation stages.

D3 IMPROVE WAYFINDING BETWEEN CULTURAL INSTITUTIONS CONSIDER REMOVING THE YELLOW LINE

Conduct a survey on the perceived usefulness of the Yellow Line, as part of a full review and audit of wayfinding and signage across the area. If appropriate, consider removing the Yellow Line — either in part or in full — as part of a wider wayfinding strategy, particularly considering the locations where the Yellow Line causes confusion.

HIGHLIGHT ROUTES BETWEEN CULTURAL INSTITUTIONS

Explore ways to improve pedestrian access and navigation between the key cultural institutions in the area, including the Museum of London, the Barbican Centre, the GSMD, Milton Court and LSO St Luke's at Old Street. Consider the signage of these cultural venues as part of a wider wayfinding review, audit and strategy. See also D1

D4 EXPLORE OPTIONS TO RE-OPEN THE BARBICAN CENTRE'S WESTERN ENTRANCES

Explore alternatives, in conjunction with the Barbican Centre, to re-open the Barbican Centre's podium-level western entrances from Defoe Place. Investigate options to provide a direct east-west route at lower podium level through the Barbican Centre to Gilbert Bridge. *Please note, the cost of this project will be reviewed and refined as part of the reporting and project management process.* See also A5

D5 COMMISSION ART ALONG PEDESTRIAN ROUTES

As part of an area-wide wayfinding strategy, consider commissioning art in conjunction with local cultural institutions to be installed along key routes, near stations and in key spaces, to aid wayfinding across the area and reinforce a sense of place. Consider, as an example, the successful installation of the Dorothy Annan murals along Speed Highwalk. *Please note, opportunities to introduce public art (where suggested within a proposal) will be reviewed and considered as part of each project's initiation.* See also D1

D6 HIGHLIGHT THE PROGRAMMES OF THE AREA'S CULTURAL INSTITUTIONS

Explore ways to ensure the cultural programmes, events and manifestos of the area's cultural institutions are more evident in the public realm across the area. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes, disturbance and/or light pollution will be considered and addressed during the project initiation stages.*



View of Lauderdale Place, looking south. The blank frontage of the Barbican estate office can be seen straight ahead, with the shop located on the ground floor of Lauderdale Tower just seen on the right.



Illustrative view showing potential daytime activity in Lauderdale Place. Changing public art and seasonal, temporary seating associated with the existing shop could help enliven this area. Additionally animating the spaces around the edges of Lauderdale Place, with appropriate active uses or public art, could further improve the quality and experience of the pedestrian environment. Refer to project C1

3.3 RECOMMENDATIONS AND PROJECTS

Beech Street and north Barbican area: street level



View of the western end of Beech Street, seen from Barbican station (looking east). The entrance to Beech Street is dominated by vehicles. The environment provides a poor arrival point to the area, with little to assist visitors seeking to access the Barbican estate or the Barbican Centre's facilities



Illustrative view of Beech Street showing proposed improvements. Removing all traffic (except buses and resident vehicle access) would reduce air pollution levels and create a more welcoming environment for pedestrians and cyclists, particularly if Beech Street were also animated with active frontages and cultural uses. Beech Street has the potential to become a welcoming, primary gateway into the area, with clear, visitor-friendly signage, distinctive lighting and public art relating to the programmes of local cultural institutions. A more generous pedestrian crossing on Aldersgate Street and better connections to Lauderdale Place (with views to Thomas More Garden beyond) would aid wayfinding and improve the arrival experience. A potential new access point into the Barbican estate could be created via a direct connection between Beech Street and the lower podium at Defoe Place, which would lead to the Barbican Centre's western podium-level entrances (see below). Refer to projects [A1](#) [A2](#) [A3](#) [A4](#) [A5](#) [A6](#) [B6](#)



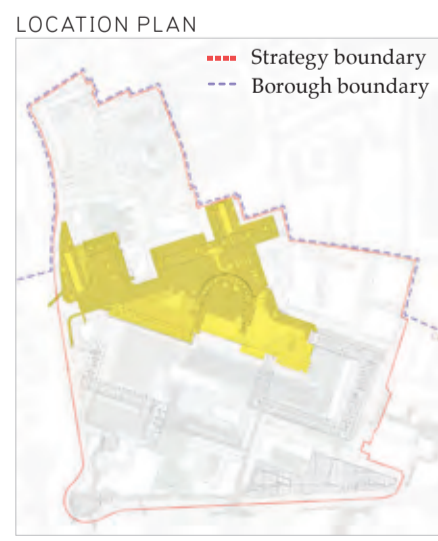
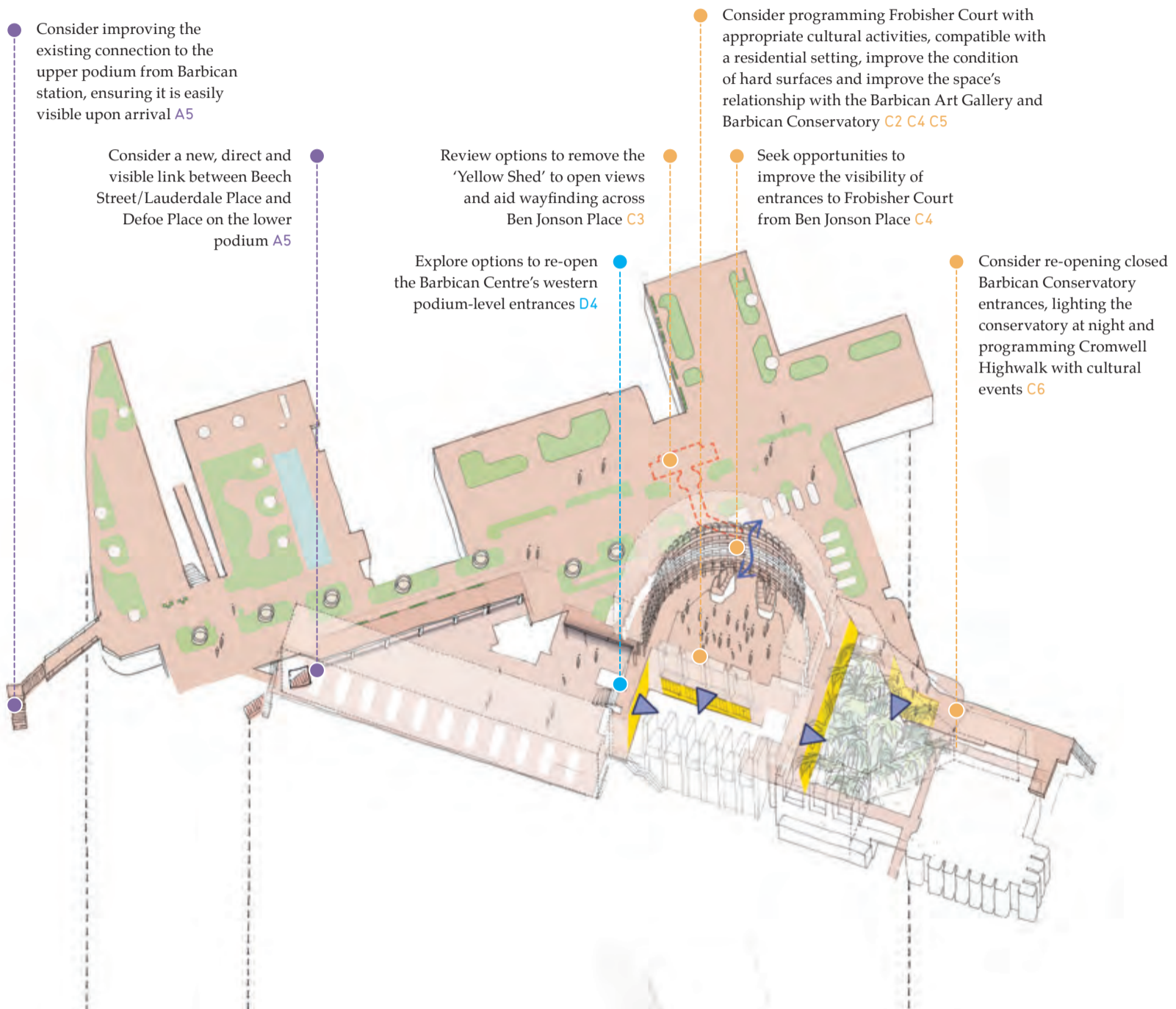
The Barbican Centre's western podium-level façade, seen from Defoe Place (looking east). Although architecturally suggestive of an inviting access point into the arts centre, the public entrance from Defoe Place into the Barbican Centre is permanently closed. This results in a disorienting arrival experience for visitors, particularly as the unused entrance is clearly visible from a distance



Illustrative view showing the Barbican Centre's western entrance in use. Re-instating this entrance would greatly aid wayfinding for visitors arriving from the west via the podium level, for example from Barbican underground station, particularly those seeking to access the arts centre's facilities. It would also give the Barbican Centre greater visibility and presence within the public realm. Refer to projects [D2](#) [D4](#) [D6](#) [D7](#)

3.3 RECOMMENDATIONS AND PROJECTS

Beech Street and north Barbican area: upper podium level



3.3 RECOMMENDATIONS AND PROJECTS

Beech Street and north Barbican area: upper podium level



● A BEECH STREET

A5 IMPROVE CONNECTIONS TO THE HIGHWALKS

Existing connections

Explore opportunities to improve existing connections between Beech Street and the highwalks. Consider using lighting and special architectural treatments to ensure these connections are distinctive and welcoming. In particular, consider ways to improve the quality of the existing stair connecting Barbican station and the upper podium, ensuring it is clearly visible from the station exit.

New connections

Consider opportunities to introduce new, clearly visible access points between Beech Street and the upper and lower podium, reviewing potential locations along the full length of the street. Ensure fully accessible alternatives are considered. Explore the feasibility of introducing a new, direct access point connecting Beech Street and Lauderdale Place to Defoe Place on the lower podium, leading directly to the Barbican Centre's western entrance (provided this is re-opened). Consider introducing new signage in appropriate locations as part of a wider wayfinding review, audit and strategy. See also [A3](#) [B6](#) [D1](#)

● C SPACES WITHIN THE BARBICAN AND GOLDEN LANE ESTATES

C2 IMPROVE THE CONDITION OF HARD SPACES WITHIN THE ESTATES

Explore ways to improve the condition of hard surfaces within both the Barbican and Golden Lane estates, ensuring the use of appropriate materials and craftsmanship that reflect their listed status and heritage value. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes will be considered and addressed during the project initiation stages.*

C3 CONSIDER REMOVING THE 'YELLOW SHED'

Investigate the feasibility of removing the 'Yellow Shed' (the unused entrance to the Barbican Exhibition Halls from Ben Jonson Place) to open up views across Ben Jonson Place and to aid wayfinding across the upper podium. Please note that although a later addition, the 'Yellow Shed' forms part of the Barbican estate's Grade II listing.

C4 IMPROVE CONNECTIONS BETWEEN FROBISHER COURT AND SURROUNDING SPACES AND BUILDINGS

Explore options to improve Frobisher Court's physical and visual relationship with surrounding buildings and spaces. Consider improving and celebrating the presence and visibility of the Barbican Conservatory and Barbican Art Gallery in Frobisher Court. Consider improving existing entrances and/or creating new links between Frobisher Court and Ben Jonson Place, ensuring entrances are clearly visible when approached at upper podium level, in particular from Barbican station and the west.

C5 ANIMATE FROBISHER COURT WITH CULTURAL ACTIVITY

Consider partnering with a cultural institution such as the Barbican Centre to programme Frobisher Court with cultural activities that are compatible with a residential environment and have minimal impact on noise levels. For example, art installations, temporary architectural commissions or silent summer cinema screenings. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes will be considered and addressed during the project initiation stages.*

C6 IMPROVE THE RELATIONSHIP BETWEEN THE BARBICAN CONSERVATORY AND CROMWELL HIGHWALK

Consider reopening the Barbican Conservatory's closed entrances and programming the adjacent space on Cromwell Highwalk with suitable, temporary cultural activities that are compatible with a residential setting, for example art installations and temporary architectural commissions. Consider improving the presence and visibility of the conservatory at night with sensitive and distinctive lighting, carefully considering any impact on the planting within and on neighbouring flats, as well as energy efficiency. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes, disturbance and/or light pollution will be considered and addressed during the project initiation stages.*

3.3 RECOMMENDATIONS AND PROJECTS

Beech Street and north Barbican area: upper podium level

— D WAYFINDING AND ARRIVAL

D1 COMMISSION AN AREA-WIDE WAYFINDING REVIEW AND STRATEGY

Conduct a full review and audit of wayfinding and signage across the area (including the Yellow Line) that also considers the potential of technology driven solutions (for example a smartphone mapping application). Furthermore, consider commissioning a signage strategy, developed in conjunction with the area's cultural institutions, TfL, Crossrail and neighbouring local authorities. Consider plans to regularly review wayfinding, ensuring provision is made for future management and maintenance of signage, in order that it is coherently updated over time.

Please note outcomes from the wayfinding review and strategy may result in suggestions for physical improvements that will be delivered holistically as part of area improvement projects.

D2 IMPROVE THE VISIBILITY OF THE AREA'S CULTURAL VENUES

Explore ways to improve the visibility and setting of cultural venues and their entrances. Improve the visibility of the GSMD, Museum of London and Barbican Centre's entrances, taking into consideration the views along approaching streets. Ensure any potential designs create improved, clear and direct connections to the highwalks. *Please note, concerns regarding any potential increase in light pollution levels will be considered and addressed during the project initiation stages.*

D3 IMPROVE WAYFINDING BETWEEN CULTURAL INSTITUTIONS CONSIDER REMOVING THE YELLOW LINE

Conduct a survey on the perceived usefulness of the Yellow Line, as part of a full review and audit of wayfinding and signage across the area. If appropriate, consider removing the Yellow Line — either in part or in full — as part of a wider wayfinding strategy, particularly considering the locations where the Yellow Line causes confusion.

HIGHLIGHT ROUTES BETWEEN CULTURAL INSTITUTIONS

Explore ways to improve pedestrian access and navigation between the key cultural institutions in the area, including the Museum of London, the Barbican Centre, the GSMD, Milton Court and LSO St Luke's at Old

Street. Consider the signage of these cultural venues as part of a wider wayfinding review, audit and strategy. See also [D1](#)

D4 EXPLORE OPTIONS TO RE-OPEN THE BARBICAN CENTRE'S WESTERN ENTRANCES

Explore alternatives, in conjunction with the Barbican Centre, to re-open the Barbican Centre's podium-level western entrances from Defoe Place. Investigate options to provide a direct east-west route at lower podium level through the Barbican Centre to Gilbert Bridge.

Please note, the cost of this project will be reviewed and refined as part of the reporting and project management process. See also [A5](#)

D5 COMMISSION ART ALONG PEDESTRIAN ROUTES

As part of an area-wide wayfinding strategy, consider commissioning art in conjunction with local cultural institutions to be installed along key routes, near stations and in key spaces, to aid wayfinding across the area and reinforce a sense of place. Consider, as an example, the successful installation of the Dorothy Annan murals along Speed Highwalk.

Please note, opportunities to introduce public art (where suggested within a proposal) will be reviewed and considered as part of each project's initiation. See also [D1](#)

D6 HIGHLIGHT THE PROGRAMMES OF THE AREA'S CULTURAL INSTITUTIONS

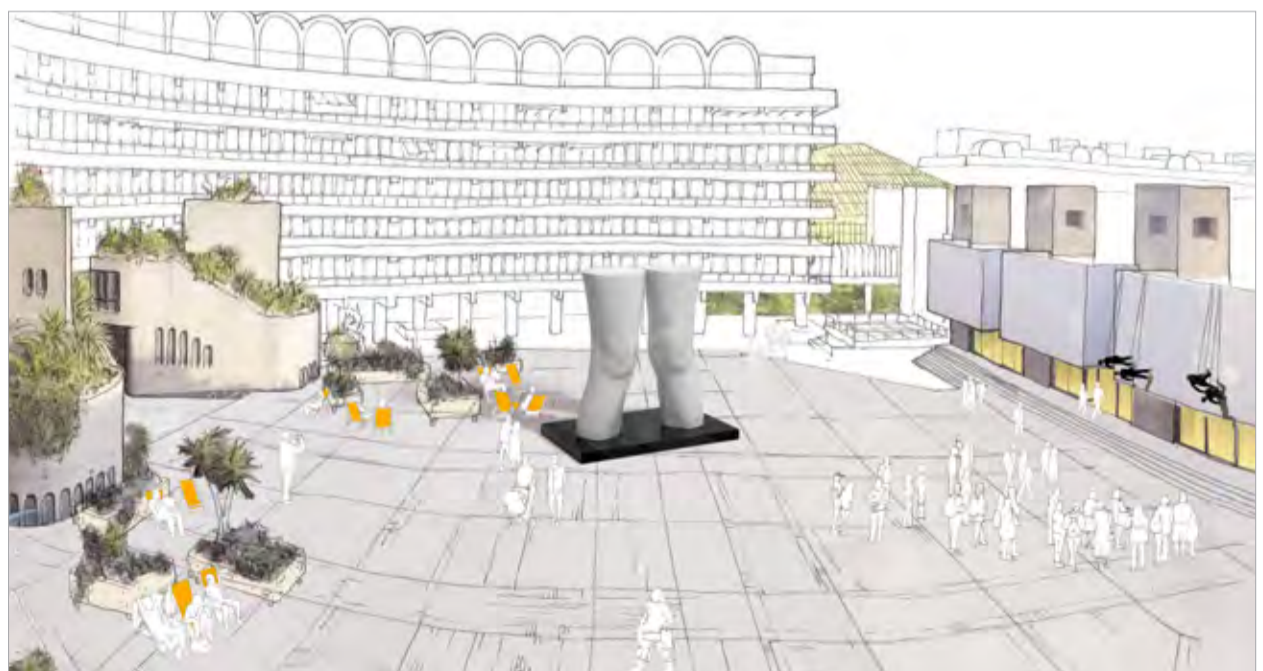
Explore ways to ensure the cultural programmes, events and manifestos of the area's cultural institutions are more evident in the public realm across the area. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes, disturbance and/or light pollution will be considered and addressed during the project initiation stages.*

D7 IMPROVE PERMEABILITY THROUGH CULTURAL BUILDINGS

Encourage the area's cultural institutions to increase permeability through their buildings, where possible, with clear routes through venues and clearly signed entry and exit points within. Consider the signage of these as part of a wider wayfinding review, audit and strategy. See also [D1](#)



Frobisher Court and the Barbican Art Gallery's unused entrances (above right), seen from above, looking east. The space is currently poorly connected to surrounding buildings and other parts of the podium. Although adjacent, the Barbican Centre and its art gallery have little relationship with Frobisher Court



Illustrative view showing potential activity in Frobisher Court. Intended as a sculpture court in Chamberlin, Powell and Bon's original designs for the estate, the space has great potential to host cultural activities, exhibitions and events that are compatible with a residential setting. Improved connections, access and views to the Barbican Art Gallery and Barbican Conservatory would give this space a stronger identity and help increase the presence of the Barbican Centre and its cultural programmes within the public realm. Refer to projects [C4](#) [C5](#)

3.3 RECOMMENDATIONS AND PROJECTS

Beech Street and north Barbican area: upper podium level



View of Frobisher Crescent towards Frobisher Court beyond, from Ben Jonson Place, looking south-east. Access points between the two spaces lack visibility and are difficult to locate



Illustrative view looking towards Frobisher Court from Ben Jonson Place. Improving the visibility of access points and clearly signing routes to the Barbican Centre would aid wayfinding, improve the prominence of the arts centre and better connect Frobisher Court to surrounding spaces. Refer to project [C4](#)



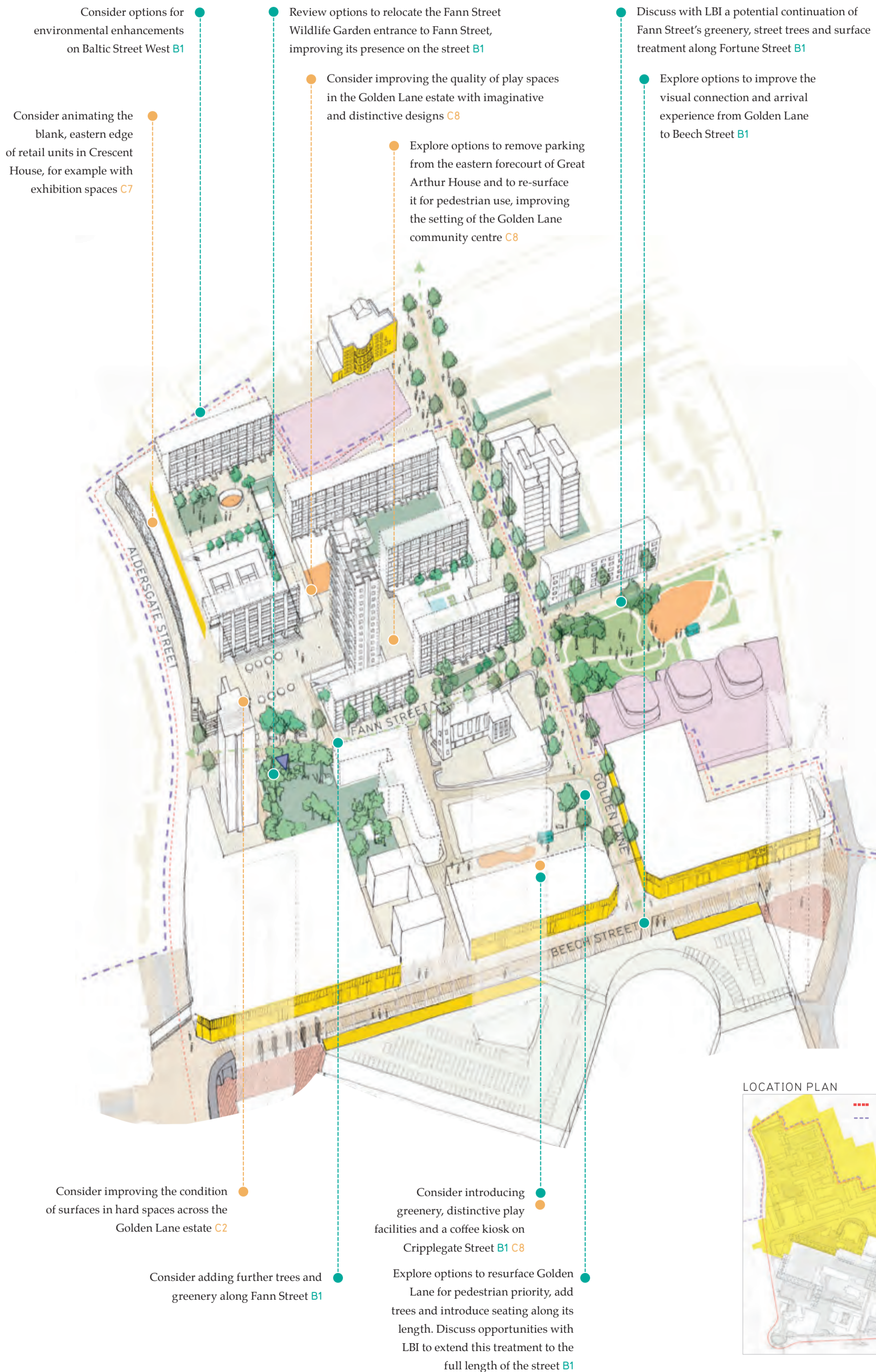
The 'Yellow Shed', seen from Ben Jonson Place on the upper podium (looking east). Although prominently signed, this entrance to the Barbican Exhibition Halls is not in use, and obstructs views and permeability across the upper podium



Illustrative view east across Ben Jonson Place. Removing the 'Yellow Shed' would improve wayfinding by revealing the view of the City skyline beyond the perimeter of the Barbican estate. It would also open up access across the upper podium, particularly to Cromwell Highwalk and the eastern end of Ben Jonson Highwalk. Refer to project [C3](#)

3.3 RECOMMENDATIONS AND PROJECTS

Golden Lane area



3.3 RECOMMENDATIONS AND PROJECTS

Golden Lane area



● B SPACES OUTSIDE THE BARBICAN AND GOLDEN LANE ESTATES

B1 GOLDEN LANE STREETScape IMPROVEMENTS PROJECT ENHANCE GOLDEN LANE AS A PEDESTRIAN-FRIENDLY NEIGHBOURHOOD LINK

Golden Lane is an important neighbourhood link, connecting schools, parks and community facilities to residential areas. Explore opportunities to resurface the street to signal pedestrian and cyclist priority, or alternatively consider widening footways and narrowing the carriageway, subject to detailed traffic studies. Investigate opportunities to introduce further greening, street trees and benches to treat this street as a linear park. Discuss proposals with the London Borough of Islington to ensure a joined-up approach that considers Golden Lane in its entirety, and the opportunities to extend proposals to the northern end of the street.

CELEBRATE AND ENHANCE FANN STREET AS A LOCAL GREEN LINK

Fann Street is a pleasant and well used pedestrian and cycle route. Consider further greening Fann Street to reinforce its neighbourhood character and consider options to continue this treatment east along Fortune Street (a continuation of Fann Street) through discussions with the London Borough of Islington, also exploring options to mark and celebrate the site of the Elizabethan Fortune Theatre. Consider relocating the Fann Street Wildlife Garden entrance to Fann Street, from its current position on a side, access road, in order to increase the visibility and presence of the garden in the public realm. Ensure any changes to the garden consider residents' concerns regarding its misuse at night, and seek to mitigate opportunities for occurrences of antisocial behaviour.

ENCOURAGE THE INTRODUCTION OF ACTIVITY AND PLAY ON CRIPPLEGATE STREET

Consider introducing greenery, playable areas and seating on Cripplegate Street, which is currently lined by blank frontages and hosts little activity. Consider introducing a coffee kiosk or similar daytime focal point.

IMPROVE THE PEDESTRIAN ENVIRONMENT ON BALTIC STREET WEST

Explore options, with the London Borough of Islington, to improve the pedestrian environment on Baltic Street West, taking into account that the street is likely to provide secondary access to the new school currently

planned for the former Richard Cloudesley School site on Golden Lane. Consider introducing further greening and seating.

IMPROVE THE ARRIVAL EXPERIENCE FROM THE NORTH
Consider improving the arrival experience south into the area from Golden Lane and Whitecross Street, carefully considering the treatment of junctions and views. Additionally, explore opportunities to improve the route south from Goswell Road along Aldersgate Street (taking into consideration the important view to the Museum of London rotunda). Consider introducing new signage in appropriate locations as part of a wider wayfinding review, audit and strategy. *Please note that detailed concerns relating to the future implementation of these proposals will be addressed during the project initiation stages.*

See also [A3](#) [B1](#) [B8](#) [D1](#) [D5](#)

● C SPACES WITHIN THE BARBICAN AND GOLDEN LANE ESTATES

C2 IMPROVE THE CONDITION OF HARD SPACES WITHIN THE ESTATES

Explore ways to improve the condition of hard surfaces within both the Barbican and Golden Lane estates, ensuring the use of appropriate materials and craftsmanship that reflect their listed status and heritage value. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes will be considered and addressed during the project initiation stages.*

C7 CONSIDER ANIMATING THE EASTERN FRONTAGES OF RETAIL UNITS IN CRESCENT HOUSE

The majority of retail units in Crescent House have closed their east-facing access from the Golden Lane estate. Encourage retailers to reinstate these eastern entrances where possible, or alternatively consider using shop windows as exhibition spaces, to be programmed for example by a local gallery or cultural institution. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes will be considered and addressed during the project initiation stages.*

3.3 RECOMMENDATIONS AND PROJECTS

Golden Lane area

C8 GOLDEN LANE ESTATE IMPROVEMENTS PROJECT
TRANSFORM GREAT ARTHUR HOUSE EASTERN FORECOURT INTO A SPACE FOR PEDESTRIANS

Explore options to remove and relocate parking spaces from the Great Arthur House eastern forecourt, returning this space to pedestrian use, in line with Chamberlin, Powell and Bon's original designs for the space. Examine options to improve the setting of the Golden Lane community centre and its relationship with the forecourt. Consider introducing seating and greenery and resurfacing with appropriate materials, in accordance with the Golden Lane Listed Building Management Guidelines.

IMPROVE THE PLAY OFFER IN THE GOLDEN LANE ESTATE

Consider improving the play offer in the Golden Lane estate and making the estate's spaces more welcoming to children. Strive to introduce play spaces that are imaginative and distinctive, considering partnering with cultural institutions to commission specialist playscape designs. Additionally consider options to improve the quality and setting of the estate's community facilities. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes and the current location of disabled car parking spaces will be considered and addressed during the project initiation stages.*

— D WAYFINDING AND ARRIVAL

D1 COMMISSION AN AREA-WIDE WAYFINDING REVIEW AND STRATEGY

Conduct a full review and audit of wayfinding and signage across the area (including the Yellow Line) that also considers the potential of technology driven solutions (for example a smartphone mapping application). Furthermore, consider commissioning a signage strategy, developed in conjunction with the area's cultural institutions, TfL, Crossrail and neighbouring local authorities. Consider plans to regularly review wayfinding, ensuring provision is made for future management and maintenance of signage, in order that it is coherently updated over time. *Please note outcomes from the wayfinding review and strategy may result*

in suggestions for physical improvements that will be delivered holistically as part of area improvement projects

D3 IMPROVE WAYFINDING BETWEEN CULTURAL INSTITUTIONS
CONSIDER REMOVING THE YELLOW LINE

Conduct a survey on the perceived usefulness of the Yellow Line, as part of a full review and audit of wayfinding and signage across the area. If appropriate, consider removing the Yellow Line — either in part or in full — as part of a wider wayfinding strategy, particularly considering the locations where the Yellow Line causes confusion.

HIGHLIGHT ROUTES BETWEEN CULTURAL INSTITUTIONS

Explore ways to improve pedestrian access and navigation between the key cultural institutions in the area, including the Museum of London, the Barbican Centre, the GSMD, Milton Court and LSO St Luke's at Old Street. Consider the signage of these cultural venues as part of a wider wayfinding review, audit and strategy. See also [D1](#)

D5 COMMISSION ART ALONG PEDESTRIAN ROUTES

As part of an area-wide wayfinding strategy, consider commissioning art in conjunction with local cultural institutions to be installed along key routes, near stations and in key spaces, to aid wayfinding across the area and reinforce a sense of place. Consider, as an example, the successful installation of the Dorothy Annan murals along Speed Highwalk. *Please note, opportunities to introduce public art (where suggested within a proposal) will be reviewed and considered as part of each project's initiation. See also [D1](#)*

D6 HIGHLIGHT THE PROGRAMMES OF THE AREA'S CULTURAL INSTITUTIONS

Explore ways to ensure the cultural programmes, events and manifestos of the area's cultural institutions are more evident in the public realm across the area. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes, disturbance and/or light pollution will be considered and addressed during the project initiation stages.*



View along Golden Lane, looking south towards Beech Street, visible in the distance



Illustrative view along Golden Lane, showing a more pedestrian and cycle-friendly environment, with widened footways, additional seating and greenery. Golden Lane has great potential to become a green neighbourhood link. It is already a key route that connects several residential estates, community facilities, green spaces and schools that straddle the boundary of the City of London and the London Borough of Islington. Refer to projects [A3 B1](#)

3.3 RECOMMENDATIONS AND PROJECTS

Golden Lane area



View showing the eastern façade of retail units in Crescent House, facing into the Golden Lane estate (looking north). These shops were designed with an eastern and western entrance, but the majority of occupiers have only retained western access from Goswell Road, with interior layouts oriented towards this street. Consequently, views into most units from the east are severely obstructed, or reveal storage and back-office areas. As a result the adjacent space is of poor quality with little activation



Illustrative view showing the eastern façade of Crescent House. Entrances to retail units could be reinstated, as with the existing café shown above, or frontages activated as exhibition spaces, in order to create a more animated and pleasant pedestrian environment. Refer to project [C7](#)



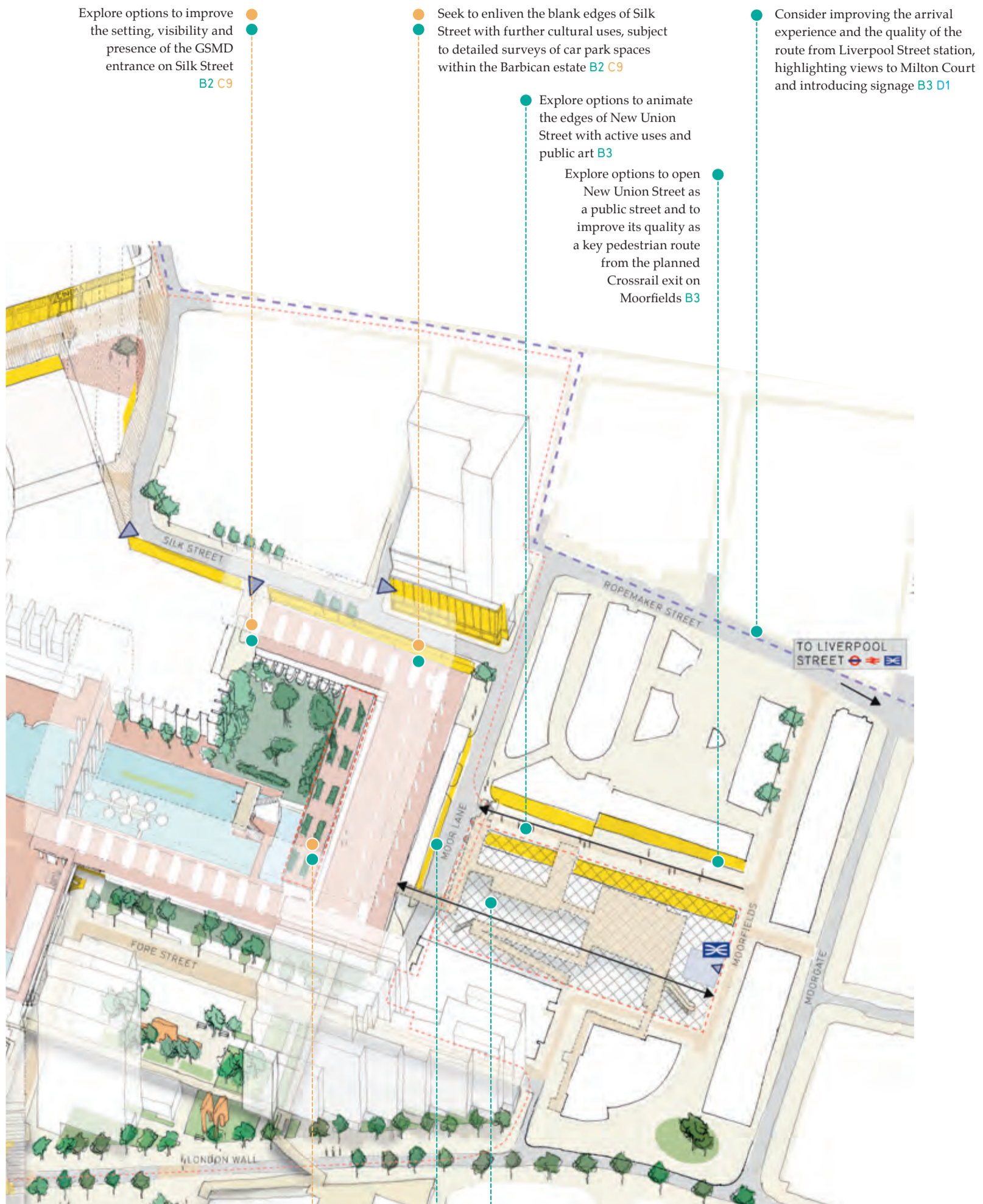
View of the eastern forecourt of Great Arthur House, looking north. The space is currently dominated by parked cars



Illustrative view of Great Arthur House's eastern forecourt. Originally intended as a pedestrian plaza in designs by Chamberlin, Powell and Bon, the forecourt has the potential to become a pleasant open space with a high quality public realm in keeping with the extraordinary architecture of the Golden Lane estate. Improvement here would also provide a more welcoming setting for the Golden Lane Community Centre. Refer to project [C8](#)

3.3 RECOMMENDATIONS AND PROJECTS

Moorfields area and east Barbican



Explore options to improve the setting, visibility and presence of the GSMD entrance on Silk Street **B2 C9**

Seek to enliven the blank edges of Silk Street with further cultural uses, subject to detailed surveys of car park spaces within the Barbican estate **B2 C9**

Consider improving the arrival experience and the quality of the route from Liverpool Street station, highlighting views to Milton Court and introducing signage **B3 D1**

Explore options to animate the edges of New Union Street with active uses and public art **B3**

Explore options to open New Union Street as a public street and to improve its quality as a key pedestrian route from the planned Crossrail exit on Moorfields **B3**

Consider removing the roof structure over Brandon Mews, a later addition to the estate's built fabric, to open up views across the lake and to the Barbican Centre upon arrival at Moorfields Highwalk **B3 C10**

Review options to introduce alternative uses along Moor Lane, where possible **B4**

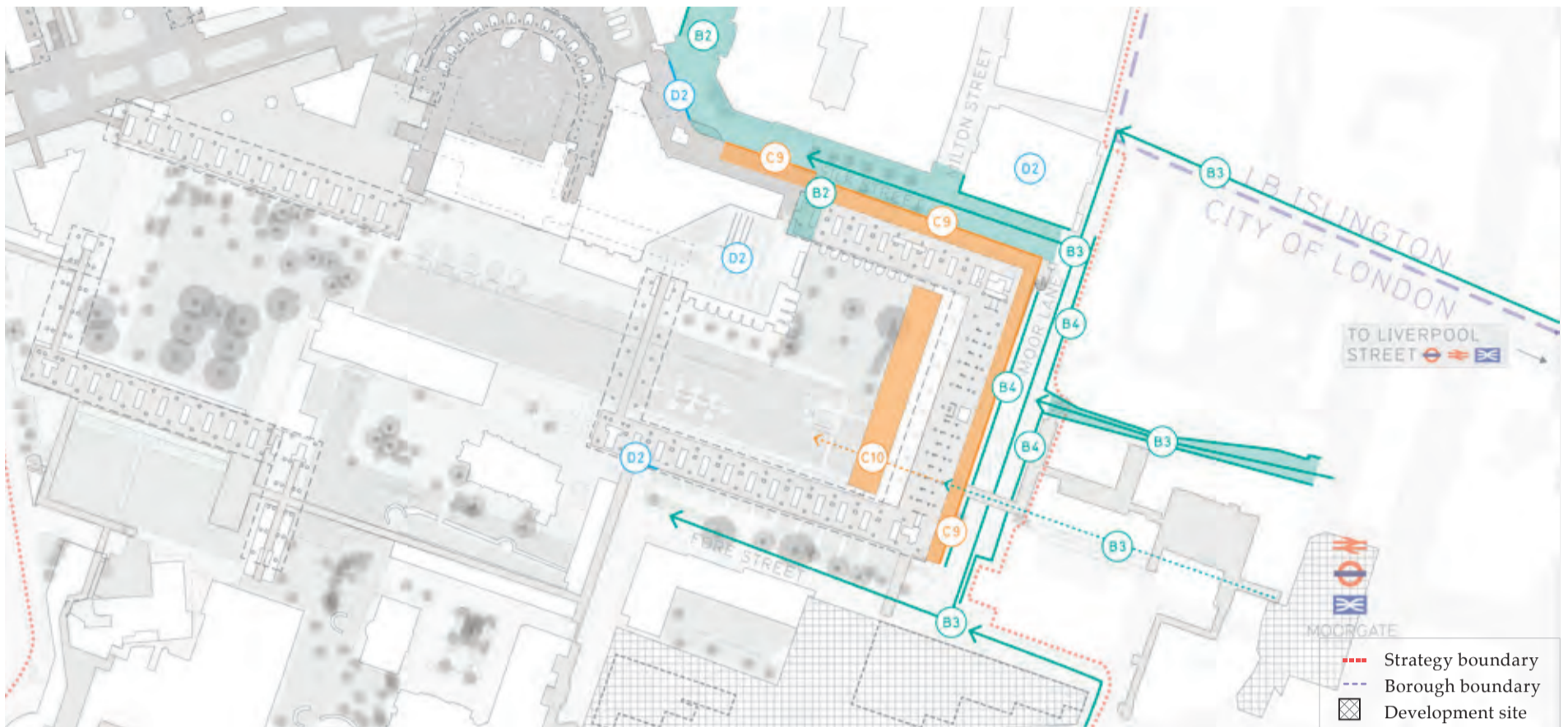
Seek to ensure the direct podium-level route from Moorfields to the Barbican estate, as set out in proposals for the 21 Moorfields scheme, connects seamlessly into the Barbican estate, also considering the introduction of art along this route **B3 D5**

LOCATION PLAN



3.3 RECOMMENDATIONS AND PROJECTS

Moorfields area and east Barbican



● B SPACES OUTSIDE THE BARBICAN AND GOLDEN LANE ESTATES

B2 DISTINGUISH SILK STREET AS AN IMPORTANT CULTURAL ROUTE

Silk Street is an important route for cultural visitors, with entrances to the Barbican Centre, GSMD and Milton Court located here. Seek to highlight the presence of existing cultural venues on this street and improve their visibility. Review options to better highlight the approach and access to the GSMD from Silk Street and consider an alternative parking location for service vehicles often stationed in front of its main entrance. Investigate options to resurface vehicle entrance ways along Silk Street for pedestrian priority. In implementing this proposal, careful consideration will be given to current resident parking access and associated facilities, to ensure no overall loss of provision. *Please note, other detailed concerns relating to the future implementation of this project will be addressed during the project initiation stages.* See also C9

B3 MOORGATE QUARTER INITIATIVE OPEN AND IMPROVE NEW UNION STREET

New Union Street has the potential to become an important link from the planned Liverpool Street West Crossrail station exit on Moorfields. Currently a private street used for servicing purposes, it is dominated by service vehicles and blank frontages, but provides a useful cut-through for pedestrians moving west from Moorgate station and Moorfields. Seek opportunities to open New Union Street as a fully public street and to improve its quality for pedestrians. Consider resurfacing, greening and animating the street with active uses and public art along its edges, where possible. *Please note, further details in relation to the commissioning of public art and any concerns raised regarding placement or appearance will be considered during the project initiation stages.*

IMPROVE STREET-LEVEL ARRIVAL FROM MOORGATE

Improve the arrival experience from Moorgate underground station and Crossrail Liverpool Street West, which will be located on Moorfields (subject to a strategic transport assessment to ascertain any implications of displaced traffic). In particular, seek opportunities to improve the pedestrian environment of New Union Street (at present a private

road, used for servicing purposes) a well-used, cut-through route, which has the potential to become an important direct link into the area from the exit of the new, Crossrail Liverpool Street West station. Consider improving the visibility of the route east along Fore Street and connections beyond. Likewise, seek opportunities to improve the visibility and clarity of the route eastwards along Silk Street. Consider introducing new signage in appropriate locations as part of a wider wayfinding review, audit and strategy.

IMPROVE PODIUM-LEVEL ARRIVAL FROM MOORFIELDS

The existing podium-level route eastwards from Moorgate station and Moorfields to the Barbican estate, via an escalator on Moorfields, is indirect and confusing. However, plans for the recently (2015) approved 21 Moorfields development scheme include an aligned route that will create a more direct pedestrian link between the exit of Crossrail Liverpool Street West and the estate. Seek to ensure this new highwalk route connects seamlessly into the estate and considers views, point of access, the introduction of public art in appropriate locations (partnering with the area's cultural institutions) and any further opportunities that may arise. Additionally, explore options to remove the roof structure over Brandon Mews, a later addition to the original design, to improve wayfinding and visibility from Moorfields Highwalk across the Barbican lake. *Please note, concerns regarding any impact on residents' privacy and quiet enjoyment of their homes will be considered and addressed during the project initiation stages.*

IMPROVE ARRIVAL FROM LIVERPOOL STREET STATION

The route into the district from Liverpool Street is relatively direct but poorly signed, and ends in Milton Court, a quiet back street. Consider enhancing the setting of Milton Court, exploring alternatives to highlight and celebrate GSMD's Milton Court facility as a way to announce the presence of cultural activity from a distance. Consider introducing signage, as part of a wider wayfinding review, audit and strategy, to help visitors get to Silk Street from Liverpool Street and Ropemaker Street, also exploring the potential to deliver improved signage as part of the Liverpool Street Crossrail improvement works.

See also C10 D1 D2

3.3 RECOMMENDATIONS AND PROJECTS

Moorfields area and east Barbican

B4 ENCOURAGE ALTERNATIVE USES ALONG MOOR LANE

Investigate options to introduce alternative uses along Moor Lane that would add interest and variety to the street, improve its quality as a pedestrian route and mitigate the impact of blank and service frontages that currently line this route. Consider introducing a focal point in order to highlight the sight line to Moor Lane along New Union Street and from Moorfields. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes will be considered and addressed during the project initiation stages.* See also [C9](#)

C SPACES WITHIN THE BARBICAN AND GOLDEN LANE ESTATES

C9 ENCOURAGE ACTIVE USES ALONG SILK STREET

Explore opportunities to introduce active uses along Silk Street's blank frontages, particularly in the spaces occupied by the Barbican estate car park (subject to detailed surveys of car parks and subterranean spaces). Ensure that any new introductions are coherent with the vision for a street with a cultural focus. Consider, for example, rehearsal spaces, exhibition spaces or permanent installations curated by local cultural institutions. Explore options to continue this treatment along Moor Lane. In implementing this proposal, careful consideration will be given to current resident parking access and associated facilities, to ensure no overall loss of provision. *Please note, other detailed concerns relating to the future implementation of this project will be addressed during the project initiation stages.* See also [B2](#) [B4](#)

C10 CONSIDER REMOVING THE ROOF STRUCTURE OVER BRANDON MEWS

Explore the feasibility of removing the roof structure over Brandon Mews (a later addition to the original Chamberlin, Powell and Bon design, installed to address issues of water ingress) to open the important view across the Barbican lake from Moorfields Highwalk and aid the navigation of visitors arriving to the area via the escalator to the podium level of the Barbican estate at Moorfields. It is anticipated that the use of this route will increase significantly once Liverpool Street West Crossrail station opens on Moorfields. *Please note, concerns regarding any impact on residents' privacy and quiet enjoyment of their homes will be considered and addressed during the project initiation stages.* See also [B3](#)

— D WAYFINDING AND ARRIVAL

D1 COMMISSION AN AREA-WIDE WAYFINDING REVIEW AND STRATEGY

Conduct a full review and audit of wayfinding and signage across the area (including the Yellow Line) that also considers the potential of technology driven solutions (for example a smartphone mapping application). Furthermore, consider commissioning a signage strategy, developed in conjunction with the area's cultural institutions, TfL, Crossrail and neighbouring local authorities. Consider plans to regularly review wayfinding, ensuring provision is made for future management and maintenance of signage, in order that it is coherently updated over time. *Please note outcomes from the wayfinding review and strategy many result in suggestions for physical improvements that will be delivered holistically as part of area improvement projects.*

D2 IMPROVE THE VISIBILITY OF THE AREA'S CULTURAL VENUES

Explore ways to improve the visibility and setting of cultural venues and their entrances. Improve the visibility of the GSMD, Museum of London and Barbican Centre's entrances, taking into consideration the views along approaching streets. Ensure any potential designs create improved, clear and direct connections to the highwalks. *Please note, concerns regarding any potential increase in light pollution levels will be considered and addressed during the project initiation stages.*

D3 IMPROVE WAYFINDING BETWEEN CULTURAL INSTITUTIONS CONSIDER REMOVING THE YELLOW LINE

Conduct a survey on the perceived usefulness of the Yellow Line, as part of a full review and audit of wayfinding and signage across the area. If appropriate, consider removing the Yellow Line — either in part or in full — as part of a wider wayfinding strategy, particularly considering the locations where the Yellow Line causes confusion.

HIGHLIGHT ROUTES BETWEEN CULTURAL INSTITUTIONS

Explore ways to improve pedestrian access and navigation between the key cultural institutions in the area, including the Museum of London, the Barbican Centre, the GSMD, Milton Court and LSO St Luke's at Old Street. Consider the signage of these cultural venues as part of a wider wayfinding review, audit and strategy. *Please note, opportunities to introduce public art (where suggested within a proposal) will be reviewed and considered as part of each project's initiation.* See also [D1](#)

D5 COMMISSION ART ALONG PEDESTRIAN ROUTES

As part of an area-wide wayfinding strategy, consider commissioning art in conjunction with local cultural institutions to be installed along key routes, near stations and in key spaces, to aid wayfinding across the area and reinforce a sense of place. Consider, as an example, the successful installation of the Dorothy Annan murals along Speed Highwalk. *Please note, opportunities to introduce public art (where suggested within a proposal) will be reviewed and considered as part of each project's initiation.* See also [D1](#)

D6 HIGHLIGHT THE PROGRAMMES OF THE AREA'S CULTURAL INSTITUTIONS

Explore ways to ensure the cultural programmes, events and manifestos of the area's cultural institutions are more evident in the public realm across the area. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes, disturbance and/or light pollution will be considered and addressed during the project initiation stages.*

3.3 RECOMMENDATIONS AND PROJECTS

Moorfields area and east Barbican



View along New Union Street towards Moor Lane, looking west from Moorfields. Currently a private servicing street, New Union Street provides a useful route east-west and is well used by pedestrians, but is currently dominated by back of house spaces and vehicles. As a result it provides a poor quality connection for visitors arriving at Moorgate station. New Union Street will also become the most direct link between the Crossrail exit at Liverpool Street West (under construction) and the GSMD and Barbican Centre



Illustrative view showing a more cycle and pedestrian-friendly New Union Street, resurfaced and lined by active uses. Public art and prominent signage could help demarcate this route as a key arrival space for visitors to the area's cultural institutions, particularly those alighting at Moorgate underground station or Crossrail Liverpool Street West. Refer to projects [B3](#)



View along Silk Street looking west towards the GSMD and Barbican Centre. The street's southern edge is dominated by car parks and it currently hosts little street-level activity. During the evening (a time when many visitors attend concerts and cultural events in the area) lighting within the car parks increases their prominence, to the detriment of the public realm. Cultural uses along Silk Street have little presence in the public realm and although the GSMD's main entrance is located here, it is difficult to distinguish, particularly from a distance



Illustrative view showing the potential animation of spaces along Silk Street, with clearly visible entrances to cultural venues. These spaces have great potential to help make Silk Street an exciting, culturally-focused street, particularly if lit appropriately and sensitively at night (as part of a wider lighting strategy). Refer to projects [B2](#) [C9](#) [D2](#)

3.3 RECOMMENDATIONS AND PROJECTS

London Wall area

- Explore opportunities to improve Aldersgate Street for all users, to create wider, uninterrupted footways, and introduce greenery **B6**
 - Consider improving the setting and entrance of the Ironmongers' Hall **B7**
 - Explore options to create a pleasant pedestrian route from Aldersgate Street to the Barber-Surgeons' Garden **B9**
 - Seek to improve the relationship between the Museum of London and the Barber-Surgeons' Garden, (subject to confirmation of proposals for the Museum of London site) **B9**
- Explore ways to mark and celebrate the line of the Roman city wall through the area **B5**
 - Consider improving pedestrian connections between Monkwell Square and the Barber-Surgeons' Garden **B9**
 - Review options to reduce car parking in Monkwell Square and improve the balance of soft and hard landscaping **B9**
 - Review options to increase the visibility of podium and street-level connections along Wood Street **B10 C11**
- Champion London Wall as the City of London's greenest street; reviewing opportunities to add street trees and improve connections to and between green spaces along London Wall **B5**

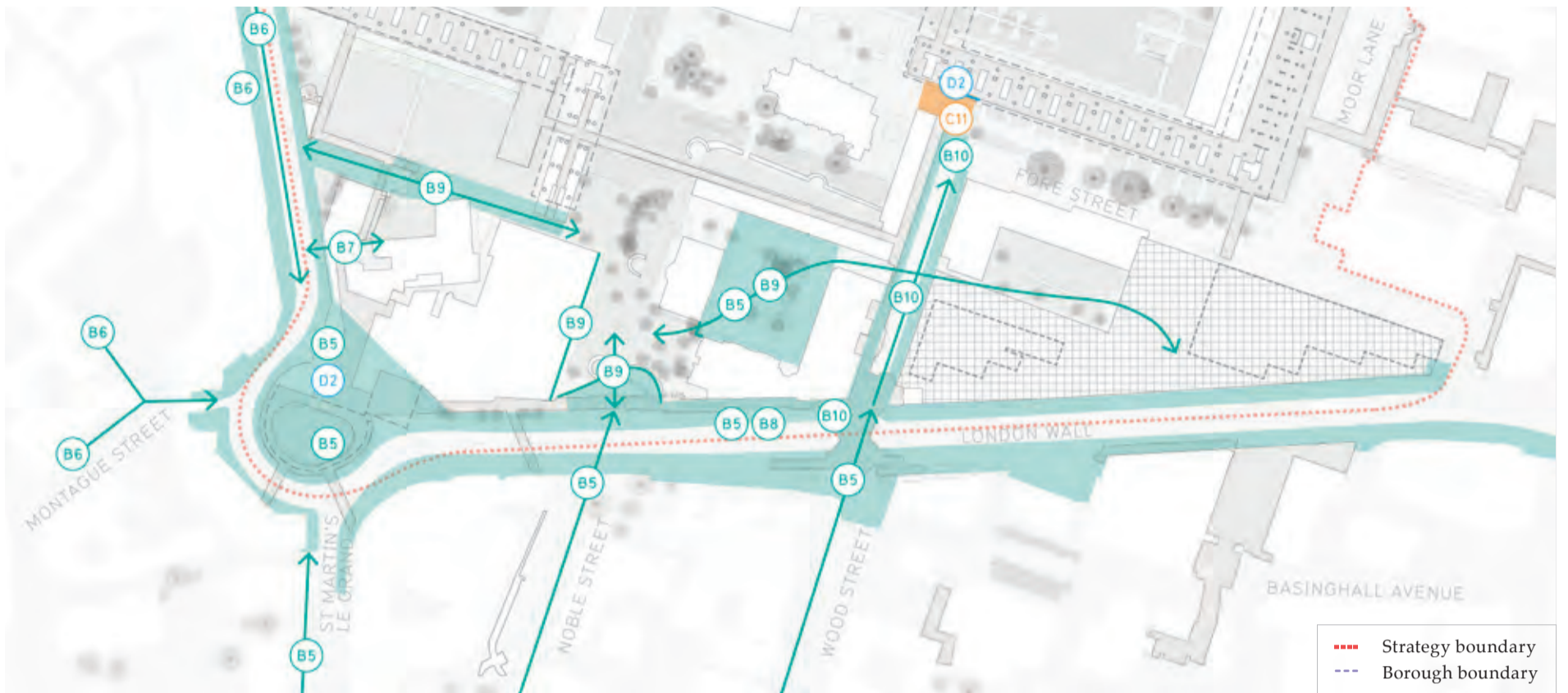
- Consider improving the pedestrian access between London Wall and the Barber-Surgeons' Garden **B9**
- Consider improving the north-south connection between the Barber-Surgeons' Garden and Noble Street **B9**
- Encourage active uses along London Wall, and seek to improve the street-level presence of the Museum of London (subject to confirmation of proposals for the Museum of London site) **B8**
- Review options to reconfigure the eastern section of the rotunda for pedestrian use (subject to confirmation of proposals for the Museum of London site) **B5**
- Explore potential improvements to the arrival experience from St Paul's Cathedral and beyond; increasing the visibility of green spaces and cultural uses along the route **B5**
- Consider improving the vertical connections to the podium level of the Barbican estate and the Museum of London, (subject to confirmation of proposals for the Museum of London site) **B5**
- Consider improving the pedestrian environment on Wood Street highlighting the route into the Barbican estate **B10**
- Consider widening footways on Wood Street to improve this pedestrian connection, also improving the pedestrian crossing on London Wall that links its northern and southern sections **B10**
- Review options to improve London Wall for all users, with narrowed carriageways and widened footways to ensure pedestrian and cyclist priority **B5**

LOCATION PLAN

- Strategy boundary
- Borough boundary

3.3 RECOMMENDATIONS AND PROJECTS

London Wall area



● B SPACES OUTSIDE THE BARBICAN AND GOLDEN LANE ESTATES

B5 LONDON WALL IMPROVEMENTS PROJECT

DEVELOP A STRATEGY TO RECONFIGURE LONDON WALL TO IMPROVE THE ENVIRONMENT FOR PEDESTRIANS AND CYCLISTS

Explore opportunities to reconfigure London Wall and to create a pedestrian and cycle-friendly street, and an environment consistent with the City of London's 20mph speed limit (subject to detailed strategic transport studies assessing feasibility and road network capacity). Consider widening footways and narrowing carriageways, and seek opportunities to introduce raised tables at main junctions and pedestrian crossings in appropriate locations. Explore opportunities to remove and redesign the area of the rotunda around the Museum of London and to reconfigure its eastern section into a pedestrianised area (in line with/subject to the scope of any future plans for the Museum of London site and acknowledging that escalators and access points outside of the estates are privately owned and managed). *Please note, concerns relating to pedestrian crossings, their location and number will be considered and addressed during the project initiation stages.*

DEVELOP A STRATEGY TO CHAMPION LONDON WALL AS THE GREENEST STREET IN THE CITY

Building on proposals to narrow London Wall's carriageways, explore options to improve connections between the green spaces along and adjacent to London Wall, including (among others) Postman's Park, the Barber-Surgeons' Garden, St Alphage Garden, Noble Street and London Wall Place (currently under construction), in order to create a pleasant network of green spaces along its length. Also consider the addition of street trees and the introduction of further greenery. Seek opportunities to improve visual and physical links between visible remains of the Roman and medieval wall, marking and celebrating its location. Partner with the Museum of London in order to best celebrate the area's heritage.

IMPROVE ARRIVAL FROM THE SOUTH

The route north into the district from St Paul's station, St Paul's Cathedral, the river and the Southbank is a vital link for the area's cultural institutions, particularly highlighted within the City of London's Local Plan (2015). Explore opportunities to remove and redesign the area of the rotunda around the Museum of London and to reconfigure its eastern section into a pedestrianised area that could serve as a key gateway visible when approaching from the south along St Martin's le Grand

(in line with/subject to the scope of any future plans for the Museum of London site). Consider widening footways and further greening St Martin's le Grand, in line with recommendations in the Cheapside and Guildhall Area Strategy, and explore options to improve the clarity of views northwards. Seek opportunities to increase the presence and visibility of cultural uses and activity along this route. Consider also improving the arrival experience along other north-south routes including along Noble Street, leading to the Barber-Surgeons' Garden. Consider visitor routes and the introduction of new signage in appropriate locations as part of a wider wayfinding review, audit and strategy.

See also B6, B9 B10 D1

B6 ALDERSGATE STREETScape IMPROVEMENTS PROJECT

DEVELOP A STRATEGY TO RECONFIGURE ALDERSGATE STREET TO IMPROVE THE ENVIRONMENT FOR PEDESTRIANS AND CYCLISTS

Explore opportunities to reconfigure Aldersgate Street to create a pedestrian and cycle-friendly street, and an environment consistent with the City of London's 20mph speed limit (subject to detailed strategic transport studies assessing feasibility and road network capacity). Consider widening footways and narrowing carriageways, and seek opportunities to introduce raised tables at main junctions and pedestrian crossings in appropriate locations. *Please note, concerns relating to pedestrian crossings, their location and number will be considered and addressed during the project initiation stages.*

IMPROVE FOOTWAYS AND INCREASE ACTIVITY AND GREENERY ALONG ALDERSGATE STREET

Aldersgate Street is punctuated by several vehicle entrance ways that interrupt the pavement line. Investigate possibilities to resurface these entry points to give pedestrians priority over vehicles, and additionally seek opportunities for further greening along the street. Explore opportunities to introduce additional uses at ground level to animate the street along its length.

IMPROVE ARRIVAL FROM THE WEST

Consider improving east-west connections from the St Bart's area, west of Aldersgate Street. Consider introducing new signage in appropriate locations as part of a wider wayfinding review, audit and strategy.

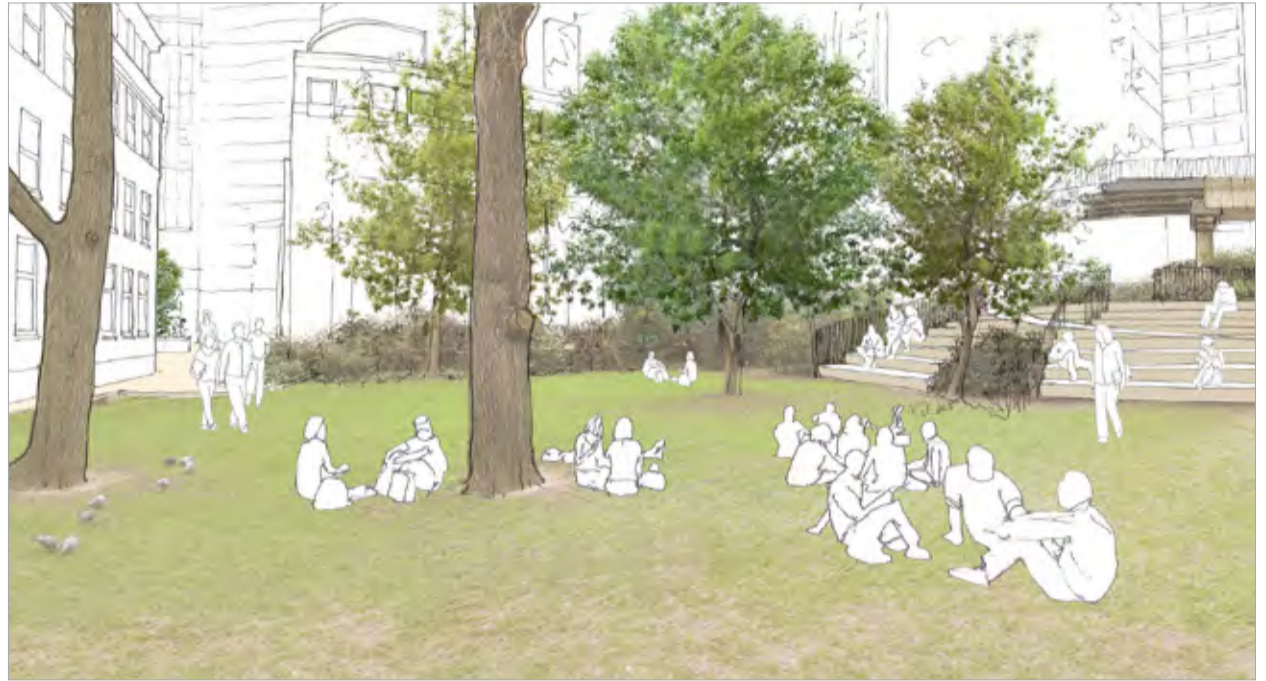
See also B5 D1

3.3 RECOMMENDATIONS AND PROJECTS

London Wall area



View from the Barber-Surgeons' Garden, looking south-east towards London Wall, seen on the right and Monkwell Square, just seen ahead in the distance. Although well used by City workers at lunchtimes, the garden is difficult to access and poorly connected to surrounding streets and spaces



Illustrative view of the Barber-Surgeons' Garden, showing improved pedestrian access and connections from both London Wall and Monkwell Square. London Wall has great potential to become the City of London's greenest street, connecting a network of green spaces that includes both the Barber-Surgeons' Garden and Monkwell Square. Refer to projects [B5](#) [B9](#)

B7 IMPROVE THE SETTING OF THE IRONMONGERS' HALL

Explore options to enhance the setting, entrance and visibility of the Ironmongers' Hall on Aldersgate Street area (in line with/subject to line confirmation of future use for the Museum of London site and scope of associated plans). Consider opening views to its entrance and improving paving, lighting and signage.

B8 ENCOURAGE ACTIVE USES ALONG LONDON WALL

Seek to improve the presence of buildings along London Wall, encouraging active uses at street level. In particular, explore alternatives to improve the Museum of London's relationship with London Wall at ground level (in line with/subject to confirmation of future use for the Museum of London site and scope of associated plans).

B9 MONKWELL SQUARE PEDESTRIAN ACCESS IMPROVEMENTS CREATE A WELL CONNECTED, PEDESTRIAN-FRIENDLY MONKWELL SQUARE

Monkwell Square is part of a wider network of green spaces along London Wall. Explore options to remove and relocate car parking spaces and to soften the landscaping of the square, considering options for further greening. Consider improving physical pedestrian connections from Monkwell Square to the Barber-Surgeons' Garden and to Wood Street.

IMPROVE ACCESS TO THE BARBER-SURGEONS' GARDEN

Review options to improve the connections to and from the Barber-Surgeons' Garden, particularly from London Wall and Monkwell Square, also investigating a possible direct connection from Aldersgate Street. Explore options to remove the car park access ramp from London Wall and to replace this with an attractive pedestrian access route to the garden and the Roman and medieval city wall remains (subject to detailed surveys of car parks and subterranean spaces). Subject to further studies, consider alternative uses for the subterranean car park beneath London Wall, partnering with the Museum of London to highlight the Roman wall remains within it. Seek opportunities to improve the physical relationship between the Museum of London and the Barber-Surgeons' Garden, also considering new access points (in line with/subject to confirmation of future use for the Museum of London site and

scope of associated plans). Consider introducing more appropriate uses along the western edge of the garden currently occupied by a car park, taking care not to disturb the calm nature and biodiversity of the garden.

See also [B5](#) [B6](#) [B10](#)

B10 WOOD STREET AREA IMPROVEMENTS: IMPROVE THE PEDESTRIAN ENVIRONMENT ON WOOD STREET AND HIGHLIGHT CONNECTIONS TO THE BARBICAN ESTATE

Consider improving the arrival experience along the north-south route along Wood Street, and across London Wall, leading to St Giles' Terrace, Fore Street and Gilbert Bridge (in line with/subject to scope of future plans for the Museum of London site and acknowledging that escalators and access points outside of the estates are privately owned and managed) Explore options to improve visibility along this route and better highlight connections into the Barbican estate, both to St Giles' Terrace and onto the highwalk network, additionally considering views from Fore Street.

Consider widening footways and narrowing carriageways on Wood Street, as well as opportunities to highlight activity to draw pedestrians along the street. Seek to improve the quality of the covered space under 125 London Wall Place, considering the introduction of art or a distinctive light installation on the soffit, which could also help to increase the prominence of Wood Street when approached via London Wall. Additionally consider options to improve the pedestrian crossing of Wood Street over London Wall, to better connect the street's northern and southern sections and strengthen this key north-south connection. Consider visitor routes and the introduction of new signage in appropriate locations as part of a wider wayfinding review, audit and strategy. *Please note, concerns relating to pedestrian crossings, their location and number will be considered and addressed during the project initiation stages.*

See also [B5](#) [B9](#) [C11](#) [D1](#)

3.3 RECOMMENDATIONS AND PROJECTS

London Wall area



View along London Wall, looking west towards the Museum of London rotunda, seen in the distance. London Wall is dominated by vehicular spaces and consequently provides a poor quality environment for pedestrians. Running north-south across London Wall, Wood Street provides a useful route to the Barbican estate and the Barbican Centre when approaching from the south. Entered via the covered part of London Wall (beneath the 125 London Wall building, seen above) Wood Street suffers for being severed by the larger thoroughfare and the approach to the street is little visible from a distance



Illustrative view showing a more cycle and pedestrian-friendly London Wall, with widened footways, improved crossings and additional greenery. The space under 125 London Wall could be further enlivened with distinctive lighting and public art. This would also help to distinguish the route north-south along Wood Street to the Barbican estate and the Barbican Centre. Refer to projects [B5](#) [B10](#)

● C SPACES WITHIN THE BARBICAN AND GOLDEN LANE ESTATES

C11 INCREASE VISIBILITY OF CONNECTIONS FROM THE NORTHERN END OF WOOD STREET

Explore options to make the views and existing connections at the northern end of Wood Street more prominent and visible from approaching streets, in order to aid wayfinding. Consider reorientating the stair to podium level (the Postern) from St Giles' Terrace so that it is more visible from approaching streets (Wood Street and Fore Street), or otherwise increasing its visibility. See also [B5](#) [B10](#)

— D WAYFINDING AND ARRIVAL

D1 COMMISSION AN AREA-WIDE WAYFINDING REVIEW AND STRATEGY

Conduct a full review and audit of wayfinding and signage across the area (including the Yellow Line) that also considers the potential of technology driven solutions (for example a smartphone mapping application). Furthermore, consider commissioning a signage strategy, developed in conjunction with the area's cultural institutions, TfL, Crossrail and neighbouring local authorities. Consider plans to regularly review wayfinding, ensuring provision is made for future management and maintenance of signage, in order that it is coherently updated over time. *Please note outcomes from the wayfinding review and strategy many result in suggestions for physical improvements that will be delivered holistically as part of area improvement projects.*

D2 IMPROVE THE VISIBILITY OF THE AREA'S CULTURAL VENUES

Explore ways to improve the visibility and setting of cultural venues and their entrances. Improve the visibility of the GSMD, Museum of London and Barbican Centre's entrances, taking into consideration the views along approaching streets. Ensure any potential designs create improved, clear and direct connections to the highwalks. *Please note, concerns*

regarding any potential increase in light pollution levels will be considered and addressed during the project initiation stages.

D3 IMPROVE WAYFINDING BETWEEN CULTURAL INSTITUTIONS CONSIDER REMOVING THE YELLOW LINE

Conduct a survey on the perceived usefulness of the Yellow Line, as part of a full review and audit of wayfinding and signage across the area. If appropriate, consider removing the Yellow Line — either in part or in full — as part of a wider wayfinding strategy, particularly considering the locations where the Yellow Line causes confusion.

HIGHLIGHT ROUTES BETWEEN CULTURAL INSTITUTIONS

Explore ways to improve pedestrian access and navigation between the key cultural institutions in the area, including the Museum of London, the Barbican Centre, the GSMD, Milton Court and LSO St Luke's at Old Street. Consider the signage of these cultural venues as part of a wider wayfinding review, audit and strategy. See also [D1](#)

D5 COMMISSION ART ALONG PEDESTRIAN ROUTES

As part of an area-wide wayfinding strategy, consider commissioning art in conjunction with local cultural institutions to be installed along key routes, near stations and in key spaces, to aid wayfinding across the area and reinforce a sense of place. Consider, as an example, the successful installation of the Dorothy Annan murals along Speed Highwalk. *Please note, opportunities to introduce public art (where suggested within a proposal) will be reviewed and considered as part of each project's initiation.* See also [D1](#)

D6 HIGHLIGHT THE PROGRAMMES OF THE AREA'S CULTURAL INSTITUTIONS

Explore ways to ensure the cultural programmes, events and manifestos of the area's cultural institutions are more evident in the public realm across the area. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes, disturbance and/or light pollution will be considered and addressed during the project initiation stages.*

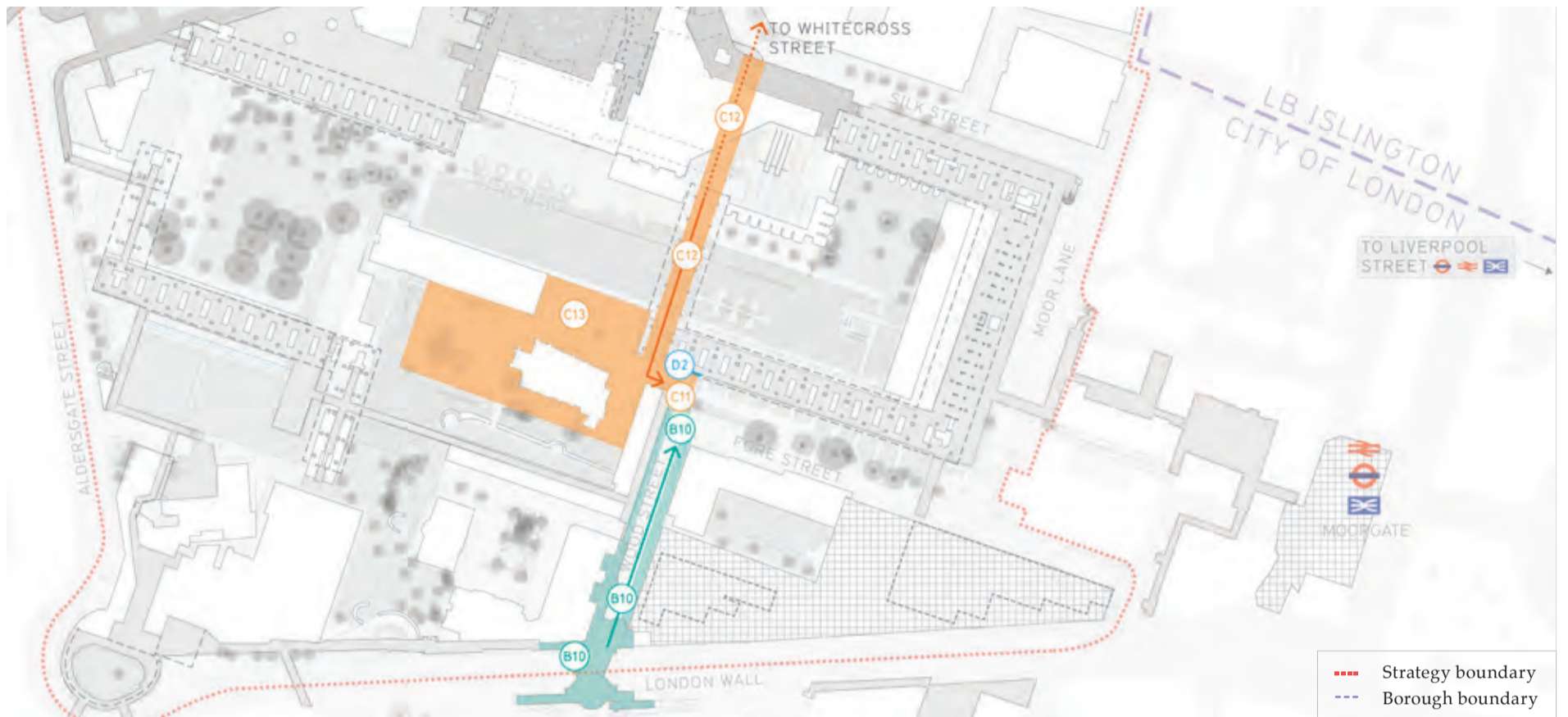
3.3 RECOMMENDATIONS AND PROJECTS

North–south connections through the area



3.3 RECOMMENDATIONS AND PROJECTS

North–south connections through the area



● B SPACES OUTSIDE THE BARBICAN AND GOLDEN LANE ESTATES

B10 WOOD STREET AREA IMPROVEMENTS

IMPROVE THE PEDESTRIAN ENVIRONMENT ON WOOD STREET AND HIGHLIGHT CONNECTIONS TO THE BARBICAN ESTATE. Consider improving the arrival experience along the north–south route along Wood Street, and across London Wall, leading to St Giles’ Terrace, Fore Street and Gilbert Bridge (in line with/subject to scope of future plans for the Museum of London site and acknowledging that escalators and access points outside of the estates are privately owned and managed). Explore options to improve visibility along this route and better highlight connections into the Barbican estate, both to St Giles’ Terrace and onto the highwalk network, additionally considering views from Fore Street. Consider widening footways and narrowing carriageways on Wood Street, as well as opportunities to highlight activity to draw pedestrians along the street. Seek to improve the quality of the covered space under 125 London Wall Place, considering the introduction of art or a distinctive light installation on the soffit, which could also help to increase the prominence of Wood Street when approached via London Wall. Additionally consider options to improve the pedestrian crossing of Wood Street over London Wall, to better connect the street’s northern and southern sections and strengthen this key north–south connection. Consider visitor routes and the introduction of new signage in appropriate locations as part of a wider wayfinding review, audit and strategy. *Please note, concerns relating to pedestrian crossings, their location and number will be considered and addressed during the project initiation stages.*

See also [B5](#) [B9](#) [C11](#) [D1](#)

● C SPACES WITHIN THE BARBICAN AND GOLDEN LANE ESTATES

C11 INCREASE VISIBILITY OF CONNECTIONS FROM THE NORTHERN END OF WOOD STREET

Explore options to make the views and existing connections at the northern end of Wood Street more prominent and visible from approaching streets, in order to aid wayfinding. Consider reorientating the stair to podium level (the Postern) from St Giles’ Terrace so that it is more visible from approaching streets (Wood Street and Fore Street), or otherwise increasing its visibility. See also [B5](#) [B10](#)

C12 BARBICAN NORTH–SOUTH ACCESS IMPROVEMENTS PROJECT

IMPROVE THE NORTH–SOUTH ROUTE THROUGH THE BARBICAN ESTATE

Explore options to improve the quality and clarity of the north–south route connecting Silk Street to Wood Street through the Barbican estate. Consider, in particular, improving the section of this route through the interior of the Barbican Centre, making appropriate alterations to make this suitable, clear and attractive as a public route. Explore options to ensure a route is available to the public at times when the Barbican Centre is closed.

IMPROVE VERTICAL ACCESS BETWEEN LAKESIDE SPACES AND GILBERT BRIDGE

Explore options to improve vertical access to and from Gilbert Bridge, particularly north of the lake from the Lakeside Terrace. Review alternatives to improve the visibility of existing connections from both spaces, including the lift from St Giles’ Terrace and stair from Wood Street. Consider options to introduce a stair (and lift, if possible) connecting the Lakeside Terrace to Gilbert Bridge, ensuring it has a minimal impact on the listed elements and is fully reversible.

EXPLORE POTENTIAL CONNECTIONS BETWEEN SILK STREET AND THE LAKESIDE TERRACE

As part of a wider review of potential north–south connections, explore the feasibility of introducing a pedestrian route between Silk Street and the Lakeside Terrace through the Barbican Centre’s car park entrance. A direct sightline currently exists between the two, with the underside of Gilbert Bridge visible from Silk Street through the Barbican Centre’s car park entrance.

Please note that the need for improved north–south connection through the area has been established through technical analysis. However, proposed solutions remain subject to proposals for the Museum of London site. Short-term solutions may include improved signage, medium-term solutions may include physical access improvements. Longer-term solutions will be clarified once the future use of the Museum of London site is confirmed. Please also note that concerns relating to the future implementation of this project will be considered and addressed during the project initiation stages. See also [C11](#)

3.3 RECOMMENDATIONS AND PROJECTS

North–south connections through the area

C13 ENCOURAGE FURTHER USE OF ST GILES' TERRACE

Encourage St Giles' church and the City of London School for Girls to make further use of St Giles' Terrace by improving the condition of hard surfaces, while respecting and protecting the overall calm, quiet nature of the space.

— D WAYFINDING AND ARRIVAL

D1 COMMISSION AN AREA-WIDE WAYFINDING REVIEW AND STRATEGY

Conduct a full review and audit of wayfinding and signage across the area (including the Yellow Line) that also considers the potential of technology driven solutions (for example a smartphone mapping application).

Furthermore, consider commissioning a signage strategy, developed in conjunction with the area's cultural institutions, TfL, Crossrail and neighbouring local authorities. Consider plans to regularly review wayfinding, ensuring provision is made for future management and maintenance of signage, in order that it is coherently updated over time. *Please note outcomes from the wayfinding review and strategy many result in suggestions for physical improvements that will be delivered holistically as part of area improvement projects.*

D2 IMPROVE THE VISIBILITY OF THE AREA'S CULTURAL VENUES

Explore ways to improve the visibility and setting of cultural venues and their entrances. Improve the visibility of the GSMD, Museum of London and Barbican Centre's entrances, taking into consideration the views along approaching streets. Ensure any potential designs create improved, clear and direct connections to the highwalks. *Please note, concerns regarding any potential increase in light pollution levels will be considered and addressed during the project initiation stages.*

D3 IMPROVE WAYFINDING BETWEEN CULTURAL INSTITUTIONS CONSIDER REMOVING THE YELLOW LINE

Conduct a survey on the perceived usefulness of the Yellow Line, as part of a full review and audit of wayfinding and signage across the area. If

appropriate, consider removing the Yellow Line — either in part or in full — as part of a wider wayfinding strategy, particularly considering the locations where the Yellow Line causes confusion.

HIGHLIGHT ROUTES BETWEEN CULTURAL INSTITUTIONS

Explore ways to improve pedestrian access and navigation between the key cultural institutions in the area, including the Museum of London, the Barbican Centre, the GSMD, Milton Court and LSO St Luke's at Old Street. Consider the signage of these cultural venues as part of a wider wayfinding review, audit and strategy. See also [D1](#)

D5 COMMISSION ART ALONG PEDESTRIAN ROUTES

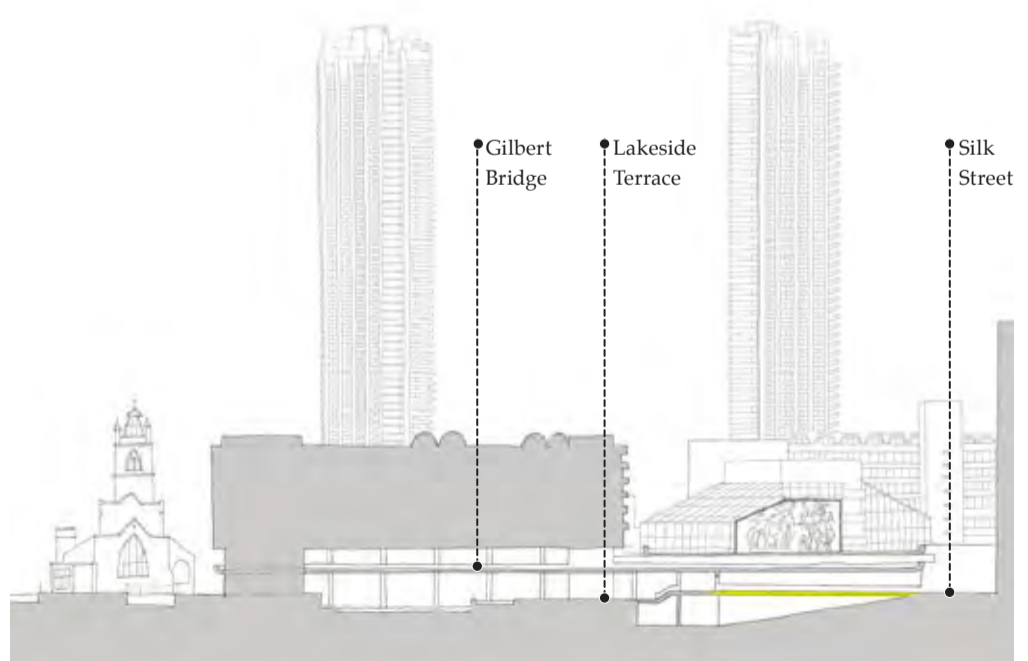
As part of an area-wide wayfinding strategy, consider commissioning art in conjunction with local cultural institutions to be installed along key routes, near stations and in key spaces, to aid wayfinding across the area and reinforce a sense of place. Consider, as an example, the successful installation of the Dorothy Annan murals along Speed Highwalk. *Please note, opportunities to introduce public art (where suggested within a proposal) will be reviewed and considered as part of each project's initiation.* See also [D1](#)

D6 HIGHLIGHT THE PROGRAMMES OF THE AREA'S CULTURAL INSTITUTIONS

Explore ways to ensure the cultural programmes, events and manifestos of the area's cultural institutions are more evident in the public realm across the area. *Please note, concerns regarding any impact on residents' quiet enjoyment of their homes, disturbance and/or light pollution will be considered and addressed during the project initiation stages.*

D7 IMPROVE PERMEABILITY THROUGH CULTURAL BUILDINGS

Encourage the area's cultural institutions to increase permeability through their buildings, where possible, with clear routes through venues and clearly signed entry and exit points within. Consider the signage of these as part of a wider wayfinding review, audit and strategy. See also [D1](#)



Section illustrating the location and alignment of the connection proposed opposite. Refer to project [C12](#)

3.3 RECOMMENDATIONS AND PROJECTS

North–south connections through the area



View looking north along Wood Street. The route into the Barbican estate via St Giles' Terrace and access points onto the highwalk network are difficult to discern from a distance



Illustrative view looking north along Wood Street, showing more prominent and better signed access points to the Barbican estate and Barbican Centre via the highwalks. Wood Street is an important north–south connection for the area. Improving its clarity as a pedestrian route would significantly aid wayfinding and create a better arrival experience for visitors approaching from the south. Refer to projects [B5](#) [B10](#) [C11](#)



View south from Silk Street, through the Barbican Centre's car park entrance. Although the Lakeside Terrace and the underside of Gilbert Bridge can be seen in the distance, no direct connection exists between the terrace and Silk Street



Illustrative view showing a potential pedestrian connection between Silk Street and the Lakeside Terrace, via a new route that currently forms part of the Barbican Centre's car park. The management, lighting and overall design of this route would need careful consideration, and require review alongside other options for improvement to north–south connections through the Barbican estate. Refer to project [C12](#)

3.3 RECOMMENDATIONS AND PROJECTS

Overarching vision for the Barbican and Golden Lane area



3.3 RECOMMENDATIONS AND PROJECTS

Overview of projects across the strategy area



The map above brings together the location and extent of proposed projects across the strategy area, arranged by category as set out in the City of London’s delivery plan (see section 3.4 of this chapter). The map allows for suggested proposals to be located both geographically and in the context of the City of London’s work streams.

The majority of projects feature in the map. However, please note that for the sake of clarity, projects which may not result in physical outcomes (or are not tied to particular locations) have not been included. These projects are [D1](#) [D3](#) [D5](#) [D6](#)

CITY OF LONDON WORK STREAMS:

- A BEECH STREET
- B SPACES OUTSIDE THE BARBICAN AND GOLDEN LANE ESTATES
- C SPACES WITHIN THE BARBICAN AND GOLDEN LANE ESTATES
- D WAYFINDING AND ARRIVAL

3.4 CITY OF LONDON DELIVERY PLAN

Overview of inputs

KEY FINDINGS

- 1 A MIXED NEIGHBOURHOOD
A variety of uses, unusual within the City of London
- 2 THE BARBICAN'S IMPENETRABLE EDGES
The condition of the estate's perimeter
- 3 TRANQUILLITY AND GREENERY
Valued peaceful places, green spaces and planting
- 4 THE LAKESIDE TERRACE
A successful civic space
- 5 UNIQUE CONDITION OF THE HIGHWALKS
- 6 COMPLICATED WAYFINDING, POOR ARRIVAL EXPERIENCE
A confusing environment lacking clear entry points
- 7 LIMITED AND COMPROMISED NORTH-SOUTH ROUTES THROUGH THE AREA
- 8 HERITAGE VALUE OF THE BUILT ENVIRONMENT
Demonstrating London's layered history, from Roman origins to present day
- 9 WORLD CLASS CULTURAL OFFER INADEQUATELY REPRESENTED IN THE PUBLIC REALM
- 10 INCONSISTENCY IN CONDITION AND UPKEEP OF HARD SPACES WITHIN THE ESTATES
- 11 BEECH STREET
A hostile and polluted pedestrian environment
- 12 A MULTITUDE OF CAR PARKS AND SUBTERRANEAN SPACES THAT AFFECT THE PUBLIC REALM
- 13 LONDON WALL AND ALDERSGATE STREET
A vehicle-centric environment no longer fit for purpose
- 14 COMPROMISED CONNECTIONS TO SURROUNDING AREAS AND NEIGHBOURHOODS
- 15 RAPIDLY CHANGING SURROUNDINGS
The impact of Crossrail and other planned development

OBJECTIVES

- 1 PRESERVE THE EXISTING QUALITIES AND VALUES OF THE AREA, INCLUDING THE HISTORIC ENVIRONMENT
- 2 MEET THE NEEDS OF RESIDENTS, REGULAR VISITORS AND WORKERS
- 3 MEET THE NEEDS OF INFREQUENT VISITORS
- 4 IMPROVE THE QUALITY OF OUTDOOR STREETS AND SPACES, REDUCING ROAD DANGER AND RETAINING NETWORK RESILIENCE
- 5 ENHANCE THE PRESENCE OF THE CULTURAL HUB

RECOMENDATIONS AND PROJECTS

- BEECH STREET AND NORTH BARBICAN AREA
- GOLDEN LANE AREA
- MOORFIELDS AREA AND EAST BARBICAN
- LONDON WALL AREA
- NORTH-SOUTH CONNECTIONS THROUGH THE AREA

| Key Findings | Objectives |
|--|---|
| 1. <i>A mixed neighbourhood</i> A variety of uses, unusual within the City of London | 1. Preserve the existing qualities and values of the area, including the historic environment |
| 2. <i>The Barbican's impenetrable edges</i> The condition of the estate's perimeter | 2. Meet the needs of residents, regular visitors and workers |
| 3. <i>Tranquillity and greenery</i> Valued peaceful places, green spaces and planting | 3. Meet the needs of infrequent visitors |
| 4. <i>The Lakeside Terrace</i> A successful civic space | 4. Improve the quality of outdoor streets and spaces, reducing road danger and retaining network resilience |
| 5. <i>Unique condition of the highwalks</i> | 5. Enhance the presence of the cultural hub |
| 6. <i>Complicated wayfinding, poor arrival experience</i> A confusing environment lacking clear entry points | |
| 7. <i>Limited and compromised north-south routes through the area</i> | |
| 8. <i>Heritage value of the built environment</i> Demonstrating London's layered history, from Roman origins to present day | |
| 9. <i>World class cultural offer inadequately represented in the public realm</i> | |
| 10. <i>Inconsistency in condition and upkeep of hard spaces within the estates</i> | |
| 11. <i>Beech Street</i> A hostile and polluted pedestrian environment | |
| 12. <i>A multitude of car parks and subterranean spaces that affect the public realm</i> | |
| 13. <i>London Wall and Aldersgate Street</i> A vehicle-centric environment no longer fit for purpose | |
| 14. <i>Compromised connections to surrounding areas and neighbourhoods</i> | |
| 15. <i>Rapidly changing surroundings</i> The impact of Crossrail and other planned development | |

3.4 CITY OF LONDON DELIVERY PLAN

Tabulation of projects

| City of London work streams | Project name | Delivery against objectives | | | | | Cost range (£000's) | Priority: low, medium, high | Proposed year of initiation | | | | | | Project number |
|-----------------------------|---|------------------------------|--|---|---|--|---------------------|-----------------------------|-----------------------------|---------|---------|---------|---------|-------------|----------------|
| | | Needs of infrequent visitors | Needs of residents, regular visitors and workers | Improving the quality of outdoor streets and spaces | Preserve existing qualities & values of the estates, including the historic environment | Enhance the presence of the cultural hub | | | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-beyond | |
| | | | | | | | | | | | | | | | |
| A. Beech Street | Prioritise pedestrians and cyclists | ✓ | ✓ | ✓ | ✓ | ✓ | 2,500-7,000 | H | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | A1 |
| | Improve links to surrounding streets and spaces and the arrival experience from nearby stations | ✓ | ✓ | ✓ | ✓ | ✓ | 1,000-3,000 | H | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | A3 |
| | Improve connections to the highwalks | ✓ | ✓ | ✓ | ✓ | ✓ | 250-1,000 | H | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | A5 |
| B. Outside estates | Golden Lane streetscape improvements project | ✓ | ✓ | ✓ | ✓ | ✓ | 1,000-3,000 | M | | ✓ | ✓ | ✓ | | | B1 |
| | Distinguish Silk Street as an important cultural route | ✓ | ✓ | ✓ | ✓ | ✓ | 750-1,000 | L | | | | | | ✓ | B2 |
| | Moorgate quarter initiative | ✓ | ✓ | ✓ | ✓ | ✓ | 750-1,500 | H | | ✓ | ✓ | ✓ | ✓ | | B3 |
| | London Wall improvements project | ✓ | ✓ | ✓ | ✓ | ✓ | 750-1,500 | H | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | B5 |
| | Aldersgate streetscape improvements project | ✓ | ✓ | ✓ | ✓ | ✓ | 500-1,000 | H | ✓ | ✓ | ✓ | ✓ | | | B6 |
| | Monkwell Square pedestrian access improvements | ✓ | ✓ | ✓ | ✓ | ✓ | 100-1,000 | L | | | | | ✓ | ✓ | B9 |
| | Wood Street area improvements | ✓ | ✓ | ✓ | ✓ | ✓ | 1,000-3,000 | M | | | ✓ | ✓ | ✓ | | B10 |
| C. Within estates | Encourage daytime use of Lauderdale Place | ✓ | ✓ | ✓ | | ✓ | 250-500 | M | | | ✓ | ✓ | ✓ | | C1 |
| | Improve connections between Frobisher Court and surrounding spaces and buildings | ✓ | ✓ | ✓ | ✓ | ✓ | 500-1,000 | M | | | | ✓ | ✓ | ✓ | C4 |
| | Improve the relationship between the Barbican Conservatory and Cromwell Highwalk | ✓ | ✓ | ✓ | ✓ | ✓ | 250-500 | M | | | | ✓ | ✓ | ✓ | C6 |
| | Golden Lane estate improvements project | ✓ | ✓ | ✓ | | ✓ | 500-1,000 | H | ✓ | ✓ | ✓ | | | | C8 |
| | Increase visibility of connections from the northern end of Wood Street | ✓ | ✓ | ✓ | | ✓ | 1,000-3,000 | L | | | | | ✓ | ✓ | C11 |
| | Barbican north-south access improvements project | ✓ | ✓ | ✓ | | ✓ | 2,000-4,000 | H | ✓ | ✓ | ✓ | ✓ | | | C12 |
| | Encourage further use of St Giles' Terrace | ✓ | ✓ | ✓ | ✓ | | 250-500 | H | ✓ | ✓ | | | | | C13 |
| D. Wayfinding and arrival | Commission an area-wide wayfinding review and strategy | ✓ | ✓ | ✓ | ✓ | ✓ | 250-500 | H | ✓ | | | | | | D1 |
| | Improve wayfinding between cultural institutions | ✓ | ✓ | ✓ | ✓ | ✓ | 300 | M | | | | ✓ | | | D3 |
| | Commission art along pedestrian routes | ✓ | ✓ | ✓ | ✓ | ✓ | 1,000-3,000 | M | | | ✓ | | | | D5 |
| | Highlight the programmes of the area's cultural institutions | ✓ | ✓ | ✓ | | ✓ | 250-500 | L | | | | ✓ | ✓ | ✓ | D6 |
| DELIVERY BY OTHERS: | | | | | | | | | | | | | | | |
| A | Animate blank edges along Beech Street with active uses | ✓ | ✓ | ✓ | | ✓ | 10,000-20,000 | M | | | ✓ | ✓ | ✓ | | A2 |
| | Improve pedestrian access to the Barbican Centre from Beech Street | ✓ | ✓ | ✓ | | ✓ | 15,000-20,000 | M | | | ✓ | ✓ | ✓ | | A4 |
| | Improve lighting and maximise natural light in Beech Street | ✓ | ✓ | ✓ | | ✓ | 15,000-20,000 | M | | | ✓ | ✓ | ✓ | | A6 |
| B | Encourage alternative uses along Moor Lane | ✓ | ✓ | ✓ | ✓ | ✓ | 10,000-20,000 | M | | | | ✓ | ✓ | | B4 |
| | Improve the setting of the Ironmongers' Hall | ✓ | ✓ | ✓ | ✓ | ✓ | 1,000-3,000 | L | | | | | ✓ | ✓ | B7 |
| | Encourage active uses along London Wall | ✓ | ✓ | ✓ | ✓ | ✓ | 1,500-2,000 | L | | | | | ✓ | ✓ | B8 |
| C | Improve the condition of hard spaces within the estates | ✓ | ✓ | ✓ | ✓ | ✓ | 1,000-3,000 | H | ✓ | ✓ | ✓ | | | | C2 |
| | Consider removing the 'Yellow Shed' | ✓ | ✓ | ✓ | ✓ | ✓ | 1,000-3,000 | M | | | | ✓ | ✓ | | C3 |
| | Animate Frobisher Court with cultural activity | ✓ | ✓ | ✓ | ✓ | ✓ | 1,000-3,000 | M | | ✓ | ✓ | | | | C5 |
| | Consider animating the eastern frontages of retail units in Crescent House | ✓ | ✓ | ✓ | | ✓ | 1,000-3,000 | M | | | ✓ | ✓ | | | C7 |
| | Encourage active uses along Silk Street | ✓ | ✓ | ✓ | ✓ | ✓ | 15,000-20,000 | L | | | | | ✓ | ✓ | C9 |
| | Consider removing the roof structure over Brandon Mews | ✓ | ✓ | ✓ | ✓ | ✓ | 1,000-3,000 | M | | | ✓ | ✓ | ✓ | | C10 |
| D | Improve the visibility of the area's cultural venues | ✓ | ✓ | ✓ | | ✓ | 250-500 | L | | | | | ✓ | ✓ | D2 |
| | Explore options to re-open the Barbican Centre's western entrances | ✓ | ✓ | ✓ | ✓ | ✓ | 250 | L | | | | | ✓ | ✓ | D4 |
| | Improve permeability through cultural buildings | ✓ | ✓ | ✓ | | ✓ | 250 | L | | | | | ✓ | ✓ | D7 |

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STRATEGY (FINAL)
26 August 2015

The contents of this report are the result of on-street surveys, fieldwork and desk-based research undertaken between June and December 2014. Any maps using Ordnance Survey digital information are used with a contractor license from the City of London.

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