

Committee(s):	Date(s):
Planning and Transportation	8 September 2015
Policy and Resources	19 October 2015
Court of Common Council	3 December 2015
Subject: Barbican and Golden Lane Area Strategy – Adoption of Strategy	
Report of: Director of Built Environment	Public
Wards: Aldersgate, Bassishaw, Cripplegate, Coleman Street, Farringdon Within	
<u>Dashboard</u>	
<ul style="list-style-type: none"> • Project Status: Green • Timeline: <ul style="list-style-type: none"> ○ Consultation on draft strategy: May - July 2015 ○ Final area strategy ready: August 2015 ○ Adoption by Court of Common Council : December 2015 • Spend to Date: £ 323,766 (refer to Table 1) • Overall project risk: Green 	
<u>Summary</u>	
<p>The City has adopted several Area Enhancement Strategies as mechanisms for delivering public realm improvements in areas of significant change within the City. The plan in Appendix A shows the current coverage of the City by Area Enhancement Strategies.</p> <p>This report seeks approval for the adoption of the revised Barbican and Golden Lane Area Enhancement Strategy and to inform Members of the results of public consultation and the subsequent revisions to the Strategy. Reference copies of the final strategy have been made available in the Member’s Reading Room.</p> <p>The original strategy was adopted in 2008 and resulted in the successful implementation of all high priority projects. The revised strategy recognises the key qualities of the area and the listed estates and gardens, analyses the possible impact of changes in the area, identifies new issues and takes account of developments; including the delivery of Crossrail services to Long Lane and Moorgate in 2019, major residential and office schemes at The Heron (Milton Court), Roman House, St Alphage House and One London Wall Place. In addition, the development of a ‘cultural hub’ including the Museum of London site, the Barbican Centre and other cultural institutions provides the City of London with an unparalleled opportunity to enhance an international cultural destination.</p> <p>Public consultation for the draft area strategy was carried out in two stages. The first stage focussed on information gathering and ran during late Summer 2014. Feedback was analysed and distilled into 15 Key Findings and then summarised into five objectives which underpinned each of the 38 proposals in the delivery plan.</p> <p>A public consultation on the draft strategy was undertaken from 8 May to 8 July 2015 and 388 individual written responses were received. A copy of raw feedback, analysed by independent consultants, has been provided in the members’ reading room along with a copy</p>	

of the final area strategy. A report based on a you-said-we-did approach is attached to Appendix 1 which sets out changes that have been made to the final area strategy in response to the feedback received.

Funding for each work programme and project will be subject to confirmation at this time but it is anticipated that funding for these projects will be mainly from external sources such as the Community Infrastructure Levy (CIL) contributions for existing and future developments, Transport for London, Section 106 and Section 278 Agreements.

Table 1 – Financial summary

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Costs	80,139	98,087	-17,948
Fees	218,939	225,679	-6,740
TOTAL	299,078	323,766	-24,688

A further £24,688 is required to cover remaining staff time and costs to the end of the project, as set out in Table 1. Extra detail on the Cultural Hub was requested by members and Chief Officers in November which required additional consultant costs and staff time beyond that originally anticipated. Fees for consultation analysis and staff time required in responding to requests and queries from the public during the consultation period were also greater than anticipated.

Recommendations

It is recommended that:

- (i) The Barbican and Golden Lane Area Strategy is adopted, subject to the changes set out in Appendix 1.
- (ii) Top up funding of £24,688 from Parking Surplus is approved to cover staff time until completion of the Barbican and Golden Lane Area Strategy.

Main Report

1.0 Context

1.1 The strategy has been reviewed and updated over the last year in order to analyse the changing area within the context of new developments and improvements. It identifies current issues and pressures for change, including Crossrail, Museum of London and London Wall Place, and sets out a framework for addressing these issues, together with the latest policies and best practice guidance.

1.2 The strategy relates to areas under the City’s stewardship, including City Walkway and public highway and goes further than the original strategy by identifying how the strategy could support Members’ aspirations for a Cultural Hub.

2.0 The Revised Area Strategy

2.1 The Barbican and Golden Lane Area Enhancement Strategy is a comprehensive document that provides a clear framework for the future

development of the public realm in the Barbican and Golden Lane area. It aims to address current problems, ensure the area is able to accommodate future growth and create a successful and sustainable public realm.

2.2 The objectives of the strategy are as follows:

1. Preserve existing qualities and values of the estates, including the historic environment
2. Meeting the needs of residents, regular visitors and workers
3. Meeting the needs of infrequent visitors
4. Improving the quality of outdoor streets and spaces. Reducing road danger and retaining network resilience
5. Enhance the presence of Cultural Hub

2.3 Four major work programmes have been identified in the draft area strategy. These are set out in the delivery plan attached in Appendix 2. Projects have been prioritised (High, Medium and Low) according to need and having taken account of comments received during the public consultation:

- A. Beech Street
- B. Outside estates
- C. Within estates
- D. Way finding

2.4 All projects identified within and arising from the Strategy will be subject to detailed option analysis and design, targeted consultation and reporting via the relevant Committee reporting processes.

3.0 Public engagement – Stage 1: information gathering

3.1 A two stage consultation exercise has been carried out.

3.2 The first stage involved information gathering and was held from July to December 2014. This stage included a variety of consultation methods (refer to Appendix 3) to ensure the greatest breadth of information.

3.3. The engagement exercise attracted 877 written responses. When combined with visitor surveys, drop in sessions and workshop feedback, a total of 4253 individual responses were received.

3.4 All feedback received was then independently analysed and compiled into an Interim Key Findings summary, which provided scope and priorities for the draft area strategy.

4.0 Public engagement – Stage 2: consultation on the draft strategy

4.1 A second public consultation exercise was undertaken from 8 May to 8 July 2015. A variety of consultation methods were utilised to ensure a broad coverage including:

- 3,000 Questionnaires to all residences in the area
- 16 public drop in sessions, promoted by flyers and posters
- Briefing sessions with Ward Members and members of the Cultural Hub Working Party

- 2 separate internal briefing sessions for officers
- Hard copies of the Draft Area Strategy, Evidence Base, Interim Key Findings, Vision for the City of London Cultural Hub and Urban Baseline Study were provided for information in the Guildhall Library, and Guildhall North and West Wings, Barbican Library, Barbican Estate Office and Golden Lane Estate Office

4.2 A total of 388 written submissions were received by the July 8 deadline.

5.0 Responses to the Public Consultation and proposed changes to the Strategy

5.1 Of the total responses received, 29% were submitted online, 21% via email and 50% were hand written. The overall response to the strategy has been positive and the proposals have largely been well received although some specific areas of concern were identified by the consultation consultants.

- Wide acceptance that there is a need for improvement in both Golden lane and Barbican estates and proposals welcomed.
- There is a tension between the needs and desires of the residents and the drive to promote a 'cultural hub'.
- Strong support for any suggestions that enhance the area with more trees and amenity planting.
- Concerns were raised that some proposals might compromise the architectural integrity of the Barbican and Golden Lane estates.
- Strong support for the proposal to make Beech St 'access only', with a caveat that residents must not lose their car parking spaces or access to their concierge service.
- Concern over the proposal to use car parks in Speed Street for other more animated features.
- A lack of clarity over the future of the Museum of London site.
- Major concern over proposal to install a temporary bridge over the lake to connect Lakeside Terrace with St Giles' Terrace.
- Signage seen as a key to resolving issues of access and routing through the estate
- A lack of ease with vague terms such as 'animate' and 'introduce active uses' with concern that new 'cultural activities' might lead to noise, increased congestion and disturbance to residents.
- Strong support for removing the 'yellow shed' (The disused corridor linking the Barbican Centre to the Barbican Exhibition Halls)
- Strong support for improving the Barbican station entrance to the estate and Beech St tunnel as a welcome for visitors and a device for guiding people to Arts Centre and beyond.
- Crossrail and other initiatives will increase the popularity and 'activity density' of the area and residents are anxious that this is managed effectively

- Many respondents made a plea for more 'ongoing maintenance' to both estates which might solve many issues
- 5.2 Many respondents provided detailed comments that have assisted in prioritising and refining the projects identified within the strategy.

6.0 Implementation Framework and Funding Strategy

- 6.1 The Barbican and Golden Lane Area Enhancement Strategy includes a Delivery Plan which identifies projects arising from the Strategy, prioritises them and indicates the funding strategy for delivery. The final Delivery Plan is attached in Appendix 2.
- 6.2 The projects identified are prioritised according to their potential contribution to the five area strategy objectives described in paragraph 2.2 and their dependency on other initiatives that lie outside the scope of the area strategy, such as property development.
- 6.3 High Priority projects include proposals to redesign Aldersgate, develop a way finding strategy and implement way finding improvements to high demand routes.
- 6.4 The Medium Priority Projects include environmental improvements to Golden Lane, Wood Street and London Wall, way finding improvements to lower demand routes, and better connections between public spaces within the Barbican Estate.
- 6.5 There are some projects for example, Beech Street that have strong support and are a high priority but, due to their cross-departmental complexity and the requirement for additional feasibility work, will be delivered over a longer timeframe.
- 6.6 The projects will be delivered according to priority and progressed as appropriate funding is identified and released. However the priorities are an estimate by officers at this stage.
- 6.7 It is anticipated that the majority, if not all, of the funding for improvement projects arising from the Strategy will be externally provided via existing Section 106 and Section 278 agreements, and Community Infrastructure Levy (CIL). Funding bids will also be made to external bodies such as Transport for London.

7.0 Financial Implications

- 7.1 Completion of the revised area strategy is expected to exceed the original estimate set out in the Issue report from June 2014 by £24,688. Extra detail on the Cultural Hub was requested by members and Chief Officers in November which required additional consultant costs and staff time beyond that originally anticipated. Fees for consultation analysis and staff time required in responding to requests and queries from the public during the consultation period were also greater than anticipated. A further £24,688 is required to cover remaining staff time and costs to the end of the project, as set out in Table 1.

8.0 Corporate & Strategic Implications

- 8.1 *The Local Plan:*

The City's Core Strategy identifies 5 Key City Places as key areas of significant change and challenge. The Barbican and Golden Lane Area sits within the 'North of the City'. The five key objectives and delivery plan in the area strategy support the vision for the North of the City by setting out a series of improvements for pedestrian movement and way finding, open space and support for the cultural hub.

8.2 Corporate Plan:

The area strategy will support the delivery of the Strategic Aim: 'To support and promote the City as the world leader in international finance and business services' by ensuring that the area is able to accommodate growth of cultural and transport-related activity in the future.

- 8.3 The area strategy will also assist in meeting the Strategic Aim: 'To provide modern, efficient and high quality local services and policing within the square mile for workers, residents, and visitors whilst delivering sustainable outcomes' by providing a fitting and functional local environment that supports sustainable transport and promotes the cultural and historic identity of the City.

8.4 Cultural Strategy 2012/17 and Visitor Strategy 2013/17

The area strategy aligns with the City's Cultural Strategy key theme of "Breaking down the Barriers" to cultural activity by proposing projects that address issues of way finding and raise the profile of cultural activity within the area.

- 8.5 The Visitor Strategy contains a strategic aim to deliver enhancements to the City's physical environment that benefit all users, including visitors. In addition to way finding improvements, a large number of public realm improvement projects are proposed both on and off the estates that help to improve levels of comfort, convenience and safety for all.

9.0 Conclusion

- 9.1 The Barbican and Golden Lane Area Enhancement Strategy is based on clear evidence of need and requirements for future resilience. The document sets out a framework of proposals for the improvement of the public realm in this area, the experience of all users and supports delivery of the cultural hub.
- 9.2 The Strategy is linked to, and informed by, the City's Local Plan, urban analysis and public consultation. The objectives and proposals of the strategy develop further the objectives contained within the London Plan, the Mayor of London's Transport Strategy, the City's Corporate Plan's and the Department of the Built Environment Departmental Business Plan.
- 9.3 The Barbican and Golden Lane Area Enhancement Strategy has been revised in response to the public consultation feedback to ensure the document reflects the needs of the City community. It sets out a Delivery Plan which identifies the projects arising from the strategy, prioritises them and indicates the funding strategy for delivery.
- 9.4 It is recommended that Members adopt the Barbican and Golden Lane Area Enhancement Strategy.

Appendices

Appendix 1: You-Said-We-Did Summary Report

Appendix 2: Revised Delivery Plan

Appendix 3: Public and stakeholder engagement events during the information gathering work stage.

Background Reports

July 2013	Report on progress and proposed review
November 2013	Cultural Hub Pedestrian Modelling
June 2014	Issues Report: Update on the Barbican Area Strategy Review
February 2015	Barbican Area Strategy Review: Summary of Public and Stakeholder Feedback.
April 2015	Barbican and Golden Lane Area Enhancement Strategy: Draft Area Strategy consultation

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Appendix 1: You-Said-We-Did Summary Report
*Changes made to the final Barbican and Golden Lane Area
Strategy.*

You-Said-We-Did Summary Report

*Changes made to the final Barbican and Golden Lane Area
Strategy*

Introduction:

This document provides a summary of feedback received from the public in response to a consultation exercise conducted on the Barbican and Golden Lane Area Strategy over an 8 week period from May to July 2015.

The consultation process included feedback via email, online survey, letter and questionnaire. Overall, the response to the strategy was largely positive although there were a few specific proposals which received strong negative responses.

The following summary begins with a general summary of responses and overarching comments. A table is then provided which contains specific comments against proposals and recommended revisions to the area strategy. Where feedback has been strategic in nature, the area strategy has been amended to reflect those comments. Where feedback has been very detailed in nature, the concerns have been noted and will be included with in the initiation of each project.

Some of the projects between the Barbican Estate and Moorgate will form part of a wider programme of work for the Moorgate Quarter that will also include projects associated with Crossrail, new planned development and the Liverpool Street Area Strategy.

The feedback is presented on the basis of you-said-we-did for maximum transparency.

General summary:

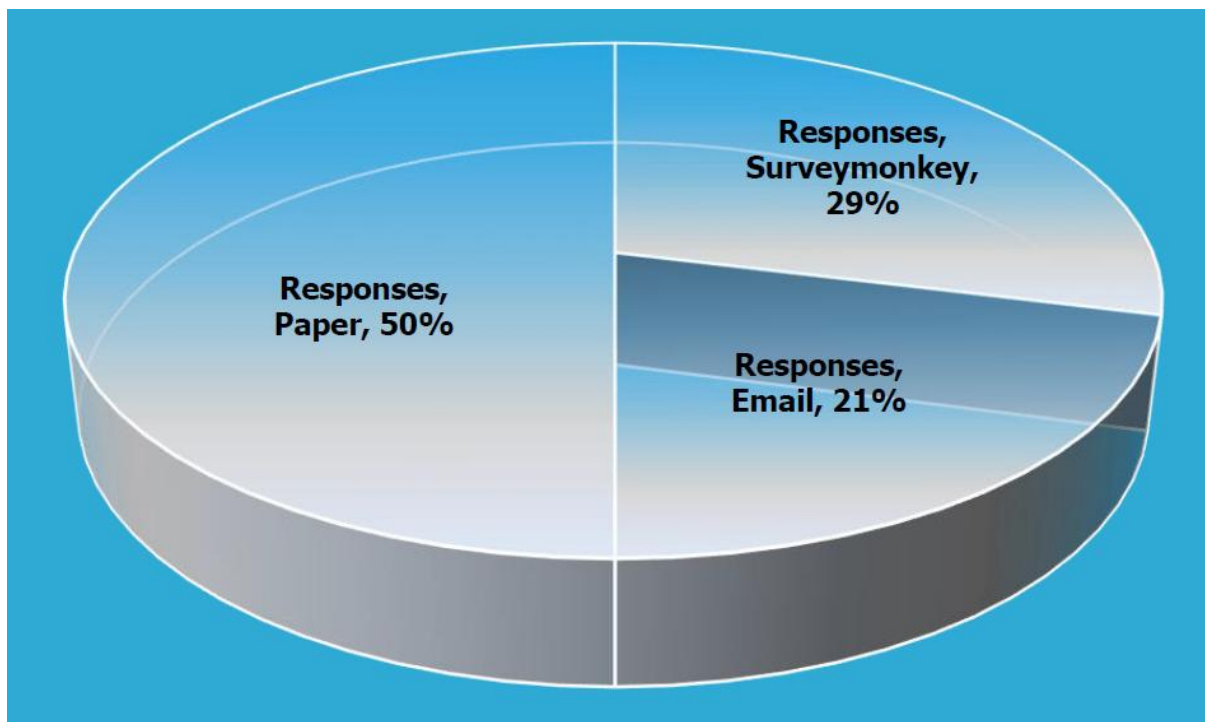
- There is wide acceptance that improvement is needed in both Golden lane and Barbican estates. Proposals are welcome.
- There is a tension between the needs and desires of the residents and the drive to promote a Cultural Hub.
- Strong support exists for proposals to enhance the area with greenery or improved landscaping
- Strong concerns that some proposals might compromise the architectural integrity and listed status of the Barbican and Golden Lane estates.
- Proposal to make Beech St 'access only' were widely welcomed with the caveat that residents must not lose their car parking spaces or access to their concierge service.
- General view that Silk Street currently works well for residents, workers, students and visitors. Concerns were expressed over the proposal to use car parks in Speed Street for other more animated features.
- Some confusion over the future of MoL site, if it will be moving what will replace it?
- Strong concerns expressed over proposal to install a temporary bridge over the lake to connect Lakeside Terrace with St Giles' Terrace. This is seen as a "direct affront" to the architectural integrity of the Barbican estate which would impede on the current views of the lake as well as causing unnecessary additional footfall.
- Signage seen as a key to resolving issues of access and routing through the estate
- Unease with vague terms such as 'animate' and 'introduce active uses'. Some concern that new 'cultural activities' might lead to noise, increased congestion and disturbance to residents.
- Strong support for removing the 'yellow shed'

- Strong support for improving the Barbican station entrance to the estate and Beech St tunnel as a welcome for visitors and a device for guiding people to Arts Centre and beyond
- Residents are anxious that any increases in the popularity and ‘activity density’ Crossrail and other initiatives in the area is managed effectively.
- Many respondents made a plea for more ‘ongoing maintenance’ to both estates which might solve many issues

Scale of response:

The following Table and pie chart describe the proportions and numbers of responses received.

Response	Total
Survey Monkey online	112
E-mail	82
Paper	194
TOTAL	388



Submissions were received from the following key representatives:

- Living Streets
- Barbican Association
- Gilbert House Group, Barbican Estate
- Seddon House Group, Barbican Estate
- Andrewes House Group, Barbican Estate
- Mountjoy House Group, Barbican Estate
- Willoughby House Group, Barbican Estate
- Lauderdale Tower House Group, Barbican Estate
- Speed House Group, Barbican Estate
- Cromwell Tower House Group, Barbican Estate
- Thomas More House Group, Barbican Estate
- Heron Residents' committee
- Barbican Centre
- Guildhall School of Music and Drama

A record of all the changes made to the final version of the Barbican and Golden Lane Area Strategy is set out on the following pages:

FINAL STRATEGY PROPOSALS NOTE OF AMENDMENTS - PUBLICA and CoL 20.8.15

Original draft strategy text	Notes: CoL instruction (blue) Consultant's comments (black)	New project numbers	Updated text
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A: Beech Street

<p>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 resident access is maintained. 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.</p>	<p>Area strategy wording amended to clarify that residents will continue to have clear access to their car parks. Concerns about rerouted traffic will be addressed as part of a strategic transport assessment.</p>	A1	<p>PRIORITISE PEDESTRIANS AND CYCLISTS <i>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.</i></p>
<p>A2 ANIMATE BLANK EDGES ALONG BEECH STREET WITH ACTIVE USES Investigate options to introduce further active frontages along Beech Street's edges, and in particular, explore opportunities to introduce additional cultural uses (subject to studies of car park spaces). On blank walls, explore options to introduce changing exhibition spaces, public art or screens with curated content, partnering with the area's cultural institutions.</p>	<p>Area strategy wording revised to include reference to acoustic study and clarify what is meant by 'cultural uses and active frontages'.</p>	A2	<p>ANIMATE BLANK EDGES ALONG BEECH STREET WITH ACTIVE USES <i>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.</i></p>
<p>A3 IMPROVE LINKS TO SURROUNDING STREETS AND SPACES Explore opportunities to improve physical and visual connections from Beech Street to Lauderdale Place, Golden Lane and Bridgewater Street, 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. See also C1</p> <p>A6 IMPROVE THE ARRIVAL EXPERIENCE FROM NEARBY STATIONS 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. 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 way-finding review, audit and strategy. See also D1 D2</p>	<p>Combine A6 into A3. Wording has been revised to clarify what physical changes are proposed (regarding A3). Detailed concerns over noise and extra footfall will be considered during project initiation.</p>	A3	<p>IMPROVE LINKS TO SURROUNDING STREETS AND SPACES AND THE ARRIVAL EXPERIENCE FROM NEARBY STATIONS <i>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.</i></p> <p><i>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 way-finding review, audit and strategy.</i></p> <p><i>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</i></p>

<p>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. Consider improving the route through the Barbican Centre car park to provide a more pedestrian-friendly access point.</p>	<p>Area strategy wording revised to clarify that a new entrance off Beech Street could mean an entrance at Silk Street is no longer required.</p>	<p>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.</p>
<p>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.</p> <p>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). See also D2</p>	<p>No changes are proposed. Review of signage will be considered as part of way finding strategy project (D1).</p>	<p>A5 IMPROVE CONNECTIONS TO THE HIGHWALKS Existing connections Explore opportunities to improve existing connections between Beech Street and the high walks. 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.</p> <p>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 way-finding review, audit and strategy.</p> <p>See also A3 B6 D1</p>
<p>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 light wells in carefully considered locations along Ben Jonson Place (directly above Beech Street), appraising the impact on the listed landscape. See also A1</p>	<p>[A7 not included in the CoL table, assume no changes to text. However A7 becomes A6 in new numbering]</p>	<p>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 light wells in carefully considered locations along Ben Jonson Place (directly above Beech Street), appraising the impact on the listed landscape. See also A1</p>

Original draft strategy text	Notes: CoL instruction (blue) Consultant's comments (black)	New project numbers	Updated text
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B. Spaces outside the Barbican and Golden Lane Estates

<p>B1 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. See also A3 D7</p>	<p>Combine B2, B3, B4 and D10 into B1 and rename as Golden Lane improvements for the purpose of planning and outline design. Implementation would need to be in phases due to expansive scope and resource constraints. Wording in area strategy amended to:</p> <p>1) Highlight residents' concerns over drug use.</p>	B1	<p>GOLDEN LANE IMPROVEMENTS PROJECT: ENHANCE GOLDEN LANE AS A PEDESTRIAN-FRIENDLY NEIGHBOURHOOD LINK <i>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.</i></p>
<p>B2 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.</p>	<p>2) Recognise Baltic Street West is expected to provide secondary access to Richard Cloudsley development site.</p> <p>Other detailed concerns will be considered during project initiation.</p>		<p>CELEBRATE AND ENHANCE FANN STREET AS A LOCAL GREEN LINK <i>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.</i></p>
<p>B3 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.</p>	<p>Combine B2, B3, B4 and D10 into B1 and rename as Golden Lane improvements for the purpose of planning and outline design. Implementation would need to be in phases due to expansive scope and resource constraints.</p>		<p>ENCOURAGE THE INTRODUCTION OF ACTIVITY AND PLAY ON CRIPPLEGATE STREET <i>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.</i></p>
<p>B4 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. Consider introducing further greening and seating.</p> <p>D10 IMPROVE ARRIVAL 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</p>	<p>Wording in area strategy amended to:</p> <p>3) Highlight residents' concerns over drug use.</p> <p>4) Recognise Baltic Street West is expected to provide secondary access to Richard Cloudsley development site.</p> <p>Other detailed concerns will be</p>		<p>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 Cloudsley School site on Golden Lane. Consider introducing further greening and seating.</p> <p>IMPROVE THE ARRIVAL EXPERIENCE FROM THE NORTH <i>Consider improving the arrival experience south into the area from Golden Lane</i></p>

<p>opportunities to improve the route south from Goswell Road along Aldersgate Street, considering the important view to the Museum of London rotunda. Consider introducing new signage in appropriate locations as part of a wider way-finding review, audit and strategy.</p> <p>See also A3 B1 D</p>	<p>considered during project initiation</p>	<p>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 way-finding review, audit and strategy.</p> <p>Please note that detailed concerns relating to the future implementation of these proposals will be addressed during the project initiation stages.</p> <p>See also A3 B1 B8 D1 D5</p>
<p>B5 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. See also C10</p>	<p>Rename B5 as B2. Area strategy wording will be amended to clarify there will be no loss of car parking or concierge service. Illustration on p85 replaced with an alternative that shows less impact on residents. Any future uses will be carefully considered in relation to residents' amenity.</p> <p>Other detailed concerns will be considered during project initiation.</p> <p>[Future uses included in C9 about animating blank facades – have added here.]</p>	<p>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. Other detailed concerns relating to the future implementation of this project will be addressed during the project initiation stages.</p> <p>See also C9</p>
<p>B6 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, 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. See also D3</p> <p>D11 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. In particular, seek opportunities to improve the pedestrian environment of New Union Street, currently 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 way-finding</p>	<p>Combine B6 with D11 into B3 Moorgate Quarter initiative. Wording in area strategy changed to clarify that New Union Street is currently a private road and used for servicing only. Reference to podium level access has been updated to reflect the provision in proposals for the development of 21 Moorfields. [There is no reference in b6 or d11 proposal to the 21 Moorfields development. However, addressed in amalgamation of d12 and d13 into b3, as suggested by Publica – see below]</p> <p>Wording also revised to include mention of a strategic transport assessment to address concerns about displaced traffic.</p>	<p>B3 MOORGATE QUARTER INITIATIVE OPEN AND IMPROVE NEW UNION STREET</p> <p>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. 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.</p> <p>IMPROVE STREET-LEVEL ARRIVAL FROM MOORGATE</p> <p>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</p>

<p>review, audit and strategy. See also B6</p> <p>D12 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 the GSMD Milton Court stage door as a way to announce the presence of cultural activity from a distance. Consider introducing signage, as part of a wider way-finding review, audit and strategy, to help visitors get to Silk Street from Liverpool Street and Ropemaker Street.</p> <p>D13 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. Consider options to reconfigure Moorfields Highwalk to provide a more direct route between this escalator and the estate, as part of/subject to plans for the development site at 21 Moorfields. Additionally explore options to remove the roof structure over Brandon Mews, a later addition to the original design, to improve way-finding and visibility from Moorfields Highwalk across the Barbican lake. See also C11</p>	<p>Other detailed concerns about the appearance of public art will be considered during project initiation.</p> <p><i>[Publica has decided to also add D12 and D13 to B3. Area strategy wording revised to remove specific reference to stage door of Milton Court and mention project will be included within a wider programme of work relating to the Moorgate Quarter.</i></p> <p><i>Detail concerns about signage will be considered as part of the way finding strategy (D1) and can be delivered as part of the Liverpool Street Crossrail improvements.</i></p> <p><i>Detailed concerns about privacy and noise insulation will be considered during project initiation]</i></p>	<p>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 way-finding review, audit and strategy.</p> <p>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 way-finding and visibility from Moorfields Highwalk across the Barbican lake.</p> <p>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.</p> <p>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 way-finding 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.</p> <p>See also D1 D2 C10</p>
<p>B7 ENCOURAGE ACTIVE USES ALONG MOOR LANE Investigate options to introduce active uses along Moor Lane, to improve its quality as a pedestrian route and to mitigate the impact of blank and service frontages that currently line the street. Consider introducing a focal point in order to highlight the sight line to Moor Lane along New Union Street and from Moorfields. See also C10</p>	<p>Area strategy revised to clarify what "active uses" means. Detailed concerns over noise impacts will be considered during project initiation.</p>	<p>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.</p> <p>See also C9</p>

<p>B8 DEVELOP A STRATEGY TO RECONFIGURE LONDON WALL AND ALDERSGATE STREET TO IMPROVE THE ENVIRONMENT FOR PEDESTRIANS AND CYCLISTS Explore opportunities to reconfigure London Wall and Aldersgate Street to create two pedestrian and cycle-friendly streets, and an environment consistent with the City of London's 20mph speed limit. 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 conjunction with/subject to the Museum of London master plan).</p> <p>See also D10 D14</p> <p>B11 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.</p> <p>See also B13 B14</p>	<p>Combine B11 with London Wall related aspects of B8 and rename as B5 London Wall Improvements project.</p> <p>Area strategy wording revised to reference need for strategic transportation assessment in order to identify what levels of capacity exist within road network currently.</p> <p>Other detailed concerns about the appearance of public art will be considered during project initiation</p> <p><i>[There is no reference to public art within these proposals. Publica has decided to also add D14 into B5 (non-Wood Street aspects, relating to arrival from the south)]</i></p>	<p>B5 LONDON WALL IMPROVEMENTS PROJECT</p> <p>DEVELOP A STRATEGY TO RECONFIGURE LONDON WALL TO IMPROVE THE ENVIRONMENT FOR PEDESTRIANS AND CYCLISTS <i>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.</i></p> <p>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.</p>
<p>D14 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. 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 Wood Street, leading to St Giles' Terrace, Fore Street and Gilbert Bridge; and along Noble Street, leading to the Barber-Surgeons' Garden.</p> <p>See also B8 B13 B15</p>	<p>Combine Wood Street related aspects from D14 with B15 and rename project as B7 Wood Street area improvements. Revise wording in area strategy to note that escalators and other points of access outside the estate are on privately owned land and maintained privately. Proposals will depend on scope of any changes to MOL site. Potential visitor routes will be considered as part of the way finding strategy project (D1). Other detailed concerns about pedestrian crossing will be considered during project initiation.</p>	

<p>B9 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 active uses at ground level to animate the street along its length.</p> <p>See also B8</p> <p>B2 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 way-finding review, audit and strategy.</p> <p>See also A6</p>	<p>Combine B9 and D2 with Aldersgate related aspects of B8 into B6 Aldersgate streetscape improvements project. Area strategy wording revised to reference need for strategic transportation assessment in order to identify what levels of capacity exist within road network currently.</p> <p><i>[Note added re concerns about pedestrian crossings, as per London Wall improvements project]</i></p>	<p>B6 ALDERSGATE STREETSCAPE IMPROVEMENTS PROJECT</p> <p><i>DEVELOP A STRATEGY TO RECONFIGURE ALDERSGATE STREET TO IMPROVE THE ENVIRONMENT FOR PEDESTRIANS AND CYCLISTS</i> <i>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.</i></p> <p>IMPROVE FOOTWAYS AND INCREASE ACTIVITY AND GREENERY ALONG ALDERSGATE STREET <i>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.</i></p> <p>IMPROVE ARRIVAL FROM THE WEST <i>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 way-finding review, audit and strategy.</i></p> <p>See also B5 D1.</p>
<p>B10 IMPROVE THE SETTING OF THE IRONMONGERS’ HALL Explore options to enhance the setting, entrance and visibility of the Ironmongers’ Hall on Aldersgate Street. Consider opening views to its entrance and improving paving, lighting and signage.</p>	<p>Area strategy wording revised to clarify that these proposals will be subject to confirmation of plans for the Museum of London site.</p>	<p>B7 IMPROVE THE SETTING OF THE IRONMONGERS’ HALL <i>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.</i></p>
<p>B12 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 (or that of any alternative cultural uses, in the case that the museum is relocated).</p>	<p>Area strategy wording revised to clarify that these proposals will be subject to confirmation of plans for the Museum of London site.</p>	<p>B8 ENCOURAGE ACTIVE USES ALONG LONDON WALL <i>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).</i></p>

<p>B13 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 (or of any alternative cultural uses, in the case that the museum is relocated), considering new access points as part of the museum's master plan. 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.</p> <p>See also B11</p> <p>B14 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.</p> <p>See also B11</p>	<p>Combine B13 and B14 into B9 Monkwell Square pedestrian access improvements. Other detailed concerns about the appearance of public art will be considered during project initiation</p> <p><i>[There is no mention of public art in these proposals]</i></p>	<p>B9 MONKWELL SQUARE PEDESTRIAN ACCESS IMPROVEMENTS CREATE A WELL CONNECTED, PEDESTRIAN-FRIENDLY MONKWELL SQUARE <i>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.</i></p> <p>IMPROVE ACCESS TO THE BARBER-SURGEONS' GARDEN <i>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.</i></p> <p>See also B5, B6 B10</p>
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<p>B15 IMPROVE THE PEDESTRIAN ENVIRONMENT ON WOOD STREET AND HIGHLIGHT CONNECTIONS TO THE BARBICAN ESTATE Explore options to improve visibility along this important north– south 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 route. 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. See also C12 D14</p> <p>D14 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. 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 Wood Street, leading to St Giles' Terrace, Fore Street and Gilbert Bridge; and along Noble Street, leading to the Barber-Surgeons' Garden. See also B8 B13 B15</p>	<p>Combine Wood Street related aspects from D14 with B15 and rename project as B10 Wood Street area improvements.</p> <p>Revise wording in area strategy to note that escalators and other points of access outside the estate are on privately owned land and maintained privately. Proposals will depend on scope of any changes to MOL site.</p> <p>Potential visitor routes will be considered as part of the way finding strategy project (D1)</p> <p>Other detailed concerns about pedestrian crossing will be considered during project initiation.</p>	<p>B10 WOOD STREET AREA IMPROVEMENTS</p> <p>IMPROVE THE PEDESTRIAN ENVIRONMENT ON WOOD STREET AND HIGHLIGHT CONNECTIONS TO THE BARBICAN ESTATE <i>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 way-finding 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.</i></p> <p>See also D1 B5 B9 C11</p>
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Original draft strategy text	Notes: CoL instruction (blue) Consultant's comments (black)	New project numbers	Updated text
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C: Within the estates

<p>C1 ENCOURAGE DAYTIME USE OF LAUDERDALE PLACE Consider introducing temporary, movable seating in Lauderdale Place 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.</p>	<p>Area strategy wording amended to provide clear justification for this proposal. Concerns about noise impacts will be considered during project initiation.</p>	<p>C1</p>	<p>ENCOURAGE DAYTIME USE OF LAUDERDALE PLACE <i>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</i></p>
<p>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.</p>	<p>Concerns about noise related impacts or disturbance of residents will be considered during project initiation.</p>	<p>C2</p>	<p>IMPROVE THE CONDITION OF HARD SPACES WITHIN THE ESTATES <i>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.</i></p>
<p>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 way-finding across the upper podium.</p>	<p>Area strategy wording revised to clarify that the yellow shed is included within the listing.</p>	<p>C3</p>	<p>CONSIDER REMOVING THE 'YELLOW SHED' <i>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 way-finding across the upper podium. Please note that although a later addition, the 'Yellow Shed' forms part of the Barbican estate's Grade II listing.</i></p>
<p>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.</p>	<p>Area strategy wording amended to provide more clarity on what kinds of cultural events are proposed. Concerns about potential disturbance to residents will be considered during project initiation.</p> <p><i>[Addressed in C5 which specifically relates to cultural activity]</i></p>	<p>C4</p>	<p>IMPROVE CONNECTIONS BETWEEN FROBISHER COURT AND SURROUNDING SPACES AND BUILDINGS <i>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.</i></p>

<p>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, such as silent summer cinema screenings, art installations and temporary architectural commissions.</p>	<p>Area strategy wording revised to clarify what is meant by 'appropriate cultural activities'.</p> <p>Detailed concerns about noise related impacts and disturbance to residents will be considered during project initiation.</p>	<p>C5 ANIMATE FROBISHER COURT WITH CULTURAL ACTIVITY <i>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.</i></p>
<p>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. 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.</p>	<p>Area strategy wording amended to clarify what types of cultural events might be potentially considered. Concerns about noise and light pollution will be considered during project initiation.</p>	<p>C6 IMPROVE THE RELATIONSHIP BETWEEN THE BARBICAN CONSERVATORY AND CROMWELL HIGHWALK <i>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.</i></p>
<p>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.</p>	<p>Detailed concerns about noise related impacts and disturbance to residents will be considered during project initiation.</p>	<p>C7 CONSIDER ANIMATING THE EASTERN FRONTAGES OF RETAIL UNITS IN CRESCENT HOUSE <i>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.</i></p>

<p>C8 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.</p> <p>C9 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.</p>	<p>Combine C9 with C8 and rename Golden Lane Estate improvements.</p> <p>Concerns about preserving residents' disabled car parking spaces and potential disturbance will be considered during project initiation.</p>	<p>C8 GOLDEN LANE IMPROVEMENTS PROJECT TRANSFORM GREAT ARTHUR HOUSE EASTERN FORECOURT INTO A SPACE FOR PEDESTRIANS <i>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.</i></p> <p><i>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.</i></p> <p>IMPROVE THE PLAY OFFER IN THE GOLDEN LANE ESTATE <i>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.</i></p>
<p>C10 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. See also B5</p>	<p>Replace Illustration on p85 with a more appropriate alternative.</p> <p><i>[Amended to show general activation only]</i></p> <p>Area strategy wording revised to clarify there will be no loss of residents' car parking or concierge service and that potential uses will be carefully considered in relation to residential amenity.</p>	<p>C9 ENCOURAGE ACTIVE USES ALONG SILK STREET <i>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. Other detailed concerns relating to the future implementation of this project will be addressed during the project initiation stages.</i></p> <p><i>See also B2</i></p>
<p>C11 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) 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. See also D13</p>	<p>Area strategy wording revised to clarify that the roof structure was not part of the original proposal and was installed to address a problem with a leaking roof.</p> <p>Detailed concerns about noise impacts and privacy will be considered during project initiation.</p>	<p>C10 CONSIDER REMOVING THE ROOF STRUCTURE OVER BRANDON MEWS <i>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</i></p>

<p>C12 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 way-finding. Consider reorienting 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 B15 D14</p>	<p>More clarity needed over what the proposed changes will involve</p> <p>[Already addressed in proposal wording (reorientation the stair) so no amendment made]</p>	<p>C11 INCREASE VISIBILITY OF CONNECTIONS FROM THE NORTHERN END OF WOOD STREET</p> <p>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 way-finding. Consider reorienting 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</p>
<p>C13 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. 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.</p> <p>C14 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.</p> <p>See also C1</p>	<p>Combine C14, C16 and C17 into C13 and rename C12 Barbican North-South Access Improvements project.</p> <p>Area strategy wording has been amended to</p> <ol style="list-style-type: none"> 1) Remove specific references to a bridge. 2) Clarify that the need for a north south connection has been established in technical analysis but any physical solution now remains subject to proposals for the Museum of London site. 3) Short term solutions may include improved signage, medium term solutions may include physical access improvements, signage or smartphone technology between street and podium level. Longer term solutions will be clarified once the future of the Museum of London site is confirmed. 	<p>C12 BARBICAN NORTH-SOUTH ACCESS IMPROVEMENTS PROJECT</p> <p>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. 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.</p> <p>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.</p> <p>EXPLORE POTENTIAL CONNECTIONS BETWEEN SILK STREET AND THE LAKESIDE TERRACE</p> <p>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.</p>

<p>C16 CONSIDER A TEMPORARY BRIDGE ACROSS THE LAKE CONNECTING ST GILES' TERRACE TO THE LAKESIDE TERRACE As part of a wider review of potential north–south connections, consider partnering with a cultural institution to commission an architectural competition for a temporary, lightweight and fully removable bridge or deck across the lake connecting the Lakeside Terrace to St Giles' Terrace, to be tested, for example, over a summer period. Carefully consider landing points so as to have a minimal impact on the listed landscape, to avoid obstructing open views and to minimise disruption to the Lakeside Terrace and St Giles' Terrace.</p> <p>C17 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. See also C14</p>	<p>Other detailed concerns will be considered during project initiation.</p> <p><i>[Have not included comment re smartphone technology as this is nowhere in the evidence base or prior work. Have clarified that smartphone technology will be considered as part of way-finding audit and strategy D1]</i></p>	<p><i>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.</i></p> <p><i>Please note concerns relating to the future implementation of this project will be considered and addressed during the project initiation stages.</i></p> <p>See also C11</p>
<p>C15 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.</p>	<p>No changes</p>	<p>C13 ENCOURAGE FURTHER USE OF ST GILES' TERRACE <i>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.</i></p>

Original draft strategy text	Notes: CoL instruction (blue) Consultant's comments (black italic)	New project numbers	Updated text
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D: Way-finding and Arrival (area wide)

D1 COMMISSION AN AREA-WIDE WAY-FINDING REVIEW AND STRATEGY Consider conducting a full review and audit of way-finding and signage across the area. 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 way-finding, ensuring provision is made for future management and maintenance of signage, in order that it is coherently updated over time.	No changes <i>[Smartphone/technology and yellow line added here. Both to address comments in D3].</i>	D1	COMMISSION AN AREA-WIDE WAY-FINDING REVIEW AND STRATEGY <i>Conduct a full review and audit of way-finding 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 way-finding, ensuring provision is made for future management and maintenance of signage, in order that it is coherently updated over time.</i>
D3 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.	No change but concerns about light pollution will be considered during project initiation.	D2	IMPROVE THE VISIBILITY OF THE AREA'S CULTURAL VENUES <i>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.</i>
D4 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 way-finding and signage across the area. If appropriate, consider removing the Yellow Line — either in part or in full — as part of a wider way-finding strategy, particularly considering the locations where the Yellow Line causes confusion. See also D1 D5 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 way-finding review, audit and strategy. See also D1	Combine D5 with D4 and rename D3 Improve way finding between cultural institutions. Area strategy wording amended to 1) Reflect the yellow line will be considered as part of project D1 way finding review. <i>[It says this already]</i> 2) Clarify that better signage in the short term could replace the yellow line and smart phone technology could provide a potential solution in the medium to longer term. <i>[Comment on smartphone technology is in D1 way-finding.]</i>	D3	IMPROVE WAY-FINDING BETWEEN CULTURAL INSTITUTIONS CONSIDER REMOVING THE YELLOW LINE <i>Conduct a survey on the perceived usefulness of the Yellow Line, as part of a full review and audit of way-finding and signage across the area. If appropriate, consider removing the Yellow Line — either in part or in full — as part of a wider way-finding strategy, particularly considering the locations where the Yellow Line causes confusion.</i> HIGHLIGHT ROUTES BETWEEN CULTURAL INSTITUTIONS <i>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 way-finding review, audit and strategy.</i> See also D1

<p>D6 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. See also A5</p>	<p>Area strategy wording revised to clarify that costs will be reviewed and refined as part of the reporting and project management process.</p>	<p>D4 EXPLORE OPTIONS TO RE-OPEN THE BARBICAN CENTRE'S WESTERN ENTRANCES <i>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.</i></p> <p><i>See also A5</i></p>
<p>D7 COMMISSION ART ALONG PEDESTRIAN ROUTES As part of an area-wide way-finding strategy, consider commissioning art in conjunction with local cultural institutions to be installed along key routes, near stations and in key spaces, to aid way-finding across the area and reinforce a sense of place. Consider, as an example, the successful installation of the Dorothy Annan murals along Speed Highwalk. See also D1</p>	<p>Opportunities to introduce public art will be considered as part of project initiation.</p>	<p>D5 COMMISSION ART ALONG PEDESTRIAN ROUTES <i>As part of an area-wide way-finding strategy, consider commissioning art in conjunction with local cultural institutions to be installed along key routes, near stations and in key spaces, to aid way-finding 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.</i></p> <p><i>See also D1</i></p>
<p>D8 CELEBRATE 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 .</p>	<p>Area strategy wording revised to clarify what 'celebrate' means in terms of physical improvements. [Celebrate replaced with highlight] Detailed concerns about noise and light pollution will be considered as part of project initiation.</p>	<p>D6 HIGHLIGHT THE PROGRAMMES OF THE AREA'S CULTURAL INSTITUTIONS <i>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.</i></p>
<p>D9 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 way-finding review, audit and strategy. See also D1</p>	<p>No change</p>	<p>D7 IMPROVE PERMEABILITY THROUGH CULTURAL BUILDINGS <i>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 way-finding review, audit and strategy.</i></p> <p><i>See also D1</i></p>
<p>D8</p>	<p>[Publica: D8 integrated into new B3]</p>	
<p>D9</p>	<p>[Publica: D13 integrated into new B3]</p>	
<p>D10</p>	<p>[Publica: D14 integrated into new B5]</p>	

Appendix 2: Revised delivery plan

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	
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

Appendix 3 –Public and stakeholder engagement events during the information gathering work stage.

- 9 Preliminary interviews with key individuals
- 4 guided tours
- 8 themed stakeholder workshops and follow up plenary session were held with the following eight groups
 - Members
 - Cultural institutions
 - Barbican and Golden Lane estate representatives
 - Strategic transportation
 - Business leaders
 - Property developers
 - CoL lead officers
 - Heritage
- Cultural hub workshop with cultural institutions
- 9 detailed user interviews with a variety of users, including residents
- 12 public drop in sessions
- Online pin board map for location specific comments
- Online questionnaire
- Postcard comments
- Dedicated email address for comments
- Printed questionnaire to all residences