



CULTURE MILE PUBLIC REALM VISION & STRATEGY

Stage 4: Final report

Culture Mile BID
November 2024



steer

ARUrbanism

AuthenticFutures

 **CULTURE
MILE** BID

FOREWORD FROM ANDREW SMITH, CHAIR OF THE CULTURE MILE BID



In the heart of the City of London, the Culture Mile area is a melting pot of old and new, where echoes of centuries past merge with the hum of modern business. Here, tranquillity and creative energy co-exist and at each turn there's something new and unexpected to enjoy. Iconic venues like the Barbican Centre and the soon-to-open London Museum share the stage with lunchtime concerts in historic churches and picnics at the foot of a Roman wall. This is the place where diverse communities converge.

As worker numbers continue to rise, the City Corporation is negotiating development proposals that will contribute to providing a projected demand of 1.2 million square metres of Grade A office space, by 2040, with hundreds of thousands of square metres already approved and under construction across the Square Mile. I am pleased to say that the Culture Mile area plays a prominent role in these growth plans, continuing to evolve as it has done for the last 2000 years. When the London Museum re-opens in West Smithfield in 2026, it will be home to immersive and interactive permanent galleries and temporary exhibitions and learning spaces, where the many diverse stories of London and its people will be shared. The City of London Corporation's Destination City programme, commitment to continued growth, and planned investments make a significant contribution to reinforcing the exemplary reputation of the Square Mile and highlight the significant opportunities to attract different audiences and demographics to the area.

This report, and the various strategies and policies it supports, recognises the importance of the public spaces and streets within the Culture Mile area which we use on a daily basis –the green pockets, the seating areas, the plazas, the courtyards, main roads and alleyways, the routes we all use to move around this unique part of the City.

The purpose of the Vision and Strategy is to add value to the extensive work that is already underway across the Culture Mile area by the City of London Corporation and the private sector. It aims to build on this work, draw out opportunities to make further potential enhancements and, crucially, identify important connecting routes and meeting points between these areas of change. Establishing key focus areas, incorporating both public space and publicly-accessible private space, we are setting a road map for the BID's efforts to maximise the opportunities presented from this exciting era of change and transformation for this part of the City. Suggested interventions are ambitious and grounded in extensive consultation with stakeholders, the public, and detailed analysis, but are simply the start of a journey. We are excited to work closely with the City of London Corporation and other key stakeholders, to explore how these priorities could deliver for the future of this unique part of the City.

The Culture Mile BID would like to thank all stakeholders who contributed information, comments and design suggestions that helped in the development of this Vision and Strategy, we look forward to turning these aspirations into exciting projects over the coming years.

STATEMENT FROM THE CITY OF LONDON CORPORATION



The City of London Corporation welcomes the Culture Mile BID's Public Realm Vision and acknowledges its value in representing the ideas and priorities of the BID's businesses for the public realm. It will provide inspiration and new ideas that align with our strategies for the future, prosperity of the Square Mile, including City Plan 2040, the Transport Strategy and the Climate Action Strategy, as well as our Destination City programme and commitment to growth.

We recognise the ambition of the businesses and workers within the Culture Mile area. As this area continues to evolve with significant developments, the Vision and Strategy offers valuable ideas for enhancing the public spaces that connect and enrich this thriving environment.

Through genuine engagement with the City of London Corporation and the City's diverse stakeholders, the Culture Mile BID has demonstrated a commitment to fostering a more dynamic, inclusive, safer, cleaner, and greener public realm for residents, businesses, and visitors alike. We support the Culture Mile BID's efforts and look forward to their continued contributions to the City's growth.

CONTENTS

| | |
|---|----|
| INTRODUCTION | 8 |
| CONTEXT & CONDITIONS – SUMMARY | 12 |
| VISION | 20 |
| SPATIAL STRATEGY | 24 |
| Introduction | 26 |
| Routes & Connections | 28 |
| Public Spaces | 29 |
| Green Infrastructure | 30 |
| Improvement Opportunities | 31 |
| PROJECT BANK | 32 |
| Introduction | 34 |
| Project Bank Table | 35 |
| A. Smithfield interface | 36 |
| Overview | 37 |
| Project 1. Long Lane (Lindsey Street to Aldersgate Street) | 38 |
| Project 2. Cloth Fair and Nearby Streets | 39 |
| B. Aldersgate & Goswell Road Corridor | 40 |
| Overview | 41 |
| Project 3. Barbican Gateway Area | 42 |
| Project 4A. Aldersgate Street (north) & Goswell Road: Phase 1 | 44 |
| Project 4B. Aldersgate Street (north) & Goswell Road: Phase 2 | 45 |
| Project 5A. Aldersgate Street (south): Phase 1 | 46 |
| Project 5B. Aldersgate Street (south): Phase 2 | 47 |
| C. Silk Street Area | 52 |
| Overview | 53 |
| Project 6. Silk Street node & Chiswell Street | 54 |
| Project 7. Silk Street | 55 |
| D. Guildhall Environs | 56 |
| Overview | 57 |
| Project 8A. Coleman Street: Phase 1 | 58 |
| Project 8B. Coleman Street: Phase 2 | 59 |
| Project 9. Moorgate Yards & Alleys | 60 |
| Project 10. Guildhall Green Route | 64 |
| E. St Giles’ Terrace | 66 |
| Overview | 67 |
| Project 11A. St Giles-without-Cripplegate Terrace: Phase 1 | 68 |
| Project 11B. St Giles-without-Cripplegate Terrace: Phase 2 | 70 |
| DELIVERY & MONITORING | 72 |
| Introduction | 74 |
| Quick Wins | 75 |
| Short term | 76 |
| Medium Term | 77 |
| Long Term | 78 |
| Monitoring | 79 |
| ADDITIONAL PROJECTS | 80 |
| Access and Visibility of Public Toilets | 82 |
| West Smithfield Connections | 83 |
| Walking the Culture Mile | 84 |
| Celebrating the London Wall | 85 |
| Promoting the Culture Mile | 86 |
| APPENDIX 1: CASE STUDIES | 88 |

EXECUTIVE SUMMARY

Background

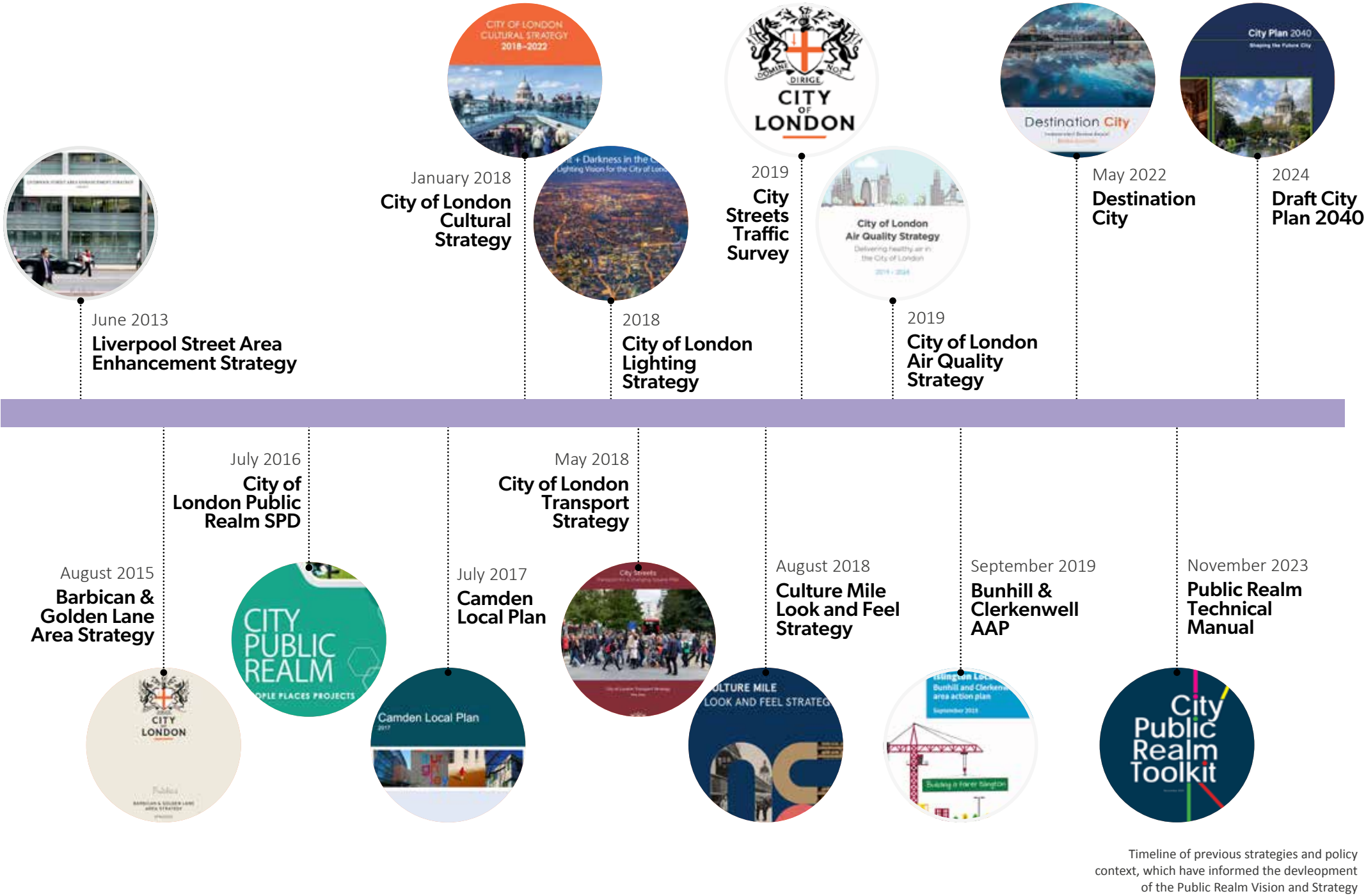
The Culture Mile Public Realm Vision and Strategy, prepared by Steer, AR Urbanism, and Authentic Futures in collaboration with the City of London Corporation, provides a vision for a suite of potential improvements to streets and spaces within the Culture Mile area.

The Culture Mile BID will inject more than £9m into the local area over its five year term, working in partnership with its levy-paying member businesses, the City of London Corporation and other statutory partners to deliver a range of ambitious projects including major public realm enhancements. A key driver being the BID’s priority of harnessing the area’s culture to build a vibrant streetscape and building the area into a major destination for visitors in support of the City of London Corporation flagship programme Destination City.

Successfully delivering any of the public realm projects set out in this strategy requires a clear and close working between the BID and delivery partners including members of the BID, the City of London Corporation, Transport for London (TfL), key organisations, businesses, landowners, developers, and local community groups. It is important to recognise that this document is a high level vision for change. The potential projects identified will require design development with these organisations and others, and involve public consultation as appropriate to the nature of the interventions.

Previous Work & Policy Context

Improvements to the Culture Mile area have been promoted by the City of London and its partners via various strategies and policies over many years. A key document was the Culture Mile Look and Feel Strategy, published in 2018. This crystallised an approach to promoting the area as a new home for contemporary culture in the ancient heart of London. This, and other strategies and policies that have been prepared over the years have directly informed the preparation of the Vision and Strategy document. The work responds to the City of London Corporations’s priorities and policies applicable to the Culture Mile area. The graphic on the right highlights key documents. →

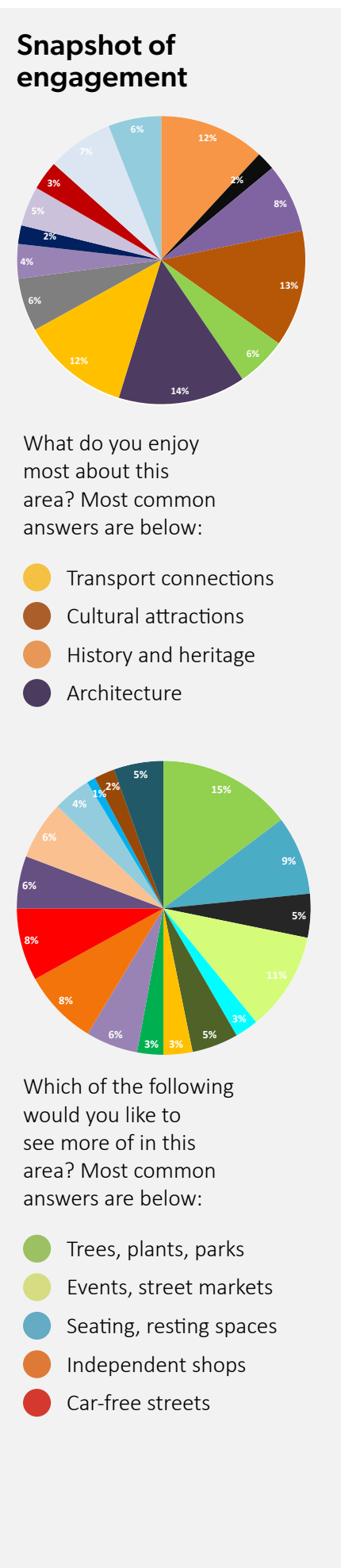


Understanding of Conditions & Context

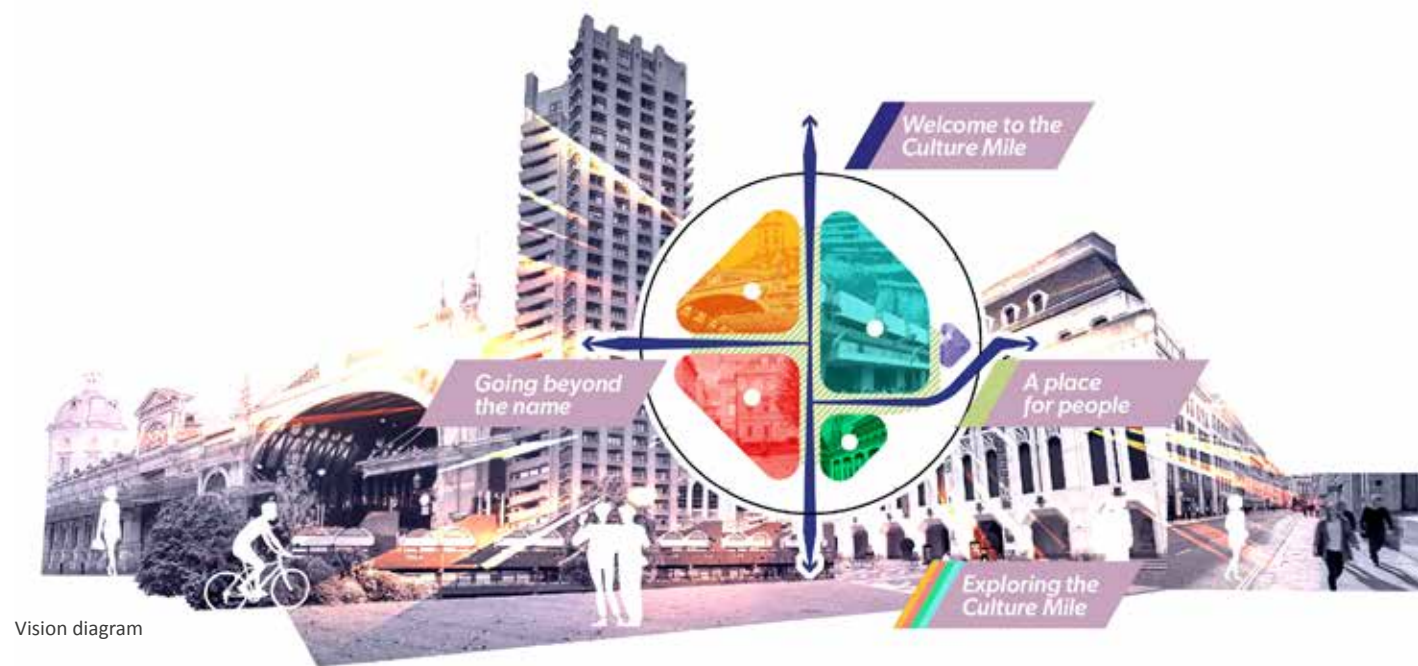
The starting point for preparing the strategy was to firstly build a comprehensive picture of the study area. An in-depth baseline report was prepared that analysed the area in terms of: urban structure, use and activities, transport infrastructure, movement volumes, cycle and pedestrian connectivity, air quality, collisions, historic development and heritage assets, character areas, street character, public spaces, safety, green infrastructure, culture, and planning and development. Importantly, the wide array of public realm and development projects underway in the area were also reviewed to understand ambition, coverage and timescale.

Baseline work also included engagement, to capture insights about issues and opportunities for change and supplement the team’s technical analysis. An intercept survey was undertaken on-street in various locations to uncover people’s views. The survey revealed that people value the area’s cultural and historical assets, but feel that these are not always well-integrated into the public realm. There is a desire for more pedestrian-friendly streets, improved air quality, and better wayfinding. Safety concerns were also raised, particularly regarding cycling and walking at night. A wide range of stakeholders, including local businesses, cultural institutions, resident and community groups, were involved through meetings and interviews. Key themes which emerged from the engagement process included: the need to improve the visibility and accessibility of cultural institutions; enhance the quality and use of public spaces; promote sustainable transport; and address safety concerns.

The baseline analysis of the Culture Mile area in London reveals a complex picture with a range of strengths, weaknesses, opportunities, and threats. Here are some of the key findings from each category →



| Strengths | Opportunities |
|---|---|
| <ul style="list-style-type: none">Excellent transport accessibility: The area is served by multiple Underground, Thameslink, and Elizabeth Line stations, and numerous bus routes. This allows visitors, workers and residents to easily get to and around the Culture Mile.Rich cultural heritage and institutions: The area boasts a high concentration of cultural assets, including the Barbican Centre, the new London Museum opening soon, the Guildhall School of Music & Drama, and many smaller museums, galleries, and performance spaces. This provides a strong foundation for the area’s identity and appeal.Growing popularity of cycling: The number of cyclists in the area is increasing, demonstrating a shift towards more sustainable modes of transport. At peak times, people cycling represent 40% of road traffic in the City and 27% throughout the day.Generally safe environment for walking and cycling: Despite some collision hotspots, the area is generally perceived as safe for pedestrians and cyclists.Development pipeline: the abundance of future development, cultural and public realm projects in the pipeline attracts investment and secures new visitors and audiences, and enables public realm and amenity space improvements. | <ul style="list-style-type: none">Leverage cultural assets to enhance the area’s identity: The high density of cultural institutions provides a unique opportunity to create a strong and distinctive identity for the Culture Mile. This could be achieved through improved wayfinding, public art installations, and cultural programming in public spaces.Improve air quality and promote sustainable transport: Addressing air pollution and promoting sustainable transport options, such as cycling and walking, are crucial for improving public health and the overall attractiveness of the area with several arterial vehicle routes. This could involve implementing measures to reduce traffic emissions, expanding the cycle network, and creating more pedestrian-friendly streets.Enhance public spaces and encourage cultural spillover: Public spaces could be revitalised through improved design, amenities, and programming. This would encourage cultural institutions to engage with the public realm, creating a more vibrant and engaging atmosphere.Improve walking and cycling conditions, including nighttime security: Although generally safe, addressing collision hotspots and upgrading infrastructure would make it easier and safer for people to navigate the Culture Mile, at different times.Potential synergies with future developer and other local projects: the Vision and Strategy proposals have the potential to feed into creating a coherent network of vibrant and high-quality public spaces. |
| Weaknesses | Threats |
| <ul style="list-style-type: none">Air pollution exceeding legal limits: Air quality is a significant issue, with levels of nitrogen dioxide and particulate matter above legal thresholds throughout the area. This is particularly concerning given the high volume of pedestrian and cyclist traffic.Limited visibility of cultural assets: Many cultural institutions have a poor presence in the public realm, making them less noticeable and accessible to casual visitors.Traffic congestion and collision blackspots: While traffic generally flows smoothly, congestion can occur at major intersections. Additionally, several junctions have been identified as collision blackspots, posing a risk to pedestrian and cyclist safety.Underutilised public spaces: Some public spaces in the area lack vibrancy and could be better utilised for cultural events, markets, and other activities.Gaps in cycling infrastructure: The cycle network, while improving, still has gaps, particularly in north-south connections. Cycle parking provision is also limited in some areas.Lack of street space that can be used for planting: The streets run through a dense urban environment with few green spaces. The pavement space is sometimes scarce, with utilities running underground. This minimises the space for potential tree planting and greening. | <ul style="list-style-type: none">Potential negative impacts of future development: Ongoing and planned development projects could exacerbate existing issues, such as traffic congestion, air pollution, and pressure on public transport. Careful planning and mitigation measures will be needed to ensure that development benefits the area without compromising its quality of life.Changing work patterns and their impact on the area: The change of work patterns since Covid, including hybrid working, have changed footfall and spending patterns in the area, particularly during weekdays. This may require a shift in focus towards attracting visitors and residents at different times of the day and week.Economic uncertainty and its potential impact on investment: Economic downturns could affect investment in public realm improvements and cultural programming. This highlights the importance of securing funding and building strong partnerships to deliver the vision for the Culture Mile.Changing climate conditions: Higher temperatures and increased surface water require green infrastructure to help ameliorate impacts. Mitigation measures will be also need to provide more shade and shelter for people. |



Vision diagram

Vision & Spatial Strategy

A high-level vision was developed, proposed to be delivered by four objectives:

- Welcome to the Culture Mile;
- A place for people;
- Exploring the Culture Mile; and
- Going beyond the name.

These objectives are each explained via principles, which guide the identification and shaping of potential opportunities for change.

The vision is underpinned by a spatial strategy. This includes key routes and connections, and public spaces within the area that these connect or relate to, and provides a framework for potential improvement opportunities. It acknowledges and responds to public realm-related improvement work that is already underway or planned to be delivered in the area. This includes both public realm being delivered by the private sector via the development pipeline, and City of London Corporation public realm projects, and. Various of these opportunities support City of London Corporation policies as relevant. Key policy documents are noted earlier in this chapter, and are referenced within project descriptions as appropriate.

Project Bank

This preceding work informed the identification of a range of potential public realm interventions, which form the Project Bank. Projects are organised broadly by geography, and grouped into Focus Areas. Each project is presented as a high level design brief, for further exploration and design development at later stages.

Projects are described in terms of purpose, the benefits they would provide, potential design elements that could be considered, sensitivities to address, and synergies with other projects and support given to City of London Corporation policies and wider aspirations for change. For selected projects a high level concept plan and sketch has been prepared to help visualise the degree of change that could be achieved, should the project be taken forward.

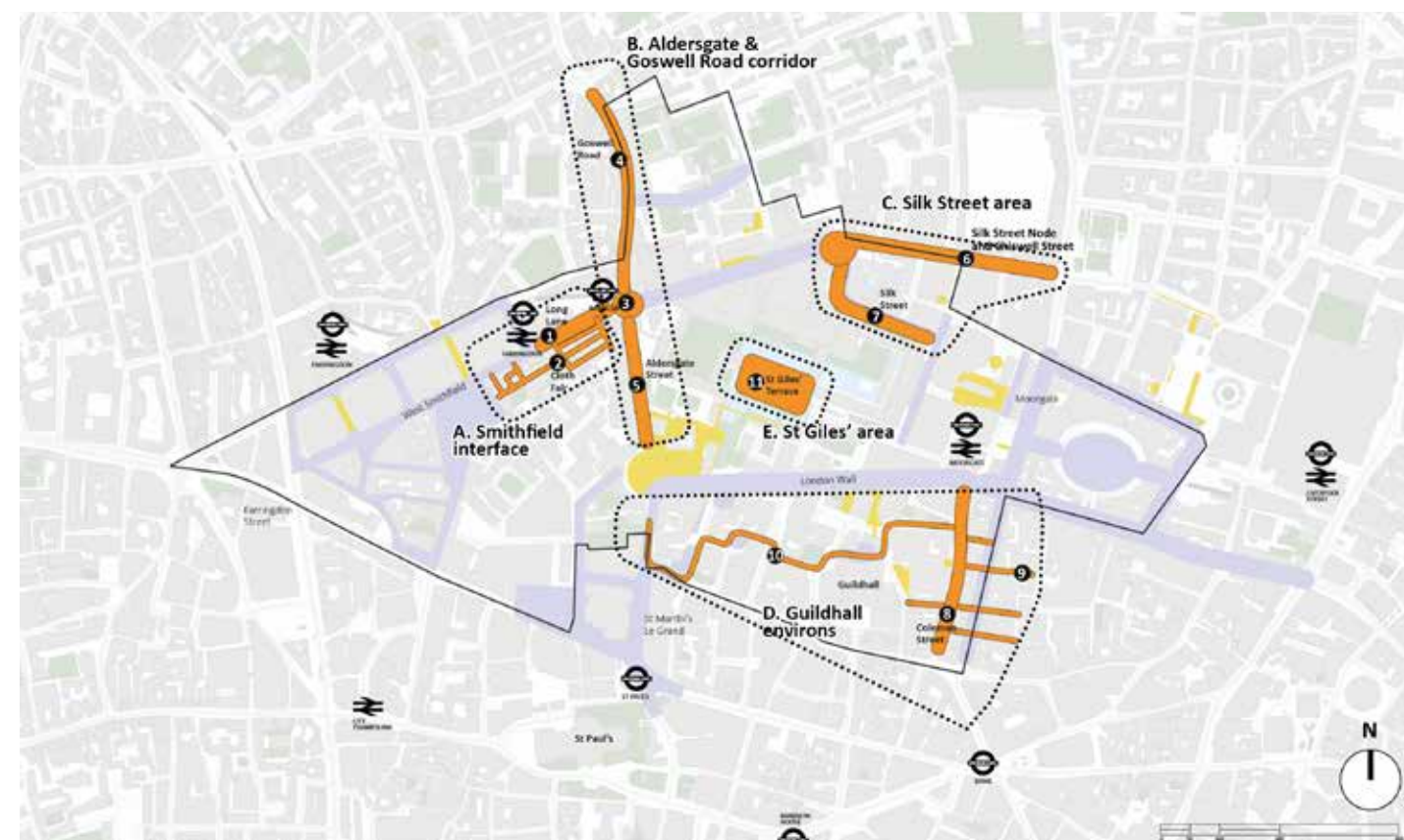
Delivery & Monitoring

A high level phasing plan is proposed, setting out suggested delivery of projects according to:

- **Quick wins** – projects that have specific elements that could be delivered within a very short timeframe, e.g. a year;
- **Short term** – projects that have potential to be delivered within two years;
- **Medium term** – projects that have potential to be delivered within a two to four year timeframe; and
- **Long term** – projects that are likely to require more than four years to deliver.

These are mapped alongside other transformational development and public realm projects, to understand any likely synergies in terms of timing and need for coordination.

Finally, means are proposed for monitoring the effectiveness of delivering individual projects in meeting a series of suggested key performance indicators (KPIs) by collecting various data, and undertaking an annual review of performance.



Project Bank – Focus Areas plan



Illustration of concept for Aldersgate Street



Introduction



THE STORY SO FAR

Preceding Work

Improvements to the Culture Mile area have been promoted by the City of London and its partners for a number of years. The Culture Mile Look and Feel Strategy, prepared by Fluid Architects, was released in 2018. This crystallised an approach to promoting the area as a new home for contemporary culture in the ancient heart of London.

The Strategy described a vision for change based on a spine – the Culture Mile – running between Farringdon and Moorgate, and linking the institutions of the Barbican Centre, Guildhall School of Music & Drama, London Symphony Orchestra and the future London Museum. It included actions for improving the area covering lighting, wayfinding, public art, place activation, greening, street surfaces and furniture, a Low Emission Neighbourhood, and security.

A branding strategy was also developed and a range of public realm-related measures were implemented as a result. The desire for further improvements in the Culture Mile and nearby areas has in turn led to the formation of the Culture Mile BID.

Policy Context

In addition to the Culture Mile Look and Feel Strategy, there are a number of other strategy and policy documents relevant to the Culture Mile area, that have



Culture Mile Look & Feel Strategy (2018) spatial strategy diagram

been promoted by the City of London Corporation and its partners. Most recently, the Draft City Plan 2040 and the emerging draft Transport Strategy, which identify key priorities for the BID area. These have directly informed the preparation of the Vision and Strategy document.

For full policy context analysis see Baseline Analysis Report.

The Culture Mile BID

The fifth and latest business improvement district (BID) to launch in the City of London in April 2023, the Culture Mile BID represents the area stretching from Farringdon in the west to Finsbury Circus in the east.

Brimming with cultural creativity, commercial vibrancy and a strong sense of community, the area is home to the aforementioned cultural institutions, as well as hidden gems including St Bartholomew-the-Great, one of London’s oldest surviving churches, and some of the last surviving sections of the 2,000-year-old wall that once surrounded the City of London.

Priorities & Partnership

The BID undertook perception analysis with businesses and residents prior to its establishment. This has provided four clear priorities that guide its work:

- Developing a sustainable environment;
- Working together to build a better connected business community;
- Harnessing the area’s culture to build a vibrant streetscape;
- Building the area into a major destination for visitors and to retain and attract investment.

Successfully addressing these priorities will require a clear and close working between the BID and delivery partners. These delivery partners are likely to include members of the BID, the City of London, TfL, key organisations, businesses, landowners, developers, and local community groups.

WHY A PUBLIC REALM VISION AND STRATEGY

Study Drivers

Through its work, the Culture Mile BID is seeking to drive the delivery of major public realm enhancements in the BID area, working closely with the City of London Corporation and other partners and stakeholders to do so.

This Public Realm Vision and Strategy is to help the BID to do this, by identifying potential public realm improvements to deliver. These will enhance the area’s function and attractiveness, create a strong identity as a visitor destination, retain and attract investment, and ultimately support the area’s growth and vitality.

Priorities identified via the BID’s perception analysis are key drivers for the Strategy. There are also a number of key external drivers. The City is changing at pace, with a huge development pipeline bringing new buildings and footfall, as well as increased diversity of building occupiers and uses. The Destination City programme is furthering this, promoting the Square Mile as a leading and dynamic business and leisure location, and supporting seven-day-a-week activity. There is a strong concentration of change within the BID area, with both intensification and diversification of activity. This puts pressure on the existing public realm, and underpins the need for a strong vision for improving and supplementing existing provisions.

The study output- this Strategy- provides a vision and a coherent narrative, to guide future initiatives and tackle existing urban realm and movement challenges within the BID via a series of clear and coherent proposals. It also provide a means and output by which the BID can engage with the City, TfL, GLA, and other delivery partners.

PREPARATION OF THE STRATEGY

Study Process

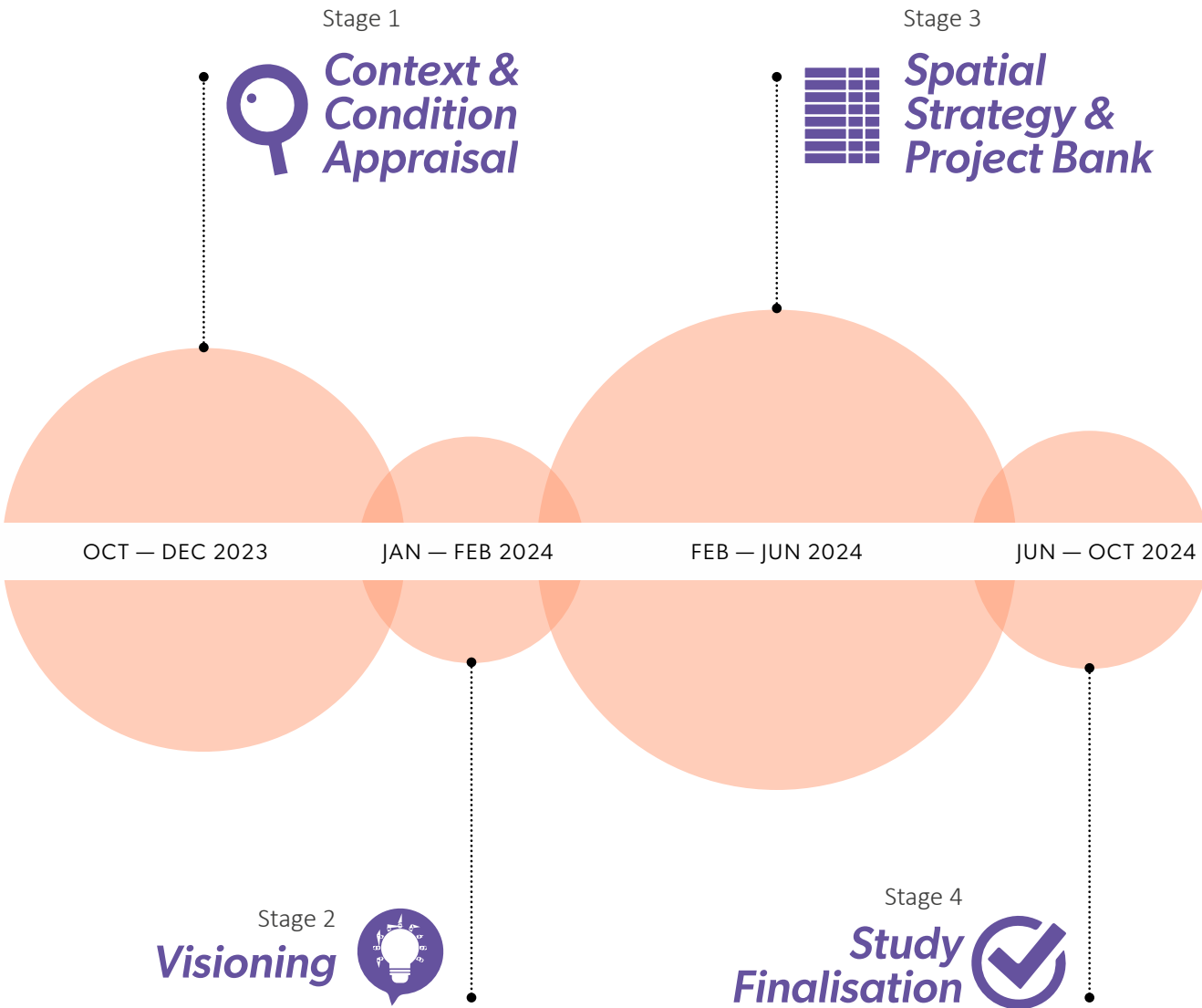
The development of the Public Realm Vision and Strategy has been undertaken by a design team led by Steer (transport planning and engagement), in collaboration with AR Urbanism (urban design and placemaking) and Authentic Futures (heritage consultant). The work has taken place in four stages:

- **Stage 1: Context & Condition Appraisal.** This built a comprehensive understanding of the study area, including existing and emerging policy documents, projects already in progress, and using this to identify opportunities for improvement. Engagement with the public and stakeholders provided in-depth insights alongside the teams’ own baseline analysis.
- **Stage 2: Visioning.** This stage used the findings from Stage 1 as the basis for identifying an overarching vision for the public realm, with supporting design themes, which established design intentions.
- **Stage 3: Spatial Strategy & Project Bank:** Here the vision was developed into a strategy across the geography of the study area, and articulated via the project bank, which is a collection of specific public realm interventions, to be implemented in different timescales – short, medium and long term. The draft strategy and project bank proposals were tested and further developed with stakeholders.
- **Stage 4: Study Finalisation:** To close out the project work undertaken in the previous three stages was brought together into the final Strategy document, to be used by the BID to build the case for investment and engage with delivery partners.

Report Structure

This report is the output of Stage 4 of the study process. Following this introduction, the report is structured as follows:

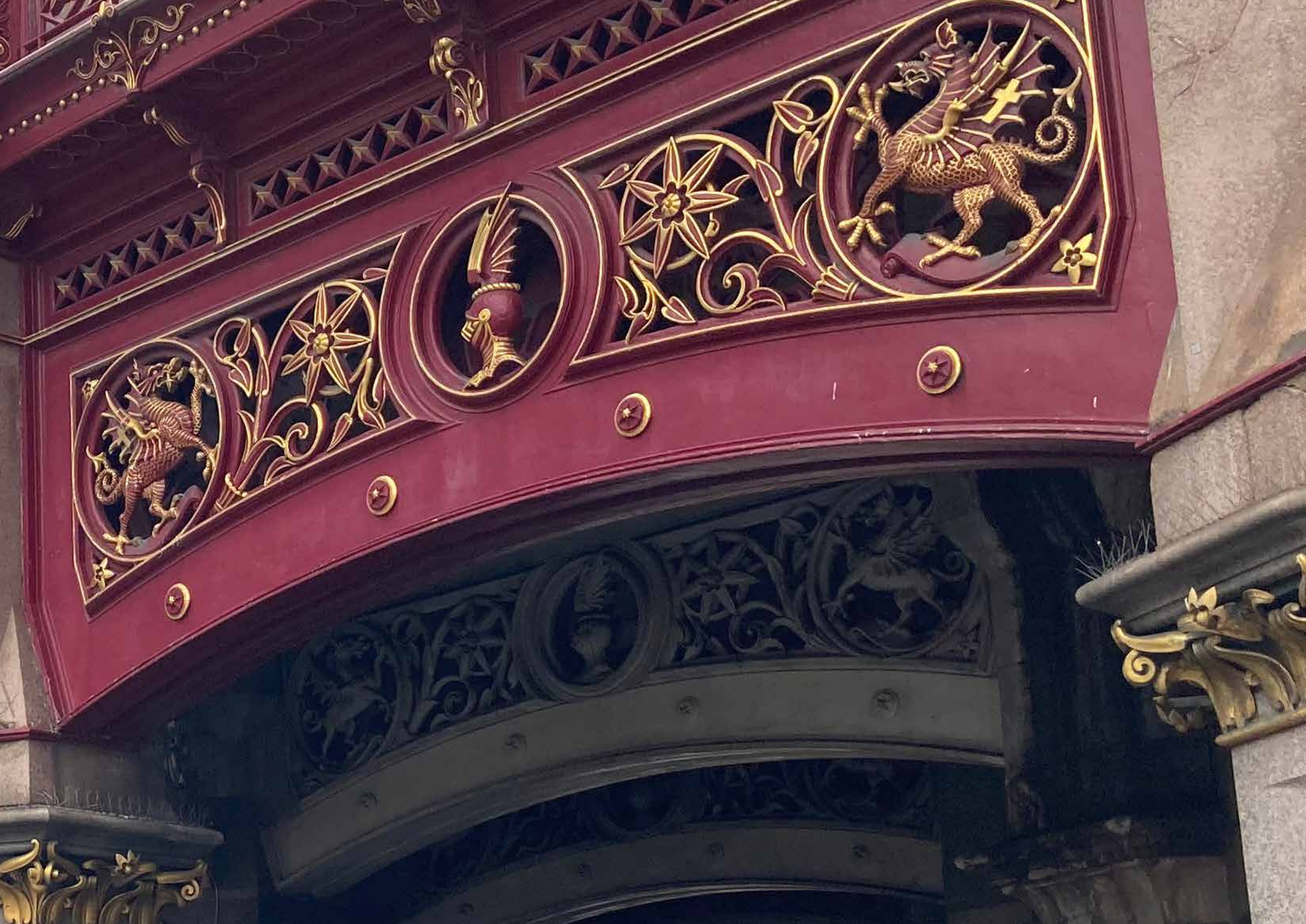
- **Context & Conditions Summary** provides a summary of the Stage 1 report. For further details on the context and conditions appraisal work and engagement activities please refer to the Stage 1 & 2 Report in the Appendices to this document.
- **Vision** provides a high level vision and objectives that guide the development of the Spatial Strategy and Project Bank.
- **Spatial Strategy**, sets out the routes and connections, public spaces and improvement opportunities that underpin the Public Realm Vision and Strategy.
- **Project Bank** describes the potential public realm projects that have been identified and form the core proposals in the Public Realm Vision and Strategy.
- **Delivery & Monitoring** sets out indicative phasing plans for the public realm projects, and their alignment with other related improvements and developments in the BID area. It also provides an approach to post-delivery monitoring and measuring the effectiveness of the projects against objectives.
- **Additional Projects** sets out several non-place specific projects, or projects that go beyond the BID boundaries and require a wider coordinated approach.
- **Appendix 1: Case Studies**, which provides a number of useful examples of similar projects which have been delivered elsewhere.



Overview of the study process and timeframe for completing the Strategy development



Context & Conditions – Summary



MOVING AROUND

Public Transport

The Culture Mile benefits from excellent rail accessibility, including London Underground and Thameslink services at Moorgate, London Underground at Barbican stations, and the Elizabeth Line via the eastern entrance of Farringdon Station on Long Lane.

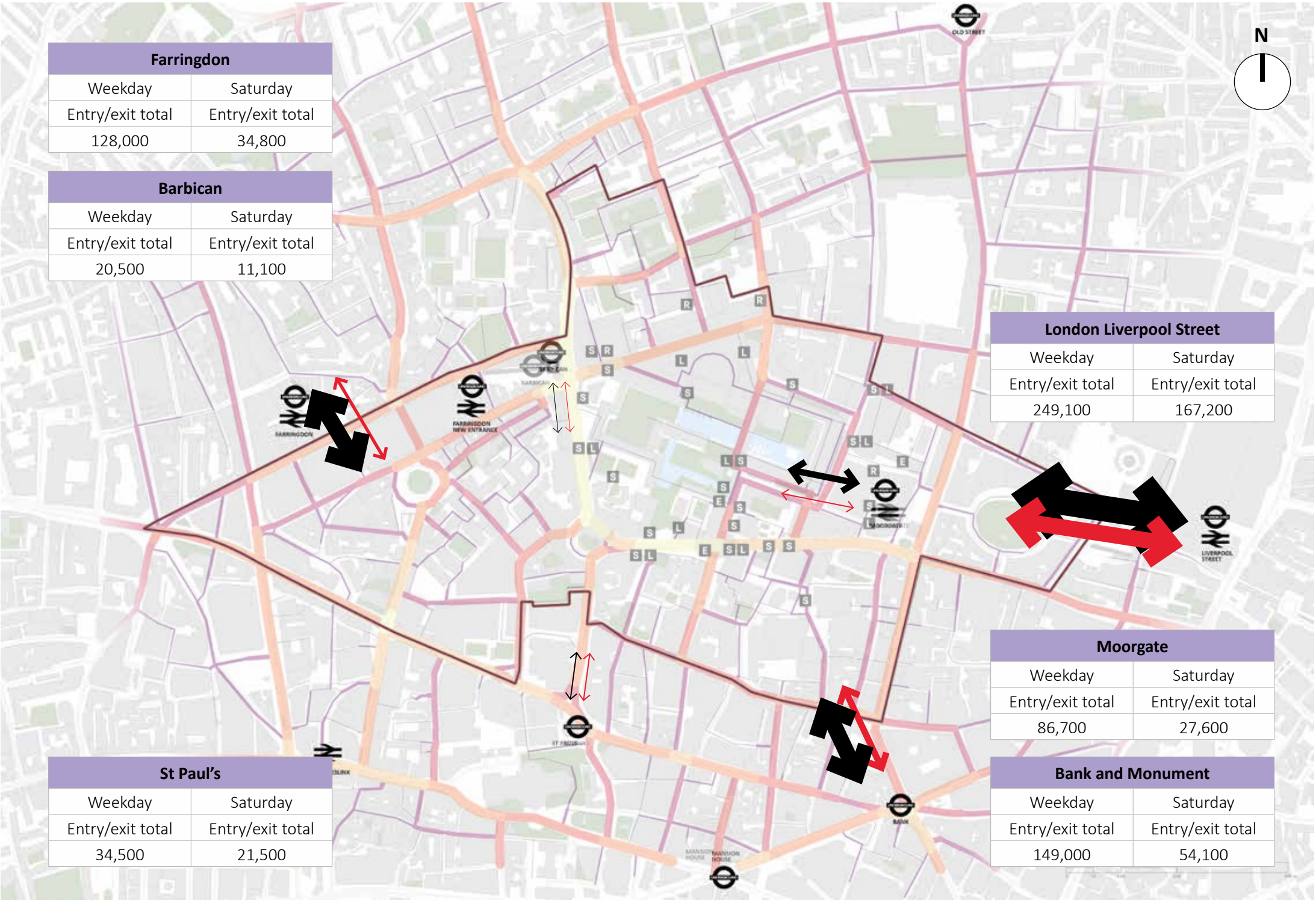
In addition, a short walk from the fringe of the Culture Mile brings further London Underground, Elizabeth Line and National Rail services at Bank, St Paul's and Liverpool Street. Collectively, these stations provide connections to almost all corners of London, as well as further afield.

Pedestrian Connectivity

Pedestrian connectivity is highest on the arterial routes such as London Wall and Aldersgate Street. This is due to how well they link to other streets, and how straight and direct they are. They are, however, streets that carry high volumes of motor traffic, which hinders their attractiveness as walking routes.

There is lower connectivity on side roads, primarily due to their winding and intricate layouts. This presents both opportunities and challenges to enhancing their potential.

The Barbican Centre is also notoriously difficult to navigate through, and its Highwalk network is often overlooked.



DIVERSITY OF CONNECTIONS

Street Character

Streets, and other pedestrian connections, vary widely in scale, usage, and character. The categorisation presented here captures how different connections function both in terms of movement and place characteristics.



Arterial routes
Larger scale streets that tend to be designed for and dominated by vehicular movement. Limited ground floor frontage activity in large scale buildings.



Commercial Streets
Busy streets with an active pedestrian environment at ground floor, and medium scale buildings.



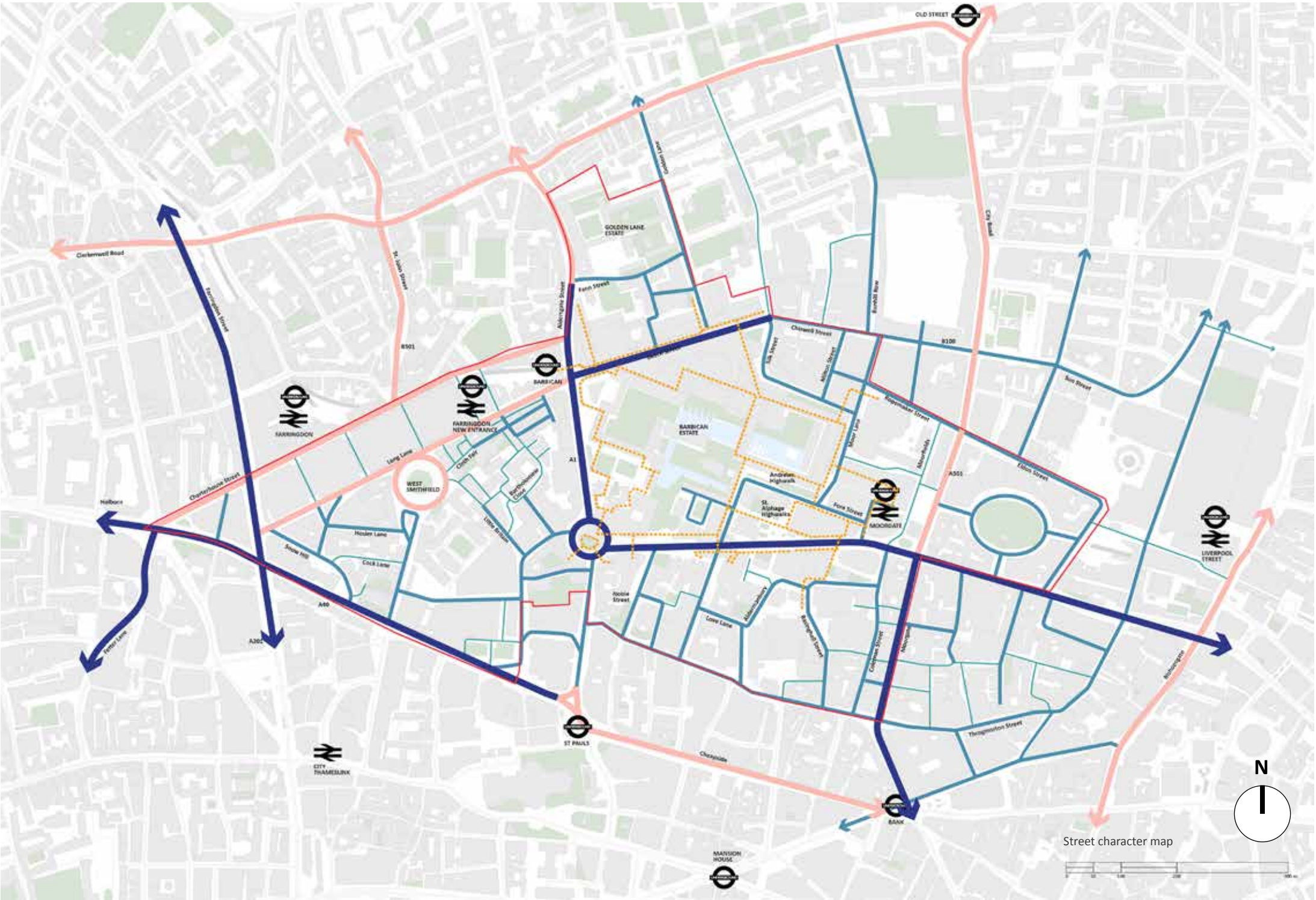
Highwalks
Elevated walking route network separated from traffic, with limited activity directly on it.



Local Streets
Smaller scale streets providing access to service residential and commercial uses. Light vehicular traffic, sometimes well used by pedestrians.



Lanes and alleyways
Narrow streets with pedestrian and cycle priority. Mostly present in the more dense, historic areas.



- Highwalk routes
- Arterial routes
- Commercial streets
- Local streets
- Lanes & Alleways
- BID area

PLACES AND CHARACTER

Character Areas

Historically, the study area was clearly divided into those areas within the city walls and without. This division still has some limited bearing today but in large areas has been erased by comprehensive redevelopment. The character sub-areas set out on the adjacent map are based on features such as morphology, grain, use and scale. Sometimes the character of one area on the ground shades into another and at other times there is a sharp distinction between areas.

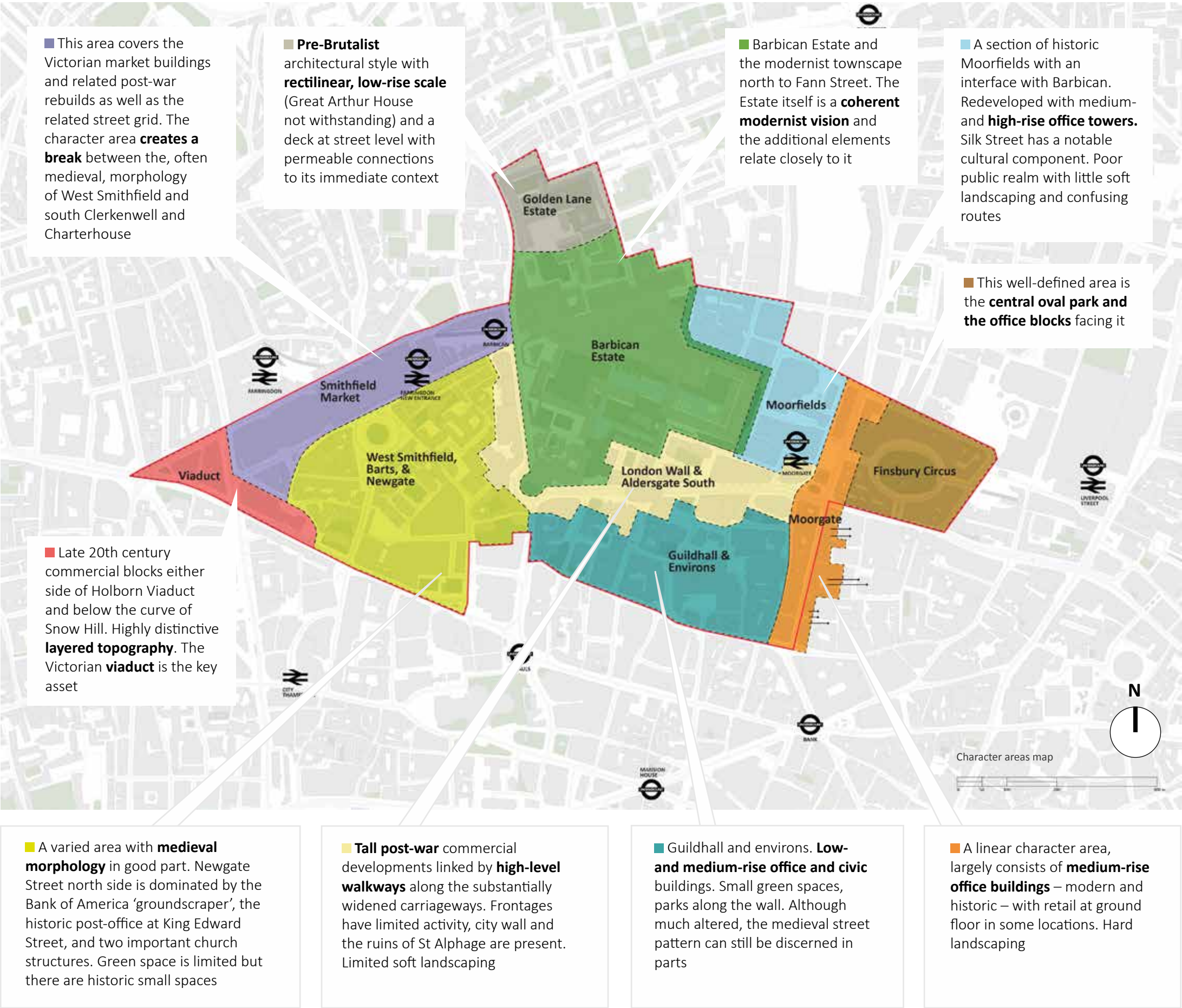
Other character areas extend beyond the study area – such as Charterhouse and Clerkenwell north of the market. The west side of Goswell Road north of Barbican station is outside the study area but has a character distinct from the east side within the study area. By contrast, the east side of Moorgate at its south end is an extension of the character area within the study zone.

Public Spaces

The public spaces offer pleasant environments with generally good amenity and attractive landscaping. They are comfortable and visually appealing. Challenges include construction noise, proximity to heavily trafficked routes, and accessibility – prompting opportunities for improvement. Moreover there are few opportunities for play or active uses.

Some public realm features are of high historic value. Of particular significance are the historic setts of the West Smithfield rotunda ramp (Grade II) as well as stretches of setts on Charterhouse Street and Cock Lane. There is also a double-kerb on Long Lane.

Apart from the Guildhall Yard and the Barbican central public space, there is very few hard surface gathering spaces. This has the implications to the lack of events spill out.



HISTORIC SETTING

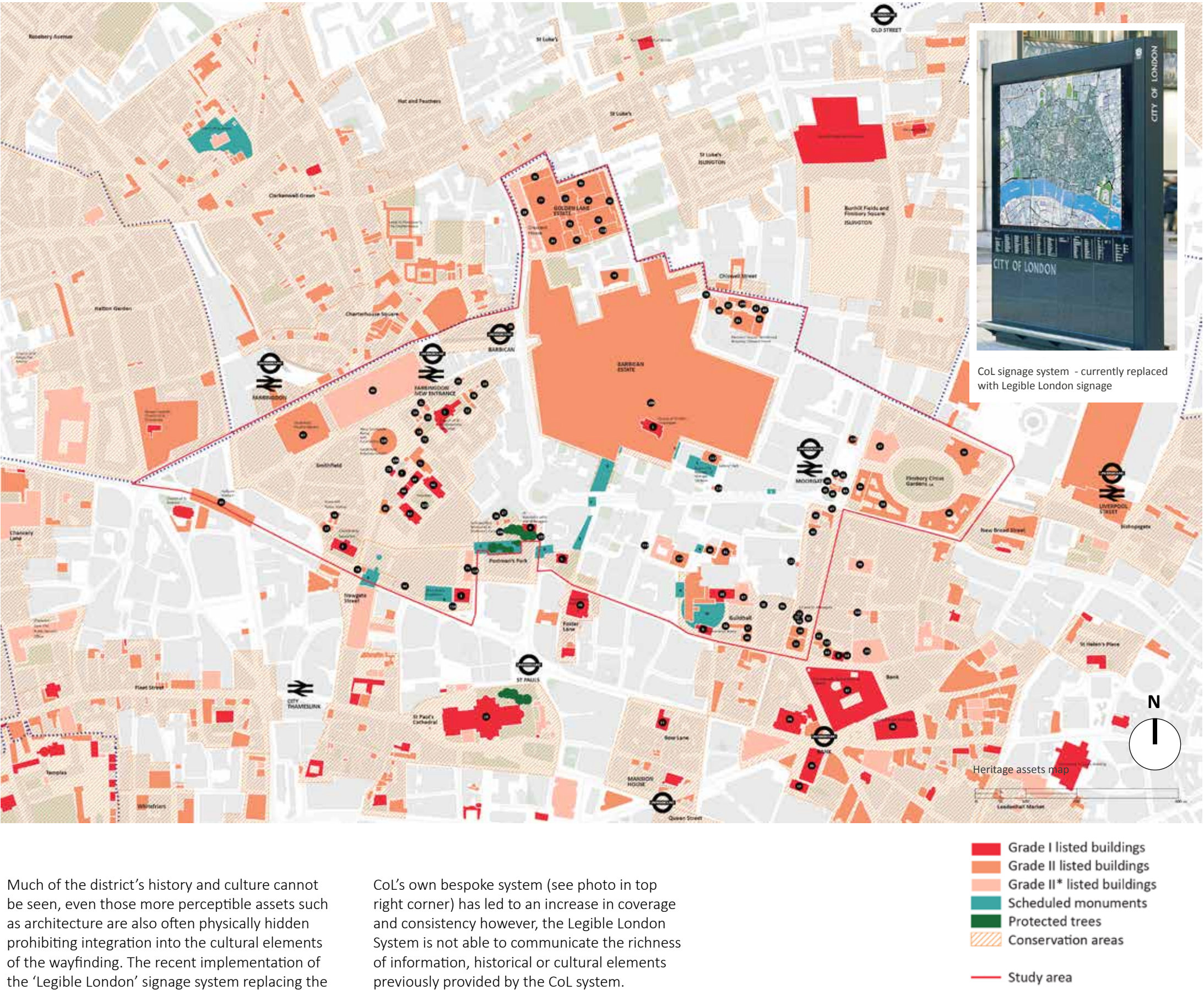
Heritage Assets

Despite considerable post-war redevelopment, heritage assets within the study area are many and vary tremendously from Roman remains to the Barbican Estate. Juxtapositions of sometimes wildly different assets can be a positive aspect of a distinctly City of London character but can also sometimes mean heritage assets are overwhelmed by large-scale developments that form negative relationships and settings. The latter is particularly notable along and around London Wall.

Within the study area are many listed buildings, conservation areas, scheduled monuments (largely covering the city wall) and two registered historic parks and gardens at Finsbury Circus and the Barbican Estate’s central landscaping (grade II*). The City of London does not operate a local list but the various conservation area appraisals sometimes indicate buildings and open spaces that make a positive contribution to the historic environment. There are a number of parks and gardens that do not have a formal heritage designation but are undoubtedly heritage assets including the Smithfield Rotunda Park and Postman’s Park (some monuments within these parks are statutorily listed).

The study area includes several conservation areas large and small (mapped), some of relatively uniform character and appearance and others highly diverse. There are additional adjoining conservation areas within the City and in neighbouring boroughs.

The public realm – street surfaces, kerbs, manholes etc – has rarely been systematically assessed for its heritage significance. However, the 2022 Significance Statement for the Smithfield area prepared by Alan Baxter Associates (ABA) focuses on such elements in the townscape. The report set outs a framework for assigning significance for elements of the public realm that in addition to established heritage asset significance criteria, identifies the main aspects of value their intrinsic significance – e.g. craft skills, aesthetic and rarity – and their contribution they make to the historic environment. Of particular significance in that report’s area are the historic setts of the West Smithfield rotunda ramp (Grade II) as well as stretches of setts on Charterhouse Street and Cock Lane. There is also a double-kerb on Long Lane.



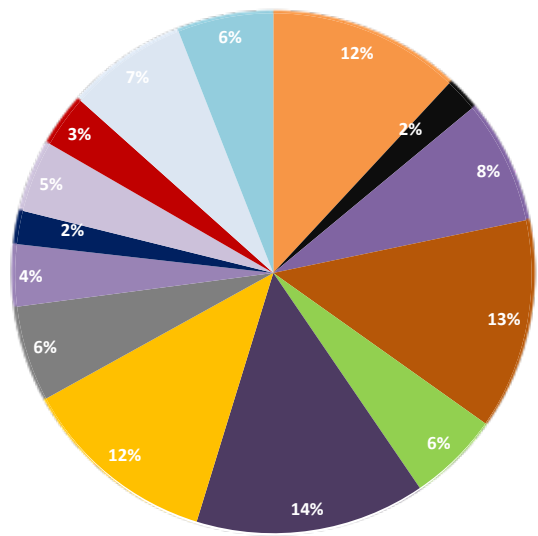
Much of the district’s history and culture cannot be seen, even those more perceptible assets such as architecture are also often physically hidden prohibiting integration into the cultural elements of the wayfinding. The recent implementation of the ‘Legible London’ signage system replacing the

CoL’s own bespoke system (see photo in top right corner) has led to an increase in coverage and consistency however, the Legible London System is not able to communicate the richness of information, historical or cultural elements previously provided by the CoL system.

INPUTS FROM PUBLIC ENGAGEMENT

What do you enjoy most about this area?

Transport connections within the Culture Mile was the most common response across the area, which reflects the expansive transport links on offer. Cultural attractions and the architecture were the next most common responses, particularly from respondents who were located around the Barbican, Smithfield Market and Moorgate.



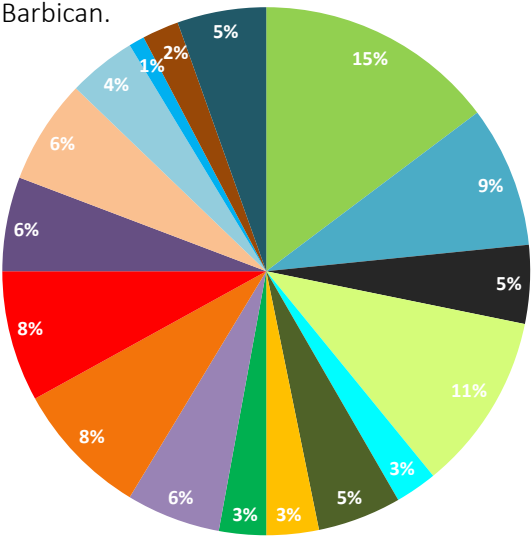
- The history and heritage
- The shopping options
- The dining options
- The cultural attractions (e.g. Barbican Centre, London Symphony Orchestra, Guildhall)
- The parks and green spaces
- The architecture of the buildings
- The transport connections
- The events that take place here (e.g. street markets)
- The vibrancy during the day
- The vibrancy during the evening
- The places to sit and rest
- The public art and sculptures
- Business and work opportunities
- The bars and nightlife

See more in the full engagement report in the Appendix.

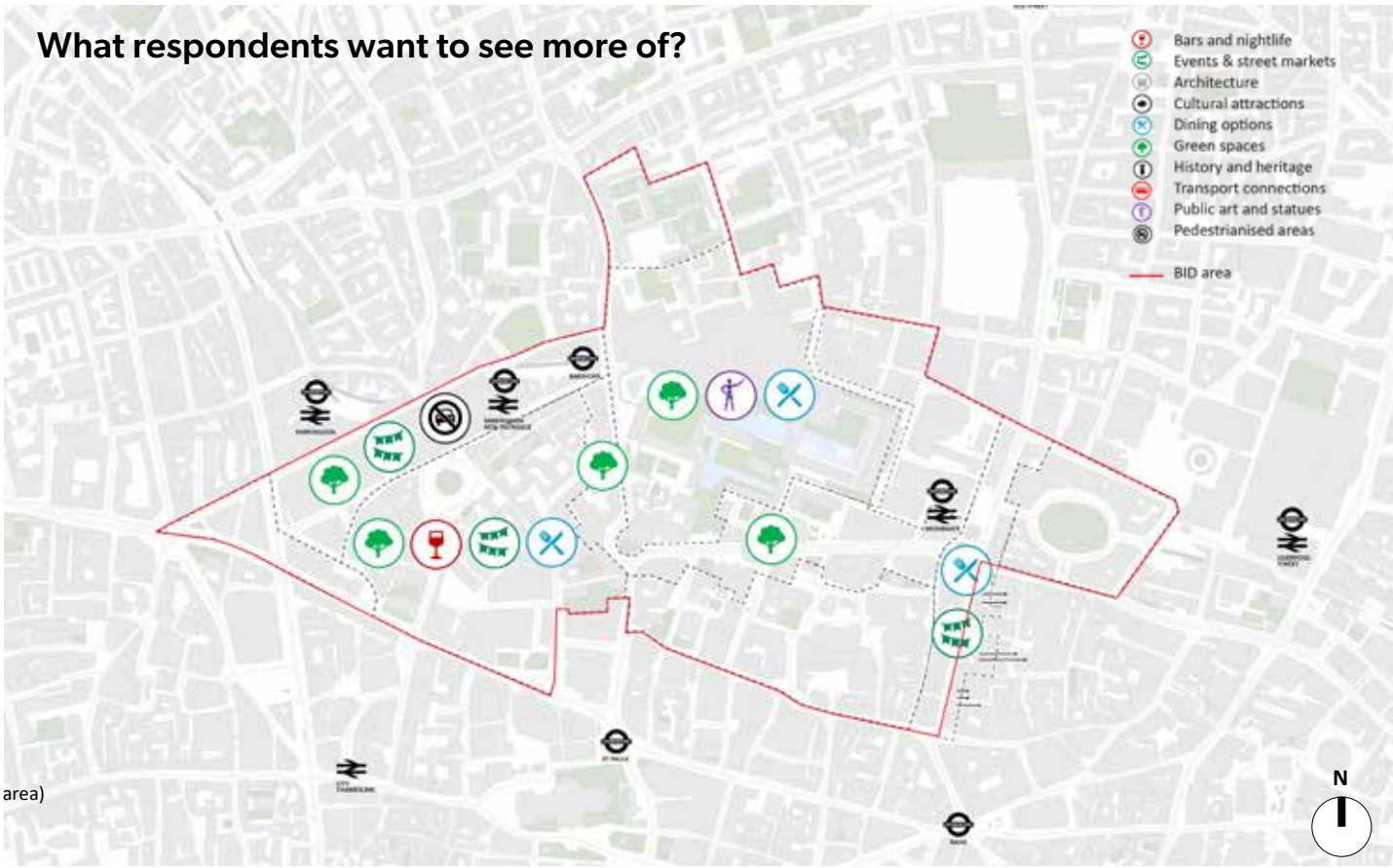
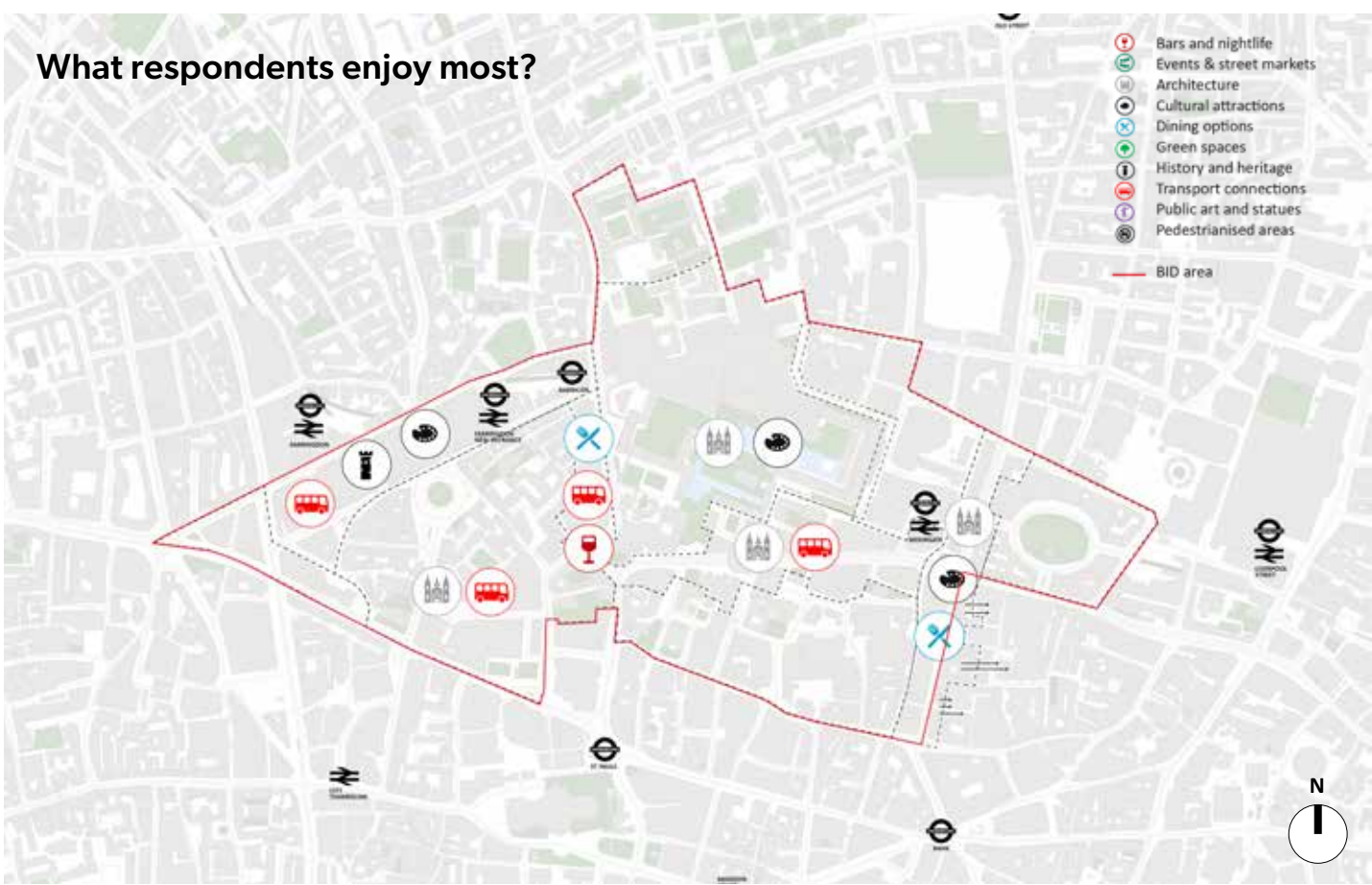
Stakeholder engagement was undertaken in November 2023 to gather feedback from visitors, workers, and residents about their experiences of the Culture Mile. Respondents were asked to fill in a short survey to provide their views on what they enjoyed about the Culture Mile, and what they wanted to see more of. The survey was tailored to the specific section of the Culture Mile where participants were located, enabling us to understand how perceptions of the area differed based on their specific surroundings. The key findings from this are presented below.

Which of the following would you like to see more of in this area?

In almost all areas across the Culture Mile, respondents stated that they wanted to see more green spaces. For London Wall and Aldersgate South, this was the only element people wanted to see more of. More dining options, pedestrianised areas, and events and street markets were also popular suggestions, particularly around Smithfield Market, West Smithfield and the Barbican.



- Green spaces, like trees, plants, and parks
- Seating and places to rest
- Activities at the weekend
- Events and street markets
- Cycle parking
- Wider pavements
- Better cycling routes
- Nightlife
- Places to dine
- Independent shops and boutiques
- Pedestrianised areas, such as car-free streets and squares
- Public art, statues, and sculptures
- Community events and festivals
- Wayfinding and signage
- Accessible spaces (e.g. making it easier to use a wheelchair or push a pram through the area)
- Better lighting
- Other (please specify)



INPUTS FROM KEY STAKEHOLDERS

Stakeholders included:
cultural organisations (e.g. Barbican Centre);
property and landowners/developers;
neighbouring BIDs; local authorities (The
City of London Corporation and London
Borough of Islington); resident associations.

Activated spaces



More could be done to activate spaces throughout the Culture Mile, utilising arts and cultural events, as well as public realm enhancements. This would assist with making the area feel more welcoming and provide people with more reasons to visit after working hours, or on a weekend. There was a desire across stakeholders to see this type of initiative delivered in the short-term.

Celebrated heritage



The heritage of the area is one of its main assets, and there is huge opportunity to enhance them and improve their accessibility and visibility through improved connectivity and wayfinding. The historic layout of the City, with alleyways and courtyards, can lead to 'hidden' spaces or routes. While this is part of the charm of the Culture Mile, more could be done to highlight these areas, improve their settings, and make it easier for people to navigate between them.

Softer landscape



Though there are a number of green spaces in the Culture Mile (such as Salters' Garden and the Smithfield Rotunda Garden), the area is not particularly green. More could be done on the streets to improve this, especially around the Barbican Centre and Smithfield to help 'soften' the architecture.

Coordinated with stakeholders and developers



There is a lot of development happening across the Culture Mile, and there is a need to ensure that their impact on the area is considered through this study. These developments can create opportunities to improve the public realm, and coordination between the Culture Mile, City of London, and developers is essential to realising them.



Vision

Barbie GREEN



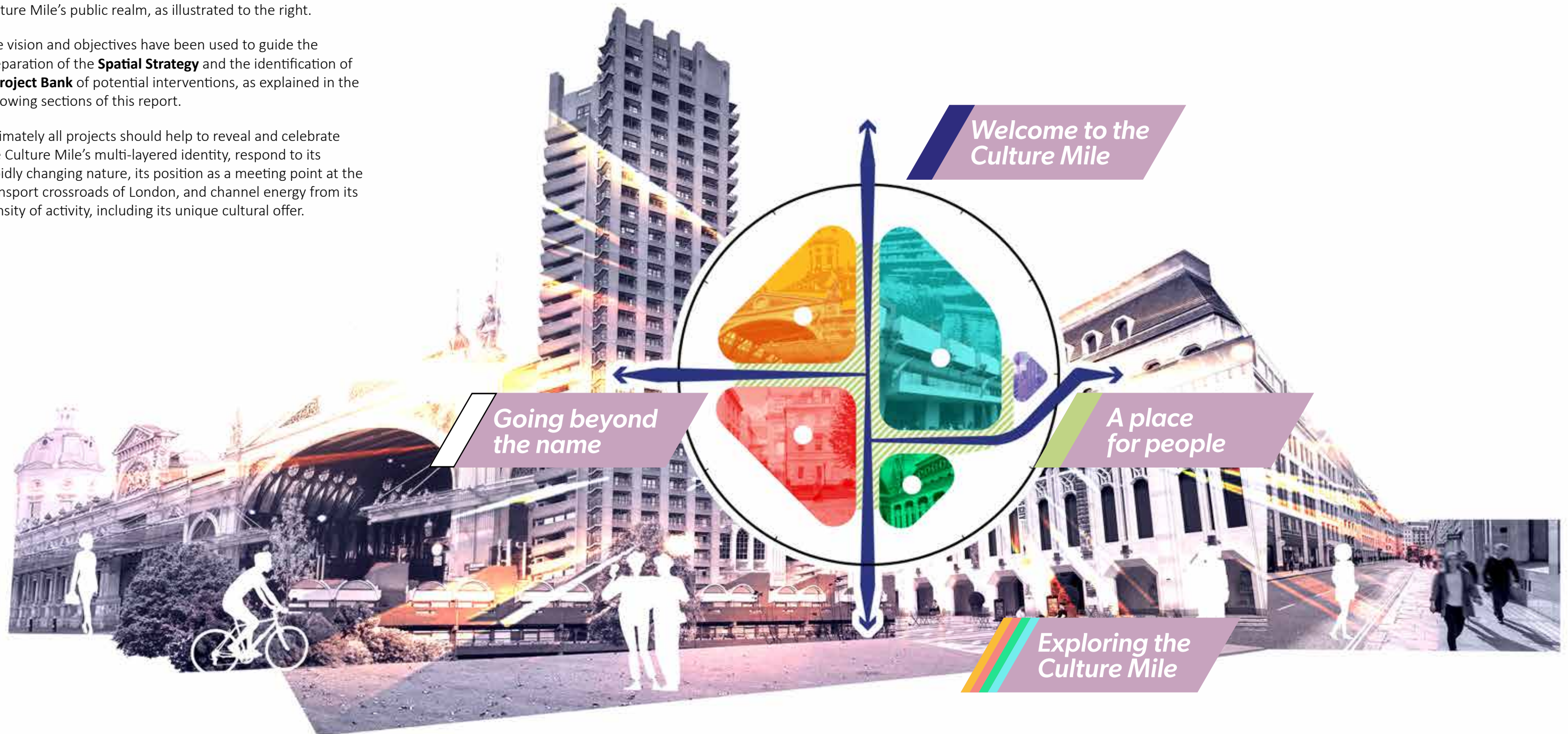
VISION

Based on the preceding **Stage 1: Context & Conditions** work, we have developed a vision and four objectives for the Culture Mile's public realm, as illustrated to the right.

The vision and objectives have been used to guide the preparation of the **Spatial Strategy** and the identification of a **Project Bank** of potential interventions, as explained in the following sections of this report.

Ultimately all projects should help to reveal and celebrate the Culture Mile's multi-layered identity, respond to its rapidly changing nature, its position as a meeting point at the transport crossroads of London, and channel energy from its density of activity, including its unique cultural offer.

The vision is proposed to be delivered via four objectives:





Welcome to the Culture Mile

Feeling welcomed

Measures at arrival areas to aid navigation, making onward routes clear and welcoming including via private land and softening harsh environments.

Making it a destination

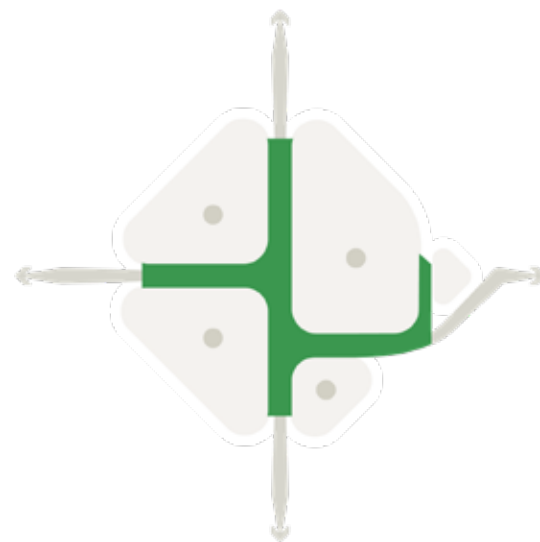
Elements that make the area more memorable, place 'identity' via association with cultural organisations, and enhancing the role of heritage in the public realm.

Walk this way

Getting between places easily and quickly, via direct, functional, legible routes, supported by wayfinding.

Beyond the boundaries

Synergies with other areas such as Farringdon, Liverpool Street, Cheapside, Fleet Street and more.



A place for people

Green and pleasant

Intensifying or improving existing green spaces, adding more greenery to streets.

Maximising comfort

Dealing with microclimate, wind, drainage, air quality, promoting access for all.

Facilitating functionality

Getting the details right, e.g. street furniture, signposting, lighting, infrastructure, clear and legible gateways.

A place to linger

Fostering the spilling-out of activities including culture, food and beverage, community events etc. into the public realm.



Exploring the Culture Mile

A place with many stories

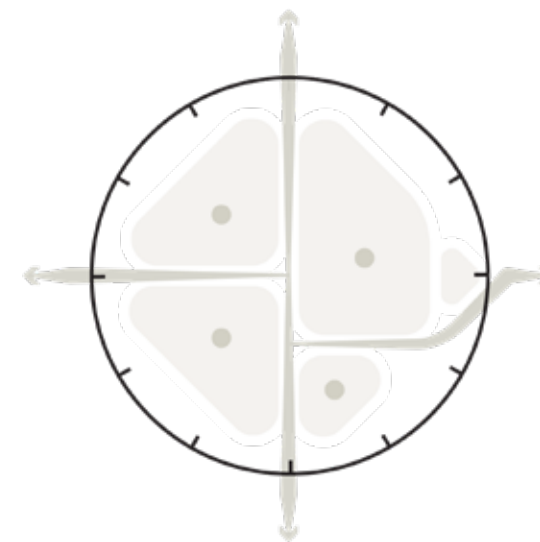
Narrating routes that connect public spaces and places, providing insight via creative culture and heritage interpretation elements.

Off the beaten track

Encouraging exploration and immersion in areas of different character rather than always taking the direct routes, highlighting hidden treasures such as heritage and public spaces.

A place of contrasts

Considering the layered and collaged character as an asset, reinforcing this as part of local distinctiveness.



Going beyond the name

A place that works

Measures that support day-to-day office activity, thinking about all workers and how they use streets and spaces.

Out of office

Encouraging after-work and evening uses ensuring safety, security and comfort of different users.

Friday to monday vitality

Bringing the area to life friday to monday, considering a wider range of users.

Cultural celebration

Supporting art activations and cultural activities on street, highlighting heritage, encouraging events such as markets and festivals.



Spatial Strategy

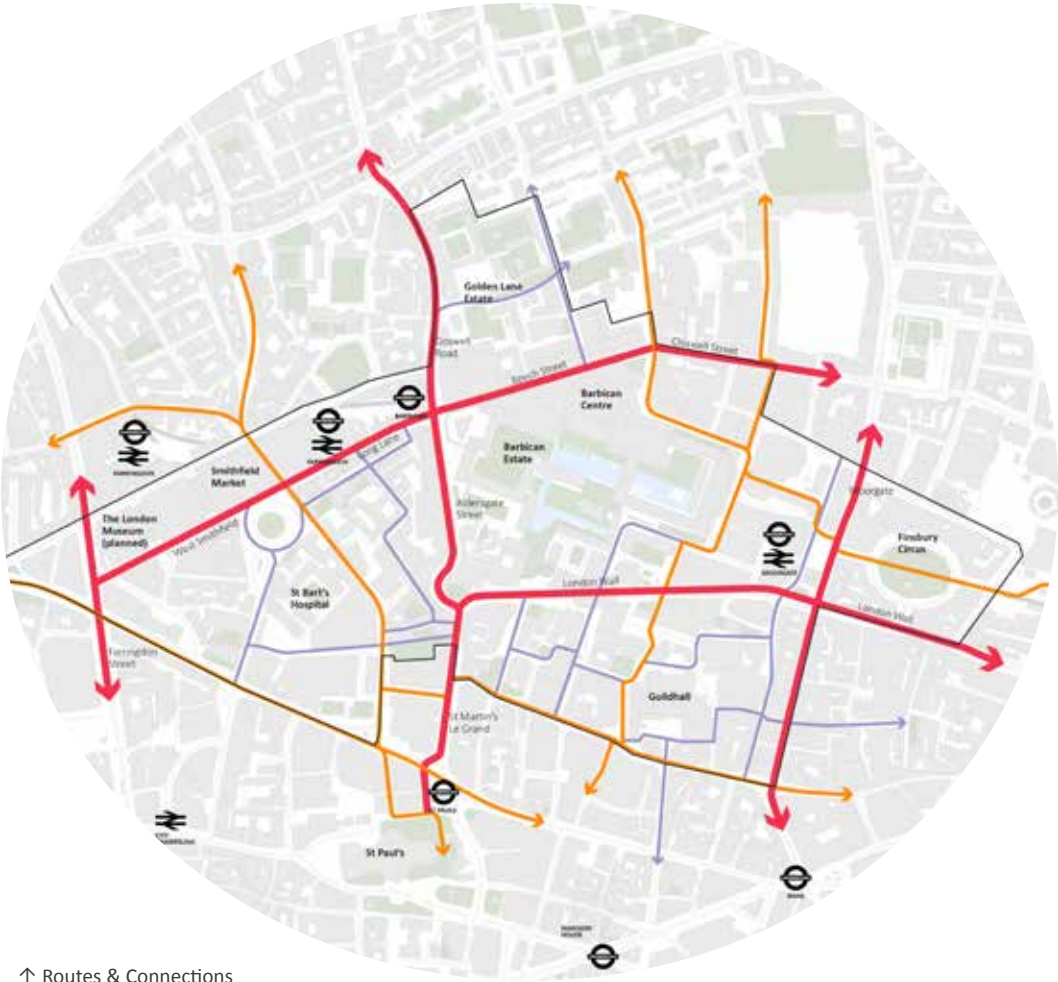
ALTERS' GARDEN



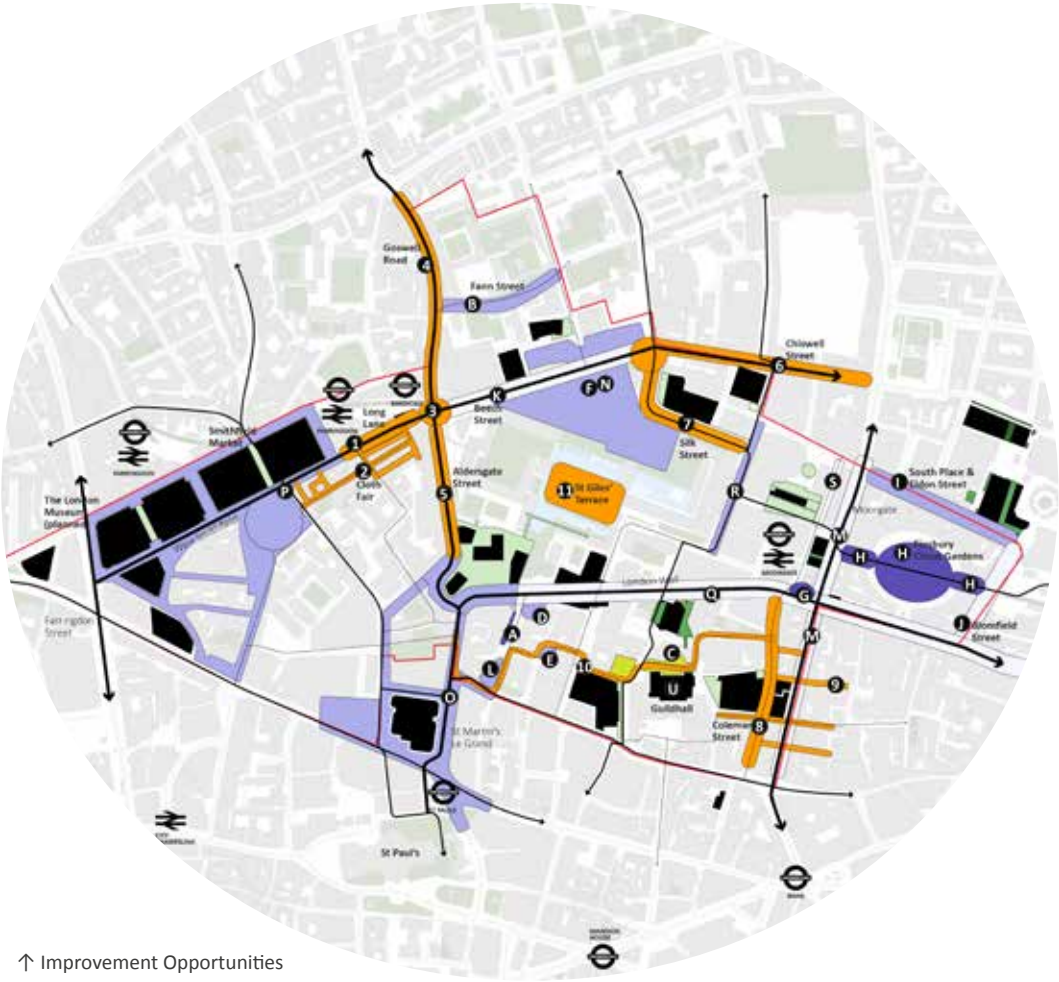
INTRODUCTION

The **Spatial Strategy** comprises key **routes and connections** that have been identified within the BID area, and the **public spaces** with the area that these connect or relate to. These have been taken into consideration along with public realm-related improvement work that is already underway or planned to be delivered in the area, to identify a set of **improvement opportunities**. Various of these opportunities support the delivery of additional **green infrastructure**, in turn supporting City of London Corporation policy aspirations for green corridors and attendant climate resilience- and biodiversity-related improvements.

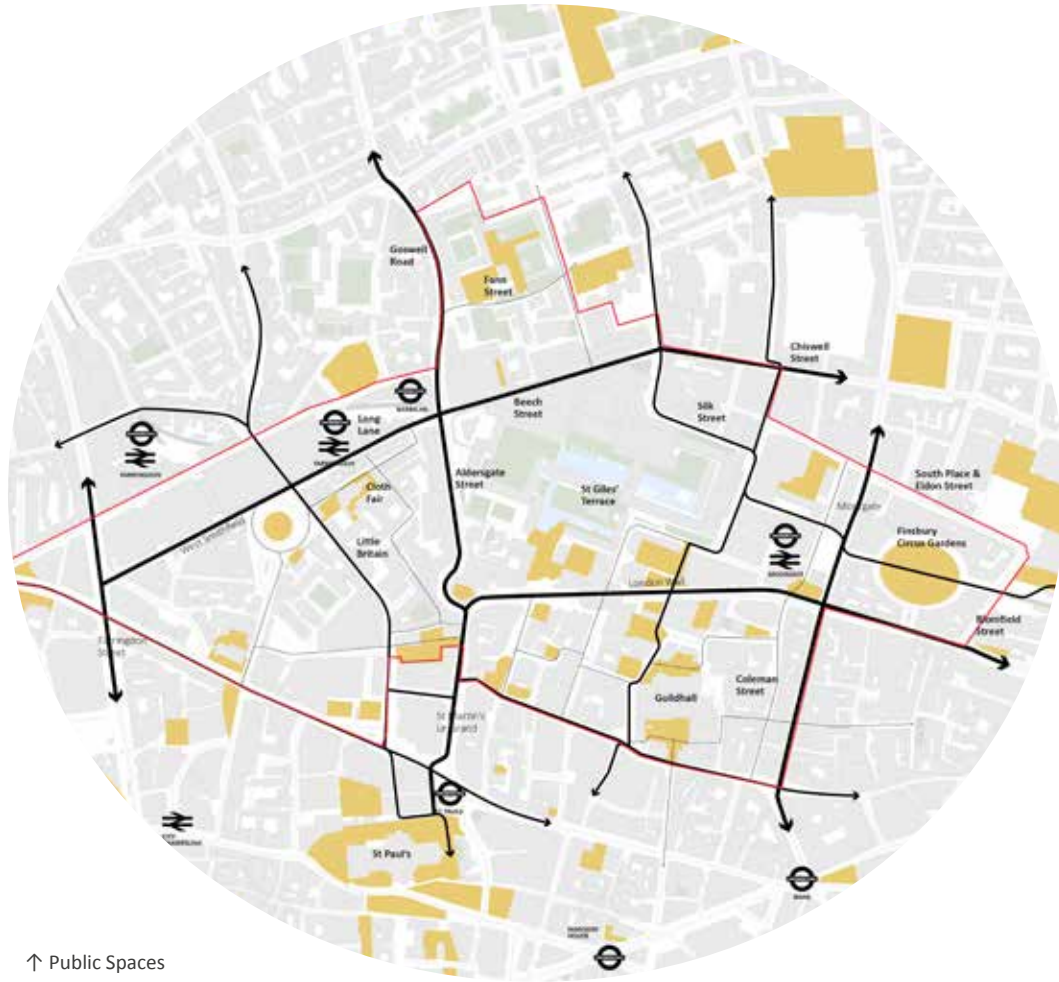
The diagrams on the right illustrate these aspects of the Spatial Strategy, with further information for each provided on the following pages. The improvement opportunities are presented in more detail in a summary **Project Bank** table. The Project Bank is elaborated in the subsequent chapter of this report.



↑ Routes & Connections



↑ Improvement Opportunities



ROUTES & CONNECTIONS

The plan opposite illustrates key pedestrian routes and connections identified as a result of the preceding work, informed by both the project team’s analysis as well as public and stakeholder engagement.

These are routes that exist already, albeit in varying physical conditions, attractiveness, and legibility. The purpose of mapping these routes is to 1) understand any existing projects that relate to them, and 2) inform the identification of additional potential projects, so that collectively, the overall experience of these routes can be improved for all potential people using them.

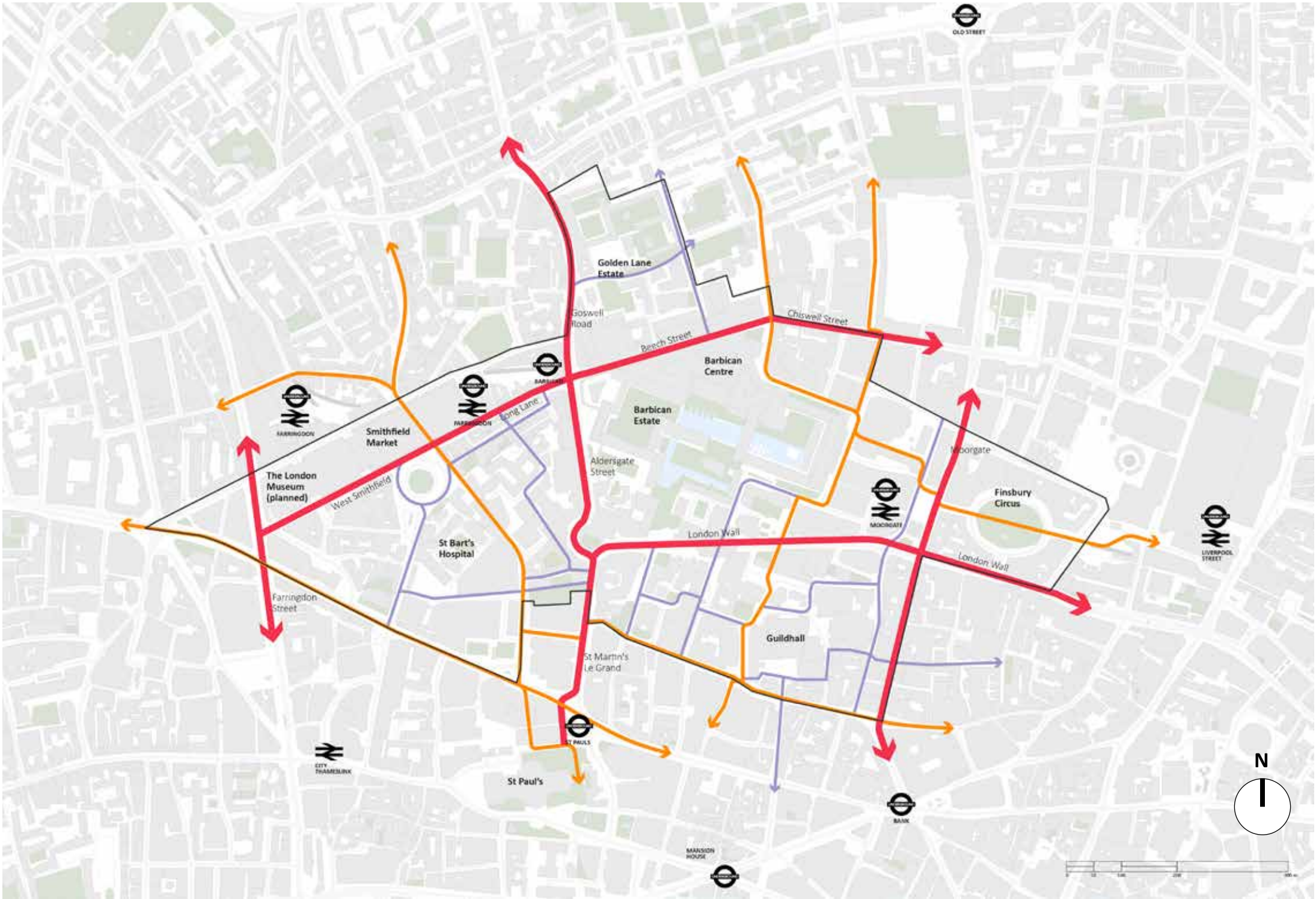
Major axes are key corridors that connect the main arrival points to the area, and provide the most direct routes for those wanting to move quickly east-west or north-south through the area.

Supporting routes are connections between the major axes that lead into the different character areas within the BID, and provide access to key destinations and points of interest.

Exploratory routes are a further fine-grained layer of connections. Sometimes these are less obvious routes but they are often interesting and characterful, or provide quiet alternatives to the busier road corridors. Importantly, they also help uncover specific ‘hidden’ aspects such as pocket green space or heritage features.

The presence of the City’s unique Highwalks in this area should be noted. Following investigation and discussion it was decided not to include the Highwalks as part of the spatial strategy. They are an important part of the pedestrian infrastructure, but subject to special regulations which add complexity. Moreover there are particular sensitivities related to those that are adjacent to Barbican residents.

The following page illustrates how these routes relate to public spaces adjoining or near to them.



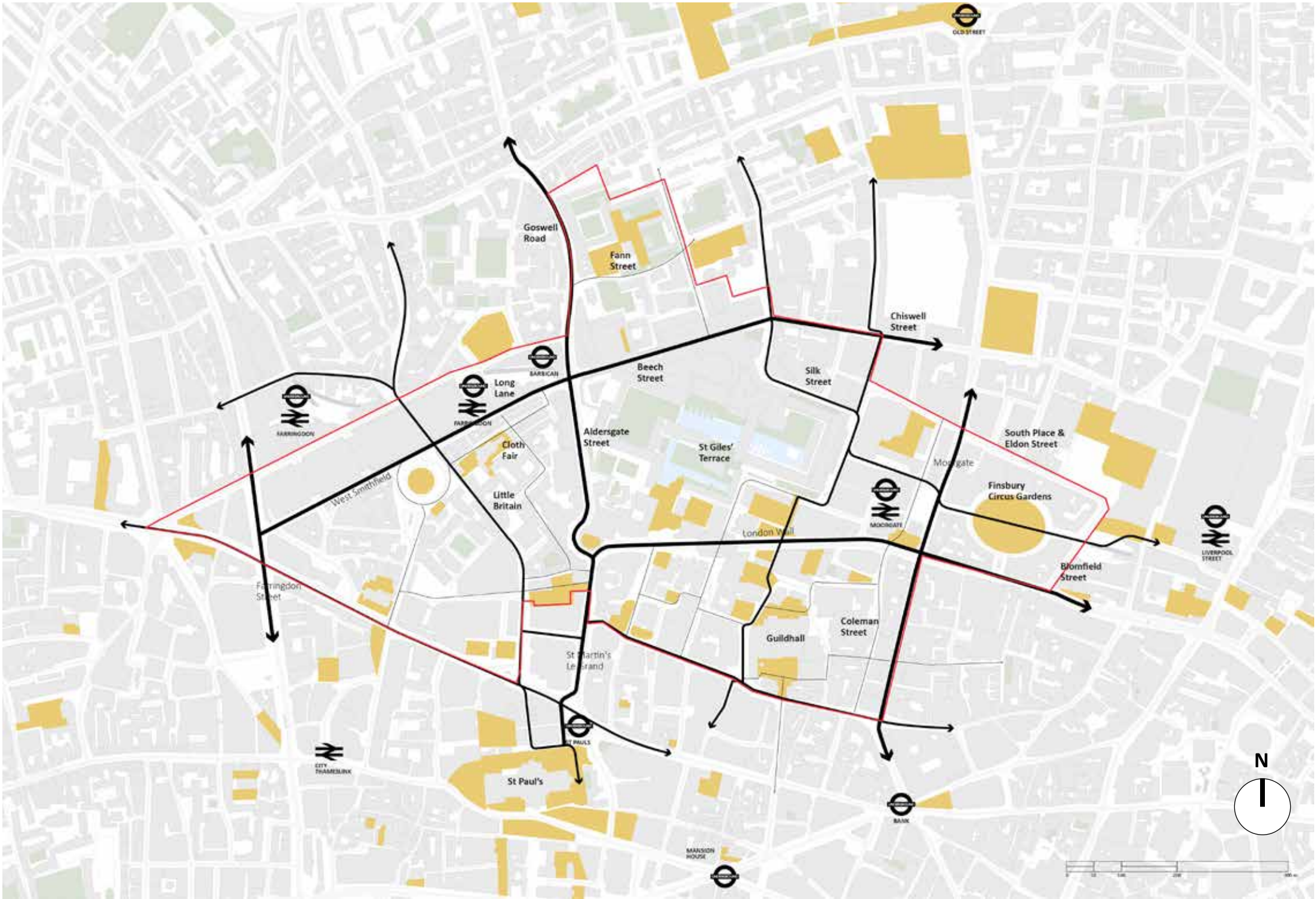
↑ Routes & Connections plan

- Key:
- BID area
 - Major axes
 - Supporting routes
 - Exploratory routes

PUBLIC SPACES

The plan opposite illustrates the various public spaces that exist across the area – squares, gardens, parks, plazas, churchyards – and the key routes and connections defined on the previous page. The purpose is to show these spaces are supported by the various routes, complementing public space assets, to create a cohesive network. This is intended to make the most of access to these spaces.

The public spaces mapped vary in type, size, amenity and condition, as explained in full in the Stage 1: Context & Conditions report. Various of these spaces are in the process of, or planned to be, improved. These are captured in the plan on the following page, with details in the subsequent table: Projects Being Led by Others.



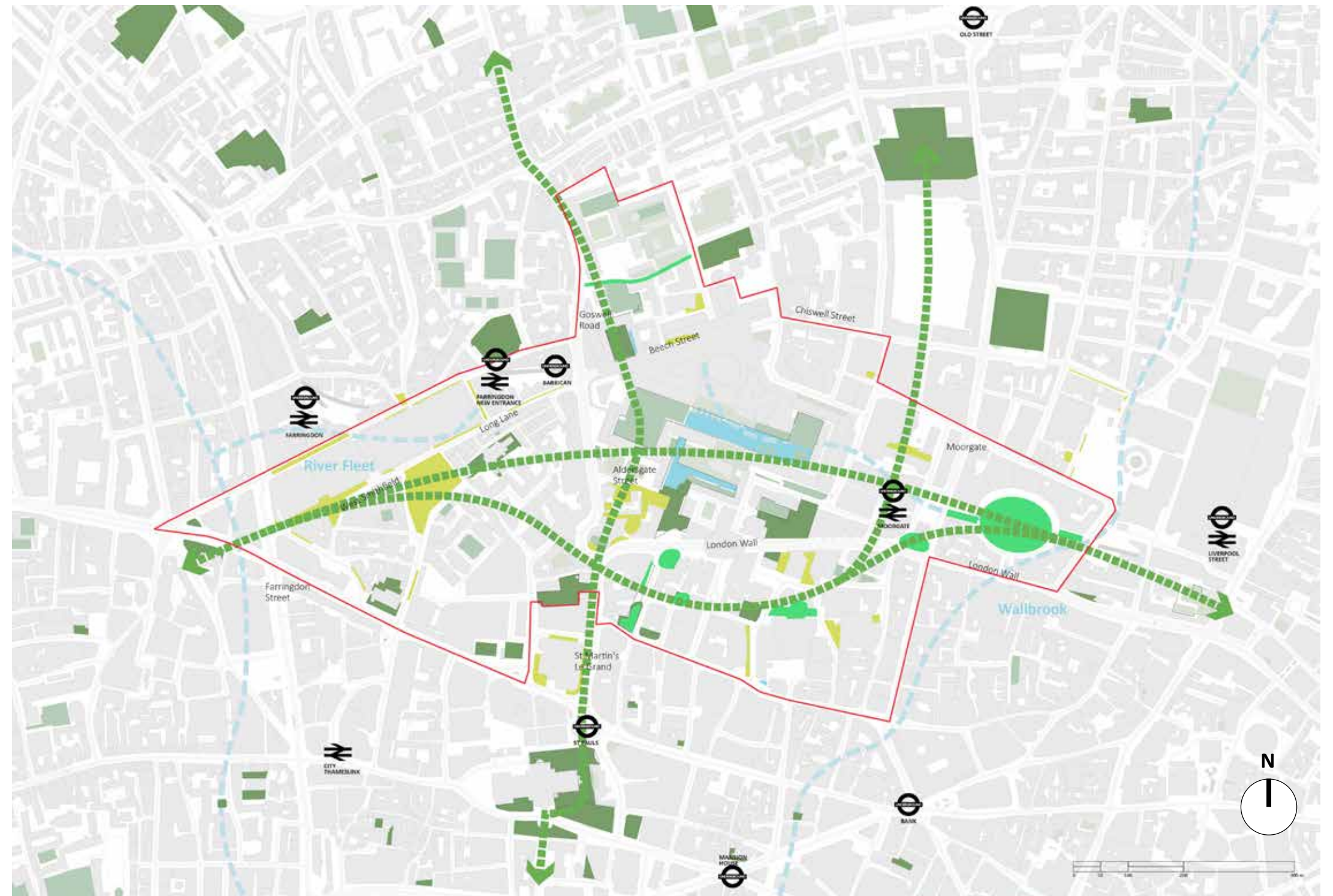
↑ Public Spaces plan

- Key:
- BID area
 - Routes:
 - Major axes
 - Supporting routes
 - Exploratory routes
 - Existing public spaces

GREEN INFRASTRUCTURE

The plan opposite shows the aspiration to cumulatively enhance green infrastructure, based on improvements being undertaken by others, and several key projects within the Project Bank. Overlaid on top of these are the Green Corridors identified in the emerging Draft City Plan 2040. The point cannot be overemphasised, that any public realm efforts should support the intent of these corridors – and City of London Corporation policy aspirations more broadly – that green infrastructure performs multiple functions including addressing climate resilience concerns and supporting biodiversity, in addition to providing amenity. Specifically, green infrastructure improvements can help support the following City of London Corporation policy themes (as outlined in the emerging Draft City Plan 2040):

- **Chapter 6: Shape outstanding environments**
Strategic Policy S14: Open Spaces and Green Infrastructure; Policy OS2: City Greening; Policy OS3: Biodiversity; Policy OS4: Trees.
- **Chapter 7: Key Areas of Change**
Strategic Policy S23: Smithfield and Barbican – Implementing measures to minimise pollution levels through traffic management and increased green infrastructure.



↑ Green Infrastructure plan

- Key:**
- BID area
 - Existing public parks and churchyard gardens
 - Water bodies
 - Subterranean rivers
 - Sites of Importance for Nature Conservation (SINCs)
 - Green links, as proposed in consultation draft City Plan
- Proposed green:**
- Within projects led by others
 - As part of development to come

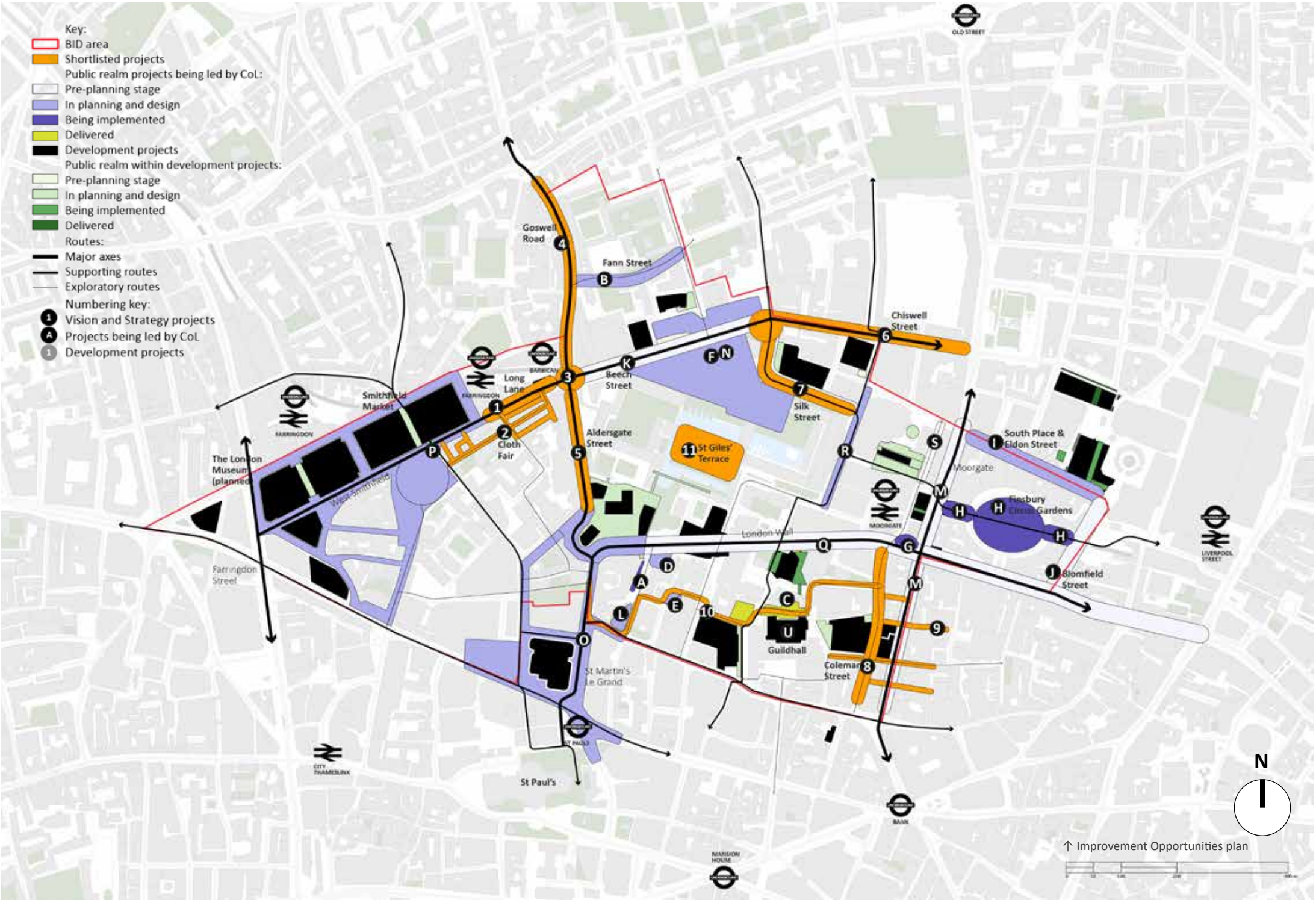
IMPROVEMENT OPPORTUNITIES

A variety of potential opportunities for public realm improvements have been identified that relate to the routes and connections, and the network of public spaces. These are mapped on the plan opposite, as **shortlisted projects** – those that have been identified as being as potential improvements for the BID to take forward. This forms the Project Bank, as explained in subsequent chapter.

These opportunities have been defined to also take account of, and respond to, the significant number of **public realm projects being undertaken by the City of London Corporation**. These are at various stages of delivery: identified as potential future projects; being planned or in design; being implemented. This also include joint projects by City of London Corporation in partnership with LB Islington related to the Bunhill, Barbican & Golden Lane Healthy Neighbourhood. These are important for the BID to keep track of and be part of the conversation. Some of these are at a design stage where the BID could play an active role to shape and enhance the project.

The shortlisted projects also details **public realm being delivered as part of development projects**. There are a large number of developments in the area, of varying scales and types. Many of these include public realm improvements that support the improvement of the routes and connections mapped. The BID aims to facilitate partnerships with landowners and developers to enable synergies between private and public spaces.

The BID should play a key role in applying the principles set out in this Vision document to the street-level experience of people in this part of the City. Through this Vision and Strategy, it can engage in conversations with developers and the City about specific projects, providing the bigger picture context, and applying principles based on the analysis work and projects proposed here, to complement and support work being delivered by others.



| Public Realm Vision and Strategy Projects | |
|---|---|
| 1 | Long Lane (Lindsey Street to Aldersgate Street) |
| 2 | Cloth Fair and Nearby Streets |
| 3 | Barbican Gateway Area |
| 4 | Aldersgate Street (north) & Goswell Road |
| 5 | Aldersgate Street (south) |
| 6 | Silk Street Node & Chiswell Street |
| 7 | Silk Street |
| 8 | Coleman Street |
| 9 | Moorgate Yards and Alleys |
| 10 | Guildhall Green Route |
| 11 | St Giles-without-Cripplegate terrace |

| City of London Projects | |
|-------------------------|--|
| A | Noble Street – wildflower habitat |
| B | Fann Street – green space enhancement |
| C | St Mary Aldermanbury – landscape |
| D | St Olave Silver Street – landscape |
| E | St Mary Staining – landscape |
| F | Barbican Podium Phase 2 |
| G | London Wall and Moorgate plaza landscape |
| H | Finsbury Circus and Western and Eastern Arms (LSAHSP) |
| I | South Place and Eldon Street – public space improvement (LSAHSP) |

| City of London Projects | |
|-------------------------|---|
| J | Blomfield – public space (LSAHSP) |
| K | Beech Street Redesign (BBGLHN) |
| L | Former Churchyard of St Anne and St Agnes – landscape |
| M | Moorgate enhancements (LSAHSP) |
| N | Silk Street Enhancement (Barbican Centre Masterplan) |
| O | St Paul's Gyratory Transformation |
| P | Smithfield Public Realm |
| Q | London Wall Corridor Study |
| R | Moor Lane Environmental Enhancements |
| S | Moorfields Improvements |
| U | Guildhall North Wing refurbishment |



Project Bank

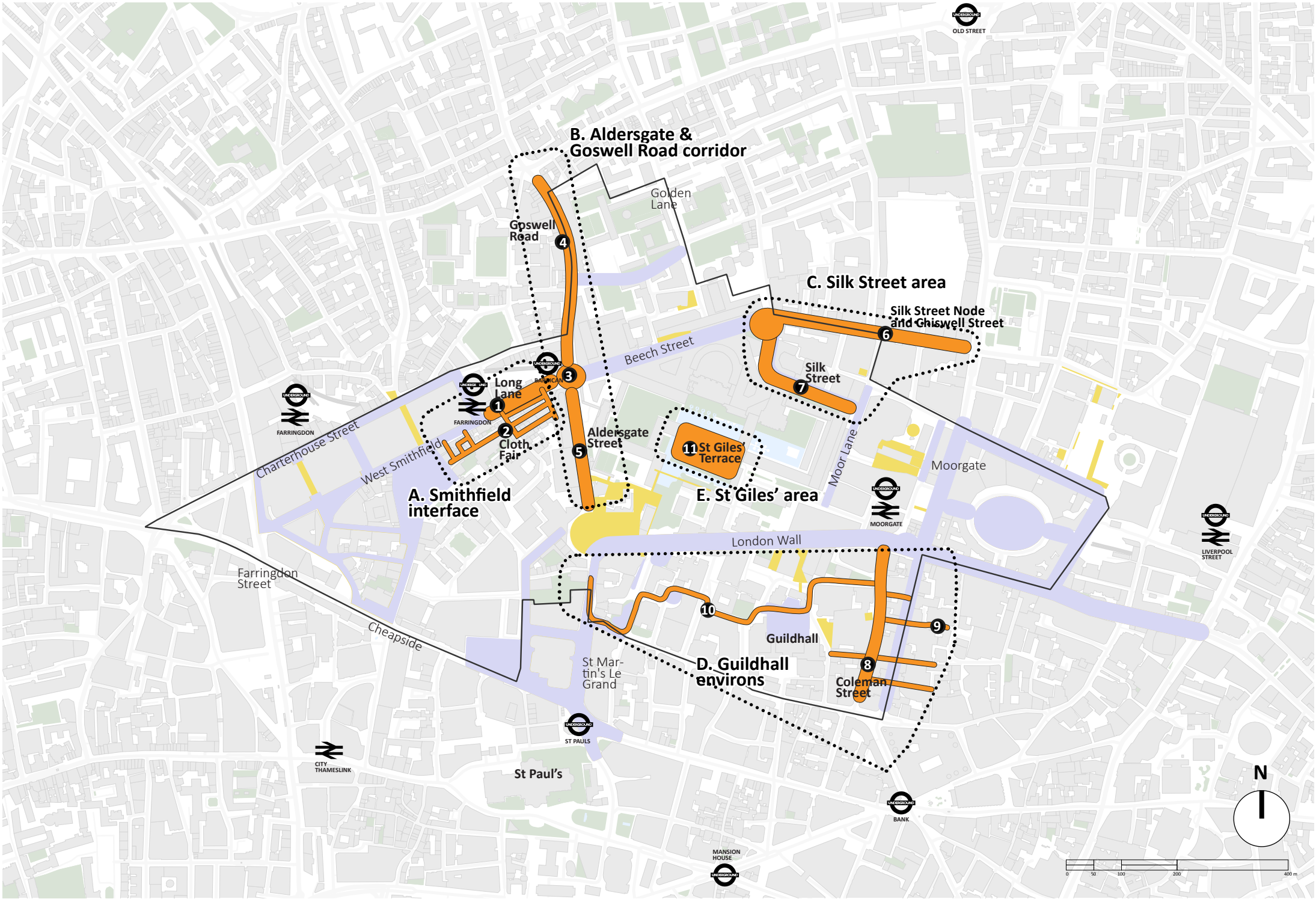


INTRODUCTION

This section of the report describes the details of each of the projects within the **Project Bank**. Projects are organised broadly by geography, and grouped into **Focus Areas**, as shown on the plan to the right. See the list of projects on the next page.

The following chapter describes the projects within each of the Focus Areas in turn. The section in each Focus Area starts with an overview of key issues and opportunities, as identified in the previous Stage 1: Context and Conditions report. It also highlights links to City of London Corporation policies, to reinforce how projects can contribute to wider aspirations for change.

The projects incorporate the potential design elements that reflect the vision outlined in this document. These design elements could be taken forward and explored in more detail by the Culture Mile BID in partnership with stakeholders, including the City of London Corporation.



↑ Project Bank – Focus Areas plan

- Key:
- BID area
 - Shortlisted projects
 - Public realm projects being led by CoL
 - Public realm within development projects

Project Bank Table

| # | Name | Delivery timescale | Quick win (partial) | Meanwhile elements | Cost | Deliverability | Responding to BID priorities | | | | Responding to Vision themes | | | |
|---|---|--------------------|---------------------|--------------------|-------|----------------|------------------------------|---------------------|------------------|----------------------|-----------------------------|--------------------|----------------------------|-----------------------|
| | | | | | | | Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination | Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
| Public Realm Vision and Strategy Projects | | | | | | | | | | | | | | |
| 1 | Long Lane (Lindsey Street to Aldersgate Street) | Medium | No | Yes | £££££ | ◇◇◇◇◇ | ●●● | ●●● | ●●● | ●○○ | ●●○ | ●●● | ●●● | ●●● |
| 2 | Cloth Fair and Nearby Streets | Short | No | No | £££££ | ◇◇◇◇◇ | ●●● | ●●○ | ●●● | ●●○ | ●●● | ●●○ | ●●● | ●●○ |
| 3 | Barbican Gateway Area | Medium | No | No | £££££ | ◇◇◇◇◇ | ●●● | ●●● | ●●● | ●●○ | ●●● | ●●○ | ●●● | ●●○ |
| 4A | Aldersgate Street (north) & Goswell Road: Phase 1 | Medium | No | Yes | £££££ | ◇◇◇◇◇ | ●●● | ●●○ | ●●○ | ●●● | ●●○ | ●○○ | ●●○ | ●●○ |
| 4B | Aldersgate Street (north) & Goswell Road: Phase 2 | Long | No | No | £££££ | ◇◇◇◇◇ | ●●● | ●●● | ●●○ | ●●○ | ●●● | ●●● | ●●○ | ●●○ |
| 5A | Aldersgate Street (south): Phase 1 | Medium | No | Yes | £££££ | ◇◇◇◇◇ | ●●○ | ●○○ | ●●○ | ●●○ | ●●● | ●●○ | ●○○ | ●●● |
| 5B | Aldersgate Street (south): Phase 2 | Long | No | No | £££££ | ◇◇◇◇◇ | ●●● | ●●● | ●●○ | ●●○ | ●●● | ●●● | ●●○ | ●●○ |
| 6 | Silk Street Node & Chiswell Street | Medium | Yes | Yes | £££££ | ◇◇◇◇◇ | ●●● | ●●● | ●●● | ●○○ | ●○○ | ●●● | ●●● | ●●○ |
| 7 | Silk Street | Short | Yes | Yes | £££££ | ◇◇◇◇◇ | ●●○ | ●●○ | ●●○ | ●●○ | ●●○ | ●○○ | ●●● | ●●○ |
| 8A | Coleman Street: Phase 1 | Short | Yes | Yes | £££££ | ◇◇◇◇◇ | ●●○ | ●●○ | ●●○ | ●●○ | ●●○ | ●○○ | ●●○ | ●●○ |
| 8B | Coleman Street: Phase 2 | Medium | No | No | £££££ | ◇◇◇◇◇ | ●●○ | ●●● | ●●● | ●●● | ●●○ | ●●○ | ●●● | ●●● |
| 9 | Moorgate Yards and Alleys | Short | Yes | Yes | £££££ | ◇◇◇◇◇ | ●●○ | ●●○ | ●●● | ●●○ | ●●○ | ●○○ | ●●● | ●●○ |
| 10 | Guildhall Green Route | Medium | Yes | Yes | £££££ | ◇◇◇◇◇ | ●●○ | ●●○ | ●●● | ●○○ | ●●○ | ●●○ | ●●● | ●●○ |
| 11A | St Giles-without-Cripplegate terrace: Phase 1 | Short | Yes | Yes | £££££ | ◇◇◇◇◇ | ●○○ | ●●○ | ●●● | ●●● | ●○○ | ●●○ | ●●● | ●●○ |
| 11B | St Giles-without-Cripplegate terrace: Phase 2 | Long | No | No | £££££ | ◇◇◇◇◇ | ●●○ | ●●● | ●●● | ●●● | ●●○ | ●●● | ●●● | ●●● |

Project Bank Key

Delivery Timescale | Likely timescale within which project could be delivered, dependent on feasibility studies. Availability of funding, other infrastructure works etc.

| | |
|--------|--|
| Short | Potential to be defined and pursued immediately, to be delivered within 2 years. |
| Medium | Longer lead time, may be linked to other project or require approvals from various parties, to be delivered within 2-4 years. |
| Long | Require series of scoping, design and approval stages, and dependent on other projects or many stakeholders, to be delivered in more than 4 years. |

Quick Win | Includes suggestions for relatively low cost and short term interventions.

Meanwhile Elements | Broad indication of capacity to provide meanwhile elements as part of the project delivery timeline.

Cost | Broad indication of order of magnitude of cost for delivery of project, based on cost estimates of similar scale and type of projects elsewhere.

| | |
|-------|-----------------------------------|
| £££££ | Up to £100,000 |
| £££££ | Between £100,000 and £500,000 |
| £££££ | Between £500,000 and £2,000,000 |
| £££££ | Between £2,000,000 and £5,000,000 |
| £££££ | Above £5,000,000 |

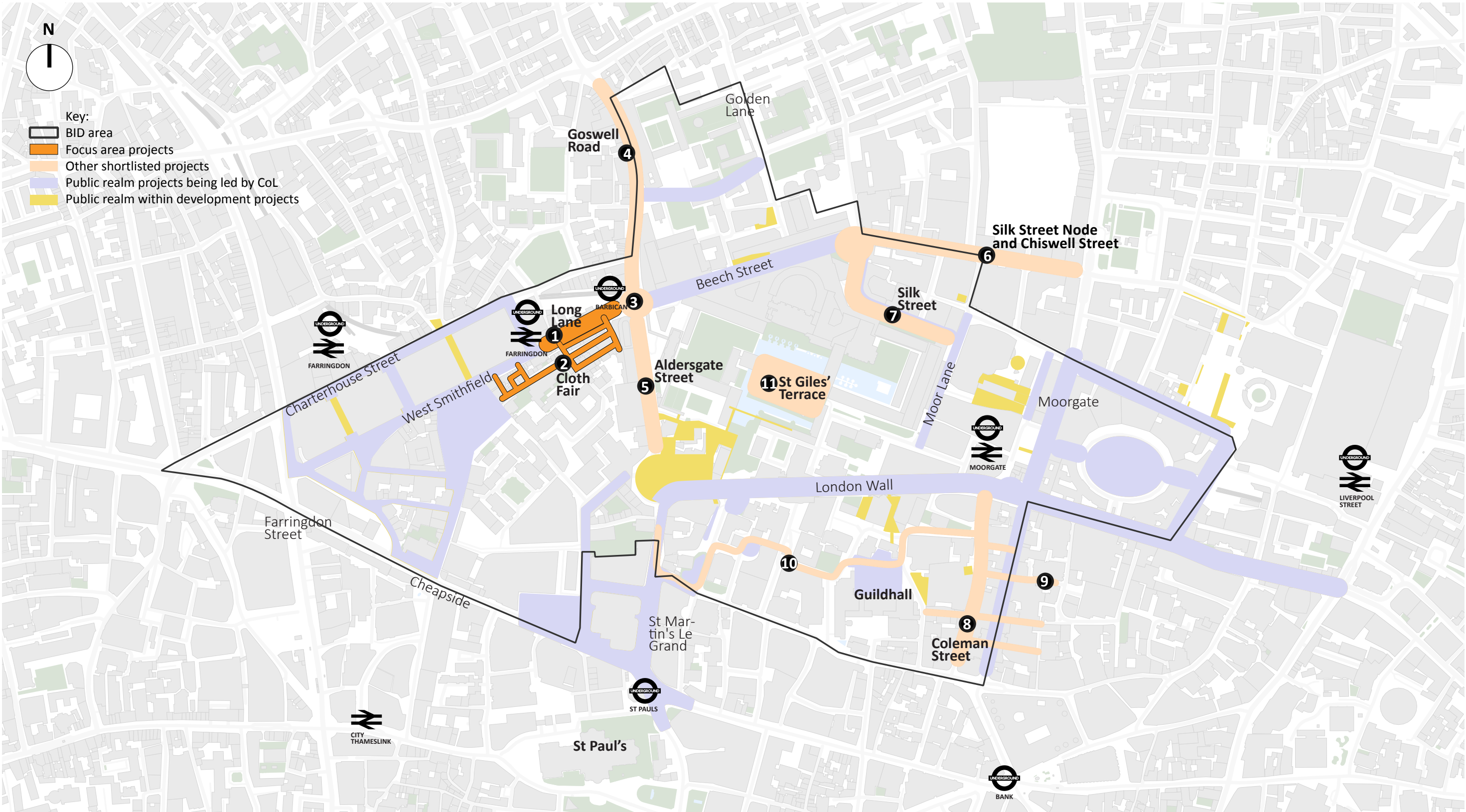
Deliverability | How complex or straightforward is the project to deliver, considering land ownership, stakeholders, contingencies, traffic impacts etc.

| | |
|-------|--|
| ◇◇◇◇◇ | Least complex |
| ◇◇◇◇◇ | Most complex |
| ◇◇◇◇◇ | E.g. single land ownership, few stakeholders, standard planning process, no traffic changes. No listed buildings |
| ◇◇◇◇◇ | E.g. multiple land ownership or stakeholders, minor traffic changes, listed buildings or other contingencies |
| ◇◇◇◇◇ | E.g. more significant traffic or structural changes |
| ◇◇◇◇◇ | E.g. requires wider architectural interventions, archaeological contingencies |
| ◇◇◇◇◇ | E.g. affects strategic traffic movement, requires site acquisition or assembly, or complex planning and stakeholder negotiations |

Responding to BID principles and Vision themes | The extent to which the project supports the BID priorities (purple) and Vision themes (green), compared to other projects in the longlist.

| | |
|------------|-----------------------------------|
| ●○○ ●○○ | No contribution to criteria |
| ●●○ ●●○ | Moderate contribution to criteria |
| ●●● ●●● | Strong contribution to criteria |

A. SMITHFIELD INTERFACE



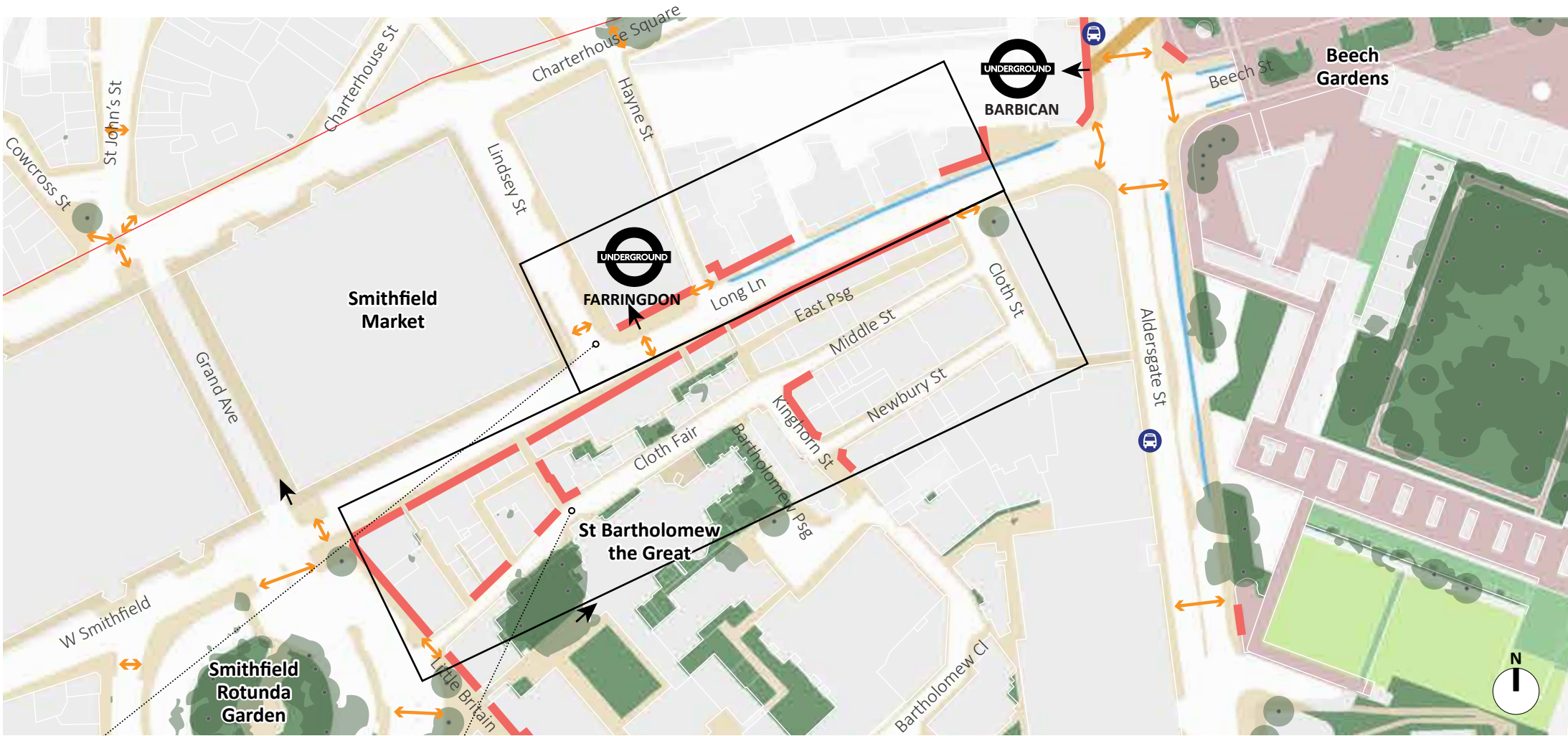
Overview

The Smithfield Interface is a focus area because it is an important ‘join’ between the Smithfield and the Barbican areas, and has exits from Barbican Station, and Farringdon Station with Elizabeth Line. Analysis and engagement work has identified a number of issues and opportunities related to here (for details and sources see Baseline Report):

- An important area of medieval urban fabric, however heritage is not necessarily visible nor celebrated within public realm and has a poor setting;
- Links the major cultural assets of Culture Mile, being in the immediate vicinity of Smithfield Market, the Barbican arts centre and the new London Museum;
- Cultural activity takes place in the public realm, e.g. festivals;
- The arrival of the London Museum provides an opportunity to rethink how the highway layout can best serve a new purpose;
- Strong transport connections, with Farringdon and Barbican stations within a short walk away; direct access to the Elizabeth line is an important factor;
- Footfall pressure on the narrow street network;
- Inactive public realm and poor quality of pedestrian links and sense of arrival;
- Collision blackspot;
- Poor air quality on Long Lane;
- Lack of cycle infrastructure, however road is identified as part of the future cycle network;
- Smithfield Market is undergoing major transformation, including the streetscape of the Long Lane and Lindsey Street;
- The relocation of Smithfield Market is likely to substantially reduce the volumes of vans and lorries arriving to the area;
- Stakeholder engagement identified that people most enjoyed the history and heritage of the area, as well as the cultural attractions on offer. There was also a strong desire to see more greenery, pedestrianised areas, street markets and other events across the area.

These improvements support other policy initiatives, plans and projects, including:

- Transport Strategy (CoL) proposed walking improvement locations, pedestrian priority locations, safer streets locations, existing cycle links;
- Draft City Plan 2040 (CoL) Strategic Policy S23 and S24;
- New London Museum;
- West Smithfield Area Public Realm and Transportation project.



Project 1. Long Lane (Lindsey Street to Aldersgate Street)



Existing features and constraints:

- Key wayfinding node;
- Collision and crime hotspot;
- Smithfield Conservation Area; No 74-75 Long Lane and a number of Cloth Fair and Middle Street buildings are statutorily listed;
- Smithfield Market and the public realm around it is undergoing major transformation.

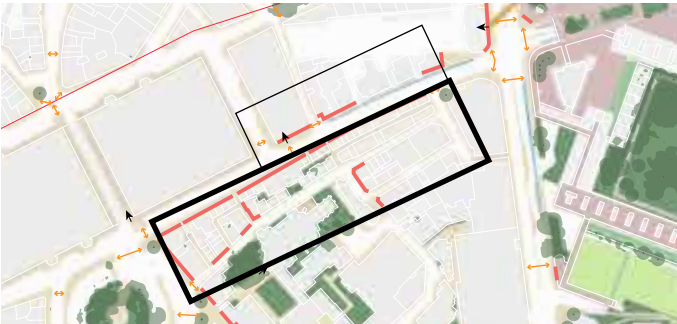
Project 2. Cloth Fair and nearby streets



Existing features and constraints:

- Fine-grained network of streets and alleys;
- Narrow streets, potential road user conflict;
- Unclear westward routes;
- High pedestrian activity including around Farringdon Station entrance on Long Lane;
- Residential population growth;
- Statutorily listed buildings present;
- St Bartholomew the Great churchyard is a green space with varying degrees of access.

Project 1. Long Lane (Lindsey Street to Aldersgate Street)



| | |
|--------------------------------|--------|
| Delivery timescale | Medium |
| Quick win | No |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose
Improvements to the public realm to make it more attractive, safer and more comfortable for pedestrians, and aid wayfinding between Farringdon Station, the Barbican Centre and Smithfield area with future London Museum.

- Potential design elements to consider**
- Investigate making Long Lane one-way westbound as per Col's Smithfield project proposals.
 - Widen the footway on the northern side of Long Lane on the approach to the Aldersgate junction, where it is especially constrained.
 - Provide new cycle lanes on both sides of the road.
 - Explore removal of P&D car parking on the south side of Long Lane in order to enable widened footways, with space for seating and potential planting.
 - Increasing the lateral width of the pedestrian crossing on Long Lane to better cater for desire lines (including to Kinghorn Street passage) with its current and future demand.

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
|-----------------------------|---------------------|----------------------------|-----------------------|
| ●●● | ●●● | ●●● | ●○○ |
| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
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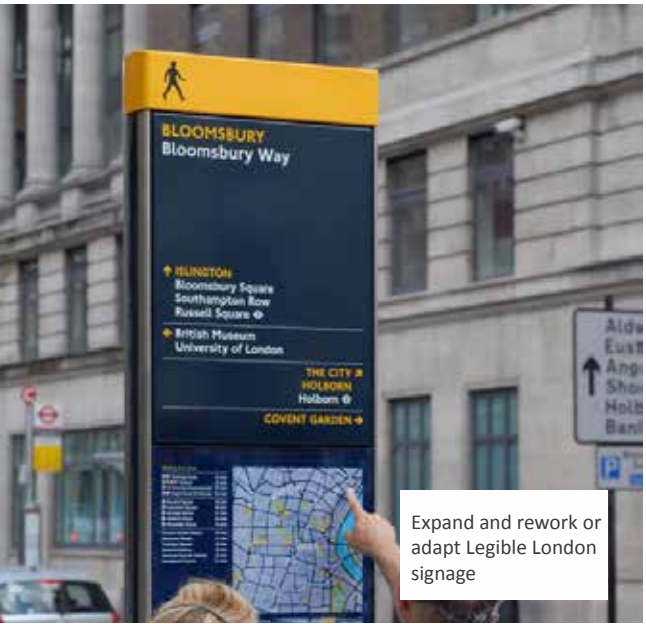
↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- Creative wayfinding elements outside Farringdon station entrance on Long Lane, highlighting the routes to Barbican, Smithfield and new London Museum. This should not replicate the Legible London Signage, but integrate it somehow. Couple with special paving details in appropriate colour or using eye-catching graphic elements.
- Work with TfL to update information inside Farringdon Station to provide clear directions to Culture Mile destinations including the Barbican Centre, from the platform and concourse via new exit on Long Lane.
- Feature lighting of the Kinghorn Street and other passages leading to Cloth Fair to enhance wayfinding and safety at night.
- Provide more cycle parking to make it easier for people to stop and use local cafes, shops and restaurants, as well as Farringdon station.
- Work with the commercial unit occupiers to make a more active and appealing shop or cafe frontage on Long Lane. E.g. outdoor table seating, window dressing, adding window tables, adding and maintaining window, cornice or hanging planters.

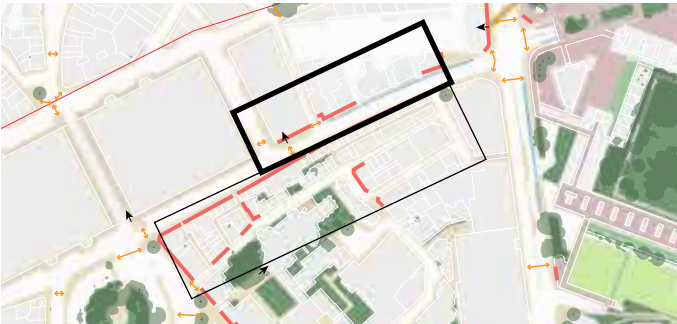
- Benefits**
- Improves pedestrian accessibility, safety, and comfort;
 - Improves cycle access, safety, and comfort;
 - Aids navigation;
 - Improves cycle connectivity and comfort;
 - Increases visibility and access to major cultural institutions;
 - Supports local business vitality;
 - Improves the setting of heritage assets.

- Sensitivities**
- Removal of car parking may be difficult;
 - One disabled bay would need to be retained or re-provided within a short walk of the existing location;
 - Heritage listings; Smithfield Conservation Area; some historic street features and materials e.g. double kerbs; coordinated approach with prior heritage-led public realm improvements in the environs of St Bartholomew-the-Great and nearby alleys;
 - The proposals need to be coordinated with West Smithfield public realm improvements.

- Synergies**
- Projects within this strategy:
- 3. Barbican Gateway Area.
- Projects being led by others:
- City of London Transport Strategy (2019) – Potential locations for pedestrian priority;
 - City of London ‘Safe Streets’ – Aldersgate Street and Long Lane (Outside Barbican Station);
 - West Smithfield Area Public Realm and Transportation project.



Project 2. Cloth Fair and Nearby Streets



| | |
|--------------------------------|-------|
| Delivery timescale | Short |
| Quick win | No |
| Meanwhile elements opportunity | No |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

Permanent changes to the public realm to improve the streets of the Cloth Fair area, promoting pedestrian and cycle priority while articulating it's strong historical narrative.

Potential design elements to consider

- Improving pedestrian priority at the junction of Middle Street and Cloth Street through introduction of continuous footway.
- Explore arrangements with the City of London that would allow for the relocation or redesign of bollards, freeing up valuable footway space. Bollards currently make most footways inaccessible to wheelchair users.
- Redesigning the northern footway outside of 25-27 Cloth Fair to improve continuity and make it fully accessible with dropped kerbs or flush surfacing with the carriageway.
- A sensitivity to traditional street hierarchy of carriageway and footway which form part of the conservation area's character.

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
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| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
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↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- Where bollards are required, replacing with items more sympathetic to the street character and City of London Corporation precedents.
- Resurface carriageways in high quality materials (e.g. granite setts) that enhance the setting of heritage assets, and promote pedestrian priority.
- Wayfinding to promote east-west routes and ease potential conflict of pedestrian and cyclist. E.g. graphic elements within surface treatments or on furniture items.
- Interpretative elements to articulate the rich historical narratives and better reveal significance . E.g. interpretative panels or artworks on blank walls.
- Investigate potential for feature lighting of elements of St Bartholomew the Great church, such as the gatehouse and spire.
- Work with ground floor occupiers to add and maintain window, cornice or hanging planters that will provide softer street edge appropriate for a constrained environment.
- Work with the St Bartholomew Church to provide more accessible access to St Bartholomew Garden, including a ramped access.

Benefits

- Makes the street more accessible, increasing access and comfort;
- Enhances wayfinding, mitigates the effect of the currently complicated east-west linkage.;
- Enhances visual appeal and reduces street clutter;
- Celebrates heritage and improves settings to assets and between assets including businesses such as cafes and pubs.

Sensitivities

- Servicing, refuse collection and access requirements of businesses.
- Access to the disabled parking bay outside of St Bartholomew the Great Church.
- Changes to the street design should avoid pedestrian and cyclist conflict.
- Heritage listings and historic open spaces and streets within the Smithfield Conservation Area.
- Residential context.

Synergies

Projects within this strategy:

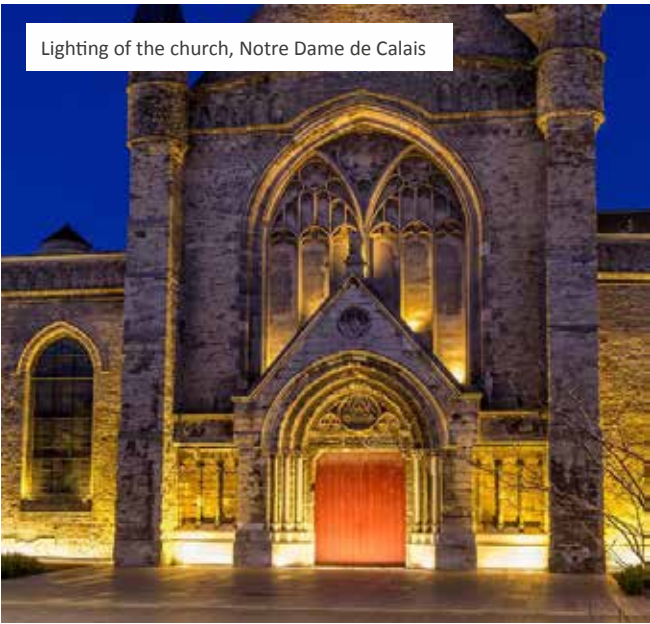
- 1. Long Lane (Lindsey Street to Aldersgate Street);
- 3. Barbican Station;
- 5. Aldersgate Street (south).

Projects being led by others:

- City of London Transport Strategy (2019) – Potential locations for pedestrian priority;
- West Smithfield Public Realm.



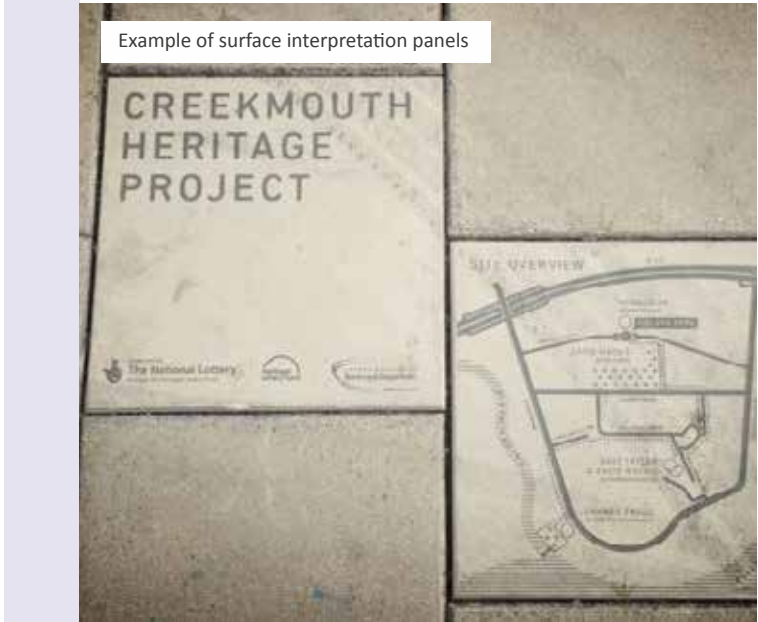
Existing situation



Lighting of the church, Notre Dame de Calais



Narrow street with flush surfacing with the carriageway. St Swithins Lane, London

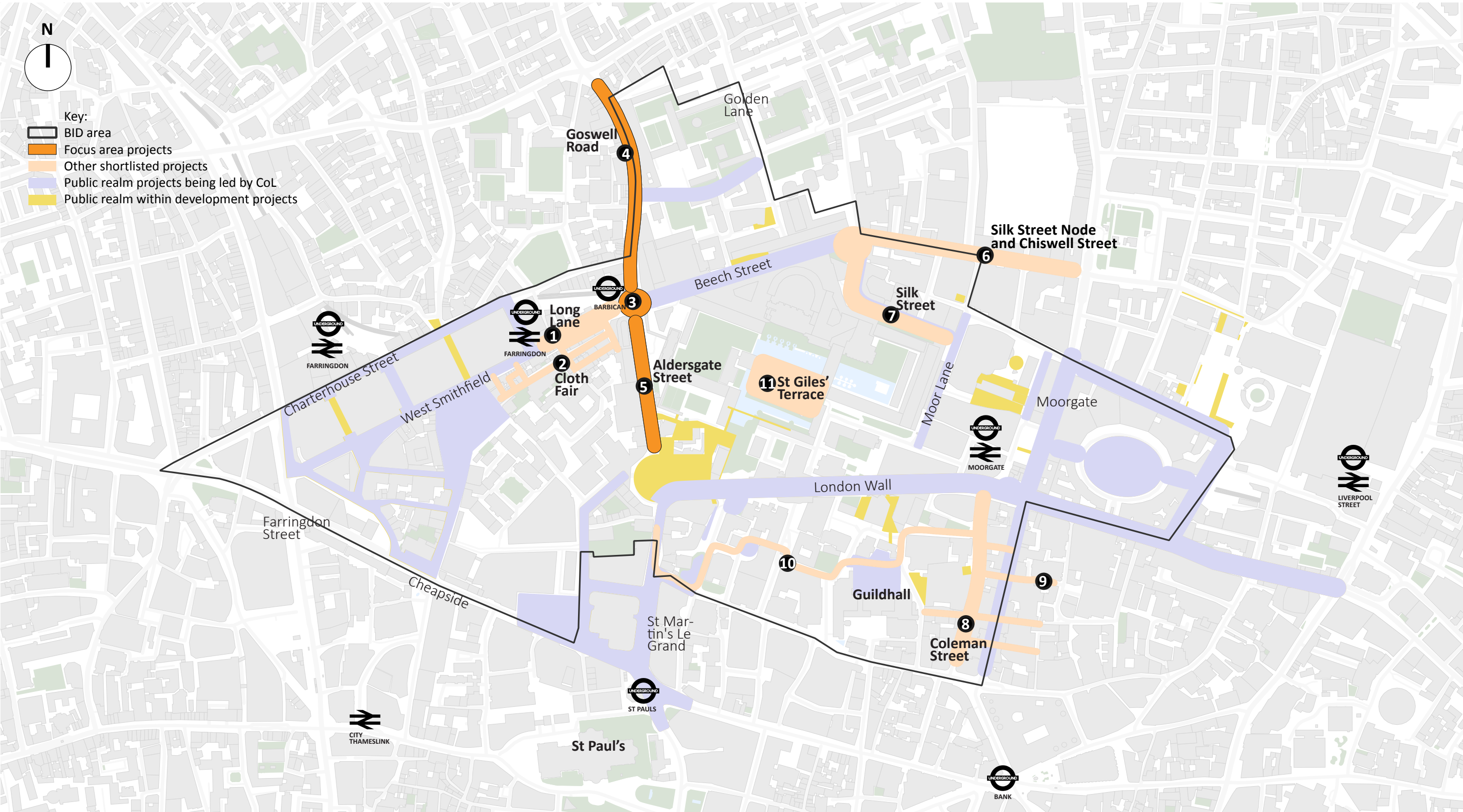


Example of surface interpretation panels



Placemaking elements incorporating poetry responding to heritage, Paddington, London

B. ALDERSGATE & GOSWELL ROAD CORRIDOR



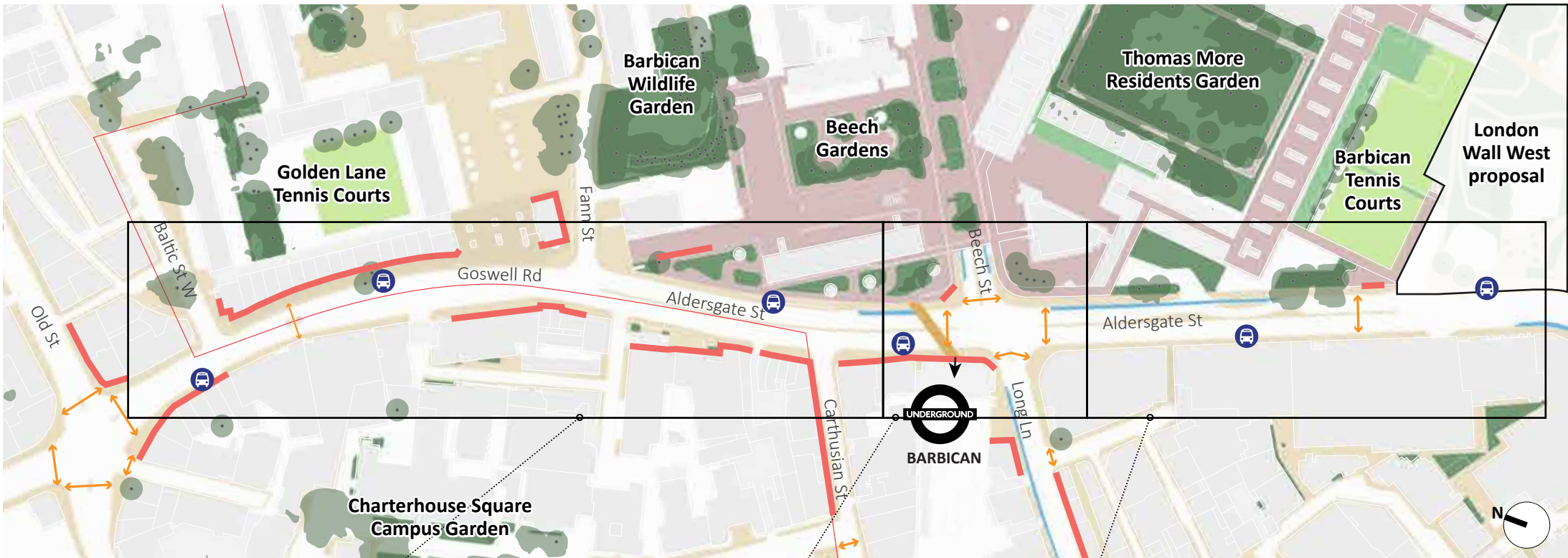
Overview

The Aldersgate & Goswell Road Corridor is a focus because it is an important ‘join’ between the Smithfield and the Barbican areas, and an important gateway into the area at Barbican Station. Analysis and engagement work has identified a number of issues and opportunities related to here (for details and sources see Baseline Report):

- Poor sense of arrival and identity;
- Poor legibility of environment undermining navigation to key destinations;
- Inactive public realm of generally poor quality;
- Collision blackspot at the junction of Long Lane, Aldersgate Street, and Beech Street;
- Over-engineered dual-carriageway highways out of keeping with character, and historic development;
- Uncomfortable pedestrian experience within the street environment and inadequate crossings;
- Lack of cycle infrastructure, although identified as part of the future cycle network;
- Low level of traffic congestion suggests scope to repurpose road space; and
- Stakeholder engagement found that people wanted to see more green spaces along this corridor, reducing the dominance of motor traffic.
- The poor state of the air quality is also commonly raised as a concern.

These improvements support other policy initiatives and plans, including:

- Bunhill, Barbican and Golden Lane Healthy Neighbourhood (City of London Corporation& LB Islington)
- Transport Strategy (CoL) proposed walking improvement locations, pedestrian priority locations, safer streets location (Aldersgate Street and Long Lane), existing and proposed improved cycle links, resilience network (Aldersgate Street), bus corridor (Aldersgate Street);
- Draft City Plan 2040 (CoL) Strategic Policy S23 and S24;
- Barbican Centre Renewal Programme;
- Destination City;
- London Museum.



↑ Projects within Aldersgate & Goswell Road Corridor

Projects 4A & 4B. Aldersgate Street (north) & Goswell Road: Phase 1 & 2



Existing features and constraints:

- Dual-carriageway highways design;
- Relatively moderate volume of traffic;
- Lacks pedestrian crossings;
- Part of City of London Corporation planned cycle network;
- Bus corridor;
- Adjacent to listed Golden Lane Estate;
- Independent retail activity.

Project 3. Barbican station – junction of Aldersgate, Long Lane and Beech Street



Existing features and constraints:

- Long crossing distances;
- Routes to Barbican Centre and Smithfield are unclear;
- Multiple cycle collisions have taken place, and it has been identified as a priority location for Safe Streets interventions;
- Entrance to Beech Street is uninviting.

Projects 5A & 5B. Aldersgate Street (south): Phase 1 & 2



Existing features and constraints:

- Dual-carriageway highways design;
- Relatively moderate volume of traffic;
- Lacks pedestrian crossings;
- Part of City of London Corporation planned cycle network;
- Bus corridor;
- Adjacent to listed Barbican Estate;
- Limited ground floor activation.

- BID area
- Green space
- Tree canopy
- Sports pitches
- Pedestrian surfacing in Barbican
- Pedestrian surfacing
- Active frontage
- Pedestrian crossing
- Key building entrances
- Highwalk / bridge
- Cycle lane
- Bus stop

Project 3. Barbican Gateway Area



| | |
|--------------------------------|--------|
| Delivery timescale | Medium |
| Quick win | No |
| Meanwhile elements opportunity | No |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

Improve the junction of Aldersgate, Long Lane, Beech Street and adjoining areas of public realm, with the aim of creating a stronger sense of arrival to the Barbican area, and enhancing the safety, comfort and amenity for pedestrians.

Potential design elements to consider

- Redesign junction geometry to widen footways on each corner and shorten crossing distances.
- Emerging proposals for two-way cycle lane on Beech Street to be integrated.
- As part of junction design work, realign and widen crossings to better accommodate desire lines, and incorporate a diagonal crossing, running from the NW to SE corners.
- Provide a Barbican Centre sign on the Beech St parapet, or brick wall on the SE corner of the junction.
- Install special paving elements that help indicate pedestrian route to or from the Barbican Centre, at

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
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| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
| ●●● | ●●○ | ●●● | ●●○ |

↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- street level, and via the staircase and footbridge.
- Investigate potential for installing feature lighting to highlight the footbridge, e.g. integrated within railings, or uplighting the soffit. This has potential to be an art commission.
 - Improve signage on entrance to staircase to Barbican Station leading to the footbridge, to highlight this direct public route to Barbican Centre.
 - Investigate potential for subtle uplighting within the footway on the SE corner of the junction, adjacent to the wall of the Barbican.
 - Work with the occupiers (Nuffield) of the NE corner and the Barbican Estate to find ways to improve the activation of this corner at street level.
 - Work with TfL to update information inside Barbican Station to provide clear directions to the Barbican and Smithfield.

Benefits

- Improves pedestrian accessibility, safety, and comfort;
- Makes pedestrian navigation easier to or from the Barbican area and Smithfield;
- Promotes presence of the Barbican Centre;
- Enhances visual appeal and strengthens place identity.

Sensitivities

- Heritage listing, specifically the Barbican Estate;
- Proximity to residential area;
- Traffic circulation requirements.

Synergies

Projects within this strategy:

- 1. Long Lane;
- 2. Cloth Fair and nearby streets;
- 4. Aldersgate Street (north) & Goswell Road;
- 5. Aldersgate Street (south).

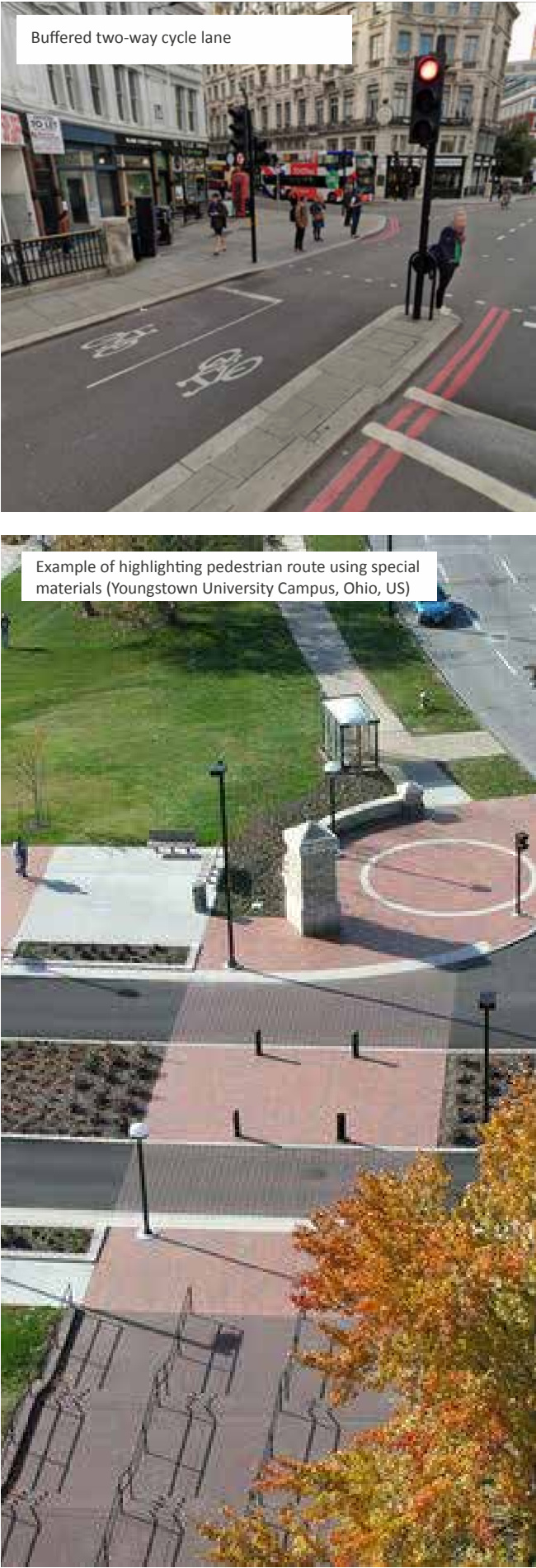
Projects being led by others:

- Smithfield Public Realm – Long Lane;
- Bunhill, Barbican and Golden Lane Healthy Neighbourhood- Beech Street – Beech Street;
- Barbican & Golden Lane Neighbourhood Plan;
- St Paul’s Gyratory Transformation – Phase 2;
- London Wall West redevelopment;
- Barbican Renewal Programme;
- New London Museum.



Existing situation

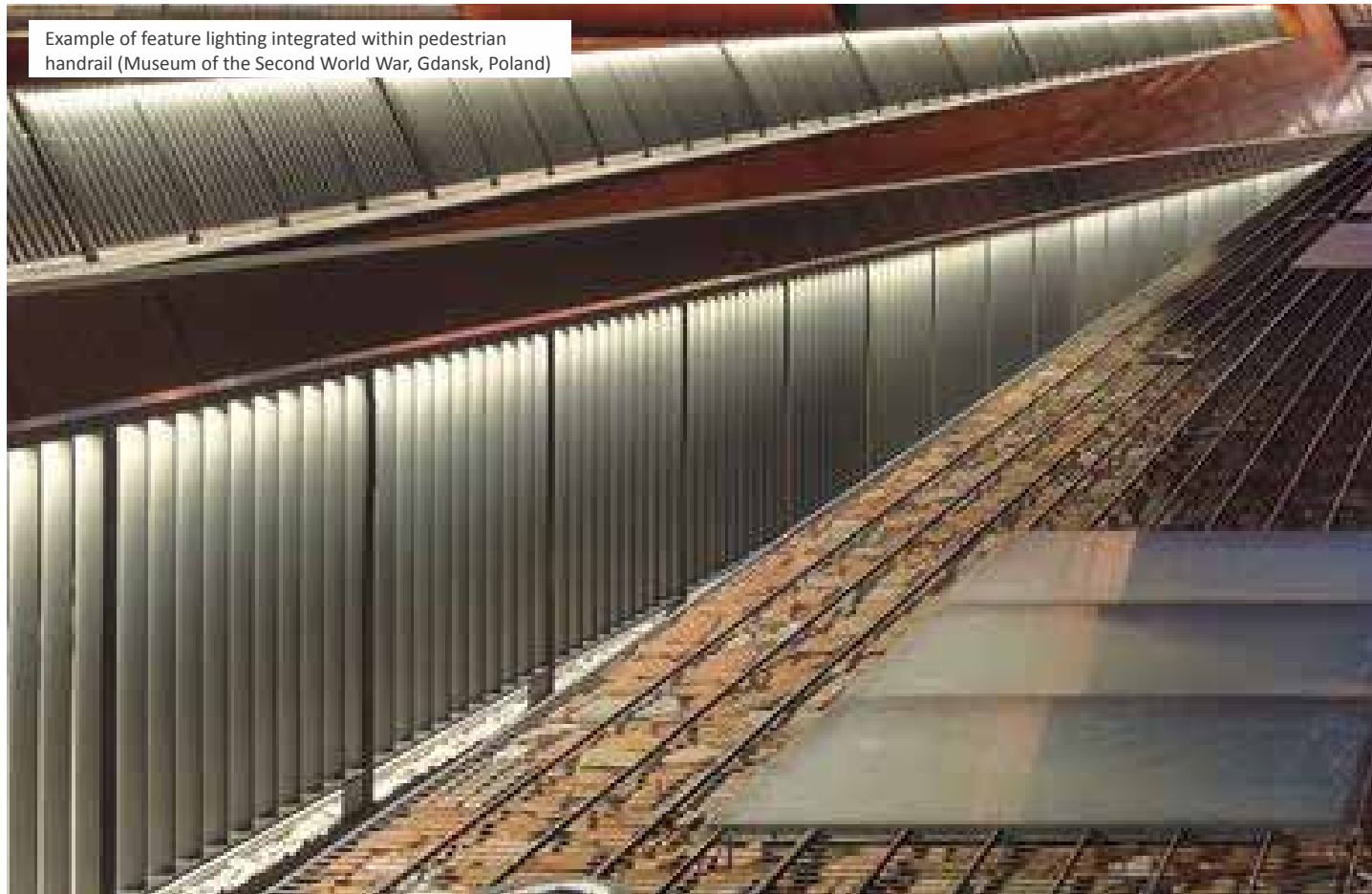
Example of junction with footway widening and diagonal crossing (Wood Green station junction)



Buffered two-way cycle lane

Example of highlighting pedestrian route using special materials (Youngstown University Campus, Ohio, US)

Example of feature lighting integrated within pedestrian handrail (Museum of the Second World War, Gdansk, Poland)



Barbican sign



Example of bridge creative lighting. Illuminated River, London Bridge



Footway with inset lighting providing subtle visual effect



Project 4A. Aldersgate Street (north) & Goswell Road: Phase 1



| | |
|--------------------------------|--------|
| Delivery timescale | Medium |
| Quick win | No |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

Temporary changes to the highways environment to reallocate road space for provision of cycle lanes and increased pedestrian space. The temporary changes would be used to test potential for longer term transformation of this road corridor (see Phase 2).

Potential design elements to consider

- Incorporate temporary design elements in order to reallocate road space, e.g. moving down to one lane in each direction where appropriate and utilise this space for non-vehicle traffic.
- Facilitate the delineation of cycle lanes using light touch segregation elements (e.g. bolt-down kerbs, armadillos, or similar).
- Develop temporary signage and wayfinding using temporary, recycled materials as a test for their appropriate use.
- Introduce lighting elements using low-cost options to test for their appeal.
- Road surface painting with special design

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
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| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
| ●●○ | ●○○ | ●●○ | ●●○ |

↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- elements or dressing with different surface finish, to visually reinforce the reallocation of space from vehicles to people.
- Street furniture elements (fixed in place but not requiring excavation) to provide amenity such as seating, cycle parking and shelter.
 - Wayfinding integrated into design to promote north-south route. E.g. graphic elements within surface treatments or on furniture items.
 - Ensure access to water and power (standpipes and sockets connected to lampposts or street furniture) which enables easy and cost-effective activation and events.

Benefits

- Improves cycle connectivity, safety, comfort;
- Improves pedestrian accessibility, safety, and comfort;
- Immediately improved pedestrian and cycle connections northwards towards Clerkenwell;
- Enhances visual appeal and strengthens place identity.

Sensitivities

- Setting of heritage assets including the Golden Lane Estate (Crescent House), the Barbican Estate, and the Grade II National Westminster Bank;
- Proximity to the Golden Lane Estate as a primarily residential area;
- Minimising impact on bus services using Goswell Road;
- Delivery, servicing and waste requirements for retail units and other buildings lacking formal servicing bays along Goswell Road;
- Managing conflict risk between cyclists, pedestrians, and bus users.
- Short term maintenance and management cost.

Synergies

Projects within this strategy:

- 1. Long Lane;
- 3. Barbican Station Gateway;
- 5. Aldersgate Street (south).

Projects being led by others:

- Barbican & Golden Lane Neighbourhood Plan;
- St Paul's Gyratory Transformation – Phase 2;
- City of London 'Safe Streets' – Aldersgate Street and Long Lane (Outside Barbican Station);
- City of London Proposed Walking Improvements.



Project 4B. Aldersgate Street (north) & Goswell Road: Phase 2



| | |
|--------------------------------|-------|
| Delivery timescale | Long |
| Quick win | No |
| Meanwhile elements opportunity | No |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

Permanent enhancements to Aldersgate Street (north) and Goswell Road to improve pedestrian, cycle, and bus priority, creating an aesthetic and amenable gateway to the Barbican area. Consolidate and formalise freight & servicing activities to improve road safety and make it more attractive to use. Facilitate level and accessible footways and crossing points on side roads and yards for residents, workers, and students to access Barbican Station.

Potential design elements to consider

- Narrowing lane widths on Aldersgate Street and Goswell Road (north of Carthusian Street) to slow traffic speeds and provide space for other uses, such as protected cycle lanes and widened footways.
- Introduce pedestrian crossings across Aldersgate Street, just north of Bus stop BB, and across Goswell Road, just south of Glasshouse Yard.
- Introduce continuous footways across Baltic Street West, Fann Street, Glasshouse Yard, and Carthusian Street.

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
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| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
| ●●● | ●●● | ●●○ | ●●○ |

↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- Introduce signage and wayfinding from Goswell Road and Fann Street providing an alternate exploratory route to the Barbican Centre, via either White Lyon Court or the Barbican Wildlife Garden and Bridgewater Street.
- Work with GLRA to provide interpretative information to showcase the history of the Golden Lane Estate, in a form and location to be determined with residents.
- Formalise and consolidate freight and servicing activities utilising formal bay arrangements or kerb rental space.
- Introduce high-quality street greening and Sustainable Drainage System features within street environment.
- Investigate potential for carriageway bay for parking shared e-scooters and e-bikes.

Benefits

- Improve North-South pedestrian priority and accessibility between Barbican and Clerkenwell;
- Improve accessibility and safety for pedestrians;
- Mitigate against air quality concerns for residents of the Golden Lane Estate at Crescent House;
- Reduce surface water runoff into gullies and sewer systems;
- Celebrate the history of the Golden Lane Estate;
- Facilitate access to important green space at the Barbican Wildlife Garden;
- Improve the setting of heritage assets.

Sensitivities

- Impact on heritage assets including the Golden Lane Estate (Crescent House);
- Proximity to the Golden Lane Estate, primarily being a residential area;
- Minimising impact on bus services using Goswell Road;
- Considering the frequency, regime and cost of maintenance requirements for new surfacing and other assets;
- Delivery, servicing and waste requirements for retail units and other buildings lacking formal servicing bays along Goswell Road;
- Managing conflict risk between cyclists, pedestrians, and bus users.

Synergies

Projects within this strategy:

- 1. Long Lane;
- 3. Barbican Station Gateway;
- 5. Aldersgate Street (south).

Projects being led by others:

- Barbican & Golden Lane Neighbourhood Plan;
- St Paul’s Gyratory Transformation – Phase 2;
- City of London ‘Safe Streets’ – Aldersgate Street and Long Lane (Outside Barbican Station);
- City of London Proposed Walking Improvements.



Project 5A. Aldersgate Street (south): Phase 1



| | |
|--------------------------------|--------|
| Delivery timescale | Medium |
| Quick win | No |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | ○○○○○ |

Purpose

Temporary changes to the highways environment to reallocate road space for provision of cycle lanes and increased pedestrian space, also allowing flexibility for use for cultural events. The temporary changes would be used to test potential for longer term transformation of this road corridor (see Phase 2).

Potential design elements to consider

- Temporary design elements used to reduce carriageway space. E.g. reducing from four lanes to two.
- Footway build-outs to increase the amount of space for walking, using inexpensive ‘interim’ materials (e.g. rubber kerbs and asphalt infill) that do not require changes to drainage or kerblines.
- Delineation of cycle lanes using road markings and light touch segregation elements (e.g. wands, armadillos, or similar)
- Road surface painting with special design elements or dressing with different surface finish, to visually reinforce the reallocation of space from vehicles to people.

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
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| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
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↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- Street furniture elements (fixed in place but not requiring excavation) to provide amenities such as seating, cycle parking, and shelter.
- Design to allow flexibility for space to be used for temporary activation, such as cultural programmes, community events, markets etc.
- Wayfinding integrated into design to promote north-south route. E.g. graphic elements within surface treatments or on furniture items.
- Investigate potential for designated bay for parking shared e-scooters and e-bikes in this location.
- Ensure access to water and power (standpipes and sockets connected to lampposts or street furniture) which enables easy and cost-effective activation and events.

Benefits

- Improves cycle connectivity, safety, comfort;
- Improves pedestrian accessibility, safety, and comfort;
- Makes pedestrian navigation easier heading south to St Paul’s Cathedral, and north to Old Street;
- Provides space to host events;
- Enhances visual appeal and strengthens place identity.

Sensitivities

- Heritage listing, specifically the Barbican Estate;
- Proximity to residential area;
- Strategic traffic circulation requirements;
- Police checkpoint needs to be retained or reprovided;
- Servicing and access requirements of businesses.
- Short term maintenance and management cost.

Synergies

Projects within this strategy:

1. Long Lane;
2. Cloth Fair and nearby streets;
3. Barbican Station Gateway;
4. Aldersgate Street (north) & Goswell Road;
5. Aldersgate Street (south).

Projects being led by others:

- Smithfield Public Realm – Long Lane;
- Bunhill, Barbican and Golden Lane Healthy Neighbourhood- Beech Street;
- Barbican & Golden Lane Neighbourhood Plan;
- St Paul’s Gyratory Transformation – Phase 2;
- London Wall West redevelopment;
- Barbican Renewal Programme;
- Destination City;
- London Museum.

Phase 1



Project 5B. Aldersgate Street (south): Phase 2



| | |
|--------------------------------|-------|
| Delivery timescale | Long |
| Quick win | No |
| Meanwhile elements opportunity | No |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

Permanent changes to transform the street into an “urban forest”, with significantly increased pedestrian space, dedicated cycle lanes, alongside significant new areas of soft landscape, and flexibility for use for cultural events. This would follow on from temporary changes testing reallocation of road space (see Phase 1).

Potential design elements to consider

- Complete redesign of the street to reduce carriageway space and provide more space for walking, cycling and greening. Potential options that could be explored, include:
 - 1) Converting and widening the central median to provide soft landscape, including an avenue of trees.
 - 2) Removing two lanes on one side of the street, converting the remaining lanes to two-way working.
 - 3) Removing a traffic lane on each side of the road.
- New segregated cycle lanes in each direction. Interfaces with Beech Street and Long Lane cycle network to be determined.
- Bold, distinctive landscape and streetscape design using the reclaimed street space in a way respects the context, and provides significant areas of new footway, and cycle infrastructure.

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
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| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
| ●●● | ●●● | ●●○ | ●●○ |

↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- Extensive areas of new planting, including mature trees and planted beds, to provide shade, shelter and visual amenity.
- Landscape design to help buffer pedestrians from traffic and integrate areas for seating.
- Planting specification to support climate resilience and biodiversity as well as providing visual interest.
- Investigate potential for raingardens and permeable materials to absorb surface water run-off.
- New footways to be paved in high quality materials, in keeping with the City of London palette.
- Integrate plentiful on-street cycle parking.
- Work with occupiers of offices on west side of the street to encourage art installations in ground floor windows to activate the public realm.
- Encourage spill-out seating of active uses where possible (e.g. Mayura restaurant).
- Ensure public realm incorporates areas that can be used flexibly for cultural and community events.
- Investigate potential for carriageway bay for parking shared e-scooters and e-bikes in the south part.

Benefits

- Strengthens green amenity;
- Supports biodiversity;
- Improves cycle connectivity, safety, comfort;
- Improves pedestrian accessibility, safety, and comfort;
- Makes pedestrian navigation easier heading south to St Paul’s Cathedral, and north to Old Street;
- Provides space to host events;
- Enhances visual appeal and strengthens place identity.

Sensitivities

- Heritage listing, specifically the Barbican Estate;
- Proximity to residential area;
- Strategic traffic circulation requirements;
- Servicing and access requirements of businesses;
- Police checkpoint needs to be retained or reprovided;
- Underground utilities, in relation to tree planting.

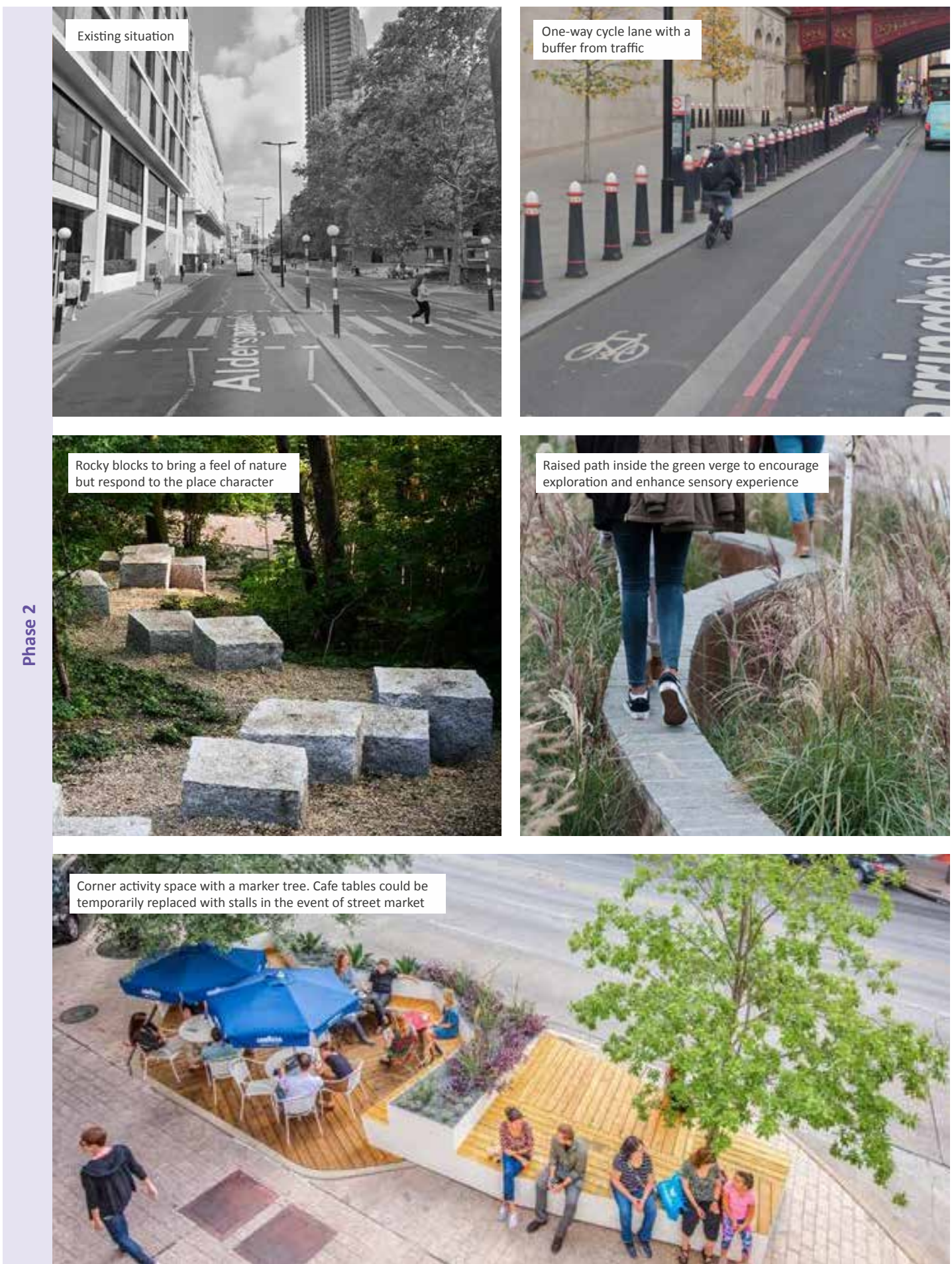
Synergies

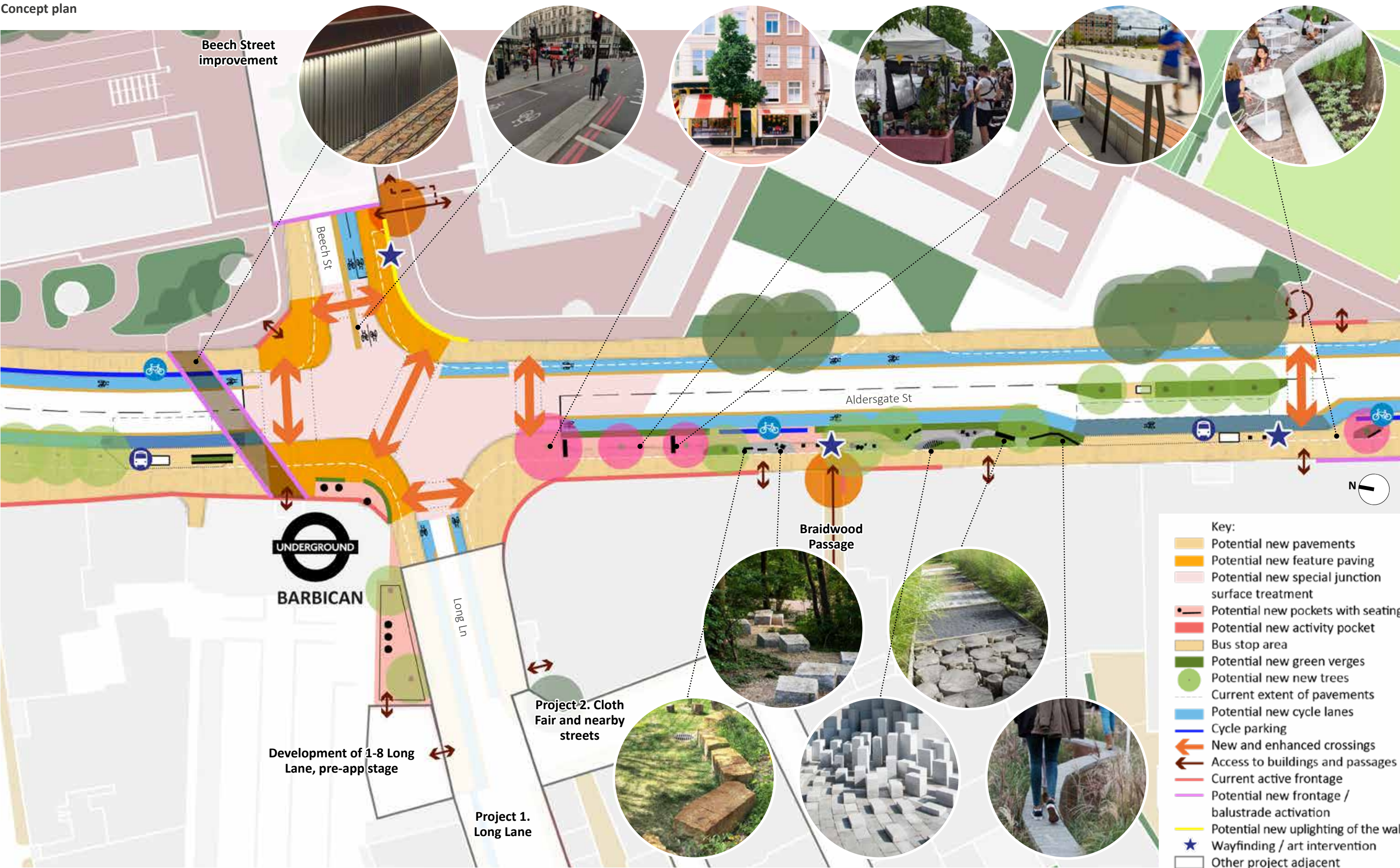
Projects within this strategy:

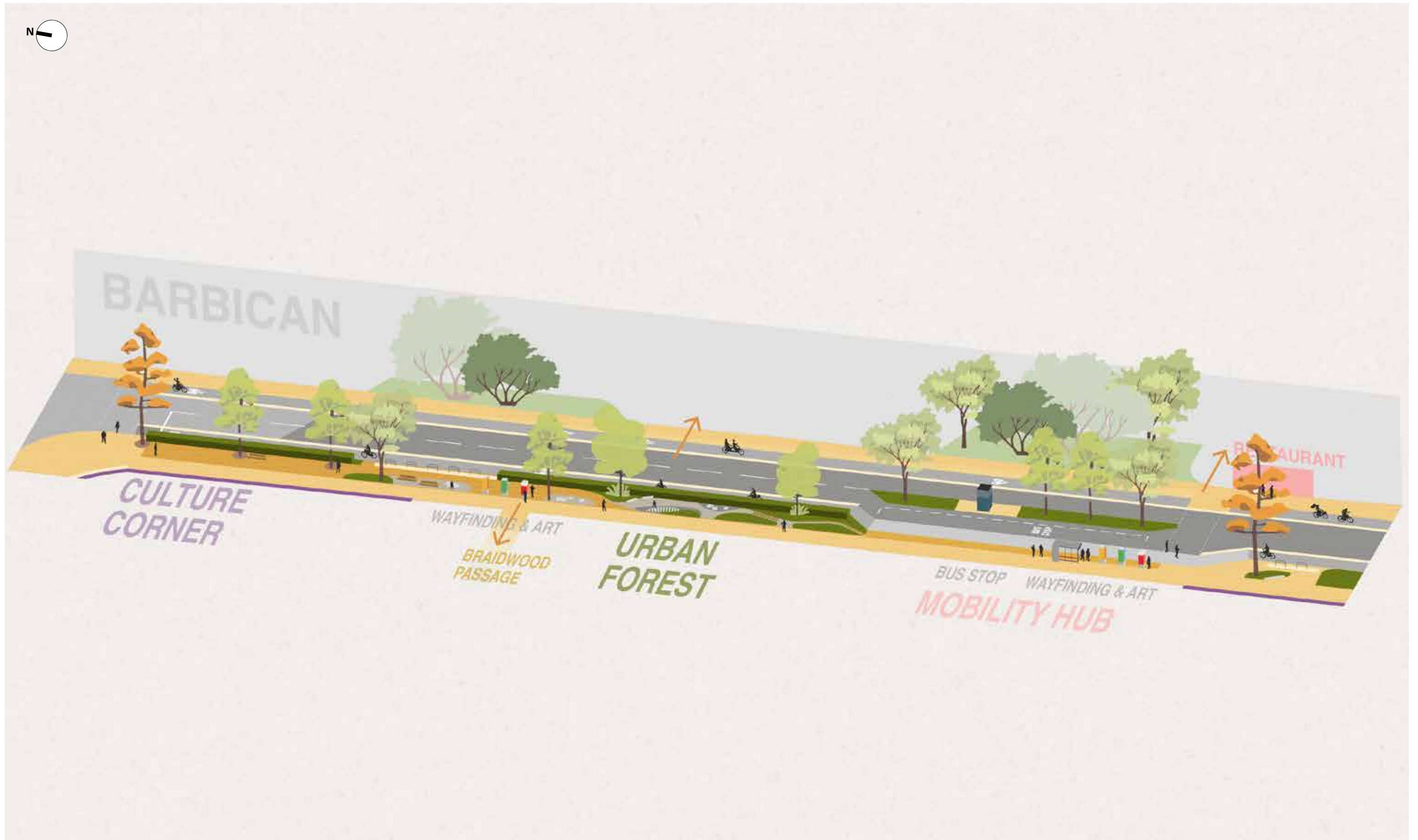
1. Long Lane;
2. Cloth Fair and nearby streets;
3. Barbican Station Gateway;
4. Aldersgate Street (north) & Goswell Road.

Projects being led by others:

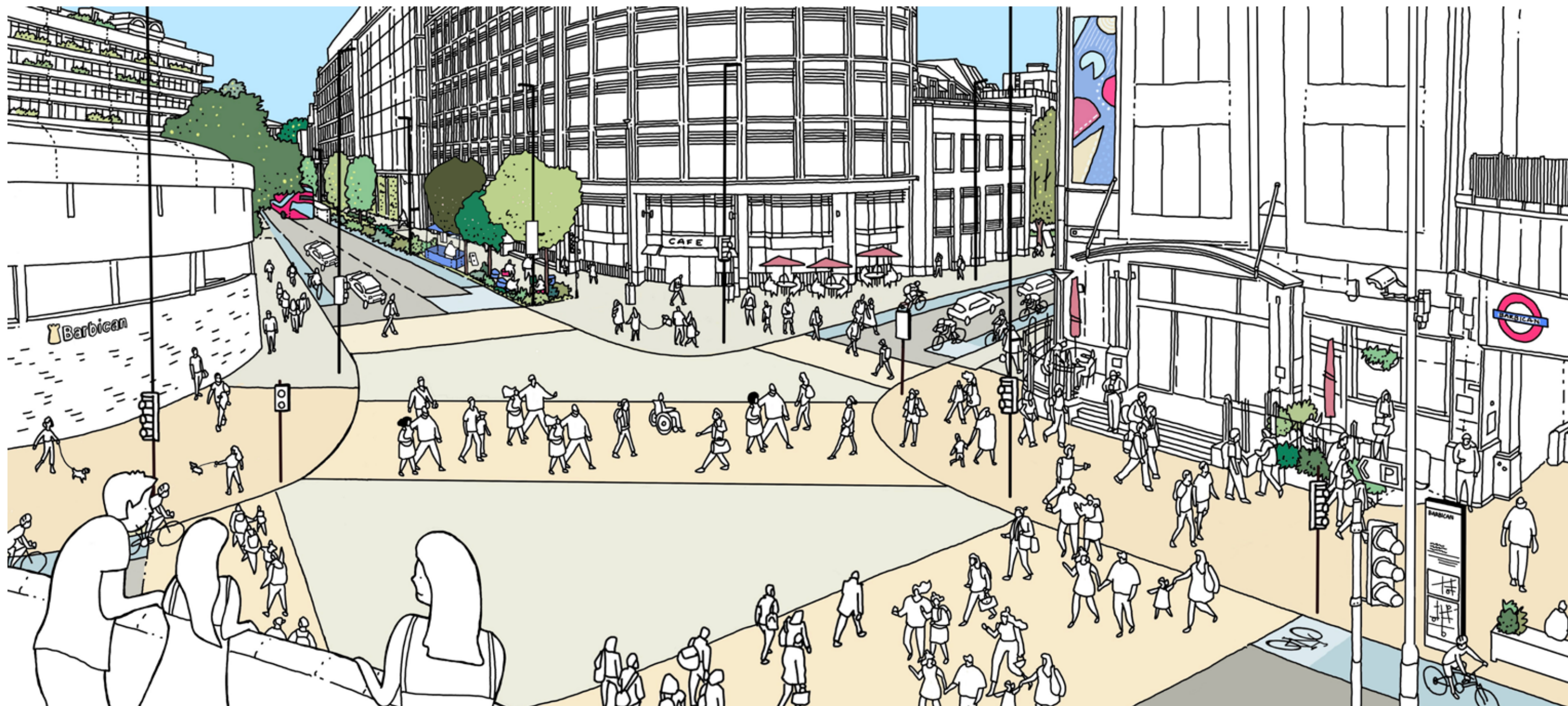
- Smithfield Public Realm – Long Lane;
- Bunhill, Barbican and Golden Lane Healthy Neighbourhood- Beech Street;
- Barbican & Golden Lane Neighbourhood Plan;
- St Paul’s Gyratory Transformation – Phase 2;
- London Wall West redevelopment;
- Barbican Renewal Programme;
- Destination City;
- London Museum.







Artist's illustration of Aldersgate Street showing the potential street improvements that could be implemented, looking south-west from the Barbican podium garden



Artist's illustration of Aldersgate Street looking north alongside the entrance to Braidwood Passage, showing details of how the new public realm on the west side of the street might look





Overview

The Silk Street focus area includes the route and entrance to several major cultural destinations and institutions in the area, such as the Barbican Centre, cinemas, and the Guildhall School of Music and Drama. It is important for audience visitors to these destinations, as well as students, workers and residents. This diversity of use means that there is associated activity throughout the day, evening and into the night, during the week and on weekends.

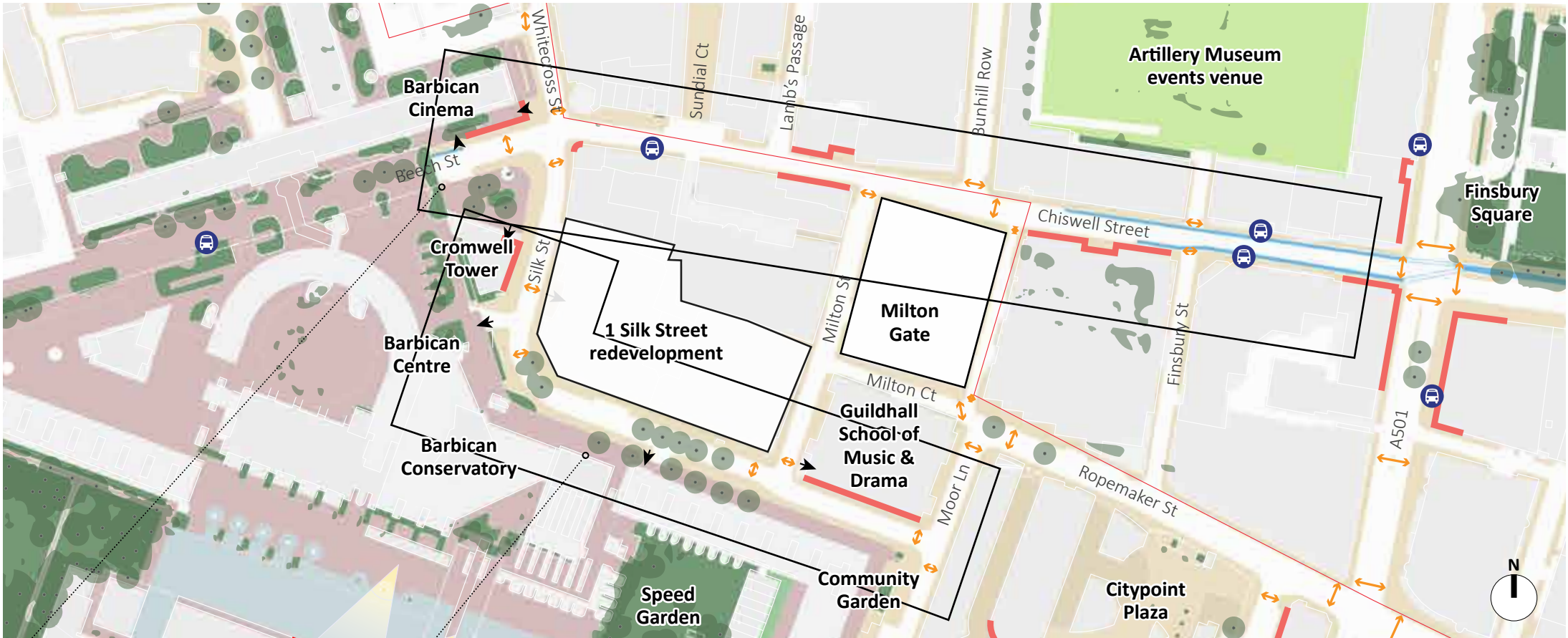
Silk Street connects to Beech Street and Chiswell Street; an important east-west link for movement. It also connects to Whitecross Street, an important local and historic destination with street market, providing a route to Old Street, notably LSO St Lukes. Silk Street also connects to Moor Lane, subject of a proposed City of London Corporation streetscape and landscape project.

Analysis and engagement work has identified a number of issues and opportunities related to this area (for details and sources see Baseline Report):

- Unpleasant, polluted environment of Beech Street tunnel, which is not intuitive for people walking to or from Barbican and Farringdon stations or Smithfield area.
- Unintuitive route to or from Moorgate Station.
- Mixed quality of Chiswell Street, with sections of poor and narrow footways but also heritage assets and their settings.
- Long stretches of inactive street frontage.
- Poor legibility of environment undermining the natural navigation to key destinations.
- Personal security concerns related to night-time use.
- Poor presence and lack of amenity at entrances to cultural venues.
- Chiswell Street and northern part of Silk Street lack soft landscaping.
- Barbican residents in Cromwell Tower and Speed House affected by street noise.
- Designs must be sensitive to listed status of Barbican Estate and other assets including the historic former brewery and environs.
- Chiswell Street is on the boundary of City of London Corporation and LB Islington, with responsibility split between the two.

These improvements support other policy initiatives and plans, including:

- Bunhill, Barbican and Golden Lane Healthy Neighbourhood (City of London Corporation & LB Islington);
- Transport Strategy (CoL) proposed improvements;
- Draft City Plan 2040 (CoL) Strategy Policy S23 and S24;
- Moor Lane Environmental Enhancements.



↑ Projects within Silk Street area

Project 6. Silk Street node & Chiswell Street



Input from the baseline analysis:

- Gateway to Barbican;
- Conservation area, Grade I&II listed;
- Sharp character areas contrast;
- Chiswell Street is a surviving medieval street;
- Narrow footways with poor quality surfacing on Chiswell Street;
- Council seeks traditional street elements and coherent paving;
- Street in the eastern part is wider, has office frontages, some commercial fronts;
- Buses and cycle tracks present.

Project 7. Silk Street



Input from the baseline analysis:

- Area rich with cultural institutions, main accesses from Silk Street;
- Barbican Centre entrance attracts significant footfall;
- Poor public realm with little soft landscaping and confusing routes;
- Well-placed cycle parking and share stations near main attractions;
- Few cycle tracks, but overall safe for cyclists and pedestrians;
- City of London Corporation proposed improvements to walking routes: Silk Street, Beech Street, and Moor Lane.

- BID area
- Green space
- Tree canopy
- Sports pitches
- Pedestrian surfacing in Barbican
- Pedestrian surfacing
- Active frontage
- Pedestrian crossing
- Key building entrances
- Highwalk / bridge
- Cycle lane
- Bus stop

Project 6. Silk Street Node & Chiswell Street



| | |
|--------------------------------|--------|
| Delivery timescale | Medium |
| Quick win | Yes |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

Street environment improvements that mark the node between Whitecross Street, Silk Street, Beech Street and Chiswell Street, support presence of the adjacent cinema and pub, aid wayfinding to key cultural destinations, plus support pedestrian comfort and safety along Chiswell Street and improve heritage settings.

Potential design elements to consider

- Further tightening the junction of Silk Street to slow down motor traffic turning left into Beech Street, and raising and resurfacing the entire junction (e.g. similar to the junction of Silk Street and Milton Street).
- Install a wayfinding feature at the corner of Silk Street, to promote the presence of nearby attractions including the Barbican Centre, Guildhall School of Music & Drama, LSO St Lukes, and Whitecross Street Market. This could take the form of a creative placemaking or art element rather

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
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| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
| ●○○ | ●●● | ●●● | ●●○ |

↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- than replicating Legible London signage. This art commission could involve local partners and potentially become a regular temporary commission.
- Investigate the potential for subtle feature lighting of the concrete ventilation shaft in the plaza area at the foot of Cromwell House.
 - Provide additional cycle parking to cater for the existing and future demand, located in prominent locations with high levels of passive surveillance to reduce cycle theft.
 - Repave all footways along Chiswell Street to the same high-quality standard, noting that northern footways in particular are of poor quality. Pave vehicle crossovers to match and provide continuous footways over side streets.
 - Investigate the potential to widen the northern footway from Moor Lane eastward to City Road.
 - Investigate the potential for landscape to soften the streetscape, focusing on locations where footway width and utilities allow.

Benefits

- Improves cycle connectivity and convenience;
- Improves pedestrian accessibility, safety, comfort, and ease of navigation;
- Promotes presence of the Barbican Centre and other institutions;
- Enhances visual appeal and strengthens place identity;
- Improved setting to heritage assets and views.

Sensitivities

- Vehicle manoeuvrability into or out of Silk Street;
- Changes to traffic flows associated with the Bunhill, Barbican and Golden Lane Healthy Neighbourhood;
- Heritage assets vary considerably in style and their likely appropriate settings – e.g. Brutalist and 19th century industrial;
- Conservation areas and a variety of character areas.

Synergies

Projects within this strategy:

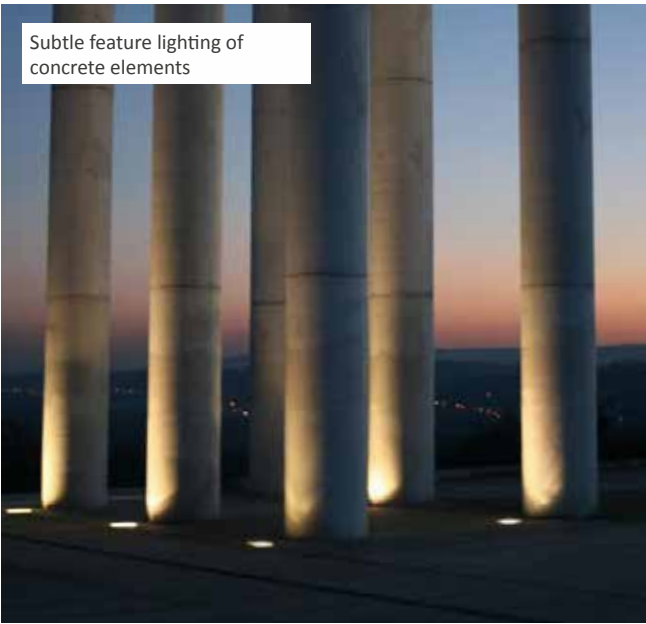
- 7. Silk Street.

Projects being led by others:

- Bunhill, Barbican and Golden Lane Healthy Neighbourhood- Beech Street & Chiswell Street;
- Barbican Centre Renewal Programme.;
- Milton Gate redevelopment.



Existing situation



Subtle feature lighting of concrete elements



Example of a wayfinding feature element



Footway repaving scheme, Bunhill Row



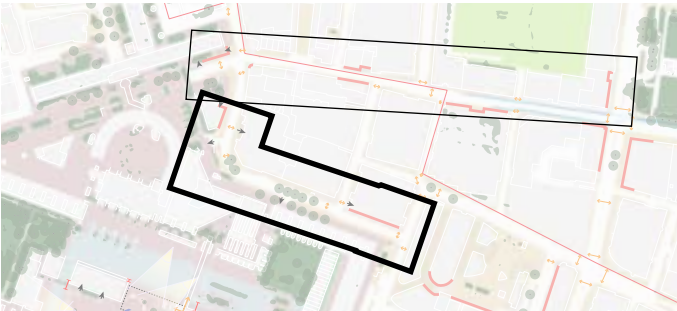
Example of a continuous footway, Clapham Old Town



Example of footway widening

See case study in Appendix

Project 7. Silk Street



| | |
|--------------------------------|-------|
| Delivery timescale | Short |
| Quick win | Yes |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

Changes to enhance pedestrian experience on the approach to Barbican Centre and Guildhall School of Music and Drama: introducing lighting, seating, wayfinding, additional cycle provision, reducing clutter. All improvements are to be structurally separate from the wall of Barbican.

Potential design elements to consider

- Repave the carriageway directly outside of the main entrance to the Barbican Centre, with special surfacing in existing raised table.
- Introduce special footway elements within the footway to visually emphasise the entrances to the Barbican Centre and both GSM&D buildings entrance. E.g. special paving materials or insets.
- Install feature lighting to better highlight these entrances at night, ensuring lighting operates during hours of opening only.
- Work with the City of London to explore alternative,

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
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| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
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↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- more functional solutions to the line of bollards outside the main entrance to the Barbican Centre which currently visually dominate the area and create clutter. E.g. stone blocks, which provide informal seating opportunities.
- Introduction of additional cycle parking to cater for existing and future demand, in prominent locations with high levels of passive surveillance to reduce cycle theft. Explore potential for public cycle parking provision within Barbican car parks.
 - Investigate potential for designated on-carriageway bay for parking shared e-scooters and e-bikes.
 - Continuous footway treatments across the resident car parking thresholds, emphasising pedestrian priority and reducing the visual dominance of access point.
 - Install feature lighting or artwork within the openings to the car park below Speed House to help animate this facade after dark.
 - Provide feature seating at each of the two GSM&D building entrances to help demarcate these locations. Position seating so as to avoid obstructing footway.
 - Replace or improve gate next to GSM&D entrance on south side of Silk Street with feature design or element that relates to the school.

Benefits

- Improves cycle convenience;
- Enhances visitor experience by improving accessibility, safety, comfort, and navigation;
- Promotes presence of the Barbican Centre and GSM&D;
- Enhances visual appeal and strengthens place identity.

Sensitivities

- Heritage listing, specifically the Barbican Estate;
- Traffic circulation requirements.

Synergies

- Projects within this strategy:
- 6. Silk Street Node & Chiswell Street.
- Projects being led by others:
- Barbican Centre Renewal Programme;
 - Bunhill, Barbican and Golden Lane Healthy Neighbourhood;
 - 1 Silk Street redevelopment;
 - Moor Lane Environmental Enhancements.



Existing situation



Special paving elements



Example of a feature seating

See case study in Appendix



Example of a feature gate design, Maxxi Museum, Rome

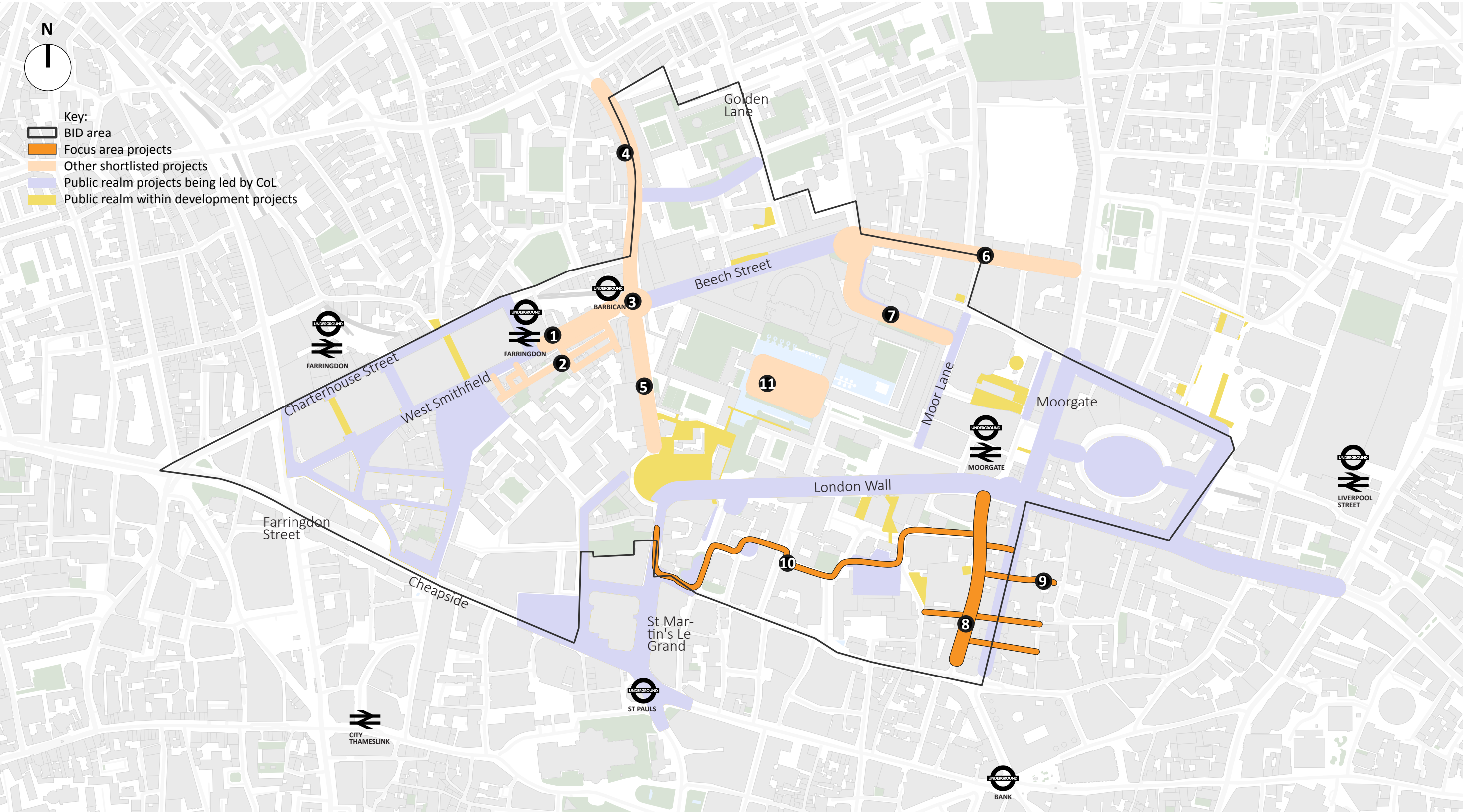


Stone block seating



Example of a continuous footway, Fenchurch Street

D. GUILDHALL ENVIRONS



Overview

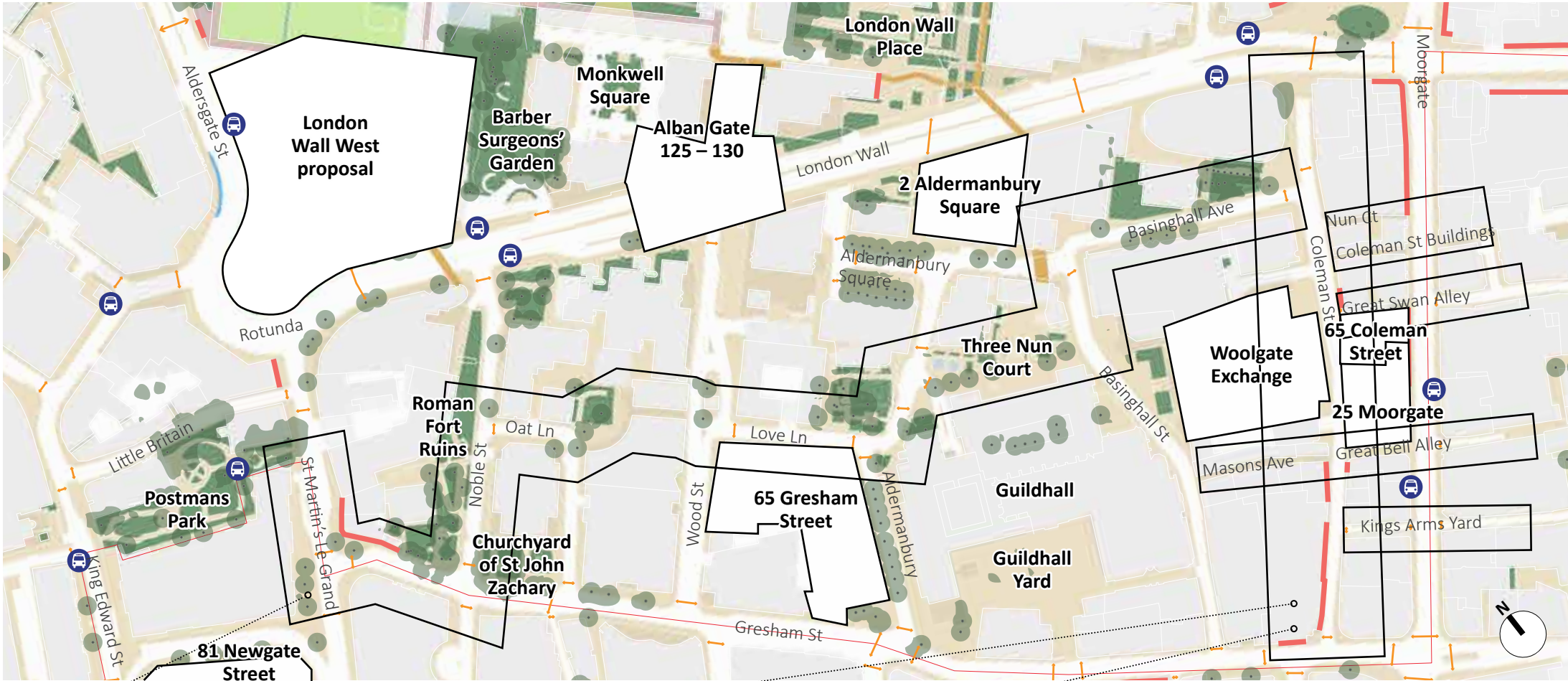
Guildhall Environs are highly varied with post-war elements and a fine-grained network of historic streets and pedestrian connections, and many small public spaces from pocket plazas to Postman’s Park. It is a busy area by day, but primarily used by office workers, and could be better promoted more to visitors including outside office hours. There are a number of developments and public realm projects underway in the area which will add further activity and amenity.

Analysis and engagement work has identified a number of issues and opportunities related to the area (for details and sources see Baseline Report):

- Good permeability with fine-grained medieval street network. While a positive aspect of character including for exploration, this also makes legibility less straight-forward for visitors;
- Parks, gardens and former churchyards offer small pockets of respite in what is a densely developed urban environment, however they can be somewhat overlooked and others are less sensitive to heritage settings (e.g. St Anne & St Agnes Churchyard);
- New developments will bring more people to the area for work, increasing pressure on public realm;
- Lack of presence and visibility of the Guildhall in the area, despite its potential as a major cultural attractor in Culture Mile;
- Important elements of history and heritage throughout the area, that are not always visible or celebrated including the course of the city walls;
- Lack of food and beverage provision inside the area, limited ground floor activation;
- Night-time use and safety;
- Potential cycle and pedestrian conflict in some parts of the public realm;
- Poor air quality along the major roads adjacent – London Wall and St Martin’s Le Grand;
- High traffic congestion on Wood Street – it connects to the London Wall;
- Stakeholder engagement found that people wanted more green space in this area, to have more dining options, markets and other street events.

These improvements support other policy initiatives and plans, including:

- Transport Strategy (CoL) proposed improvements;
- Draft City Plan 2040 (CoL) Strategy Policy S23 and S24.



↑ Projects within Guildhall Environs

Project 10. Guildhall green route: Phase 1



Existing features and constraints:

- Complex route through major office area and behind Guildhall.
- Developed north-south links, but convoluted in east-west direction.
- Route passes through internal green spaces, passages, and tree-lined parts.
- Low footfall except on Gresham St and St Martin’s Le Grand.
- Cycle parking available on the route.
- Collision blackspot on the easternmost part of the route.
- Heritage elements present, including London Wall remains.

Project 8A and 8B. Coleman Street: Phase 1 and 2



Existing features and constraints:

- Calmer north-south route between Moorgate and Bank stations;
- Moderate traffic volumes;
- Dense setting, insufficient street width, leading to potential conflict between pedestrians and cyclists;
- Characterful alleys but some lacking activation;
- Some disjunctures between pre-war heritage assets and post-war redevelopment detract from settings e.g. Wood Street;
- Most active frontages in the focus area, presence of F&B;
- Long development pipeline, potential nuisance from construction.

Project 9. Moorgate Yards & Alleys

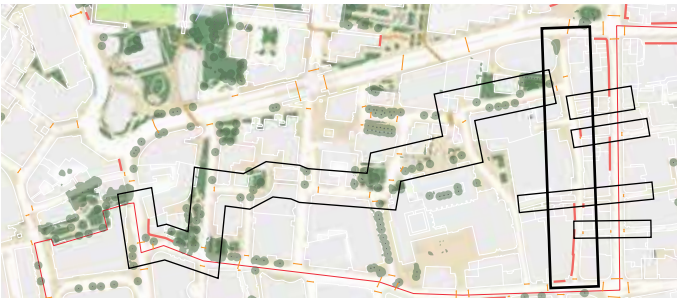


Existing features and constraints:

- Network of narrow east-west routes from Moorgate to Guildhall area;
- Substantial development pipeline;
- Multiple cycle collisions on Moorgate, including where alleys meet the street;
- Conservation sensitivities.

- BID area
- Green space
- Tree canopy
- Sports pitches
- Pedestrian surfacing in Barbican
- Pedestrian surfacing
- Active frontage
- Pedestrian crossing
- Key building entrances
- Highwalk / bridge
- Cycle lane
- Bus stop

Project 8A. Coleman Street: Phase 1



| | |
|--------------------------------|-------|
| Delivery timescale | Short |
| Quick win | Yes |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | ○○○○○ |

Purpose

Timed closure of the street to motor traffic to provide pedestrian priority, and for events and activity. Investigating potential for small-scale art and planting. The temporary changes would be used to test potential for longer-term transformation of this street (see Phase 2).

Potential design elements to consider

- Timed closure to all traffic movement during peak periods (for example, lunch times and 5-6pm) to provide additional space for pedestrian movement and activity.
- Timed closure for extended periods to use for events or programmed activities during summer months. E.g. similar to City of London’s Lunchtime Streets initiative (2019-20) which was implemented on Chancery Lane.

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
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| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
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↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- This is a busy cycle route. During the timed closures, cyclists could be re-routed via Basinghall Street and Ave, but the proposals would need to keep the north portion of Coleman Street open to cyclists.
- Retain existing parklet, which is well used, and investigate potential for an additional parklet or other temporary seating elements.
- Work with adjacent businesses to provide and maintain planters within their curtilage to add more greening to the street.
- Investigate potential for further activation with subtle art elements, either within the public realm or ground floor frontages of adjacent buildings.
- Potential temporary murals, interpretative and wayfinding elements e.g. paving slab vinyl on the entrances to lanes and alleys.
- Develop art and mural elements in collaboration with local organisations, such as the Guildhall Art Gallery or nearby guilds and livery companies.

Benefits

- Improves pedestrian accessibility, safety, and comfort;
- Enhanced amenity for local workers and visitors;
- Improve settings and links between historic streets and assets;
- Supports footfall to local businesses.

Sensitivities

- Traffic and cyclist access and circulation during any timed closures;
- Servicing, refuse collection and access requirements of businesses;
- Accessibility of parklets and any ‘shared space’ for wheelchair users, Blind and partially sighted people, and people with mobility impairments;
- Many important heritage assets and their settings.

Synergies

Projects within this strategy:

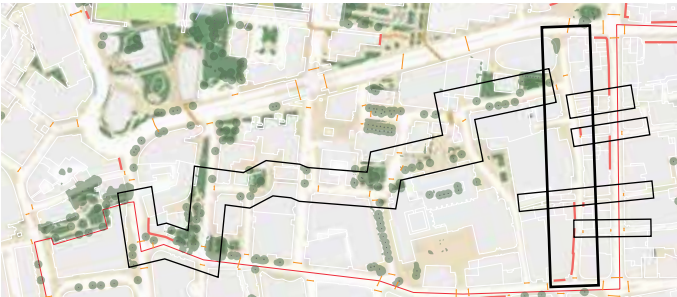
- 9. Moorgate Yards & Alleys;
- 10. Guildhall Green Route.

Projects being led by others:

- Moorgate enhancements (LSAHSP);
- London Wall Corridor Study;
- Woolgate Exchange development and associated public realm;
- Destination City.



Project 8B. Coleman Street: Phase 2



| | |
|--------------------------------|--------|
| Delivery timescale | Medium |
| Quick win | No |
| Meanwhile elements opportunity | No |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose
Permanent transformation of Coleman Street to turn it into a characterful pedestrian priority street while also retaining cycle access and allowing vehicular movement for servicing.

- Potential design elements to consider**
- Extending footways wherever possible along the street, investigating potential to remove or relocate existing parking in order to do so.
 - Raising and repaving the entire carriageway in the standard City of London granite setts. This should extend from the northernmost end of Coleman Street, which is already paved in this manner, to the junction of Great Bell Alley and Masons Avenue.
 - South of the junction of Great Bell Alley and Masons Avenue the footways are extremely narrow. Here, a full shared surface type approach, that has regard to historic carriageway and footway heirarchies could be used to provide pedestrian priority and encourage slow, careful vehicular access.
 - Install specimen trees in widened footway areas. If not possible (e.g. due to underground services) provide a raised planter instead.
 - Install additional standalone seating, or integrate it into planters.

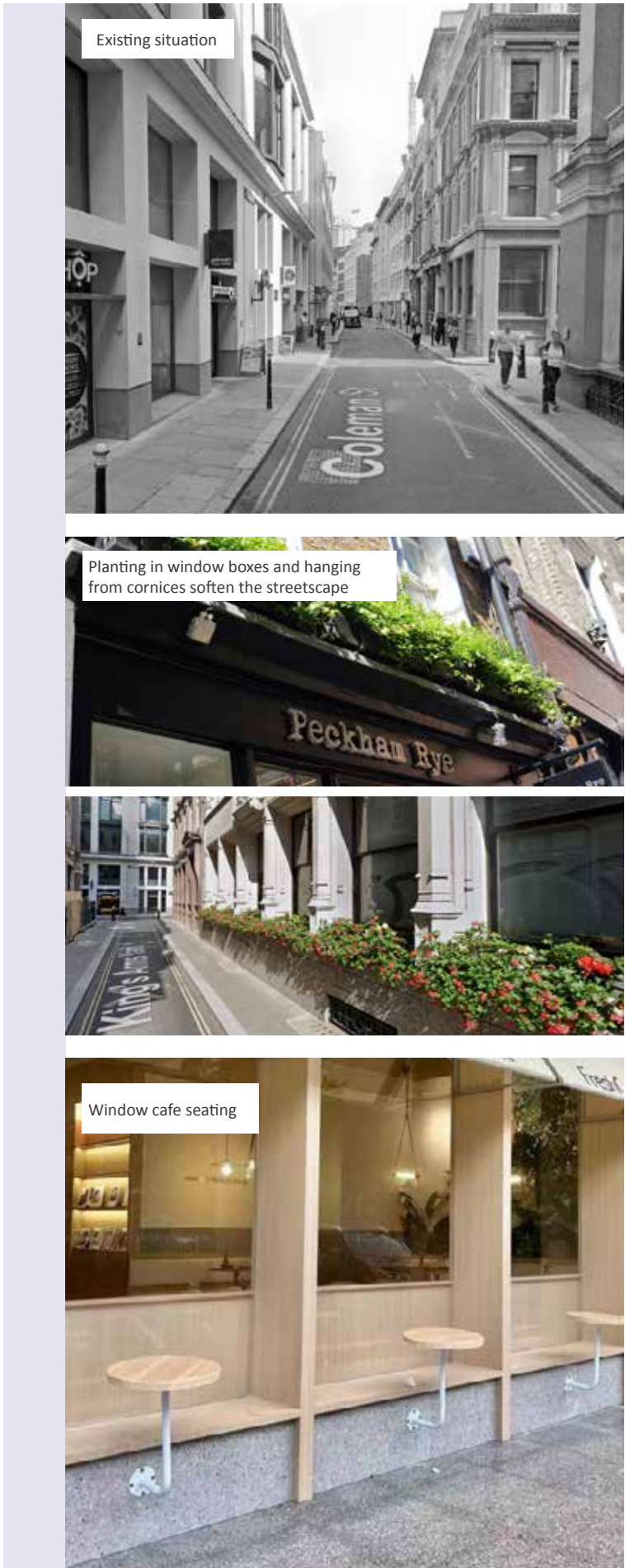
| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
|-----------------------------|---------------------|----------------------------|-----------------------|
| ●●●○ | ●●●● | ●●●● | ●●●● |
| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
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↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

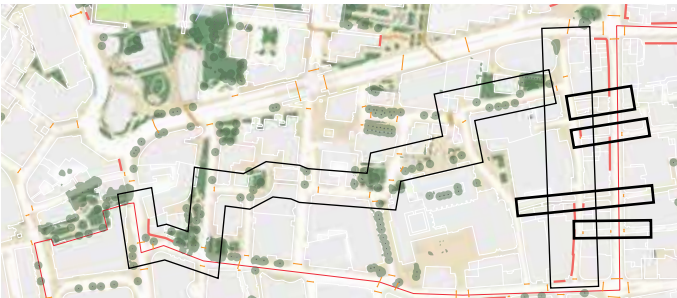
- Encourage local occupiers to install window or cornice planters to provide a soft edge to the street where regular planting is not feasible due to street width.
- In adding planters and seating, keep to the unified colour and material palette. It is advised not to oversaturate the area with such fixtures, refer to the plan on the next page to see the proposed locations.
- Explore opportunities for art activation on blank frontages, or on buildings that are soon to be under reconstruction. Provide interpretation and art on hoardings where the construction is ongoing.
- Provide feature lighting at northern and southern ends of Coleman Street to announce entrances to it from London Wall and Gresham Street respectively. This could be catenary (if wall fixings possible), architectural feature lighting or gobo lights, depending on heritage sensitivities re settings and fixings. This has the potential to become a bespoke art commission to design catenary lighting for the whole area.
- Encourage local cafes and pubs to install window seating, maximising outdoor eating opportunities without impinging too greatly on pedestrian space. Facilitate regular outdoor seating or parklet style seating where space allows.
- While having regard to continuity of treatment and to historical patterns, install bespoke paving and interpretation elements at key locations including thresholds to yards and alleys (see Project 9).
- Develop art and mural elements in collaboration with local organisations, such as the Guildhall Art Gallery or nearby guilds and livery companies.
- Extending high-quality traditional paving treatments were appropriate.

- Benefits**
- Improves pedestrian accessibility, safety, and comfort;
 - Improves cycle connectivity and convenience;
 - Provides additional greening;
 - Enhanced amenity for local workers and visitors;
 - Supports footfall to local businesses.
- Sensitivities**
- Managing conflict between pedestrians and cyclists during peak hours. Coleman Street has a strategic north-south role in the cycle network.
 - Traffic access and circulation during any timed closures;
 - Servicing, refuse collection and access requirements of businesses;
 - Accessibility of parklets and any ‘shared space’ for wheelchair users, Blind and partially sighted people, and people with mobility impairments;
 - Underground utilities and structures, in relation to tree planting;
 - Heritage assets and historic public realm;

- Synergies**
- Projects within this strategy:
- 9. Moorgate Yards and Alleys;
 - 10. Guildhall Green Route.
- Projects being led by others:
- Moorgate enhancements (LSAHSP);
 - London Wall Corridor Study;
 - Woolgate Exchange development and associated public realm;
 - Destination City.



Project 9. Moorgate Yards & Alleys



| | |
|--------------------------------|-------|
| Delivery timescale | Short |
| Quick win | Yes |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

Temporary (associated with Project 8A. Coleman Street: Phase 1) and permanent improvements to navigation and general pedestrian experience.

Potential design elements to consider

- Feature paving on the entrances to the alleyways, which could include interpretative and wayfinding elements. This replaces temporary surface elements, installed in the Phase 1 of Project 8A.
- Lighting improvements, especially in the long narrow passages. Exploring opportunities for localised feature lighting in the most active areas. This has the potential to become a bespoke art commission to design catenary lighting for project 8 and 9.
- Work with adjacent businesses to provide and maintain planters within their curtilage to add more greening to the alley or street, where there is frontage.
- Provide seating, greening, frontage and art activation where there is existing active frontage and sufficient footway width.

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
|-----------------------------|---------------------|----------------------------|-----------------------|
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| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
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↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- Encourage local cafes and pubs to install window seating, maximising outdoor eating opportunities without impinging too greatly on pedestrian space. Some local pubs are already implementing frontage activation, and these efforts should be supported and used as local precedents.
- In adding planters and seating, keep to the unified colour and material palette. It is advised not to oversaturate the area with such fixtures, refer to the plan on the next page to see the proposed locations.
- Explore opportunities for art activation on blank frontages, or on buildings that are soon to be under reconstruction. Provide interpretation and art on hoardings where the construction is ongoing.
- Art activation on blank frontages, e.g. along Great Bell Alley.
- Potential temporary and permanent murals, interpretative and wayfinding elements e.g. paving slab decoration at the entrances to yards and alleys.
- Develop art and mural elements in collaboration with local organisations, such as the Guildhall Art Gallery or nearby guilds and livery companies.

Benefits

- Improves pedestrian accessibility, safety, and comfort;
- Enhanced amenity for local workers and visitors;
- Supports footfall to local businesses.

Sensitivities

- Safety considerations;
- Some alleys run along buildings that are in the development pipeline;
- High pedestrian flow in busy times;
- Cycle parking locations creating pinchpoints (e.g. Great Bell Alley);
- Ownership constraints – some alleys run through the buildings and are private;
- Conservation sensitivities;
- A need for an holistic approach to the wider network of alleys.

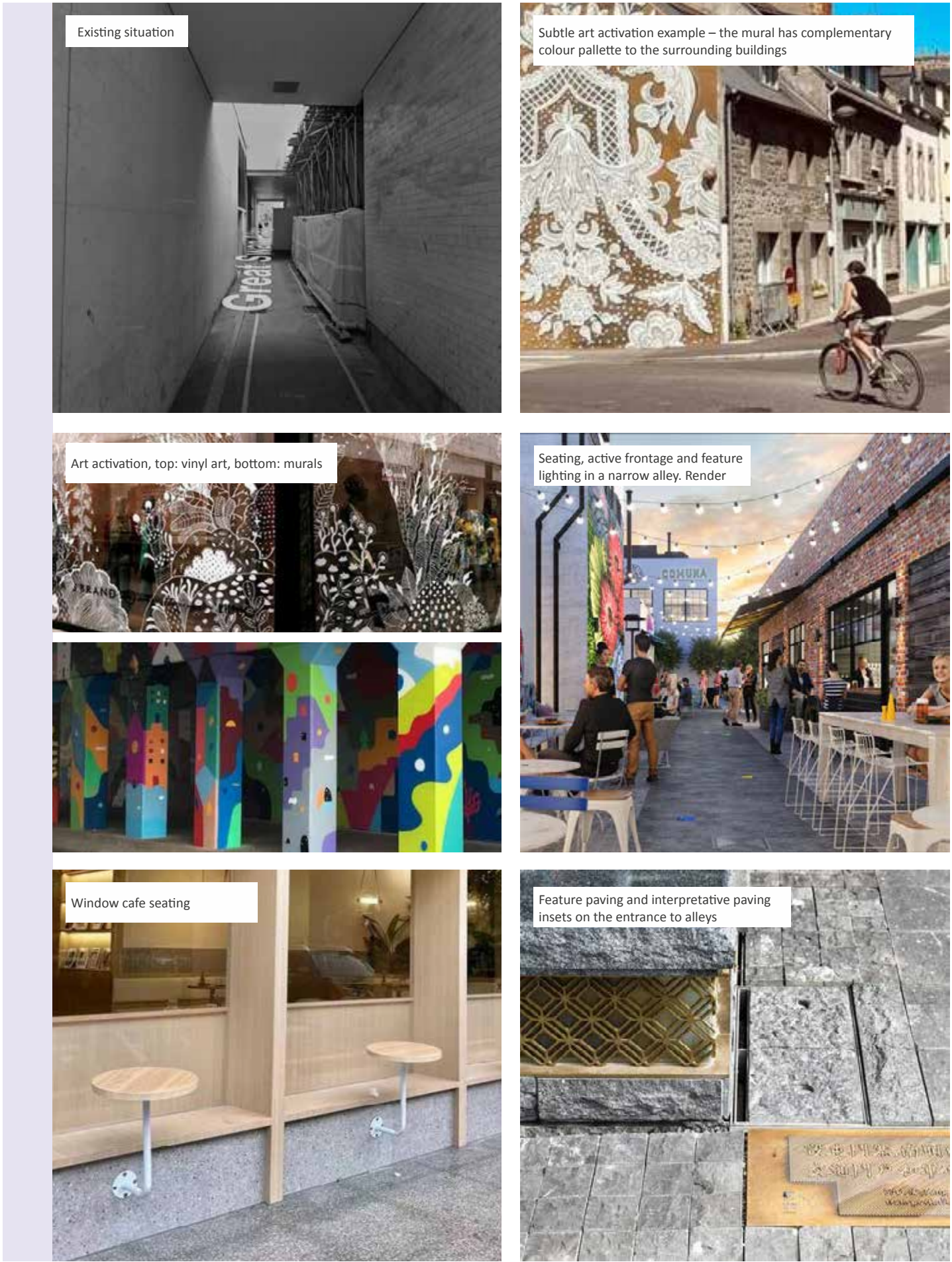
Synergies

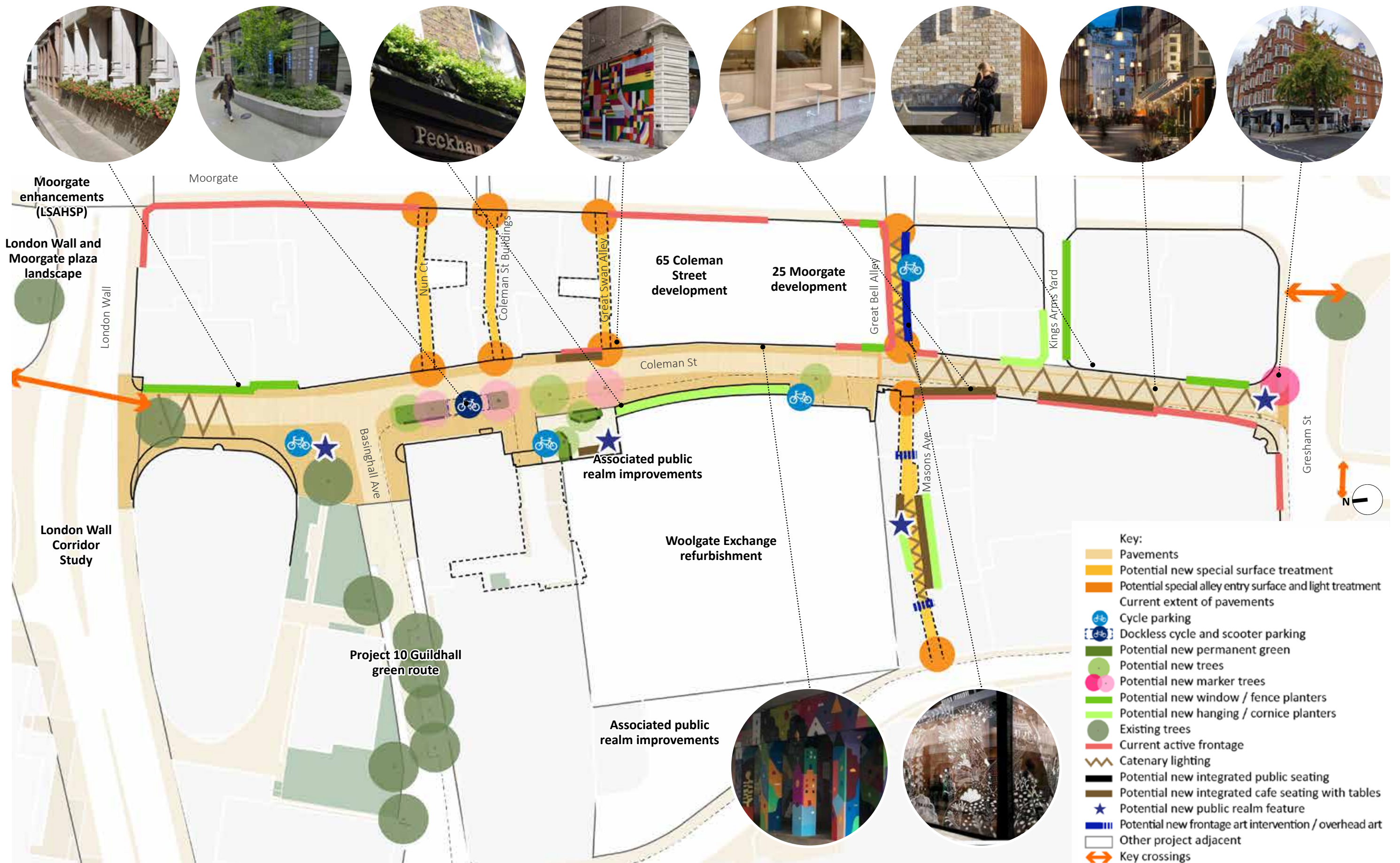
Projects within this strategy:

- 9. Moorgate Yards & Alleys;
- 10. Guildhall Green Route.

Projects being led by others:

- Moorgate enhancements (LSAHSP);
- 25 Moorgate development;
- 65 Coleman Street development;
- Woolgate Exchange development.





Concept plan: Project 8 – Coleman Street and Project 9 – Moorgate Yards & Alleys

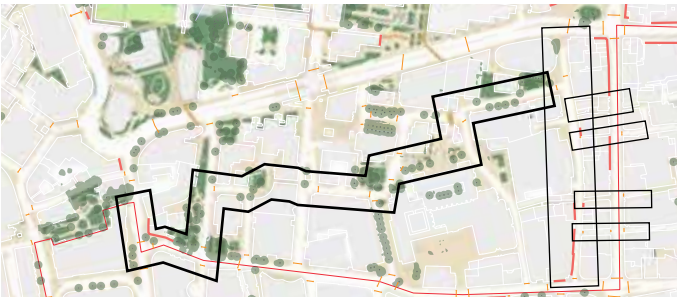
Artist’s illustration of Coleman Street showing how the street might look dduring a timed closure for an event, looking south from Great Bell Alley and Mason’s Avenue



Artist's illustration of Coleman Street showing how the street might look during regular operation, looking south from Great Bell Alley and Mason's Avenue



Project 10. Guildhall Green Route



| | |
|--------------------------------|--------|
| Delivery timescale | Medium |
| Quick win | Yes |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

Localised interventions to promote the presence of various existing green spaces, connecting them into a green route. This would include interpretative elements to highlight presence and history of green spaces, plus wayfinding and additional street greening to encourage people to walk between them.

Potential design elements to consider

- Bespoke art works or other creative elements in green spaces, visible from the street, to promote their presence. These could be temporary, e.g. as part of an annual art trail or similar programme, or permanent.
- Improved green space signage and information boards at entrances.
- A coordinated set of interpretation boards explaining history and features of green spaces, as well as showcasing architecture and history of the place.

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
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| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
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↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- Route maps, both digital and printed, for the BID to distribute and promote.
- Bespoke footway insets to promote the route, enhance wayfinding (e.g. series of small trail markers) and provide additional interpretation and visual interest at park entrances or other key locations.
- Additional street greening along the connections between the green spaces. This should consider removing parking or building out footways where space appears to be available (e.g. Gresham Street) to provide new planting, including mature trees and planted beds, to provide shade, shelter and visual amenity.
- New areas of landscape within highway should integrate areas for seating.
- Planting specification for any landscape should support climate resilience and biodiversity as well as providing visual interest.
- Investigate potential for raingardens and permeable materials to absorb surface water run-off.
- Ensure built-in infrastructure to support temporary art trails and other treatments such as access to power for lighting installs. Additions such as gobo balls could help with seasonal lighting programmes that are light touch and inexpensive to run.

Benefits

- Strengthens green amenity;
- Supports biodiversity;
- Improves pedestrian accessibility, safety, and comfort;
- Makes pedestrian navigation easier;
- Potential to better reveal heritage significance;
- Enhances visual appeal and strengthens place identity.

Sensitivities

- Heritage assets and their settings including views;
- Traffic circulation requirements;
- Servicing and access requirements of businesses;
- Underground utilities, in relation to tree planting.

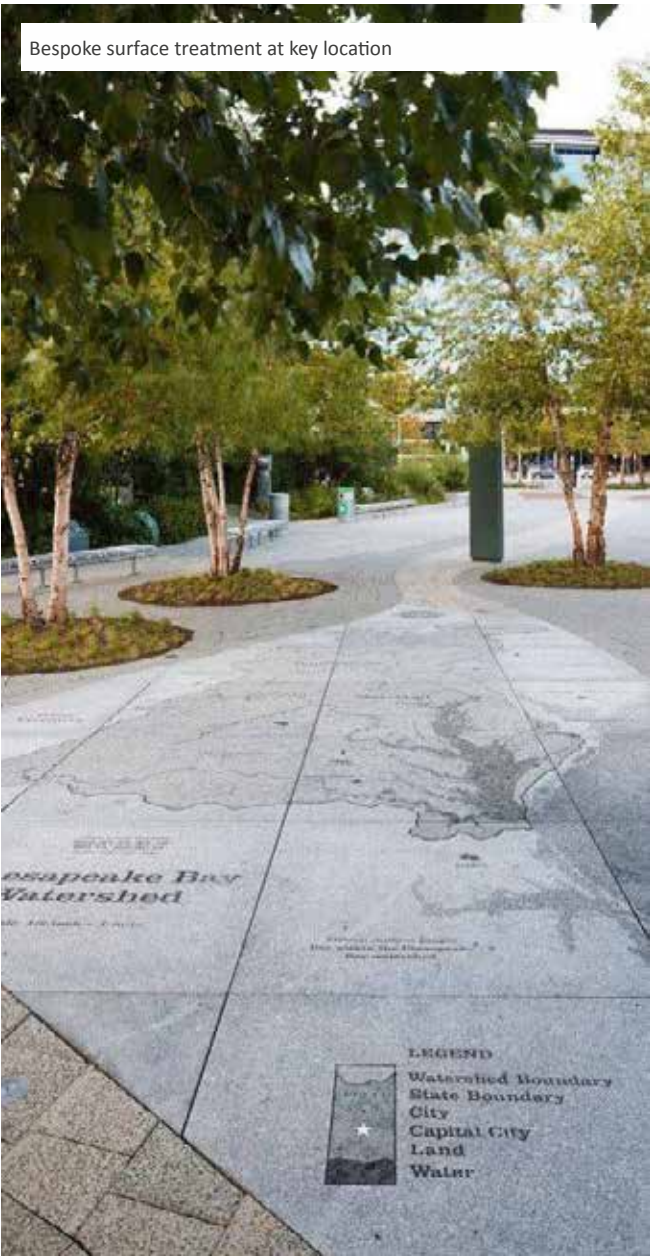
Synergies

Projects within this strategy:

- 8A & B. Coleman Street;
- 9. Moorgate Yards & Alleys.

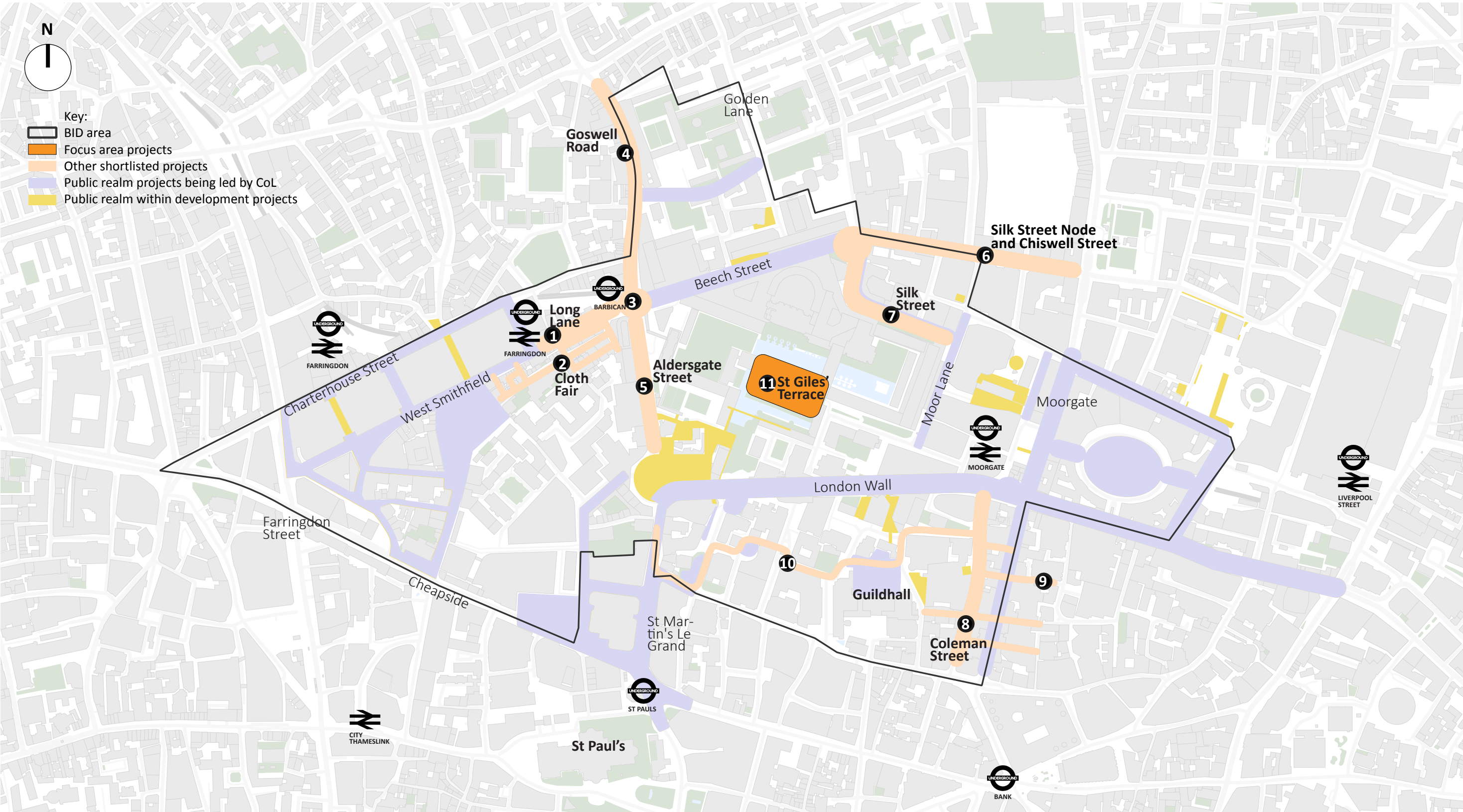
Projects being led by others:

- St Paul’s Gyratory Transformation – Phase 1;
- London Wall Corridor Study;
- Noble Street – wildflower habitat;
- Former Churchyard of St Anne and St Agnes – landscape improvements;
- St Mary Staining – landscape improvements;
- St Mary Aldermanbury – landscape improvements;
- 65 Gresham Street redevelopment.





E. ST GILES' TERRACE



Overview

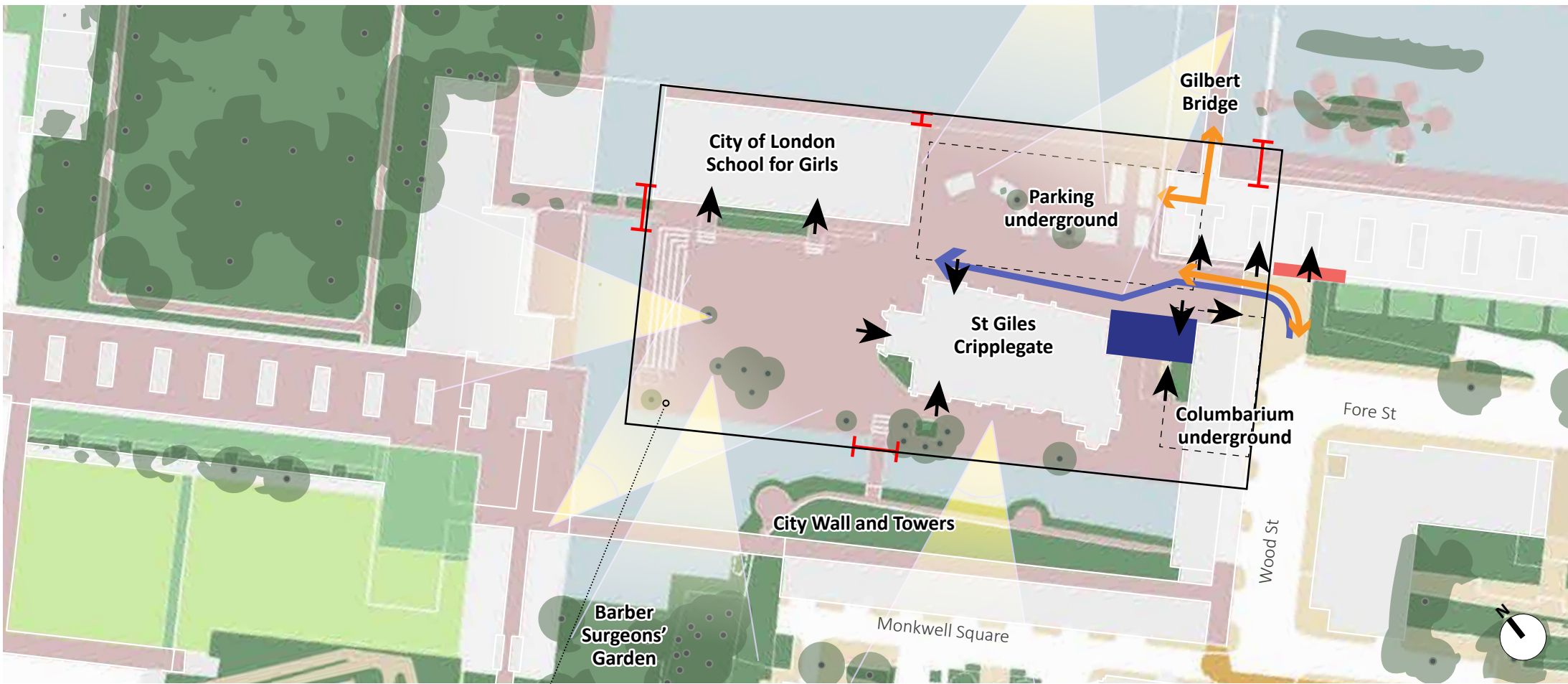
St Giles Terrace is the podium surrounding Grade I St-Giles-without-Cripplegate. It is part of the Barbican Estate. Pre-Blitz, the church stood on Fore Street and its north side was closely built up. The terrace is a remodelling of the churchyard and its environs. It fronts the City of London School for Girls and is surrounded on three sides by water bodies.

The main pedestrian access is from Wood Street, with additional stepped access to Gilbert Bridge, which connects across the lake to the Barbican Centre.

To the south across a moat are surviving stretches of the Scheduled city wall and Roman fort and the gardens of the Barber-Surgeons Hall. The terrace offers important views of these but pedestrian access between the two is behind locked gates (see red stroke on the plan).

Analysis work has identified a number of issues and opportunities related to here (for details and sources see Baseline Report):

- Recognized as a major asset for outdoor recreation, St Giles Terrace serves a diverse group of users, from local residents to workers and visitors.
- The church hosts various community and cultural events, some of which use the terrace area. It is keen to promote the venue and the public space for further use. Activity must be mindful of proximity to residents, and the restrictions on noise and lighting.
- The separately listed church and its landscaped environs are not specifically described as elements of the Barbican Estate in its own list entry. But the terrace and churchyard lie within the curtilage of either or both listings and some structures might be regarded as being statutorily listed.
- The terrace forms part of the Barbican Gardens which is listed Grade II* on the Register of Historic Park and Gardens. It also falls within a conservation area.
- Below the terrace to the north and east of the church are underground structures including car parking, a small columbarium and a parish hall now used as a nursery. There are problems of water-ingress.
- Retaining walls (incorporating gravestone slabs at some point) drop directly into the water. At the west end, a broad set of steps descends to water level.
- The terrace and churchyard are almost entirely covered by the Estate's distinctive purplish clay paviors with on the north side an arrangement of raised plinths that incorporate deteriorating



↑ Analysis plan

- gravestones that need attention. There are also some repro-style 1980s lamp standards.
- The terrace is a stark setting for the church and reflects conservation practice at the time of the Estate's development. There is some limited tree planting to the south and south-west of the church and two thin trees to the north.
 - The predominantly hard landscape at present is likely to contribute to noise carrying further .
 - The landscape section of the Barbican Listed Building Management Guidelines notes the lack of biodiversity here. However, it also suggests the sparse landscaping allows the church to be read as a "free-standing object" with appropriate tree planting for the area's character.
 - Notwithstanding this, arguably, the sterile setting and "free-standing" approach also detracts from the heritage significance of the church. Although having some historic interest, this relationship is not best practice.
 - It is an important viewing point for impressive parts of the city wall and its itself a landmark within the Barbican Estate.

Projects 11A and 11B. St Giles-without-Cripplegate terrace: Phase 1 and 2

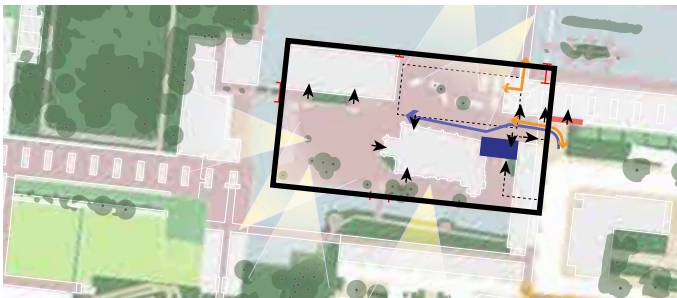


Input from the baseline analysis:

- Strong residential context;
- Vast underground structures;
- Complex heritage settings;
- Church holds events, occasionally spilling out to the terrace;
- Prominent views;
- Lack of formal and informal interactive elements;
- Poor pedestrian connectivity, routes are gated;
- Opportunity for enhancing biodiversity.

- BID area
- Green space
- Tree canopy
- Sports pitches
- Barbican surfacing
- Pedestrian surfacing
- Underground structures
- Active frontage
- Views
- Building entrances
- Gated paths
- Vehicle route
- Pedestrian access routes
- Loading area

Project 11A. St Giles-without-Cripplegate Terrace: Phase 1



| | |
|--------------------------------|-------|
| Delivery timescale | Short |
| Quick win | Yes |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

Small-scale and temporary interventions, sensitive to the residential character of the area, that provide limited activation of the terrace during daytime. These short-term interventions are aiming to make the space more inclusive, comfortable and welcoming for all users of the area, including local workers.

Potential design elements to consider

- Careful and limited daytime activation of the terrace via small-scale events, mindful of impacts on nearby residential amenity. This could for instance include a second-hand book and map market extending the established offer within the church. Book trading has a long tradition in the area and the church itself is associate with historic Cripplegate literary figures such as Shakespeare

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
|-----------------------------|---------------------|----------------------------|-----------------------|
| ●○○○ | ●●○○ | ●●●● | ●●●● |
| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
| ●○○○ | ●●○○ | ●●●● | ●●●○ |

↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- and John Foxe and map-maker John Speed.
- Introduction of temporary fixed or mobile (i.e. not fixed to the ground) seating. These must be robust. They should be placed in locations with good natural surveillance.
 - Careful introduction of appropriately designed freestanding planters. These should be of a size significant enough to make a meaningful contribution to green amenity.
 - Explore scope for planters to be moveable (e.g. like the ‘moveable forest’ from the Netherlands), and to be managed by local residents, school students, or church groups.
 - Explore potential for programming the terrace with temporary art or architectural installations. These should be passive exhibition style installations rather than active and immersive ones, to avoid creating noise. The brief could require these to respond to the history of the site or area.

Benefits:

- Promotes dwell time in an under-used public space at the south end of the N-S Gilbert Bridge pedestrian route through the Barbican Estate
- Carefully activates the public realm.

Sensitivities

- Various heritage listings including as an historic park or garden;
- Proximity to residential and schools;
- Under-podium structures.

Synergies

Projects being led by others:

- Barbican Arts Centre and public realm improvements;
- Destination City.



Existing situation



Moveable forest, Netherlands

See case study in Appendix



Temporary mobile seating on the stairs, Munchen, Germany

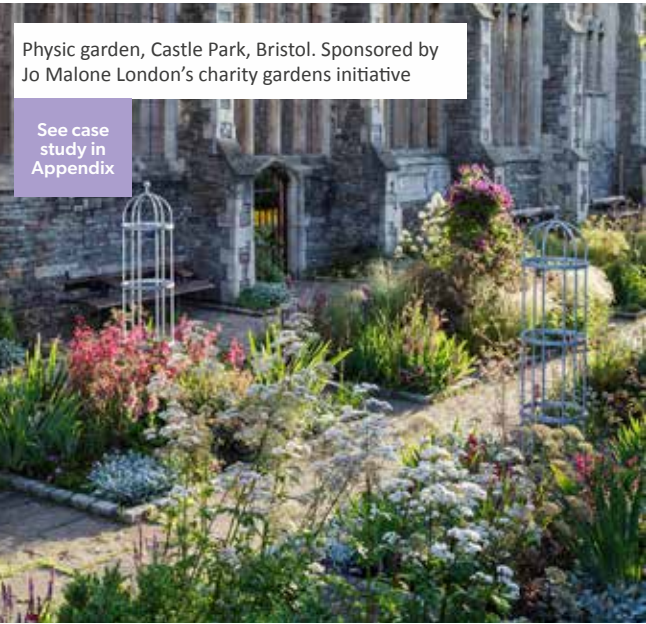


Panathlon Joy Garden, RHS Chelsea show garden, recently rehoused in Marjorie McClure School as part of Giving Back project

See case study in Appendix



Public art installation, aiding wayfinding and adding visual interest, Mayfair

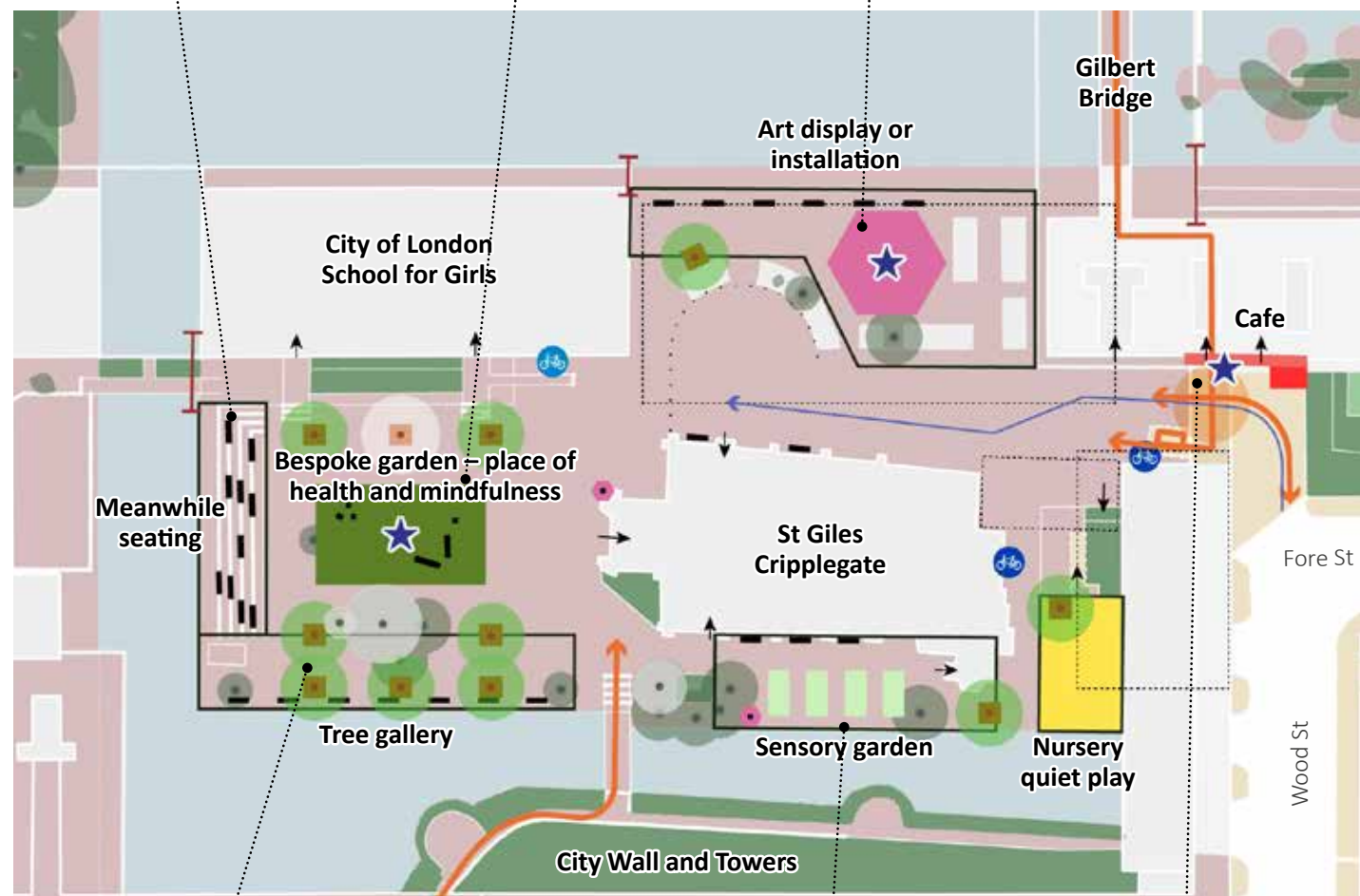


Physic garden, Castle Park, Bristol. Sponsored by Jo Malone London's charity gardens initiative

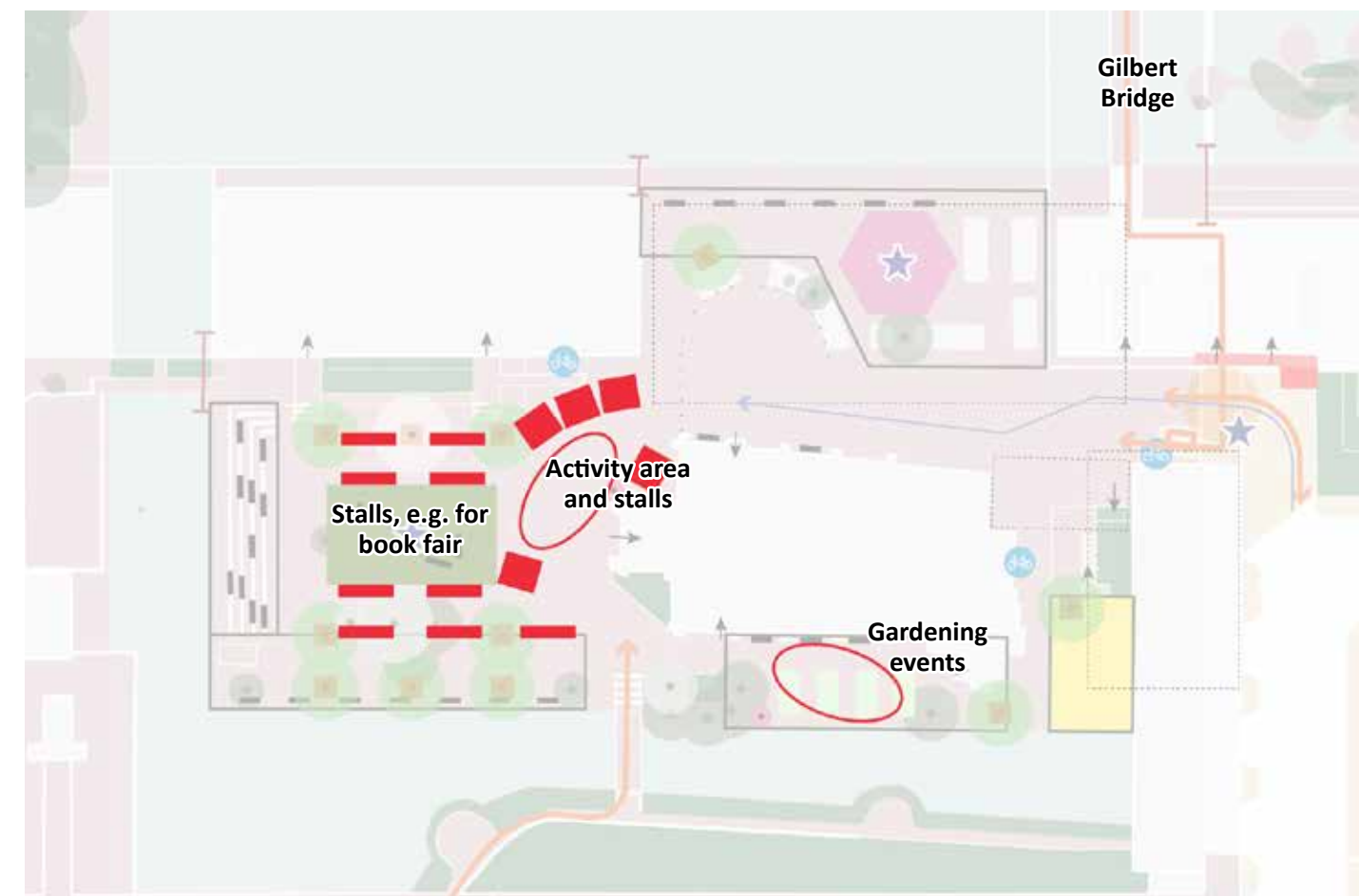
See case study in Appendix



Concept plan for Phase 1 (meanwhile activation)

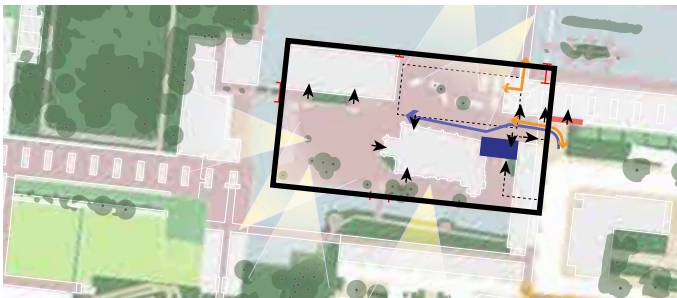


Event arrangement option



- Key:
- Potential new special treatment of the entrance to St Giles Terrace
 - Potential new green areas
 - Potential new herb/sensory garden
 - Potential new quiet play area for nursery
 - Potential new trees in moveable planters
 - Potential new specimen trees
 - Potential new trees in ground
 - Potential new area of art activation
 - Potential new public realm feature
 - Street furniture - seating, signage etc.
 - Cycle parking
 - Potential additional cycle parking
 - Access to buildings and passages
 - Key links
 - Vehicle access
 - Existing cafe frontage
 - Potential new cafe terrace

Project 11B. St Giles-without-Cripplegate Terrace: Phase 2



| | |
|--------------------------------|-------|
| Delivery timescale | Long |
| Quick win | No |
| Meanwhile elements opportunity | No |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

Sensitive interventions would carefully enhance settings, public realm activation, and biodiversity. The aim is to discreetly soften the underused terrace and make the space more inclusive, comfortable and welcoming for all users of the area, including local workers. Since the BID’s focus is on short-term actions, these long-term efforts will be achieved through partnerships.

Potential design elements to consider

- Removal and setting aside of some paviers to allow soft landscaping including low level planting under and around existing tree canopies with potentially the provision of a small number of specimen trees to the south and south-west of the church.
- The project aims to improve the ability to dwell with more and better seating and more appropriate lighting including of the church itself. Inappropriate

| Sustainable Environment | Connected Community | Inspiring Places | Cultural Destination |
|-----------------------------|---------------------|----------------------------|-----------------------|
| ●●●○ | ●●●● | ●●●● | ●●●● |
| Welcome to the Culture Mile | A place for people | Exploring the Culture Mile | Going beyond the name |
| ●●●○ | ●●●● | ●●●● | ●●●● |

↑ The extent to which the project supports the BID priorities (top row) and Vision themes (bottom row), compared to other projects in the longlist.

- ‘80s lighting columns will be replaced with a type more sensitive to the Barbican location.
- It is important to consider the setting of the city wall as part of a wider strategy for the wall’s setting and interpretation across the City of London.
- Explore the potential for removing the raised coffers with the graves on top on the north side in order to provide more emphasis to the churchyard aspect of character. This could be a public art project incorporating the conserved 18th and 19th century gravestones.
- Potential temporary and permanent art commissions, or interpretative elements. Consideration could also be given to a small water feature, designed to be consistent and sympathetic to the wider Barbican landscape.

Benefits:

- Improves greening and biodiversity – creates a greener quiet oasis.
- Better balances heritage settings in line with a churchyard identity.
- Promotes dwell time in an under-used public space at the south end of the NS Gilbert Bridge pedestrian route through the Barbican Estate
- Augments similar enhancement nearby such as the St Alphage gardens and the Barber-Surgeons’ garden (proposed by others).

Sensitivities

- Various heritage listings including as an historic park or garden;
- Proximity to residential and schools;
- Under-podium structures.

Synergies

- Projects being led by others:
- Barbican Arts Centre and public realm improvements;
 - Destination City.



Existing situation



Trees on a square, with activity under the canopy. Granary Square, London Kings Cross



Seating on the stairs, New Zealand



Feature lighting, LSO St Luke’s



Bespoke seating, St Pancras Church Garden



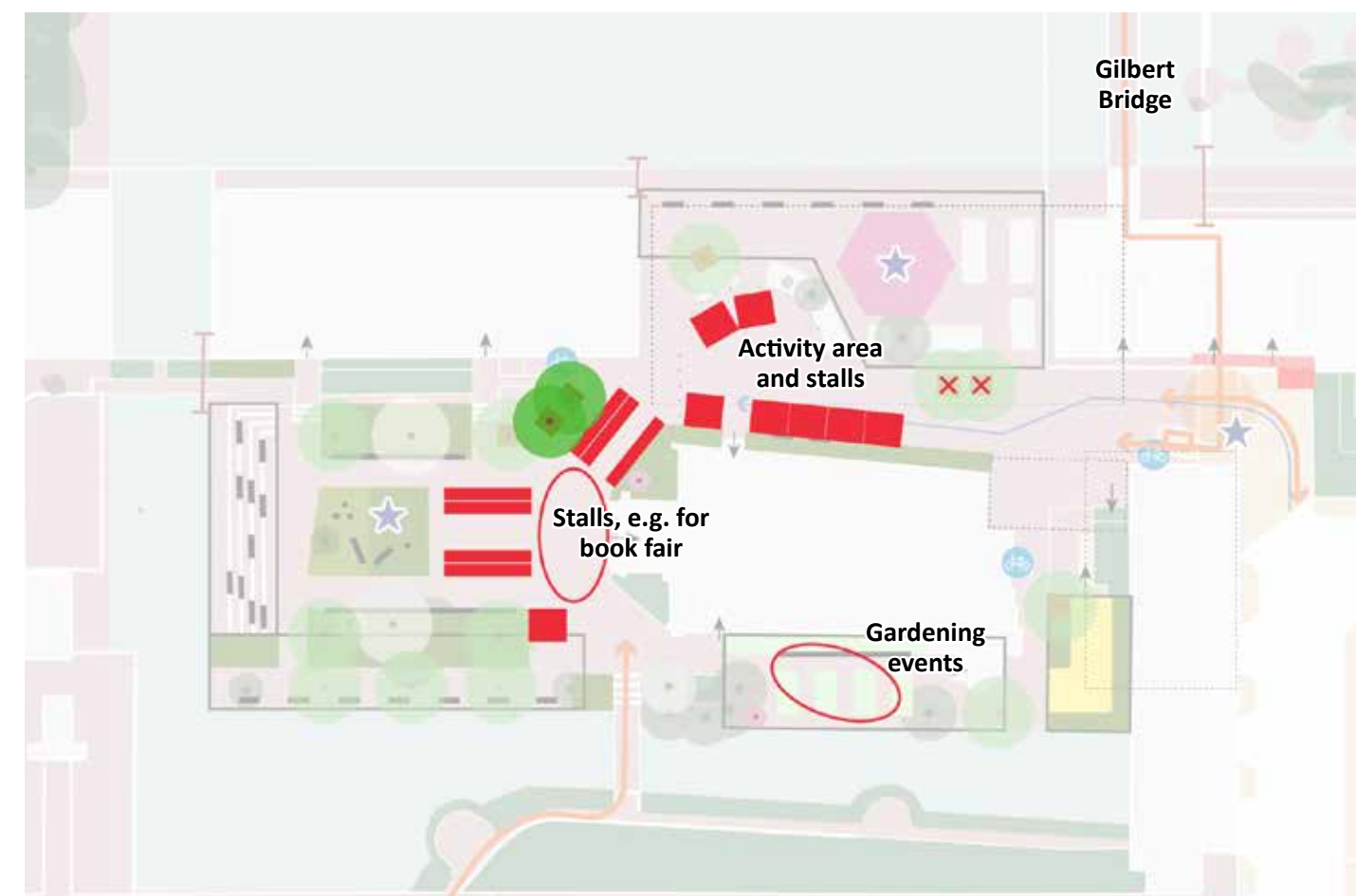
Using bespoke Barbican-specific light poles and benches



Concept plan for Phase 2 (permanent changes)



Event arrangement option



- Key:
- Potential new special treatment of the entrance to St Giles Terrace
 - Potential new green areas
 - Potential new herb/sensory garden
 - Potential new quiet play area for nursery
 - Potential new trees in moveable planters
 - Potential new specimen trees
 - Potential new trees in ground
 - Potential new area of art activation
 - Potential new public realm feature
 - Street furniture - seating, signage etc.
 - Cycle parking
 - Potential additional cycle parking
 - Access to buildings and passages
 - Key links
 - Vehicle access
 - Existing cafe frontage
 - Potential new cafe terrace



Delivery & Monitoring



Except
cycles

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INTRODUCTION

This chapter provides high level phasing plans, setting out suggested delivery of projects according to:

- **Quick wins** – projects that have specific elements that are less complex and require smaller budgets, and could therefore be delivered within a very short timeframe, e.g. a year;
- **Short term** – projects that could be defined and taken forward in the near future, potentially to be delivered within two years;
- **Medium term** – projects with a longer lead time, may be linked to other project or require approvals from various parties, potentially to be delivered within two to four years; and
- **Long term** – projects that require a series of scoping, design and approval stages, and dependent on other projects or many stakeholders, potentially to be delivered in more than 4 years.

Projects within each phase are mapped alongside other development and public realm projects that are understood to be likely to be delivered within the same time period. This highlights any potential synergies in terms of timing, and therefore need for coordination.

Delivery of projects is subject to design development, consultation, permissions and approvals as appropriate to the specific location. These requirements will need confirmation as specific projects are progressed, therefore the timescale for each may need to change, as such requirements are understood in more detail.



Quick wins example



Short term example



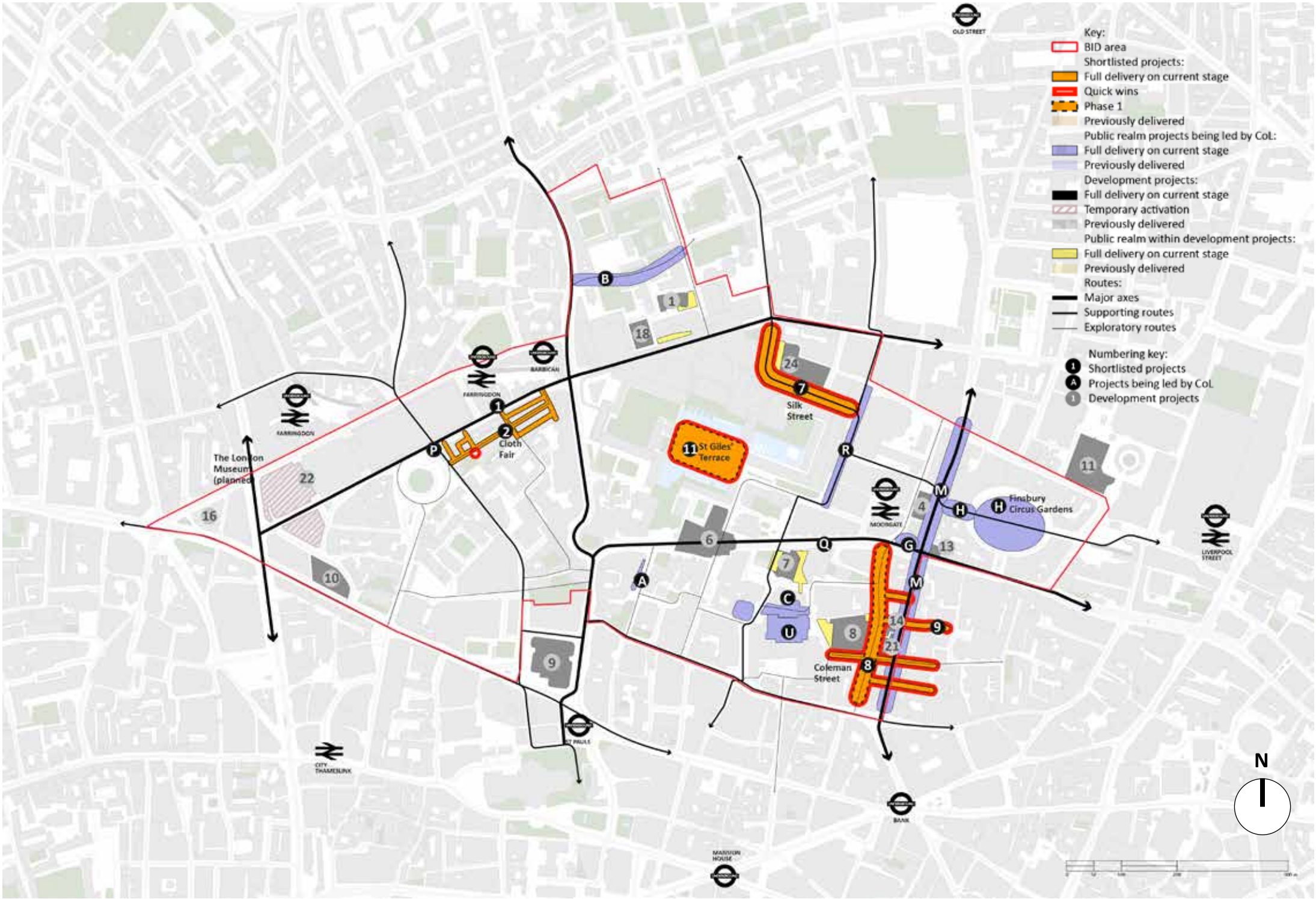
Medium term example



Long term example

SHORT TERM

This page illustrates projects that are proposed to be delivered within the **short term**, in other words, within a two year time period from publication of this strategy. The plan differentiates between phases of the same project, where applicable (e.g. Project 11, St Giles’ Terrace).



↑ Project Bank Projects – Short term

| # | Name |
|-------------------------------------|---|
| City of London Corporation Projects | |
| A | Noble Street – wildflower habitat |
| B | Fann Street – green space enhancement |
| C | St Mary Aldermanbury – landscape |
| G | London Wall/Moorgate Oval Relandscaping |
| H-2 | Finsbury Circus Gardens |
| H-3 | Finsbury Circus Western Arm (LSAHSP) |
| M | Moorgate enhancements (LSAHSP) |
| R | Moor Lane Environmental Enhancements |
| U | Guildhall North Wing refurbishment |

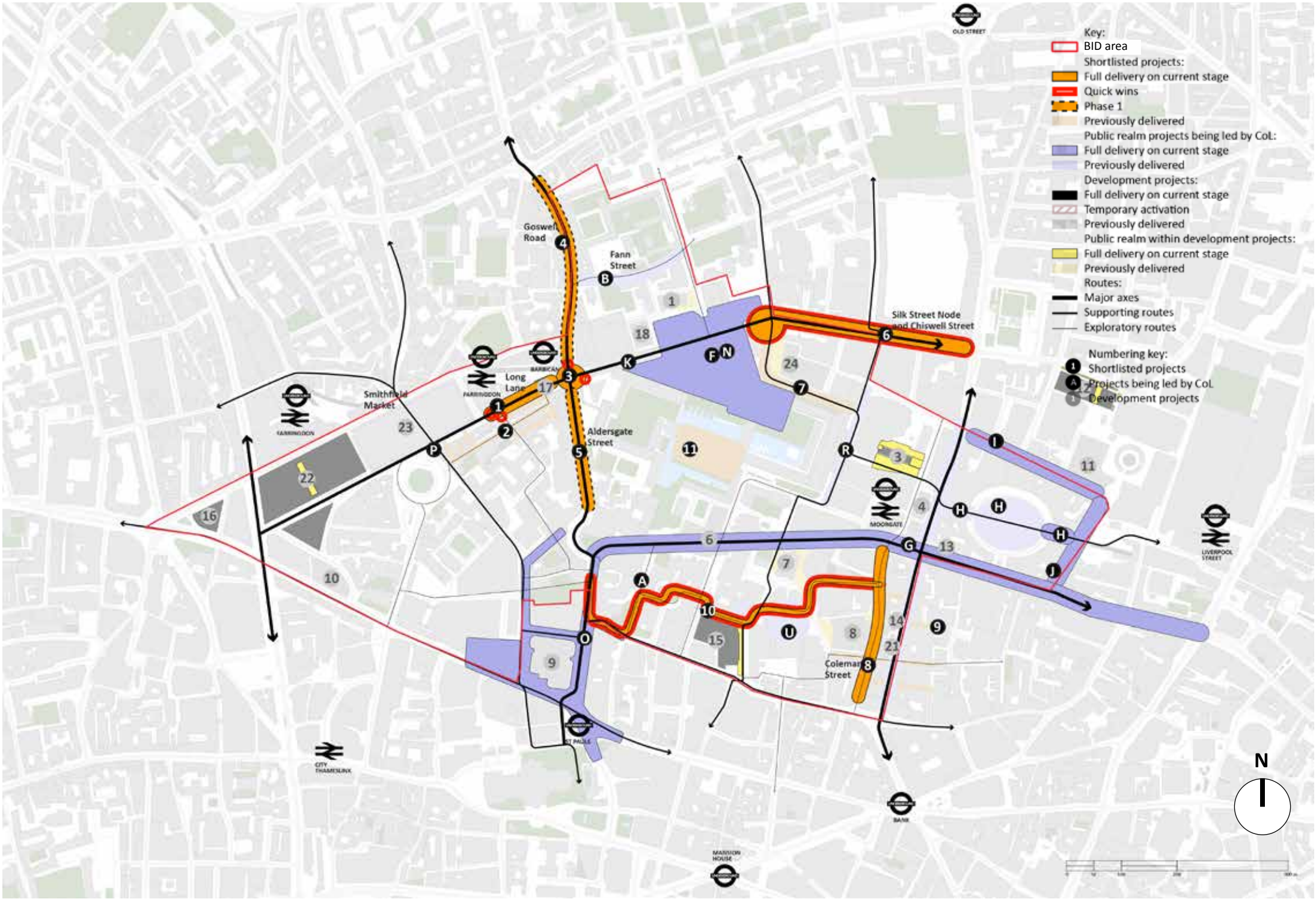
| # | Name |
|--------------------|-----------------------|
| Developer Projects | |
| 1 | Cripplegate House |
| 4 | 101 Moorgate |
| 6 | Alban Gate 125 – 130 |
| 7 | 2 Aldermanbury Square |
| 8 | Woolgate Exchange |
| 9 | 81 Newgate Street |
| 10 | 65 Holborn Viaduct |
| 11 | 1 Broadgate London |

| # | Name |
|----|---|
| 13 | 74 Moorgate |
| 14 | 63-66 Coleman Street |
| 18 | 45 Beech Street |
| 21 | 25 Moorgate |
| 22 | The Museum of London (temporary activation) |
| 24 | 1 Silk Street |
| 15 | 65 Gresham Street |
| 16 | 40 Holborn Viaduct |

| # | Name |
|------|---|
| 17 | 1-8 Long Lane |
| 18 | 45 Beech Street |
| 19 | Milton Gate |
| 21 | 25 Moorgate |
| 22-1 | The Museum of London (temporary activation) |
| 22-2 | The Museum of London (opening) |
| 23 | The Meat Market |
| 24 | 1 Silk Street |

MEDIUM TERM

This page illustrates projects that are proposed to be delivered within the **medium term**, in other words, within two to four years from publication of this strategy.



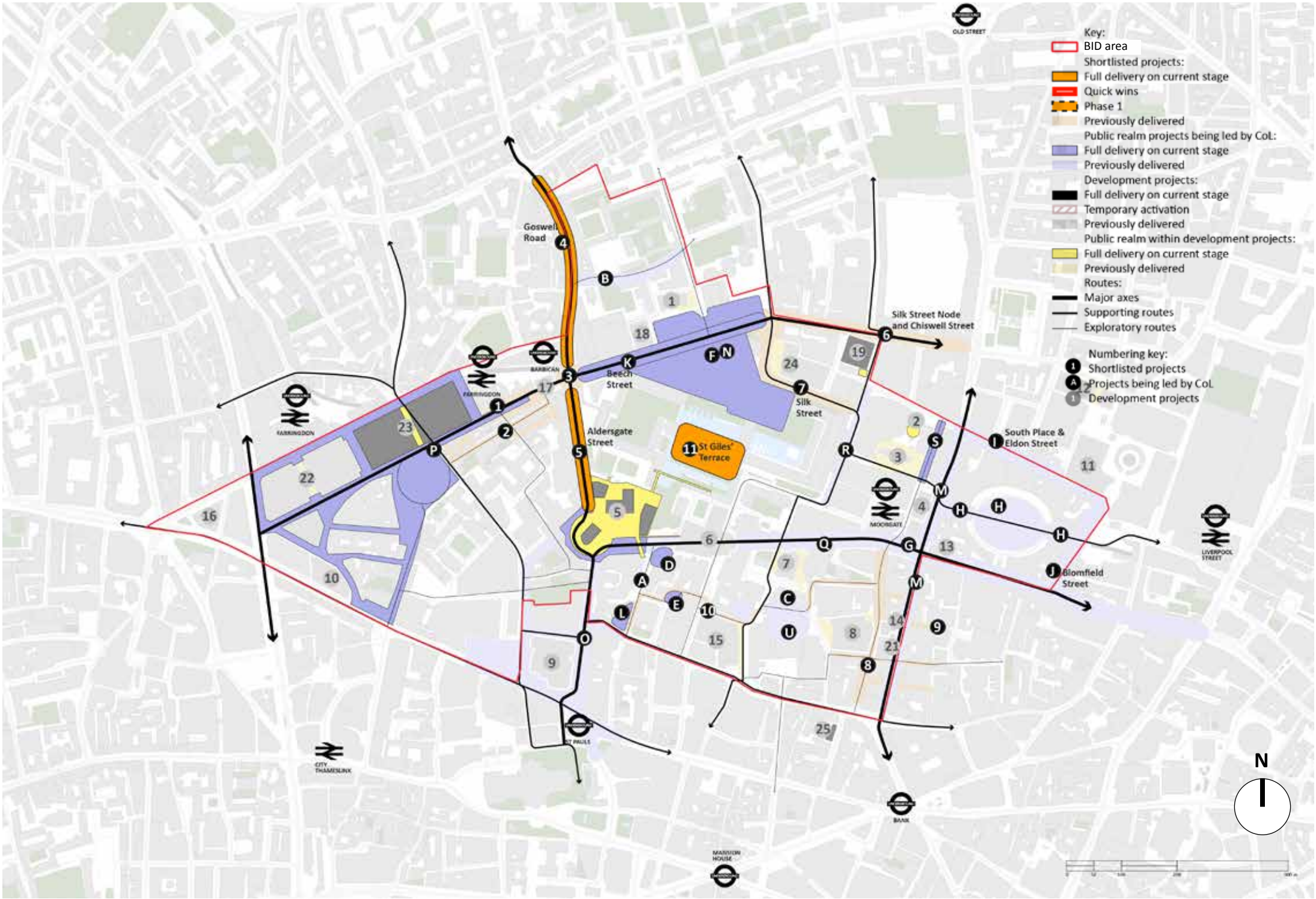
↑ Project Bank Projects – Medium term

| # | Name |
|-------------------------------------|--|
| City of London Corporation Projects | |
| F | Barbican Podium Phase 2 |
| H-1 | Finsbury Circus Eastern Arm (LSAHSP) |
| I | South Place and Eldon Street – public space improvement (LSAHSP) |
| J | Blomfield – public space (LSAHSP) |
| O-1 | St Paul's Gyratory Transformation (Phase 1) |
| Q | London Wall Corridor Study |

| # | Name |
|--------------------|--------------------------------|
| Developer Projects | |
| 3 | Tenter House |
| 12 | 1-3 Finsbury Avenue |
| 15 | 65 Gresham Street |
| 16 | 40 Holborn Viaduct |
| 17 | 1-8 Long Lane |
| 22 | The Museum of London (opening) |

LONG TERM

This page illustrates projects that are proposed to be delivered within the **long term**, in other words, likely to be four or more years from publication of this strategy.



↑ Project Bank Projects – Long term

| # | Name |
|-------------------------------------|---|
| City of London Corporation Projects | |
| D | St Olave Silver Street – landscape |
| E | St Mary Staining – landscape |
| K | Beech Street Redesign (BBGLHN) |
| L | Former Churchyard of St Anne and St Agnes – landscape |
| N | Barbican Arts Centre Renewal Masterplan |
| O-2 | St Paul's Gyratory Transformation (Phase 2) |
| P | Smithfield Public Realm |
| S | Moorfields Improvements |

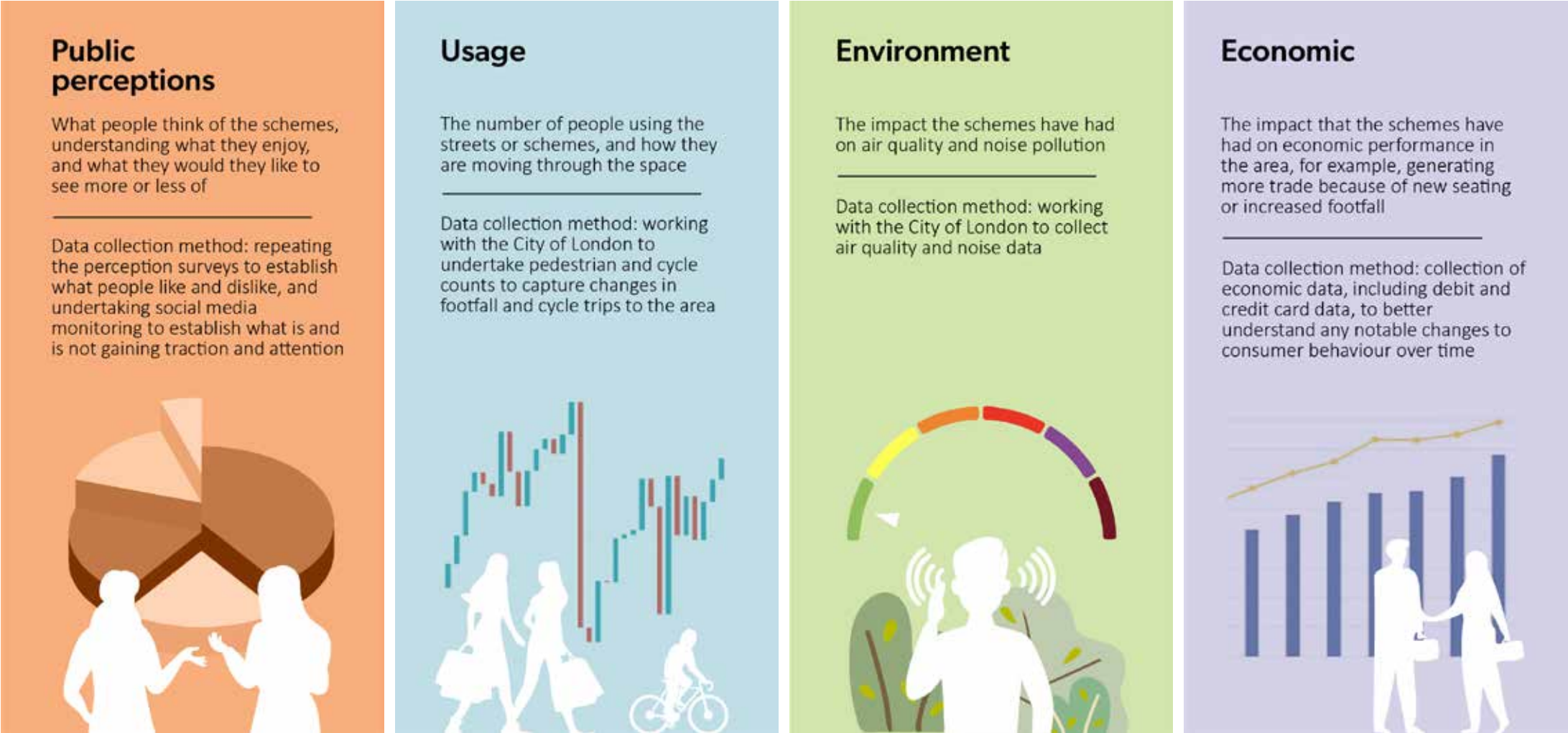
| # | Name |
|--------------------|---|
| Developer Projects | |
| 2 | Ropemaker Street- Temporary Installation |
| 5 | London Wall West |
| 19 | Milton Gate |
| 23 | The Meat Market |
| 25 | 26 Old Jewry (former Police headquarters redevelopment) |

MONITORING

Monitoring is an essential element of scheme delivery. By monitoring the performance of schemes, we can measure the effectiveness in achieving their desired outcomes, identify areas for improvement and make any adjustments, demonstrate the value to Culture Mile users and stakeholders, and inform future scheme development.

Scheme monitoring will be undertaken using a set of key performance indicators (KPIs). These KPIs will provide specific metrics to evaluate the success and effectiveness of each scheme. By tracking these quantifiable measurements, we can assess changes over time and make informed decisions. We will work collaboratively with our partners on defining these KPIs on a scheme-by-scheme basis so that we can accurately measure the success of projects based on their individual objectives and goals.

The following KPIs and data collection methods will be used →



Project KPI and data collection methods



Additional Projects



ACCESS AND VISIBILITY OF PUBLIC TOILETS

| | |
|--------------------------------|--------|
| Delivery timescale | Medium |
| Quick win | Yes |
| Meanwhile elements opportunity | - |
| Cost | £££££ |
| Deliverability | ◊◊◊◊ |

Purpose

Provision and maintenance of new public toilets, and signposting of the existing ones within the public realm. According to City Intelligence [report](#) (2020), public toilets are a key amenity for the public space, and is currently lacking from public spaces in London.

The Culture Mile BID could work with partners — the City of London Corporation, land owners and developers — on the provision of these facilities where possible, and supplement the existing provision. An initial study would be required to identify the optimal location for public toilets based on spatial and planning constraints, where there is most demand, and where additional signposting is required.

Potential design elements to consider

Short-Medium term:

- Work with the property occupiers to explore the potential to make public toilets within existing commercial facilities.

- Explore the need for additional signposting of existing publicly accessible toilets.
- Explore provision of high quality standalone off-the-shelf toilet facility from high quality supplier (e.g. Danfo, or Wall). Products should be wrapped in bespoke cladding or finished in appropriate materials to suit context.
- Locations should be central, accessible, visible and in area of activity with good natural surveillance to discourage anti-social behaviour.
- The project has the potential for bespoke art commissions to create unique public amenities. This is something that was done for the Tokyo Toilet project, where public toilets were redesigned in 17 locations throughout Shibuya with the help of 16 creators from around the world.

Long term:

- Explore potential to develop bespoke architectural design for toilet (e.g. could be done via a design competition).

Benefits

- Public amenity;
- Business Support;
- Supports visitors to stay within the town centre for longer.

Sensitivities

- Land ownership;
- Heritage;
- Maintenance and management;
- Security, anti-social behaviour.



WEST SMITHFIELD CONNECTIONS

| | |
|--------------------------------|---------------|
| Delivery timescale | Medium — Long |
| Quick win | No |
| Meanwhile elements opportunity | No |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose

When the new London Museum opens, the pedestrian flow will increase significantly through Smithfield and between nearby attractions such as St Paul’s and stations. Better connections within the area and between attractions and stations are needed, and an improved setting for various heritage assets that are currently isolated.

The improvements could be arranged around the following routes:

- Route – Giltspur Street. It is a key route to south of Smithfield connecting to Old Bailey and beyond.
- Route – Snow Hill and Smithfield Street. It connects Old Bailey, Newgate Street, Holborn Viaduct (both levels) and the Thameslink Station with the new museum. These streets create a circuit with West Smithfield and Giltspur Street.

Potential design elements to consider

- Improved public realm at Snow Hill. Steep and curved Snow Hill is creating a character unusual for central London despite the poor quality of many post-war buildings nearby.
- Improved public realm on links to Holborn and Hatton Garden, at Charterhouse Street across to St Ethelreda, Ely Place and Holborn.
- Improved public realm on Giltspur Street, from Newgate Street as far as the West Smithfield rotunda. The ambulance station and bus turning

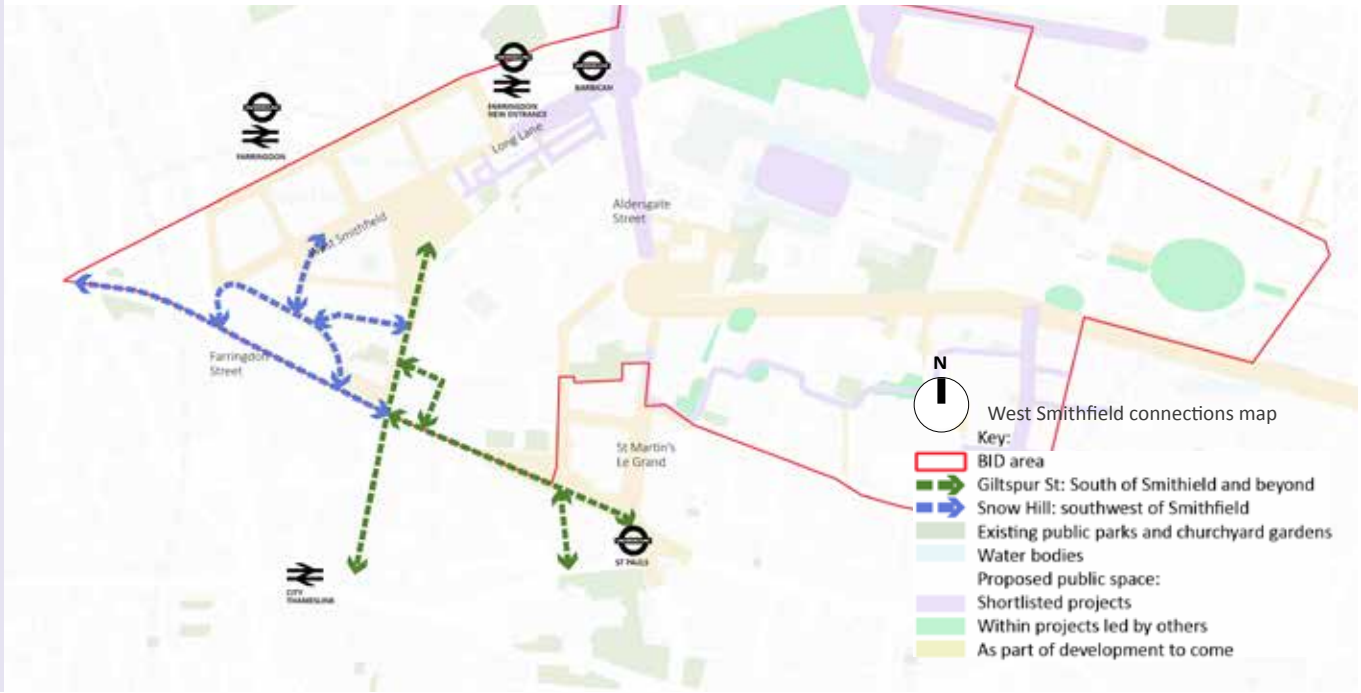
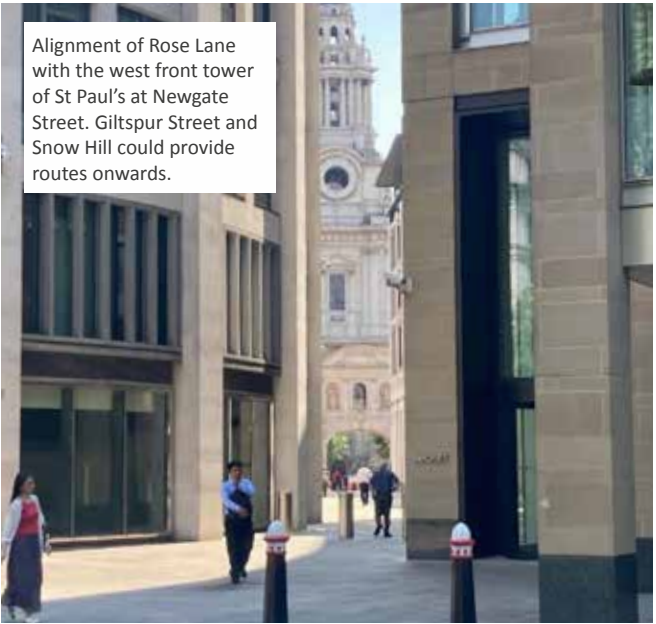
- circle will require addressing before permanent works at Giltspur, so any improvements should allow for future change here.
- Improved public realm leading to and around heritage assets, e.g. St Sepulchre, the Old Bailey and Holborn Viaduct.
 - Improved permeability between Giltspur Street and King Edward Street, making more of the more intimate spaces such as the backlands south of St Bartholomew’s Hospital and the small historic arcade connecting the Bank of America to Newgate Street.
 - Landscaped pedestrian plaza at the junction of Snow Hill and Smithfield Street and Cock Lane. An opportunity to take in the various landmarks on the skyline above and the dramatic topography below.
 - Repairing the stone sett paving on Cock Lane.
 - Interpretation elements on Smithfield Street. Smithfield Street runs directly to the new museum and could be a quiet alternative to Farringdon Road with quality architecture including the flank of an historic cold store.
 - Activated pockets of public realm through adding timed, temporary or permanent F&B offer. E.g. coffee and/or food carts.

Benefits

- More inviting pedestrian connections to and from and within the western BID area;
- Improved settings to heritage assets;
- Improving night time lighting and security.

Sensitivities

- Negotiations with TfL and St Bartholomew’s Hospital re bus and ambulance movements on Giltspur Street;
- Adjacent development phasing – to avoid damage to new public realm;
- Protecting microclimates that encourage dwelling time;
- Any adjacent residential with regard to noise.



WALKING THE CULTURE MILE

| | |
|--------------------------------|----------------|
| Delivery timescale | Short — Medium |
| Quick win | Yes |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | ○○○○○ |

Purpose

There are dozens of walking tours by Culture Mile BID and various organisations that take place through the area. A recurring desire line is the historic routes north and south of the market such as those that connect the religious heritage of Clerkenwell Green with Charterhouse, St Bartholomew the Great, St Paul’s. Smithfield could be promoted as a hub for City tours, liaise with tour organisers on improvements including wayfinding, mapping and the like.

Additionally, focusing on walks for local workers rather than tourists and visitors could contribute to health and well-being. Moreover, such a walk could help reveal some of the characterful and hidden aspects of the area.

Potential design elements to consider

Lunchtime Wellbeing Walk

Identify a circuit for local workers to better understand the area’s history while promoting well-being and exercise. A printed map for a 30-minute local walk through the area can be made available for local workplaces, as well as online. This could be developed and promoted in collaboration with Footways.

The map opposite illustrates a potential route, taking in various locations across the BID area. The length of this is just over 3 kilometres (nearly 2 miles), and equate to around 4500 steps at a typical walking pace.

Intervention (Short term): Printed and digital map.

A Walking Tour Hub

Given the new London Museum and the area’s location at a major transport crossroads, there is the potential for the Culture Mile BID to create a physical hub for the walking tours. This could be in conjunction with the museum, at the museum, or separately nearby. It could be a centre for expertise and information.

Ahead of this, Culture Mile BID can hold a forum for walk providers to discuss issues and opportunities including signage, interpretation, public realm enhancement and decluttering, and making best use of new digital technologies such as mapping and augmented reality.

Intervention (Medium term): Signage improvements and setting up a hub. This could be in a meanwhile space.

Benefits

- Encouraging more visitors;
- Making Smithfield London’s crossroads;
- Support local food & beverage and heritage investment;
- Improved worker satisfaction.

Sensitivities

- Liaison with existing operators and local cultural institutions;
- Establishing longevity of any hub;
- Improving signage and interpretation without adding to clutter.

City of London Information Centre is an example of a tourist hub that also serves as a starting point for walks around the area.



CELEBRATING THE LONDON WALL

| | |
|--------------------------------|-------|
| Delivery timescale | Long |
| Quick win | No |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | 00000 |

Purpose
Developing a strategy for enhancing the historic city wall around the City and better presenting it to residents, workers and visitors. Col-wide project.

This strategy would explore the merits of providing a consistent setting (where feasible), consistent interpretation, and a visible navigable route around the course of the former wall and its above and below ground archaeology – throughout the City of London. The remains of the Medieval, Roman and Tudor city wall, gates and fort are one of the City’s most important historical assets and represent an important cultural opportunity – especially considered in conjunction with other archaeological attractions such as the Guildhall amphitheatre and the Mithraeum below the Bloomberg building.

Much of its course is now below ground or embedded in later buildings but considerable remains are present above ground – especially around the Barbican, London Wall and the Tower of London.

Yet, to date, its presentation has been somewhat piecemeal. Some elements are available to be viewed but unknown to most Londoners – such as the remains of the bastion within the car park below London Wall. Additional stretches of wall towards the river have recently been discovered while the presentation of other sections is being updated (i.e. the Bank of America development at King Edward Street). There are sections under other locations such as Postman’s Park.

Existing interpretation material varies considerably. Some stretches of the wall have ceramic tile interpretation panels giving information. These are somewhat old-fashioned but have charm. Their condition varies with some apparently damaged by frost. There are different information display styles elsewhere such as the glazed panels on Noble Street. As well as physical, an interpretation strategy could be virtual, incorporating digital augmentation technologies and apps as well as paper-based visitor material.

The present lack of coherence detracts from an holistic offer and the variations could frustrate attempts to create a navigable route around its circuit.

Potential design elements to consider

A brief for a strategy could be devised to better reveal the wall’s heritage significance that looks at best practice in this area such as the recent Thames Tideway Tunnel interpretation strategy devised in conjunction with Historic England and the guidance offered on interpretation by the National Heritage Lottery Fund. Lessons could also be drawn from other walled cities such as York, Chester and Canterbury. This has the potential for a specific art commission to create bespoke interpretation elements.

A trail around the wall with downloadable virtual interpretation could be a great branding and marketing tool. Digitally augmented reality opportunities to bring the stories of the wall to life working with Museum of London and other partners, providing a ‘way into’ the history of the area and its personalities.

The route could overlap and add variance to the project outlined on the previous page, Walking the Culture Mile. These two routes could be extension of each other, and be promoted in similar ways through mapping, interpretation, route markers, digital presence and augmented reality elements.

Benefits

- Reveal heritage presence;
- Enhances visitor experience by improving navigation and interpretation;
- Enhances visual appeal and strengthens place identity.

Sensitivities

- Ownership constraints;
- Maintenance and management;
- Heritage assets and historic public realm;
- A need for an holistic approach to the wider network of alleys;
- Security, anti-social behaviour.



PROMOTING THE CULTURE MILE

| | |
|--------------------------------|-------|
| Delivery timescale | Long |
| Quick win | Yes |
| Meanwhile elements opportunity | Yes |
| Cost | £££££ |
| Deliverability | ◊◊◊◊◊ |

Purpose

Bespoke public realm features that would reflect the brand of Culture Mile. The aim is to make a bold statement about the vibrant cultural scene while being flexible and context-sensitive.

These bespoke features will be used in the Project Bank projects in appropriate locations. The use of a coherent feature will create the image of the Culture Mile as a whole and help uncover the less known venues and spaces.

Potential design elements to consider

- Moveable street furniture such as seating, and trees (see case study) will provide additional amenity. Consideration needs to be given to the amount of street clutter these might create, and pick locations carefully. In addition further consideration will be required as how the BID maintains, stores and manages the items.

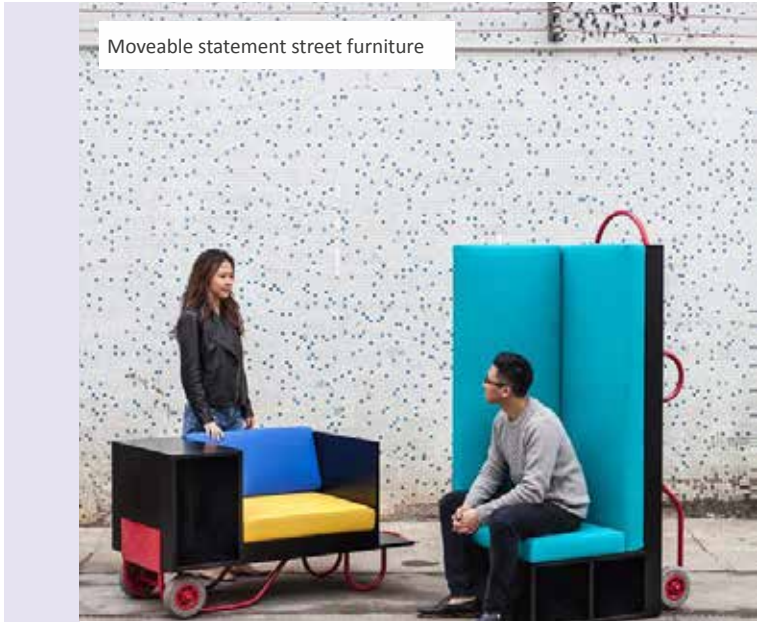
- Gobo lights or lantern-style (catenary or wall-mounted) lighting are a good way to animate public space after dark. The gobo lens can be custom made to subtly reference Culture Mile branding.
- Design and publish a map with more detailed information that is not shown on Legible London maps (e.g. listing businesses) to be installed at gateway locations.
- Create digital and printed versions using the same map base (coordinate with existing map provided at information kiosks).
- Design a unique mobile branded installation. Examples on the left show colourful carts. They can be placed in public spaces during events and serve as a moveable exhibition or information board.

Benefits

- Public amenity;
- Business Support;
- Supports Culture Mile brand;
- Improves visibility of institutions, events and facilities.

Sensitivities

- Land ownership;
- Heritage;
- Maintenance and management;
- Security, anti-social behaviour.



Moveable statement street furniture



Feature lighting – gobo light

See case study in Appendix



Printed designer maps



Central London Footways map

The Roaming Market mobile structure, Waterloo

See case study in Appendix



Cricklewood's mobile town square

See case study in Appendix





Appendix 1: Case Studies



Lunchtime Streets, City of London

“Lunchtime Streets” was a campaign to remove traffic from a street over a lunchtime period, so people could enjoy their lunch in a safer and more pleasant environment.

Making the streets safer for people is key to both the City of London Corporation Road Danger Reduction and Active Travel Plan and the draft Transport Strategy and the Mayor of London’s Healthy Streets ambitions.

Several streets in City of London Corporation hosted Lunchtime Streets events:

- St Mary Axe;
- Chancery lane;
- Cheapside;
- Carter Lane.

The event was typically held weekly. Apart from seating and food stalls, Lunchtime Streets typically included free on-street walking and cycling activities such as cycle security marking and Dr Bike sessions, as well as led walks of the local area and live music. There was also public information stalls so that people could learn more about the local area.

According to the on-street survey conducted during the event in 2019 (Chancery Lane and St Mary Axe), 97% of people found Chancery Lane more enjoyable. Similar amount of participants supported temporary closures in other locations in the City. 68% supported daytime street closures.

St Mary Axe



Chancery Lane



Chancery Lane



Princes Circus Feature Lighting, West End, Camden

Princes Circus, the final part of Camden Council’s West End Project, was completed in 2023. The project’s lighting strategy focused on extending the enjoyment of the spaces after dark and creating a welcoming ambience, enhancing a sense of safety and security. The lighting design was inspired by the series of mature, tall

trees that create a focal points. Gobo projectors mounted at height, discretely hidden amongst the trees, project a dappled leaf effect in cool light, creating a moonlit forest floor at the base of the trees. In contrast, warm uplights directed into the high tree canopies dramatically highlight their scale and form.



St Helen’s Square Feature Lighting, City of London

St Helen’s Square, completed in 2018, is located at the foot of The Leadenhall Building. The project included special feature lighting. The lighting strategy sought to add layers of lighting texture.

The patterned moonlit surface as well as light-reed fixtures add playfulness to the space, and act as a counterpoint to each other.



Bespoke Benches Initiatives, London Festival of Architecture

In 2018, the London Festival of Architecture (LFA) launched the first City Benches competition in collaboration with CoL, Cheapside Business Alliance and Team London Bridge. At the same time, LFA launched a similar initiative, in collaboration with the Royal Docks — Pews and Perches.

The competitions were held annually up to year 2024. Emerging designers were selected through open calls, and their designs were installed in various locations around the City and the Royal Docks. The benches remained at their location for a month or a year, depending on the project partners.

The studios behind the imaginative creations range in scale, and their approaches are equally varied, with benches produced in everything from concrete and wood to metal and ceramics. Some reference the locale's identity, and for others, the author has found inspiration in more personal stories and readings of the city.

The initiatives highlight the transformative impact of small-scale interventions in the public realm and offer visitors and residents alike unique spaces to sit and make the most of their surrounding public space.

"Sail-Phone", 2022



"Barkington", 2018



"Monuments to Mingling", 2021



Temporary Footway Widening, Various Locations, London

During the Covid-19 pandemic various initiatives were implemented to widen pedestrian space, improve walkability and safety, as well as provide additional footway space for bike parking, bus stops and other activities.

The widening was achieved through the leaving the existing kerb in situ, and adding a buildout using new kerb (variously concrete or rubber), with the gap between the previous and new kerbs infilled with asphalt on top of the existing carriageway.



Christchurch Hill



Kew Bridge Road



Regent Street, London



The Roaming Market Mobile Structure, Waterloo

In 2013, the WeAreWaterloo Business Improvement District (BID) introduced a 'new roaming market' stall for Lower Marsh Market in Waterloo.

By acting as a portable anchor around which new 'satellite' markets could be created and as a promotional and signage tool to draw people in and guide them through the local area, the aim was for the roaming stall to continue the rejuvenation of the market, which was re-launched in 2011.

The structure was inspired by forgotten market structures and chicken fortune tellers that used to be in the area in sixteenth century.

Built entirely from steel, a trailer chassis made the structure easily manoeuvred and towable by car. Once on-site, it unfolded into a multi-functional stall, with a covered seating area and built-in chess board and a rooftop stage. This platform hosted a programme of events, performances and installations.



Mobile Town Square, Cricklewood

Cricklewood Town Square was created in 2013 to activate urban spaces in Cricklewood in the absence of a permanent place for civic gathering. The square took the form of a roaming civic folly on the back of a rickshaw bicycle, housing everything necessary to create a bona fide town square, including benches, stools, a clock tower, games and signage.

The mobile square was installed at a number of temporary locations, including outside a DIY superstore,

on a footway near a bingo hall and a rooftop car park. It was used to host events for the local community such as dances and film screenings.

When entirely spread out the Cricklewood Town Square measures about 10 square meters. The clock tower with faux-brick cladding, which was built in reference to the Smiths clock factory which used to reside in Cricklewood but was sold for scrap during the war, raises awareness about the town's rich history.



Thames Tideway Heritage Interpretation Strategy

The Heritage Interpretation Strategy is a project-wide framework for the Thames Tideway Tunnel Project, prepared in consultation with Historic England. Heritage interpretation is used as an embedded element to articulate stories about the place.

The Strategy sets out the historic and cultural themes that are then used to inspire the project designers, artists, and engineers in delivering the new public realm, landscaping, art and infrastructure created by this project.

It creates a physical link to the heritage of the Thames and its riparian environments through the integration of historic narratives within the design process.

The approach to implementation aims to encourage inspirational and reflective, rather than commemorative, responses. Whilst rooted in the historic cultural narratives, representations incorporated in the design are be capable of multiple readings and a plurality of meanings.

The analysis have revealed the following sub-regional cultural narratives, i.e. the cultural meanders:

- West section – Recreation to industry: Society in transition;
- Central section – Babylon to World City: Civic London;
- East section – The Shipping Parishes: Gateway to the World.

The Strategy does not define the specific locations for interventions. However it provides guidelines for narratives’ interpretation:

- Design, layout and form of new public realm should be cognisant of historic site land uses, building forms, axes and grain, both on the site and adjacent to it.
- Materials should be used to make reference to the history and narrative of the site, while respecting the surrounding townscape character.
- Furniture, fencing or railings, while keeping in character with the surrounding townscape could be used as a vehicle to express the site narrative.
- Lighting could be used to accent narrative aspects of the landscape design. E.g. Planting could be used to express the site narrative, however long term maintenance may limit the application of this.
- Signage to be integrated within the landscape design. E.g. Integration of public art.

Designers would be required to submit a statement of how the integrated landscape and public art proposals respond to the Heritage Interpretation Strategy. The Strategy also provides clear evaluation criteria to ensure transparency.

“Follow the Low Line” Signage and Heritage Interpretation

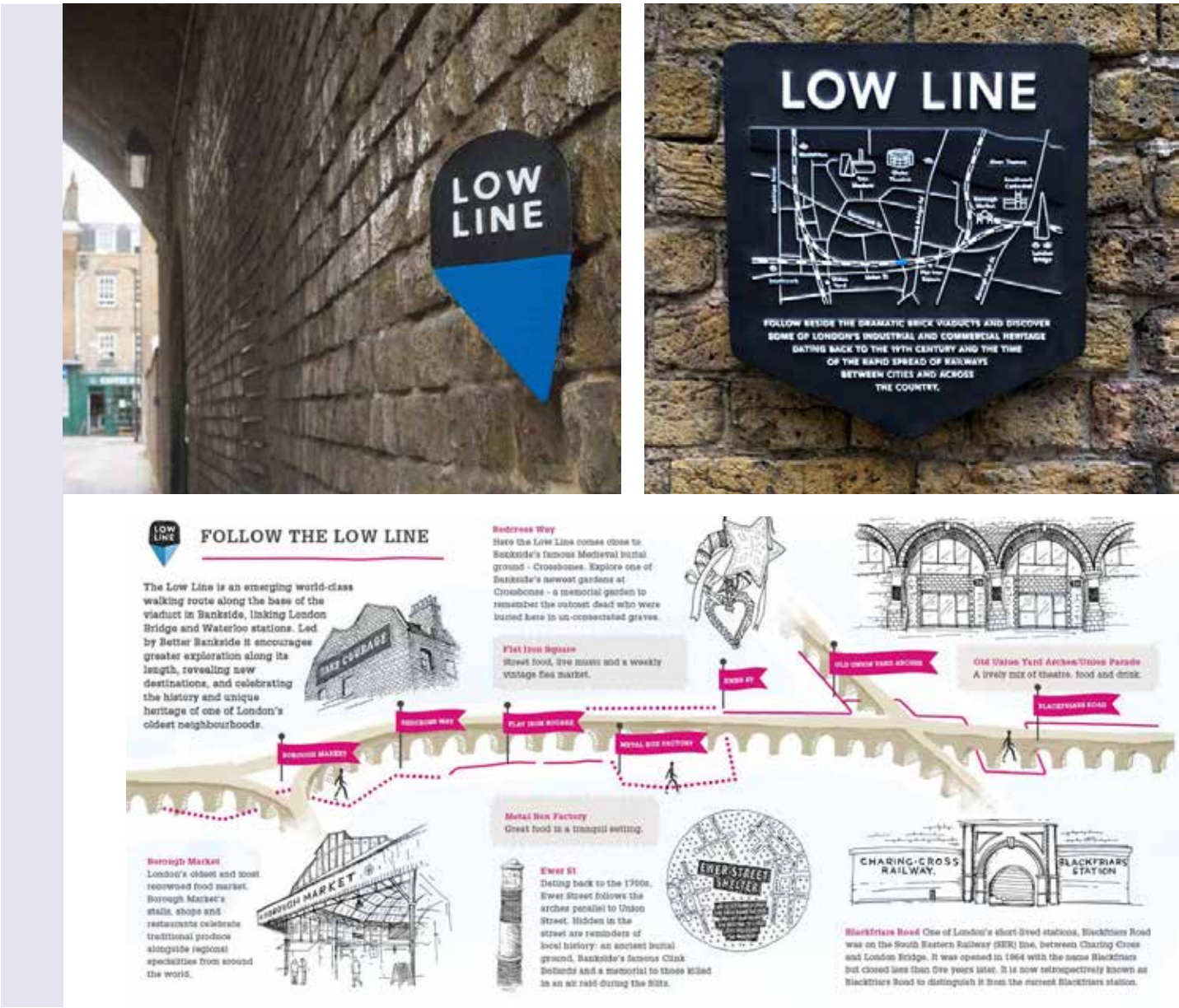
The Low Line traces the path of the Victorian railway viaducts through Bankside, London Bridge and Bermondsey. The walk supports the wider Low Line regeneration project.

The path links diverse neighbourhoods and communities, leading visitors off the beaten track and into areas of creativity, history, industry and entertainment, such as Union Yard Arches, Flat Iron Square and Vinegar Yard, Maltby Street and The Blue in Bermondsey. It celebrates the heritage of the railway arches and unlocks the potential of derelict and forgotten sites. The corridor reveals hidden walkways and enclosed courtyards, connecting such great landmarks as the Tate Modern,

Borough Market, Southwark Cathedral, London Bridge Station and beyond.

The path is waymarked with wall markers and interpretation panels. Online and printed map were produced and distributed.

“Follow the Low Line” features subtle heritage-sensitive signage and interpretation elements. They do not detract from the context, but provide a clear direction to the otherwise hidden place or activity. The coherent design of all markers and plaques links the places with the underlying narrative.



Designing Streets For Kids, Global Designing Cities Initiative

In 2022, the Global Designing Cities Initiative (GDCI) released *Designing Streets for Kids* to set a new global baseline for designing urban streets with a focus on the specific needs of children of all ages, and their caregivers as pedestrians, cyclists, and public transport users.

The approach is based on making streets for kids and caregivers are interesting, joyful, and educational. These streets are not just for transiting between places, but are themselves a destination.

Compared to adults, young children often walk more slowly and tire more easily. They and their caregivers need places along the way to rest, eat, and regroup. A caregiver carrying a child or with a child in a stroller may walk at a different pace. Places to pause and stay provide children and caregivers, as well as older adults, with appropriate space to rest while using urban streets. These spaces can invite social interactions and encourage families to use streets for longer periods of time.

GDCI outlines 10 specific actions that can help both while beginning to address these goals. The one most relevant to the Culture Mile is:

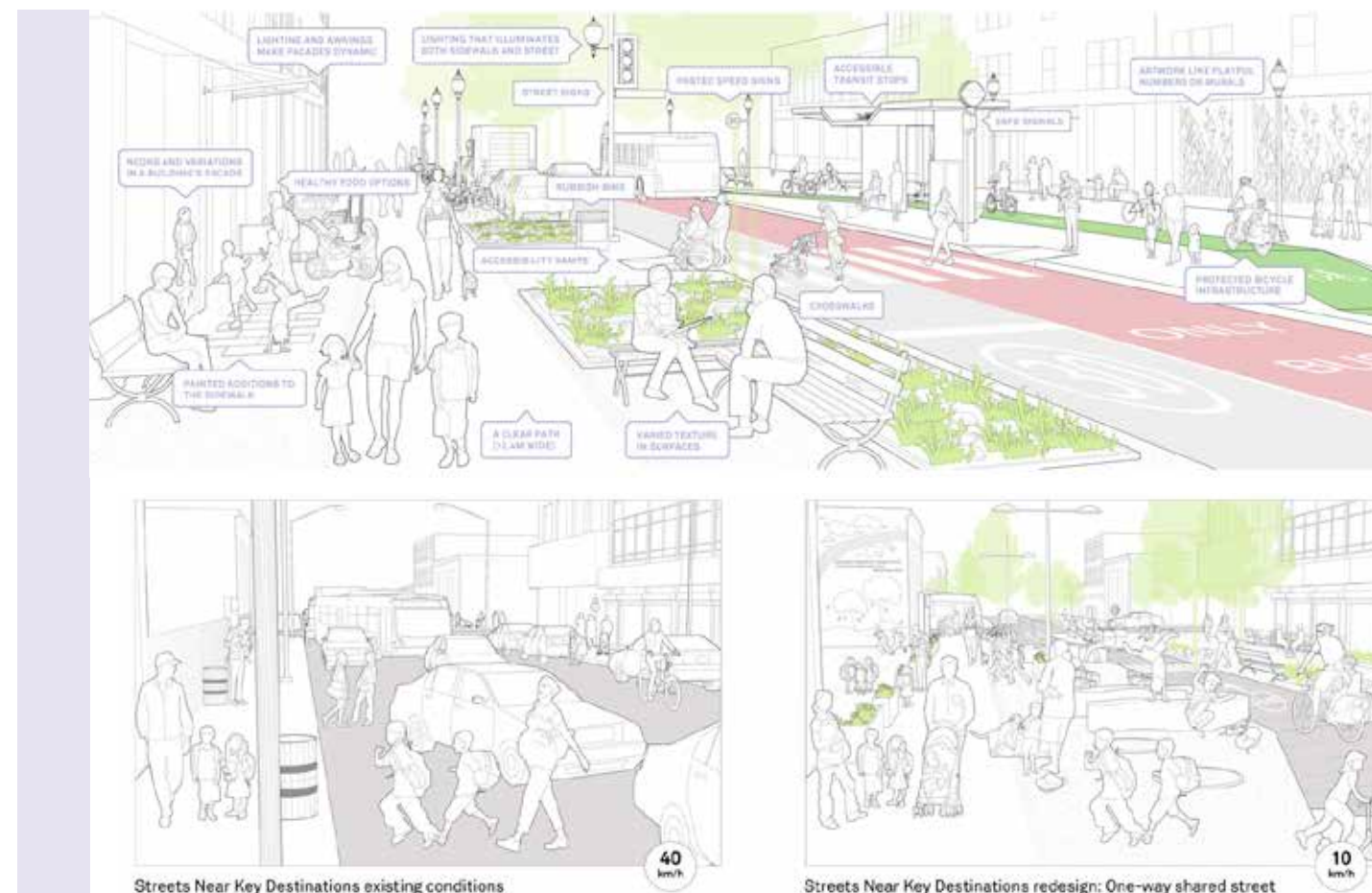
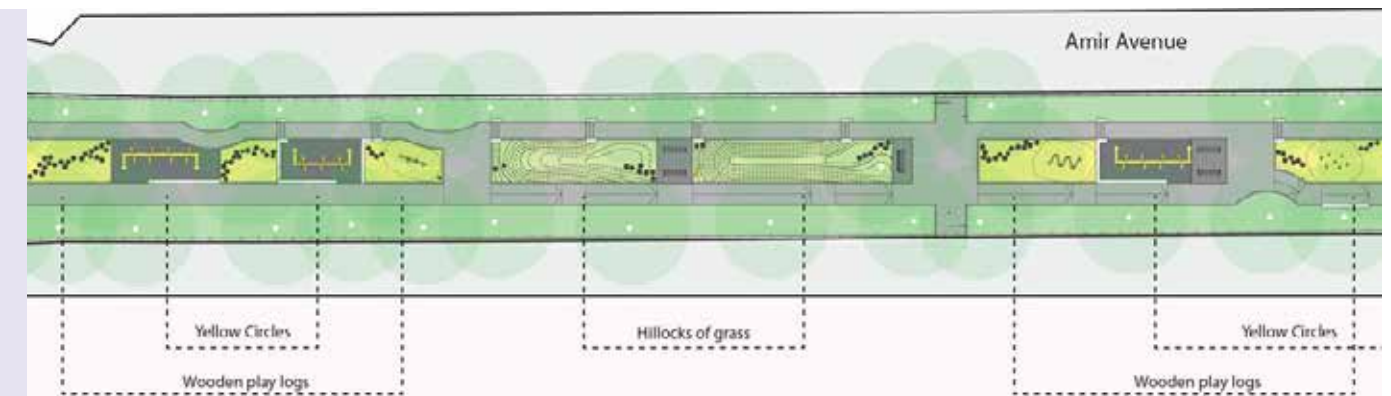
Activate: Incorporate Play and Learning

- Provide spaces of different sizes. Integrate both small and large spaces for children and caregivers to pause and enjoy streets. Seating, nooks, parklets, and plazas offer opportunities for pause and play spaces.
- Add playful and educational elements. Provide opportunities for unstructured play on sidewalks, medians, and plazas and near transit stops by adding elements like murals, artwork, and installations.
- Incorporate nature, trees and landscape. The presence of nature and landscaping on urban streets encourages children and caregivers to spend more time there; encourages play, learning, and creativity; and improves mental health.
- Add programming. Add programming for temporary events such as open streets and play streets that offer kids and families more space to play.

Amir Avenue, Hadera, Israel

Amir Avenue (Herzl Avenue) is located in the heart of the city of Hadera – a small avenue built in the 1920s. The ficus trees were planted in 1941 by elementary school students from the Ahad Ha'am School. The pedestrian space is approximately 160 m long and 12 m wide, constituting an integral part of the city's historic core.

The proposal included repaving, formal and informal play, seating and landscaping. Logs and planks for see-saws combined with the hillocks of grass create an experience of play along the avenue.



Tove Ditlevsens Plads, Copenhagen, Denmark

Tove Ditlevsens Plads, a small plaza in front of Tove Ditlevsens School, was transformed as part of the Regional Renewal Central Vesterbro plan.

Play space was added to this newly expanded plaza, including trampolines, hammocks, and skateboard ramps. The street was repaved with cobblestones, and benches with integrated cycle parking were added. Green lines painted on the ground create fun games and math equations, and they remind children and caregivers about the poetry of local writer and school namesake Tove Ditlevsen.



Shanghai Playscape, Shanghai, China

Shanghai Playscape is a micro playspace in a residential area built in the sixties. The project added 3D letters designed as play elements. This placemaking solution associating the letters with playful facilities and a bright, colourful footway, as well as the self managed community garden.

Additionally, six flowerbeds have been adopted by local residents, schools and enterprises, creating long-term community engagement for this place.



Meanwhile Garden: Grasslands,
Melbourne State Library, Australia

In 2014, the State Library forecourt was transformed into a wild, windswept, flowering grassland, inspired by pre-European settlement grasslands that once covered the site on which the State Library of Victoria now stands.

The garden covered the steps and spread onto the library gardens. Created using over 10,000 of specially grown native plants – banksia, red gum, kangaroo grass, dichondra, dianella – Grasslands stayed on the Library steps for six months. It was located in one of Melbourne’s busiest public spaces and invited public interaction.

The paths of grass were placed over the existing paved areas and stairs with no damage to the surfacing.



Walking Forest, Leeuwarden Netherlands

The project took place in 2018, and was inspired by the desire to create a more sustainable and ecologically sound urban environment. Over 100 days in summer, teams of volunteers pushed more than 1000 trees along a 3.5 km route as part of Arcadia, a triennial arts festival in Friesland.

The trees were planted in more than 800 wooden containers that were then loaded into wheeled carts. They included more than 60 native species, such as alder, ash, elm, maple, oak, and willow, sourced in the nearby forest.

The volunteers labelled each tree with a QR code, so residents could learn more about the species. Soil sensors also alerted the team when any tree needed

more water.

The trees were placed in a variety of locations, including streets, public spaces, and parks, creating a “green wave” that moved through the city over time. The mobile forest was not just a beautiful sight, but also was an innovative solution to the problem of creating green spaces in densely populated urban areas.

In addition to the environmental benefits, the walking forest initiative has also had a positive impact on the community. The volunteers who created the walking forest have formed a tight-knit community of like-minded individuals, united by their passion for sustainability and the environment. The Guardian reported hotels and businesses also benefited from the traveling forest.



Project Giving Back: Relocating the Gardens From RHS Chelsea Flower Show

From 2022 to 2026, the Project Giving Back supports gardens at the RHS Chelsea Flower Show, and relocate them after the show to live on as a lasting legacy for the good causes they are inspired by. Some can be publicly visited, while others live on at schools and other private locations as learning tools for a future generation of gardeners.

Set up as a unique grant-making organisation with this sole focus, PGB funded 12 gardens at RHS Chelsea 2022, and 15 in 2023 with the goal of up to 42 gardens over three years.

Typically, Project Giving Back works with the charity, in

2024 — Muscular Dystrophy UK, and when selecting the final home for the garden, the charity specialisation is taken into account.

In 2024, the Forest Bathing Garden garden receiving the Gold medal and Best Show Garden award, is being relocated to the Prince & Princess of Wales Hospice in Glasgow.

Features of the garden included a flint wall with a pattern reminiscent of muscle cells, more than 50 birch trees to create an immersive birch grove atmosphere and reclaimed smooth clay pavers to ensure the garden’s accessibility.



Jo Malone Charity Gardens

Jo Malone Charity Gardens is an ongoing project to create gardens in major cities around the UK, in partnership with a series of charities that restore gardens in urban spaces.

The company goal is to support people living with mental ill health through its cultivation and care of therapeutic gardens, each of which is designed as a place to recover, grow and reconnect with the community. The gardens are funded by the sales of the scented charity candles.

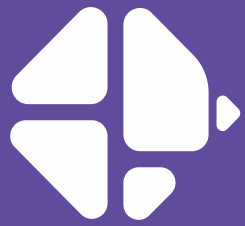
Typically, a team of trainee gardeners living with physical disabilities or mental ill health are tending the garden for up to two years, with the goal of gaining vocational training in horticulture. Trainees in 2015 also were involved in building Chelsea in Bloom window on view during the event.

In 2015, Jo Malone supported the previously neglected sensory and herb garden next to St Peter’s Church in Castle Park in Bristol, transforming it into a physic garden. The garden is created by St Mungo’s Broadway, a charity dedicated to helping people recover from the issues that create homelessness, rebuilding their lives.

This garden’s layout is inspired by the original castle’s design. It covers just over half an acre, divided into four quadrants, each with its own distinct theme and collection of plants.

Since the garden opened there have been 1,500 gardening hours on site and more than 400 guided learning hours leading towards recognised accreditation. Thirty one trainees have participated in the project, five have completed a horticultural qualification and three have gone into full-time employment, including one as a landscape gardener.





The Culture Mile BID prioritises harnessing the area's culture to deliver a vibrant streetscape and transforming the area into a major destination for visitors.



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