

PADDINGTON PLACES

A Public Realm and Connectivity Strategy for North Paddington

Appendix. 1.
Engagement Summary

August 2022

5th
studio

JCLA
JONATHAN COOK LANDSCAPE ARCHITECTS LTD

STUDIO DEKKA

NRP
NORMAN ROURKE PRYME



City of Westminster

Issue:

Date	Rev.
15/12/20	1. DRAFT
12/02/21	2. Final Issue
11/08/22	3. Draft Summary Document



Westminster City Council are leading the Paddington Places project as part of a shared ambition to transform the area.

Design Team

The Design Team are led by 5th Studio and include Jonathan Cook Landscape Architects (JCLA), Studio DEKKA, and Accertum. Additionally, the design team are collaborating with Norman Rourke Pryme (NRP) who are undertaking a wider highways strategy for the area. 5th Studio, have led the Paddington Places engagement programme, with professional guidance from Daisy Froud.

**5th
studio**

With

JCLA

JONATHAN COOK LANDSCAPE ARCHITECTS

NRP
NORMAN ROURKE PRYME

Contact:
Tom Holbrook
Director

STUDIO DEKKA

 **Accertum**

Unit 14
21 Wren Street
London
WC1X 0HF
020 7837 7221

This document is intended for double-sided printing / 'two-page-up' viewing. A number of the appendices are formatted for A3.

Note:

This document is a summary of public and stakeholder engagement carried out by the project team as part of the 'Paddington Places' commission. Please note, as a summary, this document does not therefore list all the public and stakeholder feedback provided during the course of the project. The full extent of feedback is available to Westminster City Council in the second revision of this document; however, this information cannot be published externally as it is protected by GDPR policy.



ENGAGEMENT STRATEGY

Engagement

To ensure that the future of Paddington is a vibrant and healthy place for all, Westminster City Council and the design team have committed to hearing the ideas, insights, comments, and concerns of stakeholders and local community. The engagement approach consisted of: two rounds of questionnaires online and by post, a mass leaflet mail-out to 10,000+ local homes and businesses, public advertisement of the project, public display of the initial ideas, by hosting a range of online public and stakeholder events, online surveys, an available project telephone line, and one-to-one stakeholder and community correspondence.

Before the urban framework and concept designs were undertaken, the team were engaging with local residents, businesses, and stakeholders at an early stage, to identify issues and aspirations to shape the emerging RIBA stage 2 designs. After the public engagement closed, the design team analysed the comments, and provided a response, explaining how the feedback had or had not been able to influence the final designs - a summary of feedback and responses are included in this report.

Public engagement in the pandemic context

As a task that is inherently social, the COVID-19 pandemic, and ensuing national 'lockdowns' had significant effects on community engagement. The mainstream method of public engagement i.e. meeting people 'in person', was not ethically viable (nor legally viable at various points in time) due to social-distancing restrictions. The team had to overcome the significant challenge to find an alternative engagement method that was meaningful and fair, which was made increasingly complicated as during the course of lockdown's progression, the government's advice and rules changed significantly. In addition, the project was put on hold for the summer months of 2020, as WCC had to re-arrange their resources to alleviate the impacts of the pandemic. During this period, community engagement was not permitted.

The engagement tasks undertaken were continually adapted from the original strategy, to accommodate community and other stakeholders' capabilities during lockdown - which was agreed with WCC to best meet the requirements of the project scope. To provide fair opportunities to publicly engage on the project during the pandemic, additional engagement resources were deployed, including both analogue and digital methods.

Analogue public engagement resources:

- **Leaflet mailout** – sent to **10,000 +** homes and business in the area - advertising the project and opportunities to engage
- **Dedicated telephone line** – number advertised online, leaflets, social media, and on public posters
- **Posters** – printed and displayed at 35-37 Church Street and around the area
- **Paper surveys** - 'Factfinding' survey - available upon request (via phone, email, or website)
- **'Initial ideas' Project Boards** – printed and displayed at 35-37 Church street
- **Paper copies** of the 'Initial ideas' - available upon request (via phone, email, or website)
- **On-site meetings**

Digital engagement resources:

Website – advertised online, leaflets, social media, and on public posters, including:

- Information about the project, about the project team and approach to engagement
- Contact details and 'Get in touch' field
- 'Factfinding' survey
- 'Tell us about a specific place' with interactive map
- 'Comment on the initial ideas'
- Links to sign up to online public workshops
- Subscriber Mailing List

'Open' public virtual workshops – advertised online, leaflets, social media, and on public posters - separate sessions based on the following themes:

1. 'Legible routes' – including initial ideas for how to improve walking and cycling routes
2. 'Dynamic Destinations' – including initial ideas for how to improve destinations
3. 'Healthy Landscapes' – including initial ideas for how to make safer and healthier landscapes.

'Closed' virtual workshops - with all key stakeholders as well as specific community groups

Stakeholder Engagement

The project has engaged with a range of landowners and service providers to help inform a cohesive vision for public realm in North Paddington.

Key landowners include: Westminster City Council, TfL, British Land, European Land, Berkeley Homes, Travis Perkins, Capital House, Network Rail, St Mary's Church, BT, M&S, Hilton Metropole, Canal and River Trust.

Other key stakeholders include: Paddington Partnership, Marble Arch BID, City of Westminster College, Bespoke Boating solutions, and Wood, Hall & Heward Ltd.

The consultant team commenced the project in February 2020, before the COVID-19 pandemic. In this context, the engagement strategy was revisited, and the majority of stakeholder meetings and all workshops were undertaken digitally.

Stakeholder engagement approach:

1. Following the previous engagement undertaken during the Stage 1 work in 2019, a network of stakeholder contacts was developed, including additional contacts to the original stakeholder advisory group.
2. One-to-one meetings and calls were undertaken with landowners and operators, to identify the priorities, aspirations, opportunities and constraints of each stakeholder.
3. Series of design workshops that presented the initial designs were carried out, to gather stakeholder feedback that will inform the stage 2 designs.
4. To continue the relationships that have developed, ongoing correspondence with stakeholders is being undertaken, to prepare for further engagement at next design stage.

There are a number of emerging developments in the area; to name a few, the Paddington Police Station redevelopment, West End Gate, TfL SuDS at Marylebone Flyover, Travis Perkins redevelopment, 5 Kingdom Street, and the Sheldon Square redevelopment. This network created as part of 'Paddington Places', will help facilitate public realm and strategic planning conversations as these developments come forward.

NOTE: further input is required from the TfL Commercial team and National Rail at the developed design stage.

Programme

To inform the concept designs outlined in the Paddington Places strategy, a series of stakeholder and public engagement tasks were undertaken:

1 Engagement Strategy – engagement strategy developed and agreed, compiled a network of stakeholder and community contacts, outreach emails and stakeholder one-to-ones commence.

2a Urban Framework – Website set up,

Project Hold – due to urgent work required by WCC relating to the COVID-19 pandemic. No community engagement permitted during this period.

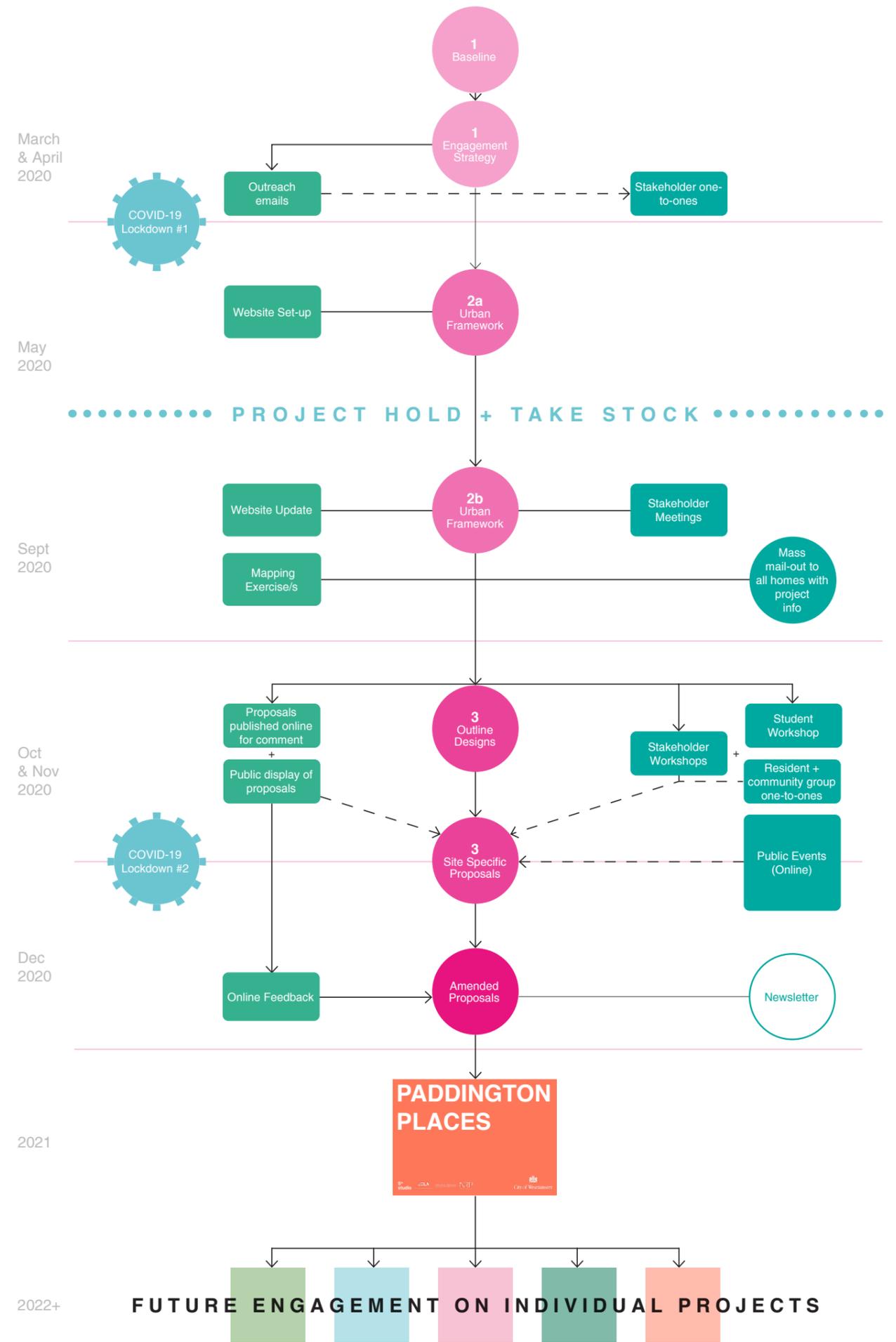
2b Urban Framework – All contacts informed about ongoing engagement, website updated with surveys, leaflet mail-out to 10k+ homes and businesses, stakeholder one-to-ones continue.

3 Outline designs – initial ideas shared at stakeholder and councillors' workshops. Initial ideas presented for feedback at public workshops and displayed on public boards and website updated with emerging designs with a new survey, community one-to-ones continue following workshops.

Proposals amended – Public engagement for this project ends, RIBA Stage 2 concept designs developed and amended based on stakeholder and community feedback. Response to feedback circulated/published.

Statutory consultation – TBC

Completion



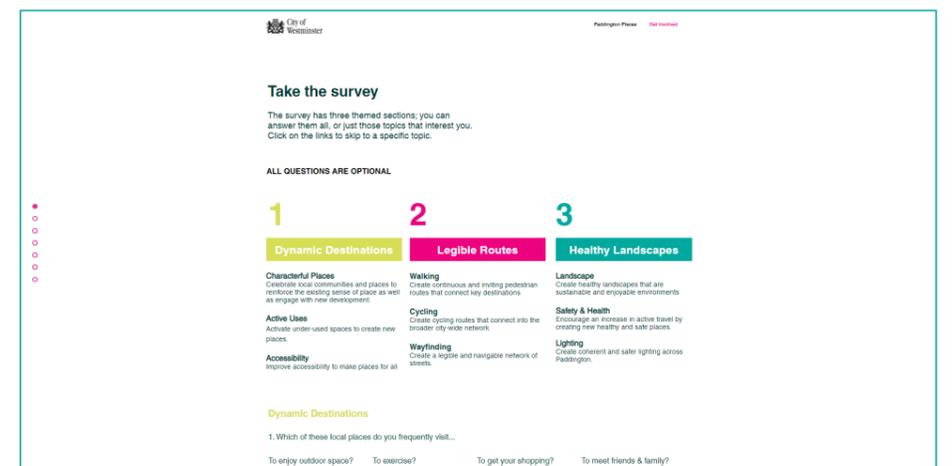
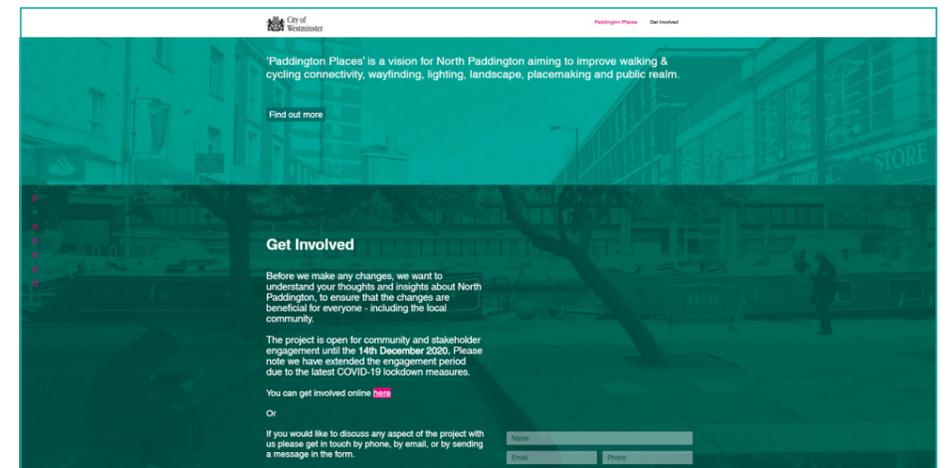
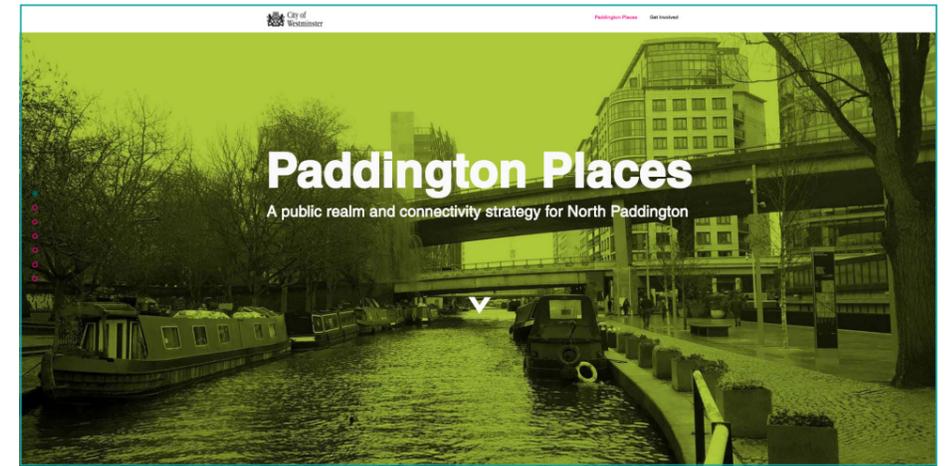
PUBLIC ENGAGEMENT INFORMATION

The following pages outline a snapshot of the engagement materials produced during the course of public and stakeholder consultation, examples including public shopfront at Church Street, leaflet mailout, interactive project website, posters, and project information boards used during consultations.

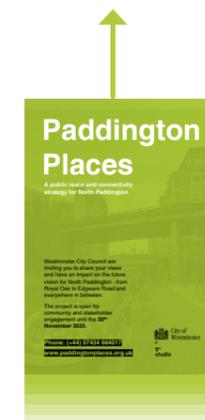


Tranche 1 - A3 project posters at 37 Church St

Tranche 2 - A1/A2 initial ideas boards at 37 Church St



10k+ MAILBOXES



A5 leaflets sent to 10,000+ local businesses and homes

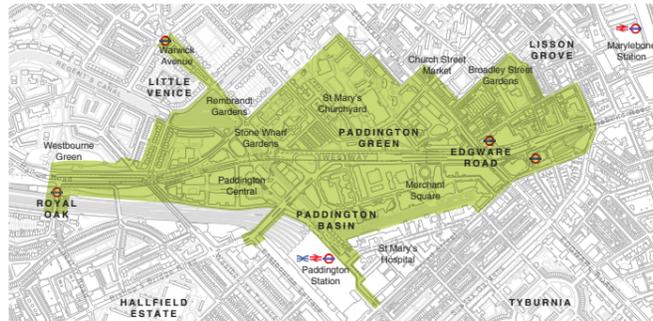
Paddington Places

A public realm and connectivity strategy for North Paddington

Westminster City Council is inviting you to share your views and have an impact on the future vision for North Paddington - from Royal Oak to Edgware Road and everywhere in between.

The project is open for community and stakeholder engagement until the **14th December 2020.**

Phone: **(+44) 07434 664017**
www.paddingtonplaces.org.uk



What is 'Paddington Places'?

'Paddington Places' is a strategy aiming to improve walking and cycling connections, wayfinding, lighting, landscape, placemaking and public realm in North Paddington.

The strategy is exploring the area around the Westway, between the Royal Oak Edgware Road tube stations (illustrated above).

When is the project happening?

The Paddington Places strategy includes a programme of projects that will be delivered across a range of timescales, ranging from one year's time, to beyond 2030.

Who is running the project?

Westminster City Council are leading and funding the Paddington Places project as part of a shared ambition to transform the area, working with:



How to get involved

We are engaging on a strategy for the area which sets out guidelines for connectivity, placemaking, landscape, and RIBA stage 2 concept designs for a number of sites.

You can get involved by completing our online questionnaires, or you can request a paper copy by contacting us via telephone or the website. Additionally, we will be hosting three online workshops on the **16th, 17th & 18th of November** - see the website for more details.

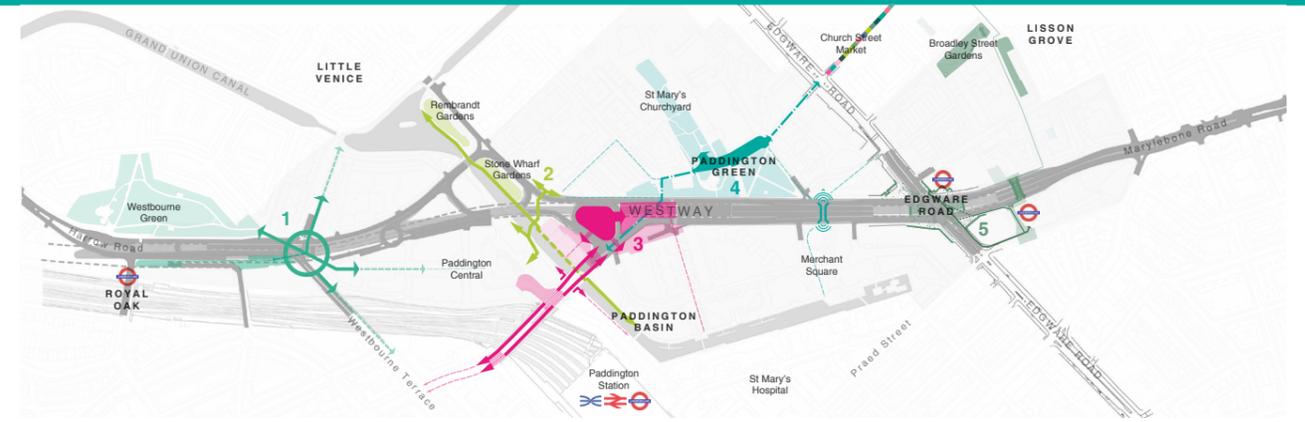
From the **16th November**, the initial designs will be displayed for public comments at 35-37 Church Street and online.

To find out more and share your comments and feedback, you can visit our website or call us.

Phone: **(+44) 07434 664017**
www.paddingtonplaces.org.uk

PADDINGTON PLACES

A Public Realm and Connectivity Strategy for North Paddington



1 Westbourne 'Gateway'

The junction of Westbourne Terrace and Harrow Road was reshaped by the arrival of the Westway in the 1960s prioritising vehicle movement over pedestrians and cyclists. This has created problems in this area including disconnected neighbourhoods and places bounded by infrastructure. The junction has few crossing locations and a poor-quality environment for pedestrians and cyclists.



2 The Canalside

The canal is an asset to the area as an ecological corridor, as well as for leisure and providing open space. Although mostly accessible, some areas are not and feel disconnected from the locale. Both Paddington Central and Merchant Square have introduced significant public realm improvements along the canal.

The towpath alongside Rembrandt Gardens to Travis Perkins is underused and suffers from poor accessibility and connectivity to the rest of the area. Poor quality and inconsistent lighting along this route contrasts with the bright lighting on the other side of the canal at Paddington Central.



3 Harrow Road Gyrotory

The gyrotory is dominated by vehicle traffic and is currently a hostile environment for both pedestrians and cyclists. The current layout creates barriers to movement, in particular north-south connectivity. The existing crossing at Hermitage Street is important and well used, but struggles with visibility issues and to capitalise on wider connections to local destinations.

The enclosed space created by the Westway structure suffers from poor visual connections to other areas such as the canal. Poor legibility is compounded by insufficient wayfinding and poor quality lighting.



4 Paddington Green

Paddington Green, St Mary's Church and the Churchyard are an important heritage asset. They are established spaces but suffer from being disconnected with the surrounding area. The Westway has reshaped their historic footprint and is a barrier to north-south connectivity.

Working with St Mary's Church would be vital in understanding how these landscapes could be brought back into more active use and better link to other local places.



5 Marylebone Flyover

The completed TfL Safer Junction project and soon to be delivered SuDS scheme are reshaping the four corners of the Marylebone Flyover junction to improve safety and create a better pedestrian environment.

The spaces underneath the Marylebone Flyover are currently isolated and underused. They do not suit the expected experience of such a busy metropolitan interchange. This is further worsened by the poor street level connectivity between the two Edgware Road stations, not necessarily in terms of interchange rather in terms of directional clarity and intuitive connections.

web. www.paddingtonplaces.org.uk

email. paddingtonplaces@westminster.gov.uk

tel. (+44) 07434 664017



PADDINGTON PLACES

A Public Realm and Connectivity Strategy for North Paddington

Westminster City Council is inviting you to share your views and have an impact on the future vision for North Paddington - from Royal Oak to Edgware Road and everywhere in between.

What is 'Paddington Places'?

'Paddington Places' is a strategy aiming to improve walking and cycling connections, wayfinding, lighting, landscape, placemaking and public realm in North Paddington.

The strategy is exploring the area around the Westway, between the Royal Oak Edgware Road tube stations (illustrated above).

When is the project happening?

The Paddington Places strategy includes a programme of projects that will be delivered across a range of timescales, ranging from one year's time, to beyond 2030.

Who is running the project?

Westminster City Council are leading and funding the Paddington Places project as part of a shared ambition to transform the area, working with 5th Studio and the design team.

Get Involved

The project is open for community and stakeholder engagement until the **14th December 2020.** Please note we have extended the engagement period due to the latest COVID-19 lockdown measures.

You can get involved by completing the questionnaire on the project website - www.paddingtonplaces.org.uk

or if you would like to discuss any aspect of the project with us please get in touch by phone, by email, or by sending a message in the form on the website

paddingtonplaces@westminster.gov.uk

Call us on: **(+44) 07434 664017**

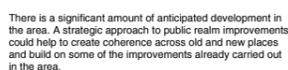
Additionally, we are hosting three online public workshops on the 16th, 17th, and 18th of November - please see the website for more details.

'The Challenge'

The north Paddington area has been separated by large pieces of infrastructure over time including the railway, the canal, and the Westway. There are only a few safe places to cross these, meaning that it is difficult to walk and cycle to nearby neighbourhoods, and communities are missing out on opportunities to access places that are nearby. The area is made up of places with distinct characters but sometimes feels fragmented and incoherent



Above: In several locations the Westway and Harrow Road create a poor environment for pedestrians and cyclists, as shown here on the path between Royal Oak station and Westbourne Bridge.



There is a significant amount of anticipated development in the area. A strategic approach to public realm improvements could help to create coherence across old and new places and build on some of the improvements already carried out in the area.

PADDINGTON PLACES

A Public Realm and Connectivity Strategy for North Paddington

The project team are developing concept ideas for projects whilst testing and refining a strategic vision for the area. The proposals will provide a holistic approach and guidance for future growth and development in the North Paddington area.

The Paddington Places project aims to:

1. Create better crossings for pedestrians and cyclists across the railway, the canal and the Westway

2. Improve and activate under-used public spaces to provide local amenity - with works to adjust roads to create more high-quality space for local people

3. Create new and better routes for pedestrians and cyclists that tie into existing and proposed walking and cycling networks across the wider area and between key neighbourhoods and destinations



PADDINGTON PLACES

A Public Realm and Connectivity Strategy for North Paddington

1 Westbourne 'Gateway'

Here proposals could reduce the dominance of vehicle traffic by introducing new signalled crossings, and new cycling lanes. This could better serve both strategic cycle movement and local pedestrian routes, both north-south along Westbourne Terrace and east-west from Royal Oak to the canal via Kingdom Street.

Environmental upgrades could potentially reclaim and transform this place into a better space for local residents and workers. Hard and soft landscaping improvements and new lighting could focus on improving the space under the Westway as well as the entrance to Westbourne Green and up to Kingdom Street.

The proposed 5 Kingdom Street development offers the opportunity for a more accessible route through to Paddington Central.



Creative community space amongst infrastructure - Urban Playground, Boston © National Development



New route with artistic ground patterns - Superblock of Sant Antoni, Barcelona © Del Rio Bani



New green landscape with seating/viewing spaces - Baakenpark, Hamburg © Leonard Groesch

2 The Canalside

The main opportunity along the Canalside is to provide a safe, continuous, and accessible towpath from Rembrandt Gardens to Paddington Basin. This could be achieved by re-surfacing the existing towpath where needed, while protecting existing trees and historical assets, and by creating a new section of towpath along the existing Travis Perkins site.

New wayfinding objects could help navigate the canalside and new sensitive lighting could ensure safe journeys while respecting the local wildlife. Soft landscaping upgrades and additions would be greatly beneficial to enhance existing biodiversity and improve underused spaces for people to sit and enjoy the canal.

Any improvements must seek to safeguard the operational moorings. The complex operations on the canal require coordination with the relevant stakeholders, from landowners to Canal & Rivers Trust and the commercial and residential moorers to safeguard their operations.



Low-level sensitive lighting - Jørpeland, Norway © Light Bureau



Simple wayfinding paving - Stratford Wayfinding © Thomas Matthews



Quiet spaces with planted pergola - Ravenscourt Walled Garden, Hammersmith © Stephanie Sadler

3 Harrow Road Gyrotory

The key objective here is to rebalance the gyrotory to create better quality environments for walking and cycling and to reduce traffic dominance. Key to this is to establish a comfortable and accessible pedestrian and cycle link from Bishop's Bridge Road and Hermitage Street, to Church Street that safely crosses Harrow Road. New signalled crossings would be key in facilitating the route and reducing the impact of traffic at the gyrotory on pedestrian and cycle movement. Improvements and expansion of green spaces could help soften the infrastructural character of the Westway and create a healthier and safer environment for cyclists and pedestrians.

A longer-term vision that includes the public spaces at the four corners of the junction could help to steer proposals as development comes forward. Active uses could be incorporated under the flyover to create a safe and engaging environment that references local activity.



New active uses in under-used overpass spaces - Bentway, Toronto © Nic Lehoux



New pedestrian and cycle paths with integrated planting - Aménagement Rue Garibaldi, Lyon © Jacques Léone



Soft planting to counter 'hard' industrial character - Shanghai MOMA Museum Waterfront Park © YIYU

4 Paddington Green

Improvements to make the existing pedestrian route via Church Yard Walk able to accommodate both pedestrians and cyclists could link to the strategic route between Bishop's Bridge Road and Church Street.

Sensitive landscape improvements that respect the character of the historic landscape could bring spaces into more active use, particularly at St Mary's Churchyard by introducing activities that fit the community needs from educational to natural play. Further areas of soft landscaping could complement and reference the historic landscapes along the route to Church Street and potentially link to the Green Spine proposals, resulting in a strategic green ribbon. Such additions could help improve the Westminster College forecourt to better connect it with the historic landscapes.

Improvements to the existing subway entrances could include better lighting and measures to increase safety and comfort. This could greatly benefit north-south connectivity whilst integrating into new development at each end.



Characterful new ground materials - Bonn Square, Oxford © Graeme Massie Architects



Segregated pedestrian and cycle paths in historic context - Hyde Park © Landscape Architects Association



Environmental educational and play spaces - Regenstein Learning Campus, Chicago Botanic Garden © Mayyoung Kim Design 2020

5 Marylebone Flyover

As this junction is transformed over time, this project offers the opportunity to add further public realm improvements. Initially as early win interventions to tie into the TfL SuDS scheme, including additional soft landscaping and the introduction of wayfinding structures and lighting to create clear routes and landmarks.

Improvements outside the Cabball St station entrance could help create a better public space for pedestrians, cyclists and station users.

A longer-term vision that includes the public spaces at the four corners of the junction could help to steer proposals as development comes forward. Active uses could be incorporated under the flyover to create a safe and engaging environment that references local activity.



Well-lit community/market space - Beakies Fish Market Refurbishment, GAD Architecture © Alp Eren



Characterful wayfinding structure - Trolley Street Triangle, Charles Holland © Jim Stephenson & Luke Hayes 2020



SuDS retrofit scheme - Gray to Green, Sheffield © Nigel Dunnett

web. www.paddingtonplaces.org.uk

email. paddingtonplaces@westminster.gov.uk

tel. (+44) 07434 664017



STRATEGIC SUMMARY

Dynamic Destinations summary

In total, the project website was visited by 976 unique visitors, of which approximately 200 completed one of more of the surveys. Moreover, the project was advertised via post to over 10,000 homes and business, as well as online and via the church street display. Approximately 50 people attended the public workshops.

The project engaged with a range of key stakeholders in the area, including: WCC, TfL, British Land, Berkeley Homes, European Land, Paddington Partnership, Marble Arch BID, Canal and Rivers Trust, National Rail (via WCC), Travis Perkins, Bespoke Boating Solutions, St Mary's Church, City of Westminster College, BT, M&S, Capital House, and Hilton. Moreover, the project engaged with a number of local community groups, to name a few, PIP, Church Street Neighbourhood Forum, Church Street Champions (PDT), Westbourne Green Champions (PDT), and Westminster Healthy Streets.

This report has presented in detail the engagement strategy and process, and the significant volume and variety of feedback received. The following includes distilled summaries of the key areas of feedback, organised under the three strategic headlines that were presented during engagement:

- Dynamic Destinations
- Legible Routes
- Healthy Landscapes

A significant majority of respondents chose spaces beside the water as their preferred places to spend time outdoors in the area, notably around Little Venice, Paddington Central, and Paddington Basin. As the canal area is well used, it received a large number of comments, particularly regarding minor improvements and conservation of these spaces. Many respondents also liked the 'eclectic' Church Street as a local place to shop. Wider links to the Royal Parks were noted as important connections. Where possible, the environmental and heritage characteristics of these spaces should be retained and celebrated.

Existing Local green spaces, including Westbourne Green, Paddington Green, and St Mary's Churchyard did not receive much positive feedback. Respondents commented that these areas often feel unsafe due to antisocial behaviour, poor lighting and lack of visibility. It was also noted that these areas are underused due a lack of amenities to sit, relax, exercise and play. New uses such as community gardens, educational gardens, and play areas were suggested to activate these spaces.

The most disliked areas were around the Westway, Harrow Road, and Edgware road, largely due to the quantity of traffic, and the resulting impact this has on the public realm. Numerous respondents praised the 'cleanliness' of many of the green spaces and along the canal but were alarmed by the 'dirtiness' of public spaces alongside the Westway and Harrow Road. Respondents noted that there are many blank façades, empty spaces, and highway structures around these areas that could be 'activated' with public art and could involve local artists and communities - coordination and maintenance to be considered.

Legible Routes summary

Respondents noted that the quality of existing pedestrian and cycle routes are generally reasonable, however, where routes intersect with the canal, Westway, and railway, quality and legibility is often poor.

Members of the local community were particularly concerned about the interface between pedestrians and cyclists along the canal. Many suggested alternative cycle routes via Westbourne Bridge or Lords Hill Bridge to offset the cycle traffic from the Canalside. It was noted that clarity is needed between walking and cycling in these areas. Regarding a new continuous path on the northern bank of the Paddington arm, generally most respondents were in favour, although concerns were noted about the need to retain the tranquility of these spaces and restrict cycling along this new route.

The journey between Royal Oak Station and Paddington Central, which currently passes through a narrow and very poor-quality environment below the Westway, was highlighted as another challenging route. New hard surfacing, lighting, and safer crossings are needed. Respondents noted that the footways along the railway bridges end abruptly in certain areas, and therefore need reconfiguration. Several respondents noted the challenge of travelling between the Church Street area/Edgware Road and the canal/Paddington Station, which is currently difficult due to the poor legibility of the Westway crossings.

Many respondents emphasised the challenges with crossing the Westway and the canal, often resulting in people getting lost. There was significant support for new wayfinding measures and more legible crossings, although it was noted that new wayfinding structures/markers should complement the characteristics of existing places.

Healthy Landscapes summary

The majority of respondents were in favour of planting intensification where possible, particularly if this can offset the noise and air pollution of the surrounding roads. Many respondents raised the concern of long-term maintenance and protection of new greenery, noting the importance of protecting any new planting from vandalism.

Regarding hard landscapes, respondents noted the importance of accessibility and heritage, which in some instances led to conflicting responses. There are many cobbled areas across the site, which respondents noted are seldom accessible, creating dangerous routes, particularly for wheelchair users and prams. Conversely, many noted that the cobbles are integral to the heritage of the area, and therefore, care should be taken to preserve these materials where possible. Additionally, there are a series of unique pieces of street furniture such as the historic canons, used as mooring posts, which should be preserved. Moreover, the site is multi-layered due to the 'stacked' pieces of infrastructure; where these elements meet, many respondents noted access difficulties due to lack of steps, ramps, or lifts. Some respondents expressed the desire for additional seating, which could create moments to pause, and help with accessibility for those who need rest stops.

The need for lighting improvements was perhaps the most consistent concern raised, across almost all of the study area. Increased light levels and visibility are essential to improving the area after dark, to help improve the 'feeling of safety' and reduce anti-social behaviour. Particular areas of concern include spaces beneath highway structures and along narrow pathways. Both stakeholders and the public were in favour of lighting and material improvements to the Paddington Green and Cabbell Street subways.

ONLINE SURVEY - 'FACT FINDING'

The purpose of this survey, was to gather facts and insights about the existing conditions and general public aspirations for public spaces and streets across North Paddington.

This survey had three themed sections; Respondents could answer all questions or just the topics that interested them.

Total: 121 respondents

Time: This survey was live from 19th October - 14th December 2020.

This survey was advertised on social media, the WCC website, through the flyover mailout, and on the public boards displayed at Church Street. The survey was also available in paper format.

Respondent demographic:

The majority of the demographic is skewed towards community groups that have been able to be more responsive during lockdown.

The map below indicates the postcodes of home addresses provided by those who optionally provided them. Please note the pins illustrated do not indicate exact addresses.

The map illustrates a skew toward the N-W region of the study area. Therefore future engagement should actively seek to build community relationships with local groups and individuals in the south-eastern areas.



“Do you think the North Paddington area would benefit from more of any of the types of open space listed below?”

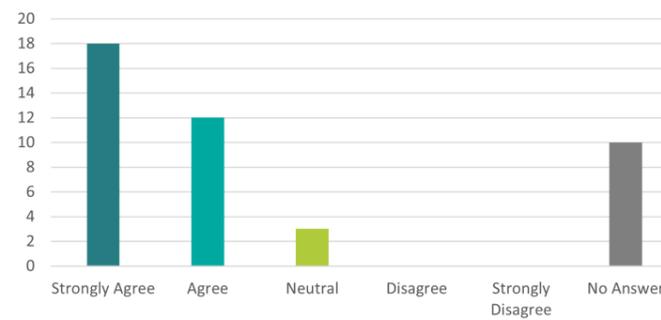


“Which of these features could we introduce to make public spaces and streets feel safer and healthier?”

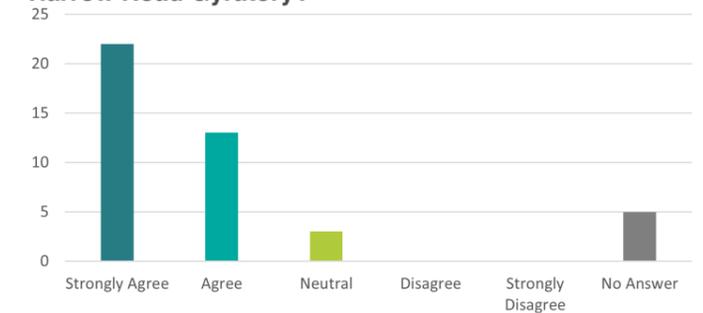


Bar charts illustrating the number and type of responses from the online surveys - from the quantitative questions

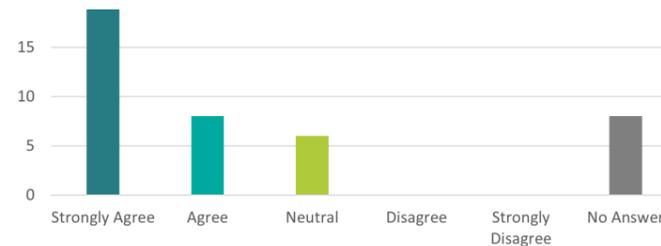
Do you agree with the Paddington Places project aims ?



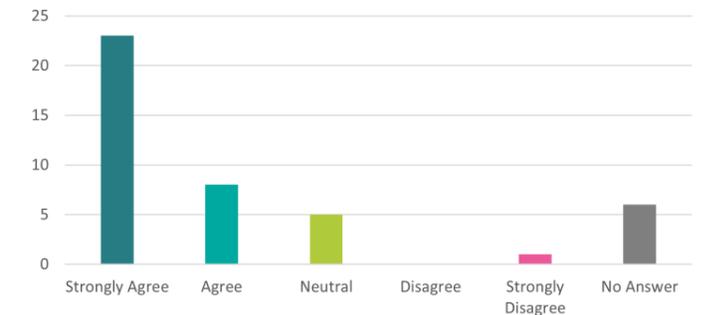
Do you agree with the identified opportunities for the Harrow Road Gyratory?



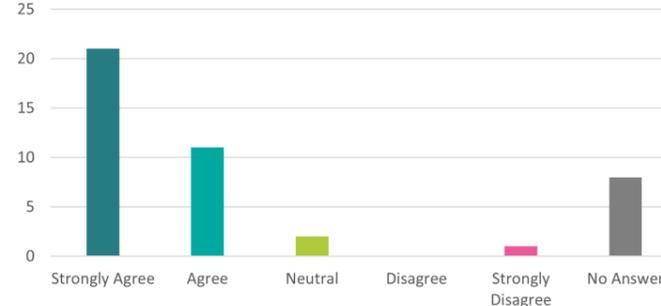
Do you agree with the identified opportunities for Westbourne 'Gateway'?



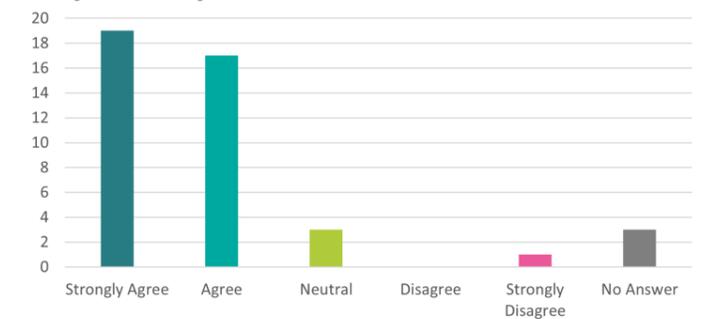
Do you agree with the identified opportunities for Paddington Green and St Mary's Churchyard?



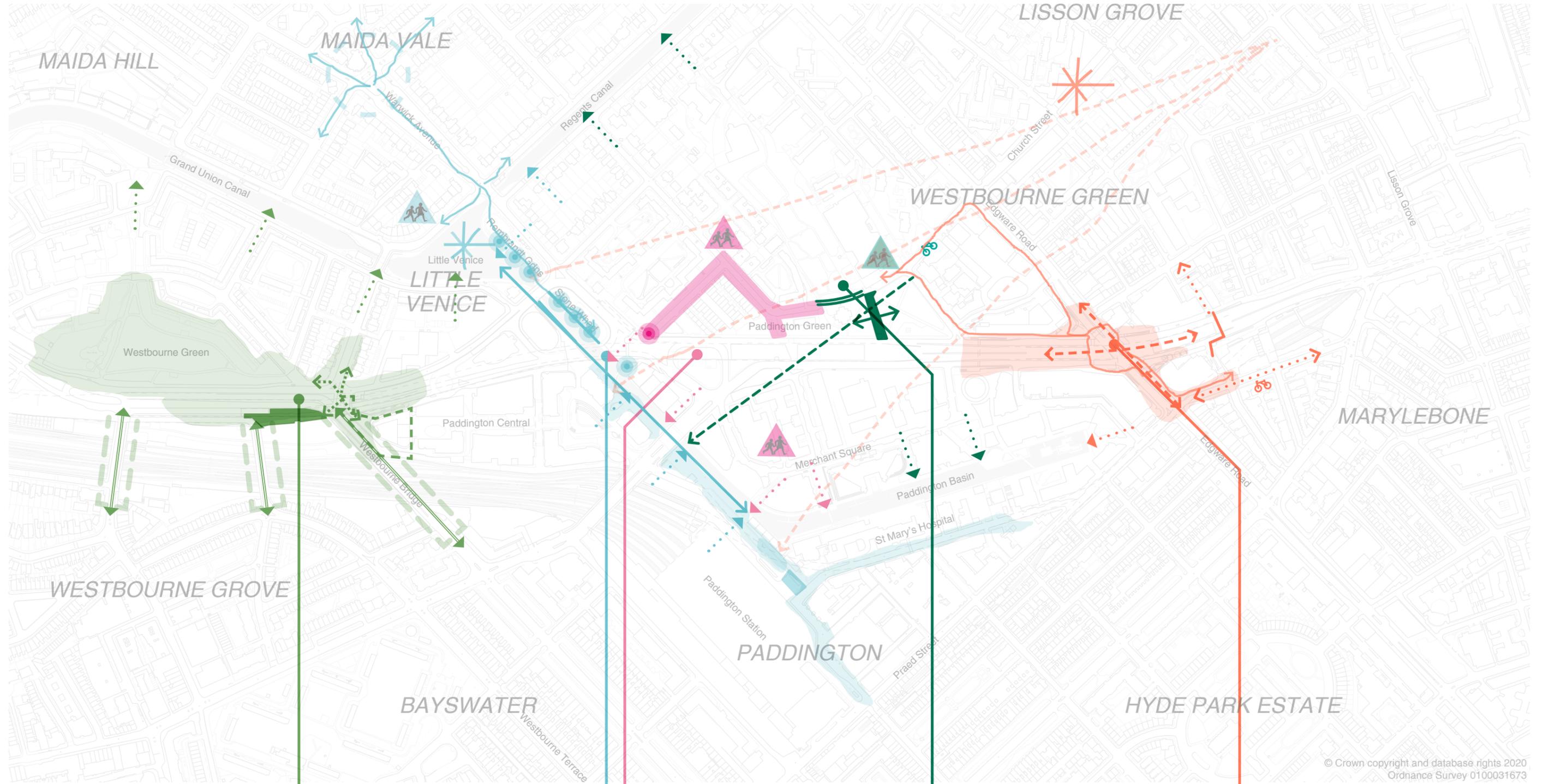
Do you agree with the identified opportunities for the Canalside?



Do you agree with the identified opportunities for Marylebone Flyover?



PUBLIC ENGAGEMENT FEEDBACK SUMMARY



© Crown copyright and database rights 2020
Ordnance Survey 0100031673

Westbourne 'Gateway'

- Westbourne Green needs further activation
- Safe and clear crossings with careful separation between pedestrian and cycle movement
- Improve noise and air quality and reduce traffic
- Increase cycle and pedestrian infrastructure on bridges

Canalside

- Overcrowding and conflict occurring between cyclists and pedestrians on southern towpath
- Stone Wharf feels very unsafe due to lack of lighting and visibility
- Need for signage and legibility improvements
- Lighting improvements are key - and needs to be strong enough to improve safety

Harrow Road Gyratory

- New proposals that reduce the air and noise impact of the busy roads are welcome
- New 'School Streets' particularly around St Mary's Terrace
- Improve the legibility of links to the canal and Station - Paddington Basin is difficult to access from Lisson Grove

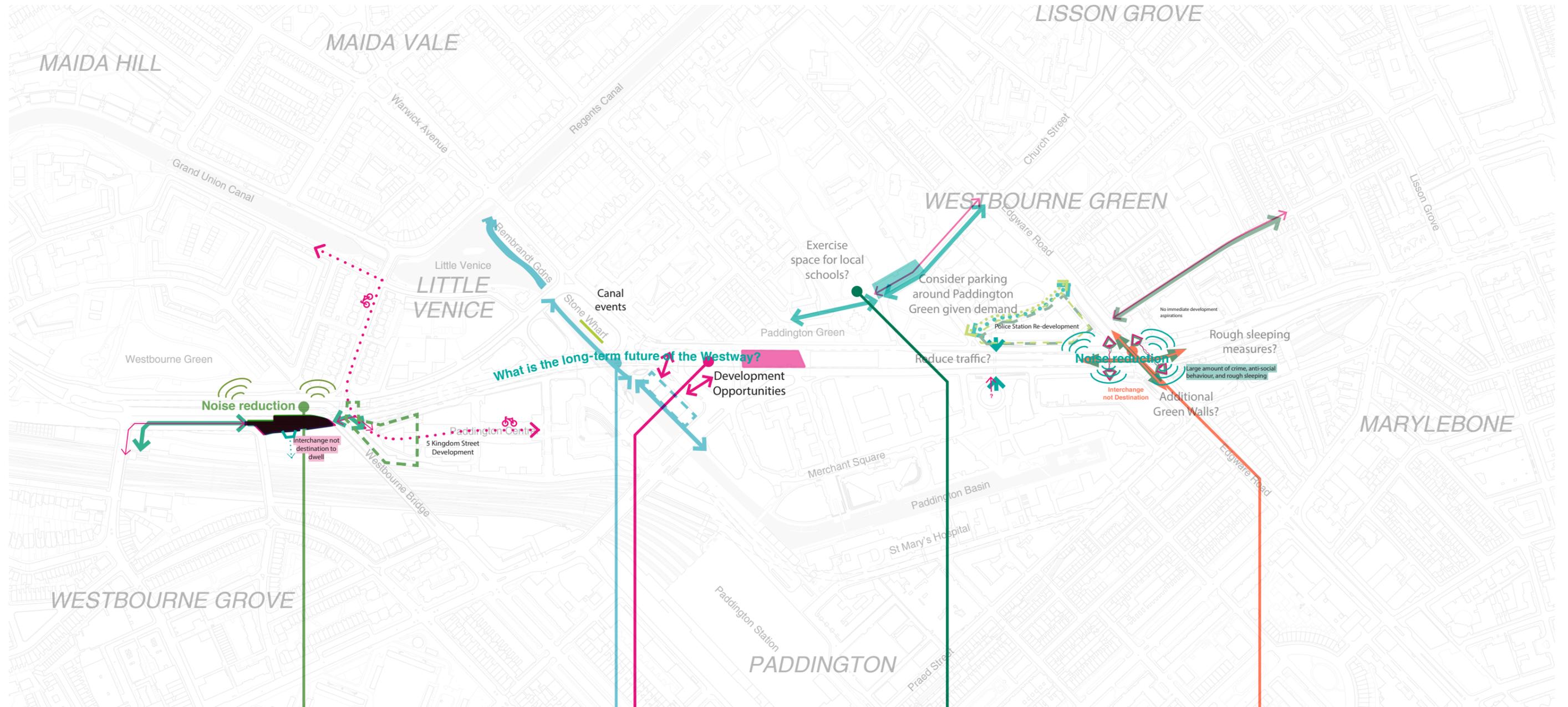
Paddington Green & St Mary's Churchyard

- Elevated levels of anti-social behaviour perpetuated by poor lighting and visibility
- Churchyard could be a pleasant place to visit rather than simply a cut-through route
- New churchyard uses to consider buffer areas for differing user groups
- Green the side-street between Paddington Green and Church

Marylebone Flyover & Cabbell Street

- Transit area – not suited to market-type uses at flyover undercroft - possible commercial partnership for new undercroft uses?
- Public realm improvements needed on Chapel Street
- Lighting improvements are essential to improve safety and reduce crime
- Pedestrianise Cabbell Street

STAKEHOLDER ENGAGEMENT FEEDBACK SUMMARY



Westbourne 'Gateway'

- Space under Westway is a connecting space - not a pleasant place to linger due to noise and air pollution
- Fixing anything onto Westway is fraught with cost and risk – alternative lighting methods to be sought
- Pedestrian crossings and link improvements towards Lord Hill Bridge to be considered
- Align public realm proposals with 5 Kingdom Street proposal

Canalside

- New developments must respect and celebrate the historic canal character - events in Stone Wharf to be occasional only
- Northern towpath not to be used a cycle route
- Canalside gardens have antisocial issues after dark due to lack of lighting and visibility
- Travis Perkins are developing a continuous public towpath link
- The Canal community and the quantity of residential and commercial moorings on this stretch to be retained – consider impact a continuous public route will have on boats
- Support principle of new street level connection at Rembrandt gardens – requires further consultation

Harrow Road Gyratory

- SAG welcome any greening and activation improvements at this junction
- Existing Travis Perkins entrances to be retained
- Feasibility of highway re-configuration dependent sweepers depot - option to retain depot to be further explored
- Proposals to be brought forward at next stage by TfL

Paddington Green & St Mary's Churchyard

- New pedestrian link to Paddington Green through Newcastle Place
- Better-connected college forecourt with fewer visual and physical barriers and better lighting.
- The college has issues with anti-social behaviour in the surrounding green spaces, therefore don't actively promote using them - this is exacerbated by poor visibility
- Pavements are far too narrow on the southern end of Church street given the large footfall from the college
- Subway improvements preferred to at-grade crossing due to quantity of highway lanes

Marylebone Flyover & Cabbell Street

- Pedestrian visibility across the Flyover junction to be retained
- Flyover undercroft not appropriate for retail or F&B uses. Identify opportunity only - any proposals here to be brought forward by TfL
- New proposals to adopt TfL SuDS scheme
- Hard and soft landscaping improvements needed around junction • Desire for at grade crossings is limited by large number of lanes and traffic impact
- Wayfinding connections between two Edgware Road stations and around the junction needs to be improved
- Lighting improvements are essential to improve safety and reduce crime

DESIGN ACTIONS

Overall Design Actions:

Climate

Westminster City Council has declared a climate emergency, committing to becoming a carbon neutral council by 2030, and a carbon neutral city by 2040. In terms of new development, if WCC are to meet these targets, embodied carbon should be brought to the forefront of specification decisions.

Climate should be a primary design driver that is integrated with all emerging strategies and projects. Where possible, designers should take active steps to reduce both embodied carbon and operational carbon emissions.

New destinations and building a sense of place

Create a holistic strategic approach that integrates, emerging development sites, streets, public spaces, existing infrastructure, and the character of existing local places.

Continue to work with landowners, stakeholders, and community members to deliver successful places, with a sense of 'ownership' from the people who live and work there.

There is potential to plan for activation at ground floor levels in key development sites and pre-empt future development to maximise its potential. There is opportunity to create intuitive connections between assets in surrounding areas, and increase community and cultural offer.

Improved north-south permeability

Develop comfortable crossings and clear gateways into the wider Paddington area.

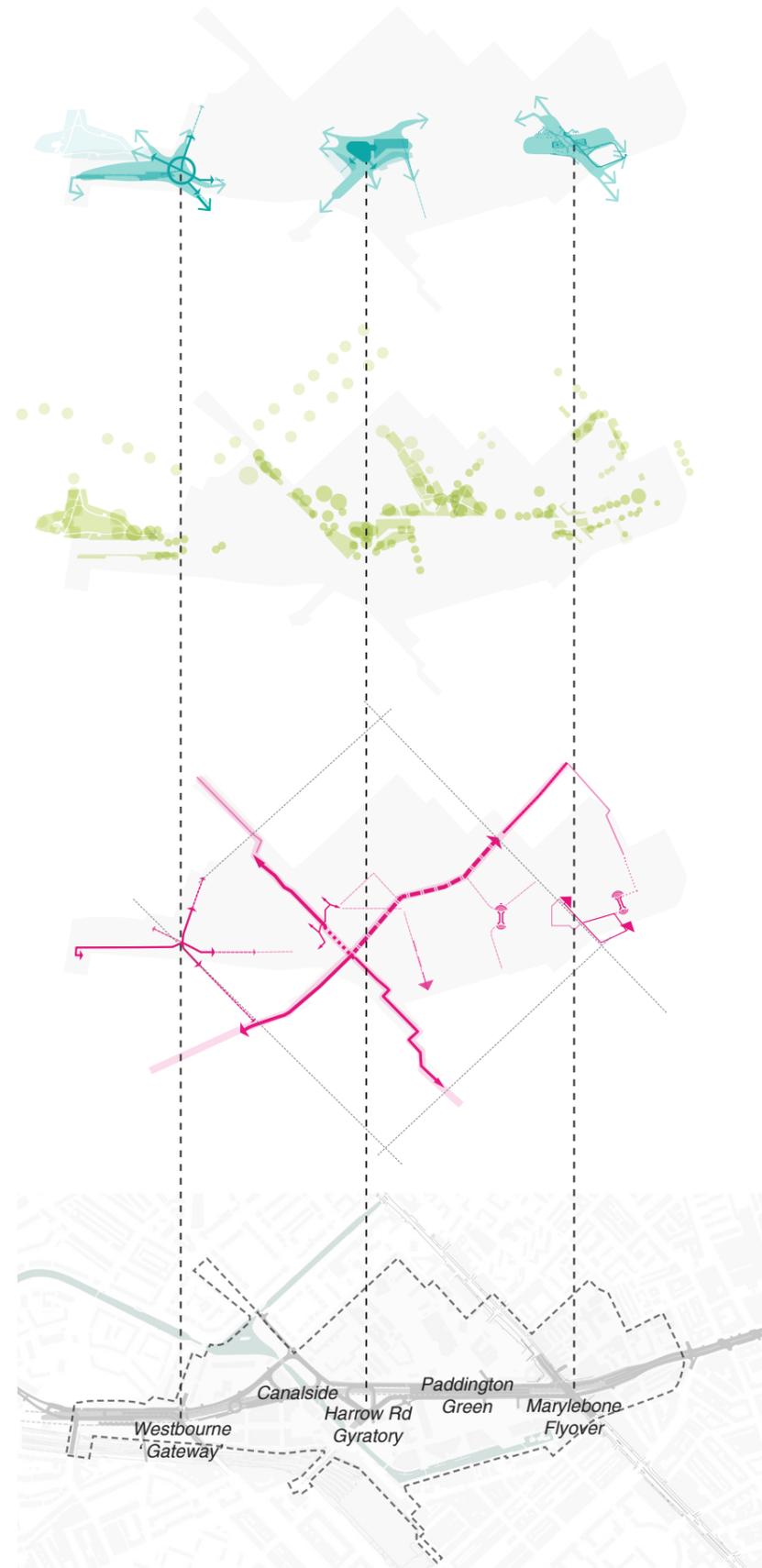
Create north-south permeability across the Westway and improve connection to surrounding neighbourhoods.

Improve well-being and safety around the crossings and across the site, and develop measures to mitigate air and noise pollution from the Westway.

Create legible and desirable routes for walking and cycling

Create healthy environments that encourage people to walk and cycle through area. Streets and public places should be accessible for all.

Develop green routes connecting Regent's Park to Hyde Park and Hyde Park to Harrow Road. Enhancement and greening of streets and spaces to form a coherent green network, that provides tranquil space for play, leisure and rest. Introducing better access and wayfinding to create safe and legible routes.



Westbourne 'Gateway'

Places

Public Art:

- Opportunity to activate space around Westway
- Painting/adding fixings to the Westway structure may be difficult due to internal landowner constraints, although is possible

Play:

- Noted that the space under Westway is particularly constrained due to the level of noise and air pollution from the adjacent roads
- Opportunity to introduce new low-maintenance play spaces / community garden uses in Westbourne Green

Landscapes

Hard landscaping:

- Public realm proposals to link to 5 Kingdom Street proposal
- Paving improvements needed on bridges and under Westway

Soft landscaping

- Soft landscaping required to help alleviate the noise and air pollution
- New planting in underused area beneath the Westway

Street furniture:

- New seating required in Westbourne Green
- Opportunity to improve bus stop shelter

Lighting:

- Fixings on Westway structure to be avoided
- Increased lighting levels needed on bridges and under the Westway

Movement

Wayfinding:

- Improve legibility of link from Royal Oak to Paddington Central

Cycle infrastructure:

- Significant support for an alternative segregated cycling route, to help divert cycle traffic from the canalside - suggested from Lords Hill Bridge / Westbourne Bridge to Delamere Terrace



Canalside

Places

Public Art:

- Opportunity to celebrate the canal heritage

Play:

- Retain open space for 'canal cavalcade' at Stone Wharf Gardens
- Consider proximity to waters edge in terms of new uses
- Current locations of commercial and residential moorings to be considered

Landscapes

Hard landscaping:

- Mixed responses regarding accessibility vs. heritage - cobbled paths should be accessible but where possible historic character should be retained
- Improve hard landscaping and consider bridge improvements at Porteus Road Triangle
- Majority support new continuous towpath through Travis Perkins site

Soft landscaping

- General support for planting intensification and pergola concept
- Protection and ongoing maintenance of soft landscape to be considered

Street furniture:

- More places to sit are needed
- Protect existing canalside furniture including historic canons
- Remove towpath railings if possible

Lighting:

- Stone Wharf and Porteus Road underpass needs additional lighting to improve visibility and therefore safety

Movement

Wayfinding:

- Wayfinding required from Warwick Avenue and Porteus Road
- New wayfinding structures/markers should compliment rather than detract from the canal heritage
- Mixed responses to link at Rembrandt Gardens - further consultation required

Cycle infrastructure:

- Where possible alternative cycling provisions should be made to discourage cyclists from using the towpath route
- Clearer distinction is needed between pedestrian and cycle areas



Harrow Road Gyratory

Places

Public Art:

- Possibility to utilise existing westway structure for artistic or wayfinding purposes - note will likely be difficult to coordinate.

Play:

- Opportunity for new uses and buildings with new highway layout

Landscapes

Hard landscaping:

- General support for new route across gyratory site
- Improve hard landscaping and consider bridge improvements at Porteus Road Triangle
- Majority support new continuous towpath through Travis Perkins site

Soft landscaping

- Significant support for planting intensification around junction, particularly if interventions can reduce noise and air pollution.
- Maintenance and impact of nearby traffic to be considered e.g. littering from vehicles.

Street furniture:

- More places to sit are needed

Lighting:

- Increased light level needed at Harrow Road underpass

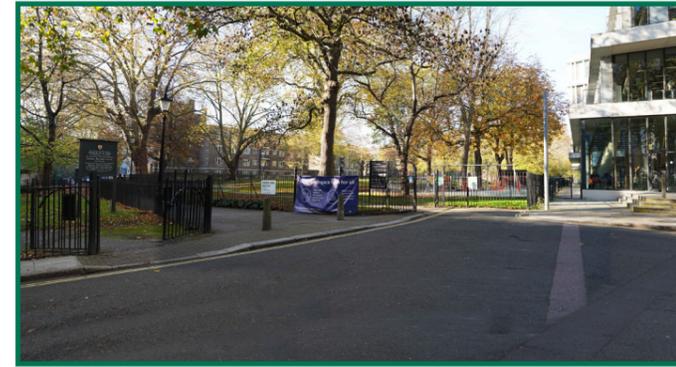
Movement

Wayfinding:

- Currently very difficult to cross Westway and Harrow Road, resulting in people getting lost.
- Reconfigure Hermitage Street crossing as it currently urges pedestrians into the centre of the highway

Cycle infrastructure:

- Where possible alternative cycling provisions should be made to discourage cyclists from using the towpath route
- Clearer distinction is needed between pedestrian and cycle areas



Paddington Green & St Mary's Churchyard

Places

Public Art:

- Opportunity to celebrate the Churchyard and Paddington Green heritage - note gravestone constraint
- Opportunity to involve the nearby schools and college

Play:

- Opportunities for new uses in St Mary's Churchyard such as outdoor leaning spaces, habitat areas, and reconfigure the current play spaces
- Currently there is an anti-social behaviour issue, which is partially due to the existing layout and proximity of student areas, and play spaces for young children.
- The Churchyard should be a pleasant place for people of all ages with possible new recreational, fitness, and leisure uses for a range of users

Landscapes

Hard landscaping:

- General support for new route across gyratory site
- Improve hard landscaping and consider bridge improvements at Porteus Road Triangle
- Widen footways were possible

Soft landscaping

- Opportunity to reconfigure churchyard from a 'through-route' to an accessible community park
- Protection and ongoing maintenance of soft landscape to be considered

Street furniture:

- More places to sit are needed
- Remove churchyard walk barriers and railings if possible

Lighting:

- Continue subway public realm improvements
- New lighting needed along Churchyard walk, in Paddington Green, and Churchyard

Movement

Wayfinding:

- Wayfinding needed towards canal towpath and Paddington Station
- New wayfinding structures/markers should compliment heritage

Cycle infrastructure:

- Clearer distinction is needed between pedestrian and cycle areas



Marylebone Flyover and Cabbell Street

Places

Public Art:

- Opportunity to celebrate and better integrate with culture of surrounding communities
- Many blank façades, empty spaces, and highway structures could be activated with art - coordination and maintenance to be further considered

Play:

- Opportunity to 'activate' underused spaces beneath flyover
- Mixed public responses about new uses under the flyover - considered too much air and noise pollution for market-type uses
- Flyover junction more of a busy 'interchange' than a 'destination' to stop and dwell

Landscapes

Hard landscaping:

- General support for pedestrianisation of Cabbell Street
- Cleaner hard surfacing needed

Soft landscaping

- Opportunity to integrate with emerging TfL SuDS and former Police Station schemes
- Significant support for any greening at this junction

Street furniture:

- More places to sit are needed - consideration to be given to issues with rough sleeping in the area
- Currently lots of urban 'junk' i.e. signs, bins etc. Reducing accessibility

Lighting:

- Increased light levels is key under flyover, around and inside subways, and between station entrances
- Opportunity to integrate artistic lighting strategy at flyover and subways

Movement

Wayfinding:

- Wayfinding improvements needed between the two Edgware Road underground stations
- Pedestrian visibility to be retained across the flyover
- Focus to be on safely moving pedestrians towards nearby buildings and open spaces rather than dwelling

Cycle infrastructure:

- Cycling currently very dangerous in this area
- Additional cycle infrastructure on Cabbell Street

NEXT STEPS & RECOMMENDATIONS

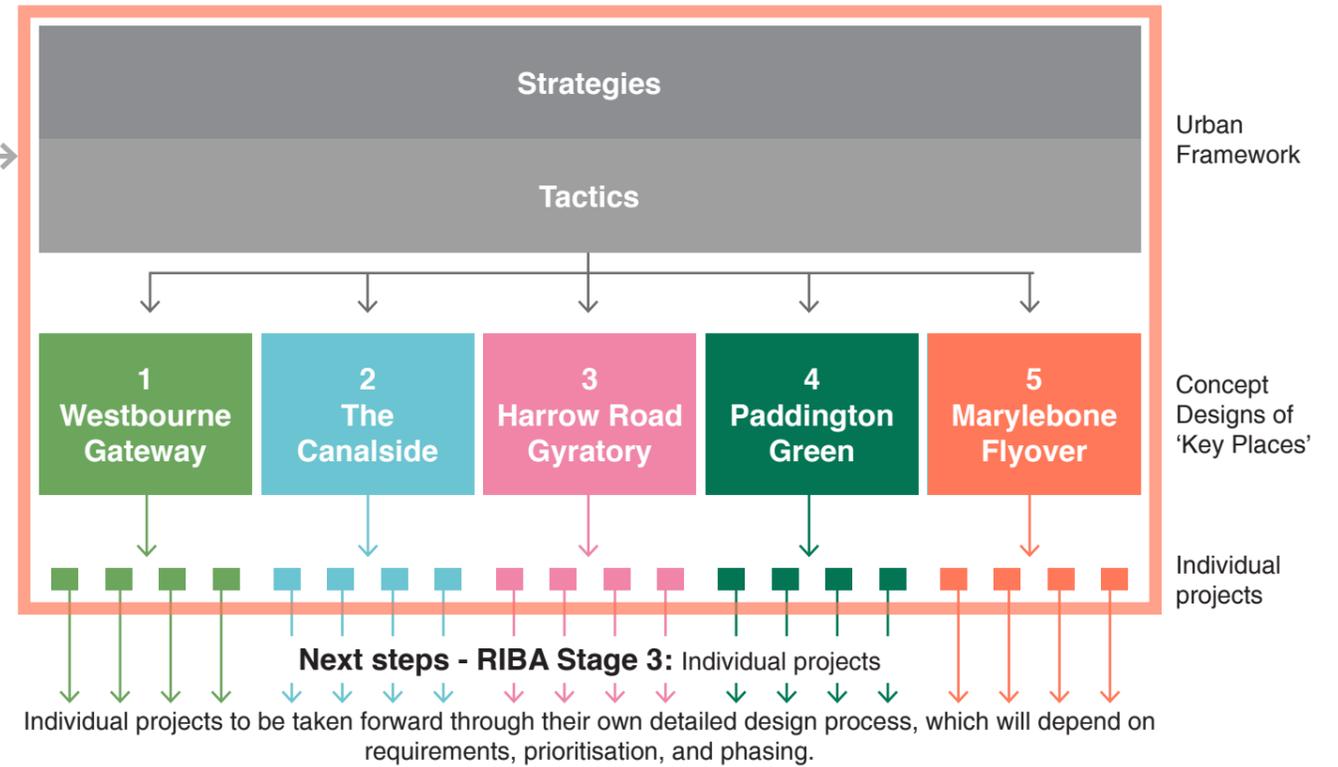
Moving forward, the appended project tracker sets out proposed wayfinding, lighting, artwork, highways, hard and soft landscaping projects, and development opportunities which may be further developed by WCC and the relevant landowners and stakeholders. WCC will continue to pursue potential avenues of funding and stakeholder partnerships, to deliver these projects and facilitate good growth.

Projects are organised into short-term 'quick win', medium-term, and long-term phases, which are likely to require increasing levels of engagement and stakeholder collaboration respectively.

RIBA Stage 1:
Scoping the North Paddington Vision (2019)



RIBA Stage 2:
Paddington Places (2020)



OVERALL DESIGN CONSIDERATIONS



Climate



- **Embed climate** as a **primary driver** in future project briefs.



- WCC has declared a **climate emergency** - projects that are further developed in North Paddington should lead the way by aiming to create carbon neutral designs.



- As material palettes are developed, prioritise **re-used** or **recycled** fabric, or materials with minimal **embodied carbon**.



- Provide additional **trees** and **plants**, and retain existing trees where possible.



Well-being & safety



- **Lighting** was noted as a significant safety and comfort issue during engagement – continue to involve lighting specialists at the developed design stage.



- Continue to take active steps to **mitigate** the effects of **noise** and **air pollution** from surrounding infrastructure – engage air quality and noise pollution specialists for relevant projects at the next stage.



- **Cycle-pedestrian relationships** were noted as key issues during engagement, particularly around the Canalside. In the short term, clearly signpost where cyclists can and cannot cycle.



People



- Continue to seek out sources of **funding** and **partnerships** to facilitate the delivery of these projects.



- Continue to work with **landowners**, **stakeholders**, and **community members** to deliver successful places, with a sense of 'ownership' from the people who live and work there.



- Make public designs **accessible to all** – designs should meet the appropriate standards and regulations as a minimum, and aim to exceed them.



Culture

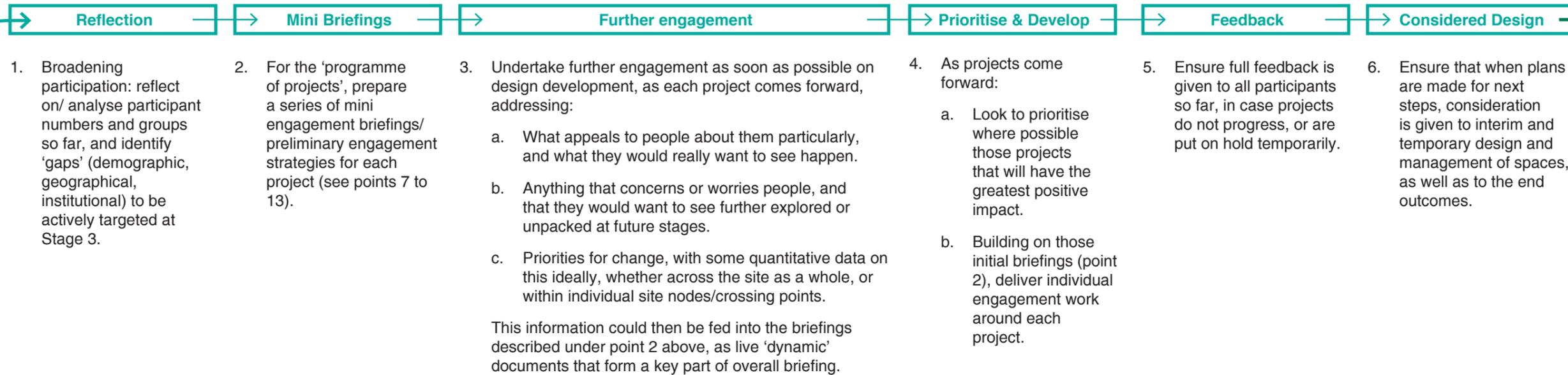


- Where possible **celebrate** the existing characteristics of local places, including the 'infrastructural' character around the Westway and historic character areas.

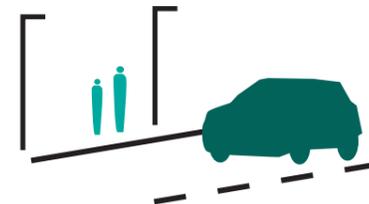
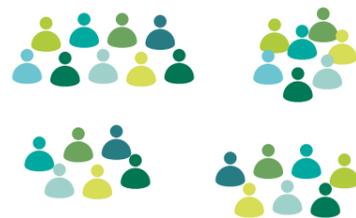


- Facilitate **movement between places**, but **retain** and **enhance** their individual **identities**.

OVERALL ENGAGEMENT APPROACH



ENGAGEMENT APPROACH TO INDIVIDUAL PROJECTS



7. **Identify specific groups** with whom targeted work should be done.

8. Potentially **set up mini-project groups** for each of the 6 sites. In addition, continue to secure more community membership for the SAG.

9. Undertake further work on **character and identity** for the site as a whole and for specific projects.

10. **Lighting** has been identified as a **clear priority** across most sites - prioritise this issue for detailed, project-specific engagement. **Wayfinding** could be developed and tested in a similar way.

11. **Issue-specific workshops:** a number of sites have a contentious 'sticky issue' of some description. Doing this in an accountable and transparent way, with participants part of any 'resolving' conversations, and able to hear different perspectives, can be very helpful.

12. **Trial projects** are key. Test – in prototype form – lighting, wayfinding, locations for play, crossing and space-sharing strategies (to name 4 areas). This would be engaging, fun, and a real opportunity for learning with users before a more permanent 'solution' is introduced.

13. Look for **co-design and co-production opportunities**.

**5th
studio**

**Architecture
& Urbanism**

www.5thstudio.co.uk

Unit 14
21 Wren Street
London WC1X 0HF
+44 (0)20 7837 7221

Darkroom
Gwydir Street
Cambridge CB1 2LJ
+44 (0)1223 516009

2 King Edward Street
Oxford OX1 4HS
+44 (0)1865 684004

5th Studio is a Limited Company
Registered in England
Company No. 3373123
VAT No. 711 206 489
5th Studio is a RIBA Chartered Practice