

PADDINGTON PUBLIC REALM STRATEGY

February 2023

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studio

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City of Westminster

Issue:

Date	Rev.
30/12/20	1. Draft Issue for comments
12/02/21	2. Full Report Final Issue
05/03/21	3. Draft Executive Summary
22/04/21	4. Cllrs. Review
25/05/21	5. Final Issue
11/08/22	6. Draft Publication Issue
01/09/22	7. Publication Issue
03/10/22	8. Project Name Updated
01/02/23	9. Project Name Updated



Westminster City Council are leading the Paddington Public Realm Strategy 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 Public Realm Strategy engagement programme, with professional guidance from Daisy Froud.

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

FOREWORD

Place Shaping, Westminster City Council

The *Paddington Public Realm Strategy* sets out Westminster City Council's Vision for North Paddington, and provides a Public Realm and Connectivity Strategy for how the area can be shaped to locally deliver the council's policy objectives.

Through this document, we have set a vision, and parameters for future projects, which the council and stakeholders can work towards collectively over a 10 year period. The Public Realm Strategy is not an indicator that WCC will provide the measures laid out in the document. Beyond this document, specific projects will be subject to individual detailed design and engagement processes, as and when appropriate.

CONTENTS

i. Summary

1. Introduction

2. Urban Framework

The strategy focuses on how to create a network of local routes & 'Healthy Streets' for pedestrians that connect into the broader city-scale network. The creation of safer and more legible routes should enable a shift to more sustainable modes of travel in the area.

2.1 Dynamic Places

2.2 Healthy Landscapes

2.3 Legible Routes

3. Key Places

The *Paddington Public Realm Strategy* encompasses a large number of potential interventions across the study area. Some of these could be taken forward as stand-alone improvements, but the majority are interlinked as part of a wider vision for an identified place, and as such are grouped under the headings of 'Key Places'.

3.1 Westbourne Gateway

3.2 Canalside

3.3 Harrow Road Gyratory

3.4 Paddington Green

3.5 Marylebone Flyover & Cabbell Street

4. Next Steps

SUMMARY

‘Paddington Public Realm Strategy’ is a vision for North Paddington, aiming to improve walking & cycling connectivity, wayfinding, lighting, landscape, placemaking and public realm.

What?

The Paddington Public Realm Strategy seeks to transform North Paddington’s fragmented neighbourhoods into a vibrant, healthy, and inclusive area by rebalancing the environment to enable legible and safe pedestrian and cycle movement, and to create great public spaces.

Where?

The Public Realm Strategy focuses on the area between Royal Oak Station and the Edgware Road Stations, including Paddington Basin, Bishops Bridge Road, the Canal, and Paddington Green.

Five key places have been identified centred on the north-south crossings along this stretch of the Westway, these include:

- 1 - Westbourne ‘Gateway’
- 2 - The Canalside
- 3 - Harrow Road Gyratory
- 4 - Paddington Green
- 5 - Marylebone Flyover



Why?

Over the last 250 years, Paddington and the communities that live and work there have been increasingly separated by large strips of infrastructure: the railway, the canal, and most visibly the Westway.

There are many challenges faced as a result of this. As one of London's key strategic roads, the Westway provides a fast east-west route across the city. However, convenience for motor traffic has come at a cost to the local community, resulting in high levels of pollution, poor quality pedestrian and cycling environments and north-south severance between neighbourhoods.

There are only a few safe places to cross the Westway meaning that it has become increasingly difficult to walk and cycle to local neighbourhoods, and therefore communities are potentially missing out on great opportunities and places that are nearby. This is the primary issue that this project aims to address.

When?

Stage 2 of the Paddington Public Realm Strategy has been completed between February 2020 and January 2021 and focuses on developing both an overarching strategy for the area and RIBA Stage 2 concept designs.

The Paddington Public Realm Strategy identifies a programme of projects that will be delivered across a range of timescales, including short term projects, such as small public realm improvements, to be delivered over the next few years; medium term projects such as new public spaces and street renovations over the next 10 years; and long term projects such as new developments or adjustments to highway layouts that will likely be delivered after 2030.



1. INTRODUCTION

1.1. THE PADDINGTON PLACE PLAN

Paddington Place Plan

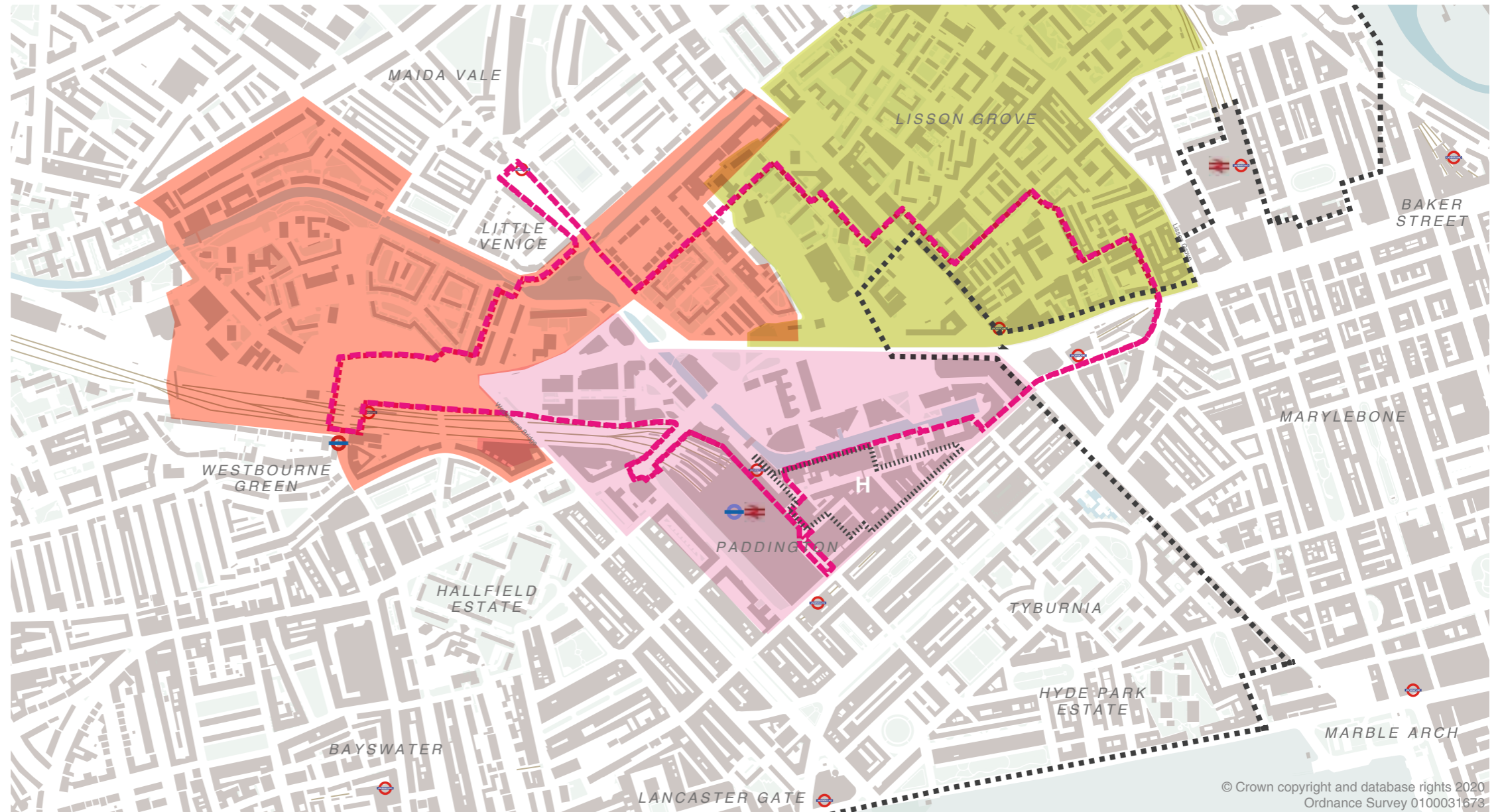
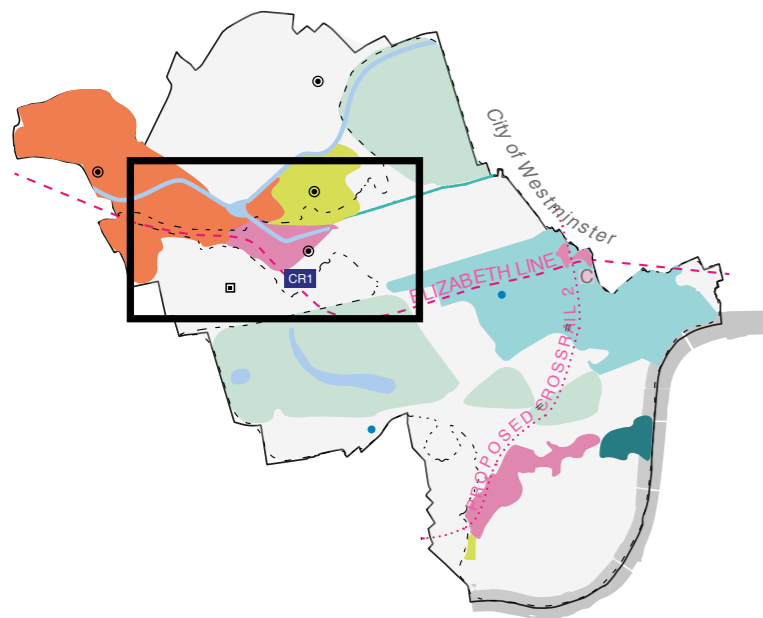
The Paddington Public Realm Strategy will play a key role in progressing a wider “Place Plan” for Paddington.

The emerging Place Plan being developed by Westminster City Council will be a non-statutory, “live” and evolving strategy setting out a vision and design plan for the Paddington area. It will provide a holistic framework for delivering immediate and longer-term strategies and proposals for the area, whilst providing an evidence base for future growth and development.

It is anticipated that the Place Plan will examine the following areas:

- Delivering the objectives set out in the Paddington Opportunity Area policy;
- Addressing challenges of Praed Street and the development of a holistic strategy for the area;
- Supporting the enhancement of Paddington Station, whilst managing the impact of Crossrail;
- Strengthening Hyde Park Estate local neighbourhood;
- Developing a holistic strategy for Edgware Road;
- Helping to bring forward the regeneration of St Mary’s Hospital.







The *Paddington Public Realm Strategy* provides the opportunity to weave together the wider borough ambition and neighbouring area strategies.



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The Paddington Place Plan

Key

- | | |
|--|--|
|  Paddington Opportunity Area |  St Mary’s Hospital Masterplan |
|  Paddington Public Realm Strategy Study Area |  Central Activity Zone |
|  North West Economic Development Area (NWEDA) |  Church Street/ Edgware Road Housing Renewal Area |

1.2. PROJECT BRIEF, SCOPE AND OBJECTIVES

Project Brief

This report sets this out at two scales, strategic through an 'urban framework', and focused concept designs for a series of key places. The proposals have been developed in consultation with both professional stakeholders, local community groups and residents.

To meet the aspirations set out in Westminster's emerging City Plan (2019-2040) the north-south severance caused by the Westway must be addressed. Proposed future change, including the arrival of Crossrail at Paddington Station will result in it growing as a terminus and interchange, putting pressure on the surrounding area.

Many of the sites identified in the City Plan opportunity area have already undergone major change and improvement, however these new street networks have poor onward connections to other areas in the borough including to Maida Vale and Church Street. A coherent strategy is needed to ensure that these broader connections are realised, and that the public realm is an attractive and comfortable place for the diverse community who live and work in the area.

Scope

The *Paddington Public Realm Strategy* has been structured around three broad tasks, identified below:

Baseline Information Review and Analysis

- Review area literature and data to identify the scope of the project.

The Urban Framework

- Develop an overarching strategy and robust urban framework to take the North Paddington vision forward, developing the physical principles or parameters for public realm, landscape design and development across the study area.
- Establish priorities, objectives and overarching design guidelines
- Propose area wide strategies for active travel routes, wayfinding, public realm, sustainability and lighting

Key Places

- Set out a clearly defined programme of projects that provides further details on the physical and feasibility of development proposals.
- RIBA stage 2 designs for key places
- Develop a phasing strategy identifying when projects are anticipated to be delivered, along with 'quick wins'.
- Create a schedule of projects to be developed to RIBA stage 3

Objectives

The proposals set out a holistic approach to improving the public realm responding to future growth and development in the North Paddington area. Three primary objectives of the project are:

Dynamic Places

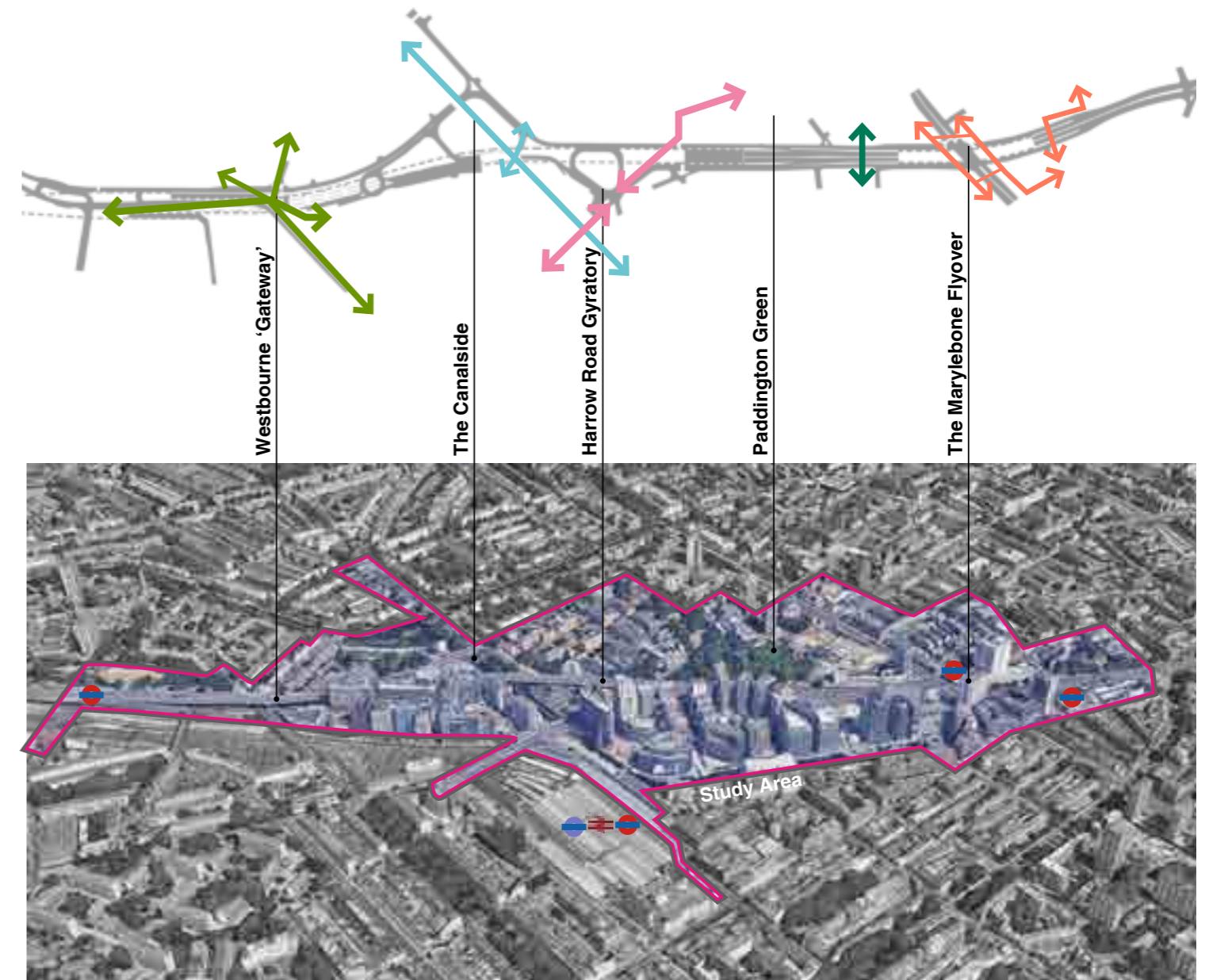
Find opportunities for placemaking that celebrates North Paddington's local communities. Form new destinations that increase arts and cultural uses and a 24 hour economy.

Healthy Landscapes

To develop sustainable, healthy and enjoyable environments that encourage an increase in active travel. Creating continuous and inviting pedestrian and cycling routes that connect key nodes across the area.

Legible Routes

Developing permeable and intuitive routes that provide clear navigation and wayfinding, along with safer and friendlier crossings.



Paddington Public Realm Strategy Study Area

The study area, described as North Paddington, spans from Royal Oak station to Edgware Road/ Lisson Grove. This area has become a place between places. It sits between the established neighbourhoods of Maida Vale and Little Venice to the north, and Paddington to the south which has seen a huge amount of growth over the last 20 years, including commercial and residential developments around Paddington Central and the Basin.

1.3. KEY OPPORTUNITIES & CHALLENGES

Severances

Over the last 250 years, Paddington and the communities that live and work there have been increasingly separated by large strips of infrastructure: the railway, the canal, and most visibly the Westway.

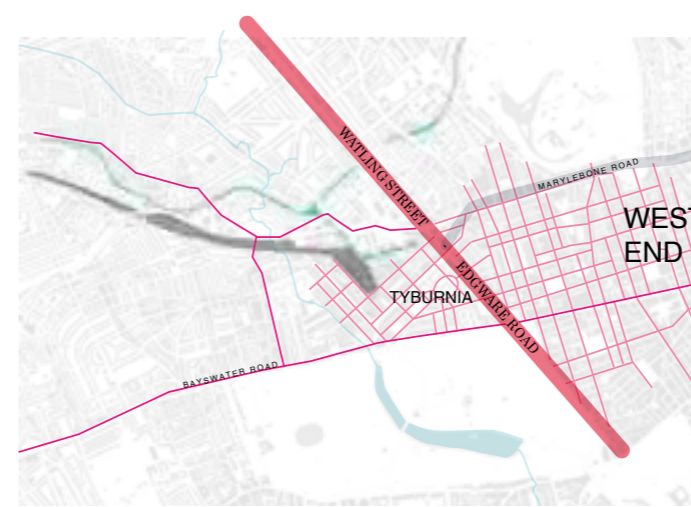
- The main causes of severance in the area are not the elevated roads, but the adjoining roads and slip roads that connect to it. These prioritise vehicular movement, creating a poor environment for pedestrians and cyclists.
- The structure of the elevated roadways and the scale of the rail infrastructure are dominant in the landscape, but currently under celebrated.
- The Westway, Harrow Road, and Edgware Road have a significant environmental impact on the surrounding area with regards to air and noise pollution.
- Open spaces adjacent to the roadways such as Westbourne Green and Paddington Green have high noise levels as they have very little separation from the road.
- There is a lack of joined-up cycling infrastructure in the area, with disjointed routes, and lack of connectivity to city-scale routes.
- Across the area many pedestrian routes have poor legibility, are unlit, or perceived to be unsafe.



1800

The ancient route of Edgware Road (Watling Street) is a direct and straight route into London dissecting this area. There are clues that underlie the topography that can be co-opted as aids to navigation - and these include the culverted Westbourne River that flows north south.

The ancient routes of Edgware Road and Harrow Road intersected by 1756 with the creation of the New Road - the world's first urban bypass - constructed to run along the northern boundary of the city from Paddington to the Angel.



1850

The Paddington Canal opened in 1801, with its basin establishing the area as a place for trans-shipment. Great mountains of London's waste waited for sorting and transportation west. The Regent's Canal connected this to London's Docks at Limehouse in 1816. The Topographical Survey Of The Borough Of St. Marylebone 1832 captures this moment, together with the enabling infrastructure for the salubrious estate of Tyburnia.

Brunel's Great Western Railway followed after the canal with the first station opening in 1838 and the present terminus shed in 1854. Paddington then became the terminus of the world's first underground railway - the Metropolitan - opening in 1863 joining Paddington to Kings Cross and Farringdon.

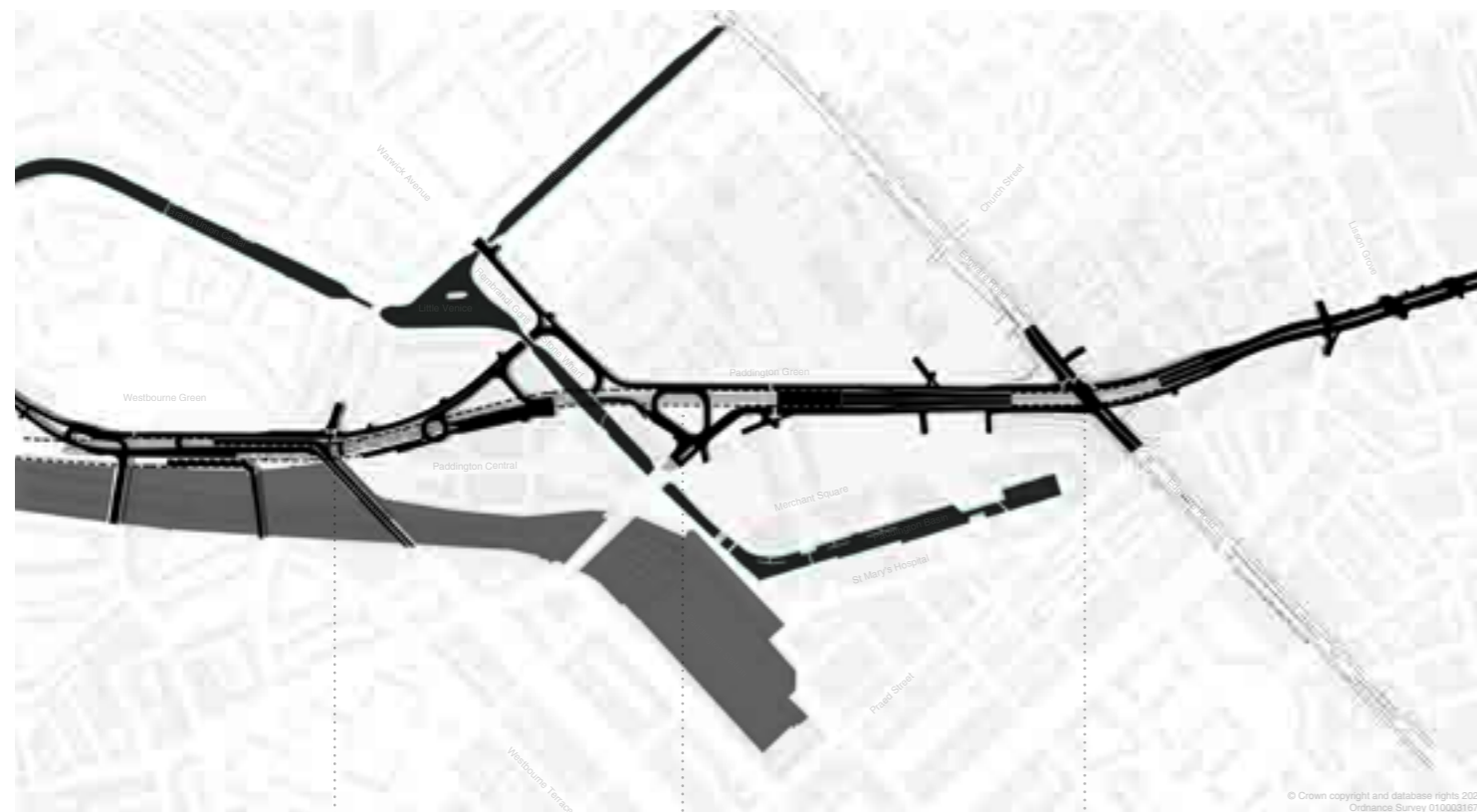


2020

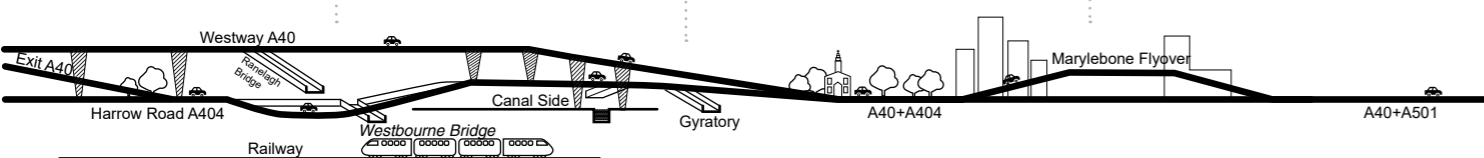
In the 1960's an overhead motorway, the A40 (M) was constructed across Paddington - the largest continuous concrete structure in the country. The Westway has been an symbol of severance in the city, and is the most visible of the series of metropolitan innovations that Paddington has adopted.

Crossrail - London's latest urban infrastructure - will open in 2021, making a similar connection and continuing out west to Heathrow and beyond.

There are only a few safe places to cross this infrastructure, meaning that it has become increasingly difficult to walk and cycle to nearby neighbourhoods, and therefore communities are potentially missing out on great opportunities and places that are nearby - this is the key issue that this project aims to address.



Severences: Westway, Railway & Canal



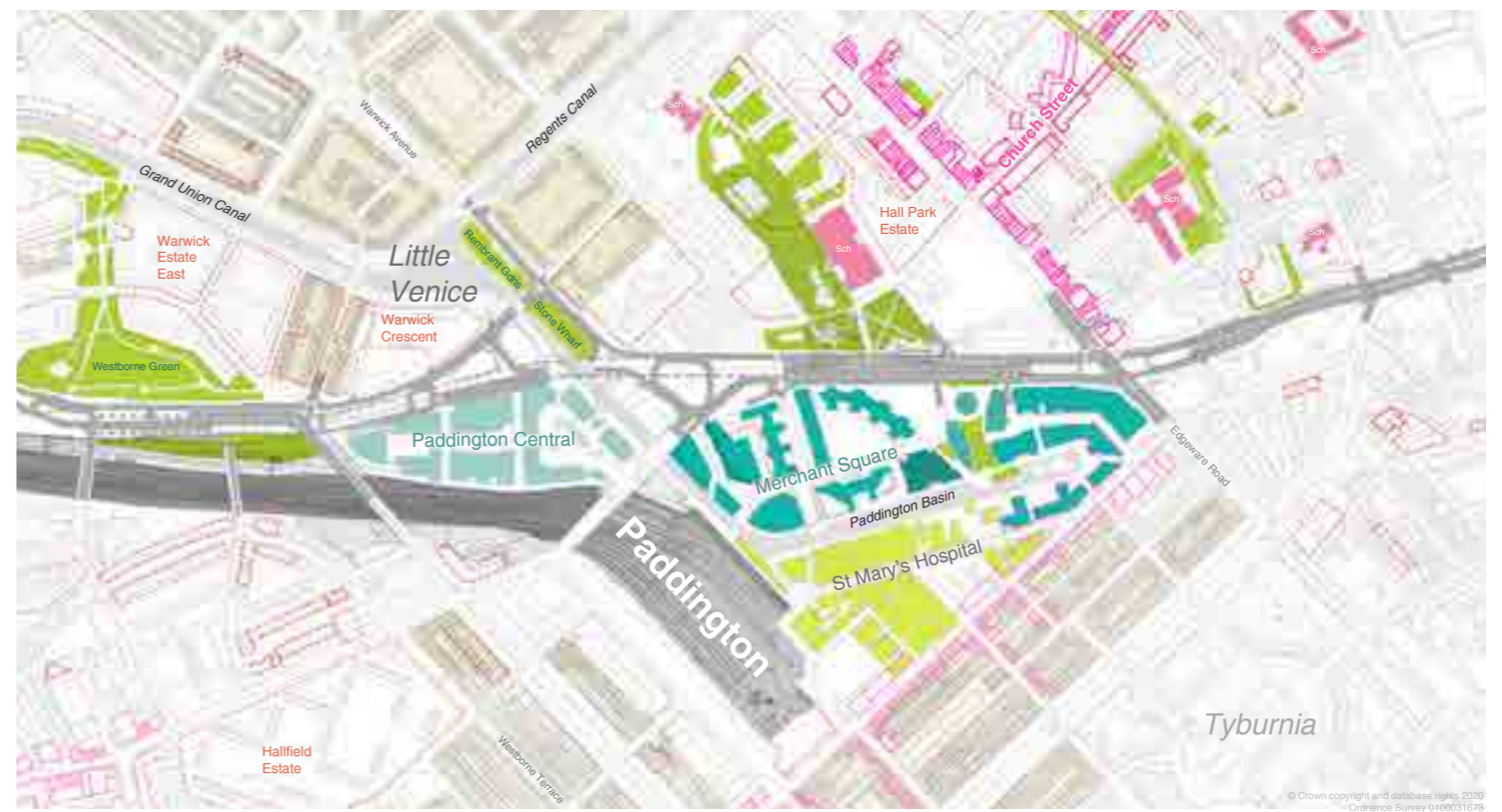
Diagrammatic section along the length of the Westway

Character areas & enclaves

The area around North Paddington is made up of places with distinct characters but the area lacks a coherent identity.

- There are large areas of underutilized public space – under the Westway and around the over-scale road infrastructure.
- Deficiencies in open space are compounded by poor connectivity. There is a lack of a ‘green grid’ – green spaces are poorly connected across the area.

- There is potential to establish areas of “wildness” with an ecological focus and high biodiversity value.
- Connections through the wider area could be made clearer using character trees - the “Great Trees of Paddington”.
- Lighting is inconsistent across the area – it is difficult to distinguish between public and private areas. Dominant feature lighting in Paddington Basin contrasts with areas like Stone Wharf which are not lit at all.



Urban Character Appraisal

The site is formed of a bricolage of character types that create a wide variety of places.

Key

- | | |
|---|--|
| ■ Open Green Spaces | Residential Estates |
| ■ Hospital | Infrastructure Areas |
| ■ Business' Island' Areas | Historic Estates |
| ■ Town Centres | |

Strategic Connections

The study area is located along the canal network, between Hyde Park and Regent's Park. This study enables the opportunity to create better strategic pedestrian and cycling connections between the two Royal Parks.

There are a number of other key destinations, within the study area including St Mary's Hospital, the City of Westminster College, and the canalside open spaces that this scheme aims provide better connections to.



Opportunities for strategic connections

- Key**
- Open green spaces
 - Study area
 - Canal and water
 - Civic and public buildings

Future Change

North Paddington is one of the borough's most ambitious development areas on account of its high proportion of key development sites and remaining movement challenges.

Whilst planning policy lays out statutory growth targets for the area to deliver, the Paddington Public Realm Strategy provides the opportunity to weave together the wider borough ambition

and neighbouring area strategies.

Any new proposals must support this anticipated development in the area. A strategic and coherent approach could help bridge the different character areas and build on some of the improvements already carried out in the area.



Key Development Opportunities

- Key**
- Development under construction
 - Development site with planning permission
 - Emerging development opportunities
 - Potential development opportunities (longer term)
 - Green Spine
 - Church Street Sites A,B & C
 - TfL Safer Junctions - SuDS Scheme
 - Study Area
 - Crossrail Area Acquired or Used
 - Neighbourhood CIL

1.4. ENGAGEMENT & PROGRAMME

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.

Programme

To inform the concept designs outlined in the *Paddington Public Realm 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.

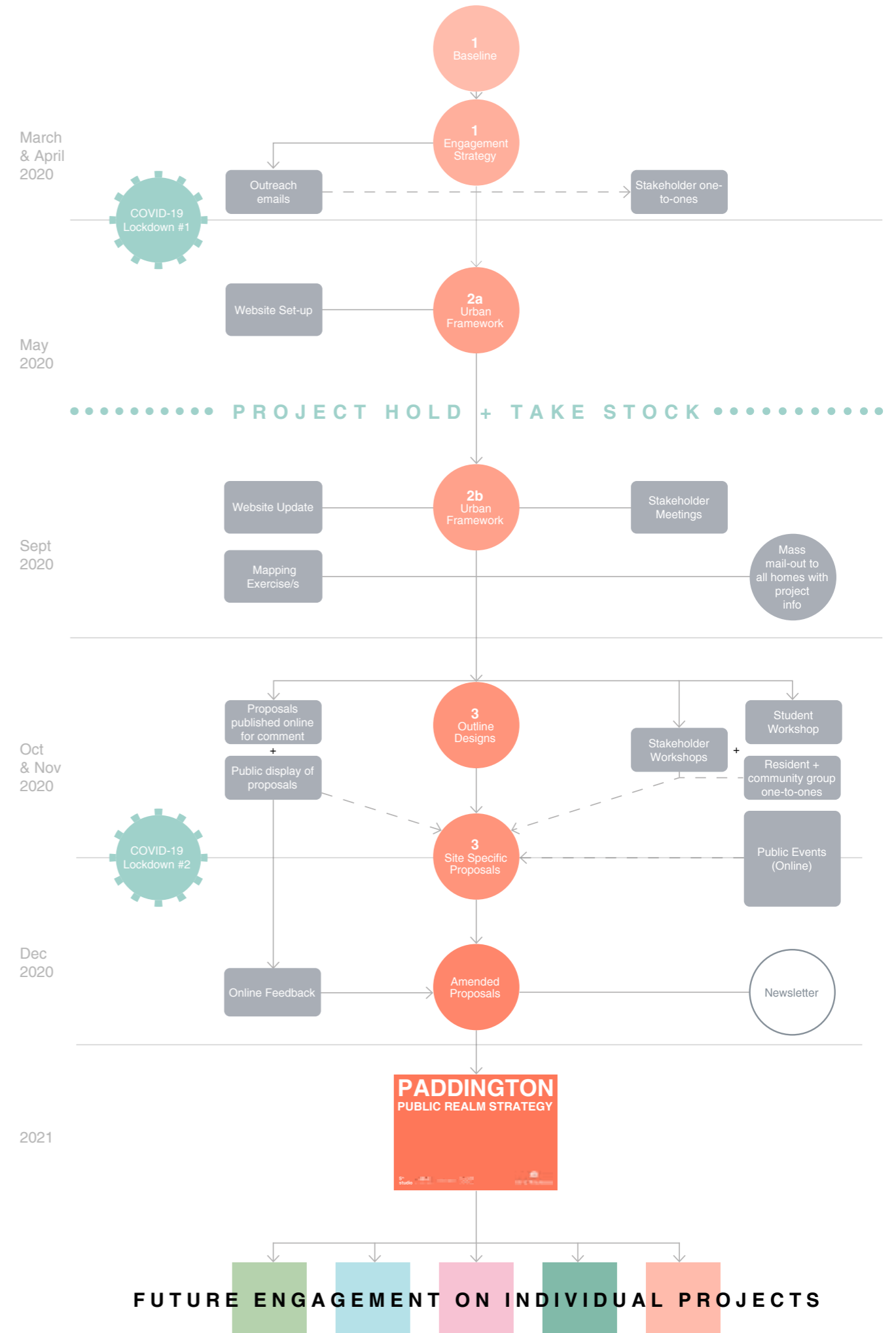
2b Urban Framework – All contacts informed about ongoing engagement, website updated with surveys, leaflet mail-out to 10k+ homes and businesses, stakeholder one-to-ones continue.

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

Completion



2. URBAN FRAMEWORK

DESIGN DRIVERS

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.

Dynamic Places

STRATEGIES

Places – establishing new places
 Character - Celebrating local identity, historical narratives and distinctiveness



TACTICS

Public Art
 Play
 Street Furniture
 Colour Palette

Healthy Landscapes

Landscape Strategies
 - Landscape Characters
 - Trees
 - Green and blue links

Lighting Strategy



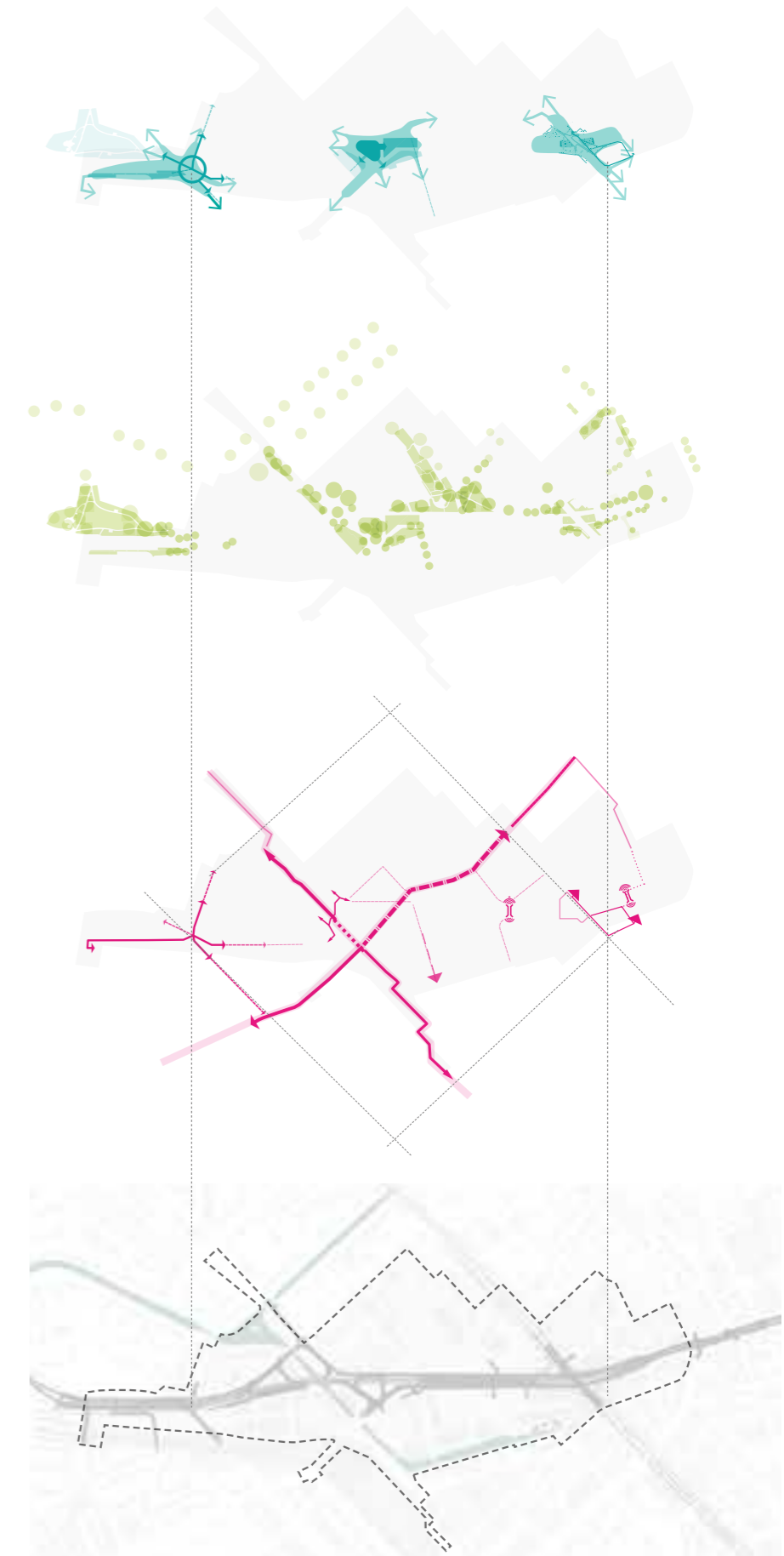
Noise, Air Quality and Healthy Streets
 Trees and Planting Palettes
 Surfacing Palette
 Lighting

Legible Routes

'The Paddington X' - Movement Strategy
 Walking Strategy
 Cycling Strategy



Cycle infrastructure
 Wayfinding



'Strategies' refer to high level site-wide proposals

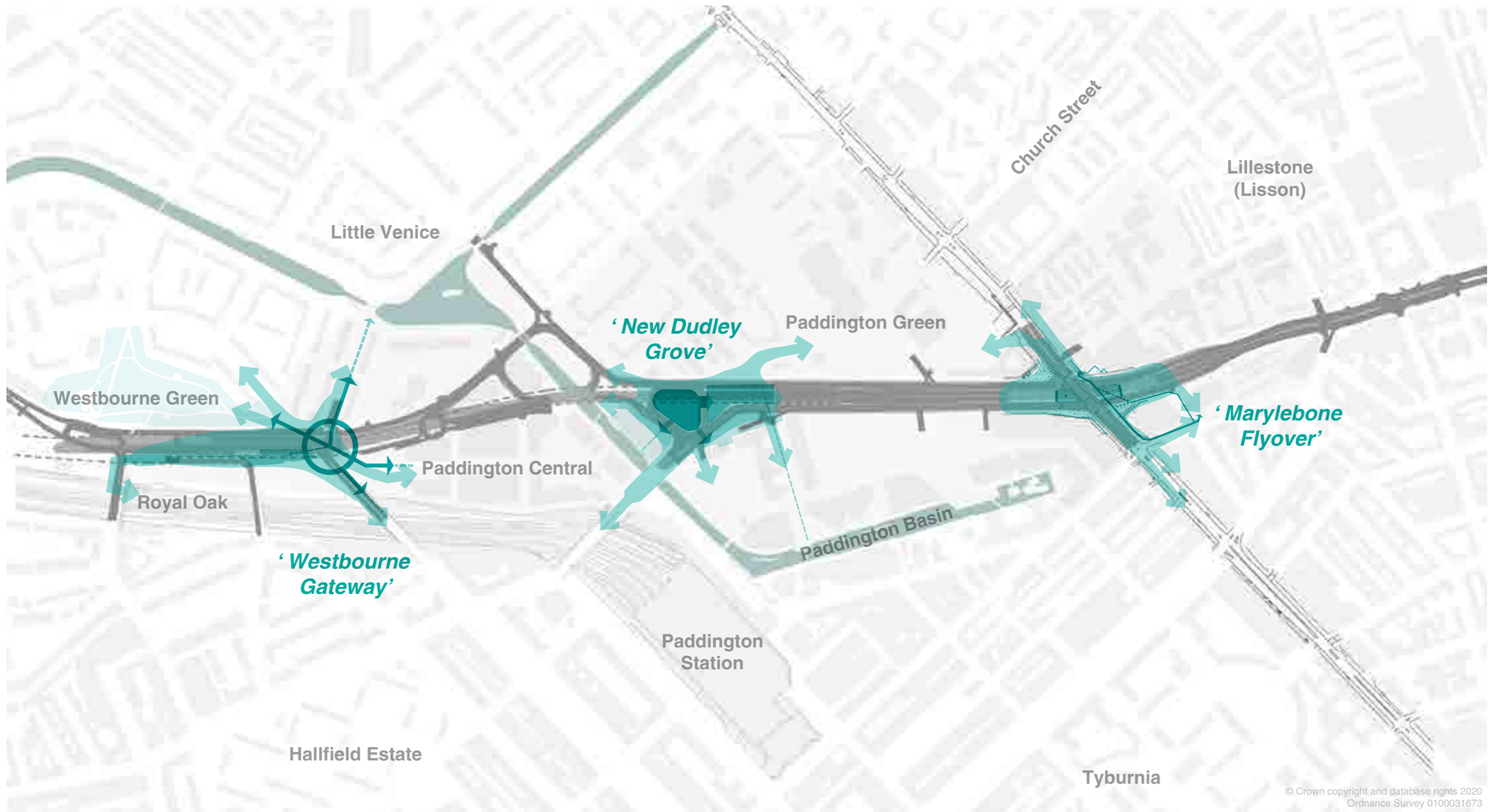
'Tactics' refer to palettes of physical elements, that can be implemented across the site to facilitate public realm improvements

2.1. DYNAMIC PLACES

‘**Dynamic Places**’ focuses on how to transform **underused spaces**, to become more **useful, characterful, and safer environments**.

Objectives

- **Activate under-used spaces** around the Westway
- **Reinforce** the existing ‘**sense of place**’
- **Celebrate** North Paddington’s **local communities**
- **Engage** with new **developments** and change



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Characterful and dynamic places linking the surrounding destinations

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.



What you told us about local 'places'...

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.



'Dynamic places' quantitative engagement results map: "Which of these local places do you frequently visit..."

Key

- To enjoy outdoor space?
- To exercise?
- To meet friends & family?



'Places'

As the Westway was implemented, disrupting the historic urban grain, the supporting infrastructure required to access the raised road created a series of inaccessible and therefore inactive, spaces at ground level.

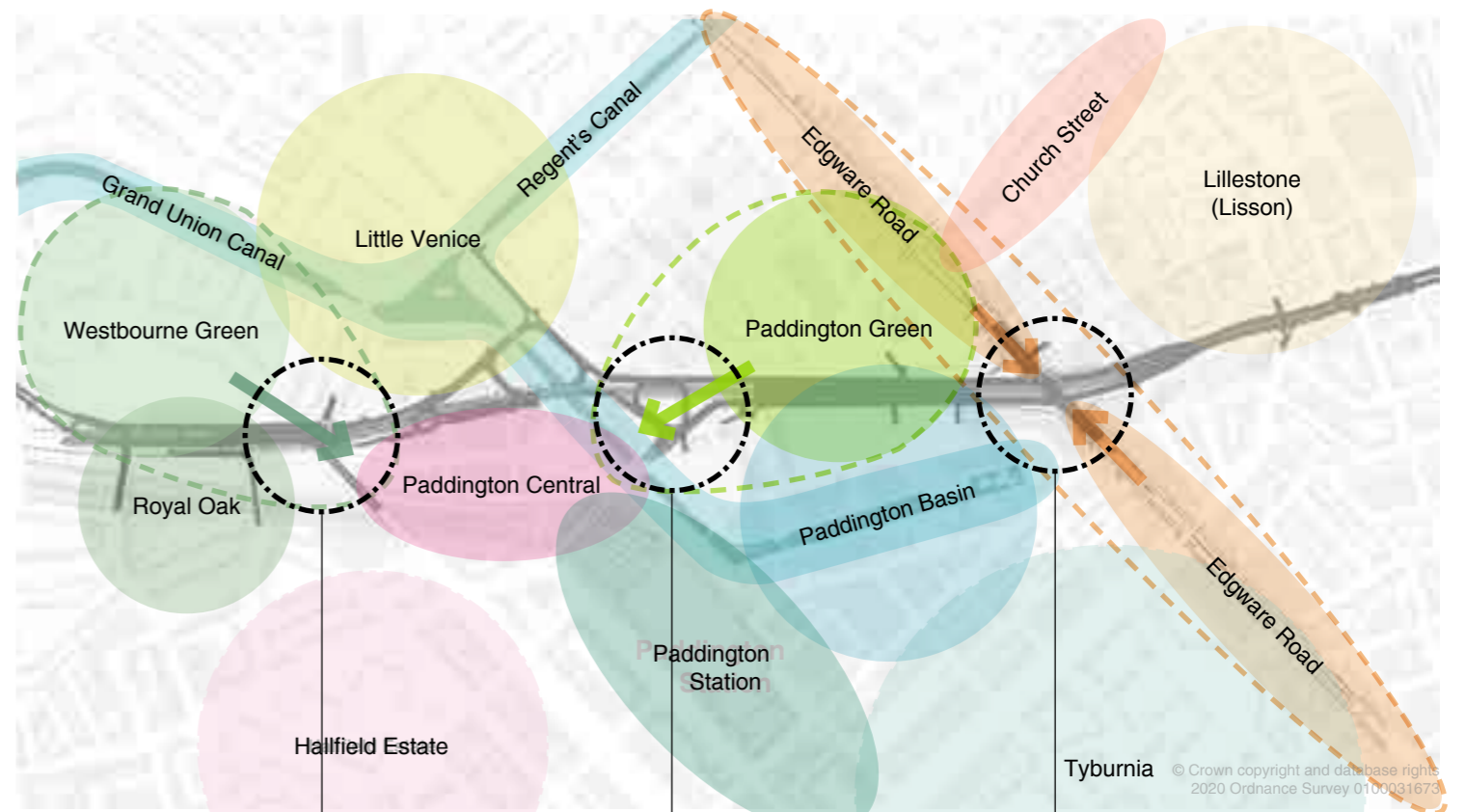
These 'leftover' spaces may be 'activated' as new destinations. The most significant are the infrastructural spaces adjacent to the two greens, which may become 'extensions' of those spaces, by re-balancing the 'hard' characteristics of the highways, with additional 'softening' of new vegetation.

These spaces may be known as:

- 'Westbourne Gateway' (as a new 'gateway' to Paddington)
- 'New Dudley Grove' (drawing on the historic place name)
- 'Marylebone Flyover' (name of flyover structure)

There are two key aspects to this strategy:

1. Local identity, historical narratives and distinctiveness of character areas should be celebrated.
2. Movement between these places should be facilitated, although the character and identity of these places should be retained.



Character Areas - the 'Paddington Places'

'Westbourne Gateway'

An 'extension' of the Westbourne Green character

'New Dudley Grove'

An 'extension' of the Paddington Green character

'Marylebone Flyover'

Strengthen the Edgware Road character



Character

The infrastructural severances have caused physical division between neighbouring communities, as Paddington has developed over time, these neighbourhoods have become increasingly distinct in their characteristics and functions. There is therefore a rich array of culture and history embedded in the physical fabric of these areas.

Types of character areas include:

- local residential neighbourhoods
- 'infrastructural' character areas (including the railway, canalside, and Westway)
- historic 'villages'
- commercial areas

Local people shape their neighbourhoods

Local neighbourhoods are demographically varied across Paddington, which is reflected in the physical fabric of the buildings, streets, and public spaces.

Proposals should not vary in terms of quality, but cultural diversity should be reflected and retained in the character of emerging designs.

Celebrate the Infrastructure

The Westway has a significant physical and physiological presence in the area. The elevated road structure of the Westway has featured prominently in popular culture since it was completed in the 1970's, including the iconography of punk London. It has acted as a muse for writers, filmmakers, artists and musicians. The painter Oliver Bevan describes the attraction, saying "I think the flyover conforms to old notions of the sublime. It has a kind of awful beauty".



Church Street Market, shaped by the local community



The Westway, a significant feature in the landscape © London Picture Archive



Little Venice - a quiet place bounded by neighbourhoods.



Paddington basin - by Henry Milbournd, 1801

Proposals should: 1. Improve access and address the severances; 2. Improve the environment, including better lighting, surfacing etc.; 3. Highlight the structures with carefully considered lighting, landscaping, and artwork.

Respect the historic 'villages'

The area has a number of established places such as Little Venice and the grand squares and terraces of Westbourne Terrace, Paddington Green, and Tyburnia which are protected by heritage designations.

Proposals should: 1. Draw on local historic references to populate the public realm e.g. through deploying characterful objects such as the historic cannons at Stone Wharf Gardens; 2. Facilitate movement through and between these places but protect the individual characters.

Retain characterful active places

The canal and wharfs - as the only remaining building paying tribute to the historic land uses of the basin, the current Travis Perkins site may be conceived as the "Last Wharf Standing".

The new commercial areas at Paddington Central and Merchant Square are newer and less established, and therefore character change here may be more permissible.

Proposals should: 1. Protect and celebrate the heritage of the wharves; 2. Retain the retail, F&B, and commercial uses, that support the local economy and activate the public spaces and streets.



Public Art

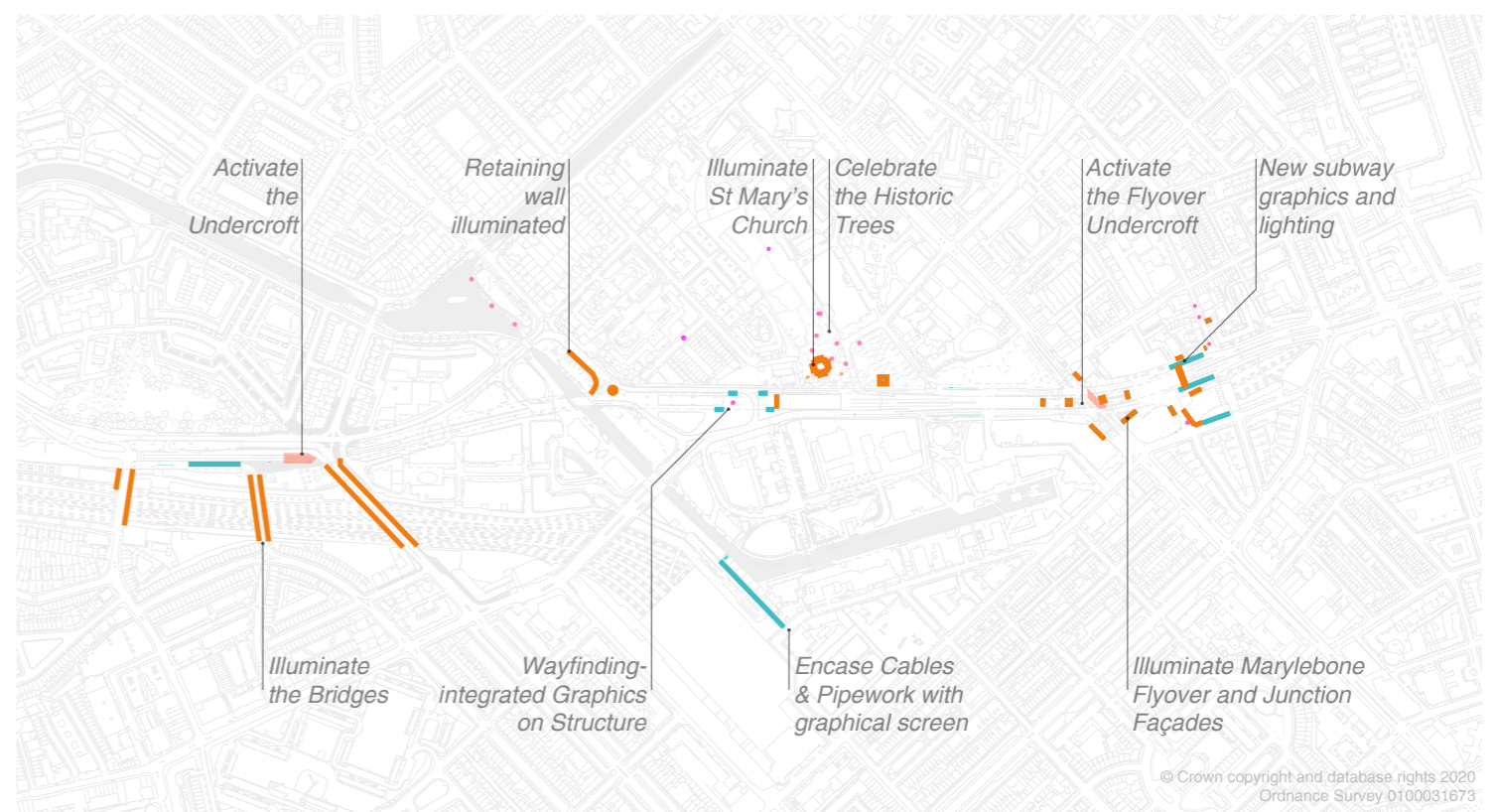
Across North Paddington there are a number of sites which have the opportunity to be 'activated' with public artwork. There are various existing permanent artworks around Paddington, as well as temporary artistic endeavours such as the local student exhibitions during the Canal Cavalcade. However, there are many blank façades structures, and areas of ground that are be suitable for further permanent or 'meantime' artwork, such as painted murals, tiled mosaics, ground art, sculptures, and projected art. Additionally, artwork may be integrated with existing trees and the landscape (see site specific proposals for more info).

As well as involving local artists, public artwork may be an opportunity to involve local community groups. Public artwork may be isolated, but can also perform additional functions such as directional or informational wayfinding, or tell a specific cultural or historic story about a place.

The plan (below) highlights suggested artistic project opportunities that may be funded in the future. Depending on the location and type of project, public art projects will likely be funded by WCC or via community infrastructure levy funds.

The plan highlights three types of opportunities:

- Graphical artwork, such as murals on façades and structures;
- Landscape-integrated opportunities, that may emerge alongside future landscape and public realm projects, such as sculptures, installations, and 'tree-collars';
- Architectural lighting opportunities that illuminate key landmarks and structures to help with wayfinding, including the railway bridges and St Mary's Church.



Proposed public artwork strategy

- Key
- Graphical Artwork Opportunity
 - Landscape-integrated Opportunity
 - Creative Architectural Lighting Opportunity

Public artwork examples:



Morden Wharf Supergraphics © cathedral group



Superblock of Saint Antoni Leku Studio © Del Rio Bani

2.2. HEALTHY LANDSCAPES

'Healthy Landscapes' focuses on creating a **network of streets** and **public spaces** that are pleasant and **safe** places to live and work.

Objectives

- **Create** healthy landscapes - **sustainable and enjoyable environments**
- **Encourage** an increase in **active travel**
- **Reduce** the impact of **noise and air pollution**



A network of healthy landscapes

Create safer and healthier streets and public spaces that encourage active travel as well as enable play and recreation. Reconfigure open spaces to reduce noise and air pollution and provide additional greening.

New and improved landscapes:

- 'Westbourne Gateway'
- Rembrandt Gardens
- Stone Wharf Gardens
- 'New Dudley Grove'
- St Mary's Churchyard
- Paddington Green
- Marylebone Flyover (SuDS)
- Lisson Street



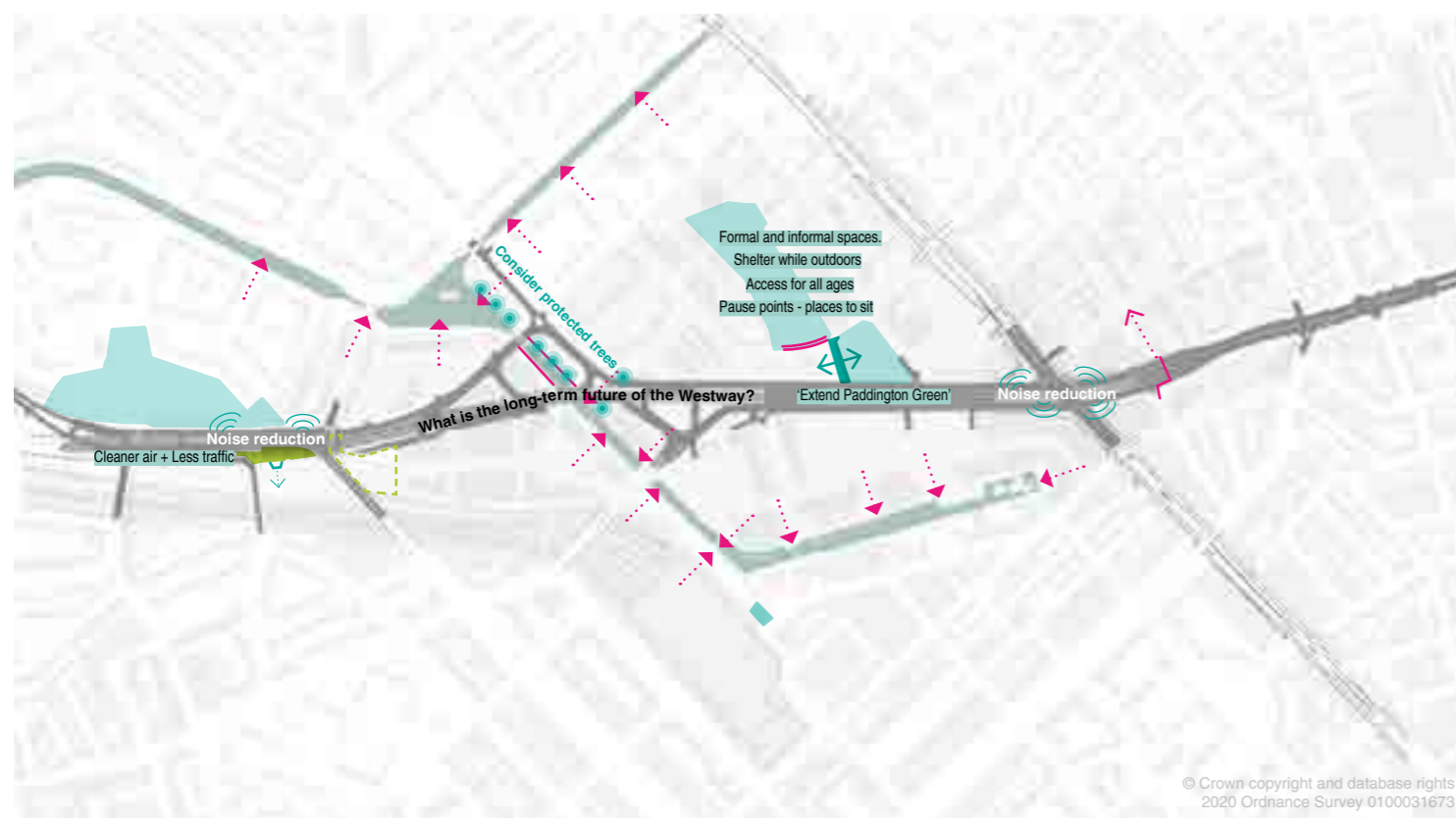
What you told us about local 'landscapes'...

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.



'Healthy Landscapes' Community and Stakeholder Engagement Summary Map

- Key**
- Noise & Air Pollution
 - Problematic existing spaces
 - Canal access
 - Lighting aspiration
 - New open space opportunity



Landscape Strategy

01 Heritage Landscapes
Once a landscape of fields, orchards and tea gardens, remnants of former land uses still exist, this tapestry of places that interweave with the contemporary city, offer positive environments for people and wildlife.

02 Conifer Corridors
The landscaping associated with the Westway, dominated by now mature conifers and evergreens provides a vital softening of the vast monolithic structures - tolerant of urban environments and with positive benefits for air pollution/particulates, mitigating urban climate and buffering noise.

03 Watery Places
North Paddington is underlain by a mostly hidden landscape grain - the lost River Westbourne, and the canal network of the Grand Union/ Regents Canal - a vital green lung and an important site of nature conservation within the wider city.

This water story can be further told through sustainable drainage interventions including rain gardens and swales for surface water attenuation and filtration, with clear benefits for biodiversity and health.

04 Wellsprings & Confluences
The landscape of Paddington is one of negotiating great changes of level, of flyovers and underpasses, an underworld of water and railway, and significant comings together of people at station entrances and crossings. These wellsprings and confluences can be marked, while celebrating the views and stories of the area, and providing seating and green spaces - making the city enjoyable and legible.



Proposed Landscape Strategy

- Key:**
- Physical joining of routes
 - Visual connections of routes
 - Wellsprings centres of activity
 - Grand Union Canal
 - Public Space
 - Private open space
 - Heritage Landscapes
 - Trunk and tributary routes
 - Lost River Westbourne
 - The Westway
 - The 'Conifer Corridor' of the Westway



Meadow and prairie planting e.g. Olympic Gardens @ Sarah Price Landscape



Biodiversity areas e.g. MOMA museum Shanghai - © Alex de Dios, Yifeng Lin



Conifer corridor e.g. Pinus sylvestris (scots pine)



Park trees e.g. Carpinus betulus (hornbeam)



Rain gardens / SuDS e.g. Grey to green Sheffield @ Nigel Dunnett



Vertical climbers © All in Tuinen



Conifer corridor e.g. Larix decidua (European larch)



Park trees e.g. Prunus avium (wild cherry)



Ornamental herbaceous & shrubs e.g. Tetrapanax papyrifer Rex © Dan Pearson



Hedges e.g. Crataegus monogyna (Hawthorn)



Riverine Trees e.g. Betulus spp. (birch)



Riverine Trees e.g. Alnus glutinosa (alder)



Heritage Trees e.g. Salix sp. (willow)



Heritage Trees e.g. Platanus x acerifolia (London plane)



Street trees e.g. Tilia cordata (lime) © vderk



Street trees e.g. Liriodendron tulipifera (tulip) © brant



Surfacing & Hard Landscape

At the base of well-design streets are high-quality paving surfaces. Successful footways are visually pleasant, accessible, robust, and well-maintained. Moreover, all new surfacing should be functional and conform to the relevant British standards.

The *National Design Guide* (2019), WCC's *Westminster Way* public realm SPD, TfL's *Streetscape Guidance* (2019), and Historic England's *Streets for All* (2018) all contain useful guidance for surfacing in the public realm.

Although common in public realm design, new materials such as cement and steel have high levels of embodied carbon, therefore more sustainable alternatives should be sought where possible. Please note that in TLRN areas, deviations from this TfL's *Streetscape Guidance*, require approval from the Streetscape Design Review Group (SDRG).

Paving materials should respond to the characteristics of the local places. In most areas, this means creating footways that are complimentary to the surrounding buildings and landscape. However, there are also opportunities to create 'special' surfaces with bespoke paving treatment or artwork; these surfaces may celebrate local culture or provide additional functions such as wayfinding.

The designs through this document use a variety of 'standard', 'special', 'permeable', 're-used', and 'directional' paving elements: 'Standard' surfacing refers to typical materials to be used across the site - these are surfaces commonly used across London. 'Special' surfacing refers to site-specific bespoke materials but can be strategically implemented to enrich the character public spaces. 'Re-used' paving refers to site-specific existing surfacing that may be re-purposed. Where appropriate, materials should be recycled, to reduce the need to emit carbon by producing new materials. 'Permeable' paving allows for infiltration of stormwater runoff, helping to mitigate flooding risks. 'Directional' surfacing enables an integrated wayfinding and surfacing strategy can reduce unnecessary street 'clutter'.



'Special' surfacing e.g. integrated lighting, South Bank University @ bdlandarch



'Special' surfacing e.g. Playful lines, Superkilen, © Emily Lavieri-Scull



'Re-used' surfacing e.g. Re-instated traditional paving - Sheffield



'Re-used' surfacing e.g. transition to historic paving © Gustafson Porter + Bowman



'Permeable' surfacing e.g. Integrated paving © Lola Domènech



'Permeable' surfacing e.g. Geometric permeable paving in Mexico © Luis Gallardo



'Standard' surfacing e.g. Granite paving slabs



'Standard' surfacing e.g. Concrete paving slabs



'Directional' surfacing e.g. bespoke inlaid lettering © RICHARD WOLFSTRÖME



'Directional' surfacing e.g. engraved / pre-cast paving slabs - Leaway, London



Lighting Strategy

Wayfinding After Dark

Buildings and structures across North Paddington contribute much to the heritage and diverse character of the place. Feature lighting to these elements can help orientate people, and assist broader wayfinding strategies as well as celebrating the built heritage of the area. Care should be taken to ensure that lighting is subtle and sensitive to context, responding to the urban grain of the specific location.



Subtle lighting to historic buildings

Connective Ribbons

Four different night-time characters predominate within North Paddington. Residential streets are relatively quiet, with natural animation from windows and subdued column-mounted street lighting. Corporate areas enjoy generally high quality lighting, with low level and integrated lighting in most pedestrian areas - buildings are usually tall and glazed to form large lanterns. Urban areas are busier with a greater diversity of lighting types, ground floor activity after dark and tall lamp columns.

The Westway snakes between these areas, and is a major source of severance to visibility and pedestrian movement after dark. The lighting strategy proposes the use of a simple column-mounted lighting palette to illuminate key links, forming a connective ribbon between character areas. The luminaire should be distinct and geometric in form to aid wayfinding, provide a warm white light to contrast with the existing neutral white general lighting, and be adaptable to a range of contexts, from streets, to pedestrian paths and spaces.



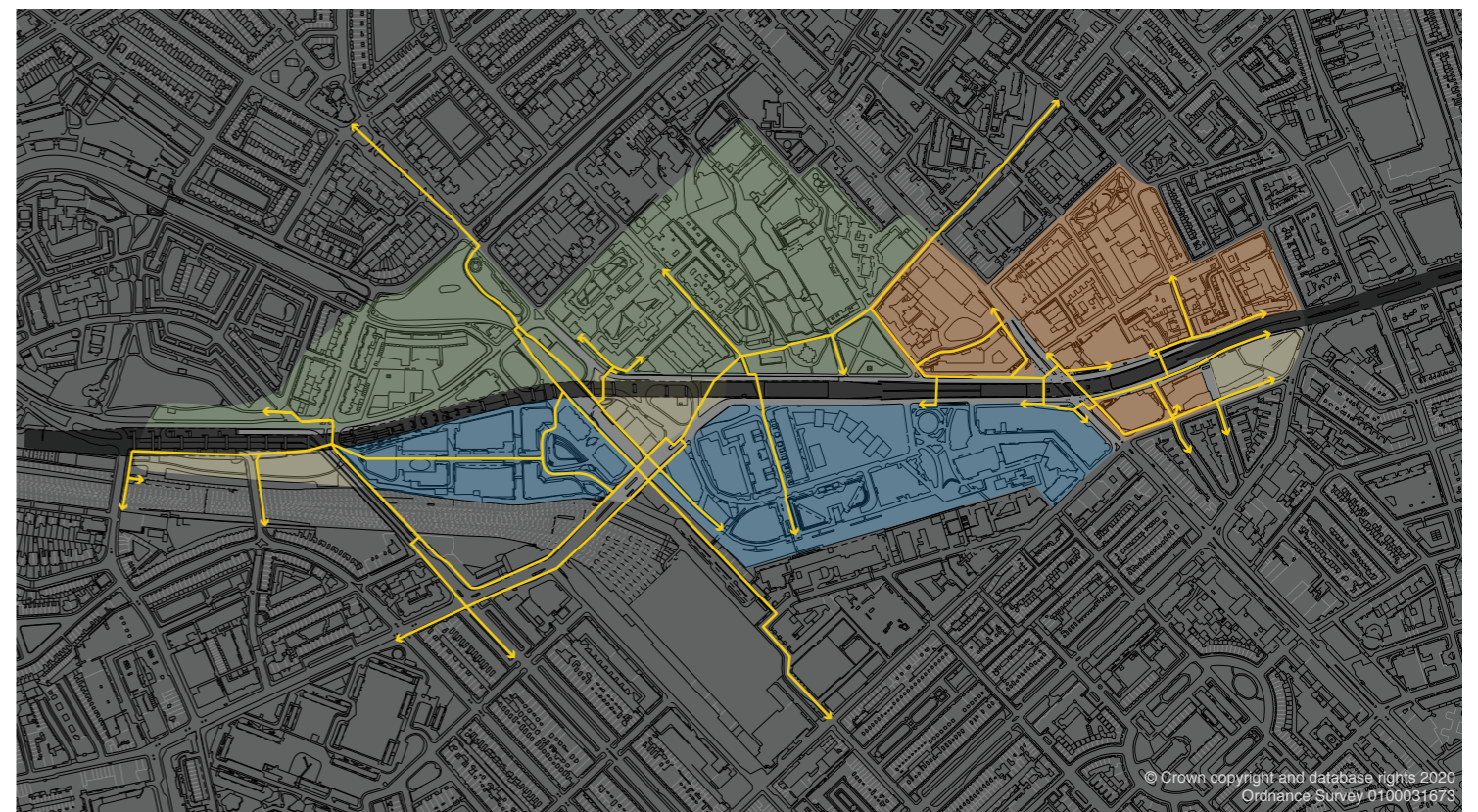
Lighting helps create more legible routes after dark.
© florencehermannson



Wayfinding After Dark

Key

- Architectural Lighting.
- Public Art / Projection Surfaces.



Connective Ribbons

Key

- Connecting Ribbons.
- Westway.
- Urban.
- Infrastructural.
- Residential.
- Corporate.

Over and Under

The Westway creates unique lighting conditions by day and night. Moving around the structure is facilitated by a series of 'over' and 'under' episodes that characterise experience of the area. Over episodes - where the Westway deck is above us - creates a vehicle-oriented environment with a brighter ground plane and generally darker soffit with long exterior and interior views available. Under episodes - underground routes - are pedestrian-oriented, usually more brightly lit with poorer visibility and sense of isolation.

An improved night-time lighting scene in these areas will contribute significantly to a sense of a permeability. A simple palette of lighting techniques - uniform, welcoming horizontal lighting, illumination of large surfaces, selective coloured feature lighting, highlighting of repeated structures and the use of reflective materials - are employed to enhance the sense of a navigable pedestrian environment.



Illumination of repeating elements helps organise experience of the 'over' episodes. © Lars Bendroth

Safeguarding Darkness

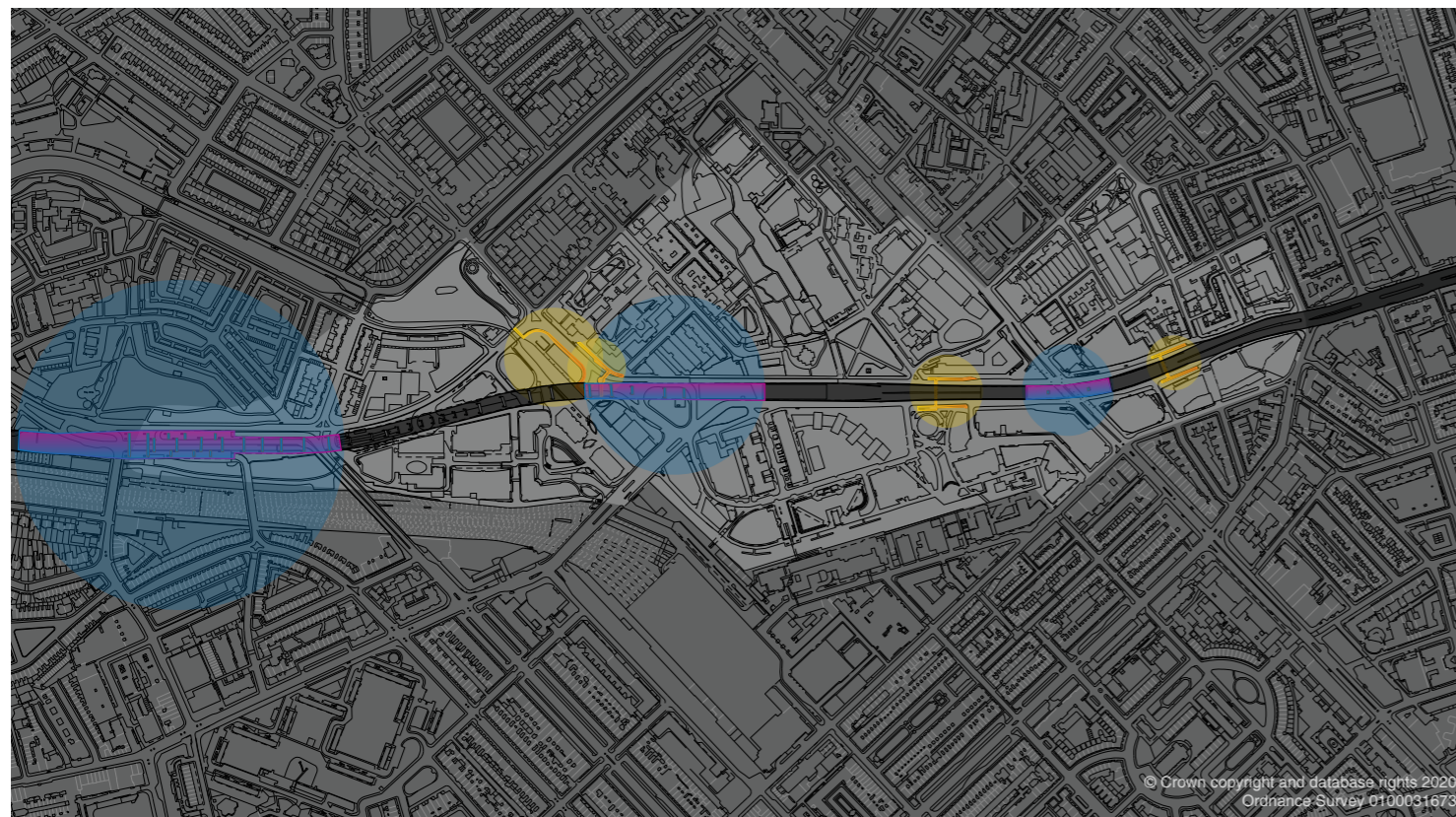
As a heavily developed area of central London, the majority of North Paddington is subject to some form of artificially lighting for most of the night. Uncontrolled lighting can have a significant impact on the natural diurnal biological processes in humans and in native ecological systems.

Alongside professional best practice of only using artificial lighting where, when and how it is needed and guidance on the reduction of obtrusive light, the lighting strategy identifies locations where the impact of additional measures might be taken to safeguard darkness.

These measures may be realised in the delivery of new projects, or through scrutiny of lighting proposals for new developments and even by integrating mitigations such as shields or part-night timers to existing local authority schemes. In extremis, where there is a direct link between a lighting scheme and a significant negative effect on human or ecological health, steps may be taken in enforcement.



Sensitive lighting techniques close to areas with a dark character



Over and Under

Key

- Over Episodes.
- Under Episodes.
- Westway.



Safeguarding Darkness

Key

- Dark Areas

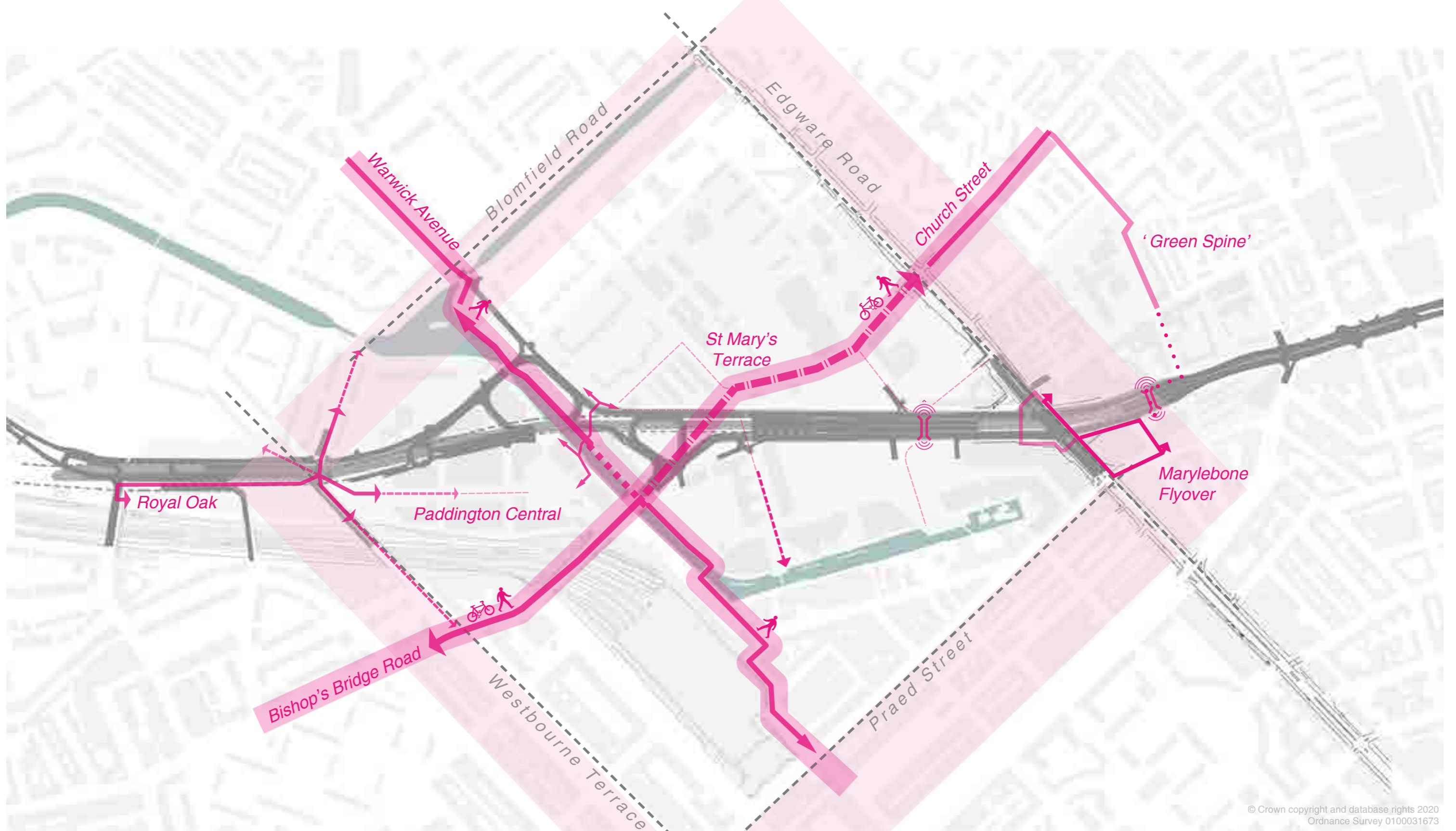
2.3. LEGIBLE ROUTES

Legible routes focuses on how to undo the damage caused by major roads, the Westway and Harrow Road, to make a much more **legible and navigable network of streets**.

Primarily this aims to create better north-south **connectivity**, and connectivity across the whole area.

Objectives

- Create a legible and navigable **network of streets**
- Create **cycling routes** that connect into the broader city-wide network
- Create continuous and inviting **pedestrian routes** that connect key destinations
- Create **better crossings** for pedestrians and cyclists across the railway, the canal and the Westway



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Legible Routes

Create new and better routes for pedestrians and cyclists that tie into existing and proposed walking and cycling networks across the wider area as well as between key neighbourhoods and destinations. Create better crossings for pedestrians and cyclists across the railway, the canal and the Westway.

Strategic connections:

- The Paddington 'x'
 - Northern canalside route
 - Bishop's Bridge Road to Church Street
- Royal Oak to Paddington Central
- The 'Green Spine'
- Link both Edgware Road Stations

Improved crossings:

- 'Westbourne Gateway'
- Canal footway
- Porteus Road Underpass
- Gyratory configuration
- Paddington Green Subway
- Marylebone Flyover
- Cabbell Street Subway



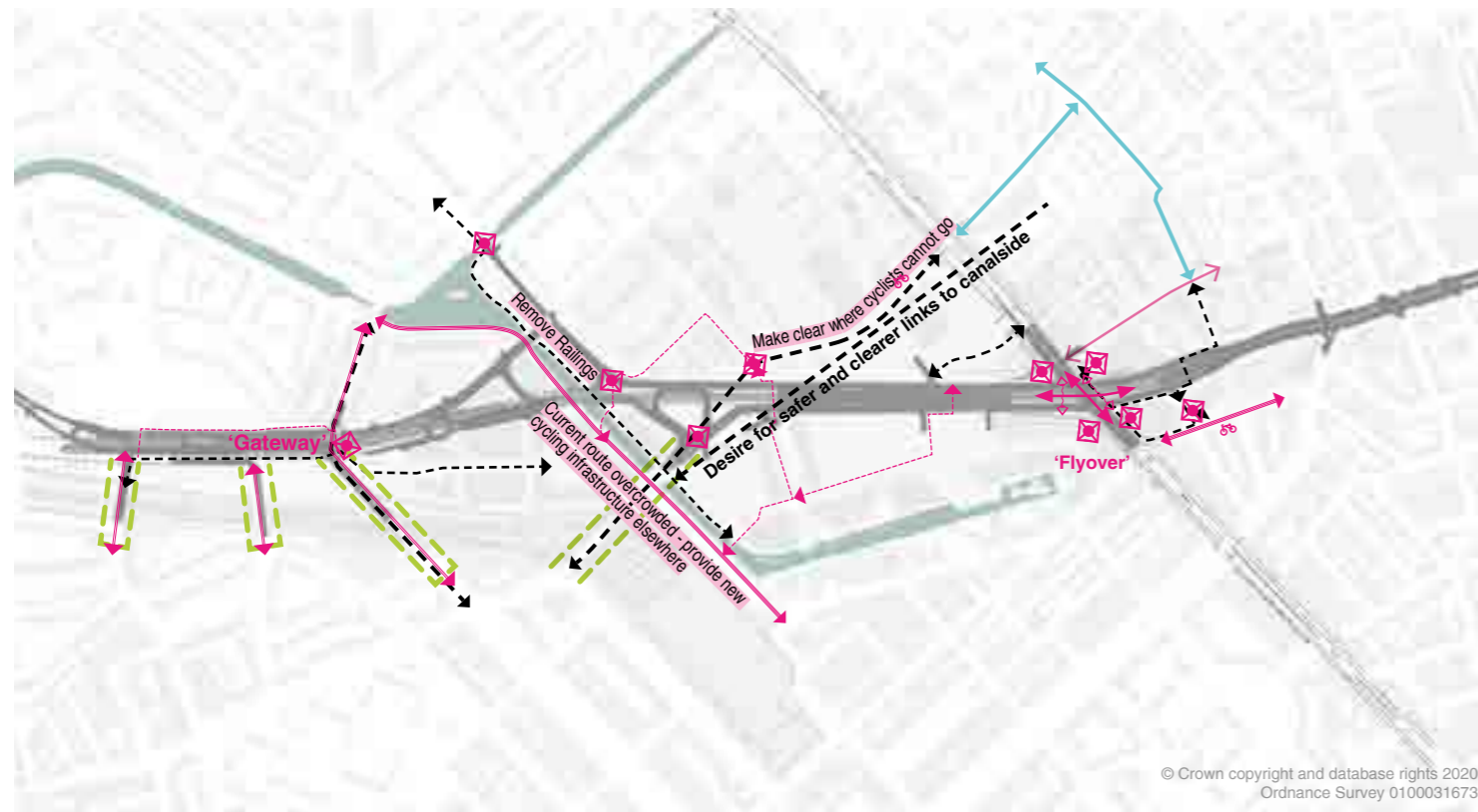
What you told us about local 'routes'...

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 tranquillity 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.



'Legible Routes' Community and Stakeholder Engagement Summary Map

- Key**
- Wayfinding aspiration
 - Concerns regarding existing cyclist use
 - Convolutd existing routes between key places
 - Aspirational new pedestrian & cycle connections
 - Public realm improvements needed at bridges
 - Public realm improvements at Church Street & 'Green spine'



Cycling Strategy

The proposed cycling strategy seeks to offer alternative, good-quality cycle routes to provide strategic borough-wide East-West connections; to offer good quality infrastructure for local connections; and to reduce pressure on existing shared cycle/pedestrian areas such as the canalside.

The strategy proposes to connect to the existing TfL/WCC cycleway network by implementing cycle lanes and crossings along Bishop's Bridge Road and Westbourne Terrace. Connectivity to the Q16 at Edgware Road may require timed cycle restrictions due to location of the Church Street Market.

Additional cycling infrastructure may be implemented to enable localised cycle movement, including new dedicated cycle routes and provisions for shared pedestrian/cycle routes with pedestrian priority.

Across the site, cycling restrictions should be clearly displayed with the appropriate signage.

Objective 1. Create cycling routes that connect into the broader city-wide network

Objective 2. Implement local cycling provisions to facilitate movement between neighbourhoods



Proposed Footways

- Key**
- Existing roads cycling is allowed
 - Existing roads cycling is allowed one way
 - Existing shared pedestrian/ cycle routes, pedestrian priority
 - Existing TfL/ WCC Cycleway
 - WCC/TfL Proposed Cycleway
 - WCC cycle connectivity ambition (beyond programme of this study)
 - Proposed Improvements to/New Shared pedestrian/ cycle routes, pedestrian priority
 - Proposed Strategic Cycleway
 - Proposed Local Cycleway
 - Proposed Cycle Restrictions



Walking Routes

This objective focuses on how to create a network of local routes - 'Healthy Streets' - for pedestrians that connect into the broader city-scale network. The creation of safer and more legible routes should enable a shift to more sustainable modes of travel in the area.

Public and stakeholder engagement feedback, highlighted difficulties in walking around the area, particularly in accessing the canalside. Alongside upgrading the public realm of existing routes, two new routes can be introduced across the site to alleviate these issues:

- Bishop's Bridge Road to Church Street
- Continuous canalside path on northern bank



Proposed Footways

Key

- Proposed new footways
- Proposed footway improvements
- ... Opportunity for new footways
- Opportunity for footway improvements
- Existing footways



Wayfinding

1. London-wide wayfinding

Tactics: implement new legible London signage, where vertical and/or informational wayfinding elements are required.

2. Site-wide wayfinding

Tactics: implement directional paving that enhances the legibility of local routes. Any new interventions should be responsive to the local context. Wayfinding paving must stand out enough to be legible but not so much that it becomes detrimental to the character of local places.

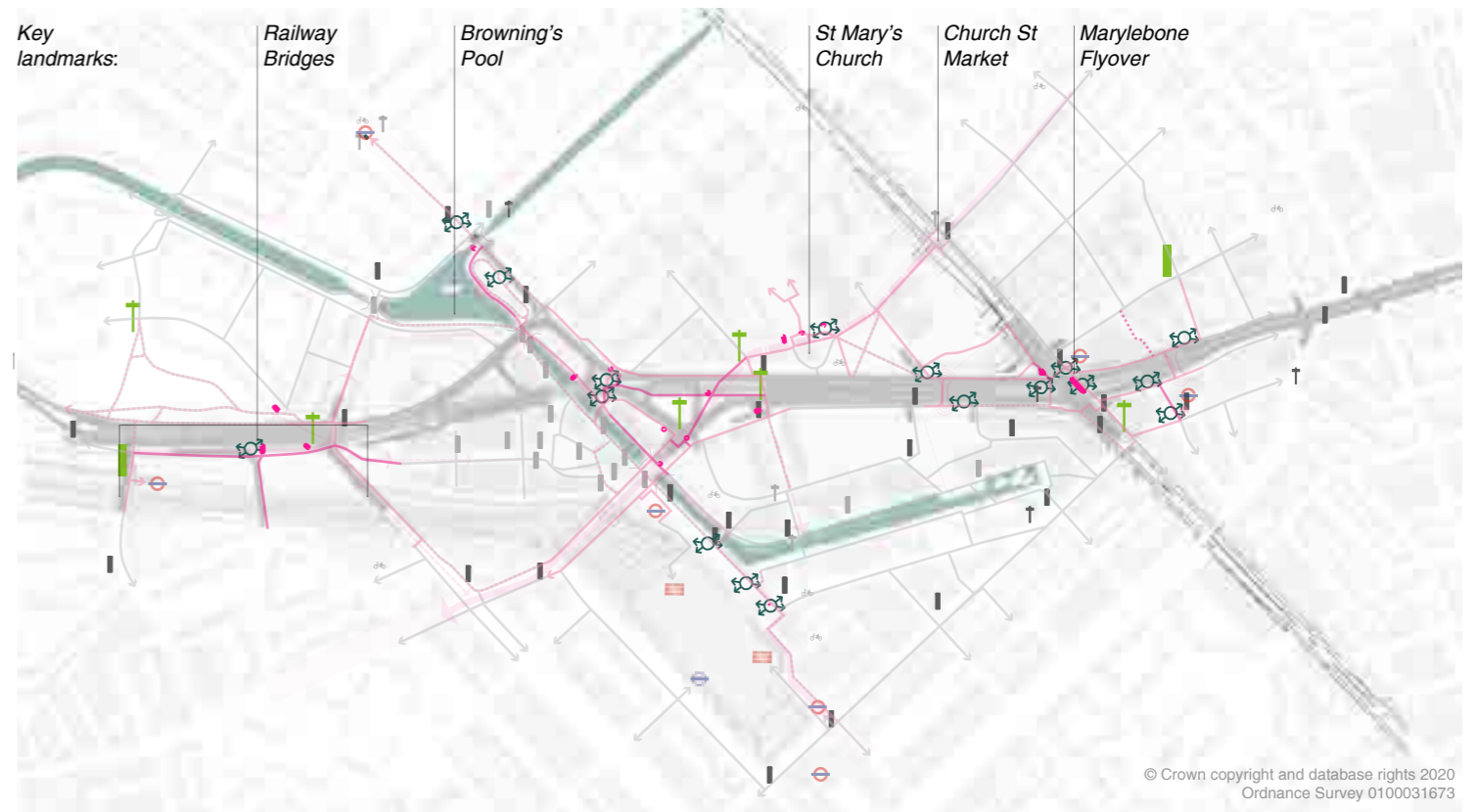
As the wayfinding paving is intended to be sporadically implemented across North Paddington, paving design may draw on the 'infrastructural' characteristics of the canal, railway, and Westway as a common theme across the area. Suggested materials include: metallic 'plaques', bespoke

cast slabs e.g. concrete, or cement-free alternatives, or natural stone with stainless steel / brass inlays.

3. Place-specific wayfinding

Tactics: create new bespoke structures / street furniture with integrated wayfinding, improve sight lines and lighting of existing landmarks, and paint / illuminate existing structures with additional wayfinding information.

Site-specific wayfinding will be integrated to varying degrees with other public realm strategies including surfacing, landscape, public artwork, lighting, and street furniture.



Proposed Wayfinding Strategy

Key

- Proposed Site-specific Wayfinding Structure
- Proposed Wayfinding Surface
- Proposed Legible London
- Existing Legible London Wayfinding
- Other Existing Wayfinding
- Existing Legible London wayfinding with cycle hire

Wayfinding structure examples:



London-wide e.g. 'Legible London' signage



Place-specific e.g. Twelvetrees © 5th Studio.

3. KEY PLACES

KEY PLACES OVERVIEW

Establishing a Programme of Projects

The area is made up of places with distinct characters, but often feels fragmented and incoherent. A clear strategic approach could build on improvements already carried out to help build links between these divided places and mitigate the current fragmentation, whilst supporting anticipated development in the area.

The project team have identified a series of 'Key Places' around which proposals have been developed to RIBA Stage 2 - Concept Design. The proposals will provide a holistic approach and guidance for future growth and development in the North Paddington area.

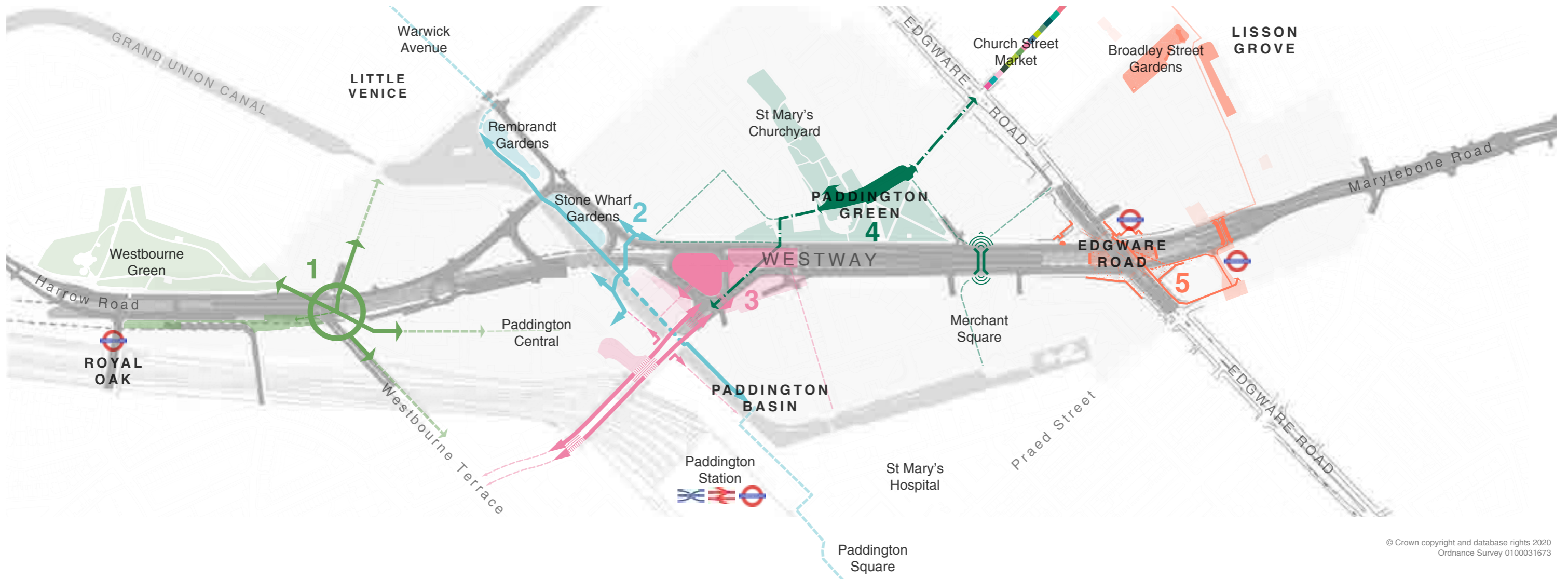
The Key Places Sites

The Paddington Public Realm Strategy project encompasses a large number of potential interventions across the study area. Some of these could be taken forward as stand-alone improvements, but the majority are interlinked as part of a wider vision for an identified place, and as such are grouped under the headings of 'Key Places'.

These sites have been identified and refined throughout RIBA Stage 2, and represent locations with distinct existing character or with the potential to create new public spaces, or places where significant intervention is required.

The overarching Key Places sites are identified as follows:

1. Westbourne 'Gateway'
2. The Canalside
3. Harrow Road Gyratory
4. Paddington Green
5. Marylebone 'Flyover'



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1 Westbourne Gateway

2 The Canalside

3 Harrow Road Gyratory

4 Paddington Green

5 Marylebone Flyover



3.1. WESTBOURNE GATEWAY

3.1.1. EXISTING CONDITIONS

An Illegible and Underwhelming 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.

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



1. Underwhelming space under the Westway
No crossing - convoluted routes for pedestrians



2. Route through to 5 Kingdom Street and Paddington Central currently underwhelming and unclear



3. Beautiful view of the Brunel bridges and Paddington Railway is unappreciated and hidden.



4. Route through to 5 Kingdom Street and Paddington Central currently underwhelming and unclear



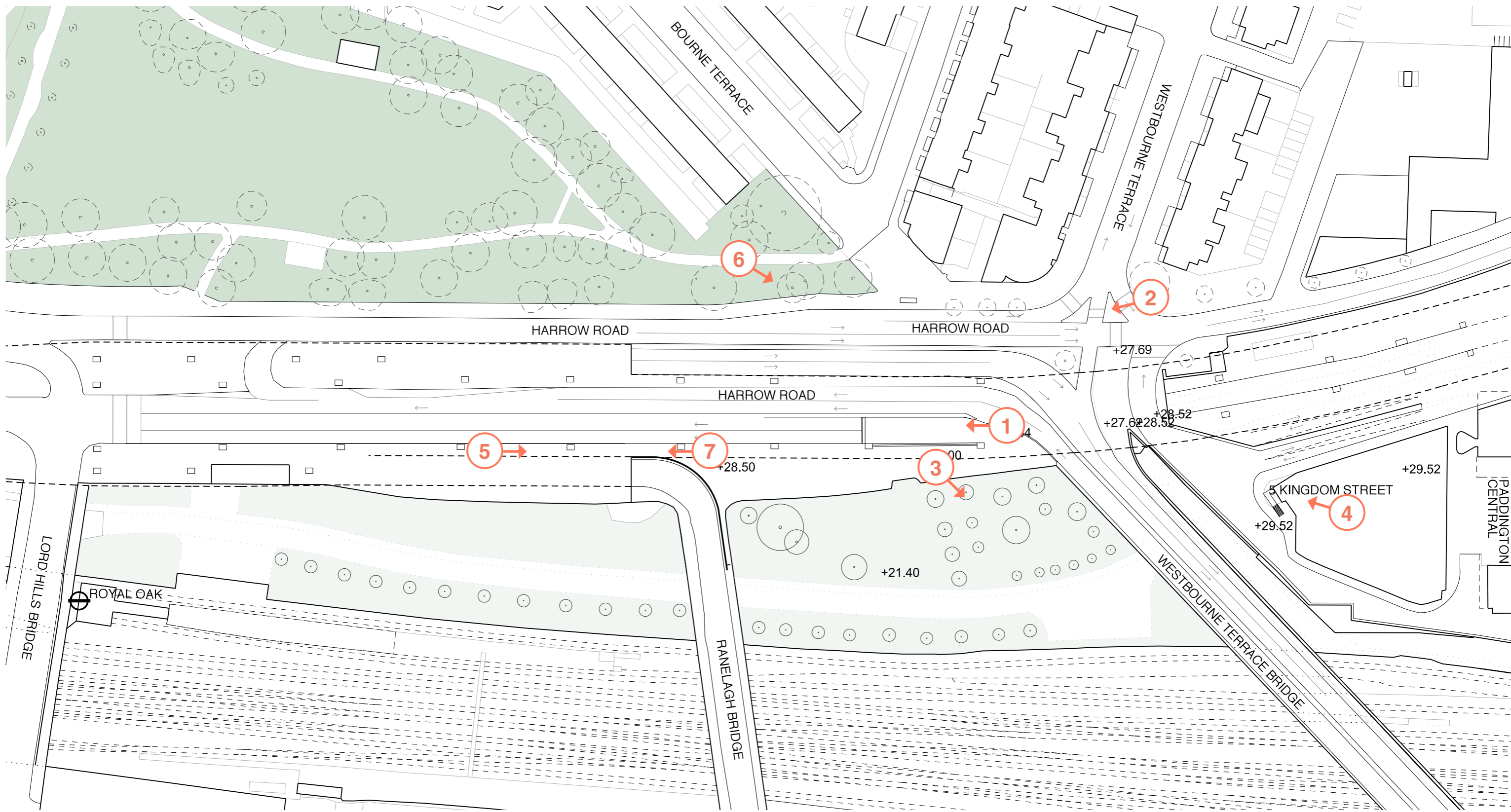
5. Route to Royal Oak Station is of very poor quality, noisy



6. Westbourne Green entrance could be clearer and more inviting



7. Temporary cycle infrastructure as part of the WCC Movement Strategy, emergency response to the pandemic.



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Existing Plan

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3.1.2. ENGAGEMENT SUMMARY & COLLABORATIVE DESIGN

Engagement feedback summary

- 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
- 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

Feedback informed design actions

- Space under Westway is less suited to active uses, nor is a place to dwell for long periods of time due to noise and air pollution - concept designs to be amended
- The Public Realm Strategy proposals to coordinate with British Land proposals for 5 Kingdom Street

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:

- 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

Routes

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 canal side - suggested from Lords Hill Bridge / Westbourne Bridge to Delamere Terrace

Public realm precedents and opportunities

Here proposals could reduce the dominance of vehicle traffic by introducing new signalised 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.



Activation/ uses to suit the character of the area and engage with the community. The Bentway, Toronto. © popupcity



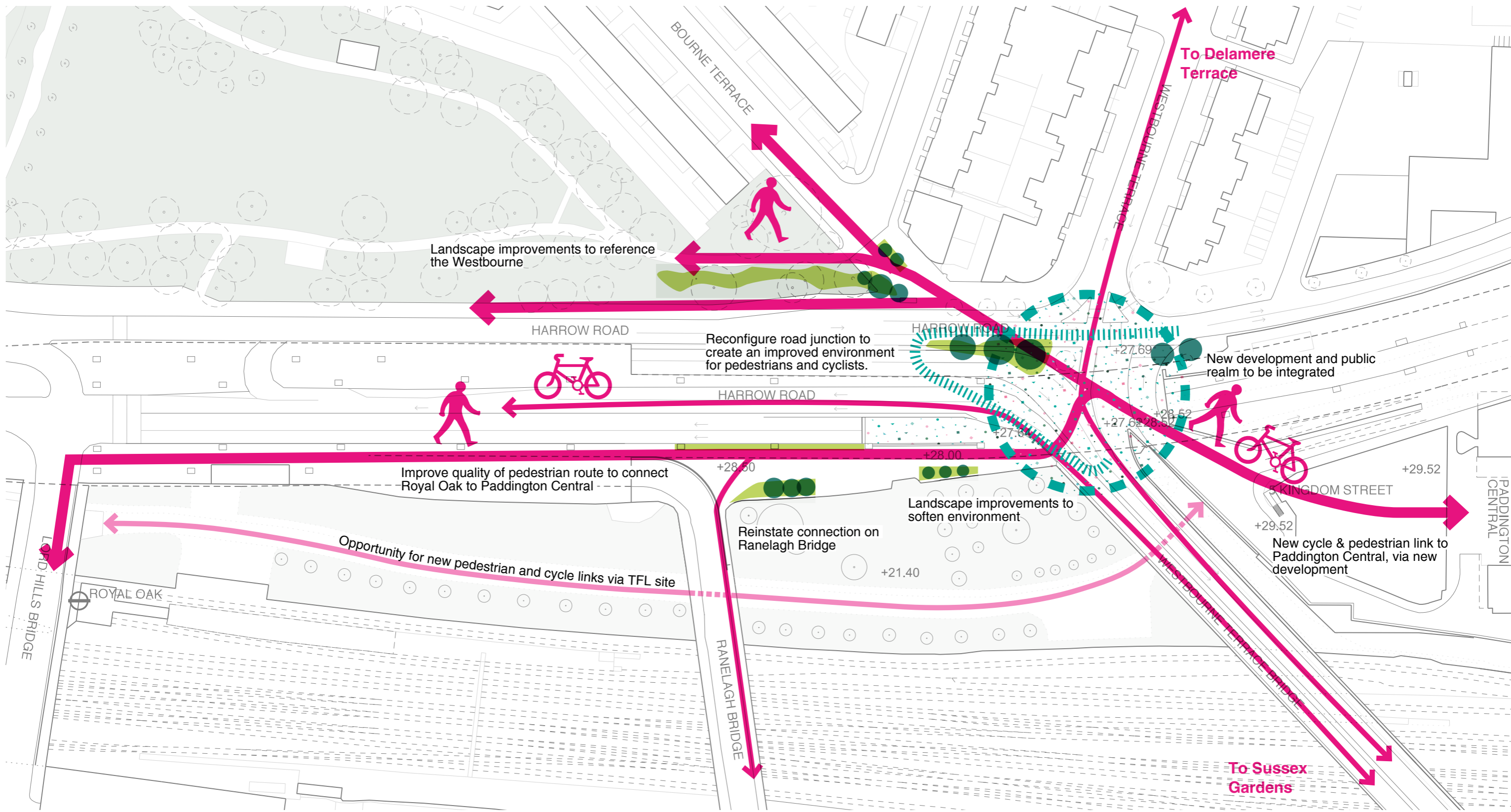
Characterful and bold public art to engage with the Westway structure. Urban Playground, Boston © National Development



Pier-like character, City Hall, London.



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



Emerging Concept for 'Westbourne Gateway' based on Public and Stakeholder feedback

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Key

- Places
- Landscapes
- Routes

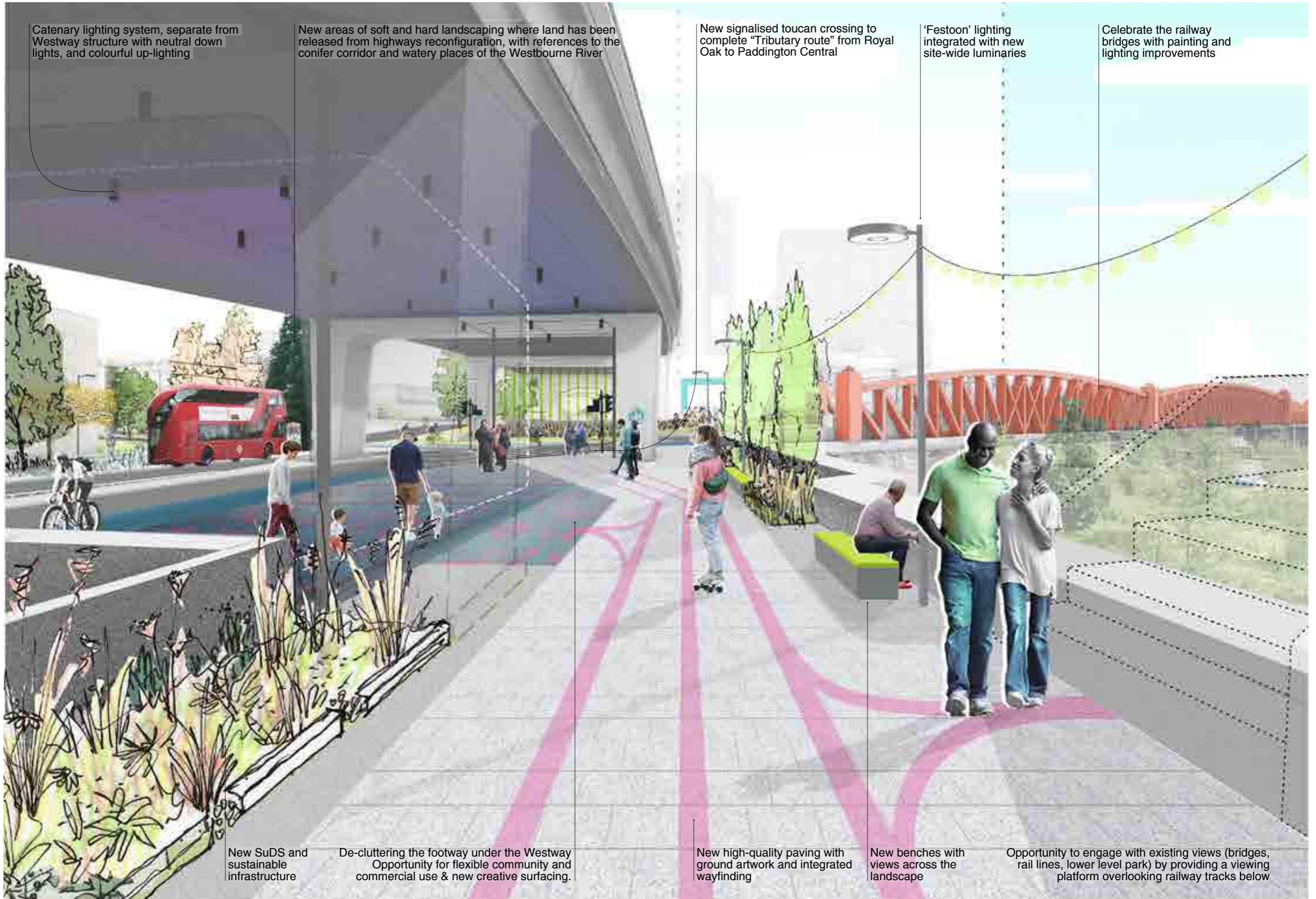
Catenary lighting system, separate from Westway structure with neutral down lights, and colourful up-lighting

New areas of soft and hard landscaping where land has been released from highways reconfiguration, with references to the conifer corridor and watery places of the Westbourne River

New signalised toucan crossing to complete "Tributary route" from Royal Oak to Paddington Central

'Festoon' lighting integrated with new site-wide luminaries

Celebrate the railway bridges with painting and lighting improvements



New SuDS and sustainable infrastructure

De-cluttering the footway under the Westway Opportunity for flexible community and commercial use & new creative surfacing.

New high-quality paving with ground artwork and integrated wayfinding

New benches with views across the landscape

Opportunity to engage with existing views (bridges, rail lines, lower level park) by providing a viewing platform overlooking railway tracks below

3.2. CANALSIDE

3.2.1. EXISTING CONDITIONS

Connecting a vibrant canalside destination

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 canalside.

The footway alongside Rembrandt Gardens to Stone Wharf Gardens and toward 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.



1. Stone Wharf Gardens is a secluded and tranquil open space but is underused and prone to anti-social behaviour. It would benefit from landscape improvements



2. New developments have brought positive change to the public realm / moments to celebrate the Westway



5. Uneven, narrow and inaccessible path along Rembrandt Gardens and the canal hinders on links to the water. Footway currently leads to dead end and lacks sufficient signage.



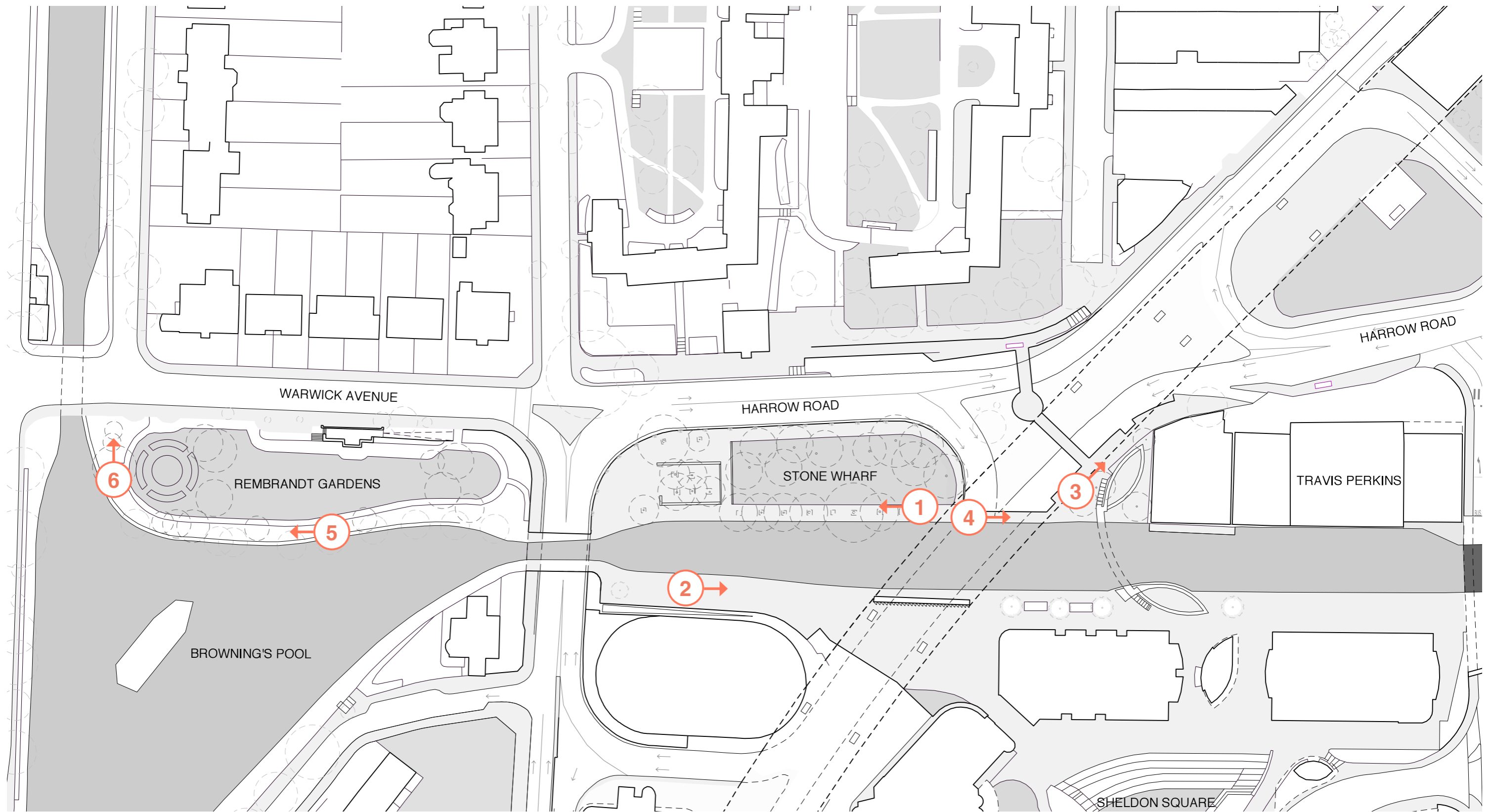
3. Porteus Road is an underwhelming arrival point at the canal



4. Lighting is inconsistent across the area – it is difficult to distinguish between public and private areas. Bright lantern effect from buildings and commercial frontages within Paddington Central contrasts with the unlit footway and north side of canal near Stone Wharf



6. The footway along Rembrandt Gardens leads to a dead end, after Rembrandt Gardens closes at dusk. The Warwick Avenue bridge is a listed bridge.



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Existing Plan

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3.2.2. ENGAGEMENT SUMMARY & COLLABORATIVE DESIGN

Engagement feedback summary

- The canal / Basin as a primary local asset. There is an importance value of being close to water for well-being.
- New developments must respect and celebrate the historic canal character - events in Stone Wharf to be occasional only
- Northern canal path not to be used a cycle route
- Canalside gardens have antisocial issues after dark due to lack of lighting and visibility
- Travis Perkins developing a continuous public canal path 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. This is an important city-wide commercial mooring as one of the most central in London.
- Support principle of new street level connection at Rembrandt gardens – requires further consultation
- Wayfinding interest in this location
- 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 - Legible London doesn't recognise the canal path
- Lighting improvements are key - and needs to be strong enough to improve safety

Feedback informed design actions

- Refine continuous canal path narrative regarding walking and cycling priorities - this is a pedestrian focused route aiming to improve accessibility
- Accessibility to be balanced with preserving historic fabric
- Strong light levels needed to improve safety at night-time
- Wayfinding needed at Porteus Road and Warwick Avenue

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

Routes

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

Public realm precedents and opportunities

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



Safe, sensitive low level lighting to canal edge, combined with mooring utilities in bollards. Jørpeland, Norway © Light Bureau



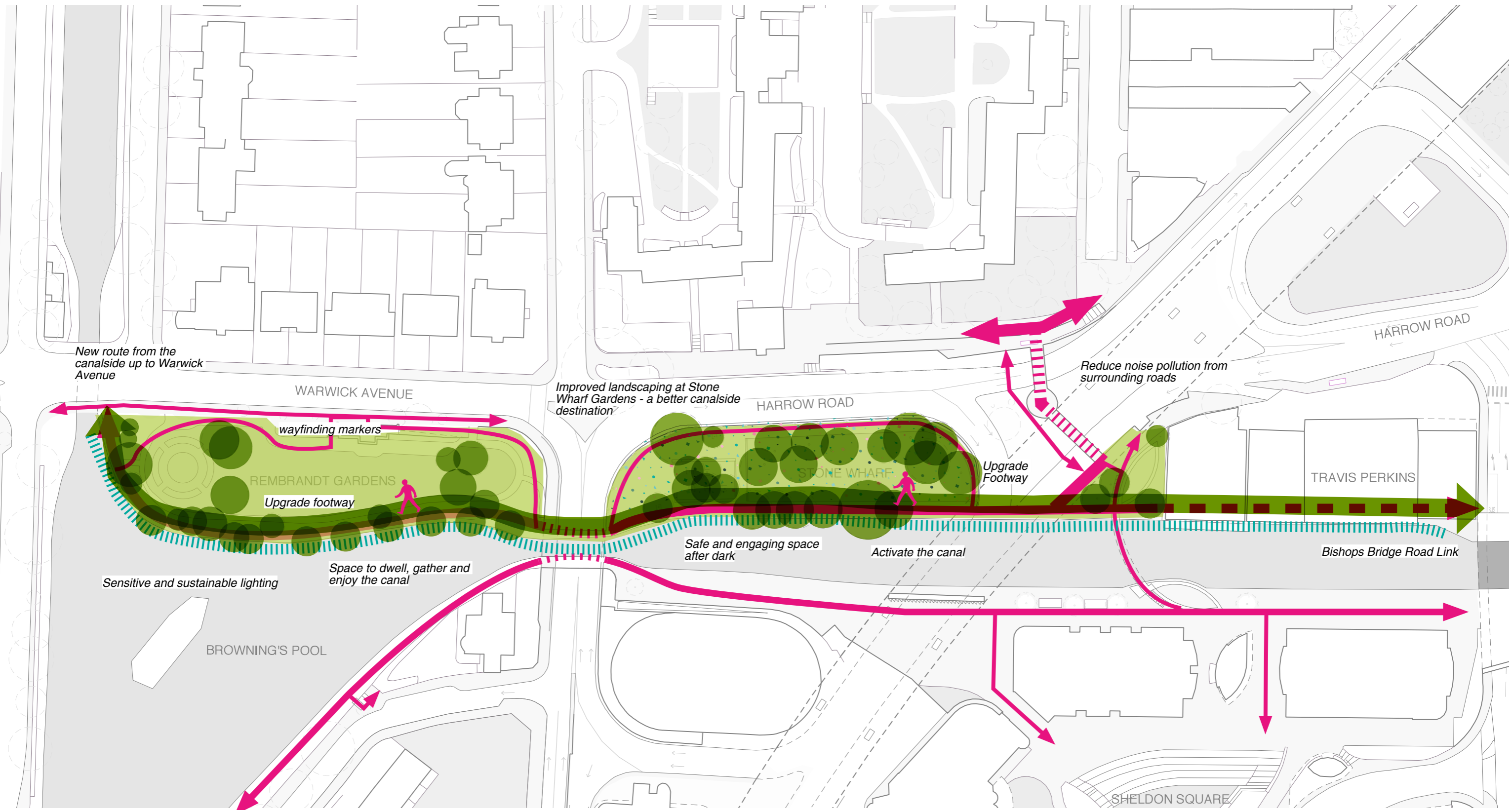
A living wall and pergola with integrated seating and sensitive lighting. Ravenscourt Walled Garden, Hammersmith © Stephanie Sadler



Inset paver to act as wayfinding moments



Edges with integrated seating to open up views to the canal © Nigel Dunnett



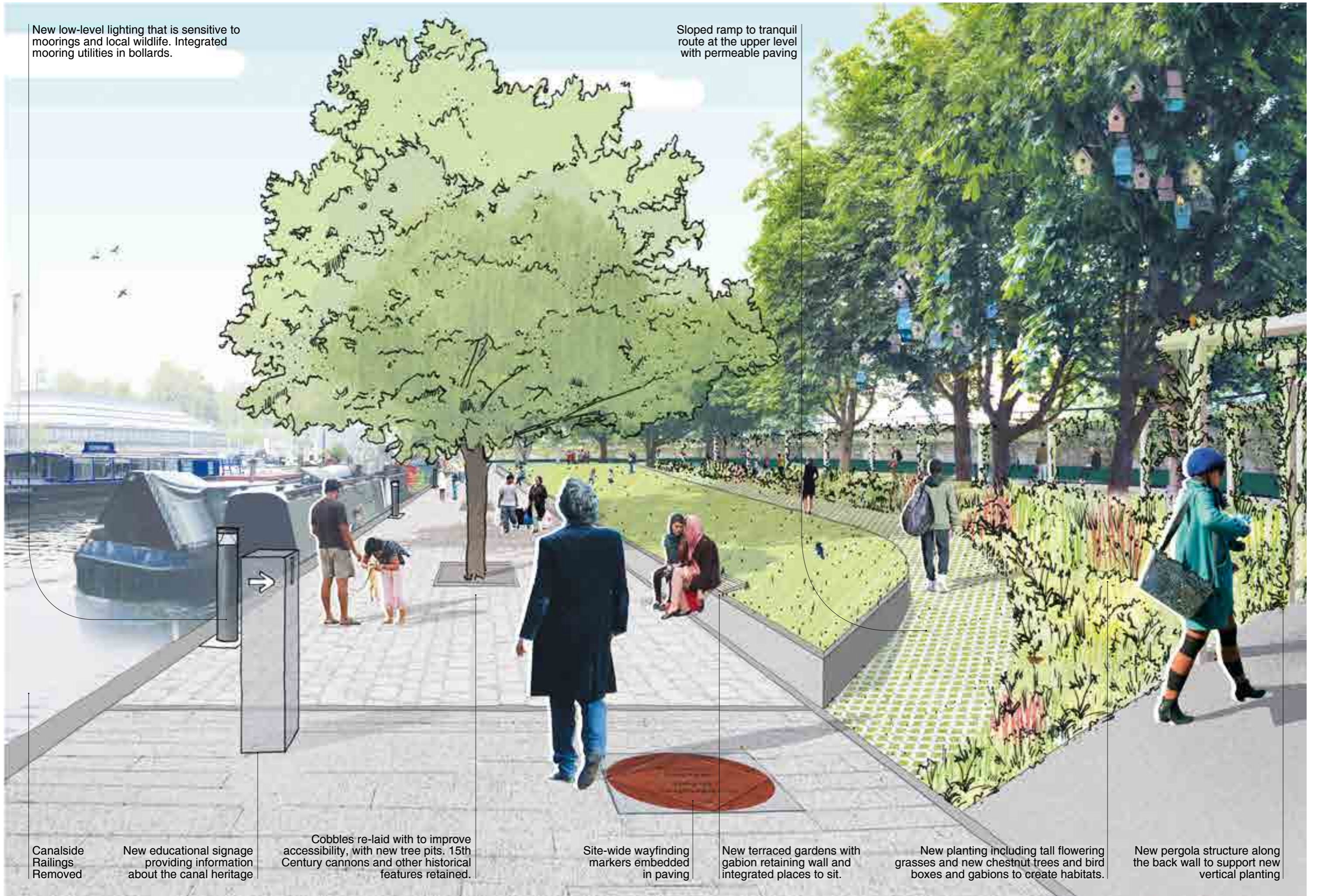
Emerging Concept for the canalside gardens based on Public and Stakeholder feedback

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Ordnance Survey 0100031673

- Key**
- Places
 - Landscapes
 - Routes

New low-level lighting that is sensitive to moorings and local wildlife. Integrated mooring utilities in bollards.

Sloped ramp to tranquil route at the upper level with permeable paving



Canalside Railings Removed

New educational signage providing information about the canal heritage

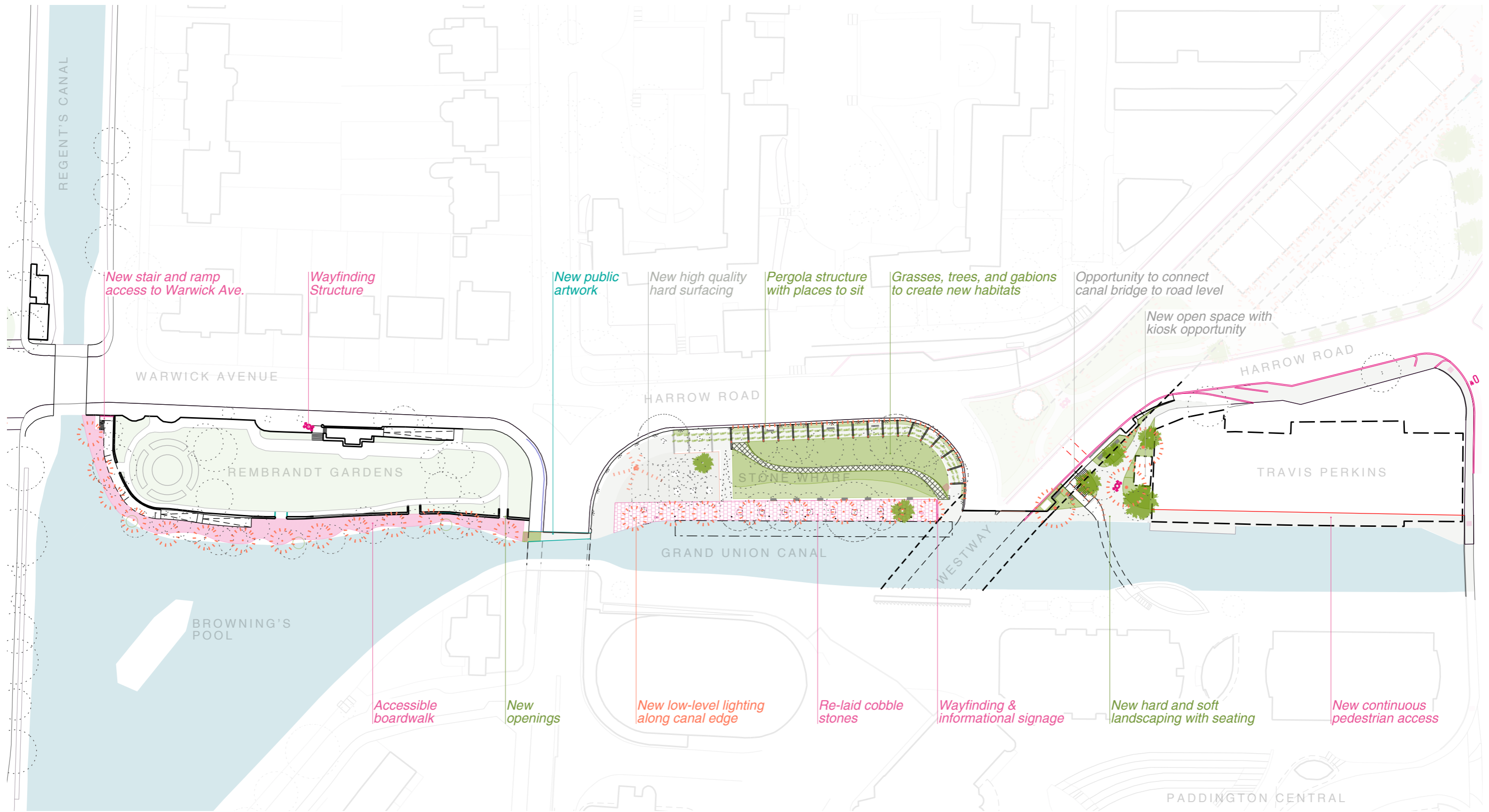
Cobbles re-laid with to improve accessibility, with new tree pits. 15th Century cannons and other historical features retained.

Site-wide wayfinding markers embedded in paving

New terraced gardens with gabion retaining wall and integrated places to sit.

New planting including tall flowering grasses and new chestnut trees and bird boxes and gabions to create habitats.

New pergola structure along the back wall to support new vertical planting



Proposed Concept Plan

1:1000 @ A3

Key

- Proposed Hard Surfacing
- Proposed Landscaping
- Proposed Pedestrian and Cycle Movement Infrastructure
- Proposed Lighting
- Proposed Public Art

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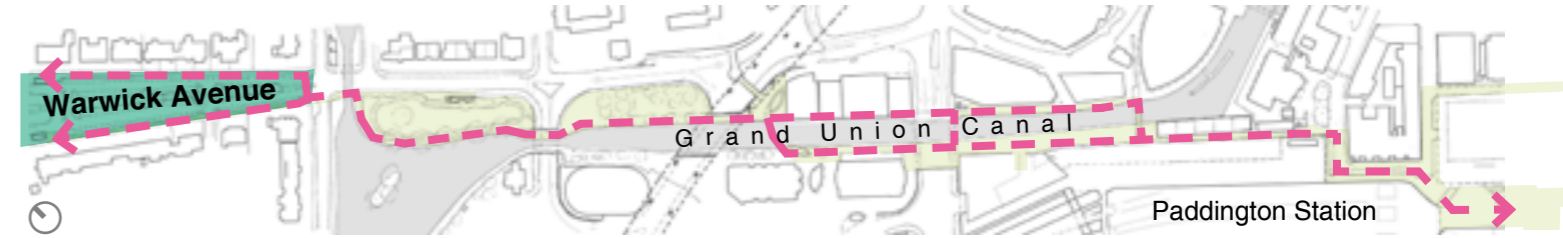
3.2.3. ADDITIONAL STUDY: WARWICK AVENUE

One of the potential projects identified on the periphery of the canalside proposals developed to RIBA Stage 2 is Warwick Avenue. Since the fifth revision of this document, Westminster City Council have developed the brief for this site and set out key ambitions for the area, as well as initial analysis of the site. The following two pages outline an initial response to this brief, including an outline concept proposal, to provide a starting point for engagement-led design and at the next stage.

Further community and stakeholder engagement is required at the next stage to ensure the design meets the needs and requirements of the people who live and work in the area - opportunities for co-design should also be considered. Particular consideration should be given to the potential redistribution of highway land, including some existing parking bays, to facilitate new public green space.

Summary of the brief:

- Create a green community hub at the natural focal point of the area
- Maximise the available space
- Soften the architectural elements
- Reduce street clutter, including rationalising waste and cycle storage layouts
- Review of the need for the current extensive area of taxi and bus stands
- Create a 'green wall' to camouflage the tube stack
- Establish a green community space stretching southwards towards Browning's Pool
- Improve signage and wayfinding - particularly to the canal and tube station



Celebrate the interesting architectural features, and rationalise the streetscape 'clutter' including as the waste and cycle storage around the tube stack. Image: Google



Celebrate avenues of existing mature street trees. Image: Google

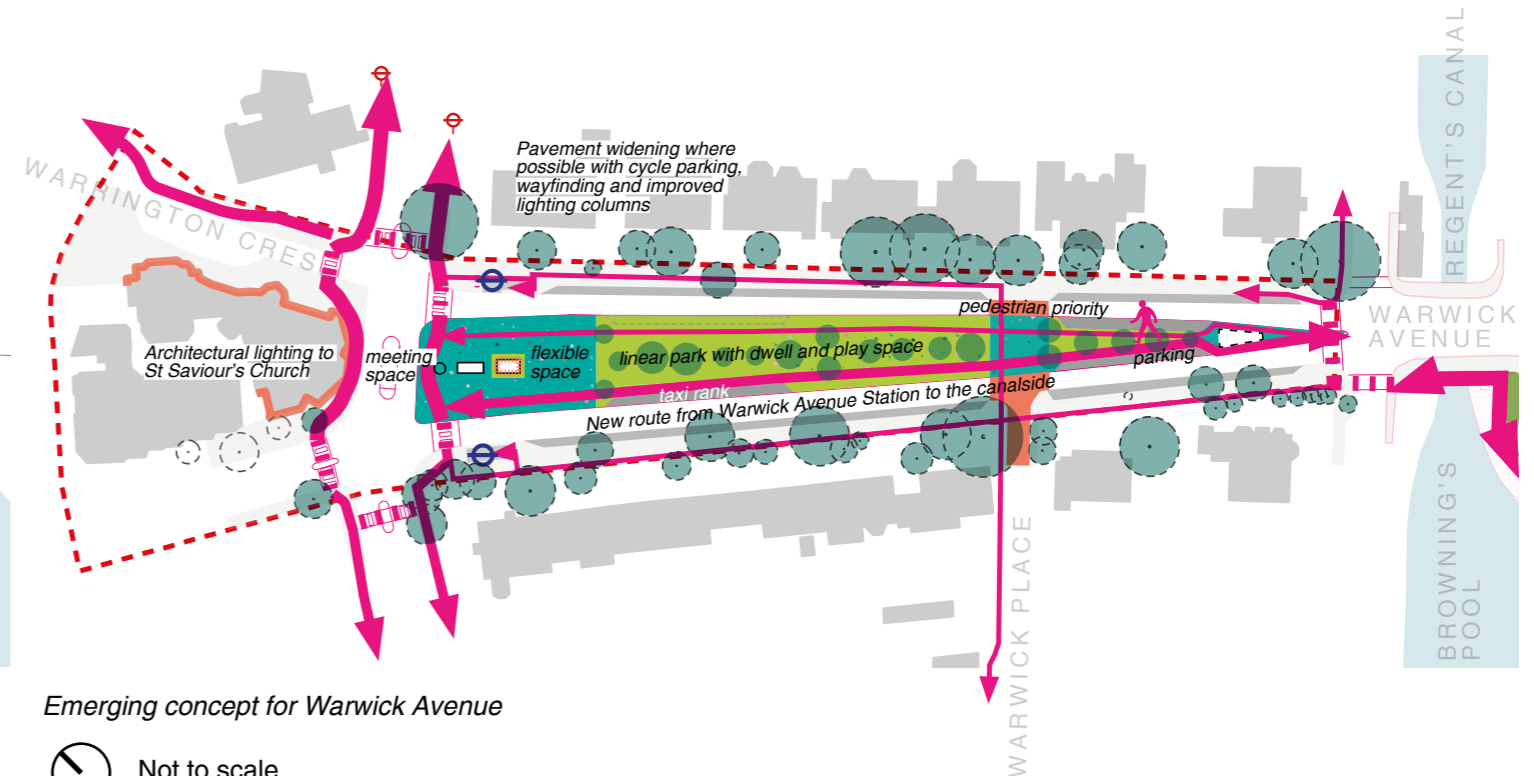


Existing Plan

Not to scale

Key

- Existing trees
- - - Indicative site boundary

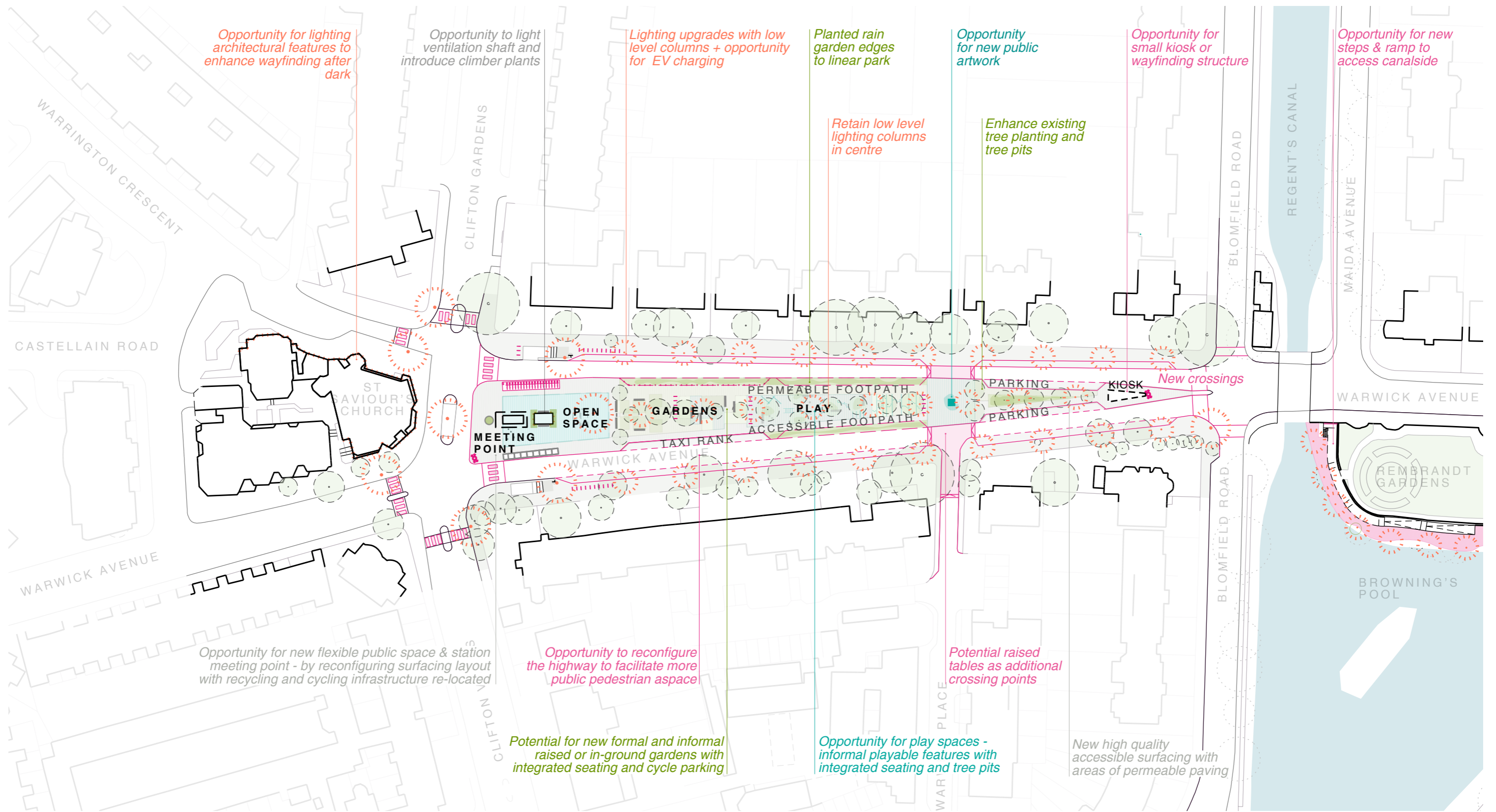


Emerging concept for Warwick Avenue

Not to scale

Key

- Landscaped linear park with new planting
- Improvements to movement routes
- High quality hard surfacing



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Initial Proposed Concept Plan

1:1000 @ A3

Key

- Proposed Hard Surfacing
- Proposed Landscaping
- Proposed Pedestrian and Cycle Movement Infrastructure
- Proposed Lighting
- Proposed Public Art

General Note

Please note: the highway layout and parking provisions are to be tested and developed at the next stage, with input from an appropriate transport engineer. The above conceptual proposal has not been tested with local stakeholders in the same manner as the other proposals included in this document - we recommend that design at the next stage should be led by local community and stakeholder engagement.

3.3. HARROW ROAD GYRATORY

3.3.1. EXISTING CONDITIONS

The Harrow Road Gyratory today

The gyratory 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.



1. Traffic-dominated and hostile environment to cyclists and pedestrians. Difficult to cross and read local destinations.



2. Mature tree cover on the gyratory island. Lost views towards St Mary's Church from Bishop's Bridge Road



3. Moments of great views of the Westway structure. Slag spaces could be used more efficiently



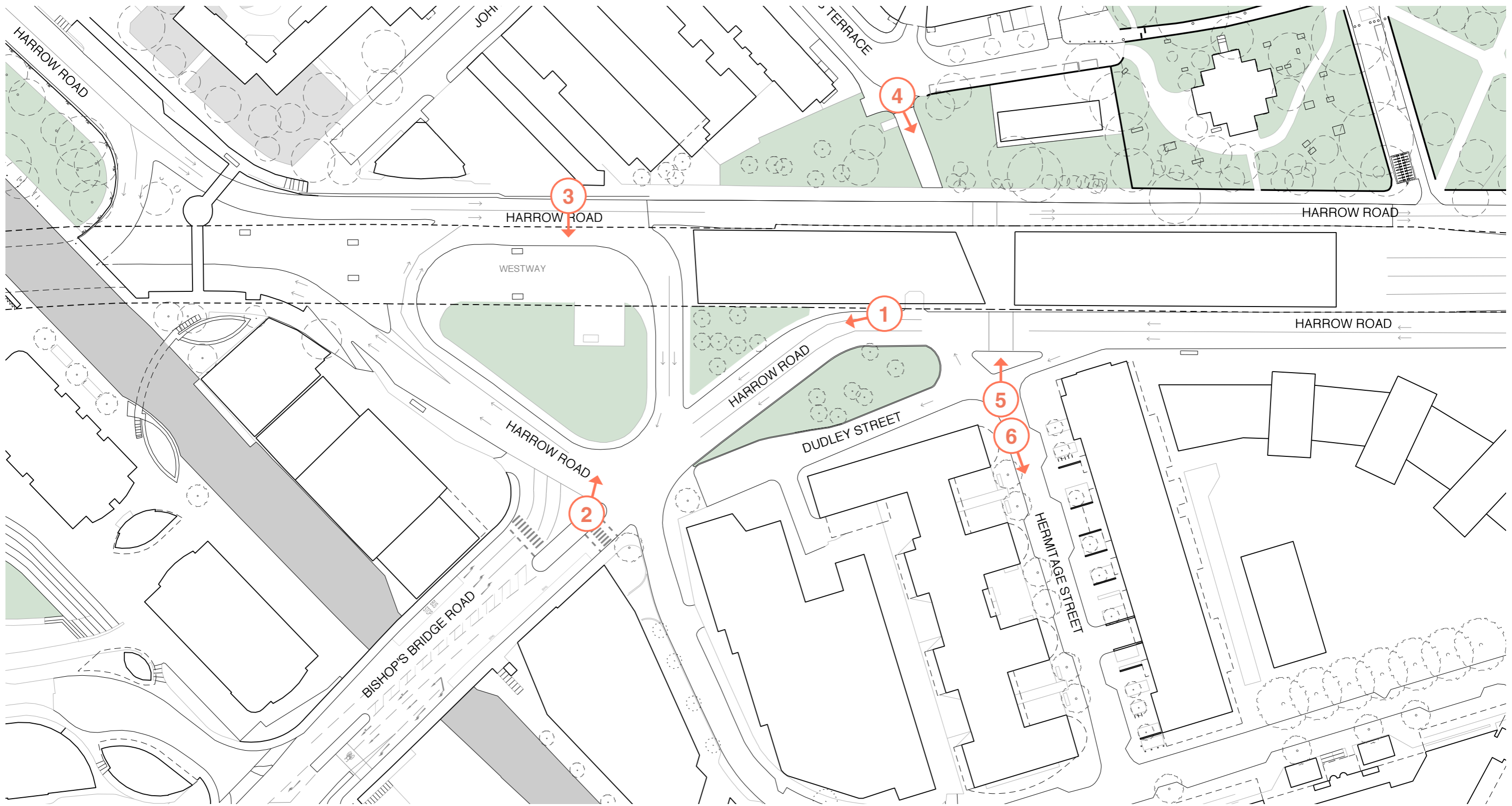
4. No reference or visual connection to station or canal. Could the Sweepers' Depot be relocated to open up views?



5. Hermitage Street at-grade crossing is key, but lacks complete infrastructure. The road layout forces you as a pedestrian to walk down the middle of Hermitage Street rather than into a footpath on either side



6. Recently completed Hermitage Street development is a key North-South link to the basin, but lacks legibility.



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Existing Plan

1: 1000 @ A3

3.3.2. ENGAGEMENT SUMMARY & COLLABORATIVE DESIGN

Engagement feedback summary

- Stakeholder advisory group 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
- Further highway reconfiguration proposals to be brought forward at next stage by TfL and WCC
- Very poor quality environment - 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

Feedback informed design actions

- Option that retains the sweepers depot to be further explored
- Continue greening, lighting, and activation proposals

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

Routes

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

Public realm precedents and opportunities

The key objective here is to rebalance the gyratory 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 signalised crossings would be key in facilitating the route and reducing the impact of traffic at the gyratory 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.

New Places - reconfigure the road layout by joining the underused amenity spaces around the junction, to create new public spaces and opportunities for new buildings.

New Landscapes - soften the infrastructural characteristics of the roads, by creating a network of healthy planted areas around the Westway, linking Paddington Green to the Canal.

New Routes - establish new pedestrian and cycle crossings to link Paddington Green across Harrow Road and the Westway to Bishop's Bridge Road and Hermitage Street.



Low level pedestrian-scaled lighting – Nesodden Cemetery, Norway © Louis Poulsen



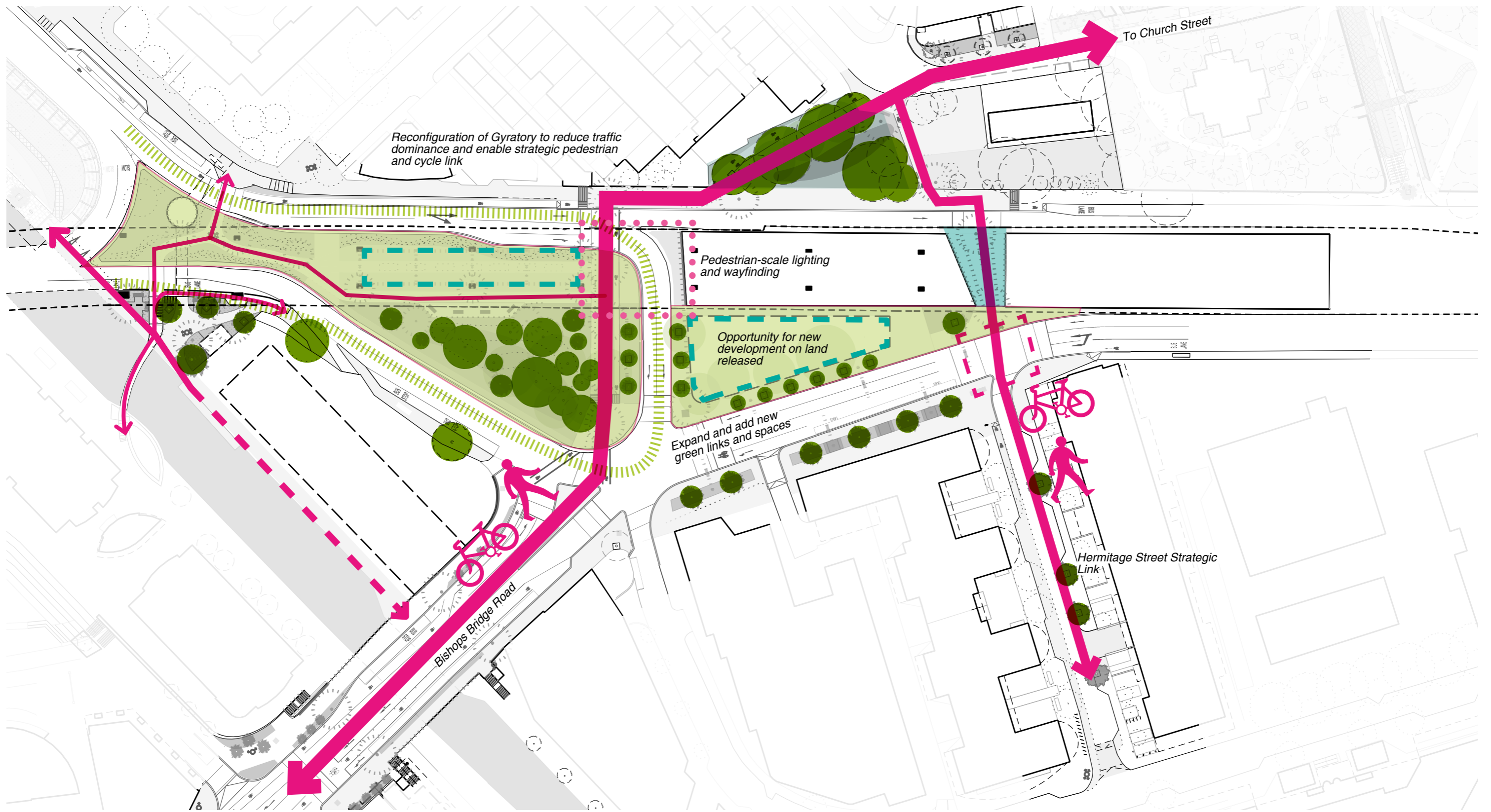
New pedestrian and cycle routes with integrated planting – Aménagement Rue Garibaldi, Lyon © Jacques Léone



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



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



Emerging Concept for the Harrow Road Gyratory and St Mary's Terrace based on Public and Stakeholder feedback

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Key

- Places
- Landscapes
- Routes



Opportunity for new public artwork possibly projected or painted onto the structure

Create visual link across Harrow Road and the Westway to St Mary's Square

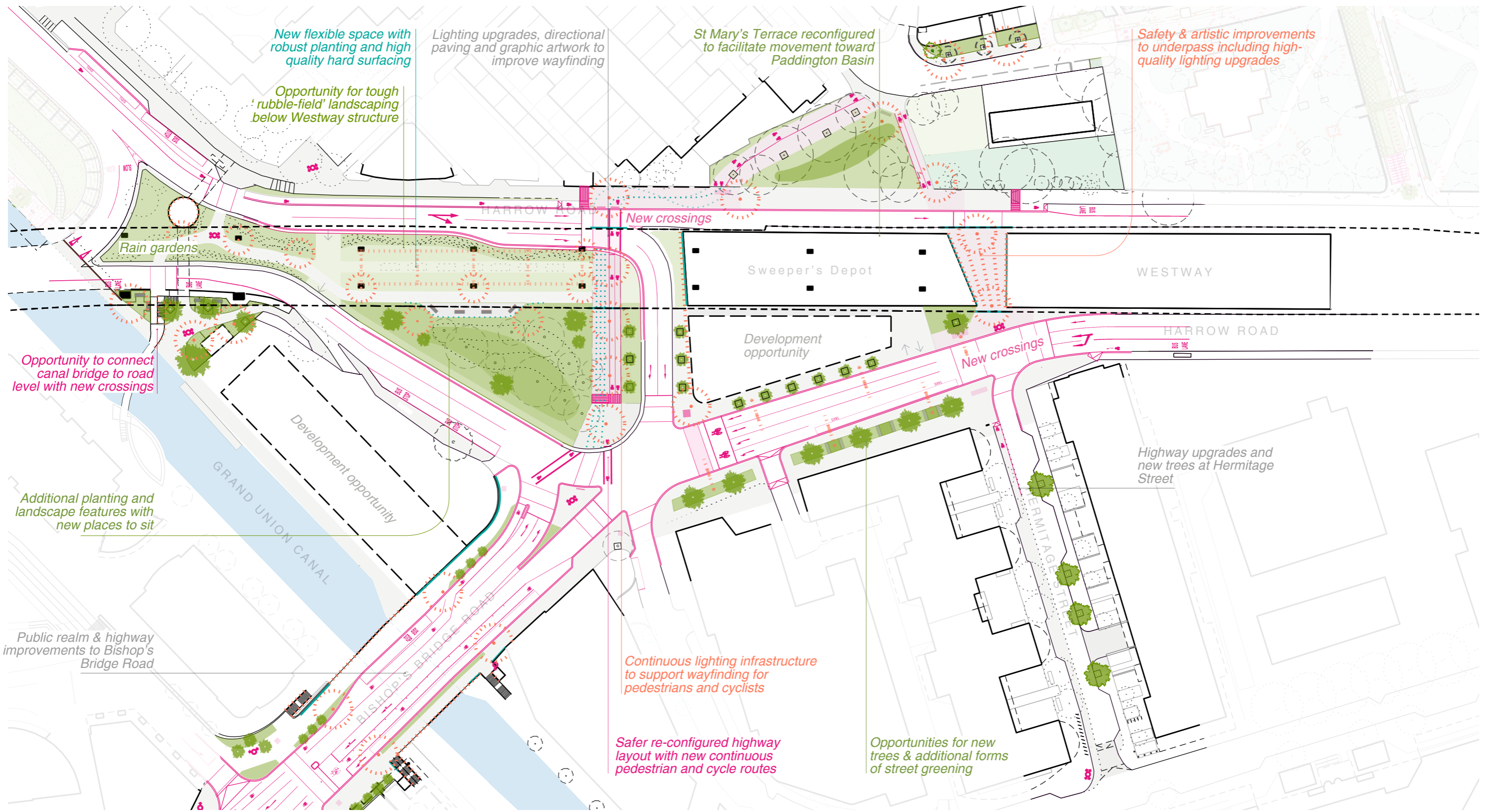
A new series of green spaces that soften the infrastructural character of the Westway

New continuous green link to canalside

Opportunity to reconfigure gyratory layout to enable safer strategic movement

New cycle and pedestrian signalised crossings

Opportunity for new development



Proposed Concept Plan

1:1000 @ A3

Key

- Proposed Hard Surfacing
- Proposed Landscaping
- Proposed Pedestrian and Cycle Movement Infrastructure
- Proposed Lighting
- Proposed Public Art

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Retained Sweepers Depot Study

During the review of this report, further discussions were undertaken internally within the Westminster City Council. New information was accumulated including the medium term aspiration to refurbish and electrify the sweepers depot. The result of this new information is that the previously preferred gyratory study may be less feasible in the medium term. The above conceptual plan illustrates a possible alternative option that retains the sweepers depot, which could be further developed at the next stage.

3.4. PADDINGTON GREEN

3.4.1. EXISTING CONDITIONS

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.



1. Approach from the Gyratory, via St Mary's Square



2. Church Yard walk is narrow. Railings at either cause obstruction and discourage accessibility. Channel-like feeling particularly in the evening and excess fences.



3. St Mary's Churchyard, a historic reference, yet underused landscape and surfaces and lack of engaging activities/ programmes for all ages



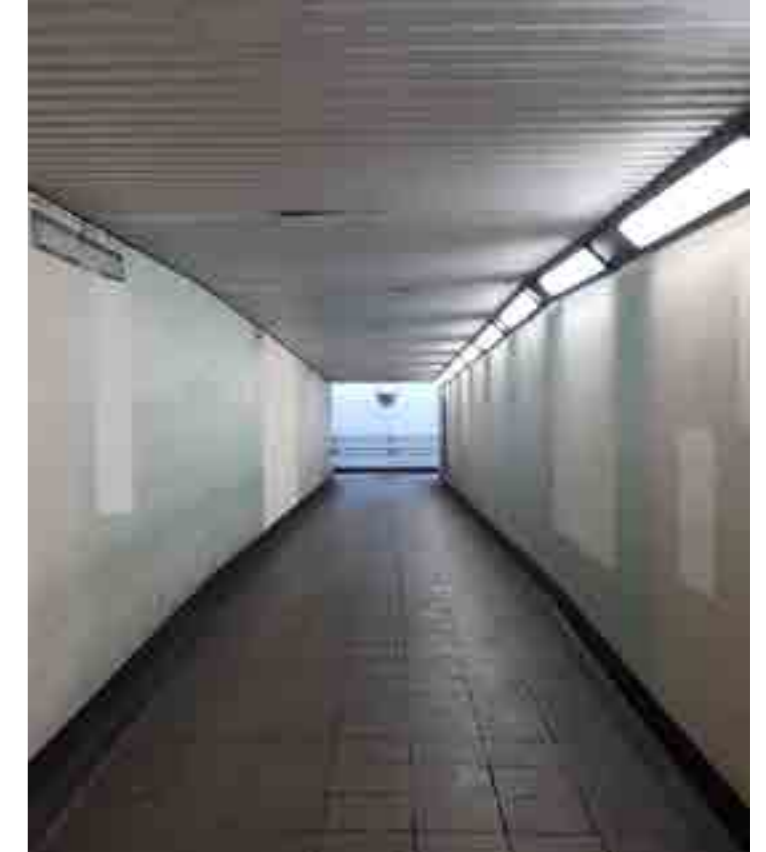
4. Westminster College is an asset to this location. Paddington Green a historic green space with mature London Planes.



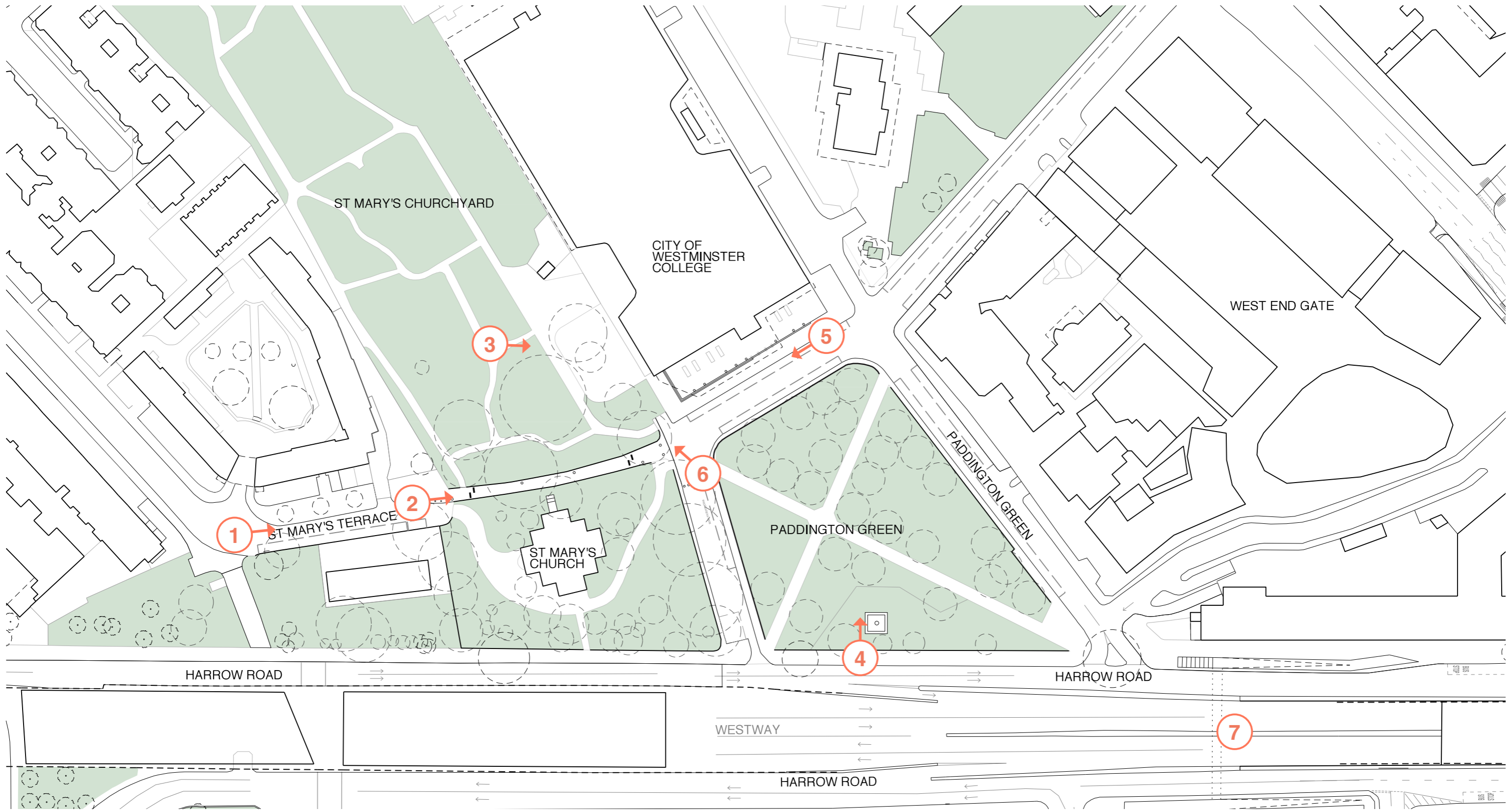
5. Parking-dominated college forecourt could be relocated to enable a safer and more pedestrian-focussed environment.



6. Street between St Mary's Church and Paddington Green is underused and more vehicle-focussed, access/ maintenance related clutter like the bins.



7. Subway is a key north-south link connecting Paddington Green to Merchant Square/Basin. Not very user-friendly and reports of anti-social behaviour and drug use that prevent people from using it effectively.



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Existing Plan

1: 1000 @ A3

3.4.2. ENGAGEMENT SUMMARY & COLLABORATIVE DESIGN

Engagement feedback summary

- New pedestrian link to Paddington Green through Newcastle Place
- Better-connected college forecourt with fewer visual and physical barriers and better lighting.
- Some issues of anti-social behaviour and conflict between student and resident for demand for green space were noted. There is a need to bring more harmony and variety of uses to make the area inclusive for all.
- 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
- Elevated levels of anti-social behaviour perpetuated by poor lighting, low visibility, and lack of cameras
- 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

Feedback informed design actions

- Regarding safety and reduction of ASB, new lighting and pedestrian visibility to be investigated further
- St Mary's Churchyard to become a local 'destination' rather than a through-route
- Further investigate opportunities for new outdoor leaning spaces, habitat areas, and reconfigure the current play spaces - churchyard to be a safe place for people of all ages - possible buffer zones between play areas and college spaces. Long-term upkeep and maintenance of new spaces is essential
- Cycle zones to be made more clear
- Continue subway public realm improvements

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 public and stakeholder 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

Routes

Wayfinding:

- Wayfinding is 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

Public realm precedents and opportunities

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.



Safe & healthy underpass, Ravinia Festival Underpass, Highland Park, Illinois © SmithGroup



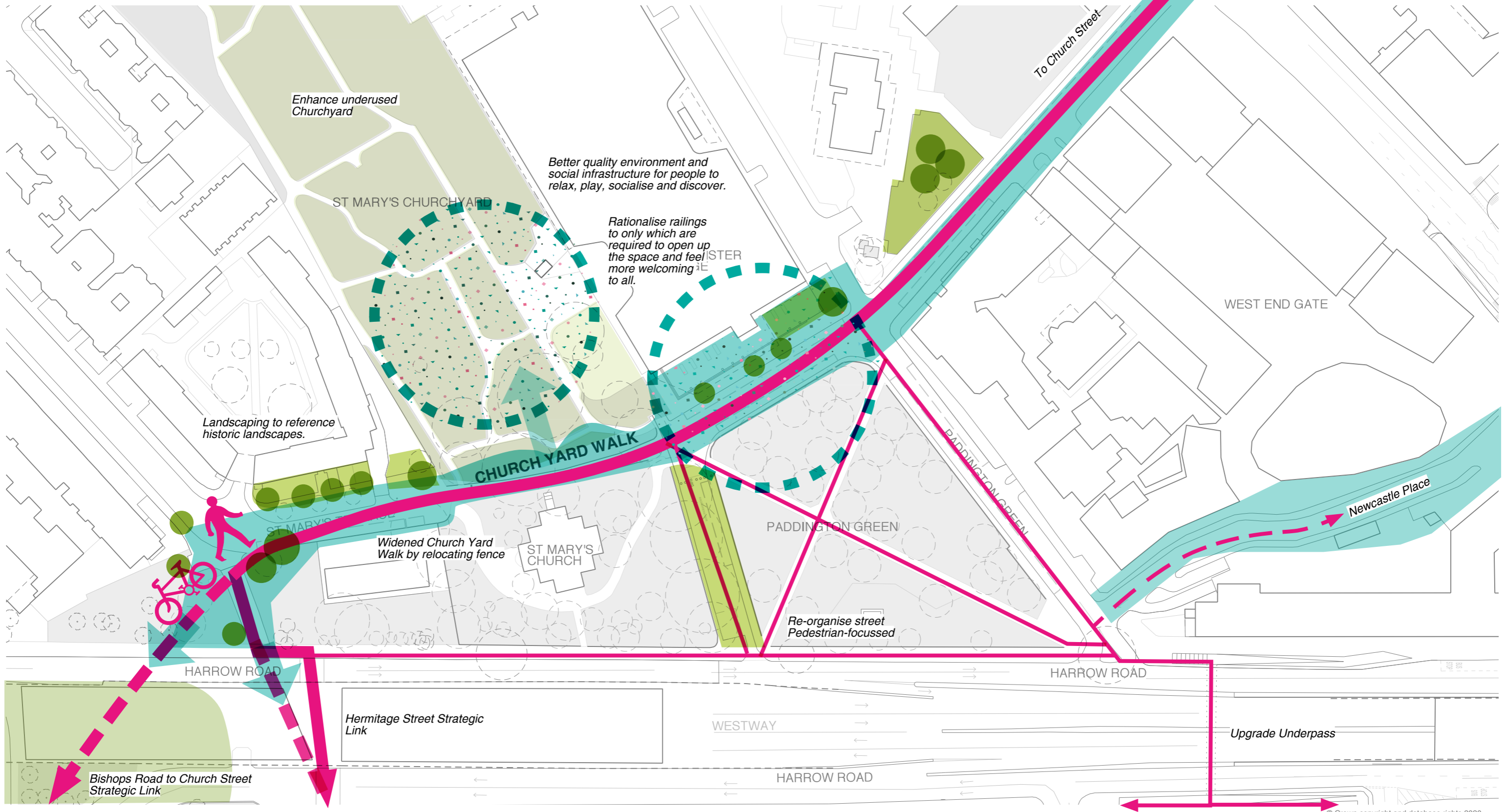
Environmental educational and play spaces - Regenstein Learning Campus is an Chicago Botanic Garden © 2020 mikyoung kim design



Heritage luminaries to quieter routes



Sandstone paving; Preserving and enhancing the important historic assets of the square. Bonn Square, Oxford © Graeme Massie Architects



Emerging Concept for Paddington Green and St Mary's Churchyard based on Public and Stakeholder feedback

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Key

- Places
- Landscapes
- Routes

New Places

Protect the existing historic characteristics of the area and enhance visibility and safety with new low-level lighting and paving materials.

New Landscapes

Establish further areas of soft landscaping that complement and reference the historic landscapes, including opportunities to create new outdoor educational landscapes.

New Routes

Create a segregated pedestrian and cycle path along churchyard walk to improve the routes between Church Street and Paddington. Additionally, refurbish the subway with creative lighting artwork to improve safely improve the link from Paddington Green to Paddington Basin.



Landscaping improvements to existing planting / topography in St Mary's Churchyard, including proposed surfaces through the landscape with reference to the historic tombstones on site, play elements, and SuDS.

Natural play elements incl. log piles, mounds, boulders and playful planting to the South and fitness apparatus to the North.

Enhance hard surface adjacent to College through relocation of maintenance shed, tall grasses, reclaimed stones for people to sit and planting along Eastern fence to screen college

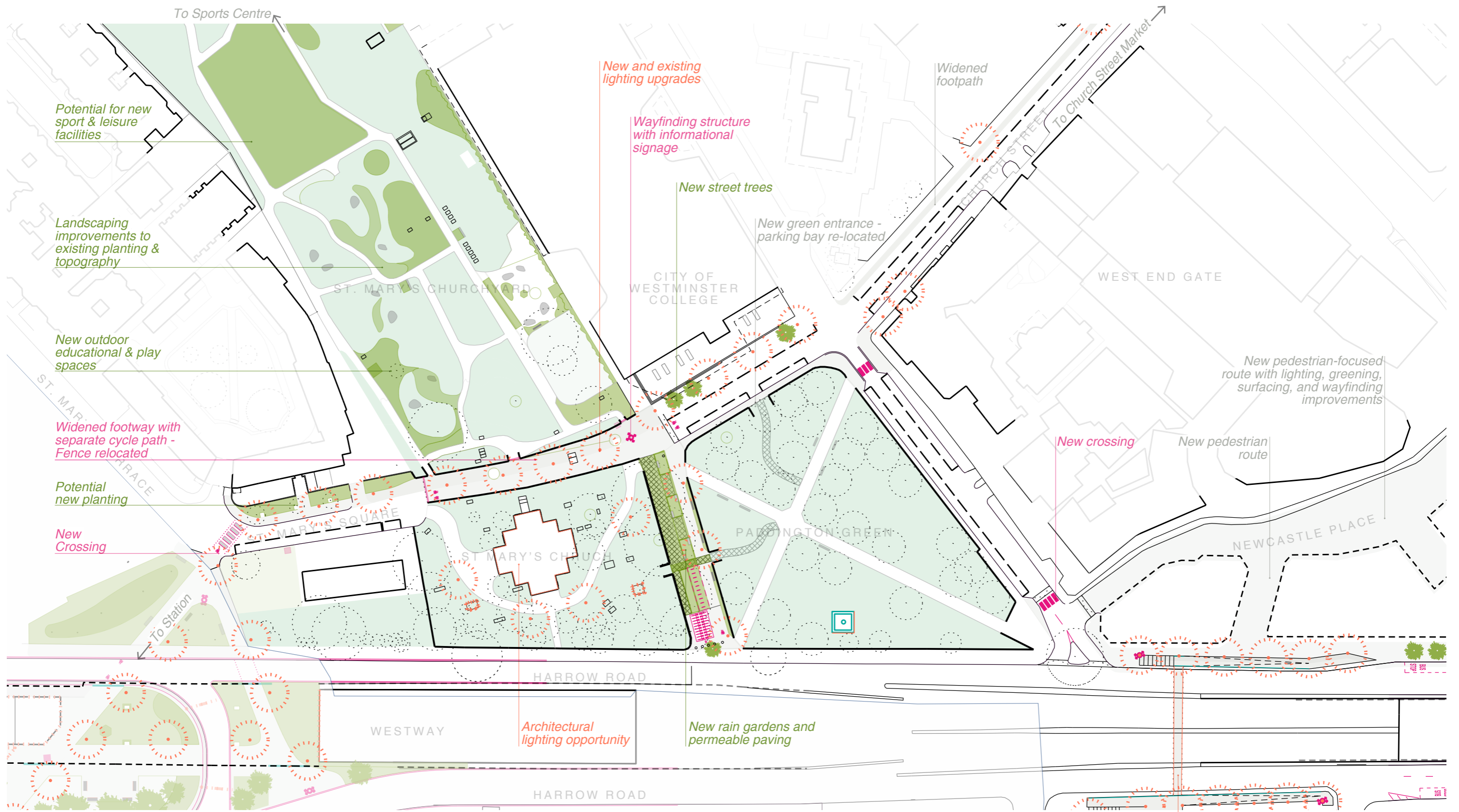
New pedestrian-scale lighting columns along pedestrian route. Upgrade existing lighting along realigned route with 4-6m pedestrian-scaled lanterns on footpaths.

New planter and tree softening boundary edge to St Mary's Church.

New entrances and informal permeable paths to existing green spaces, Paddington Green and St Mary's Church.

Relocate fence to St Mary's Churchyard to create widened route (Church Yard Walk) with space for cyclists and to open up views. New hard landscaping to widened footway.

New crossings at either end of Paddington Green and raised table to facilitate safe crossing and slow speeds



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Proposed Concept Plan

1:1000 @ A3

Key

- Proposed Hard Surfacing
- Proposed Landscaping
- Proposed Pedestrian and Cycle Movement Infrastructure
- Proposed Lighting
- Proposed Public Art

3.6. MARYLEBONE FLYOVER

3.6.1. EXISTING CONDITIONS

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.

The junction is expected to continue changing over time as more development is coming forward at each of the four corners.



1. Existing Cycle Infrastructure beneath the Flyover



2. From the station approach



3. Approach to Bakerloo Line and Green Wall



4. Flyover from M&S



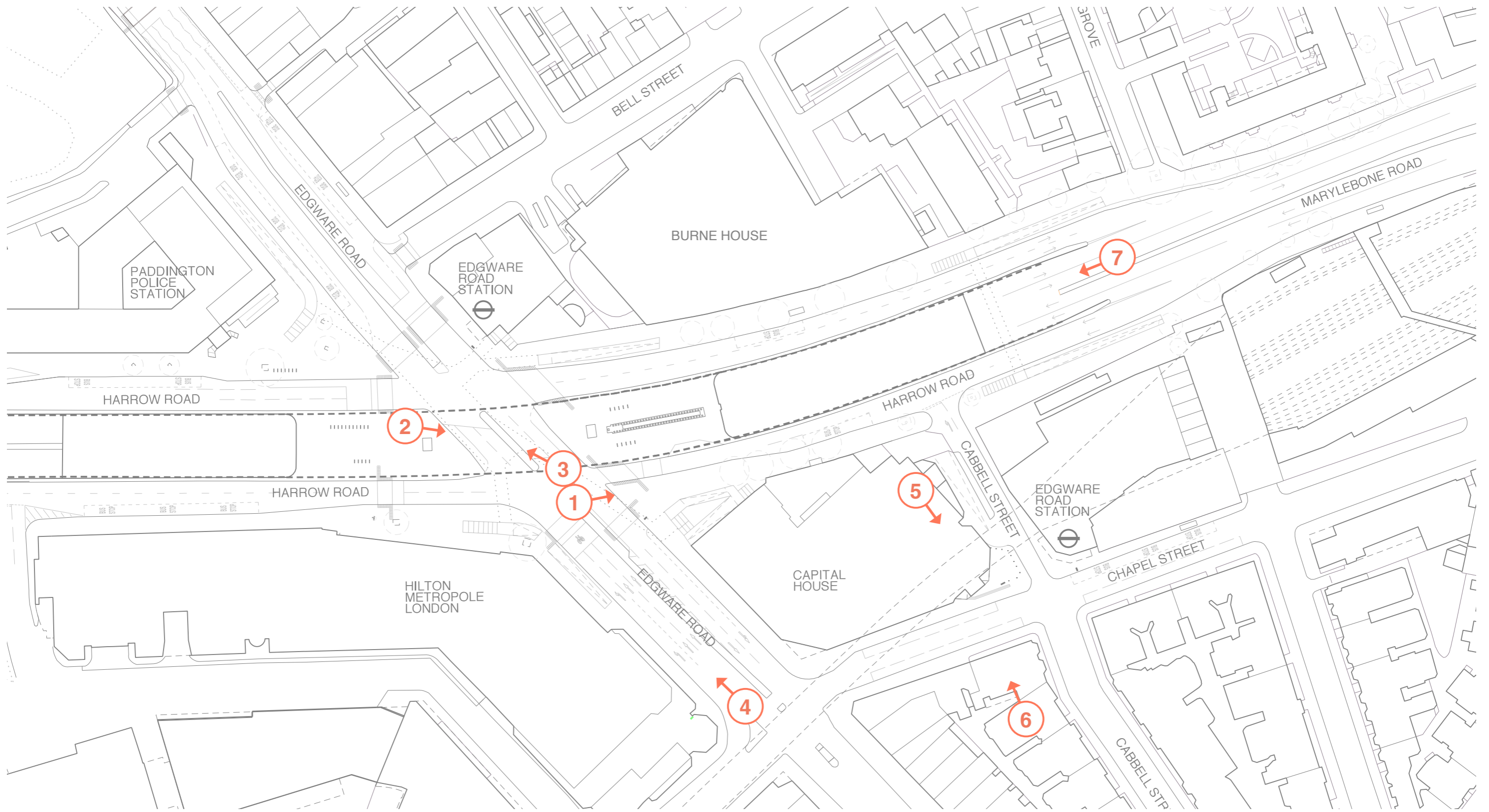
5. Cabbell Street looking South



6. Cabbell Street Looking North and Station Approach



7. Cabbell Street Subway



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Existing Plan

1: 1000 @ A3

3.6.2. ENGAGEMENT SUMMARY & COLLABORATIVE DESIGN

Engagement feedback summary

- 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 key
- Lighting issues at Chapel Street bus shelter and significant issues of anti social behaviour in this location that must be addressed.
- 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
- Noise and air pollution levels likely to impact possible activities such as market-type uses

Feedback informed design actions

- Concept design to focus on creating a safer and healthier 'interchange'
- Adopt TfL SuDS proposals - SE corner needs further development
- Further investigate Cabbell Street Edgware Road Station pedestrian forecourt
- A safe lighting strategy is essential - need 'Design Out Crime' in this location.
- New development should seek to activate frontages at each corner of the Flyover.

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 an 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

Routes

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?

Public realm precedents and opportunities

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 Cabbell 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.

New Landscapes - Create new planted gardens around the Flyover Junction to help improve noise and air quality.

New Routes - Improve wayfinding connections between the two Edgware Road Stations. Additionally, refurbish the subway with creative lighting and artwork to safely improve the link between Cabbell Street and Lisson Grove.



A combination of Legible London and characterful wayfinding. Tooley Street Triangle, Charles Holland © Jim Stephenson & Luke Hayes 2020



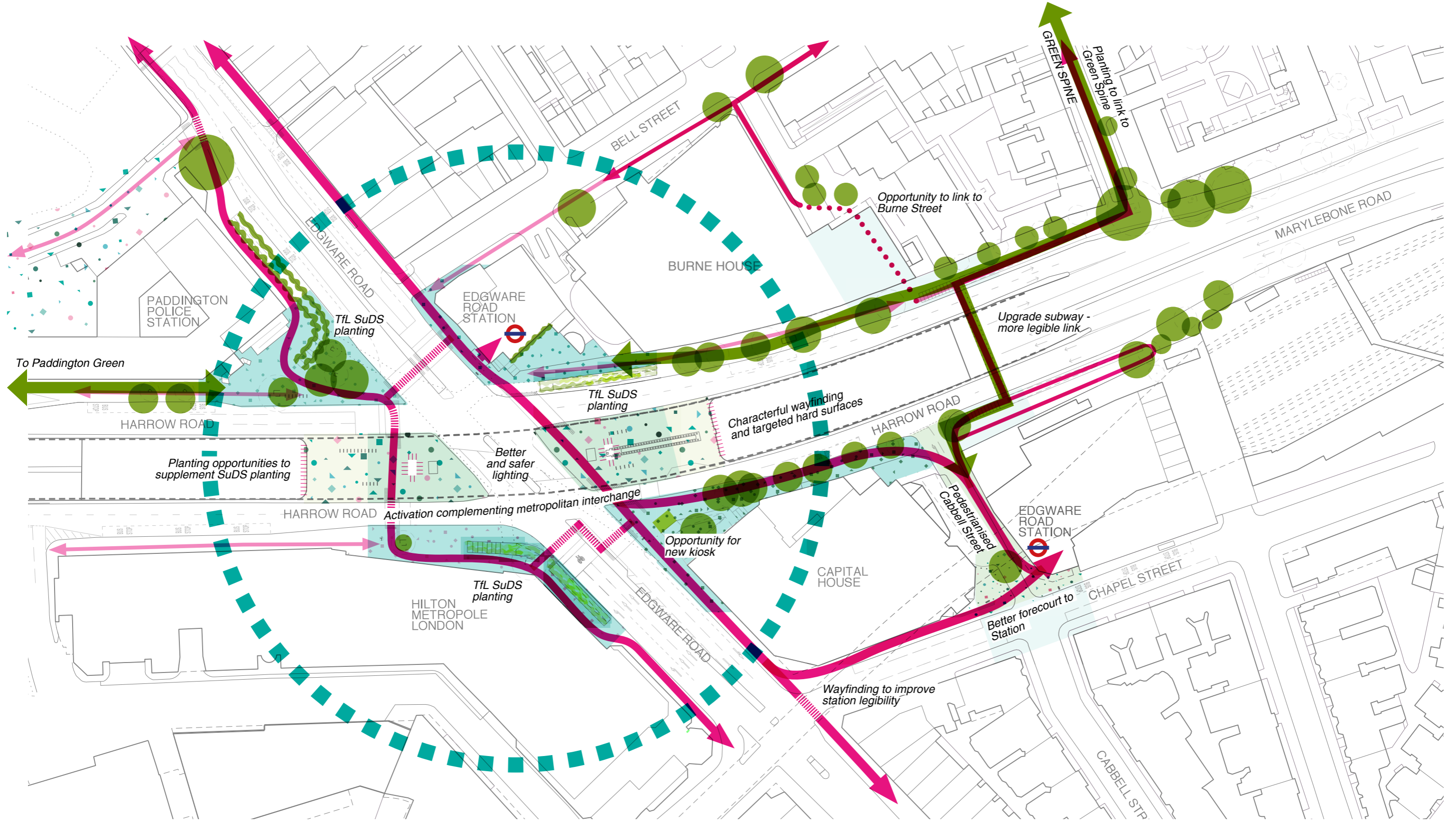
One Green Mile - Community space beneath flyover, Mumbai, by MDRDV & StudiPOD © Suleiman Merchant 2022.



Wayfinding and historic references within paving. NYSE: Financial District Streetscapes, Rogers Partners, © Paul Warchol Photography, Inc, 2009



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



Emerging Concept for Marylebone Flyover & Cabbell Street based on Public and Stakeholder feedback

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- Key**
- Places
 - Landscapes
 - Routes



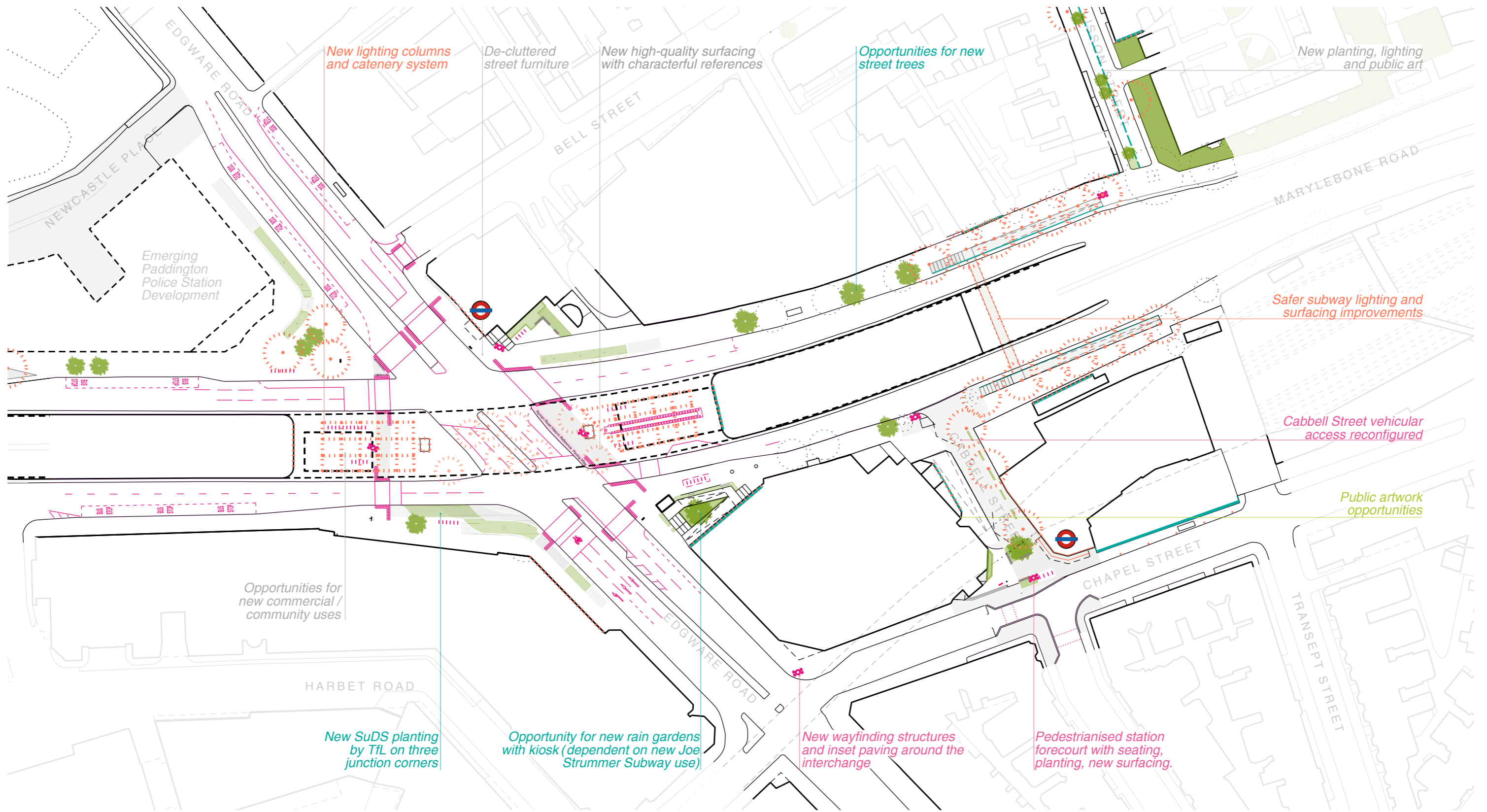
Maintain vehicular access to M&S and Capital House service road, raised table to create pedestrianised surface.

New architectural lighting to Edgware Road station facade to highlight building.

New hard surface to station entrance. Removal of bollards outside Capital House and de-cluttering where possible.

Low level lighting within landscape details around benches and new tree on Cabbell street outside of station entrance.

New planters and marker tree with integrated seating and wayfinding marker and new cycle parking.



Proposed Concept Plan

1:1000 @ A3

Key

- Proposed Hard Surfacing
- Proposed Landscaping
- Proposed Pedestrian and Cycle Movement Infrastructure
- Proposed Lighting
- Proposed Public Art

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4. NEXT STEPS & RECOMMENDATIONS

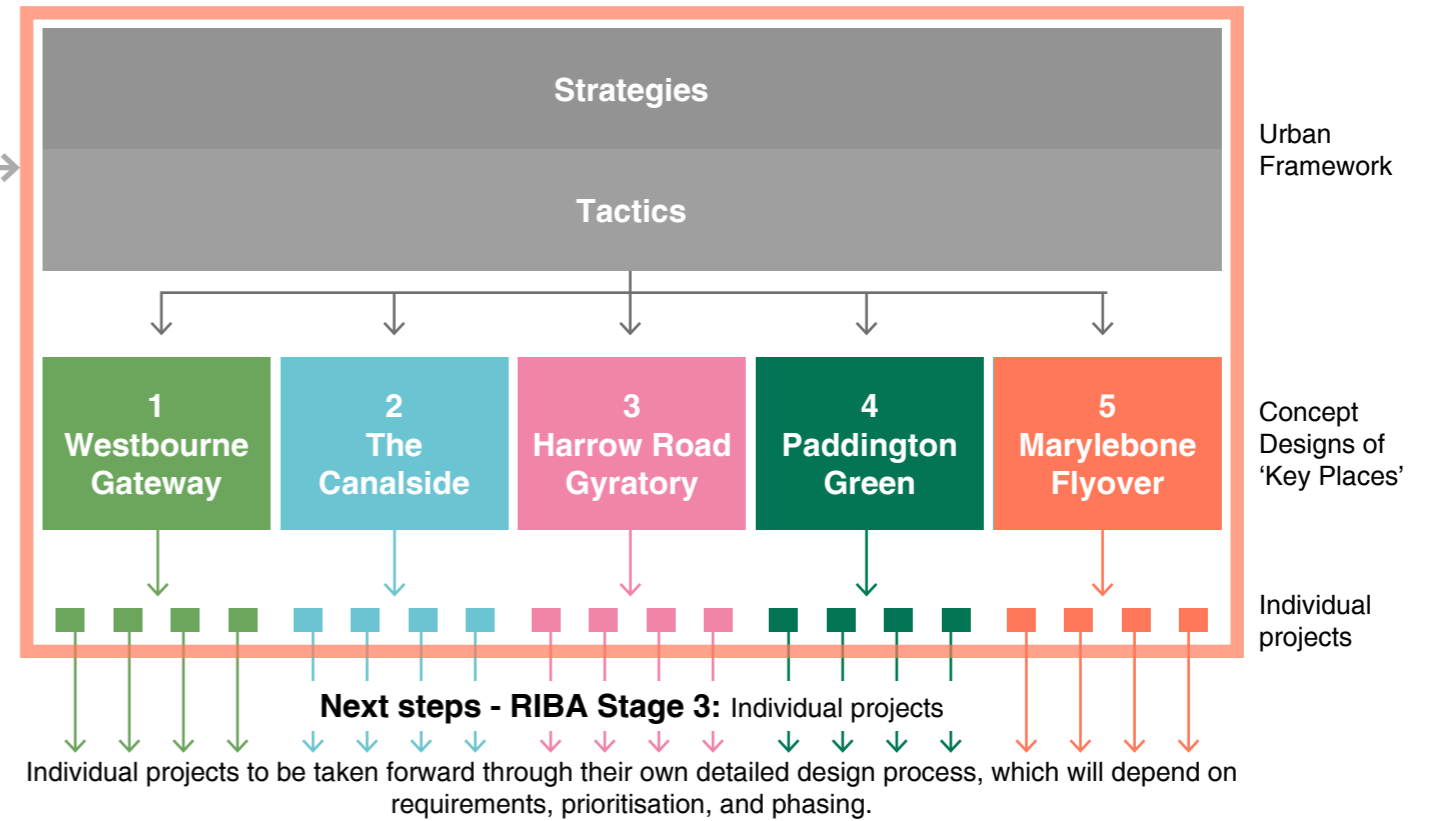
Moving forward, the appended project tracker sets out proposed wayfinding, lighting, artwork, highways, hard and soft landscaping projects, and development opportunities which may be further developed by WCC and the relevant landowners and stakeholders. WCC will continue to pursue potential avenues of 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 Public Realm Strategy (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

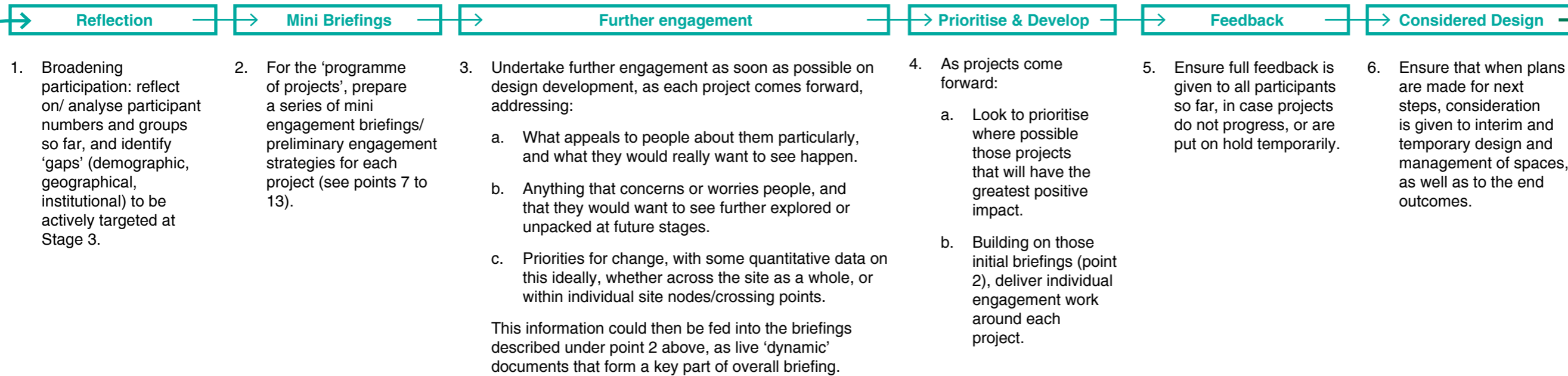


- Where possible **celebrate** the existing characteristics of local places, including the 'infrastructural' character around the Westway and historic character areas.

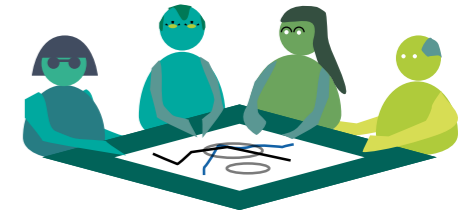
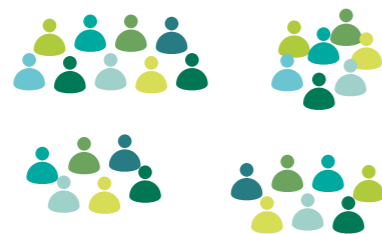


- Facilitate **movement between places**, but **retain** and **enhance** their individual **identities**.

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**.

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