

Introduction

In February 2024 Westminster City Council launched the Warwick Avenue Public Realm Project with the ambition of creating a more welcoming, accessible, and greener public space.

Throughout spring we carried out initial community engagement to understand your experiences and aspirations for the space, as well as your concerns about any changes. We listened to your views and distilled this feedback into key objectives, which became the departure point for the design approach.

This exhibition showcases the design proposals that have come out of this initial phase. Now is your opportunity to tell us what you think about each of the design proposals so that we can refine a preferred proposal to take forward to the next stage. A short online survey will be open for four weeks from Wednesday 10th July until Wednesday 7th August. We encourage all those who live, work or study around Warwick Avenue to submit their feedback.

It is important to note that delivery of the project is subject to further technical studies, the identification and approval of budget, and formal public consultation on a preferred proposal in due course.

Background

In 2021, the Council published its Paddington Public Realm Strategy which focused on improving public spaces and connections for walking and cycling across this part of Westminster. The strategy sets a framework for future projects that may be considered for funding. As part of the Council's research for the strategy, the local Paddington Waterways and Maida Vale Society proposed Warwick Avenue as an opportunity site, where a potential project could be explored, in relation to funding available for this area from the Neighbourhood Community Interest Levy. As a result, the Warwick Avenue Public Realm Project is the first place-based project to be developed further with a view to securing funding.

More information about the Paddington Public Realm Strategy can be found here: www.westminster.gov.uk/paddington-place/paddington-public-realm-strategy

Team

The Council's Place Shaping and Highways teams are managing the project and have appointed a design team led by Context Office urban designers, with BBUK landscape design, Studio Dekka lighting design, NRP traffic and transport, alongside WSP highways engineers.

Contact

If you have any queries, or would like more information please contact us via email: paddingtonplaceplan@westminster.gov.uk

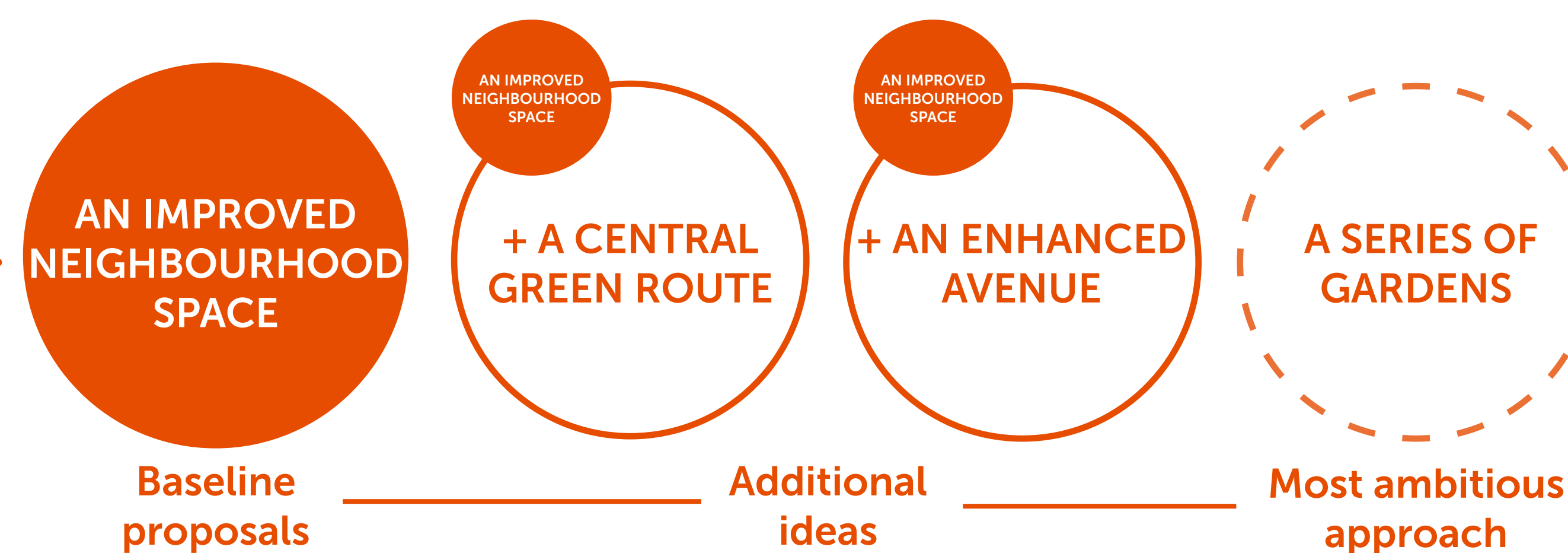
Project site boundary



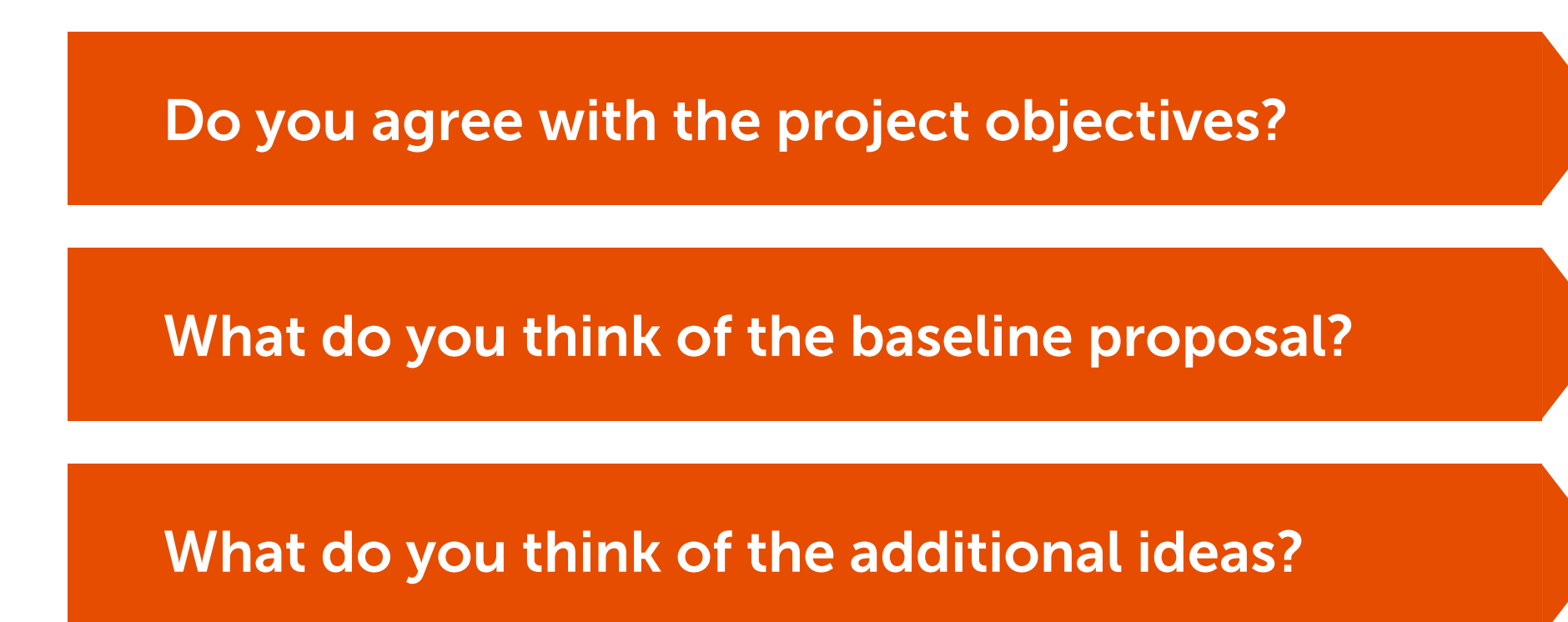
The process so far



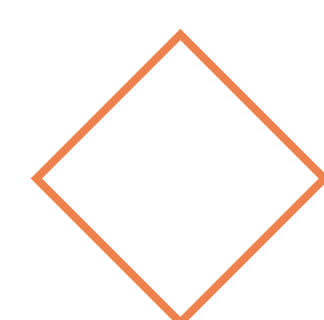
Proposals and ideas presented at this stage



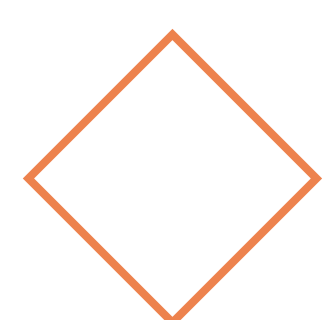
We would like your feedback



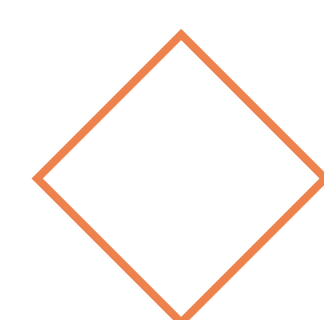
Targeted community engagement has informed the project



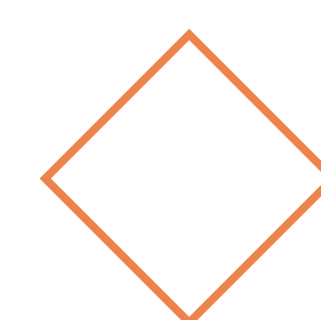
Weekend walk



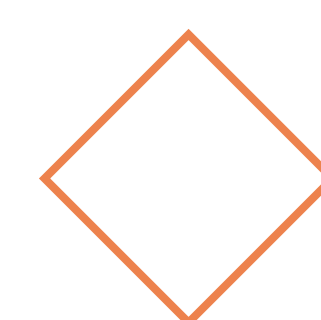
After-dark walk



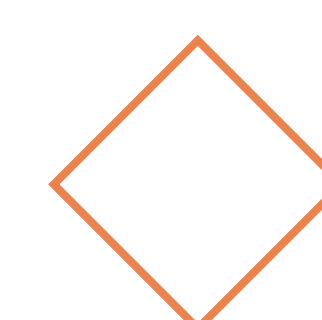
After-school walk



Engagement workshop



Email comments



Commonplace website map

In February and March 2024 the council project team held a series of targeted engagement events. We also hosted an online interactive map where people could add their comments and concerns. We received nearly 900 comments from over 150 contributors. This early engagement process garnered a great range of comments, mainly from local residents, and allowed the design team to gain an in-depth understanding of local priorities to inform designs.

For more information on the engagement process and findings please go online to: warwickavenue.commonplace.is

You said:

Recurring points we heard

- Warwick Avenue's calm, residential feel should not be changed
 - The area's historic character and heritage are important qualities
 - Existing greenery and trees are greatly valued by the local community
- Many pedestrian crossings don't feel safe, junctions can be confusing
 - Accessibility is an issue throughout the area and around the station
 - Parking is important, but traffic and vehicles dominate the street
 - Waste and recycling bins are a convenient and valued resource, but are unattractive and could be better managed
 - Some spaces, routes and sight lines are obstructed by street furniture
 - More could be made of the attractive Cabmen's Shelter
 - Many women said they feel unsafe after dark, especially near the station
 - Lighting is inconsistent across the area, legibility needs improvement
 - The Underground vent shaft is an unattractive feature
- Activities must be appropriate and prioritise the local community
 - Warwick Avenue would benefit from additional lower-level planting
 - Some spaces lack character, and many footways are uneven
 - Many visitors find the arrival experience confusing and ask for directions



The project objectives for improvements to Warwick Avenue's public realm have been developed in response to the community engagement findings, from the project team's appraisal of existing site conditions, from surveys, discussions with key stakeholders and technical inputs.

In the project, we will:

Protect existing character

- Safeguard Warwick Avenue's residential character and heritage in designs
- Protect existing trees and their future

Enhance spaces for all users

- Enhance pedestrian crossings and improve safety at junctions
- Improve the spaces around the station
- Improve accessible and step-free routes where possible
- Balance the provision of parking and the impact of vehicles
- Rationalise and re-house waste and recycling bins
- Review street furniture and de-clutter objects in the public realm
- Enhance the setting of the listed Cabmen's Shelter
- Improve lighting for enhanced feelings of safety, character and legibility
- Enhance the appearance of the vent shaft, in partnership with others

Create appropriate spaces & clear routes

- Create a calm neighbourhood space appropriate for the conservation area
- Create areas of greenery and upgrade the quality of materials
- Create new, better signage and way-finding to Little Venice, the canal, Formosa Street and other local destinations

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SPACE



Looking north towards the vent shaft - view A as proposed
closing the refuse and taxi vehicle cross-overs allows a continuous space connecting the Cabmen's Shelter
to the median and better crossings; design features could include natural paving materials, rationalised/
rehoused waste and recycling bins, greening the Underground vent shaft and new planting

Looking north towards the vent shaft - view A as existing



*"Make a place for the community,
a calm resting point
which looks like it's been there for 150 years"*

Local engagement participant

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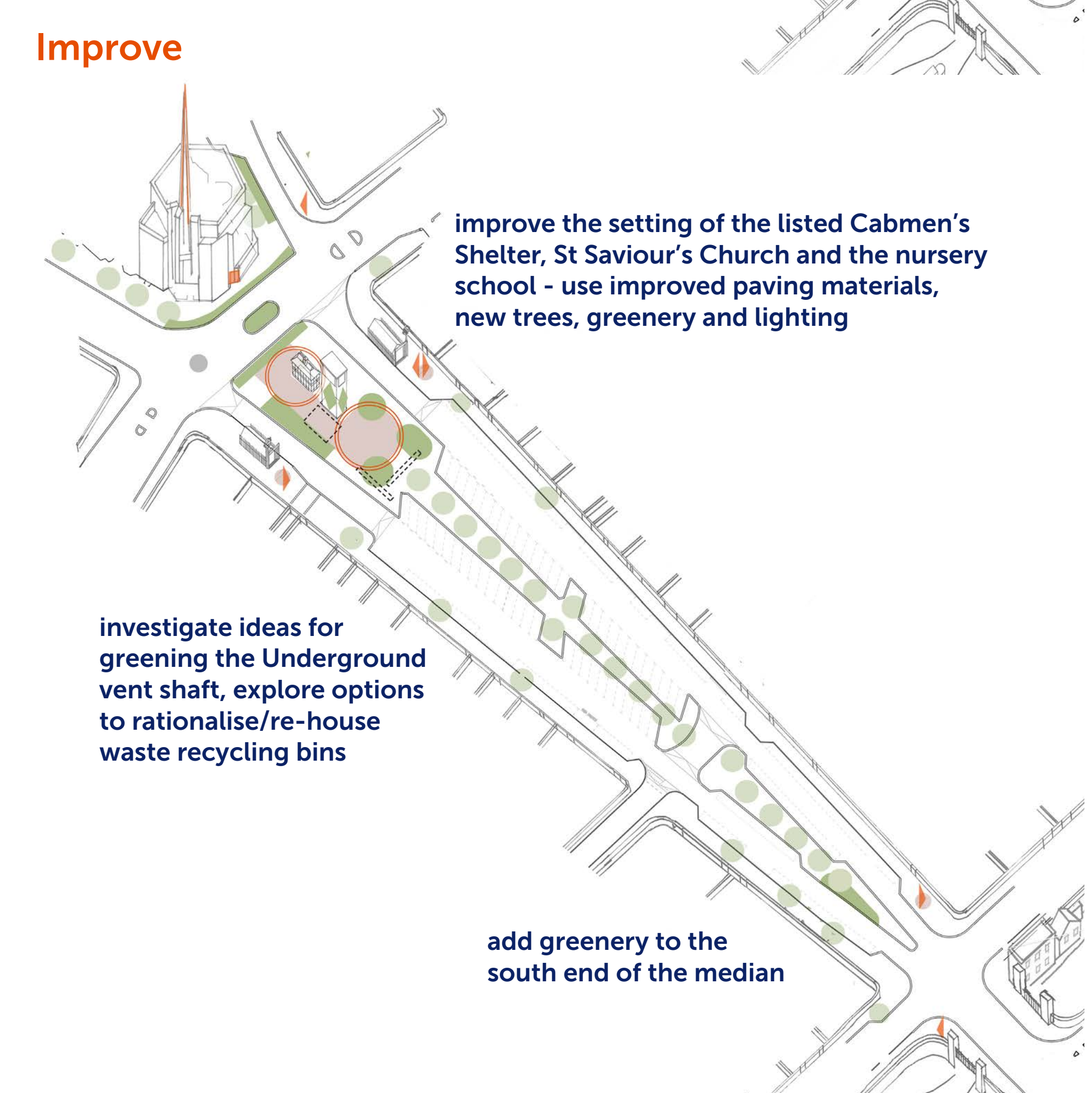
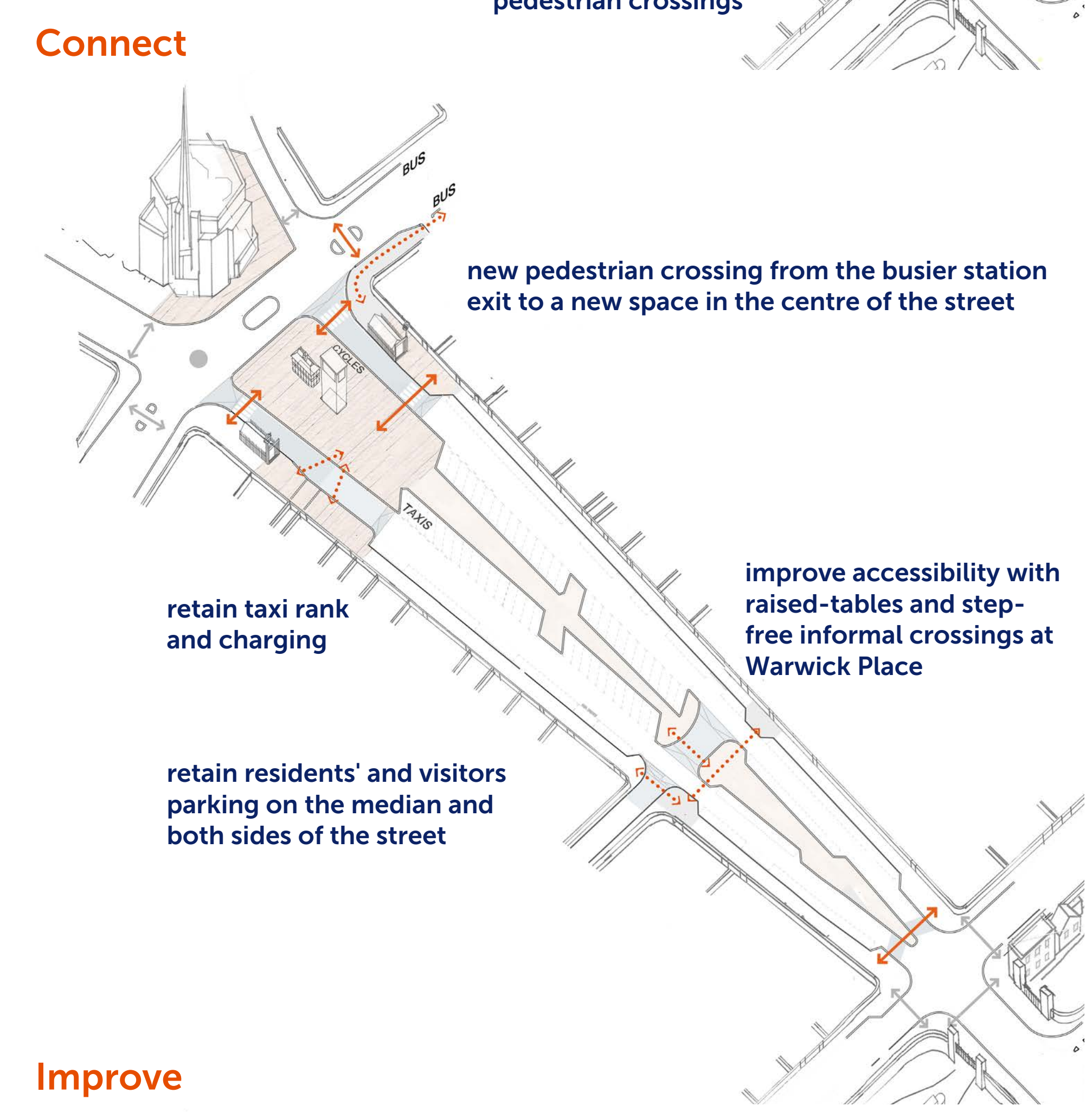
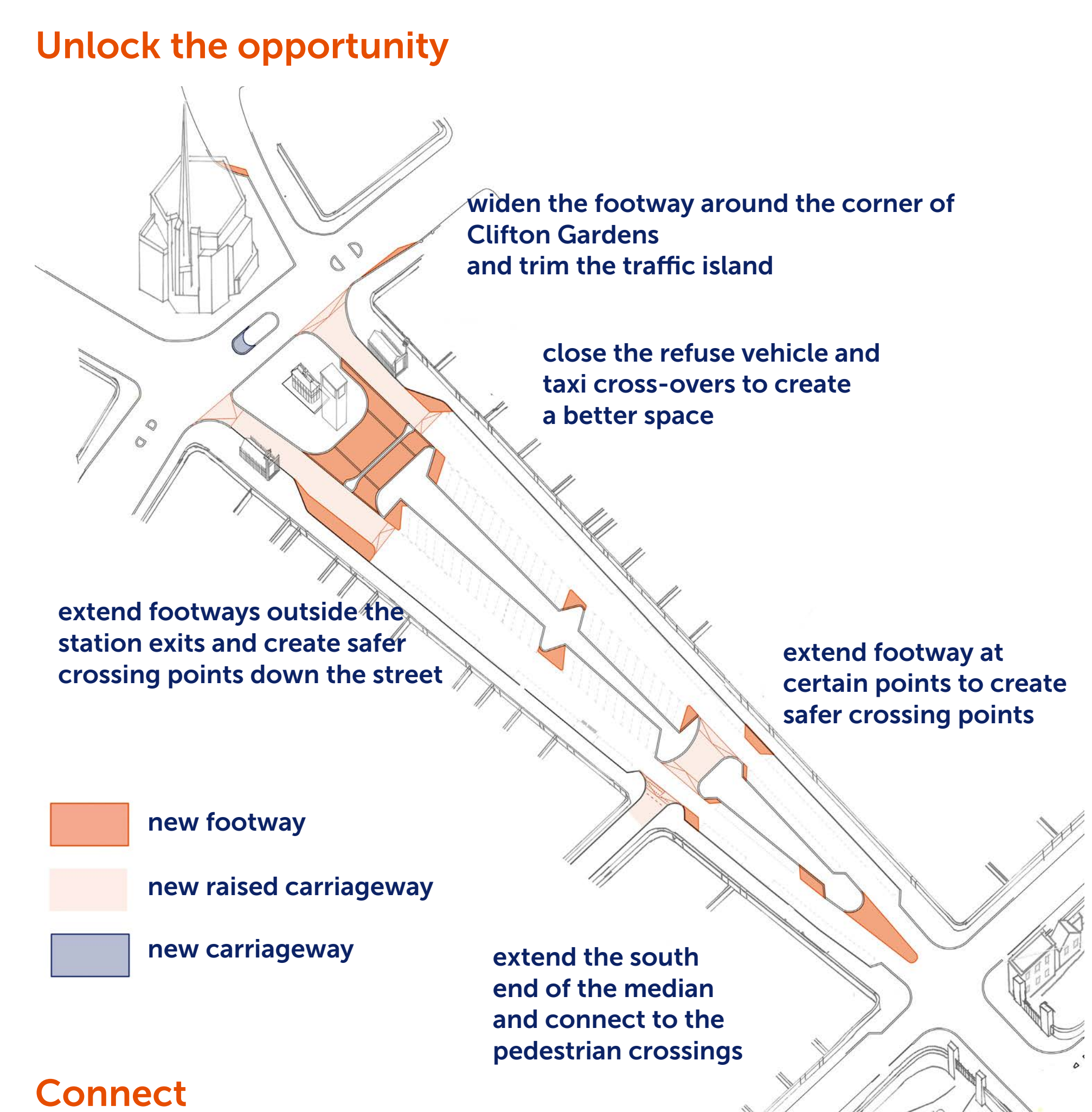
The aim of the baseline proposal is to create an improved neighbourhood space.

Improvements focus on protecting the street's character while re-arranging existing features to create more generous, pleasant places and a better use of space around the Underground station, vent shaft, Cabmen's Shelter and gateways into Warwick Avenue.

The baseline design proposal would involve minimal changes to kerblines and parking to unlock the opportunity of a new neighbourhood space.

The proposal features upgraded, step-free pedestrian crossings to improve accessibility, new way-finding, and improved lighting.

Existing trees would be retained and protected. Additional trees would be planted where appropriate, and new areas of low level greenery would be created.



Benefits and impacts of baseline proposal

- 5 new and improved pedestrian crossings
- existing crossings retained
- 5 enhanced informal crossings/connections
- 518 sqm additional pedestrian public space
- 2055 sqm improved paving materials
- new neighbourhood spaces created
- improved way-finding and signage
- rationalised / rehoused waste and recycling options to be explored
- existing trees retained and protected
- 21 new trees planted
- 407 sqm of new greenery and planting
- new raised carriageway and crossings
- + new lighting, benches, cycle parking

- #### Road layout
- . minimal changes to roads and parking
 - . refuse vehicle cross-over closed
- #### Parking
- . local residents' parking prioritised, in line with surveyed use
 - . loss of 8 spaces for other benefits
 - . 89 parking spaces retained within the project boundary
- #### Taxis
- . 12 diagonal taxi bays unchanged
 - . charging point unchanged
 - . taxi cross-over closed, 6 refreshment bays removed
- #### Cycling
- . 54 cycle stand spaces overall
 - . additional cycle hangars
 - . 19 TfL cycle docks unchanged



AN IMPROVED NEIGHBOURHOOD SPACE

Protect existing character

- ① de-paving around existing trees for their health
- ② minimal parking, carriageway and junction changes
- ③ Cabmen's Shelter, taxi echelon rank and charging retained
- ④ TfL cycles remain in place

Enhance spaces for all users

- ⑤ safety improvements to crossings and pedestrian desire lines
- ⑥ level accessible crossings
- ⑦ better crossings from Underground exits to central space
- ⑧ de-cluttering wherever possible
- ⑨ cycle stands re-distributed from Cabmen's Shelter island
- ⑩ more cycle hangars where possible
- ⑪ enhanced street lighting for the whole street, in WCC maintenance cycle
- ⑫ waste and recycling bins rationalised for ease of access and appearance
- ⑬ options explored for bin housing, optimal appearance and function
- ⑭ new natural stone paving and permeable surfaces at key locations
- ⑮ existing concrete paving made-good elsewhere
- ⑯ new feature lighting to enhance character and light up Underground exits for safety
- ⑰ light the spire of St Saviour's Church

Create appropriate spaces & clear routes

- ⑱ improved neighbourhood civic space at the heart of the conservation area
- ⑲ more pedestrian space outside both Underground exits
- ⑳ new Legible London signs or special way-finding features at station exits and along route to canal
- ㉑ integrated planting strategy across improved spaces
- ㉒ new greenery and trees around St Saviour's Church and the nursery school
- ㉓ green spaces around the Cabmen's Shelter and vent shaft
- ㉔ explore potential for climbing greenery around the vent shaft
- ㉕ new specimen trees to balance the scale of the vent shaft and connect with surrounding tree corridors and habitats
- ㉖ a calm neighbourhood space for rest and pause
- ㉗ potential for special civic/ art features
- ㉘ potential to restore and add water features for character, play and heritage





Improve way-finding through clearly positioned new signage



Improve pedestrian crossings around the station



Introduce additional trees



Enhance accessibility and improve step-free routes



Provide additional seating and opportunities to rest



Light the spire of St Saviour's Church to improve its setting and presence in the neighbourhood



Celebrate the history of Little Venice



Integrate playable features where possible



Explore the use of climbers to improve the appearance of the Underground vent shaft



Consider areas of softer materials underfoot



Improve the lighting quality in line with the area's historic character



Improve the setting of Warwick Avenue's listed buildings



Protect the Liquidambar trees in the median, and de-pave around them for their longevity



Explore the potential for new outdoor seating close to the Cabmen's Shelter



Improve the appearance of the waste and recycling bins



Restore the historic water trough



Explore the use of water features as a playful nod to Little Venice



Introduce more soft planting, flowers and shrubs



Consider community-focused features such as a book exchange



Explore opportunities for public art and other special features

AN IMPROVED NEIGHBOURHOOD SPACE

AN IMPROVED NEIGHBOURHOOD SPACE

+ A CENTRAL GREEN ROUTE

AN IMPROVED NEIGHBOURHOOD SPACE

+ AN ENHANCED AVENUE

A SERIES OF GARDENS

Baseline proposals

Additional ideas

Most ambitious approach

Beyond the baseline proposal for Warwick Avenue, the Council's design team has also drawn up a series of potential additional ideas for improving the street.

These ideas have been developed in response to things we heard in the community engagement and opportunities that were identified through the design process so far.

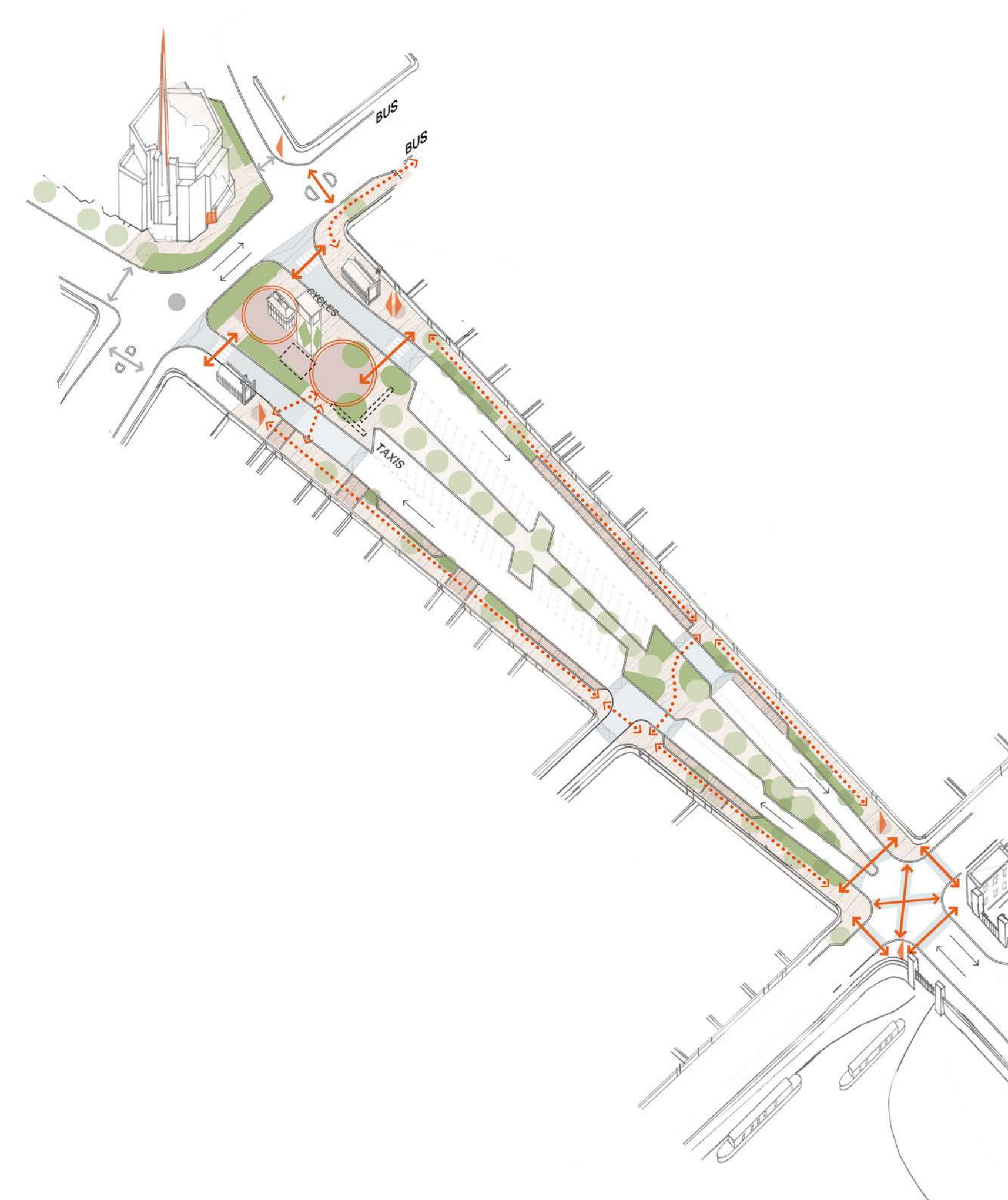
The additional ideas vary in the extent of works proposed, approach to the use of some spaces, impacts on roads and parking, and potential budgets.

The Council is now seeking people's thoughts on these ideas to test how ambitious the project should be. Your feedback will help to determine the next steps and shape of a design that could be taken forward.



The idea for a central green route could be added to the baseline.

This idea includes all the benefits of baseline proposals and additionally creates an accessible green walking route on the median down the centre of Warwick Avenue.



The idea for an enhanced avenue could be added to the baseline.

This idea includes all the benefits of baseline proposals and additionally creates wider footways, more greenery, trees and other improvements down both sides of Warwick Avenue.



The idea for a series of gardens takes a different approach from the baseline.

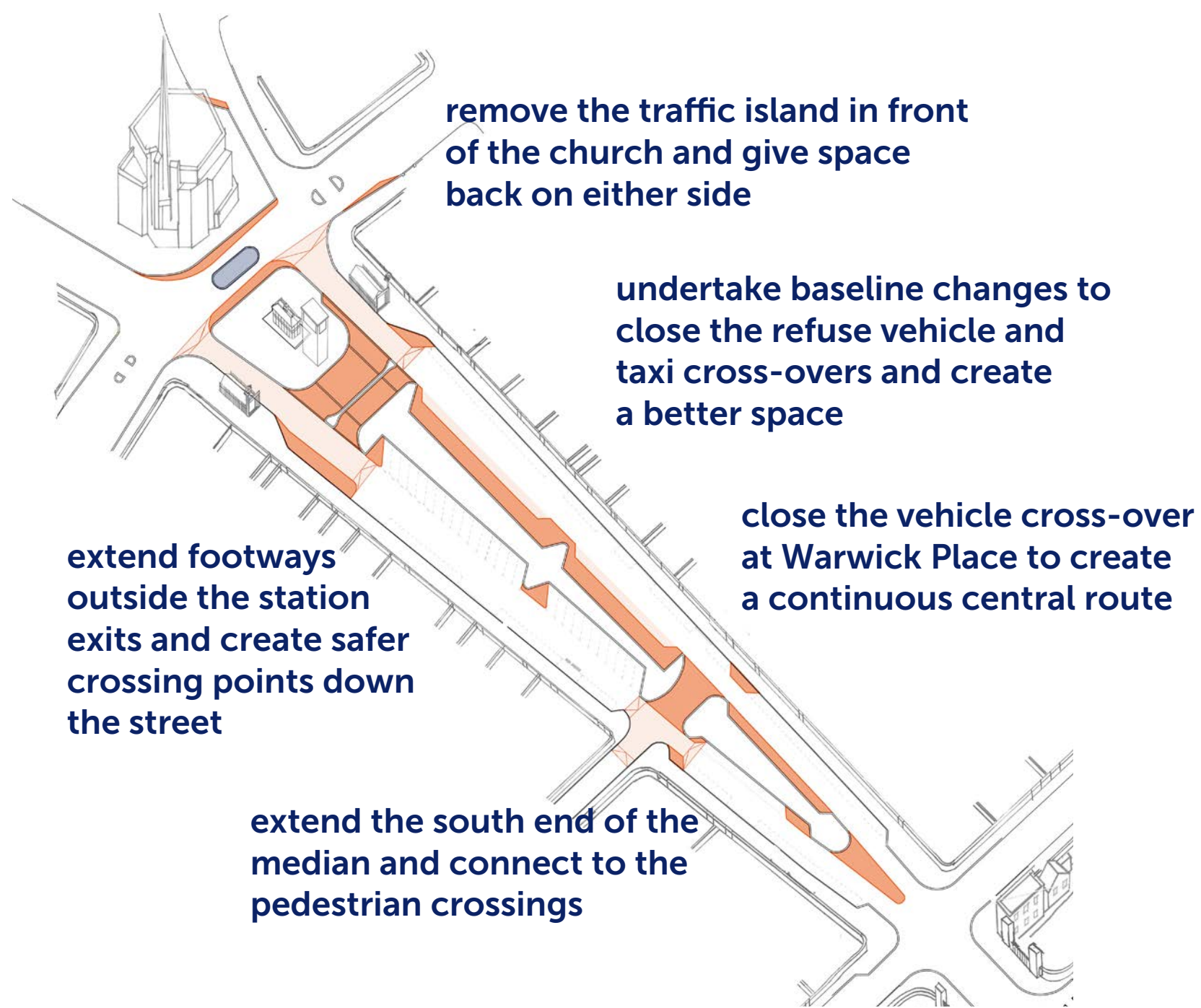
This idea would be the most ambitious, simplifying road layouts to create a two-way street and a new series of gardens from north to south, while maintaining access on Warwick Avenue.



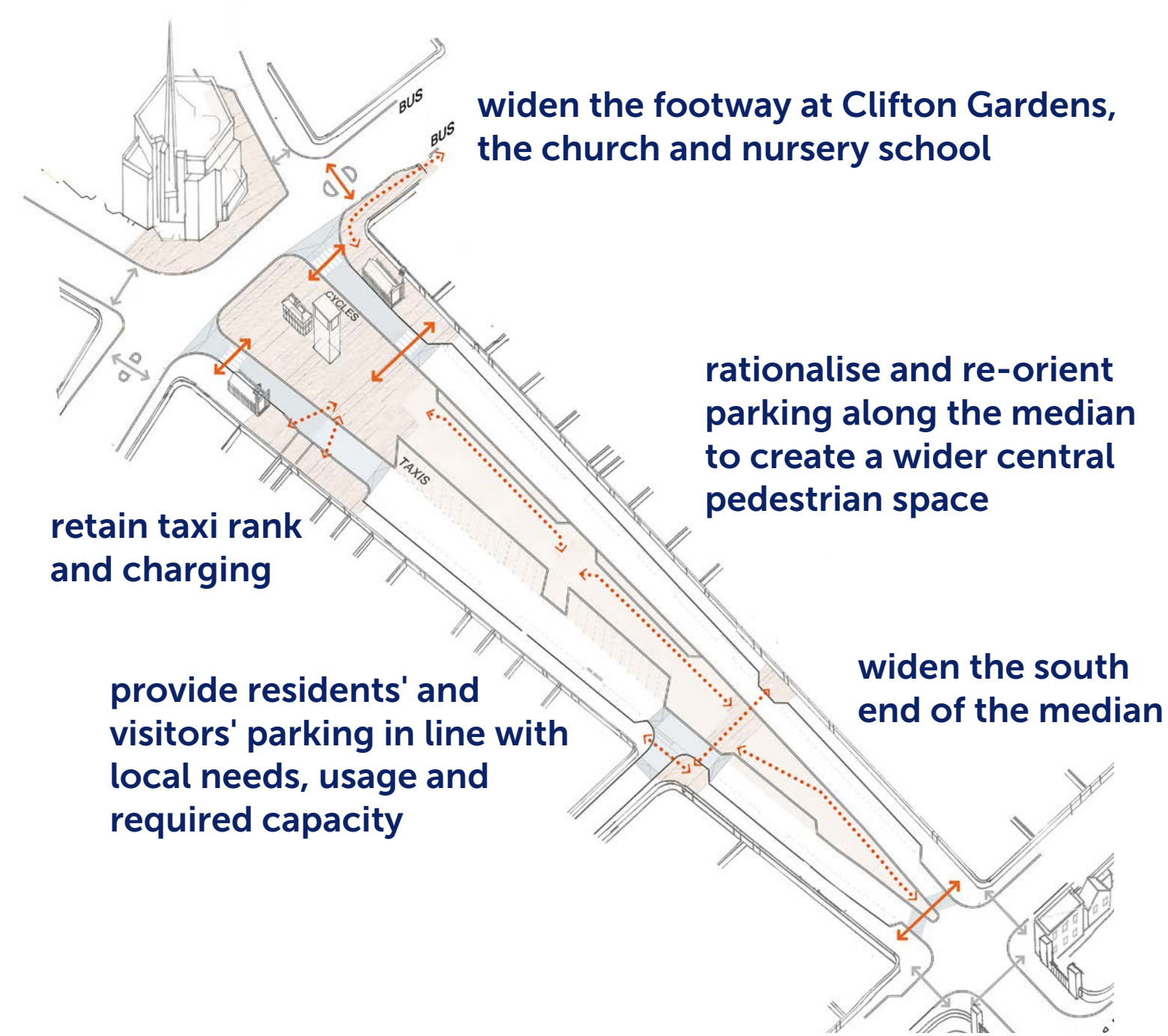
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+ A CENTRAL GREEN ROUTE

Unlock the opportunity



Connect



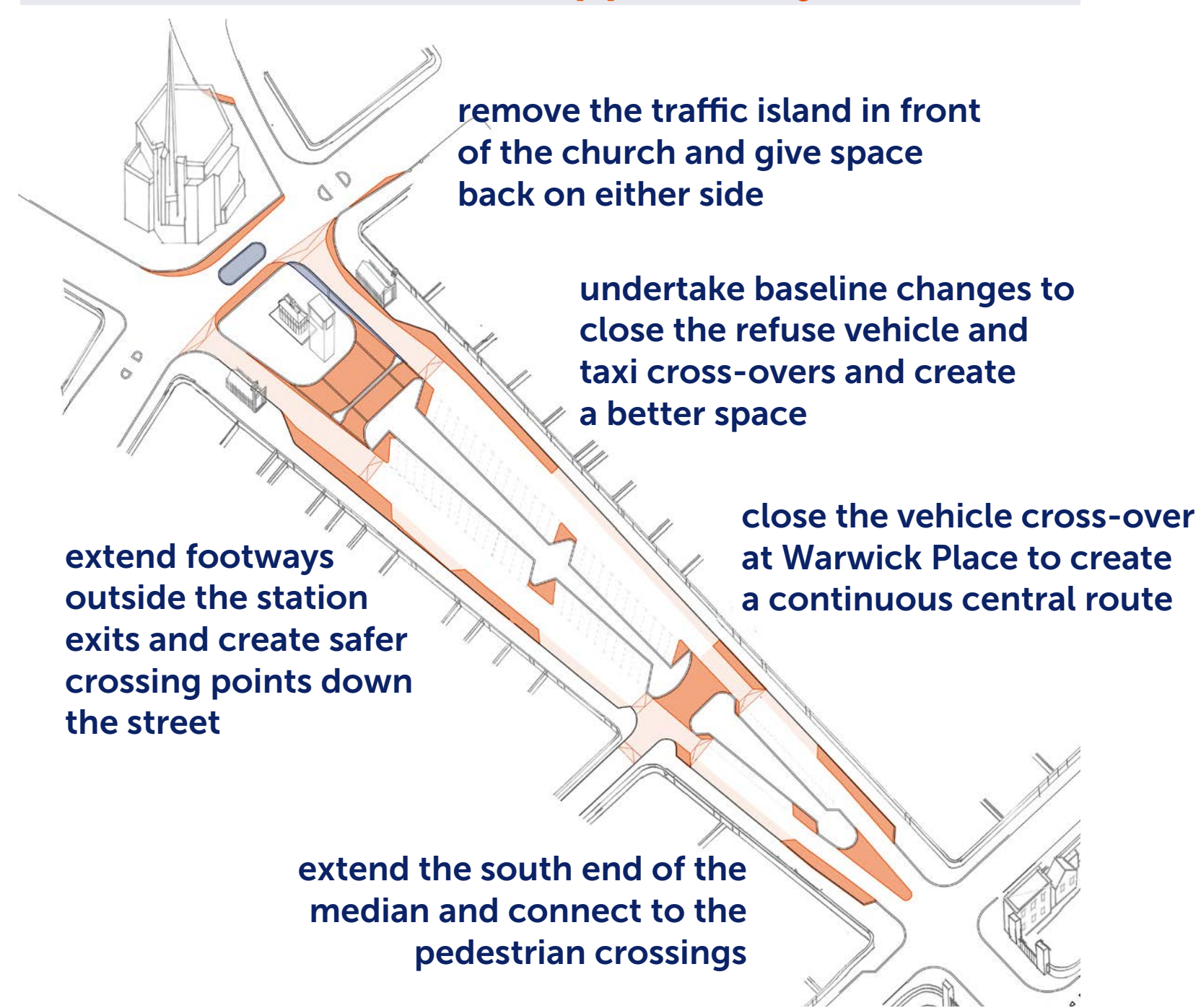
Improve



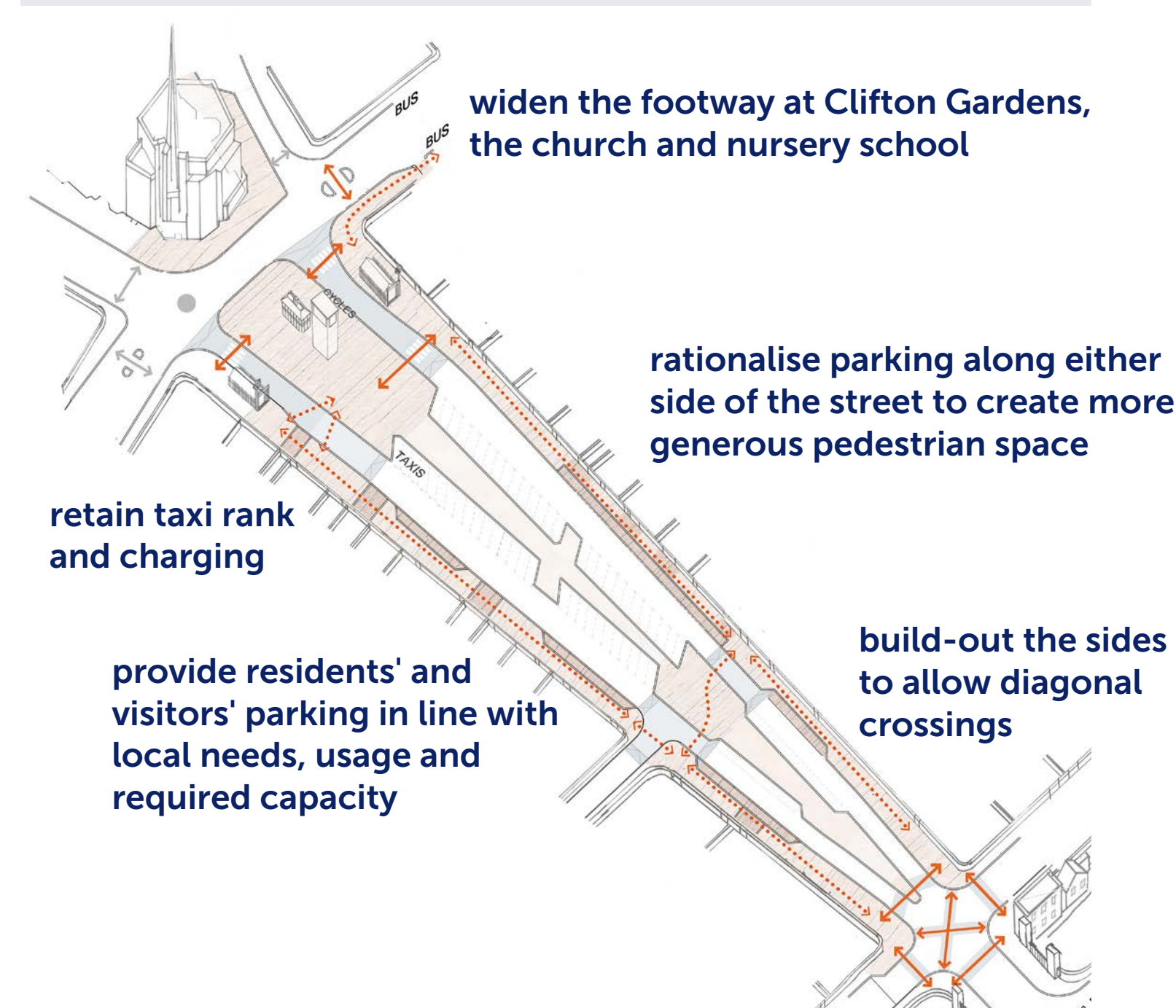
AN IMPROVED NEIGHBOURHOOD SPACE

+ AN ENHANCED AVENUE

Unlock the opportunity



Connect

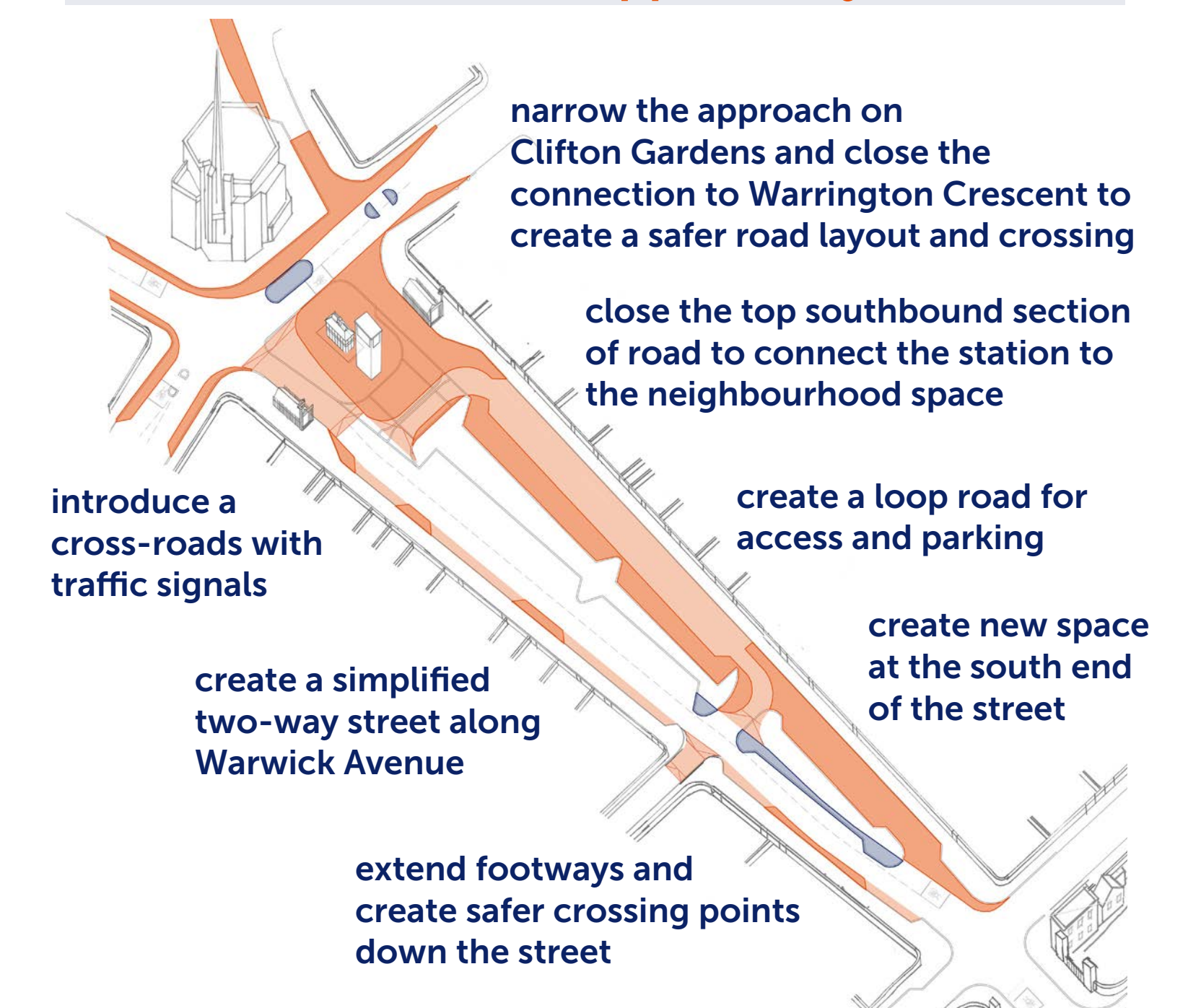


Improve

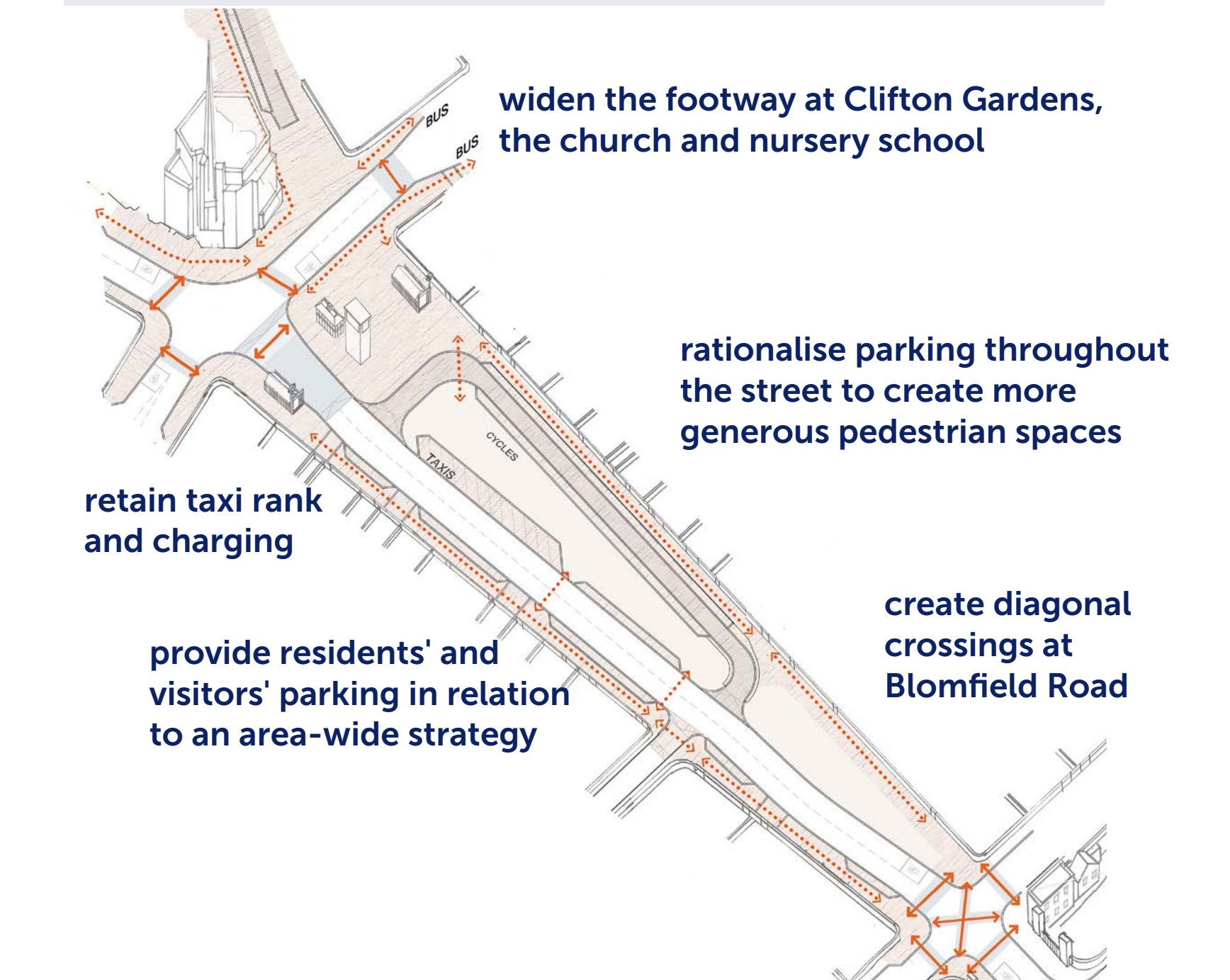


A SERIES OF GARDENS

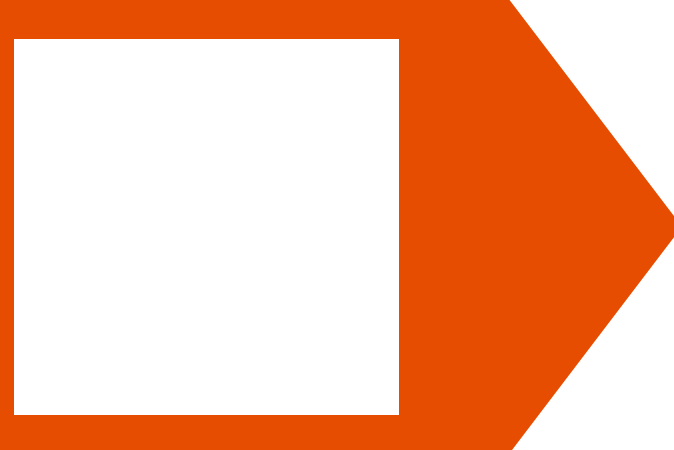
Unlock the opportunity



Connect



Improve



AN IMPROVED
NEIGHBOURHOOD
SPACE

+ A CENTRAL GREEN ROUTE

Looking north towards the vent shaft (view B). Additional ideas for a central green route would re-arrange some parking to add greenery, places to rest and other features around the existing trees.



Benefits and impact of adding a central green route

- 5 new or improved crossings
- existing crossings retained
- 7 enhanced connections and informal crossings
- 960 sqm additional pedestrian public space
- 2094 sqm improved paving materials
- new neighbourhood spaces created
- improved way-finding and signage
- rationalised / rehoused waste and recycling options to be explored
- existing trees retained and protected
- 25 new trees planted
- 820 sqm of new greenery and planting
- new raised carriageway and crossings
- new lighting, benches, cycle parking

- Road layout**
- refuse vehicle cross-over closed
 - median cross-over closed opposite Warwick Place
 - traffic island in front of church removed
- Parking**
- local residents' parking prioritised, in line with surveyed use
 - loss of 30 spaces for other benefits
 - 67 spaces retained within the project boundary
- Taxis**
- 12 diagonal taxi bays unchanged
 - charging point unchanged
 - taxi cross-over closed, 6 refreshment bays removed, in line with surveyed use
- Cycling**
- 54 cycle stand spaces overall
 - additional cycle hangars
 - 19 TfL cycle docks unchanged

AN IMPROVED
NEIGHBOURHOOD
SPACE

+ AN ENHANCED AVENUE

Looking north from Blomfield Road (view C). Additional ideas for an enhanced avenue would rationalise some parking on either side of the street to add greenery along both footways.



Benefits and impact of adding an enhanced avenue

- 10 new or improved crossings
- existing crossings retained
- 5 enhanced connections and informal crossings
- 1135 sqm additional pedestrian public space
- 3232 sqm improved paving materials
- new neighbourhood spaces created
- improved way-finding and signage
- rationalised / rehoused waste and recycling options to be explored
- existing trees retained and protected
- 37 new trees planted
- 708 sqm of new greenery and planting
- new raised carriageway and crossings
- new lighting, benches, cycle parking

- Road layout**
- refuse vehicle cross-over closed
 - median cross-over closed opposite Warwick Place
 - traffic island in front of church removed
- Parking**
- local residents' parking prioritised, in line with surveyed use
 - loss of 28 spaces for other benefits
 - 69 spaces retained within the project boundary
- Taxis**
- 12 diagonal taxi bays unchanged
 - charging point unchanged
 - taxi cross-over closed, 6 refreshment bays removed, in line with surveyed use
- Cycling**
- 54 cycle stand spaces overall
 - additional cycle hangars
 - 19 TfL cycle docks unchanged

A SERIES OF GARDENS

Looking into Warwick Avenue from Clifton Gardens (view D). A series of gardens would connect the station to the Cabmen's Shelter with a generous pedestrian space, plus other green spaces to the north and south.



Benefits and impact of the most ambitious approach

- 11 new or improved crossings
- existing crossings retained
- 9 enhanced connections and informal crossings
- 1830 sqm additional pedestrian public space
- 4460 sqm improved paving materials
- new neighbourhood spaces created
- improved way-finding and signage
- rationalised / rehoused waste and recycling options to be explored
- existing trees retained and protected
- 42 new trees planted
- 898 sqm of new greenery and planting
- new raised carriageway and crossings
- new lighting, benches, cycle parking

- Road layout**
- create a two-way street and cross-roads on Warwick Avenue to simplify junctions, remove the roundabout
 - option to close the connection to Warwick Crescent to create simplified road network and new spaces
- Parking**
- local residents' parking prioritised, in line with surveyed use
 - loss of 53 spaces for other benefits
 - 44 spaces retained within the project boundary
- Taxis**
- 12 diagonal taxi bays unchanged
 - charging point unchanged
 - taxi cross-over closed, 6 refreshment bays removed, in line with surveyed use
- Cycling**
- 54 cycle stand spaces overall
 - additional cycle hangars
 - TfL cycle docks relocated and expanded

AN IMPROVED
NEIGHBOURHOOD
SPACE

+ A CENTRAL GREEN ROUTE

Protect existing character

- 1 further strengthen the green spine along the street
- 2 protect existing trees on the median and improve ground conditions for health and lower level greenery
- 3 Cabmen's Shelter, taxi rank and charging retained

Enhance spaces for all users

- 4 remove traffic island in front of St Saviour's Church
- 5 add permeable surfaces and sustainable drainage
- 6 rationalise and re-orient parking along the central median, in line with local residents' needs, usage and required capacity

Create appropriate spaces & clear routes

- 7 create a wider, continuous walking route along the line of trees in the central median of Warwick Avenue
- 8 close the vehicle cross-over at Warwick Place to create a better accessible routes and a continuous walking route
- 9 add greenery, trees and benches in the centre of the street
- 10 create more opportunities to safely cross the street



These ideas could be developed and added to the baseline design proposals at the next stage, if there is local support.

This approach would further enhance the asset of the existing trees along the median of Warwick Avenue, leading south from the improved neighbourhood space.

An enhanced median could include a more generous accessible footway without pinch-points, additional opportunities to cross the street, new planted areas, rain gardens and sustainable drainage, as well as new benches, public art features and improved lighting.

- Greenery
- Trees
- Natural paving materials
- Legible London way-finding
- Cycle hangars
- Cycle racks
- Lamp columns
- Existing benches
- Potential waste & recycling locations

Potential for:

- New benches
- Table & chairs
- Water feature
- Public art
- Pathways

AN IMPROVED
NEIGHBOURHOOD
SPACE

+ AN ENHANCED AVENUE

Protect existing character

- 1 build on the historic avenue character of the street
- 2 protect existing trees on the median and improve ground conditions for healthy growth
- 3 Cabmen's Shelter, taxi rank and charging retained

Enhance spaces for all users

- 4 remove traffic island in front of St Saviour's Church
- 5 add new paving, permeable surfaces and sustainable drainage on either side of the street
- 6 rationalise some parking on either side of Warwick Avenue, in line with local residents' needs, usage and required capacity, raise parking on stone pads

Create appropriate spaces & clear routes

- 7 create wider more pleasant walking routes along both sides of the street
- 8 close the vehicle cross-over at Warwick Place to create a better accessible routes and informal crossings
- 9 add trees, planting, rain gardens and benches along both sides of Warwick Avenue where appropriate
- 10 create more opportunities to cross the street
- 11 create diagonal pedestrian crossings at Blomfield Road



These ideas could be developed and added to the baseline design proposals at the next stage, if there is local support.

This approach focuses improvements on the street's eastern and western footways.

An enhanced avenue could include more generous accessible footways, upgraded paving materials, additional opportunities to cross the street, new trees and planted areas, rain gardens and sustainable drainage, as well as new benches, public art features and improved lighting.

A SERIES OF GARDENS

Protect existing character

- 1 further the leafy residential character of the street
- 2 protect existing trees on the median and improve ground conditions for healthy growth
- 3 Cabmen's Shelter, taxi rank and charging retained

Enhance spaces for all users

- 4 safety improvements to crossings and pedestrian desire lines
- 5 reduce the dominance of vehicles by simplifying road layout
- 6 simplify junctions by creating a two-way street
- 7 create a signalled cross-roads at Clifton Villas
- 8 close the connection to Warrington Crescent
- 9 provide access and parking for residents on both sides
- 10 enhance the setting of the Cabmen's Shelter and the station,
- 11 enhance the setting of the canal bridge, St Saviour's Church and the nursery school
- 12 investigate ideas for greening the Underground vent shaft

Create appropriate spaces & clear routes

- 13 create more opportunities to cross the street
- 14 create four linked garden spaces along Warwick Avenue
- 15 create a neighbourhood civic space linking the Underground Station and the listed Cabmen's Shelter
- 16 create a new green space outside St Saviour's Church, and better walking connections towards Formosa Street
- 17 create a central green space around the existing median trees
- 18 create a southern green space with additional planting
- 19 add benches for moments of pause and rest
- 20 add special features such as water, natural play and public art related to the area's history
- 21 more pedestrian space outside both Underground exits
- 22 new Legible London signs or special way-finding features at station exits and along route to canal
- 23 new specimen trees and to balance the scale of the vent shaft and connect with surrounding tree corridors and habitats



The most ambitious ideas that have been looked at so far are shown here.

These ideas would only be developed if there is sufficient local support, but would require more significant policy and parking changes in order to be feasible.

This approach proposes a two-way street along Warwick Avenue, simplifying junctions and reducing the dominance of vehicles. These larger-scale changes could create a safer, more pleasant neighbourhood street, with generous pedestrian spaces and planted areas. This could allow a series of public gardens to be created from north to south, while maintaining connections and access for all residents.