

Bishop's Bridge Road

The **Paddington** Partnership

Summary of
Consultation and
Engagement in 2022
March 2023



Bishop's Bridge Road

Table of Contents

1. <u>Executive summary</u>	p. 03
2. <u>Public consultation and stakeholder engagement</u>	p. 06
3. <u>Feedback on the proposals from site visits</u>	p. 12
4. <u>Quantitative online feedback on the proposals</u>	p. 24
5. <u>Next steps</u>	p. 30
6. <u>Appendices</u>	p. 32

Appendices

<u>Appendix A – Project Website</u>	p. 33
<u>Appendix B – Feedback Form</u>	p. 41
<u>Appendix C – Project Vision Book</u>	p. 55
<u>Appendix D – HyPER Website</u>	p. 71
<u>Appendix E – SEBRA News Advertisement</u>	p. 72
<u>Appendix F – EQIA Survey Responses</u>	p. 73



1. Executive Summary



Hidden view of the canal from Bishop's Bridge

1. Executive Summary

1.1.

This summary of consultation and engagement has been prepared by Kanda Consulting on behalf of The Paddington Partnership in support of their consultation on ideas to enhance and improve Bishop's Bridge in Paddington.

1.2.

The Paddington Partnership appointed Kanda Consulting, a specialist public affairs and consultation company, to work with them in undertaking wider stakeholder engagement and consultation in gathering ideas and support from councillors, amenity societies, stakeholders residents, schools, special interest groups and users of the bridge, to help shape and prioritise a package of projects that The Paddington Partnership can deliver to enhance this key strategic road.

1.3.

The feedback received and the conversations that have taken place over a period of months, which have included numerous site tours and a consultation website, have been very positive about the principle of enhancing the bridge and have focused on the following topics:

- Improving the look and feel of the Bridge – including opportunities to improve wayfinding, introduce public art, low-level lighting, and remove redundant street furniture which is unsightly and leads to overcrowding at pinch points
- Enhancing the experience of pedestrians and cyclists – including widening the pavement, enhancing safety, and introducing dedicated cycling infrastructure
- Options for introducing a second crossing on the Bridge which more closely follows 'desire lines', as well as improving the existing crossing conditions
- Relocating the coach / bus stop on to Eastbourne Terrace where there was notable spare capacity at present to enhance connectivity to the Elizabeth Line and Paddington Station and design-out pinch-points on the pedestrian highway
- The potential to open up views of the Canalside by introducing "breaks" in the Bridge's parapets, whilst respecting the privacy of residential neighbours
- Responsibility for the delivery of aesthetic improvements and safety improvements and timescales for these to be brought forward

1.4.

Overall, there has been strong support amongst stakeholders and online consultees for the Paddington Partnership's emerging ideas for the future of Bishop's Bridge.

1.5.

Following discussions with Westminster City Council, the Paddington Partnership will now focus on developing a series of detailed plans, based on the feedback received on the initial ideas, to improve the look and feel of Bishop's Bridge. This will particularly focus on enhancing the aesthetics of the Bridge, with ideas such as artwork and wayfinding over the Railside section of the Bridge and the improvement of the parapets over the Canalside.

1.6.

As part of this approach, Westminster City Council has agreed in principle to take forward, with the Paddington Partnership, projects to improve safety on and immediately around Bishop's Bridge, for example ideas around pedestrians crossings, wider pavements and cycling infrastructure. This will be led by the Place-Shaping team.

1.7.

The Paddington Partnership is committed to continuing engagement with the local community as detailed individual projects come forward. Furthermore, they will continue to respond to requests for information / questions and offer key stakeholders and close neighbours the opportunity to meet to discuss detailed proposals in the future.

1.8.

Updates on the progress of the project will be available on The Paddington Partnership's website (**www.thisispaddington.com**).

1.9.

If you would like to contact the project team, please email either

BishopsBridgeRoad@kandaconsulting.co.uk
or **info@thisispaddington.com**.

1. Executive Summary



Figure 1: Stakeholder meeting with Cllrs Ryan Jude and Ellie Ormsby - 05/09/22

2.

Public consultation and stakeholder engagement



View from Bishop's Bridge looking at the Canal by the Brunel Building steps

2. Public consultation and stakeholder engagement

2.1.

The Paddington Partnership has sought to engage with the Local Authority, elected Members, and the local community to help shape and prioritise a package of projects to improve the user experience – both aesthetically and the safety - of Bishop's Bridge. In order to achieve this, the following engagement objectives were identified at an early stage:

- To undertake engagement with the Local Authority, local ward members, amenity societies, and other interested parties;
- To provide an opportunity for feedback on the emerging ideas and to suggest further ideas for the future of the Bridge;
- To identify the local community's priorities for Bishop's Bridge and develop a package of projects; and
- To raise awareness of the ideas and to begin to develop support for potential projects.



Figure 2: Stakeholder meeting with Cllrs Melvyn Caplan and Lorraine Dean - 24/08/22

2. Public consultation and stakeholder engagement

Approach to public consultation

2.2.

The Applicant's approach to public consultation has seen the hosting of a number of stakeholder meetings, primarily tours of the bridge, and a vision book, to consult and raise awareness of the ideas for Bishop's Bridge with the local community and are outlined below. As best practice, all notes of the meetings were then shared with the stakeholders and received their agreement that they represented a fair reflection of the discussions. The notes of the meetings have formed the basis of this report.

2.3.

As part of this approach, a bespoke consultation website (BishopsBridge.co.uk) was also developed and went live on 27 July 2022. At the time of writing, the website has received a total of 453 page views. A copy of the website can be seen in **Appendix A**.

- **Welcome** – An introduction to the consultation and background on Bishop's Bridge, including where it is located and some of the existing issues. This section also included a summary of the Pedestrian and Cycle Movement Survey which was commissioned by the Paddington Partnership earlier in 2022
- **Projects** – An overview of the initial ideas that have been developed for Bishop's Bridge
- **Public Consultation** – How interested parties could get involved in the consultation and an embedded survey for people to provide their feedback on the ideas
- **The Team** – An overview of the team bringing forward the ideas for Bishop's Bridge
- **Contact Us** – An embedded contact form for people to get in touch with the project team

2.4.

An online feedback survey was also produced for anyone to provide their feedback on the series of ideas for Bishop's Bridge. The opportunity to provide feedback via the online survey ran from 27 July 2022 to 31 December 2022, with a total of 42 people providing their feedback. A copy of the feedback form can be seen in **Appendix B**.

2.5.

An advertised telephone number (0203 900 3676) and dedicated email address (BishopsBridgeRoad@kandaconsulting.co.uk) were provided and managed by Kanda to supply further information to residents, businesses and stakeholders on request, as well as to answer any questions that they might have had.

Promotional materials

2.6.

A project vision book was developed to summarise the ideas for Bishop's Bridge and was given to those met on site at the bridge outlined in section 2.9. An electronic copy of the document was also provided to stakeholders following the in-person meetings. A copy of the vision book can be seen in **Appendix C**.

2.7.

The consultation website and questionnaire was also promoted on Hype Park Estate Residents (HyPER) website from 10 October 2022 and in SEBRA News W2, a local magazine distributed in the Bayswater area, advertising the consultation, providing a summary of the ideas, and encouraging feedback via the online survey. A screenshot of HyPER's website can be seen in **Appendix D**. The advertisement in SEBRA News W2 was included in the Autumn 2022 edition of the magazine and can be seen in **Appendix E**.

Stakeholder meetings

2.8.

The Paddington Partnership met local elected members and key local community stakeholders, including a number of interested local residents. Project team members from The Paddington Partnership and Kanda met each one on site on Bishop's Bridge to look at conditions and walk the bridge and its interface with Eastbourne Terrace, discuss the package of projects, invite further ideas and to understand their relationship with the bridge in its current form.

2. Public consultation and stakeholder engagement

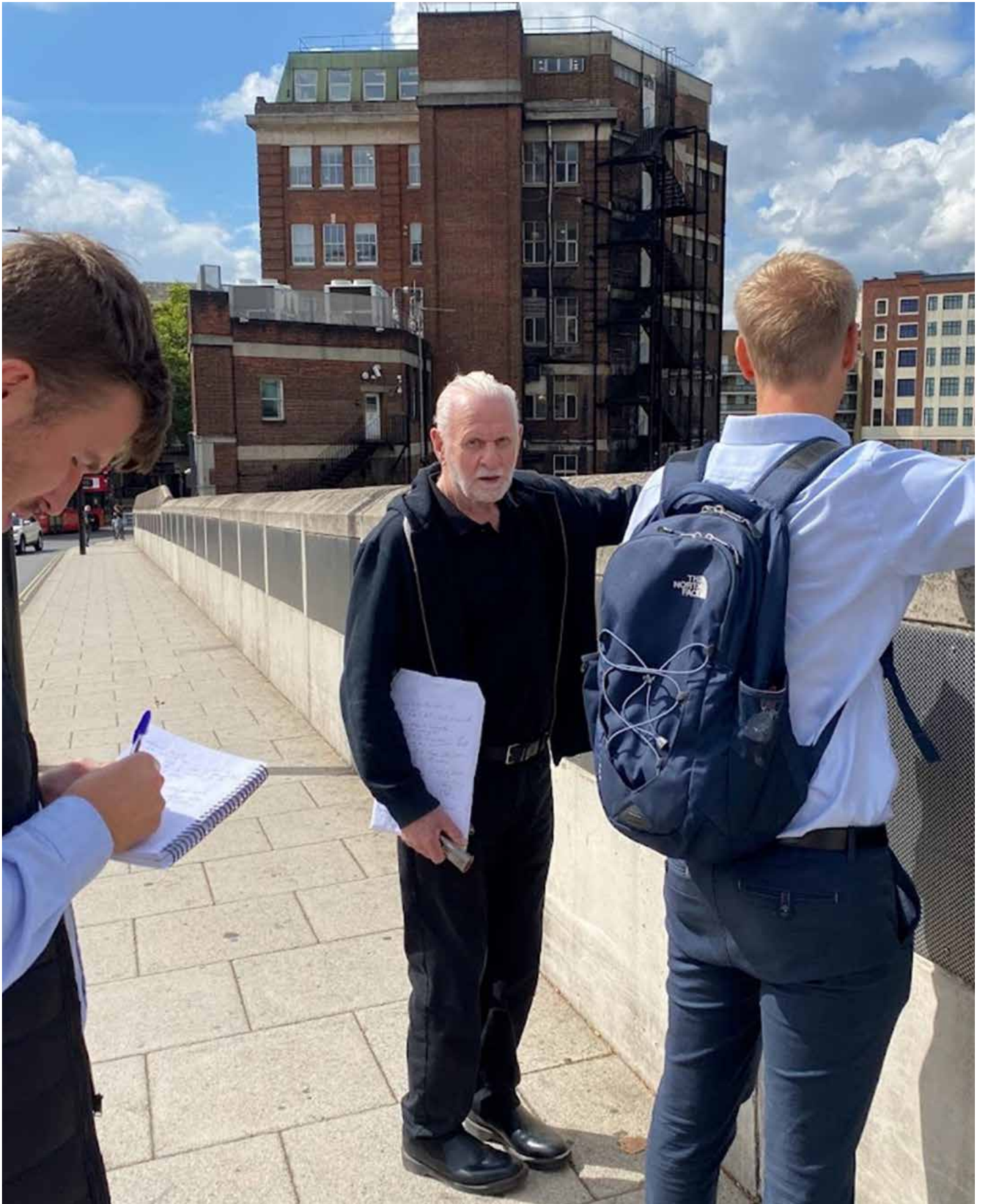


Figure 3: Stakeholder meeting with SEBRA/PRACT - 30/08/22

2. Public consultation and stakeholder engagement

2.9.

At each session, Kay Buxton (Chief Executive of the Paddington Partnership) was present along with a

representative of Kanda who recorded the discussions and then shared these with the stakeholder for approval as a fair and accurate record.

DATE	STAKEHOLDER
Friday 27 May 2022	Hyde Park ward members including Cllrs Paul Dimoldenberg (who is also Cabinet Member for City Management & Air Quality/Hyde Park ward) & Judith Southern (who is also Older Persons Champion)
Thursday 4 August 2022	Cllr Geoff Barraclough (Cabinet Member for Planning and Economic Development / Maida Vale ward)
Thursday 4 August 2022	Little Venice ward member Cllr Sara Hassan (who is also Women and Girls' Champion)
Monday 8 August 2022	Andy Beverley (Hyde Park Estate Residents - HyPER)
Monday 8 August 2022	Lancaster Gate ward member Cllr Laila Cunningham
Wednesday 24 August 2022	Little Venice ward members Cllrs Melvyn Caplan & Lorraine Dean
Wednesday 24 August 2022	Mounir Barakat (Sheldon Square Residents' Association)
Wednesday 24 August 2022	Paul Newman & Robert Bruce (Paddington Waterways & Maida Vale Society)
Tuesday 30 August 2022	John Zamit & John Walton (SEBRA/PRACT)
Monday 5 September 2022	Hyde Park ward member Cllr Judith Southern
Thursday 8 September 2022	Lancaster Gate ward members Cllrs Ryan Jude (who is also Deputy Cabinet Member for Climate Action and Biodiversity) & Ellie Ormsby
Wednesday 28 September 2022	Piero Apicella (Sheldon Square Social and Affordable Housing representative)
Friday 30 September 2022	Allen Zimble & Sally Martin (Hyde Park Estate Association)
Tuesday 18 October 2022	Three members of Westminster Cycling Campaign
Friday 21 October 2022	Hyde Park ward member Cllr Md Shamsed Chowdhury
Monday 24 October 2022	Two Westbourne Terrace residents
Friday 28 October 2022	Cllr Geoff Barraclough (Cabinet Member for Planning & Economic Development) & Cllr Paul Dimoldenberg (Cabinet Member for City Management & Air-Quality)
Wednesday 23 November 2022	Richard Ardron (Headteacher of Marylebone Boys School)
Monday 5 December 2022	Bayswater ward member Cllr Max Sullivan (who is also Deputy Cabinet Member for City Management and Air Quality & Cycling Champion)

2.10.

A summary of the discussion and the feedback provided at these meetings can be found in Section 3.

2. Public consultation and stakeholder engagement



Figure 4: Various stakeholder meetings in 2022

3.

Feedback on the proposals



Aerial view of Bishop's Bridge and Paddington Station

3. Feedback on the proposals

Approach to public consultation

3.1.

The following section summarises the feedback received at meetings with local stakeholders and those that provided their feedback via the online survey.

The project team split Bishop's Bridge into four themed sections for the purposes of the consultation to enable people to consider the content and aspirations:

1. **Whole bridge** - holistic elements such as pavement widening, lighting and cycling infrastructure, urban greening, wayfinding
2. **Railside** – from Eastbourne Terrace to the taxi facility / Paddington Central
3. **Movement** – central section, focused primarily on crossing points
4. **Canalside** – taxi facility / Paddington Central to Harrow Road gyratory crossing

The summary of the issues, ideas and feedback below has been divided into the relevant section of the project:

WHOLE BRIDGE

The following issues were identified with the Whole Bridge section through the discussions with key stakeholders and via the online feedback form. In particular, it was identified as being of particularly poor quality as a whole, including being regularly described as:

- Monotonous, lacking in character – noting 185 untreated, grey parapets across the whole Bridge
- Lacking any appropriate wayfinding and signage for pedestrians
- Being vehicle dominated including by heavy and light goods vehicles, and hostile for cyclists and pedestrians
- Lacking connections with surroundings in terms of design, heritage and place

Similarly, the following ideas were suggested for the Whole Bridge through discussions with key stakeholders and via the online feedback form:

- Creating a segregated cycle route to connect Westbourne Terrace through to Harrow Road and Church Street
- Widen pavements
- Introduce low level lighting to add tonal contrast and enhance safety
- 20 mph enforcement / signage

- Relocate street lighting to match bridge usage and particularly enhance safety around bus and coach stops
- Remove unnecessary street clutter that creates obstructions for pedestrians and find other methods to rationalise existing highway signage

The following subsections summarise the key areas of feedback received:

Wayfinding

3.1.1.

There was an overall recognition that signage is not aimed at pedestrians and wayfinding can be particularly difficult for pedestrians, people using the coach stop and bus stops and those exiting the canal steps onto the Bridge. As a result, the majority of those who provided feedback were very supportive of the ideas to introduce new wayfinding aids to better signpost the area and its local landmarks, including access to Paddington Station, Paddington Basin and the Elizabeth Line.

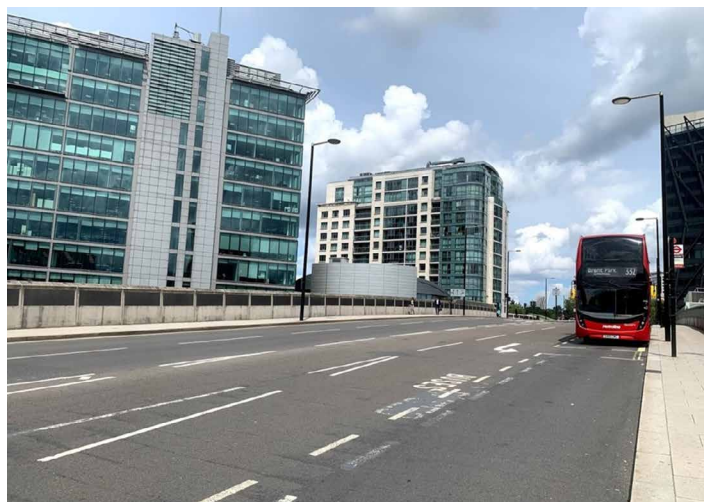


Figure 5: Threshold fear & Absence of Wayfinding

Speeding

3.1.2.

Similarly, the majority of consultees observed that the vehicular traffic on the Bridge was not following the 20mph speed limit. It was noted by several people that vehicles travel too fast and that it poses a significant risk to pedestrians and cyclists. Therefore, consultees felt there is a definite need to introduce 20mph enforcement/signage on the Bridge to help reduce vehicle speed and improve pedestrian/cyclist safety.

3. Feedback on the proposals

Street Clutter

3.1.3.

There was a strong recognition amongst consultees of the need to remove redundant street furniture, such as poles and signal boxes. There was a particular focus on removing street clutter on the southern section of the Bridge by the coach and bus stops as well as the box located in the centre of the footway on the southern side of the bridge by the Harrow Road gyratory roundabout / pedestrian crossing next to the Brunel Building.

3.1.4.

It was also recognised by several people that the existing street furniture causes significant congestion on the Bridge for pedestrians, particularly when bus and coach passengers are also waiting on the Bridge. They also provide significant obstructions for wheelchair users and buggies where gaps between poles are narrow.



Figure 6: Pedestrian obstacle on the Bridge

Greening / Seating

3.1.5.

Consultees were extremely supportive of the idea to introduce green infrastructure on the Bridge. As part of this feedback, there were suggestions for introducing a green wall by the entrance to Sheldon Square to create a significant section of visible greening whilst also providing screening and a better outlook for residents in the adjacent buildings.

3.1.6.

Consultees were also very enthusiastic about the opportunity to introduce more trees and planting across the Bridge, referencing the positive impact this will have on air-quality and biodiversity. Feedback through the consultation also indicated that greening may have a beneficial impact on reducing vehicle speed as Bishop's Bridge would feel less like a vehicle-led arterial route through Paddington.

3.1.7.

Several stakeholders indicated that they would also like to see greening being introduced over the Railside section of the Bridge. However due to stricter constraints around vehicle containment and Network Rail's inspection regime it is unlikely that this will be possible and this was explained to stakeholders accordingly. As a result, any greening introduced on the Bridge is likely to be focused on the Movement and Canalside sections.

3.1.8.

From the discussions, given the limited capacity of public realm, greening was generally preferred to new seating, as a priority for the Bridge. Despite this, some stakeholders suggested introducing some seating as part of any potential viewing platform creating new views of the Canal (an idea suggested for the Canalside section of the Bridge).

"Air pollution needs to be drastically improved. I completely support increasing biodiversity on the bridge. Would also make the bridge a more attractive place to walk. In its current form (a short urban motorway), it is horrible to use as a pedestrian."

Online Survey Respondent

Pavement Widening

3.1.9.

Overall, feedback was very supportive of introducing widened footways, where possible, particularly around the coach / bus stops to help ease pedestrian congestion and create a safer, more comfortable and inviting space for passengers to wait.



Figure 7: Coach stops causing congestion

3. Feedback on the proposals

“Too small for peak times people coming to work children coming to school”

Online Survey Respondent

3.1.10.

Whilst this idea was largely supported, there were some concerns raised about the potential impact widening the pavement could have on the flow of traffic through the area and whether this would lead to greater vehicle congestion in neighbouring streets and suggested appropriate traffic modelling be undertaken to address this.



Figure 8: Coach/bus stops cause congestion

Cycle Infrastructure

3.1.11.

Feedback has highlighted that the Bridge presents an extremely hostile environment for cyclists. Similarly, a few people who regularly cycle in the local area, explained that the steep gradient on Bishop's Bridge adds to the vulnerability of cyclists when surrounded by vehicular traffic. As a result, the majority of people were very supportive of the idea to introduce some form of cycle infrastructure on the Bridge, including exploring options for segregated cycle lanes subject to finding sufficient capacity.

3.1.12.

Several key stakeholders also identified that it was important for any cycle infrastructure on the Bridge to be designed and extended to link up to other strategic cycle networks in the area, such as the cycle lane on Westbourne Terrace.

“A reason that few people cycle there is because it feels totally unsafe with no protection and far too much traffic - it is no use looking at the stats and saying not enough people cycle but looking at the propensity to cycle should it be made safer/more attractive. It is so much better for everyone if more people cycle - walk and wheel. This is not for existing ‘cyclists’ but to get more people to cycle.”

Online Survey Respondent

“Providing segregated cycle lanes would be a great step towards encouraging active travel in the area and making it safer for existing users. This would be a great link to the cycle lane on Westbourne Terrace and onto Hyde Park. It currently feels very dangerous to cycle on the bridge as there are so many large vehicles.”

Online Survey Respondent



Figure 9: A lack of segregated cycle infrastructure

Street Lighting/Low level lighting

3.1.13.

Feedback from consultees when considering the existing lighting and a potential future lighting strategy on the Bridge, was very positive. It was felt that any improvements to lighting would significantly enhance the look and feel of the Bridge, whilst considerably aiding the safety of pedestrians, bus and coach passengers after dark.

3. Feedback on the proposals

3.1.14.

Some stakeholders did also identify that any potential low-level lighting strategy needs to be considered alongside the amenity of nearby residential properties, particularly in Sheldon Square. With this caveat, it was noted that if this is designed appropriately it would be a very welcome addition to the Bridge.

RAILSIDE

The following issues were identified with the Railside section of the Bridge through the consultation:

- The Bridge lacks colour, is harsh, too industrial in character and is not welcoming to pedestrians – with 109 untreated, grey parapets on this section of Bridge alone
- Recognition of constraints due to being over electrified rail tracks / a need for vehicle containment

The following ideas were therefore discussed and suggested for the Railside section through the consultation:

- Anti-climb panels – graphic art treatment, telling the story of original Brunel Bridge found over the canal, and echo / mirror the station span tracery
- Adding colour and / or wayfinding to the canal parapet panels (linked to the above or separate), replicating what British Land have done at the entrance to Paddington Central
- Low level lighting
- Re-locating buses to Eastbourne Terrace and moving the coach stop further down the Bridge towards Eastbourne Terrace, whilst providing a shelter and build-out (it was initially proposed to move the coach stop to Eastbourne Terrace, however following

discussions with TfL the preferred solution is keeping coaches on the Bridge and moving the bus stops on to Eastbourne Terrace)

- Additional way-finding infrastructure to support movement between the Bridge and Elizabeth Line / Paddington station/Paddington Basin
- De-clutter / rationalise poles and highway assets

The following subsections summarise the key areas of feedback received:

Parapets (Public Art/Wayfinding)

3.1.15.

Stakeholders and those who provided feedback online were supportive and excited about the potential for the introduction of artwork on the Bridge's parapets to significantly improve the character of the Bridge.

3.1.16.

As part of the feedback received, there were several suggestions that new artwork should reference the history of the area, with specific reference to the original Brunel Bridge over the canal and Paddington Station Spans. There were also suggestions that the artwork could include wayfinding aids to local landmarks and transport interchanges, such as the Elizabeth Line station, the canal, Sheldon Square and Brunel Building.

3.1.17.

There were also several suggestions from stakeholders that introducing greening on this section of the Bridge would help improve the look and feel, softening the grey parapets. However, due to tighter constraints around vehicle containment and the bridge's structural integrity and potential damage caused by roots, it is unlikely that this will be feasible.



Figure 10: The existing grey parapets (185 across the whole Bridge)

3. Feedback on the proposals

Relocating the coach stop

3.1.18.

Nearly all stakeholders agreed that there is a definite overprovision of bus stands for the number 46 bus on Eastbourne Terrace. As part of this feedback, stakeholders agreed that Eastbourne Terrace is a much better and safer environment for bus passengers, particularly at night. It also provides much better infrastructure for passengers, including seating, shade, and shelter.

3.1.19.

There was almost unanimous agreement amongst stakeholders and online consultees that relocating the coach or bus stop to Eastbourne Terrace would enhance its connectivity to services from Paddington Station and the Elizabeth Line, aiding onward travel for passengers.

3.1.20.

A number of stakeholders also agreed that the coaches blocking the north-south crossing (to the west of the taxi rank entrance) on the Bridge is a significant issue for the safety of pedestrians and disabled users when two coaches drop off or pick up at the same time (see figure 12).



Figure 11: Existing bus stand provision on Eastbourne Terrace for 46 Bus route



Figure 12: Coaches blocking the pedestrian crossing

3. Feedback on the proposals

3.1.21.

Initial ideas which were put forward included relocating the coach stop to the bus stands on Eastbourne Terrace. However, following discussions with Transport for London, their preference is for relocating the bus stops to Eastbourne Terrace, moving the coach stop further down the Bridge towards Eastbourne Terrace, whilst providing a shelter and wider pavement width for coach passengers. This idea allows coaches to retain two "exit" routes from the area and prevents coaches from using Westbourne Terrace – an issue highlighted in feedback from local stakeholders and those who provided feedback online.

3.1.22.

As a result, it is likely that any proposals that are brought forward in the future will seek to align with TfL's preference to move the bus stops to Eastbourne Terrace rather than the coach stop.

3.1.23.

For the quantitative data received via the feedback form, please see section 4.

"It would be nice to have more space for pedestrians. It can get very crowded."

Online Survey Respondent

"It is probably a good idea. I only have one worry. For ten years, local residents lead an active campaign to ensure that National Express coaches use Eastbourne Terrace (commercial street) and not Westbourne Terrace (residential street). Moving the bus stop on Eastbourne Terrace would ensure this continues for coaches in the direction of Victoria station. However, the current bus stop is also used for coaches on their way to the airport. I am afraid these coaches would come down Eastbourne Terrace, and then come back up Westbourne Terrace (via Craven Road) on their way back to the A40. If the bus stop were moved, it would really be important that all National Express coaches, whether on the way to Victoria or the airport, turn left at the end of Eastbourne Terrace, in the direction of Edgware Road."

Online Survey Respondent

MOVEMENT

The following issues were identified and discussed in the Movement section of the Bridge with consultees:

- Crossing compliance is lower than average – with 67% crossing the road on red by the taxi rank
- A hostile and difficult environment for pedestrians, including for children and families who use it every day – including confusion over which way to look when crossing the taxi deck entrance
- Long wait times for the green man and short crossing times over the taxi deck entrance (*Crossing from Paddington Central to the canalside steps takes two minutes, in two separate crossing cycles*).
- Crossings not in keeping with desire lines – particularly to Paddington Central

Similarly, the following ideas were suggested for the Movement section as part of discussions with key stakeholders and via the online feedback form:

- A need for an additional crossing east of the taxi facility (awaiting Over Station Development final design for steps location)
- Increase green man crossing times for pedestrians
- Re-think the absence of crossing beeps, particularly for visually impaired pedestrians
- Widen crossing from the taxi deck to Paddington Central as sitting on a key desire line
- Green man signal for crossing Paddington Central entrance
- Link to Paddington Place Plan crossing idea to signalise the whole lower Harrow Road gyratory

The following subsections summarise the main areas of feedback received:

Crossings

3.1.24.

There was a very strong recognition that the existing crossings on Bishop's Bridge need to be improved as the wait times at the crossing are too long and the crossing times are too short. As a result, this currently makes it extremely challenging for people with disabilities, the elderly, and families, as well as those with luggage to cross safely.

3. Feedback on the proposals



Figure 13: Wait times create crowding at crossings

3.1.25.

There was near unanimous support for the idea of introducing a second crossing on the Bridge, recognising that the current crossing does not match pedestrian desire lines. In particular, there is significant crossing demand at uncontrolled locations across the Bridge with the most prominent being by the stairs from the Canalside across to Paddington Central and the 46 bus stop.



Figure 14: Crossings do not match desire lines

3.1.26.

Consultees were very positive about the possibility of introducing a direct crossing from the Canalside steps to the northern side of the Bridge, addressing this important pedestrian desire line.

3.1.27.

There was also a strong acknowledgement that any potential crossing in this location will need to be considered in the context of the Over Station Development to make sure it aligns with the proposals' access point from the Canal.

Sheldon Square Entrance

3.1.28.

Similarly, nearly all consultees recognised that there needs to be some sort of pedestrian phase crossing / signalisation across the entrance to Sheldon Square. Several people identified that the existing layout is extremely confusing for pedestrians as there is no clear indication where the pavement stops and the road starts. Similarly, there were significant concerns over the confusing surface treatment / uneven surface treatment, including expansion joints and cobble stones. As a result, there are currently multiple surface types, without any tactile paving or level changes.

3. Feedback on the proposals

3.1.29.

Consultees were therefore significantly concerned about the safety of pedestrians who may be using this section of the Bridge, in particular people with disabilities and visual impairments.

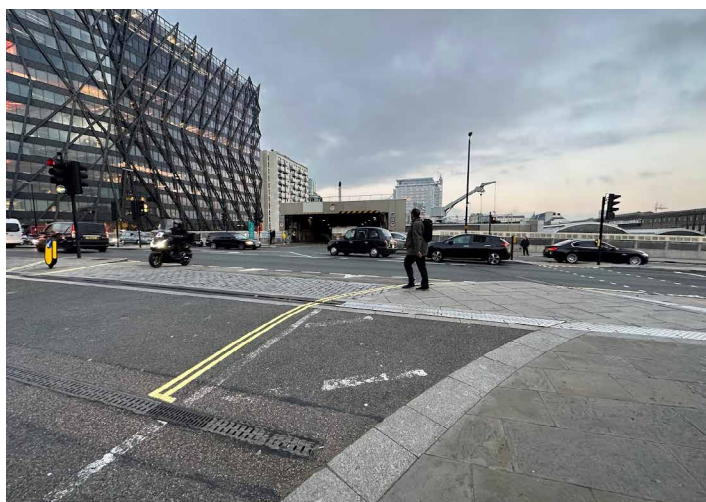
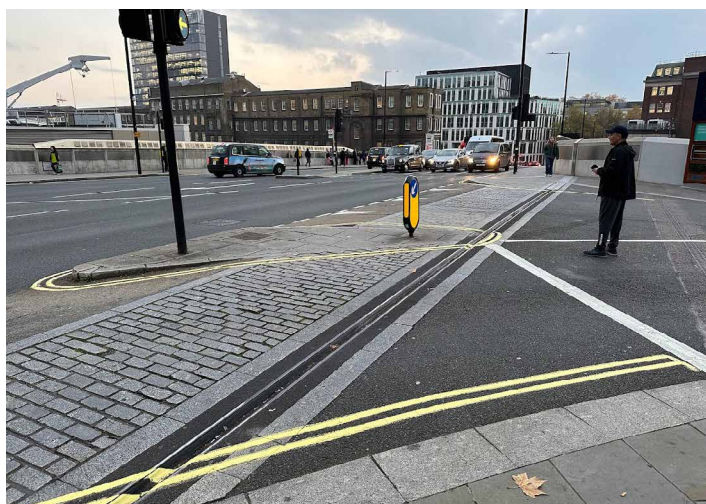


Figure 15&15a: No green man crossing and a confusing pavement treatment across Paddington Central entrance

3.1.30.

In summary, there was strong support for addressing these significant concerns with the introduction of a green man signal across the junction. One local ward member suggested there was scope for Westminster City Council to be slightly more radical in their approach to pedestrian safety and suggested introducing zebra crossings with pedestrian priority on the Bridge with reduced crossing widths, rather than seeking to update the existing crossings.

3.1.31.

For the quantitative data received via the feedback form, please see section 4.

“Very much support this”

Online Survey Respondent

“Currently there are an insufficient number of pedestrian crossings. You also have to wait for a long time for a green man light. Pedestrians should be given greater priority.”

Online Survey Respondent

“Have the timers on the traffic lights in favour of pedestrians & give us enough time to cross.”

Online Survey Respondent

CANALSIDE

The following issues were identified with the Canalside section of the Bridge through the consultation:

- Views to canal and Canalside assets are currently blocked – this represents a missed opportunity to showcase the area
- The bus stop is in an inappropriate location, buses block sight lines when trying to cross to the Brunel building
- Over Station Development – has the potential to provide an opportunity to repeat the Brunel Building approach in opening up views of the canal and improving sightlines

Similarly, the following ideas were suggested for the Canalside through the consultation:

- Green infrastructure (trees) on Sheldon Square side to provide privacy
- Green wall on roadside of bridge (not Canalside)
- Break through parapets to provide a viewing deck over the canal, on one or both sides, with a preference for north side given the Over Station Development - but stakeholders were excited about the potential for both sides in due course
- Steps down to rear of Travis Perkins site (if development proceeds / pipeline development opportunity)
- Relocate (or widen pavement around) 46 bus stop
- Seating discussed but not strongly supported, with a greater preference for greening

3. Feedback on the proposals

The following subsections summarise the key areas of feedback received:

Opening up views of the Canal

3.1.32.

Overall, people were extremely supportive of the opportunity to open up the Bridge's parapet and there is genuine excitement amongst stakeholders about the potential to open up views of the canal from Bishop's Bridge.

As part of this, there was also enthusiasm about the positive impact this could have on local businesses, in particular the restaurants along the Canalside, which for the first time would become visible to users of the Bridge.



Figure 16: Parapets obstructing views of the Canalside

3. Feedback on the proposals

3.1.33.

There was near unanimous support through discussions for the idea of replacing sections of parapet with glass and / or other treatment to break up the current solid parapet. As part of this feedback, the team identified a preference for a type of viewing platform to overlook the canal. However, this need to be considered and designed to also respect the privacy of Sheldon Square residents.

3.1.34.

In general, there was excitement about introducing some “wow factor” on the Bridge and improve visibility from the Bridge of local assets, and the benefit this will have in improving the look and feel of the surrounding environment.

“Why on earth not?”

Online Survey Respondent

“Agree, would be lovely to see more green views from my flat window. More trees too - get us planting as a community”

Online Survey Respondent

“I support this as long as it has an open feel and not [an] added addition to the concrete/hard landscape all around”

Online Survey Respondent

46 Bus Stop

3.1.35.

Several concerns were noted about the 46 bus stop on the eastern end of the Bridge as it was identified as being highly exposed and lacking any shelter for passengers, particularly for school children using the stop before and after school.

3.1.36.

Similarly, concerns were noted about the impact the bus stop has on the sightlines of those using the crossing at the lower gyratory as when buses are at the stop it blocks the view from the crossing point for both cars and pedestrians.

3.1.37.

Overall, there was strong support for exploring the opportunity to improve this stop, with ideas including the introduction of a shelter and / or exploring options with TfL and Westminster City Council to relocate the stop to a more suitable and safer location.

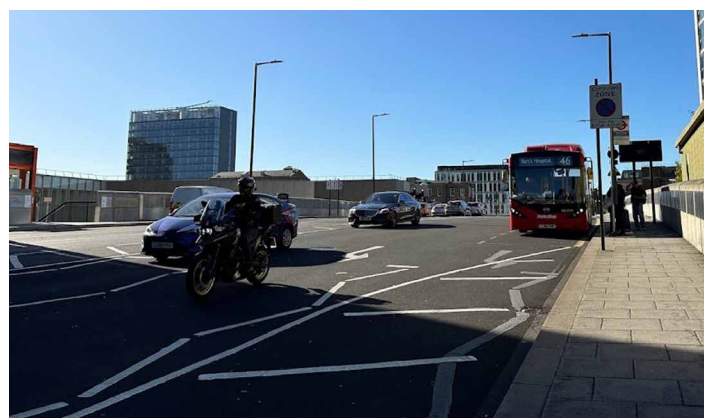


Figure 17: Isolated bus stop - blocking crossing sightlines

Crossing/Lower Gyratory

3.1.38.

Nearly all stakeholders recognised that the crossing at the eastern end of the Bridge is of genuine concern for pedestrians, with the crossing suffering from poor sightlines, vehicles traveling too fast as they come off the Harrow Road roundabout / gyratory, and no assisted crossing for people with limited mobility or the elderly. Similarly, when discussing the significant concerns about the speed vehicles travel into North Wharf Road, the risk this poses to children at Marylebone Boys’ School was identified.



Figure 18: Lower gyratory crossing presents a challenge for all users

3. Feedback on the proposals

3.1.39.

When discussing potential mitigation, consultees were very supportive of the idea of signalling the crossing / junction to improve pedestrian safety, reduce vehicle speed, and the opportunity it presented as a traffic calming measure. It was also recognised that this could be coordinated with introducing a second crossing location further up the Bridge, as part of a package of measures to improve pedestrian safety.

Greening – Sheldon Square

3.1.40.

When discussing potential ideas for this section of the bridge, there was a strong theme and recognition that greening is likely to be easier to introduce on this section of the Bridge and should therefore be prioritised as an

opportunity. As part of these discussions, there were several suggestions for a green wall by the entrance to Sheldon Square to provide screening for residents, extending the green wall already at canal level.

3.1.41.

For the quantitative data received via the feedback form, please see section 4.

4.

Quantitative Feedback on the proposals



Evening view of the Canal looking towards Bishop's Bridge

4. Quantitative Feedback on the proposals

4.1.

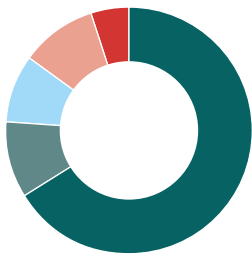
Visitors to the consultation website, which was promoted via the methodology outlined in Section 1, were asked to respond to questions identifying issues with Bishop's Bridge and record their views on key aspects of the projects including potential ideas for enhancements. The feedback form also included a section for more detailed comment, allowing consultees space to provide the project team with any additional feedback. A copy of the online feedback form can be viewed in **Appendix D**.

4.2.

A total of **42 people** provided their feedback via the online survey and the results presented in this section summarise the responses to the quantitative questions:

Q1:

What is your connection to the Paddington area?



67% I live here

10% I work here

9% I live and work here

10% I use Bishop's Bridge Road frequently

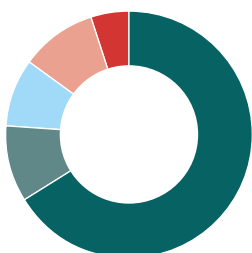
5% I go to school/take my children to school in the area

4.2.1.

The majority of people who responded to the survey live in the local area (67%) with the second and third most popular responses being from people who work in the area (10%) and live and work in the area (9%), respectively.

Q2:

How often do you use this stretch of Bishop's Bridge Road?



36% Every day

50% Once or twice a week

0% Many times a week

20% Once or twice a month

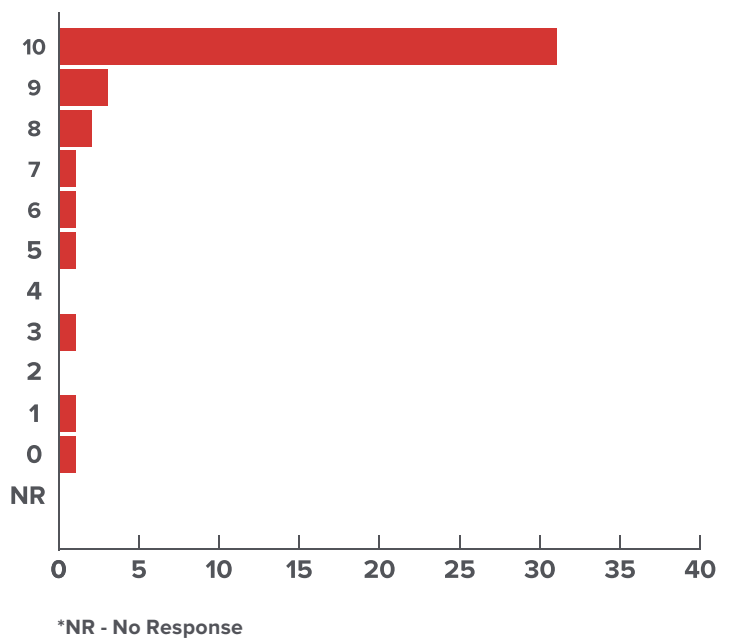
10% Rarely/Never

4.2.2.

The majority of people that responded to the survey use Bishop's Bridge every day (36%). The second and third most popular response was from people that either use the Bridge once or twice a week (26%) or many times a week (24%). As a result, 86% of people that answered the survey use Bishop's Bridge at least one day a week.

Q3:

We want to improve safety for cyclists on this stretch of Bishop's Bridge Road. On a scale of 0-10, with 0 being not at all and 10 being completely, how much do you support this idea?

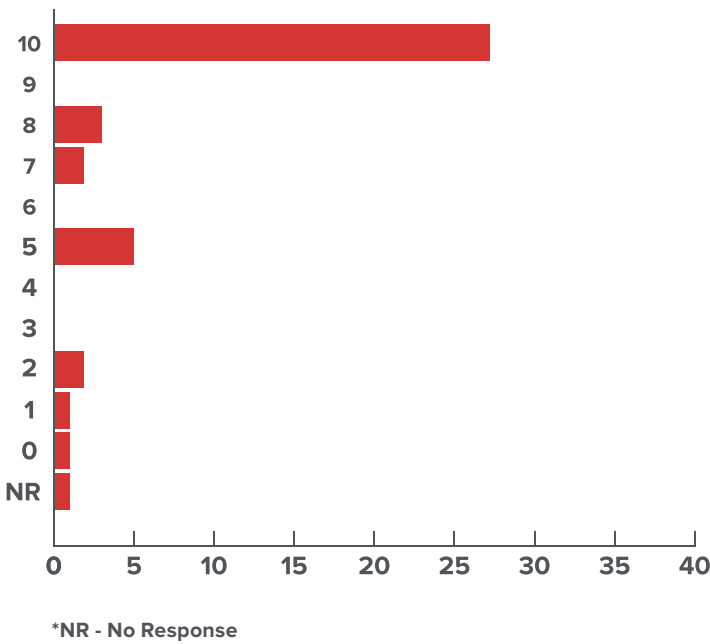


4.2.3.

The majority of people that responded to this question strongly supported measures to improve the safety of cyclists on Bishop's Bridge (31 people). The second and third most popular response to this question was either "9" (3 people) or "8" (2 people). Only 1 person, did not at all support this idea.

4. Quantitative Feedback on the proposals

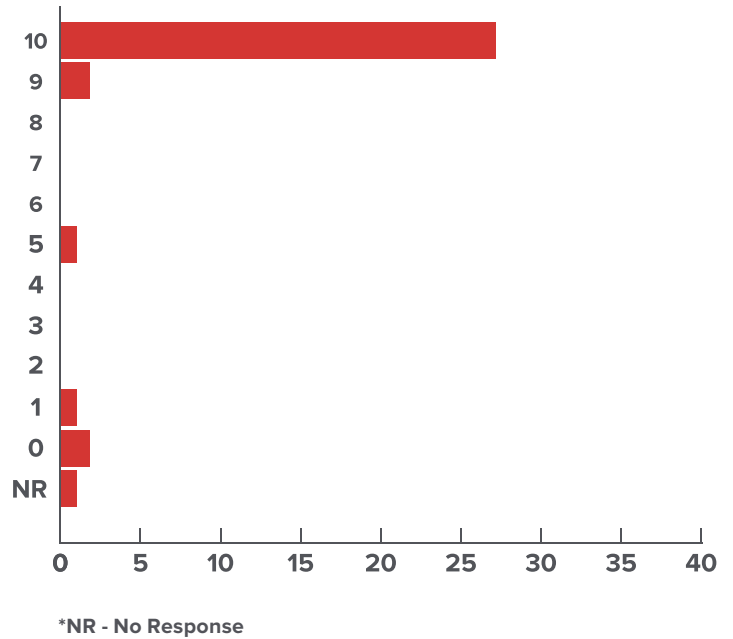
Q4:
 We want to relocate the coach stop on Bishop's Bridge Road to reduce congestion on the bridge. On a scale of 0-10, with 0 being not at all and 10 being completely, how much do you support this idea?



4.2.4.
 The majority of people who provided a response to this question completely supported the idea to relocate the coach stop from Bishop's Bridge to Eastbourne Terrace (27 people). Similarly, a total of 5 people responded either "7" or "8" highlighting a good level of support for this idea.

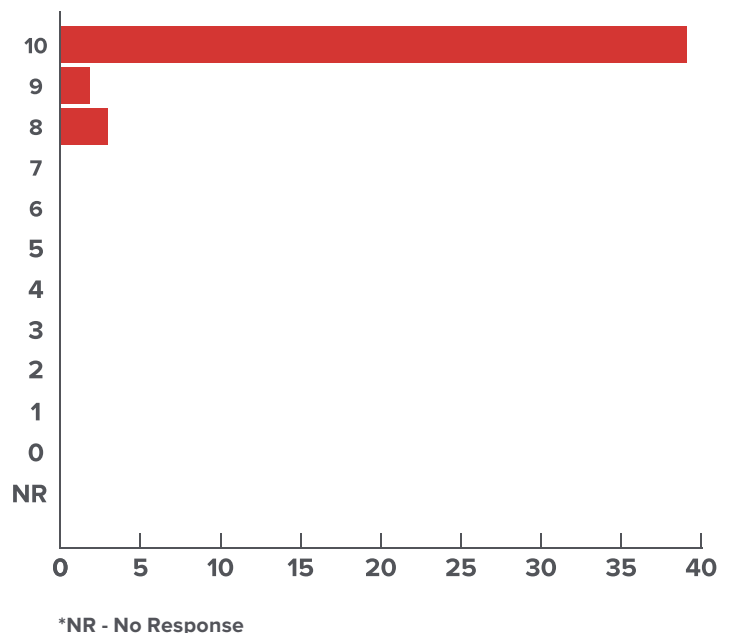
4.2.5.
 However, the second most popular answer to this question was "5" (5 people), indicating no strong preference either way for this idea. 4 people answered between "0" and "2" suggesting lower levels of support for this idea.

Q5:
 We want to widen footways and improve paving to provide more space for pedestrians on this stretch of Bishop's Bridge Road. On a scale of 0-10, with 0 being not at all and 10 being completely, how much do you support this idea?



4.2.6.
 The majority of people who provided a response to this survey question supported ideas to widen footways and improve paving on Bishop's Bridge (35 people), indicating a good level of support for the idea of providing more space for pedestrians amongst consultees.

Q6:
 We want to upgrade the lighting and signage to help improve the safety of pedestrians and aid wayfinding on this stretch of Bishop's Bridge Road. On a scale of 0-10, with 0 being not at all and 10 being completely, how much do you support this idea?

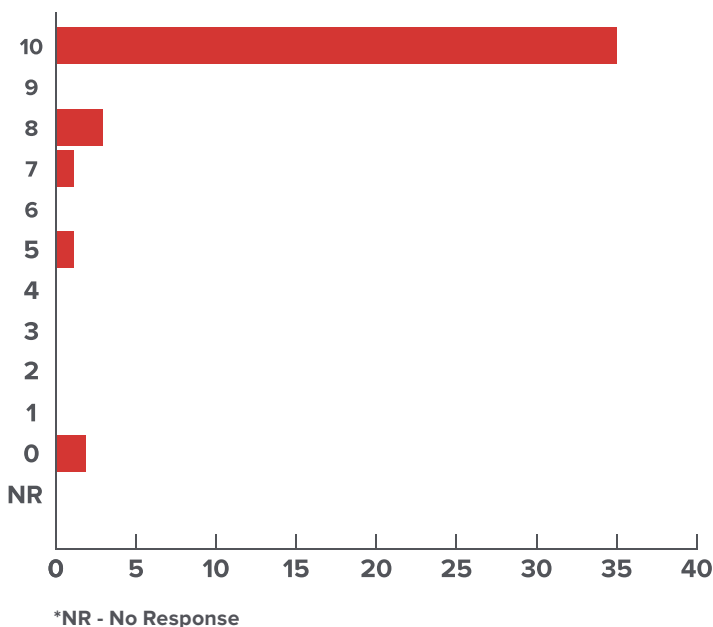


4. Quantitative Feedback on the proposals

4.2.7.

The majority of respondees to this question fully supported ideas to upgrade lighting and signage to improve safety and aid wayfinding on Bishop’s Bridge (39 people). Similarly, the only other responses to this question were “8” (2 people) or “9” (1 person), demonstrating a very strong level of support for this package of ideas as a whole.

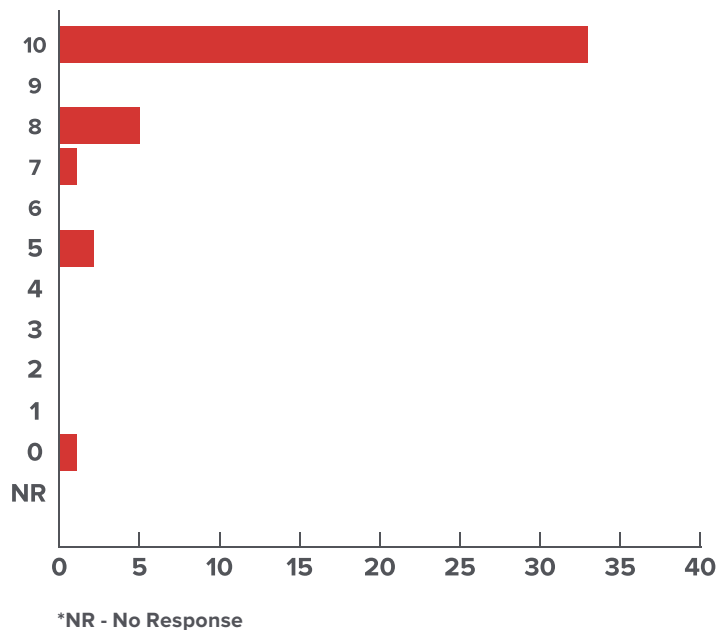
Q7:
We want to deliver new pedestrian crossings to improve connections to local amenities and pedestrian safety on this stretch of Bishop’s Bridge Road. On a scale of 0-10, with 0 being not at all and 10 being completely, how much do you support this idea?



4.2.8.

The majority of respondees to the survey question strongly supported the idea of delivering new pedestrian crossings on Bishop’s Bridge (35 people). Two people answered “0” indicating that they did not support this idea at all. The remaining 5 people answered either “5”, “7” or “8” which demonstrates reasonable to good support for this idea.

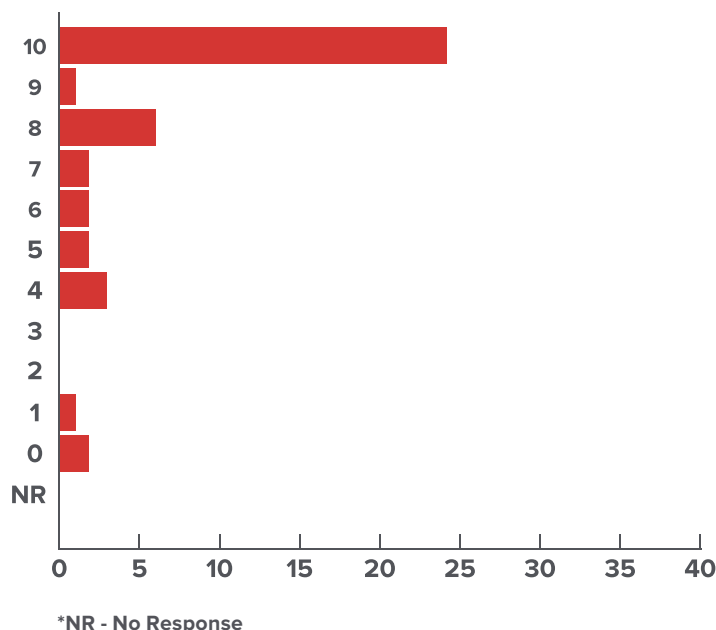
Q8:
We want to enhance biodiversity and air quality by introducing new urban greening on this stretch of Bishop’s Bridge Road. On a scale of 0-10, with 0 being not at all and 10 being completely, how much do you support this idea?



4.2.9.

The significant majority of people that responded to this question strongly supported ideas to enhance air-quality and biodiversity on Bishop’s Bridge by introducing new urban greening (33 people). The second most popular response to this question was “8” (5 people), again indicating that the majority of people were supportive of this idea.

Q9:
We want to facilitate the introduction of public art to provide additional visual interest and a more welcoming environment on this stretch of Bishop’s Bridge Road. On a scale of 0-10, with 0 being not at all and 10 being completely, how much do you support this idea?



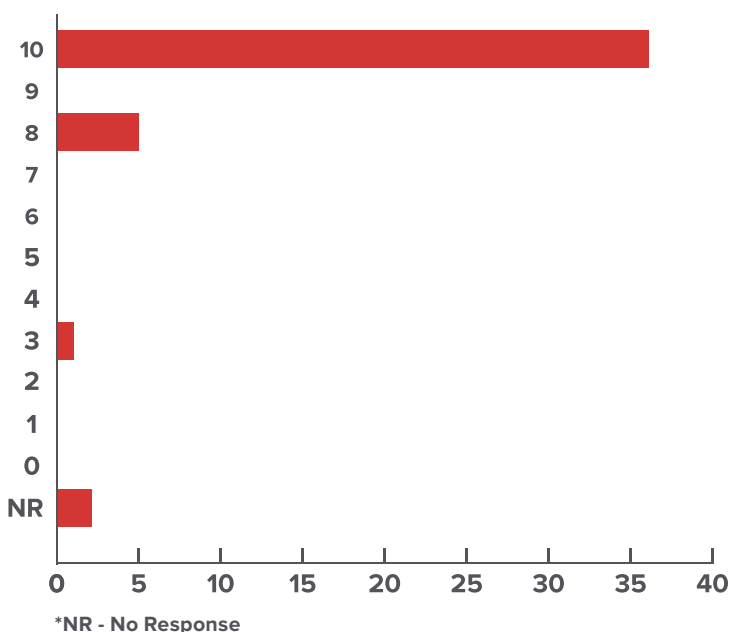
4. Quantitative Feedback on the proposals

4.2.10.

Responses to this survey question were more mixed with 16 people answering between “4” and “9”. The majority of people were nonetheless supportive of the idea to introduce public art on Bishop’s Bridge. (24 people). The remaining 3 people answered either “0” or “1”. This indicates that further work may be required to build support for public art, perhaps working with communities to identify locations on the Bridge and curate the public art offer.

Q10:

We want to improve access to the canalside by introducing new stairways and a lift for people with disabilities or reduced mobility on this stretch of Bishop’s Bridge Road. On a scale of 0-10, with 0 being not at all and 10 being completely, how much do you support this idea?



4.2.11.

Responses to this survey questions indicate strong support for introducing a new stairway and lift to Bishop’s Bridge, with 36 people completely agreeing with the idea. The second most popular response to this survey question was “8”, again highlighting broad support.

4.3

A break down of the Equalities Impact Assesment undertaken alongside the survey can be seen in Appendix F.

4. Quantitative Feedback on the proposals



Figure 19: Meeting with Cllr Md. Shamsed Chowdhury - 21/10/22

5. Next Steps



An aerial view looking north of Paddington Station and Bishop's Bridge

5. Next Steps

5.1.

Futher to a concluding meeting where representatives of the Paddington Partnership and consultation team presented the feedback from the consultation exercise to the Cabinet Members for Planning and Economic Development, and City Management and Air Quality, it was agreed for the Paddington Partnership team to work with Westminster City Council officers to develop a more detailed package of measures.

5.2.

As part of these discussions it was agreed that responsibility for measures to enhance safety at Bishop's Bridge would rest with Westminster City Council, whilst measures to enhance the aesthetics of the Bridge would be led by the Paddington Partnership, in partnership with officers.