



# Bishop's Bridge Road

## Stage 2 Report

December 2021

5<sup>th</sup>  
studio

NRP  
JCLA  
Studio DEKKA  
Accertum

Produced for:

The Paddington Partnership

STAGE

2



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# PROJECT OVERVIEW

# EXECUTIVE SUMMARY

**This document outlines a coordinated strategy and conceptual public realm designs for Bishop's Bridge Road, aiming to support Paddington as extensive development continues to re-shape its surrounding public spaces.**

The proposals found in this report aim to improve the environment of Bishop's Bridge Road through a series of public realm interventions aiming to address pedestrian and cyclist safety, to encourage other users, and to create a better experience and connection between Paddington Station and the wider Opportunity Area.

The project seeks to overcome the severances that the bridge creates across the centre of the Opportunity Area, including opening up access to the canal and celebrating its waterspace.

A range of projects have been developed to support this vision, focusing on active travel through cycling and walking, improved wayfinding, reinstating key sightlines that have been lost, identifying landscaping opportunities and improved lighting quality and character.

Together these projects create place value: defining a space that adds health, social, economic and environmental value for Paddington and generates a clearly legible public realm.

## Key Principles

1. Soften the impact of vehicular traffic and improve cycling provision
2. Improve access to local assets and amenities
3. Create a safer environment for pedestrians



# Introduction

This project seeks to improve the stretch of Bishop’s Bridge Road between Eastbourne Terrace and Harrow Road.

This report sets out the background, engagement and initial costs for a series of public realm and highways interventions on Bishops Bridge Road.

The projects have been developed to RIBA Stage 2, are to be brought forward and delivered through strategic CIL/S106 tied to Paddington schemes and Paddington developer partners.

The primary ambition is to rebalance the vehicle dominated nature of the bridge, create a better environment for pedestrians, introduce cycling provisions and to improve access to local assets and amenities, enhancing this key connection route.

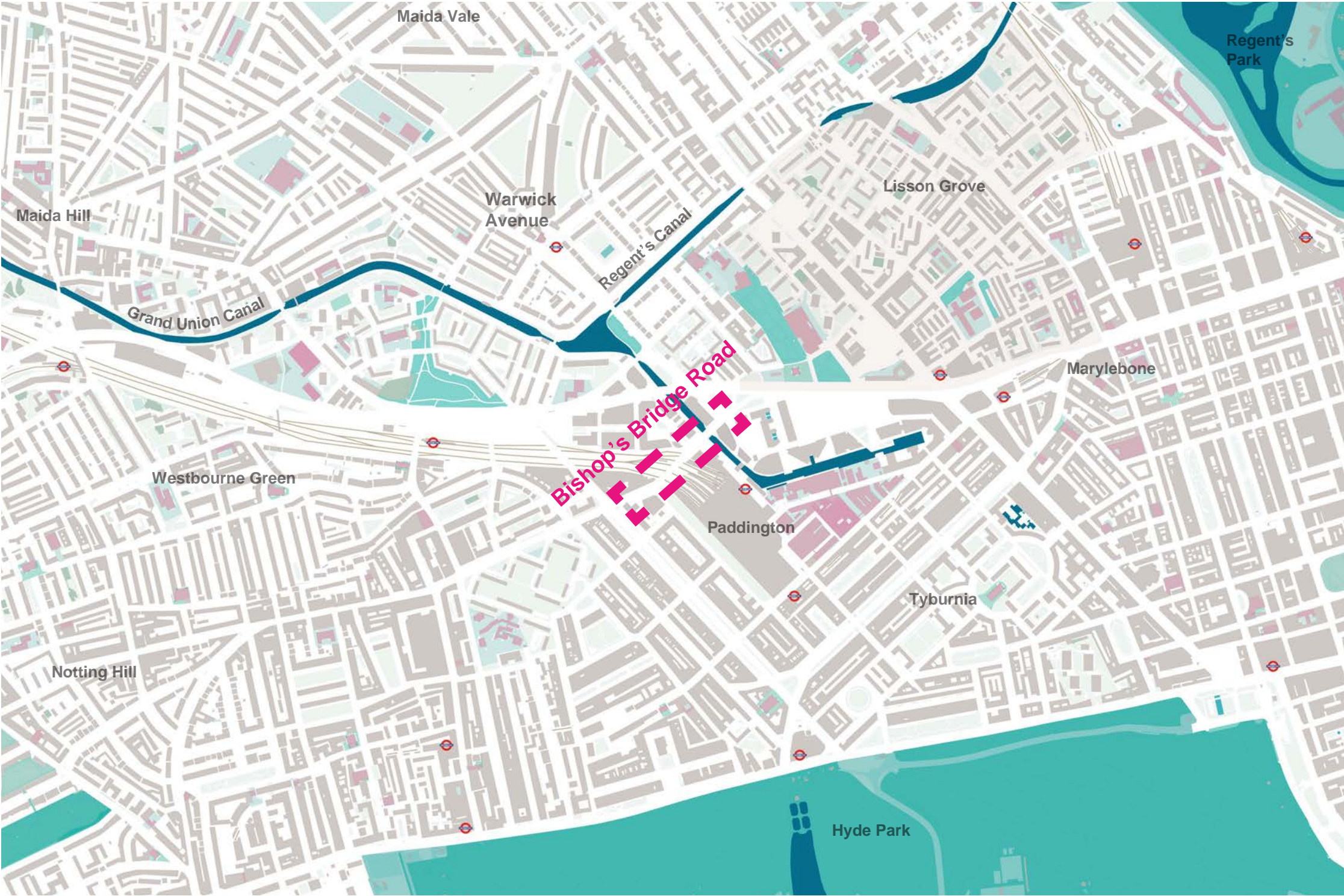


Figure i. Location Plan



Existing Bridge

The study has considered how to improve the environment at both the bridge (upper) level and canal (lower) level.

The stretch of Bishop’s Bridge Road between Harrow Road and Eastbourne Terrace has been identified as being a hostile environment for pedestrians, scoring the lowest possible ranking in the North Paddington Vision report published by Westminster City Council in December 2019.

The bridge is part of the strategic road network, but it is also a key pedestrian connection that acts as a gateway to the Paddington Opportunity Area, linking people to major employment hubs and the well served Paddington canalside. Yet the bridge’s current condition is under-served for pedestrian needs. There is a need to improve the overall pedestrian environment along the bridge to further enhance it as a key pedestrian link to support a changing Paddington.

Key

Public Realm Extents



Figure ii. Bridge Level Plan

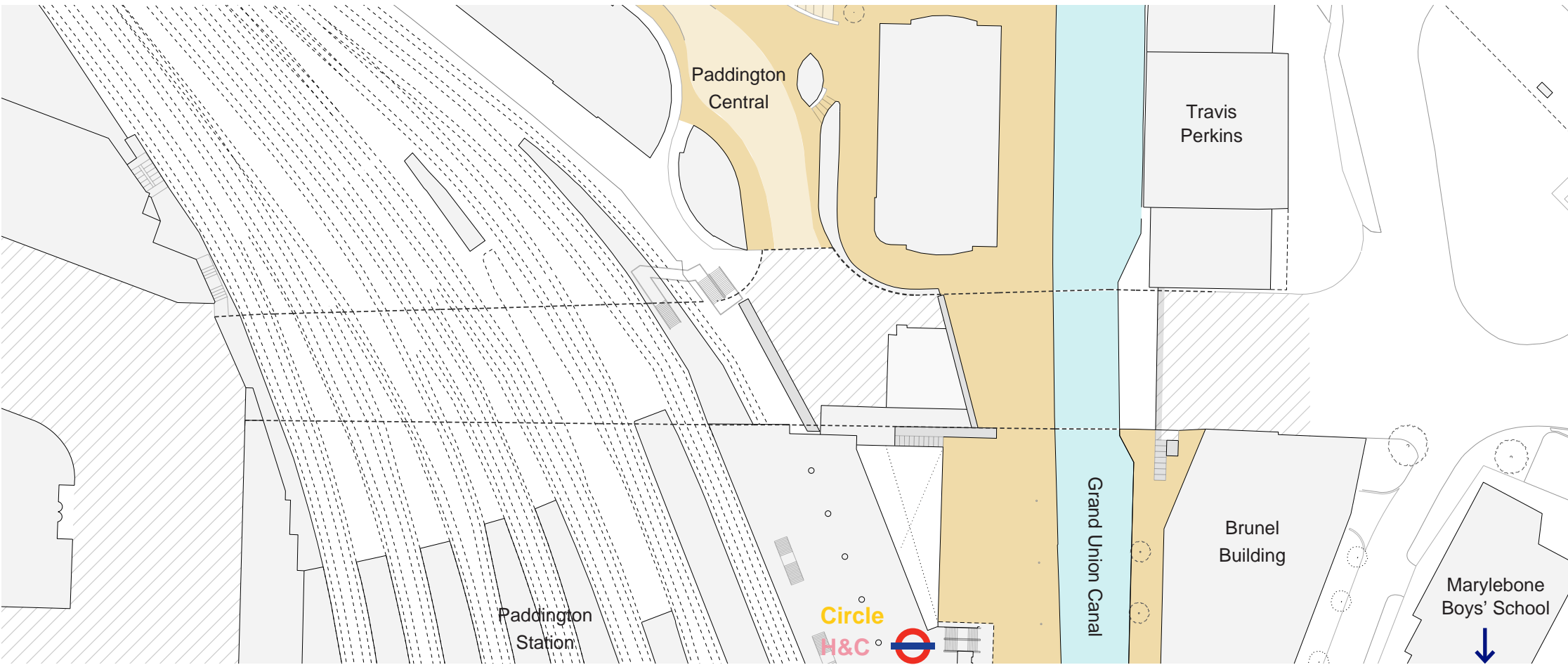


Figure iii. Canal Level Plan



# Project Overview

## Key Moves

- **Footway widening** and street furniture **de-cluttering**
- New dedicated **cycle lanes** and supporting infrastructure
- New pedestrian **crossing**
- **Highway layout** re-configuration with **surfacing improvements**
- New, realigned **stair and lift** to canal level (TfL OSD Site)
- New stair opportunity (British Land site)
- Solid parapet over canal replaced with visually permeable railings - creating new **views to the canalside**
- New **green infrastructure** at bridge level
- **Footway re-surfacing**
- **Lighting upgrades**
- **Graphic artwork** treatment to parapet over railways

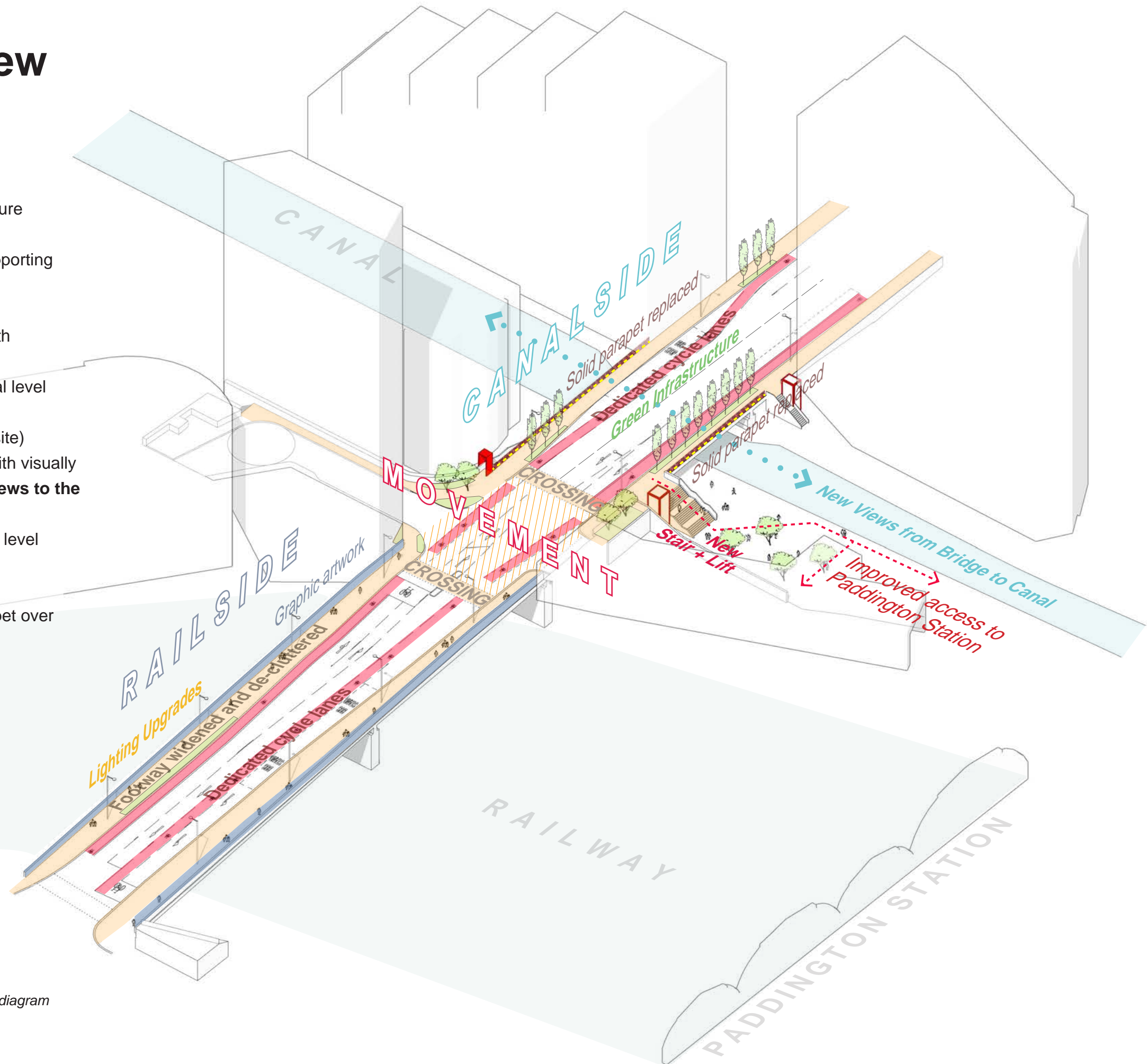


Figure iv. Isometric concept design diagram



# B

**STUDY CONTEXT**



# Study Context

## Surrounding Area

Over 1,200 homes are within one minute's walk of Bishop's Bridge Road, alongside Marylebone Boys' School where 650 children attend: just under 2.5 million sq. ft of office space hosts 35 different companies. Hosting both global and international HQs, 25,000 employees call Paddington home, spread across a broad range of sectors including financial, engineering, pharmaceutical, retail, technology, telecommunications, health science, transport, sport, music and media.

In the Paddington Opportunity Area development pipeline, a further 1.4 million sq. ft of office space is planned, plus a further 1,200 hotel rooms. With Unite's proposals for the Travis Perkins site, an additional 700 - 800 people could live within a minutes' walk of Bishop's Bridge Road by September 2023.

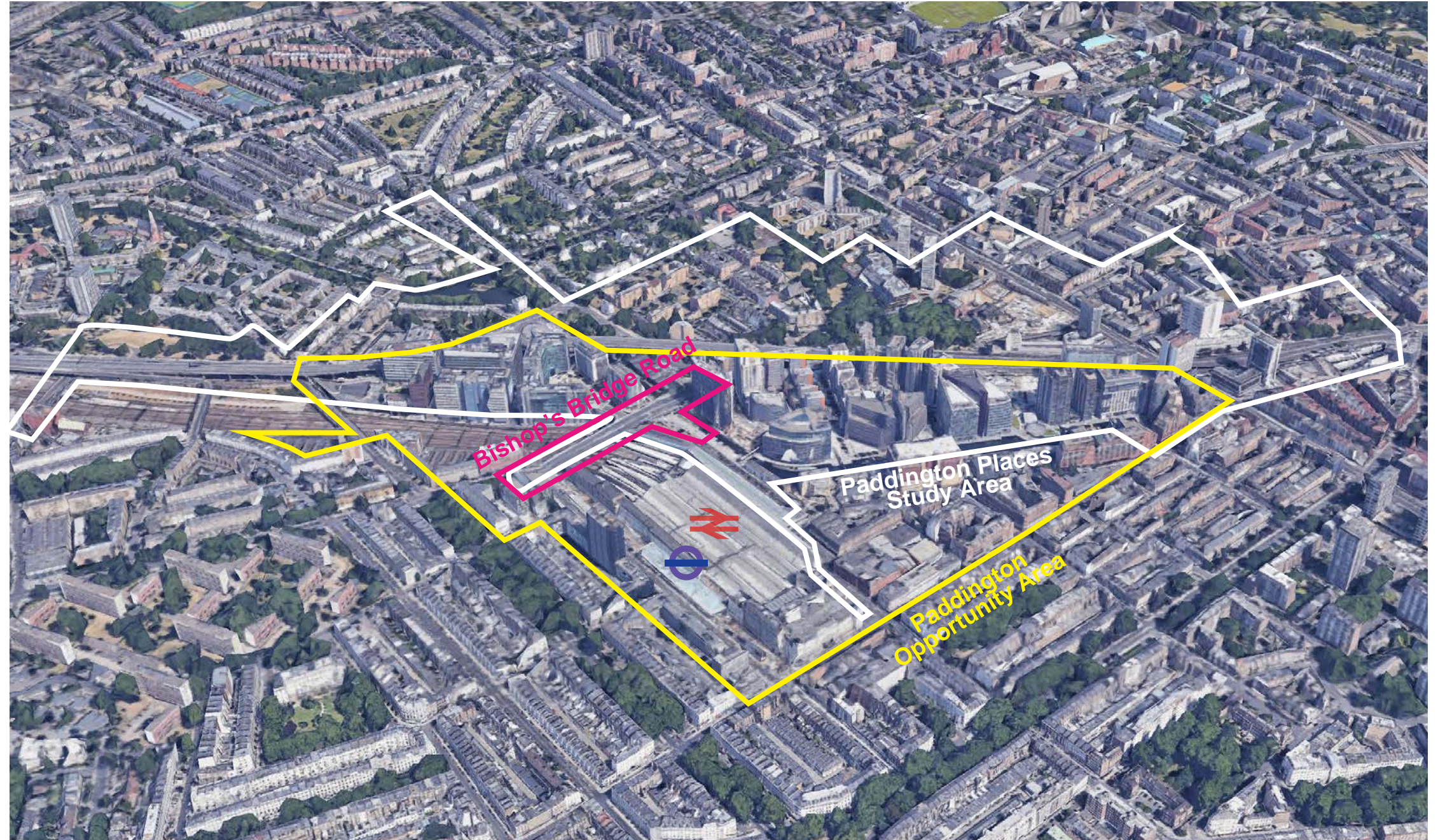


Figure v. Aerial image with surrounding contextual study areas illustrated. Copyright Google



# Paddington Places

Bishop’s Bridge Road also falls into the ‘Paddington Places’ study area. ‘Paddington Places’ is a vision for North Paddington, developed in 2020/21 by 5th Studio as a package of projects that can be taken forward by Westminster City Council. The project focuses on improving walking & cycling connectivity, wayfinding, lighting, landscape, placemaking and public realm.

This report acts as an extension to the Paddington Places vision and has been developed with its key Urban Framework strategies in mind:

- Improve and activate under-used public spaces to provide local amenities
- Create safer and healthier streets and public spaces that encourage active travel
- Create new and better routes for pedestrians and cyclists that tie into existing and proposed walking and cycling networks

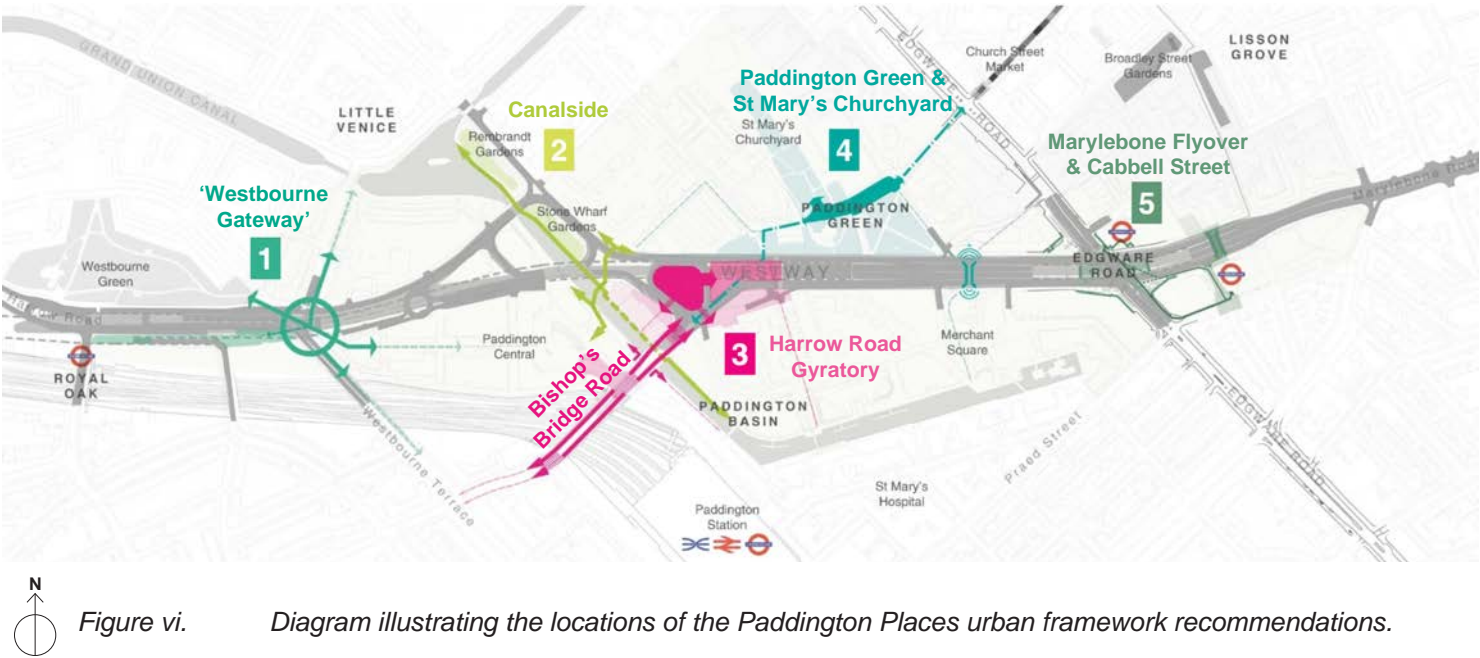


Figure vi. Diagram illustrating the locations of the Paddington Places urban framework recommendations.

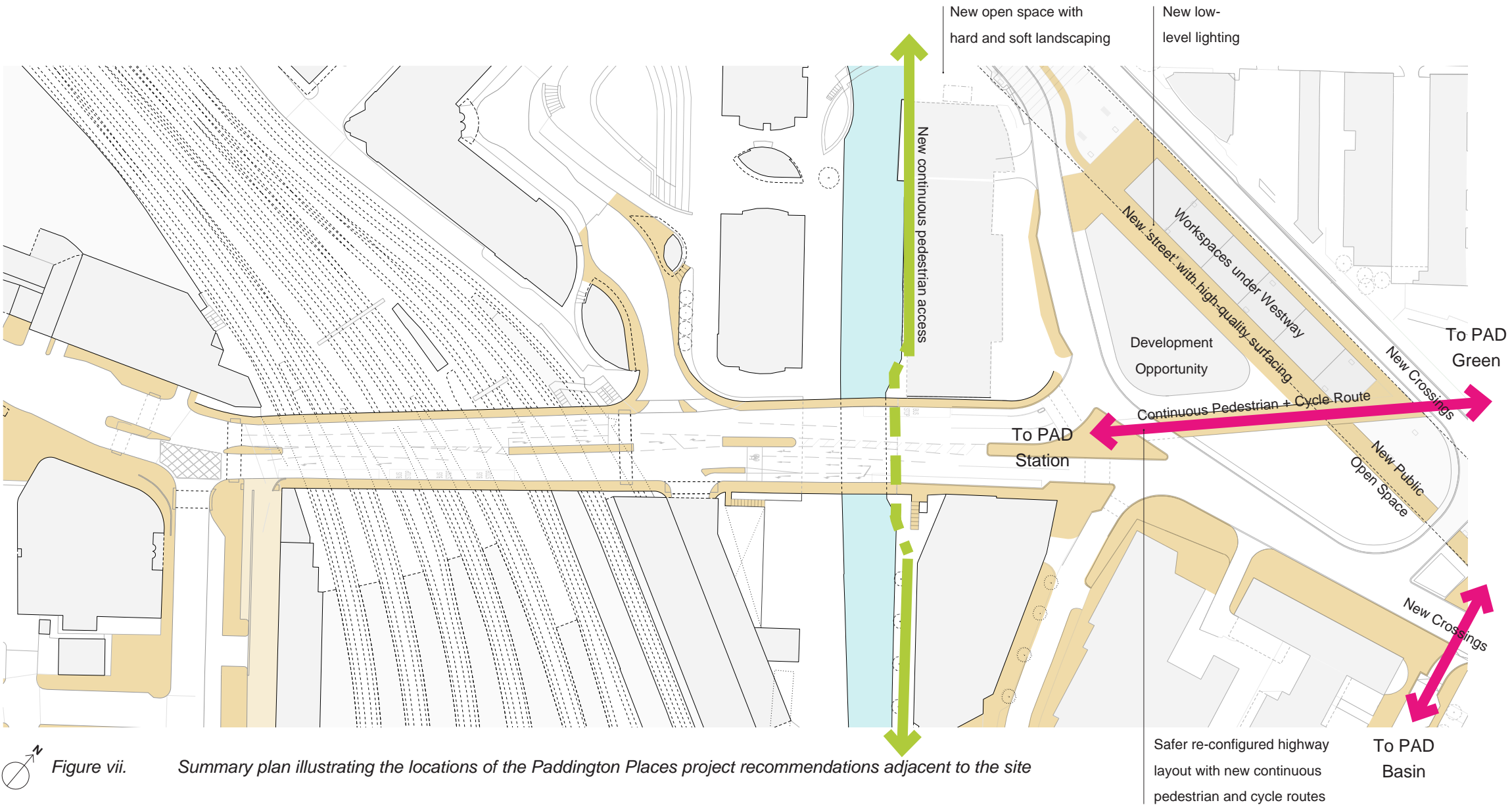


Figure vii. Summary plan illustrating the locations of the Paddington Places project recommendations adjacent to the site



# Stakeholders

## Key Stakeholders & Landowners

Bishop's Bridge Road is a complex location with a number of large landowners and key stakeholders surrounding it. Due to this the project has engaged extensively with these key entities to help inform a cohesive public realm vision for Bishop's Bridge Road.

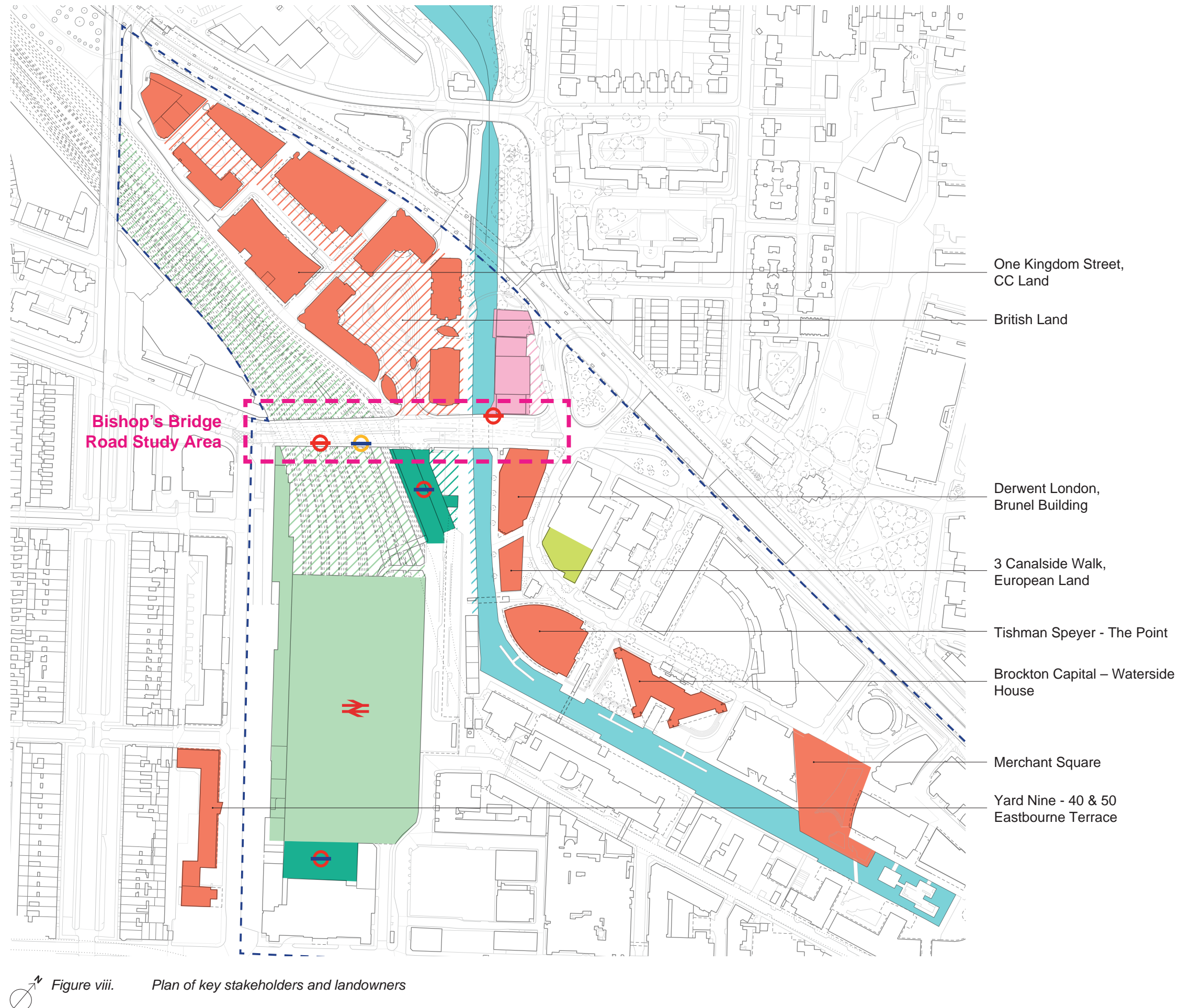
Key landowners include: Paddington Partnership members, Westminster City Council, Travis Perkins, Network Rail, Canal and River Trust and TfL (including London Underground, Buses, Coaches and their Commercial Development Team).

Key stakeholders include: Paddington Partnership, Marylebone Boy's School and Unite Students.

The Neighbourhood CIL application that funded this study also outlined the local support for the project.

### Stakeholder Key

- Hyde Park Paddington Neighbourhood Forum
- Paddington Partnership
- Canal & River Trust
- Marylebone Boys' School
- Network Rail
- Travis Perkins & Unite
- TfL London Underground
- TfL Commercial Development
- ⊖ TfL Buses
- ⊖ TfL Coaches



# Engagement Summary

## Paddington Places

Local residents and neighbours were engaged with during the Paddington Places scheme for their comments and feedback on the wider Paddington area that included Bishop’s Bridge Road.

[www.paddingtonplaces.org.uk](http://www.paddingtonplaces.org.uk)

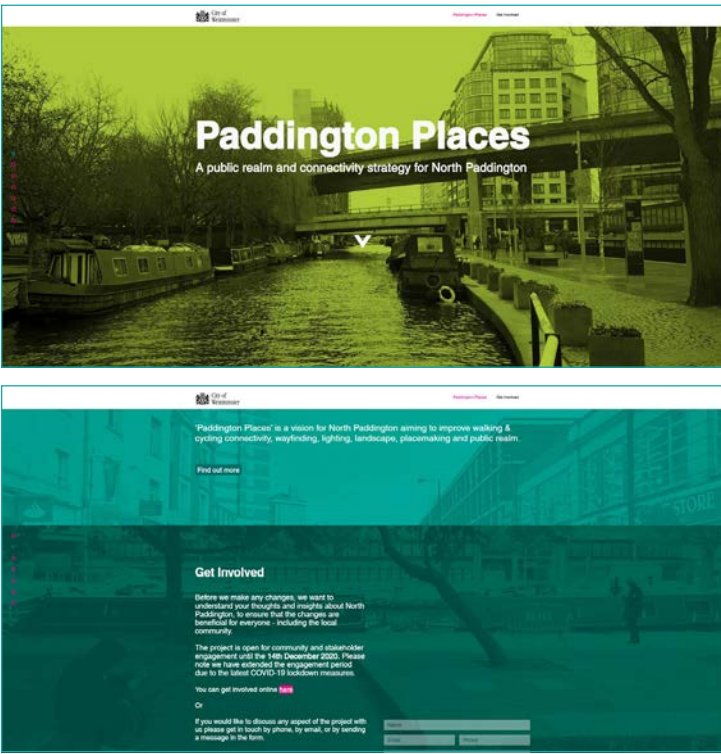


Figure ix. Extracts from Paddington Places website that was used to engage with local residents

## Bishops Bridge Road Concept Design

To inform the concept designs outlined in this report, a series of engagement sessions were held with a number of key stakeholders and landowners including:

- The Paddington Partnership
- Marylebone Boys’ School
- Travis Perkins and Unite
- Canal and River Trust
- Network Rail
- TfL London Underground
- TfL Buses
- TfL Coaches
- TfL Commercial Property
- WCC Highways, Planning & Structures
- HPP Neighbourhood Forum

Due to the location and nature of the bridge as a strategic road that spans over multiple rail and tube lines for one of London’s busiest stations as well as an active canal in a busy central location, there are many technical constraints that the concept design needs to consider.

The engagement process was divided into two parts:

## Phase One - Outline Designs April and May 2021.

Initial ideas presented for discussion to identify priorities, aspirations, opportunities for each stakeholder.

This included discussions about:

- Scope for improving pedestrian environment.
- Concerns for current safety of cyclists and pedestrians on bridge.
- Introduction of green infrastructure.
- Difficulties with wayfinding in area identified.
- Identification of ‘quick wins’ - de-cluttering pavements and public art projects.
- Concerns that the Coach Stop causes large amount of traffic on footways that cause complete blockage.

## Phase Two - Technical Engagement June and July 2021.

Projects identified as suitable for development presented at Stage 2 level to discuss spatial and technical constraints in further detail to inform the design and strategy.

This included discussions about:

- TfL Triangle Site development planned to commence within 1 – 2 years.
- TfL support changes to Bishop’s Bridge Road that would lessen the number of people using Paddington Station as a ‘cut through’ route.
- Canal and River Trust support for making the parapets over the canal less solid.
- WCC Highways supports any work that can be done to widen the pavement by the Coach Stop if it is unable to be relocated by TfL.
- Confirmation of proposed new entrance to Travis Perkins development at canalside and accessed from front of site adjacent to Bishop’s Bridge Road.
- Any changes to road layout need to be tested by Network Rail structural engineer to model impact on bridge structure.
- Network Rail are responsible for graffiti removal along their section of the bridge. Concerned about maintaining artwork, fading or getting dirty over time.
- Safety constraints around extent of work on existing parapets possible over electrified train lines.
- Impact on traffic should be modelled and tested at design stage.
- Difficulty of relocating the existing coach stop at this time.



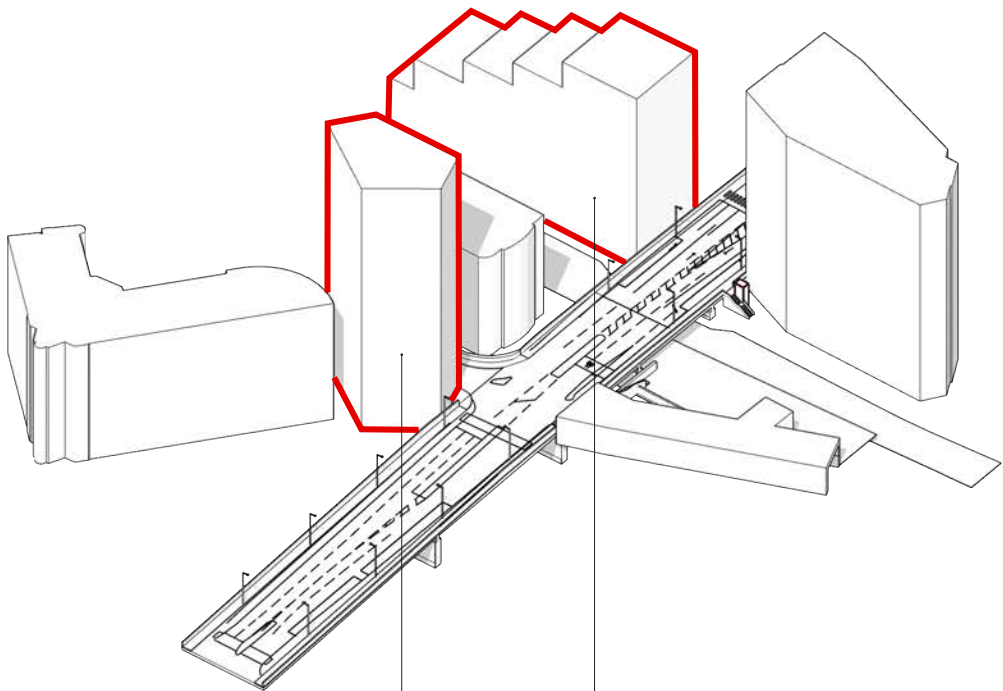
# Future Developments

Within the Paddington Opportunity Area development pipeline there are 3 major upcoming developments abutting Bishop's Bridge Road that will increase pedestrian footfall and movement at bridge level.

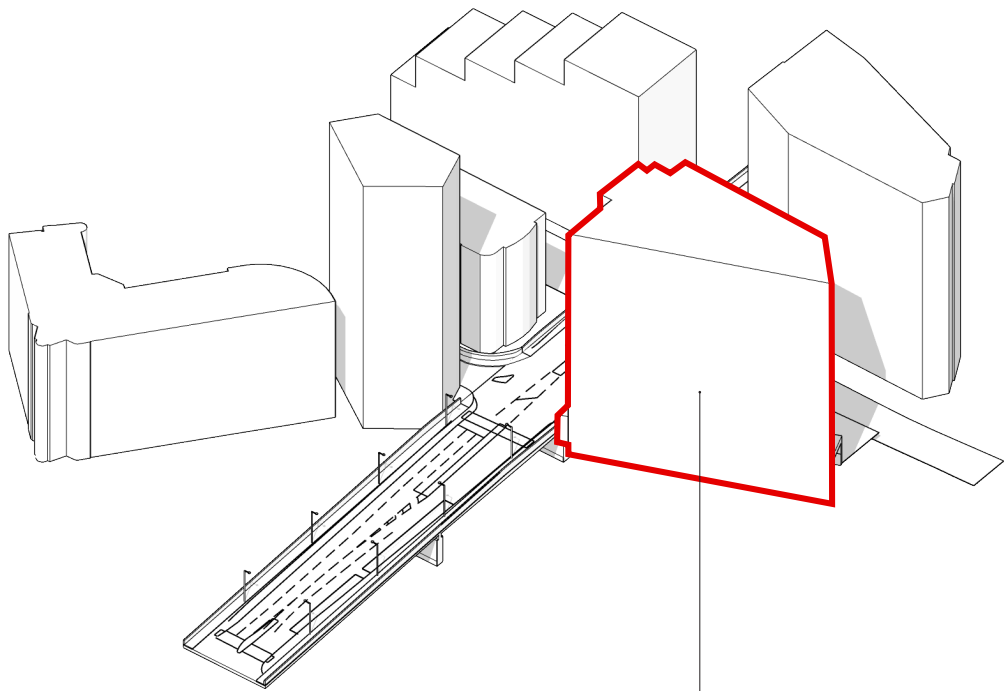
How buildings and pedestrians interact with Bishop's Bridge Road is evolving. Historically the bridge was completely isolated, with surrounding developments looking away from it. In contrast, current developments are planning direct interaction with the bridge, creating new entrances at bridge level and utilising its potential as a key pedestrian connection link. Activating the bridge and animating the area further.

However, in its current condition Bishop's Bridge Road is not ideal for frequent pedestrian use, both due to its footway width and crossing capacity and general environment. These issues will only be exacerbated as future developments are completed and with the arrival of Crossrail in 2022, increasing the number of pedestrians using the bridge to access workplaces and local amenities.

Now is the ideal time for intervention.



**Gateway Building**  
*Planning granted*  
 Hotel. 200 rooms plus retail & restaurant



**Travis Perkins / Unite**  
*Planning submitted*  
 Student accommodation.  
 Approx. 770 beds (Nov 21). Builders' merchant to be retained & canal side opened up for pedestrian access

**TfL Triangle Site**  
*Planning granted*  
 Commercial office space.  
 249,744 sq ft with retail



Figure x. Gateway Building. Carmody Groarke architects. Image © Forbes Massie, 2020.



Figure xi. Travis Perkins / Unite Scheme © Make Architects, 2021.



Figure xii. TfL OSD (Triangle Site) © Grimshaw architects, 2014.



# C

**SITE**



# Key Issues

## Views - Opportunities vs Reality

Bishop’s Bridge Broad presents a barrier to pedestrian movement and hides from view the many assets and amenities on offer. Whereas a new pedestrian crossing has now been commissioned at the Eastbourne Terrace end, the remaining three crossing points on the bridge frustrate pedestrian users, hamper access to transportation links and Paddington’s canalside and have been identified by people who live and work locally as needing review (The Paddington Partnership, 2020).

Paddington Basin & Local Amenities

Expectations – Views Possible



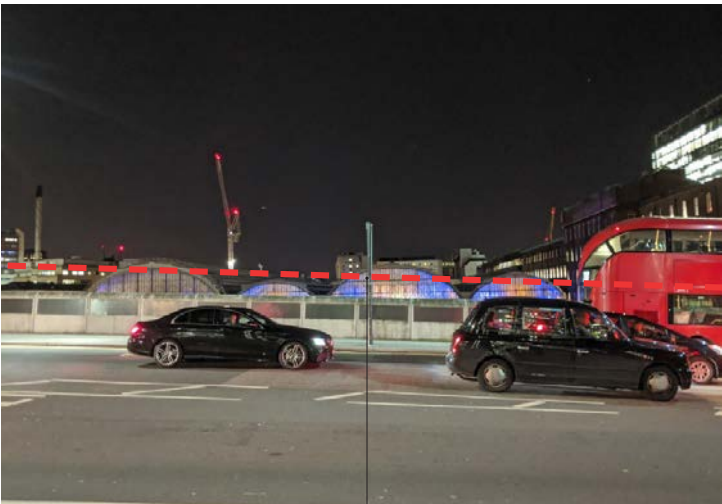
Paddington Station Grade 1 Listed Facade



Direct Sight Lines at Key Connections



Reality – Views Provided



*Planned addition to parapet further limiting views*



# Key Issues

## Bishop's Bridge Road Today

The lack of cycling facilities is out of step with current thinking, pavements are cluttered with redundant signage and poles, the coach stop results in blocked pavements as passengers' queue or unload luggage, wayfinding is poor, surfaces tired and there is a lack of contrast in terms of colour, character and green infrastructure.



Existing footway is cluttered causing 'pinch points', and lack of pedestrian dwelling locations.



Vehicle dominant space, and lack of greenery seen at bridge level.



No views to landmarks or direct sight lines to assets to aid wayfinding. Lack of character along the bridge.



Central crossing on bridge not in ideal location for pedestrians, and connections from bridge to canal level not clear or inviting.



Coach stop causes major congestion on footpath.



Little to no cycle provisions. Low quality, monotonous edge treatment along parapet - poor quality environment for pedestrians.



# Pedestrian Movement

Paddington Station is already experiencing pedestrian demand levels nearing peak capacity, a demand that is exacerbated by commuters using the station as a 'cut through' route between surrounding areas. With the delivery of Crossrail this demand will increase further as commuters move between Crossrail's Eastbourne Terrace entrance to the Hammersmith and City line at the canal side for central London access, or to major employment zones - Paddington Central, Brunel Building, The Point and Waterside in particular.

There is a need to divert pedestrian traffic away from the station and redirect it to the surrounding roads. Bishop's Bridge Road is key in achieving this and if used by pedestrians results in similar journey times. If conditions along Bishop's Bridge Road were improved, this could greatly support the movement around Paddington Station and help ease congestion as the station gets busier.

Leaving Paddington Station, Bishop's Bridge Road is a major pedestrian connecting route, but its current layout creates severance and has an uncomfortable pedestrian experience.

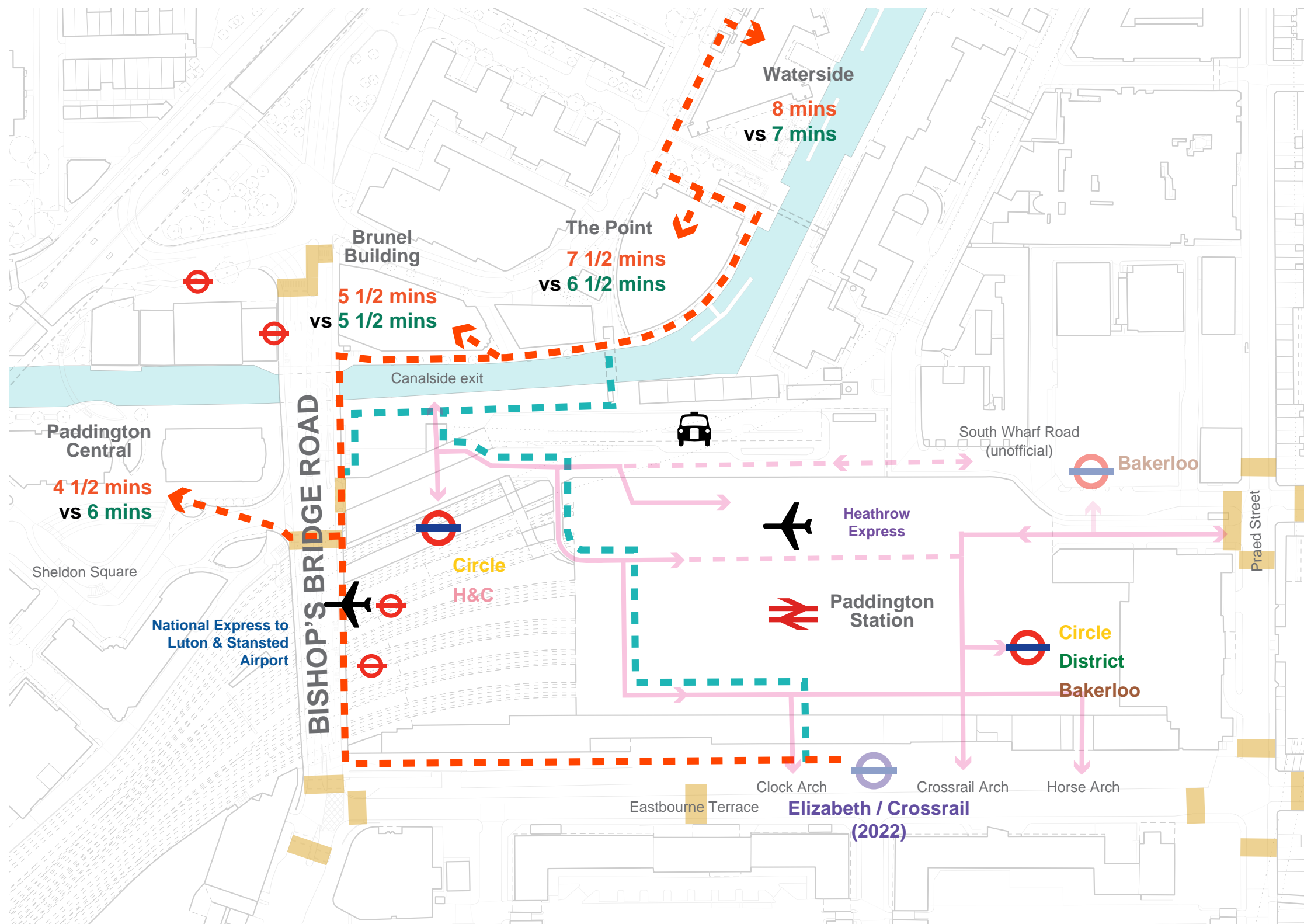


Figure xiii. Timed routes through the station do not take into account congestion delays and are only indicative



## Walking Routes

-  Pedestrian station movement
  Timed opening pedestrian movement
-  BBR alternative route
  Crossing
-  Station cut through route



# Constraints

Spans over electrified rail  
and tube lines - overhead  
work difficult & expensive

Alteration of walls over  
railway unlikely to be  
possible

Width of entrance to Sheldon Square must allow for taxi, emergency vehicle and coach turning

- Need to assess difficulty of removing concrete parapets over canal – appear to be tied to bridge structure

- ✓ Parapet height over railway must be increased to 1.8m.
- ✓ No elements surrounding to make it easier to scale.

Consider restrictions of works overhead the active canal and footpath

**Electrified lines below**

**Canal below**

**Services below  
locations unknown**

## Taxi Queue

Taxi Rank

\_\_\_\_ Taxi rank must be retained, as only rank serving Paddington Station

Reconfiguration of road needs  
to prevent potential congestion  
increase

Large number of taxis  
queue on bridge

Grade 1 listed  
building

Existing bus and coach stops on Bridge, no space for shelter and poor lighting. Difficult to relocate coach stop - congestion on footway

High level parapets along sections of bridge – new 1.8m minimum height restrictions over all railway lines



D

CONCEPT DESIGN



# Key Moves

## Dividing the Bridge by Character

Create identity at each location and regions of differing visual character.

There is a need to reinstate a sense of character on Bishop's Bridge Road to improve its quality of public realm. Bishop's Bridge Road is also a complex location with several large landowners and key stakeholders surrounding it who each have various technical constraints for their adjacent sections of the bridge. A key project move is dividing the bridge into three zones, each with their own characteristics and constraints that can be developed in parallel with each other.

These areas are:

Canalside - access to, and celebration of, the canal and waterfront

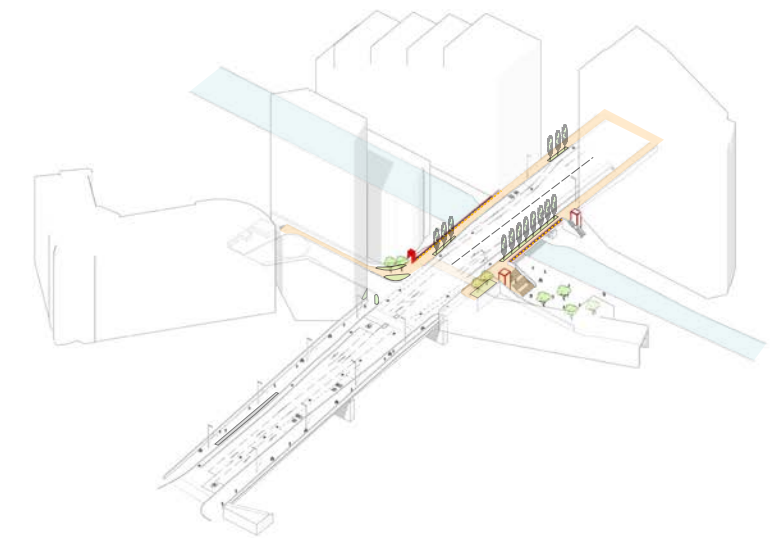
Movement - new crossings, road space and footway realignments

Rail Crossing - low level planting and lighting to soften the impact of the road increase pedestrian comfort and feeling of safety

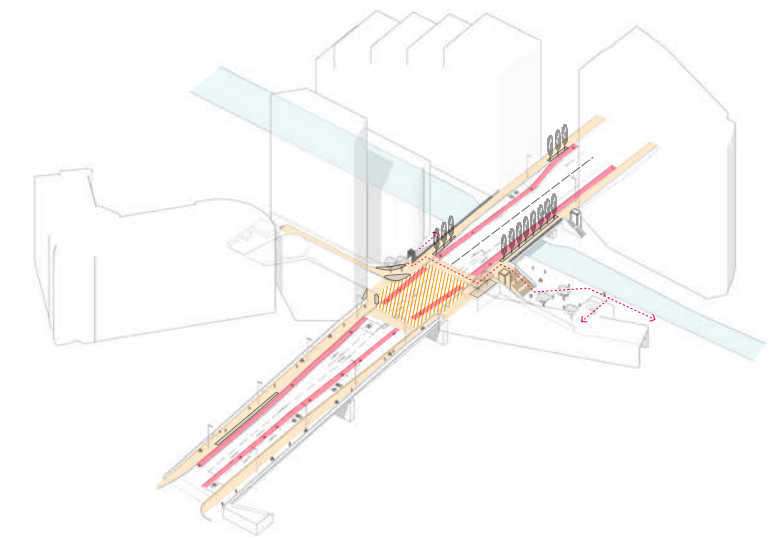
Currently the bridge has a threshold issue. Its largely vehicle dominated in nature and its length make it difficult for pedestrians and cyclists to determine if they should use Bishop's Bridge Road. Having zones with separate characteristics divides the bridge visually into shorter sections, allowing pedestrians to notice key connection routes across the bridge from different placemaking markers – from wayfinding structures to tree planting at bridge level.

This is also beneficial to the phasing of projects in the future, identifying projects that can be grouped together that share similar constraints and opportunities at different zones of the bridge.

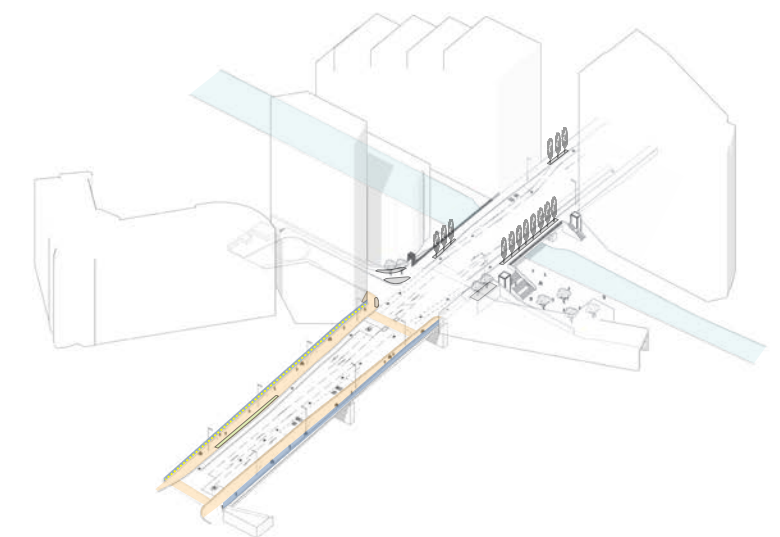
## Canalside



## Movement



## Railside





# Canalside

The canal side section of the bridge has the opportunity for the largest transformation.

- Solid parapet over canal replaced with visually permeable railings, creating new views to the canalside
- New, realigned stair and lift to canal level that improves access to local amenities and create desire lines from the bridge to the station (TfL Triangle Site)
- Potential for new stair opportunity by Sheldon Square (British Land)
- New green infrastructure at bridge level to soften the bridge and provide a buffer between pedestrians and the road. Upright species of trees to act as bridge markers to aid wayfinding
- Characterful low-level strip lighting upgrade
- New pedestrian crossing to improve connections to local amenities and improve pedestrian safety
- New dedicated cycle lanes and supporting infrastructure to lessen the vehicle dominated nature of the bridge and improve cyclist safety

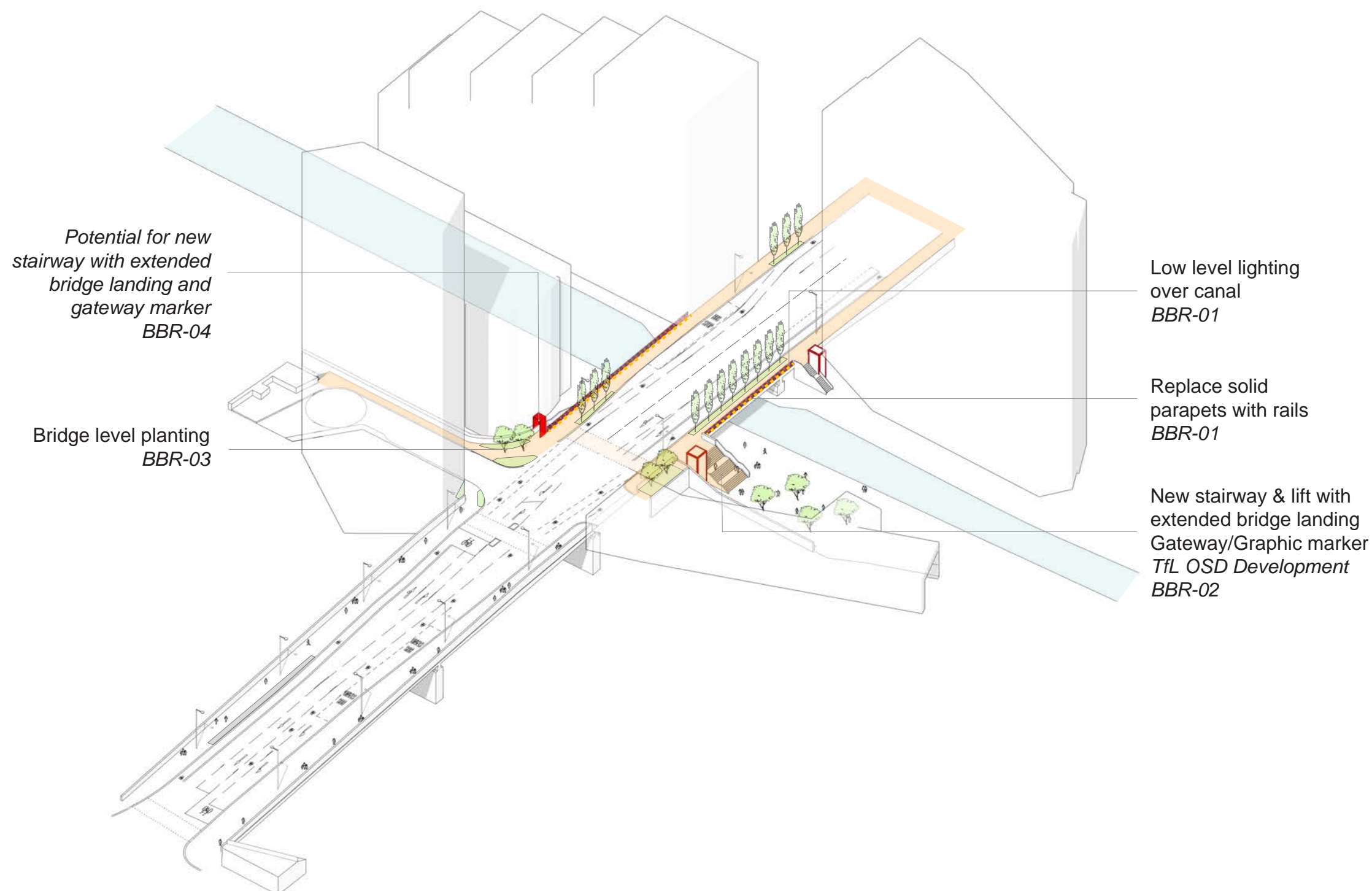


Figure xv. Canalside overview



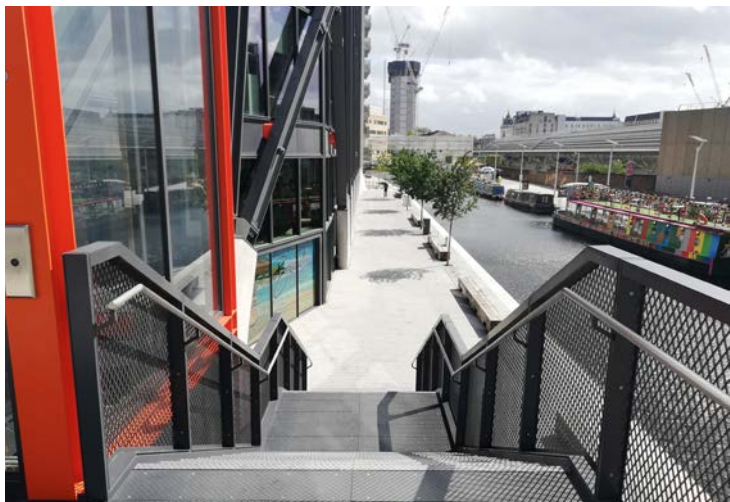
Precedent Projects



Extend the character of the canal to bridge level.



Open up views through the parapet to the canal and other local assets below.



Installation of new canal connection, perpendicular to the bridge for clear sightlines, aiding wayfinding and encourage movement.



Wayfinding markers at key stair and lift connections.



Tree and low level planting at bridge level to create a green link across the bridge.



Low level strip planting on bridge where possible, maintaining 3m clear footpaths.



# Illustrative View

View illustrating new planting opportunities to soften the bridge and create a barrier between pedestrians and traffic, the new parapet structure that allows views to the canal, decluttered and widened footpaths, inclusion of dedicated cycle lanes and a new pedestrian crossing.

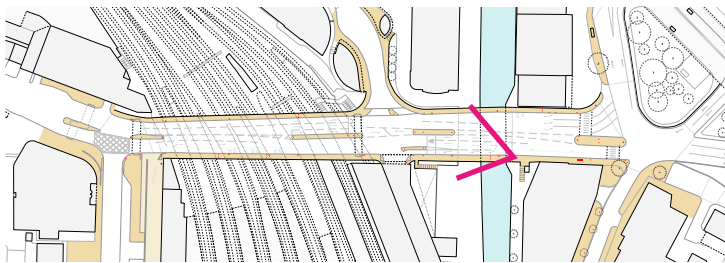


Figure xvii. Key plan



Canalside existing view

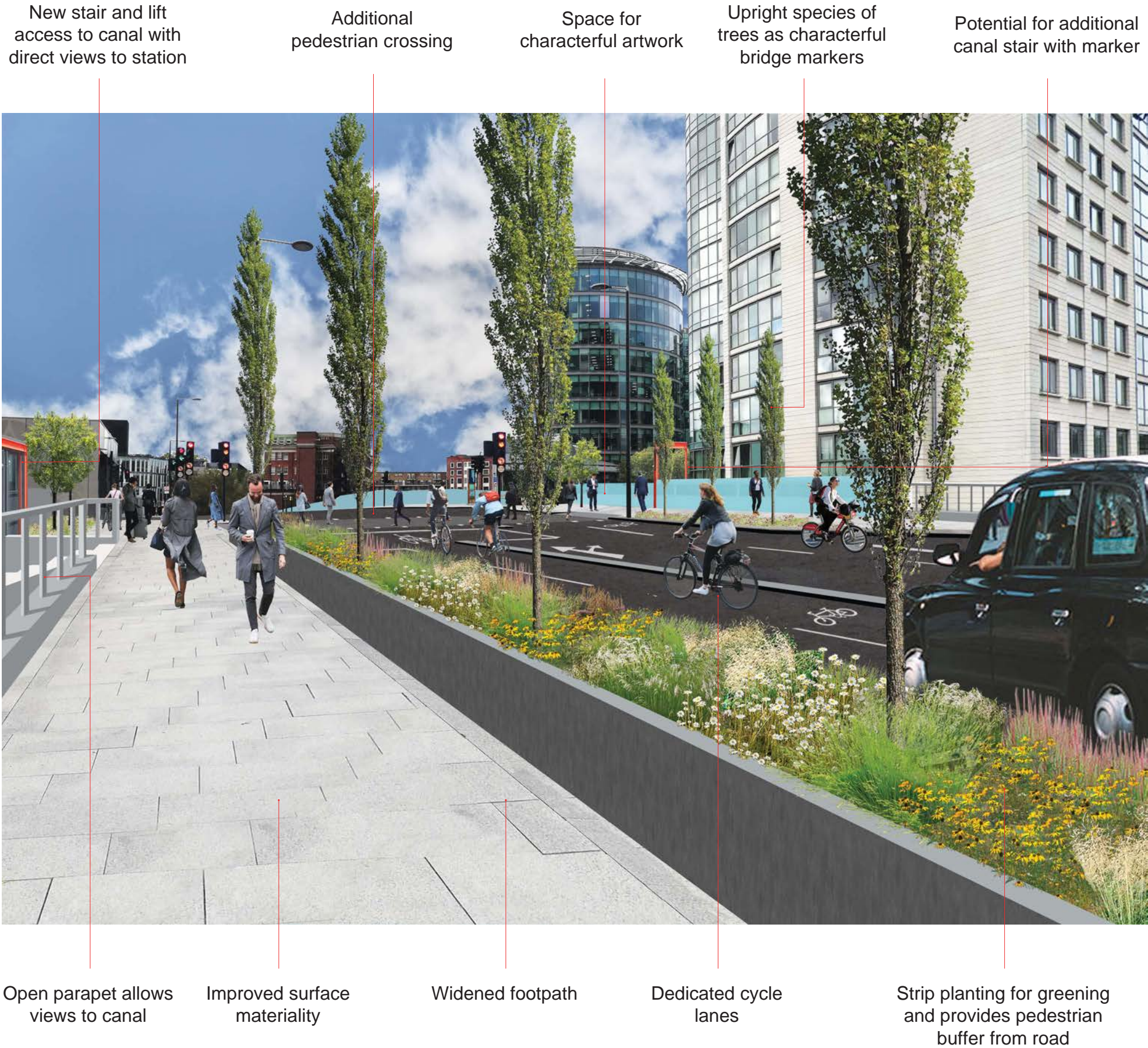


Figure xvi. Canalside illustrative view



Landscaping Options



Figure xviii. Canalside illustrative view - in ground planting option



Figure xix. Canalside illustrative view - only low level planting option



Night View



Soft lighting highlights the new parapet structure across the canal in a sensitive way that can also make a feature of it



New stair connection to feature low level diffused lighting for guidance and wayfinding



Figure xx. Nighttime view



# Movement

The central connection provides opportunities along the entire stretch of the bridge that connects with the surrounding network.

- Footway widening and street furniture de-cluttering across the bridge
- New dedicated cycle lanes and supporting infrastructure to lessen the vehicle dominated nature of the bridge and improve cyclist safety
- New pedestrian crossing to improve connections to local amenities and improve pedestrian safety
- Highway layout re-configuration with surfacing improvements
- Footway re-surfacing
- Lighting upgrades and column relocation

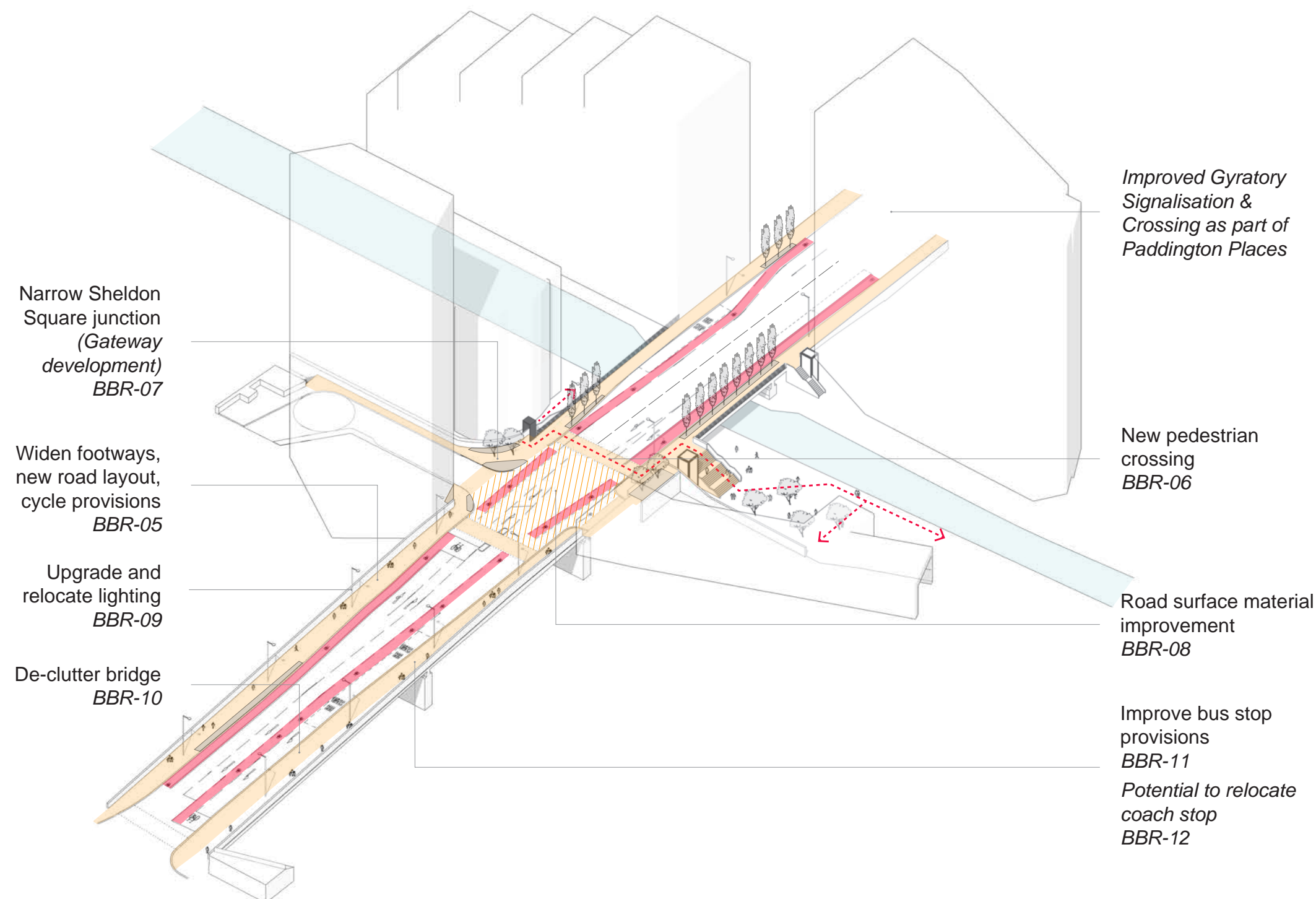


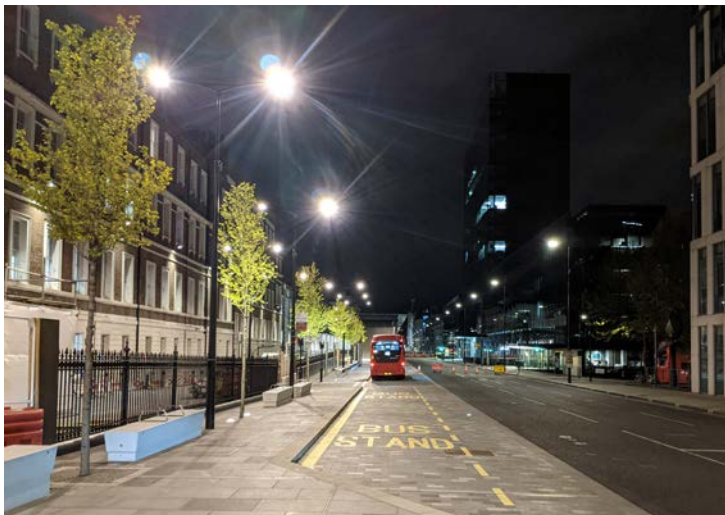
Figure xxi. Movement and connections overview



Precedent Projects



Decluttered and widened footpaths to rebalance the vehicle dominated bridge.



Improved paving and road materiality to match other highquality locations in Westminster.



New additional pedestrian crossing in centre of bridge to aid pedestrian movement.



Installation of new cycle provisions.



Potential to narrow junction into Sheldon Square and rebalance road and crossing.



Double sided planting on bridge to allow pedestrians to 'walk through' planting.



# Illustrative View

View illustrating the decluttered and widened footpath, new parapet structure that allows views to the canal below, inclusion of planting at bridge level to soften the area and inclusion of cycle lanes and a new pedestrian crossing.

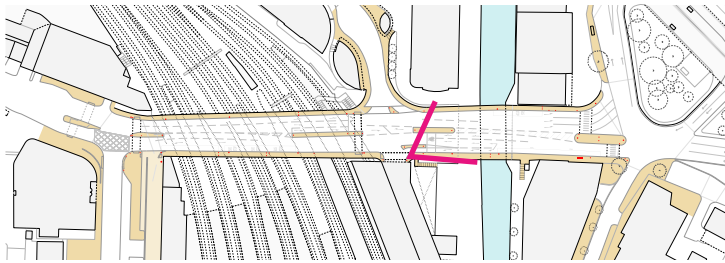


Figure xxiii. Key plan



Movement and connections existing view

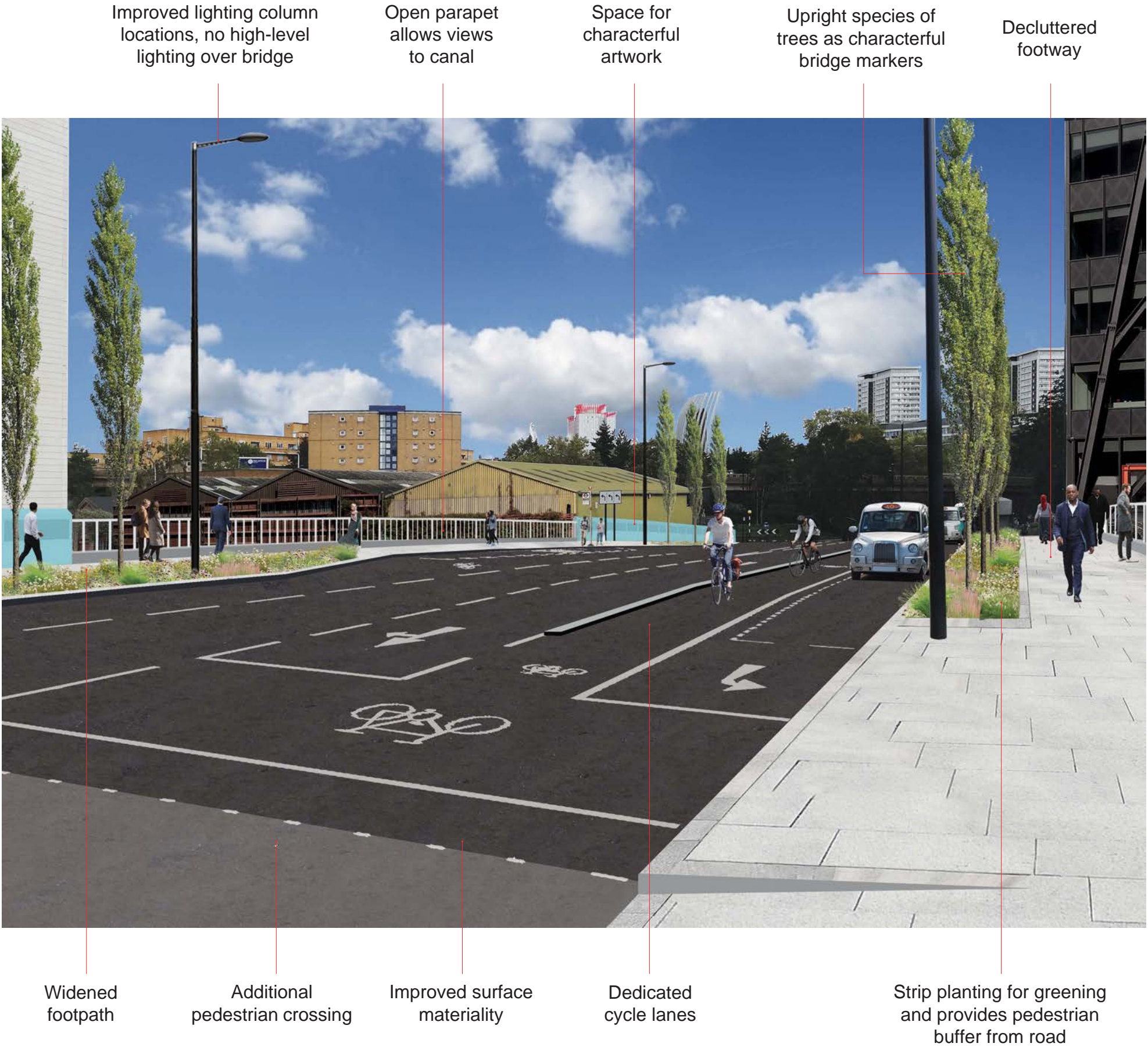


Figure xxii. Movement and connections illustrative view



Night View



Only low level strip lighting across the water to guide pedestrians along the bridge that matches the character of the canalside



Low level diffused lighting on new stair connection handrails to help guidance and wayfinding



Figure xxiv. Night-time view



# Railside

The railway side of the bridge is where there are the most restrictions due to technical constraints.

- Graphic artwork treatment to parapet over railways to improve the character of the space
- Low-level strip lighting to direct pedestrians across the bridge at night and increase pedestrian comfort and safety
- Footway widening and street furniture de-cluttering allows possibility of low level strip planting over the railside to soften the area and provide a green connection across the bridge

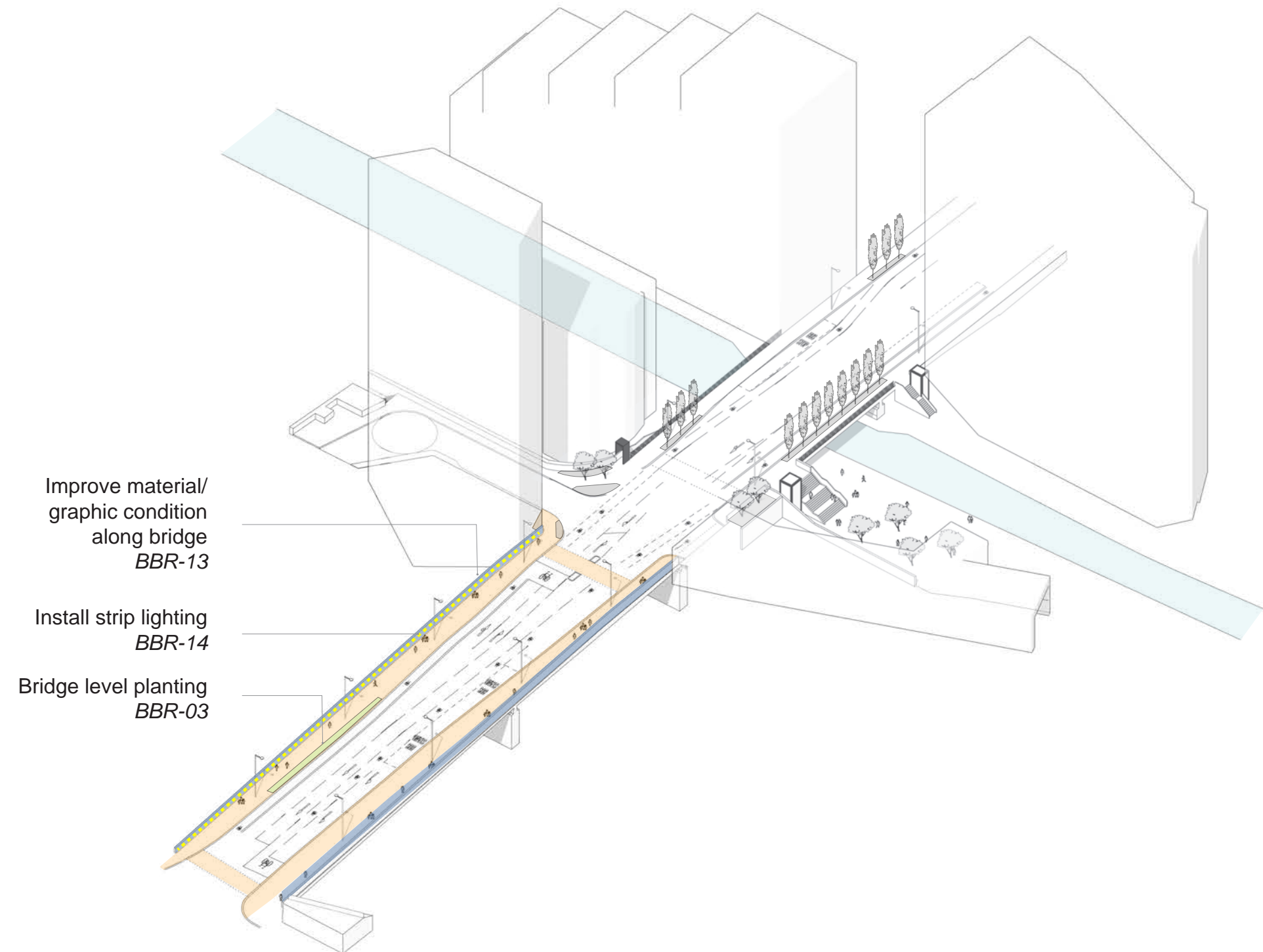


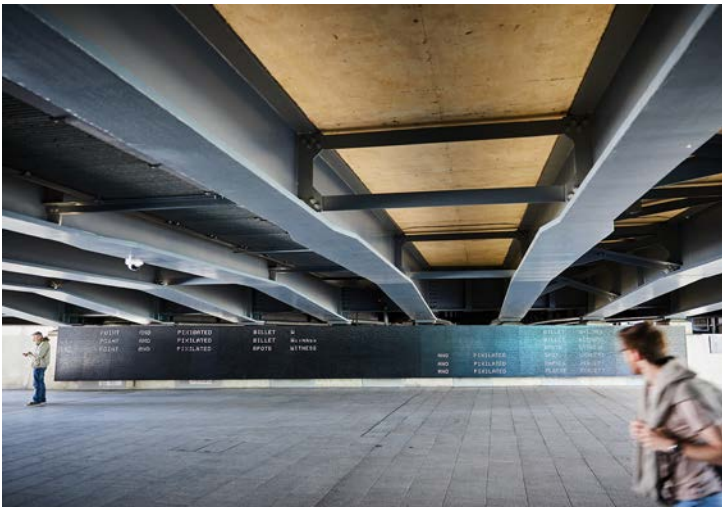
Figure xxv. Rail crossing overview



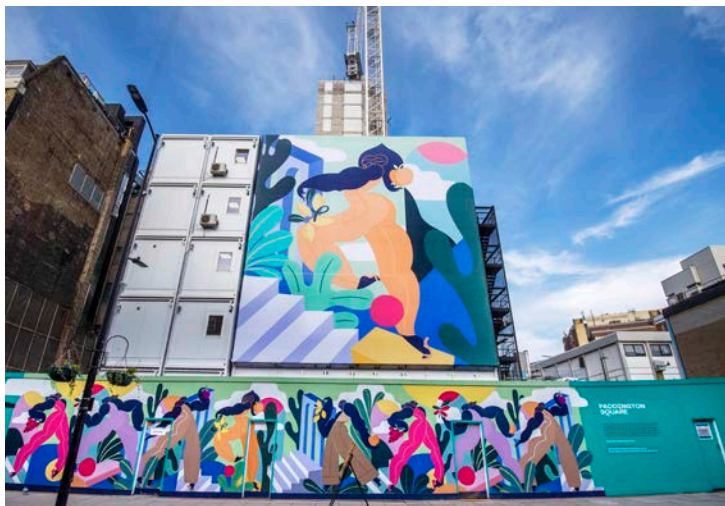
Precedent Projects

Retained parapets over railway can be used as space for public art commissions, adding colour and character to the bridge that can reflect the local surroundings.

Parapet graphics or art commissions could aid wayfinding across the area with appropriate advertising consent.



Local artwork ‘Message from the Unseen World’, canalside under Bishop’s Bridge Road by United Visual Artists and poet Nick Drake.



Local artwork ‘Nurture Nature’, Paddington Square artwork by Kelly Anna. *Photo © Paul Grover*



Local artwork ‘Colour Transfer’, underside of Westway Bridge by Liz West.



Old Street Underground integrated wayfinding and artwork by Prosper Design. *Photo © Prosper Design.*



# Illustrative View

View illustrating new road layout with inclusion of dedicated cycle lanes, low level planting to soften the environment, decluttered and widened footpaths and zones for characterful artwork.

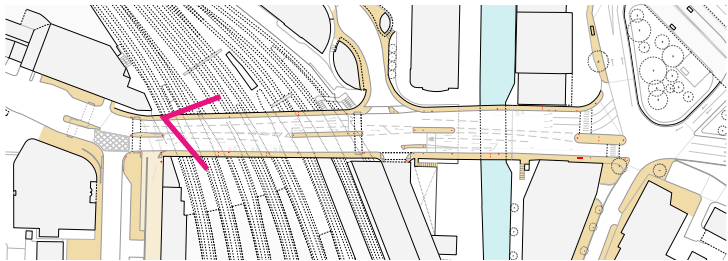


Figure xxvii. Key plan



Rail crossing existing view



Figure xxvi. Rail crossing illustrative view



Night View



Low level, diffused strip lighting across the Railway section to encourage people to use the bridge and improved environment at night.



Improved lighting locations across bridge. Highlevel lighting upgraded to LED.



Figure xxviii. Rail crossing night-time view



# E

**COSTING**



# Order of Cost Estimate

## Notes and Assumptions

Accertum have been appointed to provide an initial cost estimate for the projects outlined in this report. An overview of the cost estimate is presented in this report. Detailed cost breakdown found in Cost Plan Appendix E.

The following Assumptions have been made in the compilation of this Cost Estimate.

- Costs assume minor works will be carried out by the Council's term contractor and larger projects will be undertaken through a competitively tendered contract.
- No utility services information has been provided and therefore no utility diversion or protection costs have been included. We understand that any major utilities run along the middle of Bishops Bridge Road therefore these projects should not be significantly affected.
- The area is well served by low voltage electricity supplies and costs for electrical supplies assume that a local connection will be possible
- Projects to provide lifts and stairs from the Canal assume that a simple structure can be accommodated. Where noted, standard cantilever construction has been included.
- The project costs reflect the current high cost of materials procured in the construction market. In particular, the cost of steel has seen very high cost increases in the last six months, due to lack of supply of raw materials. This should be monitored for further increases.
- Costs with this cost plan are for Construction Works only, other project costs are noted within the list of exclusions.
- It has been assumed that the works to the projects costed in this Report will not involve restrictions or costs associated with the Railway Network.
- Allowances have been made for providing protection to the canal for works above the canal and closing Bishops Road where required as noted in the cost plan (Appendix E).

## Exclusions

The following items are excluded from this Cost Plan and Financial provision should be made elsewhere.

- Diversion or Protection Works for Utilities
- Upgrade of current infrastructure to lighting etc.
- Costs associated with working over Railway - no works to structure of roadway or parapets
- Asset Protection/BAPA payments
- No costs associated with traffic light management and any upgrade of controls
- Building Control fees
- VAT - standard rated at 20%
- Building Control fees
- Design team professional fees (including Contractor's design fees)
- Planning application fees
- Costs relating to fees/consultant costs relating to WCC, TfL, Network Rail etc.
- Infrastructure upgrades, i.e. Section 38, 278 Contributions
- Section 106 Agreement Costs, CIL payments - not applicable
- Agents Fees/Marketing Costs
- Party Wall awards, rights to light issues
- Contamination remediation
- Asbestos Surveys and Removal
- Legal fees
- Survey Fees
- Inflation beyond Q3 2021
- Artwork
- Developer's risk allowance / overall project contingency
- Archaeological survey or excavation costs, including attendance on the archaeologist
- Out of hours working
- Further costs resulting from Covid 19 or similar events



# Breakdown of Cost Estimate

Cost breakdown by group: Canalside, Movement and Railside; and feasibility: Short, Medium and Long Term.

	Canalside	Movement	Railside	Total Per Phase
Short Term	-	£27k	-	£27k
Medium Term	£1,495k	£1,116k	£346k	£2,957k
Long Term	£1,050k	£6k	-	£1,056k
Total Per Zone	£2,545k	£1,149k	£346k	
OVERALL TOTAL	£4,040k			



# Canalside Cost Breakdown

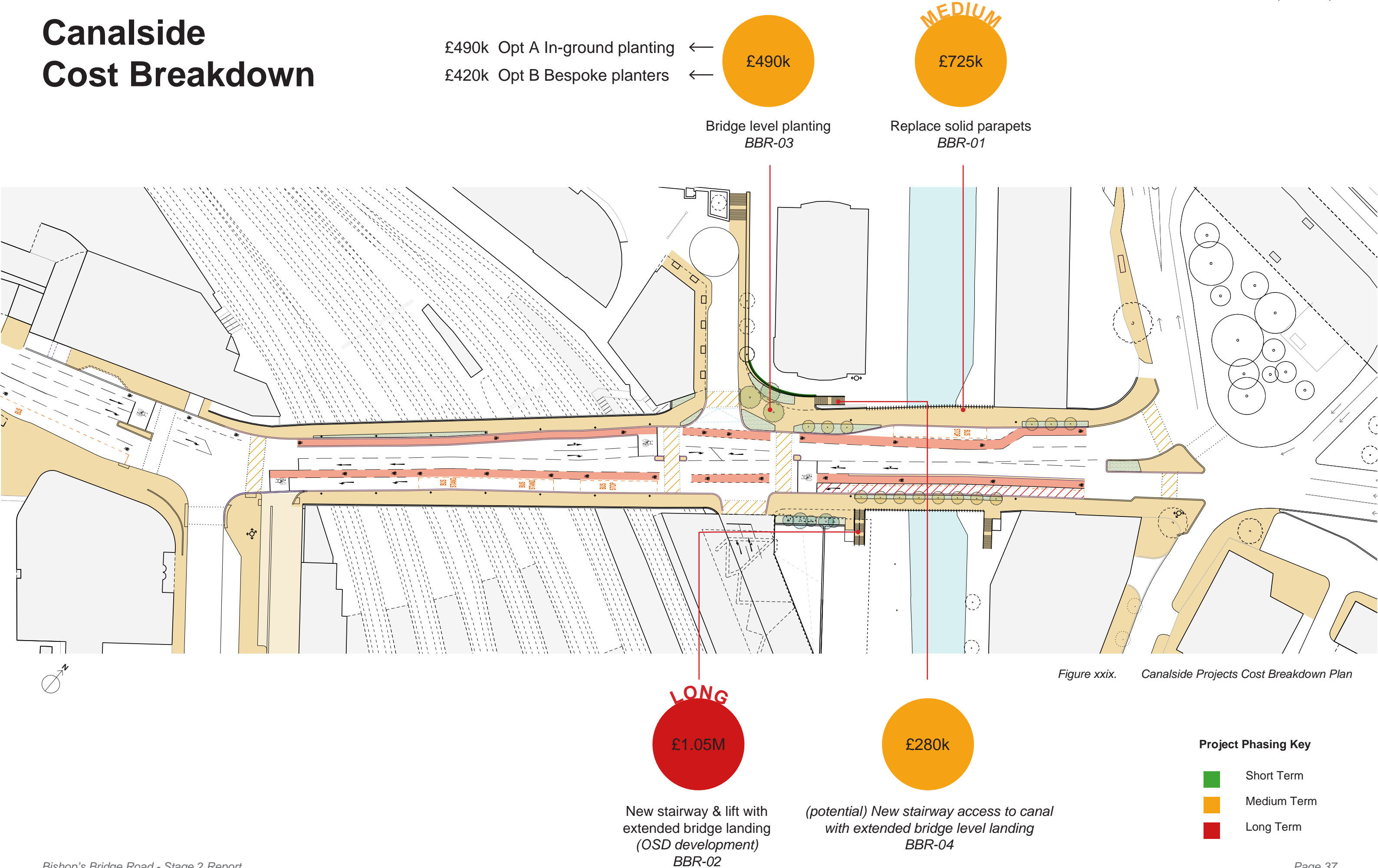


Figure xxix. Canalside Projects Cost Breakdown Plan



# Movement Cost Breakdown

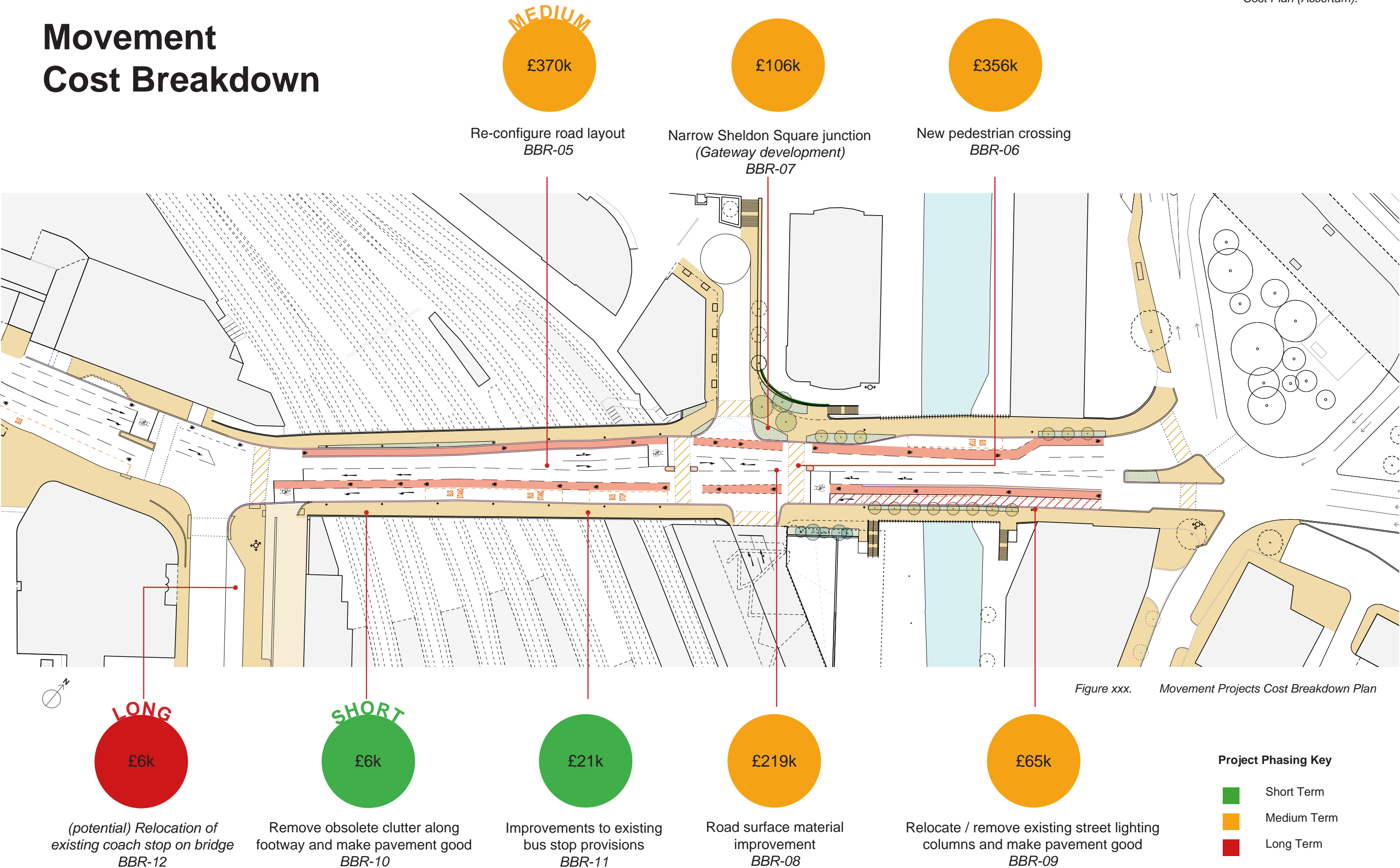


Figure xxx. Movement Projects Cost Breakdown Plan



# Railside Cost Breakdown

MEDIUM  
£280k

£66k

Install strip lighting  
along bridge  
BBR-14

Improve material/graphic condition along  
bridge parapet, from Eastbourne Terrace to  
Sheldon Square/taxi rank entrance  
BBR-13

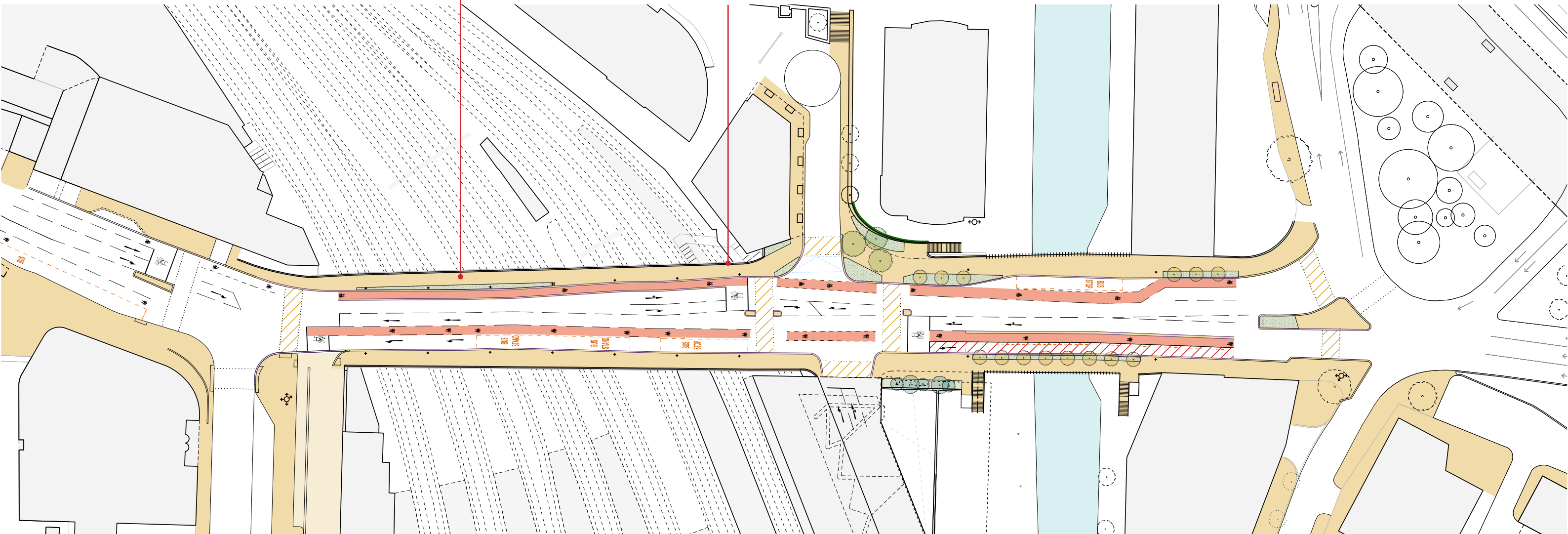


Figure xxxi. Canalside Projects Cost Breakdown Plan

## Project Phasing Key

- Short Term
- Medium Term
- Long Term



# Project Tracker

## Canalside Breakdown

Ref	Feasibility	Project	Type	Phasing	Land Ownership	Delivery	Funding Opportunities	Comments
CANALSIDE								
BBR-01		Replace solid concrete parapets along canal side with new, lower handrail structure that allows views to the water. Handrail to include low level integrated strip lighting directed towards bridge pavement.	Highways	MEDIUM TERM	WCC, Canal & River Trust & NR	TBC	Partially delivered by Travis Perkins / Unite development	CRT's & structural engineer's input required to confirm viability. Could be delivered alongside Travis Perkins development. Utilities and power survey required to confirm feasibility.
BBR-02		Replace existing stairway with new, larger stairway and lift access to canal with extended bridge level landing. Stairway to include low level integrated strip lighting.	Pedestrian Route Wayfinding	MEDIUM TERM	TfL, WCC, NR	TBC	Delivered as part of Crossrail OSD	Topographical and structural survey required to confirm viability. Liaison with TfL and NR required. Can be delivered with BBR-05.
BBR-03A		Option 1. New <b>'in-ground'</b> planting at bridge level. Plant species, size and location TBD by JCLA.	Landscape	MEDIUM TERM	WCC, British Land, TfL, Canal & River Trust	TBC		Utilities and structural assessment required to confirm viability. Utilities and structural assessment required to confirm viability. Some planting may be dependent on BBR-02, BBR-04 & BBR-05 being delivered to allow sufficient space.
BBR-03B		Option 2. New planting <b>in bespoke planters</b> at bridge level. Plant species, size and location TBD by JCLA.	Landscape	MEDIUM TERM	WCC, British Land, TfL, Canal & River Trust	TBC		Utilities and structural assessment required to confirm viability. Utilities and structural assessment required to confirm viability. Some planting may be dependent on BBR-02, BBR-04 & BBR-05 being delivered to allow sufficient space.
BBR-04		New stairway access to canal with extended bridge level landing, located next to Sheldon Square junction. New gateway/graphic marker to signal pedestrian route to canal. Stairway to include integrated strip lighting.	Pedestrian Route Wayfinding	MEDIUM TERM	British Land, WCC, NR	TBC		Topographical and structural survey required to confirm viability. Liaison with British Land required. Can be delivered with BBR-05 & BBR-07.
Paddington Places - Parallel Project Tracker								
C-06		New Canalside link along the Travis Perkins site under Bishops Bridge Road to Paddington Central. Public realm of continuous route to match approach of Porteus Road to Rembrandt Gardens.	Pedestrian Route	MEDIUM TERM	Travis Perkins +/- WCC +/- CRT	TBC	TBC - Delivered by Travis Perkins development	Ongoing discussions with WCC Planning Team and Unite/ Travis Perkins to deliver coherent/ coordinated public realm, support commercial mooring operations.
HG-05A		Gyratory Reconfiguration Relocate the sweepers' depot to improve the legibility of the route and offer unobstructed views (preferred option which requires further investigation). Reconfigure the gyratory to facilitate better and safer strategic cycle and pedestrian movement, with a continuous cycle and pedestrian route and signalised crossings at St Mary's Square, Hermitage Street and Bishop's Bridge Road. Land released for new development opportunities.	Highways	LONG TERM	WCC, TfL	TBC		Refer to file note discussion with Mark Banks and Jon Griffith (25 May 2020) Discussion with WCC Development team on alternative locations for the depot. Stage 2 Report includes alternatives to road reconfiguration that retain depot at its existing location.



Movement Breakdown

Ref	Feasibility	Project	Type	Phasing	Land Ownership	Delivery	Funding Opportunities	Comments
MOVEMENT								
BBR-05		Reconfigure road layout and widen footway on both sides. New, permanent segregated cycle lanes along each lane. Junction improvements for cyclists. Removal of central traffic reservations. Existing traffic lights to be retained to install advance cycling capabilities if not already installed.	Highways	MEDIUM TERM	WCC	TBC	S106 Teardrop	NR's & structural engineer's input required to confirm viability.
BBR-06		Installation of new additional pedestrian crossing, right of taxi rank across Bishop's Bridge Road	Highways	MEDIUM TERM	WCC	TBC		Further NRP testing needed to assess viability.
BBR-07		Narrow road width of junction into Sheldon Square and increase footway	Highways	MEDIUM TERM	WCC, British Land	TBC	Delivered as part of Gateway development	Road width must still allow access for emergency services. Liaison with British Land required. Can be delivered with BBR-05.
BBR-08		Road surface material improvement at central bridge junction.	Highways	MEDIUM TERM	WCC	TBC		Consultation with WCC Highways team required to assess vehicular impact.
BBR-09		Relocate or remove existing street lighting columns and make pavement good	Highways	MEDIUM TERM	WCC	TBC		Liaison with WCC required. Utilities and power survey required to confirm feasibility.
BBR-10		Remove obsolete clutter along footway and make pavement good	Highways	SHORT TERM	WCC	TBC		Can be delivered with BBR-05. 5th Studio to review existing elements that can be removed.
BBR-11		Improvements to existing bus stop lighting and signage provisions	Highways	SHORT TERM	WCC, TfL	TBC		Can be delivered with BBR-05.
BBR-12		Relocation of existing coach stop on bridge to another location with more pedestrian foot space	Highways	MEDIUM TERM	TfL	TBC		Further liaison with TfL required.
Paddington Places - Parallel Project Tracker								
HG-03		<u>Existing Gyratory Signalisation (drawing 0269)</u> -New toucan crossings at gyratory to create Bishop's Bridge Road to Church Street link. -New shared cycle/pedestrian footway via existing gyratory island. -New path via St Mary's Square planted area -New pedestrian-scale lighting to facilitate cycle/pedestrian movement	Highways Route Lighting	SHORT TERM	WCC, TfL	TBC		This can be a quick win to help establish the links of the longer term reconfiguration. Relatively easy delivery and low traffic impact. Topography survey of ST Mary's planted area needed to ensure a new path can be provided, otherwise existing pedestrian route to be retained.

Railside Breakdown

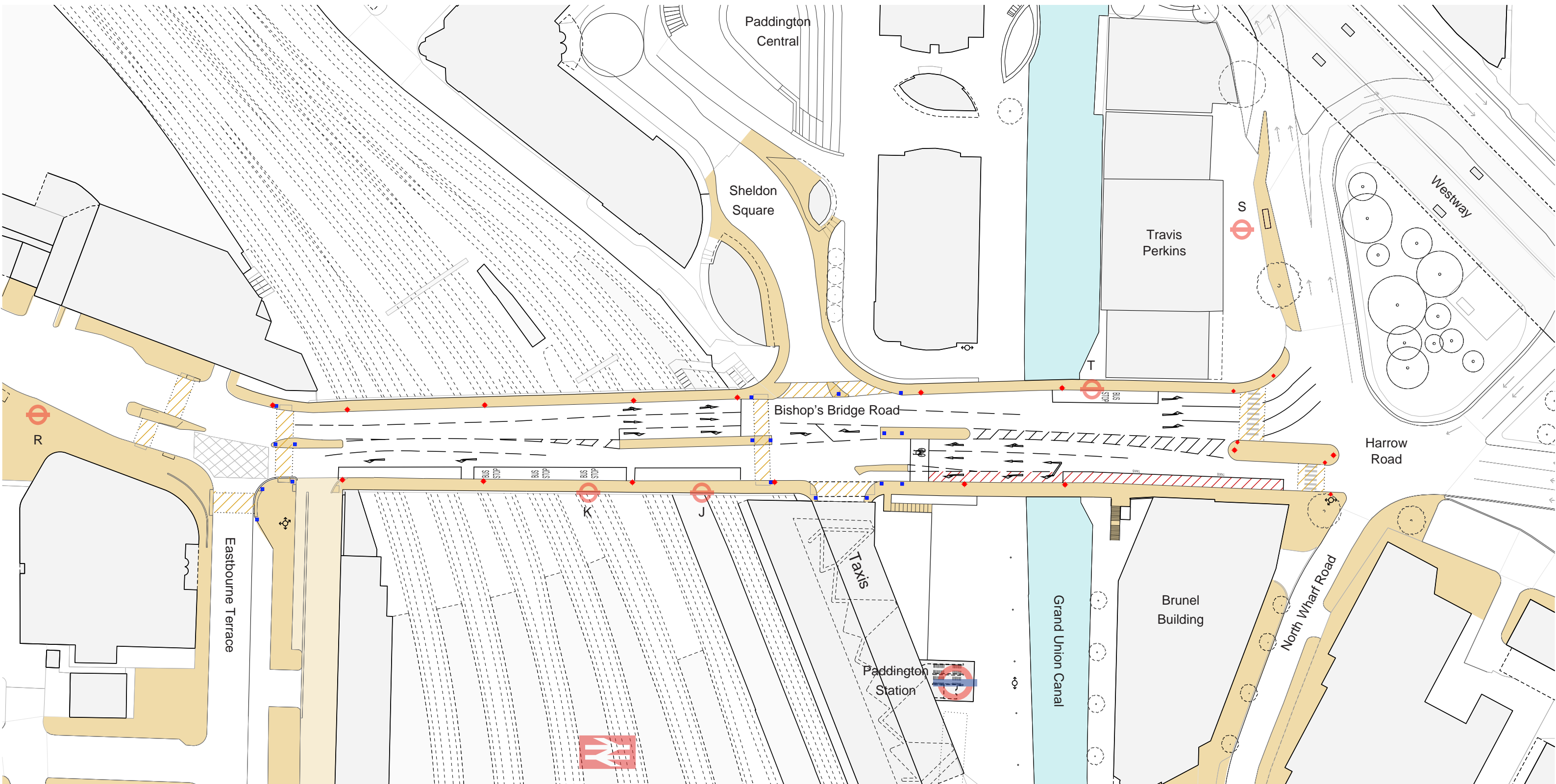
Ref	Feasibility	Project	Type	Phasing	Land Ownership	Delivery	Funding Opportunities	Comments
RAILWAY								
BBR-13		Improved material and/or graphic treatment to bridge parapet	Public Art Commission	SHORT TERM	WCC, NR & CRT	TBC		Potential planning and advertising consent issues as structure is located next to Grade 1 listed building.
BBR-14		Install strip lighting along rawilway section of bridge	Lighting	SHORT TERM	WCC, NR	TBC		Utilities, power and structural survey required to confirm feasibility.




F


**SUPPORTING BASEPLANS**


# Existing Site Plan



Key

 Public Realm Extents

 Bus/Coach Stop Location

 Lighting Column


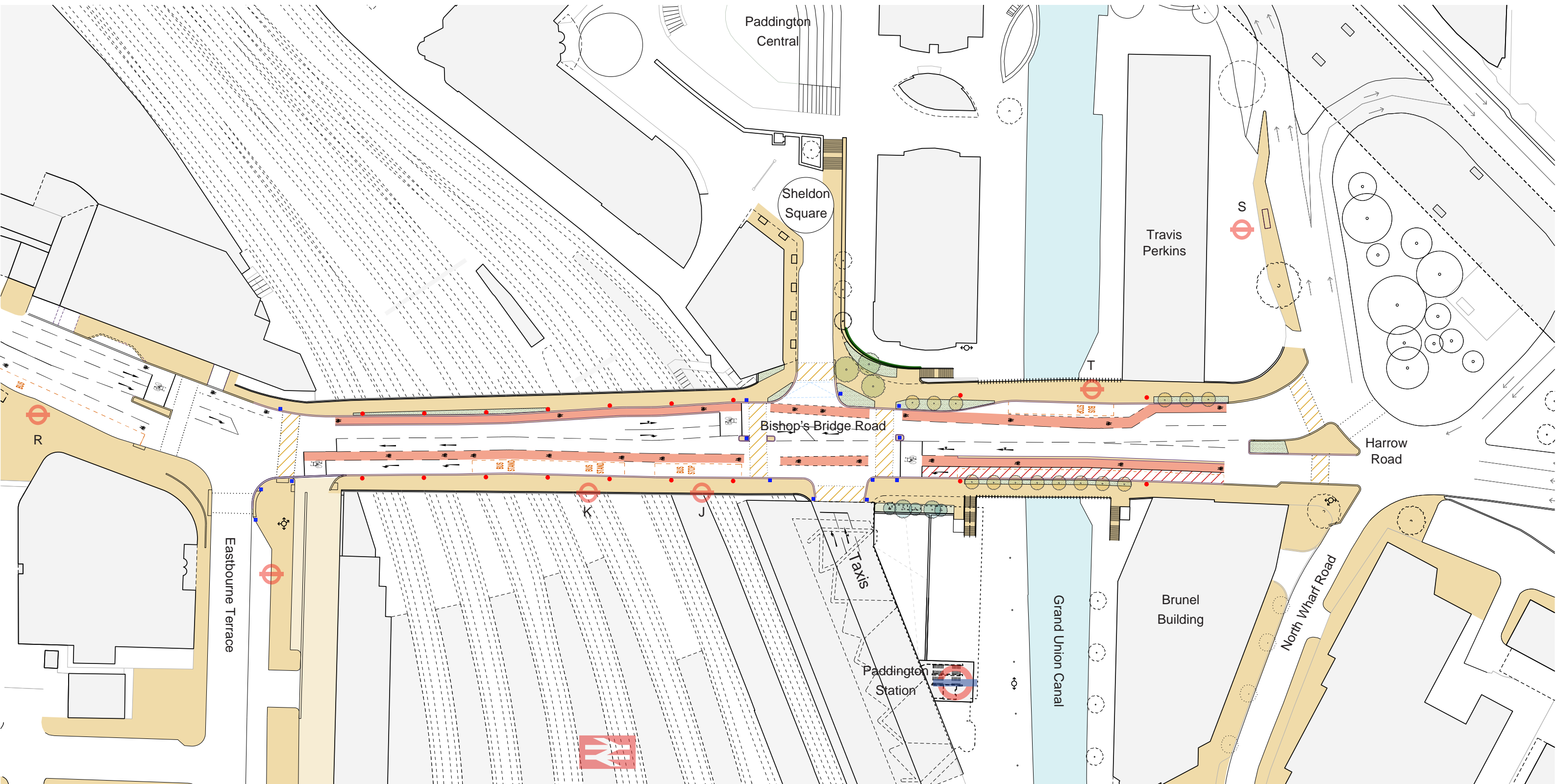
 Traffic Light


 Figure xxxii. Existing Bridge Site Plan





# Proposed Site Plan





**Key**

 Public Realm Extents

 Bus/Coach Stop Location

 Lighting Column

 Traffic Light

 Pedestrian Crossing


 Taxi Rank

 Figure xxxiii. Proposed Bridge Site Plan

# Crossings

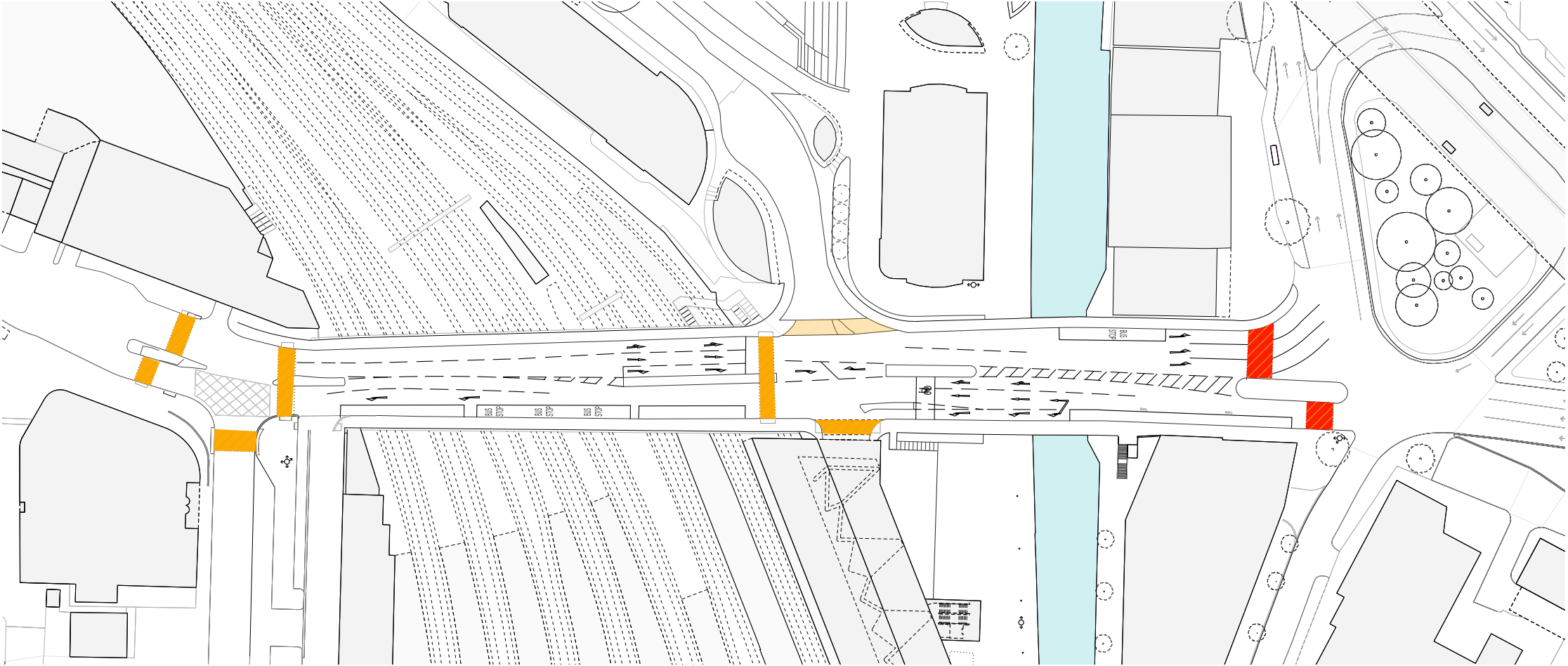


Figure xxxv. Existing Crossings Plan

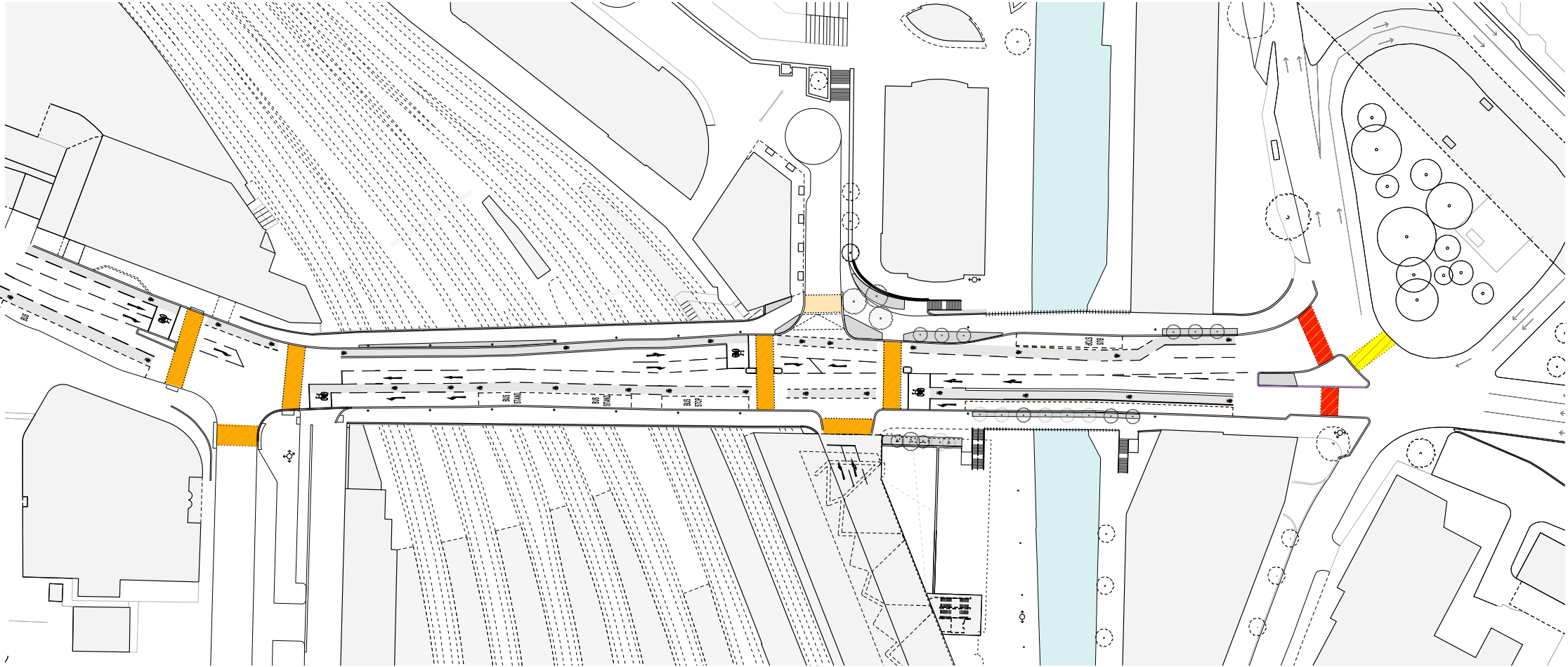


Figure xxxiv. Proposed Crossings Plan

- Key**
- Pelican Crossing (signalised)
  - Zebra Crossing (not signalised)
  - Toucan Crossing (signalised)
  - Copenhagen Crossing (not signalised)



# Cycle Infrastructure

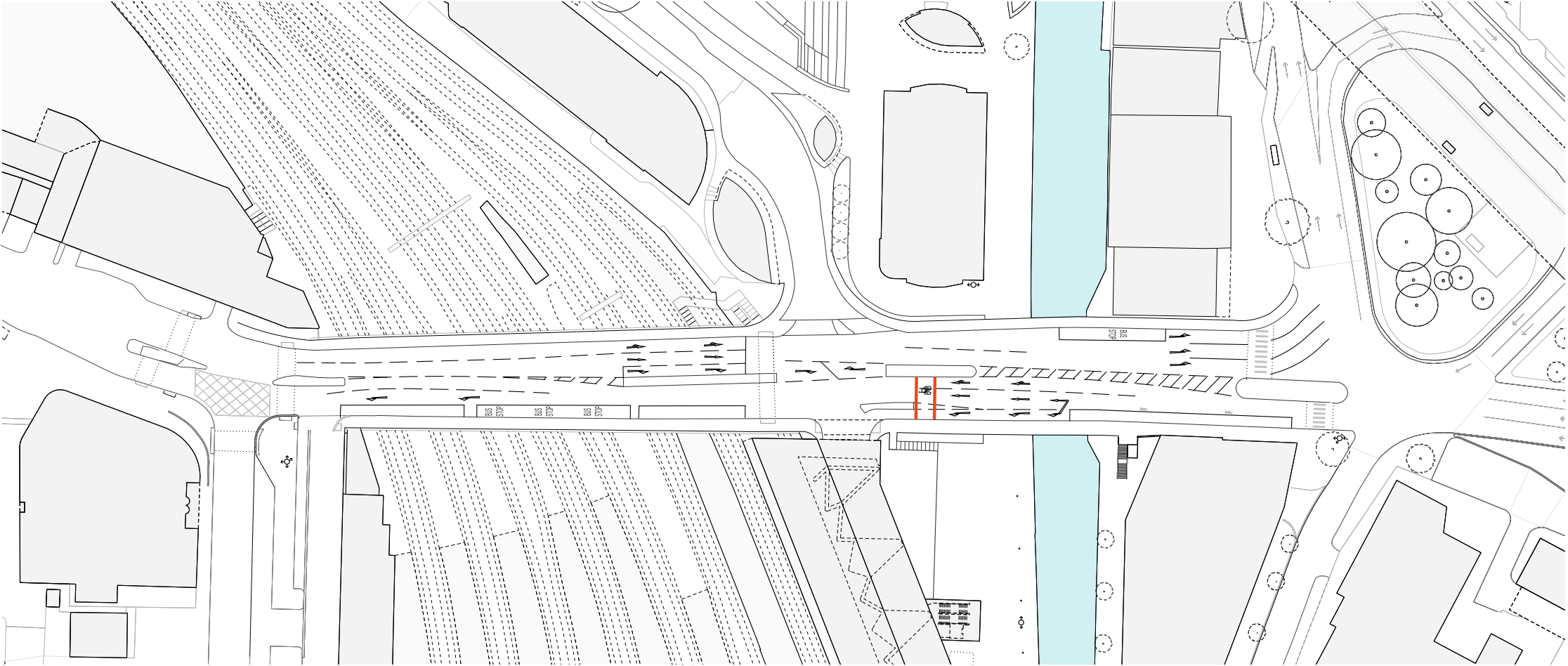


Figure xxxvii. Existing Cycle Infrastructure Plan

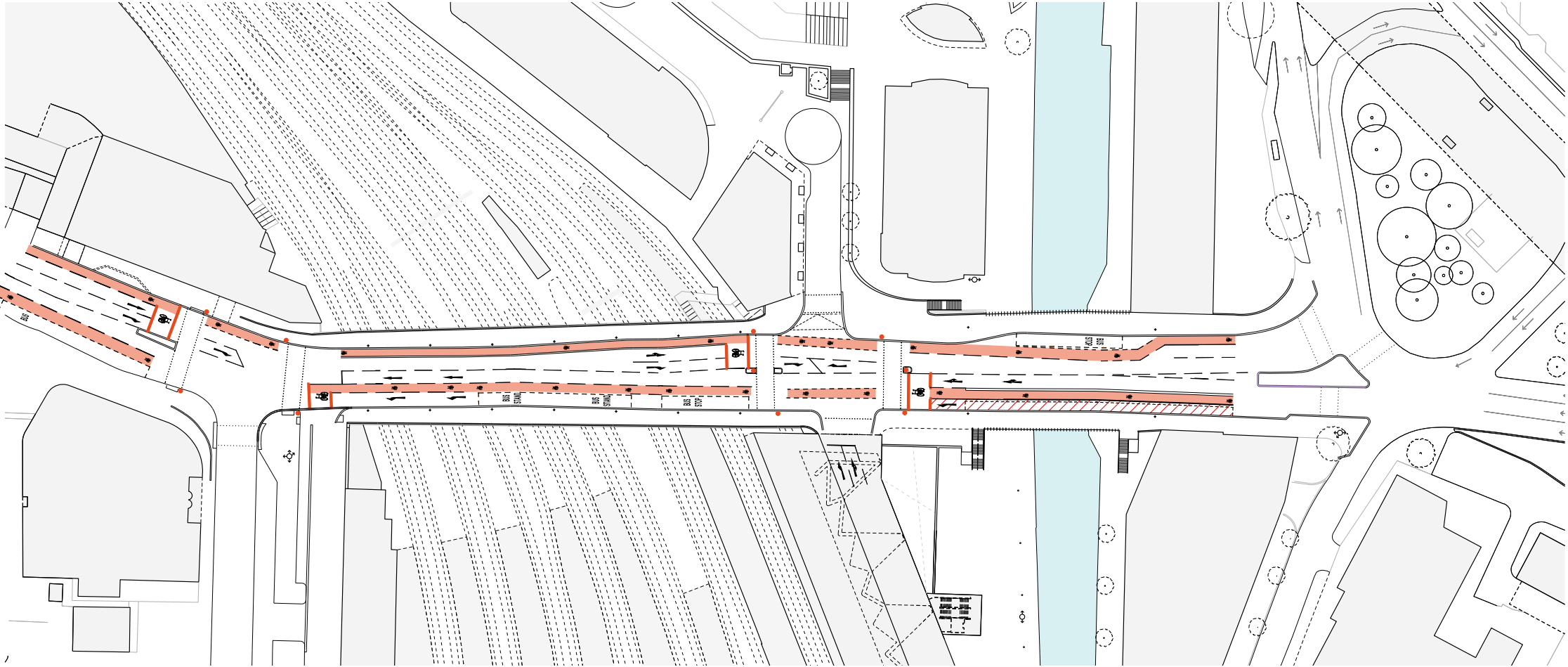


Figure xxxvi. Proposed Cycle Infrastructure Plan

- Key**
- Dedicated Cycle Lane
  - Traffic Lights with Advanced Cycling Capabilities Installed
  - Advanced Stop Lines

# Green Infrastructure

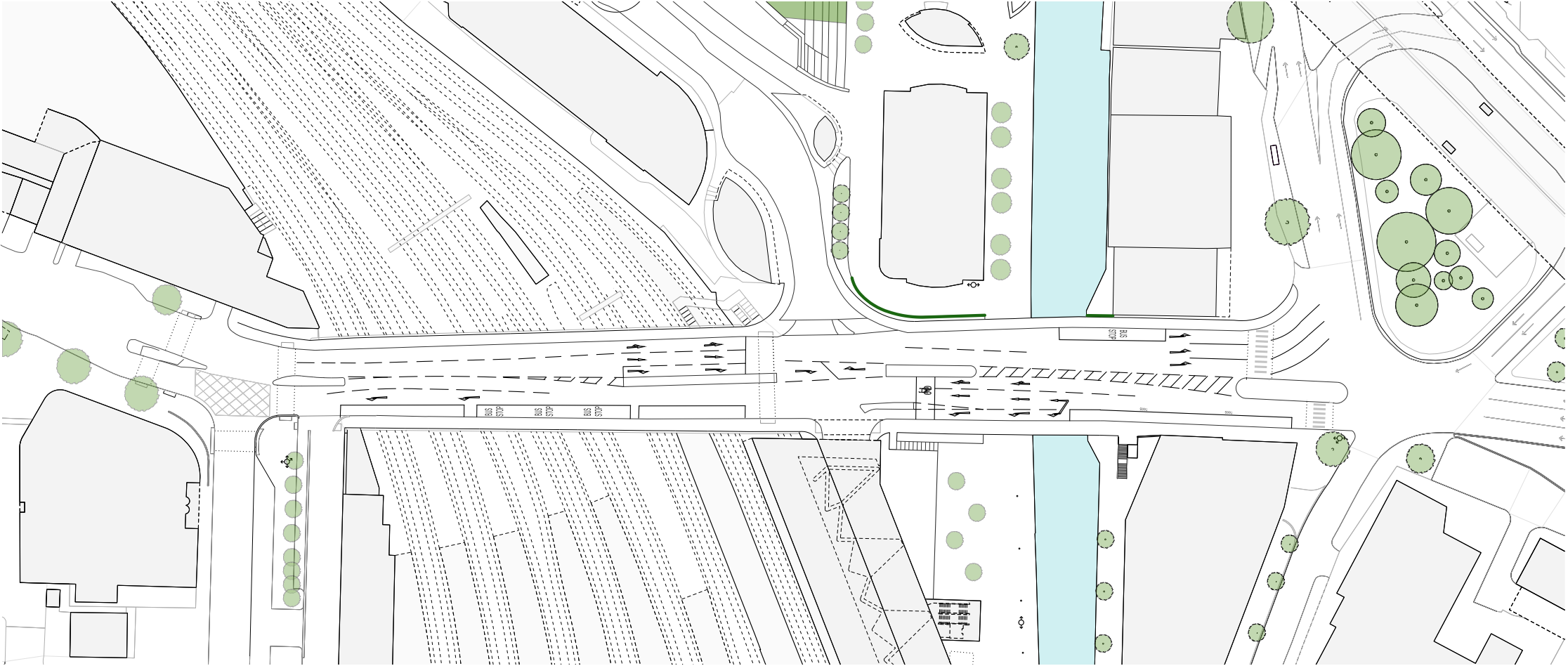


Figure xxxix. Existing Green Infrastructure Plan

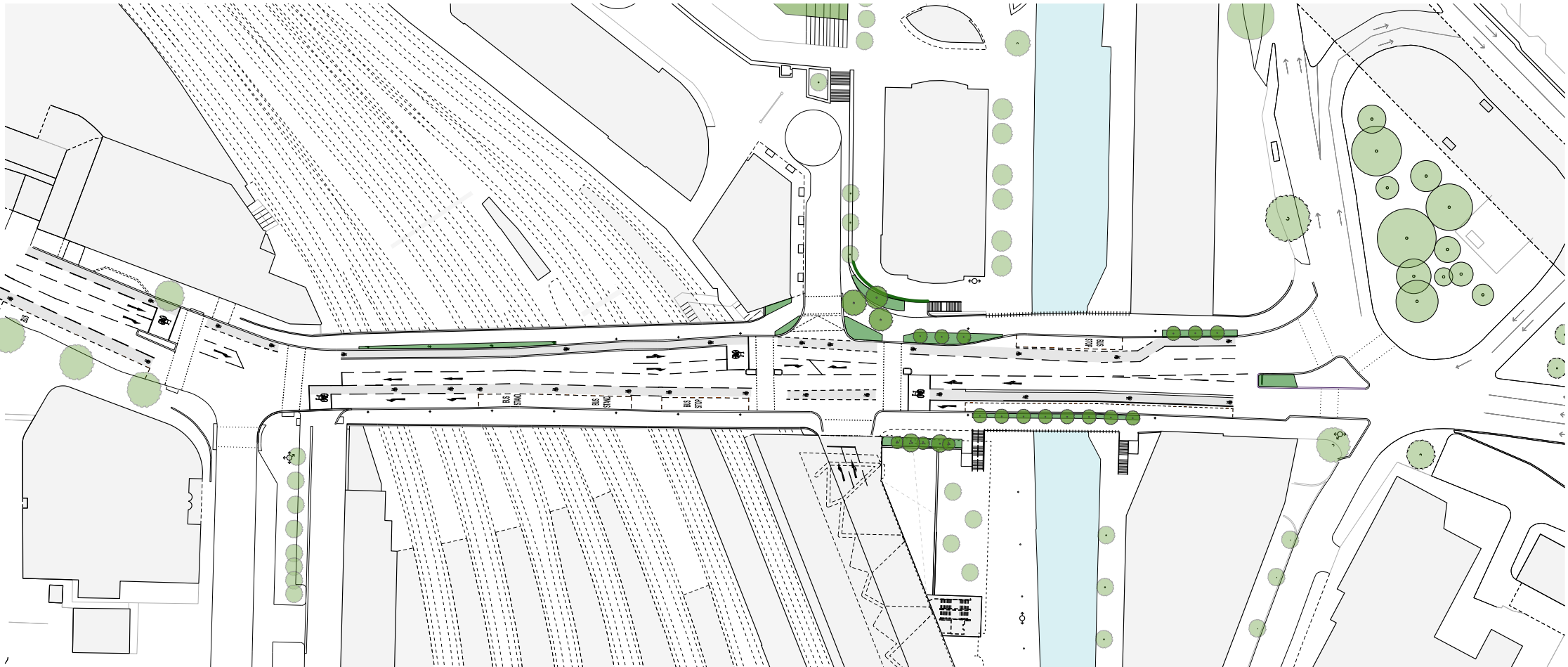


Figure xxxviii. Proposed Green Infrastructure Plan

**NOTE**

All proposed planting subject to confirmation of bridge structure.

Proposed planting areas and tree locations indicative only, to be coordinated with structural engineer, drainage engineer and architect. Existing utility locations to be confirmed.

**Key**

- Tree Location
- Planting Zone
- Green Wall



# Lighting Provisions

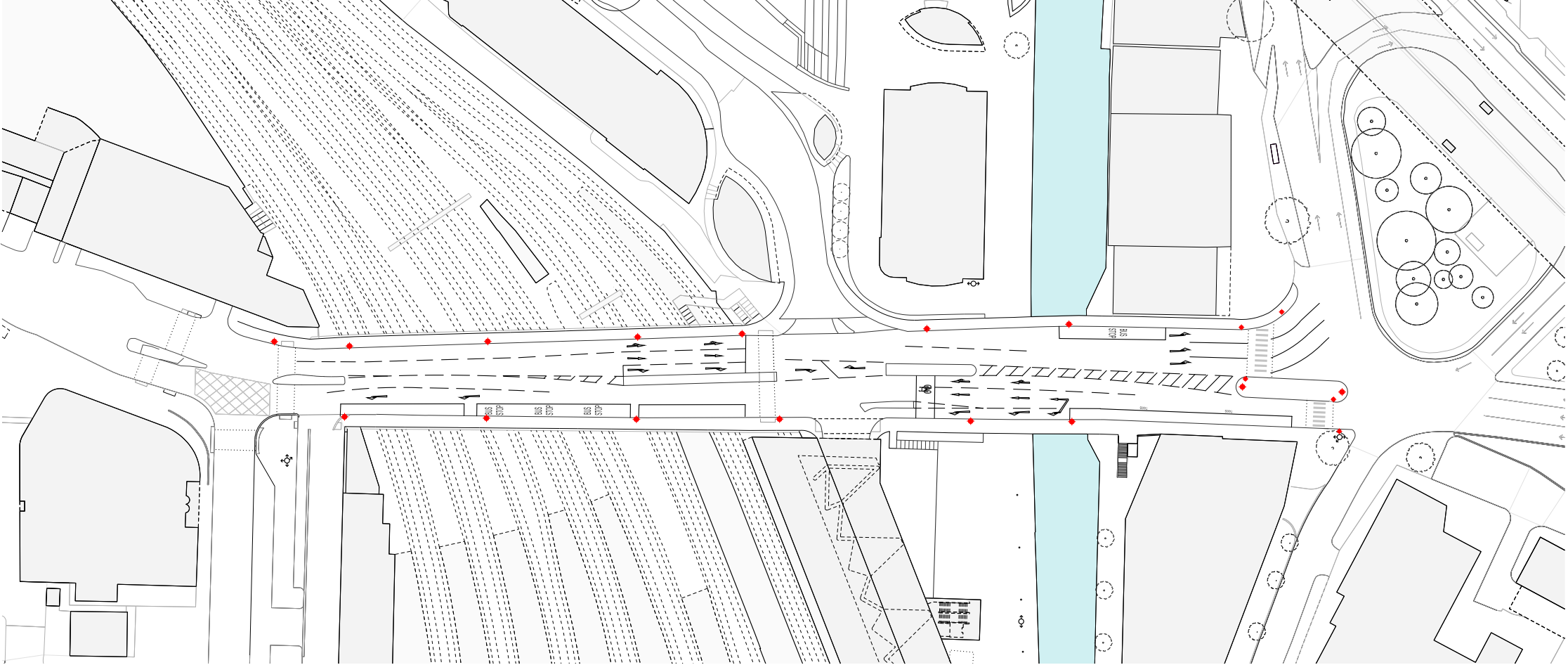


Figure xli. Existing Lighting Plan

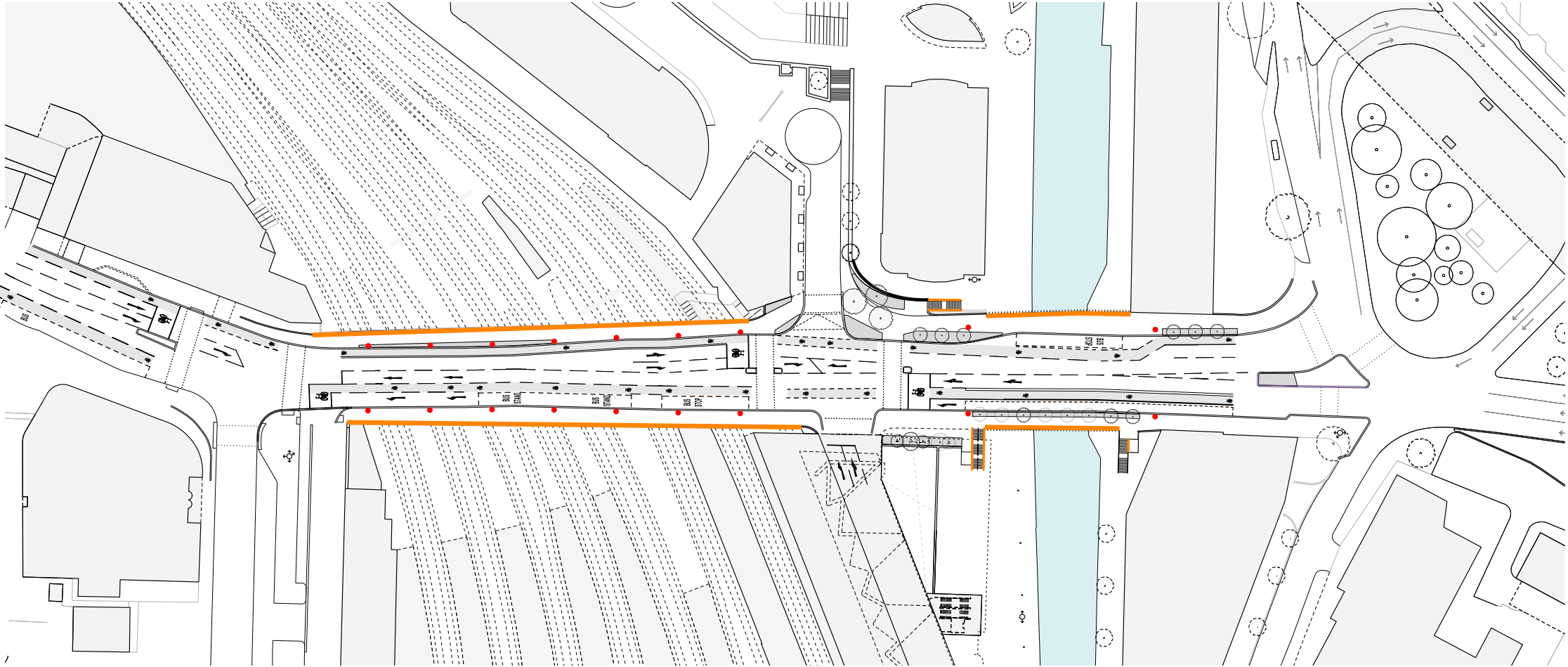


Figure xl. Proposed Lighting Plan

- Key**
- Lighting Column Location
  - Low Level Strip Lighting Location

# Public Art

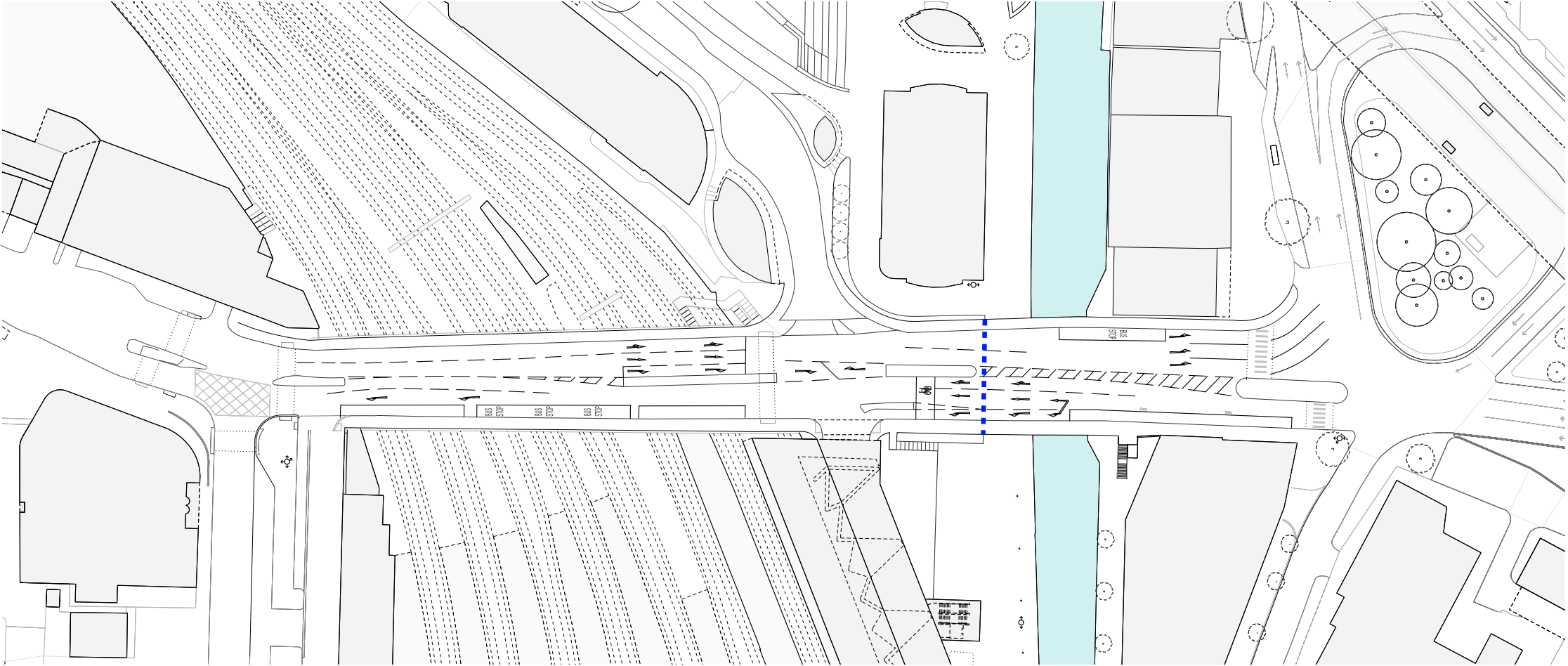


Figure xliii. Existing Public Art Plan

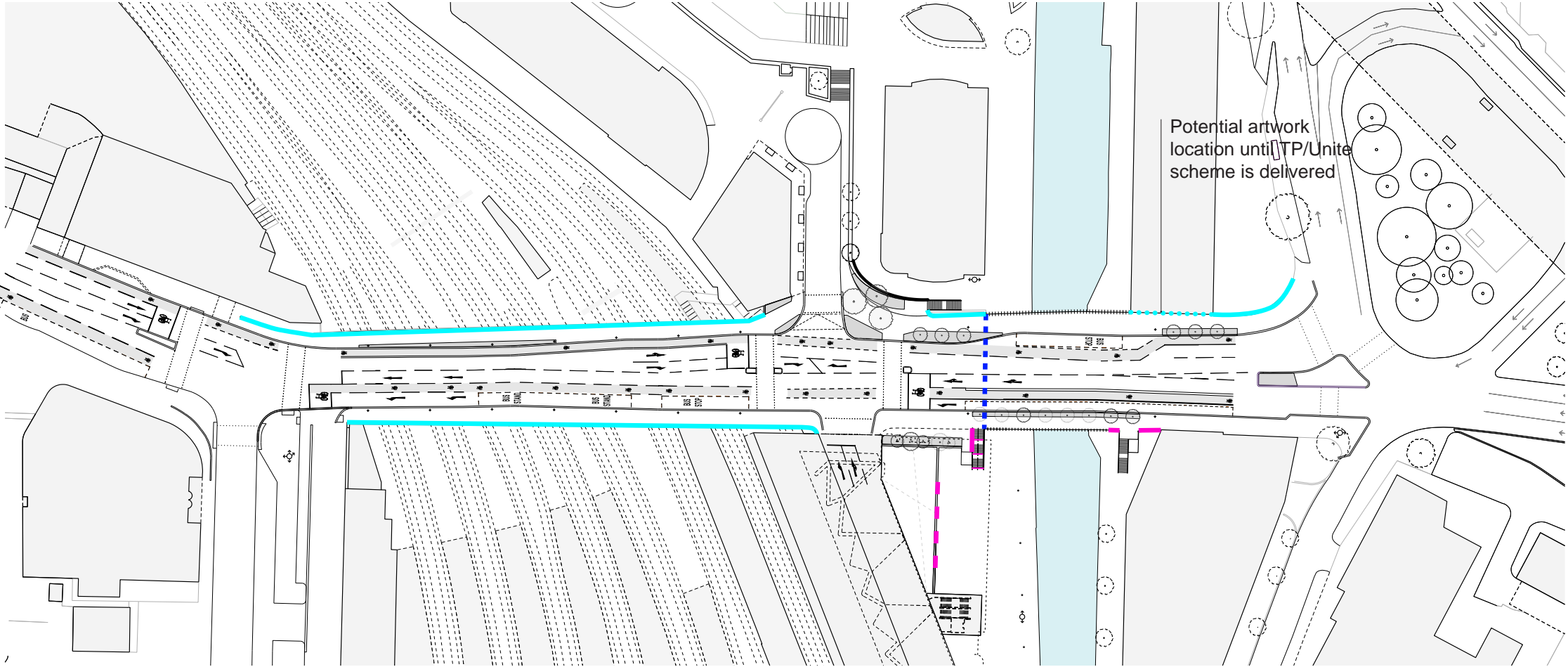


Figure xlii. Proposed Public Art Plan

- Key**
- Existing Public Art Location
  - Proposed Public Art Location
  - See Paddington Proposed Public Art Location



# Public Transport

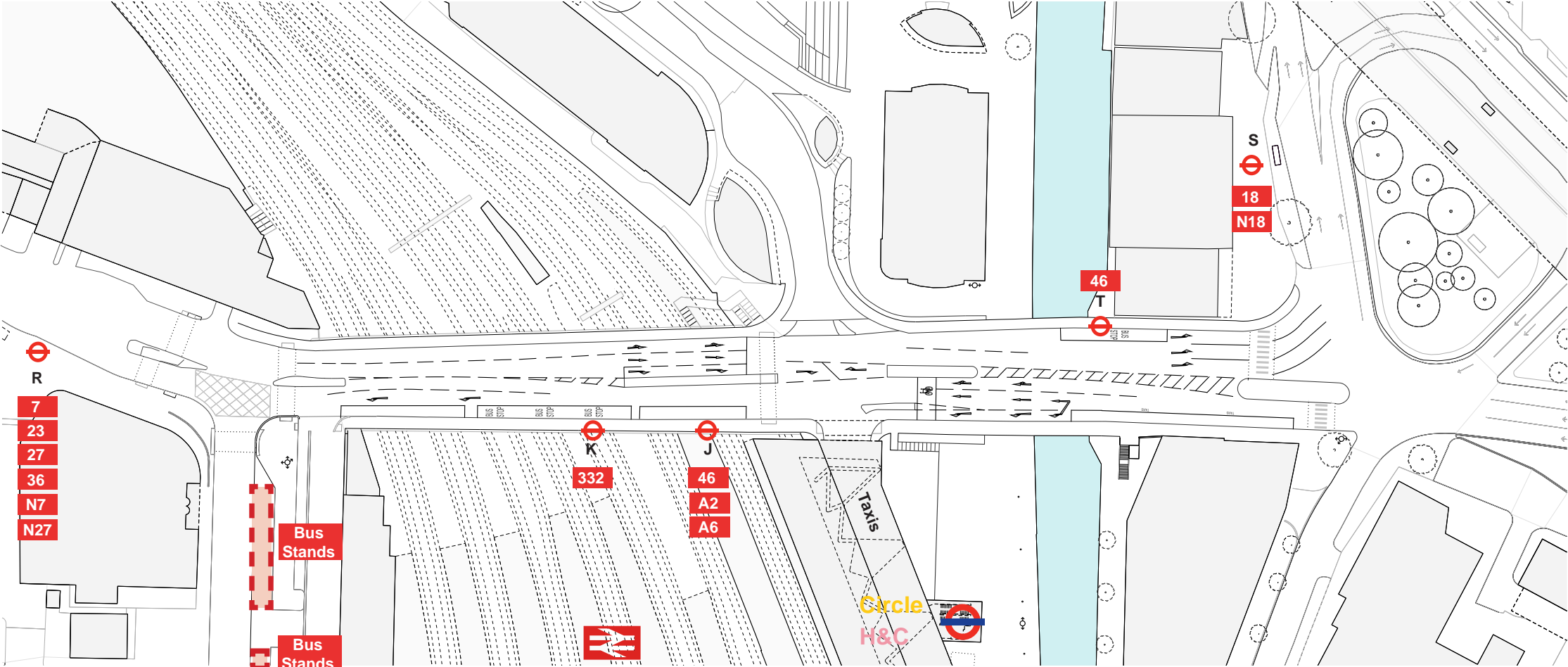


Figure xlv. Existing Public Transport Locations

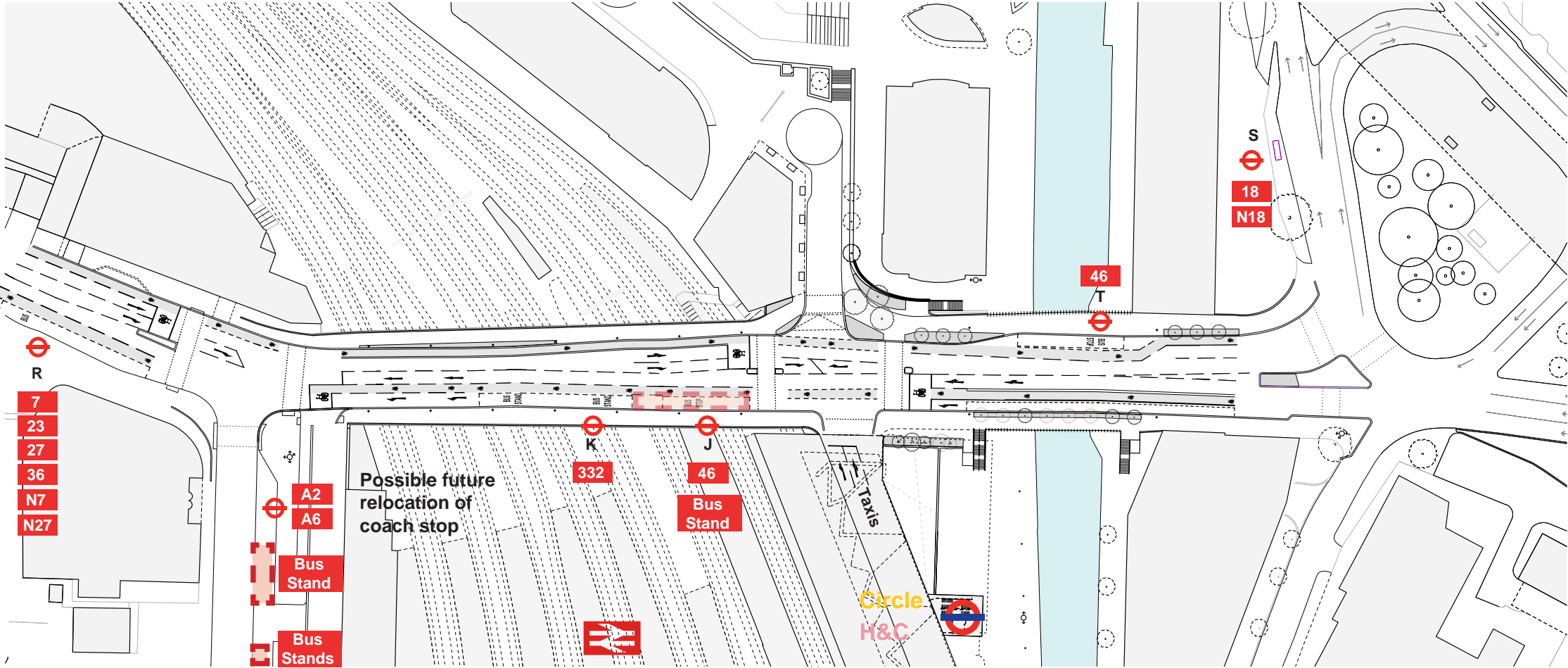





Figure xlv. Proposed Public Transport Locations

- Key**
-  Bus/Coach Stop Locations
  -  Tube Entrance Location
  -  Bus Stand Zone

# 5<sup>th</sup> studio

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