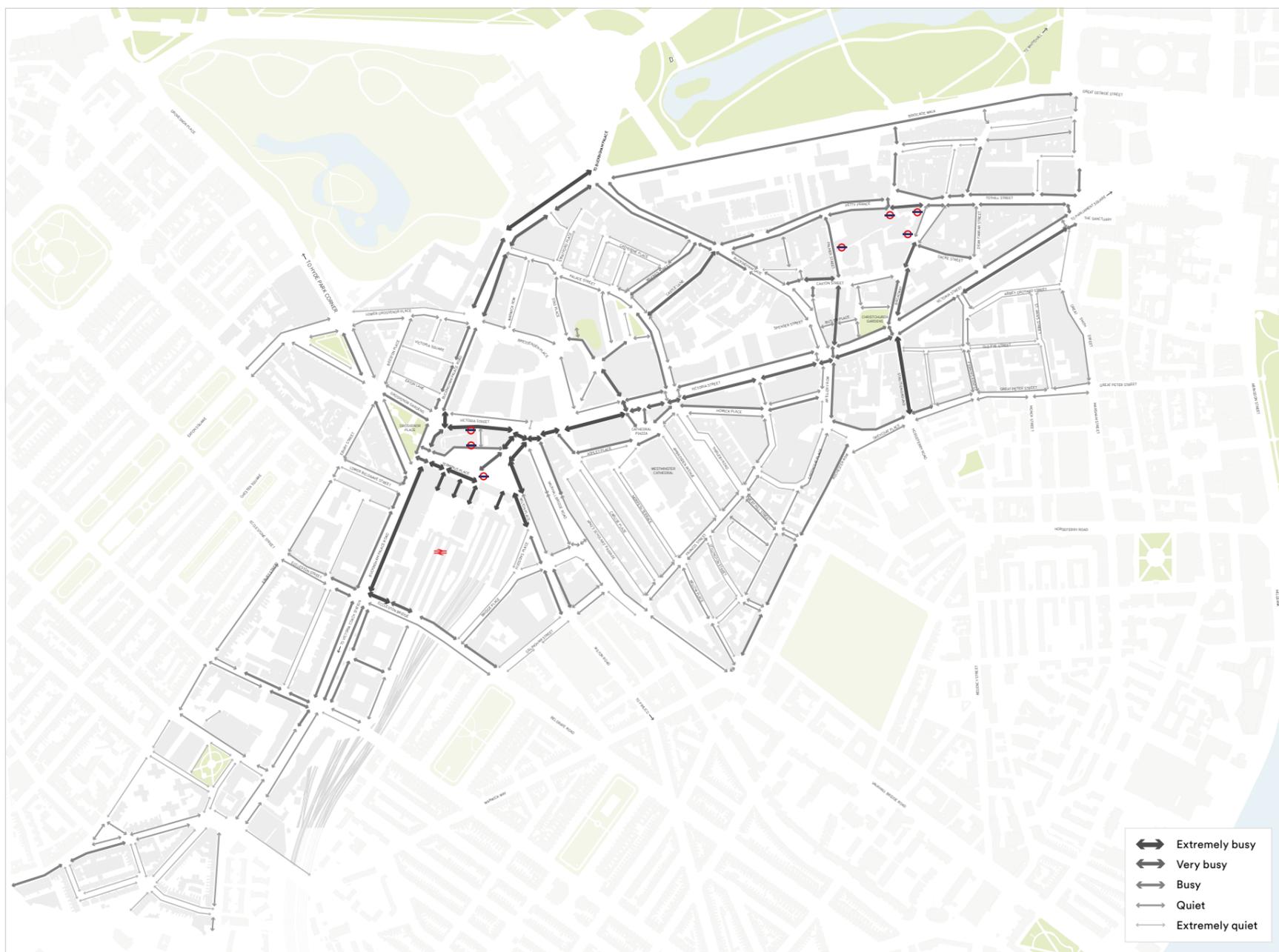


1.10 Walking in Victoria



Perceived pedestrian intensity on footways in Victoria

The streets and public spaces of Victoria are heavily used by pedestrians with averages of up to 4,900 people an hour (*Victoria Retail Health Check, 2013*). As in much of central London, people walk to and from their work, between business destinations, homes, shops, leisure and tourist attractions, to and from transport nodes and for breaks at lunchtime.

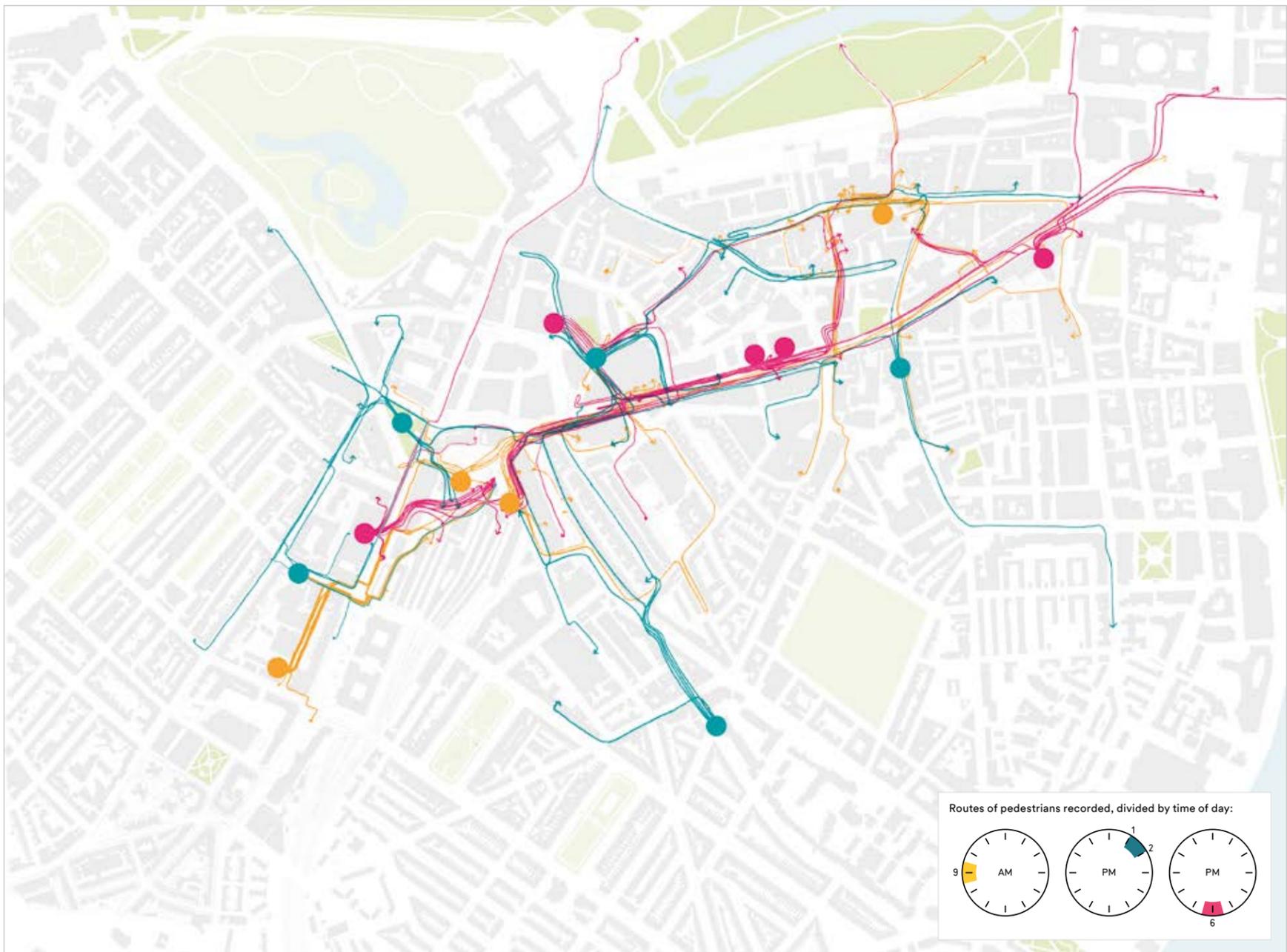
The map above shows Publica's reading of pedestrian intensity on footways in the Victoria area. This measure represents a perceived hierarchy of use from on-street surveys and makes an interesting comparison to the hierarchy of roads and vehicle use opposite.

Pedestrian use is currently highest around the exits to Victoria mainline station, leading down Victoria Street and towards Victoria Coach Station along Buckingham Palace Road. A similar intensity of activity can be seen at the north end of Buckingham Palace Road where coach parties and tourists congregate around the entrance to the Queen's Gallery and walk north towards The Mall.

More surprisingly, pedestrians seem generally to choose to walk along the south side of Victoria Street rather than the north. This may in part be the result of current building works causing severance and a lack of pavement space and crossings at the western end of the street. The number of crossings required to traverse the Inner Ring Road is also a key factor, funnelling more pedestrians onto the southern side of Victoria Street and perhaps highlights a preference for the sheltered route with its finer-grain uses on the south side of the street.

There is a hierarchy of use in the district with most pedestrians generally using the wider main streets over narrow mews and passageways. The main exceptions are Castle Lane and Palmer Street. These are busy narrow streets that are useful cut-throughs for pedestrians. Similarly, Strutton Ground is a relatively narrow street with intense pedestrian activity due to its role as an important market.

1.10 Walking in Victoria



Pedestrian routes of individuals recorded at three times of day

In order to better understand walking routes and the use of the public realm in Victoria, Publica carried out a series of exercises following the routes of individual pedestrians through the district on the 12th of June 2013. The results of these exercises are mapped on these pages. A sample of commuters were followed from various key points and their route and destination recorded. This small sample cannot form a definitive analysis, but its results help to understand broad patterns, popular routes and cut-throughs at different times of day.

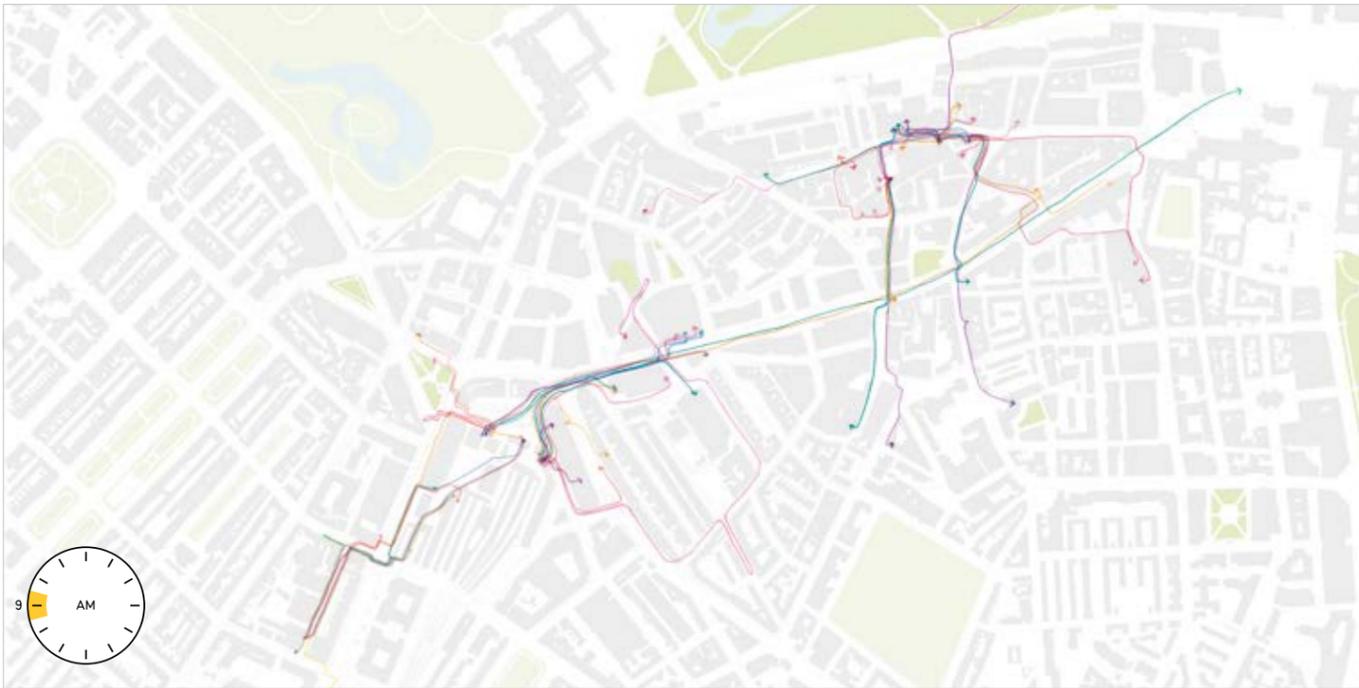
The drawing on this page maps the routes recorded at all times. The same information is separated out by time on the facing page to give an impression of directions. Pedestrian routes during the morning rush hour were explored by following a number of individuals from both Victoria railway station, Victoria Coach Station and St James's Park underground station between 8:30 and 9:30am, shown in the map at top right. As is to be expected, commuters from Victoria, a London mainline terminus station, generally walked further than those from St James's Park Underground. Most of the commuters followed from Victoria walked east along Victoria Street to their destinations. The majority of those followed from St James's Park station were destined for neighbouring offices but the southward routes along Palmer Street and Broadway are also clearly important.

The second and third maps on this page show routes of pedestrians followed at lunchtime and then during the evening rush hour.

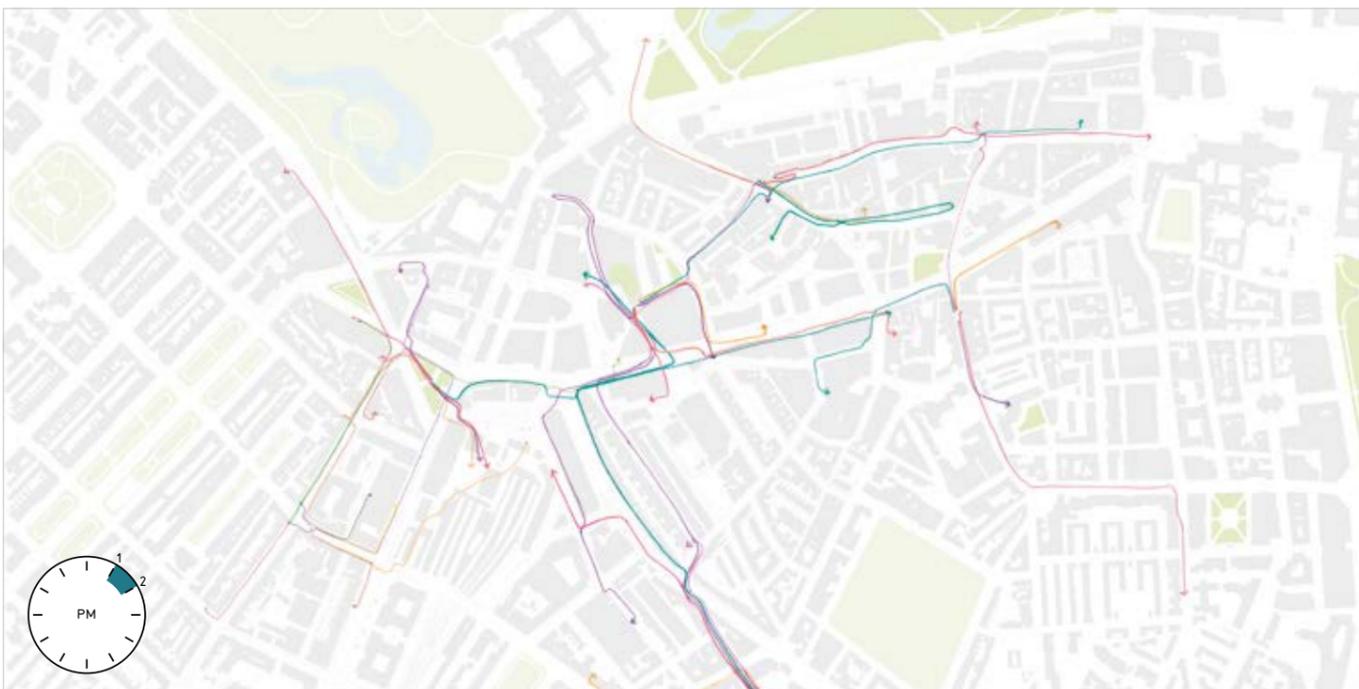
The lunchtime map illustrates routes taken by pedestrians from five key public spaces towards the end of the lunch hour. The results show that people in Victoria often walk long distances to lunchtime destinations, markets and to access green space, evidenced by their return routes as mapped.

The evening map illustrates the routes taken from four major office buildings and the Curzon cinema between 5:30 and 6:30pm. As one would expect, the main destinations at this time were Victoria mainline station and St James's Park Underground station. However, the long walking routes across the district and onwards into the Royal Parks and Parliament Square illustrate the importance of wider pedestrian connections beyond the limits of Victoria itself and show how close this district is to other major destinations in Westminster the West End.

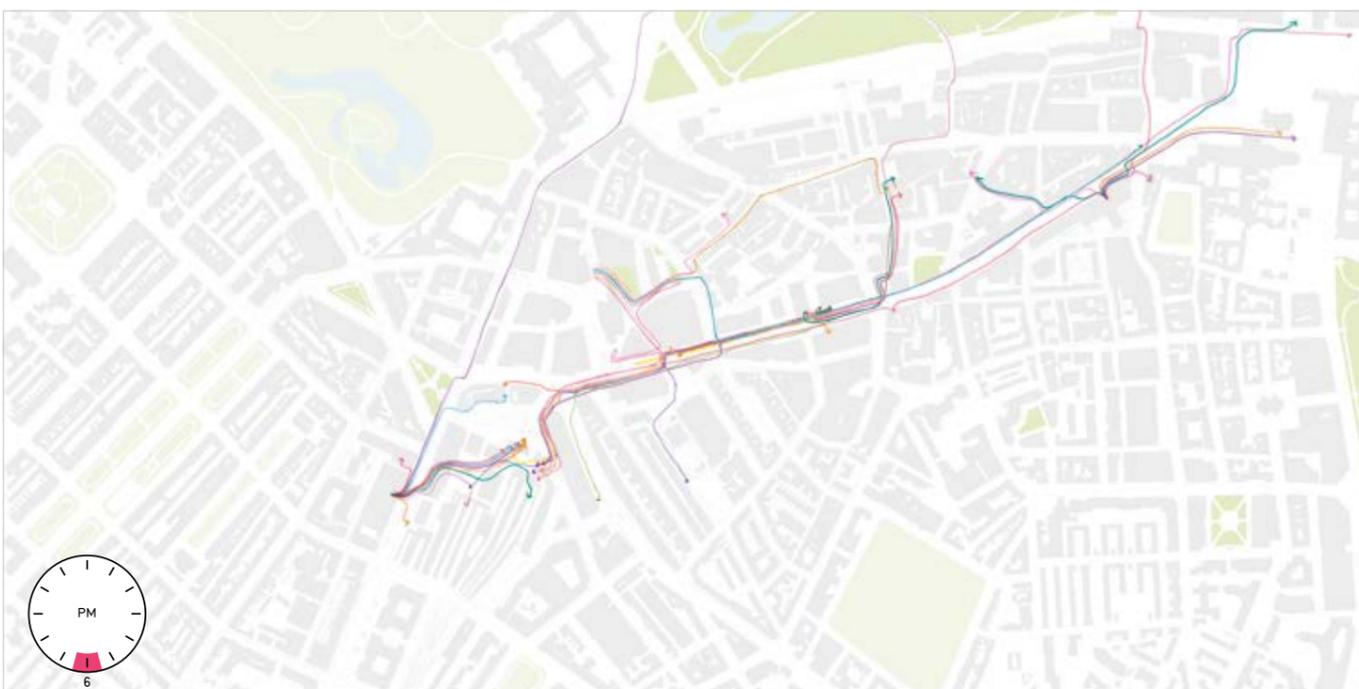
Improvements to the public realm in Victoria should aim to facilitate, improve and highlight walking routes. The main streets should be designed to allow ease of movement and less well-known cut-throughs could be highlighted via new material choices, paving, signage and lighting. Level routes should be ensured across the district and accessibility should be improved for all users including wheelchair users, those walking with sticks and people with guide dogs. Connections to neighbouring districts and into the Royal Parks should also be encouraged.



Morning routes from stations

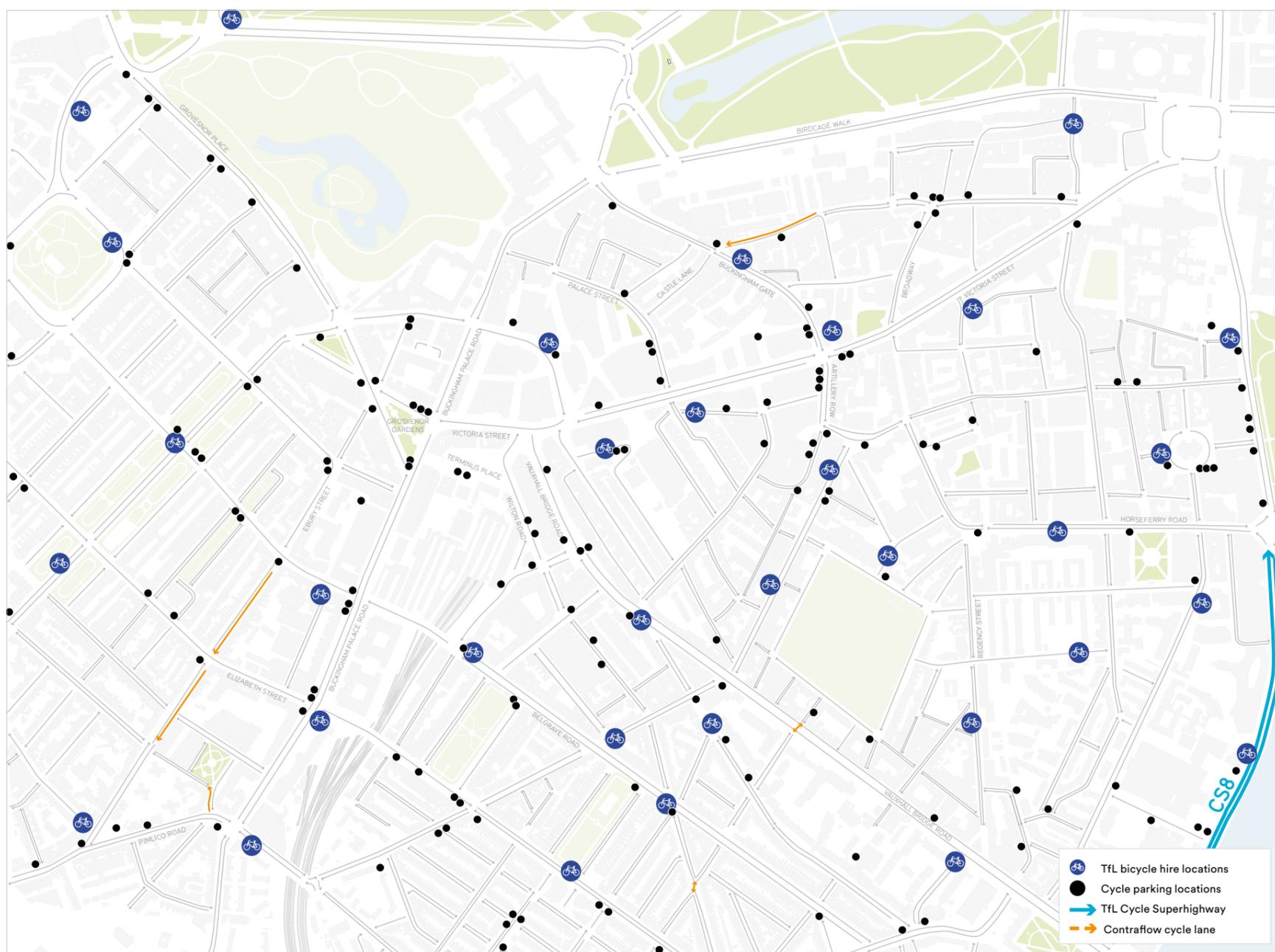


Lunchtime routes from food locations



Evening routes from offices and cinema

1.11 Cycling in Victoria



Cycling infrastructure in Victoria

Victoria is both a destination for cyclists and a key point on main routes across central London. The maps on these pages illustrate the conditions and provision for cycling in Victoria's public realm. The complex historic street pattern and lack of a planned grid in Victoria makes it difficult for cyclists to avoid main roads when travelling through the area. Victoria Street, created in the 1850s, cut through a labyrinth of smaller streets in the area and cycle routes into the district today generally feed in from major roads in neighbouring parts of London.

Cycling in Victoria can feel dangerous and intimidating. High volumes of traffic on the Inner Ring Road and the associated Victoria gyratory have a significant negative impact on cycling through the area. One-way streets in general are a hindrance to the desire lines of cyclists and create longer and more difficult journeys.

There are several TFL Barclays bicycle hire stations in the area with two more scheduled to be added in new Land Securities' developments. There is a marked absence of cycle hire points in the north and east of Victoria around Broadway, Petty France and the edges of St James's Park where it seems likely there could be a strong demand.

Cycle routes and safety are key considerations when upgrading streets and spaces. Cycling continues to grow in popularity as a means of travel around London and calls for improvements to streets to accommodate increased numbers of cyclists are becoming more urgent, reflecting the reality of serious accidents and a growing concern for the appropriate accommodation of all road users.

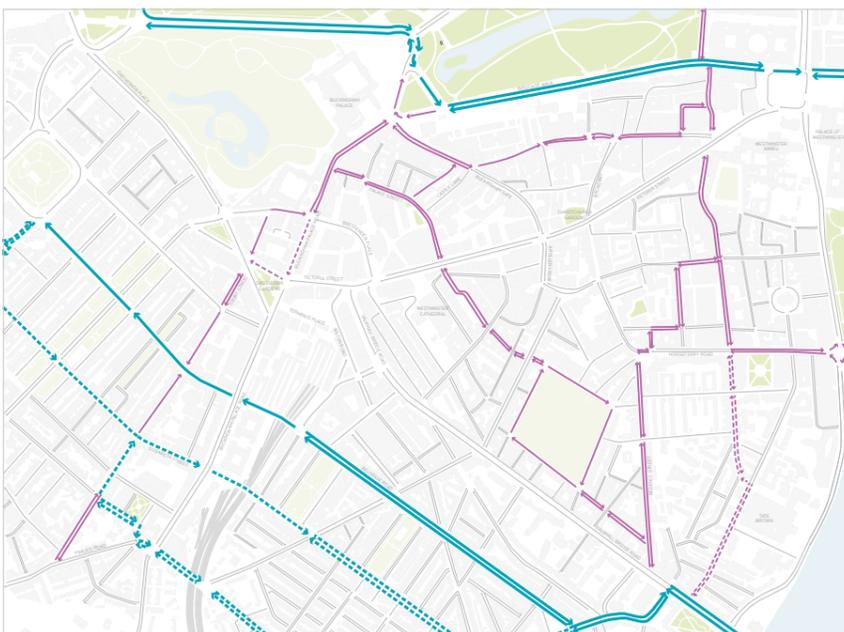
Publica has accessed data for cycle accidents since 2005 (sourced from the Department of Transport). The map below shows cycle accidents that have occurred in the area, highlighting hotspots and key junctions where a greater number of incidents have taken place. Any cycling improvements should prioritise these areas.

In April 2013 a cyclist was fatally injured during the morning rush hour at the junction between Victoria Street and Palace Street. A number of minor injuries have also occurred at junctions along Victoria Street and more serious cycling injuries around the Buckingham Palace Road–Lower Grosvenor Place junction. Here, the fast-flowing multiple lanes of one-way traffic include many coaches and large service vehicles

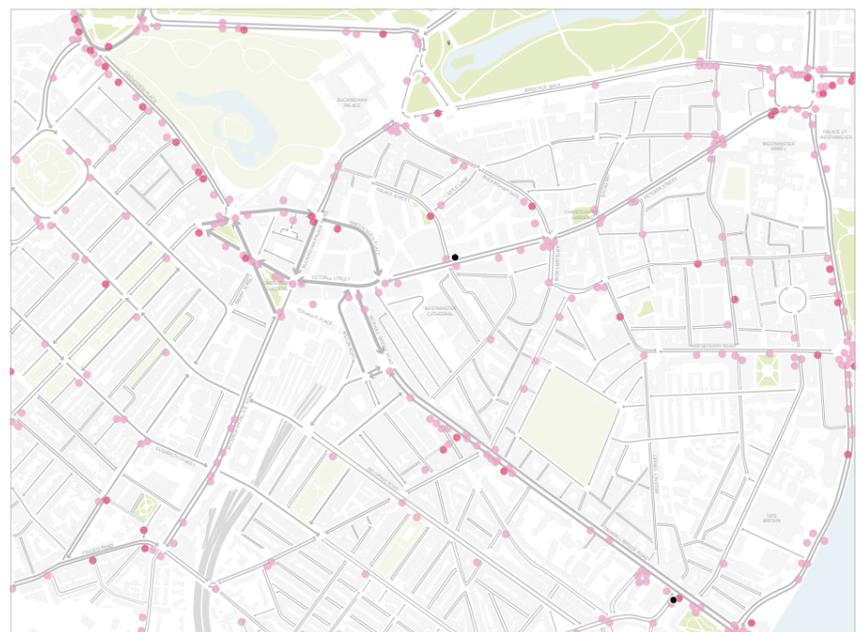
which create significant hazards. Major arteries such as Vauxhall Bridge Road and Grosvenor Place are also accident hotspots.

The Mayor of London and the central boroughs including Westminster are finalising an initial plan to create a new network of cycle routes across London. These are split into two groups: Cycle Superhighways — the more direct routes that will be largely segregated from motor traffic — and the Quietways, which will run along back streets with minimal intervention. The provisional alignment of routes and their connections that pass through the area of Victoria can be seen in the map below left.

The creation of a new Cycle Superhighway terminating in Victoria (CS5) has recently been out for consultation and has three possible options for its routing through Pimlico and across Buckingham Palace Road. The Mayor's flagship East–West Cycle Superhighway also passes the northern edge of Victoria and the public consultation for this has also just recently ended. The final alignment of these cycle routes will have a clear impact on the use and design of the public realm.



Proposed cycle infrastructure and routes in Victoria

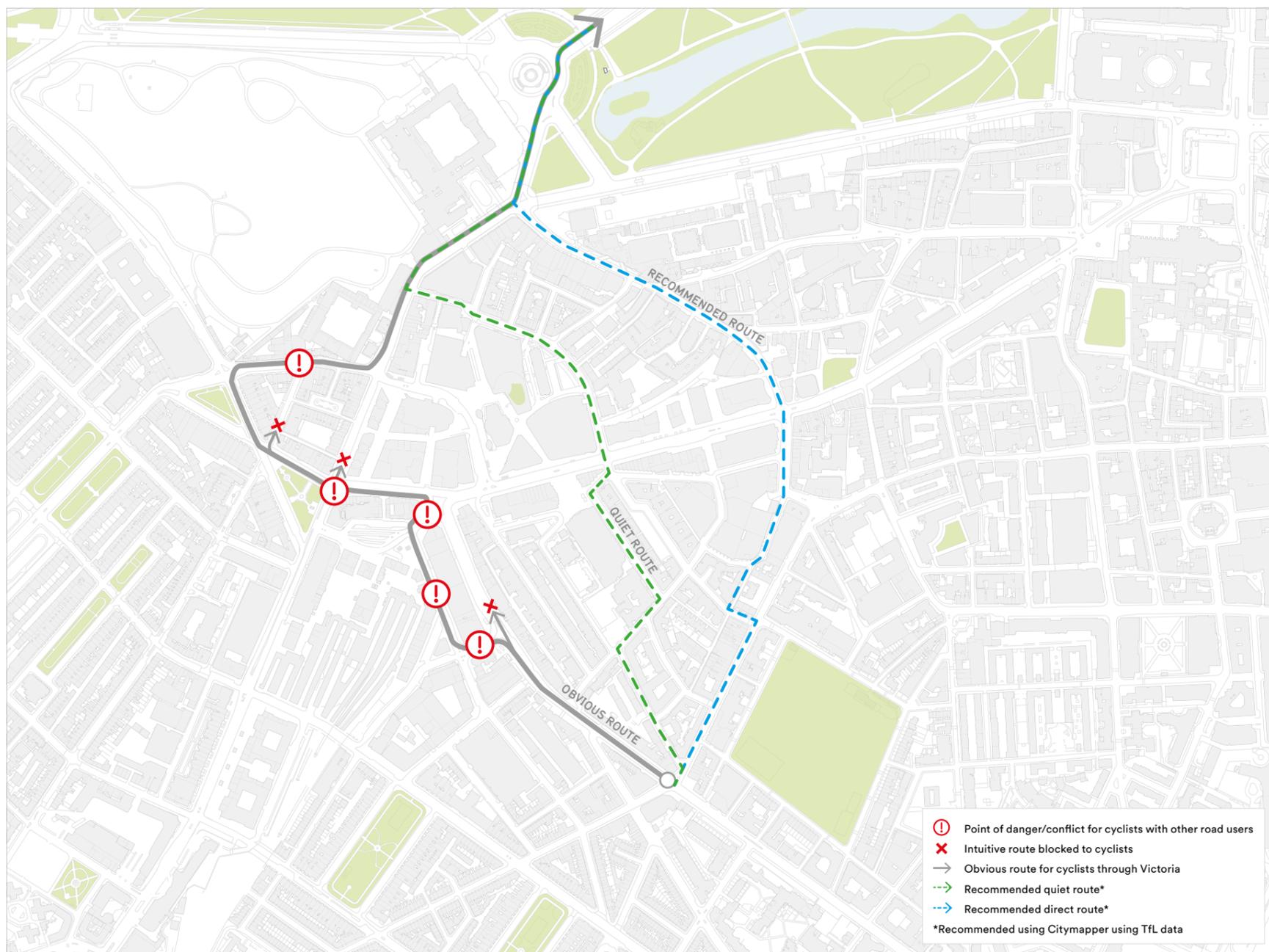


Cycle accidents since 2005

(Source: Department for Transport, 2012)



1.11 Cycling in Victoria



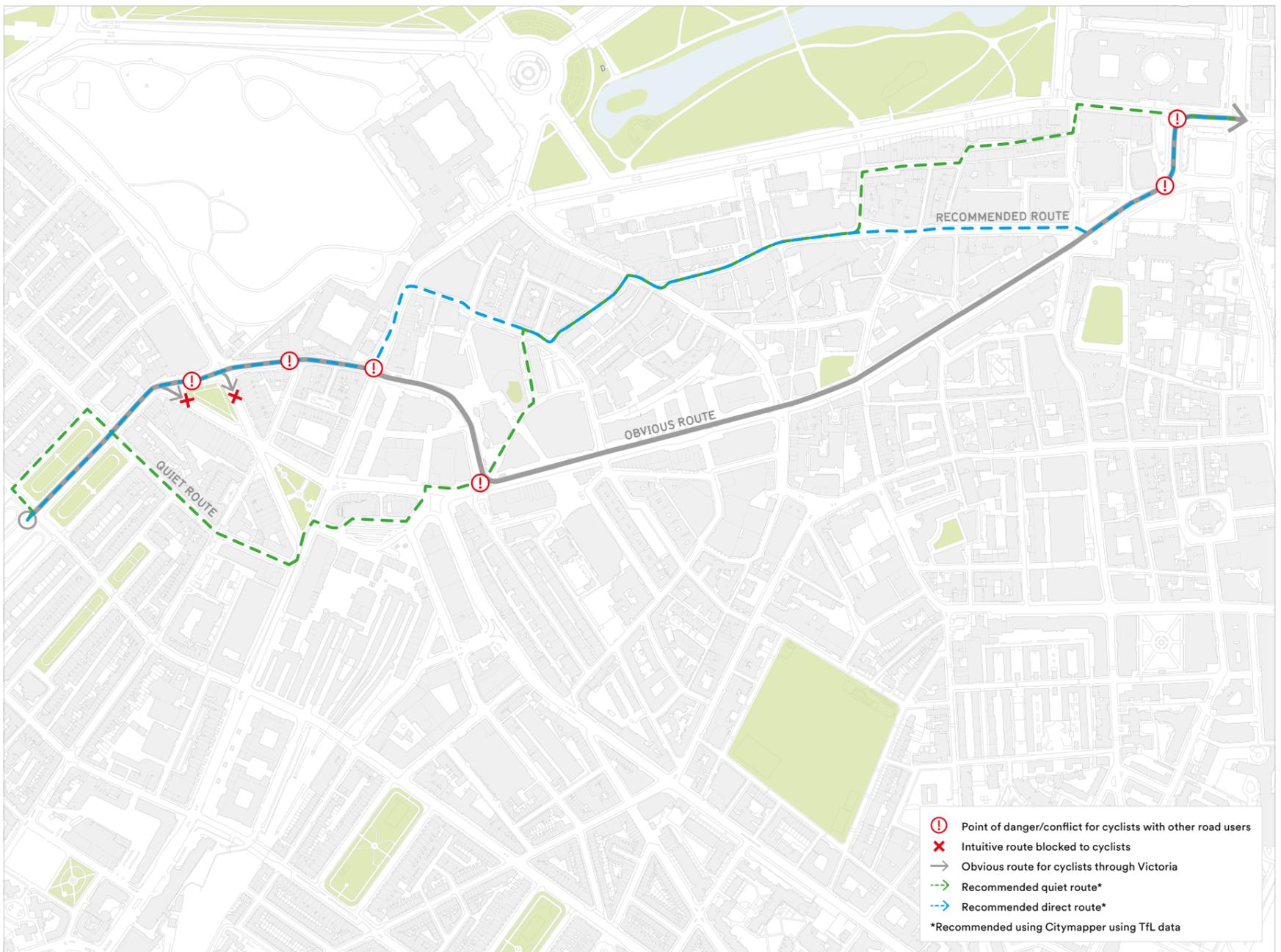
Cycling routes south to north through Victoria

In order to get a clearer picture of cycling conditions in Victoria, Publica filmed several cycle journeys across the district. North–south and east–west routes were studied in both directions towards pre-determined, set points, using the cyclist’s inherent knowledge of the area and intuitive wayfinding on the street. These pages show two of the journeys recorded and analysed through these exercises.

The maps and film stills on this page show the journey undertaken from Vauxhall Bridge to the Mall. The obvious route on the ground took the cyclists straight onto the Victoria gyratory with no clear alternative route north. The route involved a number of points of conflict and danger, ranging from cycling between large service vehicles and buses at the junction of Vauxhall Bridge Road and Victoria Street, to the one-way system and busy junctions around Grosvenor Gardens and Lower Grosvenor Place. Three intuitive routes through the street network were blocked to cyclists due to the one-way system, making it difficult to avoid the busiest roads.

After completing the route on the ground, the journey was entered into a routefinder digital app. This identified the presence of quieter and less harrowing cycle routes across Victoria to the same desired destination points. Clearly, the initial exercise on the streets reveals that without prior planning or in-depth local knowledge there is little to help cyclists navigate through Victoria avoiding the main vehicle traffic routes.





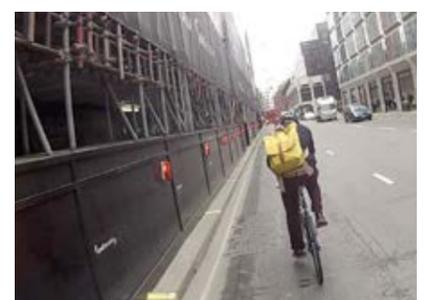
Cycling routes west to east through Victoria

As with the south–north route, the west–east routes across Victoria tend to funnel cyclists onto main roads.

The exercise illustrated in the map and film stills on this page followed a route from Eaton Square to Parliament Square using the cyclist’s inherent knowledge of the area and intuitive way-finding on the street.

The route passes through a number of points of conflict and discomfort for cyclists. Although the TfL recommended ‘quiet route’ avoids the main danger points, both the recommended direct route and the intuitive route taken on the ground involve some hazardous moments, negotiating three or four lanes of traffic, passing between large service vehicles and coaches and negotiating complex junctions and traffic flows at both Grosvenor Gardens/Grosvenor Place/Bressenden Place and at Parliament Square. Perhaps surprisingly, it proved relatively easy to cycle along Victoria Street as the wide road provides plenty of space for both cyclists and vehicles at present and traffic volume is less than might be expected.

The one-way streets of the Victoria gyratory and Inner Ring Road force cyclists to be directed onto circuitous routes designed for heavy vehicle traffic and block off more direct routes. The Public Realm Vision for Victoria and improvements to streets and spaces should provide better conditions for cyclists.



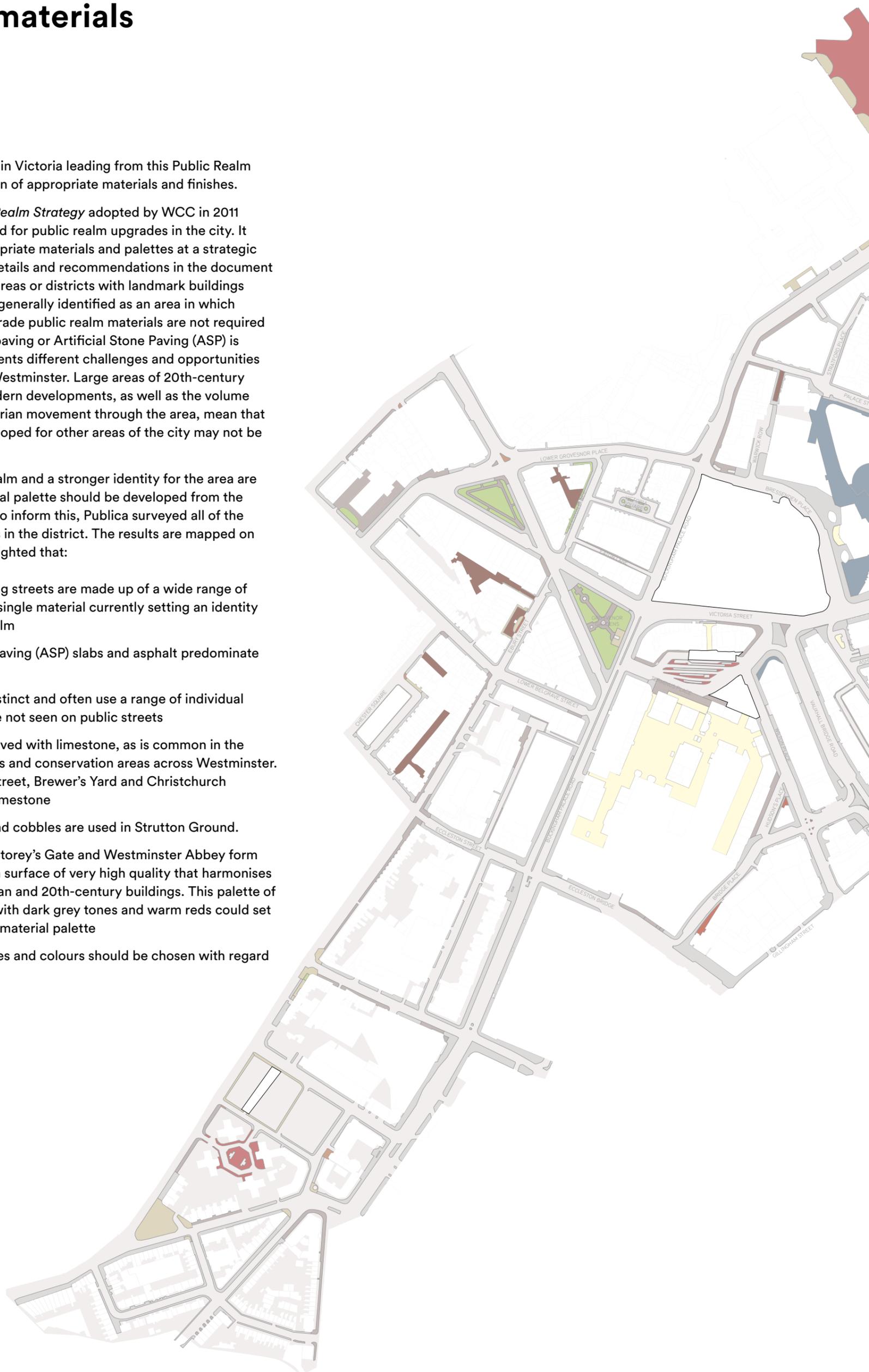
1.12 Paving materials

The upgrade of public spaces in Victoria leading from this Public Realm Vision will require the selection of appropriate materials and finishes.

The *Westminster Way Public Realm Strategy* adopted by WCC in 2011 outlines the approach favoured for public realm upgrades in the city. It gives clear guidance on appropriate materials and palettes at a strategic level. However, many of the details and recommendations in the document are focused on conservation areas or districts with landmark buildings and public spaces. Victoria is generally identified as an area in which higher-quality conservation-grade public realm materials are not required and more standard concrete paving or Artificial Stone Paving (ASP) is appropriate. This district presents different challenges and opportunities to those found elsewhere in Westminster. Large areas of 20th-century building stock and recent modern developments, as well as the volume of vehicular traffic and pedestrian movement through the area, mean that quality material palettes developed for other areas of the city may not be appropriate.

If a higher quality of public realm and a stronger identity for the area are desired, a new Victoria material palette should be developed from the Public Realm Vision. In order to inform this, Publica surveyed all of the public realm surface materials in the district. The results are mapped on these pages. The survey highlighted that:

- Victoria and its surrounding streets are made up of a wide range of surface materials with no single material currently setting an identity for the district's public realm
- Concrete artificial stone paving (ASP) slabs and asphalt predominate on most streets.
- New developments are distinct and often use a range of individual blue/grey granites that are not seen on public streets
- The Cathedral Piazza is paved with limestone, as is common in the setting of historic buildings and conservation areas across Westminster. The area around Palmer Street, Brewer's Yard and Christchurch Gardens is also paved in limestone
- Reclaimed granite setts and cobbles are used in Strutton Ground.
- The granite setts around Storey's Gate and Westminster Abbey form an exemplary public realm surface of very high quality that harmonises with the Medieval, Victorian and 20th-century buildings. This palette of silver grey granite mixed with dark grey tones and warm reds could set a precedent for a Victoria material palette
- Materials, finishes, surfaces and colours should be chosen with regard to accessibility for all.





Paving materials in Victoria



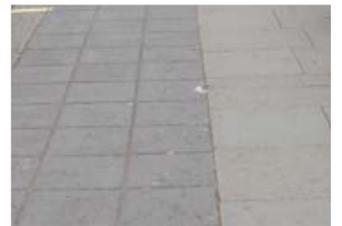
Concrete bricks



Clay pavers



Asphalt



Concrete pavers



Hoggin



Other special paving



Granite pavers



Granite setts



Granite setts



Concrete



Red asphalt



Limestone flags

Public Realm Vision for

Victoria

Principles and Recommendations for the Public Realm

- Create a network of related spaces to build a new public character
- Improve air quality
- Improve walking routes and the pedestrian environment
- Minimise the impact of traffic and vehicles
- Improve cycling conditions
- Enhance trees, greenery and planting
- Build character, programme events in public spaces and provide play opportunities
- Ensure public identity through signage and wayfinding
- Encourage unified, discreet management and oversight
- Enhance lighting
- Commission art in public places
- Adopt a coherent material palette for Victoria



2.1 Create a network of related spaces to build a new public character

This Public Realm Vision for Victoria is made up of guiding principles based on Publica's area-wide analysis and extensive local fieldwork. We have aimed to integrate objectives from the Victoria BID and aspirations from key stakeholders, Westminster City Council as well as considering possible future improvements by others, notably Transport for London and Network Rail. Key points for the Public Realm Vision are listed opposite. Many of Victoria's public spaces are affected by the major developments in the area. Some spaces have seen improvements in recent years, but many are still unpleasant places for pedestrians and cyclists and lack coherence or quality. Many public spaces are not performing to their full potential.

The principles of the vision are presented on the following pages. Ideas for public realm projects and interventions are shown alongside each principle to illustrate the potential of the approach. Individual projects for specific spaces are explained in greater detail in the appendix at the end of this report. The principles of this vision should be used to upgrade existing spaces and create a coherent overall character while recognising the important distinctions between different types of spaces.

The Victoria BID has a fantastic opportunity to lead on the creation of an outstanding public realm network that celebrates the history and modernity of this district and gives space for business, private and public life to flourish.



● ○ ○ This public space on Buckingham Gate is currently underused but is due to be redesigned as part of the Buckingham Green redevelopment; this will introduce a larger landscaped public square, with new trees, a new pedestrian link, and anticipated increased pedestrian movement through this part of Victoria

○ ○ ○ The upper-level public space at Cardinal Place is currently well-used at lunchtimes and in the summer but can be quiet and windswept at other times; it has a lively events programme which could be built upon alongside upgrades to the play, art and greenery aspects

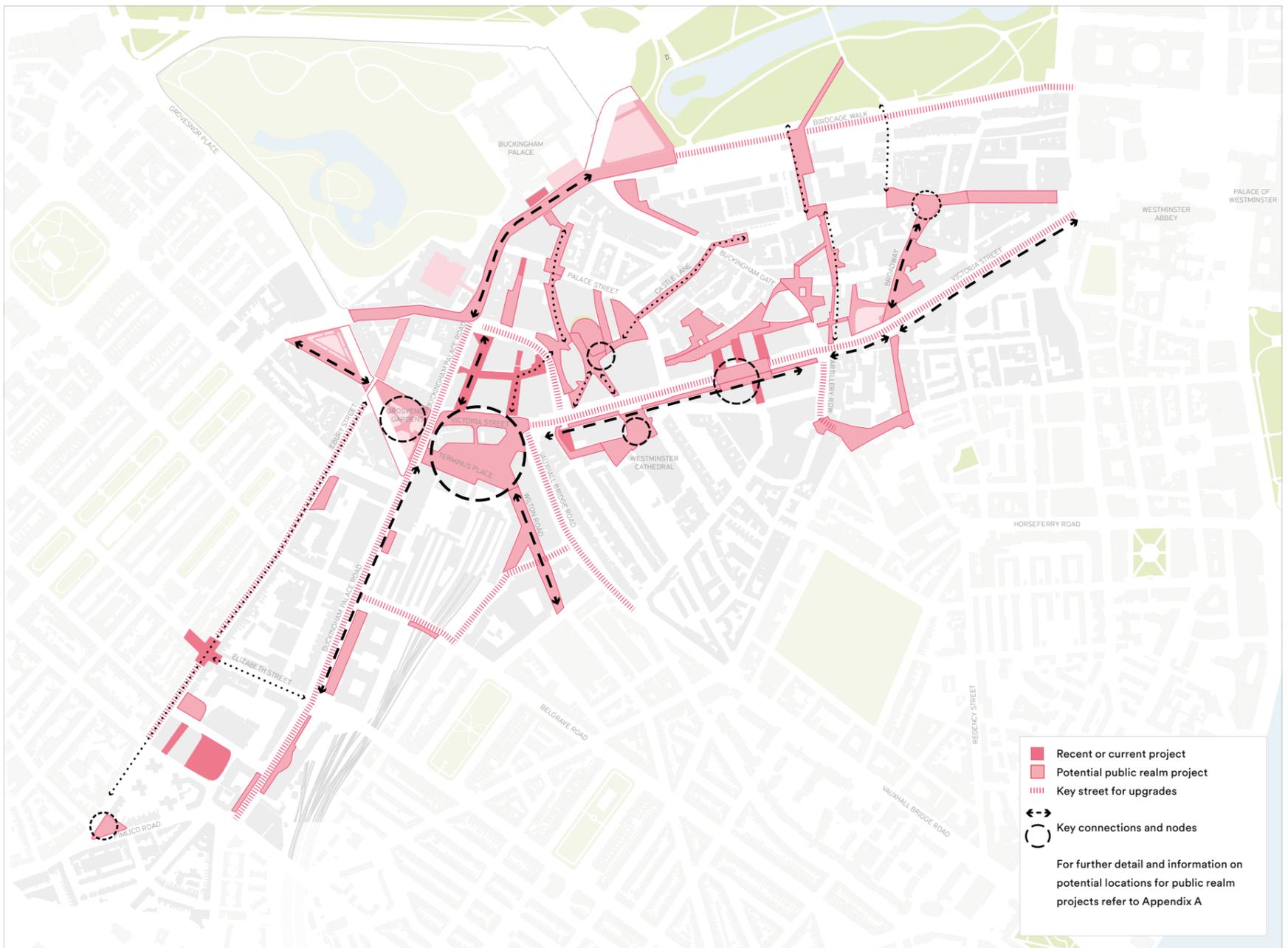
○ ○ ○ The public space at Cardinal Place can feel over-managed and detached from the regular Westminster street pattern in the surrounding area

○ ● ○ Case study: Greenacre Park, New York City. This privately owned and managed publicly accessible space is in the heart of Midtown and is well-designed and welcoming; it is open to the street with greenery, water, a kiosk and moveable seating

○ ○ ● Case study: Neo Bankside Gardens, SE1. These tranquil communal gardens include a public route, and are separated from the busy streets around the Tate Modern while still being open to the public

○ ○ ● Case study: Golden Square, W1. This historic square in Soho has public benches, lawns and mature trees, ping pong tables and a giant chess set; its public character attracts a range of users, and it is well used and lively





Ideas for a network of improved public spaces

- Create new public spaces of an international calibre in Victoria and ensure their design responds to the bold modern architecture of Victoria as well as the older building stock.
- Implement a variety of public realm upgrades of different sizes and timescales, both quick-win and major-catalyst projects.
- Encourage an integrated public realm with new spaces and routes named and signed as part of the wider city street network.
- Improve the pedestrian and cycling experience and create a consistent and coherent public realm in Victoria with a clear identity.
- Create streets and spaces with clear public, communal or private characters. Public spaces should follow the Westminster Way and be inviting to all. Communal spaces should suit the needs of a collective user group and be clearly delineated from the public realm. Spaces with a private character should be distinct from the public realm, and their signage and gating should be subtle and unobtrusive.
- Encourage moments of urban drama and spectacle in the public realm that embrace both the bustle and scale of pedestrian movement at peak times and the excitement of a metropolitan scale and pace.
- Alongside these ambitious civic spaces, create a network of smaller-scale high-quality public spaces that provide respite away from the main arterial routes. These spaces might be fully pedestrianised or have very light traffic and provide a quieter, greener environment with places to sit, eat, drink, play and relax.
- Upgrade and enhance the main arteries through the district (Victoria Street, Buckingham Palace Road, Vauxhall Bridge Road) as important streets with distinct characters, celebrating their particular urban conditions, and improving the pedestrian experience.
- Create a series of improved secondary streets that are clearly treated as places in themselves alongside their function as traffic routes. Although not pedestrianised, these may be pedestrian-priority spaces and have the potential for enhanced street life, better lighting, greening and material features. They are priority routes for cycling improvements and will have to balance complex transport requirements — buses, taxis, cyclists and large numbers of pedestrians using rail and underground exits.
- Highlight the hidden gems of the area and create handsome public realm settings for key buildings. Reveal the qualities of existing public spaces, make the most of underused spaces, and ensure the activation and meaningful use of new public spaces.
- Respond to the impact of frontages onto public spaces through the careful design of canopies, active frontages, and service frontages.
- Encourage appropriation of spaces by people, new uses of space and outdoor activity by retailers, restaurateurs etc.
- Create clearer pedestrian routes and connections leading from the main streets, better pedestrian crossings and highlight walking routes to neighbouring areas.

2.2 Improve air quality

The Victoria BID has already done a great deal to raise the profile of air quality issues among the local business community. Publica has worked with Keith Cotton of Crispair to further consider air quality's relationship to the public realm. This Public Realm Vision for Victoria seeks to build upon this success and reiterate the issue's importance. It is vital to ensure that it is kept at the forefront of the mind of urban designers as proposals for improvements to streets and spaces move forward. All future projects should consider the impact and possible benefits of their proposals from an air quality perspective.

Poor air quality is a local issue and each area has its own specific influences. In Victoria the issue is connected to the presence of transport hubs, congested roads and the mix of residential, retail and office buildings. These buildings have high servicing needs, transport requirements, and often have high energy demands from gas boilers.

Air quality is an 'umbrella' topic, overarching a number of different principles in the vision, from walking and cycling to greenery and management issues. Outlined on the facing page are a number of specific ideas that could help to achieve real impact.



●○ The well-used pedestrian route at Castle Lane has low levels of traffic; pedestrians using this route are less exposed to air pollution than those walking along busier vehicular routes

○○ Taxi ranks should be redesigned to prevent taxis idling or frequently turning engines on and off; this taxi rank on Vauxhall Bridge Road filters taxis slowly through to another rank, forcing them frequently to turn their engines on and off as they move through the queue. Emissions are particularly high at the moment when engines are switched on

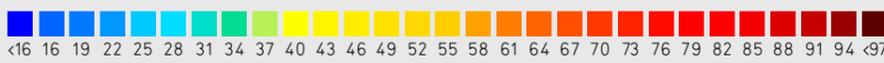
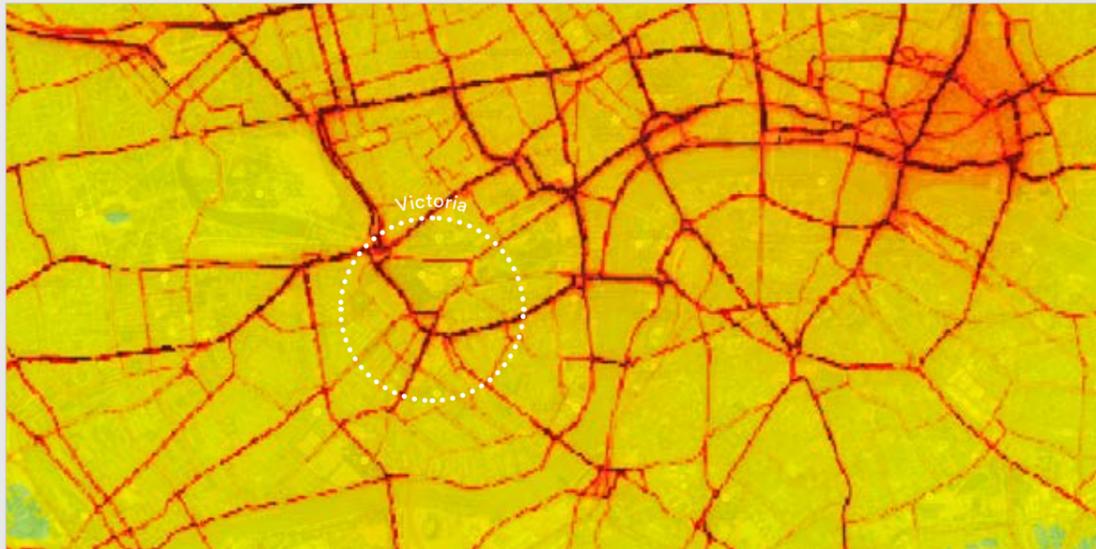
○○ Coaches usually release high levels of pollutants from diesel engines and are often parked with idling engines while dropping off or collecting passengers, or circling the district due to a lack of parking spaces

○○ Electric vehicle charging points have been installed throughout the BID area, and can encourage the use of electric vehicles

○○ TfL has introduced an electric bus route to Victoria; this is a welcome move towards reducing pollutants and should be further encouraged

○○ Case study: The Crown Estate has introduced a consolidated service strategy on Regent Street to reduce the journeys by delivery vehicles; it is estimated that this has resulted in an 80 per cent reduction in lorry movements associated with retailers on Regent Street





1. Dr Brian G Miller, Institute of Occupational Medicine. Report on estimation of mortality impacts of particulate air pollution, June 2010
2. Air Quality for Public Health Professionals — City of Westminster
3. The Mortality Effects of Long-Term Exposure to Particulate Air Pollution in the United Kingdom, a report by the Committee on the Medical Effects of Air Pollutants (COMEAP), 2010
4. Defra: Air Pollution: Action in a Changing Climate 2010

This map shows an emission profile for annual Nitrogen Dioxide (NO₂) concentrations in London in 2011. Emissions in Victoria frequently rose above 60 µg/m³. The World Health Organisation and European Union target are for concentrations to be below 40 µg/m³. Much work is being done by the GLA, TfL, the City of Westminster and the Victoria BID to improve air quality in the area.

Poor air quality in Victoria is mostly a result of human activity, specifically local combustion — mainly diesel vehicles and gas boilers. The pollutants of most concern are Particulate Matter (PM) and Nitrogen Dioxide (NO₂); these have a significant impact to human health.

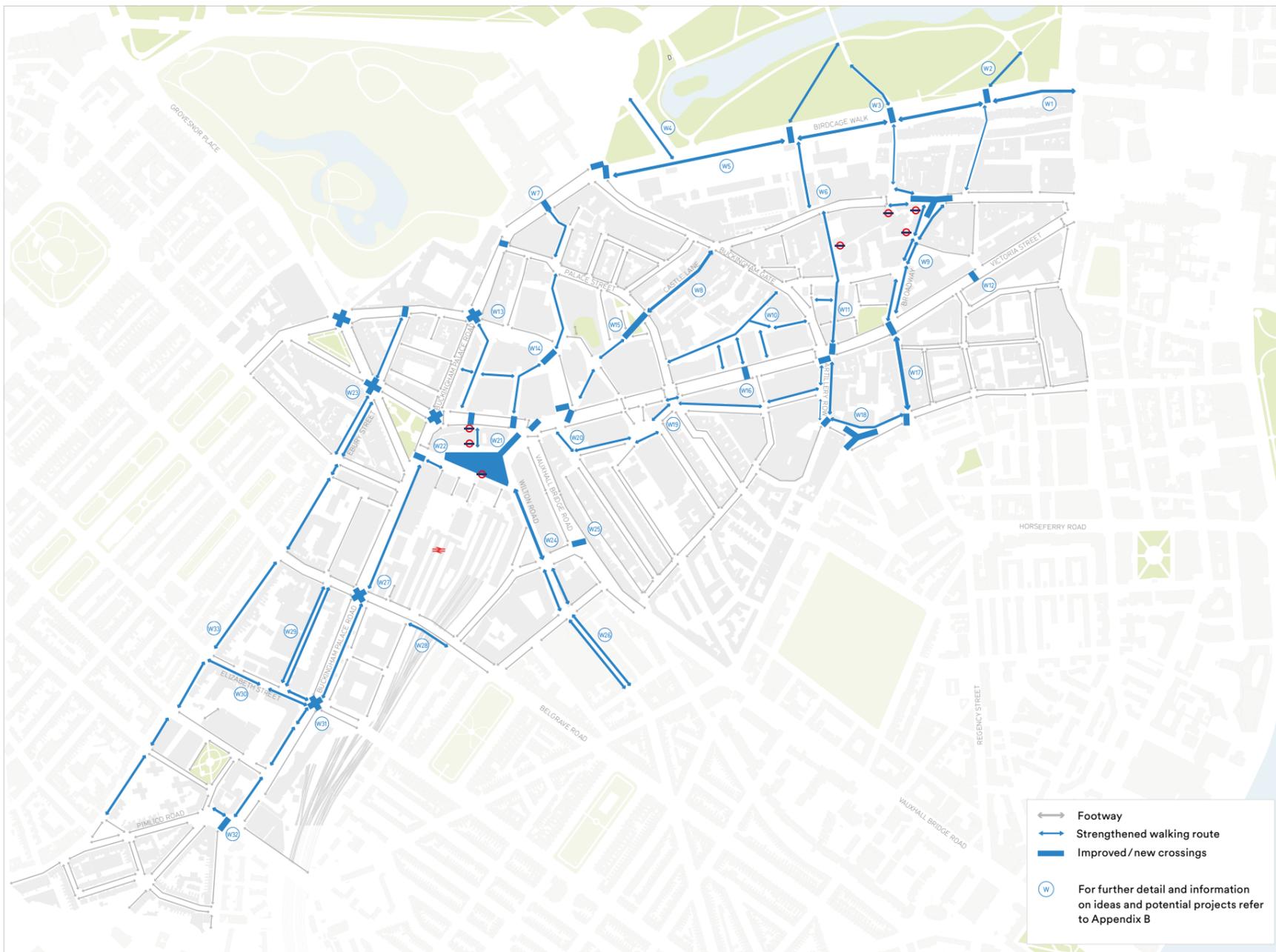
- Over 4,000 deaths in 2008 in London were attributable to poor air quality¹
- Air quality in Victoria does not meet health-based targets for some pollutants²
- Air pollution in London is associated with cardiovascular and cardiopulmonary disease, lung cancer and respiratory disease³
- The economic cost of the health impact of poor air quality in the UK has been estimated to be around £15 billion⁴

Ideas to improve air quality:

- Continue to raise the profile of air quality issues through communications and encouraging local businesses to examine their individual impacts; encourage more businesses to sign the Victoria BID Air Quality Pledge.
- Explore options for services consolidation to reduce the number of vehicles delivering to the district; also consider introducing district-wide energy infrastructure (such as DH/CHP power system in Pimlico) to reduce the reliance on high-emitting gas boilers.
- Assess the impact of the traffic gyratory and explore options for its removal or relocation (see principle 2.4); this should aim to move vehicles away from the majority of pedestrians, such as away from the main station exits.
- Improve conditions for cyclists and promote cycling (see principle 2.5); promoting cycling, and specifically low-emission routes, can reduce vehicle use and personal exposure to air pollution.
- Improve the pedestrian experience and promote walking (see principle 2.3 overleaf). As above, promote low emission routes.
- Create a greener Victoria (see principle 2.6); tree planting, green roofs and walls can encourage people to use walking routes and therefore lower the use of other transport options and improve health and well-being.

Keith Cotton
www.crispair.co.uk

NB: ideas presented in this report are initial suggestions that require further consultation, investigation, engineering and testing before any could be realised



Ideas for better walking routes and connections

- New pedestrian routes could be opened up from Victoria mainline station across Terminus Place towards Victoria Street and the Nova development. This could be made possible if the bus station was rearranged or relocated. This proposal should be pursued in conjunction with the forthcoming proposals for the underground station, Terminus Place upgrade and the wider TfL review of Victoria. (W2)
- Dramatic diagonal crossings could potentially be created on Victoria Street in line with the peak flows and desire lines in the area. These could lead from Wilton Road to the Victoria Palace Theatre and from the south side of Victoria Street into Cardinal Place. Similarly, cross junctions could be considered at locations on Buckingham Palace Road (W13, W27, W31) and around Grosvenor Gardens. (W23)
- The Victoria Street crossings to the Nova development should be maximised. Crossings at the junction of Victoria Street with Buckingham Palace Road, opposite the London Underground District Line exit and leading directly into Allington Street should be explored. (W2)
- A wide pedestrian crossing could be created on Bressenden Place leading diagonally from Allington Street through to Cardinal Walk. (W14)
- The temporary crossing on Victoria Street from Cathedral Piazza to Cardinal Place should be retained and made permanent along with an additional new crossing further east along Victoria Street. (W12, W16)
- Wilton Road could become a pedestrian-priority street. This might be possible after changes to the gyratory system and if main traffic flows were limited to Vauxhall Bridge Road. A pedestrian-friendly Wilton Road would serve as a good connection between Victoria, Wilton Road, Tachbrook Street and Pimlico. (W24, W25)
- A more direct route from Cardinal Place to Castle Lane should be made through the gardens and across Palace Street. (W15)
- New routes through and behind the Land Securities developments at Zig Zag, Kings Gate, City Hall and 62 Buckingham Gate should be maximised and designed to invite connections through the block to surrounding streets with special consideration given to blank frontages and service requirements. (W1)
- The south–north route from Artillery Row along Palmer Street to Petty France could be enhanced alongside the Buckingham Green development. (W11) A further connection through to the Guards' Chapel and into St James's Park would be a great addition to Victoria's pedestrian network. (W6)
- The route across Victoria Street connecting Strutton Ground to Broadway should be improved and made more primary by upgrading paving materials and crossings alongside improvements to the crossings at the south end of Strutton Ground around Greycoat Place. (W18)
- Walking routes through Queen Anne's Gate could be made more discernible within the pedestrian network. (W3)
- The upgrade of paving materials and crossings along Ebury Street could enhance a quiet north–south route away from Buckingham Palace Road. (W3)

2.4 Minimise the impact of traffic and vehicles

The heavy traffic flowing through Victoria is one of the most pressing issues in the public realm and perhaps the biggest obstacle to overcome in order to create a high-quality pedestrian and cycle environment in the BID area. The current location of the Inner Ring Road results in large numbers of people being exposed to poor air quality and creates a noisy and unpleasant experience for pedestrians and cyclists.

The Ring Road currently runs in front of Victoria Station, and options could be explored to redirect the road further south, to allow for a new, less traffic-dominated space to be developed in front of Terminus Place. These principles will need to be analysed by transport planners using detailed traffic modelling. Any proposals should consider the Mayor's long-term ambitions for the Inner Ring Road, and the potential to reduce traffic across the whole BID area.



● ○ ○ ○ Victoria Street is sometimes perceived as having heavy traffic, perhaps in light of its busy flows of large and polluting construction vehicles; in reality, however, Victoria Street is much quieter and less problematic than other streets connected to the Inner Ring Road. It can be easy to cross informally as there are frequent breaks in the traffic flow and, besides the construction traffic, it does not tend to be used by so many large vehicles due to it lying within the Congestion Charge Zone



○ ○ ○ Lower Grosvenor Gardens is severed from the handsome Grade II-listed buildings around it by large numbers of buses and busy one-way traffic from the Inner Ring Road

○ ○ ○ At present, buses leave Terminus Place to travel around a gyratory system at the west end of Victoria Street. This makes it unpleasant for pedestrians travelling north from the station

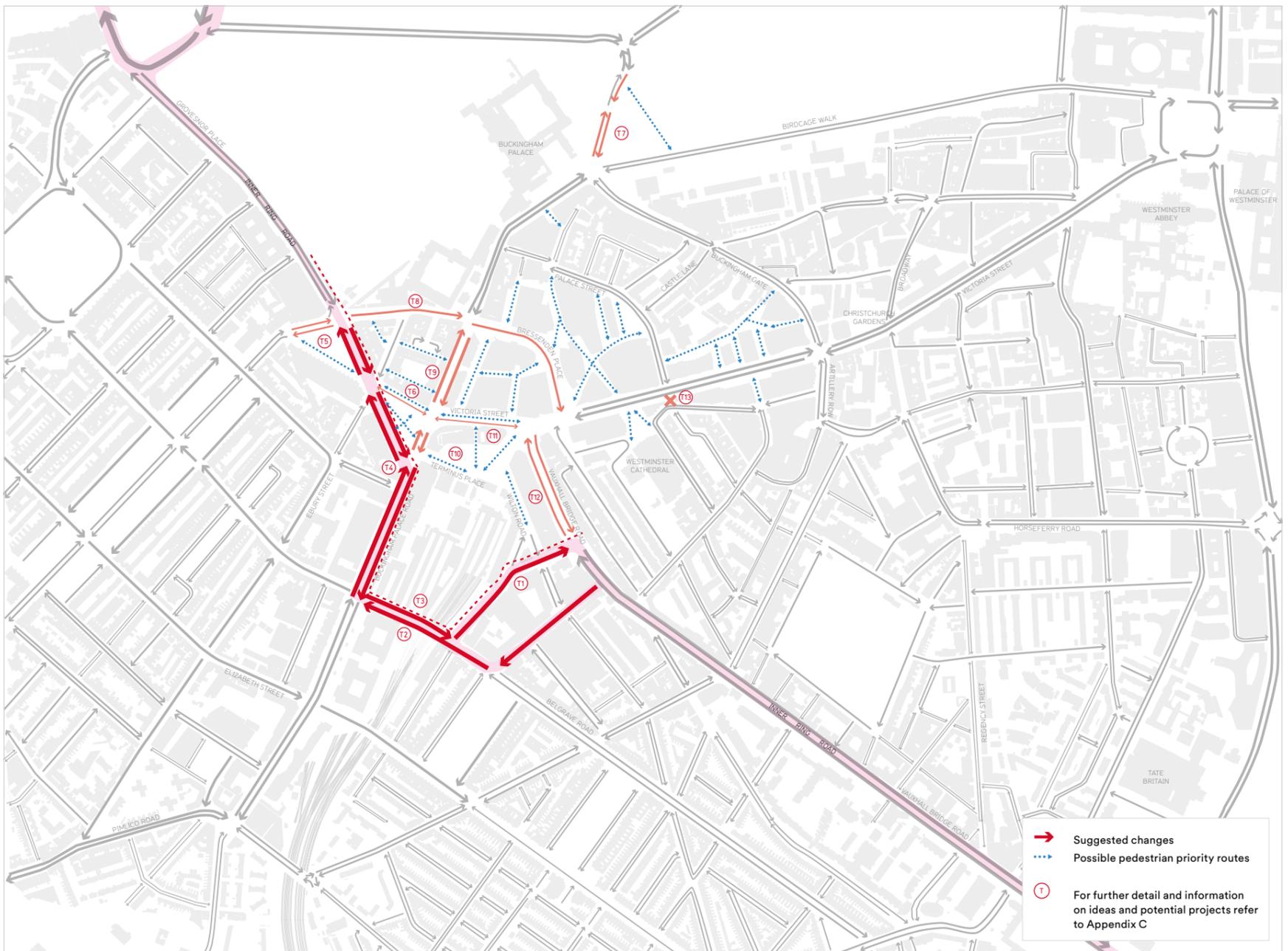
○ ● ○ ○ The south section of Buckingham Palace Road is uncomfortably busy with coaches and Inner Ring Road traffic; the pavements are overcrowded and narrow, and many pedestrians have little choice but to walk along the thin, median strip

○ ○ ○ Buses currently dominate the space in front of Victoria Station and pedestrians often have to weave between buses and cross the road using awkward traffic islands

○ ○ ● The one-way traffic along the north section of Buckingham Palace Road makes crossing difficult and prevents this section of road feeling like a typical London street



NB: ideas presented in this report are initial suggestions that require further consultation, investigation, engineering and testing before any could be realised



Ideas for vehicle routes and the road network

- Working with TfL, WCC and the GLA steps should be taken to review the route and traffic management of the Inner Ring Road. Any changes will be subject to further work by transport planners whose modelling and detailed analysis may indicate far-reaching consequences on the London road network.
- The effects of removing some one-way streets should be investigated. (T4 T5 T9) The Inner Ring Road could avoid Victoria's central core and two-way traffic flows could be redirected from Vauxhall Bridge Road via Neathouse Place, Bridge Place, Eccleston Place, Buckingham Palace Road, Grosvenor Gardens to Grosvenor Place. (T1 T2 T3 T4)
- The effects of removing Bressenden Place and Lower Grosvenor Place from the Inner Ring Road route should be investigated. (T9) This would allow them to become more pleasant streets and help to build south-north pedestrian routes from central Victoria, through the Nova development and Cardinal Place, on towards Buckingham Palace, the Royal Parks and the West End.
- Working with WCC, TfL and landowners, the northern side of Grosvenor Gardens and the southern side of Lower Grosvenor Gardens could be made pedestrian-priority spaces allowing better access to these important parks from their surroundings. (T4 T6)
- The removal of general traffic from Wilton Road should be investigated. If this is possible, the street could emerge as a handsome, pedestrian-priority space linking Victoria to Pimlico. (T12)
- Working with TfL, WCC and the Royal Parks options around the removal of the Spur Road gyratory should be explored to allow parts of this important space outside Buckingham Palace to become a pedestrian- and cycle-only connection. (T7)

2.5 Improve cycling conditions

Cycling in London continues to grow in popularity and is increasingly considered an integral part of the city's mix of transport modes. In central London, cycling is often the fastest way to move between districts and make short journeys. For many people, cycling is also the principal mode of commuting into and across the city.

Victoria already has a series of recommended routes, TfL bicycle hire points and private cycle provision. It is also the point at which several long-distance routes converge and new developments will have increased provision for people cycling to and from work.

TfL has made outline plans to create a Cycle Superhighway from south-west London terminating in Victoria and an east-west Cycle Superhighway passing along the northern edge of Victoria. These are proposed alongside a series of Quietway routes to provide further connections away from the major traffic arteries. These plans begin to provide a hierarchy of cycle infrastructure provision with segregated and integrated routes to, from and within the area.

New developments in the West End and City increasingly provide over and above the required number of cycle spaces to accommodate occupier demand. It can be expected that the new commercial buildings being developed in Victoria will further increase the number of cyclists in the district.

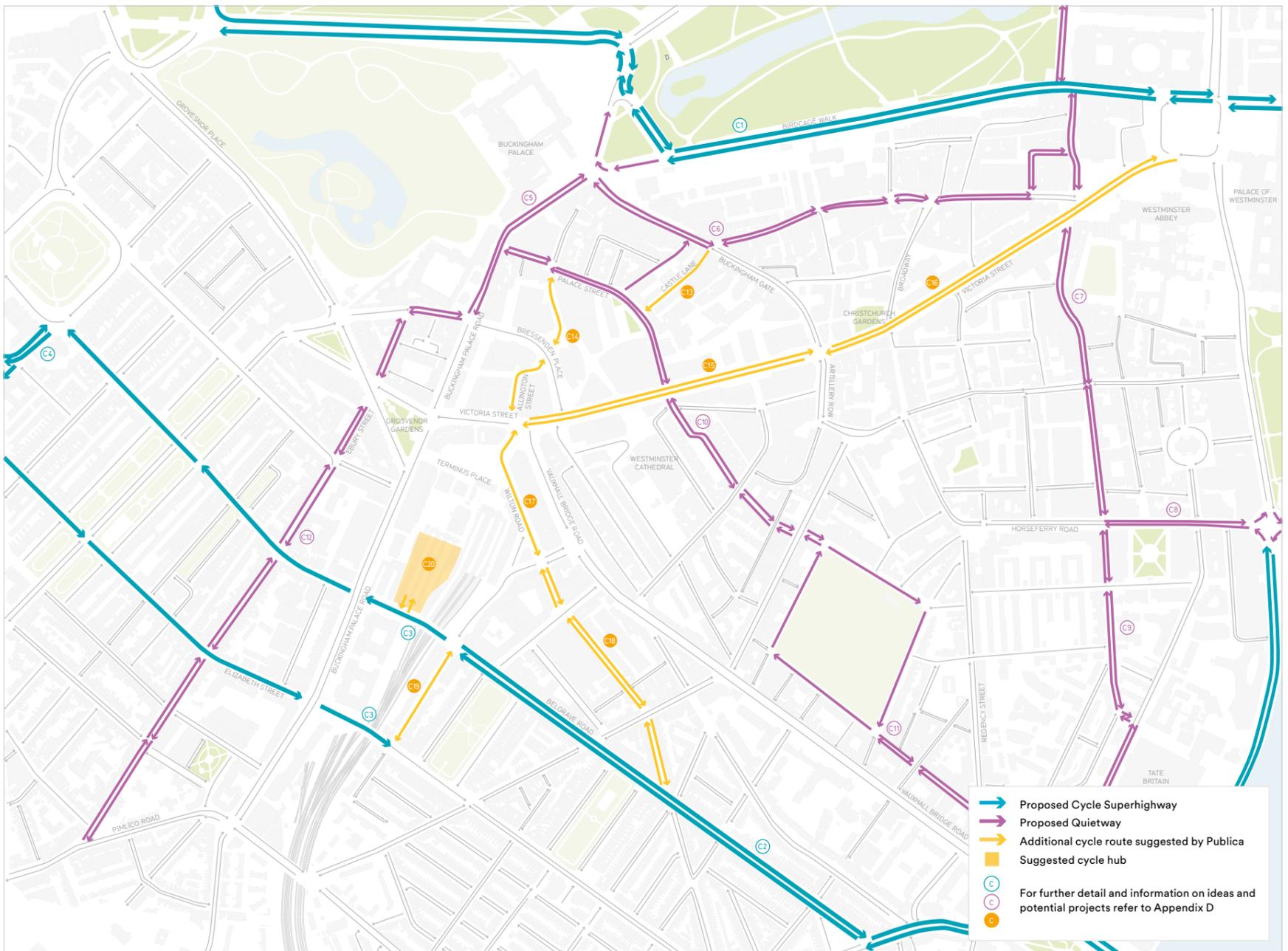
Projects that aim to create pedestrian priority and remove vehicles from streets can result in large impassable blocks for cyclists. New public spaces should be designed to allow for cycling routes where appropriate.

At present, Victoria can be a very intimidating and unpleasant place to cycle. The Inner Ring Road, the one-way gyratory system and major multiple-lane roads on the edge of the Congestion Charge Zone make for less than ideal conditions.

Publica believes that by building from WCC and TfL's existing plans with the addition of a few key connections Victoria can become a more bicycle-friendly district for all types of cyclists.



NB: ideas presented in this report are initial suggestions that require further consultation, investigation, engineering and testing before any could be realised



Ideas for cycle improvements in Victoria

- ○ ○ ○ There are currently some good examples of cycling infrastructure in the area, such as this contraflow lane on Ebury Street; however, some junctions can feel over engineered and suffer from a lack of enforcement, as seen in this photo
- ○ ○ ○ Cycling conditions in Victoria are currently extremely unfriendly, especially to occasional and visiting cyclists; this can lead to cyclists using pavements and pedestrian crossings, increasing conflict with pedestrians
- ○ ○ ○ There are currently a number of large junctions in Victoria that provide no protection for cyclists in a road environment that is dominated by large vehicles such as coaches and construction traffic
- ○ ● ○ Case study: Royal College Street in Camden utilises a combination of armadillos and planters to create a soft-segregated cycle route in two directions on a one-way street; this model could be appropriate for various streets in Victoria including sections of Cycle Superhighway 5, though careful management and maintenance of soft planting and street furniture would be important.
- ○ ○ ○ Case study: filtered permeability has been used to great effect in the borough of Hackney, closing through-routes and reducing traffic rat runs; this model could be applied to Victoria's residential areas of Victoria to create calmer streets and a more pleasant cycling environment
- ○ ○ ○ Case study: bicycle parking in Amsterdam integrates high-volume bicycle parking into the public realm; a similar approach could be taken in Victoria to cater for increased demand

- Upgrades to the public realm in Victoria should prioritise the needs of cyclists as well as pedestrians.
- A direct, soft-segregated east-west cycle route could be created along the full length of Victoria Street as a high-profile visible improvement in the district.
- The proposed Cycle Superhighway 5 utilises Eccleston Bridge. A good connection with Victoria station could allow a new cycle hub for the area to be created and help to increase the modal change from rail to cycle. (C3)
- An improved north-south route could be created along Ebury Street (C17) with an improved cycle crossing to Beeston Place and onwards to Buckingham Gate, (C5) connecting with the proposed east-west Cycle Superhighway. (C1)
- Cyclists should be prioritised at the junction of Allington Street and Victoria Street to strengthen north-south connections through the heart of the area.
- A dedicated cycle crossing should be created across Bressenden Place and a cycle route allowed through Cardinal Walk to Palace Street (C14) to improve permeability through the heart of the district.
- Wilton Road should be used as a quieter cycle route if through traffic is removed. (C17)

2.5 Improve cycling conditions

In order for Victoria to continue to develop and grow as a well-connected business, visitor and residential district in central London it must also continue to develop cycling infrastructure beyond the current proposals by WCC and TfL in the years to come. This is necessary to reflect the modal shift among road users and align with the aspirations of the Mayor of London to create safer and more inviting cycling conditions across the city.

A guiding principle for cycling was set out in the preceding pages of this Vision. The principle also describes ideas for improvements that respond to the current proposals in the area. However, some of those proposals are based on conditions in Victoria that are likely to change in the longer-term.

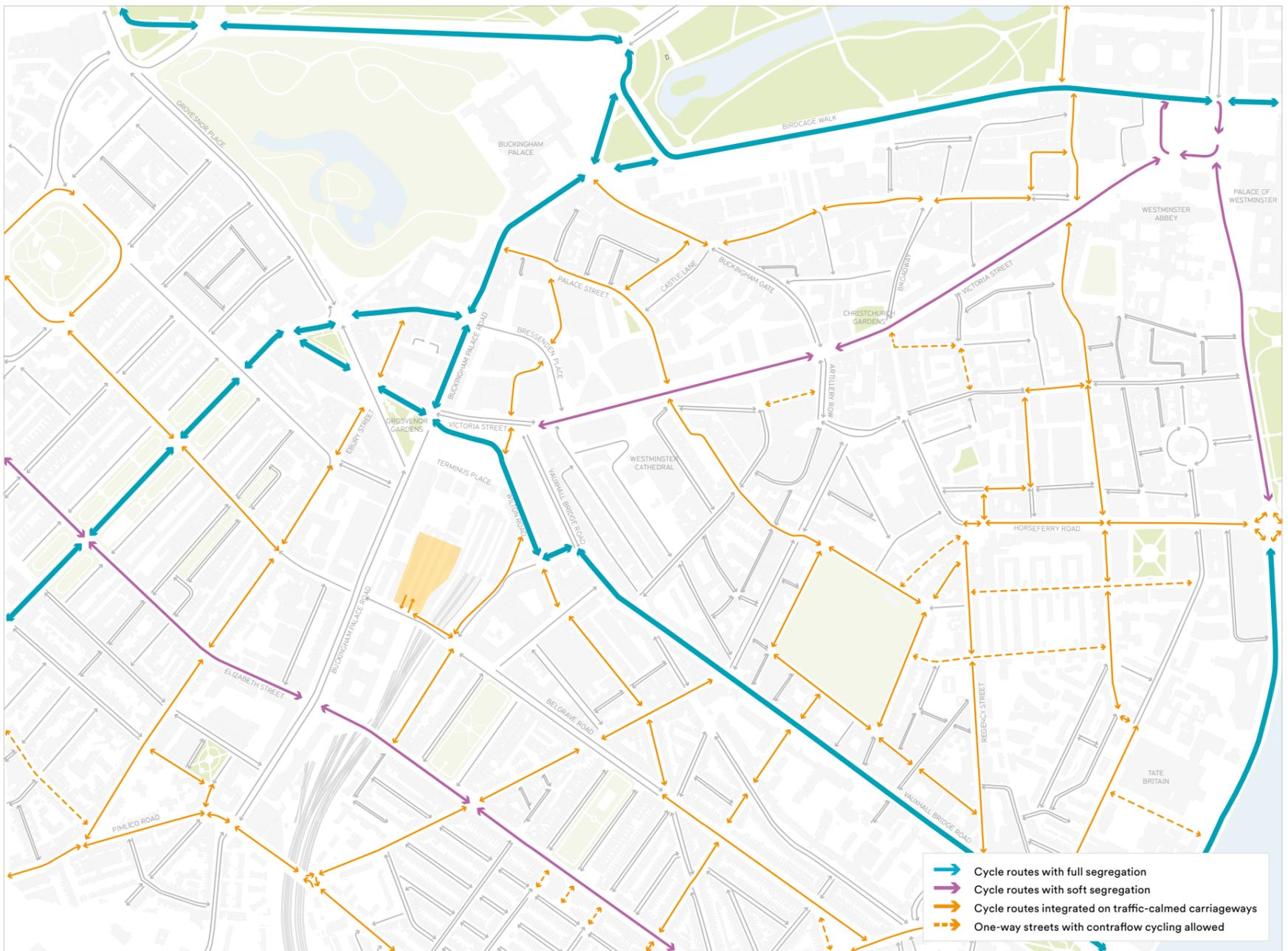
The Victoria BID should continue to support and champion further improvements to cycling in the district. The BID should also review and help to optimise proposals as circumstances change. In order to do this, Publica has drawn up a longer-term strategy for cycling in Victoria that begins to look beyond the completion of major redevelopments in the heart of the district and possible rerouting of the Inner Ring Road.

The longer-term strategy is illustrated in the map on the facing page. The strategy establishes a hierarchy of cycling provision that should be rolled out across Victoria and connect into the wider network of the West End and across London, it also includes establishing an inter-change at Victoria station. This hierarchy builds upon the system of Cycle Superhighways and Quietways currently being established by TfL and WCC. Taking these as a starting point, the longer-term strategy defines a system of fully-segregated, soft-segregated and integrated routes providing a safe, direct and permeable route network across Victoria. This physical infrastructure should be complemented with continued improvements to the provision of cycle parking and other measures to help to facilitate the uptake in cycling across all demographics that is being seen across London as a whole.

Victoria should aspire to lead the way in terms of the level of cycling provision in a central London district. The potential benefits of this could extend to the quality of the public realm in its entirety, giving rise to a more pleasant and safer urban environment for all users.



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Ideas for a long-term strategy for cycling in Victoria

In the longer term, the Victoria BID should help champion the following improvements:

- Establish a permeable route network linking the different areas of Victoria and stitching into a wider network to facilitate cycle access to the heart of Victoria.
- Use the appropriate level of segregation to reflect the volume and speed of vehicular traffic and to ensure that routes are safe and inviting to all cyclists.
- Ensure that routes are clear and legible and that wayfinding is prioritised to provide continuous coherent routes.
- Create firm connections to and from Victoria Station to establish a clear transport interchange and present cycling as an inviting option to those arriving in Victoria by train.
- Provide ample cycle parking using carriageway space as well as more secure parking such as cycle lockers and internal bike stores for longer-term cycle parking.
- Expand upon existing cycle hire opportunities by providing ample cycle hire points around Victoria station.
- Aspire to a district where cycling is seen as a viable and safe mode of transport for all demographics.
- Liaise with developers to maximise the provision and use of cycle spaces within new and refurbished buildings by occupants and other cyclists, where appropriate.

2.6 Enhance trees, greenery and planting

The Victoria BID has undertaken detailed studies of the area's trees and green infrastructure and their mapping of tree locations, species and canopy cover in the district is exemplary. The BID's plans to increase planting, street trees and other projects to reduce flood risk, soften the streetscape and to capture the business benefits of green infrastructure are all very welcome.

As part of this Vision for the public realm of Victoria, Publica has identified possible further locations for new street trees, planters and the creation of clusters of specimen trees in gardens and public spaces around the district. The information collated by the BID, current proposals and those new additional ideas by Publica are shown on the map opposite. All proposed tree locations are conditional on further investigation of subterranean services and all proposals for new trees in the public realm should adhere to WCC Tree Strategy.

Trees and green infrastructure can create enjoyable moments and routes through the city, encouraging people to walk more often and spend more time in the public realm. Green infrastructure also has a multitude of other benefits for the public realm, as highlighted in the Victoria BID's *Green Benefits* study. These include flood protection, temperature reduction, increasing levels of biodiversity and the reduction of airborne pollutants.



●○ Mature London plane trees create a canopied green space in Grosvenor Gardens, Victoria

○● Case study: Bibliothèque Nationale, Paris. A forest of mature trees in the modern public courtyard of the National Library of France creates a distinctive visual amenity and improved biodiversity

○● Case study: Marunouchi-naka-dori Street, within Tokyo's commercial district. This public park features raised tree planters, providing seating and supporting additional low-level planting

○● Case study: MoMA Courtyard, New York City. Clusters of trees combined with low-level planting create a tranquil courtyard within the bustle of Midtown; moveable chairs allow people to make the most of tree shade in the summer

○● The Diamond Garden at The Queen's Gallery Buckingham Palace, Victoria.

○● Case study: Barking Town Square, London. An arboretum provides a visual amenity for the residents above and gives a more intimate scale and character to the public space below



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Ideas for a greener Victoria

- Planting should be enhanced in existing parks and green spaces with greater biodiversity, increased low-level planting and distinctive species selection. (G1) (G2) (G3) (G10) (G16) (G25) (G28) (G29)
- The use of high-quality low-level planting should be considered on Victoria Street without impeding pedestrian connections. This could be integrated as part of possible cycle segregation infrastructure or in some openings in the colonnades. Planting here should be distinctive and seasonal, with dramatic displays changing throughout the year. (G7) (G21) (G22)
- Large trees of metropolitan or townscape stature should be introduced within the Nova development as well as smaller trees and planting along Allington Street. A cluster of trees should be created in the proposed 'pocket park' and first-floor terrace on Allington Street. (G14)
- Bressenden Place should be lined with large-scale trees. Clusters of trees should be planted around Portland House. (G15)
- Consider lining Buckingham Palace Road with trees between Victoria Street and Bressenden Place. (G13)
- Consider lining Lower Grosvenor Place with trees. (G24)
- If possible, large trees and soft planting should be included in the designs for the space at the rear of Kings Gate and the Zig Zag building. (G17)
- A series of trees could be planted or placed in containers on the wider section of footway on Victoria Street opposite City Hall.
- Key wider spaces along Buckingham Gate and Broadway should be considered for specimen trees. (G4) (G8) (G9)
- Tree planting could form part of any redesign of Terminus Place. (G26)
- Wilton Road and Wilton Place should be lined with trees if possible. (G27)
- An upgraded pedestrian connection at Ebury Street could be enhanced by planting new street trees. (G31)
- Tall and distinctive new trees could be planted in front of the National Audit Office building and the Belgravia Police Station, along with enhanced low-level planting outside 123 Buckingham Palace Road. (G28) (G29) (G30)
- Alongside planting new trees, Publica also recommends a long-term succession strategy for the mature London Plane stock that currently comprises around 30 per cent of Victoria's tree population.

2.7 Build character, programme events in public spaces and provide play opportunities

Public life and activity is integral to the way in which spaces are perceived, cared for and embraced by local workers, residents, visitors and businesses. Public spaces can suffer from a lack of life and occupation even if they achieve a successful aesthetic design and utilise the highest-quality materials. Victoria has varied user groups and with different activities and building uses in close proximity that should be capitalised upon to build character.

The Victoria BID should build upon their existing events programme to continue to provide markets and sustainability events, alongside sports, cultural and evening events. These should be ambitious and inclusive. Events and programming could provide for all age groups, including children, to reflect the numbers of young people living, going to school and passing through the area. The GLA defines a playable space as “one where children’s active play is a legitimate use of the space” and “typically includes some design elements that have ‘play value’: they act as a sign or signal to children and young people that the space is intended for their play.” Play provision can successfully animate a space and create a more lively and civic public realm.

Sports, specialist markets, performances and unexpected events for all ages could complement the large office occupiers in the area, attract a wider mix of users and extend the life of public spaces into the evenings and weekends for local workers, residents and visitors.

●○ The public realm of Victoria is used by people of all ages including children; the design and use of spaces should reflect this diverse population and provide appropriate facilities for all age groups

○○ Some newer areas are dominated by hard landscaping and are often underutilised in terms of programme and play; these spaces have great potential and could be animated through programme and play

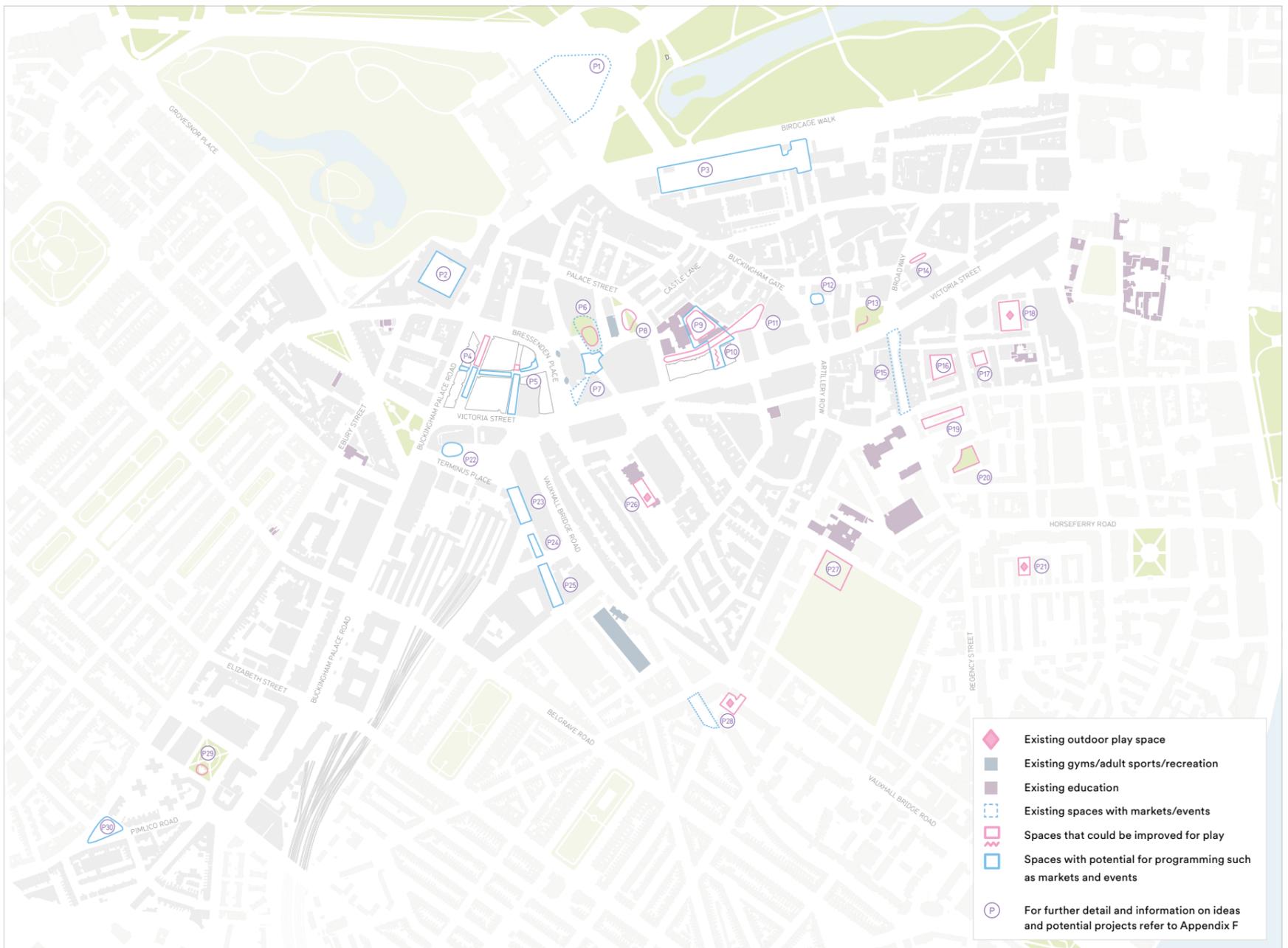
○○ There are a number of spaces in Victoria which are currently limited to private access. Some could be opened up to wider, more regular public-use and programmed events

○○ Case study: swing dancing at Lincoln Center, New York. Outdoor evening activities that would attract a wide range of people could be explored

○○ Case study: the Barbican Estate has ample sports provision, allowing people to play tennis, football and basketball among the large buildings. There is also a children’s playground and communal gardens

○○ Case study: A book market on the South Bank introduces activity to an otherwise empty space; programmes like this in Victoria could help to extend activity and interest in the evenings, on weekends and during out-of-office hours





Ideas for programme, events and play in the public realm

- Seasonal and changing use of the public realm for events, markets and other programmed uses will help to build identity, positive association and occupation of public spaces in Victoria putting them on people's 'mental map' of the district.
- The large numbers of people travelling through the district for transport connections could be encouraged to spend more time in the area through the curated events in the public realm. This could benefit the local businesses and the life of the district outside office hours.
- The creation of a limited number of special kiosks or temporary structures could help to anchor public spaces, as could the re-provision of street trading kiosks or their relocation to more appropriate places. Care should be taken to ensure the commercialisation of spaces does not overwhelm their public character and kiosks and trading do not hinder pedestrians.
- Recreation in the form of sports and less formal games should also be considered to introduce opportunities for fun and build a less corporate atmosphere in the public realm of Victoria.
- The large number of children observed in Victoria suggests play could form an integral part of the design and occupation of certain spaces. Integrated play structures and opportunities could be created within the overall design aesthetic of spaces and as part of public art proposals.
- The Public Art Strategy (principle 2.11) could overlap with play and programming proposals.
- School yards and other semi-private spaces could be opened up for events at certain times to greatly increase the provision of public space in Victoria. The gardens of Buckingham Palace could potentially be utilised for carefully considered uses, perhaps exclusively for children.

2.8 Ensure public identity through signage and wayfinding

The naming of public spaces is key to place making, wayfinding and identity. This is a significant issue for new public spaces and those within private developments.

New spaces should be named in accordance with existing norms in the district, aiming to achieve a sense of integration with the surrounding street network.

The public realm around new buildings should be broken down into recognisable typologies of space such as streets, courts, gardens etc.

Standard Westminster street signs will help to integrate new spaces into the wider area and signal a public character while branding, naming and identity systems for new developments should be limited to individual buildings and interiors. They should not extend into the public realm.

Wayfinding systems in Victoria should integrate with the district and city as a whole. Legible London wayfinding should be used.



●● Standard Westminster signage should be used for all streets and spaces, including in private developments with public access

○● Wayfinding should also be integrated with district-wide and city-scale systems, such as Legible London, rather than being specially designed for a development

○● The street signage in Colonnade Walk mimics WCC systems but does not follow the typeface of typical Westminster street signs; all signage should follow the strict graphic design guidelines outlined by Westminster City Council

○● Case Study: St Martin's Courtyard, Covent Garden. Corporate or managed branding of publicly accessible spaces can make them feel less integrated with the rest of the district; multiple examples of competing signage can dilute identity and make spaces feel less public



2.9 Encourage unified, discreet management and oversight

The public realm, whether public highway or private land, should not be divided into obvious estates, ownerships or jurisdictions. The aim of an overall vision for Victoria is to create a joined-up network of spaces building a strong, improved identity and environment for the district as a whole. The management of spaces (as much as their material design) will influence integration and their ultimate success as public places.

The use and visibility of private security patrols should be minimised and guards' behaviour should be monitored to ensure a welcoming, public atmosphere. Play and freedom of use should be encouraged and tolerated. Control should be reserved for truly anti-social behaviour. The use of Victoria BID Ambassadors should be examined and extended where appropriate.

Effective but discreet security, a sense of custodianship and management through passive surveillance by retail uses, cultural and residential uses and on-site caretakers should be encouraged.



● ○ Case Study: Central St Giles, WC2. The management of this publicly accessible, privately owned space can feel overbearing; this type of management can lead to spaces feeling private and damage their integration with the district

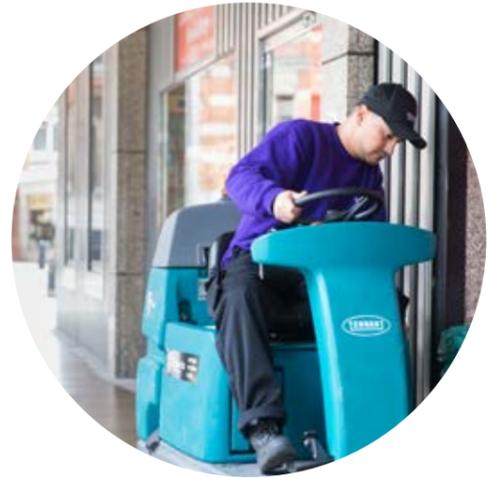
○ ○ Uniformed security staff can make spaces feel unwelcoming, badly briefed staff can sometimes intervene and stop activities in the public realm to the detriment of the image and life of the district

○ ○ Victoria BID Ambassadors have a wider remit and can cover public streets as well as publicly accessible private spaces; they can be trained to welcome and help visitors, not just control behaviour within certain ownership boundaries

○ ● The Victoria BID has held a series of successful seasonal markets in Cardinal Place. These should be further encouraged; markets can foster a sense of custodianship and provide effective passive surveillance

○ ○ It is important that business security does not overwhelm the public realm, as it can sometimes deaden spaces and discourage everyday activities

○ ○ Cleaning services provided by the Victoria BID are often seen around Westminster Cathedral



2.10 Enhance lighting

The night-time environment is an essential part of one's experience of place and as such, lighting has a key role to play in creating a successful public realm. The perception of safety and security and practical issues such as sustainability, ecological sensitivity and even maintenance are fundamental. Future public realm projects in Victoria should align with a strategic and sensitive approach to light planning to create a framework for and contribute directly to broader aspirations for the public realm. This would improve legibility of routes, enhance wayfinding, shape patterns of use as well as celebrate the area's distinctiveness and history and create moments of excitement and delight.

Studio Dekka has worked alongside Publica to investigate the issues around lighting in Victoria. They have reviewed current conditions and opportunities in Victoria in the hours of darkness to produce this principle for lighting the public realm. Lighting should be seen as an integral feature of this Public Realm Vision.

A number of publications provide guidance for the development of public and private lighting schemes across Westminster. The *Westminster Way Public Realm Strategy* (adopted 2011) sets out principles for lighting schemes across the City of Westminster and the *Theatreland Strategy* (2008) provides guidance on lighting in the main theatre precincts. In addition, the British Standards Institute offers extensive statutory guidance on all aspects of public realm lighting design. Other industry bodies such as CIBSE, SLL, ILE and CIE provide general guidance and best practice. The Westminster Way identifies Victoria Street as an area where a more contemporary approach to public realm lighting infrastructure may be adopted as well as Victoria Station as one of several key places for orientation and distinction as a lighting node.

The lighting of city streets and spaces should be considered for its environmental impact and contribution to light pollution. Any strategy or interventions in Victoria should aim for best practice and mitigate unnecessary light spillage.



● ○ ○ Case study: Windrush Square, Brixton, SW2
○ ○ ○

○ ○ Petty France, Victoria, street lighting illuminating trees and architectural features
● ○ ○

○ ○ Case study: Royal Exchange Square, Glasgow
○ ○ ●

○ ● Case study: London Coliseum, St Martin's Lane, lighting part of the Westminster's Theatreland Strategy
○ ○ ○

○ ○ Case study: Barking Town Square
○ ○ ●

○ ○ Case study: King's Cross Station and Square
○ ○ ●

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The roads, streets, pedestrian walkways and spaces of Victoria should be lit within an overall hierarchy as illustrated in the map above. The choice of appropriate lighting for public spaces should be based on their place within the other guiding principles of this vision. Walking routes, character areas, building uses, architectural style and traffic management are among the most relevant considerations.

2.10 Enhance lighting

The Victoria BID provides an opportunity to support the development of a comprehensive and coherent public realm lighting strategy for Victoria. The key objectives should be to realise a coherent, balanced, vibrant and safe night-time environment across the Victoria BID; to explore ways in which improved lighting can continue to support the increased density and range of evening activities across the area; and to enhance the perception of Victoria as a distinctive district made up of neighbourhoods with diverse juxtaposed qualities and architectural styles.

Ideas that should be considered as part of the development of a comprehensive public realm lighting plan for the Victoria BID:

- A comprehensive survey of existing street, amenity and architectural feature lighting across the Victoria BID would establish the baseline conditions for any new lighting designs. A comprehensive inventory of existing public and private apparatus would also enable best practice to be shared between public and private schemes, especially in terms of maintenance, premature failure and risks of vandalism.
- A technical public realm lighting design guide for Victoria should be developed in collaboration with Westminster City Council and private stakeholders. The specification should set out outline guidance on key criteria such as illuminance levels, colour temperature, lamp type and mounting heights to help guide all new public realm lighting across the Victoria BID. These criteria should be tethered to the emerging Public Realm Vision to ensure continuity with the renewed hierarchy of streets and spaces, new developments, public art and planting strategies.
- A comprehensive family of recommended lighting apparatus for new public realm and feature lighting schemes should be established. This is particularly important as the current rapid development and implementation of LED technology can create wide disparities between the specification of one scheme and the next. The specification should be developed with consideration for the existing Westminster City Council's standard street lighting specification, but equally important would be an understanding of where a departure from the standard might add to the distinctiveness and dynamism of a new scheme, such as Terminus Place.
- A scenographic approach to lighting across Victoria should be pursued through the early and clear definition of lighting design briefs for new developments and public spaces and an understanding of how the interface with adjacent lighting conditions should be managed throughout the life of the installation. Few schemes exist in isolation and the context of street, amenity, architectural, feature and incidental lighting conditions and their mutual compatibility should be of primary importance.
- Incidental lighting from buildings across the district — for example office blocks, retail frontages and light art — already does much to create an overlap between 'inside' and 'outside' at night. This idea should be explored so that the activity and sensual richness of key buildings may be extended to the key public spaces that surround them. For example, the formal details within Westminster Cathedral or Victoria Station may be appropriated in special designs for apparatus and lighting conditions in Cathedral Piazza and Terminus Place respectively.
- The Victoria BID could support businesses of all scales in a transition towards low-energy, low-cost exterior lighting by offering lighting workshops to businesses and property management groups. This would open up opportunities for quick-wins such as the reduction of energy costs, establishing predictable maintenance regimes, managing post-occupancy lighting requirements and establishing sustainable control strategies for existing schemes, such as midnight switch-off.
- Architectural and special public realm feature lighting schemes should be pursued on the basis of a building's historical significance, wayfinding value or its architectural, landscape or spatial qualities. Ideas for lighting buildings and trees are shown on the facing page.
- Incentives such as free design advice or a fixed-period subsidy on capital or operation costs could be offered to support new schemes by the owners of such architectural 'gems' with the aim of enhancing the overall night-time environment, helping to structure one's experience of the public realm at night and reducing energy costs across the area.
- A panel of independent lighting specialists may be established to provide advice and review on new public and private lighting schemes to ensure compatibility with the overall lighting strategy.
- Alternative methods for mounting amenity lighting in pedestrian areas should be considered, especially in areas under the control of one developer. Hereby wall, soffit or ceiling-mounted luminaires can aid decluttering and catenary systems offer opportunities in the perception of spaces as outdoor rooms.
- The full structural and electrical utility of lighting infrastructure should be considered as a part of holistic design processes. Following the Westminster Way, decluttering should make appropriate use of lamp columns and the specification of heavy-duty columns may facilitate the installation of seasonal banners and festive decorations. Further, opportunities for the integration of power supplies into columns should be identified for the support of temporary event and market infrastructures.
- The scale of construction work currently underway in Victoria adds to the metropolitan character of the area and offers an opportunity for dramatic temporary feature lighting once the site is closed for the evening. Through the use of a single block of coloured light, the developments may become to be understood as contributing to a new and coherent whole rather than a collection of discrete sites.
- Public spaces should be designed with consideration for daylighting which has a huge impact on the use of spaces, especially very early or very late in the day. Significant overshadowing may make a new space feel unwelcoming or place unforeseen demands on artificial lighting systems. Sunlight also provides some opportunities, such as in the use of coloured, translucent or reflective surfaces to enhance dynamic, natural and free-lighting effects.

Studio Dekka
www.studiodekka.com

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The special lighting of buildings, as well as the direct lighting of the public realm, has a huge impact on the way in which Victoria is experienced. Lighting could be approached more strategically way by identifying key buildings, vistas, streets or edges of spaces as illustrated in the map above. The Victoria BID could help individual building owners to identify these opportunities, allowing a coherent approach to develop over time.

The sensitive lighting of trees and greenery can also have a significant and beautiful effect, allowing the visual value of green spaces to be extended into the hours of darkness.

2.11 Commission art in public places

Art and culture play a crucial role in the physical and social fabric of our cities. Art can prompt us to look at the world afresh, can make a place distinctive, or create a dynamic relationship between the public realm, the individual, businesses and civic life. London is a world leader in commissioning exemplary public art programmes which significantly add to the quality of life for workers, residents and visitors alike. The Victoria BID has an exciting opportunity to build on this reputation and create an art programme of international standing which reflects the ambition and quality of the overall Public Realm Vision. This would add to the character of Victoria as an urban district of great historical and contemporary importance.

Publica has worked with the curator and art consultant Jes Fernie to think about a principle-led approach to public art. A public art programme should be linked to other public realm principles in order to create a joined-up approach. It is important that the local context is recognised by involving key stakeholders to act as champions for the programme, help with fundraising and provide advocacy throughout the commissioning process.



● ○ David Breuer-Weil, Alien, Lower Grosvenor Gardens, London 2013. Commissioned as part of Westminster City Council's City of Sculpture initiative.

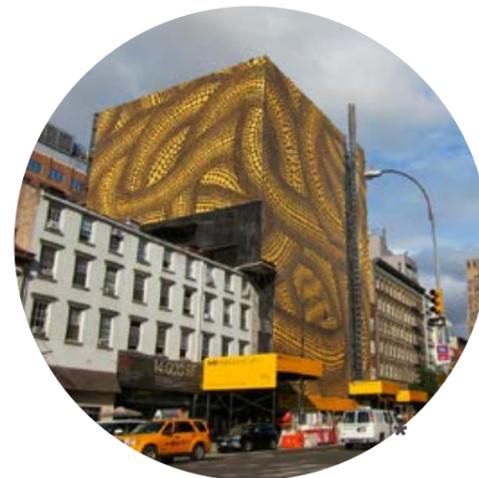
○ ○ Katharina Fritsch, Hahn/Cock, Fourth Plinth programme, Trafalgar Square, London 2013. An on-going programme of high-profile temporary commissions managed by the GLA

○ ○ Carlos Cruz-Diaz, Couleur Additive Liverpool ONE, 2014, Liverpool Biennial. Temporary intervention in a busy urban street, linking various key points using colour and pattern

○ ● Yeppe Hein, Follow Me, Bristol, 2009. Mirrored labyrinth permanently sited in the University of Bristol's historic Royal Fort Gardens

○ ○ Sarah Morris, Robert Towne, Lever House, New York, 2006. The undercroft of Lever House is home to a changing programme of contemporary art exhibitions and commissioned; it is highly visible from the street and publicly accessible

○ ○ Yayoi Kusama, Yellow Trees, New York 2012. A temporary wrap for an apartment block under construction, commissioned in partnership with The Whitney Museum to celebrate Kusama's solo exhibition



Ideas for public art in Victoria:

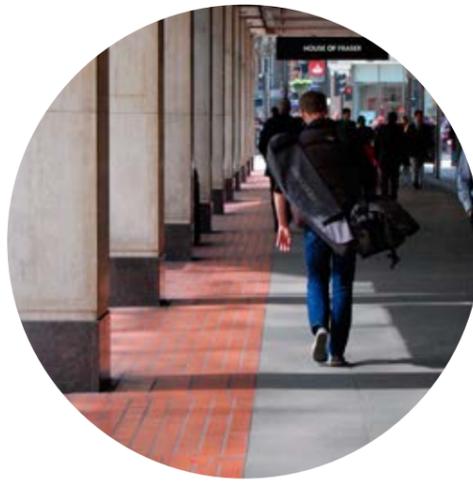
- Create a panel of advisers along the lines of the now disbanded, but extremely effective, Westminster Public Art Advisory Panel to oversee and review all art commissions in the area and to ensure guiding principles are adhered to.
- Embed public art projects as early as possible in the masterplanning and design process in order to ensure a complementary and joined-up approach and maximise opportunities for artists to contribute fully to the process.
- Work closely with BID members and developers, such as Land Securities, to establish a dialogue regarding plans for public art projects within their developments with the aim of creating a unified vision for the area and commitment to high-quality, art-commissioning programmes.
- Where possible, establish partnerships with art agencies and strategic organisations working on high-quality art programmes in the area, for example Art on the Underground and the GLA; this could include working with theme-based city-wide arts initiatives such as 14–18 Now, Art Everywhere and Sculpture in the City.
- Articulate the aim of any public art programme clearly and agree with all strategic partners before embarking on delivery. Agree a public art strategy with Westminster City Council planning department and the Council's wider ambitions.
- Consider a broad range of potential funding streams alongside BID contributions, including Section 106 and Community Infrastructure Levy opportunities, trusts, foundations, and commercial sponsorship.
- Consider the broad range of potential approaches for public art programmes (temporary, permanent, performance, digital and ephemeral) and types of spaces that art programmes could inhabit (green spaces, streets, architectural features, virtual space).
- Engender a sense of ownership of commissions among the public, businesses, and residents by involving them at crucial points in the commissioning process.
- Commission work of international standing to match the world-class context of public art programming in London (for example the Fourth Plinth programme and Art on the Underground) and the rich visual art context as a whole.
- Devise robust, imaginative and realistic evaluation, maintenance and decommissioning plans from the initial stages of a programme.
- Implement an arts strategy which allows space for future development. Successful art-commissioning schemes generally evolve over time.

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2.12 Adopt a coherent material palette for Victoria

Publica's surveys of architectural materials and surface materials in the public realm show a range of tones, types, ages and colours in buildings and paving in the heart of Victoria. To build a more unified feel for the district predominant paving materials should be adopted for the area embracing Victoria Street, the areas surrounding the station, the new Land Securities developments and around Vauxhall Bridge and Buckingham Palace Road.

There is an opportunity to work alongside WCC to create a new material subset for the district that can help to tie areas of the district together and generate a distinct identity. Furthermore, strong material palettes and guidelines can help to create consistency and encourage particular pedestrian routes. Materials, finishes, surfaces and colours should be chosen or adapted with regard to accessibility for all.



Existing paving materials in Victoria that could be used as precedents for a new unified material palette. There is a large amount of granite alongside other materials with warm tones (left Victoria Street colonnade, right Palace Place)

Granite paving elsewhere in Westminster could suggest ways forward for a new palette in Victoria (left Broad Sanctuary, right Covent Garden Piazza).

Granite precedents outside London such as these in Italy and Sweden show possible ways forward for Victoria

Case study: Tri-coloured paving patterns in Assisi. Where appropriate, paving patterns can be useful to give definition and character to a large, hard-surface public space

Case study: Stortorget Kalmar. Warm granite tones in different formats create subtle patterns and differentiation on this large, hard public space





- In order to build connections across major roads, which may have varied architectural styles on either side, new materials must be able to sit comfortably beside both historic, listed buildings and new developments.
- Natural materials should be considered to create a high-quality public realm character in the district. Concrete pavers and asphalt footways could be replaced with natural materials as and when public realm upgrades are undertaken.
- Granite paving has both a historic presence in the district and is used within recent development sites. Carefully chosen granites could help to unify the modern and historic architecture of Victoria.
- Granite is hard wearing and more stain resistant than sedimentary stone. Granite may be more appropriate for the busy, hard working footways and pedestrian spaces in the heart of Victoria than limestone.
- The presence of older buildings on a street should not necessarily predicate that conservation-area-type limestone or English Pennine Stone be used. A granite palette could create an appropriate high-quality setting for buildings of various ages.
- English Pennine Stone may nevertheless be more appropriate in some areas of Victoria that have a clear, unified, historic architectural style or where it is already in place, such as around the Cathedral, around Pimlico Road and Palmer Street.
- English Pennine Stone should be considered for the northern areas of Victoria that border the civic and governmental heart of Westminster and St James's Park, along with certain streets that border Pimlico and Belgravia.
- Some streets and spaces will be transition spaces where material designs should be carefully considered to build connections, gateways and continuity. Materials should be carefully considered to create appropriate settings for historic architecture.
- Mixed greys and warmer tones of red granite exist already in Victoria's surface materials. These could be used as precedents for the development of a new material palette.
- The material palette should have a subtle mix of a number of tones, rather than a diverse set of contrasting colours or one single stone selection. The paving colours should be a background palette to the architecture, rather than a loud statement.

Public Realm Vision for

Victoria

Conclusions and Ways Forward



3.1 Conclusions

The successful improvement of the pedestrian experience, the roads, streets, walkways and gardens of Victoria will require a coherent and joined-up approach over the years to come. To make this a reality the various stakeholders in the area must work together and adopt a shared vision for Victoria. The Victoria BID is uniquely placed to bring these parties together and champion projects that will improve the image of Victoria and the experience of spending time in the area.

This report sets out a clear vision for the creation of a distinct area with high-quality related public spaces, cleaner air, improvements to pedestrian routes and connections, tackling the dominance of traffic and vehicles, improvements for cycling, increased tree planting and greenery, the integration of programming and play, better wayfinding and signage, appropriate management of public and privately owned spaces, enhanced lighting, an integrated approach to public art and the adoption of a clear material palette for public realm projects.

The ideas for projects and interventions contained in this report are suggestions that will require further consultation, investigation engineering and testing. Ideas should be discussed, debated and reviewed by the relevant stakeholders. Certain projects should be prioritised. Projects that are deliverable in the short term should be undertaken, while high-profile catalyst projects should also be pursued. Designs for individual sites in Victoria should seek to build a coherent character for the public realm over time. All designs should be produced in relation to the overall vision for the area. The careful review of individual designs in light of this report will be critical in the realisation of an improved, coherent public realm in Victoria.

This report should be used to facilitate dialogue about the future of Victoria, to build consensus on the development of the area's public realm and as a guide for the commissioning of individual projects and spatial upgrades. After consultation and input from BID members this vision should be adopted by BID members and used as an approach for discussions with stakeholders and other parties involved in the management and improvement of the public realm of Victoria.

The Victoria BID's work on the public realm should continue and grow in ambition and scope. Several major stakeholders including Westminster City Council, Transport for London, Network Rail, Land Securities, The Grosvenor Estate, other developers and land owners, as well as local residents and businesses, have an important role to play in the future of Victoria's public realm. The bringing together of these parties in meetings focused on the public realm has already begun and should be continued to ensure the implementation of this vision for Victoria over the coming years.

Potential next steps leading from this report:

- The review and adoption of this Victoria Public Realm Vision by all key players shaping the public realm in the district.
- Review of current developments and designs in light of this vision report. New designs should respond to the emerging ideas for walking routes, minimising the impact of traffic and vehicles, improved cycling, trees and greenery, provision of play and events, better signage and management, lighting, public art and work with a Victoria public realm material palette.
- Integrate the vision and strategy of this report into any forthcoming refitting of existing spaces that are undergoing change.
- Work with WCC to push forward amendments and additions to policy for Victoria including the adoption of Victoria as a distinct area in the Westminster Way and the designation of certain streets and spaces for priority public realm projects.
- The creation of a new Victoria public realm forum to facilitate coordinated improvements to the district as a whole. Key stakeholders should include WCC, TfL, bus and coach operators, London Underground, Network Rail, Land Securities, Grosvenor Estate and the Victoria BID as well as Royal Parks, Ministry of Defence and other local landowners. This forum could grow out of the public realm events already organised by the Victoria BID.

A new Victoria public realm forum should:

- Work with partners to undertake quick-win projects in the next two to three years.
- Build consensus, champion public realm projects as they become feasible.
- Ideas for the public realm improvements should be grouped, subdivided and prioritised as projects through discussion of: typology, geography, interrelated projects, strategic improvements, the aim of building character in Victoria, ownership, facilitation, complexity and timescale.
- Select and undertake a high-profile catalyst project within the next three to four years.
- Pursue area-wide projects to improve pedestrian routes, facilitate changes to junctions and crossings.
- Investigate changes to the Inner Ring Road and Victoria gyratory working with TfL, WCC and the Mayor's Roads Task Force.
- Investigate improvements to cycling in the district by working with TfL, WCC and the Mayor's Cycling Commissioner.
- Increase tree planting and greenery on key streets by working with BID members, WCC, TfL and other local property owners and businesses.
- Develop a specific material palette for Victoria's roads, streets and spaces with Westminster City Council.
- Commission designs for key public spaces and gardens as defined in this Victoria Public Realm Vision.
- Continue to respond to the changing context of major projects and developments in the area.
- Work with TfL and WCC to adopt a bold long-term strategy for the function and character of all Victoria's streets and spaces.
- Review all public realm proposals for the Victoria district as they are designed and developed in the years ahead.

3.2 Undertake quick-win projects

It is important that the Victoria BID and its members harness the momentum around public realm upgrades and continue to make visible improvements. This Public Realm Vision for Victoria covers a broad range of ideas for projects that could greatly enhance the area. The ideas and recommendations presented by Publica are initial suggestions that require further consultation, investigation, engineering and testing before any could be realised. They have been defined in light of the observations, studies and principles outlined earlier in this report. Many of the ideas will require substantial further work to bring them to fruition and in some cases may take several years and involve many stakeholders. Other ideas are dependent on, or interconnected with, major developments and infrastructure schemes.

Publica has identified a series of projects and ideas associated with the principles in Chapter 2 that could be implemented or prioritised

to achieve tangible results in the next two to three years, while more complex projects are being investigated. These particular projects have been chosen as they represent the best and most appropriate ways to achieve quick wins in Victoria. In some cases they may be less expensive, more straightforward interventions that would still have a significant positive impact upon the public realm.

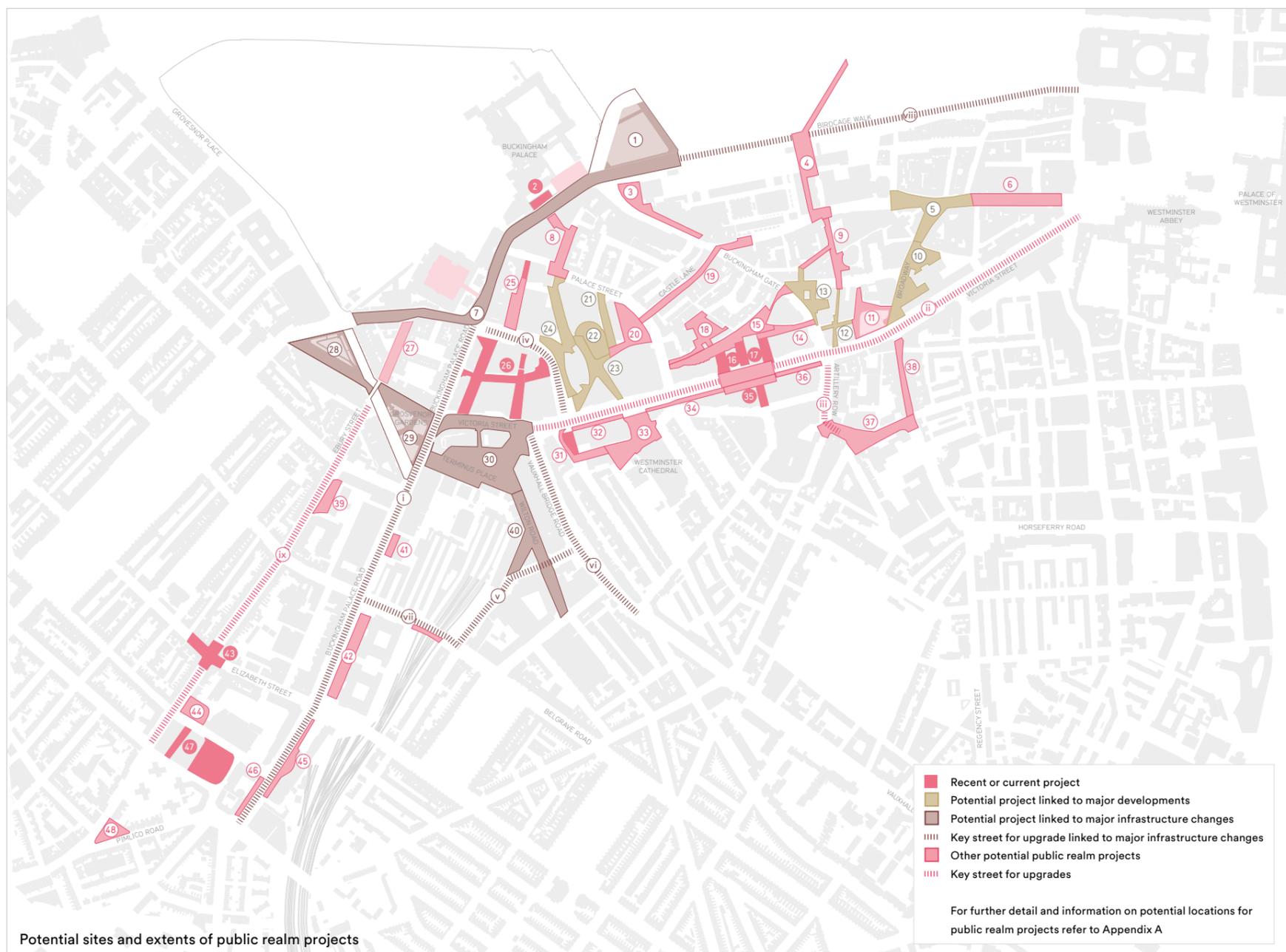
A number of project ideas should be considered in the near future to influence discussions and capitalise upon design projects by others (such as the provision of cycle infrastructure by WCC and TfL). The Victoria BID should ensure that the relevant connected ideas in this vision are prioritised to optimise developments as they happen.



- P16 Opening of a pedestrian connection between Birdcage Walk and Petty France through Wellington Barracks.
- W7 New crossing on Buckingham Palace Road outside The Queen's Gallery and improved connection through to Stafford Place.
- W19 Strengthening of the east–west walking route running parallel to Victoria Street along Ashley Place and Howick Place.
- V13 Closure of the vehicle connection from Victoria Street to Thirlby Road and Howick Place, reducing pedestrian–vehicle conflict on Victoria Street's walking routes.
- P2 Explore possibilities for more public access and events in the Royal Mews courtyard.
- P8 Investigate opportunities for play and more public use of the green spaces on Palace Street.
- P9 The playground of Westminster City School has the potential to be more open to the public at weekends for events, sports or play.
- P10 P11 Explore the options for Kingsgate Parade and other spaces to the south between Victoria Street and Kingsgate Parade to accommodate play and programmable space.
- P15 Explore further activity on Strutton Ground to reinforce the significance of the market and bring active use to the space at other times such as evenings and weekends.
- P26 Investigate the possibilities for opening the playground of St Vincent de Paul School at weekends as a location for programmable events, sports or play.
- P27 Explore the potential for opening parts of Vincent Square as a location for programmable events or play outside school use.

- G2 Consider relandscaping and new planting around Wellington Barracks on Buckingham Gate to create more usable green space and visual amenity.
- G14 Work with Land Securities to maximise opportunities for greenery and new tree planting throughout the Nova development to ensure the creation of meaningful and pleasant public spaces with a human scale and glimpses of greenery from surrounding streets.
- G21 Consider the use of high-quality, low-level planting between the colonnade pillars on Victoria Street. This should not impede pedestrian desire lines. Planting should be distinctive and seasonal, with dramatic displays changing throughout the year to make a significant visual impact. Planting could continue along the length of Victoria Street at various heights with breaks for key views and pedestrian or traffic routes.
- G23 Consider low-level planting and greenery to create a new pocket park at Ashley Place.
- G25 Continue to maximise the use of Grosvenor Gardens as an oasis of greenery through improved and upgraded low-level planting.
- C7 C9 Work with TfL and WCC to build upon the new routing of cycle Quietway 68 to create strong and coherent north–south local connections through the east of Victoria.
- C10 Capitalise upon the routing of the Victoria Line cycle Quietway to create strong and coherent connections through the centre of Victoria.
- C11 Ensure that a pleasant cycling environment is created around Vincent Square that connects to Vauxhall Bridge Road in the south.
- C14 Allow cycling along Cathedral Walk to establish north–south cycling connections within the Cardinal Place and Nova developments.
- C14

3.3 Build consensus, champion public realm projects as they become feasible



The Victoria BID is in a unique position to help champion public realm projects and build consensus among a wide-ranging group of local businesses, occupiers, land owners and other stakeholders. This consensus will be vital in realising meaningful positive change in the district.

To move forward with improvements in Victoria, and convert this Public Realm Vision into built projects, the BID should continue to engage various parties and publicise the ambitions for the district. The first Victoria BID Public Realm Workshop was held on 4th June 2014, bringing together major players who are shaping the area to look at public realm specifically. This event and similar forums should continue to be organised at regular intervals to help build the impetus and appetite for upgrades.

The delivery of individual projects and ideas will be dictated by timing, funding and other developments. In the map above, sites for potential projects identified in this report have been defined and categorised based on their relation to major building or infrastructural changes. The reality of these large-scale developments mean that many public realm projects in Victoria can only be pursued as and when they are most achievable in conjunction with other developments.

The Victoria BID and its members should seek to harness this once-in-a-generation period of change to deliver public realm improvements that will provide badly needed capacity for pedestrians and cyclists as well as to ensure that Victoria continues to improve as a district.

Projects that are deliverable outwith the constraints and timescales of major developments and infrastructure changes should be pursued in the first months and years of the Victoria BID's next term.

Quick-win projects, as described on the previous page, should be developed during the first few months of the next BID term in order to achieve results within the next two to three years.

A high-profile catalyst project should be selected and pursued for completion within the next three to four years.

Other projects and spaces linked to major developments or infrastructure changes should continue to be discussed and reviewed. Action, BID involvement and design work on these projects should be pursued as their feasibility becomes clearer over the coming years.

3.4 Group projects, identify priorities, commission design briefs for specific spaces

The potential projects and ideas outlined in this report have been ordered in relation to the 12 principles of the vision. They are illustrated in series in Chapter 2 and described in more detail in appendices A–F. Many of the ideas for the public realm could be interlinked; various improvements might be made to one public space as a single project. In other cases, different interventions might be applied to a site at different times.

As the Victoria BID, its members and partners seek to move forward and enact improvements to the public realm the grouping of ideas and prioritisation of projects will become crucial. Projects could be ordered and subdivided in a variety of ways, to create groups or families of projects.

Once priority projects have been identified, specific design briefs should be commissioned and developed for each project based on the principles in this Vision. Some ways of grouping projects into families for discussion and review are:

Project typology

By defining improvements according to their typology (eg, tree planting, paving projects, lighting enhancements) individual ideas for improvements can be organised into families across Victoria as a whole, reflecting the principles of this report. This may be useful for the funding and delivery of certain kinds of improvements and area-wide strategies.

Geographically; site by site

Projects could be organised by geographical location and proximity, dividing the Victoria district into smaller areas to help deliver change with relevant stakeholders. This should be done while keeping in mind the various jurisdictions and neighbouring projects. Smaller groups of funders and consortia could come together to deliver holistic change on a space-by-space basis.

Interrelated projects

An example of this way of approaching public realm projects would be the grouping of all projects related to change of the Inner Ring Road, which, acting as a catalyst, could become the driving force behind a series of associated improvements to various spaces.

Strategic improvements

This approach could help the selection of a group of projects that if pursued together would achieve a strategic aim through joined-up thinking and implementation across various sites (such as greening Victoria or improving north–south walking routes in the district).

Establishing character

This way of grouping ideas could provide a framework for organising projects according to the aims of enhancing character areas and the range of spaces in Victoria. This approach could, for example, be applied to group interventions aimed at calming major roads, programming spaces, improving play amenities in Victoria or enhancing the setting of historic architecture in the district.

Ownership, facilitation, complexity

By ordering projects based on these three criteria, families of projects could emerge that engage the same stakeholders, are possible in certain time windows or involve certain levels of complexity and consultation.

Timescale

Some ideas for public realm improvements and interventions on certain sites are clearly linked to developments and or major impending decisions on building uses and infrastructure changes. Projects could be ordered on the known timings of decision making affecting the area.



3.5 Undertake a high-profile catalyst project



Looking east on Victoria Street

The Victoria BID should select one significant public realm idea from this vision to champion and pursue with a view to completion within the next three to four years. A highly visible major public realm improvement would signal the BID's serious engagement with this issue. A marked improvement to a specific street or space alongside quick-win projects could help to put Victoria on the map and alter perceptions of the area as a whole.

A catalyst project should be selected from those identified in this vision. The project should be achievable in the desired timescale and not be reliant on, or likely to be delayed by, other major developments or infrastructure schemes.

The BID, its members and other relevant stakeholders should aim to agree on a catalyst project soon after the re-ballot of the Victoria BID in 2015. A design brief and concept designs should be commissioned for the space in the spring of 2015 if possible.

Victoria Street could be a candidate for such an approach. The street is centrally located in the district and synonymous with the area. Several major developments will be nearing completion in the coming years and newly upgraded public spaces are being delivered on its borders. There are no current plans for major road or cycle projects on the street. A host of ideas and potential projects have been identified along the street linked to all the principles in this vision.



Ideas for an improved Victoria Street responding to the principles of this vision

3.6 Respond to the changing context

As hoardings proliferate in the public realm, cranes fill the skies and construction vehicles drive through the streets it is obvious that big changes are underway in Victoria. The district is going through significant transformation due to major redevelopments and infrastructure projects. This is likely to continue and extend to new sites in the years to come. There are many longer-term projects that are still to be confirmed and large questions yet to be fully answered. These could have a major impact on the public realm.

It is important that the Victoria BID's approach to projects is pragmatic and flexible enough to respond to a changing context. This Public Realm Vision is principle led, allowing it to be applied to varying conditions over time. The ideas presented in this report have been formulated with likely developments in mind, in light of information available in the autumn of 2014.

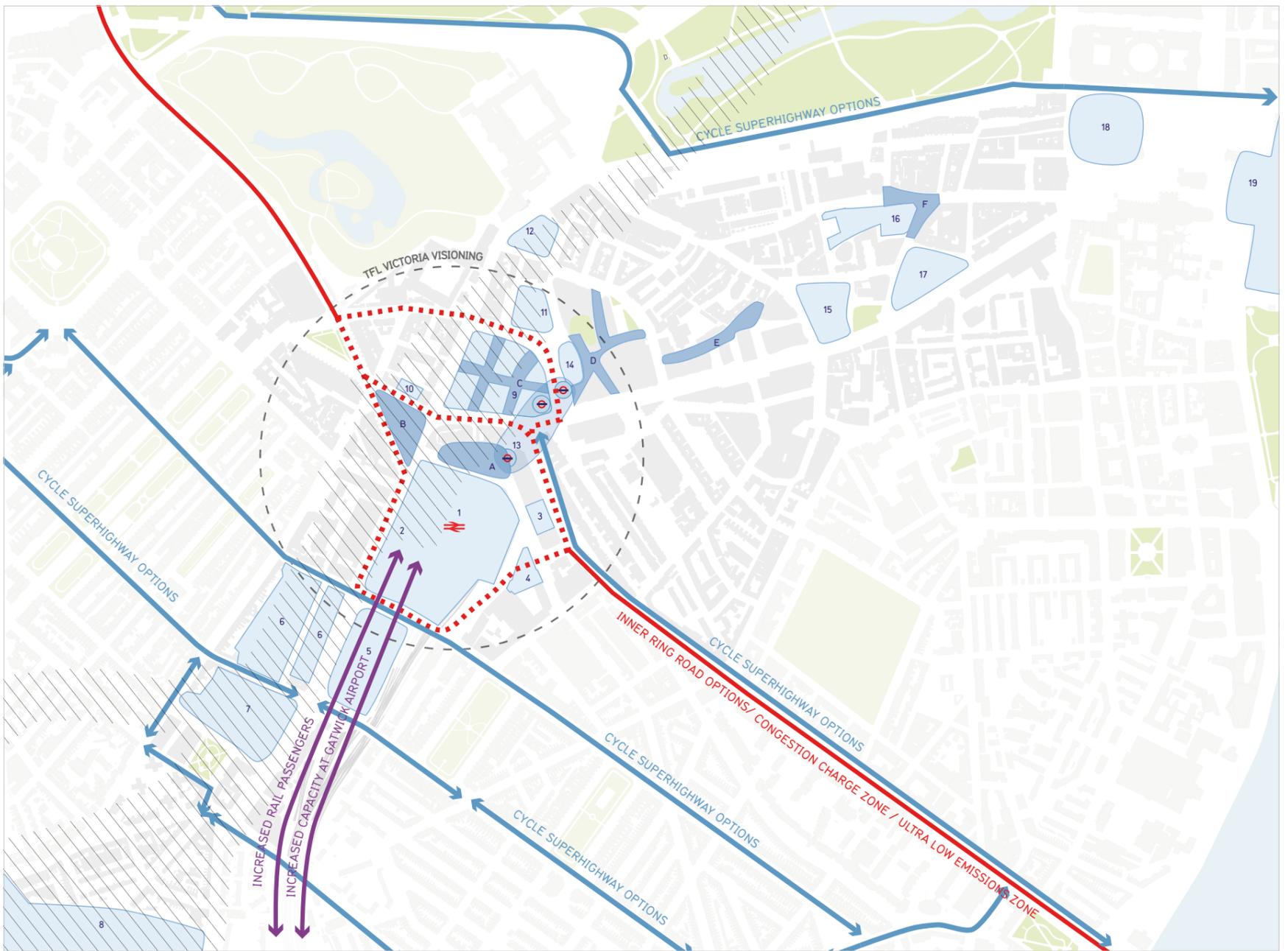
The map opposite draws attention to some of the big questions that could potentially have a major impact on the function and design of the public realm in the years ahead.

There are a number of issues that could lead to many more people using the area's streets and spaces; from the ambitions for expansion at Gatwick Airport bringing thousands of additional rail passengers into Victoria Station, to the potential Crossrail 2 infrastructure project. A new runway at Gatwick Airport wouldn't open until at least 2025, and, if funded, Crossrail 2 wouldn't open to the public until the early 2030s. Despite the long-term nature of these projects, investment in the public realm in the years to come must be targeted and improvements designed with future needs in mind.

There are several medium-term potential developments that will bring significant change. Namely, the Grosvenor Masterplan, the future of Victoria Coach Station, Network Rail's Victoria Station Upgrades, TfL's Victoria Visioning project, alongside changes to the Inner Ring Road, the cycle network, the Congestion Charge Zone and the introduction of an Ultra Low Emissions Zone.

This picture of Victoria's changing context highlights the scale of ambition in the district, and reflects the momentum and interest from a number of major players. This reiterates the need for public realm projects to be ambitious, of high quality and in line with the changing needs of the district.

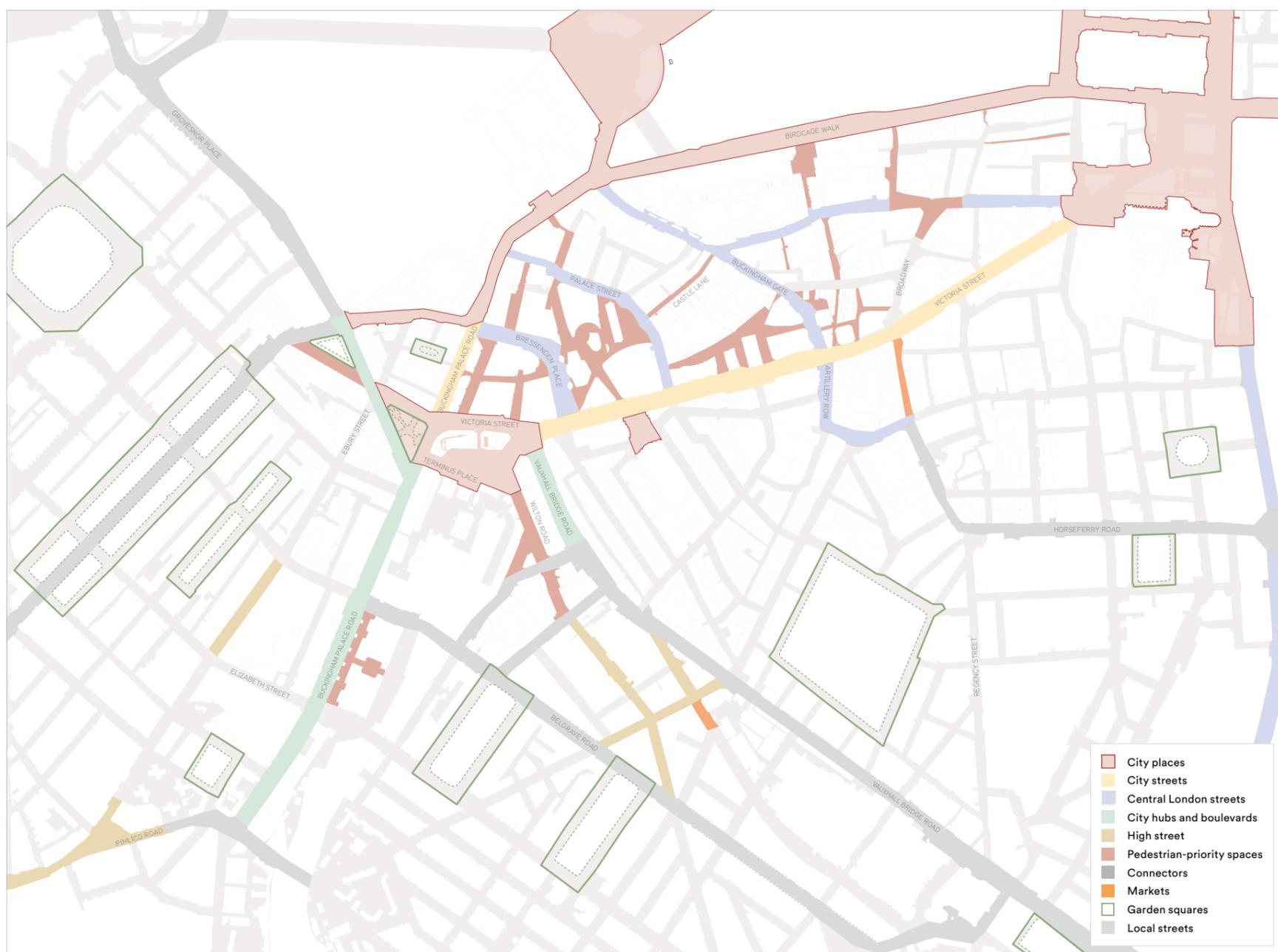




Potential infrastructure changes and developments in Victoria

<ul style="list-style-type: none"> 1 Victoria station 2 Victoria Place 3 Parnell House 4 Stockley House 5 123 Buckingham Palace Road 6 Grosvenor Masterplan 7 Victoria Coach Station/Crossrail 2 8 Chelsea Barracks 9 Nova Buildings 10 Grosvenor Gardens House 11 Eland House 12 1 Palace Street 13 Victoria Underground Station Upgrades (VSU) 14 Portland House 	<ul style="list-style-type: none"> 15 1, 2, 3 Buckingham Green, SW1 16 55 Broadway/St James's Park station 17 New Scotland Yard 18 Methodist Central Hall redevelopment 19 Palace of Westminster refurbishment
<ul style="list-style-type: none"> <ul style="list-style-type: none"> A Terminus Place B Lower Grosvenor Gardens C Nova Public Realm D Cardinal Place E Kingsgate Parade 	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> Current and possible development sites Current and possible public realm development sites Crossrail line 2 safeguarding zone

3.7 Adopt a bold long-term strategy for the character and function of all Victoria's roads, streets and spaces



A long term vision for the character and function of Victoria's streets and spaces

In order for Victoria's roads, streets and spaces to improve there will be a need to work in conjunction with the ambitions of WCC and London-wide organisations such as TfL, the GLA and the Mayor of London. To leverage positive change, aligning the Public Realm Vision for Victoria with other developing visions for the city as a whole could be beneficial.

In July 2013 the Mayor's Roads Taskforce published a report titled *The Vision and Direction for London's Streets and Roads*, which set out a bold new way of thinking about the road network in the capital for the long term. Victoria was named as a case study. The Roads Task Force report aims to change how roads and streets are treated and designed in the capital. The aim of the report is to move thinking and decision making beyond functional network considerations based on movement, adding a complimentary approach focused on place, character and identity.

The fact that many streets and public spaces in Victoria are blighted by heavy vehicular traffic, and their function as part of the London road network, means that this district has much to gain from a new approach to thinking about movement and place. As well as developing public realm improvements in Victoria on a site-by-site basis, or thematically, an over-arching strategy for the function and hierarchy of all the roads and streets in the area would help guide conversations around projects in specific locations as they arise.

As a first step to establishing this strategy, the map above sets out Publica's vision for Victoria's roads and streets in the long-term. This vision of how the streets and spaces in Victoria might be categorised builds upon the foundations set by the Roads Task Force and five of their categories of London streets. We have expanded these five categories through the addition of four additional types that help to define spaces in the particular environment of central London and Westminster in particular. The additional categories are: Central London street, Pedestrian space, Markets and Garden Squares. The map above is based on ideas in this vision. We have also taken a bold view on the potential of certain streets to radically change their network function in the future and therefore unlock the latent assets of attractions and architecture that are currently blighted by heavy traffic. For example the northern end of Buckingham Palace Road and the streets around could be reimagined as a City Place, where pedestrians have much more priority.

It is essential that the streets of Victoria function well for all users, from service and delivery users, London buses, pedestrians and cyclists alike. Further discussion and debate should be held on the long term potential for all the streets and spaces in Victoria. The categorisation of the public realm would allow the function and character of all streets to be defined and established in order to create a balanced public realm across Victoria in the long term and make the most of the huge potential for improvement in the district.

Street types as defined by the Mayor's Roads Taskforce in *The Vision and Direction for London's Streets and Roads*:



City place

World-class spaces of international significance, these spaces give pedestrians priority and act as major attractors for international visitors and Londoners alike with an emphasis on scale and experience. There should be an extremely high level of material finish and their unique character plays a large role in the attractiveness of London.



City street

A world-class public space with an extremely high quality of material finish and exceptional connections to the wider transport network. There is a high level of commercial and cultural activity at street level with extremely high footfall. The street is also of significant importance to businesses and is able to cater for large numbers of visitors.



City hubs and boulevards

Destinations of great importance for their business and cultural significance. Attractors of employees, visitors and residents alike with a wide offer of leisure, retail and community services focused around a quality public realm. Heavy traffic is mitigated while also accommodating high pedestrian flows.



High street

A centre of community life and local-scale retail and services with a high-quality public realm and access for differing modes of traffic including buses. Traffic should be calmed with 20mph speed limits enforced and a material change that distinguishes the area and expresses the shared-priority nature of the street.



Connector

These routes are utilised for local and middle-distance journeys, and it is essential that they also provide a comfortable and safe cycling and pedestrian environment with clear wayfinding and legibility for all modes of transport.

Other categories less relevant for Victoria:

Arterial road

High road

Local street

Town square/street

Additional street types for Victoria, as suggested by Publica:



Markets

A pedestrian priority space with a unified surface treatment and areas allocated to street market stalls. Often framed by local retail uses. Similar in character to the 'high street' category, but with very restricted vehicular access for servicing only.



Garden squares

A green garden space framed by buildings, often of a unified design. These spaces should have very high-quality landscaping, planting and materials. These spaces can be both public or private, the latter offering a primarily visual amenity while the former provides a tranquil space open to all.



Central London street

Streets that have a mix of commercial and residential functions with some street-level active uses, characterised by large-scale buildings. A typical condition in central London boroughs, these are secondary streets usually found connecting to and from 'city streets'.



Pedestrian space

Spaces where pedestrians have clear priority defined and expressed by a flush material finish of high quality creating a pedestrian-friendly environment in the public realm. There is a high level of street-level activity focused around retail and services with very restricted or no access for motorised traffic.

Public Realm Vision for

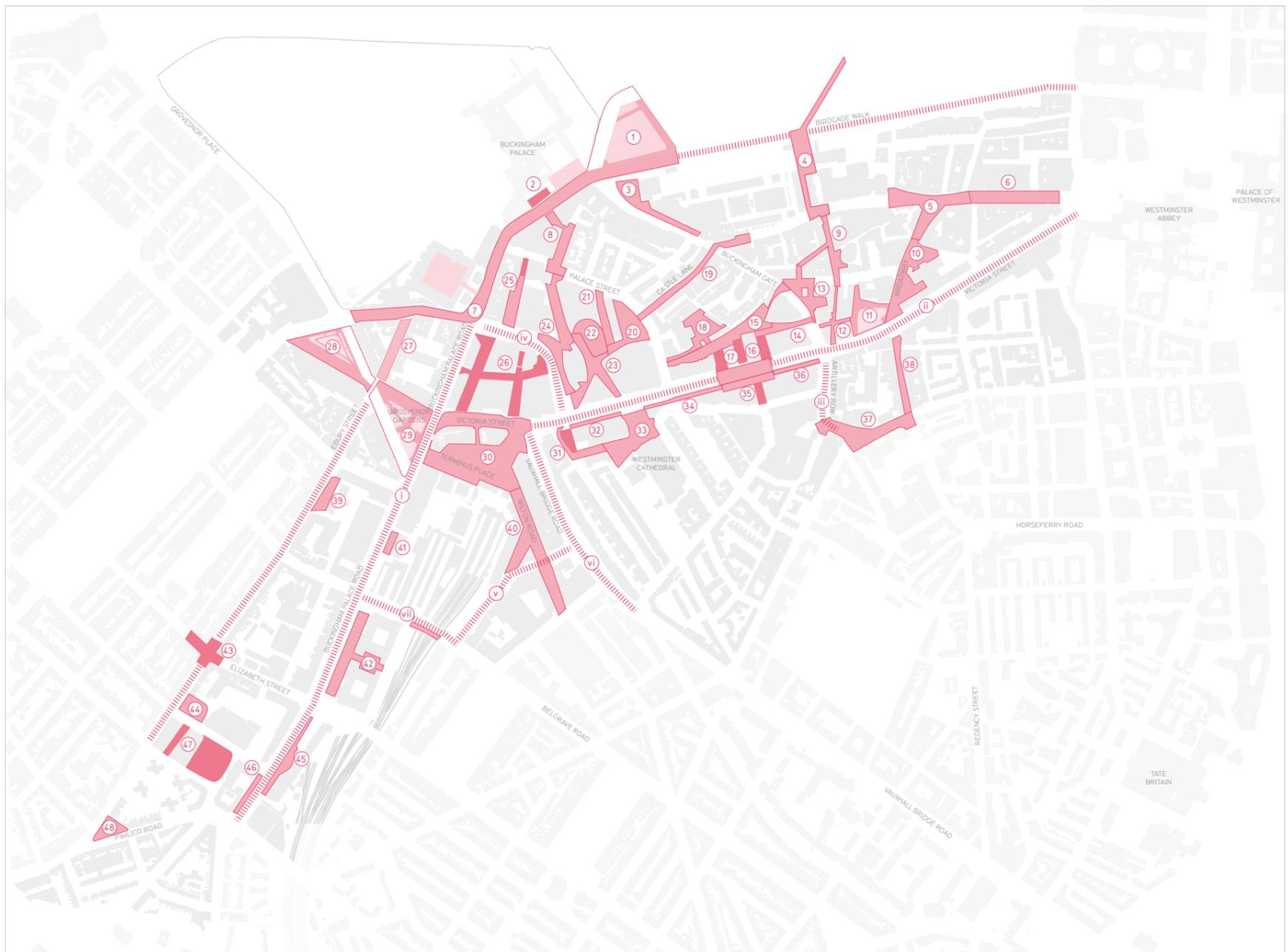
Victoria

Appendices



Appendix A

Ideas for a network of improved public spaces

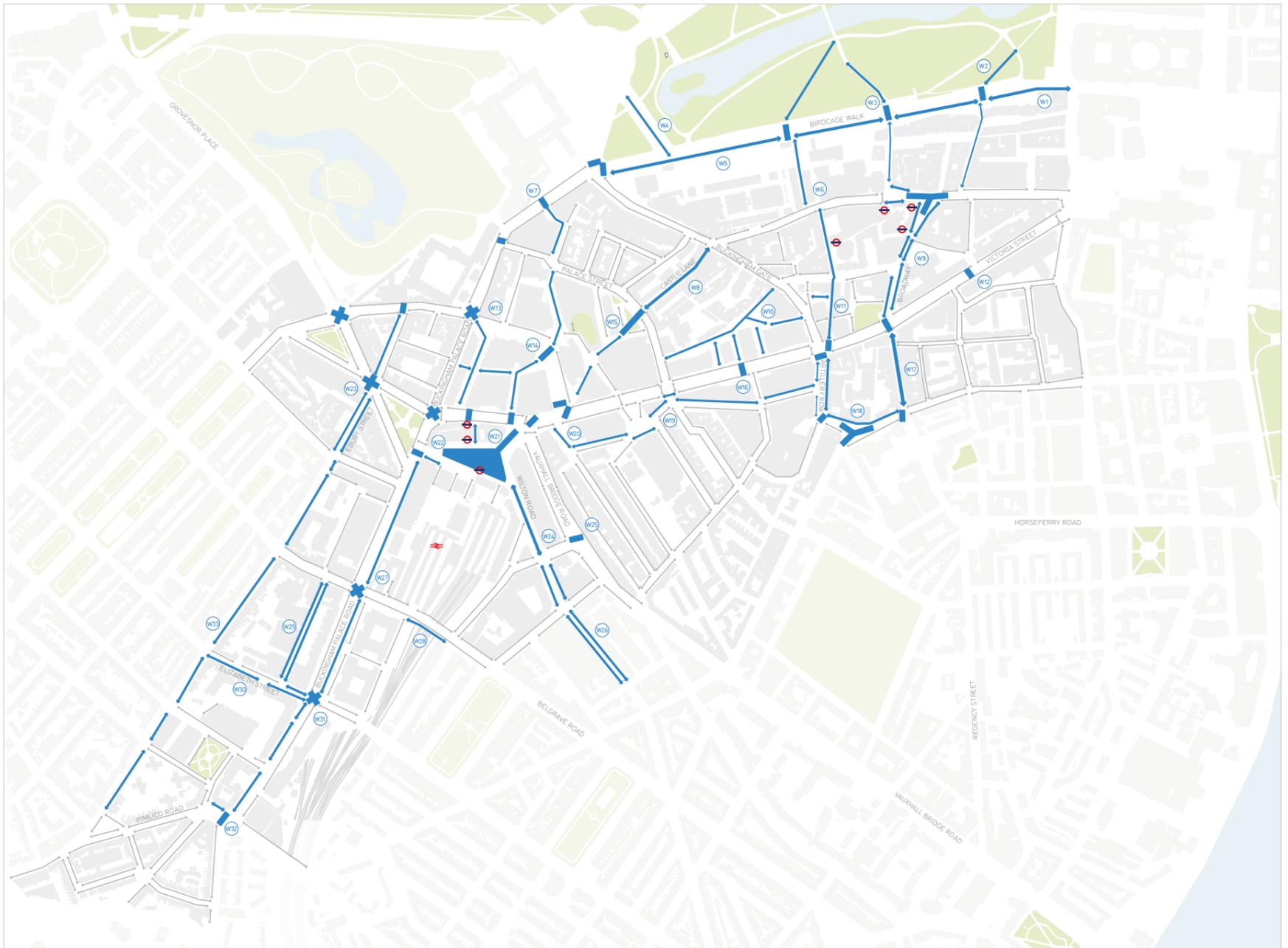


NB: Ideas presented in this report are initial suggestions that require further consultation, investigation, engineering and testing before any could be realised

Ref	Description	Related ideas for projects in other appendices
①	Buckingham Palace/Spur Road gyratory	G1, C1, C5, T7, W4, W5
②	The Diamond Garden/The Queen's Gallery	G3, W7
③	Buckingham Gate/Wellington Barracks	G2
④	Wellington Barracks pedestrian connection	W3, W5, W6, P3
⑤	St James's Park station	G5, G6, C6, W9
⑥	Tothill Street	C6
⑦	Buckingham Palace precinct/western approaches (Lower Grosvenor Place, Buckingham Palace Road northern sections)	G3, G12, C5, T8, W13, P1,P2
⑧	Stafford Place	W7
⑨	Palmer Street	W11
⑩	Broadway	G8, G9, W9, P14
⑪	Christchurch Gardens	G10, P13
⑫	Butler Place/Palmer Street	W11
⑬	Brewer's Green	G11, W11, P12
⑭	Spenser Street	G17, W10, P11
⑮	Kingsgate Parade	G17, W10, P9, P10
⑯	City Hall portico and forecourt	G17, W10, W16
⑰	Seaforth Place and public space through Zig Zag building	G17, W10, W16, P10
⑱	Westminster City School playground	G17, W10, P9, P10
⑲	Castle Lane	G4, G16, C13, W8
⑳	Cardinal Place/Palace Street connections	G16, W15, P8
㉑	Cardinal Walk	
㉒	Cardinal Place upper-level garden	P6
㉓	Cardinal Place lower-level spaces	G15, W15, P7
㉔	Portland House/Cathedral Walk	G15, C14, W14
㉕	Warwick Row	
㉖	Nova spaces	G13, G14, G15, C14, W13, W14, P4, P5
㉗	Beeston Place	C12, W23
㉘	Lower Grosvenor Gardens	G24, T4, T5, W23
㉙	Grosvenor Gardens	G25, T4, T6, W23
㉚	Terminus Place	G26, C17, T10, T11, W21, W22, P22
㉛	Carlisle Place	W20
㉜	155–171 Victoria Street colonnade	G22
㉝	Cathedral Piazza/Ashley Place	W19, W20
㉞	123 Victoria Street colonnade	G21, C10, T13, W14
㉟	Victoria Street/Wilcox Place	W16
㊱	101 Victoria Street colonnade	G18
㊲	Greycoat Place	G20, W18
㊳	Strutton Ground	W17, P15
㊴	Belgravia Court forecourt	G31, W33
㊵	Wilton Road	G27, C17, W24, P23, P24, P25
㊶	111 Buckingham Palace Road forecourt	W27
㊷	82–123 Buckingham Palace Road	G28, W27, W31, P29
㊸	Elizabeth Street/Ebury Street	G31, C12, C13, W30, W33
㊹	Ebury Street petrol station	G31
㊺	157–197 Buckingham Palace Road forecourt	G29
㊻	Belgravia Police Station forecourt	G30, W33
㊼	Ebury Square development	P30
㊽	Orange Square	P31
I	Buckingham Palace Road	G13, G28, G29, G30, T4, T9, W13, W22, W27, W31, W32
II	Victoria Street	G7, G21, G22, C15, C16, T8, W11, W12, W16, W17, W20, W21, T8
III	Artillery Row	G19, W18
IV	Bressenden Place	G15, C14, T8, W13, W14, W20
V	Bridge Place	G27, T1
VI	Vauxhall Bridge Road	T1, T12, W25
VII	Eccleston Bridge	C3, C20, T2, W28

Appendix B

Ideas for better walking routes and connections

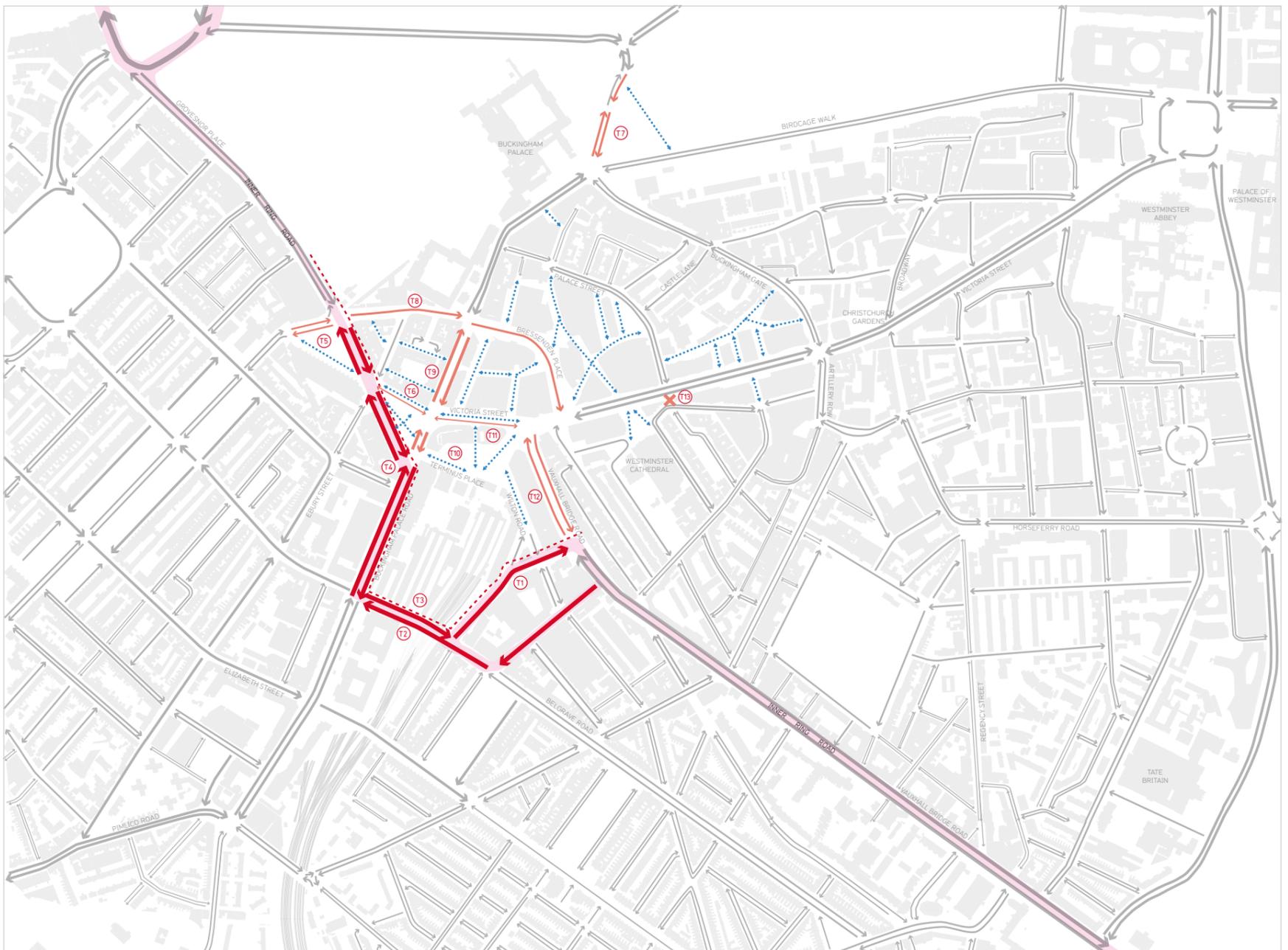


NB: ideas presented in this report are initial suggestions that require further consultation, investigation, engineering and testing before any could be realised

Ref	Description	Possible scope of works	Related ideas for projects in other appendices	Major Project, Quick Win or Catalyst
W1	Better pedestrian connections between Birdcage Walk and Parliament Square along Great George Street	Footway widening/resurfacing/traffic calming/wayfinding	G1, C1	MP
W2	Improve connection north-east into St James's Park towards Horse Guards Road	Footway widening/new improved crossing/wayfinding	G1	
W3	Improved connection north into St James's Park towards the Mall	New improved crossings/new footpath through park/footway widening/wayfinding	4, G1	
W4	Pedestrianisation of eastern side of Spur Road gyratory	Pedestrianisation/soft and hard landscaping/footway provision/wayfinding	1, T7, G1, C1	
W5	Improvements to pedestrian environment of Birdcage Walk in tandem with Cycle Superhighway	Footway widening/resurfacing/traffic calming/wayfinding/lighting	1, 4, P3, G1, C1	MP
W6	Opening the connection between Birdcage Walk and Petty France through Wellington Barracks	Creation of a new through route/landscaping/resurfacing/wayfinding/lighting	4, P3	QW
W7	New crossing outside Queen's Gallery and improved connection through to Stafford Place	New pedestrian crossing/wayfinding	2, G3, C5	QW
W8	Improvements to pedestrian conditions on Castle Lane	Flush kerbs/shared priority space/resurfacing/traffic calming/wayfinding/lighting	19, C13	
W9	Create a new public space with improved pedestrian conditions on Broadway outside St James's Park station	Shared priority space/flush kerbs/footway widening/resurfacing/traffic calming/wayfinding/lighting	5, 10, P14, G5, G6, G8, G9, C6	MP
W10	New pedestrian connection through Kingsgate Parade connecting all the way from Palace Street to Buckingham Gate	Creation of a new walking route/landscaping/wayfinding/lighting	14, 15, 16, 17, 18, P9, P10, P11, G17, G18	
W11	Improvements to Palmer Street north-south connections to build a clearer more continuous route	Resurfacing/consistent materials/lighting/wayfinding	9, 12, G11, P12	
W12	New crossing in eastern stretch of Victoria Street at the Dacre Street junction	New pedestrian crossing/wayfinding	li, G7, C16	
W13	Potential for 'X' crossing at Bressenden Place/Buckingham Gate junction to alleviate pedestrian congestion and facilitate routes on desire lines	New pedestrian crossing/wayfinding	7, I, Iv, T8, G12, G13	
W14	New pedestrian crossing on Bressenden Place connecting Nova development to Cathedral Walk	New pedestrian crossing/wayfinding	24, 26, Iv, C14, P5, T8, G14, G15	
W15	Strengthening the north-east route Cardinal Walk, across the 20 Palace Street garden space and connecting directly to Castle Lane	New pedestrian crossing/wayfinding/landscaping/resurfacing/lighting/creation of a new through-route	20, 23, P7, P8, G16	
W16	New crossing on Victoria Street at City Hall and improved permeability into Kingsgate Parade	New pedestrian crossing/wayfinding	16, 17, 35, G21, C15	
W17	Improvements to pedestrian conditions on Strutton Ground	Relaying using existing cobbles/lighting/wayfinding	38, P15	
W18	Creating a new public space and an improved pedestrian environment on Greycoat Place	Flush kerb raised table/footway widening/resurfacing/traffic calming/wayfinding/lighting	37, Iii, G20	MP
W19	Strengthening the east-west route running parallel to Victoria Street along Ashley Place and Howick Place	Wayfinding/lighting (possible footway widening/resurfacing/traffic calming)	33, 34, T13, G23, C10	QW
W20	Improvements to crossings at junction of Victoria Street and Bressenden Place	New major pedestrian crossing arrangement/wayfinding	li, Iv, T8, G22, C15	MP, C
W21	Improvements to the pedestrian environment of Terminus Place to create a pedestrian priority space including new crossings and connections across Victoria Street to the Nova development	Pedestrianisation/landscaping/new crossings/wayfinding/resurfacing/lighting	30, T10, T11, P22, C17, G26	MP, C
W22	Improvements to the pedestrian connections west from Terminus Place, including a new pedestrian crossing at Buckingham Palace Road	New pedestrian crossing/wayfinding/resurfacing/lighting	30, T10, P22, G25, G26	
W23	Strengthening the north-south connection along Ebury Street and Beeston Place including a new diagonal crossing at the Grosvenor Gardens junction	New pedestrian crossing/wayfinding/resurfacing/lighting	27, 28, 29, C12, T4, G12, G24, G25	
W24	Pedestrianisation of northern section of Wilton Road	Pedestrianisation/wayfinding/resurfacing/lighting	40, P23, P24, P25, G27, C17	MP, C
W25	Improvements to crossing of Vauxhall Bridge Road at the junction with Neathouse Place	New pedestrian crossing alignment/wayfinding/resurfacing/lighting	Vi, T1	
W26	Improvements to the pedestrian environment on Wilton Road and the connections to the south towards Pimlico	Footway widening/resurfacing/traffic calming/wayfinding/lighting	40, C18, G27	
W27	Improvements to footway along the east side of Buckingham Palace Road and a diagonal crossing at the junction with Eccleston Street	Footway widening/new pedestrian crossing/resurfacing/wayfinding/lighting	41, 42, I, C3, T4, G28	
W28	New pedestrian footbridge parallel to Eccleston Bridge to accommodate pedestrian flows and allow increased carriageway space for vehicles and cycling	New pedestrian footbridge	Vii, T2, C3	MP, C
W29	Improvements to the pedestrian environment of Eccleston Place as a parallel route to Buckingham Palace Road	Footway widening/resurfacing/traffic calming/wayfinding/lighting		
W30	Further improvements to the pedestrian conditions on Elizabeth Street and the connection west into Belgravia	Footway widening/resurfacing/traffic calming/wayfinding/lighting	43, C3	
W31	Improvements to pedestrian conditions and connections outside Victoria Coach Station, including a diagonal crossing at the Buckingham Palace Road and Elizabeth Street junction	Footway widening/new pedestrian crossing/resurfacing/wayfinding/lighting	42, I, C3	
W32	Improvements to the walking experience at the southern end of Buckingham Palace Road and an improved crossing of Pimlico Road	Footway widening/new pedestrian crossing/resurfacing/wayfinding/lighting	46, I, G29, G30	
W33	Improvements to the pedestrian connection along the full length of Ebury Street	Footway widening/resurfacing/traffic calming/wayfinding/lighting	39, 43, G31, C12	

Appendix C

Ideas for vehicle routes and the road network

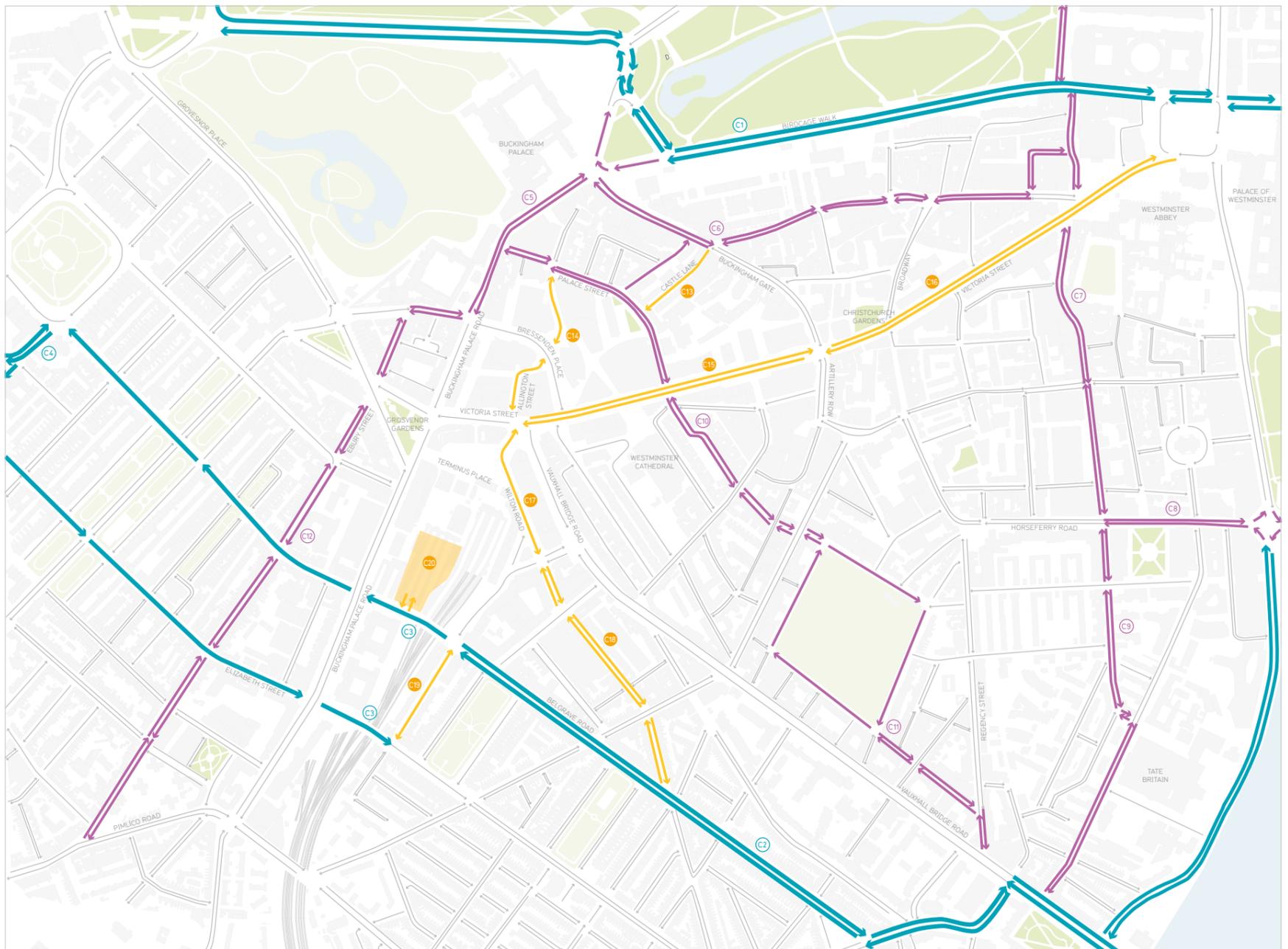


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Ref	Description	Possible scope of works	Related ideas for projects in other appendices	Major Project, Quick Win or Catalyst
T11	Explore options for re-routing the Inner Ring Road between Vauxhall Bridge Road and Grosvenor Place	Explore options	40, v, vi, W25	MP, C
T12	Introduction of two-way traffic across Eccleston Bridge to continue the Inner Ring Road with additional provision for pedestrians and cyclists	Introduction of two-way traffic	vii, C3, C19, W28	
T13	Extension of the Congestion Charge Zone to coincide with a re-routing of the Inner Ring Road	Extension of congestion zone		
T14	Re-routing and two-way working of the Inner Ring Road through Grosvenor Gardens, creating simpler, more direct traffic routes through Victoria and allowing new pedestrian-priority spaces linked to the gardens	Introduction of two-way traffic	7, 28, 29, i, vi, vii, W23, W27	
T15	Pedestrian priority on southern side of Lower Grosvenor Gardens, introduction of two-way traffic on Hobart Place	Pedestrianisation/introduction of two-way traffic	28, G24, W23	
T16	Re-prioritisation of northern side of Grosvenor Gardens to become pedestrian, deliveries and buses only	Introduction of bus-only connection/re-prioritise road space/footway widening	29, G25, W22, W23	
T17	Removal of the Spur Road gyratory, combining all vehicle traffic on the western side, facilitating improved cycle and pedestrian provision	Pedestrianisation/introduction of two-way traffic/public realm works	1, W4, W5, G1, C1, C5	
T18	Traffic calming at Lower Grosvenor Place and Bressenden Place with two-way working for local traffic, removing the through-route to Vauxhall Bridge Road, creating quieter streets between Victoria station and Buckingham Palace	Remove inner ring-road/introduce local two-way/footway widening/reduce carriageway widths	7, iv, W13, W14, W20, W23, G12, G15, C5, C12	MP, C
T19	Buckingham Palace Road to become two-way along its entire length, helping to normalise this city street and remove the negative aspects of major one-way roads	Introduction of two-way traffic	i, W13, W22, G13	
T10	Removal of all vehicular traffic from Terminus Place to create a major new public space as befits its location and significance	Pedestrianisation	30, W21, W22, P22, C17, G26	MP, C
T11	Bus and taxis only on the western stretch of Victoria Street between Vauxhall Bridge Road and Buckingham Palace Road, accommodating bus stops serving Victoria station and allowing more direct two-way routes	Introduction of bus-only connection/re-prioritise road space/footway widening	36, 30, W20, W21	
T12	Extend two-way working to the northern section of Vauxhall Bridge Road, close through-routes to and from Bressenden Place	Remove inner ring-road traffic/introduction of two-way traffic	vi, W25	
T13	Close traffic connections between Victoria Street, Thirlby Road and Howick Place, reducing pedestrian-vehicle conflict on Victoria Street's walking routes	Pedestrianisation of section under building	34, W19, C10	QW

Appendix D

Ideas for cycle improvements



NB: Ideas presented in this report are initial suggestions that require further consultation, investigation, engineering and testing before any could be realised

Ref	Description	Related ideas for projects in other appendices	Major Project, Quick Win or Catalyst
C1	Maximise the opportunity offered by the routing of the east–west Cycle Superhighway along Birdcage Walk to create exceptional cycling conditions and strong cycling links into Victoria from the north	1, W1, W2, W3, W4, W5, T7, G1	MP
C2	Build upon the routing of Cycle Superhighway 5 along Belgrave Road to create direct and coherent cycling routes into Victoria from south of the river	T4	MP
C3	An exploration into the options offered for the routing of Cycle Superhighway 5 into Belgravia should examine the possibility of splitting the north and south routes to enable the highest levels of provision and safety in both directions	43, vii, W27, W28, W30, W31, T2, T4	
C4	Ensure that the connections at the northern extents of Cycle Superhighway 5 are good and onwards routes are coherent		
C5	Explore the options provided by the Circle Line Quietway to create a pleasant cycling environment around Buckingham Palace and links to the east–west Cycle Superhighway	2, 7, 27, W13, W7, W23, T8, G3, G12	
C6	Build upon the routing of the Circle Line Quietway to create strong and coherent east–west local connections through the north of Victoria	3, 4, 5, 6, 19, W9, G2, G4, G5, G6	
C7	Build upon the routing of the Quietway 68 to create strong and coherent north–south local connections through the east of Victoria		QW
C8	Ensure that opportunities to link across the River Thames are utilised to their full potential		
C9	Build upon the routing of the Quietway 68 to create strong and coherent north–south local connections through the east of Victoria		QW
C10	Build upon the routing of the Victoria Line Quietway to create strong and coherent connections through the centre of Victoria	8, 20, 34, W8, W15, T13, G16	QW
C11	Ensure that a pleasant cycling environment is created around Vincent Square and connects to Vauxhall Bridge Road in the south		QW
C12	Build upon the existing cycling infrastructure on Ebury Street by softening the over–engineered junctions and reinforcing the contraflow cycle lanes to improve conditions	39, 43, 44, 48, W23, W33, G31	
C13	Seize the opportunity to improve cycling conditions on Castle Lane in conjunction with other works to create a pleasant pedestrian environment and improve the connection between the Circle Line and Victoria Line Quietways	W8, W15	
C14	Introduce cycling along Cathedral Walk to establish north–south connections within the Cardinal Place development	8, 24, 26, iv, , W14, P5, T8, G14, G15	QW
C15	Use Victoria Street as a showcase project to draw attention to Victoria's approach to cycling by creating a pleasant cycling environment with high visibility and presence which connects major attractors and destinations along a key desire line	ii, W11, W16, W20, T4, T8, G18, G21, G22	MP, C
C16	Use Victoria Street as a showcase project to draw attention to Victoria's approach to cycling by creating a pleasant cycling environment with high visibility and presence which connects major attractors and destinations along a key desire line	ii, W9, W11, W12, G7	MP, C
C17	Maximise the opportunity to improve cycling conditions on Wilton Road in conjunction with works to create a pleasant pedestrian environment and improve the connections to Victoria Station and onwards towards Nova	30, 40, W24, T12, P23, P24, P25, G27	
C18	Improve connections south from Victoria station, through Pimlico and Cycle Superhighway 5	W26, T12, G27	
C19	Ensure that a connection is established between the two directions of the CS5 route as close to Victoria Station as possible to ensure the most direct connection		
C20	A firm connection between the cycling network and Victoria station should be established. This could utilise the existing underutilised car park accessed from Eccleston Bridge	vii, T2	MP, C

Appendix E

Ideas for a greener Victoria

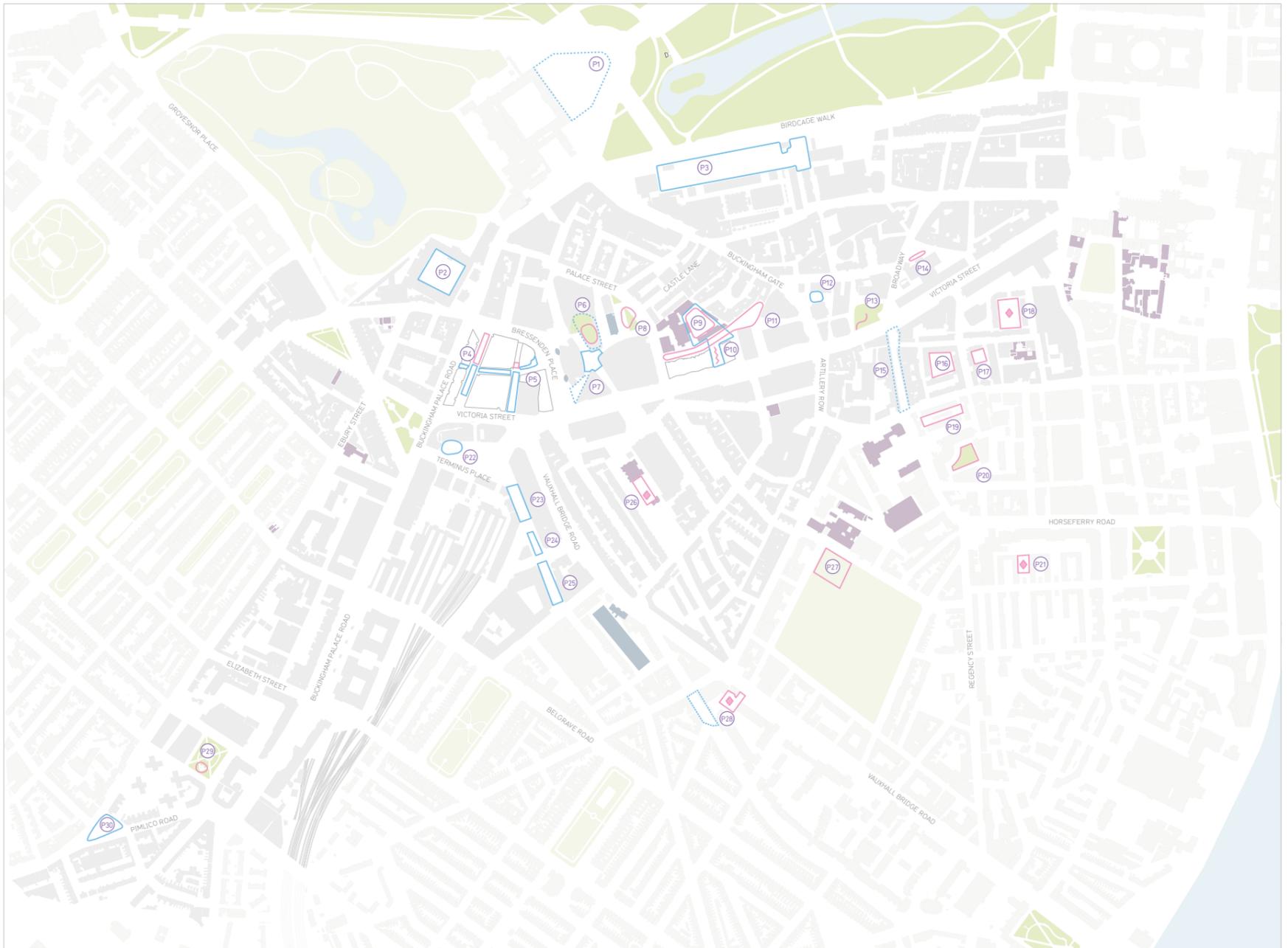


NB: ideas presented in this report are initial suggestions that require further consultation, investigation, engineering and testing before any could be realised

Ref	Description	Related ideas for projects in other appendices	Major Project, Quick Win or Catalyst
①	Harness the rearrangement of traffic and cycling works on Spur Road and Birdcage Walk to maximise greenery and the effective size of St James's Park back towards Buckingham Gate	1, W1, W2, W3, W4, W5, T7, C1	MP
②	Relandscape and maximise greenery around Wellington Barracks and Buckingham Gate footway to create useable green space and visual amenity	3, C6	QW
③	Consider building upon the greening work already completed at The Diamond Garden by increasing the planting of this side of Buckingham Palace through the use of the courtyard space	2, C5	
④	Consider specimen trees for their greenery, wayfinding and townscape functions at the junction of Buckingham Gate and Petty France	19, W8, C6	
⑤	Consider specimen trees for their greenery, wayfinding and townscape functions at the junction of Petty France and Queen Anne's Gate	5, W9, C6	
⑥	Consider specimen trees for their greenery, wayfinding and townscape functions at the junction of Petty France and Broadway around St James's Park station	5, W9, C6	
⑦	Consider the use of high-quality, low-level planting on Victoria Street, as part of the possible cycle infrastructure. Planting should be distinctive and seasonal, with dramatic displays changing throughout the year. These planters should be not branded, and they should be robust and large enough to make a significant visual impact. The planters should continue along the length of Victoria Street, with breaks for key views or pedestrian/traffic routes.	ii, W12, C16	
⑧	Maximise opportunities for greenery and new tree planting around corner of Dacre Street and Broadway	10, W9, P14	
⑨	Maximise opportunities for greenery and new tree planting around redevelopment of New Scotland Yard	10, W9	
⑩	Maximise Christchurch Gardens as an oasis of greenery on Victoria Street through improved and upgraded low-level planting and on-going management of major trees. Redesign the gardens' enclosure to improve the space's connection with Victoria Street	11, P13	MP
⑪	Maximise opportunities for greenery and new tree planting around Brewer's Green	13, W11, P12	
⑫	Explore options on Lower Grosvenor Place for a tree-lined street maximising opportunities for greenery on buildings and blank walls in keeping with the historic architecture	7, T8, C5	
⑬	Explore options on Buckingham Palace Road for a tree-lined street maximising opportunities for greenery	i, T9	
⑭	Maximise opportunities for greenery and new tree planting throughout the Nova development to ensure the creation of meaningful and pleasant public spaces with a human scale and glimpses of greenery from surrounding streets	26, W13, W14, P4, P5, C14	QW
⑮	Maximise greenery in pedestrian spaces around Portland House, explore options for a tree-lined street	24, W14, iv, T8, C14	
⑯	Relandscape and maximise greenery around Palace Street to allow better pedestrian connections and publicly useable green spaces. Consider a distinctive specimen tree in this larger-scale space	20, W15, P8, C10	
⑰	Maximise opportunities for greenery and new tree planting on Kingsgate Parade encouraging routes and glimpses from Victoria Street	14, 15, 16, 17, 18, W10, P9, P10, P11	
⑱	Consider the use of high-quality, low-level planting on Victoria Street, as part of the possible cycle infrastructure. Planting should be distinctive and seasonal, with dramatic displays changing throughout the year. These planters should be not branded, and they should be robust and large enough to make a significant visual impact. The planters should continue along the length of Victoria Street, with breaks for key views or pedestrian/traffic routes.	36, ii, C15	
⑲	Explore options for tree-lined street maximising opportunities for greenery	iii, W11, W18	
⑳	Explore options for tree-lined street maximising opportunities for greenery as well as the use of specimen trees for their greenery, wayfinding and townscape functions	37, iii, W18	
㉑	Consider the use of high-quality, low-level planting on Victoria Street, as part of the possible cycle infrastructure. Planting should be distinctive and seasonal, with dramatic displays changing throughout the year. These planters should be not branded, and they should be robust and large enough to make a significant visual impact. The planters should continue along the length of Victoria Street, with breaks for key views or pedestrian/traffic routes.	32, ii, W20, C15	QW
㉒	Consider the use of high quality low level planting on Victoria Street, as part of the possible cycle infrastructure. Planting should be distinctive and seasonal, with dramatic displays changing throughout the year. These planters should be not branded, and they should be robust and large enough to make a significant visual impact. The planters should continue along the length of Victoria Street, with breaks for key views or pedestrian/traffic routes.	32, ii, W20, C15	
㉓	Consider low-level planting and greenery to create a new pocket park	33, W19	QW
㉔	Explore options for tree-lined street maximising opportunities for greenery	28, W23, T5	
㉕	Further enhance Grosvenor Gardens as an oasis of greenery through improved and upgraded low-level planting	29, W23, T6	QW
㉖	Explore how greenery can be integrated into future redesign and pedestrianisation of Terminus Place	30, W21, W22, T10, P22	
㉗	Explore options for Wilton Road as a tree-lined street to create a welcoming pedestrian route along which the tree intensity and size reflects the user priority	40, W24, P23, P24, P25, C17	MP
㉘	Explore ways to introduce more greenery on wider footways and level changes along Buckingham Palace Road	42, W27	
㉙	Consider landmark greenery and tree-planting project on Buckingham Palace Road between the Art Deco façades of the listed coach station and 157–197 Buckingham Palace Road	45, W31	MP, C
㉚	Maximise opportunities for greenery and new tree planting around Belgravia Police Station	46, W32	
㉛	Explore options for increased street tree planting on Ebury Street	39, 43, 44, W33, C12	

Appendix F

Ideas for programme, events and play



NB: ideas presented in this report are initial suggestions that require further consultation, investigation, engineering and testing before any could be realised

Ref	Description	Related ideas for projects in other appendices	Major Project, Quick Win or Catalyst
P1	Explore options for the opening of Buckingham Palace Gardens as a space for further events (such as a children's garden for Victoria and London) and as a key green asset	2, 7	MP, C
P2	Explore more public access and events uses within the Royal Mews courtyard	7	QW
P3	Explore options for more events within the Wellington Barracks parade yard, to develop this as a more publicly accessible programmable space	4, W5, W6, C1	
P4	The integration of events programming, play and art should continue to be investigated within all the spaces of Nova phase 1	26, G14	
P5	The integration of events programming, play and art should continue to be investigated within all the spaces of Nova phase 1	26, G14, C14	
P6	Incorporate play and opportunities for events in re-design for Cardinal Place upper-level gardens	22	
P7	Ensure capacity for continued programming and play opportunities is retained in the redesign for Cardinal Place public realm	23, W15	
P8	Opportunities for play and more public use of green spaces on Palace Street should be investigated	20, W15, G16	QW
P9	The playground of Westminster City School has the potential to be more open to the public at weekends as the location of programmable events or play	15, 18, W10, G17	QW
P10	Explore the options for Kingsgate Parade and the spaces to the south between Victoria Street and Kingsgate Parade to accommodate play and programmable space	15, 17, W10, G17	QW
P11	Explore the options for Kingsgate Parade and the spaces to the south between Victoria Street and Kingsgate Parade to accommodate play and programmable space	14, 15, W10, G17	QW
P12	The space of Brewer's Green could be further activated as an events and programmable space	13, W11, G11	
P13	Introduce elements of play into any landscaping or redesign of Christchurch Gardens to further activate the space	11, G10	
P14	Programme, play and art should continue to be investigated in the spaces around New Scotland Yard to activate and build character	10, W9, G8	
P15	Explore further uses of the space on Strutton Ground to reinforce the significance of the market and bring active uses to the space at other times such as evenings and weekends	38, W17	QW
P16	Explore the possibilities of introducing play elements to the courtyard of the St Mathews Street Peabody Estate to serve the local community	P17, P18, P19, P21	
P17	Explore the possibilities of introducing better play elements to the courtyard of the Orchard Street Estate to serve the local community	P16, P18, P19, P21	
P18	Explore the possibilities of introducing better play elements to the courtyard of the Abbey Orchard Street Estate to serve the local community	P16, P17, P19, P21	
P19	Explore the possibilities of introducing better play elements to the courtyard of the Chadwick Street Estate to serve the local community	P16, P17, P18, P21	
P20	Explore the possibilities of activating The Park behind Channel 4 at certain times, utilising it as a programmable play space		
P21	Explore the possibilities of introducing better play elements to the courtyard of the Page Street Estate to serve the local community	P16, P17, P18, P19	
P22	Explore the opportunities provided by the redesign of Terminus Place to introduce new programmes and events to the public space (eg. possibly play and seasonal events)	30, T10, W21, W22, G26	
P23	The possibilities for programme and events should be investigated to further activate sections of Wilton Road	40, W24, G27	
P24	The possibilities for programme and events should be investigated to further activate sections of Wilton Road	40, W24, G27	
P25	The possibilities for programme and events should be investigated to further activate sections of Wilton Road	40, W26, G27	
P26	Investigate the possibility of opening the playground of St Vincent de Paul School at weekends as a location of programmable events or play		QW
P27	Investigate the opening of part of Vincent Square at weekends as location for programmable events or play		QW
P28	Further activation of the space leading from Tachbrook Street should be explored through the possible introduction of play elements or the use of the space for events to complement the market		
P29	The recent redesign of Ebury Square Gardens could be further enhanced with the addition of a play element to further activate the space and serve the local community	47	
P30	The opportunity to further activate Orange Square through a programme of events that reflect its character and setting should be explored	48	

Appendix G

Relevant policy and bibliography

Transport for London (TfL) Roads Task Force

Sets out a vision for the short-, medium- and long-term planning, management and development of London's roads with three core priorities:

- Enable people and vehicles to move more efficiently on London's roads
- Transform the environment for walking, cycling and public transport
- To improve public realm and the quality of life on London's streets

Proposes a family of street types that recognise the diversity of function and purpose across London's roads and streets:

- Arterial roads
- High roads
- High streets
- City hubs and boulevards
- Connectors
- City streets
- Local streets
- Town squares/streets
- City places

To ensure that infrastructure and assets are future-proofed and to make more efficient and flexible use of space.

Streets are mapped against two axes: the movement axis and the place axis. The movement axis relates to moving functions across different modes while the place axis relates to those that are specific to and happen in particular places.

Declares that London's streets need a long-term and coherent strategy, and that the current ad-hoc approach is not fit for purpose. Changes cannot be about individual places and schemes but must be part of a more ambitious plan to deliver city-wide change.

Unitary Development Plan (UDP) Road Hierarchy, 2007, WCC

Road hierarchy as set out in the WCC UDP aims to change traffic patterns to enable roads to fulfil the function for which they are best suited; principally by ensuring that vehicles making strategic journeys do not use local roads.

WCC classifies roads according to their function in terms of adjoining land uses, volume of traffic and importance as routes. This results in four categories reinforced by traffic-management measures:

- TLRN (Transport for London Road Network)
- London distributor
- Local distributor
- Local

WCC seeks to limit direct access to the TLRN and London Distributor road networks as this may lead to an increase in danger and/or hinder traffic flow.

Westminster Cycle Strategy, 2014, WCC

The City Council is working with the Mayor's office, TfL and other boroughs towards the implementation of a Central London Cycling Grid, within the specific constraints of the Westminster environment.

Four top-level objectives:

- Creating safer and more legible routes
- Improving road user interaction, education and enforcement
- Facilitating bicycle ownership/access and parking
- Raising awareness and participation in cycling

Outside of this network other improvements to enhance permeability and safety will also be developed.

WCC will work in partnership with the Royal Parks to improve access to cycle routes in the Royal Parks from the road network.

There will be an annual review of the junctions and stretches of road in Westminster where there have been a high number of accidents. In order to prevent future accidents these will be reviewed with a view to developing solutions.

Where possible features that benefit cyclists will be integrated and the needs of cyclists will be taken into account in the design of all public realm and transport related schemes.

Although not currently seeking to propose the introduction of 20mph limits, the evidence for a change will continue to be reviewed. There could be an opportunity for the Victoria BID to influence this if it is seen as a positive change.

In respect to cycle/vehicle safety and conflict the strategy states that, "When renewing Council contracts that involve the use of vehicles in Westminster, to only use contractors who have the appropriate equipment fitted to their HGVs and whose drivers have been trained in Safer Urban Driving, including a practical on cycle element." The Victoria BID could support this by extending this approach to all members.

WCC will continue to work with Westminster businesses to encourage them to install cycle parking for employees within their buildings and is considering the possibility of incentive schemes.

The Westminster Way, 2011, WCC

The Westminster Way contains street-design guidance for both maintenance and new development. Its principles are drawn from analysis of the characteristics of the City and the philosophy and protocols of the Westminster City Council's own management regime. The motto is 'Keep it simple, keep it Westminster'. The following principles are outlined within the Westminster Way as 'The Westminster Code'.

Quality: High-quality components, materials, scheme design, implementation, detailing and maintenance.

Durability/sustainability: Design and materials must reflect the anticipated demands of heavy use in the long-term.

Character: Adopt the city's livery of black street furniture and ensure the material palette enhances the character.

Clutter free: Minimise obstructions and clutter to improve ease of movement and the appearance of the public realm.

Continuity: Public spaces should appear joined up and continuous and should enable mobility.

Containment: Where geographical distinctions are present in historic street surfaces or furniture these should be respected.

Context: Materials, furniture and planting should be informed by the character and traditions of the local context.

Coordination: Furniture should, as a rule, be part of the city's standard coordinated suite of items.

Consistency: New development should remove inconsistencies and coordinate finishes and furniture with surrounding spaces.

Cherish: Protect, preserve and maintain listed and noteworthy street furniture or parts of the street surface.

The Westminster Way: Lighting, 2011, WCC

Principle objective to improve the overall experience of Westminster during the hours of darkness. Develops the Townscape Management Policy (DES 7 Section B) in the UDP.

The strategy outlined is defined by nine principles:

- Principle gateways
- Nodes
- Character areas
- Streets
- Spaces
- Parks and water
- Landmarks and beacons
- Vistas
- Special events

WCC will seek to implement changes to use the most efficient light sources through improved optics, lighting design and remote-control and monitoring systems.

WCC will work with partners to appropriately emphasise the attributes of Westminster including the principle gateways to the West End, key streets, strong landmark buildings and theatres. The Victoria BID could help to lead the way and champion projects in this area of the city.

The strategy proposes to light district centres in a distinctive manner that instils a sense of place and to develop lighting character areas through the introduction of selected lighting that is appropriate to the character of the area. Victoria and its subdivisions could be lighting character areas.

The strategy promotes differentiation in lighting colour in residential areas to cast a cooler tone in green areas and warmer colours in the streets.

Some historic streets with gas-fuelled lamps will see these preserved and retained for the experience of future generations.

Victoria Station has been designated as a Lighting Node as well as Wilton Road and the junction with Victoria Street and Vauxhall Bridge Road being designated as Theatreland Streets.

WCC Conservation Areas:

Belgravia

http://transact.westminster.gov.uk/docstores/publications_store/23%20Belgravia.pdf

Birdcage Walk

http://transact.westminster.gov.uk/docstores/publications_store/25%20BirdcageWalk.pdf

Broadway and Christchurch Gardens

http://transact.westminster.gov.uk/docstores/publications_store/34%20Broadway.pdf

Grosvenor Gardens

http://transact.westminster.gov.uk/docstores/publications_store/24%20Grosvenor%20Gardens.pdf

Lillington and Longmoore Gardens

http://transact.westminster.gov.uk/docstores/publications_store/adopted%20conservation%20area%20audit.pdf

Medway Street

http://transact.westminster.gov.uk/docstores/publications_store/40%20Medway%20Street.pdf

Page Street

http://www.westminster.gov.uk/workspace/assets/publications/Page_Street_CAA_SPD_2010-1288352235.pdf

Peabody Avenue and Peabody Estates: South Westminster

http://transact.westminster.gov.uk/docstores/publications_store/Peabody%20Estates%20CAA%20SPD.pdf

Pimlico

http://transact.westminster.gov.uk/docstores/publications_store/27%20Pimlico.pdf

Royal Parks

http://transact.westminster.gov.uk/docstores/publications_store/41%20Royal%20Parks.pdf

Smith Square

http://transact.westminster.gov.uk/docstores/publications_store/21%20Smith%20Square.pdf

Westminster Abbey and Parliament Square

http://transact.westminster.gov.uk/docstores/publications_store/20%20Westminster%20Abbey.pdf

Westminster Cathedral

http://transact.westminster.gov.uk/docstores/publications_store/26%20Westminster%20Cathedral.pdf

Other useful policy documents:

Victoria BID Vibrancy Report (2013)

http://www.victoriabid.co.uk/wp-content/uploads/2014/02/Victoria_VibrancyReport_LR1.pdf

Grosvenor South West Traffic Management Study (2012)

<http://www.grosvenorlondon.com/about/public-realm/projects/south-westminster-traffic-management-study/>

WCC Victoria Area Planning Brief (2011)

http://transact.westminster.gov.uk/docstores/publications_store/Victoria_Area_Planning_Brief_Adopted_July_2011.pdf

Air Quality in Westminster: A Guide for Public Health Professionals (2012)

<http://www.london.gov.uk/sites/default/files/Air%20Quality%20for%20Public%20Health%20Professionals%20-%20City%20of%20Westminster.pdf>

WCC Air Quality Action Plan 2013–2018 (2013)

https://www.westminster.gov.uk/sites/default/files/uploads/workspace/assets/publications/AQAP_2013-2018_FinalDraft_V1-re-1368525818.pdf

Trees and the Public Realm: a tree strategy for Westminster (2011)

http://transact.westminster.gov.uk/docstores/publications_store/Trees_and_the_Public_Realm_Consultation_Draft_January_2011.pdf

Green Infrastructure and Open Environments: The All London Green Grid (2012)

https://www.london.gov.uk/sites/default/files/ALGG_SPG_Mar2012.pdf

The London Plan (2011)

<https://www.london.gov.uk/priorities/planning/publications/the-london-plan>

Green Benefits in Victoria Business Improvement District (2012)

http://www.victoriabid.co.uk/wp-content/uploads/2012/10/VBID_i-Tree_Report_2012.pdf

A Green Infrastructure Audit of the Victoria Business Improvement District (2010)

http://www.victoriabid.co.uk/wp-content/uploads/2012/09/VBID_GI_Report_2010.pdf

Appendix H

The top 12 questions asked of Victoria BID Ambassadors

Where is Victoria coach station?

Where is Buckingham Palace?

What is the best way to get to Gatwick/Heathrow/Stanstead airport(s)?

Where is the passport office?

How do I get to Harrods?

Where is the best place to go shopping?

What is there to see in London ?

Where can I get a (free) map?

What is the best way to travel around London?

Which tour bus company is the best?

(value for money or goes to the most places?)

Where and what time is the changing of the Guard?

Where is there somewhere nice to eat?

July 2014

Appendix I

BID interviews

As part of the ongoing development of the Victoria Public Realm Vision the Victoria BID conducted interviews with 12 stakeholders in the area. From these interviews a number of consistent issues were raised by those interviewed: traffic, vehicle and pedestrian congestion, diversity of open space, and the provision of public realm amenity and cycle safety. It is also clear from the interviews that the stakeholders involved shared a desire to see improvements in walking conditions and increased greenery prioritised. This is reflected in the Public Realm Vision which has addressed these issues within the principles defined in this report.

Questions	Interviewee One	Interviewee Two	Interviewee Three	Interviewee Four	Interviewee Five	Interviewee Six
1. When you think about Victoria, what kind of streets and spaces do you picture?	Wilton Road, Vauxhall Bridge Road — not pretty, lots of roadworks. Victoria Street — this street feels modern, shiny, new, but businessy and sterile.	Dominated by traffic — Buckingham Palace Road, Victoria Street. You need to search out the smaller roads. Initially it's harsh and urban but there are softer bits when you move around. Difficult for passing tourists, not easy to navigate. You need local knowledge. Ebury Street used to be busy — until about 10 years ago when they dealt with the junctions.	Busy. With clutter. Inadequate space. Barriers, street furniture.	Buckingham Palace Road, Victoria Street. The streets to the coach station are messy, otherwise it's OK. Side streets, Eaton Square, Ebury Street — they're quiet. There are beautiful buildings and wide streets in Victoria — but it's congested.	Those that are local to where I work. Overcrowding and it's getting worse. Pavements are busy, traffic volumes.	Municipal, concrete blocks, interspersed with a couple of historic buildings.
2. What do you like about Victoria's streets and outside spaces? How has it changed positively in recent years?	Limited really — I don't know as I don't spend much time in Victoria when not working.	Ebury Street now it has been enhanced. Upper Grosvenor Gardens. Cardinal Place but there is the wind issue. The space by the gallery is an unexpected oasis. But nothing is coordinated and that's the value of the Publica study. Orange Square in Pimlico has been improved. We need more spaces, respite areas.	Not a lot. The transition now makes it chaotic. In certain locations the BID has done things to improve wayfinding. The chairs in the Piazza are good. This hasn't necessarily resulted in a shift in Victoria public realm policy.	Lower Grosvenor Gardens has improved dramatically; since last year it became nicer. There's a green parklet next to NatWest. There are few accessible squares — but private gardens. We need more outdoor space. There aren't many with restaurants. Victoria Street is more of a street. We need more seating, even in winter.	Victoria Street and Buckingham Palace Road used to be OK — now they are too congested, there's nowhere to sit out.	Cardinal Place, including the roof garden, was a real boon to the area. I like the side streets further along Victoria Street around Buckingham Gate and Artillery Row. There's not an awful lot to like about Victoria's streets in general, particularly at the moment.
3. What is your favourite street or space in Victoria? Why?	Around Buckingham Palace — a massive building.	Victoria Square. It's a public/private square that works.	Ebury Street — a quiet backwater. Grosvenor Gardens area because of the space.	Ebury and Elizabeth Streets.	Nothing at the moment.	I like Palace Street and Castle Lane areas because they feel like secret back streets, I also like Eaton Lane and Beeston Place for the same reasons. I also like the roof garden at Cardinal Place as already mentioned.
4. Are there lively and busy places in the area that you like?	Cardinal Place.	Strutton Ground, St James's Theatre as a building, outside the Land Securities Marketing Suite — it's less windy. Cardinal Place cafés, along Ebury Street — where there is outside seating.	Tachbrook Street market, Strutton Ground market, Lower Grosvenor Gardens.	Cardinal Place. It's going to be interesting to see how the tube opening will affect it. It will bring Victoria Street closer. I like Green Park and Hyde Park. Buckingham Palace has culture — history.	Better pubs and restaurants, it's starting to improve — in Cardinal Place for example there are more options.	Palace Street is usually lively and busy as is the Cathedral Piazza most of the time and I like both of those areas, however Victoria Street itself and all the pedestrian crossing are absolutely awful!
5. Are there particular quiet places in the area that you like?	No — but we need these places; I don't know where the quiet places are.	Upper Grosvenor Gardens — Lower Grosvenor Gardens is more busy.	The back of residential streets, Castle Lane, Victoria Square.	Towards Belgrade Square, the mall — up and down it. It would be good to have more benches, to digitally detox from work.	Towards the river, down Vauxhall Bridge Road.	It is very difficult to find anywhere quiet in Victoria!
6. Where/what kind of spaces do you like to go to outside your building, at lunchtime or in the evening?	Pret — its nearby, I prefer shops that aren't 'chains', more independent, Cardinal Place for dinner, a nearby pub, local cafés.	Elizabeth Street, Eccleston Street. Where there are independent shops rather than chains.	Grosvenor Gardens, wine bars around there. I use hotels and the spaces there — The Goring has a fantastic green space.	Quiet streets but even if I'm going out I and colleagues will often bring things back to eat.	The local pub on the corner. I usually eat lunch here where I work. Some local shops.	I like going to St James's Park, although I don't get the chance very often.
7. What do you think doesn't work well in the streets and spaces of the area?	Road works — but it's necessary for 'the greater good'.	The gyratory is an issue. It's difficult to cross roads — for example there is no crossing at the bottom of Lower Grosvenor Gardens by Buckingham Palace Road.	The traffic circulation around Victoria station. The function and appearance of the station — it's in the heart of the BID.	The tunnel entrance by Victoria station next to Buckingham Palace Road, in the rain it's full of smokers.	The front of the station — especially for tourists, they must be baffled by it, people call us from 50 metres away for directions — there's little wayfinding.	Pedestrian flow is one of the worst things in this area, although in the long term this is being addressed. In the short term trying to get either from the station to Victoria Street or to travel either way up or down Victoria Street against the general flow of people is extremely difficult.
8. Are there kinds of spaces that you think are lacking in the area?	Open spaces to go to and sit in and relax, there's nowhere to go to like Soho Square or Bloomsbury Square.	Small spaces with character, places where you can sit with greenery. Traffic seems to have the priority. There is not much water here. Spaces need to be interesting enough to make you dwell and return. The Cathedral Piazza is a wasted opportunity.	More green space more urban plazas, more connectivity, and more diversity of the offer.	Places to sit and bring food, that's covered.	Green spaces for lunch and to sit in.	Quiet green spaces and spaces for families, play parks etc.
9. Are there any specific streets or spaces that you think really need to be improved?	Wilton Road — although down towards Sainsbury's it's starting to improve.	Buckingham Palace Road, Victoria Street and Lower Grosvenor Place — more space for pedestrians. The end of Elizabeth Street by the coach station.	Cathedral Piazza — it should be enhanced more; tree planting — underground services notwithstanding. Terminus Place and Victoria station surroundings.	The lighting under the colonnades near John Lewis.	Outside the station, side entrances, there is an <i>Evening Standard</i> newspaper stand that blocks access. The side entrance is narrow and becoming more narrow because of it.	Victoria Street and Buckingham Palace Road are both awful. Although I like Castle Lane area, all the boarded-up buildings are unsightly and seem to have been like that for a long time now.
10. How do you arrive in and move around Victoria?	The Victoria line, bus sometimes if I need to go to central London — it's a pleasant journey to and from Victoria by bus through London.	Bus, taxi, walking, train, and I move around on foot.	Walk, bus, taxi, rarely take the tube.	Public transport and tube.	Tube, motorbike, via the main station.	I travel in by tube and then move around by foot.
11. If you walk, what could improve your experience or improve your route? If you don't walk what might encourage you to?	N/A	Improve junction crossings, there is confusion over who has priority. Pedestrians are a second priority, actually cyclists have leapfrogged pedestrians in priority.	The Victoria station upgrade — at the moment it's not attractive, the area's not easily accessible to get in to and out of, you have to do a big circuit and there is double backing.	Bikes on pathways need to be addressed. Less people with suitcases.	Crossing light lengths, the small crossing island at Little Ben is too congested and it funnels people.	Better planned pedestrian routes and flows, although so much of that is dictated by the surrounding developments at the moment.
12. If you cycle, what could improve your experience or improve the route? If you don't cycle what might encourage you?	I want to start but I'm scared; I'd never cycle on main roads, scared of getting knocked off.	Less traffic.	Less coaches, buses are OK.	Safer cycle paths, segregated lanes.	Perception of risk and KSI rates.	I have seen, and heard about, far too many cycle accidents to ever convince me to cycle around here!

Interviewee Seven	Interviewee Eight	Interviewee Nine	Interviewee Ten	Interviewee Eleven	Interviewee Twelve
A hub for buses, coaches, congested for cars and pedestrians, a building site under construction — an eyesore set against beautiful areas like Buckingham Palace, the Mall, the Cathedral. There's an oasis here but it's congested and there are narrow pavements.	A large transport interchange. A hub with supporting retail and a concentration of businesses. Transport determines the streets and spaces here. The lifeblood is dictated by transport nodes.	Very busy. There is an untidiness, it's less chic and less tidy than other areas, Mayfair for example. It's dowdy, not beautiful on the whole. Cardinal Place is more pleasant but Victoria Street is poor, the walkways are shabby, it's functional but not cared for.	Victoria Street, interrupted traffic flow around spaces. Grosvenor Gardens green space, a leafy space — an oasis in the middle, Warwick Road, Tachbrook Street.	In and around the station, busy intersections.	The Station, Terminus Place, Victoria Street. The transition from arriving in Victoria, moving out into the main routes and then people moving into surrounding streets and offices retail etc.
Lower Grosvenor Gardens, Beeston Place, Eccleston Square, as you approach Belgravia. The station upgrade and shopping centre, Cardinal Place is good. The beauty will come but there's lots to sort out. You can see the vision and a wave of improvements will come but the problem is the grottness.	It's not far before you get to green spaces. They are all within a short walk and there is variation in the locality. A nice blend. Cardinal Place is positive, there was no core before.	Victoria Street and Buckingham Palace Road have a city feel and it's busy but they don't add much. Upper Grosvenor Gardens is slightly better. Bits have become cleaner — the general litter. Pavement repairs have been done.	I avoid them at busy times — the station crossing is a pain. I like walking down Victoria Street, it joins us with Westminster Abbey. There are smaller streets, markets and lots of activity. Towards Sainsbury's its changed from a seedy feel to a village feel. There are local services and friendliness, it's not packed with services.	I like the fact that it's busy, traffic flowing, lots of people — it's alive, there's hustle.	It is smarter and more up market. Better retail and office buildings in the Victoria Street area. I like being able to walk to Westminster or Green Park where there are open spaces and grand buildings.
Eccleston Street as it's calm and quiet. Ebury Street. The Thomas Cubit pub.	Victoria Street — there is a buzz about it. The station at one end and Parliament at the other. It's got quite a presence with the Cathedral halfway along.	Palace Street — it's a nice mix of residential, there is a school, nice pubs, the theatre. A good balance.	Warwick Way coffee shops and restaurants that I use, I know people there. The smaller streets are attractive because I know people there so feel at home.	Buckingham Palace Road from the Palace to the station — it's a busy street with movement; I like that.	The cathedral square and the upper level of Bressenden Place. Also the smaller side streets which have character (I don't know the names).
Wilton Road down where Sainsbury's is. There's a holiday vibe there, it's not as hectic.	Markets, the restaurants and bars in Cardinal Place. There is the wind tunnel effect though.	Cardinal Place. It's alive at night as well as during the day, it's not a ghost town.	Warwick Way.	Cardinal Place, it's a busy area. Having said that, generally the bars and restaurants in the area are poor, there is a real lack of an evening offer. Diversity is important but it's poor at the moment.	
See 3.	Nothing really springs to mind...Vincent Square?	Victoria Square.	St James's Park but it's not very quiet. Victoria Square.	N/A	
Park Plaza hotel, Tozi. The B Bar. Balls Brothers. Our lunchtime canteen.	Cardinal Place, Buckingham Palace Road, the markets.	I stay on site, the area's not smart enough, Belgravia is much smarter. The Thomas Cubit pub for instance. If I'm entertaining I'll go to Mayfair. I don't think I'm alone in thinking that at the director level people don't entertain here.	Tozi. Café Paradiso near the sport centre.	Phoenix pub, Grosvenor Hotel.	
Too much traffic, not enough pavements.	The road works, re-routing of people, it needs planning. Victoria Street lacks a comprehensive selection of retail. It's odd but functional.	Constant road works and disruption. It's particularly bad now but it's always been an issue. It's difficult to get around, you want to get out of here.	The station entrances — it's a free for all, and the underground entrances also. There is a huge number of people channelled in to small spaces.	The road works, it feels like there is more traffic here than in any other similar part of London. We're forever having roadworks. The utilities come in piecemeal and dig up streets. There seems to be no planning for this in place, and it's on top of everything else. In the major development sites all that work is actually contained, outside of there the roads are congested, buses are here, coaches — there doesn't seem to be a plan.	
It's tight here — there needs to be space for people to walk, to transit. I like the Cardinal Place space.	There is a poor space offer at the Cathedral. We need off-street areas, backwaters.	Water — ponds. There is no water. We need beautiful spaces, pristine, something that is cared for. Grosvenor Gardens could be very beautiful. There needs to be more care and attention. Mount Street for example — it's cared for, it's beautiful. There is a water feature with lights in the pavement, you don't see that here.	More green spaces, small pocket areas, more flower beds to break up the urban landscape.	Coach parking.	Green quiet spaces.
Buckingham Palace Road — more width is needed and we're really concerned about this. Victoria Street — the crossing island, too many people vs. the traffic here. There is an opportunity for speeding, it's too fast. The coach station area.	There is no hub or gathering space. The wind tunnel in Cardinal Place detracts people from gathering.	Eaton Lane.	The back entrances of the station. The taxi pull-in area, it's a neglected space.	Buckingham Palace Road and the Bressenden Place intersection — it's congested. I feel sorry for the coach drivers, they don't have anywhere to use.	
Train, tube, bus.	Train, bus, foot, and on foot.	Car.	Tube, station, walk on foot in the area.	Train and the Underground — I walk where I can or take a bus if it is too far.	LUL and then walking.
The homelessness issue. It's difficult for some people when they are working late, there is a perception of crime. More needs to be done for them.	Signposting will help, there isn't much along the main drag. The markets and Pimlico, there is nothing that directs you elsewhere for example there is Leyland and local businesses near here - its more than just Victoria.	N/A	No dog fouling.	Horizontal crossing by the Bag of Nails pub like they have in Oxford Circus.	
Nothing — it's too scary.	N/A	N/A	It's too busy for me.	I'm not a cyclist, it's not for me, I'm a little fearful, but it's not for me anyway.	

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