

# the co-design process

— westway  
community  
street project

Full co-design report  
26 November 2021

COMMUNITY  
STREET

LUGADERO.

THE GROVE  
THINK TANK CIC.



LEAP

The Local Enterprise  
Partnership for London

MAYOR OF LONDON

A co-design process facilitated by **Lugadero**.  
With The Grove Think Tank CIC.

#### **Project team**

Dr Pablo Sendra ARB  
Dayo Gilmour (The Grove Think Tank)  
Andreia Oliveira-Miguel (The Grove Think Tank)  
Amal Bider (The Grove Think Tank)  
Marco Picardi MRTPI

#### **Graphic design**

Javier Martínez  
Marco Picardi  
Pablo Sendra

#### **Children's Workshop**

Lydia Gandaa and J King

During the co-design process, we have collaborated with the appointed lead designers DK-CM, who have worked on the communication of the events, attended and supported the co-design events.

Full report.  
26 November 2021.

We all the participants that have participated in the co-design workshops and the organisations and stakeholders that have agreed to meet us to discuss the project.

# Project team

Lugadero is an architecture and urban design practice that focuses on facilitating co-design processes. For the Westway Community Street project, Lugadero put together a community-based team with people that live, work or have been raised in the area to embed local knowledge within the team. Lugadero's team included The Grove Think Tank CIC as community engagement consultants, a locally-based enterprise that brings communities' voices into decision-making processes. Lugadero's previous projects include facilitating the co-design of two public spaces in Wimbledon as well as leading other co-design processes in Spain.

Our team includes:



**Dayo Gilmour** is local campaigner and designer, co-founder of air quality campaign rap23. Dayo has been involved in various local projects, including the strategic planning of M.A.D.E Lockton Arches.



**Andreia Oliveira-Miguel** has worked in community engagement in the area for many years. She has worked both for RBKC in projects such as the Grenfell response and also as an independent community consultant.



**Amal Bider** has worked with various community organisations in the area, including the Oremi Centre - Black, African, Afro-Caribbean, Arabic speaking Mental Health Centre.



**Pablo Sendra** is Lugadero's director. He is an ARB registered Architect and urban designer specialising in co-design. He has worked with communities across London delivering co-design processes and supporting community-led initiatives. He is also an Associate Professor in Planning and Urban Design at UCL, where he coordinates a course on co-design and does extensive action-research projects with communities. He has collaborated with local campaigns in North Kensington, advising them on co-design.

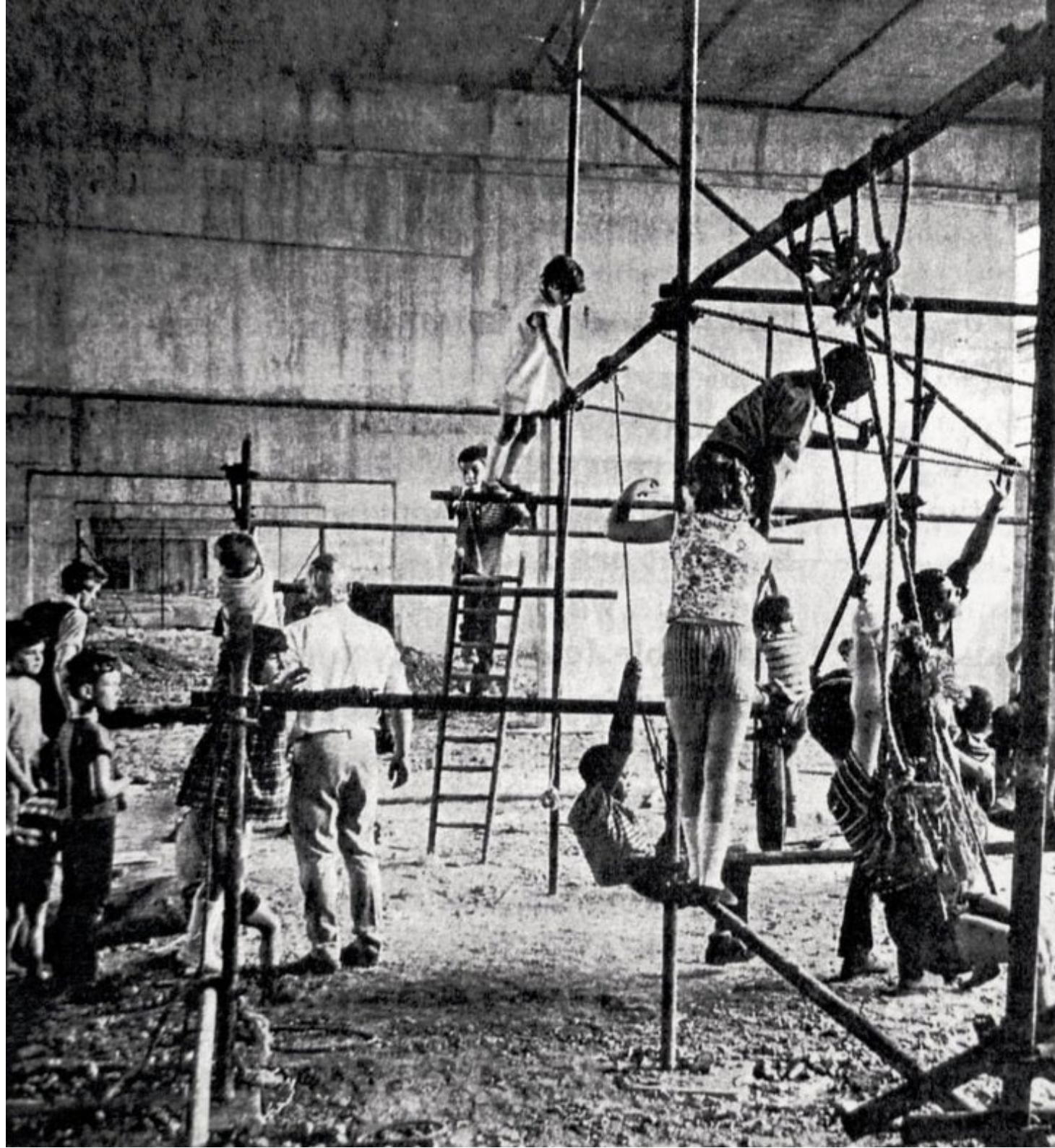


**Marco Picardi** is a chartered town planner working at the intersection of behaviour change and design. He grew up in North Kensington, where he has been involved in various local initiatives, including Green Westway and the air quality campaign rap23. Marco is also co-founder of the London Car Free Day.



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Adventure Playground in St Marks' Road, 1968.  
Photograph by Adam Ritchie.

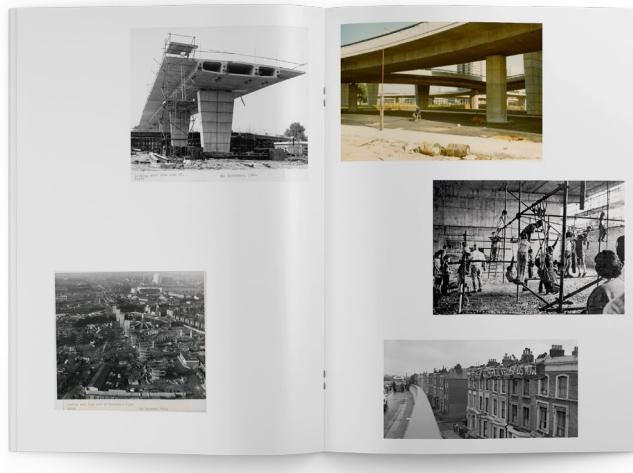


# 1. Introduction

Community Street is a project to restore and rehabilitate the public realm, green infrastructure and some buildings on the Westway Trust's land. The project is co-funded by the Mayor of London's Good Growth Fund and the Westway Trust. The objectives and the scope of the project build on the findings of an Urban Design Strategy developed in 2019 by Fluid that engaged 500 people in a consultation process. As the name of this project indicates, its main aim is to imagine the space a continuous "community street", which brings together disjointed parts of the 23 acres of land of the Westway Trust through the active participation of local people. The intended outcomes are to create good quality public spaces by meeting the six key themes set out in the project brief: clean air, placemaking, movement, eyes on the street, art in space and the improvement of some buildings.

To deliver the Community Street project, the Westway Trust appointed one team to facilitate an initial co-design process for three months, and a team of lead designers to turn the outcomes of the co-design process into architectural proposals with potential for co-delivery. At the beginning of August 2021, the Westway Trust appointed Lugadero as the co-design team, and DK-CM as the lead design team. Our

team Lugadero has facilitated the co-design process between August and October 2021 by facilitating a wide variety of events, workshops, and meetings with local stakeholders. This report presents the results of the co-design phase and introduces recommendations that the design team will take into architectural proposals during the next stages of the process.



Historic photographs during the construction of the motorway.

## 1.1 Background of the Westway Community Street project

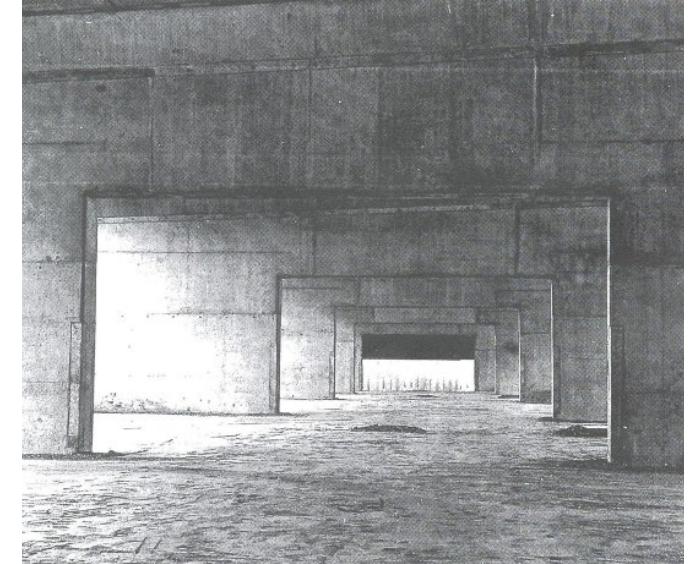
The year 2021 marks the 50<sup>th</sup> anniversary of the Westway Trust. The elevated motorway crossing North Kensington, known as the Westway, was built between 1966 and 1971, leading to the demolition of many homes and making some of the homes on the edge of the flyover uninhabitable. During its construction, playgroups started using some of the spaces below the motorway as an adventure playground establishing an alternative possibility to the car, bus and coach parking envisioned by the planners. It was committed activities like these that enabled the 23 acres of land below the flyover to be transferred to community use as compensation for the existence of and upheaval caused by the Westway. The importance of campaigning in the area has been documented in various books, including Jan O'Malley's *The Politics of Community Action*<sup>1</sup> or Tom Vague's (2012), *Getting it Straight in Notting Hill Gate*<sup>2</sup>, as well as in various campaign blogs such as



Westway site, 1966.  
Unknown photographer, Tom Vague collection of historic photographs.

the timeline by Westway<sup>23</sup>. These campaigns helped form the North Kensington Amenity Trust, which later became the Westway Trust, to manage the 23 acres of land for the communities in the area.

Fifty years later, many areas of the 23 acres of land managed by the Westway Trust need improvement in order to respond to emerging environmental and social issues. In recent years, previous administrations of the Westway Trust have proposed regeneration plans for the area. In 2015, a scheme named "Destination Westway" faced a strong backlash from the communities in the area, who argued that not only would this lead to commercialisation of space, and reverse the community-centred purpose that the Westway Trust was built on, but that it had been designed without community input. A new wave of grassroots campaigners and community groups was revived, and organised community activism in North Kensington grew significantly; proposing solutions for more community spaces, genuine community participation, community-led initiatives, and



Westway bays by Anthony Perry.

improving air quality. The contestation to this previous scheme has had a strong influence on the development of the brief for the Community Street project.

In 2018, the Westway Trust was awarded funding to develop an 'Urban Design Strategy' for the next 10 years. This was supported through the Mayor of London's Good Growth Fund intended to "act as a piece of enabling work for a future bid to the programme in 2019"<sup>4</sup>. The consultancy firm Fluid, was appointed to conduct this initial urban design strategy, which developed through a consultation process. The details of the consultation process and the Urban Design Strategy, which were completed in August 2019, are available on the Westway Trust's website: <https://www.westway.org/about-us/our-strategy/fluid-report/>. The title or slogan of the strategy was "West Way Your Way", which evolves from the previous idea "Destination Westway" and puts more emphasis on the community consultation.

<sup>1</sup> O'Malley, Jan (1977). *The Politics of Community Action*. Nottingham: Spokesman Books.  
<sup>2</sup> Vague, Tom (2012). *Getting it Straight in Notting Hill Gate: A West London Psychogeography*.

Report. (eBook) Bread and Circuses.  
<sup>3</sup> Westway23, n.d. Timeline. Retrieved from <https://www.westway23.org/westway-timeline/>.

<sup>4</sup> <https://www.westway.org/about-us/our-strategy/fluid-report/>



Urban Design Strategy by Fluid, 2019.

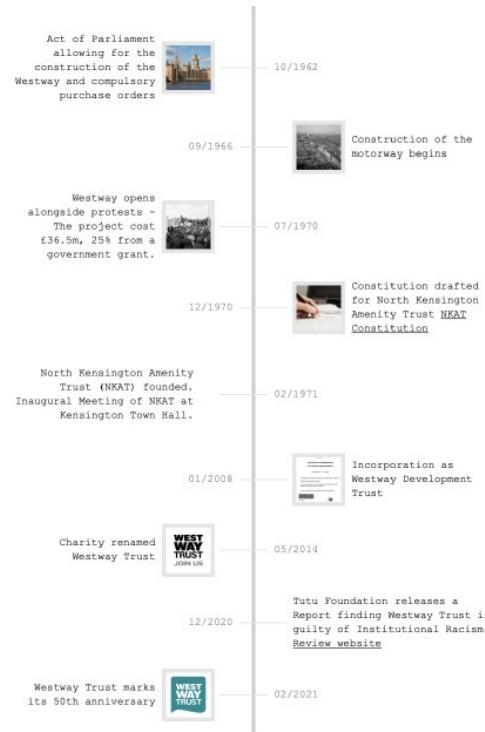


Renewed activism and contestation to "Destination Westway" scheme, 2015.

The Westway Trust used the results of the Urban Design Strategy to apply for further funding from the Mayor of London's Good Growth Fund to carry out the Community Street project. The idea of creating a 'Community Street' is one of the six urban design principles coming out of the Urban Design Strategy, which are:

- 'Community Street'
- 'Welcoming gateways & connections'
- 'Activate the public realm'
- 'Green and clean'
- 'Arts, culture & creativity'
- 'A thriving and sustainable economy'.

These principles informed the application for funding for the Good Growth Fund. The principles also shaped the scope and the main objectives of the Community



Timeline created for the 50th anniversary of the Westway Trust.  
Source: <https://www.westway50.com/timeline>

Street project, which are: 'Clean air', 'Art in space', 'Movement', 'Placemaking', 'Eyes on the street' and 'Improvement of buildings'. They have also shaped some of the key priorities of the Community Street project, such as lighting or wayfinding.

In February 2020, the Westway Trust was awarded the Good Growth Fund to carry out the Community Street project. However, the project was delayed due to the Covid-19 pandemic. In September 2020 the application to the Mayor of London was revised. The delivery of the Community Street began in January 2021.

During the Spring 2021, the Westway Trust recruited a Community Street Project Manager and developed the design briefs.

## 1.2 CO-DESIGN AS AN ESSENTIAL PART OF THE BRIEF

The design briefs put a strong emphasis on co-design. The Westway Trust organised two separate tenders for appointing two teams. One of the tenders focused on facilitating a co-design process, while the other was to take the ideas, recommendations and proposals coming out of the co-design process into design proposals and develop the project to RIBA Stage 5 (Manufacturing and Construction).

The co-design brief included statements such as "We believe that the participation of those who have lived experience of the Westway Estate in the design process will lead to a more effective design outcome, as the knowledge and needs of users will be central throughout the process." (...) "You will ensure the design process is inclusive, with a good balance of participants who bring an amalgam of knowledge (lived experience, professional and specialist expertise), and who reflect the diversity of the local community."<sup>5</sup>

At the beginning of August 2021, the Westway Trust appointed Lugadero as the co-design team, and DK-CM as the design team. This report presents the results of the co-design phase developed between August and October 2021, and introduces recommendations that the design team will take into architectural proposals during the next stages of the process.

The co-design process with further consultation and engagement activities will continue in the different stages of the project.



Photograph of one of the co-design workshops by the Wall of Truth.  
Photograph by DK-CM.

### 1.3 COMMUNITY STREET PROJECT BRIEF



The vacated building Bramley's Adventure.  
Photograph by Lugadero.

The Community Street project has a total budget of £2.6M, which includes the refurbishment works, all the professional fees of the project, the commissioned public art and all other project expenses. If we take into account that the Westway Trust's land is 23 acres and that there are many places that need substantial improvements, £2.6M is a very limited budget that will only enable to action some of the initial stages to improve the community land. To illustrate this limitation, distributing the £2.6M equally across the 23 acres of land (93,077.7 m<sup>2</sup>), the average budget per square metre is £27.93, which is a significantly less budget than a typical streetscape scheme.

This means that the Community Street needs to have targeted interventions that can lead to further improvements. The Community Street project must be seen as a first stage of a wider improvement of the Westway Trust's land. Therefore, one of the key challenges of the project is to identify the key areas for improving in this first phase. The challenge is to concentrate investment on particular places, so the improvements are visible and have a tangible impact on the communities, and at the same time to ensure that the investment is distributed across the different areas of the estate to ensure that there are not parts that are neglected in this first phase.

The brief of the project, which is based on the Urban Design Strategy, includes:

- "Clean air:
  - Air quality Improvements including options for green infrastructure at the height of the Westway (40 feet above ground level) and technological solutions in key areas identified across the estate. We want to be ambitious and innovative in our approach to improving the quality of the environment surrounding the Westway.

- Placemaking:
  - Better integration of Portobello Green Arcade, Portobello Green, Thorpe Close and the Market Canopy, providing an improved trading and visitor experience. Improvements may include new public space, better connections, better wayfinding and lighting
  - New street furniture across the estate including
  - Parklets at various locations
  - Opportunities for planting
- Eyes on street
  - Installation of adaptive and creative lighting across the estate including infrastructure for projections and animation
  - Proposals for activating frontages
- Art in space
  - Locally commissioned artwork on walls and motorway pillars across the estate
- Creative re-use
  - Detailed designs for:
    - public toilets at Acklam Road
    - Portobello Green Arcade to include animating entrances and rejuvenating the façade of the building
    - The building previously known as Bramley's Big Adventure
- Movement
  - Electric vehicle charging points along the estate
  - Cycle parking proposals
  - Wayfinding and signage across the estate to aid navigation
  - Outline proposals for adjacent and transecting"

This scope of work have evolved based on the outcomes of the co-design process and on the survey work carried out by the design team, DK-CM, during the RIBA Stage 1.

## 1.5 LIMITATIONS TO CO-DESIGN

Time: One of the key limitations of any co-design process is time. A co-design process needs sufficient time for preparation, communication and development, as well as to carefully consider what has been co-produced, and to go back to the communities for further feedback. This is usually constrained by deadlines and delivery targets that are out of control of the co-design team. The co-design phase has had a duration of just over three months, with the workshops concentrated in two months, and with only a week between the commencement of the project and the first co-design workshops. This limited time, which is out of the control of the co-design team, brings limitations to the co-design process.

Covid-19: The project started when the central government lifted most of the restrictions associated to Covid-19. Nevertheless, the risk of infection of Covid-19 may have discouraged some people to participate. For addressing this limitation, we have included online co-design events in the process.

Co-design team scope of work: This three-month process must be understood as a part of the co-design process, not as a complete co-design process. A co-design process needs the elaboration of design proposals and discussing them with the local communities to shape them. This elaboration of design proposals was not included in the scope of work of the co-design team. This report produces recommendations coming out of the co-design workshops and events. The co-design process will continue throughout the delivery of the Community Street project through various mechanisms, which will include, among other strategies, a community steering group. There are particular areas where decisions and any substantial intervention would need further engagement with key stakeholders, given the complexity of the place, such as the hoardings surrounding Acklam Village or the Maxilla area near the Wall of Truth.

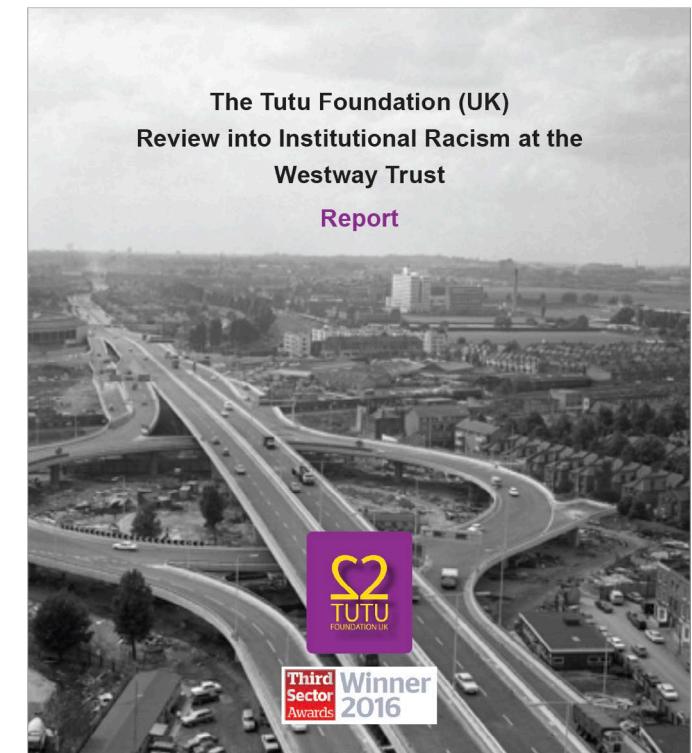
Project scope of work: Many parts of the Westway Trust's estate needs improvement. The Community Street project has a limited budget and can only carry out a limited number of improvements. The project scope of work targets particular places and issues. While our team has focused the co-design events around the places and topics within the project scope of work, many other topics and places have emerged in the discussions and this has been documented in this report. There are issues to pay particular attention, which have been pointed out in the report.

Size and complexity of the area: the Westway Trust's land is 23 acres and nearly two kilometres long. It is an area that covers many neighbourhoods, community groups, organisations and local businesses. It is also an area that has suffered socio-economic and racial injustices for decades. It combines some of the richest parts of the country with low-income households. The project team has met groups and individuals that tend not to be represented in decision-making processes, and has used various forms of communication and diverse formats of engagement to make the process as inclusive as the timing has made it possible.

Consultation fatigue: as mentioned above, the Community Street project is the result of previous schemes to improve the area the area which haven't progressed. In addition to this, there has been other consultations in the area or in the proximity very recently, such as the Maxilla City consultation or the Ecology Centre by Hope Gardens.

Institutional racism and perception of the Westway Trust: We acknowledge the The Tutu Foundation (UK) Review into Institutional Racism at the Westway Trust Report (2020), which found that the Westway Trust has been institutionally racist in its relations with the African Caribbean community, which in the word of the report, "has led to a continuous mistrust". This relationship between the Westway Trust and communities in North Kensington, as well as the previously mentioned contestation to the scheme Destination Westway, has

generated a mistrust on the Westway Trust. During the co-design process, we found people that did not wanted to engage or were skeptical about the engagement process because of this relationship with the Westway Trust. Since this has deterred some people from participating, this means that some important views were not included in the process.



Author

Head of the Review, Dr. Habashi FRSA

Secretary to the Review, Christine Okiya  
Strategic Director, Bevan Powell MBE

Independent Advisors to the Review, Dr. Bankole Cole and Charles Crichtow QPM

The Tutu Foundation. Review into Institutional Racism at the Westway Trust, 2020.





Co-design walk 21 October  
Photograph by DK-CM.



## 2. Methodology

### 2.1 INCLUSIVE CO-DESIGN APPROACH: MULTIPLE FORMS OF ENGAGEMENT

One of the key challenges of any co-design process is reaching the diverse communities in an area. There are some communities and individuals that tend to engage less in participatory processes. The reasons for this can vary, including work and family commitments, feeling less comfortable attending public workshops or lack of interest. If this challenge is not responded to, some communities and individuals can be excluded from the process.

Our project team has addressed this challenge by establishing a great diversity of engagement formats and opportunities. The co-design process has been centred on openness and flexibility. It has sought to provide a diversity and plurality of opportunities for people to contribute meaningfully in a way that best suits each individual's and group's needs. With these objectives in mind, the project has enabled a multitude of interactions, including co-design workshops, drop-in sessions, having a permanent site office in one of the pods in Thorpe Close, community walks, activities for children, attendance to events, as well as one-to-one meetings with individuals and organisations.

Our team speaks English, Arabic, Spanish, Portuguese, French and Italian, which are some of the most spoken languages in North Kensington. When possible, we have engaged with participants that are not fluent in English in their own language. This has also addressed the barriers to participate that some communities have. This project started just after the Government lifted all restrictions related to the Covid-19 pandemic. While the majority of our co-design events have been face-to-face, we have organised online co-design workshops using Zoom combined with the collaborative white board platform Miro.com to co-design proposals with participants. We had very few participants on the online events, which could be an indication of people preference for face-to-face engagement.

To provide different opportunities and spaces for co-design, we established eight touch points.

COMMUNITY WALKS



STAKEHOLDER MEETINGS



COMMUNITY MAPPING



LOCAL EVENTS



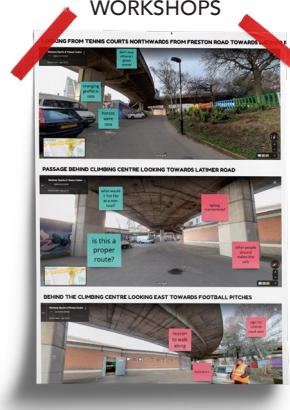
DROP-IN SESSIONS



INFORMAL CHATS



DIGITAL WORKSHOPS



COMMUNITY MAKING



The co-design process was structured around four "co-design weeks" covering four themes, alongside parallel engagement events. Each of the co-design weeks included two face-to-face workshops (Thursday and Saturday), one drop in session (Thursday) and an online workshop. The themes for the co-design weeks ranged from general topics to discussing site specific proposals.



### Mapping local cultures

Understanding how the different cultures and communities that live in North Kensington use the space and what are their needs and aspirations.



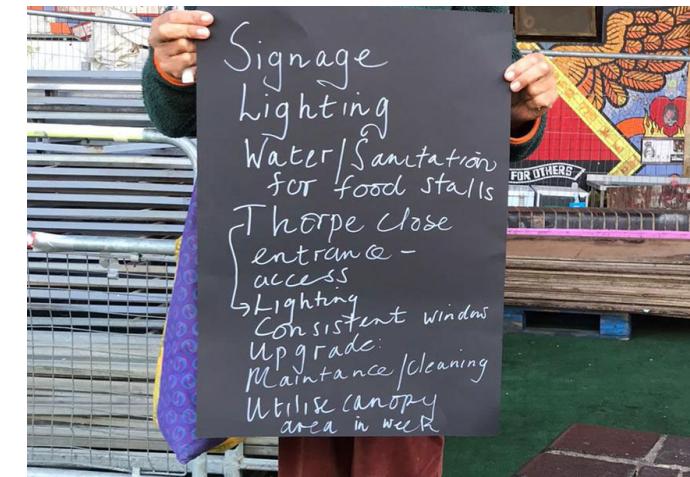
### Air pollution and environment

Discussing the main concerns around air quality, green spaces and how to bring improvements.



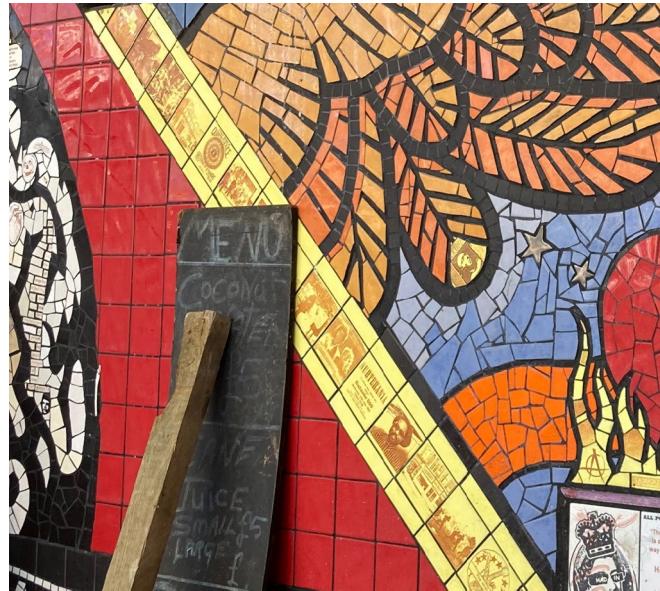
### Create your own public space

Think collectively on how to create new public spaces, with a particular focus on children's participation.



### Making your ideas happen

Turning general aspirations into site specific proposals, through walking along the Westway Trust's land with participants.



## 2.2 COMMUNICATION AND OUTREACH

The role of the co-design team was to support the Westway Trust and the lead designers DK-CM on the communication of the co-design events.

It is important to note that there was little time for communicating the first set of co-design workshops, which brought some initial challenges in recruiting participants. These challenges were addressed throughout the process. Given these challenges, we took a pro-active role to reach a wide diversity of the population. Our role included:

### Identifying, contacting and meeting local organisations and groups

As part of the deliverables of the project (Understanding demographics), we created a list of local organisations based on desktop research, on publicly available databases of local organisations and on local knowledge from the team. We contacted them and also invited to express their interest on the project by filling in a form. In addition to this, we have had meetings with several organisations in the area to discuss the project, their needs and aspirations for improving the area.



### Westway Community Street: Presentation of results Westway Community Street Co-Design Process

Dear friend of North Kensington,

You are invited to the Presentation of results of the Westway Community Street Project, which will take place in the Westway Sports Centre (Studio room) on the 17<sup>th</sup> of November at 5pm.

The first phase of the co-design process for the Westway Community Street project is coming to an end. After organising over a dozen co-design events (workshops, walks, drop-in sessions) between August and October 2021 to collectively discuss the improvements needed in the Westway Trust land, we will be presenting the results of the co-design process on the 17<sup>th</sup> of November

### Sending communications to the Westway Trust's email lists

We drafted invitations to the co-design events for the Westway Trust to invite their tenants, member organisations and subscribers to the co-design events.



## Leafletting

This included handing out the leaflets advertising the process and the calendar of events (designed by DK-CM), as well as designing and handing out event specific leaflets. We leafleted Portobello Market, Cambridge Gardens, Swinbrook Estate and other areas along the Westway. (Photograph and design by DK-CM)

**westway community street project**

**Air quality, ecology + environment**

**— week 2**  
9th & 11th September 2021

**come to our workshops to think together — how to improve air quality**

**Thursday 9<sup>th</sup> Sept.**

- 12-2pm drop-in session @ Thorpe Close pod
- 3-6pm on-site workshop @ Portobello Market Canopy
- 6:30-8:30pm online workshop @ Zoom link

**Saturday 11<sup>th</sup> Sept.**

- 11.am-2.pm workshop + walk @ Maxmillia Memorial

**— find out more at [www.communitystreet.org](http://www.communitystreet.org)**

**WEST WAY TRUST**  
**LEAP**  
MAHOGANY

## Porters

Our team put posters along the Westway Trust land as well as in the local businesses along the flyover. The initial posters were designed by the Westway Trust or DK-CM. Then, we designed and put event specific posters.



## Informal conversations on the street

Our locally based team had a continuous presence on the streets through the site office in the pod, and engaged in informal conversations with people in situ. (Photograph by DK-CM).



## Attending local events and presence at local markets

We mapped out the events taking place in the area and discussed with local groups and stakeholders opportunities to collaborate. Our team had stalls at the Vegan Night, at Portobello Market and at Bay20. These stalls prompted many informal conversations with local people and with young people in particular. The outreach also included attending local events, such as those related to parents and school children, or other activities, to target specific audiences that can be harder to reach. This included coffee mornings at the Venture centre, as well as parents and carers' groups and the sewing club. This allowed to reach diverse age groups, including the elderly and Afro-Caribbean communities.



## Using local venues

We hosted one of our co-design events at The Tabernacle during a Saturday, which is frequented by many local people.



## Social media

Our team supported the Westway Trust and DK-CM on the social media strategy, creating Tik Tok videos to target younger audiences and providing content for going in the other social media platforms such as Instagram. The information was also distributed in local WhatsApp groups.



## PORTOBELLO RADIO

### Portobello Radio

Our team explained the project on Portobello Radio, which attracted various participants to our co-design events.



### Continuous presence in the pods

A key outreach strategy has been being continuously present in the pods in Thorpe Close. Our team spent between two to three days a week working from the pods, so passers-by could stop and have an informal conversation about the project. The pod was decorated with the drawings that people had created during the workshops, so everyone passing could see the process. (Photograph by DK-CM).

## 2.3 CO-DESIGN WEEK 1: MAPPING LOCAL CULTURES

The aim of this co-design week was to understand the different cultures that live and work in North Kensington, how they use the space, what are their needs and aspirations in terms of public spaces and community facilities. This co-design week also addressed one of the deliveries of our project: understanding the local demographics. We design a series of activities for this:

### Drop-in session. Thursday 19 August.

The first activity consisted of a drop-in session in our pod at Thorpe Close. This cosisted of:

- Explanatory boards (put together by DK-CM with Lugadero's and the Westway Trust's input) to introduce the project to participants.
- A large map of of the Westway Trust land (which DK-CM had put together). Through this map, we asked participants to discuss with us the local cultures in the area and point in the map how these local cultures manifest in the public realm.



Map used for drop-in sessions and workshops. DK-CM.



Explanatory boards for co-design events. Designed by DK-CM, with input from Lugadero and the Westway Trust.

## co-design process

**Between August and October 2021, we will run a series of co-design workshops and activities to collectively create proposals for the Community Street project. Workshops and activities will be structured in four co-design weeks between August and October. For each of the four co-design weeks, workshops will take place on Thursdays and Saturdays, and there will be various dates, times and formats to participate, including on-site face-to-face workshops, drop-in sessions and online workshops.**

If you cannot make it to any of our public events, we will regularly be in the Community Street dedicated pod in Thorpe Close. Come and see the schedule of when we are in the pod and we will be very happy to hear your ideas.

**Westway Community Street Project — Proposed Ground Rules and Terms of Reference**

- Three organisations are involved in the co-design process of the Westway Community Street project: the Westway Trust, Lugadero Ltd who will deliver the co-design process and DK-CM who will translate the findings from the co-design process into a final design proposal. All three organisations are deeply committed to ensuring as many voices are heard and able to contribute their ideas and perspectives throughout the co-design process and beyond with plans.
- Everyone will respect each other and engage in open, honest dialogue
- Please listen carefully and with respect
- One person talks at a time
- Don't cut people off
- Be open to new ideas
- Participants can choose the level of engagement they wish to have in engagement activities
- Please let us know if you are unable to attend any of the engagement activities we do it in a voluntary capacity
- Everyone should be committed to addressing the priorities of the Westway Community Street project and ensuring that the outcomes of the process does not affect anyone's personal interests should they arise
- Please let us know if you have some goals and interests – different cultures should be acknowledged
- Please let us know if you feel sexism, classism, racism, heterosexism and other forms of discrimination (religion, age, ability, language, education, geographical location, sexual orientation, gender identity, ethnicity, gender expression) are being directed towards you or others. We will work to ensure that everyone is treated with respect and that respect for all individuals is maintained. If you feel unsafe please let one member of our team know
- If something someone says hurts or bothers you, say so and say why
- It's okay to disagree, but be sure to show respect for one another
- If you are uncomfortable with a question or topic, please let us know
- We will be photographing these sessions, if you prefer not to be photographed, please let one member of our team know
- We will be working with individuals who live and work within the local area or that represent organisations and/or communities in North Kensington.

Everyone will observe confidentiality in relation to shared information that is not in the public domain. Some of the things we will say will be private (personal). We will not tell these stories to other people, unless we all agree that it is okay.

**— find out more at [www.communitystreet.org](http://www.communitystreet.org)**

MAYOR OF LONDON LEAP

**co-design week 1 (august)**  
— Introductions and local cultures

day 1 — 19.08	12-2pm	drop-in session @ Pods, Thorpe Close
	3pm-6pm	on-site workshop with focus on Portobello Market Canopy area @ Portobello Marquee
	6:30pm-8:30pm	online workshop @ Zoom link
day 2 — 21.08	11am-2pm	on-site workshop, with focus on Maxilla to Stable Way. @ Maxilla memorial + healing space

**co-design week 2 (september)**  
— Air quality, ecology + environment.

day 1 — 09.09	12-2pm	drop-in session @ Pods, Thorpe Close
	3pm-6pm	on-site workshop @ Portobello Marquee
	6:30pm-8:30pm	online workshop @ Zoom link
day 2 — 21.08	11am-2pm	on-site workshop @ Maxilla memorial + healing space

**co-design week 3 (sept. + october)**  
— DIY public space

day 1 — 30.09	12-2pm	drop-in session @ Pods, Thorpe Close
	3pm-6pm	on-site workshop @ Portobello Marquee
	6:30pm-8:30pm	online workshop @ Zoom link
day 2 — 02.10	11am-2pm	on-site workshop @ Maxilla memorial + healing space

**co-design week 4 (october)**  
— Make your ideas happen

day 1 — 21.10	12-2pm	drop-in session @ Pods, Thorpe Close
	3pm-6pm	on-site workshop @ Portobello Marquee
	6:30pm-8:30pm	online workshop @ Zoom link
day 2 — 23.10	11am-2pm	on-site workshop @ Maxilla memorial + healing space

## introducing — the team

**Lugadero:**

Lugadero is a community-based team, which will be facilitating the co-design workshops and activities of the Community Street project. Lugadero is an architecture and urban design practice that focuses on facilitating co-design processes. Previous projects include facilitating the co-design of two public spaces in Wimbledon. Its director, the architect Pablo Sendra, has collaborated with various campaigns in the area. For the Community Street project, we have put together a team that includes people that live, work or have been raised in the area.

**— the team includes:**

- Dave Gilmour is local campaigner and designer, co-founder of air quality campaign rap23. Dave has been involved in various local projects, including the strategic planning of M.A.D.E Lockton Arches.
- Andrea Oliveira-Miguel has worked in community engagement in the area for many years. She has worked both for RBKC in projects such as the Grenfell response and also as an independent community consultant.
- Pablo Sendra is Lugadero's director. He is an ARB registered Architect and urban designer specialising in co-design. Pablo has worked with communities across London delivering co-design processes and supporting community-led initiatives. He is also an Associate Professor in Planning and Urban Design at UCL and he coordinates a course on co-design and does extensive action-research projects with communities. He has collaborated with local campaigns in North Kensington, advising them on co-design.
- Amal Bider has worked with various community organisations in the area, including the Omani Centre - Black, African, Afro-Caribbean, Arabic speaking Mental Health Centre.

**DK-CM:**

DK-CM are architects, researchers, strategists, urban planners, artists and designers. We work with the public to create spatial, environmental and social change — through our projects we are committed to delivering transformations that are with and for local communities, that are positive rather than divisive and deliver on local ambition, making our cities better, more resilient and more diverse & welcoming places to be.

**— introduction to our project team:**

- Cristina Montaine is co-director of DK-CM.
- David Knight is co-director of DK-CM.
- Emma Twine is an architect and our project coordinator.
- Tom Bacon is senior assistant on the project.
- Amrit Sandhu is an architectural assistant.
- Ameeka Babra is our graphic designer.
- Amandine Forest is our graphic designer.

**— find out more at [www.communitystreet.org](http://www.communitystreet.org)**

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**where the project has — come from**

2018  
oct 2018 — Westway Trust awarded funding to develop an Urban Design Strategy

aug. 2019 — Urban Design Strategy for Westway Estate Complete

2019

2020  
feb. 2020 — Successful application to the GLA Good Growth Fund  
mar. 2020 — Community Street project delayed due to Covid-19  
sep. 2020 — Application to GLA revised

jan. 2021 — Delivery of Community Street Project begins

april-june 2021 — Recruitment of Community Street Project Manager and development of design briefs

july 2021 — Appointment of co-design and design teams

aug.-oct. 2021 — Co-design work

2021

2022  
oct. 2021-march.2022 — Design work (including planning permission)  
june — Appointment of contractors  
jun-dec. — Construction and refurbishment work

— find out more at [www.communitystreet.org](http://www.communitystreet.org)

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## what the community street — is about.

**There is a lot of work to be done to improve the physical estate and this is just the beginning - what would you like to see?**

**clean air**

- What does clean air mean to you?
- What resources should be used to tackle pollution?
- How can we improve our air quality?
- What is your favourite local park or green space?
- Which local gardeners or gardening groups might be involved in the project?

**movement**

- How do you usually get about? Do you walk? Cycle? Bus? Drive?
- What are your favourite streets in the local area?
- How far are you normally willing to walk before you decide to get public transport instead?
- What makes your favourite street good?
- What are the features of the streets your prefer walking down?
- What might encourage you to walk below the Westway?

**eyes on street**

- What local places feel unsafe?
- What local places feel safe?
- What things would make you feel safe in the area?
- Are there any spaces that have been improved nearby that now feel safer?

**improvement to buildings**

- What are your favourite local buildings?
- What is your favourite building underneath the Westway?
- What uses or businesses would you like to see more of?
- What facilities do you think are missing from the Estate?
- Do you know of any builders or tradespeople that live locally and might want to get involved?

— find out more at [www.communitystreet.org](http://www.communitystreet.org)

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## FAQ—

**What are the aims of the Community Street Project?**  
Westway Community Street is a 2yr plan to transform the space under the Westway. It will deliver physical improvements and renewal to the Westway estate which is dominated by the motorway above and a hard, concrete landscape underneath. The aims of the community street are:

- To rejuvenation of a well-used and valued community space
- To improve air quality for those who live and work adjacent to the Westway
- To optimise space for community use underneath the Westway
- To support better economic opportunities for local people

**There have been many plans for Portobello Green Arcade over the years. What is different this time?**  
The Good Growth Fund investment means the improvements will go ahead - the budget is secure, and the projects elements are written into the application, and we have committed to a timeframe.

**The previous development plans the Trust had focused on the Acklam Village area. Why is this not included in the Community Street?**  
The total budget for the Community Street is £2.6 million. This budget would not allow for a new building. The Acklam village area will be a separate project as it will need a much bigger investment. The toilets at Acklam will be brought back into use as part of the Community Street.

**Does the scope of the environmental modelling and improvements include the estate itself in terms of Net Zero and the targets of the borough?**  
The Community Street project does not include looking at the environmental performance of the estate but will focus on regeneration and the regeneration of the estate. The main criteria in the design brief is to ensure the materials used in the Community Street are of a high environmental standard and we will look at the provenance of the materials and their embodied carbon and energy.

**How does this proposal differ from the previous consultations?**  
This consultation number 3 that many people have taken part with, was mainly materialising other than another presentation or consultation.  
The difference this time is that the funding is secure and there is an agreement in place with the GLA with a detailed timeframe for delivering the work. Drawing down this funding is linked to reaching milestones in the delivery of the project.

— find out more at [www.communitystreet.org](http://www.communitystreet.org)

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## Co-design workshops.

Thursday 19 and Saturday 21 August

The Thursday workshop was hosted under the Portobello Canopy while the Saturday workshop was hosted in Maxilla. Both workshops followed a similar structure. Since participants arrived at different times, this structure was approached in a flexible mode, and in many cases explained to people one by one rather than in groups. After a presentation of the project and of the workshop theme, in breakout groups, we carried out the following exercises:

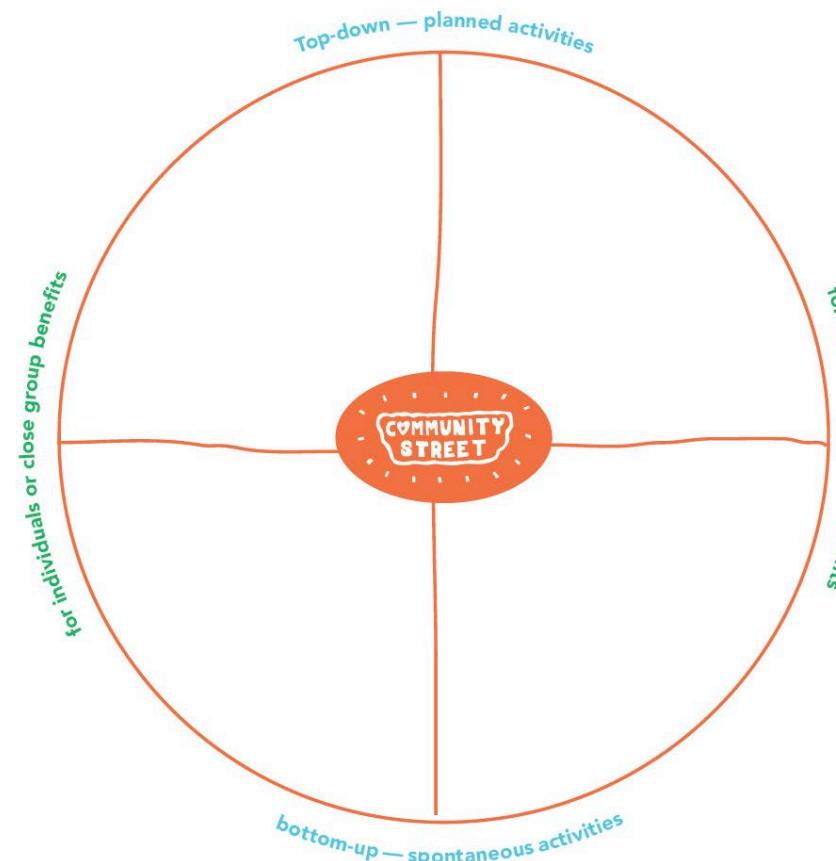
- **Exercise 1: What is your understanding of local culture in the area?** Mapping local cultures in the area.
- **Exercise 2: Based on this understanding, how each of these spaces could be used and transformed in response to the local cultures?** We used a version of the Civic Realm Canvas, based on Domenico Di Siena's Civic Design Method<sup>1</sup>, which Pablo Sendra has adapted for previous co-design projects. This canvas was adapted for this exercise. The activities and spaces proposed are placed on different parts of the canvas depending on whether they are more top-down or bottom-up, and whether they are for collective benefit or for individual or close group benefit. We also used the map to locate some of these proposals.
- **Exercise 3: Which are the skills in the area (people, companies, organisations) that could work on the improvement of the spaces?** We started a local skills audit that we have continued all along the process. The aim is that local sole traders and businesses can work on the delivery of the project.

**Based on this understanding, how could the area around the east of the estate be used and transformed in response to the local cultures?**



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<sup>1</sup> See the open source Civic Design Method here: <https://civicdesignmethod.com>

Civic Realm Canvas for local cultures, adapted by Lugadero, based on Domenico Di Siena's Civic Design Method. Graphic design by DK-CM.

**COMMUNITY STREET**

— westway persona

	name	
key priorities		
your experience of the westway		
local	visitor	planetary
your air quality + green pains		
your air quality + green needs		
in what ways do you interact with the westway?		
how do current levels of air quality and greenery affect you?		
what improvements would improve your experience and help your plan?		

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**COMMUNITY STREET**

— trend card

ecology	*
air quality	*
participation	*
maintenance	***
community safety	***

What is going on? As road safety worsens, cars are getting bigger to make people feel safer

Responding to what need? People feeling need to be safe on the roads

What are the impacts on the street?

- more traffic
- more air pollution
- more danger of collisions with pedestrians, especially children who are more difficult to see from height

Potential Westway issues

- flyover carries more cars
- more people drive to sports centre
- demand for parking spaces increase local roads congested

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**COMMUNITY STREET**

— trend card

ecology	***
air quality	**
participation	***
maintenance	**
community safety	*

What is going on? More and more local authorities are giving communities the opportunity to plant their streets

Responding to what need? People wanting to depave their street

What are the impacts on the street?

- more trees
- more participation in planning
- more need for maintenance
- less road space
- more biodiversity

Potential Westway issues

- requests for space to be depaved
- more people wanting to green the sports facilities
- hard surfaces less accepted by public where not necessary
- plant nursery space demand increases

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## 2.4 CO-DESIGN WEEK 2: AIR POLLUTION AND ECOLOGY

The workshops responding to the theme of air pollution and ecology aimed to enable participants to think about people and spaces as an ecosystem that could be reimaged.

### Co-design workshop and drop-in session People and Place. Thursday 9 September.

The first workshops on Thursday 9 September were centred around three steps, empathy, speculation, and visual transformation.

### Exercise 1. Empathy

The empathy exercise asked people to create a persona of someone who interacts with the Westway; a resident, visitor, or even a non-human being.

Participants were asked to consider the key priorities of this persona, what their experience of the Westway was, what their issues with air quality and the environment might be and then what their aspirations for these considerations might be.

This framing enabled people to bring their own experience of the Westway to the exercise while listening to other perspectives and collaborating to create a new understanding of how the Westway can be experienced differently.

Participants gathered in groups of twos and threes to create these personas, noting their answers in a guiding sheet. The collective of these answers provided some insights into how spaces under the Westway are perceived and used.

### Exercise 2. Speculation

Having created a persona, participants were asked to reflect on what an ideal future space might look like for their personas. Using the previously captured priorities of this persona, their pain points and desires as starting points for building a new world in a distant future. There were two exercises that formed part of this speculation. One was the creation of a dream world that used trend cards provided to help imagine how the world might change and then thinking about how these might make people feel about space and interact with it, and the other was writing a postcard from a future space that had been transformed to suit their participants' needs.

Given the length the first exercise took, participants focused on the second exercise, writing a postcard from a future place. The tool asked participants to explain the key elements of this future space, who uses it, how persona's might think of it, and what some of the challenges might be for it.

### Exercise 3. Visual transformation

The final exercise of the workshop was to create a collage of the space described in the postcard. Images and drawing utensils were provided to enable people to create this speculative world in a visually stimulating way.

In creating the postcard image to go with the accompanying text, it enabled people to reflect on the physicality of their speculation, and what it might take to realise their vision. This also led to a reevaluating of their original proposals.

**— postcard  
of future place**

name <small>give the name of this place</small>	where? <small>who are the key users of this space?</small>	
what are the key features + benefits of this place? <small>think about how you would want to use this place</small>		
what do you think of this place? <small>think about how you would want to use this place</small>	what could be unforeseen challenges here? <small>what could be issues that come about from the creation of this place</small>	draw or list any key features + references <small>free space for drawing or listing additional thoughts</small>

**LEAP**  
MADE ON LONDON

**— transect walk**

local landmarks				
area description				
green or air related problems				
green or air related opportunities				

**LEAP**  
MADE ON LONDON



Photograph during transect walk. Photograph by DK-CM.

## Transect walks. People in Space. Saturday 11 September

This workshop deployed a transect walk methodology to facilitate a conversation around air quality and the environment. Transect walks are observation-based conversation that examine local behaviours and needs around places and evaluate the potential for interventions in spaces.

A transect walk diagram was provided, enabling participants to note down observations, air quality or green problems as well as air quality and green opportunities during the walk. This diagram enabled participants to easily relate issues to places, and was not prescriptive on location enabling participants to define what locations were most important to them.

The walk was purposefully slow and contemplative, stopping at various short intervals to enable people to discuss issues and opportunities in each space. At each stop issues were collectively discussed, while individuals noted down their own thoughts. Where possible people were spoken to detail particular issues.

The walk's starting point was in the Maxilla area off Bramley Road, ending at the top of Acklam Road by Westbourne Studios.



Postcards/collages elaborated by participants in the drop-in sessions and workshops

## 2.5 CO-DESIGN WEEK 3: CREATE YOUR OWN PUBLIC SPACE

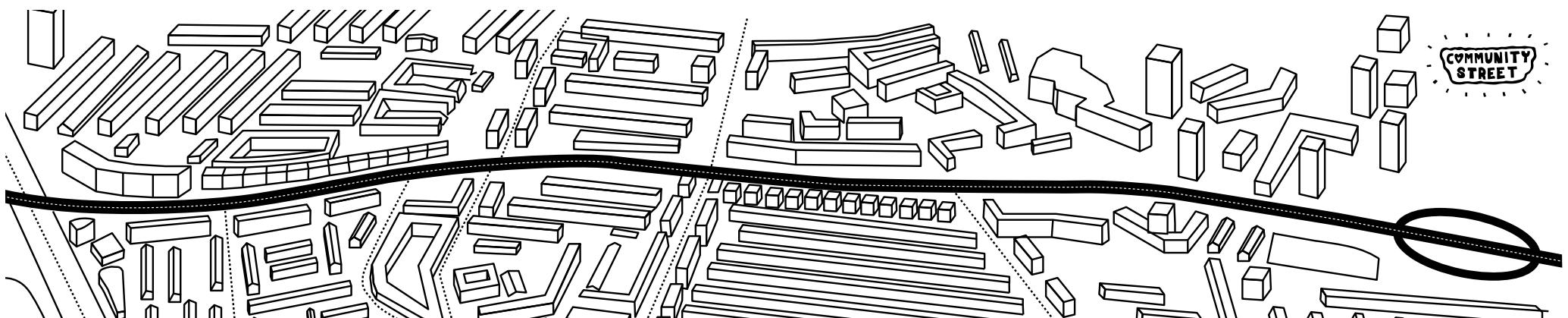
The co-design week 3 focused on creating better quality public spaces, on the experience of children in the public space, their needs, and aspirations. It consisted of two drop-in sessions, and various children's activities for co-creating ideas for the public realm.

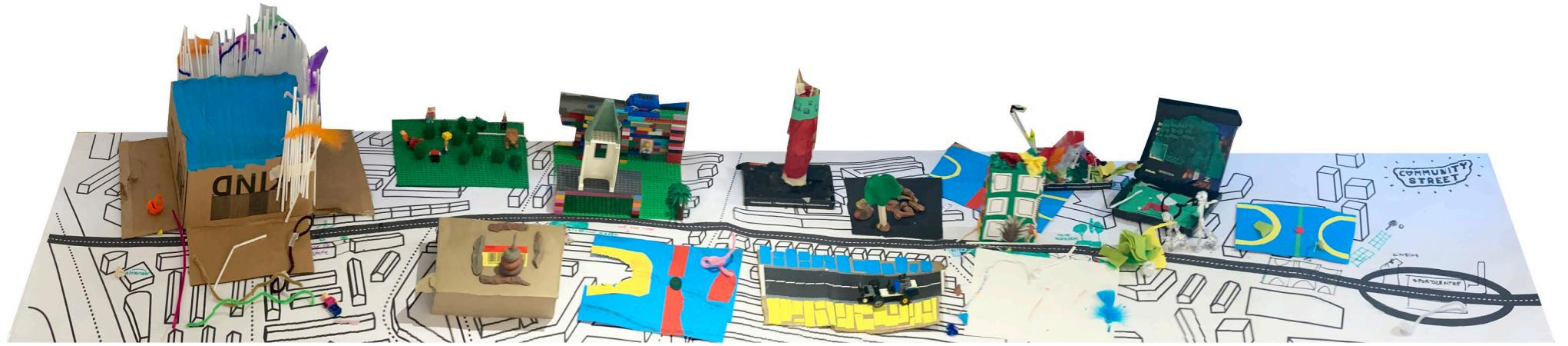
### Children's workshops. Thursday 30 September, followed by various activities

For the children's workshop, we engaged local artists Lydia Gandaa and J King to facilitate a workshop with children. The aim was that children could collectively imagine the future of the Westway and build a collective piece that represents this vision. Children were provided with a birds eye view of the Westway, with questions to prompt discussion, and with junk, cardboard and Legos to create their piece.

After this activity, our co-design team continued engaging with local children through Henry Dicken's Futurehood project, developing drawings and collages to make proposals for specific parts of the Community Street project, such as Bramley's Adventure. We also engaged with Henry Dicken's Futurehood project in the co-design week 4, when we did a walk around Conkers Adventure Playground and the children draw in blackboards how to expand play spaces in the area.

<p><b>Improvement of buildings</b></p> <p>What would you like to see in the building where Bramley's Adventure used to be?</p>  	<p>I think it is important to have this in our area because...</p> 	<p>My contribution to a Westway of the future would be...</p> 	<p>What will it be like?</p> 
<p>I would like to see more...</p> 	<p><b>Improvement of buildings</b></p> <p>What would you like to do under the Portobello Canopy?</p>  	<p>Clean Air</p> <p>What do we need to reduce air pollution?</p>  <p>Where would you plant more trees?</p>  <p>Where would you put more gardens, flowers and green areas?</p>	<p>Movement</p> <p>Tell us how do you prefer to move in the area: Scooting, cycling, walking.</p>  <p>What do you need for cycling, scooting and walking safely in the Westway?</p>

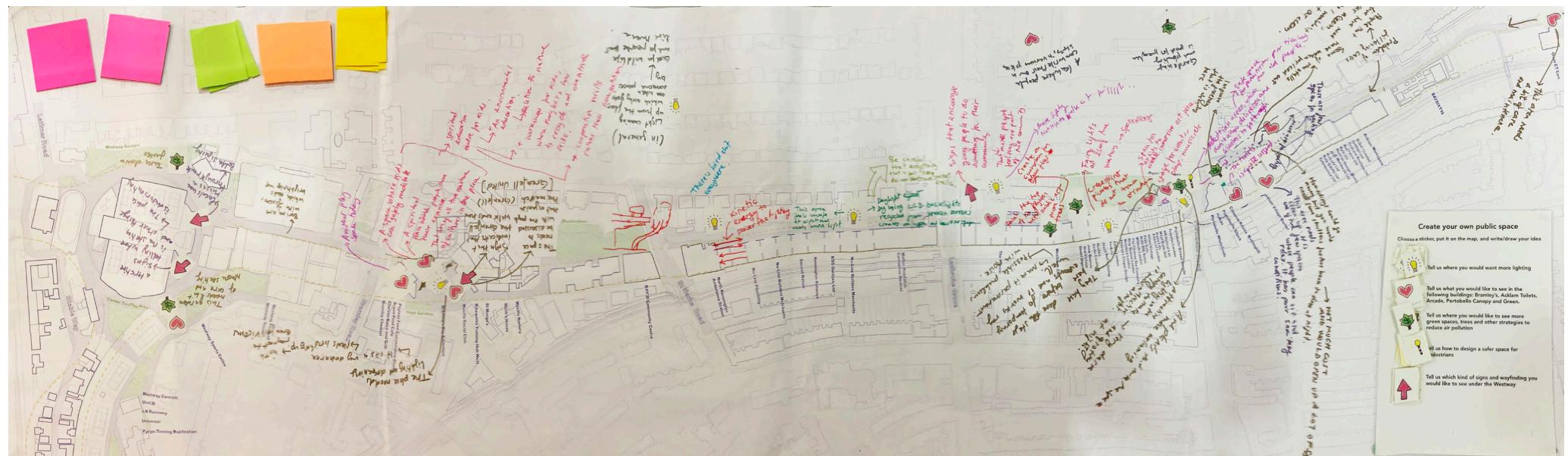
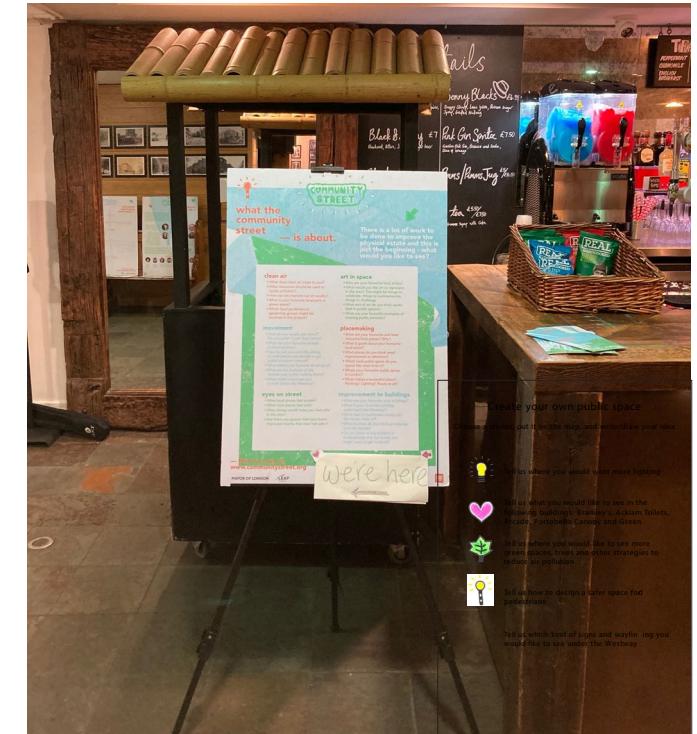




Collective piece created by local children.  
Facilitated by Lydia Gandaa and J King

## Drop-in sessions at the pod and at The Tabernacle. Thursday 30 September and Saturday 2 October

We had a drop-in session at the pod on Thursday and at The Tabernacle on Saturday. For both Thursday and Saturday event, we designed an activity where participants could co-create ideas for improving the public spaces in the area, and also showed their priorities related to some key themes of the Community Street project: lighting, green spaces and reducing air pollution, safer spaces for pedestrians, wayfinding and improvement of buildings. We printed stickers that represented each of these themes. Participants had to take one of these stickers, put it on the map, and discuss the kind of improvement they wanted.



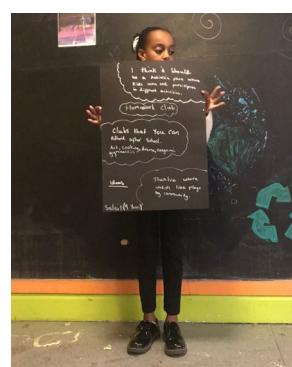
## 2.6 CO-DESIGN WEEK 4: MAKING YOUR IDEAS HAPPEN

The final workshops were designed to be active placemaking exercises in situ. Due to the open nature of the co-design process, where some participants were engaging with the process for the first time, these covered both observation and discussions on issues as well as potential creative responses to them.

The workshops were divided into four sections with clear meeting points and times. This meant that participants could join for the whole workshop or a shorter section. At each meeting point, refreshments were provided by a local community-run businesses, and were an opportunity for open conversations covering the project. For every leg of both walks, interested stakeholders were invited to participate, this meant that for example Stable Way tenants came to sections of the walk covering the western end, and Portobello Arcade and Acklam Village tenants attended the central part, and Al Manaar mosque staff attended at the eastern end. They were accompanied by local residents, representatives of local community groups, local business people and students.

Participants were provided with black boards to capture their ideas and reflections for spaces. Each participant was asked to 'Observe' the space, 'Locate' areas for intervention, and finally 'Create' their intervention on the provided blackboard. To enable broader participation, the project team had scribes to capture the thoughts and ideas of those who were unable or unwilling to write or draw.

On each walk, participants were split into groups with at least two project team members, one guiding the walk, and another acting as scribe. The walks stopped in various locations enabling participants to engage in conversations about specific potential interventions. Conversations were fluid and ranged from people talking in pairs about interventions, to large group roundtable discussions around spaces.



## 2.7 ONLINE CO-DESIGN WORKSHOP

We run one online workshop in between co-design weeks 3 and 4, which replicated a similar activity to co-design 4. Instead of doing a in person walk along the Westway to identify proposals and places that needed improvement, we conducted a virtual walk along the Westway. As we moved through the different

areas of the Westway through a map and photographs, participants identified problems and made proposals, made proposals on how to address them, and also expressed their aspirations about the different areas.

The workshop was conducted in Zoom, and we used the collaborative platform Miro.com to collectively discuss and document the ideas. The participants ideas were written in post-it notes and pasted on top of the map and on the photographs.

**miro** Digital Westway design

Share 13 Meeting

The Miro board displays a digital map of the Westway area with various annotations and a grid of 24 photographs. The map includes labels such as 'Unsafe at night', 'Pavilion / shelter for wayfinding', 'Connection to different places', 'Places for artists', 'Ecology centre', 'Air pollution', 'Area of great local value / interest', 'Love the garden', 'Bikes better use the space?', 'Summer bbq area', 'Climbing or space', 'Pavilion / area with seating', and 'Summer bbq area'. Below the map is a grid of 24 photographs arranged in a 4x6 grid. Each photograph shows a different view along the Westway, with red annotations overlaid. The columns are labeled with directions: N (top), S (bottom), E (right), and W (left). The rows are labeled with locations: looking from Tennis Courts Northwards, passing the climbing centre, looking towards the climbing centre, looking north from Kingsdown Close, looking west under the Westway, at the entrance to Sports Centre, looking from Sports Centre West, looking south from bottom of Lathner Road, looking east from Bransley Road, looking east from Bransley Road towards Bransley's Big Adventure, looking east from Bransley Road under the Westway, looking east from Portobello Green towards Ladbroke Grove, looking west from Portobello Green towards Ladbroke Grove, looking west from Portobello Road towards Aycliffe Road, looking south from Aycliffe Road towards Rail Bridge, looking east from Aycliffe Road, looking east from Aycliffe Road towards Al Manaar - Westbourne Studios, looking south from St Marks Road towards Maxilla Gardens, looking west from St Marks Road towards Maxilla Gardens, looking west from Aycliffe Road towards Portobello Road, and looking west from Aycliffe Road towards Swinburne Estate.

## **2.8 MEETINGS WITH ORGANISATIONS**

We have had arranged meetings and/or engagement through our co-design events with 35+ organisations. Some of these have consisted in arranged meetings that have lasted for over one hour. In other occasions, we have engaged with these organisations and discussed their needs and aspirations for the area through our co-design events or organising a presentation or drop-in session in their events or venues. For example, for the walks that we organised as part of the co-design week 4, we targeted various organisations so they could attend to the legs of the walk that could be more interesting to them. Organisations included religious organisations, art organisations, tenants, community centres, local businesses, supplementary schools, ESOL for adult education, parents groups, sports groups, grassroots organisations, local markets, and tenants and residents associations.

**Our methodology has included meeting with local groups and organisations to have focused discussions on the Community Street project, on their needs and aspirations for the area.**

## **2.9 PUBLIC PRESENTATION OF RESULTS OF THE CO-DESIGN PROCESS**

On the 17 November 2021, we presented the results of the co-design process to the local communities at the Westway Sports Centre. 54 people attended the event. It consisted of a presentation by the co-design team and a Q&A with the audience. The feedback mainly concerned which were the next steps, how it would be decided which projects are prioritised and how the £2.6M funding will be spent.

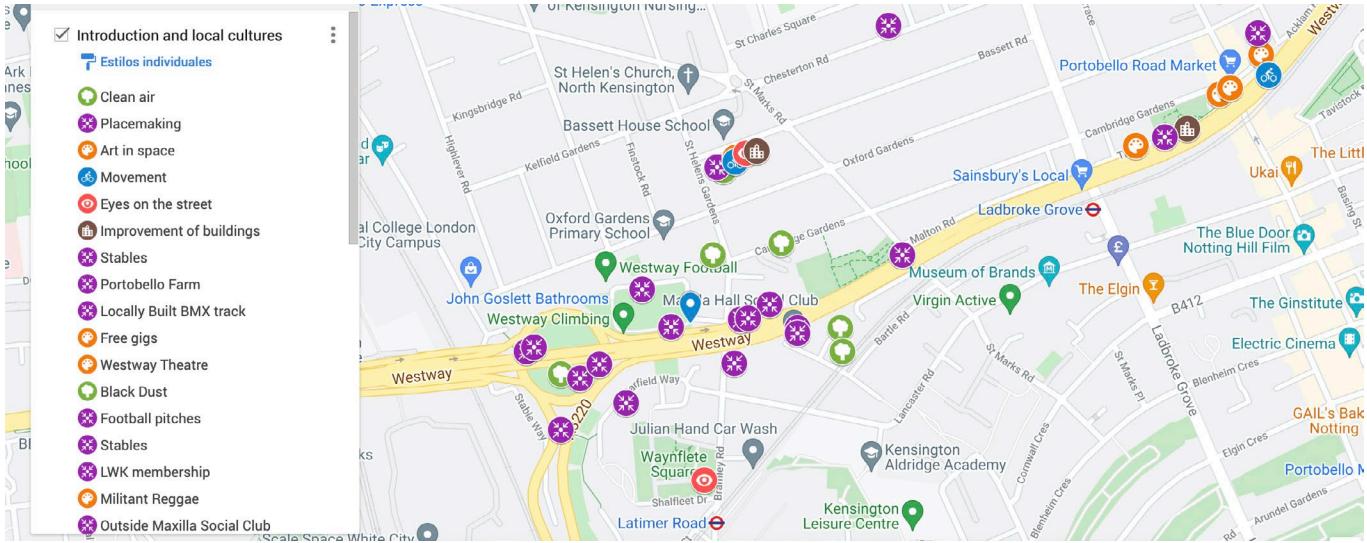


## 2.10 METHODS FOR DATA COLLECTION

We have used a variety of methods for data collection, including:

### Mapping

Using a long map in paper to collect participants' inputs and then digitalising them in two maps. One collects the "co-production of knowledge" about the area, the other one "co-design proposals". These are put in a Google Map, using various categories and key words so they can be then exported as a spreadsheet and analysed. They were coded according to the six topics of the Community Street project in order to be analysed.



Map of co-production of knowledge, collecting inputs from participants

### Photographic documentation

Making photographs of all the drawings, graphics and boards produced by participants during the workshops and drop-in sessions. These have been collated in Appendix 1 and has been analysed for presenting the results in chapters 4 and 5.

### Participant demographic form

To capture number of participants, type of participation and demographic data.

### Feedback form

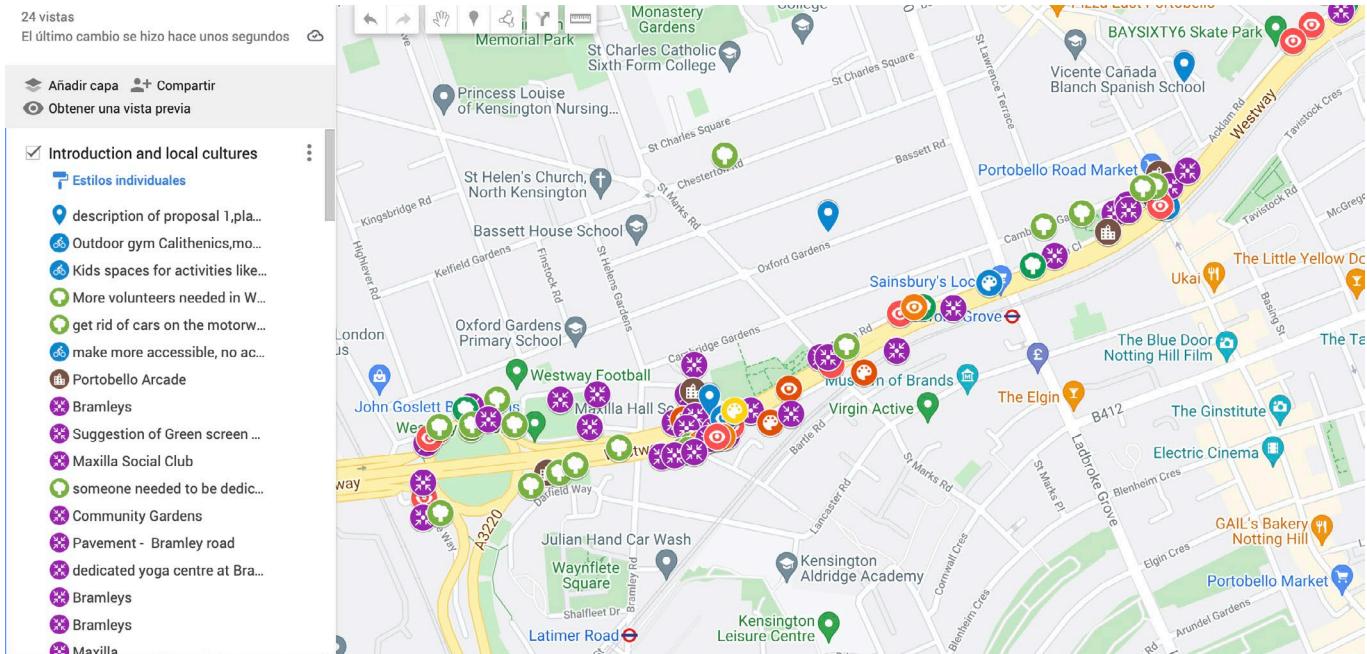
To collect feedback on the co-design process itself and address concerns along the process.

### Organisations form

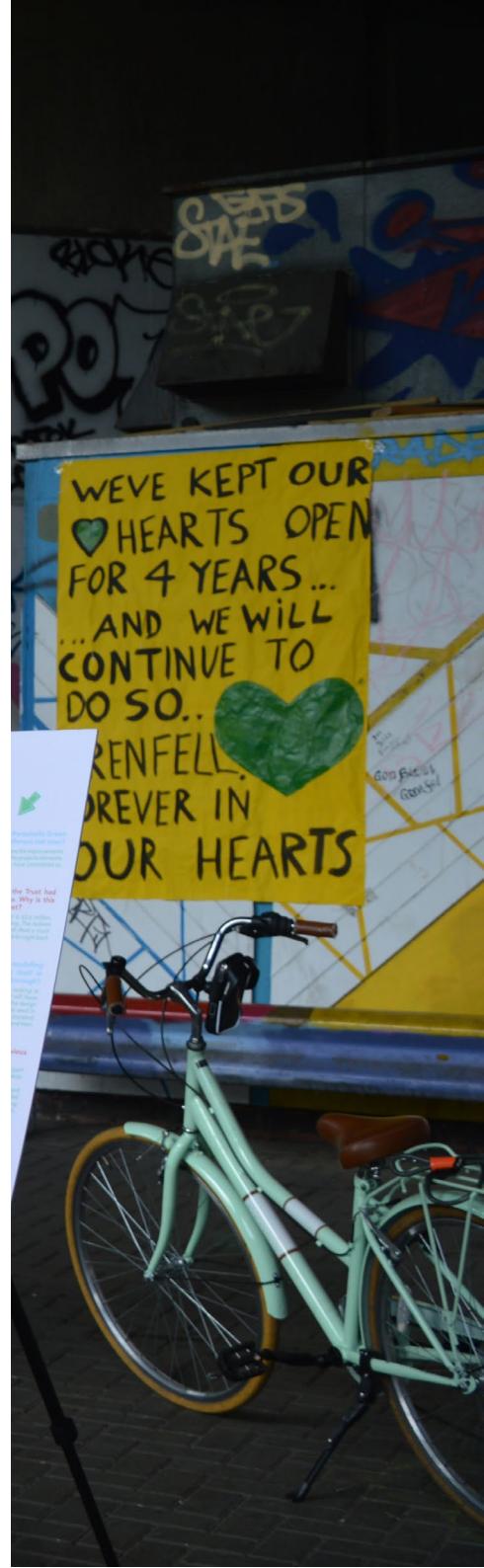
Form to collect interest from local organisations, which was posted in the Community Street website

### Spreadsheet with notes from meetings and conversations

This spreadsheet also collected discussions with participants during the workshops and walks, as well as other informal conversations and arranged meetings. This focused on more qualitative data and complements the information collected on the maps. They were coded according to the six topics of the Community Street project in order to be analysed.



Map of co-designing proposals, collecting ideas from participants



### 3. Indicators of participation



Co-design workshop at Maxilla  
Photograph by DK-CM.

# We spoke to

# 874+

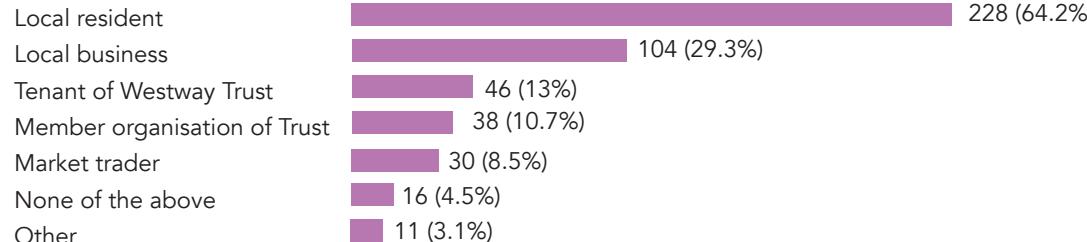
participants

53% 46% 1%

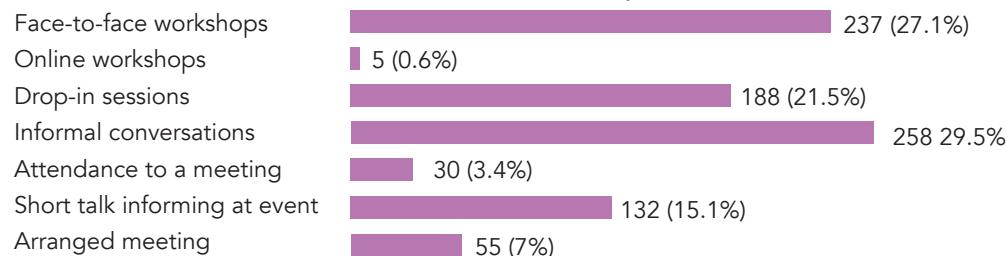
women men Prefer not to say\*



## Who were the participants (355 responses)



## What type of engagement (874 responses)



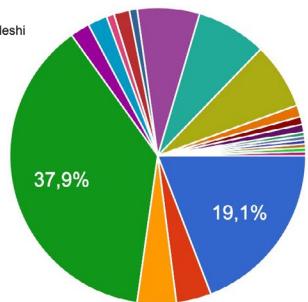
## +54 coming to the final event

In the final presentation, the main feedback was on the need of communicating transparently how decisions will be made on how the £2.6M will be spent, which interventions will be prioritised, and a timeline on when the interventions/improvements will take place.

\*Participants were given the option of identifying themselves as other gender

## Participation reflected the diversity of local communities (235 responses)

- White British /Irish/Welsh/ Scottish
- White European
- White Other
- Black British /African /Caribbean
- Black Other
- Asian Indian /Pakistani / Bangladeshi
- Asian Other
- Mixed White and Black African
- Mixed White & Black Caribbean
- Mixed White & Asian
- Mixed Other
- Arab
- North African
- Filipino
- Prefer not to answer
- eritrean
- Peruvian
- Gypsy
- Mongolian
- Italian
- Persian
- Chinese
- British - maltese



It is hard to compare this demographic data with the actual demographic data of the area, since the last census dates from 2011 and it is done by ward.

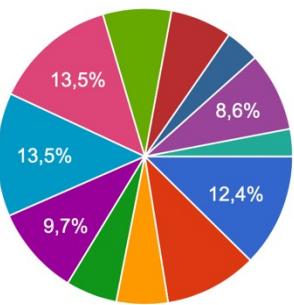
If we take the Golborne ward for example, the comparison is the following:

Ethnicity	Census 2011 Golborne Ward (%) <sup>1</sup>	Participants in Community Street (%)
White: English/Welsh/Scottish/Northern Irish/British	28.6	19.1
Other White	16.6	4.3
Black African	10.8	37.9
Black Caribbean	7.9	
Arab	6.9	7.7*

\*In addition to this, other 7.2% identified themselves as "North African".

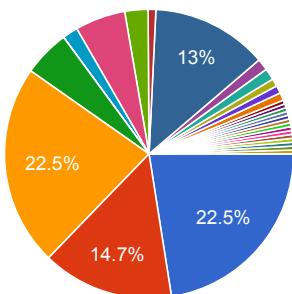
## We spoke to all age ranges (267 responses)

- Under 16
- 16-24 years old
- 25-29 years old
- 30-34 years old
- 35-39 years old
- 40-44 years old
- 45-49 years old
- 50-54 years old
- 55-59 years old
- 60-64 years old
- 65+ years old
- Do not wish to provide my age



## Employment status of participants (231 responses)

- Philanthropist
- Do not wish to answer
- student st Charles
- st charles student
- Student
- Student
- student at st Charles
- Volunteer & self-employed
- Carer
- Home maker
- working at home mum
- volunteer
- go to st Charles college
- secondary school full time education
- students at st charles college
- student st Charles college
- student st Charles
- st Charles student
- primary school bevington
- bevington primary school
- full time parent



# What people liked

"I went along to find out what the Community Street project was about. The workshop was interesting, and the MIRO board worked well to record people's comments and interactions. The workshop leaders were friendly and open and they engaged the participants well. I was glad I went along!"

"It was good talking in person with the design team about the history of the area and productive discussing project ideas"

"Trusted the people who were taking my views as community members"

"You get to share thoughts with others"

"Accessible, open."

"Actual engagement."

"I liked to see people I knew from the area involved, people who I know have shown commitment and understanding to local issues, people who have been engaged in campaigns, who are outspoken in relation to the Council, the Previous Trust, and local authorities in general, people who are active and connected to what is going on on the ground re spaces, housing, pollution, racism, Grenfell and our local history..."



**"I learnt things from the people here, about the community, about the project. I feel to be participating in my local area, which is a good feeling. Makes me feel part of it. Meeting community activist is very positive."**

# What people thought could be improved

"A general point - at the end of the session it would be good for participants to be invited to stay in the loop of the project co-design process. 'Friends of Community Street'? So they can be kept informed about next steps in the consultation, both further consultations and the sessions where information gathered/ a report will be shared back with people who have taken part. I think its a good way of showing participants that their contributions are valued in the design process, and building relationships/ momentum for the project. I'm not sure if the Community Street newsletter will do this?"

"Maybe have a performance piece that act as a focus to get people involved"

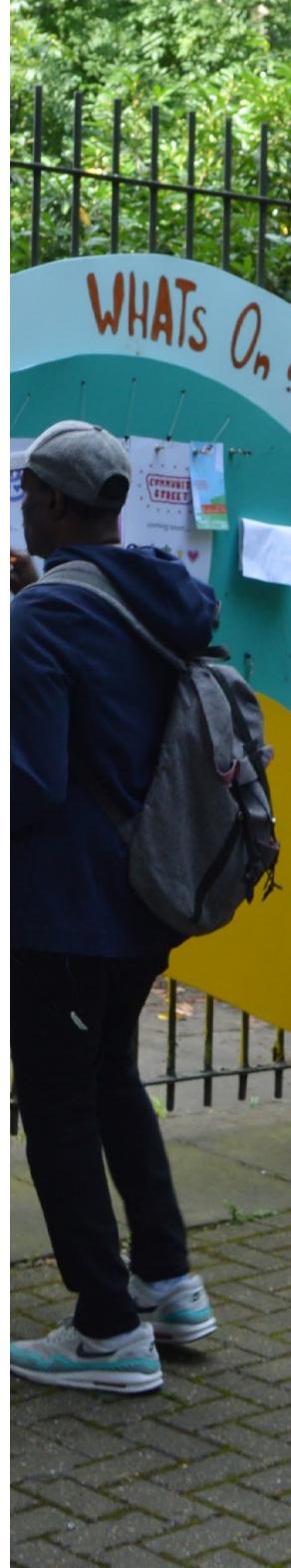
"A larger focus group would have been nice,

and some more initial ideas for what could be planned in order for alterations to be suggested rather than coming up with ideas entirely on our own"

"Further engagement should be had as I'm only finding out about this now so better and more promotion to be had."

"Refreshments\* More technology Suggestion box"

\*This feedback was considered and refreshments were offered in the events, which proved to be very successful.





Transect walks  
Photograph by DK-CM.



## 4. What you told us

# Mapping local cultures

## SAMPLE OUTPUT



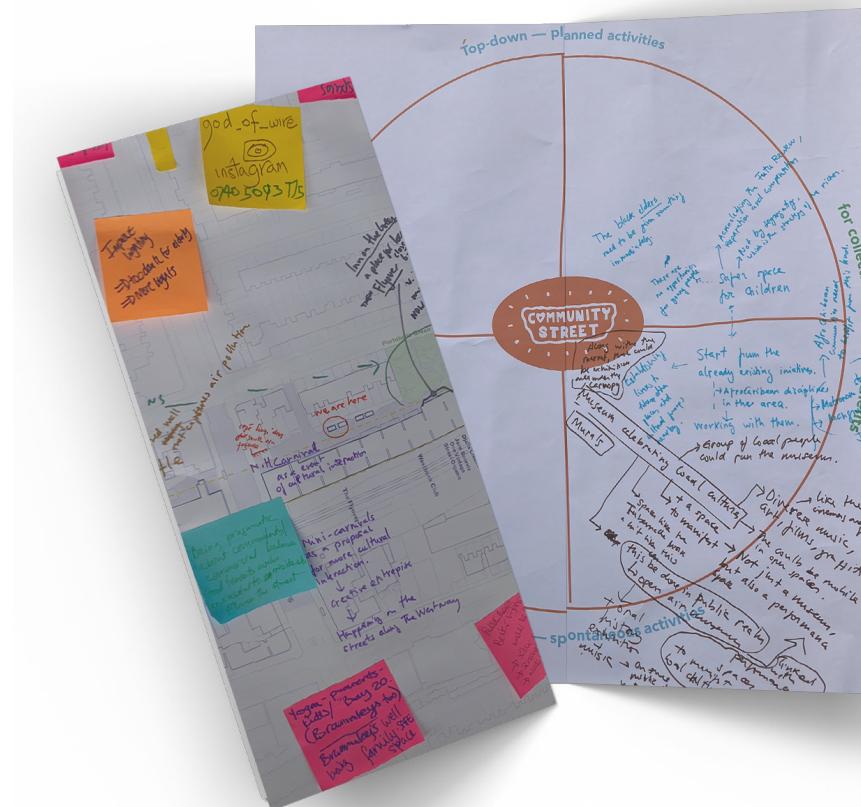
## MAPPING LOCAL CULTURES

# The first series of workshops were centred on understanding the local context.

A range of mapping tools were used to provide insights into what local organisations, practices and cultures exist around the Westway flyover, and how individuals and groups intersect with and use the spaces included in the project.

## what you told us...

- A plurality of people, organisations, and groups use the space for a variety of different reasons at different times of day and night.
- The proposals need to respond to this diversity and provide space that does not segregate, but is an opportunity for everyone, old or young.
- The Tutu Review needs to be acknowledged and this project should be an initial response to that.
- There is a rich local history tied to multiple communities and social movements and the project should find a way to celebrate this.  
Proposals included an outdoors museum, performance spaces or commemorating plaques.



## A. Plurarity of people, organisations and groups use the space for a variety of different reasons at different times of day and night.

Participants of the workshops described the multitude of ways in which people use the spaces under the Westway flyover. These are partly defined by established land uses: the well used sports facilities in the west, the shopping parades on Bramley Road and Ladbroke Grove, the art studios and community services scattered throughout, the light industrial units on Malton Road, the offices and skatepark in the east, and Portobello market in the heart of the space.

Participants also spoke about the informal activities that take place around them. The market stalls that appear and disappear through the week establish a local rhythm, injecting periods of intense activity into the area, and as the visitors leave and traders pack up, the stalls are used as impromptu seating and street furniture for people to dwell in the space in the evenings. In the eastern end, when Friday prayers finish at Al Manaar mosque, Acklam Road becomes a pedestrian zone as worshippers greet each other, similar situations are found when events finish outside the Eritrean centre, the skatepark, Mode, and Maxilla Social Club.

An emerging centre of activity was reported around the Maxilla area. Since the Grenfell Tower fire, participants described how a previously empty space has become a new focal point locally, with people painting the blank facades and pillars of the flyover in remembrance of the tragedy. The largest motif on the backside of the abandoned Bramleys World of Adventure building, has become known as the Wall of the Truth and is the endpoint of the monthly Grenfell remembrance walks. The artwork has been accompanied by benches, plant pots, and a new planted space called Hope Gardens.

Other garden spaces were reportedly well used. Small pockets of greenery around the Sports Centre, were said to be used by dog walkers and bird watchers, as well as for general leisure. Maxilla Gardens was reportedly used more for leisure in recent years thanks to improvements to space, it becoming more open in its relationship to St Marks Road, and the opening of Bay 20 community centre. It was also said that Portobello Green and the Portobello Canopy operate as one continuous public space that is used for dwelling and leisure at all times of day, but especially around lunchtime.

The Westway spaces were also described as key for movement. It was relayed as being known locally as the concrete umbrella, providing refuge from the rain to passersby and those moving around on foot and bicycle. Key connective active travel routes were also reported in the east connecting the local high street, Golborne Road, to Westbourne Park Station, and between North Pole Road high street and Latimer Road Station. The most important generators of car movements were said to be the Sports Centre, Portobello Market, and Westway Community Transport.

A multitude of spaces were also reportedly being used for vehicle storage. Participants outlined how the public spaces around the Sport Centre area were regularly used as a car park for film sets, and how informal car parks had emerged by Bramley Road shopping parade, the bottom of Kingsdown Close outside Maxilla Social Club, Thorpe Close by Ladbroke Grove, and at times Acklam Road by the Al Manaar Mosque. This was despite participants reporting underused adjacent car parks at the Latymer Centre and the western end of Acklam Road.



Portobello Market under the Westway. Lugadero



Graffiti wall and hoardings around the riding arena. Lugadero



View of Acklam Road at night. Lugadero



Bridge over the railway lines from Acklam Road. Lugadero

**B. The proposals need to respond to the diversity and provide space that does not segregate, but is an opportunity for everyone, old or young.**

Workshop participants recognised the diversity of functions that the constellation of spaces making up the Westway Trust as being important to the local area's identity. This was reported as giving the space its unique character. Participants mentioned how the emerging designs for space should seek to retain this plurality of experiences and possibilities. It was underlined that design proposals should reinforce the ability for anyone of any age to find a place that could meet their interests and desire.

**C. The Tutu Review needs to be acknowledged and this project should be an initial response to that.**

Some workshop participants expressed ambivalence when discussing the Westway Trust's reputation. While some discussed the tenancy issues, others talked about changes they had seen in their lifetimes. The most common issue discussed was The Tutu Foundation UK's recent findings on institutional racism in the Westway Trust's operations. Those who engaged in this project said that they felt it could be an opportunity to show how the organisation is responding to the report's findings. It was underlined that this should be reflected in both the processes and outcomes of the Community Street project.

**D. There is a rich local history tied to multiple communities and social movements and the project should find a way to celebrate this.**

One of the most revealing findings of the workshops was how consciously embedded many participants were in the history of the area. Many participants were familiar with the origin story of the Westway Trust as a community-led organisation, and discussed a series of local events and activities as shaping the area's tangible and intangible identity.

The cultural significance of the Notting Hill Carnival was underlined several times. Partly as an animator of the spaces around the project area during the Carnival itself, but also beyond the event days as a driver and perpetrator of important local practices, such as steel pan band practices and costume making, which are key to creating communities year around. Participants mentioned that spaces for rehearsals and making were not, however, easy to come by.

Participants also mentioned the timeline of local anti-racism and social movements. Participants asked whether these different events or processes could be celebrated in the project somehow. Many participants also affirmed the presence of a multitude of different local migrant groups from Caribbean and Eritrean, to Moroccan and Portuguese, and whether more information about the history of these and other groups could be included in the project somehow. Participants' ideas included an open air museum, performance spaces or commemoration plaques.

# Air pollution + environment

## SAMPLE OUTPUT



Postcards designed by participants in the workshops

# What is people's experience of the environment in and around the Westway Trust's land?

The workshops tried to prompt participants to speculate about what different futures might look like and enabled people to empathise with different users of the space to recognise different perspectives on green issues. Participants then created a new idealised world using collage and drawing, and then wrote a postcard from the future explaining how the space was transformed. Guided walks also enabled people to observe local issues.

## what you told us...

- The Westway is dualistic in that it feels homely for some but can be alienating for others.
- There is a general lack of green space around, and the project needs to increase local planting.
- A large amount of informal and formal parking takes place, taking space away from people, the project should seek to reduce this.
- Monitoring: could the project be an opportunity to communicate local air quality issues in public space somehow?







Postcards designed by one of the tenants

## A. The Westway is dualistic in that it feels homely for some but can be alienating for others.

An intriguing finding from these workshops was that the Westway is seen as both an inclusive and an alienating space, with some participants holding both views simultaneously. This depended on the time of day they imagined to be there or what part of the space they found themselves in or what activities they described happening there.

Participants commented on the structure itself. Some reported the structure as imposing and polluting, whereas others discussed the beauty of the concrete and intrigue of its curvature. People empathised with visitors not being familiar with parts of the space having a different experience to those who know it intimately.

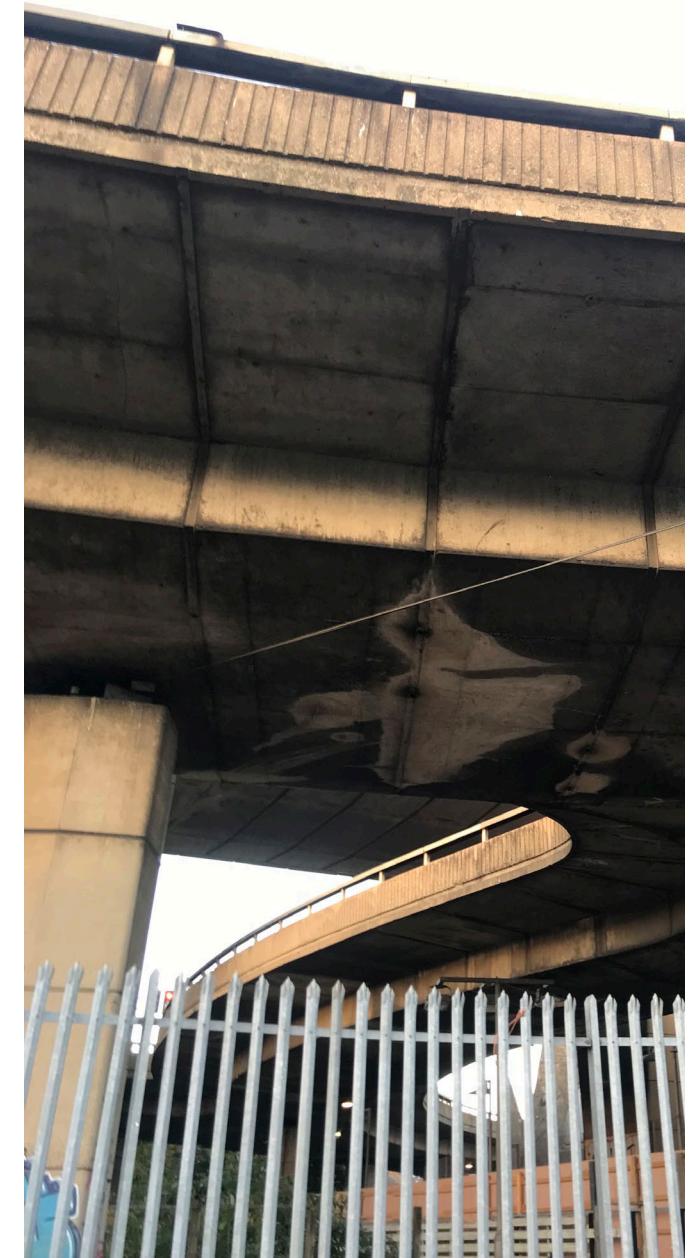
Participants felt that the area behind the Sports Centre could be a disorientating space. This was attributed to the blank frontages of the Centre itself, the darkness of the space, and the lack of signage. While locals use this as a cut through to and from Latimer Road station to the north, participants felt that visitors could get lost if directed there, and at night it can feel quite lonely. The pockets of green space around were said to be loved as spaces to use but visually to contrast the brutal structure of the flyover, it was noted that these spaces had been dramatically cut back and so their biodiversity could be enhanced.

The narrow blind corner between Chelsea Spice and the Latymer Christian Centre car park was reported to create a pinch point. This pedestrian route between Bramley Road and Kingsdown Close and beyond, was reported as being both well used as quite an unnerving experience for fear of collision with cyclists, e-scooter riders, and motorcyclists.

The path between the Wall of Truth and Maxilla Gardens was another bend with limited visibility that raised safety concerns. The pillars obstruct the view to and from the gardens, and concerns around risks of intermodal collision between pedestrians, micro-mobility users and cyclists were raised. Participants also felt the combination of the dripping water from the undercarriage of the flyover, the blank walls from the homes in the south and Bikeworks in the north as well as the ex-Kindred studios combined to make the space feel unmaintained and unsafe. Participants asked whether the fences of the former Maxilla Nursery could be pushed back to open the space and the studios and workshops could provide more of an active frontage.

The alleyways connecting Cambridge Gardens to Thorpe Close and Malton Road were said to be locations of public urination. It was also said that the space behind the pods on Thorpe Close had become a location for urination. It was said that these spaces feel forgotten and make it worse for the residents living in the homes next to it. Participants mentioned that there are not enough toilets, especially considering the number of visitors in the area on Portobello market days.

The area around Portobello Road was one that participants described as welcoming and busy. The canopy was noted by participants as an important landmark locally. Participants mentioned that there is a lack of seating given the number of the food stalls on the market, and that the people perched on the edge of flower beds. These flower beds were also said to have been used by food vendors for discarding their oil, highlighting what participants noted was a lack of facilities for these stalls.



View of the Westway structure. Lugadero.

The hoardings between Acklam Village and the food market were discussed as potentially being the source of another pinch point leading to Acklam Road. While the wall it was noted was part of the original playspace under the Westway, it was asked whether the hoardings were essential for the market functioning and whether this border could be defined in a different way to provide additional seating or planting.

Participants noted that Acklam Road felt unsafe due to the cars on it. The footways are narrow and fractured due to pavement parking, and people reported walking in the carriageway to navigate the street. Participants mentioned that skateboarders often risked collisions with cars coming out of the skatepark. People mentioned that the grills on office windows, the dirt on the undercarriage, the metallic posts of surrounding Westway Community Transport, and the fences around bin stores and the Mode nightclub contributed a neglected feeling which may contribute to car speeds.

The experience noise was also discussed particularly in Acklam Road as participants described it being unpleasant for the neighbouring residents. The noise from the flyover was said to be compounded by the randomised non-rhythmic noise from the skate park that reverberates from the flyover into people's homes. The nightclub was reported to be a source of noise pollution at closing time with people hanging out on the street afterwards.

Crossings were a theme throughout the Trust's estate with people feeling that roads fragmented the space and made it unsafe. Participants noted that there is no zebra crossing on any road under the flyover, with only Bramley Road having a pedestrian island.

Signage was said to be deficient throughout the space. This included signs for shops, such as those in Portobello Arcade or the traders in Stable Way as well as those for key destinations such as the local tube stations, the market and the sports centre. When signage was reported as exist, it often listed prohibited things to do in the space rather than provide any positive information.

### **There is a general lack of green space around, and the project needs to increase local planting.**

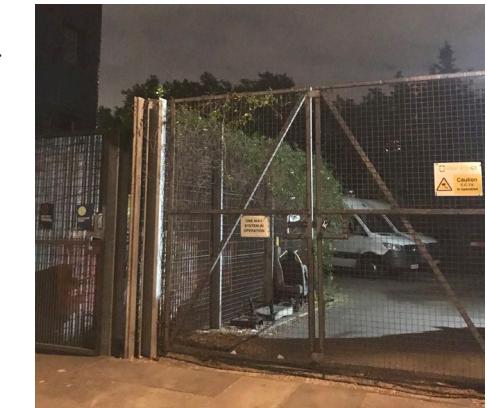
Participants reported how they felt that the spaces under the Westway were very urban and could be greener. Spaces around the Sport Centre had reportedly had greenery cut back, which had impacted local biodiversity. Many participants felt that removing some paving or adding climbing plants such as ivy to fences and blank facades might be a way to help establish a sense of continuous greenery. This was especially true in Acklam Road where fences and grills were said to create a hard edge visually for residents to look at.

### **A large amount of informal and formal parking takes place, taking space away from people, the project should seek to reduce this.**

People reported how parking is increasing locally. This ranged from film set related parking in the west of the estate and pavement parking in Acklam Road to forecourt parking in Bramley shopping parade and Maxilla social club. Disproportionately high car movements were also discussed on Thorpe Close, Malton Road, and the Sports Centre. Participants discussed on-street parking on Portobello Road outside Portobello Arcade blocked stalls from moving onto the street and providing clearer passage into the shops within the arcade. Participants also noted how car parks adjacent to spaces often seemed underused, including at the foot of Acklam Road and at the Latymer Christian Centre. Participants mentioned how the presence of parking hindered the use of space as a public place.

### **Monitoring: could the project be an opportunity to communicate local air quality issues in public space somehow?**

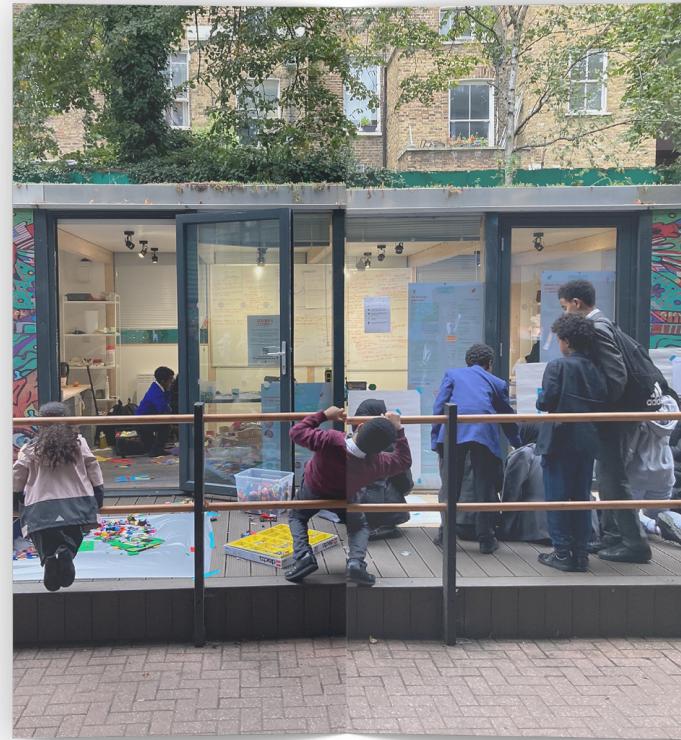
Participants expressed concerns about the levels of air pollution from the flyover and from street level vehicle movements. Concern was reported by participants for the tennis courts and football pitches adjacent to the motorway slip road. Participants wondered whether communicating air quality in public space or the risks of air pollution could be a useful tool to help the public become more aware of these issues.



Above: view of car parking, below: view of frontages on Acklam Road. Lugadero.

# Create your own public space

## WORKSHOPS



## This series of workshops was about reflection through experimentation.

The workshops were targeted mainly at children, providing space for improvisation and collaboration on ideas. A local artist facilitated two of the sessions using discarded materials to provide the basis for collaboration.

### what you told us...

- Safety and play should be at the heart of the project's proposals.
- Could green proposals include water features and attract a diversity of animals?
- Re-using old things can provide new opportunities rather than bringing old things in.
- Could the project provide new facilities for children and young people?

**"Wildflower gardens should be planted to encourage bees as we do not have enough bees"** Lyla, aged 6



## **A. Could green proposals include water features and attract a diversity of animals?**

A theme of the models and drawings produced in these workshops was biodiversity. Participants expressed a desire for new flora and fauna across the space, by drawing and making impressions of green and blue infrastructure.

Children who engaged in the drawing workshops in situ in Maxilla Gardens discussed how nature helped generate tranquility. They drew extra large plants that dwarfed the streetscapes of the neighbourhood, and flooded the tarmac in streets with lakes and waterparks. They drew birds and insects, and discussed the importance of colours brought by flowers in spaces. They also talked about spaces for humans and spaces for animals, and drew houses in the space.

Models made during the making workshops also established ambitious new landscapes, including lagoons in the street and roofs with ponds on them, trees and hedges, large birds and foxes. Children discussed how there were not many animals in the space.

The workshop on Bramleys World of Adventure, gave children an opportunity to reimagine a specific structure. Two of the drawings from this workshop made no reference to human activity and instead one drew a large-scale insect hotel occupying the whole site and another drew a large ocean with birds flying in the distance.

## **B. Safety and play should be at the heart of the project's proposals.**

Participants in these series of workshops discussed and expressed the importance of play and safety in space. Parents, guardians, and children alike mentioned the importance of having places that felt safe for young people and could facilitate play.

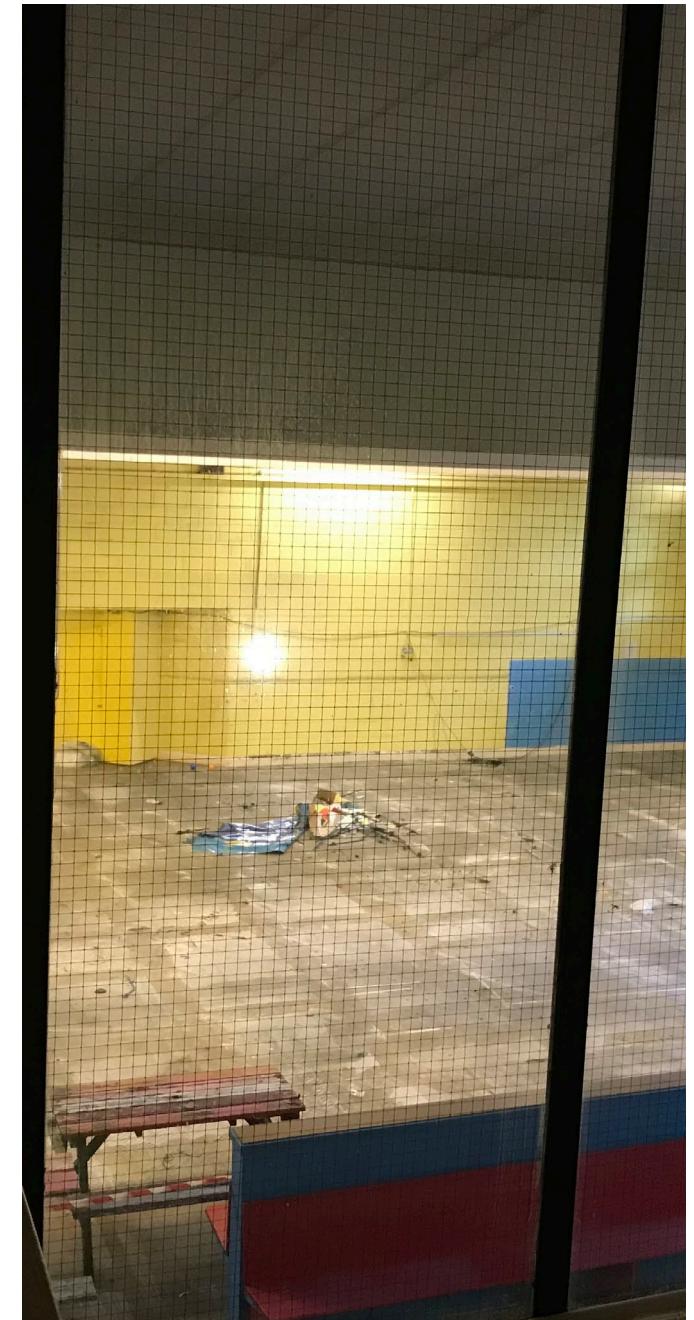
In the Bramleys World of Adventure workshop, some children drew up plans for more organised forms of play, including a trampoline park, ball pits, virtual reality centres, gyms, gaming rooms, football pitches, zipline spaces, and rock climbing. In other workshops children discussed more informal forms of playing, discussing the importance of objects to jump on or off by the street, questioning the flush nature of paving, and talking about feeling safe being key to play.

## **C. Re-using old things can provide new opportunities rather than bringing old things in.**

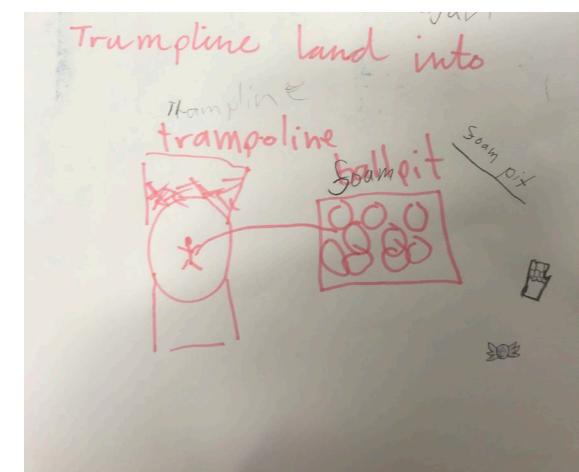
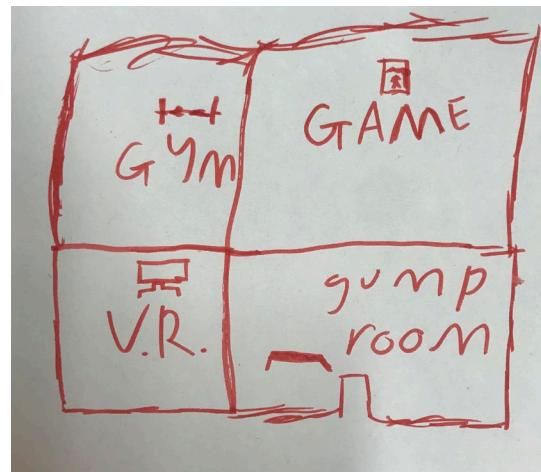
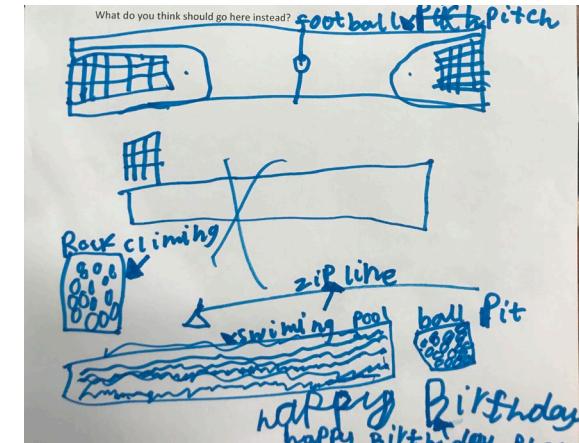
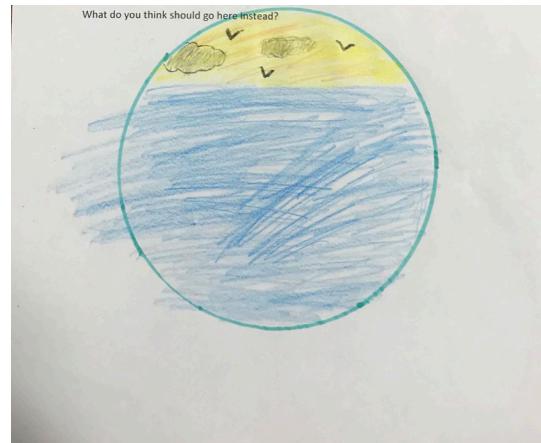
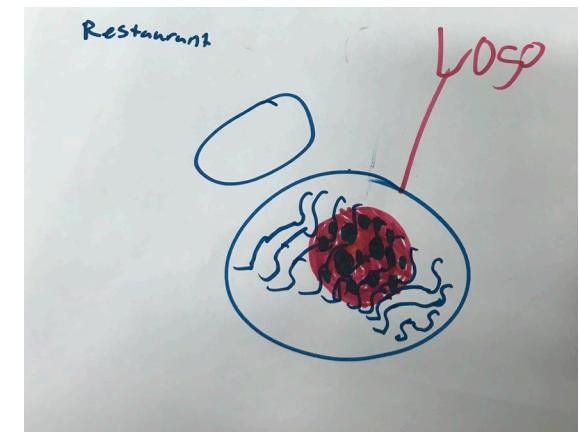
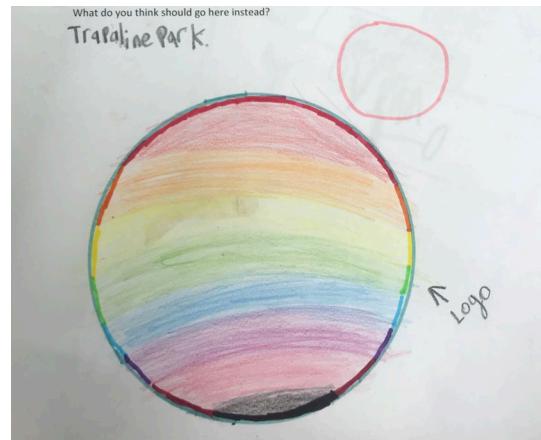
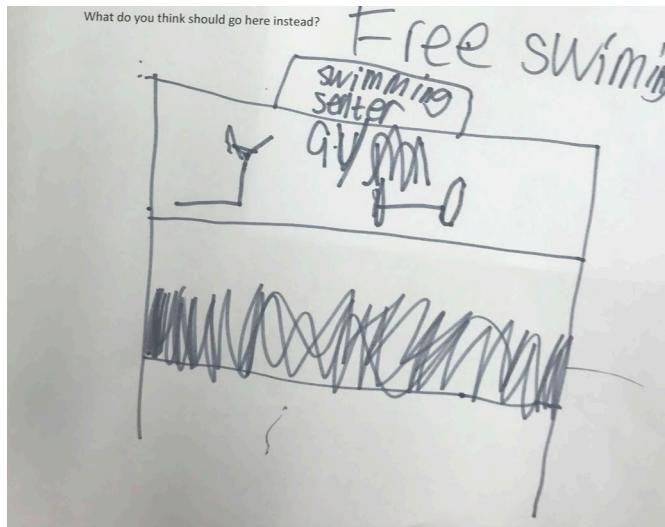
One of the outcomes of the making workshops was that children began to understand change in the built environment, and positively responded to this. The process of using recovered plastic and paper rubbish to collectively create something was one expression of this, but also learning about the lifecycle of the Bramleys building and the Westway.

## **D. Could the project provide new facilities for children and young people?**

Participants in the workshops including children, parents and guardians all mentioned their desire for children's facilities. This was especially true for Bramleys World of Adventure that participants felt should continue being a space focused on young people. One child in the Bramleys-focused session re-imagined the building a "children's help sentre" [sic]. A general lack of locally accessible space for children to connect to do things that was not organised sport was a theme across these workshops.



View of Bramleys main room from the top floor. Lugadero

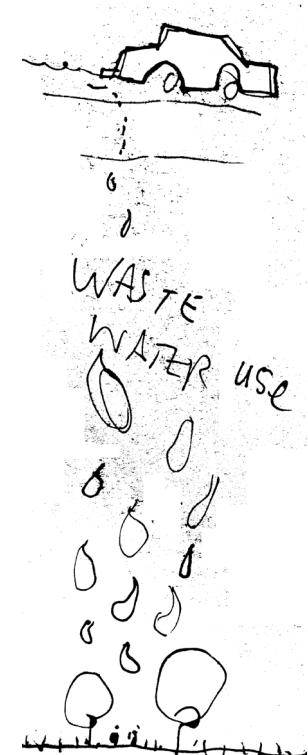
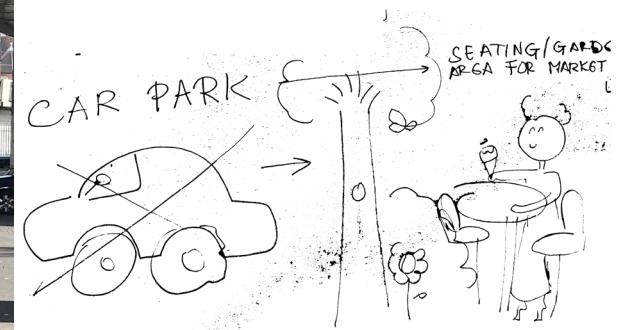
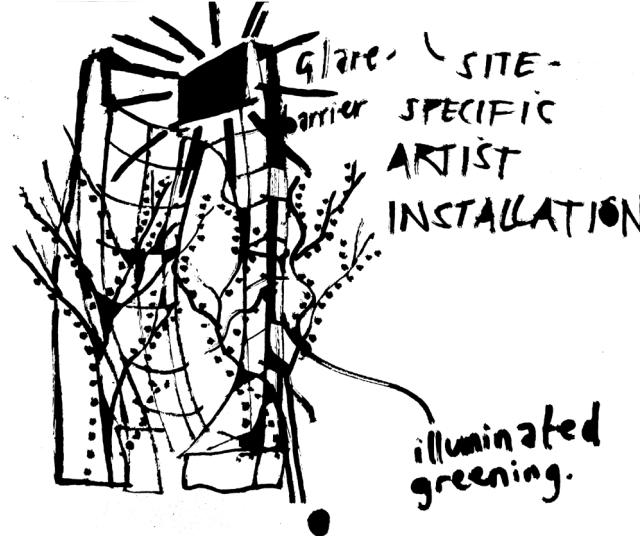


Outputs from the Reimagine Bramley's children's workshop.

# Making your ideas happen

## SAMPLE OUTPUTS

Drawings made by local residents during the walks



Drawings made by participants during the walks

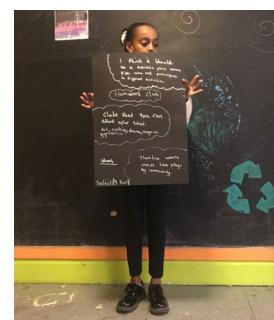
## MAKING YOUR IDEAS HAPPEN

# These workshops were designed to get people to bring their ideas to life.

The workshops centred on a series of guided walks where participants were told to 'observe' space, 'locate' areas for potential interventions, and 'create' their idea by writing or drawing on the black sheets of paper provided. Walks were punctuated by refreshment pauses, enabling people to join for small sections, join for stationary moments or follow the whole journey.

what you told us...

- Stable Way has been completely ignored, could the project respond to its needs in a meaningful way?
- Could the project rewild spaces and provide new information about local biodiversity?
- Community-run spaces are vital to the lifeblood of the local area and will be key for the future of the Westway Trust.
- Is improving pedestrian comfort levels possible with new seating, signage and the removal of cars?
- Make sure the project enables local creativity and fulfils tenants wishes.



## A. Stable Way has been completely ignored, could the project respond to its needs in a meaningful way?

The redline of the project ending before Stable Way and the horse riding arena was a cause for concern. Participants at the workshops felt that this part of the Westway's Trust's estate was the most overlooked part of the local area, and that the community street project was the latest episode in a history of longstanding neglect here. Workshopping in situ across two workshops, participants discussed improving the local environs in a multitude of ways.

The entrance to the space is - according to participants - illegible. Signage does not make it clear what businesses are listed there and participants mentioned that people walking from Latimer Road sometimes get lost going down the street thinking they will arrive at the sports centre. Participants thought proper signage and or a gateway would dramatically improve wayfinding and help the businesses within Stable Way.

A significant amount of fly tipping was noted by participants in the land between the West London Railway and the fence, and it was discussed whether some of this area could be planted with plants that enjoy low light conditions or alternatively to paint or plant the fence to provide a more welcoming first stretch of road.

The speeds of cars travelling through the chicane formed by the snaking road was another concern. With almost no footway, and two blind corners, participants noted that pedestrian access is deficient and that it could be improved. The West London Stables riding centre, a historic tenant of Stable Way, has a plan to improve the connection into the arena, which includes providing a new crossing and participants agreed that marking the street could be a useful traffic calming method. Participants were in favour of reintroducing horse riding facilities on the site as it would re-provide a historic use. Participants imagined the Stables providing the opportunity for a small community business to provide manure for local gardeners located in or around Stable Way.

Participants felt the access through to the back of the sports centre was unacceptably uncomfortable and unsafe, noting its use for public urination making the walk even more unpleasant. Participants reimaged this access as wider, more colourful, and enabling better visibility for what exists on the other side. Participants also questioned why the cut through between Latimer Road and Latimer Road Station was so lacking in life. Participants said they enjoyed the living art provided by the graffiti walls, and asked whether the historic entrance to the sports centre could be reinstated or whether the blank relationship the sports centre gives to the space could be reformulated, and whether new uses could be introduced here to create a new street.



View of Stable Way, Lugadero

## **B. Could the project rewild spaces and provide new information about local biodiversity?**

A key theme of biodiversity design underlined much of these workshops, posing the challenge to the community street project to embed this throughout its delivery. One of the key elements that participants discussed was about ensuring that proposals could be an opportunity to learn about local biodiversity. Ideas ranged from micro insect hotels to macro covering the flyover with grass to make a new park.

Some of these proposals were vertical. Participants imagined new freestanding towers made from a mesh of fungi and plants to be scattered along the estate near homes to provide screening from traffic pollution. Others instead imagined the existing advertising hoardings enmeshed in new plants to create a new tower of green.

Along different points of the flyover, people asked whether bird boxes could be introduced to facilitate bird life. This was matched by participants wondering about providing continuous bee infrastructure, and whether local beekeepers who have developed natural bee hive boxes could be included in delivering these boxes every few hundred metres to provide facilities for new bee colonies.

Participants also questioned signage, and wondered why there are no labels that inform people about the different local species. Participants imagined new wayfinding that also provided information on flora and fauna found across the estate.

A key thing noted was an increased interest and desire for green space since the pandemic and people imagined larger green spaces, such as an expanded Hope Gardens and a unification of the Forest School park with Maxilla Gardens. On Acklam Road participants imagined new green screens, green walls, and permeable paving to create a new green street.

## **C. Community-run spaces are vital to the lifeblood of the local area and will be key for the future of the Westway Trust.**

A strong theme emerging from these workshops was the desire to ensure that initiatives could have local communities at the heart of their outcomes. People discussed how they enjoyed Hope Gardens and expressed their desire that Bramleys could become created with a similar spirit. Can spaces that feel more welcoming emerge so that nobody feels alienated, people discussed painting blank facades and the floor, and creating spaces that could be warm to enable people to hang out in the warmth.

Is improving pedestrian comfort levels possible with new seating and signage and the removal of cars? Creating a more pedestrian friendly environment was something many participants imagined. Some participants discussed signage to guide people to and from key destinations. This included businesses in Portobello Arcade and Stable Way missing out on key custom due to lack of legibility, as well as improved gateways for the market and signs to key destinations such as stations. Other participants mentioned the need to establish more seating to help older people move around the space and provide new opportunities for dwelling. Participants imagined new seats by the skatepark to enable spectators to see the action through soundproofed windows, and some discussed replacing the Acklam Village hoardings with seating to provide more space for people eating from the food stalls. The removal of cars was something that participants discussed in multiple places in the space, and people imagined spaces for games to replace cars.

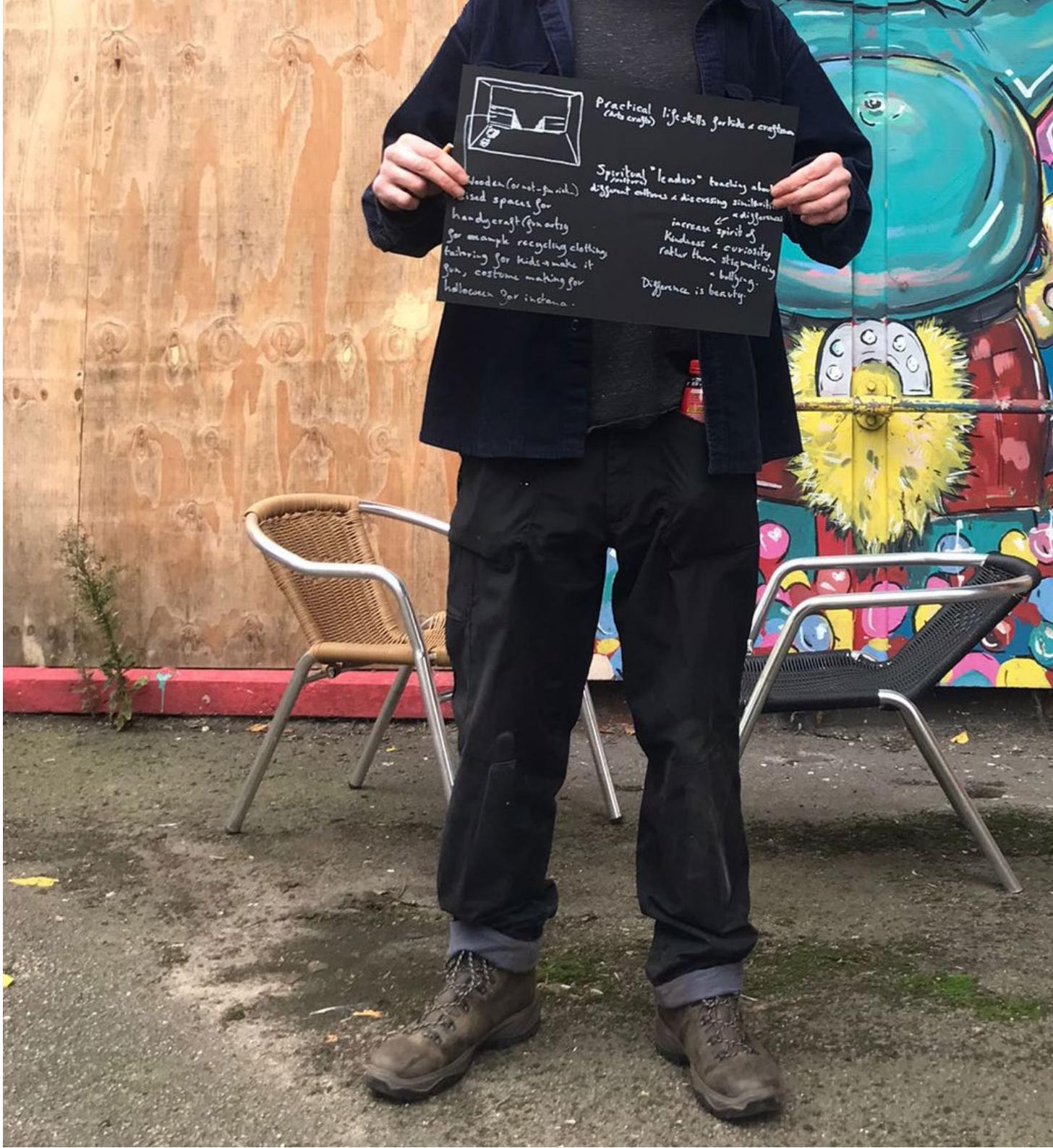
## **D. Make sure the project enables local creativity and fulfils tenants wishes.**

A key consideration that participants affirmed was that the project helps local creativity flourish and listens to its tenants. Tenants and immediate neighbours across the project area mentioned that they had plans or projects that were not being supported, and that this project should help them achieve their goals. Participants in the workshops said they thought that the local area was particularly creative one, and that it the project should seek to add value and contribute to that creativity.



View of a workshop group discussing ideas for Acklam Village. Lugadero

**"Bramley's could be a community space that is shared by many organisations. And by different people that want to organise activities and cannot afford to pay for a place."**



One of the participants on the walk showing his ideas for Bramley's



## 5. Key recommendations and proposals

From the feedback and ideas discussed in the workshops, the co-design team has produced this summary of community proposals. We first present general proposals for the whole 23 acres of land, and then specific proposals dividing the estate into four areas: Stable Way + Sports Centre, Bramley's + Maxilla + Malton Road, Thorpe Close + Portobello and Acklam Road.

## KEY PROPOSALS

# General proposals across the whole 23 acres of land

## 1. CREATE A CONTINUOUS "COMMUNITY STREET" FROM STABLE WAY TO WESTBOURNE STUDIOS

- 1A. Clean and good quality public realm, improving and enhancing key landmarks across the 23 acres of land
- 1B. Crossings to connect the disjoint part of the estate and improve safer pedestrian connectivity. **Needs discussion with RBKC.**
- 1C. Wayfinding strategy in the floor engaging local artists
- 1D. Create a place identity and wayfinding strategy by painting the flyover itself and the pillars (**would need engagement with TfL**)
- 1E. Information point about what is going on in the area

## 2. CELEBRATE LOCAL HISTORY BY CREATING AN OUTDOORS MUSEUM, PERFORMANCE AND ART DISPLAY SPACES AND COMMEMORATIVE PLAQUES

- 2A. Plaques commemorating past cultural initiatives, which could be part of the wayfinding strategy.
- 2B. Performance spaces.
- 2C. Art displays
- 2D. Interactive playful art pieces

## 3. PLAY STREET

- 3A. Play equipment all along the Westway Trust land, including table tennis, chess tables and children's play features such as swings.
- 3B. More spaces for children

## 4. AIR QUALITY MONITORING

- 4A. Monitoring displays all along the 23 acres of land, which are visible at all by the public. This can help to evaluate which improvements have higher impact in reducing air pollution.

## 5. GREENING STRATEGY

- 5A. Planting boxes all along the estate, some of them possibly with allotments
- 5B. Connectivity and continuity among the green spaces
- 5C. Bring biodiversity and animals to the area
- 5D. Explore the possibility of building a structure with greenery along the flyover

## 6. REDUCING ACCESS OF CARS, REGULATING PARKING, AND MORE PEDESTRIAN AREAS (**Some will need discussion with RBKC**)

## 7. BETTER CYCLING INFRASTRUCTURE (CYCLE LANES, PARKING AND SAFE STORAGE)

## 8. MORE SEATING ALL ALONG THE WESTWAY TRUST LAND

## 9. IMPROVED LIGHTING ALL ALONG THE WESTWAY TRUST LAND

## 10. POINTS OF ACCESS TO INFRASTRUCTURE

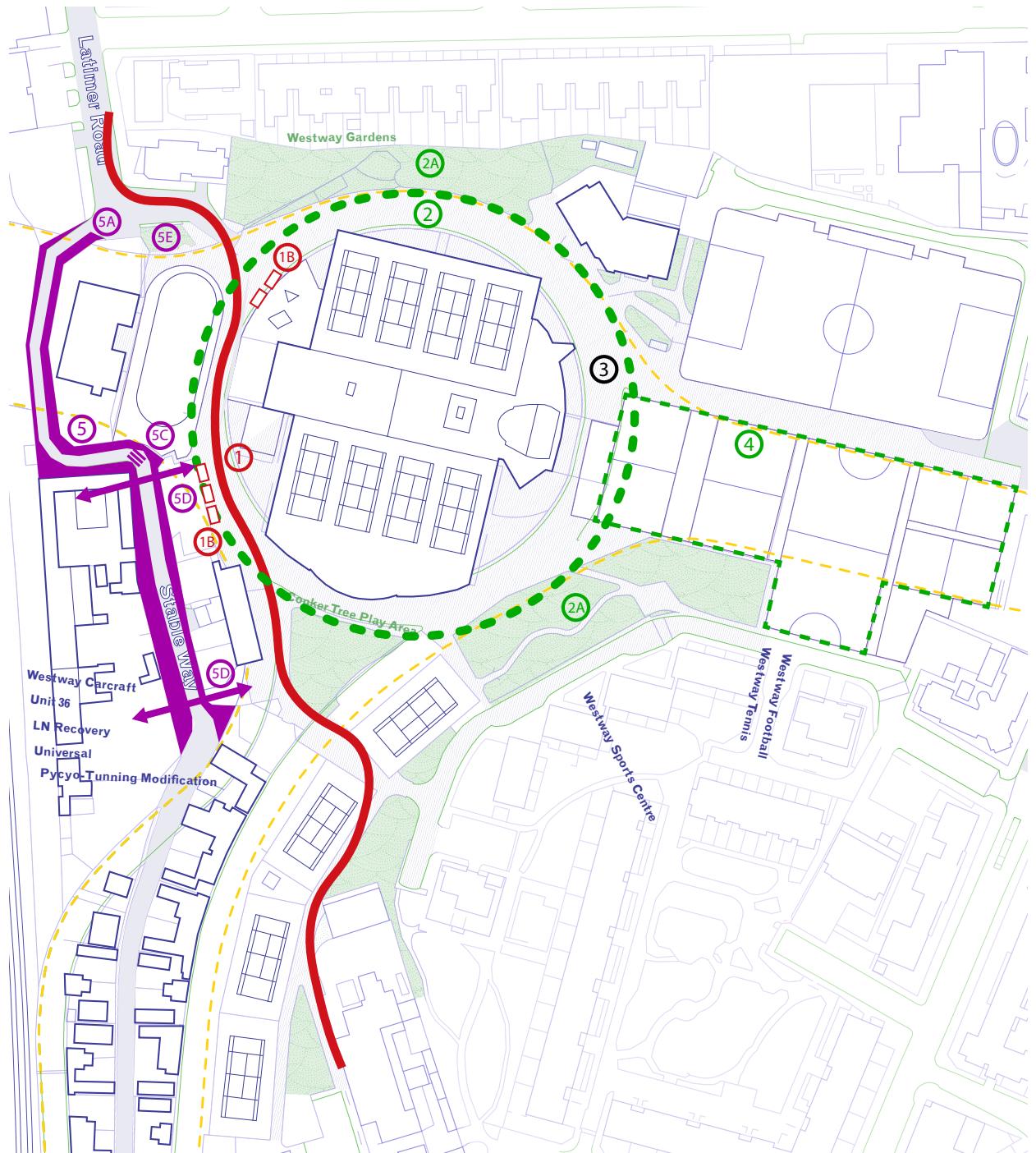
- 10A. Access to electricity, water to develop community activities.

## 11. NEED FOR PUBLIC TOILETS ALL ALONG THE 23 ACRES



## KEY PROPOSALS

# Stable Way + Sports Centre



## **1. A SAFE PASSAGE BETWEEN LATIMER ROAD AND FRESTON ROAD**

### **1A. Lighting and wayfinding to connect Latimer Road to Latimer Road Tube.**

This is a through route between Latimer Road and Latimer Road Tube Station. It is disorienting and people that are not from the area struggle to get from one point to the other. It has the potential of becoming a pedestrian through route where people can walk and also stop to relax. Various strategies can contribute to this:

### **1A. Lighting and wayfinding to connect Latimer Road to Latimer Road Tube.**

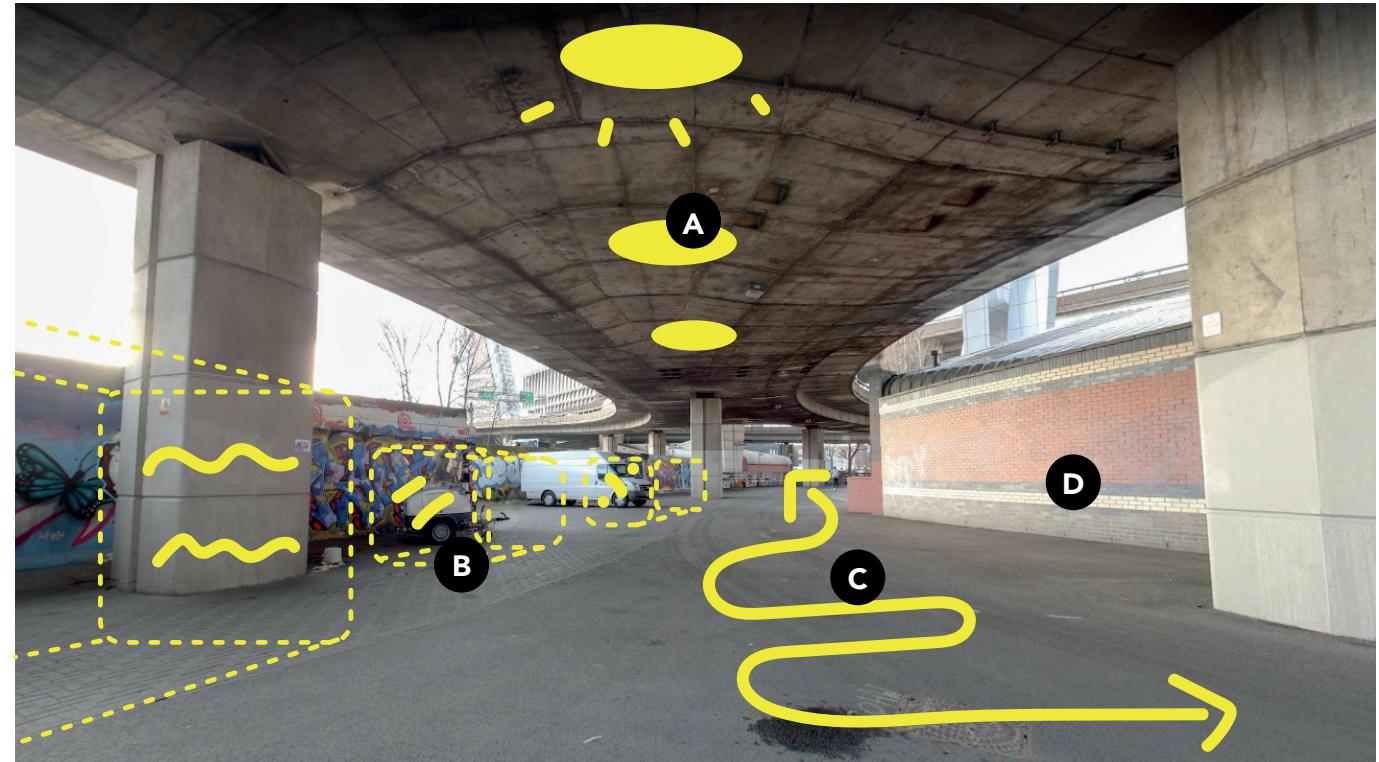
Currently, the space feels unsafe. The intervention could consist of painting the pavement – wayfinding – to guide people along the route and make it more welcoming. This could be done by engaging a local artist in designing a colourful pattern for the pavement (see reference Pizza Aperte in Milano). This proposal should go together with lighting that illuminates the whole route and makes it more welcoming. **QUICK WIN.**

### **1B. Provide active frontages through spaces for community-focused activities such as containers or other spaces.**

Participants made reference to the pods in Thorpe Close. There could be these of pods or ship containers to host various activities and community-based businesses. Some examples on the type of activities where a café, local businesses and also a dojo or a space for running activities. When placing them, make sure that the trucks for filming in the area can still go through.

### **1C. Stronger and clearer interation between the Sports Centre and this space.**

#Placemaking #Wayfinding #ArtInSpace #Lighting  
#StreetFurniture



### **A safer passage between Latimer Road and Freston Road**

**A** Improve lighting.

**B** Introduce spaces for community-focused activities to create a sense of street

**C** Improve wayfinding and legibility between Latimer Road and Latimer Road Tube Station.

**D** Stronger and clearer interation between the Sports Centre and this space

## **2. GARDEN RING**

The existing gardens are disconnected from the space. Participants discussed various strategies to connect the existing gardens with the space. This included re-wilding the existing gardens, making them more accessible, connecting them by creating a continuous garden ring by introducing more greenery. This would create a stronger interaction between the space and the gardens. Strategies also included introducing play and sport equipment along this green route, such as extending the playground, an outdoor gym, table tennis or other free sport activities.

### **2A. Re-wilding and biodiversity.**

Participants remembered that the existing gardens used to be wilder in the past, which attracted a wide diversity of birds. At some point, the Westway Trust cut down part of the garden and this diversity of birds was lost. Proposals including turning the gardens into a "heaven for birds". They proposed to re-wild the gardens by planting native plants, which would attract a native biodiversity. During the workshops, the walks and the various events we run with children, participants insisted a lot on animals and biodiversity. There were discussions about attracting birds, bees, frogs, hedgehogs, and other animals to the area, as well as building bug hotels. There were also discussions about introducing signs saying what each plant is and the animals you can find in the area. Substitute signs explaining what not to do in the gardens with signs that provide information about the biodiversity of the area.

### **2B. Extending and connecting the existing gardens.**

The existing gardens feel disconnected from the rest of the space. There were discussions about making them more accessible by changing the fence and its borders. Various proposals included extending the gardens by having planters, boxes, de-paving some of the concrete and planting. This would include planting in the places that are not covered, and also planting ferns and other plants that can grow in the dark in the covered areas. This would create this garden ring. This greening strategy also included greening some

existing elements, such as the structure supporting the advertising screen by the Sports Centre (see drawing from one of the participants).

### **2C. Link Conker Tree Adventure Playground to this green corridor and turn it into a green play path.**

Participants explained that children would not come to play in this area because it was not in a through route, and it was not connected to anything. The proposed green ring could be a play route, with various play equipment spread around the area, connecting the existing adventure playground with a play street. In a workshop we did with children from Henry Dicken's Futurehood project, they gave some ideas for play equipment, which included: swings, slides, a zip-line, a pirate ship with a slide, a climbing wall, a trampoline with ball pits on the side, a monkey bus with sufficient height for the taller ones, a tree house, and a ladder.

### **2D. Free sports equipment.**

Teenagers pointed that there was not any free football or basketball pitch. Along the green route, there could be small pitches to play football and basketball without the need of booking, which are always open. Teenagers also suggested having skate ramps along the route. Participants also suggested other sport equipment such as outdoor gym or table tennis.

### **2E. Explore bee boxes and bird boxes**

### **2F. Explore planting the advertising towers as green screens**

#CleanAir #Placemaking #EyesOnTheStreet  
#StreetFurniture #Wayfinding

## **3. DRINKABLE WATER FOUNTAINS**

#Placemaking #CleanAir

## **4. ENHANCED GREENING AROUND FOOTBALL AND TENNIS PITCHES**

Participants reported black dust while playing football. Explore enhanced greening for reducing air pollution.

#CleanAir

## **5. URBAN ACUPUNCTURE AT STABLE WAY**

Both on the 21st and the 23rd of October walks, we had business owners and tenants of Thorpe Close joining the walks. All of them claimed that Stable Way should be included in the Community Street project, since it was an area that had been neglected for years. They felt that the Westway Trust was continuing neglecting this area by leaving it out of the Community Street project.

Stable Way's built environment is in a really poor state and needs substantial improvements in the built environment. While some of these improvements would need a major investment, there are others that could be done through low-cost urban acupuncture interventions that could fall within the remit of the Community Street project, since they are related to topics such as lighting, wayfinding or movement, all of them within the objectives of the Community Street project. We are listing here the improvements that participants pointed out:



Drawing of greening around the screen by one of the participants on the walk, 23 October 2021.

### **5A. Improved entrance and signage to Stable Way.**

Wayfinding and improvement of the built environment at the entrance to Stable Way from Latimer Road. This would involve having an attractive wayfinding strategy (such as crossings with artwork on it) that makes the place more inviting. The entrance is currently discouraging as the built environment is derelict (see photographs of the entrance to Stable Way). It would also involve dealing with Network Rail so the change the fence of the train and turn it into something more attractive, such as a green screen or a small garden. It would also involve widening and repaving the sidewalk so people can walk along it, as it is currently very narrow and cars pass very fast, which is very dangerous (see proposal 5B).

### **5B. Reducing the speed of the traffic and making the street more walkable.**

One of the main issues reported by participants was the speed of the cars and the absence of a sidewalk, which makes Stable Way very dangerous. Participants also reported that speed bumps are not a good solution, as they would not prevent cars from going faster. The best solution could be to widen the sidewalk and make the road narrower. This would reduce the speed of the cars and also make space for people to walk. This strategy could be combined with beautiful crossings made with artwork painted on the road.

### **5C. A safe crossing from the stables to the arena.**

This strategy would include removing the mound surrounding the stables and turning it into a sidewalk, where people can walk. It also includes painting a crossing from the corner of the stables to the arena, so horses can cross safely when the stables are reopened. Since there is a blind corner nearby, a mirror or other solution to make the crossing safer should be implemented.

### **5D. Passages from the travellers' site to the area of the Sports Centre.**

There could be two crossings from Stable Way to the Sports Centre. One could be next to the travellers' site, connecting it to the area where Conker Tree Adventure Playground is. This would need negotiation with the garages. The other passage could be widening the existing narrow passage near the arena. This would need negotiation with West London Community Racing Club (WLCRC).

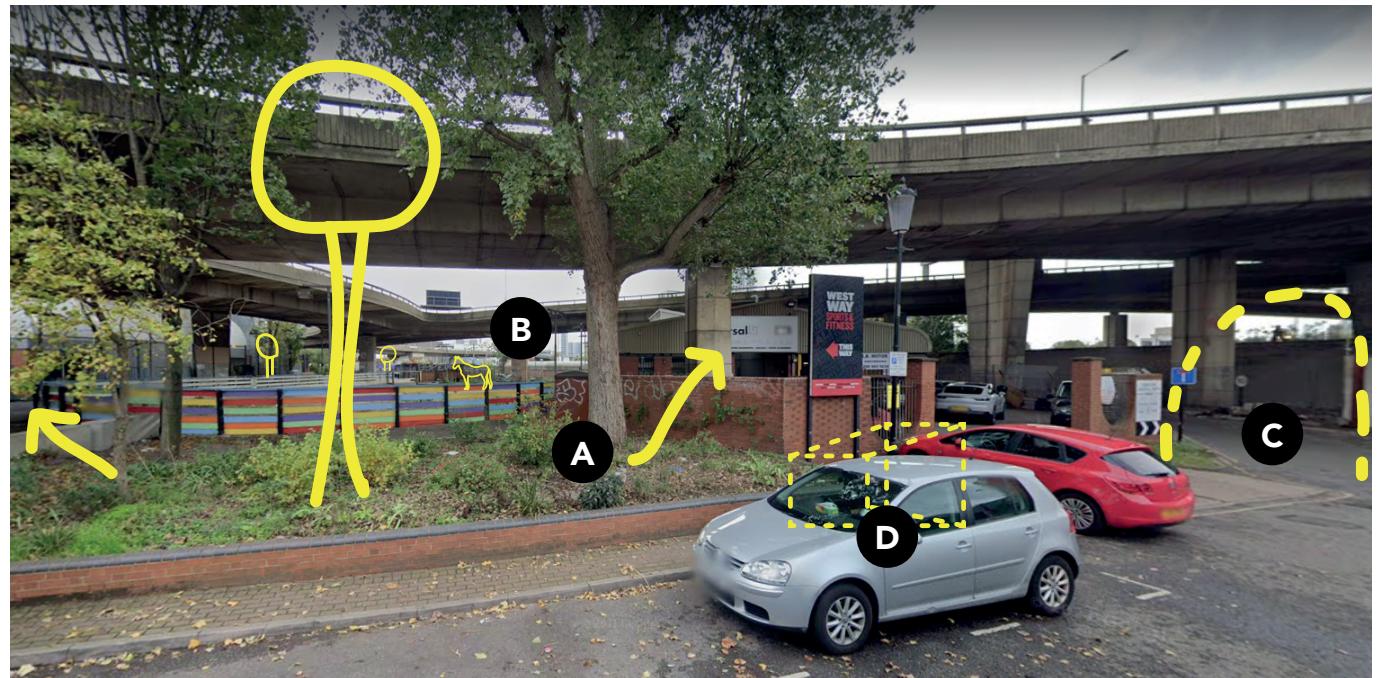


**5E. The Stables (WLCRC) are planning to re-open in a year. Consider their plans in the proposals.** Some of their proposals include substituting the current graffiti hoarding with a metal fence, which protects the arena but allows visibility of the horse riding. Another proposal is using the little garden at the end of Latimer Road, just before entering Stable Way, as a youth project to sell the manure from the horses. This could be considered together with the other green strategies in the Sports Centre area.

#Placemaking #Wayfinding #Movement  
#EyesOnTheStreet



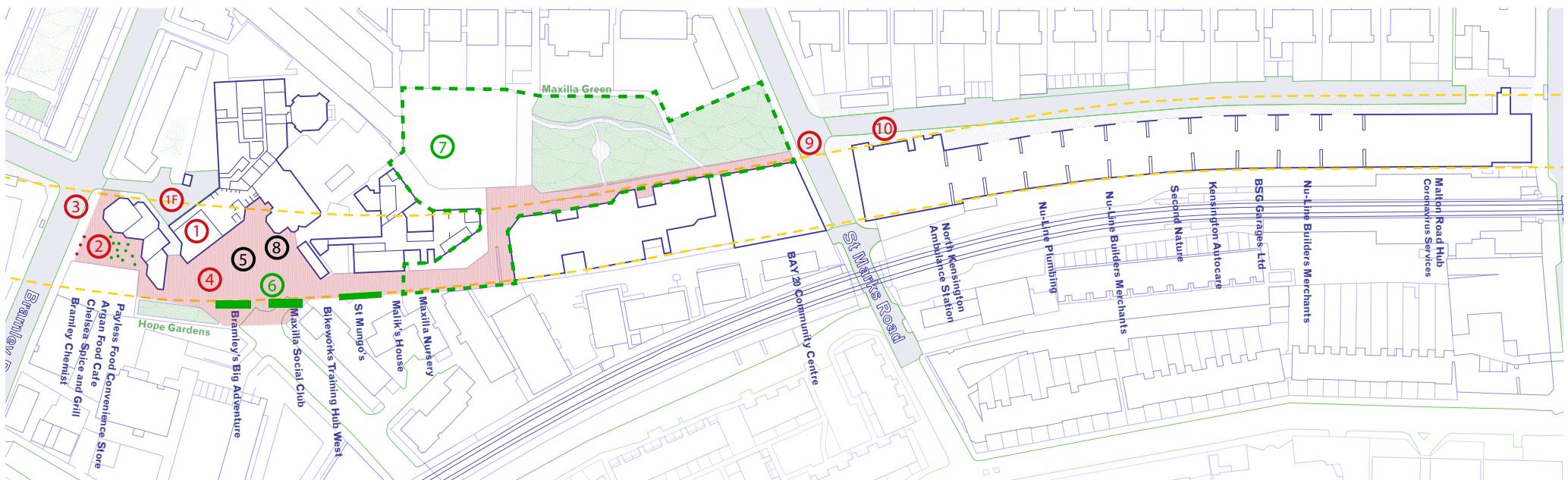
Entrance to Stable Way from Latimer Road.



There was a comment from one of the tenants in Stable Way that said: "turn Stable Way into Thorpe Close". The essence of this statement is including Stable Way in the project and investing on it to improve its built environment.

#### **Stable Way**

- A** Enhance and extend existing biodiversity, connect fragments
- B** Improve crossing from stables into arena
- C** Improve entrance and signage for Stable Way
- D** Explore potential businesses for manure



## KEY PROPOSALS

# Bramley's + Maxilla + Malton Road

**Important note:** Any intervention in the proximity of the Wall of Truth and Hope Gardens would need further engagement with key actors involved. By no means any intervention can propose any alteration on the Wall of Truth itself, as it is a sacred place for the communities and for the memories of the victims of the Grenfell Fire.

### 1. BRAMLEY'S: REPROVIDE SPACE FOR CHILDREN

Bramley's was an indoor facility for children that no longer exists, so an indoor facility for children needs to be re-provided, since there is not much to do for children in the area. While there are diverse ideas about what to do with this building, the proposal need to be **children-focused**. Other multigenerational activities can take place in the building, sharing the space with the children's activities, but these activities need to happen around the children's activities. The proposals included the following:

#### 1A. An empty shell that various community organisations that do activities for/with children can share.

**can share.** Refurbish the space to bring it to a standard that is usable so various community organisations that work with children can share the space. There was an emphasis on sharing the space between different organisations (see 1B).

#### 1B. Create a community steering group to work on doing a shared proposal for the use and management of the building.

Various participants proposed that it should be space shared by various organisations, rather than by a single tenant. The Westway Trust should create a steering group with all the organisations interested in using it so they can collectively decide how it is used, how it is shared, and the management of the space. There were organisations interested in using the space, such as Rise Kids, who no longer have a space and urgently need a space for their activities. They made emphasis in the fact that they would like to share the space with other organisations. The Westway Trust hosts a list of organisations that have declared interest on using that building. This steering group should be funded.

### **1C. Interior layout/design that allows multiple uses.**

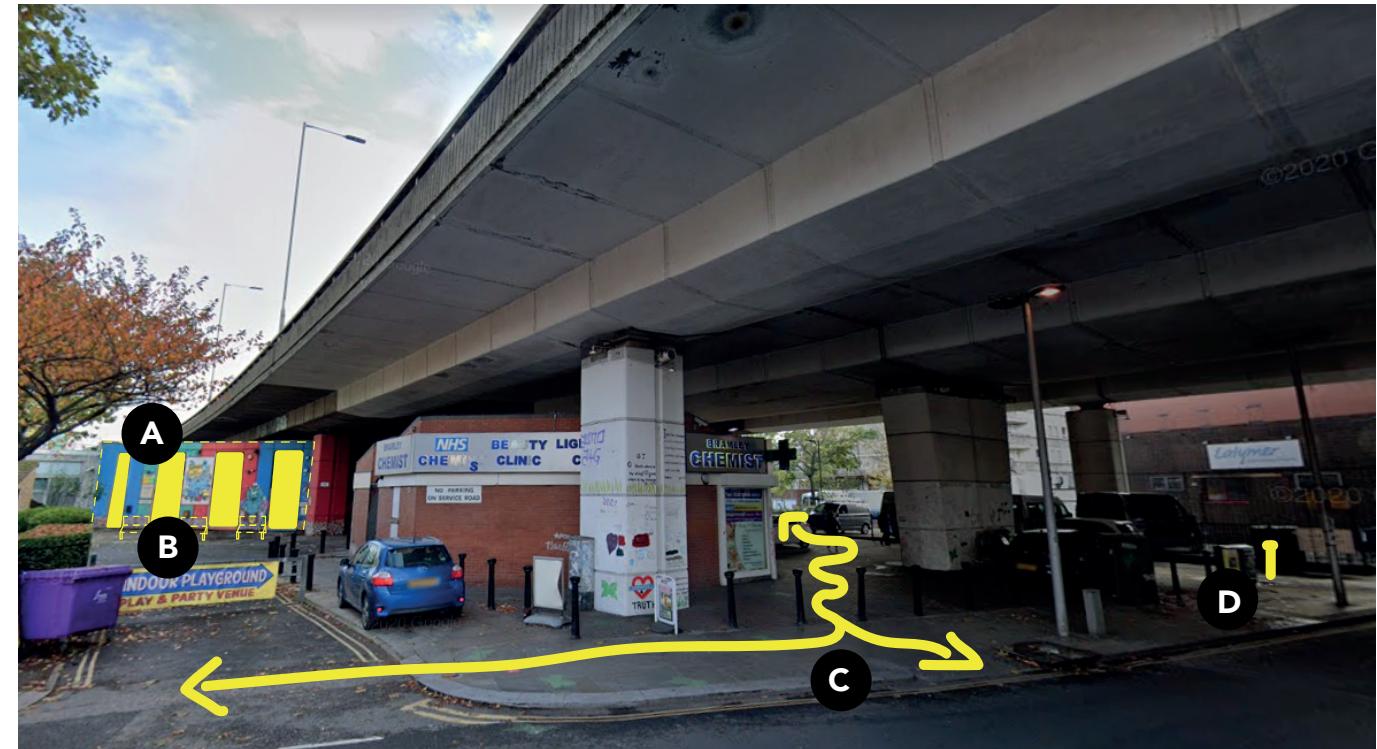
Various participants mentioned building a mezzanine or a deck in the large space so it could have various uses in two levels.

### **1D. Various activities for children, parents, educational project and life skills:**

- Soft play area. Children wanted the soft play to be reprovided.
- Space for youths up to teens for early evening and weekends entertainment, like disco's.
- A multigenerational space centred on children (of different ages).
- A space for parents to socialise while children play. Acoustic separation between the two since the previous Bramley's had a very loud noise.
- There were many conversations about educational projects. This included life skill workshops for children and teenagers. A space for sharing skills. The organisation Raise Kids, who is interested in using the building, gave an example of the activities they do: children make things in the workshops and then they sell it in the local market.
- There were also conversations about wellbeing. Creating a space where children learn how to cooperate rather than how to compete. Learn values that do not respond to the capitalist logic of competition.
- Media, art, performance.
- "A space to re-unite the community".

### **1E. Urgent need for a space where free or low-cost activities can be provided for the communities in the area.**

During the conversations, it emerged that The Curve will be closed in December 2021. This will leave many community organisations without a space. There are no community spaces in the area for community organisations to run free or low-cost activities. Community organisations need to pay rents to run their activities and therefore cannot run it for free. It is very important to put this space back to use as soon as possible, rather than leaving it closed until further funding comes. It is also important to make viable that community organisations can run activities for free or low-cost.



### **Bramley's**

**A** Community re-use for Bramley's Adventure

**B** Creating a public space in front of Bramley's

**C** Wayfinding towards Portobello and Sports Centre

**D** Control parking and new public square

### **1F. Create a public space in front of Bramley's.**

Build a small garden with places to sit and play in front of Bramley's, transforming this cul-de-sac street into a public space.

**1G. Coordinate the provision in this space with the provision in Maxilla City.** (Needs discussion with RBKC). RBKC is about to start the regeneration of Maxilla City. It is important to understand which kind of provision they are given so the provision in Bramley's is complementary to it and do not replicate the same.

#ImprovementOfBuildings #Placemaking

## **2. REMOVING CARS, REGULATING CAR-PARK, CREATING AN OPPORTUNITY FOR A NEW PUBLIC SPACE.**

**QUICK WIN.** (Needs discussion with RBKC). Cars and motorbikes can get into Maxilla Walk from Bramley Road. Bicycles also run very fast in the blind spot to enter Maxilla Walk from Bramley Road. During one of the events, we witness how a car enter very fast from there and it was very dangerous. In addition to this, there is a lot of informal parking in front of the shops and the space is completely occupied by cars. To address these issues, the following proposals where discussed:

### **2A. Continue bollards (or planters) to avoid the access of cars.**

**These bollards or planters could be at the edge of Bramley Road.**

### **2B. Regulate car-park in the space in front of the shops.**

Informal parking occupies the whole space in front of the shops, which is a space that could be used as a public space. In a conversation with one of the business owners, they said they would need one car-park space for each shop (four) and one place for cars to stop for some minutes. There is a car-park next door that belongs to the Latymer Christian Centre. RBKC could negotiate with the Latymer Christian Centre getting car-park space for these businesses. Otherwise, some car park could be provided in the edge, but not occupying the whole space. This space in front of the shops belongs to RBKC, so it is necessary to discuss this with them.

### **2C. Turn the space in front of the shops into new public space.**

This space belongs to RBKC, so it would need to be done by them. Install urban furniture to sit, planters and turn it into a green piazza. This would be beneficial for the local businesses and would also create continuity in the green infrastructure, linking the green interventions in the Sports Centre with the green spaces in Hope Gardens.

This proposal could also include potential discussions with the Latymer Christian Centre, encourage to turn

some of their car-park spaces into gardens, which connect with all this green infrastructure.

#CleanAir

## **3. ARTWORK CROSSING AND WAYFINDING INTERVENTION FROM BRAMLEY ROAD TO MAXILLA WALK**

**QUICK WIN.** (Needs discussion with RBKC).

Safe crossing in Bramley Road, engaging a local artist to make an art work as a pedestrian crossing. This strategy would need to be combined with a wayfinding strategy, which guides people from Bramley Road to Maxilla Walk and the different activities taking place in Maxilla Walk.

#Placemaking #Wayfinding #ArtInSpace

## **4. CLEANING AND WAYFINDING IN THE FLOOR OF MAXILLA WALK**

Cleaning the existing floor in Maxilla Square and painting it in a colourful pattern, engaging local artists and linking it to the other artwork in memory of the Grenfell victims. This would need further engagement and a process to commission the artwork. The wayfinding strategy could point at the activities that take place in each location, and also point to the activities that could take place. For example, point to spaces where performances, music or other activities could take place, point to access to electricity and other infrastructure that enable activities (see infrastructure strategy below).

#Placemaking #Wayfinding #ArtInSpace

## **5. INFRASTRUCTURE THAT ENABLE ACTIVITIES AT MAXILLA SQUARE**

Providing points of access to electricity and other types of infrastructure, which would enable activities such as music, performance, dance, cinema and other events in the space. This provision of infrastructure could include:

- Furniture with solar panels that provide access to electricity and/or other points of access to electricity.
- Community projection screens, which communities

could use for movie nights or other events.

- Free Wi-Fi.
- Drinkable water.
- Lighting

#EyesOnTheStreet #Placemaking #StreetFurniture  
#Lighting

## **6. EXPANDED HOPE GARDENS**

More greening and more trees in Maxilla Square. They do not need to be continuous, but they can be in different spots, designed in coordination with the wayfinding strategy explained above. Think how they can connect with the other green infrastructure in the area (at Sports Centre and at Maxilla Gardens). Plant more trees. Work in coordination with existing initiatives such as Hope Gardens, TreesForGrenfell and JustSolutions123. Some participants also mentioned the importance of supporting the Ecology Centre initiative by JustSolutions123.

#CleanAir #Placemaking

## **7. TURN AT MAXILLA GARDENS**

This is a pinch point that works as a blind spot with blank walls. This point connects the Maxilla and the Bay20 areas, and there is a number of interventions that could make the space safer, more accessible and welcoming:

### **7A. Blind spot to be improved by removing or setting back fence.**

**7B. Blank walls:** create a stronger interaction between the activities taking place in the buildings and the street.

### **7C. Connect with Maxilla Gardens and make more accessible the gardens of the former Maxilla Nursery:**

**Nursery:** this is a garden that is currently closed. It is used for forest schools, but it has the potential to be used for many other things if this is made accessible. **QUICK WIN.**

**7D. Lighting columns create street clutter:** put lighting on the flyover.

#### **7E. More interaction between Bay20 and Maxilla**

**Gardens:** for example, having chairs from Bay20 in Maxilla Gardens or having an outdoor gym that the boxing club could use.

#### **8. PUBLIC TOILETS**

There is also a need of toilets in this area, not just in Acklam Village. There are no public toilets nearby.

#EyesOnTheStreet #Placemaking #Lighting

#### **9. ARTWORK CROSSING AND WAYFINDING FROM ST MARK'S ROAD TO MALTON ROAD. QUICK WIN. (Needs discussion with RBKC).**

Engage with local artist to create artwork for pedestrian crossing at St Mark's Road. Combine this strategy with wayfinding strategy, which indicates that you can get to Ladbroke Grove and the activities taking place there from here.

#ArtInSpace #Placemaking #Wayfinding

#### **10. MAKE MALTON ROAD SAFER (Needs discussion with RBKC).**

Malton Road has mainly industrial businesses. When these businesses are closed, the street has no activity. People do not feel safe walking along it. Interventions in Malton Road could include turning the existing garages into studios, to increase the activities in the road and make it safer, and also better lighting. The public space in Malton Road is property of RBKC and the garages may have different owners. The Westway Trust does not have scope to carry out any intervention here, but can discuss with the different landowners and stakeholders how to make the street more welcoming.

#EyesOnTheStreet #Lighting



#### **11. WAYFINDING IN LABROKE GROVE TO MALTON ROAD**

Wayfinding in the wall new Sainsbury's giving directions to the different activities taking part in the west side of the estate.

#Wayfinding

#### **Maxilla**

**A** Extend Hope Gardens

**B** Enhance facilities for local community groups, with access to infrastructure to develop activities

**C** Engage local artists and groups for new painting and wayfinding in the pavement

**D** Improved conditions for turn to Maxilla gardens

## KEY PROPOSALS

# Thorpe Close + Portobello



### 1. PEDESTRIANISE AND REDUCE NUMBER OF CARS WITH ACCESS TO THORPE CLOSE, CREATING NEW PUBLIC SPACES (Needs discussion with RBKC).

Pedestrianise and remove all cars from Thorpe Close, except the van from Pepper Pot, which should be the only vehicle with access. The area where vehicles are parked belongs to RBKC, so this needs a discussion with them. This would liberate space to create a piazza in the corner of Thorpe Close with Ladbroke Grove, with greenery, where people can sit and relax.

#CleanAir #Placemaking #Movement

### 2. STAGE IN-BETWEEN PORTOBELLO GREEN AND CANOPY TO HOST EVENTS

Stage/steps in-between the Green and the Canopy to host music events, performances, theatre, as well as existing festivals. This would work as a passive provision for informal activities, as well as a seating area while events are not taking place. It would connect with the memory of an outdoor theatre that used to exist where the Arcade is today.

#ImprovementOfBuildings #Placemaking  
#EyesOnTheStreet #ArtInSpace

### 3. IMPROVE ACCESSIBILITY UNDER THE CANOPY, AND PROTECT IT FROM THE WEATHER FOR WINTER

Link this intervention to a wider public realm intervention that includes wayfinding and visually connecting the different community and retail facilities in the area: Canopy, Market, Arcade, Acklam Village. This could go in coordination with other

#ImprovementOfBuildings #Placemaking #Wayfinding  
#ArtInSpace

#### **4. LOW-COST MARKET STALLS FOR LOCAL BUSINESSES THAT CATER FOR LOCAL NEEDS.**

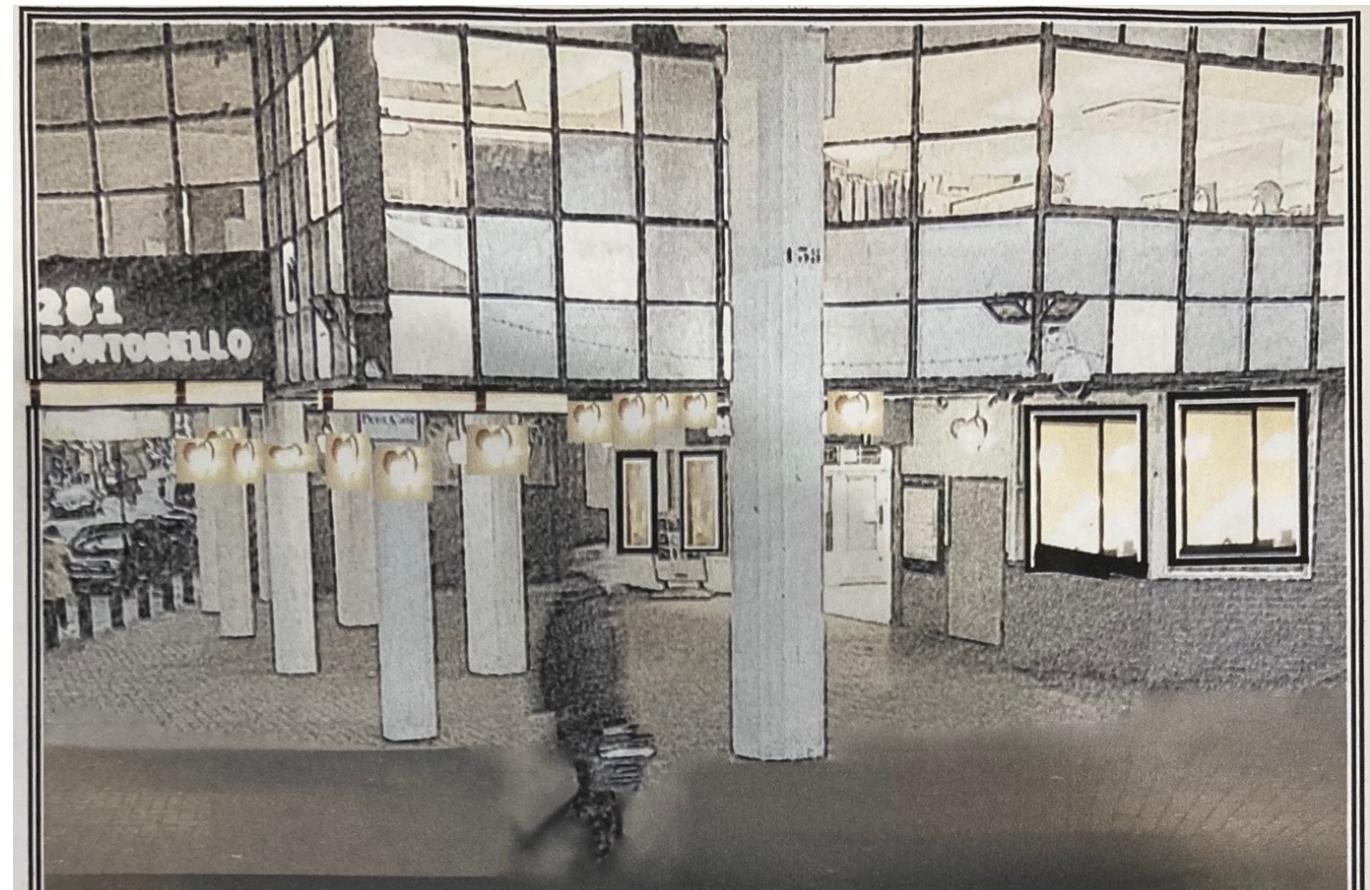
There used to be smaller businesses that sell cheap goods and cater for the different needs of the local communities. However, now the market mainly sells food for tourists, which locals cannot afford. The character of the area is being lost because of this.

#Placemaking

#### **5. ARCADE**

The tenants of the Arcade have put together a proposal, which has been signed by the tenants. The proposal (see images of art impressions made by tenants) includes mainly better lighting in the entrances, attaching good lighting to the pillars (the existing ones are very bad), using the existing rigs to put lighting and adding more rigs, creating an attractive forecourt with plants to create a good entrance to the arcade, having a consistent design of façade panels, since currently they are different, and having a big glass window in those businesses deeper into Thorpe Close. This is attached in the appendix of this report. In various co-design events, including a walk around the Arcade with one of the tenants and other residents and business owners of the area. The following proposals were discussed:

**5A. Lighting improvements:** There is no light outside in the front of the Arcade, since the only existing lighting do not provide sufficient light. There used to be more lighting, but it was taken down. When there was more lighting, the market stalls had tables without any structure, but since they took down the lighting, the market traders started bringing larger frames with their own lighting. This blocks all the views of the entrance of the Arcade. On Saturdays no one gets into the shops because the entrance to the Arcade is not visible. With more lighting, the market traders could go back to using a table and the Arcade would be much more visible. Lighting proposals include putting lights on each of the pillars and also using the existing rig for lighting and installing more.



Art impression of proposal for improving the Arcade elaborated and supported by the tenants.

**5B. Create proper forecourt by clearing entrance and moving some stalls to on-street parking.** The Arcade should have an attractive forecourt in the entrance, with greening to attract people in, so it feels like an entrance to an arcade of shops.

**5C. Improvements to the façade of the Arcade, visibility and signage:** There should be consistency on the façade panels. There are panels that are a mirror while there are others that are red. They should all be the same. In addition to this, all shops should have glass windows visible from outside. The ones deeper into Thorpe Close do not have glass windows.

**5D. Move vans to another location to make the Arcade more visible:** There were some discussions about moving it to the carpark in Acklam Road. However, participants also discussed turning this carpark, or part of it, into a garden where people can sit, relax, and eat food from the market. So it needs to be considered, and discussed with RBKC, about what is the best location for these vans. QUICK WIN. (Needs discussion with RBKC).

**5E. Non-priority improvements:** There were conversations with people that are not tenants of the Arcade about unifying the floor between the exterior and the interior, but the tenant present in the walk said that the floor was not a priority, that lighting was a priority. There were also conversations about signage in the exterior of the Arcade, but again the tenant present said that signage was not a priority. It was better to increase the visibility.

#Lighting #ImprovementOfBuildings #EyesOnTheStreet  
#Wayfinding

## 6. ACCESS TO INFRASTRUCTURE FOR THE MARKET AND OTHER ACTIVITIES

Add sockets in a sleeve surrounding the pillars. And other access to electricity, water and infrastructure necessary to run the market and activities in the area.

In the same way it is proposed in the Maxilla area. In addition to this, there were conversations about removing the sink in Acklam Village, which has very poor sanitary conditions, and re-providing the sink in the Canopy area, so market traders can wash in this facility. Having these washing facilities would avoid situations like pouring oil on the planters, which happens on the side of the wall surrounding Acklam Village.

#Placemaking #EyesOnTheStreet

## 7. EXPLORE THE POSSIBILITY OF BUILDING A STRUCTURE WITH GREENERY ALONG THE WESTWAY

Various participants proposed building a parallel structure to the flyover that works as a pergola to host greenery hanging from above, which creates a green gallery along the flyover. This is a strategy that could be implemented in various parts of the estate. The Community Street project could prototype one of stretch of this and then this could be done in various places along the flyover.

#CleaiAir #Placemaking

## 8. REFURBISH PUBLIC TOILETS ACKLAM VILLAGE

**8A. Accessibility:** One of the key issues is accessibility:

- They should be accessible from the outside with extended opening hours (e.g. until 8pm on weekdays and a bit longer on the weekends).
- The current door does not work and remains open all the time. It needs a proper gate/door that can be locked when the toilets are closed.
- The gallery to access the toilets needs to be improved. It is currently a very dirty space. It should be a gallery to access the toilets, Bay 56 Village on its side door, and also have access to the rest of Acklam Village (see below).
- Build a ramp that connects the gallery accessing

the toilets to the rest of Acklam Village. There should be a fence that separates Acklam Village from the gallery to access toilets, and ramp access with a gate that can be locked when Acklam Village is closed but the toilets are opened. The fence should be built on the side of the gallery.

This last intervention of the ramp and the fence is with the assumption that Acklam Village remains a closed area and the hoardings surrounding it stay as they are. If the hoardings stayed on, there would need to be a direct access from Acklam Village to the gallery where the toilets are, which can be locked when Acklam Village is closed but the toilets are open. However, if the hoardings were removed or transformed into a permeable border, this would create a different situation, as everything would be open, and the gallery of the toilets would always be accessible to the public and the users of Acklam Village. In this case, the gates that are locked when the toilets are closed would be the doors of the toilets themselves.

This prompted a discussion on what to do with the hoardings, with various responses from participants and stakeholders (some agreeing to remove or transform the and some wanting to stay as they are). See point 9 in this discussion. It is important to know what happens with the hoardings to design the access to the toilets.

**8B. Deep clean and repairs, not completely redoing them:** The existing materials, tiles, toilets and sinks

are good quality and they are in good condition. They were working for a while until the water was cut. It is important not to spend all the money on completely redoing the toilets. Rather than that, it is important to dedicate more money to the accessibility of the toilets as discussed above.

**8C. Sanitary conditions:** currently there is a tap that market traders use to clean their things, and this has very poor sanitary conditions. It should be removed from there and re-provided outside of Acklam Village under the Canopy (see point 6 above).

**8D. Mosaic and access to disabled toilets:** The mosaic is an important part of the history of the place. It should be conserved and celebrated. This brings a problem with the access to the disabled toilets, since the door is in the middle of the mosaic. Think carefully about how to access the disabled toilets without going through the mosaic.

**8E. Gender:** it is important to have separate toilets for men and women.

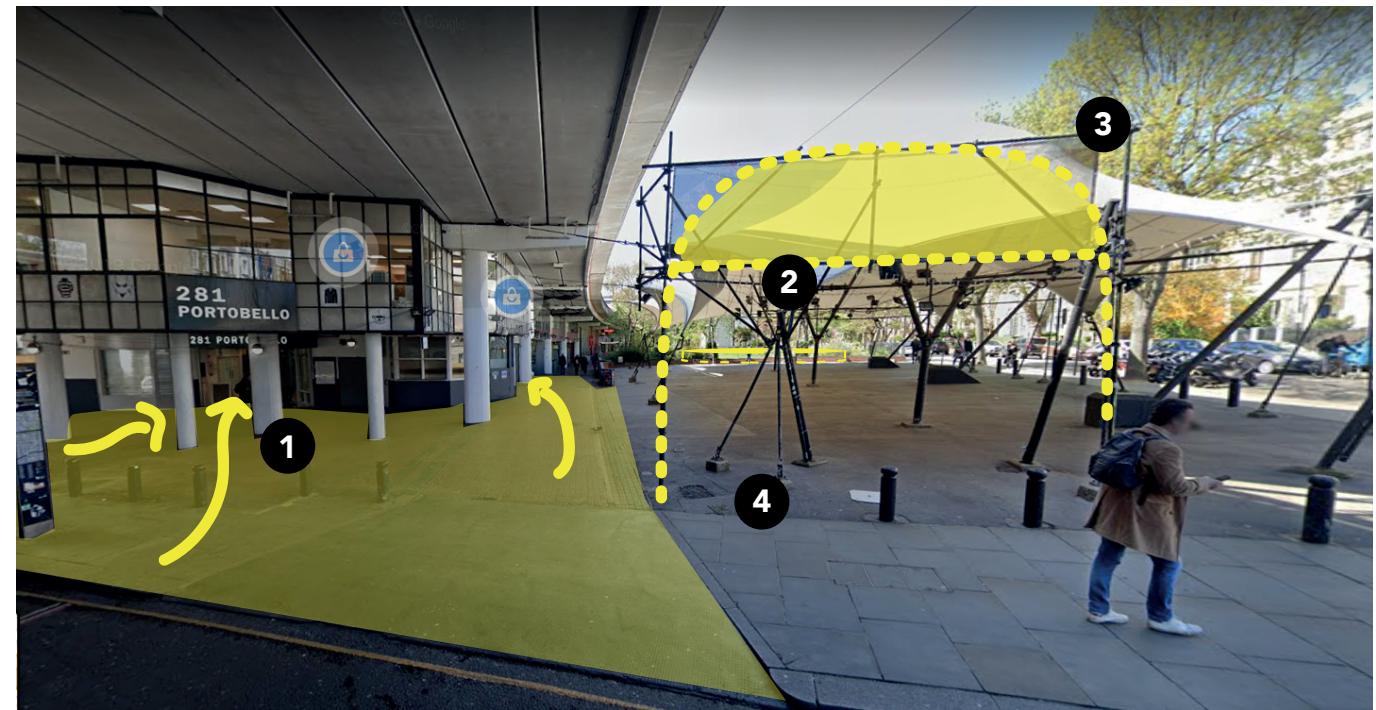
A lot of the feedback said that there is a lack of public toilets all over the estate, particularly in the Maxilla area, not just here.

#ImprovementOfBuildings

## 9. HOARDINGS, CAR PARK AND SPACE OUTSIDE ACKLAM VILLAGE

Participants discussed various strategies to make the space in between Portobello and Acklam Road more welcoming. This included rethinking the space by the hoardings surrounding Acklam Village and finding spaces to provide seating for people to relax during the week, and that can also work as a place to sit informally and eat food from the market. The strategies and the discussion included:

**9A. Make Portobello and Acklam Village more permeable by reconsidering the hoardings (needs further engagement).** The hoardings surrounding Acklam Village and the brick wall continuing it create a very narrow passage from Portobello Road to Acklam Road, which leaves very little space to pass through and no space to sit down and relax. Acklam Village is used two days of the week and remains closed the days that it is not being used. Some participants supported removing the hoardings and building other pieces of urban furniture and/or planting to subdivide the space, while other participants – including one of the business owners of Bay 57-58 – did not want the hoardings to be removed.



Arguments in favour of removing the hoardings were that it leaves a very small space in the area. The public space is reduced because of the activity in Acklam Village, which takes place Saturdays and Sundays (2 days of the week). If the space opened up, there would be more space for sitting, for plants that are well maintained (unlike the dying plants in the planters, which are in very bad conditions because market traders pour oil in the planters). Participants said this should be a public space, not a corridor. Since it is used only two days a week, a system could be created so it is fenced/closed off only two days a week and opened the rest of the week.

Arguments against removing the hoardings were that the hoarding provide an intimate space, which people like. This place attracts many people on the weekends and it is very busy because people like it being an enclosed space. The need of enclosure was the main

### Portobello Market and Arcade

- A** Improved forecourt and signage for Portobello Arcade
- B** Stage for performances between Portobello Green and the Canopy, provides seating when not in use
- C** Improved signage for Portobello Markets
- D** Improve interface between Canopy and Arcade

argument for keeping the hoardings. The hoardings also protect from noise to the surrounding residents. If removed, the noise of Acklam Village would affect the residents living by the car-park in Acklam Road.

A compromise proposal could be finding other ways to achieve this enclosure with other elements that do not segregate the space and that have more flexibility. In particular, if these hoardings are hosting an activity that takes place only two days a week (on the weekends). This could include having sitting areas, planters, trees and other elements that separate the space and also protect residents from the noise. And also having a removable fence somewhere that allows to close the space at certain moments. Many participants supported this compromised approach, but the business owner of Bay 57-58 did not agree and would want the space to remain closed with hoardings.

Any intervention on the hoardings would need further engagement with key stakeholders.

### **9B. Seating space, urban furniture and greening.**

Participants proposed having sitting space and greening in the area outside Acklam Village and facing Portobello Road. The market takes all the space three days a week. The street is very busy these three days a week and remains empty the rest of the week. Participants discussed introducing sitting, urban furniture and greening that allows the market to operate these three days (without obstructing their activity) and at the same time transform this into a public space where people can sit and relax the rest of the week. This is a difficult challenge. Another difficulty around greening is the infrastructure running underground, which needs to be considered when proposing greening.



**9C. Explore opportunities for sitting spaces by transforming part of Acklam Road car park into a public space.** There was a discussion about opening the carpark near the hoardings, which belongs to the Westway Trust, turning it into a place where people can sit and having some remaining space as a carpark. It needs engagement with the residents living by that carpark, as this could cause noise and some of them might be using this carpark space.

#EyesOnTheStreet #Placemaking #StreetFurniture

### **10. UNIFY EAST + WEST PORTOBELLO THROUGH TREATMENT / PAINTING**

Link the different activities taking place in the Arcade, the Canopy, Portobello Road and Acklam Village with a colour painting intervention in the pavement, engaging local artists in creating the artwork.

#Wayfinding #Placemaking

### **Acklam Village and connection to Acklam Road**

**A** Refurbish public toilets

**B** Make Portobello Market and Acklam Village more permeable by reconsidering the hoardings (needs further engagement)

**C** Explore seating opportunities at top of market by Acklam Road, and opportunities for Acklam car park

**D** Enhance facilities for market traders

## **11. CELEBRATE LOCAL HISTORY THROUGH INTERVENTIONS LIKE AN OUTDOOR MUSEUM ALL ALONG THE WESTWAY TRUST LAND**

This is a proposal that can apply to the whole Westway Trust land, but will have particular importance in this area. Various participants proposed building an outdoors museum, which would have both commemorations of the past and performance and art display spaces/elements:

- Plaques commemorating past cultural initiatives, which could be part of the wayfinding strategy.
- Performance spaces.
- Art displays.
- Some of these proposals are already linked to some of the proposals explained above, such as the stage in Portobello Canopy or some of the performance spaces and infrastructure proposed in Maxilla.

#ArtInSpace #Placemaking #Wayfinding

## **12. PLAY IN THE PUBLIC SPACE ALL ALONG THE WESTWAY TRUST LAND**

This is also something that was proposed for the whole estate. Various proposals included furniture such as chess, table tennis or playful art installations (e.g. with swings).

#StreetFurniture #ArtInSpace #Placemaking

## KEY PROPOSALS

# Acklam Road

### 1. GREENING

Various greening strategies that could be implemented as quick wins:

**1A. Improve and create new greening on the side of the road of the Westway Trust.** Build this in the space that is not covered by the flyover.

**1B. Since the existing wildflower garden is going to be developed, re-provide wildflowers all along the area**

**1C. Bee boxes and bird boxes to provide potential for wildlife.**

#CleanAir

### 2. NOISE POLLUTION.

There was an important discussion about noise pollution in the area, which particularly affects the residents of Swinbrook Estate. The resident's association of Swinbrook has funding to build a green screen in their estate. It is important to include them in the discussion about any intervention in this area. Other forms of reducing noise pollution are:

**2A. Engage with TfL to explore technical solutions to reduce noise coming from the flyover.** This could take place in the whole estate, not just here. This needs discussion with TfL.

**2B. Screen to protect from noise of the skatepark that retains visual element.**

#CleanAir #Placemaking

### 3. REDUCING CARS AND WIDEN PAVEMENT.

(Needs discussion with RBKC).

Various strategies for making the street more pedestrian friendly and cycle-friendly:

**3A. Making the street one way or reducing the access of cars.** This needs discussion with RBCK and also with the residents. It needs to be combined with a strategy of widening the pavement (point 3B) so cars do not go too fast because of it being one way.

**3B. Widening footway and narrowing carriageway** to make it more pedestrian friendly, for greenery and also for spaces to sit in the area near Acklam Village.

**3C. Cycle lane and cycle parking.** This is a proposal for the whole estate, not just here.

**3D. Play facilities for local estate - ping pong table**

#CleainAir #Movement

### 4. PLACE IDENTITY, NICE STREET TO GET AWAY FROM THE MARKET

4A. Seating and lighting. Improving the street so people can use it as a street to sit and relax, with more sitting and lighting.

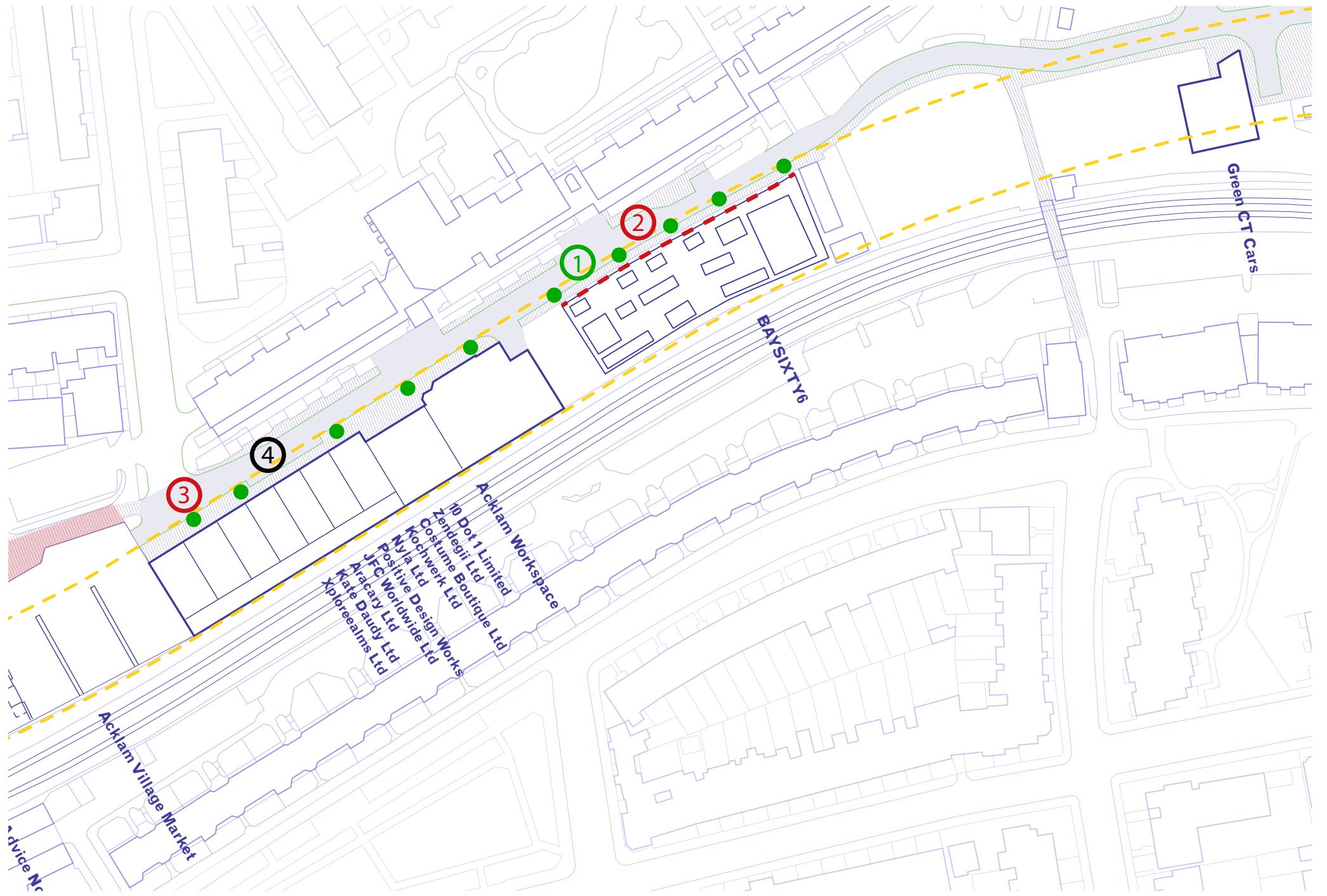
**4B. Create place identity and wayfinding strategy through painting the undercarriage of the flyover and pillars.** Make the street more attractive through painting the flyover and the pillars, creating a wayfinding strategy, using different colours. This could be implemented in the whole estate, not just here. This needs discussion with TfL.

**4C. Make the place more friendly by removing grills from ground floor windows**

**4D. Wayfinding signage**

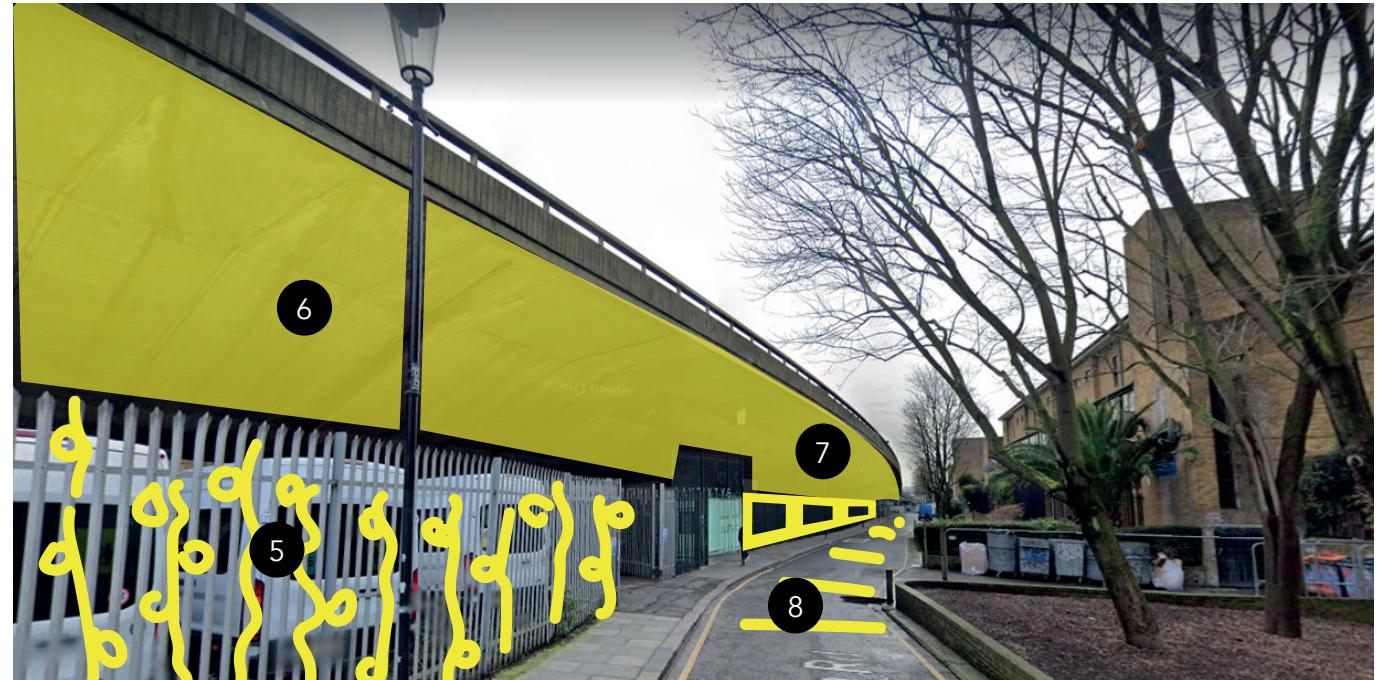
**4E. New treatment on carriageway to favour pedestrians**

#Placemaking #Lighting #UrbanFurniture



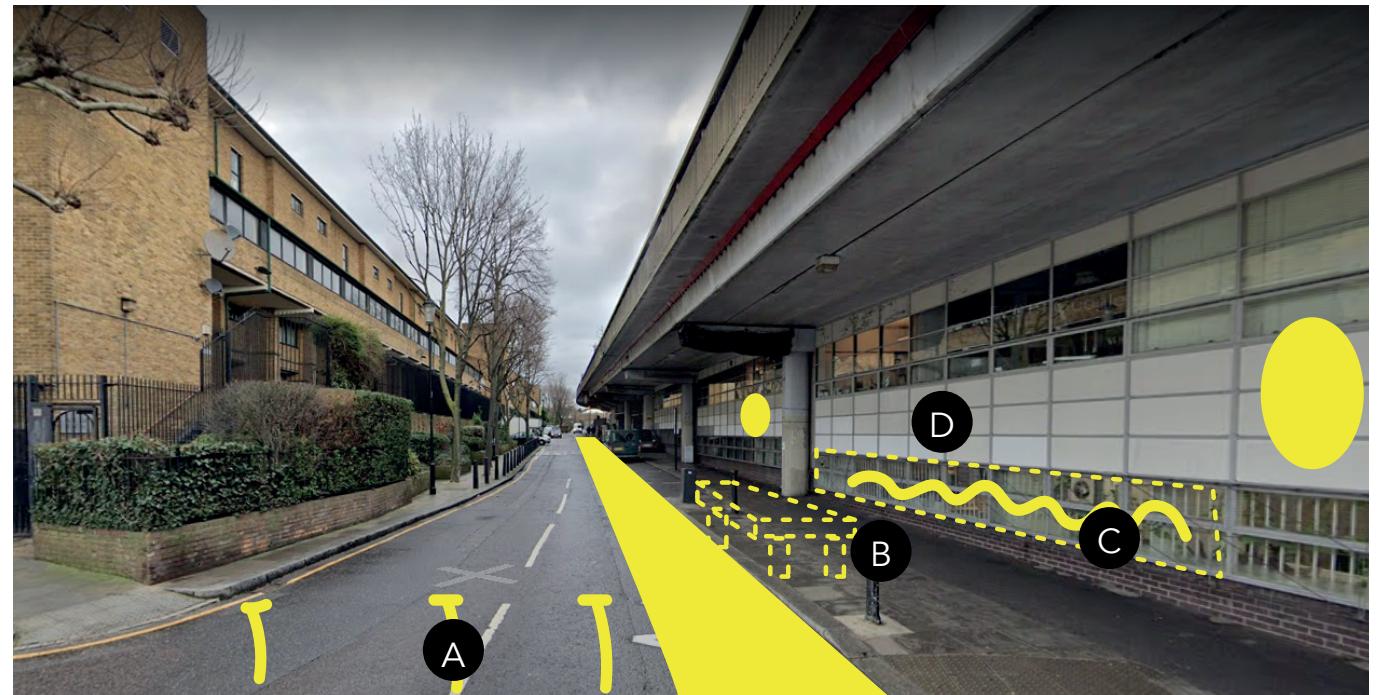
## Placemaking in Acklam Road

- A** Plant blank façades
- B** Create place identity and wayfinding strategy by painting the undercarriage of the flyover
- C** Introduce sound barrier for skatepark with possibility of seeing in to retain visual presence
- D** Change treatment of carriageway to favour pedestrians



## Placemaking in Acklam Road

- A** Limited access to cars or one way system to reduce traffic
- B** Extend footway and increase playing space and facilities
- C** Make the place more friendly by removing grills from ground floor units
- D** Outdoor museum with signs or plaques, which goes along the whole Westway Trust land





# 6. Skills audit

# We have identified a series of local sole traders and businesses keen on being involved in the delivery of proposals.

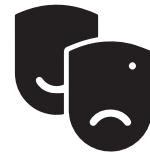
## A. ARTISTS

Five artists have told us their interest and availability to implement any public art or art-focused workshops.



## B. CULTURE

One cultural educator with t-shirt making skills and DJ teaching skills is keen to support the cultural elements of any project.



## C. DESIGNERS

Three designers have skills ranging from graphic to product and website.



## D. GARDENING

Two gardeners have been identified to support the design and management of any proposals affecting gardens.



## E. ELECTRICIAN

One local electrician has offered their services during the construction of any project.



## F. LIGHTING+WAYFINDING

A local firm specialised in lighting and wayfinding is keen to support the implementation of the project's improved wayfinding and lighting.



## G. MENTAL HEALTH

One mental health professional has offered their services to the project.



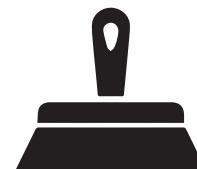
## H. PLANT NURSERY

One local plant nursery is keen to provide plants and coordinate delivery for plants.



## I. PLASTERING

One plasterer has told us their interest in being involved in any refurbishment project,



## J. REMOVALS

Two local removals professionals have indicated their availability to support the logistics of any project implementation.



## K. SECURITY

A local security company is keen to support on consultancy on security issues or the delivery of security.



## L. STONE MASONRY

A stone mason has said they are keen in supporting any construction project if their skills were to be required.



# **7. Next Steps**

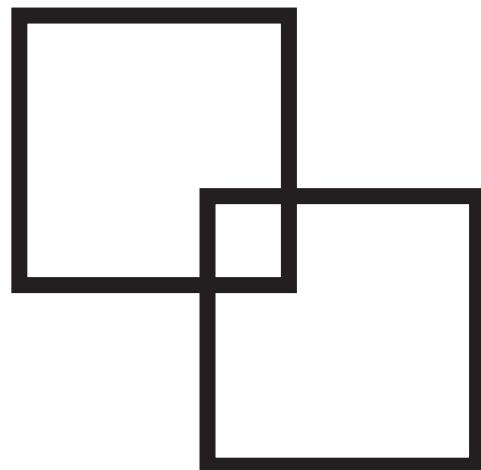
## What follows after this

During the final presentation of the co-design process on the 17 November 2021, the main feedback from participants was about how decisions will be made after this. In particular, given that £2.6M is not enough to deliver all the proposals and improvements outlined in this document, participants wanted to know what would be the process for deciding which interventions are prioritised and how the funding is spent.

For this reason, it is essential that the Westway Trust communicates transparently and clearly the next steps. This includes publishing a document explaining how the outcomes of the co-design process will be considered, a list of projects that will be carried out, and a timeline of when the interventions will take place.

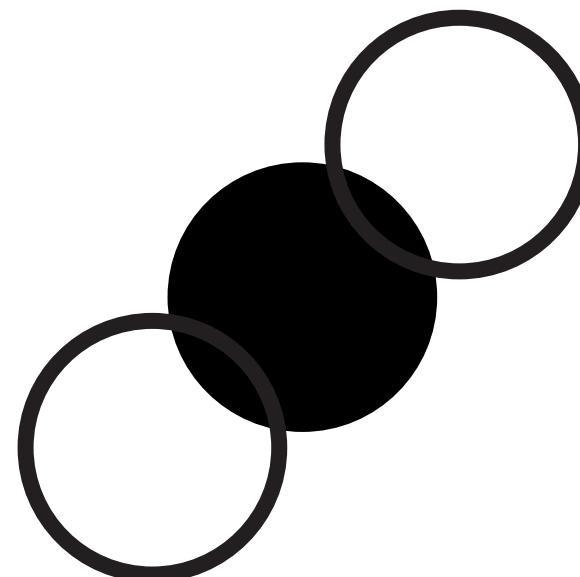
#### A. COMMUNITY STREET RESPONDS

The Westway Trust should respond to this initial engagement by providing a matrix to show how the views and proposals collected in this process will or will not be addressed by the project, and a timeline on when the improvements and proposals will take place. This response should be made available publicly, and be reflected in subsequent design stages.



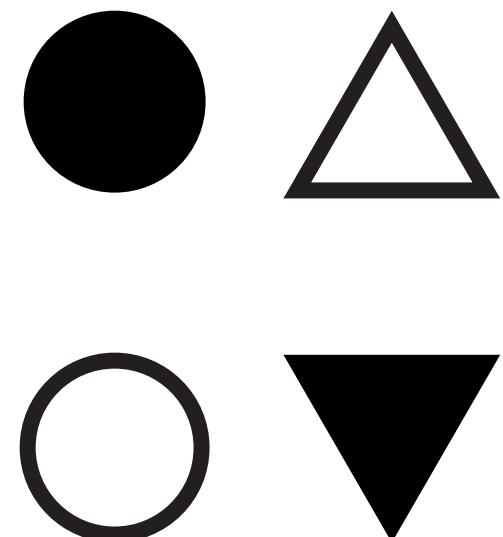
#### B. STEERING GROUPS

The steering groups that are being set up to monitor the project should all have a copy of the co-design report and refer to this regularly to ensure that the community proposals collected are being delivered through the subsequent design stages. One way to ensure this is by using the co-design report as an induction document for all members of the steering groups.



#### C. SKILLS AUDIT + DELIVERY

The skills audit that accompanies this co-design process should be used to identify local delivery partners for the implementation of the proposals. Where possible each proposal could be an opportunity to involve local people and businesses in the project implementation.



SIXTY6



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LEAP

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