

Fitzrovia Village

AUGUST 2023

Public Realm and Placemaking Strategy

The
Fitzrovia
Partnership
Business Improvement District

PLACEMAKING
LONDON

ARUP

| Revision No. | Date | Description |
|--------------|------------|--|
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| Revision 1.1 | 30/01/2023 | Updates following proof reading |
| Revision 1.2 | 11/08/2023 | Updates following stakeholder comments |

Foreword

I am delighted to introduce the consultation draft Fitzrovia Village strategy and action plan.

These ambitious proposals to improve Fitzrovia's public spaces and routes, and the action plan, will make a direct contribution to realising the objectives of The Fitzrovia Partnership's business plan – a sustainable environment for everyone who works and lives in Fitzrovia, or visits.

Delivery of these proposals will make Fitzrovia a more attractive and safer place to walk and cycle. It will also support active and healthy lifestyles and create new spaces for everyone to work in, enjoy, and relax.

Our draft plans will, when achieved, help Fitzrovia be more resilient to climate change.

The priority projects will also contribute to attracting visitors and generate inward investment, so Fitzrovia remains a thriving economy and great place to work, live, and visit.

We look forward to working in partnership with Camden Council, TfL, businesses and residents to translate the Fitzrovia Village plans into action.



Lee Lyons
COO, The Fitzrovia Partnership

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1 Introduction

Creating a
healthier and
more sustainable
neighbourhood

Introduction

The Fitzrovia Partnership commissioned Arup to undertake a **Place and Public Realm Strategy**, and a concept design for the **Business Improvement District (BID)**, shown as the red line boundary on the adjacent image.

This strategy is an update to the predecessor, the [Fitzrovia Village Feasibility and Concept Design Report, 2020](#), recognising the impact of the Covid-19 pandemic and the climate crisis on the public realm. In addition, since 2020, two initiatives have been delivered; the West End Project and The Fitzrovia Partnership's zero carbon initiatives.

This report reexamines and redefines the role of the public realm in Fitzrovia and its contribution to economic recovery and the climate crisis by identifying opportunities within the public realm to make Fitzrovia a healthier, resilient, and liveable neighbourhood.

The report is organised into three main areas **that are split into nine chapters and an Appendix**. Firstly, context and site understanding, then, Fitzrovia's public realm vision, and, lastly, pilot projects and next steps.

We would like to thank Placemaking London for their contribution to the development of this report.

----- Study boundary

Plan illustrating the Fitzrovia Partnership context



A phased approach

This report is part of a phased approach including phases 1–3 outlined below.

| PHASE | |
|-------|---|
| 1 | <p>This phase focuses on feasibility and begins to understand the opportunities in Fitzrovia’s public realm. It culminates in the Fitzrovia Village Feasibility and Concept Design Report, which was a feasibility study completed in Jan 2020. Additionally, this phase included the Green Infrastructure Audit (GIA) and the Fitzpark Report.</p> |
| 2 | <p>This phase is focused on defining the public realm vision and design strategy. The current report sits in this phase. After a thorough understanding of the site, workshops and surveys were conducted that led to our defining vision. This then translated spatially into the concept design and the priority projects. Refer to Chapter 8.</p> |
| 3 | <p>This phase will develop ideas and the concept designs into reality by undertaking stakeholder engagement, generating funding, and delivering the projects.</p> |



A phased approach

WE ARE HERE



1. Consultation
2. Planning
3. Funding
4. Delivery

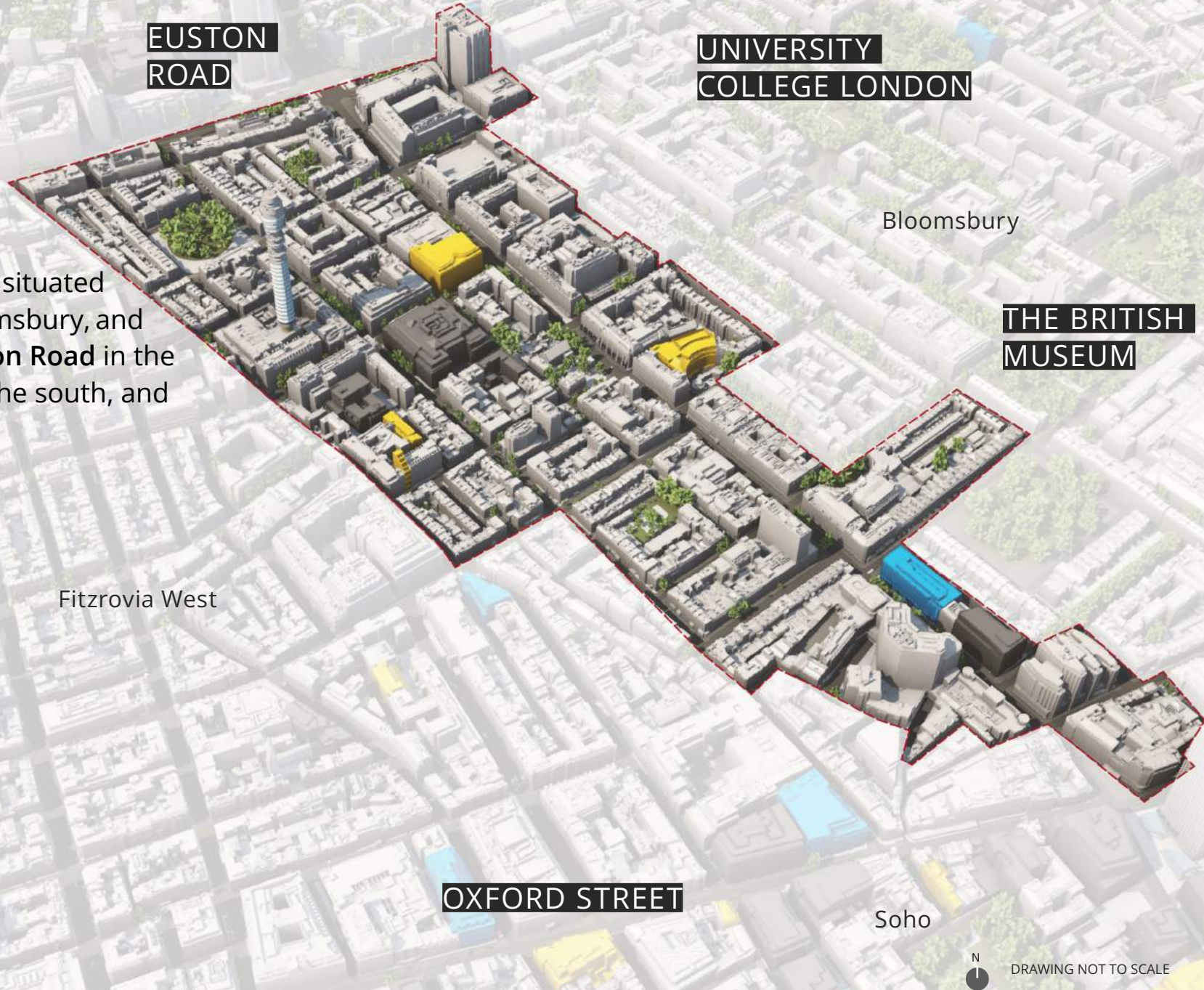
2 Context

Fitzrovia Village,
a Central London
neighbourhood full
of history

Site

The site and study area is based on **The Fitzrovia Partnership's** boundary.

Fitzrovia is a neighbourhood situated between Marylebone, Bloomsbury, and Soho. It extends from **Euston Road** in the north, to **Oxford Street** in the south, and **Huntley Street** in the east.



REGENT STREET

OXFORD STREET



DRAWING NOT TO SCALE

History

The planning and street layout of **Bloomsbury** and wider **Fitzrovia** can be seen through the lens of archive maps and photographs. These maps, and further information, is available in various city archives. The area retains a **robust urban character**. Historic maps provide an accurate record and a glimpse into the life of the neighbourhood at various points in time.

Cleveland Street – East side falls within the Fitzroy and Charlotte Street Conservation Areas

Chitty Street – Falls within the Charlotte Street Conservation Area

Cleveland Street and Chitty Street are quiet commercial streets and characterised by a greater proportion of 20th century development and larger scale plots and buildings, with few surviving from the Georgian period. The nature of the uses and limited levels of traffic make these streets quieter and less populated than other streets in the Conservation Area. They have a strong sense of enclosure deriving from the relatively narrow street width, continuous frontages of generally four or five storeys, and a largely consistent, strong parapet line. A variety of materials: red brick, yellow brick and render is evident on all streets. Along Cleveland Street there are a variety of building types, although the majority contribute to the character of the street.

Warren Street – Some parts of the street fall within the Fitzroy Square Conservation Area

Warren Street (and Cleveland Street) define the northern (and western boundaries) of the Fitzroy Conservation Area, respectively. All are busy routes with the buildings occupied by a wide range of small-scale retail, service, restaurant, office, community, and residential uses; one of the defining characteristics of these streets. The mix of small-scale uses and independent shops, often within a single building, make an important contribution to the character and vitality of this part of the conservation area.

Hidden histories of people and places...



'Morgan's Map of the Whole of London in 1682', in Morgan's Map of the Whole of London in 1682 ([s.l.], 1682), British History Online <http://www.british-history.ac.uk/no-series/london-map-morgan/1682/map> [accessed 1 October 2022].

Timeline

The historic maps illustrate clearly the influence of the **Georgian, Victorian, and Edwardian** town planning, establishing a grid of principal and secondary streets, mews, courts and alleys, and fine gardens squares.

The historic street plan has largely remained as originally envisaged. The character and ambience of the area is derived from the variety of architectural styles to be discovered on each individual street. Mews are a particular feature of the area and provide characterful intimate space often with a single access point.

Most of the buildings are of low to mid-rise scale but there are larger more contemporary buildings clustered around Fitzroy Street and Howland Street. The tallest landmark building in the area is the 1960's BT tower on Cleveland Street designed by the Ministry of Works architects for the General Post Office. The cylindrical tower opened in 1966 and originally included a revolving restaurant as well as office space and telecommunications equipment. A very bold post-war architectural intervention into a traditional townscape which today is much-admired and a recognisable feature of the Central London skyline.

Fitzrovia has a rich heritage going back to the 1600s. The timeline below highlights some of the key points in history which have led to the characterful Fitzrovia that we know today.

...The impact of both World Wars and later postmodern and contemporary development has also led to changes to the street pattern. However, the area retains a very legible urban morphology and one that today continues to distinguish a very characterful and charming Central London neighbourhood...



History of Fitzrovia Village



1660

Earl of Southampton lays out designs for Bloomsbury Square

1666

Great fire of London



1720

First house in Cavendish Square completed by builder John Prince for the Earl of Oxford

1740

Crabtree Fields developed by nephews of John Goodge



1756

'New Road' (later Marylebone Road and Euston Road) completed linking Paddington to Islington, proposals lead by Duke of Grafton

1768

Charles Fitzroy, 1st Baron Southampton, purchases freehold of the Tottenham demesne lands, securing 255 acres

1904

Founding members of the Bloomsbury Group take up a lease on 46 Gordon Square

1871

Slade Art School opens at UCL



1841

Census records 485 people living in 27 houses on Goodge Place

1835

Work completed on Fitzroy square (began 1792)



1790

1911

Construction begins on the British Telecoms (BT) Tower



1952

Ralph Tubbs designs the Indian Young Men's Christian Association at 41 Fitzroy Square - Pandit Jawaharlal Nehru visits the following year



1961



1974

Fitzrovia Neighbourhood Association and annual Fitzrovia festival founded

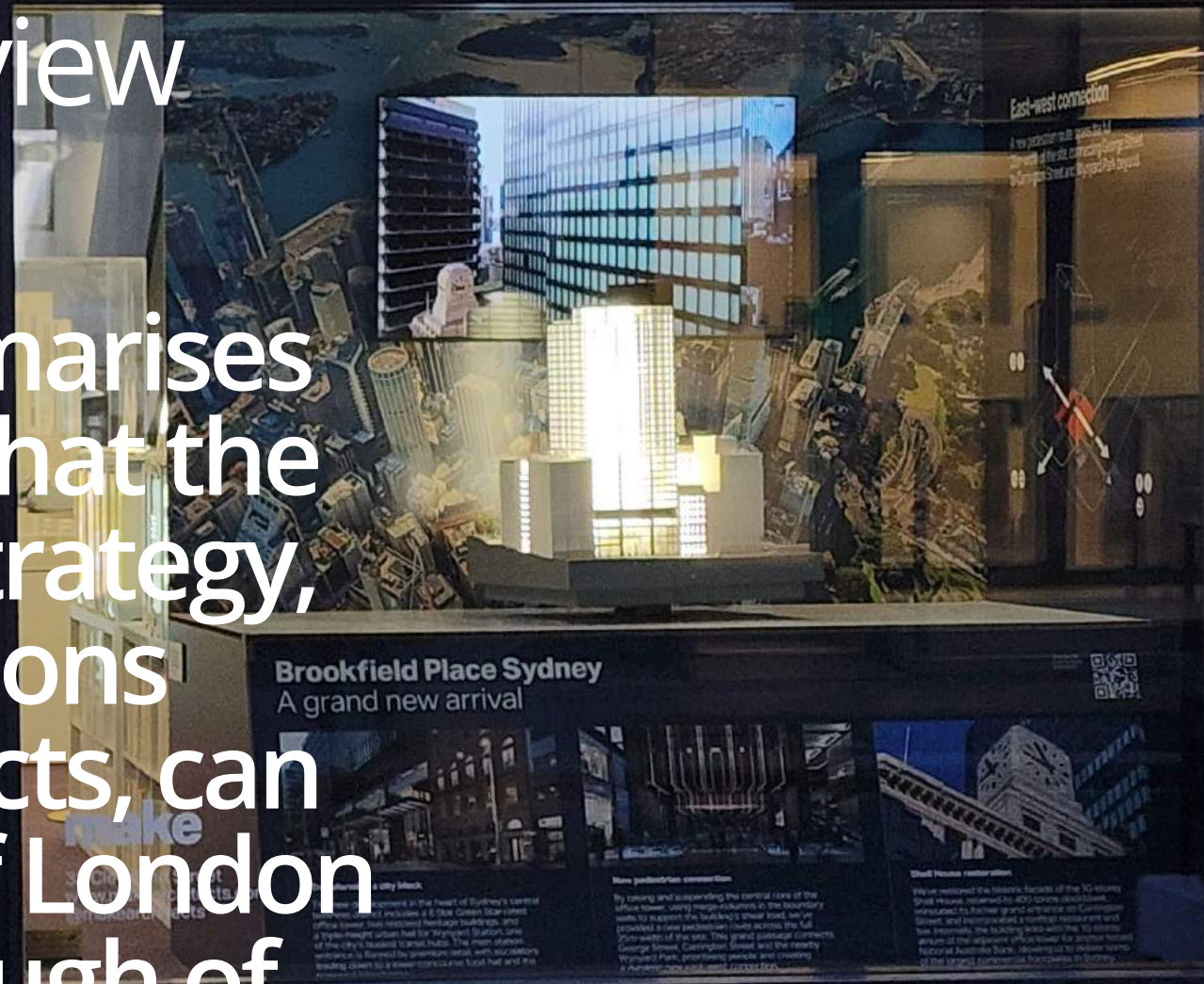


1982

Channel Four offices arrive at 60 Charlotte Street

3 Document review

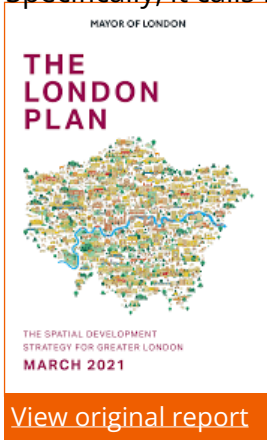
This section summarises the contribution that the Fitzrovia Village Strategy, its recommendations and priority projects, can make to Mayor of London and London Borough of Camden policy priorities



The London Plan

The 2021 London Plan sets out the case for Good Growth – growth which is inclusive and its benefits shared by all Londoners.

Specifically, it calls for:



“streets and public spaces [that] are consistently planned for people to move around and spend time in comfort and safety, creating places where everyone is welcome, which foster a sense of belonging, which encourage community buy-in, and where communities can develop and thrive.”

The Fitzrovia Village strategy also responds positively to the designation of Tottenham Court Road in the London Plan as an Opportunity Area, with the potential to create 6000 new jobs, by setting out how to create public spaces and a neighbourhood that can attract inward investment, good growth, and new jobs.

The Fitzrovia Village’s aspirations and outline public realm designs for several of the area’s streets, in particular Chitty Street, contribute to Policy S4 Play and Informal Recreation. By creating safer spaces and routes, free from traffic, more opportunities for informal and incidental play, and recreation, will be created.

Heritage and conservation considerations, covered in London Plan Policy HC1, are reflected in the Fitzrovia Village strategy, which seeks to conserve the historic street network of Fitzrovia and celebrate its architectural assets, while making the area more accessible and safe for all.

The strategy will also contribute to policy London Plan HC6.B.2:

“improve access, inclusion and safety, and make the public realm welcoming for all night-time economy users and workers”, therefore it will be supporting Fitzrovia’s evening economy, jobs and as a distinctive West End after-work destination.

The Fitzrovia Village strategy intends to create an even more diverse, inclusive, and welcoming Fitzrovia, which aligns with The London Plan aims to:



...enhance the identity, legibility, permeability, and inclusivity of neighbourhoods, and... support and promote the creation of a London where all Londoners, including children and young people, older people, disabled people, and people with young children, as well as people with other protected characteristics, can move around with ease and enjoy the opportunities the city provides, creating a welcoming environment that everyone can use confidently, independently...



A core strand of the **Fitzrovia Village strategy** is introducing more **green infrastructure** as part of the delivery of public realm schemes, thereby contributing to London Plan policies G1 Green Infrastructure and G7 Trees and Woodland. The Fitzrovia Partnership recognises the important role that trees and planting can play in **promoting better mental wellbeing, adapting to the impacts of climate change** and the urban heat-island effect, and **supporting food growing and providing habitats for wildlife**. They will, therefore, champion the inclusion of trees, planting, and green spaces in projects as they are brought forward through their design stages.

Responding to the need for **more publicly accessible open space** in Fitzrovia, which currently is limited, the Fitzrovia Village document can deliver the intentions of London Plan Policy G4 Open Spaces, in particular on Chitty Street, but also the linear green route plan for Cleveland Street.

The Fitzrovia Village strategy can make a significant contribution to Local Plan Section 9 Sustainable Infrastructure, in particular: SI 1 Improving Air Quality, SI 2 Minimising Greenhouse Gas Emissions, and SI 13 Sustainable Drainage.

By creating public spaces **free from vehicles**, exposure to poor air quality can be minimised, in particular for older and young people, who are particularly vulnerable to its impacts on health. By building routes that **prioritise, support, and encourage cycling and walking**, the Fitzrovia Village strategy can reduce car use, positively impact on local air quality, and contribute to **reducing carbon emissions**.

The design and delivery of the projects in this strategy will seek to provide **permeable surfaces, rain gardens, and sustainable urban drainage** to better manage rainwater run-off and help Fitzrovia adapt to more extreme weather conditions, contributing to Policy SI 13.

Sustainable modes are space efficient, therefore reducing car use will **create more space for people** and also help reduce congestion, which can affect parts of Fitzrovia and the operation of its businesses. In parallel to Fitzrovia Village, the Fitzrovia Partnership is delivering a strategy to **reduce freight and commercial traffic** in the area, including a comprehensive preferred supplier scheme and supporting the trial of micro-consolidation in Fitzrovia.

The Fitzrovia Village strategy will make a direct contribution to the London Plan Chapter 10, Transport, and the 2041 target of 80% (95% for central London) of all trips being made by walking, cycling, or bus.

2041 target of
95%

for central London of all trips being made by walking, cycling, or bus



Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS), published in 2018, sets out to:

- Create Healthy Streets and People, reflecting the fact that London's roads account for 80% of public spaces, therefore how they are designed and space is allocated, can affect the lives of residents, workers, and visitors to London
- Deliver high quality public transport; and
- Facilitate the development of 65,000 new homes and over one million new jobs.

Importantly for Fitzrovia, the MTS aims to support 'Good Growth' of areas (MTS, Chapter 5, p211), defined as:

- Good access to public transport
- High-density, mixed-use developments
- People choose to walk and cycle
- Car-free and car-light places
- Inclusive, accessible design
- Carbon-free travel
- Efficient freight



...The MTS adopts the Healthy Streets approach (MTS, p36), which aims to reduce casualties to Zero by 2041 (Vision Zero), increase levels of cycling, walking, and public transport (to 95% of all trips in Central London), improve air quality, and contribute to better physical and mental wellbeing...





© Mayor of London Transport Strategy

Healthy Streets Framework

“
 ...The Healthy Streets Approach provides the framework for putting human health and experience at the heart of planning places and routes. In developing the Fitzrovia Village strategy, the Healthy Streets indicators have been used as a framework to planning the improvements Fitzrovia's public spaces and need. Healthy Streets Framework...
 ”

Camden Local Plan

The Camden Local Plan, which covers the period 2016-2031, sets out policies for growth, economy and jobs, health and wellbeing, protecting amenity, design and heritage, sustainability and climate change, town centres and transport, which this Fitzrovia Village strategy directly contributes towards.

By improving the design and experience of Fitzrovia's public spaces, inward investment and therefore growth of the Tottenham Court Road area is more likely to be realised, thereby contributing to Policy G1e. Fitzrovia Village contributes to delivering the transport and open space infrastructure that are vital to support growth of Fitzrovia, which takes place in a way that conserves the distinctive character of Fitzrovia as a place.



The majority of jobs in Camden are located in the south of the borough, so by creating a Fitzrovia that can support positive physical and mental health, both residents and workers will benefit. New public spaces and quiet, tree-lined walking routes, such as Chitty Street and Cleveland Street, can contribute to better mental health and encourage active travel. Re-designing places, routes, and gateways, in particular Warren Street, will make Fitzrovia more inviting, inclusive and accessible, all of which contribute to better health equality.

Section 6 of Camden's Local Plan focuses on protecting amenity, including existing and new open spaces. The Fitzrovia Village strategy will enhance the fine grain of streets nestled between Tottenham Court Road and Cleveland Street, in particular amplifying the greening of the area, which is part of its current character, that has

been community, resident and business-led (see policy A.2.h).

The Fitzrovia Village strategy proposes much needed new public spaces, such as Chitty Street, thereby making a direct contribution to policy A2 and continuing the example set by the creation of a new public space on

The strategy will also contribute to improving the health and well-being of Camden residents and workers, specifically Camden Plan Policy C1



...improve and promote strong, vibrant and healthy communities through ensuring a high quality environment with local services to support health, social and cultural wellbeing and reduce inequalities...



Alfred Place. It will address the issue of Fitzrovia identified as an area deficient in open public space (Map 2, p199, Camden Local Plan). The Fitzrovia Village strategy will also contribute to enhancing nature conservation value (p204), increasing opportunities to enjoy nature (p205) and also support wildlife bio-diversity.

Turning to design, importantly because of the historic character of Fitzrovia, the strategy will contribute to Local Plan policies on design, specifically D.1a and b, relating to local context and character, and historic assets. Moreover, design of priority schemes will seek to be inclusive, promote accessibility and health, and design out crime and anti-social behaviour. The strategy and design stages for each scheme will be guided by Local Plan policy to preserve what is distinctive and valued (paragraph 7.4, p225).

The Fitzrovia Village strategy projects and recommendations respond to and seek to celebrate the Conservation Areas and Listed Buildings of Fitzrovia, thereby contributing to Local Plan policies D2.

Local Plan policy D3 recognises the impact shop fronts can have on character areas and historic buildings. The Fitzrovia Village strategy recognises there are both good and poor examples of active frontages, so it aims to encourage a high level of design that is appropriate for Listed Buildings and the Conservation Areas. The Fitzrovia Village strategy also seeks to retain and even restore heritage features, recognising these contribute to the visitor enjoyment of exploring Fitzrovia.

The Fitzrovia Village strategy also makes a direct contribution to Local Plan policies on street furniture in the public realm (paragraph 7.84, page 247), seeking to de-clutter and rationalise street furniture (see Appendix A on Cleveland Street Decluttering audit).

Turning to Section 8 of Camden's Local Plan, on Sustainability and Climate Change, this is an area where delivery of the Fitzrovia Village strategy can make a significant contribution (see also section on London Plan and sustainability). These include planting trees to mitigate the heat island effect (paragraph 8.40, p260), providing habitats to support biodiversity (paragraph 8.38, p259), contributing to Policy CC3.3 on



sustainable urban drainage, and improving air quality (Policy CC4), in particular impact of transport to and from developments (paragraph 8.83).

Chapter 9 of the Camden Local Plan (Town Centres and Shops) recognises Tottenham Court Road as a 'Central London Frontage' area and Fitzrovia as a 'Specialist Shopping Area'. Fitzrovia's retail functions both as a local high street, serving the needs of local residents and to an extent workers, and also as part of the West End, with a world-class offer to attract visitors. Fitzrovia's retail mix ranges from local DIY stores to independent art galleries, while its food and beverage offer extends from fish and chips to Michelin star restaurants, in all cases distinguished by being independent and unique to Fitzrovia.

The Fitzrovia Village strategy can contribute to Local Plan Town Centre policies TC2.a.b.c and d (protecting character, providing variety, vibrancy and choice, protecting residents from noise and harmful impacts, and supporting and protecting areas of specialist interest) by re-imagining spaces so they attract footfall and can ensure the on-going success of independent businesses in Fitzrovia.

The holistic 'place' approach of the Fitzrovia Village strategy will not only seek to improve highway surfaces, but work with property owners and occupiers to curate better design of shop fronts and also the retail and food beverage offer for consumers.



Camden Transport Strategy

Camden's Transport Strategy, 'Healthy Streets, Healthy Travel, Healthy Lives: Camden Transport Strategy', covers the period 2019–2041. Since publishing the strategy, the West End Project has transformed much of Fitzrovia, primarily Tottenham Court Road and streets to its east, delivering a 28% increase in cycling and an approximate 32% fall in traffic across the wider area.

The West End Project goes a considerable way towards transforming Fitzrovia, while the Fitzrovia Village sets out the vision and proposals to improve Fitzrovia's other streets, for pedestrians and cyclists in particular.



The Fitzrovia Village strategy acknowledges the importance of the Transport for London Road Network (TLRN) (Euston Road) and the Strategic Road Network (SRN)(Tottenham Court Road) for safe movement of people and vehicles; and Camden's designation of other routes, including Warren Street, Fitzroy Street, and Charlotte Street as 'Emergency Services Strategic Roads'. As such, proposals for these streets will maintain, seek to enhance their access, and improve response times for emergency vehicles.

The Fitzrovia Village strategy will also contribute to the identified challenges in Camden's Transport Strategy, specifically population growth (paragraph 2.71), congestion (paragraph 2.61), noise (paragraph 2.63), poor air quality (paragraph 2.57), the climate emergency (paragraph 2.58), mental (paragraph 2.65) and physical health (paragraph 2.64), and road safety (paragraph 2.59).

Delivery of the Fitzrovia Village strategy can make a direct contribution to the vision of Camden's Transport Strategy, in particular:



...enabling and encouraging people to travel sustainably; nurturing healthier lifestyles; creating radically less polluted places; and upgrading the transport network to meet Camden's needs and those of London as a growing capital city...



The Fitzrovia Strategy will deliver on the seven key objectives of London Borough of Camden's Transport Strategy in Fitzrovia and directly contribute to improving the borough for all residents, workers, and visitors.

The seven objectives are:

Objective 1: To **transform our streets** and places to enable an increase in walking and cycling – The Fitzrovia Village proposals are designed to support and encourage **active travel for all**, making the area easier to explore on foot and cycle through, and delivering Healthy Streets outcomes in Fitzrovia.

Objective 2: To **reduce car ownership** and use, and motor traffic levels in Camden – The Fitzrovia Village strategy discourages unnecessary car use and proposes to trial timed, **partial road closures** to create better, car-free places.

Objective 3: To deliver a sustainable transport system and streets that are accessible and **inclusive for all** – Fitzrovia Village will make it easier for people with physical and mental disabilities, and vulnerable people, specifically older people and children, to **explore Fitzrovia safely**.

Objective 4: To substantially **reduce all road casualties** in Camden and progress towards Zero Killed and Seriously Injured (KSI) casualties – Fitzrovia Village will deliver transport and public realm schemes that slow traffic speeds, improve visibility, and reduce road danger. The Fitzrovia Partnership will also **work with TfL** and London Borough of **Camden to reduce collision** and casualty hotspots, and encourages its businesses to participate in key safety initiatives, including incorporating the Freight Operators Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS) Scheme.



Objective 5: To reduce and mitigate the impact of transport-based emissions and noise in Camden – Fitzrovia Village. projects will seek to introduce **on-street electric vehicle charging points**, thereby future-proofing Fitzrovia with the essential infrastructure to support the migration by residents and businesses to electric vehicles.

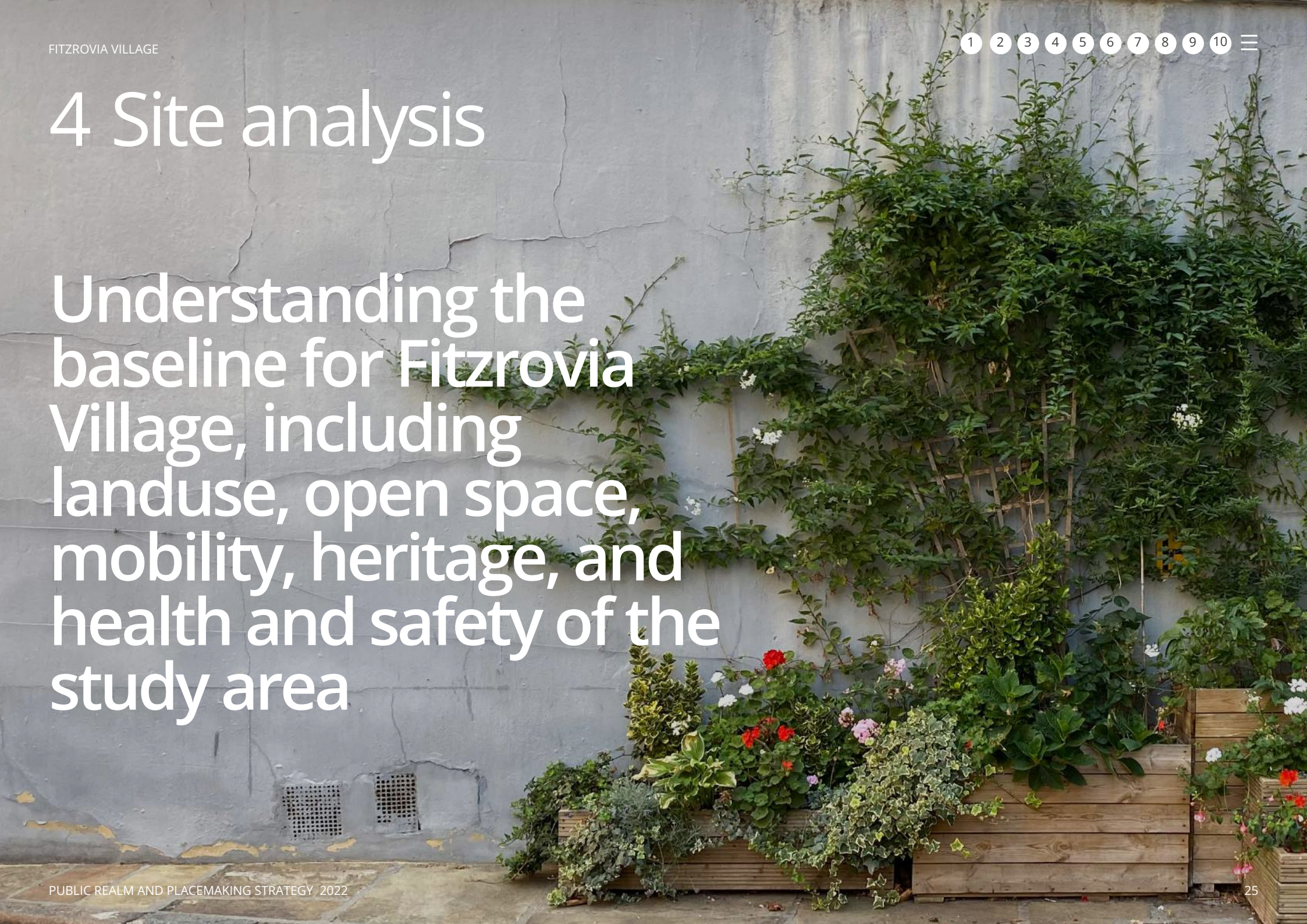
Objective 6: To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the **sustainable movement of goods and people** – The Fitzrovia Partnership welcomes the Camden Transport Strategy's commitment to 'work with BIDs and major landowners to establish necessary physical and technological infrastructure to **minimise freight and servicing** motor traffic movements'. The Fitzrovia Partnership will work in partnership with London Borough of Camden to deliver efficient and sustainable movement of freight.

Objective 7: To ensure **economic growth and regeneration** is supported by, and supports, a sustainable transport network – Camden's Transport Strategy notes that: "Attractive places and destinations with less traffic...can contribute to regeneration and economic uplift and unlock new areas. This will help to ensure that the borough can **attract investment** to create the new homes and jobs for a growing population, and remain successful." The Fitzrovia Village strategy sets out how this seventh objective can be achieved, by attracting and encouraging longer dwell time and **return visits** by visitors and **supporting businesses** that have struggled since 2020 due to Covid-19 lockdowns, supply chain disruption, staff shortages, and rising inflation, to once again thrive.



4 Site analysis

Understanding the baseline for Fitzrovia Village, including landuse, open space, mobility, heritage, and health and safety of the study area

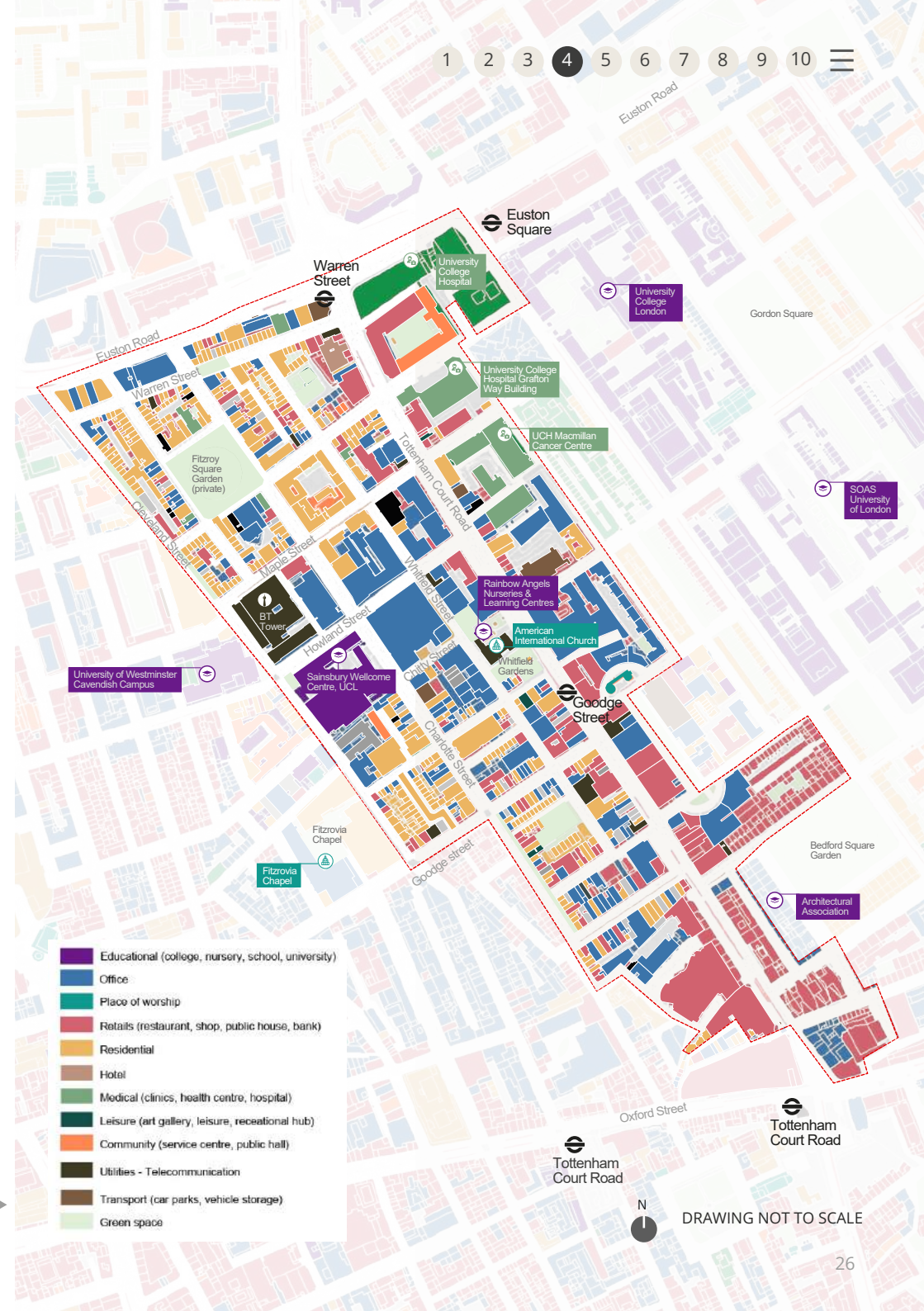


Land use

Fitzrovia’s land use indicates the area’s duality as a local neighbourhood and as part of the West End. Fitzrovia is a distinctive area with a mix of land uses including offices, retail, and food and drink located throughout. Residential areas can be found in the north and west of the site.

There are a number of independent galleries and museums that can be discovered by visitors. Landmarks in the area include the iconic BT tower. The area has important community facilities that serve its local communities – i.e. schools, libraries, clinics, and community centres.

Plan illustrating ground floor land use.
Source of information: GLA

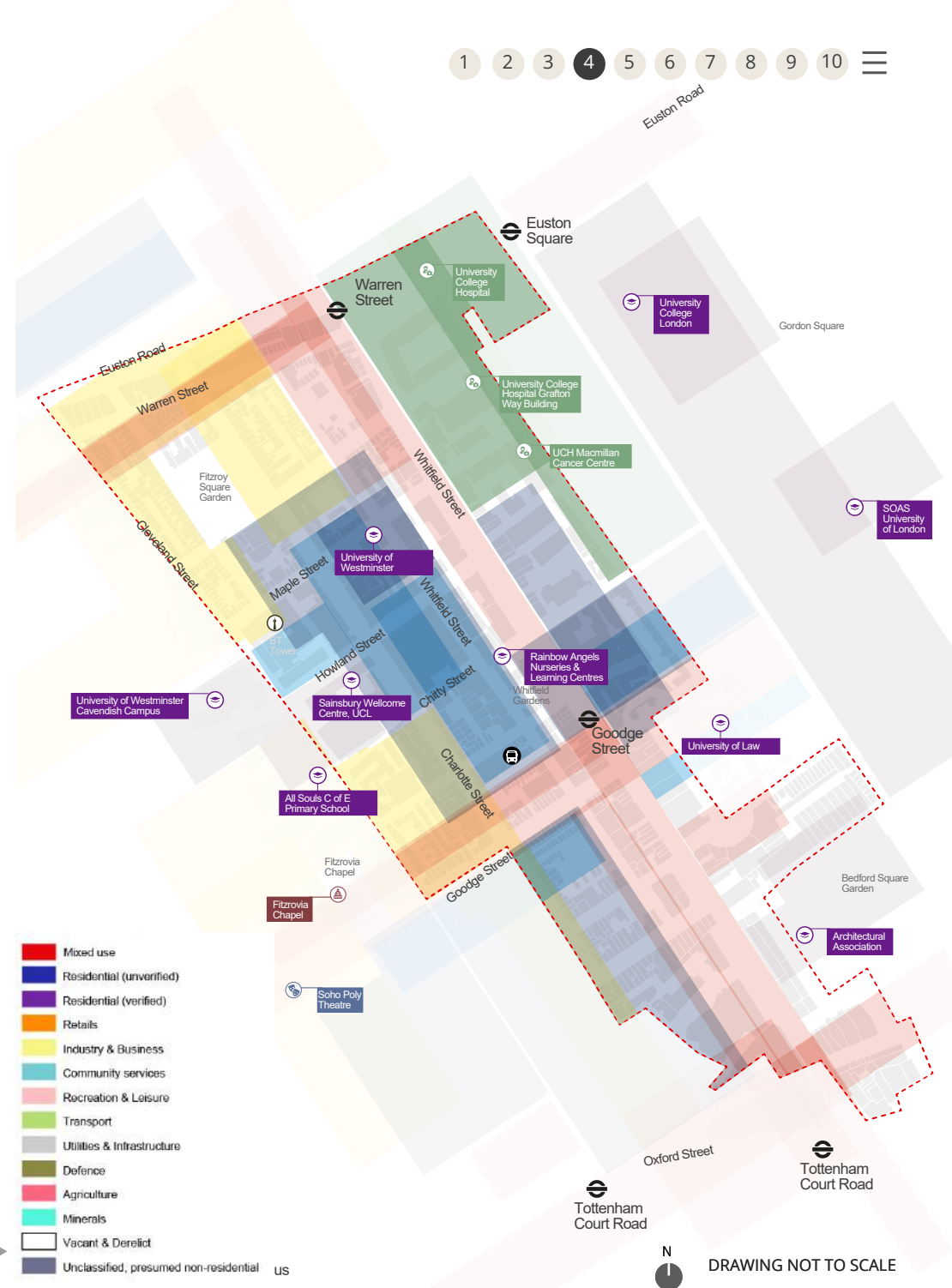


Clusters

The land use mix defines the area into five clusters.

The health services cluster is located to the north east, defined by University College Hospital. The retail and food and beverage cluster is located around Tottenham Court Road and Warren Street. Residential areas are located in the north west and western boundary mostly. The offices and educational facilities are scattered in the heart of Fitzrovia.

Each of these clusters attracts different demographics in the public realm, at different times of the day, and each with diverse needs.



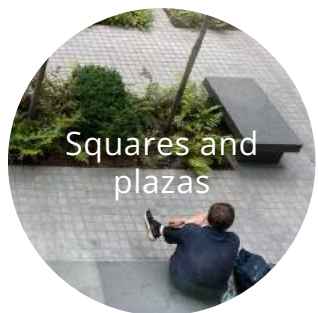
Plan illustrating land use clusters within Fitzrovia. Source of information: GLA

Open space

Fitzrovia has a variety of green spaces which cater for different users. Some of these spaces are private, such as Fitzroy Square Garden, while others are open to the public, such as the recently renovated Whitfield Gardens. Management and maintenance varies among the spaces, so does the provision of seating.

New green spaces have been created for the neighbourhood, as part of the West End project, such as Alfred Place. These spaces are designed to increase the green spaces in the neighbourhood for all.

Tree-lined streets vary across the neighbourhood, with some having more than others. The trees include London plane, maple, and oak.



Squares and plazas

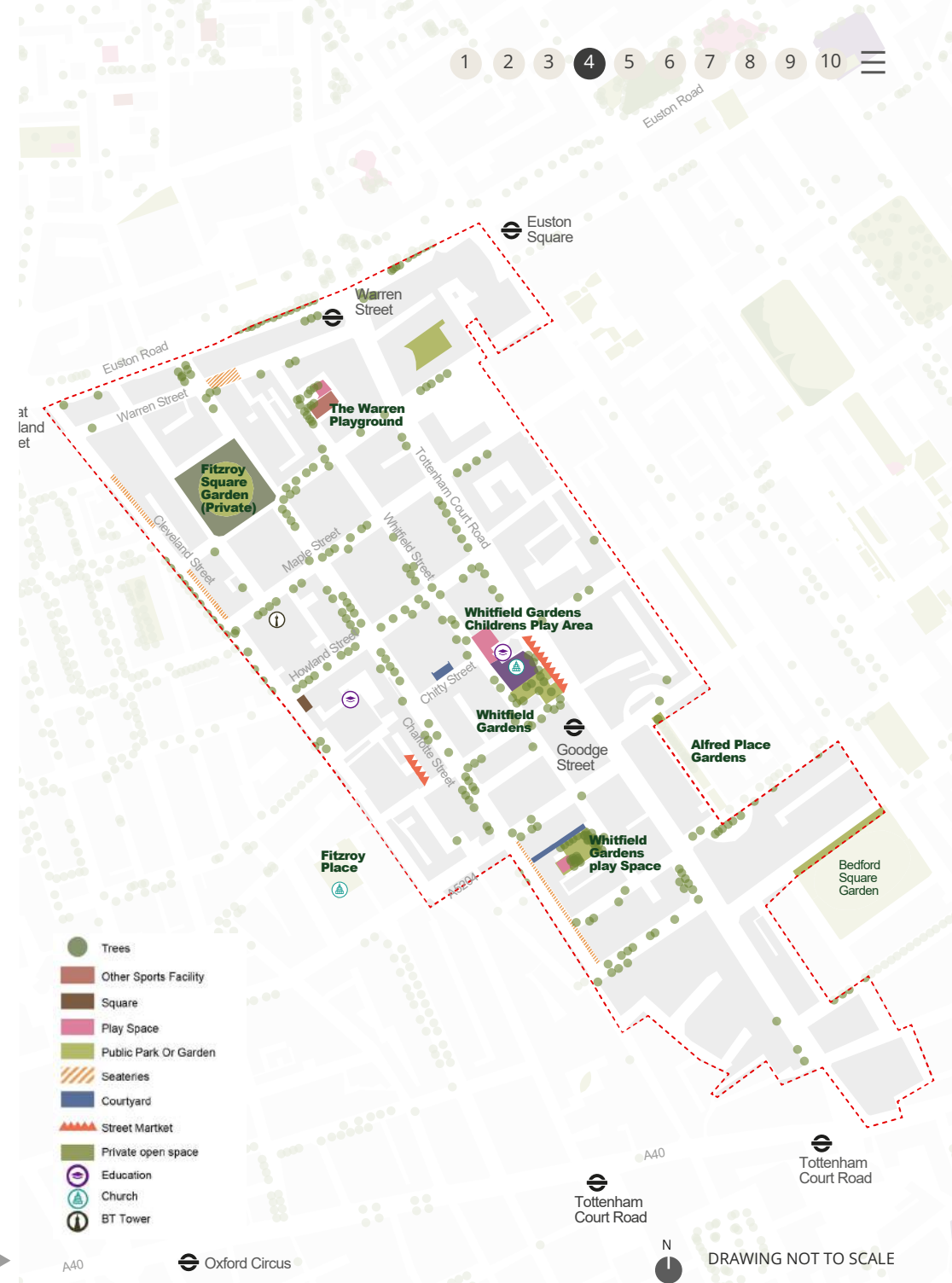


Play



Streeteries

Plan illustrating types of open space within Fitzrovia.



Mobility

Fitzrovia’s streets have been changing over the past years to reflect evolving travel behaviours which prioritise walking, cycling, and improved health, in line with the **Healthy Streets** approach. Windmill Street has seen the re-purposing of some car parking spaces into pocket landscape interventions, and new fixed and dockless cycle parking spaces to cater for the increasing cycle demand. The level of flexibility along these streets has also allowed for the installation of mode-filters and temporary uses, such as outdoor eating in Warren Street and the TCR food market at Tottenham Court Road. As Active Travel (walking and cycling) continue to rise, streets will continue to evolve with more pedestrian and cycling infrastructure being required, with possibilities for the lesser used roads (for example Howland Road and New Cavendish) to be prioritised for active travel and in turn reduce noise and pollution.



Cycle hire



Public transport



Parking

Plan illustrating types of road users. ▶



Safety

Within the Fitzrovia area, there are hotspots for anti-social behaviour and crime, mainly concentrated around Warren Street and Tottenham Court Road underground stations.

During 2022, other reported crimes occurred in areas with minimal, or absence of, active frontages at ground floor level. The adjacent map illustrates the numbers of reported crimes within Fitzrovia, type of crime, and location.



Underground station

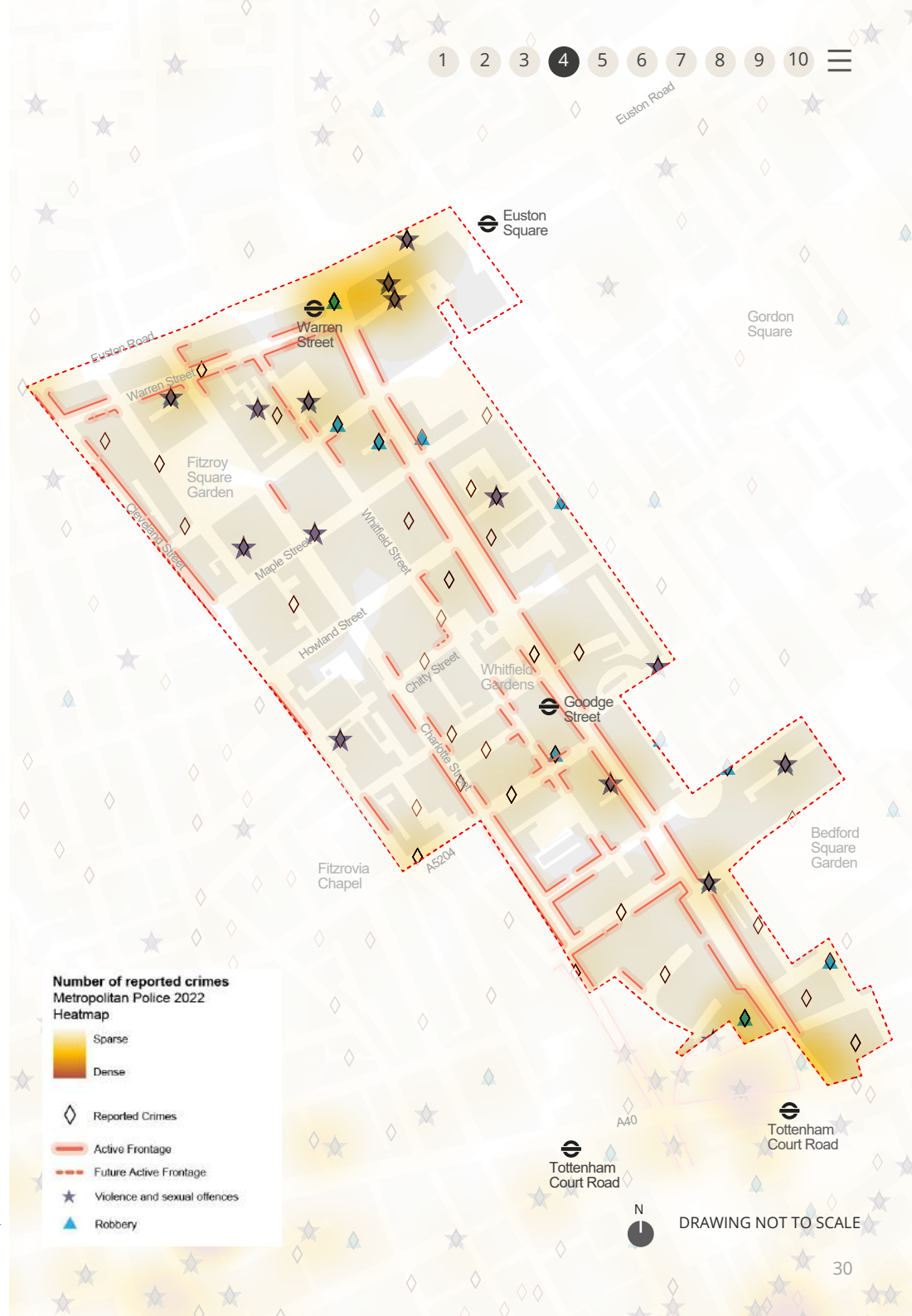


Underground station



Underground station

Plan illustrating location of reported crimes in Fitzrovia. ▶



Health/wellbeing

Public realm plays an important role in its contribution to the health and wellbeing of citizens. Fitzrovia's noise and atmospheric emissions levels are generally low, except for the areas adjacent to Tottenham Court Road and Euston Road.

The presence of shade from trees provides cooler respite spaces during hot summers. However, there is a lack of drinking water fountains which would support vulnerable communities during extreme heatwaves.



Plan illustrating current environmental factors. Source of information: GLA, TfL and DEFRA



Heritage

Today a large part of the Fitzrovia Partnership BID footprint is situated within designated Conservation Areas, ensuring the past legacy of urban planning is preserved and further enhanced in the years to come. Those covering the BID footprint are Bloomsbury, Fitzroy Square and Charlotte Street.

Bloomsbury – The largest of the three Conservation Areas covers a part of Fitzrovia and wider Bloomsbury and, consequentially, is split into 14 sub-areas including Alfred Place and Tottenham Court Road. The area was designated in 1968.

Charlotte Street – Charlotte Street Conservation Area covers an area extending from Tottenham Court Road in the east to Cleveland Street – the boundary with Westminster in the west – and from Chitty Street in the north to Gresse Street in the south. The area was designated in 1974, with subsequent extensions in 1981, 1985, and 1999.

Fitzroy Square – was part of the original 1968 designation covering the Bloomsbury Conservation Area. In 1990, the streets surrounding Fitzroy Square were designated and included in the Bloomsbury Conservation Area. The 2010 Appraisal is applicable. Within these three Conservation Areas are numerous statutory listed buildings and unlisted buildings of merit, in addition to some unrecorded place marks that give the area a unique sense of place.

Plan illustrating conservation areas and important buildings



Water and climate

Surface water flooding and ponding is an issue in some locations in Fitzrovia. This map illustrates the potential surface water flood risks. Courtyards, mews, and smaller streets have an increased risk due to the surface levels and drainage provision.



Flooding from surface water on Store Street

Plan illustrating current areas prone to localised flooding. Source of information: DEFRA





FITZROVIA'S CHARACTER

The public realm, open spaces, and heritage of Fitzrovia create a unique destination within Central London. Key characteristics of the area are:

- Large trees and shaded pocket parks forming the existing green infrastructure.
- A variety of planters, window boxes and flower beds added, managed and maintained by residents, the local community and businesses.



- The scale and layout of the buildings creates a number of mews. Residential mews have become quiet green oases peppered throughout the area.
- A variety of ground floor land uses fronted with iconic shop frontages and signage.
- Electric cargo bikes are used throughout the area as a zero-carbon solution to logistics.





- Reduce high noise levels and improve air quality emissions produced by delivery trucks (and ensure electric cargo bikes are used, where possible).
- Increase existing greenery and number of street trees in key pedestrian-focused areas.
- Improve wayfinding near tube stations.



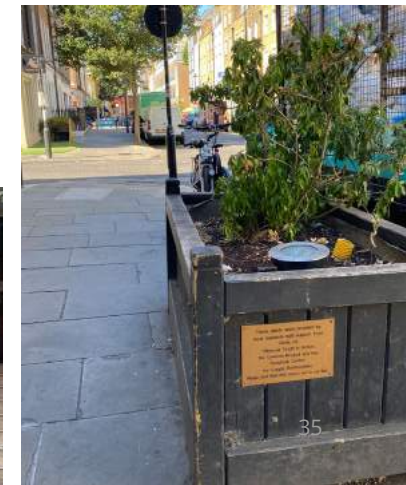
AREAS FOR IMPROVEMENT

Fitzrovia's unique character and public realm creates a network of spaces and routes. There are opportunities to improve the public realm to create a greener, more connected, liveable, and safe neighbourhood. These are:

- De-cluttered street corners including bollards, bins, bike racks, and signs (refer to [Appendix A](#)).



- Increase shade and seating near transport nodes.
- Addition of drinking water fountains.
- Poor maintenance and management of some pocket parks.



Evening economy

Fitzrovia is a vibrant place during the day and into the evening. Fitzrovia, however, has a limited night-time economy, in contrast to other parts of the West End. To an extent, this reflects the area's residential land uses and the need to protect residents from noise at night time. With a mix of working, living, and leisure, the different lighting layers create a complex experience for visitors after the sun sets.

Some places work well during the daytime but become drastically less inviting during the night, such as parts of Cleveland Street. Others, such as southern part of Charlotte Street, offer an inviting and balanced lighting in the evening.

The following pages present an overview of the lighting assessment, with typical examples of successes and challenges.

Plan illustrating evening ground floor uses ▶



LIGHTING SUCCESSES

Fitzrovia is characterised by a number of notable lighting moments. This is due to the variety of lighting typologies and characters installed by multiple stakeholders over time, using different technologies.



Residential entrance, Cleveland Street



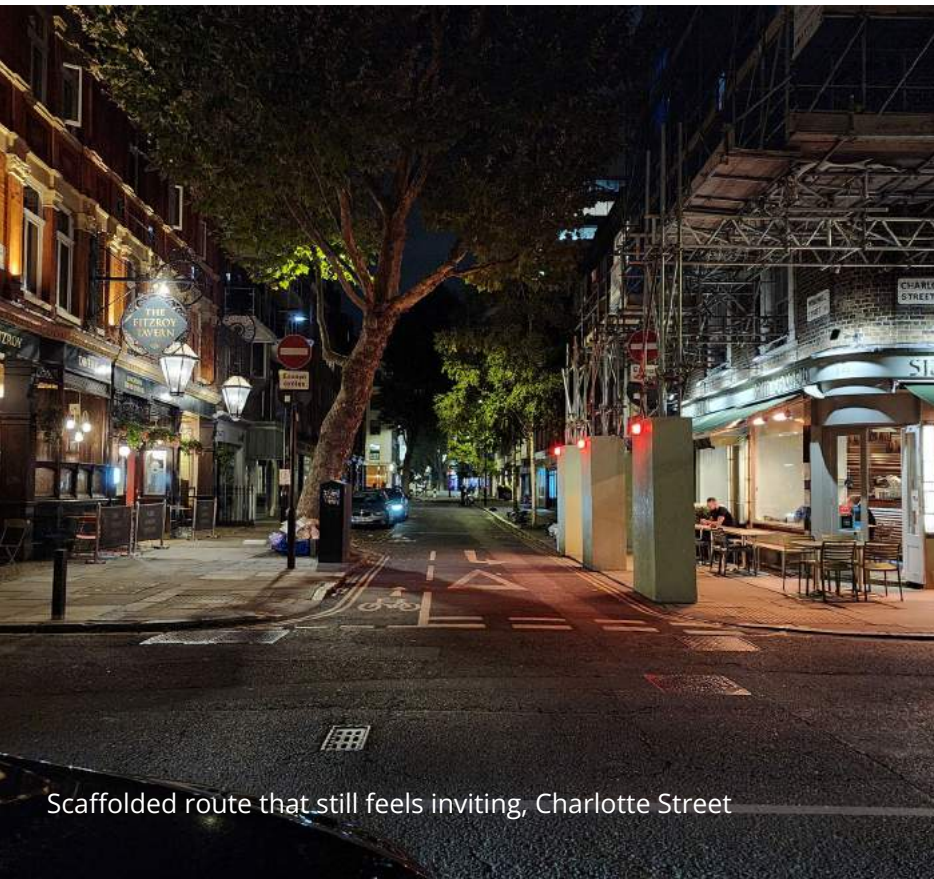
Terrace shadow effects, 101 Cleveland St

The streets of Fitzrovia feature many businesses with lighting elements that positively influence experience of place after dark and contribute to Fitzrovia's unique character.

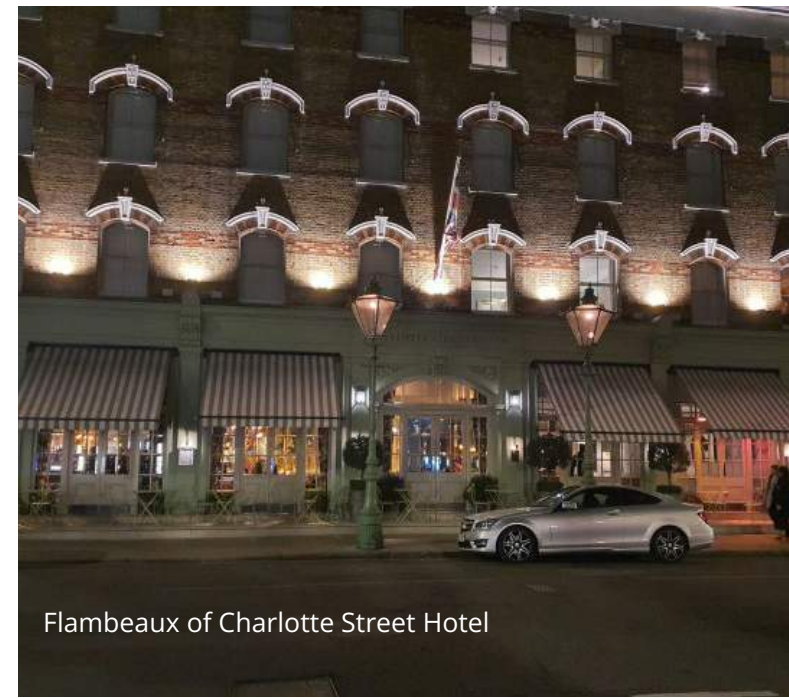


The George and Dragon, Cleveland Street

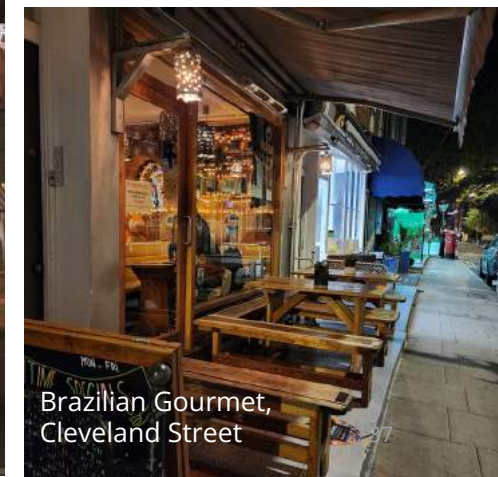
There are notable examples of the interfaces between street lighting and venue lighting that blend into an attractive, illuminated tapestry.



Scaffolded route that still feels inviting, Charlotte Street



Flambeaux of Charlotte Street Hotel



Brazilian Gourmet, Cleveland Street



FITZROY VILLAGE

PRINCE OF WALES FEATHERS

Sun

PRINCE OF WALES FEATHERS

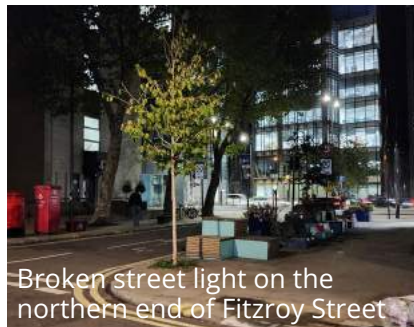
Low-quality floodlight above entrance creates disabling glare, Warren Street

CHALLENGES

The richness and diversity of the area presents some challenges too.

These are failing and poorly maintained lighting equipment, poor lighting design and standards, and mismatched scale of lighting.

The lighting faults lie in a variety of stakeholder responsibilities, so the improvements have to be a collaborative effort.



Broken street light on the northern end of Fitzroy Street



Broken street light on Goodge Street

The façade lighting of this restaurant looks in keeping with the surroundings in daylight.

However, at night the white render of the façade and stark white illumination cuts it out from the surroundings.

Additionally, the white, bright patch of the façade makes the surrounding areas appear dark in comparison. This has an effect on the sense of safety and how inviting the surrounding streets feel.



Nazuki Garden, Whitfield Street - at twilight and after dark



Chitty Street - uneven and mismatched street lighting provision

Chitty Street's lighting is a particular example of failed coordination:

The street is illuminated with 3 column-mounted luminaires, all 3 in different styles, spaced at uneven distances, and with different colours of lighting. Even though the street is illuminated this irregularity, combined with lack of active façades on the street, creates an unwelcoming experience.

To add to this impression, the only space on the street that is creatively illuminated is the Poet's park which is locked off at night. Lighting to the Poet's park hedges was turned off or not working at the time of the visit.

5 Engagement

Surveys and workshops were held within the community to gather feedback on their perception of place

Workshops

The workshops aimed to explore challenges and opportunities and were an invitation for ideas for improvement of the public realm of Fitzrovia.

Questions that were explored:

- How can we make Fitzrovia greener and more connected (ecological connections)?
- How can we rebalance quality and accessibility?
- How can open space in Fitzrovia be flexible to cater for different age groups, interests and demographics? Seasonal flexibility?
- With recurrent changes in climate and recent urban heat challenges, how can we design a 'cooler' and more comfortable Fitzrovia?
- How can open space continue to make Fitzrovia healthier?
- How can the public realm help create a more thriving business community in Fitzrovia?



Markups and sketches from workshop

Perception of place survey

The perception of place digital survey invited the local community in Fitzrovia for their views on the neighbourhood. The consultation was shared digitally and via leaflets with a QR code being shared in cafes and offices. There was a total of **131 responses** received. The majority of which are people that solely work in the area, followed by residents and people visiting, working, and living in the Fitzrovia.

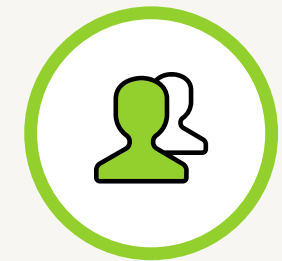
Respondents were encouraged to **express their top priorities** for improving Fitzrovia's public realm. The majority of responses chose to **increase trees and greenery**, have better street cleaning increase number benches and seating areas **along the busier streets** of Warren Street, Charlotte Street and Tottenham Court Road.

Respondents expressed their interest in seeing more **pedestrian-friendly streets**, outdoor dining areas, and public seating within Fitzrovia.

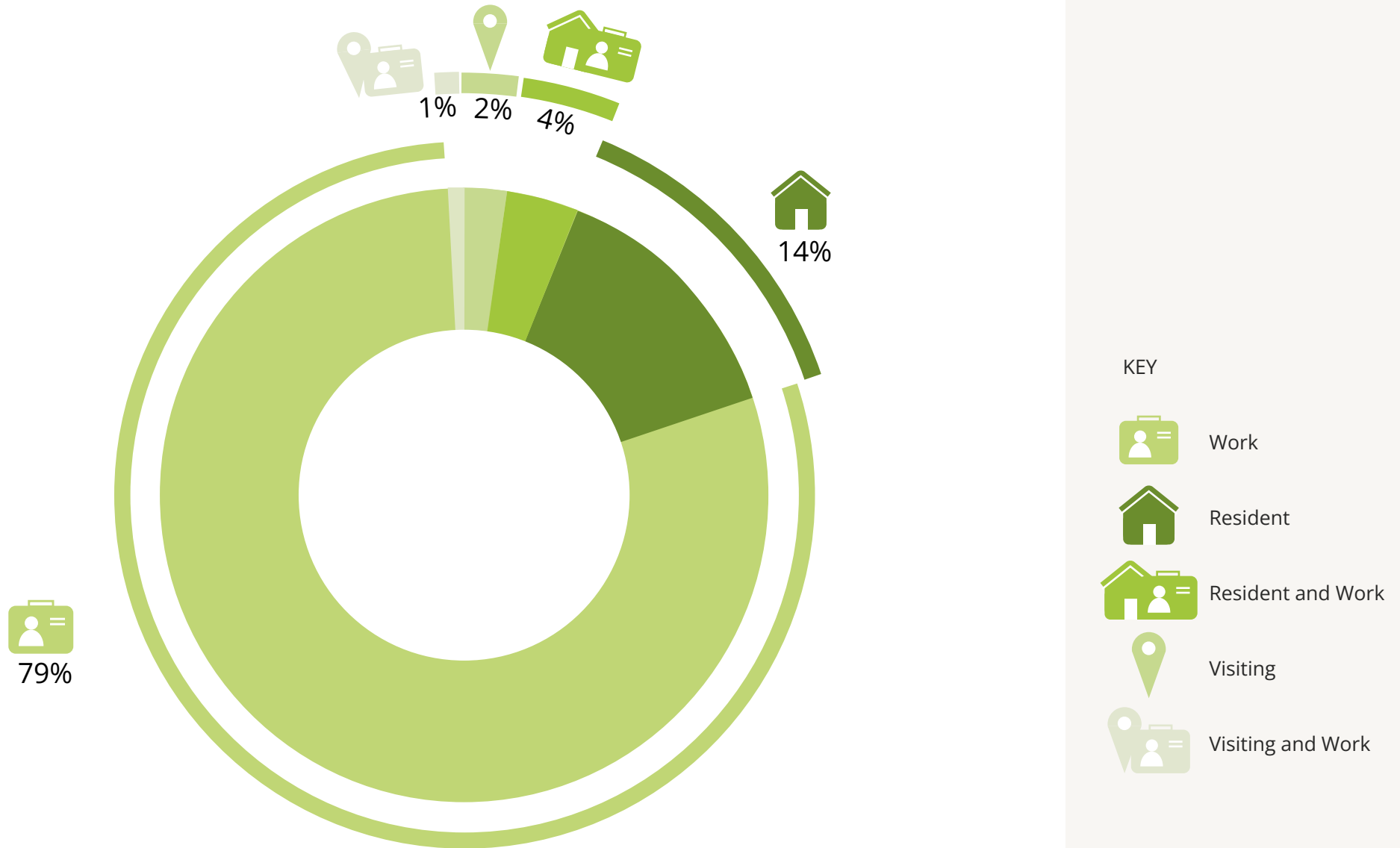
Respondent profile

131

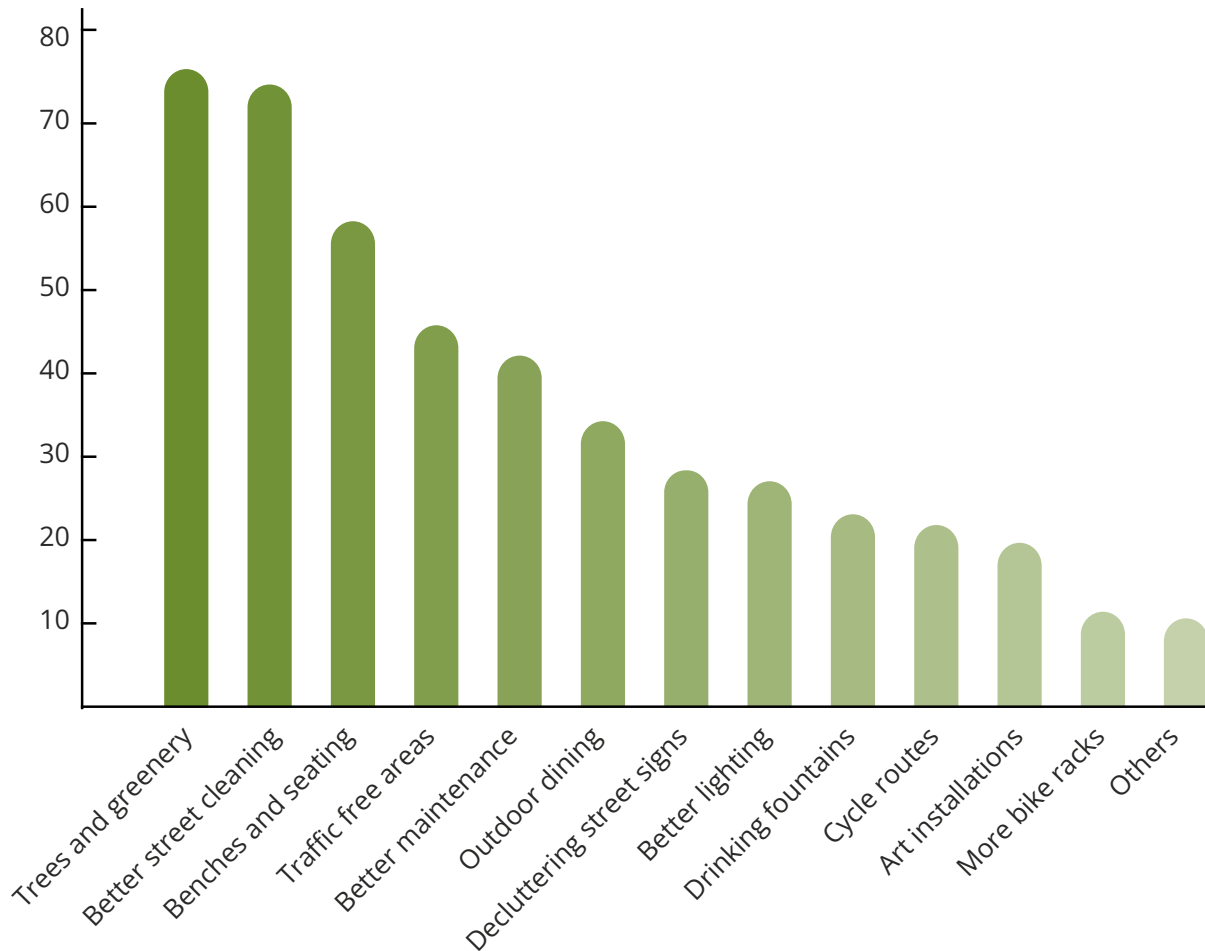
Total responses



Reasons to be in Fitzrovia



What are your top priorities for improving the public realm in Fitzrovia?



If so, where would you suggest to have these improvements?



Do you have any other suggestions or ways to improve the area?

Are there any current or past initiatives in the public realm in Fitzrovia that you like and would like to see more of in the neighbourhood?

Top three answers

14

PEDESTRIAN & CYCLING FRIENDLY STREETS

9

CLEANER STREETS

10 OUTDOOR DINING AREAS

PARKLETS / POCKET PARKS 6

3 COMMUNITY LIVE EVENTS

INTEGRATING PUBLIC GREEN SPACES 5

ART INSTALLATIONS AND UPLIFTING THE STREETS 3

6 SECURITY IN THE AREA

10 PUBLIC SEATING AREAS

3 CELEBRATING LOCAL HISTORY AND CHARACTER

REDUCING HOMELESSNESS 3

6 Opportunities and constraints

Exploring the potential for change and to create an outstanding destination



Opportunities and constraints

The opportunities and constraints identified during the surveys, workshops, and the assessment process, help to define the concept proposals for the next stages.

The table below defines the key opportunities and constraints, whilst the map shows their exact location. Detailed opportunity and constraint information can be found in the Fitzrovia Village Report, 2020.

It is important to note, that any future residential development should also be considered as an opportunity to improve the public realm and provide a suitable open space, and align with Camden's local plan and especially the Fitzrovia Action Area Plan.

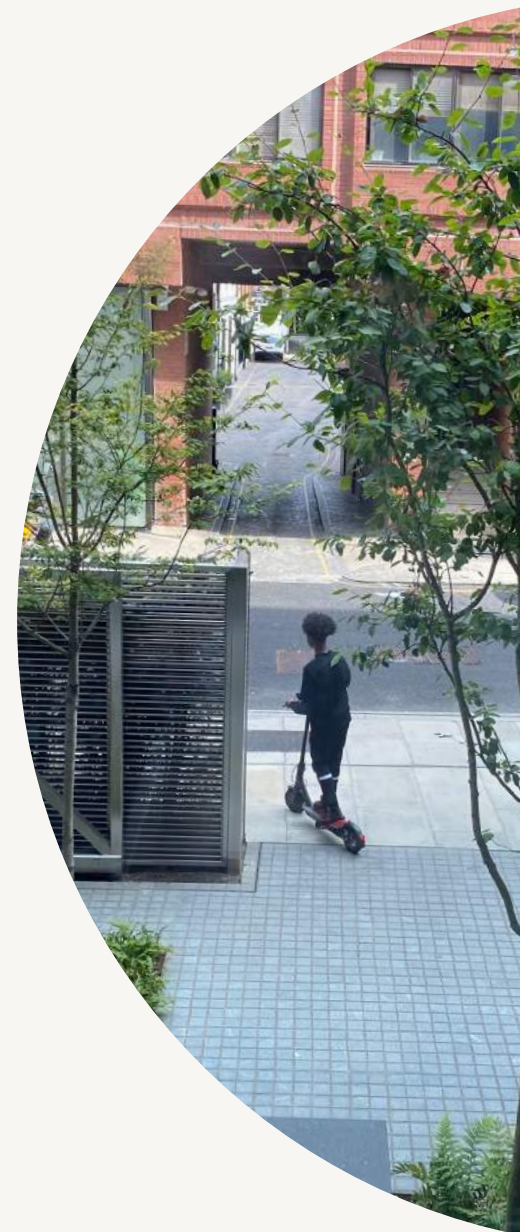
Plan illustrating the opportunities and constraints



OPPORTUNITIES AND CONSTRAINTS

| EXISTING CONDITION | OPPORTUNITY | PROJECT DELIVERY CONSTRAINT |
|----------------------------|---|---|
| Dark street | Lighting improvements | Limited planting options |
| Sun exposure | Canopies / shade / trees / drinking water / benches | Land ownership, utility corridors |
| Lack of wayfinding | Better and accessible wayfinding | Improve wayfinding without adding clutter |
| Crime | Safer, well-lit spaces | Challenge for placemaking |
| Risk of flooding | SuDS | Space availability / utilities |
| Key routes for traffic | Calming traffic, people-oriented streets | Business opposition, servicing |
| Listed buildings | Enhancing heritage and improving public realm around it | Might challenge planning approvals |
| Hidden gems and open space | Improving quality and routes towards destinations | Sensitivities around visitors traffic |
| Streateries | Expanding and improving these | Reducing parking |
| Street market | Improve space around them, add seating, improve servicing | Requires higher waste management |

Table of Fitzrovia’s opportunities and constraints



7 Our Vision

Fitzrovia's Public Realm and Placemaking Vision

Fitzrovia will be a greener, more connected, liveable and safe neighbourhood that;



celebrates its identity and heritage



empowers its diverse community and stakeholders



enables a thriving day-time and night-time economy



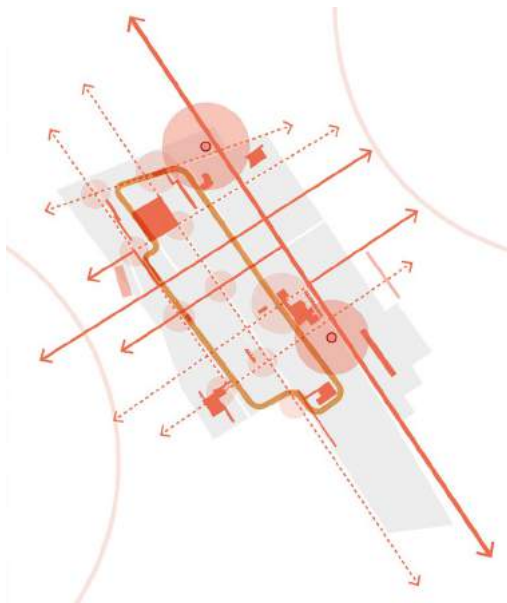
contributes to climate resilience and net zero



Principles

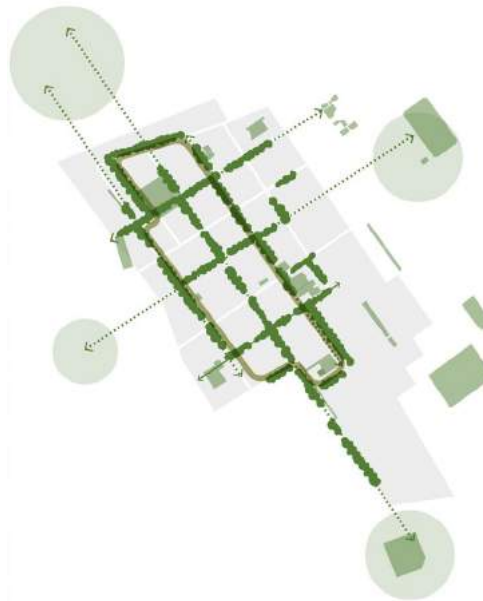
Three design principles underpin the vision statement. Each design principle is supported by a list of potential interventions that aim to address the existing site constraints.

1. STITCH



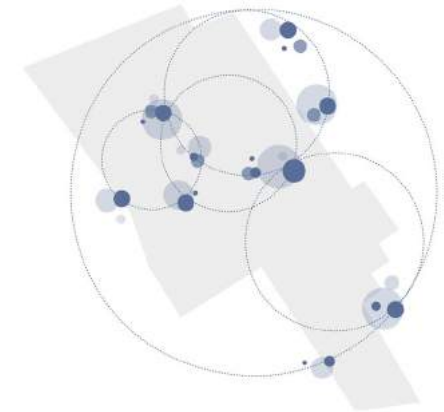
Improving connectivity and wayfinding, and creating a network of destinations within the neighbourhood that connects its hidden gems.

2. REWILD



Developing a network of green, biodiverse, and connected open spaces that contribute to a greener and climate-resilient neighbourhood..

3. EMPOWER



Empowering local communities to become champions of the public realm through governance, maintenance, and placemaking initiatives.

Design strategy

The design strategy shows a variety of interventions and projects that together bring forward the design vision for Fitzrovia Village. The diagram illustrates key strategic moves and interventions that underpin the design principles. These strategic moves will celebrate Fitzrovia's identity and heritage, facilitate the communities' engagement, and be a catalyst for a day-time and night-time economy.

Some of the interventions and projects are localised on specific streets, while others are extended across networks and corridors.

Plan showing the public realm vision for Fitzrovia Village

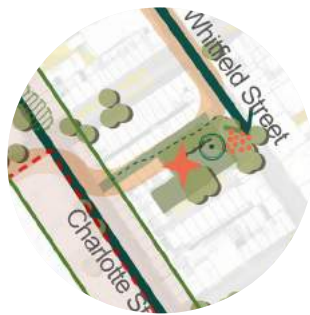


List of projects

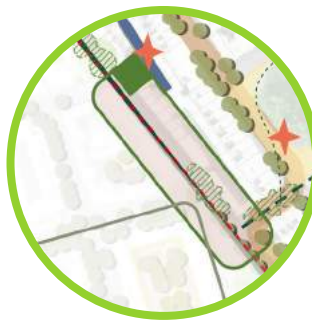
Outlined on this page is a list of projects that can enable Fitzrovia to achieve its public realm and placemaking vision. Four projects have been identified as priority and these have been further illustrated in the subsequent pages.



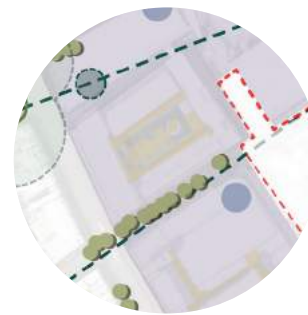
PUBLIC REALM IMPROVEMENT OUTSIDE THE SQUARE



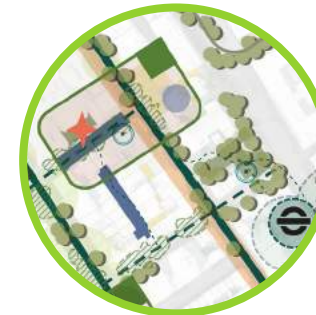
URBAN ORCHARDS



A GREEN LINK AT CLEVELAND STREET



HEALTH CAMPUS



A GREEN CONNECTION LINKING CHITTY STREET TO GOODGE STREET



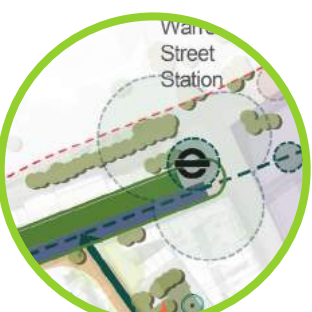
FITZROVIA GARDENING CLUB



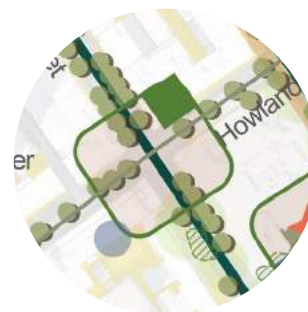
FITZROVIA'S GREEN MILE



WHITFIELD STREET ALFRESCO DINING AREA



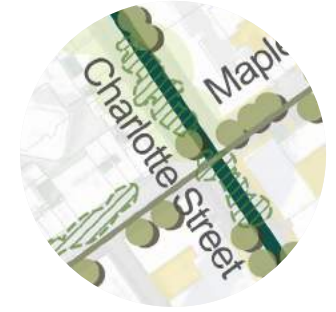
WARREN STREET AND GATEWAY



FITZROVIA AND HOWLAND JUNCTION



REVISIONING CHARLOTTE STREET



BETTER MAINTENANCE AND CLEANSING

Environmental Benefits



130 KG
OF POLLUTION
REMOVED



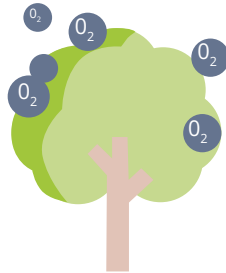
70%
INCREASE IN
TREES



0.25+ HA
OF SuDS AND RAIN
GARDENS

10+ TONS

OF OXYGEN
PRODUCTION



CONNECTING
7 LOCAL
HIDDEN GEMS

1 MILE

RUNNING
ROUTE



3.9 TONS

OF CARBON
SEQUESTERED



230 TONS

OF CARBON STORED

Understanding an urban forest's structure, function, and value can promote management decisions that will improve human health and environmental quality. An assessment of the vegetation structure, function, and value of the Fitzrovia urban forest is conducted for the year 2045. Data from 225 trees located throughout Fitzrovia were analysed using the i-Tree Eco model developed by the U.S. Forest Service, North Research Station. The analysis was based on a few assumptions about tree size, estimated mature sizes and using a list of species recommended by the ecology team. The impact is estimated to be achieved after 25 years of planting.

8 Priority Projects

To deliver the long-term public realm vision for Fitzrovia Village



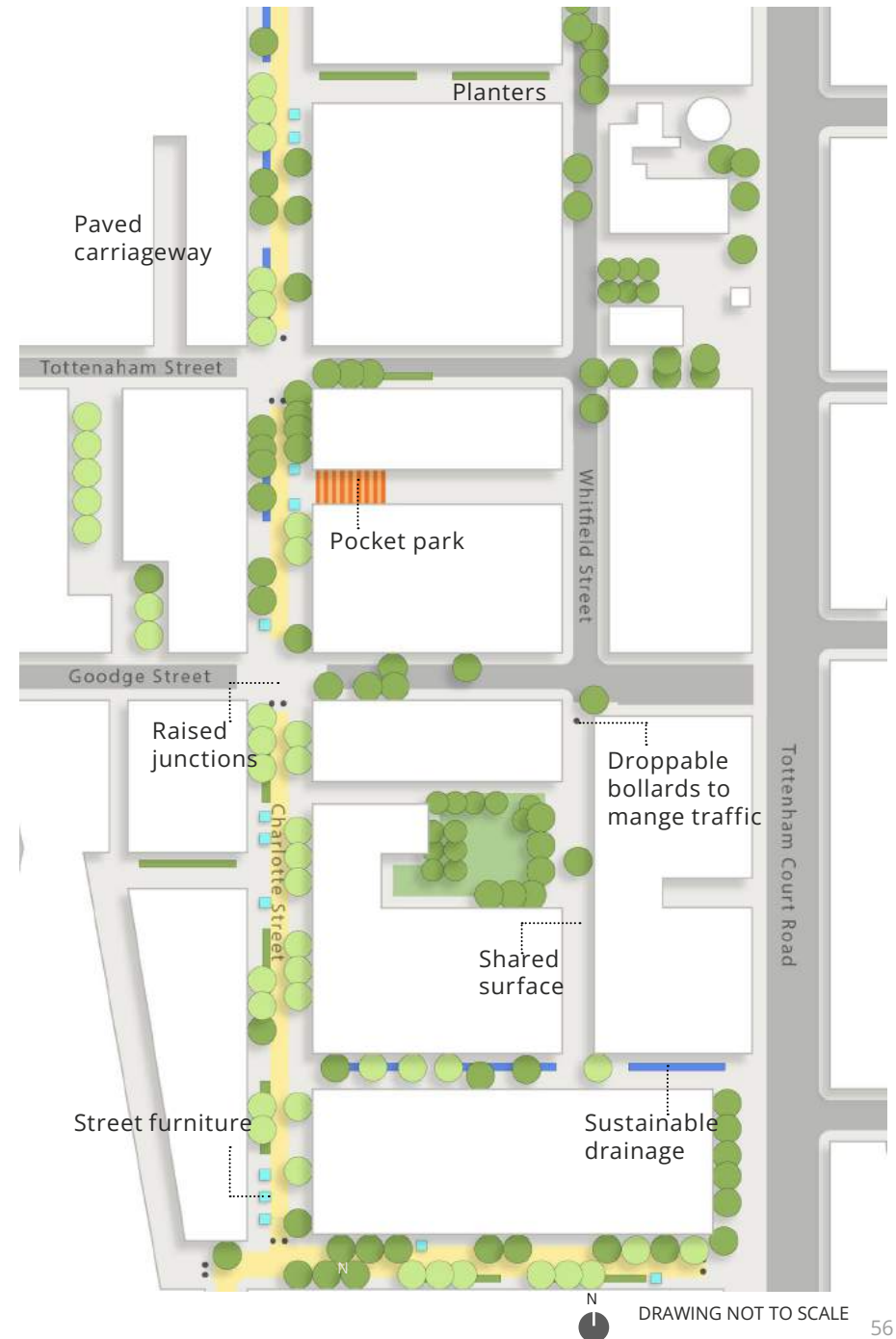
Charlotte Street

The proposed concept design celebrates Charlotte Street as a high street, a vibrant and safe place for people with improved public realm, substantial greening and street interventions. The street can be used for temporary events such as:

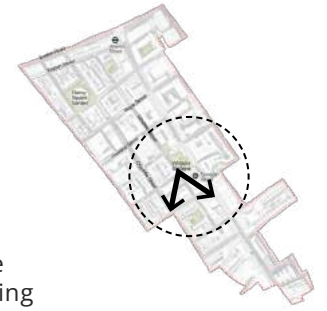
- engaging with local community groups (such as Fitzrovia Youth) to form a collaboration;
- applying for temporary road closure on Charlotte Street between Rathbone Place and Windmill Street in June/ July 2020 for four days (one per week over a one month period) for the Charlotte Street Festival;
- creating a theme for each day of the Charlotte Street Festival; and
- creating physical markers along the Green Mile route with temporary planters, seating, pavement paint, and lighting to link the existing green spaces.

Refer to [Fitzrovia Village Feasibility and Concept report, Jan 2020](#), for further analysis and inspiration information.

Concept plan of Charlotte Street proposal ▶



Charlotte Street



Increase outdoor dining

Place to dwell

Pavement extension

Re-surface carriageway

Street trees

Wifi hotspot

Improved crossing

Cycle parking



Chitty Street

Chitty Street sits on the northern boundary of Charlotte Street Conservation Area. It is a quiet, overlooked, east-west connection between Charlotte Street and Whitfield Gardens.

Chitty street is enclosed by large urban building blocks, with light wells on both sides of the street for basement floors. The frontage of the street is broken up by two breakout spaces, Charlotte Mews and Poet's Park. There are no other active frontages, thus Chitty Street can look like it is a back of house street. There is a restaurant space and building society on the eastern end of the street with active frontages to the small section of the street. Charlotte Mews was a set scene in the Beatles film, "A Hard Day's Night".

Chitty Street currently lacks character as there are no street trees and a mix of uncoordinated lighting fixtures. The street is in close proximity to Goodge Street Underground Station and community facilities (a private play park, nursery, and church).




Chitty Street/ Goodge Street

The proposed concept design connects Chitty Street to Goodge Street Underground Station and Alfred Place through public realm upgrades and activation including planting and improved shared surfaces.

The proposal seeks to create a pedestrian-friendly street with a public pocket park in close proximity to the community buildings and as a quieter extension to Whitfield Gardens. New planting, trees, and seating will activate this quiet street and create a stepping stone between Warren Street and Charlotte Street. Upgrades include but are not limited to:

- improved pedestrian connection between Goodge Street and Chitty Street;
- new public pocket park with integrated seating, incidental play, planting, art, and lighting;
- a space for pop-up community events (for example for the nursery and church); and
- a partially closed road to minimise vehicular use and promote active transport.



 Learning centre

 Church

Concept plan of Chitty Street



DRAWING NOT TO SCALE



PUBLIC ART

to activate blank façades/
walls extending across
vertical and horizontal
surfaces



INTEGRATED PLANTERS

to provide visual amenity
and increase habitats and
biodiversity



VARIED SEATING

styles (with or without
armrest or backrest) to
provide comfort



INTEGRATED
WAYFINDING

to create a sense of place
and decrease visual and
spatial clutter



LANDSCAPE BUFFERS

as a SuDS feature, to
provide a visual and
physical buffer to active
roads



PERMEABLE PAVING

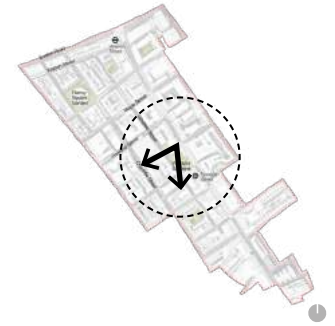
to help differentiate between
spaces whilst reducing the
urban heat island effect and
localised flooding



PAVING

to highlight Goodge St Station
as a gateway to Fitzrovia and
provide opportunities to
integrate historical narratives or
wayfinding

Chitty Street



Aspiration for the green link between Chitty Street and Goodge Street

Warren Street

Warren Street, partly located within the Fitzroy Square Conservation Area, is layered with historical narratives of past and more recent events.

Warren Street features a mix of fine grain blocks activated by terraced housing and small food and beverages and retail frontages, creating a lively, village-like environment. The street connects to Fitzroy Park and several mews, and our strategy has identified an opportunity to link these hidden gems.

Warren Street Underground Station is located on the east. This is one of the areas experiencing higher crime rates. The area immediately adjacent to the busy gateway has narrow cluttered footpaths, unsuitable for the high footfall levels experienced during rush hour.

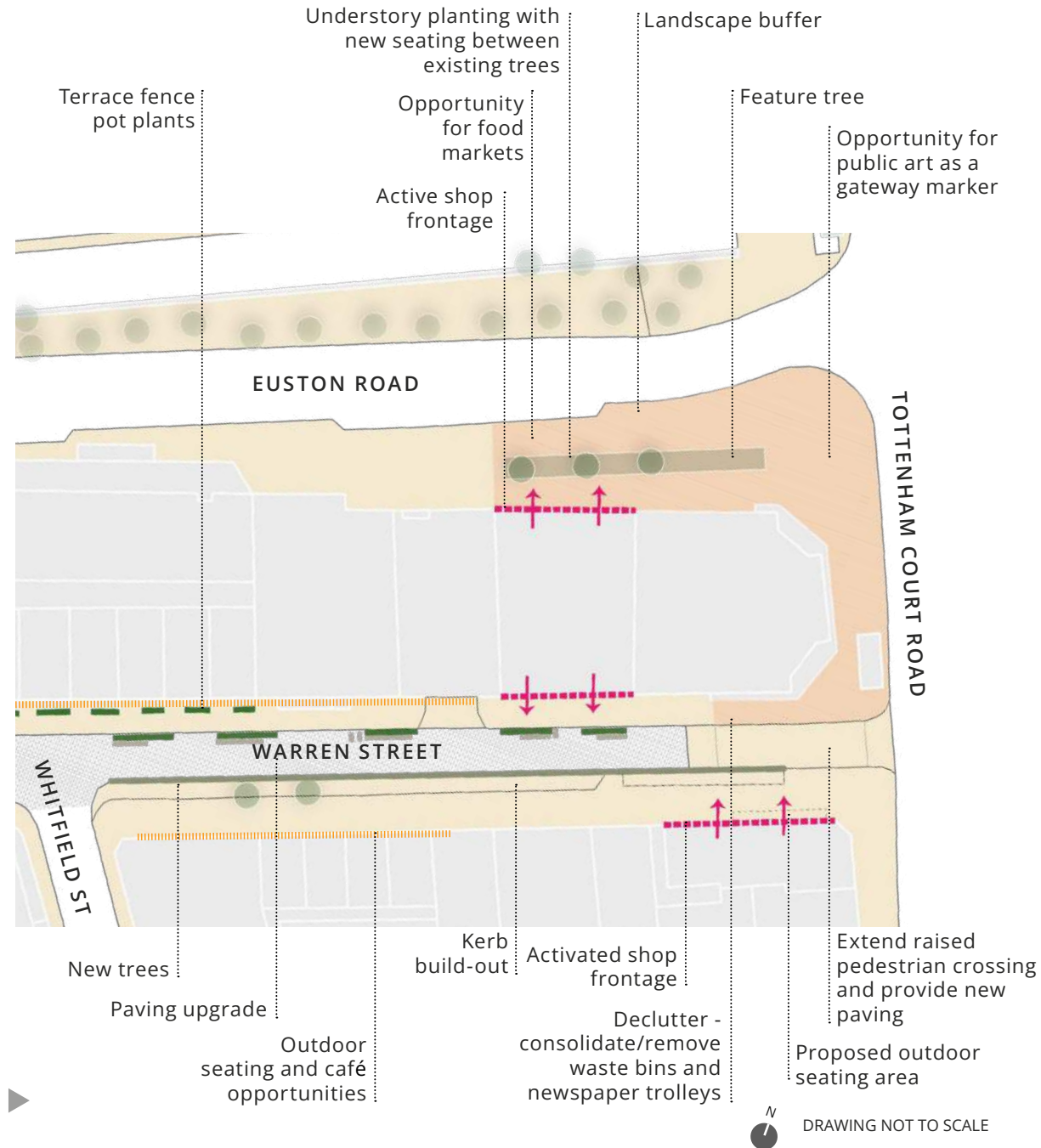
Tottenham Court Road also creates an abrupt, noisy, eastern edge to the street and blocks off any connection to the educational quarter.



Fitzrovia Gateway East

The proposed concept design promotes Warren Street as a safe place for people through public realm upgrades and activation including:

- increasing landscape and seating opportunities;
- promoting street activation (shop frontages and outdoor dining);
- providing spaces for community events such as food markets and festivals;
- improving pedestrian amenities such as paving upgrades and lighting of footpaths;
- celebrating community and heritage through public art and storytelling; and
- restricting vehicular access to key times.

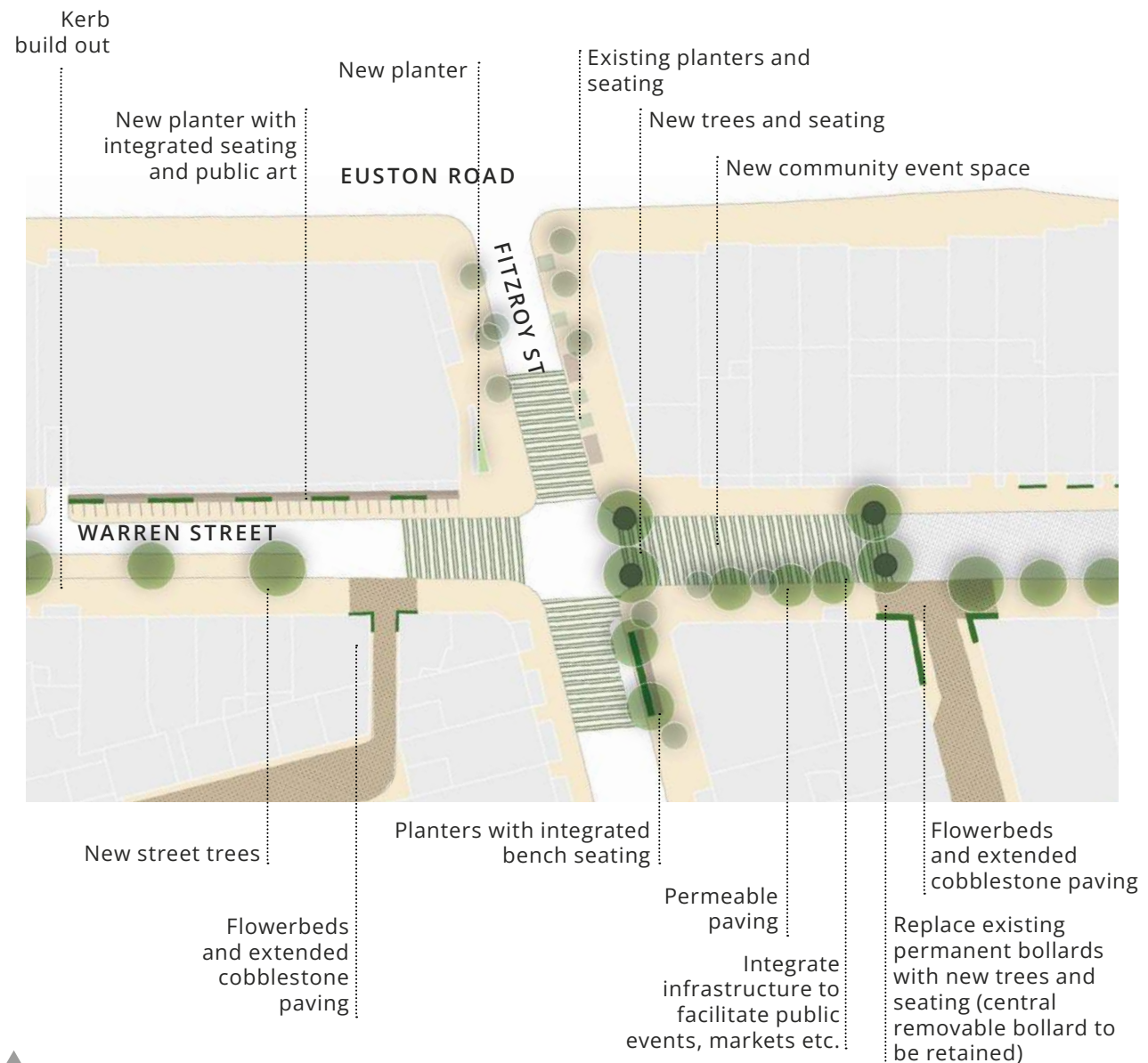


Concept plan of Warren Street East proposal ▶

West Warren Street

The proposed concept design promotes Warren Street as a safe place for people through public realm upgrades and activation. The western side is a quieter pedestrian street with cafés, restaurants and pubs, and associated outdoor space. The concept design seeks to build on the identity provided by the parklets and new public spaces formed as a result of the Covid-19 pandemic. The proposal includes:

- increasing landscape space and seating opportunities which complement the history of the street;
- promoting street activation (shop frontages and outdoor dining);
- providing spaces for community events such as food markets and festivals;
- improving pedestrian amenities, such as paving upgrades, and lighting of footpaths; and
- celebrating community and heritage through public art and storytelling.



▲ Concept plan of Warren Street West proposal



WAYFINDING MAP

Fitzrovia map to highlight the features across the precinct



GATEWAYS

to be decluttered to allow visitors to meet



INTEGRATED SEATING

of different types to create sense of place



PLANTERS

providing visual amenity and increase habitats and biodiversity



TEMPORARY CANOPIES

integrating infrastructure allowing for the installation of canopies as public art or shelter



INTEGRATED LIGHTING

will improve safety, sense of place in the evening and help decrease clutter



FEATURE LIGHTING

as a feature contributing to the gateway experience



PUBLIC ART

contributing to the gateway experience

Warren Street



Road to still be used for timed access and emergency

Cleveland Street

Cleveland Street forms the boundary between Westminster City Council and the London Borough of Camden. However, it should be designed as one entity to ensure a boundary between the boroughs is not perceived.

It is a long, quite street with busy nodes at the north and south end of the street. There is a high footfall moving east to west across the various cross points of the street and it comprises many land uses including residential, offices, and education. There is the proposed Cleveland Street cycleway, under consultation, which will attract cyclist to the area and should be considered in any future proposals.

The northern section of the street, closer to Euston Road, is activated at ground level by cafés and restaurants with some outdoor seating and is located in the Fitzroy Square Conservation Area. The southern section of the street, starting at Goodge Street, is within the Charlotte Street Conservation Area. This area is also aligned with residential, retail, and food and beverage premises.

The street has a reduced footfall in the centre, where there are less active frontages, but also University of Westminster buildings and the back of house to the iconic BT Tower.

The change of land uses and urban fabric divide the street into two separate sections. Refer to [Appendices A and B](#) for the Decluttering audit of Cleveland Street and the Fitzrovia Place Audit report, which provide further detailed information.



The proposed design aims to increase the footfall on Cleveland Street and enhance its identity as a green, social, and thriving street. Cleveland Street will become an exemplar neighbourhood street with a mix of food and beverage offerings as well as outdoor dining areas. The design will not compete against Charlotte Street, but enhance Fitzrovia Village as a destination.

Upgrades include, but are not limited to:

- improving connectivity throughout the length of the street
- improving wayfinding indicators to attract passers-bys from Euston Road
- widening of pavements at key locations to provide opportunity for outdoor dining
- introducing trees and planting to create year -round interest
- improving the visibility of the iconic BT tower and its façade
- introducing Sustainable Urban drainage systems (SuDS) and permeable paving to mitigate floods, in particular in the Mews
- Introduce cycle parking close to Howland Street and Maple Street

New trees to improve green connectivity to Regent's Park

Introduce SuDS to reduce flood risks

Identity - streateries materials and street furniture to share a similar design language or colour palette

Paving treatment to turn the busy junction/community gateway into a neighbourhood corner , to slow down traffic and celebrate BT Tower view

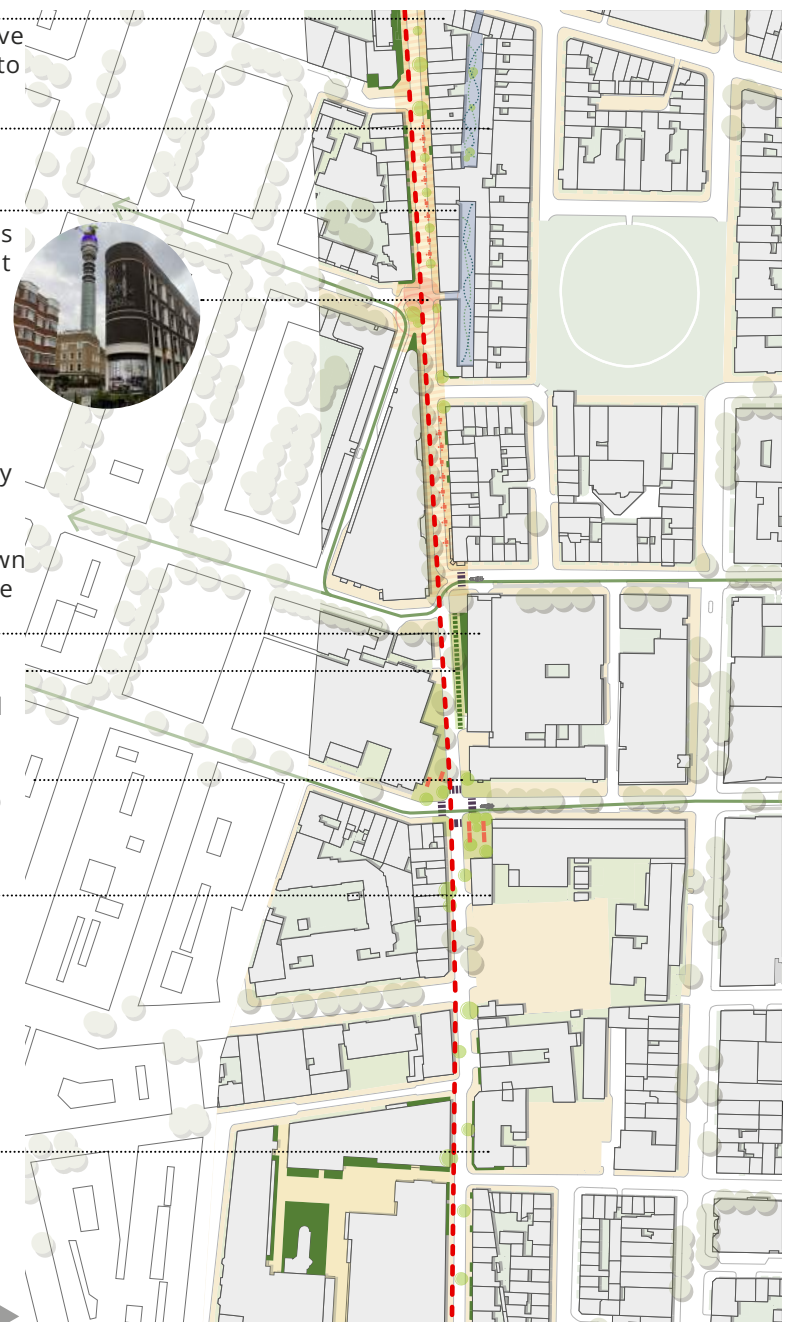
Activate the BT tower façade by introducing vertical green wall or art

Remove existing barriers to open up the green spaces

Safe crossings

Trees and planting to create shade in the existing hard landscape

Trees and planting to create shade



Concept plan of Cleveland Street proposal ▶

N
DRAWING NOT TO SCALE



PLANTING



PERMEABLE PAVING



FAÇADE TREATMENT



SAFE CROSSING



COMMUNITY CORNER



VIEWS AND HERITAGE



SUDS

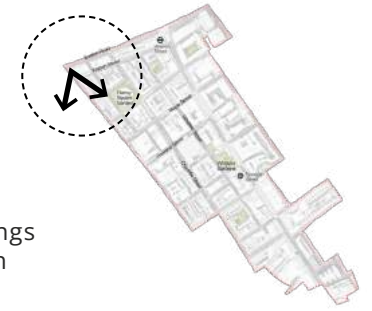


STREATERY



GREEN GATEWAY

Cleveland Street



Safe crossing and enhancing green connectivity to Regent's Park

Clearwayfinding to mark the gateway to Cleveland Street from Euston Road

Activate ground floor for night-time uses to create a safe pedestrian environment

Decluttering and improving streetscapes

Lighting elements to positively influence experience of place after dark

Upgrade paving and introduce permeable materials/SuDS in areas of flood risk

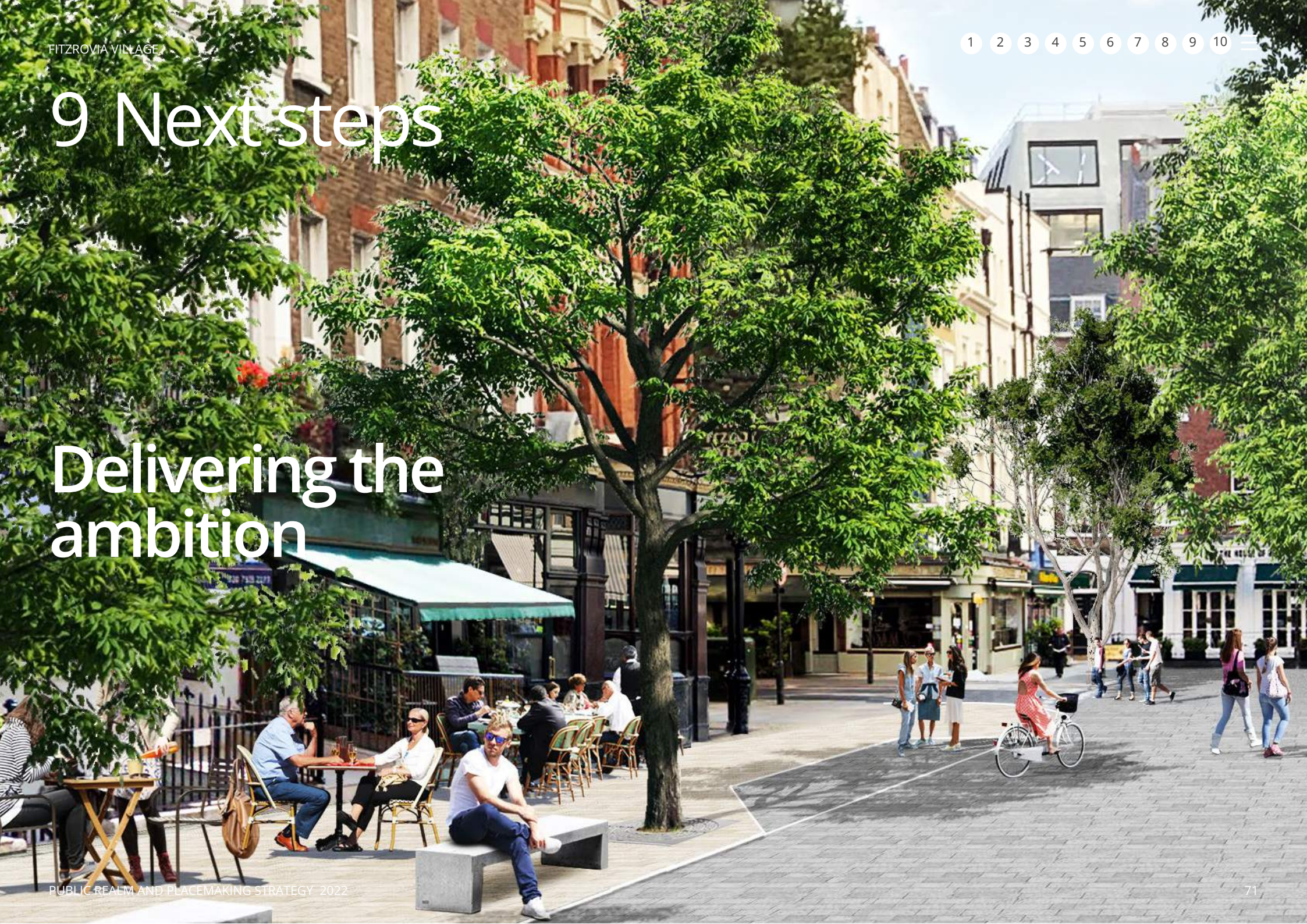
Trees and plantings to improve green connectivity to Regent's park

Community green



9 Next steps

Delivering the ambition



Next steps

The priority schemes and gateway improvements are part of an ambitious public realm strategy that, once delivered, will create a greater sense of place and can be used as a catalyst to secure further funding to develop and deliver the other projects within the wider public realm vision (set out in Chapter 8).

Throughout the process of developing this document, concerns were raised on multiple occasions regarding the condition of the public realm, particularly regarding the waste and litter on the pavements. In direct response to this concern, The Fitzrovia Partnership has already taken steps to deal with this issue, and at the time of completion of this document, are in the process of agreeing terms to rent an electric waste vehicle and operative to remove waste bags and sanitise the streets.

The delivery of the West End Project has seen several public spaces, seating, and green spaces added to the area. The Fitzrovia Partnership are continuing to work with the London Borough of Camden to support the maintenance, cleanliness, and additional public realm enhancement opportunities. The next steps below outline the key stages to deliver the public realm vision.



Next steps

| PHASE | |
|-------|---|
| ① | Build a public-private partnership to steer and delivers the projects via community and stakeholder consultation |
| ② | Develop the business case for investment |
| ③ | Assemble joint funding mechanisms for the priority projects |
| ④ | Progress through the design stages to construction |
| ⑤ | Deliver the priority projects |
| ⑥ | Monitor and report performance – more footfall and cycling, better air quality, healthier people, thriving businesses, and vibrant places |
| ⑦ | Harness partnerships and emerging technologies to revolutionise maintenance, cleansing, and security |
| ⑧ | Celebrate success |



Funding

To build a portfolio of funding that is responsive to the design and the benefits it will bring, the project recognises that there are a wide range of beneficiaries. We recommend a funding assessment to understand who will benefit so we can structure who will pay for this.

The next step in bringing this vision and design into fruition is determining the most appropriate delivery approach. This requires proper consideration of translating the design benefits and how they accrue to businesses, residents, and Camden Council, among others. Articulating and quantifying those benefits will inform a funding and delivery model. This approach should be responsive to the various elements of the design; those which can yield a private return and will be attractive to businesses versus those which yield a wider social and economic return and are best-placed for public funding.

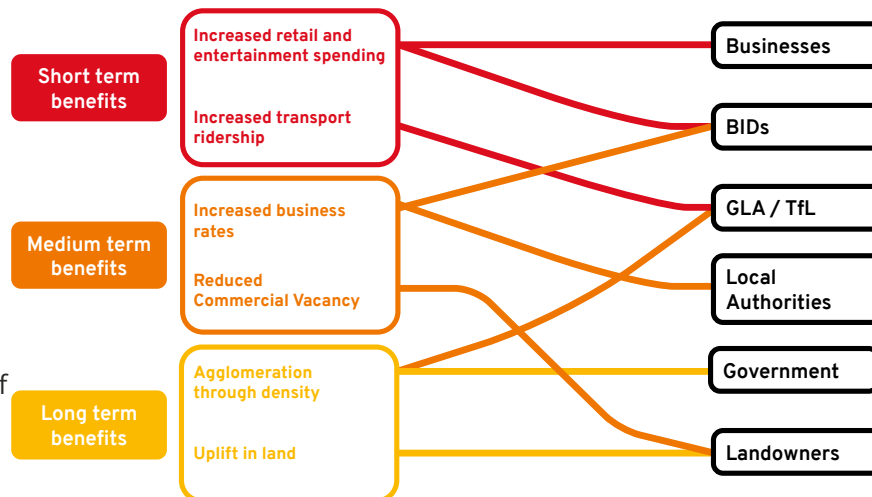
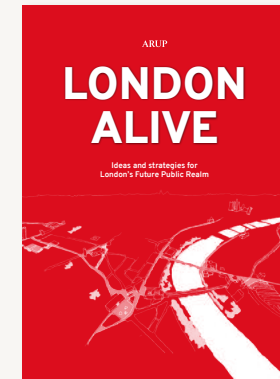


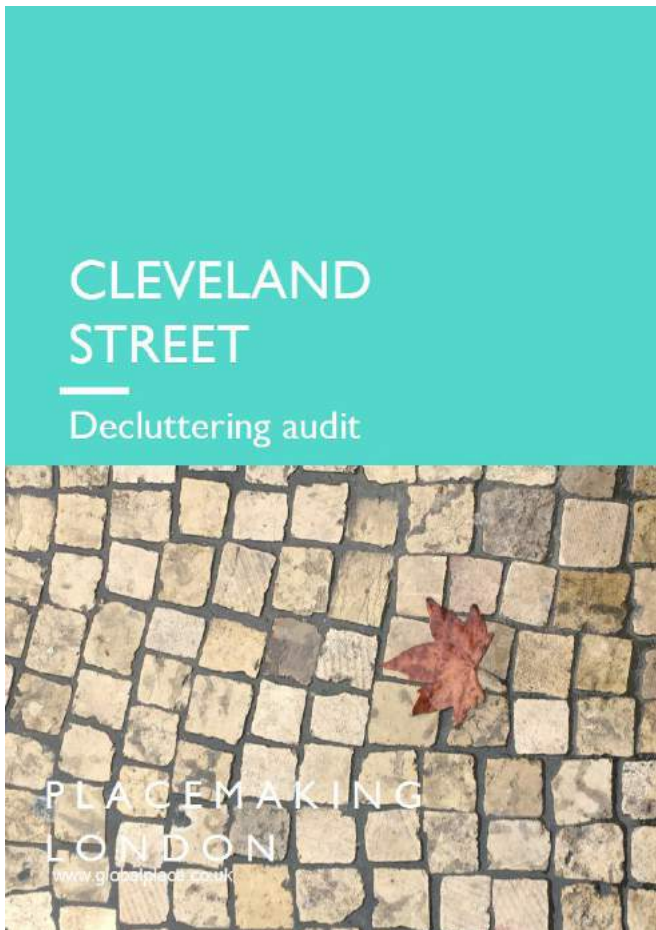
Diagram illustrating the value of public realm investment
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London Alive is a collection of Arup's ideas for the future of public realm in central London - through recovery from Covid-19 and beyond.

10 Appendix A

A. Cleveland Street Decluttering Audit



B. Fitzrovia Place Audit

