



City of Westminster

Cabinet Member Report

Decision Maker: Cabinet Member for the Built Environment
Cabinet Member for City Management and Customer Services
Cabinet Member for Sustainability and Parking

Date: 12 July 2016

Classification: For general release

Title: Motcomb Street Public Realm Improvements

Wards Affected: Knightsbridge and Belgravia

City for All Summary: This decision involves the installation of new, high quality footway and carriageway paving materials, improved lighting and drainage, a new electric vehicle parking bay and tree planting.

Key Decision: No

Financial Summary: The estimated cost for the implementation of the proposals identified in this report is £3,511,600 which is to be paid in full by Grosvenor under the terms of a section 278 Agreement.

Report of: Executive Director of City Management and Communities

Report Author: Michelle Lucas-Jones - Project and Programme Manager

1. Executive Summary

- 1.1 The Motcomb Street Public Realm Improvement scheme is being developed in partnership with, and will be fully funded by, Grosvenor.
- 1.2 The City Council will implement the works using its service provider FM Conway Limited and will fully recover all costs from Grosvenor through an agreement pursuant to section 278 of the Highways Act 1980.
- 1.3 This report presents proposals to improve the public realm on the public highway of Motcomb Street and the surrounding area, and seeks approval to:
 - Implement the public realm improvements identified in section 4.2 of this report and as shown in Appendix B;
 - Capital expenditure required to complete the detailed design and implementation of this scheme;
 - Enter into an agreement with Grosvenor pursuant to section 278 of the Highways Act 1980 to secure funding for the scheme and management of bollards to enforce traffic restrictions, all costs of which are to be paid by Grosvenor;
 - Modify and make traffic regulation orders necessary to accommodate the scheme;
 - Delegate authority to the Executive Director of City Management and Communities to approve minor modifications to the scheme as necessary in consultation with the Cabinet Member for Built Environment, Cabinet Member for Sustainability and Parking and Cabinet Member for City Management and Customer Services.
- 1.4 Subject to approval of this report, the works are scheduled to commence on site in July 2016.

2. Recommendation

Cabinet Member for The Built Environment

- 2.1 That approval be given to carry out detailed design and implementation of the proposed public realm improvements set out in section 5.2 of this report, shown on Plan A included in Appendix B.
- 2.2 That approval be given to capital expenditure of £3,511,600 necessary to design and implement the scheme. All costs are to be paid in full by Grosvenor in accordance with the section 278 agreement.

- 2.3 That delegated authority be given to the Executive Director of City Management and Communities to enter into an agreement with Grosvenor under section 278 of the Highways Act 1980 to deliver the public realm improvements to Motcomb Street.
- 2.4 That delegated authority be given to the Executive Director of City Management and Communities to approve minor modifications as necessary to the approved scheme, in consultation with the Cabinet Member for Built Environment, the Cabinet Member for City Management and Customer Services and the Cabinet Member for Sustainability and Parking.

**Cabinet Member for City Management and Customer Services
Cabinet Member for Sustainability and Parking**

- 2.5 That approval be given to modify and make traffic regulation orders in accordance with the Road Traffic Regulations Act 1984, necessary to accommodate the highway improvements.
- 2.6 That the Cabinet Members concur with the decisions of the Cabinet Member for Built Environment to the extent that these are within his/her terms of reference.

3. Background and further information

- 3.1 The City Council is committed to working with Grosvenor to improve the public realm in Belgravia and Mayfair. The proposed public realm scheme identified in this report will make a significant improvement for the general public and complement public realm improvements in the wider area by repaving the highway in high quality robust materials and planting several new trees.
- 3.2 A concept design has been developed by BDP on behalf of Grosvenor, for which the City Council have appointed its service provider FM Conway Limited to review the design to ensure compliance with City Council standards.
- 3.3 The estimated cost of the project is £3,511,600, which includes the City Council's costs, risks and contingencies and will be fully funded by Grosvenor in accordance with the terms of the section 278 agreement.
- 3.4 Subject to approval of this report, the City Council will appoint its service provider FM Conway Ltd to produce a detailed design and implement the proposals.
- 3.5 The Cabinet Member for the Built Environment and the Cabinet Member for Sustainability and Parking are therefore recommended to approve the proposals outlined in this report and capital expenditure necessary to implement the works.

4. Scheme Design Proposals

- 4.1 The objective of the proposals is to significantly improve the visual amenity, accessibility and functionality of the public realm adjacent to the site for all highway users.
- 4.2 The proposals are shown in Appendix B and includes, but not limited to the following:
- Introduction of a pedestrian zone in Motcomb Street between Lowndes Street and Kinnerton Street which will ban vehicles between midday and midnight;
 - Widening and repaving the footways of Motcomb Street in Yorkstone;
 - Repaving the carriageway of Motcomb Street in tri colour granite setts. It is proposed to raise the carriageway level between Lowndes Street and Kinnerton Street to make it flush with the footway;
 - Widening and repaving a section of the footways and carriageway of Kinnerton Street in Yorkstone and granite setts;
 - Repaving sections of footway of Lowndes Street in Yorkstone:
 - Planting three new trees on the western footway of Kinnerton Street immediately north of the junction with Motcomb Street.
 - Improved public lighting along the extents of the scheme;
 - Widening and repaving a section of footways along West Halkin Street in Yorkstone;
 - Improving surface water drainage along the whole extents of the scheme.
 - Decluttering the vicinity by removing unnecessary street furniture;
 - New ducting in Kinnerton Street to allow for possible feature lighting improvements (the design of this is yet to be agreed by WCC).
- 4.3 The pedestrian zone will be enforced through the implementation of bollards at the junction of Motcomb Street and Kinnerton Street during operational hours.
- 4.4 Access to the waitrose delivery yard in Motcomb Street will still be required twice a day during operating hours of the pedestrian zone of midday and midnight. To facilitate this access, management of the bollards will be delegated to Grosvenor in order to ensure waitrose access requirements are met. This requirement will be in accordance with the terms of the section 278 agreement. .
- 4.5 Additional improvements are also proposed for the borough boundary road of Lowndes Street. The design for this is currently being developed in conjunction with the Royal Borough of Kensington and Chelsea and a second landowner, Cadogan. This proposal is expected to include footway widening, repaving, improved crossing facilities and new cycle parking provision. A separate consultation is proposed to be carried out on this element of the scheme when the design is finalised, although a date for this is not yet know.

5. Programme

- 5.1 The works are currently programmed to commence in July 2016 with an anticipated duration of twelve months to complete.
- 5.2 If there are other highway works on the network within close proximity, the schemes will be coordinated to keep disruption to a minimum.

6. Outstanding Issues

- 6.1 Subject to approval of this report, the Executive Director for City Management and Communities will instruct Tri-Borough legal services to draft and enter into an agreement pursuant to section 278 of the Highways Act 1980 with Grosvenor to secure funding for this scheme. Works will not commence on site until this agreement is in place.
- 6.2 Subject to approval of this report, the Executive Director for City Management and Communities will initiate procedures to modify and make traffic regulation orders to accommodate the proposed changes to traffic restrictions and parking provisions.

7. Financial Implications

- 7.1 All costs for the design and implementation of the public realm improvements are being funded by Grosvenor and will be secured under the terms of a section 278 agreement.
- 7.2 The estimated cost of the public realm improvements is £3,511,600 including an allowance for risk and contingencies and will be fully funded by Grosvenor.
- 7.3 The scheme is scheduled to commence on site in July 2016 and is programmed to be on site for approximately 1 year, subject to approvals and S278 Agreement being finalised.

8. Legal Implications

- 8.1 Section 278 of the Highways Act 1980 enables a Local Authority, acting in its capacity as "Highway Authority" to enter into agreements with third parties to undertake alterations or improvements to the public highway at the developers own cost and expense.
- 8.2 The pre-conditions for an agreement under section 278 are firstly that the Local Authority should be satisfied that it will be of benefit to the public to enter into the agreement for the execution of the works by the authority and secondly that the works must be such that the Local Authority are authorised to execute, i.e. they

must fall within the highway authorities powers of road building, improvement or maintenance.

- 8.3 The proposed pedestrian zone and changes to parking provision on West Halkin Street will require a Traffic Order to be made under section 6 of the Road Traffic Regulation Act 1984. Any objections the City Council receives during the Traffic Order making process should be delegated to the Executive Director of City Management and Communities (or such other authorised officer) in line with the current Traffic Order making process.
- 8.4 The City Council has a General Power of Competence under Part 1 of the Localism Act 2011 to improve the well-being of its area the former power being under section 2 of the Local Government Act 2000.

9. Consultation

- 9.1 Informal consultation has been carried out by Grosvenor with local frontages and key stakeholders including the Royal Borough of Kensington and Chelsea and Ward Councillors. All comments received during this process have been incorporated within the design currently being proposed.
- 9.2 A consultation exercise involving Ward Councillors, the local amenity society and section 6 stakeholders including adjacent frontages was carried out in May 2016 for a period of three weeks. Details of the consultation exercise and a summary of responses is attached in Appendix C.

If you have any queries about this report or wish to inspect any of the Background Papers please contact: Michelle Lucas-Jones on 020 7641 8142, or email mljones@westminster.gov.uk.

Background Papers:

1. None

For completion by the **Cabinet Member for the Built Environment**

Declaration of Interest

I have <no interest to declare / to declare an interest> in respect of this report

Signed: _____ Date: _____

NAME: **Councillor Robert Davis MBE DL , Cabinet Member for Built Environment**

State nature of interest if any

(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled Motcomb Street Public Realm Improvements

.

Signed

Councillor Robert Davis MBE DL, Cabinet Member for the Built Environment

Date

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment:

If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, the Director of Law, City Treasurer and, if there are staffing implications, the Director of Human Resources (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Member: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the criteria for call-in, it will not be implemented until five working days have elapsed from publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.

For completion by the **Cabinet Member for City Management and Customer Services**

Declaration of Interest

I have <no interest to declare / to declare an interest> in respect of this report

Signed: _____ Date: _____

NAME: **Councillor Melvyn Caplan, Cabinet Member for City Management and Customer Services**

State nature of interest if any

(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled Motcomb Street Public Realm Improvements

.

Signed

Councillor Melvyn Caplan, Cabinet Member for City Management and Customer Services

Date

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

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For completion by the **Cabinet Member for Sustainability and Parking**

Declaration of Interest

I have <no interest to declare / to declare an interest> in respect of this report

Signed: _____ Date: _____

NAME: **Councillor Heather Acton, Cabinet Member for Sustainability and Parking**

State nature of interest if any

.....
(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled **Motcomb Street Public Realm Improvements.**

Signed

Councillor Heather Acton, Cabinet Member for Sustainability and Parking

Date

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment:
.....
.....

If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, the Director of Law, City Treasurer and, if there are staffing implications, the Director of Human Resources (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

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Other Implications

1. Resources Implications

All costs associated with checking designs and monitoring site works including Westminster City Council costs will be recovered from the developer as a scheme cost.

2. Business Plan Implications

No implications.

3. Risk Management Implications

No implications.

4. Health and Wellbeing Impact Assessment including Health and Safety Implications

Disruption during works will be carefully managed to minimise negative impacts such as dust and noise.

5. Crime and Disorder Implications

The measures in this report are not expected to have any implications under the Crime and Disorder Act 1998.

6. Impact on the Environment

Wherever possible existing materials that are taken up will be recycled. New tree planting and gentrification of the streetscape will not only add to the visually amenity of the streetscape, but will also assist with sustainable urban drainage, by reducing surface water runoff into the sewer and reducing CO2 levels. Cycle parking provision will also encourage people to use a sustainable means of transport to access the local shopping parade and places of work.

7. Equalities Implications

The scheme will improve the accessibility of the streets for persons with mobility difficulties through the installation of flush kerbs at pedestrian crossings.

8. Staffing Implications

No implications.

9. Human Rights Implications

No implications.

10. Energy Measure Implications

No implications.

11. Communications Implication

Residents and business will be notified of the works through a letter drop in advance of the works. Contact details will be displayed on site notice boards and scheme details and progress available on the City Council's website.

Consultation Plan

Appendix C

Consultation Response Summary

Public consultation on the Public Realm Improvement Scheme for Motcomb Street May – June 2016 – Response Summary

Kensington and Belgravia Ward Members and Cabinet Member Responses

Councillor	Comments	Officer Response
Councillor Anthony Devenish	No response received	N/A
Councillor Rachael Robathen	No response received	N/A
Councillor Philippa Roe	No response received	N/A
Councillor Heather Acton	Request to consider new EV charge point bay. Has asked where new cycle racks will be located? Has asked if any additional planting beyond the three trees will be considered? Has enquired whether a sustainable drainage system is being proposed for the scheme.	<p>A new EV charge point bay is being investigated in West Halkin Street. This will be subject to the outcome of trial hole investigations.</p> <p>New cycle racks are not being proposed as part of the current proposals due to limited footway space. However an extension to the scheme is currently being discussed with RBKC on Lowndes Street (which is a borough boundary road) which if progressed, will include proposals to widen the footway.</p> <p>Cycle racks will be proposed as part of this stage of the scheme if the scheme is approved to be implemented. No additional planting beyond the three trees is proposed, again, mainly due to limited footway space.</p> <p>A sustainable drainage system is not being proposed for this scheme. SUDs would require a new construction methodology and specification to be used to ensure water could permeate through the paving and foundations and into the sub surface. Unfortunately the sub surface over much of Westminster is London Clay, which is by nature non permeable. This could potentially cause problems by not allowing the water anywhere to go from that point. In addition, there are a significant number of old basements along Motcomb Street which will benefit from the existing highway construction which is a sealed surface, i.e. pointed paving on concrete beds. Given the above, it would prove very difficult to adopt a fully effective SUD system in the Motcomb Street area.</p>
Councillor Robert Davis	No response received	
Councillor Melvyn Caplan	No response received	

Section 6 Stakeholders Consulted

Organisation	Organisation	Organisation
Belgravia Residents Association	Thames Water	Licensed Private Hire Car Association
Knightsbridge Association	Crown Estate Paving Commission	Thames Water
British Medical Association	The British Motorcyclists' Federation	The Licensed Taxi Drivers' Association
London Cycling Campaign	Freight Transport Assoc. Ltd	Bus Operations, Transport for London
Westminster Living Streets Group	Better Routes and Places, Transport for London	London Cab Drivers Club
Royal Mail	Metropolitan Police Service	Unite the Union (Cab Section) Transport House
Coach Activity Co-ordinator Transport for London Surface	NOKIA	BT
The Road Haulage Assoc. Ltd.	Special Events Westminster City Council	Taxi & Private Hire Transport for London
Westminster Property Owners Association	The Owners and Drivers Society	Confederation of Passenger Transport UK
London Fire Brigade	Westminster Ambulance Station	Development Planning Delivery Unit Built Environment, Westminster City Council
Street Licensing Westminster City Council	Transportation Commissioning Westminster City Council	Parking, Westminster City Council
Street Management Delivery Unit, Westminster City Council	CCTV Westminster City Council	Highway Team Westminster City Council
Taxi and Private Hire, Transport for London	RMT London Taxi Drivers Bench	Network Rail
National Grid	London TravelWatch	London Chamber of Commerce
Energis	EDF Energy	Cab Shelter Fund
Atkins Telecom	Royal Borough of Kensington and Chelsea	Historic England

Section 6 Stakeholders Responses

Consultee	Comment	Officer Response
Unite the Union – London Cab Ranks Committee	<p>With regard to Motcomb Street, we have noticed the intention to close it to traffic, except authorised vehicles between noon and midnight. It is our desire that London's taxis should be on the list of 'authorised' vehicles and be allowed access to Motcomb on a 24/7 basis.</p> <p>Motcomb Street although small, is an important through route for passengers of London taxis accessing local residences, hotels, restaurants, shops and other business, including the Carlton Tower Hotel.</p> <p>We believe that not having taxis included will lead to longer journey times for people</p>	<p>The purpose of the scheme is to enhance the public realm of Motcomb Street and improve conditions for the businesses in the street. As you describe this is a through route for taxis to short cut between areas. This activity is considered to be detrimental to what is a local residential and shopping street rather than a connector or distributor route.</p> <p>Only two regular authorised vehicle movements per day will be permitted whilst the pedestrian zone is in operation. To enforce this requirement, bollards will be in place in the carriageway which will require removal and replacement to gain access to the road. This is neither a practical or desirable requirement for taxi drivers to adhere</p>

	<p>accessing the above and have an adverse effect on local businesses.</p> <p>Also worth noting in terms of air quality, is that new London taxis will be zero emission capable from 2018.</p> <p>Hopefully all the above is something you will consider and indeed confirm London taxis as an 'authorised' vehicle for Motcomb Street.</p>	<p>to.</p> <p>Given the above, taxi's cannot be included in the list of authorised vehicles permitted to use Motcomb Street during the pedestrian zone hours of operation.</p>
Taxi and Private Hire, Transport for London	<p>Motcomb Street - It is your intention to close Motcomb Street to traffic, except authorised vehicles between noon and midnight. Has a survey been done on how many taxis and Private Hire vehicles (PHVs) use Motcomb Street? If banned movements are being considered as part of these schemes then we would need to look at them in more detail with our stakeholders to ensure taxi and phv journey times are not disproportionately affected and that access to key routes are maintained.</p> <p>We would therefore ask that taxis should be an authorised vehicle and be allowed access to Motcomb Street on a 24/7 basis. Motcomb Street is an important through route for passengers of taxis accessing local residences, hotels, restaurants, shops and other businesses.</p> <p>West Halkin Street - We have a busy taxi rank on West Halkin Street outside Waitrose and on the plans that have been provided you intend to put a loading bay in front of the taxi rank and move the taxi rank back slightly. We would strongly object to this as we have not been consulted on this and have not had a chance to discuss this with Westminster and other stakeholders.</p> <p>We at Transport for London (TfL) appoint and revoke taxi ranks and we must be consulted on any changes to taxi ranks so that we can ensure that the Taxi Trade Associations and other stakeholders are aware of any proposals. Moving a taxi rank further away from the venue it serves and also putting in a loading bay in front of it as is proposed can obstruct the sight line for passengers to the rank and mean that it is not used as it should be. We would therefore like opportunity to discuss this further.</p>	<p>The purpose of the scheme is to enhance the public realm of Motcomb Street and improve conditions for the businesses in the street. As you describe this is a through route for taxis to short cut between areas. This activity is considered to be detrimental to what is a local residential and shopping street rather than a connector or distributor route.</p> <p>Only two regular authorised vehicle movements per day will be permitted whilst the pedestrian zone is in operation. To enforce this requirement, bollards will be in place in the carriageway which will require removal and replacement to gain access to the road. This is neither a practical or desirable requirement for taxi drivers to adhere to.</p> <p>Given the above, taxi's cannot be included in the list of authorised vehicles permitted to use Motcomb Street during the pedestrian zone hours of operation.</p> <p>In relation to the re-location of the taxi rank, a meeting is scheduled with TfL for 14th June 2016 to discuss.</p>
Historic England	No comments on the proposals	No response required
BT	Attached are copies of our drawing marked up to show the approximate locations of BT apparatus, which is present, in the immediate vicinity, of your works.	No response required

Residents and Business Responses

Consultee	Comment	Officer Response
1. Portuguese Embassy	<p>The Ambassadors Residence has a garage and staff quarters in Halkin Mews. With the proposed pavement and road changes, how will access to Halkin Mews be handled? We would appreciate, at the very least, prior notice so the Embassy vehicles can be left elsewhere, and so that staff can be notified.</p>	<p>Access will be blocked at certain times during the works. However the Council will be providing on street parking provision in nearby locations during this time, at no additional cost. We will endeavour to keep access restrictions to the shortest possible durations to minimise any inconvenience caused.</p>
2. West Halkin Street	<p>Traffic – Introduction of a pedestrian zone in Motcomb Street (with the stated exception of authorised vehicles between noon and mid night). Presumably the only possible outcome of such a decision will be to increase the volume of traffic on West Halkin Street? The volume of traffic in this street is already appalling and my question is, is it to be made more so from the pedestrianisation of Motcomb Street?</p> <p>Deliveries/loading - What are the restrictions on loading bays and deliveries? Deliveries have been made previously at 1am and 5.30am.</p> <p>Paving – Is there any reason why the widening and re-paving couldn't be extended to Daniel Galvin Junior (junction with Halkin Place)? There used to be a tree outside Barclays Bank would it be possible to have it replaced?</p> <p>Traffic Calming – Might it be considered that given the enormous volume of traffic, West Halkin street could have a pedestrian crossing or some form of traffic calming?</p>	<p>During the works and following the completion of the scheme there will be an expected redistribution of traffic. However because of the origins and destinations of the traffic not all of it will be distributed to West Halkin Street travelling from Belgrave Square to Lowndes Street. It is expected that traffic volume in West Halkin Street will increase by approximately 10%.</p> <p>In relation to deliveries/loading, discussions are on-going with Waitrose to move their smaller deliveries from Motcomb Street to west Halkin Street, with delivery hours being limited to day time only (up to 9.30pm). However, there may be some additional delivery activity from smaller independent shops that will not be subject to this restriction. The council will be raising this matter with Grosvenor to ensure a constant approach across all shops is maintained.</p> <p>As this scheme is focusing on Motcomb Street, currently there are no plans to extent the proposals further into West Halkin Street, other than the proposed changes to parking and loading. However your request for a new tree outside Barclays, traffic calming or new pedestrian crossing provisions, and the extension of the paving works into West Halkin Street will be discussed this with Grosvenor and WCC to see if this could be considered as part of a possible future scheme.</p>
3. Motcomb Street	<p>We as a local residents are very supportive of you plans but with two concerns.</p> <p>1. Previous presentations made to us indicated that the traffic flow would be reversed, ie: from West to East. This would negate the benefit of Motcomb street being a</p>	<p>1. The direction of flow of vehicles has reverted to the original layout due to concerns over the impact on Lowndes Street and the possibility of traffic backing up. Because the flow is generally tidal with the time of day it is low in the morning and will be blocked during the afternoon meaning the route won't be used as a short cut. Bollards</p>

	<p>rat run' as it is at present for traffic that can't be bothered to drive round Belgrave square in order to head West. Why has this since been changed to East /West enabling the 'rat run' to continue ? With all the traffic noise that this implies, especially through the night.</p> <p>2.You indicate on the plan that there will be 'loading only' areas in the pedestrianised area of Motcomb street. Whilst we appreciate there is a need for delivery vehicles to gain access to Waitrose to stock the shop, can you confirm that the present ridiculous practice where Waitrose home delivery vans use Motcomb Street as loading bay/warehousing area and regularly park there overnight will cease. It is a most inefficient business model for Waitrose and vans loading at all times is most unsightly and defeats the object of making Motcomb Street a pleasant environment.</p>	<p>will be in place to enforce the restriction to ensure it is adhered to.</p> <p>2. A formal loading bay and a section of double yellow lines have been introduced in West Halkin Street to provide extra provision for delivery vehicles. Discussions are currently in discussion with Waitrose to encourage their e-commerce home delivery vehicles to use these new provisions for deliveries once the scheme is complete. In addition, through close discussion with Waitrose, the number of deliveries permitted via the entrance in Motcomb Street will be reduced to two between midday and midnight when the pedestrian zone is in operation.</p>
6. Halkin Mews	<p>I very much welcome the proposed Improvements to Motcomb Street. During the works, would it be possible to replace a small strip of tarmac at the top of Halkin Mews with cobbles? I should be grateful if you could let me know who at Grosvenor and WCC to contact to discuss this.</p>	<p>This will be taken up with Grosvenor to see if this is something that can be considered.</p>
8. West Halkin Street	<p>We note the plans changing to the parking arrangements in West Halkin Street. At the moment the north side is a single yellow line, except for an area reserved for taxis outside 11 West Halkin Street, while there is a double yellow line on the south side.</p> <p>At present the parking, waiting, loading or stopping on the single yellow line in West Halkin Street is not regularly policed, with the result that the restrictions are largely ignored. At 11.00 today 16 May 2016 there are eight vehicles parked on this single yellow line and at busy periods it can be as many as sixteen.</p> <p>The plans you have presented suggest that in future there will be five (paying not residents?) parking spaces outside Carysfort House and Mosimann's, and a single yellow line (space for two vehicles) and a loading bay (outside 11 West Halkin Street, Waitrose and 11a West Halkin Street), which will undoubtedly be used by shoppers at Waitrose to park as at present happens in the Motcomb Street loading bay and on the single yellow line in West Halkin Street.</p> <p>The provision of paid parking for shoppers is a step forward but we fear that shoppers will abuse the yellow lines and loading bays as they do at present unless regular parking enforcement is undertaken.</p> <p>We are happy with the plans for Motcomb Street with its partial pedestrianisation.</p>	<p>The issue surrounding abuse of waiting and loading provision in West Halkin street will be taken up with the Council's parking enforcement team for their attention and action.</p>

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