

1) Transport organisations (TfL, London Travel Watch, London Living Streets, Westminster's Living Streets, 20's plenty for us, Arup, Westminster Cyclists and Publica)

Comment No	Objective	Respondent	Comment	Response	Reason
1	Strategy	TfL	The strategy could be more ambitious and strongly worded.	Agree	Have improved overarching target, measures and wording.
2	Strategy & Action Plan	TfL	"The strategy should set measurable, time-bounded objectives and include a delivery plan."	Agree	More ambitious target of 92% walking and shortened timescales in the strategy and Action Plan.
3	Action Plans	TfL	Suggest more detail on "Local action plans to address gap between potential and actual walking trips."	Decline	Further details are provided in various WCC action plans for areas eg the West End Partnership.
4	Strategy	TfL	Suggest more detail on "A greater reporting of local benefits (rather than relying on National or TfL data)" including people's views on walking in Westminster, and what improvements they want.	Agree	More local data where available.
5	Action Plan	TfL	Include "information on current and future programmes and projects".	Decline	Current and future programmes already included in the Action Plan and in other WCC action plans.
6	Objective 1.	TfL	The strategy could consider improvements on third party land, such as the Royal Parks, train stations, large public buildings, and tourist attractions.	Agree	Encourage more improvements on third party land, but the Walking Strategy is not planning guidance.
7	Objective 2.	TfL	Also consider how to manage the competing demands for space between walking and other modes, including examples of small interventions as can make a big difference locally.	Agree	Have provided additional ways to manage demand.
8	Objective 4.	TfL	Define vulnerable road users to provide clarity (eg pedestrians, cyclists and motorcyclists) and also the young and the elderly.	Agree	Expanded to define vulnerable road users and all impaired groups.
9	Objective 4.	TfL	Refer to the 'Sources of Road Danger' messages to ensure walking is safe for everyone.	Agree	Included 'Sources of Road Danger'.
10	Objective 4.	TfL	More could be made of measures to make walking safer and / or more pleasant by encouraging direct vision vehicles, and cycle measures like advanced stop lines.	Agree	Updated.
11	3. Walking in the City	TfL	P4 & 19 Update the walking figures as they seem low.	Agree	Updated the walking figures.
12	Objective 3.	TfL	P5 How can you achieve alternative walking routes and what do they look like?	Agree	Provide a better explanation of parallel routes in Objective 3.
13	Objective 3.	TfL	P6, Objective 4 'Ensuring walking is a safe option for everyone' measures could include: wider footways, more and safer crossings, and addressing crime and disorder fear for pedestrians.	Agree	Included.
14	Objective 5.	TfL	P7, Objective 5 mention "preserving clear footway space	Agree	Included.

			that is sufficient for wheelchairs”.		
15	Objective 6.	TfL	P7, Objective 6 explain the challenge of car parking and should review and relocate on-street parking to create footway spaces, especially where pedestrian comfort levels are low.	Agree	Greater mention.
16	Objective 6.	TfL	P7, Objective 6 refer to TfL’s Behaviour Change team and its database of WCC businesses.	Agree	Included.
17	1- Introduction	TfL	P11 please amend the map to show that London Underground logo at train stations.	Decline	Map no longer included.
18	2. Strategic context	TfL	P12 in 2.3 suggest using TfL’s Health Action Plan to explain WCC’s statutory health duties.	Decline	Included a description.
19	2. Strategic context	TfL	P14 TfL’s Safe Street for London: The Road Safety Action Plan for London 2020 recommends that WCC adopt TfL’s updated targets for reducing KSI’s of 50%.	Agree	Westminster seeks to achieve TfL’s road safety targets.
20	2. Strategic context	TfL	P14 in 2.11 Pedestrian Safety Action Plan a few minor corrections: <ul style="list-style-type: none"> • Change safer to safe, • Replace ‘improvements to pedestrian crossings including a new gold standard of countdown timers and more crossing time’ with ‘pedestrian crossing times designed to take into account national safety standards’. 	Agree	Amended.
21		TfL	P17 in Table 2.1 change Barclay’s cycle hire to Santander.	Agree	Will update.
22	2. Strategic context	TfL	P19 reorganise chapter 3 so separate themes (walking at rail stations, air quality and road safety).	Decline	The strategy is structured around the six objectives decided by discussions with residents, landowners, businesses and interest groups which reflect the borough’s values.
23	3. Walking in the City	TfL	P22 in 3.16 update the strategy to reflect the Mayor’s ambition to pedestrianise Oxford St.	Agree	Amended.
24	Objective 2.	TfL	P22 in 3.19 suggest adding before data to joint schemes for Edgware Road and ‘Wonderpass’.	Agree	Identified data and amended.
25	Objective 2.	TfL	P24 in 3.21-3 include more barriers to walking, such as: appropriate traffic speeds, things to see and do, shade / shelter, and benches as components that make a ‘healthy street’. Also address overcrowded areas by encouraging greater pedestrian priority and reducing vehicle dominance.	Agree	Included.
26	Objective 2.	TfL	P25 in 3.26-7 opportunity for WCC to continue programme of pedestrianisation and public realm improvements.	Noted	
27	Objective 2.	TfL	P26 in 3.29 update that the LEN funding bid was successful.	Agree	Updated.
28	Objective 2.	TfL	Include proposal for ‘In town without my car day’.	Agree	Included, as long as funding is available from TfL or another

					source.
29	Objective 3.	TfL	P30 in text please refer to Figure 3.3 walking times between stations map.	Agree	Included the latest TfL map.
30	Objective 1 & 2.	TfL	P30 could propose developing specific walking routes.	Decline	Due to the density of walking routes in Westminster, especially in the West End.
31	Objective 3.	TfL	P31 make the West End table easier to read.	Agree	Have improved.
32	Objective 4.	TfL	<p>P32 in 3.43 update casualty figures to 50% KSI as mentioned in 19 above.</p> <p>In 3.44 adopt a safe system approach and mention 5 key sources of danger.</p> <p>In 3.45 provide a reference for inconsiderate cycling.</p> <p>In 3.46 how many KSI's within the borough have occurred with speed being a factor?</p>	Agree	<p>Westminster seeks to achieve TfL's road safety targets.</p> <p>The draft Mayor's Transport Strategy now proposes a Vision Zero approach, which if introduced then Westminster would attempt to achieve it. Have included the 5 sources of danger.</p> <p>Amended.</p> <p>Amended.</p>
33	Objective 4.	TfL	<p>P34 in 3.47 also mention personal safety and parental choice as reasons for decline in children walking to school alone.</p> <p>Include research into parents and children's attitudes, and interest in walking bus, park and stride and other initiatives.</p> <p>If 39% of children walk to school what do the other 61% do?</p> <p>In 3.48 Provide figures to explain the high number of collisions involving pedestrians.</p> <p>Figure 3.3 should focus on WCC area, and quantify the high collisions involving injury shown in the red lines. Fig number should be 3.5 as duplicated on P30.</p>	Agree	<p>Mentioned.</p> <p>Mentioned that WCC conducts Parent / Guardian surveys which inform STARS and sometimes local safety schemes.</p> <p>Included pie chart to show all modes.</p> <p>Refers to the red lines in Central London Sub-regional Transport Plan 2014, which is not easily quantified according to TfL.</p> <p>Figure 3.3 should focus on WCC area, and quantify the high collisions involving injury shown in the red lines.</p> <p>Corrected.</p>
34	Objective 4.	TfL	<p>P35 in 3.49 helpful to mention the London context here of 20mph in surrounding boroughs and TfL considering.</p> <p>In 3.50 a 1mph reduction in driving speeds in urban areas reduces the severity of all types of collisions by 6%.</p> <p>Limits and zones are used interchangeably and need to be more precise.</p> <p>In 3.49 explain how your quote '20 mph are marginally more effective in affluent areas than deprived ones has influenced your thinking'.</p>	Agree	<p>Will mention 20mph in neighbouring boroughs and some TfL roads.</p> <p>Mentioned that WCC is "trialling 20mph areas / streets", and that 1mph reduces collisions by 6%.</p> <p>Replaced zones and limits with Westminster's "trial 20mph areas / streets" from the Cabinet report.</p> <p>From the "20 mph zones and Road Safety in London" by the London School of Hygiene Tropical Medicine", p7 and used to help identify Westminster's 20mph trial sites.</p>
35	Objective 4.	TfL	P36 in 3.51 Are tourists numerically or relatively more likely to be injured than other pedestrians? Which group is most at risk and should perhaps be prioritised for	Decline	This refers to the TfL Visitor Road Safety report (2010) which does not contain this detailed information about this vulnerable group.

			specific action? What are patterns in drivers involved in pedestrian injuries?		
36	Objective 4.	TfL	P37 in Table 3.2 please provide a source for the research cited to inform future interventions. Which type of crossing has the highest casualties in absolute and relative terms?	Agree Decline	Will add reference to Table 3.2 for TfL Visitor Road Safety report (2010). Not possible as the TfL Visitor Road Safety report does not include quantitative data indicating which crossing has the highest casualty rate.
37	Objective 5.	TfL	P40 mention TfL's requirement for accessibility improvements to taxis and buses (all stops are now accessible) and tubes.	Agree	Mentioned taxis, buses and Network Rails work.
38	Objective 5.	TfL	P41 in 3.64 mention TfL's Streetscape Design Guidance and refer to national and local guidance. Also WCC's responsibility to improve areas with high footfall.	Agree	Added TfL's Pedestrian Comfort Guidance, national guidance like Manual for Streets and refer to Local Transport Notes but not specific notes as too many of them.
39	Objective 5.	TfL	P42 mention TfL's involvement with Leicester Square to Covent Garden walking corridor.	Agree	Mentioned.
40	Objective 6.	TfL	P44 Any results from BID's 'Walk-Fit' programme.	Agree	Identified and included this information.
41	Objective 6.	TfL	P45 in 3.74 is there a WCC statistic for 160 minute walking exercise a week rather than a London wide one.	Decline	WCC has not suggested an exercise target.
42	4. The Strategy	TfL	P47 4.6 'Allocation of highway space' should be earlier in the strategy and a specific topic. And consider that walking improvements will have an impact on other road users. Could mention Oxford St here?	Agree	More clearly mentioned reallocation of highway space in Objective 1. Many walking improvements benefit other road users (eg signal removal and loading pads). Oxford St now included.
43	4. The Strategy	TfL	P49 in 4.16 includes shade and shelter. In 4.19 describe parklets.	Agree	Mentioned shade, shelter and sunshine, and provided a better description of parklets.
44	4. The Strategy	TfL	In 4.20 promote Children's Traffic Club London and STARS.	Agree	WCC regularly publicises the Children's Traffic Club and attends playgroups and pre-school clubs to reinforce the message, and promotes TfL's STARS approach.
45	4. The Strategy	TfL	P50 in 4.21 should say that all children and families will receive cycle training.	Agree	Will explain that road safety training is available to all primary school children in years 2-6 and everyone who lives, works or studies in Westminster.
46	Objective 2.	TfL	P51 in 4.27 describe the benefits of the public realm positively, rather than in a cautionary way through shared space. In 4.29 clarify if you are referring to 20mph speed limit or zone. In 4.30 Refer to TfL's Cycling Workplace programme.	Agree	Will improve the descriptions. Will use "trial 20mph areas / streets". Will refer to TfL's Cycling Workplace programme in 4.30.
47	Objective 5.	TfL	P51 in 4.29 "If WCC want a 20 mph trial on the TLRN we have already suggested Baker Street".	Decline	This offer cannot be accepted for another 2 years' due to the current construction work to make Baker St two-way.
48	4. The Strategy	TfL	P52 in 4.31 Why are there only 10 school crossing patrols in WCC, lack of funding or signalised crossings, or alternative approaches like walking buses or speed reduction?	Agree	Historic crossings were reviewed and they have changed (largely due to parental choice) and WCC also upgraded other locations by installing signalised crossings.

49	4. The Strategy	TfL	P52 in 4.31 Do both schools understand that temporary school crossing patrol officers will be taken away from them, and are alternative resources being offered like pedestrian skills training?	Noted	Yes, schools' are aware that the school crossing patrol officers are temporary and have been helped by road safety education and training.
50	4. The Strategy	TfL	P52 in 4.32 Suggest that WCC promote not just Delivery Service Plan's, but also reducing and retiming deliveries and servicing, switching off engines, using low emission vehicles and those with pedestrian and cyclists safety features.	Agree	WCC is currently developing these initiatives for the Oxford St area, and if effective can then extend them to other areas.
51	4. The Strategy	TfL	P53 in 4.35 how will WCC achieve 100% School Travel Plans by Dec 2016? And TfL's STARS website records on 30 schools with travel plans and 7 schools actively engaged.	Noted	WCC has already achieved 100% of School Travel Plans. Because WCC helped schools by creating a default travel plan using casualty data.
52	4. The Strategy	TfL	P53 in 4.36 refer to TfL's Youth Travel Ambassador Scheme.	Agree	Will refer to WCC's use of TfL's Youth Travel Ambassador scheme.
53	4. The Strategy	TfL	P53 in 4.36 could provide more information on TfL funded Children's Traffic Club London and would welcome WCC's support.	Agree	Will explain that WCC does support Children's Traffic Club and recently emailed pre-school groups and clubs to promote it and supports requests for additional groups.
54	4. The Strategy	TfL	Suggest that WCC pilot the promotion of walking (or scootering) to school for pre-schoolers. Is pedestrian skills based training for all schools or just year 2 and 6 children? Are all volunteers older residents?	Decline	Training not required for pre-schoolers. Pedestrian skills training is available to all children in years 2-6. Encourage schools to teach scootering in PE lessons using WCC information sheet. This programme does not use older volunteers.
55	4. The Strategy	TfL	P53 in 4.38 unfortunately the 'Beat the Streets' initiative failed to sustain behaviour / mode change and would advise against introducing it to younger than secondary pupils.	Noted	Noted.
56	4. The Strategy	TfL	P53 in 4.39 What age group of residents attend the road safety coffee mornings and are they most at risk?	Decline	A mix of age groups attend, most probably 30 to 45 years old, but the age of attendees is not recorded.
57	4. The Strategy	TfL	P54 in 4.40 Use kerb consistently, not curb.	Noted	Will correct.
58	4. The Strategy	TfL	P54 in 4.40 clarify antisocial behaviour in scooter use. Pedestrian skills training can help.	Agree	Prefer inconsiderate behaviour, which is using the entire pavement, speeding, not braking, and being pulled along by parent / guardian. WCC wants teachers to incorporate this into their sports lessons by compiling an instructor's manual.
59	4. The Strategy	TfL	P54 in 4.42 could promote road safety and 'share the road' messages with an app.	Decline	Potentially conflicts with WCC's road safety messages that mobile devices are a distraction. Could promote more as a healthy lifestyle tracker. Also requires funding.
60	4. The Strategy & Objective 4.	TfL	P54 in 4.43 Would help to provide more information about how to provide walking and road safety information to tourists. Could mention working in	Agree	Will mention that WCC wants to expand our pioneering leaflet to tourist travel companies to promote road safety, subject to TfL funding.

			partnership with Eurostar and airports.		
61	4. The Strategy & Objective 4.	TfL	Has any research been undertaken on visitors? And are any specific walking routes popular with tourists?	Noted	P37, Table 3.2 uses TfL's research on tourists and road safety. TfL replied that it does not have any more data on visitor's popular routes and likely collisions.
62	5. Funding & Delivery	TfL	P55 in 5.2 mention new LEN funding.	Agree	As mentioned across the page in 5.7.
63	5. Funding & Delivery	TfL	P55 in 5.3 update funding cycle to March 2017.	Agree	Will update the funding cycle funding.
64	5. Funding & Delivery	TfL	P55-6 The last line should be how can Westminster address the funding gap to invest in walking?	Agree	Will expand funding section.
65	5. Funding & Delivery	TfL	P55-6 Mention investment in Regional Improvement Programme and large schemes. Suggest referencing: Marylebone Road / Marylebone High Road, Grosvenor Place / Hobart Place and Baker Street two-way projects.	Agree	Will include.
66	Appendix	TfL	Appendix, suggest moving it into the main document as this is what most people are interested in.	Decline	The Appendix contains the Action Plan.
67	Appendix	TfL	Aside from the main projects on P31 WCC should identify projects to deliver (eg develop and promote Key Walking Routes, improve pedestrians areas off the TLRN (eg Soho) a West End area wide public realm strategy, improve the Nash Ramblas, around transport hubs and near schools.	Agree	Will identify further projects, such as these, to include in the Action Plan. The West End Partnership developing projects for this area.
68	Appendix	TfL	O2 should have more measurable / commitments and involvement.	Agree	Will review the Action Plan to add more measurable targets.
69	Appendix	TfL	O3.1 suggests that the indicator is the density of Legible London signs.	Agree	WCC uses the number of Legible London signs as a simple Indicator "To make walking more intuitive by increasing the legibility of permeability of walking options".
70	Appendix	TfL	O4.1 TfL supports borough wide 20mph. Could measure the impact on speed, or collisions which will take longer than 1 year.	Noted	"Trialling 20mph areas / streets" to identify their benefits and effectiveness.
71	Appendix	TfL	O4.2 change your reference to 'better junctions' to avoid confusion with this specific programme by TfL.	Agree	Replaced 'better junctions' with 'improved junctions'?
72	Appendix	TfL	O4.7 Use TfL's marketing on 'share the road'.	Agree	Will use the slogan, but any images will have to be approved by WCC's communications department.
73	Appendix	TfL	O5.4 Do not support using public planting to demark pedestrian space.	Decline	Because planting can play an important role in public realm improvements / healthy streets and traffic separation.
74	Appendix	TfL	O6.2 Add baseline figures and set specific targets with measures to create the outcomes in the pedestrian safety training programme for children.	Noted Agree	WCC has extremely low pedestrian child casualty figures in the borough. Target to train at least 250 pupils a year.
75	Appendix	TfL	O6.3 Unrealistic 100% target for School Travel Plans. And a baseline is also required for walking mode share to schools.	Noted	WCC has already achieved 100% of School Travel Plans before the deadline at the end of June 2017. Because WCC creates a default travel plan using casualty data. The

					walking baseline can be identified by the school and is set as a target on the STARS scheme.
76	Appendix	TfL	O6.4 update to 2017/18.	Agree	Will update.
77	Appendix	TfL	O6.5 should be positively worded. EG “so many attractors and walk routes are in Westminster, and key walking routes/maps could be developed to enhance them tied to physical indicators like Legible London signs, fingerposts, trails etc”.	Agree	Will amend to “Provide information to improve tourist’s safety and enjoyment when using the many streets and spaces within central London”.
78	Appendix	TfL	O6.8 Should be expanded into larger programme of led leisure walks.	Agree	Will explain that led walks can be funded by TfL and the BID’s and are already provided by New London Architecture.
78		London Travel Watch	Prefer loading on the street and not on loading pads.	Decline	Loading pads are created to provide wider pavements when not being used for deliveries, which benefits pedestrians.
79	Objective 2.	London Travel Watch	Identify “a substantial programme” of de-cluttering	Agree	Will propose a new programme to help de-clutter streets, alongside all individual schemes which already help to de-clutter the borough.
80	Objective 2.	London Travel Watch	Greater enforcement against A boards on P24 in 3.22, as no legal mechanism to license them as the strategy suggests. Should have zero tolerance approach like TfL.	Agree	Westminster can grant planning permission for ‘A’ Boards. Will encourage greater enforcement action to address illegal street furniture on the public highway.
81	Objective 3.	London Travel Watch	Maintain the high standard of Legible London and do not further weaken it by using finger posts, which should be an exception.	Agree	
82	Objective 3.	London Travel Watch	Create an audit of street name plates on every street corner and T junction.	Decline	As Westminster is well provided with street name plates and replaces any that have been removed.
83	Objective 2.	London Travel Watch	“A programme of seating should be established. Perhaps even public water fountain provision could be considered.”	Noted	Seating is provided where sufficient and appropriate space is created to accommodate it within new public realm schemes. Installing drinking fountains is expensive as they require on-going maintenance.
84	Objective 4.	London Travel Watch	Instigate “a programme to take out staggered crossings and traffic island crossings.”	Noted	Crossings are reviewed by each scheme, and improved where it is appropriate and supported by public consultation.
85	Objective 4. / road markings	London Travel Watch	The highway code specifies that councils should provide 10m of yellow lining at junctions to ensure adequate sightlines and safety for pedestrians.	Noted	WCC is amending yellow lining in new schemes and at specific locations where problems have been identified.
86	Objective 2.	London Travel Watch	“Westminster should initiate a small programme of introducing good quality public squares and spaces”	Noted	WCC is creating new spaces and squares wherever possible within the public realm and encourages developers as well.
87	Objective 1.	London Living	In 4.6 believe that further considerable work is needed to systematically review and reallocate highway space to	Noted	Will explain that WCC is working on a range of large to small highways schemes to benefit pedestrians. EG Oxford

		Streets	provide pedestrian space and crossings, especially using road closures.		St and Baker St.
88	Objective 4.	London Living Streets	Propose that a 20mph speed limit be trialled across the whole borough.	Noted	WCC is “trialling 20mph areas / streets” to identify their benefits and effectiveness.
89	Objective 1.	London Living Streets	Recommend a programme of road closures.	Noted	Will explain that WCC works on a range of highways improvement schemes that include road closures where appropriate and supported at consultation.
90		London Living Streets	Propose a programme of Walking Corridors.	Decline	Walking corridors are less useful to plan, prioritise and provide because Westminster contains such a dense network of pedestrian routes.
91	Data	London Living Streets	Include new TfL maps showing the number of steps and walking times between tube stations.	Noted	A figure has been added to the Walking Strategy which shows the tube map with walking minutes.
92	Objective 4.	London Living Streets	Increase the number of proposed specific actions and make them more assertive in the strategy.	Agree	Will increase the number of actions in the Action Plan.
93		London Living Streets	Reconvene the stakeholders meeting with the officers responsible and the Portfolio Holder to discuss the issues raised through the consultation process.	Decline	The issues raised by the consultation process have been responded to here.
94	Title	Westminster Living Streets	Object to the title Walking Strategy and prefer Pedestrian Strategy because it excludes vehicular trips.	Decline	The term walking includes many more people, especially those who use public transport, and the issues that affect them.
95	Objective 1.	Westminster Living Streets	Objective 1 “If you are prioritising pedestrians why would you need to concern yourself about vehicle movements?”	Decline	Objective 1 encourages greater pedestrian priority, but vehicles are still required for public transport, freight, deliveries, to assist the impaired, enable waste collection and emergency services.
96	Objective 2.	Westminster Living Streets	Objective 2 “Why is it assumed that prioritising pedestrians inhibits economic activity as the reverse happens.	Decline	Prioritising pedestrians is no guarantee of economic success.
97	Objective 2.	Westminster Living Streets	Objective 3 Challenges. Do not encourage people to walk on main roads where dangerous air pollution levels.	Noted	The council, the Walking Strategy and Legible London do not encourage people to walk on main road. However, many people walk on main roads as they provide the shortest, simplest route between many destinations.
98		Westminster Living Streets	Objective 6 Challenges. Discourage the unlimited availability of residential parking as it prevents prioritising road space for pedestrians.		
99		Westminster Living Streets	Objective 6 Opportunities. Promote car-free developments to reduce traffic.	Noted	This issue is currently being considered through the City Plan review.
100	Introduction	Westminster	1.7 and 4.6 Why try to balance all users of public spaces	Decline	To balance all users as “major routes” need to cater for

	& 4. The Strategy	Living Streets	and roads, instead of giving priority to pedestrians.		public transport, freight, deliveries and collections, to assist the impaired and emergency services.
101	2. Strategic context	Westminster Living Streets	The statement from the Mayor's London Plan (in 2.7) to make walking "the norm for short journeys or as part of a longer journey" in accordance with the National Planning Policy Framework (in 2.1) and draft Walking and Cycling Investment Strategy (in 2.5) is useless unless radical action is taken.	Noted	WCC has made considerable improvements to places like Oxford Circus and Piccadilly Circus, the Covent Garden area, and is working with TfL and the WEP to investigate taking significant action to improve Oxford Street west for pedestrians and the Elizabeth Line.
102	2. Strategic context	Westminster Living Streets	2.1-2.5 Note that the Government's pedestrian policies are not fully conveyed in the Mayor's London Plan	Noted	This has placed much greater emphasis on pedestrians, which should include the Government's policies.
103	Objective 2.	Westminster Living Streets	3.23 Westminster should introduce measures to limit vehicle movements to improve air quality.	Noted	WCC continues to introduce measures to influence vehicle movement and improve air quality where they are supported at public consultation. EG the LEN and working with BID's to reduce and consolidate freight traffic.
104	Objective 4.	Westminster Living Streets	Adopt a 20mph speed limit for the borough.	Noted	"Trialling 20mph areas / streets" to identify their benefits and effectiveness.
105	Objective 1.	Westminster Living Streets	"Introduce a programme of pedestrianisation, part pedestrianisation and temporary road closures to give back space to pedestrians to improve safety and reduce air pollution and restrict traffic entering Westminster.	Agree	WCC is working on a range of highway improvement schemes that include different types of road closures where appropriate and supported at consultation.
106	Objective 1	Westminster Living Streets	Reduce traffic by campaigning for road pricing and a substantial increase in the Congestion Charge.	Noted	These are London wide issues that have been raised by TfL in the Mayor's Transport Strategy, which are beyond the scope of the Walking Strategy. WCC has increased parking charges for visiting diesel vehicles in the Marylebone area and is exploring new parking technologies like parking bay sensors in taxi ranks.
107	Objective 4.	20's Plenty for Us	In 4.29 encourage WCC to be more ambitious in the pursuit of safety benefits and less intimidating environments through lower speeds like 20mph by creating 20mph zones.	Agree	WCC is "trialling 20mph areas / streets" to identify their benefits and effectiveness.
108	Objective 4.	20's Plenty for Us	Would like to see TfL's roads considered for 20mph.	Noted	TfL are introducing 20mph on their roads.
109	2. Strategic context	Arup	Provide further details on the status of the strategy in local policy.	Noted	The City Plan provides the policies with the Walking Strategy providing guidance and a greater explanation of its aims and ideas.
110	Objective 1	Arup	Add "a target to encourage an increase in the proportion of walking trips"	Agree	The strategy now includes an ambitious target to increase walking trips from 84% to 92% of trips that can be walked over the 10 year period of this strategy.

111	Action Plan	Arup	A delivery mechanism	Decline	The Action Plan identifies a range of schemes and Delivery Partners.
112	Objective 4	Westminster Cyclists	P24-7 in 3.23-9 Urgent action is needed to improve air quality to compensate for years of neglect from not reducing car use.	Noted	WCC has and continues to introduce many measures to improve air quality, but reducing car use is challenging as Westminster is the centre of London which many people and goods wish to reach.
113	Objective 4.	Westminster Cyclists	P36-7 in 3.51-2 The intergreen (black out period between green and red signals) confuses pedestrians who sometimes cross.	Noted	TfL are responsible for all traffic signals. Westminster is at the forefront of trialling countdown signals that display the remaining blackout period.
114	Objective 6.	Westminster Cyclists	P43 in 3.71 Inappropriately high priority has been given to residential car parking. Welcome removal of parking from the Leicester Sq to Covent Garden walking corridor, and encourage further schemes.	Noted	WCC are continuing to develop walking schemes and can reduce parking where it is supported at consultation.
115	Car free	Westminster Cyclists	P42 in 3.71 Support car-free development, have been urging the council for years, and it should feature in the Strategy / Action Plan.	Noted	This issue is currently being considered through the City Plan review.
116	Objective 1.	Westminster Cyclists	P47 in 4.6 Favour timed closures or filtered permeability over full pedestrianisation which bans cyclists.	Noted	Westminster works on a range of highway improvement schemes that include road closures or filtered permeability where appropriate and are supported at consultation.
117	Objective 2.	Westminster Cyclists	P47 in 4.6 Support the removal of street clutter, as long as WCC provides more cycle stands, and ideally place them on the carriageway to benefit pedestrians.	Agree	Any schemes involve a review of de-cluttering and any possible cycle stand provision.
118		Westminster Cyclists	P47 in 4.8 Support parallel walking routes to Oxford St, but these roads also require traffic reduction measures.	Noted	
119	Objective 4.	Westminster Cyclists	P50 in 4.26 Unacceptable that still signal-controlled junctions without pedestrian phases.	Agree	All traffic signals are the responsibility of TfL. Pedestrian crossings are reviewed by schemes in that area, and are improved where it is appropriate and supported by TfL and public consultation.
120	Objective 4.	Westminster Cyclists	Objective O1.5 should be split to clearly show the number of signals introduced and those with countdown.	Agree	Will record the number of signal improvements and those with countdown.
121	4. The Strategy.	Westminster Cyclists	P51 in 4.30 Strongly support 20mph speed limit, but encourage 20mph zones.	Noted	Will explain that "trialling 20mph areas / streets" to identify their benefits and effectiveness.
122	4. The Strategy	Westminster Cyclists	P52 in 4.32 Welcome the Council's measures to reduce delivery and servicing vehicles, but undermined by growth in personal deliveries, minicabs / Uber and WCC should call for reductions in these vehicles.	Agree	WCC discourages personal deliveries in central London, and encourages TfL to limit the number of private hire licenses it issues.
123	4. The Strategy	Westminster Cyclists	P52 in 4.33 do more to change motorist's behaviour by replacing multi-lane roads, large signs, guard railings and signals on gantries as all encourage speed.	Agree	WCC has improved Piccadilly and is removing the Baker St gyratory, but most large roads in the City are TfL's responsibility.
124		Westminster Cyclists	Play streets cover a fraction of 1% of Westminster's roads so will benefit few and are a distraction from	Decline	Play streets encourage streets to be used for different activities, safety, health and road safety training which

			introducing 20mph.		provides many benefits.
125	Parking / Objective 4.	Westminster Cyclists	Would like at any time parking restrictions on all junctions and crossings.	Agree	WCC amends yellow lining in new schemes and at specific locations where problems have been identified.
126	Indicators	Westminster Cyclists	The Action Plan should contain qualitative indicators.	Decline	Such qualitative indicators could be undertaken after schemes are implemented, but this is additional work that Westminster requires funding for.
127	Objective 1.	Westminster Cyclists	Does WCC support measures to restrict through traffic whilst maintaining access to premises via filtered permeability?	Agree	WCC works on a range of highways improvement schemes that include road closures and filtered permeability where appropriate and supported at consultation.

2) Authorities (RB K&C and Westminster City Council)

Comment No	Objective	Respondent	Comment	Response	Reason
128	Objective 1.	RB K&C	Greater focus on achieving modal shift from driving or public transport to walking.	Agree	Will encourage more walking to deliver greater benefits.
129	Objective 3.	RB K&C	Contradiction in locating Legible London signs on main roads which do not encourage people to use less polluted parallel routes.	Decline	This is not a contradiction because Legible London signs show all routes to enable pedestrians to choose which streets to use and because busier roads contain more destinations.
130	Objective 6.	RB K&C	Tourists are identified as an at-risk group and yet the strategy provides few, specific quick-win measures to reduce injuries. Could consider working with the hospitality industry.	Agree	WCC pioneered a leaflet to tourist coach companies to promote road safety to passengers. Keen to target trains from airports.
131	Objective 1	RB K&C	"The strategy would benefit from providing more details of partnership working with neighbouring boroughs".	Noted	Noted in Long Acre Case Study.
132		RB K&C	Interested in 20mph and discussing pros and cons.	Noted	Westminster is starting to trial 20mph streets and areas and can discuss.
133	Objective 2	WCC Development Planning	If a developer proposes changes to the highway for commercial use then if approved the council should specify how much highway can be used. For example, Cardinal Place provides tables and chairs, improved permeability and seating.	Noted	Will provide better explanation that Planning and Highways and the Licensing Teams both specify how much of the highway can be used for tables & chairs.
134		WCC Development Planning	In 3.67 and 3.71 it refers to car free developments, which is not consistent with the Policy TRANS23 of the UDP 2007. But 3.71 could refer to unallocated residential car parking in more detail than is in the plan.	Noted	These issues are currently being considered through the City Plan review.
135	4. The Strategy	WCC Development Planning	P48 in 4.13 suggests an additional objective to resist new items of street furniture unless they provide a required purpose, ie not advertising, ATM's, parcel collection points.	Agree	Will add a new objective to seek a total reduction in street furniture and no new items, including phone boxes, unless approved by WCC.
136	5. Funding	WCC	P56 in 5.9 Clarify that CIL cannot be ring-fenced to	Agree	Will revise text in 5.9.

	& Delivery	Development Planning	specific projects in the vicinity of the application site.		
137	Objectives 6.7 & 6.8	WCC Development Planning	In Action Plan Objectives 6.7 & 6.8 could use led walks to highlight City for All, Heritage and good recent design (ie buildings and the public realm).	Decline	More appropriate for TfL and the BIDs to provide led walks to highlight recent improvements in the City.
139		WCC Development Planning	No part of the highway should be stopped up.	Noted	As a general principle, unless it is beneficial to WCC.
140	Objective 2.	WCC Development Planning	Any artwork or planting on hoardings are not within the scope of planning, but may require planning permission and advertising consent.	Agree	Will highlight WCC's recent improved regulation of these activities by adopting a 'Code of Construction Practice' which suggests using artwork and planting where feasible and appropriate.
141	Car free	WCC Quality and Sustainability	Encouraged WCC Planning to require fewer parking spaces on the council's own development sites.	Noted	This issue is currently being considered through the City Plan review.
142	Objective 1 or 2	WCC Quality and Sustainability	Does the strategy propose any key walking routes / walking corridors as could coordinate with work on estates.	Decline	Key walking routes are less useful to plan, prioritise and provide as Westminster contains such a dense network of routes.
143		WCC Quality and Sustainability	WCC estates team are developing the Green Spine walking route in the Church Street area.	Noted	Will note in the strategy.
144		WCC Quality and Sustainability	Plan on map P11 could include tube symbol for Queen's Park, even though just outside WCC boundary.	Agree	Plan superceeded.
145		WCC PP&L	The strategy underestimates the need for substantial pedestrian schemes in the West End.	Noted	Will include clearer growth figures to emphasise change and WCC is investigating the possible closure of Oxford Street west.
146		WCC PP&L	Include reference to the Mayor's request for the full pedestrianisation of Oxford Street.	Agree	Will update the strategy with the Mayor's aspirations to pedestrianise Oxford Street west.
147		WCC PP&L	In the useful trends section include a simple bar graph using DfT or census data to show the dominance of walking compared to other modes.	Agree	Will include table of TfL data.
148		WCC PP&L	Also include data on pedestrians generated by mainline train stations.	Agree	Will include table / list of the number of pedestrians from the Rail Passenger Report from TfL.
149	4. The Strategy	WCC PP&L	P47 more mention of the need to widen footways to accommodate more pedestrians.	Decline	Frequent references to widening footways and increasing pedestrian space.
150		WCC PP&L	Use the example of the footway widening in the Whitehall area to facilitate increased amounts of walking for the 2012 Olympics.	Agree	Will include Whitehall as an example.
151		WCC PP&L	Add a new paragraph to explain that people should walk	Agree	Will encourage walking instead of short bus trips to improve

			instead of making short bus journeys.		people's fitness and reduce congestion at bus stops and inside buses.
152	Objective 4.	WCC PP&L	Mention TfL's PCV CPC Bus Driver Training Programme to help to reduce pedestrian casualties.	Agree	Mentioned TfL's bus training programme that improves pedestrian safety.
153	Objective 4.	WCC PP&L	Mention WCC's current LIP Delivery Programme 'Corridors and Neighbourhoods and Supporting Measures Programme' that fund measures to reduce Vulnerable Casualty Related Casualties.	Agree	Will provide a more complete picture of TfL's work to improve pedestrian safety.
154	2. Strategic Context	WCC PP&L	P16 at end of paragraph 2.13 add 'which is now extended to cover the period 2017/18 and 2018/19'.	Agree	Will explain that the LIP programme has been extended an extra year.
155	2. Strategic Context	WCC PP&L	P18 it would be a benefit to mention the WCC Cycling Strategy.	Agree	Will mention WCC's Cycling Strategy.
156	3. Walking in the City of West	WCC PP&L	P22 and 23 please confirm this paragraph with GK to ensure a consistent message from WCC.	Agree	Will check and revise text accordingly.
157	Objective 4.	WCC PP&L	P32 in 3.46 at end of the paragraph please add 'This is particularly appropriate in respect of Westminster because aside of one short 20mph and two short 40mph sections of carriageway, the rest of the combined highway network is currently set to 30mph limits.'	Agree	Will amend text to "Traffic speed is a particular issue in Westminster as virtually all the road network is 30mph, except for one short 20mph, and two short 40mph sections of carriageway. Westminster is investing this issue by trialling about 30 new 20mph streets and areas from the summer of 2017 that target schools and collision hot spots."
158	Objective 4.	WCC PP&L	P33 update the Child Pedestrian Training with any recent results. Also better to use a different photo as lining is incorrect.		Target to train at least 250 pupils a year and source a different photo.
159	Objective 4.	WCC PP&L	P38 Update the 50 sites to 80 and the funding has increased to £500,000 from the City of Westminster LIP programme.	Agree	Will update this information.
160	Objective 5.	WCC PP&L	P39 Suggests mentioning WCC's support for the Central Sub-Regional Mobility Forum, which will consider walking in future years.	Agree	Will mention WCC's support of the CSRMF.
161	Objective 6.	WCC PP&L	P43 redraft paragraph 3.67 to something like: to "safeguard residential car parking and to ensure that sufficient on-street and some off-street car parking is provided in respect of new residential developments. More sustainable or even 'car-free' parking policies are widely practiced in other central London boroughs," and this.	Agree	This issue is currently being considered through the City Plan. .
162	4. The Strategy	WCC PP&L	P50 after 4.25 please add "Care must be practiced in the design of any 'Shared space' streetscape improvement schemes implemented on our streets to ensure that the particular needs of the partially sighted are taken into account, especially in respect of the need for tactile	Agree	Will provide a broader, more inclusive response to include all impaired groups.

			delineation of the carriageway with the footway".		
163	4. The Strategy	WCC PP&L	P52 in 4.32 after 'in terms of vehicle emissions' can you add 'cleaner'.	Agree	Will include.
164	5. Funding & Delivery	WCC PP&L	P55 please amend 5.3 to 'TfL allocates capital funding to London boroughs for the delivery of their transport and public realm Local Implementation Plan (LIP) delivery programmes. These consist of a programme of schemes, projects and initiatives developed on a three-year delivery cycle in line with the Mayor's Transport Strategy and other supporting national and Borough strategies. The City of Westminster's annual allocation is approximately £5million and consists of: the main 'Corridors and Neighbourhoods and Supporting Measures Programme'; joined by the supplementary 'LIP Principle Carriageway Renewal', 'LIP Bridges and Structures maintenance' and 'LIP Local Transport Fund programmes. The Current LIP Delivery Programme funding cycle was to end in March 2016/17, but TfL have agreed to extend this period up to the end of 2017/18'.	Agree	Will use this text to provide a better explanation of the funding situation.
165	5. Funding & Delivery	WCC PP&L	P55 in 5.4 can you amend the title to 'The Westminster LIP – Major Schemes Programme'. And amend the last sentence to 'The two current TfL and other stakeholder supported Major Schemes are the Baker St Two Way and Bond St schemes that have / will receive constant funding support over the 2015 / 16 and 2017 / 18 period'.	Agree	Will use this text to better explain the funding situation.
166	5. Funding & Delivery	WCC PP&L	P56 in 5.8 please add to the end of the title 'Fund', but check if the Future Streets Indicator Fund is still being funded.	Noted	Will add 'Fund' and explain that the Future Streets Indicator Fund is allocated on an ad hoc basis.
167	Objective 1.3	WCC PP&L	Action Plan in O1.3 Will the Annual Review of parallel route count data programme be developed and funded?	Noted	Westminster does not propose to undertake an annual pedestrian count, but is instead working with TfL and BID's to access walking data counters.
168	Objective 4.1	WCC PP&L	Action Plan in O4.1 mentions that WCC is developing "20mph Zone trial schemes", not zone as more than one scheme.	Agree	Will explain that "trialling 20mph areas / streets" and will remove references to 20mph zones.
169	4.31	WCC PP&L	Correct the number of school crossing patrol officers to 9 with 7 permanent and 2 TACS. And explain that WCC funds them not developers.	Agree	Will amend.
169	4.31	WCC PP&L	This states that schools have not asked for crossing patrol officers. Has this been considered in the School Travel Plans and do they know they can ask?	Noted	WCC has reviewed historic crossings and found that crossing points have changed (largely due to parental choice) and WCC has upgraded other locations by installing signalised crossings. WCC helps with certain School Travel

					Plans and so can help to identify any such needs.
170	4.31	WCC PP&L	Involve School Crossing Patrol Officers in School Travel Plans to identify how to improve crossing facilities	Agree	School Crossing Patrol Officers are involved in School Travel Plans and can suggest any improvements to crossing facilities.
171	4.31	WCC PP&L	Has any analysis been conducted to identify collision hot spots and the needs of School Crossing Patrol Officers?	Agree	WCC responds to all enquiries from schools and School Crossing Patrol Officers on road safety issues. And every 3 years Westminster conducts a review of all school crossing facilities. The 20mph trial also targeted collision hot spots near schools.
172		WCC email	Investigating providing schools with Legible London plans of their locality to promote walking.	Noted	

3) Bids (Westminster BIDs, Victoria and Marble Arch)

Comment No	Objective	Respondent	Comment	Response	Reason
175	2. Strategic Context	Westminster BIDs	How would the Walking Strategy be embedded in the planning decision making process and what weight would it be given to determine decisions.	Noted	The Walking Strategy provides a greater explanation of the aims and ideas to support the policies in the City Plan.
176	Action Plan	Westminster BIDs	Produce a detailed Regulation 123 list of walking schemes that would be funded by CIL.	Decline	Westminster is in the process of setting up its CIL policies within the framework created by the government.
177	Objective 1.	Westminster BIDs	The Walking Strategy should not offer significant protection for unnecessary or ill-suited walking routes. Prefer a pragmatic approach to consider alternative improvements.	Decline	Each walking route will be considered on its merits and the desire of the strategy to improve walking wherever possible.
178	Objective 4.	Westminster BIDs	Supports 20mph speed limit trial around schools first to gauge their effect.	Noted	Note support for Westminster's approach to identifying 20mph trial sites.
179		Westminster BIDs	Long term solution is to discourage unnecessary vehicles entering central London	Noted	The Mayor's Transport Strategy has set out this agenda to reduce driving in London with Westminster's Walking Strategy playing an important role in this approach.
180	Objective 3.	Westminster BIDs	The final strategy should be more explicit that new wayfinding signage should not interfere with businesses signs wherever possible.	Decline	Legible London was created to provide a single signage system for London, and thus other signs are not encouraged.
181	Objective 1.	Westminster BIDs	Share Westminster's caution about pedestrianising Oxford St until greater clarity about how to reduce traffic and buses, and any diversionary routes.	Noted	Oxford Street will see improvements, where the Mayor and TfL continue to work with Westminster City Council and others on plans to transform the street.
182	Objective 4. / Traffic signals	Westminster BIDs	Undertake a thorough review of pedestrian signals to identify those that need improving.	Agree	WCC reviews any signals within a scheme and any changes require TfL's approval as they are their assets.
183	Objective 1	Westminster BIDs	"ensure that increased street capacity does not inhibit economic activity".	Agree	The Walking Strategy aims to make walking easier by de-cluttering and widening pavements wherever possible, which should enhance economic activity.

184	Action Plan	Victoria BID	Westminster should do more to improve conditions and create better experience for walking by setting clear, ambitious and headline targets. Specifically those below:	Agree	Will include a headline target and other targets, especially in the Action Plan. Have amended the strategy to a 10 year plan and reviewed after about 5 years.
185	Objective 4.	Victoria BID	1-Target to introduce 20mph pilot projects	Agree	"Trialling 20mph areas / streets" in certain locations to identify their benefits and effectiveness.
186	Objective 1 or 2.	Victoria BID	2-Target to establish a station working group to improve walking routes and signage up to 100m from stations.	Decline	WCC encourages Network Rail to improve walking routes and signs on its land as it is their responsibility for improvements on their land.
187	Objective 2.	Victoria BID	3-Target to make artwork or planting compulsory on hoardings, with an annual competition.	Noted	Recently adopted 'Code of Construction Practice' that suggests artwork and planting where feasible, but the council cannot make artwork or planting compulsory.
188	Objective 4.	Victoria BID	4-Target to review all pedestrian crossings in Westminster by using guidance from Living Streets, including islands.	Decline	Pedestrian crossings are reviewed by any schemes in that area and changed when supported by public consultation.
189	2. Strategic Context	Victoria BID	5-Target to ensure that the planning team adopts the Walking Strategy's ideas.	Noted	The Walking Strategy provides clearer guidance to better explain the City Plan policies and their walking aims and ideas.
190	Objective 4.	Victoria BID	6-Target to review blackout periods in traffic signals with DfT & TfL.	Decline	Westminster is at the forefront of trialling and installing countdown signals. Westminster continues to encourage countdown to TfL's signals.
191	Objective 5.	Victoria BID	7-Target to install rotating cones on all signalised crossings.	Noted	All signalled pedestrian facilities in Westminster have either tactile rotating cones and or audible indication.
192	5. Funding & Delivery	Victoria BID	In 3.17 WCC to regularly share funding plans with BIDs.	Agree	Improved the list of funding sources in the Funding section to better explain our funding proposals.
193	4. The Strategy	Victoria BID	In 4.13 Westminster to review all street furniture and remove.	Agree	Westminster de-clutters as part of its schemes and the Walking Strategy suggests a new de-cluttering programme.
194	Objective 2	Victoria BID	P24 in 3.24 update air quality and morbidity figures.	Agree	Update morbidity figures due to poor air quality.
195	Objective 2.	Victoria BID	Figure 3.1 on NOx would benefit from a key.	Agree	Replace with more up to date plan for Westminster, for NOx.
196	Objective 3.	Victoria BID	In 3.34 what were the results of the informal pedicab consultation and what plans does WCC propose to regulate or ban these vehicles?	Noted	Westminster is working with the Mayor of London to help shape the Government's plan to grant the GLA the powers to regulate pedicabs in London through a licensing regime which would be enforced by TfL or the Metropolitan Police.
197	Objective 4.	Victoria BID	Supports 20mph speed limit trial as sufficient information of their benefits	Noted	
198	4. The Strategy	Victoria BID.	In 4.16 and 4.17 urge Westminster through the planning of new developments to encourage the creation of multifunctional green spaces and seating within developments as 'pit stops'.	Noted	Will clarify this part of the strategy to provide clearer guidance.
199	Objective 2.	Victoria BID.	In 4.23 Utility companies and contractors must be tasked with better understanding of footfall so that any pavement hoardings create less congestion for	Noted	Jonathan Rowing welcomes visitors to WCC to understand the process for contractors requesting a 'Streetworks permit', which the council reviews and may request a 'traffic

			pedestrians.		management plan' to maintain safe pedestrian access if thought necessary.
200	4. The Strategy	Victoria BID	In 4.13 suggest more active wording using 'The Council will remove these items wherever possible'.	Agree	Will use more active wording.
201	Objective 5.	Victoria BID	P39 refers to new vehicles (segways, hoverboards and electric two wheelers) on the pavements, but it needs to explain what the strategy proposes to do about them.	Noted	Will explain that this is an enforcement issue for the Police. However, it would help if clearer, simpler, powers were granted to the police to enforce against vehicles on pavements.
202	Action Plan	Victoria BID	The strategy should be much more specific about who does what by referring key actors to the Actions.	Agree	Will improve the clarity of the strategy by including the key actors in the Action Plan.
203		Victoria BID	"for Westminster, walking must always be the top priority and come above other modes of transport".	Agree	Policy S41 in the City Plan already prioritises pedestrian movement in all developments.
204					
205	1. Introduction	Marble Arch BID	Challenge 1.7 as we do not want a balance in modes as pedestrians need a higher priority than vehicles in designated shopping centres and with major employment, hotels and leisure.	Agree	Policy S41 in the City Plan already prioritises pedestrian movement in all developments.
206	Objective 4.	Marble Arch BID	In Table 2.1, Objective 2 new crossings are required on side streets beside Euston Road and near schools and should prioritise pedestrian countdown signals here.	Decline Decline	Crossings in side streets beside Euston Road may be part of the TLRN, which is TfL's responsibility. The existing mechanism to request crossings near school's is through their School Travel Plans. Westminster encourages countdown, but all traffic signals are TfL's responsibility.
207	Objective 5.	Marble Arch BID	P39 in 3.54 accessible environments should mention and include children and parents with prams.	Agree	Will include children and parents with prams.
208	4. The Strategy	Marble Arch BID	P50 in 4.26 "suggest that the Council's policy should be to have a pedestrian phase at every crossing unless there is good reason not to".	Agree	Will explain that this is the aim, but installing pedestrian lights at signalised junctions requires TfL's authorisation.
209	Objective 4.	Marble Arch BID	"Welcome the introduction of 20mph speed limits and suggest a specific action to introduce this limit across the City."	Decline	WCC is "trialling 20mph areas / streets" to identify their benefits and effectiveness.
210	Objective 4.	Marble Arch BID	Possible contradiction in 3.46 about accident reduction from 20mph	Agree	Will clarify text.

4) Landowners (The Crown Estate, Shaftesbury, Capco, British Land, Church Commissioners, Grosvenor and Seller Property Group)

Comment No	Objective	Respondent	Comment	Response	Reason
211	4. The Strategy	The Crown Estate	P47 in section 4.6 please use space optimally by adding to the list of measures, timed closures, traffic free days of the week, and the scope to use space more efficiently (eg loading pads are used differently throughout the day and night).	Agree	Will emphasise a need to optimise the use of the public realm through these ideas and the Smarter Streets approach.
212	4. The Strategy	The Crown Estate	P48 in section 4.10 want more Summer Street events, but without entertainment because the main draw is retail.	Noted	WCC is unable to frequently close streets, because government legislation only allows the council to close roads for events for 3 days a year.
213	4. The Strategy	The Crown Estate	P48 in section 4.12 "walking should be given precedence over other modes, rather than being last in line and having to fit into the highway space left over when other highway uses have taken their fill."	Noted	Policy S41 in the City Plan prioritises pedestrian movement in all developments.
214	Objective 5.	The Crown Estate	A more nuanced approach to highway lighting levels is required for pedestrian areas.	Noted	The Westminster Way sets out how lighting can be used.
215	Car free	The Crown Estate	In section "3.67-3.71 We believe that in suitable central locations, exceptionally well served by public transport and densely used, there is a case for "car free developments". In our 7 Hannover Sq and 20 Princes St buildings no tenants have cars despite there being no planning or lease restrictions.	Noted	This issue is currently being considered through the City Plan review.
216	4. The Strategy	Grosvenor	"Westminster can and should do more with this strategy. It should set clear, ambitious and headline targets to align interests of stakeholders and bring clarity to wider strategy."	Agree	Will include more targets, which is helped by it now being a 10 year plan with a review after about 5 years. Will improve the Action Plan to better indicate measures to be delivered.
217	4. The Strategy	Grosvenor	"It is important that the strategy is suitably specific including the wide ranging initiatives of others including BID's, Neighbourhood Forums, and other key stakeholders".	Noted	One of the purposes of consulting is to include suitable initiatives from other organisations. This will again be helped by it now being a 10 year plan with a review after about 5 years.
218	4. The Strategy & Action Plan	Grosvenor	Request the following projects to have their own sub-strategies and action plans, which should all include wayfinding. <ul style="list-style-type: none"> • Oxford St west "pedestrianisation", • Crossrail 2, • Buckingham Palace Road, • Hyde Park Corner, • Park Lane and Knightsbridge, • Green infrastructure, • Audit all pedestrian crossings and assess 	Noted	As these schemes are being delivered by specific projects and not the Walking Strategy. Oxford St west pedestrianisation and Crossrail 2 are both being progressed by the West End Partnership. Hyde Park Corner is also being improved for pedestrians through a new cycle scheme. Park La will be revisited by WCC and TfL through the next stage to consider Marble Arch. Green infrastructure is being delivered through the Greener City Action Plan. A pedestrian crossing and comfort audit is being carried out by Johnathan Rowing, and cycle issues

			pedestrian comfort levels at congested locations, • Identify, audit and resolve all conflicts with cycle facilities.		are being addressed through the Cycling Strategy.
219	3-Walking in the City	Grosvenor	The objectives are included in the executive summary, but the strategy would benefit from emphasising them more.	Agree	Will more strongly emphasise the objectives in the main strategy.
220		Grosvenor	Provide a plan showing: high level analysis of problem locations by time of day, high level analysis demonstrating forecasts of future demand, and barriers to movement to be overcome by planned interventions.	Decline	These plans are provided by their respective strategies and working groups as noted above in 218 above.
221	Objectives	Grosvenor	Public health, air quality and congestion reduction are only directly targeted in Objective 6, but it would help if Objectives 1-5 also targeted behaviour change to walking as well.	Agree	Will review the Objectives to explain that they all aim to increase walking.
222	1. Introduction	Grosvenor	Need an overarching Objective to enhance the economy by encouraging walking by facilitating movement and enhancing place.	Decline Agree	An overarching objective is provided within the vision on p8, at the start of the introduction. Will emphasise the economy in the strategy.
223	Objectives	Grosvenor	Some measures contribute to several objectives, which should be demonstrated in the Appendix. Perhaps by using a matrix to identify the contribution from each measure.	Decline	Too complex to produce and use. Instead, the Walking Strategy and Action Plan keeps its' simpler approach.
224		Grosvenor	Consider including measures to improve footfall and place and so improve the quality of the public realm.	Agree	Will make this clearer in the strategy.
225	1. Introduction	Grosvenor	Another omitted measure is a road user hierarchy to recognise pedestrians as the most important group.	Agree	Will mention Policy S41 in the City Plan which prioritises pedestrian movement in all developments.
226	Objective 4.	Grosvenor	Suggest that in all side streets that pedestrians are given a direct route.	Agree	The strategy aims to provide straight across pedestrian crossings wherever feasible.
227	Objective 2 & 4. The Strategy	Grosvenor	In 3.22 and 4.13 include a review of street clutter, including guard railings, and their regular removals to accelerate their reduction, including traffic signals, as long as no loss of crossings.	Noted	De-cluttering is carried out by individual schemes. Especially for traffic signal removal which requires TfL approval, careful design and public support at public consultation.
228	Objective 4.	Grosvenor	Consider Mayfair and Belgravia a 20mph zone without road markings.	Noted	Forwarded for Westminster to consider in 20mph trial.
229	Objective 4. / 2.	Grosvenor	Welcome review on 20mph and air pollution.	Noted	Westminster is also investigating introducing a diesel parking charge for visitor's vehicles in the Marylebone area to reduce air pollution here.
230	Objective 4.	Grosvenor	Provide a commitment on installing pedestrian crossing lights on all traffic signals.	Agree	WCC regularly requests that TfL improve its traffic signals, and investigates improving them within the City Council's schemes where it is appropriate and supported by public consultation.
231	Objective 4.	Grosvenor	A review of all pedestrian crossings to improve them and reduce waiting on islands in traffic.	Agree	Pedestrian crossings are reviewed within any schemes, and improved where it is appropriate and supported by public

					consultation.
232	Objective 4.	Grosvenor	Suggest a programme to remove traffic signal junctions. Especially those included in the South Westminster study.	Agree	Where WCC is carrying out a scheme it audits traffic signal junctions to consider improving or removing them as long as the junction maintains or improves pedestrian crossing facilities.
233	Objective 4.	Grosvenor	No mention of replacing pelican crossings with zebra crossings or even reducing waiting times for pedestrians at pelican crossings.	Agree	Westminster seeks to improve all signalised crossings in all its schemes.
234	Objective 4 or 5.	Grosvenor	No mention of raised tables or raised junctions and their benefits to mobility impaired in Objective 5, and level routes is briefly mentioned in the Appendix.	Agree	Mentioned a larger range of pedestrian measures including raised and step-free crossings.
235	Objective 4.	Grosvenor	Discuss the benefits and disbenefits of shared space.	Noted	Will explain the benefits and issues with shared space.
236	Objective 6.	Grosvenor	Provide greater discussion on the benefits of travel plans, and other behaviour change initiatives.	Agree	Will provide more explanation and discussion about formal travel plans.
237	4. The Strategy	Grosvenor	Short section on funding does not indicate budget for delivering the strategy, the cost of measures or which ones to prioritise.	Noted	Will provide more details on funding, but it is unable to cost, fund and prioritise specific measures.
238	Objective 2	Grosvenor	P25 in Figure 3.1 on NOx would benefit from a key.	Agree	Will include if possible.
239	3-Walking in the City	Grosvenor	In 3.11 mention the night tube improvements	Agree	Will mention.
240	5. Funding & Delivery	Grosvenor	There is very little discussion about the delivery of schemes and it is suggested that a new partnership approach is used.	Agree	Will provide a greater explanation of funding and delivery, and welcome any partnership working to help improve walking facilities.
241	Objective 2.	Grosvenor	P25 in Figure 3.1 use wayfinding to direct people away from pollution hot spots. Consider researching whether central London workers have higher incidence of pollution aggravated deaths.	Decline	As signage will be complex and have little effect on discouraging people from the places they want to reach. Apps exist to enable people to choose low pollution routes. Health research is outside the scope of this strategy.
242	Objective 2.	Grosvenor	P24 in 3.24 include historical data on the number of deaths from air pollution in recent years and use the latest figures of 10,000 deaths per year.	Agree	Will include the most comprehensive and up to date figures on deaths from air pollution.
243	Objective 3.	Grosvenor	P28 in 3.31 include signs inside tube and train stations and even on platforms because wayfinding decisions start here and not on the street.	Noted	TfL uses its Legible London signs inside its tube stations. WCC has requested that Network Rail uses Legible London signs inside their train stations.
244	Objective 3.	Grosvenor	P29 in 3.34 what were the results of the informal pedicab consultation and what plans does WCC propose to regulate or ban these vehicles?	Noted	Westminster is working with the Mayor of London to help shape the Government's plan to grant the GLA the power to regulate to pedicabs in London through a licensing regime which would be enforced by TfL or the Metropolitan Police.
245	Objective 3.	Grosvenor	P29 in 3.34 mention the challenges of overcoming various barriers to walking (subways, underpasses, wide roads, the River Thames and large development blocks).	Agree	Will describe more of the barriers to walking in the strategy and enhance the Case Study: Wonderpass.
246	Objective 3.	Grosvenor	P30 in 3.42 provide a broader definition of wayfinding including apps, buildings, path / road networks, facades,	Agree	Will mention more ways of wayfinding, but this must not undermine the primacy of Legible London signs.

			street greening and fingerposts.		
247	Objective 4.	Grosvenor	P32 in 3.45 it cannot be stressed enough that greater efforts are required to reduce the conflict between pedestrians and cyclists, especially with the emergence of electric bicycles.	Agree	Westminster recognises that its roads are under pressure from all modes of transport, including drivers, pedestrians and cyclists, and is improving its designs to reduce conflict wherever possible.
248	Objective 4.	Grosvenor	P35 in 3.50 20mph should be for local districts and not borough wide or on the TLRN roads because journey times and air quality may suffer.	Agree	WCC is "trailing 20mph areas / streets" and TfL is trialling 20mph on suitable parts of the TLRN. A City of London report found that 20mph is neutral overall on air pollution.
249	Objective 4.	Grosvenor	P35 in 3.50 street lighting should be used to facilitate wayfinding and as a safety measure.	Decline	The Westminster Way sets out how lighting can be used to facilitate wayfinding and safety.
250	Objective 3.	Grosvenor	P28 in 4.32 should encourage freight consolidation, and out of core hours deliveries to reduce emissions during the day which will also reduce conflict with pedestrians.	Accept Noted	The strategy encourages less freight through consolidation and other measures. The council is interested in investigating how shoulder (evening) hours could facilitate freight as long as it does not disturb residents.
251	4. The Strategy	Grosvenor	P49 in 4.15 consider developing an app to report maintenance issues.	Decline	WCC's website has a 'Report it' page to provide details and a photo of any maintenance issues.
252	4. The Strategy	Grosvenor	P46 in 4.4 recognise the contribution that Grosvenor has made since 2007 to partner Westminster to deliver public realm schemes (eg the recent Grosvenor Hill project).	Agree	Have mentioned Grosvenor's contribution and included a photo of Grosvenor Hill.
253	4. The Strategy	Grosvenor	P48 in 4.10 Please hold more events like Lumiere, despite its challenges in popular locations.	Noted	WCC organises such events to encourage and promote walking depending upon its resources and the suitability of the event.
254	4. The Strategy	Grosvenor	In 4.29 Grosvenor against 20mph on TLRN as journey times and air quality could suffer.	Decline	TfL is trialling 20mph on suitable parts of the TLRN outside Westminster. A City of London report found that 20mph is neutral overall on air pollution.

5) Institutions (Historic England, The Royal Parks, the Cross River Partnership, and Imperial College NHS Trust and ZSL London Zoo)

Comment No	Objective	Respondent	Comment	Response	Reason
255		Historic England	Mention the historic environment and the quality of places in promoting physical and mental wellbeing, which should be acknowledged for two reasons: <ul style="list-style-type: none"> A holistic approach to improve places and the public realm within the City's heritage, and To articulate a positive strategy for conservation and enjoyment of the historic environment. 	Agree	Will make greater mention of the historic environment and its benefits, emphasise both points, and consider using more examples.
256					
257	Objective 6.	Cross River Partnership	In Objective 6 CRP is delivering a behavioural change project through CLSRTP to promote walking for shorter journeys.	Noted	Westminster will look to learn any lessons from this work.

258	Objective 4.	ZSL London Zoo	The summary for Objective 4 should refer to improved road crossings.	Agree	
259	Objective 2.	ZSL London Zoo	The summary for Objective 6 could mention wider air pollution issues.	Decline	Already highlighted air pollution in Objective 2.

6) Residents' Societies (The Westminster Society, Soho Society, Holcroft Court Residents Association, The St Marylebone Society, Portland Village Association, Queen's Park Community Council and Residents Society of Mayfair and St James)

Comment No	Objective	Respondent	Comment	Response	Reason
260	Objective 2.	The Westminster Society	Perhaps add to Objective 2 to reduce the amount of the footway that is occupied by building contractors.	Noted	Will mention WCC's recently adopted 'Code of Construction Practice' that controls occupation of the footway. Jonathan Rowing welcomes visitors to WCC to explain the process to them.
261	Objective 2.2	The Westminster Society	In Objective 2.2 place greater emphasis on developers contributing funding and space to provide additional resting places.	Agree	Will emphasise in the strategy and add developers to Delivery Partners so it is clear they can contribute.
262	Objective 2.3	The Westminster Society	Objective 2.3 planners to encourage developers to provide new public spaces and traffic free-streets.	Agree	Will emphasise in the strategy and add developers to Delivery Partners so it is clear they can contribute.
263	Objective 3.1	The Westminster Society	Objective 3.1 could improve wayfinding by attaching signs to lamp posts and similar street furniture	Decline	Legible London signs are not attached to lamp posts as they tend to hinder access to maintain internal electrical systems in the light column.
264	Objective 4.	The Westminster Society	Objective 4 to include further research into pedestrian / cyclist conflict.	Decline	This issue is already well understood and further research would be poor value as it would add little information.
265		The Westminster Society	Provide examples of good and bad pedestrianisation schemes in Westminster, especially as it is not that hard to build.	Noted	Have provided more good examples and Case Study: Development's creating new routes.
266	5. Funding & Delivery	The Westminster Society	Local businesses could fund pedestrian improvements.	Agree	Will better explain how S106 and CIL funding from new developments and Business Improvement Districts can help to fund walking improvements.
267		Soho Society	The strategy should be reviewed during its 17 year lifespan	Agree	The strategy will be reviewed after 5 years and shortened to 10 years.
268	2-Strategic Context	Soho Society	In 2.4 and 2.5 the DfT should note that cycles can cause accidents and even deaths if ridden inconsiderately on the pavement or in pedestrianised areas.	Noted	Advising the DfT is beyond the scope of this strategy.
269	4-The Strategy	Soho Society	P46 in 4.3, 4.4 and 4.5 the council should open up new pedestrian routes and protect existing ones.	Noted	Greater encouragement is given to developers to create new routes, including the Covent Garden case study.
270	2-Strategic Context	Soho Society	P16 & 18 in 2.13-4 despite WCC plans and strategies it should be recognised that streets are still poorly	Decline	Westminster is well regarded for the maintenance of its footways and carriageways, see the Neat Streets case

			maintained and cluttered.		study. It conducts quarterly inspections each year and carries out repairs according to its priority list and declutters areas within its schemes. The strategy also calls for a further street clutter audit to be carried out.
271	3-Walking in the City of West	Soho Society	P21 in 3.11 and P40 in 3.61 the Walking Strategy is undermined because underground lines lack lifts to provide step free access.	Noted	TfL has a target to make more than 40% of the tube network step free by 2021/22, greatly helped by The Elizabeth line in 2018.
272	3-Walking in the City of West	Soho Society	P21 in 3.14 if 'without constraints on historic environments' means clearing away historic areas then do not support this approach.	Noted	This indicates that new development creates opportunities to provide new pedestrian facilities. EG St Martin's Courtyard and Fitzroy PI.
273	3-Walking in the City of West	Soho Society	P24 in 3.22 suggest completely reviewing the Westminster Way before Crossrail 1 is opened. To tighten up the laissez faire approach to granting table and chair licenses as it is no longer sufficient to only safeguard 1.8 to 2m of footway widths.	Decline	The present system allows Planning and Highways to review and reduce the areas granted tables and chairs licenses every 6 months, and so it does not need reviewing.
274					
275	Objective 2.	Soho Society	P24 in 3.23 The council's approach to improving air quality is too timid.	Decline	WCC continues to introduce measures to reduce air pollution where they are supported at public consultation. For example, being awarded funding for a Low Emission Neighbourhood in Marylebone and has introduced the UK's first parking charge for visiting diesel vehicles.
276	Objective 2.	Soho Society	P26 in 3.28 and 4.10 Against car free days that occur in larger streets as increase traffic and pollution in smaller streets. EG Summer Streets.	Noted	Westminster has not run "In town without my car" events for several years as it requires funding.
277	Objective 4.	Soho Society	P32 in 3.46 May require audible warnings and slower speeds as the number of quiet electric vehicles increase to avoid increased risk to pedestrians.	Noted	This is outside the scope of the Walking Strategy as this is the government's responsibility.
278	Objective 4.	Soho Society	In 3.50, bulletpoint 3 suggest mentioning providing more pedestrian crossings and on desire lines to help reduce traffic speeds.	Agree	Will explain that new crossings are provided by new schemes.
279	Objective 4.	Soho Society	"Table 3.2 More countdown timed crossing are needed at busy crossings and junctions"	Decline	Westminster is at the forefront of testing and introducing pedestrian countdown, which it continues to use in its schemes.
280	Objective 2.	Soho Society	In 3.58 seating needs to be provided.	Agree	Seating is provided where space is created to accommodate it within new public realm schemes or in new spaces created by new development.
281	Objective 2	Soho Society	In 3.62 Greater enforcement against badly sited A boards.	Agree	Will request that the City Inspectors undertake greater enforcement against illegal street furniture on the public highway.
282	Objective 6.	Soho Society	P41 in 3.67 and 3.71 Westminster should adopt a car free policy within the Central Activity Zone to make car free development the norm across the West End. As it	Noted	This issue is currently being considered through the City Plan review.

			has the highest concentration of tube, bus and taxi services in the UK, and car sharing schemes.		
283	4-The Strategy	Soho Society	P46 in 4.3-5 The Council should open up new routes for walking and oppose planning applications that seek to close them.	Noted	The Walking Strategy makes much greater mention of this idea and includes the Covent Garden case study.
284	Objective 1.	Soho Society	In 4.6 Soho against 24 hour pedestrianisation, but timed closures so streets open at night may work.	Noted	Greater mention is made of timed closures.
285	4-The Strategy	Soho Society	P49 in 4.19 Revise planning policies for pocket parks to also provide public access to roof top gardens.	Noted	Planning policies can only be revised in the City Plan and not the Walking Strategy.
286	4-The Strategy	Soho Society	P50 in 4.23 condition planning permissions so that construction waste does not block drainage gulleys.	Noted	This is not an issue for the Walking Strategy.
287	4. The Strategy	Soho Society	"4.29 The City Council should be prepared to pilot a 20mph zone as a matter of urgency"	Agree	Westminster is currently "trialling 20mph areas / streets" to identify their benefits and effectiveness.
288	4-The Strategy	Soho Society	P52 in 4.32 funding is needed to monitor and enforce against breaches in Delivery Service Plans.	Noted	There are few developments of significant magnitude to generate funding to enable monitoring.
289	Objective 4 & Objective 2.	Holcroft Court Residents Assoc	P32 in 3.45 & P24 in 3.21 – ensure that pavements are for pedestrians only, and that "skating, boarding, mini-scooters, hover boards and cycles must be illegal" and "police and wardens need to enforce this" including "A speed limit for mobility scooters"	Noted	Government legislation already classifies these vehicles as illegal, except where cycle lanes are allowed. WCC is improving cycling facilities on the road to discourage pavement cycling. Enforcement is a Police matter.
290		The St Marylebone Society	Change the highway code to give more priority to pedestrians.	Decline	This issue is beyond the scope of the Walking Strategy as only the government can change the highway code.
291	Objective 4.	The St Marylebone Society	Increase the number of countdown pedestrian signals to provide more time for pedestrians.	Noted	Westminster is at the forefront of trialling and introducing pedestrian countdown signals. It requests them in any new schemes, but requires TfL's approval to change them.
292	Objective 4.	The St Marylebone Society	Introduce a 20mph speed limit with enforcement. Especially in Regent's Park which used to have a 20mph speed limit.	Agree	Westminster is "trialling 20mph areas / streets" to identify their benefits and effectiveness. Enforcement is a police matter. The roads around Regent's Park are the responsibility of the Royal Park and not Westminster.
293	Objective 2.	The St Marylebone Society	Encourage more pocket parks, especially which provide resting places for the elderly.	Noted	Will mention.
294		The St Marylebone Society	Reduce private car use to encourage walking and improve air quality. EGs include the pavement widening between Leicester Sq and Covent Garden, and reducing parking in new housing to encourage car sharing.	Agree Noted	Westminster aims to improve pedestrian facilities to encourage more walking, and so reduce the appeal of driving. A case study has been included for the Covent Garden route. This issue is currently being considered through the City Plan review.
295	Objective 5.	Portland	"Further street tree planting".	Noted	

		Village Association			
296	Objective 4.	Portland Village Association	"slow traffic in our area which has schools, many homes and hospitals (especially Portland Place, Hallam Street and Great Portland Street). Drag racing cars especially late at night blight the neighbourhood".	Noted	Westminster is "trialling 20mph areas / streets" especially near schools to identify their benefits and effectiveness.
297	Action Plan	Queen's Park Community Centre	Want to be added as a delivery partner to the Action Plan as the only London parish.	Agree	Queen's Park Community is a delivery partner in O2.4 in the Action Plan.

7) Residents

Comment No	Theme	Respondent	Comment	Response	Reason
294	Objective 2.	Marie-Athena Papathanasiou	Announce restrictions on the most heavily polluting vehicles (ie diesel and two stroke engines). Make drivers attach coloured bumper stickers to show the pollution they emit. Increase excise duty on diesel.	Decline	Westminster has introduced a parking charge for visiting diesel vehicles to Marylebone. However, only the government can restrict vehicles, introduce bumper stickers for pollution and increase excise duty.
295		Marie-Athena Papathanasiou	Charge for parking in proportion to the amount of space a vehicle uses.	Decline	Westminster charges for parking based on time, and has introduced a parking charge for visiting diesel vehicles in the Marylebone area.
296	Objective 2	Marie-Athena Papathanasiou	Address the growing number of cigarette butts littering the streets.	Noted	This can be addressed through the City Council's WCC street cleaning programme, which can be assisted by BIDs.
297	Objective 2.	Jonathan Glanz	TfL's policy is to fill in underpasses, but should instead keep underpasses open to maintain choice for people and reduce exposure to pollution and delays. Can underpasses be sponsored and kept open?	Decline	Most underpasses in the City belong to TfL who are providing more step-free crossings on the surface and also on WCC's roads wherever possible. Westminster has no plans to close any underpasses in the City.
298	Objective 1.	Jonathan Glanz	Can this strategy make mention and provision for runners.	Noted	The Walking Strategy aims to provide more footway space to encourage walking, which assists other activities such as running.
299		Jonathan Glanz	Support plans to reduce residential car parking as out of date with modern usage.		This issue is currently being considered through the City Plan review.
300	Objective 6.	Jonathan Glanz	Extend travel plans from businesses to cultural institutions (theatres, museums etc) to encourage sustainable travel.	Decline	A formal travel plan for new developments is only sometimes considered necessary, according to its location, proposed use and the scale of development.
301		Jonathan Glanz	Can TfL be encouraged to reinstall countdown at bus shelters.	Decline	TfL may temporarily remove countdown information signs whilst shelters are being repaired or upgraded, but then reinstall them once electrical connections and final wiring is complete. Please see the following website for all temporary repairs to countdown signs for each borough.

					https://tfl.gov.uk/corporate/publications-and-reports/buses
302		Jonathan Glanz	Suggests a colour coding system for way finding inside stations to find the right exit.	Decline	Thank you for this idea, but TfL already uses its Legible London signs inside its stations to indicate the exits.
303		Jonathan Glanz	Can TfL show transfer times inside tube stations.	Decline	This is a question for TfL.
304		Jonathan Glanz	Can we work with phone and game manufacturers to remind users of road safety when used by pedestrians.	Decline	TfL's Road Safety Plan recognises distraction as a contributory factor in collisions. Games like Pokemon Go are already thought to provide a warning.
305		Jonathan Glanz	Maximise footway space for pedestrians by enforcing against buskers, street traders and where possible remove kiosks and other clutter, especially around Oxford St.	Noted	WCC continues to work with people and legislation to provide the best possible public realm, remove clutter through individual schemes, and is exploring how the Elizabeth Line can affect the kiosks in Oxford St.
306	Objective 2.	Jonathan Glanz	Mention Oxford St oases that better utilise space in side streets.	Agree	Will mention as a good example of Westminster creating public spaces for pedestrians.
307		Jonathan Glanz	Think how drone deliveries could work.	Noted	Westminster is considering autonomous vehicles, but it is too early to include them in the Walking Strategy.
308		Jonathan Glanz	Proposing to give up my Councillor's parking permit and wonder how to encourage other Councillor's to give them up as well?	Noted	This issue is outside the remit of the Walking Strategy, however it does note that transport options are changing.
309		Steven Edwards	"A huge amount needs to be done to improve air quality in Westminster and to reduce car use."	Agree	The strategy aims to increase walking which in turn can help to improve air quality and health and reduce car use.
310	Objective 1.	Steven Edwards	P47 in 4.6 suggest including "filtered permeability" to create highly liveable places that are increasingly being implemented.	Agree	Included filtered permeability as an option.
311	1- Introduction	Steven Edwards	P47 in 4.6 "Equal priority for cycling so that pedestrian measures do not ban cyclists" such as pedestrianisation.	Agree	New measures should benefit pedestrians and cyclists, but every scheme is designed according to what works and is appropriate in each location.
312	Objective 5.	Steve Edwards	P42 "Removal of car parking along Leicester Square to Covent Garden is an excellent proposal" as cars should be discouraged except for essential journeys.	Noted	
313	Objective 6.	Steve Edwards	P43 in 3.71 Car-free development is essential and should become policy.	Noted	This issue is currently being considered through the City Plan review.
314	4-The Strategy	Steve Edwards	P47 in 4.6 Good to remove excessive street furniture, but need to install much more cycle parking as a big shortfall.	Agree	Any scheme that involves de-cluttering is accompanied by a review of cycle parking provision.
315	Objective 4.	Steve Edwards	There should be no traffic lights without pedestrian signals.	Agree	Westminster regularly requests that TfL improves its traffic signals, including installing countdown. Westminster also aims to improve any crossings within its schemes.
316	Objective 4.	Steve Edwards	Support the current programme of increasing parking restrictions at junctions and crossings which should be for 24 hours a day.	Noted	
317	Objective	Steve	Objective 4.1 Priority to introduce 20mph as the default	Noted	Westminster is "trialling 20mph areas / streets" to identify

	4.1	Edwards	speed limit.		their benefits and effectiveness.
318		Steve Edwards	"The Council's cycle training programme, whilst positive will never by itself produce a significant increase in cycling. The essential solution is infrastructure".	Noted	
319	4-The Strategy	Steve Edwards	P52 in 4.32 WCC should call for a London wide cap on the number of vehicles, especially freight and minicabs.	Noted	Westminster is encouraging TfL to be granted the powers to have greater control over minicabs and pedicabs. The Mayor's Transport Strategy aims to reduce freight and traffic, which Westminster will encourage through its' limited powers.
320		Steve Edwards	The council's programme to improve parking restrictions at junctions is welcomed, but should be for 24 hours a day.	Noted	
321		Steve Edwards	Recognise that recent cycle schemes have benefitted pedestrians. EG Parliament Sq.	Agree	Have explained that walking and cycling schemes should benefit both groups.
322	Objective 2.	Steve Edwards	Part-time Play Streets exist on 1% of Westminster's roads providing little benefit.	Decline	Play streets encourage roads to be used for different activities, including health and road safety training which provides benefits.
333	2-Strategic Context	Steve Edwards	Refer to TfL's Improving Health document and targets.	Agree	Have mentioned, and included the Healthy Streets wheel.
334		Steve Edwards	Include good examples from other Boroughs.	Decline	More relevant to focus on Westminster's measures that have benefitted its residents, businesses and visitors and partner organisations such as the WEP and CRP.
335	Objective 6.	Maureen Ashley	Do not redirect pedestrians into residential side roads.	Decline	Westminster does not redirect pedestrians into residential side streets.
336		Maureen Ashley	Do not reduce parking to encourage walking, as WCC should instead make walking more attractive.	Noted	WCC aims to improve the public realm without affecting parking, unless supported by consultation.
337		Maureen Ashley	"Please separate cycle routes from walking routes in Hyde Park".	Decline	This is an issue for the Royal Parks.
338	Objective 4.	Maureen Ashley	"much more prompt" pavement maintenance is needed.	Noted	
339	4-The Strategy	Rosalind Brooke Ross	Temporary road closures for large events in central London can make walking much harder for elderly residents.	Noted	
340		Valerie Bolcina	Do not restrict resident's parking to improve the environment.	Noted	WCC aims to improve the public realm without affecting resident's parking, unless supported by consultation.
341	Objective 2.	Valerie Bolcina	Locate street furniture in zones so they do not narrow the pavement.	Noted	This approach is already used in the Westminster Way.
342	Objective 1.	Valerie Bolcina	Improve diagonal routes to overcome the problem caused by the road grid in Westminster.	Agree	Will improve the text about the creation of new routes through development sites.
343	Objective 3.	Valerie Bolcina	Suggest signing walking routes to avoid busy roads and indicate key destinations.	Decline	Legible London does not sign specific routes, as it instead enables people to explore and choose the best route for themselves.

344	Objective 4.	Susan Nichols	"like to see max 20mph speed limit throughout Westminster".	Noted	Will explain that piloting 20mph speed limits on streets to identify their benefits and effectiveness.
345		Edward Voelcker	Propose signs informing people to walk on the left in stations, on footways and canal paths, and not to block paths in parks or at bus stops.	Decline	This is not feasible.
346	Objective 4.	Daniel Howard	Provide green man lights at traffic signals outside the Ritz hotel as it is unsafe.	Noted	WCC will seek TfL's approval to add this missing green man to these signals when the City is undertaking a scheme here.
347	Objective 4.	Justin McKie	Provide green man lights at traffic signals outside the Ritz hotel as it is unsafe.	Noted	WCC will seek TfL's approval to add this missing green man to these signals when the City is undertaking a scheme here.
348	Objective 4.	George Johnston	Provide green man lights at traffic signals outside the Ritz hotel as it is unsafe.	Noted	WCC will seek TfL's approval to add this missing green man to these signals when the City is undertaking a scheme here.
349	Objective 4.	Jonny Grant	Support 3.46, 9 & 50 – "for a 20mph zone".	Noted	Westminster is trialling 20mph streets and areas to identify their benefits and effectiveness.
350		Carol Seymour-Newton	"Wear proper shoes/trainers that give proper support to the feet" to "guard against the cumulative impact of pavement/hard surfaces on the feet".	Noted	This is not an issue for the Walking Strategy.
351	Objective 4.	Ian Parsons	"Make pedestrian crossings more accessible, fewer railings. Longer times for pedestrians in traffic light cycle."	Agree	Westminster can make pedestrian crossings more accessible and de-clutter if it is undertaking a larger scheme in this location. Longer crossing times are the responsibility of TfL as it requires their approval.
352	Objective 4.	Ian Parsons	"Stop cycling on the pavement."	Noted	Westminster is working to improve the design of roads and footways to reduce cycling on the pavement.
353		Ian Parsons	"Publish walking routes on websites, leaflets. For commuting and leisure."	Decline	Legible London signs enable pedestrians to identify the best route to use. TfL, BID's and many other organisations publish walking route information on the internet.
354	Objective 2.	Chantal Lyons	"Provide as many green spaces as possible, however small."	Noted	
355	Objective 2	RR	"Prevent and penalise encroachments by shops and cafes by putting tables and pavements signs on pavements."	Noted	Westminster's City Inspectors investigate and take enforcement action against any issues on the public highway, including any breaches of landowner's temporary tables and chairs licenses. If necessary this issue can be referred to Planning Enforcement to investigate and respond.
356		RR	Remove street beggars as they intimidate and abuse pedestrians."	Noted	Westminster regularly targets known begging hotspots through prearranged joint operations with the police and other partners, as well as using City Inspectors on a daily basis to deal with beggars in a number of locations across the city, including the West End and Victoria.
357		RR	Create designated spaces on pavements for people	Decline	Westminster has not been granted the powers to control

			signing up to charities or running surveys.		such activities.
358	Objective 4.	RR	Repair broken and uneven pavements to make them safer for elderly or partially abled residents.	Agree	Will emphasise maintenance in the strategy.
359	Objective 4.	RR	“penalise cyclists who ride on the pavement”	Decline	Westminster is working to improve the design of roads and footways to reduce cycling on the pavement, and enforcement is a matter for the Police.
360		Aditi Kibe-Heal	The impact of the Cycle Super Highway at the border of Westminster on Vauxhall Bridge Road and Blackfriars has been grossly underestimated as it is dangerous and terrifying for pedestrians to cross.	Decline	This is a matter for TfL, but will be noted for any future schemes.
361	Objective 4.	Mitzi Bales	Install pedestrian crossing signals at the traffic light junction on Edgware Road at Kendal Street and George Street.	Decline	Edgware Road belongs to TfL who are responsible for all traffic light controlled junctions and crossings.
362	Objective 2.	David Levey	In 3.23-5 & 3.28-9 “Urgent action is needed on air pollution”.	Noted	Westminster continues to introduce measures to reduce vehicle emissions where they are supported at public consultation. For example, Westminster has introduced a parking charge for visitor’s diesel vehicles in the Marylebone area.
363		David Levey	“Major underground stations are places to avoid at busy times”	Noted	The Walking Strategy recognises crowded places and encourages improvements, including enhancing parallel routes.
364	Objective 4.	David Levey	In 3.51&2 and table 3.2 agree that “tourists from outside the UK, are at risk”.	Noted	
365		David Levey	“Find ways to have a lot less cars on the street. This includes taxis – lots of minicabs, many of whom do not follow the Highway Code. Are they all licensed?”	Noted	Westminster and the Mayor are working together to reduce traffic to improve Westminster. Minicabs are TfL’s responsibility, which includes licensing them.
366	Objective 4.	Philip Hindley	“improve and increase pedestrian crossings to make walking across roads easier and safer. . . Crossing times need to be increased” for pedestrians and are required at all busy junctions in central London.	Agree	Westminster is working to improve pedestrian crossings and road safety. Please note that any changes to signalised crossings require TfL’s permission.
367	4. The Strategy	Philip Hindley	Traffic speeds and red light stopping must be controlled and enforcement action taken.	Agree	
368	Objective 6.	Philip Hindley	More car free days are needed in central London.	Agree	Include proposals for ‘In town without my car day’ as long as funding is available from TfL or another source.
369	Objective 2.	Philip Handley	Reduce air pollution.	Noted	A major reason for encouraging walking in the Walking Strategy is to reduce motor traffic and the air pollution it creates.
370	Objective 4.	Ryuei Sasaki	“Increase the number of logical traffic lights” – WCC assume this means replacing staggered crossings with straight across pedestrian crossings.	Decline	Where Westminster is designing a scheme it can request changes to signalised crossings, but this require TfL’s permission as they are their equipment and responsibility.
371	Objective 1.	Ryuei Sasaki	“Increase pedestrian space; some pavements are so narrow that pedestrians are forced to walk on the road”	Agree	Will emphasise widening congested pavements in the strategy.

372	Objective 4.	Ryuei Sasaki	"Lower . . . speed limit in smaller roads where there are dense residential areas such as areas e.g. W1H".	Noted	Westminster is "trialling 20mph areas / streets" to identify their benefits and effectiveness.
373	1- Introduction	Ryuei Sasaki	"apply the principle of sustainable transport where the most vulnerable pedestrian has the highest priority, next is the cyclists and motorised traffic, i.e. cars as the least prioritised."	Decline	Policy S41 in the City Plan prioritises pedestrian movement in all developments.
374	Objective 1.	Ryuei Sasaki	"restrict car traffic in residential areas by routing them around."	Agree	The strategy better explains different types of road closures.
375		Ryuei Sasaki	Increase the quality of walking trips by also introducing measures to decrease unnecessary car / motorbike trips and better integrate with public transport.	Noted	Westminster and the Mayor are working together to reduce traffic to encourage walking and improve Westminster.
376	Objective 4.	Lena Bodner	Lack of pedestrian signals at the traffic light junctions.	Noted	Westminster requests any new or improved signalised crossings in any new scheme, but this requires TfL's approval as it is their equipment and responsibility.
377	4. The Strategy	Lena Bodner	More speed controls in side streets to reduce vehicle speeds and improve safety.	Noted	Westminster is "trialling 20mph areas / streets" to identify their benefits and effectiveness.
378	Objective 4.	Alison Rhall	Better design for locations where pedestrians and cyclists cross one another.	Agree	Westminster is working to improve the design of roads and footways to reduce conflict on its streets.
379	Objective 4.	Alison Rhall	Enforce against adult cyclists riding on the pavement. For example along the Thames path by improving signage.	Noted	Westminster is working to improve the design of roads and footways to reduce cycling on the pavement. Please note that enforcement is a Police matter.
380	Objective 4.	Alison Rhall	Improve enforcement of cyclists on the road, such as when they jump red lights.	Noted	Please note that enforcement is a Police matter. Westminster is, though, working to improve the design of roads to resolve any cycling problems.
381	Objective 4&2.	Julia Thayer	P32 in 3.45 & P24 in 3.21 "more emphasis should be given to the fact that pavements are for pedestrians, not cyclists, people using other small machines and, indeed roller blades . . . There should be an advertising campaign stating clearly who can and cannot use the pavements".	Noted	Westminster is working to improve the design of roads and footways to reduce cycling on the pavement. Please note that enforcement is a Police matter. The Government needs to provide clearer and simpler police enforcement powers to control these new vehicles.
382	Action Plan	Daniel Zeichner	"Quantifiable targets to measure walking progress".	Noted	Worked with TfL to identify an ambitious target to increase walking by residents from 84% to 92% of trips that can be walked over the life span of the walking strategy.
383	Objective 2	Peter Horah	Reduce and control A boards to avoid congestion.	Agree	Will propose that City Inspectors undertake greater enforcement action to address illegal street furniture on the public highway.
384		Peter Horah	Reduce and control vendors and charity workers to avoid congestion.	Decline	As this is an enforcement issue for the Police.
385	Objective 1.	Tim Forrest	"Can something be done to get cyclists using pavements as a means of getting round Westminster."	Decline	There are few, appropriate places on Westminster's pavements where there is the space to provide cycling.
386	Objective 4.	Denise Julien	Enforce against all other types of vehicles using pavements as they are for pedestrians only.	Decline	Westminster is working to improve the design of roads and footways to reduce cycling on the pavement. Please note

					that enforcement is a matter for the Police.
387	The Strategy	Miss Christine Tabor	Make the strategy shorter.	Agree	Will try to shorten the strategy, however other comments want to add more information.
388		Miss Christine Tabor	Publicise how many calories are burnt by walking.	Decline	Not really the purpose of this strategy and can easily be found on websites and by using health apps.
389	Objective 2.	Miss Christine Tabor	Monitor air pollution.	Noted	Westminster already monitors air quality.
390	Objective 1.	Miss Christine Tabor	"Take some cars off the road" and pedestrianize, eg Oxford Street.	Noted	Westminster with the Mayor aim to reduce traffic to improve Westminster, and the strategy has been updated with the Mayor's ambition to pedestrianise Oxford St west.
391	Objective 3.	Miss Christine Tabor	Increase sign posts for tourists.	Noted	Continue existing programme of installing Legible London signs.
392	Objective 5	Miss Christine Tabor	Keep running buses for the elderly and disabled.	Decline	TfL are responsible for running the buses.
393	Objective 6.	Miss Christine Tabor	Encourage walking groups for tourists to reduce their use of buses.	Decline	This is beyond the scope of this strategy, however, Legible London does encourage tourists to walk instead of taking the bus or tube.
394	Objective 4.	Jeffrey Karykowski	Ban or limit home deliveries, or use off-site consolidation centres, shared delivery arrangements or restrict home delivery times and encourage the use of electric vehicles to encourage walking and improve air and noise pollution.	Noted	Westminster is working with BIDs and TfL on a range of measures to reduce freight, including promoting home deliveries to reduce vehicles in busy, commercial parts of the City. As well as encouraging consolidation centres, and electric vehicles.
395	Objective 2.	Kyra	Improve air quality by making walking and cycling easier by banning most cars in London.	Agree Decline	Westminster can introduce measures to improve walking and cycling where supported by public consultation. Only the Government can ban cars.
396	Objective 3.	Jackie Erwtman	More sign posts to encourage walking.	Agree	Continue existing programme of installing Legible London signs.
397	Objective 4.	Jackie Erwtman	Improve pedestrian time at traffic signals and convert staggered to straight across pedestrian crossings to reduce people's exposure to air pollution, eg Marylebone.	Noted	Westminster seeks to improve all pedestrian signals and crossings in its scheme, however, it requires TfL's approval as they control this technology and the road network.
398	1- Introduction	Jackie Erwtman	"Priority should be given to pedestrians to encourage people to walk."	Noted	Policy S41 in the City Plan prioritises pedestrian movement in all developments.
399	Objective 4.	Carole Morin	The police need to enforce against cyclists riding through red lights on pedestrian crossings.	Agree	This is an enforcement issue for the Police.
400	Objective 1.	Carole Morin	Make walking safer by preventing people from having to walk in the road around large groups of people or are	Noted	Westminster is working to improve facilities for walking wherever possible, but it is hard to influence this type of

			not looking whilst using their phone.		behaviour.
401	Objective 4.	Carole Morin	Stop cyclists and couriers from cycling on the pavement.	Decline	Westminster is working to improve the design of roads and footways to reduce cycling on the pavement. Please note that enforcement is a Police matter.
402	Objective 2	Mike Dunn	Restrict A boards as narrow pavements.	Agree	Requested that City Inspectors undertake greater enforcement action to address illegal street furniture on the public highway.
403	Objective 4.	Mike Dunn	Include statements to prevent contractors from closing pavements without consent as this pushes pedestrians into the road.	Noted	Contractors have to apply for permits to close any part of the public highway.
404	Objective 2.	Judith Anne Taylor	Reduce street clutter.	Noted	All Westminster schemes aim to reduce street clutter.
405	Objective 3.	Judith Anne Taylor	Provide street maps at all underground and railway stations and hotels to encourage visitors to walk.	Decline	TfL uses its Legible London signs inside and outside its tube stations. WCC has requested, with TfL, that Network Rail uses Legible London signs inside their train stations.
406		Judith Anne Taylor	Concern about the impact of pedestrianising Oxford St on surrounding streets.	Noted	This is an issue for this project and not the Walking Strategy.
407	Objective 4.	Judith Anne Taylor	Many pedestrian crossings need to be improved and increase green man time.	Agree	Westminster seeks to improve all pedestrian signals and crossings in its scheme, however, it requires TfL's approval as they control this technology and the road network.
408		Judith Anne Taylor	Shared space is confusing.	Noted	Improved the description of shared space to provide clearer guidance of the purpose, benefits and issues for all modes.
409	Objective 4.	Judith Anne Taylor	Repair damaged pavements more quickly.	Agree	Will emphasise better maintenance in the strategy.
410	Objective 4.	Judith Anne Taylor	Zero tolerance for bikes and scooters on the pavements.	Decline	Westminster is working to improve the design of roads and footways to reduce cycling on the pavement. Please note that enforcement is a Police matter.
411	Objective 6.	Judith Anne Taylor	Road and pedestrian safety training for everyone.	Noted	Westminster provides pedestrian training for school children.
412		Tony Bramley	Green spaces should not impede pedestrians.	Agreed	The Walking Strategy encourages greater use of green spaces to provide better connections between places.
413	Objective 4.	Tony Bramley	"I am not in favour of 20mph zones since I believe everything should be done to assist traffic in moving smoothly and quickly through the road network."	Noted	Westminster has a duty to reduce traffic injuries.
414	Objective 2.	Tony Bramley	Air quality should be improved, possibly by banning all diesel taxis with inefficient engines older than 5 years.	Agree	Westminster has introduced a parking charge for visiting diesel vehicles to the Marylebone area, and taxis are the responsibility of the Mayor.
415	Objective 2	Tony Bramley	The only real way to reduce air pollution from transport is to reduce the number of vehicles (by better public transport and walking options) and improve the efficiency of vehicles, although "Electric vehicles are coal powered".	Agree	The Walking Strategy takes this approach and supports the work of the Mayor.

416	4. The Strategy	Tony Bramley	What effect do speed limits and other traffic slowing measures have on vehicle efficiency and pollution.	Noted	City of London report shows that 20mph zones overall have a neutral effect on air pollution, which does not include the benefits of encouraging more walking and cycling.
417		Tony Bramley	There are fast and slow walkers which should have their own dedicated pavement space.	Decline	As this is not feasible.
418	Objective 4.	Janice Selman	Provide safe crossing times at pedestrian signals at all major junctions, as they are often insufficient which causes me to take the bus rather than risk walk across the road.	Noted	Westminster is working to improve facilities for walking wherever possible. However, major roads and junctions are often TfL's responsibility, including all pedestrian signals.
419	Objective 2.	Carina	"a more garden feeling environment would reduce stress and encourage people to walk."	Noted	
420	Objective 2.	Carina	"Reducing rubbish would be beneficial."	Noted	This is outside the scope of this strategy.
421	Objective 1.	George Johnston	Support Westminster pedestrianising Oxford St ASAP and include a segregated cycle lane.	Noted	Have updated the strategy with the Mayor's ambition to pedestrianise Oxford St west.
422	4. The Strategy	George Johnston	"Westminster needs to make 20mph limits the default for residential and non-arterial roads in the borough".	Noted	Westminster is "trailing 20mph areas / streets" to identify their benefits and effectiveness.
423	1- Introduction	George Johnston	"Westminster needs to take wider steps to reduce both private and public car use in order to improve air quality" by closing rat runs and reducing parking.	Noted	Westminster aims to reduce motor traffic wherever possible when supported by public consultation.
424		Philip Handley	"more car free days are needed in central London."	Agree	Will include proposal for 'In town without my car day' and note that funding is required from TfL or another source.
425	Objective 4.	Philip Handley	"Traffic speeds and red light stopping must be controlled and enforcement action taken" as vehicles "regularly runs red traffic lights creating great danger and risks for pedestrians"	Decline	This is an enforcement issue for the Police.
426		Philip Handley	"Radical change is needed to improve safety for pedestrians in Westminster".	Noted	
427	Objective 2.	Philip Handley	Support 3.23-5 & 3.28-9 – "urgent action is needed to reduce air pollution".	Noted	Westminster has introduced a parking charge for visiting diesel vehicles in the Marylebone area and is working with TfL, BID's and on scheme like the Marylebone Low Emission Neighbourhood to reduce air pollution.
428	4-The Strategy	Steve Edwards	P52 in 4.32 "Uber and the likes must have the numbers of vehicles capped. The council should call for and support London-wide measures to address these problems".	Noted	Westminster has already led calls for TfL to cap the number of minicab licenses that it issues.
429	Objective 2 & 4. The Strategy	Steve Edwards	Replace street clutter with cycle stands.	Agree	All new schemes undertake a review of all street clutter and cycle stand provision.
430	Objective 2.	Steve Edwards	Play Streets exist on 1% of Westminster's roads so not benefitting many people.	Noted	Play streets encourage roads to be used for different activities, health and road safety training providing significant benefits.
431	Objective	Steve	O4.1 high priority to introduce 20mph zones.	Noted	Westminster is "trailing 20mph areas / streets" to identify

	4.1	Edwards			their benefits and effectiveness.
432	4-The Strategy	Steve Edwards	P49 in 4.18 “a huge amount needs to be done to improve air quality”, including planting more trees.	Noted	Westminster continues to introduce measures to improve air quality by encouraging other modes and introducing planting where they are supported at public consultation. For example, in the Marylebone Low Emission Neighbourhood, where it has also introduced a parking charge for visiting diesel vehicles.
433		Steve Edwards	“Car-free development is an essential proposal”.	Noted	This issue is currently being considered through the City Plan review.
434	2. Strategic context, P15	Steve Edwards	Refer to TfL’s Improving Health document and include Healthy Streets targets.	Agree	Have mentioned TfL’s documents.
435		Steve Edwards	Include more examples.	Agree	More examples and better case studies have been included.
436	Objective 2.	Sandeep Singh-Dernevik	“Take care of open spaces and make them desirable places to walk around.	Noted	
437	Objective 6.	Alison Rhall	Help children to better understand road safety.	Agree	Westminster provides pedestrian training for school children.