



<b>Decision Makers:</b>	Councillor Tim Mitchell Deputy Leader (Delivery) and Cabinet Member for Environment and City Management.
<b>Date:</b>	21 November 2019
<b>Classification:</b>	General Release
<b>Title:</b>	Westminster's Street Types - final approval
<b>Wards Affected:</b>	All Wards
<b>Key Decision:</b>	Yes
<b>Financial Summary:</b>	The proposed Street Types approach presents no direct impact on the City Council's Capital spend. Future Highways, Public Realm and Parking schemes will be commissioned, designed and implemented using this proposed approach. This may impact on the costs for specific schemes but the environmental and health benefits in return will outweigh any differences.
<b>Report of:</b>	Kevin Goad Director, City Highways

## 1. Executive Summary

- 1.1 Over the past three years the City Council has developed a new Street Types approach for the commissioning, design and implementation of all future Highways, Public Realm and Parking schemes. This is based on the different demands placed on Westminster's roads. There is a focus on how the kerbside is managed and how this must meet the increasing demands of a 21<sup>st</sup> Century growing city. This report seeks the necessary Cabinet Member approval to enable the Street Types approach to be adopted.
- 1.2 The concept of the Street Types approach has been developed in partnership with Cabinet Members, officers across the council, and a Policy and Scrutiny Committee. It also takes account of the emerging new draft transport and parking policies that are being developed through the current Westminster City Plan adoption process. This Street Types approach will support and enable the delivery of many of the priorities set out in City Council strategies such as: The Air Quality Action Plan; The Greener City Action Plan; The Walking and Cycling action plans. It will also support the delivery of the developing Servicing and Deliveries in the West End plan; Electric Vehicles Action Plan and the Westminster Local Implementation Plan 3, Delivery Programme 2019/20 to 2021/22.

- 1.3 The Street Types approach recognises that different streets across the borough serve different purposes. For example, the purpose of strategic roads is to move traffic through and to the borough, therefore the free movement of traffic should be a priority. In contrast residential streets should prioritise residential uses such as resident's car and cycle parking and minimise where possible through traffic. On this basis four Street Types have been identified. It is proposed that the City Council delivers all future schemes on its network to the design principles set out for these four distinct '*Street Types*':

Street Type 1 - *Westminster's Strategic Roads network*

Street Type 2 - *Westminster's Key Centres*

Street Type 3 - *High Streets and Local Centres; and*

Street Type 4 - *Liveable Streets.*

- 1.4 The Street Types approach to developing Highways, Public Realm and Parking schemes will lead to an improvement in air quality, sustainability, modal shift and greening across the borough.

## **2. Recommendations**

- 2.1 It is recommended that the Deputy Leader (Delivery) and Cabinet Member for Environment and City Management approves the four Street Types and that they are incorporated within the design and implementation stages of all Highways, Public Realm and Parking schemes on the street from 2019/20 onwards.
- 2.2 It is recommended that the Deputy Leader (Delivery) and Cabinet Member for Environment and City Management notes that the proposed Street Types should be regarded as flexible to the circumstances of each scheme or project during their design stage and that the criteria are reviewed regularly to ensure they reflect any changing council priorities.
- 2.3 It is recommended that the Deputy Leader (Delivery) and Cabinet Member for Environment and City Management approves the delivery of an annual monitoring/intelligence plan and Annual Traffic Forum, as set out in Section 9 of this report.

## **3. Reasons for Decision**

- 3.1 Over the past 10-20 years, there have been substantial changes in the travel patterns and behaviours of residents, workers and visitors in Westminster and across central London at large. From an already low base-line, many of central London's residents no longer use their private vehicle to commute to work and instead more are walking, cycling, using private hire vehicles or working from home. However, at the same time there has been a rise in the number of people shopping online and therefore receiving more deliveries to their home address leading to an increase in small delivery vehicles. Londoners are also increasingly more aware of their own responsibilities, with respect to how they travel and the impact that their behaviours have on: air quality, noise pollution, pedestrian safety, and health and wellbeing.

- 3.2 It is therefore important that the City Council reviews how the already congested kerbside and road space will be managed into the future, particularly in line with changing residents, businesses and visitors travel and shopping behaviours, to ensure effective operation of the city.

## **4. Background**

- 4.1 In November 2016, the Environment and Customer Services Policy and Scrutiny Committee approved a report titled 'The increasing demand for kerb space'. The report set out that due to Westminster's vibrant and continued economic growth and London's fast pace of change in terms of technology and society evolution, the streets, public spaces and buildings are becoming increasingly stressed and more intensively used by current and new forms of transport. This has resulted in a reduction in 'Quiet time' and 'Wellbeing', with the streets of central London being subject to rising motorised traffic congestion, noise and harmful emissions unless action is taken.
- 4.2 In recent years, the City Council has made early inroads into how our streets are better designed and managed to match these societal changes and aspirations. Early examples of this approach include: the implementation of new resident's cycle hangars on streets where there is rising demand; the new Car Club contract that allows for the introduction of flexible 'floating cars' into areas of new demand and; the development of the Westminster Electric Vehicle (EV) Strategy and the resulting step change in the roll out of EV charging points across Westminster.
- 4.3 Many of the City Council's stakeholders are also taking steps to reduce this stress on central London roads and the subsequent impact on health and wellbeing of resident's workers and visitors. For example: The Northbank BID's development of a Low Emission Neighbourhood; The Crown Estate's aim to reduce local deliveries and vehicular waste collections to its tenant retailers and; TfL's call for London Boroughs to develop urban centres in line with their 'Healthy Streets' approach. The Healthy Streets approach encourages:
- There is less non essential motorised vehicle intrusion into our day to day lives
  - There is more and safer pedestrian space for all of us to walk and relax and enjoy the city
  - Harmful vehicle borne air quality exceedances are better addressed; and
  - There is scope for more quality public realm space where residents, workers and visitors can all relax and be better screened away from the hustle and bustle of central London's traffic dominated streets.
- 4.4 There are currently 39 types of identified kerbside activity in Westminster which in turn puts pressure on the already finite amount of space. While much of this kerbside is often at / or near to maximum capacity in some of Westminster's key centres, such as the West End, there are other areas and kerbside types that are underutilised. Without reviewing how this finite asset is currently used, it is virtually impossible to accommodate the future growth in existing use, let alone the introduction of new capacity for 'Active modes' or alternative uses of the highway, such as the implementation of 'Parklet' units.

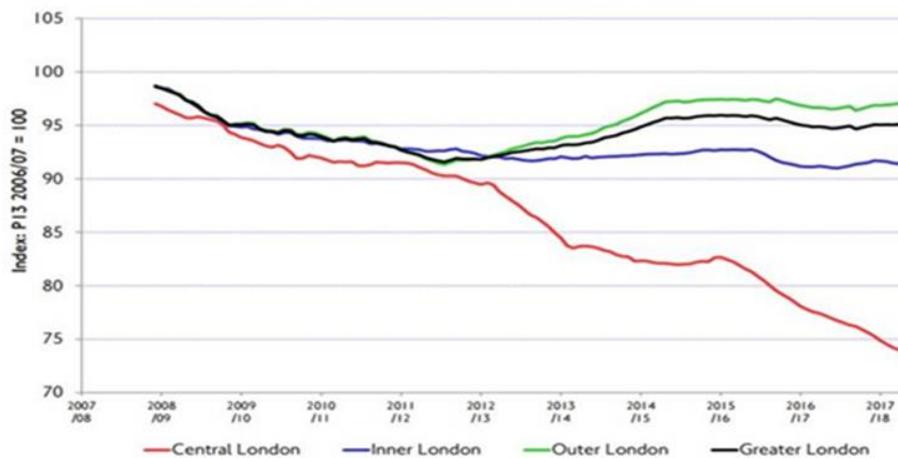


Nova Victoria - Image LondonTown.com 2019

## 5. Changes in Travel in Central London

5.1 As set out in paragraphs 3.1 and 3.2, over the past 10-20 years, there have been substantial changes in the travel patterns and behaviours of residents, workers and visitors in Westminster and across central London. Resident car ownership is declining as are all vehicle numbers in central London. The graph below from the TfL Travel Report 2018 shows how motorised vehicles in Central London have substantially dropped between 2008/9 and 2017/18.

**Figure 1: Trends in road traffic (traffic flows). All motor vehicles in central, inner and outer London**



TfL Travel Report 2017

- 5.2 However, despite this decline in motor vehicles in central London the road network and kerbside space is still under increasing pressure due to changes in travel behaviour. There has been a reprioritisation of road space towards growing forms of travel i.e cycling and walking. More road space has been allocated to cycling and, in many cases, footways widened to accommodate pedestrian overcrowding. The types of vehicles now using the roads has also changed. The increase in delivery vehicles to accommodate online shopping and the increase in private hire vehicles has meant that the vehicles using the streets are now moving in a different way and placing different demands on the network. Both delivery vehicles and private hire will move continually around the city collecting fares and making deliveries. The resultant impact is a congested road network with an increased pressure on kerbside space as both these vehicle types need access to the kerb to carry out their jobs. Appendix 3 sets out these changes in more detail.
- 5.3 The pressure on road space and kerbside is expected to continue. Predicted, continued economic growth will see more people coming into Westminster for business and leisure. Many will be using public transport. New public transport, such as Crossrail, will increase the footfall in key areas across the city and more space will have to be provided for the increased pedestrian numbers. This growth be it pedestrians, cyclists or vehicles will have to be accommodated on Westminster's finite highways network.
- 5.4 The new Westminster City Plan sets out the City Council policy and strategy associated with the built environment, including transportation and parking. Some of the growth targets, such as building 22,000 new homes over the next 20 years, will have an impact on the road network and kerbside use dependent on how car parking space is managed.

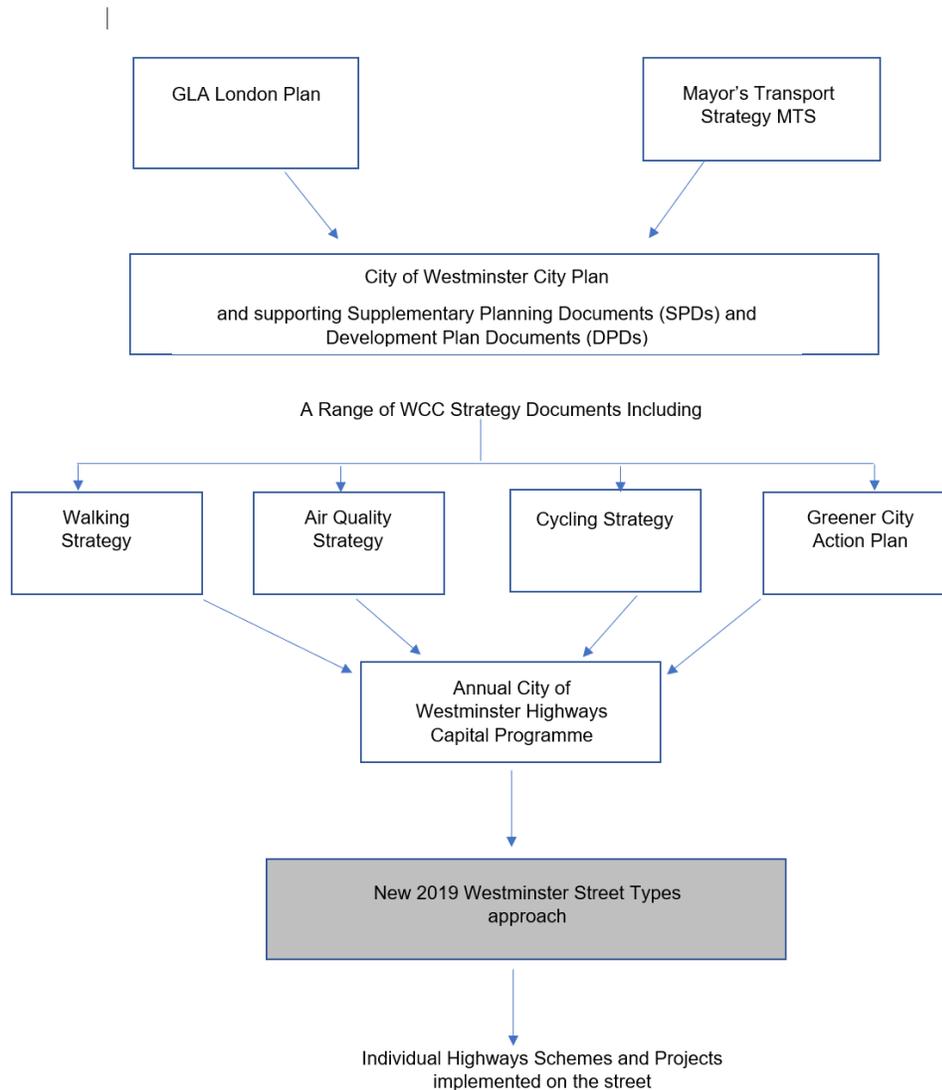


Piccadilly in the 1990s where the traffic dominance, extensive use of pedestrian guard rails, Bus lanes and corralled pedestrian access was the then favoured street design. Image source - Ikea webpage undated

## 6.0 Delivery of the London and City Council strategy framework

- 6.1 It is proposed that the Street Types approach will be design guidance/criteria for the project managers of the many Highways, Public Realm and Parking schemes that the City Council implements each year. However, this proposed methodology will enable the delivery of many strategic priorities set out in London wide and Council strategic documents such as the Mayor of London's London Plan and the Mayor's Transport Strategy and the Councils draft City Plan.
- 6.2 The recommended Street Types approach will therefore sit within the following structure of Mayor of London, TfL and City Council City Plan etc strategies below.

### How the proposed 2019 Westminster Street Types approach fits within the City Council's Strategic Planning Framework



6.3 This Street Types approach will support the delivery of the following priorities in the 'Westminster Air Quality Action Plan'.

- pioneering the concept of a Low Emission Zone for London such as the Marylebone Low Emission Neighbourhood and supporting the Northbank Low Emission Neighbourhood
- encouraging the use of electric vehicles with recharging points and reduced parking charges
- engaging with businesses to increase awareness and reduce the environmental impact of businesses by address freight and servicing issues
- engaging with schools to deliver sustainable transport solutions
- promoting cycling and walking infrastructure
- establishing residential Coach and Heavy Goods Vehicle (HGV) Ban Areas to protect local residents from the impact of heavy through traffic
- installing 'switch off engine' signs in coach parking bays to reduce unnecessary pollution and noise

6.4 Many of the Greener City Action Plan priorities will be addressed through the implementation of this Street Types Methodology, including:

- Improving local air quality
- Addressing noise pollution across the City
- Supporting a sustainable transport system for Westminster
- Making the best use of open spaces and improving local biodiversity.

## **7.0 The case for Westminster's Street Types approach**

7.1 The above information, set out in sections 5 and 6, clearly evidences the need for a change in how the City Council commissions, designs and implements all future Highways, Public Realm and Parking schemes, in particular at kerbside level. This proposed Street Types approach will allow the kerbside to be adjusted to meet these challenging demands whilst ensuring best use is made of this space at all times of the day and night.

7.2 The Street Types approach will enable better planning of the streets from a space perspective it will also enable delivery of the City Council's ambitions that are set out in the Air Quality Action Plan, the Greener City Action Plan and other strategies.

The anticipated benefits of adopting this Street Types Approach are:

- Improvement to Air Quality across the City
- Increases in walking and cycling
- More sustainable solutions promoted such as EV charging
- Reduction in the number of collisions
- Provision for a wider range of changing kerbside uses, both current and future
- More adaptable response to the fast-moving changes in how residents, workers and visitors are now moving around the city
- Congestion can be managed more effectively
- A greener and more sustainable city

7.3 With regards to delivery and monitoring of this methodology it is proposed that schemes will be developed using the Street Types framework. This framework will be supported by the development of a set of public realm criteria to which proposed projects must show delivery against. The delivery of this framework will be supported by other areas of work and powers to ensure improvements in air quality and support behavioural change. For example; The council's traffic and parking management powers; complementary schemes to drive modal shift; emphasis on freight management including, reduction, consolidation and greening.

## 8.0 The Four Street Types

- 8.1 To ensure that the streets of Westminster better align with the wider transport needs and expectations outlined above, it is proposed that four Street Types are adopted. This approach will then provide the framework for project managers to review how future Highways, Public Realm and Parking schemes and projects are developed, designed and implemented on the street and maintained over the years to come.
- 8.2 Where appropriate it is proposed that a comprehensive traffic management study is undertaken for schemes, across all Street Types, to provide a framework for project delivery. Likewise, the development of a well-managed communications plan with residents and local stakeholders could be recommended. Both should be designed at the outset of a project's development and would vary depending on the scale of the scheme in question.

The four proposed street types are listed and summarised below:

<b>Street Type 1 – Westminster's Strategic Roads Network</b>
Examples: Victoria Street, Piccadilly, Maida Vale
<ul style="list-style-type: none"> <li>• The strategic road network should prioritise through traffic and is for the safe and expeditious movement of essential HGV, LGV, Bus, Coach, Taxi and Private Hire vehicles in particular.</li> <li>• All parking, loading and waiting conditions should be reviewed and minimised or removed to reveal a clear carriageway for this safe and expedient flow of through strategic traffic.</li> <li>• Improved traffic direction signage.</li> <li>• Be capable of CCTV enforcement as an option.</li> </ul>

### **Street Type 2 – Westminster’s Key Centres**

Examples: Strand/Aldwych, Oxford Street District, Harrow Road

- Areas identified under this Street Type require a high level of access, safety, security and quality public realm designed streets to serve the intensive and varying needs of such areas.
- A strong and influential Project Board of key stakeholders to collectively steer the completion of successful major schemes.
- A strong emphasis on the historical significance of the area should permeate through the design as well as the celebration of future aspirational influences that London wishes to project.
- A high level of quality streetscape, public open space, parks and gardens design.
- The trial or roll-out of innovative design across all features of the new streetscape.
- Consideration of Low Emission Zones.

### **Street Type 3 – High Streets and Local Centres**

Examples: Warwick Way, St John’s Wood High Street

- Adequate level of deliveries and servicing provision.
- More respite seating areas.
- More EV points, cycle hire and cargo cycle infrastructure.
- Use of recent Low Emission Neighbourhood and Place Shaping master planning design advice in respect to improvement in public open space.
- Consideration of trees, planters, rain gardens and green walls.
- Consideration of Low Emission Zones

### **Street Type 4 – Liveable Streets**

Examples: residential streets in Vincent Square, Belgravia, Bayswater, Queen’s Park, Maida Vale, St John’s Wood

- A 20mph Limit, if a borough wide 20mph Limit is not implemented.
- Local HGV and Coach Ban Zones.
- ‘Filtered zones’ in respect to the stemming of through traffic.
- More dropped kerbs.
- Residential cycle hangars.
- School Streets and Play Streets.
- Cycle Quietways.
- Electric vehicle infrastructure.

- Consideration of Low Emission Zones.
- Trees, Planters, Rain gardens, Parklets etc.

8.3 Appendix 4 sets out each of these Street Types in more detail.

8.4 Each Street Type has a specific function and identified priorities. However, the Street Types are proposed as guidance only, as there is often a variation in intensity and use along streets that may make it difficult to always fit a street/area, into one specific Street Type. Therefore, there should be flexibility in approach to reflect the specific circumstances of each proposed scheme or project developed. This flexibility could lead to a reduction in the required Street Types criteria for any particular scheme e.g. a smaller project that may not need a comprehensive traffic management study or including aspects from other Street Type criteria e.g. a Liveable Streets scheme may have to include some loading and delivery requirements if there are businesses in the area.

8.5 A map has not been produced setting out the category of each road in Westminster. While some categories are clear such as Street Type 1 – Strategic Routes, given that this is a defined network already, other streets may cross more than one use, so each project will be assessed on its specific circumstances.

## **9. A future annual monitoring/ intelligence plan and annual Westminster Traffic Forum**

9.1 Once the proposed Street Types are adopted it is recommended that the City Council continues to monitor all relevant traffic and movement trends that underpin the evidence of this approach, given the continued fast pace of change. It is recommended that an annual monitoring and intelligence plan is produced.

9.2 The proposed Street Types will need reviewing on an ongoing basis, to ensure that it continues to reflect current and emerging council priorities such as those set out in 'City for All'.

9.3 To support the above need to continually monitor traffic flow, journey times and wait times etc., it is recommended that a dedicated, yet modest, annual monitoring and intelligence plan is approved.

9.4 In addition to the above it's also recommended that the Deputy Leader (Delivery) and Cabinet Member for Environment and City Management chairs an annual Westminster Traffic Forum with key representatives from the various road user groups across central London. This would ensure that the City Council is kept abreast of current and future kerbside concerns, performance and changes in demand.

## **10. Next steps**

10.1 Subject to the Deputy Leader (Delivery) and Cabinet Member for Environment and City Management approval of the proposed Street Types approach the City Highways team will then:

- Review the designs of all proposed Highways, Public Realm and Parking schemes and projects that are in the pipeline and revise their structure of kerbside parking, waiting and loading provision accordingly.
- Review selected sections of road and kerblines and recommend more alternative provision of cycle parking, trees, plants and raingardens, spaces to rest, HGV and bus/coach bans etc. to be incorporated into future designs.
- Liaise, on an ongoing basis, with Place Shaping colleagues regarding future area master plans and City Plan Strategic Planning colleagues in respect to current and future City Plan transport and parking policies and the supporting area Supplementary Planning Documents (SPD) and Development Plan Documents (DPDs)
- Negotiate with external stakeholders in respect to how future Planning Permission related S106, S278 and Community Infrastructure Levy (CIL) schemes and projects should be designed and implemented
- Review the 'Westminster Way' design guidance to align with these new Street Types; and the
- Development of new Public Realm Criteria for the design of all future schemes and projects.

## **11. Financial Implications**

11.1 The City Council's Capital Programme is made up of a range of funding sources which include S106, S278 and CIL Developer funded contributions from granted planning permissions as well as those from Land Owners, TfL etc. The majority of funding for such schemes is from the private sector (65% in 2018/19) and allocations are subsequently designated to the range of City Highways, Public Realm and Parking schemes and projects that we implement on the street.

11.2 In practice this means:

- That in residential neighbourhoods some individual schemes and projects will be grouped together to ensure there is a more consistent application of the new Street Type design principles across a wider neighbourhood
- The same for High Streets; and
- For Strategic Roads a greater focus will be on the completion of more complex scheme design input, Traffic Management Orders (TMOs) and Signs and Lines work will result.

11.3 All of the above will mean that there will be some uplift in the design costs of some of the City Council's schemes and there will be increased Capital expenditure on certain assets that were previously not considered for a typical scheme in the past, e.g. the provision of more seating, cycle stands, signs, lighting, drainage, trees and plants etc. Whilst it is hard to accurately predict what an uplift in Capital expenditure would be for the delivery of all future schemes, it is estimated that this would be

marginal and containable within the existing parameters of the existing City Council Capital Programme process.

- 11.4 There is potentially an increased pressure on future revenue expenditure on the maintenance and upkeep of the highway network as there is an increasing demand for additional features such as greening, seating and cycle hangers from many sources. These issues will have to be addresses separately and are not a direct consequence of the proposed Street Types approach.
- 11.5 In addition, it is advised that the proposed monitoring/intelligence support programme set out in Section 9 will draw from some existing funding contributions that are committed to in the Westminster Local Implementation Plan 3 (LIP3) 2019/20 to 2021/22 programme; as well as other monitoring that Parking Services undertakes. However, there may become a need to commission some additional monitoring and reporting to the sum of circa. £10,000 per year in the areas of traffic modelling simulation and the acquisition of TfL bus journey data.

## **12. Legal Implications**

- 12.1 Section 145 of the Greater London Authority Act 1999 (GLA ACT 1999) requires London local authorities to prepare LIPs (Local Implementation Plans of transport schemes and projects) containing their proposals for the implementation of the Mayor's Transport Strategy within the areas that they are responsible for. The Westminster LIP3 Delivery Plan received formal Deputy Mayor Approval on 10 June 2019 and key supported projects therein include many of the proposed measures contained within this proposed Westminster Street Types approach.
- 12.2 Also many of the recommended schemes and projects within the Westminster Street Types approach would ensure that the City Council meets its statutory duties for local air quality management (LAQM) under Part IV of the Environment Act 1995 and the City's Air Quality Action Plan 2013 to promote environment protection.
- 12.3 The Director of Law has considered this report and is satisfied that the proposals set out above are consistent with the City Council's role as a Local Highway Authority under both the Greater London Authority Act 1999 and the Highways Act 1980.

## **13. Consultation**

- 13.1 The Street Types approach is proposed as guidance for project managers when designing and implementing future Highways, Public Realm and Parking schemes and projects on the street. Therefore, Subject to approval by the Deputy Leader (Delivery) and Cabinet Member for Environment and City Management of the recommended Street Types approach, it is advised that all projects will be subjected to the correct statutory/ non statutory public consultation, on a project by project basis, at appropriate times over the years to come, e.g. through the Traffic Management Order (TMO) process.

If you have any queries about this report or wish to inspect any of the Background Papers, please contact: Hugh Brennan, Transport Programme Manager, hbrennan@westminster.gov.uk

**Appendix 1:**

For completion by the Deputy Leader and Cabinet Member for Environment and City Management

**Declaration of Interest**

I have <no interest to declare / to declare an interest> in respect of this report: Westminster's Street Types - final approval

Signed:

Date:

\_\_\_\_\_

\_\_\_\_\_

NAME: Councillor Tim Mitchell

State nature of interest if any

.....

.....

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

For the reasons set out above, I agree the recommendation(s) in the report entitled

.....and reject

any alternative options which are referred to but not recommended.

Signed .....

Deputy Leader and Cabinet Member for Environment and City Management

Date .....

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

Additional comment:

.....

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

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

## Appendix 2

### Other Implications

#### 1. Resources Implications –

All Capital and chargeable hours costs for all schemes and projects that fall under the proposed Westminster' Street Types approach will be included within the City Council's Capital Programme process

#### 2. Business Plan Implications –

There are no known Business Plan implications arising from this report.

#### 3. Risk Management Implications –

Component schemes and project risks should be managed through the projects Risk Register.

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

Many of the projects encourage more 'Active travel' especially in respect to the encouragement of walking, cycling and a reduction in vehicle emissions etc

#### 5. Health and Safety issues

All component schemes and projects will be identified and addressed in accordance with the Construction, Design and Management Regulations 2015

#### 6. Crime and Disorder Implications –

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

#### 7. Impact on the Environment –

Existing materials that are taken up will be recycled wherever possible. Many of the component schemes and projects encourage more sustainable modes for travel

#### 8. Equalities Implications –

The proposals will not negatively impact those with mobility difficulties

#### 9. Staffing Implications –

There are no direct staffing change implications arising from this report

#### **10. Human Rights Implications**

There are no human rights implications arising from this report

#### **11. Energy Measure Implications**

The component schemes and projects have much potential in reducing use of motorised vehicles

#### **12. Communications Implications**

Communications plans regarding the schemes that fall under the Westminster Street Types will be considered when they are individually developed.

## **Appendix 3**

### **Changes in travel in central London**

#### **Reduced use of the car by residents, workers and visitors**

- Motor vehicle flows have fallen considerably by about 25% in central London between 2007 and 2017 (please see Figure 1 in Paragraph 5.1, page 4)
- Of which private vehicle use in central London has declined even more steeply but paradoxically this trend will be over-shadowed by large increases in Private Hire Vehicles and Light Goods Vehicles
- Westminster has experienced a decline of 1,200 Resident's Parking Permits between April 2016 and March 2017 (i.e. from c34,000 to c33,000 permits)
- Westminster has experienced a 13.4% mean reduction in the number of Pay to Park payments in all parking zones (A-G) from 2016/17 to 2017/18; and
- Many of the commercial car parks across the borough are believed to be underused most of the time.

#### **Changes in use of other modes by commuters, residents and visitors alike**

- More people work at home over the week
- More walk
- More cycle, TfL report that this has more than doubled between 2006 and 2016
- More use the Underground, TfL report a 40% increase in passenger journeys between 2010 and 2017
- More use the capital's rail network, TfL report that there had been an 18% growth at Central London termini between 2001 and 2010
- More are hailing App-enabled private hire cars, the Government reports that this sector has increased by 50% to 150,000 vehicles in London between 2005 and 2017
- Less of us use the bus. TfL report that after a doubling of patronage between 2000 and 2014 this has recently dropped between 2014 and 2017 where a 6.5% reduction has occurred across all of London, of which the drop has been greater in Central London
- Less use the taxi in London where the Government reports a 5.3% reduction over the same period
- Many receive on-line deliveries of goods and services at home rather than having to always venture out on the streets for such. This in turn means that there is an increasing number of Light Goods Vehicles on our roads delivering such goods to the door; and
- We anecdotally believe that more people, typically local residents, are staying indoors during the evenings given the rising use of home delivery take-aways, the popularity of home subscriptions to Netflix, Amazon Prime etc; yet paradoxically
- The night time economy in the West End is believed to be still thriving and demand for transport and access to the kerbside remains to be high.

## **Appendix 4**



recommended that selected links are re-designed by the City Council in the near future to ones that:

- Ensure a degree of improved and unimpeded access at certain points/ or at certain times of the day/ or days of the week, e.g. to remove parking on Single Yellow Lines on Saturdays to improve flow; or
- Become 'Red Route' corridor sections that connect with TfL's existing Red Route network. This would typically involve the removal of the few parking bays on such SRN roads and the re-allocation of the released road space to enable a more efficient, safe and expedient movement of through traffic. Such corridors should also be pegged to a 20mph Limit (on the assumption that a Borough-wide 20mph Limit would be implemented by the end of 2019/20) to ensure that cyclists feel safe when riding on such busy corridors and to ensure that the severity rates of any casualties do not rise in response to a potentially less congested traffic flow. A 20mph design speed for a Westminster Red Route would also ensure that pedestrians would feel safer when crossing the road; whereas
- It is necessary to advise that not all SRNs will be suitable for conversion into a Red Route and in these circumstances other Street Type 1 parameters could be considered, such as the removal of Single Yellow Line controls on key route sections where night time or evening congestion has increased in recent years.

A typical new Westminster Red Route conversion would also need to take careful attention to the needs of businesses who receive deliveries and servicing (through the provision of dedicated on-street 'Red Box' loading bays) as well as the provision of dedicated Red Boxes for other types of vehicle.

Finally, it's advised that unlike conventional Westminster Yellow Lined roads, Red Routes can be fully enforced through the use of CCTV enforcement for all Parking and Moving Traffic contraventions. This enhanced enforcement provision would be more effective on certain sections of road where the current on-street Marshals cannot be deployed 24/7.

Key highway design principles of a future *Street type 1- Westminster Strategic Roads* scheme, should consider the following:

- **Be legal.** It is important to ensure that any *Street Type 1- Westminster Strategic Roads Network* proposal is fully legal in terms of current Highways Act Legislation (The Traffic Signs Regulations and General Directions 2016 especially) in what constitutes a Red Route road and what the powers are for enforcement. Given that these relate to much stricter legislation when compared to a normal Yellow Lined borough road a full legally framed evaluation with TfL, as London's statutory Strategic Transport Authority, and the Police would be a necessary preliminary project step to take.
- **A comprehensive Traffic Management Study is first undertaken** – where project size and complexity warrants. Which seeks to co-ordinate together the many influences and proposals already mooted for the area as well as any future proposals. This Traffic Management Study approach is already proving useful to the development of new plans for the Covent Garden, Elizabeth Street and Bayswater areas and should become a compulsory first step to

take for the development of all future *Street Type 1- Westminster Strategic Roads Network* scheme proposals. A good traffic study should also be capable of identifying tangible cost benefit savings for society of any future scheme in terms of journey time savings, improvements in air quality, casualty number and severity reduction etc

- **A well-managed Communications campaign with residents and local stakeholders is designed and delivered upon from the outset, if needed.** The need to accurately inform and consult residents, businesses, visitors and our many stakeholders is vital and a well-managed Communications plan becomes a central part of any *Street Type 1 - Westminster Strategic Roads Network* proposal, at the very beginning of proceedings.
- **All parking, loading and waiting conditions should be removed to reveal a clear carriageway for the safe and expedient flow of through strategic traffic.** A premise of all future *Street Type 1- Westminster Strategic Roads Network* scheme proposals is that through movement of strategic traffic is managed safely and expediently and this in-principle means that all Visitor Parking, Resident Parking and other permanent parking bays etc on such roads should be removed (24/7) to create a road link where: a smoother, increased capacity, safer, and lower emissions flow can be realised.

Such strategic roads being freed from parked vehicles will also ensure that bus journey times and cycle access can be improved upon, as well as guaranteeing safer access for delivery and servicing vehicles at the kerbside. At the same time it is acknowledged that not all Westminster SRN roads would be suitable for conversion into a Red Route road but with careful attention to traffic modelling, the evaluation of the 2018 Parking Occupancy Survey, well managed resident and stakeholder engagement and the strategic placement of dedicated Loading bays outside of local businesses and the relocation of some lost parking provision to side roads may mean that some schemes will be capable of implementation. Consideration of permitting taxis, private hire vehicles etc. to pick up or set down passengers for as long as necessary will be taken into consideration, as will loading and unloading from vehicles at certain times given the importance that local businesses, retailers etc contribute to London's economy.

- **Improved traffic direction signage.** A future *Street Type 1- Westminster Strategic Roads Network* road should be clearly signed and lined to ensure that drivers fully understand and respect the different terms and conditions and enforcement of any new Red Routes. Traffic direction signage should also be to a much higher standard and be especially clear for the drivers of vehicles undertaking cross London journeys.
- **Be capable of CCTV enforcement.** As highlighted above if a full Red Route conversion is proposed, a major benefit is that the Highway Authority can enforce against any parking, loading or waiting contraventions through the use of fixed or mobile CCTV systems.

## **Street Type 2 - Westminster's Key Centres**

The City of Westminster is the home of many large and nationally significant centres and institutions; including the Monarchy, Government and much of the Civil Service, world class retail and entertainment centres, many centres of arts and a growing range of educational establishments.

To this end the supporting planning and development, public transport, parking and traffic management needs of the many centres across Westminster require a high level of access, safety, security and quality public realm designed streets to serve the intensive needs of such areas like the West End as well as the very different yet growing Paddington Basin, Victoria, Church Street and Harrow Road etc areas.

Therefore, these extraordinary districts need an elevated and comprehensive approach to how their streets are planned and transformed to meet the future growth, environmental and prosperity aspirations of our key stakeholders such as the major land owners and estates, supporting Business Improvement Districts (BIDS), Developers, TfL etc. And this responsibility is the charge of our Place Shaping team who are tasked to develop a series of integrated, sustainable, innovative and quality of design led Master Plans.

A suggested typical *Street Type 2 - Westminster Key Centre* is the current Place Shaping major scheme planned for the historic Strand/Aldwych area. This project is now at an early design stage and proposes a substantial redesign of the area which includes the: removal of all through traffic along much of the Strand area (east of the junction with Wellington Street); the creation of a new public open space for the many visitors, students and workers to enjoy; the revision of the Aldwych 'arc' from Strand to the West and Fleet Street to the East to become a two direction road with better designed Bus Stops and Cycle Advanced Stop Lines; the provision of more and wide green man pedestrian crossings on the arc which will greatly improve pedestrian permeability and the inclusion of well designed Hostile Vehicle Mitigation (HVM) measures throughout this high profile and well visited part of central London.



The proposed transformation of Strand (part of the Strand Aldwych major scheme proposals) City of Westminster 2019

Key design principles of a future *Street Type 2 - Westminster's Key Centres* should take into account of the following design considerations and features:

- **A comprehensive Traffic Management Study is first undertaken** - where project size and complexity warrants. The Place Shaping team in recent years has developed a thorough, cross departmental, evidence based, multi disciplinary and inclusive master planning approach to how Westminster's future key development areas are transformed. This new approach leads to a range of approved area plans for those large, complex and arguably unique areas of Central London that would not normally be regarded to be a typical London high street, industrial or business district, residential neighbourhood/ suburb etc.

For these key centres such as Strand/Aldwych, the Oxford Street District, Harrow Road etc. the resultant Place Shaping master plans would include recommendations for significant change to how the supporting transport network should function. And central to this challenge would typically be a greater and safer provision for the pedestrian, a reduction in traffic dominance, a reduction in vehicle borne harmful emissions and significant changes in how the kerbside is managed.

It is also stressed that some Street Type 2 schemes or projects will be developed independently of those that are recommended by the Place Shaping team for onward design and implementation on the street. For example a large planning permission related developer funded scheme that has been passed onto the City Management and Communities team for design and implementation.

So to ensure that proposed traffic management/ reassignment and improved kerbside provision can be implemented on the street, like the other three proposed street Types it is essential that a thorough traffic management study is first undertaken to ensure that correct apportionment of kerbside and traffic flow is simulated and that the necessary and much needed reduction in traffic dominance and harmful emissions can be achieved.

Given the substantial number of retailers and businesses across all of Westminster's Key Centres a crucial part of all future kerbside management plans should be the provision of sustainable, comprehensive and safe delivery and servicing plans.

- **A well managed Communications campaign with residents and local stakeholders is designed and delivered upon from the outset, if needed.** Especially during key milestone stakeholder and public consultation project stages the Place Shaping team rightly promotes the City Council's developing master plans through well managed Communications campaigns e.g. for the Church Street Green Spine proposed scheme. This approach is welcomed especially as such consultation will intrinsically include a high standard of engagement with stakeholders on proposed traffic and kerbside management plans.

It is worth noting that a Communications Plan should be devised at an early stage of the project to ensure that the views and requirements of any respondents are fully taken account of. And if a chosen Street Type 2 scheme is not large or complex enough to warrant a full Communications Plan project stage it will still be consulted locally through the statutory Traffic Management Order (TMO) process the Project Manager will be obliged to undertake before any implementation commences on the street.

- **A strong and influential Project Board of key stakeholders to collectively steer the completion of successful major schemes, if needed.** A much-valued part of how Major Schemes were delivered in the past is the continuation of the Project Board approach in terms of ensuring that there is good governance across all Stakeholders as a collective body. It is expected that, where necessary, future *Westminster's Key Centres* Street Type schemes will be designed and implemented in accordance with any future exacting requirements of a wider Project Board. It is expected that some Key Centres may not warrant the establishment of a Project Board however, and in such circumstances *Westminster's Key Centre* schemes should instead take account of as wide a range of Stakeholders' needs as possible.

Other design elements that *Street Type 2 - Westminster's Key Centres* will need to take account of draw from proposed Policy 39 of the current draft Westminster City Plan. This concerns required building and highway design principals which must be of: a high quality, sustainable and inclusive urban design and architecture befitting Westminster's world-class status, environment and heritage and its diverse range of locally distinctive neighbourhoods. On this basis the following additional influences are advised as follows:

- A strong emphasis on the historical significance of the area that should permeate through the project design stages as well as the celebration of future aspirational influences that London wishes to project, e.g. in terms of inclusivity for all
- The highest design levels of quality streetscape, public open space, parks and gardens; and
- The trial or roll-out of innovative design across all features of the new streetscape, especially where there are tangible environmental benefits to put in place for the future generations of all Londoners.

### **Street Type 3 - High Streets and Local Centres**

To be considered for selected City of Westminster High Streets that are outside of the West End and the Paddington and Victoria growth areas.

These could include Warwick Way, St John's Wood High Street, sections of Harrow Road etc. and should in future include better designed streets with more provision for the pedestrian and cyclist as well as the bus passenger and those coming from nearby Underground stations. Adequate, safe and efficient road and kerbside space should become a priority for such areas. As should the re-allocation of kerb and carriageway space away from the dominance of the private car to the alternative provision of well maintained public open spaces that should include seating that provides respite space for visitors, possible water fountains for the topping up of water bottles, the provision of planting and rain gardens and even the consideration of 'parklets' on the kerbside.

Key street design principles of a future *Street Type 3 - High Streets and Local Centres* should take into account the following considerations and features:

- **A comprehensive Traffic Management Study is first undertaken**, where project size and complexity warrants. Again this initial project stage could be

necessary to ensure that the many influences and proposals for the area are taken into account of together. It is increasingly the case that local Residents' Associations, land owners, Business Improvement Districts, local trader associations, schools etc. seek to work with the Council on the development of their local neighbourhoods so any future traffic management study will need to take full account of the needs and aspirations of these stakeholders too.

- **A well managed Communications campaign with residents and local stakeholders is designed and delivered upon from the outset**, when considered appropriate. The need to accurately inform and consult residents, businesses, visitors and our many stakeholders is vital and a well-managed Communications plan becomes a central part of any *Street Type 3 - High Streets and Local Centres* proposal, at the very beginning of proceedings. If a chosen Street Type 3 scheme is not large or complex enough to warrant a full Communications Plan project stage, it will still be consulted locally on account of the statutory Traffic Management Order (TMO) process that the project manager will be obliged to undertake before any implementation commences on the street.
- **Use of recent Low Emission Neighbourhood and Place Shaping master planning design advice in respect to the improvement of public open space.** Whilst recent Highways and Public Realm street schemes have been designed to a high standard, especially in respect to the use of quality footway materials, the dominance of car parking and provision has generally remained to be the case. However, in recent times our streets are being designed to take greater account of the needs of the local environment and its residents and workers rather than being tied to the needs of the visiting car. Given that all evidence indicates that the vast majority of visitors to our high streets come by foot, cycle and public transport it is these modes that the focus should be greater emphasised upon in terms of kerbside space allocation. This step change is most obvious through schemes being implemented in the Marylebone and Northbank Low Emission Network area based schemes (LENs) and those being developed by the Place Shaping team in areas such as Church Street, Paddington, Harrow Road etc. Beyond this the City Council's Area Planning Briefs similarly set out how selected areas should be re-developed and thus must be taken full account of when re-designing the kerbside.
- **Increased numbers of trees, planters, rain gardens and green walls.** Associated with the evolving changes in how Westminster's high streets are being designed it is vital for our health and wellbeing that the dominance of motorised vehicles is ameliorated through the greening of the environment with the implementation of strategic sections of new trees, planter boxes, rain gardens and even green walls. Whilst it's easy for consultants and TfL to recommend such features it is not straightforward to design and implement them. By far the greatest challenge with such features is attaining a fully costed and robust maintenance plan of such high maintenance features over the years to come. This is where local partner landowners, BIDs etc. could become useful revenue funding partners in the support and long-term maintenance of any new greenery on the streets.

- **A high level of deliveries and servicing provision.** Given that the very essence of a vibrant high street is the presence of a range of shops, eateries, bars and other retail activity it is often the case that adequate, safe and sustainable kerbside, or preferably off-street, space for delivery and servicing vehicles is neglected or is woefully inadequate to meet the demands of a 21<sup>st</sup> Century business. At the same time many fast food take-away establishments end up parking fleets of mopeds on the footway and other public open space and similarly some retailers who use cargo bikes often park these on the footway too. Careful consideration of these outcomes when re-designing the kerbside on High Streets is needed.

**More respite seating areas.** At present most of our high streets suffer much severance due to vehicle congestion, associated noise and poor air quality. This results in feedback from visitors that they don't wish to spend any quality time at such destinations. However, if our high streets are developed in a more sustainable manner then a key element of their design should be the provision of new or additional public seating that enable respite spaces for people to take a break and relax. At the same time any design for new seating needs to take account of any concerns about local rough sleeping or the potential of anti-social behaviour.

Some London Boroughs have introduced 'Parklets' which are areas of removed kerbside parking, typically a 5m long bay, where the released space is used for some sort of alternative social space e.g.: the provision of outdoor seating, a planted garden area, a play area for local children or even a dedicated area for outside exercise and training activity. Whilst still a relatively new concept, Parklets seem to have a role across London's future streetscape as long as robust management plans are in place where a third party agrees to be responsible for the day to day management, cleaning and maintenance of such assets and that the viability of such facilities is kept under continuous review.

- **More EV points, cycle hire and cargo cycle infrastructure.** Since circa. 1967 when the City of Westminster implemented one of the first Controlled Parking Zones (CPZ) and then a proliferation of Parking Meters on our high streets followed, the City Council's street management design has majored on the creation, management and renewal of kerbside parking for visiting cars, with very little set aside for much else.

Fast forward to this early part of the 21<sup>st</sup> Century, and there is now a range of highways management and street design reports that almost all conclude that the vast majority of visitors to London's high streets live well within their local high street neighbourhood and almost all come by foot or to a lesser extent by cycle. And if from further afield they arrive by bus or from an Underground station and consequently those who arrive by car are very much in the minority. Also, the same evidential sources conclude that the spend per car driver on the high street is much lower than that of the pedestrian and all other modal choices.

Therefore, all future Westminster high streets should avoid the previous default position of providing lines of visitor parking and ensure that a more

balanced provision is made for more EV charging bays, Santander Cycle Hire docking stations, conventional cycle stands, a good standard of Bus Stop design and the encouragement of new ideas such as dedicated spaces for local shop operated cargo bikes, any viable local Freight Consolidation schemes, and projects that include more provision of EV infrastructure etc

### ***Street Type 4 - Liveable streets***

The vast majority of streets across Westminster are where residents and visitors live, socialise and visit family and friends. When they were designed in the 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> centuries these streets were not for the through passage of rat-running taxis, private hire vehicles, delivery vehicles, express service coaches etc. that overwhelm some of our residential neighbourhoods today. But typically these are residential streets where there is a dense mix of homes that include flats, mansion blocks, houses, halls of residents etc. as well as local small shops and other community amenities.

Liveable streets will cover much of south west, west and north Westminster in areas such as Vincent Square, Belgravia, Bayswater, Queen's Park, Maida Vale, St John's Wood to name a few examples. The *Liveable streets* Type will, where feasible, seek to protect such areas from strategic through traffic especially that of unsuitable larger delivery heavy goods vehicles and express service coaches and simultaneously re-design such neighbourhoods into areas where it is safer and more convenient to walk, cycle and enjoy public open spaces for socialising with neighbours, friends and family.

Key street design principles of a future *Street Type 4 - Liveable Streets* should take into account of the following considerations and features:

- **A comprehensive Traffic Management Study is first undertaken** - where project size and complexity warrants. Again this initial project stage would be necessary to ensure that the many influences and current proposals for the area are taken into account together. It is increasingly the case that local Residents' Associations, land owners, Business Improvement Districts, local trader associations, schools etc. seek to work with the City Council on the development of their local neighbourhoods so any traffic management study will need to take full account of the needs and aspirations of these stakeholders too. A particular aspect of a *Street Type 4 - Liveable Streets* traffic management study should be the testing and simulation of a number of residential 'Filtered zones' where strategically located restrictions should be considered for the dissection of any existing rat-run routes that are currently undertaken by taxis, private hire vehicles, delivery vehicles and express route coaches. At the same time such schemes will need to ensure that access for local residents who drive to/ and from their neighbourhoods still have realistic access.
- **A well managed Communications campaign with residents and local stakeholders is designed and delivered upon from the outset.** The need to accurately inform and consult residents, businesses, visitors and our many stakeholders is vital and a well-managed Communications plan becomes a central part of any *Street Type 4-Liveable Streets* proposal, at the very beginning of proceedings.

- **A 20mph Limit.** Whilst the City Council is to consult on a borough-wide 20mph limit in September 2019 it is nonetheless worth advising that any future Westminster Liveable Street should default to a 20mph limit from the outset. Whilst evidence informs us that much local traffic on the Westminster highway network already travels at 20mph or below, a 20mph local limit will send out the message that permitted drivers should take more care when entering our local residential neighbourhoods.
- **Local HGV and Coach Ban Zones.** For many years residents of local neighbourhoods that in particular border Strategic Road Network routes (SRNs) such as TfL Red Routes and City Council Strategic Roads, like St John's Wood Road, often raise concerns about increased numbers of rat-running larger Heavy Goods Vehicles (HGVs). Similarly concerns about rat-running coaches through unsuitable narrow residential streets prevail especially in areas in close proximity to Victoria Coach Station or its exit routes, e.g. in parts of south Pimlico. So to better preserve the peace of these vulnerable neighbourhoods its proposed that *Street Type 4 - Liveable Streets* includes the provision of new area HGV and Coach Ban Zones as a default position. Supporting Traffic Management Orders and street signs will always permit access for HGVs and coaches for local deliveries and servicing, e.g. for vehicles that deliver provisions to a local shop or a fridge to a resident or a group of tourists who are staying at a local hotel within the zone.

Nonetheless residents and stakeholders should always be advised from the outset that it is extremely difficult to arrange for Police enforcement or to consistently resource City Council CCTV enforcement of HGVs travelling through such zones (DfT regulations prevent Highway Authorities from enforcing coach ban zones entirely). Therefore, Officers and Members should always advise residents and other local stakeholders that whilst such ban zones can be an effective deterrent of larger commercial vehicles being driven through their local streets, these must always be regarded as 'self enforcing' measures, so there will always be a small number of remnant anti-social drivers who will ignore such ban zones.

- **'Filtered zones'**. Rat running routes away from strategic road corridors undertaken by drivers of taxis, private hire vehicles and delivery vehicles in the main through residential neighbourhoods is viable because they know such short cut routes are possible. To address this ongoing and perceived growing complaint it is known that urban highway authorities like the London Borough of Hackney and the City of Newcastle Upon Tyne have developed 'Filtered zones' which are residential areas where through rat runs have been identified and simple and cost effective measures put in place to curtail such routes. These often consist of the intelligent implementation of a small number of Banned Left or Right turns, the reversal of a One-way street etc. and no more. The success of such schemes is measured where there is a vast reduction in the number of vans, taxis etc. being driven through such areas whilst local resident drivers are not greatly inconvenienced by the sort of minor measures described above.
- **More dropped kerbs.** Across our residential areas attention to the needs of the mobility impaired should not be overlooked and so simple and straightforward improvements to footways should be considered as part of this proposed Street

Type, for example the need to implement more dropped kerbs at key crossing points. Other modest footway improvement measures being implemented through the ongoing Westminster Neat Streets 2 Programme.

- **Residential cycle hangars.** Evidence from TfL and other stakeholders indicate that cycling to work by residents living in central London boroughs is rising and the number of City Council resident parking permits, for cars, has recently reduced in some sub zones. To this end, it is increasingly apparent that many residents are asking for cycle hangars in their streets where an annual charge is levied in return for a key. So a trial of two hangars was initiated in two streets in the Queen's Park area in 2017/18, and this has been hailed a success and has resulted in 15 more hangars being implemented across the borough. So given the ongoing trend of reducing car ownership and the rising number of resident cyclists its proposed that cycle hangars are considered in any future *Street Type 4 - Liveable Street* where the City Council Resident Permit and Kerbside Parking Occupancy surveys evidence that this is viable.



Queen's Park Cycle hangar - City of Westminster October 2018

- **School Streets and Play Streets.** Many of Westminster's residential areas include a number of pre-school, primary school, secondary school and a higher education establishments within their communities. For many years, there has been a paradoxical outcome where there are morning and afternoon peaks of children on our streets walking to the school gates mixed with increased volumes of local traffic, which inevitably includes some parents driving their children to the same destination. To this end the City Council, TfL and most of the schools have engendered a change in this concern through the now well established School Travel Plan (STP) programme where a school is encouraged to develop an approved travel plan and in return the City Council and/or TfL implements a range of traffic management, road safety or 'active mode' projects to assist local children on their journeys to school. With this in mind the free Oyster card issued by TfL to all London school children and those in further education is a major contributor to the lower than average car dependency for this user group.

Nonetheless some parents, carers, residents and other stakeholders are pressing that more should be done to encourage more journeys on foot or by cycle. As part

of the Council's Active Streets programme a School Street has been trialled at Enford Street in Marylebone where a short section of road is closed to through traffic during the morning and afternoon school day peaks. This in turn allows for the children to approach their school without dodging the moving traffic. Given the early success of this trial it is proposed that School Streets and perhaps Play Streets, i.e. the timed closure of small sections of road where there are a number of local children who could benefit from a safe area of play space outside of school hours, could become part of future *Street Type 4 - Liveable Streets* neighbourhoods.

- **Cycle Quietways.** As highlighted earlier in this report the number of local residents who choose to cycle to work has increased considerably in recent years. To this end it is now vital to view the local street networks of our residential areas in terms of how cyclists can better and safer access their homes from the Strategic Road Network corridors. For example the side streets of the Pimlico and Vincent Square East residential streets that link into the North-South Cycle Superhighway on Vauxhall Bridge Road.

Whilst TfL have moved away from the term 'Quietways' for its supported light touch, low cost and low intervention routes that weave through residential areas of London these remain to be the sort of schemes that Westminster's future *Street Type 4 - Liveable Streets* neighbourhoods should include consideration of. When coupled with a proposed borough-wide 20mph limit the careful creation of low intervention Cycle Quietways through our residential areas for local commuters, school children, shoppers and so on will greatly benefit such communities in the years to come.

- **Electric vehicle infrastructure.** The City Council's Electric Vehicle Charging Infrastructure Strategy and other Electric Vehicle (EV) reports predict a rapidly growing demand for the adoption of such vehicles and associated on and off-street charging infrastructure. To this end it is notable that more and more Westminster residents are driving EVs and that the strategy has set out how the necessary investment will need to be focussed. With this in mind it's advised that many residential streets will in future need to be equipped with EV charging equipment be it 'Trickle chargers' within existing lamp columns, stand alone posts or high voltage 'Fast chargers' in areas where there is much demand.



Rain garden being implemented in Marylebone - FM Conway June 2019

- **Trees, Planters, Rain gardens, Parklets etc.** As a result of TfL's 'Healthy Streets' agenda of 2017 and of other influencing organisations there is much call to change the look and feel of our residential streets from those that are dominated by through traffic and rows of continuous parked vehicles. However, these organisations also greatly down-play the reality that London Boroughs should honour the needs of local residents in their call for permitted resident's parking outside of their homes, a position which the City Council will always uphold, as long as there is evidenced demand. At the same time there are many streets in Westminster where there is a reduction in the number of vehicles parked night/ or day which is matched by small reductions in the number of resident's parking permits issued.

So to subtly change the look and feel of some of our residential streets it is proposed that a trial is initiated where a small numbers of 5m bays are converted to new green spaces where more trees, planter boxes, rain gardens and 'Parklet' platforms are implemented instead. Initially as a trial to determine the extent of local community ownership and interest that such features may/ or may not engender.

This careful approach is considered necessary because the success or failure of such alternative street design features very much depends on the acceptance, care and pride local communities will have for such features. Another important proviso of such new street design concepts will be the need to guarantee externally funded maintenance and cleaning agreements. This is because with the exception of the Council's current street tree stock there is no Revenue budget within the Highway's Department to fund such long-term maintenance commitments.