FOREWORD
CLLR ROBERT DAVIS

Making sure we provide for the safe, efficient movement of people, goods and services is a fundamental condition for Westminster to function as a world class sustainable city that provides high quality environments and high and improving quality of life for all our City’s people – residents, workers and visitors alike.

Mobility is not cost-free, however, it makes claims on Westminster’s scarce resources of space, and it can have major impacts on the environment, on health and well-being and on our continued economic success. The issues we face are intensified by the fact that Westminster’s transport infrastructure forms a vital part of the capital’s – and the nation’s – networks, twenty-four hours a day, seven days a week. Strategic roads carry large volumes of traffic through Westminster as part of longer journeys; we have some of the busiest mainline terminal stations in the country and without the bus and Underground routes through our City the capital would cease to function.

Taking an approach that balances peoples’ desire to travel, the needs of a successful economy, environmental quality and health and well-being is not easy anywhere. As this booklet shows, it is particularly difficult given the sheer scale of the challenges in Westminster. It means taking an approach that coordinates planning, highway and traffic management and joint working across a range of agencies including the Mayor and Transport for London.

This is a policy area where it is especially valuable to the Council to have the views and ideas of a wide range of people and organisations as we take our policies forward. I hope you will take the time to let us have your comments; I very much look forward to reading them.

Councilor Robert Davis DL
Deputy Leader, Westminster City Council
Cabinet Member for the Built Environment
INTRODUCTION

This booklet sets out the Council’s proposed planning policies dealing with transport and movement, which will be included in the Westminster City Plan. As far as possible, it seeks to coordinate policies on planning with those on highway, traffic and parking management. References to the “City Plan” are to the completed local plan integrating Strategic and detailed City management policies which will be adopted at the end of the current review process.

Specific policies covered include:

Strategic policies S42 – Servicing and Deliveries

And the following proposed City Management policies:

CM35.2 – Pedestrian and Cycle Access in Open Space

CM41.1 – Transport Assessments
CM41.2 – Road hierarchy
CM41.3 – Traffic
CM41.4 – Pedestrians
CM41.5 – Pedestrian Crossings
CM41.6 – Cycling
CM41.7 – Cycle Hire Schemes
CM41.8 – Other Vehicle Infrastructure
CM41.9 – Cycle Parking and Facilities
CM41.10 – Vehicle Parking

CM43.1 – Public Transport Infrastructure
CM43.2 – Highway Improvements
CM43.3 – Highway Signage
CM43.4 – Re-fuelling Stations
CM43.5 – Air Transport

We would welcome your views on proposed new policy wording, which is shown as underlined or identified as entirely new policy. Adopted policy is shown in bold and is not intended to be altered as a result of this consultation.
TRENDS AND ISSUES

MOVEMENT BY NUMBERS

Westminster has transport issues on a unique scale:

- **169** Cycle hire docking stations
- **157** Bus routes
- **32** Underground stations
- **10** Underground lines (out of 12 in the network)
- **4** Main rail termini (2 direct to airports)
- **4** River bus piers
- **3** Crossrail stations (from 2018)

- **Over 500,000**
  - Population of Leeds
  - People visiting Oxford Street on a typical Saturday
  - Entries/exits from 6 key West End Underground stations on a typical weekday

- **400,000**
  - Population of Sheffield
  - People entering or exiting Covent Garden Underground Station each month at weekends alone.
  - Average monthly exits and entrances to St John’s Wood Underground Station

- **220,000**
  - Population of Manchester
  - People moving through Oxford Circus on a typical weekday
  - People entering and exiting Piccadilly Circus Underground Station each month weekdays only

- **1.9 million**
  - Cycle Hire journeys to, from or within the West End in one six month period in 2012

- **33,000** Residents’ parking bays
- **6,150** Motorcycle parking bays
- **4,150** Pay by phone parking bays
- **2,600** Other paid visitor bays
- **480** Blue badge bays
- **220** White badge bays
- **200** Electric charging bays
- **185** Car club bays
- **154** Taxi ranks
- **55** Coach bays
From 2015, 24 hour tube services will run on five lines running through Westminster on Fridays and Saturdays.

From 2018, there will be 24 Crossrail trains an hour serving Paddington, Bond Street and Tottenham Court Road and stations eastwards to Whitechapel.
TRENDS AND ISSUES

SPACE TO MOVE – AND THE PRESSURES ON IT
WESTMINSTER’S TRANSPORT NETWORK

• 350 kilometres of carriageway, including 27.5 km of strategic roads managed by Transport for London
• 623 kilometres of footway, including 55 km on strategic roads
• 4 mainline stations
• 157 bus routes
• 10 Underground Lines

IS SHARED BY:

RESIDENTS
• 223,860 residents
• 105,800 households
• 48,810 cars (0.5 per household)
• 17% of households cycle at least once a month
• 20% walk to work
• 12% of trips starting in the City by car, 20% Underground, 14% bus – 41% walking

WORKERS AND VISITORS
• 692,200 workplace jobs
• 540,400 filled by workers from outside the City
• 200 million visitors each year to the West End alone
• Over 162,000,000 entries and exits from mainline railway stations a year
• 20,000 taxi passengers set down or picked up in Oxford Street each week
• 520,000 weekday pedestrians in Oxford Street each day

BUSINESSES
• 49,825 active businesses
• Around 4 million vehicles enter the Congestion Charge Zone per month
• Freight and servicing makes up a quarter of central London weekday traffic

“The demands for road space...are very acute in the Central Activities Zone. The quality and management of streets and public spaces is becoming ever more important to the boroughs within central London whose decisions deliver many of the transport improvements”

People travel around Westminster differently than in many other parts of London. The density of development and employment, the concentration of London’s radial public transport services on its central location and the value and pressures on the City’s land and highway mean that its people – whether residents, workers or visitors – can and do make distinctive transport choices.

Westminster has the fifth lowest household rate of car ownership in London. Of trips starting here, 12% are by car or motor-cycle (compared with a London average of 37% and an inner London one of 22%). The relatively low car usage is particularly influenced by the relatively good public transport network, the densely built-up nature of the area and constraints on space for parking at destinations in central areas.

On the other hand some 41% of trips are on foot (compared with a London average of 32% and 38% in Inner London). At 3%, cycle trips starting in the City are in line with the average for inner London and slightly above that for London as a whole (2%) – a rate similar to that for trips starting in Camden and in Kensington and Chelsea.

The high number of workers and visitors travelling to, and around, Westminster influences the high number of Westminster trips using the Underground (20% compared with a London average of 4% and 12% for inner London). Bus usage is slightly less than average at 14% (London average 13%, inner London 18%).
Responsibility for transport in Westminster is shared between the Council and a number of agencies and transport providers:

- **Department for Transport** - Overall policy, funding, decisions on strategic projects
- **Network Rail** - Owns and operates national rail infrastructure
  - Responsible for:
    - Terminal stations
    - Surface rail network
- **Westminster City Council**
  - Manages 350 kilometres of road and 623 km of footway – managing the highway and traffic, including cleansing, street lighting, road safety, traffic lights.
  - Parking
  - Transport planning
- **Mayor of London** - Sets strategic transport policies for London – Mayor’s Transport Strategy. Takes key funding decisions
- **Transport for London** - Mayor’s transport delivery agency
- **Rail Operators** – delivers the service to users
- **Crossrail**
- **London Buses** – Routes and Infrastructure
- **London Underground**
- **Cycle Hire Scheme**
- **London Streets** - Manages strategic road network, including Embankment, Park Lane and Marylebone Road and Congestion Charge Zone
- **Source London** – electric vehicle recharging network
- **River** – river transport services and piers
TRANSPORT ISSUES:
Poor air quality and noise pollution are closely linked to transport networks

NO2 Annual Mean 2015

As these maps show (based on projections of the situation in 2015), road traffic causes problems of air quality and noise (further details about this are given in the Planning and Pollution Control Booklet). Several of the busiest roads are part of the strategic road network operated by Transport for London, carrying traffic through the City as part of longer journeys.

Road Traffic Noise:
Day 0700 - 1900

Evening 1900 - 2300

Night 2300 - 0700
PRIORITISING USE OF HIGHWAY SPACE

Westminster’s position at London’s centre, its unique mix of residential and commercial neighbourhoods, many of the country’s iconic visitor attractions and its dense pattern of development and economic activity means that there are competing demands for use of its highway space throughout the day.

These factors also mean that the environmental impacts of transport are felt particularly intensively here, whether in terms of air quality, noise or visual impacts. This in turn makes encouragement of more environmentally friendly ways of getting around – such as walking, cycling and public transport – particularly important. At the same time, pedestrians and cyclists are the most vulnerable users of the highway, and there is a particular need to help ensure their safety on an increasingly busy network.

If London is to respond successfully in a changing world environment, there must be a clearer vision and direction for the Capital’s roads: ad hoc decision making on the way we plan, use and manage roads must end.


These factors inform the Council’s approach to the relative priority given to particular users of the highway in its planning policies.

Walking is the most efficient way of making short journeys in Westminster, and it makes sense to prioritise it above other transport modes. Adopted Strategic Policy S41 therefore makes clear that all developments should prioritise pedestrian movement and help create a convenient, attractive and safe pedestrian environment – particularly in areas with high pedestrian volumes or peaks. This means that the interests of pedestrians need to be to the fore in the design and layout of new development.

They also inform the Council’s management of the highway – ensuring that proposals to place essential furniture or other objects in the public realm give first place to pedestrians, with ample room for the free movement. Further details are given in the booklet on Public Spaces and in the “Westminster Way” supplementary guidance.

Policy S41 also supports other sustainable transport options – for example by requiring provision for cycling facilities as part of all new development.

“..developments should be located and designed where practical to...give priority to pedestrian and cycle movements, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and consider the needs of people with disabilities by all modes of transport.”

Department for Communities and Local Government

“The aim must be to deliver better quality places across London and to transform conditions for more sustainable modes of transport while also ensuring that vehicles can still get about reliably and without too much delay. And, in doing so, promote a safer, more inclusive and cleaner, greener city”

According to Transport for London, an average of 12,819 light goods vehicles and 4,861 heavy goods vehicles enter the central congestion charging zone between 6am and 8pm every weekday. Many of these have essential business in Westminster.

There are nearly 50,000 businesses in Westminster. Most require services or deliveries which are provided to them by road if they are to flourish and grow. The sheer density of enterprises of different kinds in Westminster (the highest in the country), the fact that they often neighbour residential properties and Westminster’s dense and historic highway network all mean that a balance needs to be made with regards to the development of on and off-street loading and waiting provision in respect to existing and future development.

Delivery vehicles need to access most if not all premises across London so it is important that the council’s highway network can safely accommodate the range of delivery vehicles from the cargo bike right or dispatch rider up to the 44 ton, 45 foot-long articulated heavy goods vehicle.

At the same time, it has to be recognised that the thousands of delivery vehicles that serve Westminster are also a direct cause of various environmental and traffic management concerns. The Council must carefully manage these impacts, such as obstruction of the carriageway and footway, noise, air quality, visual intrusion, road safety and costly damage to paved footways and kerb alignments if a driver drives over, or parks and unloads on, footways.

There are clearly challenges in addressing the servicing need of a world-class city with a dense, mixed and historic urban realm.

It is vital to enable the efficient provision of servicing and delivery, in ways that do not risk the safety of other users of the highway or wider public realm, particularly those who are particularly vulnerable, such as pedestrians or cyclists. It will also be important to safeguard the amenity of residents, protecting them from undue noise or other disturbance.

Addressing these impacts means taking a considered approach, encouraging modern logistics techniques, use of freight consolidation centres and shared delivery arrangements. It may mean restricting the types of vehicles used, or the times at which deliveries can be made. It may also mean looking at how servicing needs can be built into the design of new development, meeting them off-street and within the development, and taking account of the needs of other users of the highways and neighbouring uses.

• 90% of all goods moved in London are transported by road.
• The value of freight moved per annum on London’s roads is £200bn.
• London’s planned growth will lead to a 15% increase in demand for freight and servicing

“London needs an efficient distribution network to service its people and businesses. The Mayor wants to encourage distribution in ways that minimise congestion and any adverse environmental impacts”

The London Plan (2011), Mayor of London.

“London’s roads are vital to businesses, which need reliable access to customers, supplies and staff”

London First
Westminster residents have the same needs to get around as those in any borough, and the position of the City at the centre of London’s transport network and the density of housing, jobs, shops and other facilities means they have a wide choice of transport options.

These options are, however, affected by the fact that so many travel into the City from other parts of London, and beyond. This can lead to congestion on the highway and public transport, making it more difficult to get from A to B.

Residents are also affected – sometimes seriously - by the negative impacts of transport on the environment and quality of life – in terms of noise, air quality and over-parked streets, for example.

Planning policies need to optimise transport choices for residents, providing them with a real choice about how to get around while promoting the most environmentally friendly modes. At the same time they must reduce the negative impacts of transport on the local environment.

The first step in addressing these priorities is having a process in place to ensure that the transport impacts of proposed new developments are assessed and understood. This allows fully informed decisions to be made by the Council so it can ensure safe and suitable access, promotion of sustainable transport modes like walking and cycling and use of its planning powers to make improvements to the transport network to limit any impact from the development.

Most journeys within Westminster are relatively short, and this is reflected in residents’ relatively high rates of walking and cycling. Policies promoting these modes will ensure choice while also helping to address environmental concerns.

Residents should also have a choice of frequent and efficient public transport, and policies should encourage availability of adequate services serving the right places – and help ensure these services can work effectively.

At a neighbourhood level, policy should aim at improving amenity and quality of life, for example ensuring an approach to parking that balances convenience with fairness for residents, particularly those with particular needs for parking, while ensuring access by emergency, cleansing, delivery and other services they need.

“Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.”


“Planning policies should aim for a balance of land uses...so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.”

INSIGHTS: PARKING

Parking is a complex and often contentious issue, requiring a balance to be struck between competing concerns and interests. On the one hand, there is the convenience of being able to park a vehicle close to where you live or work and the importance to businesses of having their customers and suppliers able to park nearby. On the other hand, parking can use up large areas of the highway and impact on local amenity, the quality of life of residents and the convenience and sometimes safety of other road users.

There are a number of reasons for controlling parking through the planning process. First, in a densely developed area like Westminster, space is at a premium. A balance has to be struck between its use for parking and for more housing or employment - particularly in areas particularly well served by public transport. Some parking must be provided or protected, and in some cases it can be important to the viability of schemes and to neighbourhood quality of life. Policy has to strike the balance.

Second, there is a need to ensure that there is the right level of parking to ensure Westminster’s streets do not become impassable or unsafe and pedestrians remain the priority, or to avoid unacceptable impacts on the amenity of residents, workers or visitors or the viability of businesses because of unrestricted parking.

Third, there is a need to ensure a fair system that gives due weight to the interests of residents, businesses and workers, visitors and those with particular needs, such as the emergency services and disabled people. It is also important to enable deliveries and the efficient running of public transport.

Fourth, there are parts of Westminster which are unsuitable for parking, of for parking of particular types of vehicles (such as heavy goods vehicles).

Fifth, the availability and ease of parking can be a major factor in peoples’ transport choices and this in turn affects the level of traffic. Controlling parking can help reduce this, helping to tackle congestion and its social, environmental and economic impacts. The relative difficulty of parking in central London is probably one of the reasons for low car ownership here (with 0.5 cars per household in Westminster compared with 1 per household in outer London boroughs and 1.1 per household in the UK as a whole).

Sixth, it is important to provide the right amount and kind of parking to support the success and vitality of town centres.

Finally, there is a need to ensure that there is the right amount of parking available at the right cost and time to support the economic success of the City and its centres.

Parking is therefore an important planning issue as well as an integral part of the council’s transport strategy. The Council’s has to balance all these factors in ways that deliver the range of objectives set out in the City Plan, and gives appropriate weight to the Mayor of London’s Transport Strategy and London Plan.

“If setting local parking standards..authorities should take into account: the accessibility of the development; the type, mix and use of development; the availability and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.”

Department for Communities and Local Government
INSIGHTS: THE ROLE OF ELECTRIC VEHICLES

There are limits to the extent that walking and cycling can be used for every trip; there will always be some journeys that can only be made by car. For these it makes sense to encourage the use of vehicles that keep carbon emissions to a minimum and reduce air pollution.

The Council agrees with the Government and the Mayor of London that encouraging electric vehicles can make a major contribution to low carbon transport. It has pioneered on-street recharging points since 2006, installing nearly 50 in parking bays with financial support from Transport for London (TfL). It also allows free parking for electric vehicles. The Mayor’s London Plan requires 20% of parking spaces in new development to provide charging points to encourage use of electric vehicles.

In 2013, Westminster became part of TfL’s “Source London”, the pan-London recharging network. The last user survey showed that there were just under 200 registered users in Westminster. Provision of more charging points will encourage greater use of electric vehicles, particularly as these are increasingly recognised as being as good to drive as conventional vehicles, already beating them in winning industry awards. This in turn will increase demand for charging facilities, reducing the risk of additional provision.

Key Facts:
• There are over 50 on-street recharging bays across Westminster
• There are 200 recharging stations in public car parks, operated by various companies
• Since installation of the first in 2006, the council has invested £140,000 per year in recharging infrastructure
• Between 2011-13, the council has received around £47,000 in membership fees from drivers, sponsorship and from developers, meaning the network is at no cost to the Council Taxpayer
• In the 12 months to January 2013 on-street bays were used 7,979 times with a total recharging time of 35,957 hours

https://www.sourcelondon.net/map.php
INSIGHTS: MAJOR INFRASTRUCTURE PROJECTS

In recent years there has been more attention at national, Londonwide and local levels to the need for new strategic-scale transport schemes serving central London – linking places where new housing is being built with those like Westminster where there are growing numbers of jobs.

These schemes make sense for London, allowing residents across the capital to access a wider range of well-paying jobs. They also make sense for the national economy, supporting job growth in places and sectors with particularly high productivity as well as directly providing construction and related employment.

The most high-profile project currently under way is Crossrail, which will link Westminster with Heathrow, other employment centres like the City of London and Canary Wharf, and places in the Thames Gateway which will see new housing. Inside Westminster there will be Crossrail stations at Paddington, Bond Street and Tottenham Court Road, which will be valuable additions to the public transport services available in the Borough.

The Council supports major infrastructure projects of this kind. As was the case with Crossrail, however, it will take the steps needed to mitigate the impacts they can bring for residents and businesses, both during construction and in operation. These may include things like reducing the impact of construction vehicles, controlling hours of work and ensuring high quality development above and around stations.

The Council has already started work on the potential impacts of the proposed High Speed 2 line proposed from Euston to the midlands with this kind of approach in mind.

It is likely that there will be other strategic projects over the life of the City Plan – such as Crossrail 2, a rail service linking south-west to north-east London and running through Westminster. TfL have consulted on two options – a “metro” option for an underground railway between Wimbledon and Alexandra Palace, with stations at Victoria, Piccadilly Circus and Tottenham Court Road, and a preferred “regional” option combining underground and overground railway running from Alexandra Palace and Hertfordshire to various locations in south west London and Surrey and with stations at Victoria and Tottenham Court Road. There will be further consultation on the preferred option shortly.

“We are in the throes of a neo-Victorian surge of investment in mass transit. It is absolutely vital that we do not stop now ”


“Crossrail 2 is essential to keep London moving as the capital’s population rises to 10 million people by 2030. Without it, congestion on our tube and rail lines will become unbearable”.

London First
The pressure on Westminster’s transport network is going to increase, with a growing population likely to approach 250,000 by 2030 and an increase in employment of around 10% here over the same time period. Much of this network is already congested, even with the investment in transport infrastructure that is being planned.

Growing use of highway space is likely to result in increased congestion and greater delays, leading to poorer reliability for residents and businesses alike. There is already a tension in parts of the City like the West End between places that are both destinations of national importance and part of the strategic transport network, and in others where transport issues impact on the amenity and quality of life of residents.

There is increasing concern about the environmental impact of transport. This is perhaps most acute in relation to air quality where road traffic is the main source of pollutants that mean that parts of central London are in breach of European standards to the extent that the UK is facing the prospect of being fined by the European Commission. Transport can also be a source of noise pollution and visual blight.

More widely, the effect that transport can have on neighbourhoods is likely to be of growing concern, whether issues of road safety, the way transport routes can sever communities or how parking policies are managed.

Part of this will be about encouraging more environmentally friendly means of transport such as walking, cycling, public transport and greater use of electric vehicles through policies aimed at providing the space and facilities these need. Part will be about having effective planning and highway management policies to manage freight and servicing, improving efficiency and reducing their impact. There will also be a need for policies to encourage and then make the most of major new public transport investment.

“\textit{It is by investing now in transport that we can save on more expensive and desperate repairs in the future}.”\textit{2020 Vision: Ambitions for London (2012), Mayor of London.}
RECOMMENDATIONS: TRANSPORT ASSESSMENTS

NEW POLICY CM41.1 TRANSPORT ASSESSMENTS

All development proposals will be assessed for their individual and cumulative transport impacts including traffic generation, congestion, parking, safety, public transport, cyclists and pedestrians. The scope of information required should be agreed with the council.

A Transport Assessment (or Transport Study, when the council agrees that only limited transport issues will arise from a development) will be required when a development is likely to generate a net increase of:

1. more than 1,000 one-way person trips per day;
2. more than 500 vehicle movements per day;
3. more than 100 person trips during the peak hour;
4. more than 100 vehicle movements in any single hour;
5. more than 20 heavy goods vehicles (over 7.5 tonnes) per day;
6. any heavy goods vehicle movements between midnight and 6am; or
7. if the amount of floorspace in any use or mixture of uses within a development is likely to exceed that set out in Table CM41.1:

In the case of composite, closely related or incremental development, a joint Assessment or Study may be required.

The National Planning Policy Framework states that all developments generating significant amounts of movement should be supported by a Transport Assessment or Statement setting out the likely transport impacts and explaining how these will be mitigated.

Transport Assessments are needed to make sure that new development does not have adverse impacts or compromise safety.

A Transport Statement is a simplified version of a full assessment, and should be used where it is agreed that the transport issues arising from the development are limited. These will be appropriate in most cases.

Assessments/Studies are to help the council ensure development proposals meet the transport and other policies in the City Plan. They should be proportionate in length and detail to the scale and transport impacts of the development – particularly those on traffic generation, car parking, servicing, public transport and the needs of cyclists and pedestrians. Those prepared for projects generating significant amounts of movement should include measures to help deliver more sustainable travel.

NEW TABLE CM41.1 TRANSPORT ASSESSMENTS

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Threshold – Gross Floor Area or Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1: Retail</td>
<td>2,000 sqm</td>
</tr>
<tr>
<td>A3/A4 Pubs/Restaurants</td>
<td>500 sqm</td>
</tr>
<tr>
<td>B1/A2: Office</td>
<td>2,500 sqm</td>
</tr>
<tr>
<td>B2: Industry</td>
<td>4,000 sqm</td>
</tr>
<tr>
<td>B8 Storage or Distribution</td>
<td>4,000 sqm</td>
</tr>
<tr>
<td>C1 Hotels</td>
<td>100 bedrooms or any with conference facilities</td>
</tr>
<tr>
<td>C3 Dwellings</td>
<td>200 units</td>
</tr>
<tr>
<td>D2: Entertainment</td>
<td>&gt;200 person capacity</td>
</tr>
</tbody>
</table>
The council has defined a road hierarchy classifying roads in terms of their function and importance as through routes or roads for local movement and access. They are shown on the Policies Map and Map 41.2 as:

1. The Transport for London Road Network (TLRN)
2. The Strategic Road Network

The Council classifies roads according to their function, taking account of the kind and amount of traffic each carries and the land uses along them. This policy ensures that major new development does not cause dangerous conditions or add to congestion on the road network.

The Transport for London Road Network (TLRN) comprises the key strategic roads, managed by the Mayor of London, most suitable for through traffic and where priority is given to transport of people and goods.

Other roads are managed by the City Council:

The Strategic Road Network provide links between the TLRN, are signposted as primary routes and distribute traffic to neighbouring boroughs and within Westminster, carrying large volumes of traffic including heavy goods vehicles and abnormal loads.

Local Roads have a general priority for people over traffic while distributing local traffic and providing access to residential and local centres.
Traffic management measures, parking policy, effective parking enforcement and other appropriate schemes will be used to protect residential amenity, improve road safety, encourage the use of more sustainable modes, to promote the uptake of cleaner vehicles, to improve air quality and to enhance the public realm.

In introducing traffic management measures, the following principles will be applied:

1. Traffic calming including speed cushions, speed humps and footway build outs will not generally be supported;
2. Raised tables will only be implemented if it can be demonstrated that this will be of benefit to pedestrians or other vulnerable road users;
3. The council will seek to implement measures that protect vulnerable users and smooth traffic flows, including, where appropriate, the removal of traffic signals. Such measures must ensure that the safety of all road users is protected and improved, and that pedestrians can cross the road safely without significant deviation from their desire line;
4. To keep traffic moving, yellow box junctions may be implemented at junctions where justified; and
5. The council will not normally support the implementation of traffic management measures to protect private property, for instance in mews, unless there is a strong case for doing so. In these instances the owner(s) of the property will be responsible for all costs. Gated communities will not be acceptable.

Gated communities reduce permeability and connectivity between places, limit natural surveillance, decrease accessibility to public spaces and discourage mixed communities and social diversity.

It is important to manage traffic effectively to help minimise congestion, improve air quality, encourage healthier lifestyles and provide opportunities to use road capacity and kerbside space for other purposes, including more environmentally-friendly travel modes such as walking, cycling and public transport. This will help create a safer and more pleasant local environment for all users of the highway.

It is sometimes necessary to use street traffic management measures to minimise the impacts of road traffic. The aim is to keep traffic moving at a safe speed, whilst prioritising pedestrians and protecting residential amenity. For this reason, some measures such as speed humps are not supported in Westminster. This is because of the stop/start movement they cause which can worsen vehicle emissions and issues with emergency vehicles. Raised tables at junctions in the highway are supported in appropriate locations where pedestrian access can be improved.

In some cases, good outcomes against one objective can compromise another: for example removal of traffic signals can ease congestion and reduce emissions. However, if the lights include a pedestrian phase, pedestrians must still be able to cross safely following desire lines.
# TRAFFIC MANAGEMENT

**NEW Policy CM41.3 Traffic – continued**

In order to improve traffic network permeability, the council will consider positively conversion of one way streets to two way working where:

1. Sufficient road width is available;
2. There is no overall loss of footway space;
3. There is no overall loss of parking provision or loading facilities, unless it can be demonstrated that there is no practical alternative, that the loss has been minimised and that equivalent facilities/provision are included as part of the scheme; and
4. There is no substantial adverse impact on bus services.

The council will not normally support any proposals for new one way streets or the conversion of two way roads to one way.

Developments will only be allowed direct vehicular access onto the TLRN or Strategic Road Network where:

1. no reasonable alternative to direct access exists;
2. the number of individual new access points on the TLRN or Strategic Road Network is kept to a minimum;
3. the access is not in close proximity to road junctions;
4. the provision of an access does not adversely affect the safety and free flow of traffic and pedestrians; and
5. there is no reduction in the amount of on-street parking and servicing.

The removal of one way roads opens up new routes to traffic. By providing more direct routes and increasing accessibility, this can reduce vehicle mileage and help to minimise congestion, with consequent positive impacts on local air quality and road safety, particularly for cyclists. Two way working also allows for more legible routes for pedestrians.

However opening up roads to two way working may require a reallocation of road space, so the needs of different road users will carefully be taken into account during the design phase.

Direct access to these strategic roads can be difficult to accommodate safely and without disrupting traffic flow. These are busy routes where smooth traffic flows need to be maintained wherever possible. Adding new accesses will often compromise this and should therefore be kept to a minimum. If new accesses must be provided, they should be as far away from existing junctions as possible for safety reasons and to avoid increasing congestion.

There is a high demand at various times of day and night for parking and kerbside loading space in Westminster so any loss of this use to facilitate dedicated access to new development should be resisted.
**PEDESTRIANS**

**NEW Policy CM41.4 Pedestrians**

In considering any development proposal; request for equipment, feature, services or trading events on the highway or public realm; or transport scheme design, the council will apply the following criteria to determine whether pedestrians have been prioritised in accordance with Policy S41:

1. The extent to which convenience and safety of pedestrian through routes, desire lines and crossing points, including location of entrances to buildings and access points to the public highway in new developments, has been maximised;
2. The extent to which sufficient clear space has been allowed for pedestrians, having particular regard to volumes of pedestrian movement (especially at peak times);
3. The adequacy of the relationship between areas for pedestrian movement and vehicular/cycle access and parking (including servicing);
4. The extent to which the continuity and legibility of walking routes have been safeguarded and enhanced; and
5. Whether well maintained, step-free, legible access with minimum hazards (especially for people with mobility or sensory impairments) will be ensured.

The council will support the following pedestrian improvements and facilities:

1. Enhanced, decluttered and suitably resurfaced pedestrian space;
2. Wayfinding systems (wherever practical applying Legible London or other standards agreed by the council) and updates to these systems;
3. Improved lighting;
4. Connecting walkways; and
5. The employment of current best practice in relation to shared space principles.

When undertaking any traffic management schemes or other road works, or regulating such works by others, the council will consider the particular needs of and the vulnerability of pedestrians in order to ensure safe and direct routes are provided for them. In particular, this will ensure adequate highway is available where there are high volumes of pedestrians, including at crossing points and transport hubs, throughout the period of the works. All barriers, clutter, storage of materials and equipment and other obstructions within the footway will be minimised.

Policy S41 Pedestrian Movement and Sustainable Transport prioritises pedestrian movement in all developments. This policy provides further detail about how that is implemented.

Pedestrians are the most vulnerable road users, and walking makes up all or part of almost all journeys within Westminster.

Legible London is a pedestrian wayfinding signage system that has been installed in parts of Westminster by the City Council and Transport for London.

Temporary works ranging from small scale utilities work through to major infrastructure projects often temporarily remove or reduce pedestrian footway. However, occupation or reduction of the available highway should be restricted to the shortest time and smallest area necessary to complete the works. This is particularly important for maintaining access for those with mobility difficulties or young children, and in congested areas. This will not always be dealt with through planning legislation, and the powers used will depend on the type of works.
New or improved pedestrian crossing facilities will be implemented where appropriate, having regard to road safety and availability of funding and to the need for agreement from Transport for London where this is required. Priority will be given to sites with a poor accident record and/or on a strong pedestrian desire line.

Any new development which gives rise to the need for improved crossing facilities will be required to fund these facilities in their entirety through a planning obligation.

Where signalised crossings are undesirable or unfeasible, the council will consider the use of zebra crossings, raised tables, median strips or other uncontrolled crossing points if they are in keeping with the surrounding street environment. Staggered crossings will be converted to facilities allowing pedestrians to cross in a single movement other than where this would have adverse impacts on traffic flows. Implementation of countdown timers for pedestrians at signalised crossing points will also be supported.

The closure of pedestrian underpasses will be encouraged if sufficient surface level crossing facilities can be provided and the impact on traffic flow is acceptable. New footbridges or underpasses, or diversion of existing or new surface level pedestrian traffic to existing footbridges or underpasses, will not be acceptable.

Crossing points that are not at street level, such as footbridges or tunnels are more difficult for those with mobility difficulties or small children to use, and usually have significantly reduced natural surveillance, making them feel less safe.

Appropriate pedestrian crossings are integral to prioritising and facilitating safe and convenient pedestrian movement.
NEW POLICY CM41.6: CYCLING

The council will support and promote cycling. Conditions for cyclists will be improved through:

i. Implementation of measures designed to improve safety for cyclists;

ii. allowing cyclists to turn at junctions and enter streets where certain movements by motor vehicles are banned as part of a traffic management or environmental scheme;

iii. providing facilities for cyclists to cross main roads safely, such as shared crossing facilities with pedestrians, toucan crossings, and the use of pedestrian/cycle phases at traffic signals;

iv. keeping strategic cycle networks under review, and make improvements where justified; and

v. Seeking provision for more free public cycle parking on and adjacent to the highway, applying the locational principles set out in policy CM41.7.

where it considers these measures are necessary; safe; consistent with the needs, safety and convenience of pedestrians; and appropriate and sensitive to their surroundings in terms of the wider streetscape, particularly in conservation areas and near listed buildings.

When undertaking all traffic management schemes and other road works, or regulating such works by others, the council will consider the particular needs and vulnerability of cyclists in order to provide safe and direct routes for them.

Policy S41 Pedestrian Movement and Sustainable Transport supports sustainable transport options, identifying cycling as a priority. This policy provides further detail about how that is implemented. It is likely that the policy in the draft City Plan will be informed by, and support, the emerging Westminster Cycling Strategy which was subject to public consultation between December 2013-January 2014.

Cyclists are vulnerable road users. Better cycle infrastructure and approaches to highway management that prioritise cycling help make this a more attractive transport option.

These strategic networks include the London Cycle Network, the Mayor’s Cycle Super Highways and the Thames Cycle Route (the current network is shown on the map on page 24; this is subject to change as the network is developed). In time these may be subsumed into a London Cycle Grid.
NEW POLICY CM41.7: CYCLE HIRE SCHEMES

The council supports the London Cycle Hire scheme, and will keep its operation under review. In particular it may where appropriate seek:

- the addition of new docking stations in appropriate locations and where justified by demand;
- the expansion of the scheme to currently un- or under-served areas in Westminster;
- the removal of docking stations where there is insufficient demand or other issues justifying removal.

Wherever appropriate, development providing new public realm will provide a London Cycle Hire scheme docking station within the site.

Any new London Cycle Hire scheme docking stations will be located to ensure:

1. no loss of trees or grassed areas;
2. minimal relocation of existing street furniture, including existing cycle stands;
3. maintenance of sufficient space for clear pedestrian and vehicular paths, with a minimum of 2m of clear footway, and a greater width where there are higher volumes of pedestrian traffic;
4. positioning in safe and secure areas with good natural surveillance, street lighting and CCTV where appropriate;
5. no negative impact on road safety, that sight lines at junctions are not obscured and crossings are not blocked;
6. that full account is taken of the swept path of long wheel base vehicles;
7. that so far as possible, they avoid sites immediately outside schools and nurseries; in areas identified as suffering particular problems of anti-social behaviour; in areas with high pedestrian congestion levels, or known to be unsuitable for cyclists; or where a docking station would have a detrimental impact on sensitive townscape;
8. full retention of residents’ parking spaces and other dedicated bays for doctors, diplomats, electric vehicles and car clubs;
9. relocation, rather than full removal of paid for visitor parking only after careful assessment of alternatives;
10. removal of yellow lines to preserve space for kerbside loading are avoided,
11. public accessibility at all times; and
12. maps on the terminals are consistent with other Council promoted wayfinding systems.

Other public hire schemes will only be supported where the bicycles are stored off the highway when not on loan.

The London Cycle Hire scheme (operated by TfL) offers a sustainable and low emission form of transport to residents, commuters, visitors and leisure users, who may not otherwise have access to a bicycle within central London. It complements the public transport network and plays an important role in encouraging short cycle trips, reducing congestion on other public transport, and reducing the adverse impacts of other private vehicle use.

This will be required where the Council considers additional docking stations are needed to improve coverage.

It is preferable that docking stations are not located by schools, but there will be instances in such a dense urban environment where this is unavoidable to deliver adequate coverage.

This is currently Legible London signage (see page 21).
OPEN SPACE

Parks and open spaces provide opportunities for walking and cycling, both for recreation and as a means of transport. However, they must be safely shared by all users, and pedestrians need to be given priority as they are usually the most vulnerable users whose enjoyment of the open space should be protected.

Proposals for new cycle routes will be accompanied by a full study of the local area and overall context to ensure that the route will not result in access or movement issues at the boundary of the open space.

NEW POLICY CM35.2: PEDESTRIAN AND CYCLE ACCESS IN OPEN SPACES

Pedestrians will be given priority over other users in public open space.

The creation of new or improved cycle routes may be considered where they improve connectivity or opportunities for physical activity and can be safely and sensitively incorporated without significant inconvenience to pedestrian movement and enjoyment of the open space.

Where cycle routes are allowed through open spaces, segregated routes for cyclists are preferred to shared-use routes, particularly where there is available space.

Changes (both in use and layout) to the network of paths in open spaces will be in keeping with the surrounding environment.

Where shared use paths are proposed, usage and conflict levels must be assessed to ensure sufficient width to avoid conflict arising between the different users.

Street clutter (including barriers, bollards and signs) should be kept to a minimum and only be used where existing shared cycle and pedestrian routes need to be managed to reduce conflicts between users.
OTHER VEHICLE INFRASTRUCTURE

NEW POLICY CM41.8: OTHER VEHICLE INFRASTRUCTURE

A) CAR CLUBS

The council will support the implementation of car club and sharing schemes throughout Westminster where this will support a reduction in trips by vehicles. A higher number of parking bays for car clubs may be sought in areas of high demand.

Car clubs should provide a range of vehicle types and sizes, including low emission and family-sized vehicles.

The council will not permit use of front gardens or private forecourts in residential premises to be used for car parking by car club providers.

B) ELECTRIC VEHICLES

Development proposals with off-street parking provision will be required to provide an electric vehicle recharging point safely accessible for every parking space, except where otherwise stated.

All residential developments will be required to provide electric vehicle charging points in accordance with the maximum car parking provision set out in policy CM14.10A and Table CM41.10.1 below.

Any proposal for car parking intended for public use must provide that each parking space proposed has access to an electric charging point.

Off-street servicing areas for freight vehicles will provide one electric vehicle charging point per bay or equivalent space.

The Council will support the continued roll out of on-street electric charging points across Westminster.

Care is needed to ensure that car club usage replaces trips by private vehicle, rather than walking, cycling or public transport. However, car clubs have an important role to play, particularly in a dense urban environment such as Westminster which experience significant congestion and pressure on residential parking bays.

The Council can support car clubs by increasing the number of bays available to create a comprehensive network of vehicles and by attracting membership. Providing members of new developments with free car club membership further incentivises use and may be influential in whether a resident chooses to own their own vehicle.

In order to reduce emissions and improve air quality it is important for the Council to encourage the take up of electric and other alternatively fuelled vehicles. It is essential that charging provision is made for every car parking space in a new development from the outset to give residents the option of owning an electric vehicle if they choose to. However, it must be recognised that many residents do not have access to off-street parking and it is therefore also necessary for the Council to provide charging points on street at points across the City.

In developments with off-street, on-site servicing areas, suitable fast charge electric vehicle charging points for goods vehicles should be placed in appropriate locations. This is particularly important for freight as 'top-up' charging will extend the amount of time for which they can run without having to return to the depot.

It is recognised that the technology may not currently exist to replace larger diesel fuelled HGVs with low emission vehicles. As technologies develop, opportunities should be taken to make this a requirement of new developments.
## OTHER VEHICLE INFRASTRUCTURE

**NEW POLICY CM41.9: MOTORCYCLES AND OTHER POWERED TWO-WHEELERS**

The council will seek to ensure appropriate provision is made for motorcyclists and users of other powered two-wheeled vehicles having regard to the safety and environmental issues they raise relative to other modes. In particular it will:

1. Ensure the safety and other needs of motorcyclists are given appropriate consideration in the design of highway or traffic management and calming measures; and

2. Seek to maintain an adequate supply of suitable parking facilities (particularly in terms of location, design and security) at a level that does not encourage a substantial increase in the number of powered two-wheeled vehicles on the City’s roads.

Motorcycles, mopeds and scooters provide a convenient means of rapid door-to-door transport. They are responsible for less pollution than other motorised vehicles, and their size means they occupy less space – especially for parking. They do have adverse environmental impacts, particularly in terms of air quality and noise, and have a high accident rate. As such, they are not as sustainable a mode of transport as walking or cycling.

For these reasons, the Council takes a balanced approach to provision for powered two-wheelers which takes account both of their advantages and drawbacks.

This proposed policy prioritises improvements to safety for a highly vulnerable class of road users.

The Council’s approach to motorcycle parking reflects the balance of benefits (in terms of space saving, convenience and congestion reduction) that this mode of transport provides and its disbenefits (particularly in safety and environmental terms). It will support provision of enough parking in the right places and of appropriate standards of design and security, to serve roughly the current levels of usage. This general approach will be reflected in the council’s parking policies, under which on-street motorcycle parking is charged for.
To encourage more people to cycle, it is essential that easily accessible, attractive and secure cycle parking is provided at each end of their journey. Many of Westminster’s residents live in flats and have nowhere to store their bicycles unless there is a dedicated facility in the building. Employees working in Westminster often face similar storage problems and there is a reluctance to leave bicycles on-street overnight or for prolonged periods due to the risk of bicycle theft or accidental damage.

Providing dedicated areas for secure cycle parking helps to overcome these problems and support sustainable transport. This can be achieved through the provision of off-street facilities which are likely to be less prone to theft as access is restricted to the occupants or employees of the building. Ensuring that such facilities are well located, covered, and lit; and that they have level access, will make them more attractive to cyclists, protect equipment from the elements and ensure that personal security is not compromised.

**NEW POLICY CM41.9: CYCLE PARKING AND FACILITIES**

**A) Off-street**

The council will require provision of long-term cycle parking in new development in accordance with the minimum standards set out in Table 41.9, and subject to the following;

- a minimum of 2 cycle parking spaces must be provided;
- cycle parking areas will be designed so that they cannot be used or readily converted for other uses such as car or motorcycle parking, waste storage or accommodating plant or machinery;
- cycle parking spaces for residents and staff will be within the development and:
  - weatherproof,
  - well lit,
  - secure,
  - have level access, and
  - allow the frame of the bicycle and both wheels to be secured to the stand.
- wherever possible and practicable, spaces for short-term cycle parking by visitors will be within the development and:
  - at ground level; and
  - in safe and convenient locations, with consideration to the impact on pedestrian flows and streetscape.

The council will require the provision of showers, changing facilities and lockers for cyclists at all new workplaces and places of tertiary and adult education. At least one shower will be installed for every 20 cycle parking spaces provided (with a minimum of one shower), and one locker will be provided per cycle space. These facilities will be conveniently located in relation to the cycle parking spaces and accessible to all staff, and students where applicable.

**B) On-street**

On-street cycle parking will only be implemented where adequate clear footway to maintain pedestrian access is maintained. Cycle parking may also be placed on the carriageway where this can be accommodated safely and the City Council is satisfied that reduction of kerbside space available for other purposes is acceptable.
### NEW TABLE CM41.9 CYCLE PARKING REQUIREMENTS

<table>
<thead>
<tr>
<th>Use Class</th>
<th>Number of cycle parking spaces required</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A1 Shops/A2 Financial and professional services/A3 Restaurants and cafes</strong></td>
<td>1 space per 125 sqm</td>
</tr>
<tr>
<td><strong>A4 Pubs, wine bars and other drinking establishments</strong></td>
<td>1 space per 100 sqm or 1 space per 20 seats</td>
</tr>
<tr>
<td><strong>A5 Hot food takeaway</strong></td>
<td>1 space per 50 sqm or 1 space per 20 seats</td>
</tr>
<tr>
<td><strong>B1 Office/Light industrial</strong></td>
<td>1 space per 125 sqm</td>
</tr>
<tr>
<td><strong>B2 General industrial</strong></td>
<td>1 space per 500 sqm</td>
</tr>
<tr>
<td><strong>B8 Warehouses, storage or distribution</strong></td>
<td>1 space per 500 sqm</td>
</tr>
<tr>
<td><strong>C1 Hotels/C2 Student accommodation and boarding schools/C2 Care Homes/C2 Hospitals</strong></td>
<td>1 space per 125 sqm</td>
</tr>
<tr>
<td><strong>C3 Residential dwellings/C4 Residential dwellings (3 to 6 unrelated occupiers)</strong></td>
<td>1 space per 1/2 bed unit, 2 spaces per 3+ bed unit</td>
</tr>
<tr>
<td><strong>Cinemas, music or concert halls</strong></td>
<td>1 space per 125 sqm</td>
</tr>
<tr>
<td><strong>D1 Doctor, dentist surgeries, health centres, clinics/D1 Libraries/D2 Cinemas, music or concert halls</strong></td>
<td>1 space per 125 sqm</td>
</tr>
<tr>
<td><strong>D1 Schools</strong></td>
<td>1 space per 10 staff/students</td>
</tr>
<tr>
<td><strong>D1 Universities, colleges or other tertiary, higher or adult education</strong></td>
<td>1 space per 8 staff/students</td>
</tr>
<tr>
<td><strong>Sui generis Theatres</strong></td>
<td>1 space per 125 sqm</td>
</tr>
<tr>
<td><strong>Sui generis Railway or Bus Stations</strong></td>
<td>To be considered on a case-by-case basis in liaison with Transport for London and Network Rail</td>
</tr>
<tr>
<td><strong>Refurbishments greater than 1,000sqm</strong></td>
<td>To the same standard as a new build</td>
</tr>
<tr>
<td><strong>Change of use of 1,000 sqm or more, or one residential unit (whichever is the lesser)</strong></td>
<td>To the same standard as a new build</td>
</tr>
<tr>
<td><strong>Any other use not covered above</strong></td>
<td>1 space per 125 sqm</td>
</tr>
</tbody>
</table>

These requirements are consistent with the London Plan, except B1 (offices), which requires a higher level of cycle parking. The non-food town centre standard in the London Plan has been applied to A1 (retail). This approach reflects the typically higher densities and demand for cycle parking within office developments here; it needs to be provided off-street because of the significant competing demands for highway use in Westminster. The Mayor has recently consulted on revised standards as part of further alterations to the London Plan (these are attached as Appendix A to this booklet), and the council will consider whether the standards shown above require changing in the light of consultation and examination of these proposals. **Comments on these in the Westminster context would be welcomed.**
PARKING - VEHICLES

Parking controls are an integral part of the overall transport strategy and the success of many other transport policies depends on them. The council’s parking policies and objectives are in line with the Mayor’s Transport Strategy and the London Plan.

To reduce non essential car journeys, owners of commercial property will be encouraged to convert non-residential parking spaces which are surplus to essential parking needs to other uses, and the council will be willing, in appropriate cases, to grant planning permission for this change of use. However, it is recognised that a large reduction in private non-residential parking place is unlikely to be achieved with such a voluntary policy.

As the on-street residents parking scheme is heavily subscribed in most areas, the council will generally resist the loss of any on-street parking for residents or single yellow lines as part of a development proposal.

On the same principle, on-street parking concessions limiting use of space to occupants or users of particular premises will be resisted, both the ensure highway space is used efficiently and equitably, and to help avoid causing or exacerbating congestion.

It is essential that the needs of disabled blue and white badge holders are catered for as they may be more reliant on private transport. The disabled parking standards in this policy are consistent with those in the London Plan.

NEW POLICY CM41.10: VEHICLE PARKING

The design of car parking areas should demonstrate that account has been taken of the need for safety, security, lighting and landscaping.

In all developments where off-street car parking is required, a minimum of one car parking space or 5% of all spaces, whichever is greater, should be designed for and accessible to disabled blue or white badge holders. Each space should be at least 2.4m wide by 4.8m long, with a 1.2m zone provided between designated spaces and between the rear of the car and the part of the road used by traffic.

The council will encourage the use of any surplus parking areas in non-residential sites to support other sustainable transport means (e.g. cycle parking, car club spaces, electric charging points) or for other uses which do not result in an increase in traffic.

The loss of on-street residential parking will be resisted, unless the proposals are part of a significant redevelopment scheme that requires new access into a car park.

The council will resist proposals for preferential access to on-street parking which limit public use of the kerbside other than in exceptional circumstances, such as identified national security, health or other emergency services needs or where it can be demonstrated that there would be no appreciable effect on parking conditions or the free flow of traffic in the neighbourhood.
PARKING - RESIDENTIAL

NEW POLICY CM41.10: VEHICLE PARKING CONTINUED

A) RESIDENTIAL CAR PARKING

New residential developments will be required to:

1. Meet the parking standards in Table 41.10.1 below, with spaces reserved for the sole permanent use of residents of the development. No parking spaces within a development provided in accordance with this policy will be allocated to residents of individual addresses or property numbers and developers will be required by legal agreement to ensure that eligible residents can park in any available space within the development, that the right to park is not sold at a premium and that residents will be charged no more than reasonable costs of administration of parking arrangements.

2. Provide free membership to a Carplus accredited car club for all residents who qualify for 25 years. The demand for car club bays arising from this requirement should be assessed as part of the transport assessment/statement. If necessary, further bays off-street in a publically accessible location will be provided by the developer; and

3. Where the development would result in additional demand for on-street parking, an appropriate contribution towards the provision of on-street electric vehicle recharging points, to be implemented in the vicinity of the development.

See page 35.

The council’s experience is that off-street parking provision in new development is often not used efficiently. Allocating spaces to particular units within a development can lead to some remaining vacant at the same time that other residents are parking on-street. This proposed policy reflects current practice in dealing with parking in residential development in the City.

Carplus is a national organisation which provides an accreditation scheme for car clubs approved by local authorities. To be accredited clubs have to be properly established businesses, provide services meeting stated quality criteria, meet stated safety standards, maintain standards and collect and supply information about their operations.

Proposed minimum car club membership period of 25 years reflects current practice in dealing with residential developments in Westminster.
A parking stress area is where, within the vicinity of the development:

- 80% or more of available designated on-street parking places are occupied during the day on weekdays (that is, parking bays in which residents can park with an annual permit issued by the council), or
- 80% or more of available designated on-street parking places are occupied during the night on weekdays (that is, parking bays and single yellow lines).

Comments are particularly welcomed on whether the City-wide 80% figure remains appropriate.

Developments falling into the category of those that may hinder implementation of the City Plan include:

- the displacement of a commercial use that is inappropriately sited;
- listed building(s) in need of restoration;
- mixed use developments incorporating community uses; or
- housing for those with a known and continuing special need.

**NEW POLICY CM41.10: VEHICLE PARKING CONTINUED**

Residential development without on-site parking provision may be acceptable where:

i. the development is not in a parking stress area (places where 80% or more of legal on-street parking spaces are occupied during the day or at night);

ii. the additional demand for on-street parking from the development would not create a parking stress area;

iii. the development is particularly well-served by public transport; and

iv. on-site parking provision is physically impossible or impractical, and the implementation of other policies in this plan would be put at risk if the development were not permitted.

Special justification will be required where five or more additional residential units are proposed without car parking. In exceptional circumstances, where the development is not in or would not create a parking stress area, the council may still allow the development where the potential impact of additional vehicles being parked on-street in the vicinity is mitigated by either:

i. An appropriate financial contribution towards the cost of any viable parking improvements in the vicinity that would directly benefit residents, or

ii. the long term provision, by the developer, of off-street parking in the vicinity.
NEW POLICY CM41.10: VEHICLE PARKING CONTINUED

The permanent loss of any existing off-street residential car parking space will not be acceptable. Any loss of off-street parking proposed as a result of changes of use from non-residential to residential will only be acceptable where the maximum standard in Table 4.10.1 is exceeded and the loss will not result in provision below this level.

Front garden parking in residential areas will:
- not occupy the entire front garden area;
- not adversely affect residential amenity;
- where relevant, enhance or protect the character or appearance of a heritage asset;
- be appropriately landscaped, using permeable surfacing;
- minimize the loss of kerbside space; and
- not be used for commercial purposes, including car clubs.

NEW TABLE CM41.10.1 RESIDENTIAL CAR PARKING REQUIREMENTS

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Areas of Parking Stress</th>
<th>All Residential development</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Minimum spaces per unit (average)</td>
<td>Maximum spaces per unit (average)</td>
</tr>
<tr>
<td>2 bedrooms or less</td>
<td>0.5</td>
<td>1</td>
</tr>
<tr>
<td>3 bedrooms or more</td>
<td>0.75</td>
<td>1.5</td>
</tr>
<tr>
<td>Special needs housing</td>
<td>1 space per 10 residential units</td>
<td></td>
</tr>
<tr>
<td>Mobility or wheelchair housing</td>
<td>1 space per dwelling may be required</td>
<td></td>
</tr>
</tbody>
</table>

Policy on boundary walls and railings is dealt with in the booklet on Design.

Maximum residential parking standards carry through Westminster’s historic policy and are consistent with London Plan standards. Minimum standards are based on data from 2011 Census data which states that on average there is 1 car for every 2 households in Westminster.
PARKING – NON-RESIDENTIAL AND ON-STREET

B) NON-RESIDENTIAL VEHICULAR PARKING
Off-street non-residential parking will only be acceptable for:

i. Hotels and premises providing leisure/entertainment/education uses where users are likely to be transported by coach, minibus or taxi; or

iii. Hospitals, medical centres, and other locations where operational vehicles of the police, fire brigade or ambulance service are required.

C) ON-STREET PARKING
The council will work with residents’ groups and local business organisations to ensure that the City’s parking provision closely aligns with local needs, particularly those of disabled drivers.

As appropriate, the council will review parking zones or controls or individual bays, taking account of levels of occupancy, related traffic levels, economic and environmental factors influencing parking demand and provision.

In considering development proposals the council will consider use of planning conditions to secure retention of on- or off-street parking provision, including those removing permitted development rights.

The parking of large commercial vehicles such as coaches gives rise to particular problems. The residential areas of Westminster are not suited to the movement and parking of these vehicles because of the noise, air pollution and visual intrusion that they cause. In developments that are likely to require access by coach, suitable drop off/pick up provision must therefore be considered, without detriment to on-street parking bays, local traffic conditions and ensuring pedestrian priority.

Hospitals, medical centres and the key emergency services may have special needs associated with emergency provision. Each such case will be considered on its merits.

Since 2001 the whole of Westminster’s on-street parking provision has been reviewed and consolidated as a single Special Parking Area, subdivided into separate Controlled Parking Zones (CPZs) and Residential Parking Zones (RPZs). Enforcement of these parking zones is necessary to ensure that the council meets its duties under the Traffic Management Act 2004 to ensure the safe and expeditious movement of traffic, including pedestrians, and to guarantee access for emergency vehicles, bus services and refuse vehicles etc. Development must take account of its impact on the council’s duty to maintain a consistent and well-managed on-street parking service.

Given the exceptional parking pressures in Westminster, there is a clear justification for use of planning conditions to restrict national permitted development rights in the way required by the National Planning Policy Framework.
**PARKING – PUBLIC CAR PARKS**

D) **Public Car Parks**

Development that would involve the loss of public car parking will only be acceptable where equivalent provision is made within a reasonable distance of the site. The development of new off-street car parking for use by the public (temporary or permanent) will only be acceptable where this would wholly or partly replace an existing facility.

Adequate provision for other users should also be made in accordance with Table 41.10.2:

When considering the loss of public off-street parking, the council will take the following factors into account:

- the need to reduce traffic levels and encourage more sustainable modes of transport;
- the average and peak usage of the car park;
- the availability of alternative, nearby public car parks;
- the impact on local on-street parking facilities;
- the impact on traffic, environmental quality and local residential amenity; and
- any other factors considered relevant.

The council will not allow the use of public off-street parking for alternative uses that could result in an intensification of use and additional motorised vehicle traffic.

Due to the high demand for on-street parking and use of kerb space, there is a need to maintain sufficient levels of off-street parking to ease pressure on-street parking places. However this must be balanced against the importance of encouraging use of more sustainable modes of transport where possible in order to reduce congestion and improve air quality.

A number of factors will need to be considered when assessing whether to increase or decrease off-street parking supply. Provision should be made within car parks for cycle parking, car club provision and electric vehicles to help achieve these aims. Similarly disabled parking should be provided in line with London Plan standards.

Where car parks are temporarily or permanently closed for alternative development the applicant of the new development should fund the cost of the removal or alteration of any car park on-street traffic direction signs.

---

**NEW Table CM41.10.2 Public Car Parking Requirements**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Disabled parking</td>
<td>5% of provision</td>
</tr>
<tr>
<td>Cycle parking</td>
<td>1 cycle parking space for every 5 standard car parking spaces</td>
</tr>
<tr>
<td>Car club spaces</td>
<td>1 car club space for every 20 standard car parking spaces</td>
</tr>
</tbody>
</table>
SERVICING, DELIVERIES AND FREIGHT

**Policy S42 Servicing and Deliveries and Freight**

The Council will seek significant reductions in the number of light and heavy goods vehicles entering Westminster.

Development proposals must demonstrate that any freight, servicing and/or deliveries to which they will give rise will be managed to minimise adverse impacts. This may include provision of off-site freight consolidation centres, shared delivery arrangements, and/or restrictions on the types of vehicles or timing of deliveries where this is necessary to avoid the quality of the public realm and/or function and reliability of the transport network being compromised, or to avoid local pollution.

Servicing, collection and delivery needs **(including access for emergency services)** will be fully met within each development site except:

- located behind, or in basement or other sub-street levels of, new or converted buildings wherever possible;
- sufficient to cater for the size, type and anticipated frequency of arrival of vehicles likely to be used; and
- allow all vehicles to enter and exit the site in forward gear.

Where the council considers that this is not possible, in which case to meet the servicing and delivery needs within the development site, they will be met in such a way that minimises adverse effects on other highway and public realm users, and other residential or commercial activity. Where some or all of the servicing and delivery needs are met through use of the public highway, the development will meet the initial and on-going costs associated with that use of the public highway.

The net loss of off-street servicing facilities will not be acceptable.

One of the best ways to minimise negative impacts associated with deliveries is to provide off-street servicing areas within the site. This takes delivery activity off the highway, avoiding obstruction of other road users or pedestrians, particularly on narrow streets and footways. It also helps minimise residents’ exposure to noise from deliveries if servicing areas are underground or further away from residential properties.

Adopted City Plan: Strategic Policies policy

Vehicles reversing on to the highway can represent a hazard to other road users and hold up pedestrian and vehicular traffic.

In exceptional circumstances, where the council agrees that on-site provision cannot be achieved, the negative impacts associated with on-street deliveries may be minimised through on-street servicing facilities that are shared with other users at different times of the day.
The council will support measures to minimise the impact of freight and servicing secured as part of development, particularly where the quality of the public realm, local air quality/pollution, and/or the function and reliability of the transport network would otherwise be compromised. These measures will include as appropriate:

i. the provision and/or use of off-site freight consolidation centres or shared delivery arrangements;

ii. restrictions on the types of vehicles or timing of deliveries;

iii. the adoption of quieter delivery techniques;

iv. support for the Freight Operator’s Recognition Scheme (FORS). This could include a requirement for operators servicing a site (both during construction and upon occupation) to be FORS accredited;

v. shared use of loading space at different times of the day with other highway uses such as footway (through a loading pad integrated into the footway) or other parking bays;

vi. the implementation, enforcement and management of area wide Lorry Bans; and/or

vii. engagement with the Central London Freight Quality Partnership

In introducing any measures of this kind, the council will seek to ensure a high quality of streetscape design.

Recognised quiet delivery techniques usually focus on the use of quieter vehicles or goods handling equipment combined with driver and on-site staff training in how to use the equipment and generally keep noise levels to a minimum when receiving deliveries. The use of the term “quieter delivery techniques” does not necessarily mean that deliveries will be appropriate during night-time and early hours as these may not sufficiently reduce on-street noise to avoid causing disturbance to residents.

The Freight Operators’ Recognition Scheme (FORS) operated by Transport for London aims to improve freight delivery in London. It has a tiered membership and encourages higher standards of fleet and freight vehicle operational efficiency. It promotes best practice in fuel efficiency, use of sustainably fuelled vehicles, management of road risk and reducing parking penalties through driver training, investment in the vehicle fleet or other mechanisms. It has the potential to improve road safety and air quality, reduce congestion and improve the pedestrian environment through better compliance with kerbside restrictions. Operators servicing construction sites will be required to be accredited to at least the FORS ‘Bronze’ standard.

Loading pads may be limited to use at certain times of the day to take account of heavy pedestrian flows at peak times. When in operation there should be enough clear footway space for the number of pedestrians using it. Appropriate materials, as advised by the Council, should be used to ensure that the surface material does not break up under the weight of delivery vehicles.
Improvements to rail infrastructure and services are urgently needed to provide additional capacity, which will help improve reliability of, and reduce overcrowding on, trains, improve the attractiveness of rail transport and support sustainable economic growth. However, the Council also recognises that the construction of new infrastructure may cause some disruption. It will work with promoters and operators to protect amenity and the local environment from adverse impacts of construction and ensure that any unavoidable effects, including pressure on the surrounding public realm, is properly mitigated and managed.

Where new rail proposals are put forward the council will seek to minimise uncertainty, blight and secure timely safeguarding, review and promotion of schemes. New or additional rail facilities should be supported by adequate provision for the movement generated by the facility for onward travel and within the public realm, either by existing or improved infrastructure to be delivered alongside the rail facilities.

The permanent closure of any station or line will be resisted other than in exceptional circumstances where the council is satisfied that there are alternative proposals which offer significant benefits and are fully operational before the closure is implemented.

B) Buses

The council will:

1. protect bus facilities such as bus stations and garages, unless it can be demonstrated that their long-term retention is not necessary for the operation of the bus service network and loss will not be detrimental to management of the highway. In particular and subject to commitments to construction of the Crossrail scheme, the council will ensure that the existing capacity and function of the bus garage at Westbourne Park is retained;

2. ensure the provision of sufficient land for the development of an expanded bus service network where appropriate;

3. support improvements to bus facilities (including toilet facilities for bus drivers near terminal stands), particularly where the impacts of these uses in the locality are mitigated; and

4. support TfL to erect bus shelters where there is sufficient demand and footway space to preserve current and projected pedestrian access.

In considering detailed schemes to aid bus movement and priority the council will:

1. ensure the safety, ease of movement and security of all road users, in particular pedestrians and cyclists;

2. seek to protect the amenity of neighbourhoods and uses affected by any increases in bus and other vehicle traffic;

3. ensure that the access, servicing and emergency service needs of frontages and frontage land uses are maintained; and

4. take full account of the need to provide improved and convenient access to bus services for passengers with impaired mobility.

The council will have regard to the existence or future likelihood of bus priority measures in determining individual applications for planning permission.
The council will:

1. seek reduction in the number of buses using parts of Westminster where service level frequencies are:
   - very intensive;
   - giving rise to significant adverse impacts on public health or well-being such as noise, poor air quality and congestion;
   - compromising road safety; and/or
   - causing traffic and pedestrian safety concerns.

2. not support the introduction of any new Bus or London Service Permit routes, new vehicles or facilities (such as bus stops or bus stands) where these would result in air or noise pollution that would affect residential occupiers or businesses detrimentally in contravention of established European and national guidance; and

3. take account of the impacts of the London Night Bus Network on the amenities of residents, local businesses (especially hotels, and hostels) or other sensitive uses (such as college, university and nurses’ living quarters etc).

The London Night Bus Network provides a reliable, cost effective and safe form of transport for many Londoners to travel around the city when the Underground and surface rail network does not operate, including shift workers and those enjoying evening and night time entertainment. However, at the same time the growth in the Night Bus Network has led to the intensification of services within certain residentially dense and sensitive areas such as Chepstow Road, so the council must balance the transport needs of an increasingly 24 hour city with those of residents in such areas.

The London Bus network provides an essential service for residents, visitors and workers wishing to make local journeys. It is growing at its fastest rate since 1946; between 1999/2000 – 2012/2013 the number of bus journeys across London rose by 64%, from 1.46 billion to 2.36 billion. It is managed and funded by Transport for London on behalf of the Mayor and services are operated by third party bus operators under performance related contracts.

There are parts of Westminster – Oxford Street being a particular example – where the number of buses using sections of the highway have significant negative impacts on congestion, noise and air pollution and on the safety of vulnerable groups like pedestrians or cyclists.

In order to meet the significant development growth in ways that address the negative impacts that very intensive bus service patterns can entail, the council will work with the Mayor and TfL to ensure a full and holistic review of the Central London Bus Network is carried out, with a particular emphasis on the routes that serve Oxford Street, the Strand, Victoria and Paddington.
NEW Policy CM43.1 Public Transport Infrastructure – CONTINUED

C) COACHES

The council will:
1. introduce measures to control the routes used by coaches and the locations used for stopping, parking and setting down of passengers, including the implementation of coach ban zones;
2. seek to minimise air and noise pollution and other adverse environmental impacts, visual intrusion and other negative effects on amenity caused by coaches in areas of dense residential property and businesses in particular; and
3. seek improvements in coach facilities, such as coach parking (particularly off-street) and layover areas in collaboration with other authorities and agencies and the coach and tourism industries and, where appropriate, will seek such facilities through negotiations or legal agreements with developers of suitable sites.

The council will support proposals for new coach terminal provision where it would support improved multi-modal interchange and minimise adverse traffic and environmental impacts. Any proposal of this kind will be assessed against the following criteria:

i. the extent and effectiveness of integration with local and national public transport networks and interchange facilities, (existing and/or proposed);
ii. the ease and immediacy of access to the major distributor routes;
iii. the convenience and free movement of passengers arriving or departing by other modes; and
iv. the environmental impact upon the immediate neighbourhood and its environment, especially residential property.

The coach industry contributes towards the capital’s economy by transporting large groups of visitors, relatively small numbers of commuters on certain corridors and school groups. They also provide cost effective services to London’s main airports. Social service, education and health sectors often make extensive use of them. For these reasons, the council will continue to work with other authorities, the coach and tourism industries to develop appropriate parking, lay over and setting down/picking up locations on-street and to also secure appropriate off-street parking for coach facilities in respect to new development.

However, compared to other modes of transport, coaches use a disproportionate amount of scarce kerbside space, often in sensitive areas of already intense activity. This is further exacerbated by use of longer 15m coaches. There is also concern regarding the small number of coach drivers who continue to idle engines while stationery.

Where there are new developments attracting coach groups, careful consideration should be given to how vehicles access the facility through the local neighbourhood. Where appropriate, coach ban zones will be considered to ensure the most suitable roads are used.

The country’s largest coach terminal is Victoria Coach Station. A smaller terminus (Green Line Express Coach Terminal) is located adjacent to this. Use of the Coach Station now exceeds what it was originally built for in the 1930’s, including significant international traffic. This presents significant development, interchange, traffic management and environmental concerns for the Council to contend with. The Council is working with Transport for London and other agencies to find alternative locations for new coach facilities and relieve the impact coach services have on Victoria and the central London traffic network.
NEW POLICY CM43.1 PUBLIC TRANSPORT INFRASTRUCTURE – CONTINUED

D) SIGHTSEEING BUSES, HORSE DRAWN AND OTHER TOURIST VEHICLES

The council will:

- minimise the adverse effects of sightseeing bus tours in Westminster, whilst seeking to provide appropriate facilities to ensure their sustained operation;
- resist the operation of horse drawn tours on Westminster highways unless a robust licensing system is established that also takes full account of the need for effective traffic management, protection of the amenity of residents and businesses and the welfare of animals; and
- oppose the use of pedicabs until they are properly licensed and regulated. If licensed and regulated, it will work with the operators and regulatory bodies to promote safe use of pedicabs and minimise any adverse impacts.

E) TAXIS AND MINICABS

The council will seek to maintain the contribution of licensed taxis and minicabs to the range of public passenger services by taking them into account:

1. when pedestrian priority schemes are under consideration;
2. when new bus lanes are being proposed;
3. at the design stage of the development of any buildings intended for use by large numbers of the public, including public transport interchanges, to ensure that good provision for taxi and minicab access is made;
4. by keeping under review the need for taxi ranks and other types of dedicated taxi parking; and
5. by ensuring, as far as is possible within the council’s available powers, that taxis and minicabs remain able to pick up and set down passengers in proximity to major transport terminals and places of interest and that taxi ranking does not impact negatively on other road users or neighbouring uses.

Proposals for new minicab offices must demonstrate that they will not have a detrimental effect on residential amenity or on highway safety, traffic flows or parking. Conditions may be applied to control the hours of operation and the type of operation or external lighting of the premises.

There is currently no legally enforceable licensing system for horse drawn vehicles, and their widespread use could compromise the movement of traffic on the highway. Concern has also been expressed from animal welfare groups about the use of horses for transport services. Until this situation is addressed, the council will resist such services and any associated development.

Pedicabs raise a number of concerns regarding traffic management, highway safety and the quality of the visitor experience. Because they are unlicensed, there is currently no means to manage these impacts and therefore the council will continue to oppose their operation and any associated development until they are properly licensed and regulated.

Licensed taxis and minicabs are an important and flexible part of the public transport network, offering door-to-door journeys without a private vehicle. However, they also contribute to poor air quality.

For planning purposes, minicab offices are a sui generis use. They result in late-night activity and noise, often result in parking problems and their flashing lights can cause nuisance to nearby residents and impact on the street scene. The impact to residents from minicab offices can be reduced if sited in appropriate locations next to stations, away from residents and where they can provide a safe service to travellers.
HIGHWAY IMPROVEMENTS AND SIGNAGE

NEW POLICY CM43.2 HIGHWAY IMPROVEMENTS

The council will make improvements to the highway network for safety reasons or to facilitate environmental improvements.

Other relatively minor improvements will be made as and when redevelopment takes place; these will often offer sufficiently important benefits to justify the council requiring a safeguarding. Other improvements will not justify safeguarding, but the council will secure them through negotiation and agreement.

The section of Edgware Road between Newcastle Place and Church Street narrows appreciably, reducing the capacity of the road at this point and causing congestion for both public and private transport. It is expected that a major part of the frontage will be developed over the period of the City Plan, and the council will require the road to be widened as part of any redevelopment scheme.

The council will continue to safeguard the widening of Edgware Road (between Newcastle Place and Little Venice) in conjunction with any redevelopment proposals that may allow or require the acquisition of land affected by the safeguarding line.

Where the council identifies an opportunity for either safeguarded or minor road improvement that arises from, or is incidental to a redevelopment proposal it will seek the following planning benefits:

1. improved road safety;
2. reduced local congestion;
3. improved conditions for pedestrians;
4. environmental improvements (including sustainable urban drainage, air quality and noise reduction);
5. improved public transport services; and/or
6. improved conditions for cycling.

The council may require or agree the acquisition of land necessary for road improvement provided that:

1. The extent of any acquisition would not unreasonably restrict or prejudice the intended or authorised use of land or development proposals; and,
2. The extent of acquisition and subsequent demolition required for the development and road improvements would not have an adverse impact on the immediate street scene or local townscape.

In cases where the setting-back of buildings is successfully achieved, the council will seek either:

1. the dedication of the frontage land as highway at the time of setting-back; or
2. to secure through a planning obligation the future dedication of the frontage land as highway when it is required.
**NEW Policy CM43.3 Highway Signage**

All signing schemes will be designed to provide sufficient directional information at key decision points while minimising sign clutter. Signage will be located to ensure that:

1. sufficient clear footway is maintained for pedestrians;
2. vehicular sight lines are not obstructed; and
3. heritage assets are not compromised (in particular signs should not be erected on listed or historic street furniture).

The council will only support pedestrian signage that is consistent with the City Council’s standards for design and quality of signage and street furniture, including the Legible London wayfinding system or any subsequent replacement to this system. Signage will generally show the following features:

1. ‘Base’ assets which are largely immovable features such as area names, road names, rivers, canals, parks etc; and
2. ‘Live’ assets which are more changeable over time but that tend to act as key destinations or attractions. These should be primarily public attractions or features of significant historical, architectural or cultural interest; transport facilities or other features that provide useful reference points for wayfinding purposes.

Directional signs will only be allowed where they direct drivers to the following premises or types of premises:

1. Mainline railway stations;
2. Car parks available to the general public for short / medium stay parking;
3. Hospitals with:
   - an accident and emergency department; and/or
   - an off-street parking facility available to visitors without prior arrangement

The destination will normally be signed only from the nearest main road or roads which offer reasonable access.

Developments or land uses generating the need for new signs or a change to existing signs will be required to cover the costs associated with the required works secured where appropriate by legal agreement.

The City Council sets out its approach to design and maintenance of the streetscape in “Westminster Way”. This explains how the strategic policies set out here are applied in practice in managing Westminster’s streets. It deals with design of paving and streets, open spaces and trees, lighting and exceptional projects and with key aspects of detail and management - reducing street clutter, commerce in the street, public art and implementation of new schemes.

Many of these issues are dealt with the booklet in this series dealing with Public Spaces. On signage, “Westminster Way” encourages a “less is more” approach avoiding street clutter, with both signals/control equipment and signage kept to the minimum required to give direction. It encourages the roll out of “Legible London” signage for pedestrians and the scope for reducing clutter by removing old signs it makes redundant.
### RE-FUELLING STATIONS

#### NEW POLICY CM43.4 RE-FUELLING STATIONS

Re-fuelling stations on the following sites will be protected, or if subject to redevelopment, will be replaced on the site, or similar or improved re-fuelling facilities will be provided nearby:

- 80 Park Lane, W1
- 132 Grosvenor Road, SW1
- 148 Vauxhall Bridge Road, SW1
- 383-393 Edgware Road, W2
- 104 Bayswater Road, W2
- 223 Harrow Road, W2
- 170 Marylebone Road, NW1
- 21 Wellington Road, NW8
- 87 Cleveland Street, W1
- 53 Edgware Road, W2
- 115 Maida Vale, W9
- *48-56 Ebury Bridge Road, SW1*
- *1 Semley Place, SW1*
- *466-480 Edgware Road, W2*

Those refuelling stations marked with an asterisk have been identified as being especially suitable for hydrogen refuelling and applications for this purpose will be supported subject to the site and activities complying with the relevant Health and Safety Executive guidelines.

Having such facilities in Westminster could prove essential to encouraging the use of this fuel in London. The safety of such premises is paramount, and would need to be rigorously assessed against relevant legislation and guidance in every case.

The council will promote the availability of alternative lower emission fuel as well as recharging points for electric vehicles at filling stations.

New vehicle re-fuelling or recharging stations will only be acceptable if they are:

A. accessibly located on:
   1. the Transport for London Road Network (TLRN); or
   2. the Strategic Road Network.

B. considered to be acceptable in terms of impact on amenity, environment and other CMP policies.
AIR TRANSPORT

NEW POLICY CM43.5 AIR TRANSPORT

The development of new or enlarged facilities for helicopter movements (including applications for the enlargement of existing facilities and the variation of their operational restrictions or limitations) will only be allowed or supported where they are essential for public or other emergency services and having regard to the following considerations:

1. the likely impact on noise-sensitive property in the vicinity (including the vicinity of likely approach flight paths);
2. safety;
3. the social, environmental, economic and employment advantages of their development; and
4. the possibility of rationalising existing helicopter operations at existing sites with a view to an overall reduction in noise and disturbance.

The development of existing helicopter landing facilities may be subject to conditions in order to ensure that the relevant criteria (above) are met and may also be subject to appropriate planning conditions or obligations in order to ensure an overall reduction in noise nuisance and disturbance caused by existing operations under applicants’ control.

The council will work with national government, the Mayor of London and other London boroughs to ensure that any proposals for expansion of airport capacity serving London take account of

i) the need for additional transport links between new and expanded airports and central London and for transport facilities to accommodate onward journeys from terminii; and

ii) the need to minimise any environmental impacts (particularly noise and air quality) the proposals may have on Westminster.

Helicopters can cause considerable noise nuisance, particularly in a densely developed and populated place like Westminster. Although there are limits to the extent of the council’s ability to control helicopter movements through the planning system, it will oppose and proposal that requires planning permission, such as development of landing facilities (including facilities in the River Thames).

The council will oppose any changes to, or deviation from, the approved helicopter airway along the Thames likely to cause residents, visitors or workers disturbance.

The Government has established an independent Commission on airport capacity in the UK. It published an interim report in December 2013 identifying need for one additional runway to be in operation in the south-east by 2030, with likely demand for a second by 2050. The Commission is currently considering options at Gatwick and Heathrow, but will also examine the idea of a new airport on the Isle of Grain in Kent. Proposals for expansion at Stansted and Birmingham may be considered as potential options for a second runway by 2050. The Commission also recommended transport improvements to services at Gatwick, Heathrow and Stansted to make the best use of existing airport capacity. The City Council will monitor future work and developments in this area to ensure that impacts of any proposals on Westminster are identified and addressed.
APPENDIX A – CYCLE STANDARDS IN THE DRAFT FURTHER ALTERATIONS TO THE LONDON PLAN

These cycle parking standards have been published for consultation by the Mayor of London as part of further alterations to the London Plan. We would like your comments on whether they are appropriate for introduction in Westminster in place of those shown on page 29, whether in whole or for particular uses.

<table>
<thead>
<tr>
<th>Land use</th>
<th>Long-stay</th>
<th>Short-stay</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>food retail</td>
<td>from a threshold of 100 sqm: 1 space per 175 sqm</td>
</tr>
<tr>
<td></td>
<td>non-food retail</td>
<td>from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>thereafter: 1 space per 300 sqm</td>
</tr>
<tr>
<td>A2-A5</td>
<td>financial / professional services</td>
<td>from a threshold of 100 sqm: 1 space per 175 sqm</td>
</tr>
<tr>
<td></td>
<td>cafes &amp; restaurants</td>
<td>from a threshold of 100 sqm: 1 space per 40 sqm</td>
</tr>
<tr>
<td></td>
<td>drinking establishments</td>
<td></td>
</tr>
<tr>
<td></td>
<td>take-aways</td>
<td></td>
</tr>
<tr>
<td>B1</td>
<td>business offices</td>
<td>inner/ central London: 1 space per 90 sqm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>outer London: 1 space per 150 sqm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>first 5,000 sqm: 1 space per 500 sqm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>thereafter: 1 space per 5,000 sqm</td>
</tr>
<tr>
<td>B2-B8</td>
<td>general industrial, storage or distribution</td>
<td>1 space per 250 sqm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 1000 sqm</td>
</tr>
<tr>
<td>C1</td>
<td>hotels (bars, restaurants, gyms etc open to the public should be considered individually under relevant standards)</td>
<td>1 space per 20 bedrooms</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 50 bedrooms</td>
</tr>
<tr>
<td>C2</td>
<td>hospitals</td>
<td>1 space per 5 staff</td>
</tr>
<tr>
<td></td>
<td>care homes / secure accommodation</td>
<td>1 space per 5 staff</td>
</tr>
<tr>
<td></td>
<td>student accommodation</td>
<td>1 space per 2 beds</td>
</tr>
<tr>
<td></td>
<td>dwellings (all)</td>
<td>1 space per dwelling up to 45 sqm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 spaces per all other dwellings</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 40 units</td>
</tr>
<tr>
<td>Land use</td>
<td>Long-stay</td>
<td>Short-stay</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------------------------------------------</td>
<td>----------------------------------------------</td>
</tr>
<tr>
<td>universities and colleges</td>
<td>1 space per 4 staff + 1 space per 20 FTE students</td>
<td>1 space per 7 FTE students</td>
</tr>
<tr>
<td>health centre, including dentists</td>
<td>1 space per 5 staff</td>
<td>1 space per 8 staff</td>
</tr>
<tr>
<td>other (e.g. library, church, etc.)</td>
<td>1 space per 8 staff</td>
<td>1 space per 100 sqm</td>
</tr>
<tr>
<td>D2</td>
<td>1 space per 8 staff</td>
<td>1 per 30 seats</td>
</tr>
<tr>
<td>Sui generis</td>
<td>as per most relevant other standard e.g. casino and theatre = d2</td>
<td></td>
</tr>
<tr>
<td>Stations</td>
<td>to be considered on a case-by-case basis through liaison with TfL</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
- Where the size threshold has been met, for all land uses in all locations a minimum of 2 short-stay and 2 long-stay spaces must be provided.
Have Your Say

This booklet is part of the informal consultation for developing the statutory policies in Westminster’s local plan. It builds on previous consultation on the City Management Plan. Further information can be found here: www.westminster.gov.uk/planning-policy

This booklet only includes the proposed policy. However, the Westminster’s local plan will include supporting text. This can be downloaded here, or for a hard copy, please telephone 020 7641 2503.

This supporting text includes:

• Introductory text, setting out the background to the topic.

• Policy application: guidance as to how the policy will be applied, including details of how things will be measured or calculated etc.

• Reasoned justification: this is an explanation required by law to accompany a policy, setting out why a policy is applied.

• Glossary definitions: the statutory definitions used for terms that are included in the policies.

If you wish to discuss the issues raised in this booklet with somebody, please telephone 020 7641 2503.

To comment on anything in this booklet, please email planningpolicy@westminster.gov.uk or write to us at:

City Planning
11th Floor
Westminster City Hall
64 Victoria Street
London SW1 6QP

Your comments will form part of the statutory record of consultation and will be made available on our website and to the public. Your contact details will not be made available, but we will use them to stay in touch with you about future policy development. If you do not want us to stay in touch, please let us know in your response.

Reading List


Department for Communities and Local Government

London First


Draft further alterations to the London Plan (January 2014) Mayor of London