

# WORKSHOP 10: IMPROVING TRAVEL CHOICE AND MANAGING THE PUBLIC REALM WORKSHOP

Thursday 30<sup>th</sup> July 2009, 7th floor, Westminster City Hall

Chairman: Councillor Chalkley  
 Facilitator: Tom Kimber  
 Officer Panel: Chris Mason, Ian Morrison, Sarah Whitnall

Councillor Danny Chalkley	Welcome and introduction
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Tom Kimber	Leads questions
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## Pedestrians

### Prioritising pedestrians

**1. The Core strategy states that within Westminster the pedestrian shall be prioritised. How should this priority be applied?**

Simon Birkett (The Knightsbridge Association)	Pavement width to help pedestrians. Don't reduce crossing times on roads. Share spaces with more than 100 vehicles per hour. 20mph scheme in residential areas is a good idea. Pavement width should be related to pedestrian volumes. People walk outside the railing because there is not enough room on the pavements.
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Pascal Bates (Victoria Interchange Group)	Crossing streets- not only a question of timing but also how complicated it is. Assumes that pedestrians will be in limited numbers and will obey signals. There are often unmanageable numbers using the crossings. Appreciate that many are TFL roads, but better co-operation would help.
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Councillor Ruth Bush (Harrow Road)	Some requests for play streets for children and lower speeds of vehicles.
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Councillor Keen	Disability issues. Plea to look at streets and routes to enable people to get from residential areas to town centres etc. Clear away the clutter, create consistency in dropped kerbs and create logical routes.
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John Zamit (South East Bayswater Resident's Association)	Look at more ways of prioritising pedestrians. Lighter paving. Praed Street – moved kerb line which made a major difference. Most schemes use present footprint of road which is not good. There is opportunity with all schemes.
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Brian Miller (Victoria Interchange Group)	Horizontal separation of pedestrians and traffic. The vertical separation of pedestrians and traffic will need to be looked at in future, i.e. pedestrian ways of moving from stations to work.
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David Hart (Steer Davies Gleave)	Views of shared surfaces. Can be active in promoting pedestrian priority.
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Details not taken	Shared surfaces shouldn't be used over 100 vehicles per hour.
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Councillor Ruth Bush (Harrow Road)	New shared surface areas in Harrow Road. Request to scrap as no surface demarcation. Feeling of fear among residents.
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Simon Baynham (Westminster Property Association)	I have been involved in a number of schemes where shared surfaces could be used but developers have no confidence in using them. The big picture is that using them should be a benefit but
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	there will always be a loser. There should be a possible positive approach from Westminster Council. Maybe use them when it involves a no through road route to limit traffic volumes.
John Zamit (South East Bayswater Resident's Association)	Be cautious about it. Causes traffic displacement, begging, homeless. Doesn't work at Prince's Junction.
Mark Curry (Grosvenor Estates)	Public realm handbook has been produced. Prioritise by surface materials for cars/vehicles.
<b>Street clutter</b>	
<b>2. Bus stop shelters, directional signage, rubbish bins, telephone kiosks, tables and chairs, advertising hoardings etc. all occupy space on the highways in Westminster, reducing the space for movement. How should space be allocated within the highway?</b>	
John Zamit (South East Bayswater Resident's Association)	Clutter hasn't disappeared despite policies. Essential clutter is being taken away. Wayfinder posts and maps are not being used. Seems that they are put in to block the pedestrian flow. What purpose do they serve?
Simon Birkett (The Knightsbridge Association)	Tables and chairs for restaurants are unnecessary. Direct cost to pedestrians, purely put there for commercial reasons.
Jon Canty (Savell Bird & Axon)	Disagree on previous comment on wayfinder maps. They are easy to use and helpful. Reduce the need for people to get the tube.
Pascal Bates (Victoria Interchange Group)	TfL figures show that some roads in central London have a peak of 25,000 people in 3 hours. At the busiest time, some roads have 10 people going past a given point per second. This high volume of people can only be managed if clutter is taken away – including people handing out free newspapers and charity workers. Some control should be taken via a by-law or legislation rather than planning policy.
Ben Davies (Heart of London Business Alliance)	Leicester Square and Piccadilly Circus have high numbers of tourists visiting. Tables and Chairs add a cultural element to these areas. The use of them in Leicester Square is being extended as it is seen to add cultural value.
Julian Robinson (London School of Economic and Political Science)	Wayfinding is good. Recycling stations in public realm, New street furniture – only do that if you can take something away.
Robert O'Dell (Soho Society)	Rickshaws! Frequently block the kerb side.
<b>Security measures</b>	
<b>3. Should we establish guidelines in relation to where security measures will be allowed and how they are designed? Within development sites? Expensive of other highway use? What do we mean by security measures? Everything from bollards to planters to other additional street furniture needed for security reasons.</b>	
Chris Mason	Guidelines generated by buildings that need them.
Niall Tipping (Grosvenor)	Security measures could be imposed so they are less intrusive.
Peter Bovil (Montagu)	Improve the <i>design</i> of security measures e.g. around Parliament

Evans LLP, Westminster Property Association)	Square is very good and of high quality. High security measures can fit in well with their surroundings.
<b>Cyclists</b>	
<b>Other cycle facilities</b>	
<b>4. Should cycle parking standards for non-residential uses also require the provision of support facilities (e.g. lockers, showers, drying rooms)? In mixed use developments, should separate cycle parking (and support) areas be created to overcome different building management structures and increase security? How many showers per cycle parking space?</b>	
Simon Birkett (The Knightsbridge Association)	Great deal needs to be done to promote cycling. Provide cycle racks and maximise security (cameras etc). Make the process more amenable.
David Hart (Steer Davies Gleave)	Developers in Westminster – excessive levels of cycle parking is required. 15% mode share is very ambitious. Whilst cycling should be catered for, sometimes it goes beyond what is sensible. A balance is needed i.e. not excessive use of basements for cycle parking and showers.
Councillor Ruth Bush (Harrow Road)	Pedestrians must be priority. Cyclists should come second. No point in providing parking if you don't provide somewhere to cycle so lanes are needed as well.
John Zamit (South East Bayswater Resident's Association)	Showers. Size of the development needs to be looked at. One cycle rack per flat is laughable as it assumes only one person per flat will want to cycle. Residential and commercial are often separated for cycle facilities. No provision for motorcycle parking at the moment. There must be lots of nooks and crannies where it can be provided, should become a policy to provide it.
Pascal Bates (Victoria Interchange Group)	Mayor's aspiration for a major bike hire scheme – would depend on Boris persuading the borough to put in bikes and stands etc. Large areas of the townscape would have to be given away from pedestrians. I disagree with David Gleave's comment.
Simon Baynham (Westminster Property Association)	Cycle racks are not good outside retail units as they create a barrier to the shop entrance.
David Hart (Steer Davies Gleave)	A reasonable level of cycle parking should be provided.
Julian Robinson (London School of Economic and Political Science)	The Mayor's cycle scheme – rather than taking away pedestrian space, should take up the road space.
Ben Davies (Hear t of London Business Alliance)	Showering etc should be provided. Share use spaces. Support policy.
Councillor Danny Chalkley	Cycle hire scheme is far more immediate than the CMP. Decision will be made imminently and agreed on sites. Good number are actually on the Highway. Some on private land.
<b>Public Realm</b>	
<b>Additional criteria for managing the public realm</b>	
<b>5. Should we change policy DES 7 and introduce additional criteria for the</b>	

<b>management of the public realm? Limit street furniture to essential need only and in a co-ordinated layout. Clearer guidance for non-highway furniture?</b>	
Chris Mason	Explained policy DES 7.
John Zamit (South East Bayswater Resident's Association)	Policy group and DPS seem to work separately. No room to put in public lighting have to get owner to put lighting up. Converting garages to habitable rooms creates the need for a crossover on the street. Hard to tie up plans and permissions. Policy is good but implementation is difficult.
Mark Curry (Grosvenor Estates)	Very supportive of Westminster Way. Policy and implementation need to work together. Designer's problems of public realm schemes want to take it out.
Councillor Chalkley	Sustainable materials must be used.
Valerie Kingman (Victoria Interchange Group)	Cardinal Place is described as being a high quality design in the briefing note. It is a most appalling area to walk in as a pedestrian, there was obviously no research on wind tunnels taken out.
<b>Servicing</b>	
<b>6. TRANS 20 requires servicing for new developments to occur off the highway. How can this be improved to ensure there is no loss of highway safety, or reduction in highway space that currently supports other highway functions and improves the management of the public realm?</b>	
Jon Canty (Savell Bird & Axon)	Servicing off the highway – generally means crossover is needed over the footway. Pros and cons need to be looked at. Services at loading bay is a good idea. Often better than off street servicing.
Simon Birkett (The Knightsbridge Association)	Brompton Road/Knightsbridge – enough space needed for vehicles to drive in and turn around. Managing consequential impacts of buildings once up and running needs to be looked at. Low emission vehicles should be used.
Pascal Bates (Victoria Interchange Group)	Look at retail workshop comments. Need to tailor things to what you are doing. Difficulties in specifying what use is actually being used in a unit e.g. "retail unit" could be a food related use getting deliveries every day or an antique dealer with only one delivery a week – differing volumes. Problems in the planning legislation. Off street servicing – if vehicle is parked on the highway for a long time, the pavement is impaired because of trolleys etc. Significant impact to pedestrians.
David Hart (Steer Davies Gleave)	Agree with Pascal. Agreements on off street servicing is needed. Entering and leaving in a forward fear etc. Different characteristics according to building use – difficult to forecast activity as detail isn't on the planning applications. Restrict vehicles to some types of buildings.
<b>Gated Communities</b>	
<b>7. We want to encourage permeability, create inclusive places and preserve the historic character of existing streets and spaces. Gated street, which deny public access, movement and permeability, do not align with this approach. Do you agree that gating public streets or permitting gated communities should generally be resisted? Are there any circumstances where gated communities should be allowed? What criteria should be applied to these schemes?</b>	
Simon Birkett (The Knightsbridge Association)	Great deal of care is needed on definition of this policy. Public roads are one end of a spectrum that leads to shared space schemes,

Association)	reduce traffic volumes. Do not deter those types of schemes with the wording of this policy. Don't stop other sensible things happening.
John Zamit (South East Bayswater Resident's Association)	Strongly support this policy. Don't agree with gated communities. A gated street – res park permits could mean you let out your gated parking space. Reasons of anti social behaviour – other avenues should be used to address.
Councillor Danny Chalkley	Current exception to the policy, where anti social behaviour is a problem.
John Zamit (South East Bayswater Resident's Association)	Thru-mews often a through road for emergency vehicles.
Pascal Bates (Victoria Interchange Group)	Support as well. Invite council to look carefully at public realm agreements. But also at effects on commercial developments = can inadvertently slip through and be quite exclusionary e.g. ban on wheeled transport has stopped 3 year olds using scooters. Clearly something which wasn't foreseen and now set in stone in a s106 agreement.

#### Break

### Sustainable Transport

#### Petrol Stations

**8. We currently protect petrol filling stations on major roads within Westminster. Should this approach continue and if so should we extend it to cover all Petrol Filling Stations within the City and encourage the incorporation of alternative fuels such as electric car charging points, hydrogen and gas?**

Simon Birkett (The Knightsbridge Association)	Not covered in meeting the need and line of sight to reducing CO2 by 60% and air quality laws. Big changes needed in the transport systems; the council has an aggressive role to play. Encourage sustainable transport.
John Zamit (South East Bayswater Resident's Association)	Map unclear. Try to discourage car travel but stations are needed. Policy to bring in protection needed.
Sarah Whitnall	13 protected stations whether they are operational or not.
Simon Birkett (The Knightsbridge Association)	Sustainable fuel strategy for London should be facilitated as much as possible.
Mark Curry (Grosvenor Estates)	Alternative uses for closed stations should be looked at.

#### Travel Plans

**9. The London Plan requires us to ask for Travel Plans for developments with significant transport implications. Most of Westminster is well served by public transport and the majority of people who come into the City don't use a car. However, the intensity of activity and large day time population puts considerable pressure on both public transport infrastructure and the pavements/public realm. In view of this do Travel Plans have a role to play in Westminster? Should they be used to encourage walking, cycling, getting people off public transport or do they just have no purpose?**

Ian Morrison	Explained what a travel plan is.
Simon Birkett (The Knightsbridge Association)	Travel plans have a very important role to play. Do whatever you can to influence transport. Encouraging cars when there's a shortage of spaces on the road needs to be looked at.
Jon Canty (Savell Bird & Axon)	Travel Plans should focus on the measures that have been provided. Development itself is self regulating. Aspects in travel plans could make people's lives easier rather than just discouraging car travel.
Simon Baynham (Westminster Property Association)	In developments we've done, travel plans difficult as don't know how, why or when building will be used. Agree with Jon Canty's comment.
Julian Robinson (London School of Economic and Political Science)	Travel Plans need to encourage walking and cycling and to just focus on reducing car use.

### **Sustainable fuel vehicles**

#### ***10. What requirements should there be for new developments to provide for sustainable fuel vehicles? Electric Charging Points for residential developments that provide car parking?***

Ian Morrison	Explained sustainable fuel vehicles.
John Zamit (South East Bayswater Resident's Association)	How can you provide for sustainable fuel vehicles? Should be automatic in all developments to provide electric charging points. It's obvious. If not designed in at the beginning, the developer is likely to say they won't provide it. Requirement as part of all developments that have parking. If they can provide lighting, why not electric car charging points?
Simon Birkett (The Knightsbridge Association)	Look at reducing emissions (health and environmental reasons). Advantages in having low CO2 vehicles. Look at CO2, climate change and air quality in terms of trade off. For example, if 1% CO2 cost but 10% reduction in hazardous pollutants – go for it.
Matthew Bennett (Soho Society)	Important to provide electrical charging points. Delivery vehicles are often electric now so it is important to provide on street charging points as well. Will encourage change over of fleets to electric if there are places they can recharge. Petrol stations don't provide enough LPG which discourages the use of this type of vehicle.
Brian Miller (Victoria Interchange Group)	Recharging a car battery takes hours, not relevant to start putting them on the road or in the public domain.
Councillor Danny Chalkley	There are already 60 in existence in the public domain.

### **Car Parking**

#### **Creation of New Parking Zones for New Developments**

***11. Our residents' parking permit scheme is currently oversubscribed, resulting in high levels of parking stress across most of the city's streets. New residential developments and in particular large developments could add to this parking stress if measures are not taken to address parking. One option we are looking at is to designate a new controlled parking zone around new large residential developments and to allow the new residents of that development to parking that controlled zone only. Do you think the Council should pursue an approach along these lines or are there other measures the Council should take? How to deal with the issue of on-***

<b>street parking being over subscribed? How do we ensure those that need access to a car/car parking space are available to those who need it?</b>	
Pascal Bates (Victoria Interchange Group)	Would help to have the zones with big developments but Questions 11 and 12 are missing the point. The council should have policies which force developers to provide parking, if parking is not provided then residents of those units should not have respark rights. Respark free developments should be encouraged to ease pressure. The council has resisted that approach in the past which has caused substantial problems. Either provide a certain amount of parking spaces or don't park. Developers shouldn't be able to buy their way out of it.
Jon Canty (Savell Bird & Axon)	Agree fully with Pascal. The council should lead the way. It shouldn't just be encouraged but it should go without saying that car free developments are encouraged. If 100 flats have 30 spaces then a legal agreement should be drawn up as people will park on the street and rent out the space in the development.
John Zamit (South East Bayswater Resident's Association)	I disagree with Jon Canty. It is a difficult subject to not allow people to park. Don't agree with parking zones as it means people end up being able to park outside their homes, but not outside the local shops etc. I have some sympathy with it but there are practical difficulties. It is a political hot potato to change the Respark conditions. Fraud is going on with the permits at the moment. A blanket ban on parking in new developments would be difficult. Camden have done it and research is needed to assess how successful it is.
Simon Birkett (The Knightsbridge Association)	Respark is under stress because the zones are so big. People travel short distances because they can or go elsewhere outside the local centre to shop.
David Hart (Steer Davies Gleave)	Agree with car-free developments. The amount of sites within Westminster where parking zones could be created. Tight space.
Mark Curry (Grosvenor Estates)	Capacity.
Matthew Bennett (Soho Society)	Policy should be different depending on the area e.g. Soho should be car free. Taxi, tube, bus, car clubs etc available – people wanting to cling to private car use is mad. Whereas elsewhere it is more appropriate. People like living in an area where they don't need a car. Should be related to areas of high accessibility.
Simon Baynham (Westminster Property Association)	Respark issue is dangerous. It's dangerous to create a two tier issue where some people are more equal than others. In some areas, res spaces have greater pressure during the day than any night as people seem to drive to work and park legally still within their zone.
Simon Birkett (The Knightsbridge Association)	Survey is needed to find out the facts for Simon's point.
Jon Canty (Savell Bird & Axon)	Other boroughs have this as a matter of course – discuss with them.
Mark Curry (Grosvenor Estates)	Emotive issue. The council desires to provide more spaces. Is this consistent with sustainable objectives of the plan.
Pascal Bates	Need to tailor policy to different sites. Sites will be self selecting

(Victoria Interchange Group)	(e.g. Soho). Take on board the view of a 2 <sup>nd</sup> class society; suggest it could be too great a proportion. Any property has advantages e.g. a garden, large kitchen etc. a legal requirement that means you cannot park will be seen as negative against that property. Developer should not be given a free ride.
<b>Parking Mitigation Fee</b>	
<b>12. Under policy TRANS 23 of the UDP and out Planning Obligations SPG, where the parking stress level is below the threshold, new residential developments of 5 or more units where no/insufficient parking is provided on site, a £5,000 financial contribution (i.e. £1,000 per space) is sought. Financial contributions sought under this approach are used to monitor parking demand and pressures and to implement on street mitigation works (i.e. to try and create more on street parking spaces or to provide parking alternatives). However, the scope for such mitigation measures is becoming more limited especially in areas of peak residential demand. Should the Council continue this approach and, if so, seek a higher amount to reflect the cost of an off street car parking space in Westminster and use the money for wider transport improvements, like more cycling provision, contribution to a car club, improved public realm, etc? Essentially – if a development doesn't provide parking, should we off-set this with other Improvements and how much should developers pay for a space?</b>	
Ian Morrison	Explained the question.
David Hart (Steer Davies Gleave)	How and why does the council need to be compensated for not having parking spaces provided?
Ian Morrison	Other modes of transport need to be encouraged.
Jon Canty (Savell Bird & Axon)	Amazed that a contribution is needed for <i>not</i> providing parking. Should be the other way round. Policy is non-sensical.
John Zamit (South East Bayswater Resident's Association)	Agree with Jon Canty. But the policy came about because of the parking that needs to be provided. Amount of compensation is a low percentage. Need to encourage other modes of transport. Overall cost of development needs to be looked at. Social housing needs to be looked at as well – do they want or need as much parking as market housing?
David Hart (Steer Davies Gleave)	Should be wrapped up in S106 agreements. Money should then be used to create parking alternatives – developers work the street space as hard as possible. Encourage car clubs and more sustainable means is the way to go.
Matthew Bennett (Soho Society)	No change at all. If there is, it should go towards sustainable transport. Car parking in 10-20 years will be a thing of the past.
<b>Non-residential Parking Provision</b>	
<b>13. Do you agree with the restrictive nature of the Council's parking requirements for non-residential land uses? Should we be more restrictive? Is there any place for car parking in Westminster?</b>	
Simon Birkett (The Knightsbridge Association)	Should be car/motorbike parking or polluter pays principle. Modest pricing made simple to encourage more sustainable modes of transport. Motorbikes in particular release a lot of particulates, somehow price out the use of diesel.
John Zamit (South East Bayswater Resident's Association)	I support the restriction of parking spaces in office and commercial developments.

Ian Morrison	Explained the policy.
John Zamit (South East Bayswater Resident's Association)	I support that.
Tony Devenish (Councillor for Knightsbridge and Belgravia)	Any movements forward. Major developments, residents would be happy with a special resident parking zone. Support the proposition where appropriate subject to consultation.
<b>Reducing Parking for Car Clubs</b>	
<b>14. What reduction in car parking requirements, if any, should the allocation of car club spaces within a development site allow? Rate reduction? Insist on car club space within development?</b>	
Jon Canty (Savell Bird & Axon)	Shouldn't be a requirement for parking. Developments should have no/minimal parking (except for disabled spaces).
Pascal Bates (Victoria Interchange Group)	Link to question 11. Can have one or the other but you can't have both. Developers getting around policies by saying they will encourage car sharing to avoid having to pay compensation when there isn't room for lots of parking. Provide big problems for existing res park spaces.
Simon Birkett (The Knightsbridge Association)	The question is back to front. It should look at need in 10/15 years time. Difficult to take car club spaces from res spots. Safety value as a long term approach.
John Zamit (South East Bayswater Resident's Association)	Are car clubs only open to the residents or are they public. In my experience, no consultation of where they go is carried out and they take up valuable parking spots. The policy doesn't link up with practicality. Residents rent their space out when they don't want it. An army of planning enforcement is not provided to monitor. How do we know that in ten years time the car club spaces will be used for the car club?
David Hart (Steer Davies Gleave)	Included in the new residential units being created in Westminster will be new people moving in. Developers will have to create car free housing owing to site size. Studies should be undertaken to prove how car clubs can be used to replace private car use.
Simon Baynham (Westminster Property Association)	Westminster Council has low car ownership statistically. If properly supported car clubs could be very successful.
Councillor Danny Chalkley	The council recently launched a car club scheme which is proving to be successful.
<b>Water Transport</b>	
<b>Blue Ribbon Network</b>	
<b>15. TRANS12 promotes the use of the River Thames and Canals for freight movement but not at the expense of amenity of other users. Is it appropriate for Westminster to further utilise the Blue Ribbon Network (River Thames and canals) for water based freights and waste transport? What about landside infrastructure?</b>	
Simon Birkett (The Knightsbridge Association)	Water transport has got a part to play in sustainable transport but emissions needs to be looked at e.g. low emissions zones to keep emissions away from the Thames e.g. ultra low sulphur diesel fuel. Black carbon is a problem with marine transport.

Tony Devenish (Councillor for Knightsbridge and Belgravia)	Olympic – hope good practise is being used and lessons learnt.
<b>Mixed Transport Policies in the UDP</b>	
<b>16. Policies on the following topic areas in the UDP are currently considered to be working well. Should these policies be taken forward? (TRANS 13, TRANS 14, TRANS 15, TRANS 18, TRANS 27, TRANS 7, SS12)</b>	
Ian Morrison	Explained policy Trans 18.
Simon Birkett (The Knightsbridge Association)	Taxis – please explain policy.
Ian Morrison	Explained policies Trans 6 and Trans 7
Simon Birkett (The Knightsbridge Association)	Exhibition Road – coaches are an issue. Coach siting needs to be looked at carefully. Prince Consort Road also a problem with double parking especially when the coaches sit waiting with their engines running.
Pascal Bates (Victoria Interchange Group)	Coaches have to use the left over road space. Difficult to predict how many coaches will be coming in. Victoria, Parliament Square and Embankment are all impaired by coach traffic. Made worse by some coaches being left hand drive and passengers alighting onto the carriageway. Find spaces where these coaches can unload, would be helpful.
John Zamit (South East Bayswater Resident's Association)	Sightseeing buses – do you have any control over them?
Ian Morrison	It's a highways/traffic management issue.
Name not taken	Tourist buses are governed by TfL.
Ian Morrison	Explained Trans 15.
Tony Devenish (Councillor for Knightsbridge and Belgravia)	How to be more pro-active.
Simon Birkett (The Knightsbridge Association)	Need to rebalance things in the direction of residents who experience disruption 24 hours a day rather than the disruption the visitors experience over a few minutes/hours.
Jon Canty (Savell Bird & Axon)	Traffic should be linked into parking provision.
<b>Issues not covered</b>	
<b>17. Are there any other issues that have nor been covered above?</b>	
Niall Tipping (Grosvenor Estates)	Include more policy support for developers who are committed to helping improve the public realm e.g. offsets. In terms of delivery of schemes, encourage Council to speed up decision making process.
Simon Birkett (The Knightsbridge Association)	Rather than limiting yourself to just traffic reduction, a balance is needed between residents, visitors and workers. Residents in central London feel embattled. People who are accessing the city don't have the same experiences as resident's Priority given to keeping traffic out of residential areas. Seems to be the position but

	not actually followed.
Julian Robinson (London School of Economic and Political Science)	Trees – shading and filtering. E.g. walking from Aldwych onto the Strand, the nature of the public realm changes dramatically. Policies are needed to increase street trees.
Tom Kimber	It's a matter of the right tree in the right place.
Robert O'Dell (Soho Society)	Quality of pavements is important. 5 minutes walk from Piccadilly Circus and the tarmac pavements are uneven.
Pascal Bates (Victoria Interchange Group)	Resident's feel under siege, it is a problem. The council is in a position of responsibility without power .Power is in TfL's hands. Working groups are needed to develop policies in favour of the council's businesses and residents. Move away from TfL dominant policy that just focuses on keeping traffic moving.
John Zamit (South East Bayswater Resident's Association)	Major schemes in major centres. Some schemes have addressed better facilities. Just nice paving is not enough. Junctions need to be more pedestrian friendly. How did we get so many one way streets and diversions? Expanding schemes is more expensive. Not enough investment in infrastructure. Traffic lights are in poor condition in Bayswater.
<b>Lobbying</b>	
<b><i>18. Are there any issues that the Council should be aware of in its lobbying process?</i></b>	
Simon Birkett (The Knightsbridge Association)	Lobbying needed to promote low emissions zone. An inner low emissions zone is required. There is no other way of achieving the air quality targets that includes all of Westminster. TfL estimated that it would only cost £10million. Westminster therefore needs to be the core of the zone, along with Kensington & Chelsea who are lobbying with the other boroughs to become part of that zone.
John Zamit (South East Bayswater Resident's Association)	Is the council lobbying TfL to take over the management of the roads?
Councillor Danny Chalkley	Westminster Council would be delighted to take back control of the roads it has lost to TfL.
<b><i>Other questions</i></b>	
<b>END</b>	