City of Westminster

FAIRER WESTMINSTER

WESTMINSTER

SUSTAINABLE TRANSPORT STRATEGY

2026 – 2036



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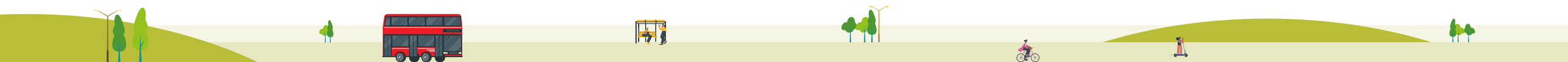
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Foreword

THE CITY OF WESTMINSTER HAS AN ENVIABLE SHARE OF LONDON'S TRANSPORT NETWORK. But until now the Council has not had its own transport strategy. Problems that trouble residents, visitors and businesses have not been met with a serious and comprehensive plan at a local level.

Walking/wheeling is the closest thing that exists to a miracle pill for human health, and it's how most people in Westminster get around and get their daily exercise. But access to this doorstep workout is unequal, and 1 in 5 of us are classed as physically inactive. Speeding traffic, pavement obstructions, a crossing without a ramped kerb, or the lack of somewhere to rest can make even a short journey from home impossible.

Meanwhile, many Westminster children have told us that they want to cycle or scoot to school, but they don't. 4 in 10 of our school children will be overweight or obese by the time they reach Year 6, and this is currently set to rise.

As well as helping or harming our health, how we move around can end lives. In 2017, 3,881 people were killed or seriously injured in crashes in Westminster, and in 2024 this number had only fallen to 3,707. In Westminster these life changing casualties mainly occur when people who are walking/wheeling and cycling are hit by people driving motor vehicles. Zero deaths and serious injuries is not just the morally right target but possible to achieve, and other cities are doing it by committing to what works.

This does not mean we need to lose out or travel less. The measures which will give people and goods better access to space-efficient modes of transport - whether private, public or shared - also reduce traffic. Relieving congestion will improve every journey that still needs to be made by car or van.

And our residents want this change. Just as a majority supported the roll out of the borough-wide 20mph limit, a majority now also support taking further action on the streets where they live to tackle traffic volumes and speeds, and to give pedestrians greater priority.

We haven't waited for this strategy. We're rolling out the country's largest trial of simple zebra crossings at side roads, more dropped kerbs, new School Streets, 6km of new or strengthened bus lanes and 15km of new or improved cycleways. We've more than doubled the amount of secure cycle parking, launched walking/cycling freight hubs, and installed hundreds of shared e-bike bays. We've discouraged and reduced trips by the most polluting vehicles, delivered successful traffic management schemes, and increased investment in the maintenance of our pavements and carriageways.

Since the first draft of this Transport Strategy, I've become a father, and it's only made this all feel more urgent. Streets that are more enjoyable to live on and to spend time on. Streets that people of all ages and abilities can access. Streets that are safe whatever mode of transport you choose. But it's not just children who deserve a city like that - we all do.

"We're rolling out the country's largest trial of simple zebra crossings at side roads, more dropped kerbs, new School Streets, 6km of new or strengthened bus lanes and 15km of new or improved cycleways."



Councillor Max Sullivan
Cabinet Member for Streets

Introduction

WESTMINSTER IS HOME TO APPROXIMATELY 216,000 RESIDENTS, 55,000 BUSINESSES AND MORE THAN 750,000 JOBS – all of which make up our thriving and diverse local communities. Our daytime population increases to over 1.1 million with an influx of workers, students, shoppers and tourists that can often create significant strain on a transport network that was not originally built for the number or types of movements that now occur every day and night in Westminster.

Our vision is to deliver a sustainable transport network in Westminster that embraces the vibrancy and diversity of our world-class city. We want our communities to be able to travel safely, healthily, affordably and sustainably wherever they may be within our city and ensure everyone can enjoy an exceptional quality of life where they are connected to the services that they need. We know that people's lives or journeys don't start or stop at Westminster's boundaries, so we will work with our neighbours and organisations like Transport for London to develop integrated sustainable transport solutions.

It is crucial that we understand how travel habits and market forces have changed in recent years and the potential challenges of the future, so that we can deliver the improvements needed in the coming years to ensure the resilience and success of our evolving sustainable transport network across the city.

Over the past 15-25 years, there have been substantial changes in the way residents, workers and visitors in Westminster, and across central London at large, travel and use our streets. The emergence of new ways of travelling (such as dockless bikes, e-cargo bikes, shared e-bikes and electric, low floor, accessible buses), increasing awareness of the impact of travel choices on our environment and our mental and physical health have all served to accelerate these trends.

This strategy learns from these changes and looks to the future; how growth and development will shape people's needs, how we will need to adapt to climate change and other environmental challenges, how we embrace the possibilities and tackle the challenges that new technology will bring to transport. This strategy sets our medium to long-term approach to how we will make decisions about our streets.

Our strategy is organised around 6 strategic priorities which we believe define a sustainable transport system:



Road Danger Reduction – Westminster fully supports the Mayor of London's Vision Zero plan to eliminate all deaths and serious injuries on our streets.



Access and Inclusion – Everyone in Westminster will be able to safely, fairly and easily access sustainable transport that meets their needs.



Health and Physical Activity – Our streets and roads will have a positive impact on public health, supporting people to walk, wheel or cycle as a mode of transport.



Air Quality – Westminster aims to meet World Health Organization guideline levels for air pollution by 2040, with the help of cleaner transport.



Climate Change – Westminster's transport network will decarbonise to reach Net Zero by 2040, and the streets will become more resilient to the impacts of climate change.



Sustainable Economy – Westminster will support economic activity and growth through sustainable transport measures, and encourage more sustainable freight, servicing and delivery.



Westminster's transport network

WESTMINSTER IS THE BEATING HEART OF CENTRAL LONDON. We already benefit from a dense, well-funded and regulated integrated public transport system, as well as footways, cycleways, public open spaces, roads, loading and waiting management and complex freight, servicing and delivery systems. At the time of writing, you'll find:



578km
of footways maintained by the City Council, more than enough to walk from Westminster Abbey to Edinburgh Castle if they were laid end to end

4 Mainline Rail Stations at Paddington, Charing Cross, Marylebone and Victoria



32 Underground &
3 Elizabeth Line stations
servicing many of the 1.1 million daily visitors and commuters

Around
495 bus stops,
1 bus station &
73 day-bus routes
in Westminster





1 Coach station terminus in Victoria with routes that span much of the UK and destinations in Europe



3 **TfL Riverbus piers** (Embankment, Millbank and Westminster)

More than
2,500
electric vehicle charging points





12,114 Westminster cycle stands, **946 TfL cycle stands** and more than **250 resident secure storage units** including hangars, lockers, shelters and racks, with space for **1,386 bikes**



3,741
TfL Santander cycle hire docking points



More than
380
parking locations for dockless bikes and e-scooters with approximately 115,000 trips per week taking place

438
marked loading bays for delivery vehicles



727
marked taxi rank bays or taxi parking bays



350km
of roads maintained by the City Council, the equivalent of more than 3,600 Big Bens



13 **School Streets**

All this infrastructure and these services help create one of the best-connected city centres in the world, ensuring our communities are connected to the services they need and the fantastic opportunities available within our city. However, we know that access to transport facilities can vary greatly depending on where you are in the borough, what you can afford and what mobility needs you may have.

No matter where you are in Westminster, or what you are doing, you should be able to access and use sustainable travel modes – from public transport to active travel infrastructure like cycle lanes and walking/wheeling routes. This strategy sets out how we will make that happen.

Local context

STRETCHING JUST OVER EIGHT SQUARE MILES, Westminster is one of London's largest central boroughs and one of only two to have city status. We are home to many of the landmarks and cultural destinations synonymous with London, making Westminster a popular destination for tourists and visitors alike.

We have some of the most affluent residential areas in the country, but a diverse demographic means also some of the most deprived and our life expectancy gap between rich and poor is greater than national average. Ours is a densely populated city which means that space, including road and kerbside space, is at a premium. We must ensure this space is used in the most effective ways to maximise the benefits for residents, visitors, businesses, cultural institutions and the environment.

A constant challenge is how our 1.1 million daytime population, and the freight, servicing and deliveries needed for our homes and businesses to function, moves into, out of and around the city. Increased capacity, more 'joined-up transport', greater efficiency and more sustainable transport options, as well as greater transport choices, are needed to meet these increasing demands.

Around 80% of journeys made by our residents are by public transport, walking or cycling which is great, but we know that we still need to reduce the miles travelled by polluting vehicles if we are to meet the challenges we face to reduce air pollution and achieve net zero carbon.

Understanding how and why people and things travel in Westminster is crucial to assessing the transport characteristics and infrastructure that the borough has, and where improvement is required to support increased uptake of sustainable travel modes.



Local context

Some of the things we know...



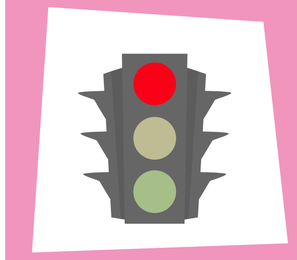
Safety is critical

In 2024, there were 1,192 casualties on Westminster's streets – the most of any London local borough.

The people most often injured were cyclists pedestrians and motorcyclists, in that order. And they were most often injured by being struck by a motor vehicle.

This is reflected in the road casualty hotspots across Westminster, which tend to occur in areas with high pedestrian footfall and unprotected conflict between motor vehicles and cyclists, with significant hotspots on TfL Red Routes.

Perceptions of road danger matter too – people tell us that one reason they choose not to walk or cycle is due to feeling unsafe.



Traffic demand is changing

- In 2023 London's roads were ranked the most congested in Europe for the third year in a row, with drivers in the Capital spending an average of 99 hours sitting in traffic, contributing to harmful emissions without going anywhere.

- 11% of Carbon Dioxide, 37% of harmful Nitrogen Dioxide and 18% of Particulate Matter emissions in Westminster come from road transport.

- There are more jobs and visitors in Westminster than other London boroughs, and future growth in demand for travel is expected.

- Nevertheless, motor vehicle traffic levels have reduced significantly in Westminster in recent decades, and despite demand recovering from pandemic levels, the overall trend remains a decline in motor traffic.

- Over the long term traffic volumes in the West End are also reducing considerably, even compared to the rest of Westminster.

- Freight, servicing and delivery traffic is a significant proportion of vehicles on the road, with approximately 196,000 individual freight vehicle trips made each day. Around two thirds of these trips are on large, strategic roads, with the other third made on smaller, local roads.

- Our West End Freight, Servicing and Delivery study found over 30% of vehicle movements in the morning weekday peak pass through without stopping.

- At the same time there has been a rise in the number of people choosing to purchase food and consumer goods online. Leading to an increase in small delivery vehicles which now make up 85% of Freight, Servicing and Delivery vehicle movements in Westminster.

- Not all deliveries are made by vans, there has also been an increase in deliveries by bike, cargo bike and moped. Unfortunately, this also means there has been an increase in the numbers of illegally converted electric bikes, which can be dangerous in respect to fire risk and severity of injury if involved in a collision.

Some of the things we know...



Car and private vehicle ownership is low

- In Westminster 34% of households have access to a car, but only 6% of Westminster residents under 25 use or access a car.
- Our city survey found that only 14% of Westminster residents regularly use a car to travel around the city.
- In certain circumstances families with children are more likely to drive to get around, with use often increasing with the number of children in the household.



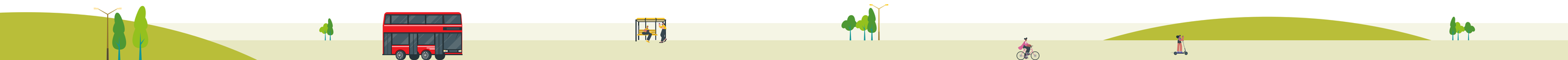
Public transport is vital to the life of Westminster

- Most of the non-resident travel within and into Westminster is by London Underground or National Rail.
- Whilst half of all journeys made by residents are by walking, public transport by tube and bus make up a further 21% of all journeys.
- That said, the number of people using public transport has declined post-Covid and is yet to show signs of full recovery, for weekdays especially.
- A large proportion of bus routes within Westminster are of strategic importance to the rest of London, but average bus speeds in 2023/24 were 7.1 mph, well below the current TfL target of 9.3 mph.
- There has been a 28% reduction in bus kilometres in Central London since 2017. Slower bus speeds and a less resilient network, reducing the throughput of buses, are seen as key reasons for this worrying trend.



Walking and cycling are popular, but need to be better supported

- The number of Westminster residents achieving at least two periods of 10-minutes active travel per day was below 40% in 2024.
- Improving walking and cycling is proven to be good for business, and the proportionate reallocation of road space to walking and cycling has the potential to boost local economies.
- Walking is by far the largest primary mode of travel for residents.
- The pedestrian environment does not always cater to the needs of all in Westminster. Audits of walking routes in Soho and Paddington identified recurring hinderances such as limited or steep dropped kerbs, footpath overcrowding and pavement obstructions including advertising A boards, poorly placed tables and chairs, bollards and phone boxes – some of which are no longer in use.
- The number of people cycling has increased, to 3.9% of all trips starting in Westminster, but barriers to uptake still exist.
- For instance, while there are now 250 secure cycle hangers with 1,500 spaces for residents, there are still over 2000 people waiting for access.



National and regional context

Just as they are for Westminster, good, safe and accessible transport networks are critical to the functioning of our society as a whole. As such there is a great deal of legislation, regulation and technical guidance that defines where and when we can act. While this wealth of guidance puts some limitations on what we can do, and how fast we can act, it also helps us deliver a network that integrates with the rest of London and the UK as a whole.

Key highways legislation includes:

- **The Highways Act 1980**, which defines the responsibilities and powers of highways authorities and sets out who is the highways authority for different roads.
- **The Road Traffic Act 1988**, which deals with driving offences, safety and enforcement.
- **The Traffic Management Act 2004**, which deals with network management, road works and parking enforcement.
- **The Road Safety Act 2006**, which, among other things, deals with the regulation of taxis and private hire vehicles in London.
- **The Greater London Authority Act 1999**, which sets out the relationships between the London Boroughs, Transport for London and the Mayor of London in exercising our shared responsibility to keep the capital moving.

While legislation sets out who does what on the highways, guidance, policy and strategy documents at the national, regional and local levels sets out a lot of details about how we can do things. For instance, the "Local Transport Note LTN 1/20: Cycle Infrastructure Design" which details how to design and build safe cycle ways and crossings, or the "Manual for Streets" which covers everything from visibility at junctions and pavement widths to the height of street trees.

At the regional level the Mayor's Transport Strategy and a wide range of TfL guidance documents including their Bus Action Plan, Cycle Action Plan, Walking Action Plan, Vision Zero Action Plan, Freight and Servicing Plan, Kerbside Loading Guidance, Urban Motorcycle Design Guidance and Healthy Streets Framework set common goals and minimum standards across London.

This wealth of legislation and guidance creates opportunities for collaboration, harnessing best practices across borough boundaries and accessing funding mechanisms to provide greater fluidity of sustainable travel choices across London. But it also means that there are some of our ambitions that we simply cannot deliver on our own.



National and regional context



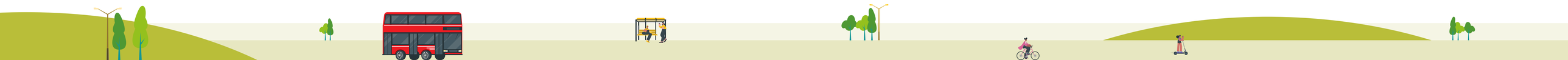
We will work with TfL to:

- Improve bus services across Westminster, with better frequency and reliability.
- Accelerate the programme of installing step free access at Westminster's underground stations.
- Support and accelerate programmes to reduce emissions from TfL regulated commercial vehicles operating in the city, especially taxis, private hire vehicles, the TfL bus network and express coach and London tour bus vehicles.
- Ensure that there is step-free access to all London buses and bus stops across Westminster.
- Build on the work we have already done to support the sustainable and safe management of dockless bikes.



More broadly we will work with our neighbours, TfL and central government to:

- Lobby for suitable and consistent regulation across all modes of transport in London, with a particular focus on new micromobility modes like e-bikes.
- Press Government and TfL to implement a robust licensing system for the current unregulated pedicab trade, and
- Lobby for improved, more flexible powers for Local Authorities where appropriate and necessary to help us manage our streets.



How we developed this strategy

This strategy has been co-designed with people who live, work, study or travel into Westminster, as well as industry experts, to ensure the strategy responds to the needs of all our communities.

It is by listening to, and understanding, what you have told us about your priorities for transport in Westminster that we developed the six priorities for this strategy:

- **Road Danger Reduction**
- **Access and Inclusion**
- **Health and Physical Activity**
- **Air Quality**
- **Climate Change**
- **Sustainable Economy**

This process has given us invaluable insight and understanding on where we can make the most effective changes to create a safer and sustainable transport network in Westminster. The key points are summarised below.



What you said...

First and foremost, the engagement workshops showed that there is a desire for change and that our communities want to see greater provision of sustainable transport options across the city.

The findings have highlighted that our communities want to feel empowered when it comes to changes in their local area – particularly on how space is used on their local streets and the travel options available to them.

Local people, businesses and organisations are often the best placed to advise on what transport improvements are needed in their neighbourhood. This strategy should foster community engagement and collaboration so that future changes reflect local needs.

Our communities clearly recognise and value the benefits that both themselves and the city can reap from sustainable transport, from seeing a wider range of kerbside uses, to a greener and more sustainable city, as well as an improvement in the air that we breathe.

Our communities aspire to live in a city where sustainable transport supports improved physical and mental health, and one where there is a more adaptable response from the Council to the fast-moving changes in how our residents, businesses and workers move around the city.



What the evidence said...

The Council recognises that the impacts of environmental pressures are disproportionately felt across the borough, often with our most deprived and vulnerable communities being the most at risk. These same communities are also the ones where there is the least access to safe, reliable and sustainable transport options.

ENVIRONMENTAL JUSTICE:

In addition to the more traditional sources of evidence this strategy relies on Westminster's pioneering Environmental Justice Measure (EJM).

Westminster is the first local authority to create an interactive framework that covers a broad range of indicators to present transparent information for residents and officers to better understand how environmental change impacts their local ward[1].

Work is underway across the council to fully assess the vulnerability of both the city and our communities to the impacts of environmental pressures, such as climate change and air pollution. Whilst our research is ongoing, we already have numerous examples of adverse on impacts local communities:

- The highest temperature ever recorded in London was at St James' Park on 19 July 2022 – it reached 40.2 degrees centigrade. Heat stress can also pose health and safety risks to those travelling.
- High temperatures can also cause damage to transport infrastructure, such as rail tracks, and cause roads to soften.
- Westminster is at high risk of surface water flooding and experienced extreme flooding in July 2021. Flooding can have a profound impact on transport networks and negatively impact those with limited mobility if roads or pavements are flooded.
- Despite recent advances road transport remains a significant contributor to air pollution in Westminster. Poor air quality contributes to 7.8% of premature deaths in Westminster.

Using the EJM in the development of the strategy and keeping it in the forefront of the evidence we use to develop detailed delivery plans will help us focus resources, and empower residents to live sustainable, healthy, environmentally conscious lives.

EQUALITIES IMPACTS:

The transport choices we make as a council and as communities can have unequal impacts on individuals. The Equalities Impact Assessment (EqIA) published alongside this strategy sets out understanding of these impacts and the steps we have taken to remove or address them.

The EqIA also underscored a number of areas where there is the potential for unintended negative impacts to arise as we develop detailed delivery plans and projects on the back of this strategy. Understanding these risks now means that we can ensure that they are avoided at a later stage.



1. https://www.westminster.gov.uk/about-council/data/environmental-justice-measure

What we said...

Transport affects, and is effected by, almost everything we do as a council. Teams from across the Council have contributed towards the creation of this strategy, including those teams which will play key roles in delivering the action we need.

This strategy contributes to achieving the councils' wider goals by delivering on commitments in:

- The **Fairer Westminster Delivery Plan**, specifically the commitments to Fairer Communities, a Fairer Economy, a Fairer Environment and a Fairer Council.
- Our **Climate Emergency Action Plan**, specifically the commitments to cut transport-based sources of emissions by cutting vehicle trips, increasing the uptake of sustainable transport, accelerating the transition to electric vehicles, investing in freight consolidation and reducing Westminster's contribution to travel emissions outside the city.
- The Bi-Borough **Health and Wellbeing Strategy 2023-2033**, specifically the commitments to creating opportunities for us all to improve our wellbeing and prevent ill-health, to making our borough a healthy environment, supporting access to enriching opportunities and good jobs and empowering our communities.
- Our **Greening and Biodiversity Strategy** specifically the commitments to protect and enhance nature in the city, establish corridors for nature and people, improve resilience to climate change and pollution, and make our streets cleaner and more liveable.
- Our **Air Quality Action Plan**, specifically the commitments to reducing emissions from road vehicles (including our own fleet), freight, deliveries and supply chains, and engine idling, as well as the commitments to reduce emissions from non-road mobile machinery (NRMM) and generators, reduce the impacts of major development and public realm projects, reducing emissions through procurement and showing leadership.

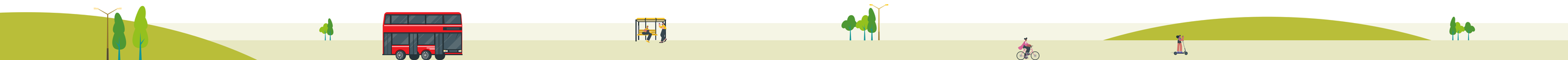
As we build out the action plans and projects we need to deliver on this strategy we will need to take account of:

- High level planning policy documents, such as the Mayor's **London Plan** and our own **City Plan**. Among other things these documents define where we expect to see population or employment growth and what facilities we need to make this growth sustainable.
- Our **Local Flood Risk Management Strategy 2024-2030**, which sets out where and how we need to introduce or improve sustainable drainage.
- Westminster's **Streets and Spaces - Public Realm Supplementary Planning Document**, which defines the look and feel of our streets.
- The **Active Westminster Strategy**, which defines how we will ensure our city is designed and built in a way that supports physical activity (e.g. active travel such as walking and cycling).

Whilst much of this strategy will be delivered by changing how we undertake "business as usual" activities, some policies and actions will need specific delivery plans or projects. Some of the relevant plans already exist, including:

- Westminster's **Local Implementation Plan**, which is produced by the City Council and agreed with TfL. It sets out the details on transport infrastructure changes in a three-year period to support the Mayor's Transport Strategy.
- Our **Freight, Servicing and Deliveries Strategy and Action Plan 2020-2040**, which sets out detailed actions to improve the way freight, including deliveries, is managed in the city.
- Our **Walking Strategy, and Cycling Strategy**, which set out detailed actions to improve infrastructure for these modes of transport.

Over the lifetime of this strategy many of the documents listed above will be replaced, revised or updated, and bespoke sustainable transport action plans and projects will be developed and delivered. We may also need to develop new approaches, such as a concise Kerbside & Servicing Design Guide to support implementation of the Strategy. We expect the policies in this document to form part of those reviews and updates.



Building on Success

Effective and efficient delivery of this strategy also means learning from our successes. These case studies are a small selection of projects which have informed the development of this strategy, and which have important lessons for future delivery.



Pimlico hub and e-cargo bike share schemes

Working through Cross River Partnership, a demonstrator micro-logistics hub in Pimlico was established in April 2023 to tackle the issue of high numbers of vehicles in South of Westminster streets by delivering online purchases to residents and offices via electric cargo bikes.

Originally based in the Q-Park Pimlico parking facility, the micro logistics hub receives goods from an electric delivery vehicle and then distributes them by electric cargo bikes in Westminster and the surrounding area.

By the end of the trial period cargo e-bikes had made an average of 3,000 deliveries a week.

When the demonstrator scheme pilot finished, the operator was able to continue its operation for the remainder of their lease on the space without public financial support demonstrating that the e-cargo model can be self-sustaining.

Key lessons: Working with existing partnerships can help create successful projects that we might struggle to deliver alone.



Dockless bikes

Dockless hire bikes and scooters provide a flexible option for ad hoc sustainable transport journeys in and around Westminster.

An unintended consequence of the boom in dockless bikes has been irresponsible parking which was blocking pavements and footpaths – making it harder for pedestrians to move around the borough, especially people in wheelchairs or with buggies.

In October 2023, the Council implemented the first of our parking bays for dockless e-bikes and e-scooters across the city, the majority replacing car parking spaces on the carriageway. By encouraging users to park in designated spots, Westminster's pavements will be safer and accessible, and it makes it easier for those that live, work or visit Westminster to find and use rental e-bikes.

The project was a success, and at the time of writing there are 380 bays with more in the pipeline.

Key lesson: Flexible approaches to how we use our road and street space can manage unintended consequences of changing travel habits.



The right charger in the right place

In 2020 Westminster gained its own “electric avenue” by converting 24 lamp posts on Sutherland Avenue to host electric vehicle charging points. Since then, this template has been expanded on significantly in Westminster and adopted by other Local Authorities.

Lamp post charging enables residents without off-street parking to own and use electric vehicles easily without adding to street clutter or relying on cables trailing across the pavement.

Alongside other solutions aimed at supporting other EV users, such as well-placed rapid charging, lamp post charging remains a key part of our network of nearly 2,500 on-street electric vehicle charging points.

Key Lesson: A range of solutions may be needed to support changes to more sustainable modes of transport.



Emissions-based charging for residents and visitors

In 2024, the Council introduced emissions-based charges for resident parking permits and visitor parking.

The new charges reflect CO_2 emissions; vehicles that produce lower levels of CO_2 will be charged less in comparison to those which produce more. As well as encouraging car owners to think about switching to less polluting alternatives the scheme is designed to encourage those who park regularly in Westminster to think more broadly about their choices regarding vehicle use and ownership.

Key Lesson: Well-designed schemes can serve more than one purpose.



School Streets

Beginning with trials in 2022, Westminster has, by September 2024, introduced 13 permanent ‘School Streets’.

School streets work by creating time limited special Cycle and Pedestrian Zones during pick up and drop off times. Some of the streets use CCTV enforcement, while others use more traditional enforcement approaches.

The programme aims to create safer spaces around schools during school drop-off and collection times, to encourage pupils to walk, cycle and scoot on school journeys. School Streets aim to improve air quality by limiting the pollution from motor vehicles in the area, and to create safer and more pleasant environments by limiting the potential dangers caused by motor vehicles.

Key Lessons: Innovative uses of existing powers can deliver benefits and understanding when and why there are specific problems can help us implement flexible solutions.



Sustainable City Charter

Launched in February 2023 the Sustainable City charter is a voluntary, business-led pledge that encourages sustainable working practices across non-domestic buildings in Westminster.

Organisations that sign the charter, which includes some of Westminster's major businesses, cultural institutions and landowners, commit to reducing the impact of their staff and customers transport and to using low or zero emission consolidated freight where they can.

Signatories are required to demonstrate their action on the charter commitments through an annual progress update. These updates also provide us with valuable information, such as where micro-consolidation hubs may be needed.

Key lessons: Businesses and institutions in Westminster are willing to reduce their environmental impact, and we can use our work with businesses and institutions to help us target specific interventions.



King Street Low-Carbon Roadworks

In September 2020, a 6-week project took place to repair public highways and upgrade the footway in King Street in the heart of Westminster

This project was done exclusively using of electric vehicles, tools, welfare facilities, and recycling equipment. By removing the traditional need for diesel and petrol engines this project was quieter, less polluting and reduced carbon emissions by almost 75% compared to traditional industry methods.

Key Lesson: Innovation and change are possible, even in traditionally hard to reach areas.



Strand Aldwych

Previously these roads were dominated by traffic, noise and pollution. The £22m transformation of this area created a new, traffic free, people and pedestrian friendly public space in the heart of London.

The scheme generated an enormous boost with huge improvements to the public realm, more greening and trees on Aldwych and Strand and greatly improved connection to Covent Garden, the City of London, Holborn and the West End.

Key Lesson: We can change how we use our public spaces, reclaiming them from car dominance.

The Strategy

How to use this document

This document sets out Westminster's medium and long-term goals for sustained and sustainable transport improvements over the next ten years. The policies and actions set out in this document are relevant to anyone who has an interest in, or effect on, the movement of people and things within, into, out of or through the borough.

This document is intended to be used as a whole, to maximise the benefits of individual schemes and projects against the broad range of policies.

Westminster council officers and teams:
Should refer to this document whenever they are developing new strategies, delivery plans or projects that interact with our streets, roads and public places or that require the movement of people, goods (including waste) or services.

In particular, the highways department will consider this strategy as a whole when developing new projects, schemes or funding mechanisms, seeking to maximise the delivery against as many of the policies and actions as possible.

The highways department will also use this document in planning their activities, coordinating between workstreams to maximise the benefits of our interventions on the highways.

Community groups:
Should refer to this document when applying for permission and/or funding for local schemes to improve their chances of success. Community schemes that deliver on more than one policy or action will be more likely to succeed.

Stakeholders and delivery partners:
Should seek to demonstrate how their schemes or proposals match the overall ambition of this document to help design and implement collaborative projects.

Business and developers:
Should consider this document when they are building new developments in the city and when they are reviewing logistics or travel plans.



Indicators and Targets

We have set targets to measure how well we are doing at meeting the 6 core policies in this strategy. These are things we can directly control and hold us to account for our own actions.

Ultimately, however, much of this strategy is about creating or changing the transport systems we have, and it is up to individuals and businesses in Westminster to choose how they travel and move goods around the city.

The two indicators measure things we can't control directly and help us understand if the strategy is working to support and accelerate changing habits and practices.

Table 1: Indicators:
Westminster City Council can influence these transport choice outcomes, and measuring whether we are enabling more sustainable transport choices will tell us if the strategy is working. A successful strategy will set the conditions for Westminster to meet or exceed these indicators earlier.

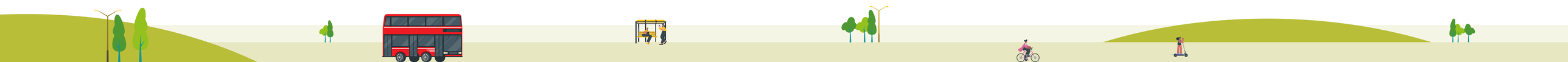
	Indicator	How we will measure it
Proportion of journeys by sustainable modes	89% of people trips made by sustainable modes by 2041	TfL provides a "Local Implementation Plan data pack" to each borough every 3 years, this includes an estimate of the proportion of trips made on different modes of transport by residents of each Borough
Reduction in overall vehicle kilometers travelled on Westminster's roads	27% reduction in motor vehicle kilometres travelled by 2040	The TfL three yearly Local Implementation Plan data pack also includes an estimate of vehicle kilometres (vkm) on travelled Westminster's roads.

Table 2: Targets:
We have set targets to measure how well we are doing at meeting the 6 core policies in this strategy. These are things we can directly control and hold us to account for our own actions.

Actions under one policy can, directly or indirectly, contribute to the achievement of more than one target: for instance, if a new segregated cycle path reduces traffic on a street this could contribute towards achieving our traffic and emission reduction targets as well as the access and inclusion target.

The potential for a scheme or intervention to contribute towards multiple targets should be considered at the planning and design stages to maximise benefits.

Target description		How we will measure it
Policy 1: Road Danger Reduction	70% reduction in the number of people killed or seriously injured on Westminster's roads by 2030. 100% reduction by 2041.	Transport for London collate and publish data on the number of people Killed and Seriously Injured here: https://tfl.gov.uk/corporate/publications-and-reports/road-safety The baseline , against which the 70% and 100% reduction will be measured is the average from 2010 – 2014
Policy 2: Access and Inclusion	We will ensure that every person in Westminster can access sustainable transport options that meet their needs by 2034.	Through meeting the following subordinate targets: 100% of residential properties within 400m of a cycle lane that meets the highest standards of safety and accessibility as set out in LTN 1/20 (or its successors) Ensuring that all walking infrastructure meets the highest standards of safety and accessibility Both of these targets will be measured from our own data, by recording and mapping the relevant infrastructure improvements.
Policy 3: Health and Physical Activity	Eliminating inequalities in access to sustainable transport and health facilities. At least 70% of Westminster residents are getting 20 minutes of exercise a day through active travel by 2041.	LIP data.



Policy 4: Air Quality	Eliminate NO_x and $PM_{2.5}$ engine emissions from council owned/leased fleets and machinery by 2030, and our contracted fleets by 2040. Reduce surface transport related emissions of $PM_{2.5}$ by 40% by 2040.	Council records and contracts confirming that zero emission vehicles and machines are used. London Atmospheric Emissions Inventory Data.
Policy 5: Climate Change	Building on our success we will use the actions set out in this strategy to move an increasing proportion of our kerbside space up the kerbside hierarchy. 98% of all powered vehicles on Westminster's roads are zero emission by 2040.	We will use council records, street surveys and parking surveys to establish the baseline current kerbside uses, so that we can report on the impact of future schemes. On street observation.
Policy 6: Sustainable Economy	70% reduction in the observed number of diesel- or petrol-powered freight vehicles in the congestion charge zone. Continuous improvement in sustainable transport connections from areas of higher deprivation to employment, education and training clusters.	TfL three yearly Local Implementation Plan data pack. The baseline year, against which the 70% reduction will be measured is financial year 2015/16. At the time of writing improved methods to objectively measure sustainable transport connections are being developed by TfL. We will use an appropriate combination of new and existing metrics to assess this target.



Street Types and Kerbside priorities

Over the past 15-25 years, there have been substantial changes in the travel patterns and behaviours of residents, workers and visitors in Westminster and across central London at large. From an already low baseline, many of central London's residents no longer own or use private vehicles, preferring to walk cycle or use public transport instead. Similarly, visitors predominantly use public transport to travel into central London. That said, people who do own and use cars and vans (often people with larger families, mobility issues or a need to drive for work) also need to be able to get around efficiently.

However, at the same time, there has been a rise in the number of people shopping online and therefore receiving more deliveries to their home, office or local collection point. Many businesses have also removed off street storage space and rely more on frequent just-in-time deliveries to their doorsteps.

Our Street Types approach works with these changes by recognising that different streets across the borough serve different purposes, and that the future development and improvement of our highways network will need to adapt to changes in the way people, goods and things move around Westminster.

Whist some categories are clear, such as some of the major Strategic Roads, streets may cross more than one use and uses may change or be changed over time. This strategy therefore proposes to keep the typologies under review as individual projects or workstreams are developed.

The kerbside hierarchy is intended to help us understand and manage the interface and spaces between different uses of our roads and streets, where the competition for space is particularly acute. The hierarchy applies equally across all typologies, although it is recognised that not all kerbside uses will be appropriate in all situations.



Street Type A: Liveable streets

Examples: residential streets include Vincent Square, Belgravia, Bayswater, Queen's Park, Maida Vale, St John's Wood.

The vast majority of streets across Westminster are where residents and visitors live, socialise and visit family and friends. When they were laid out in the 18th, 19th and 20th centuries these streets were not designed for the through passage of rat-running vehicles, delivery vehicles, express service coaches etc. that overwhelm some of our residential neighbourhoods today.

Typically, these are residential, liveable streets where there is a dense mix of homes as well as local small shops and other community amenities.

Priority will be given to uses of space that help residents more easily make sustainable transport choices, such as increased or improved cycle infrastructure, and measures that enhance the more domestic character of these streets, such as increased greenery (including green sustainable drainage systems) and reducing through traffic and rat running, where it is called for by local people.

Where there is a need for parking and servicing/delivery this should be carefully managed to minimise intrusion on the kerbside.



Street Type B: High Streets, Local Centres and employment clusters

Examples: Warwick Way, St John's Wood High Street, Queensway, Marylebone High Street

Typically, these are the areas that provide services and employment for local residents, often each with their own existing character. This street type broadly corresponds with the opportunity areas and district and local centres described in the Westminster City Plan.

The priority for these areas is to make them people focussed, becoming better designed and managed streets which discourage anti-social behaviour while making more adequate and efficient provision for pedestrians, cyclists and people using public transport, including workers in local businesses.

Priority will be given to the provision of well-maintained public open spaces. Prioritising pedestrian movement that should include seating that provides respite space for visitors and workers as well as the provision of planting and rain gardens and other amenities.

These areas should also be considered as important intermediate and end point destinations for improved walking / wheeling and cycling infrastructure, including active commuting. Step free access to local bus and underground networks is also vital in these areas.



Street Type C: Major destinations

Examples: Strand/Aldwych, Oxford Street District, Regent Street.

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

The characteristics of this street type are more varied as different destinations can serve very different purposes for Westminster, London and the UK as a whole. However, they do share an intensity of use that means they all require a high level of access, safety, security and a quality, well designed public realm.

Therefore, these extraordinary districts need an elevated and comprehensive approach to how their streets are planned and transformed to meet the environmental, prosperity and future growth aspirations of our residents and visitors.

Priority in these areas will be given to managing the safe interactions between different users, in particular improving accessibility and connectivity between different sustainable modes of transport. The key centres are expected to remain significant destinations for walking / wheeling, cycling and public transport networks.

Wherever possible opportunities should be taken to create or improve open space, including green space.



Street Type D: Strategic Roads

Examples: Victoria Street, Piccadilly, Edgware Road / Maida Vale (the A5)

This street type prioritises the safe and expeditious movement of essential goods vehicles, Coaches, Taxis and private vehicles. Many of the strategic roads are also key bus and cycle routes to and through Westminster, supporting longer journeys by sustainable transport.

Road danger reduction is a particular concern for this road type, especially where strategic roads abut or form access to other street types.

Changes to how we use strategic road space should include the provision of dedicated space for deliveries and loading/unloading of freight, protected space for walking/wheeling and cycling, and targeted removal of inappropriate parking spaces where these contribute creating congestion pinch points.

Detailed transport planning may be required to ensure that the strategic roads continue to support the economic and social needs of Westminster. For instance, to ensure that vehicles moving goods inwards to micro-consolidation hubs do not contribute to increased congestion or road danger.

Some strategic roads in Westminster are managed by Transport for London. Where TfL's priorities align with our strategic goals we will lobby for, and seek to expedite, the rapid delivery of improvements.





Kerbside hierarchy:

Our kerbside hierarchy will inform future transport improvement and public realm schemes by championing the core principles of safety and accessibility.

The kerbside hierarchy deals directly with the spaces where one use of the road space abuts with another use. However, some items, such as green spaces or freight and servicing facilities, may equally be provided elsewhere nearby. Off-street and nearby public realm can be taken into account when using the kerbside hierarchy.

As well as considering the appropriate street type, all future decisions made by the Council relating to transport improvements and road space will be required to show how they elevate spaces up the kerbside hierarchy.



Sustainable Infrastructure & Servicing:

Likely to vary significantly by Street Type, can include elements of sustainable drainage systems, places for economic functions (including freight, taxi ranks and coach parking), appropriate EV charging infrastructure (including rapid and ultra-rapid chargers), and other facilities to support the wide variety of uses of the kerbside.



Safety & Accessibility:

Can include dropped kerbs, improved street lighting, way finding signage, formal crossing points (including zebra crossings and signalised crossings), informal crossings designed to signal pedestrian priority (e.g. simple, Side Road Zebra crossings) and other safety or accessibility measures.



Active & Public Transport:

Can include high quality and well-maintained pavements, cycle lanes, benches, short- and long-term cycle parking, green spaces and water, water (including where these form part of sustainable drainage systems), bus stops, and other facilities to make it easier and more pleasant to travel actively.



Shared mobility:

Can include active travel, such as dockless hire bikes and scooters, as well as shared (electric) cars or vans, including car clubs. Shared mobility is rapidly evolving, and these spaces should remain flexible to accommodate future needs.



Private vehicles:

Wherever possible priority for parking should be given to users with the most acute need for private vehicles, such as blue and white badge holders. Can include parking for cars and motorbikes or places where the only use of the kerbside is marked restrictions on parking.

Delivering on the strategy

Vision: Interventions on the highways will serve multiple purposes, maximising the benefits of works we undertake whilst reducing the disruption for residents and visitors.

Many of the actions in this strategy can contribute to achieving more than one of the targets or policy aims, however in order to avoid duplication they are only listed once. This should not prevent us from, for instance, using a "reducing road danger" action to improve air quality and so on. We should also be conscious that details of the way we deploy a scheme can enhance or reduce the potential for co-benefits under a number of different headings.

How we go about delivering the strategy is therefore a key determinant of success. The more we seek to maximise the benefits of each intervention and scheme, and the more we integrate thinking about sustainable transport into our day to day work the better.

Policy 0: Delivering on the strategy

We will maximise the benefits of this strategy by:

a. Ensuring that all projects and delivery plans developed to deliver on at least one policy or action also consider how they can be altered or enhanced, adding value by delivering on additional policies and actions.

b. Allowing projects to change a Street Type, where this increases the potential to deliver benefits for sustainable transport in Westminster.

c. Ensuring that project plans and construction meet the applicable requirements of Westminster's planning guidance documents and Code of Construction Practice, even where planning permission is not required.

d. Using the tools at our disposal to minimise the number of times works happen on the same section of road, including co-ordinating our own planned preventative maintenance works and new projects wherever possible.

e. Showing leadership in the development and support of new ideas and innovation. Giving ourselves permission to think creatively, adopt ideas from elsewhere and advocate for rule changes where this is consistent with the aims of this strategy.

f. Wherever possible align sustainable transport projects and delivery plans with other Westminster strategies, including:

   i. The City Plan and Supplementary Planning Documents
   ii. Climate Emergency Action Plan
   iii. Air Quality Action Plan
   iv. Greening and Biodiversity Strategy
   v. Local Flood Risk Management Strategy
   vi. Westminster's Infrastructure Delivery Plan
   vii. Westminster After Dark
   viii. Active Westminster
   ix. Westminster Community Equality Strategy

Road Danger Reduction

Vision: Westminster supports the Mayor of London's Vision Zero plan to eliminate all deaths and serious injuries on our streets.

Road danger reduction is the absolute priority: nobody should ever be put at risk on our streets.

Our evidence shows that, while there has been a substantial decrease in the total number of casualties within Westminster since 2010, this has fluctuated with traffic levels. For instance, after the pandemic, pedal cyclist casualties on Westminster's local roads rose by 30% between 2020 and 2022.

That is why this strategy commits the Council to reducing motor traffic and vehicle dominance in the city, employing an infrastructure led approach to reducing road danger complemented by targeted road danger reduction advice and messaging.

Road casualty collision hotspots across Westminster tend to be highest in areas with high pedestrian footfall, which is why this strategy prioritises schemes that reallocate road space and priority to pedestrians and cyclists – creating safer spaces.

Understanding how road danger, and perceptions of road danger, impact on peoples travel choices is critical to getting the right improvements in the right places. This means we should design and target our interventions with these groups especially in mind.

Road danger is also routinely cited as a key factor influencing travel choices in Westminster, meaning it is one of the main barriers to travelling actively – particularly for those wanting to cycle. Our roads not only need to be safe, but they also need to feel safe. Eliminating actual road danger risk, as well as the perception of danger is absolutely vital to fostering an environment where people will consciously choose to walk, wheel or cycle as their main mode of transport.

Policy 1: Reducing Road Danger

Working across the council and, with the Police and TfL, we will reduce the number of people killed or seriously injured on Westminster's roads by:

a. 70% reduction in the number of people killed or seriously injured on Westminster's roads by 2030.

b. 100% reduction by 2041.



Actions

Action 1.1: Collision hot spots

We will seek to reduce the number and severity of collisions at the worst hot spot areas and locations by:

a. Redesigning areas and junctions where a high safety risk has been identified, starting with the highest risk,

b. Working with TfL to redesign TfL junctions and shared junctions, starting with the highest risk,

c. Supporting TfL on the implementation of road danger reduction improvements on their roads (the TLRN), as well as lobbying for additional improvements where necessary, and

d. Using a digital platform to enable individuals to report dangerous hot spots and areas of concern. We will use this data to improve our identification of the highest risk areas.



Action 1.2: Road management

We will seek to reduce the likelihood and severity of collisions throughout the city by:

a. Improving our enforcement against dangerous road user behaviour, dangerous parking and Moving Traffic Offences where we have relevant powers.

b. Preventing collisions before they happen by developing area wide projects to reduce traffic volumes, especially where the existing road layout creates additional risk from unintended through traffic.

c. Where collisions are most frequent improving safety, including compliance with existing speed limits by installing signage and physical interventions appropriate to the street type, such as chicanes or raised tables.

d. Trialling extended green-man phases, and other formal and informal crossing improvements for pedestrian and cyclist priority in appropriate locations. Successful trials will be made permanent.

e. Improving signage and other means of promoting good behaviour, including reviewing the suitability of Vehicle Activated Signs on key sections of road and trialling driver and cyclist information signs reminding them to take more care of pedestrians and obey road signals like red lights.

Actions

Action 1.3: Pedestrian Priority

We will ensure that all public realm and road improvement schemes in Westminster, whether delivered by the Westminster City Council investment or through consents, contribute to improving safety by:

a. Using our Street Types and kerbside hierarchy to identify the priority uses and users of our shared spaces,.

b. Where appropriate to the street type (e.g. liveable streets, high streets and major destinations) creating pedestrian zones where possible and redesigning or reallocating road and pavement space to prioritise sustainable transport.

c. Where appropriate to the street type (e.g. strategic roads) expanding the use of extended green-man pedestrian crossing phases and zebra crossings to deliver a safer and more accessible transport network.

Action 1.4:

We will help residents and visitors in Westminster to stay safe on the roads by:

a. Providing free cycle confident training for anyone who lives, works or studies in Westminster, with a minimum of 1,000 places for children and 1,500 places for adults on our programmes per year.

b. Delivering education campaigns for drivers emphasising the Highway Code requirements to prioritise pedestrian safety and awareness of the dangers of poor driving behaviour such as hard breaking and speeding.

c. Developing tailored campaigns for motorcyclists and, separately, cycle couriers and delivery riders aimed at improving their own safety as well as reducing the risk they pose to others.

d. Providing cycle maintenance schemes to help people ensure that their bikes, including e-bikes, scooters and e-scooters, are safe and roadworthy.



Access & Inclusion

Vision: Everyone in Westminster will be able to safely and easily access sustainable transport that meets their needs.

Everyone is different. Sustainable transport must be available to everyone, whatever their individual needs.

We know that not all of our streets currently cater to the needs of everybody in Westminster, and that some people face physical or perceived barriers to travelling sustainably. We know that our residents and visitors want to travel at all times of the day and night and that some people currently face more barriers to safe, convenient travel at night-time.

This strategy commits the Council to ensuring that everyone can move around our world class city with ease 24 hours a day.

Inaccessible, cluttered and overcrowded streets make it harder to get around. Lack of step free access and other facilities make it harder to use some modes of transport. Perceptions of safety at night and the cost of travel can be off-putting for many.

Interventions that contribute to a network that makes walking, wheeling and cycling more accessible and inclusive will benefit all of our communities by connecting people to the services they need and the activities they enjoy in an active, safe and sustainable way.

Policy 2: Access and Inclusion

We will ensure that every person in Westminster can access sustainable transport options that meet their needs by 2034 by:

a. Developing, and implementing, a Westminster standard for "walking / wheeling infrastructure", bringing together existing and new best practice in one place to define what we mean by the highest standards of safety and accessibility for walking / wheeling.

b. Reviewing all footway space in Westminster, using our street types and kerbside hierarchies to identify streets where accessibility and perceived safety for walking / wheeling and cycling can be improved, or other sustainable kerbside can be uses installed.

c. Implementing the identified improvements, prioritising areas with the poorest safety record and areas with low existing accessibility.

d. Using engagement, consultation and co-design, where appropriate, to ensure that transport schemes meet the needs and aspirations of local communities.



Actions

Action 2.1: Pedestrian access

We will make it easier, safer and more comfortable to be a pedestrian in Westminster by:

a. Installing seating areas, dropped kerbs, street lighting and improved access to toilets in all identified areas of deficiency, prioritising areas with the poorest existing facilities for pedestrians.

b. Exploring the potential for timed street closures at peak pedestrian hours to improve pedestrian accessibility and safety.

c. Installing wayfinding signage that identifies continuous walking / wheeling routes between different areas and destinations across Westminster. This will build on and complement existing “legible London” signage.

d. Removing or repositioning street clutter that does not serve a useful purpose as part of our ongoing maintenance and improvement works.

Action 2.2: Cycle access

We will make it easier, safer and more convenient to own or use a bicycle, cargo bike, tricycle, non-standard cycle or scooter in Westminster by:

a. As a minimum installing and improving routes as soon as possible, ensuring that all residents of Westminster live within at most 400m of a cycle route that is appropriate to the street type and meets the highest standards of safety and accessibility, as set out in LTN 1/20 (or its successors) no later than 2040.

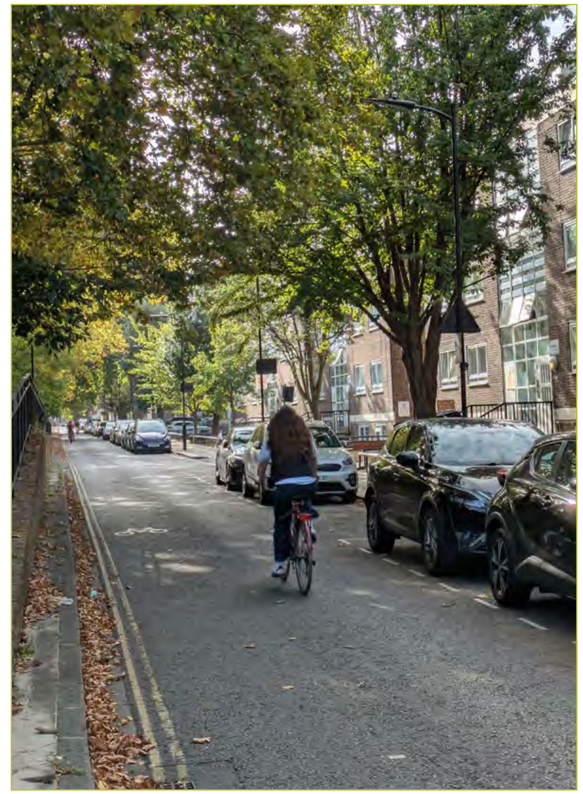
b. Installing consistent wayfinding signage that identifies continuous cycling routes between different areas and destinations across Westminster.

c. Ensuring all residents who cannot, or do not want to, store bikes at home have easy and prompt access to secure, accessible, cycle hangars. Using our data on where there is the most demand we will rapidly reduce the current waiting list as far as possible and work to keep provision ahead of demand in future.

d. Installing new cycle stand spaces where needed to ensure that there is sufficient parking for everyone who wants to cycle to key destinations.

e. Ensure visitors and residents have nearby access to hire bikes by increasing the allocation of kerbside space for dockless e-bikes and scooters where possible, and by working with TfL to expand the coverage of docking stations and other micromobility facilities in under-served areas.





Actions

Action 2.3: Public transport access

We will make it easier, safer and more convenient to own or use public transport in Westminster by:

a. Working with TfL to accelerate the provision of step-free access at tube stations, including undertaking relevant enabling works and actively engaging on any Westminster consents required.

b. Working with TfL and Network Rail to improve access at mainline stations, including undertaking relevant enabling works and actively engaging on any Westminster consents required.

c. Working with TfL to reverse the decline in bus coverage in Westminster, using a range of information about provision, demand and access to identify priority areas and appropriate locations for new or revived routes, stops and bus lanes.

d. Working with TfL to ensure that all new or refurbished bus stops meet the highest standards for safety and accessibility.

e. Improve the perceived safety of public transport, especially at night, by installing adequate lighting and wayfinding signage on routes to and through key transport hubs, interchanges and pick up points.



Action 2.4: Including everyone

We will make sure all residents and visitors feel confident and able to use sustainable transport in Westminster by:

a. Using data and local engagement, including with disadvantaged groups, to identify and prioritise locations where there is poor or inaccessible sustainable transport infrastructure.

b. Identify and implement schemes that enable access to affordable transport options for all, especially those on low incomes.

c. Advertising our maintenance and road closures publicly, including clearly identifying alternative walking / wheeling, cycling and public transport routes to help minimise disruption.

Health & Physical Activity

Vision: Our streets and roads will have a positive impact on public health, supporting people to walk, wheel or cycle as a mode of transport.

Active travel has clear public health benefits, supporting better physical, mental and social health. Inequalities of access to a safe, sustainable and healthy transport network compound other determinants of deprivation and ill health. Targeted interventions at a local level are needed so that we can eliminate these inequalities.

Noise and air pollution from traffic and road works have been shown to harm people's health.

In addition to the direct health benefits, we know that active travel interventions are beneficial for local high streets – increasing the time people spend there and improving the local economy, which in turn makes them more pleasant destinations and more attractive to people walking, wheeling and cycling.

Other key improvements to maximise the benefits active travel are included under other policies, such as Sustainable economy, with improved opportunities to get people moving and reduced air and noise pollution.

This strategy seeks to improve the quality of life for residents by creating a more liveable, connected and sustainable urban environment, with improved opportunities to get people moving and reduced air and noise pollution.

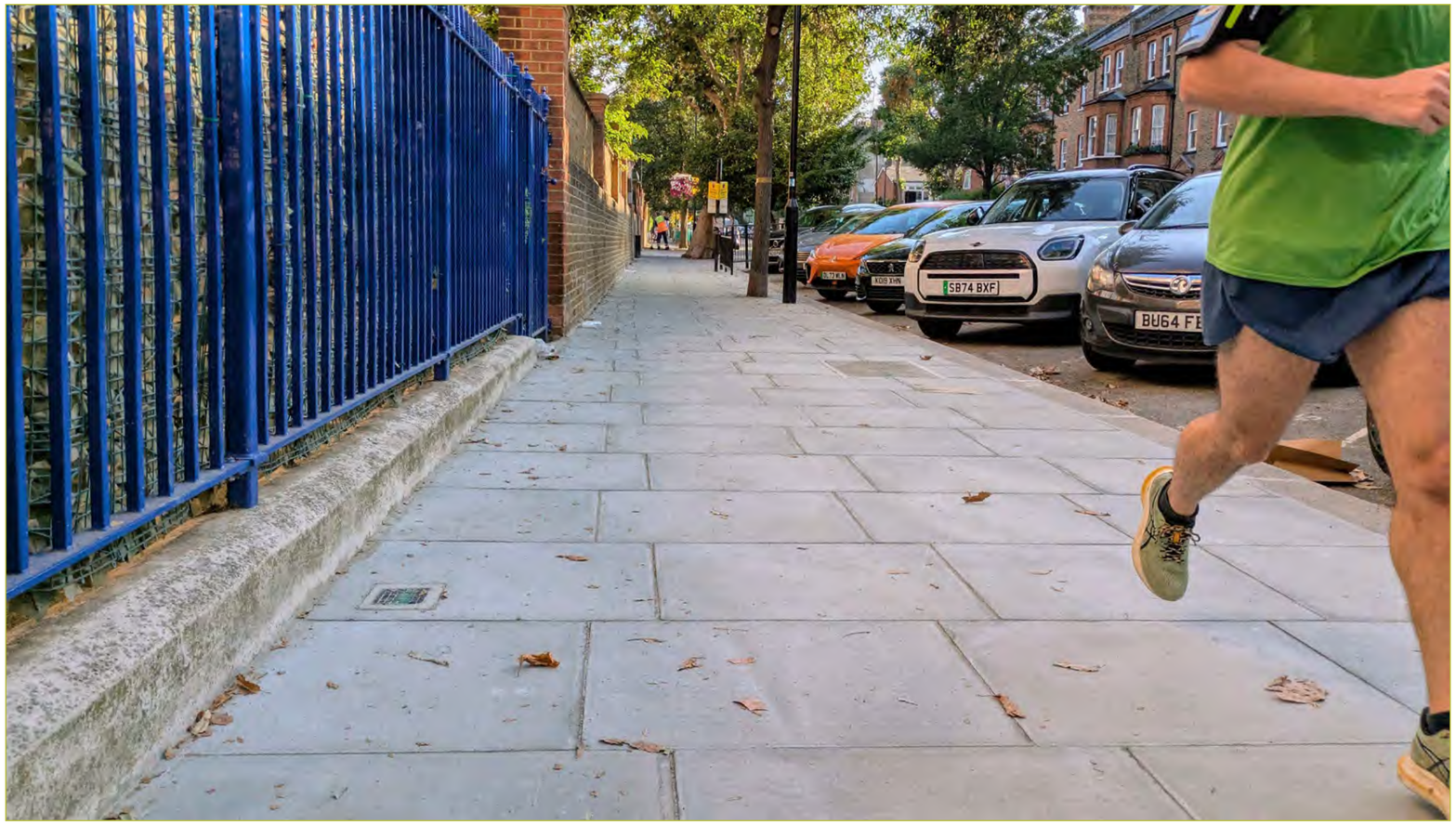
Policy 3: Health and Physical Activity

We will make sure our roads and transport system work to improve, rather than harm, the mental and physical health of residents and visitors by:

a. Setting the conditions for Westminster residents and visitors to easily increase their use of active travel when travelling in Westminster.

b. Eliminating inequalities in access to sustainable transport and health facilities.

c. Reducing unnecessary noise associated with transport.



Actions

Action 3.1: Building healthy transport habits

We will help build healthy transport habits by:

a. Working with all schools and further education institutions in Westminster to help them become accredited under the TfL "Travel for Life" scheme and achieve a gold rating by no later than 2035.

b. Working with universities and higher education institutions with campuses or halls in Westminster to ensure that they put in place travel plans to promote sustainable transport.

c. Implementing new School Street schemes to ensure that all appropriate schools are benefitting from reduced traffic at drop off and pick up times no later than 2035.

d. Working with partners to identify and implement incentives to promote active travel across Westminster.

e. Working with businesses encourage them to repurpose office or unused car parking space as space for cycle facilities and storage.

f. Working with communities to improve the information we provide about local active travel facilities and promote the benefits of active travel, prioritising areas with lower uptake of active travel.

Action 3.2: Reducing unnecessary noise

We will reduce unnecessary noise associated with transport by:

a. Where appropriate to the street type (e.g. liveable streets) identifying and implementing schemes to reduce congestion, and congestion related noise.

b. Considering noise exposure in designing new walking / wheeling routes and when making improvements to existing routes.

c. Working with our highways contractors to reduce noise caused by their activities, as a minimum meeting the applicable standards for noise and vibration in the Westminster Code of Construction Practice.

d. Supporting the Police to detect and enforce against unlicensed noisy events, such as unauthorised vehicle gatherings on the street.

Action 3.3: Working with the health system

We will work better with the health system, including our public health team, by:

a. Improving data and information sharing with the health service to ensure that we have the information we need to help prioritise improvements for safety and health.

b. Improving the information that we provide to health and social care providers in Westminster about active travel facilities and infrastructure.



Air Quality

Vision: Westminster will meet World Health Organisation guideline levels for air pollution by 2040, with the help of cleaner transport.

Air pollution is significant for our communities because poor air quality is linked to a range of serious health problems, such as respiratory and cardio-vascular illnesses, and can cause environmental damage by harming wildlife and the soil.

In Westminster, air pollution mainly comes from four key sources: industrial and commercial activities, commercial cooking, construction and demolition and road transport. Reducing traffic levels and vehicle reliance is therefore important if we want to improve the air we breathe.

Targeted action must be taken against the modes of transport that are most polluting. Whilst freight vehicles constitute only 15% of the total vehicle miles travelled in London, they contribute to 34% of nitrogen oxide (NO_x) and 27% of fine particulate matter ($PM_{2.5}$) emissions from road transport. The disproportionate impacts of these transport modes on poor air quality must be addressed to reduce the geographic and social inequalities that our residents face.

Reducing the number of vehicles on our roads and helping transition the remaining fleet to zero tailpipe emission equivalents are key to improving air quality. This means that a lot of the actions elsewhere in the is strategy, especially under climate change and sustainable economy, will also contribute to our air quality targets.

This strategy will contribute to the success of the Westminster Air Quality Action Plan by helping us to achieve a cleaner, less polluting, transport network.

Policy 4: Air Quality

We will reduce road transport generated emissions of NO_x and $PM_{2.5}$ by:

a. Ensuring all interventions delivered through this strategy consider their air quality impacts.

b. Delivering specific projects to reduce transport related pollutant emissions in hotspots and across the borough.

c. Reducing the impact on air quality from our own actions.



Actions

Action 4.1: Reducing our own impacts

We will reduce our own impact on air quality by:

a. Electrifying all of our depots, street cleansing vehicles, rubbish and recycling trucks and other machinery we own or lease by no later than 2030.

b. Using our contracts and procurement processes to phase in the use of electric heavy goods vehicles and maintenance and repair machinery. Our on-street work sites will be fully zero emission by 2040.

c. Using our contracts and procurement processes to phase in the use of innovative materials when completing maintenance or development works, including the use of permeable and carbon zero paving materials, and to deploy and/or develop zero emission machinery.

Action 4.2: Additional measures

We will do more to reduce air quality impacts in Westminster by:

a. Collaborating with the Canal and River Trust and Cross River Partnership to trial the use of the Thames and canals for freight, servicing and delivery, using low or zero emission vessels.

b. Continuing to enforce against idling vehicles with the powers we have and lobby government for greater powers to create a genuine deterrent.

c. Delivering a high-impact marketing campaign to publicise tools designed to help individuals reduce their exposure to poor air quality.

d. Working with NHS trusts and GP surgeries to raise awareness of the symptoms of health conditions associated with air quality and how to find support.

e. Working with TfL, operators and other key partners to develop and implement a strategic approach to the future of Victoria Coach Station, to deliver a fully electrified coach fleet by 2040.



Climate Change

Vision: Westminster's transport network will decarbonise to reach Net Zero by 2040, and the streets will become more resilient to the impacts of climate change.

Climate change is both a current and future threat to us all.

By promoting sustainable modes of transportation such as walking / wheeling, cycling, and public transport, this strategy commits us to reducing carbon emissions from transport in Westminster to Net Zero by 2040. Reducing emissions from the delivery of goods is also critical, most of the actions aimed the logistics sector are in the Sustainable Economy policy.

But reducing emissions is just one part of the story. Extreme heat and flooding events are becoming more likely as our planet heats up, and we need to adapt our roads and streets to become more resilient to these challenges.

Policy 5: Climate change

We will meet the climate emergency by:

a. Decarbonising the transport network in Westminster by no later than 2040, and

b. Installing the infrastructure that we need to adapt to and mitigate the impacts of the changing climate.



Actions

Action 5.1: Reducing private and commercial vehicle use

We will reduce the amount of vehicle kilometres travelled on Westminster's roads by 27% by 2040 (against a 2018 baseline), by:

a. Working to develop the right balance of incentives and deterrents to promote a long-term downward trend in the number of vehicles on Westminster's roads and kerbsides. Where appropriate we will work with TfL and other London boroughs to deliver schemes that go beyond Westminster's boundaries.

b. Working with the delivery sector to install shared pick-up and drop-off points to ensure all Westminster residents live within an easily accessible distance of a collection point.

Action 5.2: Reducing transport emissions

We will reduce the carbon emissions of powered transport on Westminster's streets by:

a. Where appropriate to the Street Type, and in line with our kerbside hierarchy, accelerating the roll out of charging infrastructure for electric vehicles, including rapid charging facilities where relevant.

b. Use consents, procurement, contracts and direct installation to ensure that all electric power for transport in the city is from zero carbon sources as soon as possible, no later than 2040, including working with UKPN to reduce significant constraints on the grid through flexibility trials, vehicle to grid trials and ensuring that strategic transport hubs are prioritised for grid upgrades and new sub stations.

c. Lobbying central Government and rail operators to stop the use of diesel-powered trains serving Westminster stations, in particular the Chiltern line trains serving Marylebone, as soon as possible.

Action 5.3: Resilient streets

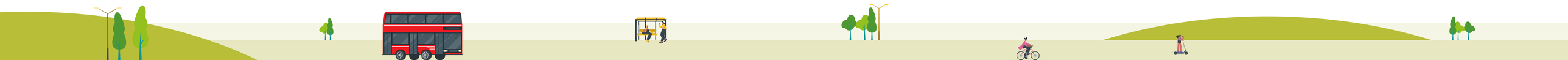
We will invest in making our streets more resilient by:

a. Where appropriate to the street type and in line with our kerbside hierarchy, incorporating sustainable drainage systems (SuDS) and habitat rich green spaces in the design of all transport schemes.

b. Looking for opportunities to install sustainable drainage systems and habitat rich green spaces in all of our improvement works. Where opportunities are identified the relevant infrastructure will be installed as part of the improvement work.

c. Working with TfL to install sustainable drainage systems and habitat rich green spaces on the TLRN.

d. Wherever possible install sustainable infrastructure and green spaces with a view to moving an increasing proportion of our kerbside space up the kerbside hierarchy. Parking will be prioritised for essential uses, such as access to key services and use by individuals with accessibility needs.



Sustainable Economy

Vision: Westminster will support economic activity and growth through sustainable transport measures, and encourage more sustainable freight, servicing and delivery.

The population of Westminster is expected to continue to grow. A transport network that improves access to jobs, education, services and culture supports the life and economy of our city, including local high streets and major destinations in Westminster.

As well as famous, internationally significant destinations, Westminster has many major high streets and local centres. In line with a general national trend, high streets in all areas of the borough are experiencing wider economic challenges. Our high streets face fierce competition from online retail – improving the quality of our public realm, including improving the pedestrian experience and creative transport solutions is an important part of revitalising our local economy.

The evidence is clear that walking and cycling improvements lead to significantly stronger high street performance, with recent research from TfL showing a 93% increase in footfall, 216% increase in time spent in the street, 17% reduction in retail vacancy, and a 7.5% increase in retail rental values in some locations.

Some of the key improvements to active travel are included under other policies, such as Health and Physical activity.

The rapid increase in online shopping and delivery services in recent years has also highlighted the need to improve the way goods and services are transported to and from businesses and residents. New technologies are fast moving, and we must ensure that we keep up and are adaptable to the changing transport needs of our communities.

Policy 6: Sustainable Economy

We will put sustainable transport at the heart of Westminster's economy by:

a. Maximising the local economic benefits of sustainable transport.

b. Ensuring that there is sufficient coverage of zero emission first/last leg and business to business freight options, including micro-logistics hubs, to serve all of Westminster.

c. Making sustainable and zero emission freight and deliveries the default option for all Westminster businesses and residents.



Actions

Action 6.1: Local economic benefits

We will maximise the local economic benefits of sustainable transport by:

a. Working with our local businesses and our high streets, economy and cultural industries teams to create a virtuous circle where high streets and major destinations flourish due to less traffic, creating new jobs and opportunities that can be accessed by sustainable transport.

b. Working with our local businesses and high streets to develop servicing and access plans that support business needs and encourage the use of micro-consolidation and zero emission deliveries. If timed pedestrian priority is introduced, we will pair it with clearly advertised off-peak servicing windows and adequate nearby loading provision.

c. Identify skills gaps and opportunities for new trades and professions created by the actions in this strategy and, working through our Green Economy and Skills teams, coordinate with further and higher education institutions to ensure relevant training and upskilling opportunities are available to Westminster residents. At the time of writing priority areas included electric vehicle and chargepoint installers and engineers, micro-logistics hub operators and Sustainable drainage installers and engineers.

Action 6.2: Zero emission supply chains

We will ensure that zero emission supply chains are available to all Westminster businesses by:

a. Working with businesses and partners to identify where there is low or no availability of zero emissions freight and prioritise these locations for the implementation of zero emission logistics and micro-logistics centres.

b. Working with businesses and partners to release or repurpose land or space within existing buildings for zero emission logistics and micro-logistics centres.

c. Using engagement, consultation and co-design to ensure businesses are able and willing to improve the sustainability of their supply chains, within Westminster and beyond.

d. Working with businesses and partners to increase the availability, and use, of business-to-business and business-to-customer deliveries by cargo bike.

e. Work with trades and partners to develop and trial trades specific lockers or other storage facilities for consolidated deliveries.

Action 6.3: Supporting sustainable work travel

We will ensure that sustainable transport is the easiest option for all work travel in Westminster by:

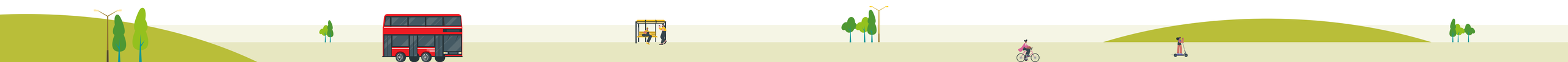
a. Working with businesses and partners to ensure all employers in Westminster provide practical support for sustainable staff commuting and work travel.

b. Working with businesses and partners to ensure all Westminster businesses with fleets have an effective plan to complete the transition to sustainable and zero emission fleets by 2040.

c. Help local charities and businesses, especially SMEs, to explore the potential to use sustainable transport options by expanding our cycle loan hire-purchase bike schemes to cargo bikes and other zero emission vehicles.

d. Introducing emissions-based charges for trade vehicle parking permits, to bring them in line with resident and visitor parking.

e. Working with TfL and other partners in the delivery of public transport schemes to ensure that planned enhancements consider and actively mitigate secondary, negative, impacts on other sustainable modes of transport modes.



Actions

Action 6.4: Preparing for the future transport

We will make it easier for Westminster residents to choose sustainable transport options and support the development and deployment of new and newly popular sustainable transport technologies by:

a. Working to improve 24-hour sustainable transport connections from our most deprived areas to locations with good opportunities for employment and training.

b. Working with town planning colleagues to ensure that development and regeneration proposals and policies are designed from the outset to prioritise sustainable transport for residents and businesses. This could include delivery of street spaces optimised for sustainable transport, delivery of physical infrastructure such as consolidation centres and off-street servicing bays or planning contributions to support relevant council lead projects.

c. Ensure that planning applications brought forward by developers take account of this strategy, including consideration of street types, the kerbside hierarchy and the prioritisation of sustainable modes.

d. Lobbying central Government for devolved powers to be able to regulate new classes of transport modes and new types of operators to effectively manage future growth and new technologies for the benefit of Westminster residents and visitors.

e. Working with partners such as TfL to continue to develop Mobility as a Service (MaaS), including developing or participating in information platforms that make it easier to plan journeys by sustainable modes.



Delivering through partnership

This strategy takes the first step by outlining our ambitions and intentions for Westminster's transport network in the future. Looking ahead, we want to build on work already underway across the Council and by our other valued stakeholders. The Council will continue to design and produce local transport interventions with our residents, communities, Business Improvement Districts and other key stakeholders across the city to foster meaningful partnerships and collaboration.

The work that needs to be to be done to deliver on ambitious strategy includes changing the ways we do things and how we work with our partner organisations:

- Building our knowledge on best practice interventions, continuing to work closely with other local authorities, academic institutions and expert organisations across the country and beyond.

- We will allocate the necessary resources – both financial and human – to support the implementation of this strategy. This may involve securing external funding for specific interventions.

- We will target our investment and engagement to reduce the inequalities that exist to overcome the barriers to accessing sustainable transport across Westminster.

- We will establish clear lines of accountability and transparency in how we will achieve the targets set in this strategy, and what progress has been made in achieving them.

- Take a pro-active approach in pan-London collaboration to address cross-borough and strategic TfL opportunities to increase active travel.

Monitoring

The Council commits to publishing an annual document that reports the progress made on the deliverables and targets set as part of this strategy. We will be ambitious in setting new measures to ensure we achieve our targets, and the role that sustainable transport can play in achieving this.

Individual programmes and projects should consider how their own delivery milestones and outcomes can be incorporated into this overarching report.

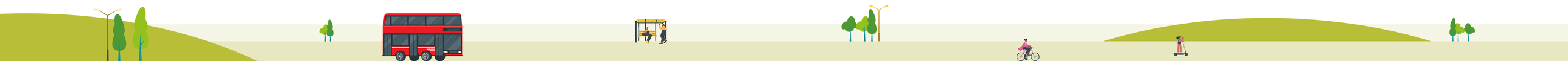
Funding

Local authorities continue to face many challenges, one of which is funding to deliver the many different services and schemes they deliver. The ambitions of this strategy must be supported by funding streams that enable the implementation and delivery of the many policies set out. We will continue to use our Capital Programme, Infrastructure Delivery Plan, development contributions secured through planning control, Community Infrastructure Levy and Carbon Offset fund contributions to invest in sustainable transport solutions in Westminster. Alongside this document sits our Local Implementation Plan which sets out how we will deliver selected schemes through the grant and any other funds we receive from Transport for London. Furthermore, we will continue to work with our key stakeholders and seek new sources of income where possible to enhance the possible funding available to deliver this strategy.



Glossary

Active travel	Travel by muscle power, including walking / wheeling, cycling and scooting.
Cycle hanger and cycle stand	A **cycle hangar** provides secure overnight or longer term stowage for a cycle, usually at or near home. A **cycle stand**, sometimes called a Sheffield stand, is a frame for secure short term cycle parking, usually at a destination.
Cycling	Riding a bike, e-bike or tricycle. Used broadly in this strategy – can include other forms of human powered wheeled transport, such as scooters.
Development contributions, CIL, carbon offset fund	Financial contributions to the council, usually made by developers as part of the planning process. Development contributions include “section 106” and “section 278” payments, use of these funds is subject to legal agreement with the developer. The **Community Infrastructure Levy (CIL)** and **carbon offset fund** are similar payments to the council, use of these specific funds is subject to the Council’s published policies.
e-bike / e-cargo bike	A bike or cargo bike with a battery and an electric motor to assist the rider.
Electric vehicle charging point	Place to plug in battery electric vehicle for recharging. Can include a variety of technologies such as low-power lamp post charging and rapid charging units. In this strategy “electric vehicle charging points” does not usually include off-street charging at home.
EV	Electric vehicle that operates solely on batteries. Does not include hybrid vehicles.
Freight, Servicing and Delivery (FSD)	The movement of goods (including waste), as opposed to people. Usually “freight” refers to longer distance movements of bulk goods, “servicing” to movements of goods in or out of businesses and “delivery” to movements of goods, including food, to individuals
Kerbside	Traditionally a narrow strip either side of where the road and the pavement meet. In this strategy “kerbside” is used more generally to refer to the space between portions of the streets and roads allocated to different transport modes and uses.
Low or Zero Emission	In reference to engines **Low emission** refers to Euro 6/VI for road vehicles and stage 5 for NRMM. Hybrid vehicles are characterised by type of combustion engine (thus a hybrid vehicle with a Euro 5/V or earlier engine is not considered low emission). **Zero emission** means batteries or hydrogen fuel cell as the sole power source.
Micro-logistics hub	Micro logistics hubs are small, secure spaces that couriers and operators can use to receive, sort, and send deliveries in central locations, ideally by cargo bike or walking porters, to support low-emission last-mile deliveries



Mode / mode share	Modes refer to the means of transport – walking, cycling, private car etc. Public transport can be considered as a whole or further sub-divided into buses, the tube, rail etc. Mode share refers to the proportion of journeys undertaken by a given mode (for instance an “overall mode share of 27%” means 27 out of every 100 journeys are made by that mode). Mode share can also be broken down by journey type – for instance the mode share for commuting journeys (journeys to work).
Net Zero	Net zero is the balance between the emissions we produce and those we remove from the atmosphere through emission saving activities and offsetting. We achieve net zero when the quantity of emissions we produce each year is equal to or less than the amount we take away. This can be achieved by reducing the emissions we produce and offsetting any remaining emissions that are too expensive or complex to prevent entirely.
NHS	The National Health Service.
Pedestrian Zone	An area of road allocated wholly or primarily for pedestrians. Pedestrian zones can include the permanent conversion of the road space (including appropriate paving and the installation of barriers), be limited to specific times of day (with moveable barriers and/or camera enforcement), or be temporary (such as play streets).
Public Realm	The publicly accessible spaces between buildings which provide an infrastructure for the movement and interaction of people, whether public or privately owned, from alleyways and streets to squares and open spaces.
SME	“Small or Medium Enterprise” – a company or organisation with fewer than 250 employees and a turnover of less than €50 million.
SuDS	Sustainable drainage systems: measures and techniques to help capture, use, delay the dispersal of, discharge or absorb surface water.
Sustainable transport	Zero emission transport that optimises the use of limited road space.
TfL	Transport for London.
TLRN	Described in the GLA Act 1999 as the Greater London Authority Road Network, this is now known as the Transport for London Road Network. It comprises 580km of London’s red routes and other important streets.
UKPN	UK Power Networks
ULEZ	The Mayor of London’s “Ultra-Low Emission Zone”.

