ACTIVE TRAVEL



Active Travel

Active travel infrastructure and sustainable travel is critical to delivering on net zero and facilitating physical wellbeing to ensure people can stay healthy and thrive as they age. Infrastructure improvements that support active travel are also needed to accommodate the growing number of people living, working, and visiting Westminster. The delivery of active travel routes that are safe, accessible and visible will help to alleviate some of the carbon impacts of increasing tourism and migration to the city.

Active Streets programmes are essential to facilitate Active Travel. These includes projects such as Schools Streets, Play Street, and Street Play.

The City Plan promotes sustainable forms of transport to create safer streets, reduce traffic and improve air quality by limiting pollution from motor vehicles in Westminster. In addition, one of the aims of the Fairer Westminster Strategy and Delivery Plan is to make transport more equitable.

Planned Projects

Walking

To meet the objectives outlined above and accommodate future growth in line with local, regional, and national policy, planned provision includes street improvements such as, safer road crossings, new dropped kerbs pavement repairs and new wayfinding signs.

Additionally, School Travel Plans are being developed in collaboration with various schools to promote safer and more sustainable travel options for students, emphasising walking, cycling and public transport.

Walking	
Category	**Details**
Lead	Westminster City Council
Current Provision	Public realm and Highways improvements, School Travel Plans, School Streets pedestrian crossings, pedestrian priority streets, pavement widening Legible London signs, pedestrian countdown timers, local safety schemes, and Low Emission Neighbourhood (LEN) initiatives.
Known Planned Provision	Improvement of unfamiliar walking routes, inclusive footways, and public spaces, decluttering of crowded streets and junctions, partnerships with TfL and other entities for public realm improvement schemes and air quality initiatives. Active Street programmes including Schools Streets, Play Streets, and Street Play
Future Needs	Increase walking trips from 84% to 92%, enhance the walking environment quality, ensure safety, and promote behavioural change
Funding	Funding sources include S106 and 278 agreements, CIL, landowner contributions, LIP funding, and joint initiatives with TfL and partners, including central government funding and DEFRA Air Quality grants.

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Schedule								
Prioritisation	Programme / Strategic project	Location/s	Description	Provider	Estimated WCC cost	Phasing (Start)	Phasing (End)	Timescale
Crucial	Westbourne Park Bus Garage Footbridge	Westbourne Park Bus Garage	New footbridge across canal to support the City Plan Partial Review site allocation at the site	TBC	TBC - s106 or CIL may need to contribute	2030	2040	
Crucial	Existing Projects for CCTV	Borough-wide	To improve road safety for all road-users, but especially pedestrians and those using active travel methods, the City Council needs to increase its estate of on-street cameras and associated monitoring equipment where moving traffic offences can be enforced. This includes enforcement of certain prohibited movements (banned turns, one-way streets etc) and box junctions. Installations will be targeted based on accident statistics and reports/requests from road-users to ensure that the increase in enforcement is proportional and of maximum impact for the safety of residents and road-users.		£0.00			
Crucial	Strategic Asset Management and Monitoring	Borough-wide	Strategic Asset Management and Monitoring. Use of Asset Management tools including 'Confirm' which records of inspections, records defects and updates on the Highways jobs to repair, which helps prioritisation of Highways maintenance work to keep the public highway operating efficiently for the public	WCC, Contracted teams	£800,000.00	2024	2025 and ongoing	Short

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Essential	School Streets & School Travel Plan	Borough-wide	As part of a Transport for London initiative, we are working with schools across the borough to produce School Travel Plans (STPs). An STP is a document that sets out how a school will promote safer, healthier and more sustainable travel to school. The emphasis is on reducing the number of children being driven to and from school and encouraging walking, cycling, scooting and using public transport. Some interventions require highway engineering schemes to support safer, cleaner and greener travel choices.	WCC	£1,500,000.00	Ongoing	Ongoing	Short
Important	Street Improvement Programme	Borough-wide	Expanding the roll-out of street improvements (including new wayfinding signs, safer road crossings, new dropped kerbs, pavement repairs improved tactile paving network and new seating areas)	Highways		TBC	TBC	
Important	ActiveStreets	Borough-wide	School Streets, Play Streets, and Street Play projects to deliver improvements which create priority for children and families to enable them to play in the designated streets	WCC (Communities, Highways, etc)	At least £2.4m	TBC	TBC	Medium

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Cycling

In addition to the above-mentioned street improvements to aid active travel, delivery of supporting infrastructure for cycle hire, additional bays, improved cycle routes, cycle hangars in various locations is also planned to encourage cycling as a sustainable transport mode.

The School Travel Plans which are being developed in collaboration with schools will also promote the use of cycles to travel to school, where possible. The council is working with bike operators to establish designated parking bays for dockless bikes and e-scooters, with the goal of having at least one parking bay every 300 meters across the borough.

Cycling	
Category	Details
Lead	Westminster City Council, TfL & Private Sector Providers
Current Provision	Cycling infrastructure in Westminster includes the central London Cycling Grid (CS5/11), cycle parking, residents' cycle hangars, and cycle hire junction improvements, cycle parking audits, safety checks, maintenance courses, abandoned bicycle scheme review, bike loan pilot, Better Junctions Review, 20 mph zones, neighbourhood traffic management.
Known Planned Provision	Expansion of cycle routes, improved wayfinding, addressing dangerous junctions, enhancing storage facilities, making temporary cycle lanes permanent, increasing neighbourhood traffic management, filling gaps in the cycling network, improving access to Royal Parks.
Future Needs	Increase cycling trips, improve road user interaction, facilitate bicycle ownership/access, raise awareness and participation, decrease cycle casualty rates.
Funding	CIL, Section 106, partnership funding with stakeholders such as Network Rail, City West Homes, and TfL.

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Schedule									
Prioritisation	Programme / Strategic project	Location/s	Description	Provider	Estimated WCC cost	Phasing (Start)	Phasing (End)	Timescale	Total Funding gap
Various	Cycle Schemes	Various across City	New and improved cycle routes and parking including dockless	WCC and private	£24.4m	Various	Various	Various	£16.6m
Essential	London Cycle Hire – TfL	Borough-wide	Implementation of additional TfL Cycle Hire (Santander) stations/expansion - Will need TfL commitment for additional stations to be delivered, due to TfL's 2024 asset freeze and contract restriction with their operator Serco with the limited number of active station/fleet size. TfL contract procurement due 2025	TfL	£300,000	2023/24	2024/25	Short	£300,000
Essential	Secure Cycle Hangars	Borough-wide	Our roll-out programme aims to install cycle hangars in various locations across the borough, offering secure storage for cyclists, encouraging more individuals to choose cycling as a sustainable mode of transportation. Locations for new cycle secure units are chosen primarily based on the level of local demand identified from the registration of interest data across the borough. The demand study analysis identifies areas that require additional cycle parking facilities.	WCC	£175,000	Ongoing			