Westminster City Council
Stub Roads Greening

Engagement Summary Report (Public)

January 2026

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Document distribution

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Executive summary

This report summarises the recent early engagement exercise for Westminster City Council's Stub Roads Greening project. As well as outlining the approach to the engagement exercise, the report also summarises the feedback received in responses and the planned next steps.

Westminster City Council has the opportunity to consider the introduction of greening initiatives on stub roads, also known as dead-end roads, across Westminster. 'Greening' in this context refers to introducing initiatives such as Sustainable Drainage Systems, greenery including trees, and planters and public realm improvements. Stub Roads Greening could provide the following benefits to Westminster:

- Enhanced biodiversity
- Management of rainfall resulting in a reduction of flood risk
- Improved air quality and water quality
- Improved visual aesthetic of urban areas
- Economic benefits

An eight-week engagement period took place over the summer, from the end of July to the end of September 2025. A website was created and circulated amongst the local community and key stakeholders across Westminster to share information about what Stub Roads Greening involves and the potential benefits. An online questionnaire allowed people to drop a pin on a map to submit up to three stub road locations in Westminster they would like Westminster City Council to consider for the introduction of greening. 61 questionnaire responses were submitted alongside four emails with feedback. There was a total of 109 comments received, 92 of which contained a stub road location suggestion.

Respondents were supportive of the concept of introducing benches, planters and trees at stub roads in Westminster. People suggested that this would help to improve safety and current levels of pollution by creating greener, more visually appealing spaces that would benefit local businesses, residents and visitors.

The feedback received from the engagement exercise, including all locations suggested, has been reviewed by the project team and will now be analysed against specific environmental factors including flood risk, heat risk and air quality. A shortlist of preferred locations that are feasible for introducing greening will be created and designs produced. A public consultation on the shortlist proposals will follow in 2026, prior to the final designs being updated.

1. Introduction

1.1 Purpose of this report

1.1.1 Westminster City Council is looking to introduce greening initiatives on stub roads, also called dead-end roads, located across Westminster.

1.1.2 An early engagement exercise took place from Thursday 31 July to Thursday 25 September 2025 across Westminster to ask members of the public and other stakeholders for their thoughts on stub roads greening initiatives and potential locations where this could be implemented. This report details the approach to the engagement and summarises the key themes received from the stakeholder feedback. A list and map of locations submitted by respondents is provided.

1.2 Background

1.2.1 Westminster City Council has identified stub roads as underutilised spaces with the potential to increase greening opportunities. 'Greening' refers to adding new planted areas or trees to a stub road which is either the dead-end of a street, or a street where traffic has been 'stopped up' or closed by a physical intervention such as bollards. Options include creating pocket parks, introducing Sustainable Drainage Systems (SuDS) such as rain gardens or tree pits, and new planters and trees. Initiatives can also extend to public realm improvements such as benches, levelled access, play equipment, lighting, public art, and cycling infrastructure. Figure 2-1 shows an example of a stub road in Westminster.

Figure 1-1 - Stub road at Cleveland Square



1.2.2 The purpose of the Stub Roads Greening project across Westminster is to improve the resilience of the local environment enhancing biodiversity, improving water quality and air quality, reducing the urban heat island effect through cooling and reducing flood risk. Additional greening and public realm features create visually appealing spaces that can enhance the overall aesthetic of the area, improve mental and physical wellbeing of residents and visitors, and contribute to economic benefits.

1.2.3 The early engagement exercise was designed to invite members of the public to share stub road locations in Westminster they felt could benefit from greening and public realm improvements. This was the first public communication for this project and intended to help Westminster City Council better understand the demand for stub road greening and identify potential locations where stakeholders felt that interventions could be delivered.

1.2.4 The feedback received during this engagement will be used to inform the shortlisting process and support decision making when selecting which stub road location(s) to proceed with. A consultation on the proposals for the suggested location(s) will follow in 2026 to gather community feedback before finalising any improvements.

1.2.5 Figure 2-2 shows a timeline setting out the key milestones described above and the next steps.

Figure 1-2 - Timeline of engagement and future consultation



1.3 What is being proposed

1.3.1 Westminster City Council shared a map with the City of Westminster boundary highlighted and asked the local community and other stakeholders to submit their views on stub road locations within Westminster they felt could benefit from greening enhancements. Respondents were also asked to provide a comment on what types of greening they would like to see delivered.

1.3.2 The project website, Commonplace, included information and Frequently Asked Questions (FAQs) outlining the types of greening and public realm improvements that could be considered, such as:

- SuDS features - Rain gardens, swales, tree pits and rainwater harvesting systems
- Greening - new planters, trees and grass
- Provisions for walking - levelled access, benches / seating
- Provisions for cycling - cycle parking
- Public realm improvements – lighting, public art, play equipment

1.3.3 The proposed improvements would reduce flood risk whilst enhancing urban spaces, contribute to environmental sustainability and improve residents' quality of life.

2. Promotion and engagement approach

2.1 Overview

2.1.1 The early engagement exercise on Stub Roads Greening took place from 12:00pm on Thursday 31 July up to 23:59pm on Thursday 25 September 2025.

2.1.2 The engagement was carried out using Westminster City Council's consultation website, Commonplace, and included information about the project, FAQs and a questionnaire.

2.1.3 Prospective respondents were invited to read the information and share their views on how they felt about Stub Roads Greening in Westminster, via a questionnaire. The questionnaire asked respondents to drop up to three pins on a map to indicate locations of stub roads within the City of Westminster boundary that they felt would benefit from greening initiatives and to provide a justification of the type of improvements they would like to see. Respondents were also asked how they had heard about the engagement and could complete optional demographic questions.

2.1.4 A package of engagement materials was developed in a style that was accessible to all audiences enabling respondents to make an informed submission to the engagement through the questionnaire or the project email address.

2.2 Promotional approach

2.2.1 A range of materials were used to promote the engagement period. These are detailed below. All materials were available for the duration of the engagement exercise.



Consultation website www.stubroadsgreening.commonplace.is: A website was created and contained information about Stub Roads Greening. The website launched to the public at 12:00 on Thursday 31 July 2025. If people had previously signed up to be notified of engagement launches, they then received an automatic email from Commonplace on Thursday 31 July once the site had gone live. The consultation website contained three pages (or 'tiles') that visitors to the website could click through, including Proposals, Questionnaire and FAQs. Statistics of engagement from the website can be seen in Figure 3-1**Error! Reference source not found.**. Appendix A includes full details of the website content and the Commonplace email sent.

Frequently Asked Questions (FAQs): 14 FAQs were produced and included on the website to answer commonly asked questions covering details about Stub Roads Greening, the engagement exercise and next steps. The FAQs can be found in Appendix A.

Email: Westminster City Council sent an initial launch email to the Section 6 (S6) stakeholder list on Monday 4 August, followed by another email to correct an error on the end date of the engagement. A total of 376 emails were sent. The S6 list includes statutory stakeholders such as residents' associations, utilities companies, and emergency services. The email notified stakeholders that the engagement had launched, inviting them to review the information on the website and answer the questionnaire. A final email was sent to the same distribution list on Wednesday 17 September to remind them that the engagement exercise would be closing soon and encourage a questionnaire submission. A total of 368 emails were delivered. The number of emails delivered in the second batch was lower than the initial batch, as eight people had opted to unsubscribe following the first email. Appendix A includes the S6 emails that were sent and the delivery statistics.

Newsletter: Details of the engagement exercise were included in MyWestminster several times during the eight-week engagement period (to c. 84,000 recipients), the Environmental newsletter (once to 3,000 recipients) and the Business newsletter (once to 15,000 recipients). The text provided in the newsletters can be found in Appendix A.

Local library screens: Content was created to display on library screens at 16 public libraries across Westminster and included a link and QR code to the project website to encourage visitors to submit a questionnaire response. The content was displayed digitally during the engagement period from 31 July to 25 September 2025. Appendix A includes the content shared on screen in the libraries.

2.3 Engagement approach

2.3.1 A questionnaire and email address were set up to support the engagement period, detailed below.

Online questionnaire: A questionnaire, hosted on the project's Commonplace website, was designed to gather views on Stub Roads Greening and suggestions of locations where this could be implemented across Westminster. This included seven questions directly related to Stub Roads Greening and nine optional questions

included to gather respondent demographic data. 61 responses to the questionnaire were received. A hard copy of the questionnaire was available on request, but no requests were received. The questionnaire, including the demographic questions, is available in Appendix B.

Emails: Westminster City Council created a project email address stubroadgreening@westminster.gov.uk which was used to send out the emails to S6 statutory stakeholders. Stakeholders were welcome to reach out to the project team if they needed further information or had enquiries. Four emails containing feedback were sent to Westminster and four enquiries were submitted.

2.3.2 A summary of the communications approach and engagement response is shown below in Figure 3-1.

Figure 2-1 - Engagement summary



2.4 Analysis methodology

2.4.1 Responses could be submitted through the questionnaire which consisted of open (free-text) and closed (tick-box, ranking) questions. Open questions allowed respondents to share their views, and closed questions provided quantitative data where preferences can be compared easily.

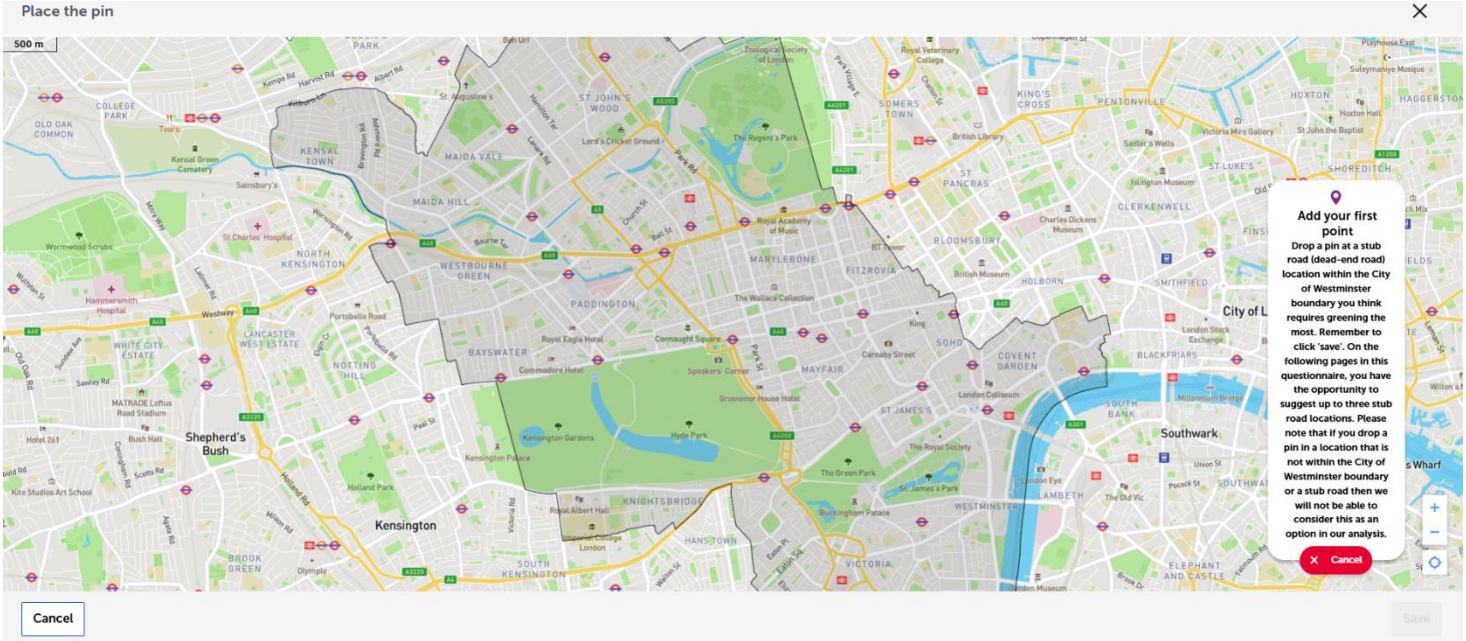
2.4.2 Respondents could also submit their feedback via email to the dedicated project email address. No physical letters were received by Westminster City Council.

2.4.3 The questionnaire included seven questions related to Stub Roads Greening.

2.4.4 The first three questions were mandatory closed questions. Respondents were asked to indicate their status, to what extent they agreed with the introduction of greening initiatives at stub roads in Westminster and to rank the greening and public realm improvements they would like to see in order of importance.

2.4.5 Next, there were three open questions which were each accompanied by a map. Respondents were able to drop a pin on each map within the City of Westminster boundary to indicate up to three stub road locations that they would like Westminster to consider introducing greening initiatives at. Figure 3-2 shows a screenshot of the map that respondents were presented with, and the shaded area is the City of Westminster boundary. People were able to navigate the map by zooming in/out to drop their pin in the desired location. The pin was able to be moved if it had been dropped incorrectly, before hitting save to proceed to the open question.

Figure 2-2 - Commonplace questionnaire open question with instructions for respondents to drop a pin on the map within the City of Westminster boundary



2.4.6 Westminster City Council asked respondents to provide more information regarding each pin submitted, including stating the name of the location and what type of greening initiative(s) they would like to see introduced at that location. All respondents were required to provide at least one location suggestion along with additional information, while the other two map open questions were optional.

2.4.7 This was followed by a final closed question asking respondents to select the channel(s) through which they had heard about the engagement exercise. The results of all the closed questions on Stub Roads Greening are summarised in Section 3.2. The results of the feedback received via the interactive map open questions in the questionnaire, and emails, and a list of stub road locations submitted can be found in Section 3.3.

2.4.8 After completing the stub roads questions, respondents had the option to complete nine demographic questions, selecting their preferences from multiple choices pre-set by Westminster City council. Results of the demographic questions can be found in Section 4.1.

2.4.9 The analysis of responses, including the submission of stub road locations, was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process. All responses across all feedback methods were checked for duplicate submissions. For questionnaire submissions, this included checking whether the same respondent, identified using the auto-generated respondent ID, had submitted multiple responses to the open questions. Eight duplicate submissions were identified in the questionnaire responses submitted and have been removed from the analysis to not skew the results.

3. Responses to the engagement

3.1 Introduction

3.1.1 Overall, a total of 65 people responded to the engagement exercise, comprised of 61 questionnaire responses and four emails with feedback that were sent to the project email address. Two of the questionnaire responses were 'pending' and not 'confirmed' as the respondent did not validate their email address. These have been included in this analysis.

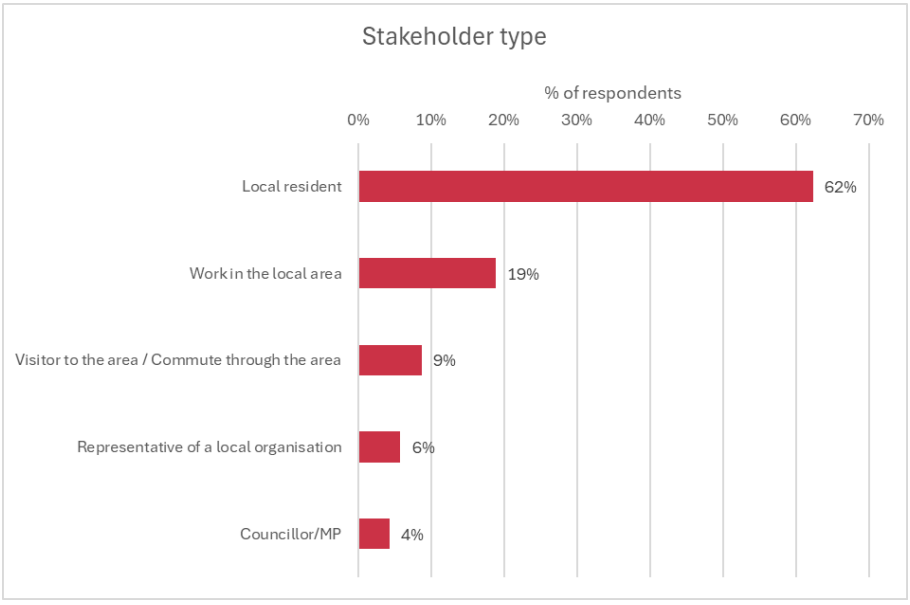
3.2 Closed question analysis

3.2.1 Questions 1, 2, 3 and 7 in the questionnaire were closed questions and the results are analysed below. Percentages are rounded to the nearest whole number and, as such, totals may not equal 100.

Stakeholder type

3.2.2 Question 1 asked people to describe themselves and included an optional open text box for respondents to 'add something else', such as the name of the business or organisation they represent. Respondents were required to answer this question and able to select multiple options. A total of 69 selections were made in answering this question, as six respondents selected two options, and one respondent selected three options. Full details can be seen in Figure 4-1.

Figure 3-1 - Which of the following best describes you?



Base: (n:69)

3.2.3 62% of all responses were local residents (43 respondents) with 19% of responses from those identifying themselves as working locally in the area (13 respondents).

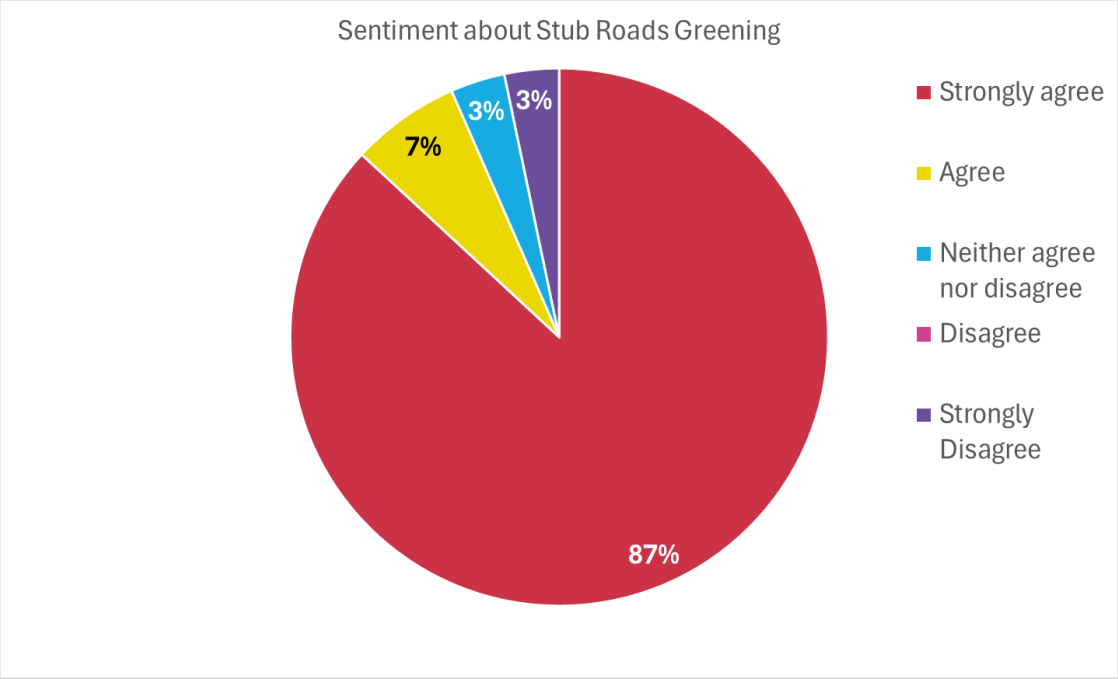
3.2.4 None of the respondents chose to 'add something else' such as stating the name of the business or organisation that they represent.

Agreement with Stub Roads Greening

3.2.5 Question 2 was also mandatory and asked people to what extent they agree with the introduction of greening initiatives at stub roads in Westminster.

3.2.6 Full details can be seen in Figure 4-2Figure 3-2.

Figure 3-2 – To what extent do you agree with the introduction of greening initiatives at stub roads in Westminster?



Base: (n:61)

3.2.7 The majority of respondents 'strongly agreed' (87% of respondents, 53 respondents) with introducing Stub Roads Greening. 3% of respondents (2 respondents) were neutral.

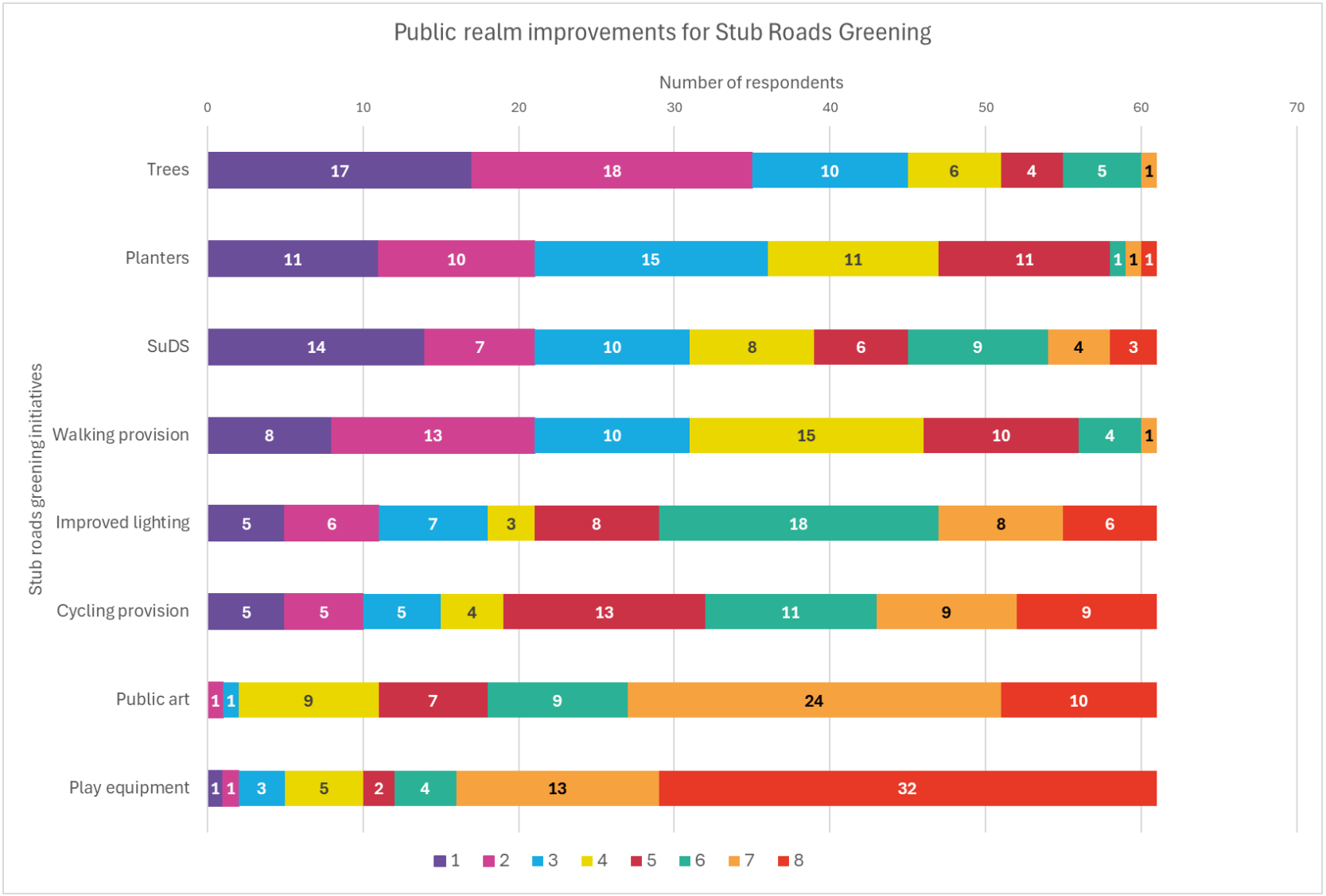
3.2.8 No respondents selected the 'disagree' option whilst 3% of respondents (2 respondents) 'strongly disagreed' with the introduction of greening initiatives at stub roads in Westminster.

Introduction of public realm improvements at stub roads in Westminster

3.2.9 Question 3 was mandatory and referred to public realm improvements that could be introduced in addition to greening at stub roads in Westminster. There were eight options and respondents were asked to rank the options in order of importance, with a score of 1 as most important and a score of 8 as least important.

3.2.10 Full details can be seen in Figure 4-3 on the next page.

Figure 3-3 – What type of public realm improvements would you like to see introduced at stub roads in Westminster?



Base: (n:61 for each initiative, 1 = most important 8 = least important

3.2.11 Trees were ranked as most important (scores 1 and 2) by the most respondents (35 respondents in total) compared to the other options. SuDS, planters, and improving provisions for walking were ranked equally by a total 21 respondents each as second most important (scores 1 and 2).

3.2.12 The least important initiatives (scores 7 and 8) were play equipment, selected by a total of 45 respondents followed by public art, selected by a total of 34 respondents.

3.2.13 Twice as many respondents (a total of 31 respondents) ranked improving provisions for walking as important (scores 1, 2 and 3) compared to improving provisions for cycling which received a total of 15 respondents selecting scores 1, 2 and 3.

3.2.14 Three of the initiatives received a score of zero for one of the ranking options which has not been included in the chart. For example, for trees, no respondents ranked this initiative as least important (score 8).

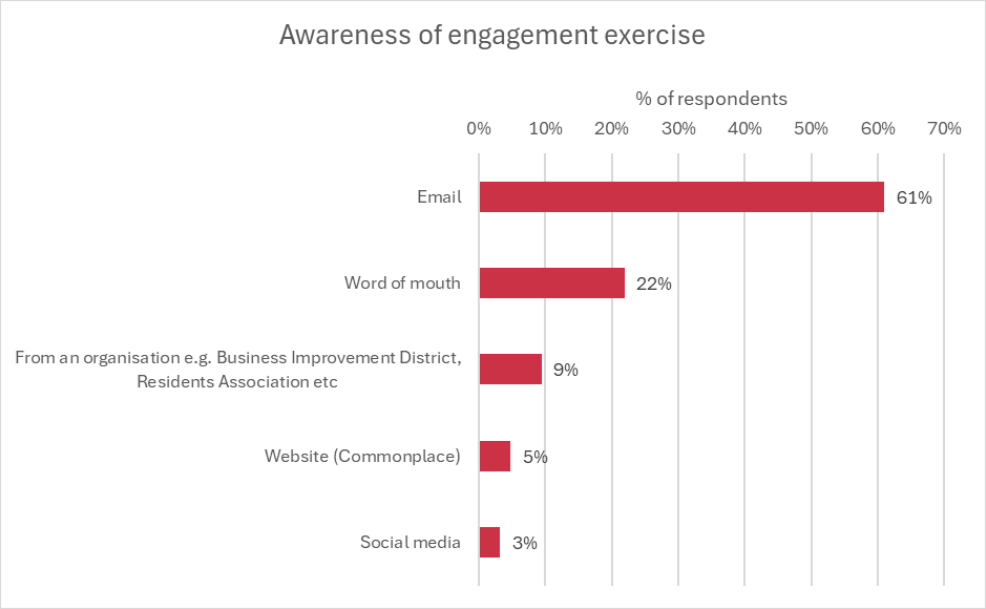
3.2.15 The top themes suggested by respondents in the open questions correlates with the type of public realm improvements identified as most important in this question. See Section 3.3 for a summary of respondent's feedback for the top five themes.

Awareness of the engagement

3.2.16 The final question asked people how they had heard about the engagement. Respondents were asked to select one or more answers from six options. A total of 64 selections were made in answering this question.

3.2.17 Full details can be seen in Figure 4-4.

Figure 3-4 – How did you hear about this early engagement exercise?



Base: (n:64)

3.2.18 Almost two thirds of responses (61% of responses, 39 respondents) had heard of the engagement via an email. A further 5% of responses (3 respondents) had come across the engagement on Westminster City Council's consultation website, Commonplace.

3.2.19 Word of mouth proved an effective way to spread awareness of the engagement with 22% of responses (14 respondents) identifying that they had heard of the engagement in this way. Furthermore, 9% of responses (6 respondents) had heard of this engagement from an organisation.

3.2.20 WCC did not use social media to officially promote the questionnaire as it was an early engagement exercise. However, it is likely that social media was used by individuals such as local residents, campaign groups and local residents' associations to raise awareness of the engagement within the local community. 3% of responses (2 respondents) selected that they had heard of the engagement through social media.

3.2.21 No respondents selected that they had heard of the engagement through Westminster libraries' TV screens.

3.3 Open question feedback

3.3.1 Questions 4, 5, and 6 provided an opportunity for respondents to submit a suggestion of a stub road in Westminster. They were asked to provide the name of the stub road and supporting text to explain why they had selected this location for greening, including a description of what type of greening initiatives(s) they would like to be delivered. Question 4 was mandatory, meaning that each respondent had to submit one stub road location suggestion. Questions 5 and 6 were a repeat of question 4 and were optional, allowing each respondent to submit up to three stub road locations with supporting explanatory text in total.

3.3.2 105 comments were submitted via the questionnaire and four emails with feedback were sent to the project email address. This total does not include duplicate comments. All feedback received was sent to Westminster City Council and the Design Team for consideration.

3.3.3 A summary of the common themes raised from the feedback received via the questionnaire can be found in this Section. Table 3-1 presents a summary of the feedback received via four emails sent to the project email address. Section 3.3.28 to 3.3.31 and Table 3-2 provides full details of the stub road location suggestions submitted by respondents. The full results of the analysis of the questionnaire and emails data can be found in Appendix C.

Questionnaire feedback

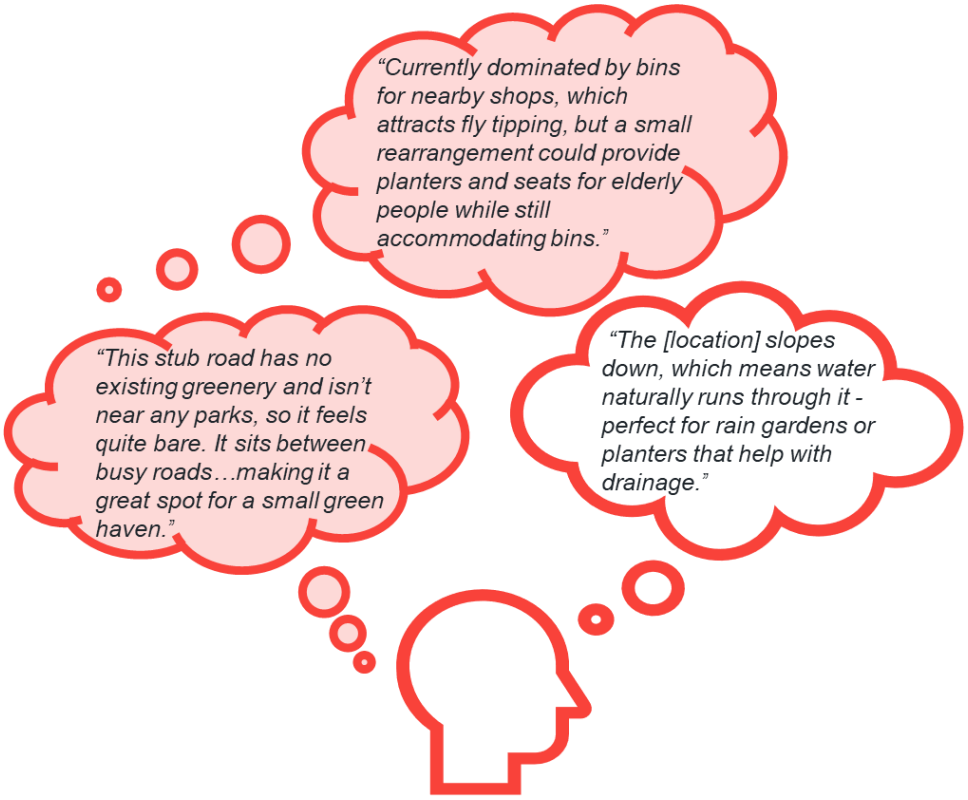
Support for introducing planters / greening

3.3.5 The most frequently recurring theme was support for introducing planters and/or greening at stub roads in Westminster, mentioned by 26 respondents.

3.3.6 In general, most of these comments (16 respondents) suggested locations where the respondents felt the existing landscape lacks greenery and is therefore unattractive, bare and disconnected from nature. Respondents advocated that planting or greening would make the area more visually attractive.

3.3.7 Some respondents provided more detail to explain their suggestion to introduce planters / greening. Three respondents added that this would provide a space for the local community to come together and potentially participate in community planting projects. Six respondents mentioned fly-tipping, rubbish, disorganised e-bikes, and antisocial behaviour as problems in the stub road locations they suggested that could be improved specifically by introducing planters / greening.

3.3.8 Two respondents suggested areas that are dominated by concrete, stating that this makes the area feel unsafe for pedestrians. They suggested that planting / greening at these stub roads would improve safety and contribute to reducing the urban heat island effect.



3.3.9 Implementing SuDS at stub roads was mentioned by a total of five respondents, often alongside suggestions to add planting, greenery and trees. Three comments highlighted the

opportunity to introduce SuDS at stub roads in Westminster in general terms, not providing details of the type of SuDS features they would like to see delivered. One respondent referred to an existing community gardening project at a stub road in Westminster, mentioning planting sessions involving residents that include adding wildflowers to tree pits. Another respondent referred specifically to rain gardens as an example of a SuDS intervention which could help to reduce flood risk by managing the flow of water, as well as planters.

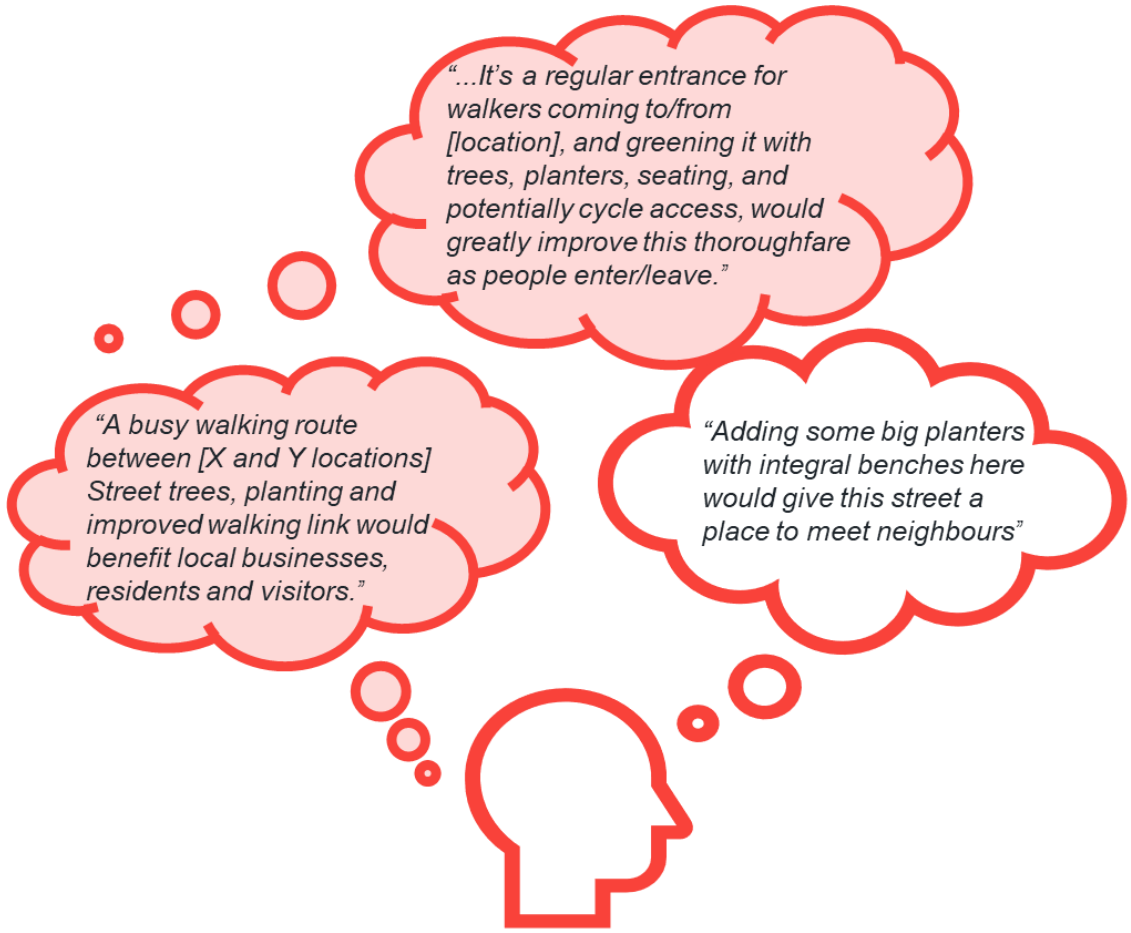
Support for introducing improved walking provisions

3.3.10 The joint second most mentioned theme in the questionnaire comments was introducing improved walking provisions such as levelled access, seating and wider pavements at stub roads in Westminster. Overall, this theme was mentioned by 17 respondents with seating as the most popular provision.

3.3.11 Adding seating / benches to stub roads in Westminster was mentioned by 13 respondents, suggesting that this would make the area feel more pleasant and encourage residents and visitors to pause, providing a place for rest meeting people.

3.3.12 One respondent mentioned levelling was required at the stub road they had suggested, and another respondent mentioned stub road greening "*will making walking and wheeling more inviting*". The need for wider pavements at stub roads was mentioned in two comments which were submitted by the same respondent in their response to two of the three open questions.

3.3.13 A couple of respondents stated that introducing stub roads greening initiatives would make the area more inviting for pedestrians accessing the shops, in turn benefiting local businesses.

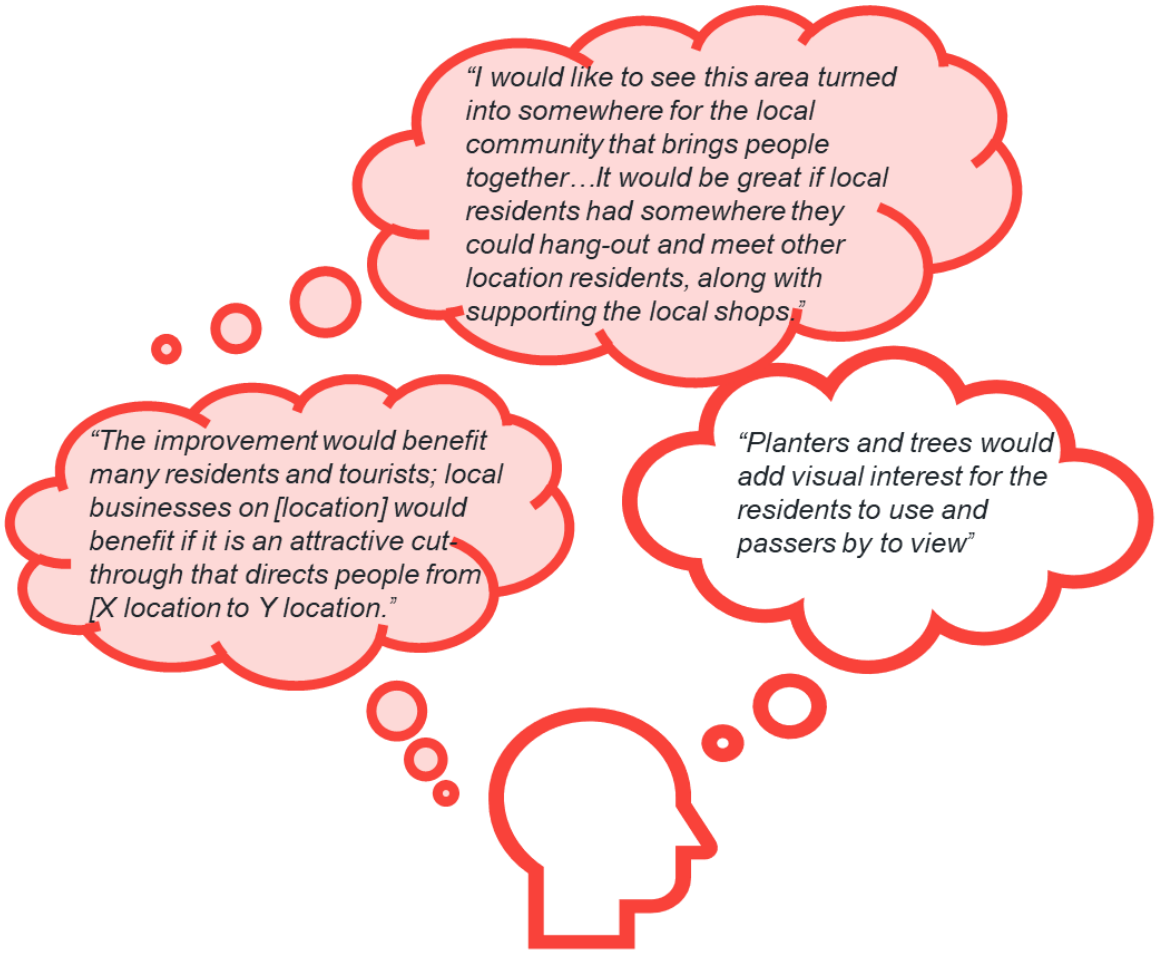


Improved visual aesthetic of stub roads

3.3.14 Comments suggesting that introducing greening initiatives would improve the appearance and aesthetic feel of stub roads in Westminster was also mentioned by 17 respondents.

3.3.15 As mentioned in Section 3.3.6 respondents often justified their stub road location submission by explaining how unattractive the current landscape is, suggesting that stub road greening initiatives such as planting, trees and seating would improve the look of the area. For example, nine respondents described the existing state of the location they identified, referring to main roads nearby, delivery bike parking, a dead tree, fly-tipping and litter. This was followed by comments to suggest that introducing stub road greening initiatives would "*brighten*" the local areas, making them feel more welcoming. Three respondents referenced this point with regard to tourists, emphasising the potential for stub roads to present a more welcoming environment for visitors to London.

3.3.16 Improved visual aesthetic of stub roads was often linked to improved quality of life for residents and visitors. Eight respondents submitted comments suggesting that Stub Roads Greening would improve safety and provide the opportunity to bring people together, for example through planting activities or by providing benches and the option to meet and rest.



Support for introducing trees

3.3.20 15 respondents provided a comment to support the opportunity to introduce trees at stub road locations across Westminster in general terms. Some respondents submitted stub road locations that have no trees at present, whereas others requested that "*more trees*" are introduced.

3.3.21 One respondent suggested "*small trees*" would be suitable in the stub road location they submitted whilst another respondent advocated that there was space for "*big trees*" in their chosen stub road location.

3.3.22 One respondent submitted two comments stating that adding trees at two different stub road locations would help to reduce air pollution from a nearby road and a railway track. Another respondent referred to noise pollution, commenting that the introduction of trees at the stub road would make the noise less overwhelming.



Current pollution levels

3.3.23 The fifth most mentioned theme in the questionnaire feedback was that current levels of pollution (noise, air, litter, rubbish bins) in Westminster are high. This theme came up in 13 comments.

3.3.24 The suggestion from eight of these responses was to introduce stub road greening initiatives such as planting and trees to deter people littering and fly-tipping at the stub road. A further three comments mentioned that the stub road they had chosen contained a lot of rubbish bins so greenery would be appreciated to make the area feel more pleasant.

3.3.25 Respondents suggested that the addition of greening initiatives at stub roads could make areas look more appealing and also safer for local residents and visitors.



Email feedback

3.3.26 Four feedback emails were sent to the project email address. These were analysed following the same approach as the questionnaire responses and subject to quality assurance checks to ensure consistency.

3.3.27 Table 3-1 summarises the key points that emerged from the responses submitted to Westminster City Council by email. The full results of the analysis of the comments submitted by email can be found in Appendix D.

Table 3-1 Summary of feedback received by email

Response	Feedback
Crawford Mansions Residents Association	The respondent is not in favour of the term 'stub roads' to describe dead-end roads in Westminster. The respondent stated that Stub Roads Greening is a worthy cause but made some suggestions for how Westminster City Council should prioritise spending money. Suggested that community courtyard greening initiatives for local residents are considered as part of this project.
Mayfair Neighbourhood Forum	Supportive of Stub Roads Greening and submitted a stub road location suggestion for consideration, along with a design drawing and engagement report.
Hammersmith Community Gardens Association (HCGA)	Provided a stub road location suggestion in the City of Westminster that would be useful for Westminster City Council to refer to as an example for this project.
Westminster City Council, Parks and Green Spaces team	Supportive of Stub Roads Greening, stating benefits to residents' wellbeing and opportunities for increased biodiversity and surface water attenuation. Suggested that the maintenance plan for Stub Roads Greening should be considered early in the design phase to ensure the initiatives introduced are protected to a high standard throughout their lifetime. Provided examples of two existing locations with rain gardens and planters in the City of Westminster where maintenance is a key issue so lessons can be learnt for this project. Raised concerns over the size of the stub road areas selected for greening, suggesting that the scale of the intervention needs to be large enough to provide benefits to the community.

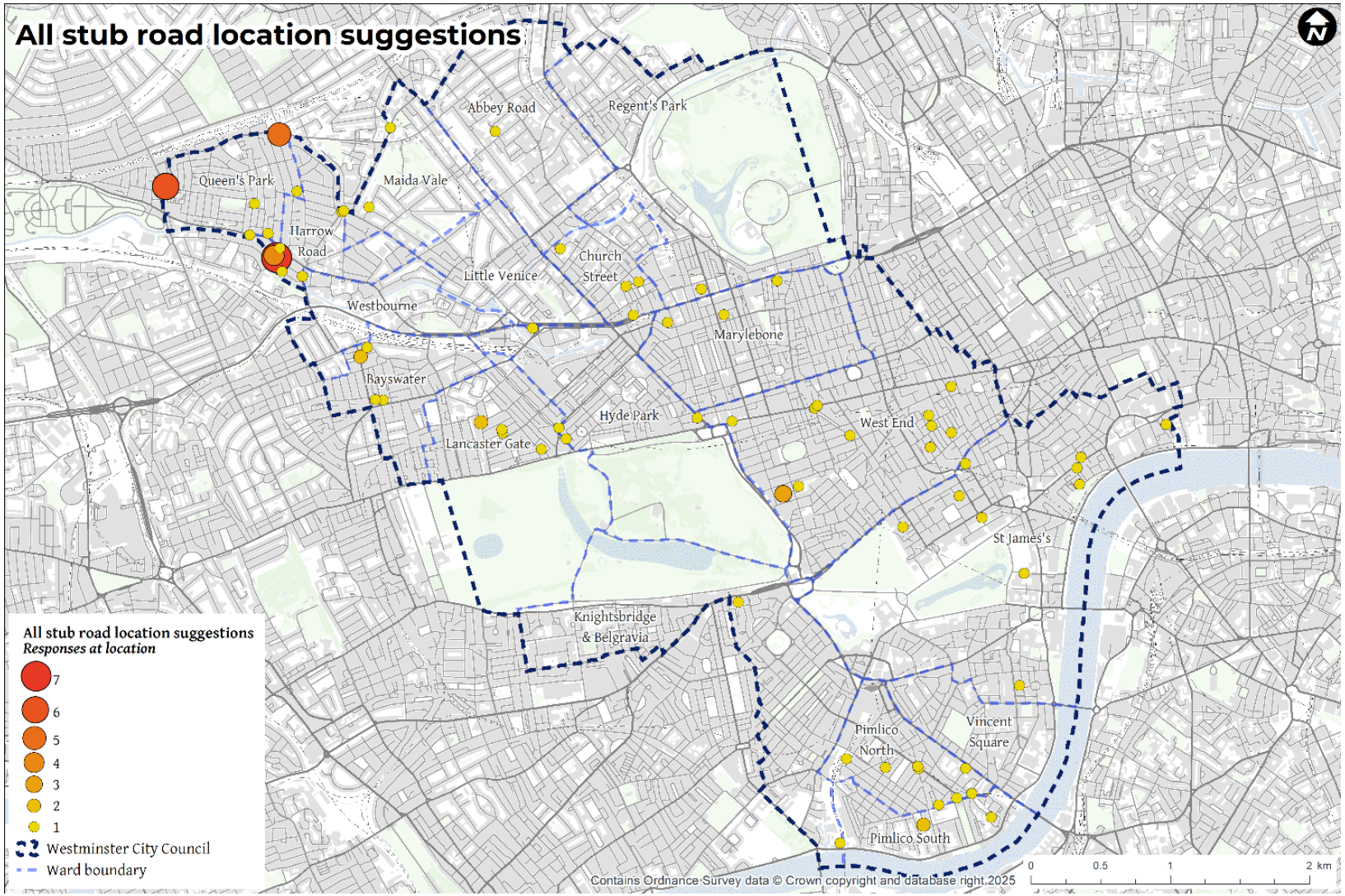
Stub Roads location suggestions

3.3.28 Respondents were asked to drop a pin on a map within the City of Westminster boundary to share a location that they would like Westminster City Council to consider introducing stub roads greening initiatives. This was accompanied by an open question (results summarised in Section 3.3.5 to Section 3.3.25) where respondents were asked to justify why they put forward the location for greening, and what types of initiatives they would like to see.

3.3.29 The Commonplace Proposals tile clearly stated that suggesting a location in the questionnaire does not guarantee that it will be progressed to the design phase. Locations will be prioritised based on specific factors and the Design Team will produce a separate report to present the outcome of the analysis and shortlist of recommended sites.

3.3.30 A total of 92 location suggestions were submitted via the questionnaire or the project email address. Duplicate responses were removed from the dataset as explained in Section 2.4.9. Figure 4-5 displays a map of all locations submitted, including the frequency which shows the number of times that location was suggested by an individual respondent.

Figure 3-5 – A map showing all 92 locations submitted in the 2025 early engagement exercise and the frequency of mentions



Base (n:92)

3.3.31 Table 3-2 shows the list of all 92 locations that were submitted via the questionnaire and email in alphabetical order. The frequency shows the number of times each location was suggested by respondents.

Table 3-2 All 92 stub road location suggestions

Location suggestion	Frequency
Adelphi Terrace	1
Aldford Street	3
Alpha House area	1
Arlington Street	1
Ashmill Street	1
Ashmore Road	5
Avery Row	1
Babmaes Street	1
Balvaird Place	1
Bathurst Street	1
Belgrave Road	1
Bishop Bridge Roundabout	1
Bott's Mews	1
Bravington Place	1
Cambridge Street	1
Churton Street	1
Cleveland Square	2
Connaught Place	1
Craven Hill Gardens	1
Craven Hills Mews	1
Dorset Close	1
Downing Street	1
Dufour's Place	1
Elms Mews	1
Essendine Road	1
Essex Street	1

Location suggestion	Frequency
Fermoy Road / James Collins Close	4
Fermoy Road NE	1
Fermoy Road SW	1
Fisherton Street	1
Great Windmill Street	1
Grosvenor Chapel / South Audley Street	1
Harrow Road / Half-penny steps	1
Hereford Mews	1
Hollen Street	1
Hormead Road / Fermoy Road junction	7
Hormead Road	1
Ilbert Street	6
Ivybridge Lane	1
Lisson Street	1
Malvern Road	1
Moreton Terrace	1
Oldbury Place	1
Oxford Street – Bond Street	1
Oxford Street – Quebec Street	1
Peter Street	1
Radnor Park	1
Ranelagh Road	2
Rudolph Road / Kilburn Park Road	1
Shillibeer Place	1
Soho	1
Southampton Street	1
South Molton Street / Davies Street / Oxford Street junction	1
Spring Mews	1
St Stephen's Gardens	2
St Stephen's Mews	1

Location suggestion	Frequency
Studio Place	1
Tachbrook Street / Rampayne Street	2
Tufton Street / Bennett's Yard	1
Violet Hill	1
Walterton Road between Shirland Road and Lydford Road	1
Waterloo Place	1
Western Pumping Station	1
West Warwick Place	1
No location stated in the comment provided. Pin dropped near Ashmore Road and Shirland Road	1
No located stated in the comment provided. Map submitted shows the area near Caird Street, Bruckner Street, Canon House, Banister House	1
No location stated in the comment provided. Pin dropped in Golden Square	1
No pin provided but the comment and the map submitted refer to Moreton Street	1
No location provided in the comment or pin dropped. The map submitted shows an area near St George's Sq, Lupus Street. Outside of Pimlico Underground Station.	1

3.3.32 Nine of the locations in the list above were suggested by more than one respondent. These locations are re-stated in Table 3-3 and are ordered by frequency. Hormead Road / Fermoy Road junction was the most commonly suggested location submitted by seven respondents.

Table 3-3 Top nine stub road location suggestions

Location suggestion	Frequency
Hormead Road / Fermoy Road junction	7
Ilbert Street	6
Ashmore Road	5
Fermoy Road / James Collins Close	4
Aldford Street	3

Location suggestion	Frequency
Cleveland Square	2
Ranelagh Road	2
St Stephen’s Gardens	2
Tachbrook Street / Rampayne Street	2

4. About the respondents

4.1 Demographic data analysis

4.1.1 There were nine optional questions which asked people to share more information about themselves and the response rate for each question varies from 47 responses to 54 responses. Questions relevant to this project have been analysed and summarised below. All demographic data can be viewed in Appendix D.

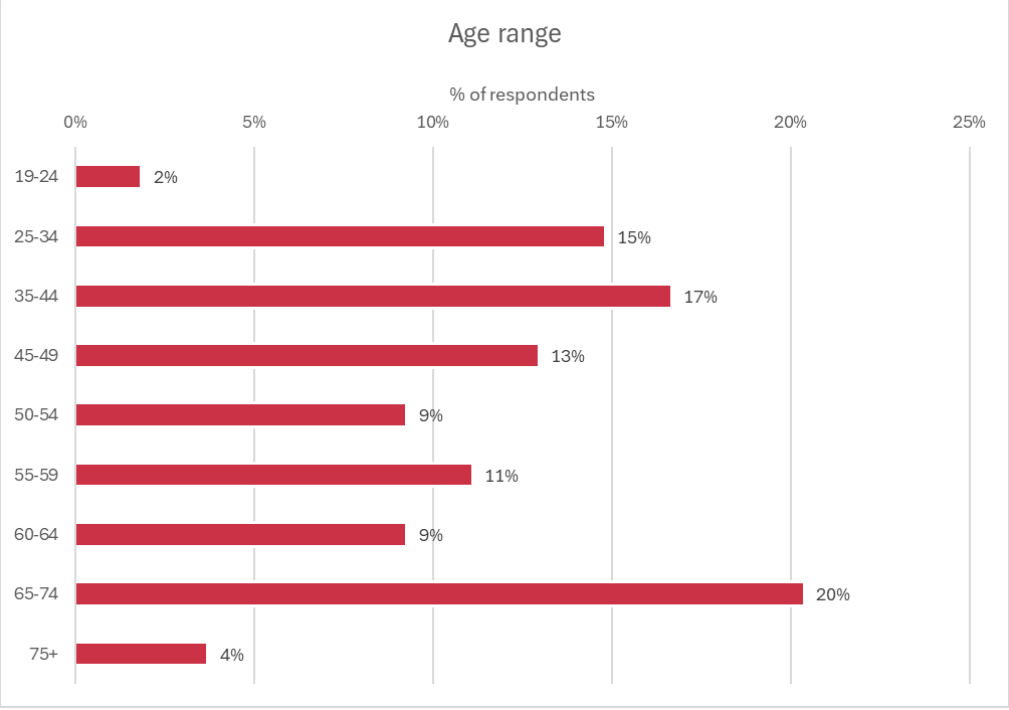
4.1.2 Results of these questions have been compared to the Office for National Statistics 2021 Census data for the Westminster Local Authority District to illustrate the community was represented in responses received to this engagement exercise.

4.1.3 Percentages are rounded to the nearest whole number and, as such, totals may not equal 100.

Age

4.1.4 Respondents were asked to indicate their age range and respondents could only select one option. A total of 54 people provided an answer. Full details can be seen in Figure 5-1.

Figure 4-1 – Can you please tell us your age on your last birthday?



Base: (n:54)

4.1.5 The age band 65 to 74 was selected by the most respondents, 20% (11 people) which is significantly higher than the Census data which shows that 7% of the population in Westminster is in this age band.

4.1.6 The second most popular option was age category 35-44, selected by 17% of respondents (9 respondents). This is slightly higher than the Census data which shows that 15% of the population in Westminster are aged 35-44, suggesting that the engagement data is representative of this age band.

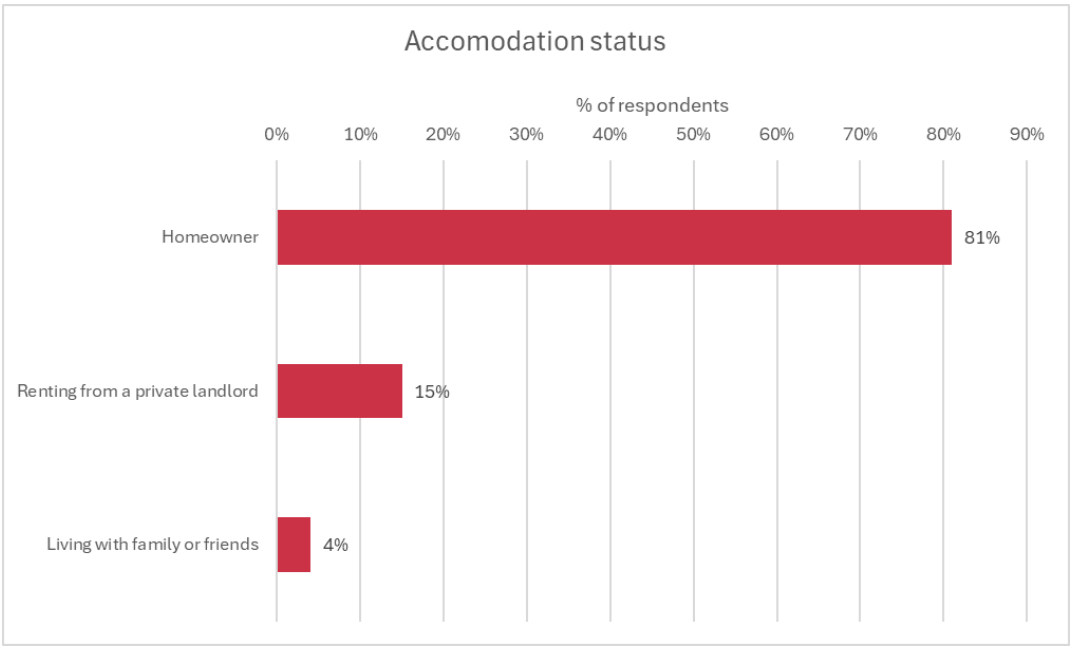
4.1.7 The second least selected option in the questionnaire was the 75+ age group, selected by 4% of respondents (2 respondents). This is slightly lower when compared to the Census data which shows that 5.5% of the population in Westminster are aged 75 years and over.

4.1.8 The least popular option was the 19-24 age category, selected by 2% of respondents (1 respondent). No respondents chose the 13-15 and 16-18 age categories. The Census data reports that 15% of the population in Westminster are aged 15 to 24 years.

Housing arrangements

4.1.9 Respondents were asked whether they rented or owned their accommodation, and respondents could only select one option. A total of 48 people answered this question. Figure 5-2 shows the results.

Figure 4-2 - Do you rent or own your accommodation?



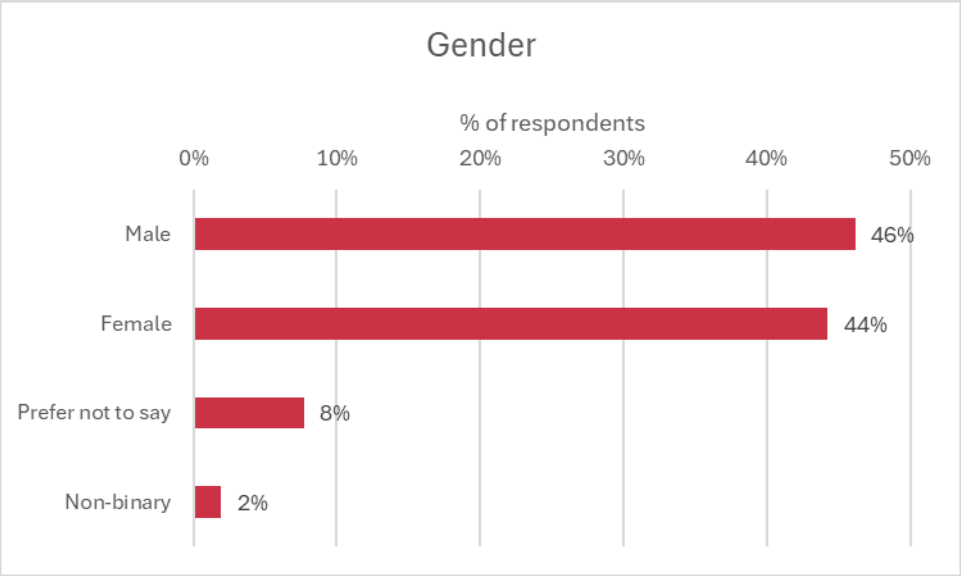
Base (n:48)

4.1.10 Most respondents (81%, 39 respondents) were homeowners, with 15% of respondents (7 respondents) renting from a private landlord and 4% (2 respondents) living with friends or family. No respondents selected the options 'renting from a social landlord' or 'living in temporary accommodation'.

Gender

4.1.11 Respondents were asked to identify their gender. A total of 52 people chose to respond to this question and could only select one answer. The results are displayed in Figure 5-3.

Figure 4-3 – What gender do you identify as?



Base (n:52)

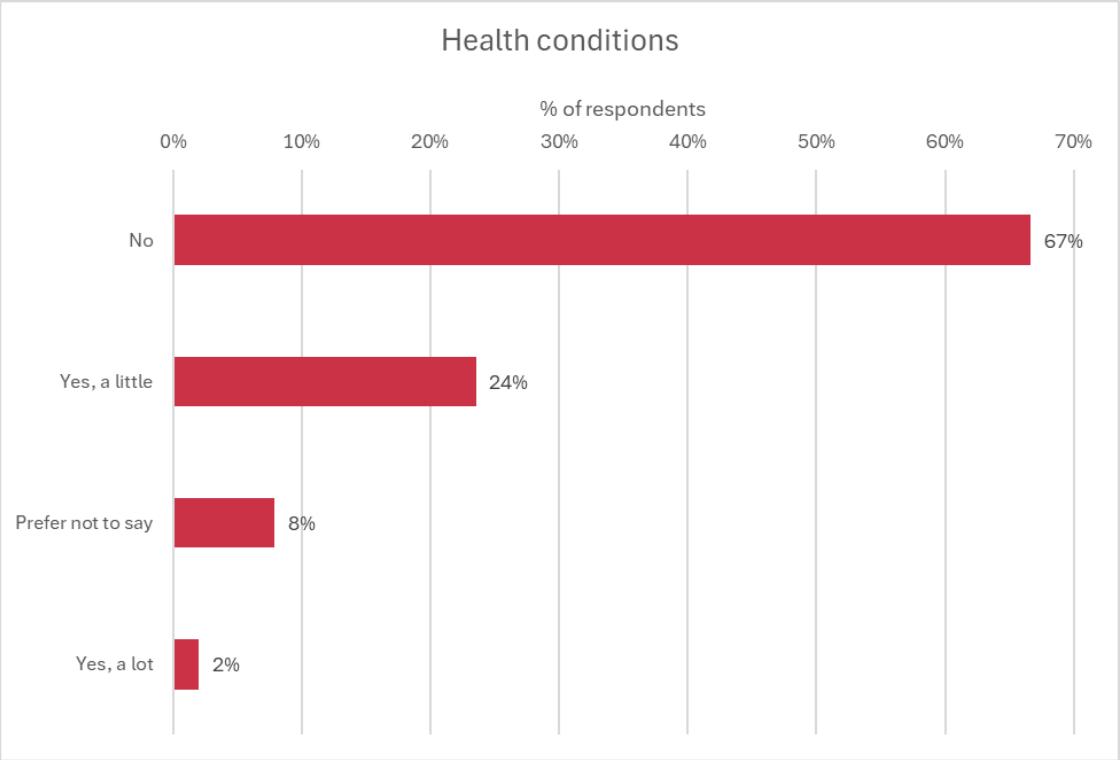
4.1.12 The highest volume of responses to the questionnaire were respondents that identify as male, making up 46% of responses (24 people). This was followed by female, which was selected by 44% of responses (23 people). This is close in comparison to the Census data, where 48% of the population in Westminster are male and 52% are female.

4.1.13 8% of respondents (4 respondents) preferred not to indicate their gender, and 2% of the respondents (1 respondent) selected the non-binary category.

Health

4.1.14 Westminster City Council asked respondents if their day-to-day activities are impacted by a long-term illness, physical and/or mental health condition or disability. A total of 51 people chose to answer this question and were able to select one option. The results are presented in Figure 5-4.

Figure 4-4 - Are your day-to-day activities impacted by a long-term illness, physical and/or mental health condition or disability?



Base (n:51)

4.1.15 67% of respondents (34 respondents) stated that they are not impacted by an illness, mental or physical health conditions or disability. This number is lower than the Census data which shows that 84% of the population in Westminster are not disabled under the Equality Act. The Census data focuses on disability only and does not take into account illness, mental or physical health conditions which the questionnaire asked respondents to consider.

4.1.16 24% of respondents (12 respondents) stated they are impacted a little and 2% of respondents (1 respondent) indicated that they are impacted a lot. The response rate is not representative of the population in Westminster that are classified as disabled under the Equality Act and limited a little (8% of the population) or limited a lot (8% of the population) by disabilities. This data does not take into account illness, mental or physical health conditions which could explain why the response rate for impacted a little in the questionnaire is significantly higher than the Census data.

4.1.17 8% of respondents (4 people) preferred not to say.

5. Conclusion

5.1.1 The project team has thoroughly reviewed the responses from the Stub Roads Greening engagement exercise which included 105 comments submitted through the questionnaire and four further comments that were provided via email. Of the 109 comments received in total, 92 included stub road location suggestions for Westminster City Council to consider.

5.1 Summary of feedback

5.1.1 The majority of respondents strongly agreed with introducing stub roads greening in Westminster. Respondents were asked to submit up to three stub road locations on an interactive map of Westminster and justify their choice. In the comments received to the questionnaire and via email, most respondents supported the opportunity to introduce the following greening initiatives at stub roads in Westminster: benches, planting, greenery, SuDS and trees. Respondents stated that such public realm interventions would improve safety whilst also enhancing the visual aesthetic of the local area, benefitting local residents, businesses and visitors.

5.1.2 Stub Roads Greening has the potential to make areas feel more welcoming, whilst also improving the quality of life for those that use the space. Some respondents referred to community benefits, including the opportunity to create community gardening initiatives and new benches to encourage people to come together to socialise or relax in public spaces.

5.1.3 Current pollution levels such as noise pollution, air quality and littering at stub roads were frequently cited as a reason for adding greening measures to create a more visually attractive space, positively impacting users.

5.2 Next steps

5.2.1 The feedback provided throughout the engagement period has been reviewed by the project team and Westminster City Council. The 92 location suggestions will be prioritised based on specific factors, including their potential impact on flood risk management, the current level of green space in the area, heat risk, and air quality.

5.2.2 The output of the analysis alongside the stakeholder suggestions from this engagement exercise will be considered together to produce a shortlist of stub road locations where it would be feasible to introduce greening initiatives. Where

appropriate, stub roads will be incorporated into existing Westminster City Council initiatives, such as the SuDs Masterplan.

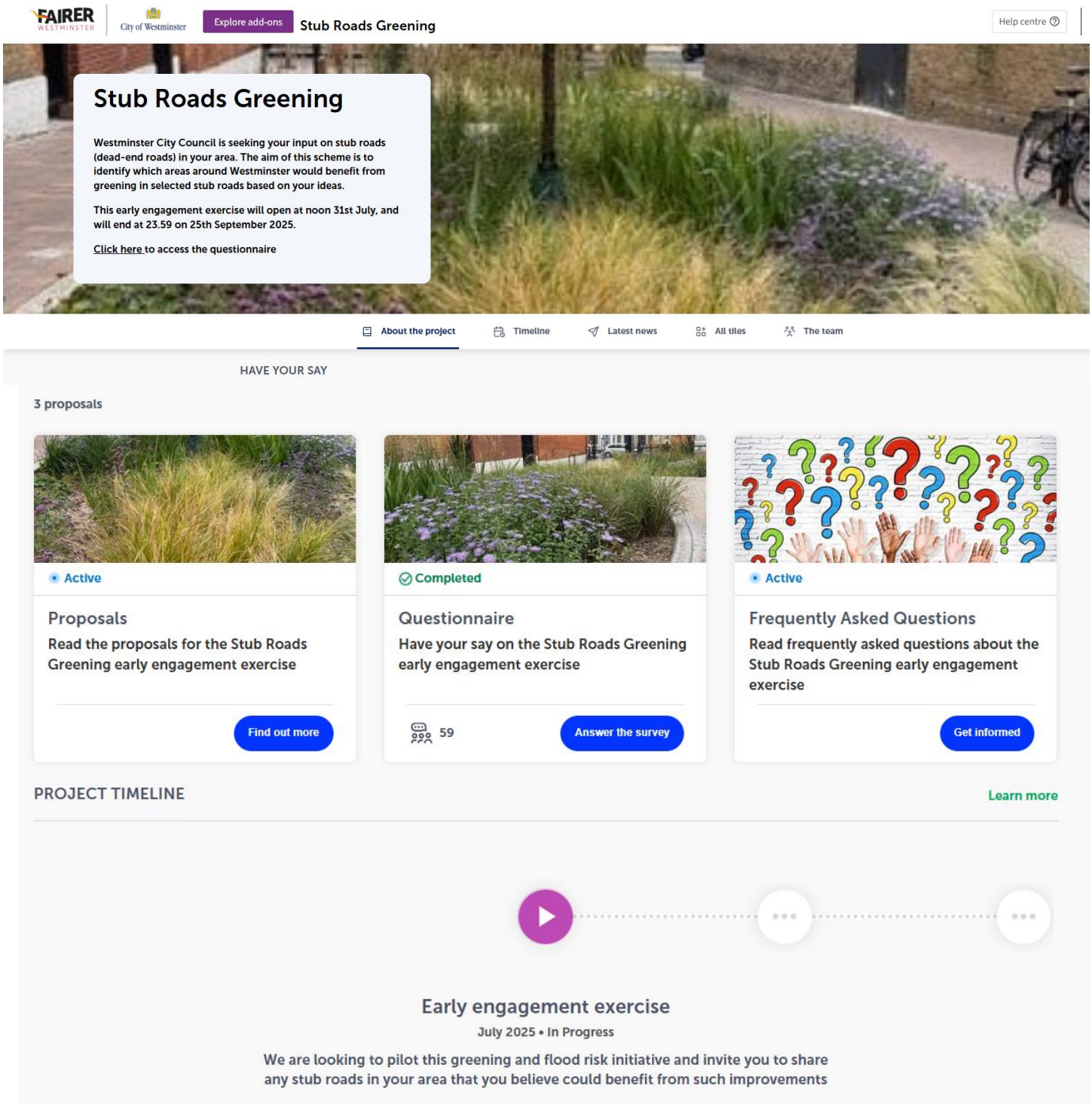
5.2.3 Westminster City Council will then produce proposals on the greening initiatives that could be introduced at a select number of preferred sites.

5.2.4 A consultation on the proposals for the preferred location(s) will take place in 2026. Local community and stakeholders will again be invited to provide their feedback, this time on the proposals for specific location(s), prior to finalising the design.

Appendix A – Promotional materials

Commonplace website

Landing page



LATEST NEWS More news

MEET THE TEAM Learn more



Westminster
City Council

CONTACT TEAM

Description

Email: stubroadgreening@westminster.gov.uk

Proposals tile

About This Scheme

Stub roads (also known as dead-end roads) in Westminster City Council have been identified as underutilised spaces with potential to increase greening opportunities. We know that increased greening is linked to better mental wellbeing and through an overall increased network of greening, encourages more active travel, physical activity and community cohesion. Stub roads have the potential to be transformed into greener, more attractive spaces that help reduce flood risk, support local nature and wildlife, and provide improved spaces for the community to enjoy.

Stub roads have historically been either the dead-end of a street, or a street where traffic has been 'stopped up' or closed by a physical intervention such as bollards.

Greening on stub roads is where greenery such as additional planted areas or introducing new trees is added to small, short dead-end streets called "stub roads", transforming an underutilised part of the highway into green public space. This often includes pocket parks, Sustainable Drainage Systems (SuDS) such as rain gardens and tree pits, or other urban greening features, to improve the local environment through increasing air quality, reducing the urban heat island effect through cooling and providing shading opportunity, and enhance biodiversity and visual appeal of our kerbside.

We are looking to pilot this greening and flood risk initiative and invite you to share any stub roads in your area that you believe could benefit from such improvements. Your input will help us identify suitable locations for this initiative and help us better understand the appetite and demand for stub road greening. Click here to access the questionnaire.

There are many potential benefits of stub road greening to support environmental resilience of the area, including:

- Enhancing biodiversity by providing habitat for local wildlife species in urban environments, helping tackle the ecological emergency;
- Management of rainfall by storing it and slowing its flow, contributing to the broader reduction of flood risk, particularly flash flooding incidents;
- Improving water quality by using natural processes to store and treat rainwater, reducing water pollution in the local downstream environment;
- Improving air quality by filtering pollutants or mitigating against urban heat island effects;
- Creation of visually appealing spaces that enhance the overall aesthetic of urban areas, contributing to improved physical and mental wellbeing of residents and visitors; and
- Economic benefits such as an increase in property values, creation of jobs (for the people delivering and maintaining the greening) and attracting businesses and residents to the area.

Please note that suggesting a location does not guarantee it will be selected for the pilot. We will prioritise locations based on specific factors, including their potential impact on flood risk management, the current level of green space in the area and air quality.

Next Steps

Once this early engagement period concludes, we will review each recommendation and decide which stub road location we will pursue this pilot with. Following the selection, we will launch a consultation period to share detailed proposals for the chosen locations and gather further community feedback before finalising any improvements.

We will produce a report summarising the early engagement exercise and the key themes raised in the stakeholder feedback. This will be publicly available on Commonplace in Winter 2025.

The Design Team will identify a shortlist of feasible sites based on the feedback received and will apply the Environmental Justice Measure (EJM) analysis to assess suitability. A separate report will be prepared to present the outcome of the EJM analysis and the shortlist of recommended sites.

FAQs

General

What does a stub road in Westminster look like? - Cleveland Square example

Image below showing an example of a stub road at 21 Cleveland Square



What does a stub road in Westminster look like? - Scott Ellis Garden example

Image below showing example of a stub road at 345 Scott Ellis Garden



What is the purpose of introducing stub road greening in Westminster?

Stub roads have been identified as underutilised spaces with potential for amenity greening improvements. Westminster City Council would like to introduce the greening of stub roads on a couple of locations.

The project aims to reduce flood risk whilst enhancing urban spaces, contributing to environmental sustainability and improving residents' quality of life.

This early engagement exercise is the first step in the process of developing two to three stub roads in Westminster. We want your input on which borough-wide stub roads need greening and your ideas for implementation.

Not all recommendations put forward will be selected for development of greening initiatives. We will prioritise locations based on specific factors, including their potential impact on flood risk management, the current level of green space in the area and air quality.

Does stub road greening include Sustainable Drainage Systems (SuDS)?

Sustainable Drainage Systems (SuDS) involve methods of managing rainwater, mimicking natural processes to slow down, store, and treat runoff. This reduces flood risk whilst providing amenity, encouraging biodiversity and supporting ecological processes

Stub road greening initiatives can include a wide range of SuDS features such as:

- Rain gardens – shallow, planted areas designed to collect, store, treat, and discharge runoff from nearby hard surfaces such as roads and footpaths;

- Swales – shallow, gently sloped, vegetated channels running alongside the road, designed to collect, slow down, treat and discharge runoff from nearby hard surfaces;

- Tree pits – specially designed tree installations that can include underground rainwater storage crates, enabling the collection, treatment, storage and discharge of runoff from nearby hard surfaces, whilst supporting healthy tree growth; and

- Rainwater harvesting systems – local storage features e.g. water butts that collect rainwater and store it for later use such as for watering planters or cleaning outdoor areas.

Does the Stub Roads Greening Project link with other Westminster City Council plans?

The Fairer Westminster Strategy is a four-year vision, launched in 2022 by Westminster City Council, to improve outcomes for residents, businesses and visitors across five key themes: Fairer Communities, Fairer Environment, Fairer Housing, Fairer Economy, and Fairer Council. It focuses on reducing inequalities, tackling the climate emergency, providing social and affordable housing, and delivering a strong and sustainable economy.

Westminster City Council is working towards achieving net-zero emissions for the council by 2030, and for the city by 2040. The council also recently completed their Climate Vulnerability and Risk Assessment and Thematic Policy Recommendations, and consulted on their Local Flood Risk Management Strategy and started implementing SuDS across the city. It will support the Council's Greening and Biodiversity Strategy.

This stub road greening project will contribute towards the ambitions set out in the documents above and aim to make the city more resilient to the effects of climate change.

What will be included?

What initiatives is Westminster City Council considering as part of the stub road greening?

Landscape design of the space will depend on the location of each stub road and what is achievable, aiming to create a new accessible public space for all that also has environmental benefits.

Stub road greening may include a combination of planters, plants, trees and/or rain gardens, swales, and local rainwater harvesting systems. We will also consider integrating "Play on the way" and informal play features in the design depending on local context if there is a community need.

Street furniture such as cycle parking and seating will be considered as part of the design development and co-designed with the local community if there is a need. Accessibility, future maintenance and safety will be key considerations to the design process.

Following the selection, we will launch a public consultation to share detailed proposals for the chosen locations and gather further community feedback before finalising any improvements.

How can I get involved?

How long do I have to share the location(s) I think would be suitable?

The questionnaire that we are using to collect location pins, and your reasons why you have selected this location, will be live on Commonplace for an eight-week period from 12noon on Thursday 31st July to 23.59pm on Thursday 25th September 2025.

In order to request hard copies of the materials or questionnaire, or any reasonable adjustment to participate please contact: stubroadgreening@westminster.gov.uk

How many stub roads can I 'drop-a-pin' to recommend for consideration?

Up to three pins can be dropped at three different stub roads to identify these for Westminster City Council to consider.

How do I find out if the road I identified is being considered?

The Council will update Commonplace with the sites that have been shortlisted following the public engagement exercise.

How many stub roads will be shortlisted as suitable for the next stage?

We will aim to shortlist two stub roads for the next stage.

Will there be the opportunity for the community to input into the design of the shortlisted stub roads and any consultation?

We will launch a public consultation to share the concept design of the stub road greening for the chosen locations and gather further community feedback before finalising any improvements.

The overall aims of the design will create a new accessible public space for all that is supercharged with multiple environmental benefits that respond to the local context and the community needs.

Who can I contact if I have further questions?

If you have any questions, or in order to request hard copies of the materials or questionnaire, or any reasonable adjustment to participate please contact: stubroadgreening@westminster.gov.uk

Next steps

Will the stub road greening initiatives require a Traffic Management Order (TMO)?

Traffic Management Orders are legal documents that Westminster City Council create to regulate changes to traffic and parking within the Westminster borough. TMOs enable the Council to enforce parking restrictions (such as yellow lines, parking bays etc) as well as moving traffic restrictions (such as one-way streets, no entry and turning restrictions).

If there is existing parking allocation within the proposed stub road area, we will assess the impact and parking occupancy levels. If any change is proposed to the parking arrangement, we will launch a formal Traffic Management Order (TMO) consultation. It is likely that most of the stub roads have an existing TMO that will need to be changed.

Who will maintain the planting, if the scheme goes ahead?

Maintenance will be carried out as part of the Westminster City Council Maintenance Programme, but options will be explored during the design stages.

Commonplace Email – sent on Thursday 31 July



Stub Roads Greening is live, it's time to have your say

Good news - the Commonplace for Stub Roads Greening has now launched. Take a look and get involved by having your say and sharing it with friends and neighbours.

Have your say

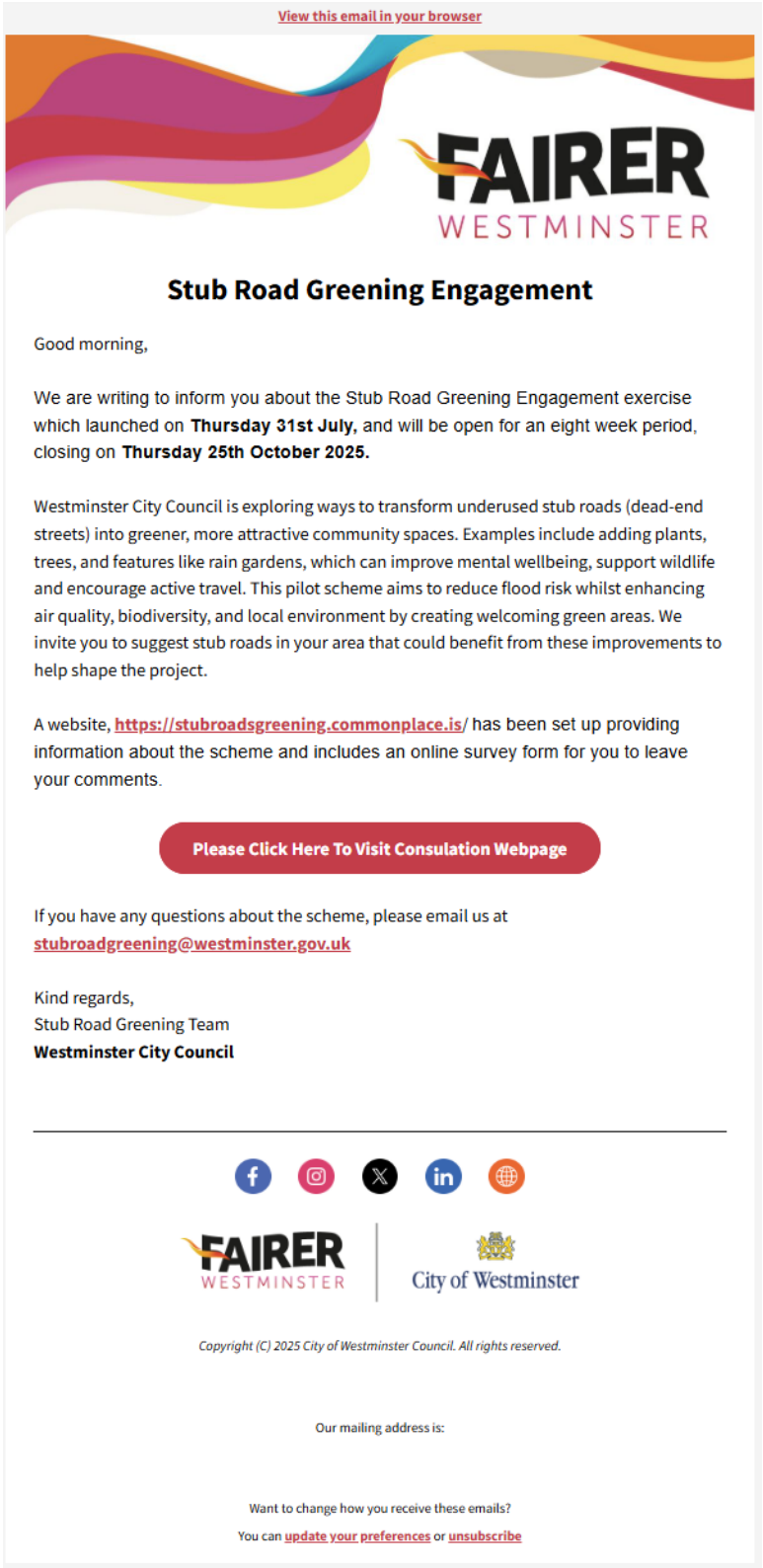
You are receiving this email because a while ago you indicated that you would like to be informed when this Commonplace launches.

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S6 Email – Initial launch email issued on Monday 4 August and delivery statistics

Initial launch email



View this email in your browser

FAIRER WESTMINSTER

Stub Road Greening Engagement

Good morning,

We are writing to inform you about the Stub Road Greening Engagement exercise which launched on **Thursday 31st July,** and will be open for an eight week period, closing on **Thursday 25th October 2025.**

Westminster City Council is exploring ways to transform underused stub roads (dead-end streets) into greener, more attractive community spaces. Examples include adding plants, trees, and features like rain gardens, which can improve mental wellbeing, support wildlife and encourage active travel. This pilot scheme aims to reduce flood risk whilst enhancing air quality, biodiversity, and local environment by creating welcoming green areas. We invite you to suggest stub roads in your area that could benefit from these improvements to help shape the project.

A website, https://stubroadsgreening.commonplace.is/ has been set up providing information about the scheme and includes an online survey form for you to leave your comments.

Please Click Here To Visit Consulation Webpage

If you have any questions about the scheme, please email us at stubroadgreening@westminster.gov.uk

Kind regards,
Stub Road Greening Team
Westminster City Council

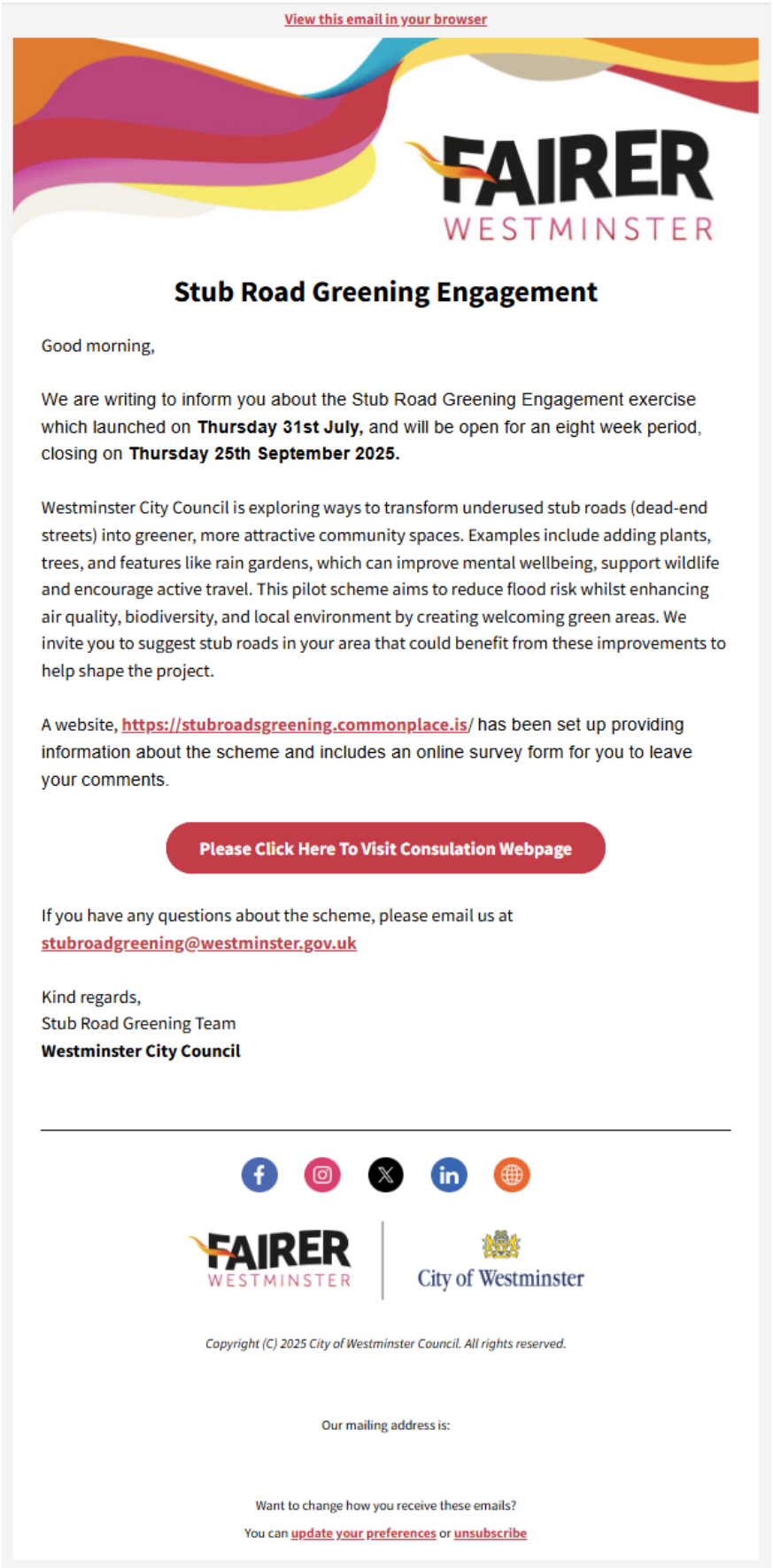
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Westminster City Council

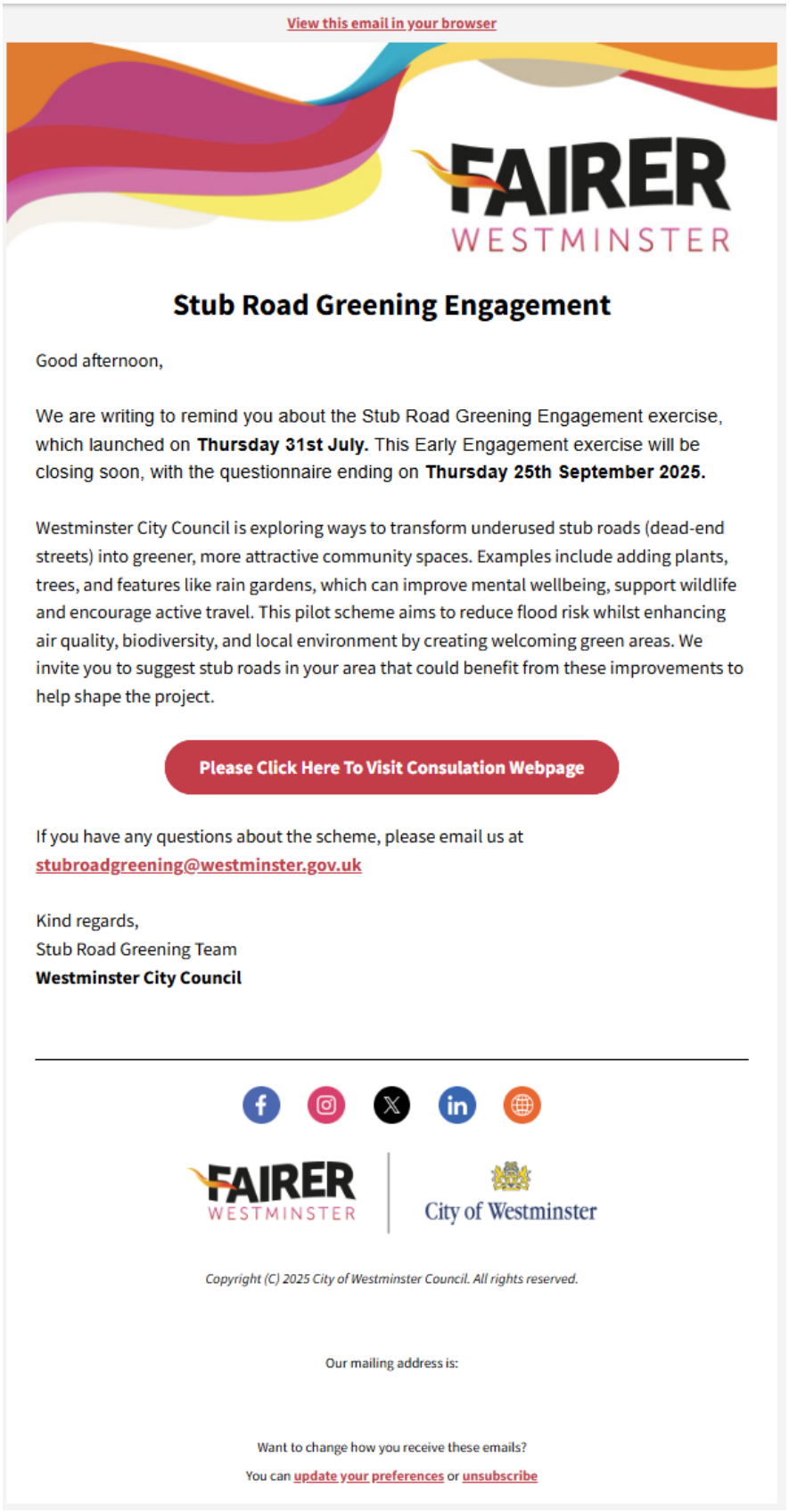
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S6 Email – Reminder email issued on Wednesday 17 September



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FAIRER WESTMINSTER

Stub Road Greening Engagement

Good afternoon,

We are writing to remind you about the Stub Road Greening Engagement exercise, which launched on **Thursday 31st July.** This Early Engagement exercise will be closing soon, with the questionnaire ending on **Thursday 25th September 2025.**

Westminster City Council is exploring ways to transform underused stub roads (dead-end streets) into greener, more attractive community spaces. Examples include adding plants, trees, and features like rain gardens, which can improve mental wellbeing, support wildlife and encourage active travel. This pilot scheme aims to reduce flood risk whilst enhancing air quality, biodiversity, and local environment by creating welcoming green areas. We invite you to suggest stub roads in your area that could benefit from these improvements to help shape the project.

Please Click Here To Visit Consulation Webpage

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Kind regards,
Stub Road Greening Team
Westminster City Council

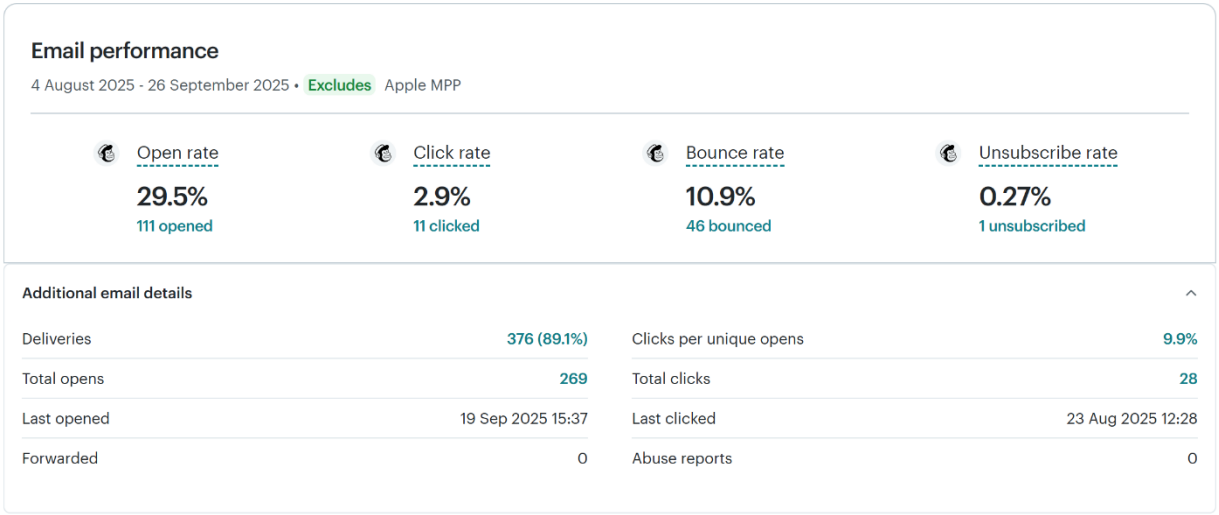
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Delivery statistics initial launch email 4 August



Email performance

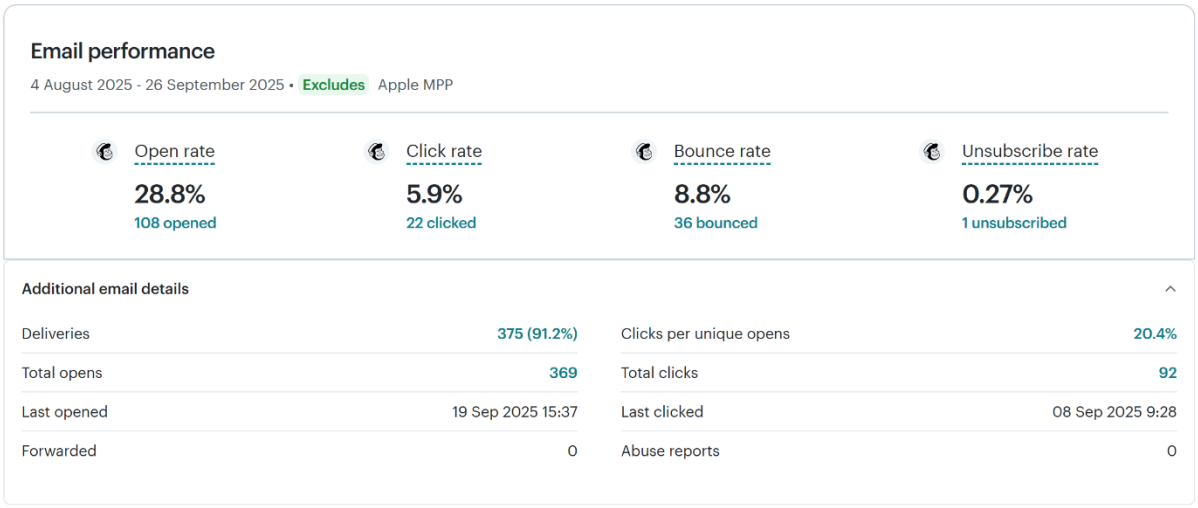
4 August 2025 - 26 September 2025 • Excludes Apple MPP

Open rate	Click rate	Bounce rate	Unsubscribe rate
29.5%	2.9%	10.9%	0.27%
111 opened	11 clicked	46 bounced	1 unsubscribed

Additional email details

Deliveries	376 (89.1%)	Clicks per unique opens	9.9%
Total opens	269	Total clicks	28
Last opened	19 Sep 2025 15:37	Last clicked	23 Aug 2025 12:28
Forwarded	0	Abuse reports	0

Delivery statistics corrected launch email 4 August



Email performance

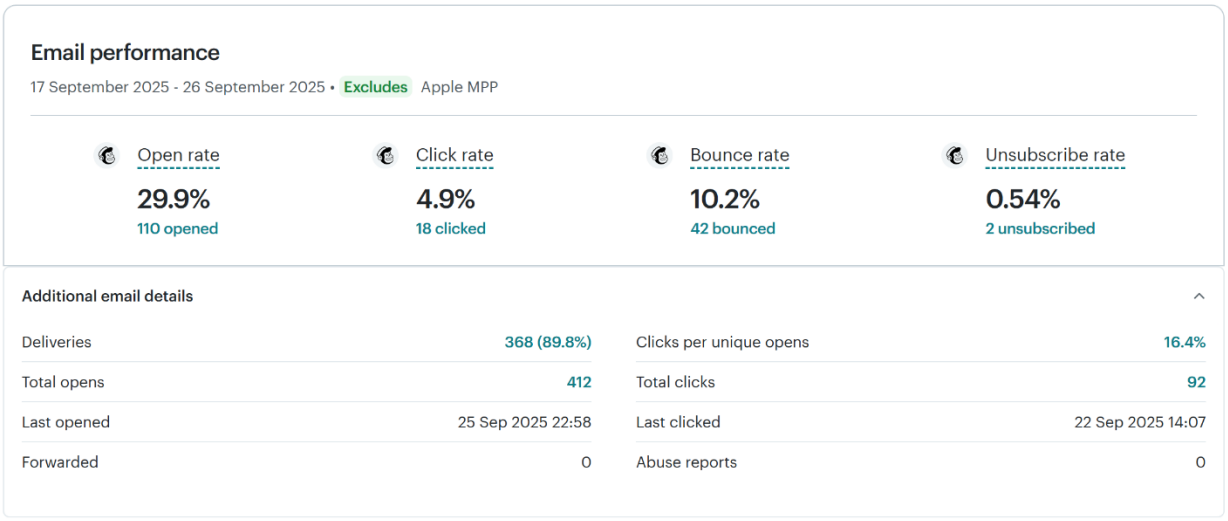
4 August 2025 - 26 September 2025 • Excludes Apple MPP

Open rate	Click rate	Bounce rate	Unsubscribe rate
28.8%	5.9%	8.8%	0.27%
108 opened	22 clicked	36 bounced	1 unsubscribed

Additional email details

Deliveries	375 (91.2%)	Clicks per unique opens	20.4%
Total opens	369	Total clicks	92
Last opened	19 Sep 2025 15:37	Last clicked	08 Sep 2025 9:28
Forwarded	0	Abuse reports	0

Delivery statistics reminder email 17 September



Email performance

17 September 2025 - 26 September 2025 • Excludes Apple MPP

Open rate	Click rate	Bounce rate	Unsubscribe rate
29.9%	4.9%	10.2%	0.54%
110 opened	18 clicked	42 bounced	2 unsubscribed

Additional email details

Deliveries	368 (89.8%)	Clicks per unique opens	16.4%
Total opens	412	Total clicks	92
Last opened	25 Sep 2025 22:58	Last clicked	22 Sep 2025 14:07
Forwarded	0	Abuse reports	0

Newsletter text

MyWestminster newsletter

Have Your Say on Greening Westminster's Stub Roads

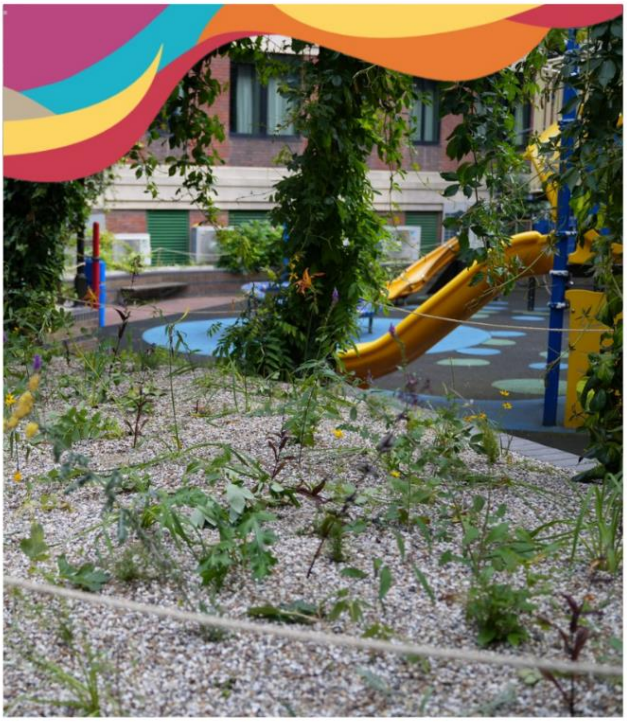
Westminster City Council is exploring ways to transform underused dead-end roads, known as stub roads, into green spaces featuring plants, trees, and rain gardens. These improvements aim to reduce flooding, improve air quality, support local wildlife, and create attractive community spaces. Residents are invited to share their views on which stub roads would benefit most from greening. Your feedback will help shape the project and decide which areas to prioritise. To get involved, please visit Have Your Say Today - Stub Roads Greening - Commonplace

Environmental and Business newsletters

Join Us in Greening Westminster's Stub Roads

Westminster City Council is committed to enhancing our urban environment by transforming neglected dead-end roads, or stub roads, into thriving green spaces. By introducing plants, trees, and sustainable rain gardens, this project will help combat flooding, improve air quality, support biodiversity, and create valuable habitats for local wildlife. Your feedback is important to help shape the project and decide which areas to focus this pilot on. To get involved, please visit Have Your Say Today - Stub Roads Greening - Commonplace

Library displays – content



Have your say on

Stub Road Greening Early Engagement

https://stubroadsgreening.commonplace.is/

FAIRER WESTMINSTER | City of Westminster

Have your say on

Stub Road Greening Early Engagement

https://stubroadsgreening.commonplace.is/

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Appendix B – Engagement materials

Questionnaire

Questions on Stub Roads Greening

Westminster City Council is looking to introduce stub roads greening in Westminster.

Stub roads, also known as short dead-end roads, have been identified as underutilised spaces with the potential to increase greening opportunities such as introducing planted areas or trees.

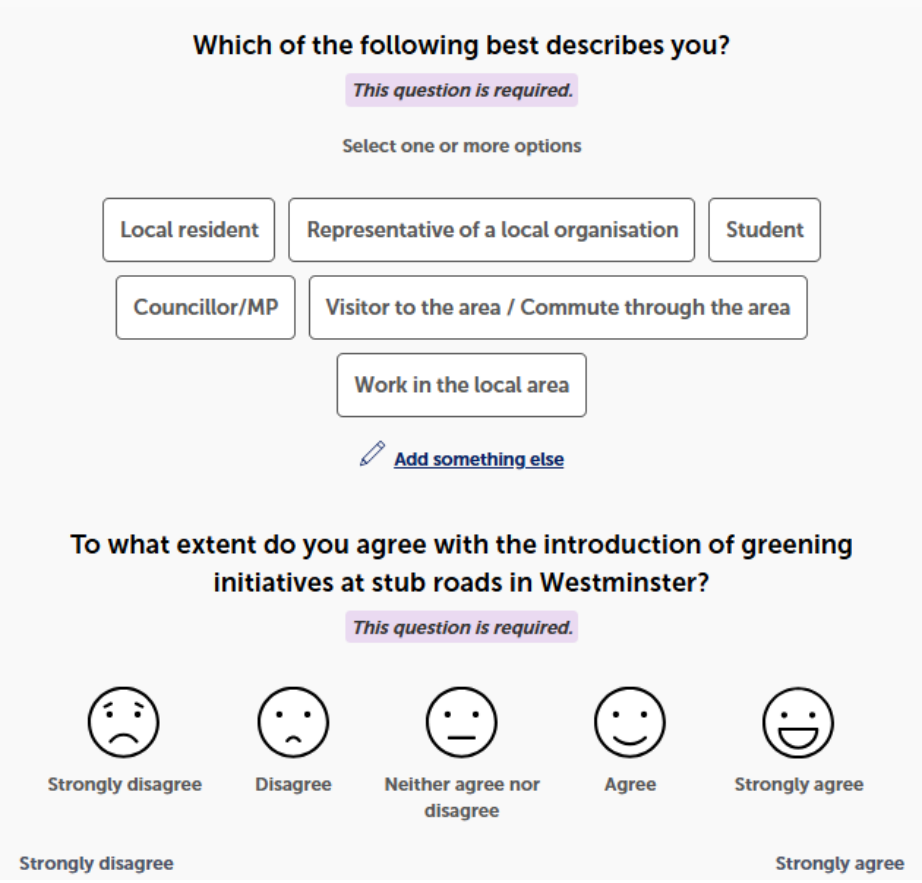
Please review the proposals and FAQs tiles before completing this questionnaire share with us any stub roads in your area that you believe could benefit from greening improvements.

You will have the opportunity to provide up to three stub road suggestions but please note that suggesting a location does not guarantee that it will be selected. Your input into this early engagement exercise will help us identify suitable locations that we will analyse and prioritise based on specific factors.

WSP are conducting this questionnaire, on behalf of Westminster City Council, to gather your views on Stub Roads Greening initiatives.

If you would like to be kept up-to-date with the project, and so agree to us keeping personal information you provide, please give your details at the end of this questionnaire. We will keep your details in line with our privacy policy, Westminster City Council's privacy policy and the Data Protection Act 2018 (including the EU General Data Protection Regulation).

We and Westminster City Council will only use your details for the purpose of keeping you updated on Stub Roads Greening. Please note that your details may also be accessed by the provider of the website this questionnaire is on (Commonplace). The Commonplace policy is published on their website here.



In addition to greening, what type of public realm improvements would you like to see introduced at stub roads in Westminster?

This question is required.

Sort in order of importance, with most important at the top.

- Sustainable Drainage Systems (SuDS)
- Planters
- Trees
- Improving provisions for walking (e.g. levelled access / benches / seating)
- Improving provisions for cycling (e.g. cycle parking)
- Improved lighting
- Public art
- Play equipment

Tell us which stub roads you think need greening the most (1 of 3 - required)

This question is required.

Drop a pin at a stub road (dead-end road) location within the City of Westminster boundary you think requires greening the most. Remember to click 'save'. On the following pages in this questionnaire, you have the opportunity to suggest up to three stub road locations. Please note that if you drop a pin in a location that is not within the City of Westminster boundary or a stub road then we will not be able to consider this as an option in our analysis.

No preview

Open map

In the box below provide the street name of the stub road you have dropped a pin on. Please add some text to justify why you have selected this stub road location for greening, and what type of greening initiative(s) you would like to be delivered

This question is required.

Tell us which stub roads you think need greening the most (2 of 3 - optional)

Drop a pin at a stub road (dead-end road) location within the City of Westminster boundary you think requires greening the most. Remember to click 'save'. Please note that if you drop a pin in a location that is not within the City of Westminster boundary or a stub road then we will not be able to consider this as an option in our analysis.

No preview

Open map

In the box below provide the street name of the stub road you have dropped a pin on. Please add some text to justify why you have selected this stub road location for greening, and what type of greening initiative(s) you would like to be delivered

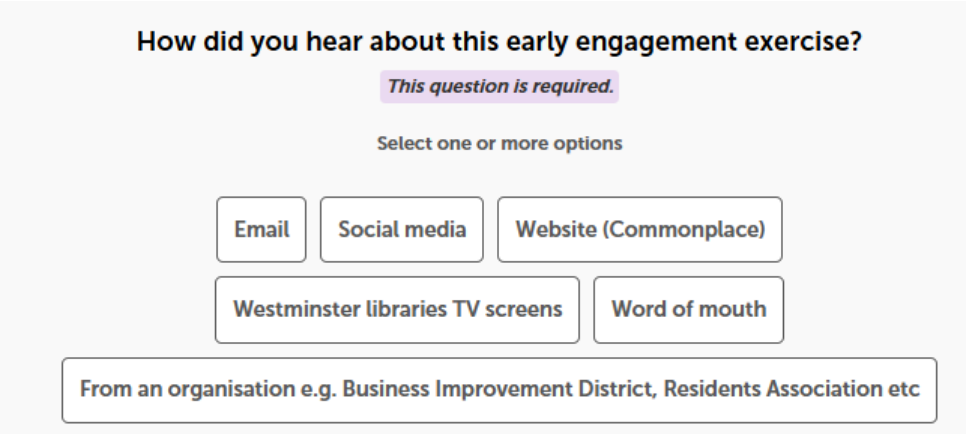
Tell us which stub roads you think need greening the most (3 of 3 - optional)

Drop a pin at a stub road (dead-end road) location within the City of Westminster boundary you think requires greening the most. Remember to click 'save'. Please note that if you drop a pin in a location that is not within the City of Westminster boundary or a stub road then we will not be able to consider this as an option in our analysis.

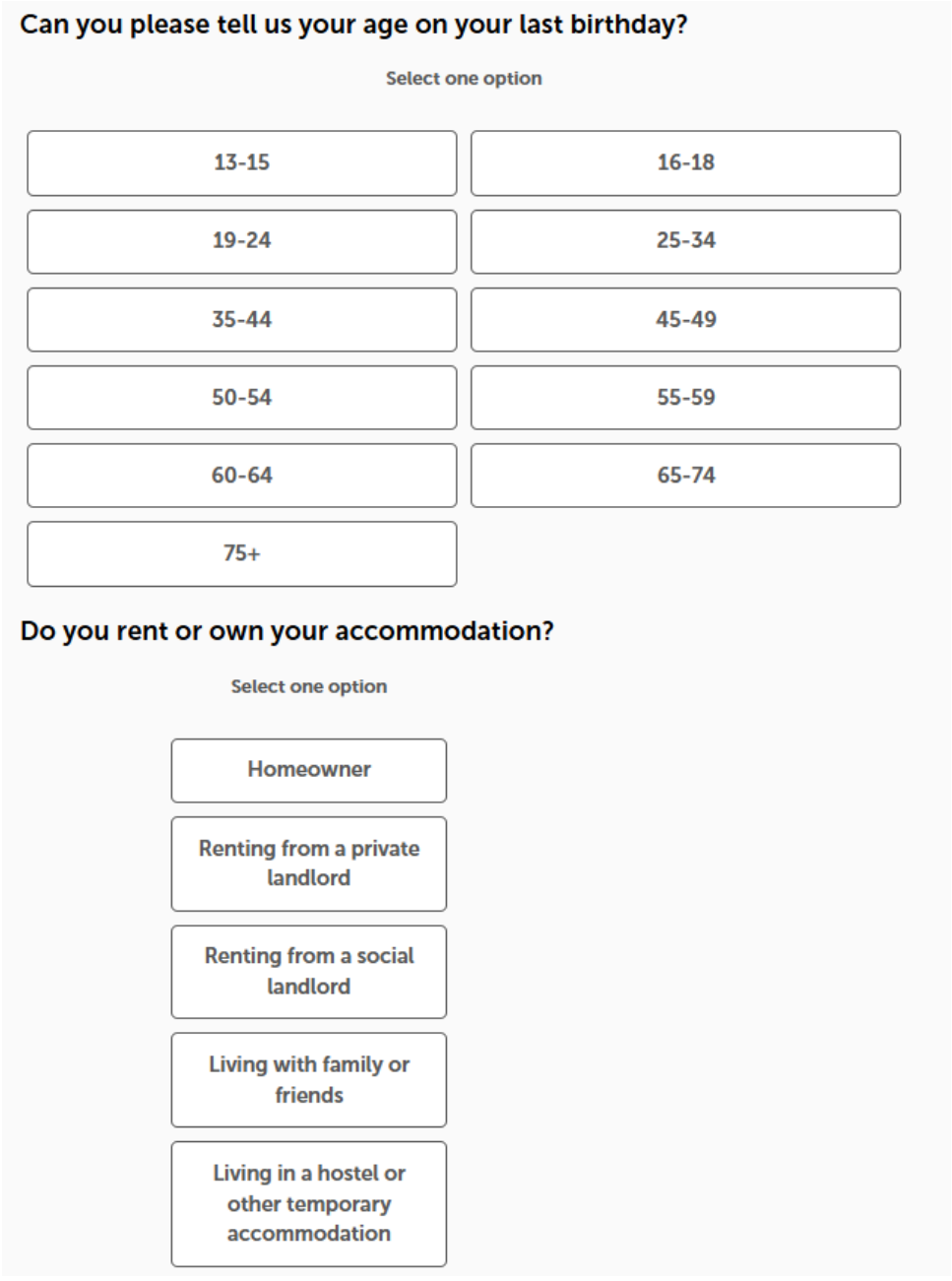
No preview

Open map

In the box below provide the street name of the stub road you have dropped a pin on. Please add some text to justify why you have selected this stub road location for greening, and what type of greening initiative(s) you would like to be delivered



Optional demographic questions



Help us reach your entire community

The answers you provide here are considered to be 'special category' data and, like the questions above, are optional. You can answer all the questions, some, or none of them. For more information, read the privacy policies below.

What gender do you identify with?

Select one option

- Female
- Male
- Non-binary
- Transgender
- Intersex
- Prefer not to say

Add something else

Is your gender the same as the sex you were registered as at birth?

Select one option

- Gender identity the same as assigned at birth
- Gender identity different from assigned at birth but no specific identity given
- No, I identify as a Trans woman
- No, I identify as a Trans man
- No, I identify with another gender not assigned at birth
- Prefer not to say

To which of the following groups do you consider you belong?

Select one option

White British	Irish
Gypsy or Irish Traveller	Other White
Black African	Black Caribbean
Black Other	Indian
Chinese	Bangladeshi
Pakistani	Other Asian
Arab	Other ethnic group
Mixed: White and Asian	Mixed: Other Mixed
Mixed: White and Black Caribbean	Mixed: White and Black African
Prefer not to say	

Are your day-to-day activities impacted by a long-term illness, physical and/or mental health condition or disability?

Select one option

- Yes, a lot
- Yes, a little
- No
- Prefer not to say

What is your marital status?

Select one option

Married or civil partnership | Cohabiting | Singled | Widowed | Prefer not to say

What is your religion or belief?

Select one option

Christian	Buddhist
Hindu	Jewish
Muslim	Sikh
Other Religion	No Religion
Prefer not to say	

What is your sexual orientation?

Select one option

Straight or Heterosexual	Gay or Lesbian	Bisexual	Other	Prefer not to say

Appendix C – Analysis full results

Questionnaire results

Table D.5-1 Results of comments received via the questionnaire

Number	Theme	Number of Respondents
1	Support for introducing planters / greening	26
2	Support – Visual aesthetic of stub roads will improve	17
3	Support for introducing improved walking provisions	17
4	Support for introducing trees	15
5	Current pollution levels in Westminster are high	13
6	Support – Improved quality of life	8
7	Other comments not related to Stub Roads Greening	8
8	Support for SUDs features – General comments, rain gardens, swales, tree pits, rainwater harvesting systems	5
9	Support for introducing improved cycling provisions	6
10	Public space in Westminster is currently dominated by cars	5
11	Community impact – Stub Roads Greening provides opportunities for local people to come together	5
12	Support – Noise/air quality will improve as a result of Stub Roads Greening	4
13	Support – Economic benefits	3
14	General opposition to stub roads greening as a concept	3
15	Support for introducing improved lighting	3
16	Support – Management of rainfall will improve as a result of Stub Roads Greening and reduce flood risk	2
17	Stub Roads Greening could reduce the urban heat island effect / overheating	2
18	Support for introducing public art	2
19	Support for introducing play equipment	2
20	Improved safety as a result of Stub Roads Greening	2
21	Suggestions about accessibility of Stub Roads Greening	2

Number	Theme	Number of Respondents
22	Waste of money / criticism about costs / funding	1
23	Concern – Noise/air quality will worsen as a result of Stub Roads Greening	1
24	Concerns around traffic management	1
25	Support – Biodiversity will improve as a result of Stub Roads Greening	1
26	Concern – Biodiversity will worsen as a result of Stub Roads Greening	1
27	Design suggestion – shortlisting process	1
28	Stub Roads Greening is unnecessary	0
29	Construction / implementation queries	0
30	Maintenance queries	0
31	Future public consultation	0
32	Support – Sustainability benefits	0
33	Support – Water quality will improve as a result of Stub Roads Greening	0
34	Concern – Water quality will worsen as a result of Stub Roads Greening	0
35	Concern – Management of rainfall will worsen as a result of Stub Roads Greening and reduce flood risk	0
36	Concern – Visual aesthetic of stub roads will worsen	0
37	Concerns around SUDs features – General comments, rain gardens, swales, tree pits, rainwater harvesting systems	0
38	Oppose introducing planters / greening	0
39	Oppose introducing trees	0
40	Oppose introducing improved walking provisions	0
41	Oppose introducing improved cycling provisions	0
42	Oppose introducing improved lighting	0
43	Oppose introducing public art	0
44	Oppose introducing play equipment	0
45	Comments regarding the engagement exercise	0
46	Request for further information / questions asked	0

Number	Theme	Number of Respondents
47	Safety concerns	0

Email results

Table D.5-2 Results of comments received via Email

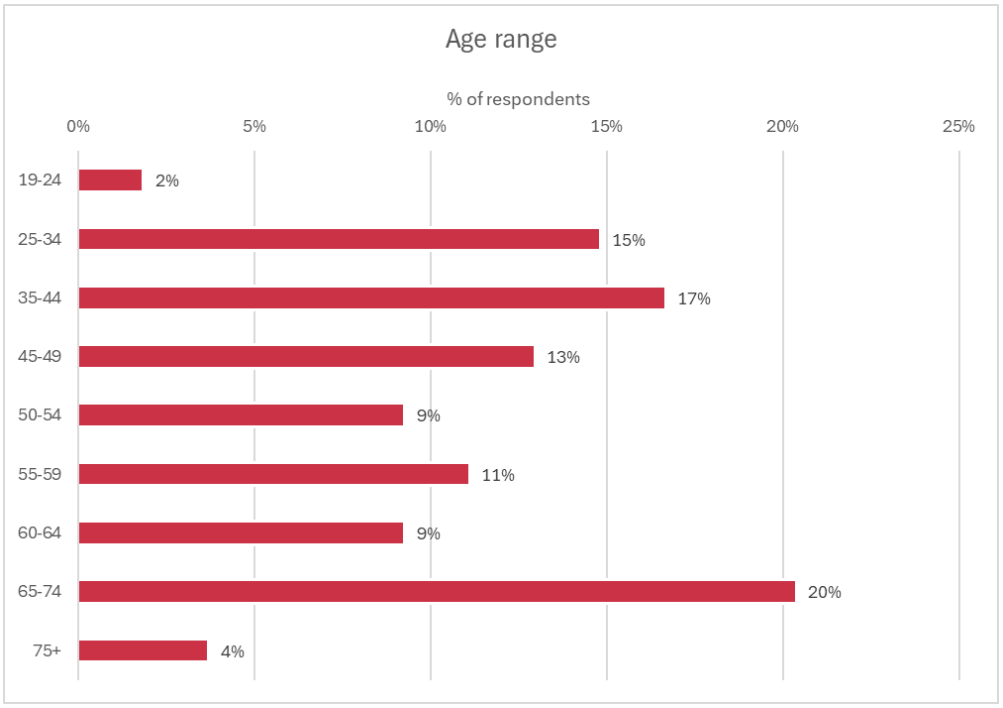
Number	Theme	Number of Respondents
1	Comments regarding the engagement exercise	2
2	Waste of money / criticism about costs / funding	1
3	Support – Improved quality of life	1
4	Maintenance queries	1
5	Other comments not related to Stub Roads Greening	1
6	Community impact – Stub Roads Greening provides opportunities for local people to come together	1
7	Support – Biodiversity will improve as a result of Stub Roads Greening	1
8	Concern – Noise/air quality will worsen as a result of Stub Roads Greening	1
9	Support – Management of rainfall will improve as a result of Stub Roads Greening and reduce flood risk	1
10	Concerns around SUDs features – General comments, rain gardens, swales, tree pits, rainwater harvesting systems	1
11	Support for introducing planters / greening	1
12	Support for introducing play equipment	1
13	Request for further information / questions asked	1
14	General opposition to stub roads greening as a concept	0
15	Stub Roads Greening is unnecessary	0
16	Concerns around traffic management	0
17	Support – Economic benefits	0
18	Construction / implementation queries	0
19	Future public consultation	0

Number	Theme	Number of Respondents
20	Public space in Westminster is currently dominated by cars	0
21	Support – Sustainability benefits	0
22	Concern – Biodiversity will worsen as a result of Stub Roads Greening	0
23	Current pollution levels in Westminster are high	0
24	Support – Noise/air quality will improve as a result of Stub Roads Greening	0
25	Support – Water quality will improve as a result of Stub Roads Greening	0
26	Concern – Water quality will worsen as a result of Stub Roads Greening	0
27	Concern – Management of rainfall will worsen as a result of Stub Roads Greening and reduce flood risk	0
28	Stub Roads Greening could reduce the urban heat island effect / overheating	0
29	Support – Visual aesthetic of stub roads will improve	0
30	Concern – Visual aesthetic of stub roads will worsen	0
31	Support for SUDs features – General comments, rain gardens, swales, tree pits, rainwater harvesting systems	0
32	Oppose introducing planters / greening	0
33	Support for introducing trees	0
34	Oppose introducing trees	0
35	Support for introducing improved walking provisions	0
36	Oppose introducing improved walking provisions	0
37	Support for introducing improved cycling provisions	0
38	Oppose introducing improved cycling provisions	0
39	Support for introducing improved lighting	0
40	Oppose introducing improved lighting	0
41	Support for introducing public art	0
42	Oppose introducing public art	0
43	Oppose introducing play equipment	0
44	Improved safety as a result of Stub Roads Greening	0

Number	Theme	Number of Respondents
45	Safety concerns	0
46	Suggestions about accessibility of Stub Roads Greening	0
47	Design suggestion – shortlisting process	0

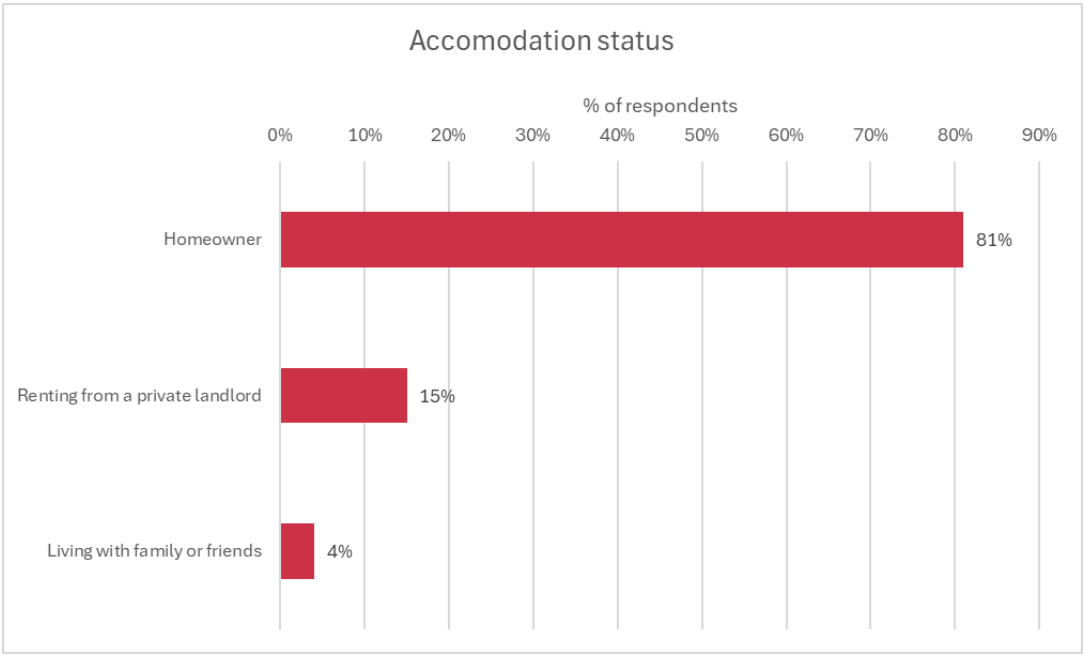
Appendix D – Demographic data

1. Can you please tell us your age on your last birthday?



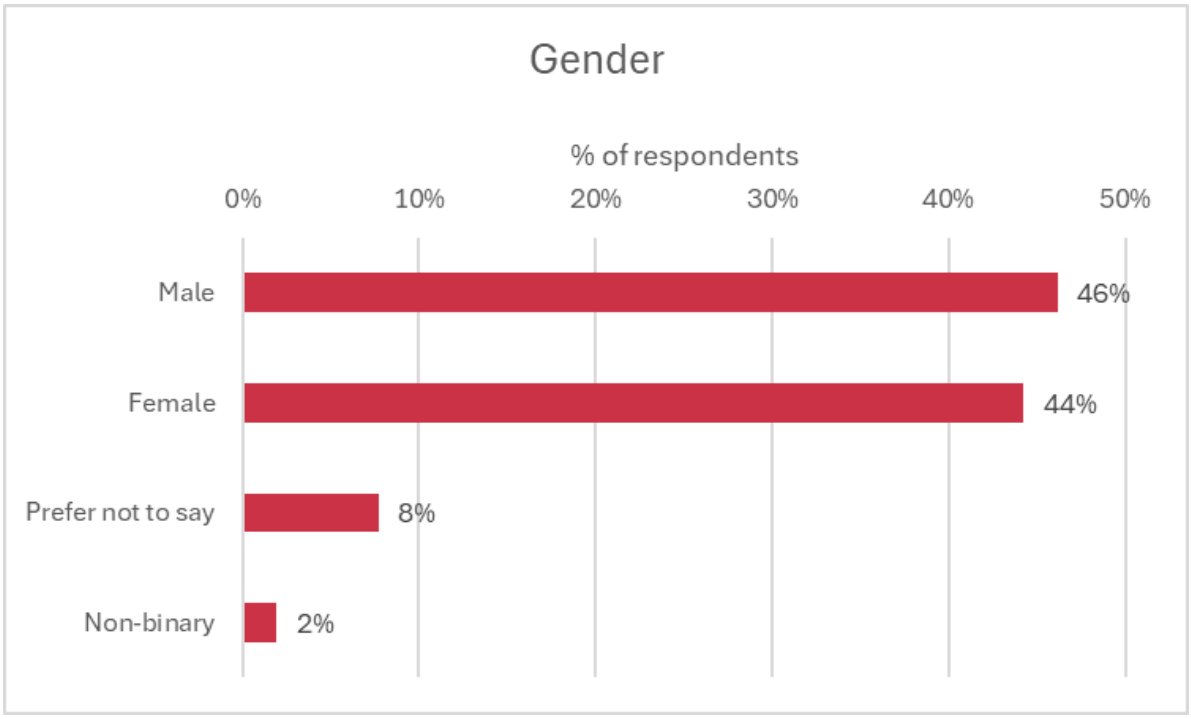
Base (n:54)

2. Do you rent or own your accommodation?



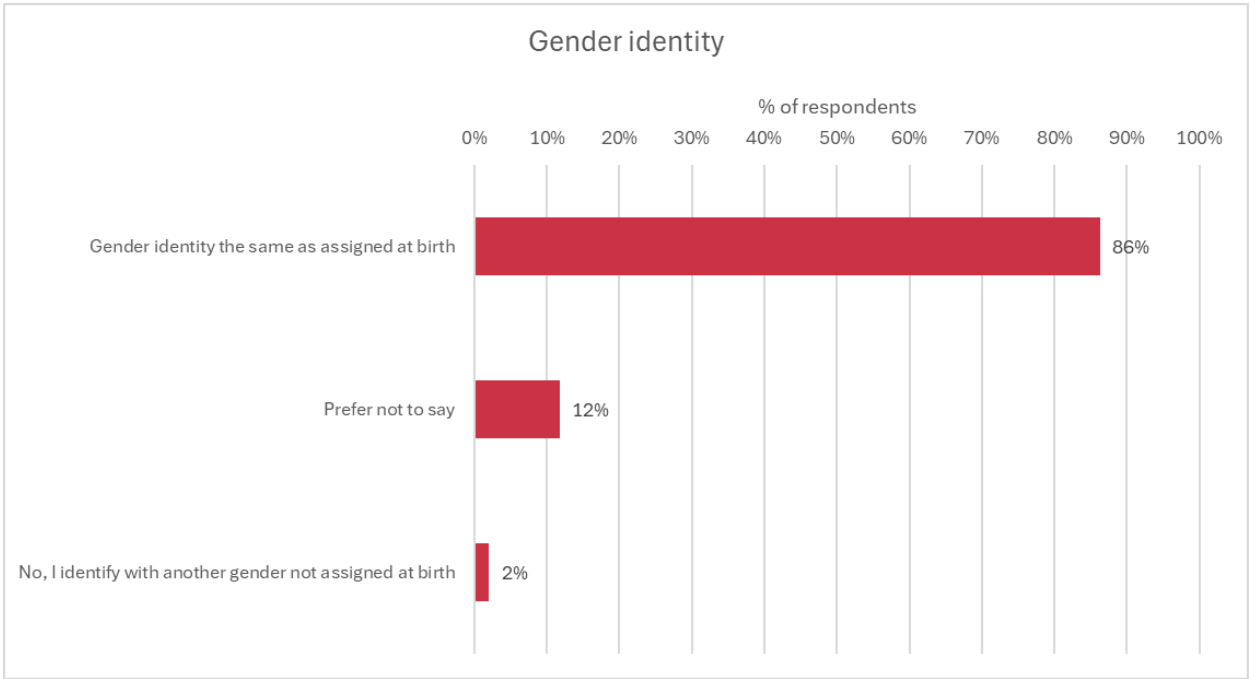
Base (n:48)

3. What gender do you identify with?



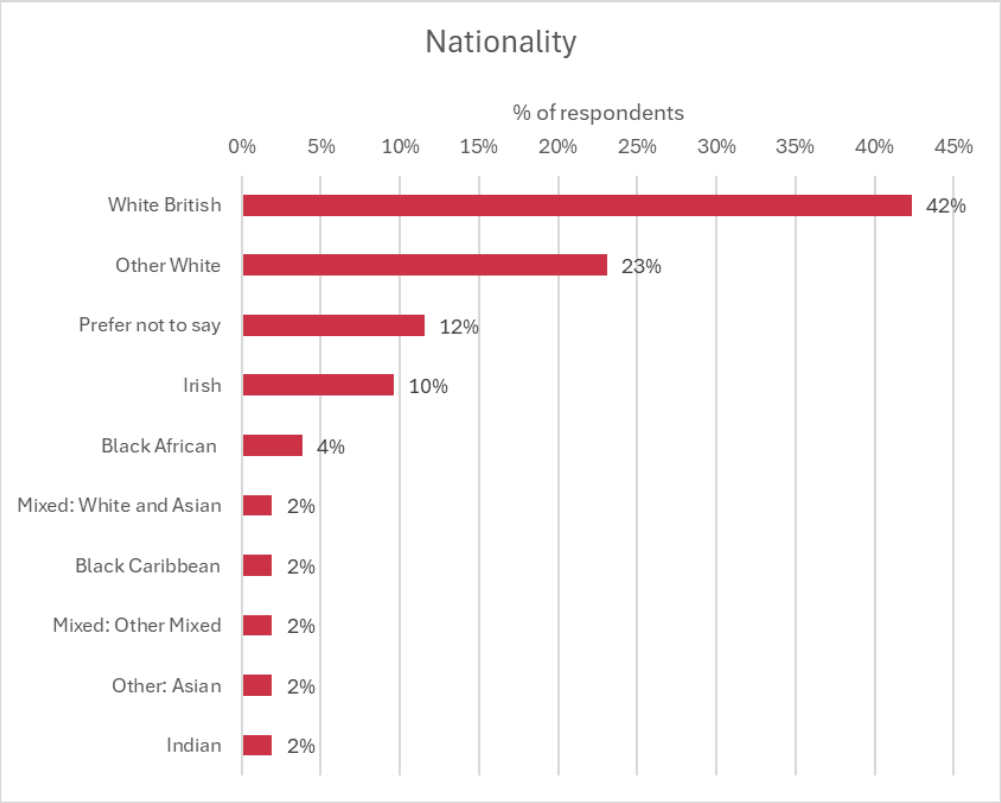
Base (n:52)

4. Is your gender the same as the sex you were registered as at birth?



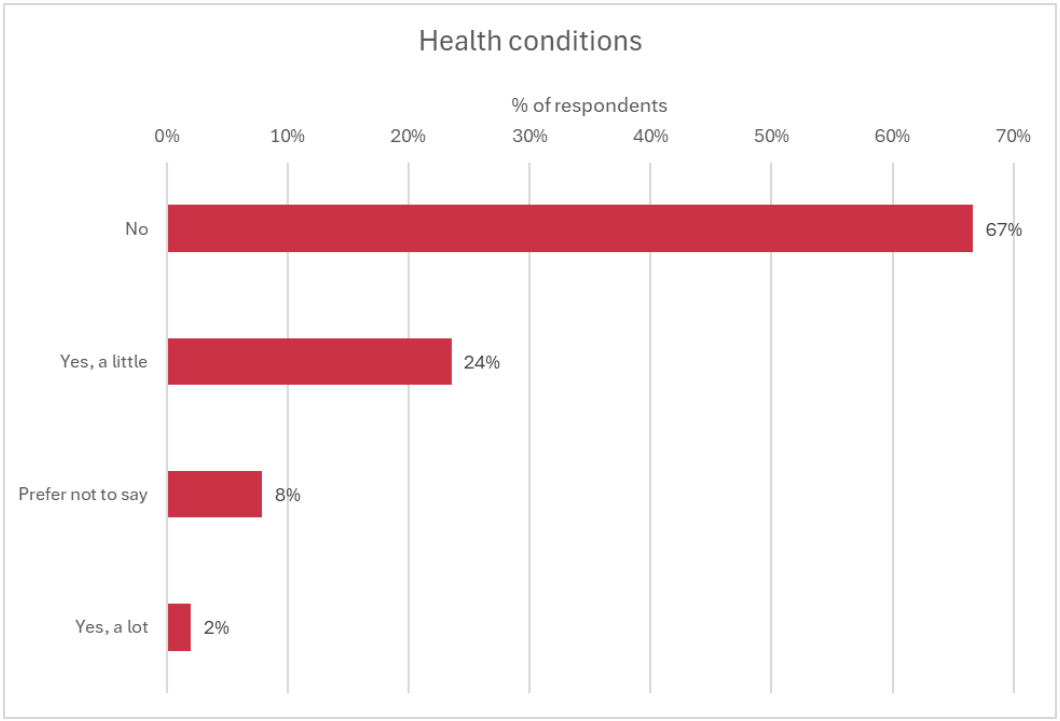
Base (n:51)

5. To which of the following groups do you belong?



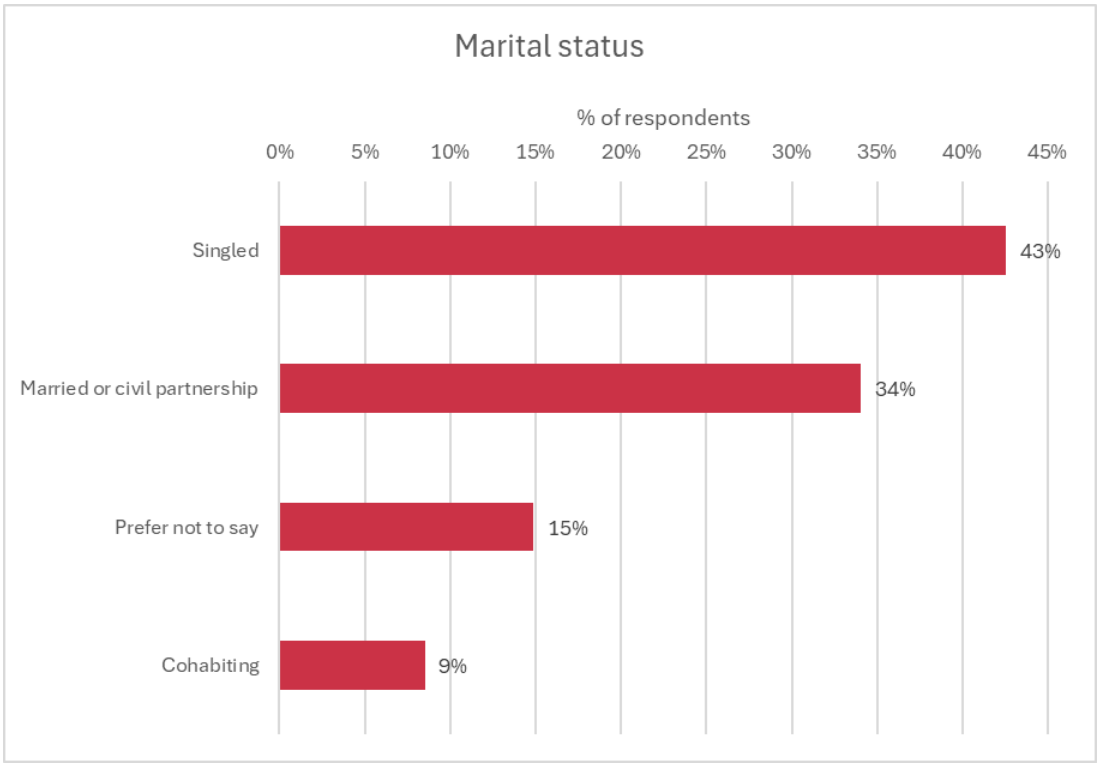
Base (n:52)

6. Are your day-to-day activities impacted by a long-term illness, physical and/or mental health condition or disability?



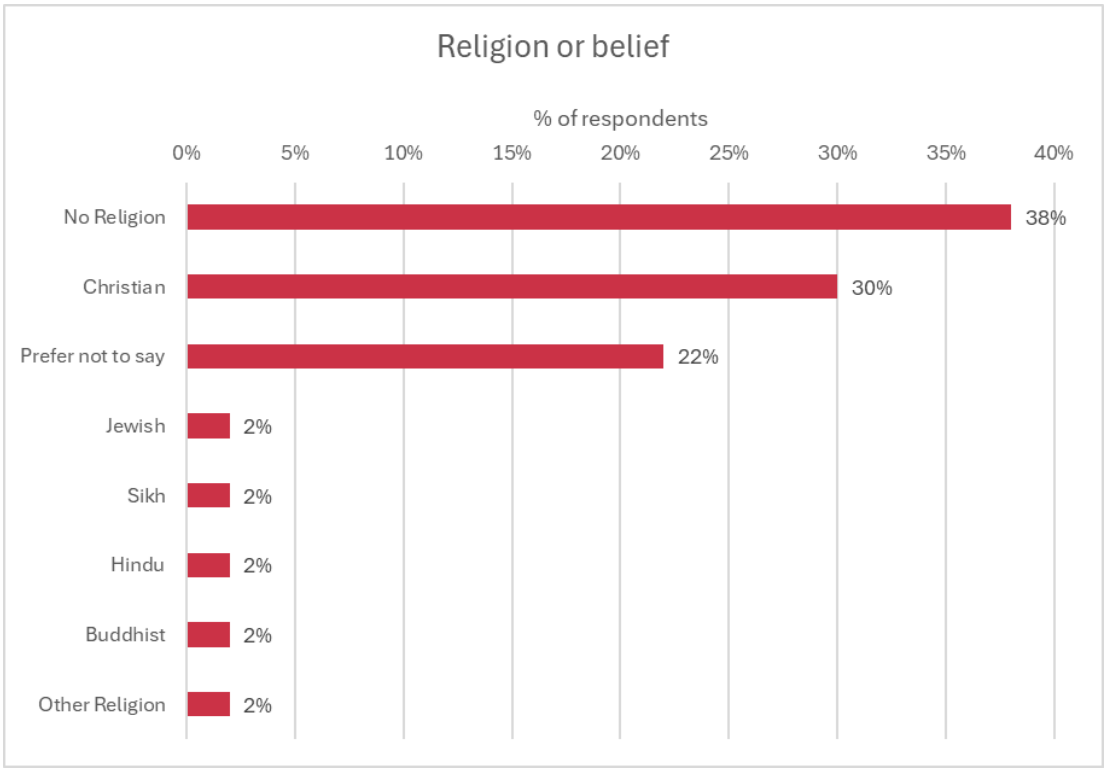
Base (n:51)

7. What is your maritial status?



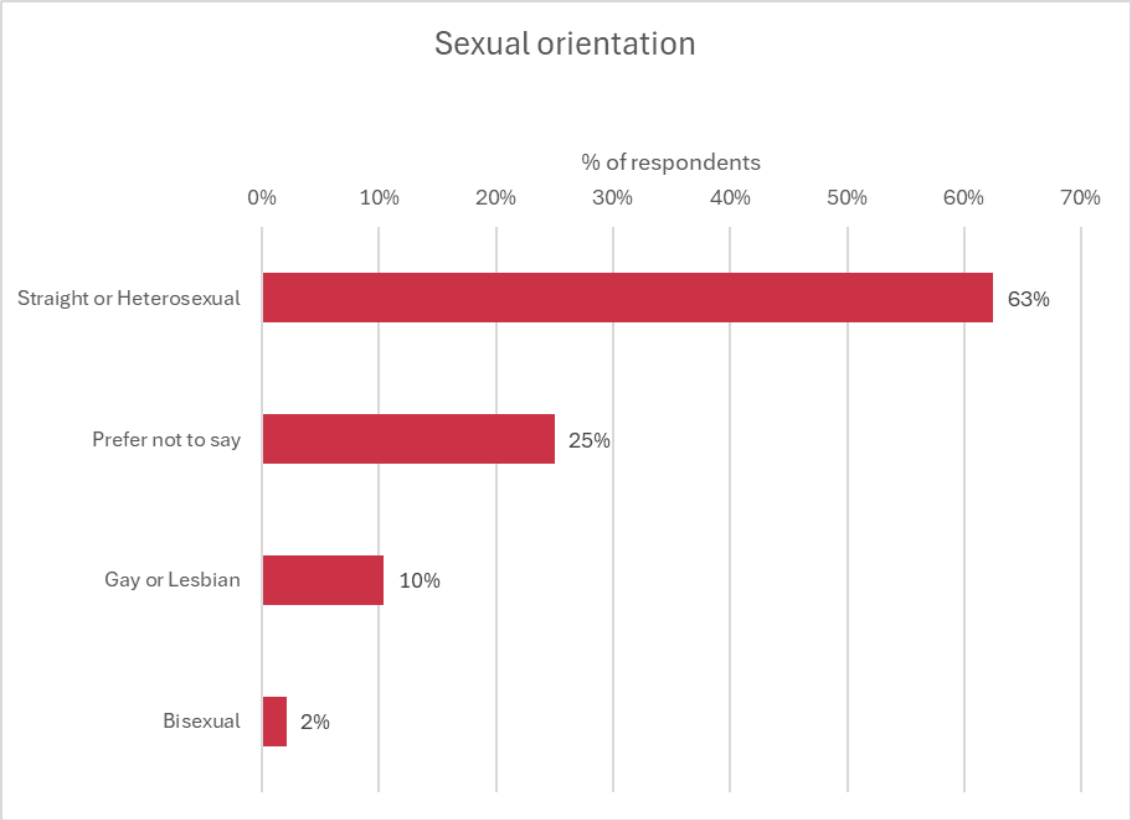
Base (n:47)

8. What is your religion or belief?



Base (n:50)

9. What is your sexual orientation?



Base (n:48)

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