Formosa Street Pedestrianisation

Consultation Report - February 2026

1. Introduction

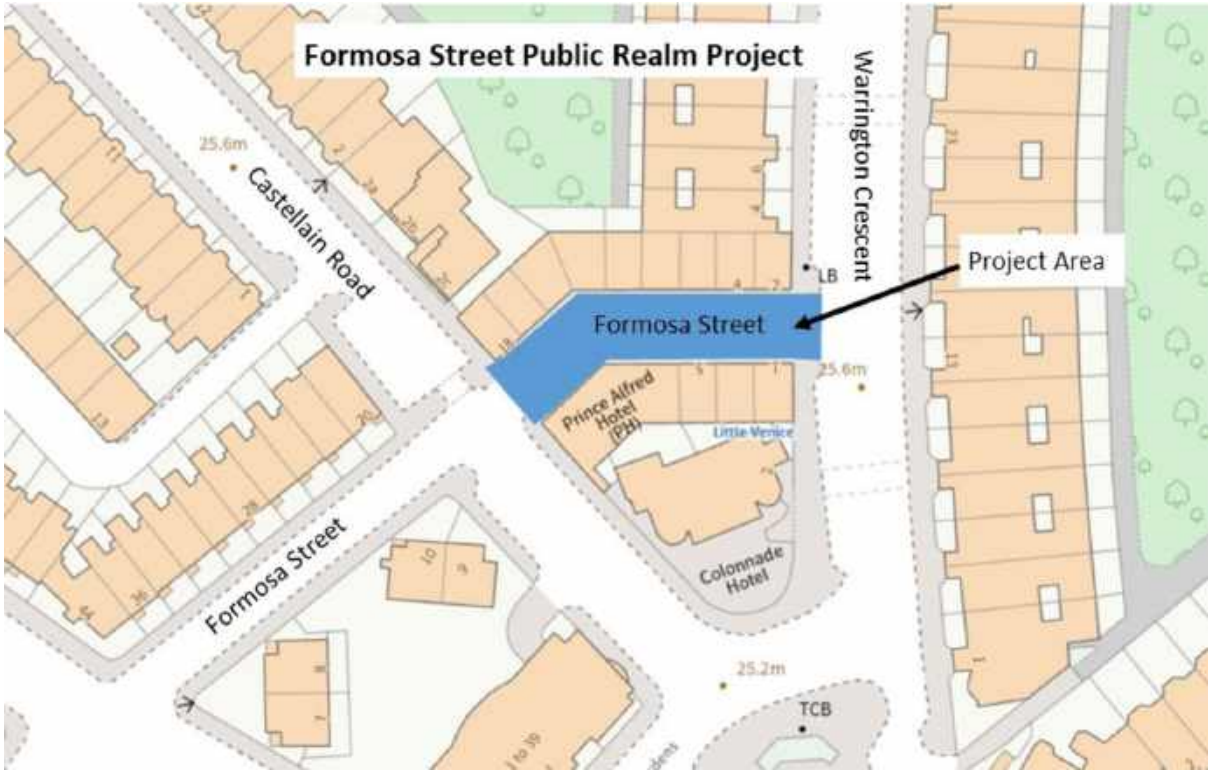
Purpose of this report

Between 12th December 2025 and 16th January 2026 Westminster City Council consulted on potential pedestrianisation of a section of Formosa Street between the junctions of Castellain Road and Warrington Crescent. The outline proposals presented are part of a feasibility study commissioned in response to a local petition calling for pedestrianisation.

Background

The 50-metre length (between numbers 1 and 18) of Formosa Street hosts a mix of independent shops, cafes, restaurants, a pub, and 35 residential units above the retail, making it both a small commercial centre and a residential community. 6 of the 13 businesses provide food and beverage. The street has two-way traffic and kerbside restrictions include seven pay by phone parking spaces and 60 metres of yellow lines. The rest of Formosa Street to the west and other streets surrounding Formosa Street is predominantly residential in character.

Formosa Street proposals area plan



Following a local petition asking for pedestrianisation in 2024, and Neighbourhood CIL funding award of £39,875 in July 2025, Highways Public Realm has undertaken a feasibility study to understand the viability of pedestrianisation, including traffic surveys to test the impact on traffic and kerbside parking and loading under pedestrianisation. Alongside this, a key part of the feasibility study is to gauge appetite for pedestrianisation from local residents and businesses through a public consultation.

The aim of public engagement would:

- Understand aspirations for the street and what improvements people would like to see

- Understand how the space is currently used and identify accessibility, servicing needs
- Assess opportunities to create a high-quality, people-friendly pubic space
- Be used for any future design that supports local economic activity and aligns with our Transport Policy and Fairer Westminster priorities

Timeline of project engagement and consultation



Consultation on concept options

Two concept outline drawings were presented for feedback on Commonplace, titled Concept 1 and Concept 2. Views were sought from stakeholders primarily through a survey of multiple choice questions on both concepts, and open comments.

Concept 1 – Full closure between Castellain Road and Warrington Crescent. Under this scenario, it would:

- Fully close Formosa Street to all through traffic by using strategically placed street furniture at both sides of the street. Emergency access only via demountable bollards
- Loading and servicing would need to be via loading bays at side streets
- Maximum opportunity for ‘place making’, providing both residents and passing pedestrians the opportunity to utilise the space without vehicle conflict
- Opportunity for ‘al fresco’ dining tables and chairs (subject to Pavement License applications)
- Visitor (Pay by Phone) parking would be removed and any reallocation of parking bays would need to be in adjacent streets, most likely replacing existing parking

Concept 2 - A timed entry restriction with a permanent eastbound only arrangement (note this could be reversed to be westbound). Under this scenario, typical characteristics include:

- A timed closure operating at key periods of the day (e.g. AM), removing traffic
- One way traffic movement to (for example) an eastbound direction only

- Carriageway narrowed to one lane, flush with footway pavement, footway widened on both sides, helping to introduce a quieter and more pedestrian friendly environment with increased footway space
- Three example loading bays provided for servicing during permitted hours
- Some opportunity for benches, planting and trees (subject to ground surveys).
- Bollards to protect the footway from vehicular traffic.
- Visitor (Pay by Phone) parking is unlikely to be retained under this scenario and any relocation of parking bays would need to be in adjacent streets, most likely replacing existing parking
- Opportunity for Pavement Licenses for 'al fresco' tables and chairs (subject to license applications) would be more limited than under a full closure

The proposals for Formosa Street are shown in Appendix B (Scheme drawing of the proposals).

2. Promotional and consultation approach

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

Lamppost wraps: Lamppost wraps were produced to promote the consultation. These triangular wraps contained an image of the project area, a QR code and URL for the consultation website, consultation dates, and contact details. The wraps were installed onto 10 lampposts within 100 metres of the scheme area from 19th December until 16th January. Examples of the lamppost wraps, and their locations, are shown in Appendix A.

Letters: To promote the consultation, letters were delivered to 591 addresses in the local area on 12th December. A distribution boundary of roughly 100 metres from the centre of the commercial 'high street' was agreed in advance. This is larger than the standard 25 metre radius and was set to capture the views of residents located on surrounding roads who may be affected by the proposals. The letters were used as a call to action, encouraging people to have their say on the concept by scanning a QR code that took them directly to the consultation website. A copy of the letter is provided in Appendix A.

Consultation website (https://formosastreetpublicrealm.commonplace.is/**):** A consultation website was created and contained information about the background and initial ideas for Formosa Street. The website launched 12th December 2025. If people had previously signed up to be notified of consultation launch, they then received an automatic email from Commonplace once the site had gone live. Appendix A includes the email sent. The consultation website contained four pages (or 'tiles') that visitors to the website could click through, including Current Activities and Concepts, Survey, FAQs and Online Event details. Appendix B includes full details of the consultation website.

Frequently Asked Questions (FAQs): 14 FAQs were produced and included on the website to answer commonly asked questions covering details about the proposals. The FAQs can be found in Appendix B.

Social media: Westminster City Council's social media channels were not used in this consultation, but January's MyWestminster email included a promotion of the website.

The consultation saw 2110 unique visitors to the website. 1303 (62%) visited the site without having clicked on another link, suggesting access to the site directly from a QR code. 424 (20%) Accessed the site via an email

Consultation Approach

A range of materials were used to support the consultation. These are detailed below.

Online questionnaire: A questionnaire, hosted on the Commonplace website, was designed to gather views and feedback on the idea of pedestrianisation. This included eight main questions, two of which related directly to initial proposals. The first question asked for information about the respondent's identity, such as if they were a local resident or if they were part of an organisation. Next there were three questions on how people use and travel to Formosa Street, and how often. Two questions on the outline concept proposals allowed respondents to choose their preferences from multiple choices. These questions provided quantitative data where preferences could be compared easily. followed by an open question asking respondents to provide reasoning, comments or suggestions. A copy of the questionnaire is available in Appendix A.
Three optional questions were included to gather respondent demographic data on people's post codes, age and whether they own or rent their accommodation.

On-line event: One online event was held on Zoom on Tuesday 6th January between 6pm and 7pm. 23 people signed up and 15 attended. This provided the opportunity for the project team to explain the background and ideas presented on Commonplace.

Emails: An email was sent to 45 stakeholders and statutory consultees. An email address was provided on the promotional letters and on the Commonplace pages, so that people could reach out to the project team if they needed further information or had enquiries. Eight feedback submissions were sent by email.

Business Surveys. Door to door business surveys were held on Wednesday 14th January to ask questions from businesses on how often and by what means they receive deliveries and what they thought of the idea of pedestrianisation. 10 of the 13 businesses on the street responded to our survey. A copy of the questionnaire is available in Appendix A.

3. Responses to the consultation

Introduction

Overall, a total of 425 people responded to the consultation via the questionnaire on the Commonplace website.

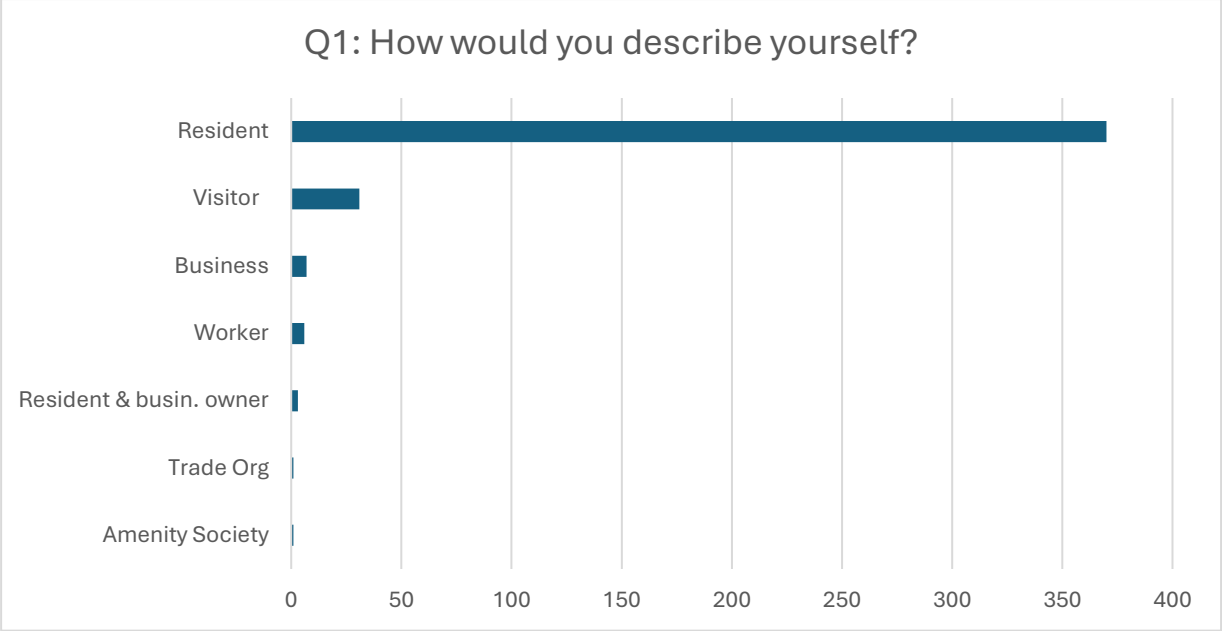
Closed Question analysis

Questions 1 to 5 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. The

questionnaire was followed by three optional demographic questions which gave people the option to share more information about themselves and the responses are discussed in Section 4.

Q1: Stakeholder type

Question 1 asked people to describe themselves and included an optional open question for respondents to provide the name of the business or organisation they represent. Respondents were able to select one option, and a total of 131 people chose to answer this question.

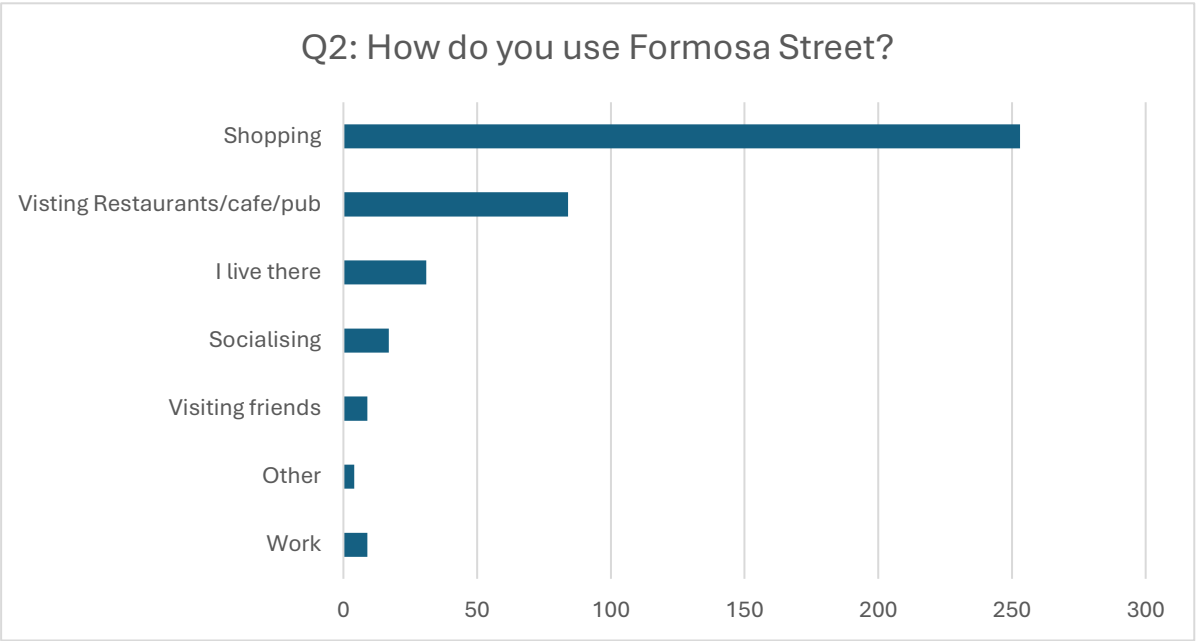


Base: (n:419)

Most respondents, 370 (88%), identified themselves as local residents, with 31 respondents (7%) identifying themselves as a visitor.

Q2: Use of Formosa Street

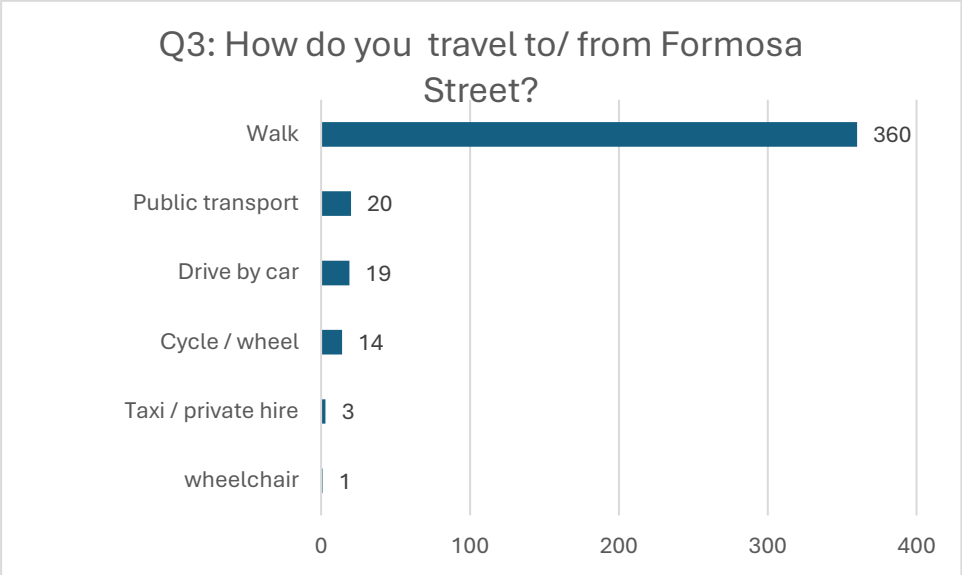
Question 2 asked people how they used Formosa Street. 354 (87%) visit Formosa Street for reasons such as shopping, visiting cafes, the pub, restaurants. 31 (8%) said they live there, and 9 (2%) said they visit friends..



Base: (n:407)

Q3: Travelling to and from Formosa Street

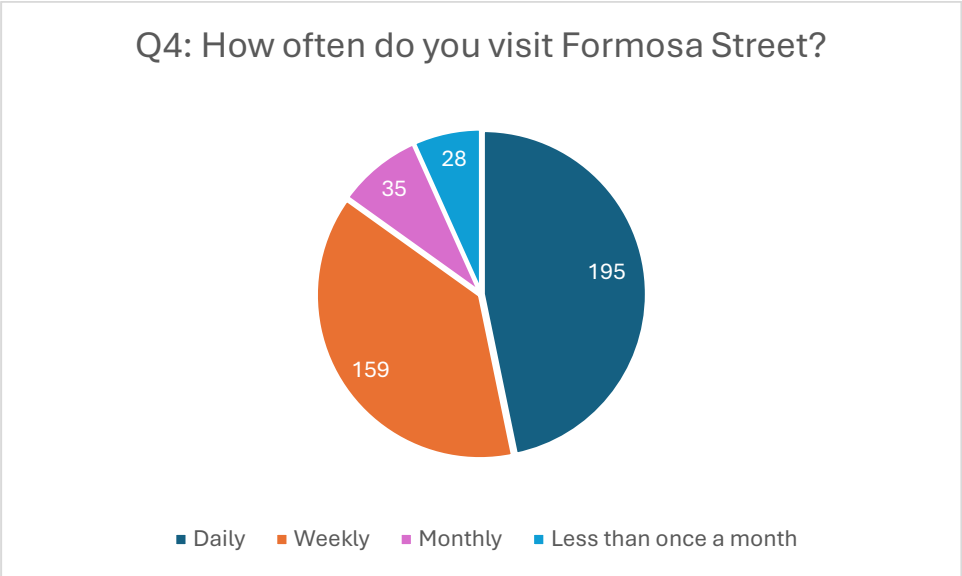
Question 3 asked people how they travel to Formosa Street. The vast majority of people, 360 (86%), visit Formosa Street on foot, 20 people (5%) travel by transport, and 19 (5%) by car, with 14 (3%) cycling.



Base: (n:418)

Q4: Frequency of visit to Formosa Street

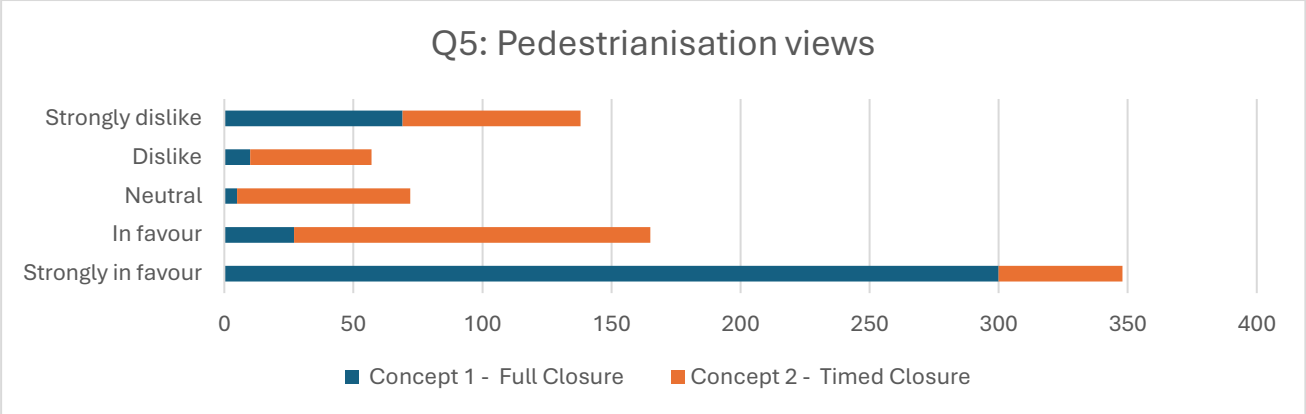
Question 4 asked how often people visited Formosa Street. 195 people (47%) visit daily, with 159 (38%) going there weekly.



Base: (n:4197)

Q5: Opinions of the two pedestrianisation concepts

Question 5 asked “What are your views on the two outline ideas shown in the drawings?” with multiple choice answers available ranging from Strongly Dislike to Strongly in Favour.



Base: (n:369/411)

For the Full Closure concept, by far the most popular view was “Strongly In Favour” of a full closure, with 300 out of 411 people who answered the question (73%) expressing this view, and 27 (7%) “In Favour” giving a combined percentage in favour of 80%. The next most popular view was Strongly Dislike with 69 people (17%) against the idea. Combined with 10 Dislikes, the total against a full closure was 79 (19%).

The idea of a Timed Closure (concept 2 drawing) received 42 fewer responses than a Full Closure, at 369 responses. The views for this option were more mixed with half of all responses, 186, in favour or strongly in favour of the idea. 116 (31%) disliked the idea, and 67 (18%) were neutral. The same number, 69, strongly disliked both options.

349 respondents declared they favour some form of pedestrianisation. Of 327 favourable to full pedestrianisation, 164 were also in favour of a timed closure with 60 against the timed concept; and of the 79 people against a full closure, only 13 were in favour for a timed closure.

56 people were against the idea of pedestrianisation concepts 1 and 2, declaring a strong dislike or dislike to both ideas.

Open question feedback

Question 6 provided an opportunity for people to provide their reasoning to Q5 answers and general comments. In total 271 comments were received.

Of the 349 people supporting some form of pedestrianisation, 210 made comment; of the 56 against both ideas for pedestrianisation, 50 made comment.

Direct quotes are included in italics.

General support for pedestrianisation

173 comments expressed support of pedestrianisation in some form, with most in favour of full closure. Respondents suggested that the project is overdue, much needed and would create a community focussed relaxed environment for people to visit and socialise in.

"I strongly support the full closure option because it will create a safe, car-free space for people to walk, shop, and socialise. Full pedestrianisation encourages community interaction and allows local businesses to make better use of the street."

Those in favour of pedestrianising Formosa Street referenced its short length and alternative traffic routes nearby mean a vehicle closure would cause minimal traffic disruption (34 comments) while improving pedestrian safety and maximising benefits to pedestrians.

34 supporters highlighted how such a change could reduce traffic noise, air pollution, and improve safety risks associated with the current arrangements.

"I am elderly and disabled, and I've lived in this neighbourhood for the past 30 years, it would be much welcome by people like me to have a safe and calm environment within reach to socialise in safe environment"

People also thought it would bolster local businesses by increased footfall (33 comments), and 22 comments were positive that the scheme could offer more al fresco dining.

Financial Implications and Priorities

32 comments questioned the need for such a project and the financial wisdom of the scheme, suggesting that "the enormous expense could be better used for projects that benefit the community" such as road maintenance, improved rubbish collection, or safer environments around schools. Scepticism of the cost-effectiveness of pedestrianising a street that many consider already "working well as it is." Calls are made to "stop wasting money on vanity projects" and to recognise that "the street is already very pedestrian friendly."

Loss of Parking and Increased Traffic Elsewhere

The removal of parking spaces was an issue raised by 35 people. Residents warn that displaced vehicles would congest surrounding streets like Warrington Gardens and Warwick Avenue, increasing noise and pollution. Several respondents stressed that some of these businesses depend on the ability of customers to park nearby or make quick drive-by visits, arguing local shops' dependency on accessible parking for their customers. Many residents worried that removing

visitor parking spaces on Formosa Street would exacerbate already constrained parking availability nearby.

8 people were concerned that the removal of parking would make the street less accessible for elderly residents, disabled individuals, and shoppers relying on vehicular access.

Impact on local high street character

20 comments argue pedestrianisation would change the nature of the street as a small business and residential area that functions well, with the worry that it would transform the street into a destination for tourism which could squeeze out other essential service providers. They warn that such transformations often lead to "the much-cherished little local shops [selling] up" and being replaced by homogenised chain outlets, fundamentally altering local character.

"Formosa Street is a balanced mixed-use community hub, with a number of one of a kind businesses serving the needs of local residents. Whilst the vehicular traffic may at times be irksome, it is the lifeblood of the mixed use model and never makes the street hard to use. Pedestrianisation, would transform Formosa Street into a destination Food and Beverage Hospitality venue. This would squeeze out many of the service providers for local residents"

Impact on businesses' deliveries

The need for adequate access for businesses to receive deliveries was noted in 42 comments, including those wanting pedestrianisation.

20 comments thought that pedestrianisation, especially full closure, would be disruptive for businesses as loading from side roads would be not be practical for the convenience store Shivam and some thought delivery vans would cause congestion if required to load from side streets.

Noise, Antisocial Behaviour, and Quality of Life

31 comments raised concerns about the space becoming more popular and the potential for it to be used inappropriately leading to anti-social behaviour and noise. The anticipated increase in evening crowds, loitering, and potential rowdiness it was felt could mar the peaceful residential environment.

"Pedestrianisation will encourage people to treat Formosa as a destination site in what is now a quiet residential area and turn it into a busy and noisy enclave. Noise and activity will continue until late at night…due to the surrounding tall building street sounds will be amplified further adding to the disturbance"

Effectiveness of partial closure (concept 2):

Many in favour of a full pedestrianisation (concept 1) felt a timed closure would not go far enough to deliver the benefits (35 comments):

"timed closures are confusing for visitors and residents. They create uncertainty over when traffic is allowed and discourage use of the space, while still allowing vehicles at other times. Limiting times for closure risks non-compliance, makes enforcement harder and reduces the benefits of a safe, traffic-free space. A partial scheme also leaves little room for planters, benches and other features that enhance a pedestrian zone."

"Option 1 is the only one to deliver the vision underlying the petition of a pedestrianised space to eat, drink and dwell."

15 people thought the timed closure idea would be a good compromise to achieve pedestrianisation and retain access for loading, and 12 people thought the street should just be made one-way with parking retained and wider pavements.

4. Other forms of feedback

Email analysis

- Eight emails were sent to FormosaStreet@westminster.gov.uk.
- Three of the emails received were supportive of pedestrianisation.
- Two were in opposition

Opposition comments said it that is not necessary, would encourage anti-social behaviour and rough sleeping, would make parking more difficult, and loss of parking would be detrimental to businesses.

Another resident asked for analysis that would address how many extra people will visit the area under two scenarios, together with the implication on parking, noise and anti-social behaviour, and was surprised that the Council is prioritising spend on this type of project when there are other issues that should be addressed.

Another was a cautious supporter of pedestrianisation to reduce through traffic, provide seating and greening, but was concerned about noise and asked if some effort could be added to address 'sound limiting' structurally, particularly in the evening.

The TfL cycling officer noted Formosa Street and the wider Little Venice area represents a confluence of TfL's Strategic Cycling Analysis desire lines in north Westminster, was supportive of any plans to improve connectivity, and expressed preference for option 1.

The Metropolitan Police traffic officer said Option 2 would have impact on road users and be beneficial in that traffic direction could be reversible if required

Little Venice Councillor, Cllr Caplan, writing on behalf of himself and Cllr Dean asked that proper consideration be given to the purpose of the road space once cars are removed. Also Cllr fed back that it should be clearer in consultation on how servicing of the shops will occur or whether and where parking will be provided to replace the pay by phone bays. Ward Cllrs asked to be involved in the future plans for this street.

Business Surveys

Business views were mixed, with most in favour of pedestrianisation, Of the 13 businesses in Formosa Street:

- 6 were in favour
- 3 had mixed views
- 1 was against
- 2 were not available/did not answer the survey
- 1 business was closed

Those in favour thought it would be generally beneficial for the street. They did not think deliveries around the corner would be a hindrance, although the pub would prefer access to Formosa Street under a full closure. One cited issues of cars and vans obstructing their shop front and engine idling, which would be addressed by pedestrianisation. All in favour thought it would be beneficial for businesses from increased footfall. These businesses also saw

benefits for residents and the community from greening and seating, with some business owners being local residents. Two businesses would like more tables and chairs for outside dining.

Of the mixed views, they said that Formosa is a small, local, neighbourhood street, not a high street or a destination.. They were sceptical that the proposals it would lead to an increase in footfall, and said in the summer the street can be quiet as people go on holiday. One would prefer timed closure for better access to deliveries.

The general convenience store owner was most concerned with pedestrianisation, and generally objected. The owner receives deliveries most days (around 5 days a week) at various hours and often in a lorry, and said they required access all day. They were concerned that delivery companies will not want to walk the trolleys over to the shop if the loading bays are moved to the side roads, fearing logistical difficulties and increased costs if loading bays are restricted or relocated. Also there was concern that benches will encourage rough sleeping

Loading activity varies; most businesses receive deliveries 1-2 times a week in the morning or afternoon, with the convenience store reporting the most turnover of delivery vans and lorries.

Online event – Zoom meeting 6th January

An online meeting provided the opportunity for Officers to speak with stakeholders and explain the concepts in more detail and take questions. Participants had mixed views from support to objection/concern that the scheme would change the nature of the street. Some comments and questions from the meeting chat included:

“Can we speak about how we can manage the noise with more people on the street?”

“We have an opportunity to transform our neighbourhood. Those objecting are thinking it will make a huge difference. It won’t.”

“I believe this would be a great idea. would be great for the area to have some more greenery and, hopefully, for the people living nearby”

“We are a residential area not overtly commercial like Pavilion Rd or Motcomb St.”

“It’s a terrible idea - as will attract non locals , there will be more drinking & more noise …There will be less cars down Formosa St. That will be less noise”

5. About the Respondents

Demographic Data

Three optional questions were included to gather respondent demographic data on people’s post codes, age and whether they own or rent their accommodation.

- 279 people provided partial post codes.

- 341 provided their age
- 339 provided home ownership status

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

Location

Respondents were asked to provide their postcode to understand where people were responding from. 279 respondents provided a postcode. 250 people provided a postcode for the post codes closest to Formosa Street: W9 (234), NW8 (8), W2 (8).

Concept 1

The responses for people living in these postcodes in favour of full closure shows a similar percentage to the overall survey with 81% in favour of Concept 1 living in a W9/NW8/W2 postcode, where in the main survey it was 80%.

In Favour	202	81%
Neutral	4	2%
Dislike	44	18%
	250	

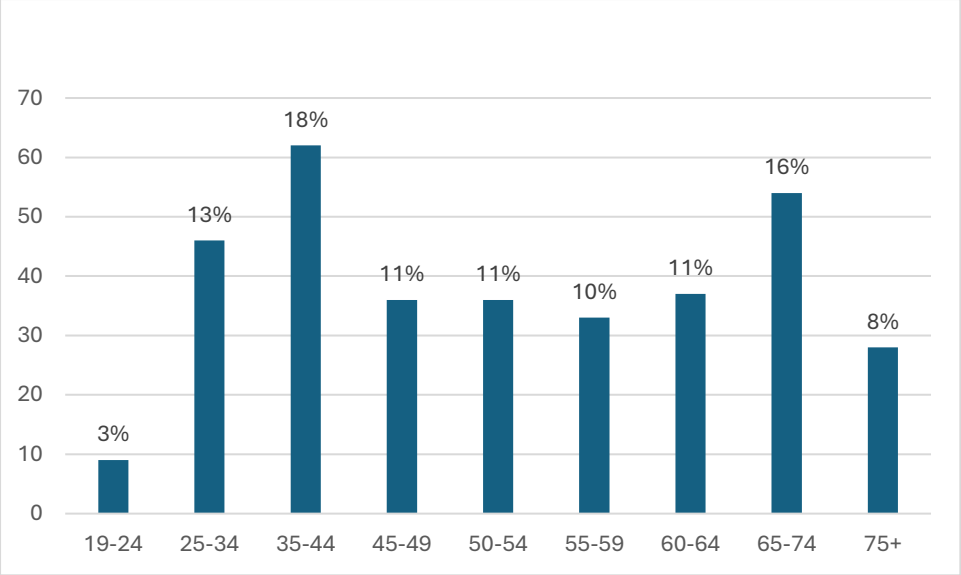
Concept 2

225 people with local postcodes W9/NW8,W2 answered the questions on Option 2. Again, percentages are similar to the overall results for Option 2, where In Favour was 50%.

In Favour	111	49%
Neutral	44	20%
Dislike	70	31%
	225	

Age

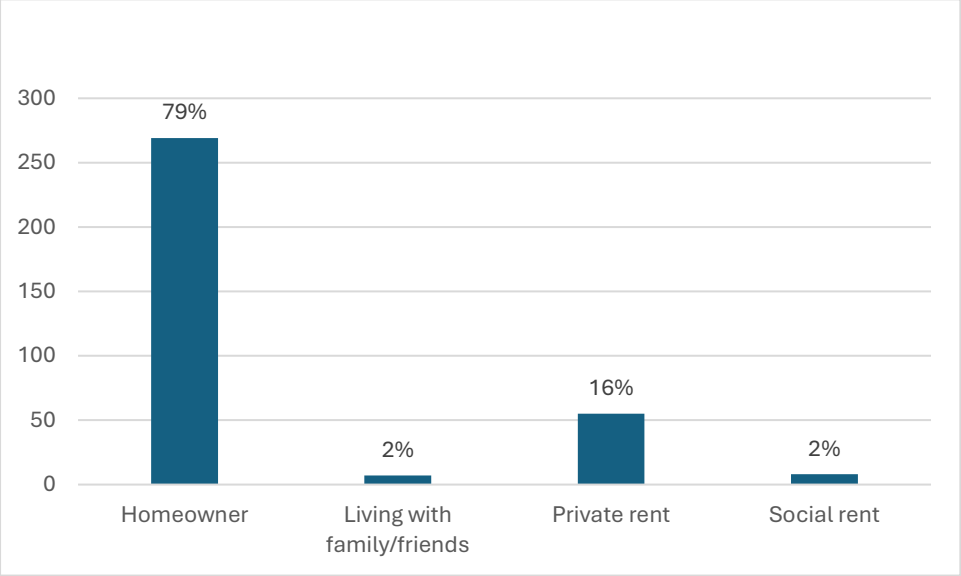
Respondents were asked to indicate their age range and respondents could only select one option. A total of 341 people provided an answer.



Most age groups were well represented with the highest group aged 35-44 (62 people).

Home ownership in the area

Respondents were asked whether they rented or owned their accommodation, and respondents could only select one option. A total of 339 people answered the question.



Most respondents (79%, 269 respondents) were homeowners, with 19% (63 respondents) renting and 2% (7 respondents) living with family or friends.

6. Conclusion

Summary of the feedback has revealed that:

- Pedestrianisation is generally favoured by residents and businesses.
- That concept 1 full closure was very popular with residents evidenced by 80 percent of respondents in favour, with very similar results from residents in the postcode areas closest to Formosa Street.
- Most businesses are supportive of change and thought it would be beneficial for them, but some were sceptical that it would lead to higher footfall or be popular enough to justify the intervention and questioned the need for such a project. The general convenience store was most concerned that it would be difficult for their suppliers to make deliveries due to longer distances for loading heavy goods and time constraints placed upon them under a timed pedestrian zone. It is clear that some business would need to adapt to the change that pedestrianisation would bring with retiming of deliveries or transporting goods a certain distance.
- Timed pedestrian zone closure with a central carriageway was less popular especially with those wanting full pedestrianisation, but acknowledged by some as a potential compromise to enable business to service within Formosa St.
- A consistent set of concerns raised by residents objecting to the scheme was around
    - Questioning need for the scheme
    - Risk of increased anti-social behaviour and rough sleeping,
    - Increased parking pressure on streets adjacent to Formosa Street,
    - Negative business impacts,

    These issues would need to be carefully considered in the next stage of design, to help mitigate risks associated with pedestrianisation, and the traffic study being undertaken should asses the impacts from closure on parking and traffic reallocation.
- Additionally, a common concern was that the project risks turning the street into a destination that would change the nature of the street from a local mix of amenities and independent shops for locals to predominantly all food and beverage. These concerns should be carefully considered in any next stage of design.

Next steps

The feedback provided throughout the consultation period has been reviewed by the project team, Westminster City Council, and will be used alongside technical and financial considerations to inform future decision making and next stages of design. Should the decision be made to progress the scheme, the next steps would be to choose a preferred design to be taken forward into full Feasibility Design and formal consultation.