CITY OF WESTMINSTER – ENVIRONMENT AND COMMUNITIES

DELEGATED AUTHORITY CONSULTATION REPORT 8033

TRAFFIC ORDERS – WARWICK WAY TOWN CENTRE HIGHWAYS SCHEME

INTRODUCTION OF ONE-WAY WORKINGS, CYCLE CONTRA-FLOWS, NO ENTRY AND BANNED TURNS, AND AMENDMENTS TO PARKING AND WAITING AND LOADING RESTRICTIONS AND LOADING BAYS

(Drawing Nos. CSHWES1054-01-1202-001 to 003 Revs D, 1203-001 to 002 Revs G and 1203-003 Rev D)

(Pimlico North Ward)

Background

The Warwick Way Town Centre Highways Scheme proposes public realm and accessibility improvements in Warwick Way (between Belgrave Road and Upper Tachbrook Street), Churton Street and Tachbrook Street (between Belgrave Road and Charlwood Street).

Warwick Way was made one-way westbound as part of the hospitality measures introduced during the Covid pandemic to help local businesses. The traffic flow was reverted to two-way working from 3rd April 2023. Churton Street is currently two-way traffic and the outdoor dining areas are located within suspended parking bays on the carriageway. The permanent design includes proposals for one-way westbound traffic in Warwick Way, one-way northbound traffic in Churton Street, one-way eastbound traffic in Tachbrook Street, footway widening, better junctions, carriageway resurfacing, improvements to loading and parking provisions, and the introduction of trees.

An informal public consultation was undertaken for 8 weeks from 15th December 2022 to 9th February 2023. It was a non-statutory consultation, and its purpose was to seek early engagement and feedback from the public. The consultation's activities and materials included a website with frequently asked questions and a link to an online survey, a letter drop within Pimlico North and Vincent Square wards, emails to statutory consultees, a pre-consultation meeting with ward members and resident groups, and use of social media to promote the scheme. The Commonplace (https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwarwickway.commonplace.is%2F&data=05%7C02%7Cfkong%40westminster.gov.uk%7Cddccb9d373ff4a91b99908dcbc3be59e%7C50d8c115b77f4395a3ba3b407caf0d88%7C0%7C0%7C638592212654490707%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=TbkIbhy8BAJQ6gDL93ZjmQvwWa7%2FC7P%2B7t%2FB72uRO6s%3D&reserved=0n) will be updated with scheme information as the project progresses.

There were 700 completed responses received via the online survey form, and 22 responses received via email, letter, and phone call. Below are two tables setting out

all responses and the responses from the SW1V area (which is the area encompassing Warwick Way and Churton Street).

Warwick Way Proposal:

	No. of Responses	Overall Support (strongly support and support)		Overall Oppose (strongly oppose and oppose)		Neither or Don't know	
		%	Number	%	Number	%	Number
All Responses	717	74.76%	536	22.17%	159	3.07%	22
SW1V Responses	517	82.59%	427	14.89%	77	2.52%	13

Churton Street Proposal:

	No. of Responses	Overall Support (strongly support and support)		Overall Oppose (strongly oppose and oppose)		Neither or Don't know	
		%	Number	%	Number	%	Number
All Responses	717	71.97%	516	18.69%	134	9.34%	67
SW1V Responses	517	79.11%	409	12.96%	67	7.93%	41

(The total number of responses shown in the tables is 717 as 5 respondents have provided feedback via both the online survey and other channels.)

The results show a majority support for both proposals overall. Generally, there was greater support from those in close proximity to the scheme. Support for the proposals was also received from all Pimlico North ward members, Pimlico Neighbourhood Forum, Churton & Charlwood Residents' Association, Denbigh Street RA, Tachbrook RA, Abbots Manor RA, Churchill Gardens Neighbourhood Forum and Churchill Gardens RA.

The scheme proposes to introduce the following improvements:

- footway widening in both Warwick Way and Churton Street to allow for improved pedestrian movements and to provide additional space for public realm features and outdoor dining;
- reintroducing one-way working westbound in Warwick Way, with a segregated contra-flow eastbound cycle lane;
- one-way southbound on Upper Tachbrook Street (between Longmoore Street and Warwick Way), with a segregated contra-flow northbound cycle lane;
- one-way northbound operation in Churton Street, with two-way cycling permitted;
- one-way eastbound operation in Tachbrook Street, with two-way cycling permitted;
- relocation of existing street lighting to the front of the widened footway;

- greening of Warwick Way and Churton Street through tree planting;
- widening of existing pedestrian crossing points to provide more space while shortening the crossing distances to make crossing easier;
- resurfacing of the carriageway throughout the scheme;
- new cycle stands; and
- amendments to the parking and waiting and loading arrangements.

On 3rd November 2023, the Head of Parking considered and approved a report under his delegated powers allowing a statutory consultation on proposals to:

(a) on the north-east side of **Belgrave Road**:
  (i) introduce double yellow line "at any time" waiting and loading restrictions at its junction with Warwick Way, including outside Nos. 29 and 31;
  (ii) introduce double yellow line "at any time" waiting and loading restrictions at outside No. 35; and
  (iii) introduce double yellow line "at any time" waiting restrictions at its junction with Churton Street, extending north-westward to its junction with Denbigh Street;

(b) on **Charlwood Place** introduce double yellow line "at any time" waiting restrictions on both sides, at its junction with Churton Street;

(c) on **Charlwood Street**, introduce double yellow line "at any time" waiting restrictions at its junction with Tachbrook Street;

(d) on **Churton Place**, introduce double yellow line "at any time" waiting restrictions on both sides, at its junction with Churton Street;

(e) on **Churton Street**, introduce one-way working north-eastbound with advisory contra-flow cycling;

(f) on the north-west side of **Churton Street**, remove all parking and waiting and loading restrictions and:
  (i) introduce a 15-metre pay-by-phone parking place (three bays) outside Nos. 16 to 20;
  (ii) introduce double yellow line "at any time" waiting and loading restrictions outside Nos. 22 to 26;
  (iii) introduce a 12-metre loading bay (Monday – Friday 8.30 a.m. – 6.30 p.m. maximum stay 20 minutes, no return within 1 hour) outside Nos. 28 and 30;
  (iv) introduce a 15-metre residents' parking place (three spaces) outside Nos. 32 to 38;
  (v) introduce double yellow line "at any time" waiting and loading restrictions opposite its junction with Charlwood Place;
  (vi) introduce a 10.4-metre loading bay (Monday – Friday 8.30 a.m. – 6.30 p.m. maximum stay 20 minutes, no return within 1 hour) outside Nos. 44 and 46;
  (vii) introduce a 10-metre pay-by-phone parking place (two bays) outside Nos. 46 to 52; and
  (viii) introduce double yellow line "at any time" waiting and loading restrictions at its junction with Belgrave Road;

(g) on the south-east side of **Churton Street**, remove all parking and waiting and loading restrictions and:
  (i) introduce a 45-metre shared-use parking place (nine spaces) between the eastern wall of No. 46 Tachbrook Street and No. 27 Churton Street;
  (ii) introduce double yellow line “at any time” waiting and loading restrictions outside Nos. 29 to 33 ;
  (iii) introduce a 5-metre pay-by-phone parking place (one bay) outside No. 35;
  (iv) introduce a 10.4-metre loading bay (Monday – Friday 8.30 a.m. – 6.30 p.m. maximum stay 20 minutes, no return within 1 hour) outside Nos. 37 and 39; and
  (v) introduce double yellow line “at any time” waiting and loading restrictions at its junction with Belgrave Road;

(h) on **Denbigh Street**, introduce a banned left turn at its junction with Warwick Way, except for vehicles under 7.5 tonnes;

(i) on the east side of **Denbigh Street**, remove 12 metres of residents’ parking outside Nos. 10 and 12;

(j) on the west side of **Denbigh Street**:
  (i) introduce double yellow line “at any time” waiting restrictions outside Nos. 1 to 3; and
  (ii) introduce a 6.6-metre loading bay (Monday – Friday 8.30 a.m. – 6.30 p.m. maximum stay 20 minutes, no return within 1 hour) outside Nos. 5 and 7;

(k) on **Guildhouse Street**:
  (i) introduce a “no entry” prohibition into Warwick Way, except for pedal cycles; and
  (ii) introduce double yellow line “at any time" waiting restrictions on both sides, at its junction with Warwick Way;

(l) on **Tachbrook Street**:
  (i) introduce one-way working south-eastbound with advisory contra-flow cycling;
  (ii) introduce double yellow line “at any time" waiting and loading restrictions at the south side of the junction with Churton Street; and
  (iii) introduce double yellow line “at any time” waiting restrictions on both sides, at its junction with Charlwood Street;

(m) on the north-east side of **Tachbrook Street**, remove all parking and waiting and loading restrictions between No. 41 and its junction with Charlwood Street and:
  (i) redesignate the loading bay outside Nos. 41 to 45 from 30 minutes no return within 1 hour to 20 minutes no return within 1 hour (the controlled times remain unchanged);
  (ii) introduce 4.5 metres of double yellow line “at any time” waiting restrictions opposite Nos. 46 and 48;
  (iii) introduce 14 echelon residents’ parking spaces outside Joseph Conrad House;

(iv) introduce a 10-metre loading bay (Monday – Friday 8.30 a.m. – 6.30 p.m. maximum stay 20 minutes, no return within 1 hour) opposite Nos. 68 to 72; and
(v) introduce a 5-metre residents' parking place (one space) opposite Nos. 72-74;

(n) on **Upper Tachbrook Street, between Longmoore Street and Warwick Way**:
(i) introduce one-way working southbound with mandatory contra-flow cycling;
(ii) shorten the pay-by-phone parking place outside Nos. 24 to 34 by 4.5 metres (one space); and
(iii) introduce a 10-metre loading bay (Monday – Saturday 8 a.m. – 7 p.m. maximum stay 20 minutes, no return within 1 hour) outside No. 34 and adjacent to the Queens Arms public house, No. 11 Warwick Way;

(o) on **Warwick Way**:
(i) introduce one-way working south-westbound, with mandatory contra-flow cycling, from the south-western kerb-line of Upper Tachbrook Street to the junction with Belgrave Road; and
(ii) introduce a "no entry" prohibition into Guildhouse Street, except for pedal cycles;

(p) on the north-west side of **Warwick Way**, remove all waiting and loading restrictions and loading bays between Upper Tachbrook Street and Belgrave Road and:
(i) introduce a 25.8-metre "at any time" goods vehicles only loading bay (maximum stay 30 minutes, no return within 1 hour) outside Nos. 17 to 23;
(ii) introduce double yellow line "at any time" waiting and loading restrictions between The Warwick Public House, No. 25 and No. 47;
(iii) introduce a 14-metre "at any time" goods vehicles only loading bay (maximum stay 30 minutes, no return within 1 hour) outside Nos. 47 to 53; and
(iv) introduce double yellow line "at any time" waiting and loading restrictions between the junctions with Guildhouse Street and Belgrave Road;

(q) on the south-east side of **Warwick Way**, remove all waiting and loading restrictions and loading bays between Upper Tachbrook Street and Belgrave Road and:
(i) introduce a 15-metre "at any time" goods vehicles only loading bay (maximum stay 1 hour, no return within 1 hour) outside Nos. 16 and 18-24;
(ii) introduce double yellow line "at any time" waiting and loading restrictions between Nos. 18-24 and the junction with Denbigh Street;
(iii) introduce a 12.3-metre "at any time" goods vehicles only loading bay (maximum stay 30 minutes, no return within 1 hour) outside Nos. 32 and 34; and
(iv) introduce double yellow line "at any time" waiting and loading restrictions between No. 34 and the junction with Belgrave Road; and

(r) on **Wilton Road**:
(i) introduce a banned left turn at the junction with Warwick Way; and

(ii) introduce double yellow line “at any time” waiting restrictions on both sides, between its junctions with Longmoore Street and Warwick Way.

It is also proposed to shorten the zig-zag markings outside No. 15 Warwick Way by 4.4 metres.

Results of Consultation

Following the publication / posting of press and street notices between 15th November 2023 and 6th December 2023, and written consultation with frontagers and other key parties on the proposed measures, 245 individual responses were received (as detailed in Appendix B to this report). Of the 245 individual responses received, 91 expressed support, 8 are neutral and 146 oppose the proposals.

Additionally, 972 pro forma responses (objections) as detailed in item 246 to Appendix B and D to this report were received following a local campaign as detailed below. The extent of the letter consultation included six Ward Councillors, five local residents’ associations, 41 statutory bodies and 4805 frontagers.

After the consultation closed on 6th December 2023, the City Council received a further 45 pro forma responses which are not detailed in this report.

During the consultation period, a campaign website was set up by an objector and it included a link with a pre-generated objection message to the WSP TMO email address. Flyers with similar information were also produced and distributed. Victoria Medical Centre (VMC) circulated text messages including the campaign website link to their patients. The City Council notified the VMC that it was aware of the text messages they had sent to their patients, and that the information included in the messages was not supported by evidence. The City Council wrote to VMC and requested that they correct their action by sending further correspondence to withdraw the claims, and direct people to the City Council’s own website for information. The City Council has not to date received confirmation that this was undertaken. However, all responses received have been reviewed and taken into consideration as part of this consultation process.

The main objections and concerns centre around traffic and pollution impacts, safety, costs and al fresco dining. The City Council has considered these concerns and the response to these common themes are provided in Appendix A to this report. Where specific comment on the proposals have been made, a specific response has been provided in relation to the concerns or changes proposed. All other responses are referred back to the common themes where appropriate.

It should be noted that whilst the City Council as part of its decision making process will take into consideration:

(i) arguments both for and against a scheme; and
(ii) the weight of the number of responses or objections received in relation to the proposals.

Its final decision will be made on what it, in its capacity as the local highway/traffic authority, believes is in the best combined long-term interests of the residents, businesses and visitors in the City. Statutory guidance requires that any representation is made in writing, as detailed in the Notice of Proposals.

Legal Implications

The City Council has the power to carry out the above-mentioned works under its general power of improvement contained in Part V of the Highways Act 1980.

Any changes to on street parking and waiting and loading arrangements will be dealt with under the Road Traffic Regulation Act 1984 in conjunction with The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996. Any changes to road markings would need to be in compliance with The Traffic Signs Regulations and General Directions 2016.

The City Council has had regard to its Network Management Duty contained in section 16 of the Traffic Management Act 2004 as well as its duty to secure the expeditious, convenient and safe movement of vehicles and providing suitable and adequate parking facilities on and off the road in section 122 of the Road Traffic Regulation Act 1984.

The City Council has had regard to its Public Sector Equality Duty contained in section 149 of the Equality Act 2010 as well as to its obligations under the European Convention of Human Rights as it has effect under the Human Rights Act 1998.

Recommendation

Following consideration of the responses received to the consultation it is recommended that:

(a) the proposed 25.8-metre “at any time” goods vehicles only loading bay (maximum stay 30 minutes, no return within 1 hour) outside Nos. 17 to 25 Warwick Way is relocated to outside Nos.13-23 Warwick Way, as shown in Drawing Nos. CSHWES1054-01-1203-001 to 002 Rev G;

(b) the proposed zig-zag markings outside No. 15 Warwick Way are shortened to 8.4 metres, as shown on Drawing No. CSHWES1054-01-1203-002 Rev G; and

(c) with the exception of the above amendment to the original proposal, the Traffic Orders are made as proposed to facilitate the implementation of the scheme shown on Drawing Nos. CSHWES1054-01-1202-001 to 003 Revs D, 1203-001 to 002 Revs G and 1203-003 Rev D.

I agree / ~~disagree~~ with the recommendation.

Signed [redacted] Date 20.08.2024

[redacted]
Programme and Contract Manager
City Highways, Environment and Communities

Signed [redacted] Date 20/08/2024

[redacted]
Head of Parking
City Highways, Environment and Communities

Appendices

Appendix A – City Councils position on commonly cited concerns
Appendix B – Responses to Consultation
Appendix C – Photographic Evidence
Appendix D – List of Responders of Item 246
Appendix E – Alternative Routes Map
Appendix F – Air Quality Assessment
Appendix G – Parking Changes
Appendix H – Traffic Impact Assessment
Appendix I – Equality Impact Assessment

APPENDIX A – CITY COUNCILS POSITION ON COMMONLY SITED CONCERNS

	Theme	Concern	Response
1.a	Vehicular	No diversion routes published	Although a diversion was signed under the temporary scheme during Covid, there is no intention to sign an alternative eastbound route under the proposed permanent scheme. There is no destination signing along Warwick Way, even at major road junctions, so diversion signs would not be relevant. There are numerous alternative routes available to drivers travelling through the area, their chosen route would depend on their origin and destination so there is not one specific alternative to highlight. As part of the design, a traffic assessment was carried out by the City Council and it included the analysis of where traffic is likely to be dispersed to if Warwick Way is to be made one-way westbound, the alternative routes map is enclosed in Appendix E.
1.b	Vehicular	Increased congestion - the one-way will cause more traffic in the surrounding streets.	Detailed traffic flow analysis was undertaken for Warwick Way and the surrounding study area in two different periods, November 2021 (25/11/2021 - 28/11/2021) / June 2022 (09/06/2022 - 12/06/2022) when the temporary one-way westbound scheme was in place and June 2023 (29/06/2023 - 02/07/2023) when two-way operation was reinstated on Warwick Way. Automatic Traffic Counts (ATCs), Manual Classified Counts (MCCs) and video footage analysis was carried out at a number of locations in the vicinity of the proposed scheme extent. The traffic surveys undertaken while the temporary scheme was in place, compared to both 2017 pre-Covid data and the current two-way operation, shows that there was not any significant change in the volumes of traffic on alternative routes within the area despite the Warwick Way closure to eastbound traffic. Therefore, making Warwick Way and Churton Street one-way has a general reduction in traffic and the proposed scheme is unlikely to have a negative traffic impact on the surrounding roads. It is also worth noting that drivers will plan their wider journeys more strategically using Satnavs and so may not choose to follow an eastbound route in the area and may choose the most convenient eastbound route provided by Satnavs at any given time. Further information on the traffic impact assessment is enclosed in Appendix H.

APPENDIX A – CITY COUNCILS POSITION ON COMMONLY SITED CONCERNS (continued)

1.c	Vehicular	Increased risk of accidents	Collision data was analysed as part of the scheme feasibility study using equal periods of available data before and after the Covid lockdown and introduction of the temporary scheme. The analysis covered 27 months prior to and 27 months following the first Covid lockdown. Prior to the first Covid lockdown in March 2020, there were 28 collisions across the area on Warwick Way and the roads potentially affected by local diversions, equivalent to a rate of 12.4 per year. Only 1 collision occurred on Warwick Way, with slight injury to a pedestrian. Following the implementation of the first Covid lockdown, there were 24 collisions across the same area, equivalent to a rate of 10.7 per year and thus a reduction (which was similar to the reduction experienced across the City of Westminster). Of these, 2 collisions occurred on Warwick Way, with slight injury to a pedestrian at the Zebra crossing and slight injury to a cyclist at Upper Tachbrook Street junction, where cyclists were required to follow the diversion route. Since this study, further data has become available covering the remaining year that the temporary scheme was in place. This shows that 1 collision occurred on Warwick Way, with slight injury to a pedestrian, though it is not clear whether this occurred in the one-way or two-way section of Warwick Way. Nevertheless, the data shows that there are very few collisions that have occurred in the area, and there was a reduction in collisions across the area since the scheme was implemented. There is no evidence the scheme has led directly to specific accidents and the cycling enhancements to the permanent scheme would be likely to save further injury to cyclists. Though the scheme might increase motor traffic flow along alternative eastbound routes, it also reduces dramatically eastbound motor traffic flow along the corridor shared with the highest number of pedestrians and cyclists.
1.d	Vehicular	Residential roads are not suitable for heavy traffic	The traffic surveys undertaken while the temporary scheme was in place, compared to both pre-Covid and current two-way operation, shows that there was not any significant change in the volumes of traffic on alternative routes within the area despite the Warwick Way closure to eastbound traffic. Traffic surveys carried out since the two-way operation has been reinstated show that Heavy Goods Vehicle (HGV) flow is extremely low, typically no more than around 100 per day travelling eastbound on Warwick Way.

APPENDIX A – CITY COUNCILS POSITION ON COMMONLY SITED CONCERNS (continued)

			Taking the immediate streets which could operate as HGV routes instead of Warwick Way, Gillingham Street alternative route already carries commercial vehicles, as this provides access to the Sainsbury deliveries yard. Longmoore Street (between Wilton Road and Upper Tachbrook Street) already provides direct access for delivery vehicles to Upper Tachbrook Street and is not a residential street. Denbigh Street might be used by commercial traffic and is a bus route already, though traffic surveys show the proportion of HGVs is low.
1.e	Vehicular	Emergency vehicles - emergency vehicles will not be able to pass due to traffic	As part of the proposals of making these temporary measures permanent, key stakeholders, including the emergency services, were consulted between 15th November 2023 and 6th December 2023, and had no comments to make and have not raised any concerns in regard to emergency response times. Under the temporary scheme, eastbound traffic along the alternative route on Longmoore Street did not cause significant traffic congestion and, under blue lights, emergency vehicles would be able to pass queues effectively. Traffic flow across the area has reduced considerably since Covid, so emergency response times are unlikely to be affected. It is acknowledged that, on occasion, loading and parking behaviour on Upper Tachbrook Street during the period of the temporary one-way scheme was undesirable due to double parking and poor observation of the kerbside restrictions. The suspended bay notifications were not always adhered to, and this led to enforcement through penalty charge notices. This may have had some impact on access for ambulances and deliveries for Victoria Medical Centre. Under the scheme proposals, a new loading bay is introduced on the west side of Upper Tachbrook Street, along with retention of the Red Route loading bay on the east side and this is expected to mitigate traffic congestion issues.
1.f	Vehicular	Impact journey times - will take longer to reach destination	Under the proposed permanent scheme, the eastbound alternative motor traffic routes are approximately 530-700m in length and the additional journey times are 2-3 minutes along the Warwick Way corridor. This is established by selecting various start/end points using Google map route planner and verified using Waze route planner. Westbound traffic routes are not affected by the scheme. Churton Street has a very low traffic flow and under the proposed scheme, the alternative motor traffic route is approximately 50-60m. Therefore, making both streets one-way traffic is considered not to have significant impact on drivers either long distance or more local traffic.

			The City Council is unable to determine the original start point and destination of each and every journey that might wish to be made across the area. Whist some journey times may take longer, depending on the routes taken and the time of day travelled within the vicinity of the proposed changes, motorists travelling from and to locations outside the vicinity would be directed by satellite navigation systems to use the most convenient routes. The proposed scheme has taken all road users into consideration, on balance the benefits of the scheme outweigh the slight journey time impact. The City Council will continue to closely monitor the impact of the changes after the implementation if the scheme is to be materialised.
2.a	Pollution	Decreased air quality - longer travel times and increased congestion will increase pollution	A high-level assessment of the potential impacts on air quality from the proposed scheme was undertaken based on traffic data collected in November 2021/June 2022 ('with scheme' - one-way westbound measure was in place on Warwick Way) and June 2023 ('without' scheme - two-way operation reinstated). 6 roads were considered in the study - Warwick Way, Gillingham Street, Wilton Road, Guildhouse Street, Belgrave Road and Denbigh Street. The results show that the key pollutants 2025 annual mean NO_2, PM_{10} and $PM_{2.5}$ concentration are predicted to meet the relevant air quality objectives along these 6 roads when comparing the 'with' and 'without' scheme scenarios. It is noted that the LAEI $PM_{2.5}$ concentration is exceeding the 2030 target of 10µg/m^3 at all sensitive receptor locations included in this assessment. However, many areas across London are currently predicted to not meet the 10ug/m^3 target by 2030. $PM_{2.5}$ has many sources, not least trans-boundary (i.e. dust coming from further afield than the UK) which means there is already a 'high' background concentration. Further information on the air quality assessment are enclosed in Appendix F.
2.b	Pollution	Increased noise	Noise pollution is a significant problem in Westminster. The City Council receives over 15000 noise complaints annually and, unfortunately, road traffic is the primary source of noise generated in the City. The City Council has limited powers to deal with some noise sources, including noise from moving traffic. If there is a persistent noise problem, this can be reported on the City Council's website: https://www.westminster.gov.uk/noise-pollution.

APPENDIX A – CITY COUNCILS POSITION ON COMMONLY SITED CONCERNS (continued)

2.c	Pollution	Increased litter - due to alfresco dining	All businesses requesting al fresco dining are required to apply for a pavement licence which has clear terms and conditions stating that staff must regularly monitor the licensed area to ensure it is kept clean and tidy. Any litter or waste arising from use of the licensed area must be cleared away as soon as is practicable. Further information on pavement licence can be found on https://www.westminster.gov.uk/licensing/apply-pavement-licence.
3.a	Consultation process	Not communicated to drivers - the proposals were not communicated to drivers who frequently use the area	The consultation letter drop radius for this scheme was extended to over the mandatory 25 metre radius and consisted of 4,805 addresses, 31 street notices were displayed on lamp columns in the affected areas and the Notice was published in two newspapers. The consultation was open to everyone to provide their responses. Whilst the City Council has attempted to communicate the proposals to as many residents who reside close to the affected areas as possible, they are unable to ascertain where all the motorists who use the affected areas reside.
4.a	Political	Cost of the scheme - the money would be better spent on other services within the City Council	The purpose of the proposed scheme is that, by reducing traffic and extending footways, the City Council is providing an improved space for pedestrians, better accessibility and more greening possibilities, improved lighting and drainage. Ultimately, it will create a better place for the local residents and visitors, and the opportunity for an enhanced business environment. It aligns with the Fairer Westminster Strategy in terms of improving local high street, promoting active travel and providing more greening. The budget for the scheme is approved by the City Council.
4.b	Political	FM Conway assisted with the consultation - conflict of interest as FM Conway is also the contractor to complete the works	FM Conway assisted with the informal public engagement consultation which was completed before the Traffic Management Order (TMO) consultation. The informal public engagement consultation was to receive feedback from the public about the proposed scheme and to incorporate them into the design where appropriate. The City Council's contract with FM Conway includes their services for public consultation, for which they have a team of consultants, as well as the design and build of the City Council's highway works. As they are undertaking the design for the scheme, they are best placed to consult on the proposals on the City Council's behalf. All materials were reviewed and approved by the City Council's senior officers. In addition, the online survey was prepared by the City Council's communications team and was hosted on the City Council's website. The City Council contracts the TMO aspect to WSP, an external company, to ensure that the legal processes are applied to any traffic management changes. As the designer of

			this scheme, FM Conway are also best placed to assisted with producing the TMO consultation drawings. All materials were reviewed and approved by officers and Head of Parking. The consultation responses were reviewed by the City Council to inform the relevant Decision Maker, the usual decision making and governance processes were followed.
4.c	Political	Campaign website and text messages from Victoria Medical Centre	A campaign website was set up during the consultation period and it included a link with pre-generated objection message to the WSP TMO email address. Victoria Medical Centre circulated text messages including this campaign website link to their patients. Flyers with similar information to that included on the campaign website were also circulated by others within Pimlico and Vincent Square has been noted . The City Council were not contacted regarding the Medical Centre's concerns prior to the text message being sent, nor made aware of their intended actions.
5.a	Parking	Residents' parking - the scheme will reduce residents parking	The parking changes for Warwick Way and Churton Street proposals are summarised in Appendix G. An occupancy survey was conducted in 2022 showing that resident parking occupancies in Zone A varied between 61% and 84% over a typical week with the peak times being Saturday midnight - 6 a.m. (84%), Sunday midnight – 6 a.m. (79%) and Monday midnight – 6 a.m. (75%). This data would conclude that the change in residents' parking and shared use bays would not impact the parking in the area. The residents' permit parking scheme entitles the user to park in residents' bays within the zone for which it has been issued. However, it does not guarantee that a parking place will be available.
5.b	Parking	Echelon bays	Echelon bays provides effective use of the road space maximising carriageway for parking needs. This arrangement also tends to be successful in contributing to road safety by helping to slow vehicles. This may be achieved through the visual presence of parked vehicles or the fact that drivers must slow to negotiate them. Vehicular tracking has been completed to ensure that both vehicles and cyclists can proceed the length of Tachbrook Street safely. The proposed arrangement is in line with the Traffic Signs Manual (Chapter 3) where it is recommended that the spaces are angled so that drivers are required to reverse into them. This is safer than reversing out, when

			visibility might be restricted by adjacent parked vehicles. This arrangement also allows people to load their shopping on the footway rather than the carriageway. Whist some may be in the opinion that echelon parking is unattractive, this is not the opinion of all and echelon parking features across Westminster.
5.c	Parking	Loading bays - risk to cyclists	All drivers have a duty to ensure that they clearly inspect their exit routes and ensure they are completely clear before departing from a parking or loading place. The City Council considers departing from the proposed loading bays of no difference to any vehicle departing from a parking or loading place. The presence of the contra-flow eastbound cycle lane on Warick Way ensures that vehicles loading on the north side are acutely aware of cyclists. Two-way cycling on Churton Street means that drivers will always be facing oncoming cyclists and so will be fully aware of their presence
5.d	Parking	Blue and White badge holders - loss of parking for mobility impaired	The parking changes for Warwick Way and Churton Street proposals are summarised in Appendix G. Whilst there is a total reduction of 5 bays in parking bays on Warwick Way and Churton Street areas compared to pre-covid, there are no proposed changes to disabled bays. White badge holders are free to parking in residents' bays (except WCC estates where parking is not allowed without a valid estate permit) and pay-by-phone bays with no time limit. They are also able to park in blue badge bays for a maximum of four hours during controlled hours and for as long as necessary outside controlled hours. They are also free to park for as long as necessary outside controlled hours on single yellow lines. Blue badge holders are able to park in blue badge bays for a maximum of four hours and on extra hour after initial payment in pay by phone bays during controlled hours. Outside controlled hours blue badge holders can park for as long as necessary in blue badge bays, residents' bays (except WCC estates), pay-by-phone bays and single yellow lines. For further information on where blue and white badge holders can park, along with controlled hours, is available on the City Councils website: https://www.westminster.gov.uk/disabled-parking/where-you-can-park-disabled-badge.

<table>
<tr><td></td><td></td><td></td><td></td></tr>
<tr><td>6.a</td><td>Cyclists</td><td>Cyclists
- not enough to warrant cycle lanes and safety</td><td>
The table below shows the number of cyclists on Warwick Way:
<table>
<tr><td></td><td colspan="2">2017 TfL Data and ONE model (Pre-scheme)</td><td colspan="2">2022 Data (Temporary one-way measures)</td><td colspan="2">2023 Data (Two-way reinstated)</td></tr>
<tr><td>Direction</td><td>AM Peak</td><td>PM Peak</td><td>AM Peak</td><td>PM Peak</td><td>AM Peak</td><td>PM Peak</td></tr>
<tr><td>Eastbound</td><td>40</td><td>20</td><td>30-40</td><td>20-25</td><td>20-30</td><td>35-45</td></tr>
<tr><td>Westbound</td><td>10</td><td>20</td><td>20-30</td><td>35-45</td><td>20-30</td><td>35-45</td></tr>
</table>
(For the 2023 eastbound, the data above does not include eastbound cyclists that turn into Upper Tachbrook Street, which could raise the number by another 10-15 cyclists per hour.)

Under the temporary scheme, two-way traffic was retained on Churton Street and Tachbrook Street, the table below shows the number of cyclists on both streets:
<table>
<tr><td></td><td></td><td colspan="2">2021 Data (Under alfresco measures)</td></tr>
<tr><td>Route</td><td>Direction</td><td>AM Peak</td><td>PM Peak</td></tr>
<tr><td>Churton Street</td><td>Northbound</td><td>50</td><td>7</td></tr>
<tr><td>Churton Street</td><td>Southbound</td><td>8</td><td>11</td></tr>
<tr><td>Tachbrook Street</td><td>Eastbound</td><td>4</td><td>11</td></tr>
<tr><td>Tachbrook Street</td><td>Westbound</td><td>12</td><td>6</td></tr>
</table>
Although the current pedal cycle flows on Warwick Way are relatively low despite being a key east-west distributor route, it is at a level that justifies some form of intervention for cyclists (LTN1/20 and LCDS). By providing two-way cycling it will encourage greater cycling numbers and provide a safe alternative route to busier strategic corridors.

Traffic surveys undertaken during the period when the temporary scheme was in place showed that a reasonable number of cyclists were travelling the wrong way down the one-way street of Warwick Way, and use of Longmoore Street requires crossing Wilton Road without the benefit of traffic signal control. This means that the proposed contraflow cycle lane would provide benefit.
</td></tr>
</table>

APPENDIX A – CITY COUNCILS POSITION ON COMMONLY SITED CONCERNS (continued)

			The typical cycle flows on Churton Street during the day may seem relatively low, yet are relatively high in the morning peak considering it is not a strategic through route, largely due to the proximity of the cycle hire stations at either end of Churton Street. Therefore, it would be prudent to provide two-way cycling to facilitate the cyclists. The Westminster Cycling Strategy sets out how the City Council intends to help deliver the Mayor's Vision for Cycling on a more local level, taking account of the city's unique circumstances and challenges. The strategy supports cyclists by improving their journey and having sufficient bicycle parking. The City Council's strategy to promote greener and more active travel is considered a high priority, whilst maintaining sufficient residents' parking. Providing cycle lanes will support a shift to active travel which will help to meet Westminster's air quality and climate change targets. The cycle lanes have assisted residents, visitors, and commuters to cycle rather than contribute to vehicular traffic.
7.a	Safety	Impact pedestrians - al fresco dining will disrupt pedestrians	The scheme proposes to widen the footway to allow sufficient access for pedestrians whilst al fresco measures are in place. All businesses requesting al fresco dining are required to apply for a pavement licence which has clear terms and conditions stating that clear routes of access along the highway are maintained, taking into account the needs of disabled people, and the recommended minimum footway widths and distances required for access by mobility impaired and visually impaired persons are provided at all times the licence is in operation.
7.b	Safety	Increased anti-social behaviour	All businesses requesting al fresco dining are required to apply for a pavement licence which has clear terms and conditions stating that the licensee must ensure that good order and behaviour is maintained at all times by people using any tables and chairs or other authorised furniture pursuant to the licence and that no nuisance is caused to residential or business neighbours. It also states that all customers consuming refreshments within the licenced area shall be seated.

APPENDIX A – CITY COUNCILS POSITION ON COMMONLY SITED CONCERNS (continued)

			If there is a persistent noise problem, this can be reported on the City Council's website: https://www.westminster.gov.uk/noise.
7.c	Safety	Congestion - difficult to access the Victoria Medical Centre	There are no changes to kerbside restrictions around Victoria Medical Centre (VMC). The loading bay directly outside the VMC is retained, and an additional loading bay is provided on the west side of Upper Tachbrook Street. Further paid parking and shared bays will be provided on Churton Street closer to Tachbrook Market, providing more convenient parking for visitors choosing to visit VMC by car, with safe pedestrian routes via either the Zebra or signal controlled crossing (at Vauxhall Bridge Road) over Warwick Way. The informal pedestrian crossing outside the VMC is also retained, the shortened crossing distance will make crossing easier, and the new Highways Code rules means pedestrian priority is assured. Traffic survey data showed that under the temporary scheme westbound traffic on Warwick Way was similar in AM and slightly reduced in PM peak, compared to pre-scheme data (two-way traffic). Similarly, eastbound traffic flow on Warwick Way at the junction with Vauxhall Bridge Road is reduced compared to pre-scheme data. Video observations showed that during most of the day there was no congestion and vehicle progression was smooth. Longer queues were observed on Longmoore Street in the evening of weekdays, between 16:00-20:00hrs. These were slowly moving queues and were cleared out after 2-3 minutes at the worst situation. The two reasons for the queues that formed on Upper Tachbrook Street are: 1. Delays for left-turning traffic onto Warwick Way eastbound approach to the Vauxhall Bridge Road signal junction (main reason); 2. Delays for right-turning westbound traffic onto Warwick Way to the Wilton Road signal junction (minor reason). The delays are not considered as significant and are limited to no more than two signal cycles, equivalent to around 2 minutes.

APPENDIX A – CITY COUNCILS POSITION ON COMMONLY SITED CONCERNS (continued)

			Recent traffic flows from 2023 (two-way operation reinstated) show that the eastbound traffic flow on Warwick Way is much lower than pre-scheme values and therefore shorter queues are expected to form when the permanent scheme is introduced.
8.a	Taxis	Taxis - longer and more expensive journey times	Under the proposed permanent scheme, the eastbound alternative motor traffic routes are approximately 530-700m in length and the additional journey times are 2-3 minutes along the Warwick Way corridor. This is established by selecting various start/end points using Google map route planner and verified using Waze route planner. Westbound traffic routes are not affected by the scheme. Churton Street has a very low traffic flow and under the proposed scheme, the alternative motor traffic route is approximately 50-60m. Therefore, making both streets one-way traffic is considered not to have significant impact on drivers either long distance or more local traffic. The City Council is unable to determine the original start point and destination of each and every journey that might wish to be made across the area. Whist some journey times may take longer, and possibly impacting costs, depending on the routes taken and the time of day travelled within the vicinity of the proposed changes, taxis travelling from and to locations outside the vicinity would be directed by satellite navigation systems to use and most convenient routes. The proposed scheme has taken all road users into consideration, on balance the benefits of the scheme outweigh the slight journey time impact.
9.a	Al fresco dining	Limited use - will only be utilised for a few months of the year	Al fresco dining offers residents and visitors to the area more choice and freedom of where they sit and how they wish to consume their refreshments. The appropriate temperature and weather for al fresco dining depends on personal choice. Therefore, the City Council cannot determine what times the al fresco dining options would be utilised. Al fresco dining is not the sole purpose of the proposed scheme, by extending the footway, the City Council is also providing an improved space for pedestrians, better accessibility and more greening possibilities. Ultimately, it will create a better place for local residents and visitors and the opportunity for an enhanced business environment.

APPENDIX B – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
1.	[redacted] Waste and Parks Westminster City Council [redacted] Email dated 14th November 2023	This scheme will have no impact on waste collections or street cleansing.	Noted.
2.	[redacted] Wilton Road [redacted] Email dated 15th November 2023	(a) I would like to object to the Warwick Way scheme you are proposing, this would be cutting off the main/only route for traffic across North Pimlico for little to no benefit for the majority of the year and at a huge cost to tax payers. (b) Firstly your plans published online show no details of the proposed diversion route for West-East traffic, if it's the same as the Covid scheme it is entirely inappropriate – Longmore Street is not suitable for heavy traffic and is frequently closed for maintenance on a major sewer junction in the street, if as I've heard it's to be sending traffic through Gillingham Street and allowing right turns there into Vauxhall Bridge Road – that's completely unsuitable and will inevitably cause accidents turning on to one of the busiest arterial routes through London without traffic lights. I don't know how you can publish your plan with no details on the diversion route. (c) I would also like to know your assessment of the impact on journey times, additional pollution created hindrance to emergency services that this scheme will create? Assuming these have been done.	(a) The City Council notes [redacted] comments. (b) Please refer to Responses 1.a and 1.d in Appendix A to this report. (c) Please refer to Response 1.f in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(d) Low traffic neighbourhood schemes like this are almost all negatively impacting on the communities in recent times, has there been any assessment regarding loss of trade from passing motorists in Warwick way who will no longer be able to stop and buy things in the shops?	(d) No formal assessment has been carried out on the loss/gain of trade in Warwick Way. The 'eat out to help out' initiative was led by central Government during Covid and the temporary scheme has achieved the Government objectives.
		(e) Quoting a survey done by Conway is really of no value when Conway stands to benefit from the contract, I would like to know from that survey how many respondents were motorists who use Warwick way – I suspect very few!	(e) Please refer to Response 4.b in Appendix A to this report.
		(f) From a safety point of view, whatever your proposed diversion route, you are increasing the number of junctions used by motorists to complete the same route from 1 junction with Wilton Road under the current scheme to 6 on the old Covid scheme route which by definition, increases the risk of accidents as junctions are the highest sites for accidents, has any assessment been done regarding this?	(f) Please refer to Response 1.a in Appendix A to this report.
		(g) Finally, there is never any mention of the cost of this scheme, I think it's only fair to residents and tax payers that those who have proposed this and shouted about the wonders of alfresco dining (for about 3 months of the year) should be transparent and tell us the cost)	(g) Please refer to Response 4.a in Appendix A to this report.
3.	[redacted] Email dated 15th November 2023	(a) I find it very concerning that this program is not well communicated to the biggest users of the space, the drivers.	The City Council notes [redacted] comments. (a) Please refer to Response 3.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) Restricting this will not only make traffic terrible but I am very concerned about accessibility for emergency vehicles. Yes, they can go around like all the other places that are forcing them too, but the moment your relative's life hangs on the line and minutes count, you just think how good that pretty street is. I worry about the fuel emissions of everyone having to go around stuck in traffic. You can't be in one of the biggest cities in the world without traffic. You need to manage it, not make it harder.	(b) Please refer to Response 1.e in Appendix A to this report.
		(c) It's embarrassing that you call this a high street anyway. A few pubs, Tesco Express and mini-Waitrose... any close closer at any time and you have virtually nothing. The empty stores have been there for ages. The really naturally beautiful around it with truly nice businesses should be enhanced rather than this one and at no cost to traffic.	(c) Noted.
		(d) I am also heartbroken at the no doubt enormous budget for such changes when so many people are just struggling to pay rent. I think this council is shallow and heartless with their heads completely in the clouds for current priorities.	(d) Noted.
		(e) I know comments like mine get swept under the carpet as it's all been decided and forced through long ago. You probably have your mates as contractors and there so be stupid over runs, I have heard it's all scheduled in.	(e) Please refer to Response 4.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(f) Ask anyone if they want something pretty, it's an easy Yes...especially when you are NOT at all transparent about the cost. Ask someone for practical and sensible, or to not change what's not broken sounds boring. But don't ask those most affected and you get the answer you want, just as you have. (g) So, shame on this entire process. It's just disgusting and like so many councils do not really have the interest of the community, you're just shuffling cards to look like your doing something worthwhile.	(f) Please refer to Response 4.a in Appendix A to this report. (g) Noted.
4.	[redacted] Traffic Management Officer for the Government Security Zone, and the City of Westminster Roads & Transport Policing Command Metropolitan Police Service [redacted] Email dated 15th November 2023	The Met Police have no objection or observation to add with regard to the proposal.	Noted.
5.	[redacted] Email dated 16th November 2023	I thoroughly approve and support these proposals.	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 1st December 2023	(a) Can I make one or two observations. I am a resident of [redacted] Churton Place and have lived there since [redacted]. (b) I have received a number of glossy lobbying documents from people/organisations who are not residents and whose focus is not on the social, residential, economic and environmental benefits of this scheme but on traffic - or rather the slight inconvenience that they might suffer. (c) I hope you will be able to sift out those residents in the immediate area who respond as opposed to those with slanted narrow and misconceived objections who live outside the area and who object. Funded opposition should be treated with caution. (d) In my view as an elderly long-term resident the scheme would be beneficial and transformational. I adopt what our residents' association has said. (e) Background: • Pimlico has lacked investment in its public realm for many decades. • The scheme is in line with the Pimlico Neighbourhood Plan. In particular, the need to improve the physical environment/public realm in our commercial areas (policy PIM 21). • All previous consultations and surveys have shown strong support by residents and businesses. The WWC survey this year showed 79% support for the Churton Street	(a) The City Council notes [redacted] comments. (b) Please refer to Response 4.c in Appendix A to this report. (c) Noted. (d) Noted. (e) Noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		scheme and 83% support for the Warwick Way scheme among people based within Pimlico. • At the recent CCRA AGM, there was very strong support. (f) Benefits: • More spacious and welcoming ambiance will enhance still further the sense of community. • Good for our existing shops and would encourage new businesses into the area. • There would be permanent 'alfresco' space available for our hospitality businesses and enjoyment of their customers. • Increased space for people using the pavement. • The additional trees will enhance the ambiance and are good for the environment. • Reducing non-local, through traffic in Warwick Way will improve air quality there. • The traffic study showed the scheme resulted in welcome reduction in HGV vehicles, and no expected negative traffic impact on surrounding streets. • It is a good scheme. Well consulted on and whilst expensive will, one suspect, generate revenue both for the locality and therefore indirectly for WCC.	(f) Noted.
	Email dated 1st December 2023	In my earlier email today in support of the scheme I referred to funded opposition which should be treated with caution. (a) I would also refer to the text set out below which I received on 21st November at 21.06	(a) Please refer to Response 4.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Dear [redacted], 'Westminster Council is proposing to make part of Warwick Way one-way, which will result in traffic jams in Upper Tachbrook Street and access to VMC becoming hazardous. If you object to the proposal, click on the link https://twowaywarwickway.co.uk with the message, "Over 1,000 patients come to VMC every day. The safety of every one of them should be paramount." DEADLINE FOR OBJECTIONS 6 DECEMBER. From [redacted] on behalf of the PPG.' Victoria Medical Centre On the website of the Practice, I could not find any "[redacted]" as a part of the practice team, but I assumed PPG stood for something like Practice Participation Group and indeed she is the Chair of that group which has as its aims the promotion of "co-operation between the Practice and Patients to the benefit of both" On the face of it this communication is outside its terms, and it would seem a remarkable and ill-judged communication possibly in breach of data protection but trying to make a cynical connection between these proposals and health and safety. I would ask you to find out from VMCentre (1) on whose authority at VM Centre she made this communication on behalf of the practice (2) the minutes of the meetings of the PPG or practice that authorised her to do so and (3) who felt that the	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		disclosure of my details including telephone number was appropriate for this purpose. I ask you to contact [redacted] as I will do.	
6.	[redacted] Email dated 16th November 2023	(a) When the first consultation was made, I pointed out that when the trial scheme was implemented during COVID, significant eastbound traffic diverted from Warwick Way resulted in motorists and lorries making left hand turns from the westside of Eccleston Square onto the southside of Eccleston Square. This heavy increase in traffic passes a school. (b) The traffic thus diverted from Warwick Way then turned left onto the east side of Eccleston Square and then right onto Gillingham Street, creating a rat run through the Square. Before going forward with the proposal, I request that a traffic study be made to assess the impact of the scheme to take into account the post-COVID volume of traffic.	The City Council notes [redacted] comments. (a) and (b) • Available traffic model and survey data provides no evidence that traffic demand increased significantly through Ecclestone Square under the temporary one-way scheme and demonstrates that traffic levels are expected to be lower than pre-Covid values even with the proposed permanent changes to Warwick Way. • Ecclestone Square is not and would not be (under the proposed scheme) the most efficient route for any longer distance eastbound traffic travelling through Pimlico, other routes are quicker or have similar journey times. Identifying a benefit for traffic to use St George's Drive and Ecclestone Square is only possible by considering journey start points from within a very small region of Belgravia. • In terms of a local diversion route for eastbound traffic from Elizabeth Street/Elizabeth Bridge, travelling via Ecclestone Square provides no significant benefit in terms of journey distance or journey time when compared to primary local routes via Belgrave Road or Denbigh Street. • It is possible that a proportion of eastbound traffic from St George's Drive may experience a quicker

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			journey diverting through Ecclestone Square under the proposed scheme, but this volume is expected to be low and is negated by the overall drop in eastbound traffic flow. • Post-implementation monitoring will determine what, if any, changes occur in traffic flow along alternative eastbound routes so that further mitigation might be considered.
7.	[redacted] Email dated 16th November 2023	You state there is a consultation on the Warwick Way proposals – where is the link to the consultation please?	WSP responded to [redacted] on behalf of Westminster City Council on 17th November 2023: For further information on the Traffic Management Orders proposals please follow this link: https://www.westminstertransportationservices.co.uk/tmo/tmodetails.php?tt=2&id=2214&cid=1
	Email dated 17th November 2023	I can see the link explaining the scheme; but there is no link to a further survey or questionnaire - is that correct? And so, the only way of raising an objection is by email to WSP here? Is that correct? Will you publish the result of the number of emails received?	WSP responded to [redacted] on behalf of Westminster City Council on 17th November 2023: All responses to the Traffic Management Order proposals must be made either via this email or by post, the address is: WSP Traffic Order Team 3rd Floor, WSP House 70, Chancery Lane London WC2A 1AF There are no other forms to make representations about these proposals.
	Email dated 22nd November	[redacted]	Noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		We have 500 leaflets sitting at the printers by now - as attached. Is there a colleague or patient that might want to be paid (by me) to deliver them to Vincent Square, Maunsel Street and our whole area on this side of Vauxhall Bridge Road? There must be someone although I don't know of anyone.... [Please refer to item 3 in Appendix C]	
	Email dated 30th November 2023	We have been trying to drive lots of email traffic to respond to the consultation – have these been coming in ok? I imagine quite a few?	The City Council has received responses to the consultation.
	Email dated 7th December 2023	Now that the consultation period has concluded, could you please advise of the number of responses received by email please (I appreciate that it is too early for an analysis of them)?	The City Council has received responses to the consultation.
8.	[redacted] Email dated 16th November 2023	I wish to access current consultation for Warwick Way and Churton Street.	WSP responded to [redacted] on behalf of Westminster City Council on 17th November 2023: For further information on the Traffic Management Orders proposals please follow this link: https://www.westminstertransportationservices.co.uk/tmo/tmodetails.php?tt=2&id=2214&cid=1
	Email dated 17th November 2023	Please can you confirm that there is no way for me to log my objection or support other than to email. E.g., there is no website with a voting poll.?	WSP responded to [redacted] on behalf of Westminster City Council on 17th November 2023:

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			All responses to the Traffic Management Order proposals must be made either via this email or by post, the address is: WSP Traffic Order Team 3rd Floor, WSP House 70, Chancery Lane London WC2A 1AF There are no other forms to make representations about these proposals.
9.	[redacted] Email dated 17th November 2023	Thank you for informing us of the plans to redesign the traffic scheme around Warwick Way and Churton Street. As an avid cyclist I very much welcome these plans. This essentially mimics the traffic flows on Warwick Way as during covid (when the pavement was extended and there was a one-way flow) which I very much enjoy. (a) I have one observation what I wanted to share, which pertains to the design of where Warwick Way meets Vauxhall Bridge Road. The proposed scheme takes the car lanes at the traffic light from two (one ahead towards the congestion charge, and one to the right onto Vauxhall Bridge Road) to one lane (combined ahead and right) with a bicycle path around it. (b) As mentioned, I highly encourage more of our public space to be dedicated to sustainable modes of transport, particularly bikes. However, given the opposite traffic flow typically blocking the option to take	[redacted] support for the proposed measures is noted. (a) Noted. (b) The volume of right-turn traffic is now only around 20 vehicles/hour in the peaks and so although the manoeuvre is opposed during the green signal, this is not expected to cause any issues. If a queue starts to

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		a right turn when the traffic light is green, the right lane typically only facilitates the movement of 2-3 cars per traffic light cycle, i.e., the cars that move forward and wait for opposite traffic to stop for a red light, and then turn whilst the left/right direction switches to green. I'm therefore afraid that your proposed scheme may lead to increased build-up of traffic that is not able to go straight ahead (the more popular direction at this traffic light) and build up towards and into Upper Tachbrook Street (despite the opposite-flowing one-way direction on Warwick Way). I also fear this makes for a less safe environment for bicycles, given cars will tend to move around the vehicles waiting to turn right, and will have to turn into the bicycle lane for that. I of course do not have the data, but this is an exceptional case where I feel like two lanes (one ahead, one to the right) without the dedicated bicycle lane would actually make for a safer and better-flowing traffic system. I hope you take my comment into consideration, and that it is clear. To reiterate, I highly welcome these plans and am very strongly in favour of implementing these, particularly the one-way flow on Warwick Way, which is currently very frustrating given this does not have adequate space for a normally functioning two-lane road and worked much better as a single-lane last year. I'm of course happy to elaborate further if that is helpful.	form, there is plenty of room for vehicles to pass around the back. TfL Network Performance team, who are responsible for approving scheme changes like this, have been engaged and actively support the changes.
10.	[redacted]	Thank you for the letter I received today regarding proposals in Pimlico (Warwick Way/ Churton Street).	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 18th November 2023	I would like to document my whole-hearted support for the scheme. The temporary measures which were removed earlier this year made a significant improvement to the environment in this area and no doubt improved trading conditions for a number of the affected businesses. I am excited by the plans for the permanent scheme and look forward to its implementation as soon as possible.	
11.	[redacted] Email dated 19th November 2023	(a) I object to the proposals in their entirety on the grounds that they are an unnecessary detriment to the current traffic arrangements with little merit in improving the lot of pedestrians and cyclists while severely disrupting the movement and parking arrangements for motorists. (b) The new road layouts make it almost impossible for traffic to move from the West and North down Warwick Way towards Vauxhall Bridge Road and beyond (except by a complicated use of side roads) and seriously affects movement of traffic up Belgrave Road from Pimlico towards Victoria Railway and Bus Stations, and destinations north of the Kings Road. (c) There may be a case for some small revision for loading bays in the area.	The City Council notes [redacted] comments. (a) [redacted]objection to the proposed measures is noted. (b) Please refer to Response 1.b in Appendix A to this report. (c) Dedicated raised loading bays are proposed to be introduced or maintained at four locations along Warwick Way and three locations on Churton Street, at present loading is already currently permitted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			One new raised loading bay is proposed to be introduced on Upper Tachbrook Street and another on Denbigh Street.
12.	[redacted] Email dated 20th November	I write with regards to the extensive Traffic Management proposals for Warwick Way and Churton Street. (a) As a resident of the immediate area, I am dismayed to see that so many resident parking spaces are being removed in the various surrounding streets in favour of more loading bays and short-term parking. The businesses in these streets are largely supported by residents of the area and as such some residents parking should be available nearby. Not everyone is also to walk everywhere, and this is not taken into account in the proposed changes. (b) The introduction of cycle lanes seems to be the preoccupation of every council, but it is not taken into account that there are virtually no cyclists in the area. What is the point of introducing a cycle lane on Warwick Way when it is already a very narrow street? And for those of us who live further down Warwick Way in the area just outside the proposals, we will see an increase of people trying to park in front of our homes since they will not be able to park anywhere else nearby and will use our section of Warwick Way as a short cut. For us residents, your proposals will not be an enhancement to our quality of life.	The City Council notes [redacted] comments. (a) Please refer to Response 5.a in Appendix A to this report. (b) Please refer to Response 6.a in Appendix A to this report.
13.	[redacted]		The City Council notes [redacted] comments.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 20th November 2023	(a) I am objecting to the above proposal for a traffic management scheme affecting Belgrave Road and Warwick Way on the grounds that it will cause additional traffic congestion and traffic disturbance in this area.	(a) Please refer to Response 1.b in Appendix A to this report.
14.	[redacted] Email dated 20th November 2023	I am the [redacted] at Victoria Medical Centre where I have been a [redacted] for over [redacted] years. On behalf of the practice which has a total list size of between 20,000 and 22,000 patients, we are absolutely against the decision to make Warwick Way a one-way system with traffic only able to travel Eastbound. We believe that this move will directly impact on our patients' safety and access to care as it did when this roadway arrangement temporarily existed during Covid. (a) When there was the one-way system in place, during Covid and for some time afterwards, we experienced a very large increase in traffic coming through Longmoore Street and into Upper Tachbrook Street with traffic often building up the whole way. Please see the photographs below which were taken on an average day. (b) Not only was the build-up of traffic dangerous for our patients trying to navigate their way on foot to the surgery, but it also 'clogged up' our set down area where older and more frail patients can be 'dropped off'. The whole street was often described by users as chaos. I remember on one occasion where there was so much traffic that an ambulance could not stop in front of the surgery. We probably have an ambulance needing to collect a seriously ill patient from the surgery almost everyday. I have read the traffic impact	The City Council notes [redacted] comments. (a) Please refer to Responses 1.b and 7.c in Appendix A to this report. (b) Please refer to Responses 1.e and 7.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		statement on your website which seems to bear no reality to what actually occurred when Warwick Way was blocked to two-way traffic. (c) On top of this, the increase in fumes and noise from stationary vehicles in the street was noticeable. We also felt that all the bars, pubs and restaurants spewing into the street made it difficult to walk on the pavement and increased the amount of litter and rubbish. (d) We are very surprised that we were not notified about the informal consultation that took place from December 2022-February 2023. We received no email or flyer about this and the only reason we knew about **this** consultation was because it was mentioned in the local Pimlico Eye. We are not sure who the people that were interviewed were in the previous consultation as all the locals we have been in contact with, including some shops and restaurants have been very much against the scheme.	(c) Please refer to Responses 2.a, 2.c and 7.a in Appendix A to this report. (d) The letter drop radius for the previous informal public consultation was extended to over the mandatory 25 metre radius of the proposed works. The letter drop extent for this TMO consultation is same as the previous. Victoria Medical Centre (VMC) is in the direct vicinity of the scheme so should have received the letter. The previous consultation was open to the public to provide feedback. The City Council has received 722 responses from residents, businesses, workers, visitors, neighbourhood forums and residents associations. The results showed a majority support for both proposals overall. Generally, there was greater support from those in close proximity to the scheme. After receiving VMC's feedback to the informal consultation, the City Council has sent three emails to VMC between July and September 2023 and a letter in October 2023 to further understand and discuss their comments. However, no response was received.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(e) We have in excess of 1000 patients visiting our purpose-built surgery in Warwick Way/Upper Tachbrook Street everyday to access care or collect prescriptions or make appointments. We hold classes for Open Age involving other residents in the community who are not our patients. We also provide services for other GP practices in the area, and we have an in house pharmacy which is extensively used by non-registered patients as well. There are deliveries of supplies such as vaccinations and blood test 'pick ups' coming through our practice continuously during the day. District Nurses and other community health care professionals need access daily. The pharmacy has a large number of deliveries of vital medication for the community including Covid vaccinations, arriving in vans which need to set down outside the surgery premises. This is a very busy community building. There is no doubt that to go ahead with these plans would make access to the surgery more difficult and dangerous, particularly for the more vulnerable members of the community. [Please refer to item 1 in Appendix C]	(e) Please refer to Responses 1.e and 7.c in Appendix A to this report.
15.	[redacted] Email dated 21st November 2023	I am strongly opposed to echelon parking, for many reasons. (a) It makes the street look and feel like a carpark. Look at the mess created by the echelon parking at the southern end of Tachbrook Street, outside [redacted]. It is a blight on the area (made worse by the mess of bins at the end of the street).	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 5.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) We should be reducing the number of parking spaces, not increasing them. Why do you want to encourage people to own cars, most of which are unused on the street >90% of the time. (c) The parking only serves an elite. What percentage of Pimlico households own a car? What percentage in Lillington Gardens (and the other social blocks) own a car? I bet it is a minority in both cases.	(b) When submitting proposals, the City Council takes into consideration all road users. Whilst there is the City Council promotes sustainable travel, there is currently a need for residents' parking as concluded in the occupancy survey conducted in 2022. (c) According to the 2021 Census, 34% households in Pimlico (including Pimlico North and Pimlico South) own at least 1 car or van per household. Car ownership is one consideration, as the vast proportion of moving traffic is related to business, commercial, tourist/visitor and commuting from other areas of London.
16.	[redacted] Email dated 21st November 2023	We are strongly in support of the proposals for this street and the 'feeder' streets.	[redacted] support for the proposed measures is noted.
	Email dated 21st November 2023	We have now explored the whole of the Westminster City Council traffic management scheme affecting Belgrave Road, Charlwood Place, Charlwood Street, Churton Place, Churton Street, Denbigh Street, Guildhouse Street, Tachbrook Street, upper Tachbrook Street and Warwick Way. We support all these proposals heartily.	Noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
17.	[redacted] Email dated 21st November 2023	I have just received notice of the 'Consultation on Traffic Management Proposals' letter dated 13th November and wanted to write to object to these proposals. (a) There is already difficulty to find parking within the area. I reside on Tachbrook Street, and rarely am I able to find parking outside my building despite currently having the option to park on both sides of the street. As I write this, there are 25 cars/vans and one motorbike parked outside. Your proposal would nearly half this amount, therefore where are residents expected to park their vehicle after already paying a large sum for their resident parking permit? The proposals do not minimise the impact of parking facilities, they greatly impact them. (b) Furthermore, I have been on the waiting list for over five years for a caged parking space under Repton House, however I have given up chasing this as spaces never seem to come available. Despite needing this for my [redacted]-year-old grandmother who only walks short distances therefore needs the use of a vehicle from time to time. (c) I completely agree with the need to make for safer cycling routes in London, but I disagree that the current road infrastructure on Tachbrook Street needs to change to accommodate this. I myself have a bike, and mostly cycle to where I need within London. I believe cycling routes are able to be made safely on the existing road infrastructures, if even required down Tachbrook Street as there are already adequate cycle	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 5.a in Appendix A to this report. (b) The caged parking under Repton House is outside the scope to this scheme. (c) Please refer to Response 6.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		routes down Vauxhall Bridge Road. If anything, make the existing cycle lanes on Vauxhall Bridge Road safer for cyclists as this road is a popular road for cyclists. I do not understand how the idea of making a cycle route down a residential road like Tachbrook Street makes for a more attractive route. Cyclists want to get from A to B, not go around the houses for a tour of residential London.	
18.	[redacted] Email dated 23rd November 2023	(a) There are 20,000 patients who rely on the Victoria Medical Centre in Upper Tachbrook Street. Over 1,000 patients a day have appointments at the surgery many of whom arrive in wheelchairs or have to be dropped off, and their safety should be paramount. I strongly object to this thoughtless and hazardous proposal. It completely ignores the damaging effect this will have on their ability to access VMC, which is already difficult enough with poorly maintained pavements, lack of safe crossings and an increasing number of obstructions including pavement cafés.	The City Council notes [redacted] comments. (a) Please refer to Responses 1.e, 7.b and 7.c in Appendix A to this report.
19.	[redacted] Email dated 21st November 2023	(a) I disagree with this proposal as over 1,000 patients use the medical centre every day and it will jeopardise each and every one of them by causing traffic congestion outside the centre.	The City Council notes [redacted] comments. (a) Please refer to Responses 1.e and 7.c in Appendix A to this report.
20.	[redacted] Email dated 21st November 2023	(a) I object to this re-routing on account of lower safety of all VMC patients and worked in this facility.	(a) [redacted] objection to the proposed measures is noted and please refer to Response 7.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) I propose to completely abolish traffic in the centrum. Make it pedestrian zone only. You save health and lives of all of us. Do what other big cities in Europe do - introduce pedestrian zones, abolish traffic, improve quality of air and lives. (c) London has rather good network of public transport. Let everyone use it when needed and let those who are able to walk. You will do them and all of us a big favour: less obesity and better quality of living.	(b) At present the City Council has no plans to make any of the affected roads in this consultation pedestrianised. (c) Noted.
21.	[redacted] Email dated 21st November 2023	PLEASE Stop Westminster City Council creating dangerous and polluting rat-runs through Pimlico.	The City Council notes [redacted] comments. Please refer to Responses 1.b and 2.a in Appendix A to this report.
22.	[redacted] Email dated 21st November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. We had adequate experience of this during the period when temporary restrictions were placed on Warwick Way, without any consultation, during the pandemic. The arguments advanced by WCC in favour of these proposals are entirely specious.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) As a patient who makes regular use of VMC I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (c) Westminster Council refuse to produce a plan for displaced traffic. (d) I do not wish to encourage pubs to spill onto the streets. (e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so is disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year. (f) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC. I object to my Council Tax being used in this way and I will be urging my Councillors to make every effort to ensure that these unnecessary changes to the current perfectly acceptable situation do not happen.	(b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) Please refer to Response 1.a in Appendix A to this report. (d) Please refer to Responses 7.a and 7.b in Appendix A to this report. (e) Please refer to Response 9.a in Appendix A to this report. (f) Please refer to Response 4.a in Appendix A to this report.
23.	[redacted] Email dated 21st November 2023	Over 1,000 patients come to VMC every day. The safety of every one of them should be paramount. I strongly object to this proposed scheme.	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
24.	[redacted] Email dated 21st November 2023	I would like to write to you in full support of the proposed changes to Warwick Way and Churton Street. I have recently received a printed version of the proposed scheme and find the plans to be excellent. I am a long-term resident of Pimlico, residing at [redacted], SW1V [redacted]. I walk down Warwick Way multiple times a day and constantly find myself obstructed by traffic, narrow pavements and two-way circulation. In summer the cafes overspill on the pavement and severely restrict the available space for pedestrians. The current retail offering is generally of poor quality and looks tired. It is clear that Pimlico and Warwick Way in general do not benefit from the beautification and impact of regeneration that other parts of Westminster have. I strongly believe that this is partly caused by a lack of a pleasant and walkable commercial heart where families, residents and local workers can come to enjoy a slower pace of life. The current set up of Warwick Way and Churton Street make them streets that support fast movement from A to B but not lingering and social collusion space. To reassure everyone, I cycle to work, walk in my neighbourhood but also drive on a regular basis. Despite owning a car, I am very strongly in favour of this scheme going ahead. It's long overdue and will fundamentally help Warwick Way become the heart of our community, as it ought to be. Please do let me know where I can register my support formally, I could not find a planning consultation on the	[redacted]s support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Westminster website. Would you please also keep me appraised of any news / changes?	
25.	[redacted] Email dated 21st November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. This is not just theoretical but something those of us living nearby suffered from during the highly extended COVID measures. It affects our air quality, our safety when crossing the road, noise levels and thus our everyday quality of life. (b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. As a pedestrian with a young family, it has been a great relief to see the removal of all the absolute nightmare that were the temporary traffic measures, making the neighbouring streets and crossing so difficult to navigate especially with and for young children. Gillingham Street in particular is an awful place to be re-routing traffic and poses a major concern for all the families using the Queen Mother Centre. (c) It is also much more reassuring knowing emergency services can just drive down a straight line (Warwick Way) and attend to an emergency without having to weave through small side streets. Every	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c and 2.a in Appendix A to this report. (b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) Please refer to Response 1.e in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		minute counts when it comes to fire and ambulance services and getting bogged down in traffic and narrow roads is going to severely hamper their crucial work. (d) I do not support the disproportionate help to a handful of businesses along Warwick Way and what is effectively a major subsidy for their summertime business for the 'chosen few'. Covid measures were set up to help hospitality through an unnecessarily difficult time and extended on for months on end and should have helped balance things out by now. Help was already disproportionality provided to these businesses over others by providing them with the alfresco space on the road and it's time this came to an end. (e) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money which should be used for better purposes, for instance proper planned maintenance around the area. No economic benefit to the rate payer has been demonstrated by WCC. At a time of tightening budgets, this seems like a frivolous and unnecessary expense. (f) Finally, I would like to register our family's sense of relief at a weight listed when traffic was finally returned to normal along Warwick Way and surrounds. I did fill out a previous survey/consultation but the questions were worded in such a restrictive way that they were in no a representation of my views on the matter (as I obviously support an improvement of the cosmetic aspect of the street).	(d) This will be subject to the number of businesses applying for a licence, any business that applies for outdoor seating will be reviewed. (e) Please refer to Response 4.a in Appendix A to this report. (f) Noted.
26.	[redacted]	I live on the Wilton Road/Warwick Way junction.	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 21st November 2023	(a) Would you be able to provide me the data on what the increase in traffic running along Wilton Road/Denbigh Street will be please? This is particularly important where the junction will hold idling traffic which has a huge impact on the already poor air quality. I support the idea of the scheme but need to understand how much displaced traffic there will be onto existing roads before I can give my support.	(a) Please refer to Response 1.b in Appendix A to this report.
	Email dated 27th November 2023	I support any proposal to improve air quality and reduce traffic in the area. I have already asked a question about traffic and air quality at the Wilton Road/Warwick Way junction so I can understand if this is expected to do that. I live at [redacted] Wilton Road. Can I ask whether we will still be able to receive deliveries and pull up in our car to unload luggage/the kids. Can I also confirm there will be no change to the current pedestrian junction? Its audible cone not beeping - due to heavy population around it - and I hope it will stay that way.	[redacted] support for the proposed measures is noted. Crossings points will be wider and the crossing distances will be shortened, so they are more comfortable for pedestrians. The proposed changes to Wilton Road is to introduce double yellow "at any time" loading restrictions. Vehicles are permitted to load / unload on both single and double yellow lines between 11.00 a.m. and 6.30 p.m., for a maximum period of 40 minutes for HGVs (vehicles exceeding a maximum laden weight of 3.5 tonnes) and 20 minutes for all other vehicles, and for an unlimited period outside of those hours, provided that continuous loading activity is taking place and there are

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			no loading restrictions (indicated by signs and yellow kerb markings). Vehicles are always allowed to stop on both single and double yellow lines for as long as necessary to allow passengers to board or alight and to load or unload their personal luggage.
27.	[redacted] Email dated 21st November 2023	I live in a building on Belgrave Road south of Warwick Way. (a) I'm concerned that the proposed 1-way system on Warwick and Churton will lead to increased traffic on Belgrave Road, as supported by the proposals' own traffic data in the appendix. This is particularly concerning given the current pattern of traffic jams heading northbound on Belgrave turning right onto Denbigh. We know the Pimlico grid already is confusing for taxi and hire car drivers; reducing route options will only increase unnecessary use of alternative arteries. (b) In addition, I understand Victoria Medical Centre (VMC) is concerned about the impact on safety for its patients. As it is, I see patients struggle to cross Upper Tachbrook when departing VMC, in the absence of a pedestrian crossing; any increase in traffic will add to this challenge.	The City Council notes [redacted] comments. (a) Please refer to Responses 1.a and 1.b in Appendix A to this report. Eastbound traffic might follow routes from Warwick Way to the north towards Gillingham Street or south towards Denbigh Street and Rampayne Street. Data shows that northwards, traffic was lower under the temporary one-way scheme and southwards showed very little increase. Northbound right turn traffic from Belgrave Road onto Denbigh Street might experience a minor delay by having to give way to a higher volume of southbound traffic, yet this is negligible (circa 10 vehicles per hour). (b) Please refer to Response 7.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(c) Finally, I've never seen traffic on Churton to be so heavy that we couldn't enjoy both outdoor seating and 2-way traffic! Is there not a way to retain both? (Same cannot be said for Warwick, I concede.)	(c) If two-way traffic is to be retained, the increase in additional footway will be less than the one-way option and traffic conflicts will persist due to the narrow carriageway. It is also not feasible to install echelon parking under the two-way arrangement due to the carriageway width on Tachbrook Street, meaning there is no increase in parking provision compared to the temporary scheme. Therefore, on balance the one-way option was adopted.
28.	[redacted] Email dated 21st November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The summary grounds for my objections include (a full response is after the bullets): (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. (b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (c) Westminster Council refuse to produce a plan for displaced traffic. (d) I do not wish to encourage pubs to spill onto the streets.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report. (b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) Please refer to Response 1.a in Appendix A to this report. (d) Please refer to Responses 7.a and 7.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year.	(e) Please refer to Response 9.a in Appendix A to this report.
		(f) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC.	(f) Please refer to Response 4.a in Appendix A to this report.
		More Detail: (g) During Covid and for some time afterwards there was a one-way system with pavements extending into the roads. This caused a very large increase in traffic coming through Longmoore Street and into Upper Tachbrook Street with often traffic building up the whole way, making the junction very difficult in particular. Not only is this dangerous for patients, including disabled patients like myself, trying to navigate my way on foot to the surgery, but it also clogged set down area where older and more frail patients who need to be 'dropped off'.	(g) Please refer to Responses 1.b, 1.e, 1.f and 7.c in Appendix A to this report.
		(h) As a result of this extremely dangerous plan ambulances were unable to stop in front of the surgery, which is necessary almost on a daily basis for patients who need urgent paramedic assistance. This is extremely life- threatening should the roads be allowed to be permanently set up in this way. On top of that the increase in fumes and noise from stationary vehicles in the street was noticeable and impacting patients	(h) Please refer to Responses 1.e and 2.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		who already have respiratory issues. Following this trial, the reduced pollution is noticeable.	
		(i) Overspill from the bars, pubs and restaurants spewing into the street made it difficult to walk on the pavement for some and for those in wheelchair or mobility devices, especially with the increased the amount of litter and rubbish on the pavement.	(i) Please refer to Responses 2.c and 7.a in Appendix A to this report.
		(j) There is no doubt that to go ahead with these plans would make access to the surgery more difficult, particularly for the more vulnerable members of Victoria Medical Centre.	(j) Please refer to Responses 1.e and 7.c in Appendix A to this report.
		(k) No one is fooled by WCC stating that there is 'overwhelming support' to make Warwick Way one-way, you have cited a flawed and misleading previous survey.	(k) Noted.
		(l) A number of significant businesses on Warwick Way & Rochester Row strongly oppose the proposal, including the NHS Medical Centre, Pharmacies and others. Taxi driver associations and some Westminster Councillors also oppose the scheme. Vincent Square Residents' Association do not support the scheme as reported. So, I am shocked to learn of the failure to produce a traffic plan for displaced vehicles and in fact you are refusing to do so. What about the pedestrians and businesses that want and need to see these as well as for the required Equality Impact (and Health) Assessments.	(l) Noted. Please refer to Responses 1.a and 7.c in Appendix A and Appendix I to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(m) On top of this being an irresponsible and inadequate response, the most likely route recommended by Satnav (and as used during Covid) creates a number of unnecessary danger spots: Sharp Left turn on to Belgrave Rd, two residential roads, crossing Wilton Road with busy bus routes and a right hand turn right outside the NHS medical centre. How is this acceptable to and within planning rules.	(m) Please refer to Response 1.c in Appendix A to this report.
		(n) Al fresco dining is a seasonal and time-restricted benefit yet the TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current al fresco dining facilities are under-utilised for a large majority of the year and are not policed or managed well. They are hazard for those trying to access anything.	(n) Please refer to Response 9.a in Appendix A to this report.
		(o) Will the proposals result in an economic benefit for WCC ratepayers or is this simply a vanity project for the council?	(o) The purpose of the proposed scheme is that, by reducing traffic and extending footways, the City Council is providing an improved space for pedestrians, better accessibility and more greening possibilities, improved lighting and drainage. Ultimately, it will create a better place for the local residents and visitors, and the opportunity for an enhanced business environment. It aligns with the Fairer Westminster Strategy in terms of improving a local high street, promoting active travel and providing more greening.
		(p) There is a clear and concerning lack of clarity given the WCC has failed to provide interested parties with adequate information in order to make informed judgements. This TMO consultation is only going	(p) Please refer to Response 3.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		ahead after it was pointed out to the council that a previous "consultation" was misleading and not legally binding. (q) I was also surprised to learn of the allowed conflict of interest of FM Conway conducting the previous consultation and who provided the data for this consultation when it is FM Conway who have a vested interest in the result as they wish to receive the contract for the works. (r) The council is surely bound to ensure such conflicts do not ever occur in its projects and the suppliers it uses, and should conduct a fully independent analysis, including the impacts to protected characteristics / groups, as well as to assess the flaws economic social impacts being cited including increased impact to pollution levels, creating hot spots, particularly outside a NHS GP and Medical Centre!	(q) Please refer to Response 4.b in Appendix A to this report. (r) Please refer to Responses 4.a. and 7.c in Appendix A to this report. An Equality Impact Assessment (EQIA) has been undertaken as part of the design, please refer to Appendix I to this report for the findings.
29.	[redacted] Email dated 21st November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. (b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report. (b) Please refer to Response Responses 1.e and 7.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(c) Westminster Council refuse to produce a plan for displaced traffic. (d) I do not wish to encourage pubs to spill onto the streets. (e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year. (f) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC. (g) It's a ridiculous idea that will lead to traffic and dangerous driving. I had been under the impression that the trial had been unsuccessful anyway. If WCC considered it a success, I would like to see the evidence to support this. Please acknowledge receipt of this objection.	(c) Please refer to Response 1.a in Appendix A to this report. (d) Please refer to Response 7.a in Appendix A to this report. (e) Please refer to Response 9.a in Appendix A to this report. (f) Please refer to Response 4.a in Appendix A to this report. (g) Please refer to Response 1.b in Appendix A to this report.
30.	[redacted] Email dated 21st November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b and 1.c in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico.	
		(b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access.	(b) Please refer to Response Responses 1.e and 7.c in Appendix A to this report.
		(c) Westminster Council refuse to produce a plan for displaced traffic.	(c) Please refer to Response 1.a in Appendix A to this report.
		(d) I do not wish to encourage pubs to spill onto the streets.	(d) Please refer to Response 7.a in Appendix A to this report.
		(e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year.	(e) Please refer to Response 9.a in Appendix A to this report.
		(f) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC.	(f) Please refer to Response 4.a in Appendix A to this report.
		(g) Please acknowledge receipt of this objection. This is a ridiculous idea and just another money-making scheme, the traffic will backup and cause more congestion as well as pollution, so much for clean air! These roads are very well travelled, and you are proposing to divert this free-flowing traffic into smaller streets causing backup and concentrated pollution in a small area. There are many benefits of through traffic for other local businesses which means that your plans	(g) Please refer to Responses 2.a, 1.b, 1.d and 4.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		are self-defeating, we all want cleaner air and for local businesses to thrive but what you are planning is the complete opposite. Shocking.	
31.	[redacted] Email dated 21st November 2023	I am writing to object to the one-way westbound traffic proposal on Warwick Way. This plan will only turn that area of the proposed plan into a mini highway. Please, consider the elderly and school children who will be greatly affected by this proposal.	[redacted] objection to the proposed measures is noted. The proposed changes to Warwick Way and the widening of the footway will reduce the dominance of traffic and help calm traffic speeds. Widened pedestrian crossing points and shortened crossing distances will benefit the elderly and school children. 'Age' is one of the protected characteristics being considered in the Equality Impact Assessment (EQIA), further information can be found in Appendix I to this report.
32.	[redacted] Email dated 21st November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. I live in the heart of these planned changes (as I've done for the past [redacted] years) and I'm gravely concerned. The grounds for my objections include: (a) Over 1,000 patients come to VMC every day. The safety of every one of them should be paramount. (b) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. (c) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access.	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 7.c in Appendix A to this report. (b) Please refer to Responses 1.b, 1.c and 1.fin Appendix A to this report. (c) Please refer to Responses 1.e and 7.c in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(d) Westminster Council refuse to produce a plan for displaced traffic.	(d) Please refer to Response 1.a in Appendix A to this report.
		(e) I do not wish to encourage pubs to spill onto the streets.	(e) Please refer to Response 7.a in Appendix A to this report.
		(f) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year.	(f) Please refer to Response 9.a in Appendix A to this report.
		(g) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC.	(g) Please refer to Response 4.a in Appendix A to this report.
		(h) The one-way systems created during the Pandemic caused significant traffic and disruption. The air quality was significantly affected in a negative and as a resident, navigating with children was difficult.	(h) Please refer to Responses 1.b and 2.a in Appendix A to this report.
		(i) The proposed cycle lanes are disproportionate to the use and when balanced against the disruption that would be caused, the benefits are outweighed by the negative.	(i) Please refer to Response 6.a in Appendix A to this report.
		(j) There are a lot of elderly residents in Westminster who rely on delivery and taxi services which will be significantly impacted by the proposed changes. In addition to the impact to us receiving these services, it is also going to have a negative financial	(j) Please refer to Response 8.a in Appendix A to this report. It is not always possible to develop a street wide public realm and traffic management scheme that

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		impact which will come from increased fare prices (through demand).	accommodates convenient deliveries for individual properties. However, single and double yellow lines and loading bays in the area will still allow deliveries to be carried out.
		(k) I am greatly concerned that this decision has been taken by those who will not be impacted or have to have their daily lives disrupted by this changes. I have spoken to locals and no one asked for this.	(k) The results from the previous informal public consultation showed a majority support for both proposals overall. Generally, there was greater support from those in close proximity to the scheme. Support for the proposals was also received from Pimlico North ward members and 7 neighbourhood forums and residents' associations in the vicinity.
		(l) As it is likely that there will be enforcement cameras to police these changes, these proposals also seems like a covert way to tax residents through fines that will be levied and used to raise revenue. At a time where many are struggling, this is callous and unconscionable.	(l) The one-way working can only be enforced by the Police.
		(m) I have not even touched on the impact all these changes will also have on residential parking permit holders. Where do you expect residents to park? These proposals have caused me a great deal of anxiety since I received the notice last week. I urge you to pay due regard to the representations you will receive during this consultation and ensure that it is not merely a tick box exercise. Please acknowledge receipt of this objection.	(m) Please refer to Response 5.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
33.	[redacted] Email dated 21st November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: Over 1,000 patients come to VMC every day. The safety of every one of them should be paramount. (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. (b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (c) Westminster Council refuse to produce a plan for displaced traffic. Please acknowledge receipt of this objection.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report. (b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) Please refer to Response 1.a in Appendix A to this report.
34.	[redacted] Email dated 21st November 2023	I oppose the proposal of partly pedestrianising Warwick Way in Pimlico. (a) It would complicate my access to the surgery in Tachbrook Street and the Victoria Medical Centre. Thank you for your kind attention.	[redacted] objection to the scheme is noted. (a) Please refer to Response 7.c in Appendix A to this report.
35.	[redacted] Email dated 21st November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include:	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico.	(a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report.
		(b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access.	(b) Please refer to Responses 1.e and 7.c in Appendix A to this report.
		(c) Westminster Council refuse to produce a plan for displaced traffic.	(c) Please refer to Response 1.a in Appendix A to this report.
		(d) I do not wish to encourage pubs to spill onto the streets.	(d) Please refer to Response 7.b in Appendix A to this report.
		(e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year.	(e) Please refer to Response 9.a in Appendix A to this report.
		(f) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC.	(f) Please refer to Response 4.a in Appendix A to this report.
		(g) Over 1,000 patients attend Victoria Medical Centre every day. The safety of every one of them should be paramount. Most importantly, I do believe that this will emit further fumes into our air and add to our existential pollution problem. Please acknowledge receipt of this objection.	(g) Please refer to Responses 2.a and 7.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
36.	[redacted] Email dated 21st November 2023	(a) I would like to write expressing my support of the proposal to turn Warwick Way into a one-way street (ID: 8033/ND). I reside on [redacted], and Warwick Way is an important street for my day-to-day life. I walk to the street from my home daily to buy groceries, go to restaurants, browse charity shops, and run other errands. The local community, the one which walks along Warwick Way daily, would benefit greatly from improvements in safety, liveliness, and an improved sense of community. (b) That said, I feel obligated to also flag that the Victoria Medical Centre (VMD) is sending out spam texts to its entire patient list convincing them to sign a petition against the proposal. This is unfortunate as it is a classic example of activist minority NIMBYism. They argue that increased vehicle traffic will endanger patients crossing the road – I believe the opposite would happen with reduced speed predictable one-way traffic. Their argument also weaponizes a single anecdote of seeing traffic stopping an ambulance during covid as a reason why we can't have a more walkable street. Quite frankly, I'm bewildered how someone could argue that making a street more predictable and walkable will somehow create more traffic, increase pollution, and somehow make the foot journey to VMD MORE dangerous.	(a) [redacted] support for the proposed measures is noted. (b) Please refer to Response 4.c in Appendix A to this report.
37.	[redacted]	This evening I received a text from my GP surgery urging me to object to the proposed partial pedestrianisation of Warwick Way. I think it is	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 22nd November 2023	outrageous that a local NHS GP Surgery is using their patients contact details to generate support for a planning issue. I also feel that it is unfairly laying out false pretences for their objections. It is entirely untrue that the pedestrianisation would make this area more dangerous, nor do I believe would it hinder the local community needs in accessing the practice - although I do find it hard to believe that "1,000 people a day visit the surgery". If this is the case and these aren't correct facts, then I strongly urge WSP to contact the surgery because this does feel like a very biased campaign against this planning application and an abuse of exploiting confidential details to garner support for an entirely different matter. Attached screenshot for reference. On a more positive note, as a resident I would also like to outline support for the partial road. closure for the following reasons. 1) the economic benefit to our local restaurants, pubs and shops. As a family we love being able to stay local and believe that this area could benefit from more venders opening in the area that could further make Pimlico a wonderful vibrant family neighbourhood. 2) as a resident I strongly believe that the reduced traffic along Warrick Way will make for a safer environment and reduce overall noise pollution at night. Thank you for taking the time to read my email.	Please refer to Response 4.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		[Please refer to item 2 in Appendix C]	
38.	[redacted] Email dated 21st November 2023	(a) I object to the new traffic system in and around Upper Tachbrook Street. This will cause congestion resulting in chaos. It will also pollute the air where we live making it unsafe for living. Please do not go ahead with these plans.	(a) Please refer to Responses 1.b and 2.a in Appendix A to this report.
39.	[redacted] Email dated 21st November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. (a) As happened during the pandemic when a one-way system was in place, this will cause more traffic to pass down Wilton Road, Longmore Street and Upper Tachbrook Street. (b) This was extremely dangerous, as there is a lot of pedestrian footfall in these streets for the big Sainsburys, Victoria Medical Centre, and other restaurants, shops and cafes. (c) I found it noticeably more dangerous to cross these roads when the one-way system was in place with my little boy in his pram. (d) The air felt noticeably more polluted, as cars were queuing through the one-way system while	The City Council notes [redacted] comments. (a) Please refer to Response 1.b in Appendix A to this report. (b) The scheme proposes to widen the footways on Warwick Way (between Belgrave Road and Upper Tachbrook Street), Denbigh Street (between 1-9 Denbigh Street), Upper Tachbrook Street (between Warwick Way and Longmoore Street) and Churton Street to enhance accessibility, however Wilton Road outside Sainsbury is not within the scope of the scheme. Please also refer to Response 1.c in Appendix A to this report. (c) One-way workings are generally safer than two-way workings as there is only one stream of traffic to cross rather than two. (d) Please refer to Response 2.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		others emitted fumes by looping back on themselves in a square to get around it. (e) I would say this added about 3 mins to the journey time of every car passing through, meaning fumes for 3 minutes more than necessary. (f) Warwick Way is the logical through-road from east to west and there is plenty of pavement space for pedestrians to use. If your intention is to make Pimlico a nicer area to be in with more alfresco dining areas etc. then I would actually suggest that streets such as Wilton Road, Longmore Street and Upper Tachbrook Street should be made one-way for this purpose over and above Warwick Way, in a similar way as you are proposing with Churton Street. It's a nice idea to do this on the less traffic heavy streets in the area but definitely not on the arterial road of Warwick Way. I would be grateful if you could acknowledge receipt of my objection.	(e) Please refer to Response 1.f in Appendix A to this report. (f) At present the City Council is not considering the introduction of one-way workings on the surrounding roads.
40.	[redacted] Email dated 21st November 2023	Over 1,000 patients come to VMC every day. The safety of every one of them should be paramount.	The City Council notes [redacted] comments. Please refer to Response 7.c in Appendix A to this report.
41.	[redacted] Email dated 21st November 2023	I support the single lane proposal for Warwick Way, Pimlico. Happy to make the whole road a pedestrian zone. You can ban the dockless bikes as well.	[redacted] support for the proposed measures is noted. Currently the City Council is not considering banning dockless bicycles or e-scooters.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
42.	[redacted] Email dated 21st November 2023	I object as it will cause traffic jams.	[redacted] objection to the proposed measures is noted.
43.	[redacted] Email dated 21st November 2023	I am so overwhelmingly and heartily in favour of bringing back the one-way system in Pimlico, as detailed in consultation. 8033/ND. I have lived in Pimlico since [redacted] and the one-way system was a revelation when it came in during COVID restrictions. It encouraged me to eat out and shop on Warwick Way more and I felt so very much safer. The return of the two-way traffic has been very, very unwelcome and incredibly unsafe. I'm a cyclist and these plans improve on the temporary one-way system and will make the roads safer, encourage more pedestrians and cyclists for short journeys, and make the place more friendly again. I would also like to say my doctor surgery sent me a message today via the NHS app and I think you should be made aware as I think it is an incredibly unsuitable use of this tool - I do not consent to be contacted on council traffic consultations by my surgery, especially as I consider the message wrong. As we saw during the previous one-way system, the traffic actually became more manageable. As I am awaiting results, I am anxious about, this was incredibly upsetting and I feel a serious breach of trust from the surgery. I attach	[redacted] support for the proposed measures is noted. Please refer to Response 4.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		a screen shot for your records. I also be complaining directly to the practice. Good luck with the consultation, it's a great idea and one that will benefit the vast majority of Pimlico residents.	
44.	[redacted] Email dated 21st November 2023	I wish to register my support of the TMO proposals to impose one-way traffic restrictions. I would, however, request that further interventions are undertaken (such as a full low traffic neighbourhood) to mitigate any diverted traffic.	[redacted] support for the proposed measures is noted. Currently the City Council is not considering further interventions.
45.	[redacted] Email dated 21st November 2023	I am writing to fully support the proposals for Warwick Way (8033/ND). I am a patient at Victoria Medical Centre, a regular shopper in Pimlico, and often cycle in the area. Traffic here has been dangerous for too long, and the narrow pavements are unfit for a shopping street. These pavement widening and traffic calming measures look like just the tonic to make the street a safer place for all.	[redacted] support for the proposed measures is noted.
46.	[redacted] Email dated 21st November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) Previous experience of traffic restrictions on Warwick Way. For great stretches if the day and evening this simply accommodated a lot of non-utilised tables and chairs outside pubs/restaurants. The same establishments that had operated for many years without such need.	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 9.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) Experience on the last occasion of having to navigate through such obstacles. Pavements are for pedestrians. The infirm, disabled and those with wheelchairs, prams and pushchairs were particularly disadvantaged meaning that route was no longer inclusive of their needs. That would become the position again.	(b) Please refer to Response 7.a in Appendix A to this report.
		(c) With all the current financial pressures on WCC it is extremely difficult to see of what benefit this change would be to other local businesses and local residents. Indeed, it is hard to see how such expenditure can be justified to possibly increase the customer base of a handful of establishments. Please utilise WCC's limited funds more responsibly and appropriately.	(c) Please refer to Response 4.a in Appendix A to this report.
		(d) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico.	(d) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report.
		(e) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access.	(e) Please refer to Responses 1.e and 7.c in Appendix A to this report.
		(f) Westminster Council refuse to produce a plan for displaced traffic. This is completely unacceptable. Any decisions or even proposals should be made on a fully informed basis.	(f) Please refer to Response 1.a in Appendix A to this report.
		(g) I do not wish to encourage pubs to spill onto the streets.	(g) Please refer to Response 7.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(h) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year. This was clearly the case during the Covid changes. (i) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC. Please acknowledge receipt of this objection.	(h) Please refer to Response 9.a in Appendix A to this report. (i) Please refer to Response 4.a in Appendix A to this report.
47.	[redacted] Email dated 21st November 2023	I wish to register my support of the TMO proposals to impose one-way traffic restrictions. I would, however, request that further interventions are undertaken (such as a full low traffic neighbourhood) to mitigate any diverted traffic.	[redacted] support for the proposed measures is noted.
48.	[redacted] Email dated 21st November 2023	I would like to hereby vehemently protest to the proposal of making Warwick Way one-way. (a) This would reroute traffic into smaller streets and make Pimlico lose all its neighbourly charm. Having moved to Pimlico in [redacted] and owning a home there, this is an area that I love above any other and that I feel is my home village. Warwick Way is just fine	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 1.d in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		as it is. For all the smaller streets around it, the proposed change would be an absolute disaster. Please don't do it. It would change the neighbourhood, which we all love so much, in a bad way. Thank you for your consideration.	
49.	[redacted] Email dated 21st November 2023	(a) I've just read this proposal to make Warwick Way one-way. I am a long-term Pimlico resident. I am all in favour of improving Warwick Way, but I feel that this proposal fails to recognise that Warwick Way is the only west/eastbound thoroughfare in the immediate vicinity. (b) For me specifically, I do have a car but only really use it to travel from Cambridge Street to [redacted] which is just off Rochester Row. He is very old and essentially immobile, and the car is essential for journeys that we can't make on foot and wheelchair. On the proposal, in order to reach him I would have to drive along Warwick Way, turn left on to Belgrave Road, right on to Gillingham Street, right on to Wilton Street, left on Longmoore Street, right on to Upper Tachbrook Street and then left on to Warwick way where it joins Vauxhall Bridge Road. Wilton Street and Longmore Street really can't cope with any more traffic. Longmore Street is tiny and is congested as it is. The alternative is to send traffic all the way around Victoria Station and that might be a 10-minute journey or a 30-minute journey. There isn't another way of going east /west and getting on to Rochester Row or the streets off it because of the prohibitions on turning on Vauxhall Bridge Road.	(a) The City Council notes [redacted] comments. (b) Please refer to Responses 1.a and 1.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		My specific issue is I think just one example. This proposal just doesn't consider where the eastbound traffic will go or recognise that Warwick Way is the only current option that doesn't involve residential or very small streets. You must reconsider this please, otherwise it will be chaos. It isn't reasonable or rational to impose a proposal without considering or making provision for the traffic displacement.	
50.	[redacted] Email dated 21st November 2023	I want to object to this ridiculous scheme, how can you publish a scheme like this, expect people to comment on it and not even publish where you will divert traffic, this will cause chaos and kill the very Highstreet you intend to benefit. Totally unsuited to the area waste of money and traffic hazard.	[redacted] objection to the scheme is noted. Please refer to Response 1.a in Appendix A to this report.
51.	[redacted] Email dated 22nd November 2023	I am a visitor to the area, often travelling by foot or bicycle between Victoria and Pimlico/Embankment Strongly support the proposal (a) Footway widening on both Warwick Way and Churton Street to allow for improved pedestrian movements and to provide additional space for public space features and outdoor dining - this is much needed as this is a busy pedestrian route with a good range of retail/cafes. Welcome additional space to improve pedestrian comfort and creating space for improved outdoor dining, this will enhance the energy of the area and build on recent improvements. (b) One-way westbound operation on Warwick Way, with two-way cycling permitted - strongly support	[redacted] comments and support for the proposed measures is noted. (a) Noted. (b) Noted.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		reducing car dominance on these side roads and providing space to pedestrians, these are used as quieter side road routes and should not be dominated by vehicle traffic, noise or pollution. Maintaining two-way cycling is really important for providing a safe and cohesive network away from the surrounding busy arterial road network. Improved space at junctions increases safety and where possible cycle phases at traffic lights helpful to further increase safety at junctions. (c) One-way northbound operation on Churton Street, with two-way cycling permitted -strongly support reducing car dominance on these side roads and providing space to pedestrians, these are used as quieter side road routes and should not be dominated by vehicle traffic, noise or pollution. Maintaining two-way cycling is really important for providing safe and cohesive network away from the surrounding busy arterial road network. (d) Relocation of existing street lighting to the front of the widened footway - support efforts to reduce pavement clutter, where possible pavement should have minimal obstructions (e) Greening of Warwick Way and Churton Street through tree planting - strongly support improved greening to enhance character of the road, compliment increased space for outdoor dining and to support improved biodiversity, air quality and flood mitigation. Would like to see planting opportunities	(c) Noted. (d) Noted. (e) Noted.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		maximised with both ground planted trees and low-level planting.	
		(f) Widening of existing pedestrian crossing points to provide more space while shortening the crossing distances to make crossing easier - Support improved crossings and reduced widths. Would like to see junction mouths narrowed to induce lower speeds and level paving at all crossings would signal pedestrian priority and again reduce vehicle speeds.	(f) Noted.
		(g) Resurfacing of the carriageway – support	(g) Noted.
		(h) New cycle stands - support improved provision for visitor cycle parking, ideally this would be positioned in the carriage way with locations at either end of the road and in vicinity to the NHS GP practice, this would align with NHS England's Transport Strategy to enable staff and patients to choose active travel for short local journeys. At same time provision could be made for secure hangars for residents and local workers.	(h) Noted.
		(i) I would suggest further efforts to pedestrianise what is an important area for pedestrians providing respite from what are very unwelcoming roads in the surrounding area dominated by heavy traffic and acts as important pedestrian routes in what is a dense residential area. It would be nice to see more of an area plan to build on the approach in these plans with greater effort to de-traffic roads, reduce through traffic and enabling safe active travel for residents and visitors.	(i) Noted, however pedestrianisation is not in the scope of this scheme.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
52.	[redacted] Email dated 22nd November 2023	(a) Over 1,000 patients come to VMC every day. The safety of every one of them should be paramount. (b) The project will cost over £2,000,000 in ratepayers' money and no economic benefit has yet been discussed.	The City Council notes [redacted] comments. (a) Please refer to Response 7.c in Appendix A to this report. (b) Please refer to Response 4.a in Appendix A to this report.
53.	[redacted] Email dated 22nd November 2023	(a) Over 1,000 patients come to VMC every day. The safety of every one of them should be paramount.	The City Council notes [redacted] comments. (a) Please refer to Response 7.c in Appendix A to this report.
54.	[redacted] Email dated 22nd November 2023	I am a resident of [redacted] and wanted to express my support for Warwick Way being a 1-way road. It is much more agreeable and much calmer.	[redacted] comments and support for the proposed measures is noted.
55.	[redacted] Email dated 22nd November 2023	Absolutely NOT!!! (a) Over 1,000 patients come to Victoria Medical Centre every day. The safety of every one of them should be paramount." You will be creating very dangerous Rat Runs amongst residential properties	The City Council notes [redacted] comments. (a) Please refer to Responses 7.c and 1.d in Appendix A to this report.
56.	[redacted] Email dated 22nd November 2023	Objection to plan to reroute traffic. I have lived in this area for over [redacted] years. WCC does not have the concern for the residents. I STRONGLY OBJECT TO YOUR PLAN.	[redacted] objection to the scheme is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
57.	[redacted] Email dated 22/11/23	I wish to register my strong objection to the TMO proposals to impose one-way traffic restrictions. (a) The primary ground for my objection is the failure to offer any public benefit for proposals which, if adopted, will cause considerable traffic congestion, danger, environmental harm and significant waste of Council taxpayers' money. No plan or justification for the proposals has been published. This suggests that it is proposed merely because a similar scheme was implemented unlawfully last year, and those responsible seek to avoid the criticism they rightly earned for their misconduct then. My further grounds for objection include: (b) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. (c) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (d Westminster Council failure to produce a plan for displaced traffic. (e) Pubs and similar establishments should not be encouraged to spill onto streets which are used even more intensively by cyclists, pedestrians and both commercial and other vehicles.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.a, 1.b, 2.a, and 4.a in Appendix A to this report. (b) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report. (c) Please refer to Responses 1.e and 7.c in Appendix A to this report. (d) Please refer to Response 1.a in Appendix A to this report. (e) Please refer to Response 7.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(f) The TMO is proposed for 24 hours a day, 365 days a year, for no declared or discernible purpose. Current al fresco dining facilities are under-utilised for a large majority of the year. (g) At a cost exceeding £2,000,000, I believe this to be a total waste of taxpayers' money, which has far more important social needs. No economic (or any other) benefit to the Council's taxpayers has been demonstrated. Please acknowledge receipt of this objection.	(f) Please refer to Response 9.a in Appendix A to this report. (g) Please refer to Response 4.a in Appendix A to this report.
58.	[redacted] Email dated 22nd November 2023	I am all in favour of the traffic management measures you propose. I might even get a bike if it's going to be safer to ride it.	[redacted] comments and support for the proposed measures is noted.
59.	[redacted] Email dated 22nd November 2023	Traffic Management Order (TMO) Warwick Way and Churton Street: Ref 8033/ND (a) The proposal to make Warwick Way one-way westbound is absurd. There are no coherent plans for eastbound traffic. Victoria Medical centre are very concerned, and I must say that I share their views - see below. (b) The alternative via Longmore Street will direct heavy goods vehicles through narrow streets and difficult corners - a large articulated vehicle would have great difficulty in negotiating this route.	I [redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.a and 7.c in Appendix A to this report. (b) Please refer to Response 1.d in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		I wish to register my objection to the TMO proposals to impose one-way traffic restrictions.	
		(c) I support the objections raised by the NHS Medical Centre on the grounds of safety and access. We have already seen the effects of local road closures - see NHS Medical Centre comments:	(c) Please refer to Responses 1.e and 7.c in Appendix A to this report.
		(d) There is no plan for eastbound traffic.	(d) Please refer to Response 1.a in Appendix A to this report.
		(e) I favour 'Al Fresco' dining facilities in suitable locations, but closing Warwick Way to eastbound traffic is not a viable project. We see many very long articulated vehicles in central London, which may well get blocked in working their way around the proposed one-way system. Satnavs are not a solution to this problem. NHS Medical Centre comments:	(e) Noted.
		(f) "We are absolutely against the decision to make Warwick Way a one-way street with traffic unable to travel eastbound." During Covid and for some time afterwards we experienced the one-way system with pavements extending into the roads. This caused a very large increase in traffic coming through Longmoore Street and into Upper Tachbrook Street with often traffic building up the whole way, making the junction very difficult in particular. Not only is this dangerous for our patients trying to navigate their way on foot to the surgery, but also clogged up our set down area where older and more frail patients can be	(f) Please refer to Response 4.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		'dropped off'. On one occasion I remember seeing a situation where there was so much traffic that an ambulance could not stop in front of the surgery, a situation which probably happens on a daily basis. On top of that the increase in fumes and noise from stationary vehicles in the street was noticeable. It is such a relief to have the normal flow of traffic. Please acknowledge receipt of this objection.	
60.	[redacted] Email dated 22nd November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. (a) I am a long-term resident of Pimlico (nearly [redacted] years) and am very aware of the traffic flow in and around Warwick Way. During the pandemic, with temporary one-way systems in place to allow overspill of restaurants, pubs, and cafes on to Warwick Way, the resulting pile up of traffic in side streets was a constant nightmare and I breathed a huge sigh of relief when Warwick Way became two-way once again. In particular the log jam of traffic around the corner on which the Victoria Medical Centre sits (the junction between Warwick Way and Upper Tachbrook Street) was appalling - this was dangerous not only for the many frail and elderly (and very young) patients, but also for those attempting to access the Tachbrook Street Market, which sits just on the other side of Warwick Way. (b) I cannot see that a return to this situation would be of advantage to anyone except perhaps the businesses benefiting from the overspill areas - and	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 7a and 7c in Appendix A to this report. (b) Please refer to Responses 7.b and 9.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		use of those are limited by both time and weather and in my view should not be encouraged in a mainly residential area.	
		(c) Safe and easy access to the Victoria Medical Centre is crucial to the area - as is access to the various pharmacies that would be affected by this proposal. Pimlico is home to many vulnerable people who use these facilities daily and should be seriously considered.	(c) Please refer to Responses 1.e and 7.c in Appendix A to this report.
		(d) The only plan I have seen for the suggested route to be taken to travel eastwards in place of the section under discussion (the recommended tour during the Covid period) is completely unviable - using narrow residential streets and dangerous turnings. The existing one-way systems through the "grid" are already in place to dissuade through traffic, and to deliberately divert cars and, worse still, delivery vans and lorries, through some of the streets around Warwick Way, Wilton Road and Belgrave Road would, in my view, be criminal.	(d) Please refer to Responses 1.a and 1.d in Appendix A to this report.
		(e) There cannot be justification for making such a one-way system permanent when the only people it would benefit would be those businesses wishing to overspill and their customers - and those for only limited times and in fair weather.	(e) Please refer to Responses 7.a and 9.a in Appendix A to this report.
		(f) I understand that the proposed cost of this change to Westminster City Council would be in the region of £2million - in these difficult times there are surely far better uses for such a sum.	(f) Please refer to Response 4.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(g) I join with the Victoria Medical Centre (of whom I am a long-term patient) and the local pharmacies in strongly objecting to this proposal. Please acknowledge receipt of this objection.	(g) Please refer to Response 7.c in Appendix A to this report.
61.	[redacted] Email dated 22nd November 2023	I write to object to the one-way Warwick Way proposal. I live at [redacted]Charlwood Place SW1V[redacted] and believe this is a major hindrance to our everyday life. The are numerous other reasons which you are aware of. Cost. Hygiene issues from food debris. Access.	[redacted] objection to the scheme is noted.
	Email dated 26th November 2023	(a) I object to the proposed plans for Warwick way and fully support the NHS Medical Centre in asking the Westminster Council to provide a route plan for the displaced traffic.	(a) Please refer to Responses 1.a and 7.c in Appendix A to this report.
	Email dated 2nd December 2023	I write to remind you that I do not agree with these proposals. We see no benefits to a one-way system. In fact, you are making our life more difficult yet don't really seem to care about us the residents. I have lived in Pimlico since [redacted] and totally oppose your one-way scheme. The widening of pavements. Turning the roads into restaurants. Attracting vermin. Wasting our money. The mind boggles but I suppose it's phase one of turning the area into a 15 minute city plan. Please start making things work better in Pimlico rather than the opposite.	Noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
62.	[redacted] Email dated 22nd November 2023	I am a local resident and I would like to register my support for widening the pavement, etc. in Warwick Way. I think these proposals would improve the local environment and make the area more attractive to pedestrians. (a) I am also a patient at nearby Victoria Medical Centre and would like to express my concern to relevant parties that all NHS patients were sent a text message yesterday urging them to object to these proposals. I consider this an abuse of NHS resources and patient data. This also has the potential to skew this public consultation, especially by misleading large numbers of patients about the nature of the proposals.	[redacted] support for the proposed measures is noted. (a) Please refer to Response 4.c in Appendix A to this report.
63.	[redacted] Email dated 22nd November 2023	I strongly support the proposals. In my view they will greatly enhance the public realm in the area. I hope that the improvements will be made soon.	[redacted] support for the proposed measures is noted.
64.	The Between the Squares Residents' Association Committee [redacted] Email dated 22nd November 2023	Submission of the Between the Squares Residents' Association Committee to WCC Consultation on Warwick Way/Churton Street Proposals We make this submission as the six-person Committee of the Between the Squares Residents' Association and, thereby, as representatives of that	The City Council notes The Between the Squares Residents' Association Committee's comments.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		body. Our residents' association covers the area between Warwick Square and Eccleston Square and includes the portion of Warwick Way closest to the commercial area of that street. As such, we are key stakeholders in relation to these proposals. As with the internal consultation conducted earlier this year by the City of Westminster, we shall leave it to individual members of our residents' association to express their own, nuanced, views on these proposals. Like all of us, they will come to those views based on their own experiences of, and uses for, these areas, and after having discussed these proposals with those businesses in the consultation areas whom they use. Our purpose in this submission is to address certain procedural matters arising from this consultation, and our related concerns. (a) Role of Conway in this consultation: As procedural matter, we are concerned about the central role of Conway in this consultation process, particularly given that the company appears already to have been pre-selected as the contractor for the work envisaged by these proposals. (b) Repeated refusal for pre-consultation engagement with our residents' association, despite its being a key stakeholder, and likewise for Warwick Way businesses. Despite numerous requests over this year for our residents' association to be afforded	(a) Please refer to Response 4.b in Appendix A to this report. (b) The City Council's highways team was only made aware of the establishment of The Between the Squares Residents' Association in this TMO consultation. The City Council was not contacted by the committee prior to

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		the opportunity to discuss these proposals with the Council officials who have formulated them, and even with those liaising with them allegedly on our behalf, the possibility of such discussions has been obstructed at every stage, most recently by our three Pimlico North Councillors. Similarly, our request that the businesses on Warwick Way be afforded the same opportunity was refused. This is despite a legal officer of Westminster Council recently stating in writing that there would be 'pre-consultation meetings' with Warwick Way and Vincent Square stakeholders prior to this consultation being launched. We acknowledge that Council officials recently held a pre-consultation meeting with Vincent Square Residents' Association members. But even that meeting was held far too belatedly and only secured after determined efforts by Vincent Square Councillors. For our business neighbours on Warwick Way, this lack of engagement and consultation could have seriously detrimental implications for their livelihoods. These businesses include a large medical practice, dispensaries and pharmacies catering for sick and vulnerable people. A simple way that these shortcomings could have been addressed would have been, at any stage or at various stages, for the Council officials and our Councillors to have held an open meeting or meetings with local residents and businesses about these proposals. Such public engagement also could have helped in bringing about far more effective, and targeted, improvements to our area, which would have been more likely to have long-term benefits for all and also to have been far more cost-efficient.	the consultation and therefore did not refuse engagement. The stakeholders consultee list is being updated and The Between the Squares Residents' Association will be included. An informal public consultation was carried out in December 2022 – February 2023, the City Council consulted and promoted the scheme via a consultation website, online questionnaire, letter drop, residents newsletters and social media. Meaningful information was available to the public and they could provide feedback via the questionnaire, email, phone call or letter. This statutory TMO consultation undertaken in November-December 2023 was also open to the public, the proposed traffic related changes information was available on the TMO website, and the public could provide comments via the TMO email.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(c) Substantive diversion from the Pimlico Neighbourhood Plan. The Pimlico Neighbourhood Plan, which was adopted by Westminster City Council in December 2022 following a local referendum, lists as one of its central policies, specific proposals for the 'Wilton Road/Warwick Way public realm' (Policy PIM 21). This makes no mention whatsoever of Churton Street. However, a large part of the Council's proposed plans and allocated funds in this consultation focuses on Churton Street. Wilton Road is omitted. No explanation whatsoever is given for this substantive change.	(c) The Pimlico Neighbourhood Plan was adopted by the City Council in December 2022, and the proposed permanent scheme was developed from the temporary scheme implemented on Warwick Way and Churton Street during Covid-19 to help the local hospitalities businesses. Therefore, it was not formally governed by the neighbourhood plan during the development. Nonetheless, it received strong support from the local community, then it was decided the City Council would develop a permanent highway scheme that would see public realm and accessibility improvements to these two streets. The scheme is supported by the City Council and it aligns with the Fairer Westminster strategy in terms of improving local high street, promoting active travels and providing more greening.
		(d) Enforcement of existing by-laws. Regardless of the outcome of this consultation, we ask that the Council impose and regularly enforce existing by-laws and other regulations on the placement of outdoor furniture and other street impediments (often including motor bikes), so as to ensure free and safe passage in the Consultation area for all pedestrians and to avoid any encroachment onto that area. This is especially important for the disabled and vulnerable and those with young children. It would also have the effect of assuaging current, and minimising the extent of future, anti-social behaviour.	(d) Inspection will be carried out by the City Council to ensure the hospitalities comply with the outdoor seating application requirements. Please refer to Response 7.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
65.	[redacted] Email dated 22nd November 2023	I welcome the proposals in the consultation. Once implemented they will significantly improve the area for small businesses, residents and visitors.	[redacted] support for the proposed measures is noted.
66.	[redacted] Email dated 22nd November 2023	I would like to offer support for this scheme. Warwick Way has long been over-dominated by the car, especially on Saturdays when parking restrictions are lifted; the road would often be jammed by cars navigating round the parked cars. As Pimlico's main shopping street, it is high time priority was given to shoppers on foot. When there was temporary outdoor dining space and a one-way system during the COVID period, this greatly enhanced the area. To make that permanent with more attractive and installations will be a great asset to residents, shoppers and diners. One specific request - the pavement immediately outside Sainsbury's is over-crowded: there is a bus stop, bike park and double bin all within feet of one another (bad planning the first place). It makes movement along this part of the pavement very difficult especially for those with pushchairs or wheelchairs. When the pavement is widened under the scheme, I hope this can also be addressed.	[redacted] support for the proposed measures is noted. The pavement area outside Sainsbury does not form part of this proposal.
67.	[redacted] Email dated 22nd November 2023	[redacted] and I would like to record our support for the one-way traffic scheme on Warwick Way. We live in Churchill Gardens ([redacted]) and look forward to a quieter Warwick Way.	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
68.	[redacted] Email dated 23rd November 2023	I have lived in Pimlico for [redacted] years and am in favour of the proposed plans for Warwick Way and Churton Street. This will help improve the liveability for the vast majority of residents and local small businesses in the area.	[redacted] support for the proposed measures is noted.
69.	[redacted] Email dated 23rd November 2023	I fully support the current plans to enhance both Warwick Way and Churton Street but I am concerned it is proposed to allow two way cycling in a one-way traffic system. Surely this will result in accidents. I would not support establishing cycle lanes. The plans as proposed should enhance the area for pedestrians only.	[redacted] support for the proposed measures is noted.
70.	[redacted] Email dated 23rd November 2023	I am getting in touch in support of the fantastic plans to widen the pavements on Warwick Way and Churton Street. My husband and I were disappointed when the street became a two-way street again after temporary changes were made during the pandemic. Since then, the neighbourhood has changed, the street is noisier and there are fewer places to sit outdoors at the many restaurants and pubs in the area. So pleased this proposal has been put forward and hope that it is able to go ahead.	[redacted] support for the proposed measures is noted.
71.	[redacted] Email dated 23rd November 2023	Objection	Noted.
72.	[redacted]	I wish to register my objection to the proposal to make part of Warwick Way in Pimlico one-way. (a) This scheme is based on flawed research, dubious consultation and in the face of considerable local opposition.	[redacted] objection to the proposed measures is noted. (a) The results from the informal public consultation showed a majority support for both proposals overall. Generally, there was greater support from those in close

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 23rd November 2023	(b) My objection is privileged in that we have already seen the unpleasant consequences when a temporary one-way order was imposed. Traffic congestion increased and with it came more air pollution, higher fuel consumption and greater disturbance to neighbouring streets. All of which flies in the face of the Mayor's purported determination to achieve the opposite. There is no good reason for this proposal to go through: the reasons for supporting it are several and bad	proximity to the scheme. Support for the proposals was also received from all Pimlico North ward members and 7 neighbourhood forums and residents' associations in the vicinity. (b) Please refer to Responses 1.b and 2.a in Appendix A to this report.
73.	[redacted] Email dated 23rd November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. We live in Pimlico with our children and have been residents of the area for nearly [redacted] years. There has already been a marked increase in traffic through side streets in Pimlico which are residential, and a further increase would be a significant concern. The grounds for our objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) We support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (c) Westminster Council refuse to produce a plan for displaced traffic. (d) We do not wish to encourage pubs to spill onto the streets. (e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year. (f) At a cost exceeding £2,000,000, we believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC.	(b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) Please refer to Response 1.a in Appendix A to this report. (d) Please refer to Response 7.b in Appendix A to this report. (e) Please refer to Response 9.a in Appendix A to this report. (f) Please refer to Response 4.a in Appendix A to this report.
74.	[redacted] Email dated 23rd November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions in Warwick Way. (a) I fear that the restriction on eastbound traffic on Warwick way leading to diversion along Gillingham, Longmore and Upper Tachbrook Streets would result in congestion and pollution and seriously affect access to the Medical Centre. I live in Eccleston Square and fear that we too would become a rat run for eastbound traffic.	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 1.b, 1.c 1.e and 7.c in Appendix A to this report. • Available traffic model and survey data provides no evidence that traffic demand increased significantly through Ecclestone Square under the temporary one-way scheme and demonstrates that traffic levels are expected to be lower than pre-Covid values even with the proposed permanent changes to Warwick Way.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			• Ecclestone Square is not and would not be (under the proposed scheme) the most efficient route for any longer distance eastbound traffic travelling through Pimlico, other routes are quicker or have similar journey times. Identifying a benefit for traffic to use St George's Drive and Ecclestone Square is only possible by considering journey start points from within a very small region of Belgravia. • In terms of a local diversion route for eastbound traffic from Elizabeth Street/Elizabeth Bridge, travelling via Ecclestone Square provides no significant benefit in terms of journey distance or journey time when compared to primary local routes via Belgrave Road or Denbigh Street. • It is possible that a proportion of eastbound traffic from St George's Drive may experience a quicker journey diverting through Ecclestone Square under the proposed scheme, but this volume is expected to be low and is negated by the overall drop in eastbound traffic flow. • Post-implementation monitoring will determine what, if any, changes occur in traffic flow along alternative eastbound routes so that further mitigation might be considered.
		(b) Whilst I am generally in favour of improved facilities for pedestrians and cyclists and enjoy the villagey experience of outdoor drinking and dining I am unable to support the present proposals without seeing a plan for the displaced traffic	(b) Please refer to Response 1.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
75.	[redacted] Email dated 23rd November 2023	I just wanted to comment on the Public realm proposals by Westminster council to create a more 'town centre' feel to the area around Warwick way. I have lived in this area for [redacted] and a half years now and consider this little area of London home. I have everything I need on a daily basis within a 5-minute walking distance, and it already does feel quite local and homely to me. I think the proposal to expand the sidewalks and reduce the flow of cars through Warwick way is a phenomenal idea! The al fresco experience under lockdown really highlighted to me how amazing and wonderful the community of restaurants and pubs are on that street, bringing that back would be an incredible blessing to the local community. I also hope that by reducing traffic on that street and promoting biking more we will have a safer environment for people. I'm in full support of this plan!	[redacted] support for the proposed measures is noted.
76.	[redacted] Email dated 23rd November 2023	I am completely in favour of going back to the one-way scheme which we had before. The fewer cars we have going through Pimlico and, indeed, London, the better.	[redacted] support for the proposed measures is noted.
77.	[redacted] Email dated 23rd November 2023	I support the proposed scheme. I work in [redacted], and this scheme is near my offices. In particular, I support the improved pedestrian and cycling provision and space for outdoor dining.	[redacted] support for the proposed measures is noted.
78.	[redacted]	I am in great support for the proposed "Traffic Management Order" for Warwick Way and Churton Street. I have lived in Pimlico for many years, and when the temporary structures and outdoor areas were in place, it brought a lot of liveliness to the area.	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 23rd November 2023	I can only imagine how great the area will become with the full package in place.	
79.	[redacted] Email dated 23rd November 2023	Both so called Consultations are fundamentally flawed. Why? (a) Due to the Contractor who has been awarded the works contract in advance carrying out the Consultation A gross case of a conflict of interest!!!! Also, regarding Warwick Way it is a main thoroughfare from Vauxhall Bridge Road to Ebury Bridge and vice versa Norman [no] thought has been given to the obvious displacement effect... which current roads will have much more congestion … hence more air pollution. (b) Also, in both cases the Consultation timeline is too short for any meaningful Consultation on issues affecting hundreds of residents and businesses.	The City Council notes [redacted] comments. (a) Please refer to Responses 4.b, 1.b and 2.a in Appendix A to this report. (b) Three weeks is the statutory length for a Traffic Order consultation. The City Council has indicated that there are no plans at the present time to deviate from the statutory process. The duration of informal public consultation undertaken in December 2022 – February 2023 was 8 week and was considered reasonable, Christmas and New Year holidays were being taken into account.
	Email dated 29th November 2023	I wish to have sight of all the comments received	Noted.
80.	[redacted]	I am writing in strong support of the proposed changes to Warwick way and Churton Street in Pimlico. I have studied the plans and the recent changes with great interest. I have lived in Pimlico for [redacted] years and this change will be one of the most important improvements to the neighbourhood that I have ever	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 23rd November 2023	experienced. It will give Pimlico a heart. It will make it a place people want to visit rather than just a convenient (and cramped) necessity. I have the following specific comments: 1. The changes to traffic flow will alter the way I drive around and through Pimlico but I see them as a minor inconvenience. As has happened in many parts of London, travel by car can no longer be a priority and enhancing our living spaces must be one of the highest priorities. A small diversion for people traveling west to east along this route seems perfectly acceptable. 2. It should be noted that not a single bus route uses Warwick Way so it is clearly not a 'significant' route through London. I imagine a lot of the traffic using Warwick Way is not through traffic but people travelling to or from the area. 3. The temporary measures that were introduced during the pandemic made a big difference to the ambience in Pimlico and more people were making use of the outdoor seating. This might be expected during the pandemic, but this continued after the restrictions were removed and things got back to normal. With a one-way street suddenly we were less beholden to the car and people seemed to treat the centre of Pimlico more as a place they wanted to visit. To make this permanent would give a boost to local businesses and a sense of pride to the residents. 4. Both Churton Street and Warwick way are used by visitors and local workers (of which there are	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		thousands). There is more and more demand for services in the area, but the narrow pavements and traffic heavy main streets are not conducive to people being able to enjoy the experience of shopping and eating. I wish with all my heart that this proposal goes ahead.	
	Email dated 30th November 2023	Today I received the attached Mail Drop that effectively creates an email to send to you by way of an objection to the proposals for Warwick Way and Churton Street. It does seem to ignore the findings of an earlier consultation that found a huge support for this scheme in the local community. It states that Warwick Way is the main East West Route through Pimlico but ignores the rather faster and less dangerous routes along Buckingham Palace Road and the embankment. Yes, they skirt Pimlico and have always left us with a quieter community than say the King's Road or Fulham Road. Indeed, no bus routes use Warwick Way so it is difficult to justify Warwick way as a 'main route'. I'm not sure why one needs to cost justify an improvement like that proposed. The benefits to pedestrians with wider pavements and the local businesses which can spread out a little and, on top of that, more people spending more time in Pimlico seem justification enough. At present Warwick Way has narrow pavements and there is clearly a desire for outside cafe locations since the outside seats are often	Please refer to Response 4.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		occupied even in weather when I would usually rather be inside. As for Churton Street, they could hardly think of any reasons to object to that one! I strongly support this scheme and can't wait for it to be realised. [Please refer to item 4 in Appendix C]	
81.	[redacted] Email dated 23rd November 2023	(a) I wish to register my objection to TMO proposals (for Wilton Way and surrounding roads) to impose one-way traffic restrictions and changes to parking arrangements which will cause inconvenience, costs and dangers to both vehicles and pedestrians. The changes are entirely unnecessary and will result in chaotic traffic conditions compared with the current arrangements. (b) I also endorse the objection of Victoria Medical Centre on the grounds of patient safety (of whom I am one).	(a) [redacted] objection to the proposed measures is noted. Please refer to Response 1.b in Appendix A to this report. The parking changes for Warwick Way and Churton Street proposals are summarised in Appendix G. (b) Please refer to Response 7.c in Appendix A to this report.
82.	[redacted] Email dated 23rd November 2023	(a) I am writing to express my concerns about the proposed changes to Warwick Way, specifically the conversion into a one-way street with a cycle lane. As a resident who commutes daily using this route, I believe these changes could significantly impact my commute. While I understand and appreciate the city's efforts to promote cycling and reduce traffic congestion, I would	The City Council notes [redacted] comments. (a) Please refer to Response 6.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		like to point out that I commute using an electric vehicle. This mode of transportation is eco-friendly and aligns with the city's sustainability goals. Electric vehicles produce zero direct emissions, which improves air quality, enhances public health, and reduces environmental impact. (b) The proposed changes would force me to take a longer route to work, increasing my travel time and potentially the energy consumption of my vehicle. This seems counterproductive to the city's environmental objectives. (c) I kindly request that the city council consider alternative solutions that accommodate all types of eco-friendly transportation, including electric vehicles. Perhaps a compromise could be reached where certain hours are designated for one-way traffic, or a portion of the road could be allocated as a two-way street for electric vehicles. Thank you for considering my objection. I am open to discussing this matter further and contributing to a solution that benefits all residents and aligns with our shared goal of a sustainable and eco-friendly city.	(b) Please refer to Response 1.f in Appendix A to this report. (c) Currently the City Council is not considering further interventions, it is also not feasible for the road to be one-way traffic for certain hours or a portion of the road to be allocated as a two-way street for electric vehicles. The feasibility of implementing EV charging points in this area will be reviewed under a separate EV charging scheme within the City Council.
83.	[redacted]	I would like to give my input into the new proposals. I'm a local resident and I think the plans are a really good idea. It will make the cafes and restaurants have some more space for dining in the summer which would be lovely and help with the community and	[redacted] support for the proposal is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 23rd November 2023	village feel of Pimlico and Victoria. The addition of the cycling way is also a good idea as it makes it safer for cyclists to get around as there is not enough cycling lanes in this area. The reduction in traffic will be good as well so that it's easier to walk about. However the amount of empty shops or charity shops around there I think give it a negative impact. Small boutiques and cafes like on Elizabeth Street are a good idea. I also think these widen streets would be good for Wilton Road	
84.	[redacted] Email dated 24th November 2023	My wife [redacted] and I believe making Warwick Way a one-way street will severely increase local congestion and our access to our home at [redacted].	The City Council notes [redacted] comments. Please refer to Response 1.b in Appendix A to this report.
85.	[redacted] Email dated 25th November 2023	We object strongly to the above. (a) No benefit will be gained in reducing traffic or congestion. (b) On the contrary it will turn the surrounding roads such as around Vincent square or Maunsel Street where we live into rat runs making these quiet residential streets into main thoroughfares.	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 1.b in Appendix A to this report. (b) Please refer to Response 1.d in Appendix A to this report. Further information on the traffic impact assessment is enclosed in Appendix H.
86.	[redacted] Email dated 25th November 2023	Over 1,000 patients come to VMC every day. The safety of every one of them should be paramount. I strongly object to this proposed scheme.	The City Council notes [redacted] comments. Please refer to Response 7.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
87.	[redacted] Email dated 25th November 2023	Referring to a new one-way traffic system for Warwick Way my husband and I, as patients of the Victoria Medical Centre, wholeheartedly endorse the objections put forward on our behalf by the Patients Participation Group regarding easy and safe access for patients and ambulances	The City Council notes [redacted] comments. Please refer to Responses 1.e and 7.c in Appendix A to this report.
88.	[redacted] Email dated 25th November 2023	I do not believe this project should go ahead for the following reasons: (a) Making Warwick Way one-way will seriously disrupt the already pretty disrupted traffic that legitimately needs to make its way east/west. (b) I believe that WCC historically under-estimates the downsides of these schemes and overestimates the benefits. WCC particularly ignores the misery of those forced to drive from schemes like this (which, for me, mostly means when trying to move my elderly parents around). (c) I am particularly concerned that this is yet more poor value for money traffic work (£2M, no economic benefit clearly identified, likely economic loss from further slowing down traffic in Westminster). (d) It's worth noting that I lived in Westminster for over 10 years without owning a car, and I cycle/run/walk vastly more than drive. I am not in principle against schemes like this, but I think we WCC has gone way, way too far making driving miserable and this seems like yet another excessive assault on driving times in Westminster for no real benefit.	The City Council notes [redacted] comments. (a) Please refer to Response 1.f in Appendix A to this report. (b) The City Council recognises that with any proposed scheme there may be occasions where there is a transition period to fully understand the benefit of said scheme. (c) Please refer to Response 4.a in Appendix A to this report. (d) Please refer to Response 1.f in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
89.	[redacted] Email dated 25th November 2023	I am writing to object to the proposal to make part of Warwick Way a one-way road, ref. Traffic Management Order (TMO) Warwick Way and Churton Street 8033/ND. As a patient at the Victoria Medical Centre, I know that over 1,000 patients come to the Medical Centre every day, including frail members of the local community. The safety of every one of the Centre's patients, and all who either live or work in the area, should be paramount.	[redacted] objection to the proposed measures is noted. Please refer to Response 7.c in Appendix A to this report.
90.	[redacted] Email dated 25th November 2023	I have lived in Pimlico for [redacted] years and retired just this year so I'm likely to spend even more time in the area. I think the proposals to widen pavements, providing more space for pedestrians and for outside tables and chairs is very welcome. Currently the pavements are cramped and, having experienced the changes as instituted during the pandemic, think it would be an excellent idea to make those changes permanent. There are further changes to the road restrictions in the new plan which I think would only enhance the project. I do drive in London and realise that the car is not the priority so a detour around Warwick Way seems acceptable. In fact, I can only say that the benefits of the changes far outweigh any small I inconvenience to drivers.	[redacted] support for the proposed measures is noted.
91.	[redacted]	Although I live in [redacted], which is a little distant from the area under discussion, I use the roads in question on a daily basis, going to supermarkets, the Victoria Medical Centre and Pimlico shops.	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 26th November 2023	I am puzzled by this proposal. While one-way traffic restriction offers local cafés and public houses an opportunity for extended alfresco eating and drinking, that opportunity comes at immense risk which I highlight below. For the reasons given here I wish to register my objection to the TMO proposals. (a) The streets subject to detour are currently relatively traffic free and together with the traffic lights/pedestrian crossing arrangements in Warwick Way ensure the whole area is safe for pedestrians. That will not be the case if these proposals are implemented: the alternative route has no zebra crossings and no lights yet traffic density on the route will increase. And it will not help to insert crossings anywhere on the proposed route as doing so will create congestion and increase danger. The difficulties will only be mitigated if, other, currently quiet streets in Pimlico become rat-runs, thus spreading the problem elsewhere. Surely the Council does not intend this. (b) I see very little evidence that alfresco areas are so heavily used that it is necessary to spend £2m to provide for 24/365 facilities, particularly now the pandemic is over. It is deplorable anyway that the Council should use Council Tax to encourage extensive pavement drinking outside public houses. (c) I understand objections have been raised by the NHS Medical Centre and local pharmacies on grounds that the proposals compromise patient safety, limit	(a) Please refer to Responses 1.c and 1.d in Appendix A to this report. (b) Please refer to Responses 4.a and 9.a in Appendix A to this report. (c) Please refer to Responses 1.e and 7.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		access by ambulances and endanger the infirm. As an older person I am well aware of this potential problem. Given the high numbers of people attending the Centre daily the increased density of traffic immediately outside its entrance and exit will inevitably compromise patient safety and this will significantly outweigh the economic benefit of the proposals to a handful of local businesses. I urge you to reconsider this unwise proposal and abandon it.	
92.	[redacted] Email dated 26th November 2023	I live in [redacted] and I'm completely against the proposed reworking of the traffic flow. In first instance there is no need to amend anything as the traffic is not congested and the roads are safe. (a) This is a complete waste of time and public money that could be used to many other emergencies (homeless crisis and public safety to name two). (b) The proposed scheme will increase congestion and pollution (as cars stands in the street for longer) for unclear benefits. It is time that public servants start tackling the real issues instead of making life of residents more difficult.	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 4.a in Appendix A to this report. (b) Please refer to Responses 1.b and 1.f in Appendix A to this report.
93.	[redacted] Email dated 26th November 2023	As a resident of Charlwood Place I very much support the proposals. I believe that this will encourage a calmer environment generally and increase welcome pedestrian activity	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		supporting local business and the wider local community.	
94.	[redacted] Email dated 26th November 2023	I very much support the above improvements in Warwick Way and Churton Street. They will benefit local residents, local shops, local bars and restaurants and well as making our area a pleasant place to visit for outsiders. We are lucky to have this money spent on our area and I very much look forward to the scheme going ahead.	[redacted] support for the proposed measures is noted.
95.	[redacted] Email dated 26th November 2023	I support this scheme as I believe it would be transformational for our area and that residents, businesses and visitors would benefit. Up until now Pimlico has lacked investment in its public realm for many decades, this scheme is in line with the Pimlico Neighbourhood Plan and fulfils the need to improve the physical environment/public realm in our commercial areas (policy PIM 21). I am a member of the CCRA and at our AGM, there was very strong support for this scheme. I believe the scheme will be of benefit by proving a more welcoming ambiance will enhance still further the sense of community as well as the constant stream of tourists that stay in the hotels in Pimlico. I believe it will be good for our existing shops and will encourage new businesses into the area. I support the reduction of non-local, through traffic in Warwick Way as it will improve air quality there.	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Some other points we have uncovered and discussed at our AGM: • All previous consultations and surveys have shown strong support by residents and businesses. The WWC survey this year showed 79% support for the Churton Street scheme and 83% support for the Warwick Way scheme among people based within Pimlico. • Bike stands on the pavement should not be sited outside hospitality businesses as this could impact the amount of 'alfresco' space available. • Lampposts should, where possible, be sited next to parking bays and fitted with EV charging points, and that charging provision in general (including EV-only spaces) should be improved.	The bike stand locations will be further reviewed in the next design stage however their provision is an important feature within the scheme proposals in supporting active travel. The lamp posts proposed for this scheme do not have EV charging function. The feasibility of implementing EV charging points in this area will be reviewed under a separate EV charging scheme within the City Council.
96.	[redacted] Email dated 26th November 2023	Can I please express my deep concerns around changing Warwick Way permanently to a one-way traffic system? This is in response to consultation reference 8033/NY. (a) It is a very important East-West thoroughfare in Pimlico and I'm particularly nervous around the lack of direct routes for emergency vehicles, and also the extra pollution that more roundabout routes in Pimlico will create - there is no way that I can see this change to one-way as supportive of net zero targets for Westminster. I also have concerns around good governance, in that the consultation (and works?) are	The City Council notes [redacted] comments. (a) Please refer to Responses 1.e, 2.a, and 4.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		being performed by Conway, which seems a clear conflict of interest given their other influence in the neighbourhood. (b) Can we please have a proper consultation on this change, ideally without it being steamrolled over the residents of Pimlico? I also don't know where we keep on getting the money for these roadworks during a cost of living crisis... please let us just be without constantly tinkering. (c) I am a long-term resident of Pimlico, having lived here since I moved to London well over [redacted] ago. I strongly object to these plans.	(b) Three weeks is the statutory length for a Traffic Order consultation. The City Council has indicated that there are no plans at the present time to deviate from the statutory process. (c) Noted.
97.	[redacted] Email dated 27th November 2023	I write in support of the scheme	[redacted] support for the proposed measures is noted.
98.	[redacted] Email dated 27th November 2023	I am completely against this insane and poorly thought-out scheme on every level and wish to register my opposition to this particular and any other schemes along these lines. (a) Genuine concerns have been made along the lines of congestion, rat runs, safety and emergency vehicle access and these are being ignored by the elected officials. It would seem once again, a Council backed scheme is being pushed through with little or no consideration to the people who live in the area. Ulterior motives.....I believe so....	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b and 1.e in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
99.	[redacted] Email dated 27th November 2023	We have carefully looked at the proposals, we do not agree that this would be better for the community or the traffic flow. We have been here for approximately [redacted] years as a retailer, traffic flow has always been reasonable however during and after Covid pandemic Warwick Way traffic was one-way similar to your proposals which was not good for business as well as heavier traffic than usual. (a) One of our main concerns is that we will lose customers due to it been one-way, as well as your proposal for a loading bay [redacted] this will affect our trade substantially, large goods vehicles completely block view of the store, the loading bay should remain directly outside Tesco. We are already suffering as a small business; this proposal would completely damage us and all the small business along Warwick Way.	[redacted] objection to the proposed measures is noted. (a) The proposed loading bay in this location on the south side of Warwick Way is 15m long to accommodate the large HGVs primarily servicing TESCO but also other residences and businesses. The position of the loading bays generally on Warwick Way have been determined based on a number of factors: • Maintaining footway widths: 2m or the existing width, whichever is the narrower. The proposed layout has been designed to ensure that as a minimum, existing public highway footway widths are maintained and, ideally, this would be a 2m wide footway; • Width of loading bays: 2m. Proposed loading bays will be set into the footway and will be at the same level as the footway so that, when not in use by servicing vehicles, the available space can be utilised by pedestrians. The kerb at the front of the loading bay is, necessarily, full height but vehicles will be able to gain access as these kerbs will be chamfered;

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			• Carriageway width: 5.25m. Warwick Way will operate one-way westbound for general traffic in the proposed scheme. As this road is used by buses, the minimum width of the vehicle lane must be 3.25m. Warwick Way is also a key east-west cycle corridor through the Pimlico area and the proposed scheme has sought to reflect this by allowing two-way operation for cyclists with a 2m wide contra-flow cycle lane accommodated on the north side of Warwick Way between the junction with Belgrave Road and Upper Tachbrook Street. The width of 2m is the minimum recommended to provide an adequate level of service for the numbers of cyclists using the route. It also enables cyclists to safely pass the loading bays without risking being hit by vehicle doors; and • Utilities. There are a number of underground utilities present in the footways and carriageway of Warwick Way. These are expensive to relocate and the design rationale has been to keep relocations and diversions to a minimum. Looking at the loading bay positioned outside No 16 ([redacted]) and Nos 18 to 24 (TESCO) Warwick Way, its location has been governed by the factors outlined above but also the proposed loading bay on the north side of Warwick Way. The two loading bays overlap and Warwick Way is only wide enough to accommodate both sets of bays in this location. The carriageway gets progressively narrower towards the junction with Denbigh Street and Wilton Road and the footways are

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			too narrow to donate any additional width to enable the bay on the south side to move any further west. The only way to move the loading bay on the south side of Warwick Way to the west, away from [redacted] would be to reconsider the overall Loading bay provision in the proposed scheme and unfortunately, this would equate to a significant reduction in the loading capacity in a busy retail district. Also, the proposed arrangement does not change the access or servicing to [redacted]. Therefore, the suggestion is not recommended.
100.	[redacted] Email dated 27th November 2023	The above scheme may be helpful for the few people that want to eat and drink on the pavement, which was fine during Covid, but this is unnecessary now and will cause inconvenience for many, not least those who live in the immediate area where roads will become rat runs and pollution will increase. (a) You have a very busy surgery on Tachbrook Street which serves hundreds of people every day, many of whom are elderly as I am, this would be a detrimental scheme for many in favour of the few to eat drink and be merry causing extra litter and hazards. (b) I know the surgery is opposed to this scheme as is the Vincent Square residents Association. (c) The need for extra space for al fresco dining is limited due to our weather, yet I understand this is planned to be used 365 days of the year, why?	The City Council notes [redacted] comments. (a) Please refer to Responses 2.c, 7.b and 7.c in Appendix A to this report. (b) Noted. (c) Please refer to Response 9.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(d) I also understand it will cost circa £2million, if so what an utter waste of ratepayers money. (e) I further understand that FM Conway one of your main contractors provided data for this consultation and was involved in the previous consultation, surely that raises a conflict of interest as they would hope to get the work. I also note, as do many that Conway must be one of the slowest contractors around, as every contract I have seen them do in the area tends to take far longer than necessary and as they appear to work such a short working day it is no wonder. (f) The scheme proposed is flawed and does not take account of the extra pollution caused by local streets being used by vehicles to find ways around the one-way system, but to introduce a scheme that adversely affects one of the busiest surgeries in London is unforgivable, just so that a few people have more space to eat and drink which is only viable when the weather is fine. Please do not proceed with this flawed scheme.	(d) Please refer to Response 4.a in Appendix A to this report. (e) Please refer to Response 4.b in Appendix A to this report. (f) Please refer to Response 2.a in Appendix A to this report.
101.	[redacted] Email dated 27th November 2023	The decision to turn Warwick Way and Churton Street into one-way streets makes no sense on any count. It would be better and preferable to sort out the never-ending road and pavement work on Warwick Way as this is a main artery going East-West in Pimlico. (a) Turning both streets into one-way streets will just lead to more traffic on residential streets, people	The City Council notes [redacted] comments. (a) Please refer to Responses 1.d and 2.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		seeking to find rat-runs and adding pollution to these quiet streets. (b) The cost is estimated to be some £2M which is a total waste of tax/rate payers and offers absolutely no financial gain or benefit. Please rethink this decision.	(b) Please refer to Response 4.a in Appendix A to this report.
102.	[redacted] Email dated 27th November 2023	(a) We did believe - before the plans arrived - that Charlwood Place, [redacted], would be changed to one-way direction in this new scheme (entry at Charlwood Street side). We think the plans indicate it will remain 2-way, (?). which may increase traffic slightly on this narrow street. (b) We also believe that a good portion (65%?) EV outlets on lampposts ought to have dedicated EV parking spaces to accompany them.	The City Council notes [redacted] comments. (a) Charlwood Place has been maintained as two-way to retain as much accessibility as possible for residents. Nevertheless, it is recognised that the one-way arrangement on Churton Street might result in additional traffic on Charlwood Place that increases localised, if only very short term, congestion and inconvenience. Post-implementation monitoring will determine whether or not further mitigation measures might be required, such as making Charlwood Place one-way northbound. (b) The lamp posts proposed for this scheme do not have EV charging function. The feasibility of implementing EV charging points in this area will be reviewed under a separate EV charging scheme within the City Council.
103.	[redacted] Email dated 27th November 2023	(a) We wish to add another reason for objecting: We are elderly pedestrians and probably our greatest fear is of cyclists completely ignoring any rules. The proposed scheme will make matters even worse	The City Council notes [redacted] comments. (a) Please refer to Response 6.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		because of the multiplicity of contra flow cycle lanes, both mandatory and voluntary. (b) Another objection we have, is that when the scheme was in place previously, the 'enhanced' areas for pub users caused us to walk in the road. It was usually chaos.	Similar to many one-way workings with cycle contra-flow in the City, both the cyclist and pedestrian has responsibilities to ensure the safety of each other. The proposals include widening the footway to make the pedestrian crossing shorter reducing the risk of collision. There has been no evidence that introducing cycle contra-flow increases cyclist/pedestrian collision. (b) Please refer to Response 7.a in Appendix A to this report.
104.	[redacted] Email dated 27th November 2023	We live in [redacted], Pimlico. The proposals do not state where the displaced traffic will drive instead (to avoid that stretch of Warwick Way). Can you provide us with that detail please, and also explain why it is not included in the proposal documents? Surely it is the first and most relevant question.	This comment was responded to via a phone call, WSP explained the proposed scheme.
	Email dated 27th November 2023	(a) I live on [redacted], which is highlighted on Satnav as the route for displaced cars off Warwick Way. My street is residential. It is not a main route through London. I do not understand any basis whatsoever for moving significant traffic onto it without appropriate assessment. Who is deciding this and on what basis? It seems simply unbelievable that anyone without frankly some vested interest would think it's reasonable to displace the equivalent of the North or South Circular onto local residential streets?	(a) Please refer to Response 1.d in Appendix A to this report. Further information on the traffic impact assessment is enclosed in Appendix H. Due to the nature of the junctions and roads, the eastbound route via Guildhouse Street-Longmoore Street is a less attractive route compared to the Gillingham Street – Wilton Road route. The route via Longmoore Street requires traffic to yield priority to westbound traffic on Gillingham Street, make a tight turn

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			from Guildhouse Street into the very narrow Longmoore Street (which has parking on both sides) and yield priority again to two-way traffic on Wilton Road, where visibility is constrained and is close to the signal junction where crossing through a traffic queue might be required. The route via Wilton Road requires traffic to only yield priority once, to two-way traffic on Wilton Road. This is therefore safer as well as being less prone to delay. The additional delay and inconvenience means there is no significant advantage to using the route via Longmoore Street in preference to Wilton Road. A review using Google Maps navigation tool shows the routes as being a similar distance, yet with up to an additional 1-minute journey time via Longmoore Street at peak times. (b) Officers collect consultation responses and provide the factual information in an unbiased way to the Cabinet Member for Air Quality and City Management or relevant Decision Maker. This includes respondents' postcodes to understand where responses come from. The Decision Maker uses their judgement on the evaluation of that information and any decisions they chose to take, as the elected person and decision maker to do so.
		(b) Also, why are you treated as equivalent the views of people who are not affected at all by the displaced traffic to those who are? You'd be content for someone to send a noise-filled, polluted road down your street? Again, how is this permitted under road law?	
	Email dated 28th November 2023	Thank you very much for speaking to me just now - I am forwarding this so it can be included as appropriate. I have not received any response from anyone to date, other that my very helpful MP who has been told that	Noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		measures are being put in place to stop rat runs. This has not been demonstrated.	
	Email dated 28th November 2023	The TMO rightly cannot give any direct assurance - they are a third-party agency tasked with collating views. They couldn't give any more than that, which I understand. How do you or I know how many journeys are local versus other? Local won't loop around somewhere else, they will drive up Belgrave and down my street - and on down tiny Longmoore. How is this even part of the original proposal? And more crucially how is the fact that the votes of the minority affected will be entirely swamped by those unaffected be dealt with?	[Response from councillor by email] We have been pushing in full council meetings for the views of those living closest to consultations to be given more weight than those living outside the area but this does seem to come down to a political decision by the majority party. Perhaps [redacted] can shed some light on this concern?
	Email dated 28th November 2023	Hi [redacted] Thank you. With respect, that is nonsense. This is a traffic scheme, not a political principle. As I understand it, this was driven by the Pimlico Neighbourhood Forum, and Westminster Council should be the sensible decision-maker based on facts. We have a traffic scheme suggested by a powerful shop-led group, which has great detriment to those living close by (you have acknowledged this by not answering my direct question on the 500/700m point). This is not a political decision. It is a traffic decision.	Please refer to response below.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		I am not saying stop the scheme. I want local streets, in particular very small ones, not to be swamped by an entire B road of thousands of cars daily. I would expect a sensible Council, of whatever colour, to recognise this.	
	Email dated 28th November 2023	Dear [redacted] Could you please provide a copy of the principles under which Westminster Councillors serve? Either one believes the traffic assessment to be accurate, or one asks for more weight to be given to those living next to Warwick Way. The two are contradictory. If you believe a traffic plan is flawed, then it is your duty to raise to the highest level in the Council. A traffic decision cannot be decided on an incorrect basis. Hundreds, perhaps thousands, of cars will be making their way daily down the tiny stretch of Longmoore Street, and queuing to cross Wilton Road with its pedestrians. This will result in significant localised pollution (children live in the houses, along with several elderly) and potential danger from cars trying to cross a busy road. I am just asking for a sensible compromise, to not route Warwick Way down residential streets.	[Response from councillor by email] I have no reason to doubt the accuracy of the plan and don't think I have said otherwise. I have referred to officers to comment on the weight being given to various responses in this case but I know on other consultations, equal weight has been given under this administration regardless of where people live. The principles under which I try to operate are listed here: https://www.gov.uk/government/publications/the-7-principles-of-public-life/the-7-principles-of-public-life--2

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Dear [redacted] - I would welcome your thoughts on this, thanks.	
	Email dated 28th November 2023	[redacted], please could you respond? I can show you in 10 minutes the several hundred cars going westbound down Warwick Way. Your proposal specifies two alternate routes, with timings. What are these routes? Please bear in mind that you are serving the community. This is a reasonable question.	[Response from Officer by email] Thanks for your queries regarding the Council's proposals for Warwick Way town centre. I can see that a number of email chains have found their way to me regarding the above scheme, so I intend to reply in this one so as not to convolute responses. Your two FOI requests will be dealt with via the usual council process and responded to in due course. For the avoidance of doubt, I'm a council officer within Westminster City Highways rather than a Councillor, as you stated in another email. I am therefore not a decision maker on the proposals, decisions are taken by Cabinet Member for Air Quality and City Management. I am also covering for a colleague whilst they are away so will be passing back to her when she returns to work. So I can deal with you enquiry efficiently, please may you clarify the specific queries you have relating to the proposals if they have not already been included in your FOI requests. I will endeavour to respond as quickly as I can, however, this could take me a little time depending on the queries posed. To address Cllr Pitt Ford's question, we can't comment on the weight given to consultation responses, we provide the factual information in an unbiased way to the council's Cabinet Member. This includes respondents' postcodes to understand where responses come from.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			The Cabinet Member uses their judgement on the evaluation of that information and any decisions they chose to take, as the elected person and decision maker to do so.
	Email dated 28th November 2023	I requested certain information from you, as a local resident, and you have not responded. As I stated, I am now including our MP and the Councillor in charge of this traffic proposal. I want to confirm the following with you: (a) under what process were you chosen to complete this consultation? (b) do you have any links with local residents, whether businesses or individuals, in terms of affiliations whether financial, or other beneficial association? (c) please confirm that since you are assisting in running this consultation, you will excuse yourselves from the £2m building project since this is now a potential conflict of interest.	(a) The TMO consultation is carried out under the Road Traffic Regulation Act 1984. (b) FM Conway and WSP have no links with local residents, whether businesses or individuals, in terms of affiliations whether financial, or other beneficial association. (c) Please refer to Response 4.b in Appendix A to this report.
	Email dated 28th November 2023	Can I ask what steps the Forum is taking to avoid creating a rat run down Guildhouse and Longmoore Streets (from Gillingham Street). Why hasn't the Forum required Westminster Council to publish the alternative routes it is suggesting - of which this remains one.	This email was addressed to the Pimlico Neighbour Forum.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		I remind you that you are here to support all residents.	
	Email dated 29th November 2023	Under Freedom of Information Act 2000, I would like to request the following information: Description of the roads through which the two alternative routes specified in the above Traffic Management Proposal by reference to their length (FAQs page, approximately 530m to 700m in length). I would like you to provide this information in the following format: 1. shown on a map of Pimlico 2. Described by street, from the start to end of the proposed traffic scheme.	The Freedom of Information (FOI) was dealt with separately.
	Email dated 29th November 2023	Under Freedom of Information Act 2000, I would like to request the following information: Description of the roads through which the two alternative routes specified in the above Traffic Management Proposal by reference to their length (FAQs page, approximately 530m to 700m in length). I would like you to provide this information in the following format: 1. shown on a map of Pimlico 2. Described by street, from the start to end of the proposed traffic scheme. Please do not hesitate to contact me on the above email should any aspect of my request require clarification.	The Freedom of Information (FOI) was dealt with separately.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 29th November 2023	I honestly don't know what to do. No one is answering from the Council or Forum. I have never seen such a complete derogation of power with seemingly no recourse. I wanted you at least to see this letter - it is the reality.	[Response from WSP by email] I have been in contact with [redacted] this morning, he is looking into your emails and FOI request and will be in touch as soon as he can.
	Email dated 29th November 2023	Thank you for your response, which I appreciate. I will consider my specific questions and send over separately. These are in addition to the FOI requests. The first of those, a simple diagram of the routes you specify in the proposal's FAQs as c.530m and 700m alternate driving, would take a minute to highlight on a map and I would appreciate seeing these before writing.	Alternative routes maps were provided separately in response to the FOI request. Please also refer to Response 1.a in Appendix A to this report.
	Email dated 5th December 2023	As noted, I live at [redacted]. I have now liaised with other residents of my and Longmoore Street. Several of us met [redacted], our local ward Councillor. I have also communicated with the Pimlico Neighbourhood Forum. Both have fed back on our behalf. The consistent view from residents of our two streets is that we must not become a rat run. This does not seem to have been explicitly considered to date. 3,000 cars were shown in the traffic assessment to travel east along Warwick Way daily. While some will disperse, it is reasonable to assume that a significant	

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		number will turn left at Belgrave Road and then right into Gillingham Street under the new scheme. They will hit Guildhouse Street first and turn into it, and then through Longmoore, which is unsuitable for a constant flow of traffic. (It is a single lane, narrow street.) I cannot back the proposal while this is the current state. Guildhouse Street needs protective measures, in terms of a residents only entry / narrowing of the entrance to the street where it meets Gillingham Street, potentially with trees and a raised pavement. A second narrowing would ideally be built partway down the street so that visually cars do not see an available road ahead. Heavy vehicles / wider than a normal car should also be prevented since they will get stuck on Longmoore Street. I understand that a number of parked cars were written off during the last re-routing, due to large vehicles trying to force their way down. If you haven't, can I ask you to visit Longmoore Street? You will see the issue immediately. We also need continued review after any implementation, and funds set aside, to cover unexpected consequences. While the view is that the traffic assessors are experts, they still routed thousands of cars down our streets when a viable and empty four-lane A road was 20 metres next to them. We need measurement and steps taken where necessary post go live too.	Due to the nature of the junctions and roads, the eastbound route via Guildhouse Street-Longmoore Street is a less attractive route compared to the Gillingham Street – Wilton Road route. The route via Longmoore Street requires traffic to yield priority to westbound traffic on Gillingham Street, make a tight turn from Guildhouse Street into the very narrow Longmoore Street (which has parking on both sides) and yield priority again to two-way traffic on Wilton Road, where visibility is constrained and is close to the signal junction where crossing through a traffic queue might be required. The route via Wilton Road requires traffic to only yield priority once, to two-way traffic on Wilton Road. This is therefore safer as well as being less prone to delay. The additional delay and inconvenience means there is no significant advantage to using the route via Longmoore Street in preference to Wilton Road. A review using Google Maps navigation tool shows the routes as being a similar distance, yet with up to an additional 1-minute journey time via Longmoore Street at peak times. Nevertheless, measures suggested and heavy goods vehicles (HGV) ban (except for access) could be considered if post-implementation monitoring shows any issue if the scheme is introduced.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
105.	[redacted] Email dated 27th November 2023	(a) The above reality of normal day to day life and the proposal for a bidirectional cycle path on Upper Tachbrook Street, positioned between parking and loading bays and the road, presents both a safety and a conflict risk. (b) The parking and loading bays can be filled with larger vehicles and smaller vehicles occupying parking bays could be faced with a blind spot to oncoming cyclists. This presents a risk. (c) In some instances, the delivery vans will inevitably need to park across the cycle path. The positioning of the cycle path will therefore present a safety risk for cyclists, delivery drivers, motorists and pedestrians and potentially conflict risk between aggressive parties.	The City Council notes [redacted] comments. (a) Please refer to Response 6.a in Appendix A to this report. (b) Please refer to Response 5.c in Appendix A to this report. (c) Please refer to Response 5.c in Appendix A to this report.
106.	[redacted] Email dated 27th November 2023	I would like to object to the traffic management proposals sent to me in your consultation letter dated 13 November. Whilst I agreed with the proposals previously put forward to maintain the temporary arrangements set up during the pandemic to allow more outdoor dining, the current proposals seem to have nothing to do with this. (a) The Statement of Reasons does not mention the objective of allowing more al fresco dining. It appears to concentrate on cycling and parking. I have rarely seen a bicycle in Churton Street, which is not	[redacted] objection to the proposed measures is noted. (a) The Statement of Reasons explains why the proposals are necessary from a Traffic Management perspective rather than the streetscape.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		surprising as it has little residential accommodation and goes nowhere apart from a small section of Tachbrook Street which would be more conveniently reached from Moreton Street or Charlwood Street or Vauxhall Bridge Road. (b) Please provide me with any evidence you have, including any surveys you have commissioned, into the use of Churton Street and Warwick Way by bicycles. Please also let me have an analysis of how much additional parking revenue you predict the Council will receive if your proposals go ahead. Please also let me know the number and cost of additional street signs for this project.	(b) Please refer to Response 6.a in Appendix A to this report. Parking revenue, number and cost of additional street signs are not relevant to the context of this TMO consultation. The estimated cost for the scheme including cost of additional street signs will be submitted to the Cabinet Member for Air Quality and City Management for approval.
107.	[redacted] Email dated 27th November 2023	The main point that I am against is echelon parking in Tachbrook Street. It makes the road to narrow and is ugly and expansive for a small number of extra parking places.	The City Council notes [redacted] comments. Please refer to Response 5.b in Appendix A to this report. Tachbrook Street will become one-way operation under the proposed scheme, the design ensure sufficient carriageway width is maintained.
108.	[redacted] Email dated 27th November 2023	Thank you for undertaking a further consultation on this scheme. My husband and I are fully supportive.	[redacted] support for the proposed measures is noted.
109.	[redacted]	I am in favour living next door [redacted].	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 27th November 2023		
110.	[redacted] Email dated 27th November 2023	I fully agree with the plans for the Warwick Way town centre plan. I especially like the idea of 'Greening up the area' and I trust that trees will be planted along Warwick Way and also along a shorter distance of Wilton Street., either side of Warwick Way.	[redacted] comments of support are noted. The City Council proposes to plant trees on Denbigh Street, Warwick Way and Upper Tachbrook Street. Exact locations will be subject to trial hole survey results and will be further reviewed in the next design stage.
111.	[redacted] Email dated 27th November 2023	Anything that improves the appearance of Pimlico and in particular Warwick Way as well as reducing road traffic and enlarging pedestrian pavement is an improvement. The trial showed it was possible and I fully support the above reference. I would like to suggest that consideration is given to the pedestrian surfaces in that there are small but very frequent speed bumps or cobbles built into the surface or it is 'corrugated' in a manner to make it uncomfortable or impossible for cyclists and scooters to ride on the pavements.	[redacted] support for the proposed measures is noted. The proposed measures include resurfacing of both the footway and the carriageway.
112.	[redacted] Email dated 27th November 2023	As a resident of [redacted], close to the proposed works following the local referendum, can I add my further support. I have seen some negative posts about these works which in my view are ill judged as these changes will be hugely beneficial to residents and businesses locally. I hope they will proceed as planned.	[redacted] support for the proposed measures is noted.
113.	[redacted] Email dated 27th November 2023	I wish to register my strong support for the TMO proposals. • The proposals are in line with the policies and argument in the Pimlico Neighbourhood Plan	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		specifically PIM 21 - the need to improve the physical environment and public realm in Pimlico's central commercial zone. • I very much welcome the much-needed investment in the area, which could be transformational and bring the changes we have seen elsewhere of an improved public realm benefitting residents, businesses and visitors and bringing real economic gains and employment. Al fresco dining has been proven to enhance the areas where it has been encouraged. • Without such investment the commercial area will continue to struggle and decline – as many such areas have all over the country. • I believe the costs are an excellent use of taxpayers' money, bringing the wide and lasting benefits described above. Costs will also be incurred in the absence of the project with the steady deterioration of the area and lower employment and so forth. • Contrary to unsupported suggestions that the proposals will increase pollution in the area, I was pleased to see that the various surveys showed a reduction in traffic and pollution with the one-way system. • Indeed, as it stands now Warwick Way, in particular, is a rat run for people driving through Pimlico rather than stopping and supporting commercial activity there.	
114.	[redacted]	I would like to add my name in support of the Warwick Way and surrounding roads highways scheme.	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 28th November 2023	I think this would be an enormous improvement to the overall environment of the area, allowing shops, cafes, and restaurants to benefit from increased pavement space. I know this was a benefit to many during the Covid period and, as a resident of Pimlico, the one-way systems seemed to work very well; everywhere remained accessible. We should surely be putting the interests and health of the pedestrian first as well as local businesses, as opposed to the ease of drivers passing through our neighbourhood. Besides the plans offer significant parking for those drivers who need to stop to access any amenities. I think there will be widespread disappointment if this new, well thought out and much looked for investment into Pimlico does not go ahead.	
115.	[redacted] Email dated 28th November 2023	I would like to formally object to the plans to make Warwick Way and Churton Street one-way only. This is a ridiculous waste of money by the council. The money could be hugely better spent rather than changing the most direct road East and West within the Pimlico Grid. Any councillor who votes for this should be voted out at the next Council Election. I have lived for over [redacted] years in the area and both roads flow extremely easily. I strongly object.	[redacted] objection to the proposed measures is noted. Please refer to Response 4.a in Appendix A to this report.
116.	[redacted]	I support both the Warwick Way and the Churton Street development plans	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 28th November 2023		
117.	Resident Email dated 28th November 2023	I have copied (below) some of the suggested comments by the Pimlico Grid. I am in opposition to the points they promote (below): There would be permanent 'alfresco' space available for our hospitality businesses and enjoyment of their customers. (a) I find this "al fresco" space intrusive, unwelcome and a dangerous impediment to pedestrians. On a majority of occasions, I cannot walk comfortably on the sidewalk along Warwick Way as the tables/chairs/diners are using the public walkway ... too often, people stop to chat with someone "dining" and that further blocks the way for pedestrians. Diners/their friends have little regard for the pedestrians trying to pass by. If a pedestrian steps into the street - when one-way - you repeatedly had to look over your shoulder. The bike messengers/food delivery moped guys ride wherever they choose -- ignoring the one-way system when it was there -- to the point that when I can finally pass, it is usually at risk being hit by one of these unsafe mopeds/electric bikes. Increased space for people using the pavement. SEE COMMENT ABOVE ... there is NOT "increased space" for pedestrians ... ONLY for the diners/their friends.	(a) Please refer to Response 7.a in Appendix A to this report. Footway widening will improve pedestrian movements.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) The additional trees are good for the environment. The "additional" trees are few and far between. I am NOT in favour of a permanent change to the TWO-WAY VEHICLE TRAFFIC SYSTEM ON WARWICK WAY. (c) THE BEST WAY TO INCREASE PATRONAGE OF RESTAURANTS, PUBS AND CAFES WOULD BE TO REQUIRE COUNCIL EMPLOYEES AND OTHERS TO RETURN TO WORK IN AN OFFICE!!! "WORKING FROM HOME" DESTROYS ANY CHANCE OF THE ECONOMIC REVIVAL OF THE HOSPITALITY INDUSTRY POST-COVID. THIS RETURN TO THE OFFICE IS LONG, LONG OVERDUE.	(b) On Churton Street, Upper Tachbrook Street and Denbigh Street, several trees will need to be relocated to the new widened section of footway. In addition, the widened footway will provide an opportunity to plant new trees. These are proposed to be on Warwick Way, Upper Tachbrook Street and Churton Street. Final tree locations and numbers will be subject to further site survey results. (c) Noted.
118.	[redacted] Email dated 28th November 2023	As a Pimlico resident, I am writing to SUPPORT the proposed scheme, which will make our area more liveable and active, and therefore also safe in the evening, and create better opportunities for local small businesses. • More spacious and welcoming ambiance will enhance still further the sense of community. • Good for our existing shops and would encourage new businesses into the area. • There would be permanent 'alfresco' space available for our hospitality businesses and enjoyment of their customers.	[redacted] support for the proposed scheme is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		• Increased space for people using the pavement. • The additional trees are good for the environment. • Reducing non-local, through traffic in Warwick Way will improve air quality there. • The traffic study showed the scheme resulted in welcome reduction in HGV vehicles, and no expected negative traffic impact on surrounding streets.	
119.	[redacted] Email dated 28th November 2023	The grounds for my objections include: (a) Warwick Way was selected as the best main east-west route through Pimlico for well know reasons (widest, safest, least residential, most direct etc) which helps Pimlico to be a pleasant place to live. Why change something that works? (b) Why should changing the traffic route only help the businesses in Warwick Way to have extra covers by providing Alfresco dining, and not residents and others to move more easily through the area.	The City Council notes [redacted] comments. (a) Noted. (b) Noted. The purpose of the proposed scheme is that, by reducing traffic and extending footways, the City Council is providing an improved space for pedestrians, better accessibility and more greening possibilities, improved lighting and drainage. Ultimately, it will create a better place for the local residents and visitors, and the opportunity for an enhanced business environment. It aligns with the Fairer Westminster Strategy in terms of improving local high street, promoting active travels and providing more greening.
120.	[redacted]	I am a local Victoria resident and very happy about the upcoming improvements planned for Pimlico!	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 28th November 2023		
121.	[redacted] Email dated 28th November 2023	(a) I would like to bring to your attention my concerns, regarding the loss of 12 metres of residents' parking, on the east-side of Denbigh Street (outside nos. 10 and 12), as described in point (i) of traffic order reference 8033/ND. (b) As a registered disabled resident at [redacted] is wholly dependent on his wheelchair and stair-climber – a motorised wheelchair that can ascend/descend the stairs to/from our second-floor flat – in order to access our customised disability vehicle. For obvious reasons, parking our vehicle on the east-side (i.e.,/ to avoid having to cross the road with an unwieldy stair-climber), and as close to the flat as possible, is always our top priority! Therefore, the loss of multiple parking spaces on the east-side of Denbigh Street will affect us directly (i.e., increase the likelihood of having to park further away, on the wrong side of the road, or on other streets), and introduce additional safety/access issues. Whilst we recognise (and support) the benefits of the overarching changes that are being proposed, we would appreciate if it you would kindly consider any alternatives that would not necessitate the reduction of residents' parking bays of the east-side of Denbigh Street.	The City Council notes [redacted] comments. (a) Noted. (b) Please refer to Response 5.a in Appendix A to this report. The City Council issues White Badges only after the applicant has been thoroughly assessed and has met strict eligibility criteria. There is an obligation from the City Council to ensure that their White Badge Bay is as close as possible to their home to ensure they can safely access their vehicle when necessary. For more information on White Badge bays and eligibility, please follow this link: https://www.westminster.gov.uk/disabled-parking/apply-or-renew-disabled-parking-badge/badges.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(c) Furthermore, I am interested in your views on the need for two 'Doctors' parking bays, on the west-side of Denbigh Street (opposite nos. 15 and 17), since the GP surgery (formerly known as, Westminster & Pimlico Health Centre) moved to Lupus Street (currently known as Pimlico Health @ The Marven) several years ago! Indeed, I have rarely observed any cars parked on either of these two Doctors' bays, so they appear to be redundant. Thus, to ease the inevitable parking constraints that this traffic order will impose, would you kindly consider whether one-or-both of them could be converted back into residents' parking bays?	(c) The City Council is aware of the doctors bays on Denbigh Street and are reviewing the situation.
122.	[redacted] Email dated 28th November 2023	This is to advise my support for the proposed traffic management order in Warwick Way and Churton Street Pimlico. I have lived in Pimlico for [redacted] years and believe the redirection of traffic and improvements to the public realm in these streets are important and correct. The pandemic scheme showed that the traffic can be directed with very little disruption no safety concerns and no build-up of stationary traffic.	[redacted] support for the proposed measures is noted.
123.	[redacted] Email dated 28th November 2023	I should like to support the Traffic Management Proposals which have been made in respect of Warwick Way and Churton Street. I am a member of the Churton and Charlwood Residents' Association and am aware that members of that Association are very strongly in favour of the proposals, which have already been subject to quite extensive consultation. So far as Churton Street is concerned, the proposals to control parking and traffic flow will be beneficial to	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		the character and ambience of the street whilst not impinging on the local businesses which require provision for deliveries. Churton Street is a lively and attractive street with a very pleasing (and useful) combination of shops and hospitality premises. I believe the proposed changes will help to support recent improvements which have been made (by planting trees etc) and further enhance the attractiveness of the environment. The proposals for Warwick Way are likewise very positive: the one-way system which was introduced during the covid pandemic was a decided improvement – especially for pedestrians, as it controlled and reduced the amount of "through" traffic. The consequential proposals for altering parking/waiting times etc all look to be entirely logical. Overall, the proposals are imaginative and would bring benefits to the immediate area: more than that, I believe they would also have a positive impact on surrounding streets – including Tachbrook Street Market and Upper Tachbrook street, which would benefit from increased footfall in the area as more shoppers/diners are attracted in. I hope very much that these proposals will be approved and that the work can commence soon – I look forward to seeing the results!	
124.	[redacted]	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include:	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 28th November 2023	(a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. (b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (c) Westminster Council refuse to produce a plan for displaced traffic. This is imperative and requires your urgent attention. Why has this not been provided already - because you do not know ? (d) I do not wish to encourage pubs to spill onto the streets. (e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year. (f) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC. This is an atrocious waste of money for something that no one wants.	(a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report. (b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) Please refer to Response 1.a in Appendix A to this report. (d) Please refer to Response 7.b in Appendix A to this report. (e) Please refer to Response 9.a in Appendix A to this report. (f) Please refer to Response 4.a in Appendix A to this report.
125.	[redacted]	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions.	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 28th November 2023	The grounds for my objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. (b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (c) Westminster Council have failed to produce a plan for the displaced traffic. (d) I do not wish to encourage pubs to spill onto the streets. (e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year. (f) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC. These funds would be better spent greening the roads of Pimlico by planting more trees, including down the centre of Belgrave Rd	(a) Please refer to Response 1.b, 1.c and 1.f in Appendix A to this report. (b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) Please refer to Response 1.a in Appendix A to this report. (d) Please refer to Response 7.b in Appendix A to this report. (e) Please refer to Response 9.a in Appendix A to this report. (f) Please refer to Response 4.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Please acknowledge receipt of this objection.	
126.	[redacted] Email dated 29th November 2023	Traffic Management Order (TMO) Warwick Way and Churton Street: Ref 8033/ND I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. (b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (c) Westminster Council refuse to produce a plan for displaced traffic. (d) I do not wish to encourage pubs to spill onto the streets. (e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year. (f) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report. (b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) Please refer to Response 1.a in Appendix A to this report. (d) Please refer to Response 7.b in Appendix A to this report. (e) Please refer to Response 9.a in Appendix A to this report. (f) Please refer to Response 4.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC. (g) Also, I must mention the updated/revamped pelican crossing across Vauxhall Bridge Road near Chapter Street is a complete waste of time and money what it has achieved I don't know. The settings for the crossing are done whereby as a pedestrian, you have to wait forever and a for them to turn green. (h) Money should be spent by making the road a safer place where cyclist should be enforced to have lighting as set out in the Highway Code. Why has this road become a dangerous free for all without any law and order. (i) Getting back to the topic of this objection, it is 100% obvious that Warwick Way must be two directional to continue the ease of flow of traffic within the area. I hope you will sincerely take into account all local residents concerns. Please acknowledge receipt of this objection.	(g) The junction which has been referred to is not within the scope of the proposed measures. (h) Noted. (i) Please refer to Response 1.b in Appendix A to this report. If two-way traffic on Warwick Way is to be retained, the benefits of this scheme would not be able to achieve.
127.	[redacted] Email dated 29th November 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico.	
		(b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access.	(b) Please refer to Responses 1.e and 7.c in Appendix A to this report.
		(c) Westminster Council refuse to produce a plan for displaced traffic.	(c) Please refer to Response 1.a in Appendix A to this report.
		(d) I do not wish to encourage pubs to spill onto the streets. There has been a marked increase in noise levels and antisocial behaviour. I would add the pubs and cafes serve a large number of tourists. Whilst great for the businesses, they are not serving the needs of the community and these proposals put the profit of those businesses ahead of the community who have to live with the increased noise and antisocial behaviour. Pimlico should not be turned into Soho!	(d) Please refer to Response 7.b in Appendix A to this report.
		(e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year.	(e) Please refer to Response 9.a in Appendix A to this report.
		(f) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC.	(f) Please refer to Response 4.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(g) Warwick Way was terrible during covid when the temporary traffic measures were in place. Despite being one-way, cyclists and moped drivers (Domino's pizza) continued to use it as a two-way street which made crossing it dangerous. Not only that, but the neighbouring roads which are residential were being used as rat runs with traffic often exceeding the 20-mph speed limit. In addition, as these roads are residential, people step out between cars etc, and the roads are just not suitable to be used as an alternative main thoroughfare to Warwick Way. Please acknowledge receipt of this objection.	(g) Please refer to Response 1.b in Appendix A to this report.
128.	[redacted]	(a) I have read your proposals in your letter dated 13 November 2023. You do not give any reasons for them. (b) I strongly object to the proposals. The part of Warwick Way proposed to become one-way westbound has shops and a few flats above the shops. Few of these flats are occupied and several for short lets only. This small section of the road is not a densely residential part of Pimlico but is an area that many residents and those working in the area use. Either for shopping or for travelling from west to east and vice versa... (c) The quality of air for residents elsewhere will certainly be further contaminated if these proposals are implemented. Other smaller roads will become overused causing traffic build up and further lowering the air quality and make walking locally more hazardous.	(a) The Statement of Reasons is to explain why the proposals are necessary from a Traffic Management perspective rather than the streetscape. (b) [redacted] objection to the proposed measures is noted. (c) Please refer to Response 2.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(d) East bound traffic from Warwick Way: (i) Traffic going along Warwick Way from Ebury Bridge will have to turn right down Belgave Road with Warwick Square to the right (both roads have a great many residents) to Lupus Street a junction that is already congested. In order to continue going east traffic will have to go on to Vauxhall Bridge Road and then left John Islip Street two more congested and very slow-moving junctions. (ii) It appears from your map that traffic could turn left from Belgrave Road along Churton Street to Tachbook Street, another densely populated area with the large Lillington Garden Estate to Lupus Street and left Rampagne cross Vauxhall Bridge Road, another rat run through densely populated area. (iii) Or turn left from Belgrave Road to Charlwood Street, crossing Tachbrook left into Vauxhall Bridge Road and right into Rochester Road. Further congestion through a residential area. (iv) Or have to turn left into Belgrave Road then right into Gillingham Street, (already a very congested junction because of the filter from Vauxhall Bridge Road just ahead), right into	(d) Please refer to Responses 1.b and 1.f in Appendix A to this report. Further information on the traffic impact assessment is enclosed in Appendix H. (i) he alternative eastbound route via Belgrave Road and Lupus Street was monitored both during the temporary one-way scheme and following re-introduction of two-way operation. The Rampayne Street-Regency Street route was selected, as this provides the most direct route back towards Rochester Row. Traffic flow on Rampayne Street was found to be lower during the one-way scheme than at any other time. (ii) Eastbound traffic turning onto Churton Street enters Charlwood Street and cannot cross Vauxhall Bridge Road but must turn left towards Victoria. Traffic is not permitted to turn right from Vauxhall Bridge Road onto Rochester Row, so this does not provide an alternative rat run route. (iii) See above (Rochester Row as opposed to Rochester Road). (iv) This is an acknowledged alternative route that has been identified and monitored. The route is not considered congested and results in an additional journey time of approximately 2-3

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Wilton Road, left turn into Longmore Street and right into Upper Tachbrook Street… causing yet another "rat run" in an area where many do their shopping and attend the General Medical Practice on the corner with Warwick Way.	minutes. For access to Victoria Medical Centre, refer to Response 7.c in Appendix A to this report.
		(v) Or continue up Belgrave Road over Eccleston Bridge which has a notice up Weak Bridge and right into Buckingham Palace Road already a busy road with buses and through traffic. Where are the delivery lorries to go?	(v) Traffic wishing to use Buckingham Palace Road as an alternative eastbound route would be likely to alter their journey much further to the west and not have to rely on crossing Eccleston Bridge. TfL did not report any impact on network operations on Buckingham Palace Road during the period that the temporary one-way scheme was in place, which is a sensitive bus and coach corridor.
		East bound traffic from Warwick Square: Traffic going east through Warwick Square both on the north and south side at present turn left into Belgrave Road then right into Warwick Way. There is seldom any congestion or hold ups and seems to be a safe and courteous flow for the traffic. If the proposals are implemented this will mean that traffic travelling east will have to turn right into Belgrave Road crossing the traffic that is going north and south adding to the back up of traffic in the Square as traffic will have to wait for gaps in the oncoming traffic. At present drivers are helpful and it is easy to slip left then right into Warwick Way. (e) This flow of traffic will further increase the traffic idling in this densely populated area.	Eastbound traffic through Warwick Square was no more than 10-20 vehicles per hour on either the north or south sides in the worst-case peak period when the one-way temporary scheme was in place. The alternative eastbound route would depend on the origin and destination of the trip, but the natural route would be via Denbigh Street. The traffic signals on Belgrave Road both at Warwick Way and Denbigh Street provide gaps in traffic to allow vehicles to emerge from Warwick Square. Traffic counts show that flow on Denbigh Street northbound was increased by no more than around 10 vehicles/hour when the temporary scheme was in place. (e) Please refer to Response 2.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(f) It seems a quite unnecessary project for the benefit of a short cycle lane for a few cyclists to the detriment of air quality and ease of movement for a great many local residents. Blue/White Badge User (g) [redacted]. I attend [redacted] in the [redacted] in Vincent Square these proposals are going to make the journey longer when attending and more expensive either if I go by taxi or car. I also shop in the Tachbrook Market and in Churton Street. It is too far for me to walk and to pull a shopping basket I always find somewhere near by to park. The new parking arrangements are going to make it more difficult for me to find somewhere nearby. These proposals will undoubtedly have an effect on other traffic movement further afield than the immediate vicinity of Warwick Way. e.g. Causton/Herrick Estate John Islip Street, Page /Vincent Streets Estates Marsham Street as well as Vincent Square. There are several Nurseries and Primary Schools in these areas. Please give more consideration to the needs of local people rather than to people travelling through the area. Remember we live here.	(f) Please refer to Response 6.a in Appendix A to this report. (g) Please refer to Responses 5.d and 8.a in Appendix A to this report.
129.	[redacted]	Kindly do Note, I am a Highly disabled resident in Pimlico, and use many facilities on Warwick Way & Tachbrook Street such as Victoria Medical Centre, and Warwick Pharmacy and Waitrose and Gees Chemist, and Tesco etc.	The City Council notes [redacted] comments. Please refer to Response 5.d in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 29th November 2023	I am writing to your offices as I am opposed to your proposed changes of creating a one-way on Warwick way Pimlico.	The City Council issues White Badges only after the applicant has been thoroughly assessed and has met strict eligibility criteria. There is an obligation from the City Council to ensure that their White Badge Bay is as close as possible to their home to ensure they can safely access their vehicle when necessary. For more information on White Badge bays and eligibility, please follow this link: .
130.	[redacted] Letter dated 29th November 2023	I am writing to voice my objections to the Traffic Management Proposals on Warwick Way. One of my concerns will be the overall quality of materials to be used in the scheme, but my main worry is the route that diverted traffic will take. (a) I have looked at the plans and proposals sent to us recently and if I have understood it correctly, there is no reference to the routes to which traffic will be diverted. For vehicles travelling east from Warwick Way to Rochester Row, their only option will be to turn north on Belgrave Road, right onto Gillingham Street, right onto Guildhouse Street, left onto Longmore Street, cross over Wilton Road, then right onto Upper Tachbrook Street and left back onto Warwick Way. (b) We live on the affected part of Gillingham Street and would be very concerned about the extra volume of traffic, together with the noise and pollution that comes with it. Modern satnav systems will pick out this	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 1.a in Appendix A to this report. (b) Please refer to Responses 1.d, 2.a and 2.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		route if it is the only one, even though these streets are small and quiet and not appropriate for larger volumes of traffic. (c) The traffic restrictions, as they exist now, make the route that I describe above the only way through to Rochester Row. Any other route is thwarted by no right turns which force you back into the Victoria one-way system. Unless east bound traffic is prevented from using Gillingham Street and Guildhouse Street we object strongly to this scheme.	(c) Noted.
131.	[redacted] Email dated 29th November 2023	I am writing as a Pimlico resident to voice my support for the proposed works and one-way systems on Warwick Way and Churton Street. It has been great for the local cafes on Churton Street to have extra outdoor seating - I have certainly taken advantage of it myself. I fully support the council making this permanent and creating more attractive permanent borders to the seating areas. I was disappointed, especially for the local cafes and pubs to see Warwick Way temporarily reverted to two-way traffic and I look forward to it becoming one-way once more. I also wholeheartedly approve of the council's attempts to make Pimlico more cycle and pedestrian friendly.	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Talking to my friends and neighbours, I have found that there is great local support for the proposed scheme, and I very much hope it goes ahead.	
132.	[redacted] Email dated 29th November 2023	(a) I have been a resident of Pimlico since [redacted], and before that I was at school at [redacted] and later working for the [redacted] down the road. So, I think I know my home village, and I want to urge a Labour-run Westminster Council – the first for many decades or perhaps ever – not to rubber-stamp the outcome of a consultation started under a previous Conservative Council and heavily influenced by the Covid crisis of the time. A lot of pressure is coming from local neighbourhood groups, but I believe they should be treated with great caution. (b) I see too many references to outsiders doing "rat runs" down Warwick Way. The phrase was often used to refer to driving within the so-called Pimlico Triangle, and for many years that area has been a minefield for anyone wanting to drive in an approximately straight line. Yet Warwick Way is not a rat run. Along with Belgrave Road, St George's Drive and Lupus Street, it is one of the main thoroughfares of Pimlico. The lobbyists for the proposed one-way scheme claim that its opponents are all from outside the area, and therefore not qualified to comment. I am not from outside and I strongly disagree. London is more than a collection of boroughs, all of whom can go their own way – it is a major city which needs good medium and long-range communications yet has some of the biggest bottlenecks and slowest speeds of any major	The City Council notes [redacted] comments. (a) Noted. (b) Please refer to Response 1.f in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		world city. We're not talking particularly about private drivers; we're talking about all the commercial vehicles that need to get around the city and find it increasingly hard. The Warwick Way proposals before the Council will make that even harder. The scheme's lobbyists – backed, I understand, by estate agents whose main concerns are property values - are in my view nearly as "nimby" as the inhabitants of the Cotswolds Shires. We're all rightly concerned about the levels of pollution in London. I can't see that the proposed rerouting will help reduce it. It could make the situation worse. Cars will be stuck on the eastbound circular deviation, pumping out gas. We have enough of that already, around Victoria Station. (c) If the Council sticks to the present two-way road layout, I accept that some cafes and restaurants along Warwick Way won't be able to spill over into the pavement and road. But there are many other eating places, in Churton Steet and Wilton Road for example, that can enlarge their outside space. (d) And, dare I say it, the proposed scheme will cost money, quite a lot of money, it seems. Couldn't that be spent on better projects than feel-good villagy tinkering?	(c) Please refer to Response 7.a in Appendix A to this report. (d) Please refer to Response 4.a in Appendix A to this report.
133.	[redacted] Email dated 29th November 2023	I'd like to express my support for the Warwick Way Commercial scheme as part of the TMO. I live on [redacted], and while I love the area, the street itself is very busy, and it's usually hazardous even to cross to the other side. The proposed scheme has very much to recommend it.	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		It would be great to have permanent alfresco dining opportunities, and I'm also very pleased to hear there would be more street trees planted.	
134.	[redacted] Email dated 30th November 2023	I, as owner of [redacted] since [redacted], thoroughly approve of and indeed am excited with the intended improvements suggested by the Westminster Council re Pimlico Public Realm Scheme. To continue to enable the facility of outdoor dining is deemed a necessity these days, especially with warmer climes and to be able to utilise these facilities without heavy vehicular traffic makes it more inviting for both locals and visitors alike. (a) It would be appreciated if the essential cycle racks are situated in appropriate spaces so as not to hinder the outdoor dining.	[redacted] support for the proposed measures is noted. (a) The location of the cycle stands will be further reviewed in the next design stage. They are an important feature to be provided within the scheme to support active travel.
135.	[redacted] Email dated 30th November 2023	I fully support the Warwick Way Commercial Scheme in alignment with Warwick Way Residents Association (WWRA) of which I am a member. I live locally as [redacted].	J[redacted] support for the proposed measures is noted.
136.	Resident [redacted] Pimlico [redacted]	8033/ND Warwick Way Scheme 1. I give general support for the Scheme 2. Proposed Considerations	The resident's support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 30th November 2023	(a) The footpath north side of Warwick Way between Guildhouse and Belgrave is currently very constricted. Every opportunity should be taken to make that as wide as practicable. Especially accounting for numbers of people with suitcases assembling to cross north-south at the lights preventing east-west traversing. (b) Any necessary change to traffic light schemes at intersection of Wilton and Warwick to still allow pedestrian diagonal crossing, rather than sequential green man to Warwick Way then Wilton Way. (c) Consider the zebra crossing at Tachbrook to be raised keeping it level with the connected footpaths as it is a busy thoroughfare for people using mobility aids. Additional benefit of traffic calming. The displaced west -> east traffic effects on Gillingham and Charlwood is unclear but assume it has been accounted for. 8033/ND Churton Street Scheme 1. I give general support for the Scheme 2. Proposed Changes Churton way is busy pedestrian thoroughfare including many disabled persons using mobility devices, and persons pushing prams. (d) It would be very good if the footpaths were contiguous at the same height across the intersections	(a) The proposed changes include a footway buildout on the northern section of Warwick Way between Guildhouse Street and Belgrave Road. (b) The traffic signalling will be reviewed at the next stage design. (c) Crossings points will be wider and the crossing distances will be shortened, so they are more comfortable for pedestrians. The speed limit for Warwick Way is set at 20mph. Traffic surveys undertaken during the temporary scheme show that the average vehicle speed was within the limit. Therefore, it is considered that a raised zebra crossing will not be required. (d) Currently there are no raised crossings proposed at these locations.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		to Charlwood Place and Churton Place. In a similar concept to Carlisle Place (WCC) and Holbein Place (RBKC), the intersection being on a raised stone ramp keeping the footpath level. This would reinforce a pedestrian first mindset and create a more holistic feel to the extension of the reclaimed footpath real-estate elsewhere along the road.	
137.	[redacted] Email dated 30th November 2023	I strongly support the proposals. In my view they will greatly enhance the public realm in the area and also encourage more active travel. I hope that the improvements can be made soon.	[redacted] support for the proposed measures is noted.
138.	[redacted] Westminster Cycling Campaign [redacted] Email dated 30th November 2023	Thank you for consulting Westminster Cycling Campaign about this scheme. We are the local group of the London Cycling Campaign. We strongly support this scheme, which includes several improvements to the earlier temporary scheme, as well as to earlier proposals for a permanent scheme. Some more specific comments: 1. Warwick Way - We are pleased to note the following improvements to the earlier temporary scheme: • Closure of Guildhouse Street to motor vehicles at its junction with Warwick Way: as well as importantly maintaining cycle permeability, this measure effectively stops rat-running by	Westminster Cycling Campaign's support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		northeast-bound motorists to avoid the one-way section of Warwick Way. • Contraflow cycle lane along Warwick Way: without this lane (as in the temporary scheme) law-abiding northeast-bound cyclists would be faced with a longer detour through Longmoore Street, as well as having to negotiate several more junctions. As it is, northeast-bound cyclists will benefit from a direct route unencumbered by motor vehicles. We are pleased also to note that two-way cycling will be retained in Upper Tachbrook Street and Longmoore Street between Upper Tachbrook Street and Wilton Road. This is important for maintaining cycle access to/from the Queen Mother Sports Centre, Sainsbury's etc. In addition, we would like to suggest removing the 'No entry' restriction from Wilton Road into Longmoore Street (SW): with the measures proposed for Guildhouse Street, there is no longer a need for this restriction to prevent rat-running by motorists. We welcome the proposal to position loading bays on widened footways, leaving the carriageway clear. Loading/unloading in the carriageway can be hazardous for cyclists, who have to move out to pass the vehicles involved. As well as cyclists, pedestrians visiting the shops, cafés and medical centre will benefit from this scheme.	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		While the temporary scheme was in place, it seemed far easier to cross the road. 2. Churton Street and Tachbrook Street - Earlier proposals for these streets did not allow contraflow cycling after conversion to one-way operation. This would have been very inconvenient for cyclists using these streets to or from the market in Tachbrook Street. We therefore welcome the proposal to allow contraflow cycling in the one-way sections of these streets. We question, however, whether the provision of so many parking bays is compatible with the aim to increase active and sustainable travel. We hope these proposals draw a positive response and look forward to their implementation.	
139.	[redacted] Churton & Charlwood Residents' Association [redacted] Email dated 30th November 2023	CCRA covers Churton Street, Churton Place, Charlwood Place and the section of Charlwood Street between Belgrave Road and Tachbrook Street. (a) CCRA strongly supports the scheme for Churton Street, and that for Warwick Way. We believe the scheme could be transformational for the area and that our residents, businesses, and visitors would benefit. We support the aspiration for Pimlico laid out in the Pimlico Neighbourhood Plan. In particular, the need to improve the physical environment and public realm in Pimlico's central activity zone (policy PIM 21).	(a) Churton & Charlwood Residents' Association's support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		All previous consultations and surveys have shown strong approval by both local residents and businesses. The WWC survey earlier this year showed 79% support for the Churton Street scheme among people based within Pimlico. At the recent CCRA AGM, there was strong support. We were pleased to see that the air quality assessment and traffic impact study showed that air quality standards will be met, a reduction in the number of HDV vehicles, and that there is no expected negative impact on surrounding streets. We particularly welcome the extra trees in Churton Street and the additional 'alfresco' space that will be available four our hospitality businesses. The businesses in Churton Street with significant loading needs have said that they are content with the proposed arrangements. (b) However, we do feel that bike stands on the pavement should not be sited outside hospitality businesses as this could impact the amount of 'alfresco' space available. We also suggest that lampposts should, where possible, be sited next to parking bays and fitted with EV charging points, and that charging provision in general (including EV-only spaces) should be improved.	(b) The bike stand locations will be further reviewed in the next design stage. Cycle racks are an important feature within the scheme to support active travel. The lamp posts proposed for this scheme do not have EV charging function. The feasibility of implementing EV charging points in this area will be reviewed under a separate EV charging scheme within the City Council.
140.	[redacted]	I strongly support the public realm schemes for both Warwick Way and Churton Street. As identified in our Pimlico Neighbourhood plan, Warwick Way in particular needs improvement. The	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 30th November 2023	road width at 7.5m is really very narrow for two-way traffic, and its pavement width is also inadequate and cramped for a high street. I understand that the introduction of one-way traffic in Warwick Way resulted in a significant reduction in traffic not only along Warwick Way, but also in total traffic passing though north Pimlico in general – this is very welcome indeed. Although the east end of Warwick Way is mainly commercial, there are many residential homes and hotels in the rest of the road, and I am sure they will benefit from a reduction in traffic, noise and air pollution. While the Warwick Way alfresco scheme was in operation it gave the street a very pleasant, vibrant atmosphere and didn't cause any problems. The alfresco scheme in Churton Street has remained in place and is extremely popular. The alfresco spaces outside The Roasting and Gail's have become important community spaces, are well used the year round, and are valued by residents and visitors. The one-way scheme and resultant pavement widening would allow this to continue. I understand the businesses in Warwick Way to the west of Wilton Road would prefer the loading bays to be 'normal' rather than 'goods vehicle only' and for the time limit to be reduced from 30 to 20 minutes. They do not need the same sort of loading provisions as Waitrose, Tesco, and the public houses. Looking at the design proposals, I particularly welcome the introduction of trees into Warwick Way	

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		and the additional trees in Churton Street. Apart from the obvious environmental benefits, those in Churton Street are very popular with both residents and businesses and have proved transformational – I am sure that trees in Warwick Way would have a similar effect. I think that there needs to be more thought put into the precise positioning of the cycle stands. They need to be away from the alfresco spaces and perhaps sometimes parallel to the carriageway rather than echelon. Lastly, footway clutter needs to be kept to a minimum, so in addition to the cycle stand issue, I would encourage the Council to plan for lampposts to also be EV-charging points and carry many of the parking and other signs as possible. I congratulate Westminster Council for taking the scheme forward.	The bike stand locations will be further reviewed in the next design stage. Cycle racks are an important feature within the scheme to support active travel. The lamp posts proposed for this scheme do not have EV charging function. The feasibility of implementing EV charging points in this area will be reviewed under a separate EV charging scheme within the City Council.
141.	[redacted] Email dated 1st December 2023	This has just been brought to my attention. I have actually just moved from south London where these types of changes and others have been made and they have been disastrous with substantial unintended consequences. So, to be very clear, I do not support this plan and will vote against any member of the Council that supports it at the first opportunity.	[redacted] objection to the proposed measures is noted.
142.	[redacted]	I am writing on behalf of the Moreton Triangle Residents' Association (MTRA) in connection with this consultation. MTRA is a long-standing association with	[redacted] writing on behalf of Moreton Triangle Residents' Association's support for the proposal is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Moreton Triangle Residents' Association [redacted] Email dated 1st December 2023	membership of FREDA, the recognised Pimlico amenity society, and represents residents and businesses in Moreton Terrace, Moreton Place and Moreton Street. We have seen a copy of the proposed letter to be submitted to this consultation by the Pimlico Neighbourhood Forum and cannot do better than to adopt its position. The re-routing of traffic and subsequent improvement to public realm in Warwick Way and Churton Street represents long overdue investment in this area called for in the Neighbourhood Plan. The 1-way system in Warwick Way was proven to work during the pandemic scheme and is overwhelmingly supported locally.	
143.	[redacted] email dated 1st December 2023	I am writing to support the proposed scheme. It is in line with the Pimlico Neighbourhood Plan, in particular the need to improve the physical environment. Previous consultations have shown overwhelming support for the scheme. As a former chairman of the Churton and Charlwood Residents Association, I can confirm that during our recent AGM members strongly endorsed the scheme.	[redacted] support for the proposed measures is noted.
144.	[redacted] Email dated 1st December 2023	I write to object to the Council's proposal to turn Warwick Way into a one-way street east of Belgrave Road. (a) I have read the notice and its statement of reasons and observe that while much is made of the	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 6.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		improvement of access for cyclists, who are the focus of the first four of the eight paragraphs of the statement of reasons, nothing is said about access for motor vehicles, and pedestrians receive little attention. This is a strange set of priorities, given that Warwick Way is the main route through Pimlico on the east-west axis and the great majority of its users are not cyclists. (b) The partial closure of this section of Warwick Way to eastbound traffic during the pandemic had significant negative effects, including greater congestion (notwithstanding the lower level of traffic due to lockdowns) and increased journey times. The lack of any alternative route in the new proposal means that these effects would be magnified. This is particularly concerning in relation to the health centre on the corner of Warwick Way and Wilton Road, who report difficulties with patient access during the previous scheme. (c) The council has asserted that drivers would find alternative routes using satnav: this assumption clearly has not been tested and again, does not take account of those unable to travel on foot or by bicycle. It would appear highly likely that air quality in Pimlico would be adversely affected by this scheme: has any study been made to evaluate this? (d) In all, these proposals to spend £2 million of our council tax do not seem to me as a resident to offer any net benefit, but instead are likely to reduce the quality of life for local residents and visitors. I urge you to reconsider.	(b) Please refer to Responses 1.a, 1.b, 1.e and 7.c in Appendix A to this report. (c) Please refer to Response 2.a in Appendix A to this report. (d) Please refer to Response 4.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
145.	[redacted]	I am writing to object to the above proposal as a local resident and sadly an all to regular user of the Victoria Medical Centre. I understand that WCC is proposing to make part of Warwick Way one-way. (a) I believe that this will result in traffic jams in Upper Tachbrook Street and access to Victoria Medical Centre becoming hazardous (b) Literally hundreds of local patients including myself and my family rely on and come to VMC every day. The safety of every one of this vulnerable group should be paramount. (c) Victoria Medical Centre is a deeply respected and important institution in our local area, nothing should be done to undermine or jeopardise its standing or patient safety and accessibility. (d) I urge you to listen to the local people who elect the Council and fund its officers and not approve this proposal..	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.e and 7.c in Appendix A to this report. (b) Please refer to Response 7.c in Appendix A to this report. (c) Noted. (d) Noted.
146.	Councillor Jim Glen Ward member for Pimlico North [redacted] Email dated 1st December 2023	I write as a local ward councillor for the Pimlico North ward, within which this scheme entirely falls. The local ward councillors (colleagues cc'd) are all very supportive of this public realm scheme for Warwick Way, Churton Street and the surrounding streets, as are the overwhelming majority of our residents. There has been a concerted campaign by a couple of very vocal and well-funded opponents of this scheme who do not live in the ward. Their campaign has not been	Councillor Jim Glen's support for the scheme is noted.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		at all even handed or presented the facts of the proposal fairly, as represented on the Council's website and in the previous consultations. (a) Whilst very supportive of the scheme in all aspects there is one issue which should be addressed in the detail design. During the previous temporary scheme, eastbound traffic was diverted down Guildhouse Streed and then along Longmoore Street. Longmoore Street in particular is too small to take such traffic, recognised by a belated no right turn during the temporary scheme. The currently proposed 'cycling only' junction at the Warwick Way end of Guildhouse Street prevents this in the permanent scheme, which is a great improvement. However, residents are still concerned that eastbound traffic will divert up Belgrave Road, turn right into Gillingham Street and then right again into Guildhouse Street before going down Longmoore Street as before. Visual clues to deter such through-traffic from turning down Guildhouse Street such as a raised table or possibly a narrower entrance – giving the chance to plant a tree on the pavement buildout would be welcomed. In all events heavy goods vehicles should not be allowed to turn right from Gillingham Street down Guildhouse Street, as this can only lead to Longmoore Street, which is too small to take such traffic – please see attached photos of a lorry and a bus (!) on Longmoore Street during the temporary scheme.	(a) The measures were initially introduced during Covid as a temporary measure when there was little or no traffic in the area, only when lockdown was eased, traffic started returning and the scheme was maintained for 'eat out to help out' did the Longmoore Street issue arise, which is why it was not implemented at the start. Due to the nature of the junctions and roads, the eastbound route via Guildhouse Street-Longmoore Street is a less attractive route compared to the Gillingham Street – Wilton Road route. The route via Longmoore Street requires traffic to yield priority to westbound traffic on Gillingham Street, make a tight turn from Guildhouse Street into the very narrow Longmoore Street (which has parking on both sides) and yield priority again to two-way traffic on Wilton Road, where visibility is constrained and is close to the signal junction where crossing through a traffic queue might be required. The route via Wilton Road requires traffic to only yield priority once, to two-way traffic on Wilton Road. This is therefore safer as well as being less prone to delay. The additional delay and inconvenience means there is no significant advantage to using the route via Longmoore Street in preference to Wilton Road. A review using Google Maps navigation tool shows the routes as being a similar distance, yet with up to an additional 1-minute journey time via Longmoore Street at peak times.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			Nevertheless, measures suggested and heavy goods vehicles (HGV) ban (except for access) could be considered if post-implementation monitoring shows any issue if the scheme is introduced.
		(b) The obvious change to the scheme which would allay all such fears, and to go a long way to addressing the vocal opponents of the scheme, is to allow a right turn from Gillingham Street onto Vauxhall Bridge Road. This is a TfL strategic network road and there is a taxi rank down the middle of the road – but the taxi rank could have a break in it to allow right hand turns and this should be allowed. All three ward councillors remain supportive of the whole scheme and hope that construction will start as soon as possible. [Please refer to item 5 in Appendix C]	(b) This suggestion has been considered in detail and discussed with TfL (who would need to approve the scheme) and it was rejected presently on grounds of safety and network impact (the conclusion that it would require traffic signals and loss of long sections of taxi rank). It could be reviewed if post-implementation monitoring shows any issues.
147.	[redacted] Email dated 1st December 2023	I would like to express my support for this scheme. I feel this is very important in light of the fact that there has been an attempt to encourage negative feedback, with the distribution of misleading claims, spread to local resident by a so called 'representative of Victoria Medical Centre', who has misused surgery customer contact data to spread personal views about this scheme. In support • Pimlico has lacked investment in its public realm for many decades. • The scheme is in line with the Pimlico Neighbourhood Plan. In particular, the need to	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		improve the physical environment/public realm in our commercial areas (policy PIM 21). • All previous consultations and surveys have shown strong support by residents and businesses. The WWC survey this year showed 79% support for the Churton Street scheme and 83% support for the Warwick Way scheme among people based within Pimlico. Benefits: • More spacious and welcoming ambiance will enhance still further the sense of community. • Good for our existing shops and would encourage new businesses into the area. • There would be permanent 'alfresco' space available for our hospitality businesses and enjoyment of their customers. • Increased space for people using the pavement. • The additional trees will enhance the ambiance and are good for the environment. • Reducing non-local, through traffic in Warwick Way will improve air quality there. • The scheme will make the street safer for pedestrians and cyclists and should help reduce the gridlock at weekends and rush hours. • The traffic study showed the scheme resulted in welcome reduction in HGV vehicles, and no expected negative traffic impact on surrounding streets.	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
148.	[redacted] Email dated 1st December 2023	In response to you planned road use scheme in the Warwick Way area, I would like to make the following observations: (a) Any changes to traffic flow which gives cyclists greater protection is to be welcomed but I am concerned about the knock-on effect to other road users and, more importantly, pedestrians. The present proposals would appear to be as a result of dealing with the 2020 Covid needs to facilitate movement of pedestrians while also helping traders to create space between their customers queuing for service and observe the two-meter distancing requirements. This was done by creating more seated space outdoors for cafes and restaurants. The solution to the problem was to create a one-way system similar to your present proposals. (b) As a local resident who enjoys the facilities of Warwick Way traders and food outlets, I am a daily pedestrian in the area and would welcome being able to get about a busy street without becoming entangled with other street users such as tourists with their copious luggage, parents with children and baby buggies, teenagers on skateboards and scooters and cyclists who prefer negotiating the pavement to the roads. Giving the cyclist designated lanes will go some way to clearing the narrow pavements. However, an aged pedestrian with a walking stick and (sometimes) dog still has difficulty getting around the small space available. I fear these new proposals have allowed more room for cafe tables and overlooked the needs of the disadvantaged members of the public. It is to be	The City Council notes [redacted] comments. (a) Please refer to Response 7.a in Appendix A to this report. (b) Please refer to Response 7.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		hoped that cyclists will be observant of the traffic lights at junctions and not blithely ride across them when pedestrians are waiting to cross. I fear a re-education program and penalties for blatantly ignoring signs will be needed to solve this problem. (c) The changes to Warwick Way necessitate redirecting traffic wanting to go from Belgrave Road and upper Warwick Way to Vauxhall Bridge Road and Rochester Row. During Covid, to adapt to the proposed one-way system, traffic was directed to Guildhouse Street, Longmore Street and later Gillingham Street. This was a nightmare with traffic gridlocked at all intersections and delays of up to 20 minutes trying to reach Vauxhall Bridge Road from the traffic lights at Warwick Way and Belgrave Road. There is no indication that the new routing will be any improvement on the Covid traffic diversions. There will be heavier use of Gillingham street, Wilton Road and Upper Tachbrook Street by traffic wanting to reach Vauxhall Bridge Road. Pollution levels will increase and there will still be gridlocked traffic coming from Belgrave Road. Will Longmore Street from Wilton Road to Upper Tachbrook Street revert to one-way as it was during Lockdown? With traders' and Doctors' parking, increased traffic will make two-way driving very difficult. My main concern with the proposed changes are how this will affect me and my use of the immediate streets. Not using Churton Street on a regular basis, I cannot offer inside knowledge as the residents of that street are able. I am sure many locals will have concerns for their immediate vicinity too and hope they will be contacting you in due course.	(c) Please refer to Responses 1.b, 1.d, 1.f and 2.a in Appendix A to this report. Longmoore Street between Wilton Road and Upper Tachbrook Street will be two-way traffic under the proposed permanent scheme.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(d) Businesses needing goods delivered and collected might welcome the increased loading bay sites and your reasons for restricting waiting time to 20 minutes looks sound on paper, but the practice may not be fulfilling the needs of the Charity shops in the area. (e) I appreciate all efforts of Westminster Council to improve the quality of life for those living and working in the area. I'm sure it wishes to make changes which will benefit health and business and fervently hope that me comment will not be dismissed out of hand.	(d) Traffic surveys review shows that the proposed loading arrangement meet the servicing requirements for both Warwick Way and Churton Street areas. (e) Noted.
149.	[redacted] Email dated 2nd December 2023	Please may I register my concern & objection to the proposed changes to traffic around Warwick Way which seem likely to make the north side of Warwick Square, a quiet residential square where I live, a much used route to avoid traffic lights for cars from Chelsea to get to Vauxhall Bridge Road.	[redacted] objection to the proposed measures is noted. Please refer to Response 1.d in Appendix A to this report. Eastbound traffic through Warwick Square was no more than 10-20 vehicles per hour on either the north or south sides in the worst-case peak period when the one-way temporary scheme was in place. The alternative eastbound route would depend on the origin and destination of the trip, but the natural route would be via Denbigh Street. The traffic signals on Belgrave Road both at Warwick Way and Denbigh Street provide gaps in traffic to allow vehicles to emerge from Warwick Square. Traffic counts show that flow on Denbigh Street northbound was increased by no more than around 10 vehicles/hour when the temporary scheme was in place.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
150.	[redacted] Email dated 2nd December 2023	I have been a resident of Denbigh Street for over [redacted] years and therefore am very concerned about any proposed alterations to my local streets. I wish to strongly object to the following proposals (a) Denbigh Street - The proposed loading bay is close to traffic lights, where the 24 bus stops. Loading in that area would create a huge traffic jam. It is also a very busy corner for pedestrians. (b) Warwick Way - Proposed one-way - This will affect the users of the Victoria Medical Centre and will make entry and exit from the centre very dangerous and also there will be nowhere for taxis or ambulances to stop. Please let me know if you require any further details.	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 5.c in Appendix A to this report. Denbigh Street is part of the bus 24 route but there is no bus stop on this street, therefore buses are not required to bus stop under normal circumstance. (b) Please refer to Responses 1.e and 7.c in Appendix A to this report.
151.	Warwick Way Residents' Association [redacted] Email dated 2nd December 2023	(a) Warwick Way Residents' Association (WWRA) membership is open to all those who live along Warwick Way and the adjoining streets. (b) WWRA strongly supports the scheme for Warwick Way and Churton Street. Warwick Way has become increasingly run down with no major expenditure on the street for decades. As a result there are numerous long-term empty premises. This scheme is a once in a generation opportunity to regenerate the heart of Pimlico which will benefit residents, businesses and visitors. (c) The traffic statistics showed that Warwick Way is one of the busiest streets in Pimlico carrying over 6000	(a) Noted. (b) Warwick Way Residents' Association's support for the proposed measures is noted. (c) Noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		cars a day – more than Belgrave Road. Warwick Way is also one of the narrowest streets in Pimlico with narrower than average pavements but significantly higher than average footfall. This volume of traffic is a danger to pedestrians and cyclists, particularly in the commercial section of Warwick Way. Warwick Way pedestrian traffic includes a large number of elderly and children who are particularly at risk. By widening the pavements, and making Warwick Way one-way in this section this will significantly improve road safety for pedestrians and cyclists. Those living west of Belgrave Road, where the street is majority residential (85% west of St. George's Drive), will benefit from lower noise and traffic pollution. (d) The pavements of Warwick Way are particularly narrow and as a result the street is often difficult to negotiate, particularly for those on mobility scooters or with pushchairs. The scheme will improve pedestrian access along Warwick Way, at the same time allowing our hospitality businesses to provide more alfresco dining space – which proved very popular all year round throughout the operation of the temporary scheme. We would recommend that the licenced external areas and the pedestrian areas are demarcated – for example through different paving – to make licence enforcement easier to ensure pedestrians are not impeded by hospitality customers, or delivery bikes outside Dominos (perhaps a dedicated delivery bike area could be included in the parking provision on Upper Tachbrook Street).	(d) Demarcation is usually provided to delineate private land and Westminster's public footway, and it is not used for establishing outdoor dining area. Hospitalities apply for outdoor seating will have to comply with the application conditions and ensure required clear footway width is maintained. The City Council currently does not plan to provide a dedicated delivery bike parking area at this location.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(e) We would recommend that the junction of Warwick Way and Wilton Road be a raised junction to make for safer and easier pedestrian access for pedestrians, particularly the elderly and those with pushchairs. We would also recommend that the zebra crossing by the Queens Arms is also raised to slow traffic entering this zone.	(e) Raised junction at Warwick Way and Wilton Road: Consideration could be given to raising the junction between Warwick Way and Wilton Road; however, the benefits would be marginal. The current proposed layout is considered to be accessible for pedestrians including the elderly, disabled and those with push chairs. The footway gradients at the crossing points are relatively shallow and would not present any difficulties so a raised table would only offer a small improvement. Another consideration is the large volume of vehicular traffic which will pass through this junction. In not raising the junction, kerb upstands will be maintained which will offer an increased level of protection to pedestrians from vehicles turning at the junction and it will also dissuade cyclists from cutting across the footways. A raised table is primarily a traffic calming measure. Warwick Way is on a bus route. The Transport for London document 'Traffic calming measures for bus routes' states in chapter 3 (page 7) that "…vertical deflections of an appropriate type should only be considered where speeding and collision problems cannot be treated by the traffic calming measures [other types of traffic calming]", i.e. in the hierarchy of traffic calming measures, those that introduce vertical deflections should be considered as a last resort. From an infrastructure perspective, a raised table would create low points which would require positive drainage. A high level review indicates this would require at least

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			two additional gullies which would need connections to a deep sewer. Given the above, a raised table at the junction with Warwick Way and Wilton Road is not recommended. Raised zebra crossing outside Queen's Arms: The speed limit for Warwick Way is set at 20mph. Traffic surveys undertaken during the temporary scheme show that the average vehicle speed was within the limit. Therefore, it is considered that a raised zebra crossing will not be required.
		(f) Finally, we would recommend that the road surface is light coloured to reflect heat and to indicate to traffic they are entering an area with high pedestrian traffic and should slow. All of these would be consistent with the treatment of other similar roads e.g. Baker Street, Marylebone High Street.	(f) The resurfacing materials will be further reviewed in the next design stage; low carbon materials may also be used where appropriate.
		(g) At weekends, Warwick Way frequently becomes gridlocked – this is a result of vehicles parked along the street meaning that two-way operation becomes constrained. This also occurs during rush hour due to the exceptional volume of traffic. This leads to increased pollution and increasing the danger to pedestrians trying to cross the roads. When the temporary scheme was in operation traffic flowed much more smoothly along the street. The proposed scheme will improve traffic flow and help reduce pollution.	(g) Noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(h) We entirely concur with the findings of the traffic survey that there was no significant displacement of traffic onto neighbouring streets in Pimlico. Our observation is that much of the through traffic simply used alternate routes including Buckingham Palace Road, Eaton Square and Grosvenor Road. These are wide roads much more appropriate for carrying through traffic. We would recommend that traffic travelling south along Pimlico Road is encouraged to turn left along Buckingham Palace Road through signage and the addition of a left filter. This will help avoid traffic diverting onto other Pimlico Streets.	(h) Noted.
		(i) We were pleased to note that the temporary scheme led to a modest reduction in Heavy Duty Vehicle usage along Warwick Way – a benefit for local residents. We also note the pleasing reduction in pollution along Warwick Way – as this street has one of the highest footfalls in Pimlico, this benefits pedestrians, alfresco diners and cyclists.	(i) Noted.
		(j) We support the aspirations for Pimlico laid out in the Pimlico Neighbourhood Plan. In particular, the need to improve the physical environment and public realm in Pimlico's central activity zone (policy PIM 21).	(j) Noted.
		(k) All previous consultations and surveys have shown high levels of approval by local residents and businesses. The WWC survey earlier this year showed 83% support for the Warwick Way scheme among people based within Pimlico. The WWRA members remain enthusiastic supporters of the scheme and are	(k) Noted.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		looking forward to having the scheme implemented next year. (l) The scheme adequately provides for the loading requirements of businesses along Warwick Way. Loading in Warwick Way – west of Wilton Road (outside 32–34 and 49–53 Warwick Way). The shops here are small and mostly need provision for small deliveries and quick pick-ups/ drop-offs rather than larger goods vehicle deliveries. 1. Change these bays from 'Goods Vehicles Only' to 'normal' loading so they will be available for any vehicle that is actively loading/unloading.	(l) The traffic survey shows that most of the activity at these loading bays is made by compliant Large Goods Vehicles (LGV) or Other Goods Vehicles (OGV). It is likely that most deliveries for hospitalities on the northern side carried out at the loading bay outside 49-53 Warwick Way are made by LGVs and OGVs. For loading bay outside 32-34 Warwick Way: • The bay is only long enough for 2 large cars/vans or 1 OGV1. • Surveys showed this bay was sporadically fully occupied in the morning, including OGV1 and is likely to be associated with the pharmacy or shops. • After midday, loading events are mainly LGVs (which would be exempt), cars and taxis. Cars and taxis occupy the bay and extend into the single yellow line throughout the evening. • Changing the bays to 'normal' loading bays to allow all vehicles to load at any time will inevitably increase the likelihood that the loading bay would be occupied by vehicles throughout the day, and thus will affect loading for the pharmacy and shops. • Therefore, this suggestion is not recommended. Alternatively, there is a loading bay outside no. 5-7 Denbigh Street and double yellow lines in the area to allow small deliveries carried out by cars and quick pick-ups/drop-offs.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		2. Reduce loading time here from 30 to 20 minutes to encourage a more efficient turnover of space. (m) As far as possible, the loading bays should be located to maximise the alfresco dining outside the main hospitality venues e.g. Cyprus Mangal, Caffé Nero, The Warwick, The Queens Arms, Uno who were the main users of the extra space during the operation of the temporary scheme.	Loading times have been agreed with City Council's parking team based on survey results and known requirements. (m) The position of the loading bays generally on Warwick Way have been determined based on a number of factors: • Maintaining footway widths: 2m or the existing width, whichever is the narrower. The proposed layout has been designed to ensure that as a minimum, existing public highway footway widths are maintained and, ideally, this would be a 2m wide footway. • Width of loading bays: 2m. Proposed loading bays will be set into the footway and will be at the same level as the footway so that, when not in use by servicing vehicles, the available space can be utilised by pedestrians. The kerb at the front of the loading bay is, necessarily, full height but vehicles will be able to gain access as these kerbs will be chamfered. • Carriageway width: 5.25m. Warwick Way will operate one-way westbound for general traffic in the proposed scheme. As this road is used by buses, the minimum width of the vehicle lane must be 3.25m. Warwick Way is also a key east-west cycle corridor through the Pimlico area and the proposed scheme has sought to reflect this by allowing two-way operation for cyclists with a 2m wide contra-flow cycle lane accommodated

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			on the north side of Warwick Way between the junction with Belgrave Road and Upper Tachbrook Street. The width of 2m is the minimum recommended to provide an adequate level of service for the numbers of cyclists using the route. It is also enables cyclists to safely pass the loading bays without risking being hit by vehicle doors. • Utilities. There are a number of underground utilities present in the footways and carriageway of Warwick Way. These are expensive to relocate and the design rationale has been to keep relocations and diversions to a minimum.
		(n) We feel that bike stands should not be sited on the pavement outside hospitality businesses as this could impact the amount of 'alfresco' space available. Better locations on Warwick Way would be on the new build out on Guildhouse Street and outside Tesco and along Upper Tachbrook Street.	(n) The bike stand locations will be further reviewed in the next design stage. Cycle racks are an important feature within the scheme to support active travel.
		(o) We would recommend that the council confer with TfL to develop a scheme to introduce traffic lights with a right turn at the Gillingham Street / Vauxhall Bridge Road junction. The pedestrian crossing at the Queen Mother Centre could potentially be removed and replaced by a pedestrian crossing incorporated into the Gillingham Street traffic lights therefore ensuring traffic along Vauxhall Bridge is not slowed. The traffic lights could be synchronised with those at Neathouse Place / Vauxhall Bridge Road to ensure that traffic continues to flow smoothly. It should be possible to continue to provide adequate space for	(o) This has been considered in detail and discussed with TfL (who would need to approve the scheme) and rejected at present on grounds of safety and network impact (conclusion that it would require traffic signals and loss of long sections of taxi rank). The suggested works at this location are currently not within the scope of the proposed scheme, further review could be carried out if post-implementation monitoring shows any issues.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		queuing taxis – our observations are that the taxi queue rarely extends beyond Gillingham Street as it already has considerable length along Wilton Road and it already has a break at Neathouse Place. If the pedestrian crossing outside the QMC were removed that would allow the taxi rank to extend further if required.	
152.	[redacted] Email dated 2nd December 2023	I wish to register my firm SUPPORT to the TMO proposals in all respects. I live at [redacted] so will be directly benefited by the improvements. The grounds for my support include: Making these streets one-way will be a great benefit to residents and the nearby businesses particularly in relation to the. Churton Street. The temporary improvements brought in during Covid have been really successful and the current proposal builds on these. 1. Improved pedestrian safety will be a benefit with better crossing points and wider pavements. 2. Environmental benefits will flow including improved street environment with more space for people. I really like the greening proposal that will make the area more attractive. 3. Helping businesses - the proposal will make the shops, pubs, cafe and restaurant businesses more viable so that they can use outdoor pavement space. I	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		love living in the cafe culture that has arisen over recent years. Please support our excellent local businesses. 4. The fear-mongering about "rats runs" is utter nonsense and the objectors seem to be grumpy old car driving men hating change. Can we please not listen to objectors and go backwards! A small handful of vocal objectors should not with their proforma objections drown out the overwhelming support from residents. I have not met any of my neighbours who is not supportive. 5. The overall proposals supports people using the streets and strike a balance whilst improving life for residents. This will be money well spent and thank you to the Council and local Councillors for promoting this great proposal. Please acknowledge receipt of this statement of SUPPORT.	
153.	[redacted] Email dated 2nd December 2023	(a) I am emailing to object to the Council's proposal to make access to Warwick Way and Churton Street from the east closed. (b) If this proposal goes ahead, it will inevitably increase traffic through Warwick Square a residential area of Grade II listed houses from both St Georges Drive and Belgrave Road whereas Warwick Way is essentially commercial. Pimlico retains the village atmosphere and community and these proposals will	(a) [redacted] objection to the proposed measures is noted. (b) Please refer to Responses 1.b and 7.c in Appendix A to this report. Eastbound traffic through Warwick Square was no more than 10-20 vehicles per hour on either the north or south sides in the worst-case peak period when the one-way

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		make access to the heart of it i.e. the market, local retailers and NHS etc. more difficult.	temporary scheme was in place. The alternative eastbound route would depend on the origin and destination of the trip, but the natural route would be via Denbigh Street. The traffic signals on Belgrave Road both at Warwick Way and Denbigh Street provide gaps in traffic to allow vehicles to emerge from Warwick Square. Traffic counts show that flow on Denbigh Street northbound was increased by no more than around 10 vehicles/hour when the temporary scheme was in place.
		(c) The proposal is even more restrictive than those introduced during Covid which was universally welcomed when the original traffic flows were reinstated.	(c) The proposed changes takes into consideration lessons learnt from the original one-way working and following public engagement consultation with the public.
		(d) Apart from the inconvenience to residents I am aware that the cost of the changes will amount to £2m which as you know is council taxpayers money and should respected.	(d) Please refer to Response 4.a in Appendix A to this report.
154.	[redacted] Email dated 2nd December 2023	(a) Having lived in Pimlico for [redacted] years, an area I love, I believe I am well qualified to comment and I DO NOT CONSENT to the proposal to implement one-way streets down Warwick Way and Churton St. Nor do I consent to the fiddling around of Lupus Street, removing parking to install cycle lanes. The reasons are as follows:	The City Council notes [redacted] comments. (a) There are no works proposed for Lupus Street under this scheme.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) The waste of over £2 million of our council tax money	(b) Please refer to Response 4.a in Appendix A to this report.
		(c) The detriment to local businesses who have already suffered immensely	(c) By reducing traffic and extending footways, the City Council is providing an improved space for pedestrians, better accessibility and more greening possibilities, improved lighting and drainage. Ultimately, it will create a better place for the local residents and visitors, and the opportunity for an enhanced business environment.
		(d) The implementation of yet another layer towards the wicked 15-minute City plan which no-one is being transparent about, which is being insidiously installed	(d) Noted.
		(e) There is absolutely NO BENEFIT to this stupid scheme	(e) Noted.
		(f) Cars are being targeted all the time and this is yet another scheme to frustrate drivers. It seems that the assumption is that everyone is able-bodied. Plenty are not.	(f) Noted.
		(g) No proper consultation has been done with neighbouring residents.	(g) Please refer to Response 3.a in Appendix A to this report.
		(h) The Council should get on with the business of running Westminster, not gerrymandering Westminster.	(h) Noted.
		(i) I well recall the ridiculous 'chicane' that was installed for only the C10 bus on Ebury Bridge at vast	(i) This comment is not relevant to the proposed scheme.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		cost, then removed not long after, at vast cost. Whose stupid idea was that in any case? (j) Whose idea was it to put islands and trees all the way down St George's Drive at vast expense? Where is the benefit? I am aware that strategically placed 'planters' would render that road impassable. Please just stop it and stop wasting our money.	(j) This comment is not relevant to the proposed scheme.
155.	[redacted] Pimlico Neighbourhood Forum [redacted] Email dated 2nd December 2023	(a) Pimlico Neighbourhood Forum supports the proposed improvement of the public realm in the Wilton Road/Tachbrook "retail cluster" which includes this part of Warwick Way and Churton Street. We set out our reasons below and propose some changes that we feel would enhance the scheme. Pimlico has seen a huge increase in population since 2001; surveys of residents' associations and their members show that Pimlico residents would like to do more of their shopping, dining and other hospitality purchases in their area; and the physical environment has not kept up with the population growth or the quality of public realm in nearby shopping areas (Cardinal Place/Nova/Victoria Street and Elizabeth Street). Previous consultations and surveys including consultations about the temporary scheme have shown wide support among both local residents and businesses for removing traffic from this area and for increasing space for residents and the hospitality businesses.	(a) Pimlico Neighbourhood Forum's support for the proposed measures is noted.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Policy PIM 21 in the Pimlico Neighbourhood Plan and the supporting analysis sees the priority for this central part of Pimlico as being public realm improvement and expanding the space for businesses and pedestrians. The current proposal for pavement expansion meets this objective and we therefore support it. From Pimlico's perspective, the primary objective for the scheme should be to provide more and better public space while enabling businesses to function through continuing to take deliveries and collection. We therefore welcome continued loading space near the four pharmacies, the improved space for pedestrians, the additional 'alfresco' space available for hospitality businesses, introduction of trees in Warwick Way, additional trees in Churton Street where possible. We have some specific comments and suggestions concerning the current and future needs of the businesses: (b) Bicycle stands should not be sited on the pavement outside hospitality businesses as this could impact the amount of 'alfresco' space available. More suitable sites would be outside Tesco; on the Guildhouse Street build-out, outside 36–38 Warwick Way and in Upper Tachbrook Street. Location of this and similar street furniture needs to be able to accommodate future changes of use.	(b) The bike stand locations will be further reviewed in the next design stage. Cycle racks are an important feature within the scheme to support active travel.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(c) Loading in Warwick Way: the shops and businesses here are small (except for Tesco and Waitrose) and mostly need provision for small deliveries and quick pick-ups/ drop-offs rather than larger goods vehicle deliveries. The pharmacies in particular need to be able to take frequent deliveries and to service customers who need to collect prescriptions by car and we suggest that these bays are changed from 'Goods Vehicles Only' to 'normal' loading so they will be available for any vehicle that is actively loading/unloading.	(c) The traffic survey shows that most of the activity at these loading bays (western side of Warwick Way) is made by compliant Large Goods Vehicles (LGV) or Other Goods Vehicles (OGV). It is likely that most deliveries for hospitalities on the northern side carried out at the loading bay outside 49-53 Warwick Way are made by LGVs and OGVs. For loading bay outside 32-34 Warwick Way: • The bay is only long enough for 2 large cars/vans or 1 OGV1. • Surveys showed this bay was sporadically fully occupied in the morning, including OGV1 and is likely to be associated with the pharmacy or shops. • After midday, loading events are mainly LGVs (which would be exempt), cars and taxis. Cars and taxis occupy the bay and extend into the single yellow line throughout the evening. • Changing the bays to 'normal' loading bays to allow all vehicles to load at any time will inevitably increase the likelihood that the loading bay would be occupied by vehicles throughout the day, and thus will affect loading for the pharmacy and shops. • Therefore, this suggestion is not recommended. Alternatively, there is a loading bay outside no. 5-7 Denbigh Street and double yellow lines in the area to allow small deliveries carried out by cars and quick pick-ups/drop-offs.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(d) As we understand it, modelling and surveys suggest that removing one direction of traffic in Warwick Way has reduced through traffic in total. This is welcome as, as a primarily residential area, Pimlico is generally an unsuitable place for through traffic and through journeys rarely bring benefit to our area. However, it is also important to minimise "rat running" through residential streets. The closing off to cars of Guildhouse Street from Warwick Way (as suggested from the original temporary scheme) will undoubtedly help, but we suggest that steps be considered for minimising through traffic on residential diversionary routes.	(d) Please refer to Response 1.d in Appendix A to this report.
156.	[redacted] Email dated 2nd December 2023	(a) I wish to register my objection to the TMO proposals to impose impractical one-way traffic restrictions within our residential neighbourhood, particularly as proposed eastbound in Warwick Way. The grounds for my objections include: (b) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and more importantly for pedestrians, very many of whom are local residents. A practical and realistic assessment of the effect of the closing of Warwick Way eastbound is that displaced traffic will result in 'rat runs' within the residential streets of Pimlico, as unacceptable and unnecessary collateral damage. This project is not directed at improving the quality and health of residential life in our congested neighbourhood. Instead, it creates for no identified benefit a semi-pedestrianised zone (blocking a key long-established thoroughfare leading directly to	(a) [redacted]objection to the proposed measures is noted. (b) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Central and South London) where a new pedestrianised zone is not required since one already exists around Tachbrook Street market.	
		(c) I support the objections raised by the NHS Medical Centre and local pharmacies on their grounds of safety and access.	(c) Please refer to Responses 1.e and 7.c in Appendix A to this report.
		(d) Westminster Council refuses to produce a plan for displaced traffic, but it is self-evident that much through-traffic will be forced southwards onto and down St Georges Drive and Belgrave Road, leading inevitably to disruption and increased pollution; surely not this Council's objective given its admirable focus on improving the environment for the residents of Pimlico, home of so many of its key voters?	(d) Please refer to Response 1.a in Appendix A to this report. Traffic monitoring has been carried out on the key alternative strategic eastbound routes across the network. This showed significant reductions in traffic volumes across the local road network and minimal levels of displaced traffic on very few roads. Eastbound traffic volume on Warwick Way since the re-introduction of two-way operation is considerably lower than pre-Covid conditions, and so overall network impact is expected to be very low.
		(e) It is utterly antisocial to local residents to encourage pubs' customers to spill out onto the 'pedestrianized' streets, as this adds absolutely nothing to the ambience of our Victorian estate.	(e) Please refer to Response 7.b in Appendix A to this report.
		(f) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and is therefore very disproportionate for its stated objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year, as a walk around the existing facilities will quickly demonstrate on every day except	(f) Please refer to Response 9.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		perhaps Saturday or during July/August if the weather is hot enough to encourage outdoors dining. (g) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC.	(g) Please refer to Response 4.a in Appendix A to this report.
157.	[redacted] Email dated 2nd December 2023	[Replied to email from [redacted], see item 156] I completely agree with the undermentioned objections to the Traffic Management Order (TMO) Warwick Way and Churton Street. It is a recipe for intolerable, dangerous rat runs through our quiet residential streets. This ill-conceived scheme must not happen.	Please refer to Officers Comments 156.
	Email dated 3rd December 2023	We wish to protest most strongly against the proposed Traffic Management scheme for Warwick Way/Churton Street 8033/ND. This plan is ill-conceived because it will result in residential streets to the east of St George's Drive becoming rat runs for drivers heading south and east. We live in Warwick Square, which is already used too much as a short cut. Drivers speed along this residential street, ignoring the 20mph limit, endangering life. The situation will be greatly exacerbated by this proposed measure. (a) The idea of allowing public houses to expand into the street will not improve the ambience of our quiet residential area, far from it. Pimlico is not some Mediterranean resort. While pedestrianisation is good, in this case it will actually damage the environment. It would be a grievous blow for residents if this scheme were implemented.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 7.a and 7.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
158.	[redacted] Email dated 2nd December 2023	The proposals look very good.	[redacted] support for the proposed measures is noted.
159.	[redacted] Email dated 3rd December 2023	Concerning the new scheme in Pimlico. Having already experienced bicycles cycling against the traffic I have to say that it is dangerous in the extreme and this proposal needs to be re-examined and scrapped. If a pedestrian is looking one-way for cars he can easily be hit by a cyclist cycling against the direction of the cars.	The City Council notes [redacted] comments. Similar to many one-way workings with cycle contra-flow in the City, both the cyclist and pedestrian has responsibilities to ensure the safety of each other. The proposals include widening the footway to make the pedestrian crossing shorter reducing the risk of collision. There has been no evidence that introducing cycle contra-flow increases cyclist/pedestrian collision.
160.	[redacted] Email dated 3rd December 2023	I'm writing in connection with the Warwick Way and Churton Street consultation. I'm a resident of Pimlico, having lived here since [redacted]. By far, it is the best place I've lived in London, and is where I plan to stay given we invested in our flat in [redacted] and couldn't be happier. I'm aware of the plans for improving the Warwick Way and Churton Street area. I have a vested interest in the improvements going ahead as live off Warwick Way in Eccleston Square Mews and am a regular at Roasting, the cafe on Churton Street. I'd like to register my full support for the plans and would welcome the support of the Council in helping realise the ambitions that so many people / residents of Pimlico have in improving our area so it continues to be a lively, engaging, and community spirited	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		environment for us all to enjoy. Many thanks for considering my comments.	
161.	[redacted] Email dated 3rd December 2023	I commented previously about this when the matter was first being considered and you asked for the public's comments. My views have not dramatically changed concerning this and I am largely in favour of the proposals. However, I do have some points I feel need to be considered: (a) It is essential that the views of the immediate residents and businesses in these two areas are considered carefully; it is they who will be most affected by whatever decisions are finally taken. I note that the NHS Medical Centre have raised their worries that ambulances and emergency vehicles will find it difficult to get to them – there has to be an arrangement where this scheme does not affect the ability for them to reach the Centre in an emergency. (b) It seems that the matter that concerns locals most is the possible use of local streets being turned to short cuts/ 'rat runs' and this would most certainly be a concern if I lived in those streets that may be subject to this. (c) The positioning of trees and street furniture on these two streets will also need careful consideration and professional input from the council's arborists.	The City Council notes [redacted] comments. (a) Please refer to Responses 1.e and 7.c in Appendix A to this report. (b) Please refer to Response 1.b in Appendix A to this report. (c) The tree and street furniture locations will be further reviewed in the next design stage by WCC's Arboriculture and relevant teams and will be subject to trial hole survey results.
162.	[redacted]	This is terrible news for me. As a disabled person, relying on my car for local shopping, it means, once	The City Council notes [redacted] comments.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 3rd December 2023	again I would not be able to find anywhere to park, particularly near my Doctors surgery, VMC, which neither has no disabled parking available close by.	Please refer to Responses 4.c and 5.d in Appendix A to this report.
163.	[redacted] Email dated 3rd December 2023	I write to express my objection to the above plan, in particular in the part that refers to CHURTON Street. (a) The proposed double yellow lines outside [redacted], both on Churton Street and Charlwood Place would have a severe negative affect on our business. We receive daily deliveries and daily collections from our premises. Quite often by Westminster residents who would not be able to stop. [redacted] are both heavy and cumbersome; (b) The proposed 24/7 parking restrictions are excessive and will harm businesses. The west side of Churton street between Belgrave Road and Charlwood Place is the busiest for collections and deliveries. There are multiple daily deliveries to the three restaurants and Warwick Electrical. It also should be born in mind that home delivery vehicles for residents need to be able to stop; (c) The footfall in the street, which we know very well, is not great, so it seems utterly unnecessary to widen the pavement. The only reason seems to be to subsidize the two cafes by giving them extra covers at no cost either in rent or rates at the expense of other businesses;	[redacted] objection to the proposed measures is noted. (a) The proposed measures would include a loading bay outside No. 37 Churton Street which is a short distance from No.33 and a pay-by-phone bay outside No. 35; and the parking in Charlwood Place would remain the same. Loading / unloading can be carried out in loading bays, residents' parking bays and pay-by-phone bays during the hours of control (indicated by traffic signs in the vicinity of the bay) for a maximum period of 20 minutes. There is no restriction on loading / unloading outside of controlled hours. (b) The proposed measures would be to retain two pay-by-phone bays on the north-western side of Churton Street and introduce a loading bay. Loading / unloading can be carried out in loading bays and pay-by-phone bays during the hours of control (indicated by traffic signs in the vicinity of the bay) for a maximum period of 20 minutes. There is no restriction on loading / unloading outside of controlled hours. (c) If two-way traffic is to be retained, the increase in additional footway will be less than the one-way option and traffic conflicts will persist due to the narrow carriageway. It is also not feasible to install echelon parking under the two-way arrangement due to the carriageway width on Tachbrook Street, meaning there is no increase in parking provision compared to the

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			temporary scheme. Therefore, on balance the one-way option was adopted.
		(d) The proposed one-way system would provide a rat run & racecourse down Churton Street and along Tachbrook Street;	(d) Please refer to Responses 1.a and 1.b in Appendix A to this report.
		(e) The cost of the scheme will be way in excess of any benefit, and the money, which is a scarce resource, could be used for other social needs of which there are many in Westminster!; and	(e) Please refer to Response 4.a in Appendix A to this report.
		(f) Returning the street to its pre pandemic situation, without the barriers in the road, would alleviate the parking for commercial vehicles and create a clearer flow of traffic. Please acknowledge receipt of this objection.	(f) Noted.
164.	[redacted] Email dated 3rd December 2023	You appear to have failed to consider an important aspect of the proposal. (a) Traffic in Warwick Way will be forced to turn either left or right when it reaches Belgrave Road. Most will turn left. Some of this traffic will proceed up to Buckingham Palace Road, but a substantial proportion will turn right into Gillingham Street. Some of this traffic will go up to Wilton Road and disperse from there.	The City Council notes [redacted] comments. (a) Please refer to Responses 1.a, 1.b in Appendix A to this report. Due to the nature of the junctions and roads, the eastbound route via Guildhouse Street-Longmoore Street is a less attractive route compared to the Gillingham Street – Wilton Road route. The route via Longmoore Street requires traffic to yield priority to westbound traffic on Gillingham Street, make a tight turn from Guildhouse Street into the very narrow Longmoore Street (which has parking on both sides) and yield

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Particularly if there is heavy traffic (and you are deliberately increasing the amount of traffic in Gillingham Street substantially) some of this will turn right into Guildhouse Street. The only exit is, then, the entirely unsuitable Longmoore Street.	priority again to two-way traffic on Wilton Road, where visibility is constrained and is close to the signal junction where crossing through a traffic queue might be required. The route via Wilton Road requires traffic to only yield priority once, to two-way traffic on Wilton Road. This is therefore safer as well as being less prone to delay. The additional delay and inconvenience means there is no significant advantage to using the route via Longmoore Street in preference to Wilton Road. A review using Google Maps navigation tool shows the routes as being a similar distance, yet with up to an additional 1-minute journey time via Longmoore Street at peak times. Nevertheless, measures suggested and heavy goods vehicles (HGV) ban (except for access) could be considered if post-implementation monitoring shows any issue. Traffic monitoring carried out before, during and after the temporary one-way scheme was in place shows that traffic flow on Gillingham Street did not increase significantly under the one way scheme, and is now much lower than pre-Covid levels.
		(b) It has always been accepted that Longmoore Street is far too narrow to cope with commercial traffic. Indeed, the inhabitants have always been assured that this would not be permitted to happen. We have photographs of a double decker bus being rerouted down there and getting stuck on the turn.	(b) Please refer to comments above.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(c) It is essential, therefore, that traffic mitigation steps are taken in Guildhouse Street to the north of Longmoore Street so that access is only available to cars or similarly sized vehicles. This would be achieved by building out the pavement on the north side of Longmoore Street to make it impossible for large vehicles to turn down there. In addition, there should be size/weight restrictions on vehicles entering Guildhouse Street at its northern end, either from east or west. It seems extraordinary that the traffic scheme has reached this stage without any consideration of such a fundamental point, particularly when the Council has always promised that no scheme would proceed without the position of the inhabitants of Longmoore Street being protected. Clearly this scheme fails on this fundamental point.	(c) please refer to comments above.
165.	[redacted] Email dated 3rd December 2023	We received your traffic management proposals for Warwick Way and Churton Street and we would like to make clear our comments and overall disapproval of the plans. (a) We strongly disagree with the proposal to introduce one-way working south-westbound on Warwick Way. This is a central route that is used regularly by residents between Pimlico and Victoria. This is a much safer route than the alternative that would require traffic to reroute through Wilton Road and Longmoore Street and Upper Tachbrook street to enter Rochester Row and Vauxhall Bridge Road.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.a-1.f and 9.a in Appendix A to this report. It is unclear from the description what route is referring to, however local accessibility is maintained albeit requiring slightly longer journey times for specific trips.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		The major consequence of making Warwick Way one-way will also mean that more families will be forced to use the route of Vauxhall Bridge Road turning left into Upper Tachbrook Street and then on to Warwick way to cross over into Rochester Row and turn right into Vauxhall Bridge. The fact that your proposals are also to introduce a cycle lane to the end of Warwick Way forcing all traffic into one lane will further exacerbate a newly created problem of traffic gridlock around Upper Tachbrook Street. There are already not enough entrances to this area of Vincent Square / Victoria / Rochester Row area. This will make it even worse for the residents and families of this area to access. We understand the importance of cycle lanes but it's also important to remember that there are a lot of families like us who rely on using cars to transport the family. Please can you make sure that this comment is heard and that the residents of our area are not ignored. We look forward to your confirmation of receiving this email and further steps taken of consideration.	
166.	[redacted] Email dated 3rd December 2023	I wish to object to the proposals as to how they will affect traffic down Longmoore Street, of which I am a resident. (a) The Council are well aware of all the problems and put into effect various temporary measures last year so why have they been overlooked now?	[redacted] objection to the proposed measures is noted. (a) The results from the previous informal public consultation showed a majority support for both proposals overall. Generally, there was greater support

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			from those in close proximity to the scheme. Support for the proposals was also received from all Pimlico North ward members and 7 neighbourhood forums and residents' associations in the vicinity.
		(b) I whole heartedly support the email sent to you on 3 December from my neighbour, [redacted] and would suggest that his eminently sensible suggestions be included.	(b) Noted. Please also refer to the City Council's comments to item 164 in Appendix B to this report.
167.	[redacted]	A short email in support of the proposed changes to Churton Street & Warwick Way. (a) I email as we have received leaflets objecting to the proposals & as a business holder in Churton Street I think these are misguided. (b) The changes will be very welcome to all the businesses in the affected streets that I have spoken with.	(a) Please refer to Response 4.c in Appendix A to this report. (b) [redacted] support for the proposed measures is noted.
168.	[redacted] Email dated 3rd December 2023	We would like to add our strong support for the scheme. We have lived in [redacted] for [redacted] years and welcome this long-overdue investment in the local area. The scheme will greatly improve the local environment visually, reduce noise and pollution from through-traffic and will have a long-term positive impact on the quality of life for residents and local businesses.	[redacted] support for the proposed measures is noted.
169.	[redacted]	I live on [redacted] and wish to register my objection to the TMO proposals to impose one-way traffic restrictions on Warwick Way. (a) The one-way restriction causes significant inconvenience and delays to my journey and that of	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b and 1.f in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email received 3rd December 2023	many residents. The one-way restriction would increase the journey length and cause traffic jams across the neighbourhood. This was the case when the temporary restrictions were in place and will be even worse in the proposed scheme with the closure of the Guildhouse Street junction. Displaced traffic will cause significant additional traffic on neighbouring residential streets. (b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (c) The benefits of the scheme are questionable. The 'Al Fresco' dining facilities put in place during Covid were blocking pedestrian traffic instead of making it easier. The restaurant options on the street are mediocre at best. The cost rumoured to exceed £2,000,000 is a poor use of rate payers' money. Please acknowledge receipt of this objection.	(b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) Please refer to Responses 4.a and 7.a in Appendix A to this report.
170.	[redacted] Email dated 3rd December 2023	I would like to object to the proposal. My objections relate to the area around Tachbrook Street, Churton Street, Charlwood Street and Charlwood Place. My objections are as follows: (a) The proposal reduces the number of available residents' parking spaces from 22 to 18, in an area which already sees a high demand on residents' parking spaces;	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 5.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) The proposal increases the number of loading bays from 1 to 5. There is no requirement for this and will encourage higher van/similar traffic to remain in the area for longer periods of time than is needed. This will cause disruption in residential streets; (c) The proposal will require traffic calming in Charlwood Street, particularly the area between Vauxhall Bridge Road and Tachbrook Street; (d) The echelon parking will disrupt the appearance of the street and increases traffic fumes at pavement level; (e) Charlwood Place is very overcrowded and would benefit from one-way traffic, but this has not been addressed; and (f) No consideration has been given in the scheme to the provision of charging points, which is currently at a woefully inadequate level. Thank you for considering this feedback.	(b) The proposed increase in loading bays is to ensure a quick turn-around of loading/unloading and will allow residents and visitors to park outside the controlled hours. (c) Currently the City Council is not considering further traffic calming interventions on Charlwood Street, however the situation will be monitored. (d) Please refer to Response 5.b in Appendix A to this report. (e) Charlwood Place has been maintained as two-way to retain as much accessibility as possible for residents. Nevertheless, it is recognised that the one-way arrangement on Churton Street might result in additional traffic on Charlwood Place that increases localised, if only very short term, congestion and inconvenience. Post-implementation monitoring will determine whether or not further mitigation measures might be required, such as making Charlwood Place one-way northbound. (f) The feasibility of implementing EV charging points in this area will be reviewed under a separate EV charging scheme within the City Council.
171.	[redacted]	I have lived in Pimlico for [redacted] years and although there have been a number of improvements (e.g. the development of the derelict bus garage on Wilton Road, the building of the Park Plaza Hotel and the	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 3rd December 2023	redevelopments around Wilton Road / Gillingham Street) there has been virtually no investment in the commercial heart of Pimlico along Warwick Way. I am therefore delighted that the council has decided at last to reinvigorate Warwick Way – something I believe will help turn Warwick Way into a more vibrant successful commercial destination for residents, visitors and businesses. I am also supportive of the investment in Churton Street. The temporary scheme was highly successful and led to a much improved ambience on Warwick Way and helped support businesses during the pandemic. The scheme also demonstrated that Warwick Way suffers from excess through traffic – which chose to skirt around Pimlico when the one-way scheme was in operation as demonstrated by the traffic statistics. This led to lower pollution for residents and visitors, and improved road safety for pedestrians and cyclists. The wider pavements in the scheme will make the street easier to navigate for those with mobility scooters and pushchairs and the trees will improve the ambience and reduce pollution. Warwick Way is frequently gridlocked at weekends and in rush hour and the scheme will improve traffic flow. (a) I am aware of a well-funded campaign from those who live outside Pimlico to encourage objections. These individuals do not shop or dine on Warwick Way and simply rat-run through the area. The views of those who live in Pimlico, suffer from	(a) Please refer to Response 4.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		excess traffic pollution and frequent the shops and hospitality businesses along Warwick Way should be paramount and those who live outside the area should be discounted. The Council's consultation showed overwhelming support for the scheme from those who live in Pimlico and is in keeping with the Pimlico Neighbourhood plan. On the specifics of the scheme, I'd suggest: (b) Loading bays West of Wilton Road should be 20 min and available for both goods vehicles and customers; (c) Loading bays should be positioned to maximise hospitality alfresco dining;	(b) The loading bays on Warwick Way is proposed to accommodate vehicles servicing premises on this location. There is a proposed loading bay on Denbigh Street that would accommodate customers loading needs. (c) The proposed loading bay in this location on the north side of Warwick Way is 25.8m long to accommodate vehicles servicing premises on Warwick Way in this location, including The Warwick Public House. The position of the loading bays generally on Warwick Way have been determined based on a number of factors: • Maintaining footway widths: 2m or the existing width, whichever is the narrower. The proposed layout has been designed to ensure that as a minimum, existing public highway footway widths are maintained and, ideally, this would be a 2m wide footway. • Width of loading bays: 2m. Proposed loading bays will be set into the footway and will be at the same level as the footway so that, when not in

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			use by servicing vehicles, the available space can be utilised by pedestrians. The kerb at the front of the loading bay is, necessarily, full height but vehicles will be able to gain access as these kerbs will be chamfered. • Carriageway width: 5.25m. Warwick Way will operate one-way westbound for general traffic in the proposed scheme. As this road is used by buses, the minimum width of the vehicle lane must be 3.25m. Warwick Way is also a key east-west cycle corridor through the Pimlico area and the proposed scheme has sought to reflect this by allowing two-way operation for cyclists with a 2m wide contra-flow cycle lane accommodated on the north side of Warwick Way between the junction with Belgrave Road and Upper Tachbrook Street. The width of 2m is the minimum recommended to provide an adequate level of service for the numbers of cyclists using the route. It is also enables cyclists to safely pass the loading bays without risking being hit by vehicle doors. • Utilities. There are a number of underground utilities present in the footways and carriageway of Warwick Way. These are expensive to relocate and the design rationale has been to keep relocations and diversions to a minimum.
		(d) Consideration should be given to providing space on (say) Tachbrook Street for delivery bikes so the Domino's bikes don't clutter the pavements on Warwick Way.	(d) The City Council currently does not plan to provide a dedicated delivery bike area at this location.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(e) Bike stands should be located on the Gillingham Street build outs and outside Tesco's rather than impinging on the hospitality dining areas predominantly on the north side of the street. I look forward to see the scheme implemented as soon as possible and the transformation of Warwick Way / Churton Street into something more like Elizabeth Street or Marylebone High Street.	(e) The bike stand locations will be further reviewed in the next design stage. Cycle racks are an important feature within the scheme to support active travel.
172.	[redacted] Email dated 3rd December 2023	Grounds for objection, creation of rat-runs in an area already heavy with traffic. Unnecessary expense for ratepayers.	[redacted] objection to the proposed measures is noted. Please refer to Responses 1.b and 4.a in Appendix A to this report.
173.	[redacted] Email dated 3rd December 2023	I object to these proposals as they do not include plans to deal with displaced West-to-East traffic coming from Chelsea/Belgravia and wishing to go to Rochester Row. (a) When these changes were trialled after Covid, there was a very notable increase in traffic in Longmoore Street (between Wilton Road and Upper Tachbrook Street), and in Upper Tachbrook Street. Longmoore Street is a narrow residential road that is entirely unsuitable to the amount of 'rat run' traffic that will be caused by these proposals. (b) Gillingham Street is much wider than Longmoore Street and much more suitable as alternative for displaced West-to-East traffic. The only change that would have been needed for that is that traffic coming	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b and 1.d in Appendix A to this report. (b) Please refer to Responses 1.d and 2.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		from Gillingham Street onto Vauxhall Bridge Street should not only be permitted to turn left into Vauxhall Bridge Road (which it is already allowed), but also be permitted to turn right into Vauxhall Bridge Road (which is currently not allowed). Without this change at the crossing Gillingham Street/Vauxhall Bridge Road, displaced West-to-East traffic will have no choice but to turn from Belgrave Road into Gillingham Street, then into Wilton Road, then into Longmoore Street, then into Upper Tachbrook Street and then into Vauxhall Bridge Road or Rochester Row. This is clearly undesirable as the previous trials showed. For safety, air quality and liveability of the Pimlico area, increased traffic (often idling) through residential streets must be avoided.	This suggestion has been considered in detail and discussed with TfL (who would need to approve the scheme) and rejected at present on grounds of safety and network impact (conclusion that it would require traffic signals and loss of long sections of taxi rank). It could be reviewed if post-implementation monitoring shows any issues.
174.	[redacted] Email dated 3rd December 2023	I object to Warwick Way and Churton Street becoming one- way for road traffic. Grounds for objection are: that it will cost GBP2m, there is no obvious economic benefit, and it may create more, unnecessary traffic along Rochester Row.	[redacted] objection to the proposed measures is noted. Please refer to Response 4.a in Appendix A to this report.
175.	[redacted] Email dated 3rd December 2023	We live at [redacted], and we are writing to you to formally object to the Council's proposal to turn Warwick Way and Churton Street into a one-way street, as per the proposed plans highlighted in the link below. https://www.westminster.gov.uk/roads-and-travel/roads-and-highways/warwick-way-town-centre-highways-scheme	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(a) We have read the notice and understand that the main purpose of these proposals are primarily to benefit cyclists, however the majority of users on this road are vehicle users and not cyclists, especially considering Warwick Way is the main route through Pimlico. Please can you kindly send us actual statistics that show the number of cyclists that use this road, as I don't feel that this would add any value?	(a) Please refer to Response 6.a in Appendix A to this report.
		(b) In addition to this if Warwick Way and Churton Street were to be made one-way, then this would cause a horrendous bottleneck of traffic, greater congestion, and increased journey times. The plans also do not specify any alternative routes for vehicle users, which will have the result of a further increase in the traffic congestion. There is also a health centre on the corner of Warwick Way, and Wilton Road, and this would directly impact patient access trying to seek medical attention.	(b) Please refer to Responses 1.a, 1.b, 1.e and 7.c in Appendix A to this report.
		(c) Increased road traffic, bottlenecks, and increased congestion as a result of turning Warwick Way into a one-way street will also adversely affect the air quality in Pimlico, has any studies been done to evaluate this? We do not feel that the proposals outlined in the scheme would benefit any of the residents living in Pimlico for the reasons stated above, and we wholeheartedly object, and disagree to this scheme.	(c) Please refer to Response 2.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Please can you kindly advise next steps, and how our objection will be dealt with?	
176.	[redacted] Email dated 4th December 2023	(a) I strongly object to the proposals to make Warwick Way and Churton Street a one-way street on the basis that the Council has not provided sufficient evidence of how they will produce material improvements to the neighbourhood or bring economic benefit. (b) Further, the changes will create harmful, disruptive and dangerous rat runs in certain streets and likely make life worse for residents.	[redacted] objection to the proposed measures is noted. (a) The proposed scheme aims to improve the public space and enhance pedestrian accessibility by reducing the dominance of motor traffic on Warwick Way between Belgrave Road and Upper Tachbrook Street, and on Churton Street between Belgrave Road and Charlwood Street. The scheme design includes proposals for one-way westbound traffic on Warwick Way, one-way northbound traffic on Churton Street and Tachbrook Street, allowing the widening of pavements on both sides. (b) Please refer to Response 1.b in Appendix A to this report.
177.	[redacted] Email dated 4th December 2023	I think the flow of traffic on Warwick Way should remain two way. Single flow on this road greatly restricts the ability to route through to other parts of London without having to made large diversions which will take me further off track and onto smaller roads which are bound to become congested. For example I often use the M4 now that accessing the M40 instead of driving through Hyde Park which has become a nightmare with only single traffic through it and only single traffic on the left hand turn into Bayswater. For a large part of the day the bike lanes through the Park are well underused and pollution in	The City Council notes [redacted] comments.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		the Park is very greatly increased by the now slower moving traffic. Something that should have been properly thought through before it was imposed. For example, letting the road through the Park remain two way on each side and taking Park Land for the bike lanes and moving the horse/pony track further out. I go down St. George's Drive and head right along Warwick Way to go up to the Kings Road and up Sloane Avenue and then onto the Brompton Road by the Brompton Church and onto the M4 that way. I later cross from the M4 to the M40 via the M25. Not ideal but better than being snared in London. In the old days the route out through the Park was much more direct and straight onto the M40. This routing will now be disrupted as will my ability to go to the Borough driving via the Lambeth Bridge. The whole change seems unnecessary and adding to diversions on regular journeys for no benefit. I think that Warwick Way is fine the way it is and has been for hundreds of years without gentrification with extended pavements and an imposed one-way system. I think that a lot of us do not needlessly use our cars and when we do use them for work purposes which require taking passengers and equipment in the car together with luggage that we should be able to have good access to arterial roads out of the capital. Not all work journeys involving teams and using transported	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		equipment can be made on public transport or using bicycles.	
178.	[redacted] Email dated 4th December 2023	Objection to traffic changes for Warwick Way/Tachbrook area. The changes are dangerous for not only traffic, but for pedestrians also.	[redacted] objection to the proposed measures is noted. Please refer to Response 1.c in Appendix A to this report.
179.	[redacted] Email dated 4the December 2023	I wish to register my objections to the partial closure of Warwick Way. Not least of all, it is essential that any further consultation be independent, fair, and unbiased, avoiding any reference to the Warwick Way Consultation to prevent out of date, unclear and misleading justification. Any Consultation should not be managed by interested parties seeking to benefit by contract work as was the case in the past.	[redacted] objection to the proposed measures is noted. Please refer to Response 4.b in Appendix A to this report.
180.	[redacted] Email dated 4th December 2023	I write to object to the Council's proposal to turn Warwick Way into a one-way street east of Belgrave Road. The focus of the proposals appears to be access for cyclists. Given the impact of the cycle lanes along the Embankment and Park Lane on traffic congestion on these routes, I doubt this change would represent an improvement. Focussing on cyclists, as the Council seems to want to do, I do not think it can be in their best interests to cycle past fume emitting stationary traffic. (a) As an asthmatic I am particularly concerned by the impact of the proposal on traffic congestion in	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 2.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Pimlico. Has there been an assessment of the air pollution impact of the proposal?	
		(b) The lack of any alternative route in the new proposal means that these effects would be magnified. This is particularly concerning in relation to the health centre on the corner of Warwick Way and Wilton Road, who report difficulties with patient access during the previous scheme.	(b) Please refer to Responses 1.a, 1.e and 7.c in Appendix A to this report.
		(c) I also do not think that it is practical to think of Warwick Way as a desirable al fresco dining location, particularly as vehicles will at times queue along Warwick Way.	(c) Please refer to Response 9.a in Appendix A to this report.
		(d) The Council has asserted that drivers would find alternative routes using satnav: this assumption clearly has not been tested and again, does not take account of those unable to travel on foot or by bicycle.	(d) Noted.
		(e) £2 million of taxpayers' money will be spent on this scheme; there would be far better uses of this amount. I urge you to reconsider.	(e) Please refer to Response 4.a in Appendix A to this report
181.	[redacted] Email dated 4th December 2023	I object strongly to the proposal permanently to ban eastbound traffic along a key section of Warwick Way.	[redacted] objection to the proposed measures is noted.
		(a) This road is an essential artery for traffic. It is a relatively wide, commercial road, whereas so many streets in the area are much narrower residential streets. Pushing traffic off a larger commercial street onto quieter residential streets is to the detriment of both (i) drivers, facing slower journeys and also (ii) residents, who will be faced with blocked streets with	(a) Please refer to Responses 1.a, 1.b, 1.d, 1.f and 2.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		the extra traffic, and loud horn blowing by impatient motorists. (b) Every time there are any road closures in the area, it is made apparent by our residential streets becoming busier, with an increase in horn blowing and arguments between frustrated motorists as to who should give way. I believe this has a third effect (iii) of putting cyclists and motor cyclists at greater risk and too often I see them being knocked off their vehicles by impatient drivers. (c) I feel very strongly that the interests of a few smokers being able to sit outside a pub on the pavement, rather than being inside, do not outweigh the need to keep London's traffic flowing safely – especially as Tachbrook Street could be used for this purpose without the need for any further road closure. And with more and more shopping being done online and more and more people ordering food to be delivered at home, it would be living in cloud cuckoo land to think that the level of traffic will or can be reduced by measures of this sort. Please do not adopt this proposal.	(b) The cycle lane and road markings will indicate to all road users who has the right of way. (c) Please refer to Response 9.a in Appendix A to this report.
182.	[redacted] Email dated 4th December 2023	I wish to object to Westminster Council's proposals to make Warwick Way an east to west only one-way road. Grounds for Objection:	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(a) It will displace eastbound through traffic - cars, vans and heavy lorries - into side roads which are narrow, creating risks of accidents especially affecting pedestrians.	(a) Please refer to Responses 1.b and 1.d in Appendix A to this report.
		(b) It will create unwelcome additional traffic along Upper Tachbrook Street past Victoria Medical Centre, the GP practice which I use.	(b) Please refer to Responses 1.b and 7.c in Appendix A to this report.
		(c) It will generate additional fumes as cars, vans and lorries queue outside Victoria Medical Centre.	(c) Please refer to Response 2.a in Appendix A to this report.
		(d) It will block access to the surgery for patients with limited mobility who require to be dropped off and collected by car.	(d) Please refer to Response 7.c in Appendix A to this report.
		(e) A few restaurants in Warwick Way may benefit but they have no responsibility for public safety or environmental issues. Why are their interests being favoured over the general interest? Other businesses located in the road do not want this.	(e) Please refer to Response 9.a in Appendix A to this report.
		(f) I also object that the Council has made this proposal without having published the plan as to how traffic will be re-routed. The suggestion is that there will be a free for all based on cars' satnavs. This lack of a considered proposal amounts to maladministration.	(f) Please refer to Response 1.a in Appendix A to this report.
		(g) The proposal is based on an inadequate, biased and out of date consultation by a party that had a vested interest in the outcome. Any survey must be independent and present clear options. This amounts to maladministration.	(g) The results from the previous informal public consultation showed a majority support for both proposals overall. Generally, there was greater support from those in close proximity to the scheme. Support for the proposals was also received from all Pimlico North

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			ward members and 7 neighbourhood forums and residents' associations in the vicinity. Please refer to Response 4.b in Appendix A to this report.
		(h) The proposal is being rushed through with limited time for consideration. This amounts to maladministration.	(h) Three weeks is the statutory length for a Traffic Order consultation. The City Council has indicated that there are no plans at the present time to deviate from the statutory process.
		(i) The proposal is estimated to cost £2m with no account of how the money will be recovered from businesses having alfresco dining all year round. (It is they that need to relocate.) This is not a good use of Council Tax money and amounts to waste of public money when there are far more worthy uses. I object in the strongest grounds	(i) Please refer to Response 4.a in Appendix A to this report.
183.	[redacted] Email dated 4th December 2023	I live in the area and every day I enjoy the village atmosphere of the different roads around Warwick Way. I like the fact that traffic is slow and careful with pedestrians. I strongly object to this one-way proposal which will speed up the traffic and transform the adjacent streets in short cuts with obvious traffic jams as a result. Please leave the area as it is!	[redacted] objection to the proposed measures is noted.
184.	[redacted] Email dated 4th December 2023	I live in [redacted] and am against the proposal to make Warwick Way and Upper Tachbrook Street one-way for the following reasons:	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(a) Drivers heading east/south-east will have to find another, less direct, route, with the risk that residential streets such as Warwick Square get used as a rat-run. This square is a residential area, with old and young crossing into the garden. It is unsuited to busy traffic. (b) Warwick Way being a street of shops, restaurants and other businesses in my view works well as it is, with two-way traffic there and in Upper Tachbrook Street providing a straightforward access route for everyone, and notably to the Victoria Medical Centre.	(a) Please refer to Responses 1.a, 1,b and 1.d in Appendix A to this report. Traffic monitoring has been carried out on the key alternative strategic eastbound routes across the network. This showed significant reductions in traffic volumes across the local road network and minimal levels of displaced traffic on very few roads. Eastbound traffic volume on Warwick Way since the re-introduction of two-way operation is considerably lower than pre-Covid conditions, and so overall network impact is expected to be very low. (b) Noted.
185.	[redacted] Email dated 4th December 2023	We would like to express our objections to the traffic management proposal we were informed of in your letter of 13 November: 'Westminster City Council - Consultation on Traffic Management Proposals - Warwick Way and Churton Street'. We live in one of the streets affected by this proposal, Upper Tachbrook Street. Our objections are based on the experience we had when an arrangement very similar to the one now proposed was in place during the pandemic. Then, too, our street as well as Warwick Way between the junctions between Upper Tachbrook Street and Belgrave Road were turned into a one-way system.	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		We object to the traffic management proposal on the following grounds: (a) [redacted] the Victoria Medical Centre. The changes will impact over 1,000 patients that visit the centre every day, many of them elderly and/or not highly mobile, who may find it difficult to reach the centre if the traffic, as before, greatly increases due to the implementation of a one-way system. Their safety should be paramount, rather than the traffic flow. (b) The inhabitants of Upper Tachbrook Street will be greatly affected, too. When we moved to the street in [redacted], it was a quiet(ish) side street with a range of different shops. Since then, 5 of the shops have become food outlets (restaurants and cafes), 4 of them with seating outside. The resulting increase in delivery vans and bikes (some of them delivering during the night!) has already increased the noise and air pollution. If the north-east bound traffic on Warwick Way is also redirected through Upper Tachbrook Street, as proposed, this would lead to unacceptable levels of air and noise pollution. In fact, since more people are now coming into London again, this will probably be even worse than our experience during the pandemic. (c) We fear that our quality of life in our home will be greatly reduced due to the increased noise and air pollution caused by traffic.	(a) Please refer to Responses 1.e and 7.c in Appendix A to this report. (b) Please refer to Responses 1.b and 2.a in Appendix A to this report. (c) Please refer to Responses 2.a and 2.b in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(d) This will only exacerbate the already heightened level of noise due to the outdoor seating of the food outlets, which is proposed to increase in your plans by widening the pavements and thereby making space for more outdoor seating. This means that there will be very few quiet hours during the night when we can enjoy uninterrupted sleep, impacting our physical and mental health. (e) The increased traffic, noise and air pollution will also make our flat less desirable as a residence, which we fear will result in a reduction of its value. As we are planning to move out of London in a few years' time, we will therefore have less money available to buy our next home. We have attached a photo of the kind of traffic jam we saw practically every day from our flat in Upper Tachbrook Street, to give you an impression of the nuisance this caused then and which we would not like to see again. If there are plans in place to reduce the number of vehicles driving through our street, we would be very happy to hear about them. If not, we strongly object to the current proposal on the above grounds. [Please refer to item 6 in Appendix C.]	(d) Please refer to Responses 7.a and 7b in Appendix A to this report. (e) House prices in the area is outside the scope to this TMO consultation.
186.	[redacted] Letter dated 29th November 2023	I am writing to voice my objections to the Traffic Management Proposals on Warwick Way. (a) One of my concerns will be the overall quality of materials to be used in the scheme, but my main worry is the route that diverted traffic will take.	[redacted] objection to the proposed measures is noted. (a) Standard Westminster materials are adopted for this scheme, low carbon paving and resurfacing

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Letter received 4th December 2023	I have looked at the plans and proposals sent to us recently and if I understood it correctly, there is no reference to the routed to which traffic will be diverted. For vehicles traveling east from Warwick Way to Rochester Row, their only option will be to turn north on Belgrave Road, right onto Gillingham Street, right onto Guildhouse Street, left onto Longmoore Streeet, cross over Wilton Road, then right onto Upper Tachbrook Street and left back onto Warwick Way. (b) We live on the affected part of Gillingham Street and would be very concerned about the extra volume of traffic, together with the noise and pollution that comes with it. Modern satnav systems will pick out this route if it is the only one, even though these streets are small and quiet and not appropriate for larger volumes of traffic. The traffic restrictions, as they exist now, make the route that I described above the only way through Rochester Row. Any other route is thwarted by no right turns which force you back into the Victoria one-way system. Unless east bound traffic is prevented from using Gillingham Street and Guildhouse Street we strongly object to this scheme.	materials are being reviewed and will be used where appropriate. Please refer to Response 1.a in Appendix A to this report. (b) Please refer to Responses 1.d, 2.a and 2.b in Appendix A to this report.
187.	[redacted]	I'm very much concerned about your proposed new traffic flow affecting Warwick Way and Churton Street and please note my opposition and objection for the following reasons:	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 4th December 2023	(a) The quiet and residential Warwick Square will be clogged with new traffic. All the traffic coming from Ebury Bridge and Elisabeth Bridge, going south into St. George Drive and wanting to reach Westminster/ Vauxhall Bridge are not going to stay on St George's Drive, but will cut through Warwick Square and then turn right into Belgrave Road. This easy cut will avoid the traffic light at the Warwick Way junction and will allow cars to take Belgrave Road, a much faster road south than St. George's Drive. The only way to avoid this would be to put no turn right signs at the Belgrave Road exits of Warwick Square, in addition to speed bumps. (b) There is no logic to reduce traffic from a commercial street such as Warwick Way and increase it in Warwick Square and in other residential part of St George's Drive. (c) The proposed traffic modification will have a significant cost for the Council and the tax payer with no clear benefits considering also that currently the traffic in other residential areas such as Churton Place and Street, Charlwood Street and Place is quite limited. Please confirm reception of this email.	(a) Traffic monitoring has been carried out on the key alternative strategic eastbound routes across the network. This showed significant reductions in traffic volumes across the local road network and minimal levels of displaced traffic on very few roads. Eastbound traffic volume on Warwick Way since the re-introduction of two-way operation is considerably lower than pre-Covid conditions, and so overall network impact is expected to be very low. Further mitigation measures will be considered if post-implementation monitoring shows any issues. (b) The proposed scheme aims to improve the public space and enhance pedestrian accessibility by reducing the dominance of motor traffic on Warwick Way between Belgrave Road and Upper Tachbrook Street, and on Churton Street between Belgrave Road and Charlwood Street. (c) Please refer to Response 4.a in Appendix A to this report.
188.	[redacted]	I'm very much concerned about your proposed new traffic flow affecting Warwick Way and Churton Street and please note my opposition and objection for the following reasons:	Please refer to Officer's comments to Response 187.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 4th December 2023	(a) The quiet and residential Warwick Square will be clogged with new traffic. All the traffic coming from Ebury Bridge and Elisabeth Bridge, going south into St. George Drive and wanting to reach Westminster/ Vauxhall Bridge are not going to stay on St George's Drive, but will cut through Warwick Square and then turn right into Belgrave Road. This easy cut will avoid the traffic light at the Warwick Way junction and will allow cars to take Belgrave Road, a much faster road south than St. George's Drive. The only way to avoid this would be to put no turn right signs at the Belgrave Rod exits of Warwick Square, in addition to speed bumps. (b) There is no logic to reduce traffic from a commercial street such as Warwick Way and increase it in Warwick Square and in other residential part of St George's Drive. (c) The proposed traffic modification will have a significant cost for the Council and the tax payer with no clear benefits considering also that currently the traffic in other residential areas such as Churton Place and Street, Charlwood Street and Place is quite limited. Please confirm reception of this email.	
189.	[redacted] Email dated 4th December 2023	I am a resident of Vincent Square who visits the shops around Warwick Way frequently but only an occasional car user.	The City Council notes [redacted] comments.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		I agree that the plans for Warwick Way are likely to enhance this area although it will extend the east bound traffic. This may be a price worth paying but I have one serious objection to the planned route the east bound traffic which I have previously voiced and will do so again for the public records. (a) The final part of the deviated east bound traffic will direct cars to turn right as they exit Longmore Street and join Upper Tachbrook Street in order to get back onto Warwick Way and from there reach Vauxhall Bridge Road. The proposed plan is also proposing a contraflow cycling lane on Upper Tachbrook Street and locating 5 pay by phone parking bays on the same side of the road as the cycling lane. Although this layout at first sight looks effective, I am very concerned that you are creating a serious road hazard for cyclists and an accident in the waiting for motorists. Let me explain with the help of the attached photo of : (b) Cars will only be able to park on Upper Tachbrook Street by approaching it from either Longmore Street or from the junction of Upper Tachbrook Street with Vauxhall Bridge Road. As a result, all cars will be parking with the driver's seat located on the pavement side. When exiting the parking bay, visibility of any cyclists or electric scooters using the contraflow cycling lane will be very limited to the driver because of other parked cars in front, especially if it's a van or large vehicle. As the driver then exits the parking bay, their bonnet will move into	(a) Noted. (b) The proposed design complies with the Cycle Infrastructure Design LTN 1/20. A road safety audit has also been undertaken as part of the design process, this has not been identified as an issue. In addition, a similar arrangement was trialled during the temporary scheme with no safety issues. Please refer to Response 5.c in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		the contraflow cycling lane whilst the driver, because of his position in the car, will still have very limited view of anyone coming down the contraflow cycling lane. The likely result will be the cyclist either being hit by the bonnet of the car or taking evasive measures and swerving in front of another oncoming car heading down Upper Tachbrook Street towards Warwick Way. Cars turning right as they exit Longmore Street to join Upper Tachbrook Street will also have great difficulty seeing cyclists or electric scooters using the contraflow cycling lane especially when a large car or van is parked in the pay and display bay nearest to Longmore Street. Again, either a cyclist risks being hit by the car or have to swerve to evade it. As a car driver, I had a couple of near misses at this location when this deviation was in use during the Covid pandemic. I don't know what the best solution is but perhaps either abandoning this contraflow cycling lane on Upper Tachbrook Street or locating it on the other side of the road would be a safer alternative. [Please refer to item 7 in Appendix C].	
190.	[redacted] Email dated 4th December 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) Making these streets one-way will cause traffic jams in surrounding areas.	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 1.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) Westminster Council refuse to produce a plan for displaced traffic. (c) I am very concerned with the possibility of pub customers spilling onto the streets. (d) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year. (e) At a cost exceeding £2,000,000, I believe this to be a very poor use of tax payers' money and should be used for better purposes. Please acknowledge receipt of this objection.	(b) Please refer to Response 1.a in Appendix A to this report. (c) Please refer to Response 7.a in Appendix A to this report. (d) Please refer to Response 9.a in Appendix A to this report. (e) Please refer to Response 4.a in Appendix A to this report.
191.	[redacted] Email dated 4th December 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: Traffic now runs freely along Warwick Way in both directions. This reduces emissions and is considerably more efficient and quick for residents. (a) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (b) I do not wish to encourage pubs to spill onto the streets.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.e and 7.c in Appendix A to this report. (b) Please refer to Response 7.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(c) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC.	(c) Please refer to Response 4.a in Appendix A to this report.
192.	[redacted] Email dated 4th December 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. (b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and Please acknowledge receipt of this objection.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report. (b) Please refer to Responses 1.e and 7.c in Appendix A to this report.
193.	[redacted] Email dated 4th December 2023	I object on the grounds that this does not appear to reflect the majority of peoples wishes who live in the area- do indication whatever that it has broad support.	[redacted] objection to the proposed measures is noted.
194.	[redacted] Email dated 4th December 2023	I would like to object to the plans to make parts of Warwick Way one-way from Belgrave Road going east. I note the objections already raised which include congestion and rat running in the surrounding streets and am pushed to see what any advantages will happen if this plan goes ahead.	[redacted] objection to the proposed measures is noted. Please refer to Response 1.b in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
195.	[redacted] Email dated 4th December 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) adds complexity to local traffic flow without any identifiable benefit to local residents; (b) unduly penalises local residents in favour of the unspecified benefit to cyclists - who will be transiting the area; and (c) will unduly burden local traders and thus residents of the area to whom inevitable price rises will be passed on.	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 1.b in Appendix A to this report. (b) Please refer to Response 6.a in Appendix A to this report. (c) The proposals will create a better place for local residents and visitors and the opportunity for an enhanced business environment.
196.	[redacted] Email dated 4th December 2023	As a resident of SW1, I would like to submit my objection to the proposal to make the Warick Way one-way only (closing eastbound) between Wilton Road and Tachbrook Street. This would disrupt the ability for traffic flow from Pimlico-side to the South Westminster-side of Vauxhall Bridge Road, and substantially affecting functioning of the neighbourhood. It also shifts a lot of the flow of traffic onto quieter roads which are not designed for traffic.	[redacted] objection to the proposed measures is noted. Please refer to Responses 1.b and 1.d in Appendix A to this report.
197.	[redacted] Email dated 4th December 2023	I'd like to object to the permanent ban on Eastbound traffic along Warwick Way. This if for the numerous reasons, including those set out by the NHS Medical Centre. Let me know if you require any further information,	[redacted]s objection to the proposed measures is noted. Please refer to Response 7.c in Appendix A to this report.
198.	[redacted]	I wish to register my firm SUPPORT to the TMO proposals in all respects.	[redacted] support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 4th December 2023	I live and work on Churton Street so will be directly benefited by the improvements. The grounds for my support include: 1. Making these streets one-way will be a great benefit to residents and the nearby businesses particularly in relation to Churton Street. The temporary improvements brought in during Covid have been really successful and the current proposal builds on these. 2. Improved pedestrian safety will be a benefit with better crossing points and wider pavements. 3. Environmental benefits will flow including improved street environment with more space for people. I really like the greening proposal that will make the area more attractive. 4. Helping businesses - the proposal will make the shops, pubs, cafe and restaurant businesses more viable so that they can use outdoor pavement space. I love living in the cafe culture that has arisen over recent years. Please support our excellent local businesses. 5. The fear-mongering about "rats runs" is utter nonsense and the objectors seem to be grumpy old car driving men hating change. Can we please not listen to objectors and go	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		backwards! A small handful of vocal objectors should not with their proforma objections drown out the overwhelming support from residents. I have not met any of my neighbours who are not supportive. 6. The overall proposals supports people using the streets and strike a balance whilst improving life for residents. This will be money well spent and thank you to the Council and local Councillors for promoting this great proposal. Please acknowledge receipt of this statement of SUPPORT.	
199.	[redacted] Email dated 4th December 2023	Please let this serve to register my objection to the above matter concerning roads in Pimlico.	[redacted] objection to the proposed measures is noted.
200.	[redacted] 4th December 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) This scheme is essentially for the benefit of cyclists.	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 6.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		A large section of the population doesn't cycle and never will, because of age, infirmity, dislike, fear, bad weather, At certain times of the day there is not a single cyclist riding when I drive on that route. (b) The scheme aims to reduce traffic to the maximum (a reduction of more than half) regardless of drivers' needs, safety and time and whether the number of cyclists justifies it or not. (c) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. (d) This scheme will make driving very hazardous along the complicated circuit that will have to be taken to avoid the one-way route. (e) This scheme is to the detriment of the elderly, the infirm, the sick, who don't use a bicycle, and who will find it difficult accessing the NHS Medical Centre. It is also to the detriment of older people needing to use their car to travel to areas where public transport is not convenient for them. This scheme is discriminatory and ageist. (f) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al	(b) Please refer to Responses 1.f and 6.a in Appendix A to this report. (c) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report. (d) Please refer to Response 1.c in Appendix A to this report. (e) Please refer to Responses 5.d and 7.c in Appendix A to this report. (f) Please refer to Response 9.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Fresco' dining facilities are under-utilised for a large majority of the year. (g) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC. (h) It is worrying that Westminster Council seems to have already made up its mind and is not prepared to pay attention to the consultation closing on 6 December. This was clear on 21 November when [redacted] wrote that the facts they advance "offer adequate justification for the scheme to proceed". (i) How many responses to the consultations, expressed as numbers and not as percentage, have supported the scheme? How many (in numbers) haven't supported it?	(g) Please refer to Response 4.a in Appendix A to this report. (h) A decision to implement a scheme was not made prior to the TMO consultation. (i) As mentioned in the Notice of Proposal, the City Council asked for any objection or other representation about the proposal to be sent in writing to the City Council's agent. All responses received during the consultation period were reviewed and taken into consideration and are available in this report. An informal public consultation was carried out in December 2022 – February 2023, the results showed a majority support for both proposals overall. Generally, there was greater support from those in close proximity to the scheme. Further information can be found on https://www.westminster.gov.uk/roads-and-travel/roads-and-highways/warwick-way-town-centre-highways-scheme.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(j) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (k) Westminster Council refuse to produce a plan for displaced traffic. (l) I do not wish to encourage pubs to spill onto the streets. Please acknowledge receipt of this objection..	(j) Please refer to Responses 1.e and 7.c in Appendix A to this report. (k) Please refer to Response 1.a in Appendix A to this report. (l) Please refer to Response 7.a in Appendix A to this report.
201.	Cllr David Harvey Ward Member for Vincent Square [redacted] Email dated 5th December 2023	I am responding to the Warwick Way consultation. I am extremely sceptical about the proposal to move to one-way traffic on Warwick Way, having initially been neutral. Many of our residents who were not initially consulted have now told us that they are opposed as we have few and few traffic routes out of the Vincent Square Ward. We have also been approached by medical practitioners concerned about ambulance access. On that basis I believe the case for the change is not proven and now balance against the TMO.	Cllr David Harvey's comments have been noted.
202.	[redacted] Email dated 5th December 2023	I would like to register grounds for objecting to the proposal to make Warwick Way one-way. This will clog up residential streets for no gain. It will cost money, which could be spent in much better ways. Warwick Way is wide enough for two-way traffic whereas the proposed rerouting will potentially be hazardous for pedestrians.	[redacted] objection to the proposed measures is noted. Please refer to Responses 1.b and 4.a in Appendix A to this report. If two-way traffic is to be retained, it would not to feasible to provide additional footway and the benefits of this scheme could not be achieved.
203.	[redacted]	We live at [redacted] While we broadly support the proposal there is one aspect that does not seem to have been considered	[redacted] comments have been noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 5th December 2023	and that materially affects our neighbourhood. This was also described in emails from [redacted] and others, with which we are in complete agreement. Our opinion is as follows: (a) Traffic going east in Warwick Way will be forced to turn either left or right when it reaches Belgrave Road. Most will probably turn left/north. (b) Some of this traffic will carry on to Buckingham Palace Road, but a substantial proportion will turn right into Gillingham Street. Some will go on to Wilton Road. Some will turn right into Guildhouse Street. The only exit is, then, is Longmoore Street. (c) It has always been accepted by Westminster Council that Longmoore Street is far too narrow to cope with commercial traffic. Indeed, we have always been assured that this would not be permitted to happen. If taxis, cars and vans need to stop for pick-ups and deliveries from private houses and hotels the road is blocked. Several of us have had damage done to our cars parked in the resident bays from big trucks and construction vehicles inching down the street. (d) It is essential, therefore, that access to Guildhouse Street to the north of Longmoore Street is limited to cars or delivery vans or similarly sized vehicles and delivery vans. This could be achieved, for example, by building out the pavement on the north side of Longmoore Street to make it impossible for large vehicles to turn down there.	(a) Noted. (b) Please refer to Response 1.a in Appendix A to this report. (c) Please refer to Response 1.d in Appendix A to this report. (d) The measures were initially introduced during Covid as a temporary measure when there was little or no traffic in the area, only when lockdown was eased, traffic started returning and the scheme was maintained for 'eat out to help out' did the Longmoore Street issue arise, which is why it was not implemented at the start. The route via Longmoore Street requires vehicles to cross over Wilton Road, adding delay and

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			inconvenience and therefore there is no advantage to using this route in preference to Wilton Road. Nevertheless, measures suggested and heavy goods vehicles (HGV) ban (except for access) could be considered if post-implementation monitoring shows any issue.
		(e) In addition there should be size/weight restrictions on vehicles entering Guildhouse Street at its northern end, either from east or west	(e) Please refer to Officer's comment above.
		(f) The Council has always promised that no scheme would proceed without consideration of its implications for the residents of Longmoore Street and Guildhouse Street. It is very disappointing that this scheme ignores them. We urge you to amend it accordingly.	(f) Longmoore Street and Guildhouse Street have been taken into consideration in the design, the scheme proposes to prevent vehicle access between Guildhouse Street and Warwick Way (except cycles and emergency vehicles) as local residents have raised concern at this location.
204.	[redacted] Email dated 5th December 2023	Thank you for sending me the details of the proposals. As a resident of Charlwood Place for over [redacted] years I welcome the proposals, especially the change in vehicle traffic directions in Warwick Way, Churton Street and part of Tachbrook Street.	[redacted] support and comments for the proposed measures have been noted.
205.	[redacted] Email dated 5th December 2023	I agree with the proposed plans and welcome a more pedestrian friendly Warwick Way one-way system as the one envisaged during the Covid years as a temporary measure to save businesses. Thank you and hope it all gets approved.	[redacted] support and comments for the proposed measures have been noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
206.	[redacted] Email received 5th December 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions in the above named Streets. The grounds for my objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. In particular I fear that the restriction on eastbound traffic on Warwick Way, leading to diversion along Gillingham, Longmore and Upper Tachbrook Streets, would result in congestion and pollution and most importantly seriously affect access to the Medical Centre. (b) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC. (c) I'm not convinced about the need for echelon parking in Tachbrook Street. If it goes ahead with the cycling contra flow it will narrow the street such that a single delivery van will block all traffic. I believe the echelons are angled the wrong way. They should mirror the echelon parking the other end of Tachbrook Street (outside numbers 140 onwards).	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c, 1.e, 1.f and 7.c in Appendix A to this report. (b) Please refer to Response 4.a in Appendix A to this report. (c) Please refer to Response 5.b in Appendix A to this report. The proposed arrangement is in line with the Traffic Signs Manual (Chapter 3) where it is recommended that the spaces are angled so that drivers are required to reverse into them. The is safer than reversing out when visibility might be restricted by adjacent parked vehicles. This arrangement also allows people to load their shopping on the footway rather than the carriageway.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Thank you for taking my objections into account.	
207.	[redacted] Email dated 5th December 2023	As part of your consultation process, I would like to write that as someone who lives in Pimlico, close to the affected area, and works from home, I am strongly supportive of the proposal. I would like to raise the following points: (a) It is hard to see the impact of the "outside space" in the diagrams, which are focused on traffic management. I am supportive of a cycle lane, but I am much more supportive of increasing outside space for cafes / restaurants, and for the creation of more of a "third space" in Pimlico, particularly on Warwick Way and Churton Street. (b) I am keen to minimise traffic travelling down Guildhouse Street and the narrow Longmoore Street. Large lorries struggle to fit down the street, and even vans find it hard. The most logical flow for traffic is down Belgrave Road, right into Gillingham Street, across Wilton Road and to turn right into Vauxhall Bridge Road. This is not included in the plans but is logical based on "paths of desire" and size of roads. Guildhouse Street, which is wide, might convince drivers that it is a sensible route to Vauxhall Bridge Road, only to find that Longmoore Street is too small. To tackle this, can we use traffic management nudges to encourage vehicles to stay on the Guildhouse Street / Wilton Road route? Examples might include:	[redacted] support and comments for the proposed measures have been noted. (a) The consultation was for the Traffic Management aspect of the scheme, therefore the drawings focus what changes are being made to traffic directions, parking and waiting and loading restrictions. For further information on the scheme please visit the City Councils website: https://www.westminster.gov.uk/roads-and-travel/roads-and-highways/warwick-way-town-centre-highways-scheme. (b) The eastbound alternative route via Wilton Road or Denbigh Street is more direct and convenient, so Longmoore Street (west of Wilton Road) is not likely to experience any issues. An HGV ban (except for access) at the junction of Gillingham Street/Guildhouse Street could be considered if post-implementation monitoring demonstrates any issues. All measures could be considered if post-implementation monitoring shows an issue.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(i) Weight restriction signs on the entrance to Guildhouse Street (ii) Narrowing of Longmoore Street entrance at the junction with Guildhouse Street (iii) A raised "pedestrian crossing" at the Guildhouse Street / Gillingham so vehicles are encouraged not to turn off (iv) Judicious narrowing of Guildhouse Street through, for example, extending the pavement to enable planting of trees in mini-chicanes, or narrowing the street through the use of echelon parking. With these changes, and a focus on Warwick Way as a space for pedestrians, sharing space with bicycles rather than a "cycle superhighway" that is perilous for pedestrians, I think this is an excellent scheme. There is a highly vocal opposition group which seems to want Pimlico to be optimised for cars, not people or cyclists. As a resident, I am strongly in favour of making our city more liveable for people, not machines.	
208.	[redacted] Email dated 5th December 2023	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions in Warwick Way, Churton Street and Tachbrook Street and the related changes. (a) I consider that making these streets one-way will cause inconvenience, cost, and danger for both for vehicles and pedestrians. Displaced traffic seems likely to result in 'rat runs' within residential streets in	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Pimlico, although the exact impact is difficult to determine given that there appears to be no plan for displaced traffic. (b) I am particularly concerned by and object to how the proposed changes will affect Upper Tachbrook Street. These will seriously affect access to the Victoria Medical Centre for patients with mobility problems as well as increase danger for anyone attending the centre. (c) I also object to the proposals for the section of Tachbrook Street between Churton and Charlwood Street. Here the combination of parking changes and contra-flow cycling will narrow the road to the extent that delivery vehicles, or simply a car stopping to allow elderly passengers to get out would block the road. The market makes this section of road particularly busy at times and I believe the changes would increase the danger to pedestrians as well as add to congestion. Thank you for considering my objections.	(b) Please refer to Response 7.c in Appendix A to this report. (c) The proposed measures on Churton Street and Tachbrook Street will allow loading and unloading activities to take place. Please also refer to Response 5.c in Appendix A to this report.
209.	[redacted] Email dated 5th December 2023	I am in favour of making Warwick Way safer and more attractive for pedestrians and cyclists.	[redacted] support and comments for the proposed measures have been noted.
210.	[redacted] Email dated 5th December 2023	I am a Pimlico resident and am writing to support the TMO and the planned Warwick Way and Churton Street plans. I have a few pieces of feedback on the TMO and more general comments: TMO:	[redacted] support and comments for the proposed measures have been noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(a) The parking bays outside 25 Warwick Way and 28 feel like they are encroaching on the outside space for the restaurants;	(a) The proposed parking bay will be located at the extended public footway.
		The parking bay outside 25 Warwick Way feels quite long for what is needed;	The loading bay in this location is 25.8m long to accommodate vehicles servicing premises on Warwick Way, 2 Other Goods Vehicles (OGV) (notably a 16m articulated truck and a 10m Heavy Goods Vehicle (HGV)) can load at the same time. Surveys show that there are periods in the morning (early morning and mid-morning) where 2 or more OGVs deliver at the same time. Therefore. The length of the loading bay is considered adequate.
		I'm glad to see the bike contra-flows have been added;	
		Denbigh street loading bay would be better to be moved south to keep space outside the restaurant; and It would be nice to see the scheme extended down to the southern point of Denbigh Street.	The loading bay on Denbigh Street has been located at the southernmost end of the proposed footway buildout. The loading bay could be moved further south but this would be at the expense of a pay-by-phone parking bay and this is not recommended.
		General Design Comments (b) Consideration for outside hospitality space must be given when placing trees/bike racks/signage; (Bikes racks would be better places outside shops like Tesco rather than hospitality businesses; and	(b) The bike stand, trees and signage locations will be further reviewed in the next design stage.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(c) I know there have been some concerns about 'rat running' I have not seen this during the Temporary Scheme, and the numbers appear to back this up, but it would be good to know the Council will monitor post the implementation and address any specific issues (e.g. if Longmore Street became too busy as this is just residential).	(c) If implemented the scheme will be closely monitored and reviewed.
211.	[redacted] Email dated 5th December 2023	I'm a resident at [redacted] Charlwood Street and wanted to indicate my support for the proposed plans which I think will be beneficial for residents and local business in this part of Pimlico.	[redacted] support and comments for the proposed measures have been noted.
212.	[redacted] Email dated 5th December 2023	I would like to register my OBJECTIONS to the Warwick Way/Churton Street proposals. I do so on both substantive and procedural grounds. This is a missed opportunity to bring about much needed improvements to the Wilton Road/Warwick Way area, as envisaged by the Pimlico Neighbourhood Plan. It represents a complete waste of City of Westminster's rate payer's money. It will benefit few and harm many. The proposals also pose a serious risk of bringing long-standing sewerage system problems to breaking point. Specifically, I substantively object to: (a) The proposed one-way system for Warwick Way: In formulating this objection, I visited all those non-hospitality businesses in the Warwick Way area (the majority) that I use regularly and sought their views on the consultation proposals. It is on this basis,	[redacted] objection to the proposed measures is noted. (a) All businesses in the affected and surrounding areas were invited to make comment on the consultation. The City Council has carefully reviewed and considered all responses including those from businesses.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		that I register my strong objections to these proposals. In every case, these businesses were strongly opposed to the consultation proposals, and to the one-way system in particular (also the accompanying 'rat runs', 'road mazes' that such a one-way system would create in nearby roads). They considered that this one-way system would significantly harm their businesses, particularly by obstructing customers from visiting their businesses and by significantly delaying and impeding deliveries to and from their premises. This proposed one-way system would also have similarly adverse knock-on effects on businesses on Rochester Row by causing similar, but even more severe, obstructions and impediments for through traffic. By comparing business conditions under the temporary one-way system with how they are now, following the reinstatement of the two-way system, these businesses were able to come to highly informed, balanced, and reasonable views on this matter. Whilst noting and sympathizing with the above objections of businesses, I would like to bring particular attention to the Victoria Medical Centre's objections to this one-way system, which the Council will recently have received. Taken together, these objections—not least since they derive to an especial degree from the evidence of medical professionals and pharmacists-- should, in themselves, be sufficient for the Council to abandon this proposed scheme.	Four loading bays are provided on Warwick Way to facilitate business loading/unloading activities. Please refer to Responses 1.b, 1.e and 7.c in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) The proposed one-way system for Churton Street: This is wholly unnecessary and unhelpful. It will constitute a complete waste of limited Council funds to carry out any of the proposed consultation works to Churton Street; no works to this street should have been proposed at all. On this matter, I share the concerns as ably set out in the Churton Society's letter to the Pimlico Eye of earlier this year on the Churton Street proposals. As that letter fully outlined my own concerns, I simply make reference to it here. (c) The 'al fresco' arrangements (i.e., widening the pavements outside of all of the pubs and certain restaurants and cafés, but not all, such premises): London does not have the climate to sustain any such outdoor 'eating' arrangements for more than a couple of months each year. From observing how these cordoned off areas have been actually used by the pubs and cafes, it is clear that the scheme has actually had the effect of reintroducing smoking sections of these premises. This is a bad thing in itself, and wholly contrary to current public policy. These 'arrangements' are also a source of much anti-social behaviour. Merely walking past (and necessarily through) these so-called 'al fresco' areas, as any pedestrian is required to do simply in order to walk on the pavement, can feel threatening, particularly to women and leaves one covered in smoke. The many obstructions put in the way by the premises using these so-called 'al fresco' arrangements also makes it virtually impossible for those with any physical disabilities or those with small children to use these roads: again, contrary to current public policy.	(b) Noted. Please refer to Response 4.a in Appendix A to this report. (c) Please refer to Responses 7.a, 7.b and 9.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		It also should be noted that none of the three restaurants on Churton Street has been using the cordoned off areas allocated to them. Uno's Restaurant, on Warwick Way/Denbigh Street, has two large outdoor areas designated for its use, but this restaurant has been closed since autumn 2021. This has been a failed experiment. Please put an end to it. (d) Increased 'hospitality' [sic] facilities on Warwick Way, by the expansion of the outside space for the pubs, cafés and restaurants: There is a separate, very important, point of objection. Those 'hospitality' facilities that already exist place an intolerable strain on the sewerage infrastructure of both Warwick Way and Wilton Road. This is obvious to anyone who has sat in any of these venues at any time and noticed the extremely unpleasant smells, and even rats, that rise from beneath the road on both streets. Moreover, subsequent to periods of rain, Wilton Road often floods and the local sewerage system often fails. Many local businesses, and also residences on Longmore Street, have reported finding rats emerging from their lavatories at these times. One business owner on Warwick Way, located between a restaurant and café, informed me that he had to have an exterminator remove the rats emerging from his toilets. The serious health & safety implications of this are all too obvious. The infrastructure is already failing. Placing any further pressure on it could have catastrophic	(d) The comment is noted, however, the City Council has not received reports or complaints about this being an issue on Warwick Way and Wilton Road. Drainage design has been carried out and will be further reviewed in the next design stage. New drainage infrastructure will be installed as part of the scheme. Please note that Wilton Road is not in the scope of this scheme except the junction with Warwick Way.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		consequences. Addressing this critical problem obviously should be the focus of the Council's efforts. Separately, I strongly object to these proposals on procedural grounds. These objections are of so serious a nature that they should in themselves invalidate these proposals. They include substantial procedural impropriety by those with whom the Council has worked to form these proposals. May I therefore make it clear that, in this regard, I do not wish in any way to implicate the Council employees who helped to formulate these proposals and who, no doubt, did so in good faith. (e) It is – or at least should be – obvious that any such proposals should have been formulated in wide consultation with the essential public services and local businesses in the Warwick Way, Wilton Road and Churton Street areas, as well as those on Rochester Row. They also should have been formulated with significant input from Pimlico residents, as well as those from the Vincent Square area. This was simply not done. In this regard, please see my detailed remarks in 3., below. The failure to consult key stakeholders, and the community more widely, in developing these proposals not only means that these proposals have serious substantive shortcomings. It has also, unfortunately, introduced serious procedural unfairness and impropriety into the formulation and focus of these proposals.	The City Council is unable to comment on this, without additional information. Responses received in the consultation were reviewed by officers and detailed responses were prepared to the themes raised in relation to the scheme. Then they were presented to the Cabinet Member for Air Quality and City Management or relevant Decision Maker for decision under the usual decision making and governance processes. (e) Please refer to Response 3.a in Appendix A to this report. This TMO consultation undertaken in November-December 2023 was also open to the public, the proposed traffic related changes information was available on the TMO website, and the public could provide comments via the TMO email. Pre-consultation engagement meetings were held with Pimlico North and Vincent Square wards stakeholders.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(f) This consultation is, at least in part, being conducted by FM Conway, the contractor for this proposed work. This constitutes a gross conflict of interest. Moreover, FM Conway's most recent annual report indicates that this company had already received contracts from Westminster for the forthcoming year, which may well include this work. (g) Exclusion of local businesses and residences from consultation: Documentation that I have seen shows that Council officials liaised with the so-called 'Warwick Way Residents' Association' ('WWRA'), the Directors (=Steering Committee) of Pimlico Neighbourhood Forum ('PNF') and the three Directors of the Pimlico Federation of Residents' Association ('FREDA') in developing these proposals. [redacted] Chair of the PNF, describes this as his 'Team' in communications with them, in evaluating and advising on these consultation proposals. In this regard, it must be noted that [redacted], who holds himself out as the 'Chair' of the Warwick Way Residents' Association, did not between at least 2009 and 2022 convene any residents' association meetings and, [redacted]	(f) Please refer to Response 4.b in Appendix A to this report. (g) This comment is noted and it is not relevant to the context of this TMO consultation. An informal public consultation was carried out in December 2022 – February 2023, the City Council consulted and promoted the scheme via a consultation website, online questionnaire, letter drop, residents newsletters and social media. Meaningful information were available to the public and they could provide feedback via the questionnaire, email, phone call or letter. This TMO consultation undertaken in November-December 2023 was also open to the public, the proposed traffic related changes information were available on the TMO website, and the public could provide comments via the TMO email.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		[redacted]	
		(h) Clear conflicts of interest: [redacted]	(h) This comment is noted. The informal public consultation and statutory TMO consultation were both open to the public, all consultees had the right to respond. The decision-making lies with the City Council and usual governance processes are followed. Al fresco dining is not the sole purpose of the proposed scheme, by extending the footway, the City Council are also providing an improved space for pedestrians, better accessibility and more greening possibilities. Ultimately, it will create a better place for local residents and visitors and the opportunity for an enhanced business environment. At this particular location (Uno restaurant), footway widening also provides additional space for pedestrians and shorten the crossing distance at this junction.
		[redacted]	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		[redacted]	
		(i) Substantive divergence from the Pimlico Neighbourhood Plan. The Pimlico Neighbourhood Plan, which was adopted by Westminster City Council in December 2022 following a local referendum, lists as one of its central policies, specific proposals for the	(i) The Pimlico Neighbourhood Plan was adopted by the City Council in December 2022, and the proposed permanent scheme was developed from the temporary scheme implemented on Warwick Way and Churton Street during Covid-19 to help the local hospitalities

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		'Wilton Road/Warwick Way public realm' (Policy PIM 21). This makes no mention whatsoever of Churton Street. However, a large part of the Council's proposed plans and allocated funds in this consultation focuses on Churton Street. Wilton Road is omitted. No explanation whatsoever is given for this substantive change. Moreover, the Pimlico Neighbourhood Plan in this Wilton Road/Warwick Way public realm discussion specifically highlights problems with the pavements on Wilton Road and notes that Warwick Way has fewer problems than Wilton Road. It therefore is all the more bizarre that Wilton Road is wholly excluded from these consultation proposals. (j) One query of a procedural nature: There are specific tree planting proposals in this consultation document. Has Councillor Jim Glen played any part in this through the Westminster Tree Trust that he serves as a Director on with two others, [redacted], Chair of the Pimlico Neighbourhood Forum, and [redacted], Secretary of the Pimlico Federation of Residents' Associations? If that trust has had any involvement in the development of these proposals, whether directly or indirectly, it should be explicitly noted, particularly so that any public comments Councillor Glen makes in relation to these proposals is put in its proper context.	businesses. Therefore, it was not formally governed by the neighbourhood plan during the development. Nonetheless, it received strong support from the local community, then it was decided the City Council would develop a permanent highway scheme that would see public realm and accessibility improvements to these two streets. The scheme is supported by the City Council and it aligns with the Fairer Westminster strategy in terms of improving local high street, promoting active travels and providing more greening. Wilton Road is not part of the scope of this scheme. (j) The tree planting aspect does not form part of this TMO consultation, it was consulted through the informal public consultation that was undertaken in December 2022- February 2023. Providing more new trees and greenery was a main theme of the consultation feedback. The proposed tree locations and species are reviewed by the City Council's Arboriculture team, and they will be further confirmed in the next design stage.
213.	[redacted]	I would like to register my OBJECTIONS to the Warwick Way/Churton Street proposals. I do so on both substantive and procedural grounds. This is a missed opportunity to bring about much needed improvements to the Wilton Road/Warwick Way area, as envisaged by the Pimlico Neighbourhood Plan. It	[redacted] objection to the proposed measures is noted. Please see Officers' Comments to item 212.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 5th December 2023	represents a complete waste of City of Westminster's rate payer's money. It will benefit few and harm many. The proposals also pose a serious risk of bringing long-standing sewerage system problems to breaking point. Specifically, I substantively object to: 1. The proposed one-way system for Warwick Way: In formulating this objection, I visited all those non-hospitality businesses in the Warwick Way area (the majority) that I use regularly and sought their views on the consultation proposals. It is on this basis, that I register my strong objections to these proposals. In every case, these businesses were strongly opposed to the consultation proposals, and to the one-way system in particular (also the accompanying 'rat runs', 'road mazes' that such a one-way system would create in nearby roads). They considered that this one-way system would significantly harm their businesses, particularly by obstructing customers from visiting their businesses and by significantly delaying and impeding deliveries to and from their premises. This proposed one-way system would also have similarly adverse knock-on effects on businesses on Rochester Row by causing similar, but even more severe, obstructions and impediments for through traffic. By comparing business conditions under the temporary one-way system with how they are now, following the reinstatement of the two-way system, these businesses were able to come to highly informed, balanced, and reasonable views on this matter.	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Whilst noting and sympathizing with the above objections of businesses, I would like to bring particular attention to the Victoria Medical Centre's objections to this one-way system, which the Council will recently have received. Taken together, these objections—not least since they derive to an especial degree from the evidence of medical professionals and pharmacists-- should, in themselves, be sufficient for the Council to abandon this proposed scheme. 2. The proposed one-way system for Churton Street: This is wholly unnecessary and unhelpful. It will constitute a complete waste of limited Council funds to carry out any of the proposed consultation works to Churton Street; no works to this street should have been proposed at all. On this matter, I share the concerns as ably set out in the Churton Society's letter to the Pimlico Eye of earlier this year on the Churton Street proposals. As that letter fully outlined my own concerns, I simply make reference to it here. 3. The 'al fresco' arrangements (i.e., widening the pavements outside of all of the pubs and certain restaurants and cafés, but not all, such premises): London does not have the climate to sustain any such outdoor 'eating' arrangements for more than a couple of months each year. From observing how these cordoned off areas have been actually used by the pubs and cafes, it is clear that the scheme has actually had the effect of reintroducing smoking sections of these premises. This is a bad thing in itself, and wholly contrary to current public policy. These 'arrangements' are also a source of much anti-social behaviour.	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Merely walking past (and necessarily through) these so-called 'al fresco' areas, as any pedestrian is required to do simply in order to walk on the pavement, can feel threatening, particularly to women and leaves one covered in smoke. The many obstructions put in the way by the premises using these so-called 'al fresco' arrangements also makes it virtually impossible for those with any physical disabilities or those with small children to use these roads: again, contrary to current public policy. It also should be noted that none of the three restaurants on Churton Street has been using the cordoned off areas allocated to them. Uno's Restaurant, on Warwick Way/Denbigh Street, has two large outdoor areas designated for its use, but this restaurant has been closed since autumn 2021. This has been a failed experiment. Please put an end to it. 4. Increased 'hospitality' [sic] facilities on Warwick Way, by the expansion of the outside space for the pubs, cafés and restaurants: There is a separate, very important, point of objection. Those 'hospitality' facilities that already exist place an intolerable strain on the sewerage infrastructure of both Warwick Way and Wilton Road. This is obvious to anyone who has sat in any of these venues at any time and noticed the extremely unpleasant smells, and even rats, that rise from beneath the road on both streets. Moreover, subsequent to periods of rain, Wilton Road often floods and the local sewerage system often fails. Many local	

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		businesses, and also residences on Longmore Street, have reported finding rats emerging from their lavatories at these times. One business owner on Warwick Way, located between a restaurant and café, informed me that he had to have an exterminator remove the rats emerging from his toilets. The serious health & safety implications of this are all too obvious. The infrastructure is already failing. Placing any further pressure on it could have catastrophic consequences. Addressing this critical problem obviously should be the focus of the Council's efforts. Separately, I strongly object to these proposals on procedural grounds. These objections are of so serious a nature that they should in themselves invalidate these proposals. They include substantial procedural impropriety by those with whom the Council has worked to form these proposals. May I therefore make it clear that, in this regard, I do not wish in any way to implicate the Council employees who helped to formulate these proposals and who, no doubt, did so in good faith. 1. It is – or at least should be – obvious that any such proposals should have been formulated in wide consultation with the essential public services and local businesses in the Warwick Way, Wilton Road and Churton Street areas, as well as those on Rochester Row. They also should have been formulated with significant input from Pimlico residents, as well as those from the Vincent Square area. This was simply not done. In this regard, please see my detailed remarks in 3., below. The failure to consult key	

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		stakeholders, and the community more widely, in developing these proposals not only means that these proposals have serious substantive shortcomings. It has also, unfortunately, introduced serious procedural unfairness and impropriety into the formulation and focus of these proposals. 2. This consultation is, at least in part, being conducted by FM Conway, the contractor for this proposed work. This constitutes a gross conflict of interest. Moreover, FM Conway's most recent annual report indicates that this company had already received contracts from Westminster for the forthcoming year, which may well include this work. 3. Exclusion of local businesses and residences from consultation: Documentation that I have seen shows that Council officials liaised with the so-called 'Warwick Way Residents' Association' ('WWRA'), the Directors (=Steering Committee) of Pimlico Neighbourhood Forum ('PNF') and the three Directors of the Pimlico Federation of Residents' Association ('FREDA') in developing these proposals. [redacted], Chair of the PNF, describes this as his 'Team' in communications with them, in evaluating and advising on these consultation proposals. In this regard, it must be noted that [redacted], who holds himself out as the 'Chair' of the Warwick Way Residents' Association, did not between at least 2009 and 2022 convene any residents' association meetings and, [redacted]	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		[redacted] 4. Clear conflicts of interest: [redacted]	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		[redacted]	

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		[redacted] 5. Substantive divergence from the Pimlico Neighbourhood Plan. The Pimlico Neighbourhood Plan, which was adopted by Westminster City Council in December 2022 following a local referendum, lists as one of its central policies, specific proposals for the 'Wilton Road/Warwick Way public realm' (Policy PIM 21). This makes no mention whatsoever of Churton Street. However, a large part of the Council's proposed plans and allocated funds in this consultation focuses on Churton Street. Wilton Road is omitted. No explanation whatsoever is given for this substantive change. Moreover, the Pimlico Neighbourhood Plan in this Wilton Road/Warwick Way public realm discussion specifically highlights problems with the pavements on Wilton Road and notes that Warwick Way has fewer problems than Wilton Road. It therefore is all the more bizarre that Wilton Road is wholly excluded from these consultation proposals. 6. One query of a procedural nature: There are specific tree planting proposals in this consultation document. Has Councillor Jim Glen played any part in this through the Westminster Tree Trust that he serves as a Director on with two others, [redacted], Chair of the Pimlico Neighbourhood Forum, and [redacted], Secretary of the Pimlico Federation of Residents' Associations? If that trust has had any involvement in the development of these proposals, whether directly or indirectly, it should be explicitly noted, particularly	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		so that any public comments Councillor Glen makes in relation to these proposals is put in its proper context.	
214.	[redacted] Email dated 5th December 2023	I wish to object to the proposal to make Warwick Way and Churton Street one-way for Road Traffic. It is nonsense to spend the estimated £2million cost on this ill thought-out scheme when potholes remain unfilled and a danger to both pedestrians and traffic. Without a proper traffic plan systems of one-way streets only cause confusion and danger. As chartered engineers, WSP should be ashamed to be associated with this proposal.	[redacted] objection to the proposed measures is noted. Please refer to Responses 1.c and 4.a in Appendix A to this report.
215.	[redacted] Email dated 5th December 2023	I am incredulous that Westminster Council is proposing to make part of Warwick Way one-way. (a) Traffic was a nightmare when this was tried before. Surrounding streets were then much busier and re-routed traffic got lost or tried to find alternative routes. This is a main thoroughfare which works well – why on earth would you seek to complicate matters and make life more difficult for cars and pedestrians alike. I felt unsafe walking in side streets the last time Warwick Way was made one-way. Narrower side streets are simply going to be more congested than wider Warwick Way which was designed to be a more important thoroughfare and through route for traffic. The proposed change will result in a mess that gets on local residents nerves. (b) I also know that my surgery in Tachbrook Street is very concerned about the safety of the 1,000 patients who visit the surgery every day.	[redacted] comments about the proposed measures are noted. (a) Please refer to Responses 1.b and 1.c in Appendix A to this report. (b) Please refer to Responses 7.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		PLEASE DO NOT PROCEED WITH MAKING WARWICK WAY ONE-WAY. It will be a big mistake and could lead to accidents.	
216.	[redacted] Email dated 5th December 2023	I object to the proposals as outlined on the grounds that firstly sending cars on a long roundabout route will increase pollution generally - especially in, for instance, in Longmoore Street and Upper Tachbrook Street. (a) Apart from the pollution effect on various small eateries in Upper Tachbrook Street, it is also where a busy surgery is sited. (b) During the previous contract-flow system during the Pandemic, the congestion outside the surgery was horrendous, with idling cars spewing out pollution. In summer months this would go straight through the surgery's open doors to be breathed in by vulnerable patients. (c) My husband ([redacted] with [redacted]) and I ([redacted] with [redacted]) have to drive to the surgery and will either have to double park (like ambulances) or miss appointments.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 2a and 2.c in Appendix A to this report. (b) Please refer to Responses 1.b and 2.a in Appendix A to this report. (c) Please refer to Responses 1.e and 7.c in Appendix A to this report.
217.	[redacted] Email dated 5th December 2023	I have been a Pimlico resident for many years living in various parts of the locality but currently in Charlwood Street. The suggestion that both Warwick Way and Churton Street should become one-way roads seems extremely ill conceived given the way Pimlico is constructed and its residents operate. Warwick Way is predominantly commercial and should therefore bear	The proposed scheme aims to improve the public space and enhance pedestrian accessibility by reducing the dominance of motor traffic on Warwick Way between Belgrave Road and Upper Tachbrook Street, and on

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		the burden of traffic rather than the more residential streets and I can see no sensible argument for making Churton Street one-way either! I would imagine the cost of the proposal would be extremely high but with very little, if any benefit. I look forward to hearing that the suggestion has been abandoned.	Churton Street between Belgrave Road and Charlwood Street. If two-way traffic is to be retained on Warwick Way and Churton Way, the benefits of the scheme would not be able to be achieved.
218.	[redacted] Email dated 5th December 2023	I object to the Traffic Management Proposals (Warwick Way and Churton Street). (a) The proposals will drive congestion, pollution (air and noise) and more traffic onto all neighbouring residential roads which have a far greater proportion of residential buildings than the commercial ones on Warwick Way and are far smaller and of less designation. (b) The proposals will devastate businesses on Warwick Way and Churton Street. The businesses on Warwick Way and Churton Street need people to access them as they currently can via foot, cycle, car, van, bus etc. There is no need for any new proposals. (c) The proposals give far too much to cyclists. In fact the vast majority of the proposals only benefit cyclists who are non-tax-paying road users, non-law-abiding road users, uninsured, a danger to everyone	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b and 2.a in Appendix A to this report. (b) Benefits of the scheme are not only for businesses. The purpose of the proposed scheme is that, by reducing traffic and extending footways, the City Council is providing an improved space for pedestrians, better accessibility and more greening possibilities, improved lighting and drainage. Ultimately, it will create a better place for the local residents and visitors, and the opportunity for an enhanced business environment. Businesses have also been given the opportunity to respond to the proposals. (c) Please refer to Response 6.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		in the community. It's outrageous that these proposals seek to only benefit cyclists. I don't see any benefit to pedestrians when cyclists are given top priority to make life utterly miserable for every other road user, particularly the elderly, vulnerable, children, disabled and those with pushchairs.	Similar to many one-way workings with cycle contra-flow in the City, both the cyclist and pedestrian has responsibilities to ensure the safety of each other. The proposals include widening the footway to make the pedestrian crossing shorter reducing the risk of collision. There has been no evidence that introducing cycle contra-flow increases cyclist/pedestrian collision. The two-way cycling is not the sole purpose of the proposed scheme, by extending the footway, the City Council is also providing an improved space for pedestrians, better accessibility and more greening possibilities. Ultimately, it will create a better place for local residents and visitors and the opportunity for an enhanced business environment. Crossings points will be wider and the crossing distances will be shortened, so they are more comfortable for pedestrians.
		(d) Warwick Way is the main route to Vauxhall Bridge Road and into Victoria/St. James's - the proposals cut this route totally, shifting all the problems on to adjoining, smaller, residential roads.	(d) Please refer to Response 1.b in Appendix A to this report.
		(e) Removing parking facilities in this central residential area is outrageous. Stop this war on the elderly, the vulnerable and those who can't walk, cycle and who rely on the buses and their cars. I object to all the proposals outlined in the letter of 13 November 2023, Ref: 8033/ND.	(e) Please refer to Responses 5.a and 5.d in Appendix A to this report.
219.	Resident [redacted]	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions.	Resident's objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 5th December 2023	The grounds for my objections include: (a) This consultation is the first many in the area have heard about this scheme; (b) Many of us have never heard of the parties supporting it, so what authority have they. Particularly the Pimlico Forum and petty little residents' associations; (c) The organisers have a vested in interest in success as consultants and contractors who will earn fees if the project is approved; (d) Many of the known supporters are involved with local associations are business and property owners who will benefit hugely from extra floor space created; (e) The whole process is verging on crookedry and an exposure of a council sleepwalking into a massive squandering of public funds is required; and (f) This email will be distributed to the press for a scrutiny of the process.	(a) Please refer to Response 3.a in Appendix A to this report. (b) The previous informal consultation was open to the public to provide their feedback. The City Council has received 722 responses from residents, businesses, workers, visitors, neighbourhood forums and residents associations. The results showed a majority support for both proposals overall. Generally, there was greater support from those in close proximity to the scheme. (c) Please refer to Response 4.b in Appendix A to this report. (d) Noted. (e) Please refer to Response 4.a in Appendix A to this report. (f) Noted.
220.	[redacted]	I am in favour of traffic management proposals mentioned above in principle, in particular the pavement widening on Warwick Way to allow for a better pedestrian and cafe environment.	[redacted] comments for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 5th December 2023	(a) However, as a resident of Longmoore Street I am keen to ensure our narrow residential street does not become a rat run for traffic that would previously have gone between Belgrave Road and Vauxhall Bridge Road. This happened previously with the temporary traffic management changes brought in during the pandemic resulting in large construction vehicles, lorries and even a double decker bus driving down our narrow street. The street environment was negatively impacted, safety was compromised and our vehicles were damaged. It was agreed at the time that this traffic was inappropriate by the council and local councillors. (b) Before I can support the proposals in practice, I would like adequate consideration to be given to avoiding a repeat of these problems. Potential solutions could include narrowing (for example through tree planting or echelon parking) or traffic calming on Guildhouse street to deter would be rat runners. Monitoring of the traffic on Longmoore street should also be carried out to ensure any such measures are effective and other measures are taken if not. I hope due consideration will be given to this issue as your plans progress.	(a) Please refer to Responses 1.a and 1.b in Appendix A to this report. The measures were initially introduced during Covid as a temporary measure when there was little or no traffic in the area, only when lockdown was eased, traffic started returning and the scheme was maintained for 'eat out to help out' did the Longmoore Street issue arise, which is why it was not implemented at the start. The route via Longmoore Street requires vehicles to cross over Wilton Road, adding delay and inconvenience and therefore there is no advantage to using this route in preference to Wilton Road. (b) Proposed traffic calming measures have been considered for Guildhouse Street. Under the proposals motor vehicles will not have access to Guildhouse Street from Warwick Way. The City Council will continue to monitor the location and further measures may be considered if issues are demonstrated.
221.	[redacted]	As a resident and constituent in Westminster I want to add more support to the campaign to resist the plans to make Warwick Way one-way. The knock-on effect of this unnecessary change will be to create major problems in traffic flows in Upper Tachbrook Street.	[redacted] comments for the proposed measures is noted. Please refer to Responses 1.b and 7.c in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 5th December 2023	The research underlying this proposal is not independent and the motivation is suspect.	
222.	[redacted] Chairperson United Cabbies Group [redacted] Email dated 5th December 2023	In my capacity as Chairperson on behalf of our member drivers I wish to register our objection to the TMO proposals for Warwick Way shared with us for comment/observation on 14 November to impose one-way traffic restrictions, introduction of a "no entry" prohibition of vehicles, except pedal cycles based on the negative impact this will have on eastbound journey times for Licensed Taxi passengers: Our grounds for objection include: (a) You state the scheme will enhance accessibility; in fact, this will do the opposite for our passengers many of which have no access when travelling eastbound across Warwick Way as the bus services are primarily north/south routes only in the area i.e. the 24 bus is the only bus going through Pimlico and other routes are accessible only from Vauxhall Bridge Road. This means Licensed Taxi passengers especially those with protected characteristics will face increased journey times and cost which was a key factor in the temporary Covid scheme. (b) We have seen firsthand since the removal of the temporary scheme that seeking to make the street one-way westbound will yet again increase journey times and force those seeking an eastbound route into residential side streets. It is the duty of the local traffic	United Cabbies Group's comments for the proposed measures is noted. (a) The increased journey time depends on the origin and destination of the journey; only particular eastbound journeys are affected. Please refer to Responses 1.b, 1.f and 8.a in Appendix A to this report for further information on traffic volumes and additional journey time. Increase in taxi fares has not been a common concern raised in the consultation processes. The City Council will continue to monitor the area post-implementation should the scheme go ahead, residents could provide feedback with regard to any impact. (b) Although some vehicles may experience a slightly longer journey (2-3 minutes increase in journey time and 530m-730m increase in journey length), pedestrians, cyclists and drivers still have access to this area. The proposed scheme has taken all road users into

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to securing the expeditious movement of traffic on the authority's road network; Section 31 of the Act specifically states that the term "traffic" includes pedestrians. So, the duty requires you to consider the movement of all road users: pedestrians and cyclists, as well as motorised vehicles – whether engaged in the transport of people or goods which publicly hired Licensed Taxis are heavily engaged in and utilised in this area. (c) The expeditious movement of vehicles should not be at the expense of an authority's road safety objectives, and we have no objection to improvements to aid safer crossings for pedestrians but with respect the statutory duty reflects the importance placed on making best use of existing road space for the benefit of all road users. This scheme fails to meet that threshold and is far from performing the duty to design a scheme which makes efficient use of the network, or one in our view that avoids, eliminates, or reduces congestion or disruption. In fact, based on the temporary trial for Covid it created disruption and congestion. (d) The consultation process in respect of this team is of concern to our member and the Gunning Principles in our view come into play here as outlined in the Local Government Association guide to engagement whereby consultation is only legitimate when key principles are met:	consideration, on balance the benefits of the scheme outweigh the slight journey time impact. These benefits include better pedestrian accessibility, promoting active travels, more greening and enhancing the environment for residents, businesses and visitors. (c) This is not an evidence-based statement. Traffic monitoring studies undertaken during the temporary scheme was in place show that there was no significant traffic congestion, lower traffic flows (less delay at junctions) and only a 2–3-minute increase in journey time for certain trips, with an increase in journey length of between 530-700m in length overall, if a local route is preferred. (d)

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(i) Proposals are still at a formative stage and a final decision has not yet been made, or predetermined, by the decision makers;	(i) The consultation process governed by the Procedure Regulations provides opportunity for stakeholders to suggest revisions to the proposals which can be fed into the design process. As a result of feedback the proposals can be abandoned, amended or continued as initially proposed. Where there are significant changes to the design the City Council may re-evaluate the proposals before re-consulting.
		(ii) There is sufficient information to give 'intelligent consideration'. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response;	(ii) As part of the consultation process the City Council is required to provide a Statement of Reasons setting out the rationale for the proposals. If a consultee requires specific information about the proposals beyond what is provided in the Statement of Reasons, this can be provided on request.
		(iii) There is adequate time for consideration and response. There must be sufficient opportunity for consultees to participate in the consultation. There is no set timeframe for consultation, despite the widely accepted twelve-week consultation period, as the length of time given for consultee to respond can vary depending on the subject and extent of impact of the consultation; and	(iii) The City Council follows the procedural requirements for all Traffic Management Proposals in line with the Traffic Order Procedure Regulations which state the statutory consultation is 21 days. In line with the Procedural Regulations the City Council wrote to all statutory consultees and frontagers over a 25-metre radius, placed street notices and published the Notice of Making in two local newspapers.
		(iv) 'Conscientious consideration' must be given to the consultation responses before a decision is made Decision-makers should be able to	(iv) The City Council is obliged by the Procedural Regulations to give consideration to all responses received during the consultation period. The City

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		provide evidence that they took consultation responses into account. In our view it is debatable if the conscientious consideration threshold is met and if the decision was pre-determined prior to consultation as this temporary scheme was removed for many months and has effectively functioned as it always did before you imposed westbound only travel under the guise of Covid. (e) No alternative route movements for eastbound movements have been provided. Our passengers have commented on this and their concerns of the return to the future increase in journey times and cost as we operate a TfL regulated meter. The diversion licensed taxis (Black Cabs) are required to take as a result of the proposed changes equates to a journey which increases the journey time and cost substantially and for those passengers who do not have access to a car but use licensed taxis as their mode of transport are being treated less favourably as we are compelled to take passengers via the shortest route because we charge via a regulated meter set by TfL.	Councils reflections and decisions with regards to those responses are then documented in a formal consultation report which is sent to all objectors in a redacted form. (e) There are presently no signs to direct eastbound traffic to any destination from Warwick Way. For this reason, no direction signing is proposed. Diversion signs were erected for eastbound traffic when the temporary scheme was in place, but only 150-200 vehs/hr in the peak periods used this route, down from 400-500 vehs/hr travelling eastbound before the scheme was in place. Since two-way arrangement has been reintroduced, traffic flow has not returned to the pre-Covid levels. In response to the TMO comments received, an alternative routes map is enclosed in Appendix E. Please note this part of the traffic assessment is to analyse where traffic is likely to be dispersed to if Warwick Way is to be made one-way westbound. No direction signing is proposed due to the reasons mentioned above. Only particular trips are affected (depends on origin and destination) and using the Warwick Way corridor with alternative routes onto Gillingham Street or Denbigh

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			Street still provides the quickest way of travelling eastbound between certain locations in Chelsea area and Westminster, despite this being a route along primarily residential roads.
		(f) TfL monitoring guidance for London boroughs issued in October 2021 states Licensed Taxis have a distinct legal status and should be considered within monitoring plans. TfL recommends that a fully classified approach is taken in order to be able to understand the benefits and impacts of a scheme on taxi journeys, as well as other classes of traffic including private hire journeys if possible. Where taxis [Black Cabs/Hackney Carriages] are likely to be impacted, flow and classified turning count data that distinguishes taxis from other vehicles will show the scale of these impacts. Public surveys should seek to understand the outcomes of a scheme on taxi passengers, and particularly older and disabled people. We see no relevant Taxi (Black Cab/Hackney Carriage) in-depth traffic monitoring and analysis undertaken for this scheme implementation and would aver this brings into question again the conscientious consideration factor identified in Gunning. Our view would this scheme needs to remain paused and be re-thought out; the same outcomes can be achieved by ensuring safer crossings and improved sight lines, advanced cycles light phases as have been successfully implemented in Marylebone which offer balance and meet the needs of all road users.	(f) This classification of vehicles could have been incorporated into monitoring, yet it is not feasible to assess individual taxi journeys without before/after origin/destination data being provided by taxi drivers. Google or Waze navigation data could be used to plot particular journeys, however, it is the scale of the impact that is relevant. An additional journey time of 2-3 minutes for very few passengers throughout the day is unlikely to be considered as a material impact. Traffic counts from June/July 2023 show eastbound taxi demand on Warwick Way (approaching Vauxhall Bridge Road) reaches 60/hr in the PM peak hour but is much less than this (10-30/hr) throughout the rest of the day/night. However, we do not know the precise route these taxis have followed and to what extent they would be affected by the proposal and whether or not a customer would be inconvenienced, or concerned, by any delay. It is reasonable to assume that many passengers would benefit from the public realm and pedestrian space and crossing enhancements, or would support the benefits to cyclists.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Please confirm receipt of this objection.	
223.	[redacted] Email dated 6th December 2023	Warwick Way is the main east-west route through Pimlico for good reason. It safest, least residential and most direct road within the Pimlico Grid. Blocking traffic (from Belgrave Road to Upper Tachbrook Street) will create 'rat-runs' through streets resulting in inconvenience, increased costs, pollution and danger both to and vehicles - notably around the NHS Medical Centre. The project is ridiculously expensive and the cost will be borne by the rate payers who rightly seeker due judicial review and prosecute those who have made this ridiculous decision without considering the effect on the residence.	[redacted] comments for the proposed measures is noted. Please refer to Responses 1.b, 1.c, 2.a and 4.a in Appendix A to this report.
224.	[redacted] Email dated 6th December 2023	I have been a resident of Pimlico for nearly [redacted] years and am fully supportive of the proposal to make Warwick one-way, encouraging more space for pedestrian activity. This is exactly what Pimlico needs. The Victoria Medical Centre's patient group sent out misleading text messages warning of traffic jams if the scheme was implemented - they typical alarmist response in such consultations. As a professional transport planner, I do not believe in these claims and am surprised that the centre allowed such misinformation to be sent out. If a negative response is received in this email-only consultation, I would consider the fact that it has been influenced one-sidedly by the centre's patient group and could benefit from further in-person consultations.	[redacted] support and comments for the proposed measures is noted. Please refer to Response 4.c in Appendix A to this report.
225.	[redacted]	I support the Traffic Management Proposals. I have two additional comments:	[redacted] support and comments for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 6th December 2023	(a) I believe it would be helpful to permit a right-hand turn from Gillingham Street into Vauxhall Bridge Road to allow the dispersal of through traffic away from the Warwick Way area. It may require a slight re-siting of the taxi waiting lane. (b) The whole scheme would benefit from the use of durable and environmentally attractive materials.	(a) This suggestion has been considered in detail and discussed with TfL (who would need to approve the scheme) and rejected at present on grounds of safety and network impact (conclusion that it would require traffic signals and loss of long sections of taxi rank). It could be reviewed if post-implementation monitoring shows any issues. (b) Standard Westminster materials are adopted for this scheme, low carbon paving and resurfacing materials are being reviewed and will be used where appropriate.
226.	[redacted] Email dated 6th December 2023	With regard to the TMO consultation about Warwick Way and Churton Street schemes, please take this email as a vote AGAINST both schemes. I am a resident (for the last [redacted] years) on Tachbrook Street, which is very near to both Warwick Way and Churton Street and is directly impacted by your proposed schemes. (a) Your schemes are total nonsense and a complete waste of public money. Again, I am totally AGAINST your proposals. (b) Churton Street and Tachbrook Street are lovely residential streets, already very quiet and used mainly by only local residents to walk around the neighbourhood. Both streets are already nicely laid out with trees, efficient traffic lanes and plenty of space for cycling both directions. Both streets currently have very limited traffic. I cycle daily on both streets and	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 4.a in Appendix A to this report. (b) The proposed measures it will create a better place for local residents and visitors and the opportunity for an enhanced business environment. Crossings points will be wider and the crossing distances will be shortened, so they are more comfortable for pedestrians.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		never had any issues as the streets are quite wide and with very limited traffic at all times of day. The pavements of both Churton Street and Tachbrook Street are very wide, they currently accommodate comfortably tables for outdoor dining, and the number of people walking around is very limited - local residents and customers of the few shops/businesses located on these streets. (c) The proposed echelon parking on Tachbrook Street is completely useless, resident parking on the street has never been an issue, as there are already sufficient spaces for the amount of local car owners. (d) The one-way system on Warwick Way will congest Upper Tachbrook Street, this is what happened when the same one-way system was temporarily in place. On Upper Tachbrook Street is located Victoria Medical Centre, which has more than 1,000 patients, most of them family with young children and elderly people with mobility restrictions. The continuous traffic jams (just outside the Victoria Medical Centre) experienced during the one-way system trial, caused safety issues, disruption and inconvenience to the patients of the medical centre. The safety of every one of the over 1,000 patients should be paramount. With your proposal, vehicle access (including ambulances and NHS vehicles) to the Victoria Medical Centre will be disrupted. Shame on you, Westminster City Council, for conceiving such an evil proposal.	The two-way cycling arrangement will also create a safer route for cyclists and encourage sustainable travel. (c) Please refer to Response 5.b in Appendix A to this report. (d) Please refer to Responses 1.b, 1.e and 7.c in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(e) The proposed footway widening on Warwick Way is, again, completely useless. The current pavements are sufficiently wide for both the movement of people and for accommodating the outdoor dining tables of the local businesses. (f) And finally a personal note: looking at the details of your proposals and analysing the costs of these project, I honestly have the impression that these proposals are mainly driven by some form of corrupted administration. The achievements (if any) would be minimal, but the amount of money involved is quite large. I regret to say that I can only think of incompetence and ambiguous public money management to justify such proposals. Once again, please take this email as a vote AGAINST your Warwick Way town centre highways scheme.	(e) Please refer to Officers Comment (b) above. If two-way traffic is to be retained on Warwick Way, the benefits of the scheme could not be achieved. (f) Please refer to Response 4.a in Appendix A to this report.
227.	[redacted] Email dated 6th December 2023	I wish to register the strongest possible objection to the TMO proposals to impose one-way traffic restrictions in Warwick Way. PLEASE do not further upset the local situation for residents by proceeding with this terrible idea. I am strongly encouraging our local Councillor, Selina Short, to convey to you just how strong the depth of feeling around here is about the plan. The grounds for my objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. I live across	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Vauxhall Bridge Road in Emery Hill Street and we are TOTALLY fed-up with the distortions of traffic flow which the Council's autocratic non-resident friendly decisions to block up roads keep causing for us all – the long-term closure of the north end of Carlisle Place for many months over the last two years caused fast-running traffic down Thirleby Road and Emery Hill Street – you in the Council never seem to think about these consequences of interfering with natural traffic flow! (b) I strongly support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (c) Westminster Council refuse to produce a plan for displaced traffic. (d) I do not wish to encourage pubs to spill onto the streets. (e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year. The nearby section of Tachbrook Street which runs into Warwick is already totally pedestrianised. (f) At a cost exceeding £2,000,000, this would be an incredibly bad use of ratepayers' money and should be used for better social purposes. No economic	(b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) Please refer to Response 1.a in Appendix A to this report. (d) Please refer to Response 7.a in Appendix A to this report. (e) Please refer to Response 9.a in Appendix A to this report. (f) Please refer to Response 4.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		benefit to the rate payer has been demonstrated by WCC. Please acknowledge receipt of this objection.	
228.	[redacted] Email dated 6th December 2023	I object to this order on the following grounds: (a) There are no plans; (b) The Council would reject this order; (c) Removal of pedestrian space - introducing difficulty for pedestrians; (d) Diversion(s?)- there is only one possible route; (e) The scheme introduces danger and difficulty where there was none before; (f) Longmoore Street – the way to Buckingham Palace and beyond!; (g) Danger - No satnav; (h) We couldn't wait for the Covid restrictions to be removed; (i) An Entirely Disingenuous Traffic Order with deliberate omissions; and (j) Approving the scheme would be a breach of "the trust that the public is entitled to place in" Council employees. (a) There are no plans. The order it is nothing but a set of dubious objectives without a plan. Not regardless of the facts but in spite of them. Written by persons who have no knowledge of the area and who have little understanding about the importance of this artery. They are however experts in traffic management who are prepared to	[redacted] objection to the proposed measures is noted. (a) As part of the Traffic Management Order consultation plans were produced and provided in the consultation of the proposed changes to the Traffic Management restrictions, there is no statutory obligation to provide further drawings. Please refer to Response 1.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		avoid addressing the negative effects of the proposal in order to be able to proceed as they want. Wilful negligence. The order is notable more by what is omitted than by what is included, which is very little. There is hardly any detail and the little there is deliberately misleading. There is no evidence to support the objective of making it easier for pedestrians but plenty including a two-year trial run during Covid to show that it is not only unattainable but that it will have a detrimental effect on pedestrians. This is in addition to the danger it will introduce on our roads and the calamitous effect it will have on traffic and on those who live and work here. (b) The Council would reject this order. If this order had been submitted to the Council it would have been rejected by them due to the lack of detail. How will this work in practice? Without plans there is no substance and nothing to offer comment on. We all have great ideas, until we think them through. What happened to that part of the process. You surely thought it through and have no good reason not to tell us how it will work, perhaps be proud of yourselves if you actually believed that it is a good idea. The idea that anyone could propose a road closure without considering where the traffic would go	(b) [redacted] has not provided information as to what Order would have been rejected by the City Council. Prior to the Traffic Management Order consultation all documents are submitted to the City Council for approval before proceeding. A traffic impact assessment has been undertaken as part of the design process, further information is enclosed in Appendix H. Information on the scheme can also be found on the City Councils website: https://www.westminster.gov.uk/roads-and-travel/roads-and-highways/warwick-way-town-centre-highways-scheme.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		especially in this day and age is nothing other than irresponsible and possibly corrupt. What is the real purpose and who are the intended beneficiaries. We will never know but it certainly isn't the local community and our much beloved medical centre. A wonderful place with wonderful people doing their very utmost for the community. While this proposal is the opposite, deceitful, devious, inconsiderate, and even sneaky. Intent on achieving whatever the purpose is for whatever reason not without care or regard for the effect it will have but with full knowledge knowing that and how the community and its medical centre will be harmed. And we know it will be harmed because it is similar to the Covid restrictions only much worse as it is permanent with no hope in sight and it is clear that you are hiding information from us. (c) Removal of pedestrian space - Introducing difficulty for pedestrians Pedestrians will not benefit from the introduction of this system but will be victims of it. I have lived here for thirty eight years and the only time I have ever had any difficulty walking along the pavements in Warwick Way is when the road was turned into a one-way system and restaurant space during the pandemic.	(c) The proposals include the widening of the footway, by extending the footway, the City Council are also providing an improved space for pedestrians, better accessibility and more greening possibilities. The proposed scheme aims to improve the public space and enhance pedestrian accessibility by reducing the dominance of motor traffic on Warwick Way between Belgrave Road and Upper Tachbrook Street, and on Churton Street between Belgrave Road and Charlwood Street.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		It was extremely difficult and confusing to walk along Warwick Way due to all the pavement furniture that was added and having to avoid it and diners and waiters bustling back and forth. It was like dodging your way through a series of pubs and restaurants in the middle of the pavement trying to get to the bar or the toilet because that is exactly what it was like. Far from making it easier and adding pedestrian space it had the opposite effect of removing pedestrian space. Making it difficult if not impossible to stop and have a chat with passing friends as we were standing in the middle of a virtual restaurant or pub space. There was no pavement although the pavement space was wider the space for movement was not and it was not straight, weaving was involved. Introducing obstacles where before there had been none, and now proposing even more new obstacles proposed for the sole purpose of garnering support from tree lovers, aren't we all, who are more concerned with the effect on pollution and the danger this scheme would introduce by the delays and diversions. Please introduce trees. Upper Tachbrook Street would be perfect leaving a space at the top for ambulances or anything else the medical centre wants. Where are your traffic diversion plans so that we can all weigh the impact the scheme will have on the environment. If you were at all interested in it. Traffic is already a nightmare in London. Regent Street with	Please refer to Response 7.a in Appendix A to this report. Tree planting forms part of the proposed works, the tree locations will be further reviewed and confirmed in the next design stage. Please refer to Response 1.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		only one lane so if one vehicle like a bus stops we all do. Park Lane and a cycle lane that nobody uses because every cyclist still uses the cycle lane through the park from Hyde Park Corner to Marble Arch. The proposed plan to introduce even more pedestrians to the area is presumably because they will not pass through but stop thus making it even more difficult for pedestrians to pass through far less those who have pushchairs, wheelchairs, or other forms of walking aids such as shopping trolleys or sticks. Or do you expect people to just come here and walk past for the sake of it. This is a road that has two supermarkets in it with another large one round the corner. Locals don't frequent the bars and restaurants the majority of the time if at all but just pass through on way to and from work or to go shopping. That shouldn't change but it might if it gets too difficult. This scheme has no interest in pedestrians only in adding to the people who visit to sit down and obstruct pedestrians. They are called visitors. Warwick Way is a major road artery and a pedestrian artery with a constant flow of pedestrians who only wish to pass through whose journey will be made all the more difficult. (d) Diversion(s?) - There is only one possible route.	(d) Please refer to Responses 1.a, 1.b, 2.a and 7.c in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		What possible reason would the City Council's traffic experts have for not considering the effect the scheme will have on traffic flow, other than to avoid the matter as they know that they cannot address the issue, and it is a huge issue, without also having to point out the detrimental effect it will have. All vehicles travelling in a north easterly direction along Warwick Way either go straight across onto Rochester Row or turn right along Vauxhall Bridge Road, the vast majority going straight across. All of these vehicles must get to the junction of Warwick Way and Vauxhall Bridge Road, there is no alternate route that doesn't involve going through the Victoria one-way system. Every single vehicle will have to stop at the junction of Upper Tachbrook Street and Warwick Way directly outside the medical centre polluting patients going back and forth and inside the centre. In addition to all the additional pollution as a result of the diversion. There is only one route these vehicles can take and that is via Longmoore Street. Either via its junction with Guildhouse Street or its junction with Wilton Road. Nobody would recommend such a diversion yet this is the route all vehicles must take, there is no other way to get to Rochester Row. It is little wonder that the proposer refuses to address this most important of subjects, signing such a diversion would make them look ridiculous. (e) The scheme introduces danger and difficulty where there was none before.	Due to the nature of the junctions and roads, the eastbound route via Guildhouse Street-Longmoore Street is a less attractive route compared to the Gillingham Street – Wilton Road route. The route via Longmoore Street requires traffic to yield priority to westbound traffic on Gillingham Street, make a tight turn from Guildhouse Street into the very narrow Longmoore Street (which has parking on both sides) and yield priority again to two-way traffic on Wilton Road, where visibility is constrained and is close to the signal junction where crossing through a traffic queue might be required. The route via Wilton Road requires traffic to only yield priority once, to two-way traffic on Wilton Road. This is therefore safer as well as being less prone to delay. The additional delay and inconvenience mean there is no significant advantage to using the route via Longmoore Street in preference to Wilton Road. A review using Google Maps navigation tool shows the routes as being a similar distance, yet with up to an additional 1-minute journey time via Longmoore Street at peak times. (e) Please refer to Responses 1.b and 1.c in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		It will force vehicles into entering Longmoore Steet from Guildford Street when before during the pandemic they could not as they were forced down Guildford Street onto Gillingham Street because of the no right turn into Longmoore Street from Guildhouse Street. Those who designed the diversion had a little bit of sense at least. Let's not forget that the pandemic forced that upon us, for whatever reason is not clear but not dissimilar to the introduction of a cycle lane and the resulting chaos when nobody uses it because they continue to use the cycle lane that has always been used between Hyde Park Corner and Marble Arch. (f) Longmoore Street – the way to Buckingham Palace and beyond!	The measures were initially introduced during Covid as a temporary measure when there was little or no traffic in the area, only when lockdown was eased, traffic started returning and the scheme was maintained for 'eat out to help out' did the Longmoore Street issue arise, which is why it was not implemented at the start. Due to the nature of the junctions and roads, the eastbound route via Guildhouse Street-Longmoore Street is a less attractive route compared to the Gillingham Street – Wilton Road route. The route via Longmoore Street requires traffic to yield priority to westbound traffic on Gillingham Street, make a tight turn from Guildhouse Street into the very narrow Longmoore Street (which has parking on both sides) and yield priority again to two-way traffic on Wilton Road, where visibility is constrained and is close to the signal junction where crossing through a traffic queue might be required. The route via Wilton Road requires traffic to only yield priority once, to two way traffic on Wilton Road. This is therefore safer as well as being less prone to delay. The additional delay and inconvenience mean there is no significant advantage to using the route via Longmoore Street in preference to Wilton Road. A review using Google Maps navigation tool shows the routes as being a similar distance, yet with up to an additional 1-minute journey time via Longmoore Street at peak times. (f) Longmoore Street runs from Guildhouse Street to Upper Tachbrook Street. Motorist currently would not

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		The vast majority of traffic heading from the west along this major artery heads straight on into Rochester Row and beyond. It is a quick, simple, and efficient route to Buckingham Palace Parliament Square and beyond into Mayfair, Regent Street, Camden, Trafalgar Square, Tottenham Court Road, Northern Train Stations, and to the east and the City of London via the embankment, and Waterloo and the Elephant and Castle to the south and beyond. All being required to divert through Longmoore Street!! It is as absurd as that. If they don't get stuck in Longmoore Street, those who are lucky to have satnav that is, the rest will just get lost as they would never find their way through. It is little wonder that the Council would not put diversion signs up, signs that would be necessary for those who do not have sat-nav, as it is not something that would normally happen and not a route that could be considered to be suitable. It would be like being in a video game or a maze all the while thinking surely someone has moved these signs. But there is no alternative route. (g) Danger- No satnav	use Longmoore Street to navigate towards Buckingham Palace. There are numerous alternative routes available to drivers travelling through the area, their chosen route would depend on their origin and destination so there is not one specific alternative to highlight. Although a diversion was signed under the temporary scheme during Covid, there is no intention to sign alternative eastbound route under the proposed permanent scheme. There is no destination signing along Warwick Way, even at major road junctions, so diversion signs would not be relevant. There are numerous alternative routes available to drivers travelling through the area, their chosen route would depend on their origin and destination so there is not one specific alternative to highlight. (g) Satellite Navigation systems will automatically update the best routes available.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Longmoore Street is very narrow especially on the west side which is not at all suitable for larger vehicles that would not be able to use it. Yet that is where satnav is likely to take them. All vehicles will have to pass through the north easterly part of Longmoore Street which is also narrow with vehicles on either side but where traffic flows both ways. Parked vehicles prevent traffic from passing each other at all times. Both sides of the junction of Longmoore Street and Wilton Road have a constant flow of pedestrians. Satnav is not an option but a necessity. Those who do not have satnav will get lost, wandering round adding to congestion and pollution. The introduction of a no entry sign into Guildford Street from Warwick Way will force traffic to turn sharply left into Belgrave Road to its often busy junction with Gillingham Street and from there into either Guildhouse Street or Wilton Road. Warwick Way is a major artery to the west and the east and is used by many large vehicles. Your plan is to force those vehicles into using Longmoore Street which is no plan at all as it is simply not acceptable. Those HGV's which do divert up Guildford Street will be unable to use Longmore Street and will be forced to turn right into Warwick Way and then again into Belgrave Road and start again.	Please refer to Officers' Comments (e) and (f) above.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Cars which turn up Guildford Street will struggle along Longmore Street as it is very narrow and again at the end as there are lots of pedestrians constantly crossing. (h) We couldn't wait for the Covid restrictions to be removed It felt as though we had been robbed of a pavement rather that given more space and we could not understand why the Council took so long to re-introduce the two way system. We had two years of this and it was awful for pedestrians so why would anyone think it would be a good idea to go back to that and all the other chaos. It was a huge relief when it was removed and we could get back to some sort of normality. (i) An Entirely Disingenuous Traffic Order with deliberate omissions For the sole purposes of misleading residents, deflecting from issues that do not support the proposal, and obtaining whatever the Council wants to achieve not regardless of our concerns but in spite of them. You know exactly the effect it will have but you have no integrity or common decency. A bully determined to get its own way whatever the cost to others, disgraceful conduct by officers who should perhaps	(h) This comment is noted and it is not relevant to the context of this TMO consultation. (i)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		remind themselves of the Council employees code of conduct.	
		(i) Listing parking spaces in surrounding streets but leaving out the most contentious street, Longmoore Street;	(i) There are no proposals to change the parking restrictions on Longmoore Street.
		(ii) Failing to mention loading bays almost opposite each other on Warwick Way used to service the two supermarkets opposite each other and other businesses;	(ii) The four proposed loading bays in Warwick Way was detailed in the Notice of Proposal.
		(iii) Not providing details of the proposed layout to account for how the space will be used;	(iii) Existing and proposed drawings were supplied as part of the consultation package.
		(iv) Not providing servicing plans for the supermarkets;	(iv) Supermarket servicing plans are not required as part of the Traffic Management Order consultation. These are too subject to change, therefore, if information was to be provided this could become out-of-date and irrelevant.
		(v) Will supermarket cages be rolled into the pedestrian area past the diners and the pedestrians?;	(v) The City Council has anticipated a demand for loading and unloading by the supermarkets and have proposed loading bays close to their locations. However, in any situation where foods have to be moved along the footway, delivery companies need to ensure they are safe to the public.
		(vi) Ignoring evidence;	(vi) The results from the previous informal public consultation showed a majority support for both proposals overall. Generally, there was greater support from those in close proximity to the

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			scheme. Support for the proposals was also received from all Pimlico North ward members and 7 neighbourhood forums and residents' associations in the vicinity.
		(vii) Not providing a signed diversion route because you know that there is only one and that it is just awful;	(vii) Please refer to Response 1.a in Appendix A to this report.
		(viii) Referring to additional parking spaces all of which are on Upper Tachbrook Street north of its junction with Longmoore Street none of which are accessible via the diversion and all of which are irrelevant to the scheme;	(viii) Parking spaces on Upper Tachbrook Street north of Longmoore Street were not mentioned in the Notice of Proposals as they are outside the scope of the scheme.
		(ix) No mention of how the proposed work would proceed and the utter chaos that would be caused as a result;	(ix) The City Council had published this information on their website, for more information, please follow this link: https://www.westminster.gov.uk/roads-and-travel/roads-and-highways/warwick-way-town-centre-highways-scheme/faqs. If the scheme is decided to be taken forward, all appropriate permits will be in place. Pedestrian access to all properties will be maintained throughout but some parking suspensions and road closures are required to facilitate safe construction practices and excavation. During construction, noise and dust will be carefully managed, and a Public Liaison Officer (PLO) will be on site weekly to update all stakeholders about progress. The PLO will also liaise with businesses regarding the working

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			arrangement at their frontages, temporary parking suspensions and address any questions, doubts, or concerns.
		(x) How wide will the pavement will be?; and	(x) Footway width varies along the road, the design layout ensures a minimum of 2m wide footway is maintained.
		(xi) How wide will the road be?	(xi) The minimum carriageway width is 5.25m.
		Omitting things takes more of a conscious effort than including them and only persons who wished to deceive would consider doing so. Repeatedly. It is quite apparent that there are intended beneficiaries and that they are not pedestrians. We couldn't wait for the stupid diversion to be removed and to reclaim our pavement. The Council took far too long to remove the diversion and the pavement hazards.	
		(j) Approving the scheme would be a breach of "the trust that the public is entitled to place in" Council employees Officers are required to be impartial, objective, honest, and to act with integrity. There is no objectivity in this proposal, it is biased in favour of the scheme. No officer who is an expert in such issues would make so many 'mistakes'.	(j) It is not clear from [redacted] response as to what particular public duty he is referring to.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		If this scheme does go through then those who proposed and approved it should be required to show that they acted in accordance with what is expected of them or face disciplinary action. The scheme presented is not impartial, not objective, not honest, and has no integrity. It should be rejected on that basis or the decision maker can be added to the list of those who have breached the Council's code of conduct. I will join in with the many other who have objected in pursuit of such an outcome if necessary, albeit reluctantly. It is time that individuals and not an anonymous Council are held to account. Nothing personal but rules must be upheld, they are either in place for a purpose or they are meaningless. It is however personal on the proposer's behalf, proceeding with a scheme fully aware of the effect it will have and without a care. If such rules were enforced we would not be presented with such inconsiderate and ill-considered schemes. Not that it is not considered, it is purposeful and carefully planned to deceive and mislead. Please reject this proposal and take time to look out for your own and our best interests, they should be the same, mostly. We can accept reasoning but not bullying or possible corruption, under any guise.	
229.	[redacted]	As a resident of Emery Hill Street and a regular visitor to the Victoria Medical Centre, I strongly object to the	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 6th December 2023	proposal to impose one-way traffic restrictions along part of Warwick Way. This is for a whole host of reasons. Among others: (a) Great inconvenience and dangers will result above for pedestrians like myself. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. Over the last couple of years, Emery Hill Street, a quiet residential street, has become seriously dangerous for pedestrians. Speeding traffic is hard to see except by creeping round the parked vehicles to check all is clear; then one often needs to run to dodge the traffic, which is now continuous at most times of day. Experience shows that this will undoubtedly get even worse with the proposed scheme. (i) I fully agree with the objections raised by Victoria Medical Centre on grounds of safety of access, which affects me directly; (ii) The TMO's objectives will hardly be well served by this ill-considered scheme, which ignore pedestrians and which I believe is legally unjustifiable. The present outdoor dining facilities are hardly appropriate most of the time. We are no longer in lockdown! They may marginally assist a few restaurants, but not most of them; and (iii) The very high expense of the scheme could surely be put to much better use, without such damaging side effects.	(a) Please refer to Responses 1.b and 1.c in Appendix A to this report. (i) Please refer to Responses 1.e and 7.c in Appendix A to this report. (ii) Please refer to Response 9.a in Appendix A to this report. (iii) Please refer to Response 4.a in Appendix A to this report.
230.	[redacted]	We wish to object strongly to the TMO proposals for one-way traffic restrictions.	[redacted] objection to the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 6th December 2023	These are the reasons why we object: (a) It adds complexity to local traffic flow with no benefit to local residents; (b) It penalises local residents in favour of an unspecified benefit to cyclists - who will only be transiting the area; (c) We care about our local traders and it will unduly burden them, and we will be left to cope with the inevitable price rises; (d) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians; (e) Please pay attention to the well-founded objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access; (f) Westminster Council refuse to produce a plan for displaced traffic; (g) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so	(a) Please refer to Response 1.b in Appendix A to this report. (b) The two-way cycling is not the sole purpose of the proposed scheme, by extending the footway, the City Council is also providing an improved space for pedestrians, better accessibility and more greening possibilities. Ultimately, it will create a better place for local residents and visitors and the opportunity for an enhanced business environment. Crossings points will be wider and the crossing distances will be shortened, so they are more comfortable for pedestrians. (c) Widening of the footway will increase pedestrian footfall which should have a positive impact to businesses. (d) Please refer to Responses 1.b, 1.c and 1.f in Appendix A to this report. (e) Please refer to Responses 1.e and 7.c in Appendix A to this report. (f) Please refer to Response 1.a in Appendix A to this report. (g) Please refer to Response 9.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		disproportionate even for its objectives. Current 'Al Fresco' dining facilities were a good idea at the time but since the pandemic, have turned out to be underutilised for almost all of the year; (h) At a cost above £2,000,000, we cannot see this as a proper use of rate payers' money and should be used for better purposes. No economic benefit to the rate payer has been demonstrated by WCC.	(h) Please refer to Response 4.a in Appendix A to this report.
231.	[redacted] Email dated 6th December 2023	First of all I would like to say that we are of course very glad that the scheme is going ahead. I do have just a couple of questions about the proposed plans because there appear to be some differences between the ones we got sent and another one available on the council website, which appear to put The Warwick at a disadvantage in comparison to other hospitality businesses in Warwick Way. (a) First is the location of the loading bay, part of which is right in front of our doorway. It would definitely be a safer and more convenient to move it even a couple of metres without affecting any of the other businesses in the street. Also the plan on the website shows trees and bicycle racks which are positioned right outside of our premises taking up a significant part of the pavement which would significantly reduce the potential use of the pavement by us. There are plenty of spaces along the street in front of various shops who do not use/will not use the pavement for business in any way and therefore would not lose out in any way if said racks and/or trees were slightly repositioned.	[redacted] comments for the proposed measures is noted. (a) The proposed loading bay in this location on the north side of Warwick Way is 25.8m long to accommodate vehicles servicing premises on Warwick Way in this location, including The Warwick Public House. The position of the loading bays generally on Warwick Way have been determined based on a number of factors: • Maintaining footway widths: 2m or the existing width, whichever is the narrower. The proposed layout has been designed to ensure that as a minimum, existing public highway footway widths are maintained and, ideally, this would be a 2m wide footway.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		We are looking forward to working together with you in order to create a wonderful new urban environment in Warwick Way that will benefit everyone equally.	• Width of loading bays: 2m. Proposed loading bays will be set into the footway and will be at the same level as the footway so that, when not in use by servicing vehicles, the available space can be utilised by pedestrians. The kerb at the front of the loading bay is, necessarily, full height but vehicles will be able to gain access as these kerbs will be chamfered. • Carriageway width: 5.25m. Warwick Way will operate one-way westbound for general traffic in the proposed scheme. As this road is used by buses, the minimum width of the vehicle lane must be 3.25m. Warwick Way is also a key east-west cycle corridor through the Pimlico area and the proposed scheme has sought to reflect this by allowing two-way operation for cyclists with a 2m wide contra-flow cycle lane accommodated on the north side of Warwick Way between the junction with Belgrave Road and Upper Tachbrook Street. The width of 2m is the minimum recommended to provide an adequate level of service for the numbers of cyclists using the route. It is also enables cyclists to safely pass the loading bays without risking being hit by vehicle doors. • Utilities. There are a number of underground utilities present in the footways and carriageway of Warwick Way. These are expensive to relocate and the design rationale has been to keep relocations and diversions to a minimum. In view of the trial hole survey result shows that the proposed tree location on the eastern end of the loading

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			bay is not viable for tree planting, the loading bay can be moved eastward slightly to accommodate the request. With respect to the position of the cycle stands, it is will be reviewed and alternate locations will be proposed.
232.	[redacted] Email dated 6th December 2023	I would like to voice my wholehearted support for the proposed road changes scheme for Warwick Way and associated roads. These changes will show investment in the area and support local businesses. Changes made as a result of the pandemic have shown these changes work and provide benefits to the local area of creating more pedestrian space/outside eating space which brings a great culture to the area, particularly supporting the tourist trade and our high street footfall. The plans look well thought out and take into account the need for residential and other parking. I am a Pimlico resident and whilst I appreciate people are wary of change, I would like to add my support to these changes which I think will add real value to the area. I really hope we can go ahead with this planning solution. Look forward to hearing these plans will go ahead and be implemented shortly.	[redacted] support and comments for the proposed measures is noted.
233.	[redacted]	I have received a message from Victoria Medical Centre informing me of Westminster City Council's proposal to turn Warwick way into a one-way road. I totally disagree with this proposal as it will affect a lot	[redacted] comments and objection for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 22nd November 2023 Forwarded from [redacted] on 6th December 2023	of people as well as residents. WCC is always saying how clean air it is and yet with all this one-way proposals meaning drivers will have to go around the blocks creating more pollution and contradicting WCC's claim of clear air. It will also be a danger to pedestrians trying to go through Warwick Way and Tatchbrook Street towards Victoria Medical Centre. I have yet to contact Nickie Aijen MP of my protest against this proposal. I trust the team is with us pedestrians and residents within the surrounding areas in protesting against this proposal. Thank you for your hard work.	Please refer to Responses 2.a and 7.c in Appendix A to this report.
234.	[redacted] Email dated 5th December 2023 Forwarded from [redacted] on 6th December 2023	I am writing to lend my support to the campaign opposing the proposal of the WCC to make Warwick Way permanently one-way. (a) This would be an irresponsible waste of £2 million of ratepayers' money on a scheme which, we know from experience during the Covid period, will not make Pimlico and the surrounding residential areas safer or less polluted but a dangerous, time-consuming (and thus more polluting) rat-run for drivers trying to get across the area. The objections of the NHS's Victoria Medical Centre strike me as entirely valid. (b) Warwick Way is the principal east-west access through Pimlico for the good reason that it is the widest, safest, least residential and most direct route.	[redacted] objection to the proposed measures is noted. (a) Please refer to Responses 1.b, 1.c, 1.f, 2,a and 7.c in Appendix A to this report. (b) Whist this may be the opinion of some, there are safe and alternative routes available. The City Council is unable to determine the start and end routes of all motorists.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(c) The alternatives all involve narrow streets, sharp turns, more congestion and frustration, and greater danger to pedestrians. (d) It is frankly extraordinary that the Council appears to be relying on a consultation carried out by F M Conway, who of course have every interest, as a roadway construction company, in the letting of a contract for the necessary modifications. I hope you and [redacted], to whom I am copying this letter, will feel able speak up in Council against this misguided scheme.	(c) Please refer to Responses 1.b and 1.c in Appendix A to this report. (d) Please refer to Response 4.b in Appendix A to this report.
235.	[redacted] Email dated 6th December 2023	I am writing to give the strongest support to the Warwick Way planned in scheme 8033/ND. Having lived at [redacted] Warwick Way for the past [redacted] years, I can attest to the fact that traffic flow and pollution was significantly reduced during the previous run of this scheme. Traffic was lessened and flowed more smoothly. Since the scheme was suspended there has been a marked traffic increase which our street is not able to cope with, causing through traffic at evening rush hour to back up from Belgrave Road to beyond our house, engines causing noise and dirt, polluting the air as they edge forward to cross the traffic light at Belgrave Road. This is intolerable, and I am delighted WCC will be resolving this with the scheme. P.S I am a long-term member of the Warwick Way Residents Association, and agree with their comments that the Benefits of the scheme are:	[redacted] support and comments for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(i) More spacious and welcoming ambiance will enhance still further the sense of community; (ii) Good for our existing shops and would encourage new businesses into the area; (iii) There would be permanent 'alfresco' space available for our hospitality businesses and enjoyment of their customers; (iv) Increased space for people using the pavement; (v) The additional trees will enhance the ambiance and are good for the environment; (vi) Reducing non-local, through traffic in Warwick Way will improve air quality there; (vii) The scheme will make the street safer for pedestrians and cyclists and should help reduce the gridlock at weekends and rush hours; and (viii) The traffic study showed the scheme resulted in welcome reduction in HGV vehicles, and no expected negative traffic impact on surrounding streets. Background: (i) Pimlico has lacked investment in its public realm for many decades; (ii) The scheme is in line with the Pimlico Neighbourhood Plan. In particular, the need to improve the physical environment/public realm in our commercial areas (policy PIM 21); and	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		All previous consultations and surveys have shown strong support by residents and businesses. The WWC survey this year showed 79% support for the Churton Street scheme and 83% support for the Warwick Way scheme among people based within Pimlico.	
236.	[redacted] Email dated 6th December 2023	I would like to write in support of the Warwick Way Town Centre plan which reduces built-up traffic, noise, pollution and congestion in the area that we have lived in for more than [redacted] years. I completely agree with the arguments put forward by [redacted], as shown below, and hope that the proposed remodelling can take place as soon as possible. Benefits: (i) More spacious and welcoming ambiance will enhance still further the sense of community; (ii) Good for our existing shops and would encourage new businesses into the area; (iii) There would be permanent 'alfresco' space available for our hospitality businesses and enjoyment of their customers; (iv) Increased space for people using the pavement; (v) The additional trees will enhance the ambiance and are good for the environment; (vi) Reducing non-local, through traffic in Warwick Way will improve air quality there; (vii) The scheme will make the street safer for pedestrians and cyclists and should help	[redacted] support and comments for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		reduce the gridlock at weekends and rush hours; and The traffic study showed the scheme resulted in welcome reduction in HGV vehicles, and no expected negative traffic impact on surrounding streets.	
237.	Cllr Selina Short Vincent Square Ward [redacted] Email dated 6th December 2023	I am responding to the Warwick Way consultation. I am extremely sceptical about the proposal to move to one-way traffic on Warwick Way, having initially been neutral. (a) Many of our residents who were not initially consulted have now told us that they are opposed as we have fewer and fewer traffic routes into the Vincent Square Ward. (b) We have also been approached by medical practitioners concerned about ambulance access. (c) I have been concerned for some time that this one-way scheme will push all the local traffic (people who live in the Vincent Square ward) down an access of a few streets which is not necessary. Although I have raised this number of times I have not been convinced otherwise. Although the scheme is not in	Cllr Short's comments about the proposed measures are noted. (a) Under the proposed scheme, the eastbound route is fully maintained, there is just a slight diversion via Gillingham Street and Wilton Road. The previous public consultation was undertaken between December 2022 and February 2023. The consultation activities and materials included a website with FAQ and a link to an online survey, a letter drop to addresses within Pimlico North and Vincent Square wards, emails to statutory consultees, pre-consultation meetings with ward members and resident groups, and use of social media to promote the scheme. (b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) The scheme does not affect Vincent Square in terms of traffic impact. Some particular eastbound routes towards Vincent Square (depending on origin of the trip) for residents or visitors to that area are inevitably affected, perhaps taking slightly longer when these trips are made, but the volume of traffic affected is relatively

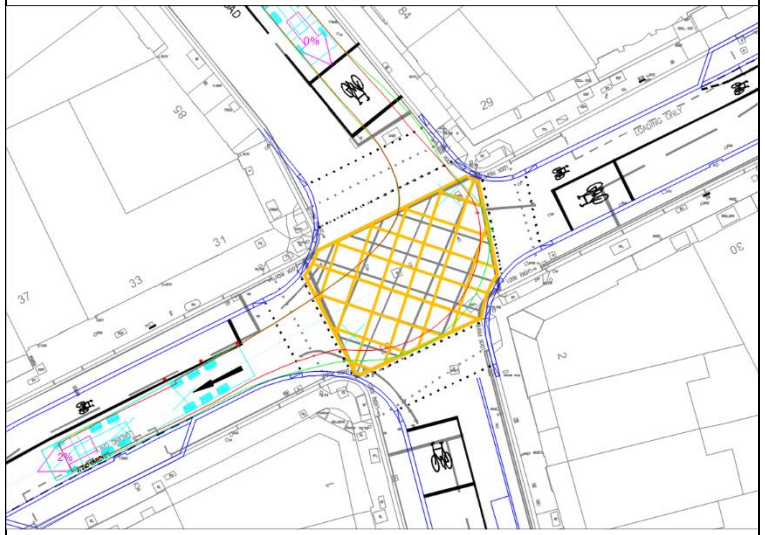
APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		our Ward it actually affects Vincent Square Ward as it is one of the main routes into to the Ward. I have now had many residents contacting me with their concerns. Warwick way is the main shopping street for most people in Vincent Square Ward and therefore I do of course want it to be improved upon. However, I don't believe this scheme is the solution. On this basis I believe the case for the change is not proven and now balance against the TMO. I look forward to seeing the results of this consultation.	small. The City Council's view is that the significant public realm benefits of the scheme outweigh this disbenefit.
238.	[redacted] Email dated 6th December 2023	As an overall comment, we thoroughly approve of proposed improvements in public realm in the Pimlico area. The area is crying out for investment in such schemes having been left behind as neighbouring areas have been improved. Specifically, with regards to the TMO and issues around UNo (1-3 Denbigh Street), we requested officers revisit the scheme paying particular attention to the following Issues. (a) The loading bays adjacent to UNo restaurant in Warwick Way, and Denbigh Street could be far better positioned. The large loading bay in Warwick Way has been specifically requested by the owner of the Warwick Pharmacy he requires large lorries to be able to deliver to the pharmacy. He needs a loading bay from which he can easily access his doors. As Warwick Way is	[redacted] comments about the proposed measures is noted. (a) The position of the loading bays generally on Warwick Way have been determined based on a number of factors: • Maintaining footway widths: 2m or the existing width, whichever is the narrower. The proposed layout has been designed to ensure that as a minimum, existing public highway footway widths

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		one-way westbound the trucks will pull into the loading Bay and the rear doors (often equipped with a tail lift for trollies) will therefore be positioned at the eastern end of the loading bay. On the drawing that this is exactly where railings outside UNo commence. It would make more sense to move the loading bay to the west by several metres most sensibly so that the back of these lorries are positioned outside the door or the chemist where the pavement is at its widest. Certainly, It needs to be moved westward by four metres to give clear passage alongside the railings in front of UNo. The loading bay in Denbigh Street should be moved Southwood by two or three metres as it is currently positioned outside a hospitality business where the pavement could be utilised in the summer for alfresco dining if not by the current owner perhaps by a future owner, as this is one of the major objectives for the community in supporting the scheme. It seems that some aspects of circulation may have been misconceived as the doorways to commercial premises, which we assume are marked with a rectangle on one of the available plans, do not actually represent the locations of the main access to each unit. For example, the doors at the corner of UNo (where the rectangle is located, are seldom opened in the winter, and only used in the summer for access to our outside tables. The main access to UNo is close to 32 Warwick Way (right where the chemist's deliveries will be offloaded). The secondary access to UNo is located centrally at number 3 Denbigh Street, the access (rectangle) to the Warwick Pharmacy is not	are maintained and, ideally, this would be a 2m wide footway. • Width of loading bays: 2m. Proposed loading bays will be set into the footway and will be at the same level as the footway so that, when not in use by servicing vehicles, the available space can be utilised by pedestrians. The kerb at the front of the loading bay is, necessarily, full height but vehicles will be able to gain access as these kerbs will be chamfered. • Carriageway width: 5.25m. Warwick Way will operate one-way westbound for general traffic in the proposed scheme. As this road is used by buses, the minimum width of the vehicle lane must be 3.25m. Warwick Way is also a key east-west cycle corridor through the Pimlico area and the proposed scheme has sought to reflect this by allowing two-way operation for cyclists with a 2m wide contra-flow cycle lane accommodated on the north side of Warwick Way between the junction with Belgrave Road and Upper Tachbrook Street. The width of 2m is the minimum recommended to provide an adequate level of service for the numbers of cyclists using the route. It is also enables cyclists to safely pass the loading bays without risking being hit by vehicle doors. • Utilities. There are a number of underground utilities present in the footways and carriageway of Warwick Way. These are expensive to relocate and the design rationale has been to keep relocations and diversions to a minimum.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		positioned at the end of the unit but is further to the east – closer to the end of the 'incorrectly' positioned loading bay.	Loading bays have been proposed on both the north and south sides of Warwick Way in the western section between the junctions with Belgrave Road and Wilton Road. The narrow width of Warwick Way and the need to avoid utilities covers has defined the position of the bays in the proposed scheme. The bay on the north side has been positioned as far west as possible. Relocating the bay on the south side further west would create an unacceptable kink in the road alignment. The tighter curves would also require additional width to ensure larger vehicles can manoeuvre through the road space without encroaching on the cycle lane. The length of the loading bay in this location is 12m and given the stated requirement to accommodate large servicing vehicles for the chemist, it is not recommended that the bay is shortened or omitted. Given this and the above, there is no alternative location or proposed scheme layout which would position the loading bay further away from the Uno Restaurant. The railings outside of the Uno Restaurant on Warwick Way represent the back of the footway. The proposed loading bay does overlap with the railings but it does not result in a footway which is narrower than existing. In the event that a large HGV is being unloaded from the easternmost end of the loading bay, goods would need to be moved through the corridor created by the railings and servicing vehicle; however, it is considered that this can be managed. It should be noted that the existing lighting column outside No.32 Warwick Way is being located to the

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			opposite side of the road. This represents an improvement in the useable width of the footway in this location. The loading bay on Denbigh Street has been located at the southernmost end of the proposed footway buildout. The loading bay could be moved further south but this would be at the expense of a pay-by-phone parking bay and this is not recommended. It should also be noted that the loading bay on Denbigh Street operates Monday to Friday 8.30am to 6.30pm.
		(b) The crossing Corner Radius of the pavement directly outside UNo. The left-hand turn from Denbigh Street into Warwick Way includes a proposed ban for vehicles greater than 7.5 tons. It does appear that vehicles greater than 7.5 tons however can turn left into the Street from Warwick Way. Therefore, it seems odd that the pavement on the junction outside number 1 Denbigh Street has designed with a much greater radius curve than that outside number 2 Denbigh Street to the east. This corner outside number 1 is perhaps the busiest corner for pedestrians in Warwick Way, if not the whole of Pimlico. It does not seem to make sense to have pedestrians stepping into the street at such oblique angle to the flow of traffic, as is proposed, from such a narrow section of pavement (which has barely been extended at all) it would make for greater sense to extend the pavement in the similar fashion to the other corners of the junction, making it far safer for the	(b) The proposed layout of the junction between Warwick Way and Denbigh Street and the size of the radius on the southwest corner outside No. 1 Denbigh Street has been determined based on the swept paths of turning vehicles. Vehicles cannot overrun footways or encroach into the contra-flow cycle lane on Warwick Way. Vehicles larger than 7.5 tonnes would be banned from turning left from Denbigh Street in the proposed scheme but vehicles can turn right from Wilton Road. A maximum articulated vehicle turning right is shown in Figure 238 below. It can be seen that this vehicle uses the whole junction to complete the turn without overrunning the footway or cycle lane. The turning envelope of the vehicle also limits the extent of the southwest corner. Although there is scope to widen the corner, this is not advised as it would result in reduced resilience on the road network as there will be

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		numbers of pedestrians waiting and crossing both roads.	times when road closures elsewhere on the network will require this left turn to be permitted for all vehicles. In summary, all turning movements at the junction have been modelled using swept path analysis software and the resulting layout is considered to be the safest and most optimal for the junction. *Figure 238 – Maximum Articulated Vehicle turning right from Wilton Road* 
		(c) We note that on one of the issued plans, bike racks and trees have been positioned in what we understand are indicative locations rather than a final design. We do not agree that these locations are the most appropriate and feel that discussion should be had, particularly with the hospitality businesses as to	(c) The tree and bicycle rack locations will be further reviewed in the next design stage, and will be subject to trial hole survey results. Both trees and bicycle racks are important features within the scheme.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		how these concepts might be improved. We very much support the idea of the bicycle racks being placed parallel to the carriageway on the edge of the foot way, providing a form of barrier between the traffic and pedestrians. I have included a sketch on which I have scaled and marked the railings at one and 3 Denbigh Street, which seem to have been missed from the TMO plan (or not be accurately represented on what are clearly inaccurate alternative drawings which also lack any dimensions), I feel that if they had not been left off entirely or badly represented, and the council had not claimed the area belonging to UNo, as footway, many more members of the public would have noticed the pinch point at the corner and the loading bay. I feel therefore my comments with regards to these issues should be taken seriously and be lent additional weight when officers are reconsidering the design. I have spoken to numerous people who have really been negatively affected by the effort of one individual who seems to have nothing positive to say, and clearly misrepresents the situation to them both verbally and in writing, in order to encourage dissent. I do hope that the overall viability of the scheme will not be affected by those who have been coerced into making negative comment. I hope that far greater weight will be attached to those giving constructive comment on the issues in hand. I feel sure that when the scheme has been implemented many of those who have commented in a negative way, will be extremely	

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		happy, and just imagine somehow that what they have said has resulted in a new vastly improved scheme. I look forward to seeing the revised scheme and thank officers for the effort that they have put into the scheme. [Please refer to item 8 in Appendix C]	
239.	[redacted] Email dated 6th December 2023	I refer to the above consultation, and confirm as a Pimlico resident, I am in favour of the scheme as it would represent a significant improvement to this part of Pimlico. The benefits are: • More spacious and welcoming ambiance will enhance still further the sense of community. • Good for our existing shops and would encourage new businesses into the area. • There would be permanent 'alfresco' space available for our hospitality businesses and enjoyment of their customers. • Increased space for people using the pavement. • The additional trees are good for the environment. • Reducing non-local, through traffic in Warwick Way will improve air quality there. • The traffic study showed the scheme resulted in welcome reduction in HGV vehicles, and no expected negative traffic impact on surrounding streets.	[redacted] comments and support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
240.	[redacted] Email dated 6th December 2023	I am responding to the letter I received dated 13 November regarding the consultation on traffic management proposals for Warwick Way and Churton Street. I am excited to see the proposals as I believe extending the pavements on these roads will hugely improve our area and I am supportive of them in terms of the objective they wish to achieve for improving the area. However I do have a major concern regarding the changes in Tachbrook street and need to raise an objection. I live at near [redacted] Tachbrook street and am very worried about the impact these changes will have on my life. (a) I understand from the plans that my part of the street will become one-way and that the opposite side of the street to me will have echelon parking. This will make the street very narrow and cars, vans etc. will no longer be able to pull up to make quick deliveries. I have weekly Tesco food deliveries to my home for multiple reasons: (i) I do not own a car and find it difficult to get to the shops regularly to shop for the more heavy household items and bring them back home. (ii) The supermarkets nearby (Tesco, Waitrose, Nisa, Sainsburys) are very much more expensive than the online deliveries which is another reason I use them; and (iii) I live in the [redacted] and have steps and find it hard to get my shopping down the steps.	[redacted] comments for the proposed measures is noted. (a) A new 10m loading bay is proposed opposite 68-72 Tachbrook Street and will allow loading/unloading activities to be carried out. However, the City Council cannot comment on the logistics strategy of Tesco, and it is not always possible to develop a street wide public realm and traffic management scheme that accommodates convenient deliveries for individual properties. Vehicles are permitted to load / unload on both single and double yellow lines between 11.00 a.m. and 6.30 p.m., for a maximum period of 40 minutes for HGVs (vehicles exceeding a maximum laden weight of 3.5 tonnes) and 20 minutes for all other vehicles, and for an unlimited period outside of those hours, provided that continuous loading activity is taking place and there are no loading restrictions (indicated by signs and yellow kerb markings).

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		I have a weekly delivery to help with these issues (the supermarket delivery people will bring the delivery to my front door and inside). I spoke to three recent different Tesco delivery drivers and also rang their customer service asking where would they park and how would they deliver under the new proposals, as the street would in future be too narrow for them to pull up as they do now (because the road is wide enough at the moment with parallel parking on either side of the street for them to do this). The drivers and customer service have told me they would no longer be able to deliver as they would not be able to stop outside or nearby my house. I know there is an un/loading bay marked nearby on the plans but I see the un/loading bays we have now on the street and they always have vans and cars parked there almost permanently so I think this won't work. So under the new plans for Tachbrook street, I will no longer be able to have food deliveries made to my home. This will really negatively impact my life and I am very worried about it. (b) I also often have my disabled mother to stay. She uses a walker and sometimes a wheelchair as London is so busy and she is unsteady on her feet. Together we still manage to get her up/down the steps to my front door but she is very slow to get in and out of the taxi and I am also worried about the taxi not being able to pull up outside the house while I get her in and out of the car as well as her walker and wheelchair. At the moment as the road is wide, it is easy for the taxi to pull up and we can take our time and other cars and traffic can get by. The taxi drivers	Vehicles providing postal and other statutory services and duties, such as refuse collections, are exempt from yellow line waiting restrictions. Loading / unloading can also be carried out in residents' parking bays (and paid for bays) during the hours of control (indicated by traffic signs in the vicinity of the bay) for a maximum period of 20 minutes. There is no restriction on loading / unloading outside of controlled hours. The resident parking bays on the south-east side of Tachbrook Street will remain unchanged as part of these proposals. (b) Vehicles are permitted to collect and drop-off passengers on both single and double yellow lines, of which there would remain a number of lengths nearby, as well as in pay-by-phone and residents' parking places, for up to two minutes (and for as long as necessary if the passenger is elderly or disabled).

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		will also get out and help us with the walker and wheelchair and bags and will help us up/down the steps as they can double park easily without blocking traffic. I would not be able to manage carrying the walker / wheelchair up and down my steps without the help of the driver. The new schemes will make it impossible for the driver to get out and help us, and traffic will get blocked while I help her in/out of the car (she is very slow). I am worried she won't be able to come and stay anymore when I need to take care of her. I really hope you can take these into account and remove the echelon parking style planned for the other side of the street and leave the parallel parking please so the road stays wide enough for cars/taxis/delivery vans to still be able to pull up outside the houses without blocking traffic. I therefore have to lodge my strong objection to the plans for Tachbrook Street as they stand.	
241.	[redacted] Email dated 6th December 2023	We fully support the proposed schemes. However, for the Warwick Way scheme to work I feel: (a) It is critical traffic can turn right from Gillingham Street onto Vauxhall Bridge Road;	[redacted] comments and support for the proposed measures is noted. (a) This suggestion has been considered in detail and discussed with TfL (who would need to approve the scheme) and rejected at present on grounds of safety and network impact (conclusion that it would require traffic signals and loss of long sections of taxi rank). It could be reviewed if post-implementation monitoring shows any issues.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(b) Good long-lasting materials need to be used; and	(b) Standard Westminster materials are adopted for this scheme, low carbon paving and resurfacing materials are being reviewed and will be used where appropriate.
		(c) There should be more pavement on the north side of Warwick Way - as there was last time to increase the outside space for the neighbourhood restaurants to use. It was lovely in the summer to sit out in that space.	(c) The proposals do include footway buildouts.
242.	[redacted] Email dated 6th December 2023	I am writing with regards to the consultation on the traffic management proposals for Warwick Way and Churton Street. In principle, I do appreciate that the plans for greening and providing wider pedestrian walkways and alfresco dining on Warwick Way and Churton Street, are positive proposals. I am just concerned about the impact the proposed one-way system could have on Charlwood Street. (a) I live on the small section of Charlwood Street that runs between Belgrave Road and Tachbrook Street, and with the proposed change to the traffic flow in Warwick Way, I am concerned it could turn this little section of Charlwood Street into a cut through road to get down to Vauxhall Bridge Road. It could be that it becomes almost part of a ring road with traffic looping around Belgrave Road, down Charlwood Street, along Vauxhall Bridge Road and then back up Warwick Way. (b) This small part of Charlwood Street is residential and if we were to experience the queues and volume	[redacted] comments for the proposed measures is noted. (a) Data analysis was completed in Charlwood Street both pre the temporary one-way scheme, during the temporary one-way measure and when the two-way was reinstated. Data shows that there was significantly less traffic flow both northbound and southbound when the temporary one-way measures were in place than prior to the scheme. Please refer to Response 1.b in Appendix A to this report. (b) Please refer to Responses 2.a and 2.b in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		of traffic that you see on Warwick Way, it would have a substantial impact on our way of life, not only with the noise environment but also air quality. (c) If you have carried out a detailed analysis of the traffic flow and are confident that traffic won't be pushed down this street, then I would be happy to support the scheme. I just ask that this potential impact has been fully investigated and analysed, and that that there will be no negative impact on Charlwood Street. Or, indeed on any of the smaller surrounding streets. Thank you for taking my points into consideration and giving residents the opportunity to feedback on this proposed scheme.	(c) Please refer to Officers' Comment (a) above.
243.	[redacted] Email dated 6th December 2023	I'm sorry to be a bit late in responding to this consultation. I hope my representation, below, can be considered. (a) Traffic flow would be improved by permitting eastbound traffic along Gillingham Street to continue across Wilton Road and turn right onto Vauxhall Bridge Road. At present, eastbound traffic along Warwick Way can cross Belgrave Road and continue along Warwick Way to Vauxhall Bridge Road. The TMO would re-route a proportion of such traffic north up Belgrave Road, then east along Gillingham Street. It would then have to turn south either along Guildhouse Street or Wilton Road, then probably east along Longmoore Street.	[redacted] comments for the proposed measures is noted. (a) This suggestion has been considered in detail and discussed with TfL (who would need to approve the scheme) and rejected at present on grounds of safety and network impact (conclusion that it would require traffic signals and loss of long sections of taxi rank). It could be reviewed if post-implementation monitoring shows any issues.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		It would be highly desirable to keep such traffic away from Wilton Road in particular, to make it more pedestrian-friendly and ease congestion. Permitting a right turn from Gillingham Street onto Vauxhall Bridge Road would be far preferable. There would be some adverse impact on the taxi rank in the middle of Vauxhall Bridge Road at that point. I occupy a [redacted] at the [redacted] of Gillingham Street and Guildhouse Street, so am very conscious of traffic flows in this vicinity. In general, I strongly support the alterations described in the TMO. I enjoyed the temporary arrangements while they were in effect. It seemed to me that the whole area became more attractive to residents and visitors, more lively generally, and that the shops and hospitality businesses benefitted from the increased footfall. I noticed some increase in traffic at times on the streets I referred to above, but in general, the effect on traffic flow was minor. I did not see any congestion. Permitting eastbound traffic on Gillingham Street to turn right onto Vauxhall Bridge Road would keep it away from Wilton Road and improve traffic flow further. I very much hope you will consider implementing this proposal, in addition to the changes set out in the TMO.	
244.	[redacted] Pimlico FREDA	I am writing on behalf of Pimlico FREDA, the 'umbrella' body for the active residents' associations in the Pimlico Forum area.	Pimlico FREDA's comments and support for the proposed measures is noted.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 7th December 2023	We discussed the scheme at our recent Pimlico FREDA meeting on 23 November. All FREDA representatives were in general support of Westminster's scheme and I know that some Associations have emailed you with their specific comments. The Pimlico 'nexus' has had no investment in its public realm for decades and we are therefore delighted that Westminster is making good progress with a permanent well thought out scheme for both Warwick Way and Charlwood Street. Apart from the proposed visual improvements which will benefit all users of Warwick Way, air quality in the area will be substantially improved with one-way traffic along Warwick Way. The scheme reflects the aims of Policy PIM 21 of our Pimlico Neighbourhood plan.	
245.	[redacted] Letter dated 4th December 2023 Letter received 7th December 2023	I write to totally oppose your new traffic proposals for the Warwick Way area. (a) I am very opposed to the creation on any more cycle lanes. These lanes have become conduits for obesity in the population as Just Eat, Deliveroo, etc. colonise them with the use of child labour (to keep the price down) for delivering high fat high sugar junk foods in the Westminster population. These days you don't even have you get out of your armchair and use some calories to purchase these types of foods.	[redacted] objection to the proposed measures is noted. (a) Please refer to Response 6.a in Appendix A to this report.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		During the evening Westminster cycle lanes have spawned a who industry of obesity in the population. Additionally, the only people who use cycle lanes during the day are the young and the strong. I estimate that 7 out of 8 people who cycle in London are men and I believe that transport in London should be democratic and cater for the whole population. (b) Finally, it is a matter of time before cars become electric (many already are in the central London area) and are fossil-fuel free. Don't you think you should look ahead when you are encouraging sustainable transport?	(b) The electric vehicle recharging strategy within the City Council is part of a separate scheme and the feasibility of implementing EV charging points in this area will be reviewed.
246.	Please refer to Appendix D for a list of responders	I wish to register my objection to the TMO proposals to impose one-way traffic restrictions. The grounds for my objections include: (a) Making these streets one-way will cause inconvenience, costs, and dangers both for vehicles and pedestrians. Displaced traffic will result in 'rat runs' within the residential streets of Pimlico. (b) I support the objections raised by the NHS Medical Centre and local pharmacies on the grounds of safety and access. (c) Westminster Council refuse to produce a plan for displaced traffic. (d) I do not wish to encourage pubs to spill onto the streets.	(a) Please refer to Response Responses 1.b, 1.c and 1.f in Appendix A to this report. (b) Please refer to Responses 1.e and 7.c in Appendix A to this report. (c) Please refer to Response 1.a in Appendix A to this report. (d) Please refer to Response 7.a in Appendix A to this report.

APPENDIX B – RESPONSES TO CONSULTATION (continued)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(e) The TMO is proposed for 24 hours a day, 365 days a year, for its limited purpose and so disproportionate even for its objectives. Current 'Al Fresco' dining facilities are under-utilised for a large majority of the year. (f) At a cost exceeding £2,000,000, I believe this to be a poor use of rate payers' money and should be used for better social purposes. No economic benefit to the rate payer has been demonstrated by WCC. Please acknowledge receipt of this objection.	(e) Please refer to Response 9.a in Appendix A to this report. (f) Please refer to Response 4.a in Appendix A to this report.

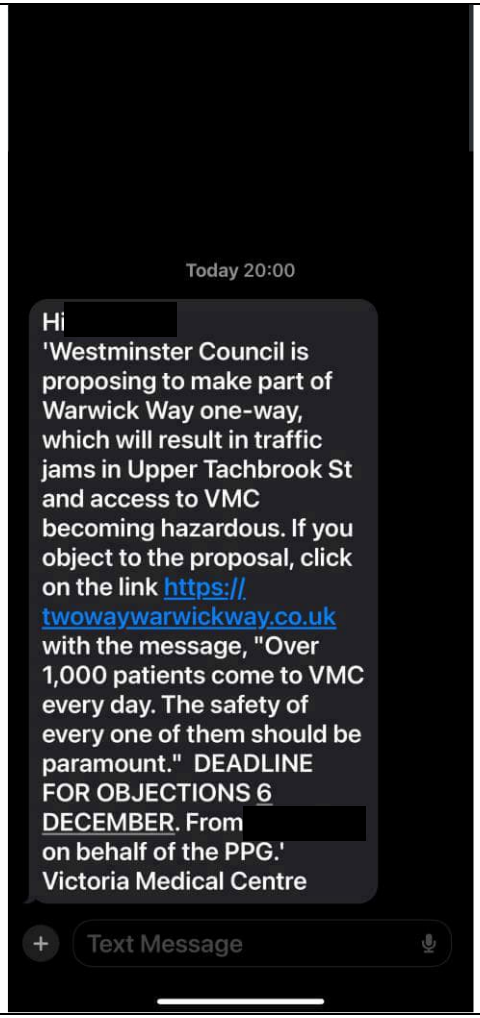
APPENDIX C – PHOTOGRAPHIC EVIDENCE

ITEM	RESPONSE REFERENCE	PHOTOGRAPH
1.	14	 Traffic in Longmoore Street during the temporary one-way system during Covid. This was almost constant.

APPENDIX C – PHOTOGRAPHIC EVIDENCE

		 *Traffic during Covid in Upper Tachbrook Street with the Warwick Way one way system in place - a common sight during the day especially.*

APPENDIX C – PHOTOGRAPHIC EVIDENCE

2.	38		

APPENDIX C – PHOTOGRAPHIC EVIDENCE

3.	7		

Stop Westminster City Council creating dangerous and polluting rat-runs through Pimlico.

Westminster Council propose to make both Warwick Way and Churton Street *one-way* for road traffic.

Warwick Way is the main East-West route through Pimlico for good reason. It is the widest, safest, least residential and most direct road within the Pimlico Grid. Blocking eastbound traffic (from Belgrave Road to Upper Tachbrook Street) will create 'rat-runs' through residential streets resulting in inconvenience, increased costs, pollution and danger both to pedestrians and vehicles – notably around the NHS Medical Centre.

Westminster Council specifically refuse to provide a route plan for the displaced traffic. The NHS Medical Centre and other businesses along Warwick Way & Rochester Row strongly object to the proposals.

Similarly, many residents object to making Churton Street one-way.

The Council is running a highly biased 'consultation' designed to push through their plans by inertia.

The project will cost over £2,000,000 in ratepayers' money and no economic benefit has been demonstrated.

Please join with us and register your Objection – this can be per person (not just household) but needs to be done without delay as the so called 'consultation' expires on December 6th 2023.

You can do this by scanning the QR Code with your mobile phone camera which will generate an email response for you to send to the 'consultation'. This will include 'grounds for objection' which are a requirement (of course you can amend as you see fit).

Or: email tmo.westminster@wsp.com quoting 8033/ND ('grounds for objection' must be included)

For more information:

website: www.TwoWayWarwickWay.co.uk e-mail: TwoWayWarwickWay@gmail.com

APPENDIX C – PHOTOGRAPHIC EVIDENCE

4.	80	

APPENDIX C – PHOTOGRAPHIC EVIDENCE

5.	146	A lorry and a bus on Longmoore Street during the temporary scheme 

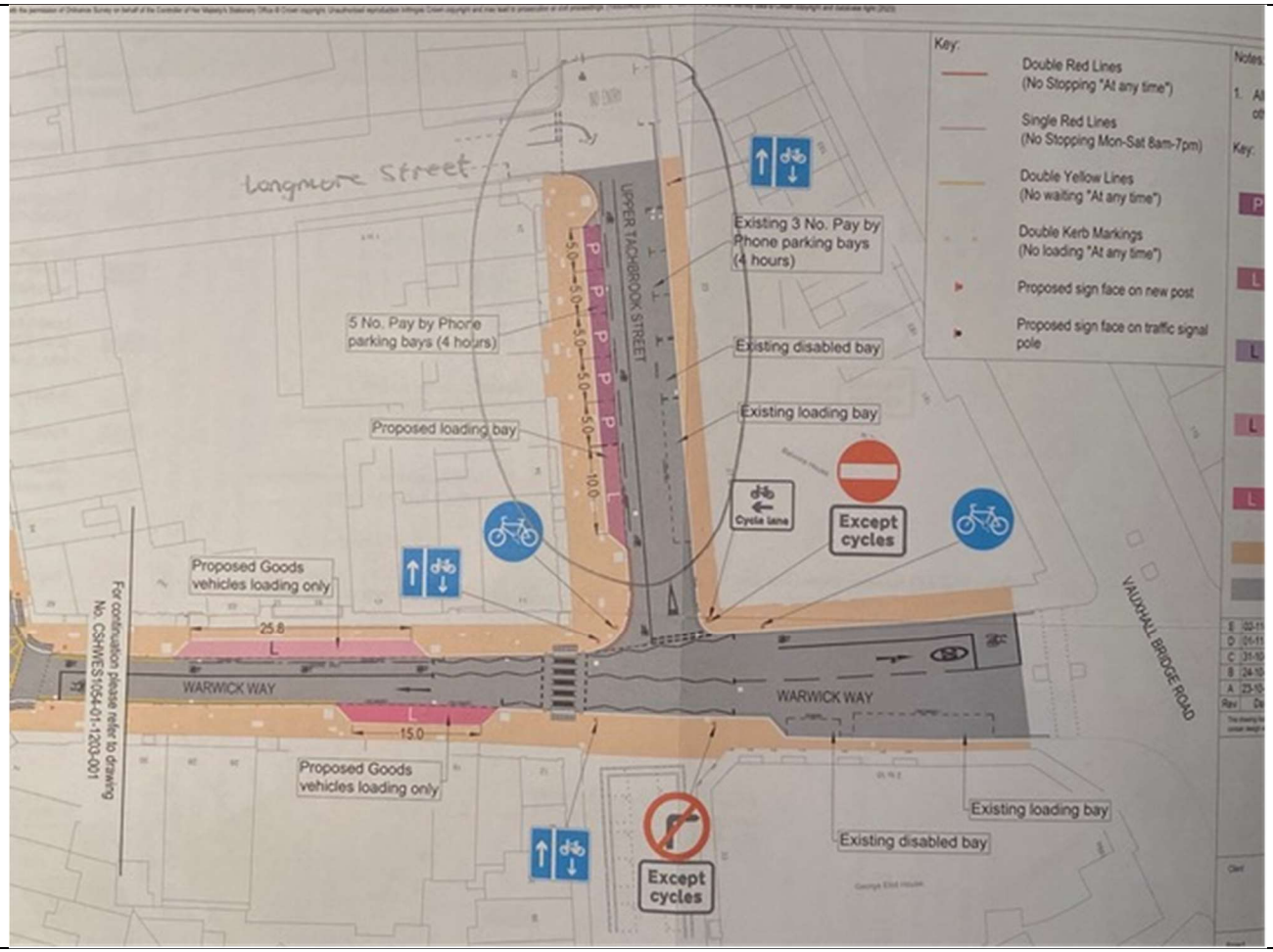
APPENDIX C – PHOTOGRAPHIC EVIDENCE



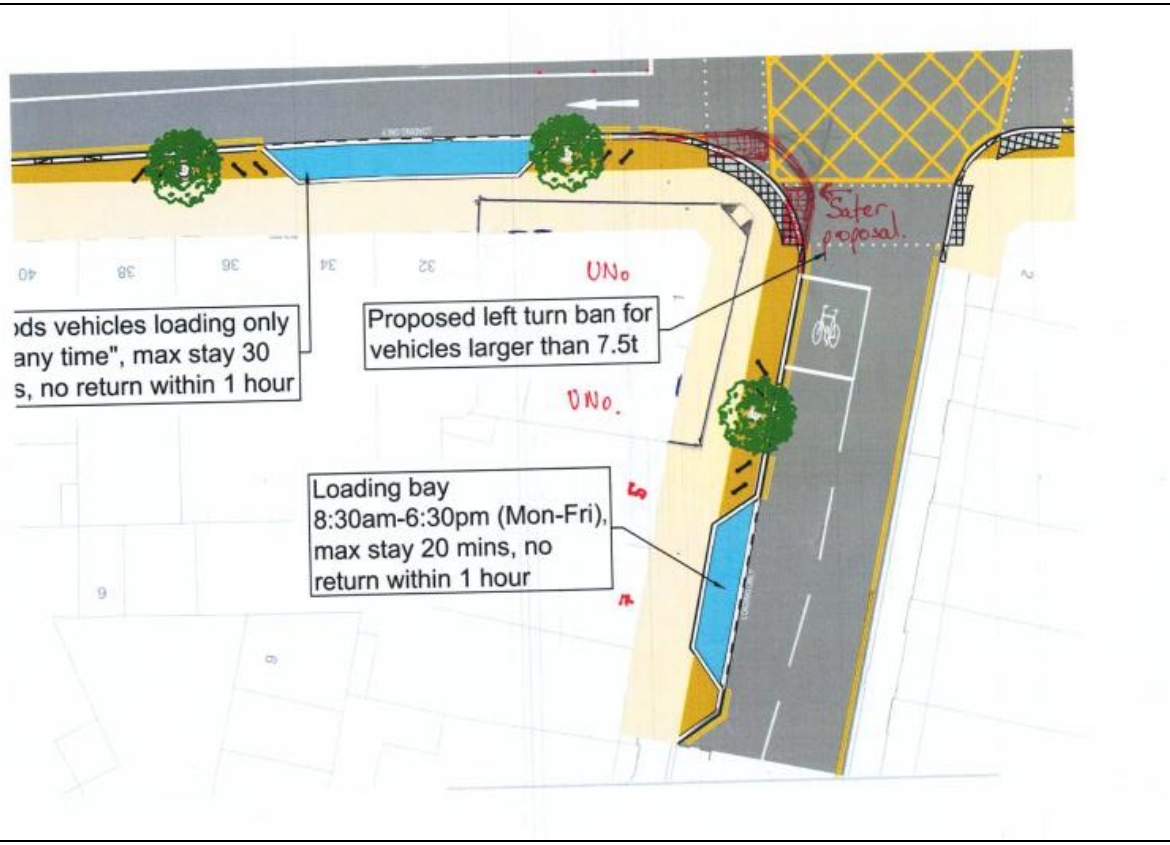
APPENDIX C – PHOTOGRAPHIC EVIDENCE

6.	185	

APPENDIX C – PHOTOGRAPHIC EVIDENCE

7.	189		

APPENDIX C – PHOTOGRAPHIC EVIDENCE

8.	238	

APPENDIX D - LIST OF RESPONDERS OF ITEM 246

Date Received	[redacted]
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APPENDIX D - LIST OF RESPONDERS OF ITEM 246

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APPENDIX D - LIST OF RESPONDERS OF ITEM 246

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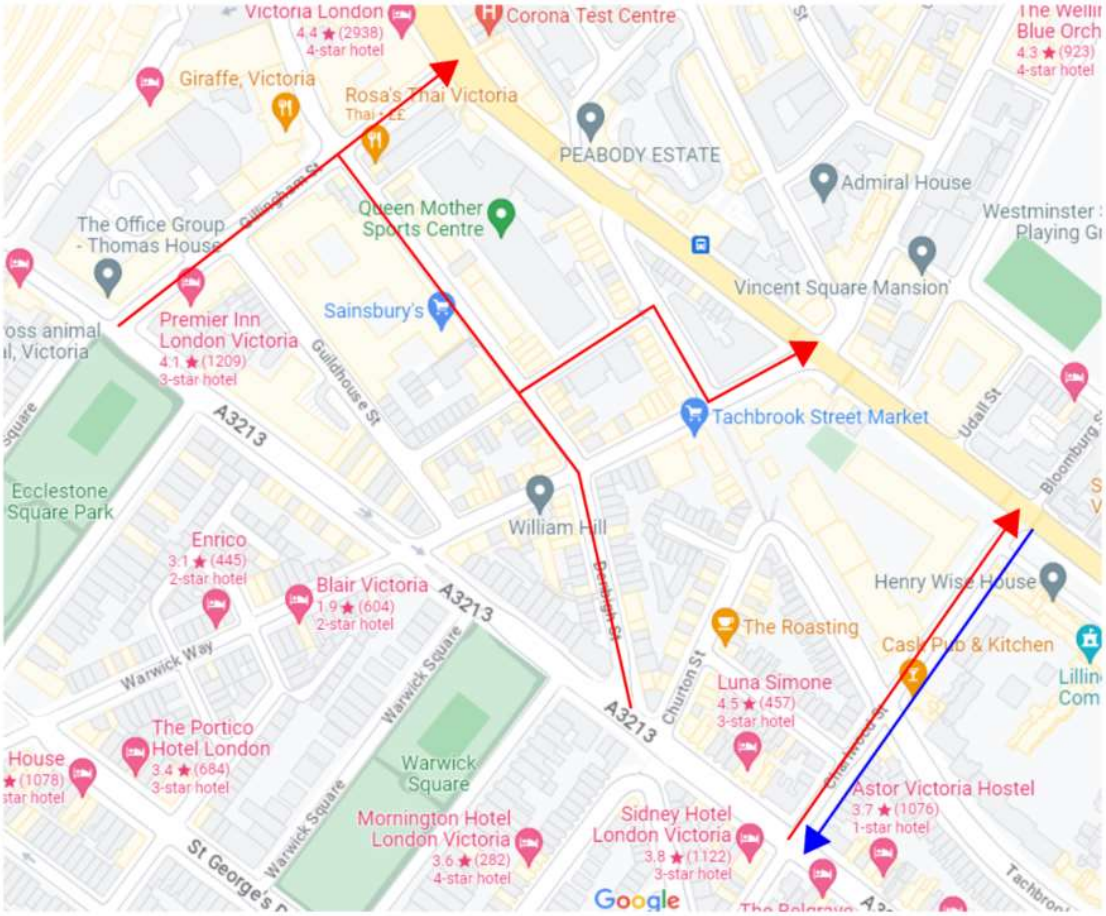
APPENDIX D - LIST OF RESPONDERS OF ITEM 246

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FAIRER WESTMINSTER

City of Westminster

Alternative Routes Map



Warwick Way eastbound alternative routes

Churton Street southbound alternative route

Air Quality Assessment

- Traffic data collected in November 2021/June 2022 ('with' scheme - one-way westbound measure was in place on Warwick Way) and June 2023 ('without' scheme - two-way operation reinstated) were used in the study. Roads below with both data 'with' and 'without' scheme scenarios have been considered:
    - Warwick Way
    - Gillingham Street
    - Wilton Road
    - Guildhouse Street
    - Belgrave Road
    - Denbigh Street

- The key pollutants considered in the assessment are:
    - Nitrogen dioxides, NO_2
    - Particular matter less than 10 micrometres, PM_{10}
    - Particular matter less than 2.5 micrometres, $PM_{2.5}$

- Below table shows the air quality standards in terms of objectives and limit values.

Pollutant	Concentration (µg/m^3)	Measured as	Objective
NO_2	40	Annual mean	Not to be exceeded
PM_{10}	40	Annual mean	Not to be exceeded
$PM_{2.5}$	20	Annual mean	Not to be exceeded
	10	Annual mean	Target concentration not to be exceeded by end of 2040 (England) Target concentration to be met by 2030 (London)

- Baseline conditions:
  National modelling undertaken by Defra shows that the estimated background pollutant concentrations of NO_2, PM_{10} and $PM_{2.5}$ for 2021 and 2023 for the area where the proposed scheme is located, including nearby areas Churton Street and Vincent Square, are within the limits.

Year	Annual Concentration (µg/m^3)		
	NO_2	PM_{10}	$PM_{2.5}$
2021	29.0	19.3	12.2
2023	27.4	18.9	11.9
Air quality objectives	**40**	**40**	**20**

- Traffic Data and Emission Rates:
  The table below shows the change in Traffic and Emission between 'with' and 'without' scheme, based on measurements taken when the temporary arrangement was in place (Nov 2021/June 2022) and since two-way has been reinstated (June 2023).

Road	AADT (vehs/day)	%HGV	Speed (km/h)	Emission Rate (g/km/s)		
				NO_2	PM_{10}	$PM_{2.5}$
Warwick Way	-1398	-5.6	1	-0.00333	-0.00093	-0.00052
Gillingham Street	1294	-9.7	2.8	0.00171	0.00029	0.00019
Wilton Road	542	-10.6	0.4	0.00064	0.00001	0.00002
Guildhouse Street	623	-10.3	3.7	0.00079	0.00013	0.00008
Belgrave Road (north of WW)	-127	-7.4	2.0	-0.00089	-0.00045	-0.00023
Denbigh Street	94	-13.3	0.4	-0.00019	-0.00021	-0.00011
Belgrave Road (south of WW)	320	-7.6	-0.4	0.00019	-0.00022	-0.00010

- Under the Warwick Way one-way westbound operation:
  - There is a decrease in traffic flow, NO_2, PM_{10} and $PM_{2.5}$ emissions along Warwick Way and Belgrave Road (north of Warwick Way).
  - There is a reduction in percentage of Heavy Duty Vehicle (HDV) along all the streets.
  - There is an increase in traffic flow on Gillingham Street, Wilton Road, Guildhouse House, Denbigh Street and Belgrave Road (south of Warwick Way).
  - There is an increase in NO_2, PM_{10} and $PM_{2.5}$ emissions along Gillingham Street, Wilton Road and Guildhouse Street.
  - Although there is an small increase in traffic flow on Denbigh Street, there is a decrease in NO_2, PM_{10} and $PM_{2.5}$ emissions.
  - There is an increase traffic flow on Belgrave Road (south of Warwick Way), an increase in NO_2 emissions but a decrease in PM_{10} and $PM_{2.5}$ emissions.

- The London Atmospheric Emission Inventory (LAEI) provides the predicted 2025 ambient concentrations of NO_2, PM_{10} and $PM_{2.5}$ for Greater London up to and including the M25, at a grid resolution of 20m x 20m. It considers emissions from a range of combustion and non-combustion sources. The assessment has taken into consideration the maximum 2025 LAEI pollutant concentrations at the receptor locations, change in emission rates between 'with' and 'without' scheme, and pollutant emission source contribution.
  The results show that the 2025 annual mean NO_2, PM_{10} and $PM_{2.5}$ concentration are predicted to meet the relevant air quality objectives along these 6 roads when comparing the 'with' and 'without' scheme scenarios.
  It is noted that the LAEI $PM_{2.5}$ concentration is exceeding the 2030 target of 10µg/m^3 at all sensitive receptor locations included in this assessment. However, many areas across London are currently predicted to not meet the 10ug/m^3 target by 2030. $PM_{2.5}$ has many sources, not least trans-boundary $PM_{2.5}$ (i.e. dust coming from further afield than the UK) which means there is already a 'high' background concentration.

Parking Changes

Warwick Way Proposal

Pre-covid

	Pay by phone bays	Resident bays	Disabled bays	Doctors bays	
Warwick Way (between Belgrave Road and Upper Tachbrook Street)	0	0	0	0	
Upper Tachbrook Street (south of Longmoor Street)	9	0	1	0	
Guildhouse Street (south of Longmoore Street)	2	7	0	0	
Denbigh Street (between Warwick Way and Belgrave Road)	6	15	0	2	
Total	**17**	**22**	**1**	**2**	**=42**

Temporary scheme

	Pay by phone bays	Resident bays	Disabled bays	Doctors bays	
Warwick Way (between Belgrave Road and Upper Tachbrook Street)	0	0	0	0	
Upper Tachbrook Street (south of Longmoor Street)	7	0	1	0	
Guildhouse Street (south of Longmoore Street)	1	6	0	0	
Denbigh Street (between Warwick Way and Belgrave Road)	6	13	0	2	
Total	**14**	**19**	**1**	**2**	**=36**

Permanent scheme

	Pay by phone bays	Resident bays	Disabled bays	Doctors bays	
Warwick Way (between Belgrave Road and Upper Tachbrook Street)	0	0	0	0	
Upper Tachbrook Street (south of Longmoor Street)	8	0	1	0	
Guildhouse Street (south of Longmoore Street)	2	7	0	0	
Denbigh Street (between Warwick Way and Belgrave Road)	6	13	0	2	
Total	**16**	**20**	**1**	**2**	**=39**

Churton Street Proposal

Pre-covid

	Pay by phone bays	Resident bays	Mixed bays – Resident Permit or Pay by Phone	Disabled bays	
Churton Street	5	13	5	0	
Tachbrook Street (between Churton Street and Charlwood Street)	2	26	0	1	
Total	**7**	**39**	**5**	**1**	**=52**

Temporary scheme

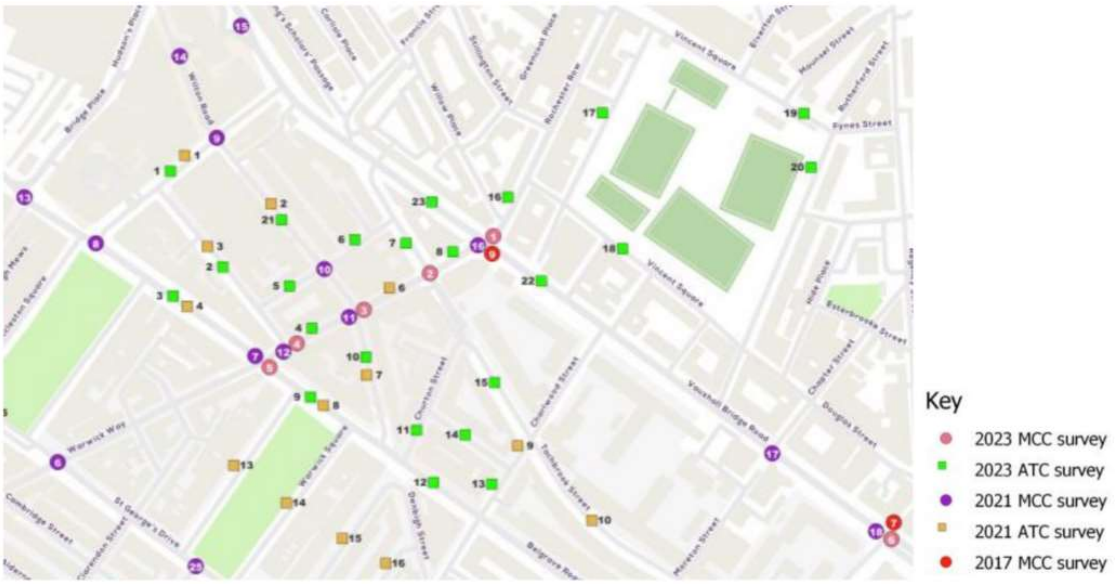
	Pay by phone bays	Resident bays	Mixed bays – Resident Permit or Pay by Phone	Disabled bays	
Churton Street	2	12	4	0	
Tachbrook Street (between Churton Street and Charlwood Street)	2	26	0	1	
Total	**4**	**38**	**4**	**1**	**=47**

Permanent scheme

	Pay by phone bays	Resident bays	Mixed bays – Resident Permit or Pay by Phone	Disabled bays	
Churton Street	6	3	9	0	
Tachbrook Street (between Churton Street and Charlwood Street)	0	31	0	1	
Total	**6**	**34**	**9**	**1**	**=50**

Traffic Impact Assessment

- Traffic surveys were undertaken for Warwick Way and the surrounding study area in two different periods – November 2021/June 2022 when the temporary one-way westbound measure was in place, and June 2023 when the two-way operation was reinstated on Warwick Way. Automatic Traffic Counts (ATCs) and Manual Classified Counts (MCCs) were carried out at multiple locations as indicated on the map below.



- 2021 traffic surveys during temporary one-way arrangement showed little change to westbound traffic flow on Warwick Way, with around 150-200 PCUs/hr[1] on local eastbound diversions during the peak periods (1,000-1,200 PCUs/day), which was a considerable reduction in the eastbound traffic passing through the area.

- Tables below demonstrate AM & PM peaks and daily traffic flow comparisons for the roads within the study area.

Street	Data Comparison – AM Peak (0800-0900hrs) and PM Peak (1700-1800hrs) (worst case, no. of PCUs)[1]					
	Pre-scheme (ONE model flows)		2021 Data (Temporary one-way measures)		2023 Data (Two-way reinstated)	
	AM	PM	AM	PM	AM	PM
Gillingham Street NB	162	197	134	188	61	96
Gillingham Street SB	74	63	56	70	72	59
Wilton Road NB	86	79	59	75	63	70
Wilton Road SB	134	217	129	196	68	73
Warwick Way WB	254	359	277	278	219	243
Warwick Way EB	408	499	-	-	191	172
Belgrave Road WB (North of WW)	420	223	354	212	416	257
Belgrave Road EB (North of WW)	38	64	43	52	38	46
Belgrave Road WB (South of WW)	227	130	383	184	305	194
Belgrave Road EB (South of WW)	45	67	73	105	62	80
Charlwood Street NB	84	46	51	47	34	34
Charlwood Street SB	145	187	62	38	35	40

(NB=Northbound, EB=Eastbound, SB=Southbound, WB=Westbound, WW=Warwick Way)

Street	Data Comparison - Daily Traffic Flows (no. of vehicles)[1]	
	2021 Data (Temporary one-way measures)	2023 Data (Two-way reinstated)
Gillingham Street NB	2611	1414
Gillingham Street SB	1027	1062
Wilton Road NB	1187	1204
Wilton Road SB	2469	1390
Warwick Way WB	4155	3418-3497
Warwick Way EB	0	2286-3100
Belgrave Road WB (North of WW)	4407	5131
Belgrave Road EB (North of WW)	795	633
Belgrave Road WB (South of WW)	3898	3908
Belgrave Road EB (South of WW)	1546	1180
Guildhouse Street NB	1393	384
Guildhouse Street SB	436	813
Denbigh Street NB	1259	1133
Denbigh Street SB	1244	1135

- Traffic flow on Vincent Square is related to traffic flow on Rochester Row and Rampayne Street, because these are the nearest routes that might feed traffic into the Square. Current demand is up to 200 PCUs/hr on the busiest north side and 50-100 PCUs/hr on the lowest west side, south and east sides have about 100 PCUs/hr.

- Traffic data for Rochester Row eastbound shows a reduction during the temporary one-way scheme compared to 2017 data, and traffic flow has increased since the two-way reinstatement (though not as high as the 2017 flow values). The table below shows the worst case AM and PM peak period traffic flows on Rochester Row eastbound.

Street	2017 Data		2021 Data (Temporary one-way measures)		2023 Data (Two-way reinstated)	
Rochester Row Eastbound	AM	PM	AM	PM	AM	PM
	396	566	204	249	243	304

*peak hour traffic flows (PCUs/hr)

- The table below presents the traffic data for Rampayne Street eastbound approach with Vauxhall Bridge Road (nearest alternative eastbound route to south). The data shows different information in the two peaks as traffic flow has increased in the AM peak and reduced in the PM peak since the two-way reinstatement, which suggests there is no reassignment impact under the temporary one-way scheme.

Street	2017 Data		2021 Data (Temporary one-way Measures)		2023 Data (Two-way reinstated)	
Rampayne Street (EB) approach with VBR	AM	PM	AM	PM	AM	PM
	126	188	47	164	79	96

*peak hour traffic flows (PCUs/hr)

[1] Traffic flow levels are generally converted from vehicle values and reported using PCU values. A Passenger Car Unit (PCU) is a measure used for modelling purposes and presents level of traffic flow that takes account of vehicle composition. Different vehicles are assigned different values, according to the space they take up. A car value=1.0, cycle=0.2, motorcycle=0.4, Light Goods Vehicle (small van)=1.0, Medium Goods Vehicle (large van)=1.5, buses/coaches=2.0, Heavy Goods Vehicle=2.3. For the Warwick Way area, it was found that the volume of cyclists and motorcyclists, relative to the volume of MGVs, HGVs and buses/coaches, means that the PCU traffic flow value is slightly lower than the vehicle traffic flow value. Data collected from Automatic Traffic Count surveys to provide Annual Average Daily Traffic (AADT) is represented as vehicles, simply because of the method of collecting the data. AADT values would be lower if converted to PCUs.

Equality Impact Assessment (EQIA)

The Council undertook an Equality Impact Assessment (EQIA) during the design stage in 2023, it is a process designed to ensure that a policy, project or scheme does not unlawfully discriminate against any protected characteristics as defined by the Equality Act 2010.

London Travel Demand Survey (LTDS) and Census 2011 data are the two primary data sources used in the assessment. For each protected characteristic, data has been collated and analysed, with comparisons made at ward, borough, regional and national levels, where relevant. (Though 2021 Census data has been collected prior to the assessment, not all data has been released, including the data related to mode share and transport. The Office for National Statistics (ONS) expects to release all data and analysis within two years of the Census.)

The study identified 6 protected characteristics which may be positively and/or negatively impacted by the proposed scheme and they are as follows:

1. Age – people in particular age groups (particularly over 65s and under 16s)
2. Disability – people with disabilities (including different types of physical, learning or mental disabilities)
3. Pregnancy and maternity – people who are pregnant or caring for new-borns
4. Race – people of a particular race or ethnicity (including refugees, asylum seekers, migrants, gypsies and travellers)
5. Religion or belief – people of particular faiths and beliefs
6. Sex – whether people are male or female

Specifically, the scheme will improve accessibility for multiple protected characteristics. It will be easier and more convenient for people to cross the road, the scheme will also create a more pleasant and comfortable walking environment.

The main actions to the identified issue are as follows including the Council's response, as sex is not negatively impacted by the scheme it is not included in the table.

Protected Characteristic	Identified Issues	Action required/comments	WCC's response
Age	**Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, the changes to motor vehicle access on certain streets may lead to longer journey times for people travelling by car – this may include people who are reliant upon private cars or taxis for mobility.	**Engagement with residents:** It is recommended that WCC provides residents with an avenue to provide ongoing feedback on the permanent scheme post-implementation, particularly with regard to any impact on providing or receiving care due to increased journey times.	Residents can continue to provide feedback via Commonplace after the implementation.
Age	**Access to care:** The changes to motor vehicle access in the area, though relatively minor, may negatively impact some older people via the potential increase in journey	**Engagement with residents:** It is recommended that WCC provides residents with an avenue to provide ongoing feedback on the permanent scheme post-implementation,	Residents can continue to provide feedback via Commonplace after the implementation.

	times and/or distance for carers who visit the area in a private car. This may have a negative impact on those reliant upon this care.	particularly with regard to any impact on providing or receiving care due to increased journey times.	
Age	**Road safety:** One-way systems can sometimes lead to increased motor vehicle speeds, as they force drivers to increase their mileage because they stop them using the most direct routes, and driver confidence can increase because there is no opposing traffic, which can lead to drivers increasing their speed. This could pose a road safety risk and would likely disproportionately negatively impact older people (over 60s) and younger people (16–24-year-olds) who are currently overrepresented in road traffic collisions in Westminster.	**Road Safety Audit:** It is recommended that a Road Safety Audit is undertaken during the design stage, with a follow up audit organised post-implementation. This will ensure that any potential issues with the scheme design are picked up and can be addressed, including the potential for the one-way system to increase vehicle speeds. **Motor traffic speed monitoring:** It is recommended that a speed survey is organised following the implementation of the scheme in order to establish whether the changes have led to increases in motor traffic speeds. This would provide the opportunity to proactively address any issues to improve road safety.	Stage 1 road safety audit (RSA) has been undertaken at the end of the initial design stage, and all comments were addressed. Stage 2 RSA will be carried out at the end of detailed design stage, and Stage 3 RSA will be carried out after implementation.
Disability	**Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, the changes to motor vehicle access on certain streets may lead to longer journey times for people travelling by car – this may include people who are reliant upon private cars or taxis for mobility.	**Engagement with residents:** It is recommended that WCC provides residents with an avenue to provide ongoing feedback on the permanent scheme post-implementation, particularly with regard to any impact on providing or receiving care due to increased journey times.	Residents can continue to provide feedback via Commonplace after the implementation.
Disability	**Access to care:** The changes to motor vehicle access in the area, though relatively minor, may negatively impact some older people via the potential increase in journey times and/or distance for carers who visit the area in a private car. This may have a negative impact on those reliant upon this care.	**Engagement with residents:** It is recommended that WCC provides residents with an avenue to provide ongoing feedback on the permanent scheme postimplementation, particularly with regard to any impact on providing or receiving care due to increased journey times.	Residents can continue to provide feedback via Commonplace after the implementation.
Disability	**Consultation**	**Consultation materials:** Consultation and engagement should be accessible to disabled people and provided to them as soon as possible in the scheme development process. All supporting consultation content, including text, graphics, and figures should be readable by screen readers, and content should be made available in alternative	This could be arranged or provided on request subject to availability.

		formats for those with visual impairments. The opportunity to speak to someone over the phone or in person about the project should also be made possible.	
Disability	**Accessibility**	**Accessibility:** Ensure that additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or that dropped kerbs or ramps are provided. This should also be carefully considered during the construction phase, with pedestrians safely separates from hazards and provided with a safe, continuous, and clearly demarcated route suitable for all users, including people using wheelchairs, mobility scooters, prams, or pushchairs.	The new footway buildout will be flushed with the existing footway, and clear routes of access along the footway will be maintained at all times for all users. The Council will also ensure safe access for all users will be provided during construction phase.
Pregnancy and Maternity	**Essential car trips:** Pregnant people may find walking and cycling difficult either due to the physical exertion when pregnant or due to the practicalities of transporting young children by foot or bicycle. While the proposed scheme is likely to create healthier streets for residents and visitors, the changes to motor vehicle access on certain streets may lead to longer journey times for some pregnant residents within the area who are reliant upon private cars or taxis for mobility	**Engagement with residents:** It is recommended that WCC provides residents with an avenue to provide ongoing feedback on the permanent scheme postimplementation, particularly with regard to any impact on providing or receiving care due to increased journey times.	Residents can continue to provide feedback via Commonplace after the implementation
Pregnancy and Maternity	**Access to care:** The changes to motor vehicle access in the area, though relatively minor, may negatively impact some pregnant people via the potential increase in journey times and/or distance for carers who visit the area in a private car. This may have a negative impact on those reliant upon this care.	**Engagement with residents:** It is recommended that WCC provides residents with an avenue to provide ongoing feedback on the permanent scheme postimplementation, particularly with regard to any impact on providing or receiving care due to increased journey times.	Residents can continue to provide feedback via Commonplace after the implementation
Pregnancy and Maternity	**Accessibility**	**Accessibility:** Ensure that additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or that dropped kerbs or ramps are provided. This should also be carefully considered during the construction phase, with pedestrians safely separates from hazards and provided with a safe,	The new footway buildout will be flushed with the existing footway, and clear routes of access along the footway will be maintained at all times for all users. The Council will also ensure safe access for all users will be provided during construction phase.

		continuous, and clearly demarcated route suitable for all users, including people using wheelchairs, mobility scooters, prams, or pushchairs.	
Race	**Restricting car usage:** Though overall, car usage in Westminster is lower than the London average, 'Other Ethnic Group' car usage in Westminster is relatively high. For this reason, the proposed scheme may cause slightly longer journey times for these trips made by car. This could have financial impacts through the increased cost of travel and increased commuting times.	N/A	N/A
Race	**Communication**	**Communication:** There is often low awareness of proposals for local walking and cycling schemes among those who rarely walk, cycle, or travel outside their immediate area, particularly in those who do not speak English at all, or it is not their first language. As such, all consultation and engagement communications should aim to ensure that these groups are reached, for example by offering materials in appropriate languages and/or engaging through relevant community organisations.	This could be arranged or provided on request subject to availability.
Religion or Belief	**Increased journey times:** While there are no places of worship located directly within the study area, there are several a short distance away, such as St Gabriel's and St James the Less in Pimlico and Kharis Ministries on Wilton Road. Depending on their direction of travel, this scheme could potentially increase journey times for some worshippers at these locations who drive to their place of worship. They would however still be able access their destination as they could before the scheme.	N/A	N/A