



City of  
Westminster

City of Westminster

Draft Movement Strategy - Street  
Interventions

May 2020



## CONCEPTS / PRINCIPLES

- Simple measures to support safe movement of Pedestrians
- Simple measure to increase cycling capacity
- Levels of activity will determine the extent and type of intervention
- Need to maintain safe traffic and public transport movements
- Impact on wider network to be assessed and road safety audits are essential
- Measures designed to be TEMPORARY and low cost
- Monitoring to measure traffic, pedestrian and cycle volumes and air quality impacts
- Measures will be kept in a state of review to flexibly react to changes in conditions.
  - We will also work with residents to amend/remove/extend any scheme.

## CONCEPTS / PRINCIPLES

- Phase 1 – June 2020
  - Increase Cycling Routes and Cycle Storage
  - Improve Pedestrian/Walking Capacity
  - Assist navigation around schools
  - Improve access to retail stores, in the West End & Local shopping areas
- Phase 2 - July 2020
  - Hospitality Sector
    - Restaurants/Cafes
    - Pubs



## PHASE 1 – Cycling

- Focus on cycling
- Increase cycling / walking corridors, cycle parking, extend / join up Quietways
- Work with TFL to change the use of bus lanes to allow more cycling
- Barriers, bollards, planters, lines, signs, adhesive road markings
- Where are the quick wins that we can propose/implement ?

## PHASE 1 – Walking/Pedestrians

- Focus on walking to support opening of non essential retail on main streets
- Widen pavements (where necessary), remove street clutter, one way pedestrian flows
- Restrict vehicle access around schools where necessary
- Wayfinding, signage, queue and distancing markers
- Minimise changes to parking, servicing and refuse collection where possible
- Barriers, bollards, planters, lines, signs, adhesive road markings



## Phase 2 – Hospitality sector – West End

- More challenging – narrow streets, number and density of hospitality sector
- Measures as for Phase 1 but may require :
  - Individual street closures – timed
  - Area street closures – timed
- Timings for servicing / refuse collection may be affected
- Will need to be marshalled to maintain Resident and Emergency service access
- Closures will be ‘soft’ – barriers, cones, signs

## Phase 2 – Hospitality sector – Local areas

- More challenging – lack of pavement space
- Timings for servicing / refuse collection may be affected
- Closures will be ‘soft’ – barriers, cones, signs
  - Respond to local demand
  - Agree schemes that local residents support

## WEST END

### *Cycle scheme;*

- Provide temporary cycle lanes to create a single north-south route into the city linking Regent's Park to the centre of the city.
- Proposed Oxford Street restriction to bus and cycle only at certain times of the day – details tbc.
- Proposed bus and cycle only access in bus lanes through Piccadilly at certain times of the day – details tbc.

### *Pedestrian scheme;*

- Increase pedestrian space, queue markings, cycle stands and messaging along Regent Street.
- Increase pedestrian space, queue markings, cycle stands and messaging for Oxford Street.



## ALL WARDS

### *Cycle improvements;*

- Proposal for all bus lanes to be made bus and cycle only 7am-10am and 4pm-7pm.
- Temporary cycle parking introduced where required.

### *Pedestrian improvements;*

- School streets schemes to be prioritised.
- Implement improved wayfinding, signage, queue-markers, social distancing messages