

WEP Freight Plan

The West End Partnership (WEP) launched its vision statement and delivery plan for the area a year ago. These documents can be found at <https://westendpartnership.london/>

The delivery plan covers all types of project from major public realm projects, to economic development and employment projects to cross cutting projects such as air quality and freight.

Freight has become an increasingly important factor for consideration due to its impact on:

- congestion/ journey times
- air quality
- safety
- noise levels
- competitiveness /efficiency

Freight has been identified as a priority for the WEP Board and this has resulted in the development of a WEP freight programme will require a truly collaborative approach between public and private sector partners who will have different and sometimes competing goals.

Policy Goals:

Improve air quality
Reduce congestion
Improve cyclist and pedestrian safety
Improve journey time reliability
Reduced noise/impact on residents

Private Sector goals:

Reduce costs
Improve service
Improve reputation
Improve delivery reliability

A WEP freight group has been established which has representatives from the following organisations.

- Business Improvement Districts (BIDs) Chair
- Westminster City Council
- London Borough of Camden
- TfL
- GLA
- Freight Industry Association
- Retail/operator reps
- Residents groups
- Cross River Partnership – programme management

The terms of reference and aims of the group need to be formalised but would cover

- Establish strategic imperative
- Develop a WEP freight plan
- Coordinate existing projects and identify best practice
- Oversee implementation of plan
- Work with major schemes on an area based approach – beginning with Oxford Street West

The group will have its first meeting on 20th May.

Oxford Street West (OSW) and its operation is currently being reviewed in the light of Crossrail opening at the end of 2018. All users of the street are being review from pedestrians to buses and taxis. A project to consider freight movements in the area has also been established.

Using TfL's high street methodology the OSW area (Marble Arch to Oxford Circus and Wigmore Street to Brook Street) is being assessed. Data gathering has already started and there will be selective business engagement later in the year to develop a freight plan for the OSW area. It will need to ensure that freight can move effectively and efficiently in the area whatever option is delivered.

Funding is required to take this programme forward. WEP have submitted a bid for funding to the treasury and an answer is expected in the autumn therefore interim funding is currently being sort until this decision is received.

The CLFQP will be kept informed on progress of this freight programme and input from members will be appreciated and sought at the appropriate time.

Please do not hesitate to contact me if you have any queries srye@westminster.gov.uk