



**WESTMINSTER CITY COUNCIL'S MOVEMENT STRATEGY:  
COVID-19 – PUBLIC REALM CHANGES**

**COVID 19 HAS PROVIDED A ONCE IN A LIFETIME  
OPPORTUNITY TO RE-THINK OUR STREETS AND  
PUBLIC SPACES....**

**BUT...FINDING SPACE FOR SOCIAL DISTANCING,  
OUTDOOR DINING AND ENCOURAGING CYCLING  
AND WALKING IN A CONGESTED CITY LIKE  
WESTMINSTER IS NOT EASY....**

**BALANCING THIS WITH THE NEEDS OF  
BUSINESSES TO CONTINUE TO RECEIVE GOODS  
AND SERVICES, TAXIS & PHVS AND LOCAL  
RESIDENTS...HAS BEEN CHALLENGING BUT IS KEY  
TO SUCCESS**

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**WHILE COVID 19 REQUIRED IMMEDIATE ACTION, AT SHORT NOTICE AND WITHOUT THE OPPORTUNITY TO CONSULT AND ENGAGE AS WE WOULD DO NORMALLY, IT HAS PROVIDED AN OPPORTUNITY TO CONSIDER HOW WESTMINSTER SHOULD RESPOND AND EVOLVE IN THE LONGER-TERM...**

**OUR MOVEMENT STRATEGY AND OUTDOOR DINING INTERVENTIONS ARE AIMED AT TRIALING AND PILOTING DIFFERENT APPROACHES IN IDENTIFIED 'PRIORITY AREAS'...**

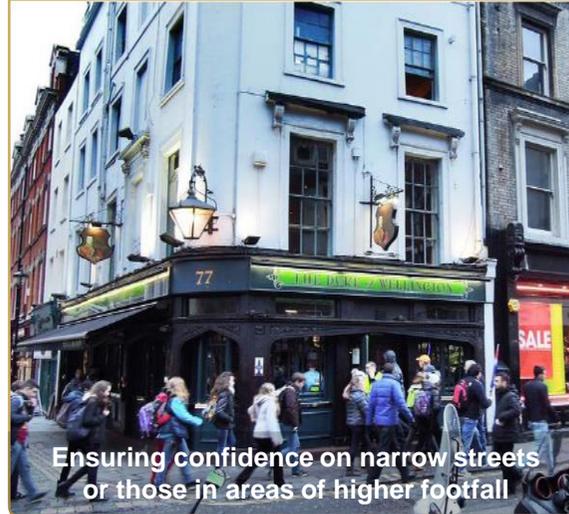
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# A SERIES OF PRIORITY AREAS WERE IDENTIFIED FOR WESTMINSTER...

## TRANSPORT HUBS



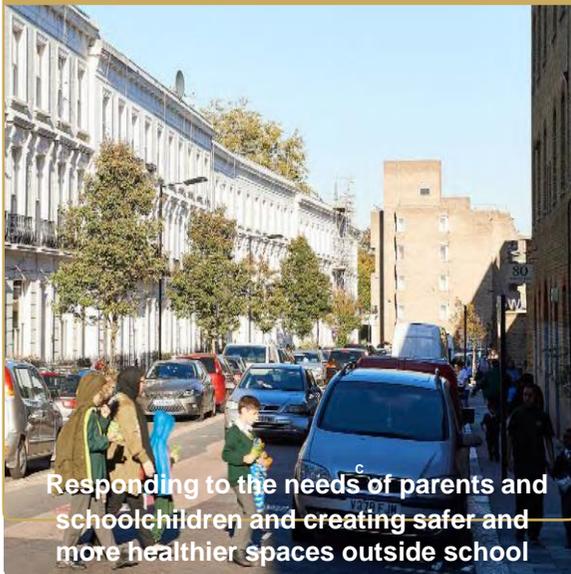
## KEY WALKING ROUTES



## HIGH STREETS & TOWN CENTRES



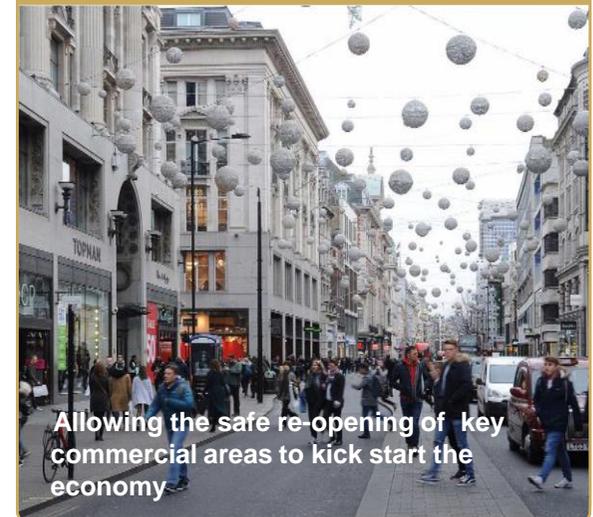
## SCHOOLS



## OPEN SPACES AND PARKS



## OUR KEY COMMERCIAL AREAS



# WE HAVE ADOPTED A TWO PHASED APPROACH

## PHASE ONE

### MOVEMENT STRATEGY

**Provision of increased space for social distancing (SD) to ensure people can safely use Westminster's streets.**

**Measures to support pedestrians and cyclists – use of the carriageway, temporary barriers and cones and SD markings - making necessary journeys in the short term or a return to “normal life” in the medium and long term.**

**This programme of work is intended to last until the end of August 2020.**

## PHASE TWO

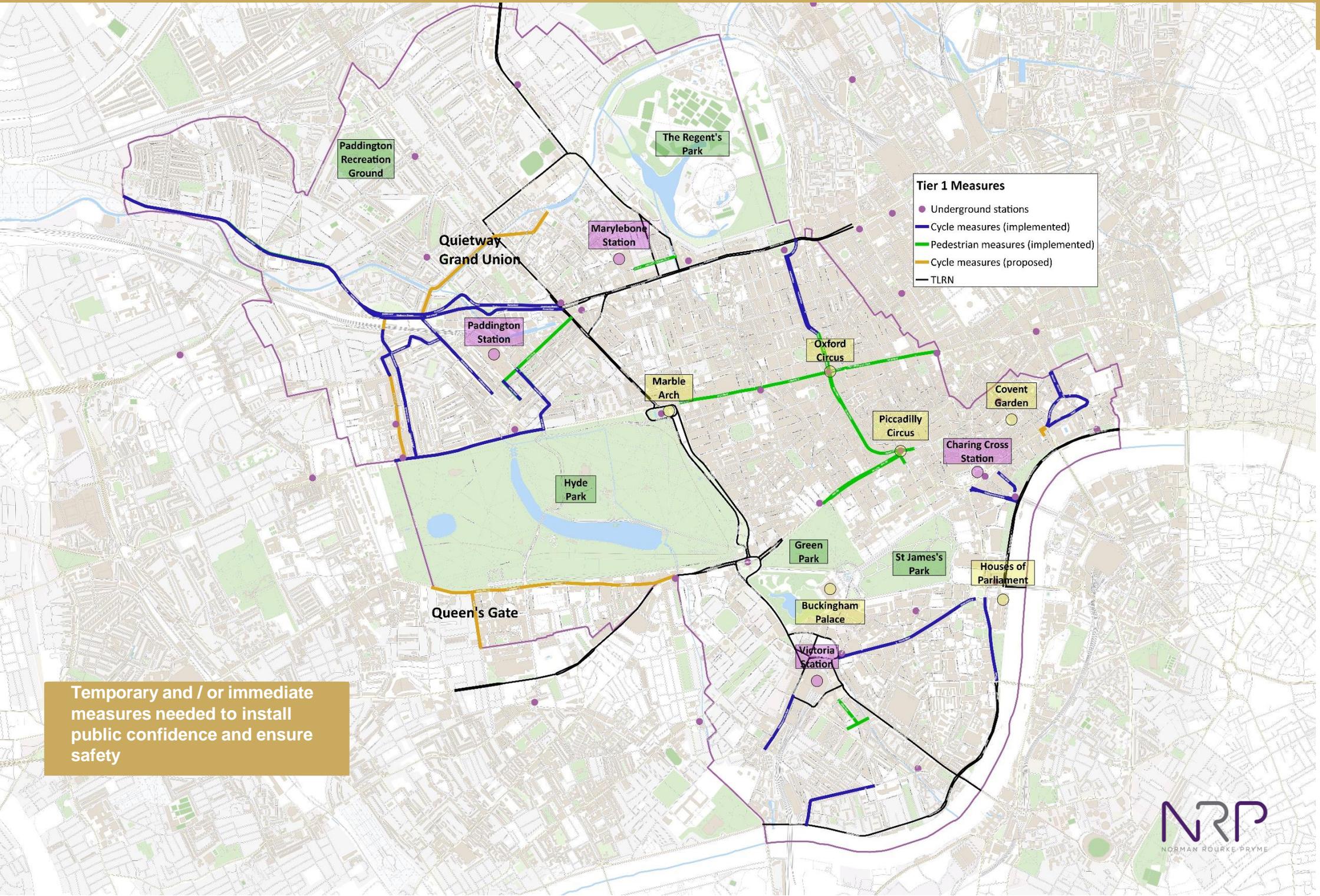
### HOSPITALITY SCHEMES

**As the hospitality industry prepared to re-open in early July, Westminster looked at additional measures to enable safe outdoor dining.**

**This involved changes to the highway layout, timed road closures, changes and amendments to licenses in areas that host clusters of hospitality businesses; e.g. Soho, Chinatown, Covent Garden, St. John's Wood and parts of Mayfair and Marylebone**

**Measures supported businesses that need to operate in a modified way but still meet Government guidance. This is programmed to last until the end of September 2020**

# PHASE ONE MOVEMENT STRATEGY



**Tier 1 Measures**

- Underground stations
- Cycle measures (implemented)
- Pedestrian measures (implemented)
- Cycle measures (proposed)
- TLRN

Temporary and / or immediate measures needed to install public confidence and ensure safety

## PHASE TWO HOSPITALITY SCHEMES



- 60 INDIVIDUAL SCHEMES DEVELOPED
- TIMED CLOSURES FOR 21 STREETS
- 600 BUSINESSES STAND TO BENEFIT

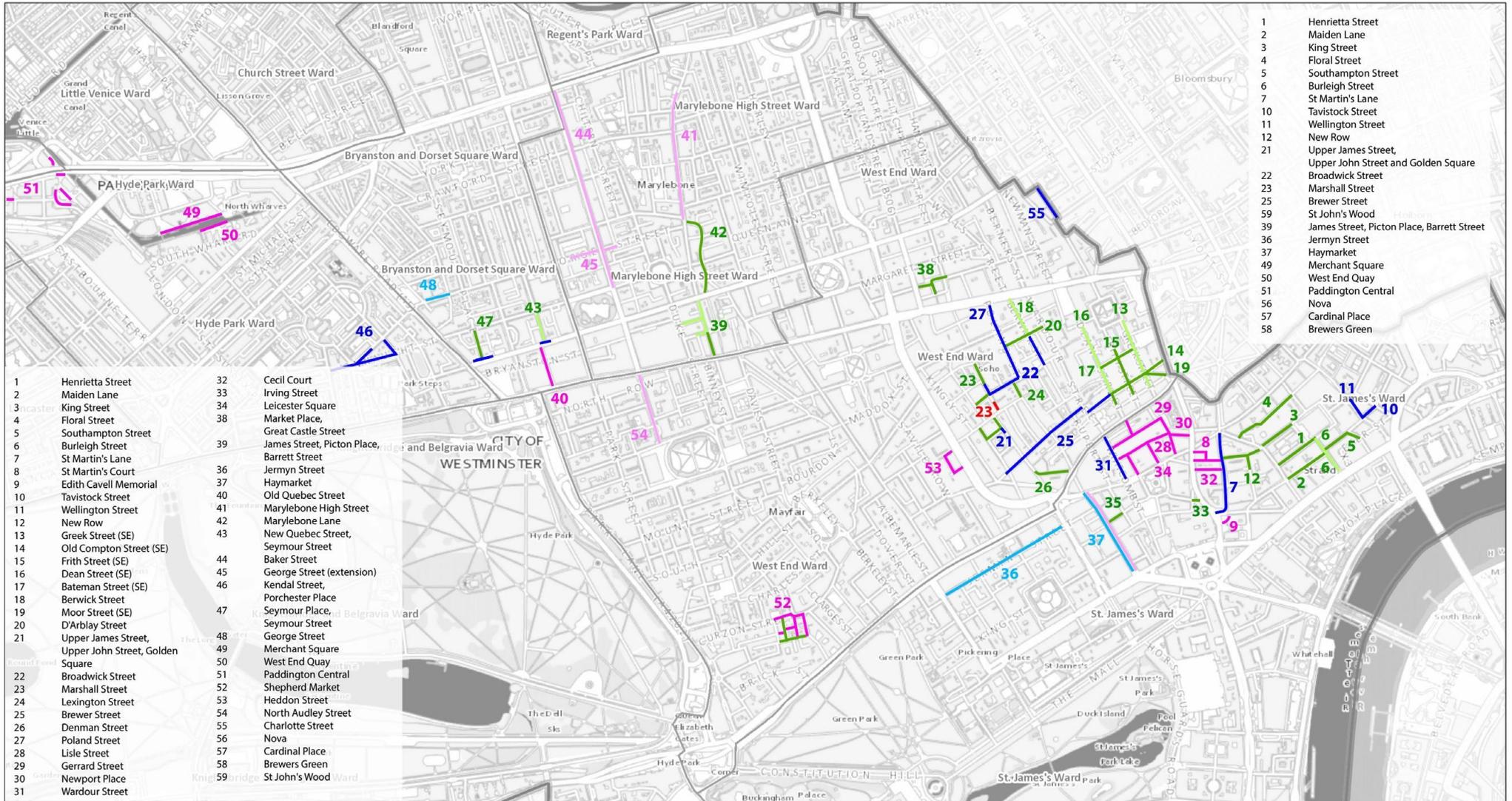
## PHASE TWO HOSPITALITY SCHEMES

**A series of @60 interventions across Westminster to support hospitality and F&B businesses to serve as many customers outside as they can in a safe and responsible manner.**

**Some roads have been closed to traffic at key times of day – but still allowing deliveries and servicing to take place, as close as possible to the premises, or in loading bays close by. Designated loading bays were only affected in 6 of the 60 schemes.**

**In other areas pavements have been widened to create the space needed for restaurants, cafés and similar businesses to put tables and chairs outside.**

# PHASE TWO HOSPITALITY SCHEMES

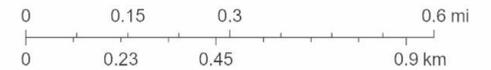


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## Typologies for Proposed Streets for Hospitality Interventions

-  Borough Boundary - Mask
  -  Ward Boundaries
  -  Ward Labels
  -  Borough Boundary
1. Extension of outdoor seating area
    -  a. pedestrianised street
    -  b. expansion in footway
  2. Widening of Footway
    -  a. Against building frontage
    -  b. Within new areas of widened footway
  3. Timed Closure
    -  a. timed closure
    -  b. with marshalled resident access
    -  c. permanent road closure

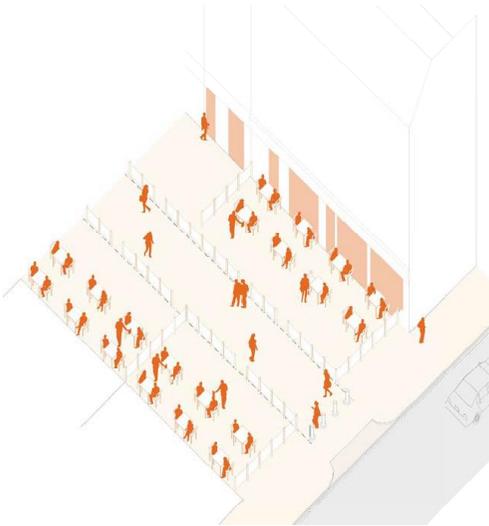
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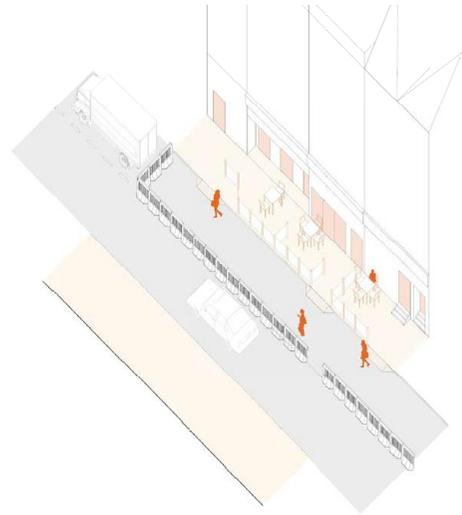
# PHASE TWO HOSPITALITY SCHEMES

1



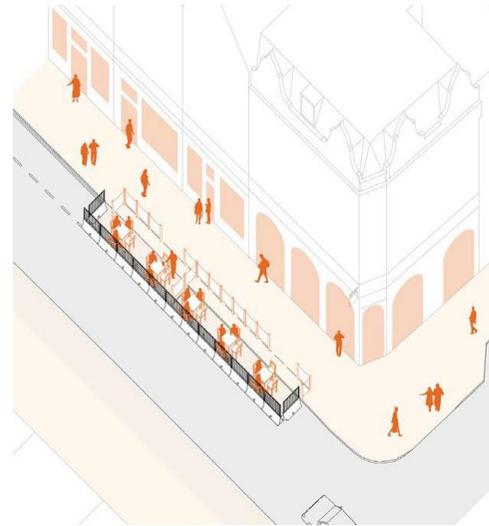
**Extension of outdoor seating areas**  
In focused areas extending the hours of timed closures to support dining within the carriageway areas

2A



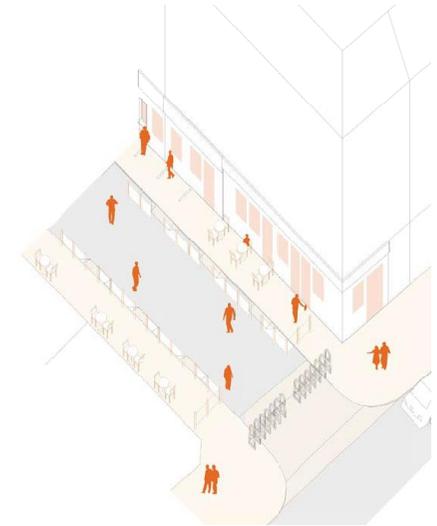
**Temporary footway widening works - Type 1**  
Outdoor dining against building frontages, with widened footways allowing social distancing between diners and pedestrians

2B



**Temporary footway widening works - Type 2**  
Outdoor dining in new areas of widened footway, with the footway retained for pedestrians

3



**Timed closures to vehicles**  
Supporting dining against building frontages - with pedestrians in the temporarily closed carriageway

Three different typologies have been proposed for streets that are part of Westminster Council's hospitality schemes.

## ENGAGEMENT...

Due to the pandemic and urgent nature of these works, 'normal' engagement and consultation processes were not able to be followed – TMOs and TROs will be retrospective.

Despite this the Council has sought to promote and explain the project to its various stakeholders via Members, Ward Cllrs and senior officers carrying out safe site visits, hosting virtual discussions, appearing on local radio and hosting virtual meetings with business groups, BIDS, landowners and residents groups. A dedicated mailbox was also established - [movementstrategy@westminster.gov.uk](mailto:movementstrategy@westminster.gov.uk).

TfL, specialist groups and representatives of cycling, taxis, coaches and the freight and logistics industry has been informed of these proposals, in the case of freight and deliveries via this Group's membership – THANK YOU!

We produced some 'Guidance for Businesses' - WCC website PDF - page 17+ which deals with servicing and deliveries:

[https://www.westminster.gov.uk/sites/default/files/westminster\\_hospitality\\_business\\_guidance\\_document\\_for\\_outdoor\\_dining.pdf](https://www.westminster.gov.uk/sites/default/files/westminster_hospitality_business_guidance_document_for_outdoor_dining.pdf)

Referred landowners and BIDS to TfLs supplementary guidance to councils on freight and servicing as part of their Streetspace programme; <https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding> (Appendix 14 for freight, servicing and deliveries).

## **FUTURE WORK ON FREIGHT, SERVICING AND DELIVERIES.**

**Prior to COVID 19 we had commissioned a Freight, Servicing and Deliveries (FSD) Data Study for central Westminster (inc. a small part of Camden) – to understand how FSD ‘operates’ in Westminster and to inform future strategy and intervention.**

**This is now complete and is informing the development of Westminster’s Freight, Servicing and Deliveries (FSD) Strategy and Action Plan (2020-2040) that has just been commissioned and will set out how FSD can become carbon neutral in Westminster by 2040.**

**This will build on the work of CRPs and the WEP’s Freight and Servicing Strategy for the West End and set out Short, Medium and Long Term Actions to Reduce, Re-Mode and Re-Time FSD.**

**We are keen to work with all stakeholders but particularly the industry and as such our consultants (WSP) will be in touch with members of this Group – to participate in both a questionnaire and selective, detailed interviews.**

**More details will follow and we hope to complete the Strategy and Action Plan by the end of August.**