

transport. It is therefore essential to ensure that consideration is given to how rail passengers continue their onward journeys and the impacts this has on other parts of the transport network and public realm. As a result, we will work with Network Rail, TfL and other agencies involved in planning rail services to ensure these synergies are taken into account at the earliest stages.

### Coach travel

27.5 / Victoria Coach Station (VCS) is the country's largest and is considerably exceeding its original built capacity, resulting in substantial congestion and environmental and amenity concerns. We will continue to work with TfL and National Express to find an appropriate strategy to relieve these impacts in the short-term. In the long term we support the closure of VCS and relocation of new coach terminal provision. As such VCS has been allocated as a key development site. A suitable new location (or locations) for a coach station must support multi-modal interchange while minimising amenity, traffic and environmental impacts. We recognise that the best location(s) may be beyond Westminster's boundary. This approach is consistent with the commitment in the London Plan and Mayor's Transport Strategy that the Mayor will identify and deliver replacement coach station facilities to provide easier access to the coach network, while retaining good access to central London for coach operators.

### Highways

27.6 / Local road improvements may sometimes be necessary, particularly in areas of substantial regeneration or development activity. Edgware Road is expected to experience development activity along the road frontage over the Plan period, but narrow sections of it currently cause congestion. As a result, we will continue to safeguard this location in conjunction with any redevelopment proposals that may allow or require the acquisition of land affected by the safeguarding.

1. provide car club membership for all residents and provision of car club spaces;
  2. ensure that all outdoor and open parking areas are designed to a standard which accommodates the need for safe pedestrian and vehicle movement and creates permeable links through the site;
  3. prioritise the issue of parking spaces within development to families with young children; and
  4. let, rather than sell, parking spaces to new residents on a short-term basis.
- C.** The council will apply the maximum non-residential car parking standards set out in Appendix 2.
- D.** When considering parking impacts, the council will prioritise alternative kerbside uses (such as car club spaces, cycle parking and electric vehicle charge points) ahead of parking for private vehicles.
- E.** For major developments contributions will also be required for on-street provision of electric vehicle and other low emission vehicle infrastructure.

## 28. Parking

- A.** The parking standards in Appendix 2 will apply to all development except in parking zones B and F where the following maximum residential standards will apply:
1. Up to 0.4 spaces per residential unit and clause B and D to H of Draft London Plan policy T.6.1 detailed in Appendix 2.
  2. 50% of these spaces should provide active provision for electric charging vehicles while the remaining spaces should incorporate a passive provision.
- B.** In zones B & F where on-site parking is delivered applicants will:

**F.** Where sites are redeveloped existing parking provision must be reduced to meet the parking standards in Appendix 2 unless there is site specific justification to re-provide an element of the existing parking. On housing estate renewal schemes, parking provision may be retained or re-provided where it can be demonstrated that:

1. existing occupiers with established parking spaces or permits are to return to the site once the development is completed and that the retained or re-provided parking is for those residents only; and
2. there is evidence of adequate capacity within the relevant controlled parking zone if the re-provided parking is to be on-street; and
3. the retained or re-provided parking is delivered as part of an overall package of measures improving legibility, including walking and cycling routes, and making improvements to the public realm.

**G.** Proposals for the redevelopment of existing car parks for alternative uses will be supported. The removal of boundary

treatments and gardens to provide vehicle crossovers and on-site parking will be resisted (where permitted development rights do not exist).

**H.** Proposals for, or including, new public car parks (and other motor vehicle public parking, including for coaches) will be assessed against the objective of reducing motorised travel.

**Parking**

**28.4 /** The National Planning Policy Framework (NPPF) advises that local authorities should consider an area’s accessibility, type, mix and use of development, availability of public transport, local car ownership levels and the need to reduce the use of high-emission vehicles when setting local parking standards.

**28.5 /** Our approach to residential car parking conforms to the London Plan principle of balancing new development with the prevention of excessive car parking that undermines cycling, walking, and public transport use. In accordance with the NPPF, Appendix 2 sets out maximum parking standards, which take into account existing levels of car ownership, existing on-street parking stress levels,<sup>6</sup> and the high level of public transport provision in Westminster. The standards also set out the requirements for electric vehicles to encourage use of new technologies, minimum requirements for cycle parking provision and requirements for disabled and car club spaces.

**28.6 /** Given the high levels of public transport provision and accessibility to jobs, leisure and shopping facilities in Westminster, we have taken the view that new development should be predominantly car free. Notwithstanding, there will always be a need to ensure that a lack of provision does not result in significant increases in demand

6. London Plan parking standards will apply in zones where PTAL levels are 3 and below

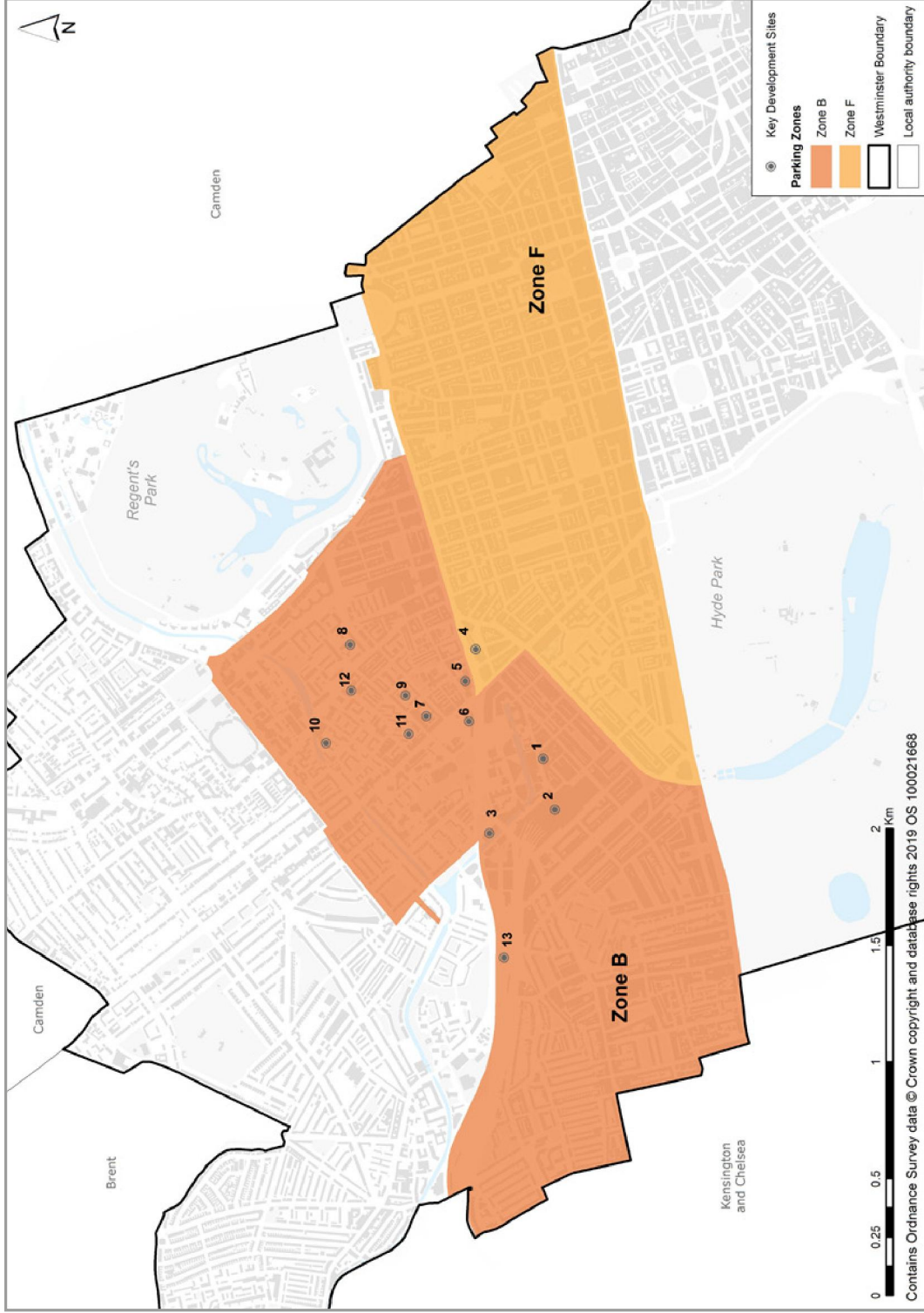


Figure 24: Parking zones B & F

for on-street parking in the vicinity of the development, leading to increased congestion, disruption to traffic flow, air and noise pollution, poor parking practices, and adverse impacts on the amenity of residents. To ensure this is the case, developments should not create or exacerbate areas of parking stress. As a result, we will not allow the parking stress level in a local area to exceed the defined threshold of 80% of on-street parking spaces being occupied during the day or at night, in compliance with existing parking restrictions.

**28.7 /** As a result, we have developed a parking policy approach which functions on two distinct but interrelated levels. Firstly, we have an overarching parking policy which covers most of the city and follows emerging London Plan car free standards and secondly, we have a localised policy specifically covering Parking Zones B & F.

**28.8 /** The second strand of this policy allows on-site parking under the conditions outlined above. It is considered that this approach more accurately reflects the particular characteristics and future development plans inherent in these zones. The justification for a localised parking approach in these distinct zones is:

- The levels of parking stress are most acute in and around the Paddington Opportunity Area where a significant portion of Westminster's growth is targeted (Zones B).
- Kerbside space within Westminster is at a

premium and exacerbated by parking stress levels. Less polluting travel modes such as electric charging points along with public realm improvements are challenging to deliver when space is limited.

- Air quality is one of the top concerns for Westminster's residents. If off street parking is only allowed for a fraction of the predicted growth in zones B and F, residents would need to travel and search for parking spaces due to kerbside stress experienced in these zones.

- A central principle of the emerging City Plan is to encourage mixed and sustainable communities and a demographic imbalance exists within Westminster in terms of the proportion of families living in the city. Cars provide a method of convenient transportation and release from the stress of living in central London. This is particularly relevant for young families where the cost of public transport and the logistical implications of using these forms of travel can be a prohibiting factor for many families moving to and staying in Westminster.

- Zones B and F are separated from Westminster's main parks and areas of open space.

**28.9 /** Transport assessments or statements for proposed developments without parking provision should explore the issue of parking stress and include an analysis of existing levels in the vicinity and of anticipated levels of car ownership. They must also take account of location, housing type and

tenure mix and proposed sustainable transport measures, such as provision for cycling and car clubs.

**28.10 /** It is expected that major schemes will be appropriate for dedicated parking provision in zones B & F. In these zones car parking spaces should be let on a short-term basis so that the usage of these spaces and areas can be kept under review. Where car free development is stipulated in the policy, appropriate mitigation measures will be required, such as the fully policy compliant delivery of sustainable transport infrastructure to encourage a modal shift, including cycle parking, cycle hire facilities and electric vehicle charging provision dependent on the location of the development. We advocate the letting rather than selling of car park spaces to residents in new development on a short term basis so that their use can be kept under review. If under-used, this approach enables car parks to be converted into another use.

### **Car clubs and car sharing**

**28.11 /** The use of car clubs can contribute to a reduced need for car ownership and hence reduce parking stress, and as such they are encouraged. Where provision is made for car clubs, they should provide a range of vehicle types and sizes, including low emission and family sized vehicles. This can help broaden the appeal of membership to a range of households. Doing so can improve take-up thus reduce demand for car ownership and parking stress.

### On-street parking

**28.12 /** On-street parking is a limited resource and demand can exceed supply in parts of the city, meaning that the loss of such space will not normally be supported. On-street parking spaces can cater for a wide range of users including residents, short stay (visitor) parking, and to facilitate loading and servicing requirements at various times of the day. Balancing these needs requires careful management, and we will therefore work with the full range of user groups to ensure their needs are met as far as possible. This could include reviewing existing parking zones and controls as circumstances change over the Plan period.

**28.13 /** Our approach in recent years has been to minimise the number of resident cars parked on-street, where on-street facilities are under pressure, by seeking off-street parking in new residential development to cater for those that want or need to own a car. This allows residents to own cars but does not necessarily encourage them to use them. Residents have also been able to acquire a resident's parking permit to park on-street, but only in the zone in which they live.

**28.14 /** The London Plan seeks to encourage car-free residential development, but the London Plan standards are not strictly car-free if residents can acquire on-street parking permits. Issuing permits for developments that have no on-site parking facilities would mean that the number of cars parked on-street is likely to increase.

Therefore, in residents' parking Zone B and F, where on-street pressure is high and where high levels of residential development are expected to take place the issuing of permits to residents of new developments will be kept under review.

**28.15 /** Given the increasing demand on kerbside space in the city, proposals seeking exclusive access to the kerbside through measures such as dedicated parking bays, permits or Parking Identifier Boards for exclusive parking will be resisted. This will ensure the free-flow of vehicular traffic and allow all users of the highway to access the kerbside in compliance with existing restrictions. Exceptional circumstances such as an overriding national security, NHS or other emergency services needs, or where it can be demonstrated that any restrictions will not adversely impact on traffic flow, highway safety or parking conditions, will be considered on a case-by-case basis. If granted, such concessions will be regularly reviewed.

### Off-street parking

**28.16 /** The creation of additional off-street public parking can undermine efforts to encourage use of more sustainable modes of transport, which is necessary to reduce congestion and improve air quality and road safety. New parking provision for the public should therefore only be made where it is replacing existing off-street public parking, and should include provision for disabled people's parking, electric vehicle spaces as well as car club spaces and cycle parking to encourage more sustainable travel choices.

**28.17 /** There are some exceptions where the essential operational needs of the proposed use may require dedicated off-street parking. Such uses include hospitals, medical centres, and the key emergency services. In addition, hotels, leisure, entertainment, and education uses can increase demand for coaches, minibuses or taxis, and parking facilities. Meeting the needs of these vehicles should be considered although parking should only be provided where it is needed for the essential operation of the use.

**28.18 /** Housing Renewal schemes will be expected to attain an overall reduction in car parking provision over time.

## 29. Highway access and management

**A.** Given the increasing demands on existing highway space, the council will resist the loss of highway land. In cases involving the setting back of buildings, the council will seek to ensure the resulting frontage land is designated as highway.

**B.** New highway accesses should minimise the amount of kerb space lost for parking and / or servicing and should ensure

no loss of street furniture.<sup>7</sup>

**C.** Development will only be allowed access onto the strategic road network where it can be demonstrated that:

1. there is no reasonable alternative to direct access;
2. the number of individual new access points will be minimised;
3. there is no adverse impact on the strategic road network including impact on the local neighbourhood network;
4. the proposed access is not in close proximity to road junctions; and
5. the provision of access does not adversely affect the safety and free flow of traffic and pedestrians, including through provision of adequate visibility splays.

**D.** New development likely to attract large visitor numbers should ensure that proportionate provision is made for taxis, coaches and other tourist vehicles, where

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<sup>7</sup> Street furniture is considered to be distinct from street clutter which is defined as unnecessary structures such as signs, railings, street lighting, road markings and advertising hoardings.

necessary, particularly where it is in close proximity to major tourist destinations and transport hubs.

**29.1 /** The road network plays a vital role in the life and work of Westminster, enabling trips by residents, businesses and visitors. It also enables public transport to deliver staff and customers to businesses and provides for their servicing needs. All these demands mean that highway space in Westminster is under particular stress and there is a pressing need for a strategic approach to its management.

**Loss of highway land**

**29.2 /** The loss of highway land will not generally be acceptable, as reducing space on the highway for pedestrians and vehicles impedes movement and traffic flow, worsening congestion and discouraging active transport modes such as walking and cycling. By designating frontage as highway land where buildings are set back from the highway, we will be able to carry out improvements such as footway widening to encourage active travel opportunities and smooth pedestrian flows.

**New highway access**

**29.3 /** Where new developments require vehicular access to the highway, they should minimise the loss

of kerb space for parking where this will lead to increased congestion on local residential side roads.

**The Strategic Road Network and Westminster’s Road Hierarchy**

- 29.4 /** Westminster has a defined road hierarchy setting out the different types of roads and their distinctive roles:
- Transport for London Road Network (TLRN) is considered most suitable for through traffic.
  - The Westminster Strategic Road Network (WSRN) distributes traffic within Westminster and to neighbouring boroughs.
  - Local Roads give priority to pedestrians and cyclists over motor traffic, providing access to residential areas and local centres.

**29.5 /** Direct vehicular access onto the strategic parts of the network (TLRN and WSRN) from new development is likely to lead to increased congestion and compromise its function and therefore should be avoided wherever possible. When considering development proposals, this principle will be used to discourage traffic from using unsuitable streets in order to minimise the negative impacts of traffic on local residents and local amenity and to improve road safety.

**Provision for taxis, coaches and tourist vehicles**

**29.6 /** Developments that are likely to generate large visitor numbers or those in close proximity to

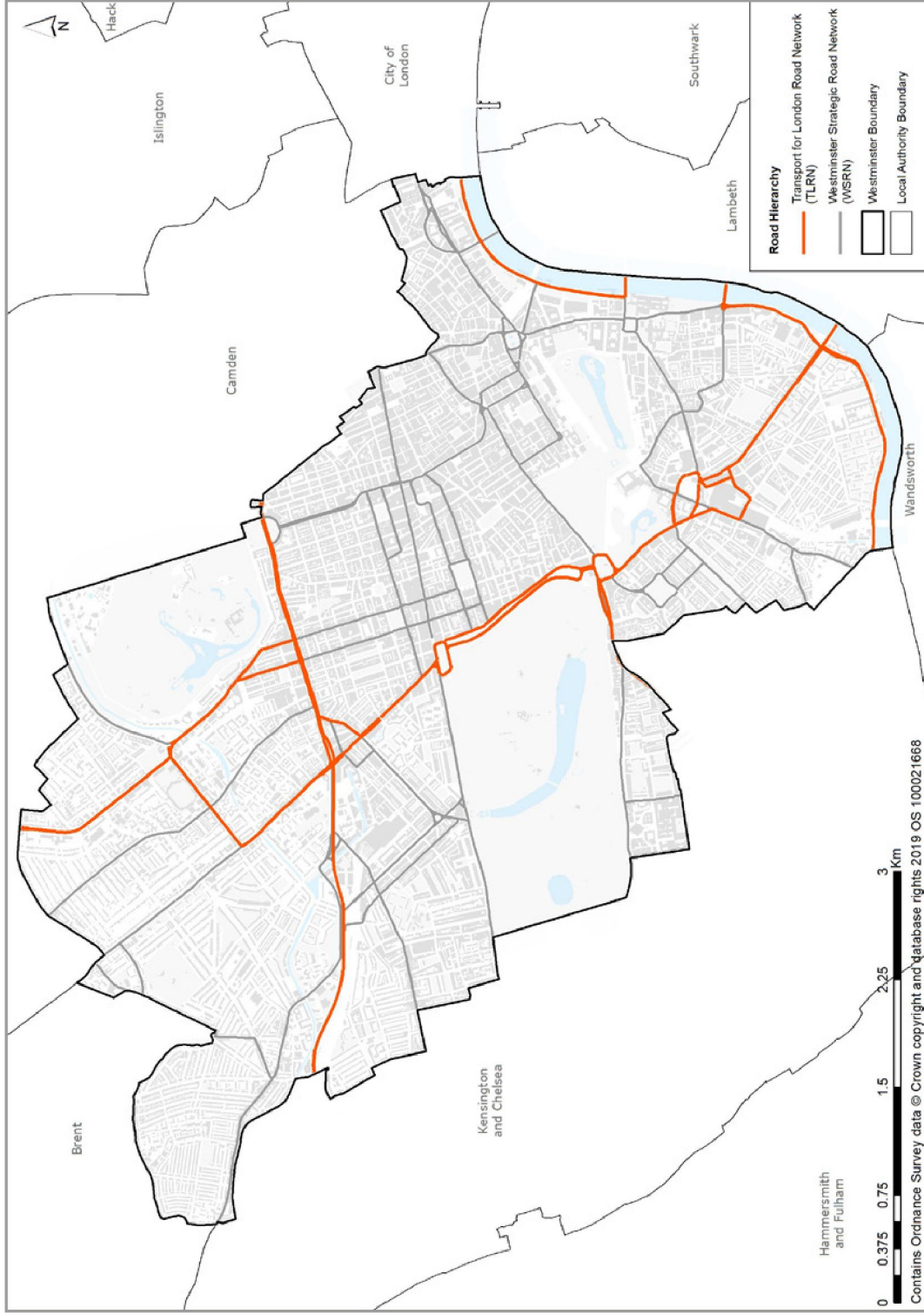


Figure 25: Westminster's Road Hierarchy