

‘You Said, We Did’ - Warwick Way Town Centre Highways Scheme Stage 1 Informal Public Consultation

Introduction

Warwick Way Town Centre Highways Scheme proposes public realm and accessibility improvement on Warwick Way (between Belgrave Road and Upper Tachbrook Street), Churton Street and Tachbrook 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, footway widening, better junctions, carriageway resurfacing, improvement to loading and parking provision, and introduction of trees.

A Stage 1 informal public consultation was undertaken for 8 weeks from 15th December 2022 to 9th February 2023. The consultation activities and materials included a website with FAQ and a link to an online survey, a letter drop to 4790 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. An executive summary of the results was published on the scheme website (<https://www.westminster.gov.uk/warwick-way-town-centre-highways-scheme-consultation>) in May to update the public and the website will be kept up to date as the project progresses.

Consultation Results

The scheme website contained a link to a survey that sought people’s views on the proposals, including a question whether they strongly support, support, strongly oppose, oppose, neither or don’t know, with an option to comment. All responses required a post code to be entered.

There were 700 completed responses received via the online survey form, and 22 responses received via email, letter and phone call. Below is a summary of the responses via all channels 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	71	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.

All Pimlico North ward members are supportive of the proposed scheme.

Pimlico Neighbourhood Forum, Churton & Charlwood Residents' Association, Denbigh Street RA, Tachbrook RA, Vincent Square RA, Abbots Manor RA, Churchill Gardens Neighbourhood Forum and Churchill Gardens RA have provided feedback, and are all supportive of the scheme.

Main support themes

- Scheme will help residents and businesses, as well as attracting tourists. Wider pavement and more trees are welcomed, it creates a 'village' feel (362 comments)
- Less traffic, noise and pollution (126 comments)
- Temporary scheme was successful and should be made permanent (44 comments)
- Supportive of one-way traffic (Warwick Way – 16 comments, Churton Street – 11 comments)

Main objection themes

- Will increase congestion, increase traffic in smaller residential roads, increase air pollution (104 comments)

WCC Response to Issue: The council has carried out an updated traffic impact assessment and air quality assessment in response to these concerns, the findings are as follows:

Traffic Impact Assessment

The assessment shows that if the one-way westbound operation on Warwick Way was made permanent the reassignment impact is expected to be no worse than the temporary scheme impact, because eastbound traffic flow on Warwick Way is considerably lower than pre-covid levels. The traffic survey 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. Though it is recognised that motor traffic travelling eastbound along Warwick Way corridor will experience a slightly longer journey via Gillingham Street or Denbigh Street, the proposed scheme is unlikely to have a negative traffic impact on the surrounding roads, including Vincent Square.

*[Further information on the traffic assessment is enclosed in **Appendix A.**]*

Air Quality Assessment

A high-level assessment of the potential impacts on air quality from the proposed scheme has been undertaken based on automatic traffic count data collected on 6 roads (Warwick Way, Gillingham Street, Wilton Road, Guildhouse Street, Belgrave Road and Denbigh Street) within and surrounding the proposed scheme.

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.

The pollutants considered in the assessment are:

- *Nitrogen dioxides, NO₂*
- *Particulate matter less than 10 micrometres, PM₁₀*
- *Particulate matter less than 2.5 micrometres, PM_{2.5}*

National modelling undertaken by Defra shows that the estimated background pollutant concentrations of NO₂, PM₁₀ 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.

The 2025 annual mean NO₂, PM₁₀ and PM_{2.5} concentrations are predicted to meet the relevant air quality objectives along the relevant sections of the roads mentioned above when comparing the 'with' and 'without' scheme scenarios.

As no traffic data was collected for Churton Street and the area around Vincent Square when one-way measure was in place on Warwick Way, specific comparison could not be made. However, Defra background data, LAEI data and local monitoring data would suggest that the air quality objectives are all likely to be met since 2019 and are predicted to continue to meet these objectives in 2025.

It is noted that the LAEI PM_{2.5} concentration is exceeding the 2030 target of 10µg/m³ at all sensitive receptor locations included in this assessment. However, many areas across London are currently predicted to not meet the 10ug/m³ 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.

*[Further information on the air quality assessment is enclosed in **Appendix B.**]*

- *Only benefits a few businesses, additional outdoor space not needed or utilised (35 comments)*

WCC Response to Issue: Opportunity for outdoor dining is only one of the improvements resulting from more public realm space. The purpose of the proposed permanent scheme is that, by reducing traffic and extending footways, WCC are providing an improved space for pedestrians, better accessibility and more greening possibilities, improved lighting and drainage. Ultimately, it will create a better place for 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.

- Two-way traffic should be retained (Warwick Way – 39 comments, Churton Street – 23 comments)

WCC Response to Issue: The benefits of the permanent scheme are predominately achieved by making Warwick Way one-way traffic to create more public realm space and reduce traffic. If traffic is to revert to two-way, these benefits could not be achieved.

- Dissatisfaction and concerns about traffic diversion (Warwick Way – 28 comments, Churton Street – 5 comments)

WCC Response to Issue: Under the proposed permanent scheme, the eastbound alternative routes are approximately 530-700m in length (depending on route chosen) and the additional journey times are 2-3 minutes along Warwick Way corridor at peak times. 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.

Suggestions/comments on the permanent schemes

- Provide more new trees and greenery, choose appropriate tree species and extend trees to Belgrave Road (43 comments)

WCC Response to Issue: Tree planting forms part of the proposed scheme, tree locations are reviewed by WCC's Arboriculture team and will be subject to trial hole survey results.

- Use of high quality materials for paving, carriageway surfacing, street furniture and lighting (28 comments)

WCC Response to Issue: The Council has reviewed the use of bespoke high quality paving materials, it is considered not achievable due to budget constraints and associated maintenance concerns. However, low carbon paving and resurfacing materials are being reviewed and will be used where appropriate. Large grey Wornum lamp column and LED luminaire are proposed and will be consistent with the area.

- Extend scheme to other Pimlico areas such as Vauxhall Bridge Road, Upper Tachbrook Street, Wilton Road, Denbigh Street and Lupus Street, etc (25 comments)

WCC Response to Issue: These comments have been passed on to WCC's Place Shaping team for further consideration. The scheme already comprises footway widening on Upper Tachbrook Street (south of Longmoore Street).

- Safety concerns and danger to road users (25 comments)

WCC Response to Issue: One-way operation on Warwick Way and Churton Street will make it easier and more convenient for people to cross the road because carriageway width (crossing distance) is reduced. Widened footways will provide people with additional comfort when making trips on foot and improvement to the walking environment is likely to reduce conflict between different road users. The scheme also proposes to prevent vehicle access between Guildhouse Street and Warwick Way (except cycles and emergency vehicles) as local residents have raised safety concern at this location.

- Two-way cycling and safe cycling infrastructure should be provided (22 comments)

WCC Response to Issue: Two-way cycling has been incorporated into the latest Warwick Way and Churton Street designs. The scheme also proposes to install more cycle stands in the area.

- Inconvenience to residents including disabled and elderly, and businesses (22 comments)

WCC Response to Issue: Under the proposed permanent scheme, the eastbound alternative motor traffic routes are approximately 530-700m in length and the additional times are 2-3 minutes along the Warwick Way corridor at peak times. Therefore, it is considered not to have significant impact on drivers (either long distance or more local traffic). Dedicated loading bays will be introduced/maintained at four locations on Warwick Way and three locations on Churton Street, so that appropriate loading and unloading facilities will still be available.

Widened footway will also provide more footway space for pedestrians including disabled and elderly, along with enhanced shorter pedestrian crossing.

- More pedestrianisation and crossing should be provided (16 comments)

WCC Response to Issue: Pedestrianisation currently does not form part of the project scope and requires more extensive study. This comment has been passed on to WCC's Place Shaping team for further consideration.

Crossing distance is reduced at multiple locations due to narrower carriageway which makes it easier and more convenient for pedestrians. One new informal crossing is being introduced on Churton Street and another on Warwick Way, the one-way operation will reduce the amount of conflict between pedestrians and motor traffic.

- Review echelon parking layout on Tachbrook Street (11 comments)

WCC Response to Issue: 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.

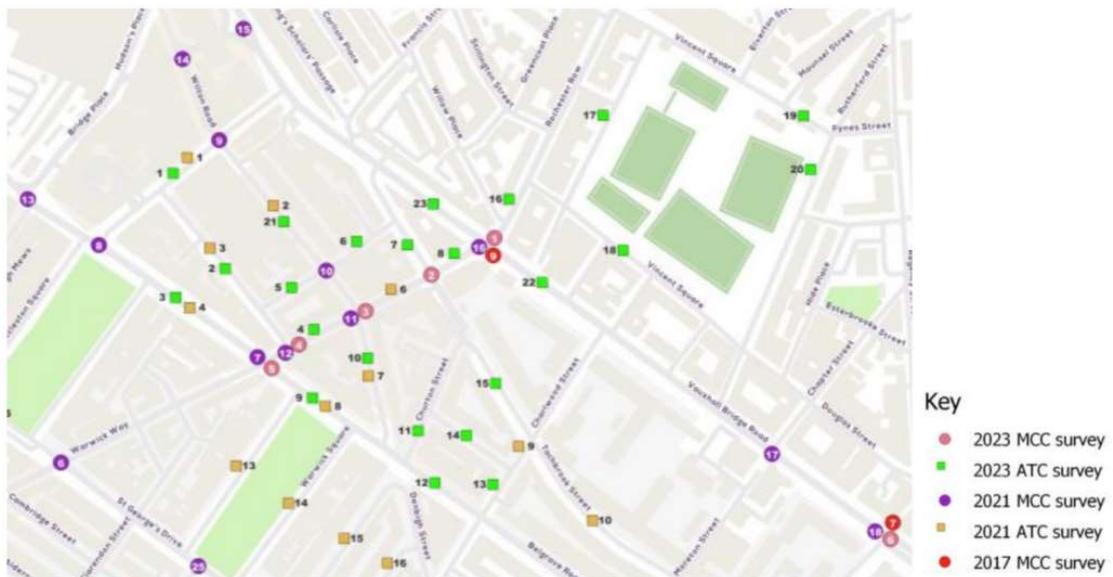
Next Step

- A statutory Traffic Management Order (TMO) consultation is anticipated to be carried out in November 2023 for a duration of 3 weeks.

Appendix A

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/hr¹ 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)	
	AM	PM	AM	PM	AM	PM
Rochester Row Eastbound	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)	
	AM	PM	AM	PM	AM	PM
Rampayne Street (EB) approach with VBR	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.

Appendix B

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:
 - o Warwick Way
 - o Gillingham Street
 - o Wilton Road
 - o Guildhouse Street
 - o Belgrave Road
 - o Denbigh Street

- The key pollutants considered in the assessment are:
 - o Nitrogen dioxides, NO₂
 - o Particular matter less than 10 micrometres, PM₁₀
 - o 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 NO₂, PM₁₀ 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, NO₂, PM₁₀ 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 NO₂, PM₁₀ and PM_{2.5} emissions along Gillingham Street, Wilton Road and Guildhouse Street.
- Although there is a small increase in traffic flow on Denbigh Street, there is a decrease in NO₂, PM₁₀ and PM_{2.5} emissions.
- There is an increase traffic flow on Belgrave Road (south of Warwick Way), an increase in NO₂ emissions but a decrease in PM₁₀ and PM_{2.5} emissions.

- The London Atmospheric Emission Inventory (LAEI) provides the predicted 2025 ambient concentrations of NO₂, PM₁₀ 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 NO₂, PM₁₀ 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/m³ at all sensitive receptor locations included in this assessment. However, many areas across London are currently predicted to not meet the 10ug/m³ 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.