

25 June 2020

Submitted by the Knightsbridge Neighbourhood Forum (respondent ref. no. 51)

WESTMINSTER CITY PLAN EXAMINATION – MATTER STATEMENT 6

Matter 6 – Connections

Policy 31

1) Taking each individually, are Policies 25-32 justified, effective, consistent with national policy and in general conformity with the London Plan?

Why Reg 19 City Plan (with minor mods) is not sound	What change to plan wording is required for soundness	Evidence
<p>Policy 31C is not effective because it relies on a strategy that has no status and has not been submitted to the Examination.</p>	<p>Amend clause 31C to read: <i>“C. The council will support the continued roll out of on street electric charging points or wireless charging facilities for use by the general public across Westminster that are future-proofed in terms of technology, capacity and demand.in line with the emerging Westminster Electric Vehicle Strategy (2019).</i></p>	<p>By 2035, fully five years before the end of the plan period, no new petrol or diesel cars will be permitted to be sold in the UK. The expectation is that new vehicles will be low emission and principally electric vehicles. The need for appropriate charging facilities for such vehicles therefore becomes paramount. Whilst private provision of charging facilities in line with parking standards will address the needs where parking provision is made, there will be numerous other types of vehicle usage for which other forms of charging provision is required. This includes taxis and private hire vehicles and delivery vehicles. In particular for these vehicles, the need to charge as quickly as possible is paramount and the expectation is that, over the period to 2035, improvements in technology will mean that the speed of charging improves dramatically. However, this requires the necessary technology and systems to be in place. Many developers will be unaware of what the appropriate technology might be at the time and what upgrades to the electricity transmission network are required.</p> <p>The Westminster Electric Vehicle Strategy 2019 has not been submitted to the Examination and is not available on the internet. Therefore, it is not possible to know what provision it makes for charging points. Moreover, this document has no status and does not therefore place any clear policy commitment or requirement on the Council or developers alike to contribute towards achieving these objectives, either through developer contributions or through the design of buildings and spaces.</p>