

### **Summary position as at end Feb 2021**

Overall, the WCC Summer 2020 traffic management scheme in and around Warwick Way was well received by residents and businesses and met its main objective of helping the pubs, restaurants and cafes to continue trading. There is significant support for the same or a similar scheme to be in place before lockdown restrictions are relaxed in Spring 2021 when outside hospitality reopens.

The 2020 experience highlighted several opportunities for improvement which should be taken into account as WCC plans for the Spring 2021, in particular

- re-routing diverted traffic through Longmore Street was seen as inappropriate to the point of dangerous and should be avoided if at all possible
- the layout of the road and pavements should be reconsidered to help pedestrians, prams, buggies wheelchair users etc negotiate the pavement whilst respecting social distancing
- the barriers were ugly and should be improved and the practicability of build-outs instead of barriers should be considered both from appearance and layout perspectives.

There is also support for a longer-term plan taking into account what did and didn't work well put into a permanent context. WCC will clearly need to consider a range of options and should involve the business and resident communities in design and selection ahead of formal consultation. Reduction of through traffic was clearly desirable but would need suitable modelling, planning and consultation before long term adoption.

### **Feedback on Summer 2020 Scheme**

The PNF asked for feedback on the Summer 2020 scheme in a newsletter sent to members and subscribers on 17 February 2020 and published on the PNF [website](#). Below are all of the responses we received, removing names and addresses.

#### **Points in Favour**

1. The arrangements last summer were excellent. I am excited that you are looking into a way of repeating them.
2. It would be great if it was permanent . The positives was that the flow of traffic worked really well. Warwick way can get congested with parked cars on both sides of a two way street. It also had a good community ambience and it would have greatly helped the small businesses.
3. I live in this area and would say broadly it worked well.
4. We loved it - felt so convivial and a bustling neighbourhood with lots going on. Such a simple idea had a real impact. Obviously would be nice to have it in a more attractive

format, but I think everyone recognised that we all worked with what was possible. Please do consider it again.

5. I thought it worked fairly well and my only comments would be on the look and feel.
6. We were unaffected by them [the barriers]. Glad it helped the local businesses.
7. We felt the temporary plan was a huge success. Warwick Way became a vibrant hospitality street and the restaurants really did their best to accommodate the additional folk who were attracted by the dining deals available.
8. Everything the Council can do to help businesses regenerate , lift the local amenity and economy is to be welcomed . I found using the temporary arrangements worked very well ( good food and service ) and hope that it will be possible to have them as a permanent feature in an enhanced way .
9. I thought it worked fairly well and my only comments would be on the look and feel. As we seldom drive that way (entrance to congestion charge and ULEZ) and could get to Sainsbury's car park easily enough when we needed to, it didn't much impinge on us as drivers.
10. The summer scheme was very successful in allowing our hospitality businesses to trade safely and our residents to enjoy a meal outdoors, and would we strongly support a similar scheme starting this Spring.
11. I found the arrangements which we had last summer of wider pavements and increased cafe sitting out areas a very great improvement both visually and functionally. There was a relaxed, friendly atmosphere with residents able to just stop and have a chat with a neighbour or join them for a coffee or drink. I very much hope that this can become a permanent arrangement. You have succeeded I believe in getting Warwick Way, one way traffic only.
12. I think the arrangements last summer worked well under the circumstances. It's true that the barriers could have been more pleasant, but that was understandable.
13. As a Pimlico resident, I am fully supportive of reintroducing the expanded space for restaurants and pubs to have outdoor dining- especially in the light of Monday's announcements. I think the council should be doing everything in its power to support the local hospitality trade and this made a big difference. Some aesthetic improvement to the barriers wouldn't go amiss! I understand these were installed at short notice!
14. The PGRA supports the Pimlico Neighbourhood Forum's vision of a one way system and outdoor seating for pubs, cafes and restaurants.
15. The proposed scheme, while it has some faults, enhances the retail and hospitality offerings in Pimlico, and will increase the community feel, and bring well needed trade and business into the area.
16. The PGRA approved of the temporary measures made during the lockdown and are supportive of them being made permanent.
17. As a local resident who visits this area almost every day, I thought the scheme worked extremely well, but it is extremely important that you canvass the traders and restaurateurs on the area to understand what difficulties they might have had with this. My concern is that the local business can do business under these circumstances and they are the ones who will be able to give you practical comments. The main point is I thought the scheme worked well and was well implemented.
18. We live locally [xx] and thought the scheme was excellent and would love to see it reinstated on a permanent basis to bring a real sense of community to that area. It will allow the local residents to take ownership and pride for the location and support the

local businesses. The traffic calming measures will also reduce it being used as a cut through between Vauxhall Bridge Road and Belgrave Road

### Points Against

19. As a driver [I am very pleased that Warwick Way is back to two way traffic], the restrictions made driving in that area very difficult.
20. While the lockdown traffic arrangements might have been successful for three hospitality businesses in Warwick Way (The Queen's Arms, The Warwick, Cyprus Mangal) , the traffic arrangements through Longmoore Street were entirely unsafe and unfair to locals and inappropriate. Cars were speeding through Longmoore Street and there were even two cars that collided with each other on the corner Longmoore Street/Upper Tachbrook Street during lockdown. Longmoore Street (which itself has three hospitality businesses on it (The Prince of Wales, Hatch 77 and Chicken Joint & Taquitos Mexican Grill)) is too residential and too narrow to accommodate the traffic that would otherwise have travelled via Warwick Way to go from West to East.
21. As Residents of Longmoore Street, a narrow one way street, which was turned into an extremely dangerous and busy rat run, totally in breach of the transport policy for Westminster, may we make it totally clear that any scheme that utilises Longmoore Street will be resisted by all means possible.
22. There were some pinch points though. The corner of Warwick Way and Denby Street is difficult when the Italian restaurant has its ice-cream cone displayed on the pavement. Also, on the diversion route down Longmore Street - the junction with Wilton Road was very dangerous. There should be either a Stop sign or traffic lights. Also parked cars on both sides of Longmore Street made access for vehicles very tight
23. I want to stress that the traffic diversion from Warwick way into Longmoore street is extremely dangerous and completely unsuitable. We have watched in dismay and horror how the first scheme turned our quiet, friendly, residential street into a motorway. The noise, the fumes and the dangers created by such high traffic in a small street clearly not designed for it, were a nightmare. Our parked car has been damaged by passing vehicles twice. I fear something far more dramatic may have happened.
24. Personally, I found the barriers and one way system a real inconvenience and I hope it isn't re-introduced. As a pedestrian you couldn't maintain social distancing trying to get around the extra 'street furniture' and it caused bottle necks at certain points as you couldn't cross the road because of barriers, bus stops, litter bins and cycle racks. This initiative also caused parking and delivery issues with vehicles double parking and blocking the roads making it difficult for buses, emergency vehicles etc. to get through.
25. ... as cyclists it was pretty tiresome; and as local shoppers/walkers who don't use the coffee shops. it was very unsightly and the pavement still fairly crowded.
26. I live in the section of Longmoore Street between Guildhouse Street and Wilton Road which, as you know, is quiet, narrow and residential and full of families with small children. To say that the scheme which recently came to an end was a "big success" is totally at odds with the effect of the main 'A' road (Belgrave Road) being diverted down our tiny street. How the architects of this plan could ever contemplate such a scheme is difficult to understand, especially without consulting the residents, and it is even more difficult to understand how such an ill thought out and dangerous plan was ever accepted by Council officials.
27. Fortunately, thanks to the efforts of our splendid local Councillors common sense prevailed at the Council. Whilst everyone wholeheartedly supports the principle of doing everything to get local traders back on their feet, it cannot be at the expense of the well

being and safety of local families. I trust that any future plan you are involved in will ensure that there is no question of the Belgrave Road again being diverted down our totally inappropriate street.

28. Last year, the then Hospitality Scheme traffic flow arrangements were completely dangerous and unsatisfactory. Vehicles forced to turn left into Gillingham Street [does this mean Guildhouse?] posed a great danger to pedestrians walking along the North side of Warwick Way, attempting to cross Guildhouse Street. On several occasions, I was nearly hit by vehicles turning left, forced into Guildhouse Street by the Hospitality scheme. Traffic then had to turn right into Longmoore Street, a very narrow street bordered by residential properties, and with very narrow pavements. The same difficulty arose when walking up to Sainsbury's along Wilton Rd, where all pedestrians had to dodge between the vehicles coming out of Longmoore Street. These two crossings pose a danger in both life and limb to pedestrians in the area, many of whom have young children, some in buggies, or who are elderly and frail. Regular users of these crossing points in Warwick Way and Wilton Road also include disabled residents, who need to use electrical buggies. Surely it cannot be right to lead both traffic and pedestrians, or buggy users, into two such potential death-traps, or injury risks, on their way to get their shopping, or have a coffee in the "Hospitality Scheme".
29. The stretch of Longmoore Street between Guildhouse Street and Wilton Road is a quiet, narrow street with many families in it. It is not suited for goods vehicles and vans, and is not appropriate as a route to carry the same weight of traffic as Warwick Way. When the diversion was in place, there was a significant increase in pollution and noise, including late at night. Additionally, the narrowness of the road led to damage on both parked cars and moving cars and it was difficult for larger vehicles to turn into Longmoore Street from Guildhouse Street. I would urge the Council to find an alternative solution that did not attempt to turn a narrow residential street into a major thoroughfare.
30. I hated the makeshift barriers and thought they were completely unnecessary and I hope that everything will revert to how it was before the pandemic. There didn't seem to be the numbers of people to warrant all the disruption to parking in the area.

### **Suggestions for improvement/different schemes**

31. May all of Pimlico be pedestrian-only, I say!! (Well, nearly!). Seriously, as a car driver I feel that there should be plenty of pedestrian-only streets and plenty of facilities for cyclists.
32. Is it not possible to have more permanent pedestrianisation for outside eating etc. It would improve the feel of the area and air quality! There is still a significant and worsening problem with begging and drunk/high street population in the area that meant eating out involved been bothered for money lots. More needs to be done there.
33. Gillingham Street, which is much wider, would be much more appropriate diversion route for traffic from Belgrave Road to Vauxhall Bridge Road with wider pavements and wider tarmac. Or Charlwood Street.
34. If it still has to be temporary, I thought that the Elizabeth St scheme, which 'greened' the barriers was very successful, and also helped to create a more protected feel to them.
35. Beyond the specific Longmoore street consideration, I am NOT in favor of renewing the hospitality scheme on Warwick way/Wilton road for the following reasons:
  - the traffic in the neighbourhood was complicated and challenging, and that in a low circulation context. When the city goes back to business as usual, I can only imagine the dreadful traffic jams this will create.

- as a customer of the restaurants & pubs, I found it quite unpleasant to have my meal next to flurry of car exhausts and once I had tried it once for the novelty of it, resolved never to do it again. This will be compounded by the increased traffic of BAU.
36. Could consideration be given to , over time , creating a 'boulevard' type ambience ? A lot of very hard work must have gone into the immediate provision of barriers etc. and they are typical of those used for heavy road works . Could longer term budgeting be planned to allow provision of designed barriers and small trees and planters ?
37. if the Council could be trusted to put decent looking bollards and perhaps even some flower troughs, it would at least look better. But I doubt the residents of Longmoore Street would welcome back the extra traffic.
38. We would also support temporary pavement build-outs rather than MASS barriers as the former seem to have a number of benefits:

#### *Safety*

- Allow tables & chairs to be directly adjacent to premises, thus reducing staff crossings over the footway. Diners would not need to sit in the roadway. Pedestrians would not need to step down off the kerb. No barriers so less distracting for drivers

#### *Better use of space*

- No need for social distancing space both sides of pedestrians. No need for extra width of MASS barriers

#### *Other*

- Improved appearance. Less interference with people crossing the road from the other side. No need to rent barriers. We understand that the one-way system did cause some problems for some residents in Longmoore Street. Perhaps the route of the diversion could be adjusted to help with this.
39. My suggestion for traffic flow, if the Hospitality Scheme is reinstated, is for the eastward flow of traffic along Warwick Way to turn left into Belgrave Rd, and then right at the next set of traffic lights into Gillingham Street. This would have several advantages. Both turns have pedestrian lights and traffic islands on the crossings, thus ensuring safety for both vehicles and pedestrians. Gillingham Street has far fewer residential properties, so would be exposing fewer people to noise and air pollution. It is a wider, two-way street, with a traffic island at the junction with Wilton Rd, to facilitate pedestrians crossing. Traffic turning left from Gillingham Street into Vauxhall Bridge Rd would be done with ease.
40. The ideal situation would be to find a permanent solution to the unacceptable volume of traffic on Warwick Way. I live at [xx], between St George's Drive and Belgrave Road. Before the lock-down, the levels of air and noise pollution were appalling, exacerbated by tax is using it in an Easterly direction to get to Victoria Station. Traffic was backed up as far as our house, a considerable distance from the traffic lights at Belgrave Rd. The solution to all this would be, to make Warwick Way one way, going in a Westerly direction, and to pedestrianize Warwick Way.
41. I have seen that you are reconsidering the traffic redirection again down Longmoore Street. As a mother of two young children, I found this to be a nightmare last year as not only did we struggle to park, more importantly we had several near misses with cars which sped down the road. Longmoore Street is far too narrow to become a rat run. PLEASE do not do this again and instead send it down Guildhouse Street.
42. My personal view is that in the long-term, the route for the 24 bus should be altered and re-routed down Belgrave Road, Gillingham Street and then onto it normal route along Wilton Road. Residents wishing to attain Sainsburys can use their back entrance? Two

buses can hardly pass each other in Denbigh Street at the best of times and it is almost impossible for them if seating is being approved outside UNOs on the Denbigh Street frontage. I'm also in favour of the one-way system progressing as far as Belgrave Road in order to alleviate traffic travelling down Longmoore Street.

43. We believe that there needs to be significant improvement in the public realm, particularly around Warwick Way and Wilton Road. While not directly in our area we believe that improvements in this core retail and hospitality area will directly benefit residents in the Pimlico Grid.
44. I wonder whether it might be better if the section of Warwick Way between Belgrave Road and Wilton Road was pedestrianised and totally free of cars except for deliveries. Only a suggestion, I have no knowledge of this sort of thing.

#### **Process points/criteria for decision making/Other**

45. Rather than changing travel arrangements for a few Summery nights, retail and hospitality would be much better served by lower business rates.
46. Has there been any feed-back about the changes to traffic routes and if these were to be permanent what are the implications on the immediate area ? Has there been any consideration given to the health implications of folk sitting at tables directly adjacent to traffic , particularly when that traffic is stationary ? Have the Council received any negative feed-back from immediate local residents about increased noise ?
47. We have been provided with no evidence or data concerning the costs and consequences of the measures that were introduced. Given that this created a significant change to traffic flows in a major through road - it would not be unreasonable to expect the council to have conducted a significant study - and to have subsequently produced a report to aid informed conclusions. Until this is clear and to hand - it does not seem that there is a case for it to be reintroduced
48. Of course if it does become permanent there will be the other improvement of a simple kerb between the new pavement and the road replacing these great red and white temporary barriers and space for greater planting of trees and plants which some cafes started to do themselves last summer. It felt like a friendly neighbourhood! I hope any necessary road works etc could be carried out in the winter.
49. The other improvement which I have mentioned previously is to the paved area between the market and Vauxhall Bridge Road. The back of the shops should be cleaned up and the area made into a pleasant pedestrian square, with tables and chairs, umbrellas, planting etc with the children's play area opening off it. The public (not public) lavatories are badly sited. We have no community area anywhere.
50. Of course it would have created a much more pleasant environment if some streets could just have been closed completely to traffic, as was the case very successfully in Soho. As a further example, the current part closure of Upper Tachbrook Street to house Tachbrook Market has actually made for a very nice improvement. So perhaps one option for this year might be to maintain two-way traffic in Warwick Way, but completely close Denbigh, Churton, Upper Tachbrook and even Wilton Road between Gillingham Street and Warwick Way. That would really give a boost to the local street life. I realise that a bus route would be affected by closing Denbigh Street and Wilton Road, but there would be re-routing options if TFL could rise to the challenge. And some businesses in Warwick Way might not benefit, such as the Warwick Pub, although they might be able to serve into a closed Wilton Road.

PNF

1 March 2021