



Our ref: WSTM/21/97

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19 August 2021

Dear Sir/Madam,

Re: Pimlico Neighbourhood Plan

Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this matter. The comments are made by TfL with regard to its role as a transport operator and highway authority in the area. These comments also do not necessarily represent the views of the Greater London Authority (GLA).

Thank you for giving TfL the opportunity to comment on the Pimlico Neighbourhood Plan. Our role is to consider the strategic transport aspects of growth and development in the statutory context of the London Plan and on behalf of the Mayor of London. We previously responded to the Regulation 14 consultation by the Neighbourhood Forum in 2019 and raised a number of issues. Since that date the London Plan 2021 has been published and Westminster City Plan has been adopted.

It is disappointing that the Neighbourhood Plan make no reference to the Mayor's Healthy Streets Approach, Vision Zero or the targets to increase active travel and use of public transport while reducing car journeys.

We note that there is no mention of parking provision in new developments. Given the location of the area and its considerable public transport connectivity, we expect all new developments to be car-free (except for disabled persons parking), in line with the London Plan standards for the Central Activities Zone (CAZ). This approach has also been taken in recent draft Neighbourhood Plans for West Fitzrovia and Soho.

However, we welcome the references to a reduction in space dedicated to parking, rebalancing space in favour of pedestrians over vehicle parking, provision of cycle

parking in line with London Cycling Design Standards and the reallocation of space from on street car parking to create more cycle parking and wider pavements.

We are committed to continuing to work closely with GLA colleagues to help deliver integrated planning and make the case for continued investment in transport capacity and connectivity to unlock development and support future growth in Pimlico, as well as across London more widely.

We have set out specific comments in the Appendix below. I trust that the above provides you with a better understanding of TfL's position on the Pimlico Neighbourhood Plan. Please do not hesitate to contact me should you have any queries or clarifications about these comments.

We look forward to working with the Forum as they seek to implement the public realm and transport aspects of the Neighbourhood Plan.

Yours faithfully,

Josephine Vos | Manager
London Plan and Planning Obligations team | City Planning
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Appendix: Specific comments from TfL on Pimlico’s Neighbourhood Plan

Section	Page	Comment
Policy PIM19 Public Realm	51	We support proposals that rebalance space in favour of pedestrians over vehicle parking and the reallocation of space from on-street car parking to create more short stay cycle parking. We also welcome requirements for cycle parking in line with London Cycling Design Standards.
Policy PIM22 Wilton Road/Warwick Way public realm and Section 27	54 - 55	We support proposals that widen the pavement at the expense of parking spaces. Note that Vauxhall Bridge Road forms part of the Transport for London Road Network (TLRN) and so any proposals affecting junctions, crossings or traffic signals would need to be discussed with TfL as highway authority for the TLRN