

What are the detailed proposals for each street in the scheme?

Curzon Street

- Widen footways on the southern side to reduce crossing distance and create more space near the entrance to Shepherd Market passageway.
- Relocate 5 pay-by-phone parking spaces on the south side of Curzon Street.
- Provide up to 9 cycle stands to host up to 18 bikes.
- Introduce pedestrian directional signage and, where possible, introduce new trees and greening and public seating.

Shepherd Street:

- Widen footways on both sides of Shepherd Street to improve access to increase pedestrian comfort, create shorter crossing distances, and improve visibility of traffic by removing 3 pay-by-phone parking spaces.
- Change traffic direction on Shepherd Street to one way eastbound from Trebeck Street to White Horse Street.
- Create a restricted parking zone on Shepherd Street to the east of Trebeck Street and the pick-up and drop off passengers will still be possible at any time.
- Create an area on the north side of Shepherd Street for loading in the AM (loading between 12 midnight and 12 noon), and pedestrian-only space from 12 noon to 12 midnight.
- De-clutter the space by removing unnecessary objects and signposts.
- Pave the entrance to Mayfair Row with stone setts as a pedestrian cross-over.
- Improve pedestrian access at the junction of Shepherd Street with Carrington Street and Trebeck Street with a step-free crossing and shorter crossing distances, to increase pedestrian comfort and connections north-south and east-west.
- Introduce pedestrian signage and, where possible introduce new trees and public seating.

Carrington Street:

- Widen footways at the entrance to Carrington Street to improve access, increase pedestrian comfort, create shorter crossing distances, and clear sight lines.
- Raise the existing carriageway to be level with the footways to improve pedestrian comfort and create an easier crossing.
- Install bollards where necessary to transition to the new pedestrian space created by other bollards to the south.
- Where possible, increase trees to Carrington Street.

Trebeck Street:

- Relocate existing resident parking spaces to Carrington Street and Queen Street

White Horse Street:

- Widen the footways on the west side of White Horse Street to improve access and increase pedestrian comfort (installing bollards where necessary).
- Raise the carriageway to be level with the footways to increase pedestrian comfort and create an easier crossing.
- Create a restricted parking zone.
- Update existing lighting with wall-mounted streetlights.

- Improve pedestrian access at the south entrance of the street with a raised table on the Piccadilly footway cross-over.

Piccadilly:

- De-clutter the space by removing unnecessary objects and repaving footways with new stone consistent with White Horse Street and Half Moon Street.
- Improve pedestrian access along the street with raised tables on the footway crossovers at the entrance and exit to the Cambridge House forecourt, to increase pedestrian comfort and connections.
- Improve pedestrian signage signage.

Half Moon Street:

- At the south end of the street, widen footways and create a raised table carriageway level with footways to increase pedestrian comfort and create an easier crossing.

How will the road layout be impacted?

The road layout will change to create a new pedestrian square for the community. Vehicles will be limited on the dead-end road space of Shepherd Market. Shepherd Street will become a one-way road going east from Trebeck Street to White Horse Street. The width of the road will be reduced to make the sidewalks wider.

What materials and colours are proposed in the new designs?

Different types of natural stone paving will be used in various areas. English Yorkstone will be used on the sidewalks around Shepherd Market, in the passageway, and on White Horse Street, Carrington Street, Curzon Street, and Shepherd Street.

In the new pedestrian square, a mix of triangular paving will be used, including Yorkstone, green, pink-beige, dark stones, and light grey granites.

The carriageway in White Horse Street and Carrington Street will be made of hard-wearing setts in granite and other stones. Granite kerbs will be used throughout the project. Light grey granite will be used for vehicle entrance cross-over areas. Artificial stone paving will be used on the sidewalks of Piccadilly, Half Moon Street, and part of Curzon Street.

How will this proposed scheme impact local parking?

Four resident parking spaces will be relocated from Trebeck Street (3 in Carrington St and one in Queen St). The current 5 Pay by phone parking spaces will be relocated to Curzon St. The total number of parking bays will remain the same.

Will there be any changes to the loading zones?

Under the current arrangements, vehicles can load anywhere along the street as long as traffic can pass, and no other vehicle is already stopped there. This applies to parking bays (20mins) and yellow

lining areas. Under the proposals, loading will only be allowed in marked bays within the Restricted Parking Zone and in surrounding areas where additional capacity is provided. The marked bay within the zone will only be operational from Midnight to Midday and will serve as footway space the rest of the time. The loading activity has been analysed to ensure enough space is provided.

What is a restricted parking zone?

A Restricted Parking Zone (RPZ) is an area where parking and loading restrictions apply to vehicles without the need for painted lines on the road surface. Vehicles should only park and load in the designated signed bays when permitted. This helps keep the public space visually clean and avoids adding yellow line paint to the new natural stone surfaces.

Will there be any impacts to the local buses?

There will be no changes to buses.

Where will new public seating be available?

More public seating will be provided in the new pedestrian square and on Curzon Street.

How will this proposal impact cycle routes?

The proposals will not affect cycle routes. Additional cycle parking will be added on Curzon Street, and other possible locations are being explored.

Will street lighting be upgraded?

The street lighting will change. Wall-mounted light fittings will be introduced in Shepherd Market, allowing the removal of lamp columns within the Market Square to create more open space. The wall-mounted fittings will match the style of the removed lamp columns, which will be reused elsewhere in the scheme. New wall mounts will also be installed along Whitehorse Street on the new building facade. Some new small light fittings will be added in the alleyway, and a new lamp column will be installed on Shepherd Street.

Will WCC be impacting local trees and greenery?

Subject to further testing and below ground conditions, five new additional trees are proposed. Low-level planting will be added on Curzon Street. Other areas of greenery connected to sustainable drainage locations are being explored.

How will surrounding local roads be impacted?

There will be no impact on roads outside of the study area. The change in traffic flow direction on Shepherd Street will only affect traffic flows within the local study area.

Are there any proposed timed road closures?

No timed road closures are proposed. The "Market Square" will be a vehicle-free public space at all times.

How will construction impact the local area?

It is too early to determine construction impacts. The construction plan will be determined in the detailed design stage, based on the consultation outcome and Cabinet Member approval. The scheme will be built in phases to minimize disruption. Pedestrian access to properties will be maintained, but some parking suspensions and road closures will be necessary for safe practices and excavation. During construction, noise and dust will be managed, and a Public Liaison Officer (PLO) will be present to update stakeholders on progress. The PLO will also coordinate with commercial properties for timing of paving, temporary parking suspensions, and addressing any questions.

How long will construction take?

The council will work with contractors in the next design stages to determine the duration of the works and assess construction methods that minimize disruption. If the scheme moves forward, construction will be coordinated with other planned utility repairs and maintenance.

What are the next steps in this proposal?

After this consultation, the designs will be updated. Later in the year, there will be a formal Traffic Order Consultation to consult on the detailed design and formally advertise the proposals for parking and loading.

What public consultation has been undertaken to date?

This is the first formal public engagement by Westminster City Council regarding the proposals for Shepherd Market streets. These proposals have been developed based on previous design ideas shared with the community last year. You may have seen these ideas at a pop-up exhibition in Shepherd Market in July 2022 or through local stakeholder groups like SMARRT (Shepherd Market Retailers Residents and Traders). Our current proposals have taken into account previous discussions and inputs from local stakeholders. We value your feedback at this stage to inform the next steps and design development.