



KNIGHTSBRIDGE NEIGHBOURHOOD FORUM



Knightsbridge Neighbourhood Plan

Consultation Report – 24 March 2016

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APPENDIX A List of stakeholder organisation responses

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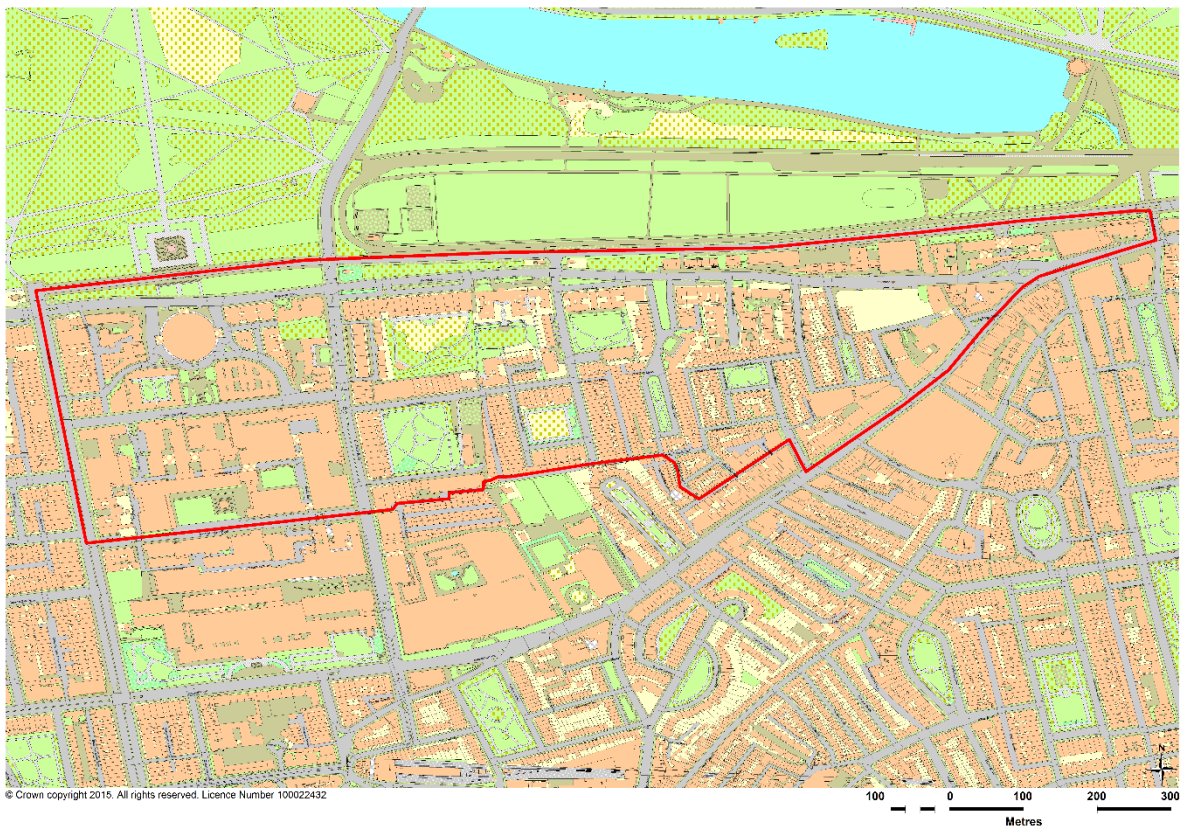
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1 INTRODUCTION

1.1 The Knightsbridge Neighbourhood Forum (KNF) was established in 2015 to give the community of Knightsbridge the opportunity to prepare a Neighbourhood Plan (called 'the Plan') for the Knightsbridge Neighbourhood Area (KNA) (Figure 1). The KNA, determined by Westminster City Council (WCC) in March 2014, is the designated area for the Plan and is hereafter referred to simply as 'Knightsbridge'.

Figure 1: Knightsbridge Neighbourhood Area ('Knightsbridge')



This Consultation Report summarises the engagement work of the KNF up to March 2016. It describes how the initial principles of the Plan for Knightsbridge have been established and how these were shaped in the first instance by key stakeholder groups. It then goes on to summarise the views of the community on these matters as provided at the engagement events held on 26th and 27th February 2016. Finally it briefly summarises the next steps in taking the Plan forward.

2 INITIAL ACTIVITY

- 2.1 The KNF was established as the appropriate body to take forward a Neighbourhood Plan for Knightsbridge. In order to establish itself as such a body, it prepared Articles of Association (the 'Constitution') which presented the working principles that the Plan would seek to achieve:

"The Forum aspires to use the neighbourhood forum processes to improve the functioning of the Knightsbridge Area by consulting widely on, amongst other things, ways to: protect, preserve and enhance its unique character; make the area more sustainable; have a well planned and maintained public realm which responds well to the high volumes of workers and visitors to Knightsbridge and the needs of local people; support efforts to reduce crime and disorder and prevent public nuisance; enhance its economic performance for local businesses and suitability for local institutions; improve quality of life for residents; and support measures which improve air quality and reduce noise nuisance." (Article 4.3)

- 2.2 The KNF used these principles to develop a draft vision and values to inform the Plan. The reason for this was to avoid the 'blank sheet' approach to early community engagement. From experience, asking people vague questions about what they do or don't like about their place elicits a wide range of responses which are extremely difficult to analyse in a way that provides a meaningful focus and way forward. Providing a working set of vision and values gives the community a focus to which they can respond and engage in a constructive manner.
- 2.3 The KNF Board (or Steering Group) was established with the aim of representing, as far as possible, the wide range of interests and stakeholders across the Plan area. In order to organise engagement and other work, four key stakeholder groups were identified and 'quarters' were identified in Knightsbridge. These were:
- Residential Quarter
 - Cultural Quarter
 - Business Quarter
 - Hyde Park Quarter
- 2.4 For some of these Quarters it is possible to identify notional boundaries whereas for others these are blurred. The approach is not intended to further sub-divide the Plan area, rather to recognise the different stakeholder and community interests that are present and how they interact with one another.



2.5 In recognition of the need for professional technical support in the preparation of the Plan, the KNF Board appointed Navigus Planning Limited and James Sharp, an independent planning consultant, in November 2015. Their respective roles were to support the Board in taking the Plan through the engagement and drafting process and to provide technical input on matters directly relevant to Knightsbridge and Westminster.

3 APPROACH TO ENGAGEMENT

- 3.1 At the point in late-2015 when the KNF was ready to commence the engagement process to inform the preparation of the Plan, a two-stage approach was adopted:
- i. First, engagement with key stakeholder groups within each of the Quarters through a series of meetings and workshops. These and other groups also commented on the exhibition boards used at the drop-in events.
 - ii. Second, to present the outputs from stage (i) at the public engagement events with the wider community in order to seek their views on the key issues identified.

Meetings and workshops

- 3.2 Between November 2015 and January 2016, the following meetings and workshops were held:
- i. Workshop with the KNF Board
 - ii. Workshop with the Knightsbridge Association (KA)
 - iii. Meeting with representatives from the cultural and educational institutions
 - iv. Meeting with a representative of Kingston House
 - v. Discussions with the Knightsbridge Business Group (KBG)
- 3.3 A summary of the key issues raised at these events is presented in the next section.

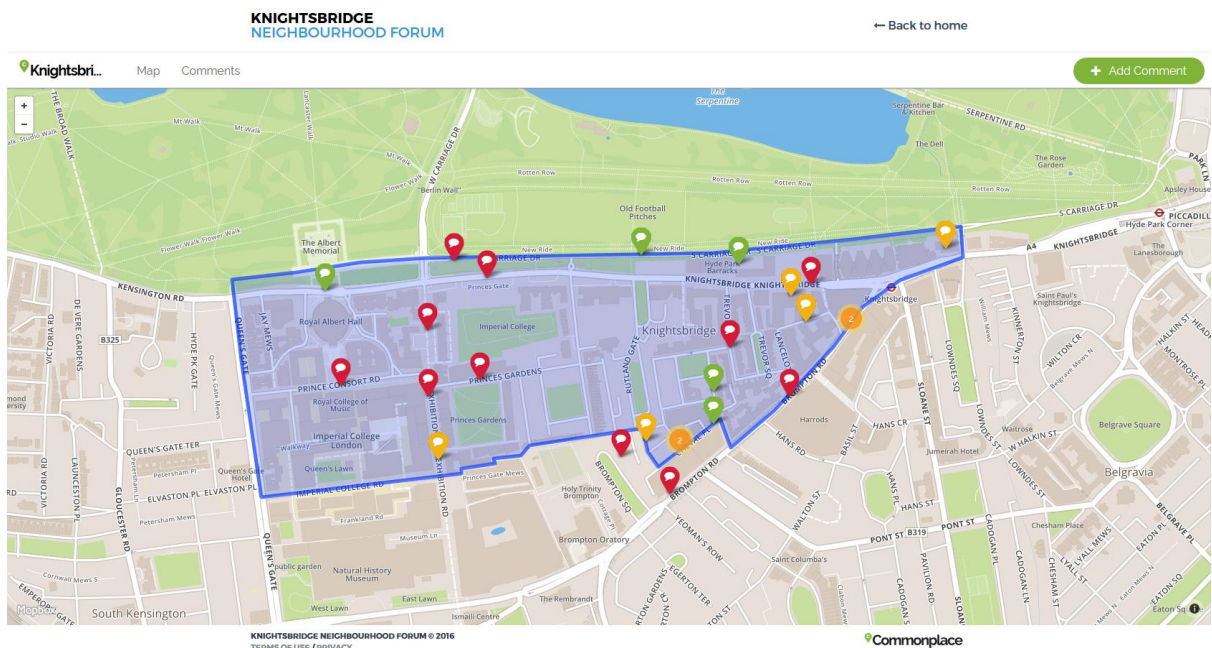
Public engagement events

- 3.4 On Friday 26th February and Saturday 27th February 2016, two identical engagement sessions were held between 10am and 2pm in the foyer of the main building of Imperial College in Exhibition Road. These were drop-in events where participants were invited to provide their views verbally or in writing.
- 3.5 The events were publicised in a variety of ways:
- In the Knightsbridge Association Annual Report (November 2015).
 - At the Knightsbridge Association Annual General Meeting (7th December 2015).
 - The Knightsbridge Association sent out an invitation from the KNF by email and post to all KA members (mid-February 2016).
 - The KNF carried out a leaflet drop across the neighbourhood area.
 - Through the Exhibition Road Cultural Group (ERCG).
 - Through the Knightsbridge Business Group (KBG).

- On the KNF website www.knightsbridgeforum.org (launched in December 2015 and a new website in January 2016).
- Promoted through social media - Twitter (@KnightsbridgeNF which had over 370 followers as of 11th March 2016) and Facebook (KnightsbridgeForum which had over 460 followers as of 11th March 2016).

3.6 At the events, people were asked to identify whether they were a resident, worker, student or visitor and broadly where they came from. They were then invited to respond to a series of focused questions presented on the exhibition boards in relation to each of the KNF main proposed themes and objectives. These responses were written by attendees on post-it notes. If anyone wanted to provide a more detailed response to the questions or any other matters, they were given the opportunity to provide these on open-response forms. Verbal comments were recorded where they were not provided in written form.

3.7 Following the event, the exhibition material was made available on the KNF website and through social media so people unable to attend could submit their views. The website also had a facility called Commonplace which allowed people to directly submit their responses and reply to responses made by others.



3.8 Stakeholder organisations were also given further time to provide a written response on behalf of their members or organisation. These included amenity societies, businesses, cultural institutions, resident groups, the Royal Borough of Kensington and Chelsea, the Royal Parks, Transport for London and Westminster

City Council. A full list of those that responded is included in Appendix A. Selected written responses are included in Appendix B.

4 FEEDBACK FROM STAKEHOLDER ENGAGEMENT

- 4.1 The stakeholder engagement had two elements to it. Initially feedback was sought on the draft vision, values, objectives, neighbourhood management issues and spending priorities that would eventually underpin the plan. It also sought to expand on these and understand the particular issues driving them. Then, following the public engagement events, further comments were invited from the stakeholders on the material presented at the drop-in events.
- 4.2 The feedback from the initial engagement activities and in later written submissions from these groups and other key stakeholder groups has been grouped here within the themes of the public consultation, for ease of reference.

Vision and values

- 4.3 'Appearance' was the main issue raised around the vision for Knightsbridge. Residential stakeholders felt strongly that the area was looking tatty and that it was struggling to balance the competing interests of residents and tourists in particular. Knightsbridge is increasingly a place to come for tourists and residents felt that their needs were not being properly considered. The amenity of residents was an issue raised in a number of different contexts, including the public realm, construction activity and the loss of community facilities.
- 4.4 There was support for the values that underpin the vision though some sense that they could be improved upon. For example, one cultural stakeholder suggested that the word 'inspiring' should be included.
- 4.5 One business stakeholder group commented positively that the KNF has been created with the express purpose of promoting and improving the social, economic and environmental wellbeing of the KNA and that these aims are very much in line with its own values.

Character

Objective 1: Enhance the special character of Knightsbridge e.g. architecture, low level buildings and recognition internationally as a centre of expertise and innovation in arts, science and design

- 4.6 Height and bulk of development was raised by residential stakeholders (and supported by business stakeholders and others), with particular concerns relating to any redevelopment of Hyde Park Barracks (HPB). People did not want to see an increase in the height, bulk or footprint of buildings within the area, and particularly next to Hyde Park.

- 4.7 One cultural stakeholder suggested that ‘technology’ be added after ‘science’.
- 4.8 Cultural stakeholders noted that while Exhibition Road itself had been significantly improved, much of the surrounding area had not had sufficient attention or investment. A significant issue was that built development needed to be focused on ‘quality’. The cultural quarter was established as a legacy of the Great Exhibition, for the purpose of innovation and inspiration in arts, design and science. This spirit of innovation and promotion of excellence is key character of this part of the Knightsbridge area. The Royal Borough of Kensington and Chelsea invited the Forum to comment on its Consolidated Local Plan for the Knightsbridge and South Kensington ‘Places’. Two Councillors and others emphasised the need to consider cross-boundary issues where feasible.
- 4.9 Some residential stakeholders felt that the special character of Knightsbridge was being lost because of the decline in the number of residents for whom their property is their main home, e.g. there are now many second homes, properties purely for investment and/or rental purposes and enlarged properties as a result of lateral conversions. These and other factors have reduced the number of long-term residents in Knightsbridge.



Objective 2: Enhance and restore historic features and improve the public realm

- 4.10 It was noted by one resident stakeholder that the objective did not use the word ‘heritage’ when it is ‘heritage’ that makes Knightsbridge special.
- 4.11 Generally, preservation and enhancement of the historic features or heritage of Knightsbridge was considered to be important by residential stakeholders. It was felt that this would not only make it a more attractive place to live but help to make it more attractive to others. Some felt that all new developments must be in keeping with the historic features or heritage of the area.

- 4.12 Stakeholders from the cultural institutions concurred that protection and enhancement of the built heritage and environment is an important priority. The public buildings need careful stewardship to protect and enhance heritage while also enabling full use of the buildings for their operational needs and to future-proof the services they provide.
- 4.13 Following the public engagement events, some business stakeholders emphasised that they would like to see public realm improvements e.g. those creating more space for pedestrians. They also said that all streetscapes should be kept clean, accessible and visually well presented. Furthermore there should be sufficient pedestrian crossings and appropriate levels of street lighting and CCTV. Commercial premises should ensure that frontages, including street signage of all types, are in line with local character.
- 4.14 Most of the discussions about this objective related to the public realm. The main issues raised were as follows:
- Stakeholders raised concerns over the ever-growing number of visitors to the area, which has resulted in change that is not for the benefit of residents and the 'long-standing community', e.g. cafés/restaurants spilling out onto the street, pedicabs or rickshaws, beggars etc. This point was raised particularly by resident and business groups.
 - Shopping facilities are important for some clients visiting hotels in Knightsbridge. Despite the fact that the area is identified by the London Plan as an International Retail Centre (one of only two in London), the growth in fast food outlets and coffee shops that serve tourists visiting Harrods and other places is concerning because it may result in the loss of other stores that give this area its distinctive international status. This is particularly the case along the north side of Brompton Road, which contrasts with the south side. Another example is Beauchamp Place. Short-term leases in several large buildings awaiting redevelopment were felt to have attracted opportunistic tenants in some cases. In general, it was felt that the importance of premium retail stores and office space had not been adequately recognised in the initial development of the Plan's objectives.
 - Whilst visitors are welcomed, increased tourist footfall has caused or contributed to many problems along Brompton Road and other streets. These include congestion for pedestrians and vehicles, tourist coaches, pedicabs and rickshaws, excessive signage at pavement level and street furniture creating obstructions.

- The general quality of pavements and streets is poor and ranges from broken paving stones (e.g. caused by large construction vehicles) to redundant and dirty telephone boxes and poorly maintained or broken street signs, lighting and street furniture (e.g. scratched paintwork). Begging and busking were also identified as activities detracting from the street scene.
- Exhibition Road and the 'shared space' changes were generally felt to be an improvement, although there remain issues to be resolved and scope for further improvement.
- There is an urgent need to improve Raphael Street and Knightsbridge Green, which are very neglected.
- Business stakeholders said they welcome development and modifications to existing buildings but that these should be in line with the local character and effective construction management plans must be in place so as to minimise noise and disruption to residents, workers and visitors.

Objective 3: Protect and enhance Hyde Park and Kensington Gardens Metropolitan Open Land (including the Hyde Park Barracks land) i.e. the strip of land just inside Hyde Park

- 4.15 There was a strong feeling that either the Hyde Park Barracks (HPB) should remain or that the site should be returned to its original Metropolitan Open Land status. Failing that, then the height, bulk and footprint of any redevelopment should not be increased or out of keeping with the surrounding buildings – One Hyde Park was cited as an example of a building out of keeping, both with the surrounding buildings and in terms of how it overlooks (and overpowers) Hyde Park and Scotch House Corner. It was felt by some that the Peninsular Tower should be removed when possible (and not replaced).
- 4.16 It was also felt that any redevelopment should not include ground floor retail, as this would increase footfall along this part of Knightsbridge, which is a predominantly residential area close to the park.
- 4.17 There was strong support for improving pedestrian access between Exhibition Road and Hyde Park and between the Royal Albert Hall and the Albert Memorial, particularly from stakeholders from cultural institutions and residents immediately adjacent. Some residential stakeholders living nearby did not disagree but raised concerns about protecting the amenity of local residents, particularly if activity would result in increased noise and coach movements related to events or commercial exploitation in the park or new spaces.

Community

Objective 4: Promote the sense of community e.g. mixed retail, sensible licensing hours and arrangements and meeting the day-to-day needs of residents, students, workers and visitors

- 4.18 This picked up many of the same issues identified under public realm (Objective 2), particularly relating to retail activity along Brompton Road. Residential stakeholders identified licensing issues including the increase in tables and chairs outside cafés and the growth of shisha bars and some cafés which encourage or allow smoking on the street. Another licensing issue was bars and restaurants with late licenses causing noise and other anti-social behaviour problems in residential areas such as loitering very late at night e.g. until 3 a.m. This was also supported by business stakeholders from the hotel sector, for whom amenity concerns for their guests are important.
- 4.19 Resident stakeholders raised concerns over the lack of basic retail facilities, e.g. to buy a pint of milk and a newspaper. The only alternatives in the west of the area that avoid a lengthy journey for some people are to use the facilities at Imperial College which may only be open during term time. More generally there has been a steady loss of basic services, with shop units and restaurants being replaced by coffee or sandwich shops that predominantly serve the tourist market.
- 4.20 Cultural and business stakeholders supported this theme, adding that there needed to be facilities for workers and students as well, particularly as increasing numbers commute in from well outside the area. Such facilities include canteens and crèches.
- 4.21 Limited access to facilities was felt to be exacerbated by the relatively recent loss of community assets such as the Swag and Tails and Tea Clipper pubs which were sold separately for residential re-development. Over the years other 'useful' stores had also disappeared such as Boots the Chemist and stationers. Some people commented that the small Sainsbury's, Marks and Spencer and Waitrose food stores had been 'useful' replacements.
- 4.22 One business stakeholder group commented that the KNA lies partly within the London Plan's Central Activities Zone and that Knightsbridge is one of only two International Retail Centres in London and as such the KNF must champion Knightsbridge's role within these vital areas. Furthermore they commented that although the KNF is within the borough of Westminster, Knightsbridge may also be considered to straddle Westminster and the Royal Borough of Kensington and Chelsea and so cross-border issues should be considered carefully. Business

stakeholders emphasised the importance of continuing good communication and engagement between the KNF and the local business community.

Objective 5: Protect and enhance existing residential unit size and height e.g. single occupancy houses and smaller and medium sized flats

- 4.23 There was a general desire for built development not to be higher and not to have greater bulk or mass than the existing buildings in the area. This was largely because of the detrimental impact an increase in height would have on the physical character of the Conservation Area and also because of the impact on the amenity of neighbours through overshadowing/loss of light and loss of privacy.
- 4.24 Related to this was a strong desire to avoid large basements, with resident stakeholders citing concerns over the potential structural issues these developments create. On a similar theme, the importance of residential amenity was raised, with a wish by some residential stakeholders to avoid new building encroaching on residential properties, which results in less privacy and creates a sense of enclosure.
- 4.25 Resident stakeholders expressed concern over the amalgamation of units into larger homes, with the associated loss of smaller dwellings and resident numbers. It also meant that there was not a mix of dwelling sizes, which was felt to be the best way to retain a vibrant resident community.

Culture and education

Objective 6: Create and maintain an environment that enables our world-class cultural and educational institutions to continue to thrive and enhance their world class status and competitiveness

- 4.26 Stakeholders from cultural and educational organisations noted the importance of balancing the needs of the wider communities they serve, and their national and international role with their local setting, flagging up that the area is designated as a Strategic Cultural Area in the London Plan. For them providing a welcoming environment and making this an attractive place to work, live, study and visit is essential to enable the institutions here to compete internationally. Although the area is designated as a Strategic Cultural Area, for visitors there is little visible to make it clear that they are entering a unique cultural and educational district. More could be done to use the space to tell the story of ‘innovation and inspiration’. There are approximately 20 million visits to the cultural and educational organisations each year, and the public space is key part of the visitor experience. There needs to be recognition of the economic and social benefit that the large number of visitors bring to the area, and to London. Public spaces are seen by them as key to this.

- 4.27 Cultural stakeholders welcomed the Forum's work to bring together those that work, live and study in the area. Some noted that the relationship with residents had been strained at times, such as during the Exhibition Road works, but has improved considerably in recent years with residents and institutions now working together in a mutually respectful environment. Residential stakeholders generally agreed but felt that there were still issues of concern relating to coach parking, notably outside Albert Hall Mansions and along Kensington Road and access for residents during large events e.g. Skyride.
- 4.28 Stakeholders from cultural institutions were strongly supportive of the Albertopolis proposals to create a pedestrian link between the Royal Albert Hall and the Albert Memorial. It was felt that this would continue the sense of a campus extending up Exhibition Road, making it easier for people to understand and explore the special character and history of the area. It would also create a proper and safer entrance to the Royal Albert Hall since the current pedestrian space can get very crowded before performances.
- 4.29 Imperial College explained that in respect of its buildings in the future, the College is currently formulating a development strategy for the South Kensington campus, in conjunction with an ongoing masterplanning exercise for its new White City campus. Over the next few years, space at its White City campus will help it to unlock opportunities for the College to refurbish, and in some cases, re-purpose existing buildings at South Kensington. This will provide adaptable spaces that meet its Faculties' future teaching and research needs and promote greater multi-disciplinary collaboration between its academic departments.

Public spaces and services

Objective 7: Improve the working of Exhibition Road e.g. as a shared space and the heart of our Cultural Quarter

- 4.30 There was a general feeling from most stakeholders that the shared space along Exhibition Road had been an improvement on the previous dual carriageway. However, resident and cultural stakeholders did reflect that it had exacerbated problems with rat running along Princes Gardens and Ennismore Gardens as people can't turn right at the top of Exhibition Road into Kensington Road. There was also felt to be a continuing imbalance between vehicles, pedestrians and cyclists, with the roundabout at the junction with Prince Consort Road felt to be dominated by cars, chaotic and dangerous.
- 4.31 Generally, the volume of vehicular traffic along Exhibition Road was felt to have reduced following the redevelopment of the road but is still felt to be excessive for

a shared space and so needs to be reduced further. This is exacerbated by traffic heading west on Kensington Road which uses Princes Gate then Exhibition Road to make a 'u'-turn to access Hyde Park and head north or north west across London (because no right turn is possible into Hyde Park). One cultural stakeholder asked that mention be made of an intention to improve inclusive/disabled access, wherever possible.

- 4.32 Following the public engagement events, residential stakeholders from the western end of the Plan area and nearby made clear their strength of feeling that the area was significantly residential and that Objective 7 should be amended or not included under 'Public spaces and services'. As part of this, their view was that, in fact, Exhibition Road was as much a residential road as one serving the cultural and educational institutions. In this context, Exhibition Road is seen by them as an important traffic route to serve residential properties and should not be closed to through-traffic, nor should the number of residential parking spaces be reduced. There were differing views from residents living inside the Strategic Cultural Area and those living nearby with the former keen to see traffic reduction in Exhibition Road above the roundabout and along Princes Consort Road.
- 4.33 There was little stakeholder support for completely closing Exhibition Road to vehicular traffic. It was felt that doing so could create a large amount of dead space and would encourage excessive commercialisation of the space for events (e.g. social events), which would impact particularly on the amenity of residents. Residential stakeholders proposed tree planting along Exhibition Road to enhance the environment, provide shade in summer and reduce dust.
- 4.34 The cultural stakeholders were of the view that Exhibition Road should be a place for high-quality, innovative and inspiring public events and activities that reflect the values and activities of the institutions.

Objective 8: Prioritise sustainable transport e.g. pedestrian, cycling and traffic hierarchy. Zero accidents. Shared space on residential roads

- 4.35 This objective was universally supported, particularly for small residential streets, with speeding vehicles, rat running, noise, danger for pedestrians and air pollution being cited as five problems to address. There was a strong call from all stakeholders for 20mph speed limits throughout the Knightsbridge area and for them to be properly enforced. The hierarchy approach was considered to be correct (i.e. pedestrians then cyclists then vehicles), with one stakeholder noting the importance of bus and cycle users, as well as pedestrians. A number of people wanted to see Knightsbridge (the road), Kensington Road and Kensington Gore included, from Scotch House Corner to Queen's Gate, in a 20mph speed limit zone.

- 4.36 One cultural stakeholder commented that safety improvements are needed during construction work to protect cyclists (including ensuring that contractors comply with London-wide safety requirements e.g. the Construction Logistics and Cycle Safety Scheme) whilst cyclists also need to respect the 'rules and etiquette of the road'.
- 4.37 In a written submission following the public engagement events, Transport for London (TfL) commented that the concept of shared space on residential roads could be confusing and misleading and that it was better to refer to these as 'balanced streets' that are attractive for people because they are no longer dominated by motor vehicles, particularly through-traffic. TfL made many useful comments including emphasising the importance of new cycling routes and the opportunity for policies to support electric, other zero and ultra low emission vehicles.
- 4.38 There were mixed responses across the stakeholder groups on the issue of how to address the volume of traffic and the congestion and serious air pollution it causes. It was recognised that this was a major issue and was particularly significant at certain hotspots, e.g. Scotch House Corner and southbound on West Carriage Drive when leaving Hyde Park (with its 'bulge' and other problems, such as a pedestrian crossing south of the Serpentine Bridge interrupting large traffic flows, though these may be ameliorated by works for the new East-West Cycle Superhighway).
- 4.39 Residential stakeholders felt that the amenity of the area needed to be improved for pedestrians and cyclists, as does the relationship with Hyde Park – there is a need to break the 'wall of traffic' along Kensington Road. There was very wide support for the Albertopolis proposals. This was reinforced by resident stakeholders (who acknowledged that there was stronger support from residents now than there had been historically), subject to tight control on the public use of the space thereafter (e.g. for commercial activities). The fact that these proposals would keep Kensington Gardens secure at night was an important positive issue.
- 4.40 Residential and cultural stakeholders emphasised how much an answer is needed to the challenge of coaches bringing visitors to events in the Cultural Quarter and Hyde Park. This was felt to be important because it would make things safer as well as improving residential amenity and reducing air pollution.
- 4.41 For business stakeholders, the provision of secure bike facilities is an important issue. On a related note, there was support for more cycle hire docking stations but concern about their location e.g. they should not be adjacent to historic monuments or features.

Objective 9: Encourage superlative mass transit and utility infrastructure e.g. public transport, drainage and broadband

- 4.42 The input from stakeholders reinforced the feedback on Objective 8 with strong support for improving movement by underground and bus (although some did feel that the bus lanes along Brompton Road contribute to the congestion). South Kensington underground station is a serious bottleneck to the area and is inaccessible to wheelchairs. It is the main access route for thousands of school children and families and urgently needs improvement to relieve congestion for them.
- 4.43 Air pollution was agreed as a major issue that needed to be addressed, the main cause being diesel fumes from vehicles. The fact that the annual nitrogen dioxide legal limit for the whole of 2016 was breached first for the UK in Brompton Road on 8th January 2016 was of considerable concern to many stakeholders.
- 4.44 One cultural stakeholder emphasised the importance of South Kensington station/tunnel improvements to improve safety and access to the Knightsbridge and South Kensington area. It is widely recognised that the station is operating at or near passenger capacity and needs upgrading. A residential stakeholder commented that Transport for London's (TfL's) 'design team' is beginning to respond positively to the need to protect and enhance the considerable architectural merit of George Sherrin's Booking Hall but that the 'development team' seems to have deaf ears to the concerns of residents and others about the height, bulk and character of the scheme.
- 4.45 Business stakeholders commented that excellent transport infrastructure is needed to allow easy access to Knightsbridge for residents, workers and visitors and to reduce congestion and improve air quality.
- 4.46 Many stakeholders agreed that broadband speeds were very poor in the area.
- 4.47 Localised flooding and drainage were a concern, with incidents at a number of storm drains recorded and suggesting systemic and serious failings e.g. Knightsbridge Green. One knowledgeable stakeholder emphasised the seriousness of current drainage and sewerage problems and said much work is needed to achieve a 'sustainable drainage' system.

Environment

Objective 10: Achieve the highest sustainability standards e.g. zero local emissions and greening

- 4.48 There was consistent support for this objective. Clean Air in London (CAL), a campaign group, said that it was important to reduce quickly existing sources of air pollution (particularly diesel and building emissions) and avoid adding to problems if World Health Organisation guidelines are to be achieved across Knightsbridge before the currently expected 2025 or 2030. Binding legal limits for air quality have been in legislation since 1999 to be met throughout the UK by 2010. In this context, CAL submitted a legal opinion from Queen’s Counsel on the approach planning authorities should take to air quality laws and the extent to which they should take into account in their decision making present and future branches thereof.

Neighbourhood management

- 4.49 Residential stakeholders felt that the value ‘clean, safe and quiet’ was the most important, with 20mph speed limits and robust enforcement also being important. This will help to address pollution and road and pedestrian safety. Air pollution was recognised as one the major problems that required tackling in Knightsbridge.
- 4.50 Also part of this issue for residents was about the quality of the street environment - street cleaning including litter and grit on the road surface (which varies in quality across the area), street maintenance (e.g. repairing broken paving stones), excessive street furniture and signage and rickshaws and busking were specifically identified. A greater police presence was identified as a way of reducing the fear of crime for residents, as was improved lighting and CCTV (the latter being a point raised by a business stakeholder). It was proposed that retail outlets should wash their pavement frontages each morning.
- 4.51 Concerns were raised by many residential stakeholders over the impacts of construction, in terms of dust, noise, vibration and damage from construction-related traffic. Other noise-related issues included refuse vehicles and early morning deliveries.

Spending priorities

- 4.52 Stakeholders did not specifically identify spending priorities but felt that the neighbourhood management issues were important issues that could be addressed through use of Community Infrastructure Levy funds. As a subset of this, cultural

stakeholders felt that improvement of the public realm should be a spending priority.

- 4.53 TfL suggested that neighbourhood plans are most effective when they focus on local, small scale transport improvements as priorities for local infrastructure spending. These might include cost effective, quick wins such as public realm/pedestrian improvements, electric vehicle charging points, local cycling improvements, signage, cycle hire expansion, bus priority and bus stop improvements.
- 4.54 One cultural stakeholder suggested that the KNF should set out its approach to the prioritisation process for spending decisions in its development plan.
- 4.55 There was a general feeling from stakeholders that the list of categories could be refined or improved upon.

5 FEEDBACK FROM PUBLIC ENGAGEMENT

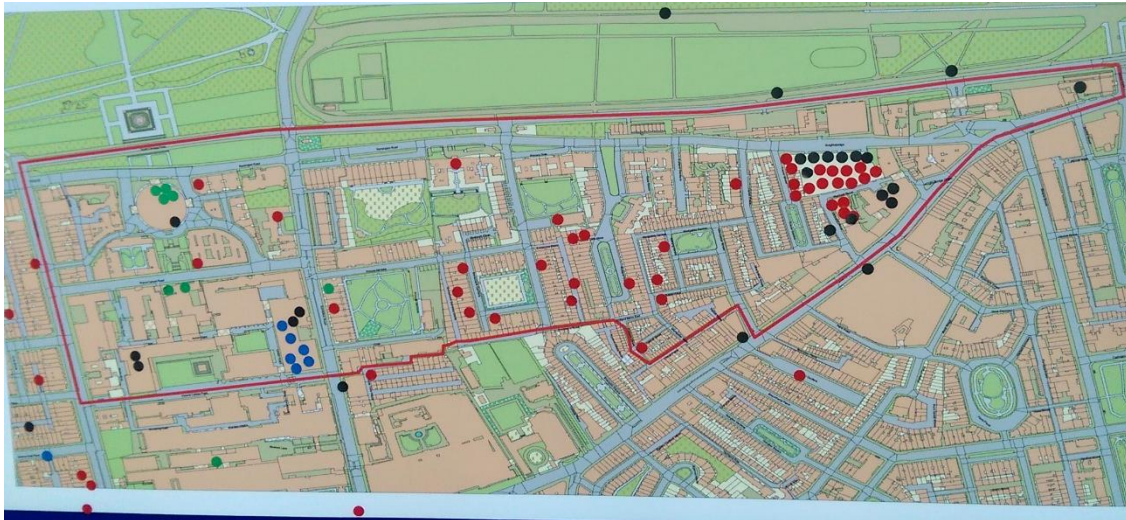
5.1 Over the course of the two engagement events held on 26th and 27th February 2016, more than 100 people attended and gave their feedback on the material presented. In order to understand what type of respondees were giving particular responses, all were asked to identify where they came from and whether they were a resident (identified by a red dot), worker (black dot), student (blue dot) or visitor (green dot). Those from outside the area were asked to place their dot at an appropriate point outside the boundary.



5.2 Responses were either recorded on post-it notes or feedback forms. Post-it notes were colour-coded, where possible, to differentiate between resident comments (yellow) and other comments (any other colour). However, this distinction was not consistently applied.

5.3 Whilst not all attendees placed a dot on the board, the spread of dots is considered to be broadly representative of the spread of attendees across the two days (Figure 2).

Figure 2: Spread of attendees at engagement event



5.4 Comments made on 'Commonplace' on the KNF website have also been reflected in this section. See www.knightsbridgeforum.org/have-your-say.

Vision and values

Clean
Attractive and desirable

quiet Everything you need
Easy to move around
Everything works

safe

5.5 The vision was unanimously supported and, where comments on the values were made, it was agreed by that they were appropriate and important. The concept of achieving ‘clean, safe and quiet’ to the fullest extent possible was popular. It may be possible to better articulate the KNF’s values after further community engagement.

Character



Objective 1: Enhance the special character of Knightsbridge e.g. architecture, low level buildings and recognition internationally as a centre of expertise and innovation in arts, science and design

5.6 There was full support for the issues raised through the stakeholder engagement. The following issues were raised in multiple comments:

- Limit size and bulk of buildings, with Hyde Park Barracks and Lancelot Place specifically mentioned, and protect views of historic buildings/iconic views (e.g. Brompton Oratory from Cheval Place) more generally.
- Consider identifying important or significant but unlisted buildings.
- Traffic – speed, volume, fuel type (i.e. diesel vehicles), size and type.
- Maintaining architectural style – although some felt that this could stifle architectural innovation and it is important to identify which modern buildings achieve this and which do not.
- Green spaces, e.g. Knightsbridge Green and garden squares, as pockets of tranquillity.
- Remove/hide aerials and satellite dishes to improve roofscape and street views.

- Consistent mansard styles in terraces and wooden sash not plastic windows

Objective 2: Enhance and restore historic features and improve the public realm

5.7 Most comments made related to the public realm. Common issues raised in the comments were:

- Cleaner streets with no chewing gum or rubbish.
- Broken paving stones (largely from construction traffic) and potholes.
- Dust and noise from construction traffic, with vehicles often being excessively large and/or heavy for the small, residential streets.

5.8 The one comment related to historic features concerned the repair or replacement of historic street lamps on the frontage of properties or street entrances along Knightsbridge (the road) and Kensington Road.

Objective 3: Protect and enhance Hyde Park and Kensington Gardens Metropolitan Open Land (including the Hyde Park Barracks land) i.e. the strip of land just inside Hyde Park

5.9 There was an overwhelming response from people wishing to ensure that the Hyde Park Barracks (HPB) was not replaced by a building out of keeping with the surrounding buildings and dominating Hyde Park. Specific comments made multiple times were:

- Keep the Barracks and the army presence, i.e. retain as existing.
- Peninsular Tower is an eyesore and should be removed.
- Any redevelopment should ensure that it is no greater than the height, bulk and footprint of the existing building. Reference was made to the One Hyde Park building as a bad example of development adjacent to the park as it now dominates Scotch House Corner and parts of Hyde Park.

5.10 More generally, there were a number of comments stating that the green open space provided by Hyde Park was a valuable resource for leisure and wellbeing. This includes both formal and informal activities for adults and children and there was strong feeling that this should be protected, not only from development within the park but from overbearing development adjacent to it. The management of events (e.g. noise, space and restitution of grass) and/or the piecemeal privatisation or the Royal Parks were raised as concerns.

Community



Objective 4: Promote the sense of community e.g. mixed retail, sensible licensing hours and arrangements and meeting the day-to-day needs of residents, students, workers and visitors

5.11 The following issues were raised in multiple comments:

- The predominance of coffee shops ('café culture') - there needs to be a mix of retail.
- There is a need for more shops serving the needs of residents (and workers and students) – newsagents, restaurants, butchers, bakers, hairdressers, etc.
- Lots of tables and chairs from cafés and restaurants cluttering up the pavements along Brompton Road.
- Shisha bars and cafés or sandwich shops bringing smokers onto pavements.
- Late licences cause problems for residents including loitering and chatting in nearby streets into the early hours of the morning e.g. 3 a.m.
- Concern over potential 'creep' of shisha bars, cafés or sandwich shops away from Brompton Road/Knightsbridge and up residential streets, e.g. into Montpelier Street.
- Remove parking and drop-off options for tourist coaches in Brompton Road opposite and around Harrods and require them to use Park Lane.
- Areas needed for people to eat take-away food – to avoid 'camping out' on pavements or doorsteps of houses.
- Presence of beggars.

- More co-operation needed between residents and cultural/educational institutions, e.g. around use of facilities and community events.
- Litter from fast food outlets.
- Risk that airbnb or similar online tools may encourage short-term letting with multiple impacts e.g. noise, rubbish dumping, loss of community.

5.12 One person commented that community engagement would be encouraged if developers and Westminster City Council were under stricter duties to consult local people and take account of their views.

5.13 One specific issue raised was the problem of isolation of older residents that have nowhere to meet up and be with other people. The absence of a ‘community café’ was cited. The loss of pubs was cited several times in this context. This was part of a wider series of comments which partly attributed this feeling of isolation to the increasing number of empty ‘investment properties’ and short term renters and loss of restaurants, pubs and retail stores serving local people. This has served to erode the sense of community and the very heart of Knightsbridge, already leaving some people feeling isolated.

Objective 5: Protect and enhance existing residential unit size and height e.g. single occupancy houses and smaller and medium sized flats

5.14 Overall there was support for the protection of smaller properties from a number of people and this objective in general. There was disagreement from one person only, stating that larger family houses are needed to maintain a sense of community.

5.15 Specific comment was made in relation to residential building height, with one person emphasising strongly that it should be restricted in order to maintain the current character.

5.16 Concern was raised by many people about the many impacts of basement development. Also raised was the need to consider and manage the cumulative impacts of works including ‘non-road mobile machinery’. It was suggested that Knightsbridge should adopt some policies from the Royal Borough of Kensington and Chelsea (e.g. single basements no longer being permitted development) and require engineers acting for developers to extend their ‘duty of care’ to include neighbouring property owners and Westminster City Council.

Culture and education



Objective 6: Create and maintain an environment that enables our world-class cultural and educational institutions to continue to thrive and enhance their world class status and competitiveness

- 5.17 There was a mix of comments, with some emphasising the importance of culture and the institutions, whilst others (living within or close to the area) emphasised that the Cultural Quarter is also a strongly residential area. Specific comments made were:
- Limit traffic to protect iconic cultural venues.
 - More cycle hire docking stations and secure bike parking facilities are needed.
 - A better mix of bars and restaurants/more places to eat at the northern end are needed.
- 5.18 There was strong support for the Albertopolis proposals to improve pedestrian access in the area between the Royal Albert Hall and the Albert Memorial. Some felt that the scheme should be expanded across the whole site of the original Great Exhibition. Resident stakeholders were concerned to manage or limit any commercial exploitation of the new space.
- 5.19 Some people did express concerns that the additional crowds could impact on residential amenity and that any narrowing of Kensington Road could worsen local traffic unless carefully planned.

Public spaces and services



Objective 7: Improve the working of Exhibition Road e.g. as a shared space and the heart of our Cultural Quarter

5.20 There was a mix of views about how successful the shared space on Exhibition Road has been and whether the parking provision should remain. The specific comments made were:

- There is confusion over the operation of the shared space, which creates danger for pedestrians.
- The speed of vehicles has not been slowed by the shared space. The 20mph limit is often breached and needs to be enforced.
- The sight lines of cars should be broken up through the use of art and science installations. This will slow the traffic down and use the space in a better, more interesting way.
- Use the space for temporary art installations. Others commented that such activities should be restricted to avoid litter and noise.
- Cars cut corners which could be solved by improved design, including use of trees or other features.

Objective 8: Prioritise sustainable transport e.g. pedestrian, cycling and traffic hierarchy. Zero accidents. Shared space on residential roads

5.21 The objective was strongly supported by a number of people. A theme picked up strongly in the comments, as well as in Objective 7, was traffic and in particular, speeding traffic. Particular comments made were:

- Require building contractors to use smaller and less heavy vehicles in local streets – regular damage to pavements and a threat to under-pavement vaults by huge trucks was cited in Cheval Place, Fairholt Street, Montpelier Walk and Rutland Street.
- Rat running.
- Introduce and enforce a 20mph speed limit throughout the Knightsbridge area starting with local residential streets to reduce air pollution and road traffic accidents.
- More pedestrian crossings e.g. at the junction between Montpelier Street and Brompton Road.
- Better management of coaches, with specific reference made to those that park outside Albert Hall Mansions, many of which leave their engines on.
- Cycling on pavements.
- Electric charging points for taxi ranks or rests, pay parking and residential parking.

Objective 9: Encourage superlative mass transit and utility infrastructure e.g. public transport, drainage and broadband

5.22 The overwhelming concern under this objective was poor broadband speeds. Reference was also made to the need for better enforcement of parking restrictions.



Environment



Objective 10: Achieve the highest sustainability standards e.g. zero local emissions and greening

- 5.23 There was strong recognition that Knightsbridge is one of the worst places for air pollution in London. Almost all comments made related to air pollution from vehicles, with everyone commenting agreeing that there should be some form of restriction on diesel vehicles. The most common suggestion was that Knightsbridge should be included in the Ultra Low Emission Zone (ULEZ) earlier than 2020.
- 5.24 Regarding other environmental improvements, the following were suggested:
- Encouragement of green spaces and concepts in new developments, e.g. green walls, green roofs, trees, grass areas and flower baskets or troughs.
 - Phase growth of new trees to replace old in Hyde Park and garden squares e.g. replace plane trees with smaller and more suitable trees.
 - Comply with indoor air quality standards in buildings to protect occupants.
 - Solar panels on all refurbished or re-developed buildings. Consider district heating and ground source heat pumps.

Neighbourhood management



5.25 Most of the comments made picked up on issues raised in the earlier objectives. The most common comments made were:

- General enforcement of laws relating to parking, litter, licencing, noise, air pollution.
- More street cleaning including street sweeping and washing by machines.
- A more visible police presence, including in the evening.
- Reduce the number of rickshaws and pedicabs in the area.



Spending priorities

Streetscape repairs
 capacity and responsibilities
 Enforcement of local rules
 cross-border issues
 Art installations
 visible policing

5.26 There were only a small number of specific comments made about what Community Infrastructure Levy (CIL) funds should be spent on:

- Repairing pavements.
- Survey capacity of waste and storm water drainage, clarify responsibilities and monitor maintenance and improvement works at least annually.
- More visible police presence.
- Enforcement of littering laws.



6 SUMMARY AND NEXT STEPS

- 6.1 The engagement undertaken to inform the KNP to date has largely reinforced the approach and endorsed many of the initial issues raised. However, there are a number of areas where there is more work needed in order to move forward.
- 6.2 Below is a traffic light summary to identify which themes are objectives need to be addressed before they can be progressed. ‘Green’ means that the approach taken to date is appropriate and has been endorsed, ‘amber’ means that more work is needed before it can be endorsed, and ‘red’ means that there is a fundamental problem in taking the theme/objective forward. It is instructive that none of the themes or objectives are considered to warrant a red light.

Vision	
Values	<i>Refinement needed</i>
Objective 1: Enhance the special character of Knightsbridge e.g. architecture, low level buildings and recognition internationally as a centre of expertise and innovation in arts, science and design	<i>Need to better reflect role as International Retail Centre</i>
Objective 2: Enhance and restore historic features and improve the public realm	
Objective 3: Protect and enhance Hyde Park and Kensington Gardens Metropolitan Open Land (including the Hyde Park Barracks land) i.e. the strip of land just inside Hyde Park	
Objective 4: Promote the sense of community e.g. mixed retail, sensible licensing hours and arrangements and meeting the day-to-day needs of residents, students, workers and visitors	
Objective 5: Protect and enhance existing residential unit size and height e.g. single occupancy houses and smaller and medium sized flats	
Objective 6: Create and maintain an environment that enables our world-class cultural and educational institutions to continue to thrive and enhance their world class status and competitiveness	
Objective 7: Improve the working of Exhibition Road e.g. as a shared space and the heart of our Cultural Quarter	<i>More work needed to achieve consensus</i>
Objective 8: Prioritise sustainable transport e.g. pedestrian, cycling and traffic hierarchy. Zero accidents. Shared space on residential roads	
Objective 9: Encourage superlative mass transit and utility infrastructure e.g. public transport, drainage and broadband	
Objective 10: Achieve the highest sustainability standards e.g. zero local emissions and greening	
Neighbourhood management	<i>More work needed to refine this</i>
Spending priorities	<i>More work needed to identify priorities</i>

6.3 The next steps are as follows:

- Continue to gather technical evidence to better understand the range of issues at hand.
- Run workshops with key stakeholder groups to explore options for addressing the issues.
- Seek greater engagement from students, perhaps via student unions, and workers through businesses (noting that was tried for the February drop-in events).
- Run a second engagement event with the community to present the possible solutions and seek further feedback.

Appendix A List of stakeholder organisation responses

10 Lancelot Place

Brompton Association

Bulgari Hotel

Clean Air in London

Councillor Tony Devenish (Westminster City Council)

Councillor Quentin Marshall (Royal Borough of Kensington & Chelsea)

Exhibition Road Cultural Group

Friends of Hyde Park and Kensington Gardens

Goethe Institute

Imperial College

Kensington Society

Knightsbridge Association

Knightsbridge Business Group

Knightsbridge Residents Management Company Limited

Onslow Neighbourhood Association

Princes Gate Mews Residents Association

Queensgate Association

Royal Borough of Kensington and Chelsea

Thurloe Residents Association

Transport for London

Westminster City Council

APPENDIX B Selected written responses

FRIENDS OF HYDE PARK & KENSINGTON GARDENS

I am Chairman of the Friends and represent approximately 600 members.

We have focussed, in this response, only on the issues which affect both Parks.

1. Improvements to the area surrounding the Albert Memorial in Kensington Gardens.

We are delighted with the latest proposals for this area, which have been presented to us in an earlier form a couple of years ago. We are happy to see that arrangements are in place to keep Kensington Gardens secure at night (it closes from dusk to dawn throughout the year). The "road" in front of the memorial which is used by roller-bladers, scooters, cyclists, and improvised hockey games is also unaffected by future plans.

2. Metropolitan Open Land. MOL.

Any area which has been designated as MOL and is also part of either Hyde Park or Kensington Gardens must be retained by the Parks and used only as parks space. The surfaces should remain soft i.e. grass, manege surface, sand (Rotten Row) play areas and some made up paths. MOL within the Royal Parks should never be considered for any form of redevelopment.

3. Knightsbridge Barracks site.

This site, which is part of Hyde Park, was given for the use of horses and military to be close to Buckingham Palace to enable the army and horses to serve the Queen.

If this site is to be released by the MOD the default position is, firstly, that it should revert to being part of Hyde Park. The Tower and surrounding buildings should be demolished and the area should be replanted.

If the above proposal is not an option there should be absolutely no increase in the height, bulk or footprint of any future development.

The Friends' first duty is to the Royal Parks, and the preservation and protection of them for all future generations to enjoy.

Further development in the Parks or even overpowering development on the edge of the Parks as in "No.1 Hyde Park" is most unacceptable to the large number of Friends who love and use these precious world class national treasures of open spaces in the heart of this major world city.

Susan Price

Chairman

Friends of Hyde Park and Kensington Gardens

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

Dear Neighbourhood Forum,

Comments on the Knightsbridge Neighbourhood Plan consultation

The Royal Borough of Kensington and Chelsea welcomes the production of the Knightsbridge Neighbourhood Plan. We look forward to working with the Neighbourhood Forum, especially in relation to cross boundary issues, as the policies and actions in the forthcoming Neighbourhood Plan come forward. A review of the draft vision and objectives indicate that possible future cross boundary issues may include proposals for Exhibition Road, the northern end of which is located within the Neighbourhood Area and the southern end within the Royal Borough.

There are close functional relationships between the defined Knightsbridge Neighbourhood Plan boundary in Westminster and areas located immediately to the south in Kensington and Chelsea. The Royal Borough's Consolidated Local Plan outlines a series of neighbourhoods or 'Places' in which the Council outlines a vision and policy to help frame future development decisions. The South Kensington and Knightsbridge Places located adjacent to the southern boundary of Knightsbridge Neighbourhood Area are of particular relevance to the emerging Knightsbridge Neighbourhood Plan (see CLP pp.80-84 and 89-93).

The Royal Borough's planning department are currently reviewing these 'Place' chapters and would welcome opportunities to engage with the Knightsbridge

Neighbourhood Forum to ensure that this work has considered the vision, objectives and policies the Neighbourhood Forum is producing to the north.

Although the first round of our 'issues and options' consultation has now closed, we would encourage the Neighbourhood Forum to comment on the next round of consultation which is on the 'preferred approach' due in the summer. You can view and comment on current planning policy consultations (as well view older consultations) within Kensington and Chelsea here.

Yours sincerely

Head of Forward Planning

TRANSPORT FOR LONDON

Dear Mr Birkett

I have been asked to respond to your email of 22nd February regarding the Knightsbridge Neighbourhood Plan (KNP). I work in TfL Borough Planning, and my area of TfL works with the GLA, boroughs and neighbourhood forums on shaping local transport policy for the benefit of all Londoners, it's workers and it's visitors. My team focusses on the central London boroughs.

I thought it would be best to provide a brief overview of TfL interest in the area and some initial comments. We would naturally welcome the opportunity for further involvement as the KNP emerges.

The Knightsbridge Neighbourhood Area is bounded to the south east by Brompton Road, which forms part of the Transport for London Road Network (TLRN) and for which TfL is the highway authority. Knightsbridge London Underground station is directly adjacent to the east. There are a number of bus routes that run along Kensington Road/Gore, Brompton Road, Queens Gate and Exhibition Road, and the 360 bus terminates in Prince Consort Road. The area lies within the Central London Cycle Grid, and the east-west cycle superhighway will utilise the eastern part of South Carriage Drive in Hyde Park. In addition, there are a number of cycle hire docking stations in the area.

The roads in the area, bar Brompton Road, are borough roads. Kensington Road/Gore forms part of London's Strategic Road Network (SRN), and TfL and the

Council have a statutory duty to ensure expeditious movement of traffic on the SRN. Any decisions on changes to the majority of the area's road network, such as 20mph speed limits and parking, are for Westminster City Council, although TfL would normally be consulted where the TLRN, SRN, bus and cycle routes might be affected.

Some more specific comments:

Objective 2 – improve public realm. This is supported as better public realm is a key policy in the London Plan and Mayor's Transport Strategy (MTS), and will encourage more cycling and walking. Developer site-specific contributions and/or local CIL will be an important and appropriate source of funding to achieve this objective.

Objective 7 – Improve the working of Exhibition Road. Exhibition Road is a borough road, however it forms part of the Central London Cycle Grid and is served by the 360 bus route. As such, any changes proposed to the road layout should take into account cyclists and bus passengers, as well as pedestrians.

Objective 8 – Prioritise sustainable transport etc. This is strongly supported. In particular, Knightsbridge is a key area for cycling as it's part of the Central London Cycle Grid, as mentioned above. A policy to support implementation of the Central London Cycle Grid and to support planning further routes through the area would be welcomed. Support for expansion of cycle hire to provide additional capacity and better operations would be welcomed also, again funded by developer site specific contributions/local CIL.

Improving the space between the Royal Albert Hall and Albert Memorial seems an appropriate objective, but again must consider the needs of buses and cyclist, and traffic flow on the SRN. Kensington Gore is a key bus corridor and forms part of the SRN, and South Carriageway Drive is part of the Central London Cycle Grid, very well used by regular and leisure cyclists.

We would recommend that the references to shared space are carefully considered, as we have found that there are a lot of misunderstanding and misconceptions around it. It is not clear what turning residential streets into shared spaces means in practice, so people may interpret this in different ways. It may be better to talk instead about 'balanced streets' that are attractive for people because they are no longer dominated by motor vehicles – particularly through-traffic.

You could consider the specific promotion of active travel, as a subset of sustainable transport – for health and environmental as well as transport reasons.

As the majority of roads in the area are residential, a hierarchy with pedestrians at the top and then cyclists for these roads doesn't seem inappropriate; however the London Plan/MTS does not include such a hierarchy, and movement of buses (and movement of motor vehicles on the TLRN and SRN) must be considered. We agree that cyclists should behave lawfully, but feel it would be more positive if the point regarding cycling on the pavement was more clearly associated with tackling motor vehicle dominance of the street and providing better on-street facilities for cyclists, in order for it to feel safe and comfortable to cycle on the carriageway.

Objective 9: Encourage superlative mass transit. Naturally TfL is fully supportive of this objective – all parts of the organisation continually strive to provide a world class service. For example, we are currently developing a scheme that will greatly improve Knightsbridge Underground Station, including providing step-free access. We have also issued an expression of interest for manufacturers to provide a new world class tube train for the Piccadilly Line, and are re-signalling the District and Circle lines to improve reliability and train frequencies.

We would be interested to understand further how the KNP could support this objective. As alluded to above and in your questions to the public, we would particularly welcome if the Neighbourhood Plan protects existing bus services and provides support for, and local developer funding for, bus service improvements, such as service enhancements, bus priority and bus stop improvements.

Objective 10 – Achieve the highest sustainability standards. You are no doubt fully aware of the steps being taken by the Mayor and TfL in tackling air quality problems in London associated with road transport. Clearly the cross-cutting themes mentioned above, of encouraging more cycling and walking, encouraging public transport use and reducing dominance of the motor car on residential streets and cycle routes will assist in meeting this objective locally. Policies to support electric/other zero/ultra low emission vehicles could also be considered, as you mention in your email.

Priorities for local infrastructure spending. I have touched upon this above. In our experience, Neighbourhood Plans are more effective where they focus on local, smaller scale transport improvements in this respect, simply as it is more

likely they will be delivered. So public realm/pedestrian improvements, electric vehicle charging points, local cycling improvements, signage, cycle hire expansion, bus priority and bus stop improvements are all cost effective and provide 'quick wins'.

I hope you find these comments useful and look forward to continued involvement in the future. Please feel free to contact me if you have any questions or require clarification.

Regards

TfL Planning