

CITY OF WESTMINSTER

“GREEN SPINE” PROJECT – VARIOUS STREETS IN CHURCH STREET WARD

**The City of Westminster (Free Parking Places) (Disabled Permit Parking Places)
(Amendment No. *) Order 202***

**The City of Westminster (Free Parking Places) (Disabled Persons)
(Amendment No. *) Order 202***

The City of Westminster (Motorcycle Parking Places) (Amendment No. *) Order 202*

The City of Westminster (Parking Places) (B Zone) (Amendment No. *) Order 202*

The City of Westminster (Prescribed Routes) (No. *) Traffic Order 202*

**The City of Westminster (Waiting and Loading Restriction)
(Amendment No. *) Order 202***

Statement of Reasons

The City Council is delivering a major area regeneration programme to the Church Street Ward which includes housing renewal, infrastructure and services, public realm and market improvements, and employment, health and wellbeing projects.

The “Green Spine” project lies at the heart of this programme and entails the introduction of widened footways and a network of planted streets and spaces to form a “green lung” through the centre of Church Street’s densely urban residential community. The proposed public realm improvements necessitate a number of significant changes to traffic management in the ward.

The prohibition of vehicles from certain lengths of Ashmill Street, Lisson Street and Salisbury Street will enable the construction of a green public community space for Church Street residents and visitors.

The introduction of new one-way workings and reversal of existing one-way workings in various narrow roads in and around the Green Spine area are necessary to facilitate traffic flow.

Vehicles will be allowed to enter Church Street, between Lisson Grove and Gateforth Street, during the Saturday market hours (10.00 a.m. to 4.00 p.m. on Saturdays) for the purposes of accessing Gateforth Street, Samford Street and Salisbury Street following the introduction of one-way workings in those roads.

The relocations of and revisions to parking provisions in Church Street Ward will facilitate the Green Spine public realm improvements, including road closures and footway widening, while also ensuring that vehicles only park where they will not cause obstructions to traffic flow or sightlines.

The introduction of double yellow line “at any time” waiting and loading restrictions at junctions and in-between parking bays is necessary to prevent obstructions, and to maintain traffic flow and sightlines between road users.