

DELEGATED AUTHORITY OBJECTIONS REPORT – SERIAL NO.

TRAFFIC ORDERS – LONDON CYCLE HIRE SCHEME

PROPOSED INTRODUCTION OF CYCLE HIRE STATION SITES IN CONNECTION WITH THE CENTRAL LONDON CYCLE HIRE SCHEME – PHASE 1

BACKGROUND

The Mayor of London on 19 November 2008 pledged to introduce 6,000 hire bikes and 400 docking stations as part of a London Cycle Hire Scheme on the streets of central London. To date, TfL has been working with partner London Boroughs and The Royal Parks towards the introduction of the scheme that will be introduced in mid July 2010.

On 31 July 2009 the Cabinet Member for City Management agreed to the Mayor of London's Cycle Hire Scheme subject to the granting of planning consents and statutory Traffic Regulation Orders. Approval was given to 125 'priority' cycle hire station sites and to maintain a list of contingency sites.

Authority was delegated to the former Director of Transportation to make the Traffic Orders to facilitate the scheme and to consider any comments or objections in consultation with the Cabinet Member for City Management. The delegated powers have been transferred from the Director of Transportation to the City Commissioner of Transportation.

Consultation was carried out as part of Phase 1 of the scheme on 123 sites.

Following the publication/posting of press and street notices during September and December 2009 and consultation with frontages and other key parties on the proposed measures 291 letters were received. The extent of the letter consultation included 44 Ward Councillors, 22 local residents' associations, 24 statutory bodies, 13 other stakeholders and 10,383 (for Phase 1) and 3,600 (for 2) frontages.

This current delegated authority report covers the responses from Phase 1 of the London Cycle Hire Scheme sites in the City of Westminster on local roads where the City Council is the highway authority. This report supersedes the report dated 15th February 2010 as attached in Appendix I.

The schedule in Appendix A lists all the sites where no objections or comments were received and it is recommended to proceed with the making of the Traffic Regulation Orders.

The schedule in Appendix B lists all the sites where objections or comments were received and considered, but it is recommended to proceed with making of the Traffic Regulation Orders as originally proposed.

The schedule in Appendix C lists a contingency site and this will only be brought into the network if a priority site is not implemented, so the Traffic Regulation Orders are held in abeyance at this stage.

The schedule in Appendix D lists all the sites where consultation was carried out, but these sites were removed from the network. This is due to either planning permission being refused or where these sites are no longer viable for other reasons (The detailed responses for these sites are included in Appendix H).

The schedule in Appendix E lists those sites where there are outstanding issues (The detailed responses for these sites are also included in Appendix H). The officers' comments are not finalised as there are further discussions on these sites.

The schedule in Appendix F lists all the sites where re-consultation is required and these will be covered in Phase 3. This is due to the responses received and various amendments that are currently being considered to the waiting and loading restrictions and parking controls adjacent to these sites.

The schedule in Appendix G lists all the sites that were consulted in Phase 1 and have been re-consulted in Phase 2 and any issues will be addressed in a future report.

The City Council as planning authority is re-consulting on site G008 Cleveland Square, as several residents notified the City Council that they had not been consulted on the planning application. The City Commissioner of Transportation will therefore defer consideration of the Traffic Regulation Orders for this site until the outcome of the re-consultation of the planning application is known.

RECOMMENDATIONS

1. That the Traffic Regulation Orders associated with the 35 cycle hire sites from Phase 1 of the London Cycle Hire Scheme as listed below in Appendix A, be made as originally proposed.
2. That the Traffic Regulation Orders associated with the 50 cycle hire sites from Phase 1 of the London Cycle Hire Scheme as listed below in Appendix B, be implemented as originally proposed.
3. That the Traffic Regulation Orders associated with the single site in Stratford Place (D027) shown in Appendix C be held in abeyance.
4. That the Traffic Regulation Orders associated with the 13 cycle hire sites listed in Appendix D, be abandoned.
5. That the Traffic Regulation Orders associated with the 8 cycle hire sites listed in Appendix E be subject to a further report when the outcome of discussions are known.
6. That the Traffic Regulation Orders associated with the 14 sites listed in Appendix F be re-consulted in Phase 3.
7. That the Traffic Regulation Orders associated with the 2 sites listed in Appendix G consulted on in Phase 1 and re-consulted in Phase 2 be considered in a further report.

I agree / ~~disagree~~ with the recommendations.

Signed 
City Commissioner of Transportation

Date 23 March 2010

Appendix A: Sites with no comments or objections

Site Ref	Site Ref. SFM	Street Name
A008	01/615001	Warwick Avenue
B007	01/615196	Harewood Avenue
B023	01/615198	Lisson Grove
B026	01/615018	Lodge Road
C010	01/615030	Marylebone Lane
C023	01/615041	Portland Place
C030	01/615046	Baker Street
C034	01/615200	Nutford Place
D034	01/615082	South Audley Street
E003	01/615085	Strand
E005	01/615086	Carey Street
E009	01/615089	Kingsway
E022	01/615095	William IV Street
E033	01/615105	Pall Mall East
E034	01/615106	St Martin's Street
E044	01/615110	Moor Street
E045	01/615111	Soho Square
E046	01/615112	Golden Square
E051	01/615116	Great Marlborough Street
E060	01/615122	Northumberland Avenue
F016	01/615146	Victoria Street
F017	01/615147	Buckingham Gate
F018	01/615148	Butler Place
F023	01/615150	Tachbrook Street
F026	01/615153	Rampayne Street
F029	01/615154	St George's Square
F030	01/615155	Elizabeth Bridge
F033	01/615158	Warwick Square
F034	01/615159	Belgrave Road
G003	01/615175	North Wharf Road
G011	01/615180	Prince's Square
G012	01/615181	Queensway
G016	01/615183	Bayswater Road
G028	01/615187	Prince Consort Road
G029	01/615188	Queen's Gate

Appendix B: Sites with objections or comments that have been considered and will be proceeding

Site Ref	Site Ref. SFM	Street Name
B012	01/615009	Grove End Road
B024	01/615199	Mallory Street
B034	01/615021	Dorset Square
C002	01/615023	Portland Place
C013	01/615032	Chapel Place
C019	01/615038	Foley Street
C021	01/615040	Rathbone Street
C029	01/615045	Beaumont Street
C037	01/615049	Seymour Place
C038	01/615050	Crawford Street
C039	01/615051	Paddington Street
C042	01/615213	George Street
D007	01/615056	Grosvenor Square
D013	01/615062	Curzon Street
D015	01/615063	St George Street
D016	01/615064	Clifford Street
D019A	01/615067	Green Street A
D023	01/615071	Pall Mall
D025	01/615073	Grafton Street
D026	01/615074	Bruton Street
D030	01/615078	Woodstock Street
D032	01/615080	Farm Street
E001	01/615083	Milford Lane
E027	01/615100	Craven Street
E030	01/615103	Northumberland Avenue
E037	01/615107	Waterloo Place
E047	01/615113	Broadwick Street
E055	01/615118	Frith Street
E058	01/615120	Wardour Street
E059	01/615121	St Martin's Lane
E061	01/615206	Little Argyll Street
E102	01/615124	Little Newport Street
E105	01/615125	Panton Street
E200	01/615127	Tavistock Street
F003	01/615134	Smith Square
F007	01/615137	Regency Street
F010	01/615140	Rochester Row
F013	01/615143	Rochester Row
F014	01/615144	Howick Place
F024	01/615151	Guildhouse Street
F025	01/615152	Belgrave Road
F043	01/615165	Belgrave Square
F045	01/615167	Eaton Square
F046	01/615168	Grosvenor Crescent

Appendix B: (Continued)

Site Ref	Site Ref. SFM	Street Name
F048	01/615205	Eccleston Place
F101	01/615171	Storey's Gate
G001	01/615173	Winsland Street
G002	01/615174	South Wharf Road
G007	01/615177	Southwick Street
G027	01/615186	Kensington Gore

Appendix C: Contingency site consulted on and Traffic Regulation Orders associated with it held in abeyance

D027	01/615075	Stratford Place (No comments received)
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Appendix D: Sites that are not proceeding for the reasons stated in the Schedule

Site Ref	SFM	Street Name
B002	01/615005	St John's Wood High Street (Planning permission refused)
B004	01/615006	Prince Albert Road (Planning permission refused)
B021	01/615015	Church Street (Planning permission refused)
C005	01/615025	New Cavendish Street (Planning permission refused)
C018	01/615037	Great Titchfield Street (security issues highlighted by a resident)
C036	01/615048	Crawford Street (Planning permission refused)
D017	01/615065	Piccadilly (Planning permission refused)
E039	01/615109	Jermyn Street(Planning permission refused)
E053	01/615117	Dean Street (No comments received)
E201	01/615128	Russell Street (Planning permission refused)
E300	01/615132	Portugal Street (Planning permission refused)
F050	01/615210	Elverton Street (Planning permission refused)
G010	01/615179	Craven Hill Gardens (Planning permission refused)

Appendix E: Sites with outstanding issues still to be resolved

Site Ref	SFM	Street Name
A021	01/615003	Warwick Crescent (Alternative site being evaluated)
D008	01/615057	South Audley Street (Judicial review)
D010	01/615059	Upper Grosvenor Street (Site being investigated)
E017	01/615094	Wellington Street (No comments received - TfL to resolve issues)
E303	01/615133	Houghton Street (LSE seeking revised proposal)
F015	01/615145	Ashley Place (Servicing concerns raised by John Lewis Plc)
F052	01/615212	Bourne Street (Length of foot print to be resolved)
G006	01/615176	Porchester Place (Church Commissioner seeking revised proposals)

Appendix F: Sites where Traffic Orders need to be re-consulted

Site Ref	SFM	Street Name
A022	01/615004	Clifton Road
B015	01/615010	Prince Albert Road
B025	01/615017	Bell Street
C007	01/615027	Portman Square
C008	01/615028	Old Quebec Street (No comments received)
C017	01/615036	Wells Street
C027	01/615044	Bolsover Street
D005	01/615054	St James's Square
D019B	01/615068	Green Street B
E023	01/615096	Southampton Street (No comments received)
F006	01/615240	Horseferry Road (No comments received)
F044	01/615166	Eaton Gate
G008	01/615178	Cleveland Square (to be re-consulted on Planning Application)
G033	01/615192	Montpelier Street

Appendix G: Sites from Phase 1 that were re-consulted in Phase 2 in connection to the Traffic Orders

Site Ref	SFM	Street Name
C012	01/615031	Hinde Street
C043	01/615214	Devonshire Street

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
A021	<p>Ms Bashsoon would like to object on the following grounds: The plan to site 23 docking station on the path overlooking the pool at Little Venice would spoil the peace and tranquillity of an area that is unique in the West End of London, the beauty and scenic charm would be eroded by the unsightly row of bicycles - until now no one ever even used the railings around the area to padlock their bicycles, she thinks partly due to the awareness that this not an area to do this! The placing of a docking station here will encourage cyclists to padlock bicycles in this area to trees and the railings surrounding the pool and park).</p> <p>She says she is a cyclist herself in a family of cyclists and support the plan in general, but this area in particular has a very special feel about it, relaxing and calm; a little oasis in a surrounding area that is busy with traffic and it would be a terrible shame to lose this, there are areas in nearby streets that she is sure could be used for this bicycle hire bay.</p>	<p>The Mayor of London's Cycle Hire Scheme requires users to park the hired cycles at docking points. Users will not be able to lock hire cycles to railings.</p> <p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has be</p>
A021	<p>Mr Bartlett is objecting to the proposed cycle hire site in Warwick Crescent for the below reasons: It will spoil one of the truly prettiest parts of London. He is sure there are plenty of restrictions on what may be built or added to the whole area of Little Venice. Considering both private and public property, the conservation of the site must surely be maintained and protected. The artists impression of the cycle station itself suggests it is of quite neat design but it is unnecessary bang in the middle of Warwick Crescent overlooking the pool of Little Venice.</p> <p>As a resident of Warwick Crescent he is highly aware of the hundreds of visitors the area attracts everyday throughout the year. The towpath just below the proposed site is a very busy stretch of the canal side where not just locals and tourists enjoy the surroundings but it is already a commuting thoroughfare for cyclists on their way to and from work. He believes that attracting more and perhaps casual cyclists here will be dangerous.</p> <p>Warwick Crescent is a one-way street, the 'correct' entrance to which is particularly tricky to access without knowing where it is at the end of a busy Harrow Road dual carriageway that gives onto a major roundabout – again likely to be very dangerous to new cyclists and general traffic. He says it is inevitable that besides extra congestion on the towpath access to this cycle station will encourage illegal an risky cycling from the Westbourne Terrace Road, (bridge) end of Warwick Crescent. Delamere Terrace opposite Warwick Crescent is also a one-way street and cycling on the pavement there is already a nuisance.</p>	<p>The Cycle Station will allow some cyclists to hire a cycle and use it along the tow path via the local ramped access. British Waterways Board encourages considerate cycling on tow paths.</p> <p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>
A021	<p>Mr Barton is strongly opposed to the installation of the cycle hire planned for Warwick Crescent. He says this would be more suited with more benches for people to enjoy the wonderful view of Little Venice not an eyesore that will invite vandalism we have enough trouble with vandals breaking into cars week in week out. He cannot put up a satellite dish as this is a conservation area yet this monstrosity will be dumped right the middle of Little Venice, should the cycle hire station not be situated in and around tube stations bus stops and rail stations and not in areas of beauty like this.</p>	<p>The Cycle Station will allow some cyclists to hire a cycle and use it along the tow path via the local ramped access. British Waterways Board encourages considerate cycling on tow paths.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p>
A021	<p>She believes the Cycle Hire scheme is a worthwhile and beneficial project, however she feels the location of this site is inappropriate and illogically placed for the following reasons:</p> <ol style="list-style-type: none"> 1) Warwick Crescent and the towpaths surrounding Little Venice canals are frequented by pedestrians, both commuting and visiting. Therefore the idea of novice and ill experienced cyclists taking to these often narrow pathways poses not only a hazard to pedestrians but the cyclists themselves. 2) In addition to this as cyclists are already a safety problem on this canal towpaths surrounding Little Venice the addition of more could create a serious problem. 3) The design which has been submitted is in no way sympathetic to the surrounding vicinity which is a Maida Vale conservation area and hence would look unsightly and out of place in this locale. 4) Warwick Crescent is a one way, narrow street with residential parking along one side. Therefore this road is inadequate to accommodate both cars and cyclists and the attempt at one passing another could end in collision or damage. Its unreasonable for residents to be expected to carry the risk of damage when parking outside their house for which they pay very expensive permits. 5) The benches along this side of the canal are constantly used by elderly local residents, parents with small children and tourists who enjoy sitting watching the boats coming in. The addition of a cycle hire station may discourage people from doing this. 	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has be</p> <p>The available width is considered to be adequate for cyclists and other road users.</p> <p>The benches are being re-located only a few metres and should not disadvantage current users.</p>
A021	<p>WARWICK CRESCENT 65 FLATS....She says residents already have their own cycle parking in our back garden. THE CANAL WILL TEMPT vandals to remove wheels and throw into water. JUST LIKE IN PARIS. GRAFFITI is already a problem on phone units where proposed placing of cycles. Security guards PATROL the open area 200 yards east of the proposed site at WARWICK CRESCENT equidistant between Paddington Station and Warwick Avenue station... WHY NOT USE THAT ADVANTAGE ... !!! NO SECURITY PATROL in the area you have proposed. It is on the site of LONDON WALKS... a place of great beauty, photographed and seen the world over. Now LONDON graffiti and vandalised bikes will be seen the world over?</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE		
SITE	COMMENTS	OFFICERS' RESPONSE
		As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been
A021	<p>H Crawshaw agrees that bike stands are a good idea in commercial area but not on a street, as it is an eye sore and an intrusion to one of the most beautiful parts of Westminster.</p> <p>Also, the Council kindly did not permit a party boat discharging its passengers in Little Venice Basin so it does not follow to now permit a 24 hour station in this quiet, residential street. The canal is known for its walkers along the towpath and to allow cycle stands seems a folly. The bikes would be vandalized on such a quiet street, perhaps the exit of the Fire Station on Harrow Road would be better or another commercial street where there is available space. He says the scheme should be started slowly at first to see how it goes.</p> <p>He says there would be more pollution disturbance and the stands would lower the price of the property.</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>British Waterways Board encourages considerate cycling on towpaths. Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p>
A021	<p>Ms Dougary is a resident in the block of flats (Warwick Crescent) which she says will be affected in the worst possible way by the proposed plans to use the area in front of their flats to install a bicycle hire station. While she is in favour of more bikes and less cars, as she mentioned to Boris Johnson when she interviewed him for her job with The Times, she thinks that the proposal to plonk the bike hire station down in an area of exceptional tranquillity and beauty is scandalously ill thought out, almost bordering on municipal vandalism. She has listed her objections below:</p> <ol style="list-style-type: none"> 1. Little Venice is an area of world-famous renown for its charm and lovely buildings. It is a tourist centre and in the summer has a quite a number of pedestrians. For this reason alone to devote a strip of pavement to 23 bicycles, will cause pedestrian congestion and be potentially hazardous. 2. Robert Browning Island is a bird sanctuary - close to the proposed site - and the increased activity and noise pollution (24 hours allegedly) which will come with the to-in and fro-in of bicycle users is likely to have a destructive impact on the wildlife. 3. There was a decision not to allow events boats to cruise the canal because of the noise pollution for residents; the impact of cyclists congregating in front of her block - as many as 20 or more at a time - day and night, would make an insufferable impact on the lives of the residents in the calm haven. 4. There is a strong possibility that local youths will vandalise the bikes and possibly throw them into the canal. 5. Lighting will be a nightmare - any light source that is effective enough to deter vandals will have a sleep-depriving and deeply unpleasant impact on the residents - most of whose bedrooms are at the front of the building. <p>SUGGESTED NEARBY ALTERNATIVES</p> <ol style="list-style-type: none"> 1. The non-residential area in front of the Nissan office near Sheldon Square. 2. Increase the existing number of bike slots in Warwick Avenue which is already a transport hub and would make much more logical sense. <p>To conclude, if there is any danger of the council not listening to many of her fellow residents concern about this most flawed proposal - they will certainly be taking action at the most senior levels to halt this madness.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>The Cycle Station will allow some cyclists to hire a cycle and use it along the tow path via the local ramped access. British Waterways Board encourages considerate cycling on tow paths. Cyclists are already allowed to use that section of the path. The conditions of use shown that cycle stations should help erase inappropriate behaviour.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>Those disturbed by lighting may choose to install curtains or blinds. There are no proposals to enhance lighting levels at this location.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
A021	<p>Ms Hancock objects to the proposals for the following reasons:</p> <ol style="list-style-type: none"> 1. This will spoil the very nice view of the canal which they currently enjoy from their block, in fact it seems like a bit of an eyesore and will not fit in with the natural surroundings. 2. It could encourage more cycling on the pavement opposite as this is a one-way street. 3. It could encourage vandalism to the bikes stored there and the fittings. 	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>The Cycle Station will allow some cyclists to hire a cycle and use it along the tow path via the local ramped access. British Waterways Board encourages considerate cycling on tow paths. Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p>
A021	<p>Ms Holywell writes on behalf of the co-op Management Committee to express doubts about the scheme. The section of Warwick Crescent chosen for this scheme borders an area of great natural beauty, where birds nest on Browning's Island. Hire bikes here would increase footfall and therefore the potential for crime and anti-social behaviour. The road is also extremely narrow and cars would inevitably be damaged. The turning of Harrow Road is very dangerous at the best of times.</p>	<p>This site provides excellent access to the tow path and cycling is no more noisier an activity than vehicles driving or parking or people in conversation.</p> <p>The Cycle Station will allow some cyclists to hire a cycle and use it along the tow path via the local ramped access. British Waterways Board encourages considerate cycling on tow paths. Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
A021	<p>Ms Ilberry firmly disagrees that a cycle hire station should be installed on the surrounds of Little Venice Basin. This is a much valued and important Conservation Area. It is a particularly beautiful and historical oasis in the middle of London's concrete and mechanistic jungle. It would be utterly inappropriate to place industrial looking docking stations and pay towers on the perimeter of a natural area of outstanding beauty.</p> <p>This destruction must not be allowed to happen. There is a far more appropriate location for the cycle stands:- i.e. just before the entrance to the basin, to the side of the Nissan building under the West way. This would give easy access to cycles for people. It would be an ideal, discreet and very convenient location. It would be the right solution both aesthetically and practically.</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>The cycles and the docking station have been designed to Transport for London's standard, therefore this site will not be garish or visually intrusive to the Little Venice Basin.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
A021	<p>Warwick Crescent is an area of tranquillity and calm, greatly enjoyed by many people. It is also in close proximity to the Rembrandt Gardens, a beautiful oasis close to the Westway and Harrow Road. I think the bicycle scheme is a great idea but I feel strongly that it would be a pity to destroy one of our most beautiful assets to create a new scheme.</p> <p>The benches along the Crescent are used regularly and tourists linger there with their guidebooks in hand. It is a welcome space of considerable serenity. The introduction of the cycles however laudable, would bring a lot of activity and movement thus removing the special quiet and completative atmosphere.</p> <p>There are excellent alternatives and close by. Along the towpath and just under the Harrow Road bridge (approx 500 metres) is an empty spot. There are two large planters and a significant space on this part of the towpath. Starbucks and other coffee shops and restaurants front onto the canal just beyond this point (part of the Paddington Basin development). These are often almost empty. Opposite the space mentioned is a new bridge over the canal with both steps and ramps. This connects the towpath to the main traffic routes. The location is beautiful but in my opinion the new developments could benefit from the increased trade that the cyclists would undoubtedly bring.</p> <p>Further along the towpath where the buildings end and before Paddington Station is an area where people already leave their cycles. Please don't remove the benches from Warwick Crescent as they are a joy to so many throughout the year</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p> <p>The benches have been relocated in accordance with the consultation plans, but there is no intention to remove them.</p>
A021	<p>Ms Novik says as a resident of Warwick Crescent, 35, she would comment that the proposed site for the Cycle Hire would inconvenience the residents of Warwick Crescent, obstructing the view and creating noise additional noise. She says there are locations nearby (along the canal closer to Paddington Station and Sheldon Square offices) where such a construction would be more appropriate and will not disturb anyone, since there are mostly only office buildings at Sheldon Square, not residential property</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
A021	<p>Ms Ridley wishes to object to the placing of hire cycles and the number planned for Warwick Crescent, and also the sheer volume of cycles - out of 6,000 in total, a quarter will be in Westminster. As a resident since 1991, she has noticed various goings-on over the years. Her objections are based on disruption/vandalism/theft likely; danger to pedestrians on the pavement and vehicles on the road; cost - how is this going to be financed; and what research has been done to see if this scheme is suitable in general, and in particular in the details.</p> <p>Disruption/vandalism: this is a quiet street with little through traffic, being one-way. There are far more people walking along the towpath than on the pavement in Warwick Crescent. The mature trees are in full leaf for about six months of the year up to November and prevent light from the street lighting on the south side of the street illuminating what is happening on the north side next to the towpath railings. The benches attract groups of youths in the evening, especially when it is dark. The police very rarely pass through this street and we are in a gap between the Harrow Road/Prince of Wales community policing/City Guardians area and that of Church Street. What precautions are intended to protect the cycles and racks from theft and vandalism here, bearing in mind that it is not a busy area with the deterrent of being seen by passers-by on foot or in vehicles. In a BBC London News programme on 7th October, it was stated that theft was a serious problem in Paris where the cycle hire scheme already exists. The canal may become a dumping-ground for damaged cycles. The noise will increase significantly if people come to hire cycles after pub closing time.</p> <p>Danger to pedestrians and road users: there are already more cyclists using the pavement to ride in both directions and the road to ride in the wrong direction, than to ride in the correct direction on the road along this one-way street. With an increase in cycle use here, there could be a number of accidents to people and damage to vehicles from cyclists who are inexperienced or reckless. Is there insurance provided to cover injury and damage to others by hired-cycle riders? Is there any provision planned for safety on the roads with so many extra cyclists?</p> <p>Cost: how is this going to be financed? If there are fewer cars being used in the central area, the Congestion Charge income will go down. Parking fees income will also be reduced - from fewer bays as well as fewer cars on the roads. The charge for hiring a cycle has not been announced, so it going to be low enough to attract a lot of use, but cost a lot in Council Tax, or high enough to be self-financing eventually?</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>As part of the London Cycle Hire Scheme feasibility study Transport for London looked at several other Cities' cycle hire schemes to learn from their experiences, the Paris scheme being one of them. The London Cycle Hire Scheme has learnt from these schemes to develop its own set of requirements, operationally as well as aesthetically. This will ensure that the scheme will be appropriate for London. Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>Transport for London has set the scheme tariffs so that cycle hire is an affordable transport mode for central London. An initial subscription will be paid upon scheme registration (£45 yearly, £5 weekly and £1 daily). After registration, users will be able to hire a cycle for journeys of up to half an hour duration free of charge. For longer journeys the price will increase. However, it is possible to cycle east/west or north/south across the entire London Cycle Hire Scheme zone within half an hour.</p>

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SITE	COMMENTS	OFFICERS' RESPONSE
	<p>Research: What checks have been made as to the suitability of Warwick Crescent for 23 cycles and stands? Since this is a conservation area, are the signs going to be discreet or as obtrusive as the one in the drawing? This is supposed to be a Zone 1 scheme, but we are in Zone 2. Why is Westminster taking one quarter of the total number of cycles, when there are eight other boroughs and the Royal Parks?</p>	<p>Transport for London has appointed a Service Provider, Serco, who is responsible for installing, maintaining and operating the London Cycle Hire Scheme. The London Cycle Hire Scheme will be based on, but not identical to, the Montréal cycle hire scheme, BIXI. This partnership brings together Serco's extensive experience and the high-quality, award winning technology of the Montréal BIXI Scheme, one of the most advanced cycle hire solutions in operation. Transport for London and Serco's contract is performance based, and Serco will be contractually responsible for the maintenance and redistribution of the Cycle Hire bicycles. Serco will respond to usage patterns to avoid stations becoming completely full or empty at any one time. They will also have a rigorous maintenance regime that includes servicing the cycles, as well as ensuring that cycles reported as damaged are quickly replaced. Unlike Paris, the London scheme will not be providing locks on the cycles so users are encouraged to return them to a docking station when not being used. Transport for London is confident that the London Cycle Hire Scheme will be</p>
A021	<p>Mr Rushton says to site a cycle hire station on the footpath of Warwick Crescent is a ludicrous idea. It would pose a danger to many people and residents who use the footpath for both access and relaxation. There is no cycle land on the road therefore cyclists would use the footpath. There are many elderly residents in Warwick Crescent – some of whom can only venture outside in wheelchairs – and they use the benches and canal side footpath very frequently. This cycle station would destroy the safe and pleasant use of the footpath – it would be dangerous, noisy and a blight on landscape.</p> <p>He says whoever proposed such a thing needs to go back to town planning school!! It is socially, environmentally and aesthetically a totally dreadful proposition. The residents of Warwick Crescent will do everything possible to prevent this from happening.</p> <p>The cycle station should be installed either on the concourse, near the Nissan building, under the west way or on Harrow Road in front of the park backing onto the Delamere estate.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>British Waterways Board encourages considerate cycling on towpaths</p>
A021	<p>Ms Sego says she spoke with Mehmet Gul regarding the lunacy of cycle hire in front of her building in Warwick Crescent. She said that Mehmet told her that the lunatic who came up with that mentally sick idea is the Mayor of London, Mr Boris Johnson. She says she told Mehmet that Mr Johnson should resign as he is not fit for the job because he is planning a monstrosity in front of their main door entry to the building. She says his idea is so made that he should be urgently admitted to St Mary's Hospital for treatment. She says how would he like a cycle hire station in front of his door entry?</p> <p>She says all the people in the people in the building are not only against this cycle hire lunacy, they are utterly disgusted and mad. She is personally barking mad because the best thing in that building is the view for which we all pay a lot of money and Boris wants to genocide our beautiful view.</p> <p>She says please make note of our collective opposition to this insanity of cycle hire in front of Warwick Crescent and make sure it does not happen because the whole area will be ruined and we will not allow it. Can I also have a top level job at Westminster City Council because it is only now that I am realising how intelligent and educated I really am.</p>	<p>The Mayor of London recognises the healthy benefits of cycling, tackling obesity and reducing reliance upon fossil fuelled vehicles. I have had the pleasure of meeting Mayor Boris Johnson and he is in my view of sound mind.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p>
A021	<p>Mr. Southwell has lived in Paris and experienced the benefits and problems of a cycle hire scheme</p> <p>He is concerned that the 24/7 scheme will create noise and a target for vandalism, especially for residents with cycle stations outside their windows.</p> <p>The French experience taught them not to place sites near bars and so the proximity of the site to a public house will cause drink related problems.</p> <p>He states that to combat vandalism in Paris, they had to install extra lighting and CCTV in busy areas, which Warwick Crescent is not.</p> <p>He suggests that Sheldon Square would be a more suitable location.</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>As part of the London Cycle Hire Scheme feasibility study Transport for London looked at several other Cities' cycle hire schemes to learn from their experiences, the Paris scheme being one of them. The London Cycle Hire Scheme has learnt from these schemes to develop its own set of requirements, operationally as well as aesthetically. This will ensure that the scheme will be appropriate for London.</p>
A021	<p>They are objecting to the Warwick Crescent site for the following reasons:</p> <p>1) Warwick Crescent is a one way street with low visibility at its entrance from Harrow Road and no room to pass a car and bicycle at the same time. People hiring bicycles from the site who have limited experience in cycling are bound to endanger themselves by cycling the wrong way up Warwick Crescent and meeting a vehicle coming in the opposite direction. This is a significant public safety concern for residents, drivers, cyclists and Westminster City Council and on this basis alone the location of the site must be reconsidered.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>There are many one-way streets in the City of Westminster. Cyclists, as with all road users, will be expected to adhere to and comply with the Highway Code and traffic regulations.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

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	<p>2) Little Venice and the Robert Browning Pool are part of the Maida Vale Conservation Area and installation of the site would completely diminish the character of the street and the area and they cannot see how the site is designed in a manner at all sympathetic to the existing environment. The peace, tranquillity and visual beauty of this area is a major attraction for tourists and residents alike and must not be jeopardized by installation of a site which will completely undermine that environment.</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p>
	<p>3) There is a real risk that the site would be a target for vandalism and there is no guarantee that damage would be limited to the site. Damage to the site would create an affliction on the view of a pristine area and collateral damage to residents' property and vehicles is quite simply unacceptable.</p> <p>4) Warwick Crescent is a narrow street on which many residents park their cars. There is no guarantee that novice cyclists or cyclists who have decided that the hire bicycles constitute a good substitute for cars on a night out drinking will not cause damage to the vehicles parked on the street. We have seen no details as to how Transport for London will protect vehicle owners for damage caused by use of their cycles and must assume that no such coverage scheme exists. Residents parking their cars on Warwick Crescent not be expected to carry and cover the risk of damage to their vehicles caused in this manner. As vehicle owners themselves they would be extremely angry if they had to bear the burden of damage caused by uninsured cyclists (with the real risk that their insurance would become more costly) and would certainly bring proceedings against Westminster City Council and Transport for London in those circumstances.</p> <p>5) There already exists a problem with reckless cycling on the towpaths surrounding the Little Venice canals, the pavement on Warwick Crescent and the towpaths leading towards Paddington Station (the fact that cycling is prohibited on all these locations does not prevent people persisting on riding bicycles there). Many residents, including them use the towpaths and pavements for their daily commute to work. Installation of the site and use of the bicycles contained therein will only exacerbate this problem increasing the danger of injury caused by collisions between cyclists and pedestrians. The risk of serious injury, particularly to more vulnerable pedestrians, cannot be discounted and there is no guarantee that appropriate financial compensation would be available in all cases since cyclists will not be insured and are unlikely to have the resources to meet compensation claims themselves. This is highly undesirable for pedestrians and cyclists alike.</p> <p>6) With the site being available for use 24 hours a day, pedestrian numbers at night would significantly increase resulting in a considerable risk of unsociable noise. This being a residential area, home to many families, increased noise at night would be an unacceptable nuisance. No licenses have been granted to moor event boats in Little Venice on the basis that there would be an unacceptable level of noise and any inconsistency of approach on this important issue would be unacceptable.</p> <p>7) As a result of operation of the site there would be an increase in people loitering with attendant safety risks and they have not seen any proposals to increase the presence of the authorities to deal with this and</p> <p>8) With increased pedestrian footfall will inevitably come an increase in littering, causing an eyesore and jeopardizing local wildlife.</p> <p>For all the reasons set out above they insist that the site is not installed and instead relocated to a more appropriate location (for example, closer to public transport hubs and existing thoroughfares such as Paddington Station or as an extension to the Warwick Avenue site). They hope that their concerns are addressed and the site moved but if not they are more than happy and able to bring the appropriate legal challenges.</p>	<p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>Transport for London will be ensuring that any user damaging with a hire bicycle will be covered by the insurance policies that they have negotiated and that each scheme user will be made aware of when they register to use the scheme.</p> <p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong way along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>Transport for London believes that the vast majority of users will ride responsibly and benefit greatly from the scheme. However, under certain circumstances, users will be suspended from the scheme if it is shown that they have been deliberately cycling dangerously or illegally. In addition, the user will incur a late return charge should the cycle be damaged or stolen (due to the user's negligence), or not returned within 24 hours. Each cycle will have an individual index number which is designed to be visible by CCTV operatives and assist should there be any thefts / collisions relating to scheme cycles.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>Transport for London has appointed a Service Provider, Serco, who is responsible for installing, maintaining and operating the London Cycle Hire Scheme. The London Cycle Hire Scheme will be based on, but not identical to, the Montréal cycle hire scheme, BIXI. This partnership brings together Serco's extensive experience and the high-quality, award winning technology of the Montréal BIXI Scheme, one of the most advanced cycle hire solutions in operation. Transport for London and Serco's contract is performance based, and Serco will be contractually responsible for the maintenance and redistribution of the Cycle Hire bicycles. Serco will respond to usage patterns to avoid stations becoming completely full or empty at any one time. They will also have a rigorous maintenance regime that includes servicing the cycles, as well as ensuring that cycles reported as damaged are quickly replaced. Unlike Paris, the London scheme will not be providing locks on the cycles so users are encouraged to return them to a docking station when not being used. Transport for London is confident that the London Cycle Hire Scheme will be</p>
A022	<p>She objects as follows:-</p> <p>The safe use of the footpath would be destroyed. Not only cyclists but non-cyclists will hire these bikes for a laugh and they will be riding dangerously on the footpath as there is no cycle line on the road.</p> <p>It will cause noise nuisance to the residents opposite it 24 hours a day.</p> <p>If it is lit it will cause unnecessary light pollution in an area of outstanding beauty – and to the homes in Warwick Crescent.</p> <p>It will be vandalized in no time and will look like a car crash on the footpath of this beautiful, scenic and extremely special London location. There is a very rough element in the estate to the west of Warwick Crescent – evidenced by the high incidence of car break-ins and vandalism in Warwick Crescent.</p> <p>She doubts that the station would be used by residents of Warwick Crescent as they have their own bicycle racks at the back of the building – it should be sited on the concourse leading to Paddington Station where people either going to or coming can have easy access to it.</p> <p>Footpaths are for pedestrians. These cycle hire stations should only be located where there are cycle lanes on the roads.</p> <p>The issue of safety for the cyclists who might use these hire stations needs to be more thoroughly addressed: Where are they going to get protective head gear from? Recreational cyclists will pose a hazard on the roads – both to themselves and to motorists. It is not a fun idea to ride bicycles in London as it is a hazardous environment – certainly in Central London in an area where there are no cycle lanes.</p> <p>There are far more appropriate sites for this station than in Warwick Crescent – if indeed there should be such cycle stations at all in Central London.</p> <p>The consensus of residents in Warwick Crescent is that this proposal should be rethought and the totem and bicycles sited elsewhere.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong way along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>Transport for London believes that the vast majority of users will ride responsibly and benefit greatly from the scheme. However, under certain circumstances, users will be suspended from the scheme if it is shown that they have been deliberately cycling dangerously or illegally. In addition, the user will incur a late return charge should the cycle be damaged or stolen (due to the user's negligence), or not returned within 24 hours. Each cycle will have an individual index number which is designed to be visible by CCTV operatives and assist should there be any thefts / collisions relating to scheme cycles.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>As part of the London Cycle Hire Scheme feasibility study, Transport for London investigated several other cycle hire schemes internationally. As part of the launch of the London Cycle Hire Scheme it was not feasible to service mainline rail stations with Cycle Hire facilities due to the problems of acquiring the land required to meet demand.</p> <p>Transport for London is providing additional funding for cycle training in the nine London Boroughs across the London Cycle Hire Scheme area to cater for the additional demand generated by the scheme. Users will be trained on specific Cycle Hire cycles, provided by Transport for London. Cycle training will also be promoted through London Cycle Hire Scheme roadshows.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>

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	<p>S. Stemp objects to the proposals for Clifton Road as the road is heavily congested with 4 well-used bus routes and parking on both sides of the road. He/she considers that cyclists have no regard for road safety and in the event of congested roads, will cycle on the pavement, as they do now.</p> <p>He/she states that Clifton Road is used by a lot of elderly people, dog walkers and families with young children and considers that cyclists are a danger to these people.</p> <p>He/ she thinks that the area is wrong for hiring cycles and that Hoxton would be a more suitable area.</p> <p>He/she thinks that the facilities have no place in conservation areas and that the removal of an attractive Victorian copy street lamp on the junction to Clifton Road and Lanark Road is outrageous. As street lighting is poor it will cause increased vandalism.</p> <p>He/she is concerned that there is no mention of an education programme for cyclists, or increased police presence to deal with dangerous behaviour from cyclists.</p> <p>He/she considers the scheme ridiculous.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>Transport for London is providing additional funding for cycle training in the nine London Boroughs across the London Cycle Hire Scheme area to cater for the additional demand generated by the scheme. Users will be trained on specific Cycle Hire cycles, provided by Transport for London. Cycle training will also be promoted through London Cycle Hire Scheme roadshows.</p>
B002	<p>The Metropolitan Police request this site be repositioned to provide an increase in the vision available to traffic emerging from Barrow Hill Road. An option would be to use all the current parking bays. Also may consideration be given for the totem to be positioned at the opposite end of the again for visibility issues.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 24 September 2009. As such this site will not be going ahead.</p>
B002	<p>Mr Harris says while he feels the scheme to be beneficial in general terms, he does not believe that St John's Wood High Street is a useful destination point for these cycles. He has a long standing knowledge of the local residents and they would be very unlikely to make use of these cycles. St John's Wood High Street is not a tourist destination and consequently it is unlikely that people will be looking to visit the area from other cycle destination points. If it is of the opinion that the cycles will be used for people wishing to get from the West End to the St John's Wood area, he suggests that it is more sensible that the cycle hire station be positioned closer to other transportation points, such as St John's Wood High Street Underground Station – although he still considers a cycle hire station would have little application in this location.</p> <p>He would like to add that he is a very frequent visitor to Paris as he has business involvements there and has seen the cycle hire scheme operate. Having discussed this with people in Paris it would seem that the high percentage of users are tourists and it would seem therefore sensible that cycle hire stations are positioned in appropriate areas in central London. Local people who cycle on a daily basis would be more likely (on a cost basis alone) to have their own cycles and therefore have no need to hire cycles.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 24 September 2009. As such this site will not be going ahead.</p>
B004	<p>Peter Stanway objects on behalf of the residents of 26 flats at 2 Avenue Road and 64 flats at Stockleigh Hall at 51 Prince Albert Road, concerning the proposed location.</p> <p>He states that residents believe that a revised location should be chosen as the existing proposed site could be dangerous, a potential source of vandalism and a nuisance to residents.</p> <p>He states that the heavy traffic flow and increase size of pavement layout will create a pinch point that will be made much worse by increased congestion.</p> <p>He states that there will be a potential danger from a large number of cyclists collecting or depositing cycles at a busy and complicated road junction.</p> <p>He states that cyclists would need to cross and re-cross the busy junction of Avenue Road and Prince Albert Road to link up with The London Cycle Network 222 that carries on in to Regent's Park, adding to the existing dangers of this location.</p> <p>He states that residents feel that there is already too much activity at this junction but suggest that a site further east on the south side of Prince Albert Road, would be feasible..</p> <p>He has concerns over the possible increased clutter, litter and vandalism at the proposed site which is, at present, a pleasant streetscape for local residents.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 26 November 2009. As such this site will not be going ahead.</p>
B012	<p>Mr Magnus says he applauds the idea of the Cycle Hire Scheme he is strongly against the proposed site at Grove End Road.</p> <p>The propose site is directly outside the block of flats where he lives. This is the most busy section of road and to have cyclists entering and leaving the road at this point will surely lead to accidents. The pavement itself is often very busy with pedestrians and he would have thought too congested to absorb a cycle hire station and of course the noise and commotion of people hiring and returning cycles will disturb not just his family but also all those residents at the front of this block of flats.</p> <p>He is not against the principle of the scheme but hopes the station can be moved to a more suitable position, for example just around the corner in Hall Road.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>The comments of Mr. Magnus are noted.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
B012	<p>Ms Scott writes as the Director of the freehold owning Company of the property 23A Grove End Road NW8.</p> <p>They strongly object to the positioning of the cycle hire station directly outside the frontage to their property.</p> <p>Not just from an aesthetic point of view – which would totally damage the visual image of what is a delightful four storey property – but from the point of view of the noise that would ensue from users of the facility being placed directly outside a quiet residential building culminating in the tenants being disturbed on a regular basis.</p> <p>Surely it would make sense to place this station on the corner in Hall Road where it would have minimal impact on the surrounding buildings.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
B015	<p>Police request that consideration be given to reconsidering this site location. Placement of the cycle hire station in the middle of Prince Albert Road would place all road users, not just the cyclists or pedestrians at risk due to the increase in pedestrian movements to and from the centre island to either collect or return their cycles. There is a high volume of traffic that uses this area and also the position of the proposed new centre island would cause difficulties for vehicles that wish to turn right out of St John's Wood High Street and may conflict with pedestrian movements.</p>	<p>The traffic island will be reduced in size to improve the right to turn from St John's Wood High Street into Prince Albert Road.</p>

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B015	<p>Charles Kendall & Partners Limited is the designated agent in the UK of the Ruler of the Sultanate of Oman. With reference to the above planning application, the following objections are therefore lodged for and on behalf of the Government of the Sultanate of Oman, the owner of Grove House, Prince Albert Road.</p> <p>These objections are made to this second planning application for the installation of a facility that, in terms of access and safety to the owners of Grove House, is indistinguishable from the first application made and now withdrawn (your reference 09/04876/FULL, TP/2247: PP00757776).</p> <p>Please note the error made in your Department's previous correspondence that the installation (as it was then or as it is now) does not impede access to the Main Entrance of Grove House. As previously stated that Main Entrance is immediately adjacent to the docking station, as shown on the marked plan attached. Therefore, this second proposed installation equally impedes direct access to the property from traffic exiting the large traffic island and wishing to gain access to the property from Prince Albert Road by crossing that Road southbound into the Main Entrance.</p> <p>Access Grove House is the official London residence of His Majesty Sultan Qaboos bin Said, the Ruler of Oman on his visits to the Capital. As part of the functions of a visiting Head of State, His Majesty routinely receives guests at Grove House whom by their nature are also Heads of State, foreign dignitaries and other WIPs and VIPs and senior representatives of the House of Windsor and the Government of the United Kingdom.</p> <p>Such visits require strict security arrangements both for His Majesty and His high profile guests, not only within the premises but also for the transportation of all involved. This typically takes the form of motor cavalcades, outriders and so on arriving and departing from Grove House in uninterrupted convoy. The installation of the proposed cycle dock will block entrance to the main gate of Grove House to all north-travelling convoys (the entrance is shown on the attached site plan marked 'X' and is referred to hereafter as the 'Main Entrance').</p>	<p>TfL has agreed to fund the strengthening of the southern end of the traffic island, so that vehicles can easily override the island with a battered kerb.</p>
	<p>To provide effective security for anyone, and in particular VIPs, it is imperative to avoid establishing any pattern or routine that a terrorist may use to predict events and hence mount an attack with a degree of confidence. The current street layout to the front of Grove House provides several different approach routes (five, in fact) for the VIPs' protection officers to use up to the last few meters from the only entrance they can use - the Main Entrance. The proposed cycle docking area would severely restrict the VIPs' protection officers' choice of routes in two significant ways: on a convoy's arrival, only the two routes to the north of the Main Entrance could be utilized, both of which mean accessing the Main Entrance from the only direction it could then be accessed from (i.e. Prince Albert Road itself and St John's High Street, because the Main Entrance could not be accessed from the south because of the cycle dock); and, on a convoy's departure, to the three routes to the south via the Park Road traffic island (i.e., again because the Main Entrance could only be exited by turning left out of it towards that traffic island).</p> <p>In short, this amounts to the imposition of the cycle dock alerting any observer to the fact that there is only one way in and only one way out of the Main Entrance. This would make it obvious to predict the route of a VIP convoy and make planning an attack significantly easier, if not obvious, and even the cycle dock itself would provide ideal 'cover'.</p> <p>Furthermore, St John's Wood High Street, one of the current approach routes, is usually congested and would normally be unsuitable for a VIP convoy (a 'drive-by shooting' took place there only recently), thereby limiting the effective approach routes to the one stated above. Unfortunately, even the one remaining approach route, Prince Albert Road, has several places with roadside parking from which to mount an attack on a VIP with confidence. Having only one realistic approach route and one with areas from which to mount an attack, not least a cycle dock across the Main Entrance, invites disaster at some point.</p> <p>Even if Grove House is approached southbound (i.e., on this one approach) on Prince Albert Road this will require the convoys to halt immediately next to the cycle dock if more than one visitor arrives at the Main Entrance at the same time. Whilst the Government of the Sultanate of Oman makes its own security arrangements on the premises within the confines of its land, it has no powers to move on any pedestrians perceived as a potential security risk so close to the property. As the proposed installation is intended to comprise 30 bicycles this means that there could be anything up to that number of pedestrians in extreme proximity to arriving convoys at any given time. The main ticket machine would be placed directly opposite the Main Entrance giving an ostensibly permissible excuse for persons to loiter, thereby increasing the security risk.</p> <p>The bicycles themselves could also easily be used to house an explosive device. There is precedent for this mode of attack - the Provisional IRA planted explosives in bicycles successfully in Crossmaglen in 1977, again in a shopping centre in Bognor Regis in 1994 with another being detonated by controlled explosion on Brighton Pier the same year.</p> <p>Whilst the Sultanate of Oman could officially request the temporary suspension of the cycle dock for such events, it is submitted that this would place an unnecessary administrative burden not only upon the owner but also the Metropolitan Police and domestic security services. Also, temporary suspension is administratively unworkable for His Majesty who requires, and is entitled to, access and egress from the premises at will.</p> <p>Temporary suspension, even if possible, would not cure the other more routine access issue - Grove House is a large property and there are occasions when large delivery vehicles require access to it, not only for VIP events but generally. With the cycle dock in situ, when such vehicles approach the Main Entrance it would have to be from the north and they would need to be able to utilize the whole width of Prince Albert Road in order to be able to negotiate access to the Main Entrance in order to turn left into it. This will be rendered impossible by the installation of the cycle dock as it will be built upon the very part of Prince Albert Road that is adjacent to the Main Entrance.</p> <p>The installation of the cycle dock will also impede egress from the property in general in that it will prohibit the possibility of any vehicle turning right out of the Main Entrance to travel north, forcing any vehicle to turn left and utilize the traffic island.</p> <p>It was incorrectly stated in the Minutes of the Planning Application Sub-Committee dated 6 August 2009 (Item 2 of the Agenda referencing Site No. 20) in respect of the previous application for a cycle dock on this site that "[it is not considered that the cycle hire station would obstruct the entrance to Grove House. The main entrance is 100m further north on Prince Albert Road. This is entirely incorrect. The Main Entrance to Grove House is clearly marked on the plan enclosed with this letter. It is the entrance directly opposite the proposed footprint shown on the latest plan. The entrance 100m north of the Main Entrance is a service entrance that is too narrow for large deliveries to the property. It is also an inappropriate entrance for the arrival of Heads of State and other VIPs to the property, one of the grounds on which the security objections to the proposal was made.</p> <p>Those Minutes also state that although the security issues raised in objection have only been raised in relation to one of the sites [Le. Grove House] the concern could apply equally to all the sites. This is also incorrect. The security issues raised in objection are site specific to Grove House and the necessity in having more than one access approach to it. It does not appear that any of the other sites considered are proposed to be installed directly outside the London residence owned by an overseas Government.</p> <p>The objections as to access and security are therefore reiterated as it seems that the Sub-Committee has erred in its assumptions that (a) the proposed site does not have a direct impact on the access to the property's Main Entrance, and (b) that the property is not unique in having singular inherent security considerations and risks.</p> <p>Impact on the character of the area As Grove House is a Grade 1 listed Regency villa of noted distinction, it is submitted that the installation of the cycle dock will have an impact on the character of the property. The proximity of the installation to Grove House means that this will affect the property more than any other resident. The size of the installation, at over 50 square meters, will make it a significant eye-sore as its necessarily modern design cannot be made to complement the character of the area.</p> <p>In particular, and with reference to the Transport For London Planning Design & Access Statement dated 19th June 2009 published in conjunction with the planning application on your website, issue is taken with the following points:</p> <ul style="list-style-type: none"> • item 1.3 Criteria for site selection (final bullet point): this states the criterion that there is a "presumption against sites where docking stations would have a detrimental impact on sensitive townscapes and/or the setting of heritage assets." It is submitted that the site the proposed cycle dock as planned would indeed have a detrimental impact on the Grade 1 Listed building - immediately adjacent to it; and • on page 32, in respect of the actual cycle dock proposed for Nuffield Lodge (Grove House) it is stated that "[the proposal will be relatively insignificant within its setting (Figure 5.81". Figure 5.8 is captioned "View of site looking - toward Nuffield Lodge": in fact, the proposal will dominate the foreground and will be incongruous with the main facade of the Grade 1 listed building. Local landmark historic views toward Grove House from west to east (the main front elevation view to Grove House) will be lost forever and will always be dominated in the foreground by a forest of modern stainless steel street furniture and bicycles. <p>The proposed installation would be specifically in breach of the following established relevant Planning Policies and Guidance:</p> <ul style="list-style-type: none"> • Policy 48.1 (Design Principles for a Compact City): the proposal does not respect local context, history, built heritage and character of the setting adjacent to Grove House; and • Part 5 of STRA 29A and Policy DES 10 (Listed Buildings): the development of the site will not preserve or enhance views to the listed building and so is in conflict with this guidance. <p>Also it cannot be said, as is stated within the TfL Design and Access Statement, to preserve the historic character of the environment or that due "consideration of street scene (trees, listed building setting and other environmental considerations that the city council considers important? has been adequately observed and addressed.</p> <p>Road Safety The design of the cycle dock, being in the middle of Prince Albert Road, means that its users, anything up to 30 people at a time throughout the day, must necessarily wheel the bicycles backwards into Prince Albert Road and this will represent a permanent safety hazard to the cyclists. Also, any cyclist travelling southbound on Prince Albert Road will be required to cycle across it directly towards the Main Entrance in order to take up a leftmost position on the road. This will increase the likelihood of collisions between cyclists and vehicles exiting Grove House.</p> <p>Road Traffic and Transportation Issues In addition to the above, blocking the entrance to the property will have serious road safety implications. It is noted that the Director of Transportation has already asked that planning application for the site be refused on transportation grounds viz. the location is unsafe because of the fast moving traffic on Prince Albert Road, that therefore the "proposed location... is considered dangerous" and that the safety audit reflects the fact that the location is an accident 'black spot'. In only the last two week two further accidents have occurred there, one involving a motorcycle.</p>	<p>The height of the boundary wall of Grove House reduces visible intrusion.</p> <p>The scheme was modified to overcome the concerns raised by the former Director of Transportation . The City Commissioner of Transportation supports the current decision with minor modifications to the traffic island at its northern end by the junction with St John's Wood High Street.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	<p>It is also the experience of the staff employed by the Government of Oman at Grove House that the location is inherently hazardous. Referring directly to the proposed installation, Mrs S Burnett, the Manageress of Grove House comments as follows:</p> <p>"... on the safety aspect, this whole junction, including St John's wood High street is an accident black spot with regular accidents occurring, it will only be a matter of time before someone is killed. The approach off the roundabout into Prince Albert road is particularly dangerous, especially with 2 crossings being so close to the junctions, it is also a bit of a blind spot when crossing Prince Albert Road. I believe the only reason no one has been seriously injured is because there is space in the centre of the road to avert this, if the cycle hire station is placed here then a vehicle attempting to avoid an accident would plough straight into this! I also wonder if a traffic survey has been carried out, the volume of traffic during a normal week is quite heavy but when there is cricket on or any occasion at the mosque it can be quite horrendous. II</p> <p>It is presumably for these very reasons that the Director of Transport and the Subcommittee recommend refusing planning permission because the risk of accident and collision and risk to vulnerable road users are contrary to TRANS 2, 3 and 9 of the Unitary development Plan adopted in as recently as January 2009.</p> <p>Finally, although the current application no longer proposes a new extension to the kerb that would narrow the north bound approach into Prince Albert there will still be a significant risk of collision in this location. At the present time there are frequently altercations on this stretch of road and only recently a motors cist was knocked off his bike by a vehicle and injured. There is a major problem with traffic coming off the traffic island into Prince Albert Road in that there are two lanes off the island, coming from the west and north, and the left lane is designated for traffic turning into Prince Albert Road. The right hand lane is for traffic intending to proceed further round the roundabout. What actually happens in practice is that traffic in the right hand lane also peels off left into Prince Albert Road causing frequent near misses and some actual collisions. This situation will be exacerbated by the fact that the new kerb on the north west of the proposed island will actually constrict the exit off the roundabout and into Prince Albert Road even more than currently exists which mean that the focus of the drivers riders will be on the conflicting traffic rather</p>	<p>The narrowing of the carrieway for northbound and southbound vehicles should reduce vehicle speeds and improve safety.</p>
B021	<p>Ms Ridout says she does not agree with adding anything else to the Church street triangle. It is a pavement first and foremost well with the chairs (which are out till 10/11 at night) and rainbow flooring who most days have their stock out (they also cut carpet on the pavement) plus 3 loose advert</p>	<p>Whilst planning permission for this site was granted on 18 August 2009, this site was withdrawn from the cycle hire network, following concerns raised that the cycle hire station in this particular location would not complement the Church Street Civic Streets scheme proposals.</p>
B021	<p>Mr Yates comments on behalf of William Hill and says that the proposal to introduce a cycle hire station directly outside William Hill shop at Wood Green has been received with mixed feelings by both our Store Manager and District Manager as they are concerned that by introducing the bikes and stands the visibility of William Hill shop from Church Street may be reduced which will obviously impact on trade.</p> <p>Although William Hill do not wish to object we would like to voice our concerns and ask the above be taken into consideration.</p> <p>On the other hand William Hill feel the proposals to introduce cycle hire stations is generally a good idea when taking into account the obvious green advantages that the scheme will bring.</p>	<p>Whilst planning permission for this site was granted on 18 August 2009, this site was withdrawn from the cycle hire network, following concerns raised that the cycle hire station in this particular location would not complement the Church Street Civic Streets scheme proposals.</p>
B024	<p>Mr Miller would like us to note that Mallory Street is not under the management of Westminster's Highways department, and is private land of City West Homes (WCC's ALMO for Housing Stock). He is aware that there are discussion under way to transfer the roads on the Lisson Green Estate to highways, but he believes that no date has been set for this transfer. Please can you confirm that you are aware of this information, and if it effects the plans to install the hire station in this area?</p>	<p>The City Commissioner of Transportation is aware that the proposed site is located on City of Westminster corporately owned property (managed by City West Homes), not public highway. As such the planning notice was served on Rosemary Westbrook, Director of Housing, and officers have been in liaison with City West Homes.</p>
B024	<p>Ponniah Vijendran lives on Lilestone street, nw8 8te. I am keen cyclist, I cycle to work and on weekends and thinks it is a great idea. Ponniah Vijendran was recently in Toulouse, they have the same type of scheme there which seemed to be popular with the locals</p> <p>Concerns/Critical success factors: Cost need to be nominal, much less than the tube and taxis. Are you going to leverage the oyster card for payment?</p> <p>I have safety concerns, helmets will not be provided, are you planning to create more cycle only routes to give cyclist more space away from motor vehicles? Bus lanes generally work pretty well for cyclists.</p> <p>You have to ensure the bikes are always in good working order, tires working, gearing and brakes functioning etc</p> <p>Are you going to be rolling out more cycle parking areas and racks? I am concerned that this scheme will replace cycle parking. There simply isn't enough bike parking anywhere in central London. Outside Marylebone station for example there only a very limited number of parking racks. I think this needs to be tackled also.</p>	<p>As part of the London Cycle Hire Scheme feasibility study Transport for London looked at several other Cities' cycle hire schemes to learn from their experiences, the Paris scheme being one of them. The London Cycle Hire Scheme has learnt from these schemes to develop its own set of requirements, operationally as well as aesthetically. This will ensure that the scheme will be appropriate for London.</p> <p>Transport for London has set the scheme tariffs so that cycle hire is an affordable transport mode for central London. An initial subscription will be paid upon scheme registration (£45 yearly, £5 weekly and £1 daily). After registration, users will be able to hire a cycle for journeys of up to half an hour duration free of charge. For longer journeys the price will increase. However, it is possible to cycle east/west or north/south across the entire London Cycle Hire Scheme zone within half an hour.</p> <p>Transport for London is working in partnership with Westminster City Council to develop a series of complementary measures to improve the safety and permeability of cycle routes through the City. These measures include the installation of additional contra-flow cycle routes and junction improvement schemes and the installation of 350 additional cycle stands.</p> <p>Transport for London has appointed a Service Provider, Serco, who is responsible for installing, maintaining and operating the London Cycle Hire Scheme. The London Cycle Hire Scheme will be based on, but not identical to, the Montréal cycle hire scheme, BIXI. This partnership brings together Serco's extensive experience and the high-quality, award winning technology of the Montréal BIXI Scheme, one of the most advanced cycle hire solutions in operation. Transport for London and Serco's contract is performance based, and Serco will be contractually responsible for the maintenance and redistribution of the Cycle Hire bicycles. Serco will respond to usage patterns to avoid stations becoming completely full or empty at any one time. They will also have a rigorous maintenance regime that includes servicing the cycles, as well as ensuring that cycles reported as damaged are quickly replaced. Unlike Paris, the London scheme will not be providing locks on the cycles so users are encouraged to return them to a docking station when not being used. Transport for London is confident that the London Cycle Hire Scheme will be</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p>
	<p>I am concerned that taxi drivers are going to respond negatively to this, I suggest considering this I seriously hope you are targeting the people of London rather than tourists for this scheme I seriously hope you are targeting the people of London rather than tourists for this scheme .</p> <p>Mallory Street installation The estate has a lot of fairly free spirited children who don't really respect anything or anyone. I fear that they will take every opportunity to destroy the bikes. You shouldn't under estimate this. I am concerned about the selection of this location for that reason Mallory street is currently used for residents car parking, I am concerned that there isn't much space at the moment and your scheme is removing more of it. Whilst I am not a regular driver I still need somewhere to put my car</p> <p>Alternative thoughts The total cost of the scheme probably comes into the Millions, I am guessing around £20M (full set up and £ year running costs). With that money you could purchase a lot of bikes. You could buy loads of bikes of the kids of London, if you get the younger generation hooked on cycling then in 10 years time everyone in the city will be cycling. That feels like a practical way to sort the problem to me. Just a thought!</p>	<p>Transport for London is providing additional funding for cycle training in the nine London Boroughs across the London Cycle Hire Scheme area to cater for the additional demand generated by the scheme. Users will be trained on specific Cycle Hire cycles, provided by Transport for London. Cycle training will also be promoted through London Cycle Hire Scheme roadshows.</p>
B025	<p>Me Bell says they are the only 'open shop' retail business in this block, and it will place severe restrictions on their business.</p> <p>During the day they have members of the public arriving wanting to deliver books for our appraisal. They use the loading bay and parking meters outside the shop. Parcel force, Royal Mail, DHL, as well as a number of other delivery companies call to them daily.</p>	<p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>The servicing needs of businesses have been considered and taken into account. Loading and unloading will continue to be permitted on yellow lines (without kerb blips) in the immediate area for as long as necessary between 6:30pm and 11:00am. Between 11:00am and 6:30pm loading and unloading is restricted to 20 minutes.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	<p>Royal Mail call every evening to collect the parcels we are sending out. There is a second loading bay further down the block, but frankly, even with two bays currently available, they struggle to find somewhere to stop when we ourselves bring stock into the shop.</p> <p>This is a major diminution of their amenities. There is parking on the next block east in the street, which would not have such a serious effect, as it is not next to any trading premises.</p> <p>He thinks the aims of the cycle hire scheme are laudable, but books are heavy, and cycles are not suitable for their delivery. So although I wish the scheme well, he thinks that if you look a little closer, there are alternatives that will have less of an impact on the local businesses.</p>	
B025	<p>As the owner of two flats out of the seven flats comprising 97 Bell St, the proposed layout for the new scheme is of great concern to me due to the proposed revocation of the waiting/loading area directly outside 97 Bell St. My observations and comments on the proposed changes are as follows:</p> <p>As a result of the removal of the loading area outside no. 97 which is 100% residential, there will only be one waiting/loading area (running from mid 101 to 103 Bell St which are small part commercial/part residential premises) instead of the two that currently exist in the North section of Bell St located between Cosway St and Lisson Grove. In my opinion this leaves inadequate waiting/loading space and does not permit reasonable access to premises such as no. 97 and West of no. 97 which are more substantial in terms of square footage and residential occupancy than numbers 101 or 103 Bell St. To leave one waiting/loading area in this section of Bell St outside 101 to 103 that are part commercial/part residential premises does not seem proportionate as business premises, unlike residential, are not in use 24/7. Furthermore, unlike all the other property in this section of Bell St, numbers 99, 101 and 103 Bell St have separate access to the rear of their properties from Lisson Cottages.</p>	<p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>Loading facilities are available outside No 91 Bell Street as well as outside Nos. 103/105 Bell Street.</p>
	<p>Unlike a parking space which may become free when a vehicle is not parked there, the nature of the proposed cycle station is such that it is a fixture on the road. i.e. even if there are no bicycles in the cycle station that part of the road cannot be used for waiting/loading like a parking space without a vehicle in it. Nor can the use of the cycle station be suspended like a parking space to enable access to premises. Whilst road traffic regulations give power to a local authority to designate parking areas the regulations also permit the removal of parked vehicles in emergencies to free up road space. In essence, any obstruction above ground level (i.e. the level of the road) can be removed if necessary. The fixed nature of the proposed cycle station limits the scope for its removal in cases of emergency. By locating a permanent cycle station directly in place of the existing loading/waiting area in front of the entrance to no. 97 this raises issues about access to no.97 and properties West of no. 97 being compromised in an emergency.</p> <p>The net effect of the proposal is that one of the two existing loading areas will be permanently removed and replaced with fee earning road space at the expense of residents of 97 and West of 97 who will lose access.</p> <p>No. 97 is the only 100% fully residential building in the North section of Bell St located between Cosway Street and Lisson Grove. All other premises in this section are either commercial and/or a mixture of commercial ground/basement floors with upper residential. Furthermore, all buildings in this section of Bell St have main entrances that are at the same level as the footpath. No. 97 is accessed by steps leading up from the footpath. With the proposed loss of the loading/waiting area this will make access unnecessarily difficult particularly when loading/moving large items that are either: too long or bulky to be maneuvered into the building at an angle restricted to the width of the footpath or, too heavy to be maneuvered over and above a fixed obstruction such as a cycle station. There are also issues regarding people movement – one person at no.97 has two young children and another is blind and disabled.</p> <p>The nature of traffic movements in Bell St has an important bearing on the waiting/loading areas in the street. Bell St suffers from severe traffic congestion once parking meter and yellow line restrictions cease (i.e. after 6:30pm Monday to Friday and all day Saturday and Sunday). At the weekends, and particularly on Saturday when Church St market is open, vehicles are parked along Bell Street on both sides making it extremely difficult to drive even a small car down the street. The situation has become worse since 2008 when resident parking bay restrictions were extended and additional yellow lines introduced. At present the only convenient time to arrange for a delivery is during working hours Mon to Friday when the waiting/loading area can be used. If the proposal to revoke this area and place a fixed/non moveable obstruction goes ahead as per the proposal it will be impossible for residents in this part of Bell St to engage in waiting/loading activities on Saturday which is the only day that most residents, unlike businesses, are free to do so.</p> <p>From the proposed plan it is clear that the part of Bell St running Eastwards from 99 to Lisson Grove is wider than the Western part between 91 and 97. If the cycle station proposal goes ahead, and a waiting/loading area is to be revoked as planned, then a consideration of the points above and the actual situation on the ground would suggest that the revocation of the waiting/loading area outside 101 to 103 Bell St is a more satisfactory option than the current proposal.</p>	<p>The servicing needs of businesses have been considered and taken into account. Loading and unloading will continue to be permitted on yellow lines (without kerb blips) in the immediate area for as long as necessary between 6:30pm and 11:00am. Between 11:00am and 6:30pm loading and unloading is restricted to 20 minutes.</p> <p>The single yellow lines could be converted to double yellow lines and the City Council will consult on that change as a separate consultation exercise.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p>
B025	<p>Mary Kennedy is the owner of 2 flats in Bell Street and has concerns about the proposed revocation of waiting and loading area outside 97 Bell Street.</p> <p>She further comments that: As a result of the removal of the loading area outside no. 97 which is 100% residential, there will only be one waiting/loading area (running from mid 101 to 103 Bell St which are small part commercial/part residential premises) instead of the two that currently exist in the North section of Bell St located between Cosway St and Lisson Grove. She states that this leaves inadequate waiting/loading space and does not permit reasonable access to premises such as no. 97 and West of no. 97 which are more substantial in terms of square footage and residential occupancy than numbers 101 or 103 Bell St. To leave one waiting/loading area in this section of Bell St outside 101 to 103 that are part commercial/part residential premises does not seem proportionate as business premises, unlike residential, are not in use 24/7. Furthermore, unlike all the other property in this section of Bell St, numbers 99, 101 and 103 Bell St have separate access to the rear of their properties from Lisson Cottages.</p> <p>She states that if a parking space which may become free when a vehicle is not parked there, the nature of the proposed cycle station is such that it is a fixture on the road. i.e. even if there are no bicycles in the cycle station that part of the road cannot be used for waiting/loading. Nor can the use of the cycle station be suspended like a parking space to enable access to premises. Road traffic regulations give power to a local authority to designate parking areas the regulations and also permit the removal of parked vehicles in emergencies to free up road space. In essence, any obstruction above ground level can be removed if necessary. The fixed nature of the proposed cycle station limits the scope for its removal in cases of emergency. By locating a permanent cycle station directly in place of the existing loading/waiting area in front of the entrance to no. 97 this raises issues about access to no.97 and properties West of no. 97 being compromised in an emergency.</p> <p>She states that No. 97 is the only 100% fully residential building in the North section of Bell St located between Cosway Street and Lisson Grove. All other premises in this section are either commercial and/or a mixture of commercial ground/basement floors with upper residential. All buildings in this section of Bell St have main entrances that are at the same level as the footpath. No. 97 is accessed by steps leading up from the footpath. This will make access unnecessarily difficult particularly when loading/moving large items that are either: too long or bulky to be maneuvered into the building at an angle due to restricted width of the footpath or, too heavy to be maneuvered over and above a fixed obstruction such as a cycle station.</p> <p>She states that the nature of traffic movements in Bell St has an important bearing on the waiting/loading areas in the street as it suffers from severe traffic congestion once parking meter and yellow line restrictions cease (i.e. after 6:30pm Monday to Friday and all day Saturday and Sunday). At the weekends, and particularly when Church St market is open, vehicles are parked along Bell Street on both sides making it extremely difficult to drive even a small car down the street.</p> <p>The situation has become worse since 2008 when resident parking bay restrictions were extended and additional yellow lines introduced. At present the only convenient time to arrange for a delivery is during working hours Mon to Friday when the waiting/loading area can be used. If the proposal to revoke this area and place a fixed/non moveable obstruction goes ahead as per the proposal it will be impossible for residents in this part of Bell St to engage in waiting/loading activities on Saturday which is the only day that most residents, unlike businesses, are free to do so.</p> <p>She comments that from the plan it is clear that the part of Bell St running eastwards from 99 to Lisson Grove is wider than the Western part between 91 and 97. If the cycle station proposal goes ahead, and a waiting/loading area is to be revoked as planned, then a consideration of the points above and the actual situation on the ground would suggest that the revocation of the waiting/loading area outside 101 to 103 Bell St would be a more satisfactory option than the current proposal.</p>	<p>Loading facilities are available outside No 91 Bell Street as well as outside Nos. 103/105 Bell Street.</p> <p>The single yellow lines could be converted to double yellow lines and the City Council will consult on that change as a separate consultation exercise.</p> <p>The servicing needs of businesses have been considered and taken into account. Loading and unloading will continue to be permitted on yellow lines (without kerb blips) in the immediate area for as long as necessary between 6:30pm and 11:00am. Between 11:00am and 6:30pm loading and unloading is restricted to 20 minutes.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p>
B034	<p>Ms Bastiau feels that a better site for the proposed position in Dorset Square would be adjacent to Marylebone Station. She says the pavement is wide here and people coming off the trains each morning would find such a position convenient. The site suggested would narrow the road way and obstruct cars travelling from the Square unto Balcombe Street.</p>	<p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>The comments of correspondent are noted however the sites were also selected on the basis of appropriateness of the site, safety regarding the positioning of the docking station and minimal impact on residents' parking. There are other sites close to Marylebone Station.</p> <p>As part of the London Cycle Hire Scheme feasibility study, Transport for London investigated several other cycle hire schemes internationally. As part of the launch of the London Cycle Hire Scheme it was not feasible to service mainline rail stations with Cycle Hire facilities due to the problems of acquiring the land required to meet demand.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE		
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B034	<p>Mr Burnstock says the concept of encouraging individuals to cycle in London is highly laudable, but the placing of the various Docking Stations in central London does not always appear to have received sufficient consideration.</p> <p>His immediate concern is the Docking Station proposed for Dorset Square. Placing such a station in the area indicated, opposite number 32 is illogical in the extreme, the street being exceptionally busy with commuters morning and evening, making the retrieval and replacing of cycles a potential hazard to pedestrians and vehicles alike. In addition, this is primarily a residential area and the probability of noise disturbance emanating from the Docking Station over a twenty-four hour period should be taken into consideration in the planning process.</p> <p>Another point which is of concern is that this is a virtually complete and original Georgian Square, a key element in the Dorset Square Conservation Area. The placing of the proposed station in so prominent position in this unique architectural site would be neither advisable nor acceptable.</p> <p>The need to have access to the machines a few steps from Marylebone Station is understandable and he would therefore propose that as an acceptable alternative to the Dorset Square site, consideration be given to positioning the Bicycle Docking Station on the south section of Balcombe Street where currently there are a number meter parking places. A Docking Station in this area would create minimum disruption and is readily accessible to both Marylebone train and tube stations.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p> <p>As part of the London Cycle Hire Scheme feasibility study, Transport for London investigated several other cycle hire schemes internationally. As part of the launch of the London Cycle Hire Scheme it was not feasible to service mainline rail stations with Cycle Hire facilities due to the problems of acquiring the land required to meet demand.</p>
B034	<p>Mr Hoyle would like to object to the proposed cycle hire bay opposite 31/32 Dorset Square site on the grounds of safety. His concern is that Dorset Square is extremely busy with both pedestrians walking to and from Baker Street tube and Marylebone station and heavy traffic.</p> <p>The volume of pedestrians is such that at peak times the pavement is insufficient to carry the volume of people who then walk on the highway. The traffic consists of buses including bendy buses and all manner of vehicles from private cars parking in the available bays to delivery vans and trucks.</p> <p>His concern relates to inexperienced cyclists and tourists taking a cycle from the hire bay and being immediately confronted with which direction do they go, which side of the road do they use, watching out for on-coming traffic and pedestrians. They may be carrying bags or a rucksack which will impede their movement. This is a fatal accident waiting to happen.</p> <p>He says that the cycle hire bays would be much better sited on the opposite side of the square of further up Balcombe street where the cyclist could acclimatize themselves before hitting the busy streets of London.</p>	<p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p> <p>Transport for London is providing additional funding for cycle training in the nine London Boroughs across the London Cycle Hire Scheme area to cater for the additional demand generated by the scheme. Users will be trained on specific Cycle Hire cycles, provided by Transport for London. Cycle training will also be promoted through London Cycle Hire Scheme roadshows.</p>
C002	<p>While they are very much in support of the scheme in principle, they feel that the proposed site poses a serious safety hazard, taking into account the combination of the amount of traffic coming around the corner from the direction of Chandos Street and the taxis and other traffic pulling them off from their hotel forecourt.</p> <p>The location may also lead to serious traffic congestion in this area. They propose that the site is moved about 20-30 meters northwards in Portland Place.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>There is an additional cycle hire site in Portland Place at the junction with Weymouth Street.</p>
C002	<p>Mr Rose is objecting on behalf of Alpha Real Capital and says given the heavy traffic through-flow including taxis pulling out from The Langham Hotel forecourt, he would suggest the scheme would be better placed further north on Portland Place.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>There is an additional cycle hire site in Portland Place at the junction with Weymouth Street.</p>
C005	<p>Ms Pod is surprised at the need for such a concentration of sites. Her normal walk to and from work each day takes her on route either to Oxford St (to bus or tube) and/or Marylebone Road (to bus or tube). Under the present plans if all the site go ahead-without leaving a very small part of Marylebone, she will pass 130 docking points. Baker St 25, Beaumont St 24, Devonshire St 19, Hinde St 21, NCS 25, Paddington St 16, A small detour on her route, would take her past almost another 100. Crawford St 16/18, Portland Pl 20/3, Portman Squ 18, Marylebone Ln 24, Old Quebec St 16</p> <p>As an abled bodied citizen, she fails to understand why cyclists should have more access points to transport than other citizens using public transport, especially when their convenience deprives lesser able citizens of amenity (parking) and secondly, why cycle stations are not being treated like any other transport hub, and in an integrated transport system, collocated with other transport nodes, tube and mainline railway stations, bus stops and car parks.</p> <p>In Marylebone the west end of New Cavendish St is one of the furthest points from public transport which as an abled bodied citizen is of little inconvenience. However, lesser able citizens (Marylebone is the centre of London's medical district) will be affected by reduction in parking.</p> <p>In summary she objects not to the concept of the scheme but the size of it as out of proportion and highly detrimental to the utility of residents and visitors to the area.</p>	<p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>As part of the London Cycle Hire Scheme feasibility study, Transport for London investigated several other cycle hire schemes internationally. As part of the launch of the London Cycle Hire Scheme it was not feasible to service mainline rail stations with Cycle Hire facilities due to the problems of acquiring the land required to meet demand.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p>
C007	<p>Mr Robinson speaks on behalf of the Tenants Association of 15 Portman Square and wishes to propose a variation to the proposed location of a cycle hire docking station on the north east corner of Portman Square opposite Fitzharging House.</p> <ol style="list-style-type: none"> On the proposed north east corner of Portman Square, opposite Fitzharging House, there is already a motorcycle park. The proposed 15 metres of cycle hire facilities will take up three and a half (thus four) parking spaces in a square already over loaded with parking due to its proximity to Selfridges, Marks & Spencer and Oxford Street shopping and the residents of 15 Portman Square and Home House and Fitzharging House. On the two South Corners of Portman Square there are already cycle stands and plenty of space for Payment Terminals. The North West Corner of Portman Square Opposite the Churchill Hotel has no cycle stand but plenty of space for such. Residents are already concerned for the volume of traffic circulating the rounded corners of the south west corner the north west corner and along the north (residential) side to Portman Square none of which is cycle friendly; there are no cycle lanes nor room for cycle lanes. One has to question the wisdom of promoting cycling around this square. I am a cyclist myself and only use Portman Close for coming and going due to the volume and speed of motor traffic around the Square. He suggests the South West corner of the Square, which has traffic Lights, is the most sensible location for a cycle Hire location if any. It offers a direct route to Hyde Park, passing a police station, away from the business of the Square. 	<p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
C007	<p>Dr Sapera is raising his concerns about the location of this proposed site and the loss of car spaces which are already scarce for the use of visitors and visiting trade people.</p> <p>There is an island at the south-east corner of the square which could be enlarged: in fact it would improve road safety if it was. Traffic turning right at this point does so too fast and the absence of a pedestrian crossing makes this a hazardous intersection. Widening the island would narrow the road and would help resolve this problem.</p> <p>Situating the cycles on this island would make them more accessible to the main shopping area and would not interfere with the amenity of parking in the square.</p> <p>He supports the scheme but asks that the site is reconsidered.</p>	<p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p>
	<p>Thank you for consulting Transport for London Bus Priority Responsive Delivery Team (BPT) on the proposed cycle hire scheme in Westminster. This has been passed to me by my colleague, Henry Tibhikirra with regards to interface with proposals as part of the Oxford street, Regent Street, Bond Street (ORB) programme. As far as I am aware, there are no major issues with regard to the cycle hire infrastructure proposals in the area surrounding Oxford Street and its interface with ORB proposals. Any comments regarding the proposals outside the ORB area I recommend you await Henry's response. Meanwhile, if you have any questions; please do not hesitate to contact me using the details provided below.</p>	<p>Noted.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
C013	<p>Mr Sawyer received the planning application which was sent out on the 17th September to 5-7 Vere Street, London. This was sent to the property rather than the Landlord of the property.</p> <p>The proposed Cycle Hire Scheme is to be installed directly outside the property's entrance in between landscaping which we maintain for the council. She has passed this proposal to the Landlord to review and due to the fact that this was sent directly to a property which is partly vacant would you be so kind as to grant us an extension to the deadline of the 16th October please? They would hope to have any comments with us by the 23rd October.</p>	<p>As part of the Traffic Regulation Order Consultation all the properties within a 50m radius of the Cycle Hire Docking point were consulted. It is standard practice to send Traffic Regulation Order consultation to the building occupier not the landlord.</p>
C013	<p>We write on behalf of our client, Universities Superannuation Scheme (USS) Ltd, due to USS's property holding at 5-7 Vere Street, in response to the planning application (reference 09/07776/FULL) for a proposed cycle stand at Chapel Place. The proposed area for the cycle stand is located directly adjacent to USS's property holding at 5-7 Vere Street.</p> <p>USS has been notified of this proposed development by Westminster City Council's transport department (contact – Mehmet Gul, reference 5536/MG) due to a change to the traffic regulation order. As well as submitting an objection to the application submitted to Westminster's planning department, USS also wishes the observations in this correspondence on the proposed scheme to be noted by Westminster City Council in response to the proposed traffic regulation order. This correspondence is accordingly copied to the Council's transport department, for the attention of Mr Gul.</p> <p>Although the letter notifying USS of the proposed traffic regulation requested comments on or before 9 October, we understand that this period has been extended to 23 October, due to the postal strikes. This position was confirmed with the Council's transport department by email on 16 October 2009.</p> <p>Application Summary The planning application was submitted on 25 September 2009 by Transport for London as part of the Mayor's Cycle Hire Scheme. The proposal seeks the: Installation on footway, [between St Peter's Church and 7 Chapel Place] of cycle hire docking station located in two linear rows each measuring 12.2m x 2m containing a maximum of 32 docking points plus a payment terminal (measuring 2m x 2m). USS does not object to the Mayor's Cycle Hire Scheme in general. Indeed, USS supports sustainable transport initiatives and the Mayor's aspirations to improve cycling facilities within London. However, USS wishes to formally object to the proposed cycle stand at Chapel Place for four principle reasons. These are as follows: - Impact on the operation and setting of 5-7 Vere Street. - Impact on open space and public realm. - Impact of pedestrian access within the area of the proposals, including to and from 5-7 Vere Street. - Impact on the setting of the adjacent listed building / Conservation Area. We set out USS's comments below on each of these matters. Impact on the Operation and Setting of 5-7 Vere Street The impact on commercial operations of 5-7 Vere Street will be material be affected. The proposed cycle stand is approximately 2m from the main entrance of the building. The stand is proposed to include 32 separate docking stations. USS considers that it is unacceptable to position the stand directly outside of the front door of the property, or indeed any property, as there is no question that the stand would be seriously detrimental to the operations of the building. It would also have an impact on the marketability of the building. An obstruction to existing access arrangements, resulting in an impact to building operations and subsequently marketability is a material planning consideration that must be taken into account. The setting of 5-7 Vere Street will also be affected. Impact relating to the loss of this adjoining space as an area of open space has already been noted, as has the impact on pedestrian movement. The attractiveness of the office frontage would also be downgraded as a result of the cycle stand, as the appearance of area would resemble a service yard, creating a very different quality of environment. Furthermore, the siting of the cycle stand</p> <p>Impact on Open Space and Public realm Both the GLA and Westminster City Council recognise the importance of high quality public open space within London. Indeed, the importance of such spaces is recognized both within the adopted London Plan (2008) (paragraph 3.300, policy 3D.8 and associated paragraphs, notably 3.298, policy 3D.11 and associated paragraphs) and the adopted Westminster Unitary Development Plan (2007) (UDP) (paragraph 9.88 regarding 'tranquil' areas, policy ENV15 and its associated paragraphs). Chapel Place offers an area of high quality public realm providing breathing space from the busiest shopping area within London. USS therefore considers that it is completely inappropriate to utilize this space for a cycle stand, removing its ability to function as a valuable area of open space. The proposal for the cycle stand also requires the removal of one of the four large planters that adds to the quality of this location, downgrading it further. USS considers that instead of the area becoming what is effectively a cycle service yard, it would be in the public's best interest to improve the site in question as an area of public enjoyment. Indeed, such strategies of open space improvement are documented in add</p> <p>Impact on Pedestrian Access The siting of a cycle stand at Chapel Place is likely to have an impact on public movement within this area. Two narrow walkways will replace the generous current space, limiting access. As suggested, access to the main office frontage, particularly at peak times, for the users of the office entrance at 5-7 Vere Street will be hindered, affecting the public highway. The siting of a large cycle docking station a little over 2 meters from the existing office entrance is totally unacceptable, both in terms of pedestrian movement and access and for those seeking to enter / exit the building.</p> <p>Impact on Listed Buildings / Conservation Areas Chapel Place lies immediately adjacent to St Peters church, a grade I listed building. The surrounding area and buildings provide an appropriate setting for the grade I listed building. Furthermore, Chapel Place falls within Harley Street conservation area. The proposal for a cycle stand would therefore be contrary to a number of London Plan and Westminster UDP policies that seek to protect the setting of Listed Buildings and conservation areas. USS considers that the proposed cycle stand would have a visually detrimental impact on the setting of the listed church and the conservation area. The cycle stand has not been designed to compliment the appearance of the surrounding area and buildings and therefore will be visually obtrusive within the area. It cannot be claimed that the design is suited to this sensitive setting as it is understood that a standard design will be applied to all 'docking points' across London. The proposals are therefore contrary to policy DES10 of the adopted Westminster UDP which states that planning permission will not be granted where a proposal would adversely affect the immediate or v</p>	<p>Noted.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	<p>Other Issues for consideration</p> <p>We note that a number of proposed cycle stands that make up part of this London-wide initiative within Westminster and London have been refused at planning committee on a number of grounds. The committee report for the Westminster planning committee due to consider further proposals for cycle docking stations (to be held on 22 October 2009) sets out the site selection criteria for the docking sites. The last criteria states that there should be an avoidance of sites where the docking station would have a detrimental impact on sensitive townscape. USS considers that this proposal does not meet this site selection criteria. USS therefore urges the Council to consider the relocation of the proposed cycle stand at Chapel Place, to maintain the setting of the area and to preserve an important area of public open space within one of the busy parts of London. USS strongly requests that further justification is required from the applicant that demonstrates why this site, above others in the immediate vicinity, has been selected in accordance with the selection criteria. A decision on the application should not be taken until this additional justification has been provided. Other, more suitable locations within the area could accommodate the required dock, which would not result in the significant objections raised in this correspondence.</p> <p>Summary</p> <p>For the reasons set out above, USS objects to the proposed cycle stand at Chapel Place and believes that planning permission should not be granted. Instead, an alternative, less sensitive location should be selected. We request that we are kept informed of the Council's position on this application.</p>	
C017	<p>Police request that consideration be given to repositioning the docking station away from the junction with Margaret Street and place the totem marker at the opposite end of the stand to increase visibility at the junction for the safety of road users.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>
C017	<p>King Sturge is instructed by Her Majesty's Court Services "HMCS", owner of Wells Street Family Proceedings Court – Tasman House, 56-65 Wells Street, to make representation in respect of the above cycle hire scheme.</p> <p>The nature of HMCS' operation is often highly sensitive in terms of highways issues. It is HMCS' concern that the proximity of the proposed development to the Court's vehicle secure access could undermine their ability to operate the Court building at this location in support of the Country's legal system. It is important to note that this access is used by Judges entering and exiting the Court and prison vans entering and exiting the secure compound area to the rear of the Court.</p> <p>For security reasons the Court vehicles and prison vans need a free flow of traffic and uninterrupted access into and out of the Court site. Any obstruction to the highway or reduction to visibility splays in the vicinity of the Court may impinge on the safe and speedy access and exit from the site.</p> <p>The Wells Street entrance is the only vehicle access into the Court and lies adjacent to the proposed cycle hire station. Therefore any development must be considered on the basis that full and unfettered access to the Court's compound is maintained at all times, before, during and after construction of any proposed cycle hire station that may be permitted on Wells Street.</p> <p>HMCS is not objecting to the principle of a proposed cycle hire station and supports the Mayor of London's promotion of sustainable forms of transport. However HMCS has a duty to ensure the security of their judges, witnesses and defendants is not compromised and that all proceedings are held in a fair and reasonable manner. HMCS therefore respectfully request that these concerns are taken into consideration during the determination of the proposed scheme.</p>	<p>To ensure that the entrance to the HMCS site is unhindered the City Council will consider changing the single yellow line to double yellow line to ensure no parking takes place in this location.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p>
C017	<p>Mr Inglis says while he supports the proposal whole heartedly he is very concerned at the impact the development will have on existing cycle parking, which is currently substantially under-provided in the area, as the proposal appears to include the removal of a number of posts which provide essential cycle parking at the moment.</p> <p>He would therefore encourage the council and TfL to increase the provision of cycle parking for non-hire cycles in the area to compensate for the loss.</p>	<p>Transport for London is working in partnership with Westminster City Council to develop a series of complementary measures to improve the safety and permeability of cycle routes through the City of Westminster. As part of these measures 350 additional cycle stands will be installed in the City of Westminster.</p>
C017	<p>Francesca Shepherd on behalf of Aslan Charles Kousetta objects to the proposals and she states that there are not enough bicycle racks in Wells Street for people who use their own cycles to travel to work before introducing the scheme. She states that bicycles currently chained to railings and lamp posts are sometimes stolen.</p>	<p>Transport for London is working in partnership with Westminster City Council to develop a series of complementary measures to improve the safety and permeability of cycle routes through the City of Westminster. As part of these measures 350 additional cycle stands will be installed in the City of Westminster.</p> <p>As part of the London Cycle Hire Scheme feasibility study Transport for London looked at several other Cities' cycle hire schemes to learn from their experiences, the Paris scheme being one of them. The London Cycle Hire Scheme has learnt from these schemes to develop its own set of requirements, operationally as well as aesthetically. This will ensure that the scheme will be appropriate for London.</p>
C018	<p>One of those bike hire stands is proposed to go against the side of Holcroft Court (Planning Application Ref 09/04815/Full). He won't even waste time and go into such details like the fact that the person who came up with can't even use a ruler or doesn't have the sense to see that they are building a ladder for criminals to get through our windows. He will come straight to the point and say that this is on land that is part of the freehold of the Holcroft Court Estate, the application has been approved and the decision is illegal as Highways have no jurisdiction over the estate.</p> <p>Of course they raised their concerns about this through the correct procedures by writing to the planning committee, but he's gone to the lengths of obtaining the minutes of that meeting and he can say that the letter was not even discussed. In fact, the planning meeting wasn't even officially minute and the 30 odd bike rack schemes were pushed through without any discussion at all in a space of 10 minutes. There is no legal record of that meeting, no record of how the voting went but I do know that your elected leaders pushed it through without any discussion or consideration and no doubt to try and gain favor with Boris.</p> <p>It's illegal, non democratic and now its going to be made public. Perhaps you would like to offer some kind of explanation in the meantime. Ms Aspin all comments on behalf of Fortnum and Mason and says they are objecting to the proposed cycle hire docking station in the middle of Piccadilly for the below reasons.</p>	<p>This site was withdrawn from the cycle hire network, following residents' concerns with security issues posed by the proposed station.</p>
C018	<p>Mr Bishton would like to formally raise some serious concerns regarding the design of the proposed bike rental bay on Great Titchfield Street. His main concerns in summary are:</p> <ol style="list-style-type: none"> 1. The current proposal has the bay built against and spanning at least 6 ground floor rooms on Holcroft Court. Three of these rooms belong to Flat 7, which is my property; 2. The proximity to the windows of the flats is extremely intrusive to the residents on the ground floor of the flats on Great Titchfield Street; 3. The docking terminals could be used to climb on and enter the ground floor windows if they were open. Residents will be forced to close windows at all times. Consequently the current design represents a significant security risk; 4. The cycle hire and return is available 24 hrs a day and therefore the bays should be placed as far from residential property as reasonably possible to avoid any noise disturbance; 5. The positioning of such bays against the wall of the flats at a busy corner is likely to encourage riding on the pavement and consequent health and safety issues for pedestrians; 6. To exacerbate matters this is the largest bay currently being planned in the whole of Westminster, 48 in total. <p>He is not against the project in principle but is against the design of this bay. The design of the bay should change so that it is situated curbside, at the roads edge, rather positioned against a residential block of flats. There is clearly room on the pavement to do this although I suspect the number of planned bays would have to be reduced. Furthermore all the artistic representations on the internet, quite rightly show the bays situated on the curbside of the pavement.</p>	<p>This site was withdrawn from the cycle hire network, following residents' concerns with security issues posed by the proposed station.</p>
C018	<p>He is definitely in favor of this scheme as it is great for Londoners and tourists alike.</p> <p>Having used similar schemes in both Paris and Montreal he has a slight reservation about these bikes being located so close to the residential units due to the amount of noise created both in terms of groups of people returning bikes (and loitering) and physically putting the bikes back (in Montreal in particular the bikes take a great deal of force to be put back and thus creating noise) 24 hours a day. Normally he would not even feel the need to write however the noise created in the basement (NCP Car Park) by the Ricsshaw company is increasingly frustrating especially when they are grinding/hammering in the early hours (1am - 4am).</p> <p>Finally, he suggests if the area designated for the cycle docking station on this part of Great Titchfield Street is going ahead, something should be done about the lack of recycling bins outside Holcroft Court and the constant overspill of waste onto the walkway, which could be a potential health and safety risk in the future. Perhaps time and money could be spent improving this aspect of the environment? Perhaps bins next to cycle docking stations would also be a good idea!</p>	<p>This site was withdrawn from the cycle hire network, following residents' concerns with security issues posed by the proposed station.</p>
C018	<p>The corner of this street and Clipstone Street is used as their assembly point in the event of the evacuation of our building due to fire or other emergency. On a typical working day over a thousand people have to congregate on this corner (and further up the street) and the proposed cycle racks would undoubtedly cause a congestion problem and further restrict an area already cluttered by recycle bins, road signs, parking signs, various "boxes", trees and phone booths. During one of their evacuations, this area would inevitably be crowded with people and cyclists attempting to park or retrieve bicycles would cause a severe problem.</p> <p>They have been using this corner as an assembly point for many years. It is used regularly, not only for emergencies but also for fire drills and the inevitable false alarm. This week there have been no fewer than three of the latter.</p> <p>He mentions that he only heard of the plan indirectly from a student who is a resident in the flats in Great Titchfield Street (Holcroft Court).</p>	<p>This site was withdrawn from the cycle hire network, following residents' concerns with security issues posed by the proposed station.</p>

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C018	<p>Mr Taylor is extremely concerned that the artist's impression attached to the earlier planning application distorted the scale of the proposed development. It is clear from the drawing no. 11676738-P-C18B that the scheme is far greater in extent, being approximately 45m in length, approximately 1/3 the length of the Holcroft Court frontage. This will have a major impact on residents, and particularly those fronting Great Titchfield Street, greater than previously realised.</p> <p>He repeats below my earlier comments, sent to Westminster Development Planning Services: "He has seen the details of the proposed bicycle hire docking station on the footway outside the western side of Holcroft Court, and would like to make the following comments.</p> <ol style="list-style-type: none"> 1. The proposed size is a major concern. 48 docking points are too many for an installation in a largely residential area and immediately outside a block of flats. The artist's drawing is misleading, as it shows only 16 docking points, and nobody using them. 2. There will inevitably be noise, during the day and at night, as the site is likely to become a gathering point for social and anti-social activities. There could be thefts, and vandalism. Holcroft Court already has problems with anti-social behavior, particularly from non-residents who find their way into the building. 3. There is likely to be an impact on residents' car parking in the street, e.g.. loss of parking spaces. 4. The location will encourage cyclists to ride on the pavement, which has safety implications for pedestrians." <p>He trusts that his comments, and those of Holcroft Court Residents' Association, will be taken seriously when considering the impact of this proposal.</p> 	<p>This site was withdrawn from the cycle hire network, following residents' concerns with security issues posed by the proposed station.</p>
C018	<p>Mr Slee says he received the consultation letter 11 days after posting and requests the consultation period be extended to the 19th October.</p> <p>He is objecting on behalf of the Holcroft Court Residents' Association and says that the site C018 – Great Tichfield Street is unsuitable for the proposed use and says it does not meet many of the criteria set for cycle stations.</p> <p>He says there are a number of other issues including:</p> <ol style="list-style-type: none"> 1) Land ownership. The land is not maintained by the Transportation Department as it is part of the Freehold of Holcroft Court. 	<p>This site was withdrawn from the cycle hire network, following residents' concerns with security issues posed by the proposed station.</p>
	<ol style="list-style-type: none"> 2) Drawing C18. This drawing does not reflect the true situation in respect of the doors to plant rooms etc on Great Tichfield Street elevation of Holcroft Court. They have just carried out a measured survey of that elevation and will be reporting their findings to the building managers, who were not consulted in the original planning application. 3) Security. The proposed bicycle racks will make it very easy for people to enter the flats by using the bicycles as a climbing frame. They have advised CPDA of this and await their response. <p>Finally, they want to confirm that this letter has been sent to the non-resident leaseholders of Holcroft Court.</p>	
C019	<p>Mr Parker is commenting on behalf M & H Parker LTD and says they are very much in favor of the scheme. However, having just lost two pay by phone parking bays to the Car Club they are now losing two more, more than 50% of the bays at that end of Foley Street.</p> <p>They ask if it is possible to make more pay by phone bays available on nearby Great Titchfield Street?</p>	<p>For each proposed cycle hire site where there are proposed alternatives to parking provision, the Parking Services Department assessed the local paid for parking demand data. Where possible parking bays were relocated, but at some sites this was not possible due to other kerbside activities. At this site, one paid for bay is being relocated to outside numbers 31-36 Foley Street, but unfortunately it was not possible to relocate the other two paid for bays.</p>
C019	<p>They say although they applaud the idea of the cycle hire facility they were very disappointed to see that two more bays were going to be lost in their immediate vicinity. They have not long ago lost two bays to the 'car club', and now they are to lose two more to the cycle scheme.</p> <p>They are one of many very small businesses who use these bays for short periods to transport goods and access their business. Being a very small business they often have to work at the weekends as well as Monday to Friday just to keep afloat. Simple things like being able to park for a few hours to enable them to do essential maintenance work, bringing tools and paints to their premises, for repair and maintenance.</p> <p>There are other bays further up Foley Street and in Langham Place. They ask that we consider the pressures placed on small business and the necessity of parking from time to time for longer than a few minutes loading. As well as the fact that they have already lost two bays and these are two more exactly the same part of the street, just opposite.</p>	<p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>The servicing needs of businesses have been considered and taken into account. Loading and unloading will continue to be permitted on yellow lines (without kerb blips) in the immediate area for as long as necessary between 6:30pm and 11:00am. Between 11:00am and 6:30pm loading and unloading is restricted to 20 minutes.</p>
C019	<p>In its current form, the plan would remove all of the waiting/loading (single yellow line) space from outside 33 Foley Street. The space is used by all of the businesses at the west end of Foley Street for their deliveries as it is the only space where vehicles can drop off/deliver without blocking the traffic. Having already been reduced considerably, paid parking in the vicinity would be restricted to a disproportional level. Furthermore, the plan would also be detrimental to cyclist and pedestrian safety and would restrict disabled access to our building and those of our neighbors.</p> <p>Although 2 Entertain supports the introduction of the Cycle Hire Scheme, for the following reasons we do not believe that the current plan represents the most suitable or practical location in the immediate area:-</p> <ol style="list-style-type: none"> 1. The loss of waiting area outside 33 Foley Street would mean that there would be no delivery/loading space for any of the businesses at the west end of Foley Street. Ideally we required somewhere close to our building where delivery vehicles can stop to unload and cars can drop off passengers. This is particularly important for our disabled visitors. 2. 2 Entertain is just one of many businesses in the area and we have over 200 people working in the building and as an audio-visual production company, have a large number of deliveries and collections throughout the day, some of them of large heavy items. The other businesses in the vicinity also use the space for deliveries. Removing this unloading space would be likely to result in congestion of Foley Street as delivery vehicles would inevitably block traffic while making deliveries to local businesses and residents. The nearest loading space would be a long way down the east side of Foley Street and would not be practicable for use for large deliveries on the west side of the street (where most of the businesses on Foley Street are located) 	<p>The servicing needs of businesses have been considered and taken into account. Loading and unloading will continue to be permitted on yellow lines (without kerb blips) in the immediate area for as long as necessary between 6:30pm and 11:00am. Between 11:00am and 6:30pm loading and unloading is restricted to 20 minutes.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>Loading vehicles occupy the site opposite the station, it will still be possible for other vehicles to safely pass.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p>
C021	<p>Ms Langkraehr believes that the Cycle Hire Scheme will be very beneficial to London and she is looking forward to using it herself. She is objecting to the Rathbone Site as it is right in front of her residence and will be tremendously intrusive to her ability to sleep.</p> <p>Her bedroom is on the lower floor positioned at the front of the flat specially positioned under the sidewalk and under the street area where her premise extends. She says when people walk on the sidewalk she can hear them walking and talking loud and clear.</p> <p>Due to the fact that the cycle scheme is 24 hours, she feels there is nothing then prohibiting users and pub and bar patrons from using and or playing with the equipment all hours of the night. This will be loud and disruptive to her ability to sleep and she says it will negatively affect the value of her property due to the disruption and noise.</p>	<p>The comments of Ms Langkraehr are noted.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong way along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p>
C021	<p>Ms Sack says she is not opposed to the London Cycle Hire Scheme and would also like to see more precedence in terms of cycle lanes and secure parking for personally owned bicycles. However, she is writing to make the following observations which also support comments from other residents in the same building who are directly affected.</p> <p>The three ground floor flats of 10-16 Rathbone St are located on two floors: on the ground and lower ground. The bedrooms are on the lower ground and positioned at the front of the flats extending out under the pavement and under the street area where the actual premises extends. Therefore the footprint of 10-16 Rathbone Street building is not correctly shown on the plans.</p>	<p>Transport for London is working in partnership with Westminster City Council to develop a series of complementary measures to improve the safety and permeability of cycle routes through the City. These measures include the installation of additional contra-flow cycle routes and junction improvement schemes.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p>

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	<p>Due to the fact that the London Cycle Hire is 24 hours, we are concerned about 24 hours a day 365 days of the year activity and misuse by pub and bar patrons [Newman Arms directly opposite, Marquis of Granby at South end of street and Duke of York North end]. The projected level of use and maintenance of such a fixture and the strong potential of misuse, would mean loud and disruptive activity and interfere with the right to the quiet enjoyment of our residence, particularly the ground floor flats.</p> <p>There are other immediate locations in Charlotte Street North and Scala Street, and just up the road in Warren Street, off Fitzroy Square. These sites come under Camden where it is proposed the footways will be built out to achieve the required width for the stations. This of course is not possible in Rathbone Street, it being too narrow. According to other documents on 'Cycle Hire sites in Westminster there are also potentially five other proposed sites within the immediate vicinity.</p> <p>The Docking station elevation is entirely inappropriate for its positioning directly outside residential windows at basement and street level. The permanent fixture of the docks and cycles would impede the walkway access from the entrances/exits of 10-16. Emergency exits and access of the building would also be compromised.</p> <p>The proposal could well impede sightlines, for pedestrians who regularly cross between Percy and Newman passages, and to vehicles sight of pedestrians trying to cross from Percy Passage - where the proposal immediately abuts the passage. There is also the danger of exiting cycles from the station into the narrow street into path of vehicles coming blind round the narrow corner that forms that south end of the street, especially with proposed extension to the south of the residents parking.</p> <p>We note that in the original proposal documents, all the visuals / artists impressions illustrating the docking station locations use existing recessed areas off the carriageway, or are in places where the pavements or carriageways are wide or very wide. None are shown outside 100% residential buildings, or in narrow streets. There is not sufficient space to clear pedestrian and vehicular paths. The pavement width is only 2 metres wide - she believes the criteria in the planning application say that the pavement should be 3 metres wide. The criteria for sitting state that the location should be where sufficient pavement or road width is available without causing any obstructions. Rathbone Street is a narrow road that often gets blocked when lorries are servicing the hotel and public houses directly either side of the proposed sitting. On any given day particularly in the mornings the road can be completely blocked by large vehicles - post office van, gully sucker, drayman deliveries, hotel freezer food vans, dustcart, courier van, plus other cars and taxis.</p> <p>At the moment there are residential parking bays outside 10-16. The planning application says that full retention of residents parking will be kept. It proposes that in order not to lose these spaces they would be moved further southward down the street. If this were to be the case, this would block loading/unloading access to the Marquis of Granby cellars, and the back of the Rasa restaurant - and would in effect restrict access to the street at the southern end to delivery and emergency vehicles - the southern end in particular, and therefore the whole street being accessed by a very narrow right hand corner coming in from Charlotte street [the southern entrance bend is narrower than the street itself - as is the exit bend at the north end].</p> <p>Apart from our natural concerns as residents about continual disruption, She believes that this proposed site will not maintain highway safety, or ensure ease of pedestrian and vehicular access.</p>	<p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>The City Council has considered the usage of Percy Passage and has located the terminal in the centre of the station to ensure the site is monitored. The cycles are 1.1 metres high and pedestrians will be visible to oncoming vehicles. The short length of single yellow line has been retained to deter vehicles from parking and preventing pedestrian access to Percy Passage. The site will be monitored and consideration will be given to introducing "at any time" waiting restrictions should it be deemed necessary.</p> <p>The cycle hire station is located on carriageway and not the footway, therefore it will not impede on pedestrian movement. While the residents' parking has been shifted southwards and a length of single yellow line has been retained to allow loading for the public house.</p>
C027	<p>He has a number of concerns regarding the cycle stand in Bolsover Street as set out below:</p> <p>1) Tesco's are usually serviced by two lorries a day which draw up on the eastern side of Bolsover Street immediately outside the flank of their store. The lorry cannot park in the loading bay outside the public house because it's too small, nor can it use the loading bay on the roundabout outside the underground station..</p> <p>2) Other vans etc park at the top of Bolsover St to service places close to the junction. The above mentioned loading bays are both insufficient in size.</p> <p>3) When lorries are parked in Bolsover Street to make deliveries the width of the usable carriageway is very restricted and most days there are vehicles that cannot drive down Bolsover Street and have to drive round by way of Great Portland Street.</p> <p>He has no objection to the concept or principle of the scheme but he believes this to be the wrong location. Moving the bay further down Bolsover Street would provide a quieter and less confrontational site.</p>	<p>Vehicle tracking has been completed on this design and there is sufficient road width for large vehicles to safely pass the cycle hire sites. In view of the comments raised the existing single yellow lines outside Tesco are reviewed with consideration given to the introduction of double yellow lines.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>
C029	<p>Mr Cohen made certain suggestions in response to the planning application but he says they were dismissed and he feels this is inappropriate. He would like his initial concerns reviewed.</p> <p>He says Beaumont Street is residential within a Conservation Area and therefore quite a sensitive location for the proposal. He says the proposal is generally well conceived, but needs further consideration in terms of its impact on residential amenity, safety of pedestrians and scheme users and the immediate townscape.</p> <p>Design: He believes that the docking station would look much better if it was extended into the western corner and eastern corner where the street bends. The road surface should be finished in granite which would give it a self-contained, clean, contemporary appearance. Omit the installation of the proposed wide based post as it is unnecessary and just adds to street furniture clutter. Remove motorcycle parking bay completely. Remove yellow lines. Extend residents parking bay northwards, replacing existing yellow line, leaving space for access the station.</p> <p>Health & Safety: Beaumont Street may carry a relatively low volume of traffic compared to Marylebone High Street, but it is increasingly being used as a rat run by traffic heading southbound on Marylebone High Street, for access to Devonshire Street, rather than by-passing Beaumont Street and turning into Devonshire St from the High St. He says this is a dangerous junction and there are regular near accidents where pedestrians are trying to cross the road. He feels a raised pedestrian crossover should be put in at the junction of Beaumont St with Marylebone High St. The design of the crossover could be integrated into the docking station. The motorcycle parking bay should be removed from Beaumont Street and relocated to a more appropriate commercial area, preferably a two-way street. This would uncluttered the north-end of Beaumont Street. The motorcycle parking bay should be away from residential homes. The terminal should be silent, i.e. no beeping noises so as not to cause disturbances to residents. Complete the street lighting scheme that was started 5 years ago and never finished. This would provide additional security to the area. Finally he suggests incorporating a single car club parking space as indicated in the enclosed drawings. This would create an integrated alternative transport hub in one location.</p>	<p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p>
C029	<p>Whilst Mr Keane thinks the scheme has potential, he does not see the merit in the chosen location - it is neither particularly close to any other public transport location (nearest bus stops are on Marylebone Road some 350m at least away with numerous other convenient side-streets nearby for locating such a facility), nor near an attraction for visitors such as Madam Tussauds. Those going to Regent Park will have arrived via Baker St or Regent's Park/Get Portland St tube stations and so will pass by other more suitable locations.</p> <p>In the area chosen there will be a loss of 3 public parking bays at a location which is one of the very few at the top of Marylebone High St - this serves the Conran Shop/Restaurant and the numerous other boutiques and furniture shops which often have people picking up items. There will be little opportunity to relocate these spaces.</p> <p>The diagram shows the movement of the solo motorcycle bays to on the corner area. This will result in a reduction of the number of bikes which can park - they will either be obstructed by the docking stations in the Midnight-3 D842 part of the bay (i.e. corner of 28/27 Beaumont St.) and thus not be able to access the space or those trying to use the space are likely to end up trying to move / push by those parked in their way to get there. This bay is frequently overused / crammed with bikes in any event (like most bays in the area - particularly the BakerSt / Port St.) and this will not improve the situation.D838:D839</p> <p>The width of the docking station seems excessive - he is not aware of how it was determined that some 24 bikes could be stationed but this seems a surprising large number. The breadth of the area concerned will exaggerate the dangers of the unusually shaped corner which it abuts and with the undoubted increase in hazard to cyclists from incoming vehicles.</p> <p>Cyclists would also create a danger to themselves as they would probably wish to go against the one-way nature of Beaumont Street - from being tempted to cycle down the High Street - as they will encounter vehicles coming from both directions off the High Street and some round a blind corner into their path. This could cause repeated accidents notwithstanding any warnings to the contrary - the mindset of cyclists to go in their desired direction and disregard lights and signs is well known. This would also be a problem (potentially worse) for foreign visitors. The eight (8) cycle rack positions on the diagonal opposite corner already have cyclists causing some disruption to the pedestrians in the area, this would only serve to increase this - particularly to the school-children from the school who's entrance is directly opposite the junction between the High St and Beaumont St.</p> <p>It is unknown how much noise it would make but he expects the repeated clangs and bangs from multiple cycles being docked at night would be disruptive to the neighbours who would be on 3 sides of the bay's immediate area.</p> <p>Whilst he supports the idea of the Cycle Hire initiative, he thinks the proposed location for this Docking Station is misconceived and he would instead suggest that the area of Luxborough St or Nottingham Place would be a better location - or Bickenhall Street, or Moxon Street car park area would serve more people in a better way.</p>	<p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>There is no loss of the capacity in the Solo Motorcycle Bay.</p> <p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
C029	<p>Ms Lyons says that a considerable amount of car parking space is being removed to facilitate the cycle hire station and as far as she can tell from the plan this is not being replaced. So, once again, the driver is being penalized despite being a huge financial contributor both to the Borough and Tell.</p> <p>Further, as a pedestrian, she objects to the anti-social behaviour she experiences from cyclists, which will only increase as a result of this new facility, because it will encourage more cyclists who think it is their right to disregard her rights and those of other pedestrians.</p> <p>Constantly, she says she is nearly run over on pavements by cyclists who refuse to observe the most basic highway code rules. One is at a severe disadvantage, since there is no way to identify offending cyclists who flout the law. As a driver, she is perplexed as to why cyclists think they can shoot red lights and disregard turning bans, one way systems etc with impunity.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>Where a proposed cycle hire station has resulted in alterations to existing parking controls the City Commissioner of Transportation has assessed the parking data. Where possible, parking bays have been relocated, but this has not been possible at all sites due to other kerb-side activities.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

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	<p>She says perhaps Mayor Johnson would like to introduce a cycling identification scheme so that these inconsiderate people can be properly prosecuted when their anti social behaviour causes injuries and accidents to pedestrians and drivers going about their business. She feels such a scheme in the first instance would be more useful than letting yet more morons loose on two wheels.</p>	<p>Transport for London believes that the vast majority of users will ride responsibly and benefit greatly from the scheme. However, under certain circumstances, users will be suspended from the scheme if it is shown that they have been deliberately cycling dangerously or illegally. In addition, the user will incur a late return charge should the cycle be damaged or stolen (due to the user's negligence), or not returned within 24 hours. Each cycle will have an individual index number which is designed to be visible by CCTV operatives and assist should there be any thefts / collisions relating to scheme cycles.</p>
C029	<p>We live very close to the proposed docking station and I am surprised that we have not received a planning notice or been invited to comment, as we will obviously be affected by your proposals.</p> <p>Our comments are as follows: We broadly welcome the proposal to encourage cycling and to make it easy for the public to hire cycles in London. Beaumont Street does not seem to be an ideal location for a docking station as it is not very close to local transport interchanges (Baker St and Regent's Park Tube stations). Who do you anticipate will use the cycles and what sort of journeys will they be used for?</p> <p>The planned docking station in Beaumont Street could be more tidily laid out if the front border were to continue to both ends of the bay (see amendment to Figure 5.7 below). The realignment of the pavement should include straightening the kerb on the north side of the street at the junction with Marylebone High Street, the installation of bollards and a raised pedestrian crossover to discourage southbound left turns into Beaumont Street (see amendments to Figure 5.7 below). This has been done at the junction of Fulham Palace Road and Greyhound Road, Hammersmith (see photo from Google street view below) where it seems to have been effective in stopping the side road being used as a "rat run".</p> <p>Perhaps the very short east/west section of the road at the top of Beaumont St should be made two-way for cyclists. This would allow cyclists to exit directly onto Marylebone High St which would at least legalise (and make safer(?) what will happen in practice anyway. All equipment used should be silent in operation. (Even the quietest electronic sounds could be very irritating to nearby residents in the middle of the night!) I presume there will be no alarms fitted to cycles or any of the machinery.</p> <p>What is the purpose of a WBP? There is far too much street furniture in Beaumont Street already. No more should be added until all unnecessary signage, posts, etc. have been removed.</p> <p>We suggest the motorcycle bay is relocated to the top end of Marylebone High Street, away from residential properties. Two bays could be installed on the west side of the street at the locations shown in the Google street views below. The roadway is quite wide at this point and could be reduced to the same width as the section of the High Street just to the south. There would then be adequate space for two motorcycle bays, one each side of the office car park entrance.</p>	<p>The City Council's records indicate that number 22 Beaumont Street did receive a Traffic Regulation Order consultation (TRO) letter. The planning application consultation is a separate exercise and does not include such a wide area (The TRO consultation was all properties within a 50m radius of the site)</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>The City Council will soon be developing Civic Street proposals for Marylebone High Street and the layout of Beaumont Street junction will be incorporated into these proposals. These proposals should be in place within the next 3 years.</p> <p>A wide based post is required at each site to provide cycle hire power to the equipment associated with the operation of cycle hire station.</p>
C036	<p>Ms Lee thinks the Cycle Hire Scheme is a brilliant idea, she has absolutely no objections and she wholeheartedly endorses it. The plans for a bicycle site on Crawford Street look perfect.</p> <p>Her only observation on a more general level for the scheme is from seeing how it operates in e.g. Barcelona, where her sister lived, there was a certain level of frustration when you have actually hired one of the bikes only to find it is not fit for riding. e.g. puncture/bent handlebars etc.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.</p>
C036	<p>Mr Barham comments on behalf of the Clarewood Court Residents Association and says while they have no objections to the scheme, they do have very serious objections to this location on Crawford Street. They have also revised the list of alternative sites, which they submitted in August however have not heard anything back. They have also requested a meeting with Council officials but have heard nothing back about that either.</p> <p>He would also like to draw attention to a discrepancy between the information in the schedule, which refers to a bay outside numbers 38 to 43, and the plan which shows it to be outside numbers 41 to 43. As the latter was used in the original consultation he spoke with Mehmet to get confirmation that the plan was still correct and to get the notice on the lamp post corrected accordingly. Their objections are as follows:</p> <ol style="list-style-type: none"> 1) Crawford Street is residential but with commercial activities of various kinds running from the ground floor of most properties. The TfL website states that bicycles will be available 24 hours a day 365 days a year. As residents they are concerned about the extra noise, especially at night, which will be created when bicycles are removed from and replaced in the docking stations and also noise made by riders talking. 2) Crawford Street is not very wide and there is already a problem with traffic when vehicles are parked on both sides of the road. They believe that there is a substantial risk of damage to bicycles and injuries to riders when bicycles are removed from and replaced in the docking stations. 3) The location chosen is in front of commercial properties which have deliveries to or make from their premises. Their inability to park in front or close to their premises will add to the difficulties of running their businesses. 4) The railings outside number 41 and part of 43 mean that the pavement is at its narrowest alongside the area in the road selected for the docking stations. 5) The west end of the docking stations will be close to the entrance to an off-street parking and they suggest their position could reduce the visibility of drivers leaving the parking. <p>Alternative list of sites for cycle docks:</p> <ol style="list-style-type: none"> 1) In front of the Old Library on Marylebone Road which is the widest street in the area. There is already a bike stand and a railing to protect riders from traffic, the pavement is wide enough so that it would not interfere with pedestrians. It is on a major bus route, straddles Gloucester Place and Upper Montagu Street and is equally positioned between two tube stations. 2) Wyndham Place and St Mary's Church. The north side of the church in York Street should be considered: Wyndham Place on the west side of the church should be reconsidered. 3) The north end of Bryanston Square. Councillor Audrey Lewis advised against locations currently used by Big Black Bins such as those at the north end of Bryanston Square because of the difficulty of finding suitable alternative sites. However, they believe that if the motor cycle parking space was to be moved around the corner into the north east corner of the square, with the loss of about 8 metres of car parking space, there would be a efficient space for the cycle docking station on the pavement at the north end of the square. This would not interfere with the Big Black Bins. 4) The Portman Estate have stated that it does not support the use of the Georgian Squares as these are protected environments. There are already Big Black Bins, cycle racks and motor cycle parking at the north end of Bryanston Square as well as car parking round the outside of the square. They suggest that the installation of the docking station will not do anything more to detract from the environment; it will not be visible from the vast majority of the buildings round the square nor from the garden. 5) Crawford Place, on the north side between Homer Row and Watson's Mews has a single yellow line; the two diplomatic parking places could be relocated in Shouldham Street or Molyneux Street. 6) Harcourt Street, all the east side is a single yellow line. There is also enough room around the corner of Harcourt St in front of the Harcourt Arms. 	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.</p>
C036	<p>Mr Buck is writing to object to the proposed cycle docking station in Crawford Street for the below reasons.</p> <ol style="list-style-type: none"> 1. The dock will be outside commercial premises including REN Ltd and will interfere with his day to day business which includes frequent deliveries to his office from commercial vehicles. 2. The proposed site is dangerous. Crawford Street is not very wide. In addition the site is very close to the junction with Seymour Place which means that little warning will be available to cyclists of traffic entering Crawford Street 3. The pavement is very narrow due to the railing at 43 Crawford Street. This makes it a particularly inappropriate location for the dock. 	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.</p>
C036	<p>Mr Price speaks on behalf of the Clarewood Court Residents Association and says they object to the siting of docking stations in front of 41/43 Crawford St. In spite of meetings with Westminster Council and Transport for London and having suggested alternative sites it is evident as evinced by the meeting scheduled for October 15 that their objections have not been heeded.</p> <p>Whilst they believe the body of objection is well founded we suggest that in siting docking stations in the planned location that the matter of 'safety' has either been ignored or has not been given serious consideration.</p> <ol style="list-style-type: none"> 1. The contention is that the positioning of docking stations in front of 41/3 Crawford St is unsafe and runs the risk of being the cause of accidents. Crawford St is too narrow to house these stations and is subject to heavy streams of traffic in both directions. In addition large lorries make numerous drops at retail outfits in Crawford St and coaches are picking up and dropping off children at the school opposite Wyndam Place. Photographic evidence has been tabled to this effect clearly showing that with less than seven paces between parking bays outside Clarewood Court and those outside Garbos traffic is unable to keep to their side of the road - it invariably has to use the crown of the road causing oncoming traffic to wait to pass through to position docking stations in this narrow over populated traffic environment where cyclists will have both to stand in the road and to manoeuvre bikes into the road is dangerous. 2. It would appear that insufficient consideration has been given to cars exiting from the NCP car park at the side of '43'. Cars coming up the ramp and turning into Crawford St will be unsighted from the left because of the docking stations. An obvious danger to cyclists, pedestrians and oncoming traffic. 3. A further issue relating to the positioning of the stations in front of 41/3 is that these premises have vaults that bleed into the road. Last year Paul Akers of Westminster Tree Dept. attempted to plant trees outside of these premises but was precluded from doing so- having dug test holes- because of services and the arches of the vaults. It has to be assume that this problem does not exist when positioning the docking stations virtually in the same position. 	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	They believe that the risk of accidents is real and should not be ignored. The risk alone gives ample reason for the rejection of this proposal. However as this is appears not to be the case should the decision be ratified to proceed with the docking stations outside 41/43 we would need to see evidence that the safety of cyclists, pedestrians from the likelihood of traffic accidents has been exhaustively examined. He says please ensure that our observation is noted in the minutes of the meeting and to be made available, to interested parties, should accidents occur that can reasonably be deemed to have been, in anyway, caused by the location of these docking stations.	
C036	As residents at 87 Crawford Street they strenuously object to Boris Johnson's proposal to erect bicycle racks on this street which they say is already crowded with foot traffic on narrow sidewalks. They say residents do not need or want such racks on their street and they implore that they not be installed.	Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.
C036	Ms Goulden is a resident of 43 Crawford Street. She would like to register her objections to the proposed location for the docking station for the following reasons: 1) She is concerned about the noise, especially at night, which will be created when bicycles are removed from and returned to the docking stations. The proposal is for these bicycles to be available 24 hours a day, 365 days per year. 2) The proposed section of Crawford Street is narrow with vehicles parked on both sides of the road and often large volumes of traffic. There are regular commercial deliveries being made to the local businesses. Crawford Street is used as a cut-through between Marylebone and Edgware Road. She believes that this is clearly an unsafe place to locate the bicycles. It should be noted that anyone can take a bicycle irrespective of their skills as a rider. For a novice or inexperienced rider, this location might well be too busy and congested to be safe, particularly on a bicycle with which they are unfamiliar. She understands that Clarendon Court Residents Association has already been provided with photos to illustrate how congested this section of Crawford street can become. 3) The proposed docking station would restrict the width of the pavement, making access for wheelchair users harder or impossible. The railings outside number 41 and part of 43 mean that the pavement is at its narrowest alongside the proposed area. She says this will inconvenience all pedestrians and particularly those people with pushchairs and the disabled. 4) The proposed docking station would reduce the number of parking bays. Parking in the area is already difficult. 5) The west end of the docking stations will be very close to the entrance to the NCP car park. This is a dangerous place to locate the docking station that will reduce the visibility of drivers exiting the NCP parking and may endanger cyclists from unsighted traffic.	Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.
	6) She does not understand the logic of the proposed location. It is not close to or en route to train or underground stations; it is not on a bus route or near bus stops or other areas where people might be encouraged to use the bicycles. Other areas with wide roads and lower levels of traffic would seem to be far more appropriate locations (e.g. outside the old library on Marylebone road; Bryanston Square; Wyndham Place and St. Mary's Church; Montagu Square or one of the many mews in the area). Again, I understand that you have already been provided with a list of alternative locations. She says this proposal will simply add yet another layer of congestion and noise disturbance to an already busy street.	
C036	Ms Hornstein feels this is a totally unsuitable place for cycle hire: the street is too narrow, there are private residences on both sides of the road, there is an already dangerous entry/exit of an NCP car park between nos 43 and 44. Cycle hire here should be near railway stations, underground stations, bus stops, on wide roads with wide pavements and outside non-residential buildings. In this area Marylebone Road seems the obvious place.	Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.
C036	Mr Kitson says he trusts we received his objections report for the cycle station at 41-43 Crawford street. Having just cleared all my post could you please formally note the following: That the Westminster transportation department request for objections re consultation on traffic management cycle hire drawing/site C36 included separate postal requests to the basement and ground floor at 41 Crawford street; Flat 1, 41 Crawford street; Flat 2, 41 Crawford street; Flat 3, 41 Crawford street and Flat 4, 41 Crawford street. Can we note his business occupies the basement and ground floors and all other floor are one family occupation where he lives. Therefore the objections sent relate to objections presented for the entire building and all occupants and all 'flats' at 41 Crawford street.	Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.
C036	Mr Mantle lives at 43 Crawford Street and says he is very concerned at plans to install a cycle hire docking station right outside his home. Given that Crawford Street is an extremely busy and noisy street, He finds the choice of location strange and believes that there are far more appropriate sites in Marylebone. His main objections to the proposal are as follows: 1. He is concerned about the noise, especially at night as he understands that bicycles will be available to take away or return 24 hours a day throughout the whole year. 2. The docking station will be very close to the entrance to an underground car park and immediately outside a restaurant. This does not make sense as it will inevitably add to congestion. He hopes that the planners will think again on the proposed location.	Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.
C036	Ms O'Leary and Mr Stembridge are residents at 43 Crawford Street. They would like to register our objections to the proposed location for the docking station for the following reasons: 1. The noise, especially at night, when bicycles are removed from and returned to the docking stations. They note the proposal is for the bicycles to be available 24 hours a day, 365 days a year. 2. This section of Crawford St is narrow, with vehicles parked on both sides of the road and often large volumes of traffic. The local businesses receive regular commercial deliveries. Crawford St. is used as a cut-through between Marylebone and Edgware Road. This is not a safe place in which to locate the cycle docking station. 3. The docking station would restrict the width of the pavement, making access for wheelchair users more difficult, or even impossible. The railings outside numbers 41 and part of 43 mean that the pavement is at its narrowest alongside the proposed area. All pedestrians will be inconvenienced – particularly people with pushchairs and the disabled. 4. The docking station would restrict the number of parking bays in an area where parking is already difficult. The west end of the docking stations will be very close to the entrance to the NCP car park. This is a dangerous place to locate the docking station. It will reduce the visibility for drivers exiting the NCP parking and may endanger cyclists from unsighted traffic. 5. Finally, the proposed location is not close to or en route to train or underground stations. It is not on a bus route or near bus stops or other areas where people might encouraged to use the bicycles. Areas with wide roads and lower levels of traffic would seem to be far more appropriate locations – for example, outside the old library on Marylebone road; Bryanston Square; Wyndham Place and St. Mary's Church; Montague Square or one of the many mews in the area. I understand you have already been provided with a list of alternative locations. They say this proposed docking station will add yet another layer of congestion and noise disturbance to an already busy street.	Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.
C036	Mr Rockman writes to endorse the objections given to us by the Chairman of the Clarendon Court Residents' Association with regards to the installation of a cycle station as the above reference 5536/MG.	Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.
C037	Mr Owen is writing on behalf of the West London Mission with reference to the planned cycle hire scheme site CO37 01/615049 located outside of 134-136 Seymour Place West London Day Centre. The West London Mission Social Work Ministry provide a service in this building for 70-80 homeless rough sleepers on a daily basis. He is not aware of any objection that WLM would have to the site in principle, but wants us to be aware that machines that store cash might be deemed extremely vulnerable to attack from a chaotic client group, some of whom have acquired coping strategies that include 'jamming up' or even stealing outright from such machines.	There will be no cash at the cycle hire site, as the only payment options available will be debit or credit cards.
C038	Mr Bates comments on behalf of Dairy UK, and says it requires them to host regular meetings at these offices for up to 25 people. They also have regular visitors to the offices, including Government Ministers. In short, this is a busy location with plenty of people coming and going on a regular basis. Despite the Baker Street address, the entrance to the offices is in Crawford Street, directly next to the proposed cycle hire station and proposed footprint. Dairy UK takes seriously its environmental responsibilities and as such are supporters in principle of the London Cycle Hire Scheme. A number of staff are regular cyclists. However, they wish to oppose the proposed site of the cycle hire station and totem at this specific location for the following reasons: 1. Access to the offices for loading and unloading. The proposal represents a potential severe restriction on their operation. The only access available to these offices is from Crawford Street via the stairs adjacent to the proposed site of the cycle hire station and totem. They have no designated off street parking. The proposal will reduce from 4 to 2 the on street parking available to them on this side of the road within 200 yards (everything else is resident, diplomatic or disabled badge holders only). They store equipment at these offices such as computers, screens, exhibition stands, materials etc which we regularly need to load and unload at all hours of the day to take to shows and exhibitions around the country. The only alternative will be across Baker Street or Crawford Street, neither of which are practical for loading and unloading vehicles. Crossing the busy Baker Street/Crawford Street traffic whilst carry heavy loads would be extremely hazardous. These issues will be experienced not only by staff and visitors, but also by contractors and those wishing to make deliveries to these offices.	The City Council expects that loading activities would normally take place on the single yellow line, not in the paid for parking bays. With the installation of the cycle hire station outside your business there is still single yellow line outside your business and opposite which could be used for loading.

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	<p>2. Congestion. There is already an issue accessing these offices due to people hanging around outside the entrance, sitting on the steps, waiting to use the cash points, leaving donated outside the charity shop etc. Installing a cycle hire station and totem will only make a difficult situation much worse. This conclusion is based on observations of similar schemes in operation in other cities such as Paris where the cycle hire stations become a magnet for young people to congregate.</p> <p>3. Proximity to junction. The proposed site is right next to a busy junction which regularly becomes congested, slowing the movement of traffic and creating a hazard for pedestrians trying to cross the road. The proposed cycle hire station will only exacerbate this situation. The proposed site also represents a danger for cyclists who have hired bicycles wishing to join the traffic so close to a busy junction.</p>	<p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>
C039	<p>Ms Miles says as a resident of the area she is concerned that:</p> <ol style="list-style-type: none"> 1. There will be additional noise if people are using cycles, especially during the evenings. 2. There are many elderly people in the area and since cyclist often do not follow traffic rules there is a risk that pedestrians may be knocked over. 3. She asks whether parking spaces will be lost? This area is already congested and it is difficult for people to park, so loss of bays would exacerbate the problem. If parking bays are not lost, then there is a risk of a high density of cars and bikes in a small area (I do not see much extra space at the moment), which could be dangerous and also noisy. 4. The cycle point will attract more people to the area, which is already becoming noisy due to the council's activities e.g. the recycling area on the north side of Paddington street is very noisy, especially when trucks come to empty the bins early in the morning. Additional noise impinges on the quality of life of residents. She says would it not be better to consider the opposite side of Paddington gardens (behind the Waitrose) where there is a car park and it is less densely populated. 	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 15 October 2009. As such this site will not be going ahead.</p>
C042	<p>Ms Jacobson says this part of George Street is a residential area, no shops and has a village atmosphere albeit in central London. She is objecting to the placement of the cycles on the narrow pavement, right outside the block where cars and big vans come in and out all the time.</p> <p>On the corner there are rubbish bins which the council collect several times a day and is a blind spot on the corner of George Street and Montagu Street, which could be dangerous for the cyclists.</p> <p>Due to the new school in Bryanston Square, they are dropping off pupils on the corner of Gloucester Place Mews and George Street opposite Portman Towers, which will make it even more dangerous and chaotic for George Street which is generally very busy.</p> <p>There are other places she would like to suggest which would be safer and where the pavements are wider and not so many blind spots.</p> <p>On the corner of Montagu Square there are already stands for cyclists to park their bikes. This would be a good position as the pavement is wide and the stands could be placed on the west side of the square. The east side of Gloucester Place and Baker Street, which is a commercial street would be a safer location. Gloucester Place on the east side opposite the NCP car park would be excellent as this side of the street does not have a great deal of pedestrian traffic. The residents in Portman Towers are also concerned that there will be more people, more noise and general disruption.</p>	<p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p>
C042	<p>Mr West objects to the proposed site in George Street as the pavement is narrow and the busy road will put pedestrians at risk. He states that the entrance and exit to Portman Towers will have sight lines obstructed by the totem and cyclists will be tempted to come out between cars parked in residential bays.</p> <p>He thinks the scheme will attract ill-prepared cyclists not wearing protective gear, especially helmets, if they do not own their own cycle</p> <p>He states that there is a new pedestrian crossing in George Street on the west side of the Square, to join up with Montagu Square. A redundant traffic Island should be removed to give vehicles room to manoeuvre to avoid cyclists.</p> <p>He suggests that as there is already a cycle rack in Montagu Square, an alternative site could be on the Gloucester Place side of Portman Towers, where cyclists will be able to use the quieter side roads of Montagu Square.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>Transport for London is providing additional funding for cycle training in the nine London Boroughs across the London Cycle Hire Scheme area to cater for the additional demand generated by the scheme. Users will be trained on specific Cycle Hire cycles, provided by Transport for London. Cycle training will also be promoted through London Cycle Hire Scheme roadshows.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
D005	<p>We wish to object to the following:</p> <p>St James's Square 09/06190</p> <p>Apart from residents' objections to these i.e. noise,litter,cluttering of street space, most of these streets will shortly be subject to new traffic orders & will have the flow of traffic -& pedestrian movement-severely impeded.</p> <p>There are also security issues .</p>	<p>The City Commissioner of Transportation has been in discussions with local residents and businesses in Mayfair and The Portman Estate on traffic management measures associated with the United States Embassy Traffic Plan (making alterations to Green Street from its junction with North Audley Street to Park Lane) and proposals that have been developed with Transport for London and local amenity societies looking at the routes to be taken by general traffic on route A41. These proposals are not considered likely to cause problems the with the proposed Cycle Hire Stations.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>
D005	<p>The St James's Conservation Trust emphasises that it is not anti- cycling and appreciates that Velocycles will provide a significant alternative means of transport to motor vehicles which cause unacceptable pollution and noise nuisance. The Trust, however, wishes to see Velohire docking stations sited in suitable locations which conform to the requirements of the St James's Conservation Area.</p> <ol style="list-style-type: none"> 1. The centre of the road proposal is unsafe in the current and proposed restored two-way operation of this busy and historic road. 2. The site clutter of the centre of the current road arrangements will be worsened and view include important Grade I Listed Buildings such as Boodles and long views of St James's Palace, whose setting will be adversely affected. 	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p>
D007	<p>The Grosvenor Square is predominately residential with a few embassies around the square. He believes the proposal is not a suitable fit to the local surrounding as would reduce aesthetics of the area. The stand would be better suited to a more commercial road. E.g. nearer Bond Street tube station.</p> <p>As it is a residential square, during the early mornings and evenings, there is no natural through flow of pedestrians. The cycle stand would attract more people and noise at these times and would therefore cause substantial loss of amenity.</p> <p>The embassies on the square attract a number of people during the day. The cycle stand will only increase the congestion, particularly as the square has been closed off from one end.</p>	<p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	<p>Research suggests that cyclists often do not adhere to the highway code. With this in mind he believes the current proposed location of the cycle stand would lead to greater unsafely in this area. The roads are busy with through traffic coming from many directions due to the layout of the square and its multiple adjoining roads. He worries that there would be a high proportion of people cycling against on-coming traffic in an attempt to shorten the route around the one way system, especially as the square has been closed off from one end. This would result in a number of cycle related accidents with motorists and could increase the fatality rate, especially as the corner sees many speeding taxi drivers.</p> <p>Further to the above point cyclists may choose to cycle on the pavement in an attempt to shorten their journey and avoid the one way system. This would again increase the number of accidents with pedestrians and could cause serious injury.</p> <p>The garden square sees a lot of children and adults (and people walking) using the space to play and relax. The proposed location of the cycle stand would encourage cyclists to use the square as a cut through and again this would increase the number of accidents with children, adults and dogs alike. Also the cyclists would cause a loss of amenity to the garden users.</p> <p>The proposed location would reduce the already limited number of residents parking bays (which are on the same side as the proposed location of the cycle stand), as most bays on the square are pay and display and diplomatic.</p> <p>He says he supports the idea of the cycle scheme, however the location of the cycle stand should be closer to the tube/train station (for example Bond Street) and should be on an existing commercial road/thoroughfare.</p>	<p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p> <p>Transport for London is providing additional funding for cycle training in the nine London Boroughs across the London Cycle Hire Scheme area to cater for the additional demand generated by the scheme. Users will be trained on specific Cycle Hire cycles, provided by Transport for London. Cycle training will also be promoted through London Cycle Hire Scheme roadshows.</p> <p>As part of the London Cycle Hire Scheme feasibility study, Transport for London investigated several other cycle hire schemes internationally. As part of the launch of the London Cycle Hire Scheme it was not feasible to service mainline rail stations with Cycle Hire facilities due to the problems of acquiring the land required to meet demand.</p>
D007	Grosvenor Estate support this site.	Noted
D007	<p>We wish to object to the following:</p> <p>Grosvenor Square 09/04918</p> <p>Apart from residents' objections to these i.e. noise,litter,cluttering of street space, most of these streets will shortly be subject to new traffic orders & will have the flow of traffic -& pedestrian movement-severely impeded.</p> <p>There are also security issues .</p>	<p>The City Commissioner of Transportation has been in discussions with local residents and businesses in Mayfair and The Portman Estate on traffic management measures associated with the United States Embassy Traffic Plan (making alterations to Green Street from its junction with North Audley Street to Park Lane) and proposals that have been developed with Transport for London and local amenity societies looking at the routes to be taken by general traffic on route A41. These proposals are not considered likely to cause problems the with the proposed Cycle Hire Stations.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>
D008	<p>Councillor Roberts is writing to object to any implementation of the London Cycle Hire Scheme in South Audley Street outside the Grosvenor Chapel. She says this is a highly inappropriate location for a number of reasons:-</p> <ol style="list-style-type: none"> 1) due to its current use as much needed parking for delivery vehicles for local businesses and the church. If this space is eliminated traffic will be forced to park on South Audley Street proper which is already congested, causing major tailbacks. 2) due to the tightness of the space in this cul-de-sac which is used by pedestrians using the park and library. A permanent fixture of this size will make it very difficult for vehicles including Respark vehicles to turn around and is likely to lead to accidents as they back out. 3) due to the immediate proximity of the Grade I listed Grosvenor Chapel whose appearance will be blighted by the presence of the cycle stands. In other parts of the city it has been recognised that these large and unsightly modern docking stations have no place next to listed buildings and consequently applications have been refused in streets with much less architectural and aesthetic merit. It therefore makes no sense to implement the scheme here in a well-known beauty spot. 4) due to the considerable merit of all the surrounding architecture, including the Grade II listed buildings on the North side of the cul-de sac. It is Council policy to respect listed buildings and not to permit unsightly street clutter. 5) due to its proximity to the local library which is used on a daily basis by children from nearby St. George's school. It is Council policy that these cycle docking stations should not be positioned in places frequently used by children. 6) due to the proximity of the Mount Street Gardens where cycling is not allowed, but which are not constantly monitored. Cycling in these gardens next to the school where children play and old people relax will lead to accidents. 7) due to the proximity of more suitable locations nearby please ensure that this cycle rack is replaced in a more suitable nearby location. 	These issues are being addressed by the current ongoing Judicial Review.
D008	<p>Mr Derbyshire from Savillis is objecting on behalf of his client, the Birley Group. He is reiterating the objections highlighted in the letter sent to Westminster's Development Control Team on 17th July 2009 (no copy with West One).</p> <p>The 5 main areas of objection are as follows: 1. Impact on Mayfair Conservation Area and surrounding listed buildings; 2. Impact on pedestrian movements; 3. Impact on Vehicular movements; 4. Wider assessment – environmental impact assessment; 5. Loss of business.</p>	These issues are being addressed by the current ongoing Judicial Review.
D008	<p>Mary Houlihan is commenting on behalf of Mayfair Library and says a number of our users have expressed concern about this proposal. Firstly they have a number of customers who are elderly or disabled and arrive at the main entrance to the library by taxi or car and this cycle station would restrict their access.</p> <p>They have a van delivery of heavy boxes of books and stock 3 times a day which needs to park directly outside the library.</p> <p>This is also a large recycling area and for rubbish collection for the library and also for the 2 residential properties in the library.</p> <p>In addition, the main entrance to the library is also the main fire exit and as the pavement is so narrow it could safe exit if a large number of our users e.g. a school class visit needed to exit the library in an emergency.</p> <p>On the other side of the street there is currently a bay for parking cycles and a small area for cycle parking. There is a great deal more room on that side of the street.</p> <p>Obviously they do in general welcome such new initiatives as the cycle hire stations and hope that a suitable place to position them can be agreed.</p>	These issues are being addressed by the current ongoing Judicial Review.
D008	<p>Grosvenor Estate object to this site. There have been strong objections, which they support, from Canon Oakley of the Grosvenor Chapel. The siting of a cycle rack in this position will harm the setting of the listed Chapel as well as harming the appearance of this important entrance into Mount St Gardens. It will amount to both physical and visual clutter in this important piece of public space.</p>	These issues are being addressed by the current ongoing Judicial Review.
D008	<p>Reverend Oakley lives at 24 South Audley St and is the Priest-In-Charge of The Grosvenor Chapel Mayfair. It is proposed to locate the cycle docking station directly opposite his residence and the north side of Grosvenor Chapel.</p> <p>He has already made representations in respect of the planning application in this location and attach a copy of my letter of objection. He understands that planning consent has been granted, but that the consent will be the subject of a judicial review. He remains of the view that the proposed docking station will be out of keeping and out of context with the historically important heritage buildings of this location. Further, the design of the proposal is contrary to published policy and will destroy the character of this conservation area.</p> <p>In making the following comments he wishes to make it clear that he supports in principle the idea of a cycle hire scheme in London. However, there appear to him to be better choices of location in the local vicinity that would have less of a detrimental impact on the local historic character, traffic movement and adjoining occupiers. The western end of Alford St W1 would, in my view, present a much better alternative location for the station.</p> <p>As an occupier of property adjoining the proposed station and a driver using one of the resident bays opposite the proposed station he would ask for regard to be given to the following matters:-</p> <ol style="list-style-type: none"> 1. The section of South Audley St in which I live is a dead-end with no turning circle. 2. The siting of the docking station will render a 3 point or any turn impossible in the relevant section of the street 3. The proposed siting of the station will impede the free movement of traffic in this dead-end street with no turning circle 4. Vehicles entering this section of South Audley St will be forced to reverse back out on to the main section of South Audley St, creating the potential for accidents, particularly at night 5. He is concerned that if vehicle users seek to avoid reversing back out to join the main part of South Audley St, they will do so by executing a 3 point turn by mounting the kerb directly outside of my property. That will be dangerous to me and others and create exhaust fumes. 6. The above characteristics of the street and the position of the station will create the environment for a dangerous traffic gridlock if vehicles are trying to reverse out at the same time as vehicles are trying to enter this section of the street. Many cars park there from the nearby restaurants. 	These issues are being addressed by the current ongoing Judicial Review.

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	<p>7. He is concerned about the ability of larger vehicles such as fire engines and dust carts to safely access and exit this section of South Audley St. He understands the access for fire engines is particularly important for the library in South Audley Street</p> <p>8. The location of the station will undoubtedly make access to my property more difficult. He foresees huge difficulties for the proper future maintenance and upkeep of Grosvenor Chapel if access for larger vehicles is restricted.</p> <p>9. He finds that parking locally is invariably difficult, particularly in the evenings, as this section of South Audley St is popular for parking for local restaurants. The difficulty in finding parking locally will be exacerbated by proposed station location. The designation cannot encourage off-street parking accommodation in the locality.</p> <p>10. The impediment to free movement of vehicles, the potential for gridlock and the increase in exhaust fumes will adversely impact the amenity of both this section of the road and the adjacent Mount Street gardens.</p> <p>The notice placed on the lamppost directly outside my property mentioned that the relevant draft orders could be inspected at 62 Victoria St. He made arrangements for the orders to be inspected on my behalf, but the staff at One Stop Shop had no knowledge of where the orders were kept and the Orders were not therefore available for inspection. He must therefore stress that he make the above comments without having seen what is proposed by the Orders.</p>	
D008	<p>We wish to object to the following: South Audley Street 09/04877 Apart from residents' objections to these i.e. noise,litter,cluttering of street space, most of these streets will shortly be subject to new traffic orders & will have the flow of traffic -& pedestrian movement-severely impeded.</p> <p>There are also security issues .</p>	These issues are being addressed by the current ongoing Judicial Review.
D008	<p>Julia Patton objects on the grounds that the cul-de-sac a narrow carriageway and residents parking area on the south side is often awkward, but possible, to access and correctly park due to Mayfair Library and other daily commercial delivery and maintenance vehicles carrying out their necessary tasks. She thinks that double parking and complete blocking of the carriageway by these commercial vehicles would become essential and the norm. She is a car owner, and the additional restriction of minimum 1.4 metres width of the carriageway will create major vehicle manoeuvring dangers as drivers will be compelled to blindly reverse into the main traffic of South Audley St. She thinks this proposal does not make any allowance for multi point turns and removes the only area at the end of the cul-de-sac where it is currently possible for cars and vans to turn around and be facing forward to enter into the main flow of South Audley Street.</p> <p>She states that many vehicles deliver and collect children from St George of Hanover Square Primary School in Mount Street Gardens as well as from the Library. She states that use of the cul-de-sac, provides a safer off main road child collection area and minimises traffic congestion and dangerous vehicle and pedestrian manoeuvres into South Audley Street main traffic through flow.</p> <p>She also states that the cul-de-sac feeds into Mount Street Gardens where schoolchildren play safely before and after school and walk through during the day from St George of Hanover Square school for lessons at the library and, although riding of cycles is prohibited, this location would encourage users to ignore this Royal Parks safety by-law.</p> <p>She considers that it would appear that a full risk assessment of this location has not been carried out taking these points into consideration. Also the disruption to local businesses and the Grosvenor Chapel activities seems to have been ignored.</p>	These issues are being addressed by the current ongoing Judicial Review.
D010	<p>Whilst being very much in favour of the scheme, he does not support the location chosen for this particular stand. Being as it is at the far end of a one-way street, the only options for the persons picking up a bike here and wanting to go into Mayfair are to ride out into the bus lane of Park Lane and down it to Curzon, on back up Grosvenor Street on the footpath. He believes that smaller two way streets such as Culross Street and Aldford Street offer better alternatives.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>Grosvenor Estates has been consulted.</p>
D010	<p>Grosvenor Estate object to this site. It has been brought to their attention by the lessees of 93 Park Lane that a station in this location will damage the pavement vaults of the Grade II listed building. I suspect that this could be an issue that affects other application sites too.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>A structural survey of the vaults and cellar was undertaken and the totem has been relocated to outside No. 93 Park Lane. The cellar report has been handed over to Serco. Serco will investigate the cellar issues as part of the detailed design. However, it should be noted that any structure under the public highway needs to be sufficiently structurally sound to support the highway above it. Serco has been notified by TIL that the listed building includes basement vaults.</p>
D010	<p>We wish to object to the following:</p> <p>Upper Grosvenor Street 09/04809 Apart from residents' objections to these i.e. noise,litter,cluttering of street space,most of these streets will shortly be subject to new traffic orders & will have the flow of traffic -& pedestrian movement-severely impeded.</p> <p>There are also security issues .</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p>
D010	<p>We write on behalf of the owner occupier of 23 Upper Grosvenor Street in order to set out our observations and objection to the proposals. Our client also owns the leasehold on the adjoining property at 93 Park Lane. We should note that the Grosvenor Estate is the freeholder of 93 Park Lane and we should be grateful for your confirmation that they have been notified of the proposals.</p> <p>An objection was lodged to the planning application when it was considered by the City Council and a copy of this objection is attached for your information. It remains my client's view that there is provision for a cycle docking station on the other side of Upper Grosvenor Street, away from residential properties, and adjacent to the existing cycle lane at the junction between Upper Grosvenor Street and Park Lane.</p> <p>Since the planning application was considered, my client has received a visit from Mohammad Ahmad, Structural Engineer for West. One. infrastructure SSP.Jices to examine the impact of the proposed dockingstation.</p> <p>We understand that it may be the Structural Engineer's contention that the docking station will negatively impact on the basement vaults of 93 Park Lane which are located under the highway but close to the surface. You should be aware that 93 Park Lane is a Grade II statutory listed property. There is a real concern, therefore, that the proposed docking 'station may have a physical and detrimental impact upon the listed building. In addition, the implication is that the foundations for the Docking Station will trespass on to privately owned land which is both undesirable and unlawful without the necessary consents in place.</p> <p>In the light of this, before anything else is done, we would welcome the City Council officers to visit though premises to view the vaults and to discuss with the Structural Engineer the pote-1Ual detrimental impact of them.</p> <p>As of course the Council will be well aware, that to undertake work that results in a detrimental impact to a listed building, without listed building consent, is a criminal offence. Whilst planning permission exists for the Docking Station, listed building consent certainly does not.</p> <p>We have copied this letter to the Councillor Roberts, who made representations to the Planning Committee on behalf of my client, and to the Planning Department to make them aware of this potential situation. I have also copied in the Grosvenor Estate, Mohammad Ahmad and my client's in-house lawyer, to keep them apprised of the situation.</p>	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>A structural survey of the vaults and cellar was undertaken and the totem has been relocated to outside No. 93 Park Lane. The cellar report has been handed over to Serco. Serco will investigate the cellar issues as part of the detailed design. However, it should be noted that any structure under the public highway needs to be sufficiently structurally sound to support the highway above it. Serco has been notified by TIL that the listed building includes basement vaults.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
D013	<p>We wish to object to the following:</p> <p>Curzon Street WCC 09/05599</p> <p>Apart from residents' objections to these i.e. noise,litter,cluttering of street space, most of these streets will shortly be subject to new traffic orders & will have the flow of traffic -& pedestrian movement-severely impeded.</p> <p>There are also security issues .</p>	<p>The City Commissioner of Transportation has been in discussions with local residents and businesses in Mayfair and The Portman Estate on traffic management measures associated with the United States Embassy Traffic Plan (making alterations to Green Street from its junction with North Audley Street to Park Lane) and proposals that have been developed with Transport for London and local amenity societies looking at the routes to be taken by general traffic on route A41. These proposals are not considered likely to cause problems the with the proposed Cycle Hire Stations.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>
D015	<p>Mr De Martini comments on behalf of Altea Gallery and says they strongly object to the installation of the cycle stand on St George Street for the following reasons:</p> <p>1. Health & Safety: The proposed cycle stand is located at the narrowest point of St George Street and in proximity with the junction of Conduit Street; there is also a taxi stand in the middle of the road, thus leaving insufficient space for the safe use of thread by larger bicycle users and of pedestrians at this location. Also due to the carriageway being too narrow for the safe access of larger vehicles regular damage to the cycle stand itself is of concern.</p> <p>2. Increase in traffic congestion: The removal of the single yellow line/loading space to make space for the cycle stand would create serious traffic congestions to the already fragile situation in the street. He says in case we are not aware during busy loading/unloading times (Sotheby's needs alone is few times a week) there are several lorries arriving and parking at the same time at this end of St George Street. The current yellow line/loading space is therefore needed as it stands, and should not be sacrificed for the scheme at this location. The lack of yellow line/loading space will be detrimental to the running of their daily operations.</p> <p>He says it is the opinion of local residents/businesses that the site of this cycle stand should be re-located to the north part of St George Street (close to Hanover Square). Up there the road is wider and there would be less impact for local businesses as there are not constant loading/unloading operations in that section of the street.</p> <p>Furthermore a location closer to the busy thoroughfare of Hanover Square would also be beneficial to the success of the scheme itself as the bicycles would be better noticed by the public as the foot traffic is much higher compared to this hidden location.</p>	<p>The proposed cycle station in St George Street is located on the carriageway and as such will not impede pedestrian movement.</p> <p>Vehicle tracking has been completed on this design and there is sufficient road width for large vehicles to safely pass the cycle hire sites. There is approximately 40 metres of single yellow line opposite the proposed cycle hire site to cater for the loading needs of local businesses.</p>
D015	<p>Mr Weller comments on behalf of Sotheby's and says while they recognise the benefits and welcome Westminster's plans to implement this scheme within central London they do have serious concerns about the location of the proposed cycle bay and its impact on traffic flow, pedestrian safety, cyclists safety and the reduction in single yellow line waiting zones.</p> <p>Sotheby's has a constant stream of small and large lorries and vans making collections and deliveries from No's 1 & 2 and No 4 St George St and the reduction of single yellow lines will have an impact on this function and inevitably have an effect on the surrounding areas. The erosion of these drop off points and the difficulty of operating our business which, by its very nature has to have access for lorries and vans on a regular basis, seriously bring into question their ability to continue to operate from this site. They believe that Sotheby's is an important part of the business community here in Mayfair and is a commercial benefit to the local area but feel that their occupation has been somewhat overlooked in this particular case.</p> <p>There is also a large volume of traffic that uses St George St, heading south towards Conduit St and by the introduction of a cycle bay at this point and with a taxi stand opposite in the middle of the road they are very concerned about the ability of all the road users to pass this pinch point safely. In their view the cycle hire point should have been located north of Maddox Street where there is more road width available to all users and less delivery and collection activity.</p> <p>They ask that the proposed location of this cycle hire point be reconsidered to take into consideration not only their occupation of the adjacent building but also those of the surrounding businesses.</p>	<p>Vehicle tracking has been completed on this design and there is sufficient road width for large vehicles to safely pass the cycle hire sites. There is approximately 40 metres of single yellow line opposite the proposed cycle hire site to cater for the loading needs of local businesses. The loading needs of Sotheby's was considered as part of the planning application process and the proposals in St George Street were amended to ensure that sufficient loading space was available for Sotheby's'.</p>
D016	<p>Mr Hall supports the scheme both in planning and highways terms although it would be useful to see some design detail in terms of the bays/stands and the totem if possible please.</p> <p>He feels the scheme should also encompass additional bicycle parking stands (like those between Old and New Bond Street) for those with private cycles. The stands on Bond Street are always full and there are numerous cycles chained to lampposts etc on Cork St. I cycle to work most days and he's fortunate enough to have somewhere in the office to keep his bike, but does feel that the cycle hire scheme (which he supports) is being introduced ahead of adequate consideration being given to existing cyclists. Cyclists generally have quite a bad press from other highways users – some of it well deserved – enabling them not to obstruct pavements and the opening of car doors would be one small step to improving relations.</p>	<p>A demonstration terminal, docking point and bicycle were recently on display at Greater London Authority (GLA) City Hall and in Westminster City Hall.</p> <p>Transport for London is working in partnership with Westminster City Council to develop a series of complementary measures to improve the safety and permeability of cycle routes through the City of Westminster. As part of these measures 350 additional cycle stands will be installed in the City of Westminster.</p>
D016	<p>Police request that the docking station be repositioned further away from the junction with Cork Street and place the totem marker at the opposite end of the stand to increase the visibility at the junction for the safety of road users.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>
D016	<p>Mr della Casa writes on behalf of his company Anpero Capital Ltd and says they support the scheme in general but object to the number of docking points (31) proposed at the Clifford Street location. They consider such a number too many for the proposed space and say it will create a hazard by being so close to the corner of Cork Street, impairing the view of oncoming traffic to traffic pulling out from Cork Street into Clifford Street. By reducing the number of proposed docking points and reducing the proposed space away from the corner with Cork Street, the creation of a dangerous situation will be avoided.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p>
D016	<p>Mr Hurst is commenting on behalf of Muller and says they are the managing agent for the landlord of Bond Street House, which has an entrance at 14 Clifford Street and incorporates the retail units that run around the corner to New Bond Street House. In respect to the scheme, the benefits are understood, however they have reservations in respect to the congestion that will be caused around Clifford Street and particularly the office and shop entrances, by an area being created to park 30 Bicycles in addition to the car parking bays. It would seem to make more sense to have the bicycle area or car parking bays further along the road, to prevent congestion on the corner of Clifford Street and New Bond Street and outside the shops and offices.</p>	<p>The Cycle Hire Site in Clifford Street is proposed on the carriageway and as such will not impede pedestrian movement. There is sufficient road width to allow safe passage of eastbound vehicles and the station is in line with the parking bays so this site will not cause additional congestion in Clifford Street. The existing double yellow line in Clifford Street on the approach to the New Bond Street junction will be maintained.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>
D016	<p>Mr Kaye is commenting on behalf of Shore Capital Stockbrokers and says they feel the proposal is inappropriate and potentially dangerous given the nature and layout of Clifford Street. They make the below comments.</p> <p>1) Clifford Street is a narrow, single land street situated directly off New Bond Street, New Bond Street is an extremely busy street, particularly for pedestrian traffic. Vehicles use Clifford Street throughout the day. In particular a large number of delivery vans and taxis stop/pick up on Clifford Street.</p> <p>2) The plans propose the introduction of three new parking bays to be situated in close proximity to the junction with New Bond Street to make way for the very long cycle bay which is intended to accommodate 31 bicycles. Whilst they agree that any parking bays removed ought to be replaced (given the short supply of spaces in Mayfair), the length of the cycle bay necessitates that they be relocated to a position in the road which we consider is likely to be dangerous.</p>	<p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	<p>3) The two roads (Clifford Street and New Bond Street) are linked by a left turning continuous section of road, rather than a junction at which vehicles stop before turning left. As a result, vehicles turn on to Clifford Street often at speeds which would be considered high in the context of an area with significant pedestrian volumes.</p> <p>4) They consider that the proposed layout is likely to lead to significant risk of incident, not least because the junction between Clifford Street and New Bond Street will be narrower and likely to be more congested especially with vehicles seeking to park in bays situated very close to that junction. Add to this the activity and cycle traffic generated by the cycle bay and they suggest that there may well be substantial difficulties.</p> <p>5) They fail to understand the logic of having so many docking points available at this particular location especially when compared with the lower number of points proposed at other locations which are situated on larger roads.</p> <p>6) Their primary position is that this is an inappropriate site for a cycle bay of any length,</p> <p>7) Alternatively, they would maintain that the length of the bay be reduced resulting in a shorter cycle bay. They suggest that the two parking bays situated directly outside 14a, 15 and 15a Clifford Street be retained which would result in there being a need to create only one new parking bay. This would reduce congestion and risk of incidents at the junction between Clifford Street and New Bond Street.</p>	<p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p> <p>New Bond Street is a key shopping destination in the West End and it is expected that the proposed Cycle Hire Station will be well utilised.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p>
D016	<p>Mr Mitchell says looking at the plans he does not understand why the 3 car spaces have to be relocated – why not just position the cycle bay in the free space at present.</p> <p>However, moving either the car spaces or the cycle bay nearer the junction with Bond Street is wrong in my view from experience. The roadway Bond Street round into Clifford Street is very busy and carries frequent large and articulated lorries. Having any parking near that junction will present a clear danger to cycle or car users and will cause frequent traffic jams as large vehicles find they cannot make the turn. He supports the scheme in principle and believe it will be of benefit.</p> <p>He has reservations however about the source of funding. As a keen cyclist and motorcyclist he suspects that the recent introduction of motorcycle parking charges was to pay for this scheme. This is Machiavellian, according to Mr Mitchell, he feels it penalizes him and is hypocritical. Motorcycle/scooter commuting should be promoted as well as cycling: the two modes are efficient, low polluting and work well together.</p> <p>He says if you do anything drop the motorcycle charges and put up the car parking charges.</p>	<p>The City Council is aware that there is a high demand for parking in the West End and as of such the cycle hire station could not replace the paid for parking bays. The station could not be located on the opposite side of the street as the carriageway width is insufficient to allow kerbside activities on both sides.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>Transport for London has set the scheme tariffs so that cycle hire is an affordable transport mode for central London. An initial subscription will be paid upon scheme registration (£45 yearly, £5 weekly and £1 daily). After registration, users will be able to hire a cycle for journeys of up to half an hour duration free of charge. For longer journeys the price will increase. However, it is possible to cycle east/west or north/south across the entire London Cycle Hire Scheme zone within half an hour.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p> <p>Transport for London is working in partnership with Westminster City Council to develop a series of complementary measures to improve the safety and permeability of cycle routes through the City of Westminster. As part of these measures 350 additional cycle stands will be installed in the City of Westminster.</p>
D017	<p>Police request that this docking station be repositioned from the centre of the Piccadilly. This would require potential users to cross onto the centre island across what is an extremely busy section of carriageway. In the route 38 consultation brochure from Atkins transport planners for the Piccadilly section it is recognised that there may be an increased risk of pedestrian crossing to the central footway without using the crossings provided.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 12 November 2009. As such this site will not be going ahead.</p>
D017	<p>Mr Woodham, on behalf of St. James's Conservation Trust objects to the proposed sites in St. James's Street, Pall Mall and Waterloo Place. He believes that the proposed two way traffic systems in St. James's and the Nash Rambles were conceived with no consideration for their effect on the proposals. He states that the Trust objected to the sites as having a detrimental effect on adjacent Listed Buildings. He states that the stations will add to the already present street clutter. He states that the site in the centre of St. James's Street is clearly unsafe. He states that the proposed site in Jermyn Street will exacerbate the existing parking problems caused by Tesco's large lorries. He states that it is WCC's and The Trust's policy to increase residents' parking in the core area of St. James's and there is already a dearth of residents' parking places. He suggests Green Park, on Queen's Walk as a possible site. He suggests a site on the west side of St. James's Square, to mirror the east side, after consultation with the Trust. He also suggests that a recently permitted site in Waterloo Place should be replaced by two symmetrical sites.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 12 November 2009. As such this site will not be going ahead.</p>
D017	<p>Mr Woodham, on behalf of St. James's Conservation Trust objects to the proposed site outside Fortnum and Mason's store as he considers that the proposed site would undermine the existing streetscape in a Conservation Area. He states that The Trust is very concerned about all aspects of public highway safety, being aware of many accidents which have been caused by existing traffic management arrangements. The Trust is also very concerned that encouraging less skilled cyclists, of all ages, onto a constrained island site amid the current vehicular traffic seem likely to risk accidents.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 12 November 2009. As such this site will not be going ahead.</p>
D017	<p>We wish to object to the following:</p> <p>Piccadilly 09/07775</p> <p>Apart from residents' objections to these i.e. noise,litter,cluttering of street space, most of these streets will shortly be subject to new traffic orders & will have the flow of traffic -& pedestrian movement-severely impeded.</p> <p>There are also security issues .</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 12 November 2009. As such this site will not be going ahead.</p>
D017	<p>Ms Aspinall comments on behalf of Fortnum and Mason and says they are objecting to the proposed cycle hire docking station in the middle of Piccadilly for the below reasons.</p> <p>1) Programme Objections: This proposal is seen as premature, as Piccadilly is under consideration for a major project improvement as part of WCC's magnificent seven streets as well as the Mayor's great streets and spaces programmes. They say it would be wrong to impose a site constraint at this stage of design of the possible reorganization of Piccadilly as a two way street with a central median strip and improved crossings, footways and other features.</p> <p>2) Aesthetic Objections: Although the cycle hire docking station has been carefully considered in terms of equipment layout, paved surfaces and signage, the amount of street furniture and its proposed location would undermine the existing restored formality of this historic street, its conservation area character and the setting of Burlington House and the Royal Academy. Those interested in improving Piccadilly are very keen to minimize the visual intrusion and physical obstruction to the streetscape. Side streets are considered appropriate for cycle hire docking stations and they support, for example the introduction of two pairs of symmetrically aligned docking stations in St James's Square (east and west sides) as proposed by the St James's Conservation Trust, as part of the integrated improvements of the historic square.</p> <p>3) Practical and Safety objections: They are also very concerned about all aspects of public highway safety, having witnessed many accidents and injuries caused as a consequence of the offset staggered crossing arrangements, the contra flow existing bus lane arrangements and narrow footways and island specs. The risk of encouraging potentially high numbers of all ages, of possibly less skilled cyclists, onto a constrained island, amid the existing layout of vehicle traffic seems likely to risk accidents in manoeuvring on and off, parking and of incautious pedestrian movements, by people crossing to and fro.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 12 November 2009. As such this site will not be going ahead.</p>
D019A	<p>Grosvenor Estate support this site.</p>	<p>The comments of the Grosvenor Estate are noted.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
D019A	<p>We wish to object to the following:</p> <p>Green St.09/04814</p> <p>Apart from residents' objections to these i.e. noise,litter,cluttering of street space,most of these streets will shortly be subject to new traffic orders & will have the flow of traffic -& pedestrian movement-severely impeded.</p> <p>There are also security issues .</p>	<p>The City Commissioner of Transportation has been in discussions with local residents and businesses in Mayfair and The Portman Estate on traffic management measures associated with the United States Embassy Traffic Plan (making alterations to Green Street from its junction with North Audley Street to Park Lane) and proposals that have been developed with Transport for London and local amenity societies looking at the routes to be taken by general traffic on route A41. These proposals are not considered likely to cause problems the with the proposed Cycle Hire Stations.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>
D019A	<p>The junction of Green Street and north Audley Street is already extremely dangerous. This is due to congested traffic on Green Street coupled with inappropriate (and at times disregarded) parking restrictions.</p> <p>Installing a cycle bay will only exacerbate the situation, not to mention that it will be dangerous for cyclists both accessing bicycles and trying to leave/enter the traffic flow.</p> <p>As Miss Yarrow now has received the consultation about altering the traffic flow in Green Street (which she now understand is being reviewed again), it will be particularly inappropriate to commit to a cycle bay at least until the overall situation in Green Street is resolved.</p> <p>She therefore strongly object to the installation of the cycle bay.</p>	<p>The City Commissioner of Transportation has been in discussions with local residents and businesses in Mayfair and The Portman Estate on traffic management measures associated with the United States Embassy Traffic Plan (making alterations to Green Street from its junction with North Audley Street to Park Lane) and proposals that have been developed with Transport for London and local amenity societies looking at the routes to be taken by general traffic on route A41. These proposals are not considered likely to cause problems the with the proposed Cycle Hire Stations. The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>
D019B	<p>Grosvenor Estate object to this site. They are shortly to submit a planning application for the conversion of 30 North Audley St into apartments with an A3 use below and this docking station will be directly outside and conflict with the residential entrance to the building. More seriously though, the proposed station is on a busy corner with North Audley St that is likely to become even busier if the A41 diversion route is implemented, creating a dangerous location for cycle users. This danger will be further increased if the proposal, which we also object to, for Green Street to become one-way is introduced. The likelihood being that cycle users will prefer to set off towards the east, against the traffic, rather than towards the West and Park Lane.</p>	<p>The City Commissioner of Transportation has been in discussions with local residents and businesses in Mayfair and The Portman Estate on traffic management measures associated with the United States Embassy Traffic Plan (making alterations to Green Street from its junction with North Audley Street to Park Lane) and proposals that have been developed with Transport for London and local amenity societies looking at the routes to be taken by general traffic on route A41. These proposals are not considered likely to cause problems the with the proposed Cycle Hire Stations.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p>
D019B	<p>We wish to object to the following:</p> <p>Green St.[Park Lane] 09/04810</p> <p>Apart from residents' objections to these i.e. noise,litter,cluttering of street space, most of these streets will shortly be subject to new traffic orders & will have the flow of traffic -& pedestrian movement-severely impeded.</p> <p>There are also security issues .</p>	<p>The City Commissioner of Transportation has been in discussions with local residents and businesses in Mayfair and The Portman Estate on traffic management measures associated with the United States Embassy Traffic Plan (making alterations to Green Street from its junction with North Audley Street to Park Lane) and proposals that have been developed with Transport for London and local amenity societies looking at the routes to be taken by general traffic on route A41. These proposals are not considered likely to cause problems the with the proposed Cycle Hire Stations.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>
D019B	<p>As managing agents of 129-130 Park Lane Mr Snell writes following our letter of 17 September 2009. Reference the above they will be opposing the proposed plans for the London Cycle station on Green Street. They are doing so, as this will restrict access to the entrance of the property and also have an impact on the prestigious nature of the building.</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p>
D023	<p>Ms Morrissey comments on behalf of Assura Group Ltd and says while they understand the need for alternative transportation around the capital, they feel opposed to having the Cycle Hire directly outside their office premises.</p>	<p>If there is a requirement to park outside the premises in order to carry out works, deliver or pick up good or equipment, you can request for a parking bay suspension. For more information please see www.westminster.gov.uk/parking.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	<p>First and foremost their concerns include their dependency on delivery and collection of goods to run the business. With no nearby parking space to load and unload goods, deliveries will potentially be delayed and result in putting additional pressure on a number of companies in an already troubled market, resulting in loss of revenue.</p> <p>They as a company strive to be more environmentally aware and have a company initiative to increase the amount of recycled waster leaving their premises. Losing the space outside the premises will have a huge impact on the company they use to recycle their waste if they cannot park in close proximity to their premise to collect.</p> <p>While there is already constant traffic, either vehicular or pedestrian along Pall Mall, having potentially 30 people standing outside at the cycle hire bays would be disruptive to both colleagues entering the premises as well as disruption of meetings taking place in their meeting room directly at street level. Having witnessed the speed of some vehicles driving down Pall Mall, irrespective of the pedestrian crossing, concerns would be raised to the safety of the cyclists hiring the cycles.</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p> <p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p>
D023	<p>We wish to object to the following: Pall Mall 09/05488</p> <p>Apart from residents' objections to these i.e. noise,litter,cluttering of street space, most of these streets will shortly be subject to new traffic orders & will have the flow of traffic -& pedestrian movement-severely impeded.</p> <p>There are also security issues .</p>	<p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>
D023	<p>1. This site potentially compromises the proposed restored two way operation, improved crossings and median arrangements, where lane widths and safety of the system may be changing this already busy and historic road.</p> <p>2. The site clutter at the edge of the road's current arrangements will be worsened and views include very important Grade I and II Listed Buildings, such as Schomberg House, and long views to the National Gallery and St James's Palace, settings will also be adversely affected.</p> <p>The Royal Parks routes are far more suited to safe, attractive and convenient cycling for the majority of potential cycle users.</p>	<p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
D025	<p>Simon Wallis objects on behalf of O and H Properties, who own Nos. 8-10 Grafton Street, who did not receive notice of the proposals As the site already accommodates a significant amount of motor cycle parking, they consider it to be inappropriate for a cycle docking station. He states that congestion and clutter will have a serious impact on road safety to the detriment of pedestrians and road users.</p> <p>He states that planning permission exists for the redevelopment of Nos. 8-10 Grafton Street involving the introduction of a high end retail unit at the ground floor, which will serve to improve the character of the area. This may begin within the next 15 months and will involve the demolition of the current buildings. He advises that O and H Construction would like to meet With WCC and TfL to discuss the implications as soon as possible. He suggests a site on the corner of New Bond Street/ Clifford Street would be a more appropriate site as it would have a lesser impact on pedestrians and traffic movement.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 27 August 2009. As such this site will not be going ahead.</p>
D026	<p>We wish to object to the following: Bruton Street 09/04813</p> <p>Apart from residents'objections to these i.e. noise,litter,cluttering of street space,most of these streets will shortly be subject to new traffic orders & will have the flow of traffic -& pedestrian movement-severely impeded.</p> <p>There are also security issues .</p>	<p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>
D026	<p>He is a Director of The Square Restaurant which occupies the ground floor of the building situate at 6-10 Bruton Street. They are a large and very busy restaurant and the highway immediately outside our premises (ie the site of the proposed cycle hire station) is used and will continue to be used as a collection and drop off point for customers who arrive and leave by taxi or other vehicles. This part of the highway is also used by large delivery vehicles which stop - albeit briefly for a minute or two - and will continue to stop in front of their premises to make daily deliveries.</p> <p>The placing of the cycle hire station at 6-10 Bruton Street immediately in front of the restaurant will inevitably lead to obstruction of traffic by the commercial vehicles stopping in front of the restaurant. This will inevitably lead to increased congestion at what is already a busy part of Bruton Street. He is also concerned that there will be safety issues for cyclists resulting from the activity of the numerous commercial vehicles which stop and will continue to stop albeit briefly outside our premises. They believe this situation could easily be avoided by moving the proposed cycle hire station 15 metres or so further along Bruton Street towards Berkeley Square where the vehicle activity at kerbside is much reduced and which would therefore be a much safer location for the cyclists taking advantage of the Cycle Hire Scheme.</p>	<p>Outside number 11 and at the junction with Bruton Lane there are sections of Single Yellow Lines which Loading and Unloading on a single yellow line can take place for as long as possible from 6:30pm and 11:00am. Between 11:30am and 6:30pm loading and unloading is restricted to 20 minutes.</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles. The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>
D030	<p>As far as Mr Ducklin is aware, there are no major issues with regard to the cycle hire infrastructure proposals in the area surrounding Oxford Street and its interface with ORB proposals. Any comments regarding the proposals outside the ORB area I recommend you await Henry's response.</p>	<p>The comments of Mr Ducklin are noted.</p>
D032	<p>Mr Phillips of Coyne & Co. Act on behalf of Primetime Enterprises of a residential building, namely 1 Farm Street.</p> <p>He states that no attempt was made to contact The Superior Leasehold Owner of the property, as letters were addressed to "The Occupier" and they were fortunate to have a tenant forward the letter to Coyne & Co and hence feel the consultation has been flawed. There are 4 separate flats and he considers that individual letters would have produced more objections. The propose site is directly opposite 1 Farm Street, which has experienced a number of burglaries within the last few years and he has concerns that this will increase the possibility of more opportunistic crime.</p> <p>He states that Farm Street is a narrow street and feels that the cycle hire station will reduce access and could compromise the access of fire, emergency and refuse vehicles.</p> <p>He states that the site will prevent traffic passing at the end of Farm street where it adjoins Hill Street and could put pedestrians at risk. He states that Farm Street is a quiet street and feels that the location of a cycle hire station will be obtrusive and an eye sore and the distance from Mount Street and Berkeley Square will not comply with the Mayor of London's policy for easy access to cycle hire.</p>	<p>As part of the Traffic Regulation Order process, all properties within a 50 metre radius of each proposed Cycle Hire Docking point were consulted.</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety. Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles. The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	He feels that the proposed cycle hire station should be relocated to Berkeley Square	In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.
E001	Mr Bates comments on behalf of a legal business which backs on to the proposed scheme and have concerns they believe merit further consideration. 1.Noise - they have high level conferences in rooms at the back of our building; 2.Vandalism; 3.Milford Lane is a busy access road for vehicles, with obvious potential hazard to cyclist & pedestrians; 4. Consideration to possible conflict due to the large development site on Milford Lane & Maltravers Street over the next 2years; 5. Location is not well sited for tourists and the potential danger to personal security. Taking into account the above, we would respectfully suggest Westminster planning reconsider this Application and encourage them to identify a more suitable alternative location.	<p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been assessed individually, it is considered that the overall impact will be acceptable.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p> <p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p>
E027	At the moment there is a cycle stand in Craven Street which on the plans says will be relocated. He asks if this relocation will still be close to 5 Strand? A number of their staff cycle to work and the two cycle stands – Craven Street and Northumberland Street – are usually full so a reduction in spaces of these cycle stands may persuade staff to no longer cycle to work. The proposed area of the cycle hire station is used as their muster point for fire evacuations at Land Securities. If there scheme goes ahead there will no longer be room for their muster point so they will have to relocate further down Craven Street towards Northumberland Avenue. This may lead to residents in Craven Street complaining of noise during evacuations as they have upwards of 350 members of staff.	Transport for London is working in partnership with Westminster City Council to develop a series of complementary measures to improve the safety and permeability of cycle routes through the City of Westminster. As part of these measures 350 additional cycle stands will be installed in the City of Westminster.
E027	Mr Barry has been working at 11 Strand for the past ten years and cycling daily from his home in North London. For many years he has locked up his bike at the cycle stand outside Boots on Craven Street which is now scheduled to be removed for a cycle hire station. This existing cycle stand serves a localized area of high density office accommodation where there is very limited secure cycle parking. Over the years, the number of cyclists using this stand have increased to the point where it is now difficult to find a space at 9am when he arrives for work. The overflow is generally locked up on nearby railings. The removal of the existing cycle stand would be a blunder given the large number of commuter bicycles attempting to park in this area. He says it is ironic that a supposedly "pro-cycling" initiative should be contrived to simultaneously penalize regular cycle commuters. The overall result will be to make the Mayor look like he has shot himself in the foot once this is brought to the media's attention. He strongly opposes the proposed cycle hire station on Craven Street as it removes long established and already scarce secure parking for regular cycle commuters in order to allow a high profile "initiative" by the Mayor.	Transport for London is working in partnership with Westminster City Council to develop a series of complementary measures to improve the safety and permeability of cycle routes through the City of Westminster. As part of these measures 350 additional cycle stands will be installed in the City of Westminster.
E027	Mr Young is objecting on behalf of Burren Energy and says as occupants of part of 11 Strand they view with concern the apparent intention to remove the existing cycle racks at the top of Craven Street. He says several of our employees use the racks and there is no local alternative to them.	Transport for London is working in partnership with Westminster City Council to develop a series of complementary measures to improve the safety and permeability of cycle routes through the City of Westminster. As part of these measures 350 additional cycle stands will be installed in the City of Westminster.
E030	Mr Bostelmann thinks that users of the hire bicycles on Northumberland Ave will find it difficult to access the road from the docking station, because there is a motorcycle bay and car parking bays along side the proposed docking station. As a consequence it will inconvenience the user and make it likely that they will cycle on the pavement. The cycle docking stations will severely impede the users of the motorcycle bay and the car parking bays as the drivers of these vehicles will not be able to access the pavement directly from their parked vehicles. They are therefore likely to be forced to walk on the road. There will be a substantial negative environmental impact on this very popular pedestrian thoroughfare. He suggests that the cycle bay be relocated closer to the river, still on Northumberland Avenue, but underneath the staircase rising up to the Golden Jubilee Bridge, he feels this will solve the above problems as: 1. Users of the hire cycles will be able to access the road directly from the pavement, if they wish to cross the road there is an island. 2. Other road users i.e.. Motorcycles and drivers will not be blocked in by the cycle station. 3.The environmental impact will be almost nil because the cycles in the cycle docking bay will be neatly parked under the steps where pedestrians cannot walk.	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been assessed individually, it is considered that the overall impact will be acceptable.</p> <p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>The available road width is considered to be adequate for cyclists and other road users to safely interact.</p>
E030	Mr David feels it will be a big mistake to establish a Cycle Station outside 16 Northumberland Ave or even anywhere on this busy main road between Trafalgar Square and the Embankment. On business days there is often a complete standstill of traffic on Northumberland Ave as large vehicles turn off the Embankment and find progress difficult due to adverse traffic light timings towards Trafalgar Square. Northumberland Street and Corner House Street are the routes by which these trucks and vans deliver to many businesses in the area. For cycle users, particularly visitors to the area, there will be complete confusion as to the direction to take if, as seems likely, most will want to cycle towards Covent Gardens, Westminster Square or the West End. Because the no entry sign at the east end of Craven Street will not be visible, the main confusion will arise on the junction of Craven Street and Northumberland Ave, directly outside the Playhouse Theatre. Those who hire a cycle outside 16 Northumberland Ave will inevitably avoid using Northumberland Ave and they will seek to ride against the traffic flow, west towards the Strand, emerging between Boots (No.5 The Strand) and the Next clothing shop opposite. Since moving to the area in December 1999 the traffic in Craven Street has become quite overpowering and many cyclists and cars are now either reversing against the one-way traffic flow or blatantly ignoring the No Entry signs at the bottom of Craven Street.	<p>Transport for London is working in partnership with Westminster City Council to develop a series of complementary measures to improve the safety and permeability of cycle routes through the City of Westminster. As part of these measures 350 additional cycle stands will be installed in the City of Westminster.</p> <p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

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	<p>There has been a relentless increase in traffic on Craven Street because it is still considered a loading/unloading route for all the businesses in the area, not-with-standing that a majority of the properties on the north side of the street are now residential.</p> <p>Large trucks emerge too from Embankment Place and often find it difficult to turn left along the flank wall of the Playhouse Theatre. This spot, immediately outside his house often comes to a standstill during business hours.</p> <p>In the recent past, the worst offender was a large truck that delivered at night to Next, by reversing up the length of Craven Street. He followed this matter up with the Police and the Management of Next who now sensibly park on the Strand and avoid Craven Street entirely.</p> <p>A survey was made by the council of the traffic flows down Craven Street a few years ago. It would be useful to conduct another such survey and compare the results.</p> <p>It is proposed that the scheme become operational 24 hours per day and on every day of the week. This will inevitably result in competition for the many pedal cycles that roam the central London streets most evenings giving rise to early morning disturbances for domestic residents that live in these areas.</p> <p>There will also, unfortunately, be a temptation to vandalize cycles by inebriated hooligans, who find themselves short of money to get home in the early hours of the morning.</p> <p>The scheme seems to me to be extraordinarily ill advised and will inevitably exacerbate transport problems rather than solve them in the congested central London zone. Where are surplus cycles to be abandoned of the cycle bays are full?</p>	
E030	<p>Mr Orchard-Lisle says having looked at plan E30 he wishes to highlight the potential dangers that the proposals create and to ask that in the interests of 'safe streets' the following is considered: 1 The junction of Craven Street and Northumberland Avenue is already difficult to navigate because of the speed at which vehicles come from Trafalgar Square and because of the multi directional changes that vehicles take at the intersection with Embankment Place and Whitehall Place because of the blocks on sight lines caused by parked vehicles on the Craven Street side of Northumberland Avenue.</p> <p>2. The proposed new cycle hire bays will add further to congestion in the area and also downgrade the sight line from Craven Street – not least of all by the people who are using the bays.</p> <p>He believes the scheme as proposed would lead to accidents and unsafe streets.</p>	<p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p>
E037	<p>1. It abuts onto Carlton House Terrace which is an important and increasingly residential area, as well as the site of sensitive heritage items of historic importance.</p> <p>2. The south part of Waterloo Place, which includes statues, elegant gardens and clubhouses (Athenaeum and the Institute of Directors.) should be freed of parking clutter that exists at present.</p> <p>3. The north part of Waterloo Place is dominated by its Crimean War memorial and associated statues and benefits from high quality architecture and elegant uses, including the Sofitel Hotel, but is also cluttered by existing parking layouts. Any relocated car parking from the south part of Waterloo has been earmarked in the 2007 Nash Rambias Study for a rearranged formal and symmetrical alignment at the top end of the northern section.</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p>
E039	<p>Mr Fine comments on behalf of Tesco and says:</p> <p>Tesco operates a very busy Metro store in Lower Regent Street, of circa 8,000 sq ft net retail space. The store takes numerous deliveries at all times of the day, with more than 100 cages of goods daily being rolled into the store through its back door, which is located between 113 and 115 Jermyn Street.</p> <p>By relocating the existing loading bay further down Jermyn Street, this increases the distance from the tailight to our backdoor, hence increasing potential incidents with pedestrians and potential cycle scheme users, as this is a very busy street. They would also advise that the current loading bay is continually used throughout the day by other local suppliers from restaurants to retailers, and as these are located further down Jermyn Street (away from Lower Regent Street), they will also be impacted in a similar negative way in having to move cages/ pump trucks etc. further.</p> <p>They therefore believe it would be more sensible, safer and practical to swap the positions of the proposed loading bay and cycle hire station.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 22 October 2009. As such this site will not be going ahead.</p>
E039	<p>Mr Hearn writes on behalf of The Crown Estate and says on the 23rd August 2009 they obtained a resolution to grant for the redevelopment of a significant part of the street block on the opposite side of Jermyn Street. This scheme, known as St James's Gateway, comprises the partial demolition, retention and redevelopment of 210-214 Piccadilly, 3-4 Eagle Place, 18-23 Jermyn Street (Gateway West) and 27 Regent Street, to provide a mixed retail, residential and office development. Planning application 09/1102/FULL.</p> <p>Prior to submitting the planning application, The Crown Estate commissioned a Transport Assessment to provide Westminster with information relating to the site's viability on transport and highway grounds, to enable the determination of the application. When their consultant (Atkins) met with Westminster Highways it was highlighted by officers that this section of Jermyn Street was particularly busy due to high levels of servicing activity throughout the day. Highway officers advised that the proposed development should not exacerbate the existing problem.</p> <p>He states that the scheme has moved forward and the latest drawing (4415716/705/TP/GA/001) include improvements to a loading bay where the proposed cycle docking bay is sited as a part of a Section 106 Agreement with WCC.</p> <p>He states that the Crown Estate are concerned that if the site is approved and constructed, it will not be possible for the St. James's Gateway redevelopment to be adequately serviced as the 15.8 metre station will halve the servicing provision for a busy, congested street.</p> <p>He feels that there will be a greater level of illegal parking and blocking of traffic in to Regent Street as a result.</p> <p>He states that with the construction of St. James's Gateway, existing traffic management restrictions will need to be temporarily amended. This would include the proposed cycle hire station.</p> <p>He advises WCC that the Crown Estate have commissioned Atkins as consultants to identify alternative cycle hire station sites in the vicinity.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 22 October 2009. As such this site will not be going ahead.</p>
E039	<p>We wish to object to the following:</p> <p>Jermyn Street 09/07059</p> <p>Apart from residents' objections to these i.e. noise,litter,cluttering of street space,most of these streets will shortly be subject to new traffic orders & will have the flow of traffic -& pedestrian movement-severely impeded.</p> <p>There are also security issues .</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 22 October 2009. As such this site will not be going ahead.</p>
E039	<p>Mr Woodham, on behalf of St. James's Conservation Trust objects to the proposed sites in St. James's Street, Pall Mall and Waterloo Place. He believes that the proposed two way traffic systems in St. James's and the Nash Rambias were conceived with no consideration for their effect on the proposals. He states that the Trust objected to the sites as having a detrimental effect on adjacent Listed Buildings. He states that the stations will add to the already present street clutter. He states that the site in the centre of St. James's Street is clearly unsafe. He states that the proposed site in Jermyn Street will exacerbate the existing parking problems caused by Tesco's large lorries. He states that it is WCC's and The Trust's policy to increase residents' parking in the core area of St. James's and there is already a dearth of residents' parking places. He suggests Green Park, on Queen's Walk as a possible site. He suggests a site on the west side of St. James's Square, to mirror the east side, after consultation with the Trust. He also suggests that a recently permitted site in Waterloo Place should be replaced by two symmetri</p>	<p>Planning permission for this cycle hire site E039 was refused at the Planning Application Committee on 22 October 2009. This was because the cycle hire scheme in Jermyn Street compromised the Gateway scheme which was proposed by The Crown Estate.</p>
E047	<p>Ms Gellel feels that the cycle station will be a great hindrance not only to her business but to other local traders as it will be limiting parking and loading even more, which she does twice a day.</p> <p>If this scheme is implemented it is going to make it near enough impossible to trade as the cycle scheme is being built next to her plot leaving only limited space for everyone to park or deliver.</p> <p>She would really appreciate it if a representative would take the time to come to Broadwick Street and see how hard this will be on her and her business and of course many others.</p>	<p>The original proposed cycle hire station in this location was shortened to cater for the loading demands of the adjacent florist and the Berwick Street Market traders.</p>
E047	<p>Mr Lord says that he is supportive of the scheme but does have one concern. Next to the proposed site is a public lavatory at ground level which people pay to access. It is one of the automated single occupancy types. (The underground one which has a janitor is fine). The ground level one is used almost exclusively for people taking drugs or dealing drugs and attracts drug users, this would be next to the proposed cycle hire station. He thinks there will be problems if the cycle hire station is next door to this centre of anti-social activity either as a result of vandalism, theft or assault – especially at night. He says the bike scheme will work best if the bike stations are safe places to be.</p>	<p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE		
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	He thinks we should consider wither closing this public toilet or restricting access to it to disabled people who he understands can use a special key. Though he adds he has never seen a disabled person use this lavatory.	
E055	<p>He writes to advise of grave concerns regarding the proposal of the cycle stations in Frith St, the proposed site is located immediately outside his premises and above his basement office, he did lodge our opposition to the scheme but the planning was granted,</p> <p>He is concerned with the damage the installation will make to his property, earlier this year a large workman containers was placed on the road outside the office, this caused water to leak down into the basement which caused damage to the walls, ceiling and property, an insurance claim was filed which has been granted and he is still waiting for the work to be carried out so at present he is still unable to use over a third of the office space. He contacted Westminster Council who after attending immediately had the containers removed.</p> <p>He was visited by Mohammad Ahmad a structural engineer from West One, who had been asked by Westminster Council to make a report on the proposed site, he came down into the basement and inspected the damage done by the container and he advised in his opinion it would not be structurally sound for the docking stations to be installed in that part of Frith street as each station requires a meter deep hole to be drilled into the road.</p>	A structural survey of your cellar was undertaken and the report has been handed over to Serco. Serco will investigate the cellar issues as part of the detailed design. However it should be noted that any structure under the public highway needs to be sufficiently structurally sound to support the highway above it.
E055	Mr Margolis writes on behalf of the freeholder of 41 Frith Street, namely Leverick Estates Ltd and strongly object to the proposed scheme for the reasons mentioned in the tenants e mail (See objections of Y Clark). He trusts under the circumstances the planned site will be abandoned.	A structural survey of your cellar was undertaken and the report has been handed over the Serco. Serco will investigate the cellar issues as part of the detailed design. However it should be noted that any structure under the public highway needs to be sufficiently structurally sound to support the highway above it.
E058	Police request that this docking station be repositioned as this location is a very busy area for both pedestrians and vehicular traffic and this may lead to conflicts. It may also serve as a congregation point for people that frequent the area causing an overspill into the carriageway.	The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.
E059	<p>Mr Parrot says he has no comments on these proposals unless they show changes for Long Acre and he welcomes them. He would however like to draw attention to the problems residents in Covent Garden have if they want to move things to and from their flats.</p> <p>If one had a residential parking permit, it is not too difficult to find an available space nearby. But with residential bays frequently being closed with little warning and there being only limited value in having a car in Central London, especially after the congestion charge, he has no permit. Without a permit neither he nor a friend can easily park in the area except early on Sundays or very late at night. While commercial vehicles are given some time for loading/unloading, private cars are not given any time. Commercial vehicle owners can also make arrangements with the police, but this is not possible for owners of private cars.</p> <p>He recently moved t from 138 Long Acre to 3 Mercer Street with all the transport problems associated with such a move. In November he will be moving back into 138 Long Acre. He would appreciate it if the council or the police could issue temporary permits so that residents can load/unload from their flats. IN practice, this would be outside congestion charge hours-evenings and weekends.</p>	The comments of Mr. Parrot are noted and will be passed onto the Parking Highways and Roads division within the Procurement and Support Unit for their information.
E061	<p>Mr Bourne comments on behalf of The Crown Estate and says that they have been spending some time over the last few weeks thinking about locations for Cycle Stations in the Regent Street area and also increasing the provision for conventional cycle parking. They therefore want to comment by giving a report they have prepared.</p> <p>As shown they support the provision in Little Argyll Street, their only reservation is that would like the location of the station to be brought forward west toward Regent Street by about 3m so that the east end clears the eastern office entrance. Now it has been decided little Aryll Street will not be pedestrianised they think the design will still work with the street left open.</p> <p>They would be keen to see more Cycle Stations in the Regent Street area.</p>	<p>The cycle hire site has been designed in conjunction with the Argyll Street improvement scheme, with the knowledge that Little Argyll Street would no longer be pedestrianised.</p> <p>The City of Westminster has considered the supporting document with the proposed additional locations for cycle hire stations within The Crown Estate area, and had taken forward the suggested site in Sackville Street.</p>
E061	As far as Mr Ducklin is aware, there are no major issues with regard to the cycle hire infrastructure proposals in the area surrounding Oxford Street and its interface with ORB proposals. Any comments regarding the proposals outside the ORB area I recommend you await Henry's response.	The comments of Mr. Ducklin are noted.
E102	<p>They hope their points will be taken extremely seriously and they urge you to reconsider your planning application IMMEDIATELY!</p> <p>The loss of two bays would result in more problems for them in that they are already finding it hard to find a space to load or unload their goods into our premises, Shaolin Way, at No.10 Little Newport St. They have already got two parking tickets while unloading in a loading bay in the evening. One ticket was for loading at 11.45pm. There was no way for them to park their vehicle elsewhere as some of the items were very heavy.</p> <p>In the evening, every space is either taken up by the mini-cab drivers or the residential permit holders. They do not see why we should disallow loading up to 12 midnight. They are referring to the double yellow lines/no loading restriction opposite the Disable Bay.</p> <p>Yap Leong says why don't we change the loading restriction time on the double yellow lines to say 6.30pm instead? We could then keep the double yellow lines. There is hardly anyone, except themselves, that would load after 6.30pm.</p> <p>They are a small business and need to replenish their shop regularly. They do not have the manpower and need to deliver themselves in their vehicle. It is very frustrating having to survive and getting tickets, because the council changes the rules.</p>	<p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>The double yellow line opposite the disabled bay has been installed to allow a safe operation of the junction with Lisle Street.</p>
E105	Mr Wilford says he has no comments to make regarding the proposed location of the station however he would like to know if security, drunks and vandalism has been considered. 3am is a very busy time in Pantom Street as revellers are coming out of the clubs and bars trying to find a way home. He said it can be expected that drunks will try and hire a bike, fail and then resort to vandalism. He asks whether the bike stations will be covered by CCTV and monitored for trouble in the early morning. If the revelers do hire bikes and cycle them to the suburbs, how do you propose to get them back?	<p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>Transport for London believes that the vast majority of users will ride responsibly and benefit greatly from the scheme. However, under certain circumstances, users will be suspended from the scheme if it is shown that they have been deliberately cycling dangerously or illegally. In addition, the user will incur a late return charge should the cycle be damaged or stolen (due to the user's negligence), or not returned within 24 hours. Each cycle will have an individual index number which is designed to be visible by CCTV operatives and assist should there be any thefts / collisions relating to scheme cycles.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
E200 and E201	<p>Mr Hicks writes on behalf of Covent Garden London (Capital & Counties) which owns the properties on the South side of Russell Street and the retail units on the North side of the street. They are supporters of the Mayors proposals where they are located in suitable positions.</p> <p>They feel the need to object to the proposed Cycle Dock on Russell Street for the following reasons:</p> <ol style="list-style-type: none"> 1. The street is one of the busiest feeder streets for the Covent Garden Piazza, this proposal will exacerbate pedestrian and vehicular congestion; 2. It is visually inappropriate in its setting; it is within sight of the world famous Grade 2 Market buildings and is adjacent to the Grade 1 listed Royal Opera House; 3. A proposal has already been made nearby on Tavistock Street, they would support a Dock in that location provided it was made smaller (see their objection to this dated 20th October) 4. The street already supports a Taxi rank where taxis are regularly parked, this will add further clutter. 	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>Comment 3 and 4 relate to site E201 and the Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 10 December 2009. As such this site will not be going ahead.</p>
E200	<p>C & I Fogelman say 6 meters outside flats.....how can you possibly remove 4 meters and leave only 2!!!! They say this seems ridiculous.</p>	
E201	<p>Mr Green writes on behalf of the 300 traders within the Jubilee Market Hall in the Piazza to object. Russell Street is the main eastern entrance into the Piazza with its many shops, markets, A3's and entertainment areas. Russell Street is a very busy area with cars/motorcycles, taxi cab rank and heavy footfall of pedestrian traffic.</p> <p>It would therefore become much busier with the addition of a cycle docking station. There are other locations which could comfortably house the proposed station. i.e. Drury Lane, Bow Street and the southern end of Southampton Street. Since it would appear that Tavistock Street at the rear of the Transport Museum has been chosen as an ideal location, then one sited on the other side of the museum would not be necessary to spread the net.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 10 December 2009. As such this site will not be going ahead.</p>
E201	<p>Mr Mofitakhar objects to this plan as the pub next door to him, Balushie's is often very busy in the summer with people standing outside on the pavement and often the crowds pouring in to the street drinking. By putting this cycle hire point out side. they would automatically block more of the pavement as they won't be able to pour in to the street, hence blocking access to his shop. He says this has been a recurring situation over the last 15 years that I have been here. Unless you are going to enforce a no drinking on the pavement at any time policy in which case I'll be happy with the existing plans.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 10 December 2009. As such this site will not be going ahead.</p>
E303	<p>The point of issue I would like to discuss with you may seem trivial but it is very important to the School. This relates to WCC's decision to install 19 cycle docking stations and a payment totem at the main gateway into our campus on Houghton Street. Let me firstly say that the LSE has supported the installation of 3 other stations within the environs of the School and takes its responsibilities in respect of the environment and sustainability very seriously. However, we find the Houghton Street proposal very difficult.</p> <p>We have been trying over the last few years to enhance the sense of arrival at the LSE by instigating public realm improvements, landscaping and latterly improved signage and way finding. Houghton Street is a vibrant and congested street which of course adds to its character (see photo). However, cycle docking stations at its entrance will cause us significant problems in relation to congestion, Health and Safety, security and public image.</p> <p>My officers have proposed a number of alternative locations and suggested a site meeting with you staff but to no avail. The School is clearly supportive in principle of the Mayor's scheme and wants to work with Westminster to ensure its successful implementation. Could I therefore urge you to ask for a joint review of this particular proposal so that we can work together to achieve a mutually satisfactory resolution?</p>	<p>The Leader of City Council met with Sir Howard Davies on Tuesday, 16th March 2010 and the City Council is now investigating this site further.</p>
E303	<p>Mr Higgins comments on behalf of the London School of Economics & Political Science and says they have very serious concerns from a technical and operational viewpoint, and says the street becomes congested during term time with 9,000 students on a compact inner city campus. He says the NatWest Bank was also very concerned about the impact on their business and the disruption to the security of & queues to their ATM. He emphasizes that they are supportive of the principle of the Cycle Hire stations.</p>	<p>The Leader of City Council met with Sir Howard Davies on Tuesday, 16th March 2010 and the City Council is now investigating this site further.</p>
E303	<p>Mr Robinson comments on behalf of the LSE and says they support in principle the Mayor's London Cycle Hire scheme. However in the particular instance of the proposal to install 19 cycle docking stations and a payment totem in Houghton Street they strongly object on the following grounds:</p> <ol style="list-style-type: none"> 1) Health and Safety: The plan you have used to plot the position of the cycle docking stations, is incorrect. It does not include the steps to their old building. This is the main entrance and reception point for the School. He has indicated the position of these steps on the attached plan. They literally have hundreds of students disorganizing from the teaching facilities in their old building, which includes their largest lecture theatre. Crowds of students will come down the steps and collide with the bike stands as they are far too close. Houghton Street is used by refuse and delivery vehicles which reverse up to the bollards adjacent to New Inn Passage. As there is no kerb, the position of the cycle docking points in lieu of the bollards which are regularly damaged and due to be removed as part of the proposal, are considered vulnerable. In addition they are very concerned that the position of the cycle docking points will push students into the delineated roadway area. 2) Obstruction of a busy pedestrianised public highway: This is a heavily pedestrianised area – queues of people across Houghton Street. The users in question are the NatWest students' Banking Centre, an ATM cash dispenser and Wrights coffee bar. The imposition of the cycle docking points and associated totem will create a complete bottle neck in this part of Houghton Street. 3) Security: As a world renowned institution the LSE invites heads of state, Government ministers etc as guest lecturers on a regular basis and they are normally received through the main entrance to Houghton Street. This often involves special security arrangements with a cavalcade of cars and police outriders escorting the Head of State to their main entrance; the security of the VIP's access will be compromised by the proposed location of the docking station in Houghton Street. 4) Amenity: The LSE is a community of more than 12,500 staff and students. One of their strategic priorities is to enhance the sense of arrival at the School by reducing visual clutter and making way finding more legible. The presence of this long strip of cycle docking points and the pavement totem will be detrimental to this aspiration. <p>He notes that there are two contingency sites on Kingsway (E7 & E10). He wants the Houghton Street site repositioned at one of these locations. They would be far more visible and accessible.</p>	<p>The Leader of City Council met with Sir Howard Davies on Tuesday, 16th March 2010 and the City Council is now investigating this site further.</p>
F003	<p>They object to the placement on Smith Square for the following reasons: Smith Square is a quiet, residential square with government offices along the east side and part of the south side. The other sides of the square are largely residential with two small, low traffic, office accommodations. Noise inevitably generated by the proposed stand would be offensive in this quiet square.</p> <p>Placement of the stand in this location would leave a curving single lane carriageway, making it dangerous for potential hire stand users, particularly when large trucks or coaches are using the carriageway.</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	<p>There is no commercial or retail activity on the square.</p> <p>The square is part of a conservation district and the proposed cycle hire station is totally inappropriate to the architecture of the surrounding buildings, some of which are Georgian, with an 18th century church in the centre of the square.</p> <p>Street lighting is by gas lanterns and is of low intensity making it unsuitable for high incidence foot or cycle traffic.</p> <p>Government offices front on the south east corner of the square. The south west, north west and north east corners are residential. There is more space and clearance in the south east corner and a cycle hire stand could be located there with greater safety and less disruption to road traffic and residents.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>The cycle hire site has been located outside an office building.</p>
F003	<p>Sir Viggers says that Smith Square, with its beautiful Queen Anne Church and Georgian houses is one of the most beautiful and best preserved areas in Westminster. The Council has taken great care and devoted considerable resources to the detail of the pavements. Residents and those responsible for St. John's Church have made the gardens exceptionally attractive over the years. It is a unique environment which indeed is recognised by tourists and by film-makers who often use the Square as a background because of its period character.</p> <p>The installation of cycle racks would have a significant impact on the environment and local residents are strongly opposed to this. There are many suitable areas where a cycle rack could be located and indeed many of these pavement areas in the vicinity are in easier locations where the cycle rack would be more visible and likely to be more frequently used.</p> <p>He hopes that your Council decides to relocate the cycle rack to a location other than Smith Square.</p>	<p>As part of the planning application process the key considerations by the City Council's Planning Application Sub-Committee or by officers under delegated authority were the impacts of the proposed cycle hire station on residential amenity; setting of Conservation Areas and listed buildings; trees; and archaeology. It was considered that the proposals did not result in excessive visual clutter. Due to the modest scale and relatively permeable character of the stations compared with the larger buildings, there would be no adverse impact on the respective conservation areas and setting of nearby listed buildings. It was also considered that, as it is anticipated that patrons will spend a minimal period at the sites, there will be no harmful amenity impacts in terms of noise, overlooking or general disturbance. A condition was applied to proposed sites in close proximity to windows of residential dwellings to restrict the hours in which bicycles could be redistributed. Due to the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution. As each site has been</p>
F007	<p>Mr Halcrow objects to the proposal for the following reasons:</p> <ol style="list-style-type: none"> 1. This is a totally residential area and the noise which is going to be for up to 24 hours a day is unsuitable. 2. The bikes and if they will hold money the vending machines will be a target for theft and vandalism. Previous attempts to launch such schemes have failed; what has been done to stop theft? He encloses an extract from a news article on the Paris scheme; "Over half the original fleet of 15,000 specially made bicycles have disappeared, presumed stolen. They have been used 42 million times since their introduction but vandalism and theft are taking their toll. The company which runs the scheme JCDecaux says it can no longer afford to operate the city-wide network" 3. To what extent have local residents been identified about this scheme? It seems for example that if your flat does not face the street the cycle hire bay is in, you did not get a letter. Even with the main entrance that everyone in out block uses being about twenty feet from the cycle bay. So were all residents in Regency Street sent letters? 4. In the letter sent out the building opposite Brunswick Court described as the "TA Centre". It has not been a TA center for over 10 years and this begs the question did someone visit the street or just close their eyes and put a pin on a map to decide a location? The TA centre is now a residential block. Did the resident of that block actually get informed of this project by letter? 	<p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>Transport for London has appointed a Service Provider, Serco, who is responsible for installing, maintaining and operating the London Cycle Hire Scheme. The London Cycle Hire Scheme will be based on, but not identical to, the Montréal cycle hire scheme, BIXI. This partnership brings together Serco's extensive experience and the high-quality, award winning technology of the Montréal BIXI Scheme, one of the most advanced cycle hire solutions in operation. Transport for London and Serco's contract is performance based, and Serco will be contractually responsible for the maintenance and redistribution of the Cycle Hire bicycles. Serco will respond to usage patterns to avoid stations becoming completely full or empty at any one time. They will also have a rigorous maintenance regime that includes servicing the cycles, as well as ensuring that cycles reported as damaged are quickly replaced. Unlike Paris, the London scheme will not be providing locks on the cycles so users are encouraged to return them to a docking station when not being used. Transport for London is confident that the London Cycle Hire Scheme will be</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>As part of the Traffic Regulation Order Consultation all the properties within a 50m radius of the Cycle Hire Docking point were consulted. For this site a total of 107 properties were consulted.</p> <p>The reference to the TA centre in the Notice of Proposal was due to mapping base information being out of date, however I can confirm that number 56 Regency Street was consulted about the proposed Cycle Hire Station .</p>
F007	<p>I received your correspondence on the cycle hire. As a local resident and being in the business I do have concerns about the security of this. Firstly, the attraction it will provide to the wrong element and then, secondly, the subsequent damage that would occur in theft or vandalism. What measures of security have been put in place?</p>	<p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p>
F007	<p>Mr Parsons is lodging an objection to this on the following grounds:</p> <ol style="list-style-type: none"> 1. It will create an obstruction. Long vehicles already have difficulty in maneuvering between Regency Street and Chapter Street as it is. 2. This part of Regency Street is much needed for loading and unloading during the day, e.g. for the large block of flats at Brunswick Court. Also, the cycle hire station will further reduce out of hours parking. 3. It will create noise and vandals. A better and more open site, where vandalism would be less likely, would be near the taxis in Regency Place. 4. Regency Place would also be a more "joined up"/ integrated location, being near taxis and the 507 bus. A cycle hire station in the middle of a residential street with no immediate public transport is rather pointless. 	<p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p> <p>Where a proposed cycle hire station has resulted in alterations to existing parking controls the City Commissioner of Transportation has assessed the parking data. Where possible, parking bays have been relocated, but this has not been possible at all sites due to other kerb-side activities.</p> <p>The servicing needs of businesses have been considered and taken into account. Loading and unloading will continue to be permitted on yellow lines (without kerb blips) in the immediate area for as long as necessary between 6:30pm and 11:00am. Between 11:00am and 6:30pm loading and unloading is restricted to 20 minutes.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p>
F010	<p>Mr Hudson is commenting that the Wide Based Post shown on the plan is on the footway and appears to take up half the width of the pavement. Pedestrians with pushchairs, wheelchairs etc will find yet another well meaning obstruction to add to the plethora of posts, parking signs, street furniture, clutter etc - all justified individually no doubt but simply adding to the visual confusion for pedestrians and indeed all road users. Can this wide based post at least the title is honest - be relocated to the roadway and actually within the area identified for then cycle hire station, not several metres away from it.</p>	<p>The wide based post is required to provide power to the docking station and the associated equipment with the cycle hire station. An existing piece of street furniture, in most cases a sign post, has been removed and the wide based post provided in its place, and hence there is no real change to the pedestrian accessibility where they are located.</p>
F013	<p>Police request that this docking station is either shortened or repositioned to increase the visibility at the junction for the safety of road users.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>

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F013	<p>The proposed 19 docking point station will cause a lot of noise outside her house as well as congestion.</p> <p>Each of her rooms in the property faces out onto the street and my children and I are already subject to the noise from passing traffic, this will increase if people will have the opportunity to come and go hiring bikes throughout the day and night.</p> <p>The position of the docking station may also be a potential accident black spot between Rochester Row and Vane Street. Rochester Row is a very long road and there are SEVERAL non-residential properties where the cycle hire docking station can be placed. She opposes the decision to place the stations outside 63 Rochester Row and does not think it fair or right to subject Westminster residents to potential problems, when the stations can easily be placed further down the street. She does not believe Boris Johnson had noise pollution and unsavoury characters outside the homes of Westminster Residents in mind when he proposed this scheme.</p> <p>The area is also close to the Salvation Army and hostels. At the moment, she often comes home and find homeless or drunken people loitering outside my house and she fears this will increase if there are available bikes they can sit or lounge around on. She has had to threaten to call the police on several occasions, but luckily my neighbours partner has been around on many occasions and dealt with the issue. Not only will noise increase if homeless or drunk people are congregating more and more outside, but she does not wish for her children to come home and encounter unsavoury experiences and she cannot guarantee her neighbours partner will always be around.</p>	<p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>
F014	<p>We as residents, have received your letter of 17th September about cycle hire. In general, having been Ambassador in Copenhagen when cycles are widely used, I am in favour of the scheme if it is properly planned - cycle lanes, etc.</p> <p>Your letter and information however make no references to Residents' parking are whittled away.</p> <p>We hope you will give us a response to this before we discuss the matter further with the others in the area.</p>	<p>Mr and Mrs Bache's comments are noted.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities. Westminster City Council is currently in the process of installing an additional 1,000 residents' parking bays at available kerb-side space across the City.</p>
F015	<p>Natasha Ryan, on behalf of John Lewis, objects to the proposed docking station in Ashley Place which is opposite their loading and rubbish bays. She considers that it would create a very dangerous environment for pedestrians accessing bikes, as the loss of space will affect lorries exiting the loading bays of John Lewis. She states that the amount of deliveries in Ashley Place and the size of some lorries mean that they often park in the proposed area between 7.30 and 8.30 each morning. She states that the proposed site could cause problems for staff using the staff car park.</p> <p>She states that the site is currently used by a tanker that empties the sewage pit from within 171 Victoria Street.</p> <p>She thinks that sites further down Ashley Place are more viable.</p>	<p>There are still outstanding issues with regards to this site. A meeting has been arranged between a representative from John Lewis and the West One engineer to discuss the issues. A decision will be made at a later date.</p>
F024	<p>Ms Collett says whilst she is fully in favour of the cycle scheme, it seems to her that for it to be attractive, accessibility is key. Round her area, Sainsbury's and/or Warwick Way are the "big draw". Therefore she would recommend re-sitting the proposed cycle hire bay ref: F024 01/615151 on Wilton Road, as close to Sainsbury's pedestrian entrance as possible.</p> <p>She says there is already provision of cycle racks right outside the pedestrian entrance to Sainsbury's and it would seem natural to site the cycle hire scheme in the same location.</p> <p>Another alternative would be to locate the cycle hire focal point in Warwick way, possibly outside Tesco or Boots the Chemist.</p>	<p>In the section of Wilton Road adjacent to Sainsbury's supermarket it was not possible to locate a Cycle Hire Station due to other kerb side demands and relatively narrow footways. There is a proposed site near Warwick Way in the Tatchbrook Market.</p>
F025	<p>Ms House is objecting to the site F025 01/615152 Belgrave Road. Her grounds for objection are that the chosen location on Belgrave Road outside Nos 50/52 and 54/56 will:</p> <ol style="list-style-type: none"> add further confusion and potential danger to pedestrians, cyclists, motorists and buses on an already complicated intersection Introduce users of the cycle hire scheme into a complicated road situation again adding to safety issues FURTHER CONFUSION AND POTENTIAL DANGER TO PEDESTRIANS, CYCLISTS, MOTORISTS and BUSES. This area of Belgrave road is directly opposite the entrances to both Denbigh St, Churton St and beside the pedestrian entrances to Gloucester St and Denbigh. Although traffic light controlled this intersection is used by: Number 24 buses both north and south bound; Any buses on rail diversion for the Victoria line; Residential cars; Semi-trailers, trucks, light vans and cars using or delivering to businesses in Churton St and/or Denbigh St; Residential pedestrian traffic - particularly crossing through from Gloucester St and Denbigh St over the traffic controlled area; Tourist and other visitor pedestrian traffic from the various hotels on Belgrave Road and Gloucester St; Residential and commuter bicycles - particularly crossing through from Gloucester St and Denbigh St over the traffic controlled area. On many occasions both pedestrians and cyclists don't obey the traffic signals which has resulted in a number of near misses that I have witnessed and I would assume countless others that I haven't. I am not familiar with accident statistics at this intersection however with visitors used to alternative traffic flow it wouldn't be surprising. This issue of people and bicycles going against lights is a particular issue for busses turning in and out of Denbigh St which has recently been modified to assist traffic flow. Introducing unfamiliar and unfamiliar cyclists through the cycle hire scheme at such a business intersection would add the potential for further distraction and complication at an already challenging road intersection. INTRODUCING USERS OF THE CYCLE HIRE SCHEME INTO A COMPLICATED ROAD SITUATION: She supports and applauds the efforts that the Mayor of London is making to support greener transportation around London and the cycle scheme itself is a great initiative however it shouldn't be placed in areas that will be potential hazardous to those hiring the cycles. Assuming that the users of cycles in the Belgrave Road area comprises both residents and a healthy mix of those using the local hotels, it is entirely possible that this visitors will be from outside of the UK. Having provided directions to a number of them over my years of residence, I don't believe this to be an unreasonable assumption. Hence, non UK citizens in the main do not drive and therefore cycle on the left hand side of the road so you would be introducing these people onto the road in between a set of 4 traffic lights onto the 'wrong' side of the road. <p>For these reasons, she does not believe that this is the safest or option for placement of cycles on Belgrave Road and would request that this placement option is reconsidered and changed to ensure that a safer position is chosen for the good of those using the scheme and those sharing the road with it. One such alternative might be the paved 'market' area at the end of Churton St which would offer a safer environment to introduce cycles for all other road users involved.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>Transport for London is providing additional funding for cycle training in the nine London Boroughs across the London Cycle Hire Scheme area to cater for the additional demand generated by the scheme. Users will be trained on specific Cycle Hire cycles, provided by Transport for London. Cycle training will also be promoted through London Cycle Hire Scheme roadshows.</p> <p>Users of the London Cycle Hire Scheme will be required to sign up to the scheme's Terms and Conditions, which will also incorporate a Code of Conduct mentioning the importance of not cycling the wrong along one-way streets or disobeying traffic signals. This also includes the fact that users must, at all times, abide by the Highway Code, which explicitly states that you must not cycle on the pavement. The Code of Conduct will be shown on the London Cycle Hire Scheme terminals, as well as on printed and online materials. The full Terms and Conditions will also be available on the website.</p> <p>Transport for London is working on wider "share the road" initiatives to foster greater understanding between all road users, and carrying out advertising campaigns to increase awareness of issues surrounding road safety.</p>
F025	<p>Mr Magauran says it astonishes him that we plan on placing a hire station in the centre of a busy road junction - in fact between the controlling sets of traffic lights - how distracting to drivers can that be? And for the cyclists themselves - who wants to get on an unfamiliar bike in the middle of a road junction on a busy main road and bus route? He says that whoever thought of this location as suitable must be bonkers!</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p> <p>Transport for London is providing additional funding for cycle training in the nine London Boroughs across the London Cycle Hire Scheme area to cater for the additional demand generated by the scheme. Users will be trained on specific Cycle Hire cycles, provided by Transport for London. Cycle training will also be promoted through London Cycle Hire Scheme roadshows.</p>
F025	<p>Mr Noyes objects to the proposed cycle hire station on Belgrave Rd designated F25 for the reasons set out below. He also forwards four additional objections to this proposed site made on behalf of two businesses adjacent to the site and two Warwick Square residents.</p> <p>Councillor Edward Argar wrote registering his objections to this proposed site on October 3rd after hearing the concerns of his constituents (including those that attended the South Area forum in late September) and upon applying his own knowledge of the location.</p> <p>He believes the site should be abandoned and the pedestrianised junction of Charlwood Street and Denbigh Street should be considered as a more suitable site. This location is 50 metres from site F25 and 300 metres from the Guildhouse Street site. Additionally it is close enough to the abandoned F27 site on Lupus Street to be an ideal replacement for the two sites F25 and F27. 300 metres is the desired distance between cycle hire stations as set out by Transport for London in para 17 of its feasibility study.</p>	<p>The site proposed by Councillor Agar at the junction of Denbigh Street and Charlwood Street is currently being investigated but will not be an alternative for site F025 Belgrave Road, but rather an additional site.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

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	<p>He notes that sites F30 Elizabeth Bridge and F34 Belgrave Rd passport office are two of the alternative sites he had quickly identified as particularly suitable and appear close to becoming established. He also understand that the unsuitability of site F32 Hugh Street was recognised and its abandonment led to site F3\$ being proposed.</p> <p>It would be a serious and hazardous mistake to site a cycle hire station on Belgrave Road at site F25 and I therefore request that this site be abandoned and the Charlwood Street/Denbigh Road junction be surveyed as to its suitability.</p>	
F025	<p>Ms Higgs says on 7th October she received a letter informing her of the proposed cycle hire station in Belgrave Road. The letter is dated 17th September. The deadline for submission of comments is 9th October. That allows 48 hours for a response. She says there was no postmark on the letter so she couldn't tell whether it was only posted a few days ago or whether it has been delayed in the post. There have been problems with post but she has still been receiving post regularly and it seems unlikely the letter has been delayed in the post for nearly a month.</p> <p>She says there is no point in pretending there is local democracy and that council tax payers are consulted about decisions if they are only allowed 48hrs to consider the plan and respond. This is the first she has heard about the scheme.</p> <p>At present she is not sure she has any particular comments on the scheme but is concerned by the late delivery of the letter.</p> <p>She asks us to explain why she have only been given 48hrs (or less) to respond.</p>	Due to the postal strikes the consultation period was extended to the 16 October 2009.
F025	<p>Councillor Argar is objecting to the site referenced on the plans as site F25, at the junction on Belgrave Road, at its junction with Denbigh Street and Gloucester Street in SW1.</p> <p>His objection is based upon the fact that while, at first glance the site might appear to offer space for such a scheme, as has been emphasised to him by local residents, this is a very heavily used section of footway, forming as it does one of the main foot walkways through Pimlico and the cycle stands as proposed will significantly narrow that footway and risks causing inconvenience and being an obstacle to pedestrians using the footway.</p> <p>A second, although also important, factor is that due to the amount of paved area a little further up the road, at the Gloucester Street/ Belgrave Road junction, this area risks becoming cluttered with the flower beds, recycling bins, new cycle rack, and then in addition this new cycle rack as Officers view it as a suitable site for yet more street furniture etc. There is only so much street furniture that can be added in an un-co-ordinated way that this one small area can accommodate before it begins to look saturated and cluttered. He strongly believes that these additional cycle-hire scheme docking-station will tip that balance in the wrong direction.</p> <p>Should a docking-station be deemed necessary in this general area, and he is not convinced it is, he would suggest there are more suitable sites which he is happy to set out should we require it – however to him the most appropriate solution would be that this one location should simply be removed from the list for the reasons set out above.</p>	<p>The proposed site in Belgrave Road is located on the footway build and will not obstruct the pedestrian desire line. The Cycle Hire Station infrastructure has been carefully designed to minimise street clutter with the terminal unit also serving as a Legible London Way finding signage and the power connection being incorporated into existing street furniture.</p> <p>The site proposed by Councillor Agar at the junction of Denbigh Street and Charlwood Street is currently been investigated but will not be an alternative for site F025 Belgrave Road, but rather an additional site with in the network</p>
F043	Grosvenor Estate support this site.	The comments of Grosvenor Estates are noted.
F044	<p>Mr Duncan is objecting on behalf of Inchbald School and is reiterating the comments sent in July.</p> <p>He wonders if those behind the proposal are aware that 7 Eaton Gate is occupied by a school and that No's 3 & 5 are occupied by a very popular and well supported childrens school.</p> <p>He says during pick up and drop off times the pavement outside the school is extremely busy, almost chaotic and the introduction of a cycle stand there is not practical.</p>	<p>Transport for London has been in discussions with Colonel Duncan and as a result of this the City Council is now proposing to amend the proposals from what was advertised as part of the Traffic Order Consultation. The single yellow line on the north side of Eaton Gate, from the boundary wall of property numbers 3 and 5, will be changed to a double yellow, so that this kerbside will be clear at school drop off times (parents can stop to drop off and pick up for up to 20 minutes on the double yellow line). The proposed coach parking bay will not be implemented as this facility is not well used, this again will leave more kerb space for drop off and pick up. This could be reconsidered in the future.</p>
F044	Grosvenor Estate object to this site. There have been strong objections, which they support, from the Inchbald School on Eaton Gate about the traffic chaos which already exists and is likely to be exacerbated by the placing of the docking station outside the Inchbald and Eaton Gate schools, leading to potential danger to children and other pedestrians.	<p>Transport for London has been in discussions with Colonel Duncan and as a result of this the City Council is now proposing to amend the proposals from what was advertised as part of the Traffic Order Consultation. The single yellow line on the north side of Eaton Gate, from the boundary wall of property numbers 3 and 5, will be changed to a double yellow, so that this kerbside will be clear at school drop off times (parents can stop to drop off and pick up for up to 20 minutes on the double yellow line). The proposed coach parking bay will not be implemented as this facility is not well used, this again will leave more kerb space for drop off and pick up. This could be reconsidered in the future.</p>
F045	Grosvenor Estate object to this site. The principal objection for this site, as set out in their letter to the Planning Department and as recognised by the City Council, is the potential damage to the roots of the protected trees in the adjacent Eaton Square Garden. From the outset he says that Grosvenor supports both the Scheme and the use of bicycles in London increased cycle use was highlighted in their public realm strategy, 'Places for People'. Where they object to the stations therefore it is on the basis of the particular characteristics of the site rather than the principle of the scheme.	The impact on the established trees was considered as part of the planning application process and a trial hole was undertaken at the site. This showed that the tree roots did not extend into the footway build out as this was previously made up of carriageway construction.
F046	Grosvenor Estate support this site.	The comments of Grosvenor Estate are noted.
F048	<p>Mr Gray says he received the proposal for consultation about the cycle hire bay in Eccleston Place, near his company's place of business today. He is very much in favour of the scheme and supports it 100%. He has used the Paris hire bikes for both business and leisure purposes in the past and it proved both efficient and enjoyable.</p> <p>He is a regular urban cyclist and his only concern is whether there will be sufficiently adequate cycle lanes. He says in Paris many of the streets were made one-way to cars but 2-ways for cycles with specific cycle lanes. He asks what plans there are to properly cater for 6,000 new cycles on London's roads?</p> <p>He offers many thanks and wishes every success with what sounds like an excellent scheme.</p>	Transport for London is working in partnership with Westminster City Council to develop a series of complementary measures to improve the safety and permeability of cycle routes through the City. These measures include the installation of additional contra-flow cycle routes and junction improvement schemes.
F050	<p>Mrs Hughes says she is delighted as a resident of Elverton Street to see something quiet and useful for the residents of this noisy area which she states is bombarded day and night by trucks and noise and people working from the business opposite.</p> <p>She thinks it will be a contribution to the area and hopefully remove at least one noisy truck from the street. She says good luck with the proposal and comments if we line the street with bicycles she wouldn't object.</p>	Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 22 October 2009. As such this site will not be going ahead.
F050	<p>Mr Harvey says he is fully supportive of the cycle hire scheme and hopes that it is well utilized and does not suffer at the hands of vandals.</p> <p>He says the location for Elverton Stret is good but his concern is that the proposed area is adjacent to the Royal Horticultural Halls and they have had a number of problems over more than 12 years with noise and parking. The proposed site will take away 2-3 parking bays where lorries currently load and unload, which he is happy about, as long as the traffic isn't then moved to the opposite side of the street in front of Royal Westminster Lodge, as he has an understanding with the RHS that no high sided vehicles are allowed to park there due to noise, loss of natural light, extra disruption and potential damage to the trees on that side of the road. If written assurances can be given that the loading/unloading will not be shifted to our side of the road as a result of these plans then he will have no objection.</p>	Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 22 October 2009. As such this site will not be going ahead.

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

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F050	<p>There is no mention of safety helmets being supplied which he is sure we can agree are essential protection to cyclists.</p> <p>Also, regarding docking point no 21 Elverton Street is located directly in front of a loading bay door of the Horticultural Hall restricting their access.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 22 October 2009. As such this site will not be going ahead.</p>
F050	<p>Mr Miller is writing to object to the proposal to locate a cycle hire docking station on the New Hall (exhibition centre) side of Elverton Street. He feels that the docking station should be located on the other (residential) side of the road.</p> <p>He says if the docking station is located as proposed it will force lorries unloading into the New Hall Exhibition Centre (of which there are many) to park on the other (residential) side of the road and carry goods over the road. This would block though traffic and cannot make sense from a traffic management point of view.</p> <p>He says locating the cycle hire station on the residential side of the road would create greater tranquility for residents by keeping lorries away from the frontage of the two large blocks of flats, namely Royal Westminster Lodge and Cobbold Court.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 22 October 2009. As such this site will not be going ahead.</p>
F052	<p>Jules Cheetham is writing on behalf of Joanna Wood who is a resident of Bourne Street and also the owner of the Joanna Wood shop at 48a Pimlico Road. They have considered the positioning of the proposed cycle docking station and would like to object to its currently proposed location. It is proposed that it will be located on 2 parking spaces at the entrance to Bourne Street. The parking facilities in the area are already stretched to the limit and as a business they would not wish to see any further spaces sacrificed, it is already extremely difficult for our customers to park and therefore shop with us and visit our interior design studio</p> <p>They have surveyed the surrounding area and feel that it would be far more appropriate for a number of reasons to locate the bicycle station on the wide area of pavement outside Daylesford Organic down to Zuber :</p> <p>1. There are currently a few bike rails here and this could be extended and adapted to house the new station; 2. It would be more easily accessed and more noticeable being on the main road in contrast to down a side street; 3. It would not necessitate the further reduction of car parking facilities in the area.</p>	<p>There was originally a proposal to locate the Cycle Hire Station in Orange Square. However, the City Council was unable to reach agreement with the market traders.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
F052	<p>Ms Grinling objects on a number of reasons says the corner of Ebury/Bourne Street has become very dangerous with many cars taking that corner very fast up the one-way street to avoid Sloane Square. There have been several near run ins with pedestrians trying to cross there.</p> <p>The loss of two pay by phone metres which are much needed. Orange Square, opposite has several more suitable sites for this cycle rack and she also suggests Pimlico Road. She applauds the idea in principle but not on her turf.</p>	<p>There was originally a proposal to locate the Cycle Hire Station in Orange Square. However, the City Council was unable to reach agreement with the market traders.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
F052	<p>Grosvenor Estate are considering this site (decision pending).</p>	<p>Outstanding issue to be resolved.</p>
F052	<p>Mr Jones writes on behalf of our clients Aquashine Ltd of 53 Bourne Street SW1 and Jackson Road properties 52 Bourne Street SW1. to object to the proposed cycle docking bay in Bourne Street SW1. The objections on behalf of the owners are based on the following:</p> <p>Bourne Street is a very narrow street, some 8 meters wide, if these docking bays are installed this would cause a bottle neck and un-acceptable congestion, it should also be noted that this would be a danger to the cyclists.</p> <p>The street is a quiet residential street, these cycle docking bays would inevitably bring a lot of noise to the area including at night.</p> <p>There are presently two pay and display parking spaces at the proposed site, these are regularly used by visitors and delivery vans the removal of these would cause a problem to an already limited parking in the area.</p> <p>Of the five proposed docking bays in Belgravia the one in Bourne Street is the largest and yet it is the most cramped location. There are other locations in the vicinity which would be more appropriate for this namely South side of Mozart square the wide paved area off Pimlico road. Both of these offer a much wider streets and would not cause the congestion and possible danger to cyclists that the one that is proposed for Bourne Street.</p>	<p>As part of the Planning Application process this site was surveyed so that its footprint does not extend past the end of the existing parking bays.</p> <p>Cycle Hire Site have to have a minimum of 16 docking points to enable the scheme to operate effectively.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p>
F052	<p>Ms Linnell is writing on behalf of Collection Pierre Ltd in response to a letter they received regarding the proposed cycle hire station in Bourne Street. They understand that the proposal for docking station for 21 bicycles is to be situated exactly opposite our showroom premises which, as a retailer, they have some very serious concerns.</p> <p>They object to the docking bays for the following reasons:</p> <p>1. They lose the two car parking bays opposite the showroom which will make it extremely difficult for our customers to park when visiting the showroom</p> <p>2. The scheme will leave them no access to load and unload large items of valuable furniture in and out of the showroom which is done on a regular basis</p> <p>3. Bourne Street is a one way street and is used by a lot of trade vehicles. Without the two parking bays, vans will be forced to park on the single yellow line outside their shop which will block the entirety of our shop window resulting in the loss of passing trade and a significant amount revenue.</p> <p>4. The docking bays will attract thieves and vandals which will affect our shop front, image and brand.</p>	<p>The intended single yellow line on the highway is for vehicles to service businesses, and the single yellow line in Bourne Street has been retained for this purpose.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p>
F052	<p>Mr MacInnes is in favour of the cycle scheme, but it seems to him that there are less dangerous places within a matter of yards of the above proposed site.</p> <p>The site is on a narrow, single file road, and positioned at a junction with Ebury street where there is a considerable flow of pedestrians, cars and delivery trucks that cross at more or less that exact point. A cycle hire point would add considerable extra traffic but at exactly the wrong point. Surely it would be more suitable to place the cycle site at a point where traffic is less congested? I am not a surveyor but it would seem there are other options very close to, that offer greater ease of manoeuvre for all. I'd be interested to hear if other options nearby were discussed & why they were rejected. I am referring to pavement space opposite Best Foods, & the Pimlico Green itself.</p>	<p>There was originally a proposal to locate the Cycle Hire Station in Orange Square. However the City Council was unable to reach agreement with the market traders.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p>
F052	<p>The junction of Bourne Street and Ebury Street is already busy with traffic and pedestrians. As Bourne Street is approximately 8 metres wide, deduct the 2 metre parking bay on the east side of the street and another 2 metres for the docking station on the west side and a further 1.5 metres for manoeuvring in and out of the docking station – that leaves just a 2.5 metre entrance to the street. The resulting bottle-neck will increase the congestion to unacceptable levels and create a real danger spot with traffic, pedestrians, including a lot of schoolchildren, and cyclists all converging in a narrow space on a corner junction.</p> <p>Bourne Street is a quiet residential street and inevitably the proposed use of the site would generate noise at night time.</p> <p>The proposed site currently comprises two 'Pay and Display' parking spaces. These are actively used by delivery vans and others who would need to park elsewhere in an area where there is already very limited parking.</p> <p>In addition, it is noticeable that the proposed Bourne Street site is one of the larger ones proposed for Belgravia and yet is in the most cramped location.</p> <p>We have also noted that the other five proposed sites in Belgravia are in considerably wider streets with a much greater depth of pavement.</p> <p>There do appear to be other locations within the Bourne Street vicinity which would not present the same problems as the current proposed site. These include: On the south side of Mozart Square where two or more parking bays could be incorporated in the already existing wide paved area. The wide paved area off Pimlico Road outside Pankea and to the east of The Daylesford Farm Shop would also accommodate The required stations – there is already a bicycle park there</p>	<p>As part of the Planning Application process this site was surveyed so that its footprint does not extend past the end of the existing parking bays.</p> <p>Cycle Hire Site have to have a minimum of 16 docking points to enable the all sites to operate effectively.</p> <p>There was originally a proposal to locate the Cycle Hire Station in Orange Square however the City Council was unable to reach agreement with the market traders.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p>

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SITE	COMMENTS	OFFICERS' RESPONSE
F052	<p>Mr Scott is a resident at 47 Bourne Street, immediately opposite the proposed docking station and he is objecting for the following reasons:-</p> <p>Bourne Street is a quiet residential area. On recently returning from Paris he can confirm that such stations generate a considerable amount of noise at night. Other locations not immediately fronting residential property should be preferred.</p> <p>The proposed site would replace 2 existing parking bays which are vital to the nearby shops and residents bringing goods to and from their property. There is already a lack of parking spaces in the location.</p> <p>The road and pavement are narrow, the proposed site would become extremely congested and be a hazard to the large number of children walking daily to the school in Bourne Street.</p> <p>As a cyclist in London for over 40 years he welcomes the concept of cycle hire but believe that there are more appropriate sites on the South side of Ebury Square (Mozart Square) or on the wide pavement on the North side of Pimlico Road.</p> <p>He trusts we will reconsider the disadvantages of the proposed site in Bourne street which in any event would not be clearly visible to the potential cycle users.</p>	<p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p>
F052	<p>Mr Watson says Bourne Street is an extremely narrow (approx 8 metres) one-way street access being from the Pimlico Road end. Any large vehicle already has difficulty accessing this road even though the existing pay-parking bays do not extend to the corner of the junction. The proposed cycle docking does so extend and would therefore prove a serious obstruction. This combined with the cyclists themselves parking and retrieving the bikes, would further narrow the access and be very dangerous.</p> <p>Coaches to transport pupils of the Francis Holland School have a narrow entrance.</p> <p>Bourne St is in a quiet, predominately residential area. Restaurants already have a time limit to their outside use of pavements in order to preserve the peace – are the comings and goings of the cycle docking bays similarly restricted?</p> <p>It is an observation that where there are bikes there are thieves who steal them – they are concerned about security therefore.</p> <p>Visibility of the cycle bay might well be decreased at the bottleneck which is in exactly the proposed site as vehicles access Bourne Street.</p> <p>This proposed site is one of the larger ones in one of the smallest streets – a wider street with a wider pavement would surely be more appropriate.</p>	<p>Cycle Hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p> <p>Transport for London has undertaken an assessment to consider the impact of the scheme on crime and disorder in Central London. Cycle hire stations will have some level of natural surveillance from passing pedestrians, traffic and adjacent buildings. At cycle hire sites where crime and disorder may be more of an issue, Westminster City Council is working with Transport for London and the Metropolitan Police to ensure CCTV coverage is provided where appropriate. In addition, Transport for London is funding improvements to street lighting at cycle hire sites where existing levels of street lighting may be poor.</p>
F052	<p>He says the junction of Bourne Street and Ebury Street is already busy with traffic and pedestrians. As Bourne Street is approximately 8 metres wide, deduct the 2 metre parking bay on the east side of the street and another 2 metres for the docking station on the west side and a further 1.5 metres for manoeuvring in and out of the docking station – that leaves just a 2.5 metre entrance to the street. The resulting bottle neck will increase the congestion to unacceptable levels and create a real danger spot with traffic, pedestrians, including a lot of schoolchildren and cyclists all converging in a narrow space on a corner junction.</p> <p>Bourne Street is a quiet residential and inevitably the proposed use of the site would generate noise a night time.</p> <p>The proposed site currently comprises two 'Pay and Display' parking spaces. These are actively used by delivery vans and others who would need to park elsewhere in an area where there is already very limited parking.</p> <p>In addition, it is noticeable that the proposed Bourne Street site is one of the larger ones proposed for Belgravia and yet is in the most cramped location.</p> <p>He has also noted that the other five proposed sites in Belgravia are in considerably wider streets with a much greater depth of pavement.</p> <p>There do appear to be other locations with the Bourne Street vicinity which would not present the same problems as the current proposed site. These include:</p> <ul style="list-style-type: none"> - On the south side of Mozart Square where two or more parking bays could be incorporated in the already existing wide paved area. - The wide paved area off Pimlico Road outside Pankea and to the east of the Daylesford Farm Shop would also accommodate the required stations – there is already a bicycle park there. 	<p>Cycle Hire sites have to have a minimum of 16 docking points to enable the scheme to operate effectively.</p> <p>There was originally a proposal to locate the Cycle Hire Station in Orange Square. However, the City Council was unable to reach agreement with the market traders.</p> <p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p> <p>The noise level associated with using the cycle hire terminal will be comparable to using a ticket machine located at a bus stop (although there will be no cash used at the cycle hire docking stations), or to viewing Legible London wayfinding maps. The release and re-docking of the bicycles is expected to occur without any discernable noise.</p> <p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p>
F052	<p>We are writing in connection with the above proposed scheme in Bourne Street London SW1. Whilst we are sympathetic to the idea of making London Streets more cycle friendly, it is of vital importance that the location of these schemes are safe. The area in Bourne Street proposed is already overloaded with traffic using the road as a rat run. Secondly the corner of Bourne Street and Bunhouse Place is an extremely tight corner where refuse lorries have a challenge to turn into on a daily basis. Evidence of this can be seen where the lorries have hit number 49 Bourne Street (on the corner of Bunhouse Place and Bourne Street) recently and damaged brick and stucco work to the house and abutting garden wall. Bunhouse Place is also used daily for rubbish and recycling collection by Daylesford Organic Cafe and for Daylesford vans delivering to their back door in this area. It is also used for the residents of Bourne Street, Ormonde Place and Bunhouse Place for access to their homes and garages.</p> <p>The impact of a cycle hire station in this part of Bourne Street would have serious implications. There is hardly enough room for lorries/vans to turn into Bunhouse place at this junction with Bourne Street as it is. We feel this would have serious implications on the safety of cyclists collecting/delivering bicycles in this part of the road where lorries/vans/cars turn into the very tight corner of Bourne Street and Bunhouse Place.</p> <p>This part of Bourne Street is already overloaded with cars, vans, lorries turning into Bunhouse Place on a daily/nightly basis. A cycle hire station in this part of Bourne Street would only have detrimental implications to cyclists' and pedestrians' safety. We therefore strongly object for the above reasons.</p>	<p>Cycle hire stations are proposed on both footway and carriageway areas of the public highway. For sites located on the footway, the City Council has ensured that there is at least 2 metres of unobstructed footway either side of the site for clear pedestrian passage. If the site is located on the carriageway, it is often in place of existing parking bays, and as the station will be no wider than a parked vehicle it will not cause any additional obstruction or congestion on the highway.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p>
F101	<p>Police request that this docking station is repositioned to increase the vision at the junction for the safety of all road users.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>
F101	<p>Mr French comments on behalf of the Queen Elizabeth II Conference Centre and says they object as it will represent a potential hazard and obstruction to access to their loading bay. At present deliveries are often made difficult by parked vehicles in Storey's Gate and a parking bay for cycles would present a permanent obstacle. This would potentially cause disruption to traffic in the road due to prolonged manoeuvring by large vehicles, would put cycles in the bay at risk of damage and could potentially represent a safety hazard for cycle users.</p>	<p>The Cycle Hire location has been proposed to be installed on the single yellow line as it is not obstructing the loading bay.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>
G001 and G002	<p>Whilst Paddington BID supports the scheme in general, it is with these grounds in mind Paddington BID objects to these two London Cycle Hire Scheme docking stations.</p> <p>1. With the increased traffic volume associated to the Network Rail Span 4 and Cross rail works at Paddington Station to have docking stations located near by would risk cyclist safety.</p>	<p>The impact of the Cross Rail construction has been considered when selecting the site in the Paddington Area. As the sites are not located on the footway they will not impeded the movement of pedestrians</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE

SITE	COMMENTS	OFFICERS' RESPONSE
	<p>2. Increased construction around the Paddington Station area makes the area already congested and increases dust and dirt making the area unsuitable for cyclists.</p> <p>3. Closure of footpath running alongside west side of London Street due to construction works means greater footfall along eastern footpath and this combined with docking stations makes the area increasingly hard for pedestrians to navigate safely.</p> <p>4. London Street is a key emergency vehicle route for St Mary's Hospital. To have bicycles weaving in and around the area would slow the emergency vehicles into the area. There would be a conflict of road user and usage.</p> <p>5. Vehicles along London Street swerve across the central lane lines (to avoid the hoardings along the eastern side and entrance to the Span 4 works,) regularly drive without consideration for speed and stop outside bays at St Mary's. London Street is often double parked with taxi's, cars, non emergency vehicles, to add to this already congested street would be a great risk to cyclist safety.</p>	<p>In order for the London Cycle Hire Scheme to operate effectively there needs to be a network of sites across the whole of the scheme area. In effect, this means there will be a site approximately every 300 metres to ensure that if a scheme user wishes to hire a cycle at their closest station, but there are none available, they are aware that there is another station within a few minutes walk.</p> <p>TfL is able to temporarily close Cycle Hire Stations if this proves necessary.</p> <p>The site should be useful for those visiting the local area including the hospital.</p> <p>TfL is able to temporarily close Cycle Hire Stations if this proves necessary.</p>
G002	<p>Ms Blowers comments on behalf of the NHS Trust and says while they are wholly supportive of the scheme overall they do have concerns relating to the proposed location of site G002 South Wharf Road.</p> <p>She says the proposed location abuts the entrance to the hospital's busy car park and will therefore restrict smooth access for essential delivery vehicles and ambulances. This area is also used as a drop-off for patient transport vehicles bringing in out/day patients who cannot use public transport and are unable to walk for long distances.</p> <p>She asks if the Cycle Hire site cannot be located in the bend of the road on the north side of the road.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p> <p>Transport for London and Westminster City Council are happy to consider suggestions for new locations. However, due to the proximity to the launch of the scheme in Summer 2010, these will not be included in the first phase.</p>
G006	<p>Mr Howard-Thomas feels that the plans drawn up at present are dangerous. Porchester Place is used as a through route by many cars and lorries. It is not a particularly wide street and he often sees lorries having problems making the turn.</p> <p>He feels it would be much more sensible to utilize the dead-end at the far end of Kendal Street, next to Titchborne Row. It would seem by far the safest place as cyclists could mount and dismount the bikes in complete safety without being harassed by traffic. There is also a parking space at this spot which is hardly ever used.</p>	<p>The pedestrianised area at the Connaught Street end of Titchbourne Row was considered, but this was not sufficient space to house a minimum sized Cycle Hire Station.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p>
G006	<p>Mr McKeown comments on behalf of the Church Commissioners for England and wishes to oppose the suggested cycle hire bay outside Nos 3, 5/7 and 9 Porchester Place. The Commissioners own all of the shops in Porchester Place and feel that the addition of a cycle hire bay in an already busy street would hinder deliveries to the shops outside which the bay is proposed.</p>	<p>Outstanding issue to be resolved.</p>
G007	<p>The website does not allow to object, it says that this decision has already been decided. Can you please forward this objection to the relevant people? 09/05576/FULL</p> <p>I object to the proposed bicycle docking station as this site is dangerous. I refer to the objection by Pat Wilson.</p>	<p>Planning permission for this cycle hire site was granted at the Planning Application Sub-Committee on 10 September 2009.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>
G007	<p>Ms Davies wishes to object to the proposed 18 bicycle docking stands in Southwick Street.</p> <p>She says this is a complete no brainer for all for the reasons that Pat Wilson has given and it is a very dangerous corner indeed. She asks the question, "has the person who came up with the idea for this location actually visited the site". She would like to have an answer to that one and could we also have their name.</p>	<p>As part of the site development each site was visited on several occasions by representatives from West One, the City Council's service provider and Council Officers.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>
G007	<p>He has made several objections to the use of this site as a bicycle stand, He is forwarding some of them. This is a dangerous corner and he says if we would like to use a camera to monitor it we are welcome to put it on our house so long as you do not cause damage.</p> <p>The latest plan shows the removal of the lamp post on the corner of Cambridge Square. This spot has long been a favourite haunt of prostitutes and their clients including curb crawlers. It must remain well lit at night as a vital part of the control. The police, the WCC and the HPEA have worked hard on this problem with success. They do not want them back.</p> <p>The Church Commissioners, Hyde Park Estate Association and Connaught Village shops and residents are all happy to have the stand at the end of Titchborne Street where it is hoped it would encourage customers.</p> <p>We may not have had a reply from Mr Smedley, 3 Southwick Street, his house is let and he lives abroad or Chief Jambo, 5 Southwick Street who is trying to let the house. He knows that they are not in favour of the stand.</p>	<p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p> <p>I can confirm the lamp column on the corner of Cambridge Square and Southwick Street is not being removed.</p> <p>The pedestrianised area at the Connaught Street end of Titchbourne Row was considered, but this was not sufficient space to house a minimum sized Cycle Hire Station.</p>
G010	<p>They are writing in support of the proposed cycle hire scheme and stations in Craven Hill Gdns. The scheme is very welcome and this site is good. Some of them have experienced the similar scheme in Paris which is an excellent system. Unfortunately they were not consulted originally.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 22 October 2009. As such this site will not be going ahead.</p>
G010	<p>While Mr D'Cruz believes in the scheme for health he objects to the thought and location of the proposed scheme. He is objecting to the proposed cycle hire station in Craven Hill Gardens as it is directly outside his house and will result in a loss of parking opportunities. He says they have already lost resident bays which turned into pay and display and now they are going to possibly lose those as well.</p> <p>He says the reasons for living near this location are being diminished as family facilities are being eroded quickly. They are finding it difficult during the day when no residents' bays are available to park and as they have a young family they are home more than other residents. They note that the councils UDP policy of increasing family units is not supportive of the initiatives.</p> <p>Please note they strongly oppose the scheme location only. Very near there are some better locations which do not currently cater for positions opposite family residences which are so necessary when shopping prams and children are involved. Already they have to be mindful of children running across the roads and everytime we have further to go the chances of accidents increase.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 22 October 2009. As such this site will not be going ahead.</p>
G010	<p>Mr Hastings says whilst he fully supports the cycle hire scheme in general, he cannot be so enthusiastic about this choice of site. He is a resident at 26-28 Craven Hill Gardens and therefore the hire station will be almost directly opposite the entrance to his block of flats. He sees 2 potential side-effects:</p> <p>1. They currently have a very quiet road with limited footfall, a private garden attached to the Hempel hotel, and their road is considered to be very safe and secure as a consequence. Depending on the popularity of the scheme, it is likely that the hire station could significantly increase numbers of people around the road and due to the possibility of 24hr use of the hire station, this has the possibility of adversely affecting the residents of the buildings close by.</p> <p>2. Non-residents parking is limited in the immediate vicinity to the building. The parking bays that have been targeted for the hire station are in regular if not constant use, and will significantly limit options for those who cannot park in the residents' bays.</p> <p>When he first heard of the proposal for a hire station in or around his road he had anticipated (and misunderstood) that it would be based on the opposite side of the Hempel's garden square. Since this would have less of an impact on both parking and alternative residents, I am not sure why this was not a favoured alternative.</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 22 October 2009. As such this site will not be going ahead.</p>
G010	<p>Mr Virlomber objects of behalf of The Hempel and says as a local business operating directly within the Craven Hill Gardens area they staunchly object the proposed location of the London Cycle Hire Station.</p> <p>In summary, as detailed in the drawing provided (No.11676736-P-G10), The Hempel Hotel occupies the following shaded areas:</p>	<p>Planning permission for this cycle hire site was refused at the Planning Application Sub-Committee on 22 October 2009. As such this site will not be going ahead.</p>

APPENDIX H - DETAILS OF COMMENTS RECEIVED AND OFFICERS' RESPONSE		
SITE	COMMENTS	OFFICERS' RESPONSE
	<p>1 Red: 30-35 Craven Hill Gardens (Hotel) / 17 Craven Hill Gardens (Apartments and Meeting Space); 2. Green: Private gardens are situated here.</p> <p>They deem the location of this site inappropriate as our own premises span either side of this proposed location for the cycle hire station. In addition, this section of Craven Hill Gardens is a quiet residential area which is already exposed to enough daily activity, e.g., Deliveries, taxi traffic, etc.</p> <p>This scheme would also potentially hinder and compromise the use of their garden square for events for the purposes of both access and production.</p> <p>He says aesthetically, this scheme will be overlooked by both hotel residents and local residents whereas there are a number of other locations where this scheme could be located without being overlooked by so many residents.</p>	
G027	<p>Ms Vuela comments on behalf of the Royal College of Art and says that the proposal will have a direct adverse effect on the College and as such they must object to the proposal.</p> <p>The College's podium to the north east corner of Darwin Building is a very high profile external exhibition space that the College's students make use of on a regular basis. Furthermore on the podium is an external means of escape for the north stair to the tower. On several occasions during the year when the podium is in use, the College has to protect this means of escape by constructing temporary timber ramps over the subject site. The podium is an invaluable resource for the College and this proposal will have an unacceptable impact on its use.</p> <p>The College has no objection whatsoever to the principle of the cycle hire scheme but is unable to approve this one location on operational grounds.</p>	<p>The Royal College of Arts temporary ramp has never had a highways licence and at this time the City Council in its role as Highway Authority has a higher demand for this highway space.</p>
G033	<p>Mr Malan states the plan supplied fails to indicate a motor cycle bay situated outside his offices at 1 Montpelier Street.</p> <p>He assumes that the existing parking space for one vehicle is to be replaced by the proposed totem and footpath.</p> <p>The road is very often congested by private and commercial vehicles parked illegally.</p> <p>If the taxi rank in the middle of the road is to remain as indicated this would narrow the road considerably and an already narrow road in which there is a great deal of traffic congestion and would be even worse.</p>	<p>I can confirm the existing parking space will be replaced with the proposed totem and cycle hire footprint</p> <p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p>
G033	<p>The docking station is directly outside their offices and while they are supportive of the scheme they would like to make some observations. They would ask that a single section of yellow line, big enough for a single car is retained, in order to retain vehicular access i.e. To move the scheme slightly along – starting at the existing telephone kiosk. The reasons are as follows: Most of the local businesses require a car to stop for deliveries. Client access is required as well as disabled client access.</p> <p>They say pedestrian flow requires a safe, natural crossing point from Cheval Place via the two bollards, which has always been the natural crossing point, and the docking station in its current proposed site would impede this.</p>	<p>Since the Traffic Regulation Order for this site was advertised the proposals for Montpelier Street have been altered to retain a length of single yellow line for this street.</p>
G033	<p>Mr Walsh is the occupier of the shop premises at number 4 Montpelier Street that centrally faces the proposed scheme.</p> <p>Having looked at the plans and viewed the website outlining the intentions of the cycle hire scheme he is broadly in agreement with your proposal.</p> <p>His concern is primarily in connection with the removal of the single yellow line outside my premises which facilitates delivery and collection of goods throughout the day. As a compromise would it be possible to incorporate a delivery bay within the red road markings immediately to the south of the cycle station?</p> <p>Secondly, in line with Westminster's stated policy to de-clutter the street environment will we consider removing the telephone box that is currently situated adjacent to the station. Not only is this phone box rarely used for its intended purpose, it is unsightly, used as a lavatory by drunks and is often filled with 'calling cards'. There are several alternative phone boxes located within the immediate vicinity in Brompton Road.</p>	<p>Since the Traffic Regulation Order for this site was advertised the proposals for Montpelier Street have been altered to retain a length of single yellow line for this street.</p>
Not specified	<p>Ms Jafferli says it is about time the UK decided to follow Europe with its cycle hire. She says having spent the summer travelling Europe, the one most noticeable difference between UK and our neighbours across the Channel is how they are so advanced with cycles. It is about time we joined the civilised part of the world and embraced cycling.</p>	<p>The comments of the correspondent are noted.</p>
Not specified	<p>We are greatly in favour of the proposals for this cycle hire station. Our household is on the adjacent street to the proposed site.</p>	<p>The comments of the correspondent are noted.</p>
Not specified	<p>Mr Latham says he notices with concern that the proposal will REPLACE respark bays with the bicycle hire bays. He says there are too few respark bays in the vicinity and often they are closed for works.</p> <p>He supports the cycle hire scheme but feels that space should be provided in addition to respark bays or instead of metered parking as that is what the scheme seeks to reduce.</p>	<p>For each proposed cycle hire station where there are proposed alterations to parking provisions the City Commissioner of Transportation has assessed the parking data. Where possible parking bays were relocated but at some sites this was not possible due to other kerb side activities.</p>
All sites	<p>They have discussed these proposals with the Greater London Freight Council and the Brewery Logistics group, both of which had comments to make.</p> <p>In general their response is a supportive one, i.e. that we welcome the take-up of cycling as one means of reducing road traffic. However, our brief analysis has identified that there will be locations where deliveries will be made more difficult because of the proposed installation of racks. that:</p> <p>Our rule of thumb is, No racks should be installed where they will create an obstacle between the kerb and the delivery address where the load is sensitive, i.e. cash-in-transit, glazing, fresh food delivery, heavy items such as beer barrels. No on-street racks should be installed at locations where they will compromise the access for larger vehicles such as brewery drays, especially where this undoes previous negotiations between brewery firms and West One.</p> <p>Under the Health and Safety at Work Act it is Westminster City Council's responsibility, not theirs, to make certain that no additional hazards are created by the installation of cycle racks or any other street furniture. It is Westminster City Council that will be liable in the event that any incident occurs arising from the delivery of goods at locations where earlier delivery assessments had judged that location to be safe.</p>	<p>All London Cycle Hire Scheme sites have been analysed and surveyed to ensure sufficient manoeuvrability of large vehicles.</p> <p>It is everyone's duty to ensure the safety individuals and others. The servicing needs of visitors and businesses have been considered and taken into account.</p> <p>The safety of cyclists is of the utmost importance to Transport for London and Westminster City Council. Transport for London will be conducting safety audits to consider site specific concerns, which will be reviewed by the City Commissioner of Transportation. The audit will seek to identify potential hazards that can be removed or mitigated to improve the safety of the scheme for all road users.</p>
All sites in Westminster Society area	<p>Mr Handley thanks the City Council for consulting the Westminster Society and states he has no comments to offer.</p>	<p>The comments of Mr. Handley are noted.</p>

DELEGATED AUTHORITY OBJECTIONS REPORT – SERIAL NO.

TRAFFIC ORDERS – LONDON CYCLE HIRE SCHEME

PROPOSED INTRODUCTION OF CYCLE HIRE STATION SITES IN CONNECTION WITH THE
CENTRAL LONDON CYCLE HIRE SCHEME

BACKGROUND

The Mayor of London on 19 November 2008 pledged to introduce 6,000 hire bikes and 400 docking stations as part of a London Cycle Hire Scheme on the streets of central London. To date, TfL has been working with partner London Boroughs and The Royal Parks towards the introduction of the scheme that will be introduced in May 2010.

On 31 July 2009 the Cabinet Member for City Management agreed to the Mayor of London's Cycle Hire Scheme subject to the granting of planning consents and statutory Traffic Regulation Orders. Approval was given to 125 'priority' cycle hire station sites and to maintain a list of contingency sites.

Authority was delegated to the former Director of Transportation to make the Traffic Orders to facilitate the scheme and to consider any comments or objections in consultation with the Cabinet Member for City Management. The delegated powers have been transferred from the Director of Transportation to the City Commissioner of Transportation.

Consultation was carried out in two phases, with Phase 1 consulting on 122 sites (all 'priority' sites) and Phase 2 consulting on 48 sites (14 'priority' sites and 33 'contingency' sites).

Following the publication/posting of press and street notices during September and December 2009 and consultation with frontagers and other key parties on the proposed measures 291 letters were received. The extent of the letter consultation included 44 Ward Councillors, 22 local residents' associations, 24 statutory bodies, 13 other stakeholders and 10383 (for Phase 1) and 3600 (for Phase 2) frontagers.

Out of 170 sites consulted on, no objections were received for 43 sites. These sites are detailed in the Appendix to this report.

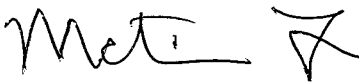
RECOMMENDATION

It is recommended that the Cycle Hire Scheme for the 43 sites to which no objections were received are implemented as proposed.

A report detailing the responses received in relation to the remaining sites will be dealt with at a later stage.

I agree / ~~disagree~~ with the recommendation.

Signed



City Commissioner of Transportation

Date

15 February 2010

UPDATED

Appendix:

Cycle Hire sites (Phase 1) with no objections

Site Ref	Site Ref (SFM)	Road Name	Docking Points	Area
A008	01/615001	Warwick Avenue	19	Footway
B007	01/615196	Harewood Avenue	21	Carriageway
B023	01/615198	Lisson Grove	18	Carriageway
B026	01/615018	Lodge Road	19	Carriageway
C008	01/615028	Old Quebec Street	16	Carriageway
C010	01/615030	Marylebone Lane	24	Footway
C023	01/615041	Portland Place	33	Carriageway
C030	01/615046	Baker Street	25	Footway
C034	01/615200	Nutford Place	18	Footway
D034	01/615082	South Audley Street	24	Carriageway
E003	01/615085	Strand	51	Footway
E005	01/615086	Carey Street	18	Footway
E009	01/615089	Kingsway	17	Footway
E017	01/615094	Wellington Street	17	Carriageway
E022	01/615095	William IV Street	27	Carriageway
E023	01/615239	Southampton Street	17	Carriageway
E033	01/615105	Pall Mall East	23	Footway
E034	01/615106	St Martin's Street	18	Footway
E044	01/615110	Moor Street	16	Carriageway
E045	01/615111	Soho Square	37	Carriageway
E046	01/615112	Golden Square	18	Carriageway
E051	01/615116	Great Marlborough Street	29	Carriageway
E060	01/615122	Northumberland Avenue	47	Footway
F006	01/615240	Horseferry Road	18	Carriageway
F016	01/615146	Victoria Street	22	Footway
F017	01/615147	Buckingham Gate	18	Carriageway
F018	01/615148	Butler Place	19	Footway
F023	01/615150	Tachbrook Street	16	Footway
F026	01/615153	Rampayne Street	25	Footway
F029	01/615154	St George's Square	19	Carriageway
F030	01/615155	Elizabeth Bridge	34	Footway
F033	01/615158	Warwick Square	19	Carriageway
F034	01/615159	Belgrave Road	30	Footway
G003	01/615175	North Wharf Road	25	Footway
G011	01/615180	Prince's Square	16	Carriageway
G012	01/615181	Queensway	17	Footway
G016	01/615183	Bayswater Road	26	Footway
G028	01/615187	Prince Consort Road	19	Footway
G029	01/615188	Queen's Gate	18	Footway

UPDATED

Cycle Hire sites (Phase 2) with no objections

Site Ref	Site Ref	Street Name	Docking Points	Area
E038	01/615108	Charles II Street	25	Carriageway
E308	01/615225	Portugal Street	16	Carriageway
F055	01/615218	Abbey Orchard Street B	29	Carriageway
F057	01/615229	Alderney Street	16	Carriageway

UPDATED