

## APPENDIX – RESPONSES TO REVISED PROPOSALS

NAME and ADDRESS	OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS	
<p>Councillor Louise Hyams Ward Member for St. James's</p> <p><a href="mailto:louisehyams3@gmail.com">louisehyams3@gmail.com</a></p> <p>Email dated 6<sup>th</sup> January 2017</p>	1.	<p>Councillor Hyams states that it is clear that [the City Council and WSP   Parsons Brinckerhoff] have taken the concerns of the local businesses and residents very seriously and worked hard to address their issues in the current proposals.</p> <p>She would be grateful if the relevant officers could keep her and the other St. James's Ward Members updated.</p>	1.	<p>The City Council's Project Director West End Projects within the City Management and Communities Department replied to Councillor Hyams on 9<sup>th</sup> January 2017 to confirm that officers will keep the St. James's Ward Members apprised of developments in the consultation and delivery of the project, which will be subject to Cabinet Members' approval.</p>
<p>Peter R Handley The Westminster Society Room 443 The Linen Hall 162 – 168 Regent Street London W1B 5TE</p> <p>Letter dated 10<sup>th</sup> January 2017</p>	2.	<p>Mr Handley met with The Crown Estate at the end of November 2016 when they set out the evolving plans for Jermyn Street in some detail. He said at the time that the Society would support what was being proposed and that remains their position. They look forward to the implementation of the proposals.</p>	2.	<p>The Westminster Society's support for the proposals is noted.</p>
<p>Donna Dawson Ranks &amp; Interchange Support Officer Taxi and Private Hire Transport for London 3<sup>rd</sup> Floor Yellow Zone (3Y2) 230 Blackfriars Road Southwark London SE1 8NW</p>	3.	<p>(a) In response to Transport for London's (TfL's) initial submitted comments on the proposals on 12<sup>th</sup> January 2017, it was clarified that the existing taxi rank outside No. 40 Jermyn Street would be moved eastward to outside No. 38 but that its length would remain at 6 metres and its times of operation would also remain as existing (no stopping except taxis, 6.30 p.m. to 8.30 a.m.).</p>	3.	<p>(a) The relocation of the taxi rank outside No. 40 Jermyn Street (Tramps Club) to outside No. 38 is considered to be a minor inconvenience for customers of Tramps Club. This eastward relocation creates a large servicing area outside No. 40 and the rear of Fortnum &amp; Mason which is more practical than two such smaller areas split by a single taxi rank space.</p>

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<p><a href="mailto:donna.dawson@tfl.gov.uk">donna.dawson@tfl.gov.uk</a></p> <p>Emails dated 12<sup>th</sup> and 19<sup>th</sup> January 2017</p>	<p>TfL responded to this clarification on 19<sup>th</sup> January 2017 to state that the movement of their existing taxi rank outside No. 40 (Tramps Club) in the dual-use parking bay, even by a small amount, is a concern as taxi ranks should be conveniently located close to the venue they serve and accessible for all with adequate space for customers to queue.</p> <p>(b) TfL also seeks confirmation that there will be no changes to their taxi rank outside No. 1 Jermyn Street.</p> <p>(c) TfL queries whether there will be any changes to the kerb-side which would affect the loading of disabled and mobility-impaired passengers in Jermyn Street?</p>	<p>(b) The section of Jermyn Street between Regent Street and Haymarket is not within the scope of the proposals and therefore the taxi rank outside No. 1 Jermyn Street will not be affected.</p> <p>(c) The City Council considers that mobility-impaired passengers exiting or entering a taxi will not be adversely affected by the changes on Jermyn Street, in particular:</p> <ul style="list-style-type: none"> <li>The footway on the north side will be widened to improve the pedestrian experience, while allowing for the provision of lay-bys for parking / loading which will be indicated by the appropriate traffic signs. This change will make it easier for passengers exiting or entering taxis on this side of the road than at present. Drivers may elect to drop off or pick up passengers within the bays, at which the footway widths</li> </ul>

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		<p>(d) TfL also states that they should be engaged with at an early pre-consultation stage if any changes to taxi ranks are proposed with schemes. The City Council has a monthly meeting with the Taxi Trade Associations where all proposals that affect taxi ranks should be presented.</p>		<ul style="list-style-type: none"> <li>• are the same as what they are now.</li> <li>• Street furniture, including lighting columns and sign posts will be rationalised and de-cluttered where possible.</li> <li>• There are no proposed changes to footway widths on the south side of Jermyn Street.</li> </ul> <p>(d) The City Council has engaged with TfL and provided them with details of the next taxi services meeting. As TfL has provided its comments on the proposals and other bodies representing the taxi trade have also been consulted, further solicitation of views on Jermyn Street is not considered necessary.</p>
<p>Michael H Lawson Flat 12 St. James's Chambers 2-10 Ryder Street London SW1Y 6QA</p> <p>Letter dated 12<sup>th</sup> January 2017</p>	<p>4.</p>	<p>Mr Lawson states that there is, and will be, considerable development in the immediate area by The Crown Estate for which some substantial additional residential accommodation is being provided.</p> <p><b>However, the proposals ignore completely the interests of residents, and in particular there is no proposal to increase residents' parking which is urgently needed as it is now extremely difficult to obtain parking spaces in [existing] residents' bays.</b></p>	<p>4.</p>	<p>A review of previous parking survey was carried out. This survey covered the St James's Area in 2012 and involved a walking beat survey that counted the number of cars parked on each street in the area. It was noted that the parking demand does not go above 13 vehicles implying this was the capacity at the time of the survey.</p> <p>The proposals include 15 residents' parking spaces, thus entail a loss of only one residents'</p>

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				parking space, which is considered necessary to deliver the desired improvements to the public realm in Jermyn Street.
<p>Chris Horne</p> <p><a href="mailto:chrishorne@itapgroup.com">chrishorne@itapgroup.com</a></p> <p>Email dated 16<sup>th</sup> January 2017</p>	5.	<p>Mr Horne has lived in his flat on Jermyn Street for eight years and therefore considers that he has a lot of knowledge about the traffic flow on Jermyn Street and what could easily be done to improve it.</p> <p><b>He believes that there is one vital aspect missing which fundamentally undermines the plans:</b></p> <p><b>(a) The traffic build-up on Jermyn Street is only ever at the St. James's end, and it is only ever for one reason: vehicles turning right [into St. James's Street] which are prevented from doing so because of the build-up of traffic [in St. James's Street] which stops other vehicles from turning left [from Jermyn Street into St. James's Street]. Mr Horne notes that the City Council intends to prevent the right turn but with no solution on how vehicles eventually get on to Piccadilly if they are to be sent left onto St James's Street.</b></p> <p>This current problem could easily be solved with the addition of a yellow [box junction] in [St. James's Street at its junction with] Bennet Street meaning cars could cross over, south of the traffic</p>	5.	<p>See Comments below:</p> <p>(a) The traffic island extension in St. James's Street which is indicated on the consultation brochure for Jermyn Street is not part of the detailed proposals and was included erroneously. The right turn from Jermyn Street will therefore still be possible.</p> <p>Public engagement in the summer of 2016 also demonstrated that there is support to keep the right turn. The designs were subsequently amended to reflect this. However, options to manage the left and right turns out of Jermyn Street onto St. James's Street (e.g. by use of yellow box junctions) are still being considered by the City Council as part of an area wide road network management strategy.</p>

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		<p>island and the flow of traffic on Jermyn Street would keep moving.</p> <p>(b) Mr Horne's only other point is with regards to all the maintenance vehicles that park on the street for works on the buildings. These are nearly all employed by The Crown Estate and they will always be present as long as The Crown Estate is developing buildings. The ideological scenario the City Council has painted will not actually happen as these vehicles, as well as delivery vehicles, will still pull over and use the side of the road. One only has to stand on street for ten minutes to notice that the City Council will never get rid of them.</p>		<p>However, it would be an objective to promote Bennet Street as a viable alternative, as this would bring about objections from other stakeholders in the area.</p> <p>(b) The City Council has held discussions with The Crown Estate with a view to reducing and / or consolidating the number of their vehicles visiting Jermyn Street.</p>
<p>Nigel McGinley Chief Operating Officer Fortnum &amp; Mason 181 Piccadilly London W1A 1ER</p> <p>Letter dated 24<sup>th</sup> January 2017</p>	<p>6.</p>	<p>(a) Mr McGinley wishes to emphasis at the outset that Fortnum &amp; Mason fully supports the changes planned for Jermyn Street as the street has deteriorated over the years and is need of an upgrade if it is to recover its position as a leading London shopping street.</p> <p>Although the main entrance to their store is on Piccadilly, Jermyn Street and Duke Street St. James's</p>	<p>6.</p>	<p>(a) Fortnum &amp; Mason's support for the proposals is noted.</p> <p>The City Council's Project Director West End Projects within the City Management and</p>

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	<p>are very important to the smooth running of Fortnum &amp; Mason as their deliveries to the store are made through the Jermyn Street entrance. Mr McGinley's comments therefore are:</p> <p>(b) On drawing 70012806-03-TMO-PR-02, the solid green line shown outside the rear of Fortnum &amp; Mason is a double yellow line with no waiting "at any time" but his understanding is that loading and unloading are permitted "at any time"?</p> <p>(c) Would it be possible to move the Type 2 cycle stand that is outside their No. 45 Jermyn Street restaurant to the wide pavement near Princes Arcade to the immediate east of the "P2" [dual-use taxi rank / pay-by-phone] parking space? This is requested because they are applying to have al fresco dining and a coffee hatch and the cycle stand in that position would mean that the pavement would be too narrow at that point to</p>	<p>Communities Department replied to Mr McGinley on 25<sup>th</sup> January 2017 to clarify that:</p> <p>(b) The double yellow line indicated on drawing 70012806-03-TMO-PR-02 on the north side of Jermyn Street, at the rear of Fortnum &amp; Mason, does indeed allow loading and unloading "at any time".</p> <p>It should be additionally noted, however, that loading and unloading is restricted to 20 minutes (40 minutes for HGVs) between 11.00 a.m. and 6.30 p.m. These restrictions are unchanged from those currently in place in the lay-by area at the rear of the store.</p> <p>(c) The relocation of the proposed cycle stand from outside No. 45 Jermyn Street to outside No. 38 is to be recommended to Cabinet Members in this report to accommodate the request by Fortnum &amp; Mason.</p>

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		<p>fulfil the City Council's DDA [Disability Discrimination Act 1995] requirements [report note: the DDA has been superseded by the Equality Act 2010].</p> <p>(d) Could the car parking spaces on Duke Street St. James's be moved one car space closer to Piccadilly so that they start outside their Duke Street St. James's entrance for the convenience of dropping off and picking up their shoppers, particularly VIPs?</p>		<p>(d) There are no conflicts with existing utility chambers, street furniture, etc. to the northward relocation of the proposed boarding and alighting space on the east side of Duke Street St. James's to align with Fortnum &amp; Mason's side entrance. Therefore the relocation is recommended to Cabinet Members in this report.</p>
<p>Caroline Simpson Estates Manager Waterstones Property Department 203/206 Piccadilly London W1J 9HD</p> <p><a href="mailto:caroline.simpson@waterstones.com">caroline.simpson@waterstones.com</a></p> <p>Email / letter dated 25<sup>th</sup> January 2017</p>	<p>7.</p>	<p>Waterstones operate their flagship store from St. James's. At Nos. 30-32 Jermyn Street, there is an entrance to the retail store, a staff entrance and a separate goods lift which provides access from street level to the basement. The building is significant, circa 65,000 sq. ft. over eight floors and houses not only the trading store but also the company's Head Office. The store has two cafes, a restaurant and also a large mail order service. On an average day, around 200 staff are employed in the building. The shop is open from 9.00 a.m. to 10.00 p.m. Mondays to Saturdays and 11.00 a.m. to 6.00 p.m. on Sundays. The support operation to keep a building of this size functioning over</p>	<p>7.</p>	<p>See Comments below:</p>

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	<p>long opening hours means it is busy throughout the day and evening with various collections and deliveries being made, all of which are made.</p> <p>(a) The proposed changes will mean that there will be a complete ban of deliveries to the area immediately outside Waterstones between midday and 6.30 p.m. This would be a huge change to the current position where a restriction [on loading] only comes into force from 11.00 a.m., when they are still allowed HGV deliveries lasting up to 40 minutes. This change will cause significant disruption to the deliveries that are made during this time.</p> <p>(b) Stock deliveries are generally made to the store in the morning, but during peak trading times due to the volume of the deliveries they receive they arrive throughout the day. On a daily basis they have post collections, both (Royal Mail and UPS) taking place in the afternoon and could take over 15 minutes due to processing that has to be done. The introduction of the restricted delivery times</p>	<p>(a) In light of the concerns expressed by Waterstones, it is recommended to Cabinet Members that 12 metres of single yellow line "8.30 am to 6.30 pm, Monday to Saturday" waiting restrictions are introduced outside No. 25 Jermyn Street (the property adjacent to Waterstones). This would replace the 8.30 a.m. to 6.30 p.m. Monday to Saturday waiting restrictions <u>and</u> midday to 6.30 p.m. loading restrictions originally proposed at this location. This revision to the proposals will provide additionally for loading in the midday to 6.30pm period opportunity providing an for all-day loading facility for servicing / deliveries at Waterstone and other businesses nearby.</p> <p>(b) Postal services are exempt from the restrictions imposed by waiting and loading restrictions while delivering or collecting postal packets to or from premises adjacent to the vehicle.</p>



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	<p>will mean that deliveries that arrive on an ad hoc nature throughout the day would no longer be possible. It would take staff time to restructure and monitor deliveries to arrive before midday and often an extra cost would be incurred. Compacted delivery hours would also put additional pressure on the reception team to process the deliveries quicker and also put demand on the already limited space in the basement area.</p> <p>(c) As the largest bookshop in Europe they also pride themselves in offering their customers a range of authors for book signings and talks normally during the afternoon or evening. High profile authors such as Victoria Beckham, Bruce Springsteen and Cindy Crawford can come with quite an entourage of support and often their vehicles will park at the rear of the store whilst signings are taking place. The restriction of pay-by-phone parking (some areas are to be only 20 minutes, reduced from 4 hours) in both the immediate and wider area will cause a difficulty in the provision of parking and therefore impact on the experience of the guest.</p>	<p>(c) There would be no change to the number of pay-by-phone bays with a maximum stay of 20 minutes in the area (i.e. one outside the entrance to Princes House, No. 38 Jermyn Street). While 12 pay-by-phone bays that operate 8.30 a.m. to 6.30 p.m. on Monday to Saturday would be removed from Jermyn Street as a result of this scheme, eight new midday to 6.30 p.m. Monday to Saturday pay-by-phone bays would be introduced in Jermyn Street and six new 8.30 a.m. to 6.30 p.m. on Monday to Saturday pay-by-phone bays would be introduced in nearby King Street.</p>

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		<p>(d) The other occupier of similar scale to Waterstones on Jermyn Street is Fortnum &amp; Mason. The information provided on the changes to the parking restrictions shows that they have not been imposed with the same restrictions on both deliveries and parking restrictions in their vicinity. The road and pavement being of similar size.</p> <p>(e) In principle, the changes to the new paving design are welcomed and are seen as an improvement to the area but it is crucial that any delivery and waiting restrictions to the area to the rear of Waterstones do not have an impact on the store's operation.</p> <p>(f) They understand that the current programme for the works will involve starting on site in April. Waterstones would ask that all work is delayed until the schools return after the Easter holidays as this is a peak trading time for them.</p> <p>Please could the City Council ensure these concerns are also considered when considering future changes?</p>		<p>(d) See Comment 7(a) above.</p> <p>(e) Waterstones' support for the proposals is noted. See also Comment 7(a) above.</p> <p>(f) Works are expected to start on 18<sup>th</sup> April 2017, the day after Easter Monday, which is when City of Westminster schools commence their Summer term.</p>
<p>Jane Gray HR Advisor St. James's Church 197 Piccadilly</p>	<p>8.</p>	<p>(a) Overall, St. James's Church is very supportive of the proposals for making the road more attractive to visitors and pedestrians.</p>	<p>8.</p>	<p>(a) St. James's Church's support for the proposals is noted.</p>

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<p>London W1J 9LL</p> <p><a href="mailto:hr@sjp.org.uk">hr@sjp.org.uk</a></p> <p>Email dated 26<sup>th</sup> January 2017</p>	<p>However, there are a couple of important areas that have been removed by the proposals which they would like to remain:</p> <p>(b) the lay-by outside their south entrance on Jermyn Street [marked with single yellow lines] where hearses, wedding cars, emergency services, and distinguished guests / royalty are able to pull into / disembark; and</p>	<p>(b) One of the key elements of the public realm improvements for Jermyn Street is the improvement of the setting of St. James's Church. Subsequent to objection being made by the Church, discussions have taken place with them and The Crown Estate to determine what</p> <p>adjustment to the stopping arrangements may overcome the concerns raised. As a result it is proposed to move the parking pad 12 metres eastward and closer to the Church entrance. It is further proposed that the disabled parking bay is moved to the western end of this pad and that a 12m loading space is provided at the eastern end of the pad that will operate under a yellow line restriction between 8.30 am and 6.30pm providing similar opportunity for Church activities as exist now.</p> <p>It is also proposed that the cycle parking stands currently positioned to the east of the loading pad are moved to the west to further free up the access to the Church.</p>

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		<p>(c) vehicular access, by means of a dropped kerb, to the gated entrance at the south-eastern corner of the Church, adjacent to Church Place, which leads to an off-street area for cars / vans to park whilst on church business.</p> <p>(d) The Church notes that there appears to be no increase in the number of parking spaces for disabled badge holders.</p>		<p>The Church has indicated that it would be content with such changes.</p> <p>The WCC parking enforcement protocols allow dispensation for wedding / funeral vehicles on yellow lines, but not on yellow lines which also have loading restrictions.</p> <p>(c) Although, the dropped kerb will be removed as a result of the proposed changes, the carriageway outside the entire south side of the Church will be raised to the level of the footway and therefore vehicle access to the gated entrance at the south-eastern corner of St. James's Church will remain possible.</p> <p>(d) It is not possible to increase the number of disabled person's parking spaces without losing other equally sought-after parking provisions (pay-by-phone parking / residents' parking) or compromising the public realm aspirations by reducing the areas of widened footway. The number of disabled person's parking spaces is unchanged by these proposals.</p>
<p>Dr. Catherine Weiss The Weiss Gallery 59 Jermyn Street</p>	<p>9.</p>	<p>(a) Dr Weiss congratulates the City Council for listening to local concerns – the proposed scheme looks well.</p>	<p>9.</p>	<p>a) Dr Weiss' support for the proposals is noted.</p>

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<p>London SW1Y 6LX</p> <p><a href="mailto:catherine@weissgallery.com">catherine@weissgallery.com</a></p> <p>Email dated 30<sup>th</sup> January 2017</p>		<p>(b) She only has one comment to make: in relation to the introduction of two cycle parking stands on the footway on the south-west side of Bury Street adjacent to No. 72 Jermyn Street. This may not be such a good idea: firstly it is a very narrow pavement with a lot of footfall and this would cause congestion. Secondly, any large vehicle turning from Bury Street into Jermyn Street will knock the cycle stands down (many lorries have to mount the pavement there in order to turn around the corner).</p> <p>(c) What about using one of the four spaces set aside as a taxi stand in Bury Street just a little further down from the proposed site? She never sees taxis using this space!</p>		<p>(b) The proposed location of the two cycle stands on the western footway of Bury Street, near its junction with Jermyn Street, will be on a section of widened footway and therefore will not cause congestion for pedestrians. The stands are also sufficiently set back from the junction so as to not obstruct or be clipped by larger vehicles. As this junction will be narrower than it is at present, the City Council will monitor traffic concerns, and if there are unforeseen issues, the stands, which will be implemented using removable infrastructure, can be easily taken out.</p> <p>(c) The taxi rank in Bury Street is not proposed to be amended through this scheme. Practical use of this facility will have been impacted by building works at this location over the last few years. However, the City Council will monitor use of the rank and discuss options with Transport for London if the facility is subsequently determined to be unused or receiving only minimal use.</p>
<p>Anthony Street The Licensed Taxi Drivers' Association (LTDA) Taxi House</p>	<p>10.</p>	<p>The LTDA would like to object to the proposals introducing a dual-use parking bay / taxi rank. Single yellow lines and timed-shared parking bays / taxi ranks</p>	<p>10.</p>	<p>The dual-use parking bay / taxi rank, that Transport for London is keen to retain on behalf of the taxi trade, is an existing facility serving</p>

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<p>Woodfield Road London W9 2BA</p> <p><a href="mailto:anthony@ltda.co.uk">anthony@ltda.co.uk</a></p> <p>Email dated 31<sup>st</sup> January 2017</p>	<p>do not work. These dual-use bays create issues with other road users when vehicles are left parked in the parking space in the hours when the taxi rank becomes operational. The taxi rank will not serve the purpose of a taxi rank, and this arrangement will not work for taxis and their passengers.</p>	<p>Tramps Club at No. 40 Jermyn Street (and other nearby businesses). Issues with other vehicles occupying the rank after 6.30 p.m. will be addressed through a review of enforcement practices to ensure the facility remains available to taxi drivers.</p>