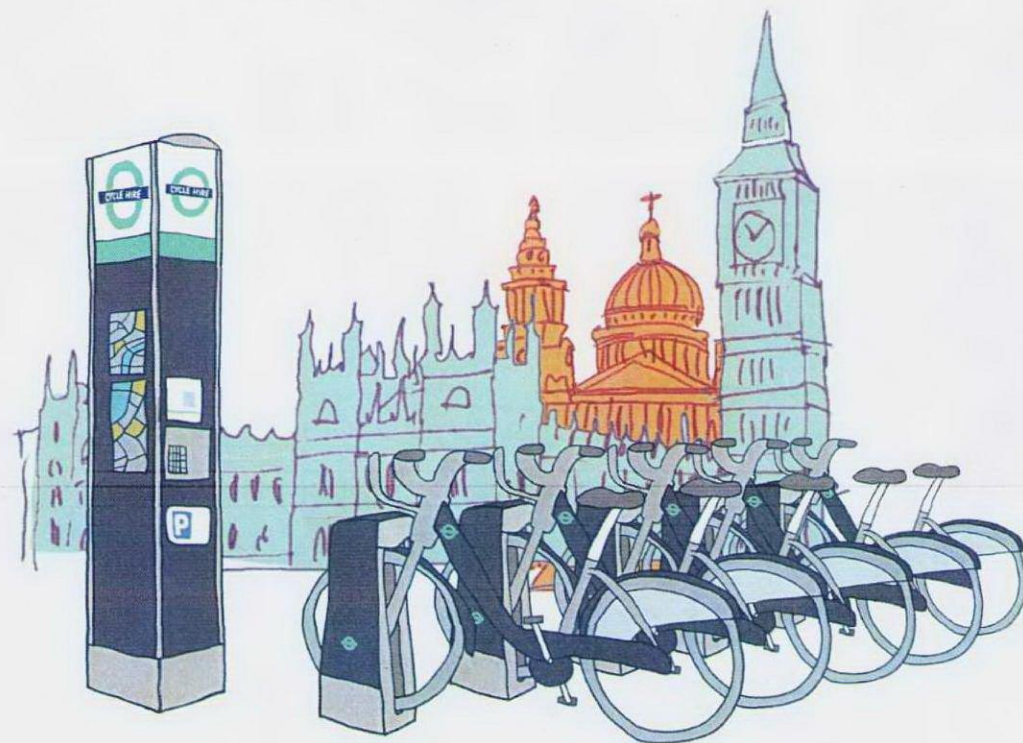


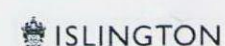
Planning, Design & Access Statement

In support of a Planning Application for the
installation of a Cycle Hire docking station
on the carriageway and footway adjacent to:

**NOS. 1-30 GORDON MANSIONS ON HUNTLEY
STREET, WC1**



Status: FINAL
Date: 28 April 2010
TFL Ref. 02/610278
Version: A



MAYOR OF LONDON

Transport for London





Photomontages showing artist impressions of a variety of indicative docking stations:

Site a: docking station on the footway

Site b: docking station on the carriageway

Site c: docking station on the carriageway

Site d: docking station on the footway



EXECUTIVE SUMMARY

The Mayor of London has instructed Transport for London (TfL) to co-ordinate the implementation of a comprehensive Cycle Hire Scheme within central London. This is an exciting proposal that will promote the Mayor's vision for a sustainable and low emission transport system within London by actively encouraging cycling in the central area. The Cycle Hire Scheme is programmed to be in operation from summer 2010.

The Cycle Hire Scheme will provide safe and convenient public access to bicycles for short trips. It requires the installation of a network of about 400 docking stations within nine central London boroughs and the Royal Parks. Docking stations will be spaced approximately 300 metres apart with some nine stations every square kilometre. The docking stations will accommodate around 6,000 bicycles for hire.

This Statement incorporates a Design Statement and an Access Statement as well as providing an appraisal of relevant planning policy. It demonstrates how TfL along with its partners has had special regard for the design and location of the docking stations. In particular, this Statement sets out how the terminal design has evolved through consultation with the host boroughs, the Royal Parks and access groups. This collaborative process has led to the adoption of a high quality docking station design which will be adaptable to, and visually appropriate in, a variety of locations across central London.

This Statement is provided in support of a full planning application, for the installation of a Cycle Hire docking station on the carriageway and footway adjacent to no. 1-30 Gordon Mansions on Huntley Street, WC1.

This Statement concludes that the proposal is supported by, and is consistent with, the relevant planning policy and guidance within national, regional and local development plans and strategies. The docking station would be appropriate within the existing local environment and as part of the wider Cycle Hire Scheme would contribute to an innovative and sustainable transport system in London.





CONTENTS

EXECUTIVE SUMMARY	i
Part 1: THE CYCLE HIRE SCHEME	1
1.1 Statement Overview	1
1.2 The Cycle Hire Scheme	2
1.3 Criteria for Site Selection	4
1.4 The Docking Station	5
1.5 Implementation	9
1.6 Operation	10
Part 2: DESIGN STATEMENT	11
2.1 Overview	11
2.2 Case Studies	12
2.3 Design Evolution	15
2.4 Designing Out Crime	22
2.5 Sustainability	23
Part 3: ACCESS STATEMENT	26
3.1 Inclusive Access	26
3.2 Pedestrian Circulation	27
Part 4: PLANNING POLICY AND GUIDANCE	28
4.1 Introduction	28
4.2 The Development Plan	28
4.3 Other Planning Documents	31
4.4 Streetscape Design Guidance	33
Part 5: THE APPLICATION	34
5.1 Site Characteristics	34
5.2 The Proposal	36
5.3 Key Issues	37
5.4 Application Summary	39
APPENDIX 1: Community Consultation	
APPENDIX 2: Pre Application Advice	

1. THE CYCLE HIRE SCHEME

1.1 Statement Overview

This Statement is provided in support of an application for the installation of a docking station on the carriageway and footway adjacent to no. 1-30 Gordon Mansions on Huntley Street, WC1 in the London Borough of Camden. The docking station forms part of the wider Cycle Hire Scheme (the Scheme).

Figure 1.1 shows an indicative site before and after installation of the docking station.

Part 1 of this Statement provides background to the Scheme, details of the docking stations and information regarding the implementation of the proposal. Part 2 explains the design principles for the Scheme. Part 3 is an access statement which explains how mobility and access has been addressed. Part 4 provides a review of planning policy and guidance. Part 5 explains the planning application at this location.



Figure 1.1: Photo and photomontage showing an indicative site before and after installation of docking station

1.2 The Cycle Hire Scheme

Cycling within London has experienced rapid growth. It is estimated that there has been a 91 percent increase in the number of cycling trips within London since the year 2000 with around 500,000 cycle trips currently taking place every day. In 2006/07 cycling accounted for 1.6 percent of all modal trips in London and 3.7 percent of all journeys to work within inner London. The Mayor's aspiration is to increase the modal proportion of cycling trips within London to 5 percent and more generally, improve conditions for cyclists. The Mayor has set TfL a target to increase cycle trips by 400 percent by 2025.

To help achieve this growth TfL has been tasked with implementing the Cycle Hire Scheme within Central London by summer 2010. The Scheme will deliver around 6,000 bicycles across approximately 400 docking station sites.

The Scheme will allow people to hire a bicycle from a docking station, use it as desired, and return it to either the same or another docking station. To ensure the adequate availability of docking points and bicycles for those hiring and returning bicycles, approximately 10,200 docking points distributed across some 400 docking station sites at a density of approximately nine sites per square kilometre are required.

The Mayor is personally committed to a step change in cycling and the Scheme is one of three new cycling programmes designed to help achieve this, the other two being cycle highways (to transport cycle commuters into central London), and cycle hubs (to provide for cycling in outer London). Initiatives are also being put in place to give priority to cyclists where cycle flows are high, make cycling safer, and increase the number of secure cycle parking places.

The Mayor's vision for transport in London is set out in 'Way to Go!' (November 2008). Within 'Way to Go!' the Mayor talks about his personal affection for cycling and how in his view a 'cycle-ised' city is a civilised city. He raises concern that the behaviour of some cyclists is spoiling the reputation of what could and should be the most 'exhilarating way of getting around town', and discusses the contrast between London, where cycling represents only one percent of all journeys, and the achievements of Copenhagen and Amsterdam, where cycling represents 20-30 percent of all journeys. The Mayor also talks about his hopes that people will use the Scheme, get the habit and 'get hooked'. The Scheme is therefore the centrepiece of an ambitious cycling programme and one of the top Mayoral transport priorities.

The Scheme has been developed in collaboration with the Royal Parks and the following nine London Boroughs:

- London Borough of Camden;
- London Borough of Hackney;
- London Borough of Islington;
- Royal Borough of Kensington and Chelsea;
- London Borough of Lambeth;
- City of London;
- London Borough of Southwark;
- London Borough of Tower Hamlets; and
- City of Westminster.

The Scheme will initially cover the area shown in Figure 1.2. Should the Scheme be successful, it may be rolled out to other parts of London, and in particular those areas where there is likely to be a high level of demand from residents, workers and/or visitors.

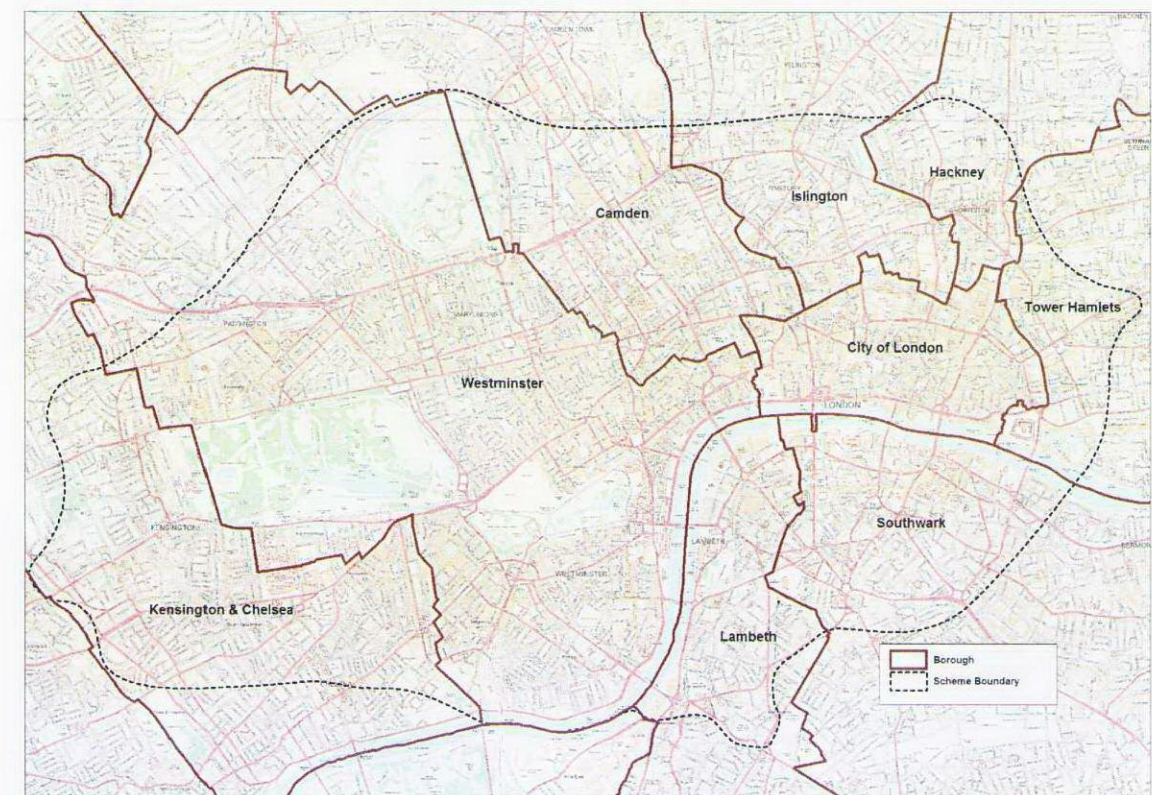


Figure 1.2: The Cycle Hire Scheme Area

In August 2009 TfL appointed Serco Group Plc (Serco) as the Scheme service provider. Serco are working with the Public Bike System Company (Montreal) to develop the London Cycle Hire Scheme based upon its 'BIXI' Public Bike System which successfully operates in Montreal.



Serco will design, build, operate and maintain the Scheme on TfL's behalf, with a contract covering the following:

- design and manufacture of bicycles, docking points and registration terminals (assets);
- site preparation (surveying, drawing, site design/layout, civil works, utilities, CCTV installation, lighting, site clearance, civil works);
- traffic management during construction;
- installation of assets;
- design and implementation of IM/back office solutions to support business operations and maintenance processes;
- maintenance / refresh of assets;
- re-distribution of bicycles around the Scheme area;
- customer service centre; and
- website / user communications.

In December 2009 the final details of the street furniture were provided and construction of a number of approved docking stations commenced.



Scheme Benefits

It is anticipated that a successful Scheme would help achieve:

- a modal shift from car use to cycling;
- a modal shift from bus and tube use to cycling;
- 30,000 additional cycle trips per day in London;
- reduced journey times for users;
- improved health of users; and
- greater uptake of cycling in general.

It will also help to remove a number of perceived and real barriers to cycling uptake, such as:

- the expense of buying a bicycle;
- the fear of bicycle theft;
- the difficulty of storing bicycles;
- the lack of opportunities to try cycling for the first time or to improve cycling skills; and
- the difficulty of finding secure places to park bicycles.

As many short journeys are faster by bicycle than other modes of transport the Scheme will:

- allow a greater choice of public transport options;
- provide a transport mode that is available 24 hours a day, 365 days a year;
- encourage local trips within central London by bicycle;
- offer a sustainable and low emission form of transport;
- offer a way to keep fit and lose weight;
- provide a good way to get to know one's neighbourhood better; and
- provide an inexpensive transport option.

Local communities have been kept informed about the Scheme and pre-application advice has been sought from the local planning authorities, as set out in Appendix 1 and Appendix 2.

Further information on the Scheme can be found at: www.tfl.gov.uk/cyclehire.

1.3 Criteria for Site Selection

A detailed site search to select appropriate sites for docking stations in central London has been undertaken by TfL, the Royal Parks and the host boroughs.

TfL have developed site selection criteria in collaboration with the Royal Parks and the host boroughs. The criteria take into account relevant local planning policies, supplementary design guidance and TfL's own standards and design guidance. The key criteria include:

- space to accommodate at minimum a 19.5 metre long by 1.4 metre wide (45 degree) docking station; a 14.0 metre long by 2.0 metre wide (single linear row) docking station or an 8.0 metre long by 4.75 metre wide (double linear row) docking station;
- no loss of trees or grassed areas;
- minimal relocation of existing street furniture, including existing cycle stands;
- sufficient space to maintain clear pedestrian/ vehicular paths;
- safe and secure areas with good natural surveillance, street lighting and/or where appropriate, close circuit television cameras (CCTV);
- close proximity to attractions such as tourist destinations, community and leisure facilities;
- avoidance of areas immediately outside pubs and areas of unsocial behaviour;
- avoidance of areas immediately outside schools and nurseries;
- avoidance of areas of high pedestrian congestion and areas known to be unsuitable for cyclists; and
- a presumption against sites where the docking station would have a detrimental impact on sensitive townscapes and/or the setting of heritage assets.

Each site is assessed on its merits having regard to location and local conditions. In some cases the site is appropriate but not all of the above criteria is relevant, or other location aspects come into play.

The London Borough of Camden have developed the following additional site selection criteria, with preference for:

- the use of carriageways where there are single or double yellow lines;
- generally no loss of residents parking bays or specially designated parking bays - disabled, doctors, car clubs, electric vehicle;
- a location on, or near to, existing London Cycle Network cycling routes and/or cycling lanes;
- a location on, or close to, junctions to provide visibility to docking stations and consistency with Legible London design principles, particularly to make way-finding mapping on terminals as useful as possible; and
- the carriageway locations to allow for the construction of a footway build-out that creates a cohesive streetscape appearance.

The identification of sites in the London Borough of Camden that best met the site selection process involved officers from the transport planning, culture and environment teams within the borough.



Figure 1.3: Site surveys inform the site selection process

1.4 The Docking Station

The docking station comprises a terminal and docking points (Figure 1.4). The layout of each docking station and number of docking points is tailored to each site, depending on the available space, the proximity to buildings, the presence of street furniture and other relevant criteria listed above. Docking stations will be located on footways, carriageways and other hardstand areas.



Figure 1.4: Indicative Docking Station

The Terminal

The terminal (Figures 1.5 and 1.6) will control the locking and release of Scheme bicycles, enable payment of subscription fees and user tariffs, and provide way-finding mapping and information about the local area and the location of other docking stations.

The terminal will be four sided with a maximum height of 2.4m. Two faces of the terminal will have a maximum width of 0.5m and the other faces will have a maximum width of 0.35m. The terminal foundations will have a maximum depth of 0.45m (including the surfacing) and a maximum sub-surface plan area of 0.7 x 0.7 metres.

The TfL cycle hire logo (roundel) will be located at the top of each face of the terminal, along with the docking station name. As shown in Figures 1.5 and 1.6, the 0.5m wide faces of the terminal will each comprise way-finding maps and information panels (Faces A and C).

Depending on the expected usage of the docking station, one (Face B) or two (Faces B and D1) of the 0.35m wide terminal faces will comprise a screen, keypad and key reader for payment of subscription fees and user tariffs. Where only one face of the terminal is used for payment, the remaining face will display additional information (Face D2). The face of the terminal that is orientated toward the carriageway (Face D1 or D2) will incorporate traffic regulations signage to avoid the need for a separate traffic sign.



Figure 1.5: 3D Images of Terminal