

## **Appendix 1**

### **Analysis of representations received to the Variation Order consultation**

Representations have been categorised into 'themes' and 'sub-themes' according to the issue being considered, along with TfL's conclusions. This means that a representation from a respondent dealing with more than one issue will be split accordingly and dealt with under the appropriate themes or sub-themes.

Some of the representations received did not concern the content of the Variation Order; rather they concerned congestion charging more generally. These representations and objections are considered under the theme 'Other Issues'.

**Proposed Variation: Theme Two: Additional Services Eligible for Public Services Discount**

Sub-theme	Respondent	Representations	TfL Response
<p><b>Support the Variation with conditions</b></p>	<p>Westminster City Council</p>	<p>Subject to your agreement of two proposals that concern access for local deliveries, the City Council supports the proposed variation as stated. These proposals are:</p> <p>Currently delivery vehicle drivers are permitted access to the section of public highway that is south of the Victoria Plaza in front of the bus terminal. There is a dedicated loading bay on this section of highway for this purpose so delivery vehicles should not be required to pay the charge to use this loading bay.</p> <p>The City Council, TfL and Network Rail share responsibility for Terminus Place. The City Council is seeking assurance that access for deliveries will remain charge free. This proviso is considered necessary at least until the Victoria Station area has been developed.</p> <p>WCC requests that TfL as highway authority for Wilton Road and part owner of the station forecourt area removes a non-prescribed 'No Commercial Vehicles' sign on the exit from Wilton Road into the station to better clarify loading rights for vehicles wishing to access Terminus Place. (This could be replaced with a 'No Goods Vehicles except access' sign assembly).</p>	<p>Support noted.</p> <p>The left turn into Terminus Place from Buckingham Palace Rd is 'buses only'. Therefore any legally loading vehicles would have come from Wilton Road. Access to Terminus Place from Wilton Road remains free with this boundary change.</p> <p>Westminster Council are responsible for Terminus Place, TfL is responsible for the bus station and Network Rail for the arrivals road immediately in front of the rail station itself. This variation does not affect the area of Terminus Place to which general traffic has access, south of Victoria Plaza. The section of Terminus Place to be included within the zone under this variation is for 'buses only' in an eastbound direction. Westbound vehicles in this section are committed to entering the zone at Eccleston Street under the current boundary arrangement so they would also not be affected by the boundary change.</p> <p>Transport for London (TfL) is advised that the non-prescribed sign lies on the section of road that is controlled by Network Rail. This variation does not impact on the working of deliveries within the Terminus Place area and TfL have no powers to remove the sign, TfL will make initial enquiries with Network Rail as to WCC's suggestion.</p>

		City Council seeks assurance that access to the existing loading bays on the central section of Victoria Street will remain charge free. Whilst it is expected that the single loading bay on the corner of Victoria Street with Buckingham Palace Road will be retained, it is also requested that an additional loading bay is implemented on a section of Victoria Street within the charge free network.	The existing loading bays on the central section of Victoria Street will remain charge free. The single loading bay on the corner of Victoria Street with Buckingham Palace Road will be retained and will now fall within the zone. However, users of this bay are already committed to entering the zone under the current boundary arrangement so there are no physical changes to the charge free loading provision as a result of this boundary change. TfL have examined the need for an additional loading bay on Victoria Street and concluded that in general, the current provision is adequate and in line with TfL's policy on red route loading boxes.
<b>No Objections</b>	A Member of the public		Position noted.
<b>TfL recommends that no changes should be made to the Variation Order as a result of these representations.</b>			

<b>Proposed Variation: Congestion Charging other Issues</b>			
<b>Sub-theme</b>	<b>Respondent</b>	<b>Representations</b>	<b>TfL Response</b>
<b>Principle of Congestion Charging</b>	Westminster City Council	The City Council continues to oppose the central congestion charging scheme, the £8 increase and the Western Extension. It is important to ensure that the interests of residents, visitors and local businesses are taken account of at every opportunity when changes to the charging zone are raised by the Mayor of London or TfL.	TfL considers that the Congestion Charging Scheme has brought considerable benefits to central London. The western extension will build upon the traffic benefits of the central London Congestion Charging scheme and is the best available practicable means of reducing traffic congestion in the area. TfL will continue to monitor the impact of the scheme
<b>TfL recommends that no changes should be made to the Variation order as a result of these representations.</b>			

**Proposed Variation: Congestion Charging other Issues**

<b>Sub-theme</b>	<b>Respondent</b>	<b>Representations</b>	<b>TfL Response</b>
<b>Suggested changes to the scheme</b>	Westminster City Council	<p>The City Council would like the Mayor of London to consider changes to help improve access to the A40 by excluding Lord Hill's Bridge, Porchester Road and Gloucester Terrace from the zone. This will reduce the distance travelled by some motorists to join the Strategic Road Network.</p> <p>The City Council would also like consideration given to extending the 90% residents' discount to those in the City of Westminster outside of the zone. If this is not acceptable then offering the concession between 1pm and 6pm could help to reduce the hardship.</p>	<p>The current boundary allows charge free access to the A40 via Paddington Bridge, Bishops Bridge Road, Westbourne Terrace, Orsett Terrace and Gloucester Terrace. The boundary was created to retain good access to the A40, Paddington Station and St Mary's Hospital whilst retaining as much of the area south of Harrow Road within the zone as practicable. TfL do not consider removing Lord Hill's Bridge and parts of Porchester Road and Gloucester Terrace from the zone as appropriate at this time.</p> <p>TfL does not consider that there are strong arguments along these lines for a further special residents' discount area for other residents outside the proposed charging zone, including those of the City of Westminster.</p> <p>In terms of local services, Westminster residents outside the zone appear to remain well served.</p>

**TfL recommends that no changes should be made to the Variation order as a result of these representations.**