



# Nine Elms Lane and Battersea Park Road

Consultation Report  
March 2018

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# Executive summary

Between 3 July 2017 and 20 August 2017, we consulted on proposals to transform the 2.5km stretch of road from the Vauxhall Gyratory, along Nine Elms Lane and Battersea Park Road to Macduff Road, connecting to Cycle Superhighway 8 (CS8).

Proposals included:

- New, wide footways
- 23 new and improved signalised crossing points
- A new cycle route on the south of the Thames from CS8 at Macduff Road to Vauxhall Gyratory, featuring:
  - ‘Stepped’ cycle tracks in both directions (see below) from Vauxhall Gyratory to the new Battersea Power Station London Underground entrance
  - Dedicated segregation and allocated time for cyclists at some junctions
  - Bus stop bypasses provided in some locations
- Increase in bus lanes to provide reliable journey times to bus passengers
- Improved junctions by upgrading signals at 5 junctions and providing 3 new signalised junctions
- Improvements to the street environment, which would see high quality finishes, repaving and new trees planted where possible

The consultation asked for feedback on the proposals from residents, businesses, employers, transport users and other relevant stakeholders. We publicised the consultation using letters distributed across a wide area, targeted email campaigns and via local media.

We received 930 direct responses to our consultation questionnaire online, through a paper copy (for example, completed the questionnaire at an exhibition) or by unique email. Of those who responded, 30 per cent strongly supported the overall proposals, 13 per cent partially supported, 8 per cent partially opposed, 46 per cent strongly opposed, 3 per cent neither supported or opposed, and less than 1 per cent had no opinion. One stakeholder response was provided during a face to face meeting. We also received 1,064 template emails generated as part of campaigns which partially or strongly opposed the proposals. When the template emails are added to the direct responses, there were 1,995 submissions.

Due to the length of the scheme, we divided the route into seven sections including sections 1 to 3 from Macduff Road to Lockington Road (adjacent to Stewart’s Road) and sections 4 to 7 from Stewart’s Road to Lassco). This report provides a representative summary of the responses to consultation including the overall proposals and proposals for each section. It also describes the consultation process. We are currently reviewing potential changes to the design based on comments received. However, it is certain there will be changes to the road layout along Nine Elms Lane and Battersea Park Road to support the development around the area.

## Summary of issues raised during consultation

Below is a summary of some of the more prominent issues raised during consultation. Our detailed analysis of responses is included as [Appendix A](#).

- Concern about cycling facilities not being adequate to promote more cycling, particularly stating safety within the western sections where segregated cycle tracks had not been proposed and cyclists would have to use the bus lane which contains some parking and loading bays
- Concern that pedestrians had not been given priority in the proposals with safety concerns given as a general reason and negative comments on two-stage crossings
- Concern about the road layout and design due to reduced capacity for motorists which could lead to increased traffic
- Concern regarding the environment, expressing more trees were required and concern air quality would worsen due to further congestion

## Responses from stakeholders

We received 33 responses from stakeholders, who comprised politicians, statutory bodies, employers, residents' associations, developers, campaigns groups, and more. We have summarised the issues raised by these stakeholders in [Section 4.11](#).

## Petitions and campaigns

Four campaign responses were identified, on the basis that they were each made up of identical or very similar text, which is a common occurrence during public consultations. Two campaigns generated over 100 responses each:

- 1,149 London Cycling Campaign (LCC) submissions strongly opposed our proposals, mainly arguing they do not provide enough for cyclists to address safety and therefore will not promote cycling
- 125 submissions through New Covent Garden Market's campaign partially opposed proposals, requesting restricting bus lane times to enable commercial vehicles use for access the market during off peak travel times

## Conclusion and next steps

The consultation was an extremely valuable exercise in understanding views on our proposals for Nine Elms Lane and Battersea Park Road. We are grateful to all of those who took the time to give their views about the proposals.

Taking into account a significant number of responses about sections 1 to 3 of the proposed scheme, we are reviewing the principles of the design for these sections with a view to provide a continuous high-quality cycle route between CS8 and Vauxhall. We are intending to progress the proposed design for sections 4 to 7 of the route which included proposals for stepped cycle tracks and bus stop bypasses. We continue to review the comments received during the consultation to further develop the final design for sections 4 to 7 of the scheme.

We plan to publish a detailed response to the issues raised during consultation, as well as a decision on how to proceed, during summer 2018. We will continue to work with the London Borough of Wandsworth and other key stakeholders to support the successful growth of the Nine Elms area.

# **1. About the proposals**

## **1.1 Introduction**

We have been working closely with key stakeholders through the Nine Elms Vauxhall partnership to develop proposals for Nine Elms Lane and Battersea Park Road. We propose to transform the 2.5km stretch of road from the Vauxhall Gyratory, along Nine Elms Lane and Battersea Park Road to Macduff Road, connecting to Cycle Superhighway 8 (CS8).

As part of the Mayor's Opportunity Area Planning Framework, Vauxhall, Nine Elms and Battersea has been identified as an area for major redevelopment. Nine Elms Lane and the eastern part of Battersea Park Road is a major gateway and transport artery for the area.

Development is well underway and will be continuing in the coming years, which includes over 40 major developments with new residential and office units, two new town centres at Battersea Power Station and Vauxhall and two new London Underground stations on a new Northern Line Extension at Nine Elms and Battersea. 20,000 new homes are being built, creating 22,000 construction jobs and a further 25,000 new jobs between now and 2027. Significant improvements are also being made to the public realm, which will include a new 11-acre Nine Elms Park linking Battersea Power Station to Vauxhall Cross.

In response to these levels of development and the change in land use, we have been presented with an opportunity to enhance the highway, creating a backbone to the development and a destination where customers are encouraged to walk, cycle and use public transport, as well creating a more pleasant and characterful street environment and a sense of destination to the area.

## **1.2 Purpose**

The proposals form part of the Mayor of London's plan for Healthy Streets – a long-term vision to encourage more Londoners to walk and cycle by making London's streets healthier, safer and more welcoming. We are proposing substantial improvements for pedestrians, cyclists and bus passengers in the area to help encourage more people to use these healthy and sustainable forms of transport.

## 1.3 Detailed description

We published detailed proposals on our website at [tfl.gov.uk/nine-elms-lane](https://tfl.gov.uk/nine-elms-lane). We provided an overview of the scheme, along with appropriate maps and computer-generated artists' impressions. Due to the length of the scheme, we divided the route into seven sections, each with their own explanations and maps. We asked for feedback on the overall scheme and on each section. The proposals we consulted are described below.

### 1.3.1 Section 1: Macduff Road to Life Tabernacle Church

Below is a summary of our proposals affecting Macduff Road to Life Tabernacle Church, as set out in our consultation materials for Section 1: Macduff Road to Life Tabernacle Church.

We proposed the following for section 1:

- Widened eastbound bus lane
- Westbound mandatory cycle lane
- Relocated disabled parking bay
- Existing parking bays would have consistent hours of use
- Changes to hour of Westbound loading bay
- Traffic lanes realigned

You can view the full materials online with maps and images at <https://consultations.tfl.gov.uk/roads/1778976c/>

### 1.3.2 Section 2: Life Tabernacle Church to Lockington Road

Below is a summary of our proposals affecting Life Tabernacle Church to Lockington Road, as set out in our consultation materials for Section 2: Life Tabernacle Church to Lockington Road.

We proposed the following for section 2:

- Queenstown Road junction lane changes
- Early start and advanced stop lines (ASLs) for cyclists at Queenstown Road junction
- Two stage right turn facility for cyclists at Queenstown Road junction
- Widened pedestrian footways at Queenstown Road junction
- A mixture of advisory and mandatory cycle lanes for the eastbound lane
- Loading bays to allow loading in the off peak Monday - Sunday

You can view the full materials online with maps and images at <https://consultations.tfl.gov.uk/roads/ab6f0461/>

### **1.3.3 Section 3: Lockington Road to adjacent to Stewarts Road**

Below is a summary of our proposals affecting Lockington Road to adjacent to Stewarts Road, as set out in our consultation materials for Section 3: Lockington Road to adjacent to Stewarts Road.

We proposed the following for section 3:

- Mandatory cycle lanes provided in both directions from Lockington Road to Prince of Wales Drive
- Widened pedestrian footway on the southeast corner of junction with Prince of Wales Drive and Havelock Terrace
- New bus lanes in both directions

You can view the full materials online with maps and images at <https://consultations.tfl.gov.uk/roads/9e40e98c/>

### **1.3.4 Section 4: Adjacent to Stewarts Road to westbound Sleaford Street bus stop**

Below is a summary of our proposals affecting Adjacent to Stewarts Road to westbound Sleaford Street bus stop, as set out in our consultation materials for Section 4: Adjacent to Stewarts Road to westbound Sleaford Street bus stop.

We proposed the following for section 4:

- Cycling facility improvements
- New signalised junction at Savona Street
- New signalised junction at Thessaly Road
- Refuge vehicle area
- Bus lane improvements
- Taxi pick up / drop off

You can view the full materials online with maps and images at <https://consultations.tfl.gov.uk/roads/bc4f35ea/>

### **1.3.5 Section 5: Westbound Sleaford Street bus stop to 3 Riverlight Quay**

Below is a summary of our proposals affecting Westbound Sleaford Street bus stop to 3 Riverlight Quay, as set out in our consultation materials for Section 5: Westbound Sleaford Street bus stop to 3 Riverlight Quay.

We proposed the following for section 5:

- Cycling facilities improvements
- Changes to the eastbound bus lane hours of operation
- Kirtling Street Junction improvements

- Cringle Street Junction improvements

You can view the full materials online with maps and images at <https://consultations.tfl.gov.uk/roads/85c174ec/>

### **1.3.6 Section 6: 3 Riverlight Quay to mid Elm Quay Court**

Below is a summary of our proposals affecting 3 Riverlight Quay to mid Elm Quay Court, as set out in our consultation materials for Section 6: 3 Riverlight Quay to mid Elm Quay Court.

We proposed the following for section 6:

- Cycling facility improvements
- Redesigned Ponton Road junction
- Bus lane improvements

You can view the full materials online with maps and images at <https://consultations.tfl.gov.uk/roads/24e6037a/>

### **1.3.7 Section 7: Mid Elm Quay Court to Lassco (end of scheme)**

Below is a summary of our proposals affecting Mid Elm Quay Court to Lassco, as set out in our consultation materials for Section 7: Mid Elm Quay Court to Lassco (end of scheme).

We proposed the following for section 7:

- Cycling facility improvements
- Improvements for Buses
- Pedestrian facilities

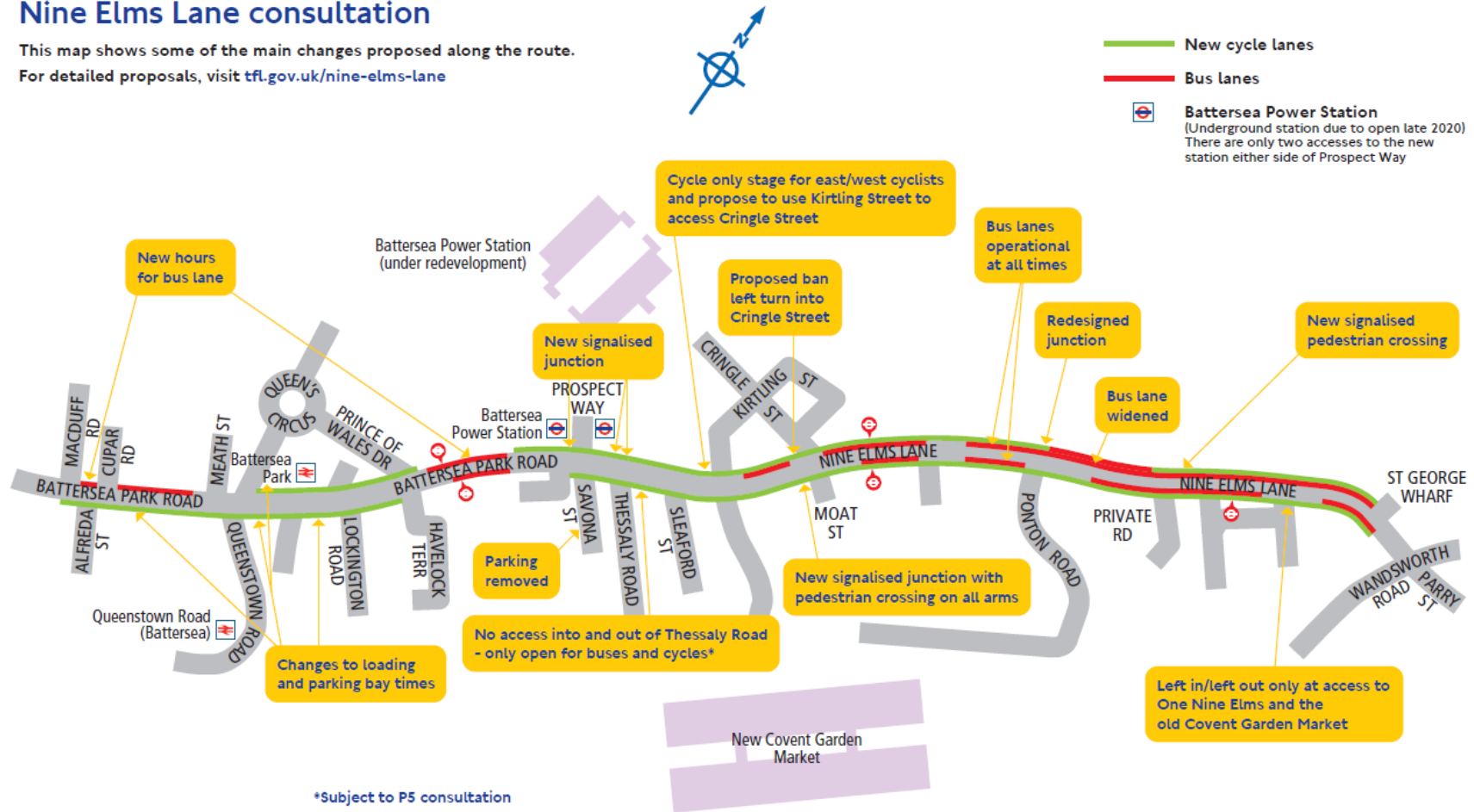
You can view the full materials online with maps and images at <https://consultations.tfl.gov.uk/roads/5a9febab/>



# 1.4 Overview map of proposals along Nine Elms Lane and Battersea Park Road

## Nine Elms Lane consultation

This map shows some of the main changes proposed along the route.  
 For detailed proposals, visit [tfl.gov.uk/nine-elms-lane](http://tfl.gov.uk/nine-elms-lane)



Contains Ordnance Survey data  
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## **2. About the consultation**

### **2.1 Purpose**

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support for or opposition to the proposals
- To understand any issues that might affect the proposal which we were not previously aware of
- To understand concerns and objections
- To allow respondents to make suggestions

### **2.2 Potential outcomes**

The potential outcomes of this consultation are:

- Following careful consideration of the consultation responses, we decide to proceed with the scheme as set out in the consultation
- Following careful consideration of the consultation responses, we modify the scheme in response to issues raised during the consultation and proceed with a revised scheme
- Following careful consideration of the consultation responses, we decide not to proceed with the scheme

It is certain there will be changes to the road layout along Nine Elms Lane and Battersea Park Road to support the development around the area. More information about our next steps is detailed in [Section 5](#) of this report.

### **2.3 Who we consulted**

We ensured that people living and working in areas affected by the scheme were aware of the proposals.

We posted information about the Nine Elms Lane and Battersea Park Road consultation directly to properties within approximately 400 metres of the area for the

proposals. We raised awareness of our consultation among residents, residents' associations, retailers, businesses, business groups, charities, sports clubs, educational establishments, healthcare providers, religious establishments, public amenities, and other organisations with premises in this area.

We targeted information at individuals on our customer database who we knew used bus routes or lived in areas nearby (because they had supplied their postcode to us previously via Oyster, Congestion Charging, Cycle Hire, or for another reason). In this way, we raised awareness of the consultation among motorists, cyclists, bus users and other public transport users.

We sent emails to stakeholders who had been identified as interested in this scheme. Our contact list included disability groups, organisations representing the elderly, transport user groups, businesses and major employers, trade organisations, statutory organisations, charities, local government, politicians, residents' representatives, healthcare providers, sports clubs, educational establishments, and others.

We also provided information about the proposals and consultation to local media.

A list of the stakeholders we consulted is shown in [Appendix E](#) and a summary of their responses to the consultation is given in [Section 4](#).

## **2.4 Dates and duration**

The consultation was held between 3 July and 20 August 2017.

A consultation on the extension of the P5 bus route was run concurrently. The results of the P5 bus route extension consultation are reported separately. For more information please visit [tfl.gov.uk/p5-extension](http://tfl.gov.uk/p5-extension)

## **2.5 What we asked**

The area covered by the proposals was relatively large, so we divided the route into seven sections to make it easier for people to digest the information and give feedback on areas of particular interest to them. It was also possible to provide comments on the scheme as a whole. Finally, respondents were provided the opportunity to comment on the quality of the consultation material.

Our questionnaire comprised several closed questions asking people to select an answer that matched their level of support for or against the overall scheme and each of its route sections.

We also gave respondents the chance to provide comments on the overall scheme and each section.

For the complete list of questions we asked about the Nine Elms Lane and Battersea Park Road proposals please visit [Appendix B](#).

## **2.6 Methods of responding**

People were able to respond to the consultation through the following channels:

- By answering the questions in the questionnaire on our consultation website at [tfl.gov.uk/roads/nine-elms-lane](http://tfl.gov.uk/roads/nine-elms-lane)
- By sending a letter to FREEPOST TfL CONSULTATIONS
- By emailing [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk). The Consultation Team also answered questions from members of the public and stakeholders via email
- By phoning our Customer Services Team, which had been briefed on the scheme and were available to answer questions and take responses from members of the public. When our telephone operatives were unable to answer questions immediately, these were forwarded to the Consultation Team, and were answered subsequently by email or telephone
- By leaving comments and/or filling in questionnaires at one of the public drop-in sessions (or posting a questionnaire to the address above)

Through our Customer Services Team, it was possible to request foreign language translations, large print, Braille or audio versions of our consultation materials.

## **2.7 Consultation materials and publicity**

We used a range of channels to raise awareness of the Nine Elms Lane and Battersea Park Road consultation and to ensure that members of the public and stakeholders were aware of the consultation and its purposes.

We explain the channels used below. All materials encouraged interested parties to visit our website or contact us to find out more about the scheme and how to respond.

### **2.7.1 Website**

Our website ([tfl.gov.uk/roads/nine-elms-lane](http://tfl.gov.uk/roads/nine-elms-lane)) provided detailed information about our consultation, including text explanations of our proposals, maps and computer images helping to explain the proposals. The website was divided into pages showing an overview of the scheme, pages explaining the separate sections of the route and pages containing in-depth information about motor traffic impacts, bus impacts and cycling impacts.

The website provided people with the opportunity to respond to the consultation by answering our questionnaire.

### **2.7.2 Letters**

We sent a letter to over 12,000 addresses within approximately 400 metres of the area for the proposals. The letter contained a summary of the proposals along with an overview map.

The letter directed people to the consultation website and invited them to respond. They were also informed about our consultation events. The consultation letter, overview map and map of the distribution area are included in [Appendix D](#).

### **2.7.3 Emails to public**

We sent an email about the consultation to over 200,000 people who live locally or use our transport services in the area. The data for the distribution list was extracted from our master database of those who have registered their details with us – for example, through use of Congestion Charge, Oyster Card or Cycle Hire services. A copy of the email sent is included in [Appendix D](#).

### **2.7.4 Emails to stakeholders**

We sent an email outlining the scheme and explaining where to find more information and respond to around 350 businesses and organisations identified as interested in road schemes in the area. The list of stakeholders we contacted can be found in [Appendix D](#).

### **2.7.5 Press and media activity**

We issued a press release and publicised the consultation in the Metro newspaper on the TfL general update page. We also arranged for an advert to be published in the Wandsworth Guardian newspaper. A copy of our press release and advert can be seen in [Appendix D](#).

### **2.7.6 On-site advertising**

Our consultation material was on display for the duration of the consultation at the R.O.S.E Clubroom, a local community centre on Ascalon Street.

### **2.7.7 Face-to-face postcard distribution**

On two separate days during the consultation period, we distributed postcards to people passing through Vauxhall London Underground station. One day was during the morning peak and one during the afternoon/evening peak.

We spent a couple of hours during one afternoon at Waitrose near Ponton Road distributing postcards to people passing through.

A copy of the postcard can be found in [Appendix D](#).

### **2.7.8 Public meetings, events and exhibitions**

During the formal consultation period we held four public drop in events at which people could discuss the proposals with member of the project team and view printed materials:

- Thursday 6 July 2017, Life Tabernacle Church, 32 Battersea Park Road, London SW114HY, 15:30 – 19:00
- Sunday 9 July 2017, New Covent Garden Market, Row C Pitch 73, Nine Elms Lane, London SW8 5BH, 08:00 – 14:00
- Thursday 20 July, Life Tabernacle Church, 32 Battersea Park Road, London SW114HY, 15:30 – 19:00
- Wednesday 26 July, Embassy Gardens, New Union Square (adjacent to Waitrose Nine Elms store), 5 Nine Elms Lane, London, SW8 5DA

### **2.7.9 Meetings with stakeholders**

We worked closely with the London Borough of Wandsworth and the Nine Elms Vauxhall partnership from the earliest stages of development of the Nine Elms Lane and Battersea Park Road proposals.

In addition, we attended meetings where we met the following stakeholders to explain our proposals and answer any questions:

- American Embassy
- Battersea Cats and Dogs Home
- Battersea major projects group
- Battersea Power Station

- Design Review Group – includes representatives from London Cycling Campaign, London TravelWatch, Metropolitan Police, Sustrans and Wheels for Wellbeing
- Embassy Gardens residents association
- London Borough of Lambeth
- New Covent Garden Market Authority
- Newton Preparatory School
- Nine Elms Infrastructure Group
- Nine Elms Vauxhall Landowners Group
- Ponton Road coordination meeting
- Savona residents association
- St George's Wharf residents association
- Wandsworth's Community Engagement Advisory Group

## **2.8 Equalities Assessment**

We took steps to ensure that all groups in the community, such as elderly, disabled or faith organisations were made aware of the proposals, their potential impacts and how to respond to the consultation. Measures taken included:

- Identifying and emailing relevant stakeholders, including but not limited to the Age UK London, Dyslexia Action The Association of Guide Dogs for the Blind, Royal National Institute for the Blind, Action on Hearing Loss and Inclusion London, inviting them to respond to the consultation
- Ensuring that the materials were written in plain English and available on request in different formats (for example Braille, large print, other languages)
- Making sure that public events were held in accessible locations and at different times of the day and that large scale materials were available to review
- Considering how best to reach our target audiences and tailoring the way of communicating with them. For example, by preparing hard copies of our online material for those not able to access our website.

## **2.9 Analysis of consultation responses**

We commissioned SYSTRA Ltd to analyse the consultation responses. All closed questions were reviewed and the results tabulated and reported.

All open questions, where respondents provided comments on the overall scheme or parts of it, were read and analysed in detail. Each individual comment was attributed

with one or more codes according to the issues raised. This information was also analysed.

All results are reported in [Chapter 3](#), [Chapter 4](#) and [Appendix A](#) of this report.

Throughout this process we were mindful of our responsibilities under the Data Protection Act.



### 3. About the respondents

This chapter provides more information on respondents to this consultation, based on the information they provided to us in our questionnaire. For a full list of the consultation questions, see [Appendix B](#).

#### 3.1 Number of respondents

We received 930 direct responses, either through our consultation website, paper questionnaire or by unique email. We received an additional 1,064 template emails submitted as part of campaigns. One stakeholder response was provided during a face to face meeting. This makes 1,995 submissions in total.

Of these, 1,300 (65 per cent) responses were identified as wholly or partly using text created by campaigns started in response to the consultation:

- 1,149 (58 per cent) responses were part of the London Cycling Campaign (LCC)
- 125 (6 per cent) responses were part of the New Covent Garden Market campaign (NCGM)
- 19 (1 per cent) responses were part of the Chancery Building Embassy Gardens Residents' Association campaign (CBRA)
- 7 (<1 per cent) responses were part of the Stop Killing Cyclists campaign

Campaigns involve people copying text from another individual or group, and submitting this text as all or part of their response. More detail about these campaigns can be found in [Chapter 4.12.1](#).

Stakeholder responses are those submitted by individuals who identify themselves as representing political entities, organisations, businesses or campaign groups. Their responses are summarised in [Chapter 4.11](#).

930 responses were received through our consultation questionnaire online or through a paper copy (for example, completed the questionnaire at an exhibition). Whereas, 1,065 responses (1,995 minus the identified above 930 responses) did not complete the questionnaire.

Respondents	Total	%
Campaign responses	1,300	65%
Public responses	662	33%
Stakeholder responses	33	2%
<b>Total</b>	<b>1995</b>	<b>100%</b>

Chapters 3 and 4 report the results from the 930 direct responses received through our consultation website, paper questionnaire or by unique email.

### 3.2 How respondents heard about the consultation

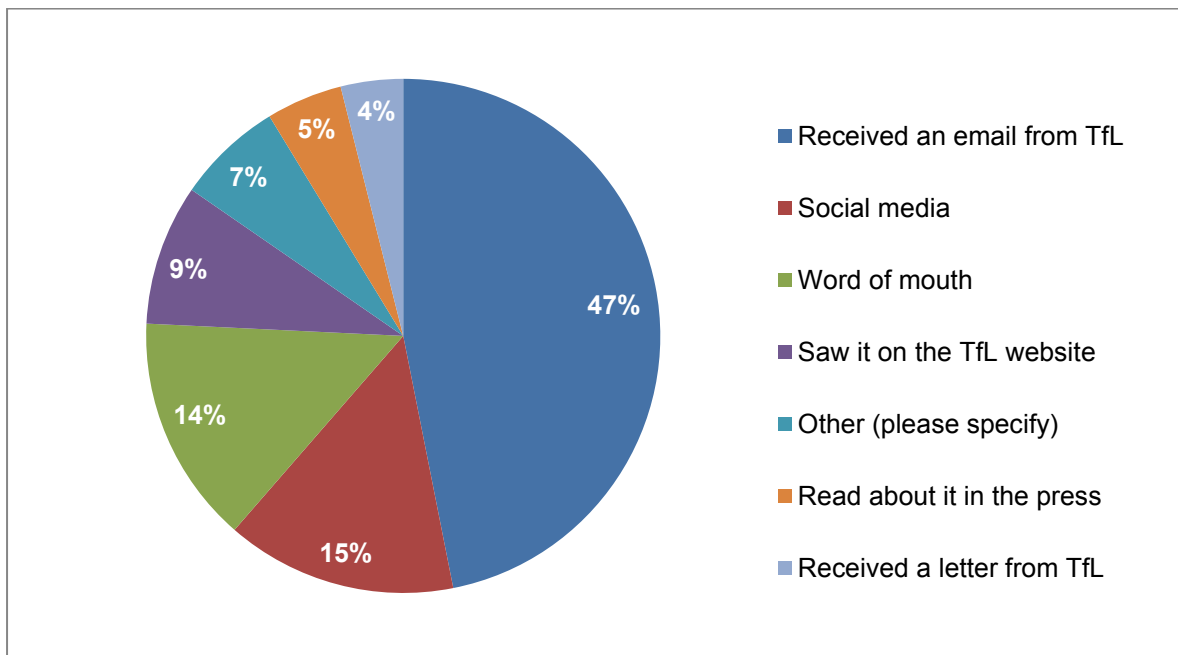
We asked respondents to tell us how they heard about the consultation. A total of 689 answers were provided by 682 individuals (74 per cent of 930). Some respondents selected more than one option for this question.

The table and graph below show how respondents answered this question. In terms of 'Other' responses, some of the ways in which respondents heard about the consultation included emails / letters from resident associations and local councils, attending public meetings and through campaign groups.

Heard about the consultation	Total	%
Received an email from TfL	323	47%
Social media	100	15%
Word of mouth	99	14%
Saw it on the TfL website	61	9%
Other	46	7%
Read about it in the press	33	5%
Received a letter from TfL	27	4%
<b>Total</b>	<b>689</b>	<b>100%</b>

Base = 682. 248 respondents did not answer this question. Total = 930.

How respondents heard about the consultation



### 3.3 Methods of responding

We accepted responses via our online questionnaire; directly by email to [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk); and via letter or response form sent to our FREEPOST address. We also accepted feedback passed on to us through email by our Customer Services Team, who answer phone calls from members of the public.

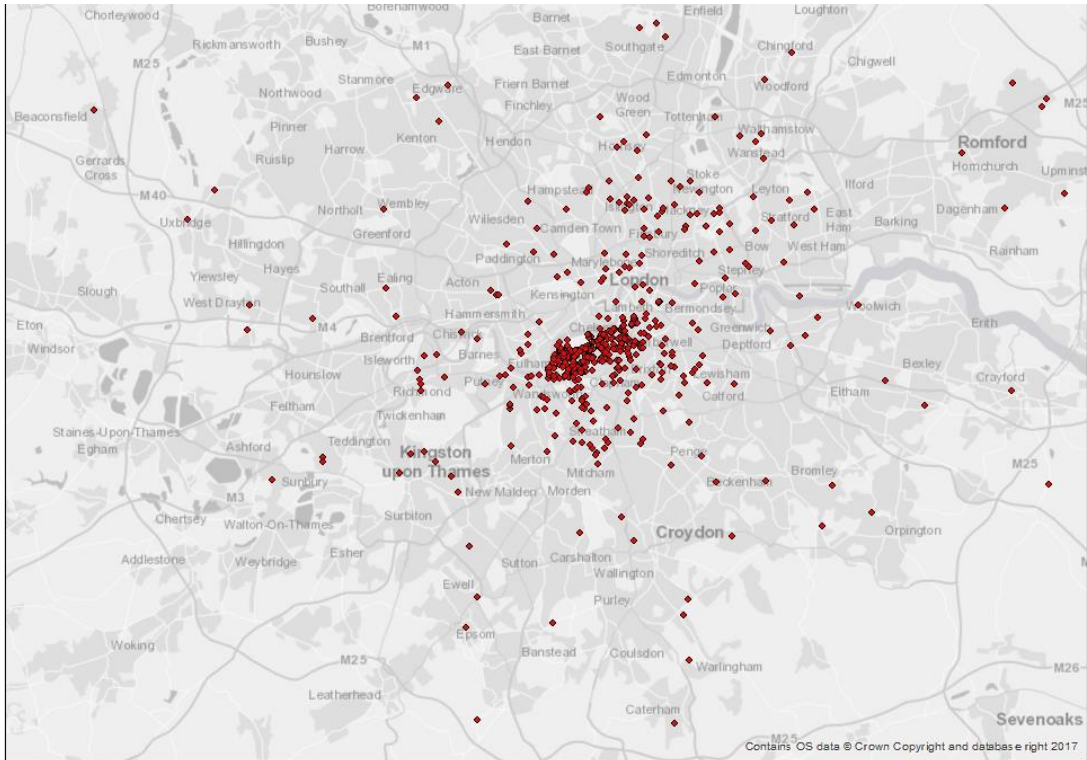
Method of responding	Total	%
Template emails	1064	53%
Questionnaire (online or paper)	930	47%
<b>Total</b>	<b>1994</b>	<b>100%</b>

### 3.4 Respondent postcodes

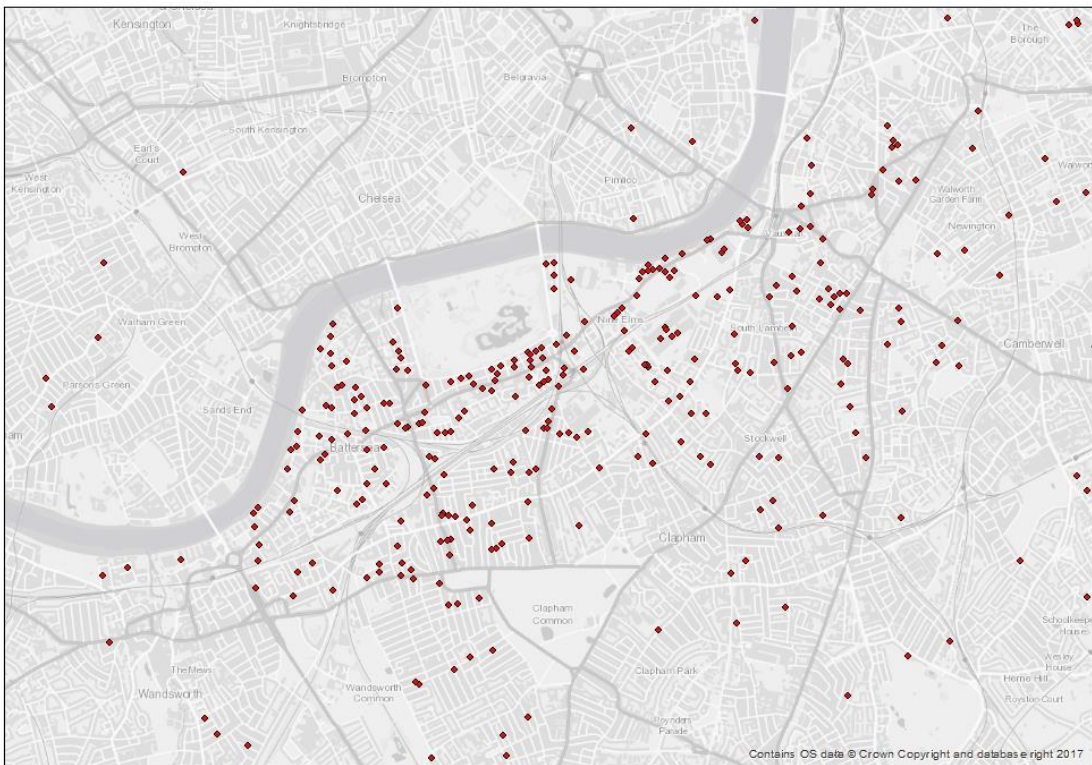
Of the 930 questionnaire respondents to the consultation, 688 (74 per cent of all respondents) submitted their postcode. We received responses from 591 unique postcodes. Below we have listed all postcodes provided by 10 or more respondents, which accounted for 35 per cent of overall responses to the question. All other postcodes were cited 9 or less times.

Postcode	Total	%
SW11	163	18%
SW8	90	10%
SW9	22	2%
SE11	16	2%
SE5	12	1%
SW18	12	1%
SW12	11	1%

### 3.4.1 Map showing distribution of all respondent postcodes



### 3.4.2 Map showing respondent postcodes near the proposed scheme

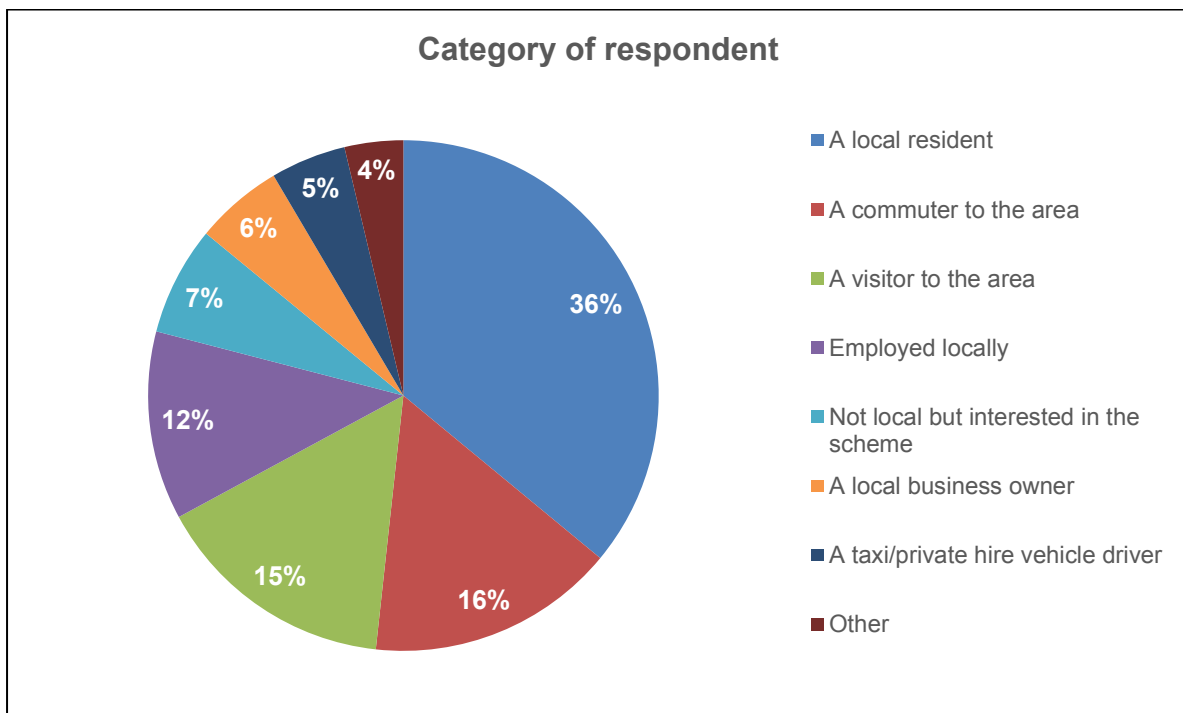


### 3.5 Relationship between respondent and scheme area

We asked respondents to describe their relationship to the scheme area using the categories below. 1,131 responses were provided by 800 respondents, as respondents were able to select more than one option. The table and graph below show a breakdown of these responses, with percentages given as a proportion of the total responses provided to this question.

Category of respondent	Total	%
A local resident	407	36%
A commuter to the area	178	16%
A visitor to the area	174	15%
Employed locally	135	12%
Not local but interested in the scheme	78	7%
A local business owner	63	6%
A taxi/private hire vehicle driver	54	5%
Other	42	4%
<b>Total</b>	<b>1131</b>	<b>100%</b>

Base = 800. 130 respondents did not answer this question. Total = 930.



## 4 Summary of consultation responses

### 4.1 About this chapter

To gain feedback on the scheme, we asked respondents answering the online questionnaire eight closed questions, allowing them to show their level of support for the overall scheme, and for each of the seven sections. We also asked eight open questions which allowed respondents to comment on the overall scheme and the seven sections.

Note that the closed questions are calculated from those that answered the questions only. Percentages are calculated from the number of respondents that answered each question.

Where respondents did not provide an answer, responses have not been inferred.

The results in this chapter summarise issues raised in direct responses. The issues raised in the campaigns are summarised in Chapter 4.12.

### 4.2 Summary of levels of support for the overall proposals and Sections 1 to 7

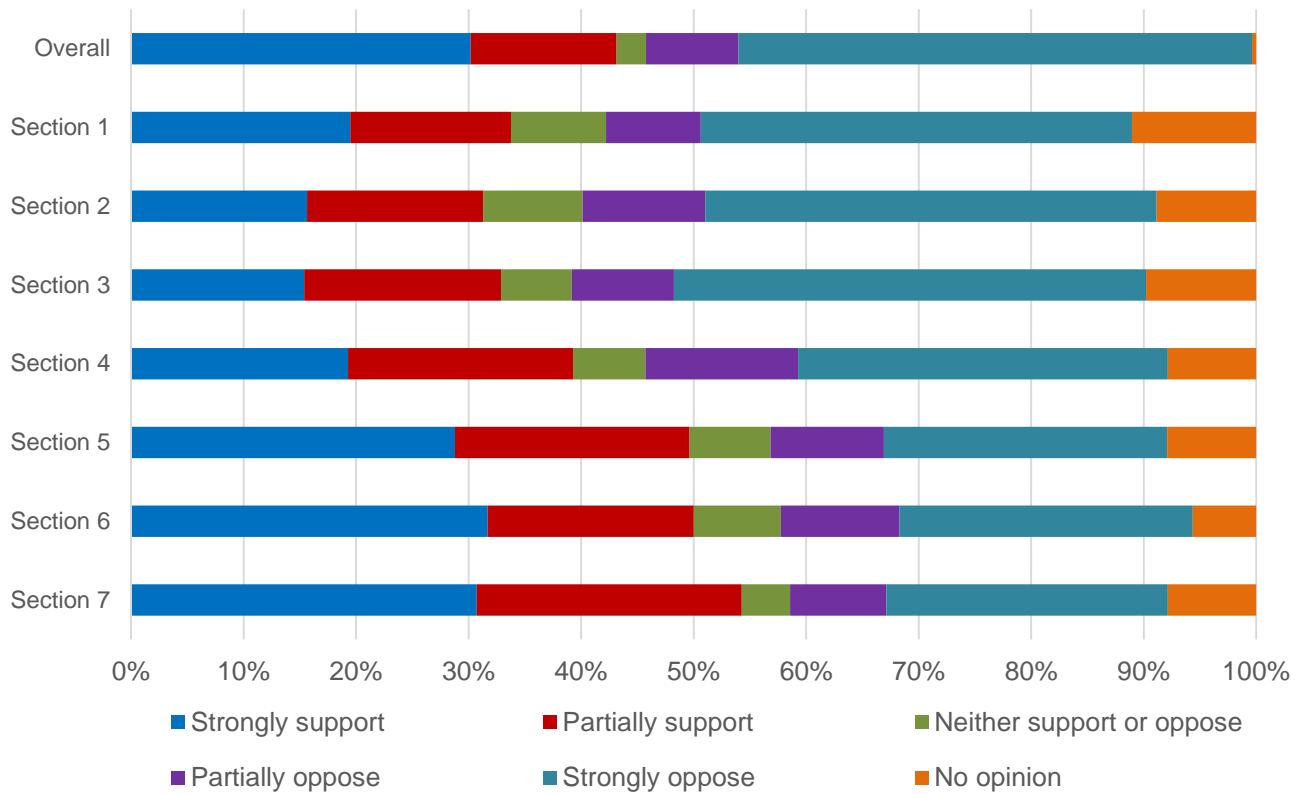
The table and graph below show the responses received for the proposals overall and for each section.

	Strongly support		Partially support		Neither support or oppose		Partially oppose		Strongly oppose		No opinion	
	n	%	n	%	n	%	n	%	n	%	n	%
Overall	242	30%	104	13%	21	3%	66	8%	366	46%	3	0%
Section 1	30	19%	22	14%	13	8%	13	8%	59	38%	17	11%
Section 2	23	16%	23	16%	13	9%	16	11%	59	40%	13	9%
Section 3	22	15%	25	17%	9	6%	13	9%	60	42%	14	10%
Section 4	27	19%	28	20%	9	6%	19	14%	46	33%	11	8%
Section 5	40	29%	29	21%	10	7%	14	10%	35	25%	11	8%
Section 6	45	32%	26	18%	11	8%	15	11%	37	26%	8	6%
Section 7	43	31%	33	24%	6	4%	12	9%	35	25%	11	8%

*Base varies for each question.*

*Base (overall) = 802. 128 did not answer this question. Total = 930.*

### Summary of Support for the Proposals



#### 4.3 Responses regarding overall changes to Nine Elms Lane and Battersea Park Road

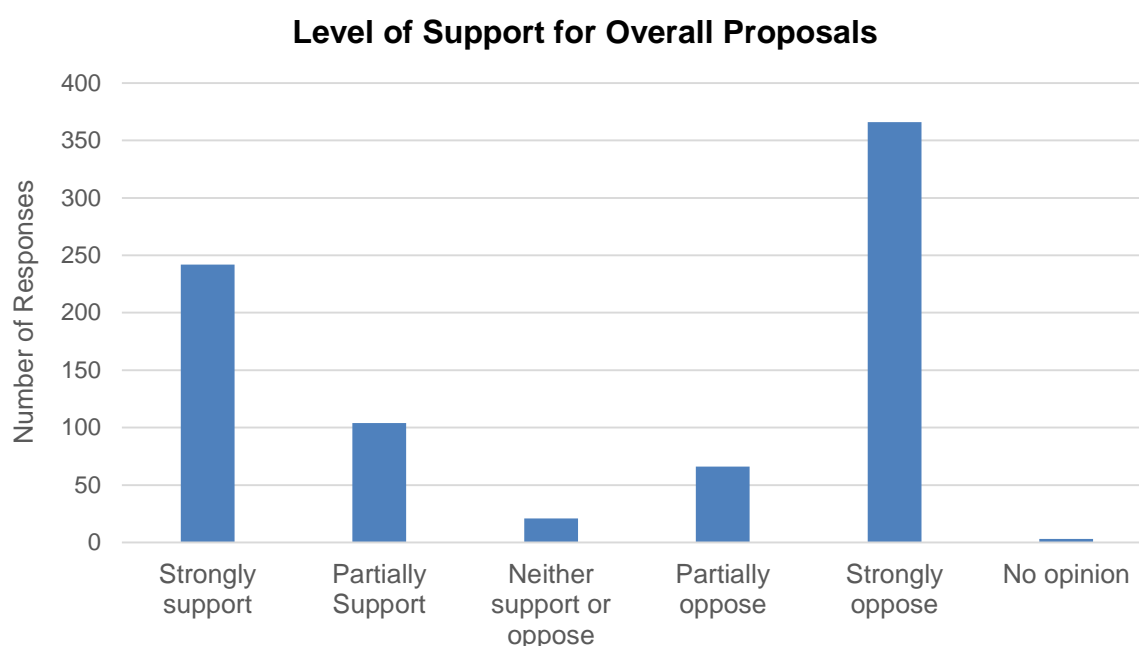
802 respondents expressed their level of support or opposition for the overall proposals for changes to Nine Elms Lane and Battersea Park Road. Answer options were: strongly support, partially support, neither support or oppose, partially oppose, strongly oppose and no opinion.

##### 4.3.1 Levels of support for the overall proposals

The table and graph below show the levels of support and opposition for the overall proposals.

Overall Level of Support	Total	%
Strongly support	242	30%
Partially support	104	13%
Neither support or oppose	21	3%
Partially oppose	66	8%
Strongly oppose	366	46%
No opinion	3	0%
<b>Total</b>	<b>802</b>	<b>100%</b>

Base = 802. 128 respondents did not answer this question. Total = 930.



#### **4.3.2 Comments on overall proposals for Battersea Park Road and Nine Elms Lane**

Of the 802 respondents who answered the question regarding the overall proposals, 787 provided comments to the open-ended section. These 787 respondents provided a total of 2,063 comments.

The table below shows the most frequently raised issues in responses to this question. Detailed analysis of all questions can be found in [Appendix A](#).

<b>Issues</b>	<b>Total</b>
Cycle lanes require segregation	150
Cycle lanes should be continuous across the scheme	145
Proposals will not promote or encourage cycling	123
Cycle lanes should not be shared with bus lanes	114
Car parking should be removed from cycle lanes	109
Loading/waiting bays should be removed from cycle lanes	106
Proposals are not prioritising pedestrians	102
Proposals will have a negative impact on pedestrians	89

#### **4.4 Responses regarding proposals for Macduff Road to Life Tabernacle Church (Section 1)**

154 respondents expressed their level of support or opposition for the proposals on Section 1: Macduff Road to Life Tabernacle Church. Answer options were: strongly support, partially support, neither support or oppose, partially oppose, strongly oppose and no opinion.

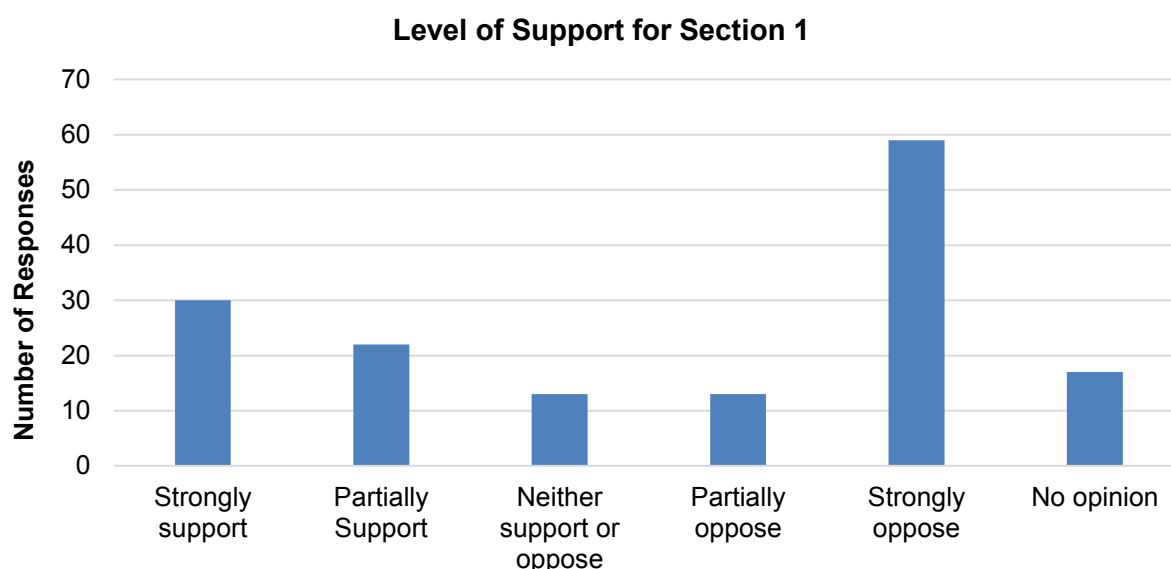


#### 4.4.1 Levels of support for the Macduff Road to Life Tabernacle Church proposals

The table and graph below show the levels of support and opposition for Section 1 of the proposals.

Levels of Support for Section 1	Total	%
Strongly support	30	19%
Partially support	22	14%
Neither support or oppose	13	8%
Partially oppose	13	8%
Strongly oppose	59	38%
No opinion	17	11%
<b>Total</b>	<b>154</b>	<b>100%</b>

Base = 154. 776 respondents did not answer this question. Total = 930.



#### 4.4.2 Comments on proposals for Macduff Road to Life Tabernacle Church

90 respondents answered the open question on Section 1 of the route, generating 202 comments. This includes individuals responding to the consultation who did not complete our questionnaire. The table below shows the most frequently raised issues in responses to this question. Detailed analysis of all questions can be found in [Appendix A](#).

Issues	Total
Proposals need more segregation for cyclists	40
Car parking should be removed from cycle lanes	11
Cycle lanes should not be shared with bus lanes	11
Bus stop bypasses are required for cyclists	10

#### 4.5 Responses regarding proposals for Life Tabernacle Church to Lockington Road (Section 2)

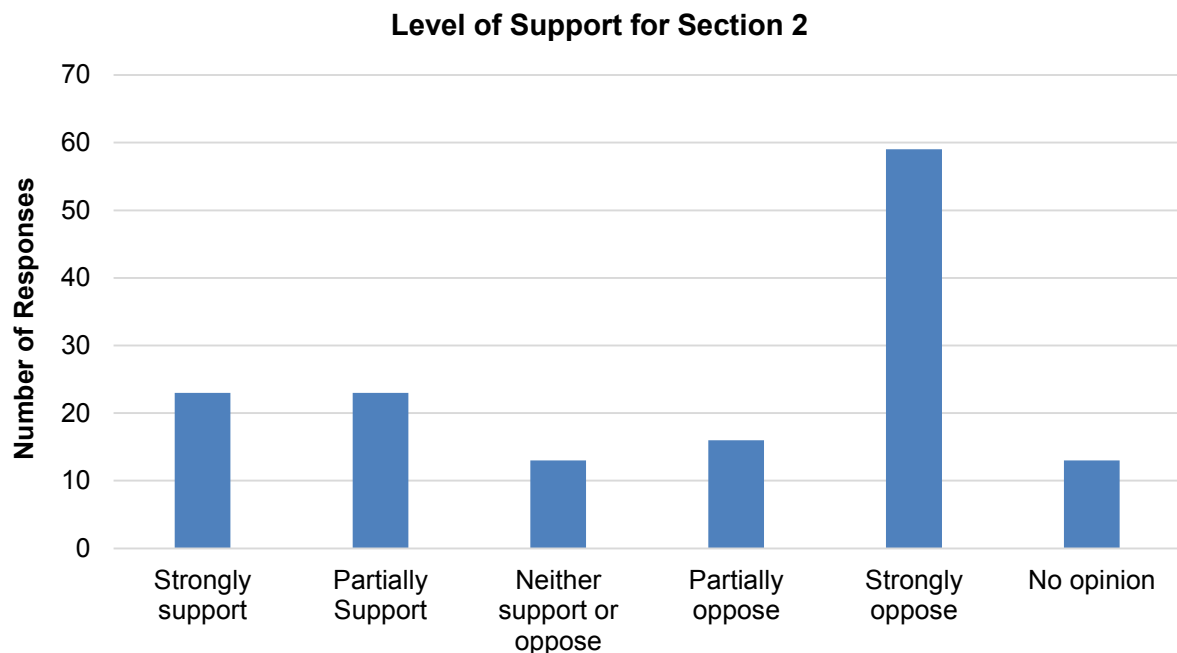
147 respondents expressed their level of support or opposition for the proposals on Section 2: Life Tabernacle Church to Lockington Road. Answer options were: strongly support, partially support, neither support or oppose, partially oppose, strongly oppose, and no opinion.

##### 4.5.1 Levels of support for the Life Tabernacle Church to Lockington Road proposals

The table and graph below show the levels of support and opposition for Section 2 of the proposals.

Level of Support for Section 2	Total	%
Strongly support	23	16%
Partially support	23	16%
Neither support or oppose	13	9%
Partially oppose	16	11%
Strongly oppose	59	40%
No opinion	13	9%
<b>Total</b>	<b>147</b>	<b>100%</b>

Base = 147. 783 respondents did not answer this question. Total = 930.



##### 4.5.2 Comments on proposals for Life Tabernacle Church to Lockington Road

93 respondents answered the open question on Section 2 of the route, generating 220 comments. The table below shows the most frequently raised issues in

responses to this question. Detailed analysis of all questions can be found in [Appendix A](#).

Issues	Total
Safety concern for cyclists at Battersea Park Road/Queenstown Road junction	17
Cycle lanes should not be shared with bus lanes	16
Proposals need more segregation for cyclists	15
Cycle lanes require segregation	13
Cycle lanes require segregation, with specific reference to a cycle bypass being required at the Queenstown Road junction	8
Car parking should be removed from cycle lanes	8
Bus stop bypasses are required for cyclists	8

#### 4.6 Responses regarding proposals for Lockington Road to adjacent to Stewart's Road (Section 3)

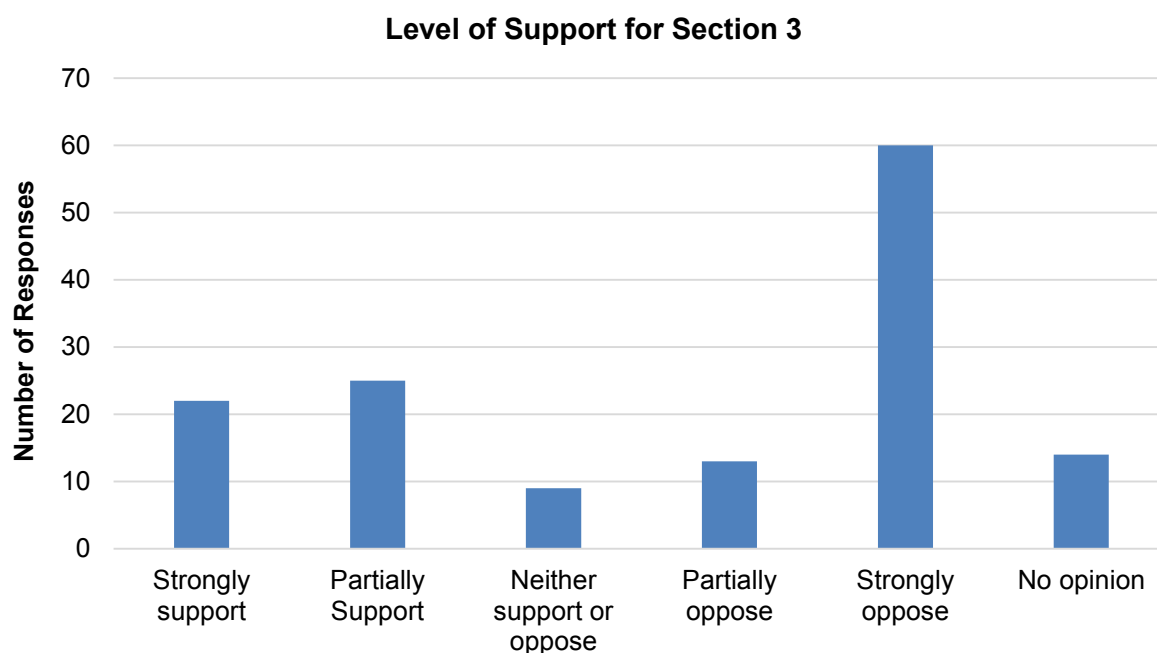
143 respondents expressed their level of support or opposition for the proposals on Section 3: Lockington Road to adjacent to Stewart's Road. Answer options were: strongly support, partially support, neither support or oppose, partially oppose, strongly oppose, and no opinion.

##### 4.6.1 Levels of support for the Lockington Road to adjacent to Stewart's Road proposals

The table and graph below show the levels of support and opposition for Section 3 of the proposals.

Level of Support for Section 3	Total	%
Strongly support	22	15%
Partially support	25	17%
Neither support or oppose	9	6%
Partially oppose	13	9%
Strongly oppose	60	42%
No opinion	14	10%
<b>Total</b>	<b>143</b>	<b>100%</b>

Base = 143. 787 respondents did not answer this question. Total = 930.



#### 4.6.2 **Comments on proposals for Lockington Road to adjacent to Stewart's Road**

93 respondents answered the open question on Section 3 of the route, generating 213 comments. This includes individuals responding to the consultation who did not complete our questionnaire. The table below shows the most frequently raised issues in responses to this question. Detailed analysis of all questions can be found in [Appendix A](#).

Issues	Total
Cycle lanes should not be shared with bus lanes	28
Proposals need more segregation for cyclists	27
Proposals will not promote or encourage cycling	12

#### 4.7 **Responses regarding proposals for adjacent to Stewart's Road to westbound Sleaford Street bus stop (Section 4)**

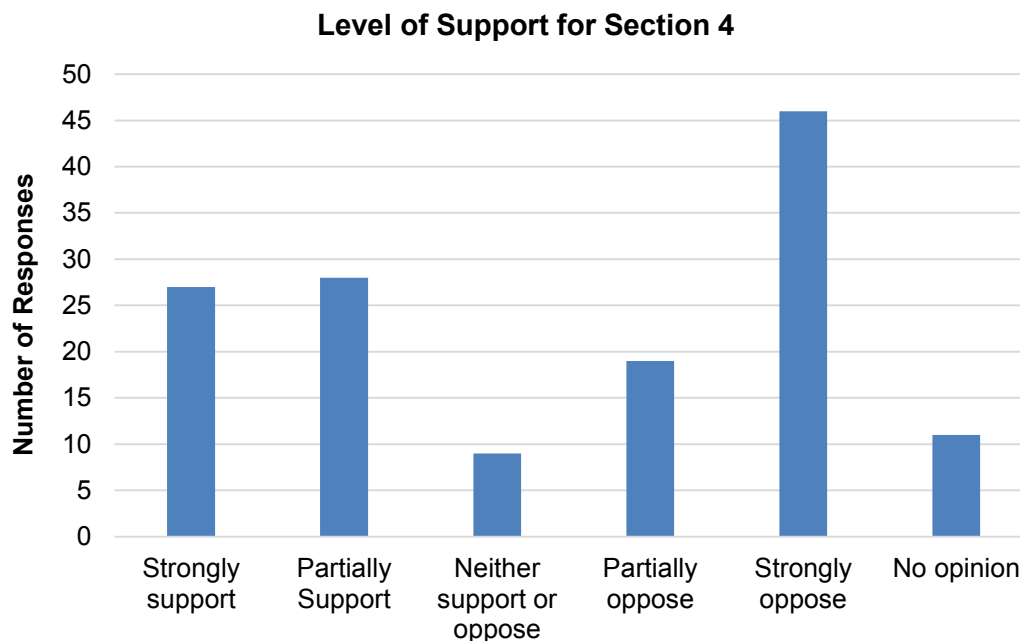
140 respondents expressed their level of support or opposition for the proposals on Section 4: adjacent to Stewart's Road to westbound Sleaford Street bus stop. Answer options were: strongly support, partially support, neither support or oppose, partially oppose, strongly oppose and no opinion.

##### 4.7.1 **Levels of support for the adjacent to Stewart's Road to westbound Sleaford Street bus stop proposals**

The table and graph below show the levels of support and opposition for Section 4 of the proposals.

Level of support for section 4	Total	%
Strongly support	27	19%
Partially support	28	20%
Neither support or oppose	9	6%
Partially oppose	19	14%
Strongly oppose	46	33%
No opinion	11	8%
<b>Total</b>	<b>140</b>	<b>100%</b>

Base = 140. 790 respondents did not answer this question. Total = 930.



#### 4.7.2 Comments on proposals for adjacent to Stewart’s Road to westbound Sleaford Street bus stop

93 respondents answered the open question on Section 4 of the route, generating 192 comments. This includes individuals responding to the consultation who did not complete our questionnaire. The table below shows the most frequently raised issues in responses to this question. Detailed analysis of all questions can be found in [Appendix A](#).

Issues	Total
Proposals need more segregation for cyclists	17
Taxi rank should be removed	12
Thessaly Road should not be reopened	7
Removal of parking at Savona Street is unnecessary	7

#### 4.8 Responses regarding proposals for Westbound Sleaford Street bus stop to 3 Riverlight Quay (Section 5)

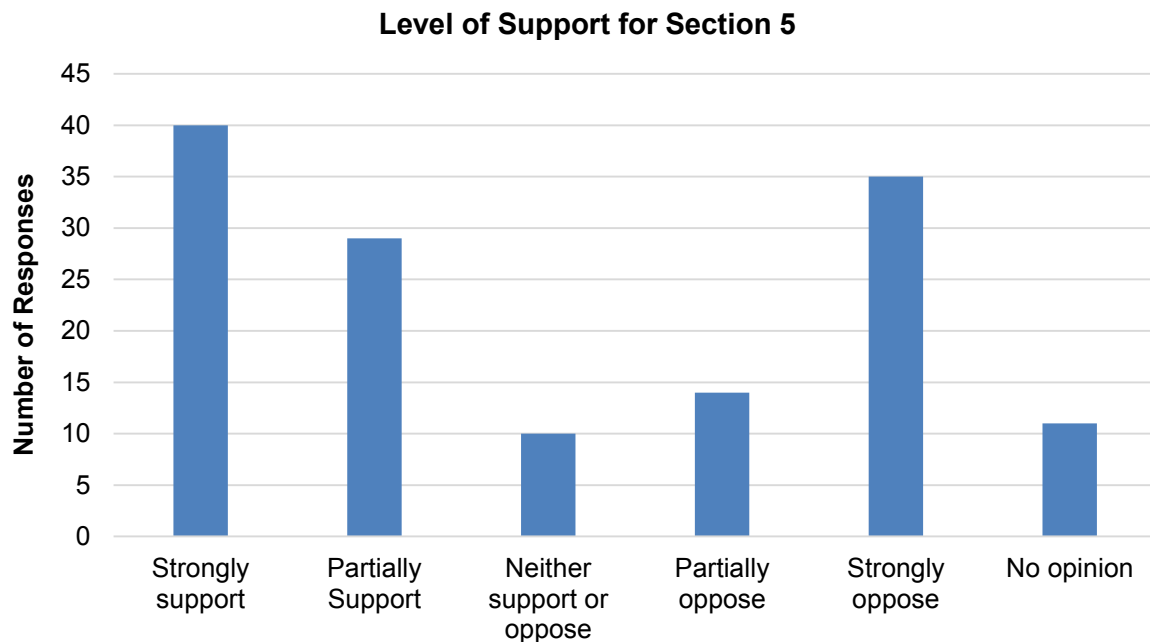
139 respondents expressed their level of support or opposition for the proposals on Section 5: Westbound Sleaford Street bus stop to 3 Riverlight Quay. Answer options were: strongly support, partially support, neither support or oppose, partially oppose, strongly oppose and no opinion.

##### 4.8.1 Levels of support for the Westbound Sleaford Street bus stop to 3 Riverlight Quay proposals

The table and graph below show the levels of support and opposition for Section 5 of the proposals.

Level of Support for Section 5	Total	%
Strongly support	40	29%
Partially support	29	21%
Neither support or oppose	10	7%
Partially oppose	14	10%
Strongly oppose	35	25%
No opinion	11	8%
<b>Total</b>	<b>139</b>	<b>100%</b>

Base = 139. 791 respondents did not answer this question. Total = 930.



#### 4.8.2 Comments on overall proposals for Westbound Sleaford Street bus stop to 3 Riverlight Quay

80 respondents answered the open question on Section 5 of the route, generating 399 comments. 259 of these comments were generated as part of the New Convent Garden Market (NCGM) campaign.

The table below shows the most frequently raised issues in responses to this question. Detailed analysis of all questions can be found in Appendix A.

Issues	Total
Bus lanes should have restricted hours of operation to enable commercial use	131
Proposals will negatively impact local businesses	129
Proposals need more segregation for cyclists	15

#### 4.9 Responses regarding proposals for 3 Riverlight Quay to mid Elm Quay Court (Section 6)

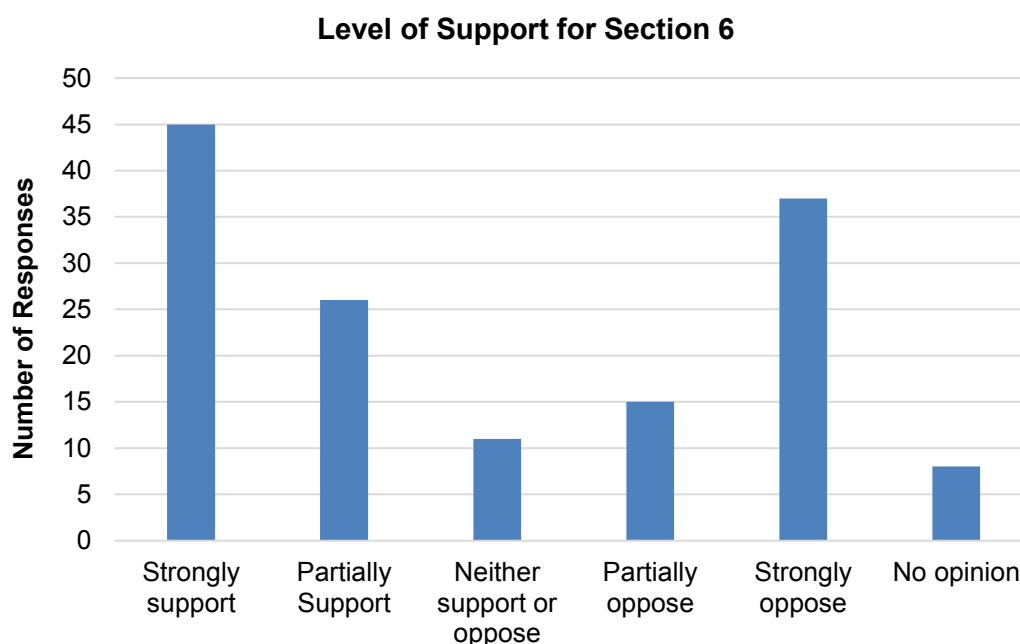
142 respondents expressed their level of support or opposition for the proposals on Section 6: 3 Riverlight Quay to mid Elm Quay Court. Answer options were: strongly support, partially support, neither support or oppose, partially oppose, strongly oppose and no opinion.

##### 4.9.1 Levels of support for the 3 Riverlight Quay to mid Elm Quay Court proposals

The table and graph below show the levels of support and opposition for Section 6 of the proposals.

Level of Support for Section 6	Total	%
Strongly support	45	32%
Partially support	26	18%
Neither support or oppose	11	8%
Partially oppose	15	11%
Strongly oppose	37	26%
No opinion	8	6%
<b>Total</b>	<b>142</b>	<b>100%</b>

Base = 142. 788 respondents did not answer this question. Total = 930.



#### 4.9.2 Comments on proposals for 3 Riverlight Quay to mid Elm Quay Court

79 respondents answered the open question on Section 6 of the route, generating 248 comments. 130 of these comments were generated as part of the NCGM campaign. The table below shows the most frequently raised issues in responses to this question. Detailed analysis of all questions can be found in [Appendix A](#).

Issues	Total
Bus lanes should have restricted hours of operation to enable commercial use	129
Proposals need more segregation for cyclists	20
Bus stop bypasses are positive for cyclists	5

#### 4.10 Responses regarding proposals for mid Elm Quay Court to Lassco (Section 7)

140 respondents expressed their level of support or opposition for the proposals on Section 7: mid Elm Quay Court to Lassco. Answer options were: strongly support, partially support, neither support or oppose, partially oppose, strongly oppose and no opinion.

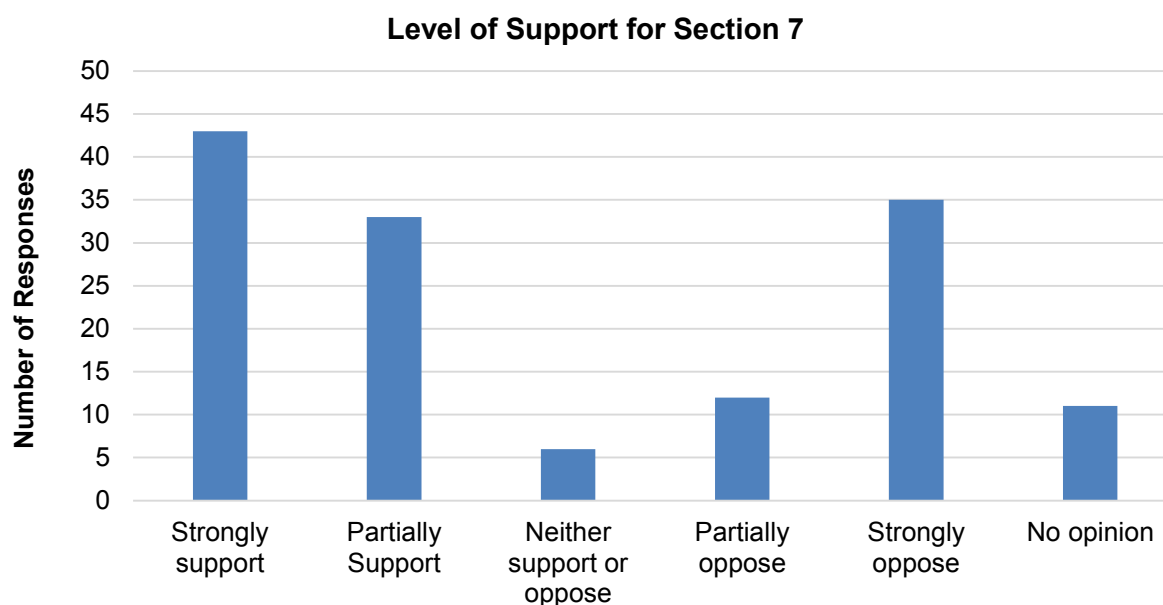
##### 4.10.1 Levels of support for the mid Elm Quay Court to Lassco proposals

The table and graph below show the levels of support and opposition for Section 7 of the proposals.



Level of Support for Section 7	Total	%
Strongly support	43	31%
Partially support	33	24%
Neither support or oppose	6	4%
Partially oppose	12	9%
Strongly oppose	35	25%
No opinion	11	8%
<b>Total</b>	<b>140</b>	<b>100%</b>

Base = 140. 790 respondents did not answer this question. Total = 930.



#### 4.10.2 Comments on proposals for mid Elm Quay Court to Lassco

83 respondents answered the open question on Section 7 of the route, generating 267 comments. 131 of these comments were generated as part of the NCGM campaign. The table below shows the most frequently raised issues in responses to this question. Detailed analysis of all questions can be found in [Appendix A](#).

Issues	Total
Bus lanes should have restricted hours of operation to enable commercial use	129
Proposals need more segregation for cyclists	13
Proposals need more segregation for cyclists, with specific reference to a cycle bypass being required westbound at St George Wharf	7
Cycle lanes should not be shared with bus lanes	7

## 4.11 Summary of stakeholder responses

This section provides summaries of the feedback we received from stakeholders. The full stakeholder responses are always used for analysis purposes. As well as being summarised here, the stakeholder responses are included in the analysis of overall responses covered in this chapter and in [Appendix A](#).

### 4.11.1 Local authorities and statutory bodies

#### London Borough of Wandsworth

*Partially supported proposals (inferred from response)*

The London Borough of Wandsworth generally supported the proposals, with the exception of plans to signalise the junction of Thessaly Road. They provided a separate response to the consultation on extending the P5 bus route.

The borough would like the proposals to be amended so that bus lanes operate only between 7am to 7pm, to improve HGV access to New Covent Garden Market overnight.

The borough requested further information on traffic modelling results for each of the junction improvements to identify the impact on traffic movement.

#### London Borough of Lambeth

*Partially supported proposals (inferred from response)*

The London Borough of Lambeth supported the overall objectives of the proposals. However, they asked TfL to consider the impact of changes in road layout on local businesses, particularly in relation to ensuring servicing and delivery needs are met. In addition, they requested that cycle lanes are physically segregated from traffic and had particular concerns about cyclist safety at Elm Quay Court, where cycle lanes suddenly stop and are replaced with a bus cage.

With regards to pedestrian facilities, the borough welcomed the introduction of a new pedestrian crossing, linking New Covent Garden Market to the riverside, its gardens and walkway. They suggested side entry road treatments to reduce vehicle speeds and that the proposed removal of pedestrian islands on sections of Nine Elms Lane and the impact on pedestrian safety is reviewed. They also recommended inclusion of a clearly identified crossing area for pedestrians on a raised table on the bus stop bypasses.

The borough suggested that the bus stops in Section 7 (Mid Elm Quay Court to Lassco) are too far away from the pedestrian crossings. They also questioned whether the capacity of the pedestrian waiting space at bus stop bypasses is sufficient to accommodate an increase in users.

The borough would also welcome the inclusion of roadside lighting to improve pedestrian safety at night. Although they are pleased that trees are being planted, they would have liked to see a greater number of trees, to improve air quality, and so pedestrians have a physical barrier between themselves and traffic.

They added that consideration should be given to the large amount of construction traffic using Nine Elms Lane and the local road network.

They had several other suggestions for TfL to investigate in relation to the proposed scheme:

- Whether bus services are adequately equipped to meet future demand
- Whether Nine Elms and Battersea Park could be a Low Emission Bus Zone
- The introduction of sustainable urban drainage schemes (SUDs) to combat surface water / flooding issues in the area
- That greater attention is paid to the riverside setting in the scheme proposals; ensuring that pedestrian crossings follow desire lines, bus stops are suitably located, and views to the river are not blocked

#### **4.11.2 Politicians, Government departments and Parliamentary bodies**

##### **MP for Battersea (Marsha de Cordova)**

*Partially opposed proposals (inferred from response)*

Although the MP for Battersea welcomed the adaptation of Nine Elms to meet the new demands of the area, she was concerned as to whether the proposed changes will suit current business needs and accessibility.

Specific reference was made to the proposed reduction in traffic lanes in both directions, as well as the 24-hour bus lanes. These changes would mean that HGVs have limited access to the road between 7pm and 7am, which is peak times for users of New Covent Garden Market. In addition, the MP stated that reduction to single lane traffic will increase congestion, and worsen air quality. She did not feel that the proposals have taken into account concerns of local businesses, including New Covent Garden Market Authority and its tenants.

The MP remained concerned with the safety and accessibility of bus stop bypasses, stating that they are unsuitable and dangerous for groups such as the elderly, the partially sighted, and those with mobility issues.

##### **Assembly Member for Wandsworth and Merton (Leonie Cooper)**

*Partially supported proposals (inferred from response)*

The Assembly Member for Wandsworth and Merton suggested working with LB Wandsworth to improve biodiversity on Battersea Park Road section of the scheme by looking at planters in the central reservation alongside wider improvements across whole scheme. She also suggested that all parking should be removed with

the exception of car club spaces or electric vehicle charging points and encourages TfL to work with LB Wandsworth to use more of their CIL money towards the scheme, and to link in with their foot/cycle bridge scheme (Nine Elms – Pimlico).

She suggested reducing the speed limit to 20mph for the full extent of the scheme and slowing cyclists down by using textured (cobbled) paving near to side roads – this will prevent cyclists from speeding through junctions and posing a risk to themselves and pedestrians. She would like more evidence showing that floating bus stops are safe.

### **Conservative candidates for local elections in 2018 for Queenstown Ward (Cllr Marie Hanson, Sergei Cristo and Justin Taylor)**

#### *Partially opposed proposals (inferred from response)*

The candidates for Queenstown Ward (CQW) noted some serious concerns regarding the proposals for Battersea Park Road and Nine Elms Lane. Their specific concerns were:

- The road layout should be widened and traffic lights should be changed to allow traffic to pass through quicker. They felt the proposals to add cycle lanes and move HGV's out of bus lanes are likely to slow down traffic further
- Traffic islands in the new design would take up too much of the road, which is needed to keep traffic flowing
- It is unclear how the proposals have accounted for the expected significant increase in traffic from the residents of 20,000 new homes and holders of 25,000 new local jobs travelling to and from their homes and offices. No estimate has been provided of how the number of vehicles using these two roads will change from current levels and how TfL's proposals help to cope with it
- The proposals do not include any measures to reduce pollution levels. Planting more trees has been mentioned but there are no specific plans provided as part of these proposals

CQW believe that these concerns should be addressed at this stage to improve the local environment and also save substantial public resources in the long run.

### **4.11.3 Transport and road user groups**

#### **20's Plenty**

##### *Partially supported proposals*

20's Plenty proposed that a 20mph speed limit should be introduced along the length of the scheme and that the scheme is redesigned using the TfL 20mph Toolkit. They offered several suggestions that could be included in the scheme design to reduce speeds and improve road safety:

- A series of junction treatments

- A greater number of speed cameras placed along the route, to enforce the 20mph speed restrictions
- Removal of centre white lines
- The use of 3D psychological calming and the installation of roundels
- Extra trees and narrower road lanes to reduce the perceived width of the carriageway for drivers

## **London Cab Ranks Committee**

*Neither supported nor opposed proposals (inferred from response)*

London Cab Ranks Committee (LCRC) expressed disappointment that they were not consulted as part of the design of this scheme, pointing out they represent over 13,000 taxi drivers.

LCRC comments on the proposals were as follows:

- Requested taxi infrastructure at the US Embassy and surrounding area
- Requested that taxi pick-up/drop off area at Battersea Park Underground Station is upgraded to a taxi rank. LCRC would have welcomed ranks at both entrances or a combined rank for the station, and they pointed out the likely high demand for taxis as the station is the last on the line, and potential opportunities for illegal private hire use of the taxi spaces as proposed
- Requested that taxis are permitted to turn left from Nine Elms Lane to Thessaly Road
- Requested that taxis are permitted to use bus lanes and bus gates included in the scheme
- Requested provision of taxi rank/spaces at Riverlight Apartments within the scheme. They pointed out established residential demand and Penalty Charge Notices (PCNs) issued to drivers recently

## **London Cycling Campaign**

*Strongly opposed proposals (inferred from response)*

The London Cycling Campaign (LCC) opposes the proposals. With the exception of some limited safety benefits the LCC felt the scheme does not provide substantial safe space for cycling, particularly not for all ages and all abilities of those cycling. In particular, the LCC felt fully segregated cycle lanes are key to providing safe cycle routes and opposed the use of shared bus lanes and advisory lanes. Their view was that the proposals should use mandatory cycle lanes, which should be segregated cycle tracks. LCC highlighted the risk at many junctions where vehicles would be required to cut across the cycle lanes.

The LCC felt that the consultation materials were confused and/or misleading on the physical protection for cyclists with stepped tracks mentioned but not necessarily shown on the scheme drawings.

They had further comments on specific scheme element as follows:

- Non-signalised junctions with side roads and access ways should be appropriately treated to ensure turning vehicles proceed with caution when crossing cycle lanes
- Wide central traffic islands should be discouraged wherever possible as they encourage higher driving speeds
- 'Early start' signals for cyclists do not provide protection for those cycling who arrive at the junction on a green signal
- The Queenstown Road junction retains significant risks of collisions and a 'hold the left' design should at least be implemented here. There are several other junctions in the scheme that also retain the risk of turning vehicles colliding with cyclists
- Two-stage right turn designs are inferior to others and should be avoided where possible

## **London TravelWatch**

### *Partially supported proposals (inferred from response)*

London TravelWatch (LTW) welcomed the improvement of Nine Elms Lane and Battersea Park Road for all road users.

LTW understood that the scheme is predicted to adversely affect bus passenger journey times and requested mitigation measures to address this be included early within the scheme phasing.

Whilst LTW recognised cycling group requirements for the scheme, they suggested a much simpler design, 4.5m bus inside bus lanes and 4.5m general carriageway, subject to 20mph speed restrictions, may be of benefit to both cyclists and bus users. They asked that such alternatives are investigated.

They specifically welcomed the provision of 4.5m bus lanes in Section 1. They noted that TfL are undertaking research relating to protection of vulnerable road users at bus stop bypasses and LTW wanted assurance that learning from this research will be included within the scheme proposals.

LTW requested that the red route controls and bus lanes across the entire scheme are enforced 24/7 to maintain benefits of the scheme to cyclists and bus users at all times of day. LTW did not support parking on the TfL Road Network (TRLN), as it favours free movement of traffic.

They considered that the cycle lanes approaching/crossing junctions will encourage cyclists to be too far left when crossing the junction and requested that this is addressed. They specifically recommended this at the Queenstown Road / Battersea Park Road junction and asked that this junction is subject to a tighter turning radius to slow traffic and improve cycle safety. They did not recommend cycle lanes in the middle of a carriageway.

## **Road Haulage Association (RHA)**

### *Partially opposed proposals (inferred from response)*

The Road Haulage Association (RHA) strongly disagreed with parts of the proposals that were limited to reducing vehicle mobility and did not think that enough attention had been paid to freight in drawing up the proposals. They did not welcome a loss of road space, which they considered will increase congestion and therefore increase pollution and would worsen navigation conditions for HGVs, therefore decreasing road safety.

They were particularly concerned about the impact of the proposals on the efficiency of the New Covent Garden Market and the logistics supply chain.

The RHA also had concerns about specific elements of the proposals:

- Conflict between cyclists and freight vehicles making deliveries, particularly to The Garden Public House and The Paya and Horse Public House, where they feel that the proposals do not allow sufficient provision for deliveries to these places
- Shared delivery/disabled parking facilities should be avoided or at least managed through controlled access times. This is especially the case at The Mason Arms, where there could be conflict between disabled car users and delivery drivers.
- No consideration was given in the proposals to servicing access to the Duchess Public House. They suggested that using some space on Savona Street could be provided where reduced parking provision is proposed.
- The proposals did not make clear the provisions delivery and servicing access to the supermarket abutting Ponton Road
- Provision of a left in and left out to the New Covent Garden Market car park will increase congestion, and therefore air pollution. They ask if any consideration has been given to an alternative exit.

The RHA support proposals to make deliveries outside of peak times, but stress that a unified approach between stakeholders is critical. They point out that deliveries between 19:00 and 07:00 will not always be possible. The RHA want HGVs to be able to use bus lanes, at least between 19:00 and 07:00.

The RHA underline that pedestrians and cyclists do not have the same needs, one being a road user the other not. They support mandatory cycle lane provision, however stress these should be in operation 24 hours to avoid confusion. They question how these will be enforced. They also point out that mandatory cycle lanes could lull drivers into a false sense of security, which makes cyclist non-compliance more dangerous.

## **Stop Killing Cyclists**

### *Partially supported proposals*

Stop Killing Cyclists (SKC) supported the proposed stepped cycle lanes. They considered advisory cycle lanes to be unacceptable, mandatory to be better but

would welcome the whole proposed route to be fully protected. SKC stressed frequently the need for the scheme to have a 20mph speed restriction.

SKC welcomed the proposed bus stop bypasses, but would have liked to see all bus stops within the scheme addressed in a similar manner to encourage cycling amongst vulnerable users. Similarly, they considered the proposed taxi rank outside Battersea Power Station dangerous as it would require cyclists to merge into the main carriageway to overtake taxis.

SKC did not consider junctions along the route to provide sufficient cyclist priority or safety. They suggested that all junctions should have protected left hand turns, particularly at Queenstown Road and the Princes of Wales Drive/Havelock Road junction. They considered the introduction of a T-shaped Advanced Stop Line (ASL) unsatisfactory at this location, but supported the principle elsewhere in the scheme and would welcome ASLs at all junctions.

SKC suggested that cycle lanes should be in operation at all times, as allowing parking and deregulating the mandatory cycle lanes at night will create confusion amongst road users and be particularly dangerous during hours of darkness.

SKC suggested that a cycle bypass should be provided on the south side of Nine Elms Lane, west of the junction with St George's Wharf.

## **Sustrans**

### *Strongly opposed proposals (inferred from response)*

Sustrans support the ambition to improve and increase space and quality of provision for pedestrians, cycles and public transport users. However, they had strong reservations about the overall proposals, particularly concerning safety and comfort for pedestrians and cyclists, as well permeability with proposed an existing infrastructure.

They were critical of the cycle facilities in the proposals. They argued that the cycle lanes are not wide enough, and that they require segregation on the grounds of safety. Sustrans also stated that cycle lanes should not be shared with buses or parking and loading bays and that loading restrictions during peak hours should be in place throughout the scheme.

Furthermore, they suggested that bus stop bypasses, deeper Advanced Stop Lines (ASL's) and early start signals are required for cyclists. Sustrans proposed that a bi-directional cycle track could be introduced along the length of the scheme if the available space was managed better by TfL. They also support the provision of two-stage right turns for cyclists but were concerned about the safety risk arising from a lack of segregation provision for cyclists at signalised junctions.

Sustrans felt that the proposals fall short of TfL's Healthy Streets vision. Their view was that the scheme will not encourage walking or cycling, and the environment will continue to be both noisy and busy.



With regards to the pedestrian facilities, Sustrans highlighted various areas for improvement. Staggered crossings require linked signals to reduce waiting times, and Copenhagen crossings need to be introduced. They were also concerned by the narrowness of the footpaths, which are not only unsafe, but reduce accessibility for wheelchair users. They noted particular pinch points at the new signalised crossing from Riverlight to access New Mill Road and the proposed pedestrian crossing near Cringle Street and the existing Santander cycle docks. They suggested that agreements should be put in place to ensure that privately-owned footway space is safeguarded for public access in the future.

## **Wandsworth Living Streets**

### *Strongly supported proposals*

Wandsworth Living Streets wanted to see 20mph speed restrictions, stressing the increasing amount of residential development in the area. They pointed out this would have positive air quality and noise impacts, improved cycle safety as some of the proposed cycle track will not be stepped from the main carriageway, and improved pedestrian safety crossing the carriageway.

They suggested inclusion of a signalised, “straight across” pedestrian crossing to access the planned new bridge to Pimlico.

They would also have liked to see additional greening, above the proposed measures, to improve air quality, enhance the residential environment and to improve the identity and attractiveness of this area of London.

## **Vision Zero**

### *Strongly opposed proposals*

Vision Zero strongly opposed the mixing of buses with cyclists on the grounds of safety. Additionally, they were critical of the pedestrian provisions. They suggested that pedestrian signals should have linked signals to reduce waiting times, and requested that pedestrians should be given priority at side roads.

## **4.11.4 Businesses, employers and venues**

### **Battersea Power Station**

#### *Partially supported proposals (inferred from response)*

Battersea Power Station (BPS) supported the principles of a co-ordinated transport corridor along Battersea Park Road and Nine Elms Lane. However, they had several areas of concern regarding the Nine Elms Lane and Battersea Park Road proposals. In particular, they opposed the proposals to ban left turning vehicles from Battersea Park Road to Cringle Street and also the opening up of Thessaly Road for the extension of the P5 bus route. BPS responded directly to the concurrent consultation

on the P5 extension proposals and their comments on that are reflected in the P5 extension consultation report.

With regard to the Nine Elms Lane and Battersea Park Road proposals specifically, their main objection was to the restriction of left turning vehicles between Battersea Park Road and Cringle Street because:

- Additional HGV and servicing vehicles would be placed onto Kirtling Street and this would have capacity implications for the Battersea Park Road / Kirtling Street and Kirtling Street / Pump House Lane junctions
- It is a significant deviation from the agreement to the principles of access for the Battersea Power Station masterplan
- The inability for large vehicles to make left hand turning movements from Kirtling Street to Cringle Street without manoeuvring into opposing traffic

Their other areas of concern were:

- The reduction in highways capacity in comparison to the approved BPS s106 plans
- Lack of reference to surfacing materials to be used in the proposals
- The detailed design of the interface the new cycle hub at the Battersea Park Underground station and the wider footway / cycleway
- The need for clear plans for emergency vehicle access to Arches Lane / the western boundary of BPS, between the Community Hub and Prospect Park
- Whether an Advanced Stop Line (ASL) was required for cyclists at the junction of Prospect Way with Battersea Park Road as it is not a primary cycle route

BPS were supportive of several elements in Section 4 of the route, specifically:

- Eastbound bus lane operational Mon-Sun 7am-7pm in principle
- Intentions to maintain existing bus lane Mon-Sun 7am-7pm
- Safeguarding of dedicated left and right turn lanes into the BPS masterplan
- Relocation of bus cage (subject to design / discussion with Northern Line Extension London Underground & pedestrian modelling)
- Location and provision of taxi pick up / drop off only area
- A raised pedestrian crossing on the Prospect Way at the junction with Battersea Park Road and Savona Street

Regarding Section 5 of the route, they suggested:

- Remove signalised crossing and incorporate pedestrian crossings on all approaches of the new signalised junction
- Single stage pedestrian crossings in this location if feasible

They would also be supportive of early green signals for cyclists if it does not impact significantly on vehicle movements, especially buses.

BPS requested further information from TfL on the highway modelling that has been undertaken to understand the impact of removing traffic lanes and providing dedicated signal timings for cyclists.

They also noted that the consultation documents resulted in a number of deviations from the BPS s106 plan and that any highway works beyond what was prescribed in those obligations would not be funded by BPS.

## **Ballymore**

### *Strongly supported proposals*

Ballymore required further details on the programme of works and the impact this will have on access to New Mill Road, Embassy Gardens and other private roads and driveways. They would also have liked to review the location of signalised crossings, as well as the proposed changes to footways and kerb lines.

## **Ecocycle**

### *Partially supported proposals (inferred from response)*

Ecocycle welcomed proposals to improve this stretch of road but were concerned that a lack of cycle parking would result in cyclists only being able to pass through the area and not connect to the wider cycle network.

They would also have liked to have seen more detail on the proposed cycle hub as mentioned on the map in Section 4. Specific questions asked were:

- Why is there not a proposal for a cycle hub at the western entrance to Battersea Park Station?
- How many spaces will be provided at the cycle hub?
- How secure will stored bikes be, and would personal possessions need to be removed from bikes before being stored due to security concerns?

They also noted that, to encourage cycling, a system whereby spaces at the cycle hub can be determined before commencing a cycle journey and the facility to pre-book spaces, should be provided.

Ecocycle stated that existing cycle hub solutions would not be suitable for this scheme, due to the amount of street space required, which would work against the ambition of the scheme to de-cutter streetscape. Furthermore, they stated convenience issues relating to: locating available space and stored bikes; 24-hour access; and personal and bike security. They referenced the automated cycle parking system Eco Cycle.

They noted that interconnectivity of walking, cycling and public transport, and provision of more cycle parking at residential areas, town centres, public transport interchanges and at key destinations are a focus of the Mayor's Draft Transport Strategy and urged TfL to consider the scheme in the broader context of cycling, stressing the urgency of providing secure parking for this significant proposal.

## **Gett UK**

### *Partially opposed proposals (inferred from response)*

Gett was primarily concerned with the increased congestion that this scheme could bring. They believed that congestion will increase due to the proposed changes giving more priority to pedestrians and cyclists over vehicular traffic. Whilst they welcomed improved provision for cyclists and pedestrians, they questioned whether the cost-benefit balance is right, considering increased congestion resulting from this provision.

They were also concerned that the cumulative impacts of various TfL projects that are taking place simultaneously may not have been fully considered and that this will lead to further congestion across the Southbank area.

Gett suggested capping the number of private hire vehicles (PHVs) or removing congestion charge exemptions as additional strategies to alleviate congestion. They also noted the importance of taxis as a form of transport for those with disabilities.

### **HTC Wolfkran**

*Strongly opposed proposals (inferred from response)*

HTC Wolfkran raised concerns over access along the scheme for abnormal loads. They noted that development in the area, and across London, will require access for abnormal loads and they suggested that the limits on width, length and weight proposed in this scheme worsen conditions for such vehicles. They did not welcome a loss of road space in favour of cyclists and buses.

### **Hutchinson Engineering Services (HES)**

*Strongly opposed proposals (inferred from response)*

HES expressed concern that the proposed changes to the road layout will inhibit movement of abnormally large loads into sites along the route including Battersea Power Station, 1 Nine Elms, and Thames Tideway. They stated that the proposed changes will prevent the transporting vehicles from accessing the sites and making the necessary turns.

### **The John Lewis Partnership**

*Neither supported nor opposed proposals*

The John Lewis Partnership emphasised that the proposals should not compromise road journey times and that kerbside loading facilities need to be available, to ensure their vehicle fleet can service customer needs.

### **Lassco, Brunswick House**

*Strongly supported proposals (inferred from response)*

Lassco was concerned that no provisions were included for access to their car park/loading yard at Brunswick House. Otherwise they thought the proposals were excellent.

They also suggested it would be useful for them to have a loading bay in Wandsworth Road (adjacent to Tesco) and another bay west of their current yard gate to avoid vehicles pulling in and out of the yard across traffic.

## **New Covent Garden Market Authority**

### *Strongly opposed proposals*

New Covent Garden Market Authority (NCGMA) objected to the proposals, and considered them to worsen access for freight traffic and cause adverse impacts on NCGM operations. They also felt they could lead to increased congestion and subsequently poorer air quality. The contribution of NCGMA to the local economy and supply chain was noted within the response.

NCGMA pointed out that the proposals have been designed based on the existing access strategy for NCGM (using entrances on from Nine Elms Lane and Wandsworth Road), however they went on to explain that this situation has now changed with more access to market(s) from entrances in Nine Elms Lane, and therefore there will be increased freight traffic flows along Nine Elms Lane.

NCGMA argued that the proposals fail to meet freight movement policies, for example the Mayor's Good Growth in London document, which seeks to provide road space for freight and commercial journeys to facilitate growth. NCGMA pointed out that they are essential to the hospitality and food industry and these proposals would threaten NCGM's ability to make time-sensitive deliveries. They pointed out that NCGM are currently both operating outside peak periods and are a consolidation centre. They considered these proposals to be a barrier to this, and asked to allow bus lanes to be open to HGVs between 19:00 and 07:00.

NCGMA welcomed the additional provision for cyclists, however they considered the corresponding reduction in road space for freight traffic to be unsatisfactory, particularly as the dedicated bus/HGV lane on Nine Elms Lane has been recently removed. Considering that their freight movements are generally outside peak hours they requested that time specific controls be implemented to facilitate NCGM operations.

## **ONE Nine Elms**

### *Neither supported nor opposed proposals (inferred from response)*

Wanda is the developer of the ONE Nine Elms (1NE) development, which is situated between TfL's proposals for Nine Elms Lane (NEL) and Vauxhall Cross. Wanda has no objection to the principles of the scheme, but seek to continue working with TfL regarding satisfactory outcomes for both parties.

Wanda noted that information provided for both NEL and Vauxhall Cross schemes have not satisfactorily demonstrated inter-connectivity between the schemes and the 1NE access strategy. Consequently, a meeting has been arranged between Wanda and TfL to discuss this further. This meeting shall include discussion of access to the ONE Cycle Docking Station currently beyond the extent of the NEL consultation. Wanda reserve the right to alter their consultation response following the meeting.

Wanda was pleased that TfL's scheme is compatible with both access strategies for 1NE (e.g. New Covent Garden Access and alternative access). However, although Wanda welcomed the proposals to relocate the existing bus stop to outside the former Covent Garden Market development, they sought confirmation that the bus stop will be situated so as not to obstruct large vehicle access/egress to 1NE. Their tracking assessment of a 10m rigid lorry showed conflict with the rear of the bus stop at its proposed location, and therefore Wanda requested that this is relocated 5m to the west.

Wanda noted that TfL have proposed three trees on the 1NE frontage. Wanda sought to engage with TfL to ensure a unified approach to planting. They also requested access to the Stage 1 Road Safety Audit and Stage 2 Road Safety Audit when developed because they are concerned about the cycle lane running past the 1NE shared access and the bus stop. Wanda offered no comment on the traffic signal layout outside 1NE.

Wanda noted that both the 1NE development and TfL scheme will be completed within similar timescales (i.e. 2021). They are prepared to work with TfL to achieve NEL scheme delivery in the vicinity of 1NE through mutually acceptable contractual arrangements provided its financial expenditure is limited to the equivalent cost of delivering its S278 commitments as detailed in the S278 agreement.

### **Readypower Rail Services**

*Neither supported nor opposed proposals (inferred from response)*

Readypower Rail Services drew attention to the rail maintenance access point on Ponton Road and the fact that abnormal loads will require access to Ponton Road during scheme construction and thereafter.

### **Royal Mail Group**

*Partially supported proposals (inferred from response)*

Royal Mail Group (RMG) is currently developing the Nine Elms Park (NEP) Masterplan on Nine Elms Lane (NEL) opposite Cringle Street. Greystar Europe Holdings Ltd (GEHL) was also designing Blocks B and D of the Masterplan in further detail. RMG/Greystar generally supported the principles of TfL's proposals. There were several issues on which they would welcome further discussion:

- The fact that TfL proposals go above and beyond RMG committed s106 obligations, particularly in relation to the Moat Lane / NEL junction

- Inconsistencies between TfL drawings and the boundaries shown on the NEP Masterplan and the potential implications for reduced footway widths and therefore pedestrian accessibility. This was also a concern in relation to the bus stop bypasses and RMG's assumption was that street furniture related to them would be located in the footway island so that pedestrian accessibility is not affected
- Levels/kerb heights for cycle tracks and the Moat Lane pedestrian crossing to better understand how they interact with highway and landscaping levels of the development site
- The importance of the timing of TfL highway works with the programme for NEP. RMG requested that TfL highway works are completed by 2021 so that the opening of Block B to residents is not adversely affected

They requested access to detailed traffic modelling and costs to better comment on these aspects of the proposals and assess any impact on the NEP development.

They also noted that although the bus stop near New Mill Road has been moved from the western to the eastern side of New Mill Road, this is not detrimental as the crossing is now adjacent to Mill Pond Square and on the pedestrian desire line through the Square.

### **St William (Berkeley Homes)**

*Strongly supported proposals*

St William noted that the scheme reduces the facility for right turning cyclists onto Prince of Wales Drive because the Advanced Stop Line (ASL) and central lane have been removed. They pointed out that there will be conflict between cyclists moving to turn right and other vehicles moving left to continue straight ahead.

### **Western Riverside Waste Authority**

*Strongly supported proposals (inferred from response)*

Western Riverside Waste Authority had no objection to the scheme and particularly welcomed the introduction of signalised crossings at Kirtling Street and Cringle Street.

## **4.11.5 Local interest groups**

### **Battersea Society Planning Committee**

*Neither supported nor opposed proposals (inferred from response)*

Battersea Society Planning Committee (BSPC) requested an up to date masterplan so that they may be informed to contribute to future consultation stages. They also requested further details on anticipated vehicle movements between Nine Elms Lane

and Battersea Park Road and side roads/major developments so that the suitability of the proposed layout and access points for all road users can be gauged.

BSPC disagreed with proposals to permit on-street parking on the red route as they considered this detrimental to free flow traffic. They noted ample off-street parking locally and therefore saw no reason for this. They suggested that any disabled parking requirement for Battersea Medical Centre is provided in front of the Centre. They also requested that all parking for forthcoming development be provided off-street.

Their comments on the specific sections of the proposals were as follows:

#### Section 1

- Retention of the parking space on the red route outside Elmwood Court/Leyland Store on Battersea Park Road as it is crucial for customer and supplier parking to support local small businesses
- Welcomed bus lane priority between 07:00 and 19:00

#### Section 2

- Requested that the slip road for south-west movements on the Queenstown Road junction be retained, to prevent traffic tailbacks and increased congestion at Queens Circus

#### Section 3

- Welcomed semi-segregation of cyclists and the changes to pick up arrangements at Battersea Dogs and Cats Home, which currently impede the existing bus stop
- Concerned about traffic flow in and out of the Palmerston Court development

#### Section 4

- The underpass to the Power Station and Underground station is an essential link from Stewart's Road and the Savona estate
- Would prefer the taxi pick up at the Battersea Power Station (BPS) entrance to be located off the highway within the BPS site

#### Section 5

- Requested that TfL assess the effectiveness and impact on pedestrians of bus stop bypasses elsewhere before implementing them as part of this scheme

#### Section 6

- Reassured that the bus stop spacing would remain broadly as is

#### Section 7

- Recommended that the traffic island outside Riverside Court is taken back to create a refuge for emerging traffic from Riverside Court joining westbound flows.
- Agreed that flat traffic islands are better for pedestrians.



## **Chancery Building Embassy Residents' Association (CBERA)**

*Partially supported proposals (inferred from response)*

CBERA noted that the area around Nine Elms Lane (NEL) is changing from an industrial and logistics area to predominantly residential in nature, and as such they wished to see improved public transport connectivity in the area. They specifically requested alternative means to travel north of the Thames and to the west, and suggested re-routing the 452 bus down NEL and/or extending the 436 service.

So as to avoid residents not using formal crossings to catch buses, CBERA reiterated their previous consultation comments regarding the location of bus stop Riverlight Quay B closer to New Mill Road, but are pleased that their previous request has been upheld for Riverlight Quay E.

CBERA requested that provision of Santander Cycles is included, specifically mentioning docking stations to the north west of Vauxhall Station, near Tesco Express, Vauxhall and Queenstown Road station. They noted that the existing provision is approaching capacity at peak times which forces users to travel to the eastern docking station which includes crossing a junction, increasing journey times and cycle accidents. They considered that the lack of provision results in less uptake of the cycle hire scheme and that with more residential dwellings in the area there will be an even greater demand for cycle hire in the future.

## **Haringey Cycle Campaign**

*Partially opposed proposals*

Haringey Cycle Campaign was concerned with the inconsistency of cycle lanes, which could leave cyclists vulnerable to left hook collisions. They felt this was particularly important at the bigger junctions such as at Battersea Park Road / Queenstown Road.

## **Fentiman Road and Richborn Terrace Residents' Association (FR&RT RA)**

*Neither supported nor opposed proposals*

FR&RT RA expressed concern that the scheme traffic modelling indicated a redistribution of traffic onto residential roads connecting strategic highways. They considered this to be unacceptable and pointed out that residential streets also have pedestrians, cyclists and residents who would experience adverse conditions from this scheme. They wanted to see a holistic approach to planning for all roads in the area.

## **St George Wharf Residents' Association**

*Partially opposed proposals (inferred from response)*

The St George Wharf Residents' Association (SGWRA) raised concerns that the proposals would increase use of Riverside Path by cyclists and the potential for St

George Wharf (SGW) to become a 'rat-run' for cyclists. They requested cycle mitigation on the Path, pointing out that neighbouring Boroughs permit considerate cycling or have banned cycling entirely on the Path. SGWRA underlined the importance of syncing cycle traffic controls between their Nine Elms access and Vauxhall bridge so as not to encourage the use of the Path as a cut through.

SGWRA requested consideration for allowing a right turn out of SGW, as only left turn is permitted currently; pointing out that use of the junction is currently intense and will increase with forthcoming development. They asked if this junction will be monitored to manage traffic leaving SGW.

They questioned why a pedestrian crossing has been proposed outside SGW when others either exist or are proposed to the east and west. SGWRA felt that if this proposed crossing was removed or altered it would facilitate right turn access from SGW. They requested further information on the location of this crossing and its links to signal timings. They also noted that it would have been useful to show how the previous Vauxhall Cross consultation proposals linked to these proposals and noted that Nine Elms Lane between SGQ Tower and Vauxhall is not within the scope of either consultation.

## **4.12 Campaigns**

Campaigns involve people copying text from another individual or group, and submitting this text as all or part of their response. We have reported the four campaigns identified as part of the consultation below.

For copies of the original text for the campaigns listed below, please go to [Appendix C](#).

### **4.12.1 Campaigns**

#### **London Cycling Campaign (LCC)**

1,149 responses were received as part of the London Cycling Campaign. The majority of these were submitted via template emails generated on the LCC website, although a number of direct responses used all or some of the LCC's suggested text,

The template responses strongly opposed the proposals on the basis that they do not go far enough to address the safety concerns of cyclists and will not promote cycling in the area. The responses emphasised the need for fully segregated cycle facilities, not shared with bus lanes, car parking, or waiting/loading areas.

The responses also noted concerns over the pedestrian provisions regarding safety and attractiveness for pedestrians.

#### **New Covent Garden Market**

125 responses were received as part of the New Covent Garden Market campaign. These responses emphasised the need to restrict the bus lane times of operation, in order for commercial vehicles accessing the Market to use the lanes outside peak travel times.

#### **Chancery Building Embassy Gardens Residents' Association**

19 responses were received as part of the Chancery Building Embassy Gardens Residents' Association. The responses noted that the area around Nine Elms Lane (NEL) is changing from an industrial and logistics area to predominantly residential in nature, and as such they would like to see improved public transport connectivity in the area. They specifically requested alternative means to travel north of the Thames and to the west, and suggest re-routing the 452 bus down NEL and/or extending the 436 service.

#### **Stop Killing Cyclists**

7 responses were received as part of the Stop Killing Cyclists (SKC) campaign. The responses supported the proposed stepped cycle lanes, however did not believe the proposals go far enough to protect cyclists, suggesting the full cycle route needs to be segregated. The responses raised concerns that the cycle lanes are shared with buses, a taxi drop off and parking, in addition to safety concerns at junctions.

## 4.13 Summary of comments from events

We held four drop-in sessions and attended 16 meetings (see [Section 3.7.6](#)). The main themes or issues to emerge from these events and meetings were:

- Understanding of the details of the scheme, with attendees requesting clarification on some elements of the proposals
- Clarification about cycling facilities, such as where cycle tracks are provided
- Motor traffic impacts along the route and surrounding roads once further housing developments are complete and occupied
- Bus provisions for the wider area
- Explanation of the benefits for cyclists and pedestrians
- Queries on our ambitions to improve the environment for air quality and noise pollution
- How would these proposals align with other projects such as Nine Elms Pimlico Bridge, Battersea Power Station, Northern Line extension and Vauxhall Gyratory
- Some attendees visited the events to register their opposition

## 4.14 Comments on the consultation material

102 respondents answered questions on the quality of the consultation material, generating 137 comments. Below, we report the most significant issues raised. For detailed analysis of the comments on the quality of the consultation material, see [Appendix A](#).

Issues	Total
Lack of detail in proposals relating to type of cycle path	13
Proposals should be better promoted	9
Unclear visuals	8
Insufficient detail in proposals	6
Traffic flow modelling required	6
Make detail more concise	4
Material provided is misleading	4
Insufficient detail regarding reasons for changes	3
Online maps provide insufficient detail	3
Materials were clear	3
Make online materials mobile friendly	3
Other comments*	75

\*Detailed analysis summarising other comments can be found in [Appendix A](#)

## 5. Next steps

The consultation generated a wide range of views about the proposals.

We received a significant number of responses about sections 1 to 3 (Macduff Road to Lockington Road, adjacent to Stewart's Road) of the proposed scheme which highlighted a series of concerns, particularly relating to Battersea Park Road. As a result, we are revisiting the principles of the design for these sections of the proposed scheme with a view to provide a continuous high-quality cycle route between CS8 and Vauxhall. We are committed to looking for a suitable solution, taking into account the full range of comments received to improve space for pedestrians, cyclists and bus passengers in the area while also catering for freight, coach services and other essential traffic that keeps London moving.

The responses received about sections 4 to 7 (Stewart's Road to Lassco) of the proposed scheme indicated a greater level of support (see levels of support and partial support in sections 4.7 to 4.10). We plan to progress the proposed design for sections 4 to 7 including improved pedestrian space, stepped cycle tracks and bus stop bypasses. The proposed design is aligned with the Mayor's Healthy Streets Approach to enable more people to use healthy and sustainable forms of transport. We continue to review the comments received during the consultation to further improve the design.

A phased approach, where we progress sections 4 to 7 separately to sections 1 to 3, where we will revisit the principals of the design, means that we are able to ensure a greater level of coordination with other development works in the area. We will continue to work with the London Borough of Wandsworth and other key stakeholders to allow the successful growth of the Nine Elms area.

We plan to publish a detailed response to the issues raised during consultation, as well as a decision on how to proceed, during summer 2018.

# Appendix A: Detailed analysis of comments

All respondents were invited to provide comments through our open questions, but none of these open questions were mandatory. In this appendix we summarise the issues raised in these comments.

All percentages are calculated from the total number of comments received for each question, where the response was submitted via the consultation questionnaire. Where percentages do not total this is due to rounding.

When considering the results reported in this appendix, please note that multiple comments could be provided by a respondent on a single theme. As such, when reporting the results at theme level the report refers to the number of *comments*; when reporting specific points, the report refers to the number of *respondents*, as individual points made were only recorded once per respondent.

## Comments on overall proposals for Battersea Park Road and Nine Elms Lane

We invited all respondents to comment on the overall proposals. 10,136 comments were provided relating to this question, and the issues raised are described below.

### Cycling facilities

1,172 (57%) comments made on overall proposals to the scheme referenced the cycling facilities. Of these, 521 were made as part of the London Cycling Campaign (LCC), submitted through the consultation questionnaire.

#### *Cycle lanes and tracks*

889 (43%) comments made specific reference to either cycle lanes or cycle tracks. Whilst these terms were used interchangeably by respondents to the consultation, the London Cycling Design Standards<sup>1</sup> defines tracks as being physically separated from the main carriageway. As such, the codes are discussed using these terms, where we can be sure that the respondent was referring to a cycle lane or cycle track by their comment.

660 (32%) comments were made that related to cycle tracks.

- 631 (31%) comments requested segregation of cycle lanes i.e. to become cycle tracks. Of these:
  - 151 (7%) respondents indicated that the cycle lanes should not be shared with bus lanes (of which 87 respondents were part of the LCC campaign) and 37 (2%) gave safety as the reason

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<sup>1</sup> <http://content.tfl.gov.uk/lcds-chapter4-cyclelanesandtracks.pdf>

- 150 (7%) respondents gave safety as the reason for the requirement for segregation generally, of which 87 respondents were part of the LCC campaign
  - 124 (6%) respondents indicated that the car parking in the cycle lanes should be removed and 109 (5%) gave safety as the reason, of which 87 respondents were from the LCC campaign
  - 106 (5%) respondents raised safety concerns about waiting and loading areas within the cycle lanes, of which 87 respondents were from the LCC campaign
  - 76 (4%) respondents did not give a reason for the requirement, of which 17 were part of the Chancery Building Embassy Gardens Residents' Association (CBRA) campaign
  - 11 (1%) respondents suggested segregation was required to promote cycling
  - 7 (<1%) respondents made a positive comment relating to the proposed segregated cycle tracks, without adding further detail
  - 5 (<1%) respondents indicated a segregated two-way track was required
  - 1 (<1%) respondent suggested segregating the cycle lane by reducing pavement width
- 25 (1%) comments were made on cycle lane hours of operation. Of these:
    - 19 (1%) respondents requested the hours of operation be extended, with 13 (1%) giving safety concerns as their reasoning
    - 6 (<1%) respondents requested the cycle lane hours of operation be reduced, without adding further detail
  - 3 (<1%) comments were made requesting the tracks not to be segregated i.e. to be cycle lanes. Of these:
    - 2 (<1%) respondents indicated that segregation has a negative impact on pedestrians
    - 1 (<1%) respondent suggested the segregation will cause congestion
  - 1 (<1%) respondent reported safety concerns surrounding the construction of a segregated stepped track

230 (11%) comments were made that could relate to both cycle lanes and cycle tracks. Of these:

- 207 (10%) negative comments were made relating to the proposed cycle lanes/tracks. Of these:
  - 145 (7%) respondents suggested that the lanes/tracks need to be continuous along the whole of the proposal areas, of which 87 respondents were part of the LCC campaign
  - 29 (1%) respondents suggested the lanes/tracks negatively impacted motorists, of which 18 (1%) indicated it reduced road capacity for motorists and 11 (1%) suggested that the lanes/tracks would cause congestion

- 19 (1%) respondents felt that cycle lanes/tracks were unnecessary, of which 12 (1%) suggested that this was because cyclists are able to cycle without them
- 9 (<1%) respondents suggested that the cycle lanes/tracks were a waste of money
- 5 (<1%) respondents suggested that the cycle lanes/tracks need to be wider to increase safety
- 18 (1%) positive comments were made relating to the proposed cycle lanes/tracks. Of these:
  - 13 (1%) respondents made a positive, but unspecified comment on the cycle lane/tracks
  - 5 (<1%) respondents suggested that the cycle lanes/tracks would improve cyclist safety
- 3 (<1%) comments were made on the removal of advanced stop lines (ASLs). Of these:
  - 2 (<1%) respondents gave safety concerns
    - 1 (<1%) respondent suggested that they should only be used outside of peak times, for traffic flow reasons
- 1 (<1%) neutral comment was made relating to the proposed cycle lanes/tracks, requesting high levels of lane/track maintenance for cyclist safety
- 1 (<1%) comment was made suggesting that the use of cycle lanes by cyclists should be enforced

*General comments related to cycling facilities*

249 (12%) comments on the overall proposals of the scheme were made with specific reference to cycling facilities. Of these:

- 199 (10%) negative comments were made relating to the proposed cycle facilities. Of these:
  - 123 (6%) respondents commented that the proposed cycle facilities do not do enough to promote cycling, of which 86 responses were from the LCC campaign
  - 22 (1%) respondents raised a concern over safety relating to the cycle facilities
  - 20 (1%) respondents commented that the proposed cycle facilities did not give cyclists priority on the roads
  - 19 (1%) respondents made a negative comment relating to the cycle facilities, providing no further detail
  - 11 (1%) respondents raised concerns over left hook collision risks
  - 2 (<1%) respondents commented on cyclists not paying road tax to support the facilities on offer to them
  - 1 (<1%) respondent commented that the proposed cycle facilities will increase journey times for cyclists



- 1 (<1%) respondent commented that the proposed cycle facilities did not offer enough cycle parking
- 43 (2%) positive comments were made relating to the proposed cycle facilities. Of these:
  - 22 (1%) respondents made a positive comment relating to the cycle facilities, providing no further detail
  - 12 (1%) respondents commented that the proposed cycle facilities would improve safety for cyclists
  - 9 (<1%) respondents indicated the facilities would actively promote cycling in the area
- 7 (<1%) neutral comments were made relating to the proposed cycle facilities. Of these:
  - 4 (<1%) respondents suggested that the facilities do not go far enough
  - 2 (<1%) respondents indicated that cyclists need a cycle-only traffic signal phase
  - 1 (<1%) respondent suggested heavy goods vehicles (HGV) access time needed to be restricted in order to improve road safety for cyclists

#### *Other comments on cycling facilities*

- 29 (1%) comments were made on bus stop bypasses. Of these:
  - 17 (1%) respondents indicated that bus stop bypasses were required, with 3 (<1%) respondents citing safety concerns as a reason for their requirement
  - 7 (<1%) respondents noted that the bus stop bypasses were a positive feature, improving safety
  - 5 (<1%) respondents indicated that bus stop bypasses formed a safety concern
- 4 (<1%) comments were made on the facilities for two-stage right turns. Of these:
  - 3 (<1%) respondents raised safety concerns
  - 1 (<1%) respondents requested road markings to be very clear in order to minimise confusion

#### **Road design and layout**

178 (9%) comments on the overall proposals of the scheme referenced the road design and layout.

- 97 (5%) comments were related to the layout of the roads. Of these:
  - 45 (2%) respondents raised concerns over reduced capacity for motorists
  - 30 (1%) respondents suggested that the road layout will create traffic and bottlenecks

- 9 (<1%) respondents made positive comments about the road layout, of which 1 (<1%) felt the road layout improved levels of safety and 1 (<1%) welcomed the reduced road capacity for motorists
  - 5 (<1%) respondents commented that provisions for delivery vehicles should be prioritised
  - 3 (<1%) respondents suggested that highway capacity should be reduced, of which 2 (<1%) thought this would promote cycling, and 1 (<1%) did not specify a reason
  - 1 (<1%) respondent emphasised that quality construction materials needed to be used along the entirety of the route
  - 1 (<1%) respondent felt that two lanes needed to be created for all traffic
  - 1 (<1%) respondent suggested that turns across the carriageway should be banned, in order to reduce wasted road space
  - 1 (<1%) respondent argued that private traffic should be banned along the route during peak hours, but did not specify a reason
  - 1 (<1%) respondent suggested that yellow boxes should be introduced at junctions, but did not specify a reason
- 38 (2%) comments raised concerns regarding the traffic flow along the route, of which 15 (1%) commented that an increased number of road users in the area would hinder traffic flow.
  - 27 (1%) comments made reference to the road design. Of these:
    - 16 (1%) respondents felt that more traffic calming measures needed to be introduced along the route, of which 9 (<1%) voiced concerns over the current levels of safety
    - 10 (<1%) respondents were concerned with the impact of roadworks along the scheme
    - 1 (<1%) respondent made a negative comment regarding road design, suggesting the introduction of one-way roads with cycle contraflow
  - 16 (1%) comments made reference to the proposed traffic signals. Of these:
    - 5 (<1%) respondents felt that priority should be given to motorists
    - 4 (<1%) respondents suggested that there was an over-reliance on traffic signals to manage congestion
    - 4 (<1%) respondents suggested that traffic signals should be simplified
    - 1 (<1%) respondent stated that they would prefer to see roundabouts placed along the route
    - 1 (<1%) respondent commented that there was not enough information given about the proposed traffic signals in the consultation
    - 1 (<1%) respondent requested that no further traffic signals were introduced along the route, but did not specify a reason

## **Bus facilities**

70 (3%) comments on overall proposals of the scheme referenced the bus facilities.

- 49 (2%) comments were made relating to bus lanes. Of these:

- 11 (1%) respondents suggested that motorcycles should be allowed to use bus lanes, of which 1 (<1%) respondent indicated this was to increase road safety
  - 9 (1%) respondents suggested that the bus lane hours of operation should be increased
  - 9 (<1%) respondents suggested the hours of operation should be decreased, of which 6 (<1%) suggested this would reduce congestion
  - 7 (<1%) respondents made a positive but unspecific comment regarding the bus lanes
  - 6 (<1%) respondents suggested that taxis should be allowed to use the bus lanes
  - 3 (<1%) respondents suggested that bus lanes should be continuous, with no further reasoning
  - 2 (<1%) respondents suggested that car parking should be removed from bus lanes
  - 1 (<1%) respondent suggested that taxis should not be allowed to use the bus lanes
  - 1 (<1%) respondent suggested that coaches should be allowed to use the bus lanes
- 14 (<1%) comments were made relating to bus facilities generally. Of these:
    - 11 (<1%) respondents made a positive comment, with 4 (<1%) suggesting the facilities would promote bus use
    - 3 (<1%) respondents made a negative but unspecific comment regarding the bus facilities
  - 4 (<1%) respondents made comments relating to bus routes, with all suggesting the routes into central London should be increased
  - 3 (<1%) respondents made comments relating to bus stops, with 2 (<1%) suggesting that they are spaced too far apart and 1 (<1%) suggesting that bus stop bypasses should include a raised pedestrian crossing

### **Pedestrian facilities and crossings**

271 (13%) comments on the overall proposals referenced the pedestrian facilities and crossings.

- 216 (10%) negative comments were made on the pedestrian facilities. Of these:
  - 102 (5%) respondents were displeased that pedestrians were not given priority in the scheme, of which 87 respondents were part of the LCC campaign
  - 89 (4%) respondents expressed safety concerns for pedestrians walking along the route, of which 87 respondents were part of the LCC campaign
  - 18 (1%) respondents made negative but unspecific comments regarding the pedestrian provisions

- 6 (<1%) respondents suggested that poor cyclist behaviour had a negative impact on the pedestrian provisions
- 1 (<1%) respondent suggested that the pedestrian facilities would cause increased journey times for people choosing to walk
- 24 (1%) comments made reference to the pedestrian crossings. Of these:
  - 9 (<1%) respondents made negative comments regarding two-stage crossings, of which 1 (<1%) stated that they increase journey times for pedestrians
  - 5 (<1%) respondents wanted to see an increase in the number of pedestrian crossings in the scheme
  - 4 (<1%) respondents made negative comments regarding pedestrian crossings, of which 2 (<1%) voiced safety concerns, 1 (<1%) argued they will cause congestion, and 1 (<1%) did not specify a reason
  - 3 (<1%) respondents made positive but unspecific remarks regarding the pedestrian crossings
  - 2 (<1%) respondents wanted to see Copenhagen crossings<sup>2</sup> introduced across side roads
  - 1 (<1%) respondent stated that signals at crossings should be linked, to reduce waiting times for pedestrians
- 20 (1%) positive comments were made on the pedestrian facilities. Of these:
  - 11 (1%) respondents made positive but unspecific comments relating to the pedestrian facilities
  - 5 (<1%) respondents indicated that the proposals promote walking
  - 4 (<1%) respondents praised the improved safety of the route for pedestrians
- 4 (<1%) respondents suggested that pavements should be segregated, due to concerns over safety
- 4 (<1%) respondents made negative comments relating to the central footways / islands. Of these:
  - 2 (<1%) respondents suggested they are a waste of road space
  - 2 (<1%) respondents expressed safety concerns
- 1 (<1%) respondent made positive comments relating to the pavements, referencing the quality of the proposed construction materials
- 1 (<1%) respondent suggested that HGV access times should be reduced, in order to improve safety conditions for pedestrians
- 1 (<1%) respondent requested that roadside lighting should be introduced to improve pedestrian safety at night

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<sup>2</sup> Blended crossings involving raised tables, which are designed to slow down vehicles when entering or exiting side roads

## **Journey times for motorists and bus passengers**

54 (3%) comments on the overall proposals referenced the journey times for motorists and bus passengers.

- 17 (1%) respondents made reference to increased journey times, but did not make reference to a specific mode of transport.
- 17 (1%) respondents made reference to the impact on journey times for bus users. Of these:
  - 6 (<1%) respondents suggested journey times for bus users will increase due to congestion
  - 5 (<1%) respondents suggested journey times for bus users will be reduced, but did not provide a reason for their response
  - 4 (<1%) respondents suggested journey times for bus users will increase due to cyclists
  - 1 (<1%) respondent suggested journey times for bus users will increase due to discontinuous bus lanes
  - 1 (<1%) respondent suggested journey times for bus users will increase, but did not specify a reason why
- 14 (1%) respondents made reference to increased journey times for general motorists, of which 2 (<1%) attributed this to increased congestion and 1 (<1%) felt cyclists would be the cause
- 4 (<1%) respondents commented that there would be increased journey times for emergency services, but did not provide a specific reason why
- 1 (<1%) respondent suggested journey times for coaches will increase, but did not specify a reason why
- 1 (<1%) respondent suggested journey times for motorcyclists will increase, but did not specify a reason why

## **Parking and loading**

7 (<1%) comments on the overall proposals referenced parking and loading.

- 3 (<1%) respondents suggested that a lack of taxi drop-off / pick-up provisions will cause congestion
- 2 (<1%) respondents stated that parking must be retained, otherwise there will be a negative impact on local businesses
- 1 (<1%) respondent suggested that parking should be removed, as moving traffic must take priority

- 1 (<1%) respondent suggested that the amount of parking along the route should be increased, but did not specify a reason why

## Environment

221 (11%) comments on the overall proposals of the scheme referenced the environment.

- 81 (4%) respondents suggested the scheme may have an impact on local commerce. Of these:
  - 77 (4%) respondents gave an unspecific comment suggesting a strategic review of local businesses should be considered
  - 4 (<1%) respondents gave an unspecific comment suggesting a strategic review of local services should be considered
- 47 (2%) respondents made comments relating to trees. Of these:
  - 45 (1%) respondents suggested more trees were required (of which 21 respondents were part of the CBRA campaign), of which 7 (<1%) respondents suggested more trees are required to improve air quality, and 6 (<1%) respondents suggested more trees are required to improve public realm
  - 2 (<1%) respondents made a positive but unspecific comment regarding the use of trees in the proposals
- 28 (1%) respondents made comments relating to air quality. Of these:
  - 23 (1%) respondents suggested that the air quality would worsen, of which 22 (1%) suggested this would be due to increased congestion
  - 3 (<1%) respondents expressed disappointment that the proposals would not address an increase in pollution
  - 2 (<1%) respondents suggested the proposals will improve air quality
- 23 (1%) respondents commented on pollution (unspecified). Of these:
  - 22 (1%) respondents suggested pollution (unspecified) would increase due to congestion
  - 1 (<1%) respondent suggested the introduction of a low emission zone to reduce pollution
- 22 (1%) respondents reacted negatively, stating the proposals did not match TfL's Healthy Streets vision
- 10 (<1%) respondents commented on other topics related to environment. Of these:
  - 4 (<1%) respondents gave an unspecific comment suggesting more landscaping was required
  - 2 (<1%) respondents suggested electric vehicles should be promoted as they are more environmentally friendly
  - 1 (<1%) respondent suggested roadside lighting should use solar powered lights to be more environmentally friendly

- 1 (<1%) respondent suggested that water fountains were installed along the route
- 1 (<1%) respondent suggested a sustainable urban drainage system (SUD) be incorporated into the proposal
- 1 (<1%) respondent suggested that noise would increase due to congestion
- 6 (<1%) respondents made comments relating to public realm. Of these:
  - 5 (<1%) respondents gave a positive but unspecific comment relating to public realm
  - 1 (<1%) respondent suggested the increased congestion would have a negative impact on the public realm
- 4 (<1%) respondents suggested more planters are required, of which 1 (<1%) respondent suggested more planters are required to improve air quality

### **Equalities**

3 (<1%) of respondents who commented on the overall sections of the proposals provided comments on equality issues. Of these:

- 2 (<1%) respondents commented saying disabled drivers are not considered in the proposals
- 1 (<1%) respondent stated that the scheme will have a negative impact on taxis, which will therefore reduce the mobility of disabled residents

### **Non-specific comments**

87 (4%) of respondents who commented on the overall sections of the proposals provided a non-specific comment. Of these:

- 34 (2%) respondents gave an unrelated comment
- 25 (1%) respondents gave a general negative comment
- 24 (1%) respondents gave a general positive comment
- 4 (<1%) respondents gave a nonsensical comment

## **Comments on proposals for Macduff Road to Life Tabernacle Church (Section 1)**

### **Cycling facilities**

133 (66%) comments made on the proposals for Macduff Road to Life Tabernacle Church (Section 1) referenced the cycling facilities.

### *Cycle lanes and tracks*

103 (51%) respondents made specific reference to either cycle lanes or cycle tracks.

- 92 (46%) respondents made comments relating to segregation of cycle lanes i.e. requesting cycle lanes to become cycle tracks. Of these:
    - 49 (24%) respondents stated that cycle lanes required segregation, of which 8 (4%) made this suggestion on the grounds of safety concerns and 1 (<1%) respondent suggested that the track be two-way
    - 18 (9%) respondents suggested that cycle lanes should not be shared with bus lanes; of which 6 (3%) expressed safety concerns and 1 (<1%) suggested this would increase cyclist journey time
    - 17 (8%) respondents requested that car parking is removed from the cycle lanes, with 6 (3%) expressing safety concerns
    - 7 (3%) respondents made reference to the removal of loading bays in the cycle lanes, of which 1 (<1%) stated that they restrict cycle lane use
    - 1 (<1%) respondent suggested that there should be a stepped cycle track, westbound, close to Cupar Road
  - 6 (3%) respondents requested that the cycle lane hours of operation were extended, of which, 5 (2%) gave safety concerns as their reasoning
  - 2 (1%) respondents suggested that cycle lanes cause congestion
- 2 (1%) respondents suggested that cycle lanes were unnecessary, of which 1 (<1%) argued that cyclists can cycle without them and 1 (<1%) stated that cycle lanes were a waste of money
- 1 (<1%) respondent suggested that cycle lanes should be mandatory at all times, on the grounds of safety

### *Other comments related to cycling facilities*

- 14 (7%) respondents made reference to the proposed cycling facilities. Of these:
  - 12 (6%) respondents made negative comments regarding the cycle facilities, of which:
    - 5 (3%) argued that the proposals do not promote cycling
    - 4 (2%) voiced safety concerns
    - 1 (<1%) did not approve of the right turn onto CS8
    - 1 (<1%) argued that the proposals do not give cyclists priority
  - 2 (1%) made positive but unspecific comments on the cycling facilities
- 16 (8%) respondents requested that bus stop bypasses were installed along the route, of which 5 (2%) expressed safety concerns over the current proposals and 1 (1%) suggested a bypass was required at Cupar Road.



## **Road design and layout**

8 (4%) comments on the proposals for Macduff Road to Life Tabernacle Church (Section 1) referred to road design and layout.

- 3 (2%) respondents expressed general concerns over worsening traffic flow
- 2 (1%) respondents suggested that turns across the carriageway should be banned, but did not provide a reason for this recommendation
- 1 (<1%) respondent suggested that two lanes should be created for all traffic
- 1 (<1%) respondent requested that traffic signals should give priority to motorists, but did not specify a reason for this suggestion
- 1 (<1%) respondent stated that a yellow box is required to stop vehicles blocking Alfreda Street

## **Bus facilities**

19 (9%) comments on the proposals for Macduff Road to Life Tabernacle Church (Section 1) referenced the bus facilities.

- 18 (9%) respondents made comments relating to bus lanes. Of these:
  - 8 (4%) respondents suggested that the bus lane hours of operation should be increased
  - 4 (2%) respondents suggested removing car parking from bus lanes, 1 (<1%) respondent suggested parking at peak times should not be allowed and 1 (<1%) respondent suggested removing waiting/ loading bays from bus lanes
  - 3 (1%) respondents made a positive comment regarding the bus lanes, of which, 1 (<1%) respondent cited safety as the reason
  - 1 (<1%) respondent suggested that the bus lane hours of operation should be decreased
  - 1 (<1%) respondent suggested that the westbound bus stop be relocated, but did not specify a reason for this recommendation

## **Pedestrian facilities and crossings**

12 (6%) comments on the proposals for Macduff Road to Life Tabernacle Church (Section 1) referenced the pedestrian facilities and crossings.

- 6 (3%) respondents suggested that the central footways / islands should be removed; of which 2 (1%) respondents argued that they are a waste of road space

- 3 (1%) respondents asked for pavements to be widened
- 2 (1%) respondents made reference to the pedestrian crossings in this section. Of these:
  - 1 (<1%) respondent suggested that Copenhagen crossings were introduced across side roads
  - 1 (<1%) respondent made a negative but unspecific comment regarding the provision of two-stage pedestrian crossings
- 1 (<1%) respondent made a negative but unspecific comment regarding the pedestrian facilities

### **Parking and loading**

5 (2%) comments on the proposals for Macduff Road to Life Tabernacle Church (Section 1) referenced the provisions for parking and loading.

- 2 (<1%) respondents made negative comments regarding disabled parking, of which 1 (<1%) suggested that disabled parking encroaches on pedestrians and cycling facilities
- 1 (<1%) respondent suggested that parking should be removed, to increase road capacity
- 1 (<1%) respondent stated that parking should be retained, as a loss of parking would damage local businesses
- 1 (<1%) respondent suggested that parking hours need to be restricted at all times, but did not provide any reason as to why this should be the case

### **Environment**

18 (9%) comments on the proposals for Macduff Road to Life Tabernacle Church (Section 1) referenced the environment.

- 9 (4%) comments were made relating to trees. Of these:
  - 7 (3%) respondents suggested more trees were required. Of these:
    - 3 (1%) respondents did not provide a reason
    - 1 (<1%) respondent suggested more trees are required to improve air quality
    - 1 (<1%) respondent suggested more trees are required to improve the public realm
    - 1 (<1%) respondent suggested more trees are required to improve shade and/or shelter
    - 1 (<1%) respondent suggested more trees are required to improve surface water run-off

- 2 (1%) respondents suggested the changes to the trees were positive. Of these:
  - 1 (<1%) respondent suggested trees would improve public realm
  - 1 (<1%) respondent did not provide a reason
- 4 (2%) respondents made comments relating to planters. Of these:
  - 1 (<1%) respondent suggested planters are required to improve air quality
  - 1 (<1%) respondent suggested planters are required to improve the public realm
  - 1 (<1%) respondent suggested planters are required to improve shade and/or shelter
  - 1 (<1%) respondent suggested planters are required to improve surface water run-off
- 2 (1%) respondents reacted negatively, stating the proposals did not match TfL's Healthy Streets vision
- 1 (<1%) respondent suggested more landscaping was required
- 1 (<1%) respondent suggested pollution (unspecified) would increase due to congestion
- 1 (<1%) respondent suggested local businesses would need to be revitalised to improve the public realm

### **Non-specific comments**

7 (3%) respondents who commented on the proposals for Macduff Road to Life Tabernacle Church (Section 1) made a non-specific comment. Of these:

- 3 (<1%) respondents made a general negative comment
- 2 (<1%) respondents made a general positive comment
- 1 (<1%) respondent made a comment that could not be interpreted
- 1 (<1%) respondent made an unrelated comment

## Comments on proposals for Life Tabernacle Church to Lockington Road (Section 2)

### Cycling facilities

155 (70%) comments made on the proposals for Life Tabernacle Church to Lockington Road (Section 2) referenced the cycling facilities.

#### *Cycle lanes and tracks*

125 (57%) respondents made specific reference to either cycle lanes or cycle tracks.

- 81 (37%) respondents made comments relating to segregation of cycle lanes i.e. requesting cycle lanes to become cycle tracks. Of these:
  - 38 (17%) stated that cycle lanes required segregation, of which:
    - 15 (7%) did not provide a specific reason for this requirement
    - 13 (6%) made this request due to safety concerns
    - 8 (4%) respondents requested a cycle bypass at the Queenstown Road junction
    - 1 (<1%) suggested that segregation could be achieved by reducing the width of pavements
    - 1 (<1%) suggested that segregation was particularly required eastbound, on the Battersea Park Road and Queenstown Road junction
  - 17 (8%) respondents stated that cycle lanes should not be shared with bus lanes, of which 8 (4%) expressed safety concerns and 1 (<1%) suggested this would increase cyclist journey time
  - 14 (6%) respondents stated that car parking spaces should be removed from cycle lanes, of which 6 (3%) expressed safety concerns
  - 12 (5%) respondents objected to the presence of waiting / loading bays in the cycle lanes, of which 4 (2%) expressed safety concerns and 3 (1%) cited the restricted use of cycle lanes as an issue
- 19 (9%) respondents expressed safety concerns about aspects of the cycle lanes. Of these:
  - 17 (8%) respondents were concerned with the junction at Battersea Park Road and Queenstown Road, of which 8 (4%) specifically referred to the Eastbound sections of the junction
  - 2 (1%) respondents stated that the ASL on Queenstown Road needed to be removed on the grounds of safety
- 9 (4%) made negative comments regarding the cycle lanes. Of these:
  - 5 (2%) respondents objected to the two-stage right turns in this section
  - 3 (1%) respondents suggested that cycle lanes were unnecessary, of which 2 (1%) argued that cyclists can cycle without them and 1 (<1%) stated that cycle lanes were a waste of money
  - 1 (<1%) respondent commented that cycle lanes cause congestion
- 7 (3%) respondents made alternative suggestions for the cycle lanes. Of these:

- 4 (2%) respondents suggested that a 'hold the left' junction is introduced for Eastbound traffic at the Battersea Park Road and Queenstown Road junction
- 2 (1%) respondents suggested that at the south section of the Queenstown Road junction, an ASL feeder lane should be provided instead of a footway
- 1 (<1%) respondent suggested that the size of the ASL on the south section of the Queenstown Road junction be increased
- 6 (3%) respondents requested that the cycle lane hours of operation were extended, of which, 5 (2%) expressed safety concerns
- 3 (1%) respondents made positive comments on the Eastbound sections of the Battersea Park Road and Queenstown Road junction, of which, 2 (1%) specifically referred to the Eastbound sections of the junction

#### *Other comments related to cycling facilities*

30 (9%) respondents made reference to general cycling facilities in this section.

- 19 (9%) respondents made negative comments regarding the cycle facilities, of which:
  - 6 (3%) respondents argued that the facilities do not promote cycling
  - 6 (3%) respondents objected due to safety concerns
  - 6 (3%) respondents provided negative but unspecific comments relating to the cycling facilities
  - 1 (<1%) respondents commented on cyclists not paying road tax to support the facilities on offer to them
- 9 (4%) respondents stated that bus stop bypasses were required in this section of the proposals, of which 1 (<1%) respondent gave safety concerns as their reasoning
- 1 (<1%) respondents indicated that cyclists need a cycle-only traffic signal phase
- 1 (<1%) respondent made a negative comment expressing safety concerns about the facilities for two-stage right turns

#### **Road design and layout**

19 (9%) comments on the proposals for Life Tabernacle Church to Lockington Road (Section 2) referred to the road design and layout.

- 11 (5%) respondents made reference to the road layout. Of these:
  - 4 (2%) respondents suggested that the road layout will create traffic and bottlenecks
  - 4 (2%) respondents felt the removal of the left turn from Queenstown Road into Battersea Park Road would increase congestion

- 1 (<1%) respondent provided a positive but unspecific comment regarding the junction at Queenstown Road
- 1 (<1%) respondent stated that additional road space is required by Battersea Park Station
- 1 (<1%) respondent suggested that all turns at the Queenstown Road junction should be altered to 90 degrees, as this will slow turning traffic
- 5 (2%) respondents commented on the road lanes in this section. Of these:
  - 1 (<1%) respondent suggested that two lanes should be created for all traffic
  - 1 (<1%) respondent suggested that the reduced eastbound lane in this section will create traffic and bottlenecks
  - 1 (<1%) respondent recommended that a one-way system should be introduced; running from Battersea Park Station, up to Queen's Circus roundabout, and back down Prince of Wales Drive
  - 1 (<1%) respondent stated that only buses, cyclists and taxis should be permitted to travel between the Queenstown Road Junction and Prince of Wales Drive
  - 1 (<1%) respondent suggested that the junction with Meath Street is made left-turn only, but did not specify a reason why
- 2 (1%) respondents expressed general concerns regarding worsening traffic flow
- 1 (<1%) respondent requested that the number of traffic signals in this section is not increased, but did not specify a reason why

### **Bus facilities**

8 (4%) comments on the proposals for Life Tabernacle Church to Lockington Road (Section 2) referenced the bus facilities.

- 7 (3%) comments were made relating to bus lanes. Of these:
  - 5 (2%) respondents suggested that the bus lane hours of operation should be increased
  - 1 (<1%) respondent made a positive but unspecific comment regarding the bus lanes
  - 1 (<1%) respondent suggested that car parking should be removed from the bus lanes
- 1 (<1%) respondent made a comment relating to bus stops, suggesting bus stops between Queenstown Road and the Prince of Wales Drive should be relocated due to congestion

### **Pedestrian facilities and crossings**

13 (6%) comments on the proposals for Life Tabernacle Church to Lockington Road (Section 2) referenced the pedestrian facilities and crossings.

- 7 (3%) respondents commented on the pedestrian crossings in this section. Of these:
  - 3 (1%) respondents made positive comments relating to the crossing at the Battersea Park Road and Queenstown Road junction
  - 2 (<1%) respondents suggested that the pedestrian crossings will cause congestion
  - 1 (<1%) respondent requested that Copenhagen crossings were introduced along the side roads in this sections
  - 1 (<1%) respondent was concerned with the safety of the crossing located at the junction of Battersea Park Road and Queenstown Road
- 3 (1%) respondents made negative comments regarding the pedestrian provisions in general for this section, of which 2 (1%) voiced their concerns over the safety of children walking along this route
- 2 (1%) respondents suggested that the central footways / islands should be removed, as they waste road space
- 1 (<1%) respondent suggested that the pavements in this section should be widened, due to current concerns over safety

### **Journey times for motorists and bus passengers**

4 (2%) comments on the overall proposals for Life Tabernacle Church to Lockington Road (Section 2) referenced the journey times for motorists and bus passengers. Of these:

- 3 (1%) respondents suggested that journey times will increase due to the Queenstown Road and Battersea Park Road Junction, but did not specify for which mode of transport
- 1 (<1%) respondent suggested journey times for bus users specifically will increase due to the Queenstown Road and Battersea Park Road Junction

### **Parking and loading**

2 (1%) comments on the proposals for Life Tabernacle Church to Lockington Road (Section 2) referred to parking and loading provisions.

- 1 (<1%) respondent suggested that parking should be removed, as it will cause congestion
- 1 (<1%) respondent argued that the hours of operation for parking / loading bays should be reduced, but did not specify a reason why

## Environment

13 (6%) respondents who commented on the overall proposals for Life Tabernacle Church to Lockington Road (Section 2) referenced the environment.

- 6 (3%) respondents made comments relating to trees. Of these:
  - 2 (1%) respondents suggested the changes to the trees were positive
  - 1 (<1%) respondent suggested more trees are required to improve air quality
  - 1 (<1%) respondent suggested more trees are required to improve public realm
  - 1 (<1%) respondent suggested more trees are required to improve shade and/or shelter
  - 1 (1%) respondent suggested more trees are required to improve surface water run-off
- 4 (2%) respondents made comments relating to planters. Of these:
  - 1 (<1%) respondent suggested planters are required to improve air quality
  - 1 (<1%) respondent suggesting planters are required to improve public realm
  - 1 (<1%) respondent suggested planters are required to improve shade and/or shelter
  - 1 (<1%) respondent suggesting planters are required to improve surface water run-off
- 2 (1%) respondents reacted negatively, stating the proposals did not match TfL's Healthy Streets vision
- 1 (<1%) respondent suggested that the air quality would worsen due to increased congestion

## Non-specific comments

6 (3%) comments on the overall proposals for Life Tabernacle Church to Lockington Road (Section 2) made a non-specific comment. Of these:

- 2 (1%) respondents gave a general positive comment
- 1 (<1%) respondent gave a general negative comment
- 2 (1%) respondents gave an unrelated comment
- 1 (<1%) respondent gave a nonsensical comment



## Comments on proposals for Lockington Road to adjacent to Stewart's Road (Section 3)

### Cycling facilities

156 (73%) comments made on the proposals for Lockington Road to adjacent to Stewart's Road (Section 3) referenced the cycling facilities.

#### *Cycle lanes and tracks*

110 (52%) respondents made specific reference to either cycle lanes or cycle tracks.

- 84 (39%) respondents made comments relating to segregation of cycle lanes i.e. requesting cycle lanes to become cycle tracks. Of these:
  - 39 (18%) respondents requested segregated cycle tracks. Of these:
    - 17 (8%) respondents did not provide a reason
    - 10 (5%) respondents had safety concerns
    - 7 (4%) respondents requested a cycle bypass at the junction near Prince of Wales Drive and Havelock Terrace
    - 4 (2%) respondents wanted full segregation for eastbound cyclists at the junction of Battersea Park Road and Prince of Wales Drive
    - 1 (<1%) respondent requested segregation could be achieved by not widening the footway, due to a safety concern
  - 34 (16%) respondents argued that cycle lanes should not be shared with buses, with 13 (6%) objecting on the grounds of safety and 6 (3%) concerned with cyclists having to wait behind buses at bus stops
  - 7 (3%) respondents requested that car parking was removed from the cycle lanes
  - 3 (1%) respondents requested the removal of waiting / loading bays from the cycle lanes
  - 1 (<1%) respondent argued that cycle lanes should be continuous, due to safety concerns
- 12 (6%) respondents requested the cycle lanes to have extended hours of operation due to safety concerns. Of these, 5 (2%) respondents indicated that they should be mandatory at all times.
- 4 (2%) respondents made negative comments regarding the cycle lanes/tracks. Of these:
  - 1 (<1%) respondent suggested cycle lanes are unnecessary, as cyclists can cycle without them
  - 1 (<1%) respondent suggested cycle lanes are a waste of money
  - 1 (<1%) respondent argued that cycle lanes cause congestion
  - 1 (<1%) respondent did not give a reason to support their comment
- 4 (2%) respondents commented on the ASL provisions. Of these:
  - 2 (1%) respondents requested that an ASL is provided for westbound cyclists from Battersea Park Road onto Prince of Wales Drive

- 1 (<1%) respondent requested that the ASLs in this section are removed, citing safety concerns
- 1 (<1%) respondent made a positive but unspecific comment on ASLs
- 3 (1%) respondents made positive comments regarding the cycle lanes/tracks. Of these:
  - 2 (1%) respondents made a positive comment on the semi-segregation for eastbound cyclists at the junction of Battersea Park Road and Prince of Wales Drive
  - 1 (<1%) respondent made a positive but unspecific remark regarding the feeder lanes in this section
- 1 (<1%) comment was made suggesting that the use of cycle lanes by cyclists should be enforced
- 1 (<1%) respondent suggested extending the westbound cycle lane, due to safety concerns
- 1 (<1%) respondent commented that the westbound cycle lane should be diverted via Prince of Wales Drive, as this would offer improved safety for cyclists

*Other comments related to cycling facilities*

- 19 (9%) respondents made reference to the general cycling facilities in this section. Of these:
  - 18 (8%) made negative comments regarding the cycle facilities, of which 12 (6%) argued that the facilities do not promote cycling, 3 (1%) objected due to safety concerns, 2 (1%) commented on the risk of left hook collisions, and 1 (<1%) did not specify a reason
  - 1 (<1%) respondent indicated that cyclists need a cycle-only traffic signal phase
- 15 (7%) respondents made comments regarding the provision of two-stage right turns in this section. Of these:
  - 5 (2%) respondents had safety concerns
  - 5 (2%) respondents objected to the provision of two-stage right turns onto Prince of Wales Drive, but did not provide a reason
  - 1 (<1%) respondent thought they were unnecessary
  - 1 (<1%) respondent was unclear on how to use two-stage right turns
  - 1 (<1%) respondent believed they are an inefficient form of turning
  - 1 (<1%) respondent thought two-stage right turns were required from Battersea Park Road into Prince of Wales Drive
  - 1 (<1%) respondent did not provide a specific reason why they objected to the use of two-stage right turns
- 10 (5%) respondents stated that bus stop bypasses were required in this section of the proposals, of which:
  - 4 (2%) respondents expressed a safety concern

- 3 (1%) respondents did not provide any specific reasons for this request
  - 2 (1%) respondents suggested bypasses were required for cyclists travelling eastbound on Battersea Park Road
  - 1 (<1%) respondent suggested bypasses would encourage active travel
- 2 (1%) respondents made positive but unspecific comments regarding the use of traffic wands

### **Road design and layout**

10 (5%) comments on the overall proposals for Lockington Road to adjacent to Stewart's Road (Section 3) referenced the road design and layout.

- 6 (3%) respondents expressed their concerns over traffic flow in the area, of which 2 (1%) respondents stated that the increased number of road users would negatively impact traffic flow
- 3 (1%) respondents referred to the road lanes in this section. Of which:
  - 1 (<1%) respondent commented that two lanes should be created for all traffic
  - 1 (<1%) respondent requested that road lanes were not merged at the junction of Battersea Park Road with Prince of Wales Drive and Havelock Terrace
  - 1 (<1%) respondent suggested that the eastbound lane onto Havelock Terrace should be made right-turn only, but did not specify a reason why
- 1 (<1%) respondent suggested that a yellow box is required at the junction of Battersea Park Road, Prince of Wales Drive and Havelock Terrace, but did not specify a reason why

### **Bus facilities**

12 (6%) comments on the overall proposals for Lockington Road to adjacent to Stewart's Road (Section 3) were made relating to bus lanes.

- 8 (4%) respondents suggested that the bus lane hours of operation should be increased
- 2 (1%) respondents made a positive but unspecific comment regarding the bus lanes
- 1 (1%) respondent suggested removing waiting/ loading bays from bus lanes

- 1 (<1%) respondent suggested motorcycles should not be allowed in bus lanes, citing safety concerns

### **Pedestrian facilities and crossings**

14 (7%) comments on the proposals for Lockington Road to adjacent to Stewart's Road (Section 3) referenced the pedestrian facilities and crossings.

- 8 (4%) respondents made comments relating to the pedestrian crossings in this section. Of these:
  - 2 (1%) respondents made negative comments regarding the crossings at the Battersea Park Road and Havelock Terrace junction, citing safety concerns
  - 2 (1%) respondents expressed their concerns over the safety of the pedestrian facilities by Battersea Dogs and Cats Home
  - 1 (<1%) respondent made positive but unspecific comments regarding direct crossings in this section
  - 1 (<1%) respondent requested that Copenhagen crossings were introduced in this section
  - 1 (<1%) respondent made negative but unspecific comments regarding two-stage pedestrian crossings in this section
  - 1 (<1%) respondent made a negative comment regarding the pedestrian crossing at Prince of Wales Drive and Havelock Terrace junction
- 5 (2%) respondents gave negative but unspecific comments on the pedestrian facilities
- 1 (<1%) respondents suggested that the central footways/islands are an inefficient use of road space

### **Environment**

16 (8%) comments on the proposals for Lockington Road to adjacent to Stewart's Road (Section 3) referenced the environment.

- 7 (3%) respondents made comments relating to trees. Of these:
  - 2 (1%) respondents suggested more trees are required to improve air quality
  - 2 (1%) respondents suggested more trees are required to improve public realm
  - 1 (<1%) respondent suggested more trees are required to improve shade and/or shelter
  - 1 (1%) respondent suggested more trees are required to improve surface water run-off
  - 1 (<1%) respondent commented that more trees were required along this section of the route, but did not specify a reason why

- 4 (2%) comments were made relating to planters. Of these:
  - 1 (<1%) respondent suggested planters are required to improve air quality
  - 1 (<1%) respondent suggesting planters are required to improve public realm
  - 1 (<1%) respondent suggested planters are required to improve shade and/or shelter
  - 1 (1%) respondent suggesting planters are required to improve surface water run-off
- 4 (2%) respondents reacted negatively, stating the proposals did not match TfL's Healthy Streets vision
- 1 (1%) respondent suggested pollution (unspecified) would increase due to congestion

### **Non-specific comments**

5 (2%) comments on the proposals for Lockington Road to adjacent to Stewart's Road (Section 3) of the proposals referenced a non-specific comment. Of these:

- 2 (1%) respondents gave a general negative comment
- 1 (<1%) respondent gave a general positive comment
- 2 (1%) respondents gave an unrelated comment

## **Comments on proposals for adjacent to Stewart's Road to Westbound Sleaford Street bus stop (Section 4)**

### **Cycling facilities**

83 (43%) of the comments made on the proposals for adjacent to Stewart's Road to Westbound Sleaford Street bus stop (Section 4) referenced the cycling facilities.

#### *Cycle lanes and tracks*

56 (29%) respondents made specific reference to either cycle lanes or cycle tracks.

- 37 (19%) respondents made comments relating to segregation of cycle lanes i.e. requesting cycle lanes become cycle tracks. Of these:
  - 24 (12%) respondents stated that cycle lanes required segregation, of which 6 (3%) expressed safety concerns, and 1 (1%) suggested that Orca protectors were installed
  - 9 (5%) respondents suggested the cycle lanes should not be shared with bus lanes, of which 3 (2%) voiced safety concerns
  - 2 (1%) respondents stated that cycle tracks could be installed around the taxi drop-off area to improve the safety of this section

- 1 (1%) respondent suggested that car parking should be removed from cycle lanes, on the grounds of safety
- 1 (1%) respondent proposed that by reducing the width of the pavement on the south side of Battersea Park Road, there would be increased space for a segregated cycle track
- 11 (6%) respondents made positive remarks regarding the cycle lanes in this section. Of these:
  - 6 (3%) respondents suggested that this was because the cycle lanes are segregated
  - 4 (2%) respondents suggested that they improved cyclist safety in this section
  - 1 (1%) respondent made a positive remark in relation to the 'hold the left' junction in this section
- 5 (3%) respondents made negative remarks regarding the cycle lanes in this section. Of these:
  - 3 (2%) respondents suggested that cycle lanes are unnecessary, of which 2 (1%) stated they are a waste of money, and 1 (1%) suggested cyclists are capable of cycling without them
  - 1 (1%) respondent suggested that cycle lanes cause congestion
  - 1 (1%) respondent did not provide any specific reasons for their negative remarks relating to cycle lanes
- 2 (1%) respondents made comments on the ASL in this section. Of these:
  - 1 (1%) respondent stated that an ASL should be provided, citing safety concerns
  - 1 (1%) respondent suggested that the ASL at the Prince of Wales Drive and Battersea Park Road junction should be removed
- 1 (1%) respondent requested the cycle lanes to have extended hours of operation without providing further reasoning.

*Other comments related to cycling facilities*

- 13 (7%) respondents made negative comments regarding the general cycle facilities in this section. Of these:
  - 5 (3%) respondents suggested that left hook collision risks are a potential problem
  - 3 (2%) respondents expressed safety concerns
  - 3 (2%) respondents did not provide any specific reasons for their negative comments
  - 2 (1%) respondents argued that the facilities do not promote cycling
- 7 (4%) respondents made comments relating to bus stop bypasses. Of these:
  - 5 (3%) were positive but unspecified
  - 2 (1%) were negative, citing safety concerns

- 3 (2%) respondents had safety concerns regarding the general cycle facilities in this section. Of these:
  - 1 (1%) respondent had concerns specific to westbound cyclists entering Battersea Park Road
  - 1 (1%) respondent had concerns specific to entry into Savona Street
  - 1 (1%) respondent had concerns specific to entry into Thessaly Road
- 2 (1%) respondents requested a cycle-only traffic signal phase
- 2 (1%) respondents made negative comments relating to the two stage right-hand turns. Of these:
  - 1 (1%) respondent cited safety concerns
  - 1 (1%) respondent felt they were unnecessary

### **Road design and layout**

38 (20%) comments on the proposals for adjacent to Stewart's Road to Westbound Sleaford Street bus stop (Section 4) referenced the road design and layout.

- 14 (7%) respondents opposed the re-opening of Thessaly Road. Of these:
  - 7 (4%) respondents objected on the grounds of safety concerns
  - 3 (2%) respondents objected on the grounds of increased traffic
  - 2 (1%) respondents objected on the grounds of increased noise
  - 2 (1%) respondents did not provide a reason for their objections
- 9 (5%) respondents suggested that the left turn onto Thessaly Road should only be allowed for specific forms of transport. Of these:
  - 4 (2%) respondents suggested that cyclists should be allowed
  - 3 (2%) respondents suggested that taxis should be allowed
  - 1 (1%) respondent suggested that motorcycles should be allowed
  - 1 (1%) respondent suggested that buses should be allowed
- 7 (4%) respondents expressed negative views relating to the road layout. Of these:
  - 3 (2%) respondents stated that the road layout will create traffic and bottlenecks
  - 3 (2%) respondents expressed safety concerns over the road layout
  - 1 (1%) respondent made a negative but unspecific comment regarding the road layout
- 6 (3%) respondents made other comments and suggestions for the road layout. Of these:
  - 2 (1%) respondents stated that a yellow box is required in this section
  - 1 (1%) respondent stated that two lanes are required for all traffic
  - 1 (1%) respondent made a positive comment regarding the ability to access Battersea Power Station
  - 1 (1%) respondent suggested that Battersea Park Road was made left-turn only

- 1 (1%) respondent stated that adequate space needs to be maintained for emergency vehicle to access Battersea Power Station
- 2 (1%) respondents suggested that traffic signals should provide equal times for cyclists and motorists

### **Bus facilities**

9 (5%) comments on the proposals for adjacent to Stewart's Road to Westbound Sleaford Street bus stop (Section 4) referenced the bus facilities.

- 6 (3%) comments were made relating to bus lanes. Of these:
  - 3 (2%) respondents made a positive but unspecific comment regarding the bus lanes
  - 3 (2%) respondents suggested that the bus lane hours of operation should be increased
- 3 (2%) comments were made relating to bus stops. Of these:
  - 1 (1%) respondent made a negative but unspecific comment on bus stops
  - 1 (1%) respondent made a positive but unspecific comment on bus stops
  - 1 (1%) respondent suggested not removing the bus stop at Sleaford Street

### **Pedestrian facilities and crossings**

15 (8%) comments on the proposals for adjacent to Stewart's Road to Westbound Sleaford Street bus stop (Section 4) referenced the pedestrian facilities and crossings.

- 12 (6%) respondents commented on the pedestrian crossings in this area. Of these:
  - 4 (2%) respondents made negative comments relating to the provision of two-stage crossings, of which 1 (<1%) suggested they increase journey times for pedestrians
  - 3 (2%) respondents made negative but unspecific comments regarding the pedestrian crossings
  - 3 (2%) respondents suggested that pedestrian crossings are required outside Battersea Power Station London Underground
  - 2 (1%) respondents requested that Copenhagen crossings are introduced on the side roads of this section
- 2 (1%) respondents suggested that the central footways/islands are an inefficient use of road space



- 1 (<1%) respondent stated that a pedestrian subway should be introduced, linking the Battersea Power Station Underground station with the Savona Estate

## **Parking and loading**

26 (13%) comments on the proposals for adjacent to Stewart's Road to westbound Sleaford Street bus stop (Section 4) referenced parking and loading.

- 18 (9%) respondents commented on the taxi rank. Of these:
  - 15 (8%) respondents suggested the taxi rank should be removed, of which 2 (1%) proposed that this could be incorporated into the Battersea Power Station London Underground plans, and 1 (1%) expressed concerns over potential right hook collision risks
  - 2 (1%) respondents argued that the taxi rank should be extended, but did not provide a reason why
  - 1 (<1%) respondent provided a positive but unspecific comment regarding the taxi rank
- 8 (5%) respondents referred to the removal of parking bays on Savona Street, of which 7 (4%) stated parking removal is unnecessary, and 1 (<1%) provided a positive but unspecific comment relating to parking removal

## **Environment**

16 (8%) respondents who commented on the proposals adjacent to Stewart's Road to westbound Sleaford Street bus stop (Section 4) referenced the environment.

- 9 (5%) comments were made relating to trees. Of these:
  - 2 (1%) respondents suggested more trees are required to improve air quality
  - 2 (1%) respondents suggested more trees are required to improve public realm
  - 2 (1%) respondents suggested more trees are required, without specifying why
  - 1 (1%) respondent suggested more trees are required to improve shade and/or shelter
  - 1 (1%) respondent suggested more trees are required to improve surface water run-off
  - 1 (1%) respondent requested not removing the trees near the Sleaford Street bus stop
- 5 (3%) comments were made relating to planters. Of these:
  - 1 (1%) respondent suggested planters are required to improve air quality
  - 1 (1%) respondent suggested planters are required to improve public realm

- 1 (1%) respondent suggested planters are required to improve shade and/or shelter
  - 1 (1%) respondent suggested planters are required to improve surface water run-off
  - 1 (1%) respondent suggest more planters are required at bus stops
- 2 (1%) respondents reacted negatively, stating the proposals did not match TfL's Healthy Streets vision

### **Non-specific comments**

7 (4%) comments on the proposals adjacent to Stewart's Road to westbound Sleaford Street bus stop (Section 4) were non-specific. Of these:

- 4 (2%) respondents made an unrelated comment
- 2 (1%) respondents made a general negative comment
- 1 (1%) respondent made a nonsensical comment

## **Comments on overall proposals for westbound Sleaford Street bus stop to 3 Riverlight Quay (Section 5)**

### **Cycling facilities**

58 (15%) comments made on the proposals for westbound Sleaford Street bus stop to 3 Riverlight Quay (Section 5) referenced the cycling facilities.

#### *Cycle lanes and tracks*

45 (11%) respondents made specific reference to either cycle lanes or cycle tracks.

- 25 (6%) respondents made comments relating to segregation of cycle lanes i.e. requesting cycle lanes to become cycle tracks. Of these:
  - 15 (4%) respondents stated that cycle lanes required segregation, but did not provide a specific reason for why this should be the case
  - 5 (1%) respondents made a positive comment about the segregation of cycle lanes
  - 3 (1%) respondents suggested that cycle lanes should not be shared with bus lanes
  - 1 (<1%) respondent stated that cycle lanes require segregation, on the grounds of safety
  - 1 (<1%) respondent stated that stepped tracks improve cyclist safety
- 7 (2%) respondents made negative comments regarding the cycle facilities in the section. Of these:
  - - 3 (1%) respondents provided negative but unspecific comments

- 2 (1%) respondents suggested that cycle lanes are unnecessary, of which 1 (<1%) stated cyclists can cycle without them, and 1 (<1%) argued that they are a waste of money
- 1 (<1%) respondent expressed safety concerns over the cycle lanes
- 1 (<1%) respondent stated that cycle lanes cause congestion
- 7 (2%) respondents made positive comments about the cycle lanes in this section, of which, 1 (<1%) respondent referred to the inclusion of ASLs
- 6 (2%) respondents made alternative suggestions for the cycle lanes. Of these:
  - 2 (1%) respondents suggested that the ASLs should be removed due to safety concerns
  - 2 (1%) respondents suggested that the cycle lanes should be continuous
  - 1 (<1%) respondent suggested the left turn onto Cringle Street should not be banned for cyclists
  - 1 (<1%) respondent suggested that cycle lanes should have increased hours of operation, due to current concerns over safety

#### *Other comments related to cycling facilities*

5 (1%) respondents made reference to the general cycling facilities in this section. Of these:

- 4 (1%) respondents made negative comments regarding the cycle facilities, of which 2 (1%) argued that the facilities do not promote cycling and 2 (1%) commented on the risk of left hook collisions
- 1 (<1%) respondent requested a cycle-only traffic signal phase westbound at the New Covent Garden Market junction

5 (1%) respondents made reference to the bus stop bypasses, of which:

- 3 (1%) respondents made a positive comment
- 1 (<1%) respondent expressed a safety concern
- 1 (<1%) respondent stated they were required, but did not provide any specific reasons for this request

3 (1%) respondents had safety concerns about the provision of two-stage right turns in this section.

#### **Road design and layout**

25 (6%) comments on the proposals for westbound Sleaford Street bus stop to 3 Riverlight Quay (Section 5) referenced road design and layout.

- 12 (3%) respondents referenced the road layout in this section. Of these:
  - 7 (2%) respondents opposed the banned left turn onto Cringle Street, of which:
    - 2 (<1%) highlighted it as a key access point to Riverlight Quay

- 2 (<1%) suggested that this change would lead to the displacement of traffic onto Kirtling Street
    - 2 (<1%) stated that this change will increase congestion
    - 1 (<1%) argued that Kirtling Street is unsuitable for HGVs
  - 2 (<1%) respondents made more general negative comments regarding the road layout, of which 1 (<1%) stated that space should be allocated from the carriageway and not the footway to accommodate cycle lanes
  - 2 (<1%) respondents stated that the proposals will create traffic and bottlenecks
  - 1 (<1%) respondent suggested that right turns onto Cringle Street should be banned, but did not specify a reason why
- 5 (1%) respondents commented on the road lanes. Of these:
  - 2 (<1%) respondents stated that a waiting area for right turning vehicles is required at the junction of Nine Elms Lane and Cringle Street
  - 1 (<1%) respondent suggested that vehicles should only be able to use a single lane, unless they are turning
  - 1 (<1%) respondent suggested that two lanes are created for all traffic
  - 1 (<1%) respondent stated that road lanes needed to be widened, but did not specify a reason why
- 4 (1%) respondents expressed concerns over traffic flow in the area, of which 2 (<1%) suggested that reduced access to New Covent Garden Market was a specific factor which would negatively impact traffic flow
- 2 (<1%) respondents stated that more traffic calming measures should be introduced in this section
- 2 (1%) respondents made reference to the traffic signals in this section. Of which:
  - 1 (<1%) respondent stated that traffic signals should not disadvantage cyclists, but did not specify a reason why
  - 1 (<1%) respondent opposed the use of traffic signals to manage traffic; suggesting that roundabouts should be used instead

## **Bus facilities**

140 (35%) comments on the proposals for westbound Sleaford Street bus stop to 3 Riverlight Quay (Section 5) were made relating to bus facilities.

- 138 (35%) respondents made specific reference to bus lanes. Of these:
  - 131 (33%) respondents requested that bus lanes should have restricted hours of operation to enable commercial vehicles to use the bus lane, of which 129 respondents were part of the New Covent Garden Market (NCGM) campaign
  - 4 (1%) respondents made a positive but unspecific comment regarding the bus lanes

- 2 (1%) respondents requested that the bus lanes should have increased hours of operation, but did not specify a reason for this request
- 1 (<1%) respondent made a negative but unspecific comment regarding bus lanes
- 2 (1%) respondents made specific reference to bus stops. Of these:
  - 1 (<1%) respondent made a positive comment regarding the bus stop relocation
  - 1 (<1%) respondent requested that the number of bus stops should not be increased, but did not specify a reason why

### **Pedestrian facilities and crossings**

22 (5%) comments on the proposals for westbound Sleaford Street bus stop to 3 Riverlight Quay (Section 5) referenced the pedestrian facilities and crossings.

- 13 (3%) respondents commented on the pedestrian crossings. Of these:
  - 6 (2%) respondents made negative comments about two-stage crossings, of which 1 (<1%) said they would increase journey times for pedestrians, and 1 (<1%) stated pedestrians were exposed to higher levels of pollution
  - 3 (1%) respondents made positive comments regarding crossings, of which 1 (<1%) was pleased with direct crossings in this section
  - 3 (1%) respondents provided negative comments on the pedestrian crossings, with 1 (<1%) specifically mentioning poor positioning
  - 1 (<1%) respondent suggested that a pedestrian crossing was required to link New Covent Garden Market with the riverside
- 3 (1%) respondents provided negative comments relating to the pedestrian facilities in general, of which 1 (<1%) voiced safety concerns
- 4 (1%) respondents made negative comments regarding the central footways / islands, of which 3 (1%) argued they are an inefficient use of road space, and 1 (<1%) expressed safety concerns
- 2 (1%) respondents made unspecific comments relating to the pavements, of which 1 (<1%) was a positive comment, and 1 (<1%) was a negative remark

### **Journey times for motorists and bus passengers**

1 (<1%) respondent suggested that journey times for bus users will increase, but did not specify a reason why.

## Parking and loading

3 (1%) comments on the proposals for westbound Sleaford Street bus stop to 3 Riverlight Quay (Section 5) referenced parking and loading.

- 1 (<1%) respondent made a negative but unspecific comment regarding the parking / loading access on Cringle Street and Kirtling Street
- 1 (<1%) respondent made a positive but unspecific comment regarding the parking / loading access on Cringle Street and Kirtling Street
- 1 (<1%) respondent stated that a taxi-rank is required outside the Riverlight apartments, due to demand in this area

## Environment

143 (36%) comments on the proposals for westbound Sleaford Street bus stop to 3 Riverlight Quay (Section 5) made reference to the environment.

- 129 (32%) respondents suggested the impact on local businesses needed to be reviewed strategically, of which all respondents were from the NCGM campaign
- 8 (2%) comments suggested more trees were required. Of these:
  - 2 (1%) respondents suggested more trees are required but did not specify a reason
  - 2 (1%) respondents suggested more trees are required to improve air quality
  - 2 (1%) respondents suggesting more trees are required to improve public realm
  - 1 (<1%) respondent suggested more trees are required to improve shade and/or shelter
  - 1 (<1%) respondent suggesting more trees are required to improve surface water run-off
- 4 (1%) comments suggested more planters were required. Of these:
  - 1 (<1%) respondent suggested planters are required to improve public realm
  - 1 (<1%) respondent suggested planters are required to improve shade and/or shelter
  - 1 (<1%) respondent suggested planters are required to improve surface water run-off
  - 1 (<1%) respondent suggest more planters are required at bus stops
- 1 (<1%) respondent suggested pollution (unspecified) would increase
- 1 (<1%) respondent suggested noise (unspecified) would increase

## Non-specific comments

8 (2%) comments on the proposals for westbound Sleaford Street bus stop to 3 Riverlight Quay (Section 5) were non-specific.

- (1%) respondents gave an unrelated comment
- 3 (1%) respondents gave a nonsensical comment
- 2 (1%) respondents gave a general positive comment

## Comments on overall proposals for 3 Riverlight Quay to mid Elm Quay Court (Section 6)

### Cycling facilities

60 (24%) comments made on the proposals for 3 Riverlight Quay to mid Elm Quay Court (Section 6) referenced the cycling facilities.

#### *Cycle lanes and tracks*

39 (16%) respondents made specific reference to either cycle lanes or cycle tracks.

- 28 (11%) respondents requested segregation of cycle lanes i.e. to become cycle tracks. Of these:
  - 21 (8%) respondents stated that cycle lanes required segregation, of which 5 (2%) respondents cited a safety concern for their reasoning and 1 (<1%) requested a stepped track to be provided in both directions
  - 4 (2%) respondents suggested that cycle lanes should not be shared with bus lanes, of which 2 (1%) expressed safety concerns
  - 3 (1%) respondents made a positive comment about cycle lane segregation
- 6 (2%) respondents made negative comments regarding the cycle lanes. Of these:
  - 3 (1%) respondents suggested that cycle lanes were unnecessary, of which 1 (<1%) stated that cyclists are capable of cycling without them and 1 (<1%) argued that they are a waste of money
  - 2 (1%) respondents expressed safety concerns
  - 1 (<1%) respondent stated that cycle lanes cause congestion
- 3 (1%) respondents made positive but unspecific comments regarding the cycle lanes in this section
- 2 (1%) respondents commented on the ASL provisions. Of these:
  - 1 (<1%) respondent made positive but unspecific comments regarding the provision of ASLs

- 1 (<1%) respondent requested that an ASL should be provided for westbound cyclists at New Mill Road

#### *Other comments related to cycling facilities*

- 10 (4%) respondents made comments regarding the general cycle facilities. Of these:
  - 9 (4%) respondents made negative comments, of which:
    - 5 (2%) respondents suggested that left-hook collision risks posed a threat to cyclists in this section, of which, 2 (1%) specified a risk westbound at New Mill Road
    - 3 (1%) suggested that the facilities would not promote cycling in this area
    - 1 (<1%) respondent made an unspecified negative comment
  - 1 (<1%) respondent made an unspecified positive comment
- 10 (4%) respondents commented on the bus stop bypasses. Of these:
  - 6 (2%) respondents made positive comments, of which 1 (<1%) specifically referenced the bus stop bypass for eastbound cyclists
  - 2 (1%) respondents made negative comments, of which 1 (<1%) stated that westbound bypasses should be provided, and 1 (<1%) stated that bypasses are not suitable for non-standard cycles
  - 2 (1%) respondents suggested that bus stop bypasses were required in this section of the proposals, but did not specify a reason why
- 1 (<1%) respondent expressed safety concerns for the two stage right turn in this section

#### **Road design and layout**

15 (6%) comments on the proposals for 3 Riverlight Quay to mid Elm Quay Court (Section 6) referenced the road design and layout.

- 7 (3%) respondents commented on the road layout of the scheme. Of these:
  - 3 (1%) respondents stated they did not believe the road layout was safe
  - 2 (1%) respondents stated that the proposals will create traffic and bottlenecks
  - 1 (<1%) respondent specifically referred to the Ponton Road junction; suggesting that traffic lights are required here to improve safety
  - 1 (<1%) respondent was concerned as to how the left turn onto New Mill Road would be enforced
- 4 (2%) respondents made comments regarding the road design of this section. Of these:
  - 3 (1%) respondents expressed concerns over roadworks, of which:
    - 1 (<1%) cited access to New Mill Road as a potential issue
    - 1 (<1%) was concerned with the ability to access to Embassy Gardens during roadworks



- 1 (<1%) cited access to Ponton Road as a potential issue
  - 1 (<1%) respondent stated that more traffic calming measures needed to be introduced
- 2 (1%) respondents made reference to the road lanes in the area, of which:
  - 1 (<1%) respondent suggested that two lanes need to be created for all traffic
  - 1 (<1%) respondent requested that road lanes were widened, but did not specify a reason why
- 1 (<1%) respondent had general concerns relating to traffic flow in the area
- 1 (<1%) respondent opposed the use of traffic signals to manage traffic; suggesting that roundabouts should be used instead

### **Bus facilities**

137 (55%) comments on the proposals for 3 Riverlight Quay to mid Elm Quay Court (Section 6) referenced the bus facilities.

- 135 (54%) comments were made relating to bus lanes. Of these:
  - 129 (52%) respondents, all from the NCGM campaign, requested that bus lanes should have restricted hours of operation to enable commercial vehicles to use the bus lane
  - 6 (2%) respondents made a positive comment relating to the bus lanes, of which, 3 (1%) respondents specified the bus lanes operational times
- 2 (1%) comments were made relating to bus stops. Of these:
  - 1 (<1%) respondent made a positive comment relating to the relocation of the east and west bus stops closer to New Mill Road
  - 1 (<1%) respondent suggested the bus stop should move closer to Riverlight Quay, due to demand

### **Pedestrian facilities and crossings**

9 (3%) comments on the proposals for 3 Riverlight Quay to mid Elm Quay Court (Section 6) referenced the pedestrian facilities and crossings.

- 8 (3%) respondents made reference to the pedestrian crossings. Of these:
  - 2 (1%) respondents criticised the positioning of pedestrian crossings; stating that there needs to be direct access to Riverside Walk
  - 3 (1%) respondents requested that Copenhagen crossings are introduced along the junction with New Mill Road
  - 2 (1%) respondents made negative but unspecific comments regarding the provision of two-stage pedestrian crossings in this section
  - 1 (<1%) respondent made a positive but unspecific comment regarding the pedestrian crossings in this section

- 1 (<1%) respondent suggested that the central footways / islands are an inefficient use of road space

## **Parking and loading**

5 (2%) comments on the proposals for 3 Riverlight Quay to mid Elm Quay Court (Section 6) referred to parking and loading.

- 2 (1%) respondents stated that parking at the Ponton Road junction needs to be regulated
- 1 (<1%) respondent made a positive but unspecific comment regarding the level of parking in this section
- 1 (<1%) respondent suggested that a taxi drop-off area needs to be created at the junction with Ponton Road
- 1 (<1%) respondent stated that a taxi-rank is required outside the Riverlight apartments, due to demand in this area

## **Environment**

14 (6%) comments on the proposals for 3 Riverlight Quay to mid Elm Quay Court (Section 6) to the scheme referenced the environment.

- 7 (3%) respondents stated more trees were required. Of these:
  - 2 (1%) respondents suggested more trees are required with no further explanation
  - 2 (1%) respondents suggested more trees are required to improve public realm
  - 1 (<1%) respondents suggested more trees are required to improve air quality
  - 1 (<1%) respondent suggested more trees are required to improve shade and/or shelter
  - 1 (1%) respondent suggested more trees are required to improve surface water run-off
- 3 (1%) respondents made comments relating to planters. Of these:
  - 1 (<1%) respondent suggested planters are required to improve public realm
  - 1 (<1%) respondent suggested planters are required to improve shade and/or shelter
  - 1 (1%) respondent suggested planters are required to improve surface water run-off
- 3 (1%) respondents commented on pollution (unspecified), of which, 2 (1%) made negative but unspecific comments, and 1 (<1%) suggested there would be an increase in pollution (unspecified) due to increased congestion

- 1 (<1%) respondent reacted negatively, stating the proposals did not match TfL's Healthy Streets vision

### **Non-specific comments**

9 (4%) non-specific comments were made on the proposals for 3 Riverlight Quay to mid Elm Quay Court (Section 6).

- 3 (1%) respondents gave a general positive comment
- 1 (<1%) respondent gave a general negative comment
- 3 (1%) respondents gave an unrelated comment
- 2 (<1%) respondents gave a nonsensical comment

## **Comments on overall proposals for Mid Elm Quay Court to Lassco (Section 7)**

### **Cycling facilities**

78 (29%) of the comments made on the proposals for Mid Elm Quay Court to Lassco (Section 7) referenced the cycling facilities.

#### *Cycle lanes and tracks*

43 (16%) respondents made specific reference to either cycle lanes or cycle tracks.

- 33 (12%) respondents requested segregation of cycle lanes i.e. to become cycle tracks. Of these:
  - 20 (7%) respondents stated that cycle lanes required segregation, of which 7 (3%) specifically referenced the need for a cycle bypass for westbound cyclists at St Georges Wharf
  - 8 (3%) respondents stated that cycle lanes should not be shared with bus lanes, of which 1 (<1%) expressed safety concerns
  - 3 (1%) respondents made a positive comment about the segregation of the cycle lanes
  - 2 (1%) respondents suggested cycle lanes could be segregated by not widening the footway
- 4 (1%) respondents made negative comments regarding the cycle lanes. Of these:
  - 2 (1%) respondents suggested that cycle lanes cause congestion
  - 2 (1%) respondents stated that cycle lanes are unnecessary, of which 1 (<1%) suggested that cyclists are capable of cycling without them, and 1 (<1%) argued that they are a waste of money

- 4 (1%) respondents made positive remarks regarding the cycle lanes, of which 3 (1%) stated that cycle lanes increased cyclist safety, and 1 (<1%) did not specify a reason
- 2 (1%) respondents expressed safety concerns related to the One Nine Elms junction

#### *Other comments related to cycling facilities*

- 24 (9%) respondents made comments relating to the bus stop bypasses in this section. Of these:
  - 10 (4%) respondents stated that bus stop bypasses are required, of which 4 (1%) referenced the eastbound Elm Quay bus stop, and 1 (<1%) voiced safety concerns
  - 7 (3%) respondents made negative comments relating to the bus stop bypasses, of which 3 (1%) criticised their design, and 3 (1%) expressed safety concerns
  - 6 (2%) respondents made positive but unspecific comments regarding the provision of bus stop bypasses
  - 1 (<1%) respondent requested that the bus stop bypasses were widened
- 9 (3%) respondents made negative comments regarding the general cycle facilities, of which:
  - 5 (<1%) respondents did not give a reason to support their statement
  - 2 (<1%) respondents suggested that left-hook collision risks posed a threat to cyclists in this section
  - 1 (<1%) suggested that the facilities would not promote cycling in this area
  - 1 (<1%) respondent stated that there was reduced access to bicycle docking stations
- 2 (1%) respondents suggested additional facilities that should be provided for cyclists in the section. Of these:
  - 1 (<1%) respondent requested that pumping facilities were provided
  - 1 (<1%) respondent requested that emergency service details were provided

#### **Road design and layout**

12 (4%) comments on the proposals for Mid Elm Quay Court to Lassco (Section 7) referred to the road design and layout.

- 4 (1%) respondents referred to the road layout. Of these:
  - 3 (1%) respondents stated that the road layout will create traffic and bottlenecks
  - 1 (<1%) respondent expressed their disappointment regarding the inability to make a right turn into One Nine Elms

- 2 (1%) respondents expressed concerns regarding traffic flow, of which 1 (<1%) cited an increase in road users causing congestion as a potential issue
- 2 (1%) respondents referred to the road lanes. Of which:
  - 1 (<1%) respondent suggested that two lanes need to be created for all road traffic
  - 1 (<1%) respondent suggested that right turns onto Nine Elms Lane should be allowed for motorists exiting St Georges Wharf
- 2 (1%) respondents stated that the size of the central footways / islands should be reduced, thereby allowing traffic from Riverside Court to join westbound traffic
- 1 (<1%) respondent was concerned about access onto Private Road during roadworks
- 1 (<1%) respondent requested that the number of traffic signals in this section was not increased, but did not specify a reason why

### **Bus facilities**

136 (51%) comments on the proposals for Mid Elm Quay Court to Lassco (Section 7) referred to the bus facilities.

- 134 (49%) comments were made relating to bus lanes. Of these:
  - 129 (48%) respondents, all from the NCGM campaign, requested that bus lanes should have restricted hours of operation to enable commercial vehicles to use the bus lane
  - 4 (1%) respondents made a positive but unspecific comment regarding the bus lanes
  - 1 (<1%) of respondent requested that bus lane hours be reduced, but did not provide a reason for this request
- 2 (<1%) respondents made comments relating to bus stops, of which 1 (<1%) requested the use of real time updates at shelters, and 1 (<1%) requested that the bus stop be relocated, to allow safe exit from One Nine Elms

### **Pedestrian facilities and crossings**

15 (6%) comments on the proposals for Mid Elm Quay Court to Lassco (Section 7) referenced the pedestrian facilities and crossings.

- 11 (4%) respondents commented on the pedestrian crossings in this section. Of these:
  - 6 (2%) respondents provided negative comments on the provision of two-stage crossings, of which 1 (<1%) suggested they expose pedestrians to high pollution

- 3 (1%) respondents gave negative comments on pedestrian crossings, of which 1 (<1%) stated they were too far away from bus stops
- 1 (1%) respondent requested that Copenhagen crossings are introduced on side roads
- 1 (<1%) respondent made a positive but unspecific comment regarding the pedestrian crossings in this section
- 2 (1%) respondents made negative comments regarding the central footways / islands, of which 1 (<1%) stated they are an inefficient use of road space
- 1 (<1%) respondent requested for the pavements to be widened
- 1 (<1%) respondent provided negative but unspecific comments relating to the pedestrian facilities in general

### **Journey times for motorists and bus passengers**

1 (<1%) respondent suggested that journey times will increase, but did not refer to any specific mode of transport/

### **Parking and loading**

1 (<1%) respondent suggested that a taxi-rank is required outside the US Embassy, due to future demand for taxis in this area.

### **Environment**

11 (4%) comments on the proposals for Mid Elm Quay Court to Lassco (Section 7) referenced the environment.

- 6 (2%) comments were made suggesting more trees were required. Of these:
  - 2 (<1%) respondents did not give a reason to support their suggestion
  - 1 (<1%) respondent suggested more trees were required to improve air quality
  - 1 (<1%) respondent suggested more trees are required to improve public realm
  - 1 (<1%) respondent suggested more trees are required to improve shade and/or shelter
  - 1 (1%) respondent suggested more trees are required to improve surface water run-off
- 3 (1%) comments were made suggesting more planters were required. Of these:
  - 1 (<1%) respondent suggested planters are required to improve public realm

- 1 (<1%) respondent suggested planters are required to improve shade and/or shelter
- 1 (1%) respondent suggested planters are required to improve surface water run-off
- 1 (<1%) respondent suggested pollution (unspecified) would increase
- 1 (<1%) respondent suggested that old buildings in the area should be treated sympathetically

### **Non-specific comments**

12 (4%) comments on the proposals for Mid Elm Quay Court to Lassco (Section 7) referenced a non-specific comment.

- 6 (2%) respondents made an unrelated comment
- 3 (1%) respondents made a comment that could not be interpreted
- 2 (1%) respondents made a general negative comment, whereas 1 (<1%) respondent made a general positive comment

### **Comments on the consultation material**

137 comments were received on the quality of the consultation.

- 42 (31%) comments were related to the level of detail on the consultation. Of these:
  - 23 (17%) respondents commented on the insufficient level of detail in the consultation. Of which:
    - 6 (4%) respondents failed to provide any specific reasons as to why there was insufficient detail in the consultation
    - 4 (3%) respondents were disappointed that the reasons for changes were not provided
    - 2 (1%) respondents pointed out that costs relating to the scheme were not included in the consultation
    - 2 (1%) respondents suggested that the data provided in the materials was outdated
    - 2 (1%) respondents stated that there was missing information regarding taxi use in bus lanes
    - 1 (1%) respondent suggested that the impact on local businesses had not been considered
    - 1 (1%) respondent stated there was insufficient detail concerning integration with Vauxhall Cross
    - 1 (1%) respondent pointed out that there was no data in the consultation that referred to the volume of traffic on side roads
    - 1 (1%) respondent argued that there was a lack of detail in relation to the plans for Thessaly Road

- 1 (1%) respondent stated detail was insufficient as no alternative options were provided
    - 1 (1%) respondent suggested there was insufficient detail concerning the surface materials used
    - 1 (1%) respondent suggested that a Road Safety Audit should have been completed
  - 13 (9%) respondents commented on the detail given specifically about the cycling facilities, of which 12 (9%) stated there was a lack of detail given about type of cycle path, and 1 (1%) stated there was a lack of detail regarding the height of stepped tracks
  - 5 (4%) respondents suggested that detail should have been made more concise
  - 1 (1%) respondent suggested that summary statistics should have been included
- 34 (25%) comments made regarding the consultation materials. Of these:
  - 19 (14%) respondents commented on the online materials, of which:
    - 4 (3%) respondents suggested the proposals should download as one PDF document
    - 3 (2%) respondents commented suggested the consultation documents should have been more mobile friendly
    - 3 (2%) respondents mentioned that they found it difficult to navigate between the different sections in the proposals
    - 3 (2%) respondents suggested interactivity could be improved
    - 2 (1%) respondents suggested the information on each section should be presented in drop down boxes
    - 2 (1%) respondents stated that the online materials did not match the printed materials
    - 1 (1%) respondent reported that they found the links explaining two-stage turns for cyclists to be useful
    - 1 (1%) respondent commented that the online links were not working
  - 14 (10%) commented on unspecified materials. Of these:
    - 4 (3%) respondents suggested the materials were misleading
    - 3 (2%) respondents made a positive comment, with specific reference to the clear presentation of information
    - 2 (1%) respondents made a positive comment, with specific reference to the detailed nature of materials
    - 2 (1%) respondents made a negative comment, suggesting the information in the materials was not presented clearly
    - 1 (1%) respondent suggested that the existing layout of the area should have been provided separately, to allow for easier comparisons
    - 1 (1%) respondent recommended that all TfL consultations should be formatted consistently, but did not specify a reason why
    - 1 (1%) respondent requested the individual sections to be presented before the plans for the overall scheme
  - 1 (1%) respondent commented that the printed envelopes should advertise the consultation



- 13 (9%) comments were made on the visuals. Of these:
  - 8 (6%) respondents commented that the visuals were unclear
  - 2 (1%) respondents suggested increasing the quantity of visuals on the proposals
  - 1 (1%) respondent suggested providing further videos
  - 1 (1%) respondent made a positive but unspecific comment relating to the visuals in the consultation
  - 1 (1%) respondent suggested the visuals were misleading
  
- 12 (9%) comments were made on the maps detailed in the proposals. Of these:
  - 3 (2%) respondents commented on the inaccuracy of maps, of which 2 (1%) mentioned the Sleaford St bus stop was missing and 1 (1%) commented on the omission of Stewart's Road
  - 3 (2%) respondents commented that the online maps had insufficient detail
  - 2 (1%) respondents commented that the printed maps had insufficient detail.
  - 1 (1%) respondent suggested that the maps should have used colour keys
  - 1 (1%) respondent stated that the maps should have been included above the feedback sections
  - 1 (1%) respondent stated that the maps should have been included alongside descriptions
  - 1 (1%) respondent suggested that the maps should have included cross-sections
  
- 10 (7%) comments were made on the promotion of the proposals. Of these:
  - 9 (7%) respondents suggested the proposals should have been better advertised
  - 1 (1%) respondent suggested better offline promotion was required
  
- 9 (7%) comments were made suggesting extra requirements for the consultation. Of these:
  - 3 (2%) respondents suggested a traffic impact statement was required
  - 2 (1%) respondents suggested that taxi drivers should have been consulted
  - 1 (1%) respondent suggested a questionnaire should have been conducted with cyclists to better understand needs on cycle facilities
  - 1 (1%) respondent stated that pedestrian modelling was required
  - 1 (1%) respondent suggested that local businesses should have been consulted
  - 1 (1%) respondent suggested that residents should have been consulted at an earlier stage
  
- 8 (6%) comments were made on the traffic flow modelling. Of these:
  - 6 (4%) respondents requested details of any traffic flow modelling that had been undertaken
  - 2 (1%) respondents suggested it was likely that traffic flow modelling had not accounted for the impact of roadworks

- 3 (2%) respondents made a positive but unspecific comment regarding the quality of consultation
- 2 (1%) respondents made a negative but unspecific comment regarding the quality of consultation
- 2 (1%) respondents commented on the TfL staff. Of these:
  - 1 (1%) respondent suggested that design teams should include a mix of road users, to generate a richer understanding of a range of user needs
  - 1 (1%) respondent commented on how helpful the TfL staff were
- 1 (1%) respondent commented positively on the ability to respond to the overall proposals
- 1 (1%) respondent questioned why personal information such as sexual orientation and religion was collected

# Appendix B: Consultation questions

## How the questions were organised

For Nine Elms Lane and Battersea Park Road, we organised the questions into nine groups: one group asking for views on the overall scheme, one for each of the seven sections, and a group of questions asking for information about the respondent.

Have your say on proposals for Nine Elms Lane and Battersea Park Road – overall proposals  
2 questions

Section 1 – Do you support our proposals for Macduff Road to Life Tabernacle Church  
2 questions

Section 2 - Do you support our proposals for Life Tabernacle Church to Lockington Road  
2 questions

Section 3 - Do you support our proposals for Lockington Road to adjacent to Stewarts Road  
2 questions

Section 4 - Do you support our proposals Adjacent to Stewarts Road to westbound Sleaford Street bus stop  
2 questions

Section 5 - Do you support our proposals for Westbound Sleaford Street bus stop to 3 Riverlight Quay  
2 questions

Section 6 - Do you support our proposals for 3 Riverlight Quay to mid Elm Quay Court  
2 questions

Section 7 - Do you support our proposals for mid Elm Quay Court to Lassco  
2 questions

About you  
13 questions

## Questions about the proposals

Do you support our overall changes to Nine Elms Lane and Battersea Park Road?  
*Strongly support, Partially support, Neither support or oppose, Partially oppose, Strongly oppose, No opinion*

Do you have any comments about our overall proposals for Battersea Park Road and Nine Elms Lane?

Do you support our proposals for Macduff Road to Life Tabernacle Church?  
*Strongly support, Partially support, Neither support or oppose, Partially oppose, Strongly oppose, No opinion*

Do you have any comments about our proposals for Macduff Road to Life Tabernacle Church?

Do you support our proposals for Life Tabernacle Church to Lockington Road?  
*Strongly support, Partially support, Neither support or oppose, Partially oppose, Strongly oppose, No opinion*

Do you have any comments about our overall proposals for Life Tabernacle Church to Lockington Road?

Do you support our proposals for Lockington Road to adjacent to Stewarts Road?  
*Strongly support, Partially support, Neither support or oppose, Partially oppose, Strongly oppose, No opinion*

Do you have any comments about our proposals for Lockington Road to adjacent to Stewarts Road?

Do you support our proposals for Adjacent to Stewarts Road to westbound Sleaford Street bus stop?  
*Strongly support, Partially support, Neither support or oppose, Partially oppose, Strongly oppose, No opinion*

Do you have any comments about our proposals for Adjacent to Stewarts Road to westbound Sleaford Street bus stop?

Do you support our proposals for Westbound Sleaford Street bus stop to 3 Riverlight Quay?  
*Strongly support, Partially support, Neither support or oppose, Partially oppose, Strongly oppose, No opinion*

Do you have any comments about our proposals Westbound Sleaford Street bus stop to 3 Riverlight Quay?

Do you support our proposals for 3 Riverlight Quay to mid Elm Quay Court?  
*Strongly support, Partially support, Neither support or oppose, Partially oppose, Strongly oppose, No opinion*

Do you have any comments about our proposals for 3 Riverlight Quay to mid Elm Quay Court?

Do you support our proposals for mid Elm Quay Court to Lassco?  
*Strongly support, Partially support, Neither support or oppose, Partially oppose, Strongly oppose, No opinion*

Do you have any comments about our proposals for mid Elm Quay Court to Lassco?

### **Questions about the respondents**

What is your name?

What is your email address?

Please provide us with your postcode?

Are you (please tick all boxes that apply):

*A local residents, A local business owner, Employed locally, A visitor to the area, A commuter to the area, Not local but interested in the scheme, A taxi/private hire vehicle driver, Other (Please specify)*

If responding on behalf of an organisation, business or campaign group, please provide us with the name:

How did you find out about this consultation

*Received an email from TfL, Received a letter from TfL, Read about it in the press, Saw it on the TfL website, Social media, Word of mouth, Other(please specify)*

What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.?)

*Very good, Good, Acceptable, Poor, Very poor*

Do you have any further comments about the quality of the consultation material?

## Appendix C: Campaigns and petitions

We have reproduced the standard text that made up each of the identified campaign responses. In some instances, respondents added additional comments to campaign responses. All campaign responses, including those with additional comments, have been fully considered as part of this consultation process.

### Campaign text from London Cycling Campaign

“Dear Transport for London,

Please see my response below for your consultation on Nine Elms Lane and Battersea Park Road.

Do you support our overall changes to Nine Elms Lane and Battersea Park Road?

I strongly oppose this proposal.

Do you have any comments about our overall proposals for Battersea Park Road and Nine Elms Lane?

This proposal does not feature cycling infrastructure that will dramatically improve comfort or safety along this route. It will remain a barrier to most people to cycling at all in the area or through it.

Yet this route is highlighted in TfL’s own Strategic Cycling Analysis as one of the 25 highest priority routes for boosting cycling numbers. And TfL’s own Nine Elms Cycling Strategy calls for a: “a cycle network that provides access to all areas of Nine Elms on the South Bank ... and is accessible to anyone with a bicycle.”

- Bus lanes are not a suitable alternative to protected cycle lanes, especially for less confident cyclists, the elderly or those cycling with children.
- Bus lanes that only operate part-time do not even offer an advantage to more experienced and confident cyclists.
- Cycle lanes and/or tracks with parking and/or loading bays that operate out of peak hours cause unnecessary risks for those cycling during those times.
- And again represent a barrier to more people cycling.
- A safe, physically protected cycle lane is required along the full length of this route to attract cyclists of all ages and abilities, but the proposals do not provide this.
- Several junctions retain risks of turning motor vehicles colliding with those cycling.

In summary, separate safe space for cycling has not been proposed at a location that clearly needs it. Making the area safer and more attractive for walking is similarly a huge issue – long stretches of multi-lane effective dual carriageway with no crossings remain, as do major junctions with staggered crossings far from the “desire line”. The area will therefore remain difficult and potentially hazardous to navigate by foot.”

### **Campaign text from New Covent Garden Market**

“I object to the proposed changes to Nine Elms Lane. New Covent Garden Market is an essential link in the supply of fresh produce to London and to the economic growth of the capital. The majority of our vehicles travel outside peak hours for Nine Elms Lane and for over 40 years have been able to use the bus lanes which has ensured smooth traffic flows in the area. These proposals must be reconsidered to take into account the 5,000 commercial vehicle movements a night mainly between 21.00 and 07.00.”

### **Campaign text from Chancery Building Embassy Gardens Residents' Association**

“Nine Elms requires a whole new network of transport infrastructure, as it is changing from a logistics and industrial estate to become a living part of London Zone 1. As a local resident, I would like TfL to consider the needs of the fast growing population of this area and therefore to improve the public transport. For this reason, I am asking TfL to provide alternative means to go north of the Thames and west, towards Wandsworth Town and Putney. One option that I propose is to re-route bus 452 through Nine Elms Lane instead of Wandsworth road and/or to extend bus route 436.”

### **Campaign text from Stop Killing Cyclists**

- “1. I support the extensive protected stepped cycle lanes proposed
2. I support those floating bus stops proposed to enable vulnerable people cycling to pass safely
3. Those bus stops without floating bus stops should have them added, otherwise most parents will not allow their kids to use the route
4. All of the route, not just a lot of it, needs to be protected, otherwise many parents will not allow their kids to use it and non-confident adults likewise will not be tempted to use it
5. The layouts and markings of the junctions along the route do not indicate priority or safe routes for cyclists across the junctions. These really need to be raised to Dutch standards for the route to meet 8 to 80 year old needs
6. Advisory cycle lanes are not acceptable on such a major route. Whilst mandatory lanes are better, the route needs to be fully protected to meet the Mayor's Healthy Neighbourhoods Vision

7. Allowing parking at night along the route when cyclists are most vulnerable in the dark makes no sense, parking restrictions need to be 24/7 not 12/7
8. Removing the mandatory cycle lanes at night when cyclists are most vulnerable does not make sense and gives inconsistent messages to drivers. If they have to be mandatory rather than protected, then at a minimum they need to be 24/7 not 12/7
9. The Queenstown Road junction should have protected left hand turns at all 4 corners, like the proposed northern Lambeth Bridge proposals have
10. Likewise with Prince of Wales Drive/Havelock Road junction and other junctions along the way. This needs to be standard good practice, not a rare piece of positive infrastructure at Lambeth Bridge
11. The taxi pick up slot outside Battersea Power Station needs to be moved, it is in a dangerous position and forces vulnerable cyclists to go out in front of HGVs etc
12. There needs to be a cycle by-pass on south side going west of junction with St George's Wharf
13. The whole route needs to be 20 mph"



## **Appendix D: Consultation materials**

This section includes the following:

1. The material that was included on our consultation web page
2. The letter that was sent to residents and businesses close to the area of proposals
3. A map of the distribution area for the letter
4. A copy of the postcard used to advertise the consultation
5. A copy of the advert used in the Wandsworth Guardian
6. Copies of the materials that was used as part of our consultation drop-in events
7. A copy of the email that was sent to registered users of our services
8. A copy of the email that was sent to stakeholder organisations at the beginning of the consultation

## Example of text used on our consultation web page

Below is the text from the landing page at [tfl.gov.uk/roads/nine-elms-lane](http://tfl.gov.uk/roads/nine-elms-lane)

### Overview

We are seeking your view on our proposals for Nine Elms Lane and Battersea Park Road; developed through dialogue with the Nine Elms Vauxhall Partnership.

We propose to transform the 2.5km stretch of road from the Vauxhall Gyratory, along Nine Elms Lane and Battersea Park Road to Macduff Road, connecting to Cycle Superhighway 8 (CS8). Our proposed changes would act as a backbone to the major developments taking place in the area, improving conditions for pedestrians, cyclists, and bus passengers, as well creating a more pleasant and characterful street environment and a sense of destination to the area.

Our proposals are being funded through contributions from developers administered by London Borough of Wandsworth.

Ahead of these proposals and in response to the ongoing levels of construction in the area, we will implement a small scale, interim scheme during summer 2017 which looks to increase safety in the area and enhance the urban realm. More information on this scheme can be found [here](#).

### What are we proposing?

We are proposing a complete redesign of the road layout on Nine Elms Lane and the eastern part of Battersea Park Road to deliver improvements for pedestrians, cyclists and bus users and accommodate future growth of the area. Proposals include:

- New, wide footways
- 23 new and improved signalised crossing points
- A new cycle route on the south of the Thames from CS8 at Macduff Road to Vauxhall Gyratory, featuring:
  - ‘Stepped’ cycle tracks in both directions (see below) from Vauxhall Gyratory to the new Battersea Power Station London Underground entrance
  - Dedicated segregation and allocated time for cyclists at some junctions
  - Bus stop bypasses provided in some locations
- Increase in bus lanes to provide reliable journey times to bus passengers
- Improved junctions by upgrading signals at 5 junctions and providing 3 new signalised junctions
- Improvements to the street environment, which would see high quality finishes, repaving and new trees planted where possible

We would ensure all design and construction is closely coordinated with our plans to transform Vauxhall gyratory.

## **Why are we proposing this?**

As part of the Mayor's Opportunity Area Planning Framework, Vauxhall, Nine Elms and Battersea has been identified as an area for major redevelopment. Nine Elms Lane and the eastern part of Battersea Park Road is a major gateway and transport artery for the area.

Development is well underway and will be continuing in the coming years, which includes over 40 major developments with new residential and office units, two new town centres at Battersea Power Station and Vauxhall and two new London Underground stations on a new Northern Line Extension, at Nine Elms and Battersea. 20,000 new homes are being built, creating 22,000 construction jobs and a further 25,000 new jobs between now and 2027. Significant improvements are also being made to the public realm, which will include a new 11-acre Nine Elms Park linking Battersea Power Station to Vauxhall Cross.

In response to these levels of development and the change in land use, we have been presented with an opportunity to enhance the highway, creating a backbone to the development and a destination where customers are encouraged to walk, cycle and use public transport.

The proposals form part of the Mayor of London's plan for Healthy Streets – a long-term vision to encourage more Londoners to walk and cycle by making London's streets healthier, safer and more welcoming. We are proposing substantial improvements for pedestrians, cyclists and bus passengers in the area to help encourage more people to use these healthy and sustainable forms of transport.

## **Each section in detail**

For more detail on our proposals please see the sections below:

Section 1 - Macduff Road to Life Tabernacle Church

Section 2 - Life Tabernacle Church to Lockington Road

Section 3 - Lockington Road to adjacent to Stewarts Road

Section 4 - Adjacent to Stewarts Road to westbound Sleaford Street bus stop

Section 5 - Westbound Sleaford Street bus stop to 3 Riverlight Quay

Section 6 - 3 Riverlight Quay to mid Elm Quay Court

## **Summary of the proposed changes**

### **Cycling facilities**

- New segregated cycle lanes in both directions along most sections of the route. We would make space for these by reallocating space from general traffic and realigning traffic lanes
- Improvements to safety for cyclists provided through early starts at certain junctions, a cycle only stage at certain junctions, bus stop bypasses and two-stage right turn facilities
- New signalised junctions at Savona Street and Battersea Park Road, Thessaly Road and Battersea Park Road, and Cringle Street and Nine Elms Lane
- Ponton Road would see a redesigned junction providing cyclists travelling westbound with a cycle only green stage at the traffic light. Cyclists travelling eastbound, straight across the junction, continuing on Nine Elms Lane would be provided with a bypass lane
- Cycle only stages would be provided at Kirtling Street and Ponton Road.

### **Road design and layout**

- New signalised junction at Savona Street to incorporate the opening of the new road opposite called Prospect Way
- New signalised junction at Thessaly Road, subject to outcome of the P5 Bus extension consultation
- New signalised junction at Cringle Street to manage traffic in and out of the new side road, provide an early start for cyclists and new pedestrian crossing points
- Banned left turn from Battersea Park Road into Cringle Street for all traffic due to the tight turn

### **Bus facilities**

- Widened bus lanes, where possible to provide passing space for cyclists around buses waiting at stops
- Around 2km of bus lanes between Vauxhall Gyratory and Prince of Wales Drive, created by removing central islands and realigning traffic lanes
- Changes to bus lane hours of operation to provide reliable journey times to bus passengers through the area
- We are separately consulting on a proposed extension to bus route P5 to Battersea Power Station. Please see consultation here. This proposal will be assessed and taken forward separately to the proposed changes for Nine Elms Lane and Battersea Park Road

### **Pedestrian facilities and crossings**

- Where space allows, junctions would have footway buildouts to reduce pedestrian crossing widths and provide additional space for pedestrians
- The new signalised junction at Savona Street would provide signalised pedestrian facilities on the north, south and west arms of the junction
- The Kirtling Street junction would see a new signalised pedestrian crossing on the western arm
- The new Cringle Street junction would see new signalised pedestrian crossings on all arms of the junction
- A new signalised staggered pedestrian crossing would be provided outside Riverside Court
- We have used computer analysis to help us ensure our proposals are fit for future growth in pedestrian numbers

### **Journey times for motorists and bus passengers**

We have carried out traffic modelling analysis to predict how the proposals might affect journey times through the scheme area. A summary of this analysis is available below.

[Click here to read our Traffic Modelling Analysis for Nine Elms](#)

### **Parking and loading**

- The disabled parking bay outside The Battersea Medical Centre would be extended to 12 metres long to provide 2 parking spaces. It would also be relocated onto the footway
- All on-street parking bays would have consistent hours of operating, allowing off peak peaking and/or loading

### **Deliveries and servicing**

We continue to work with businesses and freight operators to minimise the impact of these proposals on their operations. If your home or workplace is on or near the proposed route, please let us know if the proposals could affect your deliveries, collections and servicing. We would encourage you to discuss the proposals with companies undertaking these operations.

### **Environment**

Our proposals aim to improve the quality of life in the area by:

- Reducing the dominance of traffic, allowing people to better enjoy the area
- Increasing provision for active modes - walking and cycling
- Exploring opportunities and working with developers to achieve more greening
- Creating a sense of place with the proposed new urban realm high quality finishes which would look to include Sustainable Urban Drainage solutions in our proposals

Although we do not expect an increase to the number of motor vehicles in the area, our proposals may change how traffic moves around some roads, which may result in some associated and localised changes to air quality and noise levels.

Environmental surveys and modelling would take place as part of our ongoing evaluation of these proposals.

### **Equalities**

In considering the design of our streets, we closely consider the needs of all users throughout the design process. On significant infrastructure projects, we:

- Complete Equality Impact Assessments (EIA) at the outset of the project, to review potential impacts on equality target groups, including disabled people
- Carry out public consultations, including targeted engagement with specific users such as (amongst many others): Royal National Institute of Blind People, Guide Dogs for the Blind, Age Concern, Transport for All, and the National Autistic Society
- Ensure we comply with established guidance – such as the Design Manual for Roads and Bridges – which includes detailed requirements for disabled people

The EIA for Nine Elms Lane and Battersea Park Road will continue to be developed following the outcome of this public consultation, incorporating feedback received.

### **Next steps**

We will analyse and consider all of the responses received to the consultation, and publish our response later this year. Construction of the scheme would be subject to the outcome of this consultation, and further approvals. Should we decide to go ahead, we would aim to start construction in 2020/2021.

### **Have your say**

- Through our consultation survey
- By email to [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)
- In writing to FREEPOST TFL CONSULTATIONS using 'Nine Elms Lane' as the subject
- Call us 0343 222 1155\*

You can also request paper copies of plans and a response form, copies in Braille, large text or another language using the above contact information, or calling 0343 222 1155\*.

\*Service and network charges may apply

Please tell us your views by **Sunday 20 August 2017**.

## **Public exhibitions**

We will be holding public events at which TfL staff involved in the project will be available to answer your questions:

Life Tabernacle Church, 32 Battersea Park Rd, London, SW11 4HY  
Thursday 6 July 2017, 15:30 - 19:00

New Covent Garden Market, Row C, Pitch 73, Nine Elms Lane, London, SW8 5BH  
Sunday 9 July 2017, 08:00 - 14:00

Life Tabernacle Church, 32 Battersea Park Rd, London, SW11 4HY  
Thursday 20 July 2017, 15:30 - 19:00

Embassy Gardens, after Ambassador Building, New Union Square (adjacent to Waitrose Nine Elms store), 5 Nine Elms Lane, London SW8 5DA  
Wednesday 26 July 2017, 17:30 - 19:30

Our consultation material will be on display at R.O.S.E Clubroom Ascalon Street Savona Estate, Battersea, SW8 4DL from Tuesday 4 July for the duration of the consultation.

# Letter to local residents and businesses

Transport for London



Tuesday 4 July 2017

The Occupier

Transport for London  
Consultation Team

FREEPOST  
TFL CONSULTATIONS

Dear Sir/Madam

Consultations@tfl.gov.uk

## Have your say on proposed changes to Nine Elms Lane and Battersea Park Road

We are seeking your view on our proposals for Nine Elms Lane and Battersea Park Road; developed through dialogue with the Nine Elms Vauxhall Partnership.

We propose to transform the 2.5km stretch of road from the Vauxhall Gyratory, along Nine Elms Lane and Battersea Park Road to Macduff Road, connecting to Cycle Superhighway 8 (CS8). Our proposed changes would act as a backbone to the major developments taking place in the area, improving conditions for pedestrians and cyclists, as well as creating a more pleasant environment and a sense of destination to the area.

Our proposals are being funded through contributions from developers administered by London Borough of Wandsworth.

The consultation closes on **Sunday 20 August 2017**.

### What are we proposing?

We are proposing a complete redesign of the road layout on Nine Elms Lane and the eastern part of Battersea Park Road to deliver improvements for pedestrians and cyclists, and accommodate future growth of the area. Proposals include:

- New, wide footways
- 23 new and improved signalised crossing points
- A new cycle route on the south of the Thames from CS8 at Macduff Road to Vauxhall Gyratory, featuring:
  - 'Stepped' cycle tracks in both directions from Vauxhall Gyratory to the new Battersea Power Station London Underground entrance
  - Dedicated segregation and allocated time for cyclists at some junctions
  - Bus stop bypasses provided in some locations
- An increase in bus lanes to provide reliable journey times to bus passengers
- Improved junctions by upgrading signals at 5 junctions and providing 3 new signalised junctions
- Improvements to the street environment, which would see high quality finishes, repaving and new trees planted where possible

An overview map showing some of the key proposed changes is attached.

MAYOR OF LONDON



VAT number 756 2769 90



We have carried out traffic modelling to assess the impacts of this scheme. As with all proposed changes to the road layout there will be some impacts on road users but where possible these have been minimised. Please see the full scheme impact assessment on the consultation website.

We are separately consulting on extending Route P5 to Battersea Power Station. You may have received a letter or please visit <https://tfl.gov.uk/p5-extension>. The proposed changes to Nine Elms Lane and Battersea Park Road are separate to the P5 and one scheme could be progressed without the other. However if both were to go ahead we would coordinate works to minimise disruption.

**How can I find out more?**

To find out more, view or print our plans, and let us know what you think, please visit: <https://tfl.gov.uk/nine-elms-lane>, email: [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk) or call us on 0343 222 1155 (Service and network charges may apply).

If you do not have access to the internet, write to us at 'FREEPOST TFL CONSULTATIONS' (no stamp required).

Our consultation material will be on display at R.O.S.E Clubroom, Ascalon Street, Savona Estate, London, SW8 4DL from Tuesday 4 July for the duration of consultation.

**Public drop-in sessions**

We are available to discuss these proposals in more detail at the following open sessions:

**Thursday 6 July 2017 and Thursday 20 July 2017, 15:30 to 19:00**  
Life Tabernacle Church, 32 Battersea Park Road, London, SW11 4HY

**Sunday 9 July 2017, 08:00 to 14:00**  
New Covent Garden Market, Nine Elms Lane, London SW8 5BH (stall location TBC, please check on the consultation webpage)

**Wednesday 26 July 2017, 17:30 to 19:30**  
Embassy Gardens – Ambassador Building, New Union Square (adjacent to Waitrose Nine Elms store), 5 Nine Elms Lane, London SW8 5DA

Please check online before any event for location maps and any updates.

**Your views are important to us**

The responses to this consultation will help inform our decision making as to whether we go ahead with the changes as proposed or make changes to our designs. Subject to the outcome of consultation we would proceed to detailed design and plan to start work in 2020/2021.

Please tell us your views by **Sunday 20 August 2017**.

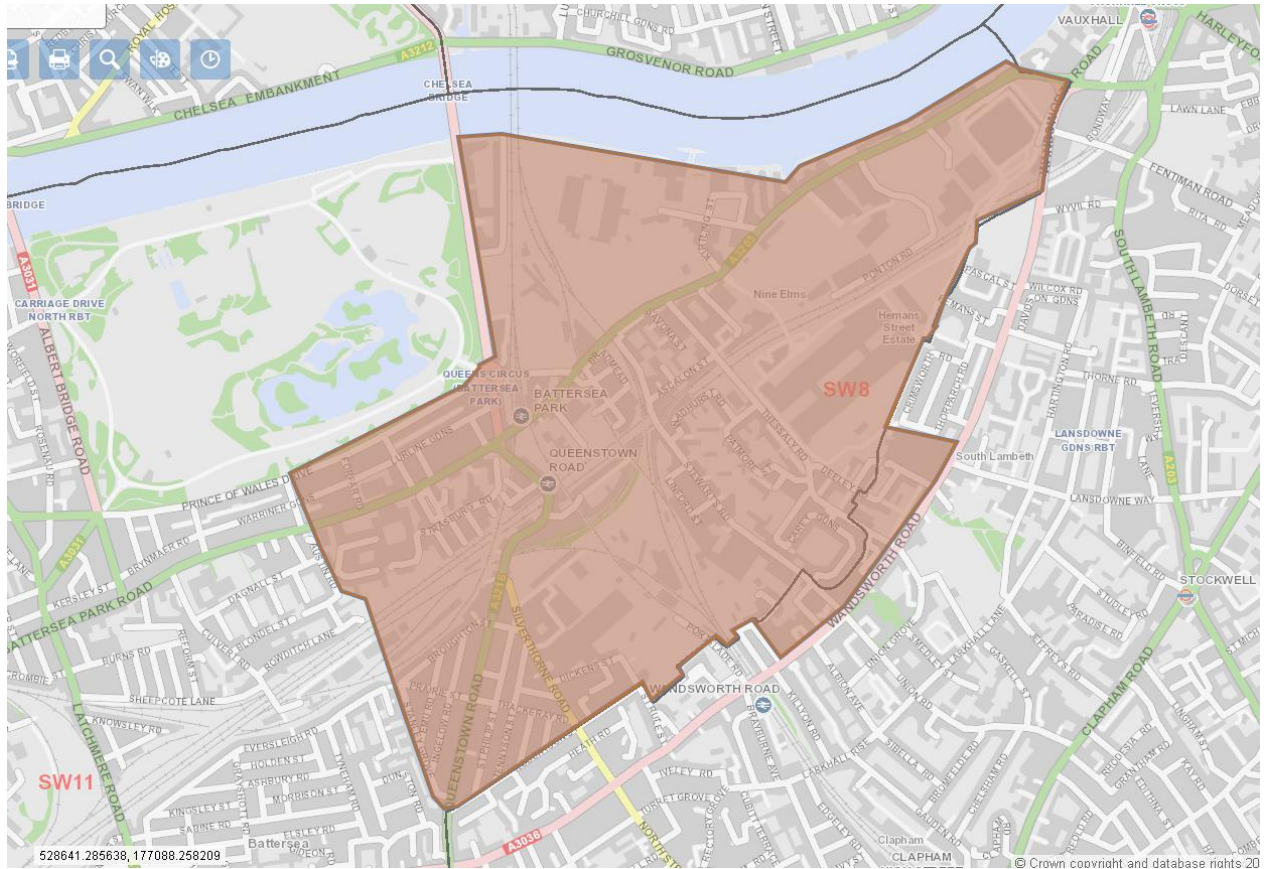
Yours faithfully



Nina Shah  
Consultation Team  
Transport for London

## Distribution area of consultation letter

The consultation letter was sent to all addresses (in total, over 12,000) within the distribution area shown in red:



## Postcard advertising consultation and how to find out more



MAYOR OF LONDON



## Transforming Nine Elms Lane and Battersea Park Road

We are seeking your views on proposals to transform the layout of Nine Elms Lane and Battersea Park Road to:

- improve safety and facilities for cyclists and pedestrians
- support growth in the area.

To find out more, get details of our public drop-in sessions, and to have your say:

Visit: [tfl.gov.uk/nine-elms-lane](http://tfl.gov.uk/nine-elms-lane)  
Email: [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)  
Write: **FREEPOST TFL CONSULTATIONS**  
Call: **0343 222 1155\***

**Please submit your views by Sunday 20 August 2017**

\*Service and network charges apply. Visit [tfl.gov.uk/terms](http://tfl.gov.uk/terms) for details.

Have your say



## Advert used in Wandsworth Guardian

# Have your say on changes to Nine Elms Lane and Battersea Park Road

We are seeking your views on proposals for a transformative scheme to change the layout of Nine Elms Lane and Battersea Park Road to:

- Improve safety and facilities for cyclists and pedestrians
- Support growth in the area



To find out more and to have your say visit [tfl.gov.uk/nine-elms-lane](http://tfl.gov.uk/nine-elms-lane)

Please submit your views by 20 August 2017

Have  
your  
say

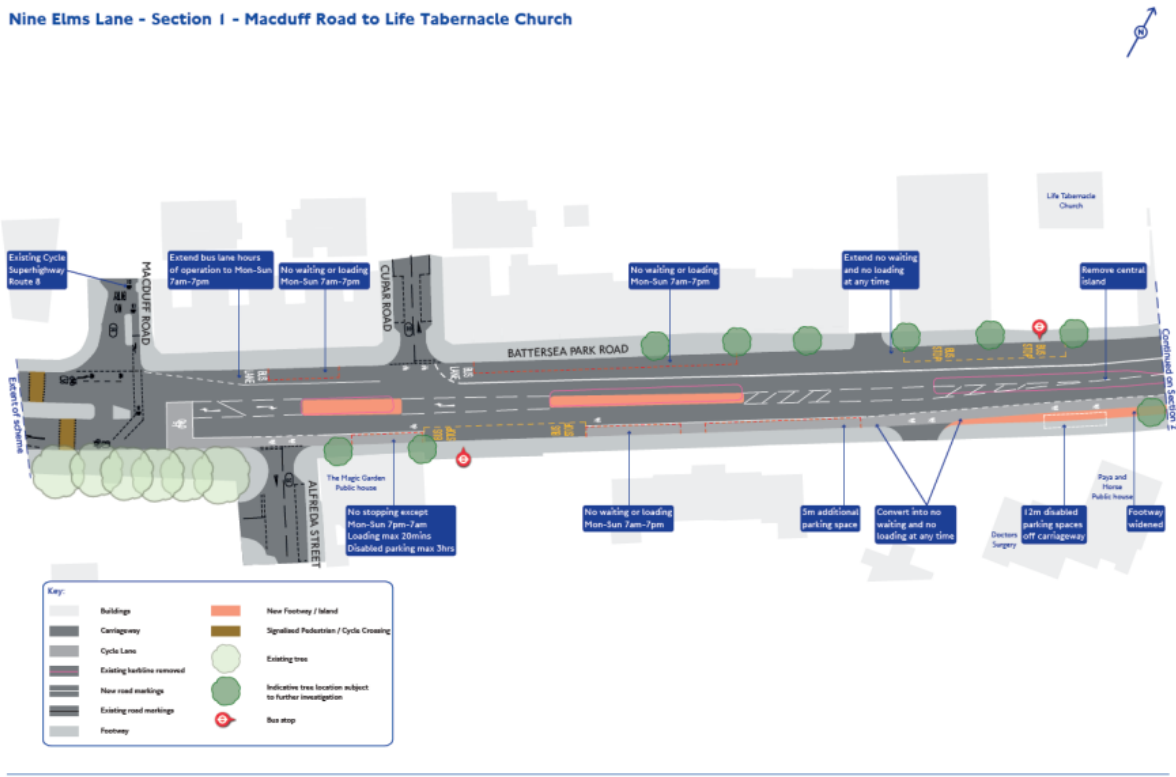
MAYOR OF LONDON



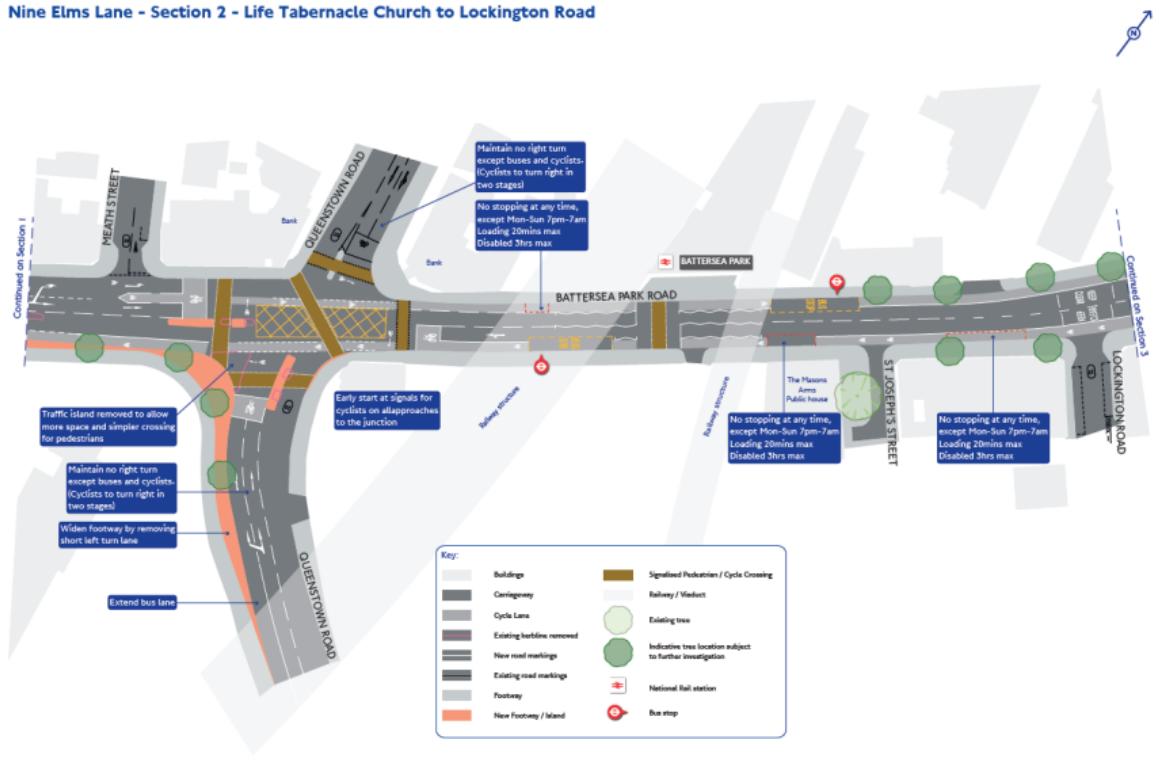
# Materials used at consultation events

(paper questionnaires were also available)

## Nine Elms Lane - Section 1 - Macduff Road to Life Tabernacle Church

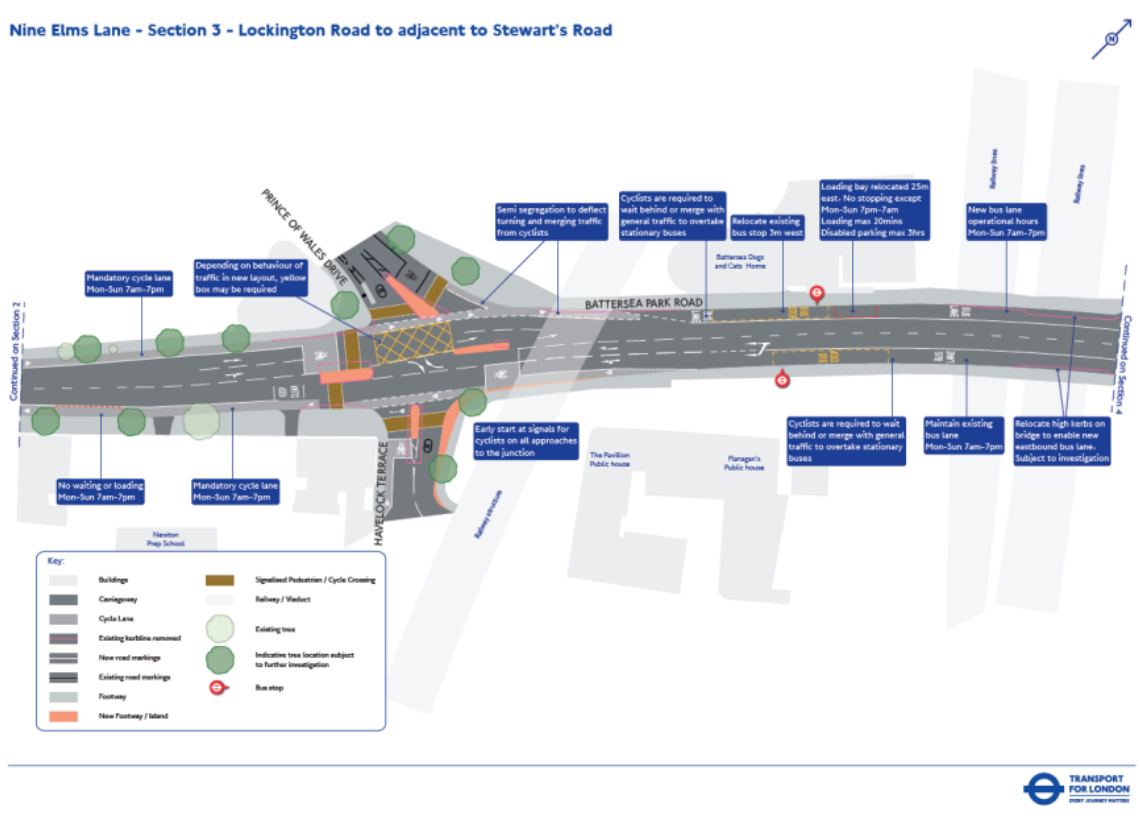


## Nine Elms Lane - Section 2 - Life Tabernacle Church to Lockington Road

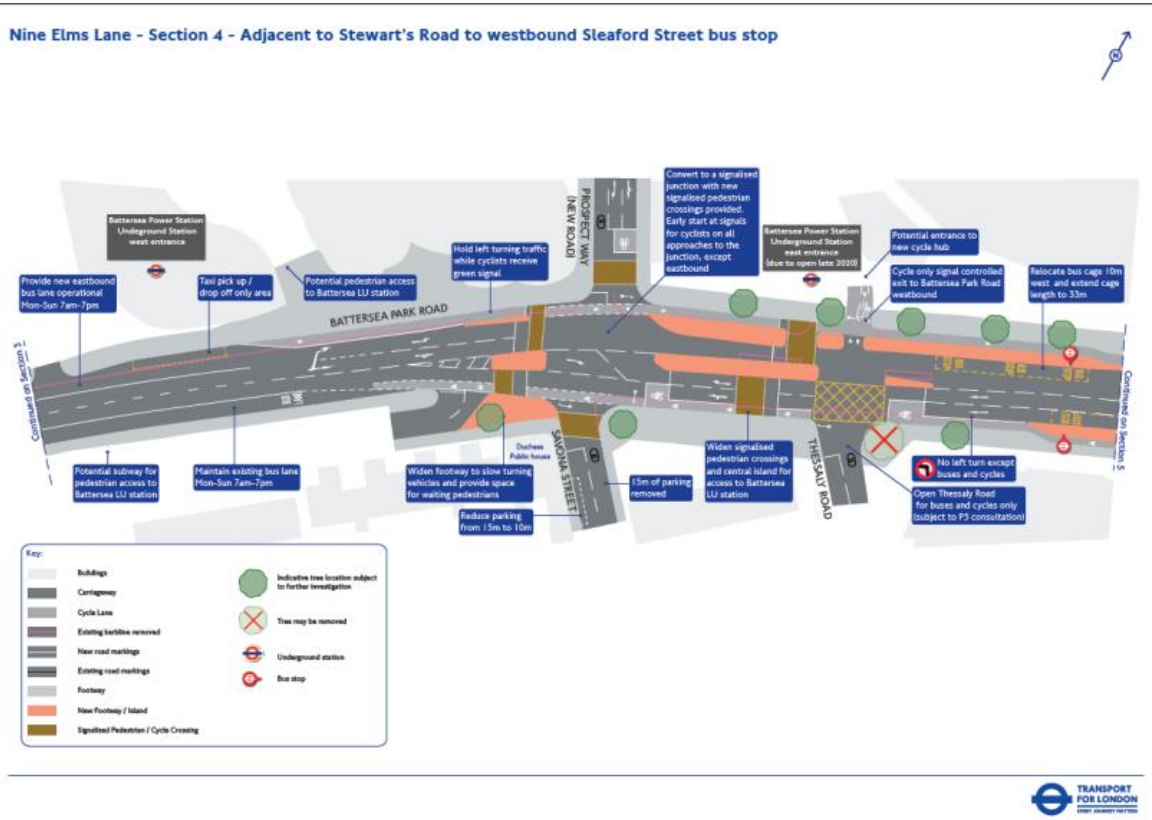


# Materials used at consultation events (continued)

## Nine Elms Lane - Section 3 - Lockington Road to adjacent to Stewart's Road

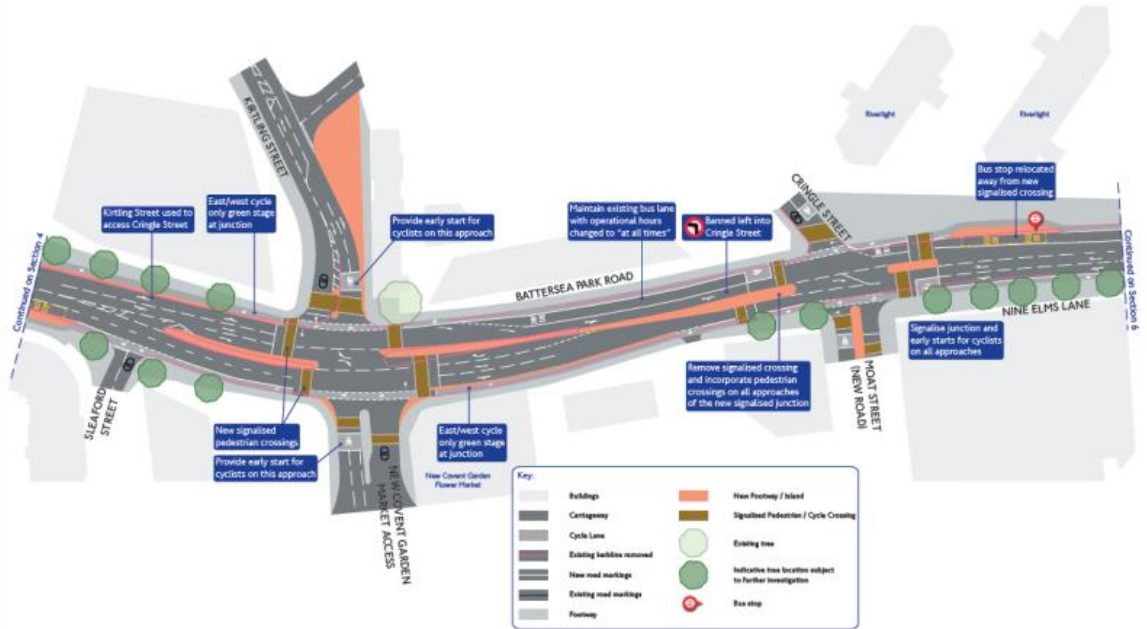


## Nine Elms Lane - Section 4 - Adjacent to Stewart's Road to westbound Steaford Street bus stop

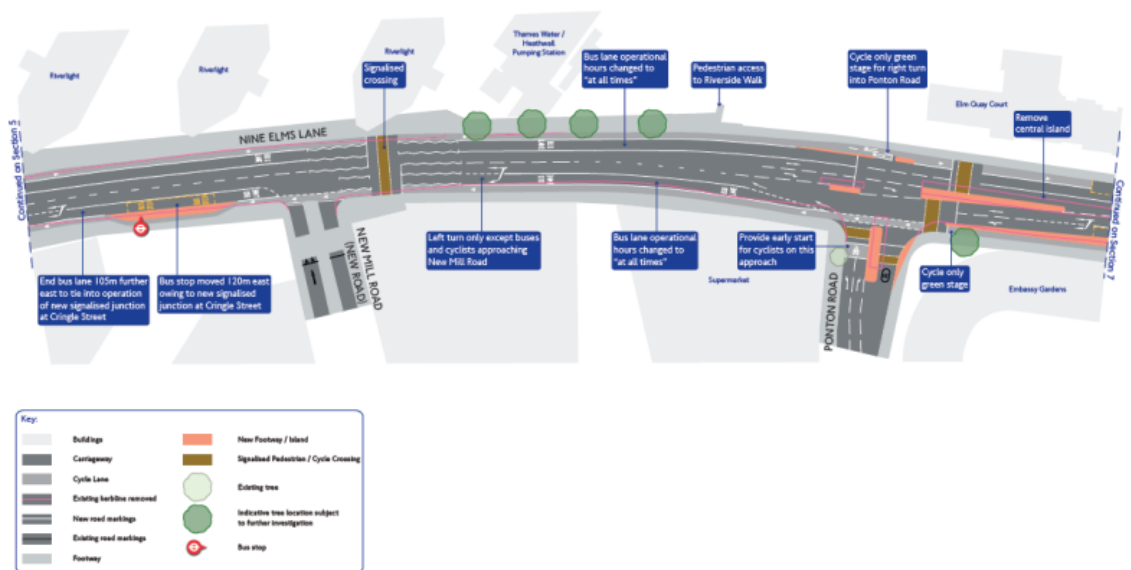


# Materials used at consultation events (continued)

## Nine Elms Lane - Section 5 - Westbound Sleaford Street bus stop to 3 Riverlight Quay

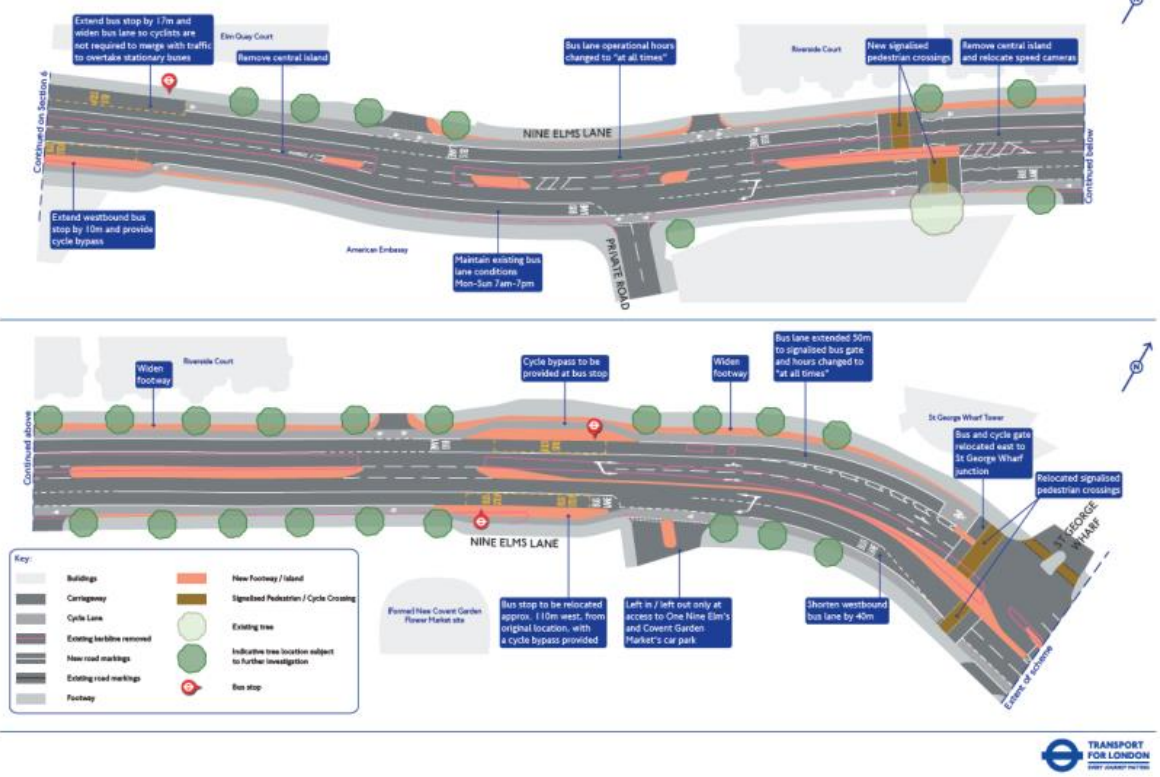


## Nine Elms Lane - Section 6 - 3 Riverlight Quay to mid Elm Quay Court



# Materials used at consultation events (continued)

## Nine Elms Lane - Section 7 - Mid Elm Quay Court to Lasso






## Email to users registered for our services


[Home](#) [Plan journey](#) [Status update](#) [Driving](#)

### Transforming Nine Elms Lane and Battersea Park Road

Have your say



# TRANSPORT FOR LONDON



Dear Internal TfL recipient,


We would like your views on a number of proposed changes in the Battersea area.

[For full details, and to share your views, please visit tfl.gov.uk/nine-elms-lane](https://tfl.gov.uk/nine-elms-lane)

The proposals include transforming the layout of Nine Elms Lane and Battersea Park Road to improve safety and facilities for cyclists and pedestrians and support growth in the area.

This consultation will run until Sunday 20 August.


Yours sincerely,



Nigel Hardy  
Head of Project Sponsorship

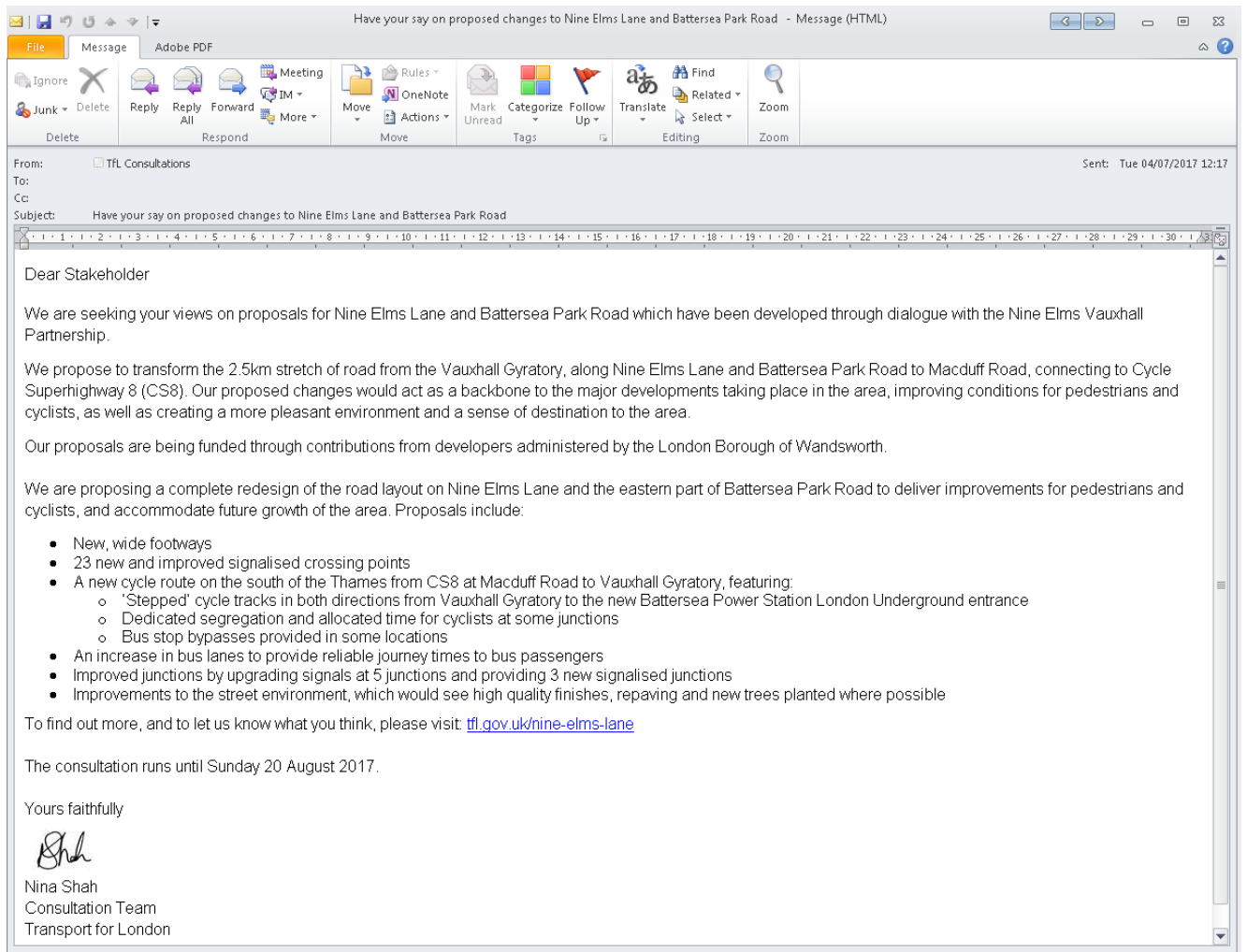
These are our customer service updates about consultations. To unsubscribe, please [click here](#)

**MAYOR OF LONDON**



**TRANSPORT FOR LONDON**  
EVERY JOURNEY MATTERS

## Email to stakeholders



Have your say on proposed changes to Nine Elms Lane and Battersea Park Road - Message (HTML)

File Message Adobe PDF

Ignore Delete Reply Reply All Forward More Meeting IM Move OneNote Actions Mark Unread Categorize Follow Up Translate Find Related Select Zoom

From: TFL Consultations Sent: Tue 04/07/2017 12:17  
To:  
Cc:  
Subject: Have your say on proposed changes to Nine Elms Lane and Battersea Park Road

Dear Stakeholder

We are seeking your views on proposals for Nine Elms Lane and Battersea Park Road which have been developed through dialogue with the Nine Elms Vauxhall Partnership.

We propose to transform the 2.5km stretch of road from the Vauxhall Gyratory, along Nine Elms Lane and Battersea Park Road to Macduff Road, connecting to Cycle Superhighway 8 (CS8). Our proposed changes would act as a backbone to the major developments taking place in the area, improving conditions for pedestrians and cyclists, as well as creating a more pleasant environment and a sense of destination to the area.

Our proposals are being funded through contributions from developers administered by the London Borough of Wandsworth.


We are proposing a complete redesign of the road layout on Nine Elms Lane and the eastern part of Battersea Park Road to deliver improvements for pedestrians and cyclists, and accommodate future growth of the area. Proposals include:

- New, wide footways
- 23 new and improved signalised crossing points
- A new cycle route on the south of the Thames from CS8 at Macduff Road to Vauxhall Gyratory, featuring:
  - 'Stepped' cycle tracks in both directions from Vauxhall Gyratory to the new Battersea Power Station London Underground entrance
  - Dedicated segregation and allocated time for cyclists at some junctions
  - Bus stop bypasses provided in some locations
- An increase in bus lanes to provide reliable journey times to bus passengers
- Improved junctions by upgrading signals at 5 junctions and providing 3 new signalised junctions
- Improvements to the street environment, which would see high quality finishes, repaving and new trees planted where possible

To find out more, and to let us know what you think, please visit: [tfl.gov.uk/nine-elms-lane](http://tfl.gov.uk/nine-elms-lane)

The consultation runs until Sunday 20 August 2017.

Yours faithfully

  
Nina Shah  
Consultation Team  
Transport for London

## Appendix E: Stakeholders

In some instances, more than one person at each organisation was contacted at the **start of the consultation, but the organisation is named only once below**

### AA

Abellio London Limited/ Abellio West London Limited

Access in London

Action on Disability

Action on Disability and Work UK

Action on Hearing Loss (RNID)

Age UK London

Aggregate Industries UK

ALDI Chelmsford

Alive in Space Landscape and Urban Design Studio

All Party Parliamentary Cycling Group

Allen Edwards Primary School

Alliance Healthcare

Alzheimer's Society

Anderson Travel Ltd

Angel BID

Ann Frye

Anxiety Alliance

Anxiety Care

Anxiety UK

Argos

Arriva London Ltd

AS Watson (Health and Beauty UK)

Asda

Aspire

Association of British Drivers

Association of International & Express Couriers

Association of Town Centre Management

ATCoaches t/a Abbey Travel

ATOC

Baker Street Quarter

Ballymore group

Bankside Residents' Forum

Battersea Business' Forum

Battersea Dogs and Cats Home

Battersea Power Station

Battersea Society

Bellway

Berkeley Group

Best Bike Training / Cycletastic

Better Bankside

Bexleyheath BID  
BHS bikeability  
Bidvest Logistics  
Bikeworks  
Bikexcite  
Borough Cycling Officers Group  
Brains Trust  
Brakes Group  
Breakspears Road Project  
Brentwood Community Transport  
Brewery Logistics Group  
Brewing, Food & Beverage Industry Suppliers Association  
British Association of Removers  
British Beer & Pub Association  
British Cycling  
British Land  
British Medical Association  
British Motorcycle Federation  
Brixton BID  
Bromley BID  
Bucks Cycle Training  
Camden Town unlimited  
Campaign for Better Transport  
Campbell's  
Capital City School Sport Partnership  
Carers Information Service  
Carey Gardens Cooperative  
Carousel  
CBI-London  
CCG Wandsworth  
Cemex  
Central London CTC  
Central London Forward  
Central London Freight Quality Partnership  
Central London NHS Trust  
Chartered Institute of Logistics and Transport  
Cheapside BID  
Chestertston Primary School  
City Bikes  
City of London  
City of London Police  
CitySprint  
Clapham Society  
Clapham Transport Users Group  
Clear Channel UK  
Collect Plus  
Confederation of Passenger Transport  
Connect  
Co-op  
Covent Garden Markets Authority  
Cross River Partnership  
Croydon BID

CT Plus Ltd t/a Hackney Community Transport	East London Vision
CTC	East Surrey Rural Transport Partnership t/a Polestar Travel
Cycle Confidence	EDF Energy
Cycle Confident	Ehlers Danlos Support UK
Cycle Experience	ELB Partners
Cycle Newham	Elm Quay Court
Cycle Systems	Embassy Gardens
Cycle Training East	English Heritage
Cycle Training UK (CTUK)	Ensignbus
Cyclelyn	Euromix Concrete
Cycle-wise Thames Valley	European Dysmelia Reference Information Centre
Cycling Embassy of Great Britain	Eurostar Group
Cycling4all	Euston Town
Cyclists in the City	Evolution Cycle Training
Department for Transport	Farringdon and Clerkenwell BID
Design for London	Federation of Wholesale Distributors (FWD)
DHL UK	Fowler Welch
Disability Rights UK	Freight Transport Association (FTA)
Disabled Go	Friends of Capital Transport
Disabled Persons Transport Advisory Committee	Friends of the Earth
Dogs for Good	Future Inclusion
DPD group UK	GeoPost UK
Dyslexia Action	Gnewt Cargo
Ealing BID	Go-ahead London
East and South East London Thames Gateway Transport Partnership	Golden Tours (Transport) Ltd

Greater London Authority	Joint Committee on Mobility for Disabled People
Greater London Forum for Older People	Kelly Group
Greggs	Kingston First
Griffin Primary School	KIPPA
HA Boyse and Son	Kuehne + Nagel
Hammersmith London BID	Lambeth Cyclists
Hampstead BID	Lambeth Safer Transport Team
Harrow Macular Disease Society	Leonard Cheshire Disability
Harrow Town Centre BID	Living Streets
Hatton Gardens BID	Local Government Ombudsman
Health Poverty Action	London ambulance Service
Hearing Dogs UK	London Association of Funeral Directors
Heart of London	London Bike Hub
Heathbrook Primary School	London Borough of Barking and Dagenham
Herne Hill Forum	London Borough of Bexley
House of Commons	London borough of Brent
ICE -London	London Borough of Camden
Inclusion London	London Borough of Croydon
Independent Disability Advisory Group	London Borough of Ealing
Institute for Sustainability	London Borough of Enfield
Institute of Advanced Motorists	London Borough of Hammersmith & Fulham
Institute Of Couriers	London Borough of Havering
Institution of Civil Engineers	London Borough of Hillingdon
James Bikeability	London Borough of Hounslow
John Burns Primary School	
John Lewis Partnership	

London Borough of Islington	Loomis UK
London Borough of Lambeth	Love Wimbledon BID
London Borough of Lewisham	Lupus UK
London Borough of Merton	Marble Arch BID
London Borough of Richmond Upon Thames	Marks & Spencer
London Borough of Sutton	Martin-Brower UK
London Borough of Tower Hamlets	McNicholas
London Borough of Wandsworth	Mencap
London Chamber of Commerce and Industry	Metroline Travel Limited/ Metroline West Limited
London Climate Change Partnership	Metropolitan Police Service
London Councils	MITIE
London Cycling Campaign	Mobile Cycle Training Service
London Duck Tours Ltd	Mode Transport
London European Partnership for Transport	Motorcycle Action Group
London Fire Brigade	MS Society
London First	National Autistic Society
London Omnibus Traction Society	National Express Ltd
London Region National Pensioners Convention	National Motorcycle Council
London Riverside	National Pensioners Forum
London Strategic Health Authority	New West End Company
London Tourist Coach Operators Association	New West End Company
London TravelWatch	Newton Preparatory School
London Visual Impairment Forum	NHS London
Look Ahead	Nine Elms Pier
	No Panic
	Northbank BID

Ocean Youth Connexions  
Office Depot  
On Your Bike Cycle Training  
One Nine Elms  
Organisation of Blind Afro Caribbeans  
Paddington Now  
Pan-London Dementia Alliance  
Parcelforce  
Parkinson's UK  
Parliamentary Advisory Council for Transport Safety  
Passenger Focus  
Patmore (Youth Organisation)  
Patmore Housing Estate  
Philip Kemp cycle training  
Planning Design  
Platanos College  
Ponton Road Hotspot Group  
Purley BID  
Putney BID  
Putney Society  
Putney Traffic Transport and Parking Working Group  
Puzzle Focus Ltd  
Quality Line  
Queen Mary University of London  
RAC  
RATP Dev London  
Raynes Park & West Barnes Residents' Association  
Redbridge Cycling Centre  
Reynolds  
Richmond BID  
Riverford  
Riverlight  
Riverside Court  
RNIB  
Road Danger Reduction Forum  
Road Haulage Association  
Roadpeace  
Royal Borough of Kensington & Chelsea  
Royal Borough of Kingston upon Thames  
Royal Institute of British Architects  
Royal Institute of Chartered Surveyors  
Royal London Society for Blind People  
Royal Mail Group  
Royal Town Planning Institute  
Sainsbury's Supermarkets  
Savona Street Residents Association  
Scope  
SDG  
SeLVIS  
Shaftesbury Park School  
SITA UK



Smiths News	Thamesmead Business Services
South Bucks Cycle Training	Thameswater
South East London PCT	The Association of Guide Dogs for the Blind
South East London Vision	The Big Bus Company Ltd
South Herts Plus Cycle Training	The British Motorcyclists' Federation
South Mobility Forum Wandsworth	The Canal & River Trust
Southbank BID	The Clapham Society
Southwark Cyclists	The Co-operative Group
Space Syntax	The Fitzrovia Partnership
Spokes Cycling Instruction	The Original Tour
St George's Battersea Church of England Primary school	The Royal Parks
St George's Wharf	The Southwark Cyclists
St Mary's RC Primary School	This is Clapham BID
St Modwen	Thomas Pocklington Trust
Stagecoach	Tideway
Station to Station	TKMaxx
Strategic Access Panel	TNT
Stratford Original BID	Tour Guides
Streatham BID	Tower Transit Ltd
Streatham Vale Property Occupiers Association	TPH for Heathrow Airport
Sullivan Bus and Coach	Tradeteam
Sustrans	Trailblazers, Muscular Dystrophy UK
Sutton mobility forum	Transport for All
Taylor Wimpey	Travis Perkins Plc
Team London Bridge BID	Try Twickenham
Technicolour Tyre Company	Tyssen Community School Cycle Training

UK Power Networks  
University College London  
Universitybus Ltd / UNO  
UPS  
Urban Movement  
US Embassy  
Vandome Cycles  
Vauxhall Gardens Estate Tenants & Residents Association  
Vauxhau1 One  
Victoria BID  
Virtual Norwood Forum  
Vision 2020  
Waitrose Nine Elms  
Wandsworth Access Association  
Wandsworth BID  
Wandsworth Cycling Campaign  
Wandsworth Mobility Forum  
Wandsworth Safer Transport Team  
Warburton  
Waterloo Quarter  
Westminster City Council  
Westminster Cyclists  
Wheels for Wellbeing  
Whitbread Group  
Whizz-Kidz  
Willow Lane BID  
Wilson James  
Wilson's Cycles  
Wincanton Group  
Wm Morrisons Supermarkets  
[www.cyclinginstructor.com](http://www.cyclinginstructor.com)  
Young Lewisham and Greenwich Cyclists