

# Wandsworth Town Centre

Consultation report

March 2016



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## Executive summary

We are proposing a number of transformational changes to Wandsworth town centre. Working closely with the London Borough of Wandsworth, we are proposing to reduce traffic dominance along the High Street and return the road network to two-way operation.

Following our initial consultation about high level proposals in 2014, we undertook a further consultation on the more detailed aspects of the scheme. This consultation ran from 24 November 2015 until 17 January 2016.

We received 849 responses to this latest consultation. The overall responses show:

- 57 per cent were generally positive towards the proposals
- 8 per cent were neither negative nor positive towards the proposals
- 35 per cent were generally negative towards the proposals

We also asked respondents to comment on each aspect of the scheme as defined by mode. The main issues raised have been highlighted in this report. Supportive comments included suggestions that the proposals would bring about improvements to the High Street area in terms of public realm and that bus users would benefit from faster journeys. Negative comments included concerns about increased rat running on local roads, increased traffic congestion and lack of segregated cycling. There were also positive and negative comments relating to pedestrian crossing arrangements. Our response to issues raised is set out in Appendix A of this report.

### Conclusion and next steps:

Following the generally favourable outcome of this consultation, we will be progressing with the scheme largely as outlined in the consultation.

As a result of the careful consideration of the comments and issues raised, the following changes will be incorporated into the proposals we consulted on (subject to further local consultation).

- Closing Barchard Street at the western end. This came following a number of residents expressing concern about potential rat running. Following comments received at the consultation events from local residents additional parking bays have been included in the proposals for the western end of East Hill
- We will continue to consider the potential benefit and likely impact of removing the short section of westbound bus lane on Wandsworth High Street in order to allow traffic to turn left into Garret Lane.
- We will consider the detailed operational aspects such as loading, parking, taxi exemptions as part of the ongoing design

Work to introduce the scheme to Wandsworth town centre is likely to start in 2018, subject to ongoing discussions with directly-affected landowners and securing all necessary permissions and approvals. We will continue to engage with stakeholders throughout Wandsworth in the build up to this, and will keep residents and road users informed of progress.

**About this document:**

This document explains the processes, responses and outcomes of this consultation. Appendix A contains our responses to issues commonly raised.

# 1. Introduction

## Purpose of the scheme

The objectives of the project are:

- To reduce traffic volumes through the town centre, leaving it free for buses, cyclists and local access traffic
- To make it easier to get around the town centre whilst reducing traffic-generated noise, pollution and visual intrusion
- To rationalise bus services and bus stops in the town centre
- Create a more cycle-friendly environment, incorporating Cycle Superhighway 8
- Better public spaces to improve conditions for people living, working or traveling through the area
- Facilitate regeneration of the town centre

## Summary of the proposals

The changes we are now proposing to make include:

- Rerouting traffic away from the town centre by making Armoury Way two-way. Through traffic would bypass Wandsworth High Street by using Putney Bridge Road, Armoury Way, Swandon Way and Trinity Road
- Making the High Street a more pleasant environment by allowing only buses and cyclists to use the section between Buckhold Road and Garrett lane, and restricting the rest of it to local traffic only
- Providing better pedestrian crossings on various roads
- Extending Cycle Superhighway Route 8 to run along Wandsworth High Street to the junction with Buckhold Road
- Making Wandsworth Plain two-way

## 2. The consultation

The consultation on the proposals to transform Wandsworth town centre ran from 24 November 2015 to 17 January 2016. It was designed to enable us to better understand the views of the people that live work and travel through Wandsworth town centre.

The potential outcomes of the consultation are:

- We decide the consultation raises no issues that should prevent us from proceeding with the scheme as originally planned
- We modify the scheme in response to issues raised in consultation
- We abandon the scheme as a result of issues raised in the consultation

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 or opposition for the proposals
- To understand any issues that might affect the proposal of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

### Who we consulted

This public consultation intended to seek the views of people who would be interested in or affected by the proposed changes, including those living, working, or travelling through Wandsworth Town Centre. We were also keen to seek the views of existing local businesses, as well as businesses and developments coming to the area in the future.

We also consulted stakeholders including the London Borough of Wandsworth traffic police, London TravelWatch, Members of Parliament, Assembly Members and local interest, transport and business groups including developers.

### Consultation structure

Information on the consultation and details of the proposals were made available online at <https://consultations.tfl.gov.uk/roads/wandsworth-town-centre>. Respondents were invited to express their views on the proposals, broken down by mode of transport, and to provide information and comment through the completion of a structured survey form.

In addition respondents were asked about the quality of the consultation and to provide their name, email address, and postcode. Respondents were also asked whether they represented the views of an organisation were asked to state how they heard about the consultation.

## Consultation material and distribution

The detailed consultation information was available via the following channels:

### Consultation website

The consultation information on the TfL website included explanatory text and drawings of current and proposed highway arrangements, journey time information, proposed bus stop and routing information and early images of the how the new high street environment could look. The website also included details of how the scheme would aim to improve provision for different groups of road users.

### Non-web formats

Printed leaflets, plans, accompanying descriptions and response forms were available on request by telephone, email or writing to FREEPOST TFL CONSULTATIONS. Leaflets were distributed to local residents and were also available at the three public exhibitions and stakeholder meetings held during the consultation period.

### Consultation publicity

The consultation information was publicised via the following channels:

**Emails to individuals:** Emails were sent to over 200,000 people on the TfL Oyster database who use public transport in Wandsworth. The email gave an overview of the proposed scheme, and invited recipients to find out more and respond via the consultation website. Please see Appendix D for a copy of the email.

**Emails to stakeholders:** Emails were sent to around 150 different stakeholder organisations to let them know about the consultation. Please see Appendix E for the list of recipients. The email gave an overview of the proposals and a link to the consultation website.

A leaflet was hand delivered to over 25,000 addresses. The leaflet gave details of the principles and proposals of the scheme, directed recipients to the consultation website and invited them to respond. The consultation leaflet and a map of the distribution area are included in Appendix B and C.

**Press and media.** TfL issued a press release and there was some coverage and discussion of the scheme in local media. We hosted three drop in sessions across the period to allow people to come and talk to the project team and find out further information. These were located as follows:

- Friday 4th December 2015 11:00 – 16:00; Wandsworth Town Library, 11 Garratt Lane, London SW18 4AQ
- Wednesday 9th December: 18:00 – 20:00; Civic Centre Robing Room, Wandsworth High St, London SW18 2PU

- Saturday 12th December: 11:00 – 15:00; Wandsworth Town Library, 11 Garratt Lane, London SW18 4AQ

We outlined the key issues and benefits that affect the scheme and were asked a number of questions about the detail of the scheme. We had display material to help explain the proposals and were also able to show a video of the projected change in traffic numbers behaviour on the new highway layout. Our response to the main issues raised in consultation is set out in Appendix A.

### **Meetings and site visits**

There were a number of meetings with individuals and key stakeholder groups which included, Wandsworth Living Streets, Wandsworth Society, Justine Greening MP, and Wandsworth Council Executive and Members.



### 3. Responses to Consultation

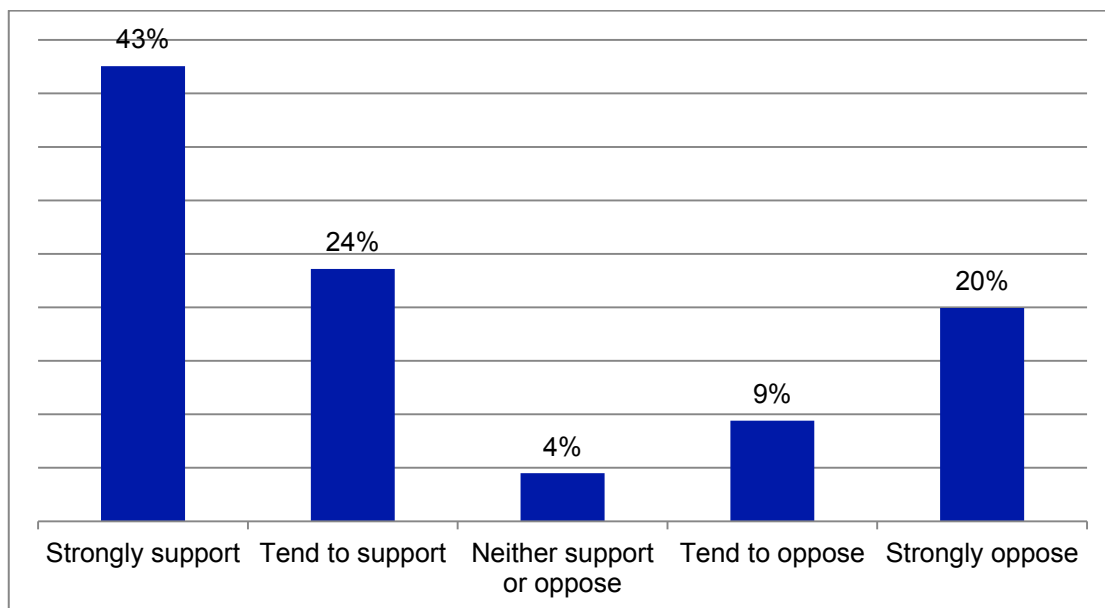
#### Overview of consultation responses

A total of 713 respondents replied to the online consultation survey. This includes 693 individual responses and 20 who completed the survey on behalf of an organisation. A further 149 respondents presented their comments by letter or email, therefore not completing the online consultation questions.

A total of 712 respondents expressed their opinion regarding the consultation and whether they supported or opposed the proposals. 303 (43 per cent) of respondent said they strongly supported the scheme and 168 (24 per cent) said they tended to support it.

142 (20 per cent) said they strongly opposed the scheme and 67 (9 per cent) said they tended to oppose it. 32 (4 per cent) of respondents neither supported or opposed the scheme. **Figure 1** provides a breakdown of these responses.

**Figure 1: Online respondents' level of support for proposal**



#### Other written representation

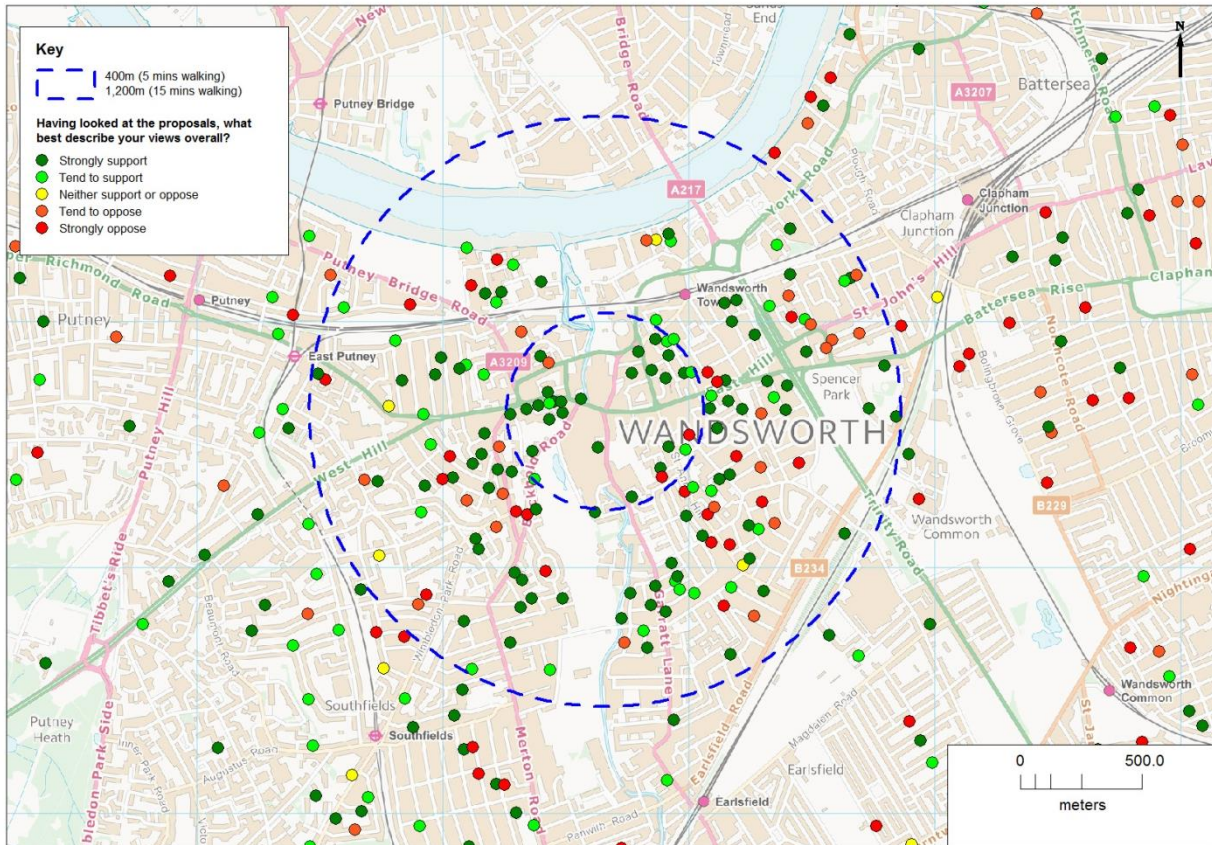
Outside of the structured online consultation, 136 responses written responses were received via letters and emails.

Letters and emails were analysed to assess their level of support or opposition for the proposals. 13 (10 per cent) respondents categorised 'generally positive,' towards the proposals 87 (64 per cent) respondents were categorised 'generally negative' and 37 (27 per cent) were categorised 'neither negative nor positive.' Analysis of issues raised in these responses is included alongside the relevant sections of analysis of responses to the online questions.

## Overall level of support among all respondents (web and written)

When the online responses are taken together with those who responded without completing the web survey, the results can be summarised as:

- 57 % were generally positive towards the proposals
- 8 % were neither negative nor positive towards the proposals
- 35 % were generally negative towards the proposals

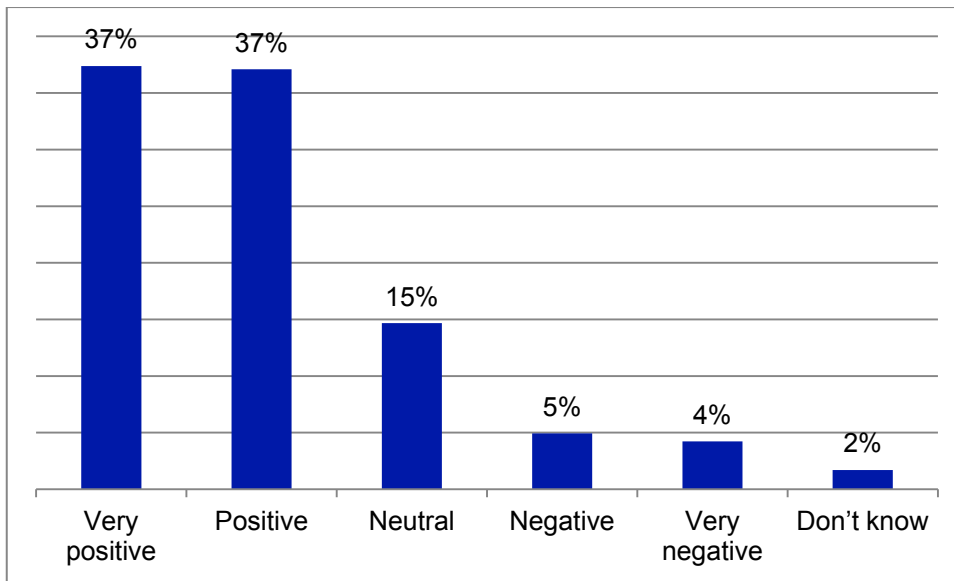


## Impact on pedestrians

Respondents were asked to indicate whether they thought the proposed scheme would have a positive or negative impact for pedestrians in the area.

709 respondents answered this question, with 265 (37%) stating the proposals would have a very positive effect on pedestrians, and 263 (37%) positive effect. Conversely 30 (4%) respondents thought this would have a very negative effect and 35 (5%) negative effect. 104 (15%) respondents thought the proposals would have a neutral effect on pedestrians, whilst 12 (2%) didn't know. These figures are reflected in **Figure 2**.

**Figure 2: What impact do you think our proposals will have on pedestrians?**



289 respondents expressed further comments on the impact proposals would have on pedestrians. Key themes that came out are as follows:

- **Pedestrian safety:** 72 respondents suggested that the proposals will create a safer environment for pedestrians. However, 23 respondents stated that the proposals will create a more dangerous environment for pedestrians, including confrontation between cyclists and pedestrians in shared space and the pedestrian crossings will leave the disabled and elderly feeling vulnerable when crossing the roads.
- **Design not meeting all needs:** 45 respondents suggested that the proposals do not meet all road user and surrounding area needs. Reasons included; spaces allocated for bus provisions are not efficient, more direct crossings are needed than the ones proposed and more space is needed for the public realm. An additional 25 written responses suggested that the proposals do not meet the design of all users. Reasons include; Lack of provisions and connections for cyclists and the new layout of the bus routes will not be efficient for bus users.
- **Pedestrian environment and personal safety:** 40 respondents thought the proposals would improve the public realm and air quality in the area. However, another 40 respondents stated that the proposals will increase congestion in the area due to some roads becoming 'two way' and the proposed pedestrian/cyclists crossings will cause more traffic delays. Reasons included; shared space with cyclists will cause more collisions, re-routed traffic will become more dangerous for pedestrians causing more air pollution and there is a lack of space for all users

### Impact on cyclists

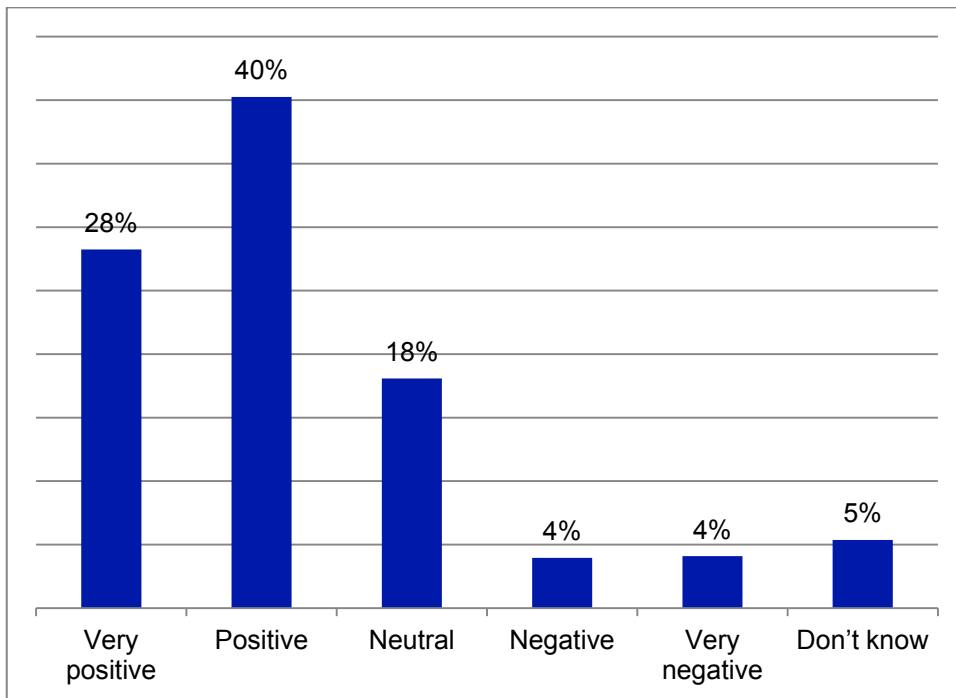
Respondents were asked to indicate whether they thought the proposed scheme would have a positive or negative impact for cyclists in the area.

708 respondents answered this question, with 200 (28 %) stating the proposals would have a very positive effect on cyclists, and 285 (40%) positive effect.

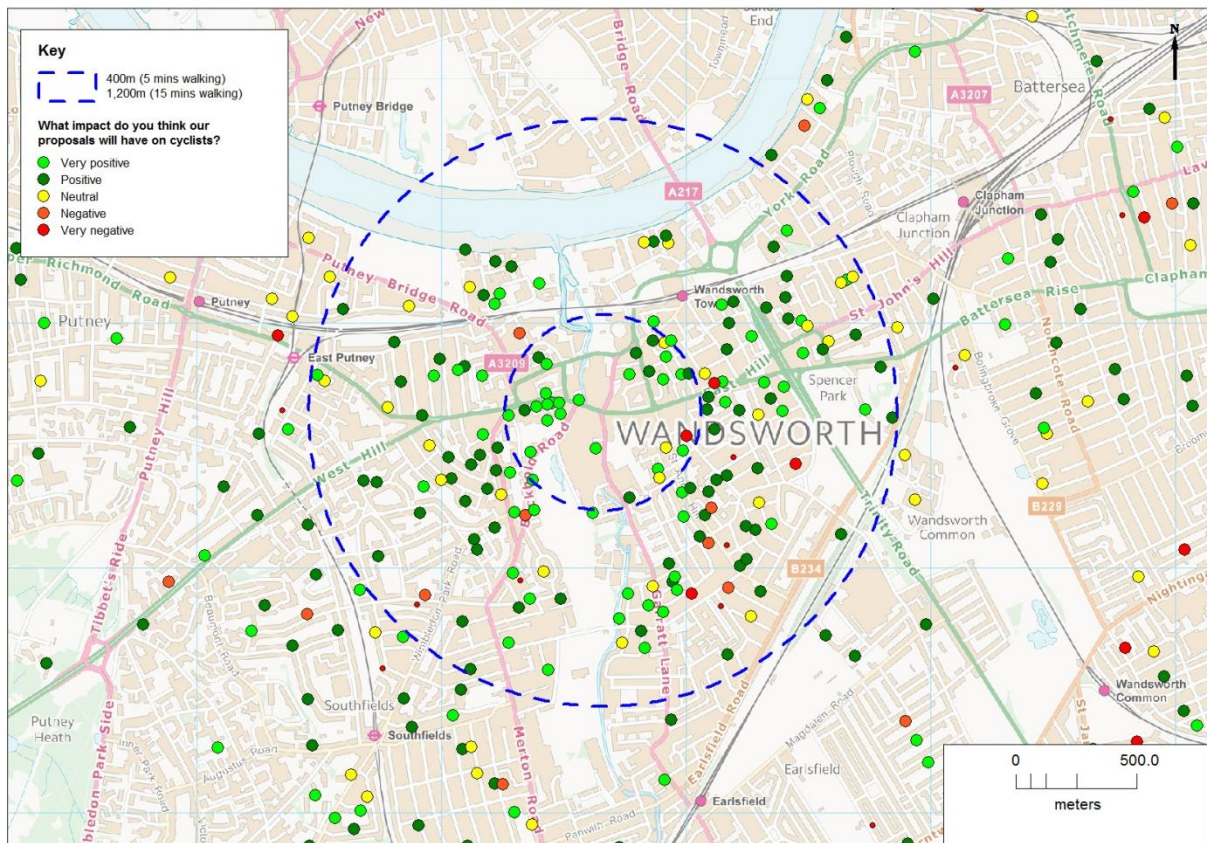
Conversely, 29 (4%) respondents thought the proposals would have a very negative effect and 28 (4%) negative effect. 128 (18%) respondents thought the proposals would have a neutral effect on cyclists, whilst 38 (5%) didn't know.

These figures are reflected in **Figure 3**.

**Figure 3: What impact do you think our proposals will have on cyclists?**



*N.B. Numbers have been rounded to nearest integer*



261 respondents expressed further comments on the impact proposals would have on cyclists. Key themes that came out are as follows:

- **Cyclist segregation:** 79 respondents stated that more segregation and space is needed for cyclists. A further 5 respondents suggested that the proposed cycle route would benefit greatly if it tied in with the surrounding cycle network.
- **Cyclists safety:** 45 respondents stated that the proposals would make cycling in the area feel safer, commenting that proposed upgrades will make cyclist feel less vulnerable due to more routes and infrastructure. However, 26 respondents stated that proposals will make it more dangerous for cyclists due to; the 'shared' space between pedestrians, cyclists and bus users. and 14 respondents stated that cyclist behaviour is poor and will not improve.

### Impact on bus users

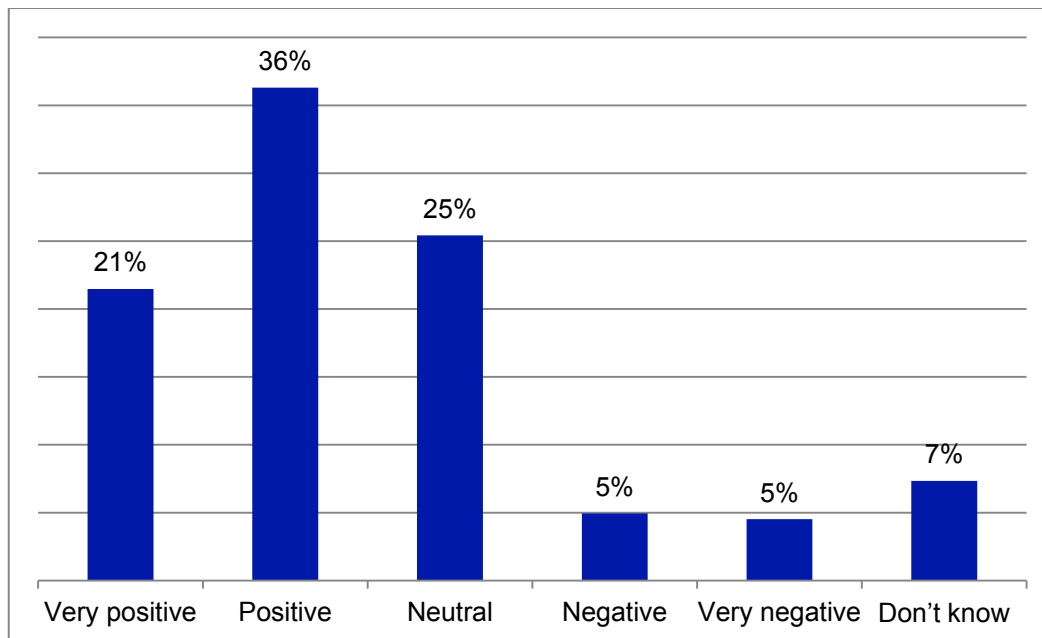
Respondents were asked to indicate whether the proposed scheme would have a positive or negative impact for bus users in the area.

708 respondents answered this question, with 152 (21 %) stating the proposals would have a very positive effect on bus users, and 257 (36%) saying they would have a positive effect. Conversely, 32 (5%) respondents thought the proposals would have a very negative effect and 35 (5%) said they would have a negative effect. 180 (25%) respondents thought the

proposals would have a neutral effect on bus users, whilst 52 (7%) didn't know.

These figures are reflected in **Figure 4**.

**Figure 4: What impact do you think our proposals will have on bus users?**



*N.B Numbers have been rounded to the nearest integer*

177 respondents expressed further comments on the impact proposals would have on bus users. Key themes that came out are as follows:

- **Traffic congestion:** 34 respondents suggested that proposals will increase the traffic congestion in the area and will have a knock on effect to bus journey times.
- **Bus journey times:** 42 respondents stated that bus journey times will improve due to; quicker proposed bus routes and the removal of cars.
- **Ease of bus use:** 27 respondents stated that the proposals will make it safer and easier for bus users and a further 9 respondents stated that it would make it harder to use the bus.

### Impact on motorists

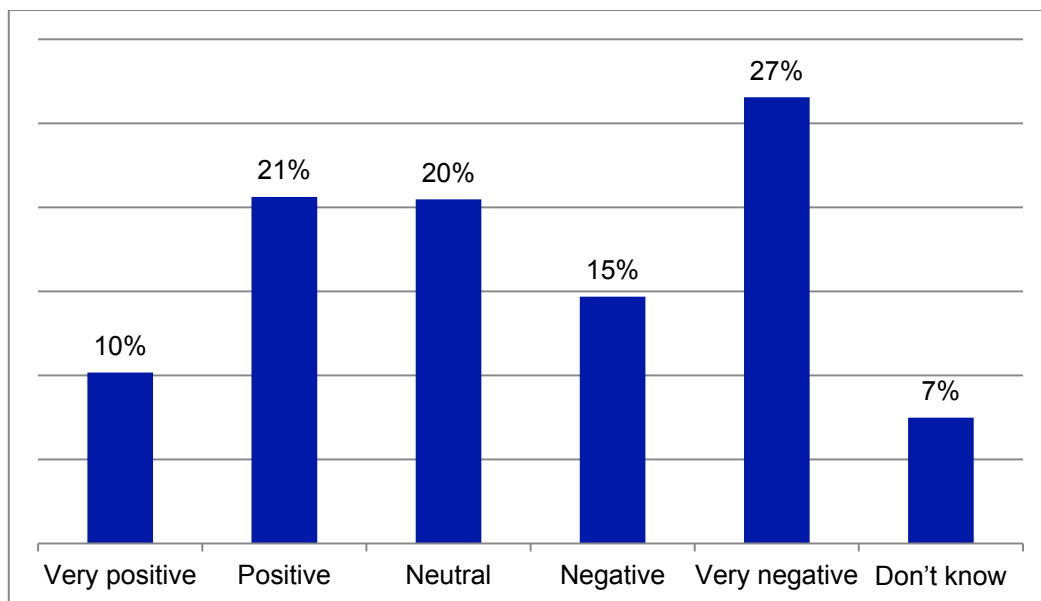
Respondents were asked to indicate whether the proposed scheme would have a positive or negative impact for cars and other motor users in the area.

708 respondents answered this question, with 72 (10%) stating the proposals would have a very positive effect on cars and other motor vehicles, and 146 (21 %) saying they would have a positive effect.

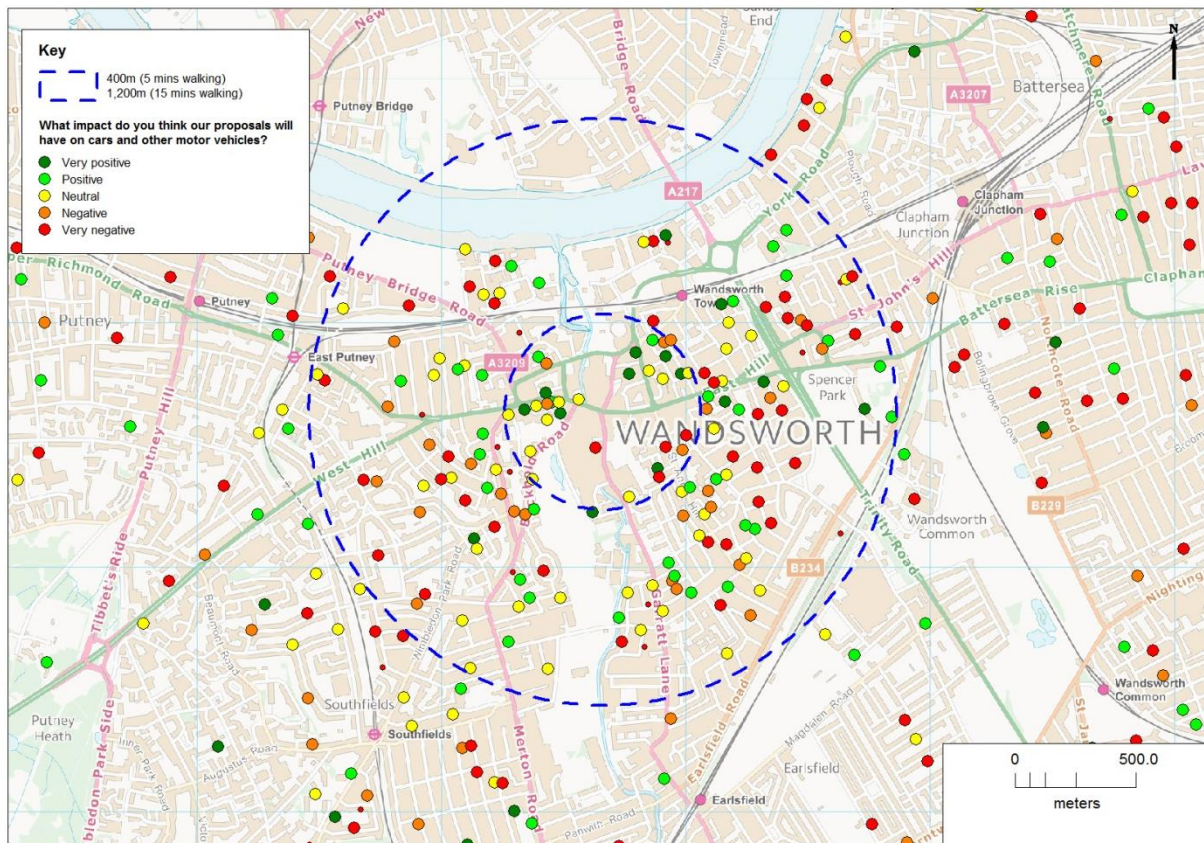
Conversely, 188 (27%) respondents thought this would have a very negative effect and 104 (15%) negative effect.

145 (20%) respondents thought the proposals would have a neutral effect on cars and other motor vehicles, whilst 53 (7%) didn't know. These figures are reflected in **Figure 5**.

**Figure 5: What impact do you think our proposals will have on motor vehicles?**



*N.B. Numbers have been rounded to nearest integer*



377 respondents expressed further comments on the impact proposals would have on cars and other motor vehicles users. Key themes that came out are as follows:

- Traffic congestion:** 187 respondents stated that the proposals will cause more traffic congestion in the local and surrounding residential areas. Of these 146 indicated they were a local resident. Respondents were concerned about a potential increase in congestion on the main road network, particularly on Ram Street, Garratt Lane, Swandon Way, Trinity Road and Fairfield Street. As a result, respondents perceived potential issues of “rat running” traffic and a number of streets were mentioned, including St Ann’s Hill, St John’s Hill, West Hill, Frogmore Road and Broomhill. A further 40 respondents stated that proposals will make it harder for car users due to longer journey times and distance. A further 89 written responses also stated that the proposals will increase the traffic congestion in the area. In addition to the streets identified on the online survey, other locations identified were: St Anns Hill, Marcilly Road and Merton Road and York Road
- Road Layout:** 33 respondents stated that the proposals will make it safer and quicker for car users. A further 23 respondents suggested that the proposals will improve the road layout, resulting into a safer and pleasant environment with fewer blockages.



## Impact on public spaces

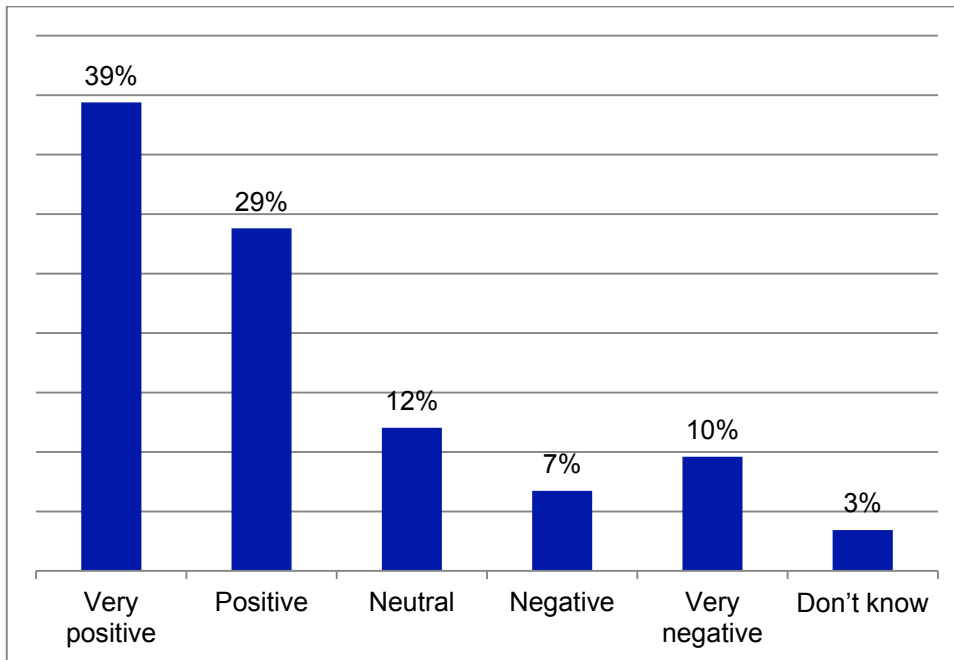
Respondents were asked to indicate whether the proposed scheme would have a positive or negative impact on public spaces around Wandsworth.

698 respondents answered this question, with 275 (39 %) stating the proposals would have a very positive effect on public spaces, and 201 (29 %) positive effect.

Conversely, 67 (10%) respondents thought the proposals would have a very negative effect and 47 (7%) a negative effect. 84 (12%) respondents thought the proposals would have a neutral effect on public spaces, whilst 24 (3%) didn't know.

These figures are reflected in **Figure 6**.

**Figure 6: What impact do you think our proposals will have on public space?**



*N.B. Numbers have been rounded to nearest integer*

258 respondents expressed further comments on the impact proposals would have on public spaces around Wandsworth. Key themes that came out were based around the public realm improvements and traffic congestion.

- **Public realm:** 68 respondents stated that the area will become much safer and nicer. Reasons include; less traffic will make it more inviting for visitors, enhancement of the public realm, and improved air quality.
- **Traffic congestion:** 46 stated that the proposals will have a negative impact on side roads. Locations include; Fairfield Street, Armoury Way, Broomhill Road and St Ann's Hill. A further 43 respondents stated that the area will still be

busy with traffic thus remaining unpleasant. Reasons include; Reduction of 'space' will cause more traffic in surrounding areas.

- **Harder for car users:** 14 respondents commented that the proposals would make it harder for car users. Reasons include; Lack of road space provision for tax-paying motorists and concerns of quieter residential roads becoming rat runs, such as between Melody Road and St Anns Hill for drivers wishing to gain access to Garratt Lane and routes to Tooting and the south.
- **Improvement in road layout:** 10 respondents suggested that the proposals required improvements to the road layout. Reasons include; unprotected and unsafe road layout for cyclists at major junctions in particular East Hill and Common Northside and an extensions to the scheme are advised, for example York Road approaching the Wandsworth Bridge roundabout should be a dual carriage way the entire length to cope with the additional traffic.

## About the respondents

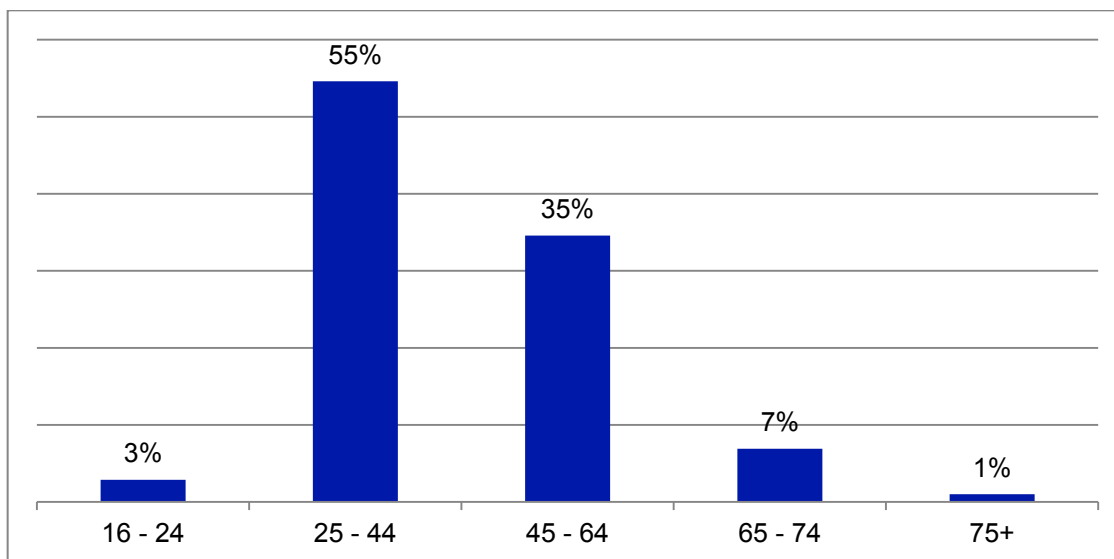
### Demographics

Respondents were asked about their age, gender and disability status. **Figure 2** reflects the age variation of respondents. A total of 694 respondents answered this question. Over 50% (379) of respondents were aged between 25-44 whilst 35% (240) were aged between 45-64.

A total of 691 respondents stated what gender they were. 233 (34 %) respondents were female; 443 (64%) were male; and, 14 (2%) preferred not to say.

A total of 682 answered the question on whether they had a disability. 647 (95%) respondents did not have a disability whilst 16 (2%) did. 19 (3%) preferred not to answer.

**Figure 7: Respondents age demographic**



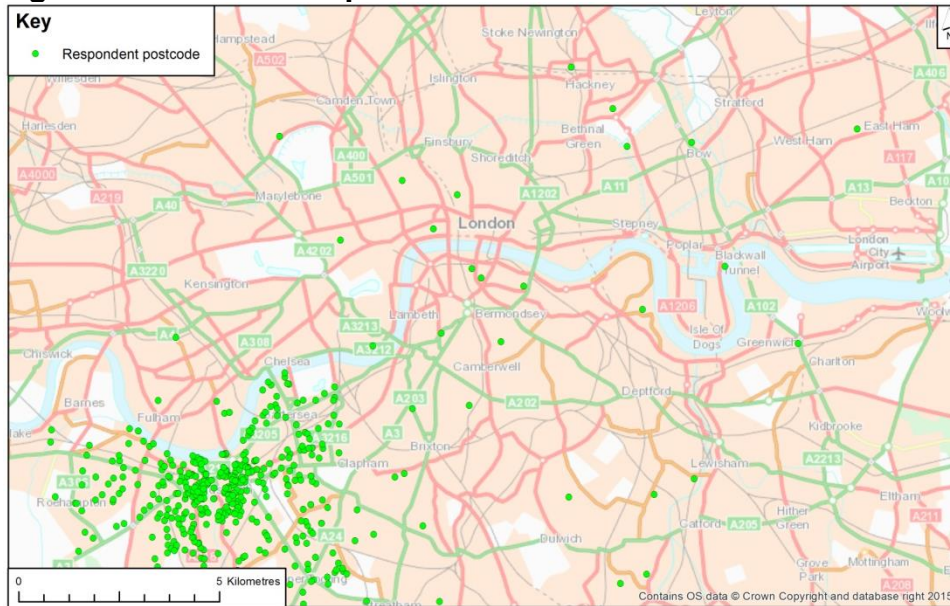
*N.B Numbers have been rounded to the nearest integer*

## Responses by Postcode

612 respondents gave their postcode as part of the consultation exercise.

547 (89 %) of respondents who gave their postcode was from the SW area. The most popular postcodes were SW18 305 (50 %) of respondents came from followed by SW11 74 (12%), SW15 62 (10%), SW17 35 (6%), and SW19 27 (4%). **Figure 8** below shows the distribution of respondents from within Central London.

**Figure 8: Postcode respondents from within Central London**



## Consultation Source

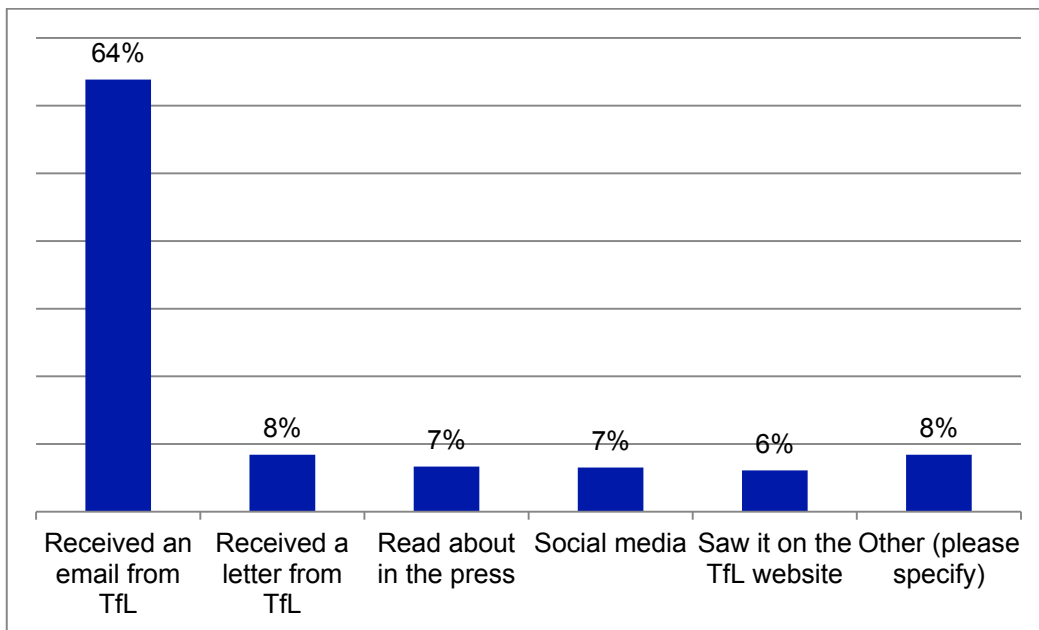
A total of 689 respondents answered the question on where they found out about consultation.

440 respondents (64%) were informed by the email sent by us to all Oyster card users who are registered as using services in Wandsworth whilst 58 (8%) respondents heard about it through an 'other' source. 'Other' categories included; word of mouth through friends and family and the local council.

58 respondents (8 %) received a leaflet from TfL, 46 (7 %) of respondents read about the consultation in the press, 45 respondents, (7 %) heard about the consultation via social media and 42 (6 %) saw the consultation on the TfL website.

Figure 9 provides a breakdown of these responses.

**Figure 9: Source in which respondents heard about the consultation**



*N.B. Numbers have been rounded to nearest integer*

## Comments about the quality of consultation

Respondents were asked to comment on the quality of the consultation. 356 respondents left comments.

Of these; 96 (27 %) thought the quality of the consultation was either excellent or good, 182 (51%) stated fair/ok, 72 (20%) poor and unhelpful and 6 (2%) were not able to be classified.

124 (35%) respondents stated that the consultation was of good quality with concise information whilst 35 (10 %) respondents stated that the consultation material provided contained a lot of information.

24 (7 %) respondents were negative towards the consultation and felt the consultation was meaningless as their opinion would not count.

The biggest concern for respondents was that the consultation needed to be more detailed; this was raised by 69 respondents (19 %). A further 33 (9 %) stated that clearer maps were needed and 4 (1 %) stated that the pictures presented are unrealistic.

## **Stakeholder responses**

The following comments from stakeholders have been summarised:

### **Local Authorities**

#### **Wandsworth Council Head of Spatial Planning and Transportation**

The Council is working closely with Transport for London (TfL) on the development of these proposals and supports the objectives outlined in the consultation. It has been a long-standing aspiration of the council's to reduce the impact of through traffic on Wandsworth town centre. The council welcomes the progress made on the scheme since the previous consultation and the modifications made to overcome concerns identified at the previous consultation

The recent work on the public realm is welcomed and shows a strong aspiration to create a number of public places within the town centre where the current dominance of through traffic is replaced by a greatly improved pedestrian and cycling environment. It is important that these elements of the scheme are retained and enhanced as the detailed designs are taken forward.

It is considered that further detailed modelling work is required, as many residents are concerned about how the traffic volumes might change as a result of the scheme, particularly a concern that there will be additional traffic in their residential road. In addition more clarity is needed on changes to journey time information

### **Politicians**

#### **Rt Hon Justine Greening MP**

The plans are very important for the long term viability of Wandsworth Town Centre and they represent a significant change to the local traffic network. The appearance of the town centre will also be much improved with less heavy traffic, more greenery and more sympathetic landscaping and the proposals can transform the area in a positive way.

However, care should be taken to ensure no negative impact is placed on the quality of life for residents, and I remain concerned about the extent of the impact of the changes to the town centre on many residential roads, especially those that join or are

near West Hill. I think there is significant potential for rat running on these quieter roads, I would like further clarification of what steps will be taken to try to prevent this rat-running, as the devil will be in the detail.

## **Local interest organisations and establishments**

### **Wandsworth Society**

Generally support the proposals which will enable the High Street to become very much more pleasant for all users be they on foot, travel by bicycle or bus. However there are some observations which need to be considered, such as knock on effect the proposals will have to the surrounding areas, in terms of connectivity and traffic flows and further work is needed to assess the pedestrian, cycle and environmental impacts

### **Marcilly Road Residents Association**

“We urge you to look into traffic calming measures, such as speed cameras for Marcilly Road, and to downgrade this road, as it was due to be replaced with Phoenix Way, this would be beneficial to residents, pedestrians and cyclists would benefit by this road being downgraded.. Please explore making East Hill between Trinity Road and St John’s Hill 2-way to reduce driver frustration at being forced to drive indirectly.”

### **Western Riverside Waste Authority**

The authority welcomes any initiative that seeks to improve traffic flow around the Wandsworth gyratory and is pleased the current proposals address the concerns raised by the authority in the initial consultation in 2014. The authority assumes (as there is no reference to the contrary) that the no right turn restriction into Jews Row from Wandsworth Bridge Road will be retained.

### **Allfarthing Primary School Headteacher**

I strongly object to the proposals regarding the changes to the Wandsworth gyratory and in particular the removal of the left turn option into Garret Lane, which is very likely to result in St Ann's Crescent, Allfarthing lane and nearby streets becoming a rat runs for traffic. This is of great concern given the number of primary and nursery schools in the area when children and their families are encouraged to walk to school. This will undoubtedly put the wellbeing and safety of all school children at risk and for this reason, the proposed scheme must not go ahead.

### **St. Anne’s C of E School - Headteacher**

I am writing as the head Teacher of St Anne’s CE School as I have serious concerns regarding the safety of the children who attend St Anne’s School when the proposed traffic diversion is implemented. I have looked at the online plans for the proposed gyratory, and I am concerned that the traffic passing along St Ann’s Hill will increase considerably and indeed become a short cut for commuters

### **Swaffield Primary School – Headteacher**

I am writing to express my concerns about the proposed changes to the traffic flow around Wandsworth town centre. St Ann's Hill is already a very busy road with parents from the three local schools. If traffic cannot get through from the bottom of East Hill to Garratt Lane (or vice versa) then there is a danger that people will use St Ann's Hill and Allfarthing Lane as a cut through, increasing the amount of traffic and endangering the lives of children and pedestrians in the area. I would suggest that the current access for traffic from Wandsworth High Street to Garratt Lane remains unchanged.

## **Road user groups**

### **Wandsworth Living Streets**

We welcome the removal of some motor traffic from Wandsworth High Street, and complementary measures along with the overall improvement of Wandsworth Town Centre/ however there are still concerns that links for pedestrians and cyclists have been missed which will lead to community severance (for example there is no connectivity with the riverside residential area and no mention of the Wandle Trail within the proposals). Without decent cycle routes and links, there is concern that there may be an increase in footway cycling, putting pedestrians at risk. In addition we ask that more consideration is given to ensuring that rat-running by drivers through surrounding residential streets is prevented.

### **Sustrans**

Sustrans would like to see additional improvements along this scheme to enhance the Wandle Trail for pedestrians and cyclists. The design provides little improvement for users along the busy road, and we would like further improvements to be made to the scheme, such as cycle signals and light segregation.

Sustrans have an aspiration to route the Wandle Trail through the Ram Brewery development site. This would provide a safe, off-road alignment of the route, which overcomes severance caused by Wandsworth town centre. We would like to see accommodation of this route in further plans for the development site, and the introduction of safe cycling crossings from Buckholt Road and across the A3.

We raise particular safety concerns with the proposed layout for Wandsworth Bridge roundabout. To negotiate this roundabout, cyclists will have to mix with high numbers of vehicles, including heavy goods vehicles and buses, across six lanes. The alternative is sub-standard provision, which significantly disadvantages journey times for cycles over other modes. Both serve to deter potential cycle journeys. Sustrans recommend significant redesign of cycling provision across this roundabout. This should include dedicated space for cyclists to move safely and comfortably on all possible movements.

### **London Cycle Campaign**

We welcome the replacement of the existing gyratory/one way system with two-way vehicle routing throughout as a means to reduce the hostility of the area to pedestrians

and cyclists – although it should be noted clearly that gyratory removal in and of itself is not enough to dramatically improve conditions for pedestrians and cyclists and should always be done alongside many other measures to improve the area. While pedestrians get improved crossings, there is much in this scheme that is still far too negative for pedestrians and cyclists, such as too many staggered crossings and narrow pavements. In addition, opportunities to link in with surrounding pedestrian/cycle routes have been missed, and the entire scheme barely seems to consider cycling, as several of the key proposed junctions will likely feature "Critical Fails" under the London Cycling Design Standards' Cycling Level of Service matrix.

### **Wandsworth Cycle Campaign**

We cannot support the current proposals as there is little account taken of cyclists needs within the scheme, as the scheme does not address critical problems of the current infrastructure which appear to be retained unchanged. Linkages with surrounding cycle routes are still not connected, and diverting the Cycle Superhighway along Fairfield Street will only be of benefit if overall traffic levels are kept very low. There are no indications that the proposed cycle measures these will pass a cycle junction review as set out in LCDS.

No recognition has been made of the track of the Wandle Trail, even though this will be enhanced through the Ram Brewery site as part of the development currently under construction. There is an absolute need to restrict all vehicles to a speed of 20 mph or less throughout the area of the scheme.

There needs to be good provision for cycle parking throughout the scheme in order to avoid obstruction by opportunistic parking of cycles.

### **CTC London**

Advance stop lines are missing from many locations. These should be provided at all signals unless there is a cycle track on the same road as this would improve safety benefits for cyclists.

### **Licensed Taxi Drivers Association**

Taxis should continue to have full access to the High Street for the benefit of passengers, and the opportunity should be taken to provide a taxi rank in the town centre to benefit visitors. The proposed routeings would have a negative effect in terms of journey times and passengers fares on many journeys emanating from taxi rank at the Arndale Centre.

### **London TravelWatch**

The removal of the gyratory system is beneficial for pedestrians, cyclists and bus passengers, in terms of safety and faster bus journey times. However, we are concerned that there will be increase in collisions at side roads. This can be mitigated if the side road junctions are tightened and a speed table introduced. We would want to see this treatment at all intersections. In addition we would like to see left slip roads removed as they are problematic. Advanced cycle stop lines should be installed at each signalised junction. Where possible we would like to see wide (4.5m) inside



lanes and wide bus lanes so that cycles can pass large vehicles and vice versa. We welcome the privileged access to Wandsworth High Street for cycles.

### **British Motorcycle Federation**

The BMF is concerned regarding the type of materials used, and how safe they will be in wet weather, in addition is concerned for increase in pedestrian v cycle collisions in shared space areas.

### **Local businesses**

#### **133 Army Cadets, Broomhill Road**

Concerned that if Broomhill Road becomes two-way, traffic speeds may increase, traffic calming should therefore be proposed.

#### **Azimuth Capital No. 1 Limited (owners of Jessica House)**

Careful phasing of signals is required. Disappointed that owners of properties directly affected have not been directly contacted

#### **G4S Cash Solutions**

Businesses within the area will still need to be serviced and adequate parking provision for such vehicles should be looked at within the proposed bus/cycle only areas.

## 4. Conclusion and next steps

Following the generally favourable outcome of this consultation, we will be progressing with the scheme largely as outlined in the consultation.

As a result of the careful consideration of the comments and issues raised, the following changes will be incorporated into the proposals we consulted on (subject to further local consultation).

- Closing Barchard Street at the western end. This came following a number of residents expressing concern about potential rat running.
- Following comments received at the consultation events from local residents, additional parking bays have been included in the proposals for the western end of East Hill
- We will continue to consider the potential benefit and likely impact of removing the short section of westbound bus lane on Wandsworth High Street in order to allow traffic to turn left into Garret Lane.
- We will consider the detailed operational aspects such as loading, parking, taxi exemptions as part of the ongoing design

We plan to start work to introduce the scheme to Wandsworth town centre in 2018, subject to ongoing discussions with directly-affected landowners and securing all necessary permissions and approvals. We will continue to engage with stakeholders throughout Wandsworth in the build up to this, and will keep residents and road users informed of progress.

# Appendix A - TfL response to issues raised

## **1. Concern that traffic congestion in the area will increase with the proposals**

We have undertaken detailed traffic modelling of the scheme area, and also strategic modelling of the wider area which shows that this is not the case. The detailed modelling has shown that junctions in the scheme area are under capacity. Journey times through the scheme area for general traffic and buses have improved, and this is predominantly down to more efficient use of available road space. Strategic modelling has shown that there has been minimal traffic reassignment to local roads.

## **2. Will there be an increase of rat running in the area?**

The traffic modelling analysis indicates that there will be no significant increase in traffic levels on surrounding roads. Traffic conditions before and after construction of the scheme will be closely monitored and we will work with Wandsworth Council to introduce measures to mitigate traffic flows in the unlikely situation where they do see a significant increase.

On St Ann's Hill, the traffic modelling predicts that any increase will be in the region of 0 – 2 vehicles per minute in the afternoon peak period, with considerably less of an increase in the morning peak. It is expected that traffic in the Tonsley area will not increase due to the amount of traffic calming measures already in place. No specific modelling was carried out on Geraldine Road or Eglantine Road, but as the overall analysis for the area indicates that there will be no significant increase in traffic levels on the roads, we do not expect there to be an increase on these roads.

## **3. What are the modelling implications and effect on traffic flows if we removed the west bound bus lane in Wandsworth High Street and allowed any traffic to turn left only onto Garrett Lane**

Our initial modelling shows that removing the westbound short section of bus lane on Wandsworth High Street would increase the number of vehicles on East Hill and potentially increase opportunities for rat running traffic. It would also increase the journey time of the buses along East Hill. However, as part of the ongoing design process, we will continue to investigate whether these potential impacts could be minimised and whether general traffic could continue to turn left from the High Street into Garrett Lane.

## **4. Did TfL's traffic modelling for this scheme include all roads and junctions in the scheme area?**

TfL's strategic model included all roads that were of strategic importance in the 'scheme area' and also a few kilometres of the surrounding area. This included roads that could be used as alternative routes or "rat runs" to main roads. Some minor or residential roads were not included in the model as they have no strategic impact on

the 'scheme area', for example cul-de-sacs. Strategic model flows were used to feed into a local model for further detailed modelling analysis.

**5. Does TfL believe that its traffic modelling is able to accurately predict effects of schemes on cycle traffic levels and is able to take into account issues such as modal shift?**

Buses and cyclists have been included into the local model and were represented in the video. It was decided to exclude motorcycles because their number is much lower than Cars and HGVs and they do not have a significant impact on the network.

We believe we can accurately predict effects of schemes by using transport models and taking into account the Mayor's Vision and year on year growth of cycling. A multi-modal model that predicts mode shift was assessed at the strategic model level and this was fed into the local model.

**6. Will Herndon Road, Broomhill Road be changed as a result of this scheme?**

This scheme does not plan to make any changes to Herndon Road or Broomhill Road.

**7 Why has the southern end of Smugglers Way been made two way, i.e. exit as well as entry?**

The southern end of Smugglers Way is proposed to be made two-way, with the aim of reducing the number of southbound vehicles having to exit onto Swandon Way and turn left onto Wandsworth Bridge Road roundabout to eventually go south. Without this facility, there would be more pressure on the performance of the roundabout. Additionally, this change delivers easier egress for residents travelling south without affecting traffic performance.

**8. Allowing buses/cycles and loading through the town centre does not make the area pedestrianised; concerns at impact of shared space; pavements are still too narrow around Fairfield Street and Garret Lane; Pedestrian crossings are needed at Armoury Way and opposite All Saints Church**

- The scheme is not proposing to pedestrianise the High Street as this would create problems for businesses wishing to obtain deliveries, refuse collection as well as severing key bus and cycle routes
- The scheme is not proposing a shared space, but a length of road where all users benefit from a reduction in traffic by only allowing buses and cycles to use it
- Under the proposals, Fairfield Street becomes significantly quieter and the pavements in Fairfield Street will be significantly widened. Garrett Lane is outside the scope of the project
- Where possible, additional crossings have been provided in Armoury Way and there are crossings at All Saints Church
- A 20 mile per hour speed limit will be implemented on all roads within the town centre.

- Similarly a 7.5 tonne limit will be implemented on these roads so that cars and vans have access but not heavy goods vehicles.

### **9. Concern that bus use would become harder with a new road system due to different stops and bottlenecks in bus traffic**

Traffic modelling shows that the proposals would not have a detrimental effect on bus journey (or general traffic) times, while offering a more rational approach to bus stop locations throughout the town centre.

### **10. There should be more tree planting; proposals don't go far enough towards "greening" the area**

Tree planting in the area has been maximised and will ultimately depend on available space around public utility plant in the carriageways and footways. Every effort will be made to provide the maximum number of trees.

### **11. Concern about access to local businesses for service vehicles (especially those picking up or dropping off cash).**

As part of the proposals we consulted on, loading bays have been provided by either reinstating existing bays or creating new bays as close to removed bays as possible. In addition, a survey of all businesses in the town centre is being carried out to better understand the needs of local businesses and ensure that adequate loading facilities are provided as the detailed design is developed.

### **12. How will phasing of the signals control the queues onto West Hill from the A3?**

At West Hill where the A3 meets the Upper Richmond Road (A205), there will be no changes to the road layout for traffic into Central London. However, phasing of the traffic lights will be optimised to allow traffic to progress along the road.

### **13. Requests for more cycle segregation within the scheme**

Our London Cycle Design Standards state:

- Where motor vehicle volumes are above 1,000 vehicles during the peak hour, full separation for cyclists or reduction of traffic volume is required
- Where peak volumes are between 500 and 1,000 vehicles per hour, then cyclists can remain in carriageway. However, if the proportion of HGVs is greater than 5 per cent, then segregation is needed. This could be as simple as mandatory lanes
- The 85th percentile speed also needs to be considered. If it is above 30mph, segregation is recommended

After the implementation of the scheme, cycle segregation is not considered necessary on the roads within the town centre, because there is expected to be less than 1,000 vehicles an hour using them and the proportion of HGVs is expected to be below 5 per cent. It is also proposed that the existing 20mph limit and 7.5t weight

restriction on Old York Road is extended onto Fairfield Street. East Hill / Wandsworth High Street, meaning the 85th percentile speed is expected to be below the 30mph threshold.

Bus stop bypasses are designed to remove the potential conflict between the cyclist and general traffic as they pass a stationary bus. The design for the High Street removes the majority of general traffic, meaning bus stop bypasses are not required.

Conditions in Old York Road are expected to stay the same as existing. Strategic modelling does not indicate any significant traffic increase on the local roads. The likelihood of conflicts between buses and cyclists should be reduced as a result of lower levels of traffic and HGVs on roads in the town centre and improved junctions and signals.

A high level cycle strategy has been produced which encourages cycles to use quiet streets and directs cyclists towards safer, less trafficked routes. In line with this, and given the availability of quieter and convenient alternative routes, cyclists are not being encouraged to use Armory Way and Swandon Way, and we do not propose to implement segregated cycle facilities on these roads.

#### **14. Advance cycle stop lines are missing from many locations and there are no feeder lanes.**

A high level cycle strategy has been produced which encourages cycles to use quieter streets and directs cyclists towards safer, less trafficked routes.

Vehicle flows on Armory Way and Swandon Way are significant, and it is not suitable for cyclists to share the carriageway, as per guidelines in the London Cycle Design Standards (LCDS). Advanced cycle stop lines (ASLs) are therefore not provided, and cyclists are encouraged to use the High Street instead.

Traffic flows on Wandsworth High Street are to be made up of buses, cycles and local access only. The resulting low traffic flows allow cyclists to reach the stop line without the need to pass queuing traffic. An ASL is provided on Garrett Lane to accommodate movements onto the extended CS8 alignment as well as accommodating movements on National Cycle Route 20 'The Wandle Trail'. An ASL is provided on the opposite approach to meet design guidelines. All other signal controlled junctions on East Hill and Fairfield Street have been provided with ASLs.

All ASLs are marked in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2015 document as well as requirements set out in the LCDS. Lead-in lanes have been discontinued in the latest guidance and there is no longer a requirement to provide a lead in lane. ASLs have been designed within existing regulations and guidelines to best meet the need of each location.

#### **15. Changes to the High Street may result in more pedestrian vs cyclist collisions. Will new road surfaces be appropriate for the vehicles using it?**

There are no areas where cyclists and pedestrians share the same space along the High Street. However, signage and on-street customer care officers will be employed in the early stages of implementation to ensure cyclists and pedestrians are aware of the changed priorities. Surfaces provided will comply with the latest codes of practise with regard to skid resistance and performance in wet conditions. Current plans for the ‘shaded areas’ are to provide tarmac surfaces with high skid resistance.

#### **16. Why is the Cycling Level of Service (CLOS) matrix not being used in the design and evaluation of schemes.**

It is not possible to provide a fair and representative CLOS on the scheme due to the varying nature of roads and links within the scheme’s extent. A high level cycle strategy was therefore developed to identify key routes for cyclists to use streets which are anticipated to have low traffic flows, provide easy connections into other routes and pass key locations within the town centre. Individual links were designed, considering factors listed in the CLOS as well as other design considerations to identify and mitigate any hazards. A recommendation will be made to carry out a further assessment upon commencement of the detailed design stage.

#### **17. How does this scheme provide links to existing cycle facilities?**

Cyclists using CS8 will travel more easily from Old York Road along Fairfield Street and into Wandsworth High Street. This is more direct than the existing route and on quieter roads. This route links up with existing cycle friendly route on St Ann’s Hill, and a proposed cycle friendly route on East Hill.

We are working with Sustrans to change the National Cycle Route 20, Wandle Trail, from its existing alignment (The Causeway, Armory Way and Ram Street) to the southern end of Smugglers Way, linking with CS8 at the top of Fairfield Road via a signal controlled cycle crossing. Additionally, we are also working with the Ram Brewery developers and Sustrans to link the cycle route on Frogmore to the town centre via the brewery site development and a toucan crossing on Armoury Way.

Cyclists coming from Putney Bridge Road (LCN37) can either use the existing quiet route along Osiers Road, Enterprise Way and then onto the revised National Cycle Route alignment, or use the proposed signed route along the busier Putney Bridge Road and into the High Street.

In the consultation, we proposed to sign Neville Gill Close and Mapleton Road as cycle routes. However, following consultation, we have decided that cyclists will instead be encouraged to cycle further along the high street and then use the National Cycle Route on Garrett Lane.

#### **18. What are the proposals for cycle parking?**

As shown on the environment and open spaces consultation plans, cycle parking will be provided at appropriate locations around the scheme. The locations either provide more parking next to the existing facilities, or provide new parking at locations where

we have observed cycle parking problems. During the design development, we will continue to work with Wandsworth and the developers to ensure that cycle parking is maximised and in the best location to serve the changing destinations.

**19. Why has the shared use footpath on the Wandle Trail been advertised as being part of a Wandsworth Cycle Network (sic) in TfL documents relating to this scheme? Why were other roads with no cycle infrastructure at all that are not suitable for vulnerable cyclists also included on the map included with the consultation documents? Why has the opportunity to upgrade (eg segregate or convert to a hybrid/stepped cycle track) the shared use footpath to the north of the Ram Brewery site been ignored?**

Although avoided where possible, the use of shared use footways is permitted in the LCDS over short links. This has been applied on the National Cycle Route 20 alignment between Smugglers Way and Old York Road where the alternative routes would lead to either longer routing, greater length of shared footway or use of carriageway not suitable for cycling. The footway along the proposed link is of sufficient width, with low pedestrian movements, making it suitable to accommodate a shared use footway. The urban realm elements will be designed to visually highlight the shared areas. Clear and consistent signing will be applied to ensure all users are aware of sharing the footway.

The 'Proposed Cycle Network' map used in the consultation was based on the information shown in the Local Cycling Guide 10. The changes shown on the diagram reflected the changes to the operation of Wandsworth High Street, Fairfield Street and East Hill.

**20. No cost benefit/analysis provided, or indeed any costs at all. These are essential when doing public consultations on such proposals”**

The scheme is currently estimated to cost £67m, as stated in our Business Plan. The cost will be refined following the latest design and consultation exercise and will be available later in the year.

The consultation primarily sought views on whether the detailed proposals would deliver their intended benefits for people using and travelling through the town centre. The 2014 consultation on initial proposals showed that 61% of respondents supported removing the one-way system.

**21. Could calming measures, such as speed cameras be introduced for Marcilly Road, and could it be downgraded**

While we cannot downgrade Marcilly Road as it is an integral part of the highway network and it is not possible to use Phoenix Way. We will be providing traffic signals at the junction with St John's Hill and East Hill which will give clear priority in Marcilly Road for traffic joining from both St John's Hill and East Hill. This will mitigate the



current issues that are causing excess speed where the two lines of traffic are competing for position to go either east or west at the end of Marcilly Road. We will also consider the installation of speed cameras at this location.

# Appendix B – Consultation leaflet

## Have your say

You can let us know your views on our plans by taking part in our online survey at [tfl.gov.uk/wandsworth-town-centre](https://consultations.tfl.gov.uk/wandsworth-town-centre). Views must be submitted by 17 January 2016.

There is further, more detailed, information on the consultation website: <https://consultations.tfl.gov.uk/roads/wandsworth-town-centre>

We will also be holding three drop in sessions where you will have the opportunity to find out more about these proposals. The sessions will take place at:

- Friday 4th December 2015 11:00 – 16:00  
Wandsworth Town Library, 11 Garratt Lane, London SW18 4AQ
- Wednesday 9th December: 18:00 – 20:00  
Civic Centre Robing Room, Wandsworth High St, London SW18 2PU
- Saturday 12th December: 11:00 – 15:00  
Wandsworth Town Library, 11 Garratt Lane, London SW18 4AQ

## Next steps

We will review and consider all responses and suggestions received, and use these, to help inform how we develop the final design. A report on the results and analysis of the responses received through the consultation will be published in the spring of 2016. We will then clarify how the final design will be built ahead of the proposed start of construction in 2017.

Together with Wandsworth Council we look forward to working with you to help transform Wandsworth town centre over the coming years.

## Contact details:

You can also contact us with your views at:

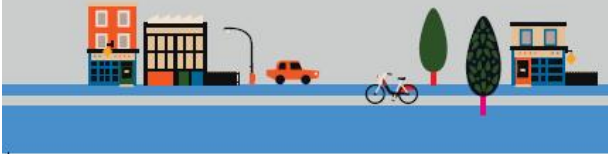
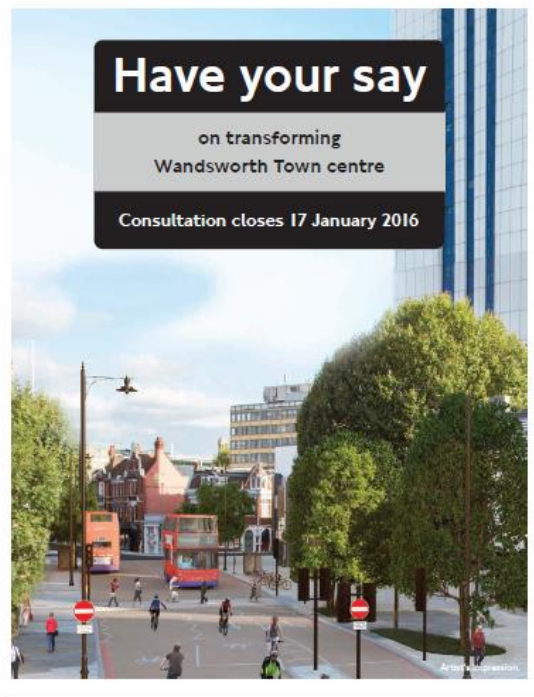
Website: <https://consultations.tfl.gov.uk/roads/wandsworth-town-centre>

Email: [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk) (ref Wandsworth)

Post: FREEPOST TFL CONSULTATIONS

Tel: 0343 222 1155\*

\*Service and Network charges may apply.



MAYOR OF LONDON



## Overview

Transport for London (TfL) is proposing transformational changes to Wandsworth Town Centre as part of the Road Modernisation Plan. Working closely with the London Borough of Wandsworth, we are aiming to make major changes to the town centre to reduce traffic dominance along the high street and return the surrounding road network to two-way operation.

The Road Modernisation Plan is the biggest investment in London's roads for a generation, consisting of hundreds of projects to transform junctions, bridges, tunnels and pedestrian areas. Working with London's boroughs, it will make our roads safer and more reliable, and London will be a better place in which to live, work, visit and travel.

Following an initial consultation we held in 2014 on our high level proposals we listened to the feedback we received. We were told that the removal of the gyratory would improve how people travel through Wandsworth. We were also told that there were concerns that the changes might introduce some rat running on local roads. As a result we have revised how some of the junctions would need to operate and designed how areas surrounding the road network and high street can be renewed.

We are now inviting you to give your views on our detailed design proposals.

## Objectives of the scheme

- To reduce traffic volumes through the town centre leaving it free for buses, cyclists and local access traffic
- To reduce severance, improve the ambience and environment in the town centre, reducing traffic-generated noise, pollution and visual intrusion
- To rationalise bus services and bus stops in the town centre
- Create a more cycle-friendly environment for Cycle Superhighway Route 8
- Implement changes to public spaces to improve conditions for people living working or traveling through the area
- Facilitate regeneration of the town centre



### What are the key changes?

Following the first consultation in 2014 and subsequent discussion we have retained the Smugglers Way junction and are proposing to make Wandsworth Plain two-way. We are now consulting on the detail of the proposals which include:

- Rerouting traffic away from the town centre by making Armoury Way two-way so that through traffic will bypass Wandsworth High Street by using Putney Bridge Road, Armoury Way, Swandon Way and Trinity Road.
- Making the High Street a more pleasant environment by allowing only buses and cyclists to use the section between Buckhold Road and Garratt Lane and restricting the rest to local traffic only.
- Providing better pedestrian crossings at:
  - Ram Street/Garratt Lane/Wandsworth High Street
  - Ram Street/Armoury Way
  - Putney Bridge Road/Armoury Way
  - Huguenot Place/East Hill
  - Wandsworth Bridge Roundabout
  - Wandsworth High Street/Wandsworth Plain/Buckhold Rd
  - Wandsworth High Street/Putney Bridge Road
  - Wandsworth High Street/Fairfield St
- Extension of Cycle Superhighway Route 8 to run along Wandsworth High Street
- Making Wandsworth Plain two-way

### Why are we proposing this?

#### Reducing traffic dominance in the Town Centre

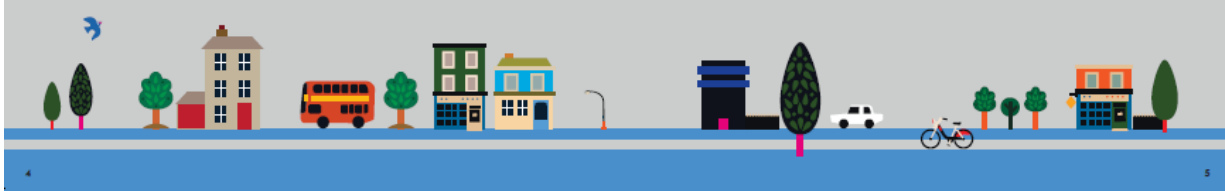
- The current gyratory creates an environment heavily dominated by motor vehicles. The wide road encourages high speeds, especially outside peak periods. The gyratory can be difficult to navigate, and the one-way means that vehicles often follow indirect routes
- The current arrangements for bus stops in the town centre are confusing. The proposals would give the opportunity to simplify bus stop positions and improve access and interchange in the town centre as well as improving journey time reliability

#### Lack of facilities for pedestrians and cyclists

- Large numbers of pedestrians pass through Wandsworth Town Centre each day. However, the existing crossing provision is disconnected and does not always follow the most direct or popular routes, which can lead to pedestrians crossing roads away from the designated crossings
- The introduction of Cycle Superhighway 8 has improved conditions for cycling, however this route does not currently link with surrounding local cycle routes

#### Supporting the transformation of Wandsworth

- The proposals look to enhance the strong characteristics of Wandsworth and support the additional jobs, houses and opportunities coming to the area, in particular the Ram Quarter Development





Artist's impression of Wandsworth High St looking East

## Our Proposals

### Vehicular traffic

We would now like to know what you think of these revisions and give you the opportunity to review the scheme in more detail.

The main plan shows the proposed changes to the highway network. More detailed information is available on the website and you are encouraged to come to one of the exhibitions to discuss the proposals with the designers.

Our proposals would mean changes to journey times for road users. These changes would see some bus and road journeys getting shorter and some getting longer.

We would adjust traffic signal timings in the local area to ensure delays are kept to a minimum, and to improve journey times where possible. We are investing in advanced traffic signal technology to allow us to better manage traffic in London depending on differing conditions at any given time.

More information about the potential impact on traffic is on our website.

### Pedestrians

The proposed scheme looks to improve pedestrian connectivity through the area by providing a number of new crossings at junctions and other convenient locations. Existing crossings will be realigned and where possible, converted from a 'staggered' to a 'straight across' arrangement, meaning pedestrians could cross the road in a single stage.

### Cyclists

The proposals would provide enhanced cycle provision through Wandsworth and improve connections with the surrounding area. Cycle Superhighway 8 would be realigned on the quieter Old York Road and Fairfield Street. It would also be extended through the town centre with a more friendly bus and cycle only section.

### Bus routes and stop locations

Bus stop locations and the way buses travel through Wandsworth would change to improve the service as part of our proposals. Detailed maps showing existing and proposed new bus stop locations and the existing and proposed new routes can be found on our website and at the exhibitions.

### Loading

Under the new proposals there would be a change to existing loading bays and their hours of operation, details of which can be found on the website.

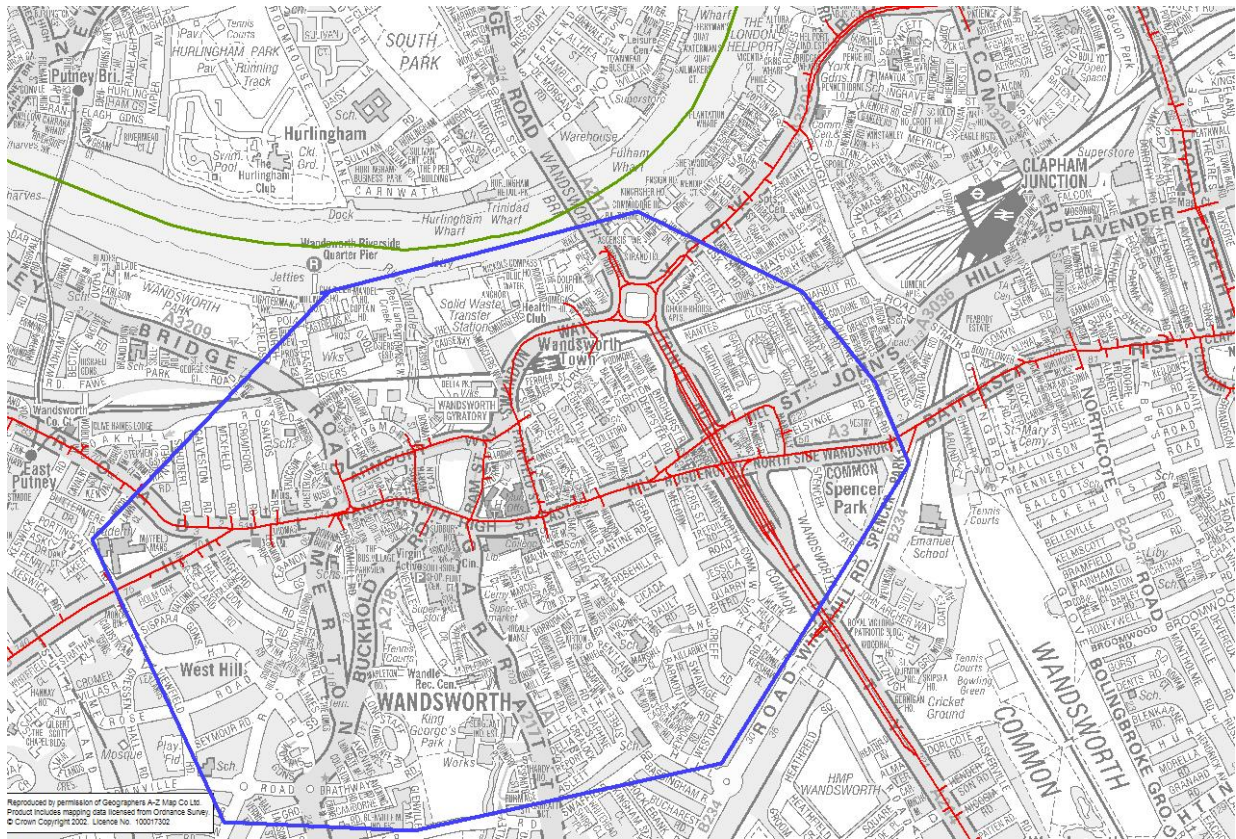
### Parking

There is currently parking provision along Wandsworth Plain. Under our proposals there would be two-way traffic along this road, which would require this parking to be removed. Further details are available on the website.



Artist's impression of Wandsworth High Street - outside shopping centre

# Appendix C - Leaflet distribution area



# Appendix D - Copy of email to oyster card database

Are our emails displaying well on your device? If not, allow images or [view online](#)

Home Plan journey Status update Driving



## TRANSPORT FOR LONDON



Dear (named oystercard user)

We would like your views on our plans to transform Wandsworth Town Centre, as part of the Road Modernisation Plan.

Following last year's consultation, we now seek further comments on proposals to make major changes to the town centre. This is to reduce traffic along the high street and return the surrounding road network to a two-way system.

**For full details and to have your say, please visit [tfl.gov.uk/wandsworth-town-centre](http://tfl.gov.uk/wandsworth-town-centre)**

This consultation will run until Sunday 17 January 2016.

Yours sincerely

A handwritten signature in black ink that reads "P Bradley". The signature is written in a cursive, flowing style.

Peter Bradley  
Head of Consultation

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

**MAYOR OF LONDON**



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Social Media

Fares & Payments

Maps

## Appendix E - Assessment Methodology

The analysis methodology for consultation responses has encompassed the following stages:

Stage 1: Generation of an analysis framework

Stage 2: Data entry and analysis

### **Stage 1: Analysis framework**

The analysis process for each individual consultation begins with the establishment of a clear analysis framework. Since the consultation allows for a range of open text responses, it is necessary to seek to categorise and collate these responses in order to identify and determine the relative importance of different issues raised.

A comprehensive review of each consultation questionnaire is undertaken to assess the common key issues identified. This becomes the basis upon which the framework categorises the issues raised by respondents.

The categories of issues form the basis of an automated process that searches for key words and phrases within the open text responses. This utilises the LOOKUP function within Excel. This allows the data to be easily sorted in order to assist the analysis process.

### **Stage 2: Analysis**

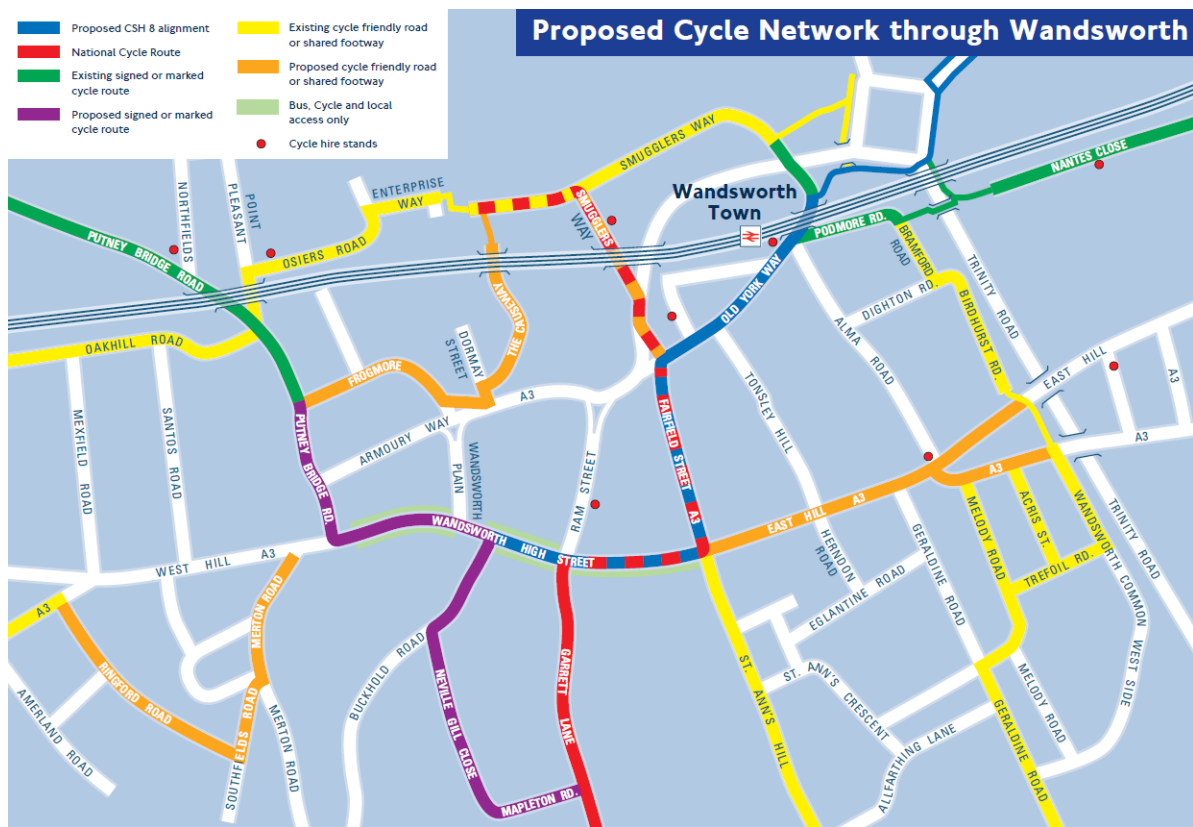
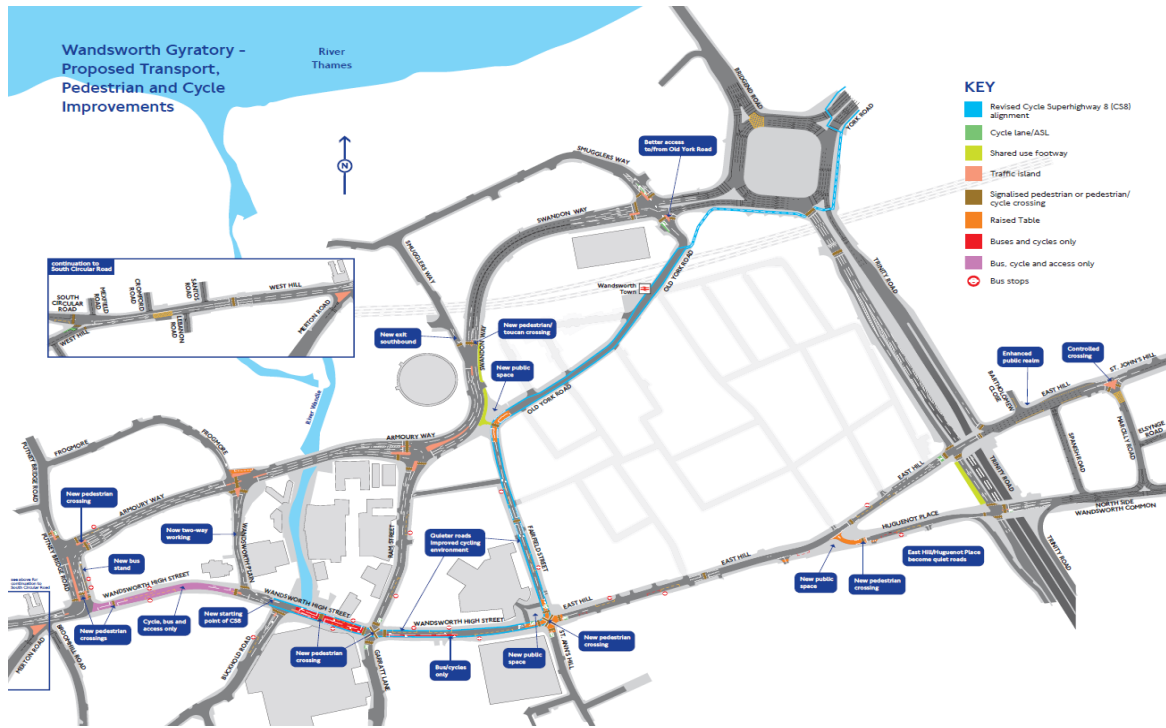
The raw respondent data for each consultation is entered into the Excel workbook framework. An initial analysis of the 'closed' coded data is undertaken. This provides the overall assessment of support for the scheme proposals and for individual sections of the scheme proposals.

The e open text responses are analysed. The automated framework is used collate responses into different categories of issues. A single open text response could be included within multiple categories if it refers to a number of different issues. The coded categorisation is also cross-referenced with the 'closed' responses to provide an indication of whether a response is generally supportive or against the proposed scheme measures, either in total or for a particularly section of the route.

Having identified responses relating to similar issues, each batch of issues is then read manually as a group in order to ascertain interrelated issues. Manual coding is used to categorise issues that are similar in nature.

Through this process, all open text responses are read at least once in order to understand the detail of the issues raised by respondents.

# Appendix F - Scheme design





### Proposed Bus Routes in Wandsworth



### Proposed direction of future traffic flow around Wandsworth town centre



## **Appendix G - List of Stakeholders consulted**

NHS

Care Commissioning Group Wandsworth

### **MPs**

Stephen Hammond MP

Seema Malhotra MP

Patrick McLoughlin MP

Claire Perry MP

Justine Greening MP

Jane Ellison MP

Sadiq Khan MP

### **GLA**

Caroline Pidgeon AM

Darren Johnson AM

Gareth Bacon AM

Jenny Jones AM

Murad Qureshi AM

Nicky Gavron AM

Andrew Boff

Victoria Borwick

Tom Copley

Stephen knight

Joanne McCartney

Fiona Twycross

Greater London Authority

Claire Hamilton

Tim Steer

Richard Tracey AM

### **Local Authority**

Jales Tippell LB of Hillingdon

Davina Millership LB of Sutton

David Tidley Wandsworth

John Slaughter Wandsworth

John Stone Wandsworth

Bryony Evens

Andy Flood LB of Wandsworth

Putney Town Centre Manager

Wandsworth Town Centre Manager

Wandsworth School travel advisor

All Wandsworth council ward councillors

### **London Councils**

Spencer Palmer Director, transport and mobility

Nick Lester Corporate director, services

### **London TravelWatch**

### **Disability Groups**

Greater London Forum for the Elderly

The British Dyslexia Association

Asian Peoples Disabilities Alliance

Sutton Centre for Voluntary Sector

Joint Mobility Unit

MIND

Sixty Plus

Disabled Persons Transport Advisory Committee

Living Streets

Disability Alliance

Stroke Association

Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)

Action on Hearing Loss (formerly RNID)

National Children's Bureau

London Older People's Strategy Group

RADAR London Access Forum

RNIB

Age Concern London

Campaign for Better Transport

Age UK

Sense

Guide Dogs for the Blind Association

Campaign for Better Transport

Action on Hearing Loss (formerly RNID)

### **Cycling groups**

LCC Lewisham

CTC

LCC Wandsworth

Wandsworth Cycling Coordinator

### **Emergency Services**

Port of London Authority

Metropolitan Police

London Fire and Emergency Planning Authority

London ambulance Service

### **Transport groups**

Road Haulage Association

Freight Transport Association

Motoring Associations

Association of British Drivers

Green Flag Group

Motorcycle Industry Association

Motorcycle Action Group

AA Motoring Trust

Association of Car Fleet Operators

British Motorcyclists Federation

London Underground

Rank and Highways Representative for Unite

Licensed Taxi Drivers Association

### **Pan-London stakeholders**

London City Airport

CBI

The Royal Parks

### **User groups and resident associations**

Living Streets

Sustrans

Northbank BID

Putney Society

Wandsworth Access Association

Wandsworth Society

Raynes Park & West Barnes Residents' Association

Putney Traffic Transport and Parking Working Group

Battersea Society

Putney Society

Clapham Society

Organisation of Blind Afro Caribbeans (OBAC)

### **Utilities**

National Grid

EDF Energy

Thames Water

Royal Mail

BT