

Vauxhall Cross

Consultation Results

March 2016

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Executive Summary

Between 24 November 2015 and 17 January 2016, we ran a consultation on detailed proposals for changes to Vauxhall Cross.

Working closely with Lambeth Council, we are proposing to return the one-way road system at Vauxhall to two-way roads and significantly improve pedestrian and cyclist provision to help create a safer and less intimidating environment for vulnerable road users. The proposed changes would also help to improve connectivity throughout the area, and create a better environment for people living, working, and travelling through Vauxhall

This consultation followed an initial consultation in 2014 on the principles and high level proposals for the scheme.

We received 1,247 responses to the consultation. The overall responses show:

- 61 per cent were generally positive towards the proposals
- 8 per cent were neither negative nor positive towards the proposals
- 31 per cent were generally negative towards the proposals

Those who responded online had a higher level of support than those who responded by email or letter.

Respondents were also asked to comment on each aspect of the scheme as defined by transport mode and public realm. The main issues raised have been highlighted in this report. Supportive comments included suggestions that the proposals would bring about improvements in the urban realm, pedestrian conditions, environment and cycling safety. Negative comments included concerns about changes to the bus station and the potential for traffic congestion and inconvenience to motorists. There were also positive and negative comments relating to pedestrian crossing arrangements and suggestions for alternative designs. A fuller summary of responses and issues raised is available in Section 3 of this report.

This report presents the findings of the consultation together with analysis of the responses received.

Conclusion and next steps:

The recent consultation has been an extremely valuable exercise in understanding views on our proposals for Vauxhall, and has demonstrated the high level of interest in the project. We will now spend time reviewing and considering all points raised in the consultation and will publish a second report this autumn, in which we will set out our response to issues that were commonly raised in the consultation, and explain the next steps for the project.

We are grateful to all those who took the time to give their views about the proposals.

1. Introduction

Summary of the proposals

The proposed changes at Vauxhall Cross include:

- Removing the existing one way road system around the transport interchange (Parry Street, Wandsworth Road, Kennington Lane and South Lambeth Road) by converting these roads around Vauxhall to two way.
- Providing more cycle and pedestrian crossings as well as segregated lanes and parking for cyclists.
- Improving existing public spaces and providing new public spaces.
- Redesigning the transport interchange, including a new central bus station.

The proposals include changes for all road users:

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 would be realigned and where possible converted from a 'staggered' to a 'straight across' arrangement, meaning pedestrians could cross the road in a single stage, and there would be fewer lanes of traffic on Wandsworth Road and South Lambeth Road.

The proposals also include the removal of the pedestrian footbridge across Kennington Lane.

Cyclists

The proposals would provide enhanced cycle provision throughout Vauxhall and improve connections with the surrounding area by:

- Upgrading the existing cycle lanes on South Lambeth Road and Wandsworth Road to wider segregated cycle lanes
- Providing new segregated cycle lanes on Nine Elms Lane, Miles Street and Bondway, south of Parry Street
- Providing five new signalised cycle crossings
- Upgrading the staggered cycle crossing on Albert Embankment to a 'straight across' crossing
- Widening of the existing pedestrian tunnel on Kennington Lane to reroute the Cycle Superhighway 5 in both directions through the tunnel

- Providing additional cycle parking on Albert Embankment, Bridgefoot, Wandsworth Road, Bondway and South Lambeth Road
- Linking to existing and future cycle routes to create a network going beyond Vauxhall

Bus passengers

The proposals would require the bus station to be reconfigured so that it works with a two-way road layout.

The proposals include providing a new canopy and bus station buildings that would be fully integrated with the new pedestrianised square and two-way working arrangement. The proposals for the new bus station would ensure that facilities such as weather cover, public toilets, seating, information displays and maps, and an information kiosk are provided. There would be space for new retail units within the bus station and transport interchange.

Shelter from the weather would be provided in the main bus station area by a new canopy. The stops at the Parry Street end of Bondway, on the western end of Wandsworth Road, and on Kennington Lane would also have weather protection, with a complementary look and feel to the bus station canopy. Options for weather cover between the Network Rail and London Underground stations are being considered.

Within the new bus station, bus stop locations would change. The new locations would continue to be arranged by destination and would be concentrated around the transport hub.

Returning the roads to two-way working would see a change to the way buses travel through the new bus station. Changes to bus routes would be subject to further separate public consultations.

Motor vehicles

The proposals would mean changes to journey times for road users. In the local area these changes would see some bus and road journeys getting shorter and some getting longer.

There would also be some changes to parking, loading, taxi, and coach parking provisions.

Public spaces

Replacing Vauxhall's one-way road system with two-way streets would create opportunities for the broader rejuvenation of a number of the surrounding public spaces.

The proposals would serve to improve connections within the broader Vauxhall area, having the potential to:

- Form a point of arrival at the heart of Vauxhall
- Provide better connections between existing open spaces, such as the Vauxhall Pleasure Gardens and Vauxhall Park, schools and cultural destinations
- Provide better connections between emerging regeneration areas to the south and west at Nine Elms and Battersea and the proposed Linear Park
- Re-establish Vauxhall's riverside character with better connections to the Thames and river services
- Provide a better quality setting for transport interchange.

Purpose of the scheme

Reducing traffic dominance

The current gyratory creates an environment heavily dominated by motor vehicles. The wide carriageway encourages high speeds, especially outside peak periods

The gyratory can be difficult to navigate, and the one-way arrangement means that vehicles often follow indirect routes

Improving facilities for pedestrians and cyclists

Large numbers of pedestrians pass through Vauxhall each day but the existing crossings do not always follow the most direct or popular routes, which can lead to pedestrians crossing roads away from the crossings

The Vauxhall gyratory has some of the highest numbers of collisions involving injury to pedestrians and cyclists in London

Cycle Superhighway 5 has improved conditions for cycling along Harleyford Road and Kennington Lane. However, there is limited cycle provision on the other roads surrounding Vauxhall Cross and a lack of connectivity between facilities.

Supporting the transformation of Vauxhall

Vauxhall is the gateway to one of Europe's largest regeneration zones, with 25,000 new jobs and 20,000 new homes coming to the Vauxhall, Nine Elms and Battersea area

Supporting Vauxhall's distinct local character, the proposals look to the future – preparing for the increase in the numbers of people living, working, and visiting Vauxhall and its existing and new shops, businesses and attractions

2. The consultation

Duration

The consultation on the detailed proposals for the proposed road modernisation scheme around Vauxhall Cross ran from 24 November 2015 to the 17 January 2016. This was longer than the normal six week period due to the fact that it included the Christmas period. Requests were made for us to extend the consultation further. However 8 weeks was felt to be sufficient and we did agree to run further drop in sessions post Christmas.

Consultation structure

Information on the consultation and details of the proposals were made available online at consultations.tfl.gov.uk/roads/vauxhall-cross. Respondents were invited to express their views on the proposals, broken down by mode of transport and also including the public realm 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 and were asked to state how they heard about the consultation.

Who we consulted

This public consultation sought the views of people who would be interested in or affected by the proposed changes, including those living, working, or travelling through Vauxhall. We were also keen to know 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 boroughs of Lambeth, Wandsworth, Southwark and the City of Westminster. Emergency services, London TravelWatch, Members of Parliament, Assembly Members and local interest, transport and business groups including developers and landowners were also consulted.

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 new bus station and public spaces. The scheme design can be viewed in appendix d. For full details please view the page at consultations.tfl.gov.uk/roads/vauxhall-cross. 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 five public exhibitions and stakeholder meeting held during the consultation period.

Consultation publicity

The consultation information was publicised via the following channels:

Emails to individuals: Emails were sent to over 300,000 people on the TfL Oyster database who use public transport in Vauxhall. 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 C](#) 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 D](#) the list of recipients. The email gave an overview of the proposals and a link to the consultation website.

A leaflet was sent to over 25,000 addresses and also handed out within the central interchange area at Vauxhall. 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 A and B](#).

Press and media. TfL issued a press release and there was some coverage and discussion of the scheme in local media. **Posters** were displayed within the central interchange area at Vauxhall which provided details of the public exhibitions and directed people to the website to view the detailed proposals.

Lambeth Council advertised the consultation via their online, social media and print channels.

Consultation exhibitions

We held five public exhibitions at which people could discuss the proposals with members of the project team and view printed material and a 3D architectural model of the area. They were also able to view animated video fly throughs of the proposals. The exhibitions were held at:

- Vauxhall Gardens Community Centre, SE11 5ES - Saturday, 5th December 11am-4pm
- St. Peter's Church, Vauxhall, SE11 4RZ - Tuesday, 8th December 6-8pm
- Carmelita Centre, SE11 5JT - Monday, 14th December 11am-4pm
- York Gardens Library, 34 Lavender Road, London, SW11 2UG - Wednesday 6 January 3-7pm
- St. Anne's and All Saints, Miles Street, London, SW8 1RL - 7 January 4-8pm

Stakeholder meetings

TfL presented at key public stakeholder meetings including:

- The Kennington, Oval and Vauxhall forum
- Lambeth Cyclists meeting

TfL also held meetings with several organisations in order to discuss the proposals and understand their views and requirements, including;

- London Travel Watch
- Vauxhall One BID Vauxhall One is the name given to the local Business Improvement District (BID). This is a non profit organisation owned and led by local businesses in Vauxhall
- Camelford House (company employees of those businesses present – this was carried out following requests made at an earlier meeting)
- Westminster City Council
- Freight Transport Association
- Kate Hoey MP

3. Responses to consultation

Analysis of responses

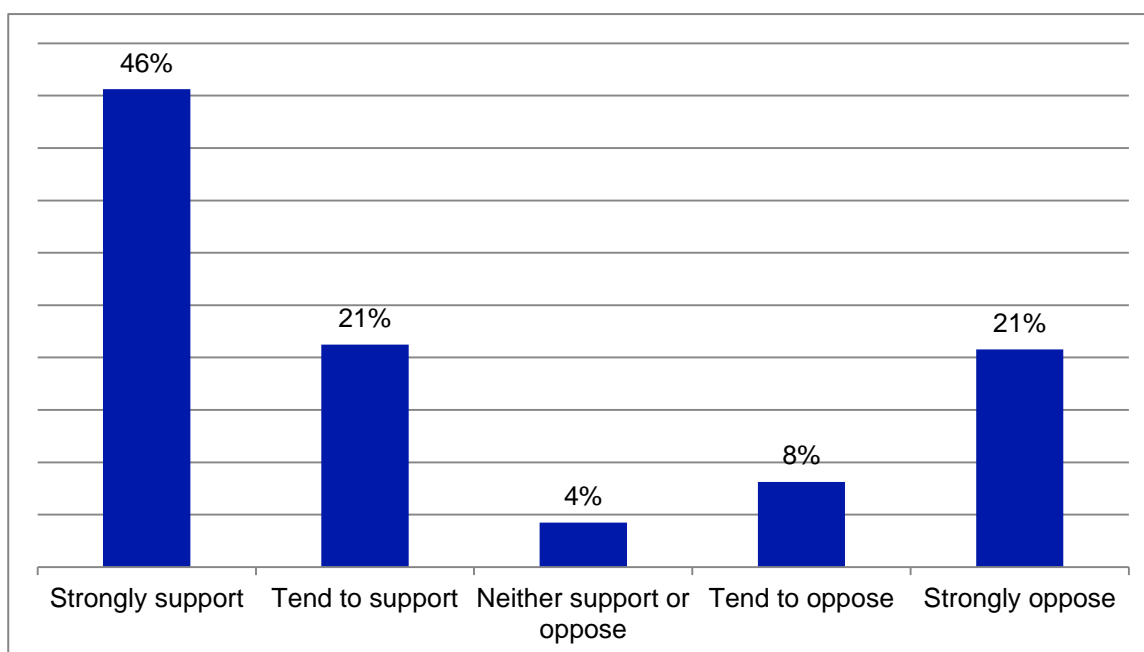
A total of 1,107 respondents replied to the online consultation survey. This included 1,054 individual responses and 53 responses which stated they represented the views of an organisation.

A further 140 respondents presented their comments by letter or email without completing the online consultation questions.

Responses to each of the questions asked in the online survey have been analysed below.

Q1. Having looked at the proposals, what best describes your views overall?

Figure 1: Respondents level of support for proposals



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

All 1,107 respondents to the online consultation survey expressed their opinion on whether they supported or opposed the proposals. The scheme was broadly supported by online respondents, with 505 (46 per cent) of respondents strongly supporting the scheme and 235 (21 per cent) tending to support the scheme, meaning 67 per cent of online respondents were generally supportive. 230 (21 per cent) strongly opposed the scheme and 90 (eight per cent) tended to oppose the scheme, meaning 29 of online respondents were generally opposed. 47 (four per cent) of online respondents neither supported nor opposed the scheme.

Other written representation

Outside of the structured online consultation, 140 written responses were received as letters and emails. These were analysed to assess their level of support or opposition for the proposals. 16 respondents categorised as 'generally positive' towards the proposals or

aspects of them, 69 respondents were categorised as ‘generally negative’, and 47 were categorised as ‘neither negative nor positive. There were 3 responses which were classified as not directly relating to the scheme, but were more generic or incomplete comments, as they were not directly about support or opposition for the scheme. Analysis of issues raised in these responses is included alongside the analysis of online comments left in response to Questions 2 – 7.

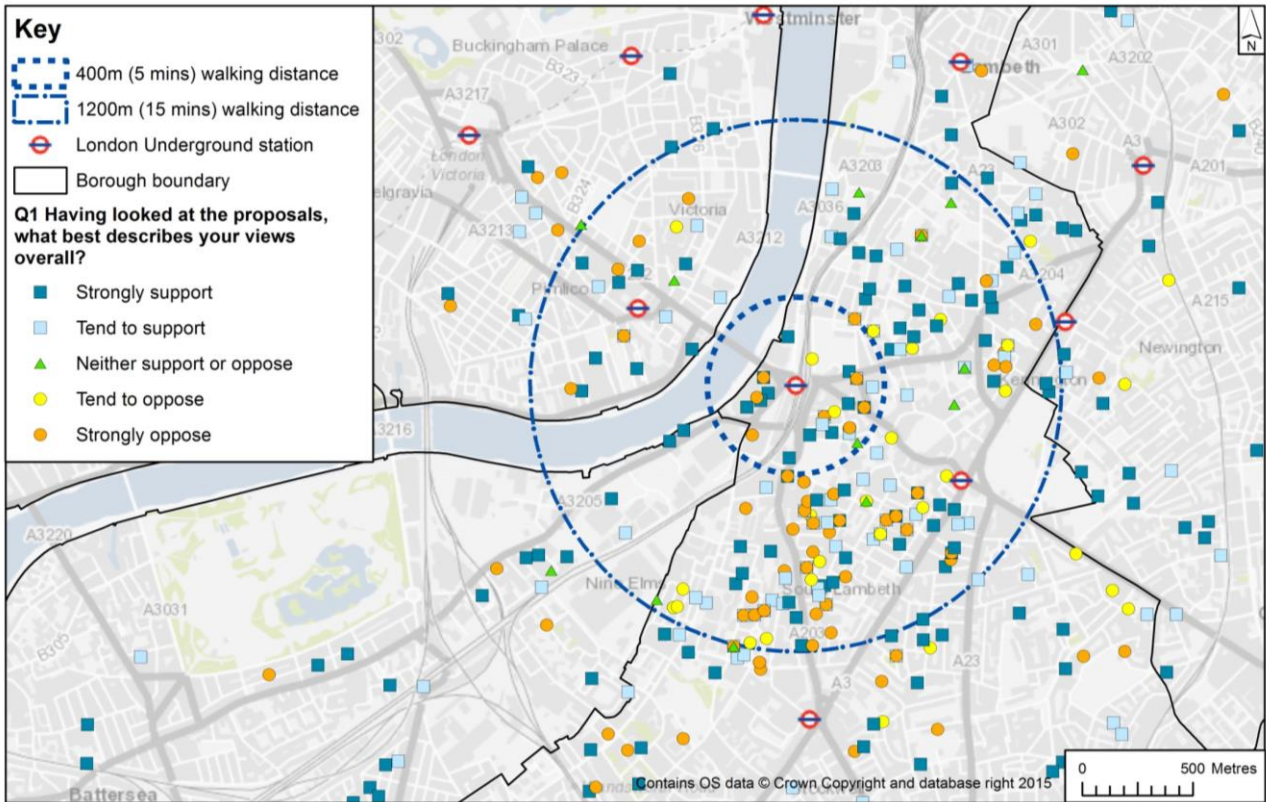
Overall level of support among all respondents (web and written)

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

- 61 per cent were generally positive towards the proposals
- 8 per cent were neither negative nor positive towards the proposals
- 31 per cent were generally negative towards the proposals

The support levels among those who answered the web survey question about their relationship to Vauxhall were as follows

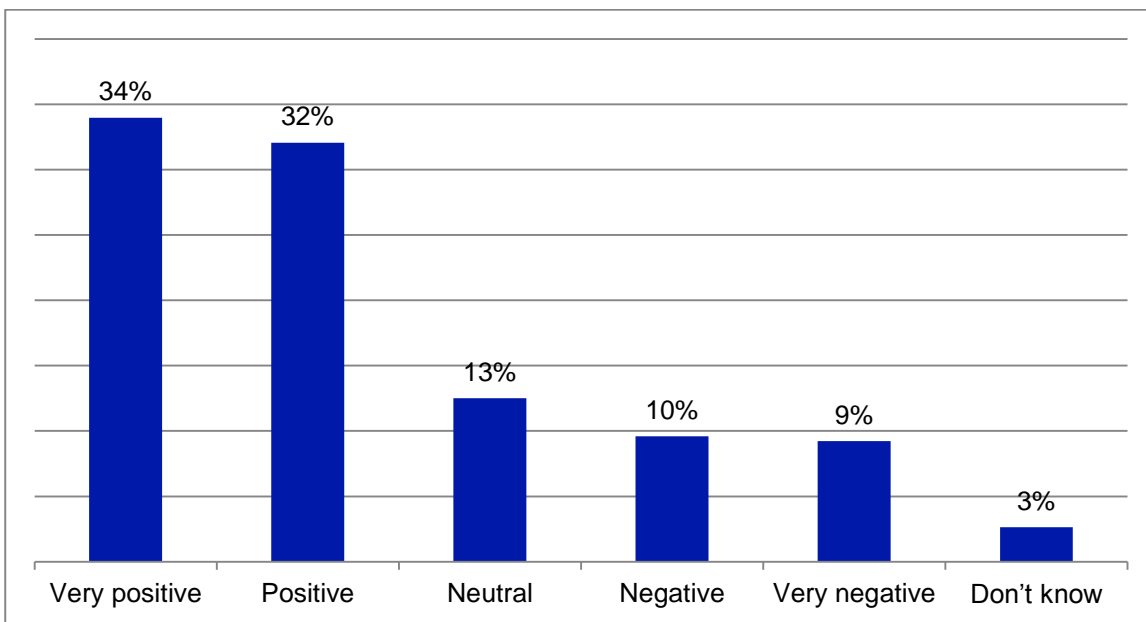
Type of respondent	Grand Total	Strongly support	Tend to support	Neither support or oppose	Tend to oppose	Strongly oppose
Local resident	553 (35%)	204 (37%)	125 (23%)	29 (5%)	60 (11%)	135 (24%)
Business owner	60 (4%)	21 (35%)	9 (15%)	4 (7%)	4 (7%)	22 (37%)
Employed locally	218 (14%)	113 (52%)	58 (27%)	10 (5%)	9 (4%)	28 (13%)
Commuter to area	298 (19%)	168 (56%)	59 (20%)	4 (1%)	17 (6%)	50 (17%)
Not local, but interested in the scheme	103 (6%)	66 (64%)	13 (13%)	4 (4%)	7 (7%)	13 (13%)
Visitor to the area	164 (10%)	113 (69%)	28 (17%)	3 (2%)	6 (4%)	14 (9%)
Other	97 (6%)	31 (32%)	28 (29%)	3 (3%)	7 (7%)	28 (29%)
Other (Please specify)	68 (4%)	22 (32%)	21 (31%)	4 (6%)	5 (7%)	16 (24%)
Did not specify	25 (2%)	6 (24%)	4 (16%)	0 (0%)	4 (16%)	11 (44%)



Q2. What impact do you think our proposals will have on pedestrians?

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

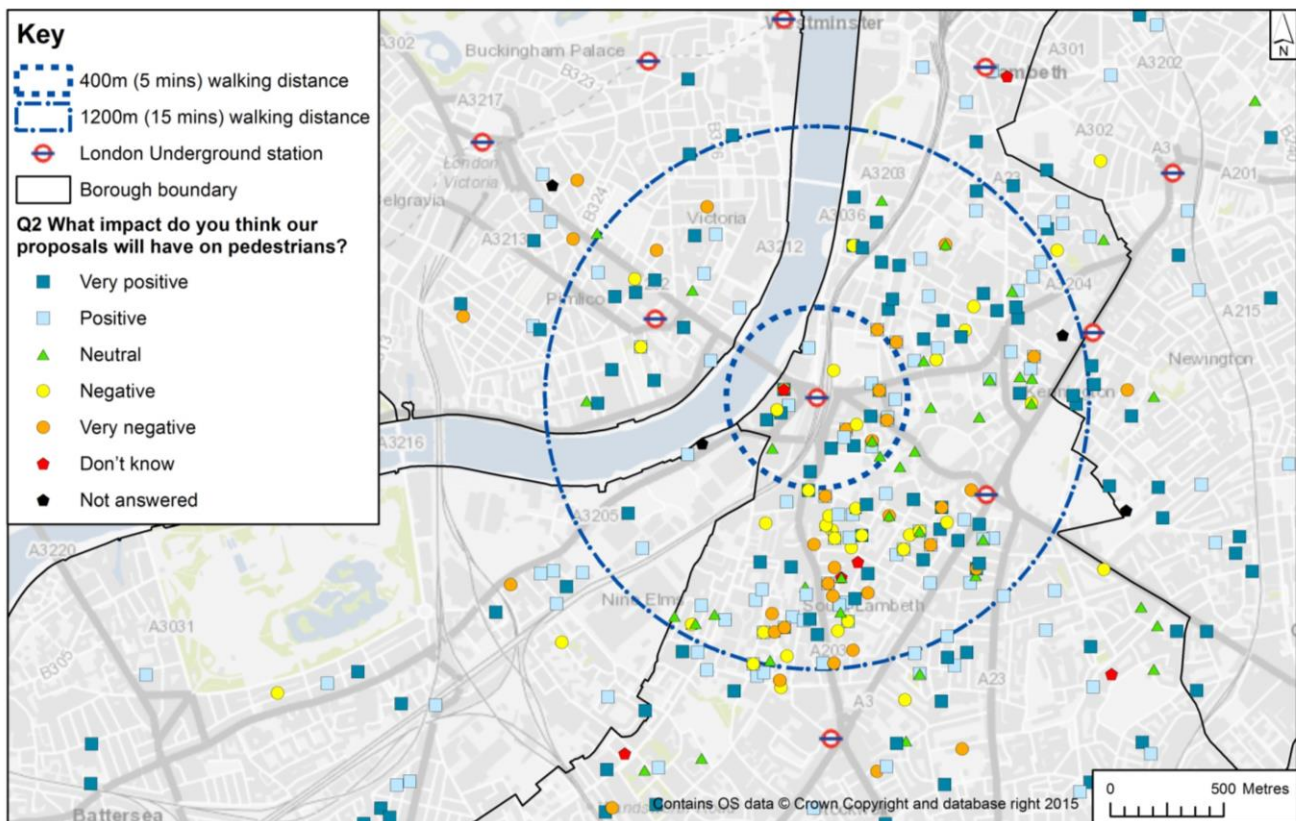
Figure 2: What impact do you think our proposals will have on pedestrians?



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

1,095 respondents answered this question; with 372 (34%) stating the proposals would have a very positive effect on pedestrians, and 351 (32%) believing it would have a positive effect. Conversely, 101 (9%) respondents thought the proposals would have a very negative effect and 105 (10 %) felt they would have negative effect. 137 (13%) respondents thought the proposals would have a neutral effect on pedestrians, whilst 29 (3%) did not know what the effect would be for pedestrians.

Type of respondent	Grand Total	Very positive	Positive	Neutral	Negative	Very negative	Don't know	Not Answered
Local resident	553 (35%)	154 (28%)	176 (32%)	77 (14%)	70 (13%)	56 (10%)	11 (2%)	9 (2%)
Business owner	60 (4%)	17 (28%)	10 (17%)	12 (20%)	8 (13%)	10 (17%)	3 (5%)	0 (0%)
Employed locally	218 (14%)	83 (38%)	87 (40%)	16 (7%)	16 (7%)	11 (5%)	3 (1%)	2 (1%)
Commuter to area	298 (19%)	117 (39%)	106 (36%)	22 (7%)	16 (5%)	26 (9%)	8 (3%)	3 (1%)
Not local, but interested in the scheme	103 (6%)	46 (45%)	36 (35%)	8 (8%)	3 (3%)	8 (8%)	2 (2%)	0 (0%)
Visitor to the area	164 (10%)	81 (49%)	57 (35%)	9 (5%)	7 (4%)	5 (3%)	3 (2%)	2 (1%)
Other	97 (6%)	24 (25%)	28 (29%)	20 (21%)	7 (7%)	14 (14%)	4 (4%)	0 (0%)
Other (Please specify)	68 (4%)	15 (22%)	23 (34%)	14 (21%)	5 (7%)	6 (9%)	4 (6%)	1 (1%)
Did not specify	25 (2%)	4 (16%)	5 (20%)	3 (12%)	5 (20%)	7 (28%)	1 (4%)	0 (0%)



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

- **Pedestrian crossing points:** 86 respondents suggested the proposed pedestrian crossings, would not be an improvement, as the proposed crossings were staggered and did not follow pedestrian desire lines. Concerns were raised whether the pedestrian signal timings would be long enough to enable pedestrians to cross. Conversely 33 respondents thought the pedestrian crossings were an improvement on the existing provision as they contribute to the pedestrian space and safety.
- **Pedestrian road safety:** 68 respondents suggested that the proposals would create a safer environment for pedestrians and 70 respondents thought the proposals would specifically improve the public realm and air quality in the area.

80 respondents stated that the proposals would create a more dangerous environment for pedestrians. Reasons included; shared space between pedestrians and cyclists would cause more collisions, more enforcement is needed to reduce cyclists riding on pedestrian designated areas, two-way traffic would be more dangerous for pedestrians, and there would be a lack of space for disabled users. A further 24 respondents stated that pedestrians would continue to cross whenever they wish.

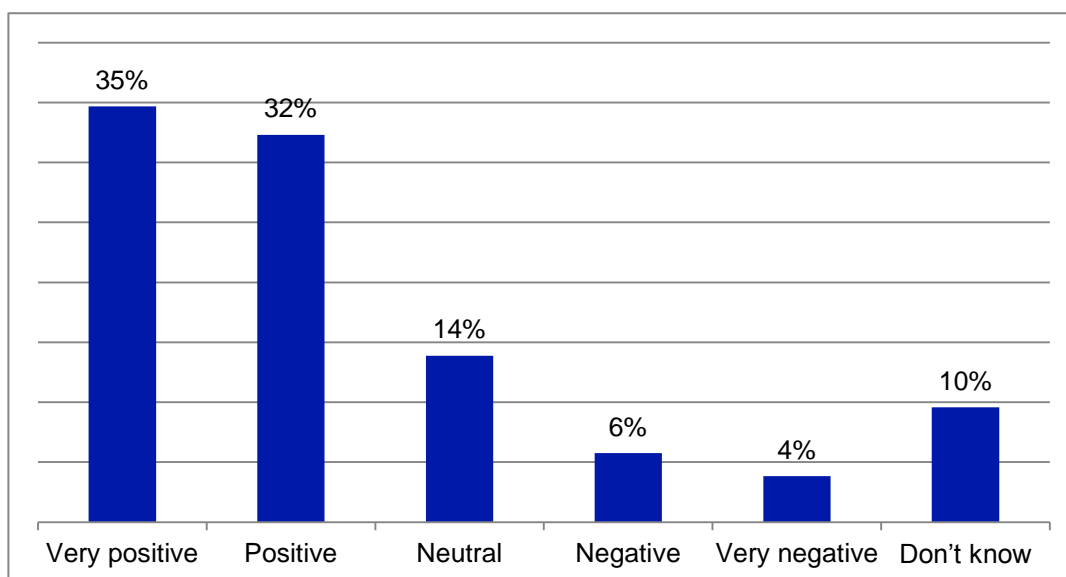
- **Pedestrianisation of South Lambeth Road:** 22 respondents suggested that South Lambeth Road should be pedestrianised, with some of those comments suggesting

that this would create a quiet zone around the station hub, whilst others referenced an alternative design option developed by a local group, Our Vauxhall.

Q3 What impact do you think our proposals will have on cyclists?

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

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

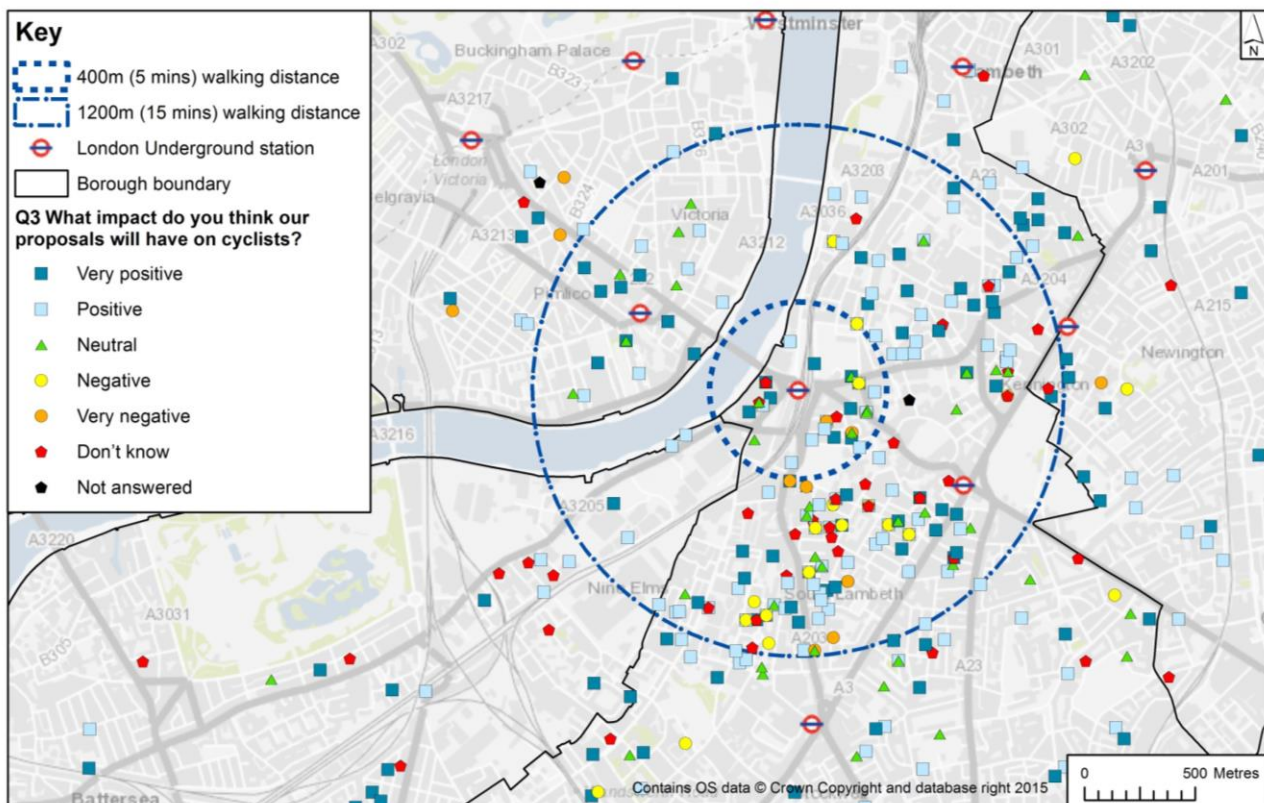


N.B. Numbers have been rounded to the nearest integer.

1,096 respondents answered this question, with 380 (35 %) stating the proposals would have a very positive effect on cyclists, and 354 (32%) stating they believed the proposals would have positive effect. Conversely 42 (4%) respondents thought the proposals would have a very negative effect and 63 (6%) believed they would have a negative effect. 152 (14%) respondents thought the proposals would have a neutral effect on cyclists, whilst 105 (10%) did not know.

Type of respondent	Grand Total	Very positive	Positive	Neutral	Negative	Very negative	Don't know	Not Answered
Local resident	553 (35%)	159 (29%)	181 (33%)	89 (16%)	38 (7%)	17 (3%)	63 (11%)	6 (1%)
Business owner	60 (4%)	16 (27%)	15 (25%)	9 (15%)	8 (13%)	5 (8%)	7 (12%)	0 (0%)
Employed locally	218 (14%)	73 (33%)	87 (40%)	17 (8%)	14 (6%)	4 (2%)	20 (9%)	3 (1%)
Commuter to area	298 (19%)	117 (39%)	98 (33%)	31 (10%)	18 (6%)	7 (2%)	24 (8%)	3 (1%)
Not local, but interested in the scheme	103 (6%)	55 (53%)	28 (27%)	6 (6%)	4 (4%)	2 (2%)	7 (7%)	1 (1%)
Visitor to the area	164 (10%)	87 (53%)	50 (30%)	9 (5%)	4 (2%)	4 (2%)	10 (6%)	0 (0%)
Other	97	26	25	22	4 (4%)	9 (9%)	10	1 (1%)

	(6%)	(27%)	(26%)	(23%)			(10%)	
Other (Please specify)	68 (4%)	18 (26%)	17 (25%)	15 (22%)	2 (3%)	7 (10%)	7 (10%)	2 (3%)
Did not specify	25 (2%)	6 (24%)	4 (16%)	6 (24%)	3 (12%)	4 (16%)	2 (8%)	0 (0%)



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

- **Cycle crossing points:** 58 respondents stated that current cycle crossings needed improvement. Locations mentioned included; Kennington Oval and South Lambeth Road
- **Cycle safety:** 90 respondents stated that the proposals would make cycling in the area feel safer, commenting that segregating cars and reducing vehicle speeds would make cyclists feel less vulnerable. 5 of these respondents mentioned the connection between Wandsworth Road and Albert Embankment being an improvement. However, 36 were concerned that proposals would increase collisions between pedestrians and cyclists due to poor cycling behaviour and lack of space
- **Cyclist behaviour:** 80 respondents suggested that the behaviour of cyclists is dangerous and would not improve
- **Cycle segregation:** 48 respondents stated that more segregation and space is needed for cyclists. Conversely, 53 suggested that the proposed segregated cycle

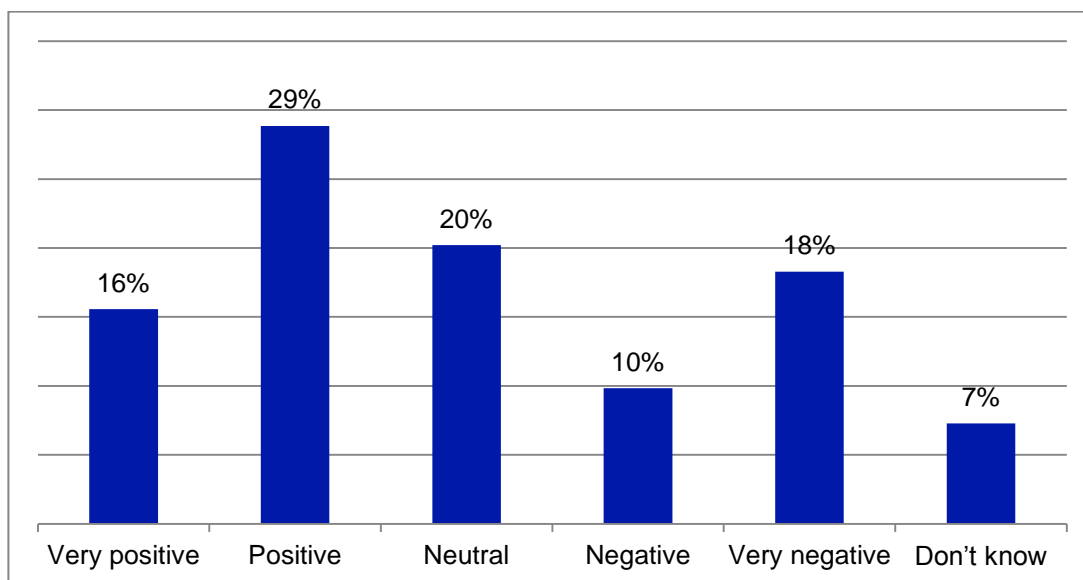
lanes are good as they would improve cycle safety. A further 11 suggested that the proposed cycle route would benefit greatly if it tied in with Cycle Superhighway 5

- **Cycle favouritism:** 46 respondents suggested that there is too much emphasis on cycling and the scheme does not portray the needs of other road users. 20 written responses also suggested that the proposals do not meet the needs of all users, with concerns raised that cyclists were being favoured over motorists and that the proposals need to be redesigned to address this. Some responses referenced Cycle Superhighway 5, stating that it has caused more congestion on the roads.

Q4 What impact do you think our proposals will have on bus users?

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

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

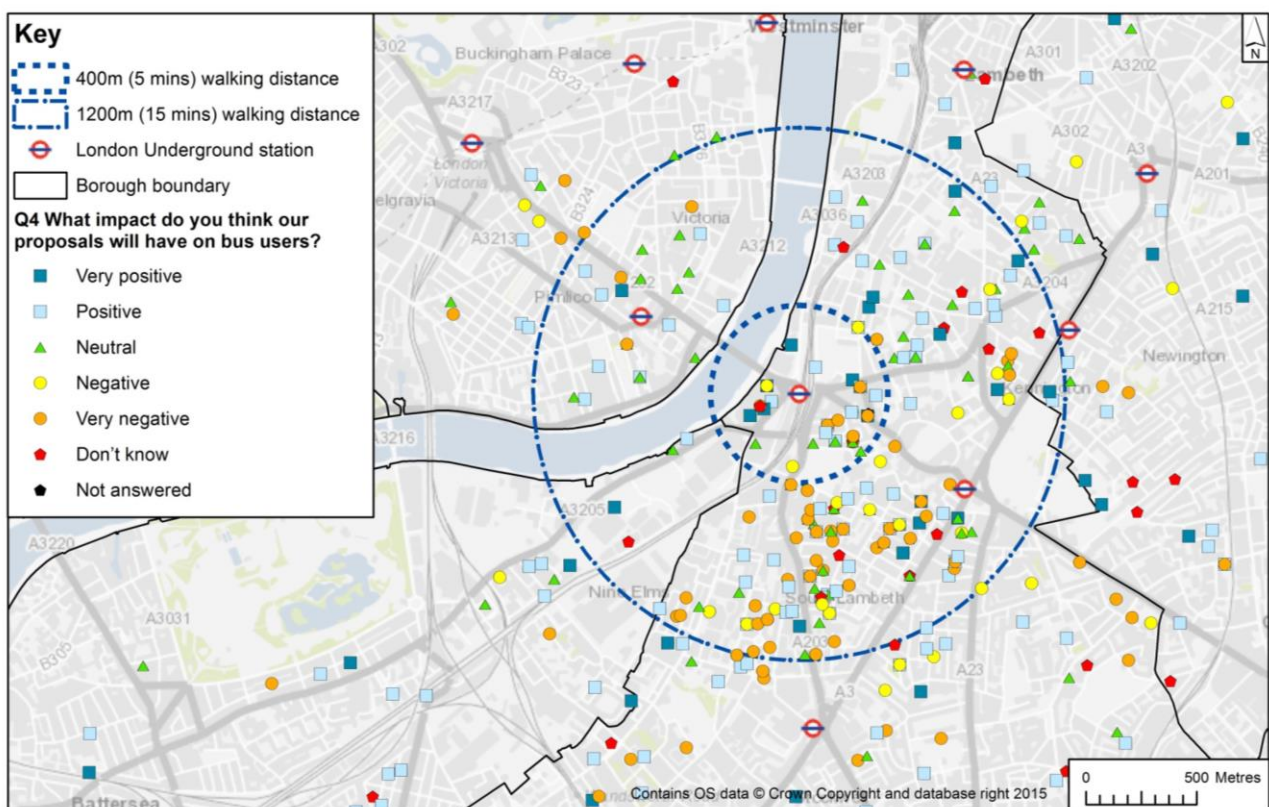


N.B. Numbers have been rounded to the nearest integer.

1,099 respondents answered this question, with 171 (16 %) stating the proposals would have a very positive effect on bus users, and 317 (29%) stating the proposals would have a positive effect. Conversely, 201 (18%) respondents thought the proposals would have a very negative effect and 108 (10%) thought they would have a negative effect. 222 (20%) respondents thought the proposals would have a neutral effect on bus users, whilst 80 (7%) did not know what the effect for bus users would be.

Type of respondent	Grand Total	Very positive	Positive	Neutral	Negative	Very negative	Don't know	Not Answered
Local resident	553 (35%)	60 (11%)	146 (26%)	115 (21%)	61 (11%)	135 (24%)	32 (6%)	4 (1%)
Business owner	60 (4%)	9 (15%)	12 (20%)	10 (17%)	6 (10%)	17 (28%)	6 (10%)	0 (0%)

Employed locally	218 (14%)	30 (14%)	79 (36%)	49 (22%)	24 (11%)	14 (6%) (9%)	19 (9%)	3 (1%)
Commuter to area	298 (19%)	54 (18%)	100 (34%)	49 (16%)	28 (9%) (14%)	41 (14%)	23 (8%)	3 (1%)
Not local, but interested in the scheme	103 (6%)	32 (31%)	33 (32%)	13 (13%)	10 (10%)	11 (11%)	4 (4%)	0 (0%)
Visitor to the area	164 (10%)	42 (26%)	63 (38%)	25 (15%)	9 (5%) (5%)	14 (9%) (5%)	9 (5%)	2 (1%)
Other	97 (6%)	8 (8%) (8%)	21 (22%)	26 (27%)	10 (10%)	21 (22%)	11 (11%)	0 (0%)
Other (Please specify)	68 (4%)	3 (4%) (4%)	16 (24%)	23 (34%)	7 (10%) (10%)	11 (16%)	7 (10%)	1 (1%)
Did not specify	25 (2%)	3 (12%)	3 (12%) (12%)	4 (16%)	4 (16%) (16%)	9 (36%) (36%)	2 (8%)	0 (0%)



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

- **Changes to existing bus station:** 207 respondents made a comment about the changes that would affect the bus station. The most common responses were; 96 respondents believed that the bus station was iconic and disagreed with its removal, and 34 respondents suggested that there would be no shelter for users in poor weather conditions. Groups such as Save our Bus Station and the Kennington

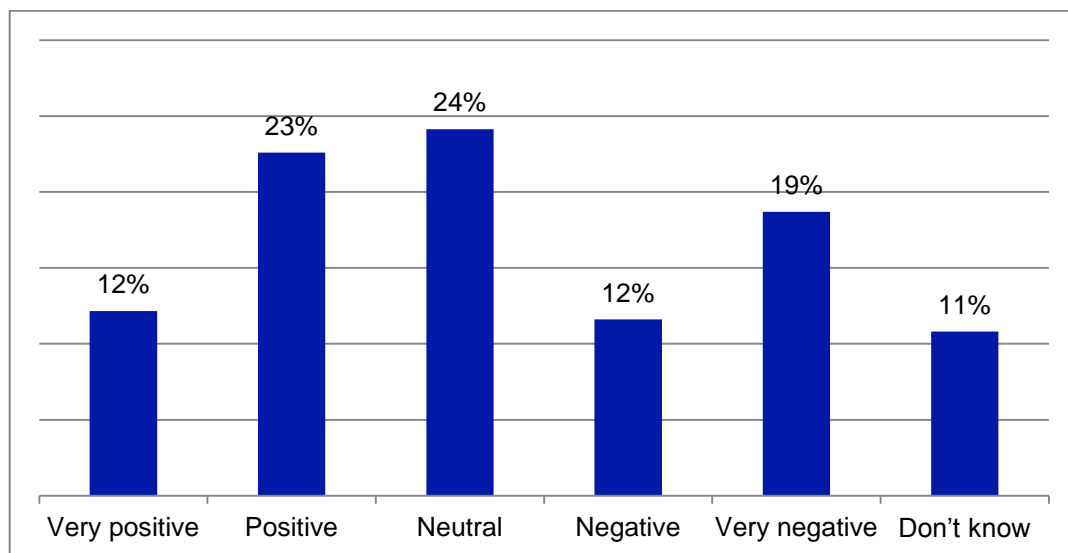
Oval Vauxhall Forum opposed changes to the bus station on the basis that the redesign would make the space smaller, would take away weather cover and would redistribute the bus stops to other locations away from the central area. 40 respondents suggested that the revamped bus station would be good for users, including an improvement in layout, better facilities and a more integrated usage of space.

- Similar concerns about the bus station removal were expressed in a number of responses to Q.7 on the overall proposals, as well as by an additional 28 respondents who submitted comments by email and in writing. The main concerns raised were that changes to bus stop locations would make it harder for bus users as interchange between services would take longer and not all stops would be located in the central area, the current bus station has great facilities and does not need to be changed, and the lack of shelter would reduce the current protection from poor weather conditions.
- **Bus safety:** 60 respondents stated that the proposals will make it safer and easier for bus users as it will be less confusing for locating the correct bus service and make people feel more secure when using public transport, particularly at night time. Conversely, 72 respondents stated that the proposals would make it harder for bus use; in particular the distribution of the bus stops will be illogical, inconvenient and dangerous for pedestrians who wish to interchange due to having to cross busy roads to access the bus services rather than having the benefit of the current centralised bus station.
- **Traffic congestion:** 40 respondents suggested that proposals would increase the traffic congestion in the area and would have a knock on effect to bus journey times.

Q5 What impact do you think our proposals will have on motor vehicles?

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.

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

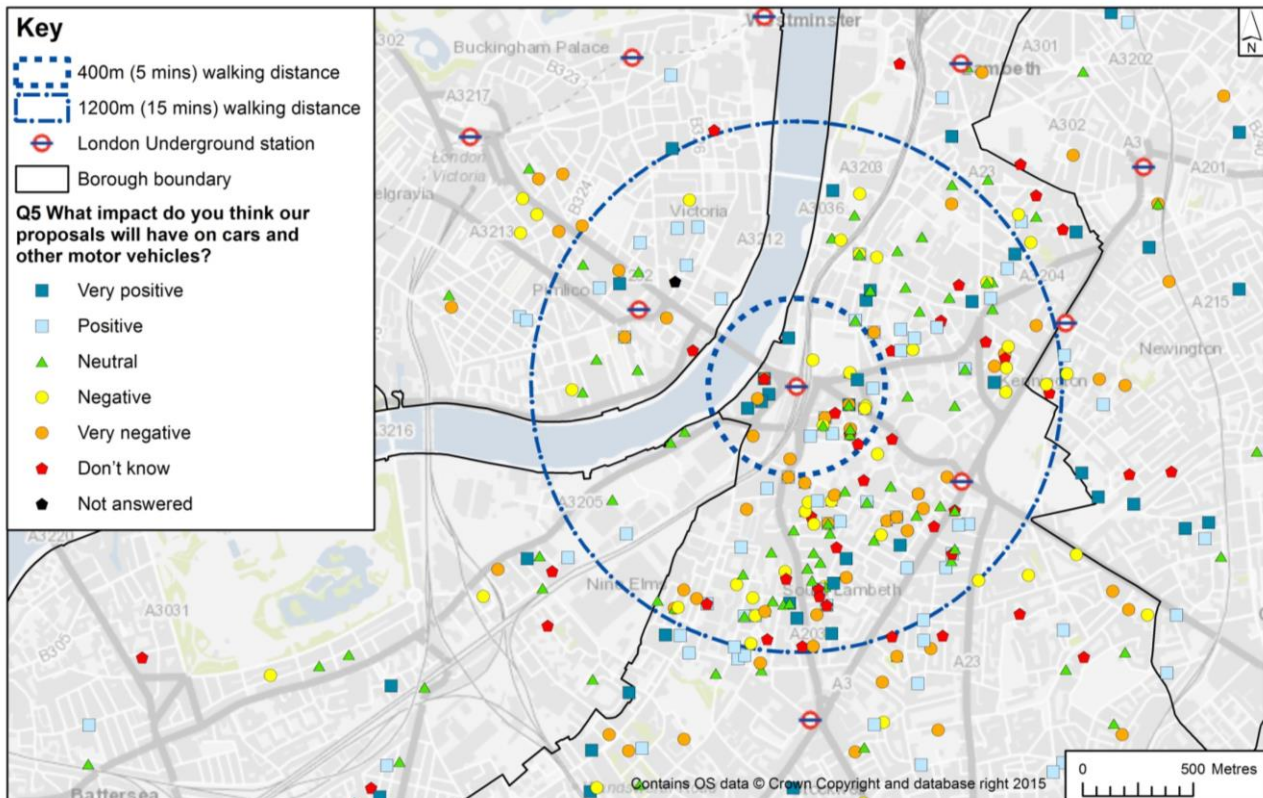


N.B. Numbers have been rounded to the nearest integer.

1,102 respondents answered this question, with 134 (12%) stating the proposals would have a very positive effect on cars and other motor vehicles, and 249 (23%) stating the proposals would have positive effects. Conversely, 206 (19%) respondents thought the proposals would have a very negative effect and 128 (12%) thought they would have a negative effect. 226 (24%) respondents thought the proposals would have a neutral effect on cars and other motor vehicles, whilst 119 (11%) did not know what effect they would have.

Type of respondent	Grand Total	Strongly support	Tend to support	Neither support or oppose	Tend to oppose	Strongly oppose	Not Answered	
Type of respondent	Grand Total	Very positive	Positive	Neutral	Negative	Very negative	Don't know	
Local resident	553 (35%)	50 (9%)	108 (20%)	138 (25%)	85 (15%)	112 (20%)	55 (10%)	5 (1%)
Business owner	60 (4%)	7 (12%)	13 (22%)	10 (17%)	8 (13%)	19 (32%)	3 (5%)	0 (0%)
Employed locally	218 (14%)	19 (9%)	65 (30%)	54 (25%)	22 (10%)	20 (9%)	37 (17%)	1 (0%)
Commuter to area	298 (19%)	39 (13%)	77 (26%)	70 (23%)	28 (9%)	47 (16%)	34 (11%)	3 (1%)
Not local, but interested in the scheme	103 (6%)	23 (22%)	28 (27%)	22 (21%)	6 (6%)	16 (16%)	8 (8%)	0 (0%)
Visitor to the area	164 (10%)	28 (17%)	47 (29%)	45 (27%)	10 (6%)	16 (10%)	18 (11%)	0 (0%)
Other	97 (6%)	6 (6%)	25 (26%)	20 (21%)	9 (9%)	25 (26%)	12 (12%)	0 (0%)

Other (Please specify)	68 (4%)	3 (4%)	17 (25%)	17 (25%)	6 (9%)	18 (26%)	7 (10%)	0 (0%)
Did not specify	25 (2%)	3 (12%)	0 (0%)	7 (28%)	3 (12%)	12 (48%)	0 (0%)	0 (0%)



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

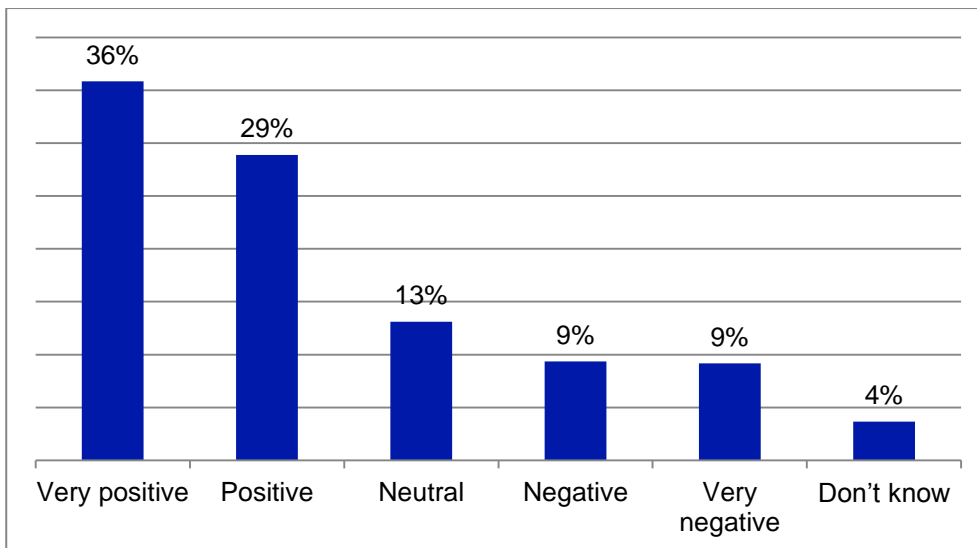
- **Traffic congestion:** 146 respondents believed that the proposals would cause more traffic congestion in the local and surrounding residential areas. Reasons included; lack of road space for vehicles, the number of traffic signals within the area, and banned turns for motorists resulting in “rat runs” in nearby residential roads. However, 33 stated that proposals will slow traffic down and make it a safer environment for other roads users. An additional 27 written responses stated that the proposals would increase the traffic congestion in the area. Main concerns were that works will cause disruption to journey times, and re-routing of traffic will cause more congestion in surrounding areas (Wandsworth Road, Nine Elms Lane).
- **Road layout:** 58 respondents suggested that the proposed changes to the road layout would be an improvement and would result in a safer environment, less blockages and quicker journey times. However, 27 respondents stated that the proposals would make the area less pleasant due to the increase in pollution, accidents and speed.

- **Motor journey times:** 54 respondents stated that the proposals would make journeys quicker and more direct for car users. The most common response from participants who answered the question was the removal of the one way system, resulting in relieving congestion and allowing traffic to flow more freely. Conversely, 136 respondents stated that the proposals would cause problems regarding motor movements. Of those responses, 107 stated that banned movements as outlined in the proposals would make it harder for car users to reach their destination, increasing their journey time, and 29 stated that they believe TfL are penalising drivers.

Q6 What impact do you think our proposals will have on public spaces?

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

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

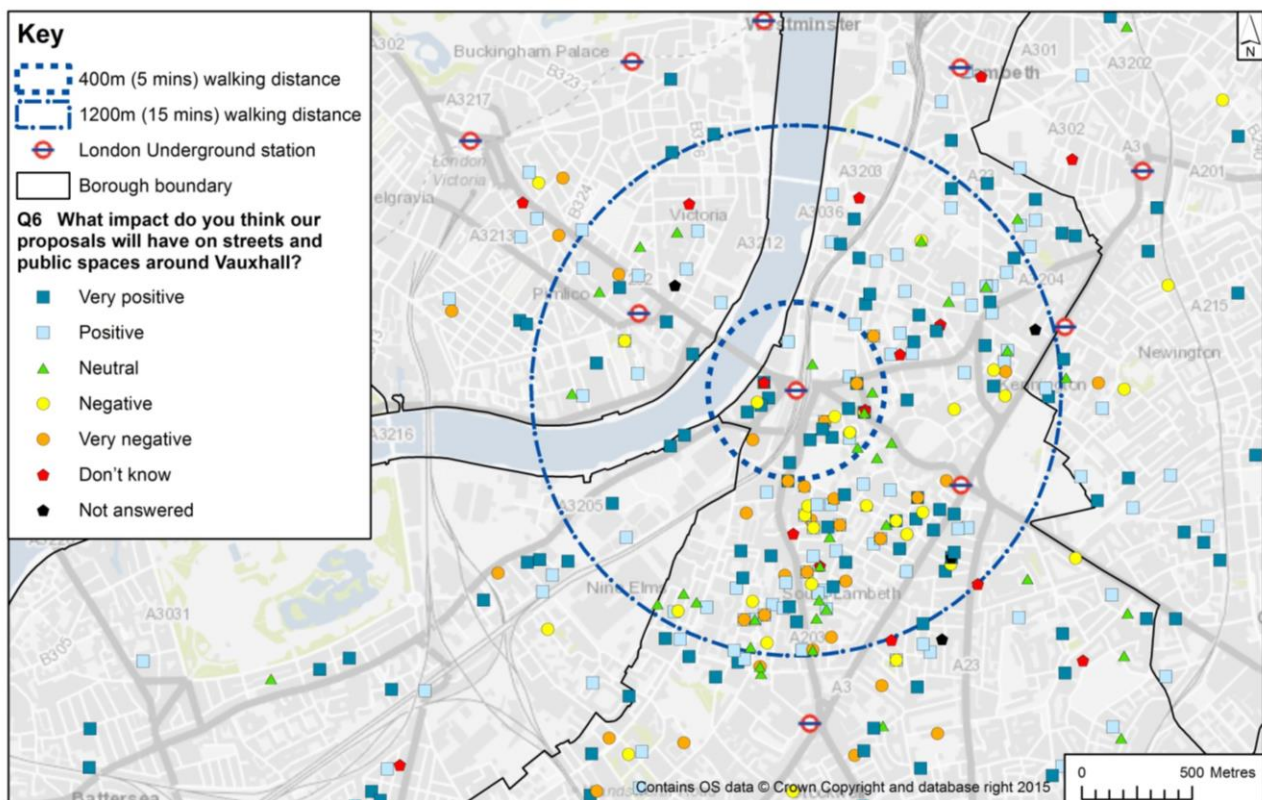


N.B. Numbers have been rounded to the nearest integer.

1,091 respondents answered this question, with 391 (36 %) respondents stating the proposals would have a very positive effect on public spaces, and 315 (29 %) stating they would have positive effects. Conversely, 100 (9%) respondents thought the proposals would have a very negative effect and 102 (9%) believed they would have a negative effect. 143 (13%) respondents thought the proposals would have a neutral effect on public spaces, whilst 40 (4%) did not know what effect they would have.

Type of respondent	Grand Total	Very positive	Positive	Neutral	Negative	Very negative	Don't know	Not Answered
Local resident	553 (35%)	166 (30%)	149 (27%)	81 (15%)	67 (12%)	60 (11%)	20 (4%)	10 (2%)
Business owner	60 (4%)	18 (30%)	10 (17%)	8 (13%)	7 (12%)	15 (25%)	2 (3%)	0 (0%)
Employed locally	218	91	72	21	15 (7%)	10 (5%)	8	1 (0%)

	(14%)	(42%)	(33%)	(10%)			(4%)	
Commuter to area	298 (19%)	125 (42%)	87 (29%)	34 (11%)	23 (8%)	15 (5%)	9 (3%)	5 (2%)
Not local, but interested in the scheme	103 (6%)	45 (44%)	35 (34%)	8 (8%)	3 (3%)	6 (6%)	4 (4%)	2 (2%)
Visitor to the area	164 (10%)	92 (56%)	43 (26%)	11 (7%)	7 (4%)	8 (5%)	3 (2%)	0 (0%)
Other	97 (6%)	17 (18%)	37 (38%)	17 (18%)	12 (12%)	8 (8%)	6 (6%)	0 (0%)
Other (Please specify)	68 (4%)	9 (13%)	28 (41%)	13(19 %)	7 (10%)	6 (9%)	4 (6%)	1 (1%)
Did not specify	25 (2%)	4 (16%)	4 (16%)	2 (8%)	7 (28%)	6 (24%)	1 (4%)	1 (4%)



492 respondents expressed further comments on the impact proposals would have on public spaces around Vauxhall. Key themes that came out are as follows:

- **Public realm:** 175 respondents stated that the area would become much safer and nicer. The positive features identified include; more green space and trees, and pedestrianisation of spaces. A further 33 respondents suggested that the proposals would increase the pedestrian footfall.

- **Traffic congestion:** 77 respondents stated that the area would still be busy with traffic thus remaining unpleasant.
- **South Lambeth Road:** 22 respondents stated that South Lambeth Road should be fully pedestrianised.

Q7 Do you have any general or other comments about the overall proposals?

557 respondents (50% of all web respondents) made further comments on the proposals.

Key themes that came out include:

- **Design Costs:** 121 respondents commented on design costs and were concerned about the cost of the scheme, and the disruption it would cause.
- **Transport Design:** 85 respondents stated that the proposals create difficulties with other modes of transport and accesses
- **Traffic Congestion:** 55 respondents stated that traffic congestion would increase and pollution levels would rise
- **Environment:** 50 respondents stated that the proposals would create a safer and more pleasant environment due to less pollution
- **Bus Proposals:** 55 respondents stated that the bus station should not be removed
- **Our Vauxhall design:** 24 written respondents and 34 online respondents stated that they want an alternative design option developed by a local community organisation called 'Our Vauxhall', to be implemented. This group created their own proposals for changes at Vauxhall. The rationale was to have a community led scheme which looked to improve public realm and east west connections for cyclists and pedestrians with a new green space. For more information, please visit www.ourvauxhall.com

About the respondents

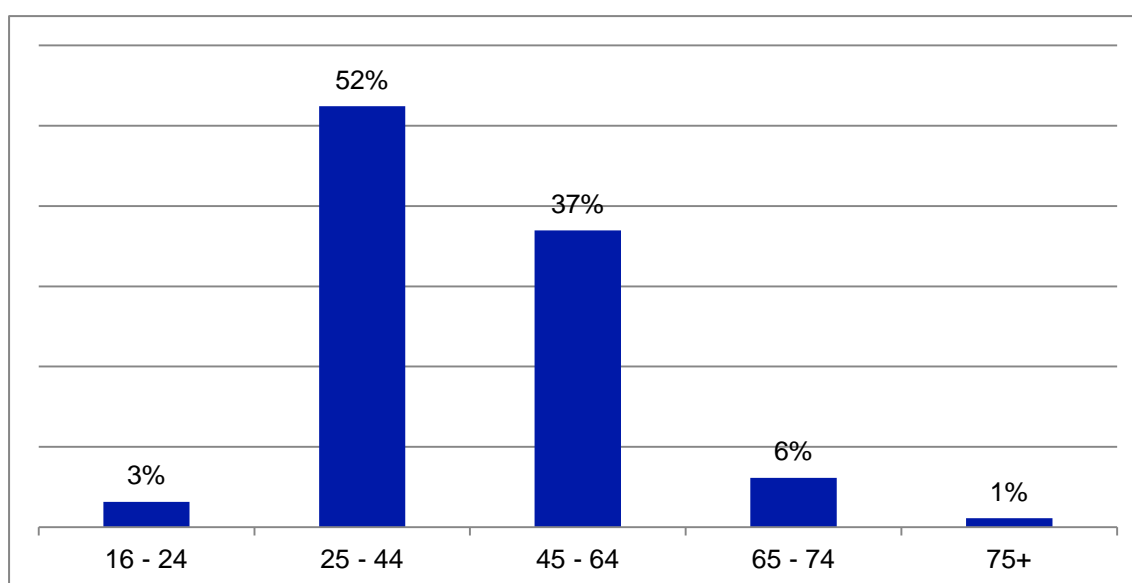
Demographics

Respondents were asked about their age, gender and disability status. **Figure 2** reflects the age variation of respondents. A total of 1,072 respondents answered this question. Over 50% (562) of respondents were aged between 25-44 whilst 37% (396) were aged between 45-64.

A total of 1,064 respondents stated what gender they were. 349 (33%) respondents were female; 688 (65%) were male; 23 (2%) preferred not to say and 4 stated they were transgender.

A total of 1,049 shared their disability information. 966 (92%) respondents did not have a disability whilst 46 (4%) did. 37 (4%) preferred not to answer.

Figure 7: Respondents age demographic



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

Type of respondent	Total
Local resident	553 (35%)
Business owner	60 (4%)
Employed locally	218 (14%)
Commuter to area	298 (19%)
Not local, but interested in the scheme	103 (6%)
Visitor to the area	164 (10%)
Other	97 (6%)
Other (Please specify)	68 (4%)
Did not specify	25 (2%)

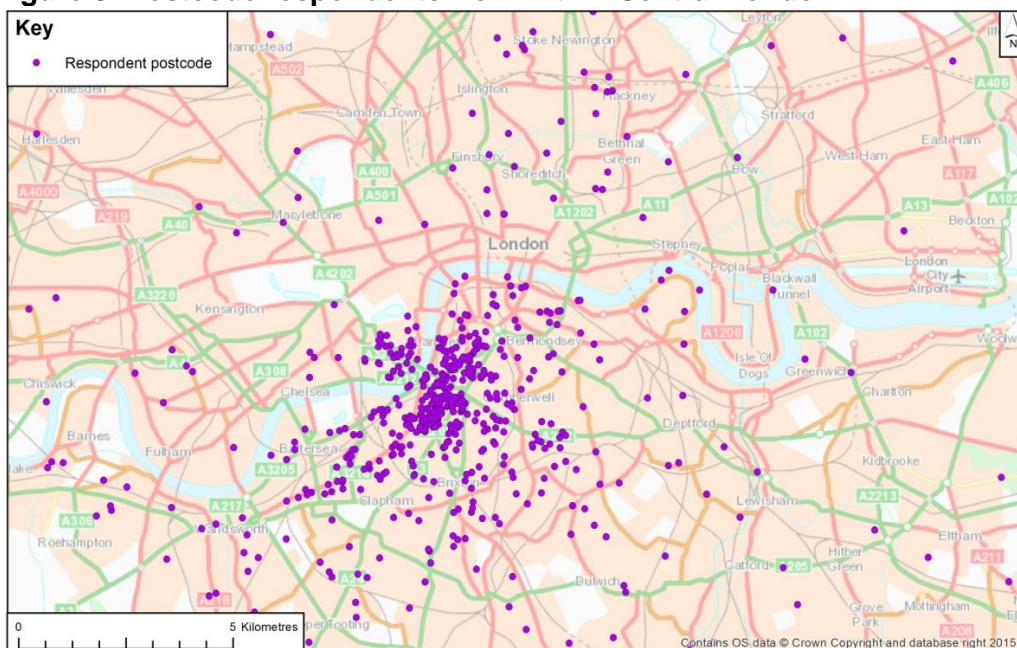
Responses by postcode

887 respondents chose to give their postcode as part of the consultation exercise.

683 (77.0%) respondents who gave their postcode were from the areas of south west and south east, including Vauxhall, Kennington, Battersea and Lambeth. The most common postcode amongst respondents was SW8, which 225 (25.4%) respondents stated they had, followed by SE11, which 96 (10.8%) respondents said they had. Following that 49(5.5%) respondents had a SW9 postcode, 45 (5.0%) had an SE1 postcode, and 40

(4.5%) had a SE5 postcode. **Figure 8** below shows the distribution of respondents from within Central London.

Figure 8: Postcode respondents from within Central London



Business Improvement District (BID)

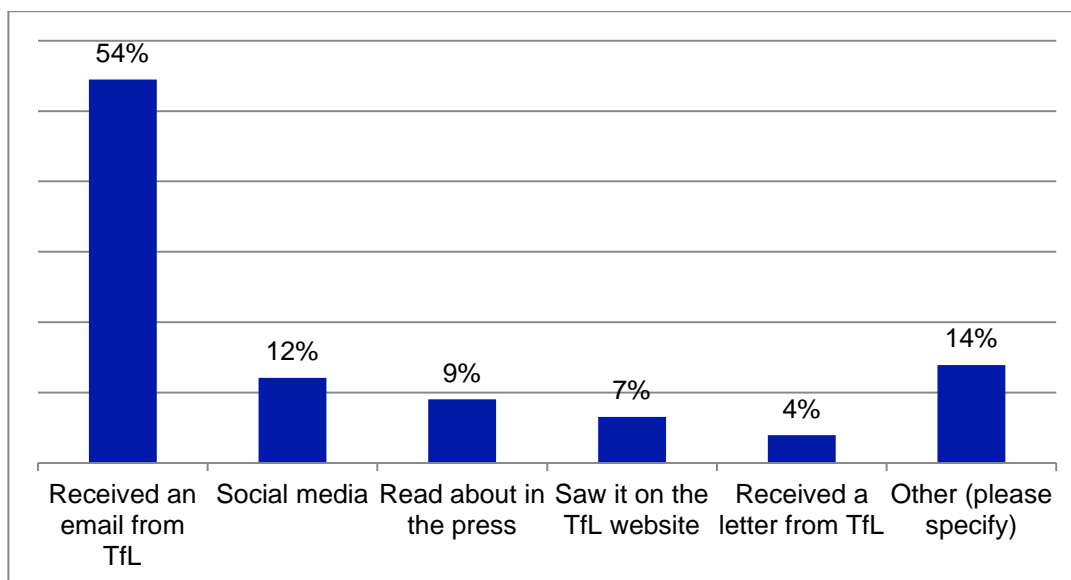
Respondents were asked if they were members of Vauxhall One BID. Vauxhall One is the name given to the local Business Improvement District (BID). This is a non profit organisation owned and led by local businesses in Vauxhall. 870 (79%) of respondents to the consultation did not answer this question. Of those that answered the question 174 (16%) said No, 43 (4%) did not know and 20 (2%) stated that they were members.

The consultation

Consultation Source

A total of 1,041 respondents answered the question on where they found out about consultation. **Figure 9** provides a breakdown of these responses.

Figure 9: Source in which respondents heard about the consultation



567 respondents (54%) were informed about the consultation by an email from TfL. 126 respondents, (12%) heard about the consultation via social media, and 68 (7%) saw the consultation on the TfL website

94 (9%) respondents read about the consultation in the press, 41 respondents (4%) received a letter from TfL and 145 (14%) respondents heard about it through an 'other' source. 'Other' categories included; word of mouth, through friends and family, and the local council.

Quality of consultation

Respondents were asked to comment on the quality of the consultation. 598 respondents made a comment on the quality of the consultation.

Of these, 201 (34 %) thought the quality of the consultation was either excellent or good, 204 (34%) stated fair/ok, 131 (22%) thought it was poor and unhelpful, and 62 (10%) respondents provided general responses or statements that were neither negative nor positive and therefore could not be classified. Main themes arising included:

- 94 (16 %) respondents stated that the consultation material provided contained a lot of information. Conversely, 38 (6%) respondents believed the consultation needed to be more detailed.
- 143 (24 %) respondents were negative towards the consultation and felt that their opinion would not count.

- 16 (3 %) respondents stated that not being able to zoom into the maps was a problem and 17 (3 %) believed that the pictures presented were unrealistic.

Summary of stakeholder responses

Local Authority/GLA/MP responses

Lambeth Council

Vauxhall is a key growth area in the Mayor of London's Opportunity Planning Framework, with significant regeneration works. This new era for Vauxhall can only be realised by radical improvements to the strategic road network.

In summary, the Vauxhall Cross proposals strike an excellent balance between supporting existing residents, businesses and commuters whilst preparing for increased numbers of people living, working and visiting in years to come. Lambeth Council strongly supports this major public investment into borough, which will be a vital part of the transformation of the area

Wandsworth Council

This Council supports improving the sense of place at Vauxhall; it is increasingly becoming home and a place of work for a great many people in addition to its role as a major transport interchange and highway corridor. However, Vauxhall is a major transport hub intended to cater for the mass movement of people and goods, including to and from Wandsworth. Transport for London as the strategic transport authority for London is, we would argue, first and foremost responsible for moving people and goods effectively and efficiently.

The Council has some reservations about what is proposed and the quantity and quality of the supporting evidence provided. We also have concerns about the overall approach being taken which in places seems rather resigned to reducing transport capacity, increasing delays for highway users and potentially causing knock-on adverse impacts elsewhere. In considering proposals for the removal of the Wandsworth one-way system, this Council has been working closely with TfL to maintain overall traffic capacity in order to minimise future congestion and to protect neighbouring areas from displaced traffic.

The modelling appears to consider the impact of removing the Vauxhall gyratory on the situation as it will exist in 2018. It is unclear if the impact of consented and likely development after 2018 that will add additional demands on the local highway network has been considered. If not, this would seem to us to be an important omission. Additionally, we would advise that the transport impacts of consented development in Wandsworth have of course so far been considered without assuming change at Vauxhall.

We are aware of concerns about the removal of the current bus station. The plans show a new bus station but it may appear to be more of a bus only street and it is not easy to say whether or not what is proposed would provide high quality bus/public transport interchange without more detail. TfL will be aware that, in Wandsworth's town centres, a

more dispersed approach to bus stopping and standing arrangements has its problems in terms of over-bussing of stops and stands, confusion for bus passengers, pavement conflicts between waiting passengers and passing pedestrians, and idling buses (e.g. for driver changeovers). We are keen for TfL to give assurances that these problems would be avoided at Vauxhall.

In the event of the scheme progressing, the construction phase would of course require careful coordination with the other ongoing construction projects that require access to and from Vauxhall.

Assuming that the Council's concerns are being addressed, the Council supports TfL and Lambeth in their aspirations to improve Vauxhall Cross in support of the wider regeneration of Nine Elms.

Liberal Democrat Group London Assembly

We support the general principle of removing the gyratory system, introducing improved cycling infrastructure and public spaces. However we have concerns about the demolition of the current bus station and in particular the lack of consideration and engagement from TfL regarding local groups with alternative proposals.

Although TfL claims to have considered the 'Our Vauxhall' (and other) alternatives, there seems to be a lack of real engagement with local groups or proper consideration of their ideas. The Vauxhall Cross redevelopment will be a hugely important piece of work for the area and it is therefore essential that the right approach is taken. We are not convinced that it is with the current proposals.

Valerie Shawcross AM for Lambeth & Southwark

I support the removal of the fast, inhospitable and divisive gyratory system and the introduction of two-way working to the roads around Vauxhall. I am in favour of the new public spaces and enhanced transport interchange provision which will improve Vauxhall. I am however aware of some local concerns which focus on the bus station, the reconfigured facility must remain a discernible bus station rather than a collection of stops. This is an exciting opportunity to transform Vauxhall for all users and I look forward to seeing things progress.

Resident/User group responses

Kennington Oval and Vauxhall Forum (KOV)

KOVF holds no opinion over which solution is best; rather its role is to provide a platform for fair and open consultation for local people. There are many advantages to both the TfL and the Our Vauxhall solutions relating to where public space is improved and which provides the best solution for pedestrians, cyclists, bus users and drivers. A proper consultation would let people decide for themselves the compromises that need to be made rather than suggesting only one solution, when there is another one available. KOV would like to see a comparison of the data used to assess both schemes. Without the data being shared there could be some incorrect assumptions made. The KOV Forum

public meeting on the 2nd December attracted a record number of people from the local area. This is testament to the concern people have and the importance of getting the right solution for the area. I am grateful for your input, along with all the speakers and our MP Kate Hoey, who made the occasion so worthwhile. At the meeting, you will recall that there was a specific request to extend the consultation.

Whilst I am grateful for the two additional public events slotted in the first week of this month, it does not adequately address the need to extend consultation significantly wider and for longer.

Representatives of the visually impaired community

Request to meet was not picked up early enough in the consultation period. The current bus station is difficult to navigate as the island design can cause confusion.

There is a risk to vulnerable pedestrians with the interaction and location of the CS5 route from Harleyford Road under the railway arch and across the footway on the southern side of the embankment – has a risk assessment been undertaken and what mitigation will be put in place. Audible alerts must be included on all the pedestrian crossings and tactile paving must be included at all crossings. More straight across crossings should be provided at the expense of queuing traffic.

Some form of tactile routeing should be provided in the new bus station to allow for an easy understanding of how the interchange works. Although two-way traffic may reduce speed, it does introduce a risk of being hit from both directions when crossing.

A green space is needed at the exit/entrance of the rail/tube station to allow guide dogs to go to the toilet (many are trained to only use grass as a toilet)

Vulnerable pedestrians are not getting enough improvements out of this scheme.

Our Vauxhall

They are strongly opposed to these proposals. The opposition is summarised below. For a full breakdown of their comments please look on their web page <http://www.ourvauxhall.com/>

The impact of the changes proposed by TfL does improve the environment for pedestrians in some places. However, the scheme also makes it more dangerous in other areas and does not achieve the full potential for the area.

Comments about cyclists

The current TfL proposal is a marked improvement for cyclists both on the current layout and on that proposed by TfL back in 2014. However, there are still some areas that would leave cyclists dangerously exposed to traffic. As such we can only say the current TfL proposal is neutral for those areas.

Comments about bus users

Bus stops are spread across two roads as well as central area. This is not a bus station; it is stops along roads. No line of sight between the bus stops this stops natural protection and security on the bus station especially at night for vulnerable passengers. Not all route directions are collocated at the same bus stop in the TfL proposal. The routes to Victoria – route 2 from stop 6 and routes 36, 436 and 185 from stop 1. Full coverage from the weather should be provided so interchange between buses is attractive and pleasant.

Comments on cars and other motor vehicles:

Complicated junctions are very close to each other. This means that traffic will have to stop several times for long periods which will give a slower overall journey time than having fewer junctions. It is not possible to access South Bondway from Nine Elms Road or Wandsworth Road.

Comments on impact on streets and public spaces

Station square is good link between transport interchanges. However this area will remain very noisy and polluted due to adjacent Kennington Lane. Therefore it will remain a transit area rather than an area people will congregate rest and relax.

Vauxhall Society

Bus station should not be demolished, de-roofed or otherwise diminished. TfL have no clear case to move from one-way to two-way. Society suggests the consultation to be specious, with leading questions.

Battersea Society

The Battersea Society remains opposed to replacement of the bus station, as the current bus station works well and the proposals are less satisfactory for bus users. The society has concerns regarding pedestrian interaction with buses. Excluding the bus station, the latest traffic proposals are more coherent and a major improvement on earlier suggestions, however we consider that more time is needed before reaching a decision on one of London's key transport hubs. We suggest TfL consults more widely on the proposals and undertakes focus group discussions so resident's views are better reflected.

The management and future maintenance of the new public realm area needs to be considered.

St Georges wharf residents association

Due to the proposals for Wandsworth Road and the Bus Station, the SGWRA supports the signalised exit beside Phoenix House (St George Wharf Crescent).

Could consideration also be given to enabling a right turn from this exit. As no right turn will exist from Wandsworth Road to Kennington Road. Thus vehicles will be forced to enter the congestion zone or left turn onto Vauxhall Bridge.

Consideration for a right turn from St George Wharf on to Nine Elms Lane, in addition to the existing left turn only (already signalised).

Consideration for cycle mitigation on the Thames River Path, so that SGW does not become a cyclist rat run avoiding Wandsworth Road

Transport Groups.

London Travel Watch

London TravelWatch welcomes the reversion of Vauxhall Cross to two way operation. This will mean slower vehicle speeds, shorter bus journeys and potentially more direct cycle journeys. We note and welcome the additional pedestrian crossing facilities.

London TravelWatch objects to the loss of the bus lane on the Albert Embankment and would want to know what passenger facilities are to be provided around the interchange and would ask that you consult further on this.

The London Fire and Emergency Planning Authority (LFEPA)

Overall the proposed scheme is likely to reduce the 'pinch point' during times of heavy traffic. However, the inclusion of better cycle facilities and improved bus movement is highly likely to have a detrimental impact on general road users. This is most significant when emergency response vehicles and the impact of longer journey times are considered

Confederation of Passenger Transport.

CPT members regularly report congestion in the Vauxhall/ Wandsworth area, particularly on routes travelling to and from Victoria Coach Station. Further congestion, which we fear will be inevitable if the two way traffic scheme is implemented, will ultimately lead to deterioration in air quality as a result. We are concerned that journey times through this area will be extended as a result of the proposed changes to the road layout

There appears to be little consideration given to providing any coach stops, pick-up/ set down or facilities of any description for coaches. Vauxhall has been used as a satellite hub during periods when Victoria Coach Station has been inaccessible, and has proved to be suitably located for incoming traffic from the South/ South West and practical in this respect with convenient onward travel links for customers

With the points highlighted above, CPT does not believe this proposal will in any way be of benefit to the regeneration of Vauxhall and Nine Elms and if there are significant increases in traffic congestion, would be a major issue. CPT does not believe this proposal is in the best interests of the local area, its residents, businesses or the wider interests of London as a whole.

British Motorcyclist Federation

Would like to know what consideration was given to safety for motorcyclists in this scheme design, as there is no mention of this mode of transport in the designs.

Alliance of British Drivers

ABD is opposed to the introduction of bus priority measures, as there is no justification why bus users should have priority over other road users. The journey time estimates are not convincingly accurate, nor is there any information on cost benefit analysis of the scheme.

Network Rail

We are supportive of the proposals outlined in the consultation documents. In its current layout, the Vauxhall gyratory is a barrier to pedestrian access. In addition, the dominance of vehicular movements in the area inhibits the footfall within the immediate Vauxhall Station vicinity on South Lambeth Road and South Lambeth Place. We therefore welcome improvements for pedestrian accessibility around the station and improvement in public spaces; however details regarding businesses in the Arches and their loading provision will need to be investigated in more detail.

CTC

Would like to see more clarity on how cyclists would navigate the area and more information on lane widths, in addition to highlighting which areas were for shared use. Some movements and links are missing for cyclists such as from South Lambeth Road into Kennington Lane and from Miles St into Wandsworth Road

Please can you take into account the latest problems with the new cycle paths? Pedestrians are not realising that cyclists have right of way on what looks like a pavement as you end the bridge on Vauxhall side. This is especially dangerous at night and made worse if cyclists have no lights.

Licensed Taxi Drivers Association

Traffic signal timings and junction capacities must be sufficient to ensure that there is no overall increase in delays to traffic passing through the area.

U.S Embassy

The U.S Embassy welcome the proposed changes that should make the area around Vauxhall safer and more appealing in the long term by specifically improving the area for pedestrian, cyclist and bus users, however we do have concerns regarding short term impact during construction phase.

Thames Tideway

Thank you for the opportunity to comment on the proposed alterations to the Vauxhall Gyratory. Tideway acknowledges the need for improvements and for providing improved pedestrians and cyclists accessibilities whilst reducing the dominance of motor vehicles. Tideway has no objections in principle to the proposal. They would like to continue discussion around construction and the planned Tideway Tunnel work.

Eccella Solutions (business) The Queer Alternative (organisation)

It's great that you want to cater more to the business owners in Vauxhall and the commuters, but please do not do this at the cost of gentrification

Vectos

Welcome the principle to remove the existing one-way operation of the gyratory and provide two-way working. Not only will this improve permeability for vehicle routing, particularly for vehicles from Kennington Lane and Harleyford Road wishing to cross Vauxhall Bridge, it will also provide significant pedestrian and cycle improvements. It is noted that the previous design reversed the one-way system on Kennington Lane, Harleyford Road and Durham Street. This provided benefit for pedestrians on the southern side of Kennington Lane, particularly travelling west to east, and included a new pedestrian crossing at the northern end of Durham Street.

LABC

Changes are required as vehicular traffic currently dominates the area at the expense of commuters, cyclists and local residents. However this area is a 'free gateway through the congestion zone' so please do not change this.

Royal Vauxhall Tavern

The proposals are welcomed and additional open space will enhance the area and make this more enjoyable, but please consider the risk to pedestrians as footfall in the area is high, pedestrian needs to not be at risk from cyclists.

Sainsbury's

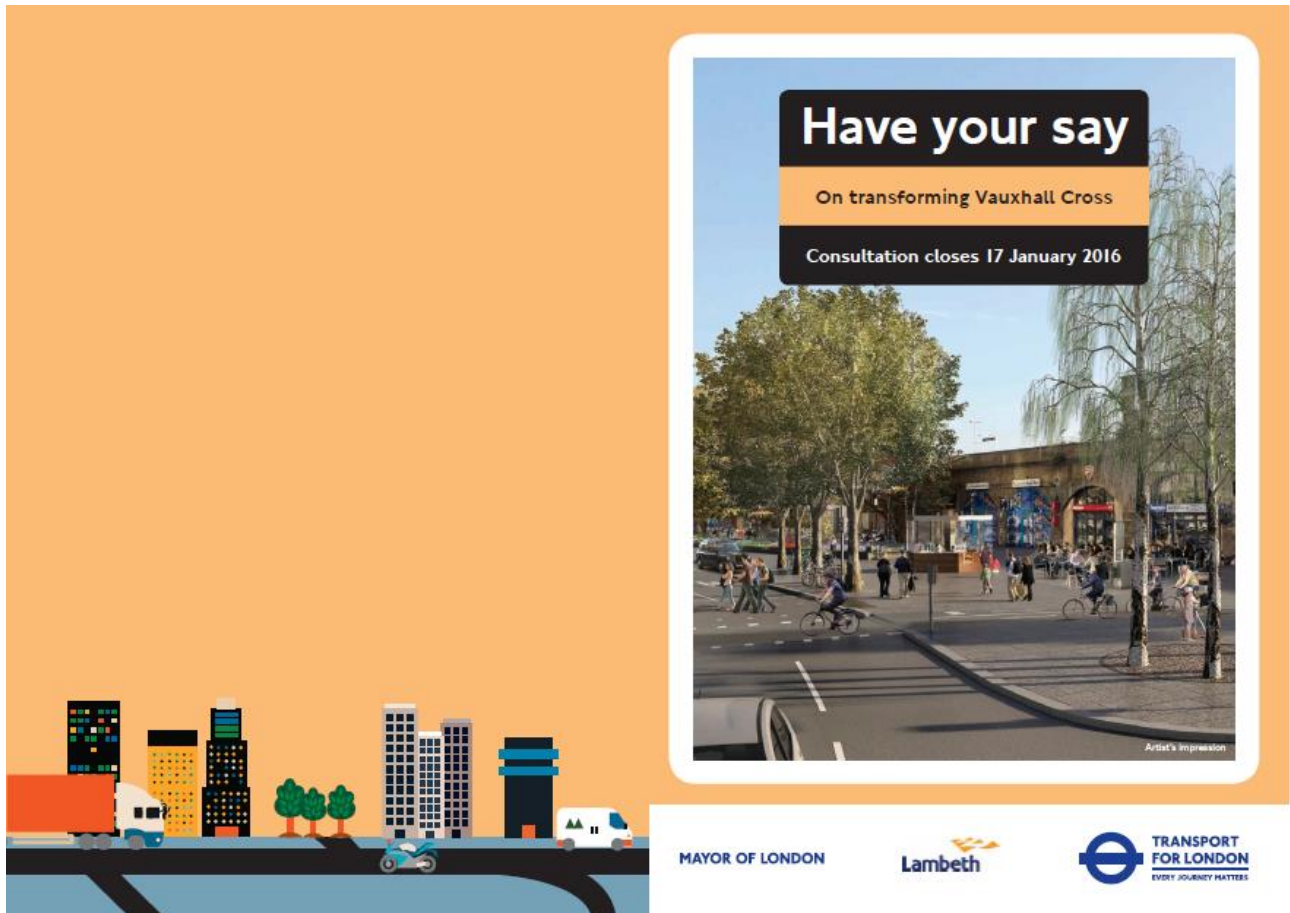
Sainsbury's are extremely supportive of the proposals to return the gyratory to two-way roads with the associated improvements to pedestrian and cyclist journeys and safety with the significant improvements to the public realm. In addition, the redevelopment of the bus station and associated bus infrastructure will be of huge benefit.

Conclusion and next steps

The recent consultation has been an extremely valuable exercise in understanding views on our proposals for Vauxhall, and has demonstrated the high level of interest in the project. We will now spend time reviewing and considering all points raised in the consultation and will publish a second report later in the year, in which we will set out our response to issues that were commonly raised in the consultation, and explain the next steps for the project. We are grateful to all those who took the time to give their views about the proposals.

Appendix A

Copy of consultation leaflet



The proposed changes

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 would be redesigned and where possible converted from a 'staggered' to a 'straight across' arrangement, meaning pedestrians could cross the road in a single stage, and there would be fewer lanes of traffic on Wandsworth Road and South Lambeth Road.

Cyclists

The proposals would provide enhanced cycle provision throughout Vauxhall and improve connections with the surrounding area. Existing cycle lanes on South Lambeth Road and Wandsworth Road would be widened and fully segregated, whilst new cycle provision is proposed for Nine Elms Lane, Miles Street and Bondway. A number of new separately signalled cycle crossings would remove conflicting movements with other users and connect a comprehensive cycle network through Vauxhall.

Vehicular traffic

Our proposals would mean changes to journey times for road users. In the local area these changes would see some bus and road journeys getting shorter and some getting longer. More information about the potential impact on traffic flow is on our website.

Taxis

Due to the changes proposed, the existing taxi ranks on South Lambeth Road and South Lambeth Place would be replaced with a new rank on Bondway and a feeder rank on Albert Embankment. For further details please see the website.

Parking & loading

There is currently parking provision for residents along Miles Street and Bondway, south of Parry Street. Under our proposals there would be a segregated cycle lane along sections of these roads, which would require the relocation of some existing parking bays. We would also need to move the existing motorcycle parking on Albert Embankment further north, but would seek to retain the same number of spaces.

Under the new proposals there would be a change to existing loading bays and their hours of operation. Further details are available at consultations.tfl.gov.uk/roads/vauxhall-cross



Artist's impression of proposals for the junction between Kennington Lane, Herleyford Road and South Lambeth



Artist's impression of proposals for Kennington Lane



Bus station

We would need to reconfigure the bus station so that it would work with a two-way road layout. The proposals for the new bus station would ensure that facilities such as weather cover, public toilets, seating, information displays and maps, and an information kiosk are provided.

The bus station buildings and canopy would require planning permission. There would be a separate consultation on detailed proposals for the bus station and canopy in 2016 as part of that process.

Bus routes and stop locations

Bus stop locations and the way buses travel through Vauxhall would change as part of our proposals. The new bus stop locations would continue to be arranged by destination and would be concentrated around the transport hub. Detailed maps showing existing and proposed new bus stop locations and routes can be found on our website.



Artist's impression of proposals for new public space between Network Rail and London Underground stations

Public spaces

Replacing Vauxhall's one-way road system with two-way streets would create opportunities for the broader rejuvenation of a number of the surrounding public spaces. These include:

• Station Square/Vauxhall Cross

A more generous public space at the heart of Vauxhall's transport interchange – a clear point of arrival, with improved links to surrounding areas

• Albert Embankment

An extended public space that would make the most of the existing mature trees and distinctive viaduct structure, while improving connections through the railway viaduct

• South Lambeth Road

Reducing the number of traffic lanes on South Lambeth Road would allow wider pavements and tree planting to establish a greener link between Vauxhall Park and the Pleasure Gardens and an improved setting for the railway arches. The space around the listed Royal Vauxhall Tavern would be improved to form an extended gateway to the Pleasure Gardens

• Kennington Lane

Clearer, wider pavements and new tree planting are proposed to improve the public space

• Bondway

The new road layout and bus station proposals would help create a second side to Bondway, making it feel like a typical street. Wider pavements and tree planting would improve the public space

• South Lambeth Place

New lighting and landscaping would provide an improved setting beneath the railway viaduct, making reference to the historical route of the River Effra, which runs below South Lambeth Place





Artist's impression of proposals for South Lambeth Road and South Lambeth Place

Have your say

Further details about how the scheme would affect pedestrians, cyclists, transport users, local residents and businesses can be found online at consultations.tfl.gov.uk/roads/vauxhall-cross. You must submit your views by 17 January 2016.

We will also be holding three drop in sessions where you will have the opportunity to talk to members of the project team to find out more about these proposals.

The sessions will take place on:

- Saturday, 5th December 11:00-16:00 at Vauxhall Gardens Community Centre, SE11 5ES
- Tuesday, 8th December 18:00-20:00 at St. Peter's Church, Vauxhall, SE11 4RZ
- Monday, 14th December 11:00-16:00 at the Carmelita Centre, SE11 5JT

You can also contact us with your views at:

Email: consultations@tfl.gov.uk (ref Vauxhall)

Post: FREEPOST TFL CONSULTATIONS (ref Vauxhall)

Tel: 0343 222 1155*

*Service and Network charges may apply.

Next steps

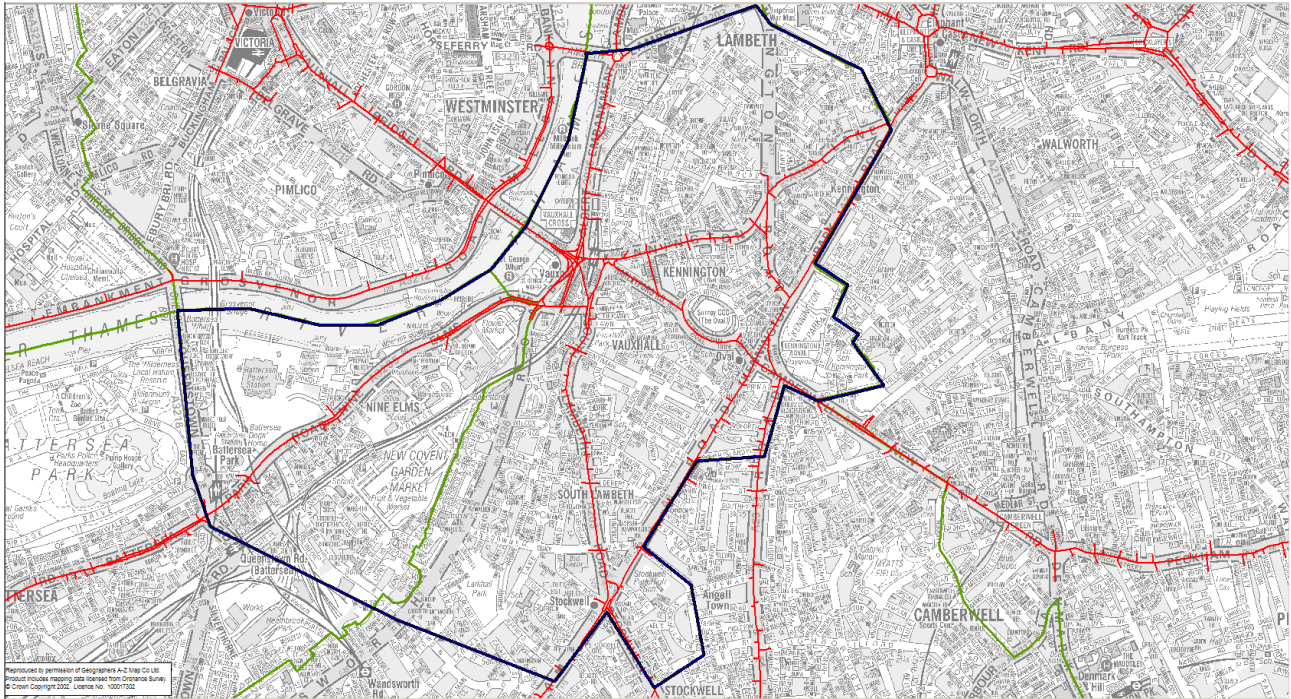
We will review and consider all responses and suggestions received to help inform how we develop the final design. A report on the results and analysis of the responses received through the consultation will be published in the spring of 2016. We will then clarify how the final design will be built ahead of the proposed start of construction in 2018.

Together with Lambeth Council, we look forward to working with you to help shape Vauxhall over the coming years.



Appendix B

Leaflet distribution area




Appendix C


Copy of email to Oyster 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 oyster card user)
We would like your views on our plans to transform Vauxhall Cross, as part of the Road Modernisation Plan.

Following last year's consultation, we now seek further comments on proposals to return the road network to a two-way system. This is to significantly improve pedestrian and cyclist provision and help create a safer environment for all.

For full details and to have your say, please visit tfl.gov.uk/vauxhall-cross


This consultation will run until Sunday 17 January 2016.

Yours sincerely



Peter Bradley
Head of Consultation

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

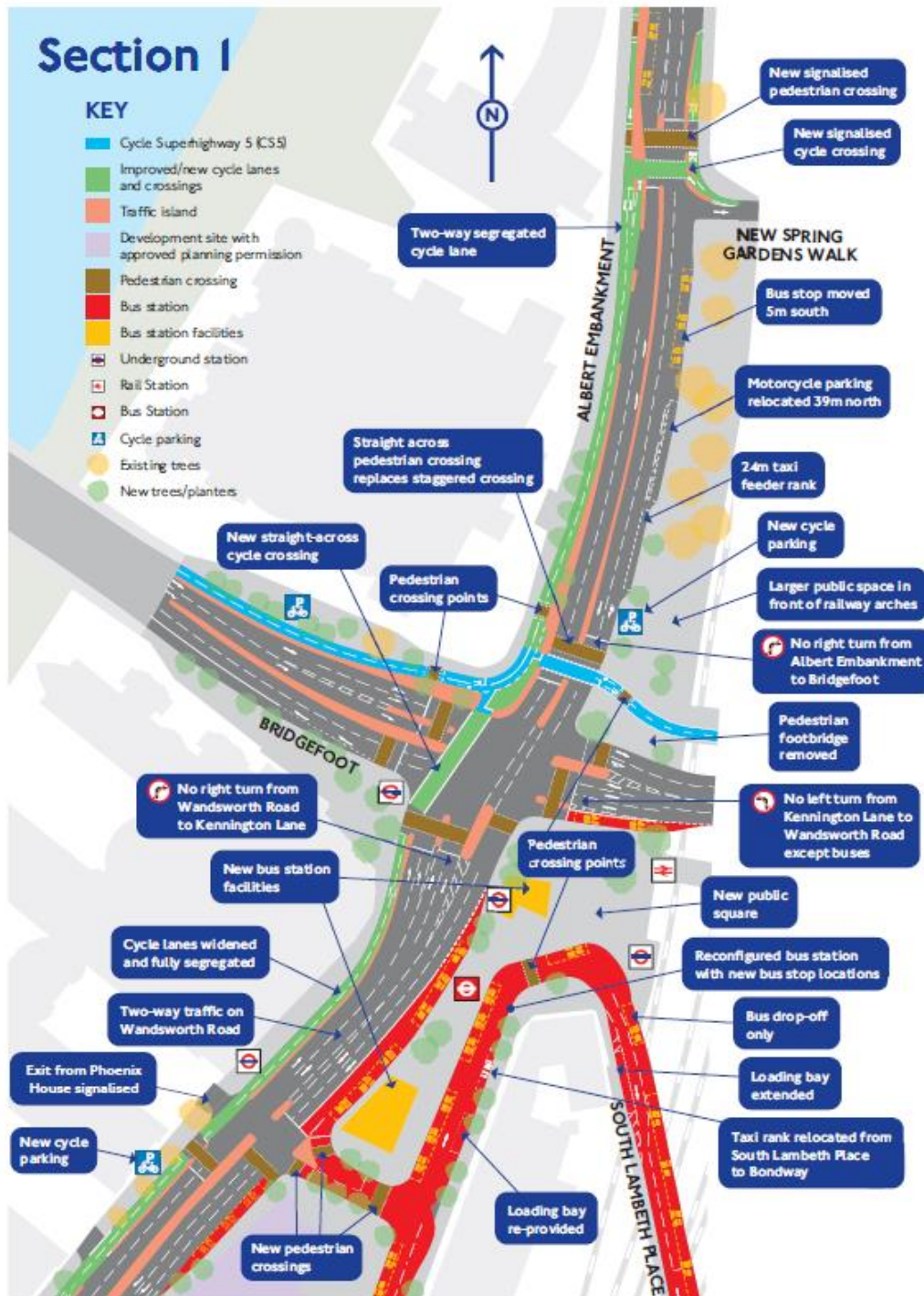
MAYOR OF LONDON  **TRANSPORT FOR LONDON**
EVERY JOURNEY MATTERS

[Email sign up](#) [Social Media](#) [Fares & Payments](#) [Maps](#)

Copyright in the contents of this email and its attachments belongs to Transport for London.

Appendix D

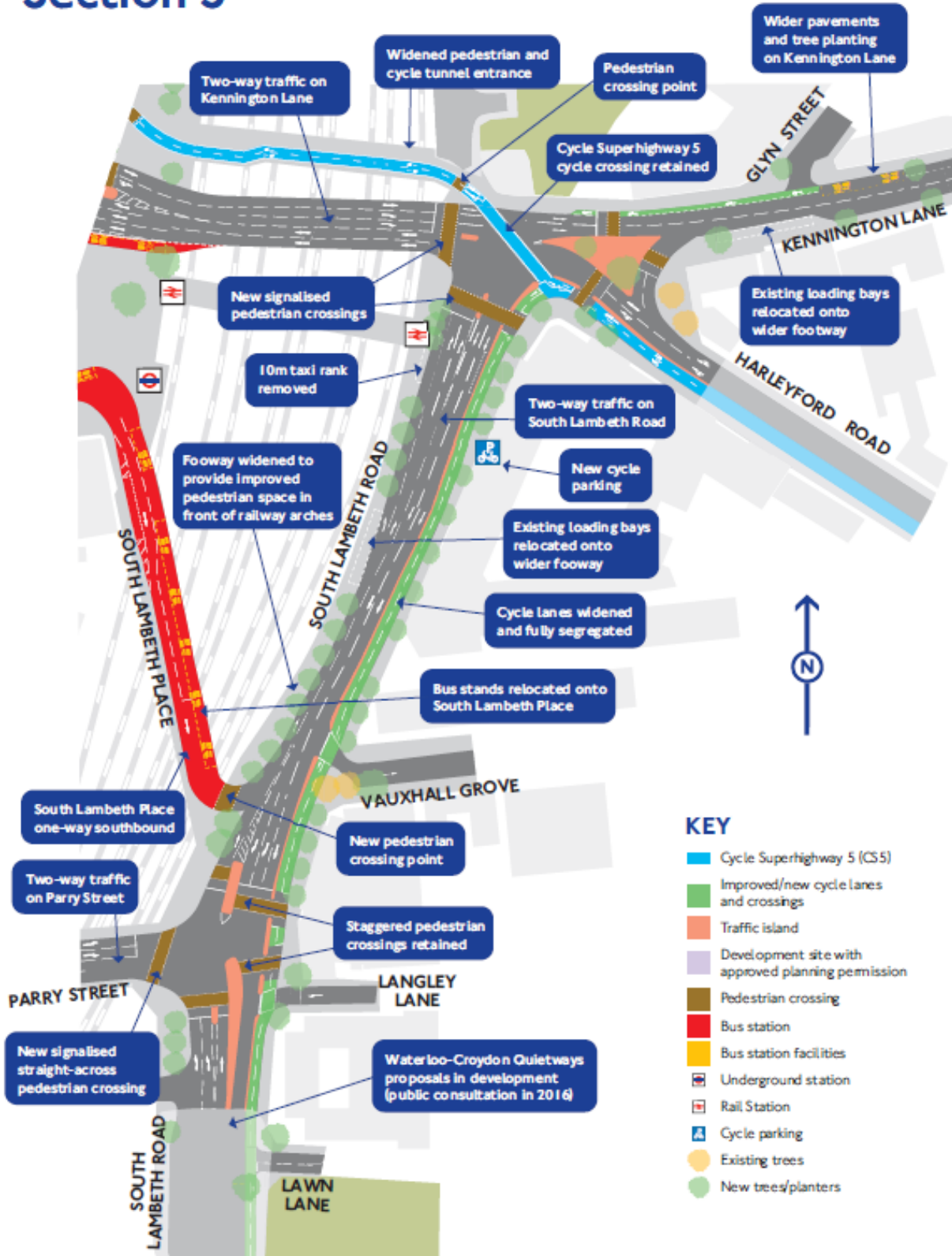
Scheme Design



Section 2



Section 3



KEY

- Cycle Superhighway 5 (CS5)
- Improved/new cycle lanes and crossings
- Traffic island
- Development site with approved planning permission
- Pedestrian crossing
- Bus station
- Bus station facilities
- Underground station
- Rail Station
- Cycle parking
- Existing trees
- New trees/planters

Appendix E

List of stakeholders consulted

NHS:

CCG NHS Central London

CCG Wandsworth

King's College Hospital NHS Foundation Trust

Disability Organisations:

Greater London Forum for the Elderly

The British Dyslexia Association

Asian Peoples Disabilities Alliance

Sutton Centre for the 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)

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

Guide Dogs for the Blind Association

Campaign for Better Transport

Action on Hearing Loss (Formerly RNID)

Emergency services:

Metropolitan Police (Borough traffic contacts)
Port of London Authority
London Fire and Emergency Planning Authority
London ambulance Service

Freight Organisations:

Road Haulage Association
Freight Transport Association

Assembly members and researchers:

Richard McGreevy
Caroline Pidgeon AM
Darren Johnson AM
Gareth Bacon AM
Jenny Jones AM
Katrina Ramsey
Mary-Clare Connellan
Murad Qureshi AM
Nicky Gavron AM
Andrew Boff AM
Victoria Borwick AM
Tom Copley AM
Stephen knight AM
Joanne McCartney AM
Fiona Twycross AM
Nick Waterman
Claire Hamilton
Tim Steer
Valerie Shawcross AM
Kit Malthouse AM
Valerie Shawcross AM
Richard Tracey AM

London Borough Officers:

LB of Sutton – Head of Transport

Lambeth – Chief Executive

Lambeth - Executive Director for Housing, Regeneration and Environment

Lambeth - Head of Transportation

Lambeth - Transport Policy Manager

Westminster – Policy Manager Transportation

Westminster - Scheme Development Manager

Westminster - Principal Transport Planner

Westminster - Chief Executive & Director of Finance

Westminster - City Commissioner of Transportation

Westminster - Head of Strategic Planning and Transportation

Southwark - Chief Executive

Southwark - Head of Transport Planning

Southwark - Transport Group

Wandsworth - Senior Transport Planner

Wandsworth - Head of Forward Planning and Transport

Wandsworth - Senior Transport Planner & Travel Awareness Officer

Wandsworth - Cycling Email Coordinator

London Councils:

Director, transport and mobility

Corporate director, services

London Cycling Campaign:

Lewisham

Lambeth

Westminster

Southwark

Wandsworth

Motoring Organisations:

Association of British Drivers

Green Flag Group

Motorcycle Industry Association

Motorcycle Action Group
AA Motoring Trust
Association of Car Fleet Operators
British Motorcyclists Federation

All Ward Councillors in Lambeth

Members of Parliament:

Stephen Hammond MP
Seema Malhotra MP
Partick McLoughlin MP
Claire Perry MP
Chuka Umunna MP
Kate Hoey MP
Tessa Jowell MP
Karen Buck MP
Mark Field MP
Harriet Harman MP
Tessa Jowell MP
Simon Hughes MP
Justine Greening MP
Jane Ellison MP
Sadiq Khan MP

School Travel Advisors:

Wandsworth
Lambeth

London TravelWatch

Department for Transport

Taxi and Private Hire:

Licensed Taxi Drivers Association

User Groups, Resident Associations, BIDs:

Kennington, Oval, Vauxhall Forum

Vauxhall One

Sustrans

Northbank BID

Bankside Residents' Forum

London City Airport

CBI

The Royal Parks

London Underground

Eurostar Group

Heart of London Business Alliance

BBC

New West End Company

In Holborn

South Bermondsey Partnership

South Bank Employers' Group

Organisation of Blind Afro Caribbeans (OBAC)

Putney Town Centre Manager

Vauxhall Gardens Estate Tenants & Residents Association

Clapham Transport Users' Group

Herne Hill Forum

Lambeth Traffic and Transport Working Group

Virtual Norwood Forum

Clapham Society

Streatham Vale Property Occupiers Association

Thorney Island Society

Bayswater Residents Association

Neighbourcare St John's Wood and Maida Vale

St John's Wood Society

Paddington Residents Active Concern On Transport (PRACT)

In & Around Covent Garden

Harrowby and District Residents Association

Belgravia Residents Association

Fitzrovia Neighbourhood Association

South East Bayswater Residents Association
Westminster Society
Pimlico FREDA
Wandsworth community transport
Marylebone Association
Bankside Residents' Forum
Evolution Quarter Residents' Association
Herne Hill Forum
Lambeth Traffic and Transport Working Group
Virtual Norwood Forum
Herne Hill Society
Better Bankside
Putney Society
Wandsworth Access Association
Raynes Park & West Barnes Residents' Association
Putney Traffic Transport and Parking Working Group
Battersea Society
Putney Society

Unions:

RMT

Unite

GMB

Utilities:

National Grid - electricity

EDF Energy

Thames Water

Royal Mail

BT

Appendix F

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 proposed design and to determine the key network changes and design features that respondents need to consider. These identified issues become 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: Initial 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 second stage is to analyse the open text responses. 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.