

Executive Summary

Overview

The Cross River Tram (CRT) will be a high quality public transport link, running on-street between Euston and Waterloo, with branches to Camden Town and King's Cross in the north, and Brixton and Peckham in the south.

- This report presents the results of the public consultation on route options for the CRT. The CRT is a large scheme, with a long route that covers four boroughs. The route has been divided into five sections to facilitate ease of comment during the public consultation, covering the following:
 - Section 1: Euston – Waterloo: one route alignment
 - Section 2: Euston – King's Cross: two route options
 - Section 3: Euston – Camden Town: two route options
 - Section 4: Waterloo – Oval/Brixton:
 - Waterloo – Oval: two route options
 - Oval – Brixton: two route options
 - Brixton town centre: two route options
 - Section 5: Waterloo – Peckham:
 - Waterloo – Peckham: two route options
 - Peckham town centre: two route options
 - Peckham town centre terminus: two route options
- The consultation sought views on these route options, as well as the CRT in general.
- A total of 5,065 responses were received during the consultation period, 20 November 2006 – 30 January 2007, comprising:
 - 4,087 postal questionnaires
 - 516 on-line questionnaires and emails
 - 118 questionnaires received from the exhibitions
 - 344 letters
- Since this is primarily an analysis of open text, some subjective assessment has to be made when providing overall statistics.

General attitudes towards the Cross River Tram

There was a positive response overall to the route options consultation. In addition, some residents used the opportunity to raise local issues with regard to particular sections of the route, such as Somers Town in the Euston to King's Cross route and the proposed depot in the Peckham Town Centre route.

Attitudes to Section 1: Euston to Waterloo

1,596 questionnaires were received for this section. Overall, 77% (1,225) of respondents gave positive views and 11% (176) voiced negative opinions about this route choice.

Of the top five most frequently stated comments, three concentrated on the good choice of route, with it viewed as the quickest, most direct and sensible route that connects two major rail stations. The main negative attitude displayed by three per cent (45) of respondents is the view that the CRT is generally a bad idea and there are no reasons for agreeing with this route choice. Other concerns include the impact on traffic, pedestrians and properties during the construction period, that the route is already served by buses and that current traffic will be affected at major junctions on route.

Attitudes to Section 2: Euston to King's Cross

In total 2,025 responses were received for this section, with route option 2 through Somers Town being the preferred route alignment, supported by over half the respondents (55%). A third (35%) prefer route option 1, with a further nine per cent having no preference at all and one per cent believing both routes are equally suitable.

Option 1 – (via Crowndale Road and Pancras Road):

The reasons given for preferring option 1 are that it provides good access to St Pancras hospital, that it affords interchange with Mornington Crescent Underground station, and that it benefits the local community. The main criticism of the route alignment for option 1 is that it is longer than option 2.

Option 2 – (via Somers Town):

Option 2 is preferred mainly because it is the quickest, or shortest, route. Respondents also highlight as positive the interchange between Euston and St Pancras, which is noted as the new home of Eurostar. Some respondents mention that this route choice would serve residents in Somers Town but a number also voice concern over disruption for local residents in Somers Town if this route is chosen.

Attitudes to Section 3: Euston to Camden Town

1,903 questionnaires were received for this section. The majority of respondents (65%, 1,232) have a first preference of route option 1, via Camden High Street. A quarter (483) of respondents prefer the choice of route option 2, via Bayham Street/Crowndale Road. One in ten (173) have no preference on the route the tram takes between Euston and Camden Town.

Option 1 – (via Camden High Street):

Reasons given for preferring option 1 are that this route is the quickest or most direct route between Euston and Camden Town, the benefit of Camden High Street reverting to two-way traffic and that this route will be most easy for passengers to understand. The top two

mentioned reasons given against option 1 relate to the perception that this route option would cause traffic congestion or increase traffic in the area.

Option 2 – (via Bayham Street/Crowndale Road):

Two of the top five positive mentions about route option 2 relate to it producing less disruption to traffic flows and leading to a reduction in traffic levels and congestion. A number of respondents feel that route 2 would disrupt a highly populated and residential area and some are concerned that this route is too complicated and confusing.

Attitudes to Section 4: Waterloo to Oval/Brixton

This section received the greatest number of respondents, with 3,034 respondents submitting questionnaires on Section 4.

Waterloo – Oval

With respect to the route options between Waterloo and Oval, just around half (52%, 1,583) prefer route option 1, via Elephant and Castle, with just over a third (36%, 1,090) preferring option 2 via Lambeth North. A further 11% (340) expressed no preference, with 1% (18) giving both routes equal first choice.

Option 1 – (via Elephant and Castle):

The main reasons respondents prefer option 1 is that it will help regenerate the area, and link up with Elephant and Castle. Amongst the minority that voiced negative comments about route option 1, the main view is that the area is already well served by public transport and no additional provision is necessary.

Option 2 – (via Lambeth North):

Being the most direct/quickest route and improving current public transport provision are the main reasons for preferring option 2. There is no clear consensus on why respondents are not in favour of option 2. Comments include that this route is already served by buses and the Underground.

Oval – Brixton

Between Oval and Brixton, nearly half (47%, 1,425) prefer route option 2, via Brixton Road, with a third (34%, 1,039) preferring option 1 via Stockwell. There is a sizable minority (18%, 542) who have no route preference, with a further 1% giving both options as equal first choice.

Option 1 – (via Stockwell):

There are a wide range of reasons given for preferring option 1 that goes via Stockwell. These include the provision of a good interchange with rail and Underground and the more general view that CRT will improve current transport provision in the area. The main

comment made against option 1 is that the area is already well served by public transport, especially by Underground and to a lesser extent buses.

Option 2 – (via Brixton Road):

The main reason for choosing option 2 is because it is the quickest route. This option is also thought to be beneficial to the area in general and improve local public transport provision. The main criticism of option 2 is that it covers an area already well served by buses with some noting that it will increase local road congestion.

Brixton town centre

In Brixton town centre, the strongest preference is for option 1, via Effra Road, with just over half (53%, 1,603) giving this as their first choice. There are a significant proportion of respondents (27%, 821) that have no preference on the route chosen, with option 2 attracting support from 19% (586) of respondents.

Option 1 – (via Effra Road):

Reasons given for preferring option 1 include the fact that it will serve a wide area, along with having good links to Brixton and Brixton Hill. As with several options already considered along this section of the route, the CRT is hoped to regenerate the area and benefit the local community. Amongst those with negative views on this route option, the main concern is that it will increase congestion. There is also a feeling that the area is already well served by public transport.

Option 2 – (via Canterbury Crescent):

Several reasons are given for preference of option 2, notably offering good interchange with other public transport modes and providing the most direct route. In comparing both options for Brixton town centre, option 2 is too far away from the centre for some.

Attitudes to Section 5: Waterloo to Peckham

2,494 questionnaires were received for this section.

Waterloo – Peckham

Half of respondents (51%, 1,265) have a first preference of route option 1, via Burgess Park for the section between Waterloo and Peckham. Four in ten (37%, 915) of respondents prefer the choice of route option 2, via Wells Way. One in ten (11%, 285) have no preference on the route the tram takes between Waterloo and Peckham.

Option 1 – (via Burgess Park):

The majority of respondents who prefer route option 1 do so as they think it is the quickest, most direct route. Many of the positive comments made about option 1 regard Burgess Park: some respondents consider route option 1 would enhance Burgess Park or make good use

of this park; some think option 1 would not have a detrimental effect on the park; and other respondents optimistically suggest this option would encourage more people into Burgess Park. By far the most frequently negative comment is the need to protect Burgess Park/green spaces, and that this route option would have greater impact on the park.

Option 2 – (via Wells Way):

The most significant positive issue regarding option 2 for respondents is that it has less impact on Burgess Park or green space. Other respondents rate the lesser impact on the environment generally. Two of the top mentioned negative comments refer to route option 2 causing disruption to traffic or roads.

Peckham town centre

For the Peckham town centre route section, half of respondents (51%, 1,266) have a first preference of route option 2, via Jocelyn Street/Peckham Library. Just over a quarter (26%, 660) prefer the choice of route option 1, via Jocelyn Street/Peckham Arch. Two in ten (22%) respondents have no preference on which route is chosen in Peckham town centre.

Option 1 – (via Jocelyn Street/Peckham Arch):

There is no one reason why respondents favour option 1. Positive comments include this route being good for shopping, allowing easy access to shops and businesses, and having good access to the town centre or town square. Negative comments about route option 1 include safety issues, such as being unsafe for pedestrians, negative impact on the town centre, and the impact it would have on historic buildings.

Option 2 – (via Jocelyn Street/north of Peckham library):

Many respondents stated that route option 2 will have less impact and disruption on the town centre. The reduced impact option 2 will have on historic buildings is also mentioned by some, as well as the perception that it will be safer for pedestrians. There are very few negative comments made about route option 2. The top issue is the poor access to shops and businesses allowed by route option 2.

Peckham town centre terminus

For Peckham town centre terminus, 44% (1,100) of respondents prefer route option 2 (via Cerise Road), whereas 32% (807) prefer option 1 (via Clayton Road). Nearly a quarter (23%, 568) have no preference on the route option from the two presented.

Option 1 – (via Clayton Road):

For option 1, the top two most frequently stated comments relate to this route integrating with train services and providing access to other areas in Peckham. Other positive comments include that option 1 has good interchange with trains in Peckham and the benefit of this route option linking to North Peckham or Peckham Rye. Eight per cent (15) of respondents

value the ability of route 1 to use the track to the possible depot site. However, some respondents feel option 1 is too long.

Option 2 – (via Cerise Road):

Many of the positive comments given about option 2 relate to this route option being the quickest, most direct route on offer. Related to this advantage, more respondents felt this is the shorter route option. The main negative comment received about route option 2 was only voiced by very few people and this was the general thought that option 2 is a bad concept.

Stakeholders' response

Around 70 responses are noted to have originated from businesses and organisations. These responses are mostly in the form of a letter or email, containing their thoughts and views on several of the route sections. Please see Appendix C for a list of identifiable stakeholders.

Although there are many positive comments made by these businesses and organisations, they also highlight their concerns. Stakeholders refer to the environmental advantages of trams, such as producing less pollution and noise and welcome the enhancement of transport links in particular areas. The introduction of the CRT is seen as being conducive to regeneration in some of the deprived areas it will pass through. Issues of concern are wide-ranging; from anticipated increase in noise and congestion caused by the CRT, to a fear of adverse effects on their own business. Several responses refer to the need to protect pedestrian access on the proposed routes to current businesses and a number suggest alternative routes to ensure this. Integration of the CRT with other public transport is also demanded, with several businesses and organisations asking to be consulted further, especially with regard to the practical planning and implementation of the CRT in their local area.

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Carole Lehman

Fiona Anderson