

The Cross River Tram

Public consultation on route options

**Research Study Conducted for
Transport for London**



September 2007

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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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Introduction

Cross River Tram

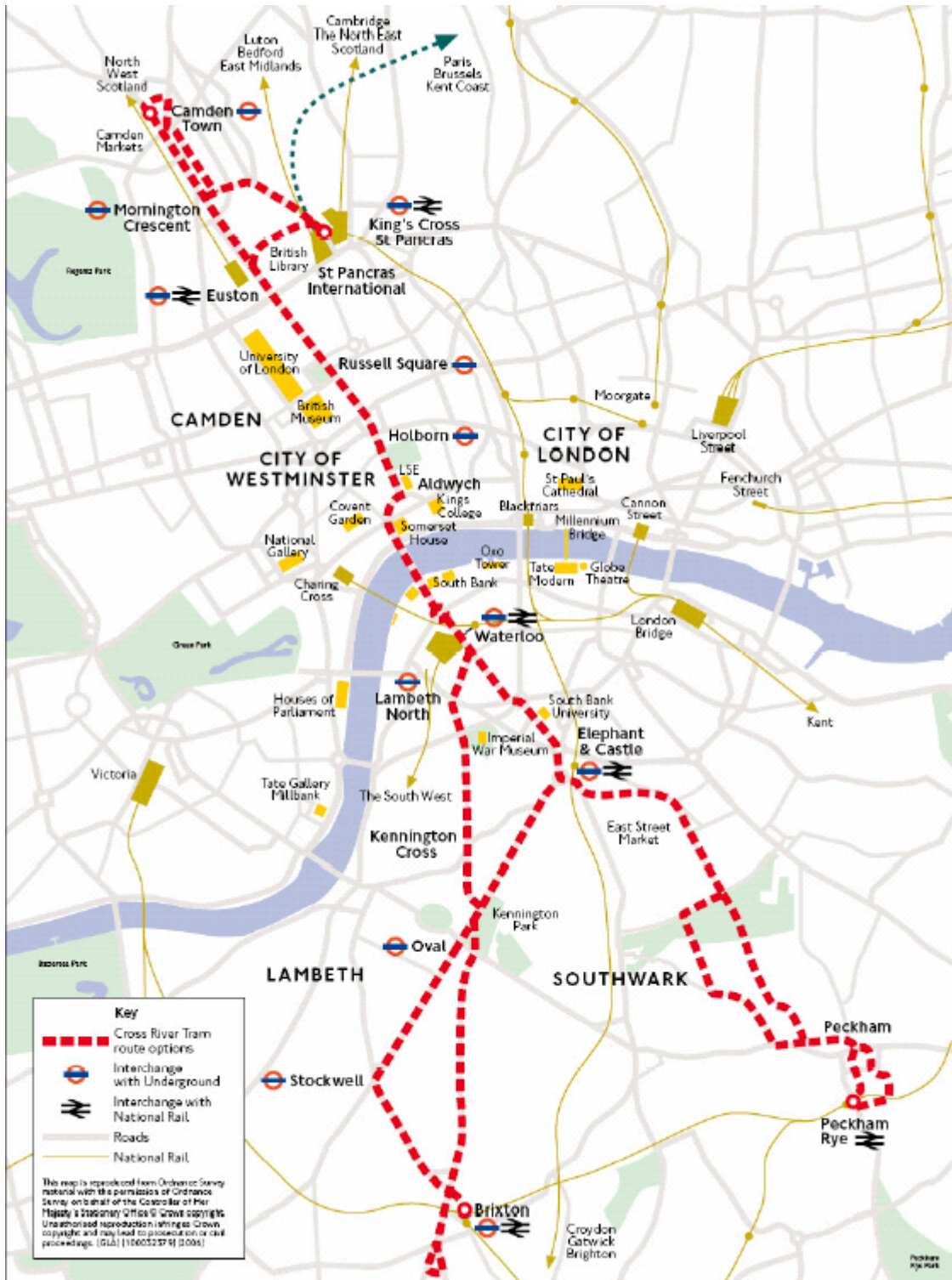
Transport for London (TfL), in association with the London Boroughs of Camden, Lambeth, Southwark, and the City of Westminster, are considering a joint proposal of the CRT; linking up eleven Underground stations and four main London rail terminus, including the new international station of St Pancras.

The 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. The Cross River Partnership (comprising Transport for London and the London Boroughs through which the tram may run¹) estimate that 200,000 residents will be served by the tram, with a potential 60 million passenger trips per year. Thirty trams an hour are expected to operate in either direction through the central region of the route, with each vehicle carrying up to 300 people at a time.

This service therefore has the real potential to change the lives of those who live in, work in, and visit the areas along the proposed tram route. Not only will the proposed CRT scheme help alleviate the strain on the current public transport provision in north London (particularly surrounding the major over-ground stations), it will open up new areas of south London that are less well served by public transport at present. This will help increase opportunities for local people and will encourage regeneration.

A map of the proposed extension and the route options is shown overleaf.

¹ Cross River Partnership also includes; Business Link for London, Corporation of London, Groundwork London, Lambeth Council, Learning & Skills Council, Network Rail, Port of London Authority, South Bank Employers Group, Southwark Council, Transport for London, Visit London and Westminster City Council.



Previous research into the Cross River Tram

Given the potentially positive outcomes of CRT, it is not surprising that, following a public consultation on the principle of the CRT in 2002, 92% of those responding to the consultation supported a cross river transit scheme.

TfL subsequently commissioned Ipsos MORI to conduct a survey of public/business awareness and understanding of the CRT during 2006, with interviewing undertaken amongst residents, businesses and those commuting along the proposed tram route. Fieldwork was conducted for all three surveys between 16th January and 27th February 2006.

Residents - 1,260 interviews with local residents conducted face-to-face, in home with a 15-minute questionnaire

Businesses - 125 business interviews conducted by telephone using CATI with a 15-minute questionnaire

Commuters - 504 commuter interviews conducted face-to-face, on street with a 5-minute questionnaire

This survey showed that residents and commuters were very supportive of the new tram and they thought that they would be likely to use it. Businesses along the route corridor were not as supportive and perceived less need for the new tram. However, businesses showed the biggest increase in support once they learned a little more about the CRT.

For residents and commuters, those who were south of the river thought there were more problems with the current transport system and were more likely to support and use the proposed tram than those north of the river.

How have the route options for consultation been identified?

TfL along with the five central boroughs and the Cross River Partnership reviewed many route options before putting forward those that they consider viable and can be delivered. Having developed several route options, TfL and the Cross River Partnership undertook a consultation exercise² between 20 November 2006 and 30 January 2007. The aim of the consultation was to listen to the views of the public and business community on the three route options outlined.

² Public consultation is different from social or market research. As outlined by the Market Research Society (www.mrs.org.uk/standards/consultation_regs.htm), consultation is an exercise which offers members of the public an opportunity to submit their views on a particular proposal. Whilst a consultation may use research techniques (e.g. questionnaires) to collect information about people's views, it does not have a research purpose and the results cannot be said to be representative of the population as a whole, as can be accredited by properly conducted research.

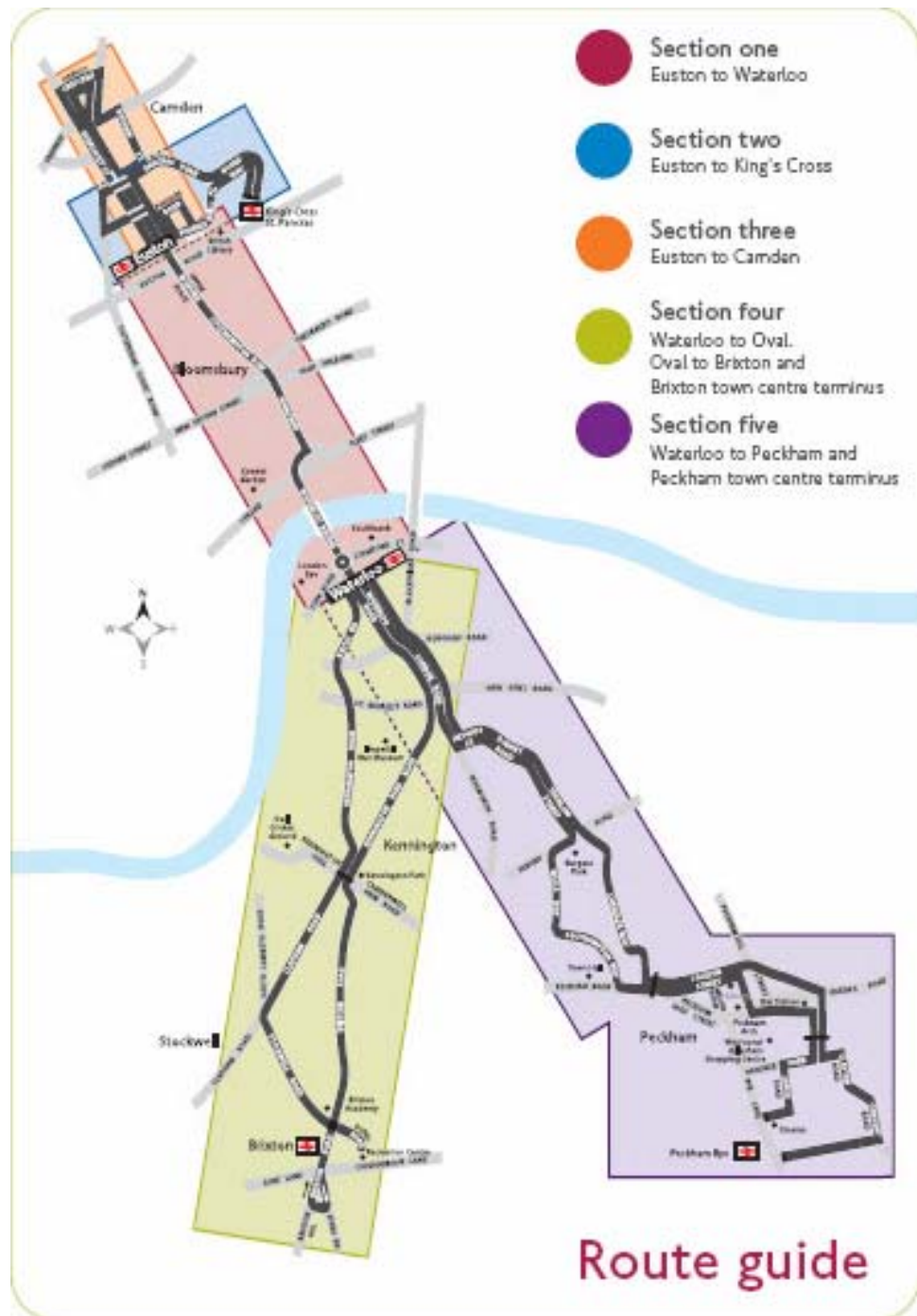
Consultation exercise

A public consultation exercise was conducted asking for comments on the proposed route alignments, with consultation packs being distributed within the catchment area of a 1km corridor of the proposed route alignment options. The proposed CRT is a large scheme which runs through four boroughs.

The route itself was divided into five sections to facilitate ease of comment, covering the following:

1. Euston – Waterloo: one route alignment
2. Euston – King’s Cross: two route options
3. Euston- Camden Town: two route options
4. Waterloo – Oval/Brixton:
 - Waterloo – Oval two route options
 - Oval – Brixton two route options
 - Brixton town centre two route options
5. Waterloo – Peckham:
 - Waterloo – Peckham two route options
 - Peckham town centre two route options
 - Peckham town centre terminus two route options

A map detailing these route options is shown overleaf.



Consultation brochures

In total c.278,000 consultation packs were distributed to residents and businesses within the route corridor. The breakdown of the distribution across the London boroughs is as follows:

London Borough	Approx %
Camden	22%
City of London	1%
City of Westminster	8%
Islington	6%
Lambeth	27%
Lewisham	<1%
Southwark	36%
Wandsworth	<1%
Total	100%

The consultation brochures were distributed to all properties (residential and business) within 1km of the proposed route, as well as to organisations along the route. Information about the proposed route, along with the consultation brochure and questionnaire were available on the TfL website, enabling people to respond on-line. An e-mail address was also provided for people's responses.

Each pack contained an overview document detailing the overall tram route proposal along with five separate leaflets pertaining to each section of the route and the relevant route options under consideration. A structured response form was provided within each section leaflet, asking respondents to identify their route option preferences and their reasons for doing so. Each respondent had the opportunity to respond to as many parts of the route as they wished. Respondents were asked whether they wanted to receive the results of the consultation.

The consultation brochures are attached as Appendix A.

Stakeholders, such as local businesses, resident and community groups were also advised of the consultation, with c.2000 being sent the same consultation pack as businesses and residents for comment.

In addition to this direct distribution of consultation packs, TfL hosted seven events along the proposed route of the tram during the consultation period. These events were held at the following venues along the route:

- South Bank near the National Theatre, SE1 24-25 November 2006
- Elephant and Castle Shopping Centre, Floor 2, SE1 1-2 December 2006
- Brixton Tate Gardens, near Library, SW2 8-9 December 2006
- Peckham Square, SE15 15-16 December 2006
- Camden High Street, NW1 5-6 January 2007

- King's Cross/ St Pancras - German Gym,
Pancras Road, NW1 12-13 January 2007
- Covent Garden Piazza near the Transport Museum, WC2E 19-20 January 2007

Representatives from TfL were present to provide information and answer people's questions about the CRT. Visitors to the exhibitions were able to complete the questionnaire and provide their feedback for the consultation exercise.

The consultation was also accessible through www.tfl.gov.uk/crt to anyone who wished to express their views.

In addition to the formal consultation, a number of additional meetings were requested and these were held in Somers Town (Camden) Aylesbury Estate (Southwark) and Brixton Town Centre (Lambeth). Details of these meetings can be found on the TfL website www.tfl.gov.uk/crt.

Method of analysis

In addition to preference for route options, comments given for these choices (received on the questionnaire, and from letters, e-mails) were coded to coding frames agreed with TfL after reviewing the initial c.500 responses. It should be noted that where there are very small base sizes among respondents giving a particular comment, these findings should be treated with caution and viewed as indicative only.

A copy of the coding frames are attached as Appendix B.

Structure of this report

After this introduction, this report contains:

- Number and type of responses received from the consultation
- Main findings of each route section

Number and type of responses

Overall response

A total of 5,065 respondents returned questionnaires during the consultation period, 20 December 2006 – 30 January 2007. Some respondents commented on just one section whilst others commented on more than one section. Their responses were received in the following formats:

- Postal questionnaires (4,086)
- Questionnaires received from the exhibitions (118)
- E-mail/on-line responses (516)
- Letters (344)
- Not known (1)

Response by consultation brochure section

Respondents completed an average of two sections of the consultation brochure. A total of 11,150 sections were completed in all.

Number of responses by section	N	%
Section 1	1,596	14.3%
Section 2	2,025	18.2%
Section 3	1,903	17.1%
Section 4	3,034	27.2%
Section 5	2,494	22.4%
Letters (general comments)	98	0.9%
Total	11,150	100%

The 11,150 returned questionnaires represents a 4% response rate out of c.250,000 distributed

The rest of the analysis in this report does not distinguish between the format in which the response was received. All responses are analysed together.

Response by borough

Nearly six in ten respondents were from the London Boroughs of Lambeth (28%) or Southwark (32%). This corresponds with the distribution of consultation brochures, where 63% were distributed either in Lambeth or Southwark. 15% of respondents were from in Camden and less than one per cent were from Westminster. 10% of respondents were from

other Greater London boroughs and two per cent were from other parts of the UK. 14% of respondents did not give any identifiable address details.

Number of responses by borough	N	%
Camden	733	14.5%
Lambeth	1,404	27.7%
Southwark	1,595	31.5%
Westminster	37	0.7%
Other Greater London	474	9.4%
Other Greater London (unspec)	43	0.8%
Other UK	78	1.5%
Not known	701	13.8%
Total	5,065	100%

Stakeholders' response

The consultation generated a number of responses from organisations and businesses. While definitive numbers cannot be given as respondents were not obliged to leave their company/organisation name, around 70 responses could be identified as being sent on behalf of companies or other organisations. Some of these comments are summarised below, by route section. It should be noted that many of these respondents requested further information so they could give a more considered response and asked to be kept informed in any future consultation.

Section 1: Euston – Waterloo

Section 1 of the CRT route is broadly supported by businesses and organisations. There is some agreement that the route proposed is the best way to link Euston and Waterloo and a number of benefits to be gained from the introduction of a tram scheme are noted. However, concerns include the anticipated noise from the construction and running of trams and the potential that the CRT will increase road congestion, which in turn might affect emergency vehicles. The need to consider existing transport modes, especially at interchanges is also cited.

Section 2: Euston – Kings Cross

A connection between Euston and Kings Cross is welcomed by some and the environmental advantages of trams over other modes of transport are supported. While there is positive comment from business and organisational response to Section 2 of the route, some also voice concern that the streets are too busy to accommodate the CRT without affecting pedestrians, such as primary school children or the elderly. Others are worried about the impact the CRT may have on their own business as a result of restricted pedestrian access. .

Section 3: Euston – Camden

Positive improvements to the current traffic systems by the introduction of the CRT are noted by businesses and organisations. For example, comments from a residents' association focus on the CRT improving the existing transport systems. However, as with other sections, the response by businesses and organisations to Section 3 of the route also express concern that the streets are too busy to accommodate the CRT without affecting pedestrians or the services that businesses themselves provide.

Section 4: Waterloo – Oval/Brixton

Some businesses and organisations highlight the fact that this section of the route will address overcrowding on the Northern Line and increase public transport options but some suggest that the route options still need to be considered further. Street design, interchange with existing transport options and environmental impact are some of the issues which businesses and organisations think need to be dealt with carefully.

Section 5: Waterloo – Peckham

Key issues raised about the Section 5 routes include the consideration of alternative routes and safeguarding pedestrian access. There are mixed feelings about the CRT route passing through Burgess Park and there is support for avoiding cutting through Peckham Square. It is thought by some that having the CRT finish in Peckham is a benefit, while others are concerned about the finer details of the proposed depot site. Some note the regeneration possibilities in the Peckham area which could result from the introduction of the CRT.

Section 1: Euston to Waterloo

Overview

This chapter looks at the views given by respondents about the route option between Euston Station and Waterloo Bridge along Upper Woburn Place, through Russell Square (close to Russell Square Underground station) and Southampton Row, past Holborn Underground station, along Kingsway to Aldwych. From Lancaster Place, the tram crosses Waterloo Bridge and continues onto the South Bank and Waterloo Station. A map of this route is shown below.



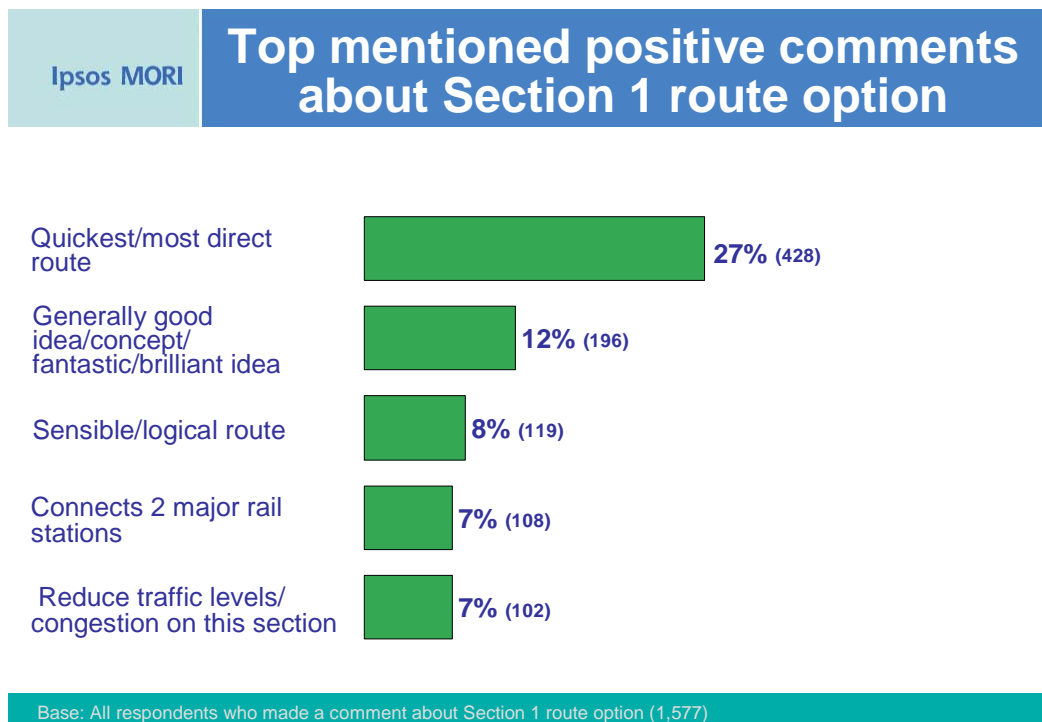
1,596 questionnaires were received for this section. Responses were received from respondents in the following boroughs:

Number of responses by borough	N	%
Camden	381	23.9%
Lambeth	344	21.6%
Southwark	440	27.6%
Westminster	22	1.4%
Other Greater London	234	14.7%
Other Greater London (unspec)	19	1.2%
Other UK	46	2.9%
Not known	110	6.9%
Total	1,596	100%

There was space in the Section 1 consultation brochure for respondents to make comments about the route choice and the CRT. A number of respondents made comments about the proposed route option in Section 1, and of these comments 77% (1,225) were positive and 11% (176) were negative.

Positive attitudes towards Euston-Waterloo route option

Overall, 77% of respondents stated positive views about the proposed route option. The main positive comments received are detailed below.



Three out of the top five reasons concentrate on the good choice of route, with it viewed as the quickest, most direct and sensible route that connects two major rail stations.

Nearly three in ten respondents (27%) state the advantage that the proposed route option is the quickest and most direct connection between the mainline stations of Waterloo and Euston.

It is the main artery and most direct route. Of course it is also the only option.

Male, Lambeth

Quick and direct route connecting South London to North London avoiding the Underground, which is far too busy in the morning rush hour.

Female, Other Greater London

Furthermore, eight per cent (119) of respondents note that the route choice between Euston and Waterloo is a sensible, logical route.

This is a logical and straightforward route that will provide a much needed link north-south.

Male, Southwark

This is the only practical route. Most of the streets proposed are wide enough to cope with trams. This is a sensible route.

Male, Other Greater London

The fact that the CRT will link the two major rail stations of Euston and Waterloo is cited as a benefit by seven per cent (108) of respondents.

Very useful route connecting two important train stations.

Female, Camden

They are both important stations in London, access between the two would ease congestion on the buses and provide quicker access into and out of London.

Female, Lambeth

12% (196) of respondents spontaneously support a tram on this route as a good idea.

Fantastic idea, easier access to North London from South London. Always good to have more public transport choices.

other Greater London

Brilliant. The centre of London is crying out for more transport option. Quiet green trams are a superb idea.

Male, Camden

It is a completely brilliant idea and I hope this Freedom Pass holder will still be around to enjoy it!

Camden

Seven per cent (102) of respondents commented that a tram on this route would lead to a reduction in traffic levels.

This is a wonderful way of helping congestion and traffic pollution. This area of the West End is highly congested daily, especially around High Holborn and Aldwych. Apart from the initial obstruction of construction to traffic, it will certainly prove vital in traffic flow later.

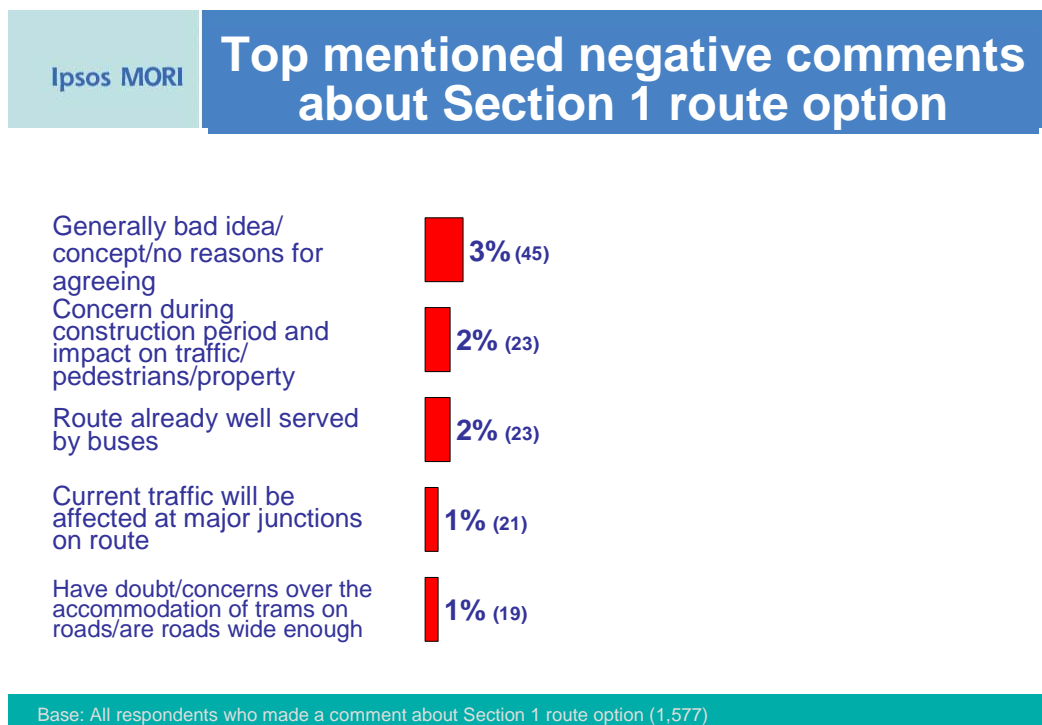
Female, Lambeth

We live in Bloomsbury and I am all in favour of cutting traffic - in particular along Southampton Row which can get very congested.

Male, Camden

Negative attitudes towards Euston–Waterloo route option

Overall, 11% (176) of respondents express negative views about the proposed route option between Euston and Waterloo. The top five negative attitudes regarding the route option are as follows:



Three per cent (45) of respondents think that the CRT is generally a bad idea and have no reasons for agreeing with this route choice.

I am opposed to all elements of this scheme.... Good transport links - improve on them. Improve existing transport methods. I am fed up of travelling like a sardine on bus or tube.

Not known

Two per cent (23) of respondents endorse the concern stated in the consultation brochure about the impact on traffic, pedestrians and properties during the construction period.

I am very concerned about the disruption to traffic on this busy and important route, both during the construction and after the route is built.

Female, Southwark

There is concern by two per cent (23) of respondents that the proposed route is already well served by buses.

Main part of the proposed route - sections 1 to 3 covering Camden, Euston and Waterloo - cover areas that are already well served by both Tube and bus.

Male, Not Specified

One per cent (21) of respondents agrees with the disadvantage stated in the CRT consultation brochure that current traffic would be affected at major junctions along the route and to either side.

Section 2: Euston to King's Cross

Overview

This short section of the CRT route between Euston and King's Cross provides two route alignments for consideration.

Option 1 (via Crowndale Road and Pancras Road)

From Euston station this route option travels north along Eversholt Street then left into Lidlinton Place and right onto Hampstead Road. It then turns right onto Crowndale Road. At the eastern end of Crowndale Road the route crosses into Pancras Road and then left in to Goods Way, approaching King's Cross Station from the north. In the opposite direction, the route turns left out of Crowndale Road to go south along Eversholt Street.

This option is highlighted by a green route in the consultation brochure.

Option 2 (via Somers Town)

From Euston station this route travels north along Eversholt Street before turning right into Polygon Road. At the cross roads with Chalton Street the route turns right into Chalton Street. At the junction with Phoenix Road the route turns left into Brill Place, along Midland Road into Goods Way, entering King's Cross station from the north. The reverse route follows Phoenix Road straight through to Eversholt Street.

This option is highlighted by an orange route in the consultation brochure.

A map showing the two route options is shown overleaf.



Response received

In total 2,025 responses were received for this section. Responses were received from respondents in the following boroughs:

Number of responses by borough for Section 2	N	%
Camden	497	24.5%
Lambeth	410	20.2%
Southwark	555	27.4%
Westminster	19	0.9%
Other Greater London	287	14.2%
Other Greater London (unspec)	17	0.8%
Other UK	45	2.2%
Not known	195	9.6%
Total	2,025	100%

Route option responses

Route option 2, through Somers Town is the preferred route alignment, supported by over half the respondents (55%), with 35% (707) preferring route option 1. A further nine per cent (173) gave no preference at all with one per cent (25) believing both routes are equally suitable.

However, of the 85 residents from St Pancras and Somers Town which responded to this consultation, only a third (25) support route option 2, with seven in ten (71%, 60) preferring route option 1. This shows the extent of the opposition among Somers Town residents towards route option 2, which passes through their area.

Route option preference at borough level

The table below shows the route option preferences by borough.

Section 2 (Euston-King's Cross)		Option 1		Option 2	
Borough	Total respondents	N	% of area response	N	% of area response
Camden	437	228	52%	209	48%
Lambeth	388	130	34%	258	66%
Southwark	501	190	38%	311	62%
Westminster	19	6	32%	13	68%
Other Greater London	280	77	28%	203	73%
Other UK	42	7	17%	35	83%
Not known	159	69	43%	90	57%

Respondents living in Camden are evenly divided in their route option preference, with just over half (52%, 228) preferring option 1 and just under half (48%, 209) preferring option 2. A more prominent divide is with respondents living in other Greater London boroughs, where three quarters (73%, 203) chose option 2 compared to 28% (77) who chose option 1.

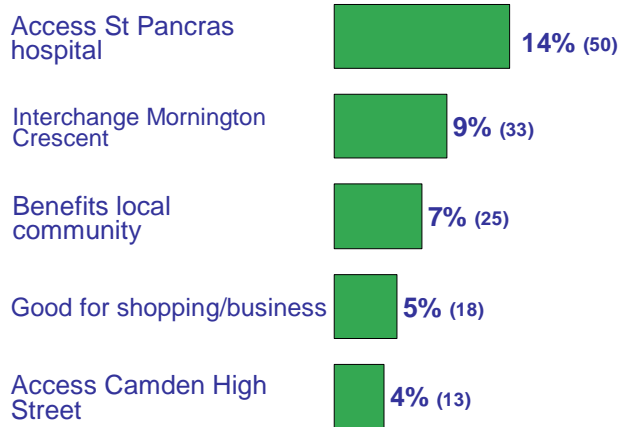
Comments relating to Euston-King's Cross, route option 1 (via Crowndale Road)

Respondents were not specifically asked to give general comments about the proposed route options in Section 2. However, of those that gave spontaneous comments about route option 1 (via Crowndale road), 11% (216) were positive and eight per cent (170) were negative.

Positive attitudes towards Euston-King's Cross, route option 1

The main positive comments provided by respondents who prefer route option 1 (35%, 707) that goes through Crowndale Road and Pancras Road are shown below.

Ipsos MORI **Top mentioned positive comments about Section 2 route option 1**



Base: All respondents who made a comment about Section 2 route option 1 (366)

Amongst those that prefer option 1, there is no single main reason for doing so, with 14% (50) citing that it provides good access to St Pancras hospital, nine per cent (33) that it affords interchange with Morning Crescent Underground station, and seven per cent (25) that it benefits the local community.

Option 1 has a larger catchment area and also serves the hospital which will, I believe prove vital.

Lambeth

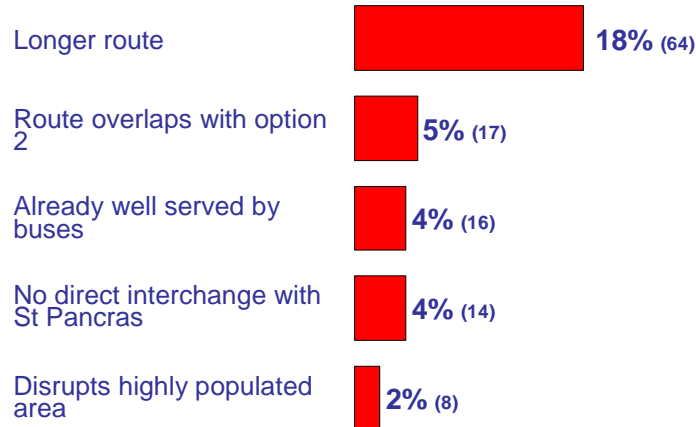
Having an interchange with Mornington Crescent would be a major bonus as currently only one bus serves that route and the stop is quite some distance from Mornington Crescent Station.

Camden

Negative attitudes towards Euston–King’s Cross, route option 1

The main reasons for not preferring route option 1, amongst those making some comment about this are given below.

Ipsos MORI **Top mentioned negative comments about Section 2 route option 1**



Base: All respondents who made a comment about Section 2 route option 1 (366)

The main criticism of the route alignment for option 1 is that it is longer than option 2, cited by 18% (64) of those commenting on this route option.

The first option seems a long and inconvenient route through a largely residential area. The shorter direct route with access to King's Cross, Euston and St Pancras would serve commuters much better.

Camden

If travelling from Euston to King's Cross, the long detour via Option 1 would deter me from using the service.

Female, Southwark

Other negative comments include that it is already served well by buses and that it affords no interchange with St Pancras station.

There are existing bus routes that serve Goods Way and Pancras Road but not Somers Town.

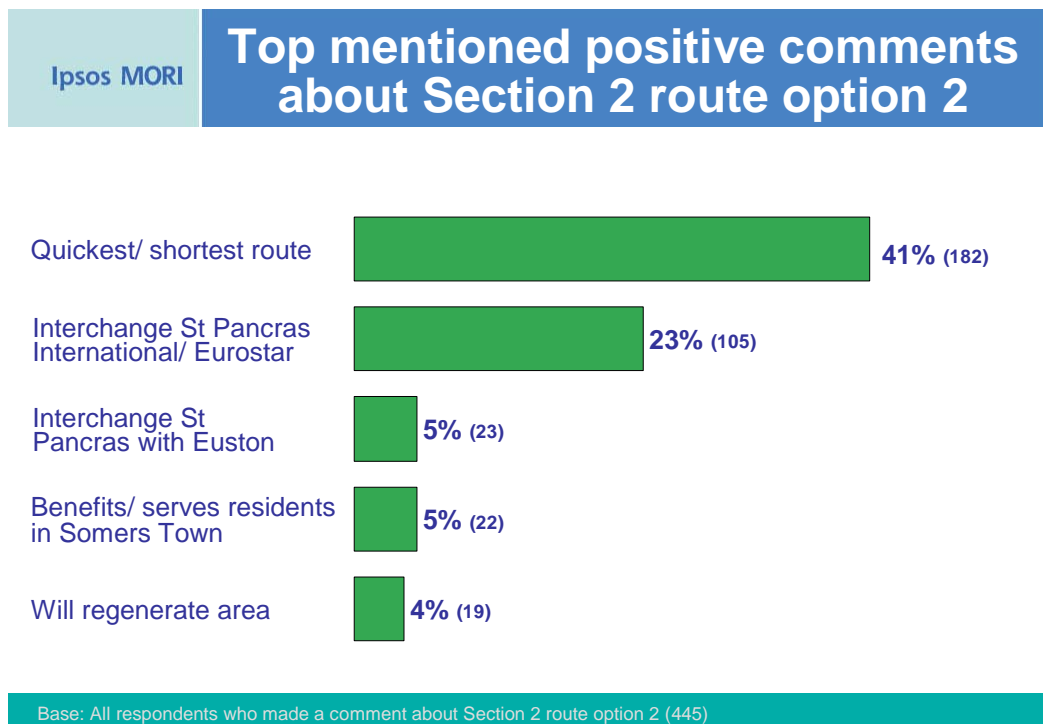
Westminster

Comments relating to Euston–King's Cross, route option 2 (via Somers Town)

Respondents were not specifically asked to give general comments about the proposed route options in Section 2. However, of those that gave spontaneous comments about route option 2 (via Somers Town), 17% (336) were positive and eight per cent (155) were negative.

Positive attitudes towards Euston–King's Cross, route option 2

The main positive comments regarding option 2 are shown in the chart below.



Option 2 is preferred mainly because it provides the most direct route between Euston and St Pancras, which is noted as the new home of Eurostar.

Quickest most direct route to King's Cross will mean that more people will use the tram as against the tube.

Southwark

The interchange with St Pancras International is the deciding factor in favour of the orange route. This hugely exciting new development for North London must surely not be by passed by the proposed new transport facility

Female, Camden

I think option 2 is best. It is more direct, you have got the link up with St Pancras Station. St Pancras Hospital is served by the bus. Surely local residents will applaud the addition of a new silent efficient service.

Male, Camden

The Orange must be the best for 95% of those who wish to go from Euston to Kings Cross or vice versa.

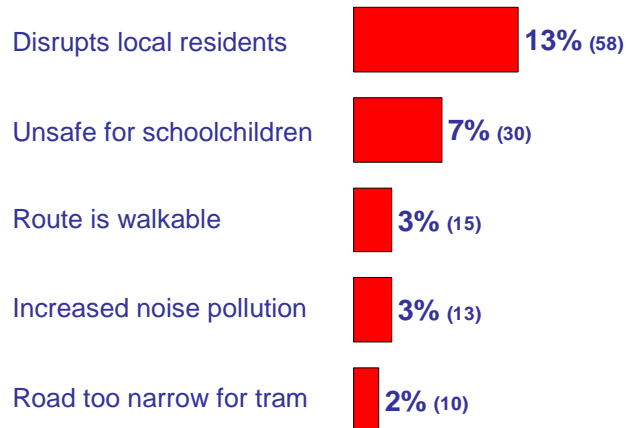
Camden

Five per cent (22) of respondents commented that this route choice would serve residents in Somers Town.

Negative attitudes towards Euston–King's Cross, route option 2

The main negative views on option 2 given by those commenting on this route alignment are given below.

Ipsos MORI **Top mentioned negative comments about Section 2 route option 2**



Base: All respondents who made a comment about Section 2 route option 2 (445)

13% (58) of those commenting on this route alignment voice concern over disruption for local residents in Somers Town.

As you say, option 2 is a heavily residential area and will cause much disruption and noise with trams every two minutes. It will reduce quality of life and also reduce the value of properties there. Please reconsider this most strongly.

Female, Camden

A further seven per cent (30) comment that the tramway will go close to local schools and therefore be dangerous to schoolchildren, with some also commenting that the road is too narrow.

I do not agree with orange route because roads are narrow, and it is all residential with schools and a church on the route.

Male, Camden

Section 3: Euston to Camden Town

Overview

There are two route options for this section of the route, which runs between Euston station and Camden Town. Both route options serve Euston station, Mornington Crescent and Camden Town Underground stations.

Option 1 (via Camden High Street)

From Euston station the route runs north along Eversholt Street, past Mornington Crescent Underground station and along Camden High Street to Camden Town Underground station. At the Underground station the route takes the right fork into Kentish Town Road. After 200 metres the route turns left into Hawley Crescent. The return southbound route turns left at the end of Hawley Crescent into Camden High Street passing Camden Town Underground station and continuing down Camden High Street to Mornington Crescent then on to Eversholt Street to Euston.

This option has trams operating two-ways along the full length of Camden High Street between Mornington Crescent and Camden Town stations.

This option is highlighted by a red route in the consultation brochure.

Option 2 (via Bayham Street/Crowndale Road)

From Euston station the route runs north along Eversholt Street, past Mornington Crescent Underground station and along Camden High Street to Camden Town Underground station.

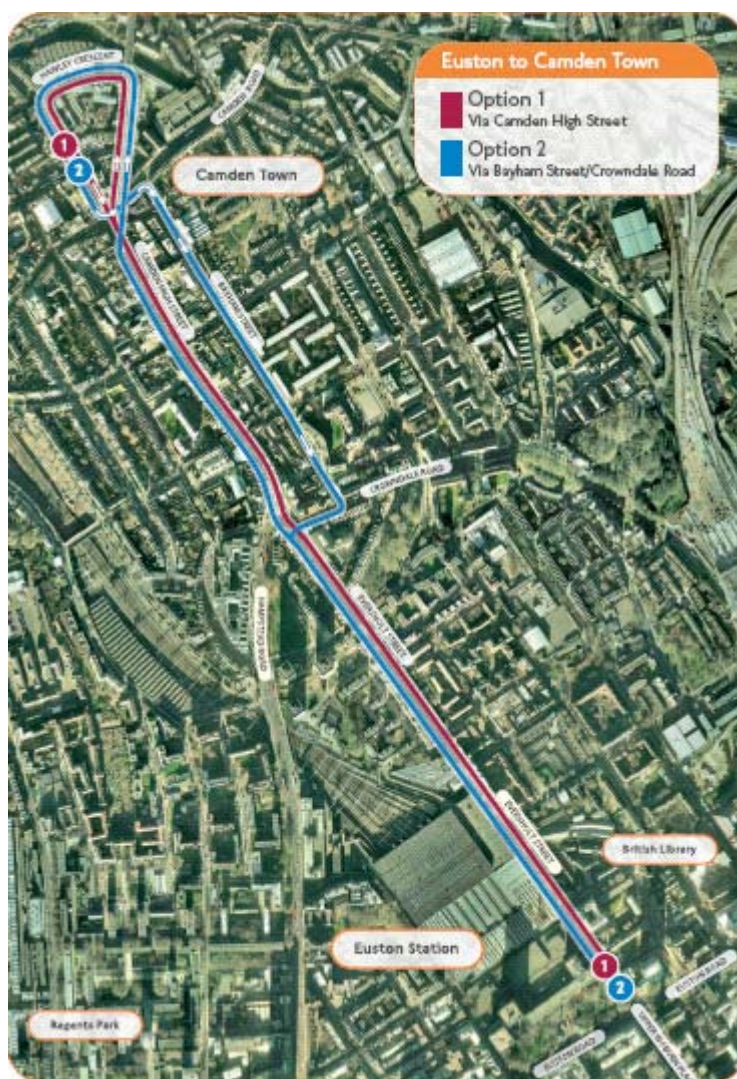
At the Underground station the route takes the right fork into Kentish Town Road. After 200 metres the route turns left into Hawley Crescent.

The southbound route turns left at the end of Hawley Crescent into Chalk Farm Road. At Camden Town station the route turns left into either Camden Road or Greenland Road and then immediately right into Bayham Street. The route continues along Bayham Street for 550 metres before turning right onto Crowndale Road.

At the end of Crowndale Road the route turns left onto Eversholt Street passing Mornington Crescent and continues on to Euston.

This option is highlighted by a blue route in the consultation brochure.

A map showing this section of the route is overleaf.



Response received

1,903 questionnaires were received for this section. Responses were received from respondents in the following boroughs:

Number of responses by borough for Section 3	N	%
Camden	562	29.5%
Lambeth	353	18.5%
Southwark	498	26.2%
Westminster	17	0.9%
Other Greater London	228	12.0%
Other Greater London (unspec)	17	0.9%
Other UK	25	1.3%
Not known	203	10.7%
Total	1,903	100%

Route option responses

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. One per cent (15) believe that both routes are equally suitable.

Route option preference at borough level

The table below shows the route option preferences by borough.

Section 3 (Euston-Camden)		Option 1		Option 2	
Borough	Total respondents	N	% of area response	N	% of area response
Camden	485	301	62%	184	38%
Lambeth	343	272	79%	71	21%
Southwark	460	340	74%	120	26%
Westminster	15	12	80%	3	20%
Other Greater London	222	166	75%	56	25%
Other UK	23	14	61%	9	39%
Not known	166	126	76%	40	24%

Within Camden borough, which would contain this part of the route, the majority prefer route option 1: 62% (301) of Camden respondents chose option 1 compared to 38% (184) who voted for option 2.

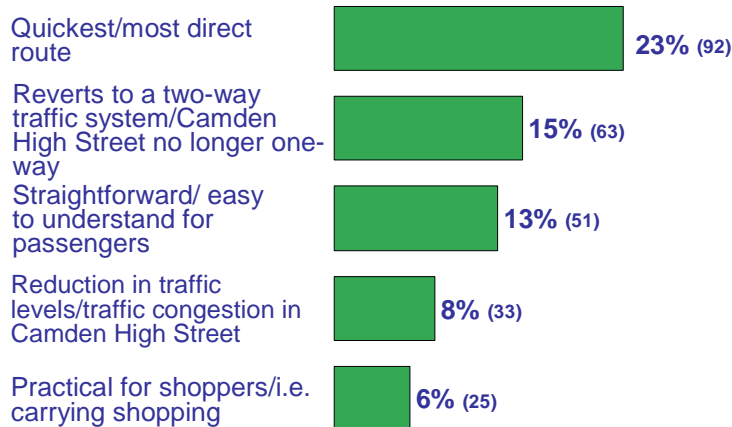
Comments relating to Euston–Camden Town, route option 1 (via Camden High Street)

Respondents were not specifically asked to give general comments about the proposed route options in Section 3. However, of those that gave spontaneous comments about route option 1 (via Camden High Street), 16% (312) were positive and five per cent (99) were negative.

Positive attitudes towards Euston–Camden Town, route option 1

The top five mentioned positive comments regarding route option 1 for Section 3 are below.

Ipsos MORI **Top mentioned positive comments about Section 3 route option 1**



Base: All respondents who made a comment about Section 3 route option 1 (407)

A quarter of respondents (92) feel that route option 1 via Camden High Street is the quickest or most direct route between Euston and Camden Town.

More of a direct route down Camden High Street. People i.e. shoppers and workers want quick access to the high street.

Not known

Option 1 - easier to get back and forth without leading to parallel streets. Much quicker route.

Male, Lambeth

15% (63) of respondents note the benefit of Camden High Street reverting to two-way traffic if route 1 is chosen.

We would strongly support the abolition of the one-way system which severely disrupts the functioning of Camden Town as a shopping centre and brings noise, pollution and congestion to residents in several mainly residential streets. The starting point for this would be for Camden High Street to revert to two-way working mainly for buses and trams.

Male, Other Greater London

The third most frequently stated comment in favour of option 1 is that this will be most easy for passengers to understand, cited by 13% (51) of respondents.

My strong preference is for Camden High Street. This is a much simpler route (the other one would be unnecessarily confusing for tourists and visitors).

Male, Other Greater London

Eight per cent (33) of respondents suggest that route 1 would lead to a reduction in traffic levels on Camden High Street.

Traffic in Camden is terrible! The red route would get cars off of the High Street.

Camden

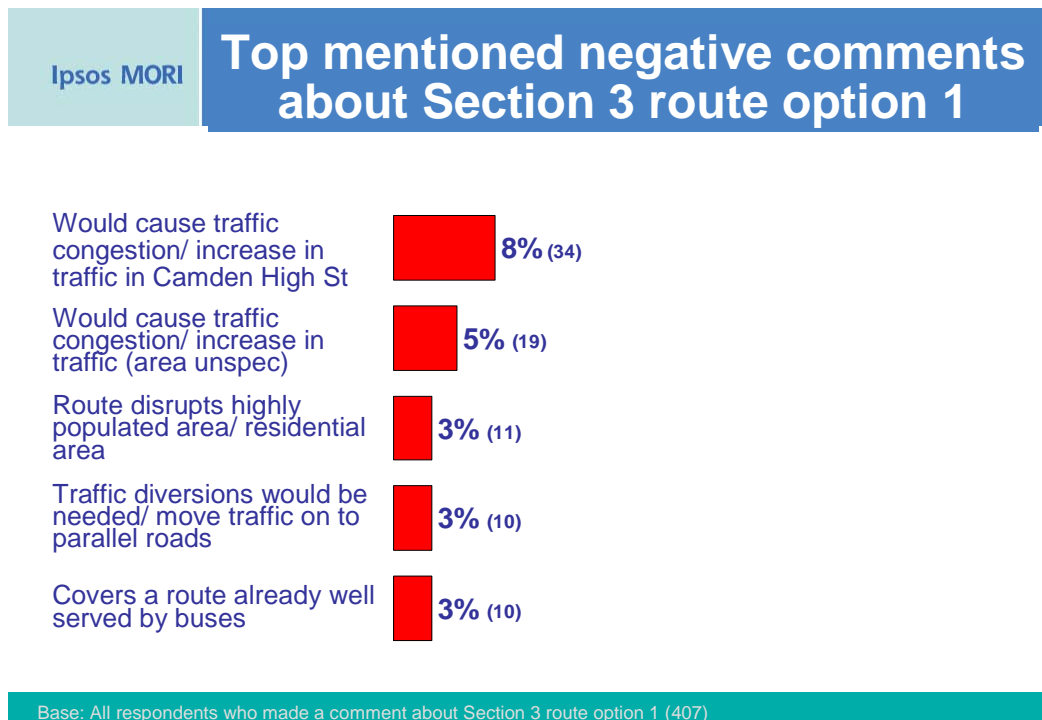
Six per cent (25) of respondents refer to route 1 as being more practical for shoppers in Camden.

Would be nice not to have to walk to the other street with shopping if you live on the south side of Camden. At the moment, it is hard to remember where the nearest 'home-bound' bus stop is as you cannot see it from where you arrived.

Female, Camden

Negative attitudes towards Euston-Camden Town, route option 1

The chart below shows the most frequently stated negative comments in relation to the route option 1 between Euston and Camden Town.



The top two mentioned reasons given against option 1 relate to causing traffic congestion or an increase in traffic in the area. Eight per cent (34) of respondents specifically think there would be more congestion in Camden High Street and a further five per cent (19) do not specify where there would be increased traffic.

I think the red route would cause more disruption to other traffic causing jams and possibly/probably in more residential areas. The blue route follows present bus routes which currently seem to work fine.

Southwark

The three other most frequently cited responses, each by three per cent of respondents, concern route option 1 disrupting a highly populated area, needing traffic diversions, and covering a route which is already well served by buses.

Would not like Camden High Street to be a two way road. For people who live near route, altering road route would be chaos. People are used to waiting for the buses now - so why should the tram be any different.

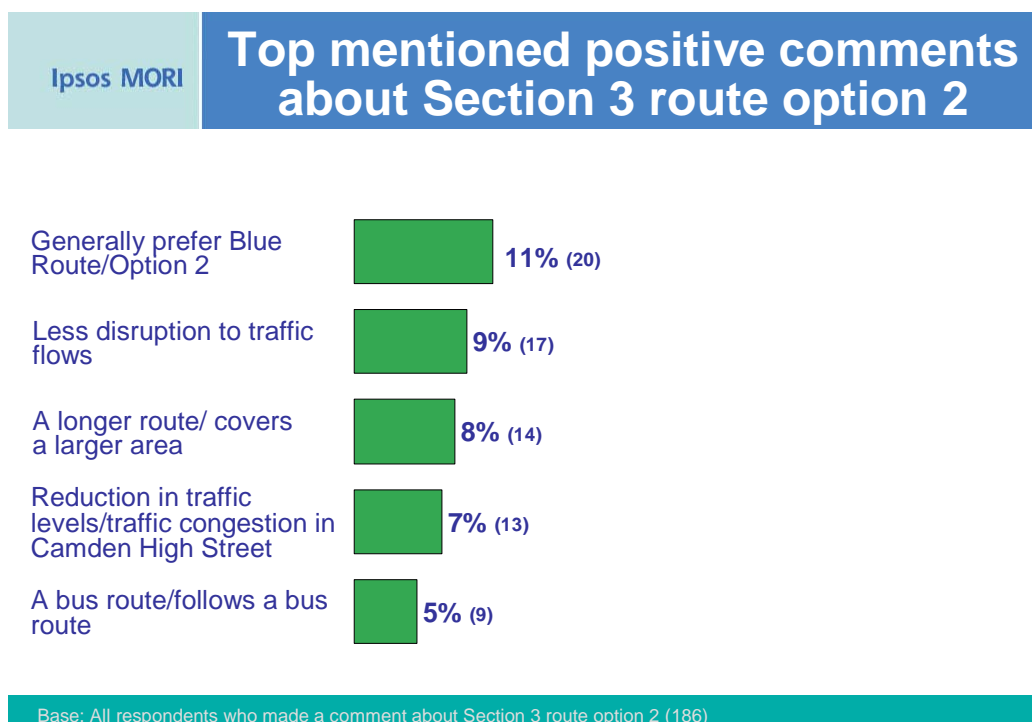
Female, Camden

Comments relating to Euston–Camden Town, route option 2 (via Bayham Street/Crowndale Road)

Respondents were not specifically asked to give general comments about the proposed route options in Section 3. However, of those that gave spontaneous comments about route option 2 (via Bayham Street/Crowndale Road), six per cent (104) were positive and four per cent (71) were negative.

Positive attitudes towards Euston–Camden Town, route option 2

The top five cited positive comments made about route option 2 can be seen in the chart below.



There was a general preference for route option 2 displayed by 11% (20) of respondents. Two of the top five positive mentions relate to route option 2 producing less disruption to traffic flows (9%, 17) and leading to a reduction in traffic levels and congestion (7%, 13).

Maintaining one-way system of Camden High Street and Bayham Street would minimise disruption and continue an established arrangement.

Camden

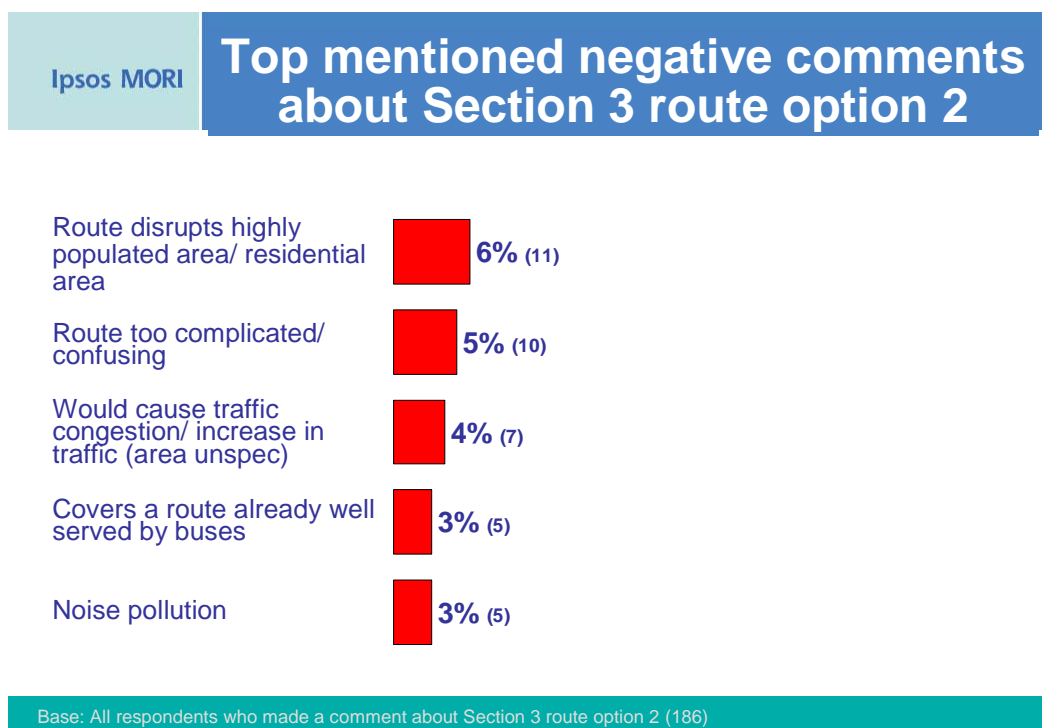
Eight per cent (14) of respondents state that the longer route option 2 is an attribute, as it covers a greater area.

The wider the area for the tramline the better. Might as well service as many people as possible where we can.

Southwark

Negative attitudes towards Euston–Camden Town, route option 2

The main negative attitudes made about route option 2 are given below.



Six per cent (11) of respondents feel that this route choice would disrupt a highly populated and residential area.

I live in Bayham St; it is primarily a residential street. As a matter of principle, new public transport should be routed along commercial streets and not residential streets, whenever possible. The advantages of the red option far outweigh the blue option.

Camden

A concern about route option 2 being too complicated or confusing for passengers is cited by five per cent (10) of respondents.

Difficult choice. Think Bayham Street option could cause confusion as to where to catch tram (like buses in Camden Town) Therefore think via Camden High Street is better!

Camden

Section 4: Waterloo to Oval/Brixton

Overview

This section of the route provides two route options for consideration between Waterloo and Oval, with a further two route alignments to be considered between Oval to Brixton. Once at Brixton, there are two route options for the town centre.

Waterloo to Oval

Option 1 (via Elephant and Castle)

From Waterloo Station the route runs south down Waterloo Road and London Road to the Elephant & Castle. The route continues along Kennington Park Road (A3), past Kennington Underground station and Kennington Park and on to Oval Underground station.

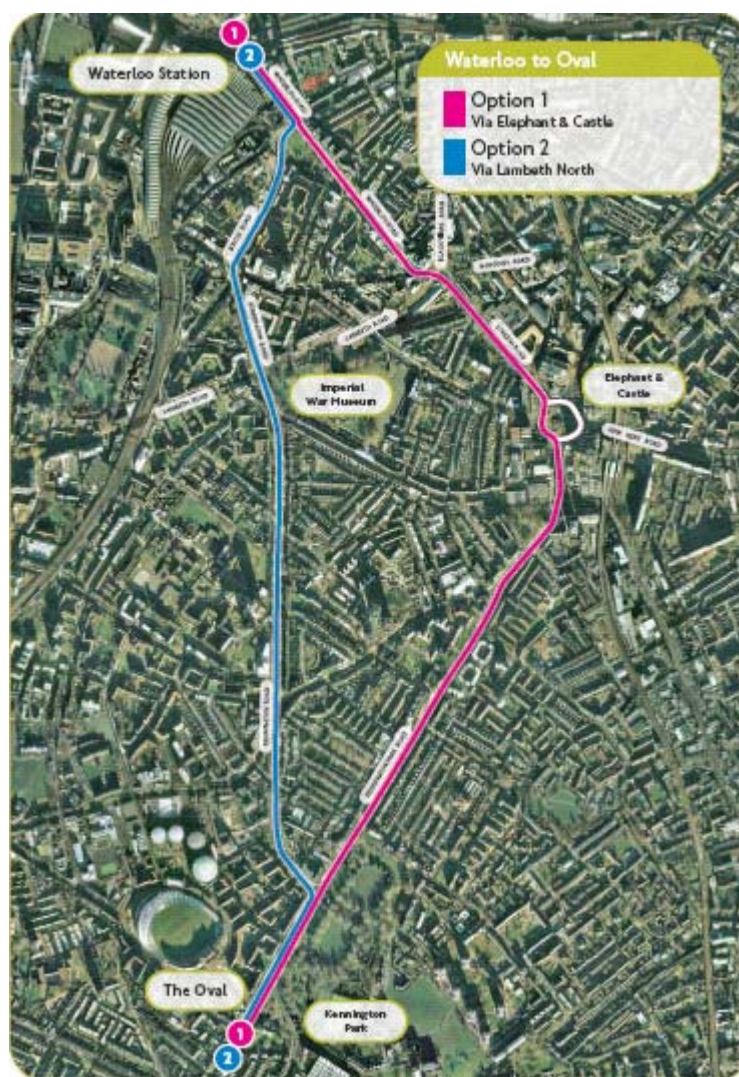
This option is highlighted by a pink route in the consultation brochure.

Option 2 (via Lambeth North)

From Waterloo Station the route travels south on Waterloo Road and then turns right onto Baylis Road to Lambeth North Underground station. The route crosses Westminster Bridge Road onto Kennington Road (A23). At the bottom of Kennington Road the route turns right onto Kennington Park Road then south to Oval Underground station.

This option is highlighted by a blue route in the consultation brochure.

A map of these two route options is shown overleaf.



Response received

This section received the greatest number of respondents, with 3,034 people submitting questionnaires on Section 4. Responses were received from respondents in the following boroughs:

Number of responses by borough for Section 4	N	%
Camden	182	6.0%
Lambeth	1,356	44.7%
Southwark	832	27.4%
Westminster	11	0.4%
Other Greater London	225	7.4%
Other Greater London (unspec)	23	0.8%
Other UK	29	1.0%
Not known	376	12.4%
Total	3,034	100%

Route option responses

With respect to the route options between Waterloo and Oval, around half (52%, 1583) prefer route option 1, via Elephant and Castle, with a third (36%, 1,090) who prefer option 2 via Lambeth North. A further 11% (340) express no preference, with one per cent (21) rating both routes equally.

Route option preference at borough level

The table below shows the route option preferences by borough.

Section 4 (Waterloo-Oval)		Option 1		Option 2	
Borough	Total respondents	N	% of area response	N	% of area response
Camden	141	100	71%	41	29%
Lambeth	1,228	525	43%	703	57%
Southwark	777	617	79%	160	21%
Westminster	7	5	71%	2	29%
Other Greater London	206	130	63%	76	37%
Other UK	27	15	56%	12	44%
Not known	287	191	67%	96	33%

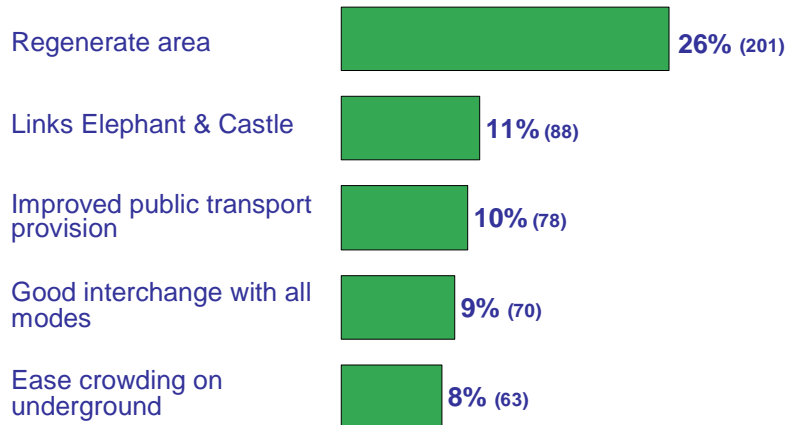
Two boroughs would be directly affected by this section of the route: Lambeth and Southwark. In Lambeth there is a fairly even route preference divide with 57% (703) of Lambeth respondents preferring option 2 and 43% (525) preferring option 1. Southwark residents are more divided, with eight in ten (79%, 617) Southwark residents choosing option 1 as their first choice for the route in this area compared to 21% (160) preferring option 2.

Comments relating to Waterloo-Oval, route option 1 (via Elephant and Castle)

Respondents were not specifically asked to give general comments about the proposed route options in Section 4. However, of those that gave spontaneous comments about route option 1 (via Elephant and Castle), 18% (583) were positive and seven per cent (210) were negative.

Positive attitudes towards Waterloo-Oval, route option 1

Ipsos MORI **Top mentioned positive comments about Section 4 Waterloo - Oval option 1**



Base: All respondents who made a comment about Section 4 (Wat-Oval) route option 1 (789)

The main reason respondents prefer option 1 is that it will help regenerate the area, cited by a quarter (26%, 201), with 11% (88) happy that it links with Elephant and Castle.

Elephant & Castle needs to be connected with Waterloo and Kennington, especially as it makes sense with the Elephant & Castle regeneration.

Male, Southwark

The Elephant is a key interchange for us and the more options to get to Waterloo the better. Also I'd like to be able to get from the Elephant to the Oval direct....

Male, Southwark

The tram is thought to improve public transport provision in the area (stated by 10%, 78); reducing crowding on the Underground (8%, 63) and afford good interchange with all modes (9%, 70).

I feel strongly that [it] is important the tram links to the transport interchange at Elephant & Castle. It's often difficult to get on northbound Northern Line at E & C due to overcrowding - the tram provides a vital alternative.

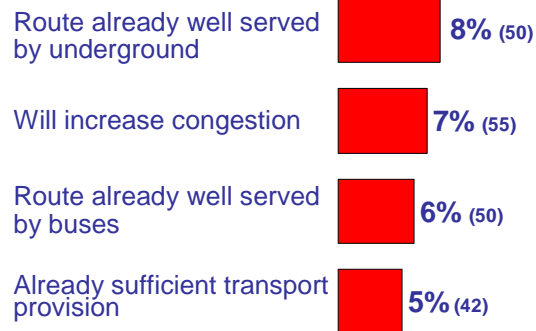
Not known

Elephant & Castle is quite an important interchange connecting areas along New and Old Kent Road, New Cross Gate etc. It would benefit wider South East population.

Southwark

Negative attitudes towards Waterloo-Oval, route option 1

Ipsos MORI **Top mentioned negative comments about Section 4 Waterloo - Oval option 1**



Base: All respondents who made a comment about Section 4 (Wat-Oval) route option 1 (789)

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.

There are already good tube links along the pink route. (Brixton/Stockwell/Oval/Elephant) and little local traffic Elephant to Waterloo. In contrast, the blue route would serve several communities, inc the Kennington Cross area, currently not served by tube.

Male, Lambeth

Improved tram connection would make shops and Kennington Road more attractive due to additional passing trade. Areas west of Kennington Road and Kennington do not have such good connections into West End. Elephant & Castle already has excellent tube/rail/bus connections.

Other Greater London

Some are also concerned that the tramway will increase road congestion in the area.

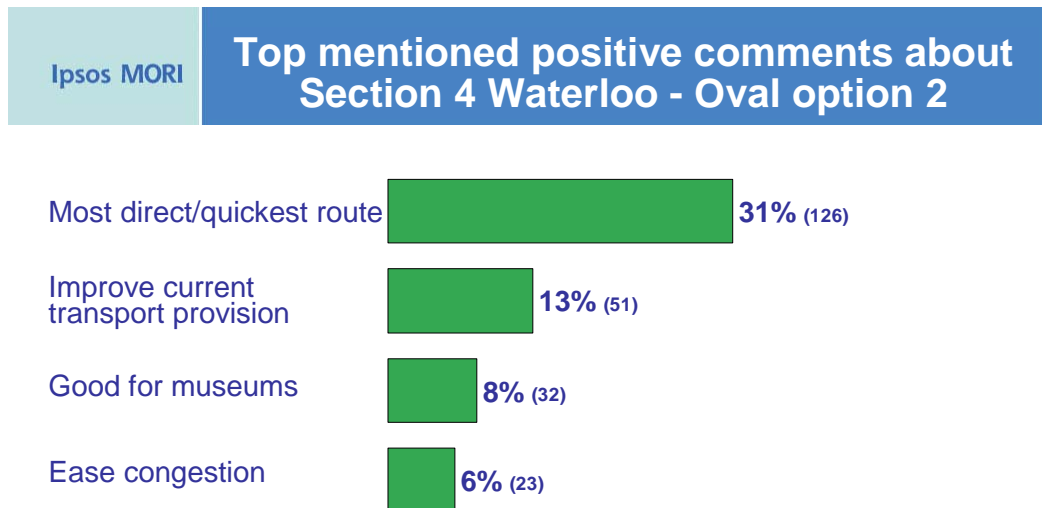
Elephant & Castle is already very well served by bus routes, also the traffic is already bad there & tram sharing roads would make it worse. Would be good to have a tram serving the Imperial War Museum.

Female, Lambeth

Comments relating to Waterloo-Oval, route option 2 (via Lambeth North)

Respondents were not specifically asked to give general comments about the proposed route options in Section 4. However, of those that gave spontaneous comments about route option 2 (via Lambeth North), 10% (326) were positive and six per cent (197) were negative.

Positive attitudes towards Waterloo-Oval, route option 2



Base: All respondents who made a comment about Section 4 (Wat-Oval) route option 2 (403)

Being the most direct/quickest route is the main reason for preferring option 2, as stated by 31% (126) of those making a comment on this option, with 13% (51) believing it will improve current public transport provision. A further six per cent (23) note that it will ease congestion on the Underground.

Option 2 is most direct and therefore, quickest. This will be an important factor in encouraging use of trams. Elephant & Castle is already well served with buses...

Not known

Option 2 is quicker and more direct. It will provide Lambeth North with an interchange. As Elephant & Castle is already served by two tube lines and National Rail services.

Other Greater London

I believe that Option 2 provides a viable alternative mode of transport to the Northern Line. Many thanks for the consultation.

Southwark

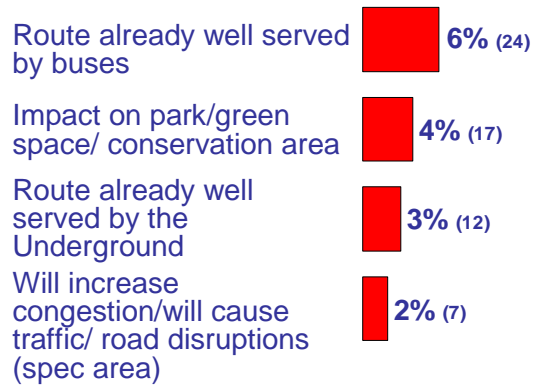
Running past the Imperial War Museum, option 2 is also noted for providing better access to museums (8%, 32).

Improved access to the Imperial War Museum is a positive and in view of the proposed link to Peckham via Elephant and Castle I think it better to improve transport along this route than to double capacity to Elephant and Castle.

Male, Lambeth

Negatives attitudes towards Waterloo-Oval, route option 2

Ipsos MORI Top mentioned negative comments about Section 4 Waterloo - Oval option 2



Base: All respondents who made a comment about Section 4 (Wat-Oval) route option 2 (403)

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 (six per cent, 24, and three per cent, 12, respectively). Four per cent (17) of respondents cite the impact on green spaces.

Oval to Brixton

Option 1 (via Stockwell)

From Oval Underground station the route uses the A3 Clapham Road to Stockwell Underground station. It then turns left into Stockwell Road and continues through the Stockwell area to Brixton Town Centre where the route terminates.

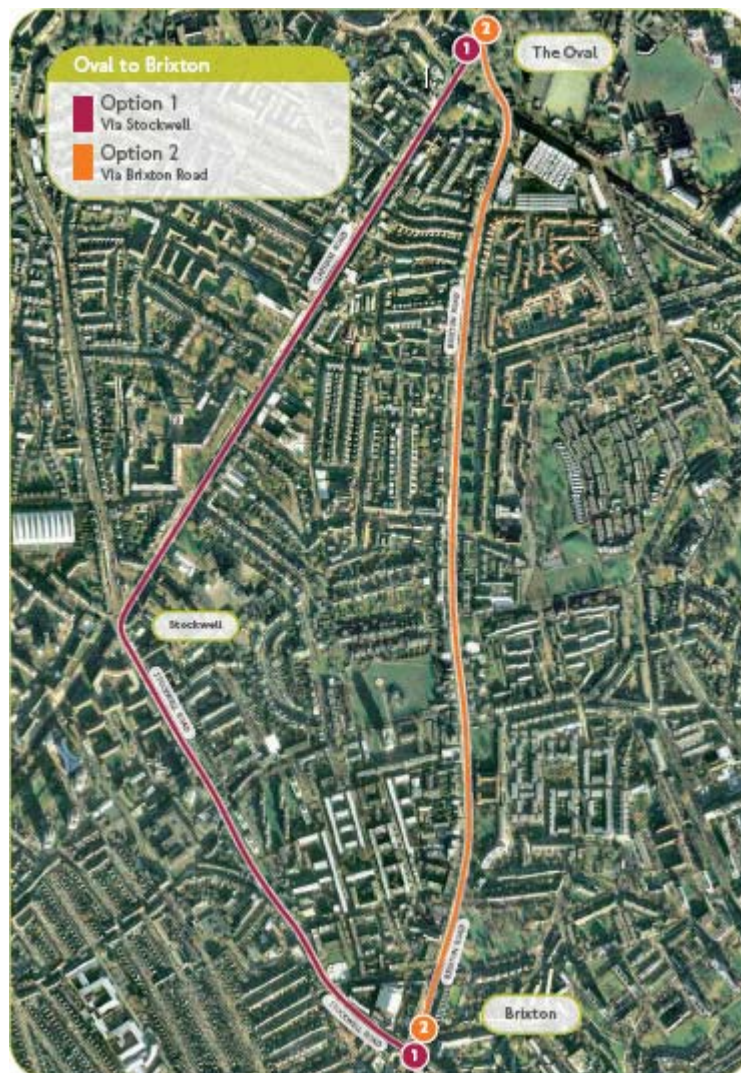
This option is highlighted by a red route in the consultation brochure.

Option 2 (via Brixton Road)

From Kennington Road the route uses the left fork passing Oval Underground station and joins the A23 Brixton Road south. The route continues on this road into Brixton Town Centre where the route terminates.

This option is highlighted by an orange route in the consultation brochure.

A map showing the two route options is below.



Route option responses

Of the 3,034 responses received, nearly half (47%, 1,425) prefer route option 2, via Brixton Road, with a third (34%, 1,039) preferring option 1 via Stockwell. Between Oval and Brixton however there is a sizable minority (18%, 542) who have no route preference, with a further one per cent (28) rating both options equally.

Route option preference at borough level

The table below shows the route option preferences by borough.

Section 4 (Oval-Brixton)		Option 1		Option 2	
Borough	Total respondents	N	% of borough response	N	% of borough response
Camden	133	60	45%	73	55%
Lambeth	1,188	529	45%	659	55%
Southwark	669	249	37%	420	63%
Westminster	6	1	17%	5	83%
Other Greater London	199	75	38%	124	62%
Other UK	26	11	42%	15	58%
Not known	243	114	47%	129	53%

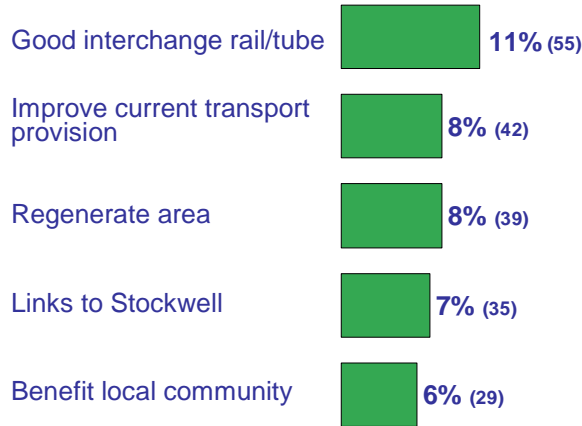
This section of the CRT route would directly affect Lambeth borough, where just over half of Lambeth respondents favour option 2 (55%, 659). This division of route preference is similar across all the boroughs.

Comments relating to Oval-Brixton route option 1 (via Stockwell)

Respondents were not specifically asked to give general comments about the proposed route options in Section 4. However, of those that gave spontaneous comments about route option 1 (via Stockwell), 10% (323) were positive and six per cent (197) were negative.

Positive attitudes towards Oval-Brixton, route option 1

Ipsos MORI **Top mentioned positive comments about Section 4 Oval – Brixton option 1**



Base: All respondents who made a comment about Section 4 (Oval-Brix) route option 1 (512)

There are a wide range of reasons given for preferring option 1 that goes via Stockwell, with 11% (55) commenting on good interchange with rail and Underground and a further eight per cent (42) that the CRT will improve current transport provision in the area.

Better to connect to tube than save a couple of minutes.

Male, Lambeth

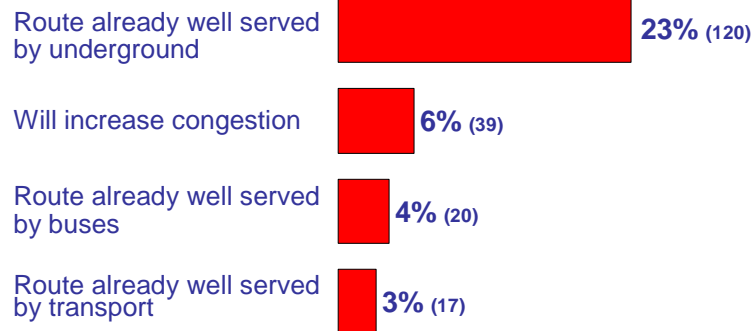
I think it is important for an area like Stockwell, which requires a great deal of regeneration, that the tram includes it on its route to Brixton.

Female, Lambeth

Links to Stockwell are mentioned by seven per cent (35) of respondents.

Negative attitudes towards Oval-Brixton, route option 1

Ipsos MORI **Top mentioned negative comments about Section 4 Oval - Brixton option 1**



Base: All respondents who made a comment about Section 4 (Oval-Brix) route option 1 (512)

The main comment made against option 1 is that the area is already well served by public transport, especially by Underground (23%, 120) and to a lesser extent buses (4%, 20)

Northern & Victoria lines already serve Stockwell to Oval & Brixton to Stockwell. More important for Brixton to Elephant to be quicker.

Male, Lambeth

Sounds unnecessary to link Stockwell in this route as it's well served by tube and buses. Perhaps local businesses in Brixton Road will benefit more.

Male, Lambeth

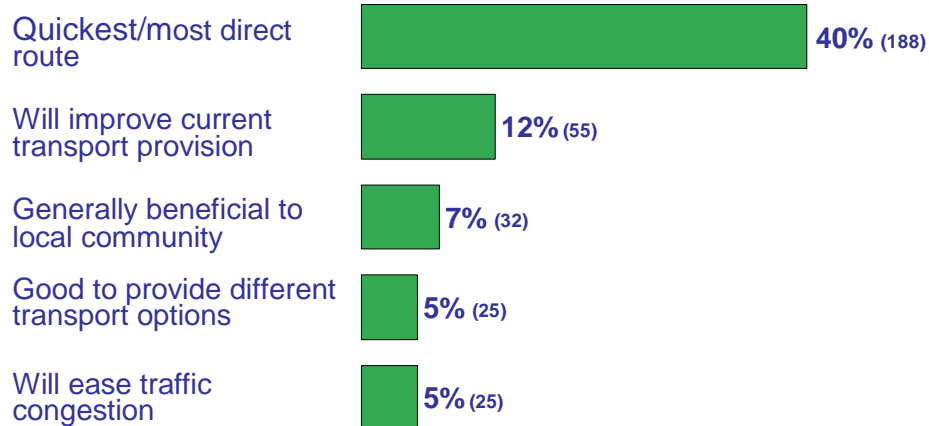
Some also comment that the tram will increase road congestion. (6%, 39).

Comments relating to Oval-Brixton, route option 2 (via Brixton Road)

Respondents were not specifically asked to give general comments about the proposed route options in Section 4. However, of those that gave spontaneous comments about route option 2 (via Brixton Road), 12% (373) were positive and four per cent (111) were negative.

Positive attitudes towards Oval-Brixton, route option 2

Ipsos MORI **Top mentioned positive comments about Section 4 Oval - Brixton option 2**



Base: All respondents who made a comment about Section 4 (Oval-Brix) route option 2 (475)

The main reason for choosing option 2 between Oval and Brixton is because it is the quickest route, cited by 40% (188) of those making comments.

Option 2 ensures quicker journey to/from Brixton than existing 159 bus route. Stockwell served already by two tube lines.

Male, Other UK

This option is also thought to be beneficial to the area in general (7%, 32) and improve local public transport provision (12%, 55).

I think it would help promote local business at the shops and restaurants on Kennington Road.

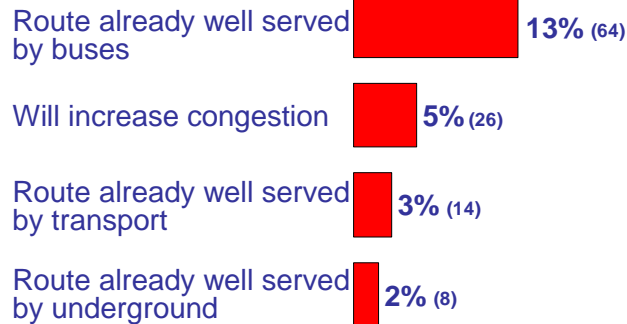
Not known

This would enhance transport along a route currently less served by buses.

Female, Lambeth

Negative attitudes towards Oval-Brixton, route option 2

Ipsos MORI Top mentioned negative comments about Section 4 Oval - Brixton option 2



Base: All respondents who made a comment about Section 4 (Oval-Brix) route option 2 (475)

The main criticism of option 2 is that it covers an area already well served by buses (13%, 64); with some noting that it will increase local road congestion.

Option 2 duplicates good bus services on Brixton Road. Stockwell and Brixton needs better connections. Stockwell Road needs sorting out anyway. Oval - Stockwell also has a poor bus service, extra connection at Stockwell tube is good.

Not known

Brixton Road gets congested, trams wont be able to move out of the way - please don't make it worse.

Female, Lambeth

Brixton Town Centre

Option 1 (via Effra Road)

From the junction of Brixton Road and Stockwell Road the route continues straight on Brixton Road passing Brixton Underground and railway stations. At the junction with Coldharbour Lane the route takes the left fork into Effra Road using the current one-way system and then right into St Matthew's Road where it would terminate.

The return northbound journey would turn right out of St Matthew's Road and then on to Brixton Road.

This option is highlighted by a yellow route in the consultation brochure.

Option 2 (via Canterbury Crescent)

At the junction of Brixton Road and Stockwell Road the route turns into Canterbury Crescent and then right into Pope's Road where the route would terminate.

This option is highlighted by a purple route in the consultation brochure.

A map showing these two route options is displayed below.



Route option responses

Amongst the 3,034 responses received for route choices 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 is significant proportion (27%, 821) that have no preference on the route chosen, with option 2 attracting support from 19% (586) of respondents. One per cent (24) of respondents view both route options equally.

Route option preference at borough level

The table below shows the route option preferences by borough.

Section 4 (Brixton town centre)		Option 1		Option 2	
Borough	Total respondents	N	% of borough response	N	% of borough response
Camden	120	81	68%	39	33%
Lambeth	1,082	827	76%	255	24%
Southwark	618	446	72%	172	28%
Westminster	6	4	67%	2	33%
Other Greater London	169	113	67%	56	33%
Other UK	24	19	79%	5	21%
Not known	169	113	67%	56	33%

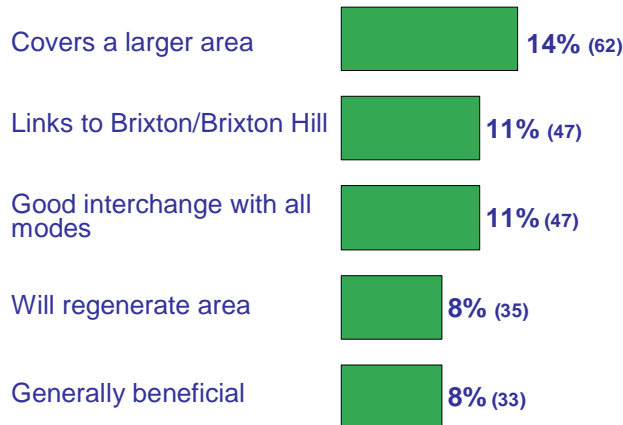
This section of the route would directly affect the borough of Lambeth. Three-quarters of residents of Lambeth (76%, 827) favour the route option 1, via Effra Road.

Comments relating to Brixton town centre, route option 1 (via Effra Road)

Respondents were not specifically asked to give general comments about the proposed route options in Section 4. However, of those that gave spontaneous comments about route option 1 (via Effra Road), 11% (351) were positive and two per cent (78) were negative.

Positive attitudes towards Brixton town centre, route option 1

Ipsos MORI Top mentioned positive comments about Section 4 Brixton town centre option 1



Base: All respondents who made a comment about Section 4 (Brixton town centre) route option 1 (437)

There is no main reason given for preferring option 1, with the fact that it will serve a wide area being cited by 14% (62), along with having good links to Brixton and Brixton Hill (11%, 47).

Larger route would serve more people than the Canterbury Crescent option. Good interchange with tube and bus routes.

Lambeth

Vital to have a link up to Brixton Hill. Purple option does not serve Brixton as a whole. Brixton High Street needs as much transport links as possible and route 2 only provides partial access.

Lambeth

As with several options already considered along this section of the route, the CRT is hoped to regenerate the area (8%, 35) and benefit the local community (8%, 33).

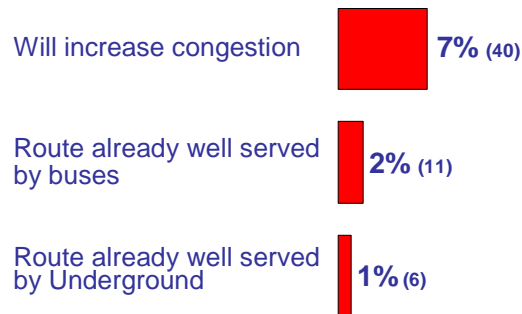
Supports Brixton regeneration. Increased access from my home via Brixton Station to work.

Female, Lambeth

Similar to another advantage in the consultation brochure, 11% (47) of respondents note this route option will allow interchange with other travel modes in the area.

Negative attitudes towards Brixton town centre, route option 1

Ipsos MORI **Top mentioned negative comments about Section 4 Brixton town centre option 1**



Base: All respondents who made a comment about Section 4 (Brixton town centre) route option 1 (437)

Amongst those with negative views on this route option, the main concern is that it will increase congestion (7%, 40), as suggested in the consultation document. There is also a feeling that the area is already well served by public transport.

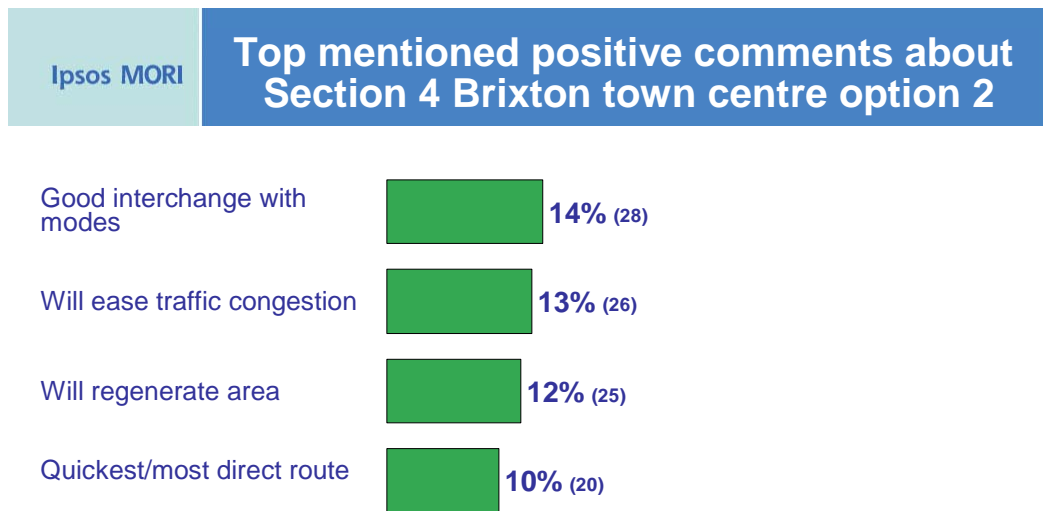
Brixton Road is already very congested and is not far from the tube to where the tram would stop. Also the tube at Brixton does not really need an interchange with the tram. The tram would be focusing on the quickest route.

Lambeth

Comments relating to Brixton town centre, route option 2 (via Canterbury Crescent)

Respondents were not specifically asked to give general comments about the proposed route options in Section 4. However, of those that gave spontaneous comments about route option 2 (via Canterbury Crescent), four per cent (130) were positive and two per cent (66) were negative. Comments on this section of the route are lower in magnitude than the remainder of Section 4, which may be attributable to the fact that it is at the end of several route options under consideration, or alternatively could imply that there is less public interest in the exact route alignment in Brixton town centre compared with the route taken to reach Brixton itself.

Positive attitudes towards Brixton town centre, route option 2



Base: All respondents who made a comment about Section 4 (Brixton town centre) route option 2 (204)

Several reasons are given for preference of option 2 in Brixton town centre, notably offering good interchange with modes (14%, 28) and providing the most direct route (13%, 26).

This route is much simpler, quicker and more efficient. The yellow route is more complex and it would take longer.

Male, Lambeth

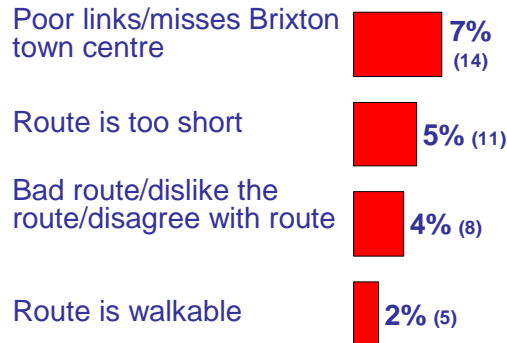
12% (25) of respondents expect this route to regenerate the area.

The area around the over ground station in Brixton needs redevelopment and so this would be good for it...

Lambeth

Negative attitudes towards Brixton town centre, route option 2

Ipsos MORI **Top mentioned negative comments about Section 4 Brixton town centre option 2**



Base: All respondents who made a comment about Section 4 (Brixton town centre) route option 2 (204)

In comparing both options for Brixton town centre, option 2 is too far away from the centre for some (7%, 14).

Option 1 serves all restaurants, bars, cinema and market in Brixton. Whereas, Option 2 stops too far from Brixton Centre.

Lambeth

As found on other route options further up the route, short routes can themselves be deemed too short to be a good option, as cited by five per cent (11) of those commenting.

Purple route seems too short to make construction worthwhile.

Camden

Section 5: Waterloo to Peckham

Overview

This section of the route runs between Waterloo and Peckham town centre and covers Waterloo to Peckham and options in Peckham town centre and for a terminus.

Response received

2,494 questionnaires were received for this section. Responses were received from respondents in the following boroughs:

Number of responses by borough for Section 5	N	%
Camden	144	5.8%
Lambeth	401	16.1%
Southwark	1,411	56.6%
Westminster	10	0.4%
Other Greater London	173	6.9%
Other Greater London (unspec)	23	0.9%
Other UK	26	1.0%
Not known	306	12.3%
Total	2,494	100%

Waterloo to Peckham

There are two route options for this section of the route.

Option 1 (via Burgess Park)

From Waterloo station the route goes south along Waterloo Road via St Georges Circus and London Road to Elephant & Castle.

The route continues along a short section of Walworth Road before turning left into Heygate Street. At the end of Heygate Street and following Rodney Road, Flint Street and Thurlow Street, to the Aylesbury Estate.

The route crosses Albany Road and enters Burgess Park running around the raised part of the park to Chandler Way, Commercial Way and Kelly Avenue to Peckham Road.

This option is highlighted by an orange route in the consultation brochure.

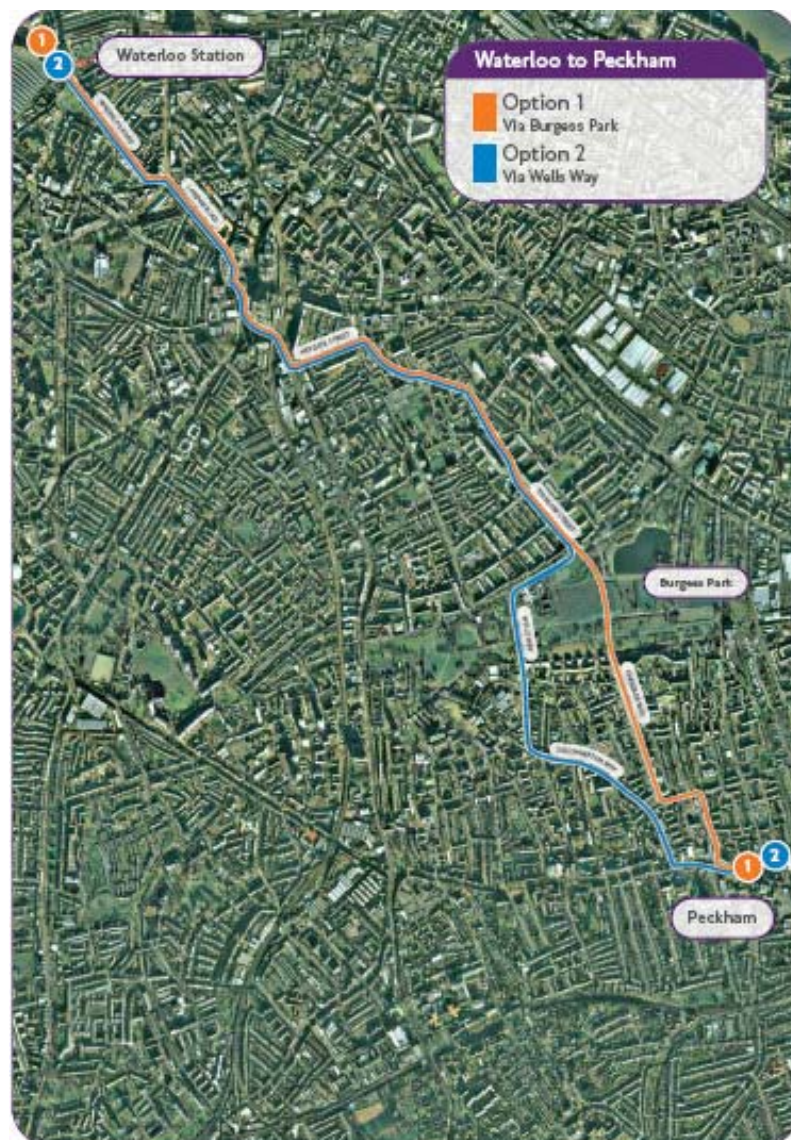
Option 2 (via Wells Way)

From Waterloo station the route follows the same route as option one to the Aylesbury Estate. The route turns right to run alongside Albany Road.

After 300 metres the route turns left into Wells Way to cross Burgess Park. At the end of Wells Way the route turns left onto Southampton Way to Peckham Road.

This option is highlighted by a blue route in the consultation brochure.

The map below shows the two route options.



Route option responses

Half of respondents (51%, 1,265) have a first preference of route option 1, via Burgess Park. 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. One per cent (29) believe both routes are equally suitable.

Route option preference at borough level

The table below shows the route option preferences by borough.

Section 5 (Waterloo-Peckham)		Option 1		Option 2	
Borough	Total respondents	N	% of borough response	N	% of borough response
Camden	99	62	63%	37	37%
Lambeth	367	202	55%	165	45%
Southwark	1,291	746	58%	545	42%
Westminster	6	5	83%	1	17%
Other Greater London	159	112	70%	47	30%
Other UK	19	14	74%	5	26%
Not known	239	124	52%	115	48%

This section of the route would have a direct impact on Lambeth and Southwark boroughs. Both of these boroughs have a similar response to the overall response about the route options from all boroughs.

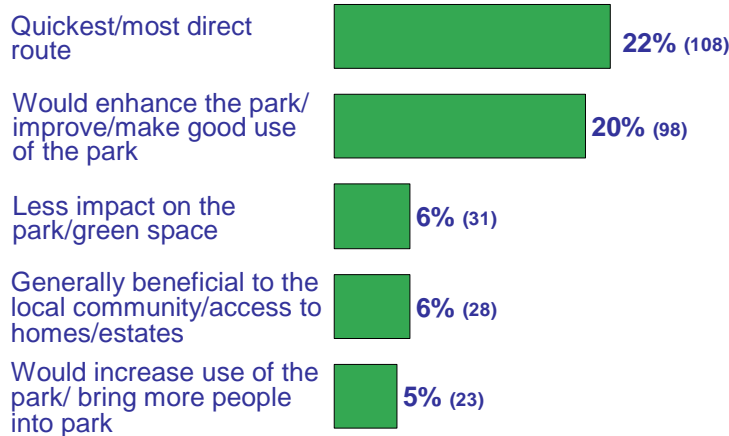
Comments relating to Waterloo-Peckham, route option 1 (via Burgess Park)

Respondents were not specifically asked to give general comments about the proposed route options in Section 5. However, of those that gave spontaneous comments about route option 1 (via Burgess Park), 13% (331) were positive and 8% (189) were negative about the route option.

Positive attitudes towards Waterloo-Peckham, route option 1

The top five mentioned positive comments regarding route option 1 for Waterloo to Peckham are below.

Ipsos MORI **Top mentioned positive comments given Section 5 Waterloo-Peckham route option 1**



Base: All respondents who made a comment about Section 5 Waterloo-Peckham route option 1 (501)

One in five (108) respondents prefer route option 1 as they think it is the quickest, most direct route.

The speed of Option 1 appeals to me.

Female, Southwark

More direct and faster.

Male, Southwark

Three of the top five positive comments regard Burgess Park. In the consultation brochure, the opportunity for urban realm design and upgrade in Burgess Park is stated in the advantages. One in five (20%, 98) considers route option 1 would enhance Burgess Park or make good use of this park.

Orange option may have environmental impact, but hopefully this can be counteracted by ensuring further upgrade and landscaping of other areas of the park.

Female, Southwark

Putting the tram through Burgess Park may mean that the park will finally get the makeover it deserves. The tram will be visually appealing and low noise so it could enhance the park if the solution is creative and enhances the park.

Male, Southwark

A further six per cent (31) think route 1 would not have a detrimental effect on Burgess Park.

I think it would be ok to go straight through Burgess Park and if done sensitively would not have too much environmental impact.

Female, Southwark

Five per cent (23) of respondents optimistically suggest route 1 would encourage more people into Burgess Park.

Trams would not negatively affect our area. Might actually encourage greater use and security of Burgess Park.

Southwark

Route option 1 is seen as being beneficial for the local community by six per cent (28) of respondents. It is viewed as servicing the estates more effectively.

It is important that the tram serves two worse areas, Aylesbury and North Peckham estates.

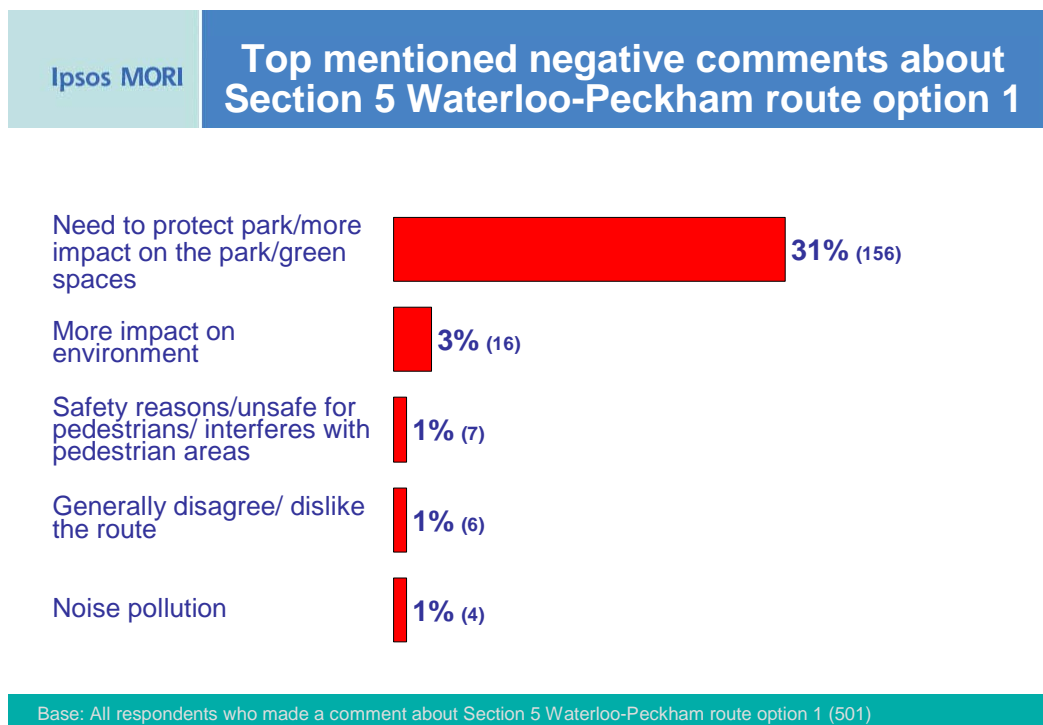
Male, Southwark

Prefer orange as it serves both large estates and residential areas.

Lambeth

Negative attitudes towards Waterloo–Peckham, route option 1

The chart below shows the most commonly cited negative attitudes about route option 1.



By far the most frequently stated negative comment made by respondents is the need to protect Burgess Park/green spaces, and that this route option would have greater impact on the park. Three in ten (31%, 156) have this opinion.

The orange route would impact on a very valuable green space amongst a highly populated area. Lots of people in this area are on low incomes. Therefore in the spring and summer this park is the only place to "get away" from the concrete blocks.

Female, Southwark

The tram route should not by any means cross Burgess Park. This is an important London open space and should be retained as such for the well-being of local people and free from transport.

Not known

An additional three per cent (16) also considers route option 1 to have too great an impact on the environment.

I am unhappy about the environmental impact on Burgess Park in Option 1.

Southwark

The other concerns mentioned by respondents are safety reasons (1%, 7), generally disagreeing with route (1%, 6), and noise pollution (1%, 4).

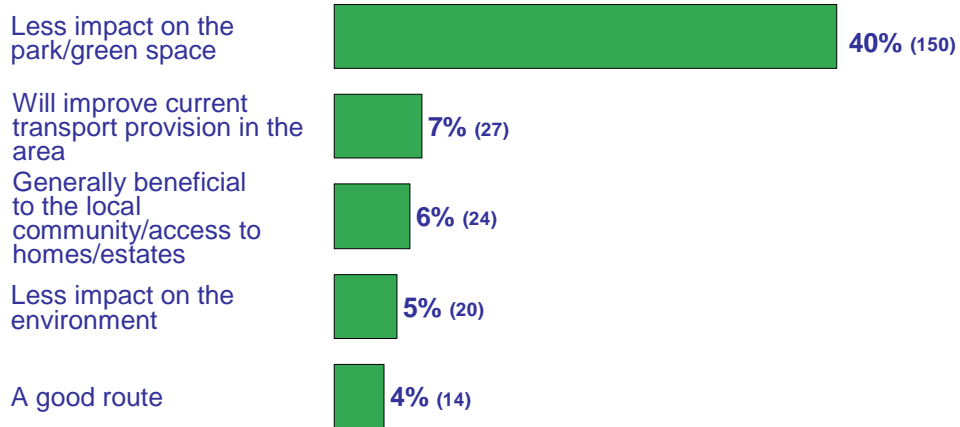
Comments relating to Waterloo–Peckham, route option 2 (via Wells Way)

Respondents were not specifically asked to give general comments about the proposed route options in Section 5. However, of those who gave spontaneous comments about route option 2 (via Wells Way), 11% (282) were positive and three per cent (86) were negative.

Positive attitudes towards Waterloo–Peckham, route option 2

The top five mentioned positive comments about route option 2 are shown in the chart below.

Ipsos MORI **Top mentioned positive comments about Section 5 Waterloo-Peckham route option 2**



Base: All respondents who made a comment about Section 5 Waterloo-Peckham route option 2 (375)

The most significant positive issue for respondents is that route option 2 has less impact on Burgess Park or green space, cited by four in ten (40%, 150). A further five per cent (20) of respondents rate the lesser impact on the environment generally.

No environmental impact on Burgess Park is a major advantage of Option 2.

Male, Southwark

Reduce impact on Burgess Park compensates for slightly less direct route. Option 1 bisects the park. I regard this as unacceptable. North Peckham and the Aylesbury Estate need this amenity; it should be kept intact.

Male, Other Greater London

The second most frequently stated positive reason for route option 2 is that it will improve current transport provision in the area, given by seven per cent (27) of respondents.

My first choice is Wells Way because I believe this option would also deliver benefits for North Camberwell, which is always overlooked and in great need of improved transport. A 'spur' from Wells Way to Camberwell would be possible and hopefully can be investigated.

Female, Southwark

Six per cent (24) of respondents feel route 2 will generally benefit the local community, allowing access for residential homes and estates.

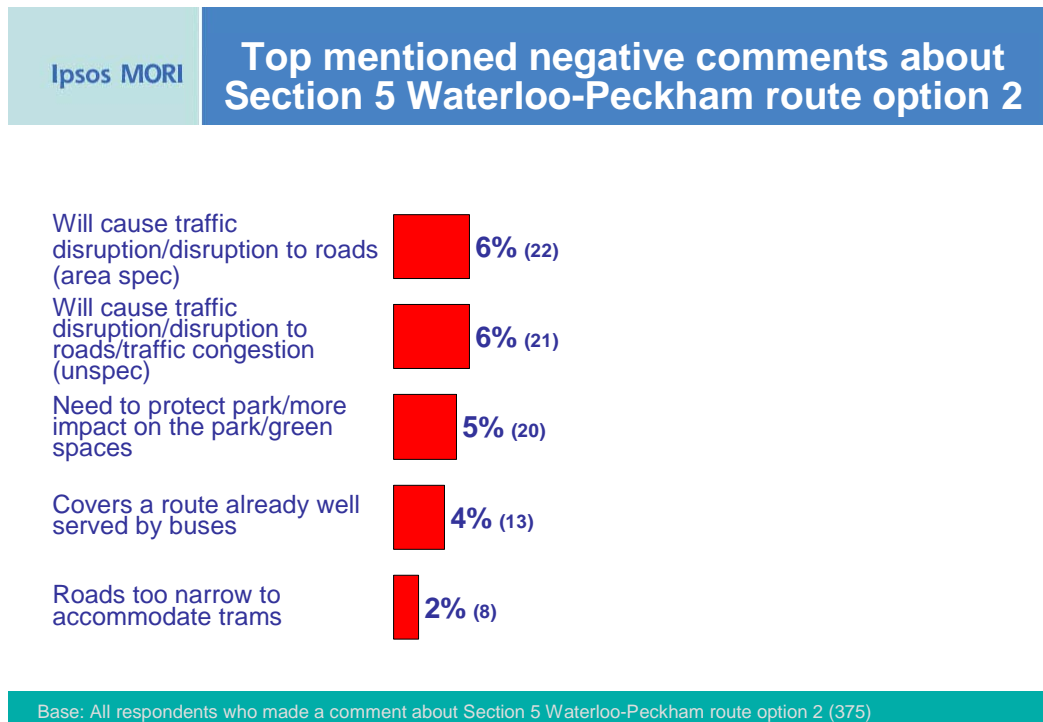
Option 2 reaches more residential areas, thus making it accessible to more disadvantaged people.

Female, Southwark

Four per cent (14) of respondents prefer option 2 as they think it is generally a good route.

Negative attitudes towards Waterloo–Peckham, route option 2

The chart below shows the five most frequently cited negative comments about option 2.



Two of the top mentioned negative comments refer to route option 2 causing disruption to traffic or roads: six per cent (22) specify the area which they believe will be affected, and six per cent (21) are area unspecific.

Wells Way will be too congested with a tram and to close Wells Way to traffic will cause gridlock elsewhere...

Southwark

...Routing the tram via Southampton Way and Wells Way would add further to the significant congestion that already exists on those roads (and neighbouring streets) during rush hours and see the tram potentially clashing with the route of the well established (and at times heavily over patronised) 343 bus...

Southwark

Blue option less direct and will congest the arterial route A202 Dover/Victoria murder at junction of Peckham Road/Southampton Way.

Southwark

Five per cent (20) of respondents believe there is a need to protect Burgess Park.

Trams are public transport, parks are open spaces for leisure, the two should not be intertwined.

Not known

The fact that route option 2 covers a route already well served by buses is mentioned by four per cent (13) of respondents.

Just look at how many buses cover the potential routes. Option 2 - several. Option 1 - nil (and nothing in proximity).

Male, Southwark

Two per cent (8) of respondents are concerned that the roads in option 2 are too narrow to accommodate trams.

Peckham Town Centre

There are two route options for this section of the route.

Option 1 (via Jocelyn Street/Peckham Arch)

From Peckham High Street the route turns left onto Sumner Avenue and after into Jocelyn Street, behind the Peckham Pulse Fitness Centre.

The route turns right into Peckham Town Square and through Peckham Arch.

The route crosses Peckham High Street and behind the shops opposite Peckham Arch and then on to the Bus Station.

This option is highlighted by a red route in the consultation brochure.

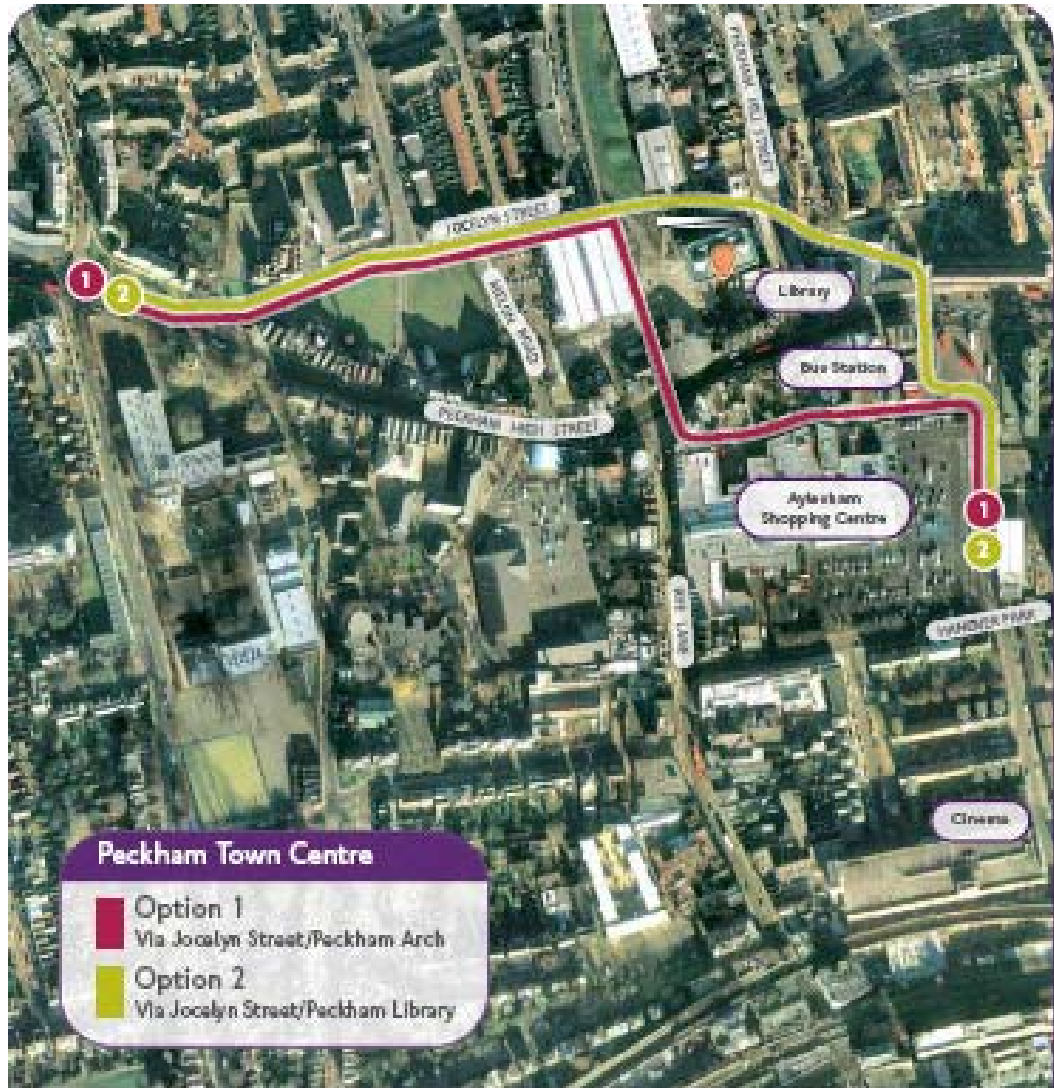
Option 2 (via Jocelyn Street/north of Peckham library)

From Peckham High Street the route turns left onto Sumner Avenue and into Jocelyn Street.

The route passes behind the Library and crossing Peckham Hill Street through the current site of the former library and current Post Office. The route then crosses Peckham High Street directly into the bus station.

This option is highlighted by a green route in the consultation brochure.

A map showing these two route options is below.



Route option responses

Half of respondents (51%, 1,266) have a first preference of route option 2, via Jocelyn Street/Peckham Library. Around 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 and one per cent (23) consider both routes to be equally appropriate.

Route option preference at borough level

The table below shows the route option preferences by borough.

Section 5 (Peckham town centre)		Option 1		Option 2	
Borough	Total respondents	N	% of borough response	N	% of borough response
Camden	88	33	38%	55	63%
Lambeth	336	118	35%	218	65%
Southwark	1,166	368	32%	798	68%
Westminster	4	0	0%	4	100%
Other Greater London	138	59	43%	79	57%
Other UK	22	11	50%	11	50%
Not known	172	71	41%	101	59%

Southwark is the borough which would be directly affected by this section of the route. The response from Southwark is a bit stronger regarding the two options choices than the overall response from all boroughs, with 68% (798) of Southwark respondents preferring option 2, and 32% (368) preferring option 1.

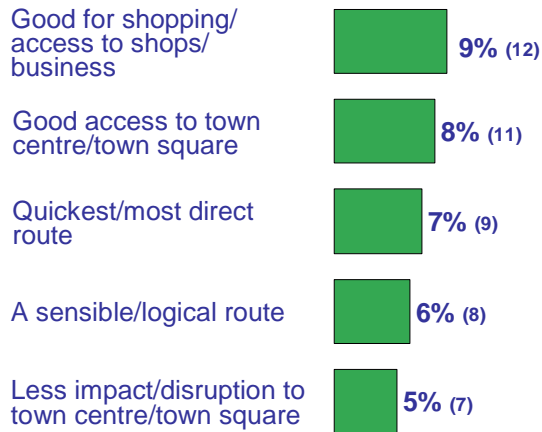
Comments relating to Peckham town centre, route option 1 (via Jocelyn Street/Peckham Arch)

Respondents were not specifically asked to give general comments about the proposed route options in Section 5. However, of those that gave spontaneous comments about route option 1 (via Jocelyn Street/Peckham Arch), three per cent (78) were positive and two per cent (64) were negative.

Positive attitudes towards Peckham town centre, route option 1

The top five mentioned positive comments regarding route option 1 for Peckham town centre are below.

Ipsos MORI **Top mentioned positive comments about Section 5 Peckham town centre route option 1**



Base: All respondents who made a comment about Section 5 Peckham town centre route option 1 (139)

Route option 1 being good for shopping and allowing easy access to shops and businesses is cited by nine per cent (12) of respondents.

The Peckham Arch Route is more useful, as it passes more shops. The area around the library is barren with few shops.

Female, Southwark

Prefer option 1 because it runs through closer to shopping areas, therefore I think will be used more.

Female, Southwark

Eight per cent (11) of respondents cite option 1 as having good access to the town centre or town square. A further five per cent (7) of respondents believe this route will have the least impact to the town centre or square.

This route will bring to life, the heart of Peckham, by focusing on the square/ piazza formed by the history.

Female, Southwark

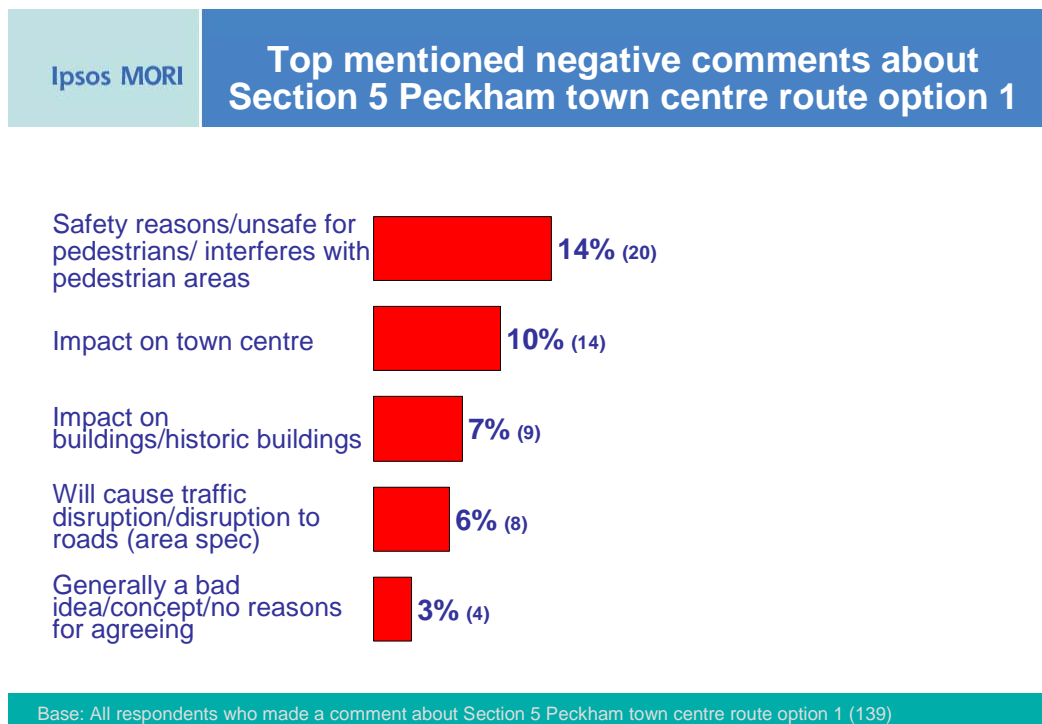
Route option 1 is viewed as the quickest, most direct route by seven per cent (9) of respondents and as a sensible, logical route by six per cent (8) of respondents.

It seems sensible to have the tram crossing the High Street at Rye Lane as that is where a good many passengers will want to embark / disembark

Female, Southwark

Negative attitudes towards Peckham town centre, route option 1

The most frequently cited negative comments towards route option 1 are in the chart below.



Four of the five top mentioned concerns about option 1 are regarding the potential impact on the street scene around Peckham Square and on its use.

Fourteen per cent (20) of respondents are concerned that route option 1 has safety issues, such as being unsafe for pedestrians.

Bicycles speeding around the square are already a hazard for pedestrians. Trams every 2-4 hours would make it even worse. Why can't it use Peckham High Street all the way/or go down Melon Road then turn left? The Square should be for pedestrians and the events, displays etc that happen all year round.

Female, Southwark

Route 1 cuts through residential square so it is not a good option; children tend to run around the square hence safety issue.

Male, Southwark

One in ten (10%, 14) respondents think option 1 would have a negative impact on the town centre, and seven per cent (9) of respondents cite the impact it would have on historic buildings.

I am against the option through Peckham Arch because it disrupts the public space provided by Peckham Square. On the high street this option will also affect buildings of historical interest. The option behind the library avoids this.

Male, Southwark

The fourth most frequently mentioned negative comment is that option 1 will cause traffic disruption or interfere with the roads, mentioned by six per cent (8) of respondents.

I think the red route would be more problematic for pedestrians. The red route seems to prioritise the interests of road traffic and disadvantage pedestrians. It would compromise what I take to be a community area.

Southwark

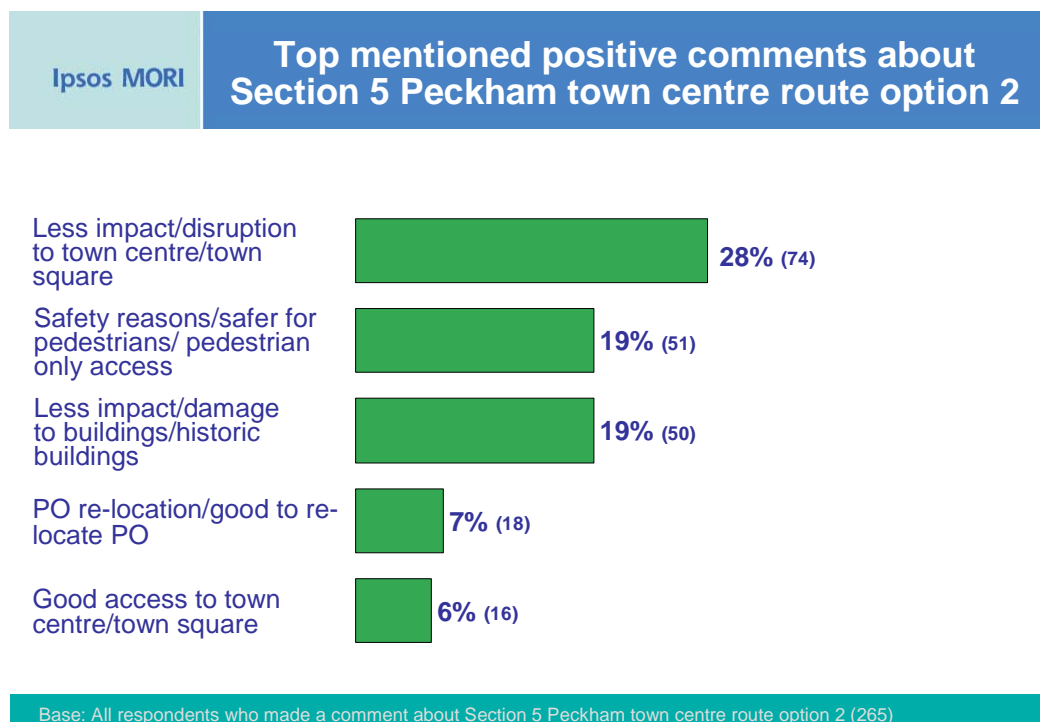
Finally, three per cent (4) of respondents generally think this route option is a bad idea.

Comments relating to Peckham town centre, route option 2 (via Jocelyn Street/north of Peckham library)

Respondents were not specifically asked to give general comments about the proposed route options in Section 5. However, of those that gave spontaneous comments about route option 2 (via Jocelyn Street/north of Peckham library), nine per cent (237) were positive and one per cent (20) were negative.

Positive attitudes towards Peckham town centre, route option 2

The chart below shows the five positive comments most frequently stated by respondents as positive towards route option 2.



Nearly three in ten (28%, 74) respondents state that route option 2 will have less impact and disruption on the town centre.

The green route doesn't interfere with the pedestrian area - an important aspect when introducing another vehicle for the streets.

Male, Southwark

Less disruption in centre of Peckham.

Female, Southwark

The reduced impact option 2 will have on historic buildings is also mentioned by one in five (19%, 50) of respondents.

Prefer to keep historic buildings in High Street.

Female, Lambeth

Less negative impact on Peckham Square and buildings at Jct of Rye Lane and Peckham High Street. Best parts of Peckham currently in terms of architectural value.

Male, Southwark

Related to this issue for some respondents is the idea that it will be advantageous to relocate the post office. Seven per cent (18) of respondents referred to this.

Option 2. Post Office can be re-located easily and effectively for all. Keeps Peckham Town Square and minimises on current street scene.

Female, Lambeth

One in five (19%, 51) respondents think option 2 will be safer for pedestrians.

I think it would be best to keep the square pedestrianised. The trams are great because they are quiet but that can be a real problem in pedestrian areas. Like in Manchester, it's best to keep the two very separate.

Male, Southwark

Six per cent (16) of respondents feel that route option 2 will allow good access to the town centre and square,.

...Less congested by avoiding going through square, but still links to the square...

Male, Southwark

Negative attitudes towards Peckham town centre, route option 2

There are very few negative comments made about route option 2. The top issue, cited by only two per cent (4) of respondents is the poor access to shops and businesses allowed by route option 2.

Route 2 would be too far from the shops, therefore risks not being used.

Southwark

Peckham Town Centre Terminus

Overview

There are two route options for this section of the route.

Option 1 (via Clayton Road)

From the bus station the route turns left onto Hanover Park. At the end of the road the route turns right into Clayton Road and follows this into Consort Road. At the railway bridge the route turns right to terminate behind Rye Lane, between the railway line and Bournemouth Road.

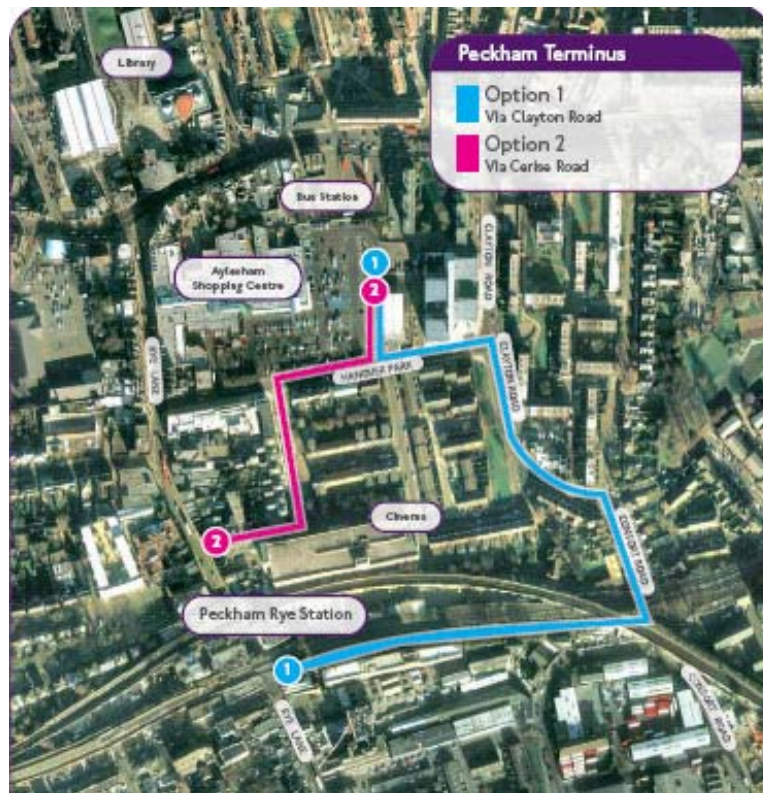
This option is highlighted by a light blue route in the consultation brochure.

Option 2 (via Cerise Road)

From the bus station the route turns right onto Hanover Park, then left into Cerise Road. The route terminates near the current site of the cinema, with access from Rye Lane.

This option is highlighted by a pink route in the consultation brochure.

A map showing these two route options is overleaf.



Route option responses

For the Peckham town centre terminus section of the CRT, 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 and one per cent (19) rate both routes equally.

Route option preference at borough level

The table below shows the route option preferences by borough.

Section 5 (Peckham terminus)		Option 1		Option 2	
Borough	Total respondents	N	% of borough response	N	% of borough response
Camden	91	44	48%	47	52%
Lambeth	321	153	48%	168	52%
Southwark	1,156	464	40%	692	60%
Westminster	4	1	25%	3	75%
Other Greater London	151	68	45%	83	55%
Other UK	21	11	52%	10	48%
Not known	163	66	40%	97	60%

Southwark borough would be directly impacted by this section of the CRT and Southwark respondents demonstrate a more considerable preference for option 2 than do respondents from all areas. 60% (692) prefer option 2 with 40% (464) preferring option 1.

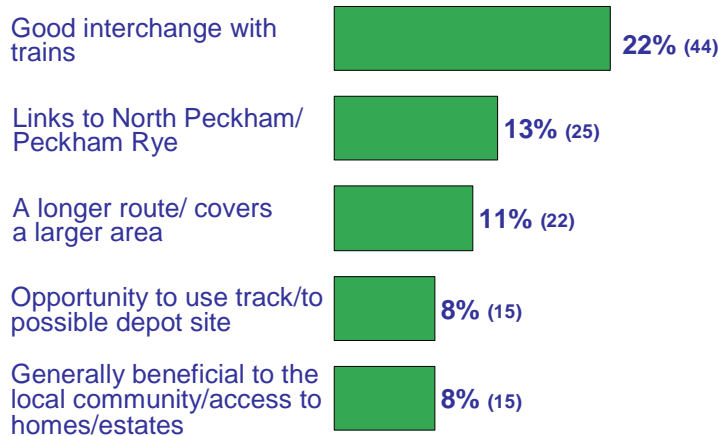
Comments relating to Peckham terminus, route option 1 (via Clayton Road)

Respondents were not specifically asked to give general comments about the proposed route options in Section 5. However, of those that gave spontaneous comments about route option 1 (via Clayton Road), six per cent (150) were positive and two per cent (50) were negative.

Positive attitudes towards Peckham terminus, route option 1

The top five mentioned positive comments regarding route option 1 for the Peckham town centre terminus part of the route are below.

Ipsos MORI **Top mentioned positive comments about Section 5 Peckham town centre terminus route option 1**



Base: All respondents who made a comment about Section 5 Peckham town centre terminus route option 1 (199)

The top two most frequently stated comments relate to this route option integrating with train services and providing access to other areas in Peckham. Twenty two per cent (44) of respondents comment that option 1 has good interchange with trains in Peckham.

Much better to integrate with the existing station and Peckham Rye station really needs investment.

Female, Southwark

We consider that the ultimate route for the tram would be to finish at Peckham Rye Station (Option 1) which would create the opportunity for a high quality modern public transport interchange for the tram and train.

Female, Other Greater London

A further 13% (25) of respondents note the benefit of this route option linking to North Peckham or Peckham Rye.

It will be very important to maximise the interchange opportunities with Peckham Rye station using the route via Clayton Road.

Male, Lambeth

One in ten (11%, 22) of respondents welcome the longer route which covers a larger area.

Via Clayton Road would serve more commuters and residents of Peckham and Nunhead.

Female, Southwark

Eight per cent (15) of respondents value the ability of route 1 to use the track to the possible depot site.

Both options are equally valid. However, we support the depot being located in Peckham, therefore the preference will be option one.

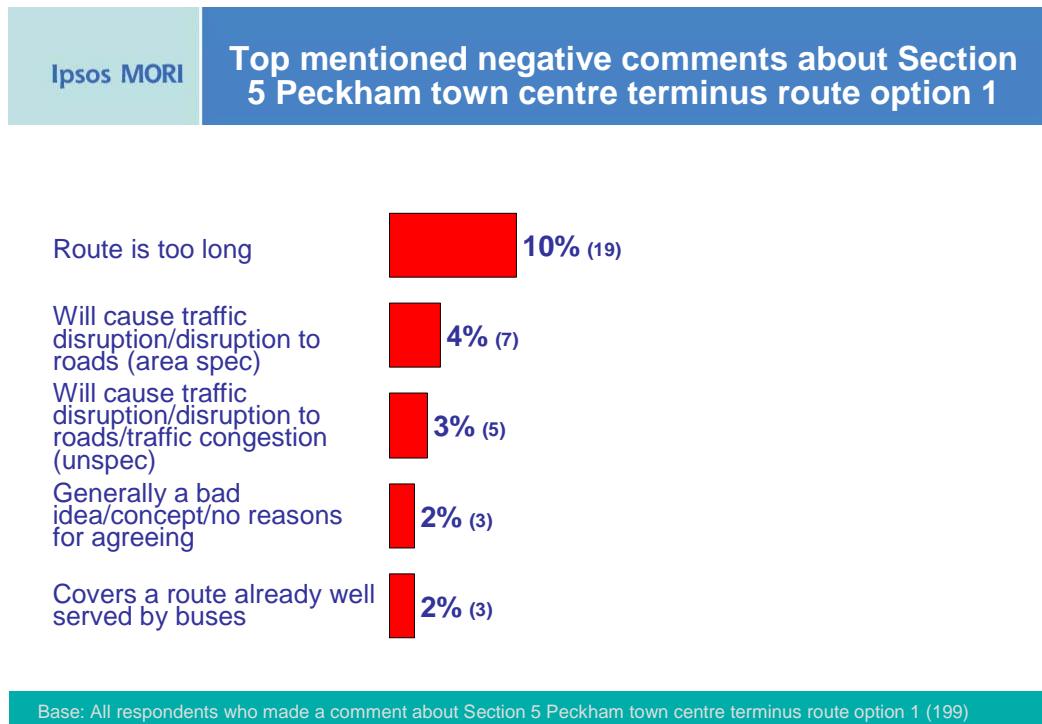
Female, Southwark

Route option 1 is viewed as being generally beneficial to the local community, with access to residential areas by eight per cent (15) of respondents.

The first option would also make the tram accessible to some communities in Nunhead, which is currently very poorly served by public transport.

Male, Other Greater London

Negative attitudes towards Peckham terminus, route option 1



One in ten (10%, 19) respondents feel the route is too long,

Blue may interchange with Peckham Rye stations but it is so much longer. Think pink is better.

Female, Southwark

A total of six per cent (12) of respondents consider this route option via Clayton Road will cause disruption to traffic or roads: four per cent (7) specify the area where they think this will occur, and three per cent (5) are area unspecific.

Blue route would just clog roads etc and serve very few extra people.

Southwark

The fourth and fifth most frequently stated negative issues to be raised both from two per cent of respondents who generally think trams on route option 1 are a bad idea (3 respondents), and that trams for Peckham town centre terminus cover a route already well served by buses (3 respondents).

Not much to choose from either route seeing as they are for Peckham Station access, except that Option 1 will aid passengers toward residences out of Peckham first before tram turns back towards centre and station. In any case, buses already do Option 2 route to station. Why repeat it with a tram?

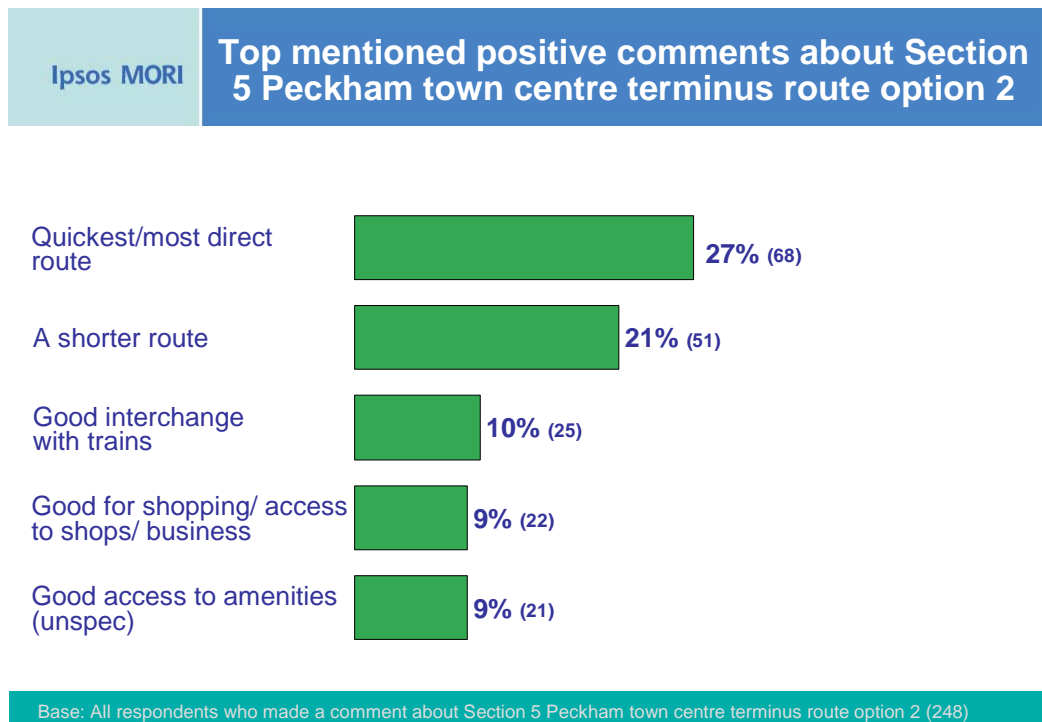
Male, Southwark

Comments relating to Peckham terminus, route option 2 (via Cerise Road)

Respondents were not specifically asked to give general comments about the proposed route options in Section 5. However, of those that gave spontaneous comments about route option 2 (via Cerise Road), eight per cent (218) were positive and one per cent (25) were negative.

Positive attitudes towards Peckham terminus, route option 2

The main positive comments relating to route option 2, via Cerise Road, are shown in the chart below.



Nearly three in ten (27%, 68) respondents value this route option being the quickest, most direct route on offer.

Pink - most direct route and useful.

Female, Southwark

The Cerise Road option is far more direct and will enhance journey times.

Male, Southwark

Related to this advantage, a further one in five (21%, 51) respondents feel this is the shorter route option.

I have chosen pink route as it is the shortest route and still not too far from the station and shops.

Female, Southwark

The shortest route possible (option 2) is the best option so as not to totally destroy the environment around Peckham with concrete and steel.

Female, Southwark

One in ten (10%, 25) respondents think option 2 has good interchange with trains.

Option 2. It is a short and simple route off the main traffic roads. It would also provide an opportunity to create a transport interchange with Peckham Rye train station...

Male, Not known

Nine per cent (22) of respondents consider route option 2 to provide good access to shops and businesses and another nine per cent (21) think it allows good access to other unspecified amenities (which could also mean shops).

The blue line is too circuitous. The pink line would be more beneficial for local amenities.

Southwark

Negative attitudes towards Peckham terminus, route option 2

The main negative comment received about route option 2 was only voiced by two per cent (5) of people and this was the general thought that option 2 is a bad concept.

Option 2 is not worth considering.

Southwark

The other negative comments received affect one per cent or less of respondents and as such are not mentioned here.

Stakeholder Letters

Response received

In total, 344 letters were received as part of this consultation. The comments made in 246 of these letters could be attributed to one of the five sections and therefore have been included in those chapters. However, 98 letters were received where the content could not be ascribed to a particular section and are summarised in this chapter. These responses were received from respondents in the following boroughs:

Number of responses by borough for Letters (general)	N	%
Camden	4	4.1%
Lambeth	3	3.1%
Southwark	7	7.1%
Westminster	5	5.1%
Other Greater London	18	18.4%
Other Greater London (unspec)	2	2.0%
Other UK	4	4.1%
Not known	55	56.1%
Total	98	100%

Overall, 55% (54) of respondents gave positive views and 43% (42) voiced negative opinions.

Positive general attitudes

The majority of positive comments from respondents express that the tram is generally a good idea, cited by 29% (28). A further 20% (20) of respondents want and agree with trams in London and nine per cent (9) feel that trams are an efficient and reliable method of transport. Seven per cent (7) of respondents note the good access of trams for less mobile or disabled passengers.

Negative general attitudes

Seventeen per cent (17) of respondents think money should instead be spent on existing transport systems, rather than trams. Eleven per cent (11) of respondents believe trams will negatively impact on other traffic or cause congestion. Ten per cent (10) disagree with the idea of trams in general.

Appendices
