



# Battersea Park Road walking and cycling changes

Consultation Report  
January 2023

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## Executive Summary

Between 15 February and 17 April 2022, we consulted on proposed changes on Battersea Park Road between the junction with Macduff Road and the Duchess Rail Bridge (just east of Battersea Dogs and Cats Home).

Our consultation was focussed on the Vauxhall, Nine Elms, Battersea Opportunity Area and proposed changes to encourage walking, cycling and public transport use. These changes are part of an infrastructure package to support the area as it grows, to enhance safety and to improve the area for people who live, work and visit. Changes include improvements to cycling and bus provisions, pedestrian crossings and changes to the way motor vehicles use the carriageway.

We received 684 responses to our consultation in total, including 20 from stakeholders. We found that:

- 67 per cent (458) told us that the scheme will encourage many or some more people to cycle
- 60 per cent (414) strongly supported the proposed new cycle facilities the scheme would deliver
- 54 per cent (369) told us that the scheme will encourage many or some more people to walk
- 64 per cent (440) told us that proposed changes to parking and loading bays would not affect them, or would have a positive impact
- 63 per cent (434) told us that proposals to make Meath Street one-way would not impact on their journeys, or would have a positive impact

Chapter 4 includes the full list of results.

## Next steps

Following careful consideration of the consultation responses, we have decided to proceed with the scheme with some minor amendments. These changes include:

- Retaining the left hand turn from Queenstown Road southbound to Battersea Park Road eastbound.
- Retaining the right turn and advanced stop lines (ASLs) for cyclists from Battersea Park Road to Prince of Wales Drive.

- Providing more accessible parking and loading bays than outlined in the original consultation meaning that there is now just a temporary loss of a single accessible parking bay near Battersea Park station. We will look to reinstate this space as part of the station redevelopment works, which is part of a different project.

We will notify stakeholders and local people when we are in a position to begin work on building the improvements. We expect works to be completed by spring 2026.



## 1. About the proposals

### 1.1. Introduction

In February 2022 we launched a consultation on proposals to make a series of changes to help people choose to walk, cycle or use public transport on Battersea Park Road between the junction with Macduff Road and the Duchess Rail Bridge (just east of Battersea Dogs and Cats Home).

This section includes the junctions with Queenstown Road and Prince of Wales Drive. The changes are part of a wider project first consulted on in 2017 that has already transformed Nine Elms Lane and would connect with Cycleway 8 (C8) to form a sustainable transport spine to Wandsworth Town.

These changes are part of an infrastructure package to support the area as it grows, enhance safety and improve the area for people who live, work and visit.

The proposed changes are intended to achieve two key objectives:

- Enable walking and cycling. Battersea Park Road links directly with C8, which is in the top 5 per cent of routes in London with the greatest potential for people to cycle. It is important that we help them to do so by providing improved cycle lanes and other infrastructure. The proposals to Battersea Park Road would compliment recent upgrades to Cycleway by connecting the existing cycling facilities of C8 (Battersea) to Cycleway 5 (Vauxhall) through the Nine Elms Opportunity Zone. This will uplift the level of service for cyclists. Pedestrians will benefit from straight across signalised crossings and improved ambience along the project area.
- Keep people safe. We must take action to prevent people walking and cycling from being hurt and injured: in the three years up to December 2021, seven cyclists and five pedestrians were hurt in collisions involving traffic on this route.

The proposed changes to Battersea Park Road include:

- Improved cycle provision:
  - protected cycle tracks with physical segregation - this is in response to feedback on the 2017 designs which had mandatory cycle lanes with no physical protection
  - a bus stop bypass on the eastbound approach to the junction with Queenstown Road
- At Queenstown Road junction there would be:



- early release on all arms of the junction, so cyclists can move off before general traffic
- dedicated cycle lanes guiding cyclists across the junction going both east and west
- a cycle gate for eastbound cyclists - this is a separate waiting area for cyclists at a signal which turns green when other traffic is stopped by a red light, allowing cyclists to approach the main stop line safely
- 20mph along the whole of Battersea Park Road
- Improved 'straight across' pedestrian crossings at the junctions with Queenstown Road and Prince of Wales Drive
- Two bus stops serving Battersea Park station would be moved and have new bus shelters featuring real time bus information
- One-way entry to Meath Street (from Battersea Park Road)

We held a nine-week consultation to give local people and other stakeholders the opportunity to share their feedback of how the proposed changes would impact on their use of the area.

## **2. About the consultation**

### **2.1. Purpose**

The objectives of the consultation were to:

- Provide stakeholders and the public with sufficient high-quality information about the scheme to allow them to give informed responses and suggestions
- Consult with representatives and members of protected characteristic groups that may be disproportionately impacted by proposals
- Understand reasons behind any concerns or objections
- Identify new issues we might not have already thought of
- Allow stakeholders and the public to influence our final decision about the scheme and impact on the local area
- Provide adequate time for people to respond
- Ensure all public and stakeholders affected by the proposals are aware of the consultation
- Consider all responses fairly and equally when a decision is made

### **2.2. Who we consulted**

The consultation was open to anyone who had a view about our proposals, and we put particular emphasis into reaching out to disabled people, and other people with protected characteristics. Our publicity was focussed on stakeholders in the London Borough of Wandsworth, the London Borough of Lambeth, residents or businesses in the vicinity of the scheme, or visitors to the area.

### **2.3. Dates and duration**

The consultation took place between 15 February and 17 April 2022.

The consultation was originally planned to run for a six-week period until 27 March. However, on 15 March we updated some of our consultation materials to more accurately reflect an aspect of the scheme (the removal of two parking bays), including an updated map and written description of our proposals.

In order to allow people sufficient time and opportunity to consider the updated information and respond, we decided to extend the duration of the consultation by three weeks to 17 April 2022. We wrote to those people who had already taken part

in the consultation and other stakeholders on 15 March to advise them of the updated consultation materials and extended consultation deadline.

The consultation therefore ran for a nine-week period between 15 February to 17 April 2022.

## **2.4. What we asked**

Our website for the consultation ([tfl.gov.uk/battersea-park-road](https://tfl.gov.uk/battersea-park-road)) included a questionnaire for respondents to complete.

We asked respondents how the proposed changes would affect their travel habits, their perception of road safety, traffic levels, the environment, and local business's ability to trade. We also asked if respondents thought that the proposed changes were a positive improvement in overall terms, or if they needed more time to make that judgement, or if they felt it should be changed in some way.

We asked people to tell us about any changes they thought we should make, and we also made it possible for people to tell us about any specific impacts they felt we should address.

Respondents were also asked to give their name, email address and postcode, along with information about their travel habits, and certain demographic information, although all these questions were voluntary.

We encouraged respondents to respond to the consultation as many times as they felt they had useful feedback to share with us.

Our consultation questionnaire is included in Appendix B.

## **2.5. Methods of responding**

People were able to respond to the consultation by:

- completing the online questionnaire on our consultation website: [tfl.gov.uk/battersea-park-road](https://tfl.gov.uk/battersea-park-road)
- emailing us at [Haveyoursay@tfl.gov.uk](mailto:Haveyoursay@tfl.gov.uk)
- sending in a Freepost letter to 'TfL Have your Say'

To help support conversations with London's diverse communities, our Have Your Say website is also able to translate our consultation materials into many different languages.



A summary of the consultation information was made available in:

- An easy-read format,
- An audio description
- A British Sign Language (BSL) video of our proposals was also posted on our website.

We also published an easy read version of our consultation questionnaire and explained in the BSL video that we would offer support (for example, through making available a BSL interpreter) to anyone who might require it in order to respond.

## **2.6. Consultation materials and publicity**

### **2.6.1. Website**

Our website [tfl.gov.uk/battersea-park-road](https://tfl.gov.uk/battersea-park-road) provided information about the consultation. This information included:

- Maps of the changes we propose to make
- A written summary of the proposed changes
- Supporting documents including information about the purpose of our consultation and what our monitoring strategy for the experiment would be.

We published an Easy Read version of these documents, as well as a British Sign Language (BSL) video which incorporated an audio track.

### **2.6.2. Letters**

At the start of the consultation on 16 February 2022 we sent a letter to people living within a 250-metre radius of the extents of the scheme.

The letter explained how respondents could have their say on the proposed changes and when they needed to respond by. Each letter was delivered to 2,289 addresses (residential and business).

The letters were hand delivered and if our letter distribution partner could not gain access to a property to deliver a letter, then the letter was posted first class the next day to the address. A copy of the letter is included in Appendix I. The distribution area for the letter is included in Appendix D.

### **2.6.3. Emails to people and other stakeholders**

On the first day of the consultation (15 February 2022) we sent an email about the consultation to 68,678 people who live in the area, use public transport or cycle in

the area, and who had registered to receive email updates from us. We also sent an email to stakeholders we judged were likely to be interested in the proposals.

The email is included in Appendix J, including the list of stakeholders we approached.

#### **2.6.4. Press release**

We issued a press release on 2 March 2022 to encourage people to take part in the consultation: <https://tfl.gov.uk/info-for/media/press-releases/2022/march/have-your-say-on-next-phase-of-work-to-transform-streets-in-nine-elms>

#### **2.6.5. Online briefing opportunities**

We offered an online briefing session to stakeholders and others who had registered an interest in the consultation in an email of 15 March.

We held a briefing with a stakeholder group (Motorcycle Action Group) on 12 May 2022. The briefing provided an overview of the scheme proposals and offered the opportunity for the stakeholder group to ask questions and raise any concerns.

A small number of individuals also registered their interest in discussing the scheme with us. We arranged telephone discussions with these individuals directly to provide information and answer any questions.

#### **2.6.6. Posters in local libraries**

At the launch of the consultation we contacted the London Borough of Wandsworth to ask if they would display a poster to promote our consultation. It was agreed to place posters up in the local library, and these were displayed from the start of the consultation. The posters included information about how people could respond to the consultation.

A copy of the poster is included in Appendix L.



## **2.7. How we considered equalities in the consultation**

In deciding who to consult with and how our consultation should be conducted, we ensured that the materials were written in plain English, and available on request in different formats (for example, large print). Our website also included an auto-translate function, enabling people for whom English is not their first language to understand our proposals. There was also an easy-read version of the consultation materials, together with a British Sign Language video.

Prior to launching the public consultation, we conducted an Equalities Impact Assessment (EqIA) which highlighted the positive and negative impacts our proposals could have locally on people with protected characteristics.

We used the information from the EqIA to develop our stakeholder register for this consultation.

We contacted representative groups of people with protected characteristics before the consultation launch and during the nine-week consultation period to encourage them to make their views on the proposals known, and to promote the consultation to the people they represented.



### 3. About the respondents

This section provides information about the consultation respondents, including how they heard about the consultation and in what way they responded.

#### 3.1. Number of respondents

Respondents were asked if they were a stakeholder or a member of the public.

*Table 1: Respondent types*

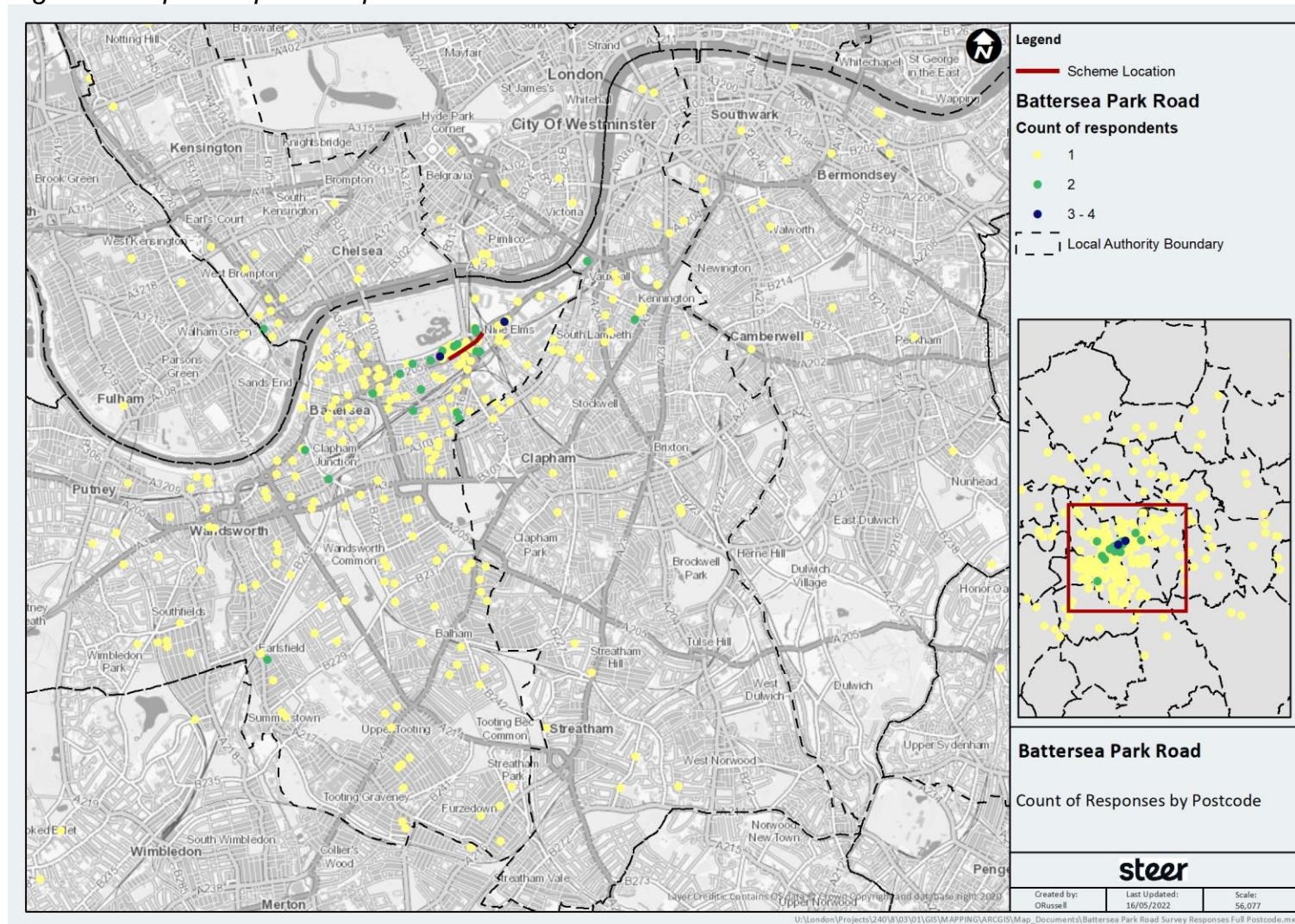
Respondents:	Total:
Public responses	664
Stakeholder responses	20
Total	684

#### 3.2. Location of respondents

We asked respondents to the consultation to tell us their home postcodes. Of the 684 respondents, 430 respondents provided a valid postcode. We have plotted postcodes on the map below.

The yellow dot represents one completed survey from that postcode, the green dot shows two completed surveys and blue dot shows three completed surveys from the same postcode. We have also marked on the map the proposed route along Battersea Park Road, for completeness.

Figure 1: Map of respondent postcodes



### 3.3. List of responding stakeholders

Of the 684 responses, 664 were responding as an individual and 20 responses were from stakeholder organisations. Stakeholders are identified as those responses who TfL judged are notable and reasonably well known amongst the public. This could include London's local authorities, major transport groups, local neighbourhood or residents' associations, major charities, businesses and business groups and industry associations.

The stakeholders who responded to this consultation are listed below:

- 20's Plenty, for Us
- Battersea Power Station
- Battersea Society
- Boqueria restaurant
- Brewery Logistics Group
- Buro Happold (engineering consultancy)
- Caroline Pidgeon MBE AM Liberal Democrat London Assembly Member
- Clapham Transport Users Group
- Feline Friends London
- Freedom for Drivers Foundation
- London Living Streets
- Motorcycle Action Group
- Newton Prep School
- Royal Mail
- Royal National Institute of Blind People
- United Cabbies Group
- Wandsworth Cycling Campaign
- Wandsworth Liberal Democrats
- Wandsworth Living Streets
- WTRA and Police Ward Panel

We have included in Appendix N, a summary of each of the responses we received from these organisations.

### 3.4. Demographics

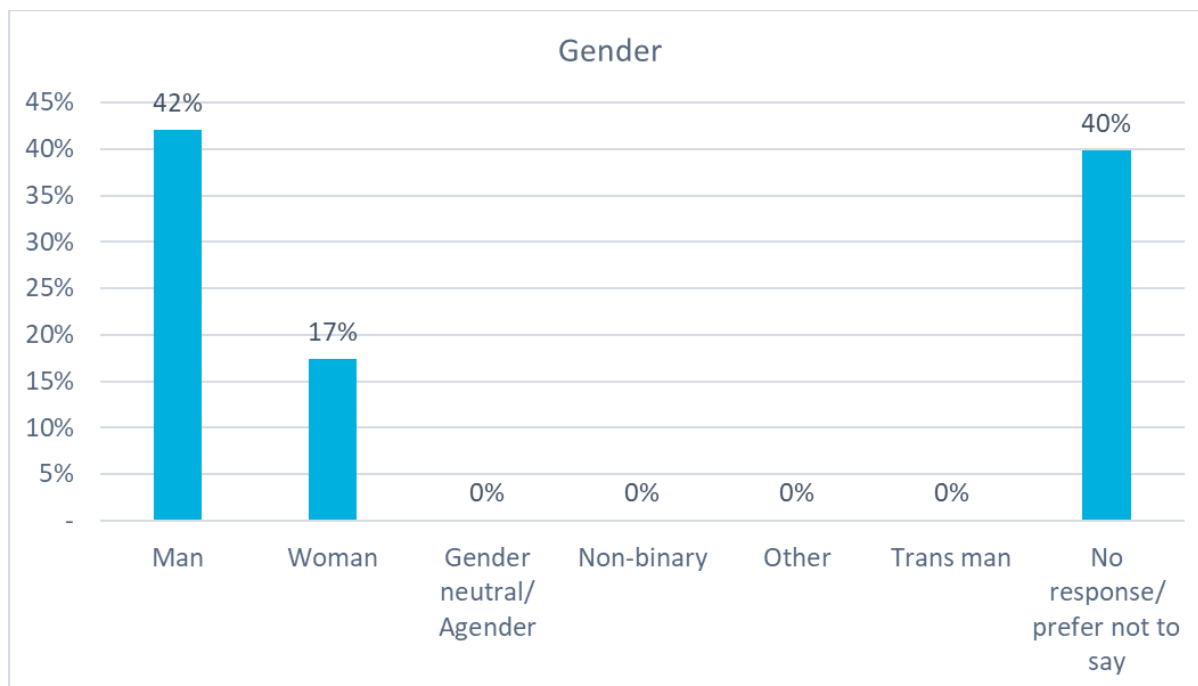
We asked respondents a series of demographic questions; specifically, about their gender, ethnicity, age, sexual orientation, faith and whether or not the respondent felt that their day-to-day activities were affected by a health problem or disability.



All these questions were entirely voluntary and around half of the 684 respondents choose not to reply. Of those who did:

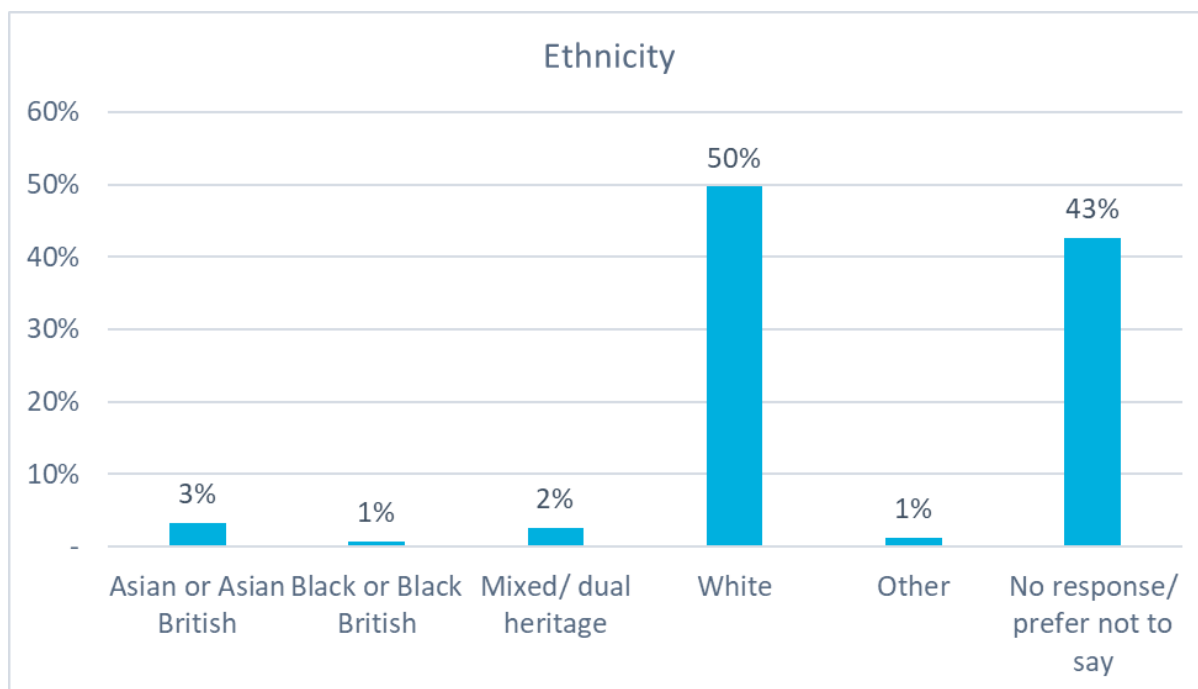
- 42 per cent of respondents were male, and 17 per cent female. The remainder did not provide a response or indicated they preferred not to say

*Figure 2: Gender*



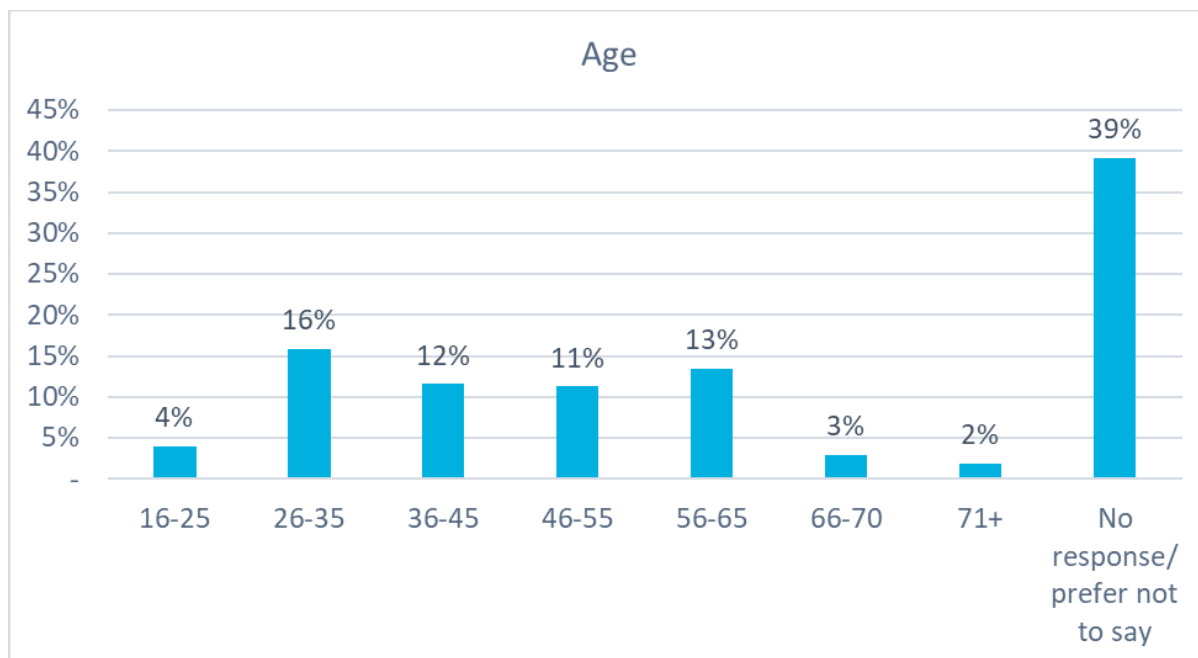
- 50 per cent of respondents were White or White British; 42 per cent did not provide a response or indicated they preferred not to say

*Figure 3: Ethnicity*



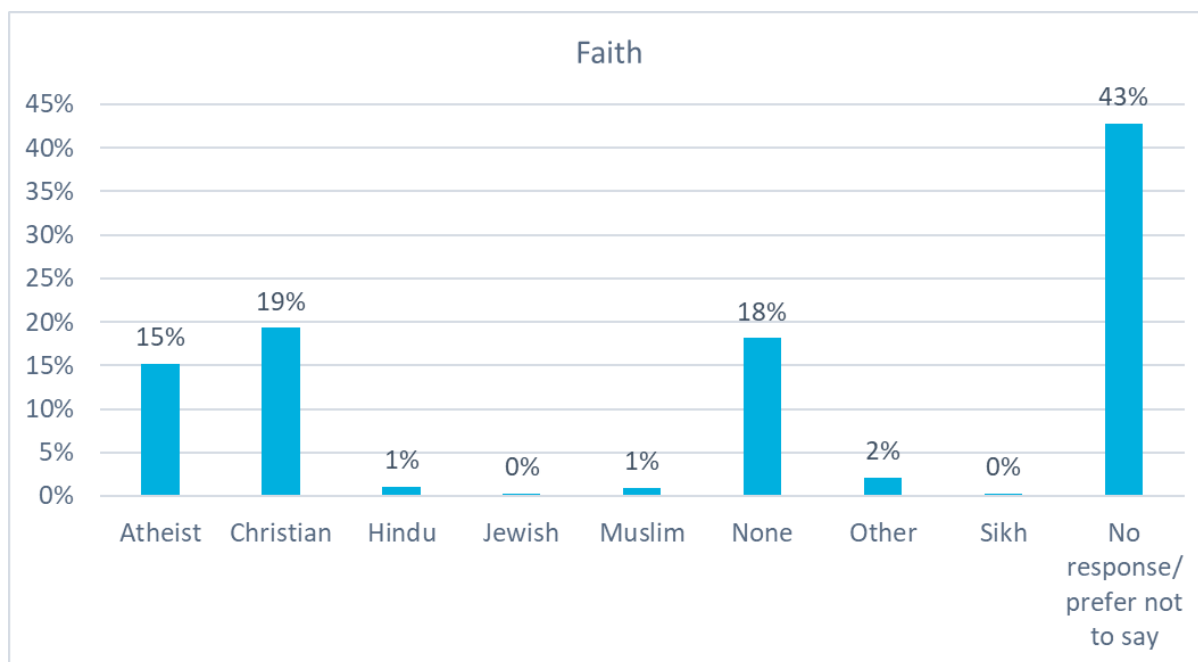
- There was a broadly even distribution of respondents aged from 26-35, 36-45, 46-55 to 56-65, with the largest proportion of responses from the 26-35 age bracket (16 per cent)

Figure 4: Age



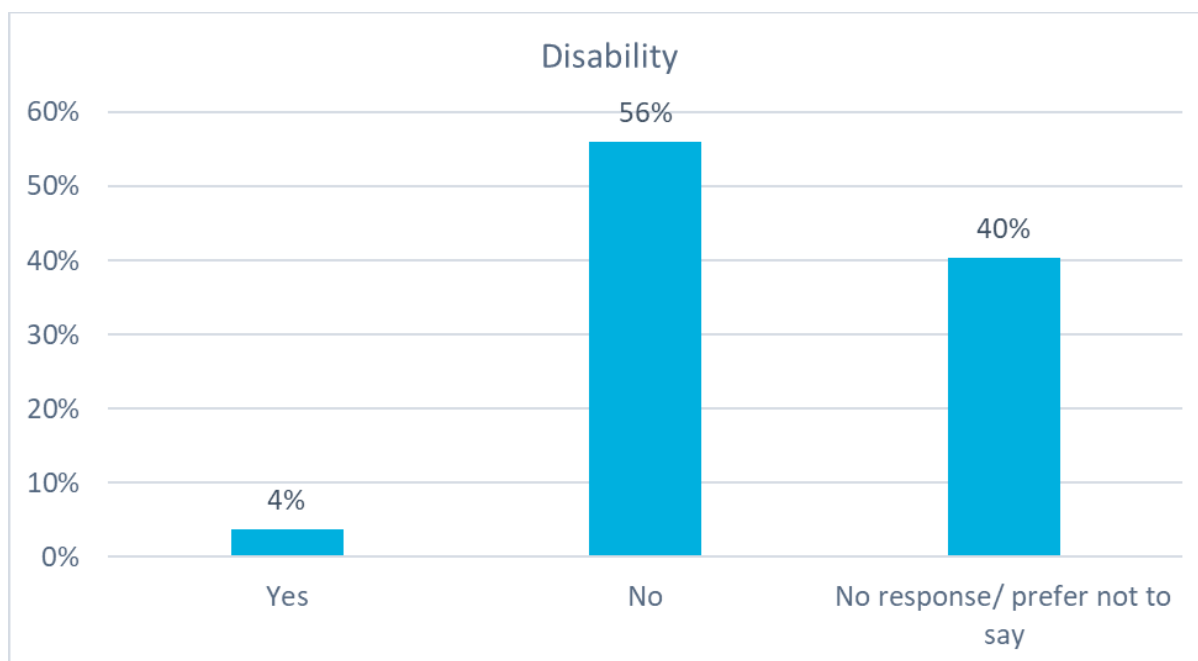
- 19 per cent of respondents told us they were Christian, 15 per cent told us they were atheist and 18 per cent stated they had no religion. Much smaller proportions of other respondents told us that they had a different religion, or they preferred not to say

Figure 5: Faith



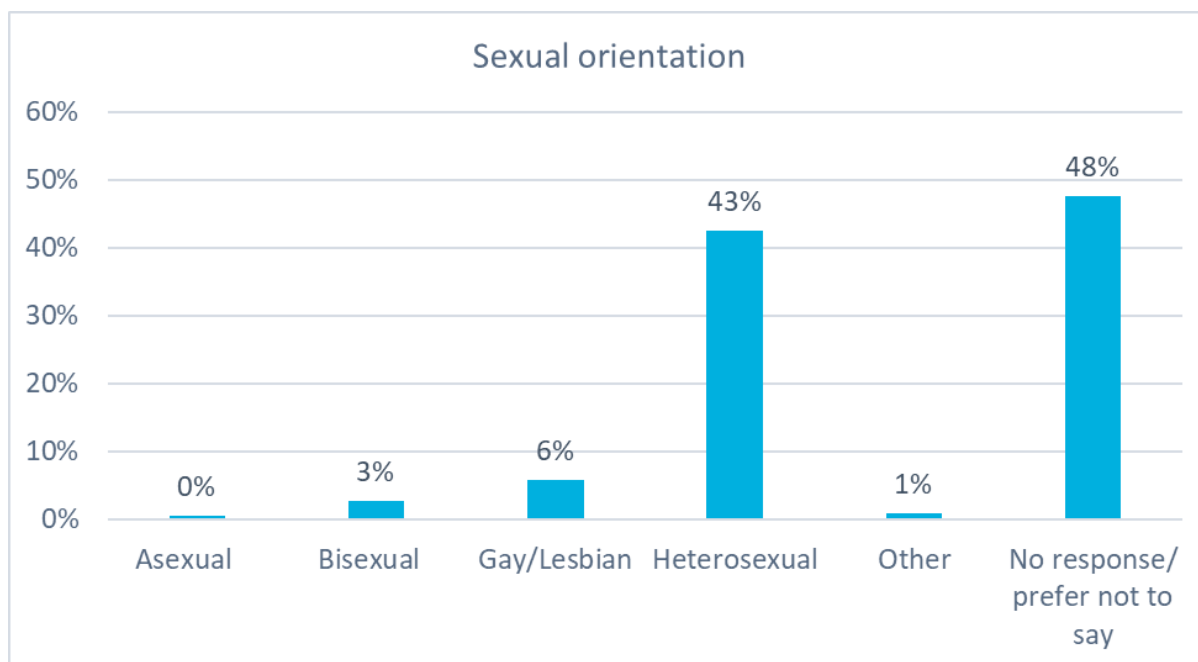
- 4 per cent of respondents told us that they are disabled, with 40 per cent not providing an answer or preferring not to say

*Figure 6: Disability*



- 43 per cent of respondents stated they were heterosexual, and 48 per cent didn't provide an answer or preferred not to say

*Figure 7: Sexual orientation*

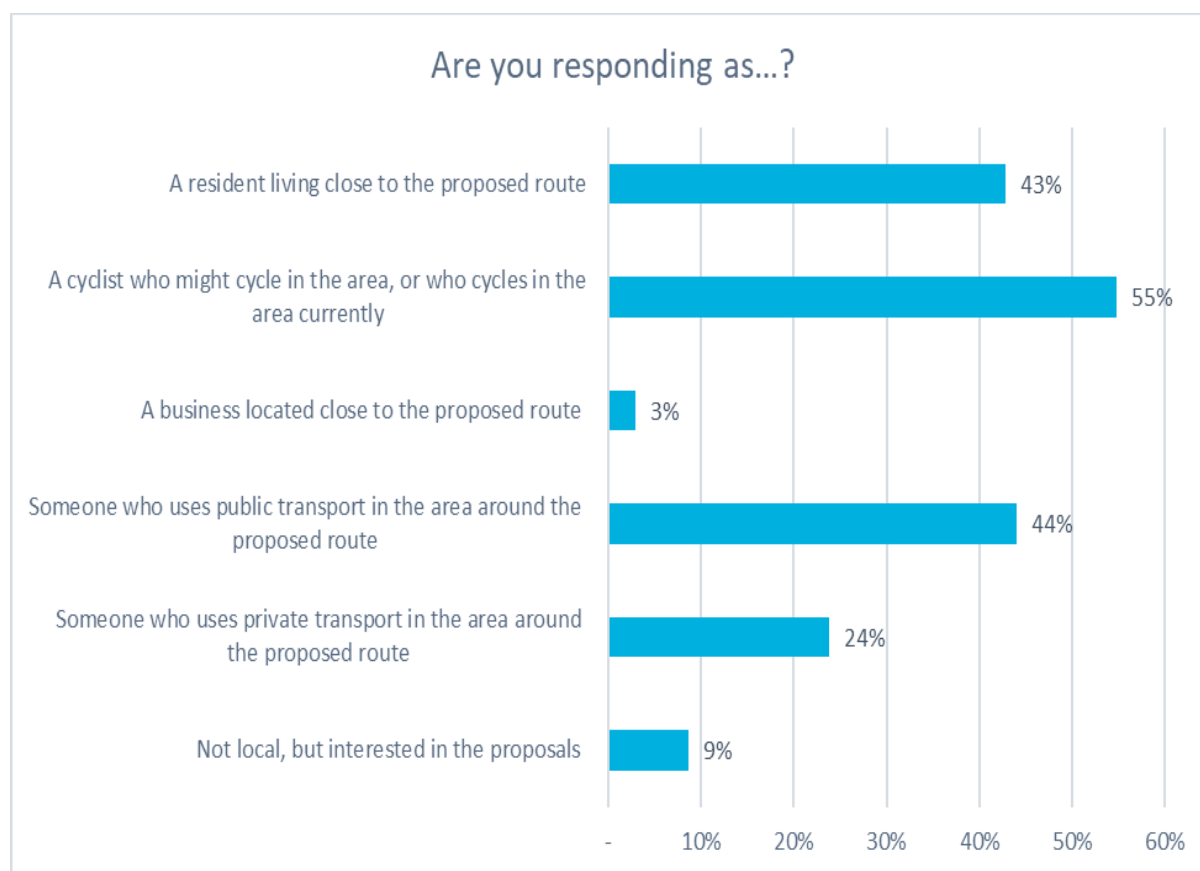


### 3.5. Main mode of travel

Respondents were asked to state the main way that they travel within the vicinity of the scheme. Respondents could select multiple options as relevant to them.

The chart below shows that over half of the 684 respondents were cyclists who might cycle in the area or currently do so (375). Two fifths are public transport users (301), and a quarter use private transport around the area (163). Two fifths are residents (293), while one in ten are not local but interested in the proposals (59).

*Figure 8: Are you responding as..?*

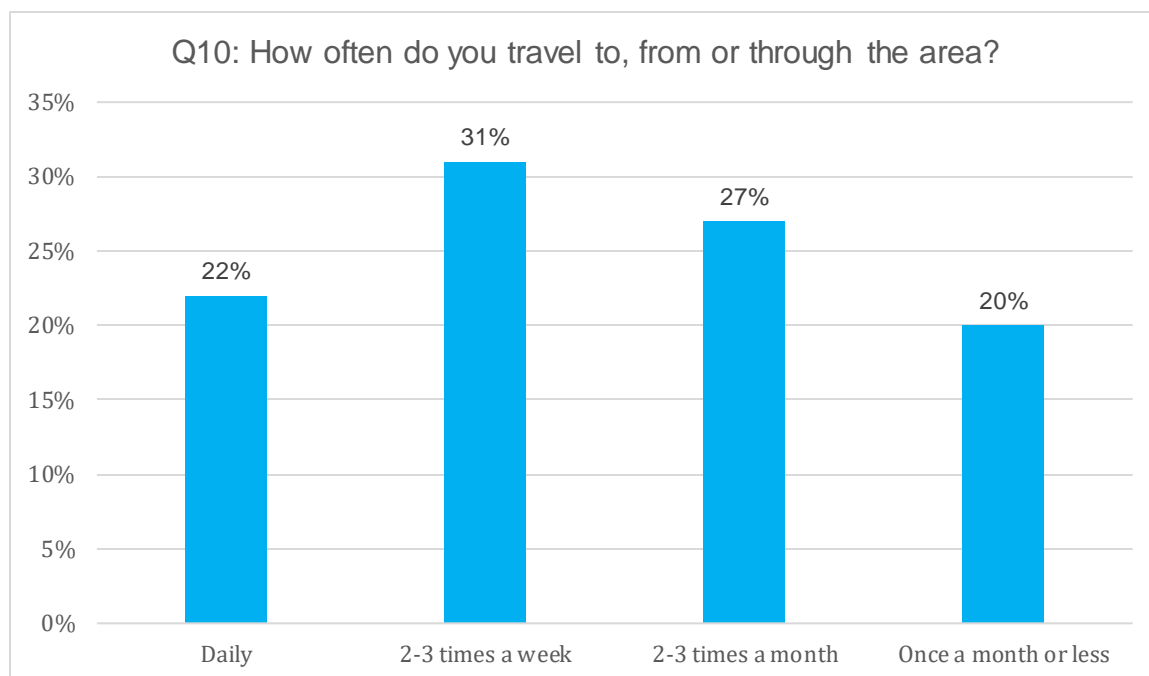


### 3.6. Travel habits

Respondents were asked to state the frequency with which they travel to, from, or through the area. Figure 3 shows the breakdown of frequencies across all respondents.

Respondents were well distributed across the frequency bands. The largest share of respondents travelled 2-3 times a week (28%), while the next largest share (25%) travelled 2-3 times a month. The smallest share was 'Once a month or less' (18%), though a further 8% did not respond.

*Figure 9: How often do you travel to, from or through the area?*





## **4. Summary of all consultation responses**

This chapter summarises the outcomes of the consultation, including what issues were raised by respondents in their written comments.

All answers to the questions were analysed and reviewed independently of TfL. All comments and suggestions received, whether by email, letter or through our online questionnaire were reviewed to identify the issues raised by respondents.

We developed a 'code frame' for each of the open questions we included in our online questionnaire. A code frame is a list of the issues raised during the consultation; together with the frequency each issue was raised.

### **4.1. Effect of proposals on the way people choose to travel**

Respondents were asked what effect they felt the proposals has had on their travel habits since the scheme was implemented. The chart shows how travel habits could change if the scheme was introduced.

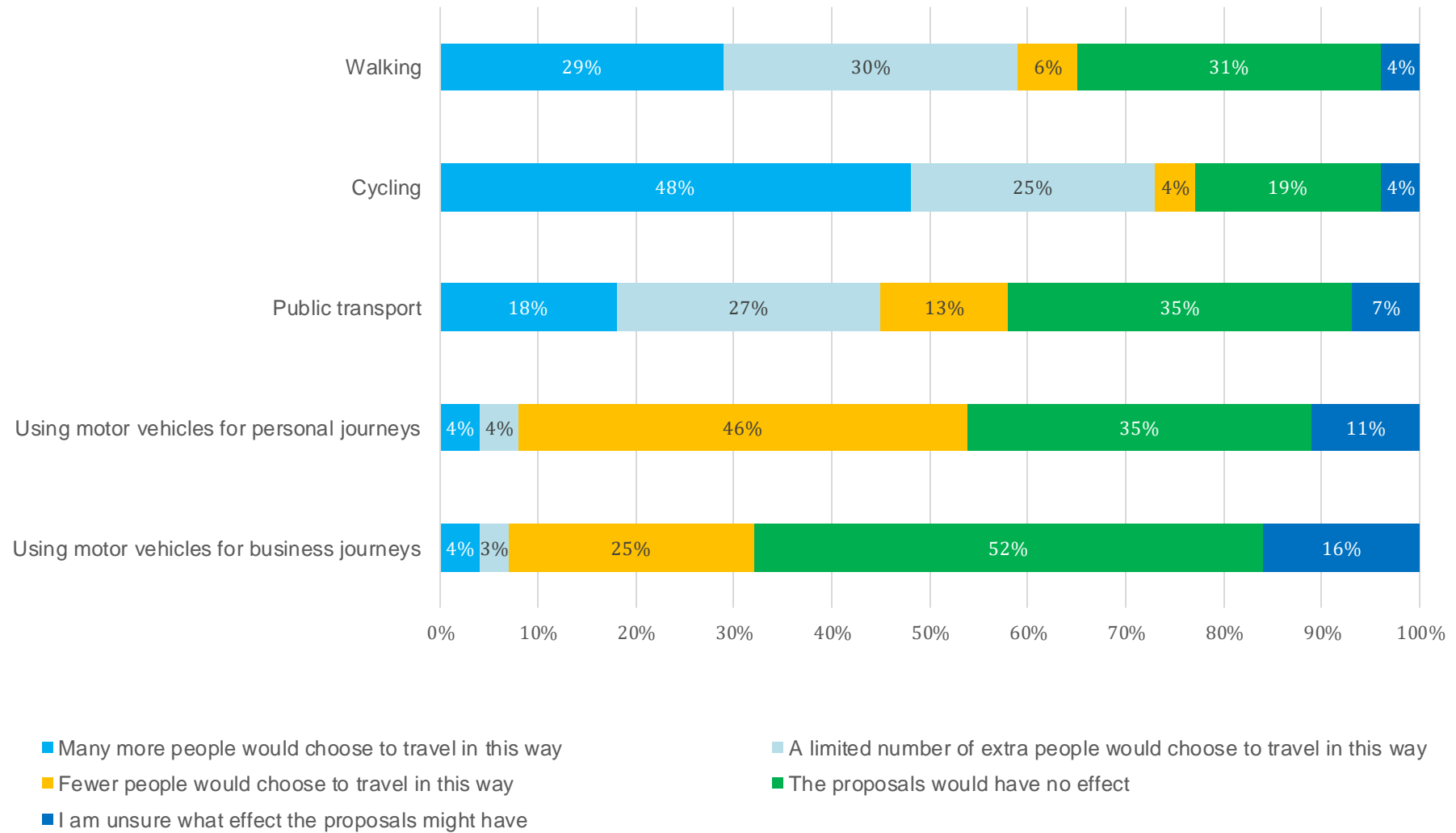
The chart below shows how respondents perceive the proposals impact on travel. It shows that half of respondents think that the scheme will encourage many or some ('a limited number') more people to walk (369), while almost two thirds (458) believe many or some more people may cycle.

For both personal and business journeys, only a relatively small proportion (8 per cent for personal journeys and 7 per cent for business) think the scheme will encourage many or some more to travel using motor vehicles. Larger proportions think the scheme will discourage use (46 per cent for personal journeys and 25 per cent for business).



*Figure 10: What effect do you think the proposals will have on the way people choose to travel?*

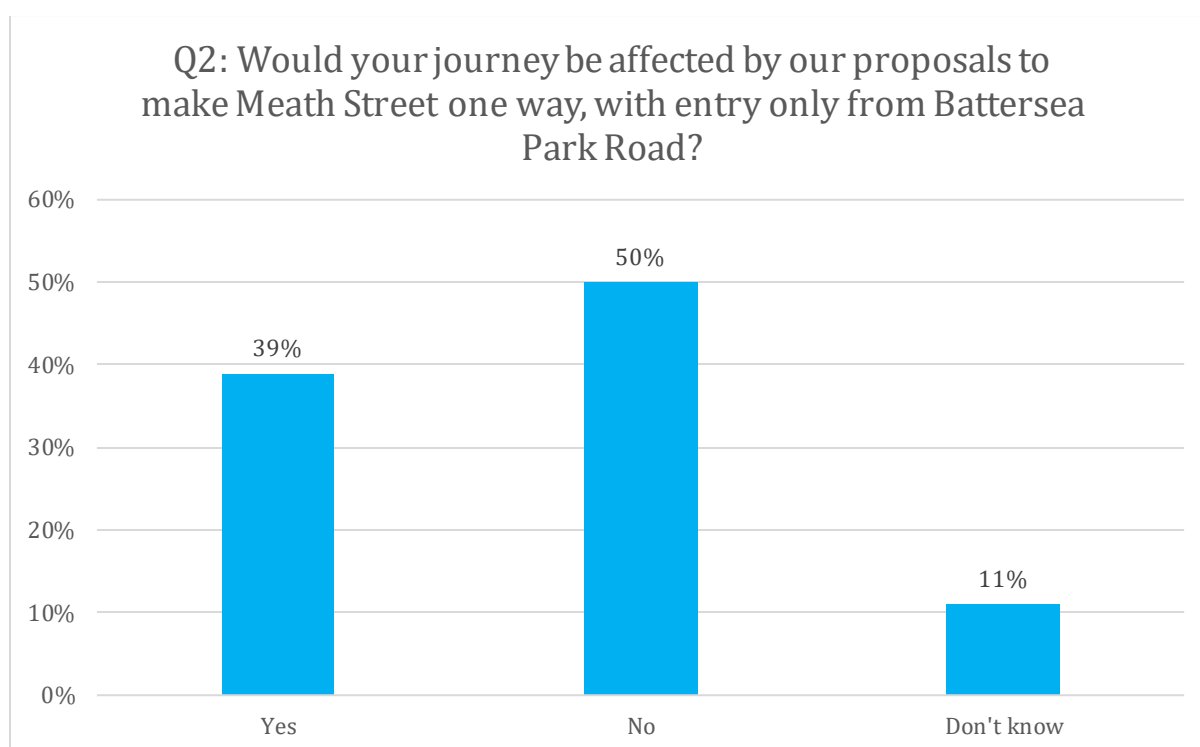
What effect do you think the proposals will have on the way people choose to travel?



## 4.2. Effect of making Meath Street one-way

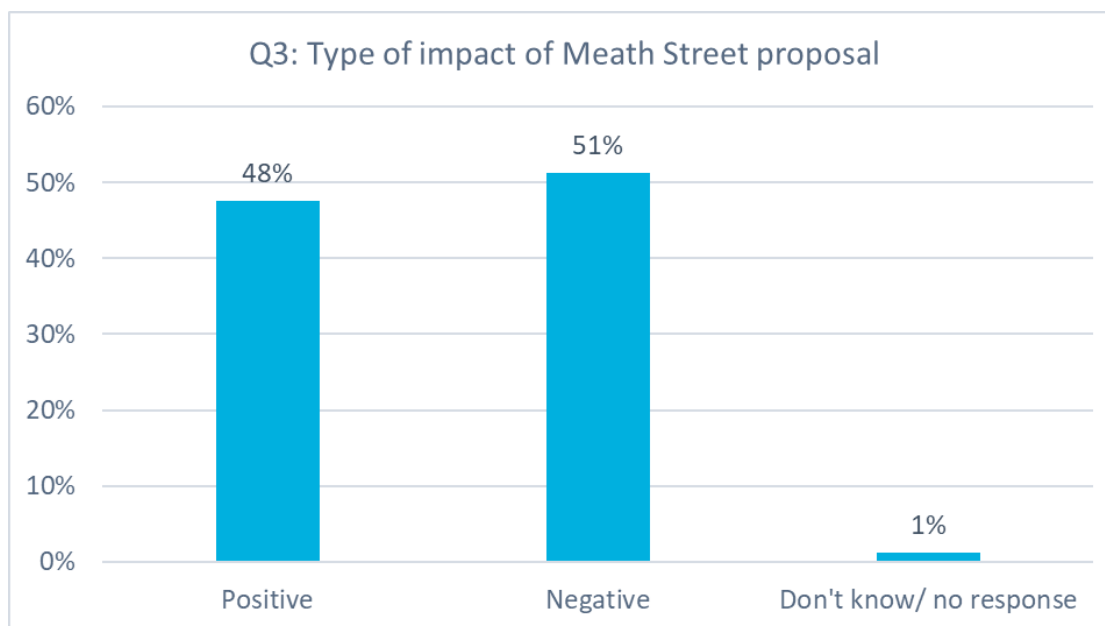
Respondents were asked whether their journeys would be impacted by the proposal to make Meath Street one way, with the entry only from Battersea Park Road. Half of respondents (315) said proposals would not impact their journeys in the area. The chart shows what impact changes could have if the scheme was introduced.

*Figure 11: Would your journey be affected by our proposal to make Meath Street one way, with entry only from Battersea Park Road? (Q2)*



Of the respondents who said it would impact their journey, they were then asked if this would be a positive or negative impact. The results show that impacts are split fairly evenly, with 48 per cent saying proposals would have a positive impact and 51 per cent saying negative. The chart below shows their view on the perceived impact the scheme would have if introduced.

*Figure 12: Type of impact of Meath Street proposal (Q3, among those who said yes at Q2)*

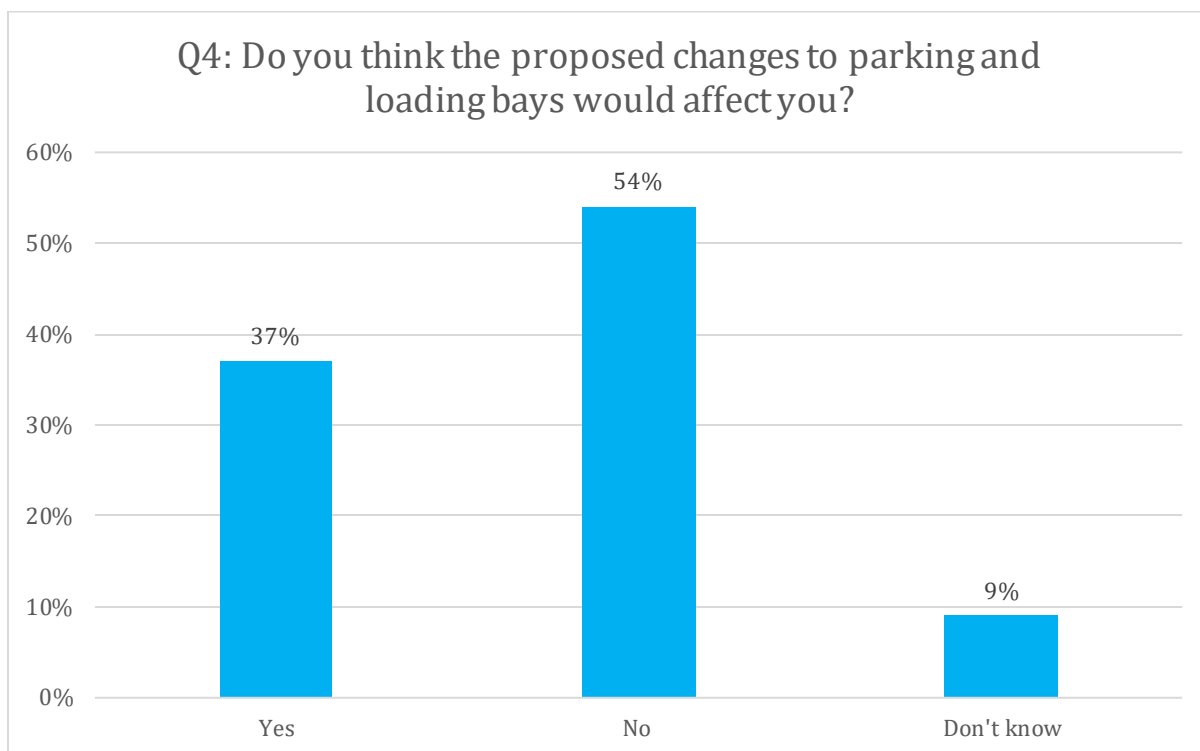


### 4.3. Effect of changes to parking and loading bays

Respondents were asked whether the proposed changes to parking and loading bays would affect them.

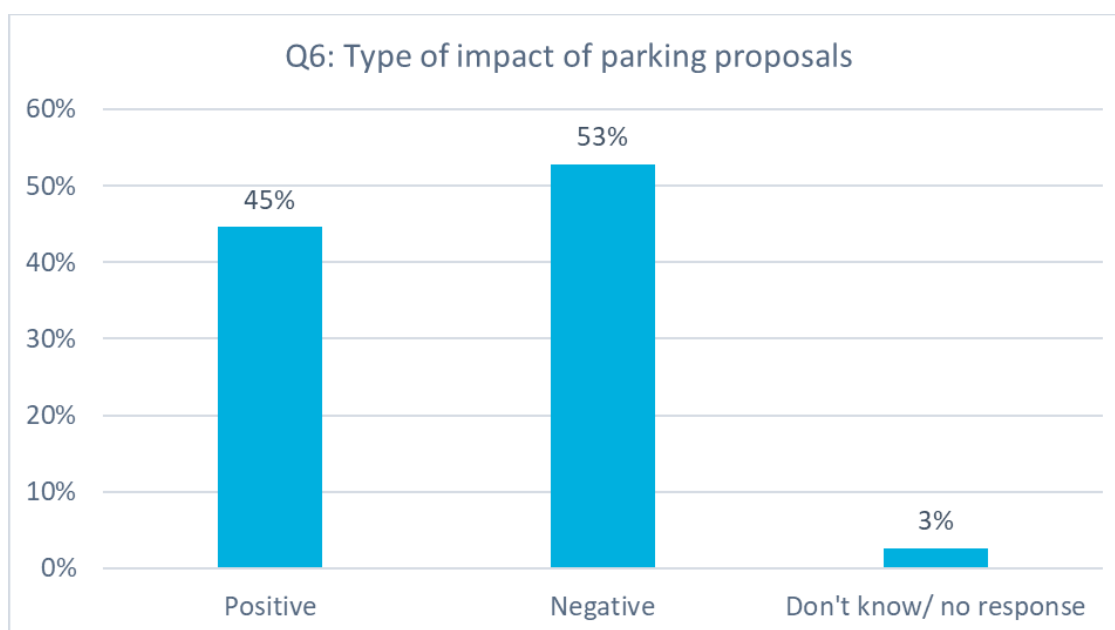
Over half of respondents said it would not impact them (337), while over a third (231) said it would have an impact. The chart shows what impact changes could have if the scheme was introduced.

*Figure 13: Do you think the proposed changes to parking and loading bays would affect you? (Q4)*



Of the respondents who said parking changes would affect them, they were then asked if this would be a positive or negative impact. The chart below shows that a slightly larger share said the impacts would be negative (122) compared to those who said positive (103).

*Figure 14: Type of impact of parking proposals (Q6, among those who said yes at Q4)*

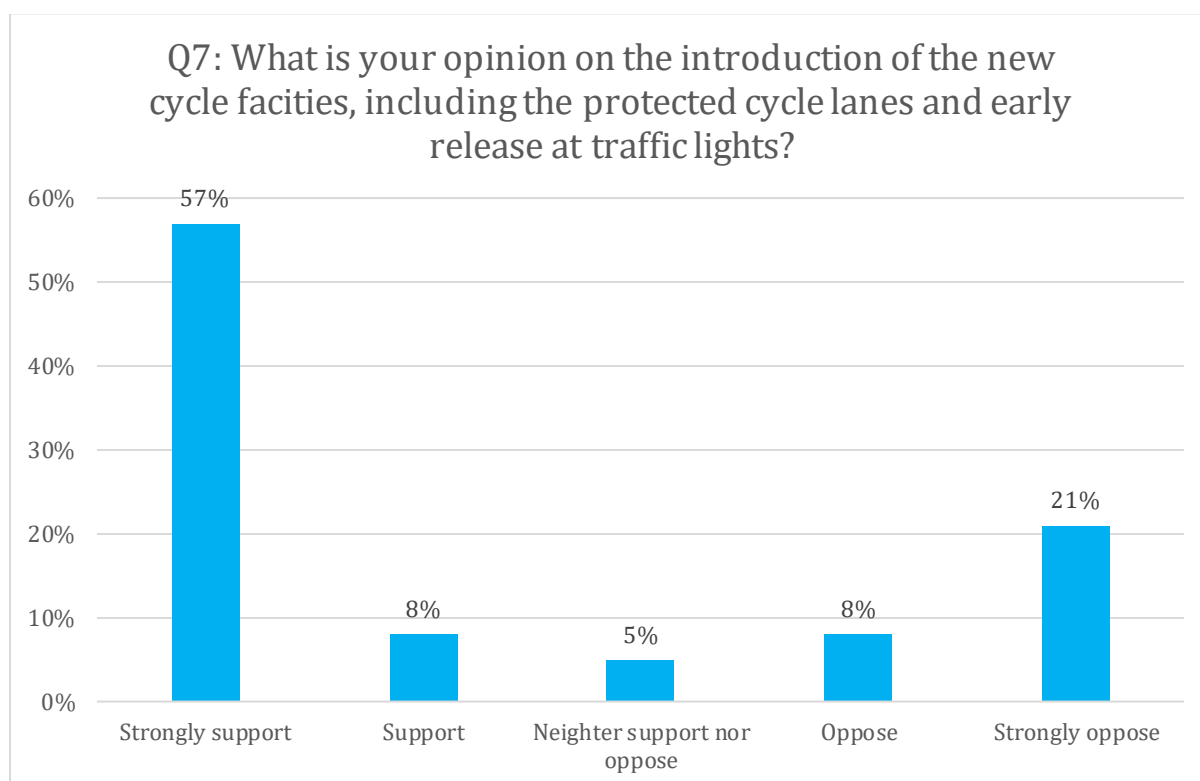




#### 4.4. Support of new cycling facilities

Respondents were asked whether they support or oppose the new cycle facilities proposed. Over half of respondents strongly supported the new cycle facilities (359), while a fifth strongly opposed (136). The remaining fifth have less strong views and are spread between support and oppose. The chart below shows the level of support and opposition to proposals.

*Figure 15: What is your opinion on the introduction of the new cycle facilities, including the protected cycle lanes and early release at traffic signals? (Q7)*



#### 4.5. Open questions: suggested changes to the scheme, issues, and impacts

Respondents were asked to provide their thoughts about any changes they might want to see to the scheme, and also any issues or impacts being caused. The full questions are provided below.

*If you think that we should make changes to the scheme please explain in the space below what changes we should make. It would also be very helpful if you could give us the location of any specific suggestions, and explain why you feel it is important that we change the scheme. Please also use this space if you believe there is a specific issue or impact that the scheme might cause in future, and which you would like us to address, or if you have any other comments.*

Respondents raised very similar issues when answering each question. For this reason, we developed a single code frame which described the issues raised in response to both questions. The table below sets out the top 12 most frequently raised issues. The full code frame is included in Appendix O.

*Table 2: Top 12 codes*



Theme	Code	Number of respondents	Percentage
Traffic	Concern that the scheme has negative impact on traffic congestion	66	18%
Safety	Concern that the scheme is unsafe for cyclists (e.g. narrowing lanes, gaps in protected cycling infrastructure, lack of protected cycle lanes)	49	13%
Pollution	Concern that the scheme reduces air quality	38	10%
Amendment Requests	Suggest that the segregated cycle lanes are extended/ made permanent e.g. Queenstown Road, Battersea Park Road	36	10%
Safety	Concern that the scheme is unsafe for pedestrians (all, including children, elderly, and disabled people, e.g. lack of crossing points)	35	10%
General	Concern that the scheme is expensive/question value for money/waste of money, including concerns that infrastructure will not be used	33	9%
Cyclists	Concern that intervention does not provide seamless cycle access/ continuous segregation (e.g. outside Battersea Dogs Home, Queenstown Road/ Battersea Park Rd junction, Newton Prep School)	31	8%
Cyclists	Concern about anti-social cycling behaviour, including cycling on pavements	30	8%
Amendment Requests	Suggest that there is an addition or amendment to the cycle infrastructure	30	8%
General	Support scheme (general comment, no detail)	26	7%

General	Oppose scheme (general comment, no detail, including poorly thought out, not addressing main concerns, not inclusive)	26	7%
Cyclists	Concern that the scheme places too much emphasis on cyclists over other road users	26	7%

Analysis found that 7 per cent respondents to the open question supported the scheme, while the same number gave general oppositions.

The most frequent comments were all concerns, covering impacts on traffic congestion (18 per cent), cyclist safety (13 per cent), air quality (10 per cent) and pedestrian safety (10 per cent). There are also concerns about value for money (9 per cent), the scheme not providing seamless cycle access/ continuous segregation (8 per cent), anti-social cycling (8 per cent) and the emphasis on cyclists over car users (7 per cent).

There are two suggested amendments within the top issues mentioned, that segregated cycle lanes are extended/ made permanent (10 per cent) and suggesting an addition or amendment to the cycling infrastructure (8 per cent).

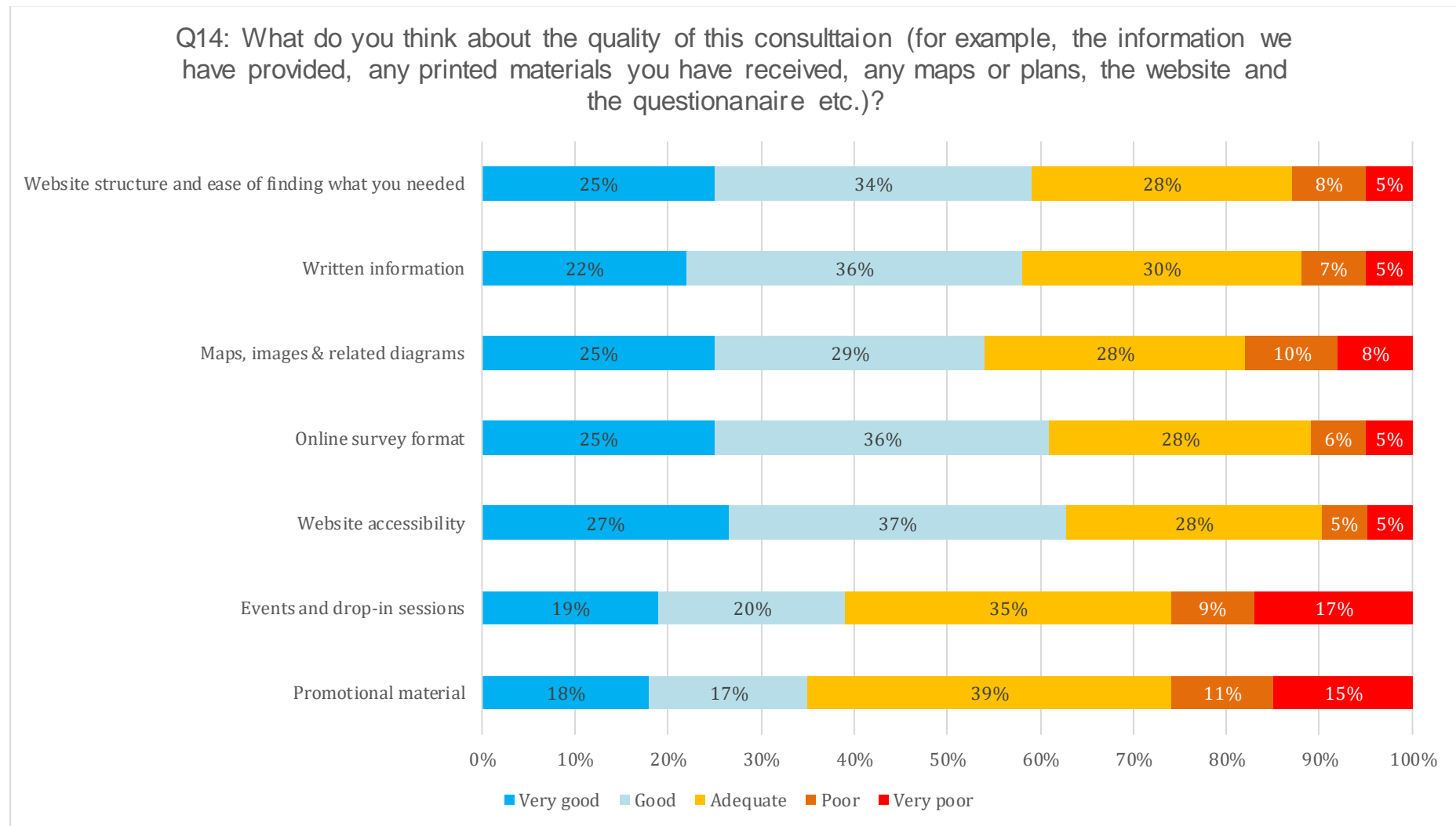
#### **4.6. Quality of Consultation**

Respondents were asked to provide their opinion on different aspects of the consultation, with a rating from very good to very poor. The chart below shows that ratings are very similar across website structure, written information, maps, images and diagrams, online survey, and website accessibility. For these elements, around half rated them very good or good.

Of these elements, 'Maps, images and related diagrams' received the lowest share saying very good or good, though this was still 45 per cent (306). Overall, the positive ratings outweighed the poor and very poor responses across these five elements.

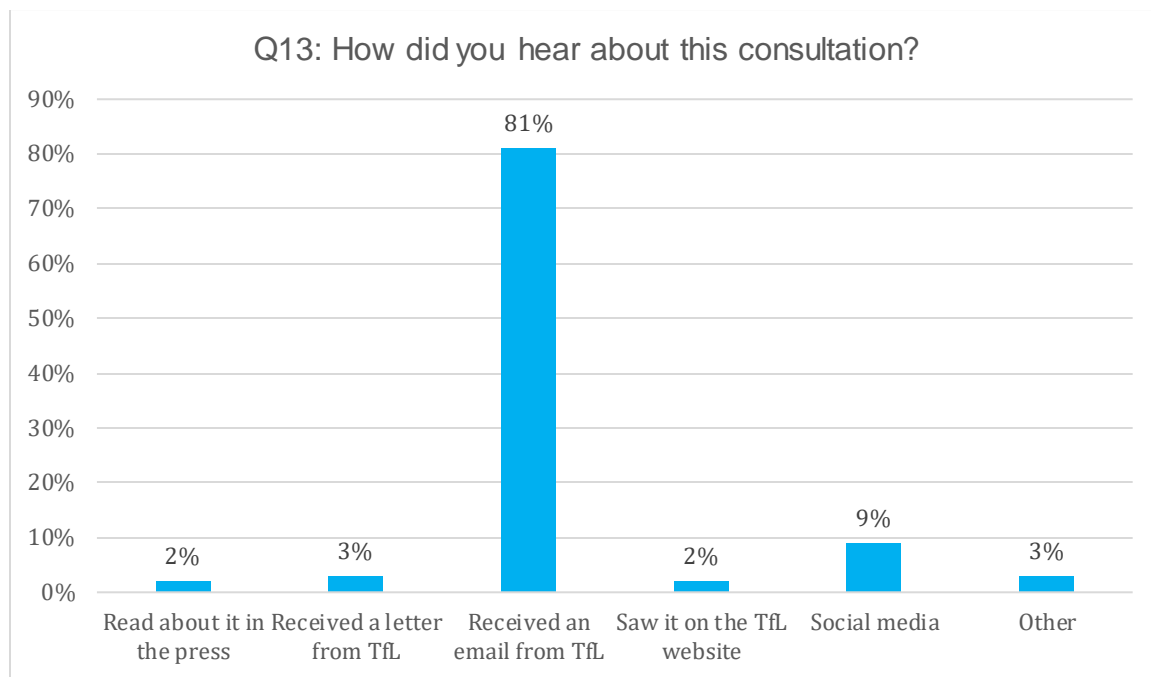
The other elements were rated by fewer respondents, with three quarters (76 per cent) saying events, and two thirds (66 per cent) saying promotional materials were not applicable. Among those who did rate them, slightly more gave good or very good ratings than poor or very poor.

Figure 16: What do you think about the quality of this engagement?



Respondents were also asked where they heard about the consultation. As shown in the chart below, the vast majority of respondents received an email from TfL (517 respondents). Social media was next most mentioned (54 respondents).

*Figure 17: How did you hear about this consultation? (Q13)*





## 5. Responses to issues raised

We have considered all the substantive issues raised by respondents to the consultation and we have provided an answer to each of these in the following tables.

We have grouped the issues raised by respondents into broad themes, to make this section of the report easier to read and to provide a more readily understood overview of the issues raised. Some respondents made positive comments about the proposals, all of which we have noted. We have not included our response to these issues in the table, for conciseness reasons.

*Table 3: Full code frame (public and stakeholder responses)*

Theme	Code	Response
<b>Amendment Requests</b>	Suggest that the segregated cycle lanes are extended/ made permanent e.g. Queenstown road, Battersea Park Road	There are breaks in protected cycle lanes on Battersea Park Road because of infrastructure constraints e.g. railway arches and Duchess Bridge which limit the availability of highway space. The westbound approach to the Battersea Park Road junction with Queenstown Road has not been segregated because this causes significant impacts on bus performance and essential traffic movement which cannot re-mode or re-route because of wider geographical constraints caused by the river, railway line and parks. Should traffic levels reduce, we would consider the opportunity to provide segregated cycle facilitates
	Suggest that there is an addition or amendment to the cycle infrastructure	
	Suggest that cycle infrastructure is more protected from other vehicles	

<b>Amendment Requests</b>		<p>at the junction in the future.</p> <p>We are working with the London Borough of Wandsworth on a scheme which looks at introducing enhanced cycling infrastructure on Queenstown Road which ties into the proposed scheme at Battersea Park Road. The borough project is currently in feasibility stage. The London Borough of Wandsworth will consult on these proposals in the future.</p>
	Suggest that there should be more ambitious scheme to reduce car usage / encourage cycling / walking	<p>We have considered multiple options which consider the needs the needs of all road users. Balancing active travel requirements and operational needs i.e. bus performance and essential traffic flow is the biggest challenge. More investment in active travel projects like this one and maintaining or enhancing the attractiveness of public transport in London will, over time, prompt people to select sustainable modes such as walking, cycling and the use of public transport as opposed to personal car use. To improve safety and make it easier for people to use the road we will implement a</p>
	Suggest that more public transport options should be offered to encourage mode shift from private car	
	Suggest that there should be additional traffic schemes (e.g. speed limit reduction)	

<b>Amendment Requests</b>		20mph speed limit.
	Suggest alternative amendments (not cycle infrastructure)	There is finite road space available to work within. As such, this means having to balance the needs for all road users, including people who walk, cycle, use public transport, local business, emergency service vehicles, and taxis.
	Suggest that traffic calming measures should be used instead of traffic removal measures	
	Suggest better enforcement (e.g. cameras) of cycle lane rules and 20mph speed limit	As part of the project's operational readiness plan, we will ensure that our internal enforcement team, the local authority, and police are aware of the proposals and any required changes in enforcement.
	Suggest changes at Queenstown Road/ Battersea Park Road junction e.g. improve access to ASL, implement left turn/ straight only lanes to stop cars cutting across cycle lane, right turn into Queenstown Rd	We have provided early signal release for cyclists to assist them in moving away from the stop line with minimal potential conflict. We also considered options to ban turning movements for traffic and buses, but given the geographical constraints resulting from the river, train lines and parks there are very few main road alternative routes meaning it is difficult to ban turns.  We are working with the London Borough of Wandsworth on a scheme which looks at introducing enhanced cycling infrastructure on
<b>Amendment Requests</b>	Suggest improving cycle lanes (unspecific) on Queenstown road	

<b>Amendment Requests</b>		Queenstown Road which ties into the proposed scheme at Battersea Park Road. The borough project is currently in feasibility stage and they will consult on these proposals in the future.
	Suggest that there should be additional pedestrian crossing point on eastern side of Battersea Park Road / Prince of Wales Drive junction	Throughout the design development stage, we have aimed to provide controlled pedestrian crossings at locations where there is an observed existing or likely future need. The highway width and levels resulting from the Duchess Bridge means that we are unable to provide a safe controlled pedestrian crossing on the eastern side of Battersea Park Road junction with Prince of Wales Drive. We consider it safer for pedestrians to use the controlled crossings on the other arms to get to their destination.
	Suggest that there should be additional pedestrian crossing points - no location provided	
	Suggest cyclops junction is implemented	We assessed a cyclops option at the Battersea Park Road junction with Queenstown Road. There is not sufficient space to accommodate this design and the junction is skewed, i.e. the southbound and northbound approaches are staggered rather than being next to each other. This

		skew would be exaggerated by the introduction of a cyclops junction and results in confusing traffic lane arrangements for both vehicles and pedestrians crossing the road. Some of these issues could be addressed by reducing traffic lanes but that would result in an unacceptable delay to buses and essential traffic.
	Suggest that wands are replaced with alternative form of cycle segregation - hazard to road users, not maintained	We have aimed to provide separate cycle facilities in the form of a raised cycle track along Battersea Park Road wherever possible. However, there is a short section of wands proposed on the east bound approach to the Prince of Wales junction. In this instance wands are proposed to provide a separated cycle facility as it is too short to a length for a raised cycle track.
	Suggest use Battersea Park and/or riverside as cycle route	Battersea Park Road and Nine Elms Lane provides an accessible and direct cycle lane which connects Cycleway 8 in the west and Cycleway 5 in the east.
	Suggest initiative to educate road users (e.g. on road safety)	The safety of our customers is paramount to us. There are separate programmes, outside this

		<p>project, which cover this suggestion. More information about cycling safely and cycle courses run by London Boroughs can be found on TfL's website:</p> <p><a href="https://tfl.gov.uk/modes/cycling/cycle-skills">https://tfl.gov.uk/modes/cycling/cycle-skills</a></p>
	Suggest that signal timings are reviewed to aid traffic flow	<p>Signal timings will be reviewed post implementation. Improvements to aid traffic flow will be made where possible, but this needs to be balanced against the time people need to wait to cross the road.</p>
	Suggest that cyclists should be made to use new cycle lanes, not general traffic lanes	<p>Cyclists are encouraged to use new cycle lanes. However, they cannot be made to use the cycle lanes provided and can use the general traffic lanes.</p>
	Suggest that motorcycle access is provided, for example reinstated in bus lanes	<p>Motorcycles are allowed into bus lanes on most of the Capital's red routes, and will be able to access the proposed bus lanes within the Battersea Park Road project area. More information about motorcycle access to bus lanes is available on the TfL website:</p> <p><a href="https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/bus-lanes/motorcycles-in-bus-lanes">https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/bus-lanes/motorcycles-in-bus-lanes</a>.</p>
	Suggest that 20mph speed limit introduced to every	<p>20mph speed limits will be introduced along the</p>

	road (in area or in London)	project area.
	Suggest that signal timings are reviewed to enable early release for cyclists	Early release for cyclists is being provided at junctions within the project area.
	Suggest that cycle hire scheme is extended to encourage mode shift to bike	This suggestion is outside the scope of this consultation. However, there are numerous cycle hire docking stations around the project area, including Alfreda Street, Queens Circus and Thessaly Road. More information on cycle hire including docking station locations can be found on TfL's website: <a href="https://tfl.gov.uk/modes/cycling/santander-cycles">https://tfl.gov.uk/modes/cycling/santander-cycles</a>
	Suggest improving cycle lane on Prince of Wales Drive between Battersea Dogs & Cats Home and Rosary Gate roundabout	This suggestion is outside the scope of this consultation.
	Suggest signage and/or bollards should be used to slow vehicles/ cyclists down, where vehicles cross cycle lanes	Every road user has responsibility to use the road in a safe and considerate manner, as such there should be no need to provide signage or bollards to slow users down. The highway code has recently been changed to provide a hierarchy of road users, and now a car is required to give way to pedestrians and cyclists when turning at a junction.

	Suggest replacement parking provision for that removed	There is insufficient space to relocate all parking bays. We have prioritised the relocation of accessible parking and loading bays on side roads. In total approximately 17 parking bays will be removed
	Suggest public realm improvements	The public realm will be improved by enhancing walking and cycling facilities. This includes replacement of footway and carriageway materials. Trees will be planted where there is sufficient depth and width along footways.
	Suggest to amend placement/ spacing of wands to stop cars parking between	The spacing of wands has been tested on the London Streetspace schemes and TfL have recently published guidance on the use of wands ( <a href="https://content.tfl.gov.uk/guidance-for-the-use-of-traffic-wand-with-cycle-infrastructure.pdf">https://content.tfl.gov.uk/guidance-for-the-use-of-traffic-wand-with-cycle-infrastructure.pdf</a> ). This provides guidance on wand spacing which might be as small as 2m to deter motorists encroaching into the space or as great as 8m if the road width is constrained and there is a high likelihood of passing emergency vehicles. This guidance will be used to



		determine the spacing of wands on this scheme.
	Suggest that taxis should have dedicated lane	Taxis are permitted to use bus lanes throughout the project area.
	Suggest that there should be additional pedestrian crossing points between Macduff Road and Queenstown Road	This amendment request falls outside the scope of the project. There are no existing crossings between the two suggested roads due to the planters located in the centre of the Battersea Park Road in this location. This suggests there are no existing 'desire lines' – i.e. an informal route or path made by pedestrians indicating a preferred pathway. In addition, as we will be retaining some loading bays in this section, and as there will be bus stop bypasses located here, there is very limited space to provide a suitable location for a pedestrian crossing. However, we plan to make improvements to the crossing areas at Queenstown Road junction to make this area more appealing to pedestrians.
	Suggest use adjacent bridges as cycle route	This project is an east-west alignment which connects Cycleway 5 to Cycleway 8, both of which cross bridges. This alignment crosses the Duchess

		Bridge near Battersea Park railway station.
	Suggest increasing operational hours of resident parking on surrounding streets, e.g. on Cupar Road	This is matter for the London Borough of Wandsworth as highway and traffic authority for surrounding streets – including Cupar Road.
	Suggest Battersea Park closed to motor vehicles	This suggestion is outside the scope of this consultation.
<b>Safety</b>	Concern that the scheme is unsafe for cyclists (e.g. narrowing lanes, gaps in protected cycling infrastructure, lack of protected cycle lanes)	The scheme has been a rigorous process of technical assurance at every phase of development. This includes engineering checks and road safety audits.  There are breaks in protected cycle lanes on Battersea Park Road because of infrastructure constraints e.g. railway arches and Duchess Bridge which limit the availability of highway space. As such, we have to balance the needs for all road users, including people who walk, cycle, use public transport, local business, emergency service vehicles, and taxis.
	Concern that the scheme is unsafe for pedestrians (all, including children, elderly and disabled people, e.g. lack of crossing points)	
	Concern that the scheme reduces safety - non specific	
	Concern that the scheme is creating driver frustration/aggressive driving/road rage	
	Unspecified concerns that the scheme is unsafe for motor vehicles (including private vehicles, buses, motorcycles)	We will monitor the scheme (post-implementation) for a period of 3 years. Monitoring will include performance, police data,

<b>Safety</b>	Concern that the volume of street furniture is distracting and confusing for drivers and / or pedestrians	and a road safety audit. We will consider any issues raised as part of this process very careful and seek to address as necessary.
	Concern that the scheme increases chances of cyclists colliding with pedestrians (e.g. at new bus stop bypasses)	<p>We have undertaken a review of bus stop bypasses at locations where these exist. Data collected suggested that these are safe. Monitoring of bus stop bypass performance will be included in the three-year post-implementation review of the scheme.</p> <p>Where we include a bus stop bypass, we are providing a raised toucan crossing area between the footway and the bus stop. These have been trialled elsewhere on TfL schemes and have been shown to be safer facility for pedestrians when crossing a cycle lane to a bus stop.</p>
	Concern about raised cycle paths	We have assessed the scheme through our Road Safety Authority team and have found no issues. The entire scheme will be based on a raised cycle track. There will be a level difference between the footway and cycleway to clearly demarcate between



		service vehicles, and taxis.
	Concern about anti-social cycling behaviour, including cycling on pavements	Anti-social behaviour and cycling on footways is an issue outside the scope of this consultation. This will be a matter for enforcement, i.e. primarily the Metropolitan Police.
	Concern that the scheme places too much emphasis on cyclists over other road users	Our proposals have balanced the needs of all road users, including people who walk, cycle, use public transport, local business, emergency service vehicles, and taxis. We have not over-emphasised our designs to suit cycling more than other modes of transport. Our proposals ensure that active travel is facilitated for within the project area but other modes such public transport and essential traffic including business can move through this key corridor – which is equally important to us.
	Concern that there is less road space for other road users / disproportionately more for cyclists	
	Concern about removal of right turn / ASL for cyclists at Battersea Park Road / Prince of Wales Drive junction	In response to the consultation this has been re-introduced in our proposals.

	Comments about existing difficulties cyclists have in the area	Our designs seek to address as many of the existing cycling issues as possible. We will continue to monitor cycling facilities post-implementation to ensure benefits are realised and optimised.
<b>General</b>	Concern that the scheme is expensive/question value for money/waste of money, including concerns that infrastructure will not be used	The project provides a sustainable transport corridor which aims to encourage people travelling in the area to walk, cycle or use public transport. The project is fully funded by developers.
	Concern about maintenance of the schemes infrastructure	Transport for London will incorporate new and upgraded infrastructure into its operational and maintenance regimes. The infrastructure will be subject to planned inspections and maintenance work throughout its design life.
	Concern that the scheme is unnecessary (e.g. no rat running / congestion issue)	This project is necessary in ensuring its active travel and public transport objectives can benefit as many people as possible once implemented.
	Concern that the scheme is not sufficiently enforced (e.g. banned turns, car parking in cycle lanes, through traffic)	The scheme's new layout will be subject to standard enforcement practices once implemented. This will include: parking, cycle lanes and traffic

		enforcement.
	Concern about the cumulative impact of other schemes (e.g. LTNs, Borough schemes, bridge closures)	TfL has assessed local and strategic impacts on the operation of the network coming out of this proposal. We are happy with how the scheme will operate in the local area.
	Concern about the impact of construction (e.g. noise/access)	Construction impacts will be assessed as part of the next stage of the project lifecycle.
	Concern that the scheme has negative impact on traffic congestion	Our assessment currently indicates a small negative impact to general traffic journey times. This is attributed to the number of additional controlled signals within the project area. These facilities will improve safety, reliability, connectivity and experience for pedestrians and cyclists who live, visit and travel through the area. Essential traffic movement remains a crucial part of our consideration and we will seek to minimise impact on journey times through signal optimisation and by encouraging a shift to more sustainable modes of transport given the high level of TfL services which now serve the area.

<b>Traffic</b>	Concern that the scheme is displacing traffic elsewhere, not reducing traffic, causing rat running on nearby roads	We have carried out an assessment of the scheme using strategic modelling and we have found it does not cause a significant amount of traffic reassignment.
	Concern about making roads (e.g. Meath Street) one way	Meath Street would only be one way entry from Battersea Park Road. The rest of the road will remain two-way, as it currently is.
	Concern that the signage is unclear / inconsistent / lacking	Signage will be reviewed as part of the scheme. Any signs deemed not needed will be taken down and any new proposed signs will be installed where necessary.
	Concern about excessive and dangerous traffic on Lockington Road	Lockington Road is a cul-de-sac road with no through-route so should be restricted to only local journeys.
	Concern that the relocated bus stops are no longer convenient / require longer walk e.g. Battersea Park Station	The relocation of bus stops A and B is being proposed to ensure the stops are in a wider section of highway. This move will ensure that general traffic is able to pass stationary buses which will help alleviate traffic queuing behind stationary buses in peak times. In addition, the wider footways provide a more pleasant environment to wait, and people can pass the bus stops as the current footways can



		become congested with waiting customers.
<b>Buses</b>	Concern that scheme is negatively impacting bus journey times	There are some small negative journey impacts to buses because of these proposals. This is attributed to the number of additional signalised junctions within the project area. The scheme seeks to improve passenger accessibility at bus stops and interchange points, as well as provide bus lanes where width allows to ensure reliable journeys. Bus movement is a crucial part of our considerations and we will seek to manage journey times through signal optimisation and by encouraging a shift to more sustainable modes of transport given the high level of TfL services which now serve the area.
	Concern about cycle/ bus conflict, including requesting additional bus stop bypasses	<p>Bus stop bypasses have been provided where there is space to do so. Where there is not sufficient space to safely provide a bus stop by-pass, we have stopped the cycle separation short of the bus stop to provide time for cyclists to move out. We have taken a similar approach for cyclists to re-join the separated cycle facility.</p> <p>Where buses and cycles</p>
<b>Buses</b>		

		are sharing road space we have designed the bus lane to be as safe as possible – as set out in TfL's Design Quality Criteria
	Concern about the bus stop bypasses (e.g. exposure to fumes/lack of seating/shelter/sufficient island width)	The level of exposure to vehicle fumes will not increase because of the bus stop island in comparison to typical bus stops and their proximity to the carriageway. Seating, shelter will be provided and island widths will be sufficient to facilitate passenger numbers.
	Concern that road is not wide enough for buses to pass	Carriageway lanes will be sufficient to facilitate all users and movements.
	Concern that moving bus stop B will encourage walking in road and crowding (at junction with Lockington Road)	Bus stop B will be located far enough away from the junction with Lockington Road to avoid creating this dynamic.
	Suggest dedicated bus lanes are required	We will provide dedicated bus lanes where possible within the project area.
	Concern that the scheme has made parking/loading difficult (including for disabled people)	Parking and loading facilities have been relocated on side streets and as close as possible to existing locations. This includes accessible parking

		facilities. Our designs aim to minimise the loss of loading and accessible parking bays. We will continue engage with people directly affected so we can understand needs and make future changes if possible.
<b>Accessibility</b>	Concern that the scheme reduces accessibility (e.g. for residents, visitors, emergency vehicles, tradespeople, and to homes, schools, health care facilities)	Residents, visitors, emergency vehicles and tradespeople will still have full access to homes, schools, health care facilities and shops. Loading/parking/pick up/drop off will have to be made on side roads close to destination in comparison to existing.
	Concern that the road is not wide enough to accommodate cycle and / or bus lanes	The highway has narrow sections at Duchess Bridge and the Network Rail viaduct. It is due to these constraints that we are unable to facilitate protected cycle lanes and/or bus lanes.
	Concern that some journeys can not be made by foot/bike (i.e. a car is necessary for some trips)	The project does not propose bus and or cycle only sections. It aims to provide space for safer cycling, walking and public transport for those who don't have to drive. If there is only essential traffic on the road then everyone can move around more safely and easily with a better

		environment.
	Suggest that the scheme is removed/ roads restored to how they were/ cycle lanes removed	The Mayors Transport Strategy aims to encourage more people to walk, cycle and use public transport where possible, so that London can accommodate the expected population growth and associate essential traffic; the air quality improves; and people can incorporate activity into their daily lives and reduce the burden on the NHS. This scheme supports all of these objectives.
<b>Removal Requests</b>	Suggest that 20mph speed limit is not required (or not required all day)	The proposed 20mph limit is aimed to reduce the seriousness of a road traffic collision. The day and night economy mean that there will be people walking, cycling, using public transport and driving at all times of day so it is necessary to have the 20mph for the whole day.
	Suggest not removing left turn at junction of Queenstown Road and Battersea Park Road	Following consultation and an internal technical safety review, we have decided to retain the left turn from Queenstown Road southbound into Battersea Park Road eastbound.

<b>Removal Requests</b>	Suggest that the right turn into Meath Street from Battersea Park Rd west is removed	<p>This right turn is proposed to be banned as the consultation documents show a traffic island preventing this movement from Battersea Park Road.</p> <p>NOTE: DB comment: “This doesn’t make sense – was the right turn banned because the traffic island prevented movement?”</p>
	Suggest that the banned turns/road closures are removed	<p>We considered options to ban a number of turning movements for traffic and buses, but given the geographical constraints resulting from the river, train lines and parks there are very few main road alternative routes meaning it is difficult to ban turns. As a result, the only banned turns that we will be progressing is the right turn into Meath Street. All other turning movements remain as they currently are.</p>
	Suggest that the footway widening measure is removed	<p>The footway widening proposed within this consultation is aimed at making turning movements safer for cyclists and will enable direct pedestrian crossing movements which will otherwise be difficult to facilitate.</p>

	Suggest removing the right turn into Alfreda Street from Battersea Park Road	This turn is the only way to enter Alfreda Street, so must be maintained.
	Concern that the scheme reduces air quality	The overall impact of the proposed scheme on annual mean nitrogen dioxide (NO <sub>2</sub> ) concentrations is considered to be small at the majority of the selected locations with some improvements in levels along sections of Nine Elms Lane and Battersea Park Rd.
	Unspecified concerns that the scheme does not align with climate change agenda	The scheme aims is to encourage more people to walk, cycle and use public transport where possible. These changes in mode shift and more sustainable means of travel alongside wider policy such as ULEZ, will improve the air quality.
<b>Pollution</b>	Concern that the scheme causes excess noise pollution	For noise, the majority of selected locations are predicted to experience little change in the traffic noise level, including along Nine Elms Lane itself. Slight increases are predicted along Battersea Park Road due changes in traffic flow on minor roads (e.g. Savona Street and Stewart's Road). There are benefits to noise levels just

		south of Nine Elms Lane due to reductions in traffic flows on local adjacent roads (e.g. Ascalon Street).
	Suggest additional and/or amendments to pedestrian infrastructure, including street lighting	Throughout the design development stage, we have aimed to provide controlled pedestrian crossings at locations where there is an observed existing or likely future need. The scheme proposes new or improved pedestrian crossing facilities, lighting, paving, benches etc which will all improve on the current state.
	Concern that changes do not benefit pedestrians	<p>Throughout the design development stage, we have aimed to provide controlled pedestrian crossings at locations where there is an observed existing or likely future need. The scheme proposes new or improved pedestrian crossing facilities, lighting, paving, benches etc which will all improve on the current state.</p> <p>All crossings in this section of the scheme (at the Prince of Wales Drive and Queenstown Road junctions are proposed to be straight across, as</p>

		shown in the consultation plans. The crossing at McDuff Road is not amended and remains as a staggered crossing.
<b>Pedestrians</b>	Suggest simplifying staggered crossings (e.g. south side of Battersea Park Road from the east side of Havelock Terrace, xx)	Throughout the design development stage, we have aimed to provide controlled pedestrian crossings at locations where there is an observed existing or likely future need. The scheme proposes new or improved pedestrian crossing facilities, lighting, paving, benches etc which will all improve on the current state.
	Concern that the scheme is negatively impacting older people/young families and/or those with mobility issues who rely on the use of car/taxi	<p>All crossings in this section of the scheme (at the Prince of Wales Drive and Queenstown Road junctions are proposed to be straight across, as shown in the consultation plans. The crossing at McDuff Road is not amended and remains as a staggered crossing.</p> <p>The scheme will change car and taxi pick up and drop off along sections of Battersea Park Road due to relocation of parking/loading bays and segregated cycle lanes. Parking and loading facilities have been</p>



		reallocated on side streets and as close as possible to existing locations.
	Concern that the scheme is discriminatory against disabled people (only able-bodied people cycle, scheme removes accessible parking bays, confusing for people with sight loss to navigate)	An equality assessment has been completed to consider how the scheme affects everyone with a protected characteristic. For all road users (either able bodied or someone with a protected characteristic) there have been compromises as the road space is limited. As well as the relocation of accessible parking facilities to side streets – which will be as close to the existing location as possible, the scheme also ensures that bus stops and pedestrian crossing facilities are accessible and direct making it easier for visually and mobility impaired customers to navigate.
<b>Business</b>	Concern that the scheme is disruptive to businesses e.g. loading/deliveries more difficult, access for customers	Parking and loading facilities have been reallocated on side streets and as close as possible to existing locations. This includes accessible parking facilities. Our designs ensure that net parking and loading facilities remain the same as existing as much as possible throughout the project area.

	Concern that scheme reduces economic activity, making it less attractive for businesses / employers	The scheme encourages active travel and use of public transport where possible. It is anticipated that this will increase the level of pedestrian footfall on footways within the scheme area. We will consider the use of cycle parking so local shops can benefit from passing trade from these modes as well. We would be happy to discuss a concern directly with a local business and make changes should that be possible or necessary.
<b>Equality</b>	Request for publication of EqlA, demand studies, robust assessments (e.g. modelling and monitoring information)	The EqlA has been published on our consultation page: <a href="https://haveyoursay.tfl.gov.uk/battersea-park-road">https://haveyoursay.tfl.gov.uk/battersea-park-road</a>
<b>Consultation</b>	Concern about quality/lack of information provided	As part of our consultation materials we included a detailed summary of changes text description, with accompanying scheme maps, to aid respondents in forming their views on proposals. It is acknowledged that during the consultation we made certain corrections to consultation materials to make clearer the detail of our proposals. At that time, we wrote to all those who had taken part in the consultation, as well as all

		those who we had written to at the start of the consultation. Furthermore, we extended the duration of the consultation to ensure everyone had sufficient time to review the updated materials.
	Concern about lack of prior consultation	The last consultation was undertaken in 2017. We have used the feedback from that consultation to inform the scheme designs we are consulting on now.
<b>Motorcyclists</b>	Request for confirmation that motorcycle users are permitted to use bus lanes in the new scheme	Motorcycles are allowed into bus lanes on most of the Capital's red routes, and will be able to access the proposed bus lanes within the Battersea Park Road project area. More information about motorcycle access to bus lanes is available on the TfL website: <a href="https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/bus-lanes/motorcycles-in-bus-lanes">https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/bus-lanes/motorcycles-in-bus-lanes</a>
	Suggest that traffic lane adjacent to segregated cycle lanes should be at least four metres in width to allow for motorcycle users to safely filter through traffic	Motorcycles are an important component in London's transport system. The scheme has been designed in accordance with design guidance for all

	<p>– this includes points along the scheme where new traffic islands would be installed, for example at the junction of Meath Street</p>	<p>road users, which includes motorcycles too. Where possible we have tried to make traffic lanes above 3.2m, but where we are restricted due to the geometry of the carriageway, we have proposed 3.2m wide lanes.</p>
	<p>Suggest motorcycle users be permitted to carry out same movements as buses at junction of Queenstown Road into Battersea Park Road – that is, to be able to turn left from Queenstown Road into Battersea Park Road</p>	<p>The left turn has now been retained as part of the proposals.</p>