

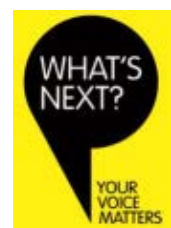
WESTMINSTER BRIDGE ROAD REGENERATION PROJECT

Consultation Report

Stage 2: Formal Consultation, June/July 2015



Prepared by WeAreWaterloo (formerly Waterloo Quarter) BID, August 2015



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1 Executive Summary

This report outlines the findings from the formal public and stakeholder consultation for the Westminster Bridge Road Regeneration Project, following an initial engagement phase in November 2014, the results of which are outlined in a stage 1 report. The formal consultation stage follows on from this, and took place in June and July 2015, with the consultation officially open from 23rd June until 31st July 2015. A survey was available both in paper format and online. Three public consultation events were held on 1st, 8th and 11th July. Businesses in and around the project area were contacted directly about the consultation, and also invited to a business breakfast briefing on 14th July. Finally, stakeholders were contacted about the consultation, and invited to a stakeholder reference group meeting on 2nd July.

Throughout the consultation process, from the initial engagement phase through to the formal consultation, it has been very clear that a project for this area is long over due. A number of strong themes came through during the initial engagement phase consultation, with clear correlations between the opinions of groups. These themes, along with the primary locations which attracted the most interest and concern, are outlined in the stage 1 report, and formed the basis for the proposed designs which have been consulted on. The feedback gained from the formal consultation in relation to these designs is outlined in this report.

Overall, the response to the proposed designs was positive, with people showing a strong interest in seeing changes in this area. Many responses referenced support for increased public space, more appropriate locations and layout for crossings and improved lighting in the tunnels. Whilst the majority of the key changes received a very good response, some aspects of the designs did cause concerns for certain groups including, the proposal to take out the left turn from Westminster Bridge Road onto Kennington Road, and to introduce a point closure on Hercules Road. This report presents the responses from the survey, and identifies these areas of concern.

2 Background to the Regeneration Project

The Westminster Bridge Road Regeneration Project, formally known as Stage 2 of the Lower Marsh Regeneration Project, is a proposed public realm scheme which follows on from the work recently completed on Lower Marsh. The scheme is developed as a continuation of this positive change, as well as other changes seen around the Waterloo area, such as on The Cut, and also in the Vauxhall area. As with the first stage of the project, the Westminster Bridge Road Regeneration Project is being delivered by Lambeth Council in partnership with a number of local partners.

The project involves refurbishment and improvement to the area of Westminster Bridge Road from the southern part of the Addington Street roundabout to the borough boundary at Morley Street. The project also seeks improvements to the tunnel routes that link St.Thomas' hospital and York Road to the areas south of the station including Lower Marsh. With major developments both in the planning and implementation stages around this area, a suitable public realm project presents an important opportunity for linking these developments, as well as improving the relationship between activity both sides of the railway tracks. As part of a wider scope for the project, it is intended that it will look more strategically at the area. In particular, focusing on users and interactions throughout the project area, as highlighted in the conceptual drivers for initial design work, listed below.

As outlined in the Project Initiation Document (PID), the initial conceptual drivers for design were:

- To improve highway infrastructure by considering obvious desire lines for pedestrians and cyclists – enabling them to interconnect with local attractions;
- To improve transport facilities for motorists and public transport users;
- To reduce perceptions of crime;
- To consider interventions that promote economic growth in the area;
- To provide opportunities for social interactions;
- To consider the use of materials, as well as long-term maintenance implications;
- To consider proposals and completed schemes in surrounding areas so that the scheme delivers something unique and distinctive to the area.

With these conceptual drivers in mind, the initial engagement phase of the consultation, in November 2014, helped to establish some key themes and areas of concern, and therefore helped to establish what should be achieved through the project. These were then taken forward to form the proposed designs for formal consultation in June/July 2015.

Funded in part by section 106 obligations from a number of developments in the area, there are several key stakeholders with a vested interest in the project and its objectives. With this breadth of interest, and given the opportunity this project presents for the area, the consultation process is vital in driving the project forward.

3 Consultation

The Consultation and Communications Proposal, submitted in September 2014, set out a joint approach from Waterloo Quarter BID and South Bank Employers' Group (SBEG) to deliver stakeholder consultation and communications during the development and implementation of the scheme. The proposal outlined two distinct stages of the consultation process, as well as the ongoing communications strategy.

The first stage of the consultation, to which the stage 1 report refers, involved initial engagement with businesses, residents, passers-through/visitors and other stakeholders in, and impacted by, the project area. The aim was to engage with a broad spectrum of local groups and individuals to raise awareness of the project, gauge initial feedback on the concepts and help guide a more informed preliminary design. This stage involved a consultation on what people thought of the project area; their likes and dislikes, and what they wanted to see achieved by the project.



Figures 1 & 2: Engagement with public during stage 1 through interaction with the map of the project area (figure 1), inviting them to put their thoughts onto stickers to be placed on the relevant area (figure2).



The feedback from this initial engagement demonstrated that the regeneration of the Westminster Bridge Road streetscape is welcome and long overdue according to many. The sections of the project area which attracted the most interest during this stage of the consultation, and were therefore the focal points in the initial design work were:

- The Lambeth North junction;
- The junction of Westminster Bridge Road, Lower Marsh and Upper Marsh;
- The tunnels – Carlisle Lane, Upper Marsh, Westminster Bridge Road and Station Approach Road.

These locations were focused on in the context of the area as a whole and the key themes which were identified in the engagement as being of most concern;

- Safety; both perceptions of and actual safety of road users;
- Signage and wayfinding;
- Sense of place and character;
- Linking the project area with surroundings, such as new-look Lower Marsh.

The findings from the initial engagement were outlined in a stage 1 report, which was used to inform the preliminary designs for the project area. These designs have now been consulted on in a formal public consultation (stage 2). This took the form of public exhibitions, a postal survey, a web-based survey, one-to-one meetings and presentations at local forums. It also included liaising with businesses and stakeholders regarding specific issues.

4 Methodology

4.1 Format of the consultation and distribution of materials

For the public consultation, booklets with questionnaire inserts were produced to outline all of the proposed designs, along with the opportunity to give feedback [See Appendix 1(7.1) & 2 (7.2)]. In order to clearly communicate the many proposed changes and design features, the booklet was separated into the key geographical areas of the project, and within this the key features of each area were annotated onto the map, with a justification as to why they are being proposed. Each of these key features then formed the basis for the questions in the questionnaire. The booklet also outlined the background to the project, the feedback from the initial engagement phase, the details of the public consultation events and a short update on the TfL Cycling and Highway Improvements, which include Addington Street, and which will now be consulted on separately and later than this consultation.

15,000 copies of the consultation booklets and questionnaire inserts were printed. 12,200 of these were delivered to residential and business addresses within the area shown in the map (Figure 3).

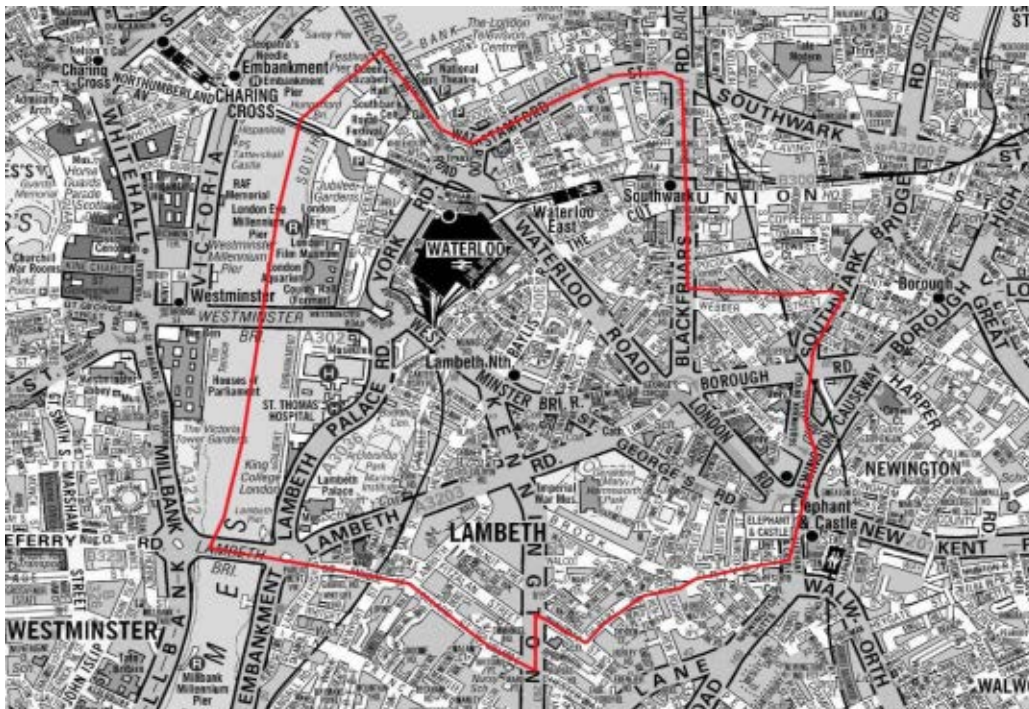


Figure 3: Map showing the distribution area for postal surveys (12,200 business and residential addresses)

The remaining copies were distributed elsewhere during the course of the consultation, mainly given to businesses or organisations asking for multiple copies for staff or public areas. Copies were placed in a number of community centres and key places close to the project area, including, but not exclusively, in Lambeth North Station, Waterloo Action Centre, the Oasis Hub, Tyger Café (Arch Bishop's Park), Old Paradise Yard, The Horse pub, The Oasis Academy and St Thomas' Hospital. Four on-street distributions of the booklets also took place; outside Lambeth North Station (morning and evening and at the entrance to Upper Marsh (morning and evening).

A dedicated website for the project was launched on the day the consultation opened, www.wbrproject.co.uk, [Appendix 3 (7.3)] giving the same information as in the booklet, with an online version of the questionnaire which could be completed.

The project was mentioned at the South Bank Forum prior to consultation, and copies of the booklet were given out at the Waterloo Community Development Group (WCDG) public meeting on the day the consultation launched. An email with details of the consultation, including dates for the events, was sent around to all South Bank & Waterloo Neighbours (SOWN) contacts.

E-flyers with details of the consultation and the events were sent to all businesses in the WeAreWaterloo BID area impacted by the scheme. Letters with the booklets were also sent, both to the BID businesses and to those businesses just outside the BID area (Eg: on Hercules Road). Links to the consultation website were distributed via a range of twitter accounts, including the TfL twitter for taxis.

The public consultation exhibitions [Appendix 4 (7.4)] were as follows, with an indication of the number of people who attended;

- Wednesday 1st July, 5.30-8pm, Oasis Academy South Bank, (Approx. 40 people attended)
- Wednesday 8th July, 10am-1pm, St Thomas' Hospital, (Approx. 65 people attended)
- Saturday 11th July, 11-2pm, Lower Marsh Market, (Approx. 70 people attended)

Most of the people attending had specific questions or concerns they wanted to raise with the project team. The events were staffed primarily by a combination of WeAreWaterloo staff, the project manager and representatives from Lambeth Council, and representatives from the Atkins design team.



Figure 3: *Proposed designs on display at St Thomas' Hospital (8th July 2015)*



Figure 4: *Consultation event at Oasis Academy South Bank (1st July 2015)*

In terms of the business consultation, this was done in the form of direct letters to businesses in and around the project area, in addition to the booklets they would have received as part of the general distribution. 277 businesses in and around the project area were contacted and given details of the consultation, the events and also offered an individual meeting to discuss how this might impact them. This included businesses based on Kennington Road, the Lower end of Westminster Bridge Road, Hercules Road/Carlisle Lane and the corner of Lower Marsh, as well as those directly in the project area. The majority of these businesses would have been made aware of the project during the initial engagement phase of the consultation. As well as the public consultation events, businesses were also given the opportunity to meet with the project team at a business breakfast briefing held at the Horse pub on 14th July. There were representatives from 15 different businesses present. Similarly, these were businesses with specific concerns or questions for the project team. A separate meeting was held, at their request, between the design team and C P Hart, Direct Photographic and Eden Caterers, all of which are businesses reliant on goods vehicles gaining access to their premises.

Stakeholders were given the same opportunity at the Stakeholder Reference Group held at Park Plaza on 2nd July, convened by South Bank Employers' Group (SBEG), but direct contact, either via email or meeting, was also made with a number of the key stakeholders, including TfL, London Underground, London Ambulance Service, Network Rail, London Continental Railways, The Vaults, Urbanest, Marlin Apartments, Park Plaza, The Oasis Trust, The Oasis Farm, The Oasis Academy South Bank, Guys & St Thomas' Trust and London Fire Brigade.

4.2 Method of gathering feedback and recording of results

Feedback from the consultation was recorded through the following means;

- Via the paper questionnaire, returned to the WeAreWaterloo offices via a stamped address envelope, or handed to staff at the events. [Appendix 1 (7.1) & 2 (7.2)]
- Via the online version of the same questionnaire on the www.wbrproject.co.uk
- Via written or email notes – mostly used for the stakeholder and business consultations, but a small number of other members of the public submitted written notes or emails, in addition to the space provided for additional comments in the questionnaire.

As much as possible, it was encouraged for people to record their responses in the questionnaire format, so that these could easily be analysed to show overall trends in the responses. However, some consultees, in particular key stakeholders and businesses in the project area, had specific concerns or queries relating to the proposed designs which they wanted to be communicated as part of the consultation. These specific concerns were not easily recorded via the set questions in the questionnaire, and so more details about the concerns or requirements were sent via email or written responses. This was also the reason for including the 'other comments' box in the questionnaire.

The questions in the questionnaires were based on the key features or changes in the proposed design. These features were annotated in the consultation booklet, with explanations and justifications as to why they are being proposed. The questions then simply referred to these points and asked the extent to which the individual agreed with them as a proposal.

The public exhibition events were primarily a chance for people to ask specific questions or clarify parts of the proposals with the design team before filling out the questionnaire. However, any additional comments given to the team at the events, where they would not already be picked up in the questionnaires, are included as part of the 'key considerations' section.

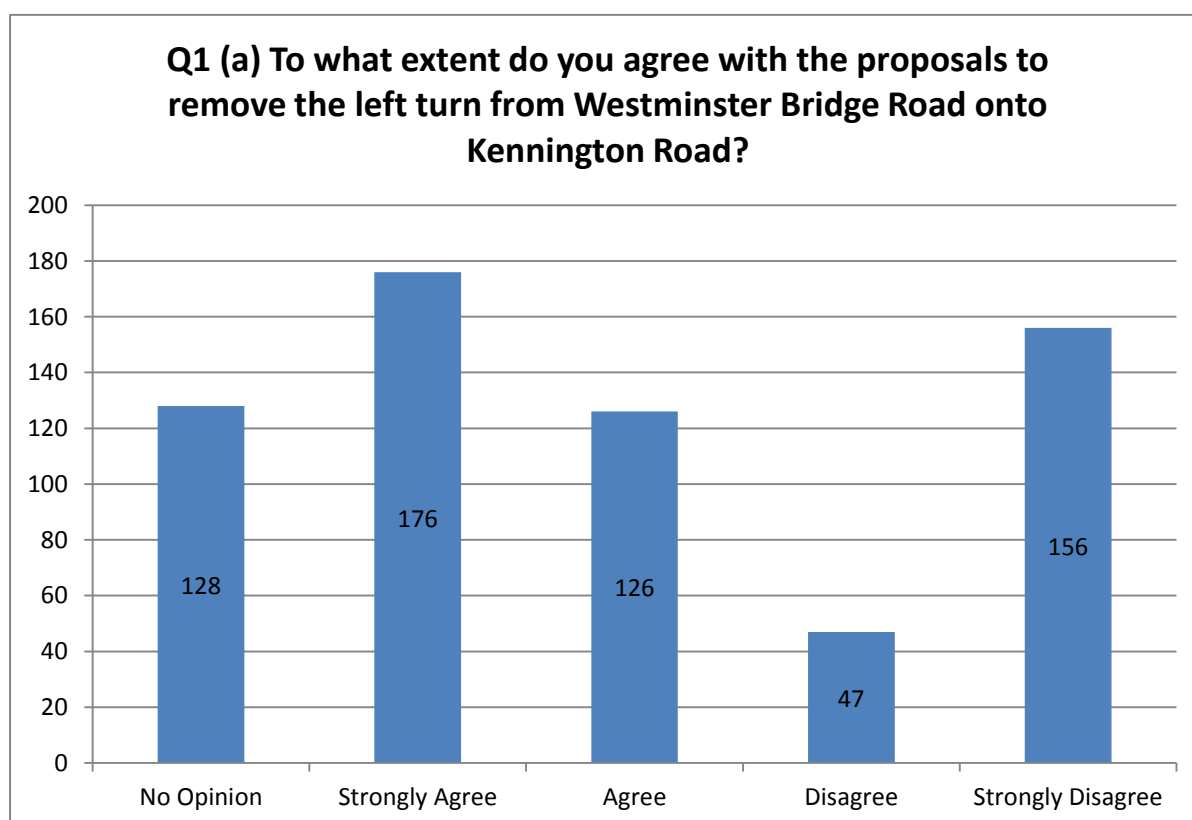
These completed questionnaires have been collated and presented in graph format showing the breakdown of what the results for each question were, along with a short commentary. This commentary is based on comments received both verbally and in the 'additional comments' section of the questionnaire. The commentary, therefore, cannot draw any conclusions about the reasons behind the results, but offers suggestions for the trends. There is no way of determining the reasons behind individual responses.

In addition to the answers given for each question, this report also outlines the key points picked up through conversations at the public exhibitions, stakeholder/business meetings and also in the additional comments submitted in the questionnaires. These are points not already covered by the numerical data for the previous questions, but should be taken into account when looking at the results of this consultation.

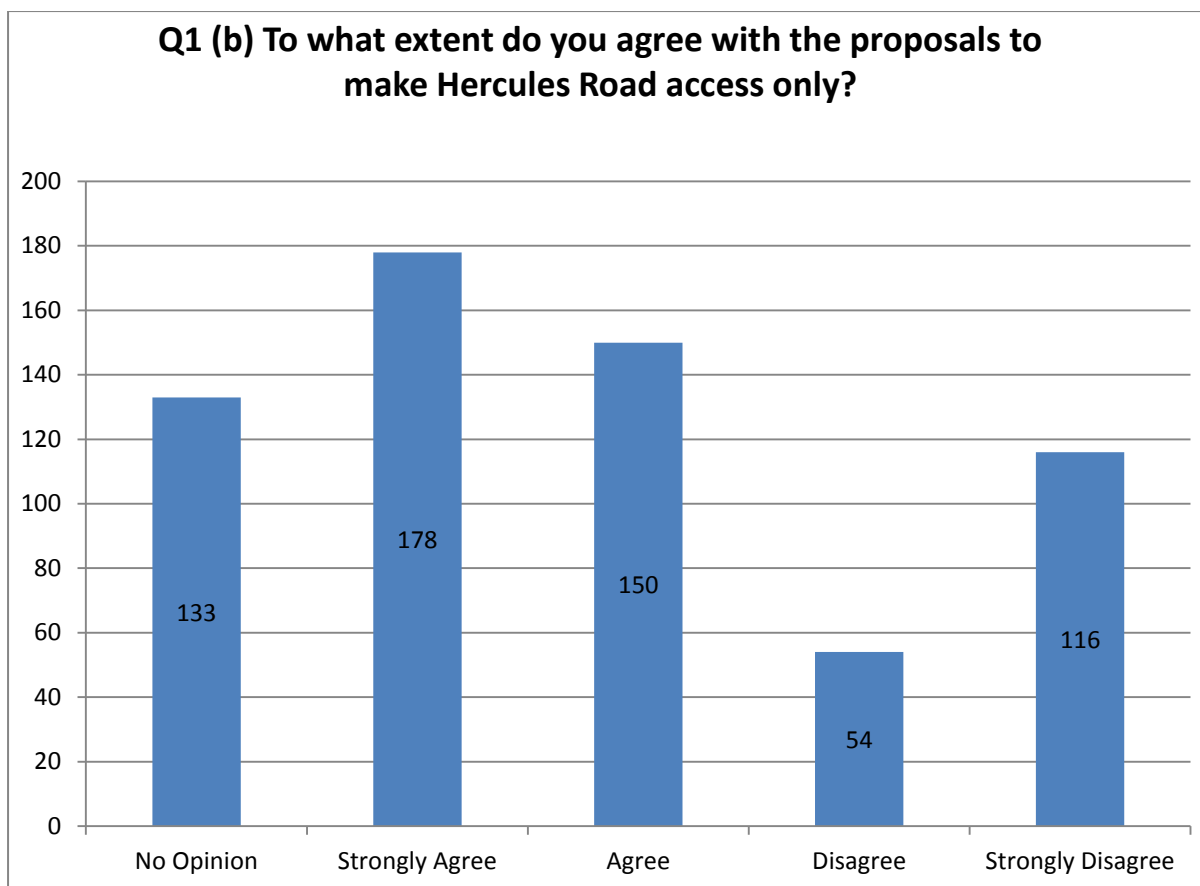
5 Feedback and results

Following a consultation period of 39 days (23rd June – 31st July 2015), and both online and paper responses available, a total of 633 responses were received. This section details the answers received for each question of the questionnaire [Appendix 2 (7.2)], including the ‘additional comments’ box. The majority of these comments simply reinforced an answer already given in the questionnaire, all others relevant to the scheme are covered in the ‘other considerations’ section (5.2).

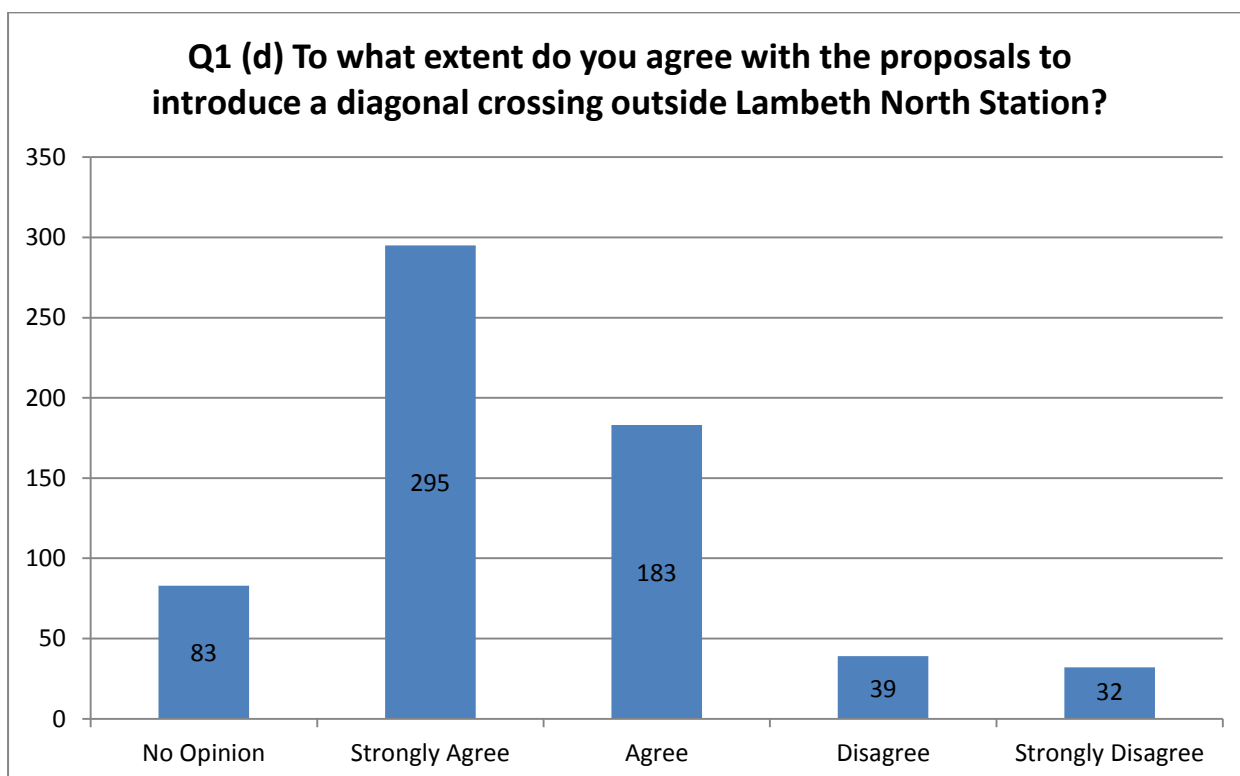
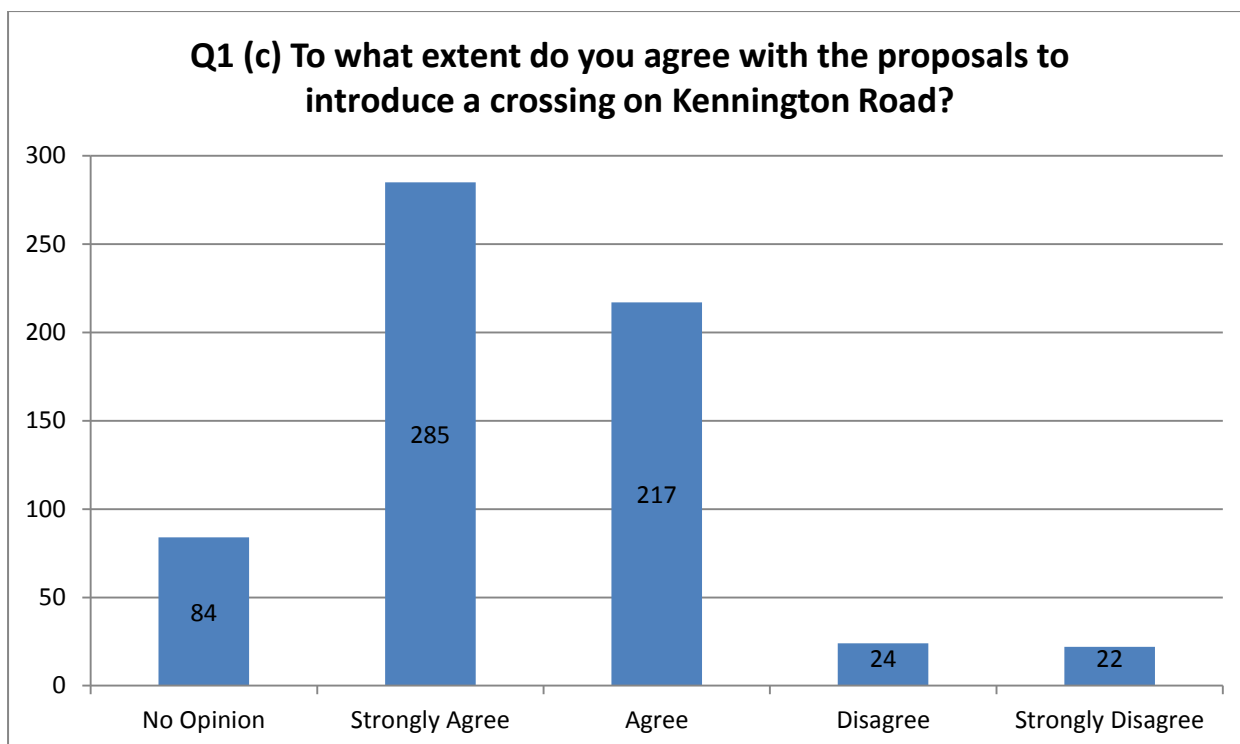
5.1 Results from Questionnaire



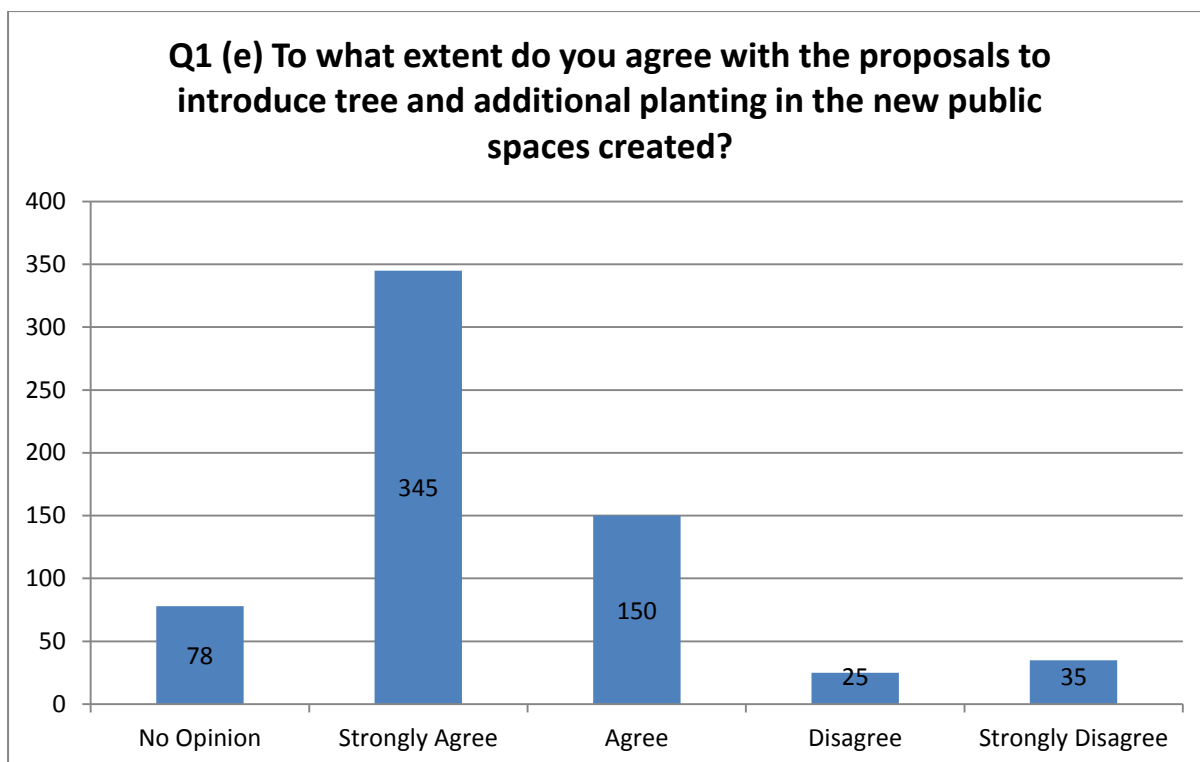
This question directly addresses the proposal to take out the left turn from Westminster Bridge Road travelling northbound onto Kennington Road to go south, which currently forms a separate section of road with additional crossing. The proposal is to remove this to form new public space with additional tree planting. As shown in the graph above, whilst there is strong support for this proposal, there are also a relatively high number of responses expressing disagreement. Throughout the consultation, including at public exhibitions, there was also some strong objection to this proposal. Based on those spoken to at the events and through comments received in the questionnaires, it could be suggested that these are mainly from local residents who use vehicles to drive South via Kennington Road, and the alternative routes to do so are much longer if this turning is taken out. Whilst this proposal has been received well by the majority, the concerns expressed must be taken into account in the detailed design phase.



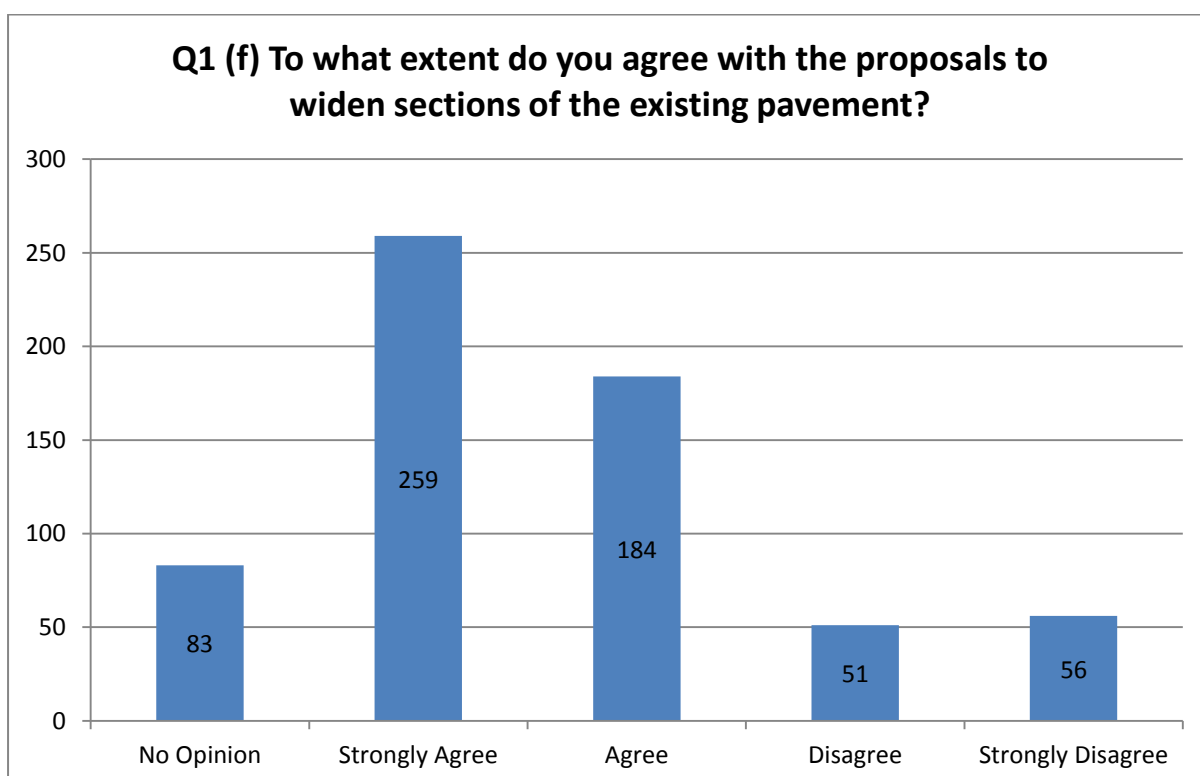
This question links directly with the proposals as part of the Lambeth quietways scheme, specifically the proposal to introduce a point closure part way down Hercules Road. This is directly addressed later in the questionnaire (7a), but this question focuses on the entrance to Hercules Road from the Lambeth North Junction. If the point closure were to go ahead, then this entrance would become 'access only'. As shown above, there was strong support for this from consultees, but there are also a notable number of responses in disagreement with the proposals. Whilst it is not possible to determine the reasons for these answers, it could be suggested, based on conversations with consultees and the details of the comments in the questionnaire, that the resistance is more towards the 'point closure' half way down, rather than the design of the entrance to Hercules Road. The details of the response to the point closure will be outlined as part of question 7(a).



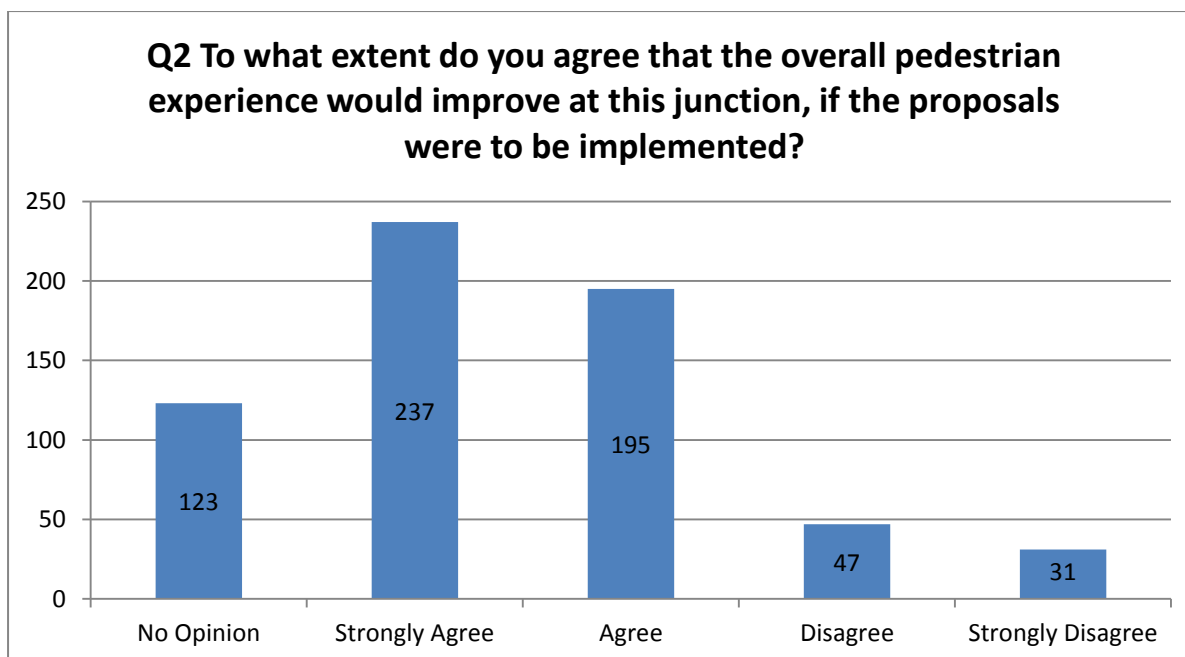
Questions 1c & d both refer to the proposed introductions of additional crossings which are not currently in place. It is clear that this was well received during the consultation, some of the comments stating that both these points are key pedestrian routes and so should have crossings. The crossing on Kennington Road is particularly important given proximity to the pupil entrance to the secondary school.



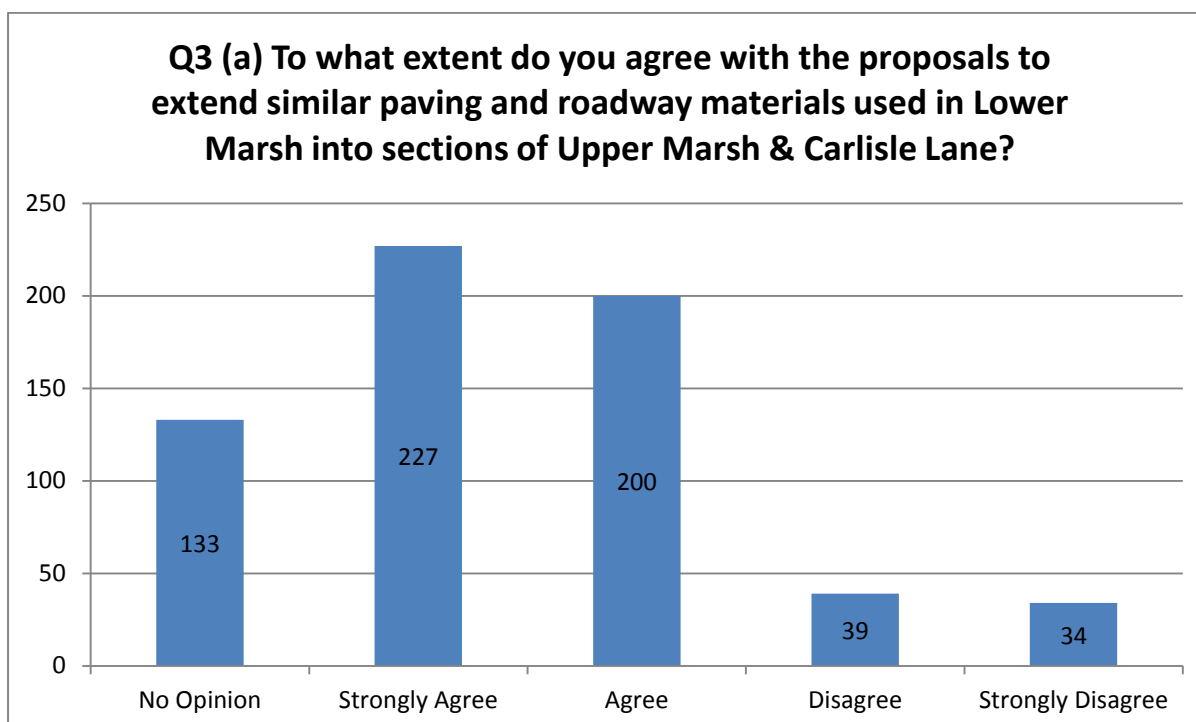
Proposals to introduce trees and additional planting as part of the project were evidently well received, both in the questionnaire results as also through conversations with consultees.



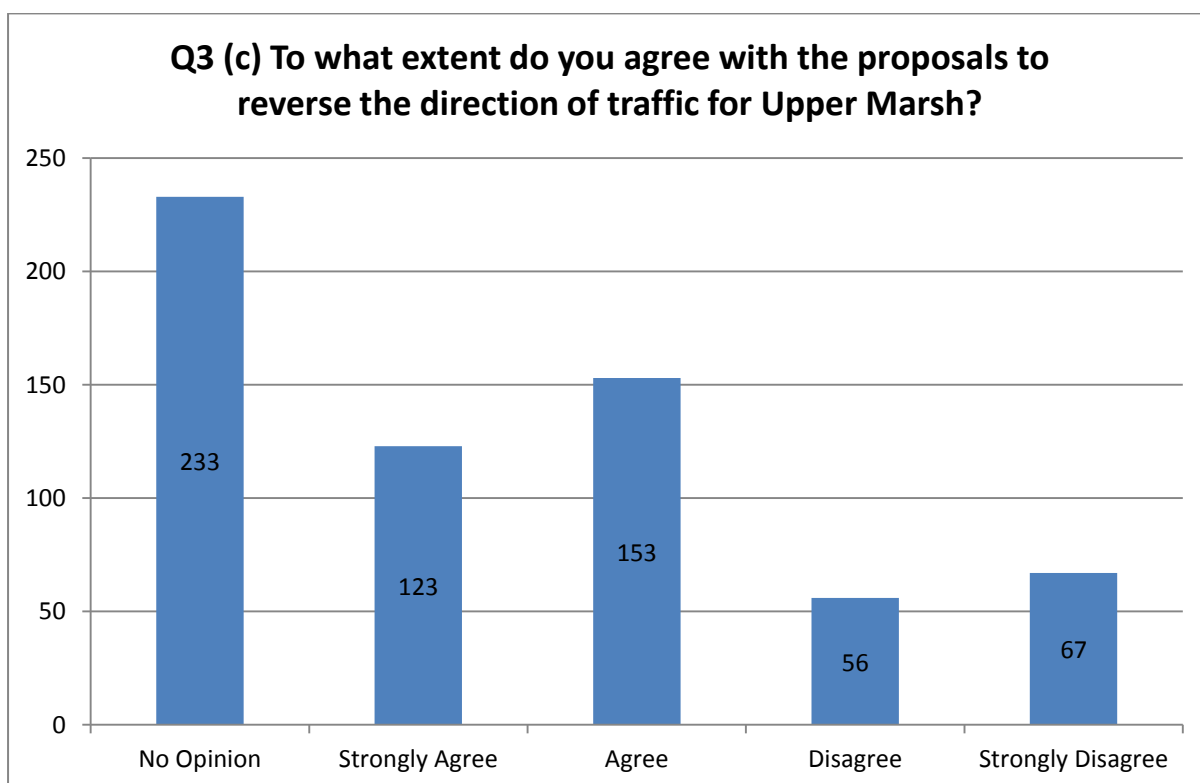
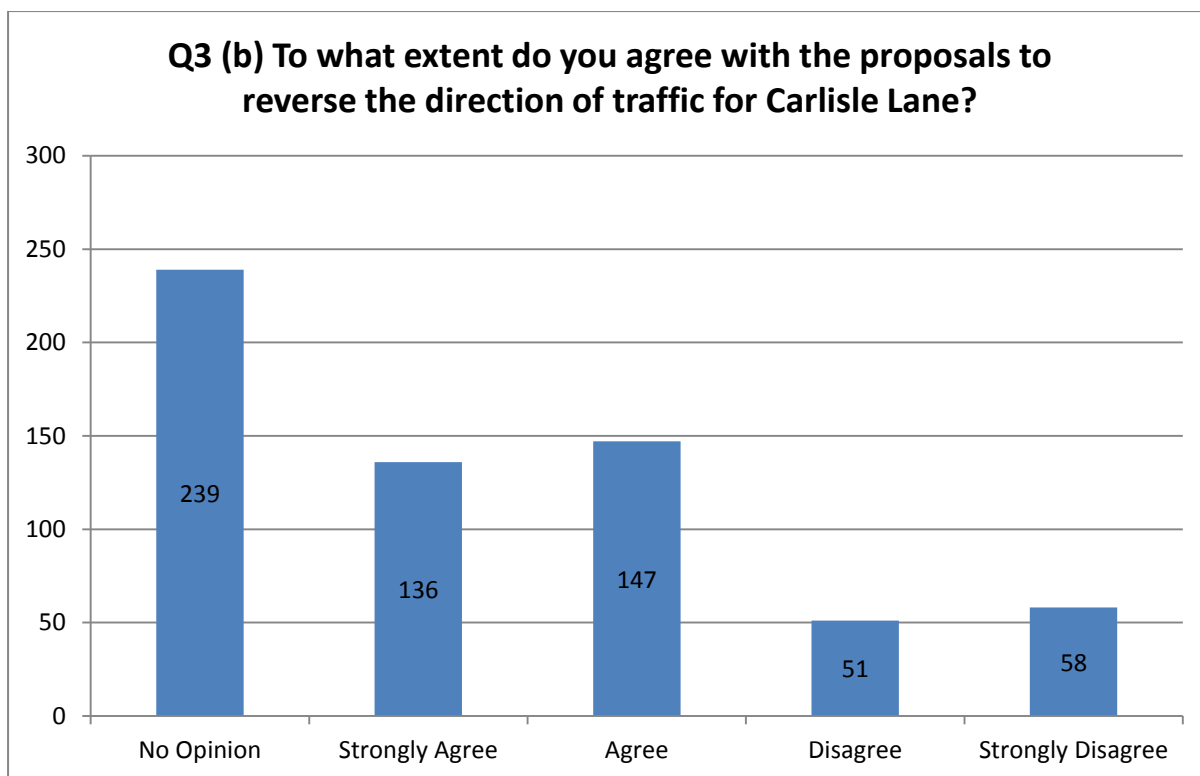
Similarly, proposals to widen pavements were well received, with only some comments expressing the opinion that the pavements are wide enough already for the current capacity.



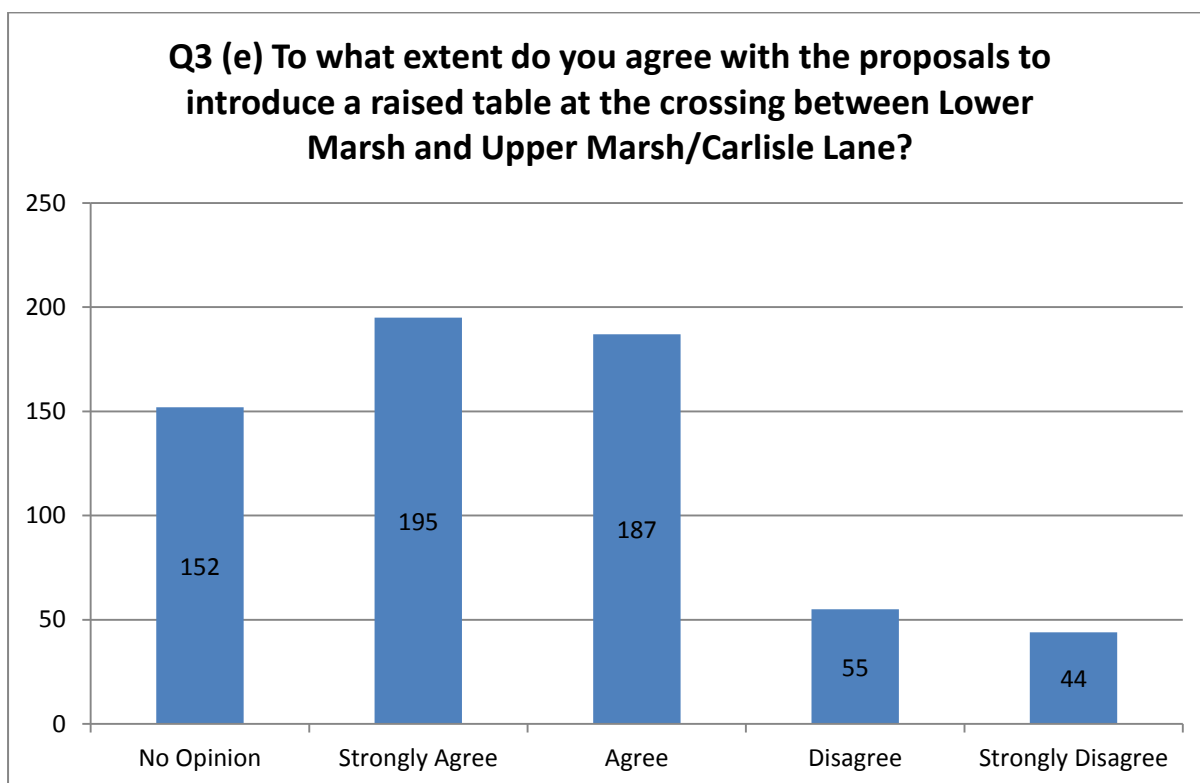
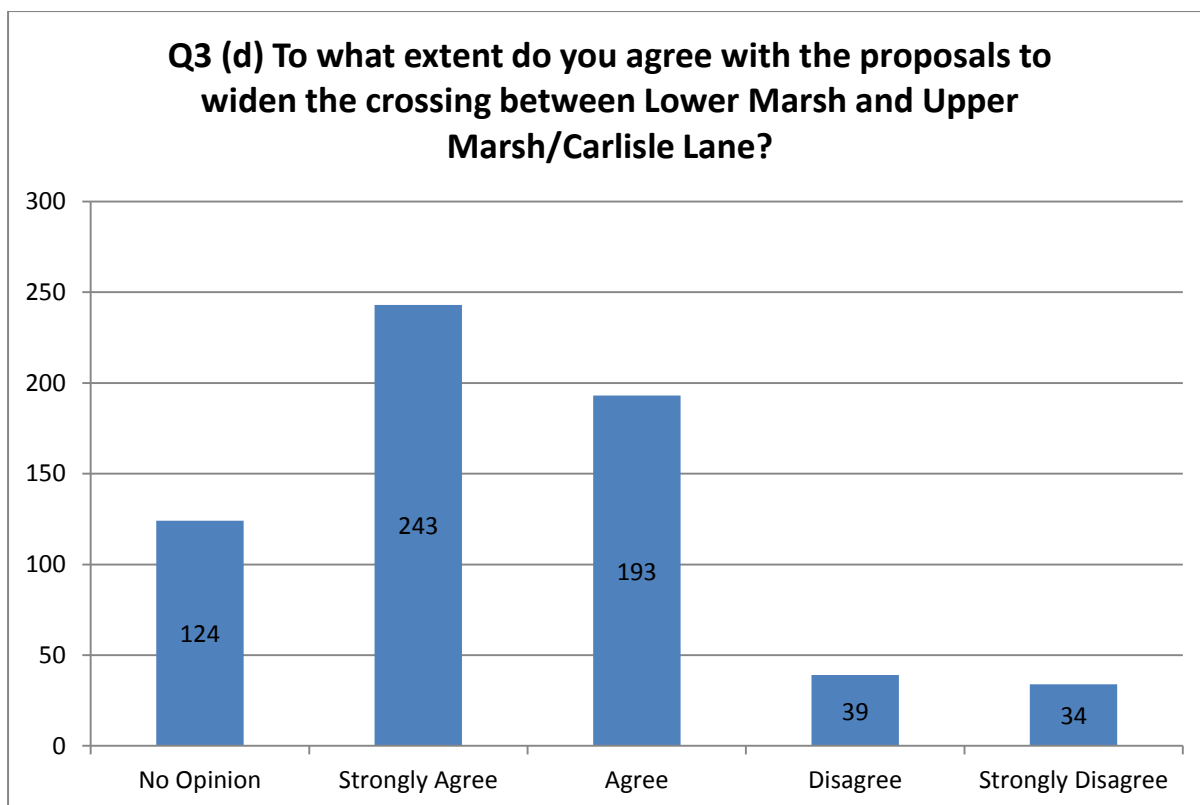
As is evident in the responses to this question, overall people were in agreement that the pedestrian experience would be improved at this junction with the proposals. However, there were some comments made that this question is relatively difficult to answer if there are concerns about some elements of the proposals and not others, and it cannot be generalised in this way.



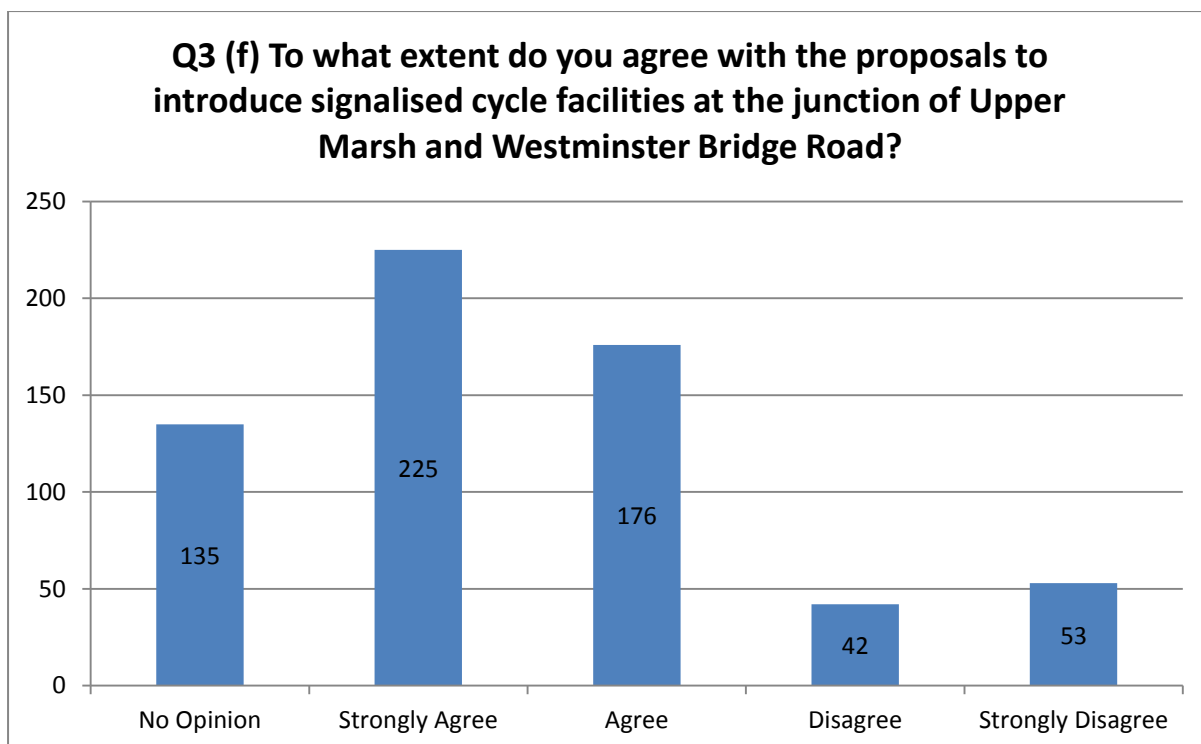
Overall, there was a good response to the proposal to extend similar materials used on Lower Marsh onto the entrance of Upper Marsh and Carlisle Lane. This reflects the positive comments received throughout the consultation about the Lower Marsh project. Additional comments and conversations highlighted concerns about maintenance, in particular with keeping them clean.



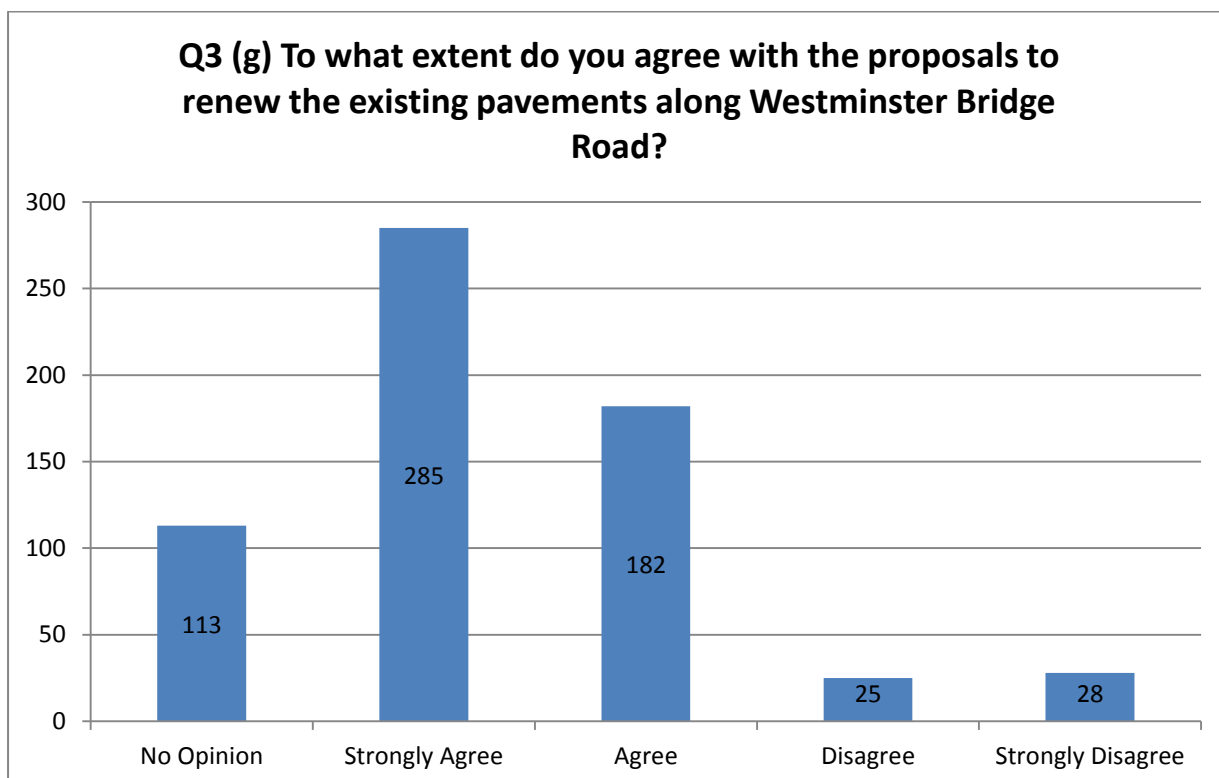
For both questions 3 b & c, the higher number of 'no opinion' responses, as well as conversations with consultees, suggests that the reversal of the direction of traffic on Upper Marsh and Carlisle Lane may primarily gain opinions from those directly impacted by it, otherwise most remain indifferent. The graphs above show that, of those who did give an opinion, this was mostly positive.



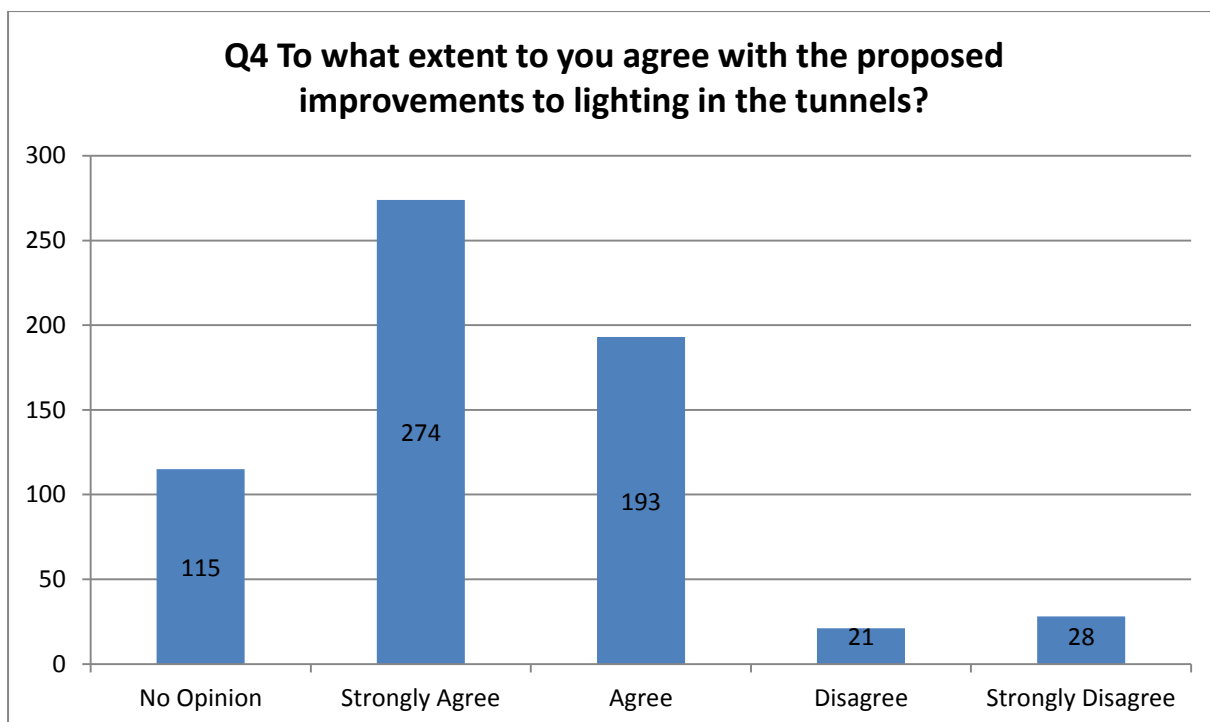
Both questions 3 d & e refer to proposals for changes to the crossing point over Westminster Bridge Road from Lower Marsh over to Upper Marsh and Carlisle Lane. The graphs show that these features were well received, and there were relatively few specific comments relating to this crossing point.



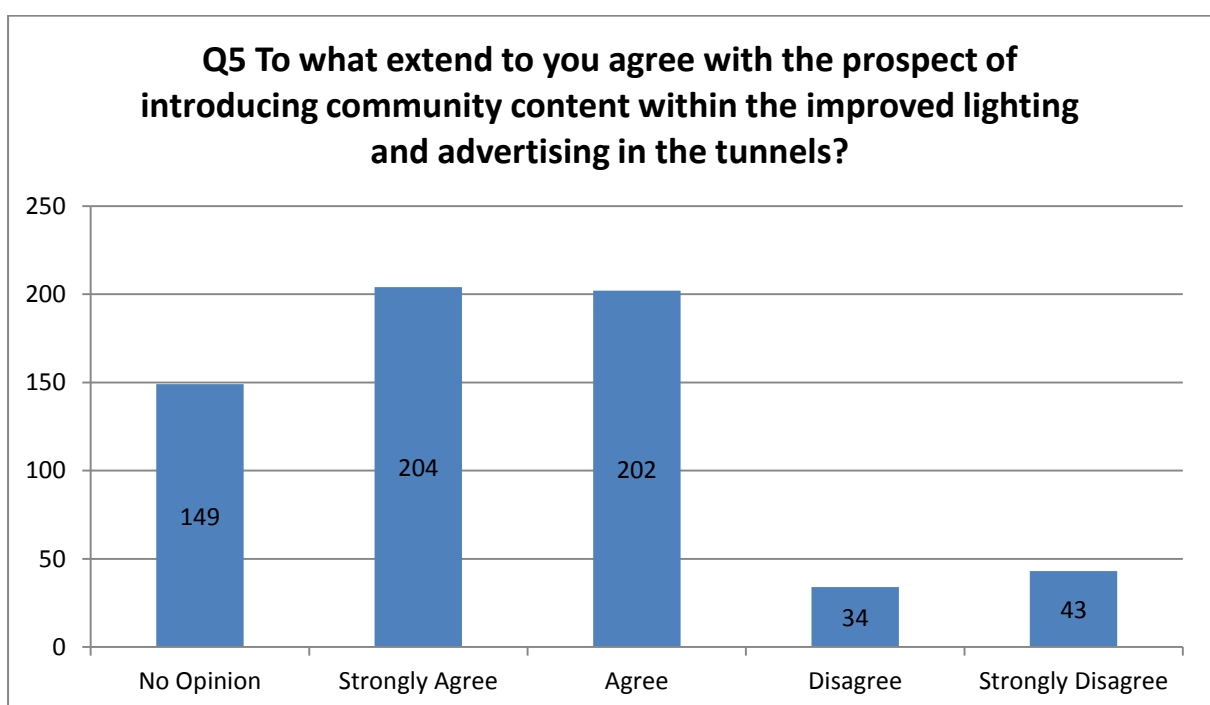
As is shown in the graph above, this question was received well in the consultation. There were no further specific comments related to this feature of the design proposals.



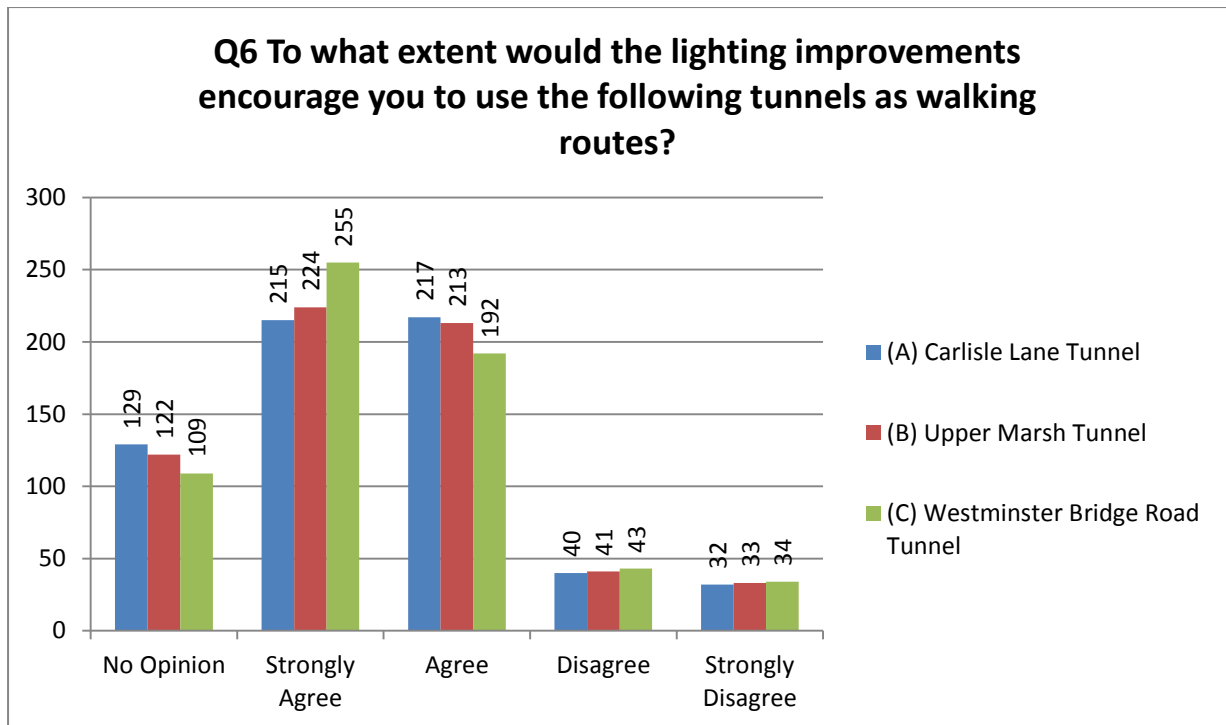
As is shown in the graph above, pavement renewal along Westminster Bridge Road was met with a very good response from consultees, with the general feeling being, from conversations at events, that this is an important, and expected, element of the regeneration project.



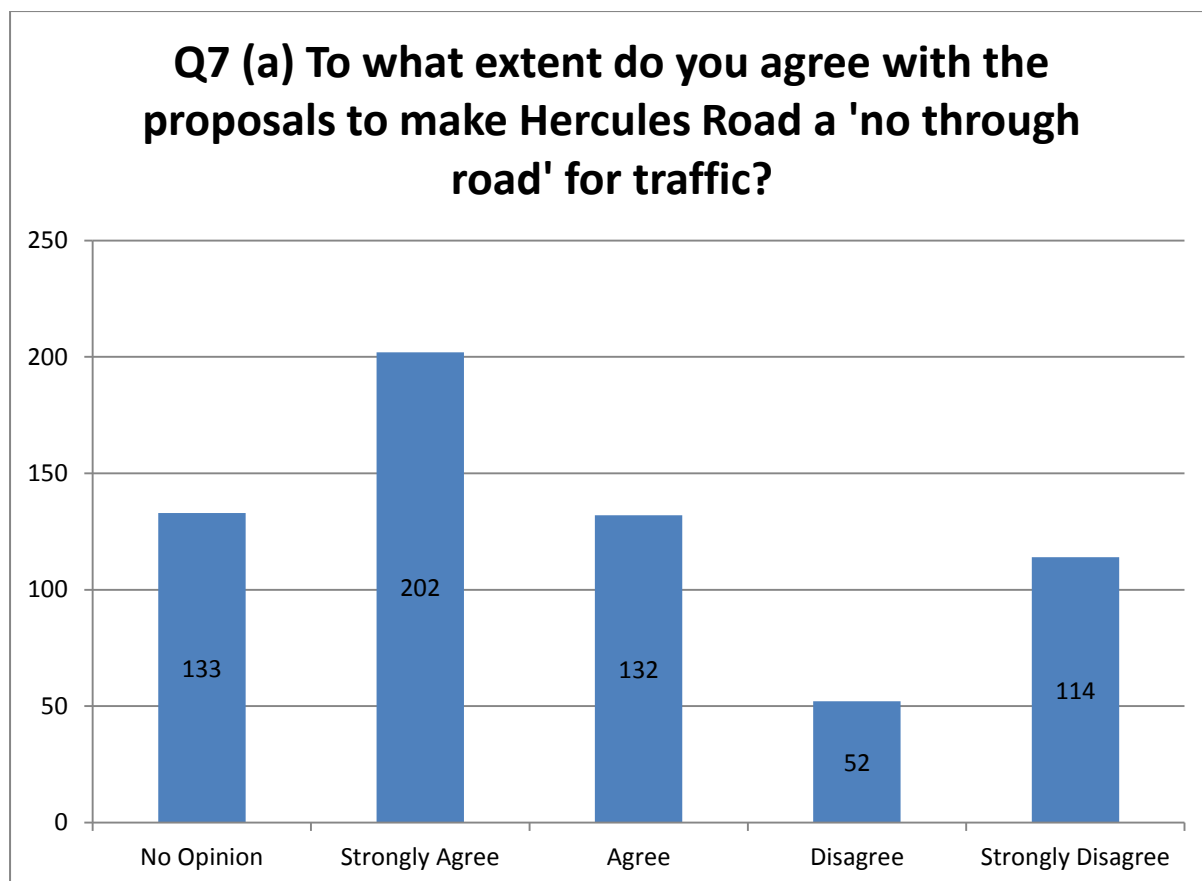
As shown in the graph above, the overall proposed lighting for the tunnels was received very well during the consultation. This positive response was reflected in the conversations with members of the public at events and with key businesses and stakeholders.



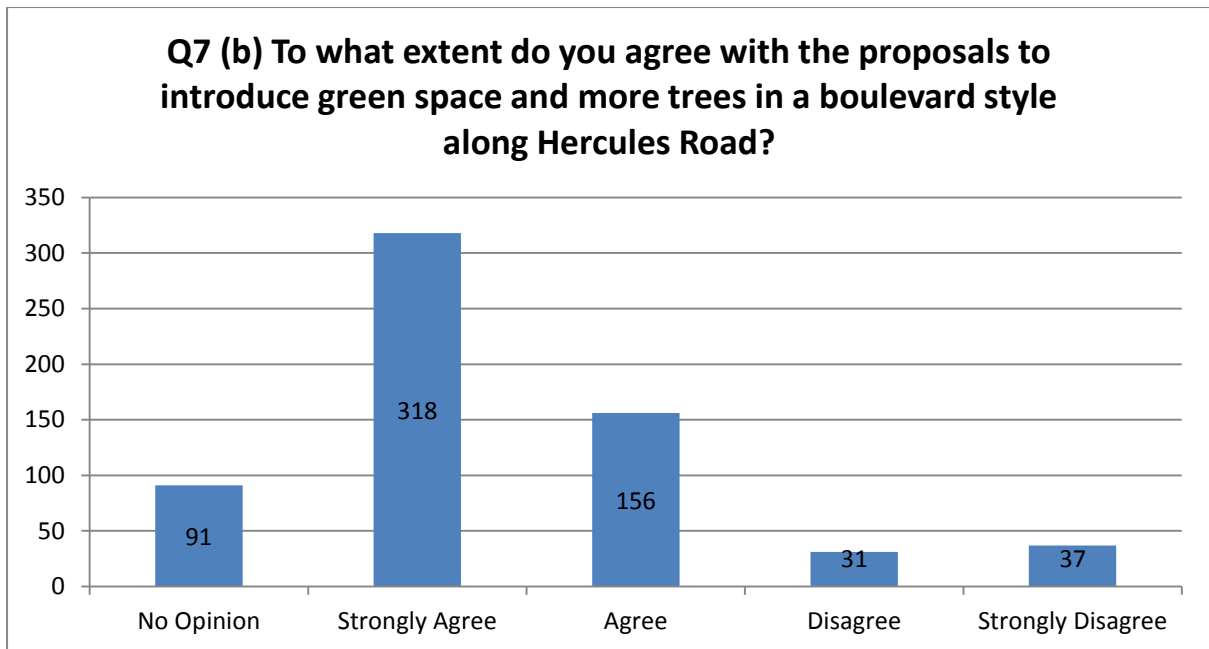
As can be seen in the graph above, the prospect of introducing community content within the improved lighting and advertising was well received on the whole. There were some comments about the lack of clarity in the materials as to what this would actually involve, which might account for some of the disagreement or no opinions. It could be suggested that more information, and ideally examples, should have been given in the consultation materials.



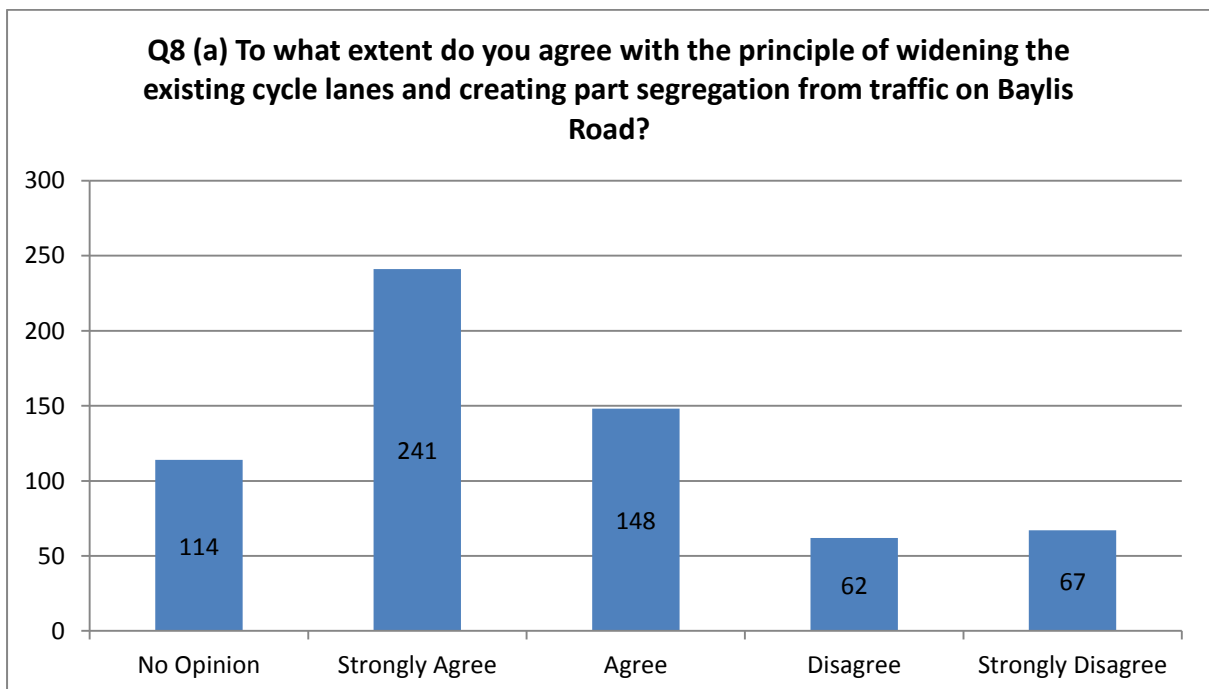
Finally, in relation to the proposed lighting, the above graph gives a breakdown of the responses for each tunnel, when asked if the improvements would encourage people to use the tunnels as walking routes. The graph shows that all of the tunnels received a positive response for this overall. The Westminster Bridge Road tunnel, however, does come out with slightly more positive support. The additional comments which directly related to the lighting proposals mainly expressed concerns about maintenance and cleanliness of the tunnels and the lighting fixtures. Further clarity was requested by some respondents on the nature of any proposed lighting scheme, which is not yet available.



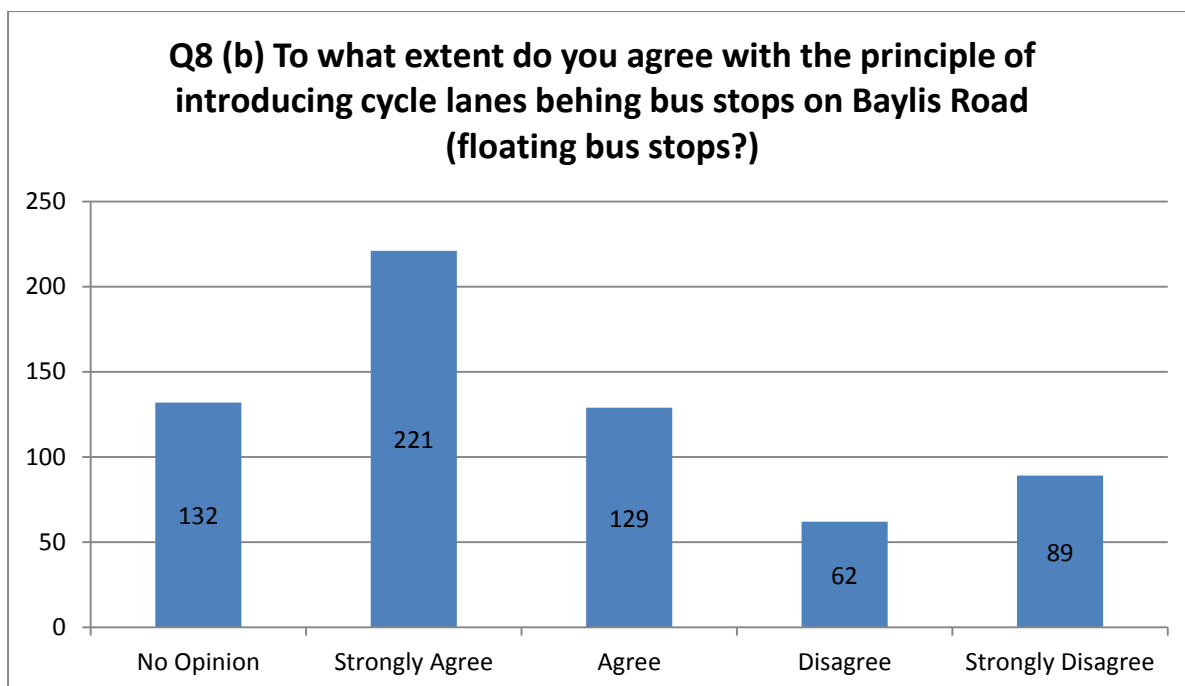
This question directly addresses the proposals which are part of the Lambeth quietways scheme. These proposals were presented in the consultation materials as 'principles' for the scheme. The graph above shows the responses to the question addressing the principle of introducing a point closure somewhere along Hercules Road. Whilst the data shows that this was, overall, well received, there is still a relatively strong resistance. The consultation question was based on pre-design stage proposals as part of the quietways scheme, and the mixed responses reflect the lack of detail provided. It is therefore recommended that further consultation take place at the outline design stage.



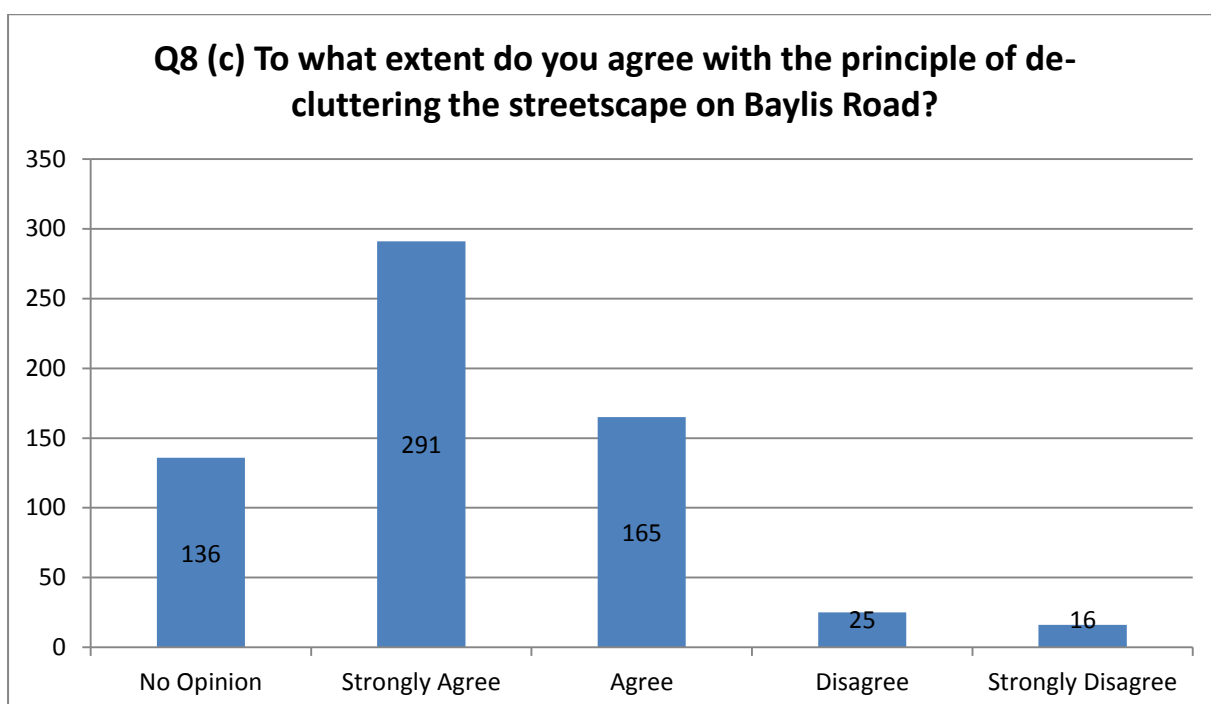
As is shown in the graph above, the proposals to introduce more green space and trees along Hercules Road was well received. However, as mentioned previously, the lack of visual designs to support this may have made answering this question challenging, beyond simply agreeing with the 'principle' of more trees and green space, the details of which may change the results entirely.



As can be seen in the results above, the proposals to widen existing cycle lanes and create segregated lane, as part of the quietways work, was overall well received.



As the graph above shows, floating bus stops were well received in the consultation. There were some comments about a lack of understanding of what a ‘floating bus stop’ actually is, linking back to the earlier point about a lack of visual design and clarity in the quietways element of the consultation, making response challenging. There were also some concerns about safety for pedestrians getting to the bus stops; particularly elderly, disabled, children and those with prams. This may have contributed to some of the slightly higher disagreement here.



As is shown in the graph above, the principle of de-cluttering the streetscape on Baylis Road was met with a positive response.

5.2 Other Considerations

In addition to the points covered directly in the questionnaire, some additional comments or concerns were raised as part of the consultation, which are outlined below.

5.2.1 Scheme in general

- There was a comment asking if there are any additional cycle stands proposed
- There were a few comments on the condition of the pavements on Lower Marsh – the opinion being that the choice of high quality pavement is desirable in principle but needs to be kept clean in practice. This comment is relevant in relation to the proposal to extend similar paving on to Upper Marsh and Carlisle Lane.
- Some concerns around the possible impact to buses and bus routes – asking for reassurance that they will not be significantly impacted in the long term due to road changes.
- Some feelings that the scheme is in general too focused on traffic and road management and not enough on issues such as signage and creative use of public space.
- Comments about poor road surfaces currently – lots of pot holes need repairing, particularly along Westminster Bridge Road.

5.2.2 Lambeth North Junction

- In addition to the results shown for question 1(a) about the proposal to remove the left turn from Westminster Bridge Road onto Kennington Road, there were also lots of comments specifically outlining concerns – including those from people saying they live in the houses around Pearman St and surrounding streets, and this is a key southbound route for them. Many of the negative comments state that they cannot see that the benefit of increased public space and simplified junction outweighs the increased journey times/congestion elsewhere, and alternative routes are very long and congested.
- There were some comments about the provision of a 'drop-off/pick-up' point for the school, given the increasing numbers of cars stopping to collect/drop-off pupils from the school, which will only increase as the school grows. Asking if there is scope within the project to include this.
- There were comments asking for better (more creative) signage to the Imperial War Museum to be considered as part of the project.
- There were lots of comments about safety and increasing number of cyclists at Lambeth North Junction; both with regards to safety of cyclists themselves and of other road users. This particularly relates to the route across the junction getting from Kennington Road to Baylis Road.

5.2.3 Tunnels

- A large number of comments about maintenance of the lighting. The feelings being that the proposals are positive but less impactful if they are not going to be maintained properly, both in terms of cleaning up the tunnels properly before the lighting is put in, and also ensuring that the tunnel and the lighting is kept clean and well maintained.

- There were a few concerns about cyclists on Carlisle Lane and Upper Marsh not being able to cycle both ways, which is possible, but something that may not have been very clear in the materials.

5.2.4 Quietways

- There was a comment in support of point closure as long as it is very clear that it is closed from the entrances to Hercules Road, with clear signage to stop people driving down the road anyway and having to turn around to get out again.
- There were lots of comments concerned about safety with 'floating bus stops' – particularly for the elderly, disabled and people with buggies having to cross over the cycle lane to get to the bus stop. Also same comment in relation to school children as there is a primary school backing onto Baylis Road.
- As previously mentioned in this report, there were lots of comments about lack of clarity in the Hercules Road proposal – some comments stated they are unable to comment properly without further information or more specific proposals.
- There were concerns about the increased congestion at the junction of Lambeth Road and Kennington Road as a result of the point closure on Hercules Road. In general, there were concerns about displacement of traffic onto already congested main roads.

It is worth noting that the points above are based on comments relevant to the scheme and which have not already been picked up in the analysis of the questionnaire data. There were some comments unrelated to the scheme, which have been referred onto relevant stakeholders as appropriate.

6 Conclusions

This project has been of significant interest, across the board of businesses, stakeholders and members of the public. As was established in the initial engagement last year, a regeneration project, in any form, is welcome and long overdue according to many people. This report has outlined, in detail, the results of the consultation on the proposed designs for the project.

Overall, these results show that there has been a generally positive response to the proposed designs, reflecting the priorities established in the initial engagement phase of the consultation. However, there were some issues raised during this consultation which must be acknowledged;

- Proposal to remove the left turn from Westminster Bridge Road onto Kennington Road.
- Proposal to introduce a point closure somewhere along Hercules Road.

Both of these elements of the proposed designs, whilst still overall supported, did show relatively high levels of disagreement. It is therefore recommended that the design team consider these elements of the proposals very carefully, in relation to the commentary in this report. Beyond this, all of the points of concern raised in this report must be taken into account in this detailed design process.

These concerns taken into account, the overall outcome of the consultation signals a positive step forward for the project, and a continued communications strategy will be in place in the lead up to and during the implementation of the project. It is envisaged that the website will be used as the primary platform for communicating news and updates about the project, with support via social media, as well as targeted updates for businesses and stakeholders directly impacted by the works.

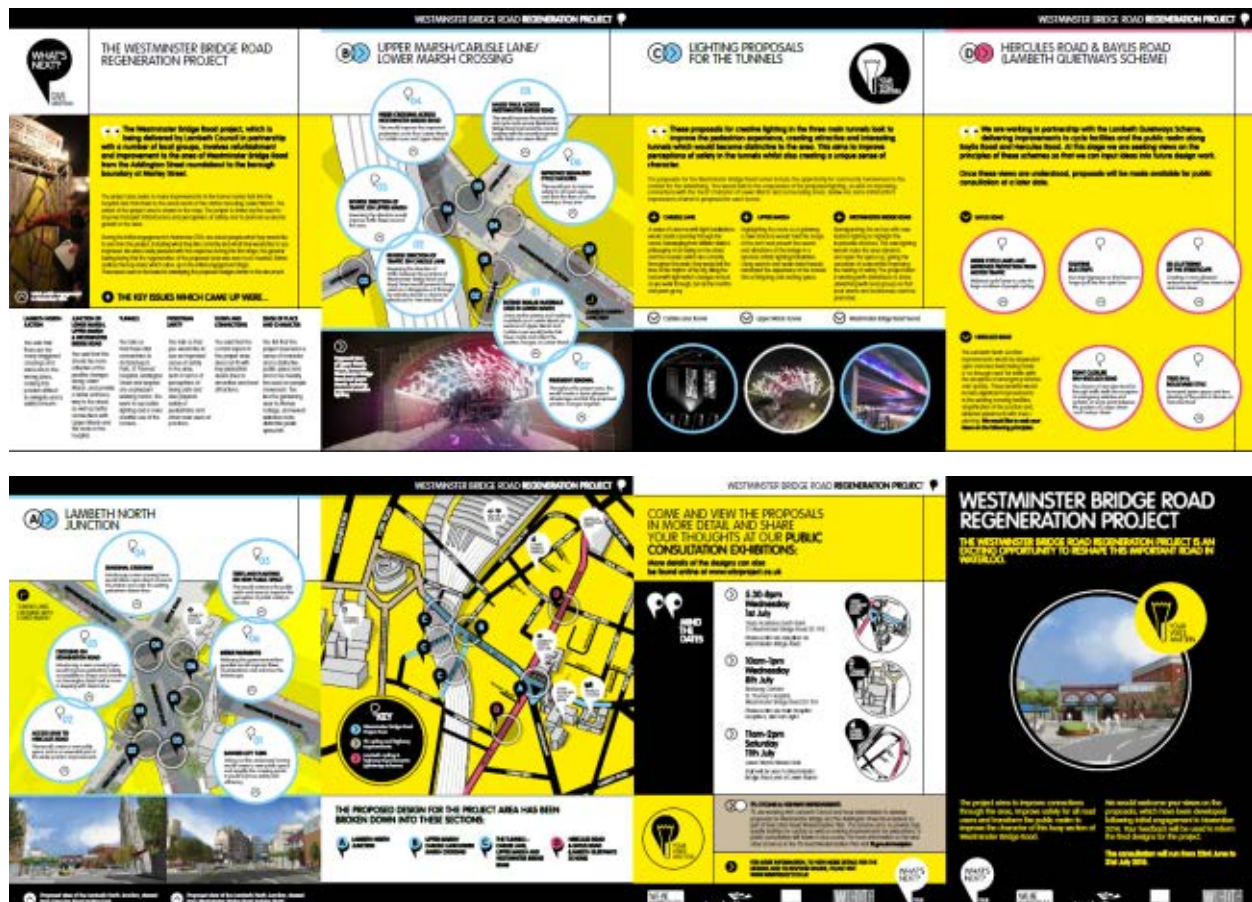
WESTMINSTER BRIDGE ROAD REGENERATION PROJECT

Consultation Report

Stage 2: Formal Consultation, June/July 2015

7 Appendices

7.1 Appendix 1: Consultation booklet (Copies available on request)



WESTMINSTER BRIDGE ROAD REGENERATION PROJECT QUESTIONNAIRE

Please complete the following survey based on the information provided in this booklet and online at www.wbrproject.co.uk

For each question, please tick either Strongly Agree, Agree, Disagree, Strongly Disagree or No Opinion. Please return your form in the stamped addressed envelope enclosed.

Please tick one for each question

LAMBETH NORTH JUNCTION

1 To what extent do you agree with the proposals to;

a Remove the left turn from Westminster Bridge Road onto Kennington Road, as shown in the designs?

b Make Hercules Road access only, as shown in the designs?

c Introduce a crossing on Kennington Road, as shown in the designs?

d Introduce a diagonal crossing outside Lambeth North Station, as shown in the designs?

e Introduce trees and additional planting in the new public spaces created, as shown in the designs?

f Widen sections of the existing pavement, as shown in the designs?

2 To what extent do you agree that the overall pedestrian experience would improve at this junction, if the proposals were to be implemented?

Strongly agree

Agree

Disagree

Strongly disagree

No opinion

UPPER MARSH/ CARLISLE LANE/ LOWER MARSH CROSSING

3 To what extent do you agree with the proposals to;

a Extend similar paving and roadway materials used in Lower Marsh into sections of Upper Marsh and Carlisle Lane, as shown in the designs?

b Reverse the direction of traffic for Carlisle Lane from between the junctions of Westminster Bridge Road and Royal Street, as shown in the designs?

c Reverse the direction of traffic for Upper Marsh as shown in the designs?

d Widen the crossing between Lower Marsh and Upper Marsh/Carlisle Lane, as shown in the designs?

e Introduce a raised table at the crossing between Lower Marsh and Upper Marsh/Carlisle Lane, as shown in the designs?

f Introduce signalised cycle facilities at the junction of Upper Marsh and Westminster Bridge Road, as shown in the designs?

g Renew the existing pavements along Westminster Bridge Road, as shown in the designs?

Strongly agree

Agree

Disagree

Strongly disagree

No opinion

LIGHTING IN THE TUNNELS

4 To what extent do you agree with the proposed improvements to lighting in the Carlisle Lane, Upper Marsh and Westminster Bridge Road tunnels, as shown in the designs?

5 To what extent do you agree with the prospect of introducing community content within the improved lighting and advertising in the tunnels?

6 To what extent would the lighting improvements encourage you to use the following tunnels as walking routes?

a Carlisle Lane tunnel

b Upper Marsh tunnel

c Westminster Bridge tunnel

Strongly agree

Agree

Disagree

Strongly disagree

No opinion

WESTMINSTER BRIDGE ROAD REGENERATION PROJECT QUESTIONNAIRE



HERCULES ROAD (LAMBETH QUIETWAYS SCHEME)

strongly agree agree disagree strongly disagree no opinion

> **7** To what extent do you agree with the proposals to:

- a** Make Hercules Road a 'no through road' for traffic (with the exception of emergency vehicles and cyclists) at some point between Cosser Street and Centaur Street?
- b** Introduce green space and more trees in a boulevard style along Hercules Road?

○ ○ ○ ○ ○

○ ○ ○ ○ ○



BAYLIS ROAD (LAMBETH QUIETWAYS SCHEME)

strongly agree agree disagree strongly disagree no opinion

> **8** To what extent do you agree with the principle of:

- a** Widening the existing cycle lanes and creating part segregation from motor traffic?
- b** Introducing cycle lanes behind bus stops ('floating bus stops')?
- c** De-cluttering of the streetscape?

○ ○ ○ ○ ○

○ ○ ○ ○ ○

○ ○ ○ ○ ○



OTHER COMMENTS



MONITORING QUESTIONS (OPTIONAL)

- i** To make sure we are hearing from all of the area's diverse communities, it is important that we ask you a few questions about yourself. If you do not wish to answer any of the questions, that's fine. All personal information is confidential and will only be used in relation to this consultation.

> **9** Gender **m** **f**

> **10** Age **15 under** **16-19** **20-29** **30-44** **45-59** **60-74** **+74**

> **11** How would you describe your ethnic group? _____

> **12** Do you have any long-standing illness, disability or infirmity? **Y** **N**

> **13** Please tick all which apply to you relating to the project area:

local resident

local employee

passing through

cyclist

pedestrian

vehicle user

- i** Please return your form in the stamped addressed envelope or send to
WBR Consultation, C/O Waterloo Quarter,
Suite 2, 45-46 Lower Marsh, SE1 7RG.



- > For more information visit:
WWW.WBRPROJECT.CO.UK

WE ARE
WATERLOO

Lambeth

SBEG

WCDG
WATERLOO COMMUNITY DEVELOPMENT GROUP

WHAT'S
NEXT?

YOUR
VOICE
MATTERS

7.3 Appendix 3: Westminster Bridge Road Regeneration project



7.4 Appendix 4: Photos from Consultation Events









WESTMINSTER BRIDGE ROAD REGENERATION

