

Proposed Northern Line
Extension
Consultation Analysis

Consultation undertaken 7
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1. INTRODUCTION

1.1 Background

Transport for London (TfL) is preparing to apply for an Order under the Transport and Works Act 1992 to construct and operate an extension of the Charing Cross branch of the Northern line from Kennington to Battersea with an intermediate station at Nine Elms. The proposed extension is critical to achieving the regeneration of the Vauxhall Nine Elms Battersea (VNEB) Opportunity Area and would also bring benefits to the surrounding area in terms of improving transport accessibility and access to employment.

TfL has undertaken a series of consultations on the proposal (two in 2011 and one in autumn 2012). This report analyses responses to the consultation on the overall proposal which took place between 7 November and 30 December 2012.

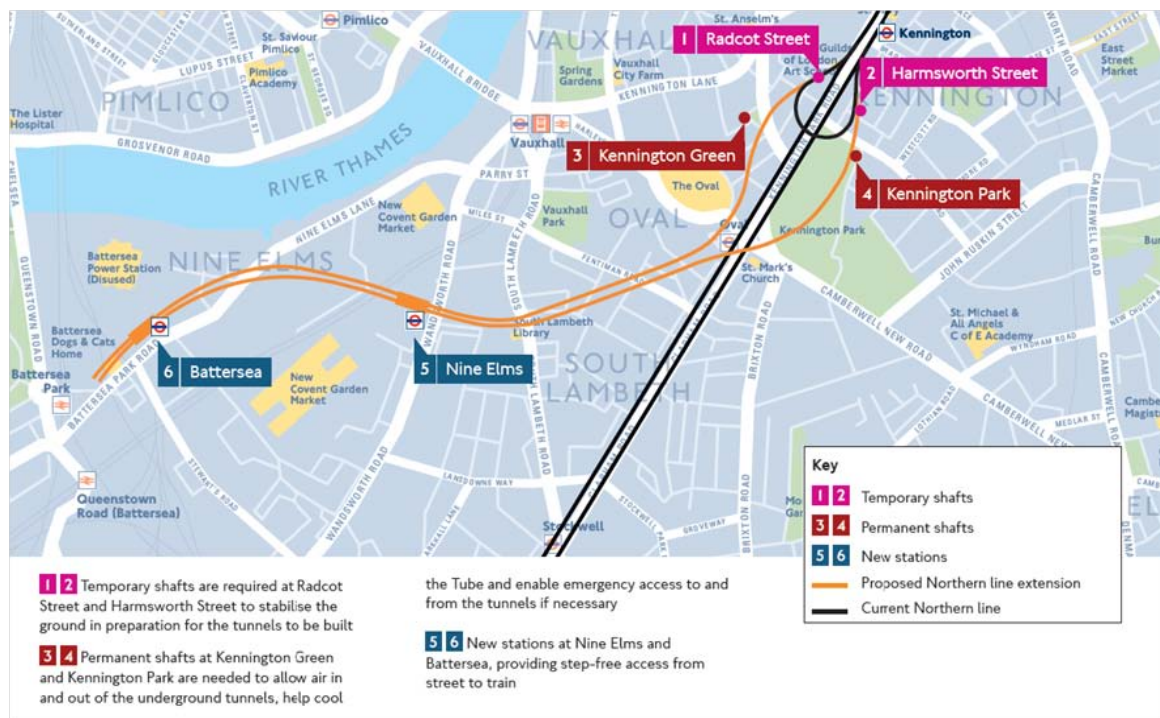
The key features of the proposed extension are:

- Extension of the Charing Cross branch of the Northern line from Kennington to Battersea via Nine Elms
- New stations at Nine Elms and Battersea
- Two permanent shafts at Kennington Green and Kennington Park to provide ventilation, cooling and emergency access if required
- Two temporary shafts at Radcot Street and Harmsworth Street and, as an alternative, possible 'gallery tunnels' to enable works to stabilise the ground in preparation for the new tunnels to be built

The proposed extension is shown on a Tube map below.



The proposed route and key sites are shown in the figure below:



1.2 Consultation Process

The public consultation which this report describes is part of TfL’s wider engagement with stakeholders, interest groups, residents and members of the public which has helped to develop and inform the proposed scheme. The consultation ran for eight weeks from 7 November to 30 December 2012.

The general public were invited to make representations to the consultation on the Northern line extension in the form of a questionnaire which included a number of options and space for free text responses. This questionnaire, which is in Appendix A, was available online at the following address: www.tfl.gov.uk/nleconsultation. It was also available on paper, and this was supplied with a pre-paid return address.

TfL commissioned Accent Market Research (‘Accent’) to code the open responses to the consultation questionnaire; quantitative analysis of the closed questions was undertaken by TfL and supplied to Accent and is also included in this report.

This report is based on the findings of the 1,689 questionnaires that were received as part of this consultation. The table below shows the number of questionnaires, emails, and postal letters that were received. Accent also coded the emails and postal letters using the code frame from Question 1. The findings from these submissions are detailed in Section 3.2 along with findings from the questionnaires.

Table 1: Number of submissions received

	n	%
Online questionnaires	1,683	95.6
Emails	68	3.9
Postal questionnaire	6	0.3
Postal letters	4	0.2
Total	1,761	100.0

TfL has prepared a separate report on responses received from stakeholders, which includes further information about the consultation process, its overall context and the intended next steps for the proposal. The present report forms an appendix to the TfL report.

1.3 Objectives

The objectives of the consultation are:

- To inform local people and businesses (and other interested parties in London and beyond) about the proposed scheme
- To seek the public's views on the proposed scheme (which will be used to inform development of the Transport and Works Act Order application)

2. METHODOLOGY

2.1 Introduction

The general public were invited to make representations to the consultation on the Northern line extension in the form of a questionnaire which included a number of options and spaces for free text responses. This questionnaire was available online. The consultation questionnaire was a mix of closed questions and thirteen free-flow text boxes. The questionnaire contained outline information on the scheme and respondents were directed to a series of factsheets for more detailed information, which were made available online and in paper form.

Additionally, the questionnaire asked for demographic data about the respondent in order to enable more detailed analysis of responses. No questions were compulsory.

Questionnaire responses were passed to Accent for analysis. The questions in the questionnaire were:

Table 2: Questions in questionnaire

Question number	Question text	Type of question	Factsheet?
1.	Do you have any general comments on the proposed route of the Northern line extension and the location of the two new stations at Nine Elms and Battersea?	Open	No
2.	<p>Please indicate how important each of the following issues are to you.</p> <ul style="list-style-type: none"> • Proposed design and location of Battersea and Nine Elms stations • Proposed route of tunnels • Noise and vibration from trains • Proposed design and location of permanent shafts at Kennington Green and Kennington Park • Future train services on the extension • Impacts on your property of building the tunnels • Location and impacts of proposed construction sites • Impacts of construction traffic on the local road network. <p>Please mark with a 1, 2 or a 3 in order of priority, the three issues that are most important to you when considering the proposals to extend the Northern line. (Please mark three issues only, you have space to make further comments in the comments box).</p> <p>Any other comments?</p>	Closed and open	No
3.	What are your comments on the proposed construction works at Radcot Street?	Open	Yes
4.	What are your comments on the proposed construction works at Harnsworth Street?	Open	Yes
5.	What are your comments on the potential alternative approach for connecting the extension to the existing Northern Line and stabilising the ground?	Open	No
6.	What are your comments on the proposed construction works to build a permanent shaft and head house at Kennington Green?	Open	Yes

Question number	Question text	Type of question	Factsheet?
7.	<p>What is your view on the following statements about the restoration of the Green once construction works have been completed?</p> <p>a) A tree border is important b) I like the idea of the possible inclusion of public art c) It is important to provide some form of seating on the Green d) The Green would be improved by removing the path across it e) I would like to see a simple border such as post and chain</p> <p>Any other comments?</p>	Closed and open	No
8.	<p>What are your comments on the proposed construction works to build a permanent shaft and head house at Kennington Park?</p>	Open	Yes
9.	<p>What is your view on the following statements about the design of the proposed head house and accommodation at Kennington Park?</p> <p>a) I like the approach to wrapping a building around the head house b) I like the idea of including a space for activities related to the park c) I would like to see natural material incorporated into the design such as glass and wood d) I support the inclusion of screening between the park and the head house</p> <p>Any other comments?</p>	Closed and open	No
10.	<p>What are your comments on the proposed construction works at Nine Elms?</p>	Open	Yes
11.	<p>What are your comments on proposals for the new station at Nine Elms?</p>	Open	No
12.	<p>What are your comments on the proposed construction works for the NLE at Battersea?</p>	Open	Yes
13.	<p>What are your comments on the proposed station at Battersea?</p>	Open	No
14.	<p>In what capacity are you responding to this consultation? (tick the most appropriate one that applies)</p> <p>a) As an individual b) As a representative of a business c) As a representative of a school/college/educational establishment d) As a representative of a community or voluntary organisation e) As an elected representative</p> <p>If responding on behalf of a business, school or other organisation, please provide us with the name.</p>	Closed	No
15.	<p>What is your email address?</p>	Open	No
16.	<p>What is your postcode?</p>	Open	No
17.	<p>What is your age group?</p> <ul style="list-style-type: none"> • Under 16 • 16 to 24 	Closed	No

Question number	Question text	Type of question	Factsheet?
	<ul style="list-style-type: none"> • 25 to 44 • 45 to 64 • 65 to 74 • 75 or over 		
18.	What is your ethnic background? <ul style="list-style-type: none"> • Asian/Asian British • Chinese • White • Black/Black British • Mixed ethnic background • Other ethnic group 	Closed	No

2.2 Coding and Code Frames

The responses to ‘open’ questions of the questionnaires were individually analysed and coded using code frames (see Appendix B).

Accent developed and agreed with TfL the code frames that were deployed.

The code frames were designed on an iterative basis; they were structured under the open questions in the questionnaire. A separate code was created for each individual codeable comment. A copy of the code frames is included in Appendix B. This report analyses comments by code and provides an indication of the overall proportions of positive, negative and neutral comments given (where appropriate to the question). The treatment of each code is shown in the code frames. This approach is intended to convey the general balance of the comments and should be considered alongside the more detailed coding, which is also supplied.

Obscene comments were coded ‘rude/irrelevant’. General comments not relevant to the Northern line extension were coded as irrelevant.

As a check on the consistency of coding staff, and to ensure that all elements of responses were correctly coded and included, rigorous quality checks were applied. This included:

- A 10% back check of all coding undertaken
- Checking the first 50 questionnaires coded for each coder

Any errors identified as a result of miscoding were corrected.

2.3 Context to the Analysis

It is important to note that the findings reported in this document are from a consultation and not an opinion poll or referendum. A consultation is intended to seek information and views relating to the proposal and is not intended to elicit representative samples of opinion.

In public consultations there can be a tendency for responses to come from those more likely to consider themselves affected or more motivated to express their views, or both.

The nature of public consultation is that respondents are self selecting and therefore not necessarily representative of opinion across London.

3. FINDINGS

3.1 Introduction

1,689 questionnaires were received. Not all questions in each questionnaire were answered and many of the 'open' text boxes were left unanswered.

The structure of this report follows the order of the questionnaire.

Where comments included more than one point or issue they were given more than one code. This means that the figures and tables showing the codes for each open question can sum to more than 100%.

In addition, we also present pie charts on the general nature of the comments (proportions of positive, negative and neutral). These figures sum to 100% as they are based on comments not respondents.

3.2 Postcode Analysis

Analysis of respondents' home postcodes was undertaken to assess whether there were differences in the comments made by those living at the eastern end of the route (ie those living in the postcode areas SE11 4, SE11 5, SE17 3 and SW1 8) and those living at the western end of the route (ie those living in the postcode areas SW8 2, SW8 4 and SW8 5) and those living elsewhere.

In total 1,687 usable postcodes were provided out of 1,689 questionnaires completed. Note that this analysis is based only on the online and paper questionnaires received, not from letters or emails; however questionnaires accounted for almost all (96%) of the overall response. The table below shows the breakdown of the postcodes and the proportion which comprised respondents living at the eastern and western ends of the route.

The table shows that 14% of respondents said that they lived in the eastern part of the route and 5% in the western part. Although these are fairly small proportions, the analysis is a useful part of the overall picture of the consultation; of course there is no means of verifying postcode or other demographic information.

Table 3: Postcode analysis

Postcode area	n	%
SE17 3	57	3
SE11 4	71	4
SE11 5	34	2
SW8 1	70	4
Total Eastern	232	14
SW8 2	38	2
SW8 4	45	3
SW8 5	4	0
Total Western	87	5
All other areas	1,368	81
Grand Total	1,687	100

3.3 General Comments (Question 1)

The first question asked respondents for any general comments they had (open question). The question was:

1) Do you have any general comments on the proposed route of the Northern line extension and the location of the two new stations at Nine Elms and Battersea?

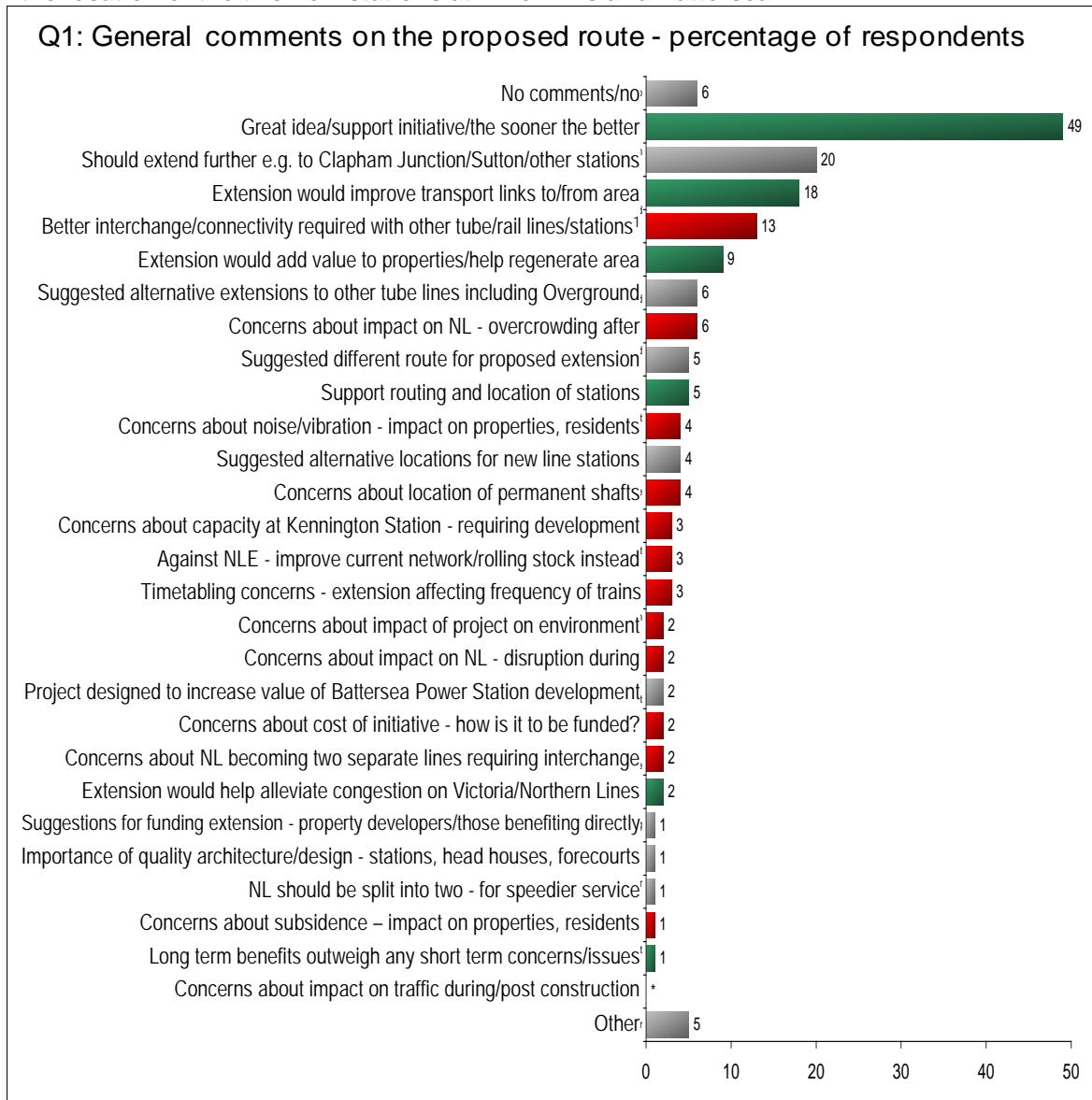
Overall, 94% made comments on the proposed route of the Northern line extension and the location of the two new stations at Nine Elms and Battersea.

Figure 1 shows the comments colour coded by whether they are positive (green), negative (red) or neutral/no comment (grey).

The main response, made by almost a half (49%) of respondents to the questionnaire, was that the extension was a good idea which they supported. A further 18% were positive about the proposal as it would improve transport links to and from the area.

However, 20% said it should extend further, for example to Clapham Junction, Sutton or other stations. There were also some concerns that there was insufficient connectivity with other means of transport and stations (mentioned by 13%) and that there would be negative impact on the Northern line through overcrowding once completed (mentioned by 6%).

Figure 1: General comments on the proposed route of the Northern line extension and the location of the two new stations at Nine Elms and Battersea



Base: 1,689 respondents

¹ e.g. Battersea Station with Battersea Park

* = less than 0.5%

The main positive comments were:

- Great idea/support initiative/the sooner the better (49% of respondents; 819 respondents)
- Extension would improve transport links to/from area (18%; 304 respondents)
- Extension would add value to properties/help regenerate area (9%; 148 respondents)
- Support routing and location of stations (5%; 83 respondents)

The main negative comments were:

- Better interchange/connectivity required with other tube/rail lines/stations e.g. Battersea Station with Battersea Park (13%; 219 respondents)
- Concerns about impact on NL - overcrowding after (6%; 101 respondents).

Postcode analysis of respondents shows a number of notable differences in comments made by those living at the eastern end of the route (ie those living in the postcode areas SE11 4, SE11 5, SE17 3 and SW1 8) and those living at the western end of the route (ie those living in the postcode areas SW8 2, SW8 4 and SW8 5). Some of the most significant differences are outlined below. Generally, those living at the western end of the route were more likely to make positive comments and those living at the eastern end were more likely to make negative comments.

Those living at the eastern end of the route were significantly more likely than those living at the western end to mention:

- Concerns about noise/vibration - impact on properties, residents (24%, compared with 2% of those living at the western end of the route)
- Concerns about location of permanent shafts - impact on residents, alternative locations suggested (18%, compared with 3% of those living at the western end of the route)
- Suggested different route for proposed extension (13%, compared with 3% of those living at the western end of the route)
- Concerns about impact of project on environment (11%, compared with 2% of those living at the western end of the route)
- Concerns about capacity at Kennington Station - requiring development (9%, compared with 1% of those living at the western end of the route)

By comparison, those living at the western end of the route were significantly more likely than those living at the eastern end of the route to mention:

- Great idea/support initiative/the sooner the better (59%, compared with 26% of those living at the eastern end of the route)
- Extension would improve transport links to/from area (27%, compared with 6% of those living at the eastern end of the route)
- Extension would add value to properties/help regenerate area (23%, compared with 6% of those living at the eastern end of the route)
- Support routing and location of stations (20%, compared with 3% of those living at the eastern end of the route)

A comparison was also made between the responses of those living on the route (sum of 'eastern' and 'western' respondents) and those who said they did not live on the route.

Those living on the route were significantly more likely than those living in other areas to mention:

- Concerns about noise/vibration - impact on properties, residents (18%, compared with 1% of those living in other areas)
- Concerns about location of permanent shafts - impact on residents, alternative locations suggested (14%, compared with 1% of those living in other areas)
- Suggested different route for proposed extension (10%, compared with 4% of those living in other areas)

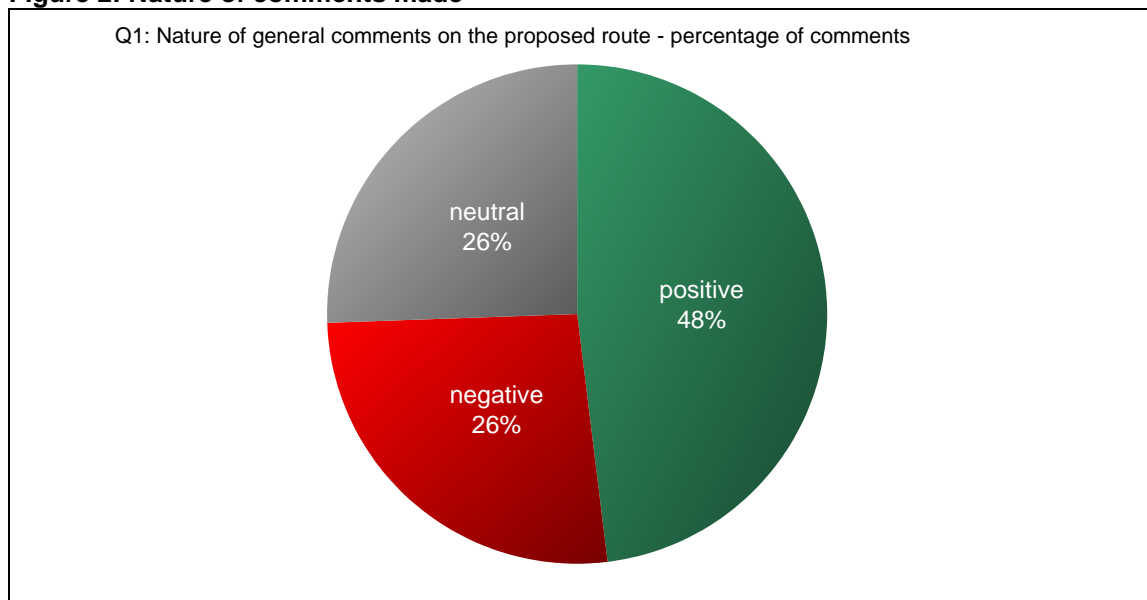
By comparison, those living in other areas were significantly more likely than those living on the route to mention:

- Great idea/support initiative/the sooner the better (52%, compared with 35% of those living in the eastern or western ends of the route)
- Should extend further to e.g. Clapham Junction/Sutton/other stations (23%, compared with 5% of those living in the eastern or western ends of the route)
- Extension would improve transport links to/from area (19%, compared with 11% of those living in the eastern or western ends of the route)

There was an average of 1.8 codeable comments from each respondent who made comments.

Almost half (48%) of the comments were positive, 26% were negative and 26% were neutral. See Figure 2.

Figure 2: Nature of comments made



Base: 2,908 comments

Some examples of comments given by respondents included:

“I think this is an excellent idea and well overdue. Particularly anything that can be done to relieve pressure on the Northern line south of Kennington.”

“I am pleased to see this developed proposal for a new tube which will enhance London's transport infrastructure. However, I am dismayed that the plans do not include interchanges with the existing railways or tube lines that lie across or near the projected route. Good connectivity is surely desirable in any urban transport network. There should be an interchange at Vauxhall, and - given its apparent proximity to the intended terminus - one also at Battersea Park.”

“It is a shame Nine Elms does not tie in with the Victoria line. Having said that I do think this is a fantastic development and am very excited.”

“Fantastic idea, will provide residents of the area with local access to the tube network (which they currently do not have).”

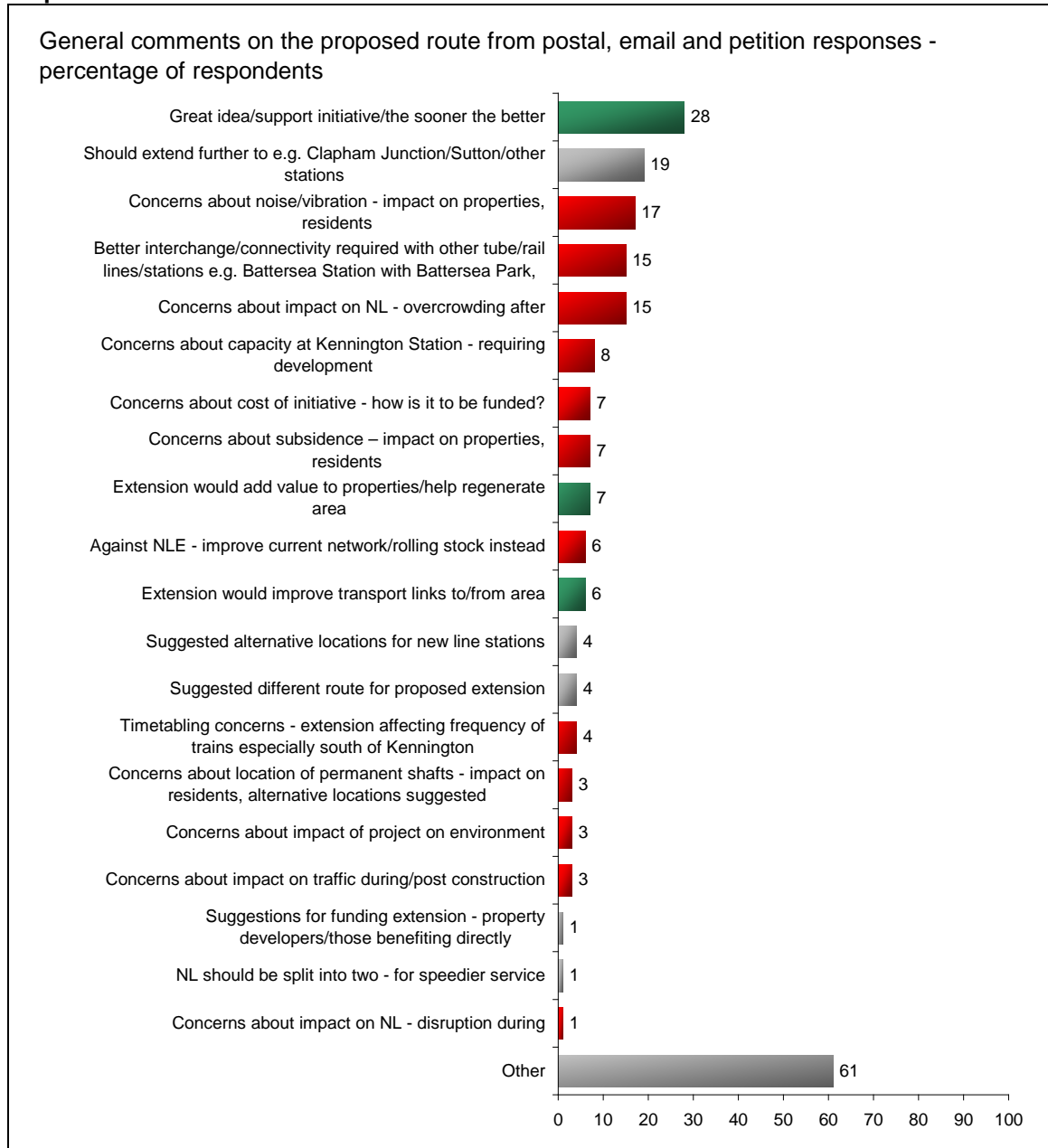
“Why stop at Battersea? Surely, the logical step is to extend westwards to connect with the UK's busiest interchange station, Clapham Junction. Every week I hear people at Clapham Junction ask "Where's the tube station?" or, equally, when getting off at Clapham Common, ask how to get to Clapham Junction.”

Email and postal letter submissions

A total of 72 submissions were received by email or post regarding the proposed route of the Northern line extension and the location of the two new stations at Nine Elms and Battersea. Figure 3 shows the comments colour coded by whether they are positive (green), negative (red) or neutral/no comment (grey).

The main comment was that people thought the ‘extension was a good idea which they supported’ (28%). Other frequently mentioned comments include ‘should extend further to e.g. Clapham Junction/Sutton/other stations’ (19%), ‘concerns about noise/vibration - impact on properties, residents’ (17%), ‘better interchange/connectivity required with other tube/rail lines/stations’ (15%) and ‘concerns about impact on NL - overcrowding after’ (15%). These roughly reflect the comments made by those completing the questionnaire.

Figure 3: General comments on the proposed route of the Northern line extension and the location of the two new stations at Nine Elms and Battersea – email and postal responses



Base: 72 respondents

The main positive comment was:

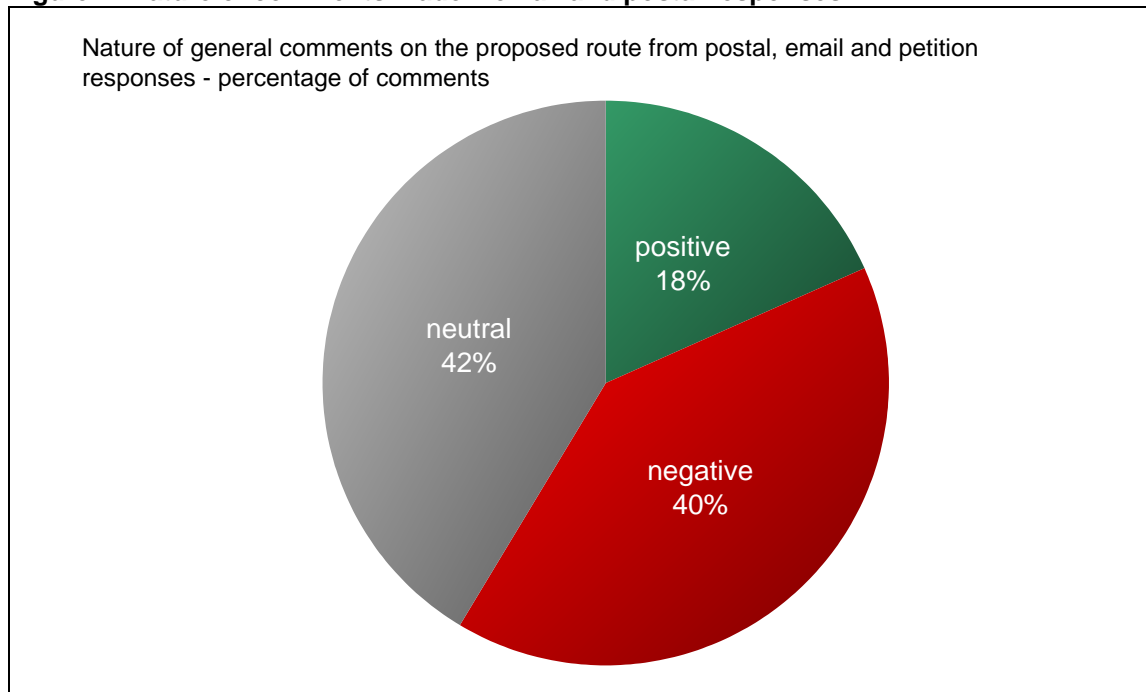
- Great idea/support initiative/the sooner the better (28% of respondents; 20 respondents)

The main negative comments were:

- Concerns about noise/vibration - impact on properties, residents (17%; 12 respondents)
- Concerns about impact on NL - overcrowding after (15%; 11 respondents)
- Better interchange/connectivity required with other tube/rail lines/stations e.g. Battersea Station with Battersea Park (15%; 11 respondents)

More than two in five (42%) of the comments were neutral and a further 40% were negative. Only 18% of comments made were positive. See Figure 4.

Figure 4: Nature of comments made – email and postal responses



Base: 159 comments

Some examples of comments given by respondents included:

“It is very good news that Transport for London (TfL) are expanding the London Underground and a positive step forward.”

“Our primary concern is the impact of the proposed extension on users of stations within Southwark with the completion of the extension. Currently these stations experience passenger crowding as well as train crowding, and this is predicted to continue, not least to Kennington Station itself.”

“I think that it is always a good idea to expand.”

“Noise and vibration: Most of the planned route runs under densely populated residential areas, with many frail, listed Georgian houses. I understand the present proposals have been costed using minimum environmental requirements. What are the cost implications of complying with WHO guidelines of less than 30 decibels?”

3.4 Priorities (Question 2)

The questionnaire listed the following eight issues regarding the proposals to extend the Northern line and asked respondents to mark the three most important:

- Proposed design and location of Battersea and Nine Elms stations
- Proposed route of tunnels
- Noise and vibration from trains
- Proposed design and location of permanent shafts at Kennington Green and Kennington Park
- Future train services on the extension
- Impacts on your property of building the tunnels
- Location and impacts of proposed construction sites
- Impacts of construction traffic on the local road network

The question as shown in the questionnaire was (closed ranking question and open question):

2) Please indicate how important each of the following issues are to you.

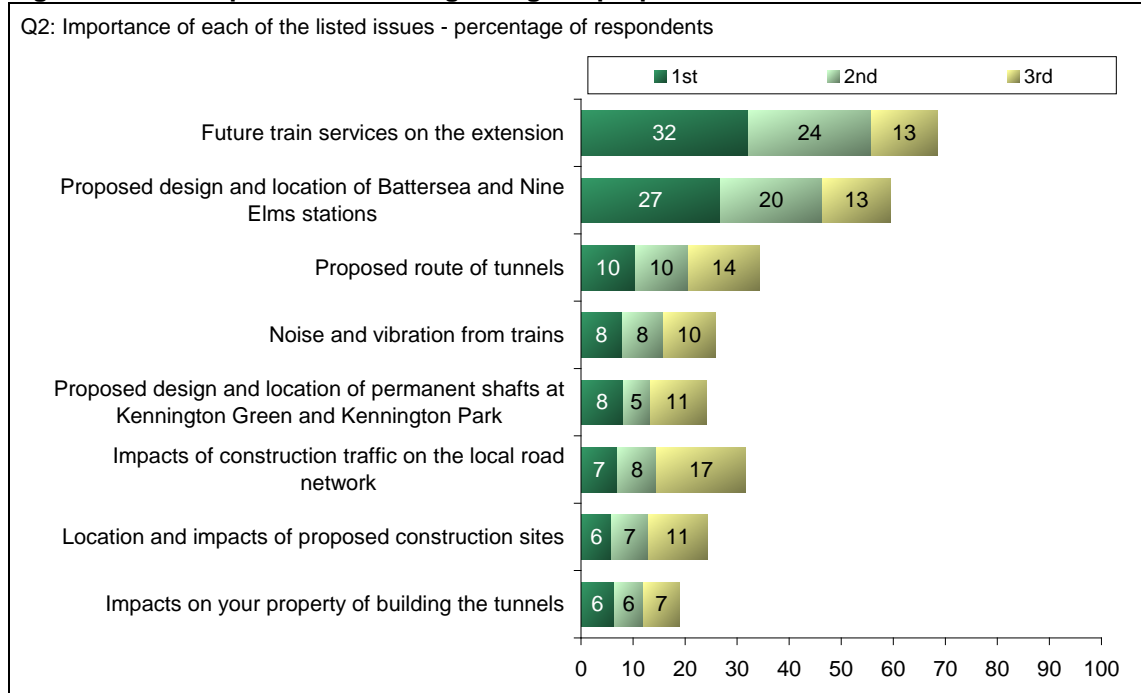
Please mark with a 1, 2 or a 3 in order of priority, the **three** issues that are most important to you when considering the proposals to extend the Northern line. (Please mark three issues only, you have space to make further comments in the comments box).

The main priority overall was 'Future train services on the extension' with 32% saying it was the first priority, 24% the second priority and 13% the third priority. Overall, 69% of respondents chose this issue.

The second most important priority overall was 'Proposed design and location of Battersea and Nine Elms stations' with 27% saying it was the first priority, 20% the second priority and 13% the third priority. Overall, 60% of respondents chose this issue.

A full breakdown is given in Figure 5 and the text below, but no other issue was selected by more than 34% of respondents and so has not been identified as a priority here.

Figure 5: Most important issues regarding the proposals to extend the Northern line



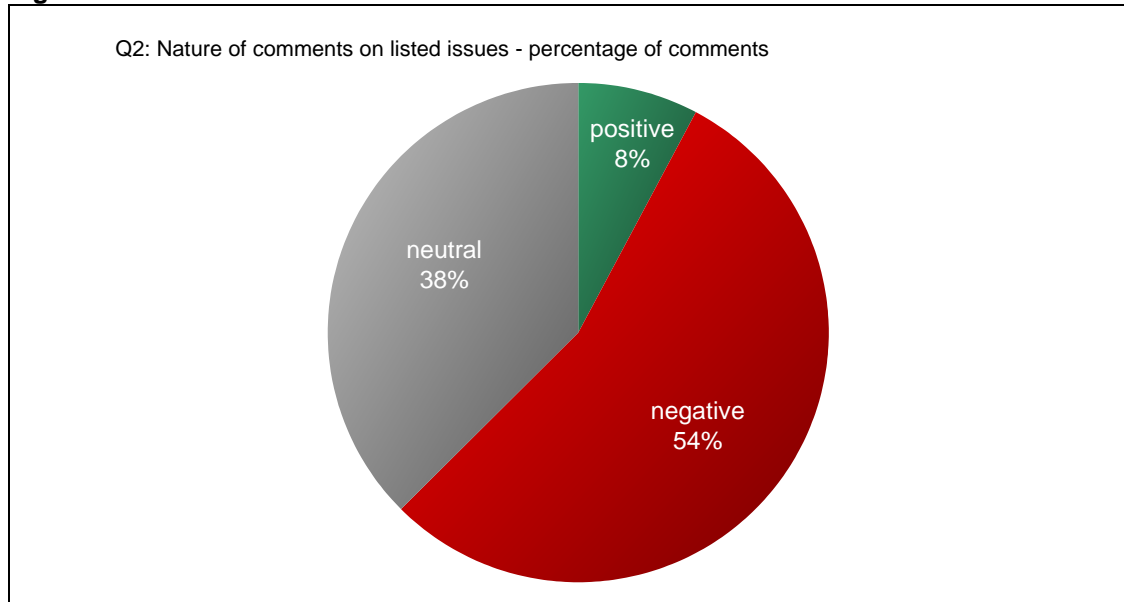
Respondents were then asked to write in any other comments they had. Over a quarter (28%) made comments. The codes are listed below:

• None/none of the above	72%
• Concerns about noise/vibration - impact on properties, residents	5%
• Concerns about location of permanent shafts - impact on residents, alternative locations suggested	4%
• Design should incorporate further extensions/stations e.g. to Clapham Junction	3%
• Concerns about impact on Northern line - disruption during	3%
• Concerns about impact on Northern line - overcrowding after	2%
• Better interchange/connectivity required with other tube/rail lines/stations e.g. Battersea Station with Battersea Park	2%
• Great idea - the sooner the better	2%
• Suggested alternatives to proposed route/extension	2%
• Against NLE - not necessary	1%
• Long term benefits outweigh short term concerns/issues	1%
• Concerns about impact of project on environment	1%
• Timetabling concerns - extension affecting frequency of trains especially south of Kennington	1%
• Concerns about impact on traffic during/post construction	1%
• Concerns about capacity at Kennington Station - requiring development	1%
• Importance of quality architecture/design - stations, head houses, forecourts	1%
• Too costly - money to be invested elsewhere	1%
• Not affected/don't live in area	1%
• Suggested alternative extensions to other tube lines	1%
• NL should be split into two for speedier service	1%
• Suggested alternative locations for new line stations	*
• Concerns about NL becoming two separate lines requiring interchange	*
• Other	5%

* = less than 0.5%

Over half (54%) of the comments were negative, 38% were neutral and 8% were positive. See Figure 6.

Figure 6: Nature of comments made



Base: 645 comments

Some examples of comments given by respondents included:

“I live directly over the Kennington loop and am very used to the relatively low levels of noise and vibration. I hope that disruption from the construction stage can be minimised.”

“It's hard to say without knowing the works schedule, but I imagine that Kennington and Oval stations will be affected during the works.”

“The MOST important thing is making sure there's a way to relieve congestion on the Northern line instead of adding to it. The rest does not concern me greatly.”

“My main concern is the impact of the works on the existing Northern line service south of the River not wanting to suffer disruption every weekend until 2019. My second concern is that the existing service to Morden should not be reduced as it is already overcrowded and indeed the core services serving both the West End and city will need to be increased at all times to cope with the additional demand.”

“My priority is to not extend in the first place. I live above the existing Northern line and the vibration is pretty bad already. With more trains proposed and more works proposed... what consideration is being given to us?”

3.5 Building the Northern line extension

The questionnaire then focused on the main construction work at Battersea, Nine Elms, Kennington Park and Kennington Green, and smaller construction sites at Radcot Street and Harmsworth Street. The text used in the questionnaire is below:

To build the Northern line extension the main construction sites will be at Battersea, Nine Elms, Kennington Park and at Kennington Green. Our current approach also requires smaller construction sites to build temporary shafts for ground treatment works at Radcot Street and Harmsworth Street.

The following sections detail the responses to the questions about construction sites at:

- Radcot Street (Section 3.5)
- Harmsworth Street (Section 3.6)
- Kennington Green (Section 3.7)
- Kennington Park (Section 3.8)
- Nine Elms (Section 3.9)
- Battersea (Section 3.10)

3.6 Radcot Street (Question 3)

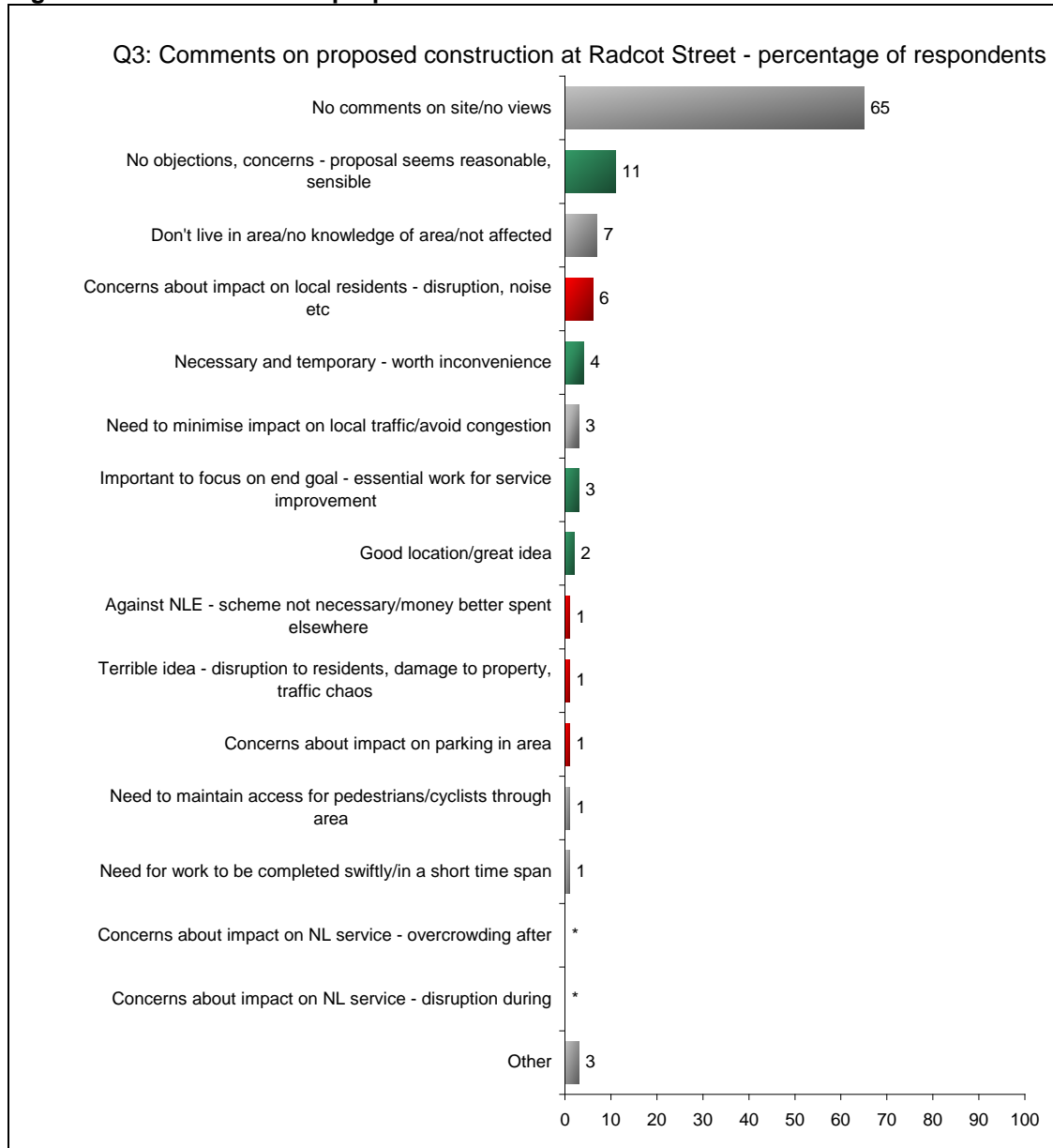
Respondents to the consultation were asked for their views on the proposed construction works at Radcot Street. The question as shown in the questionnaire was (open question):

3) What are your comments on the proposed construction works at Radcot Street?

Respondents were referred to Factsheet 1 for more information about the proposed temporary shaft at Radcot Street.

Overall, 35% of respondents made comments about the proposed construction works to build a temporary shaft at Radcot Street. Figure 7 shows the comments colour coded by whether they are positive (green), negative (red) or neutral/no comment (grey).

Figure 7: Comments about proposed construction works at Radcot Street



Base: 1,689 respondents

* = less than 0.5%

The main positive comments were:

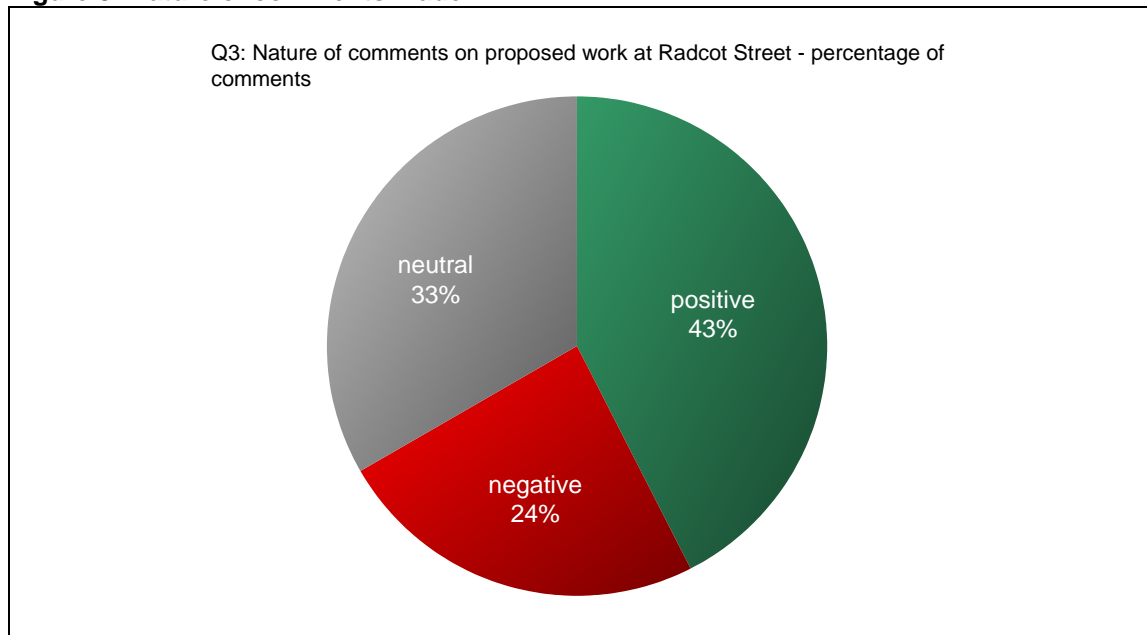
- No objections, concerns - proposal seems reasonable, sensible (11% of respondents; 174 respondents)
- Necessary and temporary - worth inconvenience (4%; 57 respondents)
- Important to focus on end goal - essential work for service improvement (3%; 43 respondents)
- Good location/great idea (2%; 31 respondents)

The main negative comment was:

- Concerns about impact on local residents - disruption, noise etc. (6%; 104 respondents)

Of those who did make comments, most were neutral or positive: 43% were positive, 33% were neutral and 24% were negative. See Figure 8.

Figure 8: Nature of comments made



Base: 705 comments

Some examples of comments given by respondents included:

“It looks like it will be incredibly painful for nearby residents but appears to be the best location possible given the engineering requirements.”

“Although it may be disruptive I think the benefits are worth the relatively short term inconvenience.”

“As long as every care is taken to ensure it has minimum impact on residents and traffic flow etc, this seems ok.”

“I don't live in this area but it does look very disruptive to residents.”

“Any construction work of this scale will have a major negative impact on a densely populated area and it has not been made expressly clear how the construction work and existence of the shaft is going to be handled in a way to minimise disruption for local residents - for example, noise levels, numbers of workers, numbers of vehicles, number and extent of road closures, etc.”

3.7 Harmsworth Street (Questions 4 and 5)

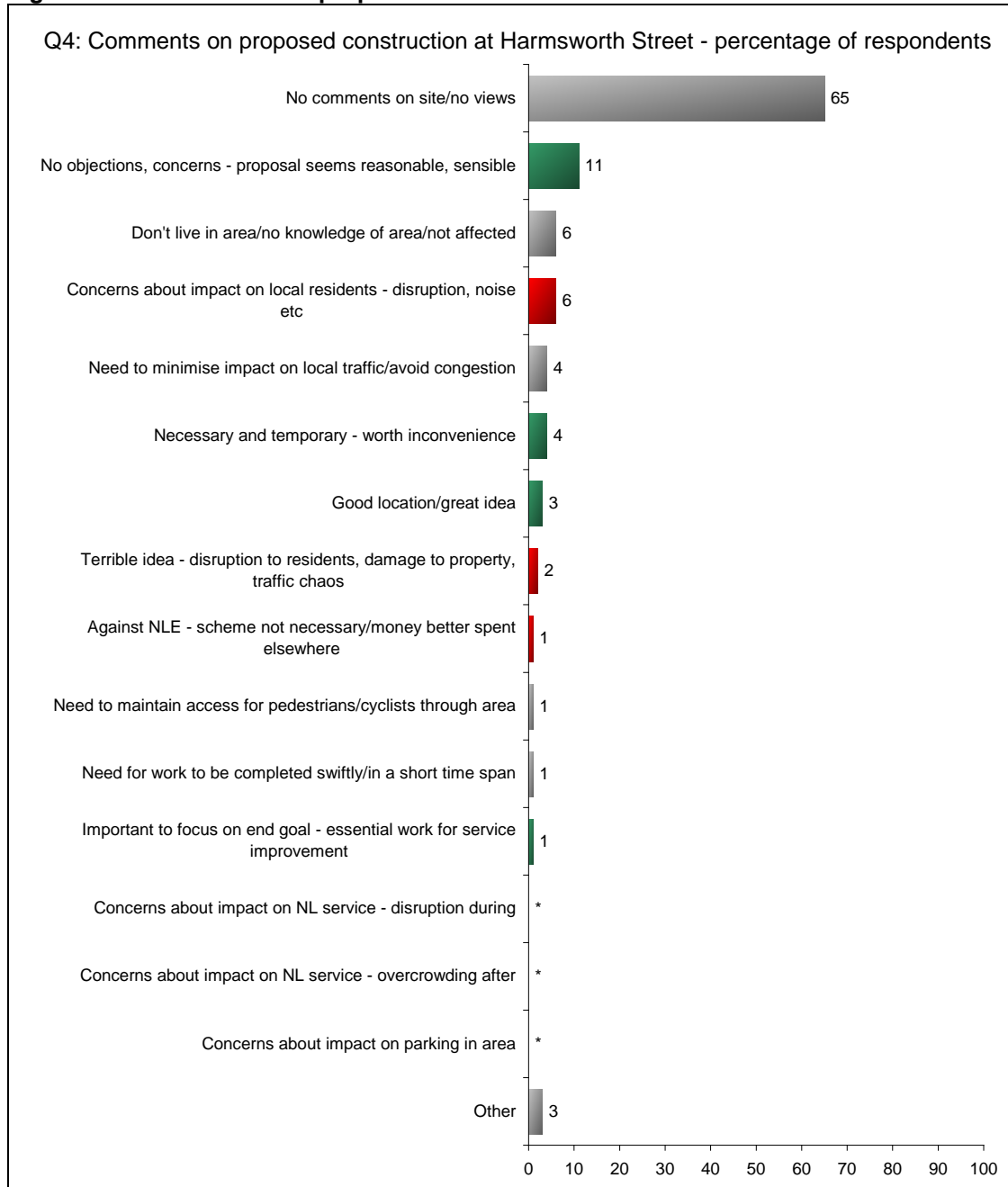
Respondents were then asked for their views on the proposed construction works at Harmsworth Street. The question as shown in the questionnaire was (open question):

4) What are your comments on the proposed construction works at Harmsworth Street?

Respondents were referred to Factsheet 2 for more information about the proposed temporary shaft at Harmsworth Street.

Overall, 35% of respondents made comments about the proposed construction works at Harmsworth Street. Figure 9 shows the comments colour coded by whether they are positive (green), negative (red) or neutral/no comment (grey).

Figure 9: Comments about proposed construction works at Harmsworth Street



Base: 1,689 respondents

* = less than 0.5%

The most frequent positive comments were:

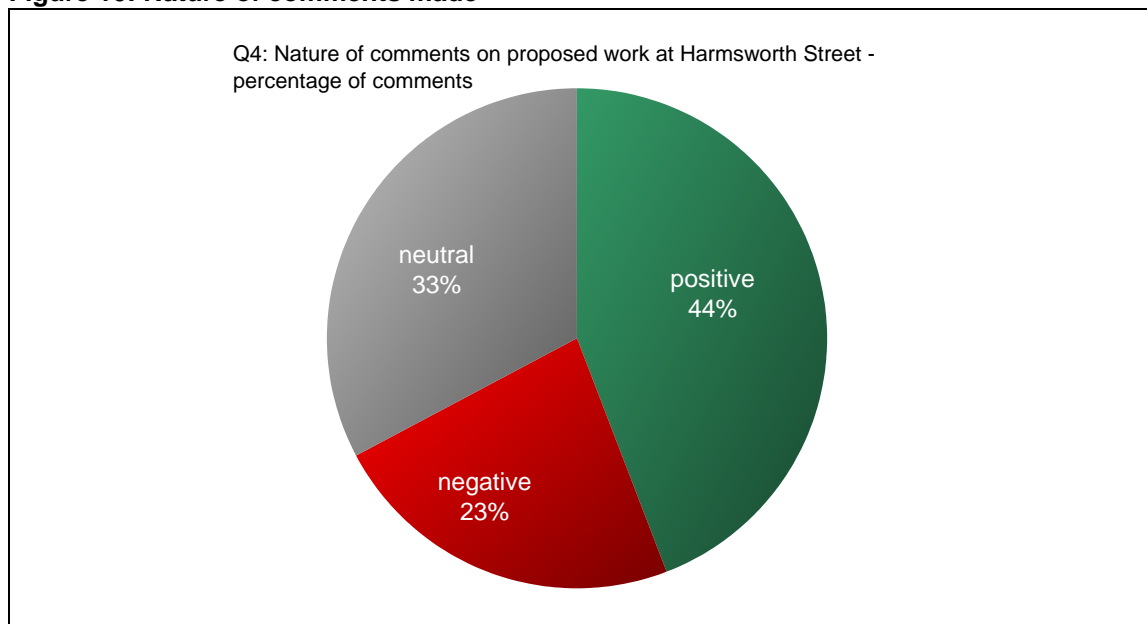
- No objections, concerns - proposal seems reasonable, sensible (11% of respondents; 177 respondents)
- Necessary and temporary - worth inconvenience (4%; 63 respondents)
- Good location/great idea (3%; 43 respondents)

The most frequent negative comment was:

- Concerns about impact on local residents - disruption, noise etc. (6%; 95 respondents)

Of those who did make comments, most were positive or neutral: 44% were positive, 33% were neutral and 23% were negative. See Figure 10.

Figure 10: Nature of comments made



Base: 694 comments

Some examples of comments given by respondents included:

“Necessary closures for such a project. Easy diversions possible which limits impact for local road users.”

“Looks reasonable as long as there's no night and limited weekend working.”

“This will cause impacts on the quality air, noise pollution and general disruption to local residents who stand to gain no benefit from this extension.”

“Need to make effort to minimise impact on local traffic.”

“This is a critical point where the new proposed branch spurs off the current Kennington Loop. Disruption, pollution, and noise should be kept to a minimum in the affected streets.”

Respondents were then asked to write in any comments they may have had on the alternative construction approach. The question as shown in the questionnaire was (open question):

5) What are your comments on the potential alternative approach for connecting the extension to the existing Northern line and stabilising the ground?

Respondents were referred to Factsheet 9 for more information about alternative construction approach for connecting the extension to the existing Northern line and stabilising the ground. In summary, the alternative approach would be to construct ‘gallery tunnels’; the original proposed approach was to undertake the works using two temporary grouting shafts at Radcot St and Harmsworth St (see analysis of Questions 4 and 5 earlier in this report for comments on these sites).

One in eight, or 12.5% of respondents, made comments. The codes are listed below:

- | | |
|---|-----|
| • No comments/views | 87% |
| • Good idea/plan - happy with alternative approach | 3% |
| • Alternative approach is fairer - reducing disruption to residents | 2% |
| • Alternative approach could cause more extensive works at Kennington Green/Kennington Park | 2% |
| • More information required regarding pros/cons of each approach | 2% |
| • Against NLE - scheme unnecessary | 1% |
| • Would prefer cheaper, most cost-effective option | 1% |
| • Would prefer safer option - most reliable stabilisation | 1% |
| • No problem with using temporary shafts - prefer original approach | 1% |
| • Decisions should be made by specialists/experts | 1% |
| • No preference | 1% |
| • Alternative approach would mean more construction traffic/more disruption to residents | * |
| • Disturbing London clay could cause subsidence | * |
| • Alternative approach would be more time consuming, prone to delays | * |
| • Not affected/don't live in area | * |
| • Other | 1% |
- * = less than 0.5%

Some examples of comments given by respondents included:

“It seems a reasonable alternative. Although if the differences in cost were significant, I would say that the investment may be better directed elsewhere on London's transport network.”

“OK with either approach, but prefer alternative method.”

“This alternative construction method appears to be a viable and less disruptive option.”

“It depends how much more disruptive the operations would be at the permanent shaft sites. You haven't given us enough information to really give a proper view. To tell you my view I would need to know things like estimates of any extra time required, impact on environment / road closures / risks of delays, noise created by creating the gallery tunnels.”

“There isn't enough info in factsheet to give an opinion. How would the gallery tunnels be built? Clearly shafts in residential streets is not a great idea.”

“It's a terrible idea. Whilst the reduction of work at the two proposed sites is a benefit, it is not a good alternative to do even more work at Kennington Green and Kennington Park.”

3.8 Kennington Green (Questions 6 and 7)

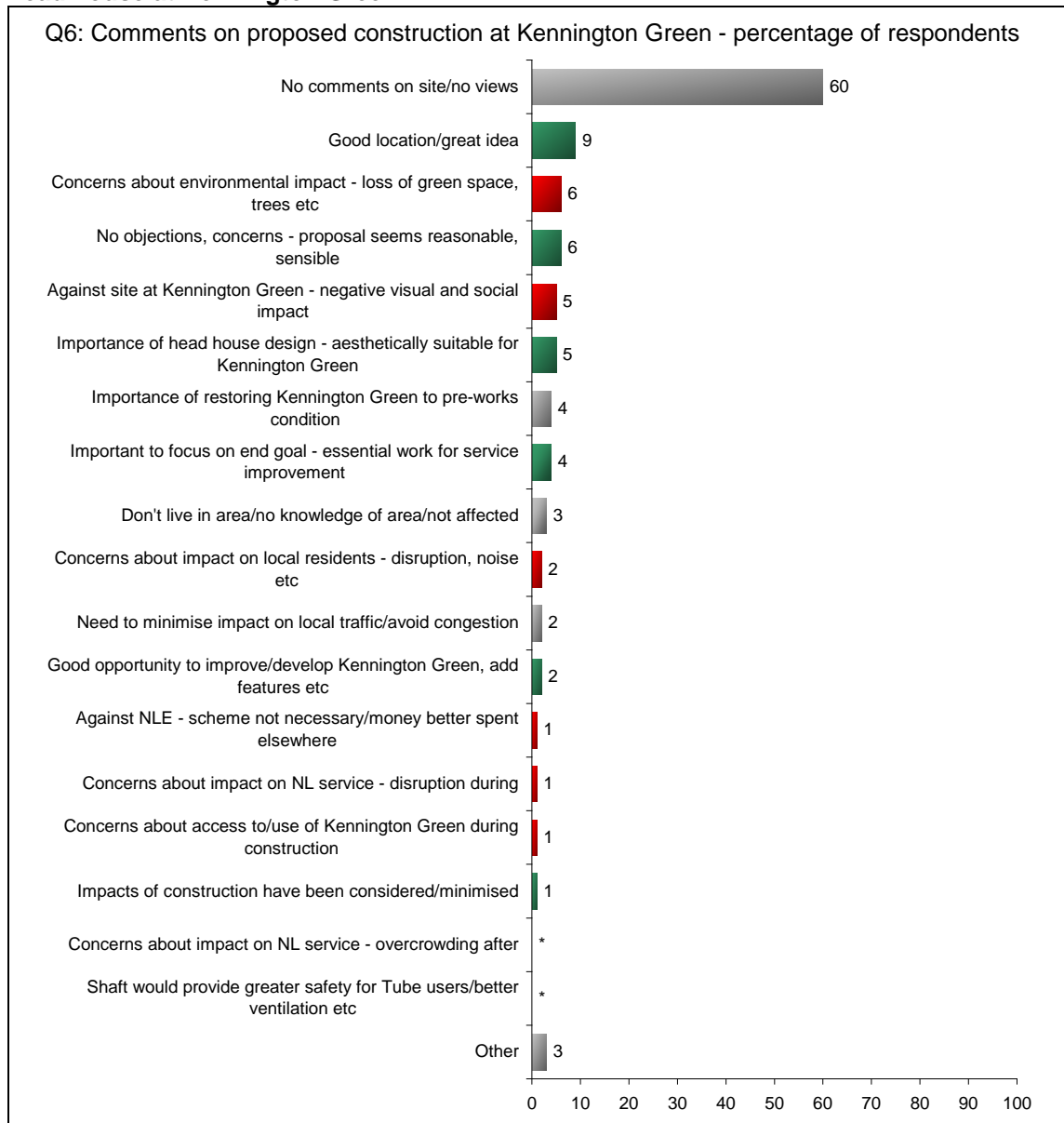
Respondents to the consultation were asked for their views on the proposed construction works at Kennington Green. The question as shown in the questionnaire was (open question):

6) What are your comments on the proposed construction works to build a permanent shaft and head house at Kennington Green?

Respondents were referred to Factsheet 3 for more information about the proposed permanent shaft at Kennington Green.

Overall, 40% of respondents made comments about the proposed construction works to build a permanent shaft and head house at Kennington Green. Figure 11 shows the comments colour coded by whether they are positive (green), negative (red) or neutral/no comment (grey).

Figure 11: Comments about proposed construction works to build a permanent shaft and head house at Kennington Green



Base: 1,689 respondents

* = less than 0.5%

The main positive comments were:

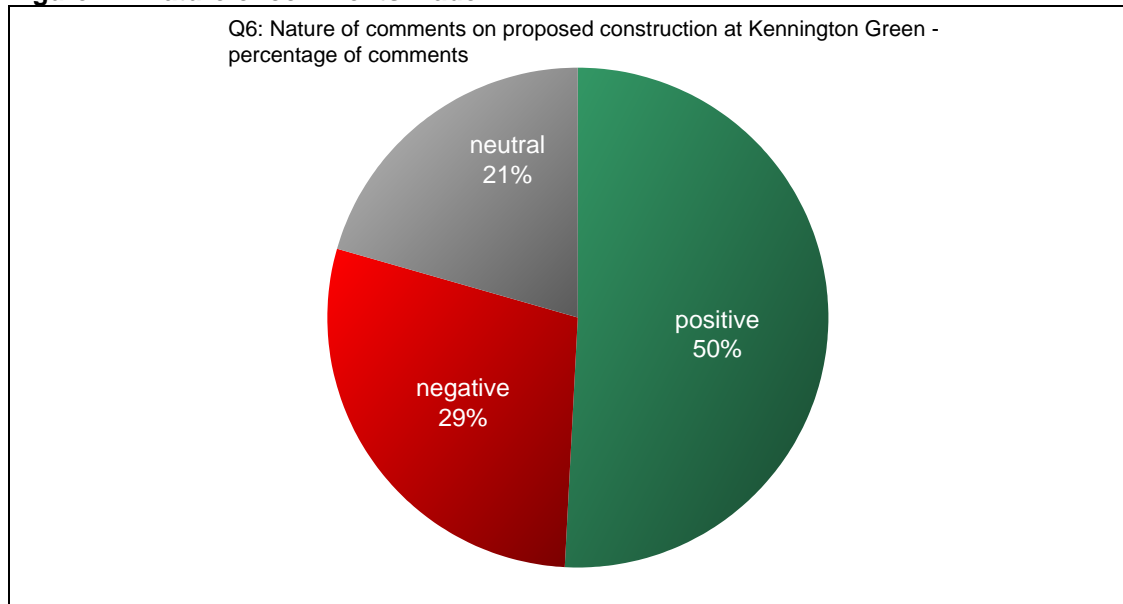
- Good location/great idea (9% of respondents; 141 respondents)
- No objections, concerns - proposal seems reasonable, sensible (6%; 97 respondents)
- Importance of head house design - aesthetically suitable for Kennington Green (5%; 75 respondents)

The main negative comments were:

- Concerns about environmental impact - loss of green space, trees etc. (6%; 104 respondents)
- Against site at Kennington Green - negative visual and social impact (5%; 75 respondents).

Of those who did make comments, 50% were positive, 29% were negative and 21% were neutral. See Figure 12.

Figure 12: Nature of comments made



Base: 862 comments

Some examples of comments given by respondents included:

“It will allow good access to the new extension. But it must fit in with the already surrounding landscape of Kennington Green.”

“The proposal for the shaft seems to do a good job of minimising the impact on Kennington Green. In my opinion, this is a good proposal.”

“I expect London Transport will ensure that the construction process will have minimum disruptive impact and that design of the head house and shaft will be of high quality and will be sympathetically incorporated into the site. Improvements to the Green will be welcome.”

“A shame to ruin the green, should be avoided, surely there are other locations apart from the green.”

“There is not very much green space in this area, which is already clogged with cars and congestion - this is a nice little park, so I don't think it should be dug up.”

The questionnaire described the restoration works after the construction work as follows:

Once the shaft and the head house at Kennington Green have been constructed we will restore and improve the Green.

Then respondents were asked whether they agreed or disagreed with five statements about the restoration work. The question as shown in the questionnaire was (closed rating scale question for each statement):

7) What is your view on the following statements about the restoration of the Green once construction works have been completed?

- a) A tree border is important
- b) I like the idea of the possible inclusion of public art
- c) It is important to provide some form of seating on the Green
- d) The Green would be improved by removing the path across it
- e) I would like to see a simple border such as post and chain

The statement most agreed with was 'It is important to provide some form of seating on the Green' with 69% agreeing with it (33% strongly agreeing and 36% agreeing) and only 3% disagreeing (2% disagreeing and 1% strongly disagreeing) with it. About one sixth of respondents did not respond to the statement.

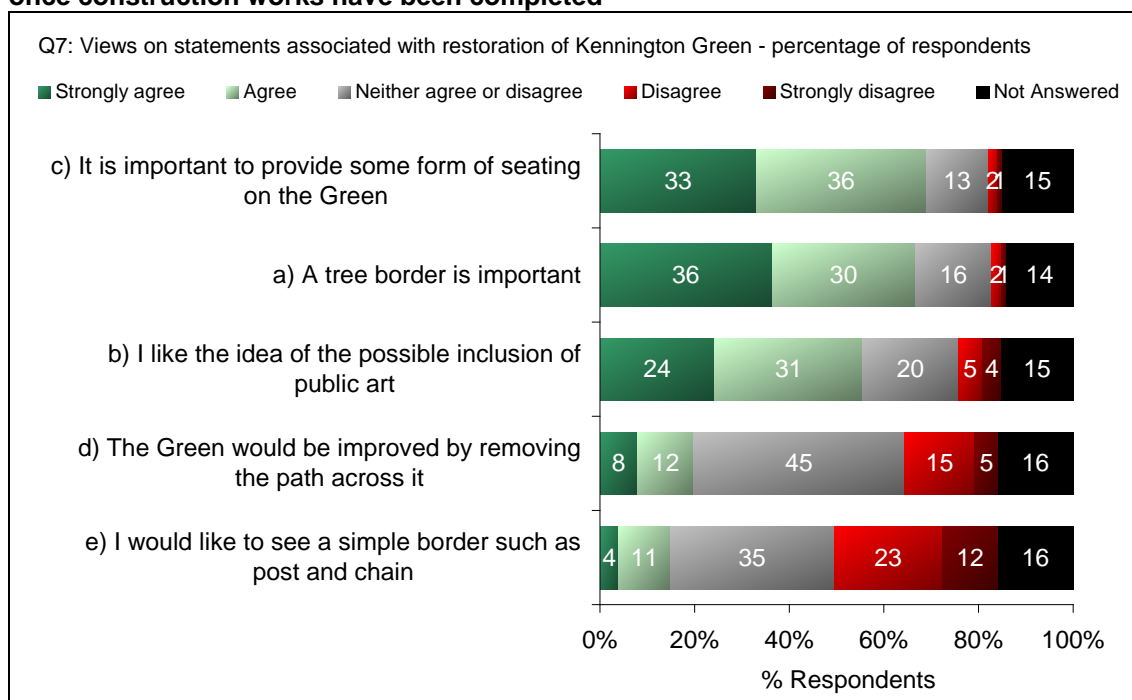
On balance three of the statements were agreed with:

- c) It is important to provide some form of seating on the Green (69%; 1,165 respondents)
- a) A tree border is important (66%; 1,117 respondents)
- b) I like the idea of the possible inclusion of public art (55%; 932 respondents)

The balance of opinion was against the statement 'I would like to see a simple border such as post and chain', with 35% disagreeing and 15% agreeing.

For the statement 'The Green would be improved by removing the path across it', similar proportions (20%) both agreed (including 8% who strongly agreed and 12% who agreed) and disagreed (including 15% who disagreed and 5% who strongly disagreed).

Figure 13: Whether agree or disagree with statements about the restoration of the Green once construction works have been completed



Base: 1,689 respondents

Respondents were then asked to write in any other comments they may have had (open question).

Only 15% of respondents made comments. The codes are listed below:

- Design should maximise greenness/benefit environment 4%
 - Green should remain as is 2%
 - Important to have a walkway through Kennington Green 2%
 - Design should be attractive, have visual appeal 1%
 - Design should include seating - the Green should be a place to relax 1%
 - Safety concerns - design to include good visibility, an open layout, be well lit 1%
 - NLE not required - no construction work necessary 1%
 - Borders not required 1%
 - Good plan for restoration/good idea for improvements 1%
 - Concerns about Kennington Green becoming a no-go area/a place for rough sleepers etc. 1%
 - Important to have a border (not hazardous) 1%
 - Local residents should be consulted re design 1%
 - Design should include cycle facilities/a cycle station 1%
 - Public art is a good idea (if of good quality) 1%
 - Important to maintain improvements - should be easy/inexpensive to maintain 1%
 - Public art is a waste of money 1%
 - Green restoration is purely cosmetic - efficient Tube service a priority *
 - Importance of pedestrian access to Kennington Green/crossings a priority *
 - Other 2%
- * = less than 0.5%

Some examples of comments given by respondents included:

“Trees are important particularly maintaining existing mature trees. Kennington Green is an important green space in the area and the cherry trees are particular beautiful. It would be a travesty if these were removed for a ventilation shaft particularly with the empty site behind the gin factory. Public green space should be kept wherever possible.”

“I think that improving the Green, that is making it better than at present, would go down well with local people. Although this will cost more, I think it will be money well spent.”

“Any green area should be maximised and taken full advantage of. Trees and plants are so important and really make a positive difference to an area.”

“If you remove the path across the Green, people will still walk across the Green as a short cut and it will just become a muddy mess!”

“My kids enjoy the Kennington Green space as we pass it, would like to ensure it is retained as best it can be during and after work.”

“You are ruining a small and precious green. Don't pretend you are improving by reducing it and putting a permanent structure in the corner.”

3.9 Kennington Park (Questions 8 and 9)

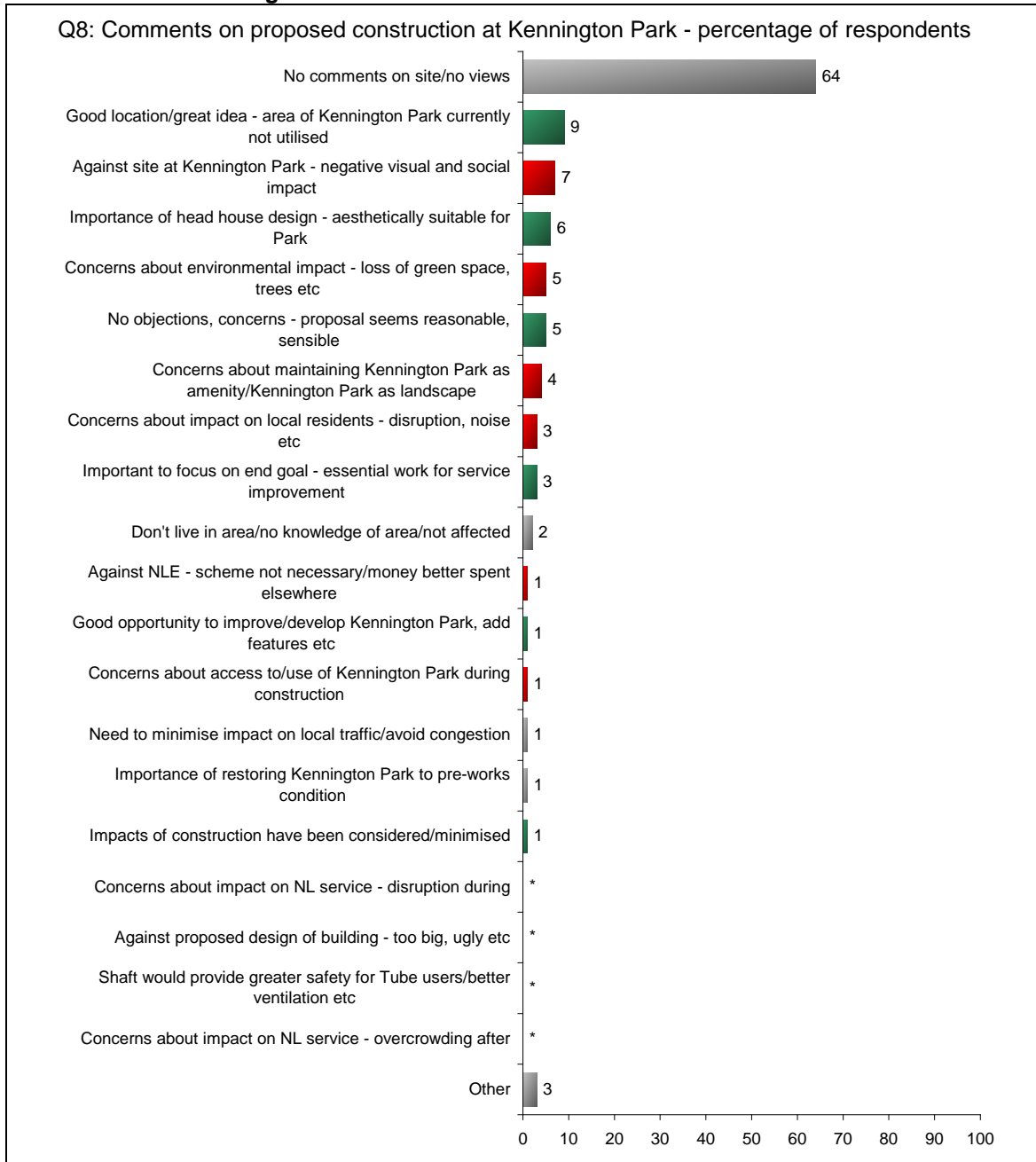
Respondents to the consultation were asked for their views on the proposed construction works at Kennington Park. The question as shown in the questionnaire was (open question):

8) What are your comments on the proposed construction works to build a permanent shaft and head house at Kennington Park?

Respondents were referred to Factsheet 4 for more information about the proposed shaft at Kennington Park.

Overall, 36% of respondents made comments about the proposed construction works to build a permanent shaft and head house at Kennington Green. Figure 14 shows the comments colour coded by whether they are positive (green), negative (red) or neutral/no comment (grey).

Figure 14: Comments about proposed construction works to build a permanent shaft and head house at Kennington Park



Base: 1,689 respondents

* = less than 0.5%

The main positive comments were:

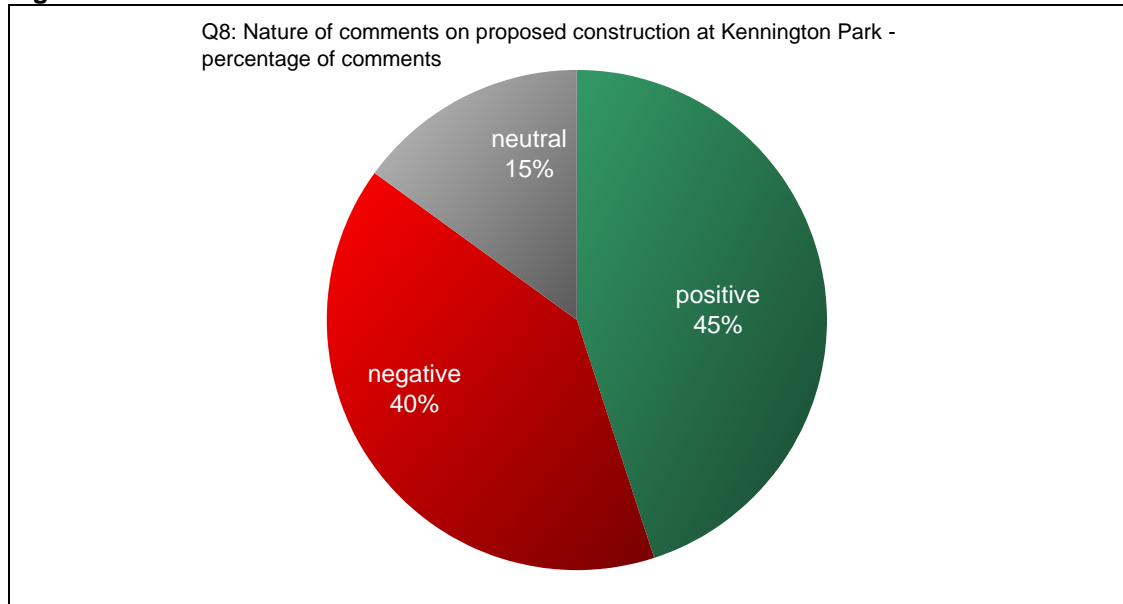
- Good location/great idea - area of Kennington Park currently not utilised (9% of respondents; 153 respondents)
- Importance of head house design - aesthetically suitable for Park (6%; 90 respondents)
- No objections, concerns - proposal seems reasonable, sensible (5%; 74 respondents)

The main negative comments were:

- Against site at Kennington Park - negative visual and social impact (6%; 100 respondents)
- Concerns about environmental impact - loss of green space, trees etc. (5%; 76 respondents)
- Concerns about maintaining Kennington Park as amenity/Kennington Park as landscape (4%; 68 respondents).

Of those who did make comments, 45% were positive, 40% were negative and the remainder were neutral. See Figure 15.

Figure 15: Nature of comments made



Base: 839 comments

Some examples of comments given by respondents included:

“It's a great idea to involve usable public space for the community affected by the line of route.”

“Your own consultation stated that permanent shafts should not be located in residential/green areas and yet this is exactly where you have nominated to site it. The site behind the cafe (recently vacated by Veolia and empty) would be a far more logical choice.”

“The projected image looks good on this. As long as the park is mostly undisturbed, and the building is kept to just a corner, that seems fine.”

“As long as the shaft is as unobtrusive, or well designed as possible I don't think it matters. An aesthetic design (if possible) would make it more appealing.”

“Great location, hide it with trees.”

“Again this is a precious part of our park... you are destroying it and pretending that you are providing an opportunity for improvement! What a load of nonsense!”

“None, as long as they are as disruption free as possible, and look attractive/ blend into the surroundings when finished.”

In Question 9, respondents were asked whether they agreed or disagreed with four statements about the design of the proposed head house and accommodation at Kennington Park. The question as shown in the questionnaire was (closed rating scale question for each statement):

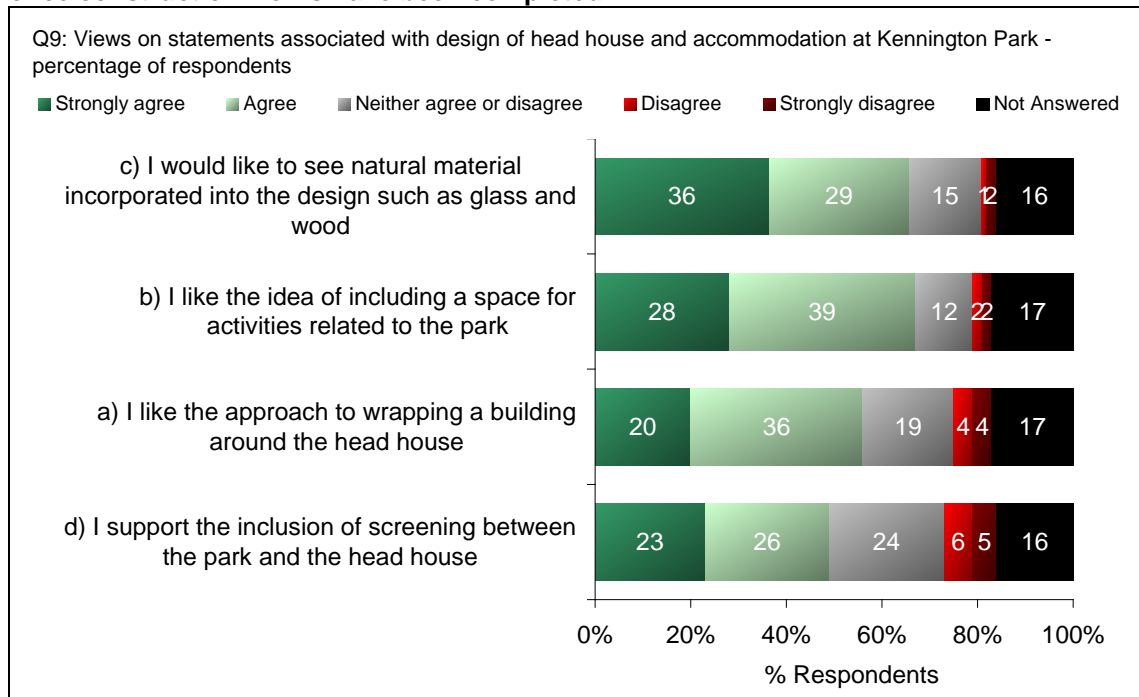
- 9) What is your view on the following statements about the design of the proposed head house and accommodation at Kennington Park?
- a) I like the approach to wrapping a building around the head house
 - b) I like the idea of including a space for activities related to the park
 - c) I would like to see natural material incorporated into the design such as glass and wood
 - d) I support the inclusion of screening between the park and the head house

Respondents agreed with all four statements, with the proportions agreeing ranging from 65% to 49% and the proportions disagreeing ranging from 3% to 11%.

The statement most agreed with was ‘I would like to see natural material incorporated into the design such as glass and wood’ with 65% agreeing with it and only 3% disagreeing with it. About one sixth of respondents did not respond to this statement.

The statement with the second highest level of agreement was ‘I like the idea of including a space for activities related to the park’, with 67% agreeing and only 4% disagreeing with it. About one sixth of respondents did not respond to this statement.

Figure 16: Whether agree or disagree with statements about the restoration of the Green once construction works have been completed



Base: 1,689 respondents

Respondents were then asked to write in any other comments they may have had (open question). A fifth made comments. The codes are listed below:

- No comment/none 81%
 - Building should be well designed (incorporate artwork) - no need for screening 4%
 - Against use of this site/could be incorporated into existing building 4%
 - Design should benefit environment/create habitats 2%
 - Building should be eco-friendly in construction/function 2%
 - Local residents should be consulted/benefit from building 2%
 - Design should reflect character of area/complement Kennington Park 2%
 - A public building/park should be open - no barriers, screening 2%
 - Screening should be natural/complement Kennington Park 2%
 - Good design/good idea to develop area of Kennington Park 1%
 - Against NLE - scheme unnecessary 1%
 - Building not necessary - head house should be feature of Kennington Park 1%
 - Present design is ugly/a blot on landscape 1%
 - Dog walking area to be maintained during construction/reinstated after 1%
 - Building should be easy to maintain/clean - glass/wood easily vandalised, quick to deteriorate *
 - Not affected/don't live in area *
 - Design should include cycle facilities/a cycle station *
 - Plans are well thought through/sympathetic to surroundings *
 - Other 3%
- * = less than 0.5%

Some examples of comments given by respondents included:

“My view on the building that wraps around the head house depends on the design and its use. If well designed by an innovative architect with a good community use, then I support it whole heartedly. But some ugly monstrosity that doesn't have a valued purpose would be a waste - better off planting trees.”

“I do not believe this is a suitable location for a permanent shaft/head house building.”

“This is a hideous insult - how can building possibly be permissible on this historic park? This park should not be used for any form of construction for this scheme.”

“We are not in favour of any work that destroys the community build and environmental projects of BeeUrban.”

“I would like to see some re-planting works as part of the project so to increase possibly the number of trees within the park to encourage wildlife or an area of trees around the head house.”

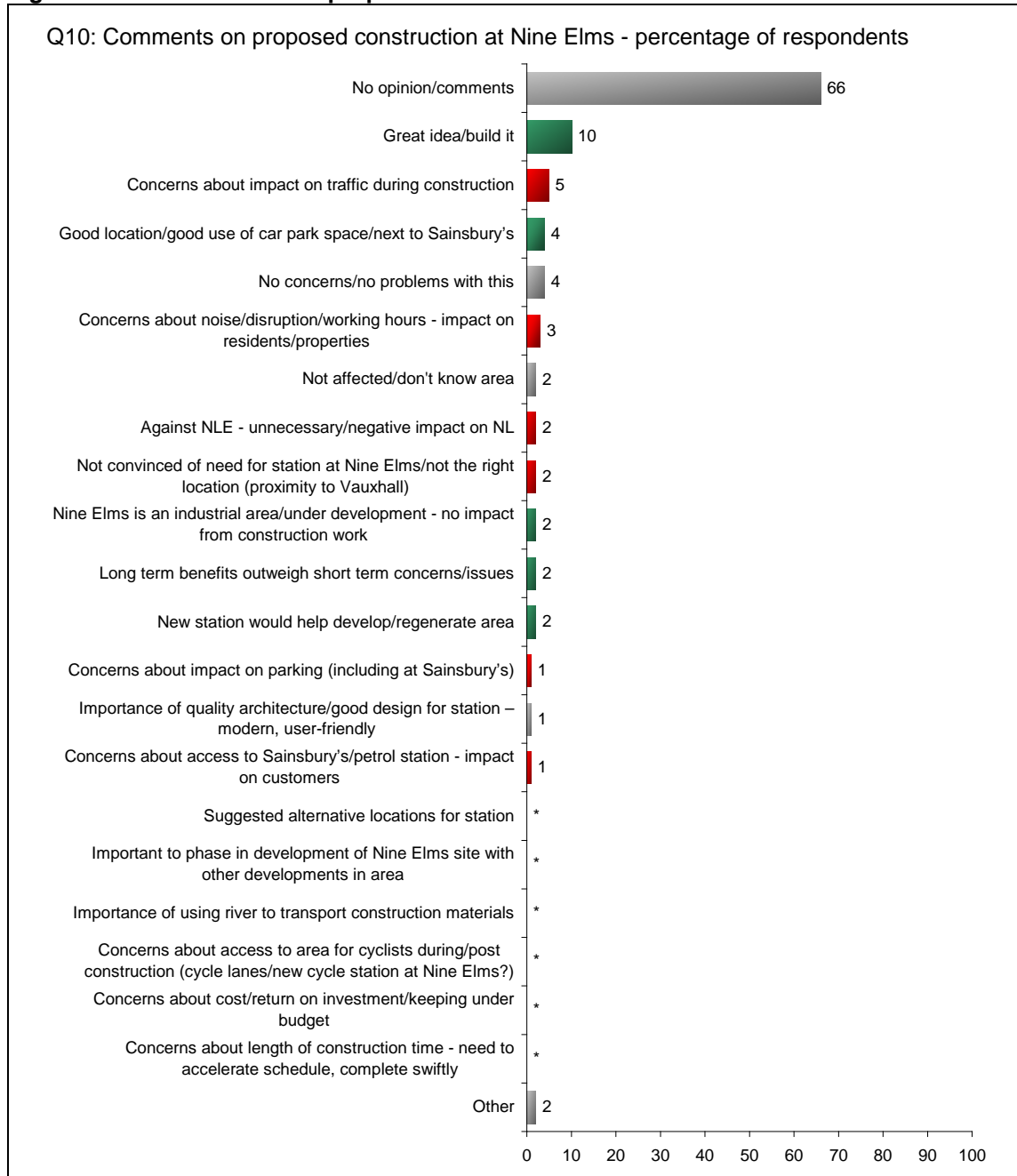
3.10 Nine Elms (Questions 10 and 11)

Questions 10 and 11 concerned Nine Elms station and asked about its construction worksite and the station itself. Firstly, respondents were asked for their views on the proposed construction works at Nine Elms (Question 10). The question as shown in the questionnaire was (open question):

10) What are your comments on the proposed construction works at Nine Elms?

Overall, 34% of respondents made comments about the proposed construction works at Nine Elms. Figure 17 shows the comments colour coded by whether they are positive (green), negative (red) or neutral/no comment (grey).

Figure 17: Comments about proposed construction works at Nine Elms



Base: 1,689 respondents

* = less than 0.5%

The main positive comments were:

- Great idea/build it (10% of respondents; 156 respondents)
- Good location/good use of car park space/next to Sainsbury's (4%; 61 respondents)

The main negative comments were:

- Concerns about impact on traffic during construction (5%; 75 respondents)
- Concerns about noise/disruption/working hours - impact on residents/properties (3%; 54 respondents).

Those living at the western¹ end of the route were significantly more likely than those living at the eastern² end of the route to mention:

- Great idea/build it (26%, compared with 5% of those living at the eastern end of the route)
- Long term benefits outweigh short term concerns/issues (6%, compared with 1% of those living at the eastern end of the route)

By comparison, those living at the eastern end of the route were significantly more likely than those living at the western end of the route to mention:

- No opinion/no comments (58%, compared with 39% of those living at the western end of the route)
- Not convinced of need for station at Nine Elms/not the right location (proximity to Vauxhall) (7%, compared with 1% of those living at the western end of the route)

A comparison was also made between the responses of those living on the route (sum of 'eastern' and 'western' respondents) and those who said they did not live on the route.

Those living on the route were significantly more likely than those living in other areas to mention:

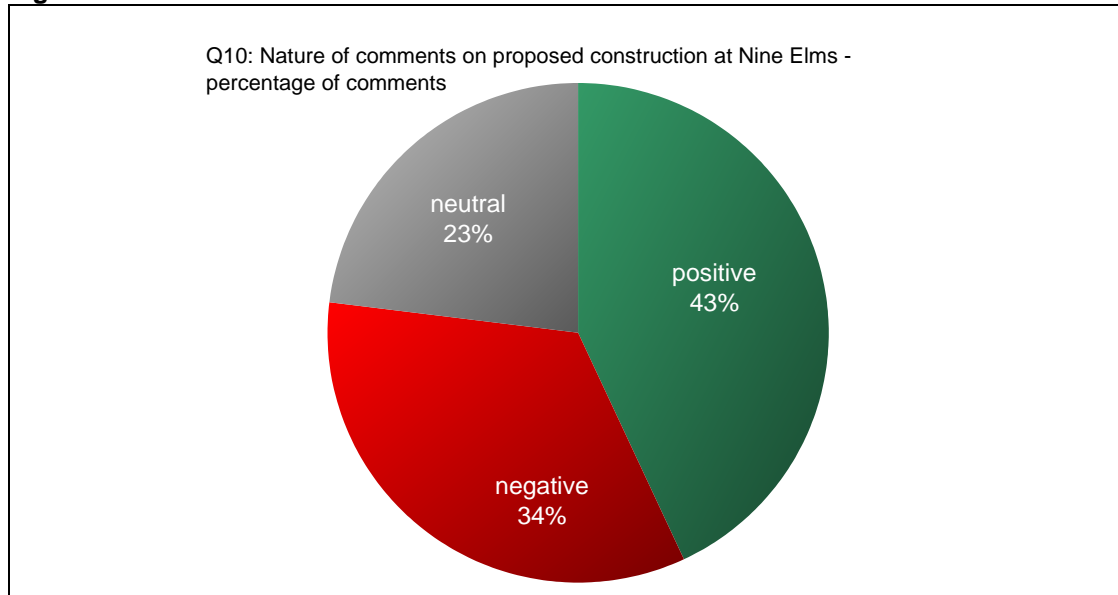
- Concerns about impact on traffic during construction (11%, compared with 3% of those living in other areas)
- Concerns about noise/vibration - impact on properties, residents (8%, compared with 2% of those living in other areas)
- Not convinced of need for station at Nine Elms/not the right location (proximity to Vauxhall) (5%, compared with 1% of those living in other areas)

Of those who did make comments the balance was to make positive comments: 43% were positive, 34% were negative and 23% were neutral. See Figure 18.

¹ ie those living in the postcode areas SW8 2, SW8 4 and SW8 5

² ie those living in the postcode areas SE11 4, SE11 5, SE17 3, SW8 1

Figure 18: Nature of comments made



Base: 718 comments

Some examples of comments given by respondents included:

“I have no particular comment on the Nine Elms construction works, other than advising them to be completed with as little damage as possible to the environment or local homes and communities.”

“The only problem of great importance, is the amount of traffic generated. This area has a high degree of commercial traffic at present, any extra would put a strain on the infrastructure.”

“Seems reasonable - any negative impact from construction is greatly outweighed by the benefits of having the tube in this area.”

“This will be a nightmare for shopping at Sainsbury's. And traffic into Vauxhall.”

“If this is currently part of Sainsbury's car park and doesn't have impact on any other areas, this seems like a good idea. Again, minimising impact to local residents and traffic is of the utmost importance.”

“This is one of the only relatively open spaces at this end of Wandsworth Road which is due to be redeveloped as part of the Sainsbury's redevelopment anyway. This is a well thought out scheme.”

“This is an accessible location, which should be eminently suitable - assuming that the project is tied in with the intended wider redevelopment of the Sainsbury's site.”

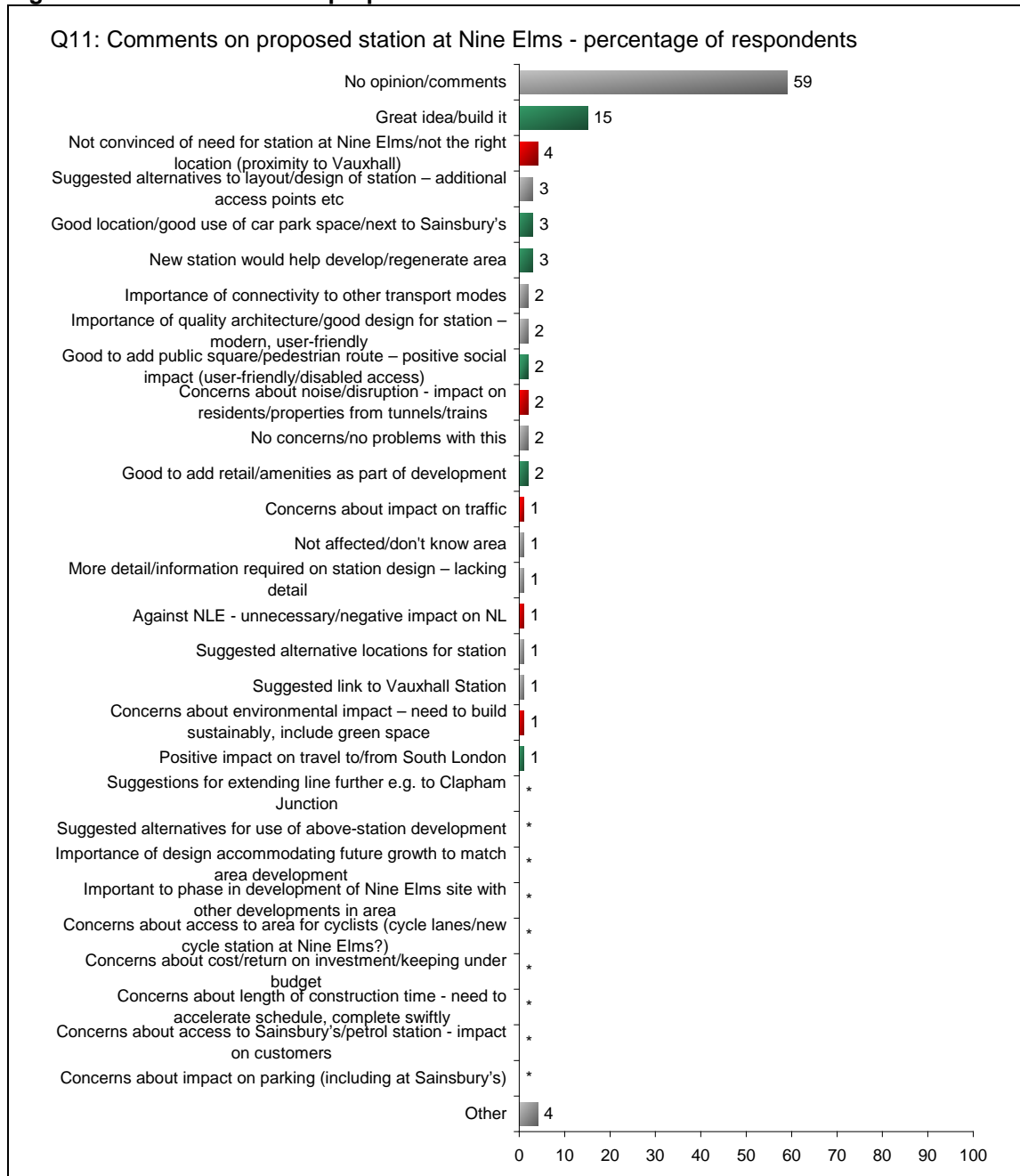
Respondents were then asked about proposals for the new station at Nine Elms (Question 11). The question as shown in the questionnaire was (open question):

11) What are your comments on proposals for the new station at Nine Elms?

Respondents were referred to Factsheet 5 for more information about proposals for a new station at Nine Elms.

Overall, 41% of respondents made comments about the proposed new station at Nine Elms. Figure 19 shows the comments colour coded by whether they are positive (green), negative (red) or neutral/no comment (grey).

Figure 19: Comments about proposed new station at Nine Elms



Base: 1,689 respondents

* = less than 0.5%

The main positive comment was:

- Great idea/build it (15% of respondents; 240 respondents)

The main negative comment was:

- Not convinced of need for station at Nine Elms/not the right location (proximity to Vauxhall) (4%; 62 respondents).

Those living at the western³ end of the route were significantly more likely than those living at the eastern⁴ end of the route to mention:

- Great idea/build it (30%, compared with 12% of those living at the eastern end of the route)
- Good location/good use of car park space/next to Sainsbury's (13%, compared with 2% of those living at the eastern end of the route)

By comparison, those living at the eastern end of the route were significantly more likely than those living at the western end of the route to say they had no opinion/no comments (48% and 28% respectively).

A comparison was also made between the responses of those living on the route (sum of 'eastern' and 'western' respondents) and those who said they did not live on the route.

Those living on the route were significantly more likely than those living in other areas to mention:

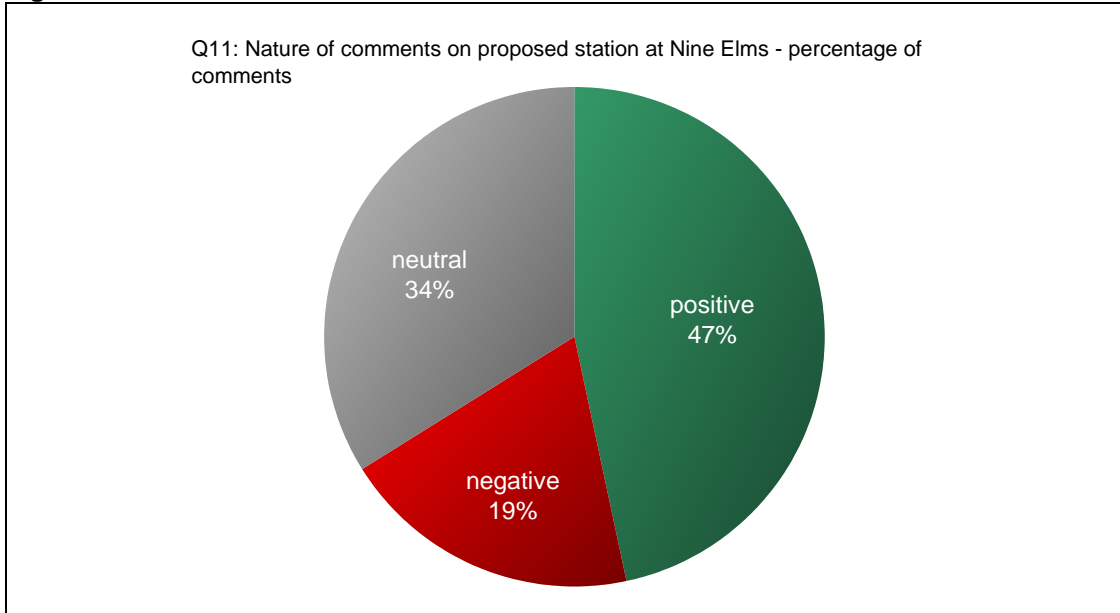
- Not convinced of need for station at Nine Elms/not the right location (proximity to Vauxhall) (10%, compared with 3% of those living in other areas)
- Concerns about noise/disruption - impact on residents/properties from tunnels/trains (6%, compared with 1% of those living in other areas)

Of those who did make comments, 47% were positive, 34% were neutral and 19% were negative. See Figure 20.

³ ie those living in the postcode areas SW8 2, SW8 4 and SW8 5

⁴ ie those living in the postcode areas SE11 4, SE11 5, SE17 3, SW8 1

Figure 20: Nature of comments made



Base: 877 comments

Some examples of comments given by respondents included:

“Looks great. Important to development of the local area which is currently very industrial looking.”

“This will be hugely convenient to so many of us that live around here. Very much support this!”

“I see this as pointless as there is already a station at Vauxhall just around the corner... the Northern line could interface with the Victoria line at Vauxhall without the need for a Nine Elms station at all. What’s the point?”

“It appears to be rather close to Vauxhall and Kennington stations, so I don’t know how essential it is, but I am fine with it if it doesn’t cause problems to the rest of the Northern line.”

“This seems like a spacious design and suitable given the placement of the potential new development areas.”

“It is well designed, however, there should be a passage/alley way to connect the station easier to Sainsbury’s.”

“I strongly support the inclusion of this vital station, however disagree with the use of retail/commercial frontage on Wandsworth Road - the tube station should have a more prominent frontage as opposed to being hidden on Pascal Street.”

“Will there be an entrance from Wandsworth Road? That would be useful.”

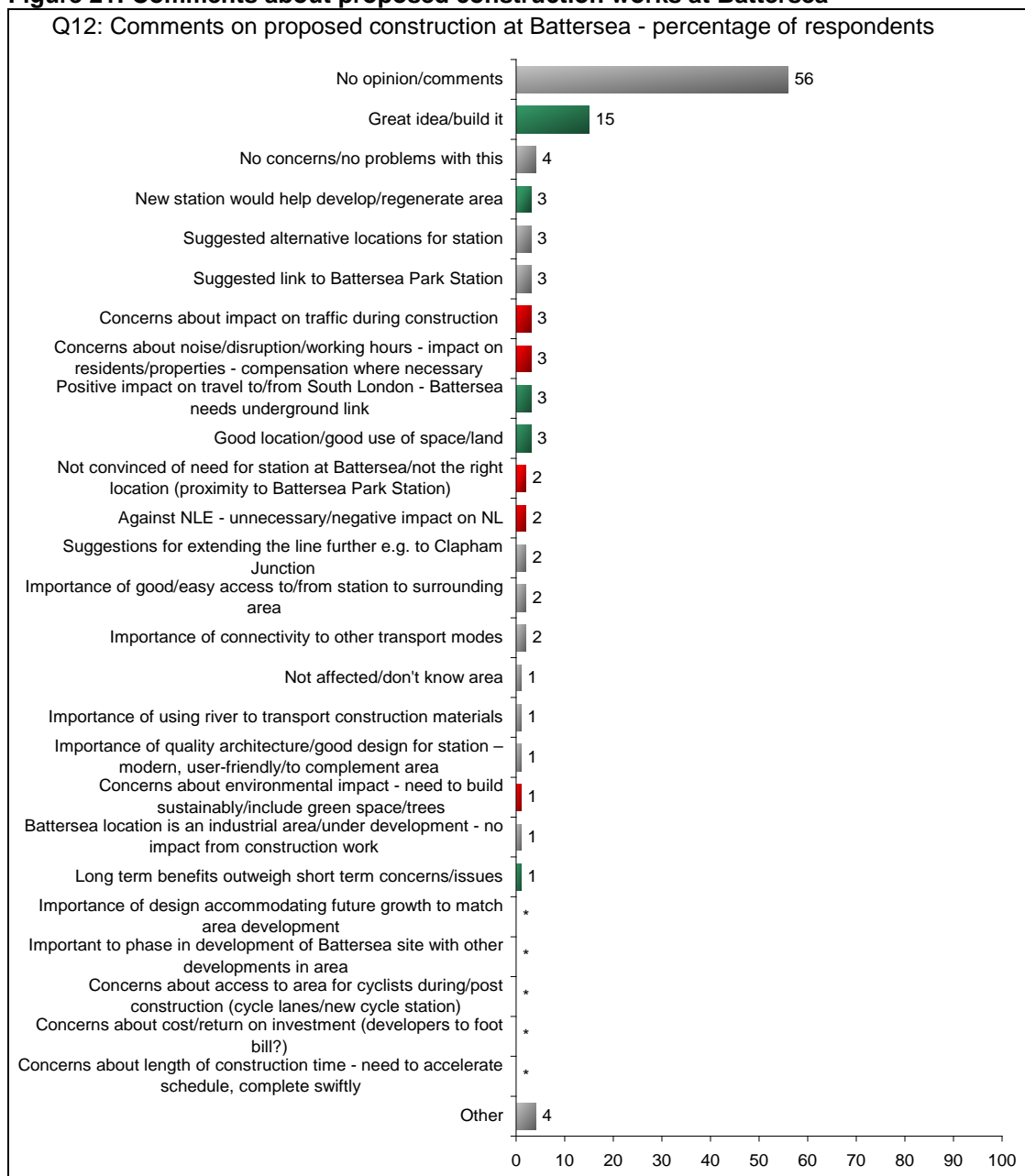
3.11 Battersea (Questions 12 and 13)

Questions 12 and 13 concerned Nine Elms station and asked about the construction worksite and the station itself. Question 12 asked for views on the proposed construction works for the Northern line extension at Battersea. The question as shown in the questionnaire was (open question):

12) What are your comments on the proposed construction works for the Northern line extension at Battersea?

Overall, 44% of respondents made comments about the proposed construction works at Battersea. Figure 21 shows the comments colour coded by whether they are positive (green), negative (red) or neutral/no comment (grey).

Figure 21: Comments about proposed construction works at Battersea



Base: 1,689 respondents

* = less than 0.5%

The main positive comment was:

- Great idea/build it (15% of respondents; 245 respondents)

The main negative comments were:

- Concerns about impact on traffic during construction (3%; 44 respondents)
- Concerns about noise/disruption/working hours - impact on residents/properties - compensation where necessary (3%; 43 respondents)

Those living at the western⁵ end of the route were significantly more likely than those living at the eastern⁶ end of the route to mention:

- Great idea/build it (20%, compared with 9% of those living at the eastern end of the route)
- No concerns/no problems with this (7%, compared with 2% of those living at the eastern end of the route)
- Good location/good use of space/land (5%, compared with 1% of those living at the eastern end of the route)
- Importance of using river to transport construction materials (4%, compared with 1% of those living at the eastern end of the route)

A comparison was also made between the responses of those living on the route (sum of 'eastern' and 'western' respondents) and those who said they did not live on the route.

Those living on the route were significantly more likely than those living in other areas to mention:

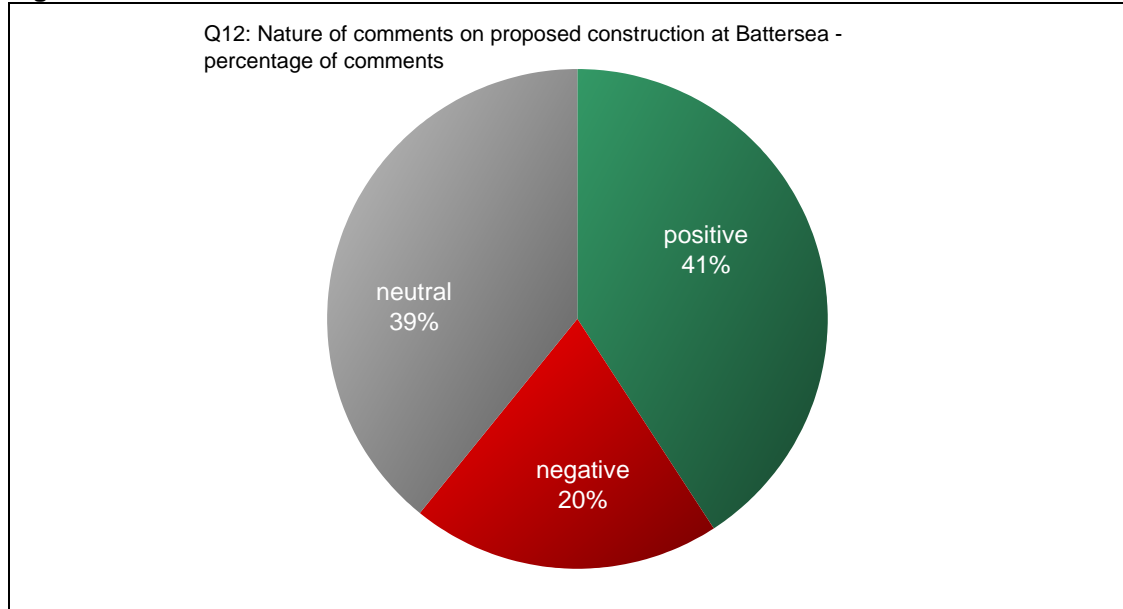
- Concerns about noise/disruption/working hours - impact on residents/properties - compensation where necessary (7%, compared with 2% of those living in other areas)
- Concerns about impact on traffic during construction (5%, compared with 2% of those living in other areas)
- Against NLE – unnecessary/negative impact on NL (5%, compared with 2% of those living in other areas)

Of those who did make comments, 41% were positive, 39% were neutral and 20% were negative. See Figure 22.

⁵ ie those living in the postcode areas SW8 2, SW8 4 and SW8 5

⁶ ie those living in the postcode areas SE11 4, SE11 5, SE17 3, SW8 1

Figure 22: Nature of comments made



Base: 974 comments

Some examples of comments given by respondents included:

“As with construction traffic on Wandsworth Road, would like to ensure thoughts are given to minimising impact on local road traffic.”

“Queenstown Road is incredibly busy during rush hour, how will this impact traffic?”

“Good design, I would have liked it a little closer to one of the main line stations in Battersea to make interchange easier but generally happy over all.”

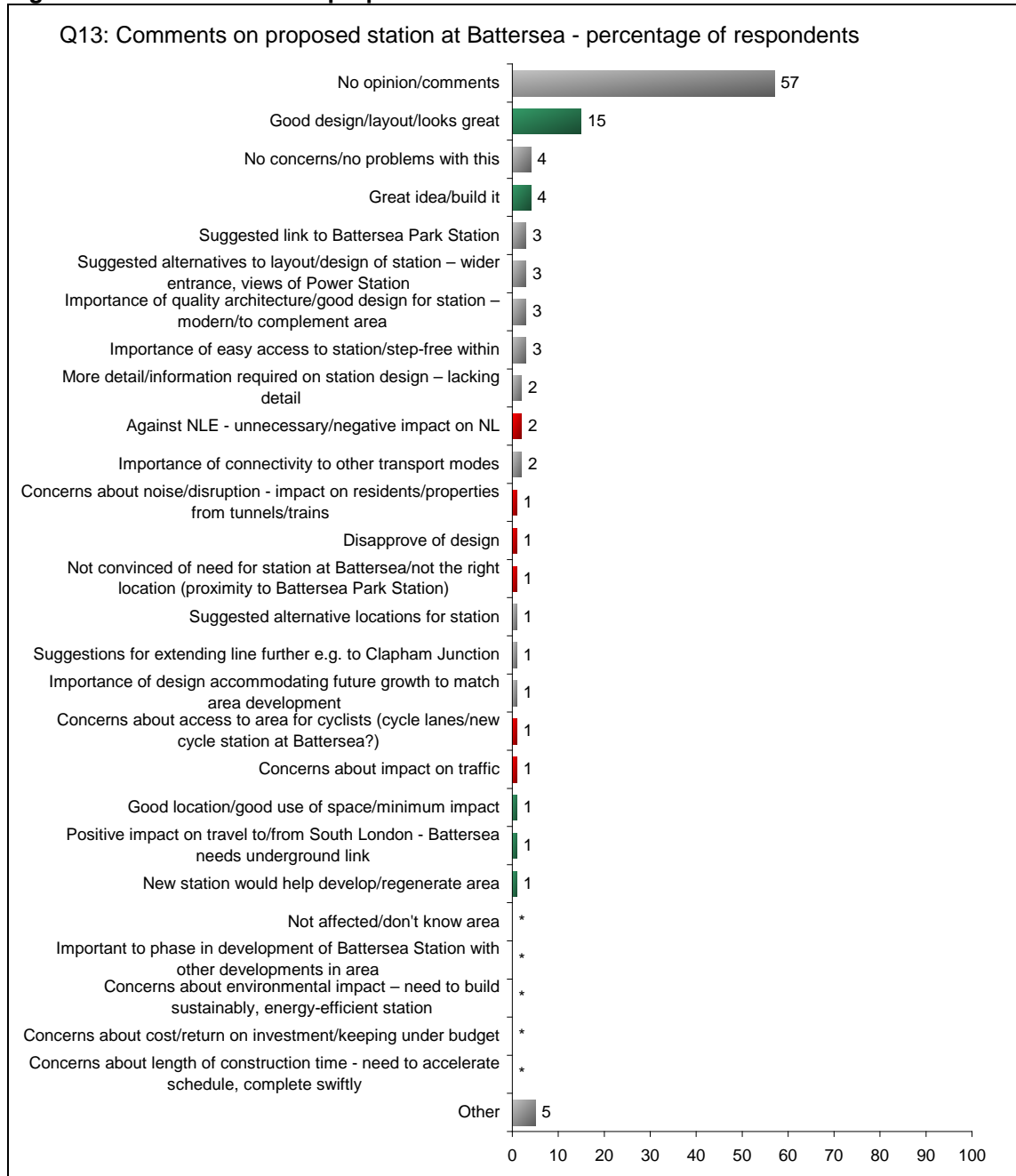
Respondents were then asked about proposals for the new station at Battersea (Question 13). The question as shown in the questionnaire was (open question):

13) What are your comments on the proposed station at Battersea?

Respondents were referred to Factsheet 6 for more information about a new station at Battersea.

Overall, 43% of respondents made comments about the proposed station at Battersea. Figure 23 shows the comments colour coded by whether they are positive (green), negative (red) or neutral/no comment (grey).

Figure 23: Comments about proposed station at Battersea



Base: 1,689 respondents

* = less than 0.5%

The main positive comments were:

- Good design/layout/looks great (15% of respondents; 242 respondents)
- Great idea/build it (4%; 71 respondents)

The main negative comment was:

- Against NLE - unnecessary/negative impact on NL (2%; 26 respondents)

Those living at the western⁷ end of the route were significantly more likely than those living at the eastern⁸ end of the route to mention:

- Good design/layout/looks great (25%, compared with 8% of those living at the eastern end of the route)

A comparison was also made between the responses of those living on the route (sum of 'eastern' and 'western' respondents) and those who said they did not live on the route.

Those living on the route were significantly more likely than those living in other areas to mention:

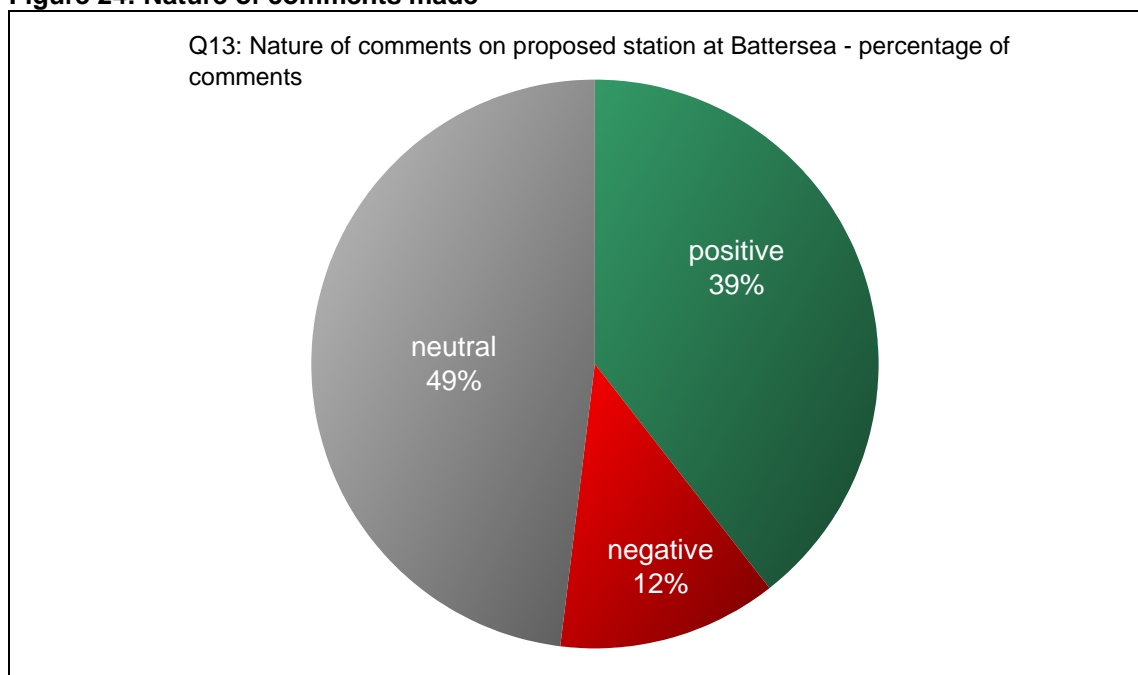
- Concerns about noise/disruption - impact on residents/properties from tunnels/trains (4%, compared with 1% of those living in other areas)
- Concerns about impact on traffic (4%, compared with 1% of those living in other areas)

By comparison, those living in other areas were significantly more likely than those living in the eastern or western ends of the route to mention:

- Suggested link to Battersea Park Station (4%, compared with 1% of those living in the eastern or western ends of the route)

Of those who did make comments, 49% were neutral, 39% were positive and the remaining 12% were negative. See Figure 24.

Figure 24: Nature of comments made



Base: 914 comments

⁷ ie those living in the postcode areas SW8 2, SW8 4 and SW8 5

⁸ ie those living in the postcode areas SE11 4, SE11 5, SE17 3, SW8 1

Some examples of comments given by respondents included:

“Locate closer to Battersea Park and Queenstown Road National Rail stations with direct interchange.”

“Should definitely be integrated with new development and given this is a key station a good architect should design it. Same way as was done for Canary Wharf station.”

“Modern, open, a number of escalators and a step free access is what I consider important in the design of a station.”

“Once completed, I think the station will be a valuable improvement to the area.”

“Design looks very good. Please ensure station is oversized versus peak demand to cope for development in local area. If Battersea becomes a "destination" then capacity will be required.”

“I would like to see more entrances to the station.”

“Excellent proposal. A well thought out design which will prove to be a future benchmark for surrounding property, this will stimulate redevelopment in the area.”

3.12 Respondent Characteristics

In the final section of the questionnaire respondents were asked to provide some details about themselves. These were requested in order to enable further analysis of the responses and were not compulsory. This section covered:

- Capacity in which they were responding (Question 14)
- Email address (Question 15)
- Home postcode (Question 16)
- Age group (Question 17)
- Ethnic group (Question 18)

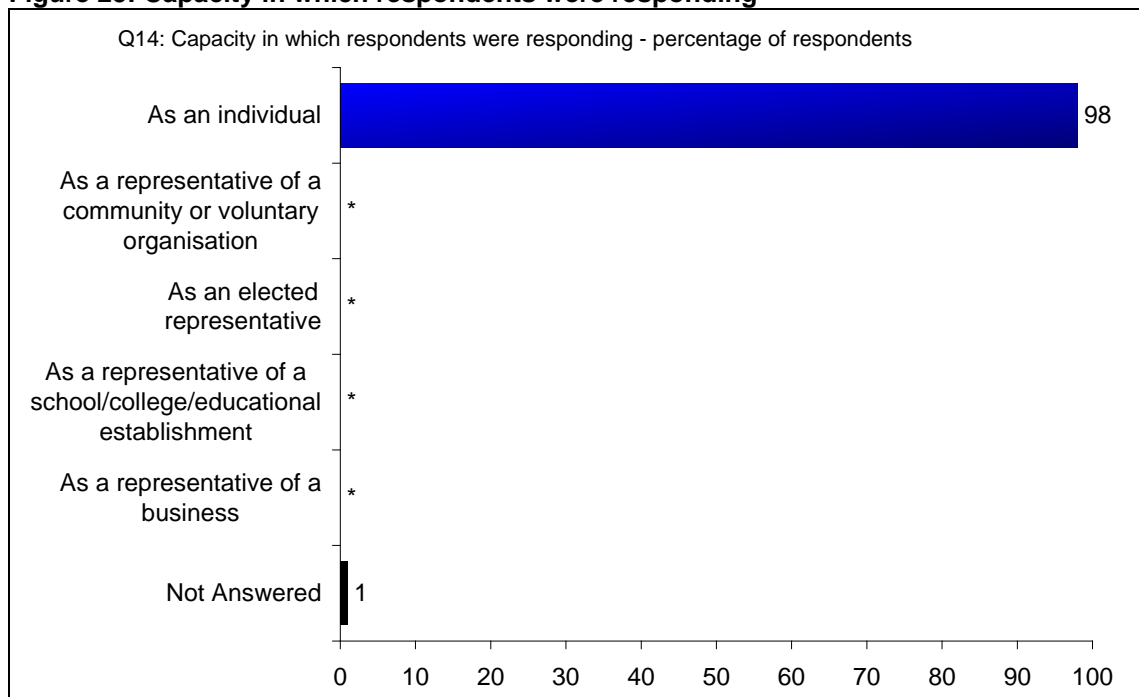
Capacity in which they were responding (Question 14)

The question regarding the capacity in which they were responding as shown in the questionnaire was (closed question):

14) In what capacity are you responding to this consultation? (tick the most appropriate one that applies)
a) As an individual
b) As a representative of a business
c) As a representative of a school/college/educational establishment
d) As a representative of a community or voluntary organisation
e) As an elected representative
If responding on behalf of a business, school or other organisation, please provide us with the name.

Almost all respondents responded to the consultation as an individual. This is shown in Figure 25.

Figure 25: Capacity in which respondents were responding



Base: 1,689 respondents

* = less than 0.5%

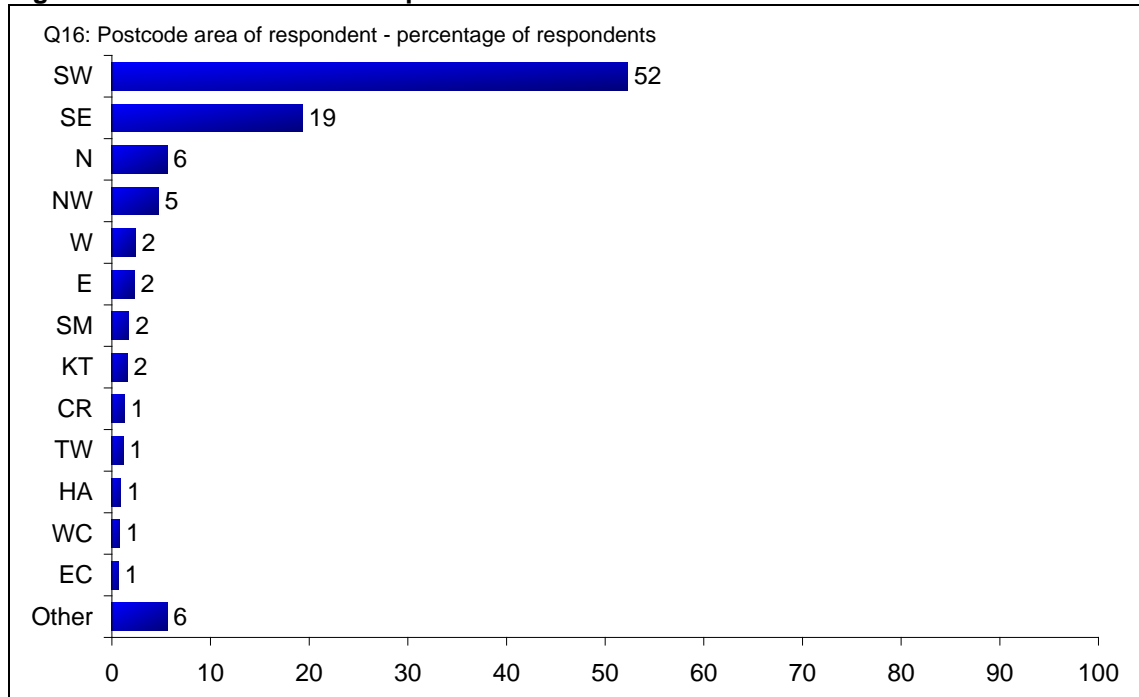
Postcode (Question 16)

Respondents' home postcodes were asked for as follows:

16) What is your postcode? (Required)

As shown in Figure 26, almost all respondents live in London postcodes with over two thirds of respondents (71%) living in the postcode areas SW and SE.

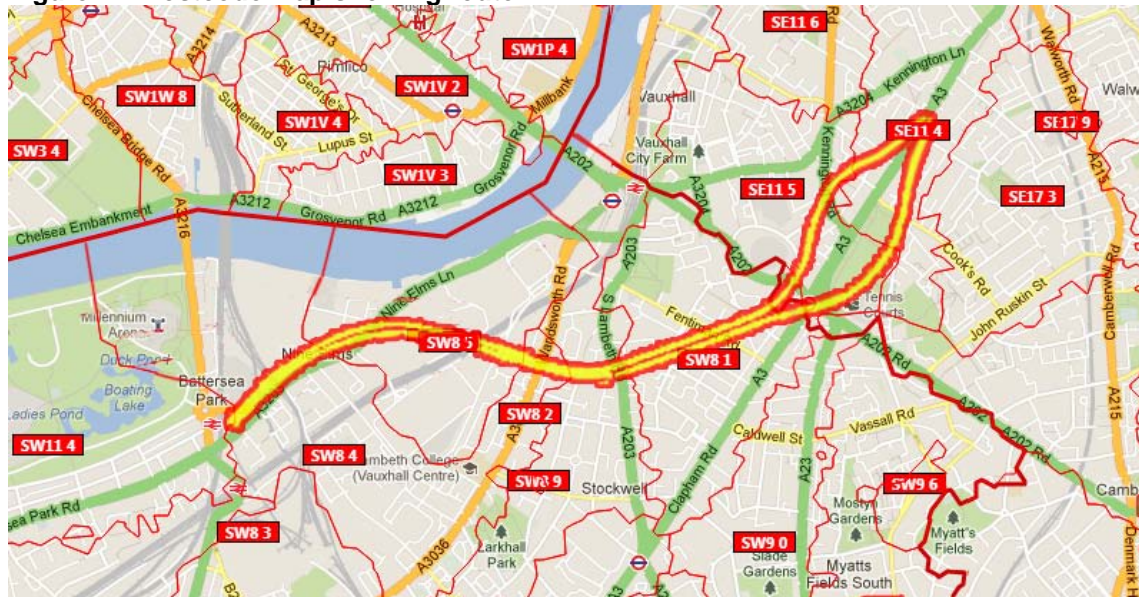
Figure 26: Postcode area of respondent



Base: 1,689 respondents

The postcode areas at the eastern and western ends of the proposed route are SE11 4, SE11 5, SE17 3, SW8 1, SW8 2, SW8 4 and SW8 5 (see Figure 27).

Figure 27: Postcode map showing route



Analysis of the postcodes along the eastern and western ends of the route shows the proportion of respondents that live in these parts of the route.

- SW8 1 4%
- SE11 4 4%
- SE17 3 3%
- SW8 2 2%
- SW8 4 3%

- SE11 5 2%
- SW8 5 less than 0.5%

Age (Question 17)

Respondents were then asked to indicate their age group. The question as shown in the questionnaire was (closed question):

17) What is your age group?

Under 16

16 to 24

25 to 44

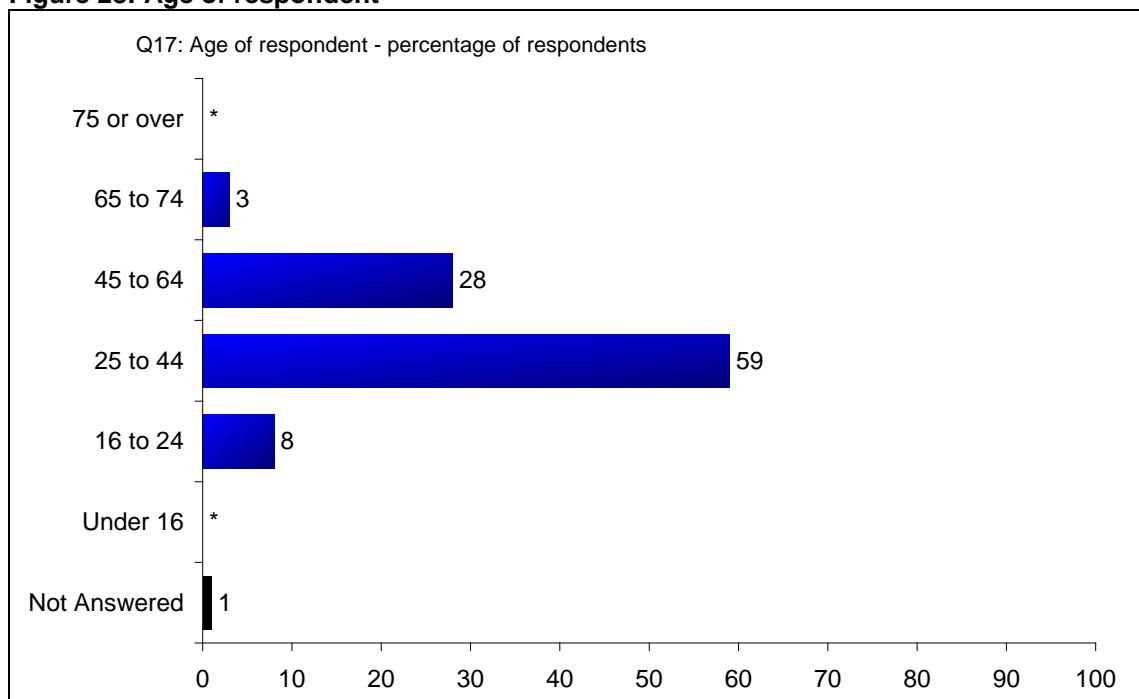
45 to 64

65 to 74

75 or over

Most respondents (59%) were aged between 25 and 44 years. Roughly one in three respondents (31%) were aged 45 years or older, while 8% were aged 25 years or under. When compared with the population profile of London⁹, the youngest and oldest age groups are under-represented (12% of the London population is aged between 16 and 24, while 6% is aged between 65 and 74 and 5% is aged 75 or over). Those aged between 25 and 44 years are over-represented (36% of the London population is aged between 25 and 44 years and 21% is aged between 45 and 64 years).

Figure 28: Age of respondent



Base: 1,689 respondents

⁹ Office of National Statistics: Table PP04 2011 Census: Usual resident population by single year of age, unrounded estimates, local authorities in England and Wales

Ethnic Group (Question 18)

The question regarding the ethnic group of respondents as shown in the questionnaire was (closed question):

18) What is your ethnic background?

Asian/Asian British

Chinese

White

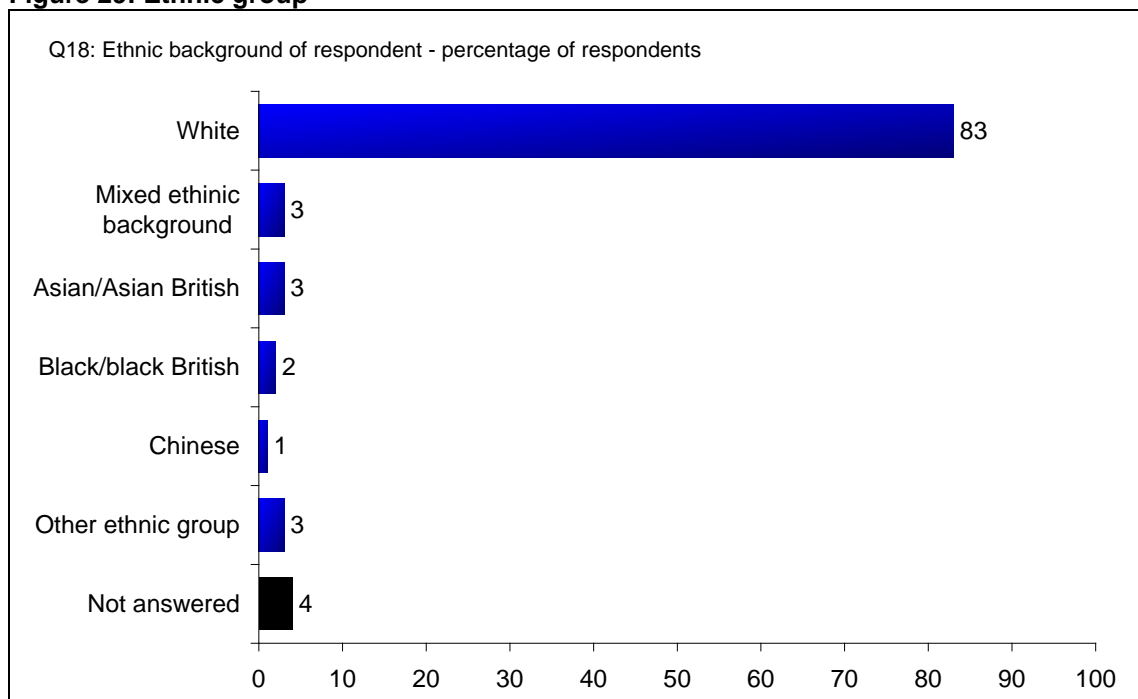
Black/Black British

Mixed ethnic background

Other ethnic group

Most respondents were from a white ethnic group as shown in Figure 29 below. When compared with the ethnic profile of London¹⁰, we have significant over-representation of respondents from a white ethnic group (60% of the London population is from a white ethnic background). By comparison there was significant under-representation of respondents from an Asian/Asian British (17% of the London population) and black/black British (13% of the London population) background.

Figure 29: Ethnic group



Base: 1,689 respondents

¹⁰ Office of National Statistics: 2011 Census: KS201EW Ethnic group, local authorities in England and Wales

4. SUMMARY

This section is intended only as a summary of the findings of the consultation; detailed analysis is set out in the main report. In total, 1,689 questionnaires were received. The questionnaire comprised 13 questions: all questions contained an open text box and 3 also contained a closed question. Not all questions in each questionnaire were answered and many of the open text boxes were left unanswered. A copy of the questionnaire can be found in Appendix A.

Almost all respondents (98%) were responding to the consultation as individuals and almost all lived in London postcodes with almost three quarters of respondents (71%) living in the postcodes SW and SE.

In terms of which questions attracted the greatest response, almost all respondents (94%) gave general comments on the proposed route of the Northern line extension and the location of the two new stations at Nine Elms and Battersea (Q1). Of the remaining questions, those which received the highest response overall were comments on the proposed construction work at Battersea (44% made comments), the proposed new station at Battersea (43%) and the proposed new station at Nine Elms (41%).

In answer to Question 1, which invited **general comments on the proposal**, 2,908 comments were made, nearly half of which (48%) were positive, 26% were negative and 26% were neutral. The main response, made by almost a half (49%) of respondents, was that the extension was ‘a good idea’, which they supported. One in five, or 20%, said it ‘should extend further’.

The questionnaire listed **eight issues regarding the proposals to extend the Northern line and asked respondents to mark the three most important (Q2)**. The main priority overall was ‘Future train services on the extension’ with 32% saying it was the first priority, 24% the second priority and 13% the third priority. Overall, 69% of respondents chose this issue. Over a quarter (28%) also made additional comments; of the 645 comments made, over half (54%) were negative, 38% were neutral and 8% were positive. The most frequently raised issue was ‘concern about noise/vibration’ (5%).

Respondents were asked for their views on the **proposed construction works at Radcot Street (Q3)**. Of the comments made (705) most were positive or neutral: 43% were positive, 33% were neutral and 24% were negative. The main positive comment was ‘no objections or concerns’ (11%), while the main negative comment was ‘concern about impact on local residents in terms of noise/disruption’ (6%).

Of the 694 comments made about **proposed construction works at Harmsworth Street (Q4)**, 44% were positive, 33% were neutral and 23% were negative. The most frequent positive comment was ‘no objections or concerns’ (11%). One in eight respondents also made comments on the potential **alternative construction approach (Q5)** and the most frequently made comment was ‘good idea/plan’ (3%).

Two in five respondents made comments about the **proposed construction works at Kennington Green (Q6)**; of the 862 comments made, 50% were positive, 29% were negative and 21% were neutral. The main positive comment was ‘good location/great idea’ (9%), while the main negative comment was ‘concern about environmental impact’ (6%).

Respondents were then asked how much they **agreed or disagreed with five statements about the restoration work (Q7)**. The statement most agreed with was: 'It is important to provide some form of seating on the Green', with 69% agreeing overall. Respondents were then asked to write in any other comments they had and the most frequently made comment was 'design should maximise greenness/benefit environment' (4%).

Of the 839 comments made about **proposed construction works at Kennington Park (Q8)**, 45% were positive, 40% were negative and the remainder were neutral. The main positive comment was 'good location/great idea' (9%). The main negative comment concerned the 'negative visual and social impact' (7%). Respondents were asked whether they agreed or disagreed with **four statements about the design of the proposed head house and accommodation at Kennington Park (Q9)**. The statement most agreed with was 'I would like to see natural material incorporated into the design such as glass and wood' (65%). One fifth of respondents made further comments, the most frequent being that 'the building should be well designed' (4%) and/or against use of this site (4%).

Regarding **proposed construction works at Nine Elms (Q10)**, 718 comments were made. 43% were positive, 34% were negative and 23% were neutral. The main positive comment was 'great idea/build it' (10%). The main negative comment was 'concern about impact on traffic during construction' (5%). Of the 877 comments made about **proposals for the new station at Nine Elms (Q11)**, 47% were positive, 34% were neutral and 19% were negative. The main positive comment was 'great idea/build it' (15%) and the main negative comment was 'not convinced of need for station at Nine Elms/not the right location' (4%).

Almost a thousand comments were made about the **proposed construction works for the Northern line extension at Battersea (Q12)**; 41% were positive, 39% were neutral and 20% were negative. The main positive comment was 'great idea/build it' (15%). The main negative comments were 'concern about impact on traffic during construction' and 'concern about noise/disruption/working hours', each representing 3% of responses. Finally, 914 comments were made **about proposals for the new station at Battersea (Q13)**, 49% were neutral, 39% were positive and the remaining 12% were negative. The main positive comment was 'good design/layout/looks great' (15%).

APPENDIX A

Consultation Questionnaire

Plans to extend the Northern Line to Nine Elms and Battersea

Have your say

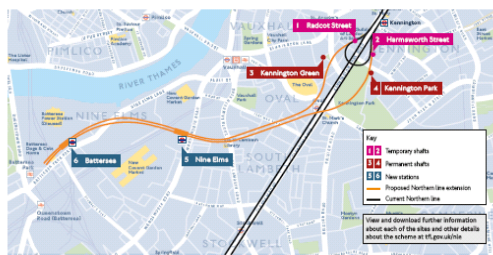
You can comment on the proposals for the Northern line extension by completing the feedback form on line at tfl.gov.uk/NLE

Alternatively, please complete this form and return to:

Business Reply Licence Number RRZL-CUSK-AAEETL
Northern line extension Floor 10
Windsor House
42-50 Victoria Street
London SW1H 0TL

Completed feedback forms must be received by
30 December 2012 (extended from 16 December 2012).

Proposed route and key sites



1 Temporary shafts are required at Battersea and Hammersmith Street to undertake ground preparation for the tunnels to be built.

2 Permanent shafts at Kennington Green and Kennington Park are needed to allow air in and out of the underground tunnels. They will also be used for emergency access to and from the tunnels, if necessary.

3 New stations at Nine Elms and Battersea, involving deep-level access from street to tube.

MAYOR OF LONDON

Transport for London



1) Do you have any general comments on the proposed route of the Northern line extension and the location of the two new stations at Nine Elms and Battersea?

- f) Impacts on your property of building the tunnels
- g) Location and impacts of proposed construction sites
- h) Impacts of construction traffic on the local road network

Any other comments?

Issues that are important to you

2) Please indicate how important each of the following issues are to you.

Please mark with a 1, 2 or a 3 in order of priority, the **three** issues that are most important to you when considering the proposals to extend the Northern line. (Please mark three issues only, you have space to make further comments in the comments box).

- a) Proposed design and location of Battersea and Nine Elms stations
- b) Proposed route of tunnels
- c) Noise and vibration from trains
- d) Proposed design and location of permanent shafts at Kennington Green and Kennington Park
- e) Future train services on the extension

Building the Northern line extension

To build the Northern line extension the main construction sites will be at Battersea, Nine Elms, Kennington Park and at Kennington Green. Our current approach also requires smaller construction sites to build temporary shafts for ground treatment works at Radcot Street and Hammersmith Street.

Radcot Street

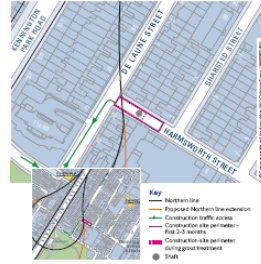
3) What are your comments on the proposed construction works at Radcot Street?



For more information about the proposed temporary shaft at Radcot Street, read Factsheet 1: Temporary shaft site at Radcot Street.

Harmsworth Street

4) What are your comments on the proposed construction works at Harmsworth Street?



For more information about the proposed temporary shaft at Harmsworth Street, read Factsheet 2: Temporary shaft site at Harmsworth Street.

5) What are your comments on the potential alternative approach for connecting the extension to the existing Northern line and stabilising the ground? For further details please see Factsheet 9: Alternative construction approach for connecting the extension to the existing Northern line and stabilising the ground.

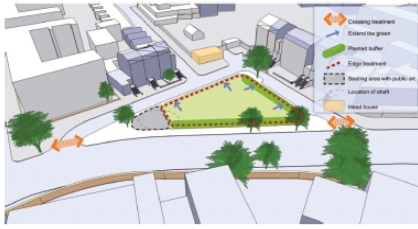
Kennington Green

6) What are your comments on the proposed construction works to build a permanent shaft and head house at Kennington Green?



For more information about the proposed permanent shaft at Kennington Green, read Factsheet 3: Permanent shaft at Kennington Green.

Once the shaft and the head house at Kennington Green have been constructed we will restore and improve the Green.



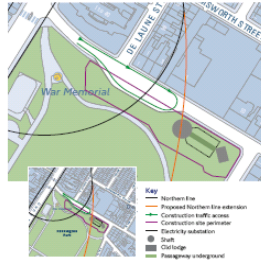
7) What is your view on the following statements about the restoration of the Green once construction works have been completed?

Statement	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
a) A tree border is important	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) I like the idea of the possible inclusion of public art	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) It is important to provide some form of seating on the Green	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) The Green would be improved by removing the path across it	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) I would like to see a simple border such as post and chain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any other comments?

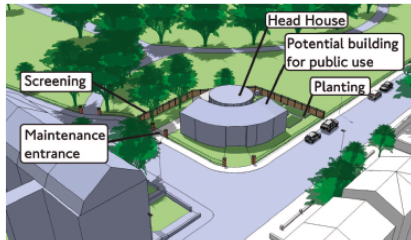
Kennington Park

8) What are your comments on the proposed construction works to build a permanent shaft and head house at Kennington Park?



For more information about the proposed shaft at Kennington Park, read Factsheet 4: Permanent shaft at Kennington Park.

9) What is your view on the following statements about the design of the proposed head house and accommodation at Kennington Park?

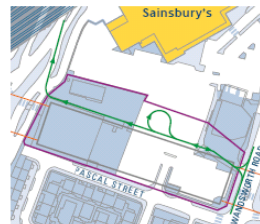


Statement	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
a) I like the approach to wrapping a building around the head house	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) I like the idea of including a space for activities related to the park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) I would like to see natural material incorporated into the design such as glass and wood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) I support the inclusion of screening between the park and the head house	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) I would like to see a simple border such as post and chain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any other comments?

Nine Elms

10) What are your comments on the proposed construction works at Nine Elms?



For more information about proposals for a new station at Nine Elms, read Factsheet 5: New station at Nine Elms.

Further information

To receive this document in large print, audio or another language, please call 0800 298 3009

Further information about the proposals to extend the Northern Line are available at tfl.gov.uk/hle

APPENDIX B

Code Frames

2521 Northern line extension Code Frame

Q1. Do you have any general comments on the proposed route of the NL extension and the location of the two new stations at Nine Elms and Battersea?

		Classification
1.	Great idea/support initiative/the sooner the better	Positive
2.	Extension would improve transport links to/from area	Positive
3.	Support routing and location of stations	Positive
4.	Long term benefits outweigh any short term concerns/issues	Positive
5.	Extension would add value to properties/help regenerate area	Positive
6.	Extension would help alleviate congestion on Victoria/Northern Lines	Positive
7.	Concerns about impact on NL - disruption during	Negative
8.	Concerns about noise/vibration - impact on properties, residents	Negative
9.	Concerns about subsidence – impact on properties, residents	Negative
10.	Concerns about impact on traffic during/post construction	Negative
11.	Concerns about impact of project on environment	Negative
12.	Concerns about location of permanent shafts - impact on residents, alternative locations suggested	Negative
13.	Concerns about NL becoming two separate lines requiring interchange	Negative
14.	Concerns about capacity at Kennington Station - requiring development	Negative
15.	Timetabling concerns - extension affecting frequency of trains especially south of Kennington	Negative
16.	Suggested different route for proposed extension	Neutral
17.	Should extend further to e.g. Clapham Junction/Sutton/other stations	Neutral
18.	Concerns about impact on NL - overcrowding after	Neutral
19.	Suggested alternative locations for new line stations	Neutral
20.	Better interchange/connectivity required with other tube/rail lines/stations e.g. Battersea Station with Battersea Park, Vauxhall Station/Victoria Line	Negative
21.	Suggested alternative extensions to other tube lines including Overground	Neutral
22.	NL should be split into two - for speedier service	Neutral
23.	Importance of quality architecture/design - stations, head houses, forecourts	Positive
24.	Against NLE - improve current network/rolling stock instead	Negative
25.	Concerns about cost of initiative - how is it to be funded?	Negative
26.	Suggestions for funding extension - property developers/those benefiting directly	Neutral
27.	Project designed to increase value of Battersea Power Station development	Neutral
28.	No comments/no	Neutral
29.	Other	Neutral

Q2. Please mark with a 1, 2 or a 3 in order of priority, the three issues that are most important to you when considering the proposals to extend the Northern line. (Please mark three issues only, you have space to make further comments in the comments box).

Any other comments? (How important are each of the following issues?)

- **Proposed design and location of Battersea and Nine Elms stations**
- **Proposed route of tunnels**
- **Noise and vibration from trains**
- **Proposed design and location of permanent shafts at Kennington Green and Kennington Park**
- **Future train services on the extension**
- **Impacts on your property of building the tunnels**
- **Location and impacts of proposed construction sites**
- **Impacts of construction traffic on the local road network.**

		Classification
1.	Great idea - the sooner the better	Positive
2.	Long term benefits outweigh short term concerns/issues	Positive
3.	Concerns about impact on NL - disruption during	Negative
4.	Concerns about noise/vibration - impact on properties, residents	Negative
5.	Concerns about impact on traffic during/post construction	Negative
6.	Concerns about impact of project on environment	Negative
7.	Concerns about location of permanent shafts - impact on residents, alternative locations suggested	Negative
8.	Concerns about NL becoming two separate lines requiring interchange	Negative
9.	Concerns about capacity at Kennington Station - requiring development	Negative
10.	Timetabling concerns - extension affecting frequency of trains especially south of Kennington	Negative
11.	Suggested alternatives to proposed route/extension	Neutral
12.	Design should incorporate further extensions/stations e.g. to Clapham Junction	Neutral
13.	Suggested alternative locations for new line stations	Neutral
14.	Better interchange/connectivity required with other tube/rail lines/stations e.g. Battersea Station with Battersea Park, Vauxhall Station/Victoria Line	Negative
15.	Suggested alternative extensions to other tube lines	Neutral
16.	NL should be split into two for speedier service	Neutral
17.	Importance of quality architecture/design - stations, head houses, forecourts	Positive
18.	Against NLE - not necessary	Negative
19.	Too costly - money to be invested elsewhere	Negative
20.	Not affected/don't live in area	Neutral
21.	None/none of the above	Neutral
22.	Other	Neutral
23.	Concerns about impact on NL - overcrowding after	Negative

Q3. What are your comments on the proposed construction works at Radcot St?

		Classification
1.	Good location/great idea	Positive
2.	Important to focus on end goal - essential work for service improvement	Positive
3.	No objections, concerns - proposal seems reasonable, sensible	Positive
4.	Necessary and temporary - worth inconvenience	Positive
5.	Need for work to be completed swiftly/in a short time span	Neutral
6.	Need to minimise impact on local traffic/avoid congestion	Neutral
7.	Need to maintain access for pedestrians/cyclists through area	Neutral
8.	Concerns about impact on local residents - disruption, noise etc.	Negative
9.	Concerns about impact on parking in area	Negative
10.	Concerns about impact on NL service - disruption during	Negative
11.	Don't live in area/no knowledge of area/not affected	Neutral
12.	No comments on site/no views	Neutral
13.	Terrible idea - disruption to residents, damage to property, traffic chaos	Negative
14.	Against NLE - scheme not necessary/money better spent elsewhere	Negative
15.	Other	Neutral
16.	Concerns about impact on NL - overcrowding after	Negative

Q4. What are your comments on the proposed construction works at Harmsworth St?

		Classification
1.	Good location/great idea	Positive
2.	Important to focus on end goal - essential work for service improvement	Positive
3.	No objections, concerns - proposal seems reasonable, sensible	Positive
4.	Necessary and temporary - worth inconvenience	Positive
5.	Need for work to be completed swiftly/in a short time span	Neutral
6.	Need to minimise impact on local traffic/avoid congestion	Neutral
7.	Need to maintain access for pedestrians/cyclists through area	Neutral
8.	Concerns about impact on local residents - disruption, noise etc.	Negative
9.	Concerns about impact on parking in area	Negative
10.	Concerns about impact on NL service - disruption during	Negative
11.	Don't live in area/no knowledge of area/not affected	Neutral
12.	No comments on site/no views	Neutral
13.	Terrible idea - disruption to residents, damage to property, traffic chaos	Negative
14.	Against NLE - scheme not necessary/money better spent elsewhere	Negative
15.	Other	Neutral
16.	Concerns about impact on NL - overcrowding after	Negative

Q5. What are your comments on the potential alternative approach for connecting the extension to the existing Northern line and stabilising the ground?

1.	Good idea/plan - happy with alternative approach
2.	Alternative approach is fairer - reducing disruption to residents
3.	Alternative approach would mean faster completion of work
4.	No problem with using temporary shafts - prefer original approach
5.	Alternative approach would mean more construction traffic/more disruption to residents
6.	Disturbing London clay could cause subsidence
7.	Alternative approach could cause more extensive works at Kennington Green/Kennington Park
8.	Alternative approach would be more time consuming, prone to delays
9.	Would prefer cheaper, more cost-effective option
10.	Would prefer safer option - most reliable stabilisation
11.	Decision should be made by specialists/experts
12.	More information required re pros/cons of each approach
13.	Against NLE - scheme not necessary
14.	Not affected/don't live in area
15.	No preference
16.	No comments/views
17.	Other

Q6. What are your comments on the proposed construction works to build a permanent shaft and head house at Kennington Green?

		Classification
1.	Good location/great idea	Positive
2.	Important to focus on end goal - essential work for service improvement	Positive
3.	Good opportunity to improve/develop Kennington Green, add features etc.	Positive
4.	Impacts of construction have been considered/minimised	Positive
5.	Shaft would provide greater safety for Tube users/better ventilation etc.	Positive
6.	No objections, concerns - proposal seems reasonable, sensible	Positive
7.	Importance of head house design - aesthetically suitable for Kennington Green	Positive
8.	Importance of restoring Kennington Green to pre-works condition	Neutral
9.	Need to minimise impact on local traffic/avoid congestion	Neutral
10.	Concerns about environmental impact - loss of green space, trees etc.	Negative
11.	Concerns about impact on local residents - disruption, noise etc.	Negative
12.	Concerns about access to/use of Kennington Green during construction	Negative
13.	Concerns about impact on NL service - disruption during	Negative
14.	Don't live in area/no knowledge of area/not affected	Neutral
15.	No comments on site/no views	Neutral
16.	Against site at Kennington Green - negative visual and social impact	Negative
17.	Against NLE - scheme not necessary/money better spent elsewhere	Negative
18.	Other	Neutral
19.	Concerns about impact on NL service - overcrowding after	Negative

Q7. What is your view on the following statements about the restoration of the Green once construction works have been completed? Any other comments? (Restoration of Green once construction works have been completed)

- a) A tree border is important
- b) I like the idea of the possible inclusion of public art
- c) It is important to provide some form of seating on the Green
- d) The Green would be improved by removing the path across it
- e) I would like to see a simple border such as post and chain

		Classification
1.	Good plan for restoration/good idea for improvements	Positive
2.	Design should be attractive, have visual appeal	Neutral
3.	Design should maximise greenness/benefit environment	Neutral
4.	Design should include cycle facilities/a cycle station	Neutral
5.	Design should include seating - the Green should be a place to relax	Neutral
6.	Local residents should be consulted re design	Neutral
7.	Public art is a good idea (if of good quality)	Positive
8.	Important to maintain improvements - should be easy/inexpensive to maintain	Neutral
9.	Importance of pedestrian access to Kennington Green/crossings a priority	Neutral
10.	Important to have a border (not hazardous)	Neutral
11.	Important to have a walkway through Kennington Green	Neutral
12.	Safety concerns - design to include good visibility, an open layout, be well lit	Negative
13.	Concerns about Kennington Green becoming a no-go area/a place for rough sleepers etc.	Negative
14.	Borders not required	Neutral
15.	Public art is a waste of money	Negative
16.	Green should remain as is	Negative
17.	Green restoration is purely cosmetic - efficient Tube service a priority	Neutral
18.	NLE not required - no construction work necessary	Negative
19.	No comment/none	Neutral
20.	Other	Neutral

Q8. What are your comments on the proposed construction works to build a permanent shaft and head house at Kennington Park?

		Classification
1.	Good location/great idea - area of Kennington Park currently not utilised	Positive
2.	Important to focus on end goal - essential work for service improvement	Positive
3.	Good opportunity to improve/develop Kennington Park, add features etc.	Positive
4.	Impacts of construction have been considered/minimised	Positive
5.	Shaft would provide greater safety for Tube users/better ventilation etc.	Positive
6.	No objections, concerns - proposal seems reasonable, sensible	Positive
7.	Importance of head house design - aesthetically suitable for Park	Positive
8.	Importance of restoring Kennington Park to pre-works condition	Neutral
9.	Need to minimise impact on local traffic/avoid congestion	Neutral
10.	Concerns about environmental impact - loss of green space, trees etc.	Negative
11.	Concerns about maintaining Kennington Park as amenity/Kennington Park as landscape	Negative
12.	Concerns about impact on local residents - disruption, noise etc.	Negative
13.	Concerns about access to/use of Kennington Park during construction	Negative
14.	Concerns about impact on NL service - disruption during	Negative
15.	Don't live in area/no knowledge of area/not affected	Neutral
16.	No comments on site/no views	Neutral
17.	Against site at Kennington Park - negative visual and social impact	Negative
18.	Against proposed design of building - too big, ugly etc	Negative
19.	Against NLE - scheme not necessary/money better spent elsewhere	Negative
20.	Other	Neutral
21.	Concerns about impact on NL - overcrowding after	Negative

Q9. Any other comments? (Design of the proposed head house and accommodation at Kennington Park)

1.	Good design/good idea to develop area of Kennington Park
2.	Plans are well thought through/sympathetic to surroundings
3.	Design should benefit environment/create habitats
4.	Design should include cycle facilities/a cycle station
5.	Design should reflect character of area/complement Kennington Park
6.	Local residents should be consulted/benefit from building
7.	Building should be eco-friendly in construction/function
8.	Building should be easy to maintain/clean - glass/wood easily vandalised, quick to deteriorate
9.	Screening should be natural/complement Kennington Park
10.	Building should be well designed (incorporate artwork) - no need for screening
11.	A public building/park should be open - no barriers, screening
12.	Building not necessary - head house should be feature of Kennington Park
13.	Dog walking area to be maintained during construction/reinstated after
14.	Not affected/don't live in area
15.	Present design is ugly/a blot on landscape
16.	Against use of this site/could be incorporated into existing building
17.	Against NLE - scheme unnecessary
18.	No comment/none
19.	Other

Q10. What are your comments on the proposed construction works at Nine Elms?

		Classification
1.	Great idea/build it	Positive
2.	New station would help develop/regenerate area	Positive
3.	Long term benefits outweigh short term concerns/issues	Positive
4.	Nine Elms is an industrial area/under development - no impact from construction work	Positive
5.	Good location/good use of car park space/next to Sainsbury's	Positive
6.	No concerns/no problems with this	Neutral
7.	Concerns about noise/disruption/working hours - impact on residents/properties	Negative
8.	Concerns about impact on traffic during construction (80 lorries daily)	Negative
9.	Concerns about impact on parking (including at Sainsbury's)	Negative
10.	Concerns about access to Sainsbury's/petrol station - impact on customers	Negative
11.	Concerns about length of construction time - need to accelerate schedule, complete swiftly	Negative
12.	Concerns about cost/return on investment/keeping under budget	Negative
13.	Concerns about access to area for cyclists during/post construction (cycle lanes/new cycle station at Nine Elms?)	Negative
14.	Importance of quality architecture/good design for station – modern, user-friendly	Neutral
15.	Importance of using river to transport construction materials	Neutral
16.	Important to phase in development of Nine Elms site with other developments in area	Neutral
17.	Suggested alternative locations for station	Neutral
18.	Not convinced of need for station at Nine Elms/not the right location (proximity to Vauxhall)	Negative
19.	Against NLE - unnecessary/negative impact on NL	Negative
20.	Not affected/don't know area	Neutral
21.	No opinion/comments	Neutral
22.	Other	Neutral

Q11. What are your comments on proposals for the new station at Nine Elms?

		Classification
1.	Great idea/build it	Positive
2.	New station would help develop/regenerate area	Positive
3.	Positive impact on travel to/from South London	Positive
4.	Good location/good use of car park space/next to Sainsbury's	Positive
5.	Good to add public square/pedestrian route – positive social impact (user-friendly/disabled access)	Positive
6.	Good to add retail/amenities as part of development	Positive
7.	No concerns/no problems with this	Neutral
8.	Concerns about noise/disruption - impact on residents/properties from tunnels/trains	Negative
9.	Concerns about impact on traffic	Negative
10.	Concerns about impact on parking (including at Sainsbury's)	Negative
11.	Concerns about access to Sainsbury's/petrol station - impact on customers	Negative
12.	Concerns about length of construction time - need to accelerate schedule, complete swiftly	Negative
13.	Concerns about cost/return on investment/keeping under budget	Negative
14.	Concerns about access to area for cyclists (cycle lanes/new cycle station at Nine Elms?)	Negative
15.	Concerns about environmental impact – need to build sustainably, include green space	Negative
16.	Importance of quality architecture/good design for station – modern, user-friendly	Neutral
17.	Important to phase in development of Nine Elms site with other developments in area	Neutral
18.	Importance of connectivity to other transport modes	Neutral
19.	Importance of design accommodating future growth to match area development	Neutral
20.	Suggested alternatives for use of above-station development	Neutral
21.	Suggested alternatives to layout/design of station – additional access points etc.	Neutral
22.	Suggested link to Vauxhall Station	Neutral
23.	Suggestions for extending line further e.g. to Clapham Junction	Neutral
24.	Suggested alternative locations for station	Neutral
25.	Not convinced of need for station at Nine Elms/not the right location (proximity to Vauxhall)	Negative
26.	Against NLE - unnecessary/negative impact on NL	Negative
27.	More detail/information required on station design – lacking detail	Neutral
28.	Not affected/don't know area	Neutral
29.	No opinion/comments	Neutral
30.	Other	Neutral

Q12. What are your comments on the proposed construction works for the NLE at Battersea?

		Classification
1.	Great idea/build it	Positive
2.	New station would help develop/regenerate area	Positive
3.	Long term benefits outweigh short term concerns/issues	Positive
4.	Battersea location is an industrial area/under development - no impact from construction work	Neutral
5.	Good location/good use of space/land	Positive
6.	Positive impact on travel to/from South London - Battersea needs underground link	Positive
7.	No concerns/no problems with this	Neutral
8.	Concerns about noise/disruption/working hours - impact on residents/properties - compensation where necessary	Negative
9.	Concerns about impact on traffic during construction (70 lorries daily)	Negative
10.	Concerns about length of construction time - need to accelerate schedule, complete swiftly	Negative
11.	Concerns about cost/return on investment (developers to foot bill?)	Negative
12.	Concerns about access to area for cyclists during/post construction (cycle lanes/new cycle station)	Negative
13.	Concerns about environmental impact - need to build sustainably/include green space/trees	Negative
14.	Importance of quality architecture/good design for station – modern, user-friendly/to complement area	Neutral
15.	Importance of using river to transport construction materials	Neutral
16.	Important to phase in development of Battersea site with other developments in area	Neutral
17.	Importance of connectivity to other transport modes	Neutral
18.	Importance of design accommodating future growth to match area development	Neutral
19.	Importance of good/easy access to/from station to surrounding area	Neutral
20.	Suggested link to Battersea Park Station	Neutral
21.	Suggested alternative locations for station	Neutral
22.	Suggestions for extending the line further e.g. to Clapham Junction	Neutral
23.	Not convinced of need for station at Battersea/not the right location (proximity to Battersea Park Station)	Negative
24.	Against NLE - unnecessary/negative impact on NL	Negative
25.	Not affected/don't know area	Neutral
26.	No opinion/comments	Neutral
27.	Other	Neutral

Q13. What are your comments on the proposed station at Battersea?

		Classification
1.	Great idea/build it	Positive
2.	Good design/layout/looks great	Positive
3.	New station would help develop/regenerate area	Positive
4.	Positive impact on travel to/from South London - Battersea needs underground link	Positive
5.	Good location/good use of space/minimum impact	Positive
6.	No concerns/no problems with this	Neutral
7.	Concerns about noise/disruption - impact on residents/properties from tunnels/trains	Negative
8.	Concerns about impact on traffic	Negative
9.	Concerns about impact on parking	Negative
10.	Concerns about length of construction time - need to accelerate schedule, complete swiftly	Negative
11.	Concerns about cost/return on investment/keeping under budget	Negative
12.	Concerns about access to area for cyclists (cycle lanes/new cycle station at Battersea?)	Negative
13.	Concerns about environmental impact – need to build sustainably, energy-efficient station	Negative
14.	Importance of easy access to station/step-free within	Neutral
15.	Importance of quality architecture/good design for station – modern/to complement area	Neutral
16.	Important to phase in development of Battersea Station with other developments in area	Neutral
17.	Importance of connectivity to other transport modes	Neutral
18.	Importance of design accommodating future growth to match area development	Neutral
19.	Suggested alternatives to layout/design of station – wider entrance, views of Power Station	Neutral
20.	Suggested link to Battersea Park Station	Neutral
21.	Suggestions for extending line further e.g. to Clapham Junction	Neutral
22.	Suggested alternative locations for station	Neutral
23.	Not convinced of need for station at Battersea/not the right location (proximity to Battersea Park Station)	Negative
24.	Disapprove of design	Negative
25.	Against NLE - unnecessary/negative impact on NL	Negative
26.	More detail/information required on station design – lacking detail	Neutral
27.	Not affected/don't know area	Neutral
28.	No opinion/comments	Neutral
29.	Other	Neutral