

# **Crossrail 2: Chelsea-Hackney Line**

## Results from the public consultation

**July 2013**

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THE ROYAL BOROUGH OF  
**KENSINGTON  
AND CHELSEA**

# Introduction

**Transport for London (TfL) is consulting the public on a proposal for a new railway line crossing London, called Crossrail 2.**

Crossrail 2 would be a major new rail link connecting south-west and north-east London. TfL believes that the line could help to address overcrowding on several tube and rail lines, and take pressure off several major stations. TfL are consulting on two different route alignments, but both would include a line running under Chelsea, and a station on King's Road. It would link Chelsea to Clapham Junction, the West End and four of central London's busiest mainline stations.

## Origins

The idea for Crossrail 2, or the Chelsea–Hackney Line as it is also known, has actually been around for many years. Since 1991, the Government has safeguarded a route passing under King's Road, including a station at the Chelsea Fire Station by Dovehouse Green.

## Possible advantages

TfL is asking for the public's view, to inform the development of its proposals – but it will not be consulting on the precise location of stations. The Council has always supported the principle of the Chelsea-Hackney Line. That is because parts of Chelsea remain poorly served by public transport and also because the Council believes the line would:

- relieve local and city-wide congestion
- ease pressure on the transport network
- help air quality
- dramatically improve journey times and
- support local businesses

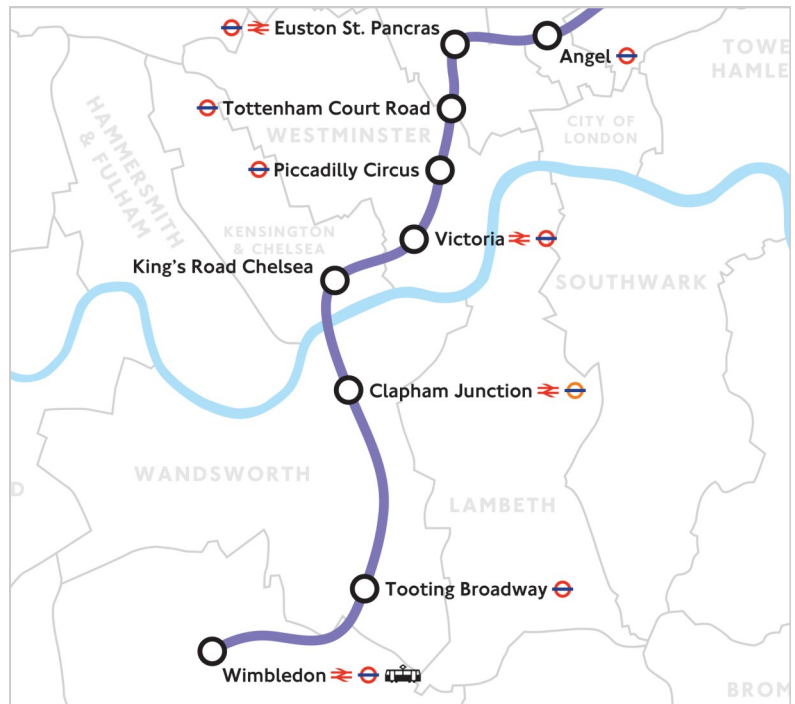


Figure 1. Central section of proposed railway line

## Current situation

In the last few years however the Chelsea-Hackney Line project has been dormant, while attention has focussed on delivering Crossrail 1. But now thanks to support from the Mayor of London and the business campaign group, London First, it is firmly back on the agenda. More information on the Chelsea-Hackney Line can be found at [www.crossrail2.co.uk](http://www.crossrail2.co.uk)

**This is a long-term project in the early planning stages. If the line were to go ahead, construction would begin in the mid-2020s, and open in about 20 years' time.**

# Methodology

## The survey

The last time the Council sampled residents' views about the Chelsea-Hackney line was in 2003. At that time about six out of ten supported the plans.

However, as that was some time ago the Council was keen to gather views from residents and businesses on TfL's proposals before making a submission to TfL's consultation.

During June 2013 a short survey was sent to all properties (commercial and residential) in the four southern most wards in the borough (Cremorne, Royal Hospital, Stanley and Hans Town—plus a small section of Brompton ward). In total this amounted to 21,951 addresses.

## Response rate

In total 2,950 returned forms were received before the closing date. This equates to an overall response rate of 14 per cent (when taking into account inaccessible addresses). Overall a good number of responses were received throughout the study area

as this shown in *figures 2 and 4*, and *figure 3* shows that there was a higher response rate nearer the proposed site.

**Further details of how the data was broken down by geography can be found on page 6.**

## Report structure

This report contains overall results and results split by demographic and geographic attributes.

Where graphs are shown, figures included are percentages. Where percentages do not add up to 100 per cent this may be down to computer rounding or that respondents were able to select more than one answer to particular questions.

**Appendices one and two contains data tables of results and appendix three full details of comments made by respondents (this is a separate electronic file).**

Figure 2. Response rate by eight areas

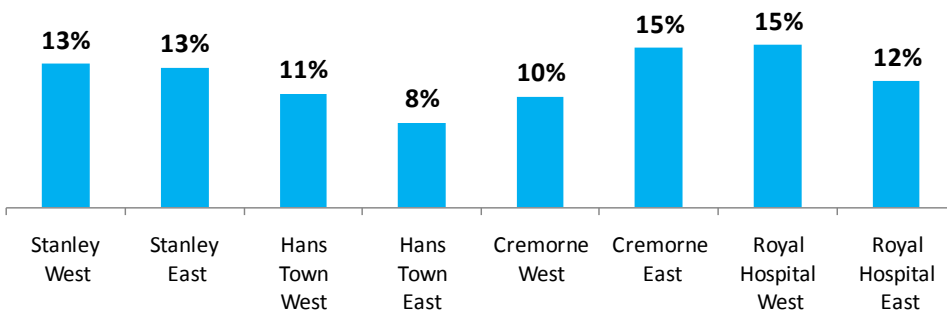


Figure 3. Response rate by buffer area

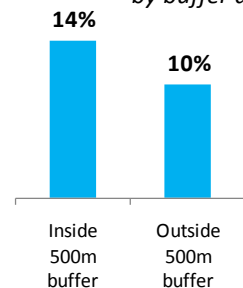
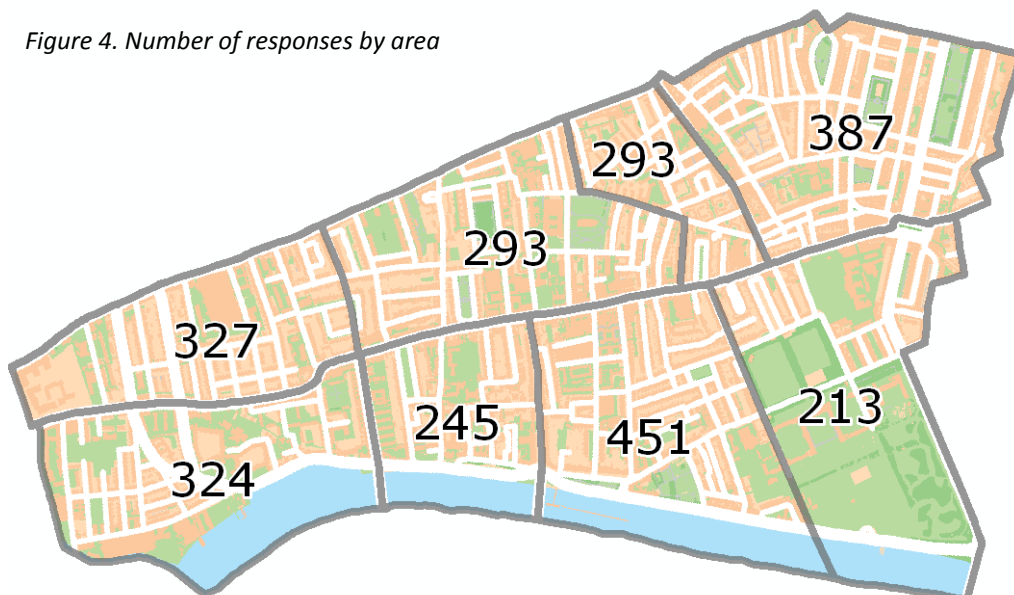


Figure 4. Number of responses by area



# Summary

## Support for the Chelsea-Hackney Line

Overall seven in ten (70 per cent) respondents support the introduction of the line, with a station in Chelsea. This includes over half (55 per cent) that strongly support the line. Support was stronger amongst those that live more than 500 metres from the proposed station site.

However, one in four (25 per cent) oppose the line and this figure includes 20 per cent of respondents that strongly oppose its introduction.

## Reasons for support

The most popular reasons given by those that support the introduction of the line were:

- Would improve public transport –94 per cent
- Would reduce traffic congestion—61 per cent
- Would benefit businesses—53 per cent

Most popular ‘other’ reasons included: would give better connections to various locations, would make access to public transport easier and would alleviate traffic/travel congestion.

## Reasons for opposition

The most popular reasons given by those that oppose the introduction of the line were:

- Sufficient public transport –81 per cent
- Disruption during building—75 per cent
- Environmental concerns after completion—73 per cent

Most popular ‘other’ reasons reflected the above themes, plus many were concerned about the impact the line would have on the area, community or businesses.

## Use of the line

If the line were to open tomorrow, over half (55 per cent) indicated that they would use it for leisure trips, with 40 per cent indicating they would use it to travel to work or study. A total of 29 per cent indicated they would not use it at all.

Those living within 500 metres of the proposed station site were less likely to use the line than

those further away.

## Support for a station in Dovehouse Green

Nearly six in ten respondents (59 per cent) were in favour of a station in the Dovehouse Green/Chelsea Fire Station area. However, almost a third (32 per cent) were not.

Support for the Dovehouse Green site was stronger amongst those living further than 500 metres from the site, than those closer than this.

## Opposition to the site

Those that were against the site indicated similar reasons as to why they were against the line, top reasons were:

- Sufficient public transport –68 per cent
- Disruption during building—60 per cent
- Environmental concerns after completion—60 per cent

Most popular ‘other’ reasons included: prefer alternative location, impact on the area or community and concerns about the Fire Station.

## Better location

Respondents were asked to consider if there was a better location for a station. A third (33 per cent) indicated that Dovehouse Green was the best location, but almost as many (30 per cent) indicated that a location further west, i.e. towards World’s End, would be preferable.

Just four per cent wanted to see the station further east.

## Suggestions for alternative locations

When asked for other suggestions for location of the station, a large number of respondents wanted to see the station on or near the World’s End Estate (136 comments). This was followed by other locations to the west of Dovehouse Green (66 comments).

However, 66 respondents indicated that they didn’t want to see a station at all.

# Demographic breakdown

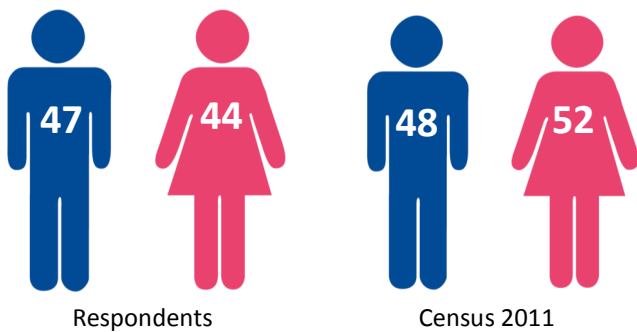
## Demographic questions

The survey contained optional questions about the gender, age, ethnicity and disability status of respondents. These were included as a means to check whether respondents are representative of the wider community and to compare opinions amongst different groups of respondents. Respondent data may not add up to 100 per cent as in some cases demographic data was not provided.

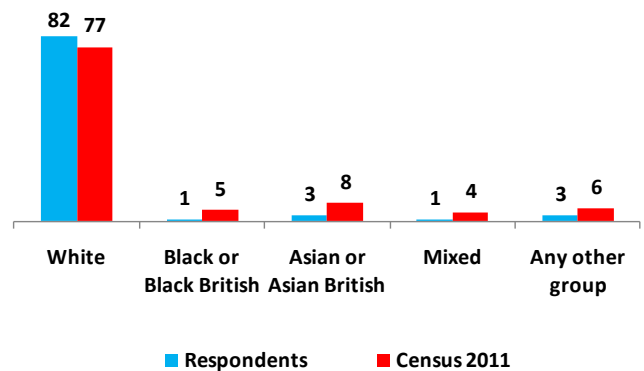
## Census data

Comparison was made between the demography of the respondents with data from the 2011 Census for Cremorne, Royal Hospital, Stanley and Hans Town. This makes up the vast majority of the study area but excludes the section of Brompton as this is not coterminous with any Census geography.

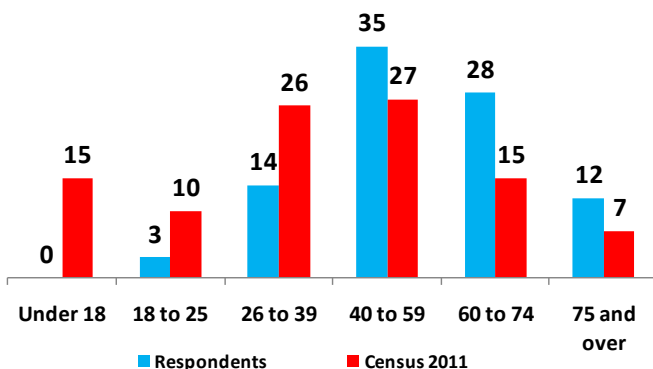
### Gender



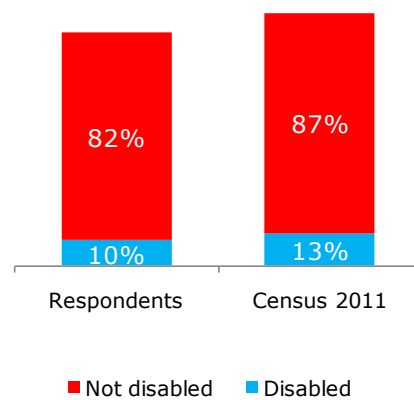
### Ethnicity



### Age



### Disability



# Geographic analysis

Efforts have been made to understand the impact of location on support for the station at the Chelsea Fire Station by Dovehouse Green.

For context *figure 5* shows the overall study area in relation to Kensington and Chelsea. This report contains headline results using two different geographies:

- **Eight zones** - as shown in *figure 6*. These essentially break the wards into two halves giving an at a glance view of differences in opinion by proximity to the Dovehouse Green site and also from east to west.
- **A 500m buffer of the station site** - this has been selected to compare if the views of those that are closest to the proposed site differ from those that are further away

Figure 5. Borough map with study area

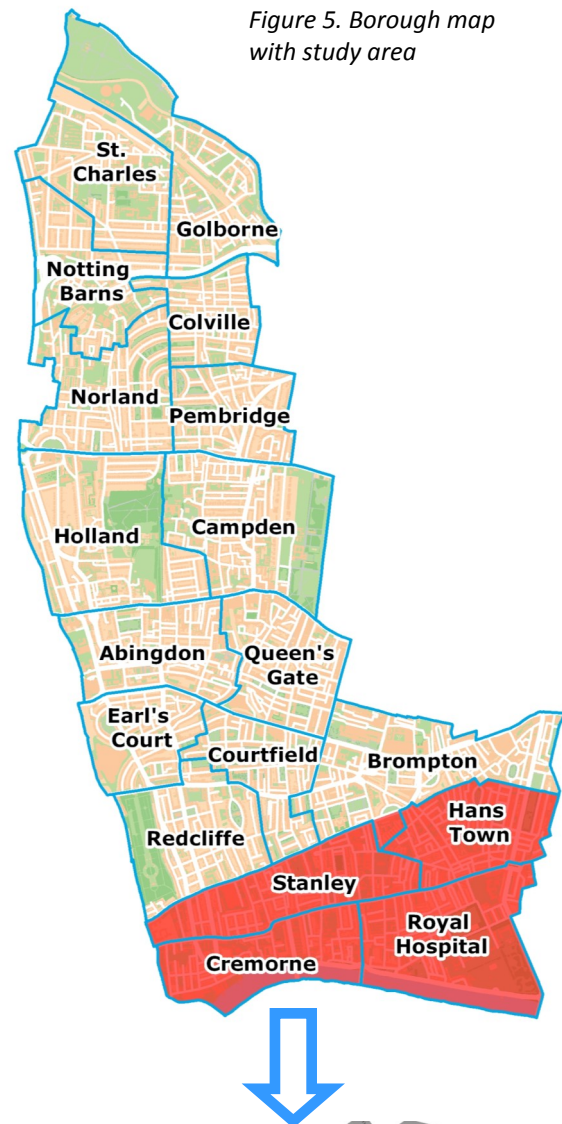
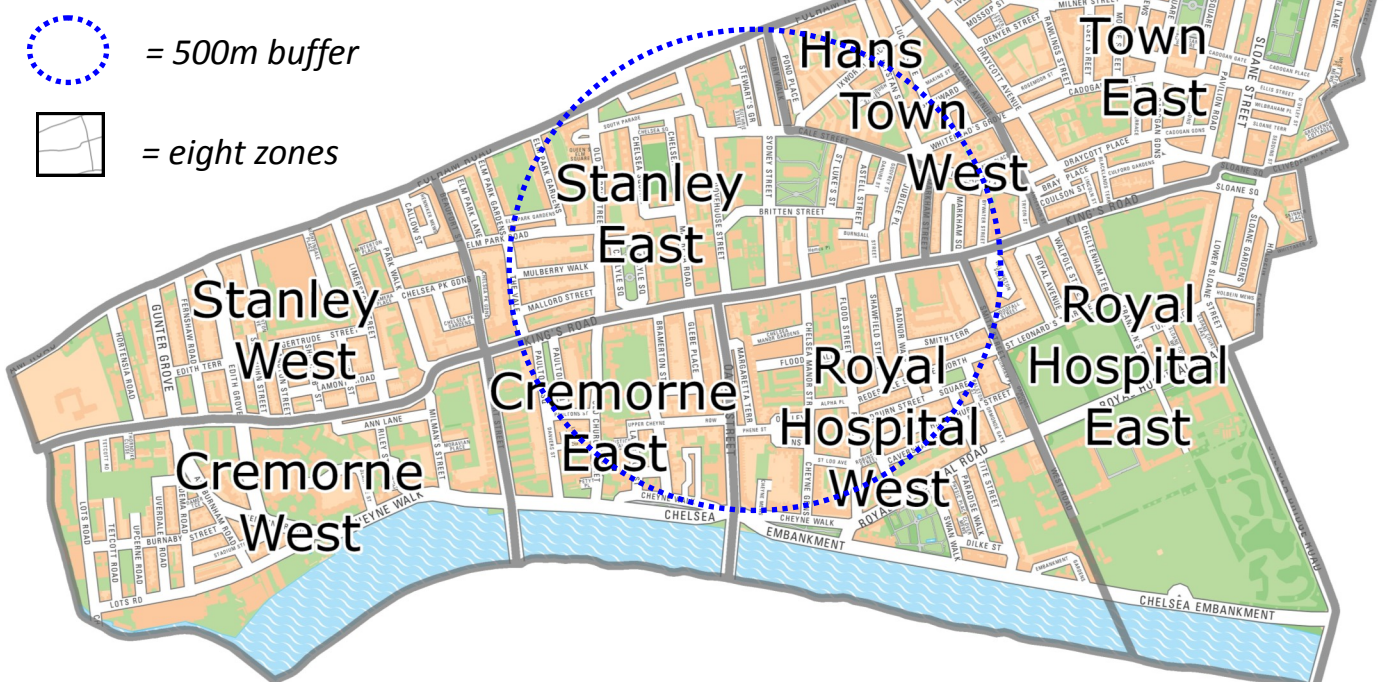


Figure 6. Geographical zones for analysis



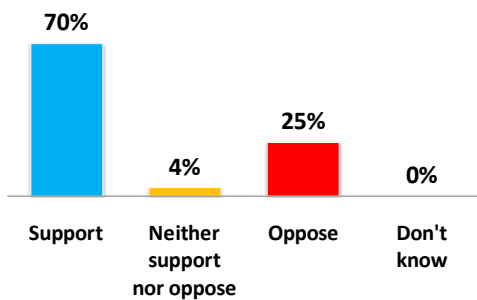
# Q1. How strongly do you support or oppose the introduction of the Chelsea-Hackney Line, with a station in Chelsea?

## Headlines

Overall 70 per cent of respondents support the introduction of the Chelsea-Hackney Line, with a station in Chelsea, this includes 55 per cent that strongly support the line.

However, a quarter (25 per cent) of respondents oppose this. This figure includes 20 per cent that strongly oppose the introduction of the line.

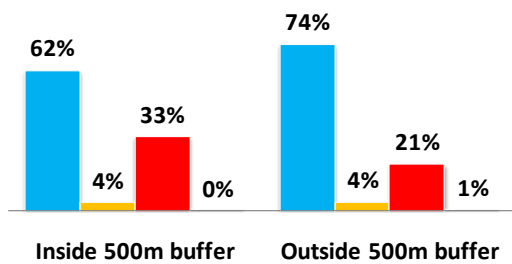
Figure 7. Overall



## Area breakdown

Figure 8 shows that support is stronger outside the 500 metre buffer than inside (74 per cent compared to 62 per cent) and this is also clear in the analysis of the eight zones (figure 10), especially with those in the far west having far higher levels of support (e.g. Stanley West—83 per cent and Cremorne West—83 per cent) than all other areas.

Figure 8. Buffer zone



## Demographic breakdown

Overall men are more likely to support the scheme than women (76 per cent against 68 per cent), as are businesses compared to residents (88 per cent versus 68 per cent). Those aged 18-25 were most likely to support the scheme (77 per cent) compared to other age groups.

Opposition to the line and station was highest amongst females (26 per cent compared to 20 per cent of men), those without a disability (24 per cent compared to 18 per cent with a disability) and those aged 40 to 59 (24 per cent).

Full demographic tables are available in the appendices.

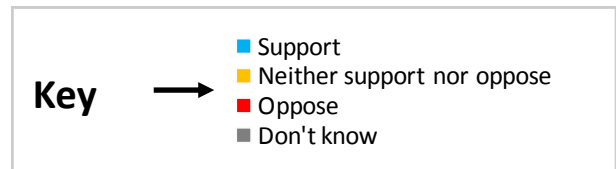


Figure 9. Commercial/Residential

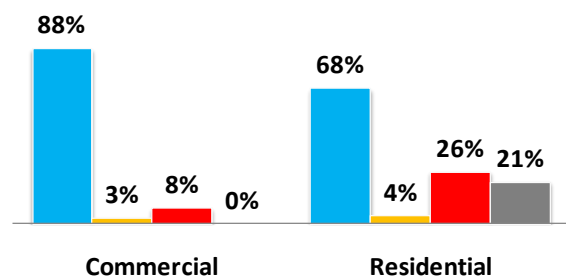
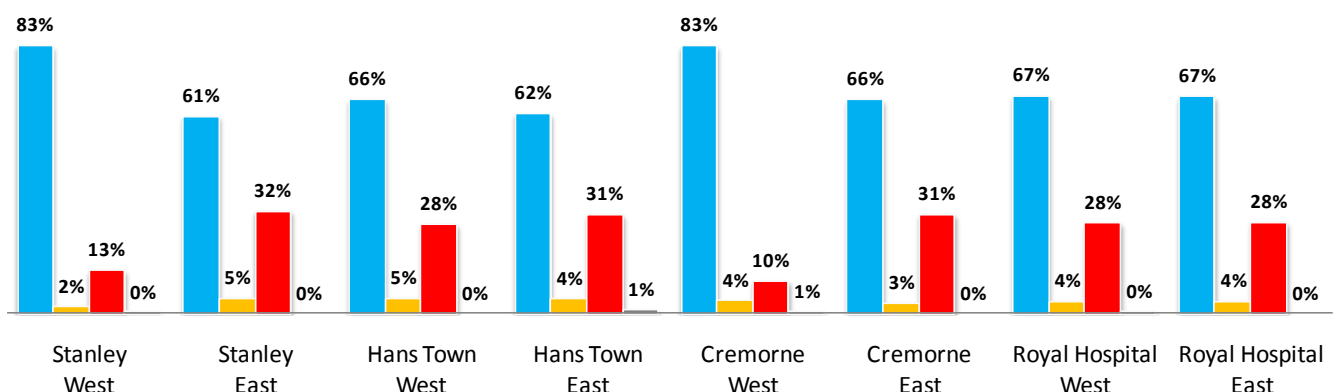


Figure 10. Eight zones



## Q2. If you are in favour of the Chelsea-Hackney Line, please indicate your reasons why.

### Headlines

Those that indicated they were in favour of the line (2051 respondents) were asked their reasons why. The vast majority (94 per cent) felt it would improve public transport in Chelsea, with six in ten (61 per cent) feeling it would reduce congestion and just over half (53 per cent) feeling it would benefit business in the area.

Around a third felt it would improve air quality (35 per cent) or attract visitors to the area (33 per cent). A total of 23 per cent were in favour because it would increase property prices and 13 per cent indicated 'other' reasons. 'Other' responses can be found on the following page.

### Area breakdown

Although there is some variation in figures 12 and 14 in the vast majority of cases the order of preferences is the same regardless of the area (except Hans Town East).

### Demographic breakdown

The key demographic difference is between businesses and residents. Business respondents put greater emphasis on attracting visitors to the area (51 per cent compared to 31 per cent of resident respondents) and the benefits to businesses in the area (68 per cent compared to 52 per cent of resident respondents).

Full demographic tables are available in the appendices.

Figure 11. Overall

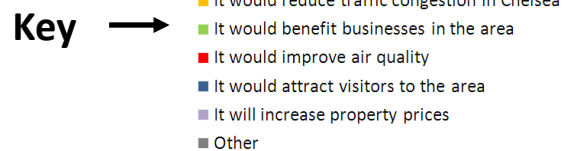
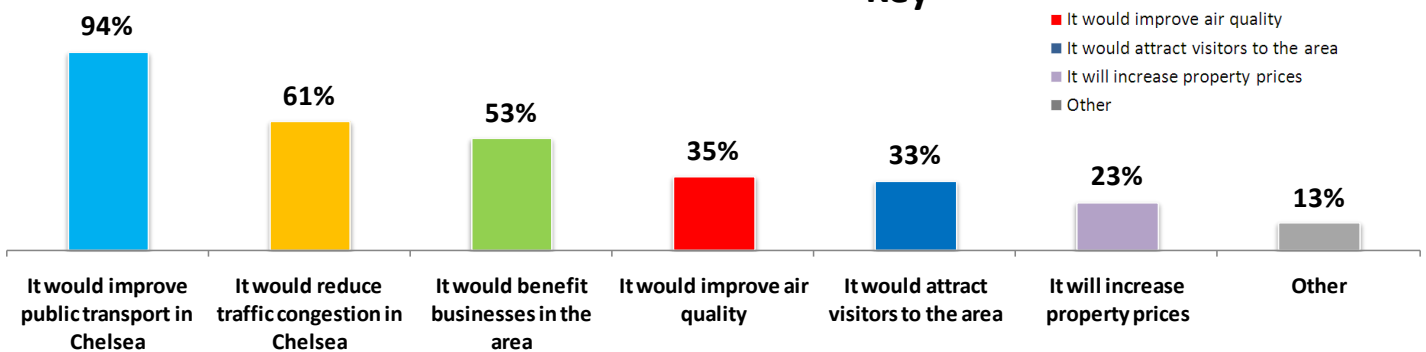


Figure 12. Inside/outside buffer zone

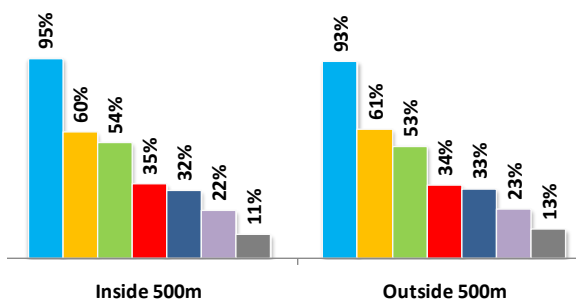


Figure 13. Commercial/residential split

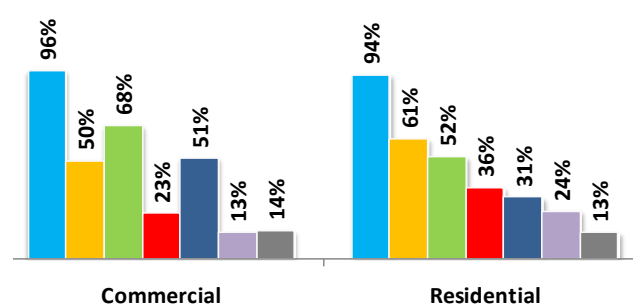
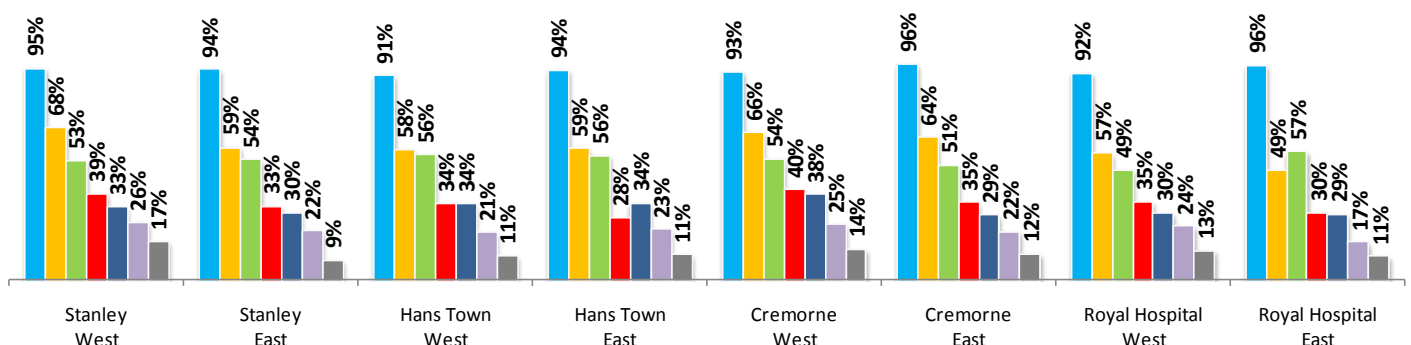


Figure 14. Eight zones





## Q2. If you are in favour of the Chelsea-Hackney Line, please indicate your reasons why. OTHER RESPONSES

Respondents that indicated ‘other’ reasons as to why they were in favour were asked to explain.

A total of 88 respondents indicated this was because the new line would provide better connections to other locations or that it would speed up their journey times, for example:

***“It would make it easier to get to north east London, which currently takes over an hour from Sloane Square on public transport.”***

***“Reduce travelling time to main train stations/airports.”***

In addition 52 respondents made general positive comments about the scheme or indicated they were in favour, for example:

***“We are very much in favour of public transport and its use, extensions, new lines etc.”***

A total of 41 respondents felt it would give easier access to public transport, for example:

***“Make access generally easier.”***

A total of 36 respondents felt it would alleviate congestion, either on the road or on the public transport network, for example:

***“Between Sloane Square and Imperial Wharf there are no train stations and significant bus, taxi and car congestion because of this.”***

***“It would reduce over-crowding on other tube and bus lines.”***

However, 24 respondents made comments indicating they were against the proposals, for example:

***“We have four stations within walking distance Chelsea Harbour, Imperial Wharf, Fulham Broadway, Sloane Square, Earl’s Court and don’t need any more.”***

In addition 21 respondents indicated that they would prefer an alternative station location or specifically suggested locations. A full list of themes can be seen below in *table 1*.

**All comments are contained in appendix 3, which is a separate document.**

Table 1. Q2a Comment themes, themes shown with five or more comments

Theme	Number of comments
Better connections to various locations/speed up journeys	88
Positive comments about the scheme/in favour	52
Easier access to public transport	41
Alleviate traffic/travel congestion	36
Against proposal	24
Prefer alternative station location/suggestions for other stations	21
Already adequate transport links	15
Environmental/disruption concerns	15
Boost local business/employment	14
In favour	8
Spend on other transport projects/improvements	8
Property values/rent levels	7
Will take too long for me to personally see the benefit	6
Concerns for impact on Fire Station	5
Consultation/questions on proposal	5

### Q3. If you are against the introduction of the Chelsea-Hackney Line, please indicate your reasons why.

#### Headlines

Those that indicated they were against the line (729 respondents) were asked their reasons why.

The reasons given were: There is already sufficient public transport in the area (81 per cent), concerns about disruption whilst it is being built (75 per cent) and concerns about environmental factors after completion (73 per cent). In addition six in ten (60 per cent) felt it would bring too many people into the area, just over half (53 per cent) were against the cost of the project and 39 per cent were concerned about the impact on property prices.

#### Area breakdown

As figure 16 shows respondents from within the buffer are far more concerned about environmental factors such as noise and litter (+15 per cent), bringing too many people into the area (+10 per cent), the impact on property prices (+10 per cent) and disruption whilst it is being built (+five per cent).

#### Demographic breakdown

In most categories respondents most popular or second most popular reason was that 'there is already sufficient transport in the area'. This was particularly true of residents 75 and over. However, younger respondents (those aged 18 to 25 or 26 to 39) were most concerned about the line bringing more people into the area.

Full demographic tables are available in the appendices.

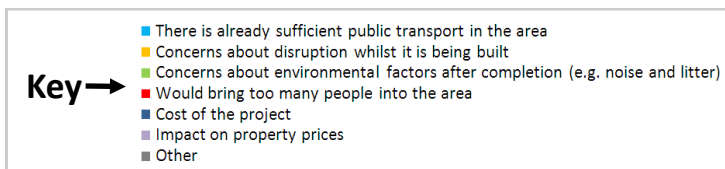


Figure 15. Overall

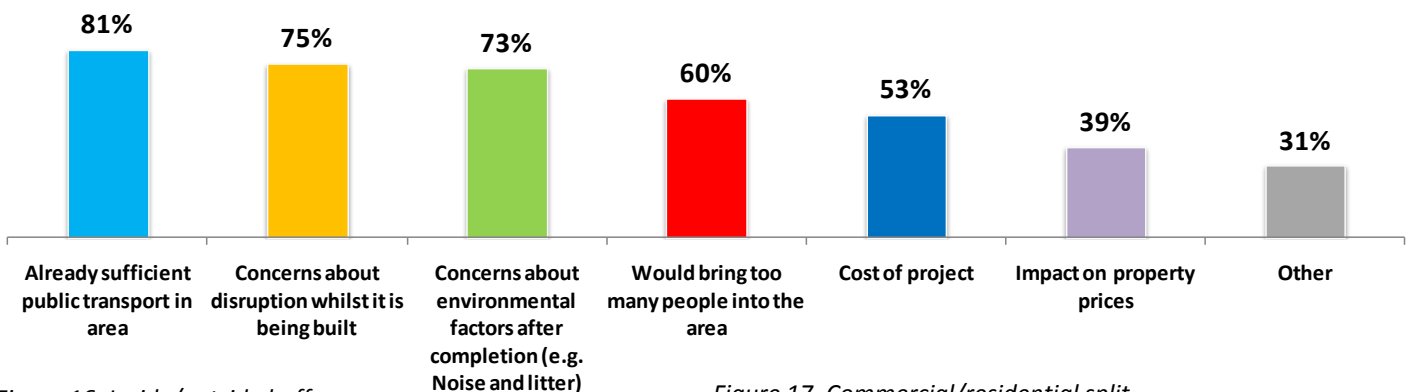


Figure 16. Inside/outside buffer

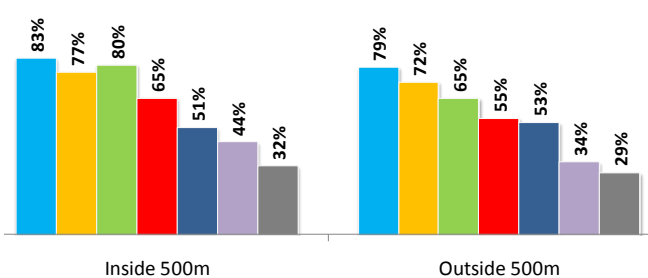


Figure 17. Commercial/residential split

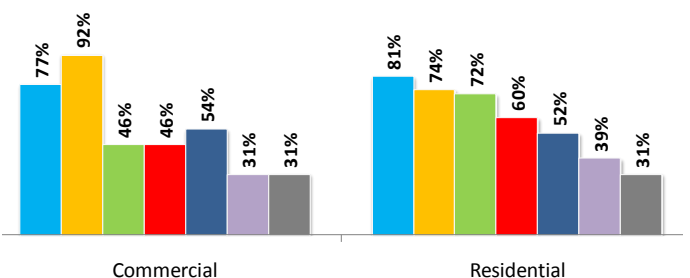
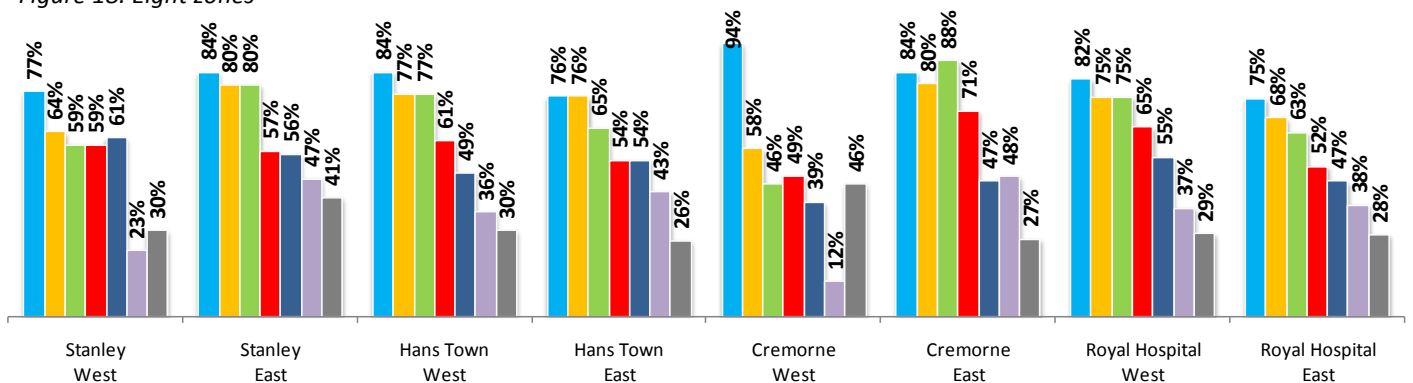


Figure 18. Eight zones



### Q3. If you are against the introduction of the Chelsea-Hackney Line, please indicate your reasons why. OTHER RESPONSES

Respondents that indicated ‘other’ reasons as to why they were against were asked to explain.

A total of 64 respondents indicated there were already adequate transport links or stations in the area, for example:

***“Great bus system already serving these areas. I would prefer funding for bicycle lanes in Kensington and Chelsea.”***

***“There are stations at South Kensington, Gloucester Road and Sloane Square. We hardly need another one.”***

In addition 62 respondents were against either disruption it would cause, problems construction may cause or other environmental concerns, for example:

***“Concerns about impact on structure of old listed buildings in this area after a prolonged period of construction and continued environmental impact (noise, vibrations etc).”***

***“I would hate to hear trains travelling under my house and feel vibrations, particularly early in the morning and in the evenings.”***

A total of 55 respondents were concerned about the impact a station would have on the area, for example:

***“Completely spoils a charming traditional area which is only a 10 minute walk from Sloane Square tube station.”***

***“Having a major station development would change the atmosphere of the area.”***

Alternative station locations were suggested by 28 respondents, for example:

***“This is not the right area of Chelsea to build it. Too historic and iconic - go to World’s End.”***

And 23 were concerned about an increase in congestion or people in the area, for example:

***“Most areas around tube stations end up noisy, with pubs, crowded and bringing too many people to the area.”***

A full list of themes can be seen below in table 2.

All comments are contained in appendix 3, which is a separate document.

Table 2. Q3a Comment themes, themes shown with five or more comments

Theme	Number of comments
Already adequate transport links/stations	64
Environmental/disruption/construction concerns	62
Impact on the area/community/business	55
Prefer alternative station location/suggestions for other stations	28
Increase congestion/people to the area	23
Cost of project	20
Generally against proposal	16
Crime/safety concerns	15
Fire station concerns	11
Other suggestions to spend the money	10
Against loss of Dovehouse Green	9
In favour	8
Spend on other transport projects/improvements	8
Property values/rent levels	7
Consultation/questions on proposal	5

## Q4. If the Chelsea-Hackney Line were to open tomorrow, for what purposes would you use it?

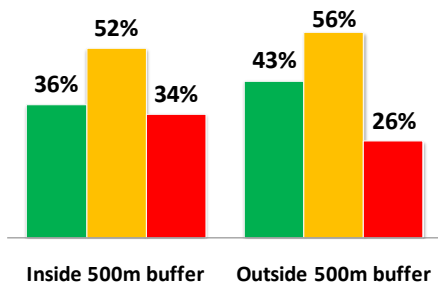
### Headline

Overall 40 per cent of respondents indicated that if the line opened tomorrow they would use it to travel to work/study and over half (55 per cent) would use it for leisure trips. However, 29 per cent of respondents indicated they would not use the line.

### Area breakdown

34 per cent of respondents from inside the buffer zone would not use the line compared to 26 per cent outside. The majority inside and outside the buffer stated they would use it for leisure trips (52 per cent inside, 56 per cent outside). 43 per cent of respondents that live outside the buffer zone would use the line to travel to work/study, seven per cent higher than those that live inside (36 per cent).

Figure 20. Buffer



Stanley West (18 per cent) and Cremorne West (14 per cent) have the lowest percentage of non use. In these two areas (only) the majority of respondents state that they would use the line to travel to work/study. High non-use responses are found in Royal Hospital East (38 per cent) Hans Town East (40 per cent) and Stanley East (35 per cent) and these three areas are characterised by having 50 per cent, or less, of respondents stating they would use the line for leisure trips.

Figure 22. Eight zones

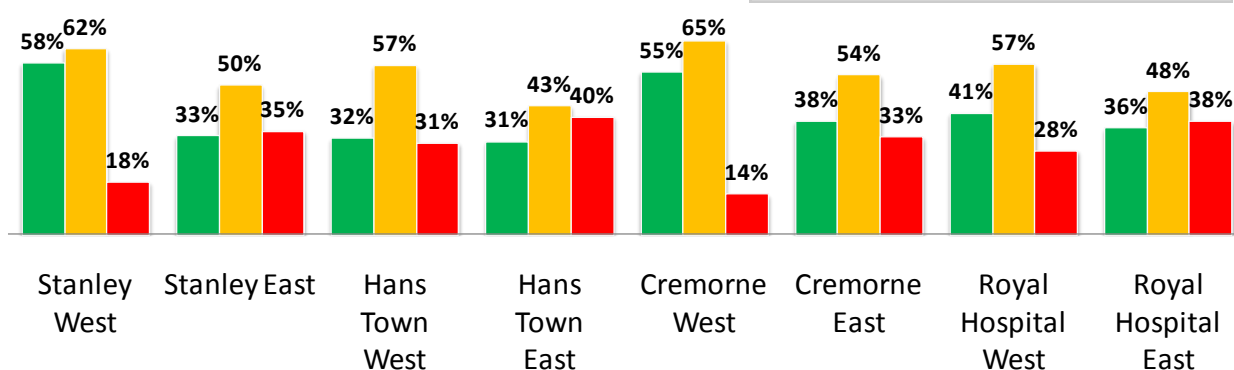
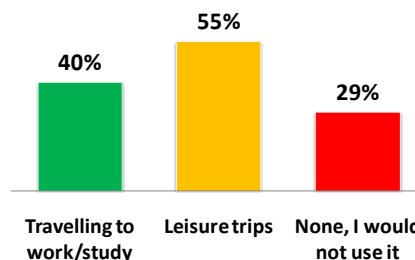


Figure 19. Overall

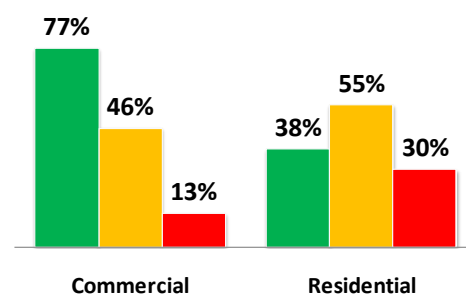


### Demographic breakdown

Male respondents would be more likely to use the line to travel to work/study than females (46 per cent against 36 per cent). Respondents from the younger age groups would also be more likely to use the line for this reason (64 per cent of 18 to 25 year olds and 59 per cent of 26 to 39 year olds). Respondents from a business were the most likely to use it to travel to work/study (77 per cent) and least likely to indicate they would not use it (13 per cent). Disabled respondents (29 per cent) and those over 75 (15 per cent) were least likely to use the line to travel to work/study. Females (30 per cent) and those over 75 (31 per cent) were more likely to indicate that they wouldn't use the line.

Full demographic tables are available in the appendices.

Figure 21. Commercial/residential split



Key →

- Travelling to work/study
- Leisure trips
- None, I would not use it

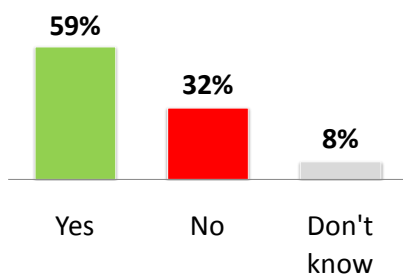
## Q5. Are you in favour of a Chelsea-Hackney Line station in the Dovehouse Green/Chelsea Fire Station area?

### Headline

Nearly six in ten respondents (59 per cent) were in favour of a station in the Dovehouse Green/Chelsea Fire Station area. However, nearly a third of respondents (32 per cent) were not and eight per cent were undecided.

Of those that were against a station in this area, a fifth (21 per cent) were in favour of the overall project.

Figure 23. Overall

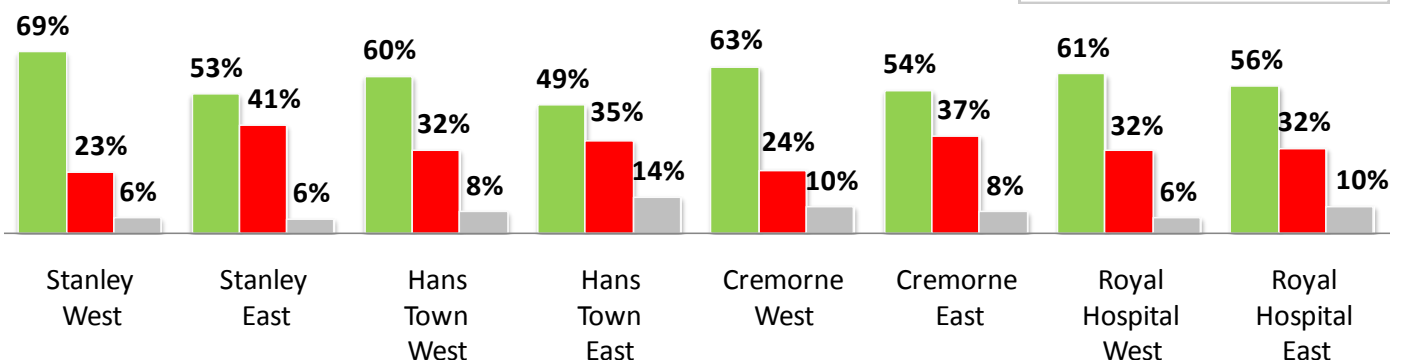


### Area breakdown

Figure 25 shows that support is stronger outside the 500 metre buffer than inside (60 per cent compared to 54 per cent). 39 per cent of those inside the buffer area oppose the Dovehouse Green/Chelsea Fire Station site, 11 per cent higher than those outside the buffer (28 per cent).

Figure 26 shows that the Dovehouse Green/Chelsea Fire Station site is most popular in the west (i.e. Stanley West - 69 per cent and Cremorne West - 63 per cent in favour). Highest opposition to this site is found in Stanley East (41 per cent), Cremorne East (37 per cent) and Hans Town East (35 per cent).

Figure 26. Eight zones



### Demographic breakdown

Male respondents (66 per cent) were more likely to be in favour of this location than females (55 per cent).

Respondents from a business (73 per cent) were also more likely to be in favour of the location than resident respondents (57 per cent).

The highest percentage of support came from the 26-39 age group with 66 per cent stating this is the correct site, the lowest percentage came from the 75+ age group.

Full demographic tables are available in the appendices.

Figure 24. Commercial/residential split

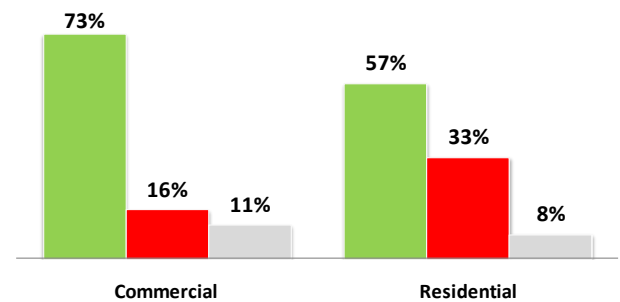
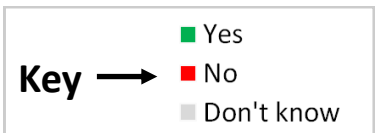
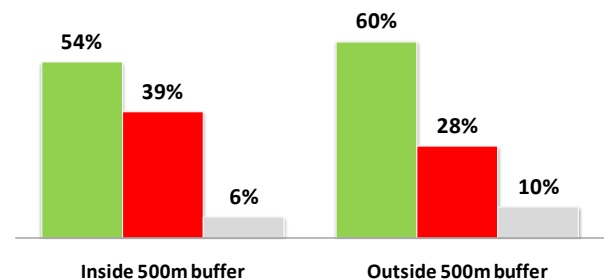


Figure 25. Buffer



## Q6. If you are against a station in the Dovehouse Green/Chelsea Fire Station area, please indicate your reasons why.

### Headlines

Those that indicated they were against a station in the Dovehouse Green/Chelsea Fire Station area (934 respondents) were asked their reasons why. The top reasons given by respondents were: There is already sufficient public transport in area (68 per cent), concerns about disruption whilst it is being built (60 per cent) and concerns about environmental factors after completion (60 per cent).

In addition nearly half (48 per cent) felt it would bring too many people into the area, over a third (36 per cent) felt other parts of Chelsea would benefit more and 30 per cent were concerned about the impact on property prices. Just seven per cent were against the location because it was too far away from them. A quarter (25 per cent) of respondents gave an 'other' response, these can be found on the following page.

Figure 27. Overall

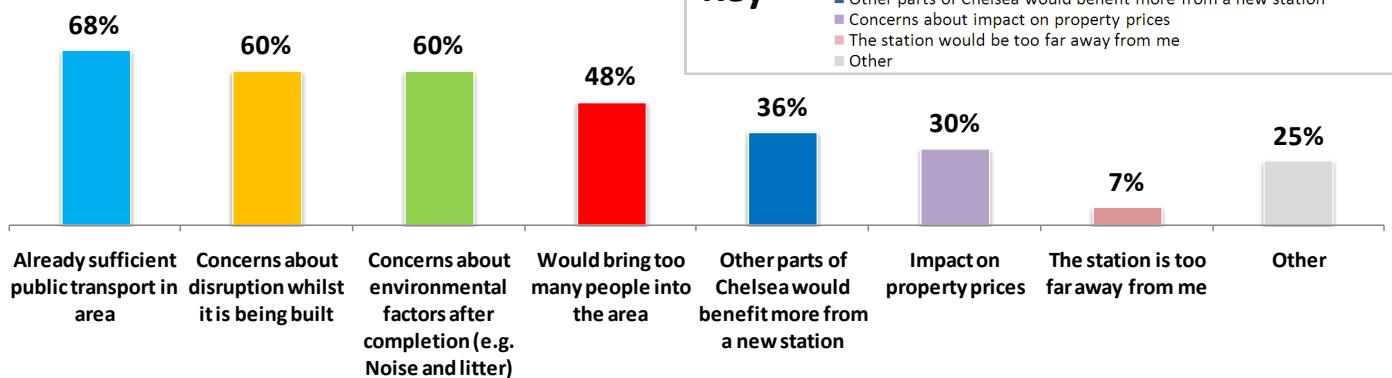


Figure 28. Inside/outside buffer

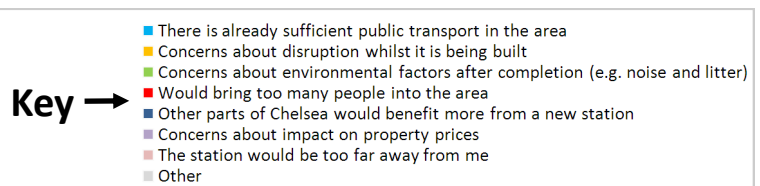
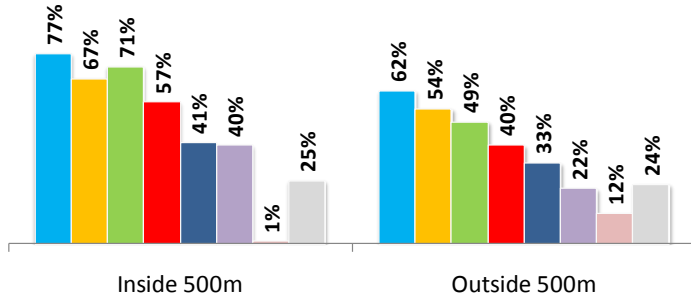


Figure 29. Commercial/residential split

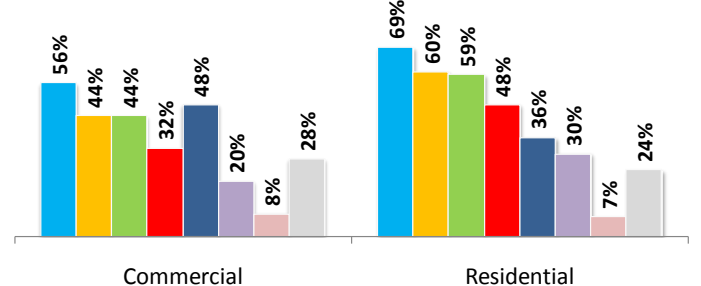
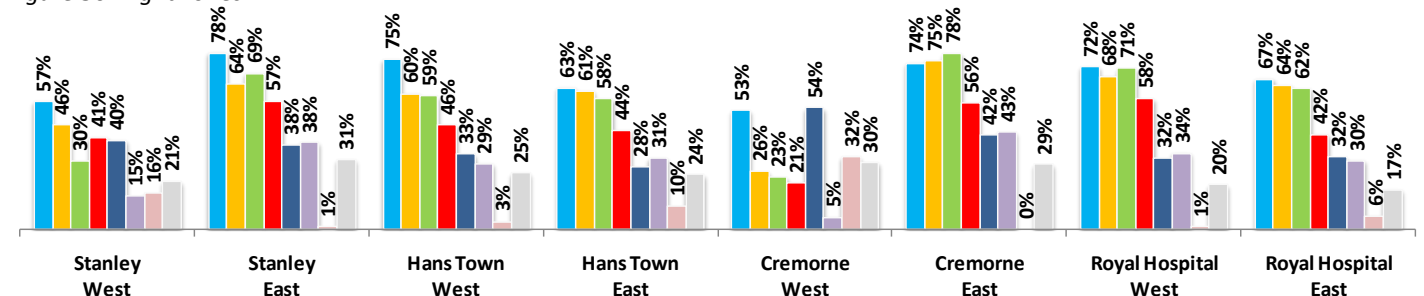


Figure 30. Eight zones



## Q6. If you are against a station in the Dovehouse Green/Chelsea Fire Station area, please indicate your reasons why. OTHER RESPONSES

Respondents that indicated 'other' reasons for being against a station were asked to indicate why.

A total of 80 respondents would prefer an alternative location for the station, with some giving specific suggestions, for example:

***"The World's End part of King's Road would benefit more as there is no local station."***

In addition 40 respondents felt the area was already well served by public transport, for example:

***"Already fairly close to South Kensington and Sloane Square, Chelsea and Westminster hospital station would be better."***

***"There is a lot of public transport and there is not a lot of congestion - and not many "workers" need it."***

Almost as many (38 respondents) were concerned about the impact on the area, for example:

***"Developments such as this tend to be on a large scale, possibly with commercial outlets as well. The current area has a charm and atmosphere which I appreciate and this is likely to alter."***

A total of 29 respondents expressed concerns about the Fire Station, for example:

***"I think it's disgusting you would think about getting rid of a fire station and sticking a tube station there - the fire station is much more important to us who live in the area."***

***"Chelsea fire station is a national monument not to be destroyed in any way."***

In addition 26 respondents were against the loss of Dovehouse Green, for example:

***"Dovehouse Green is an old burial ground, which must not be disturbed. It is also one of few green public spaces in Chelsea."***

***"It would no doubt affect Dovehouse Green which is a delightful haven in a busy area where local workers can have their lunches. Youths can meet up. People can walk their dogs etc."***

A full list of themes can be seen below in table 3.

All comments are contained in appendix 3, which is a separate document.

Table 3. Q6a Comment themes, themes shown with five or more comments

Theme	Number of comments
Prefer alternative station location/suggestions for other stations	80
Already adequate transport links/stations	40
Impact on the area/community/business	38
Fire station concerns	29
Against loss of Dovehouse Green	26
Generally against proposal	19
Environmental/disruption/construction concerns	16
Increase congestion/people to the area	14
Crime/safety concerns	12
In favour	10
Cost of project	8
Other suggestions to spend the money	6

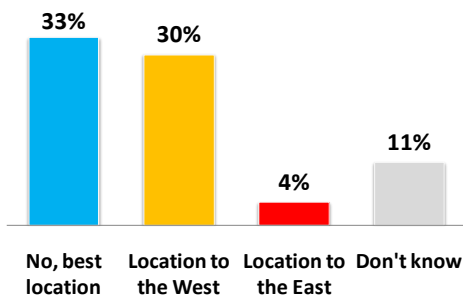
# Q7. Is there a better location for a station than the Dovehouse Green/Chelsea Fire Station area?

## Headlines

Respondents were asked to consider if there was a better location for a station. A third (33 per cent) of respondents felt the Dovehouse Green/Chelsea Fire Station area was the best location.

However, 30 per cent of respondents felt a location to the West of this (i.e. towards World's End Estate) would be better. Four per cent felt a location towards the East (i.e. towards Sloane Square) would be preferable. One in ten (11 per cent) were unsure.

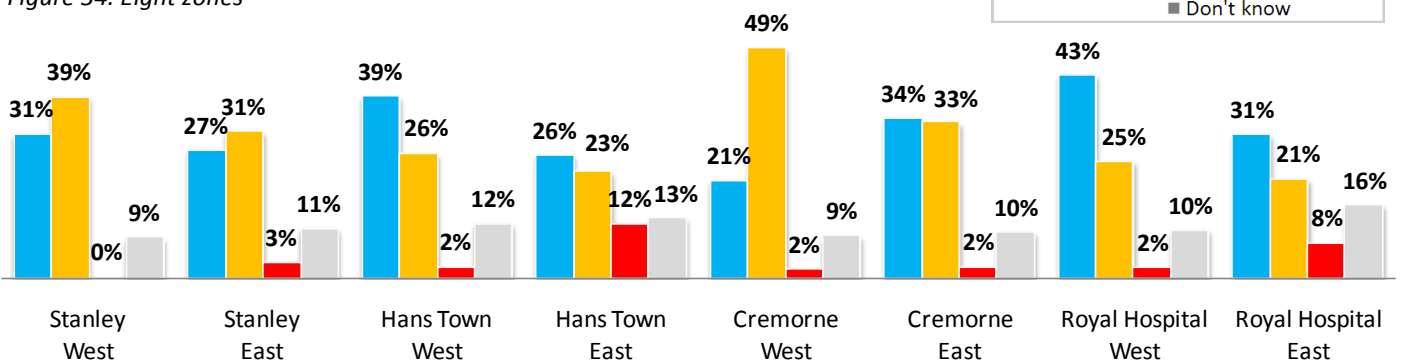
Figure 31. Overall



## Area breakdown

There is little difference between the buffer comparisons and the overall percentages, the main differences are apparent between the eight areas. A location to the west is the most popular option in the west of the study areas specifically; Cremorne West (49 per cent), Stanley West (39 per cent) and Stanley East (31 per cent). The Dovehouse Green/Chelsea Fire Station area is the most popular option for respondents for all four eastern areas, especially Royal Hospital West (43 per cent) and Hans Town West (39 per cent).

Figure 34. Eight zones



## Demographic breakdown

Overall men are more likely to think Dovehouse Green is the best location for a station than females (38 compared to 29 per cent). Those aged 60 to 74 were more likely to feel this was the best location also, when compared to other age ranges.

Women (34 per cent) and residents (31 per cent) were more likely to favour a location to the west than men (27 per cent) and businesses (24 per cent).

Full demographic tables are available in the appendices.

Figure 32. Commercial/residential split

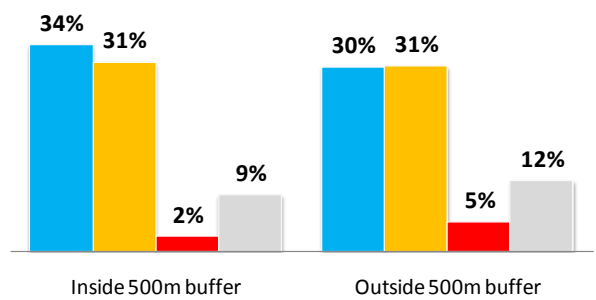
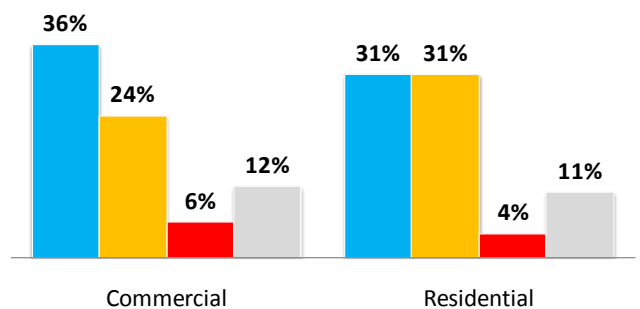


Figure 33. Inside/outside buffer



**Key** →

- No, best location
- Location to the West
- Location to the East
- Don't know



## Q7. Is there a better location for a station than the Dovehouse Green/Chelsea Fire Station area? LOCATION IDEAS

Respondents that thought there was a better location than Dovehouse Green were encouraged to suggest alternatives.

A total of 136 respondents would like to see a station on the World's End Estate, for example:

***"It makes more sense to have a station nearer to the World's End area because the people living in that area usually have to come all the way to Sloane Square."***

***"A World's End location would aid an uplift/regeneration of that part of Chelsea and close vicinity to Fulham Road is also a positive, allowing more people to benefit from the tube connection."***

In addition 66 respondents suggested locations West of Dovehouse Green, but not at World's End, for example:

***"Possibly just west of Gunter Grove but east of Lots Road. South side."***

***"If there was a choice I would say it is a little too close to Sloane Square - further west would make more sense."***

However, 66 respondents were not keen to see a station in the borough at all or were against the line, for example:

***"Skip this area. A station is absolutely unnecessary. Locals and tourists already benefit from an existing and most adequate transport system."***

A total of 42 respondents felt that Dovehouse Green was the right location, for example:

***"Dovehouse Green - great choice."***

Fewer (28) wanted to see the station at Sloane Square, for example:

***"At Sloane Square, perhaps with an extra stop further west along Kings Road."***

A number of respondents also suggested locations outside the borough, including Battersea and Fulham or just simply outside of the borough, for example:

***"Battersea does not have such good public transport i.e. no tube line."***

A full list of themes can be seen below in *table 4*.

Table 4. Q7a Comment themes, themes shown with more than five comments

Theme	Number of comments
World's End	136
No station wanted at all or no line wanted at all	66
West of Dovehouse Green (not World's End)	66
Dovehouse Green	42
Sloane Square	28
Battersea	23
Lots Road/power station	19
East of Dovehouse Green (not Sloane Square)	14
Outside borough	14
Chelsea and Westminster Hospital	10
Chelsea Harbour	10
Against loss of Dovehouse Green	8
River/embankment	7
Fulham/ Fulham Broadway	6
South Kensington	6

## Appendix 1 - Topline data

**Q1. How strongly do you support or oppose the introduction of the Chelsea-Hackney Line, with a station in Chelsea?**

Response	Number	%
Strongly support	1623	55%
Tend to support	428	15%
Neither support nor oppose	115	4%
Tend to oppose	149	5%
Strongly oppose	580	20%
Don't know	12	0%
Blank/multiple response	43	2%

**Q2. If you are in favour of the Chelsea-Hackney Line, please indicate your reasons why.**

*(Base of below is all those that indicated they strongly or tend to support the introduction of the line, i.e. 2051 respondents )*

Response	Number	%*
It would improve public transport in Chelsea	1927	94%
It would reduce traffic congestion in Chelsea	1255	61%
It would benefit businesses in the area	1092	53%
It would attract visitors to the area	668	33%
It will increase property prices	472	23%
It would improve air quality	727	35%
Other	263	13%

\*Percentage of the 2,051 that support the line

**Q3. If you are against the introduction of the Chelsea-Hackney Line, please indicate your reasons why.**

*(Base of below is all those that indicated they strongly or tend to oppose the introduction of the line, i.e. 729 respondents )*

Response	Number	%*
There is already sufficient public transport in the area	589	81%
Cost of the project	385	53%
Concerns about disruption whilst it is being built	545	75%
Concerns about environmental factors after completion (e.g. Noise and litter)	529	73%
Impact on property prices	282	39%
Would bring too many people into the area	440	60%
Other	229	31%

\*Percentage of the 729 that oppose the line

## Appendix 1 - Topline data

**Q4. If the Chelsea-Hackney Line were to open tomorrow, for what purpose would you use it?**

Response	Number	%
Travelling to work/study	1180	40%
Leisure trips	1634	55%
None, I would not use it	843	29%

**Q5. Are you in favour of a Chelsea-Hackney Line station in the Dovehouse Green/Chelsea Fire Station area?**

Response	Number	%
Yes	1734	59%
No	934	32%
Don't know	235	8%
Blank/multiple response	47	2%

**Q6. If you are against a station in the Dovehouse Green/Chelsea Fire Station area, please indicate your reasons why.**

*(Base of below is all those that indicated that are against a station at this location, i.e. 934 respondents )*

Response	Number	%*
Other parts of Chelsea would benefit more from a new station	333	36%
The station would be too far away from me	67	7%
There is already sufficient public transport in the area	632	68%
Concerns about disruption whilst it is being built	559	60%
Concerns about environmental factors after completion (e.g. noise and litter)	555	59%
Concerns about impact on property prices	278	30%
Concerns it would bring too many people into the area	444	48%
Other	234	25%

\*Percentage of the 934 against a station in this location

**Q7. Is there a better location for a station than the Dovehouse Green/Chelsea Fire Station area?**

Response	Number	%
No, the Dovehouse Green/Chelsea Fire Station area is the best location	959	33%
Yes, a location to the West of this (i.e. Towards World's End Estate)	892	30%
Yes, a location to the East of this (i.e. Towards Sloane Square)	115	4%
Don't know	312	11%
Blank/multiple responses	672	23%

## Appendix 2: Demographic breakdowns

Q1. How strongly do you support or oppose the introduction of the Chelsea-Hackney Line, with a station in Chelsea?

	Gender		Age						Disability		Ethnicity	
	Male	Female	<18	18-25	26-39	40-59	60-74	75+	Yes	No	White	BME
<b>Strongly support</b>	869 <b>63%</b>	664 <b>51%</b>	1 <b>100%</b>	49 <b>54%</b>	259 <b>61%</b>	593 <b>58%</b>	474 <b>58%</b>	177 <b>49%</b>	177 <b>60%</b>	1368 <b>56%</b>	1360 <b>56%</b>	166 <b>60%</b>
<b>Tend to support</b>	181 <b>13%</b>	219 <b>17%</b>	- <b>-</b>	20 <b>22%</b>	62 <b>15%</b>	129 <b>13%</b>	120 <b>15%</b>	72 <b>20%</b>	39 <b>13%</b>	367 <b>15%</b>	371 <b>15%</b>	29 <b>11%</b>
<b>Neither support nor oppose</b>	53 <b>4%</b>	51 <b>4%</b>	- <b>-</b>	1 <b>1%</b>	11 <b>3%</b>	36 <b>4%</b>	36 <b>4%</b>	21 <b>6%</b>	14 <b>5%</b>	92 <b>4%</b>	85 <b>4%</b>	14 <b>5%</b>
<b>Tend to oppose</b>	60 <b>4%</b>	69 <b>5%</b>	- <b>-</b>	2 <b>2%</b>	14 <b>3%</b>	39 <b>4%</b>	50 <b>6%</b>	29 <b>8%</b>	15 <b>5%</b>	115 <b>5%</b>	125 <b>5%</b>	7 <b>3%</b>
<b>Strongly oppose</b>	216 <b>16%</b>	266 <b>21%</b>	- <b>-</b>	17 <b>19%</b>	78 <b>18%</b>	210 <b>21%</b>	129 <b>16%</b>	53 <b>15%</b>	38 <b>13%</b>	458 <b>19%</b>	439 <b>18%</b>	52 <b>19%</b>
<b>Don't know</b>	3 <b>0%</b>	7 <b>1%</b>	- <b>-</b>	- <b>-</b>	1 <b>0%</b>	4 <b>0%</b>	3 <b>0%</b>	2 <b>1%</b>	4 <b>1%</b>	7 <b>0%</b>	7 <b>0%</b>	4 <b>2%</b>
<b>No reply</b>	9 <b>1%</b>	24 <b>2%</b>	- <b>-</b>	1 <b>1%</b>	1 <b>0%</b>	9 <b>1%</b>	13 <b>2%</b>	9 <b>3%</b>	8 <b>3%</b>	23 <b>1%</b>	30 <b>1%</b>	3 <b>1%</b>
<b>Total</b>	<b>1391</b>	<b>1300</b>	<b>1</b>	<b>90</b>	<b>426</b>	<b>1020</b>	<b>825</b>	<b>363</b>	<b>295</b>	<b>2430</b>	<b>2417</b>	<b>275</b>

Q2. If you are in favour of the Chelsea-Hackney Line, please indicate your reasons why.

	Gender		Age						Disability		Ethnicity	
	Male	Female	<18	18-25	26-39	40-59	60-74	75+	Yes	No	White	BME
<b>It would improve public transport in Chelsea</b>	1000 <b>95%</b>	816 <b>92%</b>	1 <b>100%</b>	68 <b>99%</b>	309 <b>96%</b>	676 <b>94%</b>	564 <b>95%</b>	220 <b>88%</b>	197 <b>91%</b>	1637 <b>94%</b>	1630 <b>94%</b>	178 <b>91%</b>
<b>It would reduce traffic congestion in Chelsea</b>	632 <b>60%</b>	559 <b>63%</b>	1 <b>100%</b>	39 <b>57%</b>	194 <b>60%</b>	423 <b>59%</b>	383 <b>65%</b>	161 <b>65%</b>	142 <b>66%</b>	1060 <b>61%</b>	1065 <b>62%</b>	125 <b>64%</b>
<b>It would benefit businesses in the area</b>	582 <b>55%</b>	447 <b>51%</b>	1 <b>100%</b>	27 <b>39%</b>	153 <b>48%</b>	419 <b>58%</b>	326 <b>55%</b>	118 <b>47%</b>	122 <b>57%</b>	919 <b>53%</b>	906 <b>52%</b>	121 <b>62%</b>
<b>It would attract visitors to the area</b>	366 <b>35%</b>	264 <b>30%</b>	- <b>-</b>	21 <b>30%</b>	99 <b>31%</b>	258 <b>36%</b>	188 <b>32%</b>	71 <b>29%</b>	81 <b>38%</b>	552 <b>32%</b>	544 <b>31%</b>	85 <b>44%</b>
<b>It will increase property prices</b>	232 <b>22%</b>	217 <b>25%</b>	- <b>-</b>	19 <b>28%</b>	84 <b>26%</b>	181 <b>25%</b>	131 <b>22%</b>	42 <b>17%</b>	45 <b>21%</b>	409 <b>24%</b>	407 <b>24%</b>	48 <b>25%</b>
<b>It would improve air quality</b>	369 <b>35%</b>	316 <b>36%</b>	- <b>-</b>	16 <b>23%</b>	96 <b>30%</b>	262 <b>36%</b>	230 <b>39%</b>	85 <b>34%</b>	95 <b>44%</b>	597 <b>34%</b>	626 <b>36%</b>	62 <b>32%</b>
<b>Other</b>	135 <b>13%</b>	113 <b>13%</b>	- <b>-</b>	8 <b>12%</b>	39 <b>12%</b>	88 <b>12%</b>	71 <b>12%</b>	42 <b>17%</b>	33 <b>15%</b>	215 <b>12%</b>	208 <b>12%</b>	34 <b>17%</b>
<b>No reply</b>	3 <b>0%</b>	4 <b>1%</b>	- <b>-</b>	- <b>-</b>	- <b>-</b>	3 <b>0%</b>	3 <b>1%</b>	1 <b>0%</b>	1 <b>1%</b>	5 <b>0%</b>	6 <b>0%</b>	1 <b>1%</b>
<b>Total</b>	<b>1050</b>	<b>883</b>	<b>1</b>	<b>69</b>	<b>321</b>	<b>722</b>	<b>594</b>	<b>249</b>	<b>216</b>	<b>1735</b>	<b>1731</b>	<b>195</b>

## Appendix 2: Demographic breakdowns

Q3. If you are against the introduction of the Chelsea-Hackney Line, please indicate your reasons why.

	Gender		Age						Disability		Ethnicity	
	Male	Female	<18	18-25	26-39	40-59	60-74	75+	Yes	No	White	BME
There is already sufficient public transport in the area	218 79%	271 81%	-	13 68%	67 73%	195 78%	147 82%	75 92%	41 77%	462 81%	451 80%	49 83%
Cost of the project	139 50%	173 52%	-	7 37%	40 44%	111 45%	110 62%	51 62%	33 62%	288 50%	294 52%	27 46%
Concerns about disruption whilst it is being built	208 75%	249 74%	-	13 68%	68 74%	181 73%	137 77%	66 81%	41 77%	429 75%	427 76%	38 64%
Concerns about environmental factors after	183 66%	257 77%	-	11 58%	69 75%	181 73%	131 73%	55 67%	40 76%	411 72%	411 73%	41 70%
Impact on property prices	92 33%	139 42%	-	10 53%	39 42%	100 40%	66 37%	21 26%	16 30%	222 39%	215 38%	23 39%
Would bring too many people into the area	151 55%	222 66%	-	13 68%	74 80%	139 56%	112 63%	42 51%	33 62%	345 60%	343 61%	37 63%
Other	76 28%	108 32%	-	7 37%	23 25%	77 31%	55 31%	26 32%	23 43%	168 29%	174 31%	16 27%
<b>Total</b>	<b>276</b>	<b>335</b>	<b>-</b>	<b>19</b>	<b>92</b>	<b>249</b>	<b>179</b>	<b>82</b>	<b>53</b>	<b>573</b>	<b>564</b>	<b>59</b>

Q4. If the Chelsea-Hackney Line were to open tomorrow, for what purpose would you use it?

	Gender		Age						Disability		Ethnicity	
	Male	Female	<18	18-25	26-39	40-59	60-74	75+	Yes	No	White	BME
Travelling to work/study	645 46%	463 36%	-	58 64%	251 59%	491 48%	267 32%	56 15%	85 29%	1037 43%	974 40%	135 49%
Leisure trips	817 59%	727 56%	1 100%	53 59%	219 51%	549 54%	524 64%	218 60%	176 60%	1378 57%	1386 57%	147 54%
None, I would not use it	329 24%	393 30%	-	18 20%	103 24%	284 28%	210 26%	113 31%	76 26%	664 27%	664 28%	71 26%
No reply	27 2%	41 3%	-	2 2%	5 1%	21 2%	24 3%	21 6%	21 7%	49 2%	60 3%	8 3%
<b>Total</b>	<b>1391</b>	<b>1300</b>	<b>1</b>	<b>90</b>	<b>426</b>	<b>1020</b>	<b>825</b>	<b>363</b>	<b>295</b>	<b>2430</b>	<b>2417</b>	<b>275</b>

Q5. Are you in favour of a Chelsea-Hackney Line station in the Dovehouse Green/Chelsea Fire Station area?

	Gender		Age						Disability		Ethnicity	
	Male	Female	<18	18-25	26-39	40-59	60-74	75+	Yes	No	White	BME
Yes	924 66%	709 55%	-	54 60%	275 65%	615 60%	510 62%	201 55%	172 58%	1482 61%	1472 61%	161 59%
No	367 26%	437 34%	1 100%	24 27%	118 28%	315 31%	238 29%	113 31%	74 25%	738 30%	725 30%	79 29%
Don't know	87 6%	129 10%	-	11 12%	30 7%	74 7%	67 8%	38 11%	39 13%	181 7%	189 8%	31 11%
No reply	13 1%	25 2%	-	1 1%	3 1%	16 2%	10 1%	11 3%	10 3%	29 1%	31 1%	4 2%
<b>Total</b>	<b>1391</b>	<b>1300</b>	<b>1</b>	<b>90</b>	<b>426</b>	<b>1020</b>	<b>825</b>	<b>363</b>	<b>295</b>	<b>2430</b>	<b>2417</b>	<b>275</b>

## Appendix 2: Demographic breakdowns

Q6. If you are against a station in the Dovehouse Green/Chelsea Fire Station area, please indicate your reasons why.

	Gender		Age						Disability		Ethnicity	
	Male	Female	<18	18-25	26-39	40-59	60-74	75+	Yes	No	White	BME
Other parts of Chelsea would benefit more from a new station	124 34%	167 38%	- -	7 29%	35 30%	107 34%	96 40%	45 40%	32 43%	262 36%	270 37%	20 25%
The station would be too far away from me	37 10%	26 6%	- -	2 8%	12 10%	22 7%	18 8%	6 5%	18 24%	43 6%	51 7%	10 13%
There is already sufficient public transport in the area	228 62%	300 69%	- -	12 50%	72 61%	210 67%	159 67%	77 68%	41 55%	499 68%	487 67%	48 61%
Concerns about disruption whilst it is being built	208 57%	269 62%	- -	16 67%	71 60%	188 60%	142 60%	66 58%	37 50%	447 61%	436 60%	44 56%
Concerns about environmental factors after completion (e.g. noise and litter)	194 53%	274 63%	- -	13 54%	71 60%	184 58%	147 62%	61 54%	38 51%	441 60%	429 59%	48 61%
Concerns about impact on property prices	89 24%	142 33%	- -	9 38%	44 37%	101 32%	62 26%	19 17%	14 19%	224 30%	211 29%	24 30%
Would bring too many people into the area	154 42%	224 51%	- -	12 50%	70 59%	148 47%	113 48%	43 38%	27 37%	356 48%	341 47%	41 52%
Other	81 22%	121 28%	- -	4 17%	30 25%	86 27%	60 25%	22 20%	26 35%	176 24%	175 24%	25 32%
No reply	8 2%	9 2%	1 100%	1 4%	1 1%	6 2%	4 2%	6 5%	4 5%	15 2%	15 2%	3 4%
<b>Total</b>	<b>367</b>	<b>437</b>	<b>1</b>	<b>24</b>	<b>118</b>	<b>315</b>	<b>238</b>	<b>113</b>	<b>74</b>	<b>738</b>	<b>725</b>	<b>79</b>

Q7. Is there a better location for a station than the Dovehouse Green/Chelsea Fire Station area?

	Gender		Age						Disability		Ethnicity	
	Male	Female	<18	18-25	26-39	40-59	60-74	75+	Yes	No	White	BME
No, the Dovehouse Green/Chelsea Fire Station area is the best	528 38%	373 29%	- -	31 34%	136 32%	309 30%	319 39%	122 34%	102 35%	818 34%	821 34%	82 30%
Yes, a location to the West of this (i.e. towards World's End Estate)	374 27%	437 34%	1 100%	30 33%	135 32%	334 33%	220 27%	100 28%	81 28%	737 30%	730 30%	80 29%
Yes, a location to the East of this (i.e. towards Sloane Square)	66 5%	40 3%	- -	4 4%	21 5%	38 4%	30 4%	12 3%	12 4%	95 4%	87 4%	16 6%
Don't know	142 10%	139 11%	- -	14 16%	48 11%	101 10%	80 10%	45 12%	33 11%	252 10%	253 11%	32 12%
No reply	281 20%	311 24%	- -	11 12%	86 20%	238 23%	176 21%	84 23%	67 23%	528 22%	526 22%	65 24%
<b>Total</b>	<b>1391</b>	<b>1300</b>	<b>1</b>	<b>90</b>	<b>426</b>	<b>1020</b>	<b>825</b>	<b>363</b>	<b>295</b>	<b>2430</b>	<b>2417</b>	<b>275</b>