

GARDEN BRIDGE CONSULTATION

Analysis of Responses

Final Report
February 2014



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Executive Summary

Overview

1. The Garden Bridge consultation was held between the 1st November and 20th December 2013.
2. In total there were 2,451 responses to the consultation. Of these, 2,424 responses were from members of the public and 27 were provided by stakeholders.
3. Most responses were submitted via the online portal hosted by Transport for London on behalf of the Garden Bridge Trust (97.3%). Additionally, 66 responses were received either on paper, by email or by telephone to TfL.
4. The majority of respondents provided their home address. 82% of these live in Greater London and 18% live in the UK, but outside London. Additionally, a handful of responses were submitted by people living overseas.
5. The Garden Bridge Consultation questionnaire consisted of six questions, including three open questions. This report primarily focuses on the responses given to the open questions but also reports how people heard about the consultation and their method of submitting responses.
6. Each response was assigned a flag to qualify the respondents' degree of support according to their responses to the open questions.
7. Overall responses were positive with 87% of respondents in support of the bridge. The level of support among respondents is as follows:
 - | 67% Yes - The respondent is fully in support of the bridge
 - | 20% Yes, and - The respondent would be in support of the bridge and would like the bridge to incorporate a certain feature
 - | 5% No, unless - The respondent is not in support of the bridge unless a certain condition or conditions were met
 - | 8% No - The respondent does not support the bridge.
8. Support varied according to geography to some extent. Support was high in London and slightly higher outside the capital. Support in Westminster and Lambeth (the boroughs in which the bridge would sit) was high at around 85%.
9. All of the responses to the open questions were coded. Code frames consist of theme headings and detailed comments within these. Frequently mentioned themes include:
 - | Positive comments
 - | Negative comments
 - | Design suggestions
 - | Alternative locations.
10. Respondents heard about the consultation in a variety of ways. Over 40% found out about it from a newspaper or magazine article or advert and 16% saw it advertised

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on the TfL website. Other ways include via social media, on a website, from a family member/friend/colleague and from a TV program.

1 Introduction

- 1.1 The Garden Bridge is a proposed new pedestrian river crossing linking Temple LUL station and the South Bank, featuring a major new green space. The Garden Bridge is intended to deliver a number of benefits, as follows:
- | Become a major new visitor attraction, creating new perspectives of the London skyline that are unavailable anywhere else;
 - | Provide new pedestrian links between Temple station, the Covent Garden area and the South Bank;
 - | Assist in revitalising the area around Temple and the Aldwych, and open up the Inner Temple and Victoria Embankment areas.
- 1.2 The Garden Bridge has been designed by Heatherwick Studio, Dan Pearson Studio and Arup. A new charity - the Garden Bridge Trust - was established to promote, manage and seek the funding to construct and maintain the Garden Bridge in future. Transport for London assisted in establishing the Garden Bridge Trust and will seek the various consents (e.g. Planning Permission) necessary to build the bridge.
- 1.3 Consultation on the Garden Bridge began on 1 November 2013, coinciding with the official press launch of the Garden Bridge Trust. Respondents were given seven full weeks to reply, and consultation closed on 20 December 2013.
- 1.4 Planning of the consultation assumed that members of the public across London might have a view to express about the scheme proposals, rather than solely those living in proximity to the bridge landings. The consultation was also flagged to a range of stakeholders, including business representative groups, cultural or tourist groups, sustainable transport groups and disabled persons groups, amongst others.
- 1.5 The consultation was intended to provide the opportunity for stakeholders and the public to raise issues with the scheme or its design - particularly those aspects which they did not support or felt should be changed. The consultation survey included questions designed specifically to enable potential opponents to the scheme to outline clearly the focus of their objections, so that these could be considered.
- 1.6 A range of materials were used to explain the purpose of the Garden Bridge scheme and highlight particular aspects of the design which TfL and the Garden Bridge Trust had considered might be of particular interest to stakeholders and the public. These included a presentational film, a 'Question & Answer' document focussing on specific aspects of the scheme and its design and a range of artist's impressions, plans and maps.

2 Methodology

Consultation & Promotional tools

2.1 A range of tools were used to raise awareness of the consultation and enable the public and stakeholders to understand and comment on the scheme proposals.

These tools were:

- | A consultation web-page, including a survey through which respondents could record their views, hosted as a 'guest consultation' on TfL's on-line Consultation Portal;
- | A consultation leaflet, which was made available on request¹, which replicated the on-line content and included a tear-off, freepost reply slip;
- | Roadshow events at which interested members of the public could discuss the Garden Bridge with project staff. These were held at Somerset House on 15 and 16 November and at the Coin Street Neighbourhood Centre on 21 and 23 November;
- | Advertising in a range of titles, including pan-London press and local titles in the Westminster and Lambeth areas;
- | PR activity, particularly connected to the launch of the Garden Bridge Trust at the start of the consultation;
- | A Garden Bridge Trust website, which included a promotional film intended to outline the purpose and principal benefits of the Garden Bridge, and which incorporated a link to the Garden Bridge guest consultation on TfL's Consultation Portal;
- | A range of stakeholder engagement activity, including correspondence from the Garden Bridge Trust to a range of stakeholders both in advance of and at the start of consultation, to encourage their participation.

Managing responses

2.2 Two channels for submitting responses were promoted - the relevant page on TfL's Consultation Portal or by completing and returning a consultation leaflet. One respondent chose to submit their response over the phone, having called TfL Customer Services. All of these channels were managed by TfL.

2.3 TfL sent the responses to SDG electronically on a weekly basis, indicating whether the response had been submitted via a consultation leaflet or on-line, or whether it had been submitted by a stakeholder.

¹ The telephone number for TfL Customer Services was advertised as the channel through which the public or stakeholder could request a copy of the consultation leaflet.

Consultation Questionnaire

- 2.4 The Garden Bridge Consultation questionnaire consisted of six questions, including the following three open questions:
- i) Please use this space to let us know what you think about the proposals for the Garden Bridge. You could tell us what you like or dislike most about the bridge and why?
 - ii) Please use this space to let us know how you would change the proposals and why?
 - iii) Do you have any other comments we should bear in mind as we develop the proposal for the Garden Bridge?
- 2.5 Additionally respondents were asked how they heard about the consultation, their home postcode and whether they would like the Garden Bridge Trust to keep them informed of developments regarding the Garden Bridge.
- 2.6 A full copy of the consultation questionnaire can be found in Appendix A.
- 2.7 The responses to the consultation were submitted online, via a portal set up by TfL on behalf of the Trust, and on paper with freepost forms provided at public consultation events for the Garden Bridge.
- 2.8 This report primarily focuses on the responses given to the open questions but also reports how people heard about the consultation and their method of submitting responses.
- 2.9 The consultation went out to the public as well as stakeholders. The majority of responses came in from the public (99%).

Quantifying support

- 2.10 Each response was assigned a flag to qualify the respondents' degree of support for the bridge according to their answer to the first question (what do you like/dislike about the Garden Bridge). In instances respondents did not answer the first question the flag was assigned according to their response to the second or third question.
- 2.11 The categories of support are as follows:
- | **Yes** - The respondent is fully in support of the bridge.
 - | **Yes, and** - The respondent is fully in support of the bridge and made some suggestions for further improvements.
 - | **No, unless** - The respondent is not in support of the bridge unless a certain condition or conditions were met.
 - | **No** - The respondent does not support the bridge.
- 2.12 People who were flagged as 'Yes' or 'Yes, and' are considered broadly to support the scheme and people flagged as 'No' or 'No, unless' are considered broadly to oppose it.
- 2.13 To add further insight to the responses received, the categories of support have been explored by geographical area. These results are presented in Chapter 3.

Coding

- 2.14 Code frames were developed for each of the open questions to classify the responses. The code frames comprise several overall themes and, within these, specific comments. Drafts of the code frames were shared with TfL for agreement throughout the coding process.
- 2.15 The themes raised across the three questions are as follows:
- | **Positive comment:** Comments supporting various aspects of the Garden Bridge scheme.
 - | **Negative comment:** Comments opposing various aspects of the scheme.
 - | **Access:** Comments suggesting ways to make the bridge more accessible.
 - | **Cycling:** Comments referring to whether cycling should be accommodated on the bridge.
 - | **Alternative location:** Comments suggesting an alternative location for the Garden Bridge.
 - | **Economics:** Comments regarding economic aspects in relation to the Garden Bridge.
 - | **Design suggestions:** Comments suggesting alterations to the design of the bridge.
 - | **Ecology:** Comments regarding plant varieties on the bridge.
 - | **Reminder of a similar project:** Comments mentioning similar, successful schemes world-wide.
 - | **Safety concern:** Comments voicing safety concerns.
 - | **Timescale:** Comments encouraging the construction of the bridge to start soon.
 - | **Request for more information.**
- 2.16 The number of comments under each theme for each of the questions can be found in Appendix B.
- 2.17 All open responses to the consultation were coded. During the process it was necessary to add additional codes to the code frames as appropriate. Individual comments were coded to one or many of the codes within the code frame as relevant.
- 2.18 To ensure consistency between the individuals coding responses the first 50 responses coded by each person were checked. A random check of coding on 5% of responses was also undertaken.
- 2.19 To be concise, only the most frequently mentioned themes and comments for each question are discussed in this report. A full list of themes and comments are detailed in paragraph 2.12 provided in Appendices C to E.
- 2.20 It should be noted that although the three open questions invite respondents to discuss different aspects of the scheme (i.e. their likes and dislikes, suggested changes to the proposals and any other comments), respondents have not always followed the structure of the questionnaire form and have often answered the questions in an unstructured way. As such, the topics covered in the three code frames overlap each other in places.

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- 2.21 Furthermore, many of the responses received were in-depth and made multiple points. Where individuals made both positive and negative comments, the category of support was assigned according to the number of positive/negative comments made as well as the overall tone of the response. For this reason, negative comments can be found among 'Yes' and 'Yes, and' respondents in support of the scheme and vice versa.

3 Consultation findings

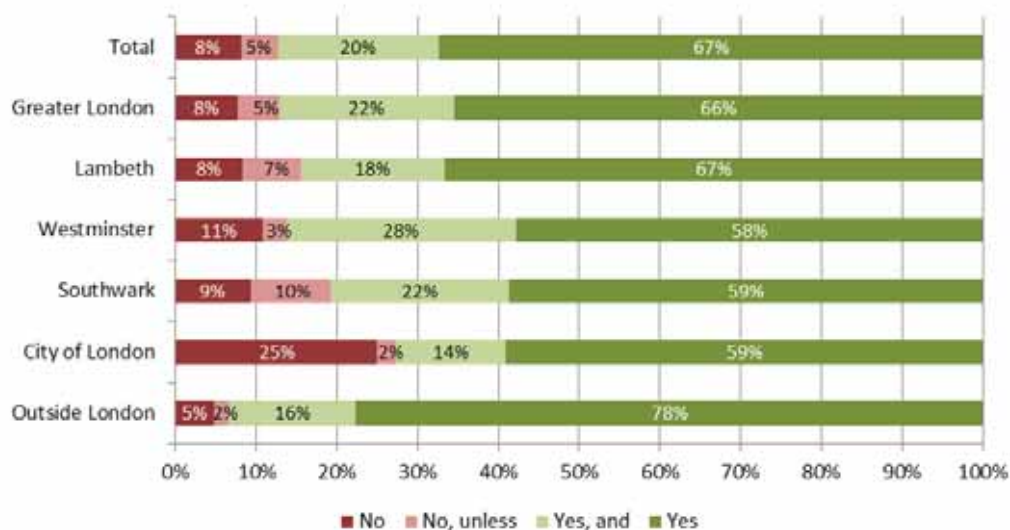
Introduction

- 3.1 In total there were 2,451 responses to the Garden Bridge consultation. Of these, 2,424 responses were from members of the public and 27 were provided by stakeholders. Additionally, 23 duplicate responses were received.
- 3.2 Not every respondent answered every question:
- | 2,377 responded to question one
 - | 1,503 responded to question two
 - | 1,039 responded to question three.
- 3.3 Most responses were submitted via the online portal hosted by Transport for London on behalf of the Garden Bridge Trust (97.3%). Additionally, 66 responses were received either on paper or by email to TfL. One respondent telephoned the TfL helpdesk to submit their views.
- 3.4 The majority of respondents provided their home postcode. Of these, 82% respondents live in Greater London and 18% live in the UK, but outside London. Additionally, a handful of responses were submitted by people living overseas, including Germany, the Netherlands and Australia.

Degree of support for the Garden Bridge

- 3.5 To give a feel for the level of support for the scheme, the responses to the Garden Bridge consultation were classified according to their response to the first question (what do you like/dislike about the Garden Bridge).
- 3.6 The categories of support are as follows:
- | **Yes.** The respondent is fully in support of the bridge.
 - | **Yes, and.** The respondent is in support of the bridge but suggests improvements to its design.
 - | **No, unless.** The respondent is not in support of the bridge unless a certain condition or conditions were met.
 - | **No.** The respondent does not support the bridge.
- 3.7 Figure 3.1 shows overall support for the bridge, as well as by geographical area.

FIGURE 3.1 SUPPORT FOR THE GARDEN BRIDGE



- 3.8 Among respondents whose home postcodes could be mapped (2,279), 89% of respondents are broadly in support of the Garden Bridge and 11% broadly oppose it. Support is higher among respondents living outside London.
- 3.9 Focusing on the boroughs to the north and south of the river, in which the bridge would sit, broad support for the bridge ('Yes' and 'Yes, and') is similar both in Westminster (86%) and Lambeth (85%).
- 3.10 The London boroughs of Southwark and the City of London are in close proximity to the proposed bridge location. Support in Southwark is also high (81%) but a higher level of opposition can be seen in the City (27%) compared to other areas (overall opposition stands at 11%).
- 3.11 Further detail of support by geography within Greater London can be seen in Figure 3.2 and Figure 3.3.
- 3.12 Maps illustrating support of the scheme across the UK can be found in Appendix F.

FIGURE 3.2 SUPPORT FOR THE GARDEN BRIDGE BY GEOGRAPHY

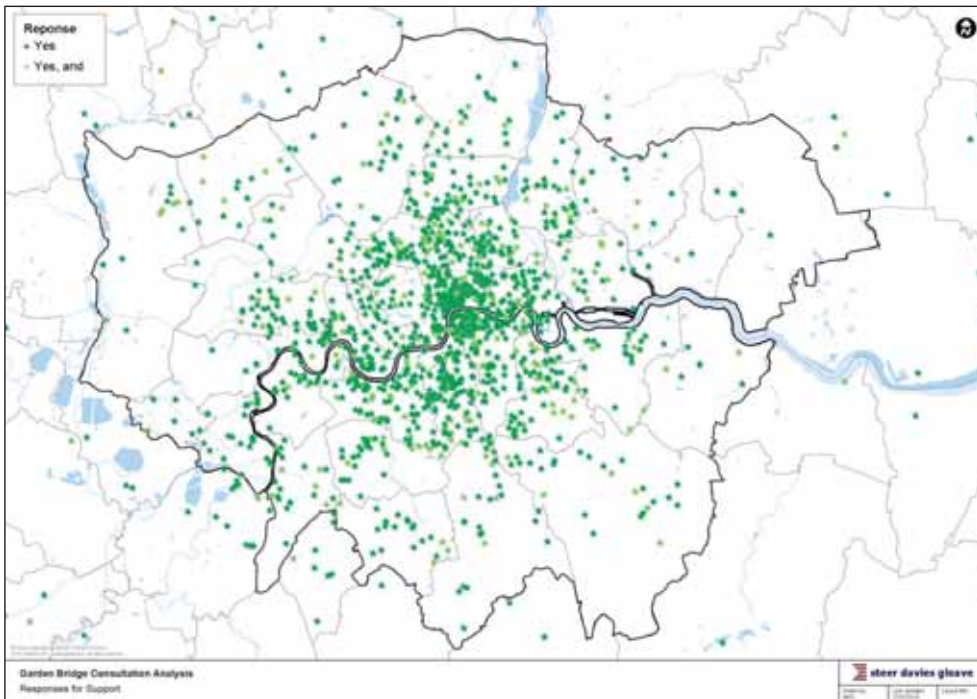
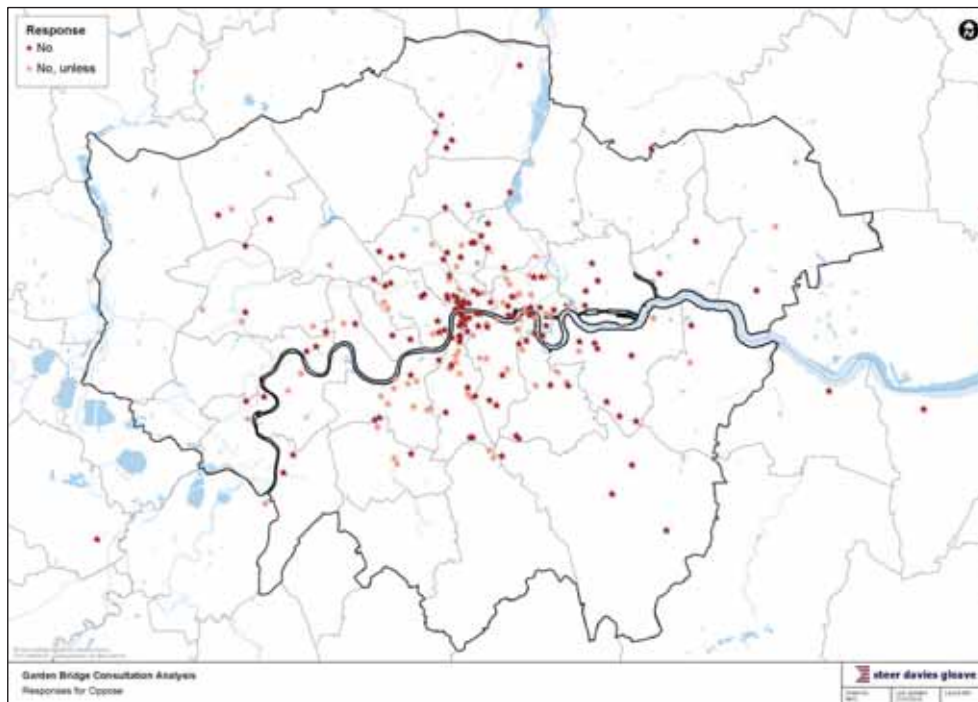


FIGURE 3.3 OPPOSITION TO THE GARDEN BRIDGE BY GEOGRAPHY



4 Analysis of open responses

Q1: What do you think of the proposals for the Garden Bridge?

Overall results

4.1 2,377 out of 2,451 respondents answered the first open question in the consultation which asked what people like or dislike about the proposals for the Garden Bridge and why. Of these, 2,075 people (87%) are broadly in support of the scheme ('Yes' and 'Yes, and').

Supportive respondents

4.2 Table 4.1 illustrates the most commonly mentioned themes by respondents who support the scheme, which include some negative comments. The most commonly noted themes are explored in more detail in the paragraphs which follow.

TABLE 4.1 LIKES AND DISLIKES ABOUT THE GARDEN BRIDGE BY SUPPORTERS

Theme	Number of comments	Percentage
Positive comment	3,517	77%
Design suggestions	191	4%
Negative comments	185	4%
Reminder of a similar project	179	4%
Cycling	125	3%
Economics	72	2%
<i>Comments falling under other headings</i>	292	6%
Total	4,561	100%

4.3 A full breakdown of themes and detailed comments for question one can be found in Appendix C.

Positive comments

4.4 The majority of comments made by respondents in support of the Garden Bridge were positive comments (77%). Many of these referred to the positive impact the bridge will have on this area of London, including:

- | The bridge will bring more green space to central London (553 respondents)
- | An additional pedestrian bridge benefits pedestrians in the area, and will alleviate congestion on the existing nearby bridges (249 respondents)
- | The bridge will improve views of London (including of the sky line) and the way people interact with the Thames (113 respondents)

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- I The bridge will provide a quiet, peaceful, relaxing space for people to enjoy (100 respondents).
- 4.5 Several respondents left non-specific comments in support of the Garden Bridge (497 respondents). Examples of these are:
- “Brilliant idea!”*
- “Very exciting concept worthy of support”*
- “Fantastic!! Must be built”*
- 4.6 Respondents indicated pride of the bridge, describing the bridge as “innovative” and “unique to London” (228 respondents). People also consider bridge to promote London as a world class, green and creative city (81 respondents).
- 4.7 There were numerous comments praising the design of the Garden Bridge and the artist’s impressions which were published in consultation documents (189 respondents). Furthermore, many people think the bridge is aesthetically pleasing (78 respondents).
- 4.8 Other positive comments include the bridge accomplishing the following:
- I Providing a public, leisure space for people’s enjoyment (106 respondents)
 - I Encouraging sustainable travel (68 respondents)
 - I Providing a car-free crossing (50 respondents)
 - I Having a positive impact on Londoners’ health and wellbeing (32 respondents)
 - I Reducing pollution (29 respondents).
- 4.9 Many people discussed the likelihood of the Garden Bridge becoming a popular tourist attraction for visitors and Londoners alike (329 respondents) and the positive impact this would have on the economy.
- 4.10 Improved access between various destinations resulting from the bridge was mentioned by many:
- I Between the north and south banks of the Thames (109 respondents)
 - I From Southbank to central London/West End (35 respondents)
 - I From Southbank/Waterloo to Temple Underground station (33 respondents)
 - I From Covent Garden to Southbank (12 respondents).
- 4.11 Additionally, under the *Positive* theme heading people said the bridge would improve the north bank area around Temple station (65 respondents) and enhance the vibrancy of the Southbank (34 respondents).
- Design suggestions*
- 4.12 A great variety of design suggestions were put forward by respondents. The most popular suggestions are explored here and a full list can be found in Appendix C.
- 4.13 Provision of seating on the Garden Bridge was the most popular design suggestion (23 respondents); respondents think it is important to be able to sit and enjoy the garden rather than just rushing through it.
- 4.14 A number of respondents suggested the ends of the bridge should be redesigned (21 respondents), saying the current bridge design ends abruptly and the ends look

heavy with too many steps. Related to this, 10 respondents request there is suitable step-free access to the bridge. Five respondents think the entry and exit points should be opened up so they can cope with demand.

- 4.15 There were 33 suggestions regarding which material to use for the bridge, of these 17 respondents thought the copper-nickel alloy would be a warmer and more suitable material than the reconstituted stone while 16 respondents favoured the stone option.
- 4.16 There was some concern among respondents that the Garden Bridge will be very popular and therefore there is a danger there will not be enough space for people using the bridge for different purposes to use it harmoniously. Seven respondents requested paths should be wide enough to cope with demand and three respondents said there should be enough space to comfortably accommodate pedestrians and people using the bridge for leisure purposes.

Negative comments

- 4.17 Despite these respondents being supportive of the Garden Bridge overall, some made negative comments about certain aspects of the scheme.
- 4.18 A key concern among respondents is that the bridge will obstruct the existing view of London from the banks of the Thames and Waterloo bridge (27 respondents), which is largely considered to be the best view in the city. Related to this, six respondents voiced concerns that planting mature trees on the bridge will block views.
- 4.19 Another frequently mentioned comment was concerning maintenance of the bridge. People think ongoing maintenance of the bridge will be difficult to sustain and will be costly. Some are worried the bridge may become unkempt and an unattractive environment (30 respondents).
- 4.20 In-line with comments suggesting the bridge should be sufficiently wide, 16 respondents mentioned the possibility of the Garden Bridge becoming over-popular and crowded (16 respondents). This would take away from the peaceful, relaxing environment that the bridge is intended to provide.

Reminder of a similar project

- 4.21 Many respondents who are in favour of the scheme note that they have visited a similar project and can envisage the Garden Bridge achieving something equally or if not more successful (181 respondents).
- 4.22 Of the comments referring to existing projects, most discussed the success of the Highline project in New York (151 respondents). Other projects mentioned include:
- | Promenade Plantée, Paris (16 respondents)
 - | City in a Garden, Singapore (3 respondents)
 - | Green Bridge, Mile End, London (3 respondents).

Cycling

- 4.23 Many of the respondents who support the proposals for the Garden Bridge feel that the bridge should accommodate cyclists (101 respondents). Further, eight

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respondents suggested the bridge should have segregated cycle lanes to ensure the safety of pedestrians on the bridge.

4.24 Some respondents are concerned about cyclists using the bridge however, along with skateboarders, scooters, pedicabs and runners (23 respondents), as there may be conflict between the different user groups.

4.25 Cycling is further discussed in the question two results (*How would you change these proposals and why?*).

Economics

4.26 Several comments were given by respondents concerning economics. The most common of these was that the bridge would be a tool for regeneration in the local area (32 respondents).

4.27 There were many comments concerning how to fund the construction and maintenance of the bridge:

- | Funding should cover the maintenance of the bridge - people should not be charged to access the bridge (28 respondents)
- | The scheme should be privately funded (12 respondents)
- | Concern that the scheme will be corporately funded and that will result on sponsorship branding on the bridge (8 respondents)
- | Respondents offering to help with funding or suggesting ways to raise funds (13 respondents)
- | Concern that the bridge is too expensive (7 respondents) and it will not be possible to raise the required funds to go ahead with the scheme (6 respondents).

4.28 There were varying opinions on whether the bridge should incorporate commercial activity. More respondents flagged that they would not like to see commerce on the bridge than were supportive of the idea; 15 respondents and 9 respondents respectively.

Unsupportive respondents

4.29 Of the 2,377 respondents who answered question one, 302 people are broadly opposed to the Garden Bridge scheme ('No' and 'No, unless'). Table 4.2 illustrates the themes discussed by these respondents and the number of comments against these themes.

TABLE 4.2 LIKES AND DISLIKES ABOUT THE GARDEN BRIDGE BY NON-SUPPORTERS

Theme	Number of comments	Percentage
Negative comment	408	50%
Alternative location	220	27%
Positive comment	47	6%
Cycling	41	5%
Design suggestions	35	4%
Economics	18	2%
<i>Comments falling under other headings</i>	51	6%
Total	820	100%

4.30 A full breakdown of themes and detailed comments for question one can be found in Appendix C.

Negative comments

4.31 The majority of comments made by respondents who do not support the Garden Bridge were negative comments. The top most cited negative comments are discussed here and a full list can be found in Appendix C.

4.32 The biggest concern among respondents who are opposed to the scheme is that the bridge will obstruct views from the banks of the Thames and from other bridges in the local area (84 respondents).

4.33 Another issue a number of people have with the Garden Bridge is its cost: 63 respondents think public investment would be better spent elsewhere and 38 respondents feel that the scheme is a waste of (taxpayer's) money. These respondents are primarily against the scheme being publicly funded in the face of other pressing economic issues in the capital, for example the closure of fire stations and the lack of affordable housing.

4.34 33 respondents dislike the design of the bridge and think it is currently a heavy, concrete looking design that is clumsy in places (11 respondents). Additionally, people think keeping the bridge well maintained will be an issue (16 respondents) and are concerned the bridge will become too popular, crowded and not the peaceful, relaxing environment that it is intended to be (7 respondents).

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4.35 Several respondents commented on the impact the bridge will have on the existing environments along the banks of the Thames in this area. 17 respondents are concerned that the tranquillity of the northern stretch of the Thames will be ruined. Currently this area is a relatively untouched part of London, which despite being central is quiet in terms of tourism and commerce.

4.36 Similarly, there is concern the already popular tourist destination of the Southbank will become increasingly popular and an unpleasant environment to spend time in (10 respondents).

4.37 Finally, some respondents consider the Garden Bridge to be a vanity project, that has been given a lot of promotion due to its backing by Joanna Lumley and design by Thomas Heatherwick, which serves no real desire line or purpose (16 respondents).

Alternative location

4.38 Many of the people opposed to the Garden Bridge think that the proposed scheme is a good one but it is in the wrong location. Several respondents suggested alternative locations for the bridge:

- | Non-specific alternative location - there are already many bridges in this central area, suggest an area with greater need (128 respondents)
- | East London (32 respondents)
- | Rotherhithe/Greenwich to Limehouse/Canary Wharf (19 respondents)
- | Non-specific alternative location - away from Temple, there is no demand to go to Temple (11 respondents).

Economics

4.39 A number of respondents oppose the Garden Bridge for economic reasons including the bridge being too costly (32 respondents), the money should be spent on improving/providing commuter roads and crossings (12 respondents) and improving cycling infrastructure (8 respondents).

Cycling

4.40 The lack of provisions for cyclists on the bridge is a key reason for several of the respondents' opposition to the Garden Bridge. 35 respondents would not support the bridge unless cyclists were accommodated on it and 2 respondents note there should be segregated cycle paths on the bridge.

Q2: How would you change the proposals and why?

Overall results

4.41 1,503 respondents answered question two, which invited people to suggest changes to the Garden Bridge proposals. Of these, 1,240 (83%) are in support of the Garden Bridge and 477 (17%) do not support it, or do not support it unless there were fundamental changes to the scheme.

Supportive respondents

4.42 The responses have been analysed according to the respondents' support for the scheme. The recurring themes among respondents who support the Garden Bridge are presented in Table 4.3.

TABLE 4.3 CHANGES TO THE PROPOSALS BY SUPPORTERS

Theme	Number of comments	Percentage
Design suggestions	689	42%
Positive comments	321	20%
Ecology	121	7%
Access	113	7%
Alternative location	104	6%
Negative comments	80	5%
Safety concerns	47	3%
<i>Comments falling under other headings</i>	156	10%
Total	1,631	100%

4.43 A full breakdown of themes and detailed comments for question one can be found in Appendix D.

Design Suggestions

4.44 The majority of respondents express satisfaction with the proposed design of the Garden Bridge.

4.45 However several put forward design suggestions for consideration:

- | Ensure the bridge is wide enough to incorporate green space/trees, as well as spaces for various uses (e.g. runners, skateboarders, etc.) (34 respondents)
- | Provide adequate seating along the bridge (24 respondents)
- | Incorporate small performance spaces and activities space (23 respondents).

4.46 Other respondents note that the design of the bridge may be improved:

- | Redesigning the bridge structure (21 respondents)

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- | Ensuring the bridge is wide enough to allow pedestrians to easily and comfortably pass one another (16 respondents)
 - | Building a gentler, more gradual staircase to continue the line of the bridge (as opposed to the zig-zag staircase currently proposed) (14 respondents)
 - | Ensuring that all garden architecture, statues, art installations and water features are tasteful, and are incorporated appropriately into the overall design scheme of the bridge (14 respondents)
 - | Designing 'fast' and 'slow' lanes to accommodate different journey purposes (11 respondents).
 - | Ensuring green space at the south and north side of the bridge (10 respondents)
- 4.47 In discussing design features of the bridge, respondents state that facilities and concessions should be developed as part of the overall scheme (13 respondents), and suggest that a café should be considered along the bridge (12 respondents) to encourage resident and visitor use.
- 4.48 It should be noted, that a small number of respondents note that they would be opposed to having a café on the bridge (4 respondents) and/or allow for corporate branding (4 respondents).
- 4.49 A small number respondents note that the design of the bridge must ensure that strategic lookout points are considered and provided (10 respondents).
- 4.50 In addressing this question, respondents note that while they were pleased with the design of the bridge, they are unclear about some of the design information presented and/or lack sufficient and in-depth knowledge of the proposal (11 respondents).

Design suggestions - cycling

- 4.51 Just over 11% of comments refer to cycling on the Garden Bridge. The majority of consultation respondents note that a separate path for cyclists should be provided along the bridge (86 respondents) and that it is important to accommodate cyclists within the proposal (57 respondents).
- 4.52 Other respondents note that the bridge should be designed with cycle lanes (47 respondents) and that the scheme should ensure that cycling is allowed on the bridge (27 respondents).
- 4.53 Further, respondents suggest that each end of the bridge should have ramped access (26 respondents) to ensure accessibility for cyclists, and that a two-way segregated cycle lane be provided in order to ensure there is no conflict between cyclists and pedestrians (16 respondents).
- 4.54 There was also a suggestion to put Barclays Cycle Hire docking stations at each end of the bridge in order to allow access to the bridge by bike whilst preventing pedestrian/cyclist conflict (3 respondents).

Positive comments

- 4.55 The majority of positive comments praise the design of the bridge (281 respondents). In addition to the general approval of the scheme, participants

suggest that similar bridges be built, e.g. in Barnes, Chiswick, Kew and in other cities (21 respondents).

- 4.56 Consultation participants also expressed the benefits of the added greenery to the area (7 respondents).

Ecology

- 4.57 Given the main 'green' focus of the Garden Bridge, a number of respondents (104 respondents) discuss the ecology of the bridge.
- 4.58 For the majority of respondents, it is important that native plants, trees, shrubs and grasses are planted along the bridge (17 respondents), while ensuring that wild flowers (6 respondents) and a free herb garden are also included (5 respondents).
- 4.59 Other participants raise the possibility of growing food on the Garden Bridge and suggest incorporating a greenhouse on the bridge (12 respondents). For other participants, planting flowers that support pollinators (4 respondents) is of importance.
- 4.60 A number of participants discuss the height of trees and plants along the bridge, noting that height should be taken into consideration in order to ensure that trees/plants do not obstruct the view from other points along the river (12 respondents).
- 4.61 Some suggested incorporating vertical garden creepers on the underside of the bridge and/or bridge pillars (12 respondents).

Access

- 4.62 114 respondents discussed access to the bridge. Several respondents suggested demand for the bridge should be forecast and the width of the bridge, as well as entry/exit points, should be altered accordingly to ensure the bridge has sufficient capacity (43 respondents).
- 4.63 In addition, respondents note that the bridge should be fully accessible to all persons (16 respondents) and that step-free access should be provided when entering/exiting the bridge (5 respondents).
- 4.64 Respondents further suggest that a more accessible link with Arundel Street (north side) should be provided, leaving the potential for two-way access (9 respondents).
- 4.65 A number of respondents are pleased that the proposed bridge is designed for pedestrians only (16 respondents) and cycling, skateboarding and rollerblading are not permitted.

Alternative location

- 4.66 While supportive of the proposed Garden Bridge concept, many respondents suggested that the bridge would be more beneficial if located elsewhere in London. Several respondents suggest that the bridge should be located in an area where there is unserved demand (26 respondents).
- 4.67 Building on this, participants' suggestions for specific locations for the Garden Bridge include:

- | Rotherhithe/Greenwich to Limehouse/Canary Warf (13 respondents)

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- | Further east past London Bridge (12 respondents)
- | East of Tower Bridge (9 respondents)
- | Between Vauxhall Nine Elms Battersea area and Pimlico/Westminster (6 respondents)
- | Between Battersea and Chelsea (6 respondents)
- | On the old Blackfriars bridge pillars (4 respondents).

Negative comments

- 4.68 Just over 3% of respondents made negative comments specific to the bridge despite supporting the scheme overall.
- 4.69 The most significant issue pertains to the design of the bridge entry and exit points (31 respondents). Additionally, 11 respondents note that the design of the Southbank entry/exit point should be improved and 10 respondents express the same for Temple end.
- 4.70 A number of respondents are concerned that the design of the bridge is too narrow (8 respondents), and note that the trees and heavy design structure of the bridge may obstruct the view of the river from other bridges (7 respondents).

Safety concerns

- 4.71 A number of respondents have concerns over personal safety when using and accessing the bridge.
- 4.72 The lighting provisions along the bridge are cited as a primary concern (12 respondents). Respondents note that appropriate and efficient lighting must be provided to ensure pedestrian safety.
- 4.73 Other safety concerns include:
- | Risks to personal safety should sections of the bridge be isolated and/or covered with dense foliage (8 respondents)
 - | Potential for crime at night if the bridge is not policed (7 respondents)
 - | The necessity of CCTV surveillance in order to decrease risks (5 respondents)
 - | Police guards should be placed at bridge entrances (5 respondents)
- 4.74 The bridge should be closed at night (3 respondents).

Unsupportive respondents

- 4.75 17% of respondents who proposed changes to the Garden Bridge currently are not in support of the scheme.
- 4.76 Table 4.4 demonstrates the most frequently mentioned points made by these respondents.

TABLE 4.4 CHANGES TO THE PROPOSALS BY NON-SUPPORTERS

Theme	Number of Comments	Percentage
Negative comments	170	42%
Alternative location	102	25%
Design suggestion	83	20%
Economics	16	4%
Ecology	10	3%
Access	9	2%
<i>Comments falling under other headings</i>	16	4%
Total	406	100%

- 4.77 A full breakdown of themes and detailed comments for question one can be found in Appendix D.

Negative comments

- 4.78 Among people who do not support the Garden Bridge scheme, the most frequently mentioned negative comments concerning Garden Bridge are:

- | Simply that the bridge should not be built (67 respondents)
- | General disapproval of the scheme (17 respondents)
- | A link in the proposed location is not warranted nor needed (8 respondents)
- | A lack of purpose for the bridge; that better justification is needed (8 respondents)
- | The design of the bridge (i.e. heavy structure) and the trees may obstruct the view from other bridges along the Thames (4 respondents)
- | Poor design of the entry/exit points of the bridge (4 respondents).

Alternative location

- 4.79 Nearly a quarter of comments from those who oppose the Garden Bridge disagree with the proposed location of the bridge. It is generally stated that the bridge should be located in a part of London where it would better serve unmet demand (50 respondents).

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4.80 The alternative location suggestions for the Garden Bridge are mostly in East London:

- | East of Tower Bridge (9 respondents)
- | East of London Bridge (7 respondents)
- | East London (i.e. Beckton Bridge) (6 respondents)
- | Rotherhithe/Greenwich to Limehouse/Canary Wharf (6 respondents)
- | Between Vauxhall Nine Elms Battersea area to Pimlico/Westminster (5 respondents)
- | Woolwich (5 respondents)
- | Wapping to Canada Water (4 respondents)
- | On the old Blackfriars Bridge pillars (3 respondents).

Negative comments

4.81 Just under a third of comments made by people opposed to the Garden Bridge made comments that fell under the *Negative* theme:

Design suggestions - cycling

4.82 A number of respondents express negative comments pertaining to the general issue of cycling on the Garden Bridge. The majority of respondents agree that each end of the bridge should have ramped access (13 respondents), allowing cyclists to easily access the bridge, and that bridge should accommodate cyclists (11 respondents).

4.83 A number of respondents believe that cycle lanes should be provided along the bridge (11 respondents), while others suggest that segregated cycling paths be built into the design of the bridge (e.g. cycle path at a lower level on the bridge) (9 respondents). Further, five respondents suggest a two-way segregated cycle path should be considered and, if necessary, that the bridge should be widened to allow cycle paths.

Economics

4.84 Many respondents who do not support the Garden Bridge discussed economic issues as being a primary reason.

4.85 The majority of comments made regarding economics address the overall cost of the project (52 respondents). Respondents express that TfL and/or public funds would be better invested elsewhere (29 respondents). It is also suggested that additional funds would be spent on commuter roads, bridges and crossings (9 respondents).

4.86 Other economic concerns relate to the overall cost of the bridge (e.g. building costs, maintenance costs, etc.), and whether it is appropriate to build a bridge in the face of other pressing economic issues, for example the closure of fire stations in London and the lack of affordable housing. The potential privatisation of the bridge in order to fund its construction is also discussed (7 respondents).

4.87 In light of the above, a number of respondents think that the Garden Bridge is a “waste of money” (7 respondents).

Q3: Additional comments

Overall results

4.88 1,039 respondents answered the additional comments section of the consultation questionnaire. Of these respondents, 879 were broadly in favour of the bridge.

Supportive respondents

4.89 The most frequently mentioned themes among these individuals are shown in Table 4.5.

TABLE 4.5 ADDITIONAL COMMENTS BY SUPPORTERS

Theme	Number of comments	Percentage
Design suggestion	277	24%
Economics	172	15%
Access	112	10%
Positive comment	109	9%
Ecology	108	9%
Concern	98	8%
Safety concerns	93	8%
Request for more information	62	5%
Timescale	41	3%
<i>Comments falling under other headings</i>	104	9%
Total	1,176	100%

4.90 A full breakdown of themes and detailed comments for question one can be found in Appendix E.

Design suggestions

4.91 A fifth of the additional comments included suggestions for the design of the bridge. The most common suggestion was to provide places for people to sit so that young and old could rest, reflect and take in the view (31 respondents).

4.92 The second most popular suggestion reflected a desire to see the bridge used for educational purposes (25 respondents). Ideas included bird watching platforms, bird boxes, interpretation panels or plaques detailing the species living or growing

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on the bridge, beehives, a living wall, information/short courses on gardening techniques and getting schools involved in tending to the plants.

- 4.93 The third most popular design suggestion was for separate areas of the bridge according to function (21 respondents). Respondents' primary concern was whether the bridge's main functions i.e. as a garden and as a means to cross the river, are complementary. Many envisaged the bridge becoming a "commuter rat-run" and therefore suggested ways in which those who wanted to amble through the garden could be separated from fast-moving commuters. Similar concerns were aired about separating pedestrians and cyclists for which a two-tiered bridge was posited.
- 4.94 Finally, a number of respondents (10) expressed concern that wind speeds on the river could risk bringing down any trees on the bridge and causing injuries.

Economics

- 4.95 The primary comment included under the *Economics* theme was the suggestion for small vendors or pop-up cafes on or at the ends of the bridge (27 respondents) so that visitors could enjoy a cup of coffee or sandwich. This feeling was counterbalanced by 15 respondents who thought that no commerce or vendors should be allowed to operate on the bridge.
- 4.96 In the broader context of the country's economy, a few respondents (7) noted that the bridge would generate interest and likely become a tourist attraction.
- 4.97 Many respondents were concerned with how the bridge is going to be financed and therefore the role of sponsorship. The greatest number of comments (19 respondents) were against corporate sponsorship or naming of the bridge and any corporate advertising. A similar number (17 respondents) suggested that the public should be given the opportunity to sponsor the bridge in return for a small token of recognition (such as a plaque) if they wished.
- 4.98 A handful of respondents (6) were unsure how the bridge was going to be funded whilst some suggested it should be privately financed (4 respondents) or funds raised through internet crowd-sourcing (4 respondents). Although these responses were from individuals who were broadly in favour of the project, there was some reservation about spiralling costs during a time of economic austerity.

Ecology

- 4.99 Nearly two thirds of comments related to ecology on the bridge were concerned with how the flora and fauna would be cared for and which species would be chosen (82 respondents). The primary comment was a desire to see native flora and fauna species on the bridge. Respondents suggested that the plants chosen should attract and support pollinator populations, that seasonality should be considered in the species choice, that trees should be chosen which do not shed their leaves (to minimise river debris) and that the management of fauna should be carefully planned.
- 4.100 The second most common theme was a concern about the long-term management and maintenance of the bridge (40 respondents). Many raised concerns about who will be responsible for maintaining the bridge on a daily basis, who will fund this maintenance, how the trees will be maintained, how gardeners will get their tools

on and off the bridge and where they will be stored. Some suggested using volunteers to help with maintenance. These comments also linked with concerns about security and preventing vandalism on the bridge.

Access

- 4.101 The two most popular comments on accessibility of the bridge concern cycling. More respondents were in favour of allowing cyclists onto the bridge (49) than were against it (25). Many thought that, as a sustainable form of transport, cycling sat well with the environmental aims of the project and that the Trust should be supportive of the Mayor's commitment to cycling in the capital. Anti-cycling sentiment centred around the potential risk and nuisance posed to pedestrians from cyclists, in addition to a feeling that many cyclists would not heed signs asking them to dismount.
- 4.102 There was strong feeling among several respondents (29) that the bridge must remain free to access. Many were concerned by the statement that free access to the bridge is "under review".
- 4.103 Respondents were keen to see ramped or disabled access at both ends (20 respondents). It was mentioned that any lifts would need to be regularly maintained and if one was out of action this should be signed at the other end.
- 4.104 Finally, there was some suggestion that access to the bridge should be regulated (13 respondents); this included the suggestion to close at night, managing demand on the bridge during peak times and having northbound/southbound cycling/pedestrian lanes.

Positive comments

- 4.105 Three quarters of the comments listed under the theme *Positive* were general and reconfirmed the respondent's support for the project (83 respondents). In addition, 17 respondents offered their skills or time as volunteers to the project.

Safety concerns

- 4.106 Half of all comments relating to safety were concerned with general security risks: vandalism, anti-social behaviour, begging, hawkers, rough sleepers and the potential for people to conceal themselves in the planted areas (45 respondents). Linked to this but recorded separately was a concern with lighting and the need for routes to be well-lit, especially at night (24 respondents). A few respondents suggested security or patrols (16 respondents) whilst others thought CCTV would be appropriate (4 respondents).

Request for more information

- 4.107 Where respondents posed a direct and specific question in their response, these were captured and categorised according to themes. The most popular questions asked were in relation to access to the bridge (16 respondents) including whether the bridge will be closed at night, if there will be step-free bicycle access (assuming cycling provision), how taxi access to the north bank will be affected and if any consideration has been given to the increase in numbers of people walking towards busy roads around Covent Garden and the Strand.

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- 4.108 The second most popular question theme related to the management of the bridge (12 respondents), including if the bridge will be maintained by a contracted party or by the councils of Westminster and Lambeth, who the trustees are and if the trees removed for construction will be replanted elsewhere.
- 4.109 Queries about the design of the bridge were also popular (10 respondents) and included whether a new bridge would interfere with tidal flows and if it would be wide enough to accommodate the number of users.
- 4.110 Respondents urged the Trust to keep consulting the public and providing information at regular intervals (16 respondents). A handful noted that they only found out about the consultation by chance and that it would have benefited from being better publicised (4 respondents).

Timescale

- 4.111 All of the 41 respondents coded under this theme were keen to see construction of the bridge start as soon as possible.

Unsupportive respondents

- 4.112 160 respondents were broadly unsupportive of the bridge. The most frequently mentioned themes among these individuals are shown in Table 4.6.

TABLE 4.6 ADDITIONAL COMMENTS BY NON-SUPPORTERS

Theme	Number of comments	Percentage
Negative comment	95	50%
Economics	17	9%
Concern	15	8%
Alternative location	13	7%
Design suggestions	13	7%
Request for more information	12	6%
Access	9	5%
<i>Comments falling under other headings</i>	16	8%
Total	190	100%

- 4.113 A full breakdown of themes and detailed comments for question one can be found in Appendix E.

Negative comments

- 4.114 A third of the comments listed under the theme *Negative* were general and reconfirmed the respondent's lack of support for the project (31 respondents).

4.115 22 respondents stated that the bridge was a waste of taxpayers' money or, more specifically, Londoners' money (3 respondents). 8 respondents were concerned that the bridge would obstruct the view to Temple and St Paul's whilst 7 respondents described the bridge as a "vanity project".

4.116 Further comments referred to the struggle that some respondents were having understanding the justification for building a new bridge (either for necessity or given the economic climate) and that it is of no benefit to public transport because it neither eases congestion nor improves capacity.

Economics

4.117 The majority of respondents' comments under the Economics theme highlight concerns for expense, spiralling costs, ensuring that the bridge pays for its construction and upkeep, and poor timing in relation to cuts in public sector spending. One respondent suggested a toll to pay for ongoing maintenance.

Design suggestions

4.118 When it came to the design of the bridge, respondents noted the risk of strong winds bringing trees down on the bridge (3 respondents). Others were concerned whether provision for popularity had been built into the plans citing problems with insufficient width on the Hungerford Bridge and "wobble" on the Millennium Bridge.

Access

4.119 The majority of respondents' comments in relation to the bridge's accessibility state that they will only support the bridge if cyclists are allowed on it (9 respondents). A further two respondents would only support the bridge if sufficient provision is made for the disabled and infirm to access the bridge. Linked to this, two respondents said they would want to see the access areas on either end of the bridge re-designed to reduce the "heavy" appearance of the structure and better manage the ascent for non-lift users.

Alternative location

4.120 As amongst those who were broadly in favour of the bridge, some respondents were keen to see the location of the bridge moved to East London where it was considered that the economic and social impact would be greater (7 respondents). Indeed, many caveated their support for the bridge on this factor. Other locations that were suggested include Battersea and Woolwich whilst one respondent suggested improving the pedestrian and cycling environment on Waterloo and Blackfriars bridges instead.

Request for more information

4.121 Where respondents posed a direct and specific question in their response, these were captured and categorised according to themes. The most popular questions asked were in relation to the bridge's design (4 respondents) including requesting whether the scale of the bridge could be reduced to enable people to enjoy the view from Waterloo bridge. The second most popular question theme was accessibility (2 respondents), in particular who the target users are for the bridge and if it will be open 24 hours a day. Queries about the timescales for construction also appeared (2 respondents) and included how long the bridge would take to

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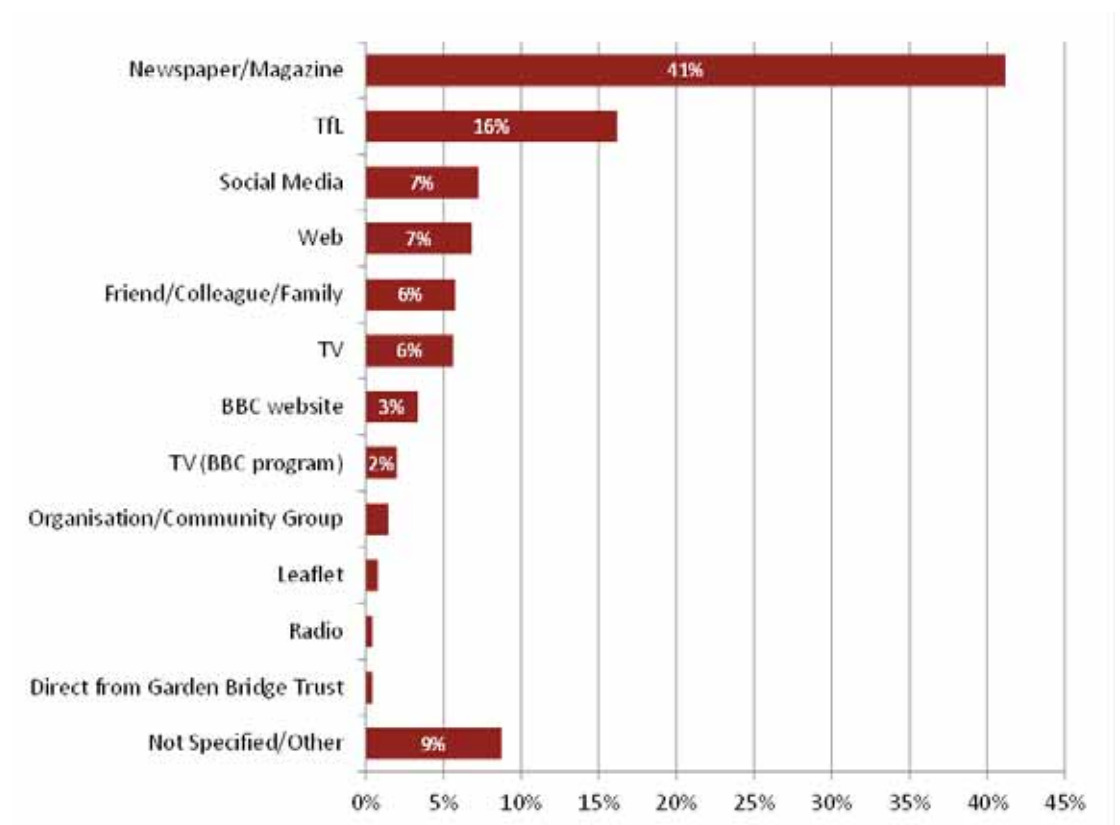
build and whether it would delay other infrastructure projects in the capital (specifically East London River Crossings and the 'Boris Island').

5 Analysis of closed questions

How did you hear about this consultation?

- 5.1 Respondents heard about the Garden Bridge consultation in a variety of ways. The majority of respondents came across the consultation via print media. Figure 5.1 shows that 41% of respondents read about the consultation in a newspaper or magazine article or advert. 16% found out about it directly from Transport for London (TfL) on their website. 7% of respondents became aware of the consultation via social media (Facebook, Twitter and LinkedIn), 7% did so by visiting other websites and 3% found out about it on the BBC website.
- 5.2 Friends/Colleagues/Family and TV each accounted for 6% of respondents; an additional 2% referred specifically to a BBC TV program, including BBC news. Less than 1% of respondents came across the consultation via radio, leaflet, organisation/community group or direct from the Garden Bridge Trust respectively. Whilst the remaining 9% of respondents did not specify how they heard about the consultation, or heard via another channel.

FIGURE 5.1 WHERE DID YOU HEAR ABOUT THE CONSULTATION?



APPENDIX

A

GARDEN BRIDGE CONSULTATION QUESTIONNAIRE

1. Please use this space to let us know what you think about the proposals for the Garden Bridge. You could tell us what you like or dislike most about the bridge and why?

2. Please use this space to let us know how you would change the proposals and why?

3. Do you have any other comments we should bear in mind as we develop the proposal for the Garden Bridge? If so, please record these below:

4. Please tell us how you heard about this consultation:

- From the Press, TV or other media
 Web Search
 A TfL email/directed from the TfL website
 Twitter
 Other – if so, what?

5. It would be useful if you could tell us your home postcode (e.g SE1), to help with our analysis of the results of the consultation?

6. If you would like the Garden Bridge Trust to keep you informed, please let us know your email address, so that we can keep you up to date.

Thank you very much for your response. We will consider this as we develop the scheme. Once the consultation closes on 20 December 2013 we will begin to collate the responses received so that we can consider them. We will publish a report setting out our response to the issues raised and indicating how we will proceed with the Garden Bridge scheme.

Transport for London (TfL), acting on behalf of the Garden Bridge Trust, will use the information you provide only for the purposes of administering this consultation. You do not have to provide any personal information, but doing so will help us to understand the range of responses.

APPENDIX

B

NUMBER OF COMMENTS WITHIN THEMES

Appendix B

Number of comments within themes

Q1 Theme	Support		Oppose		Total	
	Count	%	Count	%	Count	%
Positive comment	3517	77%	47	6%	3564	66%
Negative comment	185	4%	408	50%	593	11%
Alternative location	60	1%	220	27%	280	5%
Design suggestions	191	4%	35	4%	226	4%
Reminder of similar project	179	4%	2	0%	181	3%
Cycling	125	3%	41	5%	166	3%
Safety concerns	85	2%	33	4%	118	2%
Economics	72	2%	18	2%	90	2%
Ecology	65	1%	1	0%	66	1%
Community involment	28	1%	0	0%	28	1%
Timescale	27	1%	0	0%	27	1%
Request for more information	13	0%	9	1%	22	0%
Concern	8	0%	6	1%	14	0%
Other suggestion	6	0%	0	0%	6	0%
Total	4561	100%	820	100%	5381	100%

Q2 Theme	Support		Oppose		Total	
	Count	%	Count	%	Count	%
Design suggestions	689	42%	83	20%	772	38%
Positive comment	321	20%	5	1%	326	16%
Negative comment	80	5%	170	42%	250	12%
Alternative location	104	6%	102	25%	206	10%
Ecology	121	7%	10	2%	131	6%
Access	113	7%	9	2%	122	6%
Economics	38	2%	16	4%	54	3%
Request for information	50	3%	4	1%	54	3%
Safety concern	47	3%	4	1%	51	3%
Timescale	25	2%	0	0%	25	1%
Community involvement	20	1%	1	0%	21	1%
Concern	14	1%	1	0%	15	1%
Other suggestion	9	1%	1	0%	10	0%
Total	1631	100%	406	100%	2037	100%

Q3 Theme	Support		Oppose		Total	
	Count	%	Count	%	Count	%
Design suggestions	277	24%	13	7%	290	21%
Economics	172	15%	17	9%	189	14%
Negative comment	26	2%	95	50%	121	9%
Access	112	10%	9	5%	121	9%
Ecology	108	9%	6	3%	114	8%
Concern	98	8%	15	8%	113	8%
Positive comment	109	9%	4	2%	113	8%
Safety concerns	93	8%	3	2%	96	7%
Request for more information	62	5%	12	6%	74	5%
Timescale	41	3%	0	0%	41	3%
Alternative location	18	2%	13	7%	31	2%
Other suggestion	27	2%	3	2%	30	2%
Community involment	21	2%	0	0%	21	2%
Reminder of a similar project	12	1%	0	0%	12	1%
Total	1176	100%	190	100%	1366	100%

APPENDIX

C

Q1 CODEFRAME

Theme	Comment	Yes	Yes, and	Total Support	No, unless	No	Total Oppose	Total	
Alternative Location	Many bridges in Central London, suggest area with greater need	6	23	29	43	84	127	156	
	East London	1	8	9	10	22	32	41	
	Rotherhithe/Greenwich to Limehouse/Canary Wharf	1	6	7	10	9	19	26	
	Away from Temple (no demand to get to Temple)	1	3	4	5	6	11	15	
	Turn disused brownfield sites into gardens/improve existing, don't build a new structure	0	0	0	4	11	15	15	
	South London (Vauxhall/Nine Elms/Battersea)	0	2	2	2	4	6	8	
	Reuse existing structure/spaces	0	3	3	3	1	4	7	
	West London	2	1	3	2	1	3	6	
	Woolwich	0	0	0	2	1	3	3	
	Suggest London Bridge/Cannon Street	0	2	2	0	0	0	2	
	Toward Southend on Sea	0	1	1	0	0	0	1	
	Total		11	49	60	81	139	220	280
	Community Involvement	Maintained by volunteer gardeners/local communities	8	4	12	0	0	0	12
Organisation willing to provide help and advise		7	0	7	0	0	0	7	
Community projects, e.g. food growing		7	0	7	0	0	0	7	
Allow members of the public volunteer to help with construction and have plaque made for them		2	0	2	0	0	0	2	
Total			24	4	28	0	0	0	28
Concern	Bridge supports should not be detrimental to aquatic life/riverbeds	2	0	2	1	2	3	5	
	How will the bridge look in winter?	0	1	1	0	1	1	2	
	Leaf fall could be a problem	2	0	2	0	0	0	2	
	Temple Garden should be left intact	0	1	1	0	0	0	1	
	Access points should be sympathetic to existing locations	1	0	1	0	0	0	1	
	If the bronze material is used there might be issues with solar reflection/glare	0	1	1	0	0	0	1	
	No procurement for bridge designer	0	0	0	0	2	2	2	
	Total		5	3	8	1	5	6	14
Cycling	Cyclists should be accommodated	15	86	101	27	8	35	136	
	Concern about use by cyclists, skateboarders, scooters, pedicabs, runner	8	15	23	4	2	6	29	
	Set a toll for cyclists on the bridge to cover maintenance costs	1	0	1	0	0	0	1	
	Total	24	101	125	31	10	41	166	
Design suggestions	Abrupt ends to the bridge - consider less heavy design	6	15	21	3	9	12	33	
	Provide seating	15	8	23	0	0	0	23	
	Avoid reconstituted stone- looks like concrete, copper will look warmer	12	5	17	1	0	1	18	
	Use reconstituted stone	10	6	16	0	0	0	16	
	Don't want commercial activity on bridge	6	9	15	0	0	0	15	
	Provide step-free access to the bridge	2	8	10	0	1	1	11	
	Include a segregated cycle lane	3	5	8	2	0	2	10	
	Is the bridge built for pedestrians or commuters, the two might get in the way of each other - make sure the bridge is wide enough	1	6	7	1	2	3	10	
	Don't make it a garden bridge, simple is better	0	2	2	2	5	7	9	
	Ensure wide paths	3	4	7	0	0	0	7	
	Suggest small commerce on/at entry/exit points of the bridge	6	3	9	0	0	0	9	
	Open up entry and exit points	0	5	5	1	0	1	6	
	Build the bridge on a recycled structure or use recycled/locally sourced materials	2	2	4	1	0	1	5	
	The end of the bridge looks cluttered by lifts, stairs, ramps	0	5	5	0	0	0	5	
	Make sure it doesn't become over commercialised with adverts, big retailers, etc.	2	1	3	0	2	2	5	
	Ensure there is enough space for pedestrians and people to sit/relax/explore	2	1	3	0	0	0	3	
	Preserve the cab shelter at Temple	1	2	3	0	0	0	3	
	Imaginative lighting e.g. blue and white lighting in the trees	3	0	3	0	0	0	3	
	Ramps at each end	0	2	2	1	0	1	3	
	Bridge should be linked to a floating walkway at the bank of the Thames	2	0	2	0	0	0	2	
	Integrate pillars with skyline	0	2	2	0	0	0	2	
	Dislike that the bridge 'expands and narrows'	0	2	2	0	0	0	2	
	Improve South Bank access	0	2	2	0	0	0	2	
	Integrate design with surrounding architecture	1	0	1	0	1	1	2	
	Provide parasols/shelters over seating to protect against the weather	2	1	3	0	0	0	3	
	Provide good signage	0	1	1	0	0	0	1	
	Build a green-house on the bridge so people won't be affected by the weather	0	1	1	0	0	0	1	
	Don't use hoop fencing, it is not appropriate for this location	0	1	1	0	0	0	1	
	Reduce height of bridge to limit the extent of concrete visible on the underside of the bridge and make it seem more green	0	1	1	0	0	0	1	
	Vary the height of bridge to allow for inclines	1	0	1	0	0	0	1	
	Incorporate a degree of asymmetry between the "North" and "South" part of the bridge to give each its own identity	1	0	1	0	0	0	1	
	Create fun space, a space to linger	1	0	1	0	0	0	1	
	Use a warmer, more natural coloured stone	1	0	1	0	0	0	1	
	Include a glass walkway along the bridge so people can look down into the Thames	1	0	1	0	0	0	1	
	Incorporate steps down the pillars at one section of the bridge and a hanging walk way for people to walk across to get better views of the river	1	0	1	0	0	0	1	
	Put interactive features on the bridge, e.g. ping pong tables, a piano	1	0	1	0	0	0	1	
	Include sensory elements on the bridge	1	0	1	0	0	0	1	
	Pedestrianise area at the exit/entry at north of the bridge	0	1	1	0	0	0	1	
	Incorporate play areas for children	1	0	1	0	0	0	1	
	Think of how bridge looks from the air	0	1	1	0	0	0	1	
	Provide multiple, segregated pathways	0	1	1	0	0	0	1	
	Plans unclear	0	0	0	1	0	1	1	
	Sitting out area poorly thought out	0	0	0	1	0	1	1	
Use downward lighting to prevent disorienting birds at night	0	0	0	1	0	1	1		
Total		88	103	191	15	20	35	226	

Theme	Comment	Yes	Yes, and	Total Support	No, unless	No	Total Oppose	Total
Ecology	Plant beds should include wild plants/wildlife	7	12	19	0	0	0	19
	Species for bridge should be native to Britain, like in the Olympic park	10	0	10	0	0	0	10
	Plants should reflect seasons i.e. different species should be planted so there is life on the bridge throughout the year	3	4	7	0	0	0	7
	Bridge should incorporate environments for bees and other wildlife, e.g. on the underside of the bridge	4	1	5	0	0	0	5
	Plant dense greenery/wild meadows	1	2	3	0	0	0	3
	Consider how the bridge will be irrigated	2	1	3	0	0	0	3
	Choose plants that are easy to maintain	1	1	2	0	1	1	3
	Replant the trees displaced from the riverbanks (e.g. on the bridge)	2	0	2	0	0	0	2
	Include lots of grass	1	1	2	0	0	0	2
	Ensure sufficient depth for roots - avoid trees becoming a hazard	0	2	2	0	0	0	2
	Create a garden on the roof of Temple station	1	0	1	0	0	0	1
	Gardens could be planted along the middle	0	1	1	0	0	0	1
	Consult local bee keepers associations, the plant trust and RHS for suitable planting ideas	1	0	1	0	0	0	1
	Limit the height of trees plated on the bridge to avoid it looking overgrown	0	1	1	0	0	0	1
	Work with Kew Gardens when choosing plants for the garden	1	0	1	0	0	0	1
	Plant climbing plants up the bridge supports and underside of the bridge	1	0	1	0	0	0	1
	Plant mature trees	1	0	1	0	0	0	1
	Use recycled water to water plants	0	1	1	0	0	0	1
	Plant evergreen species	1	0	1	0	0	0	1
	Get Piet Oudolf involved in planting design	1	0	1	0	0	0	1
Total		38	27	65	0	1	1	66
Economics	Funding should cover maintenance of the bridge - people shouldn't be charged to access the bridge	7	21	28	1	2	3	31
	Should be funded by the private sector	3	9	12	4	1	5	17
	Concern the bridge would be sponsored by corporate funding and have branding on it	2	6	8	1	4	5	13
	Keen to fundraise/donate or suggestion for funding	11	2	13	0	0	0	13
	Concern raising funds for the scheme will not be possible	3	3	6	2	2	4	10
	People should be charged to access the bridge to fund its upkeep	3	0	3	0	0	0	3
	Bridge to be funded by levying firms on river banks	0	1	1	0	1	1	2
	Suggest selling 'leaves' for lovers to write names on to finance project	1	0	1	0	0	0	1
Total		30	42	72	8	10	18	90
Negative	Obstruct views	1	26	27	21	63	84	111
	Public investment would be better spent elsewhere	2	4	6	14	49	63	69
	Concern about whether the garden on the bridge will be well maintained and/or how money will be raised for this	8	22	30	2	14	16	46
	Design of structure - heavy, clumsy, concrete	1	10	11	9	24	33	44
	Waste of (tax payers') money	1	0	1	2	36	38	39
	Too expensive	2	5	7	8	24	32	39
	Bridge will ruin the tranquillity of the northern stretch of the Thames	0	11	11	1	20	21	32
	Concern about over-popularity, crowding on bridge	4	12	16	2	5	7	23
	Vanity project	1	0	1	2	14	16	17
	Concern about trees/plants in strong winds	4	6	10	1	5	6	16
	Spend money on commuter roads/crossings instead	0	0	0	2	12	14	14
	Bridge will ruin the tranquillity of the southern stretch of the Thames	0	1	1	2	8	10	11
	Removal of existing trees	3	3	6	2	3	5	11
	Mature trees might block views	2	4	6	4	1	5	11
	Concern about dog access/mess	2	8	10	1	0	1	11
	Invest money in cycling infrastructure instead	0	0	0	1	7	8	8
	Obstruct access to Arundel Street	0	3	3	1	2	3	6
	No public toilets close to the bridge	0	5	5	0	1	1	6
	Already parks/gardens in the area, e.g. Embankment garden	0	0	0	0	5	5	5
	Temple Place/Embankment is a critical route for cars	0	1	1	1	3	4	5
	Temple is a car dominated area, not a good environment for pedestrians	0	2	2	0	3	3	5
	Elevated above ground at access points- may discourage access for disabled/small children	0	4	4	1	0	1	5
	More consideration should be given to disabled users, lift access is not the only issue	1	3	4	0	1	1	5
	Damage historic London	0	0	0	1	3	4	4
	The bridge will create a hemmed-in feeling in a currently open stretch of the Thames	0	0	0	0	4	4	4
	The bridge design looks unattractive and dishonest with its expensive cladding	0	2	2	1	0	1	3
	Potential for littering	0	1	1	1	1	2	3
	Concern about impact (e.g. environmental) of construction	0	1	1	0	2	2	3
	Lifts breaking down risk disabled access	0	2	2	1	0	1	3
	Disruption during construction	1	2	3	0	0	0	3
	The bridge does not fit in with its surroundings	0	0	0	1	1	2	2
	Not detailed enough	1	0	1	0	1	1	2
	Design unoriginal	1	0	1	0	1	1	2
	Too close to all the other recent Central London developments	1	0	1	0	1	1	2
	Concern about noise/music disturbance	1	0	1	1	0	1	2
	Concern about congestion on South Bank	0	1	1	0	1	1	2
	Loss of existing London retailers in constructing the bridge	1	1	2	0	0	0	2
	Consider more cost effective ways of regenerating the North Bank area around Temple	0	0	0	1	1	2	2
	The proposals are unrealistic	0	0	0	1	0	1	1
	Public parks are quickly appropriated for events	0	0	0	0	1	1	1
	Loss of skate park on the South Bank due to position of the bridge	0	0	0	0	1	1	1
	South end of the Bridge is not very close to Waterloo or the National Theatre	0	0	0	1	0	1	1
Unconvinced that short length of crossing will provide much of an 'experience'	0	0	0	0	1	1	1	
Loss of mature trees on river banks	0	0	0	0	1	1	1	

Theme	Comment	Yes	Yes, and	Total Support	No, unless	No	Total Oppose	Total
Negative	Lifts will not provide adequate access and are not pleasant to use	0	0	0	0	1	1	1
	Only benefits privileged people	0	0	0	0	1	1	1
	Concern there is not sufficient capacity at Temple Underground station to cope with demand	0	1	1	0	0	0	1
	The bridge at the Temple end will block light into nearby offices	0	1	1	0	0	0	1
	Damage to river bed	0	1	1	0	0	0	1
	Difficult to achieve good soil quality	0	1	1	0	0	0	1
	Concern about congestion on North Bank - widen the pavement	1	0	1	0	0	0	1
	Concern about harm to wildlife	0	1	1	0	0	0	1
	Dislike patterned/ formal arrangement of planting with symmetrical paths etc.	0	1	1	0	0	0	1
	Total		39	146	185	86	322	408
Other suggestion	Bridge should be named Attenborough Bridge after David Attenborough	1	0	1	0	0	0	1
	Should be staffed by gardeners	1	1	2	0	0	0	2
	Develop a Garden Bridge App to provide visitors with information about the cityscape, the Thames, the concept and design of the bridge, the plants, etc.	1	0	1	0	0	0	1
	The bridge will promote the need for wildlife bridges across the uk	1	0	1	0	0	0	1
	Should be open 24/7	0	1	1	0	0	0	1
Total		4	2	6	0	0	0	6
Positive	The bridge will provide more green space in central London	460	93	553	8	1	9	562
	Non-specific support for scheme, e.g. "Brilliant!"	395	102	497	0	0	0	497
	Landmark/attraction for tourists (and Londoners)	285	44	329	2	2	4	333
	An additional crossing benefits pedestrians (and reduce pedestrian congestion on other bridges)	201	48	249	4	0	4	253
	Innovative/unique to London	198	30	228	3	1	4	232
	Support for Heatherwick's design/artists impressions	152	37	189	5	1	6	195
	The bridge will improve views (including of the skyline) and the way people interact with Thames	93	20	113	1	1	2	115
	Improve access between north and south banks	91	18	109	2	1	3	112
	Quiet/peaceful/relaxing space	82	18	100	1	0	1	101
	Aesthetically pleasing	55	23	78	5	0	5	83
	Promotes London as a world class, green and creative city	78	3	81	0	0	0	81
	General agreement with location	57	19	76	0	0	0	76
	Encourages sustainable travel	53	15	68	1	0	1	69
	Improve North Bank area around Temple	50	15	65	0	0	0	65
	The bridge is a new public space for London	43	15	58	1	0	1	59
	More pleasant way to cross the Thames than alternatives	38	17	55	1	0	1	56
	Bringing wildlife/insects/biodiversity back to the inner city	50	4	54	0	0	0	54
	Car-free river crossing	43	7	50	3	0	3	53
	Leisure space	42	6	48	0	0	0	48
	From South Bank to Central London/West End	28	7	35	0	0	0	35
	To Temple tube from South Bank/Waterloo	24	9	33	0	1	1	34
	The bridge will further enhance the Southbank	30	4	34	0	0	0	34
	It is an inspirational project	28	6	34	0	0	0	34
	The bridge would be a tool for regeneration	25	7	32	0	0	0	32
	Part of London's evolution	25	7	32	0	0	0	32
	Greenery has positive effect on health & wellbeing	29	3	32	0	0	0	32
	Improve life in city for locals	17	12	29	0	0	0	29
	Reduces pollution	23	6	29	0	0	0	29
	Environmentally friendly/sustainable	22	5	27	1	0	1	28
	Long-term benefit/legacy	21	3	24	0	0	0	24
	More garden bridges/green projects	16	5	21	0	0	0	21
	Balance out a car-dominated area	12	4	16	0	0	0	16
	Will be well used	11	2	13	0	0	0	13
	Bridge could be a site for green education & exhibitions	10	3	13	0	0	0	13
	The bridge improves access from Covent Garden to South Bank	10	2	12	0	0	0	12
	Nice place to spend lunch hour	10	0	10	0	0	0	10
	The bridge improve access to Southbank	7	2	9	0	0	0	9
	New perspective on that part of London	4	5	9	0	0	0	9
	Will unify Londoners	7	0	7	0	0	0	7
	Allows for quality time spent on the river	4	3	7	0	0	0	7
	Will allow London to keep pace with environmentally conscious cities	5	1	6	0	0	0	6
	Encourage connection with gardening	5	1	6	0	0	0	6
	Dan Pearson on-board for garden designing	5	1	6	0	0	0	6
	Extra revenue to London	5	0	5	0	0	0	5
	Good use of public funds	4	0	4	0	0	0	4
	Good value for money	3	1	4	0	0	0	4
	Balances out excessive development for motor vehicles	1	3	4	0	0	0	4
	Journey time savings	2	1	3	0	0	0	3
	Good for children	3	0	3	0	0	0	3
	Bridge will create jobs	3	0	3	0	0	0	3
	The bridge improves access from Holborn to Southbank	2	0	2	0	0	0	2
	Links together cultural places	1	1	2	0	0	0	2
The bridge improves access from Southbank to the City	1	0	1	1	0	1	2	
The bridge could be used for special events (charity run/theatre crawl)	1	1	2	0	0	0	2	
Family space	2	0	2	0	0	0	2	
Free up pedestrian space on other bridges	2	0	2	0	0	0	2	
The bridge improves access between local parks	1	0	1	0	0	0	1	
Echoes a plan by Inner Temple in 1840s	1	0	1	0	0	0	1	
It's good it is not a commercial project	1	0	1	0	0	0	1	
Improve river access for wheelchairs/pushchairs	0	1	1	0	0	0	1	
Total		2877	640	3517	39	8	47	3564
Reminder of similar project	Highline, NY	125	26	151	1	0	1	152
	Promenade Plantée, Paris	13	3	16	0	0	0	16
	Mile End	0	3	3	0	1	1	4
	City in a Garden, Singapore	3	0	3	0	0	0	3
	Park Guell, Barcelona	0	1	1	0	0	0	1

Theme	Comment	Yes	Yes, and	Total Support	No, unless	No	Total Oppose	Total	
Reminder of similar project	In Dubai	1	0	1	0	0	0	1	
	The Hanging Gardens of Babylon	0	1	1	0	0	0	1	
	Bridge of Flowers, Shelburne Massachusetts	1	0	1	0	0	0	1	
	Covered garden, Valencia	1	0	1	0	0	0	1	
	German motorway wildlife bridges	1	0	1	0	0	0	1	
	Total		145	34	179	1	1	2	181
Request for more information	Justification of the need, environmental impact, modelling of impacts, analysis of benefits	0	1	1	0	5	5	6	
	Would like to see the engineers plans	1	1	2	1	2	3	5	
	More information on sources of funding	1	1	2	0	0	0	2	
	Types of fauna	1	1	2	0	0	0	2	
	What other sustainability initiatives are being proposed? Need a London wide plan	0	1	1	0	1	1	2	
	Will it have Wi-Fi?	0	1	1	0	0	0	1	
	Are relevant planning authorities on-board?	1	0	1	0	0	0	1	
	Not enough information to form an opinion	0	1	1	0	0	0	1	
	Regarding consultation process	0	0	0	0	0	0	0	
	Exact position of bridge on South Bank	0	1	1	0	0	0	1	
	How does the bridge sit alongside biodiversity plans for the City, such as the LBAP	0	1	1	0	0	0	1	
	Total		4	9	13	1	8	9	22
	Safety concerns	At night	10	21	31	3	10	13	44
Begging/hawking/rough sleeping/drug addicts		3	12	15	5	3	8	23	
Crime		1	13	14	1	2	3	17	
Tall trees' roots could damage structure		1	4	5	1	2	3	8	
Lighting		0	6	6	0	2	2	8	
Vandalism		0	5	5	1	1	2	7	
Will need security guards		1	5	6	0	0	0	6	
People falling/ suicide attempts		1	1	2	0	1	1	3	
CCTV necessary		1	0	1	1	0	1	2	
Total			18	67	85	12	21	33	118
Timescale		Start soon	25	1	26	0	0	0	26
	Should have been part of Olympic legacy	0	1	1	0	0	0	1	
	Total	25	2	27	0	0	0	27	
Other	No comments	34	17	51	2	5	7	76	
	Total	34	17	51	2	5	7	76	

APPENDIX

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Q2 CODEFRAME

Theme	Comment	Yes	Yes, and	Total Support	No	No, unless	Total Oppose	Total	
Access	Forecast demand for bridge and alter designs accordingly (e.g. footpath width)	29	14	43	0	0	0	43	
	The bridge should be fully accessible	8	8	16	0	3	3	19	
	The bridge should be for pedestrians only, not skate boarders, cyclists, rollerblades	10	6	16	0	0	0	16	
	Provide a better link with Arundel Street on the north side (extend north end of bridge so you come out on Arundel Street - enabling street level access) and preserve two way access on Arundel Street	4	5	9	0	2	2	11	
	Provide step-free access (i.e. North end of the bridge, Temple Gardens, Tube stations)	2	3	5	0	1	1	6	
	Concern that the ramped access at Temple is too steep for wheelchairs	0	1	1	0	2	2	3	
	Each end of the bridge should have ramped access for easy pedestrian access	1	2	3	0	0	0	3	
	Include lift access from Victoria Embankment	2	1	3	0	0	0	3	
	Add lifts at Temple Station	2	1	3	0	0	0	3	
	Put Cycle Hire docking stations at either end of the bridge to reduce need to cycle on the bridge	3	0	3	0	0	0	3	
	Allow skateboard access	1	1	2	0	0	0	2	
	Link north side to Covent garden	2	0	2	0	0	0	2	
	Build a new River Bus stops at the Garden Bridge entry/exit points	1	1	2	0	0	0	2	
	Extend bridge to start at Waterloo	1	0	1	0	1	1	2	
	If cyclists used the bridge it would make using the bridge less pleasant for pedestrians	1	0	1	0	0	0	1	
	Link the bridge to the raised walkway outside Somerset House on the northern side of the river	0	1	1	0	0	0	1	
	Link to proposed Thames walkway	1	0	1	0	0	0	1	
	Run the 521 bus at weekends to allow quick access to the City	1	0	1	0	0	0	1	
	Total		69	44	113	0	9	9	122
	Alternative location	A location where the bridge would serve unmet demand and/or regenerate parts of the city more in need	12	14	26	28	22	50	76
Build further east past London Bridge		3	9	12	3	4	7	19	
Rotherhithe/Greenwich to Limehouse/Canary Wharf		4	9	13	2	4	6	19	
Build it to the east of Tower Bridge		4	5	9	4	5	9	18	
Build it between VNEB area and Pimlico/Westminster		3	3	6	3	2	5	11	
Suggest East London (e.g. Beckton bridge)		1	1	2	2	4	6	8	
Reuse existing structure/plant gardens on brownfield sites instead		1	1	2	3	0	3	8	
Build the bridge on the old Blackfriars bridge pillars, in an area which needs regeneration more than South Bank/Temple		2	2	4	2	1	3	7	
Build it between Battersea and Chelsea		2	4	6	1	0	1	7	
Woolwich		0	0	0	2	3	5	5	
Wapping to Canada Water		0	1	1	2	2	4	5	
Reposition bridge so it is in the middle of Blackfriars and Waterloo bridges (from Temple Gardens to Bernie Spain Gardens)		3	2	5	1	0	1	3	
Canary Wharf to Canada Water/Surrey Quays/Deptford		3	0	3	0	0	0	3	
Foot/cycle tunnel linking Rotherhithe/Canada Water/Surrey Quays		1	0	1	1	0	1	2	
Closer to Waterloo bridge to serve demand between existing popular destinations		2	0	2	0	0	0	2	
Tate Britain to south of river		1	1	2	0	0	0	2	
Waterloo and Waterloo East Station to Southbank		2	0	2	0	0	0	2	
Reposition bridge so it links Gabriel's Wharf and Temple		1	0	1	0	0	0	1	
A13 to Thamesmead		0	0	0	1	0	1	1	
Should be parallel to Waterloo Bridge		0	1	1	0	0	0	1	
Kingston & Richmond		0	1	1	0	0	0	1	
Bishops Park Fulham to Barn Elms		1	0	1	0	0	0	1	
Kew Gardens to Brentford		1	0	1	0	0	0	1	
Base at Howard Hotel		0	1	1	0	0	0	1	
Galion's Reach		1	0	1	0	0	0	1	
South west to north east (Waterloo to Blackfriars)		0	1	1	0	0	0	1	
Total			48	56	104	55	47	102	206
Community involvement	Allow community involvement - allow people to grow seasonal fruit and vegetation, input on design	8	4	12	1	0	1	13	
	Eager to help	3	2	5	0	0	0	5	
	The maintenance of the bridge should be by local volunteers	1	1	2	0	0	0	2	
	Kings College London could get involved and add learning experience for visitors	0	1	1	0	0	0	1	
	Total	12	8	20	1	0	1	21	
Concern	Long-term management and monitoring important	1	3	4	0	0	0	4	
	Theft of plants	0	1	1	0	0	0	1	
	Adhere to sustainable construction practices	6	1	7	0	1	1	8	
	Bridge should be well maintained with staff there during opening hours	1	1	2	0	0	0	2	
	Total	8	6	14	0	1	1	15	
Design suggestions	Provide a separate paths for cyclists (/cycle path at a different level)	35	51	86	1	8	9	95	
	Cyclists should be accommodated	28	29	57	0	11	11	68	
	Put cycle lanes on the bridge	23	24	47	1	10	11	58	
	Ensure the bridge is wide enough to incorporate lots of green space and trees and space for different types of user - cyclists, runners, skateboarders, fitness, etc.	28	14	42	0	0	0	42	
	Each end of the bridge should have ramped access to allow easy access for pedestrians and cyclists	11	16	27	3	10	13	40	
	Improve design of entry/exit points to the bridge	12	19	31	1	1	2	33	
	Allow cycling on the bridge	5	22	27	2	1	3	30	
	Consider redesign of bridge structure/pillars	11	10	21	3	2	5	26	
	Provide seating	13	11	24	0	0	0	24	
	Incorporate a small performance/activities space, petting farm	20	3	23	0	0	0	23	
Provide a two way segregated cycle path (widen the bridge to allow space if necessary)	8	8	16	0	5	5	21		

Theme	Comment	Yes	Yes, and	Total Support	No	No, unless	Total Oppose	Total
Design suggestions	Include tasteful garden architecture /statues/art installations/water feature	14	3	17	0	0	0	17
	Ensure the bridge is wide enough to allow pedestrians and people visiting the bridge as a destination to pass each other easily	13	3	16	0	0	0	16
	Build a gentler staircase continuing the line of the bridge, instead of a zig zag staircase	10	4	14	0	0	0	14
	Green space at south and north side of bridge	6	4	10	3	0	3	13
	Develop facilities & concessions into the plans	8	5	13	0	0	0	13
	Make space for dedicated look-out points on the bridge	5	5	10	1	2	3	13
	Put a café at the Temple side to encourage people to go to that end	9	3	12	0	0	0	12
	Incorporate a fast lane and slow lane to accommodate different journey purposes	6	5	11	0	0	0	11
	Build public toilets at the base of either end of the bridge	3	6	9	1	1	2	11
	Improve design of entry/exit point at Temple	4	6	10	0	1	1	11
	Improve design of entry/exit point at Southbank	2	9	11	0	0	0	11
	Tone down the design of the bridge so it integrates with existing architecture / current bridge supports are imposing	2	5	7	1	2	3	10
	Provide plant education through an app/tour/centre	9	1	10	0	0	0	10
	Build out of stone not metal	4	5	9	0	0	0	9
	Consider the use of 'Starpath' lighting or similar unobtrusive lighting to create a natural feel	6	2	8	0	0	0	8
	Provide sheltered areas on the bridge to protect people from the weather	3	4	7	0	0	0	7
	Consider how the bridge will impact the local economy/community	2	1	3	1	0	1	7
	Children's play space (i.e. climbing wood)	5	1	6	0	0	0	6
	Make the bridge the same width throughout - current designs don't flow well & would allow space for people to pass each other	1	4	5	0	1	1	6
	Lifts should be designed to carry bicycles	0	5	5	0	0	0	5
	Allow wide entry/exits to accommodate high demand	1	4	5	0	0	0	5
	Bring the garden down to street level at the bridge entrances	2	3	5	0	0	0	5
	Provide bins	2	3	5	0	0	0	5
	Build a lower bridge (fewer steps) - to encourage more people to use it	1	3	4	0	1	1	5
	Don't allow corporate branding	2	2	4	0	0	0	4
	Don't put a café on it	4	0	4	0	0	0	4
	Provide seating in alcoves so walking routes aren't obstructed	3	1	4	0	0	0	4
	Accommodate shared cycle and pedestrian space	1	3	4	0	0	0	4
	Provide cycle parking at either end of the bridge/on the bridge	2	1	3	0	0	0	3
	Consider vertical variation, raised areas, slopes to provide separation	1	2	3	0	0	0	3
	Allow natural landscaping for the planting, rather than a structured, flower bed approach	2	1	3	0	0	0	3
	Build a raised platform (garden terrace) in the middle	3	0	3	0	0	0	3
	Build out of metal not stone	2	1	3	0	0	0	3
	Victoria Embankment road should be covered and the garden extended along the north bank	3	0	3	0	0	0	3
	Link to nearby cycle routes/LCC routes	1	1	2	0	1	1	3
	Build a shelter on Southbank to display information about urban flora & fauna	1	2	3	0	0	0	3
	Ensure garden areas are larger enough to accommodate crowds	1	1	2	0	0	0	2
	Space for busking	1	1	2	0	0	0	2
	Ensure surface is not slippery	0	1	1	0	1	1	2
	Limit the amount of bare concrete showing	0	2	2	0	0	0	2
	Consult historical examples of bridge structures	0	0	0	2	0	2	2
	Provide panic buttons	0	1	1	1	0	1	2
	Add styles at either end of the bridge to allow cyclist access while preventing scooters	0	1	1	0	0	0	1
	Create cycle and pedestrian bridge only	0	0	0	1	0	1	1
	Install chicanes consisting of 3 fixed gates which slow cyclists down at crossing points between cycle & pedestrian paths	0	0	0	0	1	1	1
	Ensure the bridge has no more than 2 pillars	0	1	1	0	0	0	1
	Prevent cycle access by turnstile doors	0	1	1	0	0	0	1
	Provisions to calm the flow of cycle traffic	0	1	1	0	0	0	1
	Re-allocate some footpath space on Waterloo bridge from pedestrians to cyclists	0	1	1	0	0	0	1
	Outline outside of structure with LED lighting	1	0	1	0	0	0	1
	Include escalators	1	0	1	0	0	0	1
	Promote inclusive access for the elderly and blind by incorporating brail maps and signs and perfumed plants	1	0	1	0	0	0	1
	Build spiralling walkway	1	0	1	0	0	0	1
	Use reflective material for underside of bridge	0	1	1	0	0	0	1
	Include waterfall that goes into Thames	1	0	1	0	0	0	1
	Preserve the cab shelter at Temple	0	1	1	0	0	0	1
	Consider the design of a floating walkway	1	0	1	0	0	0	1
	Be more imaginative with the design of the bridge so it stands out more - aesthetics, materials, planting	0	1	1	0	0	0	1
	Build a mid-river river bus station	1	0	1	0	0	0	1
	Build to high specifications	1	0	1	0	0	0	1
	Create a tree walk like at Kew	1	0	1	0	0	0	1
	More exit and entry points from different streets	1	0	1	0	0	0	1
	Move statue of Brunel onto the bridge at the north end	1	0	1	0	0	0	1
	Provide Wi-Fi on the bridge	1	0	1	0	0	0	1
	Ensure wide paths to accommodate shops	1	0	1	0	0	0	1
	Disabled only/priority viewpoints	0	1	1	0	0	0	1
	Design fully enclosed bridge	0	1	1	0	0	0	1
	Plant larger trees at either end of the bridge close to the banks and have smaller plants along the main span of the bridge to allow for a less clunky bridge to be designed	0	0	0	0	1	1	1
	Ensure pillars will withstand corrosion and water damage	0	0	0	0	1	1	1

Theme	Comment	Yes	Yes, and	Total Support	No	No, unless	Total Oppose	Total	
Design suggestions	Have seasonal flower beds on the bridge	0	1	1	0	0	0	1	
	Build café/restaurant on the bridge to aid in the payment of the bridge	4	0	4	0	0	0	1	
	Hoop fencing is not appropriate for this location	0	1	1	0	0	0	1	
	Total	356	333	689	22	61	83	772	
Ecology	Plant native trees, shrubs and grasses	13	4	17	0	1	1	18	
	Consider height of trees/plants (not overgrown to obstruct view, etc.)	4	9	13	2	1	3	16	
	Plant plants that can be used to grow food, e.g. to supply to local food retailers - could build a greenhouse	10	2	12	2	0	2	14	
	Have a vertical garden (creepers) on the underside of the bridge/bridge pillars	7	5	12	0	1	1	13	
	Provide provisions for wildlife	4	1	5	0	2	2	7	
	Don't plant exotic plants or plants/trees that won't survive our climate	4	3	7	0	0	0	7	
	Avoid/limit cutting down mature trees in order to build this	3	3	6	1	0	1	7	
	There should be management of wild animal/bugs/bees	7	0	7	0	0	0	7	
	Ensure maintaining the garden is sustainable (watering plants, etc.)	4	2	6	0	0	0	6	
	Have wild flowers growing on the bridge	4	2	6	0	0	0	6	
	Have a free herb garden	4	1	5	0	0	0	5	
	Provide flat grass areas	1	3	4	0	0	0	4	
	Plant flowers to support pollinators	4	0	4	0	0	0	4	
	Plant exotic plants	2	2	4	0	0	0	4	
	Plant aromatic plants	0	2	2	0	0	0	2	
	Collaborate with Kew Gardens when designing the garden	1	1	2	0	0	0	2	
	Replant suitable plants for each season (including winter)	1	1	2	0	0	0	2	
	Consult professional gardeners	1	0	1	0	0	0	1	
	Consider the types of plants used to ensure the most suitable varieties are chosen	1	0	1	0	0	0	1	
	Concern over removal of trees	1	0	1	0	0	0	1	
	"Living walls" should be planted up the sides and underside of the bridge	1	0	1	0	0	0	1	
	Plant winter garden	0	1	1	0	0	0	1	
	Provide efficient space for plants/trees to anchor roots	0	1	1	0	0	0	1	
	Plant displaced trees from the river bank on to the bridge	1	0	1	0	0	0	1	
	Total	78	43	121	5	5	10	131	
	Economics	Concern over costs/timing/privatisation	3	5	8	4	3	7	15
		Funding for the bridge should come from private financiers	3	2	5	2	1	3	8
Reduce the cost		1	1	2	2	1	3	5	
Align the Garden Bridge project with other developments on the north bank		2	0	2	1	0	1	3	
Consider commercial development of bridge (i.e. shops, etc.)		2	0	2	1	0	1	3	
Funding Through Donation (i.e. maintenance and upkeep of garden)		0	1	1	0	1	1	2	
Charge £1 (or smaller fee) to access the bridge to make sure only people who genuinely want to visit it use it		5	2	7	0	0	0	7	
Wouldn't want to see charging for using the bridge		5	2	7	0	0	0	7	
Ensure funding for the up-keep of the bridge and for planting		1	0	1	0	0	0	1	
Lambeth and Westminster Councils should be responsible for		0	1	1	0	0	0	1	
Emphasise the benefits the bridge will have on the Temple area		1	0	1	0	0	0	1	
Allow people to pay for the privilege of planting plants in the gardens to		0	1	1	0	0	0	1	
Total		23	15	38	10	6	16	54	
Negative	Don't build it	2	0	2	62	5	67	69	
	Improve design of entry/exit points to the bridge	16	25	41	1	2	3	44	
	Spend money on commuter roads/bridges /crossings instead	0	0	0	9	0	9	9	
	(TfL/public) investment better spent elsewhere	1	0	1	25	4	29	30	
	General disapproval of scheme	4	3	7	14	3	17	24	
	A link in this location is not needed	3	2	5	2	6	8	13	
	The trees on the bridge/heavy structure might obstruct the view from other bridges	4	3	7	2	2	4	11	
	Waste of money	1	0	1	7	0	7	8	
	Lack of purpose/better justification (i.e. research)	0	1	1	6	2	8	9	
	Don't build a new bridge, remodel an existing bridge, e.g. Waterloo, Hungerford, Millennium Bridge	2	1	3	4	1	5	8	
	Shared space will disrupt traffic flow along the North Bank and create congestion around Temple	2	3	5	0	1	1	6	
	Poor design of gardens	3	1	4	1	0	1	5	
	Spend money on cycling infrastructure instead	0	0	0	1	0	1	1	
	The disadvantages of the Garden Bridge outweigh the benefits	0	0	0	1	0	1	1	
	Don't build a new bridge, use funds to maintain existing gardens along river	0	0	0	3	0	3	3	
	Too many bridges ruining view of Thames	1	0	1	0	1	1	2	
	Spend the money on something more necessary, e.g. an airport, transport bridge	0	0	0	2	0	2	2	
	Adds to pedestrian congestion along the South Bank	0	1	1	0	0	0	1	
	Build commuter crossing/tunnel for drivers from Kent/Surrey/Essex	0	0	0	1	0	1	1	
	Project should not go ahead at all/consider in future	0	0	0	1	0	1	1	
	Don't build the bridge, design a series of inter-linking roof gardens instead	0	1	1	0	0	0	1	
	Lack of connectivity to river	0	0	0	1	0	1	1	
	Total	39	41	80	143	27	170	250	
	Other suggestion	No comments	777	123	900	31	26	57	957
		Comment about another project	1	2	3	0	0	0	3
		Question about the dates of the Garden Bridge consultation	1	1	2	0	1	1	3
		Name the bridge after the Queen/prominent person	1	1	2	0	0	0	2
Put 2 other bridges, one of each side of the bridge, to act as a windbreak		0	1	1	0	0	0	1	
Other suggestion	Create a trust to own and manage the bridge	0	1	1	0	0	0	1	
	Total	780	128	908	31	27	58	966	
Positive	Non-specific positive comment about the Garden Bridge	255	26	281	3	0	3	284	
	Build more bridges like this around Barnes, Chiswick and Kew/in other cities	19	2	21	1	0	1	22	

Theme	Comment	Yes	Yes, and	Total Support	No	No, unless	Total Oppose	Total
	Positive comment about bringing greenery to this part of London	6	1	7	0	0	0	7
	Positive comment about providing pedestrian access/easing level of congestion	3	2	5	0	1	1	6
	Positive comment about linking South Bank and Temple	3	0	3	0	0	0	3
	Agreement with bridge ending at Temple station	0	2	2	0	0	0	2
	The Garden Bridge is a better use of money than HS2	1	0	1	0	0	0	1
	Positive comment regarding improvements to health and wellbeing	0	1	1	0	0	0	1
	Total	287	34	321	4	1	5	326
Request for information	Unsure about the design information presented in the consultation. Clearer plans should be issued	8	3	11	0	0	0	11
	Planting and maintenance	4	3	7	0	0	0	7
	Could leisure cyclists/ cyclists use the bridge	2	2	4	0	1	1	5
	Further information needed in order to comment (business case, economic and social regeneration impacts)	1	2	3	1	0	1	4
	What alternatives have been considered? How was this location decided?	0	2	2	1	0	1	3
	How does the bridge accommodate large vessels?	1	0	1	0	1	1	2
	What measures will be taken to prevent vandalism	2	0	2	0	0	0	2
	Lighting at night	1	1	2	0	0	0	2
	Will bridge be open 24/7?	2	0	2	0	0	0	2
	Have the challenges of engineering and constructing the bridge been considered	2	0	2	0	0	0	2
	Would like to see Tender Documentation	0	2	2	0	0	0	2
	Is closing of Temple Place necessary?	2	0	2	0	0	0	2
	Will there be retail along the bridge	0	1	1	0	0	0	1
	Is bridge wide enough for plants and pedestrians?	0	1	1	0	0	0	1
	How will safety on the bridge be ensured at night?	1	0	1	0	0	0	1
	Will Temple Underground Station be fully accessible?	0	1	1	0	0	0	1
	How project will regenerate Arundel Street and Aldywch	1	0	1	0	0	0	1
	Carbon footprint calculations	0	1	1	0	0	0	1
	Cycling access	1	0	1	0	0	0	1
	Will other bridges have green alternatives?	0	1	1	0	0	0	1
	Potential for nature corridor	0	1	1	0	0	0	1
	Waste collection	0	1	1	0	0	0	1
	Total	28	22	50	2	2	4	54
Safety concern	Lighting	8	4	12	0	0	0	12
	The bridge might attract crime at night if it is not policed	5	2	7	0	2	2	9
	Concern for personal safety if sections of the bridge are isolated/dense foliage	4	4	8	0	0	0	8
	Police guard entrances to the bridge	2	3	5	0	0	0	5
	CCTV necessary	4	1	5	0	0	0	5
	Close the bridge at night	3	0	3	0	1	1	4
	Concern for people falling off the bridge	2	0	2	0	0	0	2
	Begging/hawking/rough sleeping	0	1	1	0	0	0	1
	Monitor non-pedestrian travel to ensure pedestrian safety	0	1	1	0	0	0	1
	Designate alcohol- and cigarette- free space	1	0	1	0	0	0	1
	Safety of bridge following storm	1	0	1	0	0	0	1
	Temple is a car dominated area, not suitable for shared space	0	0	0	1	0	1	1
	Safety of pedestrians on steps at entrance and exit Gates	0	1	1	0	0	0	1
	Total	30	17	47	1	3	4	51
Timescale	Start soon	25	0	25	0	0	0	25
	Total	25	0	25	0	0	0	25

APPENDIX

E

Q3 CODEFRAME

Theme	Detail	Yes	Yes, and	Total Support	No, unless	No	Total Oppose	Total	
Access	Allow cyclists	14	35	49	8	1	9	58	
	Ban cyclists	16	9	25	0	0	0	25	
	Allow dogs on basis of provision for being on leads/cleaning up after	5	3	8	0	0	0	8	
	Ban dogs	5	1	6	0	0	0	6	
	Allow dogs	2	2	4	0	0	0	4	
	Ban jogging	3	0	3	0	0	0	3	
	Should be open 24 hours a day	1	2	3	0	0	0	3	
	Concern that cyclists won't dismount	3	0	3	0	0	0	3	
	Ban cars	2	0	2	0	0	0	2	
	Ban skateboarders	0	2	2	0	0	0	2	
	Allow cyclists if bikes pushed	1	1	2	0	0	0	2	
	Ensure the lifts are kept well maintained	1	1	2	0	0	0	2	
	Ban buskers	1	0	1	0	0	0	1	
	Allow horses	1	0	1	0	0	0	1	
	Consider regular electric buggy for less-mobile	0	1	1	0	0	0	1	
	Total		55	57	112	8	1	9	121
	Alternative location	Build a bridge in East London instead/second	5	2	7	5	2	7	14
Make a series of bridges. Suggestions for other links include Battersea/Vauxhall/Nine Elms with Fulham/Chelsea/Pimlico		7	1	8	0	0	0	8	
Build bridge at Battersea		0	0	0	0	2	2	2	
Build a bridge at Woolwich instead		0	0	0	1	0	1	1	
Slightly east or west of Temple to gain more space		1	0	1	0	0	0	1	
Build bridge from Tate Britain to Damien Hirst Museum		0	0	0	1	0	1	1	
Foot and cycle tunnel between Tower Bridge and Greenwich		0	0	0	0	1	1	1	
Re-locate to between Kew and Isleworth		0	1	1	0	0	0	1	
Westferry-Durands makes more sense when Crossrail opens		1	0	1	0	0	0	1	
Improve pedestrian/cycle experience on Waterloo/Blackfriars bridges instead		0	0	0	1	0	1	1	
Total		14	4	18	8	5	13	31	
Community involvement	Involve community groups/volunteers in management of the bridge	15	6	21	0	0	0	21	
	Total	15	6	21	0	0	0	21	
Concern	Concerns about long-term management and maintenance e.g. cost	24	16	40	1	4	5	45	
	Keep consulting public/providing information	12	4	16	0	3	3	19	
	More publicity of bridge idea/consultation process needed	4	0	4	0	2	2	6	
	Concern about environmental impact of construction	4	1	5	0	0	0	5	
	Minimise construction impact to Southbank/river services	3	1	4	0	0	0	4	
	Test design - cf problems with Millennium bridge "wobble"	2	1	3	0	1	1	4	
	Assess effect of foliage in river	1	1	2	0	0	0	2	
	Contact Bankside Open Spaces	2	0	2	0	0	0	2	
	Work with Kew Gardens, BM, Met Police and Bartlett School at UCL and other educational institutions	2	0	2	0	0	0	2	
	Bring managers of space around Bankside into discussions	1	1	2	0	0	0	2	
	Credit to the Living Bridge Exhibition	0	0	0	0	1	1	1	
	Work with New London Architecture, RIBA and GLA	0	1	1	0	0	0	1	
	Trust must understand the visual impact of the bridge	0	0	0	1	0	1	1	
	Inconvenience of hoards of tourists to London residents and commuters should be considered	0	1	1	0	0	0	1	
	Consider impact to Temple e.g. independents forced out by increasing land value	1	0	1	0	0	0	1	
	Archaeology of Thames foreshore may be damaged by new currents created by bridge	0	0	0	0	1	1	1	
	Be aware that Temple tube station is hard to access by wheelchair/with pushchairs	0	1	1	0	0	0	1	
	TfL should consider Heatherwick's history of failing to deliver on projects cf. "B of the Bang" in Manchester	0	0	0	0	1	1	1	
	Be open to Thomas Heatherwick designs or lose skills to more enlightened parts of world	1	0	1	0	0	0	1	
	Risk of fertilizers draining into the Thames	0	1	1	0	0	0	1	
	Risk of negative feeling if Embankment Road closed for long period	1	0	1	0	0	0	1	
	Bridge structure must not impede river traffic	0	1	1	0	0	0	1	
	Long-term monitoring important	1	0	1	0	0	0	1	
	Retain Southbank skate park	1	0	1	0	0	0	1	
	Concern about use of HGVs and minimising impact (especially on cyclists)	1	0	1	0	0	0	1	
	Get Eden Project involved	1	0	1	0	0	0	1	
	Public vote to choose trees	1	0	1	0	0	0	1	
	Public vote to choose bridge name	1	0	1	0	0	0	1	
	Have opening in same week as Chelsea flower show	1	0	1	0	0	0	1	
	Dedicate the bridge to a cause e.g. global warming, to raise interest	1	0	1	0	0	0	1	
	Name it the Attenborough Bridge	1	0	1	0	0	0	1	
	Consider phased building based on funding	1	0	1	0	0	0	1	
	Total		68	30	98	2	13	15	113
	Design suggestions	Provide places to sit	22	9	31	0	0	0	31
		Incorporate Educational features on the bridge, e.g. plaques with information on plant varieties	13	12	25	0	0	0	25
		Separate areas of bridge use e.g. peaceful sitting and crossing only. As well as a pedestrian/cycle split.	9	12	21	1	0	1	22
		Ramped/disabled access at both ends	12	8	20	2	0	2	22
Consider regulating flow/access of users		7	6	13	0	0	0	13	
Incorporate lookout points		7	2	9	1	0	1	10	
Build provision for popularity into access plans		5	2	7	1	1	2	9	
Use lighting cleverly / for effect e.g. blue tree lights on Southbank		4	5	9	0	0	0	9	
Add water features to link to Thames		8	1	9	0	0	0	9	
Incorporate solar panels		6	2	8	0	0	0	8	
Have space for performance/entertainment/installations		4	4	8	0	0	0	8	
Need to protect structure from tree roots and weight of vegetation		2	4	6	1	0	1	7	
Include sensory area/options for disabled to enjoy		5	2	7	0	0	0	7	
Provide litter bins		2	4	6	0	0	0	6	
Include public toilets		5	1	6	0	0	0	6	
Add covered pedestrian/cycle route/area to bridge		3	2	5	0	0	0	5	
Should be smoke free space		3	2	5	0	0	0	5	

Theme	Detail	Yes	Yes, and	Total Support	No, unless	No	Total Oppose	Total
Design suggestions	Improve North Bank pathways/way finding	2	2	4	1	0	1	5
	Ban advertising on bridge	2	2	4	0	0	0	4
	Reconsider design of access at ends	0	1	1	2	0	2	3
	Avoid becoming a commuter rat-run	1	2	3	0	0	0	3
	Should be designed by people who walk to cater for main users	0	2	2	1	0	1	3
	May be lessons to be learnt from Mile End 'Living/Green Bridge'	2	0	2	1	0	1	3
	Should be alcohol free space	1	2	3	0	0	0	3
	Integrate with way finding on both sides	3	0	3	0	0	0	3
	Incorporate poetry into landscape e.g. on paths/benches	3	0	3	0	0	0	3
	Make as few changes as possible to original design	3	0	3	0	0	0	3
	Enable pushchair access	2	0	2	0	0	0	2
	Have a competition on architectural design	1	1	2	0	0	0	2
	Consider design of underside of bridge	1	1	2	0	0	0	2
	Keep as wild and unstructured as possible	1	0	1	1	0	1	2
	Place binoculars on both sides for viewing skyline	2	0	2	0	0	0	2
	Winding paths to discourage people from power-walking	2	0	2	0	0	0	2
	Preserve the cab shelter at Temple Place	2	0	2	0	0	0	2
	Consider small scale tidal barrage system to power lights	2	0	2	0	0	0	2
	Provide cycle racks	1	1	2	0	0	0	2
	Education workshops on bridge	2	0	2	0	0	0	2
	No "keep off the grass" signs	0	1	1	0	0	0	1
	Extend approaches on both ends to maximise accessibility	1	0	1	0	0	0	1
	Assimilate ends with urban realm so that view is maintained	1	0	1	0	0	0	1
	Level the Southbank access	1	0	1	0	0	0	1
	Bridge to be designed by independent artists not consultants	0	1	1	0	0	0	1
	Include loungers/sundecks	0	1	1	0	0	0	1
	Don't provide seating as will interfere with pedestrian flow	0	1	1	0	0	0	1
	No grey paint	0	1	1	0	0	0	1
	Use high quality materials	0	1	1	0	0	0	1
	Do not change the tree lined area of Queens Walk	0	1	1	0	0	0	1
	Future-proof the designs for later additions	0	1	1	0	0	0	1
	Concerns about shared space around Temple tube station	0	1	1	0	0	0	1
	Make Temple tube step-free access	0	1	1	0	0	0	1
	Suggest putting aquariums in arches of bridge	0	1	1	0	0	0	1
	Ensure world-class engineering	0	1	1	0	0	0	1
	If lifts required, include more than one and signs if any not working	1	0	1	0	0	0	1
	Viewing platforms away from path	0	1	1	0	0	0	1
	No kids play areas	1	0	1	0	0	0	1
	Speak to Network Rail about bridge materials and colour	1	0	1	0	0	0	1
	Improve urban real between Waterloo station and bridge before showcasing	1	0	1	0	0	0	1
	Have specifically designated eating areas	1	0	1	0	0	0	1
	Include children's exploratory areas e.g. nature trail	1	0	1	0	0	0	1
	Consider sails for shade in summer	0	1	1	0	0	0	1
	Risk of bottlenecks at narrow parts	0	1	1	0	0	0	1
	Make undercroft similar to arches on approach deck in Victoria Gardens	1	0	1	0	0	0	1
	Make access towers from alloy frames	0	1	1	0	0	0	1
	Take water from Thames to moisten soil	0	1	1	0	0	0	1
Extra planting to offset carbon used in construction	1	0	1	0	0	0	1	
Ensure surface is not slippery	1	0	1	0	0	0	1	
Put a sculpture trail through the garden	1	0	1	0	0	0	1	
Consider quality of pavement	1	0	1	0	0	0	1	
Put a new river taxi port at one end	1	0	1	0	0	0	1	
Pop-up info centres near proposed ends of bridge to provide details and updates on progress	1	0	1	0	0	0	1	
Include quiet corner (no mobiles, music etc.)	0	1	1	0	0	0	1	
Consider introducing nesting opportunities for birds	1	0	1	0	0	0	1	
Total	167	110	277	12	1	13	290	
Ecology	Suggestion for flora/fauna type and maintenance	54	28	82	2	1	3	85
	Consider risk of strong winds and tree height/damage	8	2	10	3	0	3	13
	Must need minimal watering, no pesticide use, zero landfill i.e. be self-sustaining	6	2	8	0	0	0	8
	Include bee hives on bridge	1	1	2	0	0	0	2
	Be mindful of height of trees when planting - could block views	1	1	2	0	0	0	2
	Consider concept of hugelkulture given limited soil depth	1	0	1	0	0	0	1
	Include moveable vegetable/flower boxes as pedestrian traffic requires	1	0	1	0	0	0	1
	Public fruit/veg patches for those who don't have their own garden	0	1	1	0	0	0	1
	Include havens for butterflies at the ends of bridge away from wind	1	0	1	0	0	0	1
	Total	73	35	108	5	1	6	114
	Economics	The bridge will regenerate the local area	0	1	1	0	0	0
Not clear how it will be funded		4	2	6	0	1	1	7
Thorough research needed on cost		2	0	2	0	0	0	2
Will generate interest/a tourist attraction		7	0	7	0	1	1	8
Must be free to access		23	6	29	0	0	0	29
Suggest small commerce/vendors/pop-ups on/at end of bridge		18	9	27	0	0	0	27
Suggest restaurants/ bar on bridge		3	0	3	0	0	0	3
Avoid corporate commerce - reserve space for independents/local/community business		1	1	2	1	0	1	3
No commerce/vendors should be allowed on bridge		5	10	15	0	0	0	15
Suggest grow fruit/veg/herbs/honey on bridge to sell/give away		3	2	5	0	0	0	5
Suggest internet-based fundraising cf Obama campaign		3	1	4	0	0	0	4
Expensive		0	2	2	0	3	3	5
Should be financed by £100k+ earners		0	1	1	0	0	0	1
Make sure it pays for itself		0	0	0	1	1	2	2
Materials and labour should be sourced from London/Britain		3	0	3	0	0	0	3
Candidate for lottery funding		1	1	2	0	0	0	2
Should be privately financed		3	1	4	2	1	3	7
Suggest toll for ongoing maintenance/use	1	1	2	0	1	1	3	
Concern costs will spiral	0	3	3	0	1	1	4	

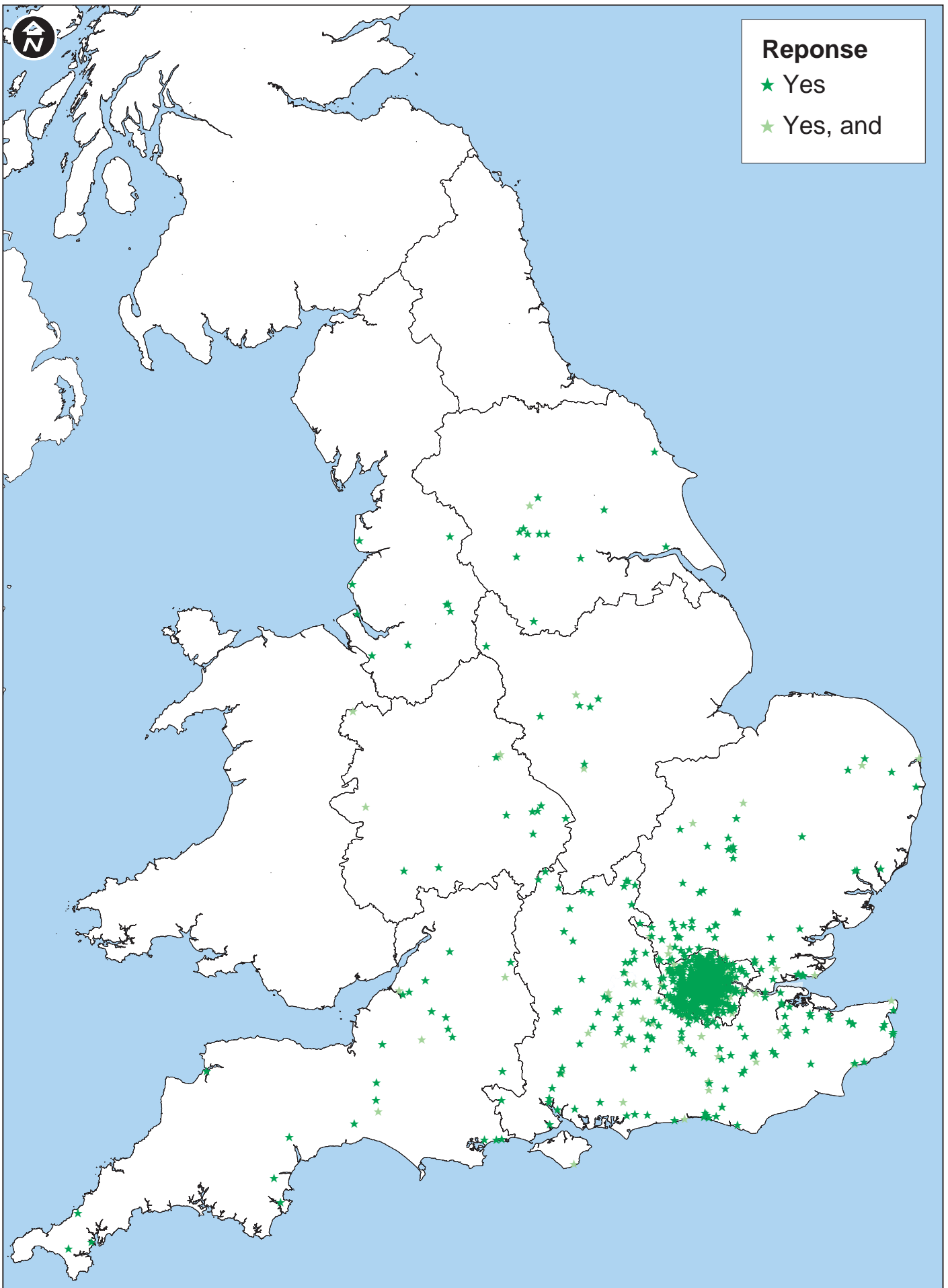
Theme	Detail	Yes	Yes, and	Total Support	No, unless	No	Total Oppose	Total	
Economics	Raise money through partners e.g. 5p from every Pizza Express Gardinere Pizza	1	0	1	0	0	0	1	
	Mayor/Central Government should contribute to cost	0	1	1	0	0	0	1	
	Against sponsorship/advertising/corporate naming e.g. Barclay's bridge	9	10	19	1	1	2	21	
	Public sponsorship - possible option to have name engraved in small area on bridge	11	6	17	0	0	0	17	
	Keep costs down, complete within budget and manage well to encourage similar projects	5	1	6	0	0	0	6	
	Liaise with local authorities/landowners for financial contributions. Perhaps through section 106	1	0	1	0	0	0	1	
	Better value for money than HS2	1	0	1	0	0	0	1	
	Consider sponsorship proposals	1	0	1	0	0	0	1	
	Opportunity for tree/shrub sponsorship	2	2	4	0	0	0	4	
	Get some big name backers	2	0	2	0	0	0	2	
	Not best time to take place against back-drop of cuts to public services	0	0	0	1	1	2	2	
	Consider impact on cost of future maintenance of irrecoverable VAT that would apply to trust	1	0	1	0	0	0	1	
	Total		111	61	172	6	11	17	189
	Negative	General negative	1	1	2	2	29	31	33
Waste of tax-payers' money		1	0	1	3	19	22	23	
Risk of obstructing view (from other bridges, to Temple, of St Paul's)		6	4	10	5	3	8	18	
Vanity project		1	2	3	2	5	7	10	
Concern getting too many bridges on the Thames		1	1	2	0	3	3	5	
Review location as limited opportunity for redevelopment locally		0	0	0	2	2	4	4	
Struggle to understand justification for project		0	0	0	0	4	4	4	
Waste of Londoners' money		0	0	0	0	3	3	3	
More disruption for local residents/employees		2	0	2	1	0	1	3	
Consultation assumes go-ahead and is about aesthetics. Do not assume		0	0	0	0	3	3	3	
Spend the money on improving trains and stations/reducing bus and tube fares		0	0	0	0	3	3	3	
"Garden" bridge name misleading		1	0	1	0	0	0	1	
London's planners are not up to the job		0	0	0	0	1	1	1	
Conflict of interest in TfL consulting on plans		0	0	0	0	1	1	1	
TfL only listens to cycling lobby		0	1	1	0	0	0	1	
Consultation makes unsubstantiated claims about regeneration/job creation etc.		0	0	0	0	1	1	1	
Of no benefit to public transport - does not ease congestion or improve capacity		0	0	0	0	1	1	1	
Design is not world-class and should be, considering site		0	1	1	0	0	0	1	
Spend money on amenity value of river instead of bridge e.g. boating, riverside beaches, floating cinema		0	0	0	0	1	1	1	
Could get a more attractive bridge for less money		0	1	1	0	0	0	1	
Use money for housing instead		0	0	0	0	1	1	1	
Invasion of privacy and peace in Temple		1	0	1	0	0	0	1	
Bakerloo line extension higher priority		0	1	1	0	0	0	1	
Total			14	12	26	15	80	95	121
Other suggestions		Be part of wider greening of London	7	3	10	0	0	0	10
		Provide more and better quality visuals before progressing	2	2	4	1	0	1	5
		Couldn't submit form for 'keeping in touch'	1	1	2	0	0	0	2
	Build a version for cars	1	0	1	0	0	0	1	
	Stop HS2	1	0	1	0	0	0	1	
	"Red highlighted trees" inaccessible to colour-blind	1	0	1	0	0	0	1	
	Provide examples of walking journeys that will be made more direct as result of bridge in future communication	0	1	1	0	0	0	1	
	Use for charity-run theatre-crawl	0	1	1	0	0	0	1	
	Suggest Annual Garden Bridge Festival	1	0	1	0	0	0	1	
	Improve Greenway in East London and bring under authority of Garden Bridge Trust	1	0	1	0	0	0	1	
	Make detailed plans fully open to Londoners	0	0	0	0	1	1	1	
	Querying how bridge will be marketed to Londoners and tourists	1	0	1	0	0	0	1	
	Use bridge to promote British design and construction	1	0	1	0	0	0	1	
	Improve timing of communications	0	1	1	0	0	0	1	
	Make report available on TfL page/in metro/in local info offices	0	1	1	0	0	0	1	
	Stop giving air time to Joanna Lumley. Her opinion not important as unrelated to expertise.	0	0	0	1	0	1	1	
	Total		17	10	27	2	1	3	30
	Positive	General Positive	70	13	83	2	0	2	85
		Offer to help/volunteer	15	2	17	0	0	0	17
Opportunity to improve urban realm on banks		2	3	5	0	0	0	5	
Contribute to health and fitness of Londoners		2	1	3	0	1	1	4	
Organic design of bridge		1	0	1	0	0	0	1	
Away from traffic		0	0	0	0	1	1	1	
Total			90	19	109	2	2	4	113
Reminder of a similar project		The scheme is similar to New York City's Highline	9	3	12	0	0	0	12
		Total	9	3	12	0	0	0	12
Request for more information		Access question	10	6	16	2	0	2	18
	Design question	7	3	10	0	4	4	14	
	Management question	10	2	12	1	0	1	13	
	Early design phase question	3	3	6	0	1	1	7	
	Funding question	3	3	6	0	0	0	6	
	Cycling provision question	3	2	5	0	0	0	5	
	Timeframe question	2	1	3	0	2	2	5	
	Purpose question	0	1	1	0	1	1	2	
	Design competitive process question	0	0	0	0	1	1	1	
	Bridge shape question	0	1	1	0	0	0	1	
	Demand analysis question	0	1	1	0	0	0	1	
	Facilities question	1	0	1	0	0	0	1	
	Total		39	23	62	3	9	12	74

Theme	Detail	Yes	Yes, and	Total Support	No, unless	No	Total Oppose	Total
Safety concerns	Begging/hawking/rough sleeping/vandalism/anti-social behaviour/night-time	27	18	45	1	2	3	48
	Lighting	13	11	24	0	0	0	24
	Suggest security/ patrols	6	10	16	0	0	0	16
	Suggest CCTV coverage	2	2	4	0	0	0	4
	Avoiding river accidents during/after construction	0	1	1	0	0	0	1
	Risk of theft of plants	0	1	1	0	0	0	1
	Include compound walls that children cannot climb	1	0	1	0	0	0	1
	Must be truly public, not patrolled by private security	0	1	1	0	0	0	1
Total		49	44	93	1	2	3	96
Timescale	Start soon	37	4	41	0	0	0	41
	Total	37	4	41	0	0	0	41
Other	No comments	1026	220	1246	70	84	154	1418
	Total	1026	220	1246	70	84	154	1418

APPENDIX

F

SUPPORT FOR THE GARDEN BRIDGE BY GEOGRAPHY



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Garden Bridge Consultation Analysis
 Responses for Support



Drawn by:
MRC

Last updated:
21/01/2014

Revision:
A



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Garden Bridge Consultation Analysis
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A

CONTROL SHEET

Project/Proposal Name Garden Bridge
Document Title Consultation Analysis
Client Contract/Project No.
SDG Project/Proposal No. 22646701

ISSUE HISTORY

Issue No.	Date	Details
01	24/01/2014	Draft report for client's comments
02	27/01/2014	2nd draft
03	31/01/2014	3rd draft
04	13/02/2014	Final report

REVIEW

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DISTRIBUTION

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