



London Cycling Campaign response to Battersea Bridge safety improvement scheme

<https://haveyoursay.tfl.gov.uk/batterseabridge>

18 January 2023

About LCC

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

Response

- LCC broadly supports the northern end of the scheme moving forward, as it will deliver additional safety and amenity for those cycling through what was previously one of the most dangerous junctions in London. LCC also welcomes significant improvements for pedestrians at the northern junction.
- However, the scheme still doesn't go far enough on safety and indeed reducing motor traffic and enabling active travel modes. And this is particularly the case south of the bridge and across it - which is one of TfL's Strategic Cycling Analysis highest priority and potential for cycling routes in London. Without further dramatic improvements from the bridge south the potential of this route will be thwarted and cycling will remain dangerous here; and we also note that pedestrian space is lost where it was none too generous to start with.

Detailed points - Northern section:

- On the Beaufort Street arm of the junction, there is nothing to protect cyclists going ahead from drivers turning left onto Chelsea Embankment (an ASL does not protect cyclists arriving at a green light etc.). Cyclists are likely to use the left-turn lane for motor vehicles, rather than the lane going ahead, which puts them at more risk. Separation is needed from motor vehicles in time and/or space.
- On the Cheyne Walk arm of the junction, westbound, the proposed mandatory cycle lane lacks any physical separation from motor vehicles.

- Protected cycle lanes are urgently needed on the east-west route especially. In this scheme, bus lanes have taken priority over protected space for cycling – despite this being also one of TfL’s highest priority and potential corridors for cycling, despite thousands of people cycling along this stretch daily (DfT daily counts say 3,116 in 2020, 4,988 in 2016 etc.), and despite this corridor only carrying one bus every 10 minutes during the peak. What delays buses in this area is excessive traffic volumes. Protected cycle tracks here would encourage more journeys by bike and help reduce trips in vehicles, which would in the long run speed up bus journeys. Until TfL works out ways out of a ‘zero sum’ battle for space between buses and cycling, then it is doomed to see both cycling volumes suppressed *and* bus journey times suffer from high volumes of unnecessary motor vehicle use.

For any further detailed points on the northern section, we support the submission from our local cycling campaigners in the Kensington and Chelsea Cycling Campaign.

Detailed points – Battersea Bridge (bridge only)

- On Battersea Bridge itself, no improvements are proposed yet this is a very hostile bridge for walking, wheeling *and* cycling.
- TfL should undertake a more thorough and holistic network planning approach to river crossings (with boroughs). Given this is one of TfL’s top priority corridors for cycling potential, TfL must be clear if cycling demand is to be suppressed at this location, which nearby corridors those cycling will be enabled to use again, or else TfL is once again doomed to fail at each bridge and junction in succession.
- Failing to address the volume of private motor traffic using the bridge and southern approach is the real issue for securing improvements needed for the bus network, and prioritising local private motor traffic movement above cycling provision will not achieve the mode shift this part of London urgently needs to improve the network for buses *and* active travel.

Detailed points – Southern section

- The scheme south of the bridge is very poor for cycling provision (and improvements to what provision there is), despite it being one of the highest priority/potential routes for cycling north-south here according to TfL’s own Strategic Cycling Analysis. Failure to appropriately treat the roads south of the bridge and the bridge itself for cycling means that the Thames will continue to be a bottleneck and a barrier suppressing cycling demand. There are several design approaches that likely could be used on the bridge and the approach instead of the current proposed one – ‘doing nothing’ isn’t appropriate for such a high potential, strategically important cycle corridor.
- The areas on either side of the bridge approach in Wandsworth are also highlighted in TfL’s Strategic Neighbourhood Analysis as priorities for Low Traffic Neighbourhood or other traffic management treatment. The scheme misses opportunities at a network level by failing to adequately interface with Wandsworth’s roads and potential schemes. We urge Wandsworth Council and TfL to work together to deliver not just a scheme on the A3220 here but also on either side - this would enable the

design of the junctions south of the bridge to be radically reworked, likely improve bus journey times here and enable space and time for protected cycling. Wandsworth Cycling Campaign's response goes into more detail on the scheme's failures on this issue.

For further details on the section south of Battersea Bridge, we support the comments submitted by our local campaigners in the Wandsworth Cycling Campaign.