

London Cycling Campaign

10 August 2017

Lambeth & Westminster Lambeth Bridge (North & South)

<https://consultations.tfl.gov.uk/roads/lambeth-bridge/>

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. The LCC welcomes the opportunity to comment on proposals. The response is in support of responses from Lambeth Cyclists and Westminster Cycling Campaign, London Cycling Campaign's local branches, and was developed with input from LCC's Infrastructure Advisory Panel.

This scheme is supported, with caveats. It represents a major improvement to cycling in the area bounded by the scheme proposal, removing two of the most hostile roundabouts in central London and providing significant amounts of physically separate space for cycling, including across Lambeth Bridge itself. That said, there do remain several concerns about the scheme as currently proposed.

Specific points about the scheme:

- Early release designs do not represent appropriate infrastructure for all-ages, all-abilities cycling. And cyclists continue to risk collisions from turning motor vehicles if they arrive as the lights are already green. Both of the early release lights in this scheme (Lambeth Bridge South) should be redesigned to remove such collision risks instead.
- Two-stage right turns here add unacceptable time delays to cycling flows and are likely to be ignored. Cycle flows from Lambeth Bridge Road to Millbank North are particularly negatively affected. And generally cycle flows entering from Lambeth Bridge North are unfairly impacted compared to private motor vehicles etc. according to TfL modelling of traffic impacts.
- The bus slip on Lambeth Bridge north is a major concern for turning collisions with those cycling. Buses could possibly turn at the junction itself instead with an exemption. At the least, further design work should be done to reinforce cycling priority and bus driver behaviour at this location.
- Whatever scheme moves forward, counter-terrorism concerns should be considered from the outset, but any design modifications in their light should improve matters for cycling and walking, not make them worse.
- Wherever possible, physical separation methods should be employed rather than mandatory lanes etc. For instance, on Horseferry Road in both directions. And advisory lanes are absolutely not appropriate cycling infrastructure at this location (or most others).

- A cycle bypass from Albert Embankment onto Lambeth Bridge would be far better than the current arrangement in terms of cycling comfort and convenience.
- As with other schemes from TfL recently, there is a need to look beyond the scheme itself to the broader area and consider likely displaced traffic (particularly given banned turns at the junctions). Modal filters or other measures may be required at several locations – for instance, around St John’s Smith Square, Thorney Street, John Islip Street etc. This would potentially increase amenity for local residents, avoid displacing traffic and reduce turning movements across cycle tracks etc.
- Cycle tracks should also be routed around bus stops rather than expecting those cycling to join general traffic or wait for a bus to leave a cage. Lambeth Road and Lambeth Palace Road both suffer from these issues currently.
- As with Waterloo roundabout, the proposals in this central London location are reduced in amenity by a failure to address the links leading to and from the bridge. For instance, Millbank North should feature a (likely physically separated) scheme that reaches to the East-West Cycle Superhighway at Parliament Square; Albert Embankment and Millbank should be designed to reach Vauxhall Cross and CS5; Lambeth Palace Road should reach Westminster Bridge South. Other links east and west should also be considered.
- Lambeth Palace Road is made worse for cycling in this proposal. As already noted, physically separate space for cycling along this road should link the Lambeth Bridge scheme to the Westminster Bridge scheme. Over 3,500 people cycled along this road daily in 2013 and the DfT estimate that was over 4,500 in 2016. At the same time, over 22,000 motor vehicles use this road, with over 1,000 HGVs counted in 2013. Given these numbers, the lack of physically separate space is a “critical issue” in LCDS at this location.
- Greater visual (or ideally physical) demarcation should be provided for those cycling from Horseferry Road onto Lambeth Bridge separating cycle flows from motor vehicles alongside them.
- There is a lack of a pedestrian crossing at Lambeth Bridge South across the bridge.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.

- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.