



# Lambeth Bridge north and south

Consultation Report  
March 2020

MAYOR OF LONDON



**TRANSPORT  
FOR LONDON**  
EVERY JOURNEY MATTERS

# Contents

Executive summary .....	3
Next steps .....	5
1. About the proposals .....	9
2. About the consultation .....	14
3. About the respondents.....	21
4. Summary of all consultation responses .....	25
5. Next steps.....	78
Appendix A: Consultation materials .....	81
Appendix B: Exhibition materials.....	91
Appendix C: Press and media activity .....	97
Appendix D: Letter distribution area .....	100
Appendix E: List of stakeholders consulted.....	101
Appendix F: Campaigns and petitions.....	112
Appendix G: Consultation survey .....	119
Appendix H: Postcodes of respondents .....	122
Appendix I: All comments received .....	124
Appendix J: Revised plans following consultation.....	148

# Executive Summary

This document explains the processes, responses and outcomes of the consultation on the following scheme: Proposed changes to Lambeth Bridge north and south.

Between 26 June and 20 August 2017 we consulted on proposals for changes to the road layout at the northern and southern roundabouts at Lambeth Bridge. We also proposed changes to two approach roads and to the bridge itself. Our plans were presented in five geographic sections to enable us to build a picture of what respondents were concerned about, or talked about in their comments.

We also sought views regarding a potential 20mph zone in the area, the current underpass at Albert Embankment and suggestions for the relocation of the palm tree at Lambeth Bridge north, should the proposals be taken forward.

We received 2,058 responses to the consultation. Of these, 688 responses were generated by email campaigns and 44 responses were received from stakeholders.

Following the public consultation we have been working with key stakeholders including the emergency services, Lambeth Palace, Westminster City Council (WCC) and London Borough of Lambeth (LBL) to address some of the key issues raised. These discussions are continuing to take place as the scheme develops.

The following paragraphs show the levels of support and opposition for each geographic section of our proposals, based upon the number of respondents that completed our online survey. Stakeholder and email campaign responses are not included in these totals.

**Millbank:** thirty-four per cent of respondents supported or partially supported proposals to convert the Millbank north junction with Great Peter Street into a signalised junction with pedestrian crossing facilities. Thirty-eight per cent were opposed or strongly opposed.

**Lambeth Bridge north:** thirty-seven per cent of respondents supported or partially supported proposals to change the road layout at Lambeth Bridge north. Forty-one per cent were opposed or strongly opposed. Forty-two per cent of respondents supported or partially supported a reduction in the speed limit at Lambeth Bridge north to 20mph, and twenty-five per cent were opposed or strongly opposed.

**Lambeth Bridge:** forty per cent of respondents supported or partially supported proposals to the road layout at Lambeth Bridge. Thirty-four per cent were opposed or strongly opposed.

**Lambeth Bridge south:** thirty-nine per cent of respondents supported or partially supported proposals to change the road layout at Lambeth Bridge south. Thirty-seven per cent were opposed or strongly opposed. Forty-one per cent supported or partially supported a reduction in the speed limit at Lambeth Bridge south to 20mph, and twenty-six per cent were opposed or strongly opposed.



**Lambeth Palace Road:** thirty-two percent of respondents supported or partially supported our proposals to change to the road layout at Lambeth Palace Road. Thirty-four per cent were opposed or strongly opposed.

The main themes in response to the consultation are highlighted below, with detailed analysis from page 24.

### **Summary of issues raised during consultation**

- Positive comments supported the principle of changes to the road layout at both ends of Lambeth Bridge, saying these would create a safer environment for vulnerable road users such as pedestrians and cyclists.
- Concern was raised that there would likely be an increase in traffic on local roads, as a result of turning restrictions at the Lambeth Bridge junction with Millbank and Horseferry Road which would result in an increase to noise and air pollution.

### **Healthy Streets approach**

Lambeth Bridge and the junctions either side have been designed with the aims of the Healthy Streets Approach at their heart. The Healthy Streets Approach puts people, and their health, at the heart of decision making. This results in a healthier, more inclusive city where people choose to walk, cycle and use public transport.

The Healthy Streets Approach is not an idealised vision for a model street. It is a long-term plan for improving Londoners' and visitors' experiences of our streets, helping everyone to be more active and enjoy the health benefits of being on our streets.

Eighty per cent of Londoners' travel happens on our streets. The best way to get more people out walking, cycling and using public transport is to improve the quality of the experience of being on those streets. The Healthy Streets Approach focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people - particularly our most vulnerable people - from getting out and about.

### **Vision Zero**

Vision Zero is at the heart of the Mayor's Transport Strategy (MTS) - a fundamental belief that no death or serious injury on London's roads and transport network is acceptable. We want to create a city where walking, cycling and public transport are the easy, convenient and enjoyable choice for people travelling in London but we know people will only walk and cycle if they feel safe.



The Vision Zero Action Plan, published in July 2018 sets out how we will achieve this by:

- Lowering speeds
- Redesigning streets to reduce conflict between road users
- Allowing only the safest vehicles to use our roads
- Engaging and educating people about travelling safely in London
- Learning from collisions and better supporting the people who have been involved

## Next Steps

We have now reviewed all the comments made during the consultation period and have issued a 'response to issues raised' document to be read in conjunction with this report. That document sets out in detail our intended approach to this scheme, following careful consideration of the consultation feedback and further discussions with both LBL, WCC and other stakeholders. There have been some changes to the proposals as a result of the consultation. Revised drawings illustrating these changes are available in Appendix J: Revised plans following consultation

Subject to internal approvals and formal agreements from both LBL and WCC our current intention is to progress with the proposals as follows.

**Millbank and Lambeth Bridge north:** in light of feedback received during the consultation, we have worked with WCC to amend the design to further mitigate concerns regarding possible traffic reassignment onto local roads by retaining:

- the right turn from Millbank south onto Lambeth Bridge at all times of day. In the original proposal it was not possible to turn right from Millbank south onto Lambeth Bridge during the evening peak,
- the left turn from Millbank north onto Lambeth Bridge for all traffic. In the original proposal only buses and pedal cyclists could turn left from Millbank north onto Lambeth Bridge via a slip road.

The latter change also negates any need for changes to Millbank at the junction with Great Peter Street.

Implementing these changes into the design reduces the likelihood of vehicles seeking an alternative route away from the junction and the predicted volume of traffic on local roads in the vicinity of Lambeth Bridge northern junction. However together with WCC we will monitor the impact the changes will have on local roads upon scheme completion to understand the impact on traffic volumes in the area. If shown to be required through the monitoring, a pre-agreed mitigation strategy will be implemented on WCC roads. The details of this are still being discussed.

We are committed to improving the safety of vulnerable road users through making changes to Lambeth Bridge northern junction layout. As such we will replace the originally proposed advisory cycle lanes shown in the consultation with mandatory lanes. However whilst enabling more movements at the junction as described above it has become necessary to introduce staggered pedestrian crossings on both Millbank north and Millbank south. This is to reduce delays to bus journey times whilst continuing to provide a safe means for crossing for pedestrians.

Furthermore after feedback received from the Mayor's Disability Advisory Group the shared-use proposals have been reviewed throughout the design. Cyclists will now stay on the carriageway where it is considered safe to do so. As a result, an internal stop line will be provided on Millbank north to enable cyclists to safely make the left turn which is otherwise banned for other traffic. However, due to space and signal time limitations, the shared-use footway will remain between Millbank south and Horseferry Road, and a carriageway level cycle track will be provided on the footway between Millbank north and Lambeth Bridge.

**Lambeth Bridge:** we intend to proceed with our proposals for Lambeth Bridge as set out in our consultation.

Whilst on site we will take the opportunity to upgrade the bridge drainage, expansion joints and waterproofing to increase the longevity of the structure.

**Lambeth Bridge south and Lambeth Palace Road:** in response to feedback from the consultation, southbound bus stop "Lambeth Palace (SA)" on Lambeth Palace Road will remain in its current location, which provides an unobstructed view from Lambeth Palace to the Palace of Westminster.

In response to queries regarding the safety of vehicles turning right into Lambeth Palace forecourt, we will provide a right turn pocket as well as 'keep clear' markings to keep this area unobstructed for turning vehicles. This will require northbound bus stop SP and its shelter to be retained but relocated slightly further north.

Following feedback received from LB Lambeth and the Mayors Disability Advisory Group the shared use proposals have been reviewed throughout the design. Cyclists will now stay on the carriageway where it is considered safe to do so.

In response to feedback, the narrow northbound cycle lane on Lambeth Palace Road will be removed and replaced by a wider traffic lane. A short mandatory cycle lane which feeds into the segregated cycle facility outside the entrance to St Thomas's Hospital will be provided. It is proposed to convert the existing zebra crossing on Lambeth Road into a parallel pedestrian and cyclist crossing to enable cyclists on Lambeth Road to connect with an existing cycleway on Lambeth High Street.

**Protective Security Measures:** during the consultation period temporary security measures were installed on Lambeth Bridge in response to the London Bridge terrorist attack. These will be replaced with permanent measures on the bridge, and if required, at the junctions either side.

We will work closely with WCC, LBL and the security services to ensure that any measures do not cause pinch points and are suitable for their historic setting. We will aim to deliver these at the same time as the junction changes in order to minimise construction impact.

**Speed reduction:** a reduced speed limit of 20mph will be introduced on Transport for London roads within the Congestion Charging Zone as part of Vision Zero (see above), aimed at increasing the safety of people using London's roads, please see <https://tfl.gov.uk/info-for/media/press-releases/2018/july/mayor-tfl-and-the-met-launch-plan-to-eliminate-deaths-and-serious-injuries-on-london-s-roa>. This will include Lambeth Palace Road, Lambeth Bridge, Millbank South and Albert Embankment. This reduced speed limit be introduced in March 2020.

**Coordination with nearby proposals /schemes:** as nearby proposals and developments are progressed we will look to coordinate schemes wherever feasible to do so. The proposals will compliment as far as possible any proposed changes at Parliament Square as both sets of proposals develop further.

**Equalities:** an Equality Impact Assessment (EqIA) has been carried out for the scheme looking at the impacts on individual groups, including disability groups. This will continue to be kept under review and updated throughout the development of the scheme. Any impacts on groups of people with protected characteristics will be taken into account as part of TfL's decision-making on this scheme.

The new junction arrangements have led to some increases and some decreases in bus journey times. The new signalised junctions are designed to improve safety, in doing so they have removed capacity from some approaches on the network. See Appendix B for more details about the predicted journey time changes.

**Moving forward:** we are proposing to hold two engagement events to explain the above changes further. These will be held on:

Wednesday 18 March, between 4-8pm at the Parish Sitting Room, St Stephens House, Hide Place

Thursday 19 March, between 4-8pm at the Park Plaza Hotel, Albert Embankment

We will continue to work with WCC and LBL on our proposals and start to produce detailed designs. We will also continue to work with WCC to develop a monitoring strategy on local roads where this is considered necessary. Subject to various internal approvals and formal agreements we aim to start work on site early 2022,



working closely with our stakeholders to do this. We will contact local residents and businesses again to keep them informed of construction timings in due course.

# 1. About the proposals

## 1.1 Introduction

In 2017, we shared our proposals to transform the road layout at the northern and southern roundabouts at Lambeth Bridge to create a safer environment for cycling and walking.

Our proposals also formed part of the Mayor of London's long-term vision to encourage more Londoners to walk and cycle by making London's streets healthier, safer and more welcoming. We adopted the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.

## 1.2 Purpose

Our proposals were designed to improve safety at both the northern and southern junctions at Lambeth Bridge by introducing dedicated facilities for vulnerable road users. The proposals were designed to keep traffic moving through the area, and to provide a better balance to the way that space on the road was allocated.

Our proposals created space and time for cyclists to pass through the junctions more easily and provided new signalised crossings and clearer walking routes for pedestrians. Our aim was to encourage more people to use these healthy and sustainable forms of transport.

As Lambeth Bridge and its junctions are busy cycle commuter routes, our proposals aimed to make the area safer and more welcoming for cyclists by building connections to existing infrastructure, such as CS8 on Millbank. The proposals also fitted in with other planned improvements locally, such as Westminster Bridge and the Central London Grid cycling routes.

We also sought to enhance the look and feel of Lambeth Bridge and its surrounds by proposing public realm improvements, designed to be sensitive to the heritage of the area.

### **1.3 Detailed description**

Our proposals are explained in more detail in the the following paragraphs. Copies of consultation drawings used to explain our proposals are available in Appendix A: Consultation materials.

#### **1.3.1 Proposals for Millbank north**

We proposed to signalise the junction of Millbank with Great Peter Street to allow us to control the flow of traffic using Great Peter Street, Marsham Street and Horseferry Road to access Lambeth Bridge. The new signalised crossing included within the junction also provided a safe crossing point for pedestrians wishing to access Victoria Tower Gardens and the riverside.

The proposal requires the removal of one tree, and the relocation of cycle parking facilities.

The existing zebra crossing south of the Millbank junction with Dean Stanley Street is retained in our proposal and its central island widened to provide additional capacity and protection for pedestrians.

#### **1.3.2 Proposals for Lambeth Bridge north**

We proposed to remove the existing roundabout and replace this with a crossroad junction, controlled by traffic signals on all four arms. The junction design included new cycling facilities and the introduction of a 'bus and cycle only' slip road from Millbank north, onto Lambeth Bridge.

To reduce the opportunity for conflicts between vehicles and cyclists and allow time for pedestrians to cross the road, various turning restrictions for general traffic were proposed. These were:

- 'Straight-ahead only' for traffic exiting Millbank north
- A time-of-day banned right-turn from Millbank south onto Lambeth Bridge during the evening peak
- A banned left-turn for northbound traffic from Millbank south into Horseferry Road
- 'Straight-ahead only' for traffic exiting Horseferry Road

We proposed the following design changes:

- Continuous left-turn cycle bypasses on three junction arms, and a 'bus and cycle only' slip road from Millbank north to Lambeth Bridge to allow cyclists to bypass the junction when turning left, removing the left-turn conflict with general traffic
- Improved connectivity to CS8 from Millbank south to Wandsworth



- ‘Two-stage right-turn’ facilities for cyclist movements
- A new cycle track provision on the bridge and separate cycle-signals at the junction
- Where possible, re-profiling of the junction gradient to increase the level of comfort for cyclists, and of the footway to increase the comfort level for pedestrians
- Existing pedestrian crossings converted from zebra to straight across signalised crossings with countdown technology to display how many seconds there were to cross the road
- The reallocation of space from the road to the footway to increase the area given to pedestrians
- An increase to the surface area of the public realm to bring the opportunity for more greenery and other urban realm improvements, subject to ground conditions and local security restrictions
- Removal and relocation of the Palm tree at the centre of the Lambeth Bridge north roundabout. Two smaller palm trees proposed at the junction, subject to ground conditions.

### **1.3.3 Proposals for Lambeth Bridge**

We proposed two general traffic lanes at each exit from the bridge, with a lane switch taking place halfway along. There was no change to the way general traffic could exit the bridge in either direction. The proposed introduction of traffic signals at Lambeth Bridge north and south was designed to help manage traffic flow.

We proposed the following design changes:

- A two metre-wide cycle track, level with the footway in each direction on the bridge
- To accommodate the cycle track, we proposed the removal of the southbound bus lane on Lambeth Bridge, with the space reallocated to general traffic and a reduction to the footway width across the bridge
- A 7.5 metre advanced stop line and early release facility for cyclists heading into the southern junction (see our section for Lambeth Bridge south)
- Separate cycle-signals for cyclists heading into the northern junction

### **1.3.4 Proposals for Lambeth Bridge south**

We proposed to remove the existing roundabout and replace this with a crossroad junction, controlled by traffic signals on all four arms. New signalised pedestrian crossings were proposed to improve connectivity around the junction for pedestrians.

As the removal of the roundabout required the removal of seven trees, we proposed further planting to reinstate and add to the greenery. This is subject to ground conditions.

Our proposals included kerb changes, the introduction of signalised pedestrian crossings and the creation of cycle bypasses at footway level between three of the four arms to allow cyclists to bypass the junction when turning left, removing the left-turn conflict with general traffic.

The proposed changes required the removal of one vehicular access point from the junction into Lambeth Palace. The access point from Lambeth Palace Road into Lambeth Palace was retained and new 'keep clear' road markings proposed to make it easier for vehicles entering and exiting the forecourt.

To reduce the opportunity for conflicts occurring between vehicles and cyclists, and to allow the junction to operate more efficiently, the following changes to the way general traffic would move through the junction were proposed:

- A banned left-turn for all road users from Lambeth Palace Road onto Lambeth Road. A banned right-turn from Lambeth Road onto Lambeth Palace Road to allow the junction to operate more efficiently

We proposed the following design changes:

- Two-stage right-turn facilities for all right-turning cyclist movements
- Segregated cycle lanes and separate cycle signals on the northbound approach from Albert Embankment to Lambeth Bridge, and the southbound approach from Lambeth Palace Road
- Continuous left-turn cycle bypasses at footway level between three junction arms to allow cyclists to avoid the junction
- A 7.5 metre advanced stop line and early release facility for cyclists exiting from Lambeth Bridge and from Lambeth Road heading into the southern junction
- Where possible, profiling of the junction gradient to increase the level of comfort for cyclists, and of the footway to increase the comfort level for pedestrians
- Existing pedestrian crossings replaced with signalised two-stage staggered crossings with countdown technology to display how many seconds there were to cross the road
- The reallocation of space from the road to the footway to increase the area given to pedestrians
- The opportunity for more greenery and other urban realm improvements such as new seating, greenery and sign-posts,

### **1.3.5 Proposals for Lambeth Palace Road**

To reduce the impact of the proposals on bus journey times, we proposed to:

- Extend the southbound bus lane along Lambeth Palace Road by approximately 100 metres, towards Westminster Bridge South

- Move Bus Stop SA for Lambeth Palace closer to the junction on Lambeth Palace Road to make it easier for buses to access the bus stop, and re-join traffic
- Widen the existing southbound bus lane on Lambeth Palace Road to four metres

We also proposed to remove the existing substandard traffic islands close to the Evelina London Children's Hospital to create more road space and deter informal crossing of Lambeth Palace Road at this location. The existing cycle lane markings northbound along Lambeth Palace Road would restart close to the Evelina London, where the road widened.



## **2. About the consultation**

### **2.1 Purpose**

The objectives of the consultation were:

To give stakeholders and the public easily-understandable information about the proposals and allow them to respond

To understand the level of support or opposition for the proposals

To understand any issues that might affect the proposals of which we were not previously aware

To understand concerns and objections

To allow respondents to make suggestions

### **2.2 Potential outcomes**

The potential outcomes of the consultation were:

Following careful consideration of the consultation responses, we decide to proceed with the scheme as set out in the consultation

Following careful consideration of the consultation responses, we modify the proposals in response to issues raised and proceed with a revised scheme

Following careful consideration of the consultation responses, we decide not to proceed with the scheme

Our conclusion and next steps are set out in Chapter 4.

### **2.3 Consultation history**

#### **2.3.1 Lambeth Bridge northern roundabout 2012 consultation**

During October 2012 we held a public consultation proposing safety improvements at Lambeth Bridge northern roundabout. This focused on reducing traffic speeds through tightening the kerb lines, widening footways and raising existing zebra crossings to enhance safety primarily for vulnerable road users. 73 per cent of respondents objected to all or parts of the proposals, mainly with feedback that the measures proposed were insufficient to improve the safety record for cyclists at the junction. Having considered these responses and following concerns voiced by WCC for a more transformational scheme, we decided not to proceed with these proposals.

### **2.3.2 Lambeth northern roundabout 2017 interim scheme**

During March 2017, we delivered interim safety measures at Lambeth Bridge northern roundabout. These changes were a variation of the design consulted on in 2012. These changes were intended to improve safety quickly, while longer-term plans to re-design the junction were being developed. This scheme used temporary materials as an interim measure before a permanent solution would be ready to implement.

## **2.4 Who we consulted**

We sought the views of residents and businesses in the local area. We also consulted stakeholders including LB Lambeth and WCC, London TravelWatch, the police and emergency services, transport and road user groups, and venues and local interest groups. A full list of the stakeholders consulted can be found in Appendix E: List of stakeholders consulted.

## **2.5 Dates and duration**

The consultation ran from Monday 26 June to Sunday 20 August 2017. This represented an extended consultation period of eight weeks instead of six weeks because the consultation period fell, in part, over the school summer holidays.

Some residents, via WCC, asked if they could submit email responses beyond the 20 August deadline. Please see section 2.8.2, page 15 onwards for further information.

As it is common practice to consider requests for late responses where they can be accommodated without affecting our timescales, we agreed to accept further responses up until midnight on Wednesday 20 September 2017.

## **2.6 What we asked**

Our consultation survey contained 31 questions, separated into four pages:

Page one, questions one to seven: 'Our proposals for Millbank north and Lambeth Bridge north'

Page two, questions eight to 17: 'Our proposals for Lambeth Bridge, Lambeth Bridge south and Lambeth Palace Road'

Page three, questions 18 to 25: 'About you'

Page four, questions 26 to 31: 'Equality monitoring'

All questions can be found in Appendix G: Consultation survey

### **2.6.1 Consultation survey**

During the first 24 hours of the consultation being launched, there were some anomalies with our online survey. In particular, it was not possible to:

- Provide further comments to us regarding a 20mph speed limit at Lambeth Bridge south
- Select more than one option when defining your relationship to the area
- Select more than one option when letting us know how you travel through the area

These anomalies were addressed on the morning of Tuesday 27 June 2017 as soon as we were aware of them. To rectify this issue, we personally contacted the 261 respondents that had completed the online survey that would have been affected by the error and provided them with the opportunity to add further information to their response should they wish to do so.

A copy of the email sent can be seen in Appendix A: Consultation materials (customer emails)

## **2.8 Consultation materials and publicity**

We sent 10,751 letters and a total of 527,825 emails to publicise the consultation and invite respondents to view our web page and complete the online survey. We also handed out approximately 1,200 publicity postcards during public drop-in sessions and distributed a further 200 postcards for display in the public information areas of St Thomas's Hospital and the Garden Museum. A copy of this postcard can also be found in Appendix A: Consultation materials.

### **2.8.1 Website**

The consultation was published online via the TfL consultation website at [consultations.tfl.gov.uk/roads/lambeth-bridge/](https://consultations.tfl.gov.uk/roads/lambeth-bridge/). This web page hosted the online survey, a set of consultation drawings to explain in detail what we were proposing, a table showing likely journey time impacts, 'before and after' computer generated artist's impressions of Lambeth Bridge north and south, and a reference map depicting how the proposals would build on cycle connectivity in the area.

Images of the web page can be seen in Appendix A: Consultation materials.

### **2.8.2 Letters and postcards**

We sent a letter to publicise the consultation to 10,751 residential and business addresses in the local area. A copy this letter can be found in Appendix A: Consultation materials.



A map showing the area that letters were delivered to can be seen in Appendix D: Letter distribution area.

During the consultation period we received feedback from WCC that residents of a multiple occupancy building near to Horseferry Road and Millbank had not received details of the consultation by letter, or had only received one letter for the building. We investigated this with our professional distribution company who confirmed via their GPS tracking system that this building had been delivered to. To address this concern we hand-delivered additional postcards to the building and agreed to accept late comments up to four weeks after the consultation close date.

### **2.8.3 Emails to members of the public**

We sent 527,825 emails to customers that had registered an interest in receiving information from us. We targeted customers that lived in the SE1, SE11, SE17, SE5, SW9, SW8, SW1, SW3, SW7 or SE15 postal codes and that used or were interested in the following services:

- Oyster and Contactless payment card users
- Congestion Charge customers
- Commercial drivers registered via our Congestion Charging Fleet, Low Emission Zone, Taxi and Private Hire, and Freight groups
- Cycling, walking and driving route journey planning
- Santander Cycle Hire customers in receipt of our 'weekly weekend email'
- Those that opted to receive walking emails

A copy of our customer email can be seen in Appendix A – Consultation materials.

### **2.8.4 Emails to stakeholders**

We sent 811 emails to stakeholders including LB Lambeth, WCC, London TravelWatch, the Police and emergency services, walking, cycling and road user groups, politicians, and local employers and venues.

A copy of our stakeholder email can be seen in Appendix A – Consultation materials. A full list of the stakeholders we consulted can be found in Appendix E: List of stakeholders consulted.

### **2.8.5 Press and media activity**

We issued a press release on 26 June 2017 to mark the opening of the consultation. This was reported by the 'Evening Standard' on the same day.

The consultation appeared as a feature page on the 'Travel news' section of the 'Metro' newspaper. The consultation was then featured in our 'Have your say' consultation box on this page for the duration of the consultation period.

Copies of the press release and the feature page can be seen in Appendix C – Press and media activity

## **2.8.6 Public meetings, events and exhibitions**

We held three public drop-in events for the Lambeth Bridge north and south consultation. In order to provide the best opportunity for people in the area to give feedback, we held one event during business hours, one event during the evening and one event at the weekend. We ensured all events took place before the start of the summer holiday period for London schools, and utilised venues that were north and south of the river as follows:

- The Garden Museum, Sunday 16 July 2017, 11am to 4pm  
5 Lambeth Palace Road  
London SE1 7LB
- Millbank Tower, Tuesday 18 July 2017, 11am to 4pm  
First Floor - Citibase London  
21-24 Millbank  
London SW1P 4QP
- St Thomas' Hospital, Tuesday 25 July 2017, 12 noon to 7pm  
Bird Song corridor (between the North and South wings)  
Westminster Bridge Road  
London SE1 7EH

## **2.8.9 Meetings with stakeholders**

We have met with the following stakeholders during the consultation period:

### **Local authorities and statutory bodies**

London Borough of Lambeth  
Westminster City Council  
Greater London Authority  
Mayor's Design Advisory Group

### **Government departments, parliamentary bodies & politicians**

All Party Parliamentary Cycling Group  
Department for Transport

### **Emergency services**

Guys and St Thomas' Hospital Trust  
London Fire Brigade

Metropolitan Police

### **Transport and road user groups**

Sustrans

Taxi and Private Hire Cab Ranks Committee

Confederation of Passenger Transport

### **Businesses, employers and venues**

Burberry Headquarters

Guys and St Thomas's Hospital Trust

Lambeth Palace

Motcomb Estates (Millbank Complex)

The Garden Museum

Westminster School

## **2.9 Equalities Assessment**

In considering and developing these proposals, we closely considered the needs of all users throughout the design process. We:

- Completed Equality Impact Assessments (EqIA), to review potential impacts on equality target groups, including disabled people
- Carried out targeted engagement with specific users such as (amongst many others): Royal National Institute of Blind People, Guide Dogs for the Blind, Age Concern, Transport for All, and the National Autistic Society
- Ensured we complied with established guidance – such as the Design Manual for Roads and Bridges – which includes detailed requirements for disabled people

The EqIA for Lambeth Bridge north and south will continue to be developed following the outcome of this public consultation.

## **2.10 Analysis of consultation responses**

Analysis of consultation responses was carried out by our consultation team.

In our survey we asked respondents to indicate their level of support for each section of the proposals, and also to provide thoughts and comments through an open comment box.

Comments received were then grouped in general, and by each section of the proposals where this was specified. Unstructured comments, where the section of

the proposal was not specified, were attributed to the relevant section by the consultation team.

We created a framework to analyse these comments in a consistent way. Once the consultation responses were logged and issues tagged, we were able to build a picture of general themes respondents were concerned about, or what they talked about in their comments.

### **2.11 Duplicate responses**

Forty-six duplicate responses were received. In each case these responses were consolidated into one single response.

### 3. About the respondents

We received 2,058 direct responses to the consultation. Of these, 1,326 responses were from members of the public, 44 were responses from stakeholders representing organisations, businesses, political entities and local interest groups; and 688 responses were generated by email campaigns.

More information about these respondents follows below. Stakeholder responses are detailed from page 43, in section 4.4 of this report.

Please also note that as a result of rounding figures, percentages may not always add up to 100 per cent.

#### 3.1 Number of respondents

Respondents	Total	%
Public responses	1,326	64
Stakeholder responses	44	2
London Cycling Campaign	664	32
Other campaigns	24	1
Total	2,058	100

#### 3.2 How respondents heard about the consultation

We asked respondents to let us know how they had heard about our consultation; this allowed us to better understand how our communication methods were utilised. Members of the public answered this question as follows:

How respondents heard about the consultation	Total	% of public response
Received an email from TfL	579	44
Received a postcard from TfL	5	>1
Received a letter from TfL	23	2
Attended a public drop-in session	12	1
Read about it in the press	36	3
Saw it on the TfL website	61	5
Social media	209	16
Word of mouth	95	8
Other (please specify)	40	3

Not answered	266	20
Total	1,326	100

### 3.3 Methods of responding

We recorded the methods of response to the consultation by members of the public. Eighty-two per cent of respondents commented via our website. Eighteen percent of respondents emailed, wrote by letter or completed and returned a paper questionnaire.

Methods of responding	Total	% of public response
Website	1,084	82
Email/post or paper response form	242	18
Total	1,326	100

### 3.4 Postcodes of respondents

We asked respondents to provide their postal code. 878 out of 1,326 public respondents answered this question. This enabled us to note that responses were received from 37 London boroughs, and from 21 authorities classified as being outside of London.

The majority of public responses received were from residents of Lambeth, Westminster and Southwark, as identified by the borough in which their postcode was recorded.

Borough where more than 20 responses were received	No. of responses	% of public response
Lambeth	232	17
Westminster	195	15
Southwark	161	12
Wandsworth	38	3
Total	626	47

A full list of public respondents and their postal codes can be found in Appendix H: Postcodes of respondents.



### 3.5 Respondents connection to the area

We asked respondents to tell us how they were connected to the proposal area. Respondents were able to select more than one option when answering. We received 1,502 responses to this optional question.



### 3.6 Equality monitoring

We sometimes ask respondents to provide information about themselves. This helps us ensure our consultations reach all sections of the community and helps improve the effectiveness of the way we communicate with our customers.

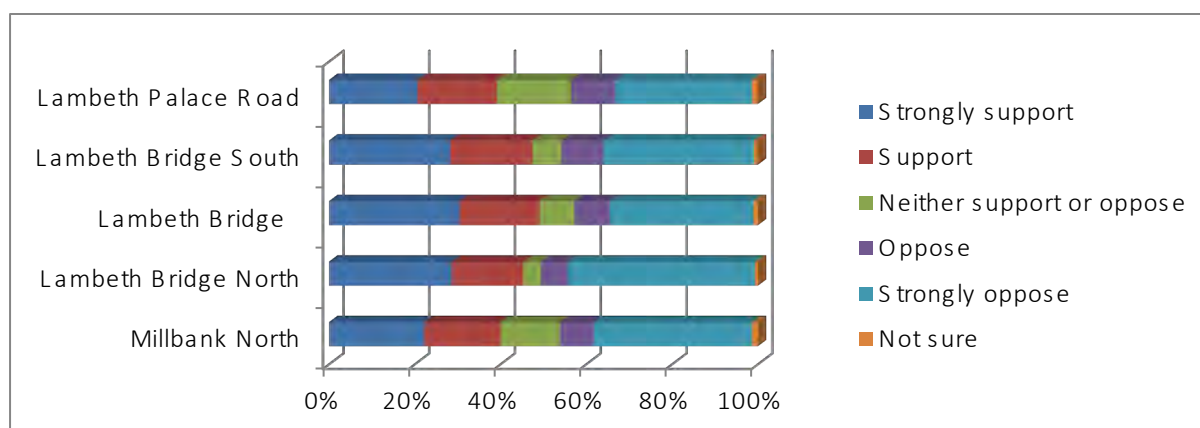
We asked respondents to tell us about their gender, ethnic group, age, sexual orientation, faith, health and disability. All questions were optional. Any information provided was kept confidential and used for analysis purposes only.

## 4. Summary of all consultation responses

The table below summarises the levels of support or opposition from members of the public for each section of our proposal:

- Section one: Millbank north junction with Great Peter Street
- Section two: Lambeth Bridge north
- Section three: Lambeth Bridge
- Section four: Lambeth Bridge south
- Section five: Lambeth Palace Road

Percentages are calculated from the total number of respondents for each question. Not all respondents completed the survey for all sections of the proposal.



(no. of responses)	Strongly support		Support		Neither support or oppose		Oppose		Strongly oppose		Not sure	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
<b>Millbank North (1,078)</b>	248	19%	199	15%	115	9%	88	7%	412	31%	16	1%
<b>Lambeth Bridge north (1,081)</b>	309	23%	181	14%	44	3%	68	5%	471	36%	8	>1%
<b>Lambeth Bridge (1,085)</b>	330	25%	203	15%	88	7%	90	7%	363	27%	11	1%

<b>Lambeth bridge south (1,095)</b>	309	23%	210	16%	74	6%	108	8%	384	29%	10	1%
<b>Lambeth Palace Road (1,072)</b>	221	17%	199	15%	185	14%	111	8%	341	26%	15	1%

We then asked respondents to provide thoughts on the proposals through an open comments box. This allowed us to build a picture of the issues frequently raised and the types of comments made more generally.

The most frequently raised issues were categorised as:

- Negative comments
- Positive comments
- Suggestions
- Concerns and clarifications

Issues commonly raised were grouped into themes. The top 15 emerging themes and the number of comments received were then recorded. Sections 4.1 to 4.10 show our survey results and comments in more detail.

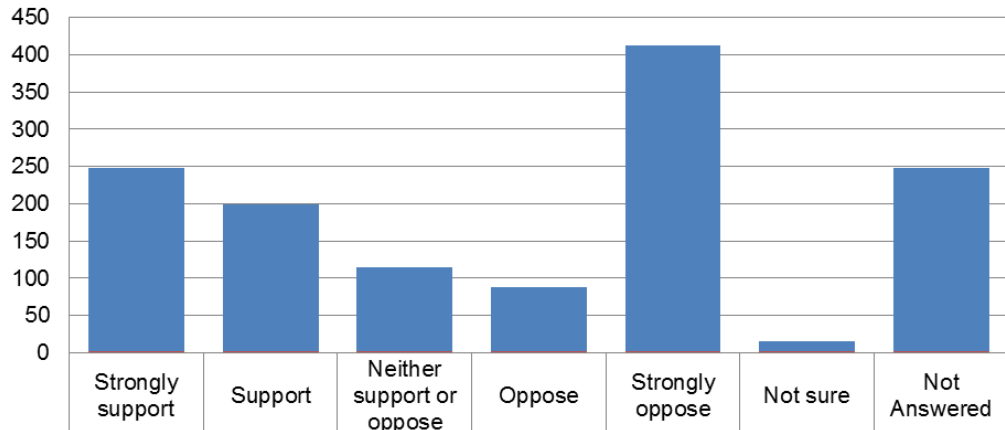
A complete list of the comments received can be seen in Appendix I – All comments received.

#### **4.1 Summary of responses to Questions 1 to 7: Our proposals for Millbank north and Lambeth Bridge north**

##### **4.1.1 Q1: Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?**

The following chart shows how those that completed our survey answered this question.

**Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?**



■ No. of responses	248	199	115	88	412	16	248
■ %	19%	15%	9%	7%	31%	1%	19%

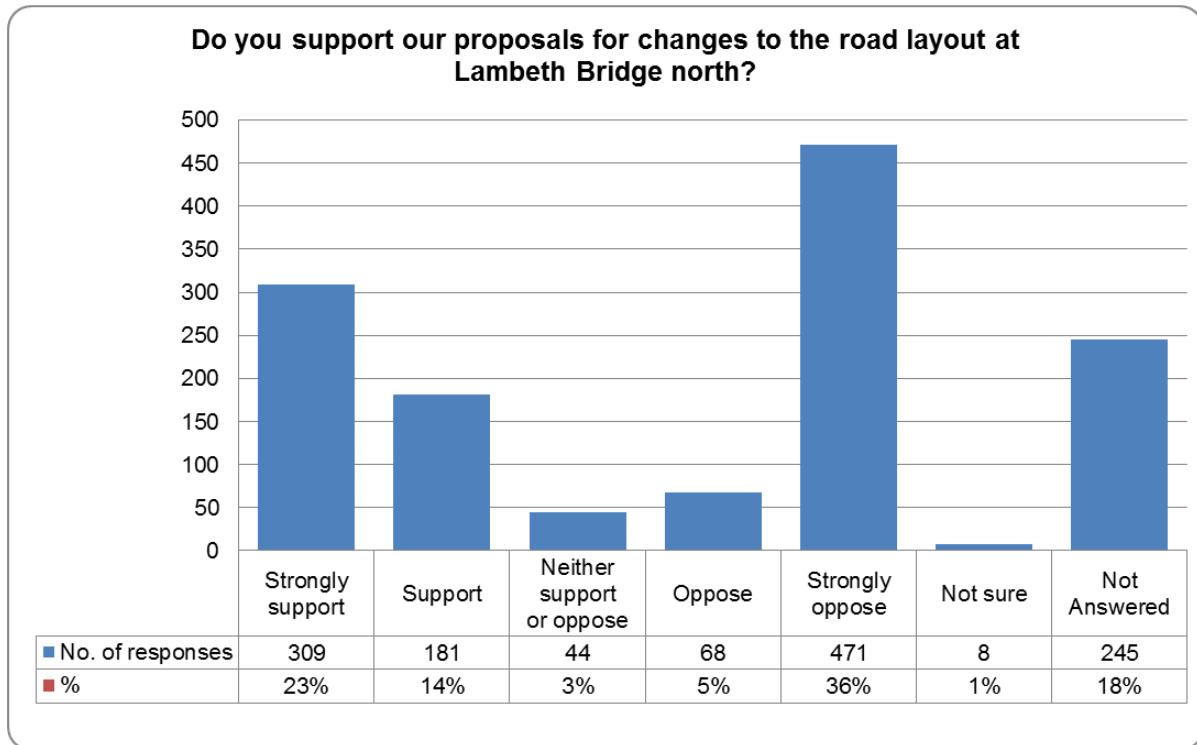
#### 4.1.2 Q2. Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?

The top 15 emerging themes and the number of comments received are shown in the following table.

Top 15 themes Millbank north and Great Peter Street	No. of comments
<b>Negative comments</b>	
Increased congestion/ traffic	97
Increased pollution	64
Changes not needed	63
TfL's road modernisation elsewhere has made traffic worse	38
Roundabouts are safer/ more aesthetically fitting than signalled junctions	35
<b>Positive Comments</b>	
Improved safety for road users	24
Generally supportive	21
Proposals cycling/ pedestrian friendly	19
Signalised pedestrian crossing at Great Peter Street will improve safety	12
Improved traffic flow/ air quality	7
<b>Suggestions</b>	
Segregated cycle lanes (there is space for it)	39
Prefer zebra crossings for pedestrians	15
Extend the Cycle Superhighway along Millbank North (in both directions)	7
Reduce traffic volume to improve air quality and make the area more pedestrian and cycle friendly	7
Cycle lane should continue all the way up to Parliament Square	5

#### 4.1.3 Q3: Do you support our proposals for changes to the road layout at Lambeth Bridge north

The following chart shows how those that completed our survey answered this question.



#### 4.1.4 Q4. Do have any comments on our proposals for changes to the road layout at Lambeth Bridge north?

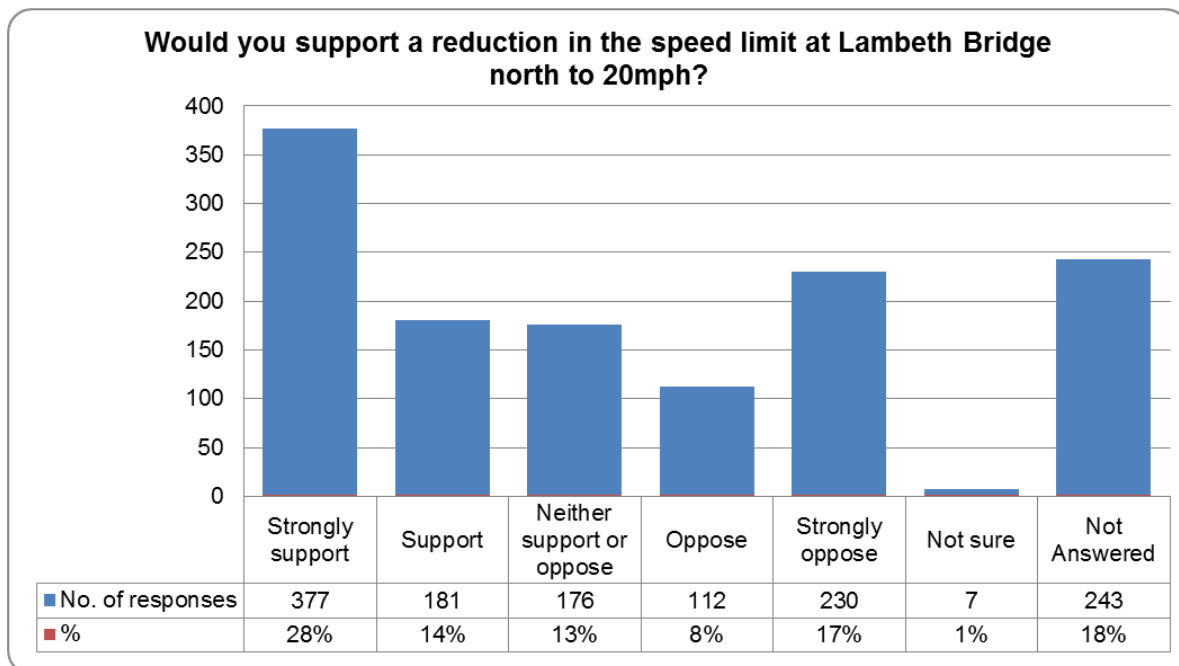
The top 15 emerging themes and the number of comments received are shown in the following table.

Top 15 themes Lambeth Bridge north	No. of comments
<b>Negative comments</b>	
Increased congestion/ pollution	93
Generally opposed	89
This roundabout is fast flowing/ works well even in heavy traffic/ changes are unnecessary	75
Removal of the roundabout just creates / transfers congestion	53
TfL road modernisation in this area has made things worse	50

Top 15 themes Lambeth Bridge north	No. of comments
<b>Positive comments</b>	
Generally supportive	37
Improved safety	30
Sensible layout design	25
Dedicated cycle lanes	22
These changes will generally make the junction safer for cycling and walking	21
<b>Suggestions</b>	
Cycling: Build fully segregated cycle lanes	44
Make the roundabouts greener/more plants/trees	12
Dutch style roundabouts would be safer for all road users	11
Allow taxis to make all turns/ use bus lanes	12
Cycle lanes should be protected with a metal barrier	10

#### 4.1.5 Q5: Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?

The following chart shows how those that completed our survey answered this question.





#### 4.1.6 Q6. Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?

The top 15 emerging themes and the number of comments received are shown in the following table.

<b>Top 15 themes 20mph speed limit at Lambeth Bridge North</b>	<b>No. of comments</b>
<b>Negative comments</b>	
Pointless exercise given that traffic is at a constant standstill	124
Generally opposed	36
Increased congestion at intersection/ surrounding area	28
20mph speed limit is too slow	26
Increased pollution	16
<b>Positive comments</b>	
Supportive of the proposed 20mph speed limit	83
Improved safety	31
Great for cyclists	3
20mph reduce bottle neck traffic on the Parliament Square end	2
Reduced congestion	1
<b>Suggestions</b>	
Enforcement will be necessary	35
Make 20 mph the speed limit for all London city roads	25
Use traffic enforcement cameras and/ or traffic police to enforce safe road use	20
Leave it at/ make it 30mph	12
Only enforce 20mph speed at peak times	12

**4.1.7 Q7. Under these proposals we would need to remove and relocate the palm tree currently at the centre of Lambeth Bridge north. Do you wish to comment or make a suggestion as to where the tree might be rehomed?**

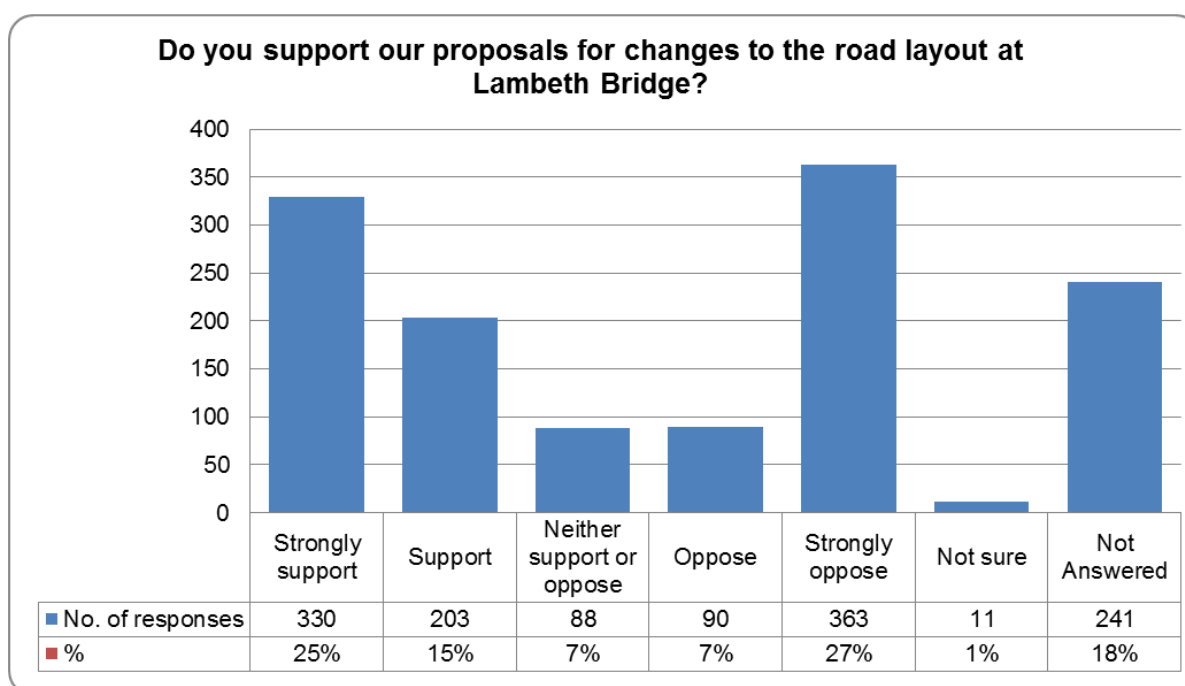
The top 15 emerging themes and the number of comments received are shown in the following table.

<b>Top 15 themes Removal and relocation of the palm tree currently at the centre of Lambeth Bridge northern roundabout</b>	<b>No. of comments</b>
<b>Suggestions</b>	
Leave it where it is	172
Victoria Tower Gardens	28
Somewhere in the vicinity of the bridge	27
The Garden Museum	18
Nearby park	16
Parliament Square	12
Lambeth Palace Gardens	11
Plant more trees to combat the pollution this scheme will create	11
<b>General/ other comments</b>	
No specific location as long as it preserved	33
Tree is unique – leave where it is	23
<b>Negative comment</b>	
Loss of tree defeats green initiative	20
You are destroying the roundabout's aesthetic look/ feel	12
Generally opposed	11
Trees shouldn't be a priority	10

## 4.2 Summary of responses to Questions 8 to 17: Our proposals for Lambeth Bridge, Lambeth Bridge south and Lambeth Palace Road

### 4.2.1 Q8: Do you support our proposals for changes to the road layout at Lambeth Bridge

The following chart shows how those that completed our survey answered this question.



### 4.2.2 Q9: Do have any comments on our proposals for changes to the road layout at Lambeth Bridge?

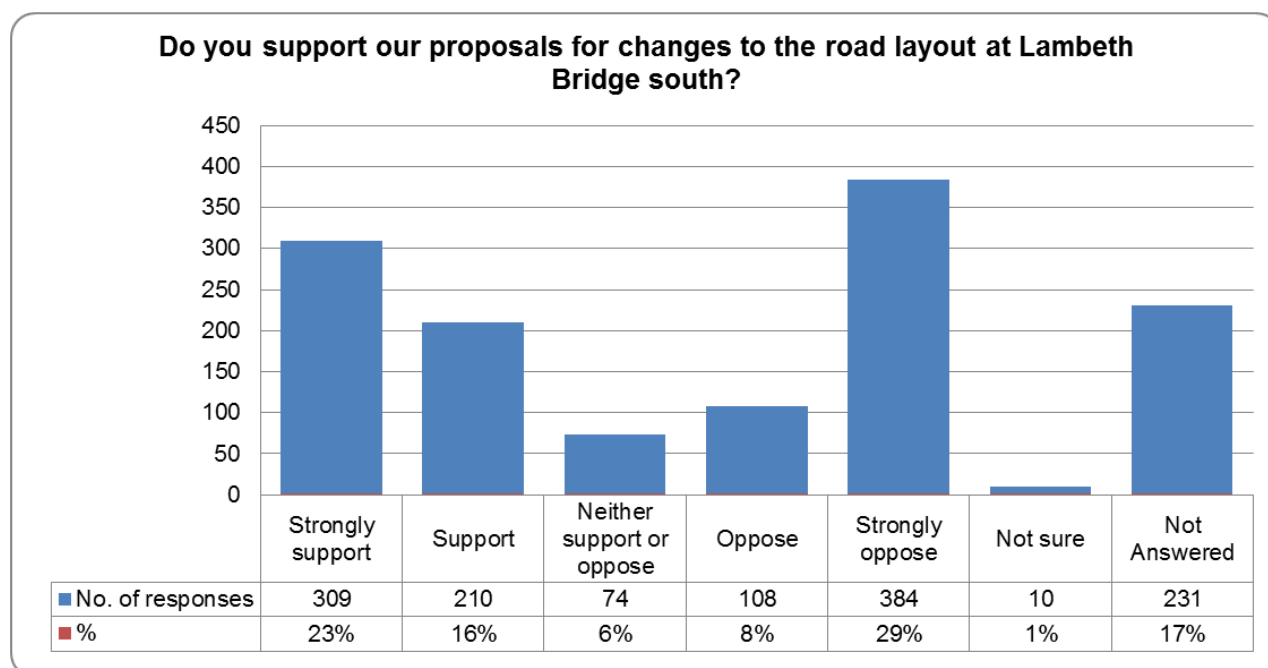
The top 15 emerging themes and the number of comments received are shown in the following table.

Top 15 themes Changes to the road layout at Lambeth Bridge	No. of comments
<b>Negative comments</b>	
<b>Proposed changes will increase traffic volumes and pollution levels</b>	<b>58</b>
<b>Generally opposed</b>	<b>27</b>
<b>Traffic delay will increase due to the removal of the bus lane, and the introduction of early release signals for cyclists</b>	<b>17</b>
<b>Waste of money/ Taxpayers money recently spent making changes</b>	<b>11</b>
<b>No safety improvement for pedestrians</b>	<b>9</b>

Top 15 themes Changes to the road layout at Lambeth Bridge	No. of comments
<b>Positive comments</b>	
<b>Supportive of segregated cycle lanes</b>	<b>42</b>
<b>Generally supportive</b>	<b>32</b>
<b>Increased safety for road users</b>	<b>14</b>
<b>Early release for cyclists</b>	<b>8</b>
<b>Support for two general traffic lanes when exiting the bridge</b>	<b>3</b>
<b>Suggestions</b>	
<b>Fully segregated cycle lane on the bridge is essential</b>	<b>25</b>
<b>Lanes need to be at the same level as the road not the footpath</b>	<b>22</b>
<b>Retain anti-terrorism barriers and site them between the vehicle lane and the cycle lane</b>	<b>16</b>
<b>Use of a different colour for the surfacing and slightly raised brickwork</b>	<b>13</b>
<b>If the new security barriers are to remain, they should be incorporated into the design to minimise loss of highway space</b>	<b>12</b>

#### 4.2.3 Q.10 Do you support our proposals for changes to the road layout at Lambeth Bridge south?

The following chart shows how those that completed our survey answered this question:



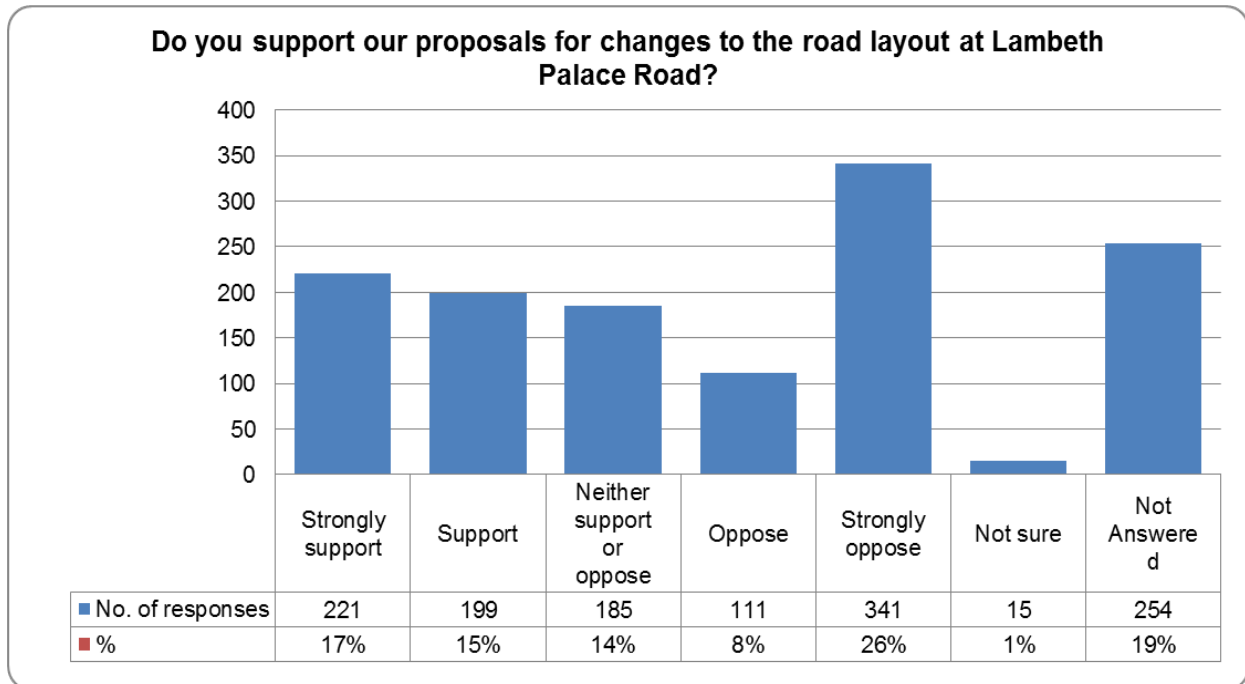
#### 4.2.4 Q11. Do have any comments on our proposals for changes to the road layout at Lambeth Bridge south?

The top 15 emerging themes and the number of comments received are shown in the following table.

Top 15 themes Changes to the road layout at Lambeth Bridge south	No. of comments
<b>Negative comments</b>	
Generally opposed	57
Increased congestion will cause pollution	33
Traffic will increase	30
Banned left and right turns will make all journey times longer	19
Banning right turns will confuse drivers and create traffic chaos	16
<b>Positive comments</b>	
Generally supportive	40
Improved safety for cyclists	29
New design much safer	20
Improved traffic flow	14
Cycle bypass	11
<b>Suggestions</b>	
Fully segregated cycle lanes	34
Cycle path should be distinguishable from the footway by a kerb	21
Continuous cycle lanes and floating bus stops needed	16
Dutch style roundabout would be safer for all road users	12
<b>Concerns</b>	
Cycle bypasses may lead to pedestrian and cyclist conflict	24

#### 4.2.5 Q12. Do you support our proposals for changes to the road layout at Lambeth Palace Road?

The following chart shows how those that completed our survey answered this question:



#### 4.2.6 Q13: Do have any comments on our proposals for changes to the road layout at Lambeth Palace Road?

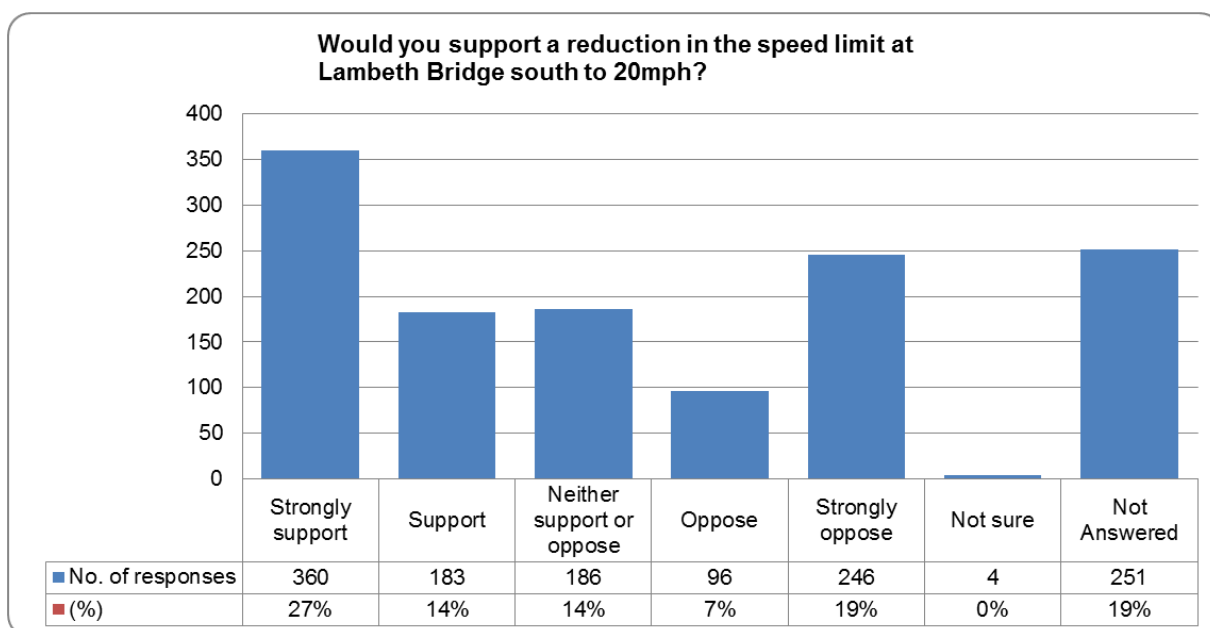
The top 15 emerging themes and the number of comments received are shown in the following table.

Top 15 themes Changes to the road layout at Lambeth Palace Road	No. of comments
<b>Negative comments</b>	
Generally opposed/ leave it alone	37
Proposed changes will increase traffic congestion	31
Lack of sufficient continuity for the cycle lanes	8
Removing traffic islands will make crossing the road more dangerous for pedestrians	8
Changes may affect emergency services/ block easy access to local hospitals	7
<b>Positive comments</b>	
Generally supportive	13

Top 15 themes Changes to the road layout at Lambeth Palace Road	No. of comments
Much needed improvements for cycle safety	8
Wider bus lane	6
Increasing the length of the bus lane	2
Separate/detached cycle highway	2
<b>Suggestions</b>	
Segregated cycle lane to connect CS8 & Lambeth Bridge with Waterloo Bridge	28
Segregated/ properly protected cycle lanes needed	16
Install a continuous cycle lane on Lambeth Palace Road	12
Better/ more pedestrian crossings essential	5
<b>Concerns</b>	
Removal of existing cycling lane/ Reduced cycling provision	24

#### 4.2.7 Q14: Would you support a reduction in the speed limit at Lambeth Bridge south to 20mph?

The following chart shows how those that completed our survey answered this question.



#### 4.2.8 Q15: Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge south?

The top 15 emerging themes and the number of comments received are shown in the following table.

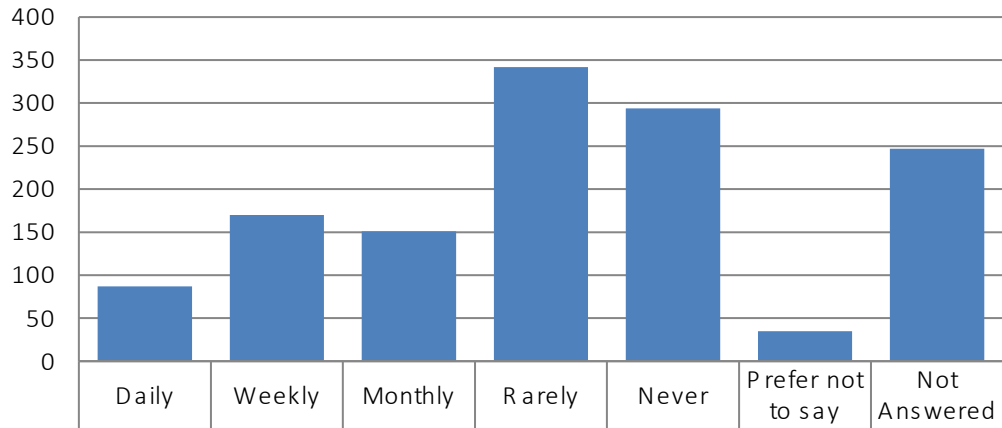
Top 15 themes 20mph speed limit at Lambeth Bridge south	No. of comments
<b>Negative comments</b>	
It's too congested in that area for vehicles to travel at more than 20mph anyway	45
Current speed is fine	34
20mph is too slow	17
20mph driving will cause congestion/ frustration/ distracted driving	11
Generally opposed	9
This will clog up traffic leading to an increase in pollution	8
<b>Positive comments</b>	
Support the proposed speed limit	29
Improved cycle/ pedestrian/ motorist safety	10
Improved air quality	1
Reduced congestion	1
<b>Suggestions</b>	
Enforce the current road laws/ install speeding cameras	30
Make it 30mph	8
In favour of a 25mph speed everywhere in Central London instead	5
Make it 10-15mph	4
Extend further up to Waterloo and Vauxhall	2

#### 4.2.9 Q16: How often do you make use of the pedestrian underpasses at Albert Embankment and Lambeth Bridge?

The following chart shows how those that completed our survey answered this question.



**How often do you make use of the pedestrian underpasses at Albert Embankment and Lambeth Bridge?**



■ No. of responses	87	170	151	342	294	35	247
■ (%)	7%	13%	11%	26%	22%	3%	19%

#### 4.2.10 Q17: Do you wish to comment or make a suggestion about a longer-term solution for these underpasses?

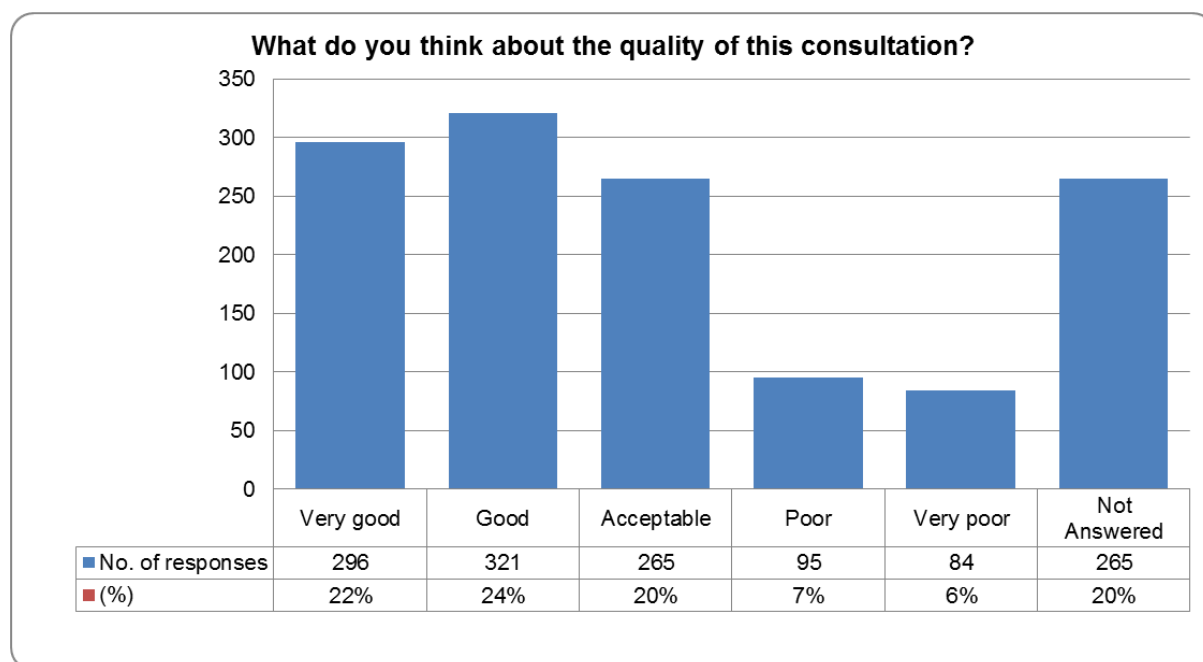
The top 15 emerging themes and the number of comments received are shown in the following table.

Top 15 themes Longer-term solution for underpasses in the area	No. of comments
<b>Negative comments</b>	
Leave the underpasses as they are	36
Albert Embankment underpass is dark and unpleasant (current)	13
Too dirty and smelly (current)	9
Feels unsafe due to rough sleepers using underpasses	4
Underused and pointless	3
<b>Positive comments</b>	
Underpasses are safe and should be maintained	54
Underpasses are good for pedestrian safety	17
Generally positive	3
<b>Suggestions</b>	
Keep them only if they are airy, well lit, clean and safe	48
Use modestly gradient ramps instead of stairs for cycles/ strollers & wheelchair users	24
Make them dual use for pedestrians and cyclists	21
Build an overbridge or decent level crossing instead	12
Make the underpasses more attractive/ greener	8
Encourage greater use by better signage	7
<b>Clarity needed</b>	
Reason/ justification for proposing changes to underpasses	11

#### 4.2.11 Comments on the consultation

We asked what respondents thought about the quality of the consultation.

The following chart shows how those that completed our online survey or completed our paper questionnaire answered this question:



Top 15 emerging themes regarding quality of consultation	No. of comments
<b>Further Information request</b>	
More information needed (General)	14
Timeframes/ traffic impact	10
Impact analysis	6
A review/ critical analysis of the success of recent changes to the road layout in the area	4
<b>Negative comments</b>	
Not convinced TfL will take feedback into account	33
Not widely circulated/ advertised	19
Poor consultation/ misguided	16
Consultation took place over the summer holiday period	10
Consultation biased towards cyclists and not pedestrians or public transport users	11
<b>Positive comments</b>	
Good consultation material	22
The "before" and "after" computer generated images were useful	13
Appreciate being consulted/ receiving consultation material directly	6
<b>Suggestions</b>	
Maps/drawings should be in higher resolution and a larger in size	4

Top 15 emerging themes regarding quality of consultation	No. of comments
Before and after images for all the proposals should have been made available	3

### **4.3 Campaigns and petitions**

We received 2,058 responses to the consultation. Of these, 688 responses were generated by email campaigns and 44 responses were received from stakeholders. Samples of campaign messages and petition sheets can be found in Appendix F: Campaigns and Petitions.

We don't count petition signatures in the same way as full consultation responses because these have been submitted in response to information and arguments put forward by a petition or campaign organiser. That can mean the comments and signatures are in response to a version of the consultation, not the actual consultation. But, this does not mean that we ignore or place little weight on the opinions expressed through these means.

#### **4.3.1 Campaign organised by the London Cycling Campaign**

We received 664 emails from members of the London Cycling Campaign. This organised campaign gave conditional support or strong support for the proposals for Millbank, Lambeth Bridge north and south and Lambeth Bridge. However it opposed proposals for Lambeth Palace Road as physically protected space for cycling had not been provided here.

#### **4.3.2 Campaign organised by Stop Killing Cyclists and Critical Mass London**

We received eight emails via the 'Stop Killing Cyclists' and 'Critical Mass' campaign in conditional support of the overall proposals for the Lambeth Bridge north and south junctions and for installation of protected cycle lanes on Lambeth Bridge. This also included a list of suggested ways that cycle safety could be increased further.

#### **4.3.3 Campaign organised by residents of Westminster and 'the Deans'**

We received 16 emails from local residents in the Lambeth Bridge north area that opposed proposals for the Lambeth Bridge north and south junctions on the grounds that restrictions for left and right turns would increase traffic disruption and pollution in the nearby residential areas.

#### **4.3.4 Petition organised by the Cities of London and Westminster Conservative party**

An online petition was organised for local residents in the Westminster area. The petition opposed proposals for Lambeth Bridge north and south due to the effect that restrictions to left and right turns at Lambeth Bridge upon the effect of the proposals on traffic levels and air pollution to Vincent Square and Horseferry Road.

Whilst the petition was featured online, this was not submitted to us. Therefore the number of signatures achieved is not known.

#### **4.4 Summary of stakeholder responses**

This section provides summaries of the feedback we received from stakeholders. We sometimes have had to condense detailed responses into brief summaries. The full stakeholder responses are always used for analysis purposes.

Where stakeholders completed our survey, answers to questions responded to are shown. Questions that were not answered have not been included.

#### **Local authorities, statutory, and other bodies**

##### Church Commissioners for England

Strongly objected to the proposals for Lambeth Bridge south. Concerned proposals might adversely impact to day-to-day operations at Lambeth Palace for both residents and visitors.

Objected to the relocation of bus stop SA and its shelter due to an adverse visual impact on the Grade 1 listed Palace building and the surrounding conservation area and sought further information about proposed street furniture and resurfacing works at the Palace forecourt.

Strongly objected to the proposed removal of the southern access point to the Palace forecourt, as two access points were considered vital to the smooth operation of the Palace. Sought assurance the southern access point would remain available for use by emergency services, VIP residents and key visitors.

Said the proposed road layout and introduction of turning restrictions would detrimentally affect traffic heading to and from the Palace, and traffic heading from north to east through the borough. Said provision for vehicles turning right to access the Palace was inadequate, and the relocation of the bus stop affect visibility for traffic exiting the forecourt. Whilst the proposed keep clear box was useful when traffic was stationary, it served no use when traffic was free-flowing. Said these issues raised concerns about highway safety.

##### Lambeth Council

Welcomed proposals for Lambeth Bridge south that sought to create a new and attractive gateway to Lambeth. Designs fitted with the historic Lambeth Palace and created a sense of arrival and place through reclaiming highway and underutilised space around the existing roundabout.

Supported promotion of better conditions for walking and cycling and enhanced access to public transport through physical regeneration of the public realm - in line with their *Local Lambeth Plan (2015)* and *Future Lambeth 2016-2021* policies.

Made a number of design comments and asked for some elements of the proposals to be investigated further, such as the addition a pedestrian crossing on a clear pedestrian desire line at the foot of Lambeth Bridge south. Shared concerns the cycle lane at the south east corner of the bridge foot may lead to pedestrian and cyclist conflict, particularly if cyclists gained speed during descent from the bridge. Suggested a segregated cycle lane to enable cyclists to turn left from the bridge with dedicated lane that re-joined Lambeth Palace Road (eastbound).

Sought assurance the impact of the banned left turn from Lambeth Palace Road onto Lambeth Road, and the right turn from Lambeth Road onto Lambeth Palace Road, on local roads, particularly Black Prince Road be fully understood and that advanced warning signs and route information be provided to guide people visiting Kings College, Guys Hospital and the soon to be constructed Lambeth Palace's Archives.

Referred to the area's historic setting, and welcomed future collaboration with material selection, tree planting and low level hedges to help reduce air pollution.

Noting other projects planned and underway between Waterloo and Vauxhall; saw an opportunity to develop and implement a cohesive vision for the riverside corridor from Waterloo to Vauxhall that could consider long standing issues such as coach parking along the route, and assess the gaps between the existing schemes to provide an attractive and compelling route for pedestrians and cyclists.

Westminster City Council: Objected to the proposals. Submitted detailed comments based on concerns that the proposal would impair the functioning of the road network in and around the area of Lambeth Bridge north. Added this would lead to displacement of traffic from major roads onto minor roads, increased journey times for all user types, queuing traffic at approaches to junctions, and increased emissions.

Welcomed plans to improve safety for cyclists, but this needed to be balanced with their duty of network management and transport objectives of lower emissions, quicker journey times and reduced congestion, whilst ensuring access for emergency vehicles, buses and other essential services.

Raised concern about the predicted changes to traffic patterns described in the proposal, whether these could be managed, and what the wider implications of these might be. Referred to potential and planned major schemes in the area, which should be factored into proposals.

Noted the existing operation on Lambeth Bridge north roundabout delivered a consistent and reliable traffic flow, and an introduction of traffic signals could lead to

queuing traffic on all arms, and result in delays and conflicts for traffic joining the arms at intersecting junctions.

Other design comments included:

- The two stage right turn manoeuvres for cyclists might be confusing for inexperienced cyclists and ignored by others who may choose to use the main traffic lanes to turn right. The difficulty of negotiating the right turns could lead cyclists to avoid the junction altogether defeating the purpose of the scheme
- The zebra crossing at the Great College Street junction may impact on the feasibility of the proposed signalised crossing at Great Peter Street
- The left-turn cycle bypass lanes may introduce conflicts between pedestrians and cyclists, especially at peak times
- How pedestrians would safely cross the bus lane slip road on Lambeth Bridge North was not clear
- The merger of two traffic lanes into one on Millbank, on the exits north and south of the junction, risked blocking back at the junction, in the absence of a yellow box restriction
- The merger of the cycle and carriageway lanes on Millbank north, soon after the junction and before the bus stop would present a safety risk to cyclists
- Depending on their popularity, the banned turns might be difficult to enforce, placing all road users at risk
- An objection to the potential loss of the palm tree at the centre of the roundabout
- The computer generated images of Lambeth Bridge North were considered misleading as they did not reflect the current interim layout of the junction; and the security barriers on Lambeth Bridge had not been considered.

#### Westminster City Council Tree Officer

Commented on the potential loss of the palm tree at the centre of the roundabout which thrived at its location had the potential to grow further. Noted how with care and professional expertise the tree could be transplanted to another location within Westminster, preferably as close to its current location as possible.

In the event that its relocation could be achieved there was no objection to the palm being moved. However if this could not be, then there was strong objection to its loss.

Had no objection to the loss of London plane trees from Millbank north side subject to suitable replacement tree planting in the same stretch of footway.



## **Government departments, parliamentary bodies and politicians**

### James Duddridge MP

Objected to the proposals for Lambeth Bridge north which it was considered would displace high volumes of traffic into Tufton Street and other residential roads. This would create noise and damage local air quality. On this basis he opposed creating a junction in this historic conservation zone.

### Rt Hon Sir Alan Duncan MP

Strongly objected to the proposals for Lambeth Bridge north which it was considered would have an extremely adverse impact on the surrounding residential area. Found it unacceptable that traffic inevitably would be diverted through Smith Square and the adjoining streets as a rat run, where there were issues with cyclist behaviour, and where the streets were considered too narrow. Concerned the quiet streets could not take a greater volume of traffic, and some local roads were already congested. Wants to protect the area noting this is a unique remaining Georgian corner of Westminster.

Concerned the proposals might over-complicate the junction, making this less safe. The junction should be left unchanged and the proposals needed to be reconsidered.

### Councillor David Harvey, Westminster City Council Cabinet Member for Environment, Sports and Community and Ward Member for Vincent Square:

Sent a supplementary response to those submitted on behalf of local ward councillors for Vincent Square and St James's ward in Westminster and by Westminster City Council as a whole, both of which he fully supported, sharing concerns about the proposals.

Reinforced concerns raised by local residents about the impact of the proposals to:

- Any negative impact to response times for emergency vehicles
- Changes that may negatively impact air quality
- The impact on public transport journey times, taking into account congestion on Horseferry Road
- Concerned to protect the palm on the roundabout
- The consultation being held mid-summer while many residents were away, and that not all properties in the area had been invited to take part.

Councillors Danny Chalkley, David Harvey and Steve Summers representing Vincent Square Ward, Westminster City Council (combined response):

Completed the online survey as follows:

<b>SURVEY QUESTIONS</b>	<b>VINCENT SQUARE WARD COUNCILLORS RESPONSE:</b>
Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Oppose
Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Whilst the dedicated right-turn lane on Millbank would be helpful, this and all other proposals should not be considered until the counter terrorism measures for Parliament are debated and agreed
Do you support our proposals for changes to the road layout at Lambeth Bridge north?	Strongly oppose
Do have any comments on our proposals for changes to the road layout at Lambeth Bridge north?	The left and right turn bans should not be considered until the counter terrorism measures for Parliament are debated and agreed
Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?	Oppose
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?	Speed limits should be considered for the whole area and not just one part
Do you support our proposals for changes to the road layout at Lambeth Bridge?	Neither support or oppose
Do have any comments on our proposals for changes to the road layout at Lambeth Bridge?	Not clear what aspects of the proposals deal address counter terrorism issues
Do you support our proposals for changes to the road layout at Lambeth Bridge south?	Neither support or oppose
Do you support our proposals for changes to the road layout at Lambeth Palace Road?:	Neither support or oppose
Would you support a reduction in the speed limit at Lambeth Bridge south to 20mph?:	Neither support or oppose
How often do you make use of the pedestrian underpasses at Albert Embankment and Lambeth Bridge	Rarely
Please let us know how you travel through the area	All of the following: A cyclist, A pedestrian, A bus or coach passenger, Motorist (including taxis)
What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire)?	Good

## Emergency services

### London Fire Brigade

Concerned with the impact of the proposals on attendance times if congestion on the bridge increased and it was no longer possible to pass through two lanes of stationary traffic. Noted this would depend upon traffic signal phasing and the weight of traffic and would be predominately be the case when travelling over the bridge towards Millbank. Noted a potential difficulty negotiating an apparent sharp left turn off of the bridge, onto Millbank south, with an additional hazard of cyclists to be taken into account. Committed to work with us to discuss the proposals further and help mitigate concerns.

### Metropolitan Police

Committed to working with us to ensure designs taken forward for Lambeth Bridge north would consider security arrangements in the Abingdon Street area, including potential additional security measures at the south end of the street.

Designs would need to take account of the frequent and regular restrictions and road closures in the area, so that these did not result in a negative impact to motor traffic flows in the neighbourhood and routes available for traffic, should it be diverted away from the area.

## Transport and road user groups

### 28 Too Many

Generally supportive of the proposals, describing them as having a better layout that was more appealing and would make transport more efficient. Interested in how the Equality Impact Assessment information would be used. Completed the online survey as follows:

<b>SURVEY QUESTION</b>	<b>28 TOO MANY RESPONSE:</b>
Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Support
Do you support our proposals for changes to the road layout at Lambeth Bridge north?	Support
Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?	Support
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?	Definitely a good plan
Do you support our proposals for changes to the road layout at Lambeth Bridge?	Support

<b>SURVEY QUESTION</b>	<b>28 TOO MANY RESPONSE:</b>
Do you support our proposals for changes to the road layout at Lambeth Bridge south?	Support
Do you support our proposals for changes to the road layout at Lambeth Palace Road?	Support
Would you support a reduction in the speed limit at Lambeth Bridge south to 20mph?	Support
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge south?	Wise considering all the issues
How often do you make use of the pedestrian underpasses at Albert Embankment and Lambeth Bridge?	Monthly
Do you wish to comment or make a suggestion about a longer-term solution for these underpasses?	Not good as they are
How did you find out about this consultation	Received an email from TfL
Please let us know how you travel through the area	Pedestrian, Motorist (including taxis)
What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire)?	Good

### Alliance of British Drivers

Completed the online survey as follows:

<b>SURVEY QUESTION</b>	<b>ALLIANCE OF BRITISH DRIVERS RESPONSE:</b>
Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Neither support or oppose
Do you support our proposals for changes to the road layout at Lambeth Bridge north?	Neither support or oppose
Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?	Strongly oppose
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?	There needs to be very good reasons to reduce the speed limit which have not been supplied.
Do you support our proposals for changes to the road layout at Lambeth Bridge?	Neither support or oppose
Do you support our proposals for changes to the road layout at Lambeth Bridge south?	Support

<b>SURVEY QUESTION</b>	<b>ALLIANCE OF BRITISH DRIVERS RESPONSE:</b>
Do you support our proposals for changes to the road layout at Lambeth Palace Road?	Neither support or oppose
Would you support a reduction in the speed limit at Lambeth Bridge south to 20mph?	Strongly oppose
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge south?	No justification for such a reduction is supplied. Reductions by signage alone is very unlikely to have any significant impact on traffic speeds or road accidents.
How often do you make use of the pedestrian underpasses at Albert Embankment and Lambeth Bridge?	Never
Do you wish to comment or make a suggestion about a longer-term solution for these underpasses?	Not clear why changes are being considered for these underpasses. What is the problem?
How did you find out about this consultation	Received an email from TfL
Please let us know how you travel through the area	Motorist (including taxis)
What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire)?	Poor No costs of the scheme provided, no cost/benefit analysis, no road safety data, etc.

### Brewery Logistics Group

Bore in mind the proposed growth of the London population to over 10 million. Stressed that care must be taken over long term effects on deliveries that will inevitably happen with all the changes being planned for London infrastructure aimed at cyclists and pedestrians. Said they are already seeing the effects of Cycle Superhighways on traffic flow, emergency services and deliveries access across London

Said that changes to the infrastructure in central London could have a far reaching effect on travelling times from outer London. Stating that travelling times over four years between 2012 - 2015 had increased by 45 per cent in central London and 30 per cent in outer London. Noted London was the first metro to surpass a 100-hour threshold per annum for wasted hours in gridlock (101 hours).

It was of paramount importance that the movement of freight around London was not compromised by changes that could take deliveries into a new era were it became unpractical to cover the Capital

## Confederation of Passenger Transport

Generally opposed to the proposals.

Questioned the value and necessity of providing signalised crossings at Lambeth Bridge north and south which would disrupt the traffic flow, and would welcome evidence to suggest this was required.

Noted each junction as key intersections for traffic through the area where the current junction layouts offered flexibility and shorter journeys. Concerned therefore that the introduction of some banned turns would make it difficult for coaches to access river-side coach bays and Tate Britain, and would substantially increase journey times.

Viewed in the context of the complete scheme, if there was reduced traffic flow on to Millbank south, this could allow an opportunity to regulate traffic into the Horseferry Road/ Millbank/ Lambeth Bridge north junction, but this may be at the expense of traffic build-up back towards Parliament Square.

Referring to Lambeth Bridge itself, said the reduction in road space would inevitably lead to greater congestion on this stretch of road.

Referring to Lambeth Palace Road, said that an extended bus lane gave potential for improved bus journey times, and would welcome confirmation that this lane would be for the use of all buses and not just local bus services. Also concerned that the proposals ruled out additional coach parking bays.

Completed the online survey as follows:

<b>SURVEY QUESTION</b>	<b>CONFEDERATION OF PASSENGER TRANSPORT RESPONSE:</b>
Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Neither support or oppose
Do you support our proposals for changes to the road layout at Lambeth Bridge north?	Strongly oppose
Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?	Neither support or oppose
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?	Would a lower speed limit make any difference given the congested nature of the roads in the area
Do you support our proposals for changes to the road layout at Lambeth Bridge?	Oppose
Do you support our proposals for changes to the road layout at Lambeth Bridge south?	Strongly oppose
Do you support our proposals for changes to the road layout at Lambeth Palace Road?	Neither support or oppose

<b>SURVEY QUESTION</b>	<b>CONFEDERATION OF PASSENGER TRANSPORT RESPONSE:</b>
Would you support a reduction in the speed limit at Lambeth Bridge south to 20mph?	Neither support or oppose
How often do you make use of the pedestrian underpasses at Albert Embankment and Lambeth Bridge?	Monthly
How did you find out about this consultation	Received an email from TfL
Please let us know how you travel through the area	Bus or coach passenger
What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire)?	Good

### Gett- London Taxi app

Concerned that proposals were being treated independently from other plans to alter several of the major junctions south of the river for the benefit of cyclists and pedestrians, and a cumulative effect on congestion had not been considered.

Questioned whether the proposed changes had the right cost-benefit impact versus the inevitable increased congestion. Suggested capping the number of Private Hire Vehicles and ending their exemption from the Congestion Charge. Concluded it was vital steps were taken to protect London's road network which the taxi industry fully depended upon.

### HTC Wolffkran Sheffield

Noted that Millbank/Horseferry Road and Albert Embankment/Lambeth Palace Road/Lambeth Road were used by Special Types Abnormal Loads. Concerned as to whether this has been taken into consideration when developing the proposals, particularly with regard to length and width. Understood that Lambeth Bridge itself had insufficient capacity to take such loads.

### John Lewis Partnership

Committed support for safety for vulnerable road users, easing congestion and reduction of carbon emissions in London. Noted freight and servicing were vital to the growing economy in the capital. It was important to ensure that these could be carried out effectively.

Understood the need for a good balance to ensure there was compromise to all road users, however there was a need to ensure their vehicle fleet could service the needs of customers through their department stores and home delivery operations.

It was important to ensure road journey times were not compromised by the proposals, and that adequate kerbside loading facilities were available. These points should be considered in any future proposals to change the Millbank and Lambeth Bridge north areas.

### Lambeth Cyclists

Overall conditional support for the scheme, in line with the London Cycling Campaign response, with the following design comments:

- Support plans for a two metre cycle track on footway level on each side of Lambeth Bridge
- Support the new road layout at Lambeth Bridge south but would like to see this design made safer for cyclists of all abilities, including more efficient for cycling between Albert Embankment and Lambeth Bridge, and for an alternative design that reduced the risk of collision with vehicles turning left
- Considered there was space for two lanes to exit Lambeth Bridge, and suggested full consideration be given to a four-way 'hold the left lane' option, which allowed each pedestrian crossing to be in a single, direct phase
- Cycle tracks should be provided along Lambeth Palace Road – one either side, or a two-way track on the river side. The track should run behind bus stops, and the bus stops should be spaced at a sufficient distance to allow this.

Should proposals be progressed, they would like any modal shift to cycling in the area to be measured, including a wider demographic – particularly by age and ability

### Living Streets

Strongly supported the proposals, describing them as a vital, urgent and necessary response to the current dangerous road layout for pedestrians and cyclists. Strongly supported the replacement of each roundabout with light controlled crossings would improve levels of safety for cyclists and pedestrians.

Noted the roundabouts in particular had been identified as dangerous for cycling and that in 2010 the Westminster City Council Lead Member for Cycling made clear that both should be removed. Also that in the period 2009-2015, 53 accidents involving cyclists had occurred at the northern roundabout, which made this one of the most dangerous junctions in London and the country.

Overall they stressed that roundabouts existed primarily to increase vehicular flow; were invariably detrimental to pedestrians as crossings were moved far from desire lines, and crossing the road was made more intimidating with high numbers and speeds of vehicular movements. At Lambeth Bridge south crossings had been moved much closer to pedestrian desire lines.

Noted that the proposed changes for Lambeth Bridge north and south tightened each junction's geometry. The banned motor traffic turns would slow speeds,



increase footway space and would make the junctions safer. The removal of each roundabout was therefore essential to providing these benefits.

#### London Cab Ranks Committee

Concerned proposed traffic restrictions would lead to a disproportionate and inappropriate use of local borough roads by unsuitable vehicles. This in turn might lead to these roads also being restricted, which may create further congestion on London's major routes.

As an important part of London's transport infrastructure, taxis should be allowed the same traffic movements as London's buses. In the case of Lambeth Bridge north, this should mean they were able to share the bus lane from Millbank north to Lambeth Bridge.

In general, they were not opposed to traffic schemes that intended to improve road safety, but stressed that proposals which looked to lessen taxi access should be evidence based, and taxis should not be excluded just on the principle that fewer vehicles automatically equates to greater road safety.

Concerned about impacts to journey times, in particular for journeys to St Thomas' Hospital, and commuter trips to main stations.

Suggested the current use of two-stage right turns by cyclists be surveyed as this was not considered a popular manoeuvre, and may deter cyclists from using each junction.

#### London Cycling Campaign:

Submitted a detailed response with conditional support for the scheme, with some designed concerns as summarised below. Described proposals as a major improvement to cycling in the area, saying they removed two of the most hostile roundabouts in central London and providing significant amounts of physically separate space for cycling, including across Lambeth Bridge itself.

*Lambeth Bridge north:* the bus lane slip road was a major concern for turning collisions with those cycling. Suggested buses could turn at the junction, or that further design work should be done to reinforce cycling priority and bus driver behaviour at this location. Physical separation methods should be provided rather than mandatory cycle lanes, for instance, on Horseferry Road in both directions. Also that advisory lanes were not the appropriate cycling infrastructure at this location. Greater visual or physical demarcation should be provided for those cycling from Horseferry Road onto Lambeth Bridge, separating cycle flows from motor vehicles alongside them.

*Lambeth Bridge south:* early release lights should be redesigned to remove collision risk from turning motor vehicles when traffic lights were green. Early release designs did not represent appropriate infrastructure for all-ages, all-abilities cycling. Two-

stage right turns for cyclists added unacceptable time delays to cycling flows and were likely to be ignored. A cycle bypass from Albert Embankment onto Lambeth Bridge would provide improved levels of cycling comfort and convenience. Noted proposal did not include a pedestrian crossing over the bridge.

*Lambeth Palace Road:* fared worse for cycling under these proposals. Physically separate space for cycling should link the Lambeth Bridge scheme to the Westminster Bridge scheme. Noted how cycling numbers along the road were increasing. At the same time, over 22,000 motor vehicles used this road, with over 1,000 HGVs counted in 2013. Given these numbers, the lack of physically separate space was a critical issue at this location.

*Traffic impact:* noted cycle flows from Lambeth Bridge Road to Millbank north were particularly negatively affected. More generally, cycle flows entering from Lambeth Bridge north were unfairly impacted compared to other vehicles according to TfL modelling of traffic impacts

Consideration needed regarding displaced traffic (particularly given banned turns at the junctions). Suggested modal filters or other measures might be required for instance, around local roads off Millbank. This would potentially increase amenity for local residents, avoid displaced traffic and reduce turning movements across cycle tracks etc.

*Scheme in general:* should the scheme move forwards then counter-terrorism concerns should be considered from the outset, and any design modifications in their light should improve matters for cycling and walking, not make them worse.

Said that 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, and that Lambeth Road and Lambeth Palace Road both suffer from these issues currently.

Said the proposals were reduced in amenity by a failure to address the links leading to and from the bridge. For instance, Millbank North should have featured a scheme that reached to the East-West Cycle Superhighway at Parliament Square; Albert Embankment and Millbank should have been designed to reach Vauxhall Cross and CS5; Lambeth Palace Road should reach Westminster Bridge South.

Made a number of comments about cycling policy, outlining the benefits of designing roads to accommodate growth in cycling, such as how this was a more efficient use of road space. As shown by the successful Mini-Hollands and Cycle Superhighways schemes, fast direct routes were key, and people cycled when they felt safe.

Cycling infrastructure had been shown to dramatically boost health outcomes in an area and schemes that promoted cycling met TfL's "Healthy Streets" checklist.

London Travelwatch

Proposals to improve road safety were welcomed. Supported current interim design for Lambeth Bridge north which went some way to making the junction safer.

Said proposals looked complicated. Several movements could be confusing for some users. Referred to the Department for Transport commissioned work undertaken by Simon Christmas: *Cycling, Safety and Sharing the Road: Qualitative Research with Cyclists and Other Road Users* which concluded that:

“At the very least, infrastructure should be avoided that creates more confusion about whether, and where, bicycles should be.”

*Millbank north:* welcomed proposals but would like to see side road entry treatments designed with a tighter radius and a steeper ramp so that they would be more effective at slowing traffic.

*Lambeth Bridge north:* concerned proposals would bring cyclists into conflict with pedestrians in what would appear to be a pedestrian area. Care would be needed by cyclists re-joining the carriageway from the slip roads, particularly the bus slip road. Noted the bus slip lane had a pedestrian crossing point, though in an inconvenient location. Consideration of how pedestrians might cross the cycle lanes, and measures to slow cyclists crossing the pedestrian area were requested. Noted some cyclists would want to ride through the junction in a conventional manner, and asked if advanced stop lines could be included so as to facilitate this.

*Lambeth Bridge:* noted disappointment that under the proposal, the pavements on the bridge were being narrowed and the bus lane was to be lost. Crossing the bridge as a pedestrian on the northern pavement looked to be only a little less hostile than it was presently.

*Lambeth Bridge south:* noted similar issues to the proposals for the northern junction. There were cycle logos in the central area of the junction that might encourage a poor cycling position, too far to the left, depending on the circumstances.

*Lambeth Palace Road:* noted disappointment that the informal crossing islands for pedestrians would be lost under the proposals.

*Bus journey times:* there was predicted to be a detriment to some bus passenger journey times, but no commitment to investigate measures to make up for this lost time elsewhere, which they had understood to be the policy. Asked if measures to make up for bus journey time delays could be taken in advance, should proposals be implemented.

### Road Haulage Association:

Did not oppose the proposals however urged caution that they did not reduce road space, but increased congestion and associated pollution.

Strongly disagreed with sections of the proposal where it appeared to limit itself to reduce vehicle mobility. Less road space would make it harder for heavy goods vehicles (HGVs) to navigate through London, which would serve to make the roads more dangerous. Restriction of HGVs would damage the local economy as business and shops greatly relied on these vehicles deliver stock. There was also concern about the lack of safe loading spaces.

The association and its members were active supporters of road safety. Regular roadworthiness testing of vehicles is a key core component of their commitment by their members to road safety for all road users. However, it was important to recognise that the needs of pedestrians and cyclists should not be mixed up. Cyclists were road users; pedestrians use the pavement, with quite different needs and requirements.

### Stop Killing Cyclists'

Welcomed the overall proposals and protected cycle lanes on Lambeth Bridge, describing these as "long overdue for the most dangerous junctions for cyclists in London". Added the following comments which were also used as a form of words for a small campaign in support of the scheme:

*Millbank:* plans for Millbank should connect the cycle highway with the East West Cycle Superhighway highway with a protected cycle lane. There should be protected floating bus-stops on Millbank.

*Lambeth Bridge north:* supported a design change from what they described as a "dangerous roundabout" to a light-signalled junction, and the protected left-hand turn bypasses. Said the fourth bypass turning left onto Lambeth Bridge from Millbank coming from Parliament Square should not have its protection interrupted as it connected to the protected cycle lane on the bridge itself.

The through routes of the cycle highway through the junction going east to west needed to be designed to Dutch standards, so that drivers were clear where the cycle-highway was and cyclists were protected.

*Lambeth Bridge:* supported the new protected cycle lanes on the bridge itself

*Lambeth Bridge south:* welcomed the three protected left hand cycle bypasses but wanted to see the more dangerous fourth left turn from Albert Embankment to the bridge as a protected left hand bypass. In addition, the approach route from Albert Embankment needed to be upgraded to a protected cycle lane.

*Scheme in general:* said through routes for cyclists going east west and north south needed to be radically improved to Dutch standards, so that both cyclists and drivers knew where the priority route for cyclists through the junction was located. In addition, all bus stops needed to have floating bus stops installed to vulnerable cyclists to pass stopped buses.

### Sustrans

Supported the proposals. Considered these were a significant improvement over the current layout but felt we could be more ambitious for walking and cycling provision. In some areas, the proposals did not make radical improvements to Healthy Streets indicators (for example, for pedestrians, having to use the underpass to cross Lambeth Bridge, and air quality not improving). Also strong support for 20mph speed limit in the area however this would only deliver benefits if it were enforced.

Referenced the longer-term solution for the underpasses; noting that as there was no proposed pedestrian crossing between Albert Embankment and Lambeth Bridge, the underpasses would need to remain and a maintenance plan would need to be reviewed or created.

Added the following comments regarding each geographic section of the proposals:

*Millbank north:* concerned with lack of cycle infrastructure, suggesting advanced stop lines and feeder lines could be introduced. Concerned that conflict remained at the Millbank junction with Dean Stanley Street and suggested more space could be made for cyclists if the taxi ranks were relocated.

*Lambeth Bridge north:* welcomed turning restrictions to reduce conflict with cyclists. Had some concerns about the proposed road layout; namely:

- Merge onto Millbank north for cyclists travelling north was considered unsafe. A more robust solution was required, such as a repositioning of the main carriageway outward, to accommodate an extended cycle lane and ramp
- Whilst three cycle bypasses were welcomed, there was concern the shared bus and cycle lane from Millbank north to the bridge would conflict with cyclists travelling south
- A larger space should be provided for cyclists waiting just south of the bus lane.
- Strongly supported removal of the Phoenix palm tree.

*Lambeth Bridge:* strongly supported proposals for the bridge. Said any safety barriers separating pedestrians from traffic should be sited on the main carriageway so that cyclists were protected without a reduction to the cycle lane width.

*Lambeth Bridge south:* supported proposal in recognition of the overall improvements for pedestrians and cyclists, with some reservations:

- Noting no pedestrian crossing across the mouth of the bridge, would strongly support a crossing here
- Said that across the junction, in all directions, cycle lane road markings/wayfinding should be continuous, rather than interrupted to improve safety and avoid confusion
- Commented about a particular concern with the northern arm of the junction, going into Lambeth Palace Road (northbound), where two lanes of traffic merged in the approach to a bus stop. Suggested a segregated cycle track with a bus stop bypass allowing cyclists to merge with the main carriageway before Evelina London Children's Hospital)
- On the eastern arm of the junction, Lambeth Road (westbound), there was risk of conflict between cyclists continuing straight into the junction and motor vehicles turning left.
- Into Lambeth Road (eastbound), the merge arrow on the road was considered superfluous, a hatching could be added from the new footway/island to indicate the narrowing of the road and to discourage cars from treating this as two lanes.
- On the southern arm of the junction, the pedestrian crossing was too long and could be made shorter by reducing road lanes.

*Lambeth Palace Road:* Said that consideration should be given to pedestrian crossings in this area. This was a long stretch of road without pedestrian crossings and the proposed removal of existing islands would make the street more difficult and unpleasant to cross.

### Westminster Cyclists

Supported the proposal to replace Lambeth north roundabout with a crossroads as they considered that previous plans had not made this junction safer for cyclists. It was important to improve cycling conditions as the junction was the current end of the popular Cycle Superhighway 8. In the future they would welcome the Superhighway being extended to link to Cycle Superhighway 3 in Parliament Square.

There were a number of reservations about the proposals that they would like to see addressed in detailed designs, should the scheme be progressed. In particular, clarification was sought about cyclists coming into the northern junction from the bridge. If a two-stage turn was required, insufficient waiting space could deter cyclists from using the facility.

There was concern about conflict between southbound buses turning left onto the bridge and cyclists using the southbound cycle lane in Millbank. The termination of the northbound advisory cycle lane in Millbank (north) appeared to be unsatisfactory as it required cyclists to merge into a traffic lane to their right.

The group recognised that the proposal to restrict certain movements by motor vehicles may prove controversial and there were concerns about the displacement of traffic onto other side streets. It was suggested the use of traffic filtering in these streets could help to allay residents' understandable concerns.

It was also recognised that since the proposals were shared, a requirement had arisen to protect pedestrians on the bridge from motor vehicles. It was trusted that this requirement could be met without compromising the quality of the cycle route across the bridge.

### Wheels for Wellbeing

Completed the online survey as follows:

<b>SURVEY QUESTION</b>	<b>WHEELS FOR WELLBEING RESPONSE</b>
Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Neither support or oppose
Do you support our proposals for changes to the road layout at Lambeth Bridge north?	Support
Do have any comments on our proposals for changes to the road layout at Lambeth Bridge north	<p>Overall, this is a positive change from the existing layout, where a busy unsignalised roundabout makes for an intimidating and dangerous junction. However, the elements of this scheme present some concern. In particular the manner in which the protected cycle lane heading north terminates by joining an adjacent lane is problematic, though also reflective of a lack of protected space in the scheme to the North more generally.</p> <p>Providing a separate phase for cycles leaving Lambeth Bridge is welcome, but it is hard to appraise the design properly without understanding fully the method of control. In particular we would be concerned to ensure that adequate green time is available even for those people cycling who need more time due to a lower speed.</p> <p>It is also a little concerning that in some visualisations it appears the cycle lanes slips for left turns are treated at level with pavement whereas those for the bus and cycle lane are not. A more consistent approach would surely be more navigable for other road users.</p>
Do you support our proposals for changes to	Support

SURVEY QUESTION	WHEELS FOR WELLBEING RESPONSE
the road layout at Lambeth Bridge?	
Do you support our proposals for changes to the road layout at Lambeth Bridge south?	Support
Do you have any comments on our proposals for Lambeth Bridge south?	<p>As with our comment on Lambeth Bridge North, we would prefer a level difference was provided (with suitably shallow kerb angles as to enable usable width) for cycle tracks provided as left turn slips.</p> <p>Early release from the bridge is a concern. How much time is being provided for slower cyclists to progress before motor traffic passes them? What will arriving on green over the bridge be like for that situation?</p> <p>The two stage right from Lambeth Bridge appears to require some very sharp and precise manoeuvres that may well not be possible on all forms of cycle and certainly not at all levels of ability.</p>
Do you have any comments on our proposals for Lambeth Palace Road?	It is disappointing that Lambeth Palace Road appears to remain unaltered to the East. There should be some effort made to untangle the combination of cycling and bus stops that are present there. These volumes of traffic and buses are better handled in other schemes.
Would you support a reduction in the speed limit at Lambeth Bridge south to 20mph?	Support
What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire)?	<p>Good</p> <p>More detail on methods of control and signalling should be provided. Consistent details on the way levels will be handled beyond looking at visualisations would be useful</p>



## Businesses, employers and venues

### Barbara Weiss Architects (BWA)

Completed the online survey as follows:

SURVEY QUESTION	BWA RESPONSE
Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Strongly oppose
Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	It is bonkers to push a huge amount of traffic onto a lot of narrow residential streets. That is exactly what your solution would achieve by stopping the left and right turns from Millbank, Horseferry and the Bridge.
Do you support our proposals for changes to the road layout at Lambeth Bridge north?	Strongly oppose
Do have any comments on our proposals for changes to the road layout at Lambeth Bridge north	<p>The existing roads would be totally unbearable because of traffic, noise, and pollution. We have photographic evidence of what happens to Gt Peter St and Tufton St when Abingdon is closed off. A nightmare.</p> <p>We greatly oppose an increase in traffic around Lambeth Bridge. Victoria Tower Gardens is much used for lunch relaxation.</p> <p>Many employees of BWA cycle to work; they have not experienced difficulties with the roundabout</p>
Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?	Support
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?	Slow steady traffic can be a good thing.
Do you support our proposals for changes to the road layout at Lambeth Bridge?	Oppose
Do have any comments on our proposals for changes to the road layout at Lambeth Bridge?	This will cause another build-up of traffic and difficulty in routing journey
Do you support our proposals for changes to the road layout at Lambeth Bridge south?	Strongly oppose
Do you support our proposals for changes to the road layout at Lambeth Palace Road?	Oppose
Do you have any comments about the pedestrian underpasses at Albert Embankment and Lambeth Bridge	Keep it open
Would you support a reduction in the speed limit at Lambeth Bridge south to 20mph?	Support
How did you find out about this consultation	Received an email from TfL

<b>SURVEY QUESTION</b>	<b>BWA RESPONSE</b>
Please let us know how you travel through the area	Motorist
What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire)?	Acceptable

James McDonald Photography

Completed the online survey as follows:

<b>SURVEY QUESTION</b>	<b>JAMES MCDONALD RESPONSE</b>
Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Strongly oppose
Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	<p>South London is already affected in many ways by the lack of road bridges crossing the Thames, and the motor congestion, to the more economically powerful north side of the Thames. These changes will make the traffic worse, not better.</p> <p>Slow traffic and traffic jams currently increase the air pollution as vehicles try to get from A to B.</p> <p>This might deter only a few vehicles from seeking to cross to the bridge. I have a bike and a car and I need to use the car as a photographer to carry equipment to my shoots around the capital. 1000's of other motorists will have their reason for needing a car.</p> <p>Prioritising those on bikes as you plan to do here only weakens further the social and economic and business position of south London. And will increase both the time lost travelling, as well as cost every single person in a car time and money in doing so.</p> <p>Moreover, you are preventing cars from turning right and/or left at certain times which are wrong which makes things worse for cars too.</p> <p>The better answer is to speed up the introduction of electric cars.</p>
Do you support our proposals for changes to the road layout at Lambeth Bridge north?	Strongly oppose
Do have any comments on our proposals for changes to the road layout at Lambeth Bridge north	Similar to the comments above

<b>SURVEY QUESTION</b>	<b>JAMES MCDONALD RESPONSE</b>
Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?	Strongly oppose
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?	It is ridiculous to impose a 20 mph speed limit when a) you already have some bike lanes and b) traffic is slow enough already with the congestion Lambeth encourages by its previous policy to cars and their owners. Whether you like it or not, cars are a fact of life and getting them to move across the capital more easily should be a priority.
Do you support our proposals for changes to the road layout at Lambeth Bridge?	Oppose
Do you support our proposals for changes to the road layout at Lambeth Bridge south?	Strongly oppose
Do you have any comments about our proposals for changes to the road layout at Lambeth Bridge south?	Lambeth needs to get traffic flowing faster – not slower
Would you support a reduction in the speed limit at Lambeth Bridge south to 20mph?	Strongly oppose
Do you support our proposals for changes to the road layout at Lambeth Palace Road?	Oppose
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge south?	Traffic goes slowly enough due to the poor policies of Lambeth in getting traffic to move faster
Do you have any comments about the pedestrian underpasses at Albert Embankment and Lambeth Bridge	Keep it open
How did you find out about this consultation	Received an email from TfL
Please let us know how you travel through the area	Motorist
What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire)?	Very good

### Kall Kwik St James's

Completed the online survey as follows:

<b>SURVEY QUESTION</b>	<b>KALL KWIK ST JAMES'S RESPONSE</b>
Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Support
Do you support our proposals for changes to the road layout at Lambeth Bridge north?	Support

<b>SURVEY QUESTION</b>	<b>KALL KWIK ST JAMES'S RESPONSE</b>
Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?	Support
Do you support our proposals for changes to the road layout at Lambeth Bridge?	Support
Do you support our proposals for changes to the road layout at Lambeth Bridge south?	Support
How did you find out about this consultation	Received an email from TfL
Please let us know how you travel through the area	Motorist
What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire)?	Good

### Moneypower International

Completed the online survey as follows:

<b>SURVEY QUESTION</b>	<b>MONEYPOWER INTERNATIONAL RESPONSE</b>
Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Strongly support
Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Cyclists constantly disobey the stop lights. Will this remedy this problem which can lead to mild road rage?
Do you support our proposals for changes to the road layout at Lambeth Bridge north?	Strongly support
Do have any comments on our proposals for changes to the road layout at Lambeth Bridge north?	Why not introduce the system that works well in USA and Canada by allowing left turns at red lights if there is space to do so safely? This would speed up condensed traffic at all lights.
Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?	Oppose
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?	30 MPH works fine - 20 MPH will cause more traffic to deal with.
Under these proposals we would need to remove and relocate the Phoenix palm tree currently at the centre of Lambeth Bridge north. Do you wish to comment or make a suggestion as to where the tree might be rehomed?	You must keep it this beautiful tree and keep it as near to this spot as you can so that those of us who use this road will continue to enjoy it.

<b>SURVEY QUESTION</b>	<b>MONEYPower INTERNATIONAL RESPONSE</b>
Do you support our proposals for changes to the road layout at Lambeth Bridge?	Strongly support
Do you support our proposals for changes to the road layout at Lambeth Bridge south?	Strongly support
Would you support a reduction in the speed limit at Lambeth Bridge south to 20mph?	Oppose
Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?	Oppose
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge south?	30 MPH works fine - 20 MPH will cause more traffic to deal with.
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge south?	Traffic goes slowly enough due to the poor policies of Lambeth in getting traffic to move faster
How often do you make use of the pedestrian underpasses at Albert Embankment and Lambeth Bridge?	Rarely
How did you find out about this consultation	Received an email from TfL
Please let us know how you travel through the area	Motorist
What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire)?	Very good

### Motcomb Estates (Millbank Complex)

Supported the principle of improving facilities for pedestrians and cyclists, in line with TfL's Healthy Streets guidance. Raised the following concerns and objections in relation to specific elements of proposals:

*Concerns about pedestrian safety and amenity:* Strongly objected to the introduction of cycle bypass lanes which could introduce conflict between pedestrians and cyclists. Said it was not clear how the bypass design would be treated to ensure that pedestrian amenity and safety was maintained. Noted the Lambeth Bridge/ Millbank south bypass could be the busiest with approximately 100-200 cyclists during the PM peak hour. No method of controlling cyclist speed had been detailed and this posed a significant pedestrian safety concern to them.

Requested details of how the proposed reduced width of the footways along Lambeth Bridge to allow the reallocation of highway space, had been deemed sufficient.

*Vehicle routing and delay:* Strongly objected to the introduction of new banned turns at the junction at the northern end of Lambeth Bridge as this had the potential to negatively affect the Millbank Complex site, its users and other local residents.

Described the Millbank Complex as at some distance from underground and national rail links which meant that walking to the site was unattractive, and visitors often arrived by taxi. There was concern the proposed banned turns would greatly lengthen both arriving and departing journey times, both now and in the future when part of the complex would be converted into a hotel, and additional visitors making onward journeys from airports and underground and rail links might wish to use a direct route from national rail via taxi.

Based on traffic data provided and existing traffic survey data, they estimated 16 per cent of vehicles traveling north along Millbank and then turning left into Horseferry Road would be displaced during the AM peak hour. During the PM peak hour they estimated this would be approximately 12 per cent. They considered these volumes to be significant and were concerned that a large proportion of diverted trips would originate or terminate at the Millbank Complex site.

Addressing the Millbank South/ Horseferry Road cycle bypass specifically, based on data provided they said only 75–100 cyclists would use the bypass per day (07:00 to 19:00), and they considered its introduction to be unnecessary considering the low numbers of cyclists expected to use it.

Having reviewed the traffic modelling presented in support of the scheme, noted that vehicles travelling northbound along Millbank south (many of which will be users of the Millbank Complex site) would experience some of the greatest increases in delay, with a total expected delay of 10 to 15 minutes. No queue data was presented and there was concern that as a result of the increases to delay, queueing would extend to the Millbank Complex site, hinder access and also considerably reduce site user amenity.

Reference was made to nearby Thorney Street. At present vehicles were able to access Horseferry Road from Millbank avoiding the junction at Lambeth Bridge by travelling along this street. The proposal stated that potential access controls to Thorney Street were under consideration. This raised concern about access to the complex, and they would want to be involved in any further discussions about this before any final decisions about the scheme were made.

### Oak Hall Expeditions (coach operator)

Concerned that left and right turns at the bridge would be tighter for coaches that would need to straddle both approach lanes in order to make a turn. This would restrict the number of vehicles able to pass through the junction during the green phase, increasing congestion. Noted other road users often did not appreciate how coaches have to make a turn, and did not allow for it when they positioned themselves on the road around a coach. Advised us to be wary of defaulting to the needs of the (shorter) red London bus when re-designing junctions.

Considering policy overall, they felt insufficient strategic provision was being made for the needs of larger vehicles. Instead the emphasis was mainly on the interaction between smaller vehicles, and cyclists and pedestrians. If TfL wanted to continue offering coach services for mass transit into and out of London, then a plan to prioritise and make simple the main arteries that serve Victoria Coach Station and the other designated areas along Buckingham Palace Road was required. Suggested a coach ban for Lambeth Bridge and Horseferry Road and a better plan for other approaches such as Westminster, Vauxhall and Battersea bridges.

### Westminster School

Said it was neutral about the proposals as its teaching buildings were located away from Lambeth Bridge and were not directly affected. However, there was concern that the proposed changes would drive traffic to use the side streets between the Embankment and Horseferry Road. This would increase the risk to pupils that frequently moved to and from lessons in Tufton Street, Great College Street and Dean Bradley Street.

Commented on how signage and traffic calming was wholly lacking in this area, and the school would wish to see improved safety for their pupils as part of these proposals.

Completed the online survey as follows:

<b>SURVEY QUESTION</b>	<b>WESTMINSTER SCHOOL RESPONSE</b>
Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Neither support or oppose
Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	The back streets are likely to be used as rat runs which will increase the volume of traffic and make those roads less safe
Do you support our proposals for changes to the road layout at Lambeth Bridge north?	Neither support or oppose
Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?	Support

<b>SURVEY QUESTION</b>	<b>WESTMINSTER SCHOOL RESPONSE</b>
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?	Except noone will obey it
Do have any comments on our proposals for changes to the road layout at Lambeth Bridge?	Neither support or oppose
Do you support our proposals for changes to the road layout at Lambeth Bridge south?	Neither support or oppose
Do you support our proposals for changes to the road layout at Lambeth Palace Road?	Neither support or oppose
Would you support a reduction in the speed limit at Lambeth Bridge south to 20mph	Neither support or oppose
How often do you make use of the pedestrian underpasses at Albert Embankment and Lambeth Bridge?	Rarely
How did you find out about this consultation	Word of mouth
Please let us know how you travel through the area	A pedestrian
What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire)?	Good

### **Local interest groups**

#### Ashley Gardens Residents' Association, SW1

Strongly opposed proposals for Lambeth Bridge northern roundabout. Primarily because it was considered a proper consultation was not be possible during the summer holiday period, there was subsequent poor notice that the consultation has reopened and that the material had not sufficiently articulated the benefits of the changes or considered the considerable dis-benefits for local residents.

Commented that resident pedestrians, cyclists and occasional motorists would be severely and adversely affected by confusing turning restrictions, increased through traffic, rat-running in historical residential streets, as well as a reduction in air quality.

Also that the proposals offered very few benefits to commuters, who have been provided with alternative tailored routes, at great cost to the amenity and health of residents and many pedestrian visitors to the conservation area such as workers, tourist and school children. Vehicular traffic (except for access) should be discouraged in the area.



Cited Thirleby Road as an example that narrow streets with poor sight lines were unsuitable for additional traffic which could reduce access to and from properties by road. Through traffic could also be forced towards the heavily congested routes around Buckingham Palace, Parliament Square and Victoria

Said the existing, recently redesigned roundabout worked well at all times of the day. Opposed the removal of the palm tree at its centre which was a key visual focal point for the vistas in every direction. Tree removal and proposed traffic lights could destroy this vista and historic ambiance.

Board of Westminster Gardens Limited, Marsham Street SW1

Disappointed not to have been contacted directly during the consultation process. Sought assurance that any future consultation would directly contact the board and individual residents of Westminster Gardens.

They considered proposals to be a huge waste of public money and suggested that the project should be cancelled.

They did not find the current, recently redesigned, Lambeth Bridge northern roundabout dangerous. Residents had observed behaviours by those flouting the highway code that brought danger to all types of road users. Urged TfL to consider the registration of all bicycles as this had been demonstrated in other countries to have significantly reduced the loss of cyclists' lives..

Said that making changes to the roads which increases the speed of cyclists in built up areas should be avoided, as dispersed traffic along subsidiary roads would bring hazard and potential loss of life to the users of the pavements and roads.

Concerns included that air quality and levels of noise would be impaired, response times for emergency vehicles coming from hospitals and fire stations south of the river may be affected, and impact the proposals would have on bus journey times, and of the loss of the the palm tree on the roundabout. They would oppose any changes which had a negative impact on response times and that impacted air quality, and would want to see any changes structured so as not to delay public transport.

In addition, they completed the online survey as follows:

<b>SURVEY QUESTIONS</b>	<b>WESTMINSTER GARDENS RESPONSE</b>
Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Oppose
Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	Whilst the dedicated right-turn lane on Millbank would be helpful, this and all other proposals should not be considered until the counter terrorism measures for Parliament are debated and agreed

<b>SURVEY QUESTIONS</b>	<b>WESTMINSTER GARDENS RESPONSE</b>
Do you support our proposals for changes to the road layout at Lambeth Bridge north?	Strongly oppose
Do have any comments on our proposals for changes to the road layout at Lambeth Bridge north	In addition to the counter terrorism measures mentioned above, these changes including the no right turn on to Lambeth Bridge during peak hours will massively increase traffic displacement along subsidiary roads in the neighbourhood at all times of day
Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?	Oppose
Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?	Speed limits should be considered for the whole area and not just one part
Under these proposals we would need to remove and relocate the Phoenix palm tree currently at the centre of Lambeth Bridge north. Do you wish to comment or make a suggestion as to where the tree might be rehomed	It is a much loved icon in its current location on the roundabout
Do you support our proposals for changes to the road layout at Lambeth Bridge?	Neither support or oppose
Do have any comments on our proposals for changes to the road layout at Lambeth Bridge?	Not clear what aspects of the proposals deal address counter terrorism issues.
Do you support our proposals for changes to the road layout at Lambeth Bridge south?	We chose not to comment on matters south of the river
How did you find out about this consultation	With difficulty
Please let us know how you travel through the area	All of the following: cyclist, pedestrian, bus and coach passenger, Motorist (including taxis) and motorcyclists
What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire)?	Good once received if incomplete

### The Thorney Island Society

Objected to the proposals for Lambeth Bridge north.

Expressed concern about the proposed changes at Lambeth Bridge north. Considered the proposals did not achieve the aim of improving conditions for pedestrians and cyclists. Instead they appeared to improve the flow of through-traffic at the expense of other road users. The proposed junction layout was described as pointless considering it did not take account of possible future plans to pedestrianise Abingdon Street and Old Palace Yard.

Commenting on the proposals in particular:

- The removal of zebra crossings and their replacement with controlled pedestrian crossings was considered advantageous to vehicle drivers but not pedestrians. Although the 'desire line' for pedestrians would be better served by light-controlled crossings, the long wait for the pedestrian phase negated the advantage
- Considered the site as an ideal place to implement a Dutch roundabout, but this was not being trialled because of the extra delay caused to traffic
- Concern therefore that the conflict between cars and cyclist inherent in the current layout would be changed into a conflict between bicycles and pedestrians, who would have to make an uncontrolled crossing of a bike lane before waiting for the signalled crossing of the main road
- Local residents valued the palm tree – replacements beside the obelisks on either side of the bridge did not seem a viable idea
- Proposed turning restrictions at the Millbank/Lambeth Bridge junction meant that extra traffic would be diverted through the narrow and largely residential streets of 'Westminster village'. Traffic lights at Great Peter Street would make this worse, therefore one-way or closed roads to prevent rat-running, should be considered to manage traffic on local roads

The reason for losing the south-bound bus lane was questioned as this placed private vehicle priority over public transport. There was also a query about anti-terrorism barriers along Lambeth Bridge.

#### Vincent Square Residents' Association

Submitted a detailed submission in response to the consultation, objecting to the proposals for Lambeth Bridge north.

The submission considered the consultation document was not presented in a fair and balanced way, and failed to draw attention to the key overall negative effects of the proposals on journey times.

Completed an independent analysis of the journey time data supplied in the consultation and issued a detailed document about the impact of the proposals on each road user type. As a result of their findings the association had serious doubts about how the proposals could achieve their stated aims. Concluded that journey times would increase for most road users, and overall, cyclists would be the group that were most disadvantaged.

Shared observations of poor behaviour by cyclists. Said the suggestion in the proposal that cyclists may "*appreciate*" more time for navigation – principally by virtue of them being obliged to wait at red lights – stuck them as manifestly at odds with everyone's day-to-day experience of road use.

Said they failed to see how injecting sometimes considerable delays into cyclists' journeys was consistent with the stated aim of encouraging cycling. It appeared the effect would be the opposite.

Particular concern about the effect of the proposals on bus journey times. Pointing out that a competing scheme was not adopted because *“modelling indicated that this would have had significant impact on journey times for other road users in the area, including thousands of bus passengers”*, when the scheme now being proposed suffered from the same failing.

Other objections to the proposals included:

- Failed to consider the extent to which interim work completed during spring 2017 may have already have addressed many prior concerns, or could be refined to offer further benefits, and at much lower cost than the scheme proposed
- Paid no regard to the potential effects of the closure of Parliament Square to road traffic, apparently under consideration, which may have considerable 'knock on' effects on any changes at Lambeth Bridge north
- Included the removal of the “iconic” palm – one of the most attractive features of Westminster – to create a bland and faceless crossroads. At road level, users' overwhelming impression of the proposed junction would be tarmac
- Failed to consider properly the adverse effects on local residents' health and wellbeing due to increased traffic congestion and a resultant negative effect on air quality and noise levels
- Proposed imposition of 'no turns' again reduced permeability of central London's traffic flow, and would further reduce the area's ability to cope with unexpected road blockages and pre-planned closures

Residents around Vincent Square therefore now feared being surrounded by roads full of standing traffic, with much greater potential locally for gridlock, and also for ratrunning by drivers seeking to complete their journeys, rather than sit in unmoving traffic.

## **Others**

### Historic England

Welcomed the reference in the consultation text that suggested proposals had been developed to be sensitive to the heritage of the area. While no information had been provided showing how specific heritage assets and their settings had been considered, they were pleased an opportunity was being taken to improve pavement materials, to improve the look of the streets along Albert Embankment, Lambeth Palace Road, Millbank and Lambeth Bridge, and welcomed the removal of unnecessary poles, signs and other street clutter.

Although the current proposals did not appear likely to have particular negative impacts on heritage assets in the area, we were encouraged to provide more justification showing how potential impacts had been considered and responded to. This was particularly important with regard to the Westminster World Heritage Site. For example, from the information provided it was unclear if any potential impacts on the London View Management Framework viewing points on Lambeth Bridge looking upriver, which was one of the best places to appreciate the Palace of Westminster, had been considered. Following a recent Reactive Monitoring Mission (February 2017), UNESCO's World Heritage Committee highlighted the setting of this world heritage site as being of particular concern.

The Committee endorsed the increased use of Heritage Impact Assessments to ensure that potential impacts on the Outstanding Universal Value of the world heritage site were adequately understood, assessed and mitigated where appropriate, and guidance on how this assessment should be done was highlighted.

Would like there to be consideration of what other opportunities the proposals presented that could enhance the setting of the world heritage site, the other listed buildings nearby; and the character and appearance of the conservation areas.

We were encouraged to continue to draw on the relevant conservation specialists within TfL, as well as the London Borough of Lambeth and Westminster City Council, if we should decide to proceed with the proposals.

#### The Lord Boswell of Aynho

Has lived in the Millbank area since 1989 during the working week as an MP and now in the Lords, and wish to register my concern as a local resident and a driver very familiar with local traffic conditions.

Particularly concerned the proposals seemed to address one problem (trunk road congestion and traffic conflicts at the bridge) by effectively shifting part of the burden on to currently less busy streets. The essential difference being that the streets most likely to be affected all had significant residential populations, with cars being parked, not just for short business visits, but for general purposes, including tradesman visits and unloading, as well as residents' parking. This seemed to be a recipe for additional strain on narrow streets and a failure to differentiate their preferred use, having regard to their scope and engineering. Further, to the extent that they remained unblocked, they would become inviting 'rat-runs'. In particular, if the main problem at the bridge was unsolved.

There was an acknowledgement of the dangers and drawback of this scheme to the residents of Thorney Island, and careful thought was advised before any decision was made. Should the proposals go ahead, then careful before-and after analysis of the outcome would be required. Proposals for a mitigation of anticipated problems would also be required.

### The Lord Flight

Objected to proposals to replace the roundabouts with junctions and traffic signals. Roundabouts cleared traffic more efficiently than traffic lights, and a signalised pedestrian crossing would slow the clearance of traffic yet further. As an inevitable result, there would be back up traffic queuing in Horseferry Road. The roundabouts worked as well as possible and should be left alone.

### The Lord Lupton CBE

Described the proposals as "truly asinine". Said this was one of London's most historic areas and the proposals would push traffic into narrow, residential streets, with necessary double parking, in a beautiful residential part of Georgian London; endangering the old, the young, residents in general with safety and pollution issues. Said these roads were not suitable, and were not built, to withstand the onslaught of heavy traffic.

Said we must change these misguided plans immediately, and that there was enough space to build Right Hand Turns (and left hand ones, even more odd) on these main roads.

### Love Architecture

Whilst proposals were excellent in traffic terms; there was a significant loss of greenery. The artist's impression gave the effect of a creating a concrete wasteland. Suggested that low level planting to avoid sight lines being blocked would help greatly, plus a few strategically placed trees.

There was also a real opportunity to provide weather protection for pedestrians and cyclists. Suggested Lambeth Bridge could be modified to include weather protecting canopies by the use of PV transparent glass.

Proposals for Lambeth Bridge south were considered good, but the loss of pedestrian islands along Lambeth Palace Road was not acceptable. Many pedestrians crossed between the park, the hospital and embankment, even if only to catch buses. Speeds were high on this section of the road and would not be reduced by the proposals. Better pedestrian crossings were considered essential.

## Woodland Trust

Would like to retain as many trees as possible, and replace the canopy lost, rather than just the number of trees. Suggested the scheme had the potential to retain, and indeed plant more, street trees than indicated in the proposals and outlined the many benefits they provided, both practically (drainage, air quality improvement and cooling) and for biodiversity and wellbeing (in accordance with TfL's "Healthy Streets" approach). Provided practical suggestions of tree species and gave useful reference reading to support this.

## 5. Next steps

We have reviewed all the comments made during the consultation period and have issued a 'response to issues raised' document to be read in conjunction with this report. That document sets out in detail our intended approach to this scheme, following careful consideration of the consultation feedback and further discussions with WCC. There have been some changes to the proposals as a result of the consultation. Revised drawings illustrating these changes are available in Appendix J: Revised plans following consultation.

Subject to internal approvals and formal agreements our current intention is to progress with the proposals as set out below.

**Millbank and Lambeth Bridge north:** in light of feedback received during the consultation, we have worked with WCC to amend the design to further mitigate concerns regarding possible traffic reassignment onto local roads by retaining:

- the right turn from Millbank south onto Lambeth Bridge at all times of day. In the original proposal it was not possible to turn right from Millbank south onto Lambeth Bridge during the evening peak,
- the left turn from Millbank north onto Lambeth Bridge for all traffic. In the original proposal only buses and pedal cyclists could turn left from Millbank north onto Lambeth Bridge via a slip road.

The latter change also negates any need for changes to Millbank at the junction with Great Peter Street.

Implementing these changes into the design reduces the likelihood of vehicles seeking an alternative route away from the junction and the predicted volume of traffic on local roads in the vicinity of Lambeth Bridge northern junction. However together with WCC we will monitor the impact the changes will have on local roads upon scheme completion to understand the impact on traffic volumes in the area. If shown to be required through the monitoring, a pre-agreed mitigation strategy will be implemented on WCC roads. The details of this are still being discussed.

We are committed to improving the safety of vulnerable road users through making changes to Lambeth Bridge northern junction layout. As such we will replace the originally proposed advisory cycle lanes shown in the consultation with mandatory lanes. However whilst enabling more movements at the junction as described above it has become necessary to introduce staggered pedestrian crossings on both Millbank north and Millbank south. This is to reduce delays to bus journey times whilst continuing to provide a safe means for crossing for pedestrians.

Furthermore after feedback received from the Mayor's Disability Advisory Group the shared-use proposals have been reviewed throughout the design. Cyclists will now stay on the carriageway where it is considered safe to do so. As a result, an internal stop line will be provided on Millbank north to enable cyclists to safely make the left



turn which is otherwise banned for other traffic. However, due to space and signal time limitations, the shared-use footway will remain between Millbank south and Horseferry Road, and a carriageway level cycle track will be provided on the footway between Millbank north and Lambeth Bridge.

**Lambeth Bridge:** we intend to proceed with our proposals for Lambeth Bridge as set out in our consultation.

Whilst on site we will take the opportunity to upgrade the bridge drainage, expansion joints and waterproofing to increase the longevity of the structure.

**Lambeth Bridge south and Lambeth Palace Road:** in response to feedback from the consultation, southbound bus stop “Lambeth Palace (SA)” on Lambeth Palace Road will remain in its current location, which provides an unobstructed view from Lambeth Palace to the Palace of Westminster.

In response to queries regarding the safety of vehicles turning right into Lambeth Palace forecourt, we will provide a right turn pocket as well as ‘keep clear’ markings to keep this area unobstructed for turning vehicles. This will require northbound bus stop SP and its shelter to be retained but relocated slightly further north.

Following feedback received from LB Lambeth and the Mayors Disability Advisory Group the shared use proposals have been reviewed throughout the design. Cyclists will now stay on the carriageway where it is considered safe to do so.

In response to feedback, the narrow northbound cycle lane on Lambeth Palace Road will be removed and replaced by a wider traffic lane. A short mandatory cycle lane which feeds into the segregated cycle facility outside the entrance to St Thomas’s Hospital will be provided. It is proposed to convert the existing zebra crossing on Lambeth Road into a parallel pedestrian and cyclist crossing to enable cyclists on Lambeth Road to connect with an existing cycleway on Lambeth High Street.

**Protective Security Measures:** during the consultation period temporary security measures were installed on Lambeth Bridge in response to the London Bridge terrorist attack. These will be replaced with permanent measures on the bridge, and if required, at the junctions either side.

We will work closely with WCC, LBL and the security services to ensure that any measures do not cause pinch points and are suitable for their historic setting. We will aim to deliver these at the same time as the junction changes in order to minimise construction impact.

**Speed reduction:** a reduced speed limit of 20mph will be introduced on Transport for London roads within the Congestion Charging Zone as part of Vision Zero (see above), aimed at increasing the safety of people using London’s roads, please see <https://tfl.gov.uk/info-for/media/press-releases/2018/july/mayor-tfl-and-the-met-launch-plan-to-eliminate-deaths-and-serious-injuries-on-london-s-roads>. This will

include Lambeth Palace Road, Lambeth Bridge, Millbank South and Albert Embankment. This reduced speed limit will be introduced in March 2020.

**Coordination with nearby proposals /schemes:** as nearby proposals and developments are progressed we will look to coordinate schemes wherever feasible to do so. The proposals will complement as far as possible any proposed changes at Parliament Square as both sets of proposals develop further.

**Equalities:** an Equality Impact Assessment (EqIA) has been carried out for the scheme looking at the impacts on individual groups, including disability groups. This will continue to be kept under review and updated throughout the development of the scheme. Any impacts on groups of people with protected characteristics will be taken into account as part of TfL's decision-making on this scheme.

The new junction arrangements have led to some increases and some decreases in bus journey times. The new signalised junctions are designed to improve safety, in doing so they have removed capacity from some approaches on the network. See Appendix B for more details about the predicted journey time changes.

**Moving forward:** we are proposing to hold two engagement events to explain the above changes further. These will be held on:

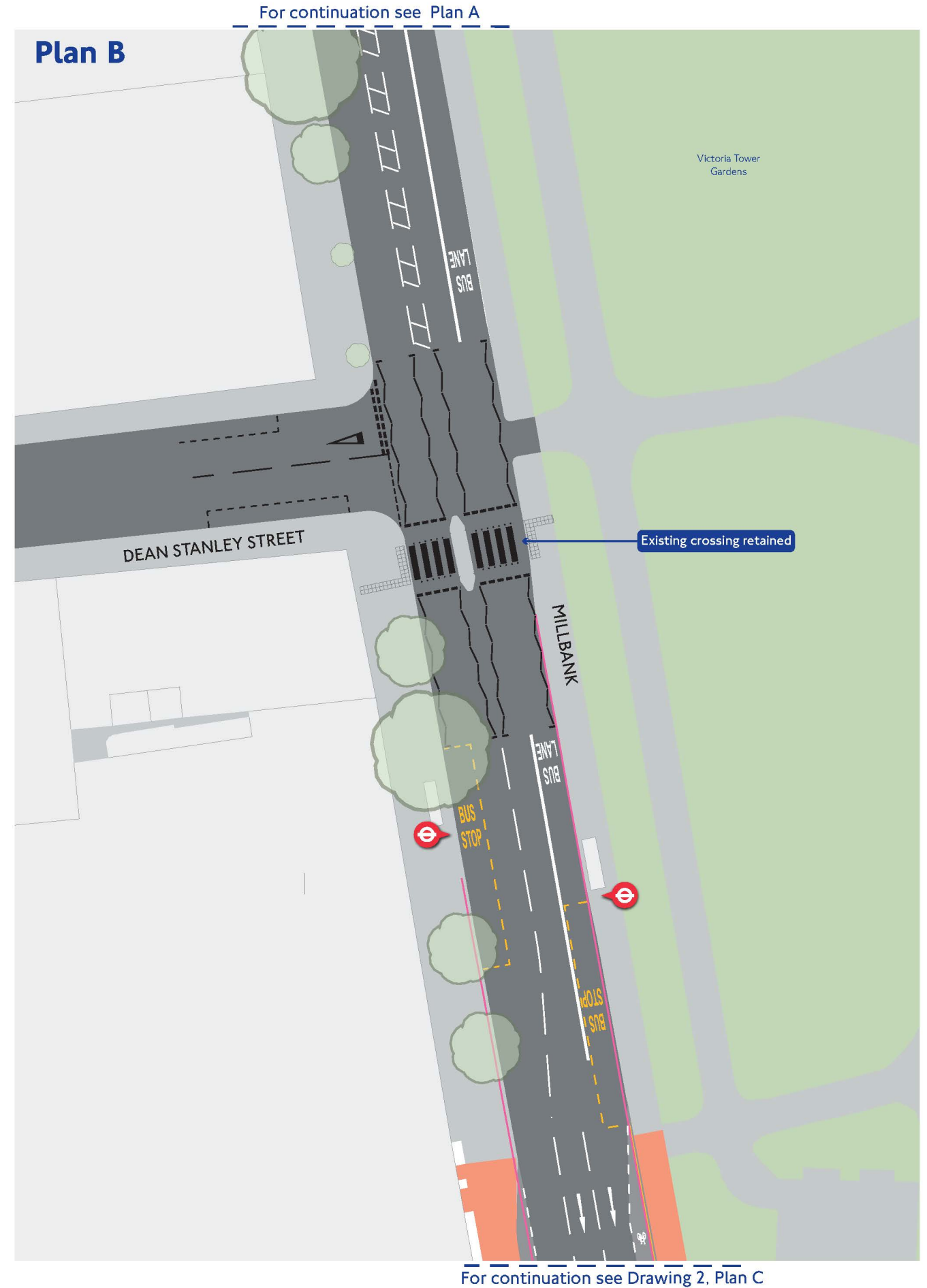
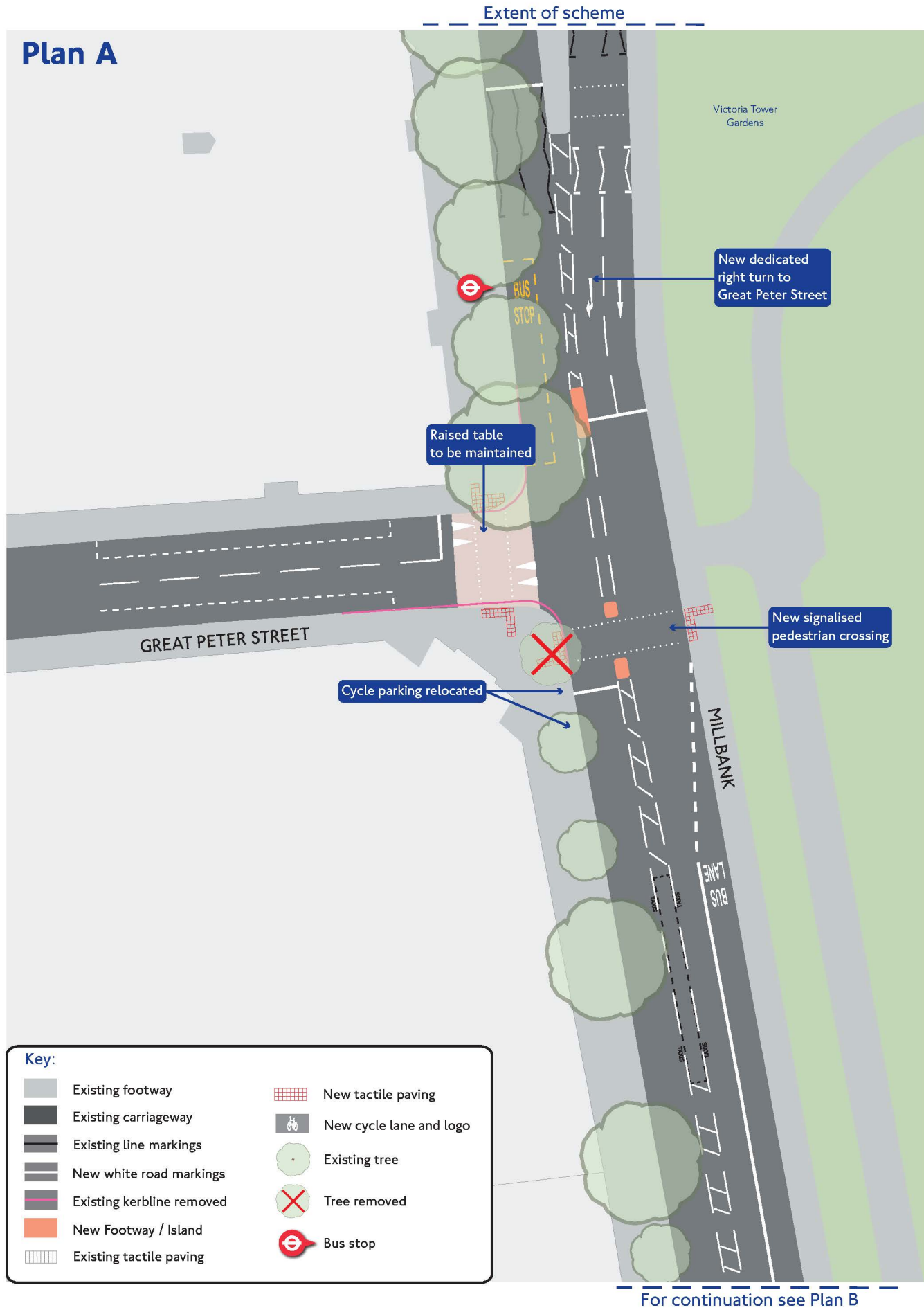
Wednesday 18 March, between 4-8pm at the Parish Sitting Room, St Stephens House, Hide Place

Thursday 19 March, between 4-8pm at the Park Plaza Hotel, Albert Embankment

We will continue to work with WCC and LBL on our proposals and start to produce detailed designs. We will also continue to work with WCC to develop a monitoring strategy on local roads where this is considered necessary. Subject to various internal approvals and formal agreements we aim to start work on site early 2022, working closely with our stakeholders to do this. We will contact local residents and businesses again to keep them informed of construction timings in due course.

# **Appendix A: Consultation materials**

**Consultation drawings**







For continuation see Drawing 1, Plan B

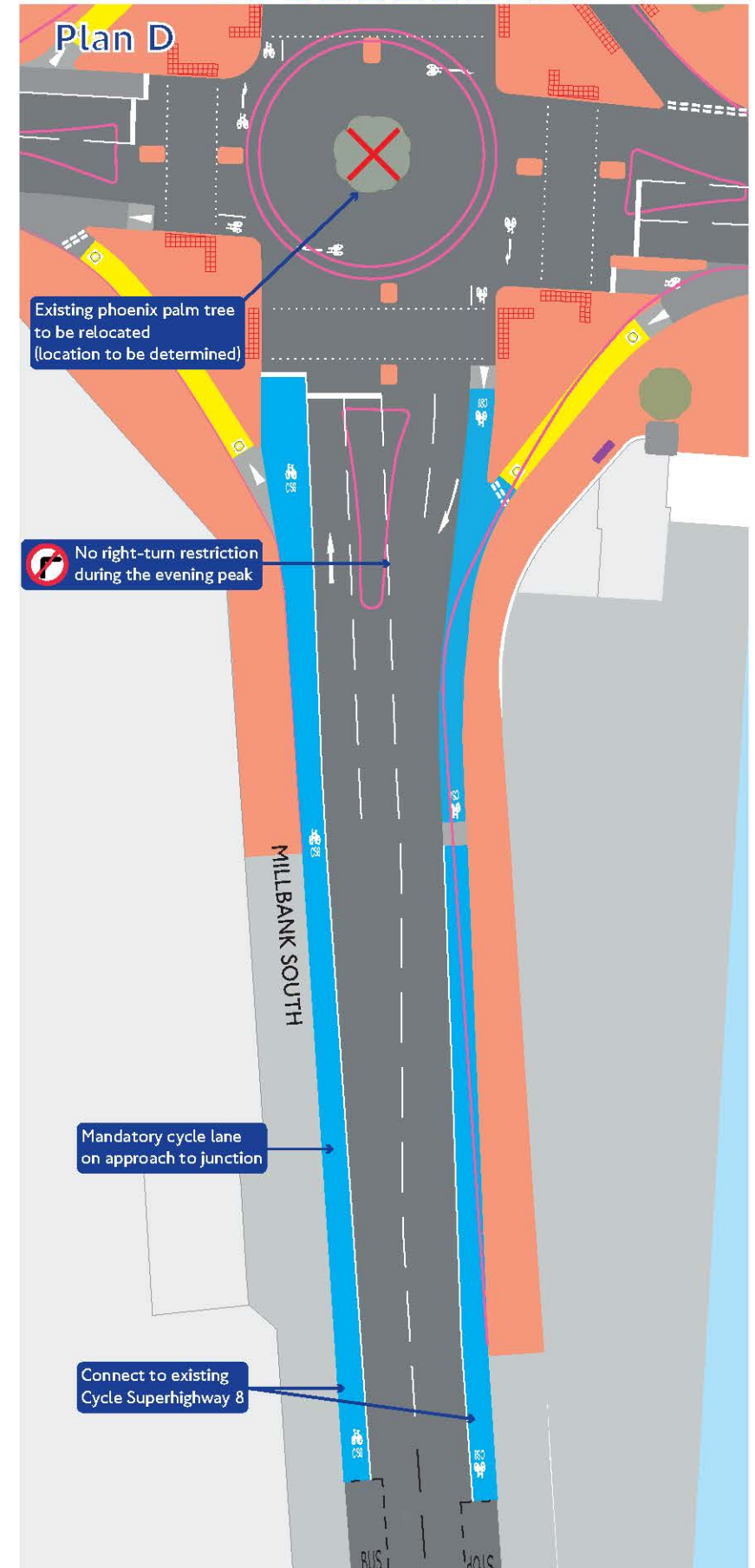
Plan C



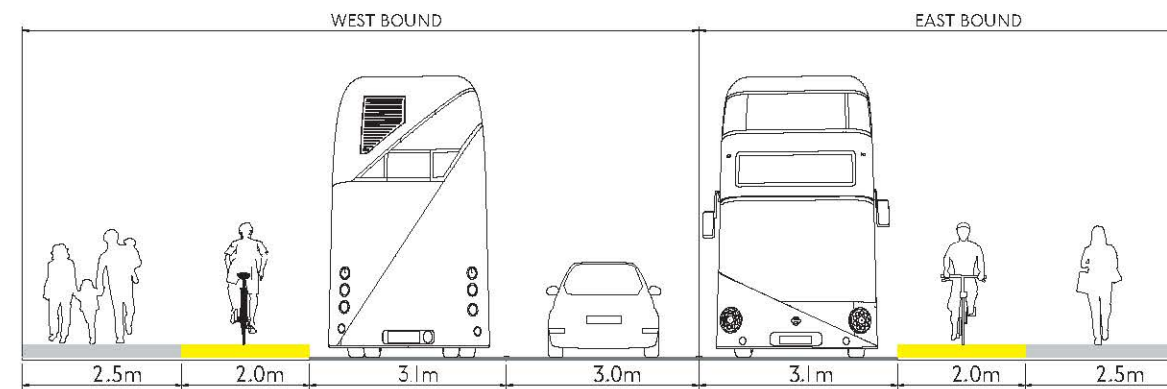
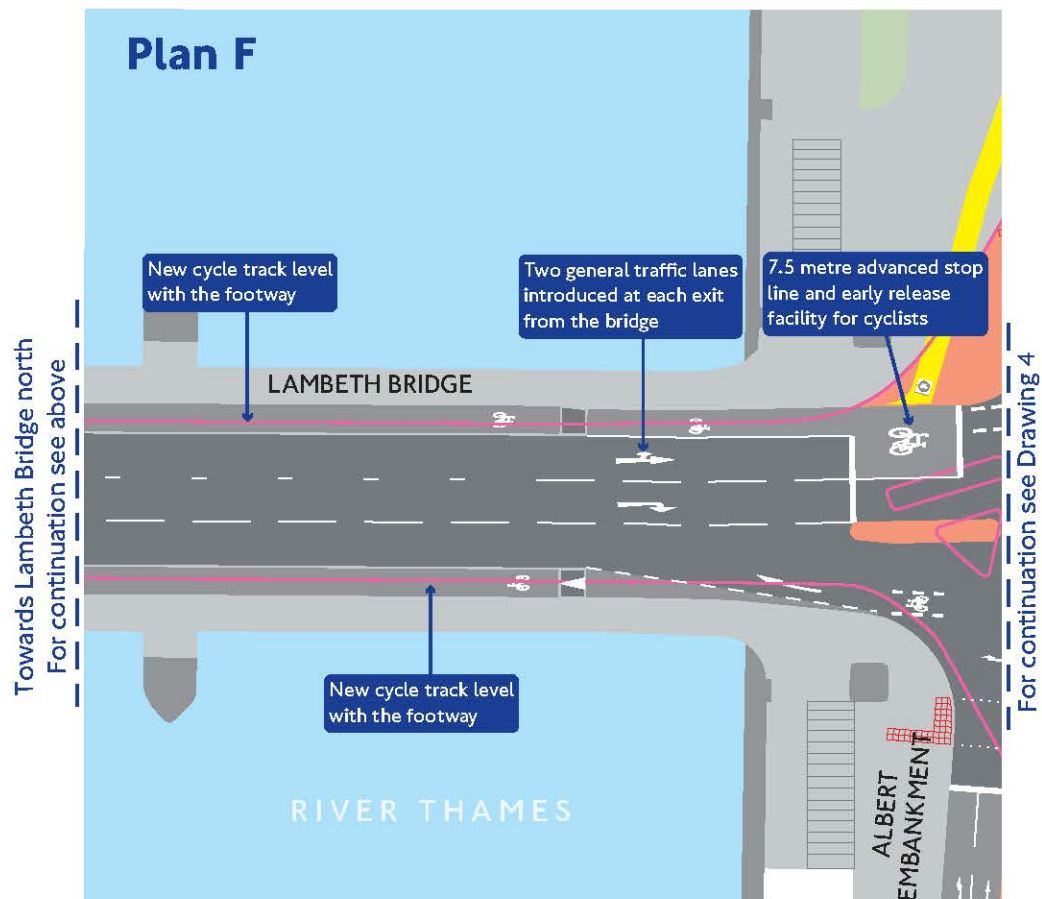
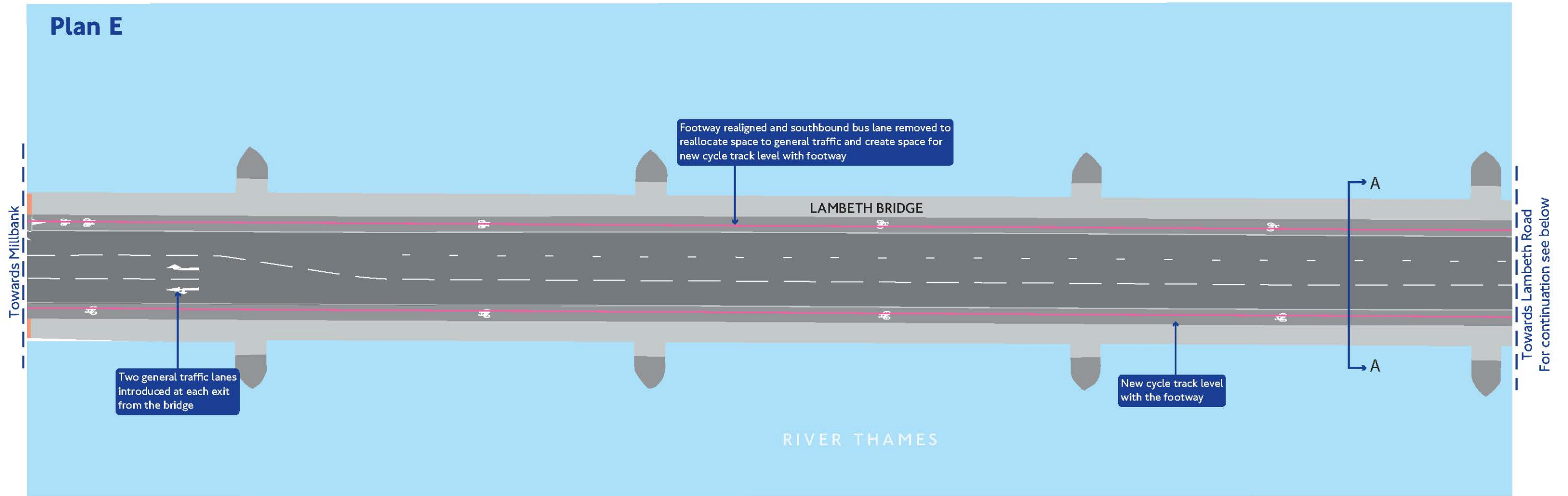
For continuation see Plan D

For continuation see Plan C

Plan D



Extent of scheme



**Section A - A**  
Proposed lane measurements

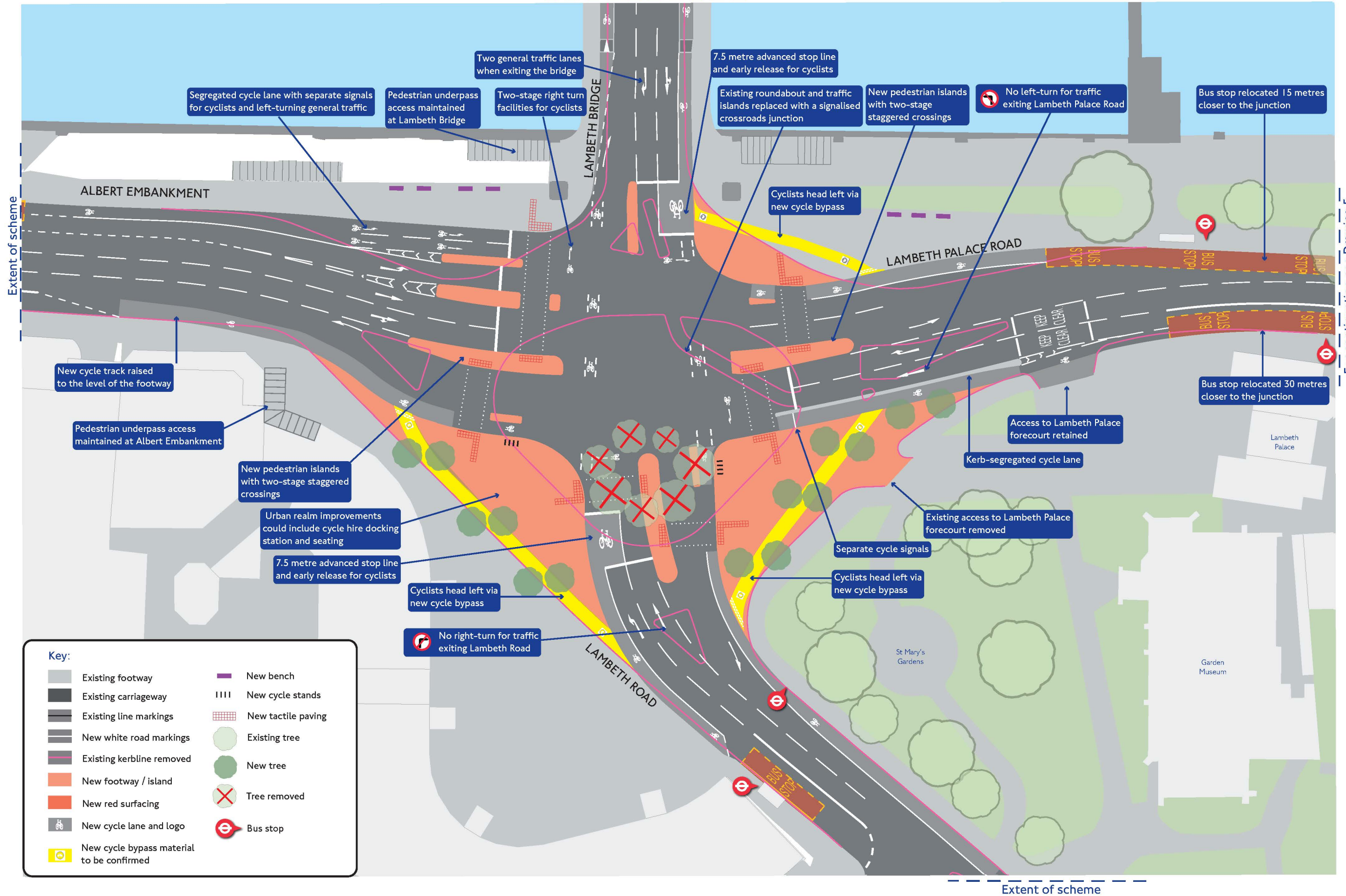
Key:

Existing footway	New cycle track
Existing carriageway	New cycle bypass material to be confirmed
Existing line markings	New footway / island
Existing kerbline removed	New cycle lane and logo
New tactile paving	New white road markings





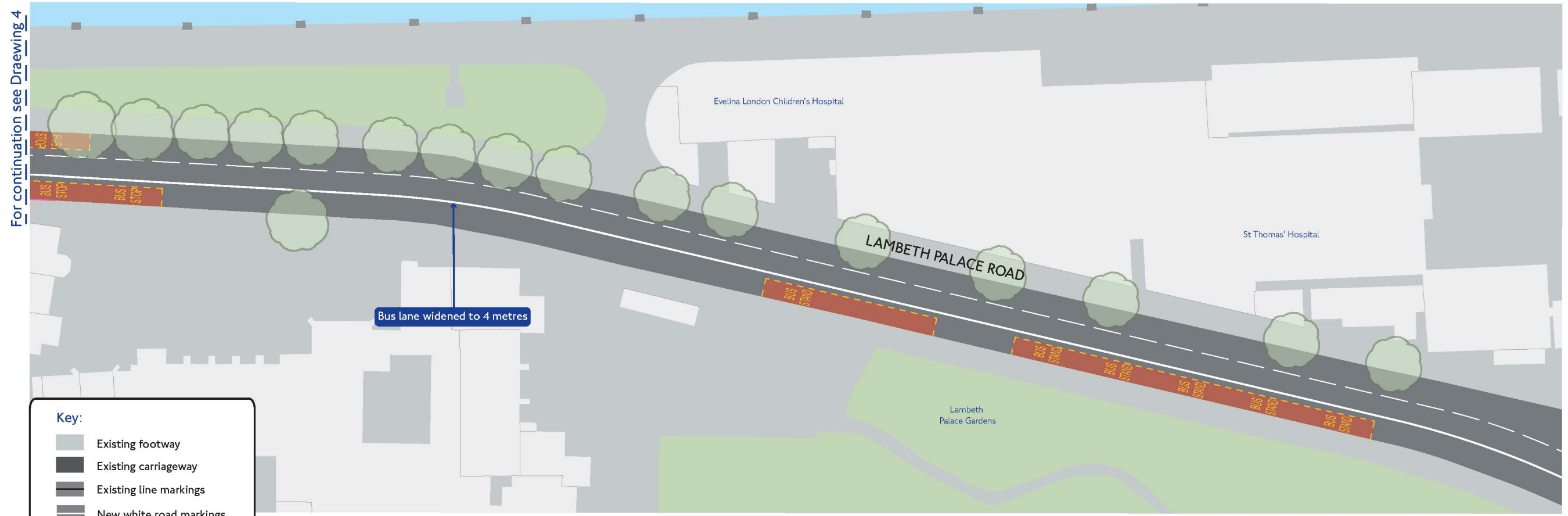
For continuation see Drawing 3, Plan F



Extent of scheme

For continuation see Drawing 5

Extent of scheme

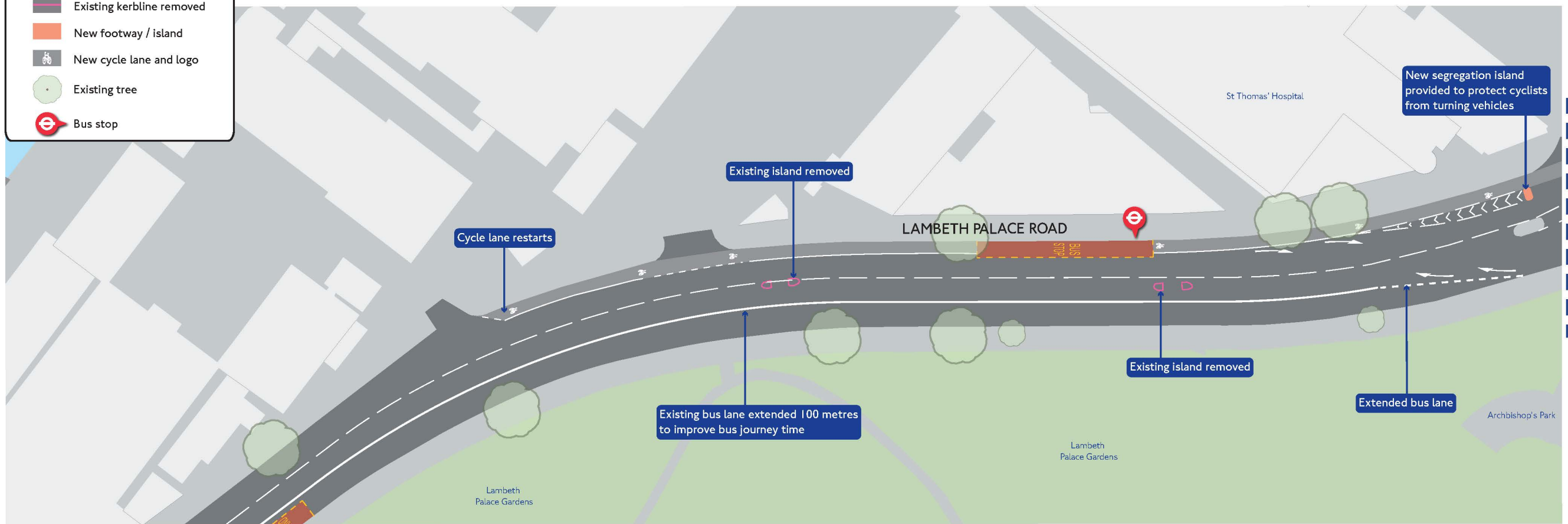


For continuation see Draewing 4

For continuation see below

**Key:**

- Existing footway
- Existing carriageway
- Existing line markings
- New white road markings
- New red surfacing
- Existing kerbline removed
- New footway / island
- New cycle lane and logo
- Existing tree
- Bus stop



For continuation see above

Extent of scheme



## Screengrabs of web page



### Overview

We have developed proposals to transform the road layout at the northern and southern roundabouts at Lambeth Bridge to create a safer environment for cycling and walking. We would also make changes to some approach roads and to the bridge itself.

Focussing on road safety, our proposals are designed to keep traffic moving along these key routes, whilst providing a better balance to the way that space on the road is allocated.

Our proposals would require changes to the way general traffic moves through the area, including new left or right turn traffic restrictions on some roads at each end of the bridge.

#### Contents:

- [What are we proposing?](#)
- [Why are we proposing it?](#)
- [Our proposals in detail](#)
- [The impacts of our proposals](#)
- [Other options considered but not taken forward](#)
- [Next steps](#)
- [Have your say](#)

### What are we proposing?

We propose to convert both the northern and the southern roundabouts of Lambeth Bridge into crossroad junctions, with traffic signals and signalised pedestrian crossings. At each junction, dedicated space would be given for cyclists and new pedestrian areas would be created.

## Letter to residents

Transport for London



Monday 26 June 2017

The Occupier

Transport for London  
Consultation Team

FREEPOST  
TFL CONSULTATIONS

[Consultations@tfl.gov.uk](mailto:Consultations@tfl.gov.uk)

Dear Sir/Madam

### Have your say on proposed changes at Lambeth Bridge north and south

We are seeking your views on proposals to transform the road layout at the northern and southern roundabouts at Lambeth Bridge. Our proposals create a safer environment for cycling and walking, but would require changes to the way general traffic moves through the area. These include new left or right turn traffic restrictions on some roads at each end of the bridge.

We are also seeking views on:

- Longer-term plans for the pedestrian underpass at Albert Embankment
- A potential new location for the palm tree on the northern side of Lambeth Bridge
- The current traffic speed at Lambeth Bridge north and south

The consultation runs from **Monday 26 June to Sunday 20 August 2017**.

#### What are we proposing?

We propose to convert both the northern and the southern roundabouts of Lambeth Bridge into crossroad junctions, with traffic signals and signalised pedestrian crossings. At each junction, dedicated space would be given for cyclists and new pedestrian areas would be created.

To support these transformational plans, changes to the road layout are also proposed on Lambeth Bridge itself, at the Millbank north junction with Great Peter Street and along Lambeth Palace Road. These layout changes include two general traffic lanes at each exit from the bridge, the introduction of a signalised pedestrian crossing at the Millbank north junction with Great Peter Street, and the extension of the southbound bus lane on Lambeth Palace Road.

We have also developed public realm improvements, sensitive to the heritage of the area. These designs propose to further enhance the look and feel of the area so that we can promote a real sense of place to Lambeth Bridge and its surrounds.

MAYOR OF LONDON



VAT number 756 2769 90



**How can I find out more?**

To find out more, view or print our plans, and let us know what you think visit: <https://tfl.gov.uk/Lambeth-bridge>

Alternatively, you can:

- Email: [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)
- Write to: FREEPOST TFL CONSULTATIONS
- Call us on 0343 222 1155 (service and network charges may apply)

You can also request paper copies of plans and a response form, copies in Braille, large text or another language using the above contact information.

**Artist's impressions of our proposals:**

Lambeth Bridge north



Lambeth Bridge south



**Public drop-in sessions**

We are available to discuss these proposals with you in more detail as follows:

<b>Sunday 16 July 2017</b> 11am to 4pm Garden Museum Clare Learning Space (enter via the café) 5 Lambeth Palace Road London SE1 7LB	<b>Tuesday 18 July 2017</b> 11am to 4pm Millbank Tower First Floor – Citibase London 21-24 Millbank London SW1P 4QP	<b>Tuesday 25 July 2017</b> 12 noon to 7pm St Thomas' Hospital Bird Song corridor (between the North and South wings) Westminster Bridge Road London SE1 7EH
---	---	---

**Your views are important to us**

The responses to this consultation will help inform our decision making as to whether we go ahead with the changes as proposed or make changes to our designs. Subject to the outcome of consultation we would proceed to details designs and plan to start work during winter 2018.

Please tell us your views by **Sunday 20 August 2017**.

Yours faithfully



Michelle Wildish  
Consultation Team

**Stakeholder email:**

Dear Stakeholder

We are seeking your views on proposals to transform the road layout at the northern and southern roundabouts at Lambeth Bridge.

We propose to convert both the northern and the southern roundabouts of Lambeth Bridge into crossroad junctions, with traffic signals and signalised pedestrian crossings. At each junction, dedicated space would be given for cyclists and new pedestrian areas would be created.

Our proposals create a safer environment for cycling and walking, but would require changes to the way general traffic moves through the area. These include new left or right turn traffic restrictions on some roads at each end of the bridge.

We have also developed public realm improvements, sensitive to the heritage of the area. These designs propose to further enhance the look and feel of the area so that we can promote a real sense of place to Lambeth Bridge and its surrounds.

We are also seeking views on:

- Longer-term plans for the pedestrian underpass at Albert Embankment
- A potential new location for the palm tree on the northern side of Lambeth Bridge
- The current traffic speed at Lambeth Bridge north and south

To find out more, and let us know what you think, please visit:

<https://tfl.gov.uk/Lambeth-bridge>

The consultation runs from Monday 26 June to Sunday 20 August 2017.

Yours faithfully



Michelle Wildish  
Consultation team


**Customer emails:**


Are our emails displaying well on your device? If not, allow images or view online

Home Plan journey Status update About

Proposed changes at  
Lambeth Bridge

Have  
your say



**TRANSPORT FOR LONDON** 


Dear xxx

Have your say on proposals to transform the road layout at the northern and southern roundabouts at Lambeth Bridge to create a safer environment for walking and cycling.

[For full details and to share your views, please visit tfl.gov.uk/lambeth-bridge](http://tfl.gov.uk/lambeth-bridge)

This consultation will run until Sunday 20 August 2017.

Yours sincerely,



Nigel Hardy  
Head of Project Sponsorship

To find out more about consultations running in your area, please visit [tfl.gov.uk/consultations](http://tfl.gov.uk/consultations)



Dear Sir or Madam

Thank you for taking the time recently to provide comments on our consultation proposing changes to the road layout at Lambeth Bridge north and south.

As you may have noted, during the first 24 hours of the consultation being launched, there were some anomalies with our online survey. In particular, it was not possible to:

- Provide further comments to us regarding a 20mph speed limit at Lambeth Bridge south
- Select more than one option when defining your relationship to the area
- Select more than one option when letting us know how you travel through the area

In light of this, I wanted to contact you personally to ensure that you have the opportunity to add any further information to your response.

If this is something you wish to do, please opt to reply to this email, complete the following table as appropriate and send the email back to us at [tflconsultations@tfl.gov.uk](mailto:tflconsultations@tfl.gov.uk) by Sunday 20 August 2017. Alternatively you can print and post your response back to us via FREEPOST TFL CONSULTATIONS (no stamp required).

Thank you again for taking the time to take part in this consultation. Your feedback is important to us and the comments you have provided will be considered as part of our decision making process.

<b>Have you say on proposed changes at Lambeth Bridge north and south</b>	
Question	Your response
<b>Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge south?</b>	

<b>Are you:</b> Local resident Business Owner Employed locally Visitor to the area Commuter to the area Not local but interested in the scheme	Please note all that apply
<b>Please let us know how you travel through the area.</b> <b>Are you:</b> A cyclist A pedestrian A bus or coach passenger Motorist (including taxis) Motorcyclist Other – please specify	Please note all that apply

Yours faithfully  
Michelle Wildish  
Consultation team  
Mail: FREEPOST TFL CONSULTATIONS  
Email: [tflconsultations@tfl.gov.uk](mailto:tflconsultations@tfl.gov.uk)



Before and after artists impressions (computer generated images):

## Lambeth Bridge north artist's impressions

Before



After



MAYOR  
OF LONDON



TRANSPORT  
FOR LONDON  
EVERY JOURNEY MATTERS



## Lambeth Bridge south artist's impressions

Before



After



MAYOR  
OF LONDON



TRANSPORT  
FOR LONDON  
EVERY JOURNEY MATTERS



## Postcard

Front



Back





# Appendix B: Exhibition materials

Banner:

**Have your say on proposed changes at Lambeth Bridge north and south**



Visit: [tfl.gov.uk/lambeth-bridge](http://tfl.gov.uk/lambeth-bridge)  
Email: [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)  
Write: FREEPOST TFL CONSULTATIONS  
Call: 0343 222 1155\*

**Please submit your views by Sunday 20 August 2017**

\*Service and network charges apply.  
Visit [tfl.gov.uk/terms](http://tfl.gov.uk/terms) for details.

**Have your say**



MAYOR OF LONDON



TRANSPORT FOR LONDON  
BETTER. TOGETHER. BATTERED.





LOCALLY LISTED VESTRY LAMP COLUMN

LEGIBLE LONDON

LAMBETH PALACE

St Mary at Lambeth  
(The Garden Museum)

St. Mary's Gardens

LAMBETH PALACE ROAD

LAMBETH ROAD

LAMBETH BRIDGE

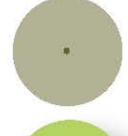

RIVER THAMES

MIHW

ALBERT EMBANKMENT

Westminster Tower

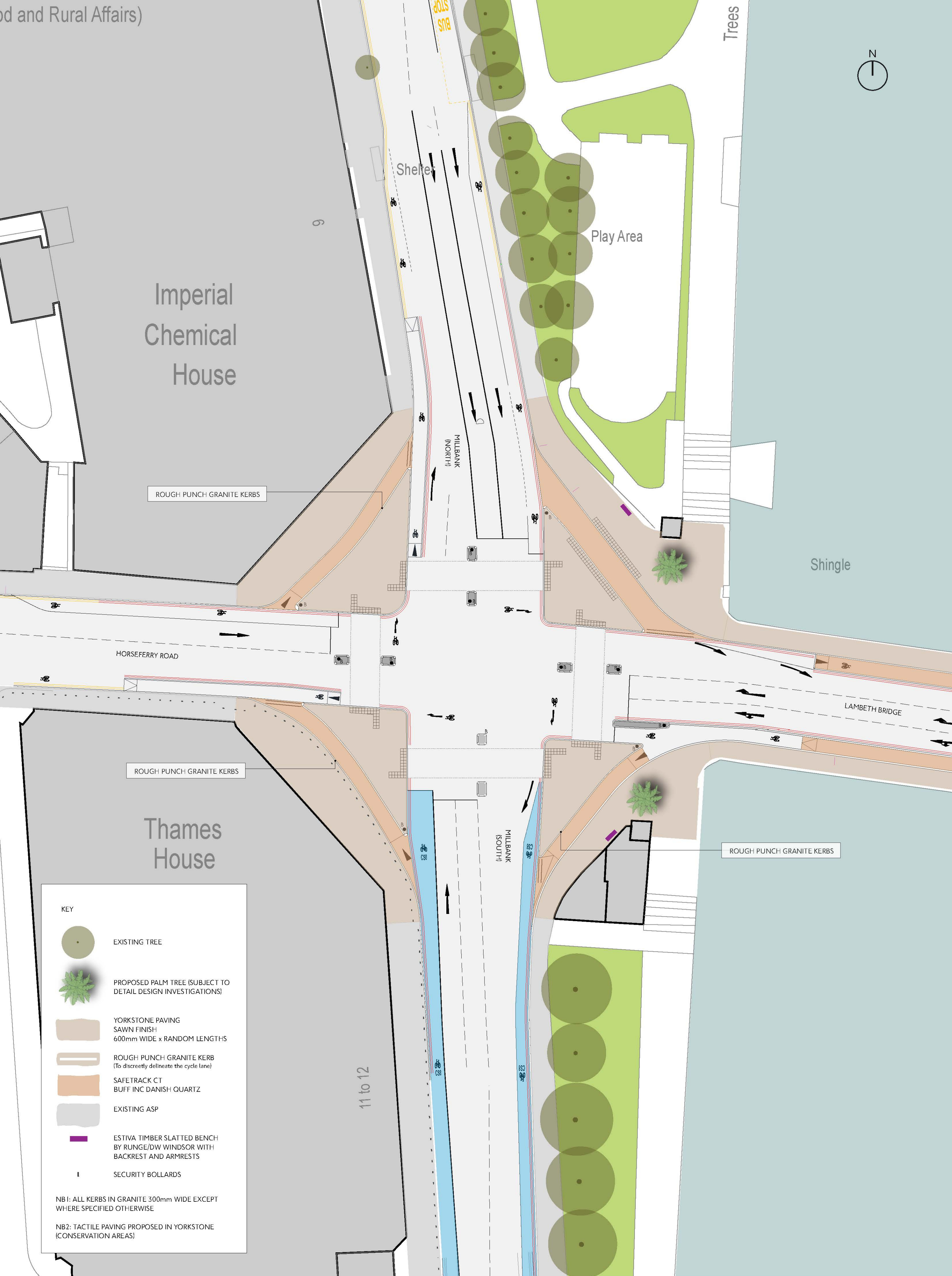
**KEY**

-  EXISTING TREE
-  PROPOSED TREE (SUBJECT TO DETAIL DESIGN INVESTIGATIONS)
-  YORKSTONE PAVING  
SAWN FINISH  
600mm WIDE x RANDOM LENGTHS
-  YORKSTONE SETTS  
SAWN FINISH  
100mm WIDE x 100mm LENGTH
-  GRANITE PAVING SETTS  
2 ROWS OF 100mm WIDE x 100mm LENGTH
-  ROUGH PUNCH GRANITE KERB  
(To discreetly delineate the cycle lane)
-  SAFETRACK CT  
BUFF INC DANISH QUARTZ
-  EXISTING ASP
-  ESTIVA TIMBER SLATTED BENCH  
BY RUNGE/DW WINDSOR WITH  
BACKREST AND ARMRESTS
-  ESTIVA TIMBER SLATTED BENCH  
BY RUNGE/DW WINDSOR WITHOUT  
BACKREST
-  CYCLE PARKING (BLACK SHEFFIELD  
STANDS)

NB1: ALL KERBS IN GRANITE 300mm WIDE EXCEPT WHERE SPECIFIED OTHERWISE

NB2: TACTILE PAVING PROPOSED IN YORKSTONE (CONSERVATION AREAS)





Imperial  
Chemical  
House

ROUGH PUNCH GRANITE KERBS

Shelter

Play Area

Trees



Shingle

HORSEFERRY ROAD

LAMBETH BRIDGE

Thames  
House









ROUGH PUNCH GRANITE KERBS

MILLBANK  
(SOUTH)

ROUGH PUNCH GRANITE KERBS

11 to 12

**KEY**

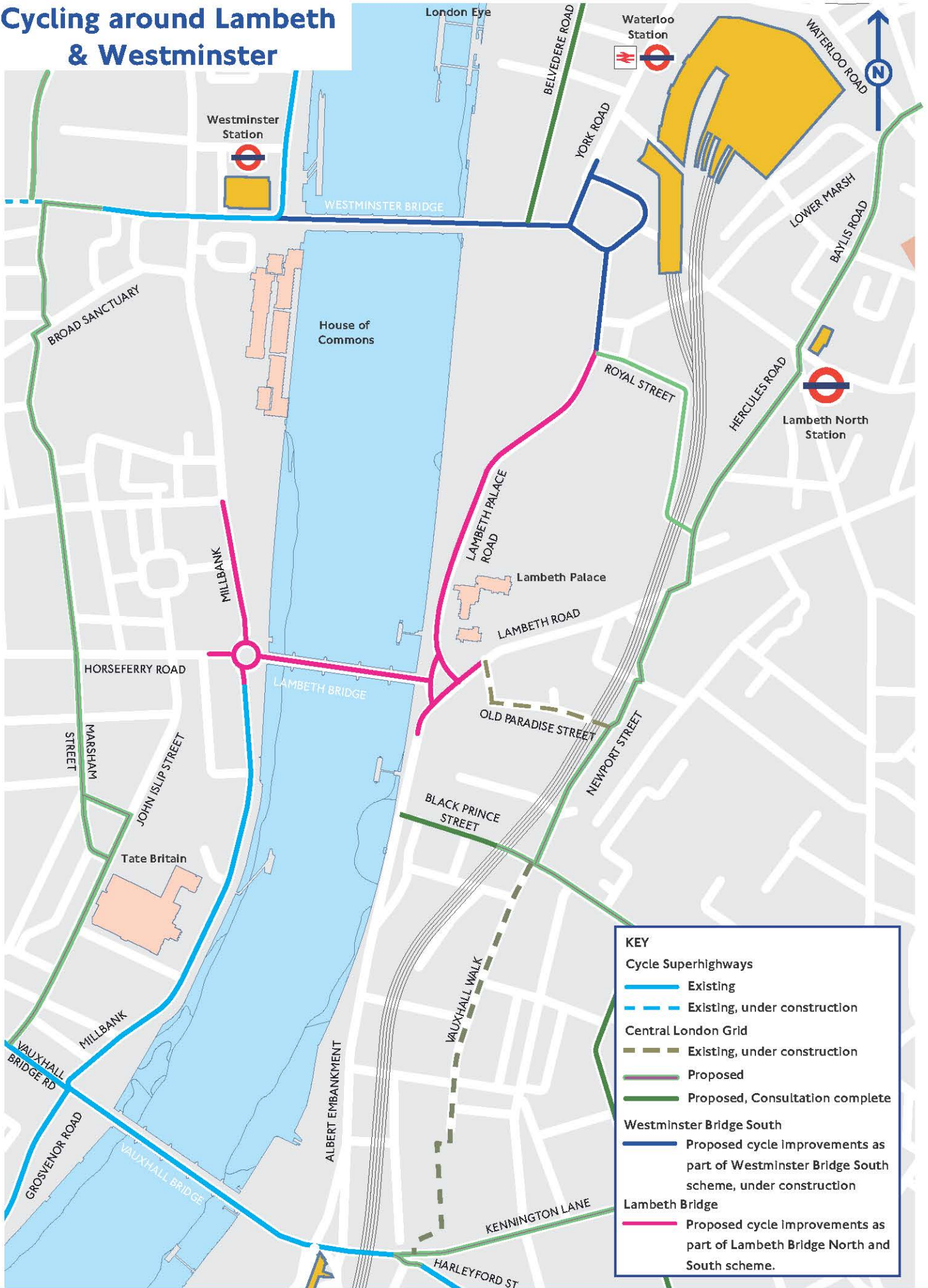
-  EXISTING TREE
-  PROPOSED PALM TREE (SUBJECT TO  
DETAIL DESIGN INVESTIGATIONS)
-  YORKSTONE PAVING  
SAWN FINISH  
600mm WIDE x RANDOM LENGTHS
-  ROUGH PUNCH GRANITE KERB  
(To discreetly delineate the cycle lane)
-  SAFETRACK CT  
BUFF INC DANISH QUARTZ
-  EXISTING ASP
-  ESTIVA TIMBER SLATTED BENCH  
BY RUNGE/DW WINDSOR WITH  
BACKREST AND ARMRESTS
-  SECURITY BOLLARDS

NB1: ALL KERBS IN GRANITE 300mm WIDE EXCEPT  
WHERE SPECIFIED OTHERWISE

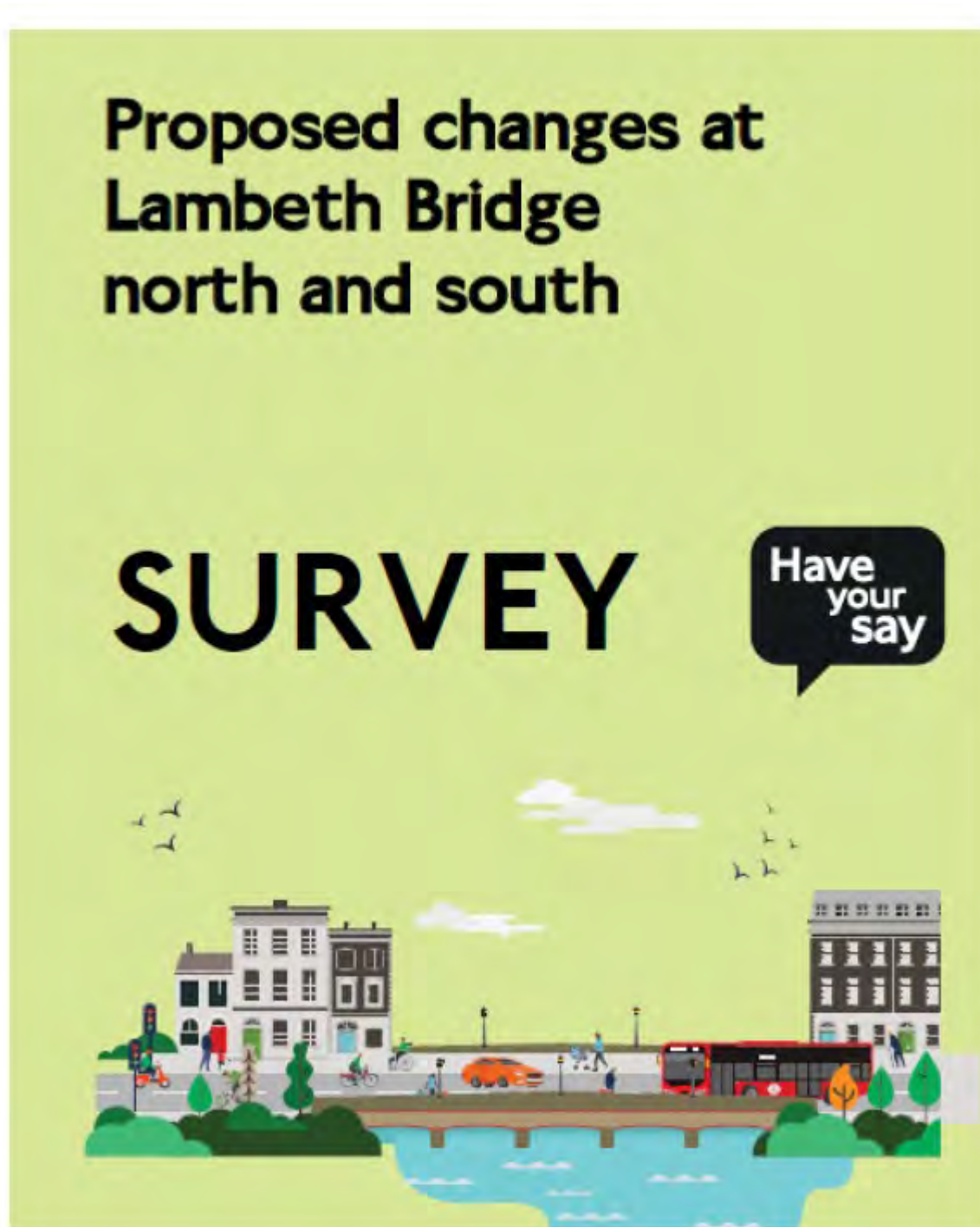
NB2: TACTILE PAVING PROPOSED IN YORKSTONE  
(CONSERVATION AREAS)



# Cycling around Lambeth & Westminster



Front sheet of paper survey:



# Appendix C: Press and media activity

## Press release:

**TRANSPORT FOR LONDON** Plan a journey Status updates Maps Fares & payments Help & contacts More

Media Press releases 2017 June Plans to transform Lambeth Bridge and Waterloo published

## Plans to transform Lambeth Bridge and Waterloo published

26 June 2017

Proposals to transform Lambeth Bridge and Waterloo are now being consulted on

- Plans include segregated cycle lanes over Lambeth Bridge and the removal of roundabouts
- A new public space at Waterloo would reduce dominance of traffic
- Demonstrates Mayor's commitment to the Healthy Streets Approach and tackling junctions with the worst safety records

Major proposals to transform Lambeth Bridge and Waterloo and make them safer for all have today been published.

The plans, which are now being consulted on, are designed to improve conditions for walking, cycling and public transport through the intimidating junctions. They come after Waterloo roundabout and Lambeth Bridge northern roundabout were identified as among the 73 junctions in the Capital with the worst safety record for pedestrians, cyclists and motorcyclists.

The proposed dramatic changes include segregated cycle lanes, cycle-specific traffic lights, wider paths, the removal or transformation of the intimidating junctions and vastly improved public spaces.

The improvements would also open up new areas of London for safer cycling and link into the current and planned cycle network. The proposals for Lambeth Bridge would join onto Cycle Superhighway 8, a number of Quietways and join onto the improvement work currently underway around Westminster Bridge. Waterloo's proposals would link in with the wider cycle network including nearby Quietway 1 and the proposed Quietway 5.

"Our plans for Lambeth Bridge and Waterloo will make a real difference to these intimidating junctions. They will be completely transformed to make the areas safer and more pleasant to travel through, and will link cyclists up to our wider cycle network"

**Will Norman**  
London's Walking and Cycling Commissioner

Media

- Press releases
  - 2018
  - 2017
    - January
    - February
    - March
    - April
    - May
    - June
    - July
    - August
    - September
    - October
    - November
    - December

Share

Concerns over safety are frequently cited as one of the key reasons people do not cycle and overhauling these two notorious junctions will help the Mayor reach his aim for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041. The improvements are also an example of the Mayor's bold Healthy Streets Approach to make London's streets healthier, safer and more welcoming.

Last week, the Mayor announced his intention to increase the proportion of people walking, cycling and taking public transport to 80 per cent of journeys by 2041, as part of his draft Transport Strategy. Sadiq Khan's strategy sets out a long-term ambition to transform the Capital's transport network and deliver a fairer, greener, healthier and more prosperous city for all Londoners.

Will Norman, London's Walking and Cycling Commissioner, said:

'Our plans for Lambeth Bridge and Waterloo will make a real difference to these intimidating junctions. They will be completely transformed to make the areas safer and more pleasant to travel through, and will link cyclists up to our wider cycle network. It's a great example of our work to improve London's most dangerous junctions and create people-friendly streets across the city.'

Leon Daniels, Managing Director of Surface Transport, said:

'The Mayor has set ambitious plans for 80 per cent of all trips in London to be on foot, bike or public transport by 2041 and these ambitious plans for Lambeth Bridge and Waterloo rise to that challenge. By boosting sustainable and active travel we can make the most efficient use of road space to support growth and benefit the environment, health and the economy. We encourage Londoners to let us know what they think about the proposals to help make them as good as possible.'



Metro newspaper feature:

# Travel news

metro@tfl.gov.uk

Brought to you by



## Changes planned for Waterloo and Lambeth Bridge



### Area to be transformed and a new public space created.

PLANS to tackle the traffic problems around Waterloo and Lambeth Bridge are now open for consultation.

They include removing both roundabouts at Lambeth Bridge, remodelling the Imax roundabout at Waterloo and introducing segregated cycle lanes.

The area has been identified as having two of the worst 73 junctions in the capital for safety among pedestrians, cyclists and motorcyclists.

The proposals would bring in segregated cycle lanes, cycle-specific traffic lights, wider paths, the removal or transformation of the intimidating junctions and vastly improve public spaces.

The changes mean another area of London will become safer for cyclists, and the new lanes would link directly into the current and planned cycle network.

#### Safety

Concerns over safety are frequently cited as one of the main reasons people do not cycle in London and overhauling these



two notorious junctions will help the Mayor reach his aim of eliminating all deaths and serious injuries from road collisions on London's streets by 2041.

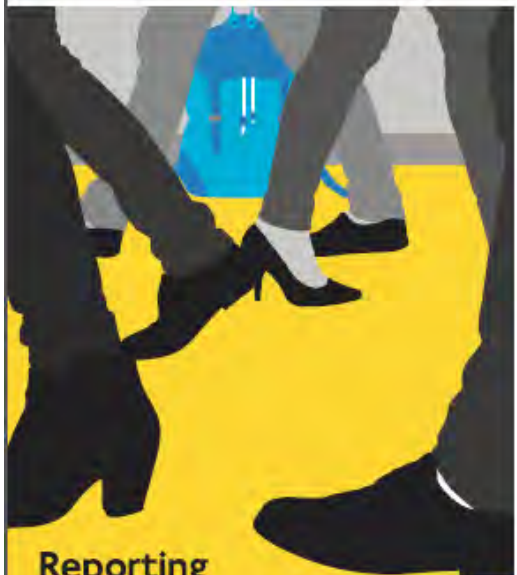
The proposed improvements underline the Mayor's commitment to bringing Healthy Streets to the capital by reducing air pollution, and making roads safer and more welcoming.

Leon Daniels, managing director of surface transport, said: "The Mayor has set ambitious plans for 80 per cent of all

trips in London to be on foot, bike or public transport by 2041, and these plans for Lambeth Bridge and Waterloo rise to that challenge."

Consultations close on August 20. If approved, work could begin in Lambeth as early as next year, with Waterloo starting late 2019.

**To give your views on the plans, visit [tfl.gov.uk/Lambeth-bridge](http://tfl.gov.uk/Lambeth-bridge) and [tfl.gov.uk/waterloo-roundabout](http://tfl.gov.uk/waterloo-roundabout)**



### Reporting anything unusual won't hurt you

If you see any unattended items or suspicious activity, report it to a member of staff or the police immediately. For your safety and security, CCTV is in use across the network.



MAYOR OF LONDON



## Heading to Wimbledon?

TODAY sees the start of the Wimbledon Tennis Championships. If you are travelling to the tournament by public transport, the nearest stations are Southfields and Wimbledon.

Southfields station is on the Wimbledon branch of the District line and is about a 15-minute walk away from the venue, or a short ride on the 493 bus route.

Wimbledon station is served by the District line, South West Trains and London Trams services. South West Trains services to Wimbledon operate to/from Waterloo with some long-distance services stopping additionally at Wimbledon during the tournament. Wimbledon station is about a 20-minute walk away, or a short ride on local buses.

This year there is no shuttle bus operating from Southfields to reduce congestion along the route, however the shuttle bus service will operate from Wimbledon station.

If arriving at Wimbledon station, go directly to the grounds, which will be quicker than taking the District line to Southfields and walking from there.

### TfL consultations

### Have your say

The following proposals are being consulted on:

#### Mayor's Transport Strategy

Closes October 2

The Mayor Sajid Khan wants to create a better city for all Londoners, and transport is at the heart of his vision. The strategy sets out plans to transform London's streets, improve public transport and create opportunities for new homes and jobs.

#### Camden Town consultation

Closes August 18

Express your views on TfL's plans to improve capacity at Camden Town station and provide step-free access from the street to trains.

**To find out more information on these and other proposals TfL is consulting on, visit [tfl.gov.uk/consultations](http://tfl.gov.uk/consultations)**

For more articles and to keep up to date with TfL announcements, visit [tfl.gov.uk/news](http://tfl.gov.uk/news)

### London travel advice: plan your journey now

[tfl.gov.uk](http://tfl.gov.uk)

24 hour travel information  
**0343 222 1234\***

Sign up for email updates  
[tfl.gov.uk/emailupdates](http://tfl.gov.uk/emailupdates)

[tfl.gov.uk/socialmedia](http://tfl.gov.uk/socialmedia)

London Travelwatch  
London's transport watchdog  
call 020 3176 2999, or visit  
[www.londontravelwatch.org.uk](http://www.londontravelwatch.org.uk)

\*Service and network charges apply.  
See [tfl.gov.uk/tariffs](http://tfl.gov.uk/tariffs) for details.

Newspapers left on the Tube can jam doors and cause delays to your journey. Take your newspaper with you or put it in a recycling bin.

The views expressed are those of TfL only and are not those of Metro.



# Appendix D: Letter distribution area



# Appendix E: List of stakeholders consulted

## Local Authorities and statutory bodies

London TravelWatch
--------------------

Local Government Ombudsman
----------------------------

London Councils
-----------------

Passenger Focus
-----------------

Transport for All
-------------------

Greater London Authority
--------------------------

Department for Transport
--------------------------

London Borough of Lambeth
---------------------------

Westminster City Council
--------------------------

## Accessibility groups

Access in London
------------------

Action on Disability
----------------------

Action on Disability and Work UK
----------------------------------

Action on Hearing Loss
------------------------

Age Concern London
--------------------

Age UK London
---------------

Alzheimer's Society
---------------------

Anxiety Alliance
------------------

Anxiety Care
--------------

Anxiety UK
------------

Asian Peoples Disabilities Alliance
-------------------------------------

Aspire
--------

Better Transport
------------------

Brains Trust
--------------

Campaign for Better Transport
-------------------------------

Carers Information Service
----------------------------

Connect
---------

Disability Alliance
---------------------

Disability Rights UK
----------------------

Disabled Go
-------------

Disabled Persons Transport Advisory Committee
---

Dogs for Good
---------------

Dyslexia Action
-----------------

East London Vision
--------------------

Ehlers Danlos Support UK
--------------------------

European Dysmelia Reference Information Centre
--

Friends of Capital Transport
------------------------------

GLA Strategy Access Panel members
-----------------------------------

Greater London Forum for Older People
Greater London Forum for the Elderly
Guide Dogs for the Blind Association
Harrow Macular Disease Society
Hearing Dogs UK
Inclusion London
Independent Disability Advisory Group
Joint Committee on Mobility for Disabled People
Joint Committee on Mobility of Blind and Partially Sighted People
Joint Mobility Unit
Leonard Cheshire Disability
London Older People's Strategy Group
London Region National Pensioners Convention
London Visual Impairment Forum
Look Ahead
Lupus UK
Mencap
MIND
MS Society
National Autistic Society
National Children's Bureau
No Panic
Pan-London Dementia Alliance
Parkinson's UK
RNIB
Royal London Society for Blind People
Scope
SeLVIS
Sense
Sixty Plus
South East London Vision
Strategic Access Panel
Stroke Association
The Association of Guide Dogs for the Blind
The British Dyslexia Association
Thomas Pocklington Trust
Trailblazers, Muscular Dystrophy UK
Transport for All
Vision 2020
Wheels for Wellbeing
Whizz-Kidz

## Bus and coach operators

Abellio London Limited
Anderson Travel Limited
Arriva London Limited
ATCoaches t/a Abbey Travel
Blue Triangle Buses Limited / Docklands Buses Limited / London Central Bus Company Limited / London General Transport Services Limited / Metrobus Limited
Brentwood Community Transport
C T Plus C I C
Confederation of Passenger Transport
CT Plus Ltd t/a Hackney Community Transport
East London Bus and Coach Company Limited/ South East London and Kent Bus Company Limited
East Surrey Rural Transport Partnership t/a Polestar Travel,
Ensignbus
Epsom Coaches/ Quality Line
Golden Tours (Transport) Limited
HR Richmond Limited t/a Quality Line
London Duck Tours Limited
London First
London General
London Tourist Coach Operators Association
London United Busways Limited
London United Busways Limited / London Sovereign Limited
Metroline Travel Limited/ Metroline West Limited
National Express Limited
Sullivan Bus and Coach
The Big Bus Company Limited
The Original Tour
Tour Guides
Tower Transit Operations
Universitybus Limited

## Business Groups/ Business Improvement Districts (BID)

Angel
Baker Street Quarter
Better Bankside
Camden Town unlimited
CBI-London
Cheapside BID
Confederation of British Industry
Ealing BID
Euston Town
Farringdon and Clerkenwell
Heart of London
Heart of London Business Alliance

London Chamber of Commerce and Industry (LCCI)
London Riverside
Marble Arch
New West End
New West End Company
Northbank BID
Southbank BID
Station to Station
Team London Bridge
Thamesmead Business Services
The Fitzrovia Partnership
Vauxhall One
Victoria BID
Waterloo Quarter

## **Charities**

Health Poverty Action
The Trussell Trust food bank
Wandsworth and Westminster Mind

## **Walking and cycling Groups**

All Party Parliamentary Cycling Group
Best Bike Training/ Cycletastic
bhs bikeability
bikeworks
bikeXcite
Borough Cycling Officers Group
British Cycling
Bucks Cycle Training
Campbell's
Capital City School Sport Partnership
Central London CTC
City Bikes (Vauxhall Walk)
CTC, the national cycling charity
Cycle Confidence
Cycle Confident
Cycle Experience
Cycle Newham
Cycle Systems
Cycle Training East
Cycle Training UK
Cyclelyn
Cycle-wise Thames Valley
Cycling Embassy of Great Britain

cycling4all
cyclinginstructor.com
Evolution Cycle Training
James Bikeability
Lambeth Cyclists
Living Streets
London Bike Hub
London Cycling Campaign
Mobile Cycle Training Service
Ocean Youth Connexions
On Your Bike Cycle Training
Philip Kemp cycle training
Puzzle Focus Ltd
Queen Mary University of London
Redbridge Cycling Centre
South Bucks CycleTraining
South Herts Plus Cycle Training
Southwark Cyclists
Spokes Cycling Instruction
Technicolour Tyre Company
The Southwark Cyclists
Tyssen Community School Cycle Training
Vandome Cycles
Walk London
Wandsworth - London Cycling Campaign
Westminster Cyclists
Wilson's Cycles
Young Lewisham and Greenwich Cyclists

### **Design and heritage groups**

Alive in Space Landscape and Urban Design Studio
Design for London
Dow Jones Architects
English Heritage and English Heritage London
Planning Design
Royal Institute of British Architects
Space Syntax

### **Police, emergency services and healthcare**

British Medical Association
CCG Central London (Westminster)
CCG NHS Central London
Central London NHS Trust
City of London Police

Essentia, Guy's and St Thomas' NHS Foundation Trust
Guys and St Thomas' Hospital
Lambeth Safer Transport Team
London Ambulance Service
London Fire and Emergency Planning Authority
London Fire Brigade
London Strategic Health Authority
Metropolitan Police
Port of London Authority
South East London PCT
Westminster Safer Transport Team

### **Environmental groups**

Climate London
Friends of the Earth
Institute for Sustainability
The Woodland Trust

### **Freight groups**

Aggregate Industries UK
ALDI Chelmsford
Alliance Healthcare
Argos
AS Watson (Health and Beauty UK)
Asda
Association of International & Express Couriers
Bidvest Logistics
Brakes Group
Brewery Logistics Group
Brewing, Food and Beverage Industry Suppliers Association
British Association of Removers
British Beer and Pub Association
Carousel
Cemex
Central London Freight Quality Partnership
Chartered Institute of Logistics and Transport
CitySprint
Clear Channel UK
Collect Plus
Co-op
Covent Garden Markets Authority (CGMA)
DHL UK
DPDgroup UK
EDF Energy
ELB Partners

Euromix Concrete
Federation of Wholesale Distributors
Fowler Welch
Freight Transport Association
GeoPost UK
Gnewt Cargo
Greggs
HA Boyse and Son
Institute Of Couriers
John Lewis Partnership
Kelly Group
Kuehne + Nagel
London Association of Funeral Directors
Loomis UK
Marks & Spencer
Martin-Brower UK
McNicholas
MITIE
Office Depot
Parcelforce
Reynolds
Riverford
Road Haulage Association
Royal Mail Group
Sainsbury's Supermarkets
SITA UK
Smiths News
The Co-operative Group
TKMaxx
TNT
Tradeteam
Travis Perkins Plc
UPS
Warburtons
Whitbread Group
Wilson James
Wincanton Group
WM Morrisons Supermarkets

### **Government departments, parliamentary bodies and politicians**

Councillor Kevin Craig	Bishops Ward, London Borough of Lambeth
Councillor Ben Kind	Bishops Ward, London Borough of Lambeth
Councillor Jennie Mosley	Bishops Ward, London Borough of Lambeth
Councillor David Amos	Princes Ward, London Borough of Lambeth
Councillor Vaila McClure	Princes Ward, London Borough of Lambeth
Councillor Joanne Simpson	Princes Ward, London Borough of Lambeth
Councillor Adele Morris	Cathedrals Ward, London Borough of Southwark



Councillor Maria Linforth-Hall	Cathedrals Ward, London Borough of Southwark
Councillor David Noakes	Cathedrals Ward, London Borough of Southwark
Councillor Louise Hyams	St James's Ward, Westminster City Council
Councillor Tim Mitchell	St James's Ward, Westminster City Council
Councillor Cameron Thomson	St James's Ward, Westminster City Council
Councillor Danny Chalkley	Vincent Square Ward, Westminster City Council
Councillor David Harvey	Vincent Square Ward, Westminster City Council
Councillor Steve Summers	Vincent Square Ward, Westminster City Council

Dr Rosena Allin-Khan MP	Member of Parliament for Tooting
Ms Karen Buck MP	Member of Parliament for Westminster North
Mr Neil Coyle MP	Member of Parliament for Bermondsey and Old Southwark
Rt Hon Mark Field MP	Member of Parliament for Cities of London and Westminster
Ms Helen Hayes MP	Member of Parliament for Dulwich and West Norwood
Ms Kate Hoey MP	Member of Parliament for Vauxhall
Mr Chuka Umunna MP	Member of Parliament for Streatham

Gareth Bacon AM	London Assembly Member, London wide
Kemi Badenoch AM	London Assembly Member and member of Transport Committee (June 2017)
Shaun Bailey AM	London Assembly Member, London wide
Sian Berry AM	London Assembly Member, London wide
Andrew Boff AM	London Assembly Member, London wide
Tom Copley AM	London Assembly Member, London wide
Tony Devenish AM	London Assembly Member, Hammersmith and Fulham, Kensington and Chelsea and City of Westminster
Nicky Gavron AM	London Assembly Member, London wide
David Kurten AM	London Assembly Member, London wide
Caroline Pidgeon AM	London Assembly Member and Chair of Transport Committee
Caroline Russell AM	London Assembly Member, London wide
Val Shawcross	Deputy Mayor for Transport
Fiona Twycross AM	London Assembly Member and Chair of the London Fire and Emergency Planning Authority
Peter Whittle AM	London Assembly Member, London wide

## Local businesses, employers and residents groups

ARUP (for Millbank Tower)
Bankside Residents' Forum
Belgravia Residents Association
Burberry HQ
Canal & River Trust London
Cardinal Hume Centre
Chelsea College of Arts
Citibase Millbank
CityWest Homes
Clapham Society
Clapham Transport Users Group
Confederation of Passenger Transport
Department for Transport
Embassy of the Republic of Lithuania
Fairley House School
Fitzrovia Neighbourhood Association

Garden Museum
Greycoat Hospital
Lambeth Pensioners Action Group
Lambeth Towers and Lambeth Road Tenants' and Residents' Association
Lambeth TRA Network
Lambeth Walk Day Nursery
Living Streets
Local Government Ombudsman
London Scottish Regimental Trust
Marylebone Association
Millbank Academy
Motcomb Estates Limited
Newport Street Gallery
Oasis Academy Johanna
Oasis Academy South Bank
Paddington Residents Active Concern On Transport (PRACT)
Pimlico FREDA
Residents Society of Mayfair and St James's
South Bank Employers Group
St Andrews Club
St John's Smith Square
St Matthews Church of England Primary School
Sustrans
Tate Britain
Thames Cruises
Thames Pleasure Cruises
The Abbey Community Centre
The Carmelita Centre
The Clapham Society
The St Marylebone Society
Thorney Island Society
Waterloo Forum
Westminster Abbey
Westminster Abbey Choir School
Westminster Baptist Church
Westminster Community Church
Westminster Kingsway College, Victoria Centre
Westminster School
Westminster Under School

### **Planning and policy groups**

Association of Town Centre Management
Central London Forward
Cross River Partnership
Institution of Civil Engineers

London European Partnership for Transport
Mode Transport
Royal Institute of Chartered Surveyors
Royal Town Planning Institute
The Canal & River Trust
The Royal Parks
Urban Movement

### **Taxi and private hire**

Addison Lee
Chauffeur and Executive Car Association
GMB
Licensed Private Hire Car Association
Licensed Taxi Drivers' Association
London Cab Drivers Club
London Cab Drivers' Club Ltd
London Private Hire Board
London Suburban Taxi Drivers' Coalition
London Suburban Taxi-drivers' Coalition
London Taxi Drivers' Club
Private Hire Board
RMT
Taxi and Private hire
Taxi Rank & Interchange Manager
The Licensed Taxi Drivers' Association
TPH for Heathrow Airport
Uber
Unite - London Central Cab Section
United Cabbies Group

### **Transport and road user groups**

Association of British Drivers
Association of Car Fleet Operators
Breakspears Road Project
British Motorcyclists Federation
Institute of Advanced Motorists
Motorcycle Action Group
Motorcycle Industry Association
National Motorcycle Council
Parliamentary Advisory Council for Transport Safety (PACTS)
RAC
RAC Foundation for Motoring
Road Danger Reduction Forum
Roadpeace

Sustrans
----------

The AA
--------

## **Unions**

GMB
-----

RMT Union
-----------

Unions Together
-----------------

Unite Union
-------------

## **Utilities, property developers**

BT
----

EDF Energy
------------

National Grid
---------------

Royal Mail
------------

Taylor Wimpey
---------------

Thames Water
--------------

# Appendix F: Campaigns and petitions

## London Cycling Campaign

*“Please find my response to your consultation on Lambeth Bridge roundabouts north and south below.*

*1. & 2. I support the proposals for changes to the road layout at the Millbank north junction with Great Peter Street. But more thought needs to go into the effect of banning turns at the main junctions will have, and likely traffic displacement as a result. Many of the quieter streets around the scheme should be modally filtered – providing through access to walking and cycling, but removing fast, aggressive through motor vehicle traffic. Other streets around the junction (not just Great Peter Street) should be included in this approach.*

*3. & 4. I support the proposals for changes to the road layout at Lambeth Bridge north. But the new bus and cycle only slip road is a major collision concern. Buses could have an exemption to turn left at the junction, or further design work should be done to reinforce cycling priority and considerate bus driver behaviour. In addition, those cycling and turning right from Lambeth Bridge North, as well as from Lambeth Bridge Road to Millbank North, are heavily impacted on time terms – they have a long wait at the lights, particularly unfairly, compared to private motor vehicle journey time impacts.*

*5. & 6. I strongly support a reduction in the speed limit at Lambeth Bridge north to 20mph. In fact, the entire scheme should be 20mph.*

*8. & 9. I strongly support the proposals for Lambeth Bridge itself. Across the entire bridge and associated roundabouts, any counter-terrorism measures included in the scheme should improve conditions for cycling and walking, rather than worsening them.*

*10. & 11. I support changes to Lambeth Bridge south. However, Advanced Stop Line (ASL) boxes and “Early Release” lights phasings are not the right way to design for a wide range of people to cycle through the area.*

*Throughout the scheme there are also points where cycle lanes are used, even advisory lanes, rather than physically separate space for cycling. This is not appropriate to enable more people to cycle in the area. These tracks should also not be routed into the end of bus cages, forcing those cycling to wait for buses or enter the main flow of motor vehicle traffic. A cycle “slip” should be also created to match the other three arms of the junction, between Albert Embankment and the bridge, at Lambeth Bridge south.*

*12. & 13. I oppose the proposals for Lambeth Palace Road. The proposals make the road worse, not better, for cycling. This road urgently needs physically protected space for cycling – as thousands already cycle here daily, alongside over 20,000 motor vehicles including over 1,000 HGVs. Unless physically protected space for cycling is provided here, this will be a “critical issue” according to the London Cycling Design Standards.*

*14. & 15. I strongly support a 20mph speed limit at Lambeth Bridge south. In fact, the entire scheme should be 20mph.*

*==Sent by London Cycling Campaign on behalf of==”*

## Critical Mass London/Stop Killing Cyclists

*"I welcome the overall proposals for improving the north and south Lambeth Bridge junctions and for installation of protected cycle lanes on Lambeth Bridge, these are long overdue for the most dangerous junctions for cyclists in London.*

*I would like to add the following comments:*

*1/ Plans for Millbank should connect the Cycle Highway with the East West cycle-highway with protected cycle lane.*

*2/ I support the protected left hand turn bypasses on Lambeth northern junction. Three of them are good but the fourth bypass turning left onto Lambeth Bridge from Millbank coming from Parliament Square, should not have its protection interrupted as it connects to the protected cycle lane on the bridge itself.*

*3/ I support the change from a dangerous roundabout to a light-signalled junction on northern junction.*

*4/ I support the new protected cycle lanes on the bridge itself.*

*5/ The through routes of the cycle highway through the junction going east/west need to be far better designed to Dutch standards, so that drivers are clear where the cycle-highway is and the people cycling are protected.*

*6/ There needs to be protected floating bus-stops on Millbank.*

*7/ I welcome the three protected left hand by passes on southern Lambeth junction.*

*8/ The fourth left hand turn on southern Lambeth junction needs to also have protected left hand bypass as this is the most dangerous one.*

*9/ The through routes for cyclists going east west and north south need to be radically improved to Dutch standards, so that both cyclists and drivers know where the priority route for cyclists through the junction is located.*

*10/ All of the bus stops need to have floating bus stops installed to help vulnerable people cycling to pas stopped buses.*

*11/ The approach route from Albert Embankment needs to be upgraded to a protected cycle lane"*

## **Campaign wording used by residents of Lambeth Bridge north and 'the Deans'**

*"I oppose the proposed changes to the Lambeth Bridge North and South roundabouts and junctions on the grounds that they will increase traffic disruption and pollution in the nearby residential areas."*

*"Dear Sirs*

*I wish to add my name to the following response to the Lambeth Bridge consultation.*

- I am supportive of the overall objectives regarding Safety; Healthy Streets; and a Cycle Network, both in this location and throughout Central London*
- However, I strongly object to the proposals to restrict left and right turns at Lambeth Bridge with the consequential implications for the surrounding residential areas*
- I am a resident of the local area and I am very concerned about the impact which the proposals will have on the delicate network of streets around Smith Square, Great Peter Street, Little College Street etc.*
- The proposals will inevitably force traffic onto Great Peter Street, The "Deans", Gayfere Street, Lord North Street, Tufton Street and Little College Street as cars, vans and larger vehicles find a way to and from Horseferry Road so as to cross the bridge or travel to and from Parliament Square.*
- These streets are primarily residential; are already narrow and restricted and cannot accommodate further traffic movements without compromising safety, increasing air and noise pollution, and generally adversely affecting the enjoyment of this historic quarter of Central London. Why force traffic through these streets when Millbank operates so effectively as the major route for traffic passing through this area? It makes no sense at all*
- I understand that Westminster City Council is not in favour of the proposals, and also that Westminster School has objected in the strongest terms. You are presumably aware that the area around Smith Square is effectively part of the Westminster School campus with school pupils moving between Deans Yard and Smith Square at all hours of the day. Any increase in traffic through this area will compromise the safety of these pupils*
- The junctions of the various streets, such as that at Tufton Street and Great Peter Street, have restricted visibility and will not safely withstand further traffic movements. It is certain that these streets will become "rat runs" and this cannot be an effective way of managing London's traffic*
- We were told at one of the consultation days that traffic will "learn" to avoid the area and find other routes to and from their destinations. We were not given any evidence for this assumption and nor do we believe that this can be guaranteed in any way. Even if there is a small increase in traffic through the local streets, this will be too much and will very adversely tip the current delicate balance*
- The proposal to site traffic lights at the junction with Great Peter Street will inevitably create a tail-back and congestion on Abingdon. This is surely not appropriate, nor particularly safe*
- I appreciate that the proposals, with their very unfortunate consequences as above, are primarily driven by a need to improve cycle safety at Lambeth Bridge. While I understand from cyclists whom I have consulted that this junction is in fact no more dangerous than most others in Central London, sensible proposals to improve safety are obviously desirable*

- *However, the proposals must also take into account, and not negatively impact, the safety of the many users of the smaller residential streets, whether residents, local workers, tourists or school children. There is also the likely impact of additional traffic movements and noise on the highly regarded concert venue at St John's Smith Square, and on the flow of concert-goers to and from the hall*
- *There must surely be other ways of achieving the desired improvements to cycle safety using timed traffic signals, creating zones/slipways for cyclists, slowing traffic at these junctions, restricting heavy vehicle usage at peak hour times, legislating for cameras and warning signals on trucks etc*
- *In conclusion: The residential streets which your proposals will inevitably impact deserve utmost care, protection and preservation. They are completely unsuited for even a marginal increase in traffic. Safety and Healthy Streets objectives apply as much to these streets as elsewhere and should not be compromised*
- *The proposals set out in the consultation must be re-considered. I and many others will continue to strongly oppose the current proposals while they have the detrimental impact on the local area above."*



## Vincent Square Lambeth Bridge petition



### Cities of London & Westminster

Conservative Association

## Save Lambeth Bridge Roundabout!

Tweet



### More traffic madness from Transport for London

Transport for London are consulting on replacing the Lambeth Bridge roundabout with traffic lights. Worse still, traffic will be banned from turning right off Lambeth Bridge and forced onto Horseferry Road. Traffic lights will also be installed at the junction of Millbank and Great Peter Street. And the much-loved palm, which sits in the middle of the roundabout, will be lost.

This will result in a huge increase in traffic in Vincent Square with Horseferry Road becoming clogged and rat running through the area as drivers try to avoid the resulting congestion.

Transport for London know that the scheme will increase traffic, congestion, noise, pollution and parking problems on our residential streets and irrevocably change the nature of Conservation Areas like Smith Square and Vincent Square. Transport for London's response to these concerns, "we hope the changes won't cause traffic problems for residents".

The proposals are aimed at improving safety for cyclists, which your local Conservative councillors support. However this plan will increase travel times for all road users including cyclists.

There is concern that Transport for London has failed to properly consult residents. Many people are still not aware of the scheme, which was consulted upon over the summer. Under pressure from your Conservative councillors, local people and organisations, TfL has extended the consultation to 20 September.

You can find out more at: [consultations.tfl.gov.uk/roads/lambeth-bridge](https://consultations.tfl.gov.uk/roads/lambeth-bridge)

Your Conservative Councillors in Vincent Square ward, Danny Chalkley, David Harvey and Steve Summers are campaigning alongside their St James's ward colleagues Louise Hyams, Tim Mitchell and Cameron Thomson to stop these proposals. We need your help!

Please sign our petition below:

## Vincent Square Lambeth Bridge Petition

I call upon TfL to reconsider their plans to replace the Lambeth Bridge roundabout with traffic lights.

First name \*

Last name \*

Email \*

Phone

Postcode \*

*Your contact details are used in accordance with our [Data Collection and Use policy](#). By clicking "Submit" you agree to your email address being used in accordance with that policy. We will not share your details with anyone outside the Conservative Party.*

Submit

# Appendix G: Consultation survey

All questions were optional

## Our proposals for Millbank north and Lambeth Bridge north

1. Do you support our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?  
*Strongly support, Support, Neither support or oppose, Oppose, Strongly oppose, Not sure, Not answered*
2. Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?
3. Do you support our proposals for changes to the road layout at Lambeth Bridge north?  
*Strongly support, Support, Neither support or oppose, Oppose, Strongly oppose, Not sure, Not answered*
4. Do have any comments on our proposals for changes to the road layout at Lambeth Bridge north?
5. Would you support a reduction in the speed limit at Lambeth Bridge north to 20mph?  
*Strongly support, Support, Neither support or oppose, Oppose, Strongly oppose, Not sure, Not answered*
6. Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?
7. Under these proposals we would need to remove and relocate the Phoenix palm tree currently at the centre of Lambeth Bridge north. Do you wish to comment or make a suggestion as to where the tree might be rehomed?

## Our proposals for Lambeth Bridge, Lambeth Bridge south and Lambeth Palace Road

8. Do you support our proposals for changes to the road layout at Lambeth Bridge?  
*Strongly support, Support, Neither support or oppose, Oppose, Strongly oppose, Not sure, Not answered*
9. Do have any comments on our proposals for changes to the road layout at Lambeth Bridge?
10. Do you support our proposals for changes to the road layout at Lambeth Bridge south?  
*Strongly support, Support, Neither support or oppose, Oppose, Strongly oppose, Not sure, Not answered*

11. Do you have any comments on our proposals for changes to the road layout at Lambeth Bridge south?
12. Do you support our proposals for changes to the road layout at Lambeth Palace Road?  
*Strongly support, Support, Neither support or oppose, Oppose, Strongly oppose, Not sure, Not answered*
13. Do you have any comments on our proposals for changes to the road layout at Lambeth Palace Road?
14. Would you support a reduction in the speed limit at Lambeth Bridge south to 20mph?  
*Strongly support, Support, Neither support or oppose, Oppose, Strongly oppose, Not sure, Not answered*
15. Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?
16. How often do you make use of the pedestrian underpasses at Albert Embankment and Lambeth Bridge?  
*Daily, Weekly, Monthly, Rarely, Never, Prefer not to say, Not answered*
17. Do you wish to comment or make a suggestion about a longer-term solution for these underpasses?

## Questions about the respondent

All questions were optional:

18. What is your name?
19. What is your email address?
20. Please provide us with your postcode
21. Are you a *Local resident, Business owner, Employed locally, Visitor to the area, Commuter to the area, Not local but interested in the scheme, Other (please specify)* – please tick all that apply
22. If responding on behalf of an organisation, business or campaign group, please provide us with the name:
23. How did you find out about this consultation?  
*Received an email from TfL, Received a postcard from TfL, Received a letter from TfL, Attended a public drop-in session, Saw it on the TfL website, Social media, Word of mouth, Other (Please specify)*
24. Please let us know how you travel through the area. Are you? *A cyclist, A pedestrian, A bus or coach passenger, Motorist (including taxis), Motorcyclist, Other (please specify)* – please tick all that apply
25. What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any

maps or plans, the website and questionnaire etc.)? *Very good, Good, Acceptable, Poor, Very poor*

## **Equality monitoring**

26. Gender

27. Ethnic group

28. Age

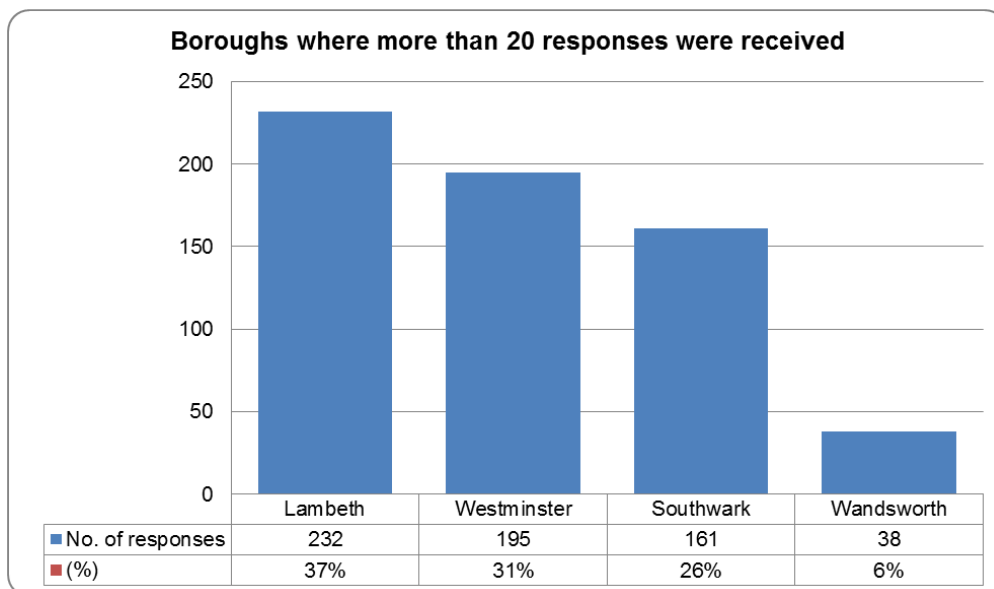
29. Sexual orientation

30. Faith

31. Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Please include problems related to old age)

## Appendix H: Postcodes of respondents

We asked respondents to provide their postal code. Eight hundred and seventy-eight out of 1,326 public respondents answered this question. We received responses from 37 London boroughs and 21 authorities outside of London.



London borough	No. of responses	(%)
Lambeth	232	26.4%
Westminster	195	22.2%
Southwark	161	18.3%
Wandsworth	38	4.3%
Bromley	18	2.1%
Tower Hamlets	18	2.1%
Waltham Forest	18	2.1%
Lewisham	17	1.9%
Islington	16	1.8%
Camden	14	1.6%
Hackney	14	1.6%
Havering	13	1.5%
Kensington and Chelsea	11	1.3%
Croydon	10	1.1%
Barnet	9	1.0%
Bexley	9	1.0%
Newham	9	1.0%
Ealing	8	0.9%
Enfield	7	0.8%
Greenwich	6	0.7%
Hammersmith and Fulham	6	0.7%
Redbridge	6	0.7%
Epping Forest	5	0.6%

London borough	No. of responses	(%)
Haringey	5	0.6%
Hounslow	5	0.6%
Kingston upon Thames	4	0.5%
Merton	4	0.5%
Sevenoaks	4	0.5%
Brent	3	0.3%
Harrow	3	0.3%
Richmond upon Thames	3	0.3%
Basildon	2	0.2%
Barking and Dagenham	1	0.1%
Brentwood	1	0.1%
City of London	1	0.1%
Harlow	1	0.1%
Hillingdon	1	0.1%
<b>Total</b>	<b>878</b>	

Locations outside of London	No. of responses
Epsom and Ewell	3
Reigate and Banstead	3
Kent	2
Berkshire	1
Canterbury	1
Castle Point	1
Chiltern	1
East Hampshire	1
Guildford	1
Hertsmere	1
Runnymede	1
South Bucks	1
South Oxfordshire	1
St Albans	1
Swale	1
Swindon	1
Tendring	1
Tunbridge Wells	1
Uttlesford	1
Watford	1
West Sussex	1
<b>Total</b>	<b>26</b>



# Appendix I: All comments received

## Millbank north junction with Great Peter Street

Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	No. of comments
<b>Clarity needed</b>	
How will cycles turning right as they leave the bridge be guided?	1
<b>Concerns</b>	
Traffic lights are unnecessary	3
Concerned that absence southbound lanes line markings would encourage dangerous driving	2
Concerned about possible conflict between buses and cycles	2
Concerned that signalised crossing at this location will disrupt the traffic flow	1
<b>General Comments</b>	
Too much preferential treatment for cyclists over other road users	27
Cycle lanes have made traffic worse	20
<b>Negative comments</b>	
Increased congestion/ traffic	97
Increased pollution	64
Changes not needed	63
TfL's road modernisation elsewhere has made traffic worse	38
Roundabouts are safer/ aesthetically fitting than signalled junctions	35
Impact on local residents	31
The restricted turns will cause traffic elsewhere	22
Generally opposed	20
Longer journey times due to congestion	20
Great Peter Street is not suitable for through traffic/too narrow	19
Inadequate cycling provision	15
Benefits not worth the cost of the proposal	13
No cyclist/ pedestrian safety improvement	11
Negative: Plans not ambitious enough/ poor	10
Proposed plans will not solve car traffic problem/ it will create longer queues	10
Waste of money	8
Opposed to further turning restrictions	8
Gayfere Street can't cope with an increase in traffic owing to proposed changes	7
Loss of tree(s)	7
Cycle lanes take up too much space yet only in use at peak hours	6
Looks less 'green' with more priority given to cars and cyclists rather than pedestrians	6
Motorists being penalised yet they pay for road use	6
Proposed changes will gridlock the roads	6
Narrowing roads space is killing businesses	5
Proposals not pedestrian friendly	5
<b>Negative comments</b>	
Any turning restrictions	5

Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	No. of comments
Safety concern: Traffic lights restrict crossing time	4
Safety concern: Changes will endanger pedestrians lives	4
Turning left off the bridge dangerous for bikes as bike lane raised but no painted lines	4
Junction has terrible safety record for cyclists (current)	3
Safety concern: Great Peter Street is dangerous (current)	3
Missed opportunity in not to completing the missing link in CSH network	2
New pedestrian crossing not needed	2
Too much preferential treatment for cyclists over other road users	2
Unclear whether the junction is signalised or just the pedestrian crossing	2
Changes will encourage rat running on quieter roads	1
Dedicated right turn lane into Gt Peter St is unnecessary	1
Footpath widening	1
Lack of protection for cyclists across the junction	1
Loss of bus lane	1
Loss of bus stops	1
Pedestrian routes not clear and intuitive enough	1
Proposed changes will make it more difficult for disabled people to travel	1
Road capacity for cars should not be reduced further	1
Strongly oppose changes	1
<b>Positive Comments</b>	
Improved safety for road users	24
Generally supportive	21
Proposals cycling/ pedestrian friendly	19
Pedestrian light at Great Peter St will improve safety	12
Improved traffic flow/ air quality	7
In support/ accelerate the plans	6
In favour of stop lights	5
Yellow-box junction at the round about so that vehicles don't block the junction & allow safer route for bikes	4
Dedicated right-turn lane on Millbank	2
Easier pedestrian access to Gardens	2
<b>Suggestions</b>	
Segregated cycle lanes (there is space for it)	39
Prefer zebra crossings for pedestrians	15
Extend the Cycle Superhighway along Millbank North (in both directions)	7
Reduce traffic volume to improve air quality & make the area more pedestrian & cycle friendly	7
Cycle lane should continue all the way up to Parliament Square	5
Spend money on road safety training for cyclists instead	5
Anti-terrorism barriers needed to be integrated in a smart way in order not to take up too much room	4
<b>Suggestions</b>	
Preserve current trees	4
Buses should take precedence over cyclists	3

Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	No. of comments
Floating bus stops needed	3
Pedestrian safety should be prioritised over cyclists needs	3
Plant more trees	3
The protected cycle lane on Cycle Superhighway 3 should connect up all the to Great Peter street	3
Traffic lights: Phase lights to protect cyclists	3
Suggestion: Cyclists should only use the cycle lane and leave the road space for vehicles	3
Allow adequate traffic light changes for cyclists	2
Adopt a ban on private vehicles & only allow electric buses/ taxis & bicycles	2
Cycling: accommodate cycle lane between Dean Stanley Street and Great Peter Street on the northbound side	2
Cycling: Build Dutch standard lanes	2
Cyclists should be licensed/ insured to help pay for the roads they use	2
Ensure there is plenty of space for pedestrians	2
Monitor usage/benefits of changes made within the city before implementing these changes	2
Provide estimates on car flow improvement/ traffic impact assessment	2
Remove hatched area in the middle & move proposed islands at junction with Great Peter Street to the east slightly	2
Remove one lane of parking on Great Peter St to free up space	2
Control cyclists and pedestrian behaviour to improve traffic flow/ safety	2
Buses should be prioritised/ more bus lanes	2
Implement total ban on private vehicles from Millbank junction/Horseferry Road to Parliament	2
Signal time allocated for pedestrians should not take longer than one minute after pressing the button to cross	2
ASL boxes for cyclists	1
Carry out air pollution levels study before implementing changes	1
Convert crossing at Dean Stanley St from a zebra to pedestrian crossing	1
Convert the wide way between the two traffic lanes into cycle lanes	1
Existing pedestrian crossing should be maintained	1
Extend the congestion charge zone/ put in more bus lanes	1
Make right turns safer for cyclists	1
Millbank should have motor traffic removed as part of Parliament Square pedestrianisation	1
Need cycle provision on Millbank	1
Old Palace Yard should be bus & cycle only, except for access.	1
Reduce the amount of empty buses & bring private hire vehicle levels down	1
Replace zebra crossing with traffic light controlled crossing	1
<b>Suggestions</b>	
Retain one lane for buses to aid buses and cycles which is part of the Mayors Healthy Streets agenda	1
Signalise all pedestrian crossings	1
Speed limit and barriers for cyclists to protect pedestrians	1

Do have any comments on our proposals for changes to the road layout at the Millbank north junction with Great Peter Street?	No. of comments
The quieter                    around the scheme should be modally filtered to providing through access to walking & cycling	1
Great Peter St: Widen crossing here/ do not signalise crossing	1
If traffic signals required at Gt Peter St then remove the lights for College Street	1
Make the park accessible to cycles to keep 2 lanes of traffic.	1
Narrowing the road would make it easier to cross	1
Raised pavement-style area dividing the two	1

### Lambeth Bridge north

Do have any comments on our proposals for changes to the road layout at Lambeth Bridge North? - Final list of comments	No. of comments
<b>Clarity needed</b>	
How do drivers/ cyclists get from Lambeth Bridge onto Millbank South?	11
Clarity needed on cyclists' right turn from Lambeth bridge to Millbank north	4
<b>Concerns</b>	
Changes will have a negative impact on air quality	51
Concerned about possible conflict between buses & cycles or cyclists & pedestrians	27
Two-stage turn may be ignored by cyclists/ not seen	17
Neither Lambeth Bridge nor Horseferry Road can carry the increased volume of traffic the proposal encourages	14
Ahead only signal may cause congestion in adjacent streets as traffic	11
Traffic: Proposed changes will push all the traffic across Vauxhall Bridge	10
Concerned about the two merging traffic lanes backing in to the junction & blocking traffic	8
Environmental concern about Marsham Street increased traffic growth.	6
Will force a vast amount of traffic down Horseferry road	6
Increased congestion could affect emergency services response times	3
Concerned proposed changes will have negative impact on local traffic	3
Concerned about ambulance access to/ from St Thomas's Hospital due to restricted turns	3
Concerned cyclists will not adhere to road rules	2
Proposal will cause harm to the character of the bridge	2
Bridge layout positioning of the point at which one lane turn to two on the bridge is biased towards the north	1
Lack of anti-terrorism barriers for pedestrian safety	1
<b>Negative comments</b>	
Increased congestion/ pollution	93
Generally opposed	89
This roundabout is fast flowing/ works well even in heavy traffic/ changes are unnecessary	75
Removal of the roundabout just creates / transfers congestion	53
TfL road modernisation in this area has made things worse	50

Do have any comments on our proposals for changes to the road layout at Lambeth Bridge North? - Final list of comments	No. of comments
Impact on residents of Smith Square conservation area/ Great Peter Street/ Gayfere Street	38
Opposed to further turning restrictions	42
Ban on left & right turns will lead to increased traffic on surrounding roads & on Westminster & Vauxhall bridges	35
Waste of money	33
The restricted turns will cause traffic elsewhere	20
Opposed to change from a roundabout to a signalled junction	24
Turning restrictions would result in traffic moving onto neighbouring streets	23
Loss of trees/ plantation	16
Inadequate cycling provision	18
Opposed to banning right-turns	15
Impact on bus users/ longer journey times	10
Motorists being penalised yet they pay for road use	14
Too much preferential treatment for cyclists over other road users	12
Concern over local streets becoming rat-runs	11
Safety concern: Pedestrians will have more roads to cross under new proposals	11
Proposed changes/ construction will create chaos on roads / impact local residents	10
Design looks messy: more clutter/ street furniture/ confusing signage	9
Roundabout intimidating & dangerous for cyclists (current)	9
No evidence that proposed changes would improve safety for all road users & local residents	8
Cycle lanes have made traffic worse	8
Too much disruption/ chaos for insignificant benefit	7
Opposed to banned turns	6
Safety Raised bike lane dangerous for cyclists turning left off the bridge (current)	6
St John's Smith Square Concert Hall will be negatively affected by the changes	6
Not keen on the shared bus and cycle slip lane	5
Restricts access to Lambeth Bridge apart from straight across from Horseferry Road	5
Cycle lanes take up too much space yet only in use at peak hours	5
Strongly oppose changes	5
Opposed to the new layout as not pedestrian friendly	5
Narrower pavements	4
Safety Bus slip road appears dangerous	4
<b>Negative comments</b>	
Changes will encourage rat running on quieter roads	4
People with reduced mobility, people with buggies will be disadvantaged	3
Plans not ambitious enough	3
Removal of the zebra crossing unsafe for pedestrians (especially if they have mobility issues)	3
Safety Removal of zebra crossing from the roundabout	3
Traffic lights & removal of trees will increase congestion/ pollution	3
Opposed to less space for motorists	3

Do have any comments on our proposals for changes to the road layout at Lambeth Bridge North? - Final list of comments	No. of comments
ASL & early release is not a substitute for signals that fully resolve left turn conflicts	2
Bus bypass to get on Lambeth Bridge poses a significant risk to cyclists	2
Proposal not pedestrian friendly because an additional barrier - a cycle lane	2
Retain the zebra crossing as safer for pedestrians	2
Safety Lack of bollard or other form of protection for pedestrians	2
Negative: Proposed changes will have negative impact on local residents	2
Negative: Removal of the roundabout encourages speeding/ unsafe	2
Opposed to the designated cycle lane as the bridge is too narrow	2
Loss of bus lane	1
Proposal unclear	1
Termination of northbound advisory cycle lane in Millbank (north) unsatisfactory	1
You are making it impossible for disabled people to travel in London	1
Zebra crossings also create unnecessary delays for cyclists	1
Pedestrians will not need all that space	1
The proposal will harm the character of the bridge	1
<b>Other</b>	
Misunderstanding: oppose a right turn ban from the bridge to Millbank north (not part of the proposal)	23
<b>Positive comments</b>	
Generally supportive	37
Improved safety	30
Sensible layout design	25
Dedicated cycle lanes	22
These changes will generally make the junction safer for cycling and walking	21
Removal of roundabout	14
Signalised junction with proper cycle lanes essential	13
Better traffic flow	16
Left turn bypasses great for speeding up cycle flow & discouraging conflict	14
Support priority being given to pedestrians & cyclists over motorists	11
Turning restrictions are an excellent step in ensuring cycle safety	4
Supportive of more pedestrian space	3
Welcome the three protected left hand by passes on southern Lambeth junction	2
<b>Suggestions</b>	
Cycling: Build fully segregated cycle lanes	44
Make the roundabouts greener/more plants/trees	12
Dutch style roundabouts would be safer for all road users	11
Allow taxis to make all turns/ use bus lanes	12
Cycling: Cycle lanes should be protected with a metal barrier	10
Cycling: Extend cycle lane to connect CS8 with East-West cycle highway	9
Cycling: Cyclists should be penalised for ASB/dangerous riding/ made to pay for road use	9
Milbank South should have floating bus stops to prevent cyclist bus conflict/ reduce time buses waiting time at stops	4
Cycling: Cycle lane on the bridge should be extended to make cyclists exiting the slip road go directly onto a cycle lane	6

Do have any comments on our proposals for changes to the road layout at Lambeth Bridge North? - Final list of comments	No. of comments
Cycling pathways should be the same standard as Dutch ones- smooth/ good quality	5
Greater clarity needed on cyclists' right turn from Lambeth bridge onto Millbank North	5
Phased traffic lights to ensure cyclist safety required at each entrance to junction	5
Make it mandatory for cyclist to use cycle lanes	4
Signage should be clear/obvious/easy to understand	4
Cycling: Cyclists should be insured while using public roads	3
Prioritise improving traffic flow, not cycle facilities	3
A proper dutch-style junction would be a better and safety should be prioritised	2
Allow motorcycles to use all bus lanes	2
Ban private vehicles and taxis without any disabled passengers at peak times	2
Cycling: Ban cyclists from using the bridge	2
Cycling: Use raised kerbs to deter pedestrians from wandering on to cycle paths	2
Introduce compulsory insurance/ registration so that cyclists can be held accountable	2
Lights need to be timed to allow adequate time for cars to get through	2
Monitor usage/benefits of changes made within the city before implementing these changes	2
Cycle lane should continue all the way up to Parliament Square	2
Ensure signalised crossing changes frequently enough so pedestrians don't end up waiting too long to cross	2
Invest in more cycle awareness campaigns rather than changing road infrastructure	2
A separate cycle left turn lane on the Millbank North/Lambeth Bridge corner	1
Access to Lambeth Bridge required from St Thomas' Hospital	1
Allow pedestrians to cross the junction diagonally	1
Consider signalling the bus-and-bike only slip road from Millbank North onto Lambeth Bridge	1
Considered building walkways & cycle lanes along the river walls & the steel construction running into the river	1
Green phase for cyclists leaving Lambeth Bridge should similar to motorists	1
<b>Suggestions</b>	
Cycling: Cycle bypasses should be aligned to enable them to enter & exit them at speed	1
Improve safety by moving zebra crossing slightly back from the roundabout/ junction instead	1
Junction needs box junction markings to prevent traffic queuing across it & blocking it for other phases	1
Self regulating traffic flows far better than traffic-light controlled flows	1
smoother pedestrian walkways better especially for people with mobility issues	1
The left & right turn bans should not be considered until the CT measures for Parliament are debated	1
Turning: Allow turning right from Horseferry Road	1
Buses should be prioritised/ more bus lanes	1
Changes shouldn't be implemented until the counter terrorism measures for Parliament are debated & agreed	1



Do have any comments on our proposals for changes to the road layout at Lambeth Bridge North? - Final list of comments	No. of comments
Cycling: Improve connectivity on Horseferry to Marsham Street	1
Rush hour restriction confusing for drivers so either make always available or never available	1
Lose one lane leading to the traffic lights and create more space for cyclists and pedestrians	1

## 20mph speed limit at Lambeth Bridge north

Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?	No. of comments
<b>Concerns</b>	
Most drivers ignore 20mph	19
Bridge layout positioning of the point at which one lane turn to two on the bridge is biased towards the north	1
<b>Conditional support</b>	
Only if banned turns are not implemented	1
Only if means retaining the roundabout	1
<b>Further Information needed</b>	
<b>Negative comments</b>	
Pointless exercise given that traffic is at a constant standstill	124
Generally opposed	36
Increased congestion at intersection/ surrounding area	28
20mph speed limit is too slow	26
Increased pollution	16
No justification for this speed limit	15
It doesn't not improve safety	5
Speed restrictions are counter-productive.	5
<b>Negative comments</b>	
Dangerous: Drivers currently speed up at >30mph	3
Fix this traffic- clogged intersection instead	2
Makes traffic more dangerous	2
Suspect that this proposal is designed to raise revenue from those crossing the bridge in the early hours of the morning	1
Only for the benefit of cyclists	1
<b>Other</b>	
No opinion/ neutral	2
<b>Positive comments</b>	
Supportive of the proposed 20mph speed limit	83
Improved safety	31
Great for cyclists	3
20mph reduce bottle neck traffic on the Parliament Square end	2
Reduced congestion	1
<b>Suggestions</b>	
Enforcement will be necessary	35



Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?	No. of comments
Make 20 mph the speed limit for all London city roads	25
Use traffic enforcement cameras &/ or traffic police to enforce safe road use	20
Leave it at/ make it 30mph	12
Only enforce 20mph speed at peak times	12
Speed limit for cyclists	7
Introduce variable speed limit zones like in other countries	4
Pollution limitation needed	2
Cap PHV numbers and increase congestion charge	1
Control speed with traffic lights instead	1
Impose limit from Parliament Square to Lambeth Bridge	1
Increase fines for motorists who break speed limit	1
Justification/ proof of safety enhancement following proposed changes	1
Make it 25mph	1
Prefer 15mph speed limit	1
Prefer a normal roundabout with no lights	1
Put speed restrictions on the residential streets between Horseferry and Great Peter Street	1
Reduce traffic volume	1
Segregate traffic instead	1
Spend money educating road users instead	1
Trial and monitor for six months before a permanent implementation	1
Better traffic flow needed	1

## Lambeth Bridge north palm tree

Under these proposals we would need to remove and relocate the Phoenix palm tree currently at the centre of Lambeth Bridge north. Do you wish to comment or make a suggestion as to where the tree might be rehomed?	No. of comments
<b>Further information request</b>	
Is it really necessary to get rid of the palm tree?	3
<b>General/ other comments</b>	
No specific location as long as it preserved	33
Tree is unique and perfect where it is	21
No opinion	23
<b>Negative comment</b>	
Loss of tree defeats green initiative	20
You are destroying the roundabout's aesthetic look/ feel	12
Generally opposed	11
Trees shouldn't be a priority	10
Proposed changes are aesthetically inferior to the current layout	6
Opposed: Moving the tree would be an act of vandalism	4
Waste of money	3
Negative: Leave it alone	1
<b>Positive comments</b>	
Generally supportive	6
Supportive as safety is more important than retention of tree	5
<b>Suggestions</b>	
Leave it where it is	171
Victoria Tower Gardens	28
Somewhere in the vicinity of the bridge	27
The Garden Museum	18
Nearby park	16
Parliament Square	12
Lambeth Palace Gardens	11
Plant more trees to combat the pollution this scheme will create	11
The spare space to the south east of the roundabout	5
New public realm at Waterloo	4
Within the new pedestrianised pavements on the river side of the junction	4
By the river	3
Imperial War Museum	3
Millbank (outside Tate Britain)	3
On the Embankment	3
Riverside Walk Gardens	3
Costly to move the tree/ chop it down	2
Jubilee Gardens, South Bank Centre	2
Kew Gardens	2
Public garden on Horseferry Road	2
Vauxhall Pleasure Gardens/ Fentiman Park	2
Place two palm trees on either side of the entrance to the bridge.	2
<b>Suggestions</b>	

Under these proposals we would need to remove and relocate the Phoenix palm tree currently at the centre of Lambeth Bridge north. Do you wish to comment or make a suggestion as to where the tree might be rehomed?	No. of comments
Adopt a more positive pedestrian/cycling policy through the area instead	1
Archbishop Park, Lambeth	1
Battersea Park	1
Dedicate it to the memory of the lady who was killed at the junction	1
In the church by the Roundabout	1
Lambeth Park	1
More concrete plans would be preferred	1
Old Paradise Gardens	1
Remove it	1
Royal Parks should take it	1
St Georges Square	1
St. John's Gardens	1
Stockwell Station Junction near clock tower	1
Tate Modern	1
Bring existing kerb lines closer to the tree & leave it where it is	1
install a planter above the junction	1
install seating around the tree, seating feature	1
Royal Edinburgh Botanical Gardens	1
small park opposite St Pauls Cathedral	1
Abingdon Street Garden	1
Smith Square. (move to suggestion)	1

## Lambeth Bridge

Do have any comments on our proposals for changes to the road layout at Lambeth Bridge?	No. of comments
<b>Clarity needed</b>	
How will bicycles coming from the west over Lambeth Bridge turn south onto Albert Embankment?	2
<b>Concerns</b>	
Concerned that the bridge layout positioning of the point at which one lane turn to two on the bridge is biased towards the north	1
<b>Negative comments</b>	
Proposed changes will increase traffic volume & Pollution levels	58
Generally opposed	27
Removal of bus lanes will cause traffic especially if there are delayed traffic lights to allow cyclists to go first	17
Waste of money/Taxpayers money recently spent making changes	11
No safety improvement for pedestrians	9
Opposed as no reason/justification given for bus lane removal	9
<b>Negative comments</b>	
2.5m for the footway is narrow, particularly as the usable area is restricted by the wall of the bridge	7
Cycle lanes are empty for the majority of the day	6

Do have any comments on our proposals for changes to the road layout at Lambeth Bridge?	No. of comments
Proposed changes are disruptive and have no tangible benefits	6
No justification for wider pavement/ not needed	6
Anti-terrorist barriers have severely limited the space for cyclists (current)	5
Motorists being unfairly treated	5
The current road layout works well	5
Inadequate cycling provision/ lanes too narrow	4
Safety concern: Emergency services need good access/egress to the two hospitals in the area	4
Increased journey times	3
Too many banned turns forcing traffic elsewhere	3
Traffic lights will make traffic worse	3
Opposed to removal of trees	3
Motorbikes not taken into account in this proposal	2
Safety concern: Raising the cycle path to the level of the pavement	2
Cycling next to pedestrians at the same level is very dangerous	2
Lanes too narrow - motorcycles won't not able to safely pass stationary traffic	2
Cycle lanes well used only during peak hour	2
Lack of costing detail	1
Prefer Zebra crossing/ safer for pedestrians	1
Proposal ignores anti-terrorism barriers currently installed on the bridge	1
Proposed changes unclear	1
Safety concern: Eastbound entrance to the bridge has no protection for people cycling	1
Dangerous layout for cyclists (current)	1
Proposed changes go against mayor's walking & cycling commissioners requirement	1
Safety concern: Lack of protection for two stage turns for cyclists	1
Too much preferential treatment for cyclists over other road users	1
<b>Positive comments</b>	
Supportive of segregated cycle lanes	42
Generally supportive	32
Increased safety for road users	14
Early release for cyclists	8
Dual driving lanes on the exits of the bridge	3
Removing bus lane will reduce queues of traffic	2
<b>Suggestions</b>	
Cycling: Fully segregated cycle lane on the bridge is essential	25
Cycling: Lanes need to be at the same level as the road not the footpath	22
Retain anti-terrorism barriers and site them between vehicle lane & cycle lane	16
Cycling: Use of different colour for the surfacing & slightly raised brickwork	13
<b>Suggestions</b>	
If the new security barriers are to remain, they should be incorporated into the design to minimise loss of highway space	12
Incorporate some form of barrier between the carriageway and the cycle lane (as on Vauxhall Bridge)	10
Cycling: Wider cycle lanes needed	5

Do have any comments on our proposals for changes to the road layout at Lambeth Bridge?	No. of comments
Full protection needed at the junction for cyclists	5
Cycling: Build Dutch style/quality smooth lanes	<b>3</b>
More education/awareness for vulnerable road users	3
More squares, gardens, and trees, not less	3
Ensure the new cycle material is workable for those on smaller wheels/skaters etc.	2
Monitor usage/benefits of changes made within the city before implementing these changes	2
Prioritise pedestrian safety	2
Use connected canopies to protect cyclists & pedestrians	2
Work on traffic flow instead	2
Cycling: Bicycles should be directed to Vauxhall Bridge	2
Find alternative routes for traffic both north and south of the river instead	2
The carriageway should be narrowed to accommodate cyclists, not the footpaths	1
A cyclists' advanced stop line should be used at both ends (Lambeth North & South)	1
Add zebra crossings	1
Bus lane: Apply restriction on lane use by 7-9 & 17:00 - 19:00	1
Changing the south roundabout should take priority over the north	1
Cycling: Install a cycle lane on the outside of the bridge	1
Cycling: Share the cycle lane between (existing) pavement and road	1
Do not remove traffic lanes nor make them too narrow	1
Extend the bus lane from the bridge into Lambeth Palace Road	1
Have separate lights for cyclists and cars	1
Have southbound bus lane only	1
Make pavements narrow and traffic lanes wider to keep traffic flowing	1
Make the pavements and cycle ways wider	1
Protect entrance to westbound cycle track from Albert Embankment with a traffic island	1
Reduce number of PHVs on roads/reduce empty running buses	1
Reduce traffic lanes to increase the width for pedestrians	1
Road level crossing required	1
The westbound ASL should cover both lanes	1
Use bollards not barriers for safety	1
Use of cycle lanes should be enforced	1

## Lambeth Bridge south

Do have any comments on our proposals for changes to the road layout at Lambeth Bridge south?	No. of comments
<b>Clarity needed</b>	
Unclear how cycles coming south over the bridge exit to the west along Albert Embankment	11
Unclear how cyclists travelling along Lambeth Palace Road turn right onto Lambeth Bridge	3
<b>Concerns</b>	
Cycle bypasses may lead to pedestrians & /cyclists conflict	24
Lack of bus lane will affect bus times on the route	3
Concerned about lack of right turn into Lambeth Palace Rd	2
Will HGVs & buses on the route have sufficient manoeuvre room in the new design?	2
Concerned about cost of implementing changes	1
<b>Negative comments</b>	
Generally opposed	57
Increased congestion/ pollution	33
Increased traffic/ congestion	30
Banned left & right turns make journey times so much longer	19
Banning right turns: This will create traffic chaos	16
Loss of trees goes against the green environment aims	16
Unnecessary banned turns will cause inconvenience & drive traffic into residential streets	16
Proposal needlessly complex and confusing	14
Roundabouts safer than crossings for cyclists	13
Traffic lights will slow down traffic causing more pollution	11
Flawed design	11
No pedestrian safety improvement	7
Opposed to two staged turns	7
Waste of money: Taxpayers money recently spent installing humped pedestrian crossings on the north side of the bridge	7
Safety Cyclists heading north from Lambeth Rd inadequately protected	6
Inadequate cycling provision	5
Motorists being unfairly penalised	5
ASL boxes & "Early Release" lights phasing not the right for a wide range of cyclists through the area	5
Cycle lanes destroying London	4
Object to no left turns proposed	4
Opposed to preferential treatment for cyclists	4
Too much disruption/ chaos for insignificant benefit	4
Safety concern: Emergency services need good access/egress to the two hospitals in the area	4
The current road layout works well	4
<b>Negative comments</b>	

Do have any comments on our proposals for changes to the road layout at Lambeth Bridge south?	No. of comments
Bus stop on northern pavement shouldn't move closer to the junction as will cause traffic	3
Far too many traffic lanes - intimidating to pedestrians and cyclists	3
Safety concern: Westbound-two straight ahead vehicle lanes merging with cyclists at junction	3
Lanes too narrow for motorcyclists to filter	3
The restricted turns will cause traffic elsewhere	3
A cycle bypass is missing from Albert Embankment onto Lambeth Bridge	2
No right turn from Lambeth Road will lead to a high level of U-turns which is dangerous	2
Safety Increase in pavement is at the cost of safe cycling	2
Sceptical about TfL's motive for these proposals	2
Opposed to banned turns for cars	2
Area between Lambeth Bridge South & Westminster Bridge needs to see significant reduction in traffic volume	1
4th left hand turn on southern Lambeth junction is the most dangerous, & is unprotected	1
Bridge too narrow to accommodate these proposed changes	1
Buses parked along Lambeth Palace Road block views of on-coming traffic	1
Early release from the bridge is a concern	1
Oppose extension of cycle super highway along Lambeth Palace Rd as will impact emergency services	1
Prefer Zebra crossing/ safer for pedestrians	1
TfL should know that this is Lambeth Bridge East not South	1
The proposal makes turning right from the bridge, southbound, onto Albert Embankment more dangerous	1
Unable to comment as sections showing widths of cycle tracks or nearside motor vehicle lanes are missing	1
The air quality from Vauxhall to St Thomas's is terrible and dangerous (current)	1
<b>Positive comments</b>	
Generally supportive	40
Improved safety for cyclists	29
New design much safer	20
Improved traffic flow	14
Cycle bypass	11
Support removal of roundabout	10
Appreciate the extra pedestrian space and cycle slipways	9
Support removal of central island	4
In support of the three protected left hand by passes at Lambeth Bridge south	3
Advanced stop lines & early release for cyclists	1
Welcome the three protected left hand by passes on southern Lambeth junction	1
<b>Suggestions</b>	
Cycling: Fully segregated cycle lanes	34



Do have any comments on our proposals for changes to the road layout at Lambeth Bridge south?	No. of comments
Cycling: Cycle path should be distinguishable from the footway by a kerb	21
Continuous cycle lanes and floating bus stops needed	16
Dutch style roundabout would be safer for all road users	12
The two-stage right turning for cyclists needs to be clearly marked for safety	7
Plant more trees	7
Cycling: Please put cycle level traffic lights/ early release for cyclists/ Make the bike lanes clear	4
Make the area greener	4
The cycle lane should be designed to continue on the footway behind the bus stop, in both directions	4
A hold-the-left phase layout would be ideal	3
Advanced stop lines at all approaches to the junction	3
Extend proposal to include junction between Albert Embankment and Black Prince Road	3
London taxis need left and right turns	3
The waiting area for right-turning cyclists need to be well marked	3
A protected left turn from Albert Embankment onto the bridge for cyclists	2
ASL needs to cover entire width of lane to avoid confusion	2
Current cut through roundabout only needs slight adjustment on timing of traffic lights	2
Cycling: Ban cyclists from using the bridge	2
Cycling: Improve facilities for cyclists turning left onto Lambeth Road	2
Cycling: Put cycle lane along side of river path.	2
Cycling: Share the cycle lane between (existing) pavement and road	2
Left turning cyclists approaching from Albert Embankment could go through without waiting for traffic phase	2
Monitor usage/benefits of changes made within the city before implementing these changes	2
Safety: Additional bollards for cyclist/pedestrian safety	2
Self-regulating lights work better than traffic lights	2
Simplify the design	2
Straight pedestrian crossings better than staggered ones	2
Widen footpaths	2
Yellow-box in the middle of the junction needed to reduce the risk of blockage/ congestion	2
4th left hand turn on southern Lambeth junction needs to have a protected left hand bypass	1
A simple left filter route from Vauxhall onto the bridge would enable a clear route without requiring signals	1
Add yellow cross hatching and camera monitoring	1
<b>Suggestions</b>	
Albert Embankment: Introduce a cycle-only traffic signal to allow cyclists to travel straight on	1

Do have any comments on our proposals for changes to the road layout at Lambeth Bridge south?	No. of comments
Allow left hand turns in many places if no other car is coming and forbidden with signs at complex crossings	1
Allow right-turn vehicle movement outbound from Lambeth High Street onto Lambeth Road	1
Alter signal phasing instead	1
Area between Lambeth Bridge South & Westminster Bridge needs significant reduction in traffic volume	1
Arrow markings for directions need to be with 300yds before junction	1
Bypass going from the Albert Embankment to Lambeth Bridge	1
Cycling: Cycling lanes need to be policed for these changes to be effective	1
Direct/ encourage cyclists to the cycleway at Vauxhall Bridge	1
Install pedestrian crossing by exit of Archbishop Park & Pratt St	1
Integrate cycle lanes with the (pedestrian priority) route along the tow path	1
Lane discipline has to be enforced	1
More mini-islands to protect cyclists from turning vehicles, particularly in the two-stage right turn waiting areas	1
Put a reversible lane in the centre that would change directions based on time of day	1
Reduce traffic lanes	1
Remove the traffic lights	1
Staggered lights for cyclists coming off the bridge going directly south	1
Synchronise traffic & pedestrian lights to keep traffic flowing	1
4 two-way roads are generating congestion/ 2 out of the should be 1way	1

## Lambeth Palace Road

Do have any comments on our proposals for changes to the road layout at Lambeth Palace Road?	No. of comments
<b>Concerns</b>	
Removal of existing cycling lane/ Reduced cycling provision	24
Wider bus lanes could encourage buses to overtake cycles overtake when there isn't room to do so safely	2
The loss of the north-bound cycle lane from the Lambeth Bridge South junction to near St Thomas's Hospital	1
Not in scope/congestion more an issue at Westminster Bridge south	1
<b>Negative comments</b>	
Generally opposed/ leave it alone	37
Proposed changes will increase traffic congestion	31
Lack of sufficient continuity for the cycle lanes	8
Removing traffic islands will make crossing more dangerous for pedestrians	8
No thought given as to how these changes affect emergency services/ blocking easy access to local hospitals	7

Do have any comments on our proposals for changes to the road layout at Lambeth Palace Road?	No. of comments
Poor proposal	6
Proposed plans too disruptive for minimal benefits	6
Proposed changes are largely pointless & expensive	5
Shared space between cycle path and bus lane is a safety concern	5
Increased pollution	4
Loss of pedestrian islands	4
Opposed to narrowing of lanes	4
Removing traffic lane will make journeys difficult for cab drivers/ customers	3
Safety concern: Cycle lane on north side not wide enough which is unsafe for cyclists (current)	3
Cycle lane on north side of Lambeth palace road is not sufficiently wide to give cyclists any real sense of protection (current)	2
Extended journey times	2
Not enough continuity for the cycle lanes	2
The drawing of this road section is incorrect	2
Turning restrictions will affect local businesses	2
Waste of money	2
Lack of bus stop bypasses pose a danger to cyclists & increase conflict between road users	2
Bus lane extension	1
Drain/ manhole covers & poor road surface severely restrict the width of the cycle lane (current)	1
Eastbound cycle lane is being interrupted	1
Lack of costing details of proposed changes makes it impossible to give constructive feedback	1
Unable to comment as no sections showing widths of lanes	1
Anti-terrorists barriers have taken up half of the cycle lanes making it less safe for cyclists	1
Opposed to preferential treatment for cyclists	1
Too many trees being removed for the cycle lanes	1
<b>Positive comments</b>	
Generally supportive	13
Much needed improvements for cycle safety	8
<b>Positive comments</b>	
Wider bus lanes	6
Increasing bus lane	2
Separate/detached cycle highway	2
Good to see islands removed and introduction of mandatory lane northbound on the second half	1
<b>Suggestions</b>	
Segregated cycle lane to connect CS8 & Lambeth Bridge with Waterloo Bridge	28
Cycling: Segregated/ properly protected cycle lanes needed	16

Do have any comments on our proposals for changes to the road layout at Lambeth Palace Road?	No. of comments
Install a continuous cycle lane on Lambeth Palace Road	12
Better/ more pedestrian crossings essential	5
Remove bus lane to provide cycle lanes on both sides of the road	5
Cyclists should be allowed to use bus lanes for complete sections so they are not appearing / reappearing	5
Cycling: Raised cycle paths	4
Yellow boxes would solve the congestion problem at this junction	4
Keep the trees	3
Cycling: Cyclists should also pay for road use	2
Floating bus passes required	2
Prevent buses from being parked in the southbound lane.	2
Allow taxis to use bus lane	1
Cycling: Wider cycling lanes	1
Introduce a mandatory cycle lane on the western side heading north	1
Make right turns safer for cyclists	1
Monitor usage/benefits of changes made within the city before implementing these changes	1
More information required for respondents to make informed decision	1
Resurface the road	1
Smaller roundabouts	1
Traffic calming measures needed here	1
Zebra crossing preferable/ better	1
Ban all private traffic at this location	1
Allow cars turning left to use the bus lane	1

## 20mph speed limit at Lambeth Bridge south

Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge south?	No. of comments
<b>Concerns</b>	
Most drivers generally ignore 20mph	12
How will it be enforced	2
<b>Conditional support</b>	
Only if applying to the junctions	1
Only if means retaining the roundabout	1
<b>Negative comments</b>	
It's too congested in that area for vehicles to travel at more than 20mph anyway	45
Current speed is fine	34
20mph is too slow	17
20mph driving will cause congestion/ frustration/ distracted driving	11
Generally opposed	9
This will clog up traffic leading to an increase in pollution	8
Benefits do not outweigh the unnecessary imposition;/ inconvenience	6
No justification for such a reduction is supplied	3
Longer journey times due to slower speed	2
20mph is difficult to enforce	1
At night when the roads are clear a 20 mph speed limit is unnecessary	1
Money making scheme	1
<b>Positive comments</b>	
Support the speed limit	29
Improved cycle/ pedestrian/ motorist safety	10
Improved air quality	1
Reduced congestion	1
<b>Suggestions</b>	
Enforce the current road laws/ install speeding cameras	30
Make it 30mph	8
In favour of a 25mph speed everywhere in Central London instead	5
Make it 10-15mph	4
Extend further up to Waterloo and Vauxhall	2
Apply restriction when pedestrians and cyclists are about	2
Speed limit on cycles should be considered	2
Apply/ enforce at peak hours only	1
Make it 40mph	1
The whole scheme should be 20mph	1
Suggestion: Introduce variable speed limit zones like in other countries	1

## Lambeth Bridge south – underpasses

Do you wish to comment or make a suggestion about a longer-term solution for these underpasses?	No. of Comments
<b>Clarity needed</b>	
Reason/ justification for proposing changes to underpasses	11
<b>Concerns</b>	
Didn't know there was one	4
Concerned the underpass will not be utilised as they're not generally a safe environment	1
<b>Negative comments</b>	
Leave the underpasses as they are	36
Albert Embankment underpass is dark and unpleasant (current)	13
Too dirty and smelly (current)	9
Feels unsafe due to rough sleepers using underpasses	4
Underused and pointless	3
Albert Embankment will be rendered useless by the new junction & crossings	1
Underpass wrongly labelled as walking underpass on plans when it is for both walking & cycling	1
<b>Positive comments</b>	
Underpasses are safe and should be maintained	54
Underpasses are good for pedestrian safety	17
Generally positive	3
<b>Suggestions</b>	
Keep them only if they are airy, well lit, clean and safe	48
Use modestly gradient ramps instead of stairs for cycles/ strollers & wheelchair users	24
Make them dual use for pedestrians and cyclists	21
Build an overbridge or decent level crossing instead	12
Make the underpasses more attractive/ greener	8
Encourage greater use by better signage	7
Cyclists should be allowed	6
Maintain riverside underpass/ remove underpass connecting Lambeth Road with river	4
Turn them into cycle routes	4
Restrict to pedestrian use only	3
Install CCTV cameras for safety	2
Recommend keeping it closed	2
Ban cyclists from using underpass	2
Encourage local artists to graffiti to give creative character	2
Encourage walking & cycling over driving thus reducing traffic & the need for underpasses	2
<b>Suggestions</b>	
Fix the flooding issue as it floods every time it rains	2

Do you wish to comment or make a suggestion about a longer-term solution for these underpasses?	No. of Comments
Open up the underpass to the Thames side to make it more pleasant	2
TfL should implement revenue generating facilities at the underpass	2
Underpass needs major repair works	2
Retain underpass under Lambeth bridge	1
Floating walkways/cycle ways along both banks of the river with ramp exits and entrances	1
Install barriers which allow pedestrians to pass through freely but which require cyclists to dismount	1
Make it an overpass with low slope	1
Pavement slabs need to be fixed. Some are hazardous	1
Phase them out in future	1
Prioritise pedestrians over cyclists and motorists	1
Re-introduce traffic wardens for better traffic flow	1
The construction work to change the road layout should have consideration for cycles	1
Underpass too low so height increment would be useful for cyclists	1
Improve and attract small business with fair retail offering	1

### Quality of the consultation

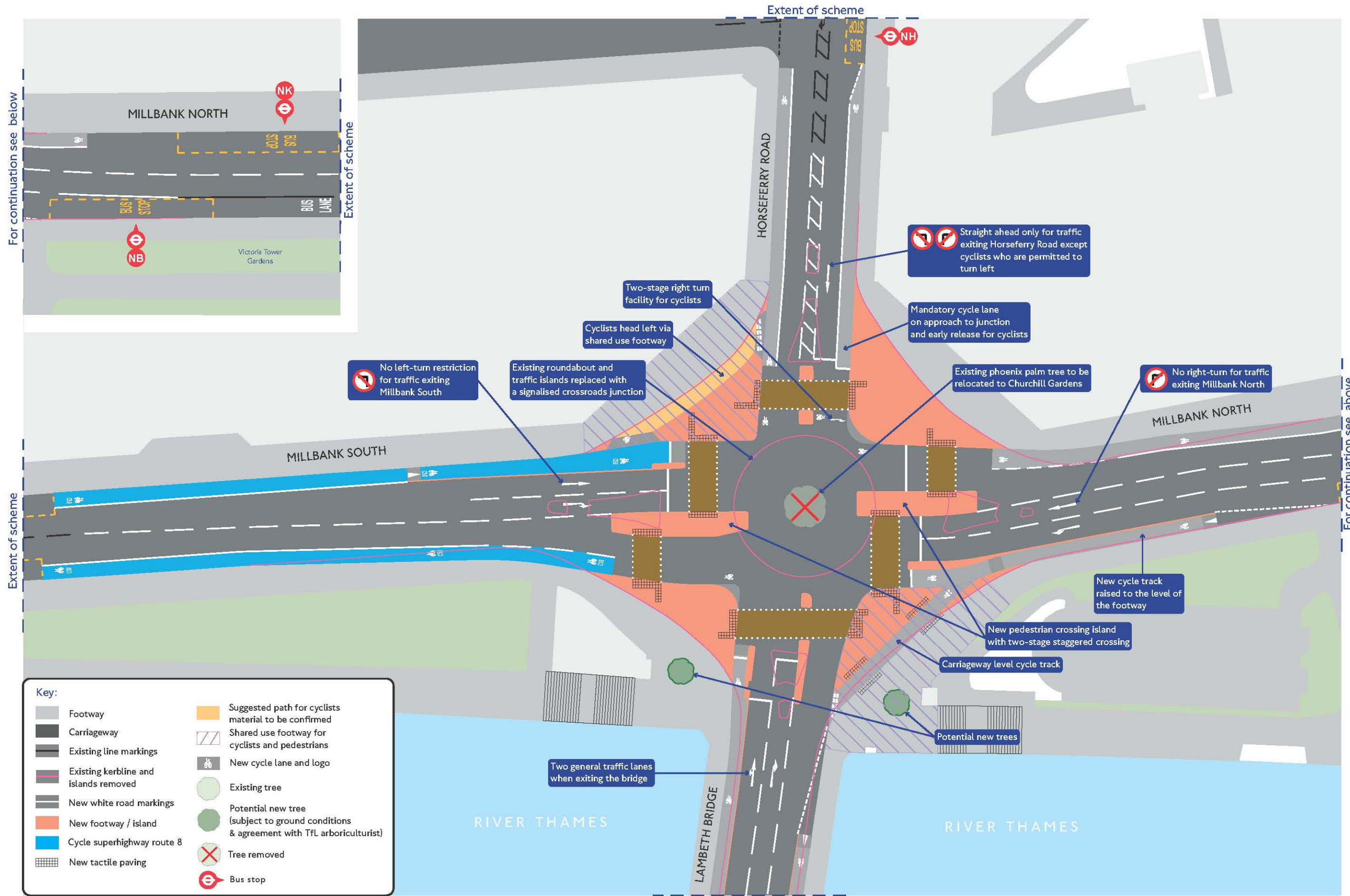
What do you think about the quality of this consultation?	No. of comments
<b>Clarity needed</b>	
Are TfL planners not aware that this bridge runs east west?	1
How is the Equality Assessment information used?	1
<b>General comment</b>	
The artist impression never looks like the real thing	4
<b>Further Information request</b>	
More information needed (General)	14
Timeframes/ traffic impact	10
Impact analysis	6
A review/ critical analysis of the success of recent changes to the road layout in the area	4
Other alternative options that TfL considered alongside these ones	1
<b>Negative comments</b>	
Not convinced TfL will take feedback into account	33
Not widely circulated/ advertised	19
Poor consultation/ misguided	16
<b>Negative comments</b>	
Consultation took place over the summer holiday period	10
Consultation biased towards cyclists & not pedestrians or public transport users	11
Decision already made/ tick-box exercise	10



<b>What do you think about the quality of this consultation?</b>	<b>No. of comments</b>
Some of the map re-orientation especially on the same page is confusing	10
Question 24 in the survey is mis-configured	9
Waste of money as the layout of Lambeth Bridge has recently been altered	9
Diagrams/ font too small/ difficult to see on small screen	7
No sufficient justification/ material given to support proposals	7
Some questions wrong format: can only tick one box where it says tick all that apply	7
Unable to expand or download images so couldn't respond appropriately	6
Lack of impact analysis	4
Tedious having to click on each section to open in a new tab/ window separately	4
The proposal text is totally biased and against the motorists	4
Can't see the drawings properly, the print is blurred on the labels	3
Lack of information about expected future changes to traffic flows with and without scheme	3
Sceptical about TfL's motive for these proposals	3
Before & after images are all colour enhanced giving a skewed artists impression which is quite intelligently insulting	2
Consultation biased towards cyclists & pedestrians	2
Lack of evidence to support proposed changes	2
Missing information: Clos scores/ heathy streets scores	2
No costs of the scheme provided/ no cost/benefit analysis/ no road safety data provided	2
Questionnaire is flawed	2
Rapidly changing images do not allow enough time to thoroughly assess proposal	2
The online survey cross links to the diagrams but not to the text and artists' drawings	2
Too long/ will put respondents off	2
Too many diagrams of road layout	2
Having the questions without the pictures is not very helpful	1
Ill-equipped/ informed staff at drop in sessions	1
Image for Lambeth Bridge South is incorrect in the survey	1
Lack of dimensions/ incorrect designation of Lambeth bridge underpass	1
Lack of transparency about negative impacts on motorists	1
Links not working on mac pcs	1
No environmental impact assessment included	1
One of the questions which meant to be free text was multiple choice instead	1
Online questionnaire failed to 'submit' on several occasions	1
The diagrams on the website do not match the current arrangements/ misleading	1
Missing information - KSI incidents at this junction in the past five years	1
E-mail sent on 8/8/17 advertising a public drop-in meetings in July	1
<b>Positive comments</b>	
Good consultation material	22
The "before" and "after" computer generated images	13
Appreciate being consulted/ receiving consultation material directly	6
<b>Suggestions</b>	

What do you think about the quality of this consultation?	No. of comments
Maps/drawings should be in higher resolution and a larger in size	4
Before and after images for all the proposals should have been made available	3
Extend consultation period to allow sufficient time for responses as consultation took place during the holidays	2
TfL should take feedback from the public seriously	3
Would rather see the artist's impressions of both 'before' and after in a still not alternating	3
Prefer a pdf to download, with more text and drawings (i.e. a PDF of all 5)	2
Give the option of being able to zoom in on the pictures in the expanded view	2
Maps should always be oriented the same direction	2
Provide facts for the justification of making these changes	2
Use of audio or video aid would be more helpful	2
A general comment text box should have been provided	1
An artist impression video would be helpful	1
Consult on whether a change is necessary before wasting money on a new design	1
Detailed breakdown of feedback should be shared and all lobby groups identified	1
Don't be swayed by black cab/ taxi & private car drivers	1
Drawings for Lambeth Bridge & Lambeth Bridge North are not consistent	1
Embed images in the page to avoid respondents having to click through individually each time to access	1
Have artists impressions and maps next to the questions relating to them	1
Hold a public meeting where residents can give feedback	1
Involve residents & road users in highway improvement plans	1
Less detail on the maps	1
More summary detail on how do the proposals create a safer environment would be helpful	1
Need details on the way levels traffic will be handled in the new proposals	1
Separate before and after drawings would be helpful	1
Should have put up signs in the area on the junction or the underpass (especially the underpass)	1
Someone should have road tested the consultation before it was published	1
TfL to provide data on the existing traffic flows and pollution levels for all the streets to be affected	1
There should have been provision to make comments on landscaping	1
Give people the option of "Partially support" as "Neither support nor oppose" indicates apathy which might be inaccurate	1

# **Appendix J: Revised plans following consultation**



For continuation see below

Extent of scheme

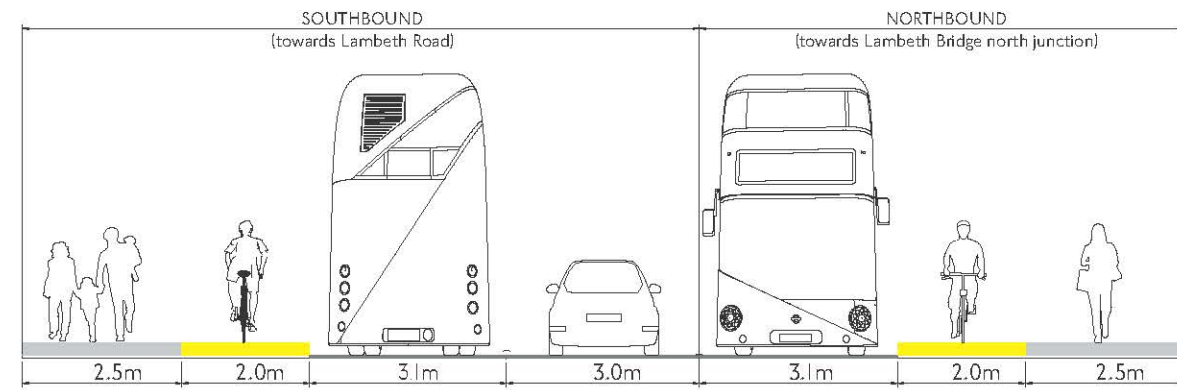
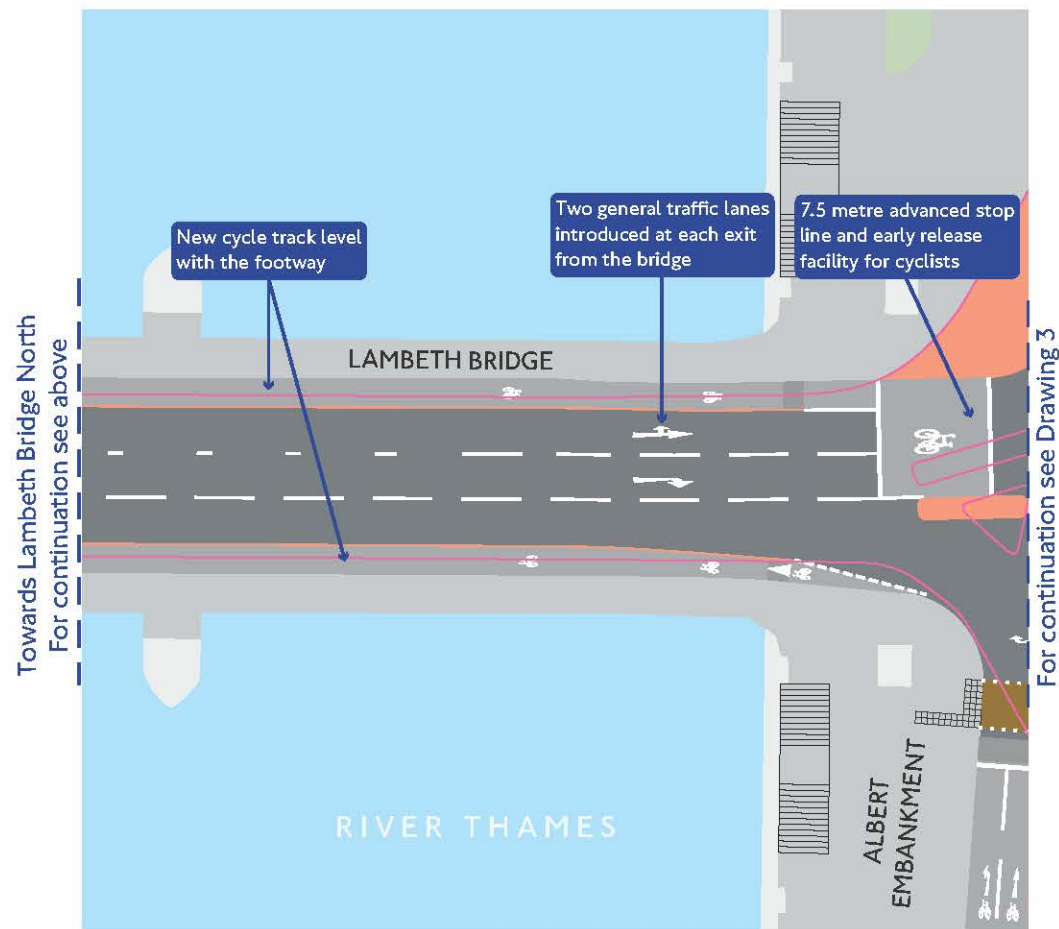
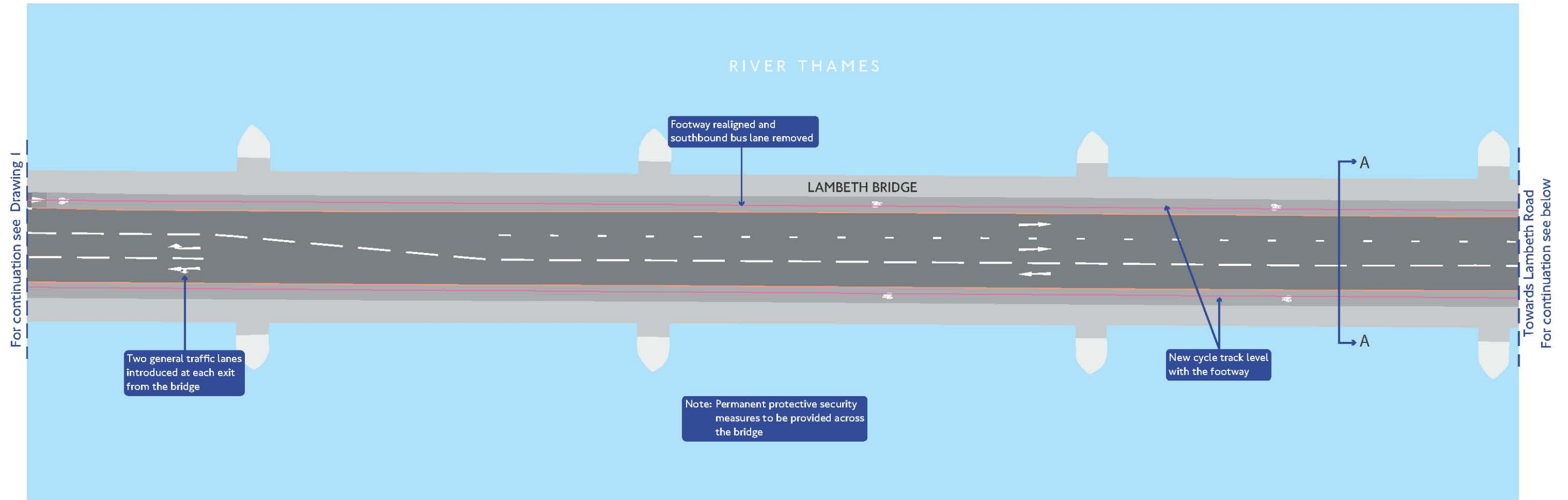
For continuation see above

For continuation see Drawing 2

**Key:**

Footway	Suggested path for cyclists material to be confirmed
Carriageway	Shared use footway for cyclists and pedestrians
Existing line markings	New cycle lane and logo
Existing kerbline and islands removed	Existing tree
New white road markings	Potential new tree (subject to ground conditions & agreement with TfL arboriculturist)
New footway / island	Tree removed
Cycle superhighway route 8	Bus stop
New tactile paving	





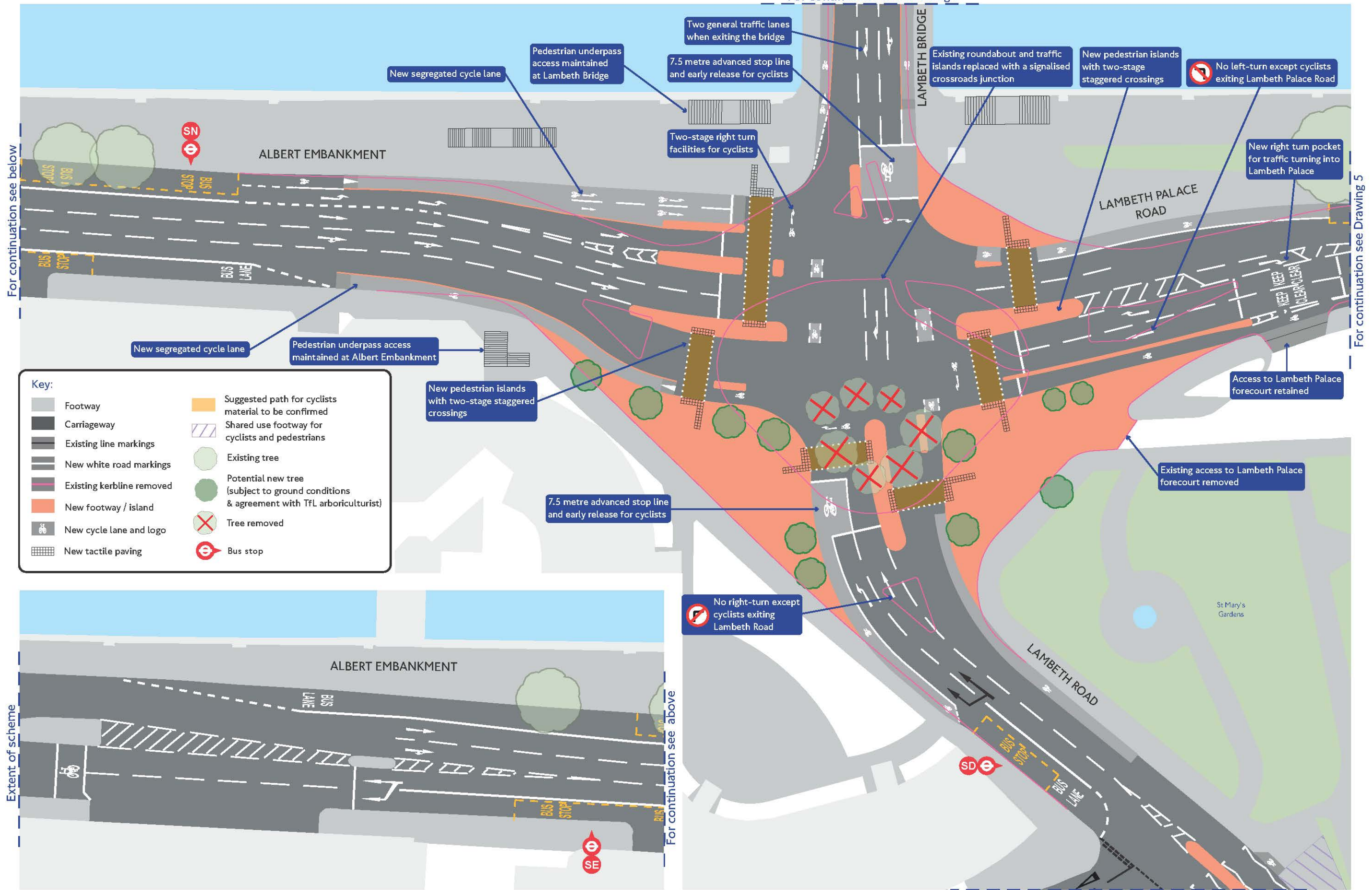
Section A - A  
Proposed lane measurements

Key:			
	Footway		Suggested route for cyclists material to be confirmed
	Carriageway		Shared use footway for cyclists and pedestrians
	Existing line markings		New footway / island
	Existing kerbline removed		New cycle lane and logo
	New tactile paving		New white road markings





For continuation see Drawing 2



For continuation see below

For continuation see Drawing 5

**Key:**

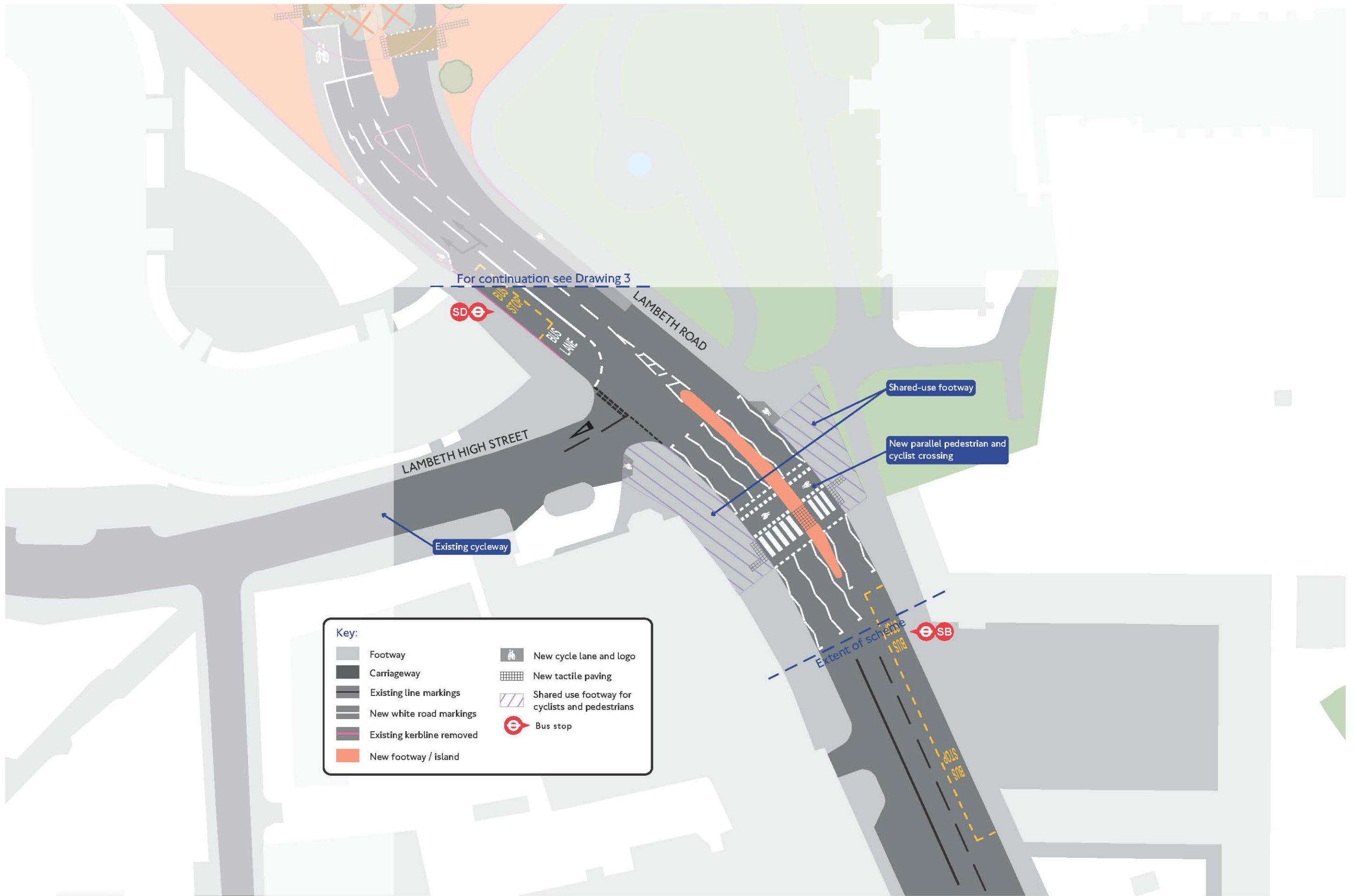
Footway	Suggested path for cyclists material to be confirmed
Carriageway	Shared use footway for cyclists and pedestrians
Existing line markings	Existing tree
New white road markings	Potential new tree (subject to ground conditions & agreement with TfL arboriculturist)
Existing kerbline removed	Tree removed
New footway / island	Bus stop
New cycle lane and logo	
New tactile paving	

Extent of scheme

For continuation see above

For continuation see Drawing 4

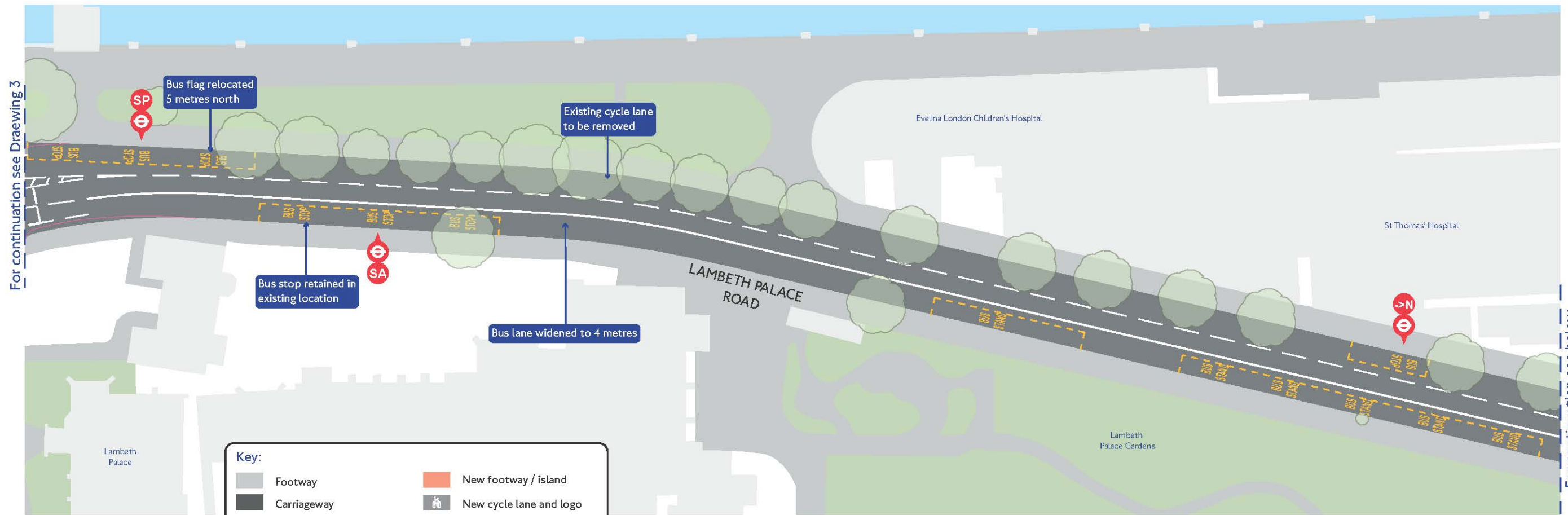




**Key:**

Footway	New cycle lane and logo
Carriageway	New tactile paving
Existing line markings	Shared use footway for cyclists and pedestrians
New white road markings	Bus stop
Existing kerbline removed	
New footway / island	





**Key:**

	Footway		New footway / island
	Carriageway		New cycle lane and logo
	Existing line markings		New white road markings
	Existing kerbline removed		Existing tree
	New tactile paving		Bus stop

