

Transport for London Assessment of 'Our Vauxhall' plans

Introduction

Transport for London (TfL) has developed plans to transform the Vauxhall Cross gyratory into two-way roads. An initial public consultation was held in 2014 on the high level principles of the project, and a more detailed consultation is currently being held. For more information on this consultation please see the website: <http://consultations.tfl.gov.uk/roads/Vauxhall-Cross>

Alternative plans have been developed by members of the community, titled 'Our Vauxhall'. TfL experts have assessed these proposals, based on the plan available on the Our Vauxhall website as of 19th December 2015, and have concluded that the plans are not viable for the reasons outlined below.

Assessment

Subject	Issue	Explanation
Capacity	<p>Closure of South Lambeth Road would result in significant displacement of traffic onto Wandsworth Road</p>	<ul style="list-style-type: none"> • Closing South Lambeth Road to traffic would result in demand being displaced to Parry Street and Wandsworth Road • Based on origin and destination traffic counts, demand would increase on Wandsworth Rd by over 1000 vehicles per hour in the evening peak compared with the existing situation at Vauxhall • This would put additional pressure on the key junctions, creating unacceptable delay and congestion at this location in London's strategic road network • The increase in traffic would reduce the quality of the public realm and environment on Wandsworth Road, which is where the significantly higher volume of pedestrian flows will be
	<p>Reassignment of traffic onto other roads</p>	<ul style="list-style-type: none"> • The increases in journey times and congestion resulting from the closure of South Lambeth Road would result in traffic seeking alternative routes- this would mean: <ul style="list-style-type: none"> ○ Higher traffic volume ('rat running') on local residential roads ○ Further pressure on other parts of the already strained strategic road network

	<p>Longer queues on all approaches</p>	<ul style="list-style-type: none"> • The increased demand at each of the junctions would result in traffic backing up beyond Vauxhall, particularly to the south and into Wandsworth • To allow the junctions to work in the central Vauxhall interchange, vehicles would have to be held by traffic signals further out and for longer periods of time • This would result in long queues on each of the approaches into the interchange • Longer queues would have a negative impact on the environment and air quality
	<p>Capacity impact of allowing turning movements</p>	<ul style="list-style-type: none"> • The closure of South Lambeth Road would mean that the junctions on Wandsworth Road would have to cater for all turning movements, as there would be no alternative routes available through Vauxhall • This would mean extended signal timings/ phases at these junctions, which would have an impact on traffic capacity and journey times
	<p>Additional junction/ stop line on Wandsworth Road</p>	<ul style="list-style-type: none"> • One extra junction/ stop line is shown on Wandsworth Road in the Our Vauxhall plans, as compared with the TfL proposed scheme • This means vehicles may have to stop four times at different junctions on Wandsworth Road, between the junction with Parry Street and Nine Elms Lane and the junction with Kennington Lane and Bridgefoot • This would lead to increases in journey times and reduced traffic capacity
	<p>Conversion of Harleyford Road/ Durham Street/ Kennington Lane to two-way operation would have significant impact on capacity</p>	<ul style="list-style-type: none"> • Options to introduce two-way working on each of these roads were tested as part of the design development process • This was found to be unviable as it would put significant pressure on the Kennington Lane/South Lambeth Road/ Harleyford Road junction, causing capacity issues and congestion on key strategic routes
	<p>Two lanes of traffic feeding into one lane at a junction would affect capacity</p>	<ul style="list-style-type: none"> • The plans show two lanes of eastbound traffic feeding into one at the Kennington Lane/Harleyford Road junction • The plans show two lanes of traffic on Parry Street feeding into

		<p>one on South Lambeth Road</p> <ul style="list-style-type: none"> • This would reduce capacity at the junctions and would cause road safety issues
<p>Pedestrian crossings</p>	<p>Pedestrian crossings shown on Wandsworth Road and at the junction between Wandsworth Road, Bridgefoot, Albert Embankment, and Kennington Lane are not feasible</p>	<ul style="list-style-type: none"> • If these pedestrian crossings are two-stage crossings <ul style="list-style-type: none"> ○ The alignment of two-stage crossings would usually be staggered for safety reasons ○ If a straight alignment is used, as shown, it would require the central islands to have a minimum width of 7m, which would require space to be taken from either the carriageway, reducing the number of traffic lanes and traffic capacity, or from the footways ○ If the arrangements were staggered, the traffic islands would have to be longer and wider, resulting in either: <ul style="list-style-type: none"> ▪ Reduced number of traffic lanes, which would reduce traffic capacity ▪ Space required from footways and pedestrian space (if feasible) • If these pedestrian crossings are single-stage crossings <ul style="list-style-type: none"> ○ It would not be feasible to have these crossings as single-stage crossings due to the width of the roads and the number of lanes/distance pedestrians would have to walk in one go. ○ The green time and intergreen time of the traffic signal phases required to allow pedestrians to safely cross would be too long for the junction to work effectively and would result in significant increases in journey times and congestion • Bridgefoot pedestrian crossing - The pedestrian crossing lands onto the Cycle Superhighway 5 cycle lane <ul style="list-style-type: none"> ○ This would not comply with safety regulations ○ There would be no space for pedestrians to wait without directly obstructing the cycle route ○ Tactile paving would be required at the crossing

		<ul style="list-style-type: none"> ○ This means that either: <ul style="list-style-type: none"> ▪ The cycle lane would need to be set further into the footway, reducing the available space for pedestrians ▪ Space would be taken from carriageway, further reducing the number of traffic lanes and capacity at the junction
<p>Cycling</p>	<p>Lower quality provision of cycling infrastructure</p>	<ul style="list-style-type: none"> ● The cycle lanes shown are of substandard widths ● Cycle lanes on Wandsworth Road are shown on footways, rather than segregated on carriageway ● There is a bi-directional cycle lane with no segregation shown on Albert Embankment ● There is no provision shown for cyclists on Albert Embankment to get into the southbound cycle lane ● The merge of the east-west and north-south cycle lanes on Albert Embankment/ Bridgefoot has not been considered, including stacking space for cyclists crossing at this junction. It is likely that additional space would be required to address these issues. This would result in either: <ul style="list-style-type: none"> ○ Reduced number of lanes, and therefore capacity at the junction or ○ Reduced footway/ public space ● No cycle provision is shown on Wandsworth Road, south of Parry Street ● There is substandard cycle provision shown on Nine Elms lane; <ul style="list-style-type: none"> ○ Very narrow cycle lane widths are shown, with bi-directional cycle track shown as approximately 1.5m wide at its narrowest ○ A bi-directional cycle lane is shown on carriageway with no segregation from traffic travelling in opposing direction ○ There is no onward link shown for cyclists travelling west on Nine Elms Lane against the flow of traffic – the bi-directional cycle lane ends on carriageway with west bound cyclists on the wrong side of the road

Bus station and buses	Issues with bus routes and bus stop locations	<ul style="list-style-type: none"> • The reduced number of exits from the bus station would mean increased pressure at the remaining entrance/exits proposed, likely to result in congestion and delays • The bus stop on Kennington Lane, east of the Royal Vauxhall Tavern, is shown as being relocated but it is not shown where it would move to - this bus stop could not be retained in its current location under the Our Vauxhall proposals. There would not be space for vehicles to go around stopped buses, as only one lane of traffic is shown in each direction on Kennington Lane • The Our Vauxhall proposals show no bus stop on Kennington Lane, west of the viaduct - it would not be possible to provide this bus stop in conjunction with the left turn into Wandsworth Road (as required as by the Our Vauxhall proposals). This means that all Victoria bound buses, which are heavily used, would experience significant delays due to less direct routes through Vauxhall and additional junctions to pass through • The Parry Street exit of the bus station is shown as a right turn only. This junction is too close to the Wandsworth Road/ Parry Street junction to permit this right turn, with no designated pockets for buses to turn into and wait. This is because buses exiting the bus station are unlikely to be able to get into the correct lane within the traffic signal phase, without blocking eastbound traffic on Parry Street. This would also be likely to cause an increase in bus journey times for routes travelling towards South Lambeth Road, including the 2, N2 and 88, which would have to enter the bus station via Wandsworth Road, loop around the central island, exit the bus station on Wandsworth Road and travel to South Lambeth Road via Parry Street
	Issues with keeping the existing bus canopy	<ul style="list-style-type: none"> • The existing bus canopy does not work with the alignment shown – the location of the entrance/ exit to the bus station is in conflict with the footings of the structure– this means it would not be possible to retain the bus canopy with the alignment shown. If the bus station entrance/ exit were moved further north it would be too close to the Wandsworth Road/Kennington Lane junction to allow

		space for vehicles to stack, it would be likely to affect other structural elements of the canopy and bus station building, and would significantly reduce the amount of public space in the station square
	Wrong direction of travel at Wandsworth Road bus station exit/ entrance	<ul style="list-style-type: none"> • The exit/ entrance from the bus station on Wandsworth Road shows buses exiting and entering the bus station on the right side of the road, rather than the left. This would mean conflicts between buses entering and exiting the bus station and would therefore require separate traffic signal stages for buses, to avoid them entering and exiting at the same time, and an additional traffic signal stage for pedestrians • This would have a significant impact on journey times and congestion
	Impact on pedestrian flow	<ul style="list-style-type: none"> • The number of people using the interchange is expected to rise significantly. The narrow, linear shape of the bus station island may cause issues with pedestrian flow in the future • It would be necessary to cross a road to reach any of the bus stops on the bus station island when coming from the London Underground or Network Rail stations
	Issues with London Underground air vent	<ul style="list-style-type: none"> • In the Our Vauxhall plans, no clearance has been shown between the air vent and the carriageway – at least 450mm would be required. This means either <ul style="list-style-type: none"> ○ The bus station island would have to be further narrowed, exacerbating issues with pedestrian flow ○ The air vent would have to be relocated – this may not be feasible, but if it were possible it would add substantial cost to the project ○ The kerb would have to be extended into the carriageway to provide the minimum clearance, however this would not be possible with the alignment shown due to swept paths of buses
	Issues with carriageway space and bus	<ul style="list-style-type: none"> • There is not enough carriageway space at the northern end of the

	swept paths	bus station island, as shown in the Our Vauxhall plans, to allow northbound and southbound buses to exit the bus station at the same time
	Issues with location of junction on Wandsworth Road	<ul style="list-style-type: none"> The bus station entrance/ exit on Wandsworth Road would have to be signalised. There is not enough space between this junction and the Wandsworth Rd/ Kennington Lane junction to allow vehicles to stack and clear before the next cycle, causing congestion and delays to bus services
South Lambeth Road	Shared space between pedestrians and cyclists is not desirable	<ul style="list-style-type: none"> Shared space between cyclists and pedestrians has been shown on South Lambeth Road – this can cause road safety issues, and is considered a lower quality of provision than segregated facilities
	Access to Vauxhall Grove for local residents would need to be maintained	<ul style="list-style-type: none"> The exit from Vauxhall Grove is likely to be used as a rat run for traffic travelling south from Harleyford Road towards South Lambeth Road, Wandsworth Road and Nine Elms Lane <ul style="list-style-type: none"> There would be enforcement issues if this was for residents only - this would not be practicable to enforce
	Servicing access would have to be maintained	<ul style="list-style-type: none"> There is no provision for servicing businesses in the railway arches or under the viaduct <ul style="list-style-type: none"> It would be problematic for local businesses if there were no loading bays in the vicinity, especially for cafes and restaurants, which rely on having a number of deliveries throughout the day Servicing access would have to be maintained for cleaning, waste removal, maintenance, and servicing deliveries for properties fronting onto South Lambeth Road. This means vehicular access would be required on South Lambeth Road, which would preclude extensive use for trees/soft landscaping
	Scope for active frontages is limited	<ul style="list-style-type: none"> There would be limited opportunity for active frontages on South Lambeth Road as the majority of properties fronting South Lambeth Road are operational (Network Rail and LUL in the railway arches and Met Police in Colbalt Square)

	Concerns around crime and antisocial behaviour	<ul style="list-style-type: none"> • Pedestrianising South Lambeth Road could result in an increase in crime and antisocial behaviour as there is less activity and less passive surveillance from passing vehicles- this would be exacerbated by the relatively low footfall. • With a strong evening economy (32 nightclubs and bars in the area), a pedestrianised space could create an intimidating environment at night
	Accessibility issues	<ul style="list-style-type: none"> • Pedestrianised spaces can cause accessibility issues for people with disabilities as it can become more difficult to reach destinations within the pedestrianised space. Pedestrianisation should always be carefully considered before implementing
Network resilience	Reduced resilience of the road network	<ul style="list-style-type: none"> • The Inner Ring Road is a key strategic traffic route, which is intended to move traffic efficiently into and around the edge of central London – the proposals show one lane of traffic in each direction on Kennington Lane <ul style="list-style-type: none"> ○ This would severely reduce network resilience. This means that the road network would be much more sensitive to incidents, breakdowns, road works, or particularly high flows ○ This would result in major congestion and delays to general traffic, and buses
Loading	No loading bays provided for freight for local businesses on Kennington Lane	<ul style="list-style-type: none"> • Loading bays have been removed from Kennington Lane, which would impact on local businesses – it would not be possible to locate loading bays on Kennington Lane under the Our Vauxhall proposals if there is only one lane of traffic in each direction
Road widths and dimensions	Plans do not consider spatial constraints and minimum lane widths required	<ul style="list-style-type: none"> • The road layout shown would not be possible within the spatial constraints – compromises would need to be made either in terms of road capacity or in terms of public space • For example on Wandsworth Road six lanes of traffic would require a minimum of 18m in road width, with additional space required for traffic islands at the junctions, however these six lanes have been shown in a much smaller space on the Our

		<p>Vauxhall plans.</p> <ul style="list-style-type: none"> This means a minimum of one extra lane worth of space would need to be taken along the length of the Wandsworth Road section of the existing gyratory, either from the footway or from a third party owned site
	Not enough room for vehicles to make movements shown at South Lambeth Road/ Parry Street junction	<ul style="list-style-type: none"> There is not enough room at the South Lambeth Road/ Parry Street junction for vehicles to make the movements shown due to swept paths of vehicles
Taxis	No provision for taxis	<ul style="list-style-type: none"> There is no provision for taxis shown – they are currently located on South Lambeth Place and South Lambeth Road, but these are shown as closed to traffic
Motorcycles	No provision for motorcycle parking	<ul style="list-style-type: none"> Provision of motorcycle parking is shown as removed from Albert Embankment
Traffic islands	Insufficient road space given to traffic signals and traffic islands	<ul style="list-style-type: none"> The sizes of traffic islands shown are insufficient to house traffic signals for the following locations: <ul style="list-style-type: none"> Albert Embankment at the junction with Kennington Lane, Bridgefoot and Wandsworth Road Wandsworth Road at the junction with Kennington Lane, Bridgefoot and Albert Embankment Wandsworth Road at the junction with Nine Elms Lane and Parry Street Nine Elms Lane at the junction with Wandsworth Road and Parry Street Parry Street at the junction with Nine Elms Lane and Wandsworth Road No traffic islands are shown where required for: <ul style="list-style-type: none"> The entrance/ exit to bus station on Wandsworth Road The junction between South Lambeth Road and Parry Street Providing adequately sized traffic islands in the required locations would result in reductions in road space, number of lanes, and traffic capacity

		<ul style="list-style-type: none"> • Traffic islands are required to comply with statutory standards and to ensure road safety
Scope	Many suggestions are out of scope for the project and not in TfL's remit	<ul style="list-style-type: none"> • A new exit from the Network Rail station onto Albert Embankment is not in scope for this project and the asset is not owned by Transport for London • Redevelopment of Cobalt Square is not in scope for this project, and there is no indication that current occupants will be moving • New tube entrances are not in scope and would be significantly out of budget • Opening arches to improve east-west links through the viaduct are not in scope and the arches are not Transport for London's assets
Road designation	If closed to through traffic, TfL would be likely to de-designate South Lambeth Road as part of the TLRN	<ul style="list-style-type: none"> • If South Lambeth Road were closed to through-traffic it is likely that TfL would seek to remove its designation as part of the TfL Road Network (TLRN) • Consequently highway and traffic powers and obligations, including operation and maintenance responsibilities for South Lambeth Road, would revert to LB Lambeth, including the associated costs • It would not be possible to stop-up South Lambeth Road as public highway due to inevitable objection from statutory utilities- this would prevent any buildings on this space and would limit its usage • The space could be dug up at anytime by the statutory utilities to access, repair, extend or add to their underground services, as they have a statutory right to do so tree planting and other features would be constrained by the requirement to maintain access to statutory utilities
Banned movements	There would be a number of banned movements	<ul style="list-style-type: none"> • There would be banned movements, some with no alternative routes through Vauxhall available. Banned movements include: <ul style="list-style-type: none"> ○ Left turn from Parry Street to Wandsworth Road ○ Right turn from Nine Elms Lane to Wandsworth Road ○ Right turn from Albert Embankment to Bridgefoot ○ Right turn from Kennington Lane to Albert Embankment

