

Vauxhall Cross

Response to issues raised report
December 2016

Executive Summary

Between 24 November 2015 and 17 January 2016, we ran a consultation on detailed proposals for changes to Vauxhall Cross.

In March 2016 we published a factual consultation report which summarised the consultation process and the responses we received. This new report provides our response to the issues commonly raised during the consultation. It also explains the changes to the scheme we propose to make as a result.

We received 1,247 responses to the consultation. The overall responses show:

- 61 per cent were generally positive towards the proposals
- 8 per cent were neither negative nor positive towards the proposals
- 31 per cent were generally negative towards the proposals

Our response to consultation

Having considered responses received during the consultation, we plan to proceed with our proposals to transform Vauxhall Cross, although we have made a number of changes to some elements of the scheme. Details of these changes are set out in this report under section 2.1 and in summary include changes to some footway and crossing areas, some bus stop locations and wider changes in scope to the project.

The next stage of the design process will focus on the new bus station, new public spaces and associated elements such as lighting, public amenities, greening and public art opportunities. We will be holding engagement events in early 2017 where we will share the proposed bus station structures, within the context of the public square and associated elements.

Following the engagement events we will be submitting a planning application for the bus station structures in spring 2017. Subject to the planning decision and other approvals, we plan to start construction of the new road layout and bus station in 2019.

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1. Introduction

This report sets out our responses to the issues raised during our detailed consultation on the Vauxhall Cross scheme, which ran from 24 November 2015 to 17 January 2016.

We received 1,247 responses in total. The overall responses showed:

- 61 per cent were generally positive towards the proposals
- Eight per cent were neither negative nor positive towards the proposals
- 31 per cent were generally negative towards the proposals

In March 2016, we published a factual consultation report which sets out in detail the comments and issues raised by respondents. This report is available on our website via the following link: https://consultations.tfl.gov.uk/roads/vauxhall-cross/user_uploads/vauxhall-cross-report-final.pdf

This document responds to the issues raised in the March 2016 Consultation Report.

In preparing this document, we have combined the issues raised by respondents into broad themes where it is relevant and logical to do so. This has helped to keep the length of this document more manageable, and avoids it becoming unnecessarily repetitive.

2 Response to consultation

Having considered issues raised in both this and the initial consultation in 2014, we will be proceeding with the proposals at Vauxhall Cross. We have made a number of changes to the designs in response to issues raised during the public consultation. Some of these changes, such as the proposed changes to crossing facilities at the junction of Durham Street and Kennington Lane, will be subject to further traffic impact analysis and consultation.

The next stage of the design process will focus on the new bus station, new public spaces and associated elements such as lighting, public amenities, greening and public art opportunities. We will be holding engagement events in early 2017 where we will share the proposed bus station structures, within the context of the public square and associated elements.

Following the engagement events we will be submitting a planning application for the bus station structures in spring 2017. Subject to the planning decision, we plan to start construction of the in 2019 with completion likely in 2021. Works would be phased to minimise impact on the traffic and bus network and would cater for all road users as much as possible.

We recognise the importance of the bus station, which forms a key part of this busy public transport interchange, and are committed to maintaining the best service possible for the travelling public during construction. We will maintain services and essential facilities, on a temporary basis, when the existing bus station buildings are removed and replaced. We will keep all customers and road users potentially impacted by the construction activity informed of our plans and progress, including writing to local residents and businesses before undertaking work in their area.

We will also provide road traffic information to help people better plan their journey's and make informed choices about how, where and when they travel to help reduce the possible impact of their journeys.

2.1 Summary of design changes following consultation

Our planned changes are set out below. Where no changes are proposed, we will proceed as per the design consulted on.

Albert Embankment

A right turn pocket for traffic will be provided for the right turn movement from Albert Embankment to New Spring Garden Walk

Following comments received in the consultation the footway area will be widened on the north side of Bridgefoot at its junction with Albert Embankment and also on the west side of Wandsworth Road, south of Bridgefoot

Wandsworth Road

We will provide a signalised right turn exit from Phoenix House onto Wandsworth Road.

We now intend to remove the cycle give way on Wandsworth Road at the southern entrance to the Phoenix House turn around to enhance cyclist progression. Cyclists will have priority over turning motorists.

We will introduce a short term pickup/drop off bay on the west side of Wandsworth Road by Phoenix House entrance.

Parry Street

Subject to agreement with adjacent land owners, we will provide a right turn pocket from Parry Street to Bondway (south).

South Lambeth Road

We now intend to remove the cycle give way on South Lambeth Road at the junction of Vauxhall Grove and the junction of Lawn Lane to enhance cyclist progression. Cyclists will have priority over turning motorists.

Kennington Lane

We have smoothed the alignment for pedestrians and cyclists travelling through the Kennington Lane viaduct.

Durham Street

We are investigating changes to the pedestrian crossing arrangements on Kennington Lane by the junction with Durham Street, including the provision of a staggered signalised pedestrian crossing at Durham Street. These proposals are subject to traffic modelling and will be consulted on separately to this project.

Bus stop location changes

Some bus stop locations have been amended in light of consultation comments and the recent changes to the 436 (rerouted at Vauxhall to run to Battersea Park instead of Paddington) and the 452 (extended from Wandsworth Road station to Vauxhall). We will continue to review all bus route stop locations if routes change in the future in order to provide the optimum bus station layout.

In detail

- Route 2 towards Victoria will serve bus stop 1
- Route 436 towards Battersea Park will serve bus stop 2
- Route 196 towards Brixton will serve bus stop 3
- Route 452 towards Wandsworth Road will serve bus stop 4
- Route 360 towards Elephant and Castle will serve bus stop 7
- No route will serve bus stop 9. This will be used for contingency purposes.
- Route 452 will serve bus stop 10, with passengers alighting only.

https://consultations.tfl.gov.uk/roads/vauxhall-cross/user_uploads/vauxhall-cross-proposed-bus-stops-december-2016.pdf

2.2 Changes in Project Scope

- Lambeth Council will be progressing and consulting separately on a coordinated design for Miles Street and Bondway (south). This is an area of intense development with two major schemes due for completion in the early 2020s. Further consideration is to be given to a more comprehensive solution incorporating traffic use on Miles Street and Bondway (south) which is involving detailed discussions with developers. Final proposals for these roads would be introduced after completion of the Vauxhall changes. Temporary measures to ensure a safe street environment for cyclists and

pedestrians will be put in place during the highway works and before final proposals are delivered by Lambeth Council.

- Proposals for Nine Elms Lane will come forward as part of a separate scheme being led by TfL, London Borough of Wandsworth and Nine Elms Vauxhall Partnership. These proposals will be consulted on in 2017. We are coordinating the proposals internally to ensure they are fully aligned and the proposals complement each other.
- The section of South Lambeth Road between Miles Street and Parry Street was originally outside of the project scope instead forming part of the proposed Waterloo to Croydon Quietway. Following a change in Quietway alignment, this section will now be restored back into scope. Proposals will be consulted on separately.
- Several responses to the public consultation expressed concerns over air quality, particularly in regard to local schools. TfL is currently consulting on the Ultra Low Emission Zone proposals which will provide wide environmental improvements across London, and includes proposals for the low emission bus and taxi fleet. TfL is further encouraging people to walk, cycle or use public transport through the delivery of schemes such as this one, which aims to provide attractive facilities so that people choose more sustainable transport methods. In addition to this, we propose to introduce new trees, and planters in and around St Anne's school on Harleyford Road.

3. Responses to issues commonly raised

We have carefully considered, in partnership with Lambeth Council, the common issues raised during both public consultations and our responses are set out in this section. The responses from stakeholders have been grouped into themes. Where similar comments have been made, the issues and our responses have been amalgamated to save repetition.

3.1 Impact on pedestrians

Can we provide a crossing at the top of Durham Street/Kennington Lane?

We are investigating changes to the pedestrian crossing arrangements on Kennington Lane by the junction with Durham Street, including the provision of a 'staggered' signalised pedestrian crossing at Durham Street. These proposals are subject to traffic modelling and will be consulted on separately to this project.

Can you review the alignment of staggered pedestrian crossings across cycle lanes as it would be safer to have them straight?

Our guidelines currently advise that an unsignalised pedestrian crossing should be staggered from a signal-controlled crossing of the main carriageway. This is to

improve safety, as a straight across crossing could lead to pedestrians assuming the green signal applies to the uncontrolled crossing and therefore not paying attention.

Can zebra crossings be used across cycle tracks?

Following a recent change to national standards zebra crossings can be implemented across cycle tracks. However a zebra crossing may not be appropriate in every location. TfL is introducing zebra crossings across cycle tracks in a number of specific locations to evaluate their operation and ensure they work for everyone. Results of these trials will be available in spring 2017

Is it possible to move the pedestrian crossing on South Lambeth Rd, north of Parry St, further north to better align with Vauxhall Grove?

Relocating the pedestrian crossing further north on South Lambeth Road towards Vauxhall Grove is not possible as the crossing will be too far away from the junction. Implications of this change will mean it takes longer for traffic to pass through the junction leading to delay on all approach roads. It also moves the crossing further away from residents in Langley Lane and Lawn Lane.

Move pedestrian/cycle crossing on Wandsworth Road further north to align with Vauxhall Square/ Linear park and make diagonal to follow desire line.

The location of the pedestrian and cycle crossing on Wandsworth Road is part of the proposed Wandsworth Road junction with Miles Street and links with the proposed cycle route along Miles Street. At this stage moving the crossing further north is not possible as the crossing would be too far away from the junction. Implications of this change would mean it takes longer for traffic to pass through the junction leading to delay on all approach roads.

The final location of the crossings will be reviewed following the development of Lambeth Council's proposals for Miles Street and Bondway.

Can we reduce pedestrian wait times and ensure there is enough green time to allow a safe crossing at all junctions.

The proposed scheme looks to improve pedestrian connectivity through the area by providing a number of new crossings at junctions and other desirable locations. The design has been developed to ensure that each junction operates efficiently whilst taking into the account the need of all road users. Once implemented, signal timings are continually monitored as we will look to minimise wait times. Pedestrians and cyclists will always be provided with sufficient time to safely cross the road.

Please pedestrianise South Lambeth Road as per the "Our Vauxhall" design.

We previously undertook a comprehensive design review of an alternative proposal for Vauxhall, developed by members of the public, titled 'Our Vauxhall'. The design review and explanation of why we will not be pedestrianising South Lambeth Road

can be found here: https://consultations.tfl.gov.uk/roads/vauxhall-cross-2014/user_uploads/tfl-assessment-of-our-vauxhall-proposal.pdf

Can you reduce the footway width on South Lambeth Road and add extra traffic lanes?

Converting the gyratory to two way working will provide traffic with more direct route options through Vauxhall, resulting in expected lower traffic levels on South Lambeth Road as not every vehicle will have to use it to pass through or access the area. This facilitates the proposed footway widening without any detriment to motorised traffic.

Please review the number of give ways and stops required for cyclists to ensure that shared space areas can still operate safely.

The southern entrance to Phoenix House on Wandsworth Road and the entrance to Vauxhall Grove are to be amended so that cyclists do not have to give way at these two locations. In addition, the carriageway has been raised at the junction opening to encourage motorists to further reduce their speed as they turn in at these junctions. All the other locations are at signal controlled locations when cyclists would be in conflict with either pedestrians or motorists as they interact with other users to cross the road.

A short section of shared footway will be provided to connect the toucan crossing on Parry Street with the proposed cycle provision that comes forward for Miles Street.

Will you ensure that cyclists speed is reduced by lining and signage.

Providing cycle only crossings and cycle tracks at different levels will help to reduce the cyclist conflict with pedestrians. We will consider implementing signing and lining at locations where pedestrians will cross the cycle track.

Can you realign Albert Embankment carriageway northbound to allow for more pedestrian and cycle space around the M16 building?

It is not possible to change the alignment of Albert Embankment carriageway. The carriageway alignment is currently offset to the alignment of Wandsworth Road and any further offset will impact on capacity and safety. Despite this the design of the cycle track has been adjusted to provide additional footway space which has increased from 2.4 metres to 3.8 metres.

Please review the space allowed for pedestrians at the Bridgefoot Junction.

Following comments received at consultation the footway area will be widened on the north side of Bridgefoot at its junction with Albert Embankment and also on the west side of Wandsworth Road, south of Bridgefoot.

Can one left turn lane from Wandsworth Road on to Bridgefoot be removed to retain more space for pedestrians and cyclists?

We have modelled different traffic designs which took into account varying lane provision for all movements within the project area. We are unable to reduce the number of lanes any further without significant capacity implications creating additional congestion or reassignment on to other roads.

However following comments received at consultation the footway area will be widened on the north side of Bridgefoot at its junction with Albert Embankment and also on the west side of Wandsworth Road, south of Bridgefoot.

Can you review the pedestrian crossing at the Miles St/ Bondway Junction, the island needs to be made bigger to allow for better segregation with cyclists.

Lambeth Council will be progressing and consulting separately on a coordinated design for Miles Street and Bondway (south). This is an area of intense development with two major schemes due for completion in the early 2020s. Further consideration is to be given to a more comprehensive solution incorporating traffic use on Miles Street and Bondway (south) which is involving detailed discussions with developers. Final proposals for these roads would be introduced after completion of the Vauxhall changes. Temporary measures to ensure a safe street environment for cyclists and pedestrians will be put in place during the highway works and before final proposals are delivered by Lambeth Council.

3.2 Impact on cyclists

Please review provision and number of crossings for cyclists travelling south on Albert Embankment to the station or east to southeast.

The crossing located on Albert Embankment by New Spring Gardens Walk is required to get cyclists onto the bi-directional cycle track running on the west side of Wandsworth Road. The risk of taking cyclists down to the junction with Bridgefoot is that cyclists may continue to travel southbound on the carriageway on Wandsworth Road alongside a very busy set of bus stops increasing potential conflict.

The proposals look to minimise number of crossings and provide a safe continuous cycling route for all users.

Can you add repeater lights at Kennington Lane cycle crossing so that cyclists don't get stuck half way through the junction and ensure green time is sufficient.

There will be no island for cyclists to wait in the centre of the Kennington Lane/Harleyford Road/South Lambeth Road junction, meaning secondary signals for

cyclists are not required. The design has been developed to ensure that each junction operates efficiently whilst taking into the account the needs of all road users. Pedestrians and cyclists will always be provided with sufficient time to safely cross the road.

Ensure there is enough space for cyclists waiting to turn left from CS5 down South Lambeth Road.

The cycle track has been designed to accommodate large numbers of cyclists, with space for waiting cyclists at junctions. Nevertheless, there are still restrictions on space along the route, which would make widening the cycle tracks difficult without removing additional road space from pedestrian, buses, and general traffic. We believe the current design provides a fair balance between road users.

Ensure connectivity between the cycle lane on Bondway and the toucan crossing on Parry Street.

A short section of shared footway will be provided to connect the toucan crossing on Parry Street with the proposed cycle provision on Miles Street.

As mentioned above the proposals for Bondway south of Parry Street would be introduced after completion of TfL's changes to Vauxhall because of the considerable construction on land around these streets. TfL and Lambeth Council will provide an interim arrangement for cyclists during this time to ensure a safe and connected cycle route network is in place through Vauxhall.

Review movements and give ways at Bridgefoot junction to ensure they are safe for cyclists.

Cyclists making a turning movement at the corner of Bridgefoot with Albert Embankment will be provided with cycle turning pockets separate from the cycle track. Within the existing constraints of the junction, we have designed the turning pocket to be as large as possible to facilitate all cycle movements and enhance connectivity in the area while balancing the space for pedestrians and general traffic.

Review how cyclists would get from South Lambeth Road to Kennington Lane.

Cyclists travelling to Kennington Lane from South Lambeth Road can use the northbound provision on South Lambeth Road and access Kennington Lane by using the separately-signalled cycle crossing at the Harleyford Road junction. Cyclists travelling from south of Parry Street on South Lambeth Road have the option of using the LCN3 route by Meadow Lane – Kennington Oval – Vauxhall Street to access Kennington Lane.

Ensure there is good provision for cyclists to cross South Lambeth Road to get onto the cycle tracks.

A facility will be provided for northbound cyclists on South Lambeth Road south of Parry Street to cross from the west side of the road into the bi-directional cycle track. Proposals will be consulted on separately to this project.

Move cycle crossing on Nine Elms Lane and integrate with the junction with Wandsworth Rd.

Proposals for Nine Elms Lane will come forward as part of a separate scheme being led by TfL, LB Wandsworth and Nine Elms Vauxhall Partnership. These proposals will be consulted on in 2017. We are coordinating the proposals internally to ensure they are fully aligned and proposals complement each other

Review space and turning radii for cyclists getting onto and off the cycle track at the top of South Lambeth Rd, to/from the tunnel.

The northbound movement onto the CS5 crossing cannot be eased any further without impacting on the waiting area to the neighbouring pedestrian crossings. The turn is a 90 degree bend and is to current standards.

Simplify cycle crossing on Wandsworth Rd to Miles St.

The consulted design provided a separately signalled cycle crossing. This arrangement cannot be simplified any further unless we provide a toucan crossing with shared areas on either side, which would be a reduction in provision.

The final location of the crossing will be reviewed following the development of Lambeth Council's proposals for Miles Street and Bondway.

Please add advance stop lines for cycles (ASLs) at every junction (in particular South Lambeth Road and Parry St junctions).

The benefits that ASLs offer are conditional upon the stage the traffic signal is at when the cyclist arrives at the junction and require cyclists to be integrated with motor traffic in their journey. Segregated cycle lanes with their own traffic light stage offer a better provision as they allow cyclists to travel without any interaction with motor vehicles so are most appropriate on busier roads. This is especially important to support less confident cyclists. Therefore, in the busiest locations across the scheme we have proposed off highway, high quality cycle facilities striking a balance between cycle provision and space for pedestrians and motor vehicles. Providing on carriageway cycle facilities alongside the segregated facilities could send a mixed

message to cyclists and adversely impact capacity without delivering benefits for cyclists.

Remove the left turn filter for motor vehicles travelling from Wandsworth Rd to Nine Elms Lane to provide more facilities for cyclists turning left.

Removing the left turn filter and bringing all traffic to the main junction with Nine Elms Lane was tested during the feasibility stage of the project. It would require an additional stage to the operation of the junction which would severely impact the capacity of the junction and is therefore deemed not feasible.

As part of the Nine Elms on the South Bank Cycle Strategy we are exploring opportunities with adjacent land owners on Wandsworth Road to provide a connecting link for cyclists travelling between Wandsworth Road and Nine Elms Lane.

Can you straighten the cycle lane alignment from Bridgefoot to the rail tunnel?

The pedestrian and cycle crossings across Albert Embankment are set back to facilitate the left turn movement from Bridgefoot. The option of banning the left turn from Bridgefoot into Albert Embankment was considered during feasibility stage; however this was not taken forward due to the lack of alternative routes to access Albert Embankment and the wider traffic impact.

Ensure there is enough space at the Kennington Lane and Harleyford Road junction for cyclists waiting for green lights.

We have looked to maximise the space for cyclists and pedestrians at the Kennington Lane and Harleyford Road junction; however space is constrained by the rail viaduct and the high number of pedestrian and cycle movements at the junction.

Consider improvements in drainage on Albert Embankment.

As both sides of Albert Embankment are proposed to be altered, the drainage will be replaced as part of the scheme. Sustainable drainage measures will be implemented where possible, which would also assist with storm water management.

Reverse flow on Miles St and Bondway and have left in, left out arrangement.

Reversing the flow on Miles Street and Bondway is not possible as traffic exiting from Bondway onto Parry Street would then be turning onto the pedestrian crossing causing safety issues as the crossing would be less than the recommended minimum safe distance of 20 meters from the junction.

Following a review of the consultation comments the design has been amended to provide a right turn pocket for traffic to turn right from Parry Street into Bondway. This is subject to agreement with adjacent land owners.

Review arrangement of cycle lane in front of Vauxhall Square basement access.

Lambeth Council will be progressing and consulting separately on design for Miles Street and Bondway.

Remove kink in cycle lanes.

The cycle alignment has been made straighter at the junction of Wandsworth Road/Nine Elms; however the kink has not been fully removed. Removing the kink fully would involve setting back the stop line for Nine Elms Lane traffic which would adversely affect junction capacity. The current design at this junction ensures that cyclists are able to use the junction safely when they cross the carriageway.

As a result of not following the shape of the Kennington Lane viaduct, a smoother cycle lane alignment has been provided.

Ensure cyclists can safely travel from South Lambeth Road to the stations via South Lambeth Place (or that alternative routes work for cyclists so they don't use South Lambeth Place).

Northbound cycling movements on South Lambeth Place will not be permitted as South Lambeth Place will be one-way southbound, additionally the creation of the new Station Square at the northern end of South Lambeth Place means that there will no longer be a route through the bus station to the Wandsworth Road junction with Kennington Lane.

In the long term, northbound cyclists travelling from South Lambeth Road (south of Parry Street) to the stations are advised to use Miles Street and Bondway and then the toucan crossing on Parry Street to access cycle parking. However, an interim arrangement will be provided during construction and ahead of the final design for Miles Street and Bondway (south) Further cycle parking will be provided at strategic locations around the transport interchange to allow cyclists to continue their journey by public transport. For safety reasons cycling will not be allowed in the bus station.

An alternative route to South Lambeth Place would be to use either the upgraded bi-directional tracks on South Lambeth Road or Wandsworth Road and then join CS5 at Kennington Lane or Harleyford Road to continue on to cycle parking.

Cyclists should have priority at side roads including Vauxhall Grove and Lawn Lane.

The southern entrance to Phoenix House and Vauxhall Grove have been amended so that cyclists do not have to give way at these two locations. In addition, the carriageway has been raised at the junction opening to encourage motorists to further reduce their speed as they turn in at these junctions.

The cycle provision for South Lambeth Road by Lawn Lane down to the Miles Street junction will be consulted on separately now that it has been brought within the scope of this project.

Why are cycle lanes not on both sides of carriageway?

The difficulty with providing with flow cycle lanes on Wandsworth Road is the potential interaction between cyclists and the high number of buses using the bus stops and entering the bus station from Wandsworth Road.

On Kennington Lane and Parry Street the space constraint under the rail viaduct means it is not possible to provide on carriageway cycle provision in both directions, so instead a two-way track is proposed within the pedestrian tunnel on the north side of Kennington Lane and cycle provision provided on Miles Street as the parallel route to Parry Street.

The bi-directional track enables both a good connection with CS5 and a more efficient operation of traffic signals at the South Lambeth Road/Harleyford Road/Kennington Lane junction by allowing cyclists in both directions to pass through junctions at the same time as non-conflicting traffic movements, thereby minimising additional waiting times for all users.

Provide a with-flow cycle lane for westbound cyclists on Vauxhall Bridge Rd.

We recently transformed cycle provision on Vauxhall Bridge Road as part of CS5. As part of that design process a number of options for the cycle facilities were considered, including with-traffic cycle infrastructure. However, we decided to proceed with the design based on a bidirectional cycle track arrangement for the following reasons:

- With-traffic cycle lanes or segregated cycle tracks would require additional lane removal due to the space required for the infrastructure and suitable buffer distances.
- The route includes significant changes to traffic signals at junctions along the route in order to eliminate conflicts between cyclists and other vehicles. The two-way track offers a more efficient operation of traffic signals by allowing cyclists in both directions to pass through junctions at the same time as non-

conflicting traffic movements, thereby minimising additional waiting times for all users.

- The two-way track also makes it easier for cyclists to overtake one another, offering flexibility for the tidal flows of cyclists expected to use CS5.
- The presence of railway structures and arches constrain the road network and limit space. Using the tunnel adjacent to Kennington Lane provided a space efficient solution.

As part of the Vauxhall Cross scheme we will be improving connectivity for cyclists travelling northbound on Wandsworth Road onto CS5 by providing a segregated cycle track on Wandsworth Road and a new signalised cycle crossing at the Wandsworth Road junction with Bridgefoot. We therefore have no plans to introduce a with-flow cycle lane for westbound cyclists on Vauxhall Bridge Road.

Why is there no cycle provision on Parry Street?

Several designs were developed to provide cycle facilities along Parry Street, but the limited space under the viaduct meant cycle facilities could only be provided in one direction whilst maintaining a workable road network. As a result we decided to remove the provision and instead provide a parallel provision along Miles Street. This would be a safer option for cyclists as it uses much quieter roads Lambeth Council will be progressing and consulting on the emerging proposals separately to the Vauxhall scheme. An interim arrangement will be provided for cyclists during construction and ahead of the final design for Miles Street and Bondway (south).

Build cycle tracks at intermediary level between footway and carriageway with no vertical upstands and raised tables at un-signalised junctions.

Subject to a full assessment of underground utilities all proposed cycle tracks will be implemented with clear delineation from pedestrian areas and carriageway

Can you better link the new cycling provision in to the current CS5?

There will be a new signalised cycle crossing at the Wandsworth Road junction with Bridgefoot junction to improve connectivity with CS5. Additionally we plan to widen the existing pedestrian tunnel on Kennington Lane and convert the staggered cycle crossing on Albert Embankment to a 'straight across' crossing to help link the current CS5 with the wider Vauxhall Cross proposals.

There is too much emphasis on cycling at the expense of other vehicles.

With six key strategic roads connecting into one place, around 180 buses an hour, some of the highest numbers of collisions involving injury to pedestrians and cyclists

in London and significant future growth predicted, the Vauxhall Cross scheme has considered requirements of all road users, rather than prioritise one over another.

One of the key issues with the existing road layout at Vauxhall, is that traffic does dominate, creating an intimidating and poor environment for pedestrians, cyclists and other vulnerable road users. Our plans aim to rebalance this, enhancing the pedestrian and cycling provision and providing a healthy and attractive street environment for all users.

CS5 has already caused extra congestion.

CS5 has delivered substantial benefits for cycling within South London by providing a fully segregated route through Vauxhall Gyratory. For example, we have seen an increase of over 70% in cyclists using this route since CS5 opened.

Due to the introduction of dedicated cycling facilities on Harleyford Road and Kennington Lane which involved re-allocating road space from general traffic, some delays have occurred at peak times. Signal timing strategies have been implemented to balance the competing demands at key interchange points between buses, cyclists, pedestrians and general traffic to minimise the delay as much as possible. We continue to review signal timings in the area and optimise traffic flows.

3.3 Impact on buses

The current way the bus station works should be retained including keeping all the bus stops in the central area.

It is not physically possible to maintain the configuration of the existing bus station and deliver a workable scheme which removes the existing Vauxhall one-way system and return the roads (Kennington Lane, South Lambeth Road, Parry Street, Wandsworth Road) surrounding the transport interchange area to two-way. This is because the existing bus station entrance/exit is within the Kennington Lane/Albert Embankment junction. Under a revised two-way layout, this existing access needs to be relocated to ensure a viable and effective junction operation that can safely accommodate two-way operation and improvements to cycle and pedestrian provision.

We are proposing that all the bus stops are centrally located and easily accessible to the railway and underground stations. There will be an overall reduction in average walking distance between tube, railway and bus stops as part of the proposals. There will be no road to cross in order to reach the majority of bus stops from the stations – an improvement on the current situation- and there will be one minor road to cross to access the three most southern bus stops.

The new bus station will be too small for all the extra people that will be using it.

Detailed traffic and pedestrian modelling has been used to help shape the design of the bus station to ensure that it will accommodate future growth in pedestrian numbers and bus services.

The bus stops on Wandsworth Road should be moved into the bus station in order to move passengers away from the traffic.

The proposed bus stops on Wandsworth Road are set back from the road in laybys; passengers will not be waiting next to general traffic. Passengers will be protected from the weather by the new canopies.

Provide continuous weather protection between stops.

Weather protection is being provided at all the bus stops and generally between the bus stops and the bus station facilities and tube station access. Providing weather protection across the access road to the bus station would not be practical due to the height required for double deck bus access.

The new bus station should have green roof/walls and have solar panels and windmills to generate power.

The appropriate use of sustainable technology is part of our architect's brief for the design of the bus station.

Move the new access to the bus station and use this as public space.

We have looked at opportunities to remove the road into the bus station between the two island sites to provide one connected interchange. Whilst this option provided some benefits, it significantly reduced the resilience of the bus station meaning it was not feasible to pursue this further.

Remove the bus station and replace it with shops.

Vauxhall bus station is one of London's busiest (it is used by 45,000 people a day) and is key public transport interchange. The bus station design has been carefully considered to ensure the needs of public transport users are balanced with opportunity to create a better district centre.

Why can't you allow cars into the bus station with tight waiting restrictions?

The bus station will be restricted primarily to buses to ensure it can function efficiently. The only exceptions are likely to be taxis, servicing access and emergency vehicles.

Make sure the facilities can be used 24/7.

The bus station will be designed to ensure that it can be used 24 hours a day. The specific opening times of facilities will be determined nearer the time.

Improve bus waiting time information and make sure that trees aren't planted in the bus station making it difficult to see where you are going.

Updated signage, including real time information, forms part of the scope of the bus station works. Where trees are proposed in the vicinity of the bus station they will be carefully chosen to ensure they can be maintained and managed easily. Providing good sight lines throughout the bus station has formed a key part our architects brief for the bus station. This will continue to be reviewed to ensure the design meets this requirement.

The proposed distribution of stops means that interchange would take longer and it would be harder to use.

Bus stops will still be centrally located and integrated with the railway and underground stations. There will be an overall reduction in walking distance between tube, rail and bus stops as part of the proposals. The southern most stop on Bondway in the proposed scheme will be no further south than that in the existing bus station,

Bus stops will be grouped by common destinations and enhanced wayfinding and signage will be provided to support interchange between the bus stops and other transport modes.

Remove the bus stop on Kennington Lane (east).

This is a well-used stop with over 1,200 passengers a day. Removing it would lead to a gap of over 500 metres between stops, which is not acceptable in such a built up part of London

Locate bus stop 4 more closely with rest of stops.

Merging bus stop 4 with the other Wandsworth Road bus stops is not feasible as it would result in too many routes using the Wandsworth Road stops, creating capacity issues. The stopping arrangement as proposed allows for future bus network growth.

Group all Victoria bound buses at the same stop.

We have now been able group all the Victoria buses together.

Locate the 87 (towards Aldwych), 344 (towards Liverpool St), and 77 (towards Waterloo) bus stops on Wandsworth Road.

One of the benefits of having a bus station is that it enables ease of interchange between buses and other transport modes. Locating these routes to stop on Wandsworth Road would break the ease of that interchange to the detriment of the majority of customers.

Locate the 196 (towards E&C) bus stop on Parry Street.

A stop on Parry Street would be further from the London Underground and National Rail stations - the main destination for many passengers lessening the ease of interchange inconveniencing customers. A stop in this location would have a detrimental impact on the road network.

Bus stops for buses heading to Clapham Junction (stops 2 and 4) should be closer together.

We have reviewed all bus route stop locations and will continue to do so if routes change in future order to provide the optimum bus station layout. It is not currently possible to group the Clapham bound bus stops in the proposed design.

Group stops by destination, e.g. the 2, 185, 436 to Victoria/ Park Lane/ Edgware Road.

We have reviewed all bus route stop locations and will continue to do so, if and when routes change, in order to provide the optimum bus station layout. We have been able to amend the bus stop layout so that all Victoria-bound routes 2, 185 and 36 will be grouped together. Please note that route 436 stopped operating between Vauxhall and Paddington on 19 November 2016.

Integrate stop 9 with other stops and free up this space.

We have reviewed all bus stop locations and will continue to do so if routes change in the future in order to provide the optimum bus station layout. We have been able to amend the bus stop layout so that no routes will stop at stop 9; however we need to retain the stop for contingency purposes.

Make separate east and west bound terminals.

Bus stops have been centrally located in the bus station to enable passengers to interchange between routes and other modes of transport. Creating two separate facilities would degrade this provision.

Locate 185 (eastbound) bus stop on Kennington Lane.

Locating the 185 eastbound bus stop on Kennington Lane may help to provide a more direct route, but would worsen passenger experience and interchange, as all passengers interchanging at Vauxhall would have to cross the busy main road.

Use space in station square to locate eastbound 36, 436, and 185 bus stops for better routes.

The new station square will provide a more generous public square at the heart of Vauxhall's transport interchange; it will provide a clear point of arrival and interchange for thousands of passengers a day. It would not be feasible to locate eastbound bus stops for the 36, 436, and 185 within the square. The stops are though grouped together within the bus station next to the square.

The only way to provide a more direct route for these eastbound buses is by locating the stops on Kennington Lane. As mentioned above this would not be feasible due to the negative impact it would have on passenger interchange and highway capacity.

Make sure that the crossing between the northern and southern sections of the bus station will be signalised otherwise it won't be safe.

There will be a signalised pedestrian crossing on the road between the northern and southern sections of the bus station. However, the road within the bus station will be lightly trafficked by buses, taxi and service access only and therefore most pedestrians should be able to easily cross informally.

Won't bus journey times be longer in a lot of cases?

Some journeys for buses would get shorter at the busiest times of day as a consequence of more direct routes and some would get longer as a result of changed routes. Overall there is a benefit to bus journey times. A full explanation of the changes in bus journey times can be found on our consultation website; https://consultations.tfl.gov.uk/roads/vauxhall-cross/user_uploads/vauxhall-cross-traffic-modelling-explanatory-note_final.pdf

Buses queuing to access the Wandsworth Road stop may block access to the bus station.

A southbound bus lane has been provided on Wandsworth Road to ensure that buses entering the bus station on Wandsworth Road can pass any buses in the stops on Wandsworth Road or buses waiting to enter the stops.

Retain bus lanes on Wandsworth Road (south of Parry Street and to the bus station entrance) and on South Lambeth Road (Miles Street to Fentiman Road) and Albert Embankment.

Generally these are retained. However, a short section of bus lane on the Wandsworth Road approach to Parry Street will be removed to facilitate a right turning traffic lane into Parry Street for general traffic and buses. An early green light for buses has been provided on Wandsworth Road at its junction with Miles Street junction to provide buses priority over general traffic and assist them to get to the stop line at the Wandsworth Road junction with Parry Street.

In the proposed scheme no bus route will travel northbound on Wandsworth Road between Parry Street and the bus station entrance so that section of bus lane has been removed.

The section of South Lambeth Road between Miles Street and Parry Street was not part of the detailed consultation; proposals will be consulted on separately.

On Albert Embankment a section of southbound bus lane has been removed, but the signals just north of Spring Gardens will provide buses a green light before general traffic in order to assist them to get to the stop line at the Albert Embankment junction with Bridgefoot ahead of other traffic.

It would be better to route buses through quieter roads to reduce traffic on main roads.

Bus routes are designed to take passengers to and from places they want to go. Many of these are located on, or near, the main road network, including retail areas, employment opportunities and educational facilities. Locating routes on main road

provides wider bus network coverage and ensures that routes are accessible for all areas.

Replace one lane of traffic with a bus lane on Harleyford Rd.

Under the proposed scheme westbound buses will have a much shorter and more direct route through Vauxhall. This change will improve bus journey times for those buses and avoid the option of a bus lane on Harleyford Road, which would adversely impact on general traffic.

Move westbound bus lane on Vauxhall Bridge to centre of carriageway and use it for westbound buses in the AM peak and eastbound in the PM peak.

Smart lanes are currently being investigated by TfL but this technology is not on the Transport for London Road Network yet.

Vauxhall Bridge is not in the scope for this project. However, we are investigating opportunities for bus priority measures on the Inner Ring Road to save time along the affected routes by addressing delays and giving priority to buses at certain pinch-points. Any proposals that come forward will be consulted on separately to this project.

Ensure footways on Bondway are wide enough for passengers waiting at bus stops and pedestrians walking past.

Detailed pedestrian movement modelling has been undertaken to help shape the design of the bus station to ensure that it will accommodate future pedestrian growth.

Reduce size of southern bookend building to provide more space for pedestrian movement.

The southern book end building incorporates some operational back office areas of the bus station including public toilets. The size has been kept to a minimum. Pedestrian modelling has been completed to ensure that people can move around the space as easily as possible.

Review pavement space at top of Bondway/ South Lambeth Place.

The footway has been built out on the corner of Bondway to create a better pedestrian environment. It is not possible to extend this further otherwise buses will not be able to pass buses at the stand located nearest the station entrance.

3.4 Impact on motor vehicles

Time traffic signals to allow 35mph speeds on Albert Embankment to avoid congestion.

The design has been developed to ensure that each junction operates efficiently whilst taking into the account the need of all road users. Pedestrians and cyclists will always be provided with sufficient time to safely cross the road.

Increasing the speed limit on Albert Embankment would have a negative impact on road safety and the environment for pedestrians and cyclists and will therefore not be progressed.

Please change the alignment of Bridgefoot/ Kennington Lane so there are curves for drivers to slow them down.

We are unable to provide too many curves in the road to deflect traffic coming from Bridgefoot onto Kennington Lane due to the width constraints at these locations. We will aim to coordinate the traffic signals, so that traffic coming over the bridge does not see a 'sea of green lights' and accelerate. Additionally the introduction of two-way working at Vauxhall will help to reduce excessive traffic speeds.

Please make Kennington Lane two-way to better improve traffic flow.

Options to introduce two-way working on Kennington Lane 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.

Why can't you add a yellow box on junction of Bridgefoot and Albert Embankment to prevent congestion and queuing back across the junction?

Signalised junctions are designed so that the amount of green time for each traffic movement controls the amount of vehicles passing through without the need for a yellow box. However, the junctions will be monitored after implementation and where necessary yellow boxes with enforcement will be provided to ensure traffic flows as efficiently as possible.

How will you avoid rat runs at Wyvil and Fentiman Road?

The changes at Vauxhall may lead to traffic seeking alternative routes. Lambeth Council will be carrying out further investigations, developing measures and consulting on these to mitigate potential rat running on Wyvil Road, Fentiman Road and also a number of other local streets with the intention of introducing these in conjunction with the changes around Vauxhall. As one of the first mitigation measures, the Council is currently seeking to restrict Heavy Goods Vehicle use of

Fentiman Road by imposing a weight restriction and will be monitoring the outcome of this measure during 2017.

Slower speeds will mean more idling traffic and more pollution.

Although converting from one-way to two-way traffic may lead to a reduction in green time for some movements when compared to the existing situation, there will be a reduction in the distance that vehicles need to travel. For example 25% of traffic that currently uses three arms of the gyratory to get to its destination will now only have to use one. Based on the initial modelling outcome, the proposed scheme results in small beneficial changes to annual mean concentrations of NO₂.

Can you open Miles Street as a through route?

Miles Street is a local street rather than a strategic road and is not suited to high vehicle usage. Additionally the headroom clearance on the viaduct means that it is not suitable for larger vehicles.

If you add an extra lane of left turning traffic from Albert Embankment to Kennington Lane it will reduce congestion.

Extensive traffic modelling has been undertaken on numerous design arrangements with varying lane provision for all movements within the project area. This modelling has indicated that it is possible to provide one left turn lane at the stop line on Albert Embankment and still allow the junction to operate effectively. Reducing the overall number of lanes on Albert Embankment helps to reduce the dominance of traffic and has enabled the creation of a large public space in front of the railway arches.

Allow motorcyclists to use bus lanes and bus gates.

As a general rule motorcyclists are allowed to use bus lanes on the Transport for London Road Network. However motorcyclists are not permitted in the specific case of bus lanes on the approach to bus gates. This is because at such sites buses equipped with a transponder pass over detectors in the carriageway on the approach to the signal in order to change to or extend the green light. Motorcyclists attempting to gain access through the bus gate will not be given a green signal as the signals will not detect them and therefore they would gain no benefit over being in the general traffic lanes.

Are all the banned turns in the proposal necessary?

Delivering a two-way road layout will mean changes to the operation of the existing junctions, just by the fact that traffic will be provided with additional route options.

We do not develop proposals to introduce traffic restrictions without carefully considering the potential impacts and exploring alternative solutions. Detailed traffic modelling has been undertaken to assess the impact and has set the requirement of

the prohibited movements. Where a movement is prohibited, there is an alternative route via a suitable road.

In order to keep traffic moving and minimise delay we have had to prohibit certain movements at the junction of Wandsworth Road with Bridgefoot and at the junction of Wandsworth Road with Parry Street and Nine Elms Lane. However permeability through the area will be simpler with more direct routes and all key movements being catered for.

Prohibited movements in proposed scheme

- No right turn from Albert Embankment to Bridgefoot
- No right turn from Wandsworth Road to Kennington Lane
- No left turn from Kennington Lane to Wandsworth Road
- No left turn from Wandsworth Road to Parry Street
- No right turn from South Lambeth Road to Vauxhall Grove

Following the consultation review we have amended the design to:

- Provide a signalised right turn exit from Phoenix House onto Wandsworth Road
- Provide a right turn pocket for right turn movement from Albert Embankment to New Spring Garden Walk
- Provide a right turn pocket for movement from Parry Street to Bondway (south), subject to agreement with adjacent landowners.

The question was asked at consultation regarding the feasibility of providing a right turn from St George's Wharf onto Nine Elms Lane. This option was examined however it will not be taken forward into the design due to its negative traffic impact.

Taxi Provision

Provide drop-off/ pick-up area for passengers using the station.

A taxi rank is proposed for Bondway (north). Short term pick up / drop off bays are proposed, one on the western side of South Lambeth Road and a second on the western side of Wandsworth Road.

Do not remove taxi ranks from South Lambeth Road.

The taxi rank on South Lambeth Road would have to be removed as a result of the changes to the road layout a new rank will be provided on Bondway. In addition, a new rank is also provided on Albert Embankment.

Do not put a taxi rank in bus station area.

The relocation of the bus stands into South Lambeth Place and the close proximity of the taxi rank to the South Lambeth Road / Kennington Lane junction meant an alternative location was required. Following discussions with taxi representatives, the location on Bondway was identified as a suitable location.

Locate taxi rank at door of exit from stations.

The proposed taxi rank on Bondway is integrated within the transport interchange with sight lines to the London Underground station.

Loading and parking

Consider access to loading, taxi bays, and drop-off points on South Lambeth Road.

Freight and taxi requirements have been considered during the design development including engagement with key stakeholders.

The existing South Lambeth Road loading bay, motorcycle parking and drop off bay will be accessed from the South Lambeth Road northbound direction.

Alternative loading bay locations are proposed on Bondway and South Lambeth Place.

Alternative motorcycle parking is proposed on Albert Embankment and an additional drop off bay is proposed on Wandsworth Road.

Ensure access to the Vauxhall Island site is provided.

The planning permission for the Vauxhall Island site was based on the existing highway arrangement at Vauxhall and included an easement over TfL land to facilitate a subway extension, although this has subsequently been assessed as not being necessary. We are working with the owners of the Vauxhall Island site to identify the appropriate access to the site for the proposed two-way arrangement and to relinquish the easement.

Provide access for residents on Bonnington Square.

Access to Bonnington Square will remain the same, via a left turn from South Lambeth Road to Vauxhall Grove then onto Bonnington Square. Egress arrangements will remain as per the existing highway arrangement.

There will be a change for traffic which will access Vauxhall Grove approaching from either South Lambeth Road south of Parry Street, Wandsworth Road south of Parry Street or Nine Elms Lane. Rather than travel round the gyratory to access Vauxhall Grove from South Lambeth Road they will need to travel around the Kennington

Lane- Durham Street -Harleyford triangle to be able to travel south on South Lambeth Road to then turn left into Vauxhall Grove

Retain residents' parking bays on Bondway and Miles Street.

The design for Miles Street and Bondway (south) is to be progressed and consulted upon as a separate scheme by Lambeth Council. There is considerable construction on land around these streets with two major developments expected to be completed in the early 2020s. Feedback from respondents to the Vauxhall consultation will be given further consideration and incorporated into a more comprehensive solution addressing the anticipated increases in pedestrians and cyclists while balancing the needs for local access by service vehicles for the new businesses along with new and existing residents. The proposals would be introduced after completion of TfL's changes to Vauxhall.

Extend loading bay space in Kennington Lane.

Due to space restrictions it is not possible to extend the loading bay provision on the section of Kennington Lane within the scheme scope. We will though be re-providing the loading bays at footway level, creating wider pavements and providing new tree planting on the northern footway of Kennington Lane.

Impact on public spaces

Bring green space into plans further.

We agree that greening, and tree planting in particular, is important to the character of the area and it is central to the approach being taken by our architects and landscape architects. There are constraints of course: below-ground services; pedestrian movement; sight-lines. Our approach is to plant trees where there is room for a tree pit of sufficient size to maximise the likelihood of the tree's long-term health. We will seek to optimise tree planting within the constraints. The Arboricultural & Landscape team in TfL will assess the areas and select the best tree species considering all constraints and requirements.

You must improve air quality around Durham Street and particularly around St Anne's catholic Primary school by closing Durham Street.

Closing Durham Street would require the conversion of Harleyford Road and Kennington Lane to two-way operation. 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.

TfL is currently consulting on the Ultra Low Emission Zone proposals which will provide wide environmental improvements across London, and includes proposals

for the low emission bus and taxi fleet. TfL is further encouraging people to walk, cycle or use public transport through the delivery of schemes such as this one, which aims to provide attractive facilities so that people choose more sustainable transport methods. In addition to this, we propose to introduce new trees, and planters in and around St Anne's school on Harleyford Road.

Provide more shops and restaurants.

These highway changes support the local plan aspirations to provide a district centre with improved shops and restaurants. We are also working to provide some commercial opportunity within the ground floor of the bus station buildings, whilst protecting the transport interchange.

Make station square grander and more characterful like Kings Cross. Also make Bondway more of a high street by pedestrianizing the space and close the roads. There also needs to be an improvement in the arches with retail provided within the Bus station buildings and high level walkways for pedestrians.

We are creating a public square in front of the rail station. We agree Kings Cross is a fine example of a station square, and we will seek to create a space of similar quality. It should be noted, however, that space at Vauxhall is more constrained. We agree the square should be characterful and our architects will draw on Vauxhall's rich history and colourful contemporary culture to make it so.

Our scheme design has given close consideration to Lambeth's Council's Supplementary Planning Document and we have worked closely with the council in setting out an urban framework for the area. This identifies the potential for retail in new developments, the railway arches, Bondway as well as recognising the importance of existing local centres and parades. While most of this is outside of our remit, we have sought to create a public realm fronting these buildings that will enhance the potential for a rich variety of retail to be promoted by the respective landowners.

Bondway is an important part of the bus station, so will continue to have bus traffic and restricted servicing access. Notwithstanding this, we will seek to improve the pedestrian environment with wider footways, tree-planting and seating. We are not currently considering high-level walkways; in our experience road level crossings are more accessible and create a more pedestrian friendly environment. The existing pedestrian bridge over Kennington Lane will be removed and replaced by a road level crossing.

3.5 General comments

Do not redevelop the bus station site until a combined scheme with the Vauxhall Island site is agreed.

We are working closely with the owners of the Vauxhall Island site to ensure that an integrated approach to the new transport interchange is brought forward. This includes discussing minor land boundary amendments to optimise and better coordinate the two schemes.

Through the last year we investigated opportunities to remove the road between the two sites to provide one continuous interchange. Whilst this option provided some benefits, it significantly reduced the resilience of the bus station leading to potential for significant bus delays and hence is not being pursued further.

Move congestion charge zone to exclude entrance to Camelford House car park.

The Congestion Charge boundary was proposed in 2002, designed to closely follow the inner ring road (with only a few exceptions). This ensured that drivers have an opportunity to divert away from entering the zone (along an already established and recognised boundary road).

Any boundary means that there will be some stakeholders on both sides of the boundary who would prefer to be in or out. The boundary was subject to extensive consultation when the scheme was introduced and the Scheme Order confirmed by the Mayor at the time.

It's a fully established and recognised boundary and TfL does not have any plans to consider changes to the boundary at present.

Can you provide a subway from inside NR station to LU station?

There is an existing subway linking the Network Rail Station to the Underground station at Vauxhall, this can be accessed from outside the Network Rail Station. TfL do not currently have any plans to provide an additional subway.

Vauxhall Underground Station now has a new lift between the ticket hall and platforms. The new and existing lift from the bus station to the ticket hall provides passengers with step-free access to the Victoria line trains.