



Lambeth Bridge northern roundabout

Response to consultation

January 2013

Contents

- 1 Background..... 1
- 2 Introduction..... 1
- 3 The consultation 2
- 4 Overview of consultation responses 3
- 5 Conclusion..... 8

- Appendix A – Copy of the consultation leaflet 8
- Appendix B – Leaflet distribution area 10
- Appendix C – List of stakeholders consulted..... 11
- Appendix D – Response to issues most commonly raised 13

1 Background

Transport for London (TfL) is working with stakeholders – including cycling, road user and safety organisations – to review and improve cycling provision at major junctions. This work is taking place as part of the Better Junctions project

As part of this review, TfL engineers designed potential options for safety improvements at Lambeth Bridge northern roundabout. TfL then discussed these options with stakeholders on the Better Junctions Design Review Group and Steering Group (see appendix C) before developing proposals to deliver initial safety improvements at the roundabout.

2 Introduction

2.1 Purpose of the Scheme

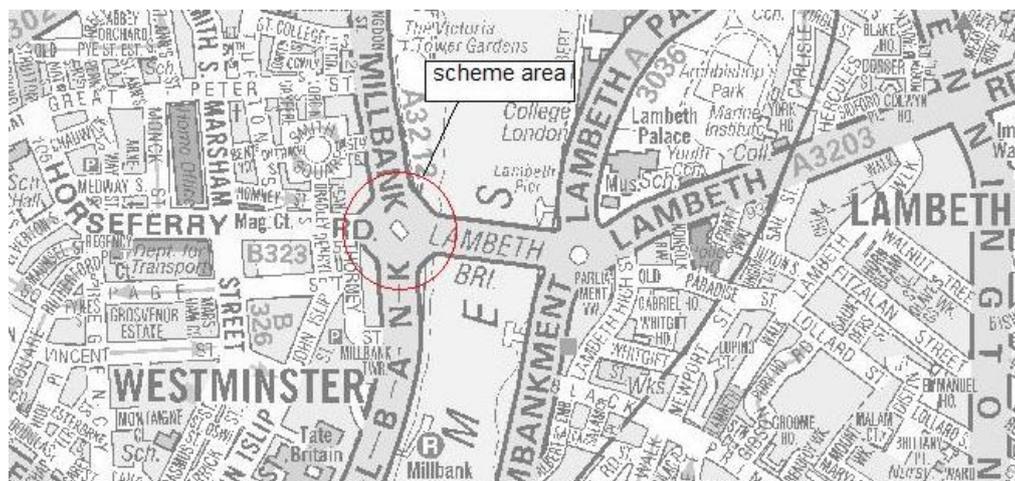
TfL's review of the existing layout at Lambeth Bridge northern roundabout identified high traffic speeds, as well as a tendency for some vehicles to over-run the hatched areas around the roundabout edges. The proposed improvements were designed to address these issues.

2.2 Descriptions of the proposals

The proposed measures were:

- Extending footways and traffic islands to reduce traffic speeds and provide more space for pedestrians
- Raising the zebra crossings to the same level as the footway on all four roundabout approaches in order to reduce traffic speeds
- Converting the footway around the roundabout to 'shared space' for pedestrians and cyclists, meaning it can be used by those cyclists who prefer to use the zebra crossings instead of the roundabout
- Replacing a section of footway between the Millbank (north) and Lambeth Bridge Road zebra crossings
- Providing blue Cycle Superhighway logos on the roundabout carriageway in order to raise motorist awareness of cyclists

2.3 Location map



3 The consultation

The consultation ran from 3 October 2012 to 26 October 2012. It was designed to help TfL understand local and stakeholder opinion about the proposals and to make a better-informed decision.

The potential outcomes of the consultation are:

- We decide the exercise raises no issues that should prevent us from proceeding with the scheme as originally planned
- We modify the scheme in response to issues raised
- We abandon the scheme as a result of issues raised

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 towards 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.

3.1 Who we consulted

We sent consultation material to households and businesses in the vicinity of the roundabout (see Appendix B). We also consulted stakeholders including the affected Councils, traffic police, London TravelWatch, Members of Parliament, Assembly Members and local interest and road user groups. A list of the stakeholders we consulted is shown in Appendix C. A summary of their responses is given in Section 4.1.

3.2 Consultation material, distribution and publicity

We produced a letter and diagram explaining the proposals. We distributed this to around 260 properties in the vicinity of the roundabout and emailed the letter and diagram to stakeholders. The consultation material was available at <https://consultations.tfl.gov.uk>. We also sent details of the consultation to people who had signed up for Better Junctions email updates on the TfL website.

A copy of the consultation letter and diagram is shown in Appendix A and a map of the distribution area can be found in Appendix B.

We invited people to respond by using by using the TfL website, by emailing STEngagement@tfl.gov.uk, or by post.

4 Overview of consultation responses

Table 1: Overview of all stakeholder and public responses to Lambeth Bridge northern roundabout consultation

		Yes		Partially		No		Not Applicable		total
comments on proposed scheme	Support scheme or elements of scheme	15	6.8%	28	12.8%	159	72.6%	17	7.8%	219
	Support shared space	5	4.2%	3	2.5%	112	93.3%	0	0.0%	120
	Support raised zebra crossings	31	86.1%	2	5.6%	3	8.3%	0	0.0%	36
	Support kerb build outs	13	37.1%	1	2.9%	21	60.0%	0	0.0%	35
	Concerns / questions regarding cyclists' use of zebra crossings	28	100.0%	0	0.0%	0	0.0%	0	0.0%	28
	Safety concerns regarding re-entry from shared space	26	100.0%	0	0.0%	0	0.0%	0	0.0%	26
	Support cycle logos on roundabout	4	26.7%	1	6.7%	10	66.7%	0	0.0%	15
aspirations and other comments	Request segregated cycle facility	137		1		2		0		140
	Request single lane approaches to roundabout	68		0		0		0		68
	Request single lane roundabout	61		0		0		0		61
	Disagree with a '2 tier' approach to cycling provision	15		0		0		0		15
	Request CS8 cycle lanes closer to roundabout	14		0		0		0		14
	Request signalised junction	12		0		1		0		13
	Request moving zebra crossings closer to roundabout	3		0		0		0		3
	Request 20mph speed limit	2		0		0		0		2
	other	42		0		0		0		42

The consultation attracted 219 responses. 21 of these were from stakeholders and 198 were from members of the public.

4.1 Stakeholder responses:

TfL received responses from a range of stakeholders. These responses are briefly summarised below:

Organisation	Summary of comments
Campaign to Protect Rural England (CPRE)	Disappointed by retention of a two-lane roundabout and requested single-lane layout or signalised junction.
Cllr Mark Harrison, London Borough of Lambeth (Labour Councillor for Prince's Ward)	Welcomed proposals and requested replacement of footway on Lambeth Bridge
Cllr Stephen Morgan, London Borough of Lambeth (Labour Councillor for Princes ward)	Asked why TfL was not "going Dutch"
CTC	Requested a single lane roundabout and small curve radii single exits and entry lanes. Objected to shared space. Noted DfT statistics showing increasing cycle use and decreasing motorist use of the roundabout.
Cycling Embassy of Great Britain	Supported raised zebra crossings and kerb build-outs. Objected to proposed shared space and requested a segregated cycle track around the roundabout.
Guide Dogs for the Blind	Expressed concerns regarding the potential impact of shared space and raised zebra crossings on partially-sighted people.
Living Streets (Southwark)	Requested that the roundabout be replaced by a signalised junction.
London Cycling Campaign	Welcomed speed-reduction measures but objected to shared-use footway and requested a single lane roundabout with segregated cycle tracks.
London Cycling Campaign in Hackney	Requested single general traffic lanes on the roundabout and its approaches, along with clearer priority for cyclists crossing the arms of the roundabout.
London TravelWatch	Expressed concerns regarding the shared space and requested for the roundabout to be replaced by a signalised junction.
Motorcycle Action Group	Noted that the hatched areas act as a refuge for motorcyclists, and that paving over them would reduce safety.
Sustrans	Supported the proposals, welcoming the raised crossings and noting that the shared space would help less confident cyclists. Requested feasibility study into removal of traffic from Lambeth Bridge.
Transport for All	Supported proposals apart from the shared space, which it said would cause conflict between cyclists and pedestrians

Transport Paradise	Suggestions included moving crossings closer to roundabout, replacing zebra crossings with coloured surfacing, and a footway edge cycle track on approach to crossings. Requested a more thorough-re-design of the roundabout.
Westminster City Council	Objected to shared space and kerb build-outs. Requested removal of central zig-zag markings on approaches and circulatory lane markings on roundabout
Westminster Cycling Campaign (local LCC group)	Supported raised zebra crossings but objected shared space, and requested further measures to assist cyclists on the carriageway.
The Westminster Society	Content with the proposals except for the shared space.
Westminster University (Department of Planning and Transport)	Expressed concern that the on-carriageway and off-carriageway options both risked bringing cyclists into conflict and requested a segregated solution.

4.2. Issues commonly raised in consultation

4.2.1. Comments on measures proposed by TfL

Lack of support for proposals or elements of the proposals

73% of 219 respondents objected to the proposals or parts of the proposals. The most common reasons for this were:

- Concerns about shared space for pedestrians and cyclists on the pavement (see below)
- Concerns that the proposed measures were insufficient, and should be replaced by more substantial segregated provision for cyclists.

Lack of support for proposed shared space

93% of 120 respondents raised concerns about the proposed sections of shared space footway for pedestrians and cyclists. The most common reasons for this were:

- Concerns about potential conflict between pedestrians and cyclists
- Concerns about potential conflict between cyclists and motorists when cyclists rejoin the main carriageway
- Slow and inconvenient route for cyclists
- A small number of respondents welcomed the option of being able to cycle on the footway.

Support for proposed raised zebra crossings

- 86% of 36 responses expressed support for the raised zebra crossings. The main reason for this was that respondents felt they would help slow down motorists approaching the roundabout
- Guide Dogs for the Blind expressed concerns that blind and partially-sighted people currently rely on the difference in gradient when identifying the road edge, and that removing this distinction would increase danger
- A small number of respondents expressed concerns that the raised crossings would slow down cyclists and make for less comfortable journeys.

Mixed consensus on proposed kerb build-outs

- 60% of 35 responses objected to the proposed kerb build-outs, including the Motorcycle Action Group and Westminster City Council. The main reason given was that paving over the hatched areas would reduce the amount of available carriageway space for vulnerable road users such as cyclists and motorcyclists
- 37% of 35 responses supported the kerb build-outs. The main reason given was that they would help reduce speeds on the roundabout.

Mixed consensus on proposed CS8 logos on roundabout carriageway

- 67% of 16 responses objected to the provision of blue CS8 logos on the roundabout carriageway. Reasons given included that the logos did not affect motorist behaviour, impacted on the streetscape, and were not a suitable alternative to providing dedicated cycle space.
- 25% of 16 responses supported the provision of blue route logos in order to raise motorists' awareness of cyclists.

Disagree with a '2 tier' approach to cycling provision

15 respondents, including the London Cycling Campaign, said that they disagreed with a 'two tier' approach to cycling provision, where different options are provided for confident and less confident cyclists.

4.2.2. Requests for other measures at Lambeth Bridge northern roundabout:

Request segregated cycle facility

137 responses requested a segregated cycle facility around the edge of the roundabout, separated from motorists either physically or with road markings, and physically separated from pedestrians. Some respondents felt that cyclists should be given priority over motorists as the cycle track crossed each arm of the roundabout. A number of responses endorsed other designs posted on the internet, including one posted on the London Cycling Campaign's website during the consultation period (<http://lcc.org.uk/articles/cyclists-say-redesign-of-lambeth-bridge-northern-roundabout-must-follow-go-dutch-principles>).

Request single lane approaches to roundabout

68 responses requested that the existing two lane flare on the roundabout approaches be reduced so that entry and exit is reduced to a single lane. Common reasons cited were that such a layout would reduce traffic speeds and potential for conflict. A number of responses endorsed the design suggested on the London Cycling Campaign's website.

Request single lane roundabout

61 responses requested for the roundabout to operate with one general traffic lane instead of two as at present. Respondents felt that this would reduce traffic speeds and provide more space for cyclists. Again, a number of responses endorsed the London Cycling Campaign's suggested design.

Request CS8 cycle lanes closer to roundabout

14 respondents requested for the CS8 cycle lanes on Millbank to be extended through the zig-zag markings up to the zebra crossings in order to provide more space for cyclists and reduce conflict between cyclists and motorists.

Suggest signalised junction

13 respondents, including London TravelWatch, Guide Dogs for the Blind, and the Westminster Cycling Campaign, suggested that the roundabout be replaced by a conventional signalised junction. The most common reasons for this were that it would reduce conflict between cyclists and motorists and would allow the provision of signalised pedestrian crossings.

TfL's response to the issues most commonly raised is available in Appendix D.

5 Conclusion

The proposed early benefit scheme at Lambeth Bridge northern roundabout was designed to provide improvements for cyclists, whilst also allowing TfL to continue exploring further, more radical improvements to improve facilities at this location. The proposals were developed following careful analysis of casualty statistics at the roundabout and a thorough review of the current physical road layout. However, having considered responses to consultation, and following concerns voiced by Westminster Council, we have decided not to proceed with these planned initial improvements at Lambeth Bridge northern roundabout. Instead, we will concentrate our resources on developing more substantial improvements that meet the expectations of Westminster Council and other stakeholders.

Some of the measures suggested by respondents, such as a segregated cycle track around the outside of the roundabout with cyclist priority at slip roads, would be new features on London's roads, and therefore require off-street trials. We have started building the infrastructure for these trials at the Transport Research Laboratory in Berkshire, and we will work with our stakeholders to ensure their views are considered as part of this work. Suggestions made as part of this and other consultations will be considered by the team planning the trials.

Appendix A – Copy of the consultation letter

Transport for London



Consultation Delivery
Surface Transport Planning
Transport for London

11th Floor, Zone G8, Palestra
197 Blackfriars Road
London SE1 8NJ

Wednesday 3 October 2012

STEngagement@tfl.gov.uk
<http://consultations.tfl.gov.uk>

Dear Sir or Madam

Better Junctions: Safety improvements at Lambeth Bridge northern roundabout

Transport for London (TfL) is working with cycling and road safety organisations to review cycling provision at major junctions. As part of this work, we have developed proposals to improve safety at the Lambeth Bridge northern roundabout.

About the proposed changes at Lambeth Bridge northern roundabout:

Our review of the current roundabout layout identified high traffic speeds, as well as a tendency for some vehicles to over-run the hatched areas around the roundabout edges. Therefore, we're proposing the following improvements:

- Extending footways and traffic islands to reduce traffic speeds and provide more space for pedestrians
- Raising the zebra crossings to the same level as the footway on all four roundabout approaches in order to reduce traffic speeds
- Converting the footway around the roundabout to 'shared space' for pedestrians and cyclists, meaning it can be used by those cyclists who prefer to use the zebra crossings instead of the roundabout
- Replacing a section of footway between the Millbank (north) and Lambeth Bridge Road zebra crossings
- Providing blue Cycle Superhighway logos on the roundabout carriageway in order to raise motorist awareness of cyclists

Please see the enclosed diagram for further information on the proposals.

We intend to begin work at the roundabout in early November 2012. We'll write to residents nearer the time to advise on the timing and impact of construction work.

How to comment on the proposals:

For further information or to let us know your views, please contact TfL's Consultation Delivery Team at the above address or by emailing STEngagement@tfl.gov.uk. You can also respond via our website at <https://consultations.tfl.gov.uk>. Please let us know your views by **26 October 2012**.

Continued over

MAYOR OF LONDON

About the Better Junctions programme:

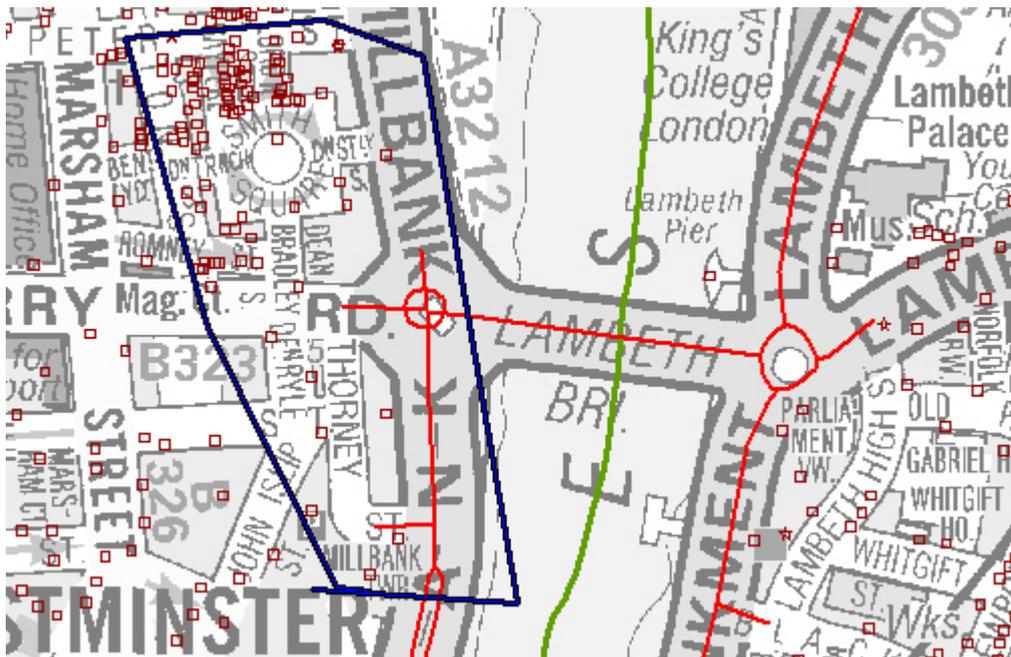
We're working with cycling and road safety organisations to review and improve major junctions across London. Please see www.tfl.gov.uk/betterjunctions for more information.

Yours sincerely



Oliver Birtill
Consultation Delivery Team
Surface Transport
Transport for London

Appendix B – Letter distribution area



Appendix C – List of stakeholders consulted

Organisations:

All Party Parliamentary Cycling Group
Borough Cycling Officers Group (BCOG) *
Brewery Logistics Group
Campaign for Better Transport
Chelsea College of Art & Design
City of London
CTC
Department for Transport
Disabled Persons Transport Advisory Committee
Freight Transport Association *
Greater London Authority
Guide Dogs Association
Guide Dogs for the Blind
Heart of London Business Alliance
Institute of Advanced Motorists *
Living Streets *
London Ambulance Service
London Borough of Lambeth
London Councils
London Cycling Campaign *
London Fire Brigade
London TravelWatch

LoTAG
Metropolitan Police Service *
Metropolitan Society for the Blind
MI5
Millbank Court
Millbank Tower
Motorcycle Action Group
NHS London Strategic Health Authority
Ofgem
Residents Society of Mayfair and St James's
RNIB
RNID
Road Haulage Association *
Roadpeace *
South Bank Employers' Group
Sustrans *
Tate Britain
The AA
Westminster City Council
Westminster LINK
Westminster Safer Transport Team
Westminster Society

* Better Junctions Design Review Group and/or Steering Group member

Members of Parliament:

Karen Buck MP
Mark Field MP
Kate Hoey MP

London Assembly members:

Darren Johnson AM
Kit Malthouse AM
Caroline Pigeon AM
Valerie Shawcross AM

Appendix D – Response to issues most commonly raised

TfL response to comments relating to proposed measures at Lambeth Bridge northern roundabout:

Concerns that proposed measures are insufficient to improve cycle safety and would invite conflict between cyclists and pedestrians:

The proposed early benefit scheme at Lambeth Bridge northern roundabout was designed to provide improvements for cyclists, whilst also allowing TfL to continue exploring further, more radical improvements to improve facilities at this location. The proposals were developed following careful analysis of casualty statistics at the roundabout and a thorough review of the current physical road layout. However, having considered responses to consultation, and following concerns voiced by Westminster Council, we have decided not to proceed with these planned initial improvements at Lambeth Bridge northern roundabout. Instead, we will concentrate our resources on developing more substantial improvements that meet the expectations of Westminster Council and other stakeholders.

Some of the measures suggested by respondents, such as a segregated cycle track around the outside of the roundabout with cyclist priority at slip roads, would be new features on London's roads, and therefore require off-street trials. We have started building the infrastructure for these trials at the Transport Research Laboratory in Berkshire, and we will work with our stakeholders to ensure their views are considered as part of this work. Suggestions made as part of this and other consultations will be considered by the team planning the trials.

TfL response to requests for further changes at Lambeth Bridge northern roundabout:

Request for segregated cycle track along the outside of the roundabout / single general traffic lane on the roundabout approaches / single general traffic lane around the roundabout

A roundabout with a segregated cycle track around its perimeter and cyclist priority across traffic lanes would be a new feature on London's roads. It would therefore require off-street trials. We have started building the infrastructure for these trials, and we will work with our stakeholders to ensure their views are considered as part of this work.

Request for the CS8 cycle lane to be extended closer to the edge of the roundabout

We will consider this aspiration as part of our work to trial roundabout layouts with segregated cycle lanes.

Request for the zebra crossings to be moved closer to the roundabout

Moving the zebra crossings closer to the roundabout would mean that traffic exiting the roundabout would block the circulatory carriageway whilst waiting for pedestrians.

Request for the roundabout to be converted into a conventional signalised 4-way junction / request for signalised pedestrian crossings

Having considered the comments received, we intend to proceed with plans to trial a roundabout with segregated cycling provision, as opposed to replacing the roundabout with a conventional 4-way junction.

Request for a 20mph speed limit at the roundabout

We are currently developing proposals for a 20mph speed limit at the Waterloo (IMAX) roundabout. We will monitor and evaluate this work before considering similar proposals.

Request for footway renewal on Lambeth Bridge:

The footway on Lambeth Bridge is scheduled to be replaced as part of our 2013/2014 programme of footway works.