Proposed Changes to Lambeth Bridge north (west) and south (east)

Response from The Thorney Island Society – July 2017

We are very concerned about the proposed changes at the north (west) end of Lambeth Bridge. Although the justification for the changes are to improve conditions for pedestrians and cyclists, the changes do not appear to achieve that, but instead appear to improve the flow of through-traffic at the expense of all other road users.

We are also aware of possible future plans to pedestrianize Abingdon Street and Old Palace Yard, which would render this new junction layout pointless.

<u>We object to the loss of the roundabout for various reasons:</u>

- The removal of zebra crossings and their replacement with controlled pedestrian crossings is advantageous to vehicle drivers but not pedestrians. Even though the 'desire line' for pedestrians would be better served by light-controlled crossings, the long wait for the pedestrian phase negates the advantage.
- This site seemed the ideal place to implement a Dutch roundabout, with its reasonable equality between users. I understand that the reason why this is not being trialled is because of the extra delay caused to traffic by having to wait for both pedestrians and cyclists. This may be true, judging by the large number of cyclists who use the junction, but it worries us that the conflict between cars and cyclist inherent in the current layout would be changed into a conflict between bicycles and pedestrians, who would have to make an uncontrolled crossing of a bike lane before waiting for the signalled crossing of the main road.
- Local residents value the palm tree – replacements beside the obelisks on either side of the bridge do not seem a viable idea.

<u>Effect on Great Peter Street, Marsham Street, Smith Square</u>

Because of the new turning restrictions at the Millbank/Lambeth Bridge junction extra traffic will be diverted through the narrow and largely residential streets of 'Westminster village'. The proposed traffic lights at Great Peter Street will promote this, rather than hinder it. If the scheme is implemented there should be enough one-way or closed roads to prevent rat-running, which will occur:

- Down Great Peter St, Marsham Street and through Smith Square for vehicles that want to turn left from Millbank north onto Lambeth Bridge, or right onto Horseferry Road.
- Along Dean Ryle Street/John Islip Street for vehicles turning between Millbank south and Horseferry Road.

<u>Lambeth Bridge</u>

What is the reason for losing the south-bound bus lane? This seems to be favouring private over public transport.

What anti-terrorist barriers will be put in place alongside the new cycle lanes across the bridge?