

Web Content

Consultation title: Proposed changes to Lambeth Bridge north and south

Consultation URL: <https://consultations.tfl.gov.uk/roads/lambeth-bridge>

Short URL tfl.gov.uk/lambeth-bridge

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Overview

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

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

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

What are we proposing?

We propose to convert both the northern and the southern roundabouts of Lambeth Bridge into crossroad junctions, with traffic signals and signalised pedestrian

crossings. At each junction, dedicated space would be given for cyclists and new pedestrian areas would be created.

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

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

The Metropolitan Police Service has installed barriers to increase security on London's busiest bridges. Our proposals will ensure that the security of all road users is maintained in the future.

We are also seeking views on:

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

Our proposals are described in detail [here](#). [Hyperlink to 'Proposals in detail' section]

Why are we proposing it?

Safety

Our proposals are designed to improve safety at both northern and southern roundabouts by introducing dedicated facilities for vulnerable road users, such as signalised pedestrian crossings, new cycle lanes and separate cycle signals. The northern roundabout in particular has a high proportion of collisions involving cyclists, and is one of 33 locations across London we are prioritising as part of our Safer Junctions programme.

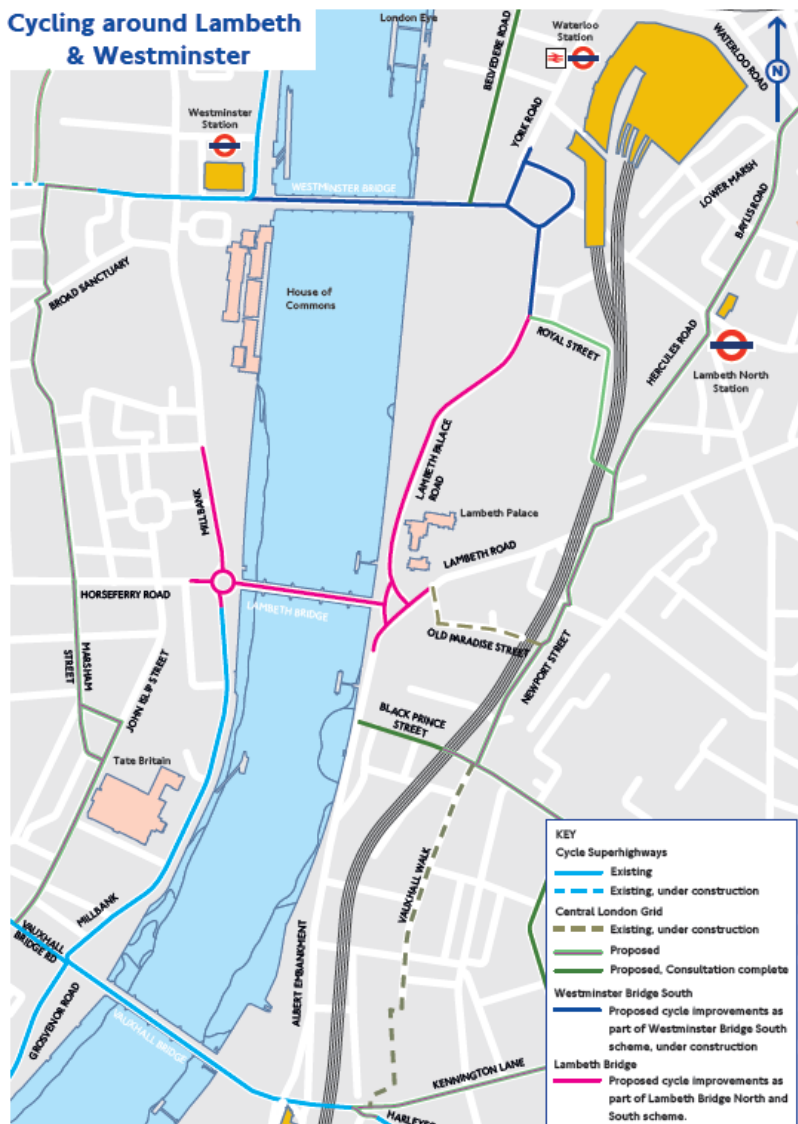
Healthy Streets to encourage walking and cycling

The proposals form part of the [Mayor of London's long-term vision](#) to encourage more Londoners to walk and cycle by making London's streets healthier, safer and more welcoming. Both roundabouts and Lambeth Bridge are currently dominated by motor traffic and can be intimidating and unpleasant places to walk and cycle. By giving cyclists space and time to pass through the junction more easily, and by providing new signalised crossings and clearer footways for pedestrians, we can

encourage more people to use these healthy and sustainable forms of transport, whilst keeping other traffic moving.

Building a local cycle network

Lambeth Bridge and its roundabouts lie on busy cycle commuter routes. Making the area safer and more welcoming for cyclists would help build connections to existing infrastructure, such as Cycle Superhighway Route 8 on Millbank, and planned improvements, such as Westminster Bridge and Central London Grid routes. The following map shows how our proposals would build on cycling connectivity in the area.



[Click here to view or print a larger version of this map](#)

Our proposals in detail

Our proposals are explained in more detail in the following geographic sections. If you would like to skip to a particular area, please use the links below:

Drawing 1 - Millbank north

Drawing 2 - Lambeth Bridge north

Drawing 3 - Lambeth Bridge

Drawing 4 - Lambeth Bridge south

Drawing 5 - Lambeth Palace Road

[Proposals in detail sub-sections]

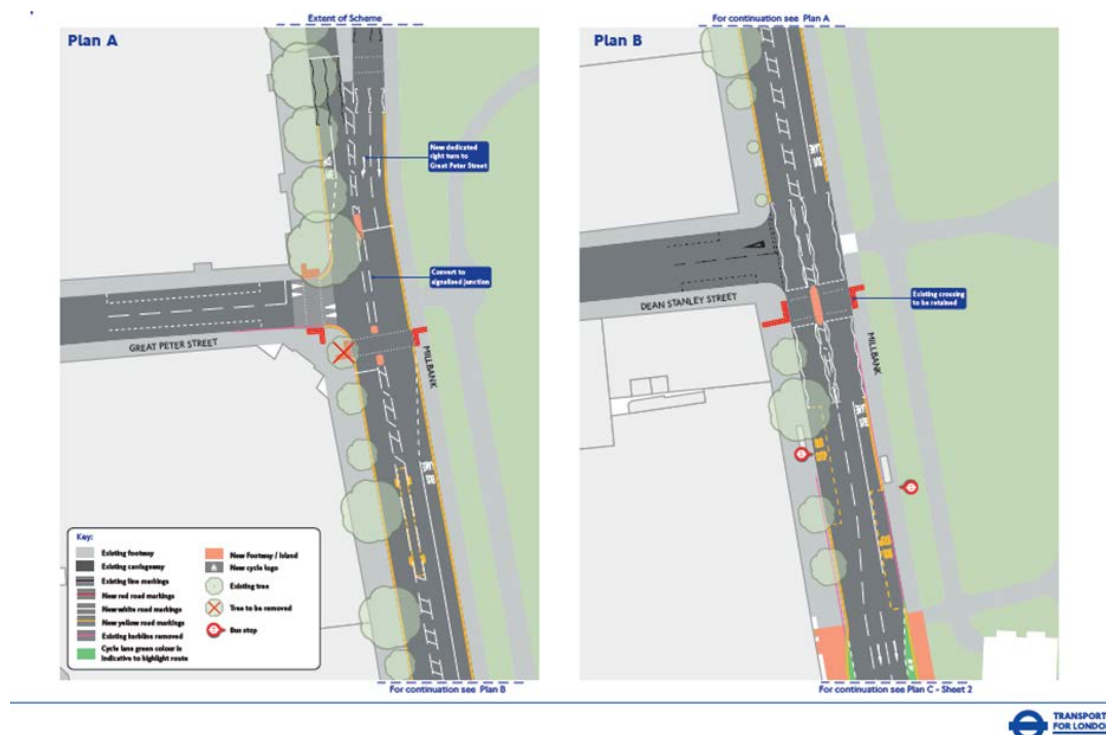
Millbank north

Proposals

We propose to convert the Millbank north junction with Great Peter Street into a signalised pedestrian crossing. This junction conversion would also allow us to control the flow of general traffic using Great Peter Street, Marsham Street and Horseferry Road to access Lambeth Bridge.

This conversion would require the removal of one tree, and the relocation of cycle parking facilities. All other existing cycle parking facilities along this section of Millbank north would remain.

Our proposals for Millbank north are shown in Drawing 1 below.



[Click here to view or print a larger version of Drawing 1](#)

Design features at Millbank north

- New signalised crossings would help control traffic and would offer safer crossing points for pedestrians wishing to access Victoria Tower Gardens and the riverside
- The introduction of traffic signals would also help to reduce conflict between cyclists and other traffic
- The existing zebra crossing south of the Millbank junction with Dean Stanley Street would be retained and its central island would be upgraded

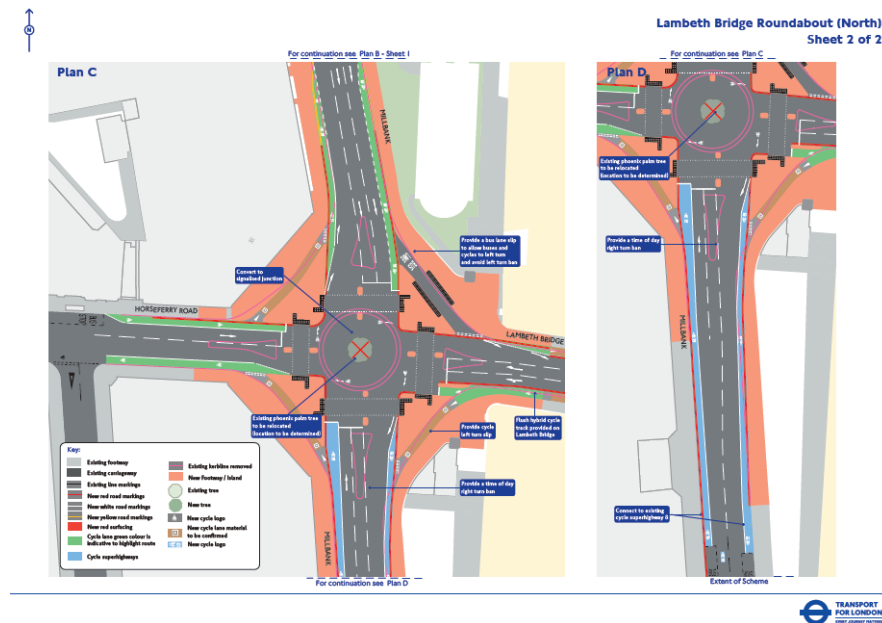
Changes to the road layout at Millbank north

We propose the introduction of a new dedicated right-turn lane for traffic heading south along Millbank north into Great Peter Street, providing access to Marsham Street, Horseferry Road and Lambeth Bridge.

Lambeth Bridge north

Proposals

Our proposals for Lambeth Bridge north are shown in Drawing 2 below:



[Click here to view or print a larger version of Drawing 2](#)

Changes to the road layout at Lambeth Bridge north

The existing roundabout would be removed and replaced with crossroad junction, controlled by traffic signals on all four arms. This would include innovative cycling facilities and the introduction of a 'bus and cycle only' slip road from Millbank north, onto Lambeth Bridge.

Changes to the movement of traffic through Lambeth Bridge north

To facilitate the removal of conflicts between vehicles and cyclists, changes to the way general traffic is able to move through the junction would be required.

For general traffic we propose to introduce:

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

Subject to the outcome of consultation, the security sensitivities in the area including access to Thorney Street would also be reviewed at the next stage of the project.

Design features at Lambeth Bridge north

Our proposals contain the following design features, as shown in the following computer generated artist's impression (CGI):



Click on the picture to view before and after images

Click here to view or print a larger version of this image

Improvements for cyclists

- Changes to the road layout would remove left-turn conflicts with vehicles
- Continuous left-turn cycle bypasses on three junction arms, and a 'bus and cycle only' slip road from Millbank north to Lambeth Bridge would allow cyclists to bypass the junction when turning left. This would remove the left-turn conflict with general traffic
- Cycle bypasses would improve connectivity, creating easy access to Cycle Superhighway Route 8 (CS8) from Millbank south to Wandsworth
- CS8 would also be extended so it meets the junction at Millbank south
- [Two-stage right-turn facilities](https://tfl.gov.uk/corporate/safety-and-security/cycle-safety-innovations) for cyclist movements [hyperlink to <https://tfl.gov.uk/corporate/safety-and-security/cycle-safety-innovations>]
- Cyclists approaching Millbank from Lambeth Bridge would be separated in time and space from general traffic. This is by the new cycle track provision on the bridge and separate cycle-signals at the junction.
- Where possible the junction gradient would be reprofiled to increase the level of comfort for cyclists. The structure of Lambeth Bridge limits the extent to which the gradient from the bridge to the junction can be reduced.

Improvement for pedestrians

- Existing pedestrian crossings would be converted from zebra to straight across signalised crossings with countdown technology that displays how many seconds there are to cross the road
- New traffic signals and turning restrictions would maximise the time pedestrians receive to cross the road
- Changes to the road layout would allow a reallocation of space from the carriageway to the footway which would increase space given to pedestrians
- The surface area of the public realm would increase by approximately 1,370 square metres
- The reduced carriageway footprint would also bring the opportunity for more greenery and other urban realm improvements, subject to local security restrictions
- Where possible footways will be reprofiled to increase the level of comfort for pedestrians, however the structure of the bridge limits the extent to which the gradient from the bridge to the junction can be reduced

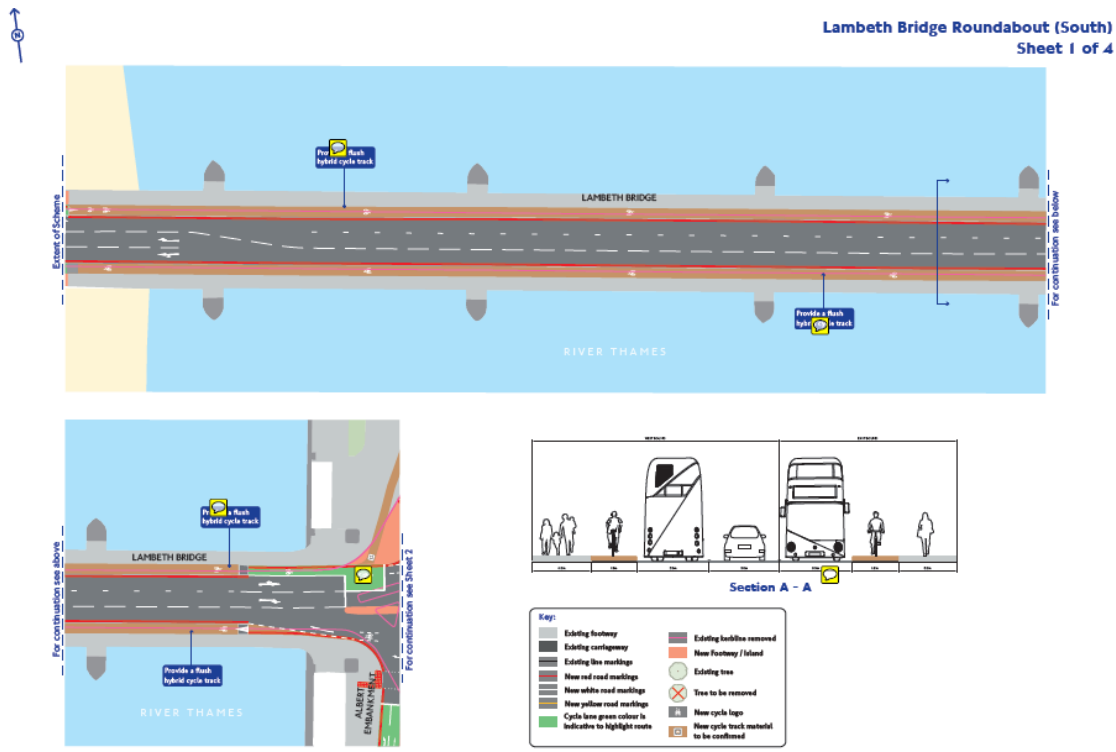
The palm tree on the northern side of Lambeth Bridge

The proposal to convert the northern roundabout to a signalised crossroad junction would require the removal of the roundabout and the iconic Phoenix Palm tree in its centre. Subject to the outcome of this consultation, the tree would be removed and we would look to replant it locally. We would work with our tree experts, Westminster City Council and Lambeth Council to identify a suitable place for this.

Lambeth Bridge

Proposals

Our proposals for Lambeth Bridge are shown in Drawing 3 below



[Click here to view or print a larger version of Drawing 3](#)

Changes to the road layout on Lambeth Bridge

To help keep traffic moving, there would be two general traffic lanes at each exit from the bridge. The lane switch would occur halfway along the bridge between the proposals for the northern and southern junctions.

A new two-metre wide cycle track, level with the footway, would be introduced in each direction on the bridge.

To facilitate these changes the southbound bus lane on Lambeth Bridge would be removed, and the space would be reallocated to general traffic as depicted in illustration 'Section A-A' within Drawing 3.

Changes to the movement of traffic

There would be no change to the way general traffic can **exit** Lambeth Bridge in either direction. Introduction of two general traffic lanes at each exit would help keep traffic flowing. The proposed introduction of traffic signals at Lambeth Bridge North and Lambeth Bridge South would also assist with management of traffic flow.

Design features for Lambeth Bridge

Improvements for cyclists

- A two metre-wide cycle track, level with the footway in each direction on the bridge
- A 7.5 metre advanced stop line and early release facility for cyclists heading into the southern junction (see our section for Lambeth Bridge south)
- Separate cycle-signals for cyclists heading into the northern junction

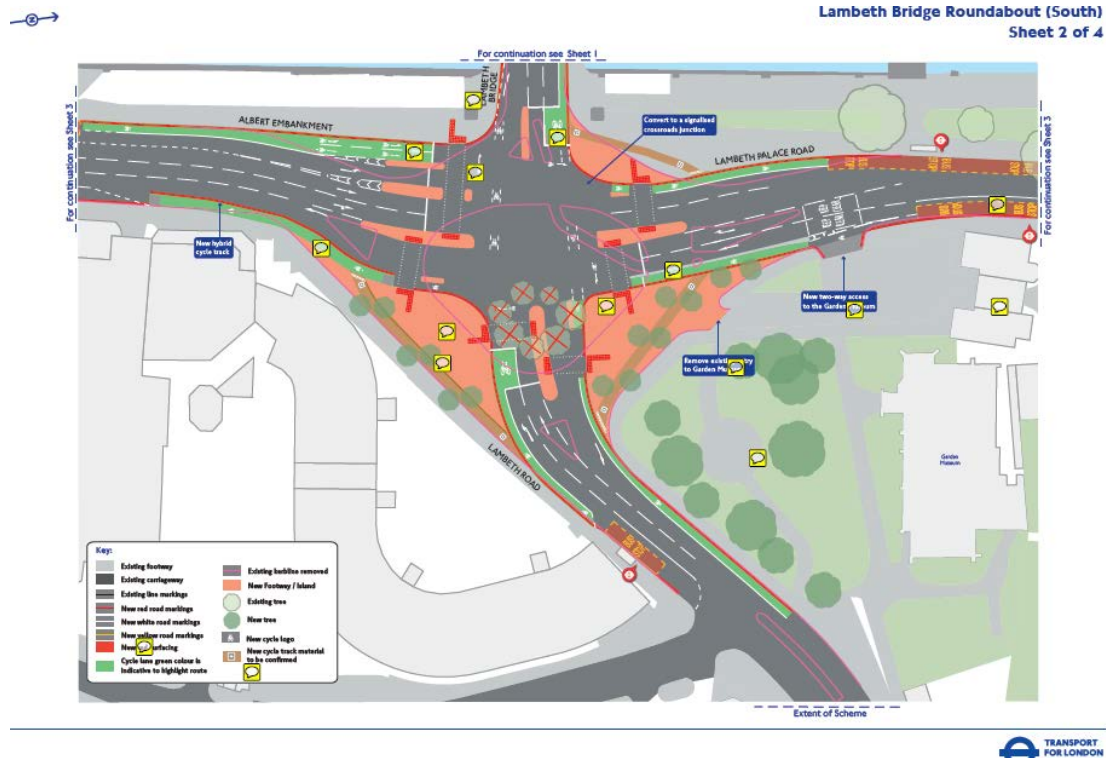
Improvements for pedestrians

- The footway width across the bridge would be reduced to approximately 2.7 metres in each direction to create space for the cycle lane. Whilst this is a reduction in space, it would remain sufficient to accommodate the volume of pedestrians
- A delineator strip would separate the footway and cycling lanes
- There would be more space for pedestrians at the southern gateway to the bridge, where urban realm improvements are also proposed (see our section for Lambeth Bridge south)
- Access to the pedestrian underpasses at Albert Embankment and Albert Embankment/Lambeth Bridge would be maintained

Lambeth Bridge south

Proposals

Our proposals for Lambeth Bridge south are shown in Drawing 4 below:



[Click here to view or print a larger version of Drawing 3](#)

Changes to the road layout at Lambeth Bridge south

The existing roundabout would be removed and replaced with a crossroad junction, controlled by traffic signals on all arms. New signalised pedestrian crossings would improve pedestrian accessibility.

Whilst the removal of the roundabout would require the removal of seven trees, further planting would take place to reinstate and add to the greenery.

Pedestrian underpasses

There are existing pedestrian underpasses that connect the western and eastern sides of Albert Embankment and Albert Embankment to Lambeth Palace Road under Lambeth Bridge (part of the Thames Path). Under these proposals pedestrian access would be maintained. We welcome views on a longer-term solution for the underpasses.

Access to Lambeth Palace

Currently there are two access points into Lambeth Palace from Lambeth Bridge south. The first of these is in close proximity to the junction, with vehicles accessing

the Palace by finding natural gaps in traffic flow as the traffic lights change. The second is located on Lambeth Palace Road.

Our proposals include extensive kerb changes, introduction of signalised pedestrian crossings and creation of a cycle bypass at footway level from Lambeth Palace Road to Lambeth Road. These changes would require removal of the access directly from the junction; however access for emergency vehicles could be retained.

The second access on Lambeth Palace Road, closer to the Palace itself, would be retained and new 'keep clear' road markings would be provided. This would create road space for vehicles requiring access to and from the forecourt at a safer location, where visibility for all road users is improved.

Changes to the movement of traffic at Lambeth Bridge south

To facilitate the removal of conflicts between vehicles and cyclists, and allow the junction to operate more efficiently, we would change the way general traffic is able to move through the junction. We propose:

- A banned left-turn for all road users from Lambeth Palace Road onto Lambeth Road. Cyclists would turn left via the cycle bypass
- A banned right-turn from Lambeth Road onto Lambeth Palace Road. Removing the ability to turn-right would allow the junction to operate more efficiently with one less stage in the traffic light sequence, possible due to the low-volume of general traffic making this movement

Design features at Lambeth Bridge south

To improve safety and conditions for cyclists and pedestrians our proposals include the following design features, as shown in the following computer generated artists impression (CGI).



Click on the picture to view before and after images

Click here to view or print a larger version of this image

For cyclists

- [Two-stage right-turn facilities](#) for all right-turning cyclist movements Two-stage right-turn facilities for cyclist movements [hyperlink to <https://tfl.gov.uk/corporate/safety-and-security/cycle-safety-innovations>]
- Segregated cycle lanes and separate cycle signals on the northbound approach from Albert Embankment to Lambeth Bridge, and the southbound approach from Lambeth Palace Road
- Continuous left-turn cycle bypasses on three junction arms to allow cyclists to avoid the junction
- A 7.5 metre advanced stop line and [early release facility for cyclists](#) exiting from Lambeth Bridge, and from Lambeth Road heading into the southern junction [hyperlink to <https://tfl.gov.uk/corporate/safety-and-security/cycle-safety-innovations>]
- A re-profiled junction gradient would improve the current levels across the junction
- Potential to introduce a Cycle Hire docking station on the widened area between Lambeth Road and Albert Embankment

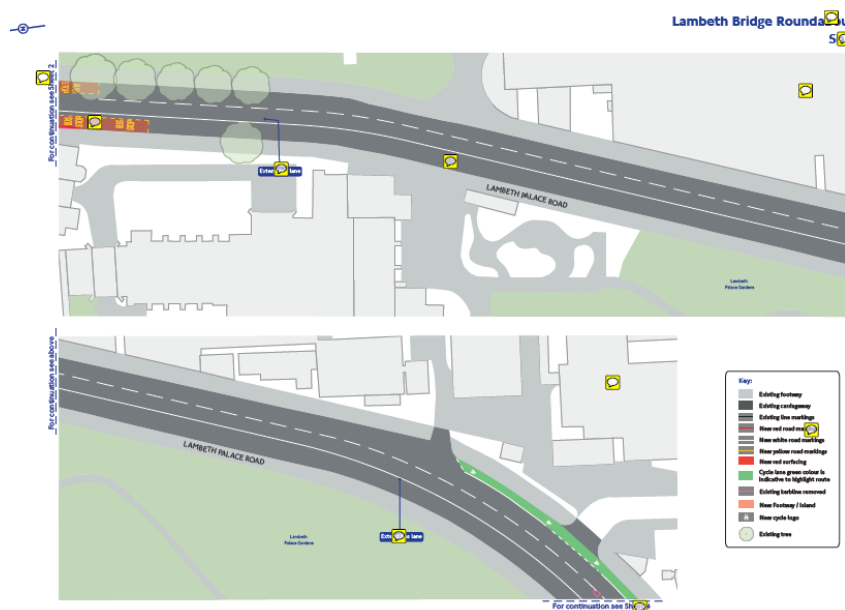
For pedestrians

- New traffic signals and turning restrictions would maximise the time pedestrians receive to cross the road
- The pedestrian crossings would be realigned and converted to two-stage staggered crossings
- Pedestrians would be able to continue using the Albert Embankment/Lambeth Bridge pedestrian underpass and the Thames Path that runs under Lambeth Bridge
- The surface area of the public realm would increase by approximately 1,790 square metres
- Changes to the road layout would create much more space for pedestrians, creating the opportunity for more greenery and other urban realm improvements such as new sign-posts, seating and greenery

Lambeth Palace Road

Proposals

Our proposals for Lambeth Palace Road are shown in Drawing 5 below:



Changes to the road layout along Lambeth Palace Road

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

- Extend the bus lane along Lambeth Palace Road by a further 100 metres, towards Westminster Bridge South
- Move Bus Stop SA for Lambeth Palace closer to the junction on Lambeth Palace Road to make it easier for buses to access the bus stop, and re-join traffic
- Widen the existing southbound bus lane on Lambeth Palace Road to four metres.

We also propose to remove the existing substandard traffic islands close to the Evelina London Children's Hospital to create more road space and deter informal crossing of Lambeth Palace Road at this location.

The existing cycle lane markings northbound along Lambeth Palace Road would restart close to the Evelina London, where the road widens.

Changes to the movement of traffic from Lambeth Palace Road into Lambeth Road

To remove the left-turn conflict between cyclists and other vehicles, and to assist a smoother flow of traffic along Lambeth Palace Road, general traffic would no longer be able to turn left from Lambeth Palace Road into Lambeth Road, and similarly, traffic from Lambeth Road would no longer be able to turn right into Lambeth Palace Road.

The impacts of our proposals

Journey times

Our proposals have been designed to not have a disproportionate impact on other road users. However we expect there would be changes, both positive and negative, to journey times for motorists, bus passengers and cyclists.

More detailed information on the traffic impacts of the Lambeth Bridge proposals, including tables of the likely journey time impacts, can be found [here](#). [Link to modelling narrative and data table]

Should these proposals go ahead, we would take a number of steps to ensure that the changes made along the route are balanced. We are investing in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time.

Turning restrictions

Our proposals include a number of restrictions to turning movements:

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

We do not develop proposals to introduce traffic restrictions without carefully considering the potential impacts and exploring alternative solutions. The restrictions are proposed either to address a safety issue or to help the signalised junction operate more efficiently, minimising potential journey time delays to road users.

The environment

Air and noise

Although the designs for Lambeth Bridge north and south are not expected to increase the number of motor vehicles in the area, our proposals may change how traffic moves around some roads, which may result in some associated and localised changes to air quality and noise levels. Environmental surveys and modelling would take place as part of our ongoing evaluation of these proposals.

Tree removal

Our proposals require the removal or relocation of a number of trees in order to accommodate the new road layout:

- The iconic phoenix palm tree at the centre of the roundabout on the northern side of Lambeth Bridge would look to be relocated
- Seven trees at the centre of the roundabout on the southern side of Lambeth Bridge would need to be removed
- One tree at the junction of Millbank and Great Peter Street would need to be removed

New trees will be planted at Lambeth Bridge north and south as part of proposed urban realm improvements. Subject to the outcome of consultation, tree species would be determined during detailed design.

Visual environment

Our proposed urban realm improvements aim to improve the look and feel of the area, as shown in our artists' impressions.

View our CGI for Lambeth Bridge north

View our GCI for Lambeth Bridge south

Features include:

- Reducing the dominance of traffic, allowing pedestrians and cyclists to better enjoy the area
- Increasing the surface area of the public realm by approximately 1,370 square metres at Lambeth Bridge north and approximately 1,790 square metres at Lambeth Bridge south
- Attracting more visitors to the area and local attractions such as Victoria Tower Gardens
- Planting new trees bringing overall benefits for the area's biodiversity and landscape
- Providing new seating
- New footway materials to improve the look of the streets along Albert Embankment, Lambeth Palace Road, Millbank and Lambeth Bridge
- The removal of unnecessary and duplicate poles, signs and other street furniture
- Upgrades where necessary to existing lighting and drainage
- Provision of more cycle parking
- An opportunity to provide additional Cycle Hire stations
- Upgraded wayfinding for example to Newport Street Gallery

Equalities

In considering the design of our streets, we closely consider the needs of all users throughout the design process. On significant infrastructure projects, we:

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

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

Other options considered but not taken forward

We considered a number of alternative designs before taking forward our current proposals.

At Lambeth Bridge south, we considered retaining the roundabout, but this provided minimal benefits for cyclists. We also considered ‘hold the left’ turn facilities on Lambeth Road and Lambeth Bridge, which separate cyclists from other traffic with separate traffic signals. However this scenario would have caused significant traffic queueing due to the extra signal phase required and was difficult to accommodate due to the structure of the bridge.

We also considered a number of designs at Lambeth Bridge north including a signalised junction and a ‘Dutch style’ roundabout with a physically separated cycle track around the edge of the roundabout. However, our modelling indicated that this would have had significant impact on journey times for other road users in the area, including thousands of bus passengers.

Having considered a number of designs, we believe the current proposals would achieve the best balance for all road users.

Related schemes

Lambeth north interim scheme

During March 2017, we delivered interim safety improvements at [Lambeth Bridge northern roundabout](https://tfl.gov.uk/travel-information/improvements-and-projects/lambeth-bridge-northern-roundabout). [Hyperlink to: <https://tfl.gov.uk/travel-information/improvements-and-projects/lambeth-bridge-northern-roundabout>]

The changes were timed to bring improvements whilst we continued with plans to re-work the junction's layout for the long-term.

Waterloo City Hub and Nine Elms Lane

We are also hosting separate consultations that propose changes in the local area. To find out more visit our pages for [Waterloo roundabout](#) and [Nine Elms Lane](#).

Next steps

Subject to the outcome of this consultation, should we proceed with these proposals, we would look to start construction in late 2018.

Although construction would cause some disruption, we would take steps to minimise this as far as possible.

Building in late 2018 would allow us to coordinate with major planned maintenance work on Lambeth Bridge, and with work currently taking place at Westminster Bridge South.

Have your say

We would like to know what you think about our proposals to make changes at Lambeth Bridge north and south. Your comments will help inform our final decision as to whether or not these proposals will be taken forward.

Please give us your views by completing our online survey by Sunday 20 August 2017.

Alternatively, you can:

- Email us at consultations@tfl.gov.uk
- Write to us at FREEPOST TFL CONSULTATIONS
- Call us on 0343 222 1155*

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

*Service and network charges may apply

Public drop-in sessions

Come and see us at one of our public drop-in sessions to discuss these proposals in more detail and ask questions. Sessions have been arranged as follows:

Tuesday 18 July 2017

11am to 4pm

Millbank Tower

First Floor – Citibase London
21-24 Millbank
London SW1P 4QP

Tuesday 25 July 2017

12 noon to 7pm

St Thomas' Hospital

Bird Song corridor (between the North and South wings)
Westminster Bridge Road
London SE1 7EH

Saturday 29 July 2017

11am to 4pm

Garden Museum

Clore Learning Space (enter through the café)
5 Lambeth Palace Road
London SE1 7LB

Call to action heading of survey:

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

Dates:

Start date: Monday 26 June 2017

End date: Sunday 20 August 2017

Expected date of results: Autumn 2017

Expected date of feedback: Winter 2017

Related links:

[Cycling in London, cycle safety video clips](#)

[<https://tfl.gov.uk/corporate/safety-and-security/cycle-safety-innovations>]

[Lambeth Bridge northern roundabout, March 2017 interim works](#)

<https://tfl.gov.uk/travel-information/improvements-and-projects/lambeth-bridge-northern-roundabout>

[Westminster Bridge South construction work](#)

<https://tfl.gov.uk/travel-information/improvements-and-projects/westminster-bridge-south>

[Healthy Streets for London](#) <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>]

[Safer Junctions](#) April 2017 press release

<https://tfl.gov.uk/info-for/media/press-releases/2017/april/new-roads-targeted-in-updated-safer-junctions-programme>

[Our plan for London's roads](#)

<https://tfl.gov.uk/campaign/our-plan-for-londons-roads?intcmp=23082>

Related consultations:

[Waterloo roundabout](http://www.tfl.gov.uk/waterloo-roundabout) www.tfl.gov.uk/waterloo-roundabout

[Nine Elms Lane](http://www.tfl.gov.uk/nine-elms-lane) www.tfl.gov.uk/nine-elms-lane

[Westminster Bridge South 2015 Consultation](https://consultations.tfl.gov.uk/roads/westminster-bridge-south/)

<https://consultations.tfl.gov.uk/roads/westminster-bridge-south/>

[Lambeth Bridge northern roundabout 2012 Consultation](https://consultations.tfl.gov.uk/streets/betterjunctions-lambethbridgenorth/)

<https://consultations.tfl.gov.uk/streets/betterjunctions-lambethbridgenorth/>

Areas (boroughs): City of Westminster, London Borough of Lambeth

Audience:

Default – Everyone

Interests:

Customers on bus routes 3, 77, 87, 344, 507, C10, roads, policy, junction improvements, Cycle Superhighways

Online survey – each page represents a click-through navigation and is titled as such

Page 1: Our proposals for Lambeth Bridge north and Millbank north

Q: Do you support our proposals for changes to the road layout at Lambeth Bridge north?

Strongly support
Support
Neither support or oppose
Oppose
Strongly oppose
Not sure

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

Strongly support
Support
Neither support or oppose
Oppose
Strongly oppose
Not sure

Q: Do have any comments on our proposals for changes to the road layout at Lambeth Bridge north and the Millbank north junction with Great Peter Street?

[free text box]

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

Strongly support
Support
Neither support or oppose
Oppose
Strongly oppose
Not sure

Q: Would you like to comment further regarding a 20mph speed limit at Lambeth Bridge north?

[free text box]

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

[free text box]

Page 2: Our proposals for Lambeth Bridge south, Lambeth Bridge and Lambeth Palace Road

Q: Do you support our proposals for changes to the road layout at Lambeth Bridge?

Strongly support
Support
Neither support or oppose
Oppose
Strongly oppose
Not sure

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

[free text box]

Q: Do you support our proposals for changes to the road layout at Lambeth Bridge south?

Strongly support
Support
Neither support or oppose
Oppose
Strongly oppose
Not sure

Q: Do have any comments on our proposals for changes to the road layout at Lambeth Bridge south?

[free text box]

Q: Do you support our proposals for changes to the road layout at Lambeth Palace Road?

Strongly support
Support
Neither support or oppose
Oppose
Strongly oppose
Not sure

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

[free text box]

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

Strongly support
Support
Neither support or oppose
Oppose

Strongly oppose

Not sure

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

[free text box]

Whilst changes to the status of the pedestrian underpasses at Albert Embankment and Lambeth Bridge are not proposed within this consultation, we welcome views on a longer-term solution for the underpasses.

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

Daily

Weekly

Monthly

Rarely

Never

Prefer not to say

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

[free text box]

Page 3: About you [Standard for all consultations]

Privacy notice:

TfL, its subsidiaries and service providers will use your personal information for the purpose of administering this consultation and assessing the responses. If you provide your email address, TfL may send you updates about this consultation and the proposed scheme. Your personal information will be properly safeguarded and processed in accordance with the requirements of the Data Protection Act 1998.

Responses to the consultation may be made publicly available, but any personal information will be kept confidential. You do not have to provide any personal information, but this information may help TfL to understand the range of responses. For example, responses may be analysed by postcode to help identify local issues.

Please note: Cookies are essential for this survey (for more information on cookies, please click on the following link: https://consultations.tfl.gov.uk/cookie_policy)

What is your name? [Single line text]

What is your email address? [Single line text – email]

This is optional, but if you enter your email address then you will be able to return to edit your response at any time until you submit it. You will also receive an acknowledgement email when you complete the consultation.

We will contact you to let you know when the results of the consultation are published and may use your details to update you on any future developments with the proposals.

Please provide us with your postcode: [Single line text – postcode]

You do not have to provide your postcode, but it is useful for analysis purposes. All personal details will be kept confidential.

Are you (please tick all boxes that apply):

A local resident

A local business owner

Employed locally

A visitor to the area

A commuter to the area

Not local but interested in the scheme

A taxi/private hire vehicle driver

Other (please specify) [Single line text]

If responding on behalf of an organisation, business or campaign group, please provide us with a name: [Single line text]

Please note: If you are responding on behalf of an organisation it should be in an official capacity. We reserve the right to verify this.

How did you find out about this consultation?

Received an email from TfL

Received a postcard from TfL

Received a letter from TfL
Attended a public drop-in session

Read about it in the press
Saw it on the TfL website
Social media
Word of mouth
Other (please specify) [Single line text]

Please let us know how you travel through the area. Are you (please tick all boxes that apply)

A cyclist
A pedestrian
A Bus or coach passenger
Motorist (including taxis)
Motorcyclist
Other – please specify

What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)

Very good
Good
Acceptable
Poor
Very poor

Do you have any further comments about the quality of the consultation material?

[Multiple lines text]

Page 4: Equality Monitoring [Standard for all consultations]

Equality Monitoring

Please tell us about yourself in this section. All information will be kept confidential and used for analysis purposes only. We are asking these questions to ensure our consultations reach all sections of the community and to improve the effectiveness of the way we communicate with our customers. You do not have to provide any personal information if you don't want to.

Gender:

Male

Female

Trans female

Trans male

Gender neutral

Prefer not to say

Ethnic Group:

Asian or Asian British – Bangladeshi

Asian or Asian British – Chinese

Asian or Asian British – Indian

Asian or Asian British – Other

Asian or Asian British – Pakistani

Black or Black British – African

Black or Black British – Caribbean

Black or Black British – Other

Mixed – Other

Mixed – White and Asian

Mixed – White and Black African

Mixed – White and Caribbean

Other Ethnic Group

Other Ethnic Group – Arab

Other Ethnic Group – Kurdish

Other Ethnic Group – Latin American

Other Ethnic Group – Turkish

White – British

White – Irish

White – Other

Prefer not to say

Age:

Under 15

16-20

21-25

26-30

31-35

36-40

41-45

46-50

51-55

56-60

61-65

66-70

71+

Prefer not to say

Sexual Orientation:

Heterosexual

Bisexual

Gay man

Lesbian

Other

Prefer not to say

Faith:

Buddhist

Christian

Hindu

Muslim

Sikh

Jewish

Other

No religion

Prefer not to say

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

Yes, limited a lot

Yes, limited a little

No

Prefer not to say