



London Cycling Campaign response to TfL consultation on the changes to Cycleway 8 from Chelsea Bridge to Lambeth Bridge

<https://haveyoursay.tfl.gov.uk/lambeth-chelsea-bridge>

7 November 2022

About LCC

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital. This response was drafted with input from our Westminster group.

Response

Overall, as London Cycling Campaign we strongly support continuing the Lambeth to Chelsea Bridge scheme. We are pleased to see the huge increase in people choosing to cycle along this route. However, we do not support the removal of any wands, and while the junctions along the route have seen some risks removed, several still present unacceptable levels of danger to people cycling.

Please find our comments on each map of the scheme below.

All maps

We do not support the removal of every other wand to allow taxis and emergency vehicles access to the kerb. This will simply allow access for any vehicle and compromise the safety of the cycle lanes. Any change should make the protection stronger, such as upgrading the wands to bolt-down or concrete kerbs as in the Cycleway 3 Embankment, not weaker. A better solution should be found for emergency vehicle access.

Map A – Chelsea Embankment

We welcome all the banned turns at the junction with Chelsea Bridge which have considerably reduced the danger to people cycling. However, the hook risk appears to remain in some places, eg vehicles turning onto Grosvenor Road / Chelsea Embankment from Chelsea Bridge. The junction needs to be upgraded to eliminate all CLoS critical fails.

Map B – Grosvenor Road

We welcome the banned right turn into Lupus Street but this remains a dangerous junction. We had a report of a serious injury to a cyclist in June this year (police reference 5749/26JUN) who was cycling east when a van also going east turned left into Lupus Street and collided with him. This junction needs to be upgraded to meet CLoS standards and eliminate all critical fails.

We are concerned that buses have to cross the cycle lane to access the bus stand.

Map C – Grosvenor Road

Junction with Claverton Street – the banned left turn is welcome, although we note that taxis are still permitted to turn, and this is still a dangerous junction. Two cyclists were seriously injured here in 2021 (after the scheme was introduced) according to Stats19. The junction needs to be upgraded to meet CLoS standards and eliminate any JAT critical fails.

Map D – Grosvenor Road

We are concerned about the lack of protection for cycling at the St George Square (east) junction. There is no clear reason given for why turns into and out of this junction would be reinstated, and the banned turns were presumably done for safety reasons.

Map E – Grosvenor Road and Millbank

We welcome the banned left turn into Bessborough Gardens but more needs to be done. This remains a highly hostile junction with seven lanes on the bridge approach and far too many motor traffic lanes retained in general. Stats19 records two seriously injured cyclists here in 2021, after the scheme was introduced. The junction needs to be upgraded to meet CLoS standards and eliminate any JAT critical fails.

We support the bus stop bypass near Ponsonby Place and would like to see this treatment more widely used along the scheme.

Map F – Millbank

We are concerned that with buses and coaches parking being reinstated, these vehicles have to cross the cycle lane to access parking bays.