

**For immediate release  
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## VINCENT SQUARE RESIDENTS' ASSOCIATION PRESS RELEASE

### **Westminster residents demand new TfL Lambeth Bridge consultation**

A 'consultation' document put forward by TfL's regarding proposed works at Lambeth Bridge is misleading propaganda, not a balanced 'prospectus' of the pros and cons, says the Vincent Square Residents' Association, a long-established association of local residents. The Association is calling for a new consultation, based on a true and complete statement of the facts, including the forecast delays for all classes of road-user.

Richard Harden, Chairman of the VSRA, said:

"Just over two weeks ago, TfL wrote to me about a major road scheme proposed for Lambeth Bridge – less than a fortnight before the end of the 'consultation', and after all the 'consultation' sessions has taken place. TfL's consultation document turns out to be even worse than its timing: propaganda pure and simple – opaque, unbalanced and misleading.

The main potential 'issue' with such a 'safety' scheme, as acknowledged by TfL, is its effect on journey times, but TfL's document nowhere actually states what the overall effect will be. Or that it will slow down all classes of road user, often significantly. And it not only fails to state that bus passengers will be particularly hard hit, but misleadingly implies the contrary.

Another 'big fact' that the supposed consultation document curiously fails to mention, ironically, is that the biggest losers will be... the cyclists in whose benefit the scheme is notionally being taken forward, with more than 17x (seventeen times) more cycling journeys being slowed down than speeded up! Hidden away in the small print, we read that some cyclists would be supposed to wait for *up to eight minutes* to turn right. As if they ever would!

This plan is disastrous for the journey times of all classes of road users, perhaps why TfL seems to have done everything it can *not* to set out its effects in a way people can clearly understand them. I have written to TfL, asking them to publish a new consultation document to put their proposal before the public in a transparent, balanced and honest way."

The VSRA notes that the only way readers can get an overview of the key facts TfL never at any point states is to analyse the 11-column table, in very small print, with 69 lines of data, which is included on page 5 of a schedule of supporting information, where most people will never see it. The VSRA's analysis of TfL's data is set out below\*.

Conclusions which – only – then become apparent include the following (none of which is apparent from the text of the consultation document):

- The proposals would increase journey times for most *road-users overall*
- No class of road user would be a net 'winner' from TfL's proposals
- The proposals would increase journey times for most *pedestrians*
- The proposals would increase journey times for more than 85% of *cyclists*
- The proposals would increase journey times for the great majority of *bus passengers*
- The proposals would increase journey times for most *motorists*.
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**\* Effects on Journey Times (by type of road-user)**

	Increased journey times or banned turns	Neutral	Faster journey times	Increased journey times (and banned turns) as % of total users
Cyclists (N)	18 .....	1 .	1 .	<b>90%</b>
Cyclists (S)	17 .....	2 ..	1 .	<b>85%</b>
Buses	16 .....	2 ..	4 ....	<b>72%</b>
Pedestrians	11 .....	5 .....	0	<b>69%</b>
Drivers (N)	16 .....	5 .....	5 .....	<b>62%</b>
Drivers (S)	9 .....	4 ....	7 .....	<b>45%</b>

Source: derived from [https://consultations.tfl.gov.uk/roads/lambeth-bridge/user\\_uploads/traffic-impacts-and-data-table.pdf](https://consultations.tfl.gov.uk/roads/lambeth-bridge/user_uploads/traffic-impacts-and-data-table.pdf)

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**Note for editors**

The consultation document can be seen at: <https://consultations.tfl.gov.uk/roads/lambeth-bridge/?cid=lambeth-bridge>

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