



Graham Nash  
Transport for London  
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SE1 8NJ

23rd May 2015

Dear Graham

**Re: Transforming Vauxhall Cross**

Since the last time I wrote, much has happened on the Gyratory. Before the next formal consultation I wanted to make sure that the community alternative is given proper consideration.

As you will know, my colleague Michael Keane has been leading work for KOVF. He has been working alongside Martin Worthington, from the Save the Bus Station and they came up with parallel/similar solutions. Since then they have worked to deliver a community alternative for the gyratory which: allows two-way working throughout the area; offers increased employment floorspace; maintains a central covered bus station; and provides other benefits including significant new public realm.

**TfL technical meeting in March**

Michael and Martin met with TfL technical staff in March to discuss their alternative proposals for the gyratory and open a discussion on delivering this scheme as a viable solution. KOVF is grateful that they were afforded this opportunity, but is concerned with the subsequent response, which suggests an underlying lack of open-mindedness. From the response, the TfL technical staff gave the impression that the community scheme has already been dismissed on the basis of traffic flow concerns at one junction. This feedback has not been accompanied with sufficient data to justify the dismissal of the community proposals outright.

**Support from a wide range of expert stakeholders**

The work on developing a community solution has elicited the interest of many others and the support of local firms including DSHA, world-leading architects on public realm who helped with Exhibition Road in South Kensington and whose offices have moved to Vauxhall. In addition, it is important to note that recently KOVF has discussed the alternative proposals with the Vauxhall Business Improvement District and this month Vauxhall One announced their support for the community proposal.

**Further work by the community**

I enclose with this letter a couple of appendixes summarizing some of the issues Michael and Martin have reviewed and the benefits they foresee. There is significantly more information available to support their findings and a number of new iterations to improve the proposals further are continuing to be developed. KOVF would be happy to share these new details with TfL and any other interested parties at an appropriate moment.

**Need for TfL assurances**

I have now had time to also read the summary report of responses TfL issued. This synopsis does not give sufficient weight to the benefits offered by the community proposals.

KOVF would like to be given assurances on the following points:

- a) TfL will continue to weigh up the community proposal alongside its own options for presentation in the next round of public consultation expected autumn 2015.
- b) TfL will provide data showing the assumptions underlying the results of travel times for pedestrians, bus users, cyclists and motorists going through the area for each of the proposals. In using both travel data and cost estimates for each solution, TfL will be able to demonstrate a statistical even-handedness in approach when assessing the individual merits of each scheme.
- c) As KOVF is the body recognized by Lambeth Council for running outreach in the local area, that TfL will consult through our forum. Ideally, I hope you will allow the Forum first sight of the proposed consultation material so that the community can work cooperatively with you to ensure the questions and presentation of our area in the TfL material is clear, fair, and transparent, to maximize the value of likely feedback.

I look forward to hearing from you at the earliest, providing reassurance on these points and an idea of schedules for next steps.

Yours sincerely,

Helen Monger  
Chair

cc. Oval Ward Councillors; Kate Hoey MP, Giles Semper, Helen Irwin and Pauline Gaunt

## Appendix 1: KOVF PROPOSAL AND SUMMARY OF BENEFITS

### Vauxhall District Centre and Gyratory An alternative solution for Vauxhall?



The suggested improvements as presented at our last public meeting include:

- South Lambeth Road section of gyratory closed to through traffic  
*(Space converted to a 'shared use' public piazza linking Vauxhall Park and Vauxhall Gardens)*
- Two way working through out including Kennington Lane/Harleyford Rd/Durham St)  
*(This reduces traffic flow along Durham St to point where shared use can be considered)*
- South Lambeth Place converted to an indoor market  
*(30 to 60 additional new jobs)*

## Appendix 2: Relevant planning policies

### Saved Policy 12 UDP Strategic Transport Hubs and Transport Development Areas

The design of the stations/interchanges should have the highest standards of interchange between modes and have a visual impact and setting appropriate for a building, which should be a community focal point and landmark. Each of these strategic hubs should include:

- Well-designed spaces for stops and shelters;
- Sufficient kerb space for buses;
- Simplified walk routes to access the networks;
- Good pedestrian crossings; and
- Be fully accessible to all;

### Draft Lambeth Local Plan POLICY T4 Public transport infrastructure

(a) Lambeth will seek better connectivity, quality and capacity in public transport including:

- (i) the Northern Line extension from Kennington to Battersea Power Station with an intermediate station at Nine Elms;
- (ii) improvements to the capacity at Waterloo station and Vauxhall rail and underground stations;
- (iii) improved interchanges and east-west orbital links;
- (iv) an increase in the quality and frequency of train services to Lambeth stations;
- (v) improvements to bus services and new services to the Vauxhall Nine Elms Battersea Opportunity Area;
- (vi) improvements to facilities and access at railway and underground stations;
- (vii) new station stops on the Overground at Brixton and Loughborough Junction as part of improved rail interchanges;
- (viii) platform lengthening at Clapham High Street and Wandsworth Road to permit Victoria trains to call at these stations;
- (ix) at least one underground station in Clapham to be made accessible;
- (x) extension of the Croydon Tramlink to Crystal Palace and Streatham;
- (xi) an appropriate replacement for the former Cross River Tram that will deliver the same regeneration benefits and relief to congestion on the Northern line;
- (xii) other opportunities for extensions to the underground and tram network.

(b) Lambeth will work in partnership with Transport for London, Network Rail and other public transport providers to bring forward improvements to public transport infrastructure and services in the borough, including the strategic interchanges at Waterloo, Vauxhall and Brixton, and provision for buses and coaches.

(c) Change of use of existing land used for transport or support functions will not be permitted unless there is no current or future strategic or operational need, or alternative facilities are provided that enable existing transport operations to be maintained.

(d) Development proposals will be expected to provide, or contribute to the provision of new and/or improved public transport infrastructure where the predicted number of additional trips will lead to a cumulative increase in use.

(e) Proposals to improve or provide new public transport infrastructure and interchange facilities, including railway, underground and bus stations and bus stands will be supported subject to:

(i) being acceptable in terms of impact on the environment including townscape, public realm and amenity of adjoining areas; and

(ii) being designed to be safe, convenient, attractive and accessible for use especially by disabled people, children and cyclists, including provision for cycle parking and consideration of desire lines.”