



Executive Summary

1: Upcoming Consultations – please comment:

The details of the questions and answers for CS5 and Transforming Vauxhall can be found in the full minutes.

- CS5 – visit: <https://consultations.tfl.gov.uk/cycling/cs5-inner> - closes 14th December 2014
- Friends of Vauxhall Park at Tate South Lambeth Library – responses must be received by 20th December 2014. Contact vauxhallpark@freenetname.co.uk
- ‘Transforming Vauxhall – visit: <http://lambeth.gov.uk/planning-and-building-control/vauxhall-spd/transforming-vauxhall-guide> - closes 2nd January 2015
- TfL consulting until 9th January 2015 on the feasibility of creating an ultra-low emissions zone in the Vauxhall area.
- ‘Tree of Heaven’, Durning Library – visit: <http://lambeth.gov.uk/consultations/consultation-on-the-tree-at-durning-library> - Consultation closes 23rd February 2015

2. Future Meetings – do get involved

- 10th December KOV Neighbourhood Planning Group, 7.30pm at the Carmelita Centre
- 14th January ‘Tree of Heaven’ Consultation, Durning Library 6.30pm
- 17th January 2015 Friends of Vauxhall Park AGM, 10.30 am Wheatsheaf Hall
- 5th February 2015 KOVF public meeting, venue tbc 6.30 for 7pm

3. Local Opportunities

- Depave, Lambeth Council – See presentation attached to minutes. Please contact Theresa Green: Email: Flooding@lambeth.gov.uk, Phone: 020 7926 9796, Website: www.lambeth.gov.uk/flooding, Twitter: @envirolambeth
- Bright Ideas, sponsored by Vauxhall One. Mentoring for business startups free one to one sessions must be booked before 30th March 2015. www.brightideastrust.com, Email: zoe@brightideastrust.com, Phone: 020 3581 2407

4. Charitable collections for Christmas – details in the full minutes

- Vauxhall Foodbank
- Kennington Association Secret Santa



**KOVF PUBLIC MEETING
CARMELITA CENTRE
7.00 PM TUESDAY 9TH DECEMBER 2014**

Draft Minutes

Note: All hyperlink references have a footnote with their web location and can be found on the KOVF [website](#)¹

1. Apologies

Board Members: Ross Davies, Marilyn Evers, Chrysostomos (Chrys) Loizou, Alex Ritson, Aseem Sheikh

Priscilla Baines, Chair of Friends of Durning Library

A list of those registered into the meeting is given at Annex A

2. Minutes of previous Public Meeting

The minutes for the previous Public Meeting held on 30th October 2014 had not yet been circulated via the KOVF website. They would be, before the next meeting, in time to allow for comment and would then be submitted for sign off at it. The Chair apologised for the delay.

3. Introduction from Chair

The Chair opened by thanking TfL's representatives for agreeing to leave their information boards for display following their own consulting event earlier in the day. These boards show both TfL proposals at Vauxhall: one for the Cycle Superhighway 5; and the other for 'Transforming Vauxhall' Gyratory. This has made it possible for interested residents to have extra time to study them before the KOVF meeting.

Because it was Christmas, she wanted to announce two local good causes that were collecting:

- A) The Vauxhall Food Bank needed donations for Christmas food parcels. A local illustrator was selling shopping bags printed with a map of the local area and 'I love Oval' at Oval Farmers Market and online at etsy. They were also on sale at our meeting. They cost £10 (of which £3 would go towards the Food Bank). Alternatively, people could donate online at www.vauxhallone.co.uk/christmas.
- B) The Kennington Association was also collecting for Secret Santa, as they do every year giving grocery vouchers to local families that need help. This scheme relies heavily on the generosity of local people, community organisations and businesses. Every penny donated will go to the families. Donations, large or small were being collected at:

¹ <http://forumkov.wix.com/kov-forum>

- * Durning Library, 167 Kennington Lane
- * Amici, 205 Kennington Lane including at their carol singing evening, 10 December
- * I Due Amici, 310 Kennington Road
- * Doost, 305 Kennington Road – and at Amici's bar.

Cheques should be made payable to 'Kennington Association' and marked 'Secret Santa' on the back.

In a change to the agenda order, the Chair gave **Zoe Brown of Bright Ideas**, the Floor. Bright Ideas is a mentoring organisation offering free advice to community-minded business start-ups. Sponsored by Vauxhall One, existing businesses in Vauxhall or Waterloo have a great opportunity to get free help and advice from leading business experts.

Vauxhall One, in association with Waterloo Quarter BID, [Workspace Group](#) and funded by Lambeth Council, are providing opportunities of free one-to-one mentoring and advice on setting up a business, managing the finances, developing a sales strategy and building a successful marketing programme.

Only available for a limited time, to end of March 2015 please contact Zoe Brown at Bright Ideas Trust to book an appointment and make your business a success.

There were also a limited number of spaces for early bookers to receive a free one to one advice session with a local business expert.

Zoe's contact details are:

www.brightideastrust.com

Email: zoe@brightideastrust.com

Phone: 020 3581 2407

The Chair outlined the three main aims of KOVF: neighbourhood planning; community engagement to tackle youth exclusion with a special focus on sponsoring sporting activities (at present this involved funding football with VGERTA); and to provide a platform for community views. This meeting was focussing on the last of those three aims, and KOVF was not a decision making body but rather interested in people sharing views and listening to each other.

4. Depave – do your bit to avoid flooding

Theresa Greene of Lambeth Council's environmental services team outlined how a great deal of private and public outdoor space around homes in London had now been covered with impermeable surfaces, with serious environmental consequences. The two principles ones were that it reduced the habitat available for wildlife and increased the risk of flooding where less water could soak into the ground where it fell and was forced to run downhill.

Some statistics:

- 7 Hyde Parks (equivalent in area) lost from London gardens to paving
- 46,000 Lambeth households at risk from flooding
- 60% species decline in UK in last 50 years

- Hedgehogs are 8 years away from extinction

Theresa pointed out, in the midst of this stark and depressing picture, that there was every reason that positive changes could be brought about by private householders depaving their paved land holdings and council estates adopting strategies to increase the amount of permeable surfacing of open space. She cited the Cressingham Estate project where a rain garden was under construction. She explained how tools, advice and funds were available for this under the Community Fresh View budget.

Theresa ended by asking for details of any local walls which might be suitable for consideration as trial sites for becoming green walls (ie to become vertical areas of vegetation) as Lambeth Council wanted to proceed with this.

It was agreed that the speaker's visual presentation which had not been, for technical reasons shown at this meeting, would be appended to the meeting notes along with all the other presentations from the meeting.

Theresa left her contact details for people to contact her with ideas for projects in the area, as follows: TGreene@lambeth.gov.uk

5. CS5 – cycle superhighway – from Camberwell to Victoria planned for 2015

Graham Nash from (TfL) asked to speak to explain that the consultations about to be discussed were very different. CS5 has been planned for some time and this was the final stage in the consultation, whereas 'Transforming Vauxhall' was at a much earlier stage and there would be further opportunities to comment in the future.

The Chair introduced the three speakers and said that each would have three minutes to address the floor. They were:

- Oliver Birtill (TfL)
- Devon Buchanon (resident of road on proposed CS5 route)
- Charlie Holland (Lambeth Cyclists)

She added that TfL were running a consultation which had been extended until Sun 14 Dec 2014 (which is available online at the TfL website) and encouraged people to respond.

She explained that for this item and the following item, she was aware that people had very strong views and competing interests and that it was important to give everybody an opportunity to speak. However, she also stressed that comments should be kept short and that she would intervene if needed.

Oliver Birtill, TfL spoke first. He said that the current plans represented a significant change to the first set of proposals for the cycle superhighway's local route. The revised proposed cycle route would run along the south side of Harleyford Road, occupying space currently used as a bus lane. Pedestrians would have a crossing point at the Royal Vauxhall Tavern and the bus stops would be re-sited – referred to as becoming 'floating bus stops' - so that buses would not have to cross over the cycle lane and into cyclists' paths when dropping off and picking up passengers. TfL accepted that road space and resource were limited and that there would always

have to be compromise between the needs of different road users and that this was the case here. TfL was faced with the problem of how to keep London's ever-growing population able to move around the city safely, with minimum delay and in as environmentally conscious a way as possible. It was delivering on the current Mayor's manifesto commitment to prioritise cyclists over buses on certain routes. The percentage of road users who were cyclists was high and it was projected to increase. When last surveyed, 3,000 cyclists (representing one-third of the road users) passed through Vauxhall in the morning weekday rush-hour.

Devon Buchanon, local resident then spoke. He said that Harleyford Road was very busy with buses and cars and that he, and certain other people living on it, were opposed to it being the CS5 route on the grounds that this would create more congestion, be dangerous to road users and inconvenient for residents and businesses who would not be allowed to park along the south side of the street any more. He argued that there would be more traffic congestion as buses, no longer able to use a bus lane, used the floating bus stops. Recently, an ambulance had been stuck for 35 minutes on Harleyford Road. If it became part of CS5, he feared that gridlock and tailback would increase. Local schools believed that the road would be more dangerous for their students to cross with the new configuration. Local businesses relied on vehicles being able to park on Harleyford Road for collections and deliveries. If the south side of it became a double red lined route, so that no stopping was allowed, they feared that they would be affected negatively. Devon argued that cyclists should be sent around some of the quieter local streets and that the bus route on Harleyford Road remained in place.

Charlie Holland, Lambeth Cyclists spoke third. He supported TfL's policy of making London a cyclist-friendly city and this scheme. He said how he trained lorry drivers how to drive safely in urban environments and that they invariably preferred being kept in separate lanes to cyclists. He welcomed the Harleyford Road route. He added that 20% of Lambeth children were obese and that CO2 emissions in the area were high and that these could both be addressed by increasing cycling.

Question/comment 1

Abigail Tripp explained that she was a Lambeth-based cyclist and worked for Wheels 4 Wellbeing, an enterprise which endeavoured to bring cycling to the physically challenged through its range of bicycles designed to cater to physical impairments. She welcomed TfL's proposals, saying it was fantastic that cyclists would be able to ride in a lane dedicated to them alone. She asked that the end panels on the floating bus stops be made transparent so that cyclists could see if people standing at them were planning to cross to the pavement.

Responses to Q1

Oliver Birtill

- TfL was talking to accessibility groups such as Guide Dogs for the Blind and would take note of the request for transparent end panels on bus shelters.

Devon Buchanon

- Not convinced that school children using the floating bus stops would all always check that the cycle lane was clear before starting to cross it.

Charlie Holland

- Floating bus stops were widely, and safely, in place across continental Europe as well as at an existing 25 – 30 sites in London. The agreed that road users need education in how to use them and road rules must be enforced.
- Often the case that if a pedestrian does have the misfortune to have an incident with a cyclist, then the injuries sustained were generally less serious than those sustained if they had an incident with the driver of a vehicle because the speed and weight of the cyclist and their cycle were much lower.

Oliver Birtill

- referred to Devon's point: the bus stops would have clear, intuitive markings for cyclists and pedestrians.

Question/comment 2

Nick Biskinis, representative for public transport users in Clapham, made the following points.

- Being hit by a cyclist is still very unpleasant
- Buses travelling through Vauxhall are needed to take passengers to hospitals such as Guy's & St Thomas' and to allow access to train and underground stations and the large number of other bus routes at Vauxhall station.
- CAD images from TfL's promotional material do not show the reality of how many people use Vauxhall's bus stops at many times of the day: they give a very inaccurate impression.
- He said 'aren't we devaluing bus users and pedestrians with this scheme?'

Responses to Question 2

Oliver Birtill

- There are a finite number of options.
- TfL modelled various options before deciding on the current proposal.
- TfL is responsible for all road users in London
- TfL has a £200m programme in place which includes 17 bus priority measures. It is aware of the need for compensation and mitigation.

Devon Buchanon

- A bus can carry 72 passengers. Just 7 cyclists occupy the equivalent area of roadway as one bus.
- There are few cyclists on Harleyford Road at weekends and yet this scheme, including the double red lines on the south side of the road, will stay in place at this time.

Charlie Holland

- Let's remember that the average private car journey is carrying just 1.1 person. Rather than allowing them the luxury of using the direct, Harleyford Road route, let's force cars to use alternative routes through Vauxhall and keep Harleyford Road for cyclists and buses.

Question/comment 3

Jean Uzoma:

- 'I'm registered blind and I am more scared of bicycles than cars because you cannot hear them coming and they do not stay in lane'.

- 'I agree with the speaker who said that there would easily be gridlock in this area if the scheme was built'

Question/comment 4

Helen Irwin

- 'The junction at Durham Street and Harleyford Road is a very tight turn for large lorries turning right from Kennington Lane into Harleyford Road. Removing a lane, as this scheme proposes, will make it even more difficult. 'Somebody will get hurt and quite quickly'.

Question/comment 5

Gentleman in Audience 'What is a floating bus stop?'

Answers to questions/comments 3, 4 and 5

Oliver Birtill

- TfL are proposing to have the CS5 route pass through the tunnel under the railway line because our surveys show that fewer pedestrians use it than other routes. We plan to open up void space to the side of the roadway which TfL will acquire from Network Rail.
- TfL tests have proven that a 12-wheel lorry can turn right from Kennington Lane into Harleyford Road at the Durham Street junction. However, we have to continuously monitor this and we will do audits at one year and three years after introduction of the scheme.

Devon Buchanon

- 'I think that juggernauts will have trouble turning at that junction'.

Charlie Holland

- A floating bus stop is one where bus users cross from the pavement, over the cycle lane, to an island alongside the road used by buses.

Question/comment 6

Andrea Winkelsdorf: Are TfL taking into account the plans to change the gyratory system?

Question/comment 7

Peter Murray, Conservative Party prospective parliamentary candidate for Vauxhall asked whether alternative routes for CS5 through Vauxhall had been considered?

Reply to Question/comment 7

A member of the audience said that he lived on a road that he believed would be a likely alternative route to Harleyford Road for CS5 in Vauxhall. He said that he would not favour his road being chosen for CS5 if it meant the loss of the right to park on it.

Reply to Question/comment 6

Oliver Birtill

- All teams working on all projects at TfL worked together and shared their plans. He said that 13 bus routes passing through Vauxhall would be affected by current proposals for changes to the gyratory system. He added that over

a recent three-year period there had been 200 collisions on Vauxhall's roads, one-third of which involved cyclists.

- Having the cyclist-only lane extending across the roadway crossing Vauxhall Bridge was key for CS5 being a success. This was because the gradient of the roadway sloped uphill at this point meaning that many less confident cyclists would feel intimidated if they had to share the roadway at this point with buses.
- There would only be a double red line at one stretch of the southern lane of Harleyford Road and that neighbouring Durham Road had enough capacity to cater for vehicles which would have chosen to park there.

Charlie Holland

- Many cyclists would not choose to use a dedicated cycle lane if it meant detouring from the shortest route. To re-route CS5 via alternative streets to Harleyford Road might well mean that cyclists would still choose to take the risk of using an unmodified Harleyford Road.

6. Vauxhall Cross – Discussion, led by Kate Hoey MP

The Chair explained that the population of London was growing, and Vauxhall would be taking a significant share. Therefore the road use around Vauxhall Cross was likely to increase. KOVF, with support from the Lambeth Forum Network, wanted to start a discussion among the community about how best to improve Vauxhall Cross' Gyratory, including not only transport but also public realm. The Chair thanked Trisha Boland from Lambeth Council, Cllr Jack Hopkins, David Boardman and Michael Keane both KOVF Board members, for their help bringing the necessary people to the table for this meeting and their work on gathering views and drawing up proposals.

She reminded the room that the issues were complex and there were difficult compromises to be had with competing and sometimes compatible interests. She explained that KOVF had accepted the desirability of seeking two-way working for the Gyratory in the future if it was to be fit for purpose following the developments and intensification of population growth.

She introduced the three speakers who would address the floor with different perspectives. They were:

- Graham Nash (TfL)
- Cllr Jack Hopkins, (Cllr for Oval Ward and Cabinet Member for Lambeth Council)
- Michael Keane (Board Member for KOVF)

She then handed over to **Kate Hoey MP** who would be leading the discussion as the impacts of changes to Vauxhall Cross would be felt far wider than the immediate KOV area.

Kate invited Graham Nash to speak first.

Graham Nash, TfL started by saying that everyone agreed that Vauxhall Cross represented a good transport hub, but was perceived as being soulless. TfL sought

to bring about changes to it which would improve road safety, improve the experience of pedestrians and enhance regeneration of the area.

He outlined proposals to convert the gyratory system from one-way to two-way traffic. He made these points:

- Two-way traffic flow is less likely to gridlock if there is an accident
- Two-way traffic flow is better for pedestrians
- At present 27% of vehicles have to traverse '3 sides of a square' because of the road configuration
- The plans dovetail with the plans for CS5

He added that part of the north end of the bus terminus would be turned into CS5 but that bus stops would remain clustered together and TfL had been mindful of the importance of keeping bus stops at the north end of the bus terminus, which is closest to the station exit/entrance. The site would be landscaped to cut the sense of it being an isolated space and where possible it would be de-cluttered.

Cllr Jack Hopkins, Lambeth Council spoke next. He said that he was very familiar with this area and lived on the Ashmore Estate. He welcomed the TfL proposals, saying they would help improve the area.

Michael Keane, KOVF Board Member spoke and gave a presentation outlining his alternative plans. He said that he didn't think that the TfL plans were bad, nor did he pretend to have all the answers, but he just wanted there to be a very careful consideration of other options as well as TfL's current one as this was such an important project and one for which nothing less than 'magnificence' should be aspired.

Michael's plans included a linear park but would have been incompatible with the proposed CS5.

See Annex C for the presentation.

Graham Nash

- TfL welcomed Michael Keane's input and would consider his proposals.

Kate Hoey endorsed this, adding that she looked forward to seeing them working together on this project.

Question/comment 1

Pauline Gaunt. With a projected 30% increase in bus use forecast, is it wise to decrease the road space for buses?

Question/comment 2

Liam Jagg. Doesn't changing traffic flows just move the problem from one street to another, rather than solving it?

Graham Nash

- gave some statistics:

- 40,000 people interchange between bus, train and underground at Vauxhall each weekday.
 - 25% rail to bus
 - 36% bus to bus
 - 39% bus to tube
- Because the last figure, at 39%, was so high, TfL had decided to keep bus stops as close as possible to the Underground entrance.
 - The works would be funded with £50m from the TfL growth fund and £10m from developers. It was hoped that fares would not have to increase to pay for them.

Answer to Question/comment 1

Mitigation measures to help buses losing lane space were under consideration. They included the use of technology which allowed buses approaching a traffic light about to turn from green to amber to remain on green until they had passed.

Graham Nash

- The Mayor had set £900m aside to improve cycling in London.
- There was a revisiting of the debate held earlier about the merits of removing the bus lane crossing Vauxhall Bridge.

Cllr Jack Hopkins

- He supported the plan to keep the cyclist-only lane on the bridge.

Points from the floor which essentially repeat those made earlier have not been included here.

A member of the audience said that he thought Michael Keane's scheme was fantastic as it achieved a meaningful new public open space which would transform the area. Kate Hoey agreed with this.

Question/comment 3

Deborah Saunt. Speaking as a local business owner and an urban space planner, she said that the TfL scheme was not inspiring and that they should have started by asking local residents and school children what their needs were, rather than focussing so much on the wishes of the commuter.

Question/comment 4

Christina Burnett. I think buses should take priority over cyclists. If you agree, make sure you vote for the 2016 mayoral candidate who agrees with this.

Graham Nash

- addressed criticism of the TfL scheme by explaining that it was not finalised, but he had decided to flesh out what was shown as he would have expected criticism for offering only nebulous plans if he had not done so.

Kate Hoey responded by asking 'but don't you think this consultation document is nebulous?' She added that even though it invited open-ended comment as well as including a questionnaire, it didn't ask questions which would guide respondents to

giving responses which could help TfL integrate their wishes into its plans. She singled out the lack of clarity as to how much of a canopy the new bus hub would have.

Question/comment 5

Person from the audience 'Please don't rush through allowing all these tall buildings. Vauxhall could have 20 new tower blocks in a few years and it would end up like Manhattan'.

Question/comment 6

Person from the audience: Why not build a cycle bridge over the river at Nine Elms?

Cllr Hopkins answered these questions.

- He said that a bridge crossing the river is indeed planned for Nine Elms. It was too early to expect TfL to have worked up detailed plans about the canopy for the bus terminus.
- There would be another year of intense consultation before any changes were made to the gyratory system and Lambeth planners were mindful of the need to not be rushed into approving major development plans but at the same time they were under pressure to respond to the increased volume of passengers expected when the Northern Line extension opened and new buildings in the area became occupied.

Kate Hoey MP expressed concern that the bus station was going to be made 50% smaller under TfL's plans and would become very overcrowded.

Michael Keane

- Pleased to work with TfL to get this project right and deliver something truly amazing. He wanted to see everyone working cooperatively and generously and would continue following this meeting to work on behalf of the community along with the rest of the KOVF Board.

The discussion ended with Kate Hoey MP securing a firm promise from the TfL representative present that they would include the KOVF proposals as an option in further work on this project and seek KOVF input to future consultations to ensure questions are open and transparent.

Kate Hoey MP handed back to the Chair to lead the remaining discussion of the meeting.

7. KOV updates

• Introduction of the new Board members

The Chair welcomed the new members of the Board and the new forum administrator, Emily Elkington. She listed names, areas of responsibility and job titles of all the Board members, as follows:

- Deputy Chair – Andrea Hofling
- Secretary - Chrys Loizou
- Treasurer and bank account signatory - Michael Keane
- Deputy Secretary and bank account signatory - Byron Green

- Deputy Treasurer and bank account signatory - Alex Ritson – also leading on Sports development as we are in a Sports Action Zone
 - Chair of Planning Sub Group and bank account signatory - David Boardman
 - Events and Meetings Co-ordinator - Martin Osengor
 - Bank account signatory and lead Vauxhall One Coordinator - Aseem Sheikh
 - Lead on licensing expertise - Mark Harrison
 - Other Board members - Jean Uzoma, Ross Davies, Marilyn Evers and Jason Dickie
- **Amended Constitution**
The recently-amended Constitution was available on the KOVF website. The principle change had been to make KOVF ready to be a neighbourhood planning organisation.
 - **Redevelopment of Oval & Kennington gas holders' site**
David Boardman provided an update on local planning matters. He explained that the planned redevelopment of the Oval & Kennington gas holders' site, representing a £500 million gross development opportunity, was the last opportunity for significant community benefit and social housing that was likely to come to the area in the foreseeable future. The site owners had pledged to consult widely for a year and create a masterplan for the scheme before submitting a planning application. They would be present at a meeting at the Carmelita Hall on 10th December at 7.30pm to which everyone was invited. This meeting forms part of the regular monthly Planning Group meetings organized by David Boardman on behalf of KOVF.
 - **Changes in offing for Kennington underground station**
Turning to the Northern Line extension plans, David reported that there was ongoing consultation about how to upgrade Kennington station, which would become a major interchange station by 2019 and receive a much increased volume of passengers. It had been accepted by all parties that the current layout would not allow safe emergency evacuation.

8. AOB

The Chair made the following announcements on behalf of local groups:

- **Consultation from Lambeth Council on the future of the Tree of Heaven**
Residents have asked to flag up the Neville Faye report attached to the 2012 cabinet decision and to review this alongside the other 3 reports provided online for this consultation. There will be a public meeting on 14 January at 6.30pm at Durning Library to discuss the future of this tree. Online consultation can be found on Lambeth's website.
- **Consultation from Lambeth Council and the Friends of Vauxhall Park (FOVP) on a masterplan for Vauxhall Park**
FOVP have put displays up for a new masterplan for their park. at Tate South Lambeth as part of community consultation until 12/12. Kinnear Associates will be at the Library to discuss the plans from 10am-12pm on 10 December, 12-2pm on 11 December and 3.30-4.30pm on 12 December. Please go and let them know what you think.

FOVP have also announced that Saturday 17th January 2015 they will be holding their AGM at 10.30am at the Wheatsheaf Hall, Wheatsheaf Lane, SW8 2UP.

The Chair asked others to make announcements from the floor about dates for diaries.

- **Consultation from TfL over plans for a low-emission zone**

Katie Hunter announced TfL were consulting until 9 Jan 2015 on the feasibility of creating an ultra-low emissions zone in the Vauxhall area. It would be welcomed by the Chair, speaking personally, who urged those present to show their support online if they agreed with her. Access to the online questionnaire was via the website www.tfl.gov.uk

9. Date of next KOVF public meeting: Thur 5 February 2015. Venue TBC

Annex A - Registration

Board Members present:

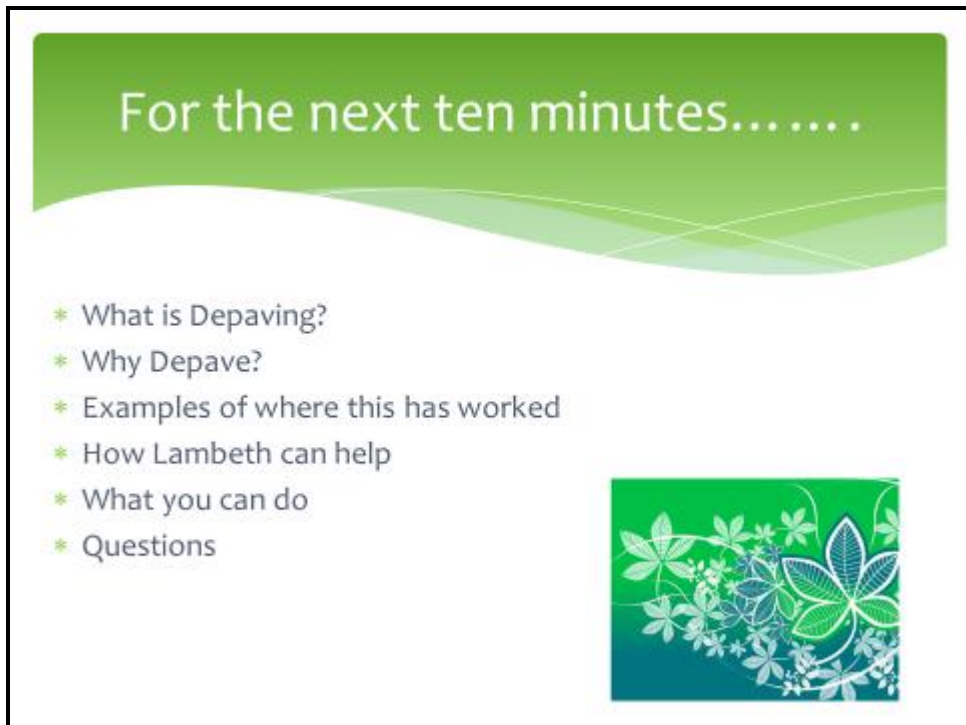
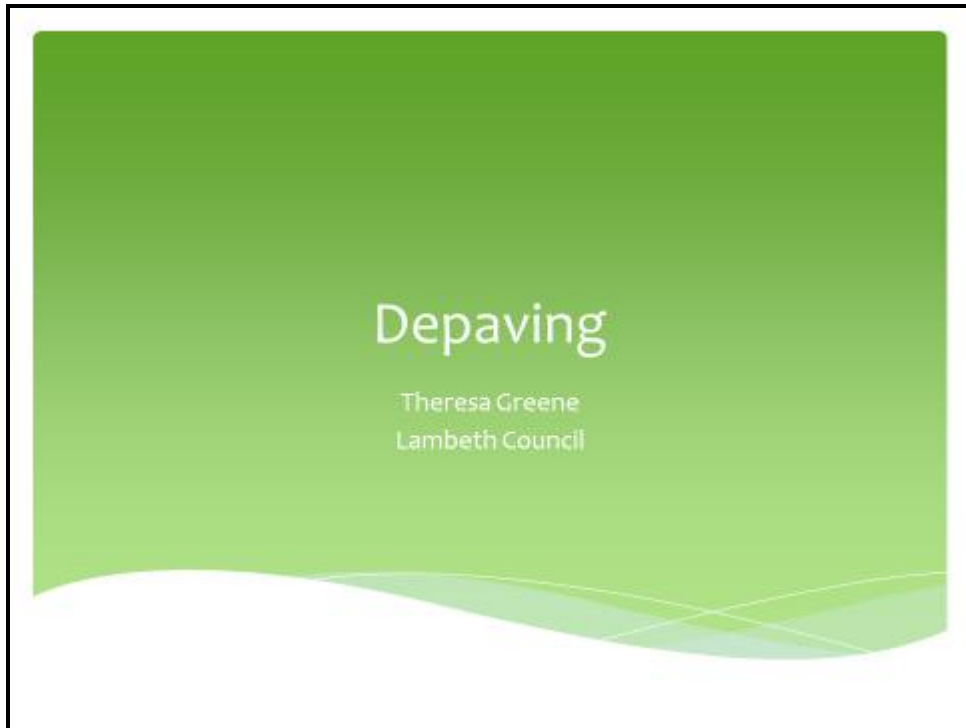
David Boardman
Andrea Hofling
Helen Monger
Martin Osengor
Byron Green
Jason Dickie
Mark Harrison
Michael Keane
Jean Uzoma

Eugenia Rattigan
Pauline Gaunt
Helen Irwin
Jane Champion
Jon Harrison
Liam Jarnecki
D Saunt
P Murray
Polly Freeman
Chris Hadfield
Zoe Brown
Mark Knox
Liron Schur
Larry Kenny
Gerry Evans
E Elkington
Michael Loveder
Noemi Defossez
B Rymer
Ian Marc
Devon Buchanon
David Alee
Nick Biskinis
Peter Turlik
Carroll Falconer
Ammanuel Asgaw
Abigail Tripp
Neil Sanders
T Boland
Garry Colligan
Lucy Hadfield

Edward Wingfield
Andrea Winkelsdorf
David Peres da Costa
Matthew Mason
Harvey Pettit
Malcolm Russell
Stephen Mann
Monica Tross
Anna Stobart
James Bellis
Elizabeth Scott
Maddy Howatson
Felicity Astroulatis
Anthony Bale
Louise Seear
Susan Smith
Louise Johnson
Barrie Singleton
Giles Semper
Veronica Ledwith
Katie Hunter
Gareth Gouldstone
Frances Forrest
Christina Burnett
Jill Gregson

Kate Hoey MP
Cllr Jane Edbrooke
Cllr Jack Hopkins

Annex B
Presentation on Depaving London
Theresa Greene



What is Depaving?

- * Depaving: is about removing sections of hard paving, such as concrete and tarmac, and replacing it with a permeable surface such as gravel or soil
- * Rainwater soaks back into the ground naturally rather than run-off straight into drains and sewers
- * Increases green spaces



Why Depave?

- * The problem:
- * An area the size of seven Hyde Parks has been lost to concreted front gardens in London
- * Flood risk: 46,000 households in Lambeth are potentially at risk of flooding from rainfall
- * 60% of species have declined over the last 50 years
- * Benefits of more nature in our areas





Before



After



Cressingham Rain Garden



How we can help

- * Help you to plan how you will depave your garden
- * Deliver a skip to take away the unwanted paving
- * Offer advice; what to put in place of paving
- * If wanted, provide compost for growing plants
- * Lend some basic tools to help with the work



What can you do?

- * Every little helps: Small actions lead to big changes
- * Depave
- * Community Freshview
- * Green walls



In Summary

- * Depaving: Increasing permeable areas, increasing green space
- * Depave: flooding, give nature a home
- * Help available: tools, advice, skip
- * How you can get involved: all small actions add up



Thank you for listening



Email: Flooding@lambeth.gov.uk
Phone: 020 7926 9796
Website: www.lambeth.gov.uk/flooding
Twitter: [@envirolambeth](https://twitter.com/envirolambeth)

Annex C
Michael Keane's presentation
Proposal for new layout around Vauxhall Cross