



## OPEN LETTER

Nigel Hardy  
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11 January 2016

Dear Nigel

### **Re: Vauxhall Gyratory**

Thank you for your email on Christmas Eve with the enclosure to be circulated to the membership. KOVF tweeted both events on its twitter feed to the membership and is attaching the circular and this letter to its first newsletter of the year.

I appreciate the time TfL has taken to respond to the detailed comments KOVF and others have made, but I remain deeply concerned that this consultation is flawed.

#### **1. Unbiased consultation**

KOVF holds no opinion over which solution is best, rather its role is to provide a platform for fair and open consultation for local people.

I am sure there are many advantages to both the TfL and the Our Vauxhall solutions relating to where public space is improved and which provides the best solution for pedestrians, cyclists, bus users and drivers. A proper consultation would let people decide for themselves the compromises that need to be made rather than suggesting only one solution, when there is another one available.

#### **2. Clear Comparisons**

Prior to the launch of the current consultation round, the Our Vauxhall team were in contact, for some months, and had asked about modeling both the TfL and their scheme on a like for like basis but were told that it was too late and would delay the consultation. The TfL statement on Christmas Eve claims that a 'comprehensive review' was undertaken based on data from 19<sup>th</sup> December. It is surprising that all the necessary data was able to be retrieved for traffic modeling without any request of disclosure from the Our Vauxhall team and that it took only a week to analyse.

This begs the questions:

- why wasn't this done sooner? and;
- was the correct data used?

### **3. Incorrect assertions**

Without TfL sharing data, it is possible that incorrect assumptions have been made. As an example (there are others) the review states:

“Options to introduce two-way working on each of these roads [Harleyford Road/Kennington Lane/Durham Street] were tested as part of the design development process

This was found to be unviable as it would put significant pressure on the Kennington Lane/South Lambeth Road/ Harleyford Road junction, causing capacity issues and congestion on key strategic routes.”

Where is the evidence for this statement?

### **4. Extended/new consultation**

The KOV Forum public meeting on the 2<sup>nd</sup> December attracted a record number of people from the local area. This is testament to the concern people have and the importance of getting the right solution for the area. I am grateful for your input, along with all the speakers and our MP Kate Hoey, who made the occasion so worthwhile. At the meeting, you will recall that there was a specific request to extend the consultation.

Whilst I am grateful for the two additional public events slotted in the first week of this month, it does not adequately address the need to extend consultation significantly wider and for longer. The additional dates were not advertised on the leaflet circulated to households, so despite our tweet at the last minute, I doubt the take up was high. I trust that when TfL writes up the consultation, attendance numbers for each of the events will be provided.

I am asking again, at this late hour, that the consultation is:

- open for longer, given that the majority of the time fell over the holiday period – Vauxhall is one of the busiest transport hubs in London and to have an 8 week consultation period where two weeks are taken out with people away for Christmas and New Year is not enough; and
- includes a far wider audience who are given the full facts – rather than misleading artistic impressions on a single proposal and unsubstantiated statements.

I reiterate that future mayoral input, and acceptance from commuters travelling through the area, as well as local residents, is key to proving TfL are genuinely delivering their primary mandate for improved public transport.

The community has long wanted the Gyratory improved and would hate for this opportunity to be lost on a proposal which does not address key local concerns. I hope that you can enable a revised consultation and open discussion with the community to address these points in 2016 with best wishes for a Happy New Year.

Yours sincerely,

Helen Monger  
Chair