



## OPEN LETTER

Nigel Hardy  
Director of Surface Transport  
Transport for London  
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14 December 2014

Dear Nigel

### **Re: Vauxhall Gyratory**

KOVF has now published its draft minutes for our meeting on 2<sup>nd</sup> December, including the slides from your presentation. This Gyratory is the second largest in London and is complex. These are the key messages which have emerged from our meeting.

#### **1. Extend consultation**

Given the importance of the Gyratory, the current TfL consultation is inadequate and should be:

- open for longer, given that it falls over the holiday period; and
- include a far wider audience who are given the full facts – rather than misleading artistic impressions.

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.

#### **2. Keep central bus station and remove all one-way systems in the area**

As you will have also gleaned from the meeting, people are not convinced the current TfL proposals deliver a suitable solution to the Gyratory. Two key points have not been addressed by the proposals currently put forward by TfL:

- The critical need to remove the one-way system around St Anne's school; and
- The importance of keeping a central Bus Station rather than splitting bus stops up around the Gyratory.

#### **3. Offer genuine choice**

You will know that a local group of people have come together, in response to the previous TfL consultation, as Our Vauxhall, to provide an alternative set of proposals. TfL has chosen not to model the Our Vauxhall proposals, despite repeated requests. Until the Our Vauxhall solution is proven beyond reasonable doubt to be unviable, there can be no excuse for TfL not including it in the consultation.

There are pros and cons to both the TfL and the Our Vauxhall solution relating to where public space is improved and which provides the best solution for pedestrians, cyclists, bus users and drivers. A genuine consultation would let people decide for themselves the compromises that need to be made rather than imposing a view that seems to prioritise the value of building more expensive high-rises over other needs.

I hope you will demonstrate that TfL is listening, as KOV is keen to work constructively alongside TfL and Lambeth Council to achieve the best outcome for the area.

Yours sincerely,

Helen Monger  
Chair