

Changes to Vauxhall Bus Station - Clarification Note

This note provides responses to frequently received questions regarding the proposed changes to Vauxhall bus station as part of TfL's scheme to remove the Vauxhall gyratory.

Details on the bus stop and routings as well as the initial proposals for the new bus station canopy and associated facilities can be found [here](#) as part of the current detailed highway consultation. The bus station buildings and canopies require planning permission and there would be a separate consultation on detailed proposals in 2016 as part of this process

Will the new bus station still have centralised stops?

Bus stops will still be centrally located and integrated with the rail and underground stations. There will be an overall reduction in walking distance between tube, rail and bus stops as part of the proposals. There will be no additional road crossings required to reach bus stops from the central interchange; similar to the existing bus station, there would be one minor road to cross, and this would only be for the three most southern bus stops.

Will there be weather protection as part of the new proposals?

Weather protection will be provided in the bus station at bus stops, waiting areas, and at and between bus station facilities via a series of new, lower, light-weight canopies, which are all subject to development and approval as part of the planning process. The canopies will be designed to provide a better level of weather protection than the existing canopy, as the lower structures will protect passengers against driving rain in windy conditions.

Northern Canopy – Between the two bus station operational buildings (Controller room, public toilets, seating and information) a connecting canopy is proposed.

Southern Canopies – For the southern bus stops on the island site a number of canopies are proposed and are intended to have the same design as the northern canopy.

There may be an opportunity to work with the Island Site developer on the design of the Southern Canopies, therefore they are subject to change.

Station Square Canopy - A canopy on the northern edge of the station square is proposed for the high frequency Victoria bound routes. The canopy will have a lightweight cover to reduce its impact when viewed from the interchange and Albert Embankment.

What Bus station facilities will be available?

You previously told us what facilities you would like to retain. The proposals for the new bus station would provide new and enhanced facilities such as public toilets, seating, information displays and maps, suitable retail units, and an information kiosk.

Safety and security

The Controller's office has been deliberately located so that bus station staff have clear sight line throughout the bus station. A new high quality closed circuit television (CCTV) system shall be provided to monitor the operation of the bus station, bus standing areas and public realm areas.

As part of the Vauxhall Cross scheme TfL will be improving the lighting and environment under the rail arches on South Lambeth Place and other pedestrian arches to make the pedestrian environment feel safer.

Will stops be located under the rail viaduct?

No passengers will wait for a bus under the rail viaduct on South Lambeth Place. Only bus standing provision and part of the stop for the terminating 156 route are located under the rail viaduct.

Will out of service buses stay on South Lambeth Place all night?

Once a bus is out of service it will return to the nearest bus garage, there might be some night buses standing for short periods on South Lambeth Place.

How do pedestrians cross the road between the stops in the bus station?

The road within the bus station (Bondway) will be lightly trafficked by buses, taxi and service access only therefore a pedestrian should be able to easily cross. There will be a signalised pedestrian crossing at the entrance of Wandsworth Road.

Why are bus stops located by the road on Wandsworth Road and Kennington Lane?

The proposed bus stops on Wandsworth Road and Kennington Lane are set back from the roads in laybys; passengers will not be waiting next to general traffic. Passengers will be protected from the weather by the new canopies.

Locating the stops on Wandsworth Road and Kennington Lane will provide significant routing benefits and some journey time benefits for bus passengers.

Island site

The consented development on the island site is fully contained within third party land, and does not encroach on any land owned by TfL. TfL will continue to explore opportunities to integrate the canopies with the island site development for a more holistic design for the area.

Consultation on changes to the bus station

In order to capture the views of a wider audience on our proposed changes to the bus station TfL have used the Oyster database to send emails to over 300,000 bus, underground and road users who use Vauxhall.

In October 2014 TfL used the oyster database to undertake a Transport User Survey to understand how people currently use Vauxhall from a transport perspective, their views on the current facilities and where improvements can be made.

The need to reconfigure the bus station as a consequence of two-way working was a central part of the 2014 initial consultation (10 November – 2 January), with 63% of respondents supporting the proposals to change the bus station.

The consultation report which also includes the Transport User Survey results in Appendix E can be found [here](#).

The Oyster database is again being utilised for the current (23 November 2015 – 17 January 2016) detailed highway consultation. Additionally we have handed out leaflets within the central interchange area. Leaflets have also been made available at the kiosk within the bus station. Comments received on our initial bus station proposal will be reviewed and fed into the detailed design of the bus station which will take place later in 2016.