



Meeting notes - Wednesday 23 July 2025

Total attendance: 84

Speakers

Jamie Hodge, Transform Tulse Hill and local resident

- Introduction to the group,, how it came about and overview of the issues around the gyratory including safety, speeding, injuries etc. Group wants more people to get involved. Group is non-party political and at the moment is informal. Currently based around a WhatsApp group and this is the first meeting under the name (chosen by poll in the group chat)
- Group wants to make something happen. Other London gyratories have been improved for the better.
- What should we do to take it to the next level?
- Lambeth has the second highest casualty count of all London boroughs. Lambeth is 11th in terms of population size but second in casualties. 10,343 casualties in Lambeth between 01/01/2017 and 31/12/2024. 1,583 serious injuries and 35 lives lost in Lambeth between 2017 and 2024.
- Showed casualty map of the gyratory - see slides.
- We believe Transport for London (TfL) wants improvements to the gyratory to happen - but sometimes they can be slow and we have seen little progress in recent years. They also have a wider range of investment priorities, such as tube rolling stock renewal.
- Cited a conversation with a Partner at the GP practice on Hardel Rise: older patients don't like going there because they find crossing the road is dangerous.

Kim Hart, Co-Chair, The Norwood Forum

- The Norwood Forum is a community interest group receiving funding from Lambeth Council that is a voice for the community, and a link between it (the community) and the council. Aim is to improve the Norwood area.
- Norwood Forum was involved in the previous Streetworks project to remove the gyratory that started in 2011. Lots of community engagement took place at that time.

Transform Tulse Hill public meeting 23/07/2025

Tom Palmer, Co-Chair, The Norwood Forum

- Explained the previous option which the Streetworks project came up with (see diagram in slides). This is not the current TfL proposal(s) and it did not proceed.
- Cllr Fitzroy organised a visit to the gyratory from Deputy Mayor for Transport Seb Dance in December 2022, with attendees also including Helen Hayes MP and local residents and groups.
- In 2023 TfL promised to come back with a timeline for engagement, and in December that year TfL promised to meet residents. This meeting has still not happened and TfL have recently declined to meet the Transform TH group.
- Four designs were due to be released by TfL in August this year - we have not seen them yet. The timescale is now "Autumn 2025" and there may be six options.
- The interim measures to slow traffic on Hardel Rise have received good feedback from pedestrians. The area feels safer. They are not so good for cyclists due to narrow lanes.

Councillor Olga Fitzroy, St Martin's ward (Labour)

- Olga read a statement from local MP, Steve Reed (Labour, Streatham & Croydon North). He "supports the community campaign, had met with local residents living near the gyratory recently to discuss and that it is clear that it is dangerous and outdated. Accidents happen far too often, the layout encourages speeding, and lane-cutting puts pedestrians, cyclists, and drivers at constant risk. He said that "other parts of London are seeing dangerous gyratories transformed, and it's time that Tulse Hill got the same treatment — with safety, not speed, put first. I fully support the community campaign to deliver the change."
- Olga also read a statement from local MP, Bell Ribeiro-Addy (Labour, Clapham & Brixton Hill). She thanked residents for their support for the cause and the efforts to improve gyratory.
- Olga explained how she was supporting the campaign. She had organised site visits and arranged for letters to be sent to TfL from MPs, councillors and London Assembly Members. She will help push TfL for action and has also raised at Full Council, seeking support from Lambeth Council.
She is also discussing the issue with Cllr Rezhina Chowdhury, cabinet member for sustainable Lambeth and clean air. *(note - at this meeting Cllr Chowdhury replied. "We continue to have a close working relationship with TfL and will continue to support them to develop their thinking on this project. We would be glad to extend the invitation to TfL to attend a public meeting and will continue to lobby for these improvements to be delivered."*

Helen Hayes MP (Labour, Dulwich & West Norwood)

- Helen explained how most of the gyratory was located in her constituency, although Steve Reed MP and Bell Ribeiro-Addy MP's constituencies also touched it
- The former Streetworks project was a good exercise in community engagement and developed a good consensus for change.
- She was frustrated by the TfL funding model under the previous year, where TfL only had yearly allocations rather than a long term funding deal, and the funding problems caused by the pandemic.
- The potential Bakerloo Line extension brings associated developments along the route into south London.

Transform Tulse Hill public meeting 23/07/2025

- The government is putting more capital money into TfL; but overall there are limited resources.
- She previously worked in town planning - and helped come up with a plan to remove Lewisham gyratory.
- Cited example of a pedestrian crossing installed outside the Horniman museum in her constituency. The campaign for this took two decades.
- She wants to see change delivered and wants to help apply positive pressure to constantly remind decision makers at TfL of what is at stake.
- Suggested getting the help of The Norwood Forum to explore revisiting the Streetworks proposals. There was lots of design work carried out for this. We should aim to renew the community consensus which was built with this work.
- Areas that campaign hard often get ahead of the queue when there are scarce resources. There is a strong case for change in Tulse Hill.

Marina Ahmed AM, Labour, London Assembly member for Lambeth & Southwark

- Marina has asked lots of questions to the Mayor in the London Assembly about the gyratory.
- Although elected in 2021 she has been dealing with this issue for 5 or 6 years. She herself drives around the gyratory but does not like doing so. She doesn't feel safe as a driver, a pedestrian or when she is with her kids.
- Cited that she had continuously been working on this with extensive paperwork, correspondence, and thanked the campaign for keeping the issue on the agenda - this is important.
- Up until recently TfL couldn't make long term infrastructure decisions due to its funding situation. But long-term funding has now been secured through the recent Spending Review (June 2025) which provides £2.2 billion to TfL over 4 years - around £550m a year for capital investment. So there is an opportunity.
- TfL is drafting its Business Plan for this money at the moment. This is capital/infrastructure spend (not money for day-to-day running costs.) It will be agreed in December 2024. She feels that some of it should be spent on the Tulse Hill Gyratory.

Questions and discussions

- A resident said he cycles through the gyratory every day. The temporary measures had narrowed the road, which is bad for cyclists. TfL needs to act. Why is it not happening?
- Marina recognised the TfL funding issue and that for them, TfL Tulse Hill is not the only urgent project in London. She recognised the danger for cyclists.
- Helen Hayes MP suggested a temporary cycle route around the gyratory. At Crystal Palace Parade [top of Fountain Drive where there are two mini-roundabouts] Southwark installed safer cycle lanes around the roundabouts. This could be a practical ask we could ask TfL to look at.
- Jamie explained how there were almost 20,000 vehicles per day travelling through the gyratory, but only 330 cyclists. This could suggest that cyclists were avoiding the gyratory

Transform Tulse Hill public meeting 23/07/2025

due to the danger/ risk of doing so. As a comparison, 7,000 cyclists per day travelled through the Elephant & Castle road system, where the gyratory was recently removed and the roads and cycle routes improved.

- A transport consultant raised the issue of *Vivacity* sensors/ cameras which can monitor near misses and give a better picture of what is happening. They help change how traffic authorities prioritise safety / action - could we have *Vivacity* cameras at Tulse Hill?
- Suggestion for support for local traders to improve their buildings/shops. Not just on roads/pavements. Make the area nicer. And monitor sound pollution from noisy exhausts as well, which can be very disruptive. Need to make area more pleasant.
- Giles from Herne Hill said it took seven years before they managed to get rid of the Herne Hill gyratory. It was hard work. Now, no one wants to go back to how the roads were before in Herne Hill. *"It will be tough. There will be opposition. Be bold and brave. Just do it."*
- Local Councillor Jackie Meldrum (Labour, Knights Hill ward, West Norwood) said she was working with The Norwood Forum. She raised the issue of speeding. She suggested councils should be able to issue speeding fines. This could offer revenues that could support improvements the gyratory.
- Helen Hayes cited the *Vivacity* AI evidence gathering cameras. They can monitor near misses, driver behaviour and assess safety on streets/ roads. She will lobby TfL for *Vivacity* cameras on the gyratory. However these *Vivacity* cameras are not speed cameras. Speed cameras are controlled by TfL and the Police. There is currently a pause on installing new speed camera. They are looking at thresholds and digitalising the cameras. They want to avoid them getting damaged - e.g. cables under the street damaged by roadworks etc, which happens frequently.
- Discussion on noise cameras and (loud) modified exhausts. Request for noise cameras.
- A local retired person cited the pedestrian traffic light countdowns in Brixton and the temporary speed camera car in Streatham. There was nothing in Tulse Hill - 'it's a racetrack.' The gyratory is scary for elderly people. Everyone is speeding too much, especially lorries. Lighting also needs to be better.
- The operator of the local Post office on the gyratory, Parwan, voiced his concerns about a potential two-way layout. Was concerned about the parking space outside his shop. He was keen to support the campaign and happy to collect signatures of support if his concerns were addressed. But if parking was removed it would be a big issue for him and other local businesses on the gyratory as this is very important to their businesses.

(Note - there are no actual proposals currently on the table from TfL and the previous Streetworks plans have been abandoned. This is why the campaign wishes TfL to engage and the points about the need for parking is noted)

Transform Tulse Hill public meeting 23/07/2025

- Pete Elliot of the Green Party said he was recently hit by a car on Gipsy Road. The local roads are too dangerous. Can we go to City Hall with a petition or motion? [Agreement to this from the speakers on stage, the campaign will pursue this]
- A van driver who lives in Effra Road and regularly drives around the gyratory cited the high speed of vehicles coming down Christchurch Road. He suggested there should be a traffic light at the corner with Hardel Rise, or something to slow traffic.
- A question about bus lanes and the legal requirements for them. Suggestion to make one lane of the stretch of Christchurch Road from Norwood Road to Probyn Road a bus lane. This would make the uphill section two lanes rather than three and slow traffic. The pedestrian crossing is dangerous.
- A woman from Rosendale Road said she doesn't feel safe at the bus stop. There is not enough signage to slow vehicles. Could have road signs to say 'Slow' or show speed. Could we have a Community Speedwatch? Poor/non-existent road markings.
- A suggestion for regular/ monthly Transform Tulse Hill meetings. It is a crucial junction: it conveys buses to Brixton etc. Connects London. We need better public transport.
- Several suggestions that we need speed cameras now - while we are waiting for other improvements.
- Campaign needs the support of Lambeth Council in lobbying/ campaigning. The Gyratory needs to be in the Lambeth Growth Plan, where it is barely mentioned, unlike the Vauxhall gyratory. We need support of officers, strategy & policy.
- Helen Hayes explained the gyratory is a TfL operated road - i.e owned by TfL not Lambeth Council. (note - we are seeking support from the council for the campaign). She can help arrange a Community Speedwatch session. (note - this is where members of local communities join with the support and supervision of their local police to record details of speeding vehicles using approved detection devices.)
- Suggestion of a regular Speedwatch session to gather data. There was interest from attendees in this.
- Olga described the site visits she arranged. There are local elections next year. We should make this an election issue and encourage all competing parties to put it in their manifestos.
- Marina Ahmed suggested getting more bodies and organisations involved: the Metropolitan Police, London Ambulance Service etc. Approach them for support and add their voice on the impact.
- Charlotte from the [Station to Station BID](#) said Tulse Hill can feel like a drive-through. People don't visit businesses because they can't. We want people to dwell and visit, not just pass through. We want to make it a slower, cleaner, friendlier place.

Transform Tulse Hill public meeting 23/07/2025

- Olga agreed the public realm was an issue, not just the road itself. Improving the public realm will bring growth and income to the area. *Vivacity* cameras are good and we need them, but they are not coming imminently. Lots of crashes/ incidents are not even reported to police, so they are not recorded, and TfL is not getting the whole picture of safety/ danger.
- A resident from Tulsemere Road cited the *Vivacity* traffic monitoring cameras in nearby Thurlow Park Road. They are Lambeth-owned cameras. She cited the length and slope of the South Circular road gave it the sense of a racetrack. She suggested we need more cameras.
- Marina Ahmed said if the technology exists, we need to use it. If TfL are serious about [Vision Zero](#), there's no reason not to have these cameras. Also yes to speed cameras.
- Jamie thanked the True Vine Apostolic Ministries for offering the venue, this was very much appreciated. The campaign needs spaces to meet. He suggested that we could explore holding a publicity stunt, such as an eye-catching photo or something to support a positive campaign that will garner press and social media attention. The campaign will explore starting a petition to the Mayor, which Marina Ahmad would deliver through the London Assembly. He agreed we need more meetings and these would be organised.
- Note - these have now been set to take place monthly from 7pm to 8.30pm, at the same venue on the following dates: Tuesday 26th August, Tuesday 16th September, Tuesday 14th October and Tuesday 18th November 2025
- Written comments or thoughts, and any requested amends to these minutes can be sent to transformtulsehill@gmail.com
- The group would also like to hear from members of the community who wish to get more involved / volunteer to help with organisation or other aspects of the emerging campaign.
- The group also received a written submission from Tony White of Christchurch Road, Tulse Hill, who had to leave the meeting early. This focused on the number of traffic lanes around the gyratory (which he said has reduced in recent years), high levels of traffic on the gyratory and the south circular. He included a suggestion for speed cameras at the Hardel Rise/Tulse Hill traffic island.

Summary of key issues and themes

- **Tackling speeding:** the need for speed cameras, speed reduction measures, better signage and road markings.
- **Cameras:** *Vivacity* cameras, speed cameras and noise cameras.
- **Improving the public realm:** to encourage more visitors/shoppers, encourage more dwell time, and support businesses.
- **Safety for cyclists:** cycle lanes; unsafe for cyclists on the gyratory.
- **Roadside access:** Access, deliveries and parking for businesses/orgs and disabled/elderly people.
- **TfL/ decision makers:** How to work with/pressure TfL for action, and gain support of politicians/ other organisations - suggestions and comments are welcomed.
- **Communications and organisation** for the group: meetings; information sharing, gathering input from residents.

Actions and suggestions

These suggestions include additional ideas which have been suggested on the WhatsApp group since the meeting.

1. Share these meeting notes
2. Share the slides from the meeting
3. Share the crash maps, Lambeth casualty data and traffic count data
4. Publish the statements from Steve Reed MP and Bell Ribero-Addy MP
5. Set up a Community Speedwatch session(s)
6. Enable communications with people not on WhatsApp - e.g. via email database
7. Publish a form/ survey to enable people to send in ideas and suggestions, and find out how people travel to/ visit local businesses
8. Create a mission statement for Transform Tulse Hill
9. Reach out to more groups, campaign and local political parties to get them involved
10. Continue to press TfL for a meeting
11. Set up more regular meetings
12. Contact local schools to engage them in the discussion [Charlotte A agreed to do this.]
13. Explore funding opportunities - to pay for meetings rooms and posters/ publicity etc
14. At the next meeting, show some examples of other gyratories/ streets which have been improved, so people can understand the vision and get ideas.
15. At the next meeting, revisit the Streetworks proposals and ideas/ principles which came out of that