

[REDACTED]

From: HOEY, Kate [HoeyK@parliament.uk]
Sent: 11 January 2013 14:00
To: [REDACTED]
Cc: [REDACTED]; 'caroline.pidgeon@london.gov.uk'; [REDACTED]; Daniels Leon
Subject: RE: Clapham Gateway and Equality Impact Assessment Draft Reply

Dear [REDACTED] Don't worry we will be lobbying very hard- I personally will take this up everywhere as spending TFL money which reduces the level of service to bus users will be disgraceful thanks
Kate

From: [REDACTED]
Sent: 11 January 2013 13:54
To: HOEY, Kate; [REDACTED]
Cc: [REDACTED]; 'caroline.pidgeon@london.gov.uk'; [REDACTED]
Subject: RE: Clapham Gateway and Equality Impact Assessment Draft Reply

Dear Kate

I can confirm that TfL has not yet received the business case from Lambeth. When it is received, I am happy to circulate it.

I cannot advise you on whether you should lobby on this matter.

Best regards. [REDACTED]

[REDACTED]

Head of Borough Projects and Programmes
Transport for London □ Surface Transport
11th Floor, Zone 11Y8, Palestra, 197 Blackfriars Road, London SE1 8NJ
tel: [REDACTED]
email: [REDACTED] | www.tfl.gov.uk

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-----Original Message-----

From: HOEY, Kate [mailto:Hoeyx@xxxxxxxxxx.xx]
Sent: 11 January 2013 13:49
To: [REDACTED]
Cc: [REDACTED]; 'caroline.pidgeon@london.gov.uk'; [REDACTED]

[REDACTED] Impact Assessment Draft Reply

Dear [REDACTED] Can you confirm again that no business plan has yet been received from Lambeth and that when it is you will allow us to see it. Can you also confirm that we will be able to lobby hard to ensure that funding is NOT given if there are not live stands. Thanks Kate

From: [REDACTED]

Sent: 11 January 2013 13:37

To: [REDACTED] HOEY, Kate

Cc: [REDACTED]
'caroline.pidgeon@london.gov.uk'; [REDACTED]

Subject: RE: Clapham Gateway and Equality Impact Assessment Draft Reply

Dear [REDACTED]

As previously advised, both I and members of my team have only ever referred to the existing facility as being used to drop off and pick up passengers in briefings to the Deputy Mayor or previous Deputy Chairman of TfL. What I said, is that the current arrangements do not meet accessibility and safety requirements, as passengers have to board and alight from the carriageway. In accessibility terms this is a particular problem for wheelchair users, as the buses cannot deploy their ramps.

At each stage in the development of the proposals the views of colleagues within London Buses have been sought. TfL does consider there are advantages for bus passengers in having live stands within the Old Town (you will recall I provided Lambeth with a plan showing how this could be accommodated and recommended this option be included in the consultation). That said, both this option and the 'dead stand' option are considered operationally acceptable to London Buses.

The report to Surface Board will make clear that two options were developed and will set out the issues relating to both. However, as you will note from the attached letter from the Commissioner and Deputy Mayor to the Leader of Lambeth (dated 24 October 2012), TfL is prepared to support the borough if the requirements in respect of traffic modelling, the business case and other matters are satisfactorily addressed.

Yours sincerely

[REDACTED]

Head of Borough Projects and Programmes

Transport for London4Surface Transport

11th Floor, Zone 11Y8, Palestra, 197 Blackfriars Road, London SE1 8NJ

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From: [REDACTED]

Sent: 03 January 2013 10:16

To: hoeyk@parliament.uk; [REDACTED]

Cc: [REDACTED]
xxxxxxxxxxxxxxx@xxxxxxxx.xxx.xx; [REDACTED]

Subject: RE: Clapham Gateway and Equality Impact Assessment Draft Reply

Dear [REDACTED]

could you answer the questions I put to you yesterday? For the sake of coherence I will summarise them as follows:

- 1) Why did your team brief Daniel Moylan and Isabel Dedring that the current Clapham Old Town terminus was a dead stand used by passengers at drivers' discretion when that is factually wrong?
- 2) Why in November 2011 did you agree to a dead-stands only Gateway proposal with no prior consultation or notification of Leon Daniels?
- 3) Will the Surface Transport Panel have the option of funding live as well as dead stands, or will the Gateway proposal before it be solely based on dead stands?
- 4) Why have you been extensively discussing TfL funding space to be used solely for private clients of a pub for outdoor drinking?

I think if you could answer the above questions, that would assist my understanding of TfL's position

Yours sincerely



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