

[REDACTED]

From: [REDACTED]
Sent: 02 January 2013 11:55
To: 'HOEY, Kate'
Cc: 'xxxxxxxx.xxxxxxx@xxxxxx.xxx.xx'
Subject: RE: Clapham Gateway and Equality Impact Assessment Draft Reply

Dear Kate

TfL Surface Board is chaired by Leon Daniels, with the other members being Steve Allen (Managing Director of Finance), Garret Emmerson (Chief Operating Officer Streets), David Hendy (Director of Surface Finance), Ben Plowden (Director of Surface Planning), Clare Kavanagh (Director of London Buses Performance), Mike Weston (Director of London Buses Operations), Alan Bristow (Director of Traffic), John Mason (Director of Taxis and Private Hire) and Steve Burton (Director of Community Safety, Enforcement and Policing).

I have not yet received the business case from Lambeth.

Best regards. [REDACTED]

[REDACTED]

Head of Borough Projects and Programmes
Transport for London4Surface 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@xxxxxxxxxxx.xx]

Sent: 02 January 2013 11:31

To: [REDACTED]

Cc: [REDACTED] Daniels Leon; [REDACTED]
[REDACTED] carxxxxx.xxxxxxx@xxxxxx.xxx.xx; VanDer Nest Christian (ST);
[REDACTED]

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

Thanks [REDACTED]. Who chairs the surface board please and who is a member. I resume you haven't had the business case yet from Lambeth. I would be grateful if you could let me know as soon as it arrives at TfL. Happy NEw year. Kate

Sent from my iPhone

On 2 Jan 2013, at 10:48, [REDACTED]
<[REDACTED]> wrote:

Dear [REDACTED]

Thank you for your e-mail. As has been previously advised, the Clapham Gateway scheme is a L.B.Lambeth promoted project and it is therefore right that they produce the EIA. This information will be submitted alongside the business case and traffic and safety analysis for review by TfL.

These submissions will need to demonstrate the transport, safety, accessibility and public realm impacts of the proposals. The information will then be considered by TfL Surface Board, who will determine whether funding is agreed towards project implementation.

Yours sincerely

[REDACTED]

Head of Borough Projects and Programmes

Transport for London4Surface Transport

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

tel: [REDACTED]
email: [REDACTED] www.tfl.gov.uk<<http://www.tfl.gov.uk>>

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From: [REDACTED]
Sent: 21 December 2012 09:37
To: [REDACTED] Daniels Leon
Cc: xxxxx@xxxxxxxxxx.xx<mailto:xxxxx@xxxxxxxxxx.xx>;

[REDACTED]

xxxxxxxx.xxxxxxx@xxxxxx.xxx.xx<mailto:carolinx.xxxxxxx@xxxxxx.xxx.xx>; Van Der Nest
Christian (ST); [REDACTED]
Subject: RE: Clapham Gateway and Equality Impact Assessment Draft Reply

Dear [REDACTED]

your response to the points below please?

Yours sincerely

[REDACTED]

From: [REDACTED]
To: [REDACTED];
leondaniels@tfl.gov.uk<mailto:leondaniels@tfl.gov.uk>
CC: hoeyk@parliament.uk<mailto:xxxxx@xxxxxxxxxx.xx>;
[REDACTED]
xxxxxxxx.xxxxxxx@xxxxxx.xxx.xx<mailto:xxxxxxxx.xxxxxxx@xxxxxx.xxx.xx>;
xxxxxxxxxx.xxxxxxx@xxx.xxx.xx<mailto:christian.vanderxxx@xxx.xxx.xx>;
[REDACTED]
Subject: RE: Clapham Gateway and Equality Impact Assessment Draft Reply
Date: Thu, 20 Dec 2012 11:12:33 +0000

Thank you [REDACTED] for your reply, though my questions were addressed to Leon Daniels.

But what of TfL's own Equality Impact Assessment (EIA)? And for that matter, will not TfL be examining Lambeth's own EIA to see whether it is not robust or not?

You state that Lambeth's submission will be reviewed 'by TfL'. However, one of the recurring issues has been that TfL officers have said different things about the same issue to different people. Indeed [REDACTED] what has been striking is that very often you and your team has often made key decisions or points without notification of Mr Daniels - one important example being last year when your department initially told Lambeth Council a dead stand option would suffice. Daniel Moylan was also incorrectly briefed by your team that the current bus terminus was a dead stand merely by passengers at drivers' discretion. Totally false information, and again communicated with no prior notification of Mr Daniels.

Therefore one must ask who in TfL will decide upon Lambeth's proposals? Surely, it would be Leon Daniels as Head of Surface Transport ultimately making a recommendation?

Furthermore, when you speak of implementing the proposals - which specific proposals do you allude to: do you mean that TfL will decide to implement either live or dead stands?

There is growing disquiet about the impact of dead stands and the provision of space for outdoor drinking by private clients of the local pubs, as exemplified by letters in the press. Your e-mail of 30 May 2012 to Lambeth did discuss in depth how Lambeth Council could implement the drinking space for pub clients; though initially you warn against 'hard-wiring' this drinking into the proposals, you then discuss at length how this could be achieved. Again this raises concerns that TfL is using public money for the purposes of an essential private business development. It is also of concern given the problems of alcohol related disorder in Clapham generally. I have attached the e-mail in question for the benefit of others - but it does appear that your department and Lambeth have been actively discussing a small drinking space as the basis for have a dead stands option.

This takes us back to the central question: why would TfL agree to a dead stand proposal which would result in a more impaired access to public transport and poorer safety for women passengers at night (alongside negative effects upon residents) when a live stand solution would improve passenger access whilst preserving the piazza space?

And why is TfL prepared to fund a small drinking space for pub clients?

I look forward to a prompt and full response to the questions raised soon

[REDACTED]

From: [REDACTED]
To: [REDACTED]
xxxxxxxxxxxx@xxx.xxx.xx<mailto:leonDaniels@tfl.gov.uk>
CC: [REDACTED]
[REDACTED]
xxxxx@xxxxxxxxxxx.xx<mailto:xxxxx@xxxxxxxxxxx.xx>;
xxxxxxxxxx@xxxxxxxx.xx<mailto:xxxxxxxxxx@xxxxxxxx.xx>;
Christian.VanDerNest@tfl.gov.uk<mailto:xxxxxxxxxx@xxx.xxx.xx>
Date: Wed, 19 Dec 2012 18:20:59 +0000
Subject: RE: Clapham Gateway and Equality Impact Assessment Dear [REDACTED]

Thank you for your e-mail to Leon Daniels.

I can confirm that L.B.Lambeth has undertaken an Equality Impact Assessment (EIA) for the Clapham Gateway scheme. TfL has asked that this be included in the borough's business case submission. This will then be reviewed by TfL as part of the assessment process to determine whether the proposals should proceed to implementation.

Yours sincerely

[REDACTED]

Head of Borough Projects and Programmes

Transport for London4Surface Transport

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

tel: [REDACTED]
email: [REDACTED] | www.tfl.gov.uk<<http://www.tfl.gov.uk>>

P Please consider the environment before printing this e-mail

From: [REDACTED]

Sent: 18 December 2012 20:54

To: Daniels Leon

Cc: [REDACTED]

[REDACTED]

xxxxx@xxxxxxxxxx.xx<mailto:xxxxx@xxxxxxxxxx.xx>;

xxxxxxxxx.xxxxxxx@xxxxxx.xxx.xx<mailto:carolix.xxxxxxx@xxxxxx.xxx.xx>; Van Der Nest
Christian (ST)

Subject: RE: Clapham Gateway and Equality Impact Assessment

Dear Mr Daniels.

I have yet to received a response to my e-mail of 2nd December regarding TfL's Equality Impact Assessment of Clapham Gateway: it is important that this is carried out

May I wish you a Happy Christmas and peaceful New Year, following what has been (at least as far as the Olympics were concerned) a successful year for buses

Warm regards

[REDACTED]

>
> On 2 Dec 2012, at 17:45, [REDACTED]
<[REDACTED]>

m>> wrote:

>
> Dear Mr Daniels

>
> I understand that TfL will be making a decision on the Gateway scheme on/around the 21st December.

>
> As you are aware though both dead and live stands are 'operationally possible' the differences between the two create vastly contrasting outcomes for residents and disabled users. TfL is obliged then to put passenger concerns at the forefront of its decision making: it is not only within

its power but also its duty for TfL to fund a Gateway option that delivers the most advantages to passengers.

>

> To this are the legal obligations under the Equality Act 2010. As sponsor and approver of the Gateway Scheme TfL is obliged not to act in a way that would create disadvantages for disabled users. Lambeth Council also has an identical legal obligation.

> Part of this is undertaken by an Equality Impact Assessment (EIA)

> which is obligatory for any public body, including both TfL and

> Lambeth Council. TfL would have to undertake its EIA separately from

> Lambeth Council

>

> What concerns me is that it appears that TfL has not make any such

> EIA, nor has the Council. As such any approval of Gateway without both

> a Council and a separate TfL EIA would be immediately in breach of the

> Act. This is separate from the wider policy consideration of whether

> or not dead stands cause disadvantages to disabled users via

> fragmentation and dispersal of points around the Old Town

>

> If you or your colleagues in Surface Transport could inform us about

> when TfL intends to make its EIA, we should be grateful

>

> Yours sincerely

>

> 

>

> _____

>

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